

June 29, 2026
Via FedEx Overnight and TonicDM

Robbinsville Township Land Use Board
2298 Route 33
Robbinsville, NJ 08691

Attn: Tianna Thompson, Land Use Coordinator

**RE: Main Street Living, LLC
Proposed Mixed-Use Development
and Townhouse Development
Block 1, Lots 31, 33.01, & 34-36
7-9 Main Street &
11-13 Railroad Avenue
Township of Robbinsville
Mercer County, NJ
DEC # 5214-24-00441
Application #R25-03-01**

Dear Ms. Thompson,

On behalf of the Applicant, Main Street Living, LLC, enclosed please find the following documents constituting the formal resubmission towards issuance of application completeness for Preliminary & Final Site Plan Approval and scheduling of this application for the next available Land Use Board Meeting for the above referenced project:

- Three (3) copies of the revised Design Waiver/Variance Request Form, prepared by our office;
- Three (3) copies of the Photograph Location Report, prepared by our office;
- Three (3) signed and sealed copies of the Traffic Impact Study, prepared by Dynamic Traffic, LLC, dated March 13, 2025, last revised June 29, 2026; and
- Three (3) signed and sealed copies of the Stormwater Management, Water Quality, and Groundwater Recharge Analysis, prepared by our office, dated December 2025, last revised June 2026.

This letter shall serve as the formal response to the following Township of Robbinsville professional review letters and memorandums:

- TRC Review #2, prepared by Stuart Wiser, PP, AICP of ARH Associates, dated 06/04/2026;
- Traffic Engineering Review No. 2, prepared by Bruce Klein, PE, PTOE of T & M Associates, dated 06/04/2026
- Landscape Review – 2nd Review, prepared by Jack Carman, LLA, FASLA of Design for Generations LLC, dated 05/30/2026
- Architectural Review Memorandum #2, prepared by Steve Leone, AIA, LEED ap of Spiezle, dated 05/26/2026
- Sanitary Sewer Review No.2, prepared by Cameron Corini, PE, CME, CPWM of Roberts Engineering, dated 06/02/2026
- Township Environmental Commission Review Memorandum, dated 02/02/2026
- Township Fire Company Review Memorandum #2, dated 06/01/2026
- Township Tax Assessor Review Memorandum #2, dated 05/14/2026
- Township Board of Health Review Memorandum, dated 02/12/2026
- Township Construction Official Review Memorandum #2, dated 06/01/2026
- Township Affordable Housing Review Memorandum #2, dated 05/28/2026
- Township Legal Review Memorandum, dated 01/14/2026
- Township Police Review Memorandum #2, dated 05/14/2026
- Township Public Works Review Memorandum #2, dated 05/27/2026

In order to facilitate your review, please find below an itemized response to the aforementioned review letters:

TRC Review #2, prepared by Stuart Wiser, PP, AICP of ARH Associates, dated 06/04/2026

III. Completeness Review: Preliminary & Final Site Plan Checklist

1. *Signed and sealed plans are required.*

Revised architectural drawings will be provided as a condition of approval.

2. *Applicant requests a waiver stating, “N/A, no Zoning Permit Denial or Notice of Violation attributed to the site”. This office has no objection to this request.*

Acknowledged.

3. *Applicant requests a waiver stating, “N/A as this is the first submission to the planning board”. This office has no objection to this request.*

Acknowledged.

4. *Applicant requests a waiver stating, “N/A, testimony regarding operations of the retail use and maintenance of residential elements will be provided”. This office has no objection to this request.*

Acknowledged.

5. *Satisfaction of this requirement is deferred to the Board's Sanitary Sewer Engineer.*

The Certification of the Wastewater Management Plan was previously submitted.

6. *Applicant requests a waiver stating, "Will provide as a condition of approval. Applications to utilities are being applied for concurrently". This office has no objection to deferring this item to a condition of any approvals granted this Application.*

Acknowledged.

7. *Applicant requests a waiver stating, "Signage details have not been determined at this time. This office has no objection to this temporary waiver request. Applicant is asked to provide a signage template, with dimensioning, for all signage anticipated. This office has no objection to deferring this item to a condition of any approvals granted this Application.*

Acknowledged. A compliant Signage Plan for the retail building will be submitted as a condition of approval as tenants are not yet identified.

8. *Applicant requests a waiver stating, "TBD – condition of approval". This office has no objection to deferring this item to a condition of any approvals granted this Application.*

Acknowledged.

9. *Applicant requests a waiver stating, "Testimony will be provided regarding community impact (this is part of the residential tract)". Redevelopment Plan §7.2.1 states, in pertinent part, that "...the Township Council ... shall review and approve the Project Concepts and Description of Project Elements proposed for each Redevelopment Project. Such approval shall ... accept the [Project] for the community..."*
Accordingly, the Township Council has considered any impacts of the Project to Community and found them acceptable. This office therefore has no objection to this request.

Acknowledged.

10. *Satisfaction of this requirement is deferred to the Board Traffic Engineer.*

Addressed.

11. *Applicant requests a waiver stating, "N/A, no existing wetlands on site to the applicant's boundary". This office has no objection to the waiver request.*

Acknowledged.

12. *Applicant is asked to provide these photographs at the Board hearing on this matter.*

Please see the enclosed Photo Location Report, prepared by our office.

13. *Applicant requests a waiver stating, "N/A, there are no onsite septic systems located on the property. This will connect to public sewer". Satisfaction of this requirement is deferred to the Board's Sanitary Sewer Engineer.*

Acknowledged.

14. *Applicant requests a waiver stating, "N/A, there are no existing wells on site". This office has no objection to this request.*

Acknowledged.

15. *Applicant requests a waiver stating, "No known Master Plan Features within 500'". This office has no objection to this request*

Acknowledged.

16. *Applicant requests a waiver, stating "Lidar Topography for adjacent properties shown". This office cannot support this request (See Engineering Comment C.1).*

The DA Maps within the Stormwater Report appendix have been revised to include LIDAR topography of adjacent lots to the north and west of the project site. The LIDAR source data was provided by NOAA 2015 DVRPC Lidar: Delaware Valley (PA, NJ) which will be provided on the Grading Plan as a condition of approval.

It should be noted that only off-site lots 28-30 appear to drain onto the subject parcel and is accommodated in the stormwater design accordingly. The development to the west, including Raven's Road, is properly surveyed and bypasses the subject parcel entirely. Pursuant to our discussion with Ms. Feigin, this is acceptable.

17. *Applicant requests a waiver stating, "N/A, existing roadways will remain undisturbed". This office has no objection to the request.*

Acknowledged.

18. *Applicant requests a waiver stating, "Off-site Groupings and Species are not shown within 200'. Satisfaction is deferred to the Board's Landscape Architect.*

Acknowledged.

19. *Satisfaction of this requirement is deferred to the Board Architect.*

Acknowledged.

20. *Applicant requests a waiver stating, "N/A, there are no known cultural features, historic sites, or critical view shed located on the site". This office has no objection to this request.*

Acknowledged.

21. *Applicant requests a waiver stating, “Existing tree species have not been determined – trees in LOD will be demolished”. Township policy waives this requirement for Redevelopment Projects.*

Acknowledged.

22. *Applicant requests a waiver stating, “Off-site trees were not surveyed. No disturbance off-site”. Township policy waives this requirement for Redevelopment Projects.*

Acknowledged.

23. *Satisfaction is deferred to the Board’s Landscape Architect.*

Acknowledged.

24. *Applicant is asked to address outdoor pedestrian spaces.*

The Site Plan (Sheet 5 of 31) and the Landscape Plans (Sheet 10-11 of 31) will be revised to label the outdoor pedestrian spaces as a condition of approval. A rendering will be provided at the hearing.

25. *Applicant requests a waiver stating, “Applicant is seeking Preliminary Site Plan Approval concurrently [with] Final”. This office has no objection the request.*

Acknowledged.

26. *Applicant requests a waiver stating, “Construction quantities will be provided upon favorable action”. This office has no objection to this request.*

Acknowledged.

27. *Applicant requests a waiver stating, “Metes and bounds descriptions will be provided upon favorable action” This office has no objection to this request.*

Acknowledged.

28. *Applicant requests a waiver, stating “TBD – condition of approval”. This office has no objection to the waiver request. This office has no objection to this request.*

Acknowledged.

IV. Redevelopment Plan Process

As specified under RDP §7.2.1 B.2, the action of entering into a Redevelopment Agreement with the Developer served as the Township Council’s final approval of the Project Concepts and Description of Project Elements, and as its final certification of the Project’s consistency with the RDP. Such action was required in order for this Application to be heard by the Land Use Board under RDP §7.2.1 C.

Informational.

V. *Planning Analysis:*

- A. *Use: Lots 31, 33.01, and 34-36 are located in the Main Street Living Redevelopment Parcel as established by the RDP. The proposed Mixed-Use Multifamily Apartments above Retail and Stacked Townhouses both conform to the Permitted Principal Uses of the RDP.*

Informational.

B. *Building Limit Controls*

29. *Applicant is asked to provide the height of proposed parking lot screening and provide testimony regarding the visual impervious efficacy of proposed plantings.*

The Landscape Plans (Sheet 10-11 of 31) will be revised to provide the height of the proposed parking lot screening as a condition of approval. Testimony will be provided at the hearing.

30. *At time of this review, Applicant had not finalized its signage package. This office recommends that any approvals granted this Application be conditioned upon Applicant submitting an acceptable Sign Package, with the understanding that any element found to be not acceptable may require a return to the Board.*

Acknowledged. A Signage Plan for the retail building will be submitted as a condition of approval as tenants are not yet identified.

C. *Additional Planning Comments*

1. *Colors (RDP §8.3.11)*
Colors shall be from the Benjamin Moore Historical Color Collection or equivalent. Brick shall be in the brown and red ranges. Stucco, stone and masonry veneer shall be earthtones. Satisfaction is deferred to the Board Architect.

Acknowledged.

2. *Heating, Air Conditioning & Telecommunications (RDP §8.3.12)*
Air-conditioning units, HVAC systems, exhaust pipes or stacks, elevator housing, satellite dishes and other telecommunications receiving devices shall be screened from the public Right-of-Way and from adjacent properties by use of walls, fencing, roof elements, penthouse-type screening devices and/or landscaping. Satisfaction is deferred to the Board Architect.

Acknowledged.

3. *Environmental Protection Measures (RDP §11.6)*
Environmental protection measures are required when and where necessary. Applicant is asked to clarify if disturbance within NJDEP regulated areas are proposed. Environmental protection measures may be required.

The NJDEP Wetlands Absence Determination was previously submitted.

VI. Engineering Analysis

A. Circulation, Parking, and Loading Plan (RDP §9.0)

1. *Revise the stall that contains both EV and ADA parking. An EV stall cannot be considered an ADA stall. If an accessible EV stall is required and to be proposed, it shall be designed in accordance with "ADA Technical Assistance Document: Design Recommendations for Accessible Electric Vehicle Charging Stations".*

The Site Plan (Sheet 5 of 31) will be revised to relocate EV stalls as a condition of approval.

2. *Consider relocating the EV parking stalls away from the building as this is a potential fire safety concern.*

The Site Plan (Sheet 5 of 31) will be revised to relocate EV stalls as a condition of approval.

B. Floodplain, Wetlands & Stormwater Management (RDP §10.2)

1. *Provide all current & future adjusted HydroCAD outputs for all storm events for pre-and post-development.*

Please see the requested information in the enclosed Stormwater Management, Water Quality, and Groundwater Recharge Analysis, prepared by our office, dated December 2025, last revised June 2026.

2. *Comply with the soil testing criteria Per NJ BMP Chapter 12 - Soil Testing Criteria as it appears none of the basins meet the minimum required number of soil tests. Update the infiltration rates used in the groundwater mounding analyses accordingly per any new testing results. Applicant states that they will provide as a condition of approval. This office cannot support deferring this item as it is a pertinent control factor in stormwater management design.*

Additional Soil Tests have been coordinated with and performed by Dynamic Earth, LLC and the results have been utilized within the stormwater management design. Please see the enclosed Test Pit Logs within the Appendix of the Stormwater Report. Please note that permeability testing results are underway and will be provided supplemental to the Hearing; however, per our review of the soil characteristics and layers, we do not expect any issues with permeability readings as they are consistent with prior permeability tests conducted in the same soil strata.

3. *Delineate and label the subcatchments' areas on the Existing Conditions Drainage Area Map. Identify the ground cover types for all pervious subcatchments to support the hydrologic modeling inputs.*

The Existing Conditions Drainage Area Map has been revised to delineate subcatchment areas as required.

4. *Depict the tree line from the survey in the existing drainage area mapping as the tree line provided does not match the tree line depicted on aerial imagery.*

The Existing Drainage Area Map has been revised to depict the tree line from the survey.

5. *Demonstrate how the peak flow rates were derived in the column titled “Existing Disturbed Peak Flow Rate (cfs) DA Total” in the Point of Analysis #1 table (they do not appear to correspond to any link or node shown in the existing conditions routing diagram).*

This information can be found in SWM Report Appendix Item 02 – Existing Hydrology – 2, 10, & 100 Year. Within the HydroCAD report, “DA South” is the disturbed area and “DA Off Site” is the undisturbed area.

6. *Review the Tc flow path and fully revise as necessary to reflect the actual direction of runoff. The surface description is not appropriate for the shallow concentrated portion of the path and “unpaved” is not an acceptable description for a grass/wooded area (recommend “short grass pasture” as more appropriate). Any additional Tc paths that may not have the correct ground cover, path, and/or slope must be corrected.*

The HydroCAD model has been revised to provide accurate and consistent TC values.

7. *Review the Tc flow path and revise as necessary to reflect the actual path length and slope. (the Tc path for subcatchment 45S appears to start within Basin D and the slopes are steeper than 3%).*

The HydroCAD model has been revised to provide accurate and consistent TC values.

8. *The current groundwater mounding analyses for Basins A & B indicate mounding failure. Revise the Basins A & B design and/or supporting calculations to demonstrate compliance with the required separation to the seasonal high-water table (SHWT). Note that for basins with complete soil replacement of its surface area, the Kh can be adjusted to correspond to the permeability of the soil used for replacement. The output calculations for the proposed 100-yr storm need to be provided in order to properly analyze the groundwater mounding.*

The basin bottom elevations for Basins A & B have been revised to provide compliant groundwater mounding analysis for both basins.

Per N.J.A.C. 7:8-5.6 and NJDEP BMP Manual Chapter 5: Stormwater Management Quantity and Quality Standards and Computations, Conditions Regarding the Use of Exfiltration in Stormwater Runoff Routing Computations, groundwater mounding analysis of the projected 100-year storm is only required when modelling exfiltration within the hydrology to meet flow reductions.

9. *The 100-year peak flow elevation for Basins C. and D. are higher than the basin's OCS grate. The OCS grate must be modeled in HydroCAD and output calculations for the proposed 100-yr storm provided.*

The OCS grates have been modeled in HydroCAD for Basin C. The Basin D projected 100-year storm elevation is lower than the proposed OCS grate. Please see the attached Stormwater Management, Water Quality, and Groundwater Recharge Analysis, prepared by our office, dated December 2025, last revised May 2026.

10. *The typical slopes shown on the plans appear to depict pipe conflicts, and the pipe elevations do not appear to match the Pipe Crossing Table. Review and revise the plans for consistency.:*

The Drainage Plan (Sheet 8 of 31) will be revised to provide additional pipe crossing information and locations for concrete encasements as a condition of approval.

11. *Provide a concrete encasement detail and clarify how concrete encasement or other protective measures will be provided where a larger pipe crosses over a smaller pipe with less than 6" of vertical clearance.*

The Construction Details (Sheet 22 of 31) will be revised to provide a concrete encasement detail as a condition of approval.

12. *Provide the sanitary sewer invert elevation at the buildings or at any locations where a drop occurs in order to verify the inverts shown in the Pipe Crossing Table. As currently shown, several inverts do not appear to match with the stated pipe slopes. Review and revise the plans and/or Pipe Crossing Table accordingly.*

The Utility Plan (Sheet 9 of 31) will be revised to provide additional invert information and pipe crossing information with locations for concrete encasements as a condition of approval.

13. *Review and revise the plans and/or Pipe Crossing Table accordingly to fix these discrepancies, including but not limited to Crossing #7 and 30 (this office calculated these crossings to be less than 6" and 18" in cover respectively).*

The Utility Plan (Sheet 9 of 31) will be revised to provide additional invert information and pipe crossing information with locations for concrete encasements as a condition of approval.

14. *Regarding groundwater recharge calculations, the areas used in the NJGRS spreadsheet does not match the areas used in the HydroCAD stormwater modelling. Revise as necessary to ensure consistency throughout documents.*

The Groundwater Recharge calculations have been revised as requested.

15. *The proposed inlets on the south side of the site do not appear to capture runoff from the disturbed area. Reanalyze and revise inlet drainage areas and non-detained drainage areas.*

The Grading Plan (Sheet 6 of 31) will be revised to provide additional spot shot grades to capture the runoff from the disturbed area as a condition of approval.

16. *Confirm that the south offsite basin will not be negatively impacted and that there isn't a significant increase of runoff towards it.*

The development is meeting the necessary flow reductions per N.J.A.C 7:8; therefore, the south offsite basin will not be negatively impacted.

17. *It appears that the proposed runoff at the rear of the southerly buildings will be directed the adjacent lot offsite and not the inlets onsite as flow arrows indicate. Revise the slopes from high points at the southerly rear of the site to be steeper slopes directed towards the inlets onsite than the slopes to the adjacent property offsite.*

The Grading Plan (Sheet 6 of 31) will be revised to provide additional spot shot grades to capture the runoff from the disturbed area as a condition of approval.

18. *Clarify the pipe crossings in the drainage profiles as it appears pipes are in direct conflict with each other. Revise text overlaps within the drainage profiles.*

The Drainage Profiles (Sheets 29-31 of 31) will be revised to remove text overlaps and pipe conflicts as a condition of approval.

19. *This office will review the Operations and Maintenance Manual after all above stormwater comments have been addressed.*

Acknowledged.

20. *THIS OFFICE CANNOT RECOMMEND THAT THIS APPLICATION BE ADVANCED TO THE BOARD UNTIL WE ARE GENERALLY SATISFIED WITH THE AFOREMENTIONED STORMWATER MANAGEMENT COMMENTS.*

Acknowledged.

C. Miscellaneous Engineering Comments

1. *Provide the source date of the off-site LIDAR topography to address concerns that this LIDAR topography was performed prior to the adjacent Raven's Road development.*

The DA Maps within the Stormwater Report appendix have been revised to include LIDAR topography of adjacent lots to the north and west of the project site. The LIDAR source data was provided by NOAA 2015 DVRPC Lidar: Delaware Valley (PA, NJ) which will be provided on the Grading Plan as a condition of approval.

It should be noted that only off-site lots 28-30 appear to drain onto the subject parcel and is accommodated in the stormwater design accordingly. The development to the west, including Raven's Road, is properly surveyed and bypasses the subject parcel entirely. Pursuant to our discussion with Ms. Feigin, this is acceptable.

2. *Address the discrepancy between the Survey and the Site Plan, which have different blocks and lots in their title blocks. This office has no objection to making this item a condition of any approvals granted this Application..*

The ALTA/NSPS Land Title Survey will be revised to provide the correct Block/Lots as a condition of approval.

3. *Depict the blocks and lots on the Site Plan. This office has no objection to making this item a condition of any approvals granted this Application.*

The Site Plan will be updated with Block and Lot information as a condition of approval.

4. *Address compliance RDP §10.1.3 regarding preventing interruption of existing utility services.*

The Applicant will comply with the requirements of each individual utility to ensure uninterrupted service.

5. *Provide more information and details regarding the proposed amenity space/park.*

A Dog Park and Typical Foundation Plans Detail (Sheet 11 of 31) is provided which contains details and information on the proposed amenity space/park.

6. *Label/Identify the bump out at the rear of the buildings.*

The Site Plan (Sheet 5 of 31) will be revised to provide the above-mentioned labels.

7. *Revise the proposed contours to tie into existing contours in the same direction as the existing contours, not perpendicularly.*

The Grading Plan (Sheet 6 of 31) will be revised to tie in proposed contours in the same direction as the existing contours.

8. *Revise proposed contours to have smooth curves in lawn areas eliminating jagged edges.*

The Grading Plan (Sheet 6 of 31) will be revised to provide smoother contours within lawn areas.

9. *Provide high point elevations, and label as such, along drainage divide lines along with flow arrows to depict the direction of runoff.*

The Grading Plan (Sheet 6 of 31) will be revised to provide high point elevations and drainage flow arrows.

10. *A New Jersey Licensed Professional Engineer will need to certify, prior to construction, the design for any of the on-site retaining walls in excess of 4' in height..*

Acknowledged.

11. *The existing off-site topography shall be provided in the plan set, where applicable, as provided on the drainage area maps.*

The DA Maps within the Stormwater Report appendix have been revised to include LIDAR topography of adjacent lots to the north and west of the project site. The LIDAR source data was provided by NOAA 2015 DVRPC Lidar: Delaware Valley (PA, NJ) which will be provided on the Grading Plan as a condition of approval.

It should be noted that only off-site lots 28-30 appear to drain onto the subject parcel and is accommodated in the stormwater design accordingly. The development to the west, including Raven's Road, is properly surveyed and bypasses the subject parcel entirely. Pursuant to our discussion with Ms. Feigin, this is acceptable.

12. *Provide a detail of the entry gate.*

A Construction Detail of the entry gate will be provided as a condition of approval.

13. *The dog park is proposed OVER the force main easement. Applicant is asked to provide approvals from outside agencies for proposed improvements over easements.*

The Applicant's Engineer has been in coordination with the Township. Approval for the proposed improvement over the township's easement will be submitted as a condition of approval.

VII. Departures, Deviations & Design Waivers

- A. *Applicant requires Board concurrence / approval for Signage.*

Acknowledged.

- B. *Pending clarification of the issues raised in this report, additional relief may be required.*

Acknowledged.

The Redevelopment Plan does not recognize the 'bulk ('c') variance' process under the Municipal Land Use Law (N.J.S.A. 40:55D-70c). The processes for deviating from specific Building Limit Controls and other design regulations follow:

1. Deviations

With the exception of regulations pertaining to Maximum Building Height, and those which impact dwelling unit count and/or residential density, the Land Use Board may, at time of Review & Approval and without formal amendment to this Redevelopment Plan, approve departures from the Building Limit Controls and the quantifiable requirements of the Architectural Controls, Circulation, Parking & Loading Plan, Infrastructure Controls and the Landscaping, Streetscaping & Lighting Provisions of this Redevelopment Plan as may be requested by a Redeveloper ~ to a maximum of 20% Deviation from the subject regulation.

Deviations shall only be granted for a Project whose totality of architecture exhibits ~ in the sole opinion of the Land Use Board, superior design and quality, and further provided that such departure(s) are, in the sole opinion of the Board, consistent with the intent of the Redevelopment Plan.

Requests for such relief shall require clear justification as to why the standard should be relaxed. Such justification shall generally conform with the requirements for Variance relief under N.J.S.A. 40:55D-70c., which otherwise would be required were the Project not developed under this Redevelopment Plan.

In reviewing such requests, the Land Use Board shall have the flexibility to consider the request on the totality of its merits and not on the rigid requirements of the Positive and Negative Criteria required for Variance relief. Requests beyond 20% require a formal Plan amendment.

Acknowledged.

2. Design Waivers

A Redeveloper may petition the Land Use Board for departure(s) from the non-quantifiable provisions of the Architectural Controls; Circulation, Parking & Loading Plan; Infrastructure Controls; and the Landscaping, Streetscaping & Lighting Provisions of this Redevelopment Plan in the form of Design Waivers requested at time of Review & Approval. Requests for such relief shall require clear justification as to why the standard should be relaxed.

Design Waivers shall only be granted for a Project whose totality of architecture exhibits ~ in the sole opinion of the Land Use Board, superior design and quality, and further provided that such departure(s) are, in the opinion of the Board, consistent with the intent of this Redevelopment Plan.

In reviewing any such requests, the Land Use Board shall consider any individual request on the totality of its merits within the context of all such Waivers requested.

Acknowledged.

VIII. Post Approval Considerations

Should the Board grant the desired approvals for this Application, Applicant, and/or its professionals must, to the extent applicable:

- A. Make all appropriate plan revisions as directed by the Board.*
- B. Contact the Board Secretary to reconcile any outstanding review escrow accounts prior to Final Plan Certification, Signature or the issuance of building permits, as applicable.*
- C. Address all necessary bonds, inspection escrows and related items.*
- D. Provide an estimate of cost for all onsite improvements prepared by a New Jersey Licensed*
- E. Submit to the Township Zoning Department and this office evidence (if not already provided) of the following outside agency approvals prior to the Final Plan Certification or Signature:*
 - 1. Mercer County Planning Board*
 - 2. Mercer County Soil Conservation District*
 - 3. Robbinsville Township*
 - 4. Aqua, NJ*
 - 5. New Jersey Department of Environmental Protection (if required)*
 - 6. Any others as may be necessary*
- F. Additionally, Applicant is advised that any damage caused to existing Township-owned facilities (i.e., roadways, utilities, etc.) during construction shall be repaired and/or replaced in kind to the satisfaction of the Township Engineer.*

Acknowledged.

Traffic Engineering Review No. 2, prepared by Bruce Klein, PE, PTOE of T & M Associates, dated 06/04/2026

Traffic Impact

- 3. The Traffic Report states that there are no other developments in the vicinity of the site that have been approved but not yet constructed. However, multiple development applications in the immediate area were submitted prior to this application and should be incorporated into the future conditions analysis. The traffic analysis shall include projected traffic volumes associated with the following planned developments:*
 - a. Autumn at Robbinsville located at Block 1, Lot 65.02, which includes 250 Senior Adult Multifamily Housing Units*
 - b. Robbinsville Heights located at Block 1, Lots 18, 19 & 20, which includes a Mixed-Use Development consisting of 28 Multifamily Housing Units, 6,167 SF of Retail space, 2,681 SF of Restaurant space, and 4,095 SF of Bar/Lounge space*

Continuing comment.

The Traffic Impact Study has been revised to include projected traffic volumes associated with the Autumn at Robbinsville and Robbinsville Heights developments, as requested.

5. *The Traffic Report indicates that the proposed site is expected to generate 56 trips during the AM peak hour and 87 trips during the PM peak hour. It is noted that the trip generation calculations are consistent with the rates presented in the current ITE Trip Generation Manual, 12th Edition. Informational only. No action required.*

Informational only. No action required.

6. *The Trip Generation Table (Table 4) shall be revised to include the Saturday peak hour trip generation.*
Continuing comment

The Trip Generation Table within the Traffic Impact Study has been revised to include the Saturday peak hour trip generation, as requested.

7. *Pass-by trip credits were applied to the Retail component of the site using ITE data for LUC 820 – Shopping Center (>150k). However, this land use category represents significantly larger retail centers with different trip generation characteristics than the proposed 5,850 SF Retail space. The Applicant shall provide justification to support the use of LUC 820 – Shopping Center (>150k) pass-by trip credits for the proposed 5,850 SF Retail space.*
Continuing comment.

The application of pass-by trip credits from ITE Land Use Code 820 is considered appropriate due to the absence of ITE pass-by data for smaller standalone retail uses. In practice, LUC 820 provides the most reliable and widely accepted source for estimating pass-by trip reductions for retail developments, regardless of size. The proposed 5,850 SF retail space is expected to function as a convenience-oriented use, generating trips similar in nature to those captured in LUC 820. As such, the use of the LUC 820 passby rates represent a reasonable and commonly accepted approach for estimating pass-by trips for smaller retail developments. It should also be noted that the trip generation for the development is still considered conservative due to the lack of internal capture credits taken between the residential and retail portions of the project. As such, the Township can feel comfortable that the trip generation as outlined within the Traffic Impact Study is accurate for the proposed development.

8. *The Traffic Report utilizes a trip distribution of 40% to/from Main Street west of the site and 60% to/from Main Street east of the site. While this regional distribution is reasonable based on the surrounding roadway network, population densities, and existing traffic patterns, the internal site layout strongly favors use of the Easterly Site Driveway. Specifically, since the Easterly Site Driveway provides direct access to the Townhouses, it is expected that nearly 100% of the Townhouse trips would utilize the Easterly Site Driveway, in addition to 60% of the Mixed-Use trips which would be entering or exiting to/from the east. This driveway utilization is not properly captured in Figure 4. The Applicant shall confirm that this discrepancy does not affect the conclusions of the traffic analysis.*
Continuing comment.

The Traffic Impact Study has been revised to increase the utilization of the Eastern Site Driveway with the proposed left turn egress restriction at the Western Site Driveway as discussed in Comment #12. The updated distribution confirms that the Eastern Site Driveway continues to operate with acceptable levels of service, and the operations of

the surrounding roadway network remain unchanged. Therefore, the revised driveway utilization does not adversely affect the findings or conclusions of the traffic analysis. Further, as discussed in Comment #14, once the future Liberty Street/Route 130 Connector Roadway is constructed, it is anticipated that the site driveways along Main Street will operate at better results than determined within the Traffic Impact Study.

11. *The Traffic Report indicates that all approach movements at the signalized intersection of Route 33 & Robbinsville-Edinburg Road (CR 526) / Main Street will operate at LOS F (310 seconds) or better during the AM and PM peak hours under build conditions. The only notable change in approach delay compared to no-build conditions occurs at the northbound (Main Street) left/thru/right-turn movement during both peak hours, which is projected to degrade approximately 25 seconds due to the proposed development, with existing and proposed delays ranging from 280 to 310 seconds. The applicant shall indicate if there are any timing or other mitigation measures that can be implemented to minimize the impacts of the proposed development.*

Continuing comment.

Due to the poor operations along all approaches to the intersection, the reallocation of green time to improve the northbound maneuvers would significantly degrade the already failing levels of service along the other approaches. As such, it is recommended to maintain the existing signal timing at the intersection of Route 33 & Robbinsville-Edinburg Road.

12. *The Traffic Report indicates that all approach movements at the signalized intersection of Route 130 & Main Street will operate at LOS F (129 seconds) or better during the AM and PM peak hours under build conditions. The only notable increase in approach delay compared to no-build conditions occurs at the northbound (Route 130) left-turn movement during the PM peak hour which is projected to degrade from a no-build LOS F (113 seconds) to a build LOS F (129 seconds), reflecting a 13-second increase. The applicant shall indicate if there are any timing or other mitigation measures that can be implemented to minimize the impacts of the proposed development.*

Continuing comment.

Due to the existing coordination at the intersection, it is recommended to maintain the existing signal timing at the intersection of Route 130 & Main Street.

13. *There is concern regarding the safety and feasibility of left-turn egress movements from both Site Driveways. During the PM peak hour, only two (2) one-vehicle gaps and seven (7) two-vehicle gaps were observed, which is insufficient to reliably accommodate the 10 left-turn egress movements at the Western Site Driveway and the 7 left-turn egress movements at the Eastern Site Driveway. This issue is compounded by westbound queues along Main Street, which were observed to extend beyond both Site Driveways for approximately 80–90% of the four-hour observation period. Because these queues will routinely block both driveways, left-turning vehicles will experience significant delay and will be forced to rely on courtesy gaps from westbound traffic, increasing operational and safety concerns.*

Given the Western Site Driveway's close proximity to the signalized intersection and the observed westbound queues extending up to 706 feet, it is recommended that left-turn egress movements at the Western Site Driveway be prohibited in order to reduce conflict points and

improve overall driveway operations. Driveway trip distributions and supporting traffic analyses shall be revised accordingly.

The Traffic Impact Study has been revised to restrict left turn egress at the Western Site Driveway, as requested. The Site Plan drawings will be updated as a condition of approval.

14. *In accordance with Section 9.2 of the Redevelopment Plan, the Applicant shall review the current site layout to confirm compatibility with the proposed Town Center South / Route 130 Connector Roadway which is preliminarily aligned along the southern end of Block 1 – Lot 3. The Site Plan delineates a dead-end gated roadway leading towards the future connector roadway, however the Traffic Report does not include any discussion on this future link. The Applicant shall confirm intended connection to the future connector road and provide testimony on how this future connection impacts the results of the traffic analysis. The Applicant is advised that Section 9.2.2 of the Amended and Restated Redevelopment Plan for the Town Center South Redevelopment Area, dated September 11, 2025, has formalized a revised alignment of the Liberty Street / Route 130 Connector Roadway.*
Continuing comment.

The southern access point has been designed to connect to the future Liberty Street/Route 130 Connector Roadway and will provide an additional means of ingress and egress for the townhouse units. The planned connection will re-route some of the site's trip generation from the driveways along Main Street to the connector roadway. As such, the analyses contained within the Traffic Impact Study provide the most conservative results for the site, and it is anticipated that the site driveways along Main Street and the surrounding roadway network will operate better than as determined with in the study.

Parking and Loading

18. *A total of 17 EV/Make-Ready parking spaces (1 ADA Accessible) are required for the Townhouse site component per Section 40:55D-66.20 of the NJ Revised Statutes. The EV parking space requirement calculations are provided below for reference:*

Townhouse Site Component Requirement:

15% of the required off-street parking spaces for multifamily residential uses, with 5% of the EV spaces being ADA Accessible

*109 residential spaces required * 15% = 17 EV/Make-Ready spaces required*

*17 EV spaces required * 5% = 1 ADA Accessible EV space required*

The Site Plan provides 50 EV spaces (4 common area spaces and 46 private driveway spaces) (no ADA Accessible) for the Townhouse site component which does not satisfy the ADA Accessibility portion of this requirement. The Site Plan shall be revised to provide 1 ADA Accessible EV space in the common parking area for the Townhouse site component.

Continuing comment. Note, ADA Accessible EV spaces do not count towards the general ADA Accessible parking requirements.

The Site Plan (Sheet 5 of 31) will be revised to provide 1 ADA Accessible EV space as a condition of approval.

19. *A total of 3 ADA Accessible (1 Van Accessible) parking spaces are required for the Mixed-Use site component per Section 208.2 and 208.2.4 of the 2010 ADA Standards for Accessible Design. The ADA parking space requirement calculations are provided below for reference:*

Mixed-Use Site Component Requirement:

*3 spaces where 51 to 75 off-street parking spaces are required, with 1 out of every 6 spaces being Van Accessible. 3 ADA spaces required * (1/6) = 1 Van Accessible space required. The Site Plan provides 2 ADA Accessible spaces (2 Van Accessible) which does not satisfy this requirement. The Site Plan shall be revised to provide one additional ADA Accessible space within the Mixed-Use area. Note, ADA Accessible EV spaces do not count towards the general ADA Accessible parking requirements.*

The Site Plan (Sheet 5 of 31) will be revised to provide one additional ADA Accessible space as a condition of approval.

Site Plan

26. *The Applicant shall clarify whether any parking spaces located within the Mixed-Use site component will be reserved for residents or time restricted. There is concern with residents and patrons competing for parking. Continuing comment. The response letter indicates additional signage has been provided on the Site Plan, however no reserved parking space signage appears to be shown. Please clarify.*

The Site Plan (Sheet 5 of 31) has been revised to provide signage clarifying patron/resident parking.

27. *It is recommended that the ADA Accessible parking spaces located within the Townhouse site component be relocated to a more centralized location. Continuing comment.*

The Site Plan (Sheet 5 of 31) will be revised to relocate the ADA parking spaces within the townhouse site.

Access and Circulation

30. *Sight triangles with 445' for left-turn egress movements and 445' for right-turn egress movements are shown at the Easterly Site Driveway approach. These sight lines satisfy NJDOT Roadway Design Manual (Figure 6-A) intersection sight distance requirements for a 40 MPH design speed and a passenger car design vehicle which are both applicable at this location. However, the Landscaping Plans propose several trees within the sight triangle which will obstruct driver vision. The Landscaping Plan shall be revised to eliminate all proposed trees located within the intersection sight triangle. Partially addressed. The revised Site Plan indicates that proposed trees within sight triangle will be limbed up between 30" and six feet above existing grade. It is recommended that limbs also be removed between 30" and the ground surface. Additionally, the Applicant shall clarify the mature diameter of the QC – Scarlet Oak trees located at both Site Driveways. It appears these trunks would be considered an obstruction at maturity and should be relocated outside of the sight triangle.*

The Landscape Plan (Sheet 10 of 31) will be revised as a condition of approval.

31. *Sight triangles providing 445 feet of sight distance for both left-turn and right-turn egress movements are shown at the Westerly Site Driveway. These sight distances meet the NJDOT Roadway Design Manual (Figure 6-A) requirements for a 40-MPH design speed and a passenger-car design vehicle, which are appropriate for this location. However, review of current aerial imagery indicates that the available left-facing intersection sight line from the Westerly Site Driveway is obstructed by off-site buildings and vegetation. These obstructions are not reflected on the submitted Site Plan. As a result, the minimum intersection sight distance for left- and right-turn egress movements does not appear to be achieved.*

The Applicant shall provide an additional "sight distance" diagram using aerial imagery delineating all adjacent off-site obstructions (vegetation and buildings) to illustrate the full extent of available sight distance at the Western Site Driveway. The available sight distance shall then be evaluated against the minimum stopping sight distance requirements of Section 6.3.3 of the NJDOT Roadway Design Manual at this location.

The Landscape Plan (Sheet 10 of 31) will be revised as a condition of approval.

32. *Intersection sight easements shall be established at both Main Street site driveways in accordance with Section 142-36.F of the Township's Ordinance. Continuing comment. The Applicant has indicated sight easements shall be established as a condition of approval.*

Intersection sight easements shall be established as a condition of approval.

Transportation Improvement Plan (TIP) Fee for Route 130 & Voelbel Road

34. *The Applicant is required to pay a fair share contribution (TIP fee) for roadway improvements in accordance with Section 142-90.C.2.a.3 of the Municipal Code. The calculation is based on the following:*
- a. Add the total proposed Site Generated peak hour traffic for AM, PM, & Weekend trips*
 - b. Multiply the total trips by the anticipated percent distribution of traffic utilizing the intersection of Route 130 & Voelbel Road*
 - c. Multiply the resultant number of trips by 2025 base fee of \$731.31, then adjust this fee as appropriate for the current year based on the "rate of interest charged on judgments docketed with the Superior Court of New Jersey", which is established as 4.5% for 2026.*

The TIP fee calculation is as follows:

TIP Fee = (___ AM + ___ PM + ___ SAT "new" trips) x ___% distribution x (\$731.31 x 1.045 rate of interest)

The TIP Fee will be calculated once the Trip Generation has been revised per previous comments.

Continuing comment.

Acknowledged.

Landscape Review – 2nd Review, prepared by Jack Carman, LLA, FASLA of Design for Generations LLC, dated 05/30/2026

Landscape Plan Review

3. The Plan “shall address the aesthetic treatment for all publicly visible portions of each Redevelopment parcel, including open space, sidewalks, parking lots and stormwater management elements” (TCSRA 11.1.1). The applicant shall be prepared to indicate how the street frontage of the retail stores corresponds to the design of the Main Street concept, including sidewalks, street trees, lighting, etc.

Response: The applicant acknowledges the need to address this information to the Planning Board.:

Acknowledged.

4. “All lands within the Redevelopment Area not covered by buildings, parking lots or other improvements shall either retain their natural features or be extensively landscaped and/or streetscaped with such natural and manmade materials as may be appropriate to the type and scale of the Redevelopment Project” (TCSRA 11.1.2). Additional plantings should be provided:

- a. Additional evergreen shrubs should be included along the northeast side of Basin SPP-3 to fill in the gaps.

Response: The plan should be revised to include the plantings.

- b. There are no plantings indicated along the north property line (behind the two residential buildings). An evergreen buffer should be indicated.

Response: The plan should be revised to include the plantings.

- c. Additional plantings should be installed along the north and eastern sides of Basin ‘D’, including shade trees and evergreen shrubs. The shade trees will provide shade for the patio areas along the rear of the residential building.

Response: The plan should be revised to include the plantings.

The Landscape Plan (Sheet 10 of 31) will be revised to address these landscaping review comments as a condition of approval.

10. “Streetscaping elements may include decorative paving materials; benches; trash and recycling receptacles; fountains, trellises; pergolas; fences and walls; decorative lighting and similar features (TCSRA 11.3.3). The plan is drawn at 30’ scale. A larger ten (10) foot scale detail of the streetscape should be provided to more accurately evaluate the area between the building and the curb, including the foundation planting bed, the sidewalk and planting strip between the sidewalk and the curb.

Response: The plan indicates planting beds and receptacles near entrances. The plan indicates the area in 30’ scale. We recommend providing a detail at 10’ scale for the area to better determine the layout of the various elements.

The Landscape Plan (Sheet 10 of 31) has been revised to provide streetscaping elements to the extent feasible and limited space available. The additions include planting beds/strips and receptacles near entrances. Our office can coordinate further revisions with your office as a condition of approval. A larger scale rendering of the streetscaping elements will be prepared for the Land Use Board Hearing.

11. *"Sidewalks shall be pedestrian friendly and shall be lined with street trees to provide shade, aesthetics and cohesion" (TCSRA 11.3.4). The plan indicates five (5) Green Pillar Pin Oak trees. The trees reach a height of 50 – 60 feet. There are overhead utility wires along the street frontage. It appears that a small to medium height tree may be better suited. The applicant should be prepared to address the conditions.*

Response: The plan has been revised to indicate medium height ornamental Newport Flowering Plum trees. The plan indicates the area in 30' scale. We recommend providing a detail at 10' scale for the area to better determine the layout of the various elements.

The Landscape Plan (Sheet 10 of 31) will be revised to provide a detail at 10' scale as a condition of approval.

13. *"Open air gathering places are strongly encouraged throughout the Redevelopment Area (TCSRA 11.3.5). The plan should be revised to include benches placed in areas within the development.*

Response: Benches have been included in the amenity park space area, which is intended as a Dog Park area. Benches should be included in another area (s) that is not specifically for people with dogs.

The Landscape Plan (Sheet 9 of 30) will be revised to include benches in other areas on site as a condition of approval.

17. *Landscape maintenance and guarantee:*

- a. *A landscape maintenance schedule, specifications, and an executed maintenance agreement must be on file before a certificate of occupancy is issued.*

Response: This information should be provided.

The requested information will be provided before a certificate of occupancy is issued as a condition of approval.

23. *A minimum of one planting island equivalent to nine (9) feet wide by 18 feet deep is required per five (5) parking spaces. Islands may be set aside individually or grouped into larger islands, depending upon individual circumstances" (142-47.D.3). A waiver is required.*

Response: The applicant has indicated that a design waiver is requested.

A design waiver has been requested. Testimony will be provided at the hearing.

36. *Site and building lighting shall blend with the architecture of the elements such lighting is designed to highlight (TCRSA 11.4.3). The Lighting Plan does not indicate light poles or other elements along the front of the retail building. The plans shall be revised to indicate architectural lighting of the front facades of the retail building, including façade and streetscaping lighting. The applicant shall be prepared to illustrate how the light posts and related fixtures correspond with the overall Town Center design.*

Response: The Lighting Plan has been revised to provide additional building mounted lights. However, the information should be clarified on the revised plans.

The Lighting Plan (Sheet 14 of 31) will be revised to clarify the additional building mounted lights.

42. *The lighting detail indicates concrete light post bases that are above grade. The plan should be revised to indicate the light posts that will be above grade and the specific height for each. Any concrete light posts that are above six (6) inches should be finished with a decorative 'Art Form' stencil or similar treatment.*

Response: A General Note (Sh. 3 of 30) has been added (Note # 7). However, the detail should be revised to indicate the information on the decorative 'Art Form' stencil.

The General Notes (Sheet 3 of 30) has been revised to provide Lighting Note #7. The Construction Details (Sheet 23 of 30) will be revised as a condition of approval.

43. *The Lighting Plan indicates several conflicts between the shade trees and the light posts. The plan should be revised to adjust the locations of the trees.*

Response: The plan should be revised to adjust the locations of the light posts and/or shade trees.

The Lighting Plan (Sheet 14 of 31) will be revised to remove any lighting conflict with shade trees.

Architectural Review Memorandum #2, prepared by Steve Leone, AIA, LEED ap of Spieziele, dated 05/26/2026

1. *The Applicant is proposing a new mixed-use development as noted. The following comments should be addressed:*

- a. *Applicant is asked to provide full notations of each and all elevations as no such information has been provided. Notations shall clearly and fully describe the exterior materials in type, texture, color, etc. Elevations of all buildings shall fully notate all related appurtenances such as storefront, doors, leaders, scuppers, railings, overhead doors, dock bumpers, windows, building mounted lighting or other such mounted devices and identify materiality of those items. Vertical dimensions of key items on the elevations shall also be noted such as canopies, changes in material, windows and storefront, parapets, and roof line.*

Applicant has updated drawings to include requested information. No further response required.

Informational.

2. *Applicant shall submit an exterior finish sample board for visual confirmation of actual colors and textures.*

Applicant has provided material look book for exterior finishes noting proposed finish systems. No reference to actual color by name or number, has been provided. Applicant shall identify such.

Sample finishes have been provided and samples will be brought to planning board for review. Our office can coordinate further with your office as a condition of approval.

3. *Applicant shall identify type of HVAC systems to be utilized and their impact on building facades and/or roofs. If through wall units are anticipated, intake and exhaust locations and grilles are to be illustrated and detailed.*

Applicant's response is noted, however, applies only to the mixed use building as there are no parapets on the townhouse buildings. The comment requires a response relative to any mechanical/electrical/plumbing appurtenances whether they be roof top mounted HVAC equipment, louvers in facades to accommodate unit air conditioning, or any related item located on the ground. Applicant is asked for additional clarity accordingly and is reminded that upon installation, Township officials reserve the right to require additional screening if such items are in the public view.

HVAC systems are shown and a roof plan with mechanical unit has been shown. No screening is needed as the parapets will screen mechanical units. Our office can coordinate further with your office to provide additional screening as needed as a condition of approval.

4. *Applicant shall confirm whether or not roof mounted and/or ground mounted equipment will be present and visible to the general public. If so, Applicant shall provide appropriate screening.*

Applicant's response is noted, however, there appears to be no screening provided adjacent to any utility pads noted on the engineering drawings. Applicant is asked provide for such screening for additional and is reminded that upon installation, Township officials reserve the right to require additional screening if such items are in the public view.

Our office can coordinate further with your office to provide additional screening as needed as a condition of approval.

5. *Applicant shall submit all building mounted light fixtures with style and color specifications.*

- a. *Townhouse buildings do not illustrate use of any building mounted lighting. Applicant shall confirm.*

Applicant has provided additional information. No further response required.

Informational.

- b. *Lighting photometrics illustrate zero foot candles adjacent to a predominant portion of the site surrounding the townhouses. Applicant shall confirm how minimum safety light levels will be provided.*

Testimony will be provided. No further response required.

Testimony will be provided.

6. *Awnings on retail Front Elevation are noted to be of varying style (fabric, metal) and varying in color. We recommend that the Applicant consider a single dark color for all awnings to maintain consistency and identity. All awnings shall be identified in type and color. Applicant has provided additional information. No further response required.*

Informational.

7. *Applicant shall confirm that the roof of the retail building will be drained via internal or external drains and leaders.
Applicant has provided additional information. No further response required.*

Informational.

8. *We noted that the civil drawings include a six-foot high chain link fence however there is no indication of any color, visual screening, or solid material surrounding the rear and sides. Applicant is reminded that chain link is prohibited by the Township ordinance. Also it seems that the one trash enclosure noted on the civil drawings is dedicated to the retail building. Applicant shall also confirm whether or not trash enclosures are provided for the townhouse buildings. If not, Applicant shall describe how trash removal will be addressed.
Applicant has provided additional information. No further response required.*

Informational.

9. *No signage information or details have been provided. Applicant is reminded that all signs are to be submitted individually to Township officials for review and permitting.
This office defers to the Board. No further response required.*

Informational.

Sanitary Sewer Review No.2, prepared by Cameron Corini, PE, CME, CPWM of Roberts Engineering, dated 06/02/2026

Site Plans and General Comments

1. *Lots 31, 33.01, and 34-36, Block 1 are located entirely within the sewer service area.*

Informational.

2. *The subject property fronts on Main Street. Township records indicate that an 8-inch diameter gravity sewer main runs southeast along Main Street, also known as Robbinsville-Allentown Road.*

Informational.

3. *The Applicant proposes to construct an on-site 8-inch diameter sanitary sewer main leaving the rear (south) of the proposed development. On the Utility Plan, Sheet 8 of 25 of the Preliminary and Final Site Plans, the plan states: "Prop. Sanitary Sewer Main Extension to Future Township Sewer Main to be Coordinated with Robbinsville Sewer Department."*
 - a. *The location of the 8" sanitary sewer must be finalized based on coordination with the Township Sewer Utility. There is no existing sanitary sewer at the southwest corner of the site, and future sewer main planned in that location is not finalized.*
 - b. *The applicant's Engineer shall coordinate with this office for information regarding the existing and planned sanitary sewer in the project area.*
 - c. *If construction of the downstream sewer is not complete, then the applicant must plan accordingly and provide temporary measures to connect to an existing sewer during the*

interim period. When the downstream gravity sewer is complete, the property must abandon the temporary measures and connect to the new gravity sewer.

- d. The applicant states that testimony will be provided at the hearing.*
- e. The plans show that each of the proposed residential dwellings will be served by a 4-inch diameter sanitary lateral which will connect to the 8-inch diameter sanitary sewer main. Please revise the laterals to be 6-inch diameter in accordance with the Township standard detail.*
- f. Provide a Sanitary Sewer Profile drawing that shows all existing and proposed crossings and vertical separation distances from each crossing.*

Testimony will be provided at the hearing. Our office can coordinate further with your office as a condition of approval.

- 4. The Water and Sanitary Sewer Engineer's report has been revised to remove dwellings that were previously demolished.*

Acknowledged.

- 5. The Sanitary Sewer flow rate for the mixed-use building has been corrected.*

Acknowledged.

- 6. The Applicant is required to provide an electronic copy of the sanitary improvements as a condition of Board approval so that the Township's overall sanitary sewer map can be updated.*

Acknowledged.

- 7. As per N.J.A.C. 7:14A-23.3(a), the total average daily sewage flow for this project will be 14,910 gallons per day (GPD) flow criteria as follows:*

a. Proposed Commercial (Retail) – 5,850 SF
Commercial/Industrial (gross area) = 0.10 GPD/SF = 585.0 GPD

Proposed Affordable Housing

1 Bedroom Unit = 150 GPD per Dwelling
2 Bedroom Unit = 225 GPD per Dwelling
3 Bedroom Unit = 300 GPD per Dwelling

Proposed Affordable Housing Units

2 – 1 Bedroom Affordable Housing Units x 150 GPD/Dwelling = 300.0 GPD
6 – 2 Bedroom Affordable Housing Units x 225 GPD/Dwelling = 1,350.0 GPD
2 – 3-Bedroom Affordable Housing Units x 300 GPD/Dwelling = 600.0 GPD

Affordable Housing Units Total Flow = 2,250.0 GPD

Proposed Multi-Unit Residential Dwellings (5 Townhouse Buildings)

2 Bedroom Unit	=	225 GPD per Dwelling	
3 Bedroom Unit	=	300 GPD per Dwelling	
23 – 2-Bedroom Units x 225 GPD/Dwelling	=	5,175.0 GPD	
23 – 3-Bedroom Unit x 300 GPD/Dwelling	=	6,900.0 GPD	
Townhouse Buildings Total Flow	=	12,075.0 GPD	
Total Projected Sanitary Sewer Flow	=	14,910.0 GPD	

8. As per N.J.A.C. 7:14A-22.3, an NJDEP Treatment Works Approval (TWA) Permit is required when a project includes building, installing or modifying any sewer line that will convey 8,000 gallons or more of flow to a treatment works facility. As per N.J.A.C. 7:14A-22.3, a TWA Permit is required if the project involves a gravity or pumped connection serving more than two buildings. The applicant has acknowledged that a TWA permit will be required.

Acknowledged.

9. As per Township Code, Chapter 109-12B (1), a Sanitary Sewer Connection Fee will be required for this site and is calculated as follows. Rates in effect at the time of connection will apply.

Commercial/Industrial Effluent	=	15.11 per gallon of estimated Average Daily Flow
Affordable Housing	=	\$1,515 per unit
Multi-Unit Residential Dwelling	=	\$3,030 per unit

a. Proposed Connection Fees:

i. <u>5,850 SF Commercial (Retail)</u>		
Commercial/Industrial Effluent	=	\$15.11 per gallon
585.00 gpd x \$15.11/gallon	=	\$8,839.35
ii. <u>2 -1 Bedroom Affordable Housing Units</u>		
Affordable Housing, Per Unit	=	\$1,515.00
2 Unit x \$1,515.00/unit	=	\$3,030.00
iii. <u>6 -2 Bedroom Affordable Housing Units</u>		
Affordable Housing, Per Unit	=	\$1,515.00
6 Unit x \$1,515.00/unit	=	\$9,090.00
iv. <u>2 -3 Bedroom Affordable Housing Units</u>		
Affordable Housing, Per Unit	=	\$1,515.00
6 Unit x \$1,515.00/unit	=	\$3,030.00
v. <u>23 -2 Bedroom Market Rate Townhouses</u>		
Multi-Unit Residential Dwelling, Per Unit	=	\$3,030.00
23 Unit x \$3,030.00/unit	=	\$69,690.00

vi. <u>23 -3 Bedroom Market Rate Townhouses</u>			
Multi-Unit Residential Dwelling, Per Unit	=		\$3,030.00
23 Unit x \$3,030.00/unit	=		\$69,690.00
Total Cost of Proposed Connection Fees:		=	\$ 163,369.35

Acknowledged.

Township Environmental Commission Review Memorandum #1, dated 02/02/2026

*Congestion, water, pollution, soil, traffic, parking not enough space (deliveries)
Runoff for houses around
Review waivers for community impact / tree funds.
Noise for neighbors, restaurant (grease traps)
Lighting*

Testimony will be provided at the hearing.

Township Fire Company Review Memorandum #2, dated 06/01/2026

My additional question is in regard to the Entrance gate (Card Reading Gate):

The Fire Department, EMS and Police will need access to this gate to enter the community. I know for the Fire and EMS agencies can work from a Knox Box System. This system is designed specifically to the Fire Department. There can be a switch installed inside the box that can open the Gate when activated. Knox Box can be purchased through www.knox.com and a 3200 series box is sufficient for this switch.

Our office can coordinate further with your office to provide a Knox Box System as a condition of approval.

Township Tax Assessor Review Memorandum #2, dated 05/14/2026

No comments at this time.

Acknowledged.

Township Board of Health Review Memorandum, dated 02/12/2026.

The Robbinsville Health Department has reviewed the Site Plan application proposal for the above referenced site, and offers the following comments:

- 1. Since the application does not involve retail food, underground sewage disposal systems or on-site wells, the Health Department does not oppose the waive requests sought on the Prelim Site Plan Checklist (items #36,37,38,39,40, and 42), and the waiver requests for the Final Site Plan Checklist (items #24,25,26.)*
- 2. The applicant should be advised that in the event the retail spaces are leased to retail food operations, full plan reviews for the spaces will be required from the Health and Construction Departments.*

These comments neither stated nor implied, guarantees the approval of this application and does not relieve the applicant from seeking or gaining any other necessary approvals from other Agencies, Departments or Boards

Acknowledged.

Township Construction Official Review Memorandum #2, dated 06/01/2026

Apply for permits once approved.

Acknowledged.

Township Affordable Housing Review Memorandum #2, dated 05/28/2026

There is no affordable housing developer fee, as a developer will provide on site affordable housing units for this project.

Acknowledged.

Township Legal Review Memorandum, dated 01/14/2026

Comply with the terms of the redevelopment agreement and pay redevelopment fee pursuant to 50-2 of the Twp Code.

Acknowledged.

Township Police Review Memorandum #2, dated 05/14/2026

No comments at this time.

Acknowledged.

Township Public Works Review Memorandum #2, dated 05/27/2026

No comment.

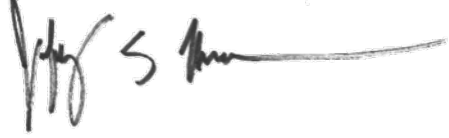
Acknowledged.

Upon your receipt, kindly please review and distribute this response memorandum to the Township of Robbinsville internal departments and review professionals.

Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

DYNAMIC ENGINEERING CONSULTANTS, PC

A handwritten signature in black ink, appearing to read 'Jeffrey Haberman', with a long horizontal flourish extending to the right.

Jeffrey Haberman, PE, PP

A handwritten signature in black ink, appearing to read 'Andrew Pentaleri', written in a cursive style.

Andrew Pentaleri

Enclosures

cc: Hari Patel (via TonicDM)
Rajeshkumar Patel (via TonicDM)
Deep Patel (via TonicDM)
Frank J. Petrino (via TonicDM)
Diane Shafer (via TonicDM)
Michael R. Butler (via TonicDM)

TRAFFIC IMPACT STUDY

For

**Main Street Living, LLC
Proposed Mixed-Use Development**

Property Located at:

**Block 1 – Lots 31, 33, 34, 35, & 36
Township of Robbinsville, Mercer County, NJ**

Prepared by:



**1904 Main Street
Lake Como, NJ 07719
732-681-0760**

A handwritten signature in black ink, appearing to read 'NV'.

**Nick Verderese, PE
NJ PE License #38991**

A handwritten signature in black ink, appearing to read 'Justin P. Taylor'.

**Justin P. Taylor, PE, PTOE
NJ PE License #45988**

Last Revised: June 29, 2026

Dated: March 13, 2025

DT# 5214 24-00435

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INTRODUCTION

It is proposed to construct a mixed-use development on a parcel of land currently developed and previously occupied by three (3) single-family homes and Ernie's Tavern & Liquor Store, located along the eastbound (southerly) side of Main Street between Route 33 and Railroad Avenue in the Township of Robbinsville, Mercer County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 1 – Lots 31, 33, 34, 35, and 36 on the Township of Robbinsville Tax Maps. It is proposed to raze the existing uses and construct a mixed-use development consisting of 5,850 SF of retail space, 10 apartment units, and 46 townhouse units ("The Project"). The site is located within the Block 1 Redevelopment Plan Zone. Access to the site is currently provided via three (3) driveways along Main Street and two (2) driveways along Railroad Avenue. It is proposed to close the existing access points and consolidate the access by constructing one (1) new full-movement driveway and one (1) new left-in/right-in/right out driveway along Main Street. It should also be noted that as a part of The Project, Lots 31, 33, 34, 35, and 36 will be consolidated.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday morning and weekday evening peak periods at the following locations:
 - Along Main Street in the vicinity of the two (2) proposed driveway locations.
 - Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street
 - Route 130 & Main Street
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.

- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.
- The proposed site circulation and parking as shown on the site plan were reviewed for conformance with industry standards and the Residential Site Improvement Standards (“RSIS”) (N.J.A.C. 5:21).

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Route 33 is an Urban Principal Arterial roadway under the New Jersey Department of Transportation jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one (1) travel lane in each direction. Curb is provided along both sides of the roadway, while sidewalk is provided along the northern side of the roadway. Route 33 provides a curved horizontal alignment and a relatively flat vertical alignment in the vicinity of the intersection with Main Street. The land uses along Route 33 in the vicinity of The Project are primarily commercial.

Route 130 is an Urban Principal Arterial roadway under the New Jersey Department of Transportation jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 55 MPH and the roadway provides two (2) travel lanes in each direction. Curb is provided along both sides of the roadway, while sidewalk is provided along the eastern side of the roadway. Route 130 provides a generally straight horizontal alignment and a relatively flat vertical alignment. The land uses along Route 130 in the vicinity of The Project are a mix of commercial and residential.

Robbinsville-Edinburg Road (CR 526) is an Urban Minor Arterial roadway under Mercer County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one (1) travel lane in each direction. Curb and sidewalk is provided along both sides of the roadway. Robbinsville-Edinburg Road provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Robbinsville-Edinburg road in the vicinity of The Project are a mix of commercial and residential.

Main Street (a.k.a. Robbinsville-Allentown Road) is an Urban Minor Arterial roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one (1) travel lane in each direction. Curb is provided along both sides of the roadway and sidewalk is periodically provided along both sides of the roadway. Main Street provides a straight horizontal alignment and a relatively flat vertical alignment along the site frontage. The land uses along Main Street in the vicinity of the Project are a mix of commercial and residential. Main Street is also known as Robbinsville-Allentown Road.

Railroad Avenue is a local roadway under municipal jurisdiction with a general north/south orientation. The speed limit is not posted (statutory 25 MPH for residential local road) and the roadway provides one (1) travel lane in each direction. Curb and sidewalk are not provided along either side of the roadway. Railroad Avenue provides a straight horizontal alignment and relatively flat vertical alignment along the site frontage. The land uses along Railroad Avenue in the vicinity of The Project are primarily residential.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted at the following locations:

- Along Main Street in the vicinity of the two (2) proposed driveway locations.
 - Tuesday, October 8, 2024 (7:00 – 9:00 AM & 4:30 – 6:30 PM)
- Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street
 - Wednesday, June 11, 2025 (7:00 – 9:00 AM & 4:30 – 6:30 PM)
- Route 130 & Main Street
 - Wednesday, June 11, 2025 (7:00 – 9:00 AM & 4:30 – 6:30 PM)

The intersection peak hour at each respective location was utilized for the weekday morning Peak Street Hour (PSH) and weekday evening PSH analyses contained herein. Note that the 2024 counts were increased to better represent existing 2025 traffic volumes by applying a growth rate of 3.0% for one year, obtained from the NJDOT Annual Background Growth Rate Table. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study locations. All traffic counts are contained in Appendix B.

Existing Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table 1 describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 2 describes the level of service ranges for unsignalized (stop controlled) intersections.

Table 1
Level of Service Criteria
for Signalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

Table 2
Level of Service Criteria
for Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	greater than 50.0

Analyses within the *Highway Capacity Manual* (HCM) assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles.

All capacity analyses were performed utilizing Synchro 12 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table 3 summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table 3
Existing Levels of Service

Intersection	Direction/ Movement	AM PSH	PM PSH
Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street	EB	L F (83)	F (89)
		T C (34)	D (39)
		R A (3)	A (5)
	WB	T F (86)	F (84)
		R B (20)	B (19)
	NB	LTR F (237)	F (232)
	SB	L D (54)	E (63)
		T E (69)	E (76)
		R A (1)	A (1)
	Overall	E (75)	E (73)
Route 130 & Main Street	EB	LT E (65)	D (50)
		R D (51)	D (39)
	WB	L E (74)	E (56)
		TR E (57)	D (39)
	NB	L F (99)	F (103)
		T C (21)	C (24)
		R A (1)	A (4)
	SB	L D (45)	D (47)
		T B (18)	C (28)
		R A (0)	A (0)
	Overall	D (36)	D (36)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

The following are discussions pertaining to each of the existing intersections analyzed.

Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street

Robbinsville-Edinburg Road intersects Route 33 approximately opposite Main Street to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New Jersey Department of Transportation which indicates that a four-phase variable cycle is utilized (the traffic signal timing directive is included in Appendix B).

The eastbound approach of Route 33 provides a dedicated left turn lane, a dedicated through lane, and a dedicated right turn lane, while the westbound approach provides a dedicated through lane and a dedicated right turn lane. The northbound approach of Main Street provides a shared left turn/through/right turn lane. The southbound approach of Robbinsville-Edinburg Road provides a dedicated left turn lane, a dedicated through lane, and a dedicated right turn lane. Right turn on red is not permitted along the westbound approach.

A review of the existing analysis reveals that the intersection operates at level of service “E” and multiple movements operate at level of service “F” during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

Route 130 & Main Street

Main Street intersects Route 130 to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New Jersey Department of Transportation which indicates that a three-phase variable background cycle is utilized (the traffic signal timing directive is included in Appendix B).

Both the northbound and southbound approaches of Route 130 provide a dedicated left turn lane, two (2) dedicated through lanes, and a dedicated right turn lane. The eastbound approach of Main Street provide a shared left turn/through lane and a dedicated right turn lane, while the westbound approach provides a dedicated left turn lane and a shared through/right turn lane.

A review of the existing analysis reveals that the intersection operates at level of service “D” and all movements operate at levels of service “E” or better, with the exception of the northbound left turn movement which operates at level of service “F”, during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the future No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 3.00% per year.

Through consultation with the Robbinsville Township Planning Board staff, there are two (2) developments in the vicinity of the site that have been approved but yet constructed that are identified as potential significant traffic generators, shown below. It was assumed that the background growth rate was adequate to account for the traffic associated with other developments not listed below.

- A senior housing development consisting of 250 units known as Autumn at Robbinsville, located along Route 33 eastbound just west of Main Street, has been approved. Projections of the associated traffic volumes were obtained from the *Traffic Impact Study* prepared by Colliers Engineering & Design and dated October 29, 2025. The associated traffic volumes through the study intersections are shown on Figure 3.
- A mixed-use development consisting of 12,943 SF of commercial space and 28 multifamily residential units known as Robbinsville Heights, located along Route 33 eastbound just west of Main Street, has been approved. Projections of the associated traffic volumes were obtained from the *Traffic Impact Study* prepared by Colliers Engineering & Design and dated January 6, 2026. The associated traffic volumes through the study intersections are shown on Figure 4.

Future 2027 No Build traffic volumes were developed by applying the background growth rate of 3.00% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 5, in Appendix A, shows the 2027 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 220 – Multifamily Housing (Low-Rise) and 822 – Strip Retail Plaza in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 12th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites.

Passby Traffic

Although ITE does not publish passby data for LUC 822, the publication provides passby rates for the similar LUC 820 – Shopping Center. According to studies conducted by ITE, traffic associated with LUC 820 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because a retail use is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a 29% passby traffic percentage during the weekday evening peak hour. It should be noted that there will realistically be passby traffic during the weekday morning and Saturday peak hours as well even though there is no data published by ITE, however conservatively no credit was taken for this effect. Table 4 below details the traffic volumes associated with the subject project taking into account passby credits.

Table 4
Trip Generation Considering Passby Traffic

Land Use	Trip Type	AM PSH			PM PSH			SAT PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed 56 Residential Units LUC 220	Total	8	25	33	21	13	34	10	17	27
	Passby	-	-	-	-	-	-	-	-	-
	New (Primary)	8	25	33	21	13	34	10	17	27
Proposed 5,850 SF Retail LUC 822	Total	13	10	23	27	26	53	20	19	39
	Passby	-	-	-	8	7	15	-	-	-
	New (Primary)	13	10	23	19	19	38	20	19	39
Total	Total	21	35	56	48	39	87	30	36	66
	Passby	-	-	-	8	7	15	-	-	-
	New (Primary)	21	35	56	40	32	72	30	36	66

As shown in the table above, the proposed mixed-use development is anticipated to generate 56 trips during the weekday morning peak hour, 72 trips during the weekday evening peak hour, and 66 trips during the Saturday peak hour that are “new” to the adjacent roadway network. The number of new trips falls below the NJDOT accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the change in use will have any perceptible impact on the traffic operation of the adjacent roadway network.

It is also anticipated that there will be an overall reduction in site generated trips due to the opportunities for residents to access the retail and vice versa. These trips can be made without accessing the regional roadway network and are considered “internal” to the overall development. However, conservatively no credit was taken for this effect.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 6-10, located in Appendix A, illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 11.

Trip Generation Comparison

As previously noted, the site is currently developed and was previously occupied by three (3) single-family homes and one (1) liquor store known as Ernie's Tavern & Liquor Store. Table 5 below provides a comparison between the trips associated with the existing site and the trips projected for the proposed redevelopment. Trips associated with the existing uses were developed using ITE LUC 210 – Single-Family Detached Housing and LUC 899 – Liquor Store.

Table 5
Existing vs. Proposed Trip Generation Comparison

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing 3 Single-Family Homes <i>LUC 210</i>	2	6	8	2	2	4	7	7	14
Existing 4,232 SF Ernie's Tavern & Liquor Store <i>LUC 899</i>	2	1	3	50	49	99	35	33	68
Existing Total	4	7	11	52	51	103	42	40	82
Proposed Total	21	35	56	48	39	87	30	36	66
Difference	+17	+28	+45	-4	-12	-16	-12	-4	-16

As shown in the table above, it is anticipated that 45 additional trips during the weekday morning peak hour and a reduction in trips during the weekday evening and Saturday peak hours are anticipated to access the site from the adjacent roadway network with the proposed redevelopment. **However, to maintain a conservative analysis, no trip generation credit was applied to account for these trips that previously accessed the adjacent roadway network.**

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in the table below.

Table 6
Future Levels of Service

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Route 33 & Robbinsville- Edinburg Road (CR 526)/Main Street	EB	L	F (105)	F (105)	F (120)	F (121)
		T	D (36)	D (36)	D (44)	D (44)
		R	A (5)	A (5)	A (6)	A (6)
	WB	T	F (125)	F (125)	F (119)	F (119)
		R	C (21)	C (21)	B (20)	B (20)
	NB	LTR	F (327)	F (352)	F (324)	F (351)
	SB	L	E (55)	E (55)	E (65)	E (64)
		T	E (72)	E (72)	E (79)	F (80)
		R	A (1)	A (1)	A (2)	A (2)
	Overall		F (97)	F (102)	F (94)	F (98)
Route 130 & Main Street	EB	LT	E (65)	E (66)	D (47)	D (48)
		R	D (49)	D (48)	D (44)	D (45)
	WB	L	E (79)	E (77)	D (52)	D (52)
		TR	E (56)	D (54)	D (38)	D (38)
	NB	L	F (119)	F (124)	F (127)	F (141)
		T	C (23)	C (24)	C (27)	C (27)
		R	A (2)	A (2)	A (4)	A (4)
	SB	L	D (45)	D (45)	D (47)	D (47)
		T	B (19)	C (20)	C (33)	C (34)
		R	A (0)	A (0)	A (0)	A (0)
	Overall		D (39)	D (40)	D (40)	D (42)
Main Street & Westerly Site Driveway	WB	L	-	a (8)	-	a (8)
	NB	R	-	b (11)	-	b (11)
Main Street & Easterly Site Driveway	WB	L	-	a (8)	-	a (8)
	NB	LR	-	c (18)	-	c (19)

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street

With the addition of site generated traffic, the intersection is projected to continue to operate at No Build overall intersection levels of service during the analyzed peak hours. Additionally, each movement is anticipated to generally continue to operate at No Build levels of service. See Table 6 for the individual movement levels of service and delays.

Route 130 & Main Street

With the addition of site generated traffic, the intersection is projected to continue to operate at No Build overall intersection level of service “D” during the analyzed peak hours. Additionally, each movement is generally anticipated to continue to operate at No Build levels of service or better. See Table 6 for the individual movement levels of service and delays.

Main Street & Westerly Site Driveway

The westerly site driveway is proposed to intersect Main Street to form an unsignalized T-intersection with the northbound approach of the westerly site driveway operating under stop control. The eastbound approach of Main Street is proposed to provide one (1) shared through/right-turn lane. The westbound approach of Main Street is proposed to provide one (1) shared left-turn/through lane. The northbound approach of the westerly site driveway is proposed to provide one (1) dedicated right-turn lane. Left-turns out of the site are proposed to be restricted as requested by the Board’s Traffic Engineer. This will move the left turns further from the traffic signal at Main Street.

As designed, the westerly site driveway is anticipated to operate at level of service “B” and the westbound approach of Main Street is anticipated to operate at level of service “A” during the analyzed peak hours. See Table 6 for individual movement levels of service and delays.

Main Street & Easterly Site Driveway

The easterly site driveway is proposed to intersect Main Street to form an unsignalized T-intersection with the northbound approach of the easterly site driveway operating under stop control. The eastbound approach of Main Street is proposed to provide one (1) shared through/right-turn lane. The westbound approach of Main Street is proposed to provide one (1) shared left-turn/through lane. The northbound approach of the easterly site driveway is proposed to provide one (1) shared left-turn/right-turn lane.

As designed, the easterly site driveway is anticipated to operate at level of service “C” and the westbound approach of Main Street is anticipated to operate at level of service “A” during the analyzed peak hours. See Table 6 for individual movement levels of service and delays.

Future Queue Analysis

Due to the proposed site driveway locations' proximity to the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street as well as Route 130 with Main Street, queue length conditions at the study intersections were analyzed under the No Build and Build conditions. The 95th percentile queues for each study peak hour are summarized in Table 7 below.

Table 7
Future Levels of Service

Intersection	Direction/ Movement		Storage Length	AM PSH		PM PSH	
				No Build	Build	No Build	Build
Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street	EB	L	240'	182'	182'	199'	199'
		T	-	418'	418'	558'	558'
		R	-	87'	91'	121'	129'
	WB	T	-	736'	736'	707'	707'
		R	-	267'	267'	230'	230'
	NB	LTR	-	703'	731'	683'	709'
	SB	L	355'	217'	217'	314'	314'
		T	-	340'	342'	409'	416'
		R	-	0'	0'	5'	5'
Route 130 & Main Street	EB	LT	-	184'	195'	211'	222'
		R	115'	206'	210'	353'	385'
	WB	L	150'	114'	114'	120'	121'
		TR	-	147'	146'	121'	123'
	NB	L	250'	453'	463'	427'	450'
		T	-	502'	513'	422'	422'
		R	250'	15'	16'	38'	38'
	SB	L	220'	46'	46'	66'	66'
		T	-	327'	334'	651'	651'
		R	120'	0'	0'	0'	0'
Main Street & Westerly Site Driveway	WB	L	-	-	0'	-	0'
	NB	R	-	-	0'	-	0'
Main Street & Easterly Site Driveway	WB	L	-	-	0'	-	3'
	NB	LR	-	-	10'	-	10'

– 95th Percentile Queue Length (feet)

Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table 7 for the individual movement 95th percentile queues.

Route 130 & Main Street

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for all movements at the intersection. See Table 7 for the individual movement 95th percentile queues.

Main Street & Westerly Site Driveway

As designed, the westerly site driveway is anticipated to operate with a 95th percentile queue length of 0'. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 7 for the individual movement 95th percentile queues.

Main Street & Easterly Site Driveway

As designed, the easterly site driveway is anticipated to operate with a 95th percentile queue length of 10'. The driveway provides approximately 45' in throat length prior to the first on-site parking stall. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 7 for the individual movement 95th percentile queues.

Gap Analysis

The proposed westerly site driveway is located approximately 250' from the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street as well as 1,025' from the signalized intersection of Route 130 with Main Street. The proposed easterly site driveway is located approximately 460' from the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street as well as 815' from the signalized intersection of Route 130 with Main Street. As illustrated in Table 7, the maximum 95th percentile northbound queue length at the intersection of Route 33 with Robbinsville-Edinburg Road (CR 526) and Main Street is 706', while the maximum 95th percentile eastbound queue length at the intersection of Route 130 with Main Street is 350'. Based on the above results, the projected queue length from the northbound approach of the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street is anticipated to extend past both proposed driveways locations, while the projected queue length from the eastbound approach of the intersection of Route 130 with Main Street is not anticipated to extend to either proposed driveway location.

It should be noted that the above results are consistent with field observations conducted by this office. Specifically, queueing observations along Main Street at each of the proposed site driveway locations were conducted from 7:00 – 9:00 AM and from 4:30 – 6:30 PM on Tuesday, June 10, 2025. Based on the observations conducted by this firm, the queues from the northbound approach of Route 33 with Robbinsville-Edinburg Road and Main Street extended through the westbound direction of Main Street and blocked the proposed westerly driveway location for approximately 90% of the observation period, and blocked the proposed easterly driveway location for approximately 80% of the observation period. The queues from the eastbound approach of Route 130 with Main Street were not observed to extend to and block either proposed driveway location.

Due to both the projected and observed operation of queueing along Main Street, a gap analysis was conducted for both driveway locations along Main Street to determine if there are sufficient gaps within the traffic stream to accommodate the proposed site generated traffic. The ITE publication, *Transportation and Land Development*, 2nd Edition states:

“A methodology to determine the level of traffic service provided at unsignalized intersections is available from the Transportation Research Board, or gap studies can be conducted in the vicinity of the site access points. These studies will determine if the number of acceptable gaps are sufficient to accommodate entering and exiting site traffic.”

Gaps are created by the presence of traffic signals and other traffic conditions at upstream locations that cause vehicles to form into platoons and create breaks in traffic flow that can be utilized by vehicles to exit onto the roadway. These gaps will allow the driveways to operate more efficiently than projected by the capacity analyses.

Gap is defined as *“the minimum time interval between vehicles in the major traffic stream that permits the side street vehicle at a STOP controlled intersection to enter the intersection under prevailing traffic and roadway conditions.”* For this analysis, the gap length was based on the criteria as indicated on Table 9-6 and Table 9-8 of the American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design of Highways and Streets*, for the gap length to complete a left turn from a stop condition and a right turn from a stop condition, respectively. Specifically, a base gap of 7.5 seconds for a left turn movement from a stop condition and a base gap of 6.5 seconds for a right turn movement from a stop condition were utilized for the analyses contained herein. Additionally, the HCM utilizes a follow-up time of 3.5 seconds for a left turn and a follow-up time of 3.3 seconds for a right turn if more than one vehicle is queued to turn.

Manual gap counts were conducted along Main Street at approximately the midpoint between the two proposed driveway locations on Tuesday, June 10, 2025.

The collected gap data was correlated to determine the number of gaps and vehicular gaps available in the traffic stream. It should be noted that the weekday morning PSH and weekday evening PSH of the driveway locations along Main Street based on the 2024 MTM counts were utilized to determine the hour of study for the gap analysis. A one-vehicle gap is a gap interval in the major road traffic stream permitting only one vehicle to complete a maneuver from the minor road or driveway, where a two-vehicle gap is of sufficient length to consecutively permit two vehicles to complete a maneuver from the minor road or driveway. It is assumed that a third vehicle would require the full one-vehicle gap time to determine if the roadway was still safe to enter. The following tables summarize the gap analyses at the proposed site driveway locations and the gap counts are contained in Appendix B.

Table 8
Number of Available Gaps in Main Street Eastbound Traffic Stream
For Right Turn Out Movements

Gap Type	Peak Hour	
	AM	PM
One-vehicle gaps	84	55
Two-vehicle gaps	127	99
Total vehicle gaps	338	253

Table 9
Right Turn Out Movements from Site Driveways

Intersection	Peak Hour	
	AM	PM
Total vehicle gaps	338	253
Main Street & Westerly Site Driveway	4	6
Main Street & Easterly Site Driveway	17	16

Table 10
Number of Available Gaps in Main Street Combined Traffic Stream
For Left Turn Out Movements

Gap Type	Peak Hour	
	AM	PM
One-vehicle gaps	45	2
Two-vehicle gaps	57	7
Total vehicle gaps	159	16

Table 11
Left Turn Out Movements from Site Driveways

Intersection	Peak Hour	
	AM	PM
Total vehicle gaps	159	16
Main Street & Easterly Site Driveway	14	17

Based on the analysis of the collected gap data and the anticipated site traffic, there are generally enough gaps in the Main Street traffic stream spread throughout the peak hour to accommodate the projected exiting vehicles at the site driveways and as such the site driveways are anticipated to operate safely and efficiently as proposed. Note that the above conservatively assumes that no “courtesy” gaps are given by drivers along Main Street.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via one (1) full-movement driveway and one (1) left-in/right-in/right out driveway along Main Street.

The parking lots throughout the mixed-use development will be serviced by parking aisles with widths of 24' which allow for two-way circulation and 90-degree parking. The Block 1 Redevelopment Plan does not require a minimum parking lot aisle width. The Township of Robbinsville Ordinance along with the Residential Site Improvement Standards (RSIS) requires a minimum two-way aisle width of 24' in the vicinity of 90-degree parking. Therefore, the Ordinance requirement is satisfied. Review of the site plan design indicates that the site can sufficiently accommodate the anticipated vehicle mix.

It should be noted that a direct access point to the proposed Liberty Street/Route 130 Connector as described in the Township's *Amended & Restated Redevelopment Plan*, dated September 11, 2025, is proposed at the southern end of the site. This access point will provide an alternate means of access to the proposed townhouse units and directly connect to Route 33 and Route 130. Once the proposed Liberty Street/Route 130 Connector is constructed, it is anticipated that some of the trip generation associated with the proposed townhouse units will be re-routed to utilize the rear access point, thus reducing the trip generation at the proposed driveways along Main Street. Therefore, the analyses contained herein provide the most conservative results for The Project.

Parking

The Block 1 Redevelopment Plan refers to the RSIS for residential parking requirements and the Institute of Transportation Engineer's (ITE) publication *Parking Generation Manual 6th Edition* for non-residential parking requirements. The RSIS sets forth a parking requirement for apartments of 2.1 spaces per 3-bedroom unit and a parking requirement for townhouses of 2.3 spaces per 2-bedroom unit, and 2.4 spaces per 3-bedroom unit. ITE identifies a peak parking demand of 3.13 spaces per 1,000 SF for strip retail uses.

With two (2) 1-bedroom apartment units, six (6) 2-bedroom apartment units, two (2) 3-bedroom apartment units, and 5,850 SF of retail, this equates to a parking requirement of 40 parking spaces for the mixed-use side of the development. Additionally, per the current Municipal Land Use Law ("M.L.U.L.") (N.J.A.C. 40:55-D), electric vehicle charging stations count as two (2) spaces for the purposes of complying with parking supply requirements, up to a maximum of 10% of the requirement. Therefore, a credit of 4 spaces was taken (10% of 40 spaces), and thus the effective parking requirement is reduced to 36 spaces. The mixed-use side of the development as proposed provides 55 parking spaces, inclusive of four (4) ADA-accessible spaces and six (6) electric vehicle charging spaces. As such the proposed parking supply on the mixed-use side of the development satisfies the Block 1 Redevelopment Plan requirement of 46 spaces.

With 23 2-bedroom townhouse units and 23 3-bedroom townhouse units, this equates to a parking requirement of 109 parking spaces for the proposed townhouse side of the development. Per the M.L.U.L. a credit of 10 spaces was taken (10% of 109 spaces), and thus the effective parking requirement is reduced to 99 spaces. Additionally, per RSIS, a one-car garage and driveway combination constitutes two (2) parking spaces for the purposes of parking supply calculations. The townhouse side of the development as proposed provides 126 parking spaces, inclusive of two (2) ADA-accessible spaces, 50 electric vehicle charging spaces (46 garages and 4 surface spaces), and 46 one-car garage and driveway combinations. As such, the proposed parking supply on the townhouse side of the development satisfies the Block 1 Redevelopment Plan requirement of 99 spaces.

The proposed parking stalls throughout the mixed-use development and townhouse development are a mix of 9'x18' and 9'x20', as well as 9'x21' driveway dimensions of the townhouse units. The Block 1 Redevelopment Plan does not specify minimum parking space dimensions. The Township of Robbinsville Ordinance and RSIS states a required parking stall size of 9'x18' and the Ordinance requirement is satisfied and will adequately accommodate the anticipated site traffic.

Loading

The Block 1 Redevelopment Plan does not specify loading requirements. As proposed, the 5,850 SF retail use is proposed to have one (1) loading area of 12'x73' and is anticipated to adequately service the proposed retail use.

FINDINGS & CONCLUSIONS

Findings

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

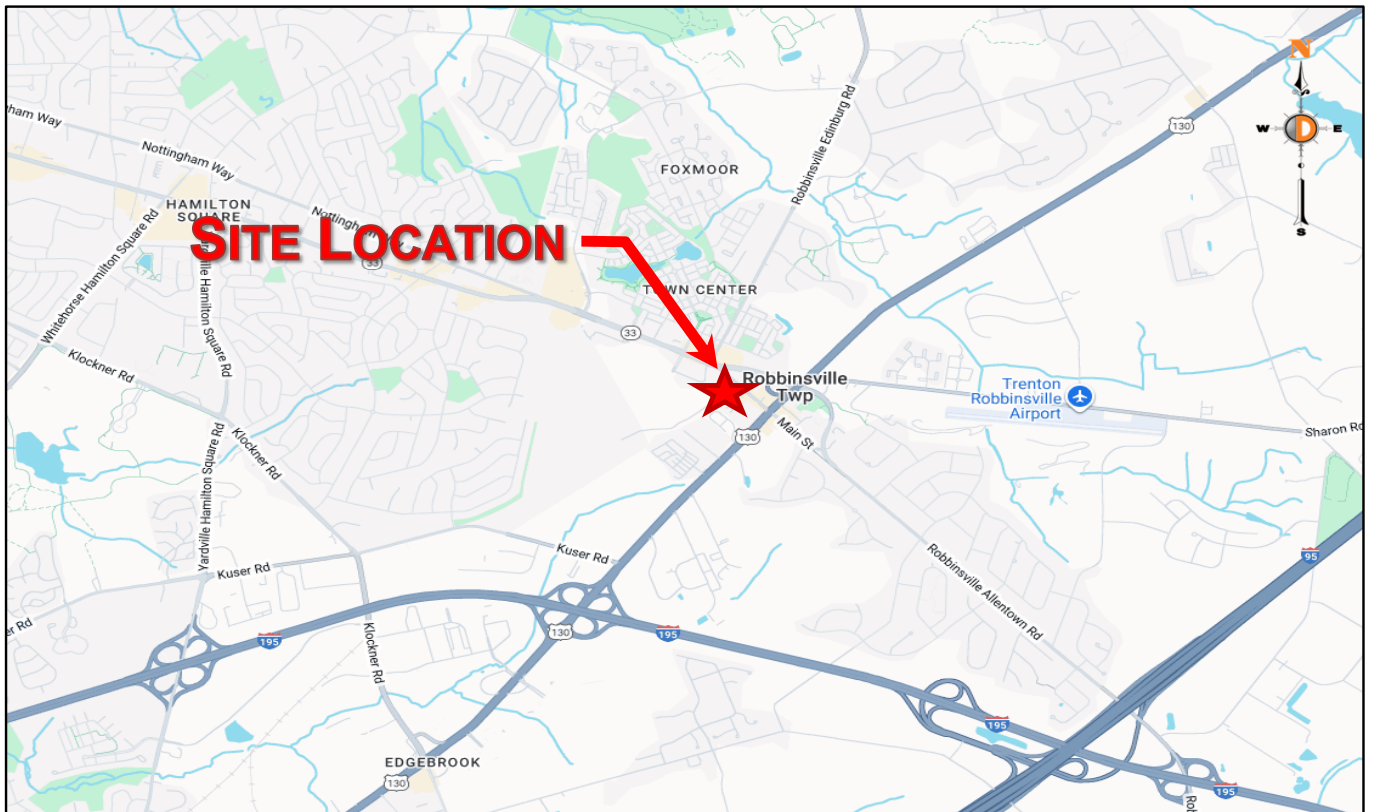
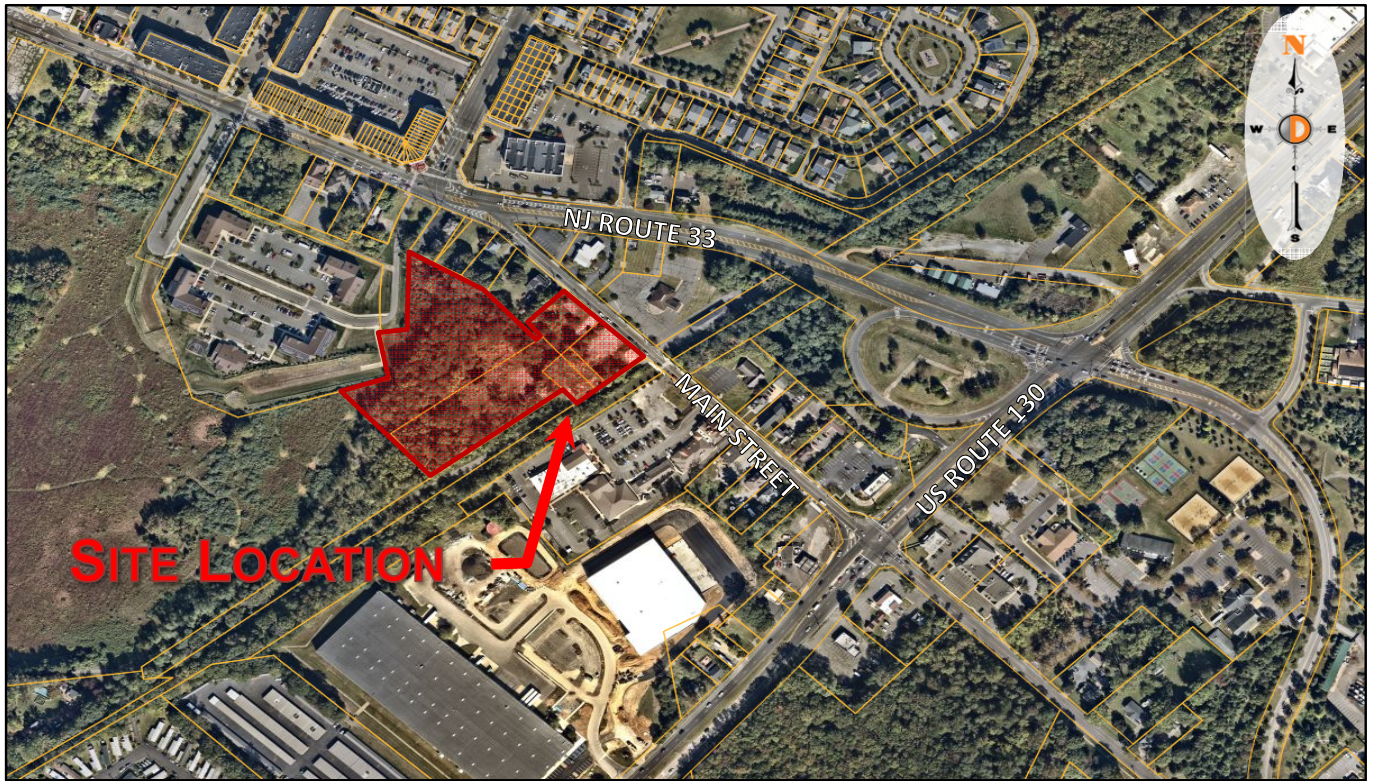
- The proposed mixed-use development consisting of 5,850 SF of retail space, 10 apartment units, and 46 townhouse units, is projected to generate 21 entering trips and 35 exiting trips during the weekday morning peak hour, 40 entering trips and 32 exiting trips during the evening peak hour, and 30 entering trips and 36 exiting trips during the Saturday peak hour that are “new” to the adjacent roadway network. Note that this does not include a credit for the existing uses being replaced.
- The number of new trips falls below the NJDOT accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the change in use will have any perceptible impact on the traffic operation of the adjacent roadway network.
- Access to the site is proposed to be provided via one (1) full-movement driveway and one (1) left-in/right-in/right out driveway along Main Street.
- With the addition of site generated traffic, the intersection of Route 33 with Robbinsville-Edinburg Road and Main Street is anticipated to continue to operate at No Build overall intersection levels of service during the peak hours studied. Additionally, each movement is anticipated to generally continue to operate at No Build levels of service.
- With the addition of site generated traffic, the intersection of Route 130 with Main Street is anticipated to continue to operate at No Build overall intersection level of service “D” during the peak hours studied. Additionally, each movement is anticipated to continue to operate at No Build levels of service or better.
- As designed, the intersection of Main Street and the westerly site driveway is anticipated to operate at levels of service “C” or better during the peak hours studied.
- As designed, the intersection of Main Street and the easterly site driveway is anticipated to operate at levels of service “B” or better during the peak hours studied.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the projected demand and meets generally accepted design standards.
- The Project’s site access points, internal circulation, and parking supply have been designed in accordance with the RSIS (N.J.A.C. 5:21) and the Ordinance requirements.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the New Jersey Department of Transportation, Mercer County, and Township of Robbinsville will not experience any significant degradation in operating conditions with the construction of The Project. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for effective circulation throughout the site and provides adequate parking to accommodate The Project's needs.

Appendix A

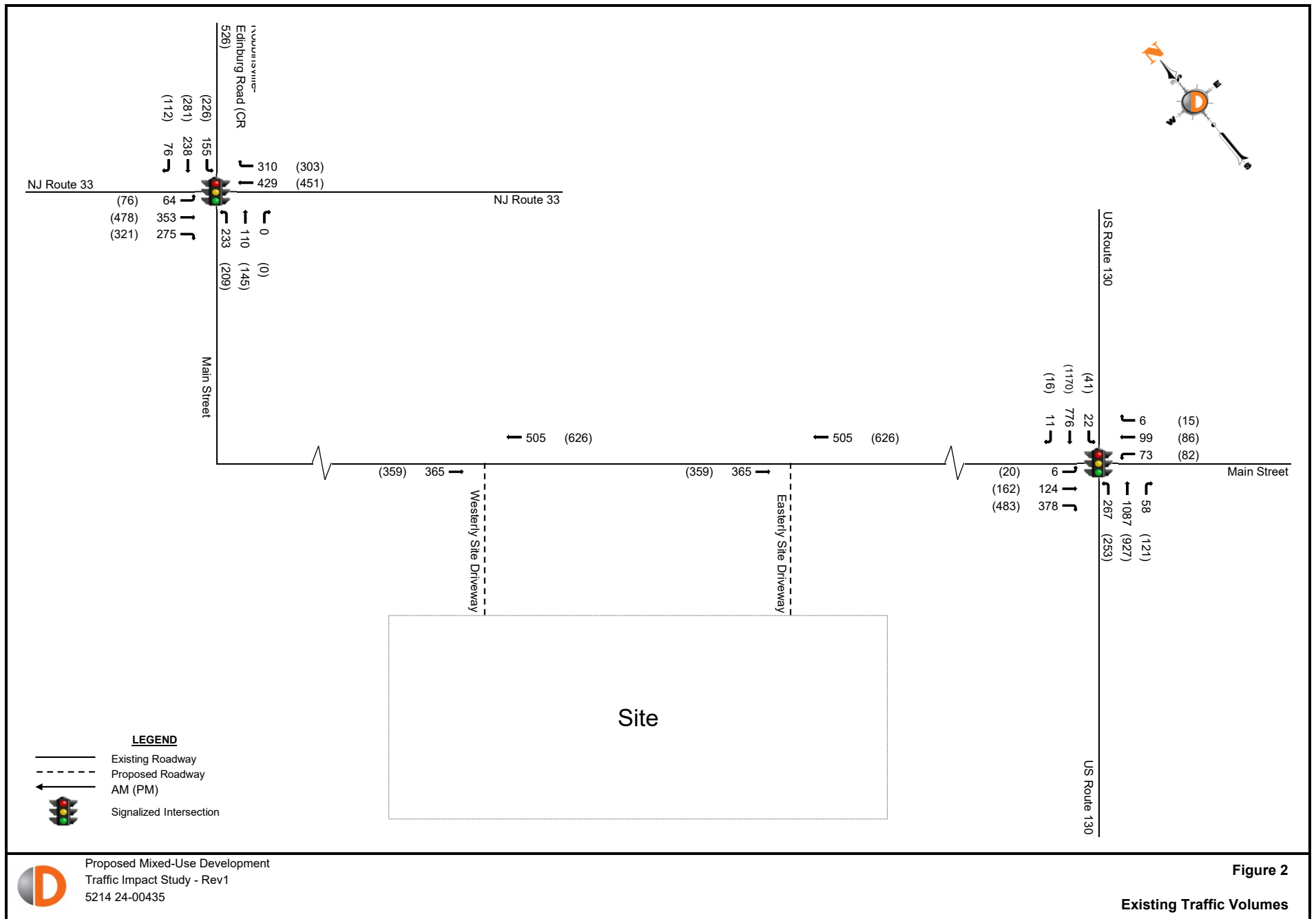
Traffic Volume Figures



Proposed Mixed-Use Development
 Traffic Impact Study - Rev1
 5214 24-00435

Figure 1

Site Location Map



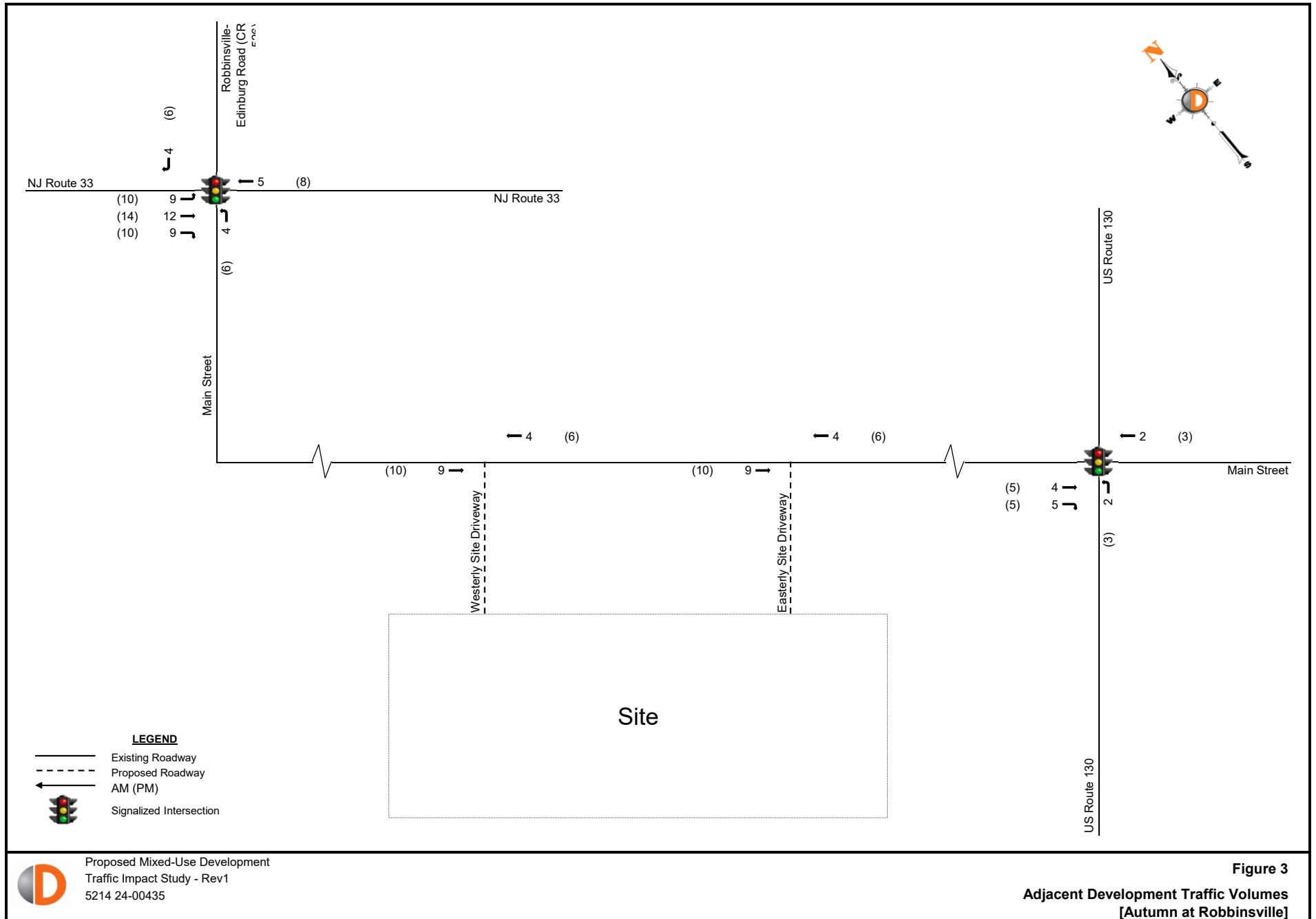


Figure 3

Adjacent Development Traffic Volumes
[Autumn at Robbinsville]

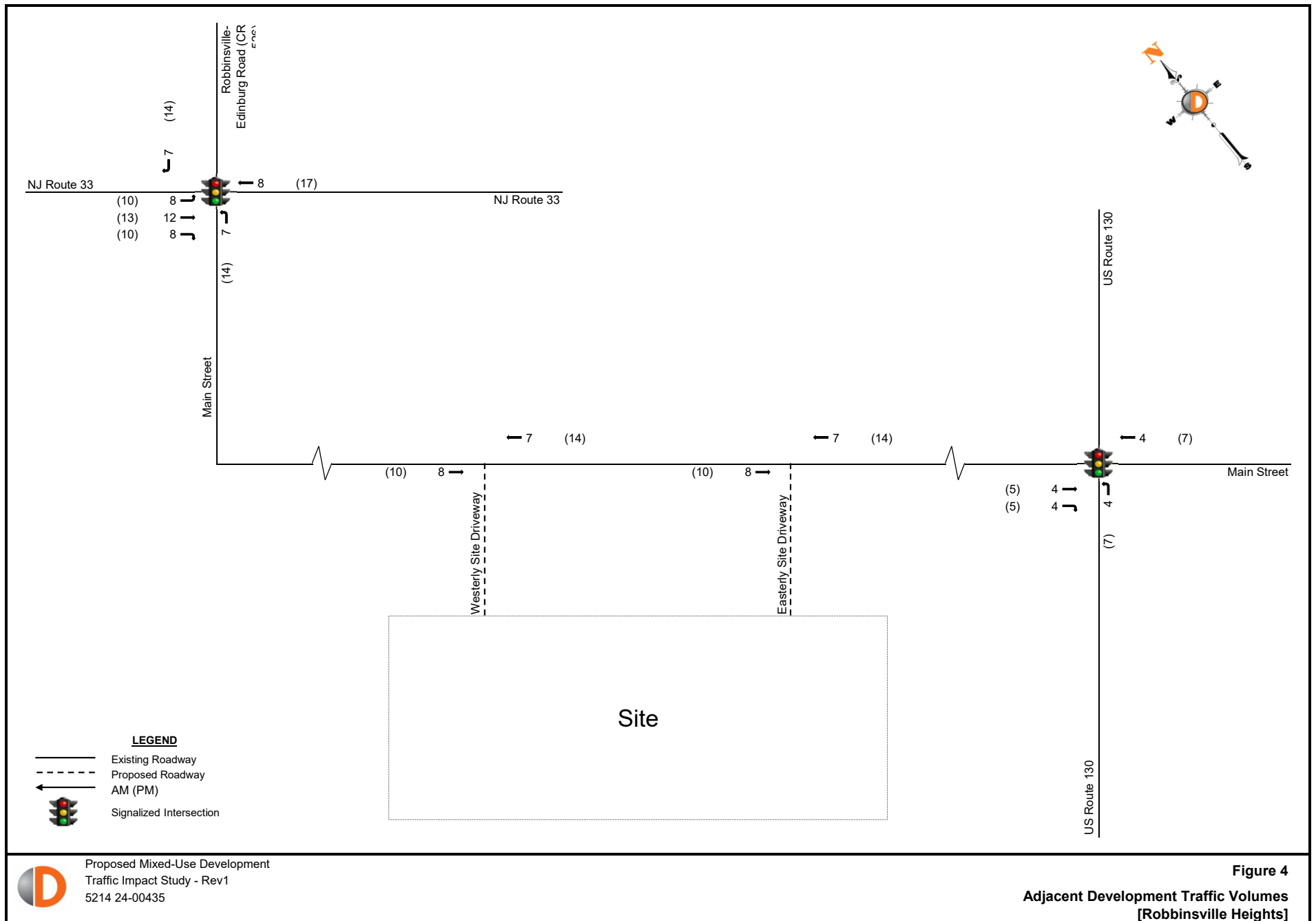


Figure 4

**Adjacent Development Traffic Volumes
[Robbinsville Heights]**

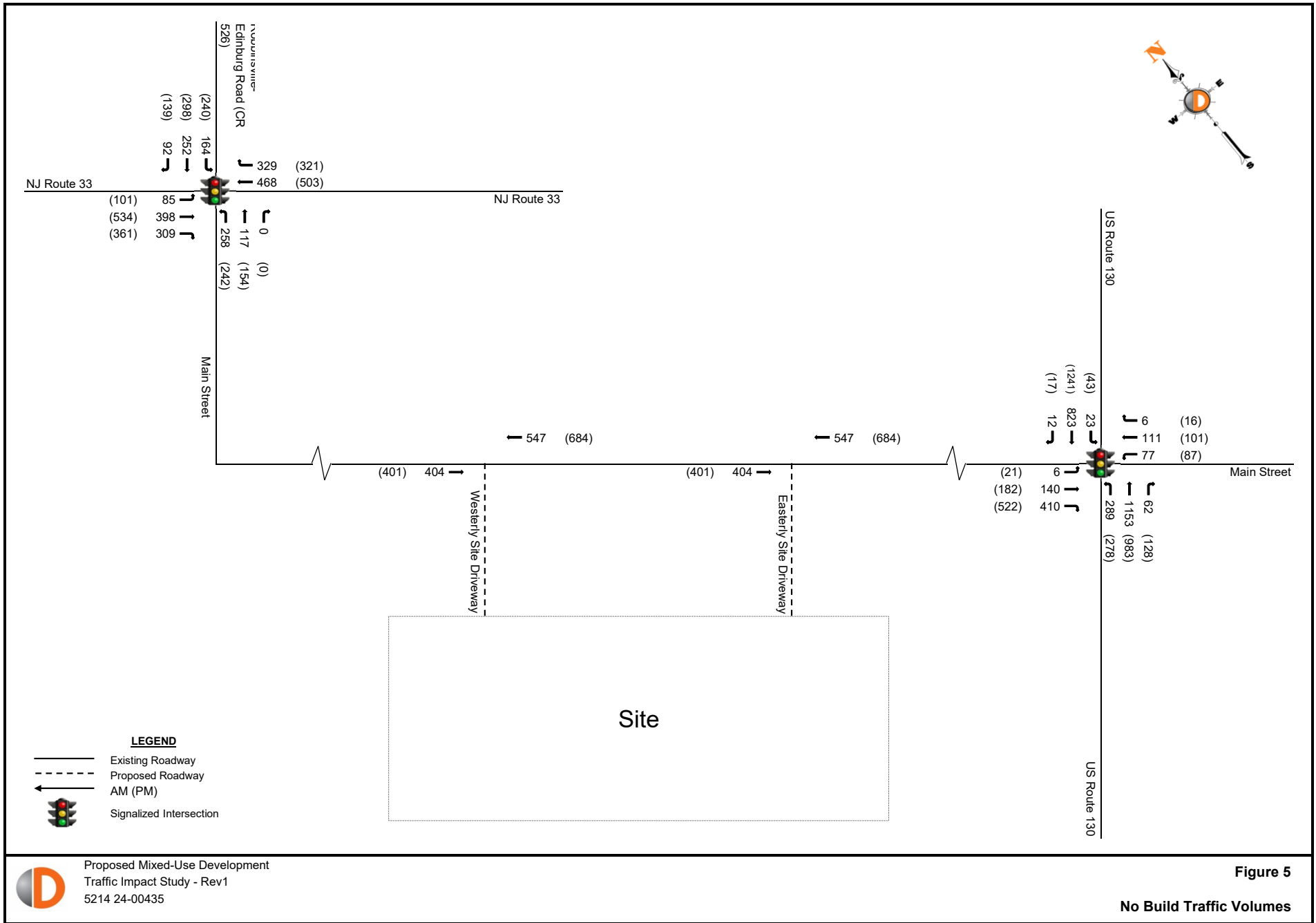


Figure 5

No Build Traffic Volumes

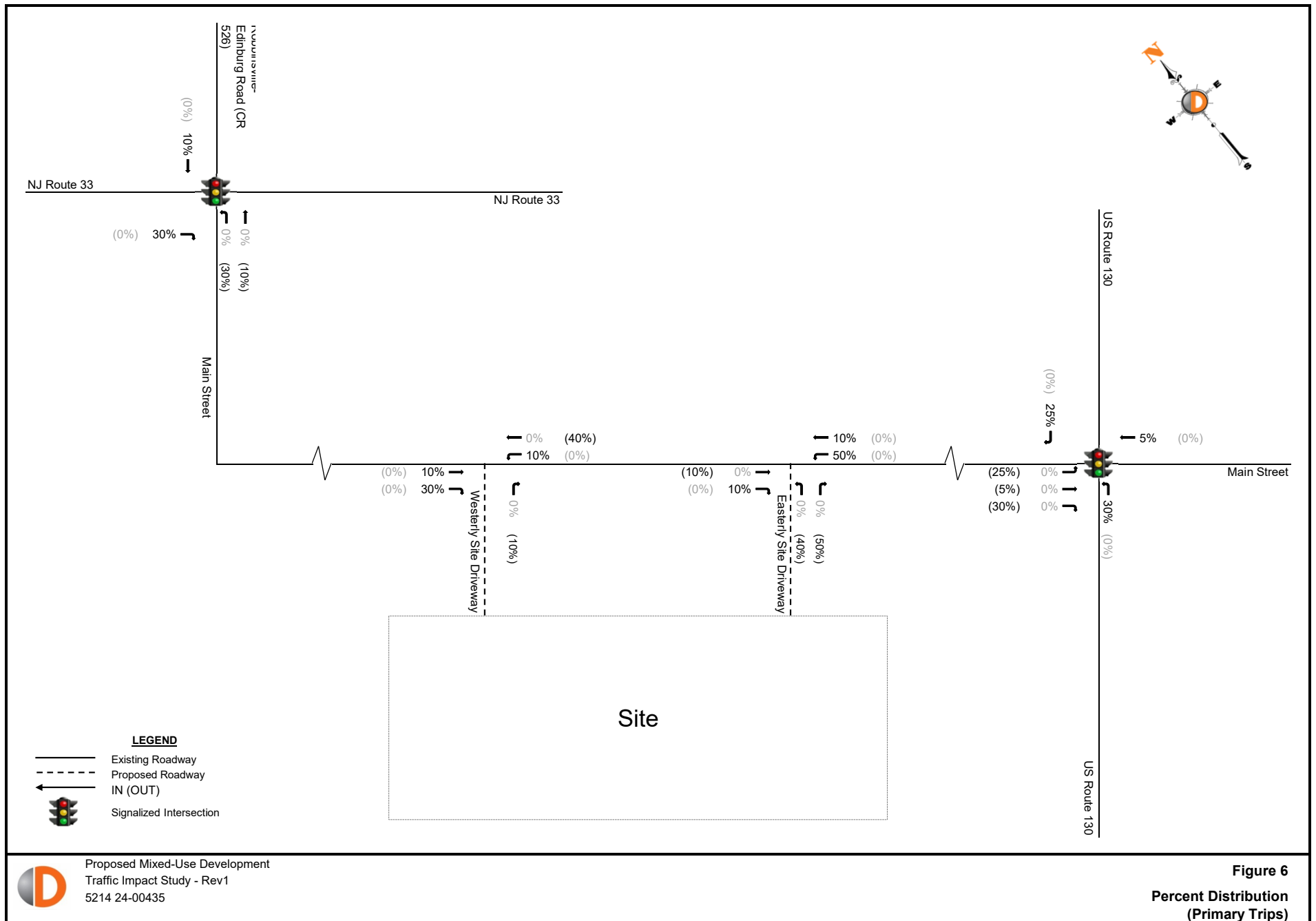


Figure 6
Percent Distribution
(Primary Trips)

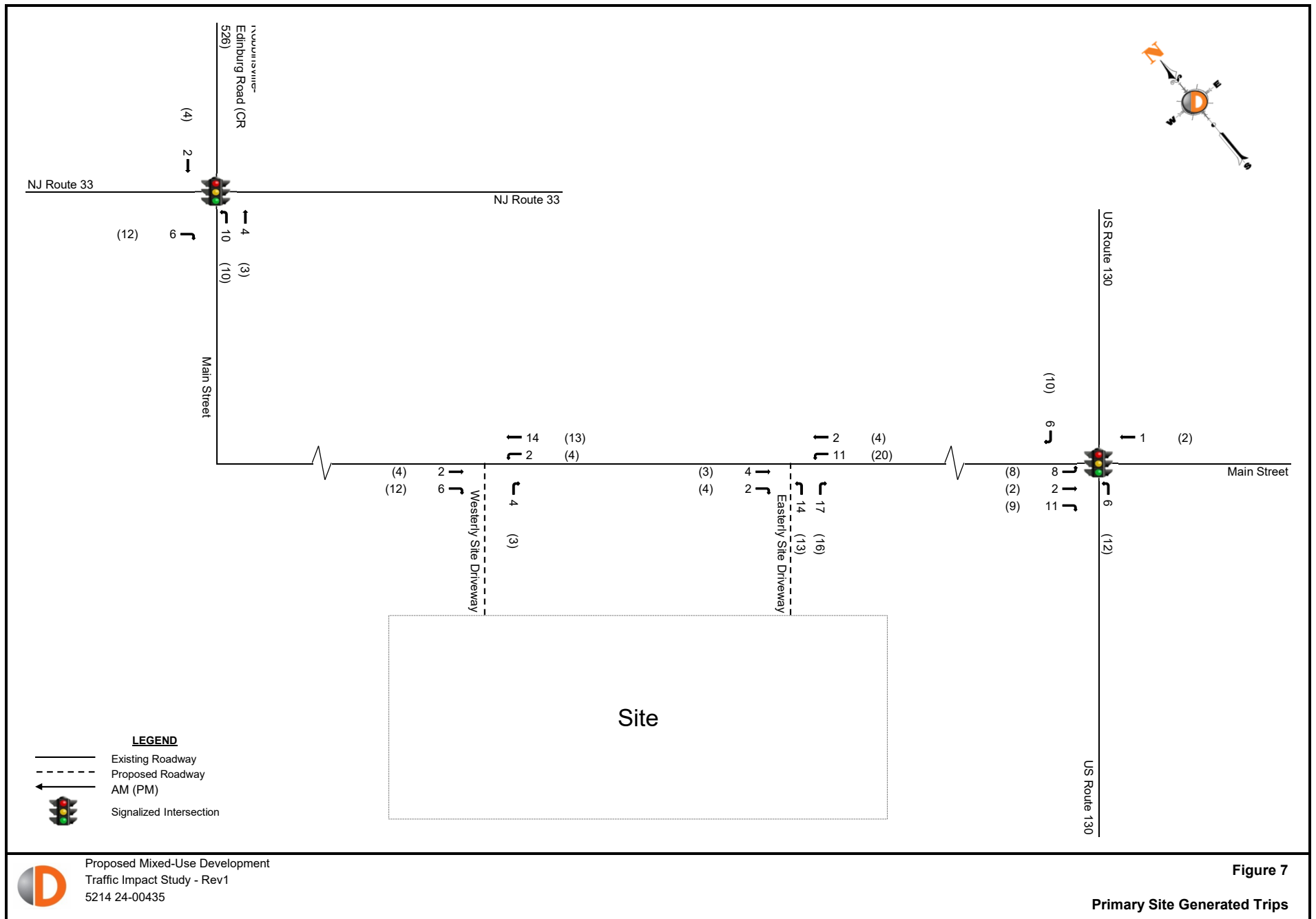


Figure 7

Primary Site Generated Trips

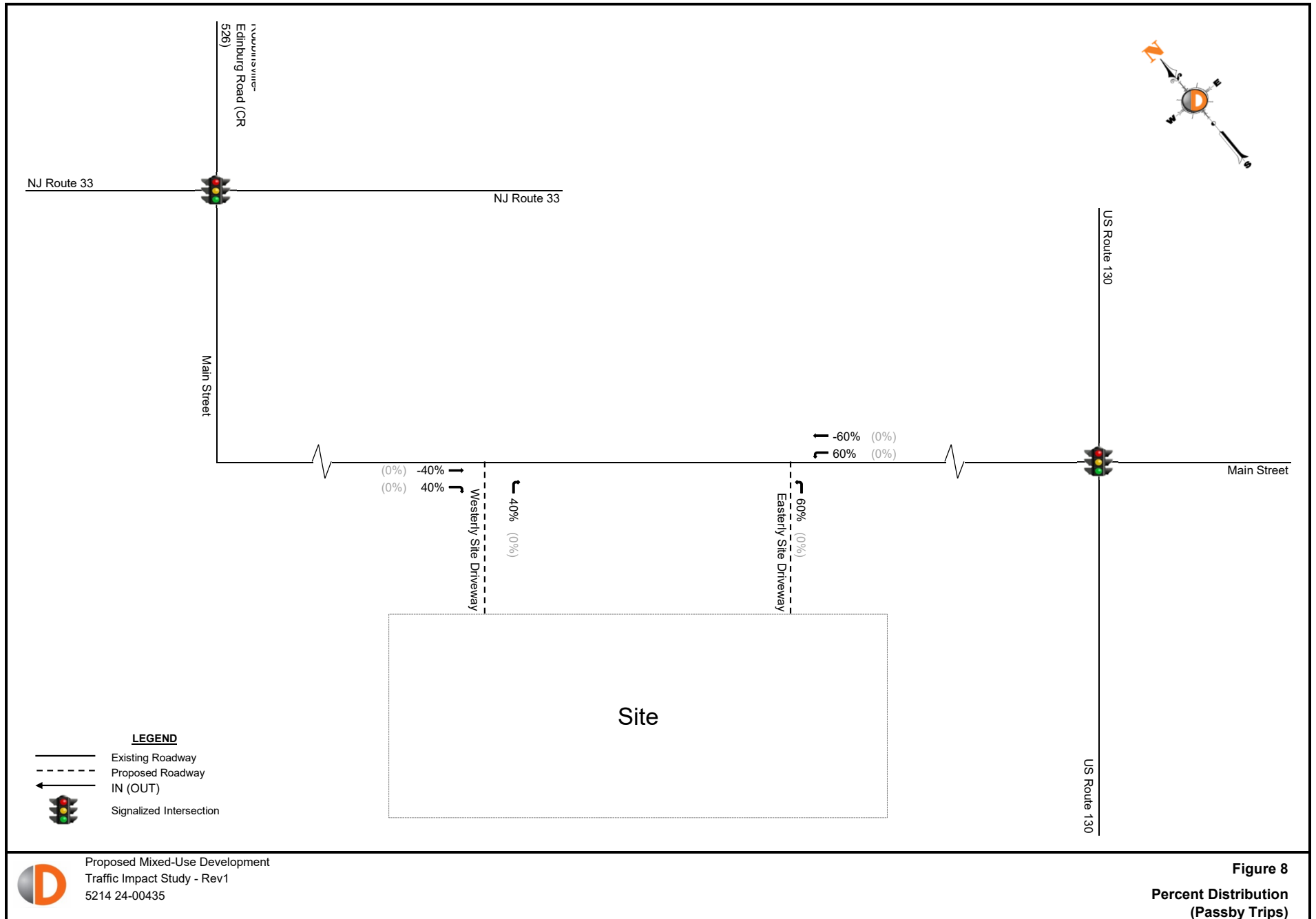


Figure 8
Percent Distribution
(Passby Trips)

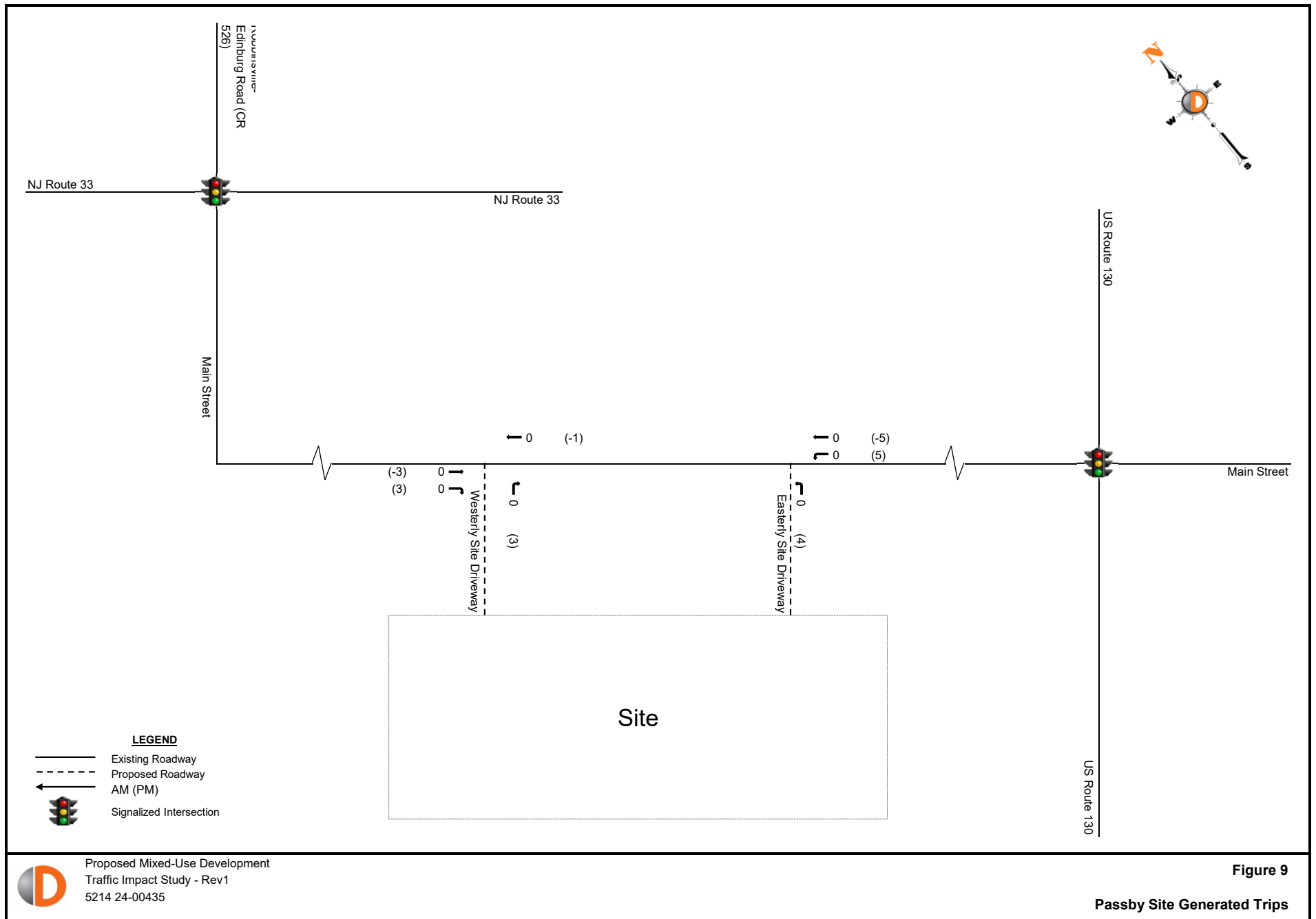


Figure 9

Passby Site Generated Trips

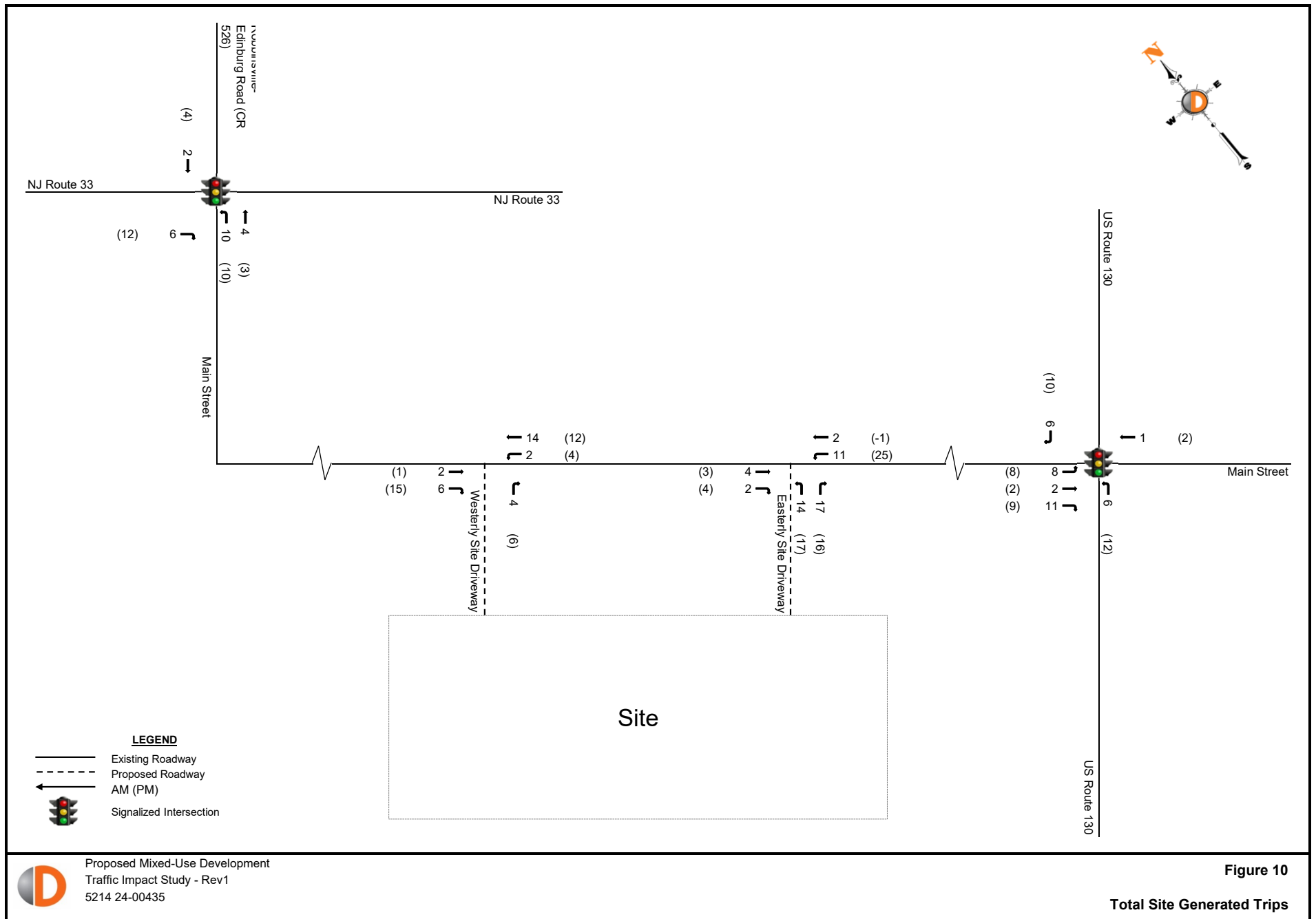


Figure 10

Total Site Generated Trips

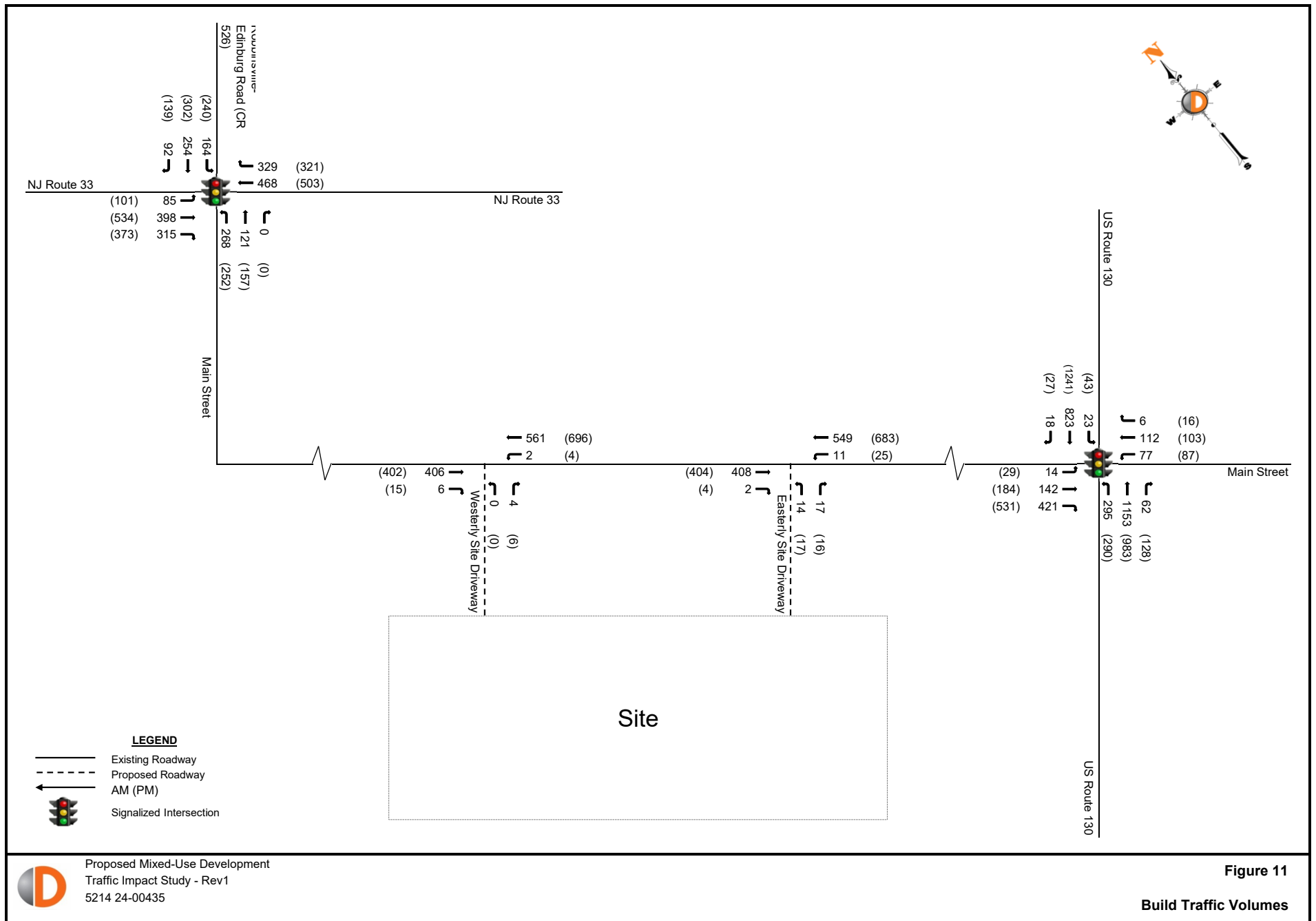


Figure 11

Build Traffic Volumes

Appendix B

Project Information

Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

E/W: Main Street
N/S: 9 Main Street Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

Start Time	Main Street Eastbound			Main Street Westbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	
07:00 AM	62	0	62	94	0	94	156
07:15 AM	58	0	58	86	0	86	144
07:30 AM	72	0	72	93	0	93	165
07:45 AM	98	0	98	140	0	140	238
Total	290	0	290	413	0	413	703
08:00 AM	103	0	103	147	0	147	250
08:15 AM	78	0	78	105	0	105	183
08:30 AM	75	0	75	98	0	98	173
08:45 AM	91	0	91	106	0	106	197
Total	347	0	347	456	0	456	803
Grand Total	637	0	637	869	0	869	1506
Apprch %	100	0		100	0		
Total %	42.3	0	42.3	57.7	0	57.7	
Cars	625	0	625	864	0	864	1489
% Cars	98.1	0	98.1	99.4	0	99.4	98.9
Trucks (SU)	5	0	5	4	0	4	9
% Trucks (SU)	0.8	0	0.8	0.5	0	0.5	0.6
Trucks (TT)	7	0	7	1	0	1	8
% Trucks (TT)	1.1	0	1.1	0.1	0	0.1	0.5

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 2

	Main Street Eastbound			Main Street Westbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 07:45 AM							
07:45 AM	98	0	98	140	0	140	238
08:00 AM	103	0	103	147	0	147	250
08:15 AM	78	0	78	105	0	105	183
08:30 AM	75	0	75	98	0	98	173
Total Volume	354	0	354	490	0	490	844
% App. Total	100	0		100	0		
PHF	.859	.000	.859	.833	.000	.833	.844
Cars	347	0	347	487	0	487	834
% Cars	98.0	0	98.0	99.4	0	99.4	98.8
Trucks (SU)	1	0	1	2	0	2	3
% Trucks (SU)	0.3	0	0.3	0.4	0	0.4	0.4
Trucks (TT)	6	0	6	1	0	1	7
% Trucks (TT)	1.7	0	1.7	0.2	0	0.2	0.8

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

Start Time	Main Street Eastbound			Main Street Westbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	
04:30 PM	87	0	87	147	0	147	234
04:45 PM	81	0	81	148	0	148	229
Total	168	0	168	295	0	295	463
05:00 PM	90	0	90	162	0	162	252
05:15 PM	91	0	91	151	0	151	242
05:30 PM	84	0	84	138	0	138	222
05:45 PM	93	0	93	136	0	136	229
Total	358	0	358	587	0	587	945
06:00 PM	78	0	78	129	0	129	207
06:15 PM	96	0	96	130	0	130	226
Grand Total	700	0	700	1141	0	1141	1841
Apprch %	100	0		100	0		
Total %	38	0	38	62	0	62	
Cars	700	0	700	1140	0	1140	1840
% Cars	100	0	100	99.9	0	99.9	99.9
Trucks (SU)	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0.1	0	0.1	0.1

Dynamic Traffic, LLC

www.dynamictraffic.com

732-681-0760

E/W: Main Street
N/S: 9 Main Street Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 2

	Main Street Eastbound			Main Street Westbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 04:30 PM							
04:30 PM	87	0	87	147	0	147	234
04:45 PM	81	0	81	148	0	148	229
05:00 PM	90	0	90	162	0	162	252
05:15 PM	91	0	91	151	0	151	242
Total Volume	349	0	349	608	0	608	957
% App. Total	100	0		100	0		
PHF	.959	.000	.959	.938	.000	.938	.949
Cars	349	0	349	607	0	607	956
% Cars	100	0	100	99.8	0	99.8	99.9
Trucks (SU)	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0.2	0	0.2	0.1

732-681-0760

E/W: Route 33
N/S: Main Street/Robbinsville Edinburg Road
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : Rt 33 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 1

Groups Printed- Cars - Buses - Trucks (SU) - Trucks (TT)

	Route 33 Eastbound					Route 33 Westbound					Main Street Northbound					Robbinsville Edinburg Road (CR 526) Southbound					
Start Time		Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	10	65	49	0	124	0	67	60	0	127	27	35	0	0	62	20	38	6	0	64	377
07:15 AM	10	95	69	0	174	0	102	90	0	192	46	31	0	0	77	28	58	19	0	105	548
07:30 AM	18	86	58	1	163	0	91	65	0	156	59	36	0	0	95	47	57	20	0	124	538
07:45 AM	20	86	74	0	180	1	128	106	0	235	59	22	0	0	81	37	64	23	0	124	620
Total	58	332	250	1	641	1	388	321	0	710	191	124	0	0	315	132	217	68	0	417	2083
08:00 AM	16	86	74	0	176	1	106	49	0	156	69	21	0	0	90	43	59	14	0	116	538
08:15 AM	13	79	72	1	165	0	111	68	0	179	48	21	1	0	70	37	58	27	0	122	536
08:30 AM	13	88	64	0	165	0	106	52	0	158	73	23	0	0	96	37	49	13	0	99	518
08:45 AM	13	75	75	0	163	0	101	40	0	141	59	18	0	0	77	52	57	20	0	129	510
Total	55	328	285	1	669	1	424	209	0	634	249	83	1	0	333	169	223	74	0	466	2102
*** BREAK ***																					
04:30 PM	11	115	89	0	215	2	107	69	0	178	60	30	1	0	91	57	62	29	0	148	632
04:45 PM	11	120	73	0	204	1	101	58	0	160	46	35	0	0	81	63	71	30	0	164	609
Total	22	235	162	0	419	3	208	127	0	338	106	65	1	0	172	120	133	59	0	312	1241
05:00 PM	16	126	95	0	237	0	105	55	0	160	58	34	0	0	92	53	62	35	0	150	639
05:15 PM	21	132	87	0	240	0	109	76	0	185	47	37	0	0	84	63	86	25	0	174	683
05:30 PM	22	111	78	0	211	0	113	76	0	189	50	42	0	0	92	50	68	27	0	145	637
05:45 PM	17	109	61	0	187	0	124	96	0	220	54	32	0	0	86	60	65	25	0	150	643
Total	76	478	321	0	875	0	451	303	0	754	209	145	0	0	354	226	281	112	0	619	2602
06:00 PM	19	118	93	0	230	0	106	60	0	166	53	31	0	0	84	55	54	19	0	128	608
06:15 PM	12	82	67	0	161	0	116	57	0	173	35	43	0	0	78	35	60	15	0	110	522
Grand Total	242	1573	1178	2	2995	5	1693	1077	0	2775	843	491	2	0	1336	737	968	347	0	2052	9158
Apprch %	8.1	52.5	39.3	0.1		0.2	61	38.8	0		63.1	36.8	0.1	0		35.9	47.2	16.9	0		
Total %	2.6	17.2	12.9	0	32.7	0.1	18.5	11.8	0	30.3	9.2	5.4	0	0	14.6	8	10.6	3.8	0	22.4	
Cars	234	1525	1158	2	2919	2	1652	1028	0	2682	836	477	0	0	1313	708	961	339	0	2008	8922
% Cars	96.7	96.9	98.3	100	97.5	40	97.6	95.5	0	96.6	99.2	97.1	0	0	98.3	96.1	99.3	97.7	0	97.9	97.4
Buses	6	9	3	0	18	0	3	26	0	29	1	7	0	0	8	22	3	2	0	27	82
% Buses	2.5	0.6	0.3	0	0.6	0	0.2	2.4	0	1	0.1	1.4	0	0	0.6	3	0.3	0.6	0	1.3	0.9
Trucks (SU)	2	31	16	0	49	3	30	22	0	55	6	7	2	0	15	7	4	6	0	17	136
% Trucks (SU)																					
Trucks (TT)	0	8	1	0	9	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	18
% Trucks (TT)	0	0.5	0.1	0	0.3	0	0.5	0.1	0	0.3	0	0	0	0	0	0	0	0	0	0	0.2

732-681-0760

E/W: Route 33
N/S: Main Street/Robbinsville Edinburg Road
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : Rt 33 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 2

	Route 33 Eastbound					Route 33 Westbound					Main Street Northbound					Robbinsville Edinburg Road (CR 526) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

[illegible]

Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

[illegible]

Dynamic Traffic, LLC

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732-681-0760

E/W: Route 130
N/S: Main Street
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : Rt 130 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 1

Groups Printed- Cars - Buses - Trucks (SU) - Trucks (TT)

	Route 130 Northbound					Route 130 Southbound					Main Street Westbound					Main Street Eastbound						
Start Time		Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
07:00 AM	56	263	13	0	332	4	141	0	0	145	18	15	1	0	34	0	20	64	0	84	595	
07:15 AM	56	316	14	0	386	3	173	3	0	179	15	21	0	0	36	2	26	93	0	121	722	
07:30 AM	74	252	17	0	343	7	206	1	0	214	27	25	0	0	52	2	25	92	0	119	728	
07:45 AM	71	271	17	0	359	5	225	5	0	235	21	24	1	0	46	2	35	102	0	139	779	
Total	257	1102	61	0	1420	19	745	9	0	773	81	85	2	0	168	6	106	351	0	463	2824	
08:00 AM	66	248	10	0	324	7	172	2	0	181	10	29	5	0	44	0	38	91	0	129	678	
08:15 AM	63	238	16	0	317	3	194	1	1	199	19	13	3	0	35	2	17	106	1	126	677	
08:30 AM	73	226	15	0	314	5	184	3	0	192	21	28	2	0	51	2	29	74	1	106	663	
08:45 AM	73	234	22	0	329	6	205	3	0	214	21	27	2	0	50	1	25	88	0	114	707	
Total	275	946	63	0	1284	21	755	9	1	786	71	97	12	0	180	5	109	359	2	475	2725	
*** BREAK ***																						
04:30 PM	51	196	36	0	283	12	292	5	1	310	27	19	3	0	49	6	36	130	0	172	814	
04:45 PM	68	269	25	0	362	10	316	2	0	328	12	17	7	0	36	2	31	112	0	145	871	
Total	119	465	61	0	645	22	608	7	1	638	39	36	10	0	85	8	67	242	0	317	1685	
05:00 PM	62	217	33	0	312	9	269	2	2	282	28	28	3	1	60	4	50	118	0	172	826	
05:15 PM	72	245	27	0	344	10	293	7	2	312	15	22	2	0	39	8	45	123	0	176	871	
05:30 PM	60	199	29	0	288	14	283	3	4	304	14	20	3	0	37	7	45	107	0	159	788	
05:45 PM	66	197	29	0	292	9	320	8	4	341	10	19	0	0	29	3	39	79	0	121	783	
Total	260	858	118	0	1236	42	1165	20	12	1239	67	89	8	1	165	22	179	427	0	628	3268	
06:00 PM	66	212	20	0	298	6	236	2	2	246	14	21	1	0	36	8	35	113	0	156	736	
06:15 PM	58	193	17	0	268	10	219	1	0	230	7	19	1	0	27	6	36	87	0	129	654	
Grand Total	1035	3776	340	0	5151	120	3728	48	16	3912	279	347	34	1	661	55	532	1579	2	2168	11892	
Apprch %	20.1	73.3	6.6	0		3.1	95.3	1.2	0.4		42.2	52.5	5.1	0.2		2.5	24.5	72.8	0.1			
Total %	8.7	31.8	2.9	0	43.3	1	31.3	0.4	0.1	32.9	2.3	2.9	0.3	0	5.6	0.5	4.5	13.3	0	18.2		
Cars	1016	3554	331	0	4901	117	3507	47	16	3687	270	344	34	1	649	55	521	1561	2	2139	11376	
% Cars	98.2	94.1	97.4	0	95.1	97.5	94.1	97.9	100	94.2	96.8	99.1	100	100	98.2	100	97.9	98.9	100	98.7	95.7	
Buses	6	20	3	0	29	0	24	0	0	24	7	1	0	0	8	0	2	5	0	7	68	
% Buses	0.6	0.5	0.9	0	0.6	0	0.6	0	0	0.6	2.5	0.3	0	0	1.2	0	0.4	0.3	0	0.3	0.6	
Trucks (SU)	12	128	5	0	145	3	122	1	0	126	2	2	0	0	4	0	9	12	0	21	296	
% Trucks (SU)	1.2	3.4	1.5	0	2.8	2.5	3.3	2.1	0	3.2	0.7	0.6	0	0	0.6	0	1.7	0.8	0	1	2.5	
Trucks (TT)	1	74	1	0	76	0	75	0	0	75	0	0	0	0	0	0	0	1	0	1	152	
% Trucks (TT)	0.1	2	0.3	0	1.5	0	2	0	0	1.9	0	0	0	0	0	0	0	0.1	0	0	1.3	

732-681-0760

File Name : Rt 130 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 2

[illegible]

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732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: EB

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
07:00 AM	90	6	6	3	2	3	7	3	0	1	2	2	2	3	0	5	45	12 - 13
07:15 AM	114	10	5	13	3	4	3	1	1	2	5	1	1	2	1	4	56	8 - 9
07:30 AM	117	19	4	3	5	4	6	1	2	4	0	0	1	0	1	6	56	8 - 9
07:45 AM	145	12	8	7	7	1	6	3	2	3	0	2	0	0	1	3	55	8 - 9
Total	466	47	23	26	17	12	22	8	5	10	7	5	4	5	3	18	212	8 - 9
08:00 AM	121	17	5	3	5	7	2	2	2	5	0	0	2	1	2	3	56	8 - 9
08:15 AM	121	15	10	7	5	3	1	3	0	2	2	1	1	1	0	5	56	6 - 7
08:30 AM	112	13	10	5	4	4	3	4	3	1	2	2	0	3	0	4	58	8 - 9
08:45 AM	141	14	6	14	4	4	4	3	7	1	1	0	0	0	0	3	61	6 - 7
Total	495	59	31	29	18	18	10	12	12	9	5	3	3	5	2	15	231	6 - 7
Grand Total	961	106	54	55	35	30	32	20	17	19	12	8	7	10	5	33	443	8 - 9
Total %		23.9	12.2	12.4	7.9	6.8	7.2	4.5	3.8	4.3	2.7	1.8	1.6	2.3	1.1	7.4		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Occurred: 07:30 AM
Volume 504
High Int. 07:45 AM
Volume 145
PHF 0.869

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: EB

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
04:30 PM	163	8	4	1	2	3	1	1	0	0	1	1	1	0	0	8	31	10 - 11
04:45 PM	174	12	10	3	2	4	4	1	0	1	0	0	0	0	0	7	44	6 - 7
Total	337	20	14	4	4	7	5	2	0	1	1	1	1	0	0	15	75	6 - 7
05:00 PM	183	16	11	6	2	0	1	1	1	0	0	0	1	0	0	8	47	4 - 5
05:15 PM	169	12	9	1	5	1	2	3	1	0	3	0	0	0	0	7	44	8 - 9
05:30 PM	142	11	3	0	3	2	0	3	0	2	2	2	0	1	0	8	37	10 - 11
05:45 PM	125	9	6	3	2	2	1	3	2	3	2	0	0	1	0	8	42	10 - 11
Total	619	48	29	10	12	5	4	10	4	5	7	2	1	2	0	31	170	6 - 7
06:00 PM	129	12	5	3	1	3	0	0	1	0	1	0	2	0	0	10	38	6 - 7
06:15 PM	135	8	7	4	2	4	2	2	1	0	1	0	0	0	0	9	40	8 - 9
Grand Total	1220	88	55	21	19	19	11	14	6	6	10	3	4	2	0	65	323	6 - 7
Total %		27.2	17.0	6.5	5.9	5.9	3.4	4.3	1.9	1.9	3.1	0.9	1.2	0.6	0.0	20.1		

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Occurred: 04:30 PM
Volume 689
High Int. 05:00 PM
Volume 183
PHF 0.941

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
07:00 AM	168	8	9	6	5	7	2	0	3	2	0	2	0	2	1	1	48	8 - 9
07:15 AM	188	15	9	13	4	2	3	0	2	3	3	0	0	1	2	1	58	6 - 7
07:30 AM	206	13	5	3	3	2	5	0	3	2	1	0	1	2	1	2	43	8 - 9
07:45 AM	243	12	8	8	5	2	2	1	1	0	0	0	0	0	1	1	41	6 - 7
Total	805	48	31	30	17	13	12	1	9	7	4	2	1	5	5	5	190	6 - 7
08:00 AM	204	9	4	9	2	4	2	3	1	1	1	1	0	0	0	0	37	6 - 7
08:15 AM	192	19	11	7	6	5	2	3	1	2	2	1	0	0	1	1	61	6 - 7
08:30 AM	177	21	12	3	5	3	3	2	3	1	2	2	0	2	0	2	61	4 - 5
08:45 AM	213	17	12	11	2	4	2	3	3	0	0	0	0	0	0	1	55	4 - 5
Total	786	66	39	30	15	16	9	11	8	4	5	4	0	2	1	4	214	6 - 7
Grand Total	1591	114	70	60	32	29	21	12	17	11	9	6	1	7	6	9	404	6 - 7
Total %		28.2	17.3	14.9	7.9	7.2	5.2	3.0	4.2	2.7	2.2	1.5	0.2	1.7	1.5	2.2		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Occurred: 07:30 AM
Volume 845
High Int. 07:45 AM
Volume 243
PHF 0.869

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
04:30 PM	257	8	2	2	1	0	0	2	0	1	0	0	1	1	0	0	18	4 - 5
04:45 PM	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Total	514	8	2	2	1	0	0	2	0	1	0	0	1	1	0	0	18	4 - 5
05:00 PM	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
05:15 PM	263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
05:30 PM	235	9	4	0	2	1	2	1	0	1	2	0	0	0	0	1	23	4 - 5
05:45 PM	210	1	2	2	0	2	2	0	0	0	0	0	0	0	0	0	9	6 - 7
Total	986	10	6	2	2	3	4	1	0	1	2	0	0	0	0	1	32	6 - 7
06:00 PM	233	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4 - 5
06:15 PM	213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Grand Total	1946	18	10	4	3	3	4	3	0	2	2	0	1	1	0	1	52	4 - 5
Total %		34.6	19.2	7.7	5.8	5.8	7.7	5.8	0.0	3.8	3.8	0.0	1.9	1.9	0.0	1.9		

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

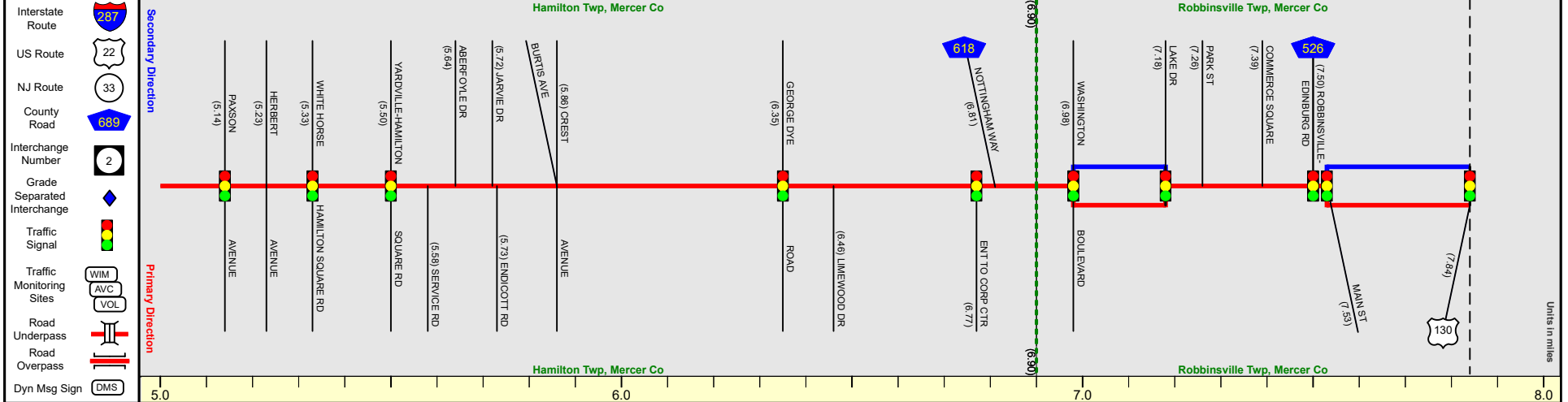
Peak Occurred: 04:30 PM
Volume 1055
High Int. 05:00 PM
Volume 278
PHF 0.949

NJ 33 (West to East)

Mile Posts: 5.000 - 7.840



Pavement		12		24	
Shoulder		12		12	
Number of Lanes		1		2	
Speed Limit		45		45	
Street Name		NJ 33		NJ 33	



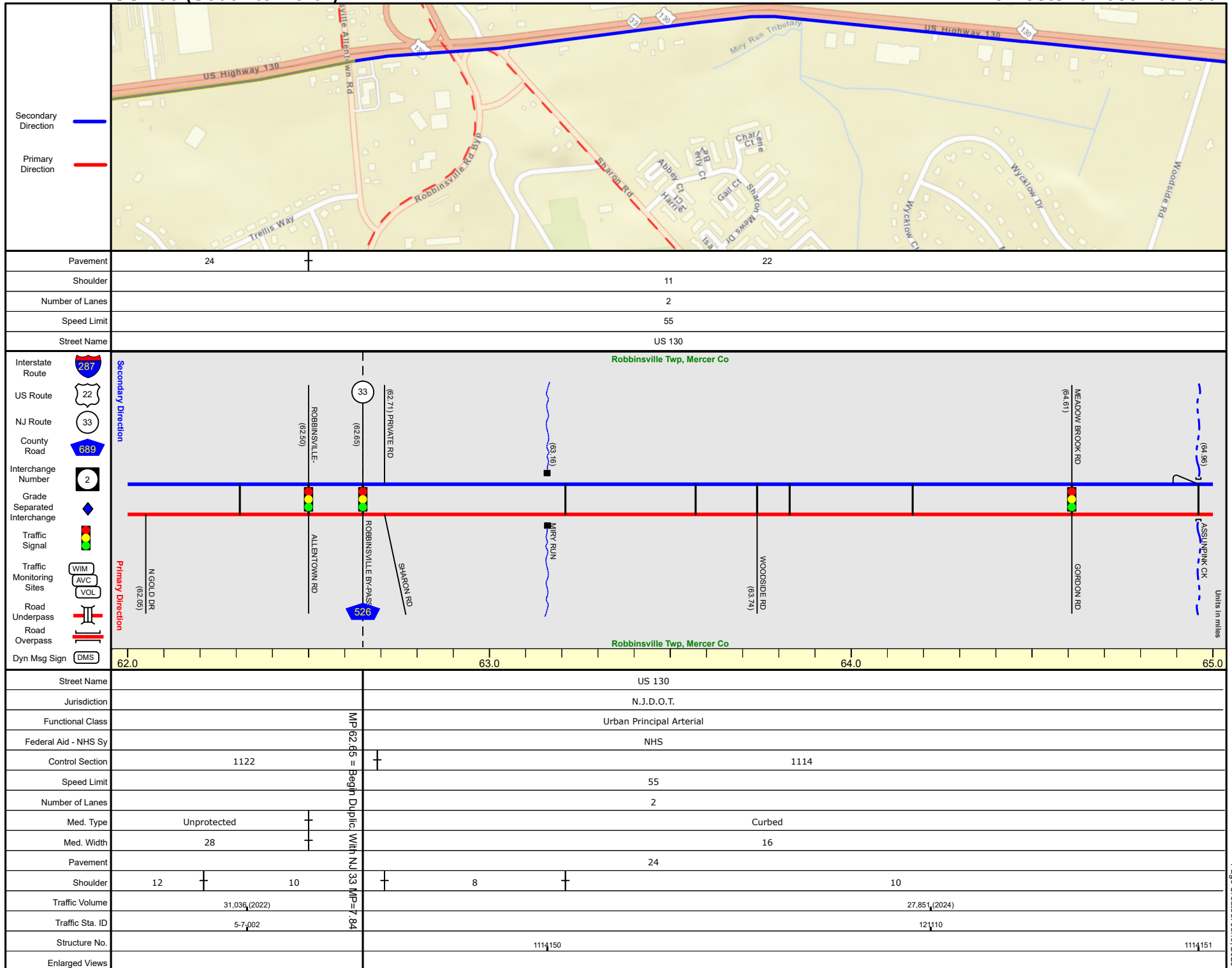
Street Name	NJ 33										MP 7.84 = Begin Collc. With US 130 MP 62.65 MP 7.84-12.42 See US 130 MP 62.65-67.23					
Jurisdiction	N.J.D.O.T.															
Functional Class	Urban Principal Arterial															
Federal Aid - NHS Sy	NHS															
Control Section	1113															
Speed Limit	40			45												
Number of Lanes				3			1		3			1				
Med. Type				None			Painted/Unprotected		None			Painted/Unprotected				
Med. Width							12				12					
Pavement				36			24		34		60		40		36	
Shoulder	5		12		4			12			5		5			
Traffic Volume											18,231 (2023)		13,692 (2023)			
Traffic Sta. ID											5-7,003		5-4,326			
Structure No.																
Enlarged Views																

SRI = 00000033_

Date last inventoried: April 2020

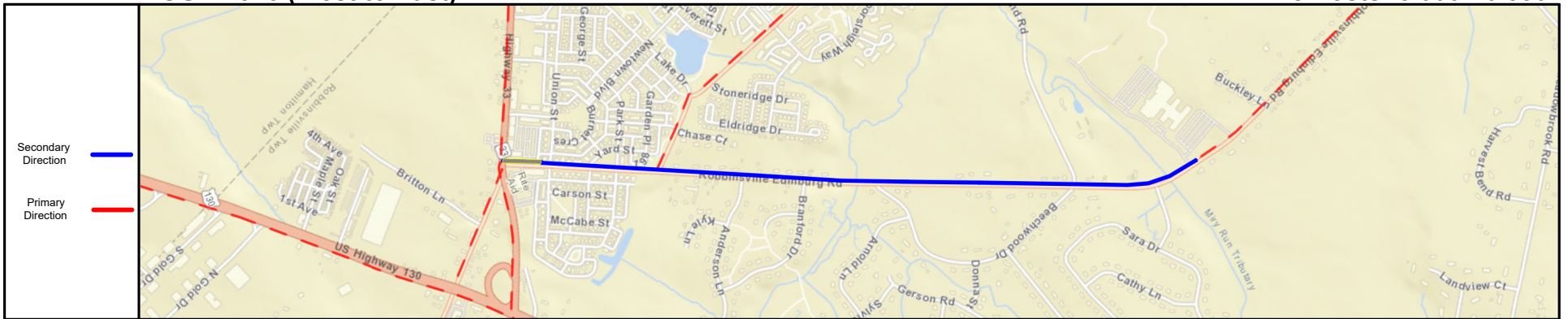
US 130 (South to North)

Mile Posts: 62.000 - 65.000

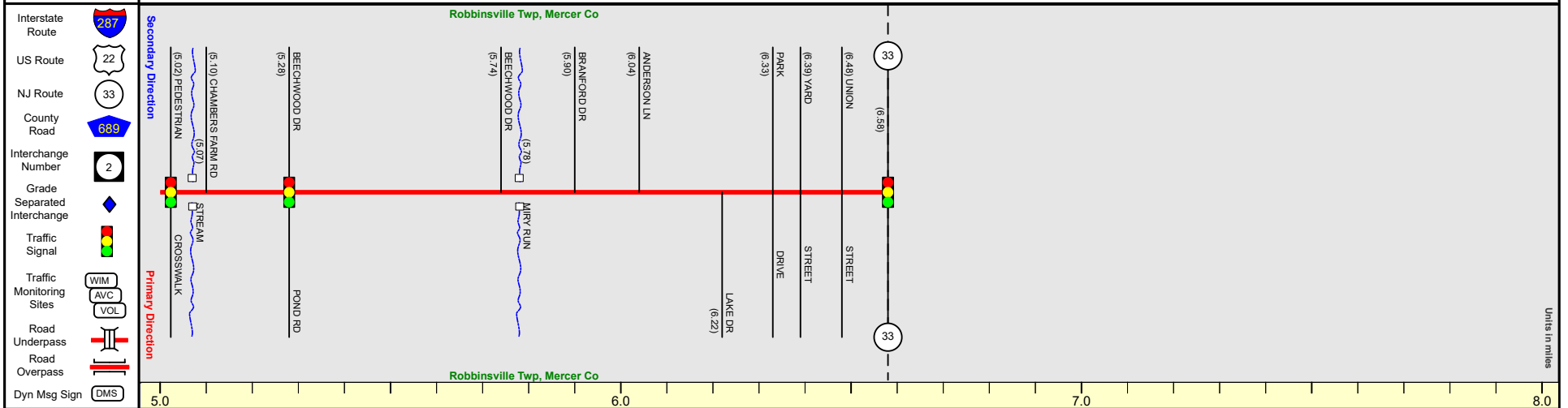


ROUTE 526 (West to East)

Mile Posts: 5.000 - 6.580



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Robbinsville Road	
Jurisdiction	County	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	45	35
Number of Lanes	2	
Med. Type	None	
Med. Width		
Pavement	24	
Shoulder	4	8
Traffic Volume		
Traffic Sta. ID		
Structure No.	1100047	
Enlarged Views		

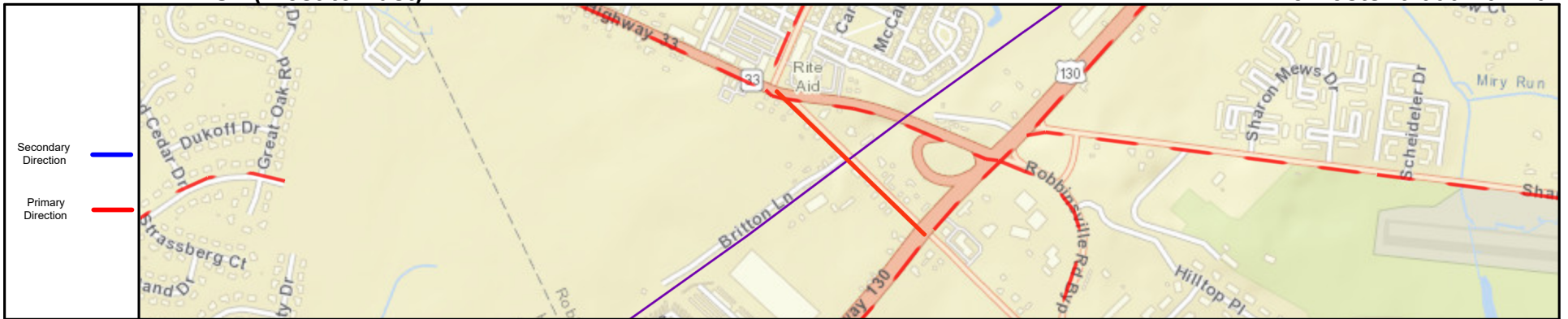
MP 6.58 = Begin Calinc. With Rt. 33 MP 7.50
MP 6.58-6.61 See Rt. 33 MP 7.50-7.53

SRI = 00000526__

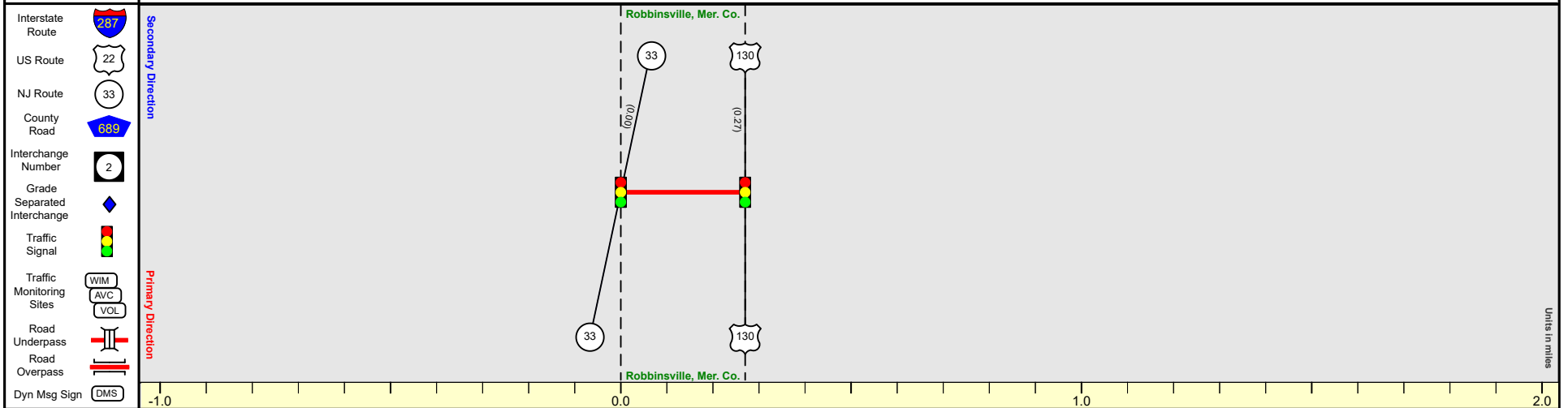
Date last inventoried: October 2012

MAIN ST (West to East)

Mile Posts: 0.000 - 0.270



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Main Street
Jurisdiction	Municipal
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	35
Number of Lanes	2
Med. Type	None
Med. Width	
Pavement	32
Shoulder	
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 11121001__

Date last inventoried: October 2012

Appendix C

Capacity Analysis

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	353	275	0	429	310	233	110	0	155	238	76
Future Volume (vph)	64	353	275	0	429	310	233	110	0	155	238	76
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60			25			25			50		
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			0.850			0.850						0.850
Flt Protected	0.950							0.967		0.950		
Satd. Flow (prot)	1705	1795	1679	0	1840	1652	0	1973	0	1705	1866	1647
Flt Permitted	0.950							0.645		0.950		
Satd. Flow (perm)	1705	1795	1679	0	1840	1652	0	1316	0	1705	1866	1647
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			185									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	2%	0%	6%	7%	1%	4%	0%	5%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	388	302	0	471	341	0	377	0	170	262	84
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	7.5	44.2	80.5		30.2	60.4		24.2		20.1	20.1	20.1
Actuated g/C Ratio	0.06	0.38	0.68		0.26	0.51		0.21		0.17	0.17	0.17
v/c Ratio	0.64	0.57	0.25		1.00	0.40		1.40		0.58	0.82	0.18
Control Delay (s/veh)	82.5	33.7	3.4		86.3	19.8		237.1		54.1	68.8	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	82.5	33.7	3.4		86.3	19.8		237.1		54.1	68.8	0.9
LOS	F	C	A		F	B		F		D	E	A
Approach Delay (s/veh)		26.1			58.4			237.1			52.9	
Approach LOS		C			E			F			D	
Queue Length 50th (ft)	57	249	30		~425	170		~422		128	201	0
Queue Length 95th (ft)	#130	363	64		#654	249		#631		205	#303	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	116	721	1245		472	904		269		350	383	513
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	0.60	0.54	0.24		1.00	0.38		1.40		0.49	0.68	0.16

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 117.7

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay (s/veh): 74.6

Intersection LOS: E

Intersection Capacity Utilization 88.2%

ICU Level of Service E

Analysis Period (min) 15

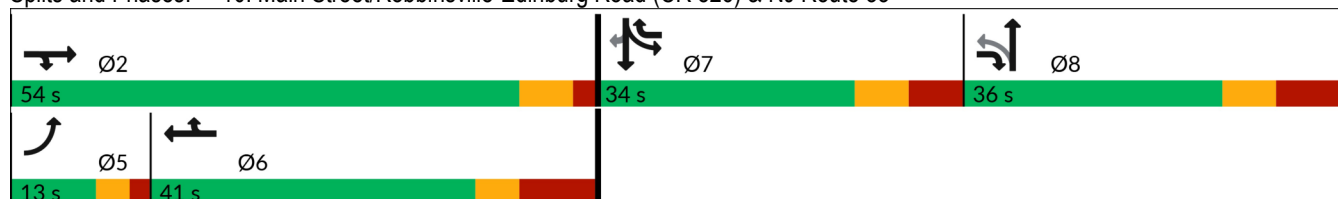
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33



10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	478	321	0	451	303	209	145	0	226	281	112
Future Volume (vph)	76	478	321	0	451	303	209	145	0	226	281	112
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60			25			25			50		
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			0.850			0.850						0.850
Flt Protected	0.950							0.971		0.950		
Satd. Flow (prot)	1791	1848	1696	0	1950	1750	0	2008	0	1756	1866	1713
Flt Permitted	0.950							0.660		0.950		
Satd. Flow (perm)	1791	1848	1696	0	1950	1750	0	1365	0	1756	1866	1713
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			146									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%	1%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	503	338	0	475	319	0	373	0	238	296	118
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	7.6	46.6	82.7		30.0	61.8		24.0		21.8	21.8	21.8
Actuated g/C Ratio	0.06	0.38	0.68		0.25	0.51		0.20		0.18	0.18	0.18
v/c Ratio	0.71	0.71	0.28		0.99	0.36		1.38		0.76	0.88	0.24
Control Delay (s/veh)	89.2	38.7	5.0		84.3	19.3		231.6		63.4	76.0	1.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	89.2	38.7	5.0		84.3	19.3		231.6		63.4	76.0	1.2
LOS	F	D	A		F	B		F		E	E	A
Approach Delay (s/veh)		30.7			58.2			231.6			57.8	
Approach LOS		C			E			F			E	
Queue Length 50th (ft)	64	346	53		~387	148		~402		183	232	0
Queue Length 95th (ft)	#142	481	94		#609	215		#597		278	#374	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	118	715	1205		481	922		270		346	369	514
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	0.68	0.70	0.28		0.99	0.35		1.38		0.69	0.80	0.23

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 121.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay (s/veh): 72.5

Intersection LOS: E

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

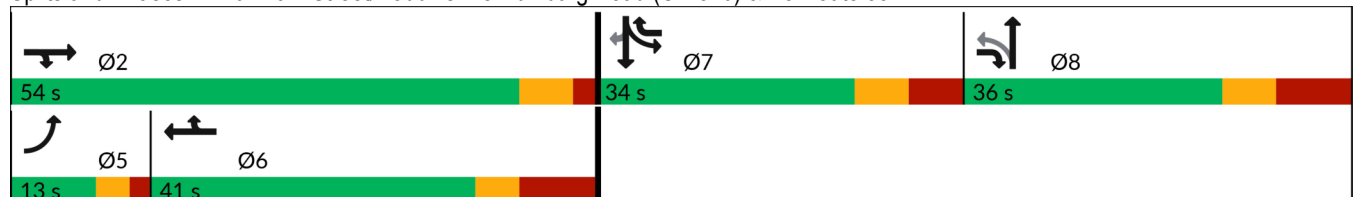
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33



10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	398	309	0	468	329	258	117	0	164	252	92
Future Volume (vph)	85	398	309	0	468	329	258	117	0	164	252	92
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.967		0.950		
Satd. Flow (prot)	1705	1795	1679	0	1840	1652	0	1973	0	1705	1866	1647
Flt Permitted	0.950							0.634		0.950		
Satd. Flow (perm)	1705	1795	1679	0	1840	1652	0	1294	0	1705	1866	1647
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			166									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	2%	0%	6%	7%	1%	4%	0%	5%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	437	340	0	514	362	0	413	0	180	277	101
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	61.3		24.0		21.2	21.2	21.2
Actuated g/C Ratio	0.07	0.39	0.69		0.25	0.51		0.20		0.17	0.17	0.17
v/c Ratio	0.83	0.63	0.28		1.13	0.43		1.61		0.60	0.85	0.22
Control Delay (s/veh)	105.1	35.5	4.5		124.6	20.9		326.7		55.1	71.9	1.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	105.1	35.5	4.5		124.6	20.9		326.7		55.1	71.9	1.0
LOS	F	D	A		F	C		F		E	E	A
Approach Delay (s/veh)		30.8			81.8			326.7			53.7	
Approach LOS		C			F			F			D	
Queue Length 50th (ft)	78	296	48		~509	184		~495		137	214	0
Queue Length 95th (ft)	#182	418	87		#736	267		#703		217	#340	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	112	696	1201		455	872		256		338	369	502
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	0.83	0.63	0.28		1.13	0.42		1.61		0.53	0.75	0.20

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 121.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.61

Intersection Signal Delay (s/veh): 96.9

Intersection LOS: F

Intersection Capacity Utilization 93.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2	#10  Ø7	#10  Ø8
54 s	34 s	36 s
#10  Ø5	#10  Ø6	
13 s	41 s	

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	534	361	0	503	321	242	154	0	240	298	139
Future Volume (vph)	101	534	361	0	503	321	242	154	0	240	298	139
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.970		0.950		
Satd. Flow (prot)	1791	1848	1696	0	1950	1750	0	2005	0	1756	1866	1713
Flt Permitted	0.950							0.643		0.950		
Satd. Flow (perm)	1791	1848	1696	0	1950	1750	0	1329	0	1756	1866	1713
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			128									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%	1%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	562	380	0	529	338	0	417	0	253	314	146
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	62.9		24.0		22.8	22.8	22.8
Actuated g/C Ratio	0.07	0.38	0.68		0.24	0.51		0.20		0.19	0.19	0.19
v/c Ratio	0.91	0.79	0.32		1.11	0.38		1.61		0.78	0.91	0.29
Control Delay (s/veh)	120.1	43.7	6.1		118.7	19.7		323.9		64.7	78.9	2.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	120.1	43.7	6.1		118.7	19.7		323.9		64.7	78.9	2.0
LOS	F	D	A		F	B		F		E	E	A
Approach Delay (s/veh)		37.8			80.1			323.9			58.1	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	86	405	73		~489	158		~481		196	249	0
Queue Length 95th (ft)	#199	558	121		#707	230		#683		#314	#409	5
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	116	707	1187		476	912		259		342	364	511
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	0.91	0.79	0.32		1.11	0.37		1.61		0.74	0.86	0.29

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 122.9

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.61

Intersection Signal Delay (s/veh): 93.8

Intersection LOS: F

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2 54 s			#10  Ø7 34 s			#10  Ø8 36 s		
#10  Ø5 13 s		#10  Ø6 41 s						

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	398	315	0	468	329	268	121	0	164	254	92
Future Volume (vph)	85	398	315	0	468	329	268	121	0	164	254	92
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.967		0.950		
Satd. Flow (prot)	1705	1795	1679	0	1840	1652	0	1973	0	1705	1866	1647
Flt Permitted	0.950							0.633		0.950		
Satd. Flow (perm)	1705	1795	1679	0	1840	1652	0	1292	0	1705	1866	1647
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			164									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	2%	0%	6%	7%	1%	4%	0%	5%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	437	346	0	514	362	0	428	0	180	279	101
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	61.3		24.0		21.3	21.3	21.3
Actuated g/C Ratio	0.07	0.39	0.68		0.25	0.50		0.20		0.18	0.18	0.18
v/c Ratio	0.83	0.63	0.29		1.13	0.43		1.68		0.60	0.85	0.21
Control Delay (s/veh)	105.4	35.6	4.6		124.8	20.9		352.4		55.1	72.2	1.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	105.4	35.6	4.6		124.8	20.9		352.4		55.1	72.2	1.0
LOS	F	D	A		F	C		F		E	E	A
Approach Delay (s/veh)		30.8			81.9			352.4			53.9	
Approach LOS		C			F			F			D	
Queue Length 50th (ft)	78	296	50		~509	184		~521		137	216	0
Queue Length 95th (ft)	#182	418	91		#736	267		#731		217	#342	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	112	695	1201		455	871		255		337	369	502
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	0.83	0.63	0.29		1.13	0.42		1.68		0.53	0.76	0.20

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 121.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.68

Intersection Signal Delay (s/veh): 102.1

Intersection LOS: F

Intersection Capacity Utilization 93.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2	#10  Ø7	#10  Ø8
54 s	34 s	36 s
#10  Ø5	#10  Ø6	
13 s	41 s	

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	534	373	0	503	321	252	157	0	240	302	139
Future Volume (vph)	101	534	373	0	503	321	252	157	0	240	302	139
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.970		0.950		
Satd. Flow (prot)	1791	1848	1696	0	1950	1750	0	2005	0	1756	1866	1713
Flt Permitted	0.950							0.639		0.950		
Satd. Flow (perm)	1791	1848	1696	0	1950	1750	0	1321	0	1756	1866	1713
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			124									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%	1%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	562	393	0	529	338	0	430	0	253	318	146
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	63.0		24.0		22.9	22.9	22.9
Actuated g/C Ratio	0.07	0.38	0.68		0.24	0.51		0.20		0.19	0.19	0.19
v/c Ratio	0.91	0.80	0.33		1.11	0.38		1.67		0.77	0.91	0.29
Control Delay (s/veh)	120.5	43.8	6.4		119.1	19.6		350.9		64.4	80.1	2.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	120.5	43.8	6.4		119.1	19.6		350.9		64.4	80.1	2.0
LOS	F	D	A		F	B		F		E	F	A
Approach Delay (s/veh)		37.6			80.3			350.9			58.7	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	86	405	79		~489	158		~504		196	252	0
Queue Length 95th (ft)	#199	558	129		#707	230		#709		#314	#416	5
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	116	706	1185		475	911		257		342	364	511
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	0.91	0.80	0.33		1.11	0.37		1.67		0.74	0.87	0.29

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 123

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.67

Intersection Signal Delay (s/veh): 98.4

Intersection LOS: F

Intersection Capacity Utilization 100.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2 54 s	#10  Ø7 34 s	#10  Ø8 36 s
#10  Ø5 13 s	#10  Ø6 41 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	124	378	73	99	6	267	1087	58	22	776	11
Future Volume (vph)	6	124	378	73	99	6	267	1087	58	22	776	11
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			150			75			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1910	1625	1791	1916	0	1756	3463	1457	1659	3319	1433
Flt Permitted		0.982		0.574			0.950			0.950		
Satd. Flow (perm)	0	1879	1625	1082	1916	0	1756	3463	1457	1659	3319	1433
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			406		2				91			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
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 (%)	0%	2%	2%	0%	1%	0%	2%	7%	10%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	406	78	112	0	287	1169	62	24	834	12
Turn Type	Perm	NA	NA	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	41.0	41.0	5.0	41.0	41.0
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	49.0	49.0	11.0	49.0	49.0
Total Split (s)	45.0	45.0		45.0	45.0		26.0	49.0	49.0	26.0	49.0	49.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		21.7%	40.8%	40.8%	21.7%	40.8%	40.8%
Maximum Green (s)	38.0	38.0		38.0	38.0		20.0	41.0	41.0	20.0	41.0	41.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0		7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0		31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		13.5	0.0	13.5	13.5		20.0	65.5	65.5	14.1	65.5	65.5
Actuated g/C Ratio		0.11	0.00	0.11	0.11		0.17	0.55	0.55	0.12	0.55	0.55
v/c Ratio		0.66	1.00	0.64	0.52		0.98	0.62	0.07	0.12	0.46	0.01
Control Delay (s/veh)		65.4	50.5	73.9	56.9		98.8	21.1	1.4	45.0	18.1	0.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.4	50.5	73.9	56.9		98.8	21.1	1.4	45.0	18.1	0.0
LOS		E	D	E	E		F	C	A	D	B	A
Approach Delay (s/veh)		54.3			63.9			35.0			18.6	
Approach LOS		D			E			C			B	
Queue Length 50th (ft)		106	0	59	82		228	330	0	17	211	0
Queue Length 95th (ft)		168	#201	108	136		#409	447	12	44	295	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		595	406	342	608		292	1890	836	276	1812	823
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.23	1.00	0.23	0.18		0.98	0.62	0.07	0.09	0.46	0.01

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 35.6

Intersection LOS: D

Intersection Capacity Utilization 84.4%

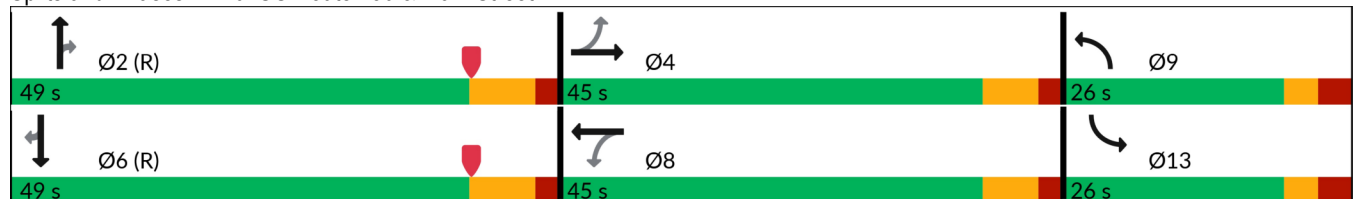
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	162	483	82	86	15	253	927	121	41	1170	16
Future Volume (vph)	20	162	483	82	86	15	253	927	121	41	1170	16
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			150			75			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.978				0.850			0.850
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1921	1641	1628	1907	0	1773	3597	1586	1809	3445	1562
Flt Permitted		0.954		0.507			0.950			0.950		
Satd. Flow (perm)	0	1844	1641	869	1907	0	1773	3597	1586	1809	3445	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307		7				125			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	10%	0%	0%	1%	3%	1%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	498	85	104	0	261	956	125	42	1206	16
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	49.0	49.0	5.0	49.0	49.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		11.0	57.0	57.0	11.0	57.0	57.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0		24.0	57.0	57.0	24.0	57.0	57.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%		20.0%	47.5%	47.5%	20.0%	47.5%	47.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		18.0	49.0	49.0	18.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0	7.0	7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effect Green (s)		21.6	21.6	21.6	21.6		18.0	59.4	59.4	15.4	59.4	59.4
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.15	0.50	0.50	0.13	0.50	0.50
v/c Ratio		0.57	0.91	0.54	0.30		0.98	0.54	0.15	0.18	0.71	0.02
Control Delay (s/veh)		50.1	39.4	55.5	39.4		102.9	23.7	4.1	46.7	28.0	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		50.1	39.4	55.5	39.4		102.9	23.7	4.1	46.7	28.0	0.1
LOS		D	D	E	D		F	C	A	D	C	A
Approach Delay (s/veh)		42.4			46.6			37.3			28.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		135	159	65	65		206	267	0	29	386	0
Queue Length 95th (ft)		190	279	113	106		#379	391	37	63	560	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		491	662	231	513		265	1781	848	271	1706	819
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.75	0.37	0.20		0.98	0.54	0.15	0.15	0.71	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay (s/veh): 35.5

Intersection LOS: D

Intersection Capacity Utilization 94.1%

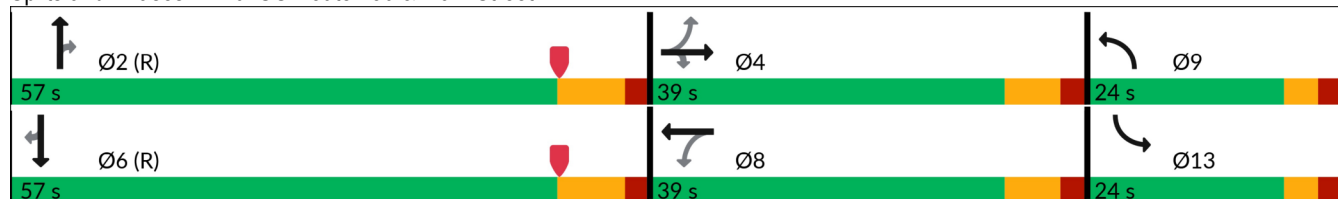
ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	140	410	77	111	6	289	1153	62	23	823	12
Future Volume (vph)	6	140	410	77	111	6	289	1153	62	23	823	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1909	1625	1791	1918	0	1756	3463	1457	1659	3319	1433
Flt Permitted		0.984		0.519			0.950			0.950		
Satd. Flow (perm)	0	1883	1625	978	1918	0	1756	3463	1457	1659	3319	1433
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			441		2				91			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
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 (%)	0%	2%	2%	0%	1%	0%	2%	7%	10%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	441	83	125	0	311	1240	67	25	885	13
Turn Type	Perm	NA	NA	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	41.0	41.0	5.0	41.0	41.0
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	49.0	49.0	11.0	49.0	49.0
Total Split (s)	45.0	45.0		45.0	45.0		26.0	49.0	49.0	26.0	49.0	49.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		21.7%	40.8%	40.8%	21.7%	40.8%	40.8%
Maximum Green (s)	38.0	38.0		38.0	38.0		20.0	41.0	41.0	20.0	41.0	41.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0		7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0		31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		14.6	0.0	14.6	14.6		20.0	64.4	64.4	14.1	64.4	64.4
Actuated g/C Ratio		0.12	0.00	0.12	0.12		0.17	0.54	0.54	0.12	0.54	0.54
v/c Ratio		0.69	1.00	0.70	0.53		1.07	0.67	0.08	0.13	0.50	0.02
Control Delay (s/veh)		65.1	48.5	79.0	56.1		118.7	23.0	1.8	45.2	19.4	0.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.1	48.5	79.0	56.1		118.7	23.0	1.8	45.2	19.4	0.0
LOS		E	D	E	E		F	C	A	D	B	A
Approach Delay (s/veh)		52.9			65.2			40.5			19.8	
Approach LOS		D			E			D			B	
Queue Length 50th (ft)		120	0	63	92		~270	370	0	18	234	0
Queue Length 95th (ft)		184	#206	114	147		#453	502	15	46	327	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		596	441	309	608		292	1857	823	276	1780	810
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.26	1.00	0.27	0.21		1.07	0.67	0.08	0.09	0.50	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay (s/veh): 38.6

Intersection LOS: D

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

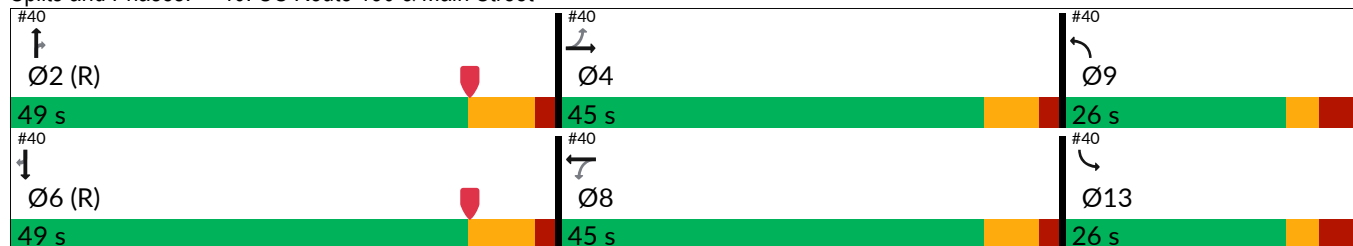
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	182	522	87	101	16	278	983	128	43	1241	17
Future Volume (vph)	21	182	522	87	101	16	278	983	128	43	1241	17
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.980				0.850			0.850
Flt Protected		0.995		0.950			0.950			0.950		
Satd. Flow (prot)	0	1923	1641	1628	1911	0	1773	3597	1586	1809	3445	1562
Flt Permitted		0.956		0.484			0.950			0.950		
Satd. Flow (perm)	0	1848	1641	829	1911	0	1773	3597	1586	1809	3445	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			304		6				132			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	10%	0%	0%	1%	3%	1%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	538	90	120	0	287	1013	132	44	1279	18
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	49.0	49.0	5.0	49.0	49.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		11.0	57.0	57.0	11.0	57.0	57.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0		24.0	57.0	57.0	24.0	57.0	57.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%		20.0%	47.5%	47.5%	20.0%	47.5%	47.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		18.0	49.0	49.0	18.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0	7.0	7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effect Green (s)		24.6	24.6	24.6	24.6		18.0	56.4	56.4	15.4	56.4	56.4
Actuated g/C Ratio		0.21	0.21	0.21	0.21		0.15	0.47	0.47	0.13	0.47	0.47
v/c Ratio		0.56	0.93	0.53	0.30		1.08	0.60	0.16	0.19	0.79	0.02
Control Delay (s/veh)		47.1	43.5	52.1	38.2		127.1	26.7	4.2	46.8	32.8	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		47.1	43.5	52.1	38.2		127.1	26.7	4.2	46.8	32.8	0.1
LOS		D	D	D	D		F	C	A	D	C	A
Approach Delay (s/veh)		44.5			44.1			44.8			32.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		145	195	66	74		~250	313	0	30	459	0
Queue Length 95th (ft)		211	#353	120	121		#427	422	38	66	#651	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		492	660	221	514		265	1691	815	271	1620	782
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.43	0.82	0.41	0.23		1.08	0.60	0.16	0.16	0.79	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 40.4

Intersection LOS: D

Intersection Capacity Utilization 96.8%

ICU Level of Service F

Analysis Period (min) 15

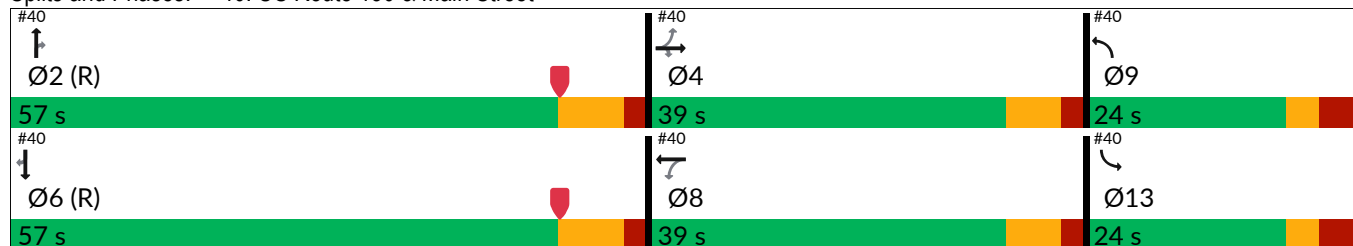
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	142	421	77	112	6	295	1153	62	23	823	18
Future Volume (vph)	14	142	421	77	112	6	295	1153	62	23	823	18
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected		0.996		0.950			0.950			0.950		
Satd. Flow (prot)	0	1907	1625	1791	1918	0	1756	3463	1457	1659	3319	1433
Flt Permitted		0.957		0.493			0.950			0.950		
Satd. Flow (perm)	0	1833	1625	929	1918	0	1756	3463	1457	1659	3319	1433
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			453		2				91			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
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 (%)	0%	2%	2%	0%	1%	0%	2%	7%	10%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	453	83	126	0	317	1240	67	25	885	19
Turn Type	Perm	NA	NA	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	41.0	41.0	5.0	41.0	41.0
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	49.0	49.0	11.0	49.0	49.0
Total Split (s)	45.0	45.0		45.0	45.0		26.0	49.0	49.0	26.0	49.0	49.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		21.7%	40.8%	40.8%	21.7%	40.8%	40.8%
Maximum Green (s)	38.0	38.0		38.0	38.0		20.0	41.0	41.0	20.0	41.0	41.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0		7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0		31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		15.5	0.0	15.5	15.5		20.0	63.5	63.5	14.1	63.5	63.5
Actuated g/C Ratio		0.13	0.00	0.13	0.13		0.17	0.53	0.53	0.12	0.53	0.53
v/c Ratio		0.71	1.00	0.69	0.50		1.09	0.68	0.08	0.13	0.50	0.02
Control Delay (s/veh)		65.8	47.8	77.4	53.9		124.4	23.9	1.8	45.2	20.1	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.8	47.8	77.4	53.9		124.4	23.9	1.8	45.2	20.1	0.1
LOS		E	D	E	D		F	C	A	D	C	A
Approach Delay (s/veh)		52.7			63.2			42.6			20.4	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)		129	0	62	92		~280	376	0	18	238	0
Queue Length 95th (ft)		195	#210	114	146		#463	513	16	46	334	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		580	453	294	608		292	1831	813	276	1755	800
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.29	1.00	0.28	0.21		1.09	0.68	0.08	0.09	0.50	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay (s/veh): 39.6

Intersection LOS: D

Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

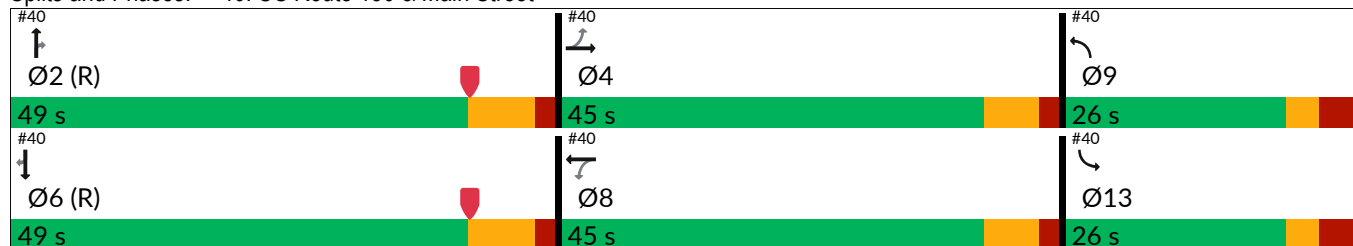
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	184	531	87	103	16	290	983	128	43	1241	27
Future Volume (vph)	29	184	531	87	103	16	290	983	128	43	1241	27
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.980				0.850			0.850
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1920	1641	1628	1911	0	1773	3597	1586	1809	3445	1562
Flt Permitted		0.939		0.468			0.950			0.950		
Satd. Flow (perm)	0	1815	1641	802	1911	0	1773	3597	1586	1809	3445	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			304		6				132			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	10%	0%	0%	1%	3%	1%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	547	90	122	0	299	1013	132	44	1279	28
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	49.0	49.0	5.0	49.0	49.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		11.0	57.0	57.0	11.0	57.0	57.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0		24.0	57.0	57.0	24.0	57.0	57.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%		20.0%	47.5%	47.5%	20.0%	47.5%	47.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		18.0	49.0	49.0	18.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0	7.0	7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effect Green (s)		25.2	25.2	25.2	25.2		18.0	55.8	55.8	15.4	55.8	55.8
Actuated g/C Ratio		0.21	0.21	0.21	0.21		0.15	0.47	0.47	0.13	0.47	0.47
v/c Ratio		0.58	0.94	0.54	0.30		1.13	0.61	0.16	0.19	0.80	0.04
Control Delay (s/veh)		47.6	44.5	52.3	37.9		140.6	27.1	4.2	46.8	33.5	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		47.6	44.5	52.3	37.9		140.6	27.1	4.2	46.8	33.5	0.1
LOS		D	D	D	D		F	C	A	D	C	A
Approach Delay (s/veh)		45.4			44.0			48.5			33.2	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		152	202	66	74		~270	318	0	30	467	0
Queue Length 95th (ft)		222	#385	121	123		#450	422	38	66	#651	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		484	660	213	514		265	1673	808	271	1602	775
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.45	0.83	0.42	0.24		1.13	0.61	0.16	0.16	0.80	0.04

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay (s/veh): 42.1

Intersection LOS: D

Intersection Capacity Utilization 97.4%

ICU Level of Service F

Analysis Period (min) 15

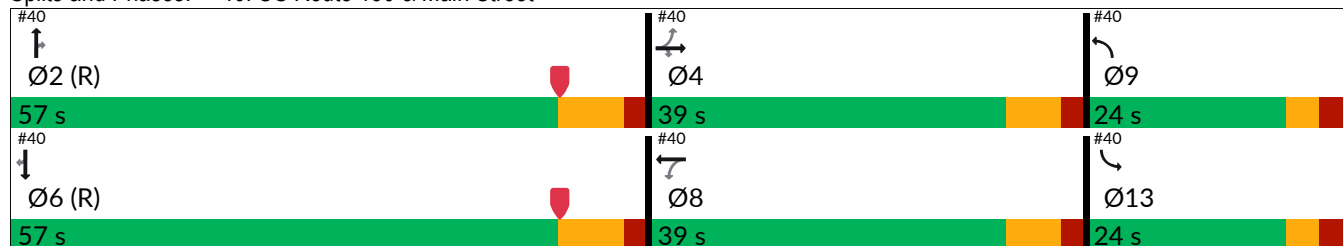
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	406	6	2	561	0	4
Future Vol, veh/h	406	6	2	561	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	483	7	2	668	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	-	487
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1073	-	0	581
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1073	-	-	581
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.03		11.25	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	581	-	-	6	-	
HCM Lane V/C Ratio	0.008	-	-	0.002	-	
HCM Ctrl Dly (s/v)	11.3	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	402	15	4	696	0	6
Future Vol, veh/h	402	15	4	696	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	2	2
Mvmt Flow	423	16	4	733	0	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	439	0	-	431
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1121	-	0	624
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1121	-	-	624
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.05		10.83	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	624	-	-	10	-	
HCM Lane V/C Ratio	0.01	-	-	0.004	-	
HCM Ctrl Dly (s/v)	10.8	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	408	2	11	549	14	17
Future Vol, veh/h	408	2	11	549	14	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	486	2	13	654	17	20
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	488	0	1167	487
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1075	-	214	581
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1075	-	210	581
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	503	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.16		17.57		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	323	-	-	35	-	
HCM Lane V/C Ratio	0.114	-	-	0.012	-	
HCM Ctrl Dly (s/v)	17.6	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	404	4	25	683	17	16
Future Vol, veh/h	404	4	25	683	17	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	2	2
Mvmt Flow	425	4	26	719	18	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	429	0	1199	427
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1130	-	205	627
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1130	-	197	627
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	456	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.29		18.83	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	295	-	-	64	-	
HCM Lane V/C Ratio	0.118	-	-	0.023	-	
HCM Ctrl Dly (s/v)	18.8	-	-	8.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

TRAFFIC IMPACT STUDY

For

**Main Street Living, LLC
Proposed Mixed-Use Development**

Property Located at:

**Block 1 – Lots 31, 33, 34, 35, & 36
Township of Robbinsville, Mercer County, NJ**

Prepared by:



**1904 Main Street
Lake Como, NJ 07719
732-681-0760**

A handwritten signature in black ink, appearing to read 'NV', positioned above a horizontal line.

**Nick Verderese, PE
NJ PE License #38991**

A handwritten signature in black ink, appearing to read 'Justin P. Taylor', positioned above a horizontal line.

**Justin P. Taylor, PE, PTOE
NJ PE License #45988**

Last Revised: June 29, 2026

Dated: March 13, 2025

DT# 5214 24-00435

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INTRODUCTION

It is proposed to construct a mixed-use development on a parcel of land currently developed and previously occupied by three (3) single-family homes and Ernie's Tavern & Liquor Store, located along the eastbound (southerly) side of Main Street between Route 33 and Railroad Avenue in the Township of Robbinsville, Mercer County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 1 – Lots 31, 33, 34, 35, and 36 on the Township of Robbinsville Tax Maps. It is proposed to raze the existing uses and construct a mixed-use development consisting of 5,850 SF of retail space, 10 apartment units, and 46 townhouse units ("The Project"). The site is located within the Block 1 Redevelopment Plan Zone. Access to the site is currently provided via three (3) driveways along Main Street and two (2) driveways along Railroad Avenue. It is proposed to close the existing access points and consolidate the access by constructing one (1) new full-movement driveway and one (1) new left-in/right-in/right out driveway along Main Street. It should also be noted that as a part of The Project, Lots 31, 33, 34, 35, and 36 will be consolidated.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday morning and weekday evening peak periods at the following locations:
 - Along Main Street in the vicinity of the two (2) proposed driveway locations.
 - Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street
 - Route 130 & Main Street
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.

- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.
- The proposed site circulation and parking as shown on the site plan were reviewed for conformance with industry standards and the Residential Site Improvement Standards (“RSIS”) (N.J.A.C. 5:21).

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Route 33 is an Urban Principal Arterial roadway under the New Jersey Department of Transportation jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one (1) travel lane in each direction. Curb is provided along both sides of the roadway, while sidewalk is provided along the northern side of the roadway. Route 33 provides a curved horizontal alignment and a relatively flat vertical alignment in the vicinity of the intersection with Main Street. The land uses along Route 33 in the vicinity of The Project are primarily commercial.

Route 130 is an Urban Principal Arterial roadway under the New Jersey Department of Transportation jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 55 MPH and the roadway provides two (2) travel lanes in each direction. Curb is provided along both sides of the roadway, while sidewalk is provided along the eastern side of the roadway. Route 130 provides a generally straight horizontal alignment and a relatively flat vertical alignment. The land uses along Route 130 in the vicinity of The Project are a mix of commercial and residential.

Robbinsville-Edinburg Road (CR 526) is an Urban Minor Arterial roadway under Mercer County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one (1) travel lane in each direction. Curb and sidewalk is provided along both sides of the roadway. Robbinsville-Edinburg Road provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Robbinsville-Edinburg road in the vicinity of The Project are a mix of commercial and residential.

Main Street (a.k.a. Robbinsville-Allentown Road) is an Urban Minor Arterial roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one (1) travel lane in each direction. Curb is provided along both sides of the roadway and sidewalk is periodically provided along both sides of the roadway. Main Street provides a straight horizontal alignment and a relatively flat vertical alignment along the site frontage. The land uses along Main Street in the vicinity of the Project are a mix of commercial and residential. Main Street is also known as Robbinsville-Allentown Road.

Railroad Avenue is a local roadway under municipal jurisdiction with a general north/south orientation. The speed limit is not posted (statutory 25 MPH for residential local road) and the roadway provides one (1) travel lane in each direction. Curb and sidewalk are not provided along either side of the roadway. Railroad Avenue provides a straight horizontal alignment and relatively flat vertical alignment along the site frontage. The land uses along Railroad Avenue in the vicinity of The Project are primarily residential.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted at the following locations:

- Along Main Street in the vicinity of the two (2) proposed driveway locations.
 - Tuesday, October 8, 2024 (7:00 – 9:00 AM & 4:30 – 6:30 PM)
- Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street
 - Wednesday, June 11, 2025 (7:00 – 9:00 AM & 4:30 – 6:30 PM)
- Route 130 & Main Street
 - Wednesday, June 11, 2025 (7:00 – 9:00 AM & 4:30 – 6:30 PM)

The intersection peak hour at each respective location was utilized for the weekday morning Peak Street Hour (PSH) and weekday evening PSH analyses contained herein. Note that the 2024 counts were increased to better represent existing 2025 traffic volumes by applying a growth rate of 3.0% for one year, obtained from the NJDOT Annual Background Growth Rate Table. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study locations. All traffic counts are contained in Appendix B.

Existing Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table 1 describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 2 describes the level of service ranges for unsignalized (stop controlled) intersections.

Table 1
Level of Service Criteria
for Signalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

Table 2
Level of Service Criteria
for Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	greater than 50.0

Analyses within the *Highway Capacity Manual* (HCM) assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles.

All capacity analyses were performed utilizing Synchro 12 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table 3 summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table 3
Existing Levels of Service

Intersection	Direction/ Movement	AM PSH	PM PSH
Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street	EB	L F (83)	F (89)
		T C (34)	D (39)
		R A (3)	A (5)
	WB	T F (86)	F (84)
		R B (20)	B (19)
	NB	LTR F (237)	F (232)
	SB	L D (54)	E (63)
		T E (69)	E (76)
		R A (1)	A (1)
	Overall	E (75)	E (73)
Route 130 & Main Street	EB	LT E (65)	D (50)
		R D (51)	D (39)
	WB	L E (74)	E (56)
		TR E (57)	D (39)
	NB	L F (99)	F (103)
		T C (21)	C (24)
		R A (1)	A (4)
	SB	L D (45)	D (47)
		T B (18)	C (28)
		R A (0)	A (0)
	Overall	D (36)	D (36)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

The following are discussions pertaining to each of the existing intersections analyzed.

Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street

Robbinsville-Edinburg Road intersects Route 33 approximately opposite Main Street to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New Jersey Department of Transportation which indicates that a four-phase variable cycle is utilized (the traffic signal timing directive is included in Appendix B).

The eastbound approach of Route 33 provides a dedicated left turn lane, a dedicated through lane, and a dedicated right turn lane, while the westbound approach provides a dedicated through lane and a dedicated right turn lane. The northbound approach of Main Street provides a shared left turn/through/right turn lane. The southbound approach of Robbinsville-Edinburg Road provides a dedicated left turn lane, a dedicated through lane, and a dedicated right turn lane. Right turn on red is not permitted along the westbound approach.

A review of the existing analysis reveals that the intersection operates at level of service “E” and multiple movements operate at level of service “F” during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

Route 130 & Main Street

Main Street intersects Route 130 to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New Jersey Department of Transportation which indicates that a three-phase variable background cycle is utilized (the traffic signal timing directive is included in Appendix B).

Both the northbound and southbound approaches of Route 130 provide a dedicated left turn lane, two (2) dedicated through lanes, and a dedicated right turn lane. The eastbound approach of Main Street provide a shared left turn/through lane and a dedicated right turn lane, while the westbound approach provides a dedicated left turn lane and a shared through/right turn lane.

A review of the existing analysis reveals that the intersection operates at level of service “D” and all movements operate at levels of service “E” or better, with the exception of the northbound left turn movement which operates at level of service “F”, during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the future No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 3.00% per year.

Through consultation with the Robbinsville Township Planning Board staff, there are two (2) developments in the vicinity of the site that have been approved but yet constructed that are identified as potential significant traffic generators, shown below. It was assumed that the background growth rate was adequate to account for the traffic associated with other developments not listed below.

- A senior housing development consisting of 250 units known as Autumn at Robbinsville, located along Route 33 eastbound just west of Main Street, has been approved. Projections of the associated traffic volumes were obtained from the *Traffic Impact Study* prepared by Colliers Engineering & Design and dated October 29, 2025. The associated traffic volumes through the study intersections are shown on Figure 3.
- A mixed-use development consisting of 12,943 SF of commercial space and 28 multifamily residential units known as Robbinsville Heights, located along Route 33 eastbound just west of Main Street, has been approved. Projections of the associated traffic volumes were obtained from the *Traffic Impact Study* prepared by Colliers Engineering & Design and dated January 6, 2026. The associated traffic volumes through the study intersections are shown on Figure 4.

Future 2027 No Build traffic volumes were developed by applying the background growth rate of 3.00% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 5, in Appendix A, shows the 2027 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 220 – Multifamily Housing (Low-Rise) and 822 – Strip Retail Plaza in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 12th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites.

Passby Traffic

Although ITE does not publish passby data for LUC 822, the publication provides passby rates for the similar LUC 820 – Shopping Center. According to studies conducted by ITE, traffic associated with LUC 820 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because a retail use is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a 29% passby traffic percentage during the weekday evening peak hour. It should be noted that there will realistically be passby traffic during the weekday morning and Saturday peak hours as well even though there is no data published by ITE, however conservatively no credit was taken for this effect. Table 4 below details the traffic volumes associated with the subject project taking into account passby credits.

Table 4
Trip Generation Considering Passby Traffic

Land Use	Trip Type	AM PSH			PM PSH			SAT PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed 56 Residential Units LUC 220	Total	8	25	33	21	13	34	10	17	27
	Passby	-	-	-	-	-	-	-	-	-
	New (Primary)	8	25	33	21	13	34	10	17	27
Proposed 5,850 SF Retail LUC 822	Total	13	10	23	27	26	53	20	19	39
	Passby	-	-	-	8	7	15	-	-	-
	New (Primary)	13	10	23	19	19	38	20	19	39
Total	Total	21	35	56	48	39	87	30	36	66
	Passby	-	-	-	8	7	15	-	-	-
	New (Primary)	21	35	56	40	32	72	30	36	66

As shown in the table above, the proposed mixed-use development is anticipated to generate 56 trips during the weekday morning peak hour, 72 trips during the weekday evening peak hour, and 66 trips during the Saturday peak hour that are “new” to the adjacent roadway network. The number of new trips falls below the NJDOT accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the change in use will have any perceptible impact on the traffic operation of the adjacent roadway network.

It is also anticipated that there will be an overall reduction in site generated trips due to the opportunities for residents to access the retail and vice versa. These trips can be made without accessing the regional roadway network and are considered “internal” to the overall development. However, conservatively no credit was taken for this effect.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 6-10, located in Appendix A, illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 11.

Trip Generation Comparison

As previously noted, the site is currently developed and was previously occupied by three (3) single-family homes and one (1) liquor store known as Ernie's Tavern & Liquor Store. Table 5 below provides a comparison between the trips associated with the existing site and the trips projected for the proposed redevelopment. Trips associated with the existing uses were developed using ITE LUC 210 – Single-Family Detached Housing and LUC 899 – Liquor Store.

Table 5
Existing vs. Proposed Trip Generation Comparison

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing 3 Single-Family Homes <i>LUC 210</i>	2	6	8	2	2	4	7	7	14
Existing 4,232 SF Ernie's Tavern & Liquor Store <i>LUC 899</i>	2	1	3	50	49	99	35	33	68
Existing Total	4	7	11	52	51	103	42	40	82
Proposed Total	21	35	56	48	39	87	30	36	66
Difference	+17	+28	+45	-4	-12	-16	-12	-4	-16

As shown in the table above, it is anticipated that 45 additional trips during the weekday morning peak hour and a reduction in trips during the weekday evening and Saturday peak hours are anticipated to access the site from the adjacent roadway network with the proposed redevelopment. **However, to maintain a conservative analysis, no trip generation credit was applied to account for these trips that previously accessed the adjacent roadway network.**

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in the table below.

Table 6
Future Levels of Service

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Route 33 & Robbinsville- Edinburg Road (CR 526)/Main Street	EB	L	F (105)	F (105)	F (120)	F (121)
		T	D (36)	D (36)	D (44)	D (44)
		R	A (5)	A (5)	A (6)	A (6)
	WB	T	F (125)	F (125)	F (119)	F (119)
		R	C (21)	C (21)	B (20)	B (20)
	NB	LTR	F (327)	F (352)	F (324)	F (351)
	SB	L	E (55)	E (55)	E (65)	E (64)
		T	E (72)	E (72)	E (79)	F (80)
		R	A (1)	A (1)	A (2)	A (2)
	Overall		F (97)	F (102)	F (94)	F (98)
Route 130 & Main Street	EB	LT	E (65)	E (66)	D (47)	D (48)
		R	D (49)	D (48)	D (44)	D (45)
	WB	L	E (79)	E (77)	D (52)	D (52)
		TR	E (56)	D (54)	D (38)	D (38)
	NB	L	F (119)	F (124)	F (127)	F (141)
		T	C (23)	C (24)	C (27)	C (27)
		R	A (2)	A (2)	A (4)	A (4)
	SB	L	D (45)	D (45)	D (47)	D (47)
		T	B (19)	C (20)	C (33)	C (34)
		R	A (0)	A (0)	A (0)	A (0)
	Overall		D (39)	D (40)	D (40)	D (42)
Main Street & Westerly Site Driveway	WB	L	-	a (8)	-	a (8)
	NB	R	-	b (11)	-	b (11)
Main Street & Easterly Site Driveway	WB	L	-	a (8)	-	a (8)
	NB	LR	-	c (18)	-	c (19)

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street

With the addition of site generated traffic, the intersection is projected to continue to operate at No Build overall intersection levels of service during the analyzed peak hours. Additionally, each movement is anticipated to generally continue to operate at No Build levels of service. See Table 6 for the individual movement levels of service and delays.

Route 130 & Main Street

With the addition of site generated traffic, the intersection is projected to continue to operate at No Build overall intersection level of service “D” during the analyzed peak hours. Additionally, each movement is generally anticipated to continue to operate at No Build levels of service or better. See Table 6 for the individual movement levels of service and delays.

Main Street & Westerly Site Driveway

The westerly site driveway is proposed to intersect Main Street to form an unsignalized T-intersection with the northbound approach of the westerly site driveway operating under stop control. The eastbound approach of Main Street is proposed to provide one (1) shared through/right-turn lane. The westbound approach of Main Street is proposed to provide one (1) shared left-turn/through lane. The northbound approach of the westerly site driveway is proposed to provide one (1) dedicated right-turn lane. Left-turns out of the site are proposed to be restricted as requested by the Board’s Traffic Engineer. This will move the left turns further from the traffic signal at Main Street.

As designed, the westerly site driveway is anticipated to operate at level of service “B” and the westbound approach of Main Street is anticipated to operate at level of service “A” during the analyzed peak hours. See Table 6 for individual movement levels of service and delays.

Main Street & Easterly Site Driveway

The easterly site driveway is proposed to intersect Main Street to form an unsignalized T-intersection with the northbound approach of the easterly site driveway operating under stop control. The eastbound approach of Main Street is proposed to provide one (1) shared through/right-turn lane. The westbound approach of Main Street is proposed to provide one (1) shared left-turn/through lane. The northbound approach of the easterly site driveway is proposed to provide one (1) shared left-turn/right-turn lane.

As designed, the easterly site driveway is anticipated to operate at level of service “C” and the westbound approach of Main Street is anticipated to operate at level of service “A” during the analyzed peak hours. See Table 6 for individual movement levels of service and delays.

Future Queue Analysis

Due to the proposed site driveway locations' proximity to the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street as well as Route 130 with Main Street, queue length conditions at the study intersections were analyzed under the No Build and Build conditions. The 95th percentile queues for each study peak hour are summarized in Table 7 below.

Table 7
Future Levels of Service

Intersection	Direction/ Movement		Storage Length	AM PSH		PM PSH	
				No Build	Build	No Build	Build
Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street	EB	L	240'	182'	182'	199'	199'
		T	-	418'	418'	558'	558'
		R	-	87'	91'	121'	129'
	WB	T	-	736'	736'	707'	707'
		R	-	267'	267'	230'	230'
	NB	LTR	-	703'	731'	683'	709'
	SB	L	355'	217'	217'	314'	314'
		T	-	340'	342'	409'	416'
		R	-	0'	0'	5'	5'
Route 130 & Main Street	EB	LT	-	184'	195'	211'	222'
		R	115'	206'	210'	353'	385'
	WB	L	150'	114'	114'	120'	121'
		TR	-	147'	146'	121'	123'
	NB	L	250'	453'	463'	427'	450'
		T	-	502'	513'	422'	422'
		R	250'	15'	16'	38'	38'
	SB	L	220'	46'	46'	66'	66'
		T	-	327'	334'	651'	651'
		R	120'	0'	0'	0'	0'
Main Street & Westerly Site Driveway	WB	L	-	-	0'	-	0'
	NB	R	-	-	0'	-	0'
Main Street & Easterly Site Driveway	WB	L	-	-	0'	-	3'
	NB	LR	-	-	10'	-	10'

– 95th Percentile Queue Length (feet)

Route 33 & Robbinsville-Edinburg Road (CR 526)/Main Street

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table 7 for the individual movement 95th percentile queues.

Route 130 & Main Street

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for all movements at the intersection. See Table 7 for the individual movement 95th percentile queues.

Main Street & Westerly Site Driveway

As designed, the westerly site driveway is anticipated to operate with a 95th percentile queue length of 0'. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 7 for the individual movement 95th percentile queues.

Main Street & Easterly Site Driveway

As designed, the easterly site driveway is anticipated to operate with a 95th percentile queue length of 10'. The driveway provides approximately 45' in throat length prior to the first on-site parking stall. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 7 for the individual movement 95th percentile queues.

Gap Analysis

The proposed westerly site driveway is located approximately 250' from the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street as well as 1,025' from the signalized intersection of Route 130 with Main Street. The proposed easterly site driveway is located approximately 460' from the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street as well as 815' from the signalized intersection of Route 130 with Main Street. As illustrated in Table 7, the maximum 95th percentile northbound queue length at the intersection of Route 33 with Robbinsville-Edinburg Road (CR 526) and Main Street is 706', while the maximum 95th percentile eastbound queue length at the intersection of Route 130 with Main Street is 350'. Based on the above results, the projected queue length from the northbound approach of the signalized intersection of Route 33 with Robbinsville-Edinburg Road and Main Street is anticipated to extend past both proposed driveways locations, while the projected queue length from the eastbound approach of the intersection of Route 130 with Main Street is not anticipated to extend to either proposed driveway location.

It should be noted that the above results are consistent with field observations conducted by this office. Specifically, queueing observations along Main Street at each of the proposed site driveway locations were conducted from 7:00 – 9:00 AM and from 4:30 – 6:30 PM on Tuesday, June 10, 2025. Based on the observations conducted by this firm, the queues from the northbound approach of Route 33 with Robbinsville-Edinburg Road and Main Street extended through the westbound direction of Main Street and blocked the proposed westerly driveway location for approximately 90% of the observation period, and blocked the proposed easterly driveway location for approximately 80% of the observation period. The queues from the eastbound approach of Route 130 with Main Street were not observed to extend to and block either proposed driveway location.

Due to both the projected and observed operation of queueing along Main Street, a gap analysis was conducted for both driveway locations along Main Street to determine if there are sufficient gaps within the traffic stream to accommodate the proposed site generated traffic. The ITE publication, *Transportation and Land Development, 2nd Edition* states:

“A methodology to determine the level of traffic service provided at unsignalized intersections is available from the Transportation Research Board, or gap studies can be conducted in the vicinity of the site access points. These studies will determine if the number of acceptable gaps are sufficient to accommodate entering and exiting site traffic.”

Gaps are created by the presence of traffic signals and other traffic conditions at upstream locations that cause vehicles to form into platoons and create breaks in traffic flow that can be utilized by vehicles to exit onto the roadway. These gaps will allow the driveways to operate more efficiently than projected by the capacity analyses.

Gap is defined as *“the minimum time interval between vehicles in the major traffic stream that permits the side street vehicle at a STOP controlled intersection to enter the intersection under prevailing traffic and roadway conditions.”* For this analysis, the gap length was based on the criteria as indicated on Table 9-6 and Table 9-8 of the American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design of Highways and Streets*, for the gap length to complete a left turn from a stop condition and a right turn from a stop condition, respectively. Specifically, a base gap of 7.5 seconds for a left turn movement from a stop condition and a base gap of 6.5 seconds for a right turn movement from a stop condition were utilized for the analyses contained herein. Additionally, the HCM utilizes a follow-up time of 3.5 seconds for a left turn and a follow-up time of 3.3 seconds for a right turn if more than one vehicle is queued to turn.

Manual gap counts were conducted along Main Street at approximately the midpoint between the two proposed driveway locations on Tuesday, June 10, 2025.

The collected gap data was correlated to determine the number of gaps and vehicular gaps available in the traffic stream. It should be noted that the weekday morning PSH and weekday evening PSH of the driveway locations along Main Street based on the 2024 MTM counts were utilized to determine the hour of study for the gap analysis. A one-vehicle gap is a gap interval in the major road traffic stream permitting only one vehicle to complete a maneuver from the minor road or driveway, where a two-vehicle gap is of sufficient length to consecutively permit two vehicles to complete a maneuver from the minor road or driveway. It is assumed that a third vehicle would require the full one-vehicle gap time to determine if the roadway was still safe to enter. The following tables summarize the gap analyses at the proposed site driveway locations and the gap counts are contained in Appendix B.

Table 8
Number of Available Gaps in Main Street Eastbound Traffic Stream
For Right Turn Out Movements

Gap Type	Peak Hour	
	AM	PM
One-vehicle gaps	84	55
Two-vehicle gaps	127	99
Total vehicle gaps	338	253

Table 9
Right Turn Out Movements from Site Driveways

Intersection	Peak Hour	
	AM	PM
Total vehicle gaps	338	253
Main Street & Westerly Site Driveway	4	6
Main Street & Easterly Site Driveway	17	16

Table 10
Number of Available Gaps in Main Street Combined Traffic Stream
For Left Turn Out Movements

Gap Type	Peak Hour	
	AM	PM
One-vehicle gaps	45	2
Two-vehicle gaps	57	7
Total vehicle gaps	159	16

Table 11
Left Turn Out Movements from Site Driveways

Intersection	Peak Hour	
	AM	PM
Total vehicle gaps	159	16
Main Street & Easterly Site Driveway	14	17

Based on the analysis of the collected gap data and the anticipated site traffic, there are generally enough gaps in the Main Street traffic stream spread throughout the peak hour to accommodate the projected exiting vehicles at the site driveways and as such the site driveways are anticipated to operate safely and efficiently as proposed. Note that the above conservatively assumes that no “courtesy” gaps are given by drivers along Main Street.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via one (1) full-movement driveway and one (1) left-in/right-in/right out driveway along Main Street.

The parking lots throughout the mixed-use development will be serviced by parking aisles with widths of 24' which allow for two-way circulation and 90-degree parking. The Block 1 Redevelopment Plan does not require a minimum parking lot aisle width. The Township of Robbinsville Ordinance along with the Residential Site Improvement Standards (RSIS) requires a minimum two-way aisle width of 24' in the vicinity of 90-degree parking. Therefore, the Ordinance requirement is satisfied. Review of the site plan design indicates that the site can sufficiently accommodate the anticipated vehicle mix.

It should be noted that a direct access point to the proposed Liberty Street/Route 130 Connector as described in the Township's *Amended & Restated Redevelopment Plan*, dated September 11, 2025, is proposed at the southern end of the site. This access point will provide an alternate means of access to the proposed townhouse units and directly connect to Route 33 and Route 130. Once the proposed Liberty Street/Route 130 Connector is constructed, it is anticipated that some of the trip generation associated with the proposed townhouse units will be re-routed to utilize the rear access point, thus reducing the trip generation at the proposed driveways along Main Street. Therefore, the analyses contained herein provide the most conservative results for The Project.

Parking

The Block 1 Redevelopment Plan refers to the RSIS for residential parking requirements and the Institute of Transportation Engineer's (ITE) publication *Parking Generation Manual 6th Edition* for non-residential parking requirements. The RSIS sets forth a parking requirement for apartments of 2.1 spaces per 3-bedroom unit and a parking requirement for townhouses of 2.3 spaces per 2-bedroom unit, and 2.4 spaces per 3-bedroom unit. ITE identifies a peak parking demand of 3.13 spaces per 1,000 SF for strip retail uses.

With two (2) 1-bedroom apartment units, six (6) 2-bedroom apartment units, two (2) 3-bedroom apartment units, and 5,850 SF of retail, this equates to a parking requirement of 40 parking spaces for the mixed-use side of the development. Additionally, per the current Municipal Land Use Law ("M.L.U.L.") (N.J.A.C. 40:55-D), electric vehicle charging stations count as two (2) spaces for the purposes of complying with parking supply requirements, up to a maximum of 10% of the requirement. Therefore, a credit of 4 spaces was taken (10% of 40 spaces), and thus the effective parking requirement is reduced to 36 spaces. The mixed-use side of the development as proposed provides 55 parking spaces, inclusive of four (4) ADA-accessible spaces and six (6) electric vehicle charging spaces. As such the proposed parking supply on the mixed-use side of the development satisfies the Block 1 Redevelopment Plan requirement of 46 spaces.

With 23 2-bedroom townhouse units and 23 3-bedroom townhouse units, this equates to a parking requirement of 109 parking spaces for the proposed townhouse side of the development. Per the M.L.U.L. a credit of 10 spaces was taken (10% of 109 spaces), and thus the effective parking requirement is reduced to 99 spaces. Additionally, per RSIS, a one-car garage and driveway combination constitutes two (2) parking spaces for the purposes of parking supply calculations. The townhouse side of the development as proposed provides 126 parking spaces, inclusive of two (2) ADA-accessible spaces, 50 electric vehicle charging spaces (46 garages and 4 surface spaces), and 46 one-car garage and driveway combinations. As such, the proposed parking supply on the townhouse side of the development satisfies the Block 1 Redevelopment Plan requirement of 99 spaces.

The proposed parking stalls throughout the mixed-use development and townhouse development are a mix of 9'x18' and 9'x20', as well as 9'x21' driveway dimensions of the townhouse units. The Block 1 Redevelopment Plan does not specify minimum parking space dimensions. The Township of Robbinsville Ordinance and RSIS states a required parking stall size of 9'x18' and the Ordinance requirement is satisfied and will adequately accommodate the anticipated site traffic.

Loading

The Block 1 Redevelopment Plan does not specify loading requirements. As proposed, the 5,850 SF retail use is proposed to have one (1) loading area of 12'x73' and is anticipated to adequately service the proposed retail use.

FINDINGS & CONCLUSIONS

Findings

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

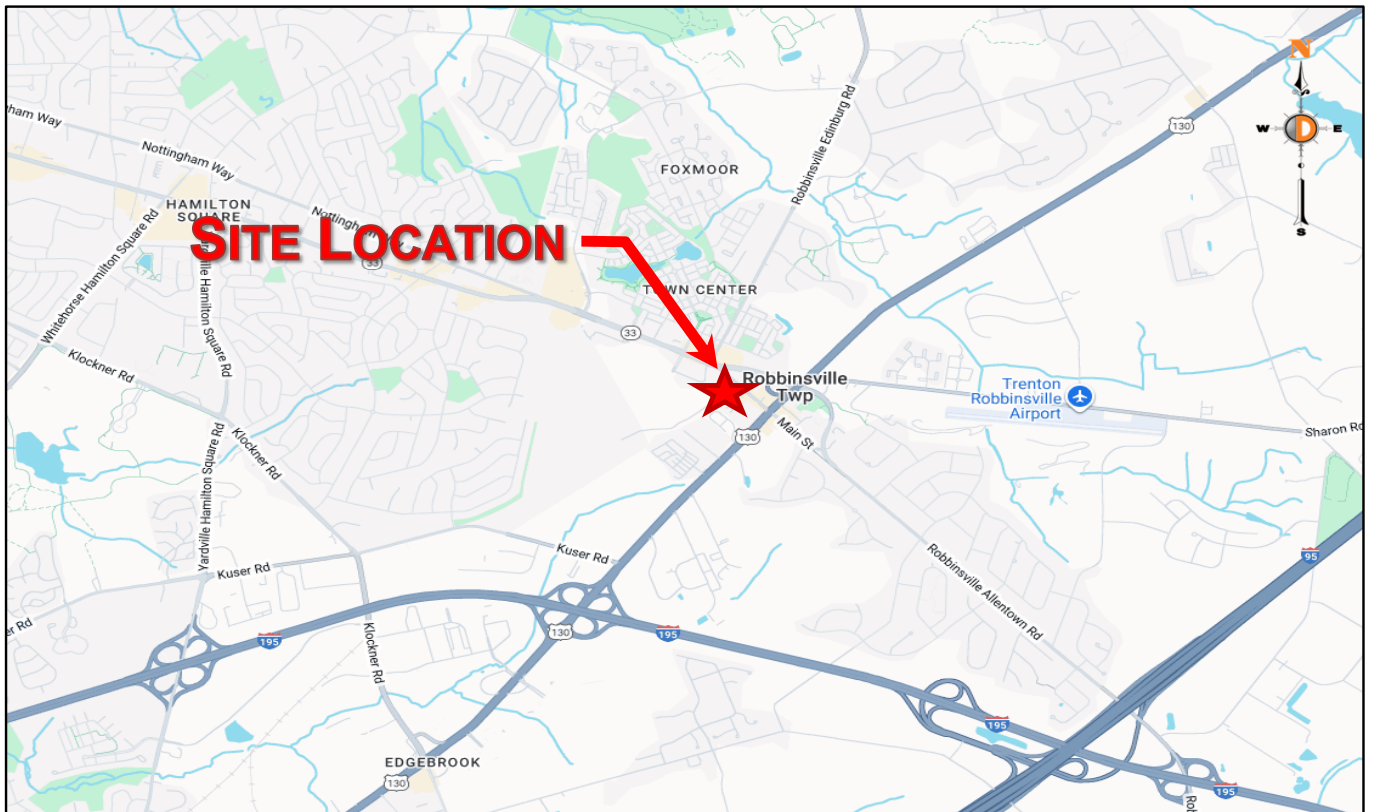
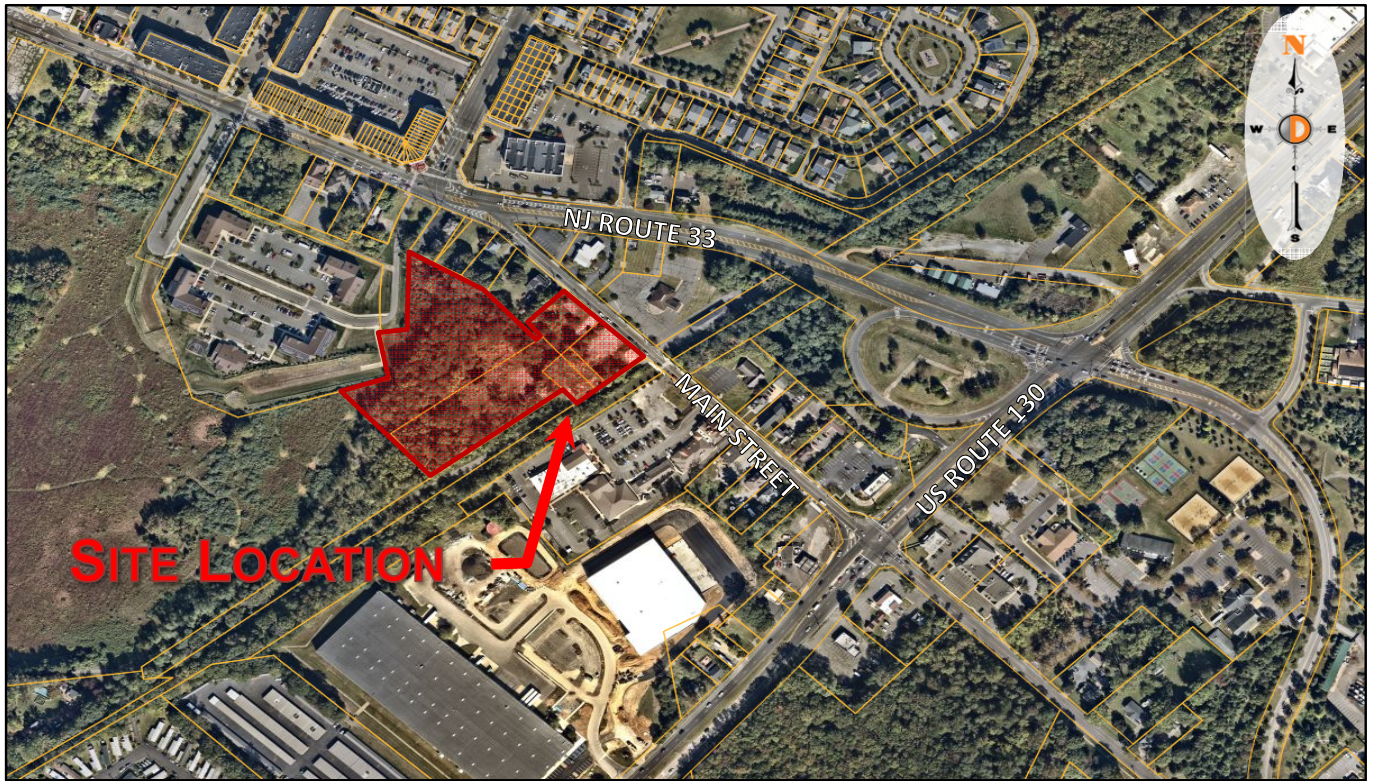
- The proposed mixed-use development consisting of 5,850 SF of retail space, 10 apartment units, and 46 townhouse units, is projected to generate 21 entering trips and 35 exiting trips during the weekday morning peak hour, 40 entering trips and 32 exiting trips during the evening peak hour, and 30 entering trips and 36 exiting trips during the Saturday peak hour that are “new” to the adjacent roadway network. Note that this does not include a credit for the existing uses being replaced.
- The number of new trips falls below the NJDOT accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the change in use will have any perceptible impact on the traffic operation of the adjacent roadway network.
- Access to the site is proposed to be provided via one (1) full-movement driveway and one (1) left-in/right-in/right out driveway along Main Street.
- With the addition of site generated traffic, the intersection of Route 33 with Robbinsville-Edinburg Road and Main Street is anticipated to continue to operate at No Build overall intersection levels of service during the peak hours studied. Additionally, each movement is anticipated to generally continue to operate at No Build levels of service.
- With the addition of site generated traffic, the intersection of Route 130 with Main Street is anticipated to continue to operate at No Build overall intersection level of service “D” during the peak hours studied. Additionally, each movement is anticipated to continue to operate at No Build levels of service or better.
- As designed, the intersection of Main Street and the westerly site driveway is anticipated to operate at levels of service “C” or better during the peak hours studied.
- As designed, the intersection of Main Street and the easterly site driveway is anticipated to operate at levels of service “B” or better during the peak hours studied.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the projected demand and meets generally accepted design standards.
- The Project’s site access points, internal circulation, and parking supply have been designed in accordance with the RSIS (N.J.A.C. 5:21) and the Ordinance requirements.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the New Jersey Department of Transportation, Mercer County, and Township of Robbinsville will not experience any significant degradation in operating conditions with the construction of The Project. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for effective circulation throughout the site and provides adequate parking to accommodate The Project's needs.

Appendix A

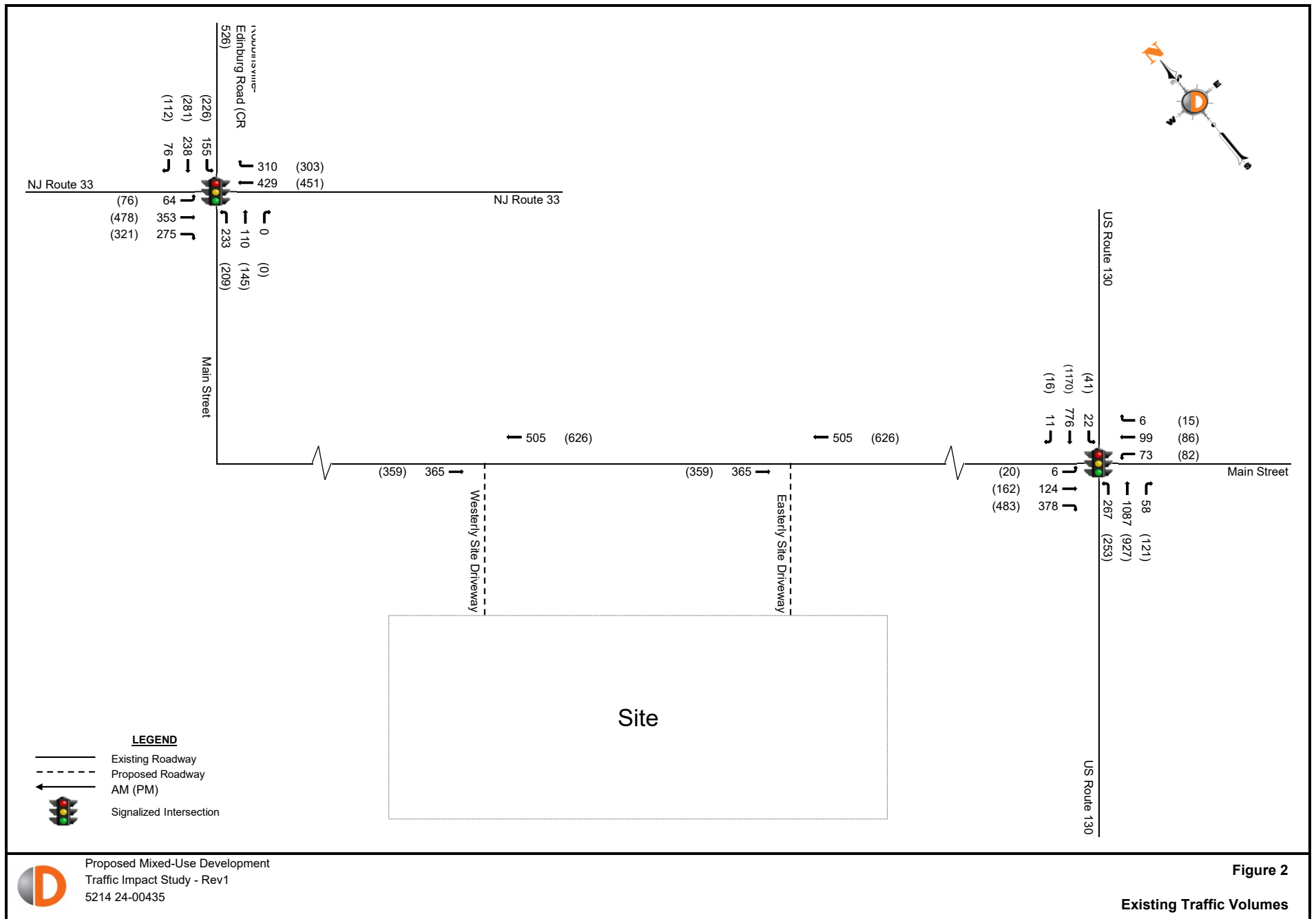
Traffic Volume Figures



Proposed Mixed-Use Development
 Traffic Impact Study - Rev1
 5214 24-00435

Figure 1

Site Location Map



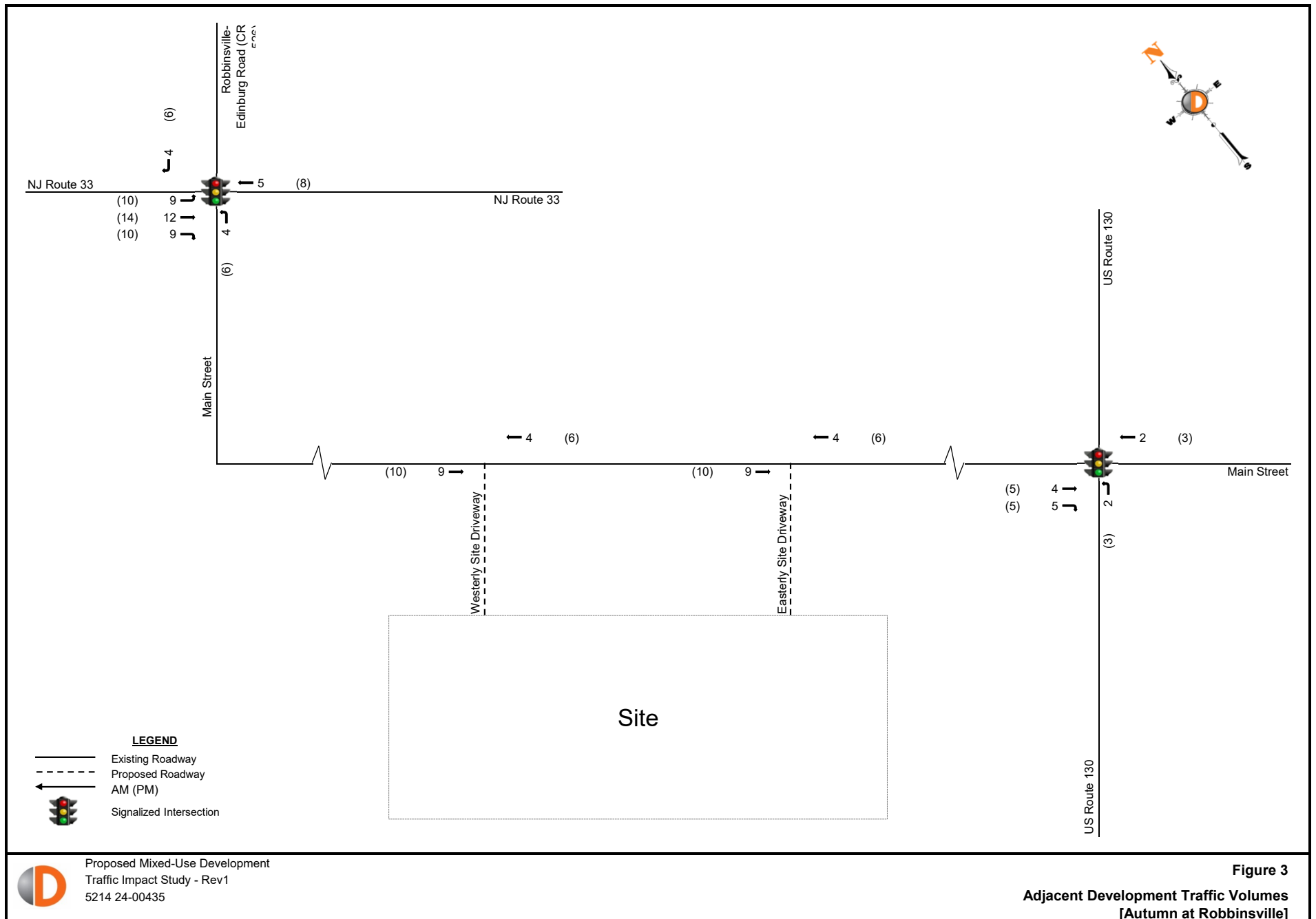


Figure 3
Adjacent Development Traffic Volumes
[Autumn at Robbinsville]

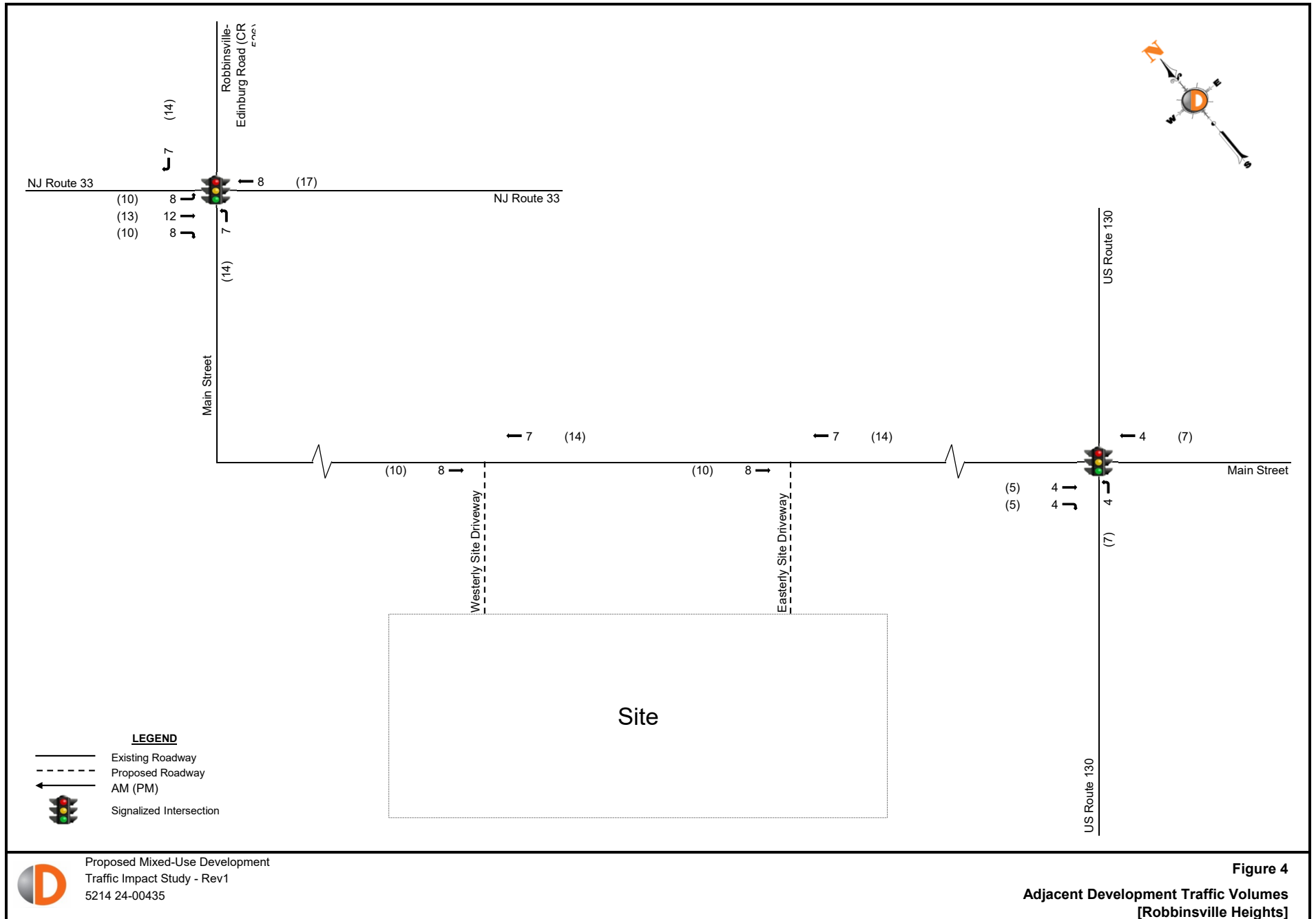


Figure 4

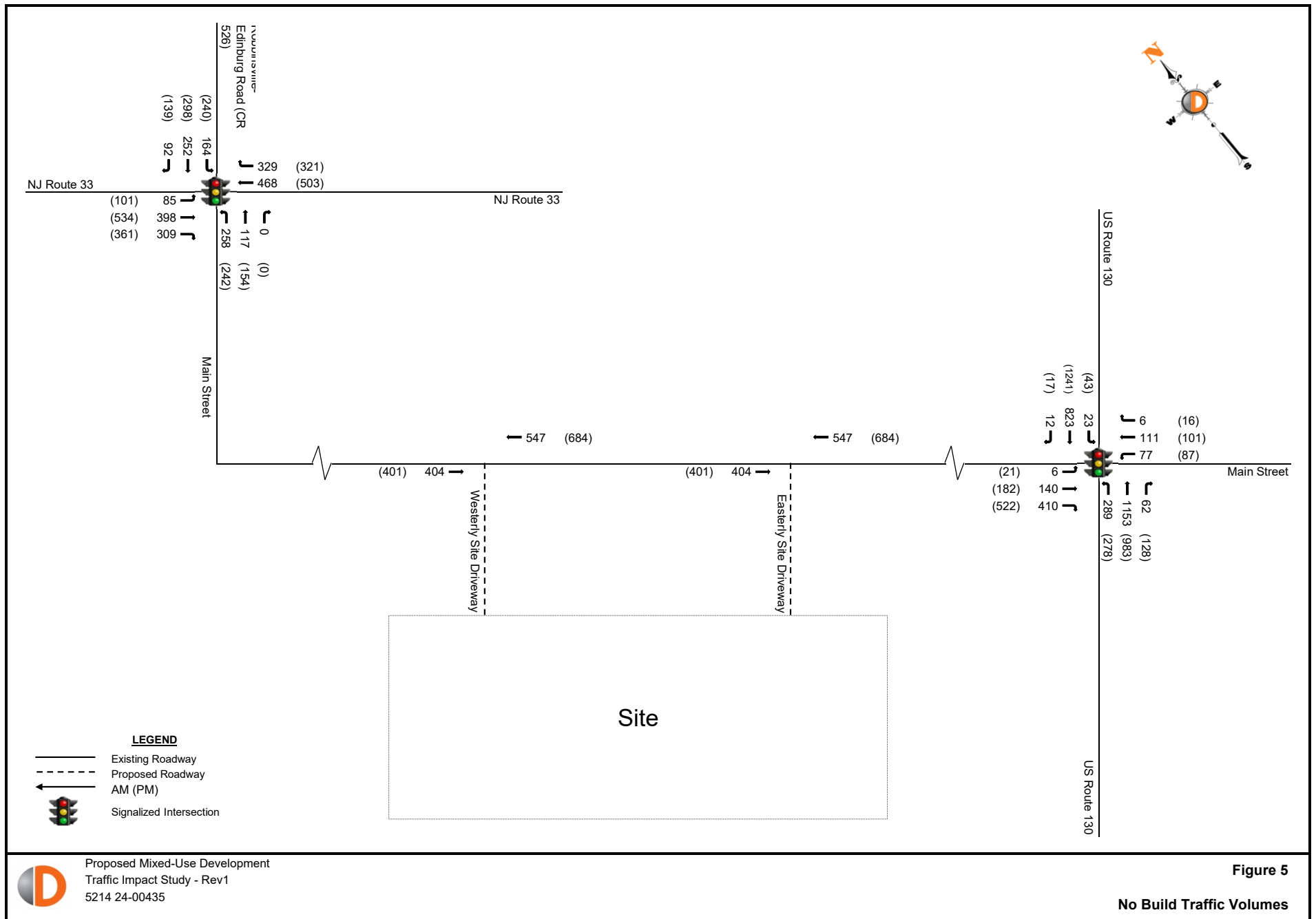


Figure 5

No Build Traffic Volumes

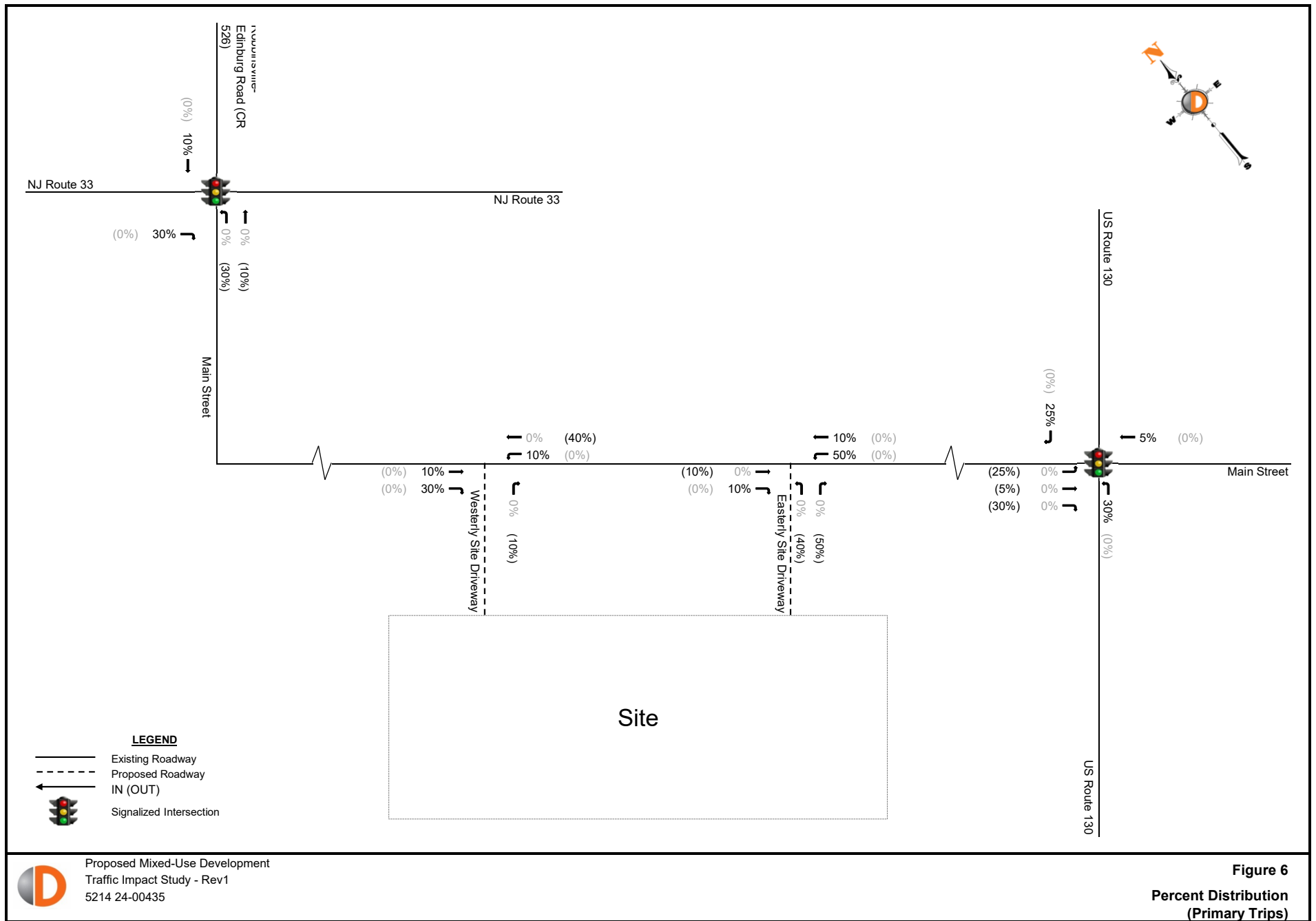


Figure 6
Percent Distribution
(Primary Trips)

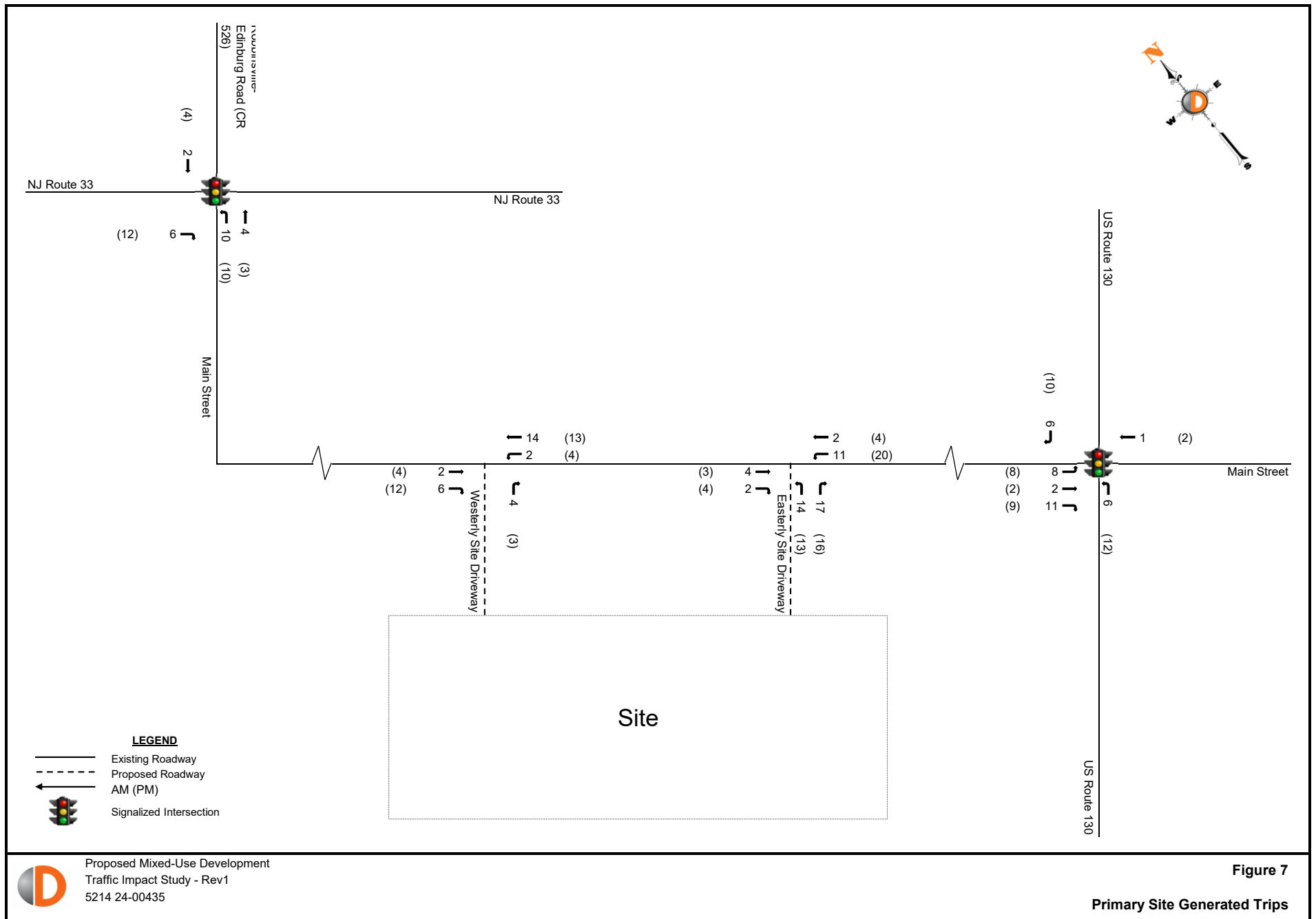


Figure 7

Primary Site Generated Trips

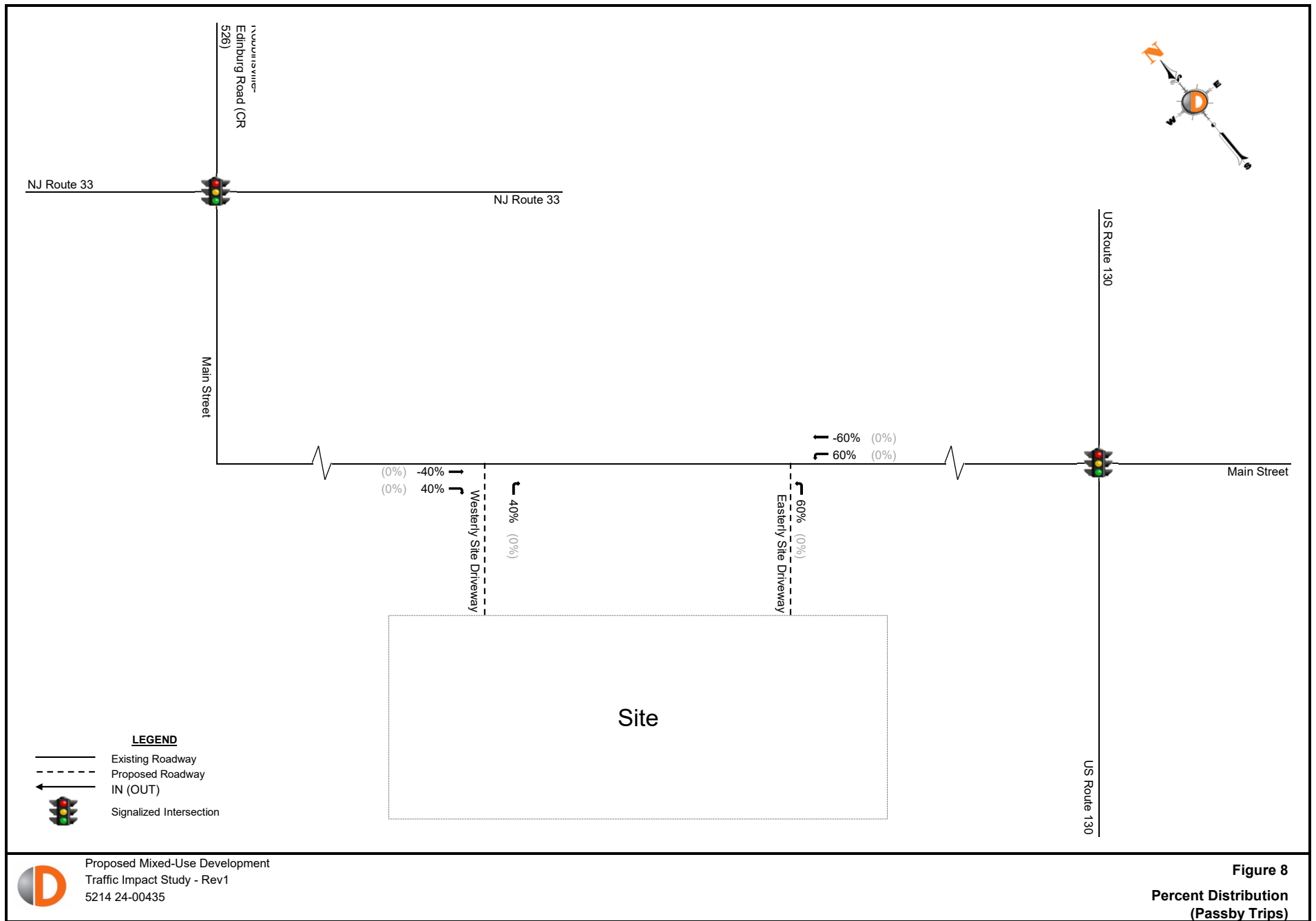
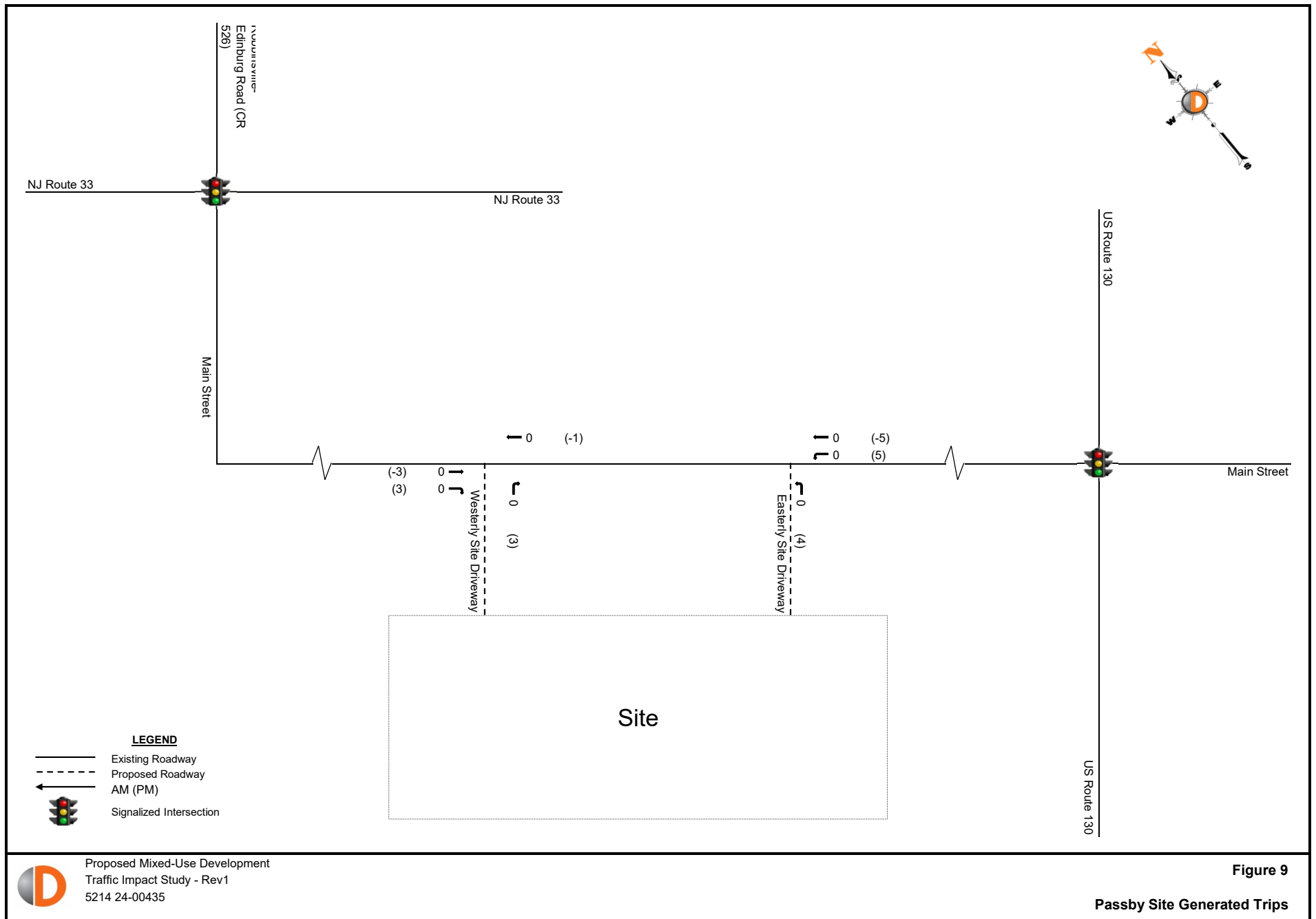


Figure 8
Percent Distribution
(Passby Trips)



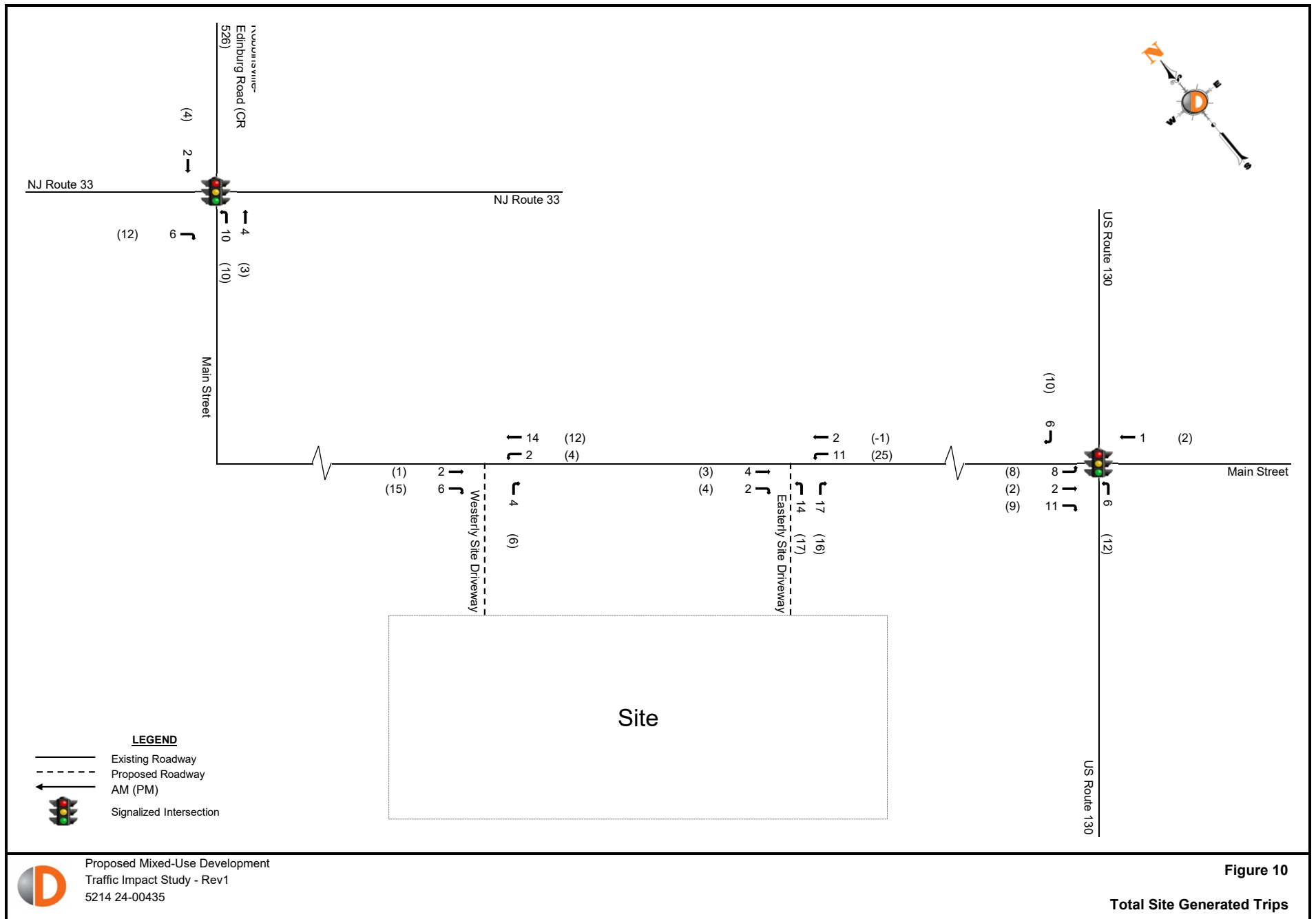


Figure 10

Total Site Generated Trips

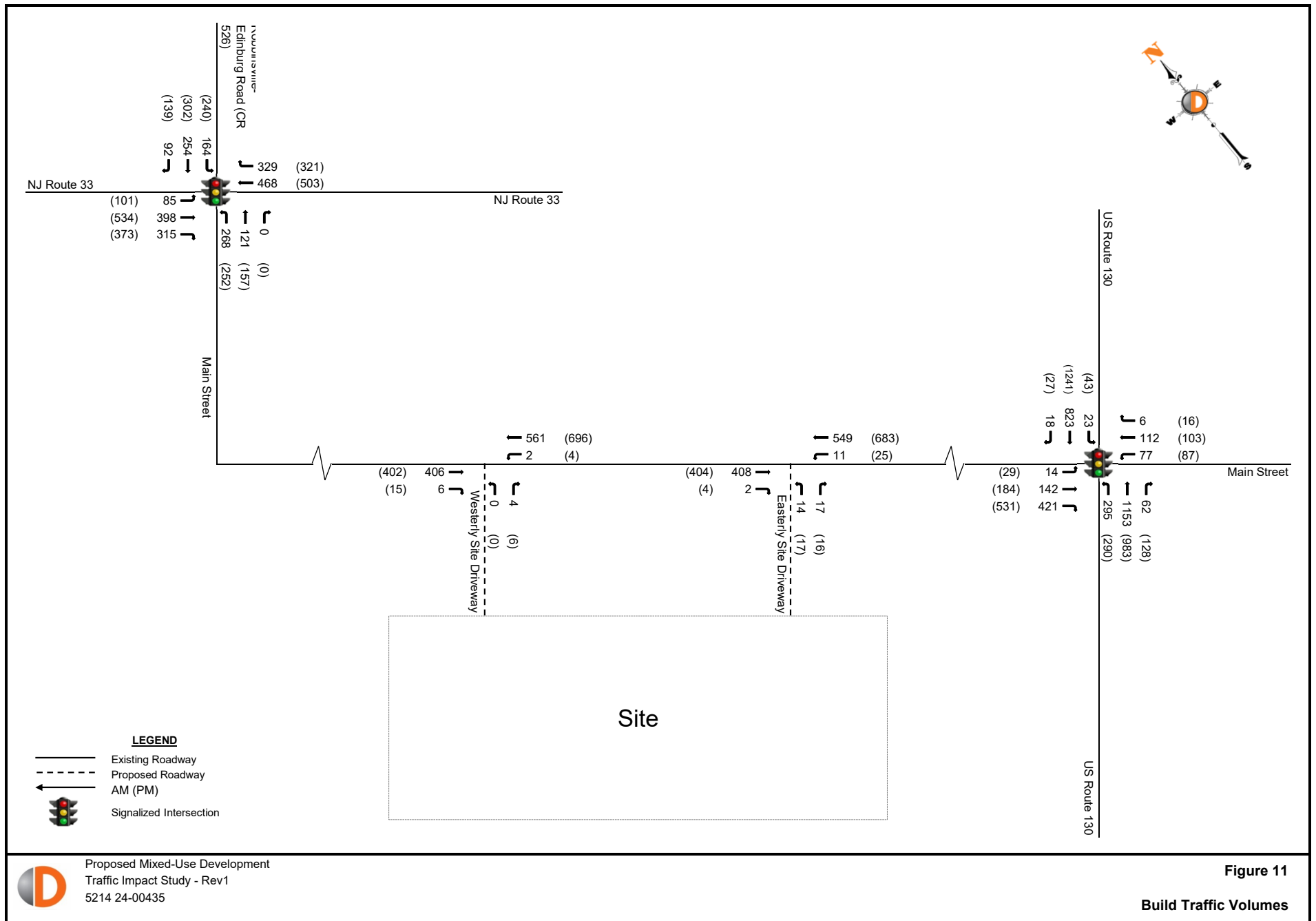


Figure 11

Build Traffic Volumes

Appendix B

Project Information

Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

E/W: Main Street
N/S: 9 Main Street Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

Start Time	Main Street Eastbound			Main Street Westbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	
07:00 AM	62	0	62	94	0	94	156
07:15 AM	58	0	58	86	0	86	144
07:30 AM	72	0	72	93	0	93	165
07:45 AM	98	0	98	140	0	140	238
Total	290	0	290	413	0	413	703
08:00 AM	103	0	103	147	0	147	250
08:15 AM	78	0	78	105	0	105	183
08:30 AM	75	0	75	98	0	98	173
08:45 AM	91	0	91	106	0	106	197
Total	347	0	347	456	0	456	803
Grand Total	637	0	637	869	0	869	1506
Apprch %	100	0		100	0		
Total %	42.3	0	42.3	57.7	0	57.7	
Cars	625	0	625	864	0	864	1489
% Cars	98.1	0	98.1	99.4	0	99.4	98.9
Trucks (SU)	5	0	5	4	0	4	9
% Trucks (SU)	0.8	0	0.8	0.5	0	0.5	0.6
Trucks (TT)	7	0	7	1	0	1	8
% Trucks (TT)	1.1	0	1.1	0.1	0	0.1	0.5

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 2

	Main Street Eastbound			Main Street Westbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 07:45 AM							
07:45 AM	98	0	98	140	0	140	238
08:00 AM	103	0	103	147	0	147	250
08:15 AM	78	0	78	105	0	105	183
08:30 AM	75	0	75	98	0	98	173
Total Volume	354	0	354	490	0	490	844
% App. Total	100	0		100	0		
PHF	.859	.000	.859	.833	.000	.833	.844
Cars	347	0	347	487	0	487	834
% Cars	98.0	0	98.0	99.4	0	99.4	98.8
Trucks (SU)	1	0	1	2	0	2	3
% Trucks (SU)	0.3	0	0.3	0.4	0	0.4	0.4
Trucks (TT)	6	0	6	1	0	1	7
% Trucks (TT)	1.7	0	1.7	0.2	0	0.2	0.8

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

Start Time	Main Street Eastbound			Main Street Westbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	
04:30 PM	87	0	87	147	0	147	234
04:45 PM	81	0	81	148	0	148	229
Total	168	0	168	295	0	295	463
05:00 PM	90	0	90	162	0	162	252
05:15 PM	91	0	91	151	0	151	242
05:30 PM	84	0	84	138	0	138	222
05:45 PM	93	0	93	136	0	136	229
Total	358	0	358	587	0	587	945
06:00 PM	78	0	78	129	0	129	207
06:15 PM	96	0	96	130	0	130	226
Grand Total	700	0	700	1141	0	1141	1841
Apprch %	100	0		100	0		
Total %	38	0	38	62	0	62	
Cars	700	0	700	1140	0	1140	1840
% Cars	100	0	100	99.9	0	99.9	99.9
Trucks (SU)	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0.1	0	0.1	0.1

Dynamic Traffic, LLC

www.dynamictraffic.com

732-681-0760

E/W: Main Street
N/S: 9 Main Street Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM
Site Code : 00000000
Start Date : 10/8/2024
Page No : 2

	Main Street Eastbound			Main Street Westbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 04:30 PM							
04:30 PM	87	0	87	147	0	147	234
04:45 PM	81	0	81	148	0	148	229
05:00 PM	90	0	90	162	0	162	252
05:15 PM	91	0	91	151	0	151	242
Total Volume	349	0	349	608	0	608	957
% App. Total	100	0		100	0		
PHF	.959	.000	.959	.938	.000	.938	.949
Cars	349	0	349	607	0	607	956
% Cars	100	0	100	99.8	0	99.8	99.9
Trucks (SU)	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0.2	0	0.2	0.1

732-681-0760

File Name : Rt 33 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 1

	Route 33 Eastbound					Route 33 Westbound					Main Street Northbound					Robbinsville Edinburg Road (CR 526) Southbound					
Start Time		Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	10	65	49	0	124	0	67	60	0	127	27	35	0	0	62	20	38	6	0	64	377
07:15 AM	10	95	69	0	174	0	102	90	0	192	46	31	0	0	77	28	58	19	0	105	548
07:30 AM	18	86	58	1	163	0	91	65	0	156	59	36	0	0	95	47	57	20	0	124	538
07:45 AM	20	86	74	0	180	1	128	106	0	235	59	22	0	0	81	37	64	23	0	124	620
Total	58	332	250	1	641	1	388	321	0	710	191	124	0	0	315	132	217	68	0	417	2083
08:00 AM	16	86	74	0	176	1	106	49	0	156	69	21	0	0	90	43	59	14	0	116	538
08:15 AM	13	79	72	1	165	0	111	68	0	179	48	21	1	0	70	37	58	27	0	122	536
08:30 AM	13	88	64	0	165	0	106	52	0	158	73	23	0	0	96	37	49	13	0	99	518
08:45 AM	13	75	75	0	163	0	101	40	0	141	59	18	0	0	77	52	57	20	0	129	510
Total	55	328	285	1	669	1	424	209	0	634	249	83	1	0	333	169	223	74	0	466	2102
*** BREAK ***																					
04:30 PM	11	115	89	0	215	2	107	69	0	178	60	30	1	0	91	57	62	29	0	148	632
04:45 PM	11	120	73	0	204	1	101	58	0	160	46	35	0	0	81	63	71	30	0	164	609
Total	22	235	162	0	419	3	208	127	0	338	106	65	1	0	172	120	133	59	0	312	1241
05:00 PM	16	126	95	0	237	0	105	55	0	160	58	34	0	0	92	53	62	35	0	150	639
05:15 PM	21	132	87	0	240	0	109	76	0	185	47	37	0	0	84	63	86	25	0	174	683
05:30 PM	22	111	78	0	211	0	113	76	0	189	50	42	0	0	92	50	68	27	0	145	637
05:45 PM	17	109	61	0	187	0	124	96	0	220	54	32	0	0	86	60	65	25	0	150	643
Total	76	478	321	0	875	0	451	303	0	754	209	145	0	0	354	226	281	112	0	619	2602
06:00 PM	19	118	93	0	230	0	106	60	0	166	53	31	0	0	84	55	54	19	0	128	608
06:15 PM	12	82	67	0	161	0	116	57	0	173	35	43	0	0	78	35	60	15	0	110	522
Grand Total	242	1573	1178	2	2995	5	1693	1077	0	2775	843	491	2	0	1336	737	968	347	0	2052	9158
Apprch %	8.1	52.5	39.3	0.1		0.2	61	38.8	0		63.1	36.8	0.1	0		35.9	47.2	16.9	0		
Total %	2.6	17.2	12.9	0	32.7	0.1	18.5	11.8	0	30.3	9.2	5.4	0	0	14.6	8	10.6	3.8	0	22.4	
Cars	234	1525	1158	2	2919	2	1652	1028	0	2682	836	477									

732-681-0760

E/W: Route 33
N/S: Main Street/Robbinsville Edinburg Road
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : Rt 33 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 2

	Route 33 Eastbound					Route 33 Westbound					Main Street Northbound					Robbinsville Edinburg Road (CR 526) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

[illegible]

Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

[illegible]

Dynamic Traffic, LLC

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732-681-0760

E/W: Route 130
N/S: Main Street
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : Rt 130 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 1

Groups Printed- Cars - Buses - Trucks (SU) - Trucks (TT)

	Route 130 Northbound					Route 130 Southbound					Main Street Westbound					Main Street Eastbound					
Start Time		Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	56	263	13	0	332	4	141	0	0	145	18	15	1	0	34	0	20	64	0	84	595
07:15 AM	56	316	14	0	386	3	173	3	0	179	15	21	0	0	36	2	26	93	0	121	722
07:30 AM	74	252	17	0	343	7	206	1	0	214	27	25	0	0	52	2	25	92	0	119	728
07:45 AM	71	271	17	0	359	5	225	5	0	235	21	24	1	0	46	2	35	102	0	139	779
Total	257	1102	61	0	1420	19	745	9	0	773	81	85	2	0	168	6	106	351	0	463	2824
08:00 AM	66	248	10	0	324	7	172	2	0	181	10	29	5	0	44	0	38	91	0	129	678
08:15 AM	63	238	16	0	317	3	194	1	1	199	19	13	3	0	35	2	17	106	1	126	677
08:30 AM	73	226	15	0	314	5	184	3	0	192	21	28	2	0	51	2	29	74	1	106	663
08:45 AM	73	234	22	0	329	6	205	3	0	214	21	27	2	0	50	1	25	88	0	114	707
Total	275	946	63	0	1284	21	755	9	1	786	71	97	12	0	180	5	109	359	2	475	2725
*** BREAK ***																					
04:30 PM	51	196	36	0	283	12	292	5	1	310	27	19	3	0	49	6	36	130	0	172	814
04:45 PM	68	269	25	0	362	10	316	2	0	328	12	17	7	0	36	2	31	112	0	145	871
Total	119	465	61	0	645	22	608	7	1	638	39	36	10	0	85	8	67	242	0	317	1685
05:00 PM	62	217	33	0	312	9	269	2	2	282	28	28	3	1	60	4	50	118	0	172	826
05:15 PM	72	245	27	0	344	10	293	7	2	312	15	22	2	0	39	8	45	123	0	176	871
05:30 PM	60	199	29	0	288	14	283	3	4	304	14	20	3	0	37	7	45	107	0	159	788
05:45 PM	66	197	29	0	292	9	320	8	4	341	10	19	0	0	29	3	39	79	0	121	783
Total	260	858	118	0	1236	42	1165	20	12	1239	67	89	8	1	165	22	179	427	0	628	3268
06:00 PM	66	212	20	0	298	6	236	2	2	246	14	21	1	0	36	8	35	113	0	156	736
06:15 PM	58	193	17	0	268	10	219	1	0	230	7	19	1	0	27	6	36	87	0	129	654
Grand Total	1035	3776	340	0	5151	120	3728	48	16	3912	279	347	34	1	661	55	532	1579	2	2168	11892
Apprch %	20.1	73.3	6.6	0		3.1	95.3	1.2	0.4		42.2	52.5	5.1	0.2		2.5	24.5	72.8	0.1		
Total %	8.7	31.8	2.9	0	43.3	1	31.3	0.4	0.1	32.9	2.3	2.9	0.3	0	5.6	0.5	4.5	13.3	0	18.2	
Cars	1016	3554	331	0	4901	117	3507	47	16	3687	270	344	34	1	649	55	521	1561	2	2139	11376
% Cars	98.2	94.1	97.4	0	95.1	97.5	94.1	97.9	100	94.2	96.8	99.1	100	100	98.2	100	97.9	98.9	100	98.7	95.7
Buses	6	20	3	0	29	0	24	0	0	24	7	1	0	0	8	0	2	5	0	7	68
% Buses	0.6	0.5	0.9	0	0.6	0	0.6	0	0	0.6	2.5	0.3	0	0	1.2	0	0.4	0.3	0	0.3	0.6
Trucks (SU)	12	128	5	0	145	3	122	1	0	126	2	2	0	0	4	0	9	12	0	21	296
% Trucks (SU)	1.2	3.4	1.5	0	2.8	2.5	3.3	2.1	0	3.2	0.7	0.6	0	0	0.6	0	1.7	0.8	0	1	2.5
Trucks (TT)	1	74	1	0	76	0	75	0	0	75	0	0	0	0	0	0	0	1	0	1	152
% Trucks (TT)	0.1	2	0.3	0	1.5	0	2	0	0	1.9	0	0	0	0	0	0	0	0.1	0	0	1.3

732-681-0760

File Name : Rt 130 & Main St - AMPM
Site Code : 00000000
Start Date : 6/11/2025
Page No : 2

	Route 130 Northbound					Route 130 Southbound					Main Street Westbound					Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	56	316	14	0	386	3	173	3	0	179	15	21	0	0	36	2	26	93	0	121	722
07:30 AM	74	252	17	0	343	7	206	1	0	214	27	25	0	0	52	2	25	92	0	119	728
07:45 AM	71	271	17	0	359	5	225	5	0	235	21	24	1	0	46	2	35	102	0	139	779
08:00 AM	66	248	10	0	324	7	172	2	0	181	10	29	5	0	44	0	38	91	0	129	678
Total Volume	267	1087	58	0	1412	22	776	11	0	809	73	99	6	0	178	6	124	378	0	508	2907
% App. Total	18.9	77	4.1	0		2.7	95.9	1.4	0		41	55.6	3.4	0		1.2	24.4	74.4	0		
PHF	.902	.860	.853	.000	.915	.786	.862	.550	.000	.861	.676	.853	.300	.000	.856	.750	.816	.926	.000	.914	.933
Cars	261	1010	52	0	1323	20	707	10	0	737	73	98	6	0	177	6	122	371	0	499	2736
% Cars	97.8	92.9	89.7	0	93.7	90.9	91.1	90.9	0	91.1	100	99.0	100	0	99.4	100	98.4	98.1	0	98.2	94.1
Buses	2	7	2	0	11	0	6	0	0	6	0	0	0	0	0	0	1	4	0	5	22
% Buses	0.7	0.6	3.4	0	0.8	0	0.8	0	0	0.7	0	0	0	0	0	0	0.8	1.1	0	1.0	0.8
Trucks (SU)	3	48	3	0	54	2	41	1	0	44	0	1	0	0	1	0	1	3	0	4	103
% Trucks (SU)	1.1	4.4	5.2	0	3.8	9.1	5.3	9.1	0	5.4	0	1.0	0	0	0.6	0	0.8	0.8	0	0.8	3.5
Trucks (TT)	1	22	1	0	24	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	46
% Trucks (TT)	0.4	2.0	1.7	0	1.7	0	2.8	0	0	2.7	0	0	0	0	0	0	0	0	0	0	1.6
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	51	196	36	0	283	12	292	5	1	310	27	19	3	0	49	6	36	130	0	172	814
04:45 PM	68	269	25	0	362	10	316	2	0	328	12	17	7	0	36	2	31	112	0	145	871
05:00 PM	62	217	33	0	312	9	269	2	2	282	28	28	3	1	60	4	50	118	0	172	826
05:15 PM	72	245	27	0	344	10	293	7	2	312	15	22	2	0	39	8	45	123	0	176	871
Total Volume	253	927	121	0	1301	41	1170	16	5	1232	82	86	15	1	184	20	162	483	0	665	3382
% App. Total	19.4	71.3	9.3	0		3.3	95	1.3	0.4		44.6	46.7	8.2	0.5		3	24.4	72.6	0		
PHF	.878	.862	.840	.000	.898	.854	.926	.571	.625	.939	.732	.768	.536	.250	.767	.625	.810	.929	.000	.945	.971
Cars	250	899	120	0	1269	41	1118	16	5	1180	74	86	15	1	176	20	161	478	0	659	3284
% Cars	98.8	97.0	99.2	0	97.5	100	95.6	100	100	95.8	90.2	100	100	100	95.7	100	99.4	99.0	0	99.1	97.1
Buses	0	3	0	0	3	0	9	0	0	9	6	0	0	0	6	0	1	0	0	1	19
% Buses	0	0.3	0	0	0.2	0	0.8	0	0	0.7	7.3	0	0	0	3.3	0	0.6	0	0	0.2	0.6
Trucks (SU)	3	10	1	0	14	0	24	0	0	24	2	0	0	0	2	0	0	5	0	5	45
% Trucks (SU)	1.2	1.1	0.8	0	1.1	0	2.1	0	0	1.9	2.4	0	0	0	1.1	0	0	1.0	0	0.8	1.3
Trucks (TT)	0	15	0	0	15	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	34
% Trucks (TT)	0	1.6	0	0	1.2	0	1.6	0	0	1.5	0	0	0	0	0	0	0	0	0	0	1.0

Dynamic Traffic, LLC

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732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: EB

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
07:00 AM	90	6	6	3	2	3	7	3	0	1	2	2	2	3	0	5	45	12 - 13
07:15 AM	114	10	5	13	3	4	3	1	1	2	5	1	1	2	1	4	56	8 - 9
07:30 AM	117	19	4	3	5	4	6	1	2	4	0	0	1	0	1	6	56	8 - 9
07:45 AM	145	12	8	7	7	1	6	3	2	3	0	2	0	0	1	3	55	8 - 9
Total	466	47	23	26	17	12	22	8	5	10	7	5	4	5	3	18	212	8 - 9
08:00 AM	121	17	5	3	5	7	2	2	2	5	0	0	2	1	2	3	56	8 - 9
08:15 AM	121	15	10	7	5	3	1	3	0	2	2	1	1	1	0	5	56	6 - 7
08:30 AM	112	13	10	5	4	4	3	4	3	1	2	2	0	3	0	4	58	8 - 9
08:45 AM	141	14	6	14	4	4	4	3	7	1	1	0	0	0	0	3	61	6 - 7
Total	495	59	31	29	18	18	10	12	12	9	5	3	3	5	2	15	231	6 - 7
Grand Total	961	106	54	55	35	30	32	20	17	19	12	8	7	10	5	33	443	8 - 9
Total %		23.9	12.2	12.4	7.9	6.8	7.2	4.5	3.8	4.3	2.7	1.8	1.6	2.3	1.1	7.4		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Occurred: 07:30 AM
Volume 504
High Int. 07:45 AM
Volume 145
PHF 0.869

Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: EB

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
04:30 PM	163	8	4	1	2	3	1	1	0	0	1	1	1	0	0	8	31	10 - 11
04:45 PM	174	12	10	3	2	4	4	1	0	1	0	0	0	0	0	7	44	6 - 7
Total	337	20	14	4	4	7	5	2	0	1	1	1	1	0	0	15	75	6 - 7
05:00 PM	183	16	11	6	2	0	1	1	1	0	0	0	1	0	0	8	47	4 - 5
05:15 PM	169	12	9	1	5	1	2	3	1	0	3	0	0	0	0	7	44	8 - 9
05:30 PM	142	11	3	0	3	2	0	3	0	2	2	2	0	1	0	8	37	10 - 11
05:45 PM	125	9	6	3	2	2	1	3	2	3	2	0	0	1	0	8	42	10 - 11
Total	619	48	29	10	12	5	4	10	4	5	7	2	1	2	0	31	170	6 - 7
06:00 PM	129	12	5	3	1	3	0	0	1	0	1	0	2	0	0	10	38	6 - 7
06:15 PM	135	8	7	4	2	4	2	2	1	0	1	0	0	0	0	9	40	8 - 9
Grand Total	1220	88	55	21	19	19	11	14	6	6	10	3	4	2	0	65	323	6 - 7
Total %		27.2	17.0	6.5	5.9	5.9	3.4	4.3	1.9	1.9	3.1	0.9	1.2	0.6	0.0	20.1		

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Occurred: 04:30 PM
Volume 689
High Int. 05:00 PM
Volume 183
PHF 0.941

Dynamic Traffic, LLC

www.dynamictraffic.com

732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - AM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
07:00 AM	168	8	9	6	5	7	2	0	3	2	0	2	0	2	1	1	48	8 - 9
07:15 AM	188	15	9	13	4	2	3	0	2	3	3	0	0	1	2	1	58	6 - 7
07:30 AM	206	13	5	3	3	2	5	0	3	2	1	0	1	2	1	2	43	8 - 9
07:45 AM	243	12	8	8	5	2	2	1	1	0	0	0	0	0	1	1	41	6 - 7
Total	805	48	31	30	17	13	12	1	9	7	4	2	1	5	5	5	190	6 - 7
08:00 AM	204	9	4	9	2	4	2	3	1	1	1	1	0	0	0	0	37	6 - 7
08:15 AM	192	19	11	7	6	5	2	3	1	2	2	1	0	0	1	1	61	6 - 7
08:30 AM	177	21	12	3	5	3	3	2	3	1	2	2	0	2	0	2	61	4 - 5
08:45 AM	213	17	12	11	2	4	2	3	3	0	0	0	0	0	0	1	55	4 - 5
Total	786	66	39	30	15	16	9	11	8	4	5	4	0	2	1	4	214	6 - 7
Grand Total	1591	114	70	60	32	29	21	12	17	11	9	6	1	7	6	9	404	6 - 7
Total %		28.2	17.3	14.9	7.9	7.2	5.2	3.0	4.2	2.7	2.2	1.5	0.2	1.7	1.5	2.2		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Occurred: 07:30 AM
Volume 845
High Int. 07:45 AM
Volume 243
PHF 0.869

Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

E/W: Main Street
N/S: 9 Main Street/Site Driveways
Town/County: Robbinsville/Mercer
Job #: 5214 24-00435

File Name : 9 Main Street - PM GAP
Site Code : 00000000
Start Date : 6/10/2025
Page No : 1

Directions Printed: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
04:30 PM	257	8	2	2	1	0	0	2	0	1	0	0	1	1	0	0	18	4 - 5
04:45 PM	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Total	514	8	2	2	1	0	0	2	0	1	0	0	1	1	0	0	18	4 - 5
05:00 PM	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
05:15 PM	263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
05:30 PM	235	9	4	0	2	1	2	1	0	1	2	0	0	0	0	1	23	4 - 5
05:45 PM	210	1	2	2	0	2	2	0	0	0	0	0	0	0	0	0	9	6 - 7
Total	986	10	6	2	2	3	4	1	0	1	2	0	0	0	0	1	32	6 - 7
06:00 PM	233	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4 - 5
06:15 PM	213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Grand Total	1946	18	10	4	3	3	4	3	0	2	2	0	1	1	0	1	52	4 - 5
Total %		34.6	19.2	7.7	5.8	5.8	7.7	5.8	0.0	3.8	3.8	0.0	1.9	1.9	0.0	1.9		

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

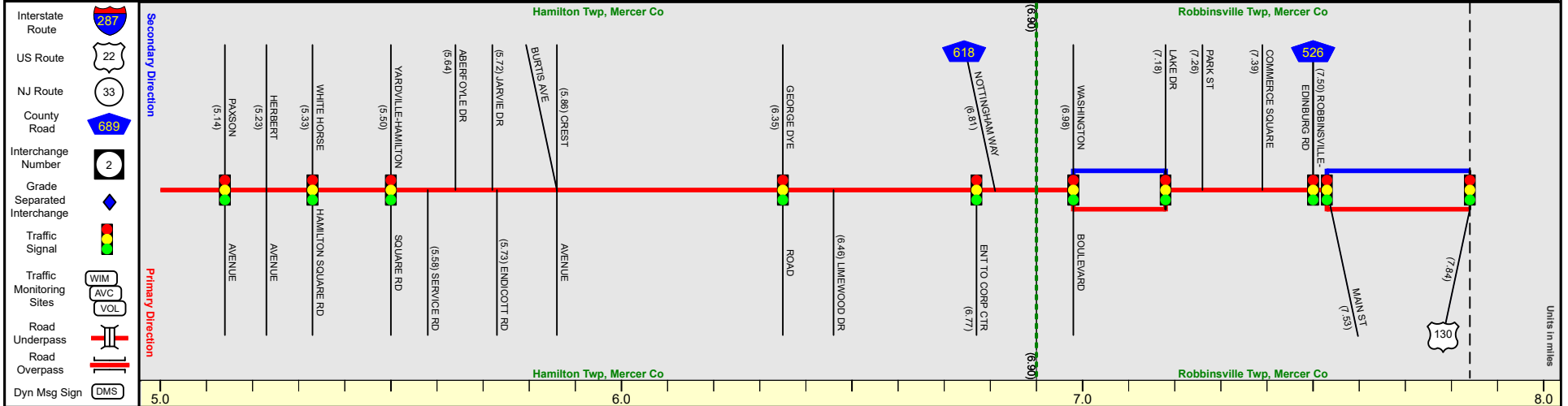
Peak Occurred: 04:30 PM
Volume 1055
High Int. 05:00 PM
Volume 278
PHF 0.949

NJ 33 (West to East)

Mile Posts: 5.000 - 7.840



Pavement		12		24	
Shoulder		12		12	
Number of Lanes		1		2	
Speed Limit		45		45	
Street Name		NJ 33		NJ 33	



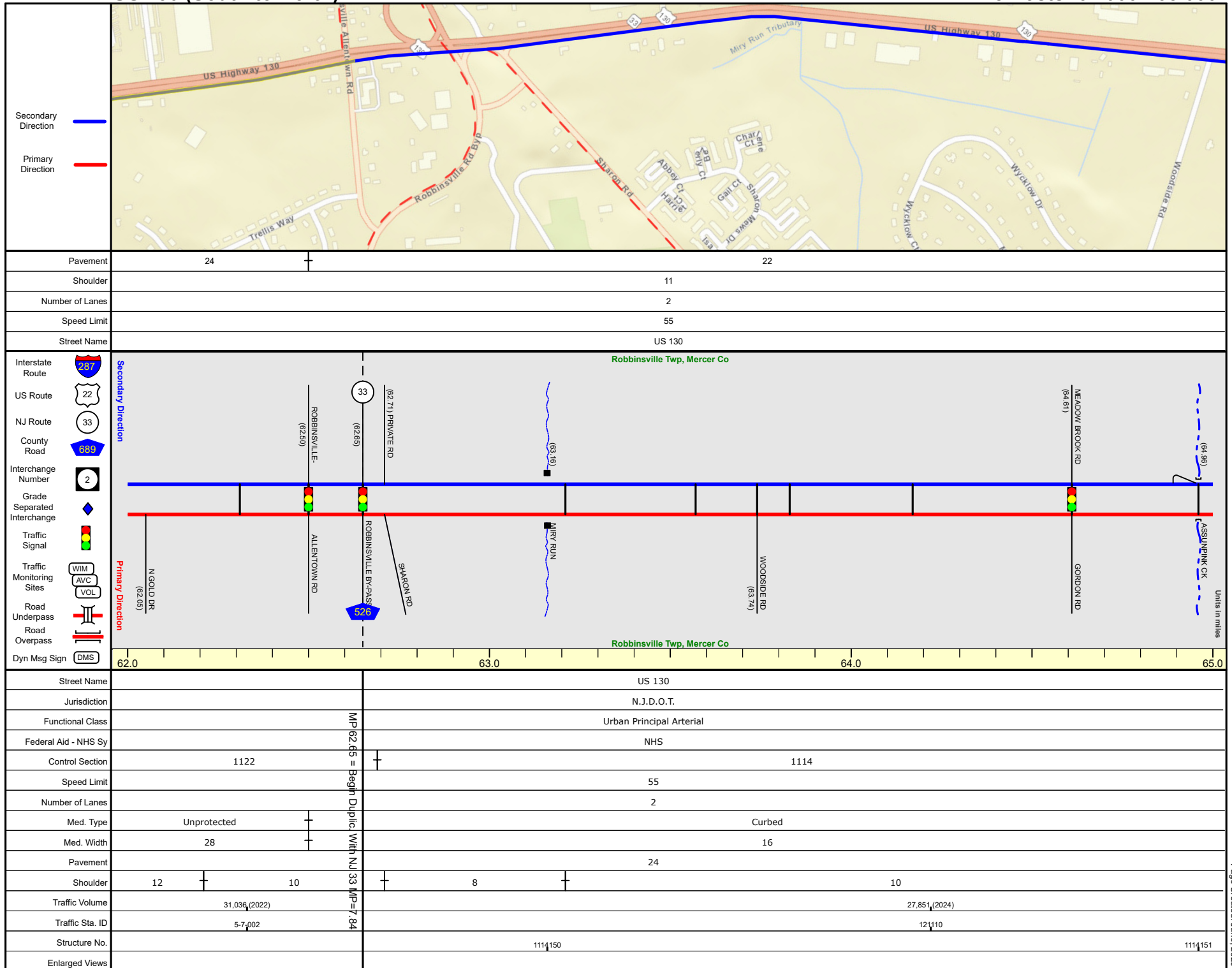
Street Name	NJ 33				
Jurisdiction	N.J.D.O.T.				
Functional Class	Urban Principal Arterial				
Federal Aid - NHS Sy	NHS				
Control Section	1113				
Speed Limit	40		45		
Number of Lanes		3		1	3
Med. Type		None		Painted/Unprotected	None
Med. Width				12	
Pavement		36		24	34
Shoulder	5	12	4	12	5
Traffic Volume				18,231 (2023)	13,692 (2023)
Traffic Sta. ID				5-7,003	5-4,326
Structure No.					
Enlarged Views					

SRI = 00000033_

Date last inventoried: April 2020

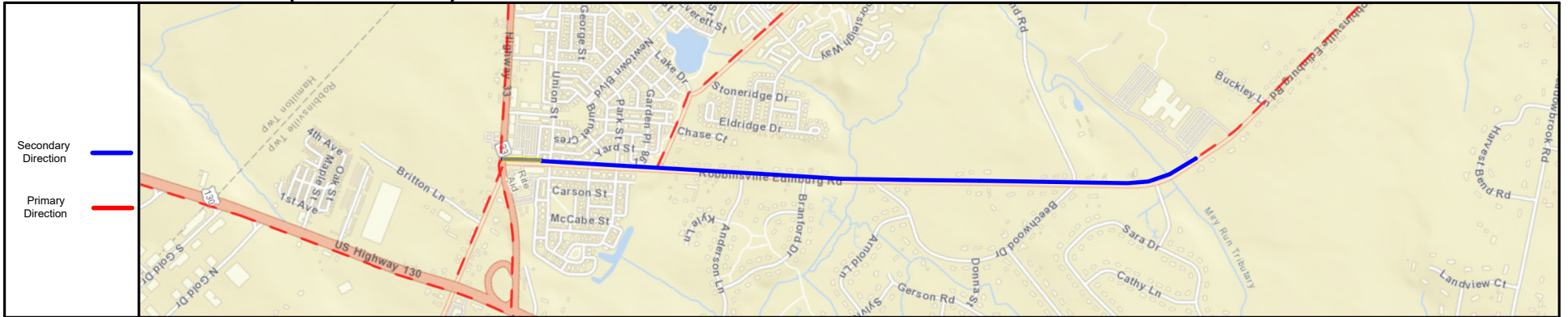
US 130 (South to North)

Mile Posts: 62.000 - 65.000

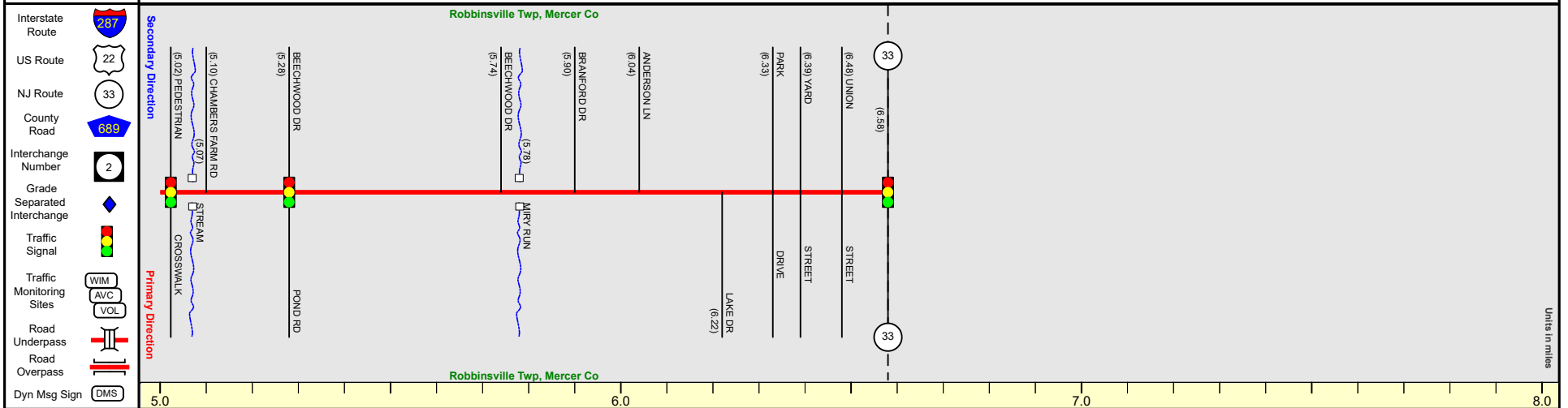


ROUTE 526 (West to East)

Mile Posts: 5.000 - 6.580



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Robbinsville Road	
Jurisdiction	County	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	45	35
Number of Lanes	2	
Med. Type	None	
Med. Width		
Pavement	24	
Shoulder	4	8
Traffic Volume		
Traffic Sta. ID		
Structure No.	1100047	
Enlarged Views		

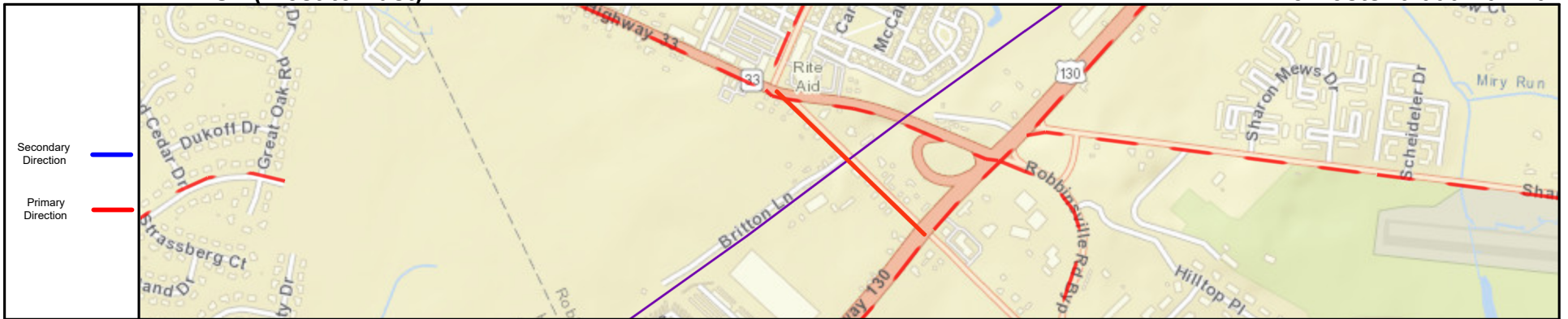
MP 6.58 = Begin Calinc. With Rt. 33 MP 7.50
MP 6.58-6.61 See Rt. 33 MP 7.50-7.53

SRI = 00000526__

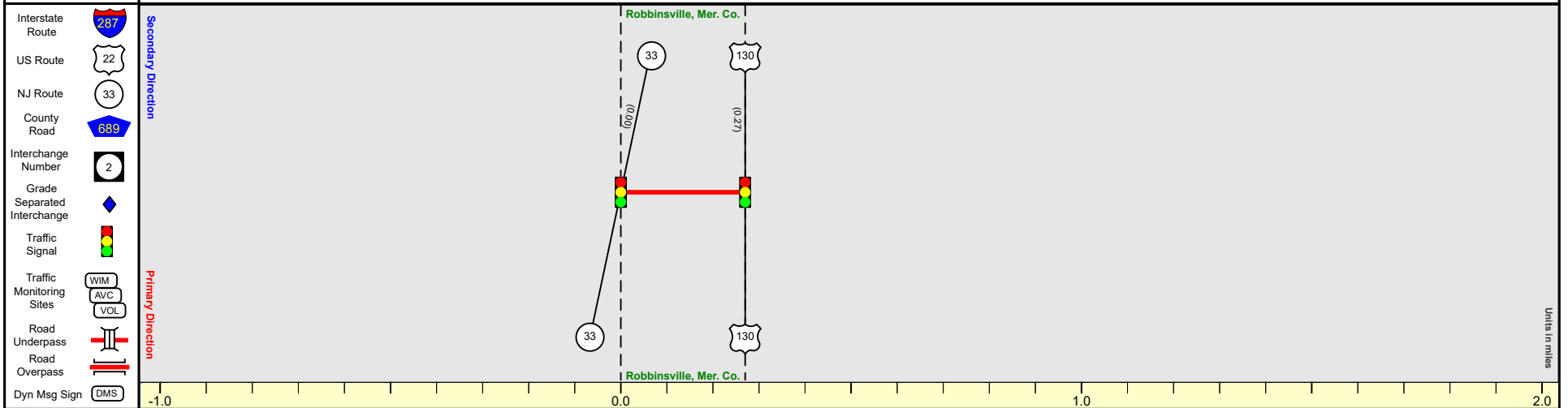
Date last inventoried: October 2012

MAIN ST (West to East)

Mile Posts: 0.000 - 0.270



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Main Street
Jurisdiction	Municipal
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	35
Number of Lanes	2
Med. Type	None
Med. Width	
Pavement	32
Shoulder	
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 11121001__

Date last inventoried: October 2012

Appendix C

Capacity Analysis

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	353	275	0	429	310	233	110	0	155	238	76
Future Volume (vph)	64	353	275	0	429	310	233	110	0	155	238	76
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60			25			25			50		
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			0.850			0.850						0.850
Flt Protected	0.950							0.967		0.950		
Satd. Flow (prot)	1705	1795	1679	0	1840	1652	0	1973	0	1705	1866	1647
Flt Permitted	0.950							0.645		0.950		
Satd. Flow (perm)	1705	1795	1679	0	1840	1652	0	1316	0	1705	1866	1647
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			185									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	2%	0%	6%	7%	1%	4%	0%	5%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	388	302	0	471	341	0	377	0	170	262	84
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	7.5	44.2	80.5		30.2	60.4		24.2		20.1	20.1	20.1
Actuated g/C Ratio	0.06	0.38	0.68		0.26	0.51		0.21		0.17	0.17	0.17
v/c Ratio	0.64	0.57	0.25		1.00	0.40		1.40		0.58	0.82	0.18
Control Delay (s/veh)	82.5	33.7	3.4		86.3	19.8		237.1		54.1	68.8	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	82.5	33.7	3.4		86.3	19.8		237.1		54.1	68.8	0.9
LOS	F	C	A		F	B		F		D	E	A
Approach Delay (s/veh)		26.1			58.4			237.1			52.9	
Approach LOS		C			E			F			D	
Queue Length 50th (ft)	57	249	30		~425	170		~422		128	201	0
Queue Length 95th (ft)	#130	363	64		#654	249		#631		205	#303	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	116	721	1245		472	904		269		350	383	513
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	0.60	0.54	0.24		1.00	0.38		1.40		0.49	0.68	0.16

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 117.7

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay (s/veh): 74.6

Intersection LOS: E

Intersection Capacity Utilization 88.2%

ICU Level of Service E

Analysis Period (min) 15

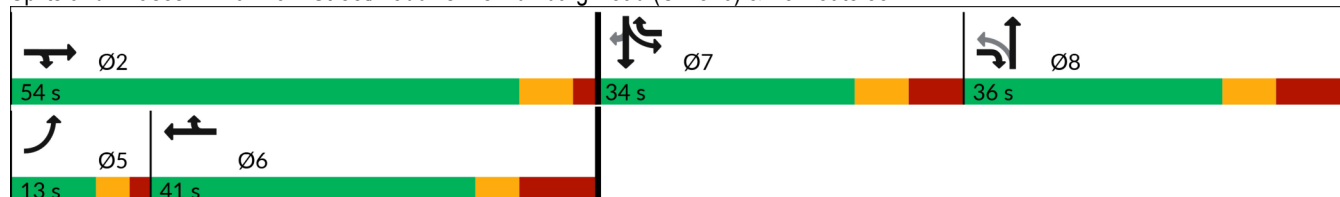
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33



10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	478	321	0	451	303	209	145	0	226	281	112
Future Volume (vph)	76	478	321	0	451	303	209	145	0	226	281	112
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60			25			25			50		
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			0.850			0.850						0.850
Flt Protected	0.950							0.971		0.950		
Satd. Flow (prot)	1791	1848	1696	0	1950	1750	0	2008	0	1756	1866	1713
Flt Permitted	0.950							0.660		0.950		
Satd. Flow (perm)	1791	1848	1696	0	1950	1750	0	1365	0	1756	1866	1713
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			146									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%	1%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	503	338	0	475	319	0	373	0	238	296	118
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	7.6	46.6	82.7		30.0	61.8		24.0		21.8	21.8	21.8
Actuated g/C Ratio	0.06	0.38	0.68		0.25	0.51		0.20		0.18	0.18	0.18
v/c Ratio	0.71	0.71	0.28		0.99	0.36		1.38		0.76	0.88	0.24
Control Delay (s/veh)	89.2	38.7	5.0		84.3	19.3		231.6		63.4	76.0	1.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	89.2	38.7	5.0		84.3	19.3		231.6		63.4	76.0	1.2
LOS	F	D	A		F	B		F		E	E	A
Approach Delay (s/veh)		30.7			58.2			231.6			57.8	
Approach LOS		C			E			F			E	
Queue Length 50th (ft)	64	346	53		~387	148		~402		183	232	0
Queue Length 95th (ft)	#142	481	94		#609	215		#597		278	#374	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	118	715	1205		481	922		270		346	369	514
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	0.68	0.70	0.28		0.99	0.35		1.38		0.69	0.80	0.23

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 121.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay (s/veh): 72.5

Intersection LOS: E

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

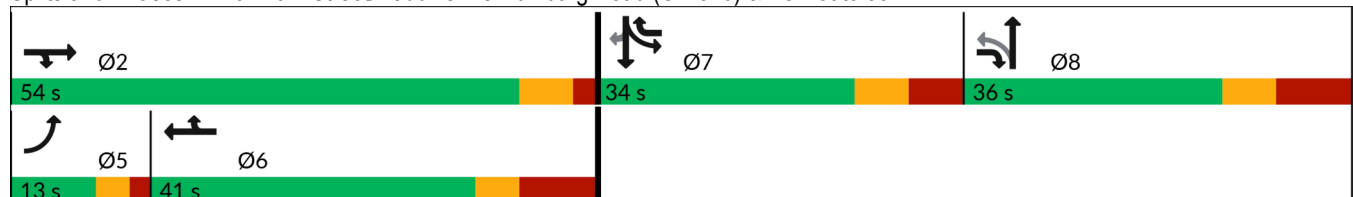
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33



10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	398	309	0	468	329	258	117	0	164	252	92
Future Volume (vph)	85	398	309	0	468	329	258	117	0	164	252	92
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.967		0.950		
Satd. Flow (prot)	1705	1795	1679	0	1840	1652	0	1973	0	1705	1866	1647
Flt Permitted	0.950							0.634		0.950		
Satd. Flow (perm)	1705	1795	1679	0	1840	1652	0	1294	0	1705	1866	1647
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			166									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	2%	0%	6%	7%	1%	4%	0%	5%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	437	340	0	514	362	0	413	0	180	277	101
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	61.3		24.0		21.2	21.2	21.2
Actuated g/C Ratio	0.07	0.39	0.69		0.25	0.51		0.20		0.17	0.17	0.17
v/c Ratio	0.83	0.63	0.28		1.13	0.43		1.61		0.60	0.85	0.22
Control Delay (s/veh)	105.1	35.5	4.5		124.6	20.9		326.7		55.1	71.9	1.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	105.1	35.5	4.5		124.6	20.9		326.7		55.1	71.9	1.0
LOS	F	D	A		F	C		F		E	E	A
Approach Delay (s/veh)		30.8			81.8			326.7			53.7	
Approach LOS		C			F			F			D	
Queue Length 50th (ft)	78	296	48		~509	184		~495		137	214	0
Queue Length 95th (ft)	#182	418	87		#736	267		#703		217	#340	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	112	696	1201		455	872		256		338	369	502
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	0.83	0.63	0.28		1.13	0.42		1.61		0.53	0.75	0.20

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 121.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.61

Intersection Signal Delay (s/veh): 96.9

Intersection LOS: F

Intersection Capacity Utilization 93.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2	#10  Ø7	#10  Ø8
54 s	34 s	36 s
#10  Ø5	#10  Ø6	
13 s	41 s	

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	534	361	0	503	321	242	154	0	240	298	139
Future Volume (vph)	101	534	361	0	503	321	242	154	0	240	298	139
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.970		0.950		
Satd. Flow (prot)	1791	1848	1696	0	1950	1750	0	2005	0	1756	1866	1713
Flt Permitted	0.950							0.643		0.950		
Satd. Flow (perm)	1791	1848	1696	0	1950	1750	0	1329	0	1756	1866	1713
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			128									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%	1%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	562	380	0	529	338	0	417	0	253	314	146
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	62.9		24.0		22.8	22.8	22.8
Actuated g/C Ratio	0.07	0.38	0.68		0.24	0.51		0.20		0.19	0.19	0.19
v/c Ratio	0.91	0.79	0.32		1.11	0.38		1.61		0.78	0.91	0.29
Control Delay (s/veh)	120.1	43.7	6.1		118.7	19.7		323.9		64.7	78.9	2.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	120.1	43.7	6.1		118.7	19.7		323.9		64.7	78.9	2.0
LOS	F	D	A		F	B		F		E	E	A
Approach Delay (s/veh)		37.8			80.1			323.9			58.1	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	86	405	73		~489	158		~481		196	249	0
Queue Length 95th (ft)	#199	558	121		#707	230		#683		#314	#409	5
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	116	707	1187		476	912		259		342	364	511
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	0.91	0.79	0.32		1.11	0.37		1.61		0.74	0.86	0.29

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 122.9

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.61

Intersection Signal Delay (s/veh): 93.8

Intersection LOS: F

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2 54 s		#10  Ø7 34 s		#10  Ø8 36 s	
#10  Ø5 13 s		#10  Ø6 41 s			

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	398	315	0	468	329	268	121	0	164	254	92
Future Volume (vph)	85	398	315	0	468	329	268	121	0	164	254	92
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.967		0.950		
Satd. Flow (prot)	1705	1795	1679	0	1840	1652	0	1973	0	1705	1866	1647
Flt Permitted	0.950							0.633		0.950		
Satd. Flow (perm)	1705	1795	1679	0	1840	1652	0	1292	0	1705	1866	1647
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			164									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	2%	0%	6%	7%	1%	4%	0%	5%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	437	346	0	514	362	0	428	0	180	279	101
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	61.3		24.0		21.3	21.3	21.3
Actuated g/C Ratio	0.07	0.39	0.68		0.25	0.50		0.20		0.18	0.18	0.18
v/c Ratio	0.83	0.63	0.29		1.13	0.43		1.68		0.60	0.85	0.21
Control Delay (s/veh)	105.4	35.6	4.6		124.8	20.9		352.4		55.1	72.2	1.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	105.4	35.6	4.6		124.8	20.9		352.4		55.1	72.2	1.0
LOS	F	D	A		F	C		F		E	E	A
Approach Delay (s/veh)		30.8			81.9			352.4			53.9	
Approach LOS		C			F			F			D	
Queue Length 50th (ft)	78	296	50		~509	184		~521		137	216	0
Queue Length 95th (ft)	#182	418	91		#736	267		#731		217	#342	0
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	112	695	1201		455	871		255		337	369	502
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	0.83	0.63	0.29		1.13	0.42		1.68		0.53	0.76	0.20

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 121.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.68

Intersection Signal Delay (s/veh): 102.1

Intersection LOS: F

Intersection Capacity Utilization 93.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2	#10  Ø7	#10  Ø8
54 s	34 s	36 s
#10  Ø5	#10  Ø6	
13 s	41 s	

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	534	373	0	503	321	252	157	0	240	302	139
Future Volume (vph)	101	534	373	0	503	321	252	157	0	240	302	139
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	11	11	13	12	12	14	14	14	14	11	11	13
Storage Length (ft)	240		0	0		0	0		0	355		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	60		25	25		25	25		25	50		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 _t			0.850			0.850						0.850
Flt Protected	0.950							0.970		0.950		
Satd. Flow (prot)	1791	1848	1696	0	1950	1750	0	2005	0	1756	1866	1713
Flt Permitted	0.950							0.639		0.950		
Satd. Flow (perm)	1791	1848	1696	0	1950	1750	0	1321	0	1756	1866	1713
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			124									220
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		541			963			518			528	
Travel Time (s)		8.2			14.6			10.1			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%	1%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	562	393	0	529	338	0	430	0	253	318	146
Turn Type	Prot	NA	custom		NA	pt+ov	Perm	NA		Split	NA	Perm
Protected Phases	5	2	2 8		6	6 7		8		7	7	
Permitted Phases							8					7
Detector Phase	5	2	2 8		6	6 7	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	14.0			10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	21.0			21.0		19.0	19.0		17.0	17.0	17.0
Total Split (s)	13.0	54.0			41.0		36.0	36.0		34.0	34.0	34.0
Total Split (%)	10.5%	43.5%			33.1%		29.0%	29.0%		27.4%	27.4%	27.4%
Maximum Green (s)	8.0	47.0			30.0		24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	3.0	5.0			4.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0			7.0		7.0	7.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0			11.0			12.0		10.0	10.0	10.0
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0			4.0		4.0	4.0		2.0	2.0	2.0
Recall Mode	None	Min			Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Don't Walk (s)		25.0			25.0					19.0	19.0	19.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effect Green (s)	8.0	47.0	83.1		30.0	63.0		24.0		22.9	22.9	22.9
Actuated g/C Ratio	0.07	0.38	0.68		0.24	0.51		0.20		0.19	0.19	0.19
v/c Ratio	0.91	0.80	0.33		1.11	0.38		1.67		0.77	0.91	0.29
Control Delay (s/veh)	120.5	43.8	6.4		119.1	19.6		350.9		64.4	80.1	2.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0

10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	120.5	43.8	6.4		119.1	19.6		350.9		64.4	80.1	2.0
LOS	F	D	A		F	B		F		E	F	A
Approach Delay (s/veh)		37.6			80.3			350.9			58.7	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	86	405	79		~489	158		~504		196	252	0
Queue Length 95th (ft)	#199	558	129		#707	230		#709		#314	#416	5
Internal Link Dist (ft)		461			883			438			448	
Turn Bay Length (ft)	240									355		
Base Capacity (vph)	116	706	1185		475	911		257		342	364	511
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	0.91	0.80	0.33		1.11	0.37		1.67		0.74	0.87	0.29

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 123

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.67

Intersection Signal Delay (s/veh): 98.4

Intersection LOS: F

Intersection Capacity Utilization 100.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Main Street/Robbinsville-Edinburg Road (CR 526) & NJ Route 33

#10  Ø2 54 s	#10  Ø7 34 s	#10  Ø8 36 s
#10  Ø5 13 s	#10  Ø6 41 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	124	378	73	99	6	267	1087	58	22	776	11
Future Volume (vph)	6	124	378	73	99	6	267	1087	58	22	776	11
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			150			75			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1910	1625	1791	1916	0	1756	3463	1457	1659	3319	1433
Flt Permitted		0.982		0.574			0.950			0.950		
Satd. Flow (perm)	0	1879	1625	1082	1916	0	1756	3463	1457	1659	3319	1433
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			406		2				91			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
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 (%)	0%	2%	2%	0%	1%	0%	2%	7%	10%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	406	78	112	0	287	1169	62	24	834	12
Turn Type	Perm	NA	NA	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	41.0	41.0	5.0	41.0	41.0
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	49.0	49.0	11.0	49.0	49.0
Total Split (s)	45.0	45.0		45.0	45.0		26.0	49.0	49.0	26.0	49.0	49.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		21.7%	40.8%	40.8%	21.7%	40.8%	40.8%
Maximum Green (s)	38.0	38.0		38.0	38.0		20.0	41.0	41.0	20.0	41.0	41.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0		7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0		31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		13.5	0.0	13.5	13.5		20.0	65.5	65.5	14.1	65.5	65.5
Actuated g/C Ratio		0.11	0.00	0.11	0.11		0.17	0.55	0.55	0.12	0.55	0.55
v/c Ratio		0.66	1.00	0.64	0.52		0.98	0.62	0.07	0.12	0.46	0.01
Control Delay (s/veh)		65.4	50.5	73.9	56.9		98.8	21.1	1.4	45.0	18.1	0.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.4	50.5	73.9	56.9		98.8	21.1	1.4	45.0	18.1	0.0
LOS		E	D	E	E		F	C	A	D	B	A
Approach Delay (s/veh)		54.3			63.9			35.0			18.6	
Approach LOS		D			E			C			B	
Queue Length 50th (ft)		106	0	59	82		228	330	0	17	211	0
Queue Length 95th (ft)		168	#201	108	136		#409	447	12	44	295	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		595	406	342	608		292	1890	836	276	1812	823
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.23	1.00	0.23	0.18		0.98	0.62	0.07	0.09	0.46	0.01

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 35.6

Intersection LOS: D

Intersection Capacity Utilization 84.4%

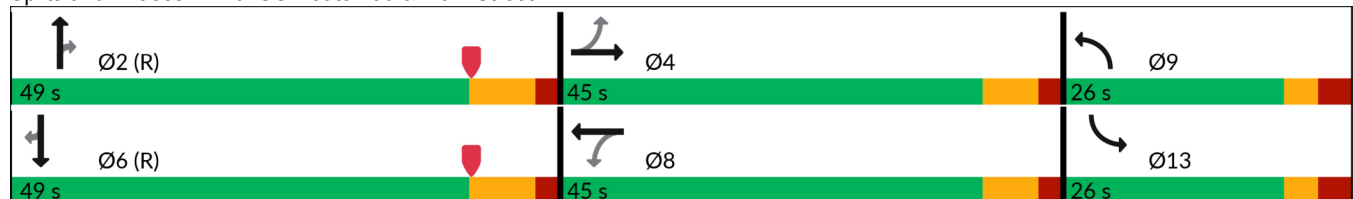
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	162	483	82	86	15	253	927	121	41	1170	16
Future Volume (vph)	20	162	483	82	86	15	253	927	121	41	1170	16
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			150			75			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.978				0.850			0.850
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1921	1641	1628	1907	0	1773	3597	1586	1809	3445	1562
Flt Permitted		0.954		0.507			0.950			0.950		
Satd. Flow (perm)	0	1844	1641	869	1907	0	1773	3597	1586	1809	3445	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307		7				125			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	10%	0%	0%	1%	3%	1%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	498	85	104	0	261	956	125	42	1206	16
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	49.0	49.0	5.0	49.0	49.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		11.0	57.0	57.0	11.0	57.0	57.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0		24.0	57.0	57.0	24.0	57.0	57.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%		20.0%	47.5%	47.5%	20.0%	47.5%	47.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		18.0	49.0	49.0	18.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0	7.0	7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effect Green (s)		21.6	21.6	21.6	21.6		18.0	59.4	59.4	15.4	59.4	59.4
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.15	0.50	0.50	0.13	0.50	0.50
v/c Ratio		0.57	0.91	0.54	0.30		0.98	0.54	0.15	0.18	0.71	0.02
Control Delay (s/veh)		50.1	39.4	55.5	39.4		102.9	23.7	4.1	46.7	28.0	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		50.1	39.4	55.5	39.4		102.9	23.7	4.1	46.7	28.0	0.1
LOS		D	D	E	D		F	C	A	D	C	A
Approach Delay (s/veh)		42.4			46.6			37.3			28.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		135	159	65	65		206	267	0	29	386	0
Queue Length 95th (ft)		190	279	113	106		#379	391	37	63	560	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		491	662	231	513		265	1781	848	271	1706	819
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.75	0.37	0.20		0.98	0.54	0.15	0.15	0.71	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay (s/veh): 35.5

Intersection LOS: D

Intersection Capacity Utilization 94.1%

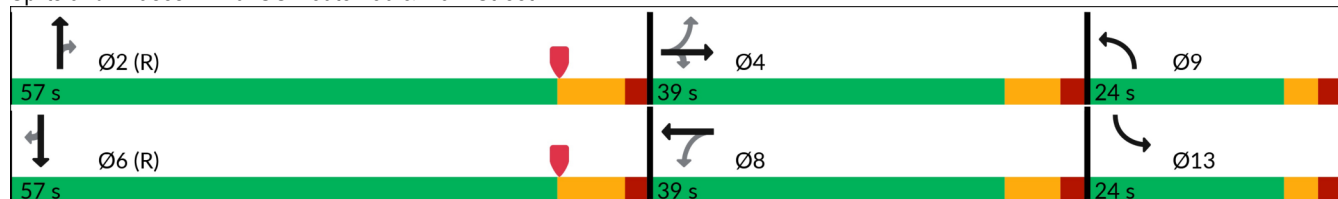
ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	140	410	77	111	6	289	1153	62	23	823	12
Future Volume (vph)	6	140	410	77	111	6	289	1153	62	23	823	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1909	1625	1791	1918	0	1756	3463	1457	1659	3319	1433
Flt Permitted		0.984		0.519			0.950			0.950		
Satd. Flow (perm)	0	1883	1625	978	1918	0	1756	3463	1457	1659	3319	1433
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			441		2				91			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
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 (%)	0%	2%	2%	0%	1%	0%	2%	7%	10%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	441	83	125	0	311	1240	67	25	885	13
Turn Type	Perm	NA	NA	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	41.0	41.0	5.0	41.0	41.0
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	49.0	49.0	11.0	49.0	49.0
Total Split (s)	45.0	45.0		45.0	45.0		26.0	49.0	49.0	26.0	49.0	49.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		21.7%	40.8%	40.8%	21.7%	40.8%	40.8%
Maximum Green (s)	38.0	38.0		38.0	38.0		20.0	41.0	41.0	20.0	41.0	41.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0		7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0		31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		14.6	0.0	14.6	14.6		20.0	64.4	64.4	14.1	64.4	64.4
Actuated g/C Ratio		0.12	0.00	0.12	0.12		0.17	0.54	0.54	0.12	0.54	0.54
v/c Ratio		0.69	1.00	0.70	0.53		1.07	0.67	0.08	0.13	0.50	0.02
Control Delay (s/veh)		65.1	48.5	79.0	56.1		118.7	23.0	1.8	45.2	19.4	0.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.1	48.5	79.0	56.1		118.7	23.0	1.8	45.2	19.4	0.0
LOS		E	D	E	E		F	C	A	D	B	A
Approach Delay (s/veh)		52.9			65.2			40.5			19.8	
Approach LOS		D			E			D			B	
Queue Length 50th (ft)		120	0	63	92		~270	370	0	18	234	0
Queue Length 95th (ft)		184	#206	114	147		#453	502	15	46	327	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		596	441	309	608		292	1857	823	276	1780	810
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.26	1.00	0.27	0.21		1.07	0.67	0.08	0.09	0.50	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay (s/veh): 38.6

Intersection LOS: D

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

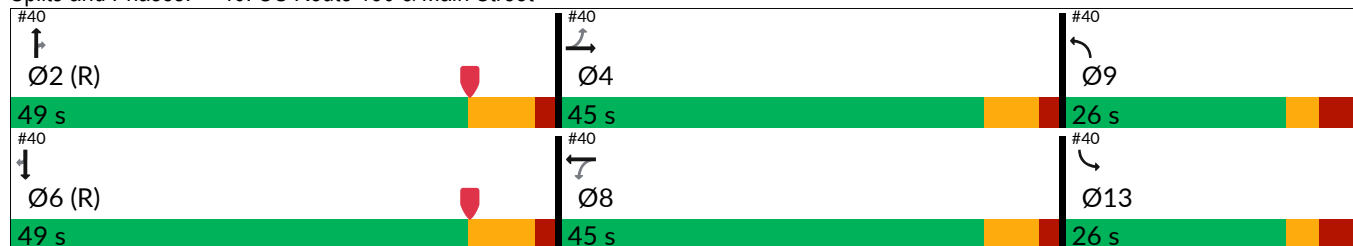
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	182	522	87	101	16	278	983	128	43	1241	17
Future Volume (vph)	21	182	522	87	101	16	278	983	128	43	1241	17
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.980				0.850			0.850
Flt Protected		0.995		0.950			0.950			0.950		
Satd. Flow (prot)	0	1923	1641	1628	1911	0	1773	3597	1586	1809	3445	1562
Flt Permitted		0.956		0.484			0.950			0.950		
Satd. Flow (perm)	0	1848	1641	829	1911	0	1773	3597	1586	1809	3445	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			304		6				132			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	10%	0%	0%	1%	3%	1%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	538	90	120	0	287	1013	132	44	1279	18
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	49.0	49.0	5.0	49.0	49.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		11.0	57.0	57.0	11.0	57.0	57.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0		24.0	57.0	57.0	24.0	57.0	57.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%		20.0%	47.5%	47.5%	20.0%	47.5%	47.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		18.0	49.0	49.0	18.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0	7.0	7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effect Green (s)		24.6	24.6	24.6	24.6		18.0	56.4	56.4	15.4	56.4	56.4
Actuated g/C Ratio		0.21	0.21	0.21	0.21		0.15	0.47	0.47	0.13	0.47	0.47
v/c Ratio		0.56	0.93	0.53	0.30		1.08	0.60	0.16	0.19	0.79	0.02
Control Delay (s/veh)		47.1	43.5	52.1	38.2		127.1	26.7	4.2	46.8	32.8	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		47.1	43.5	52.1	38.2		127.1	26.7	4.2	46.8	32.8	0.1
LOS		D	D	D	D		F	C	A	D	C	A
Approach Delay (s/veh)		44.5			44.1			44.8			32.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		145	195	66	74		~250	313	0	30	459	0
Queue Length 95th (ft)		211	#353	120	121		#427	422	38	66	#651	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		492	660	221	514		265	1691	815	271	1620	782
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.43	0.82	0.41	0.23		1.08	0.60	0.16	0.16	0.79	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 40.4

Intersection LOS: D

Intersection Capacity Utilization 96.8%

ICU Level of Service F

Analysis Period (min) 15

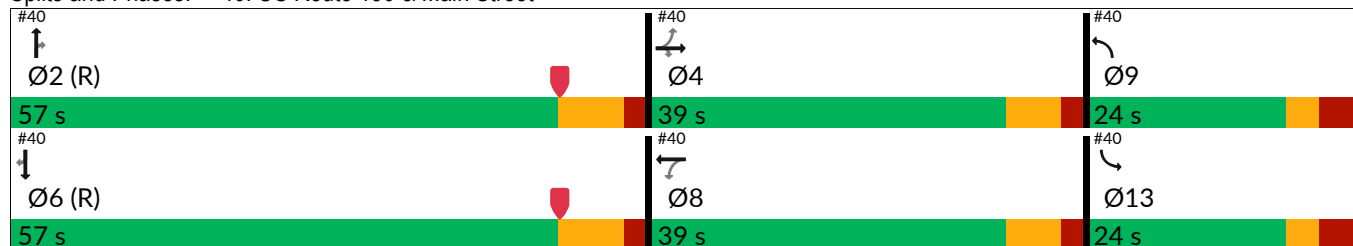
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	142	421	77	112	6	295	1153	62	23	823	18
Future Volume (vph)	14	142	421	77	112	6	295	1153	62	23	823	18
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected		0.996		0.950			0.950			0.950		
Satd. Flow (prot)	0	1907	1625	1791	1918	0	1756	3463	1457	1659	3319	1433
Flt Permitted		0.957		0.493			0.950			0.950		
Satd. Flow (perm)	0	1833	1625	929	1918	0	1756	3463	1457	1659	3319	1433
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			453		2				91			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
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 (%)	0%	2%	2%	0%	1%	0%	2%	7%	10%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	453	83	126	0	317	1240	67	25	885	19
Turn Type	Perm	NA	NA	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	41.0	41.0	5.0	41.0	41.0
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	49.0	49.0	11.0	49.0	49.0
Total Split (s)	45.0	45.0		45.0	45.0		26.0	49.0	49.0	26.0	49.0	49.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		21.7%	40.8%	40.8%	21.7%	40.8%	40.8%
Maximum Green (s)	38.0	38.0		38.0	38.0		20.0	41.0	41.0	20.0	41.0	41.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0		7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0		31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		15.5	0.0	15.5	15.5		20.0	63.5	63.5	14.1	63.5	63.5
Actuated g/C Ratio		0.13	0.00	0.13	0.13		0.17	0.53	0.53	0.12	0.53	0.53
v/c Ratio		0.71	1.00	0.69	0.50		1.09	0.68	0.08	0.13	0.50	0.02
Control Delay (s/veh)		65.8	47.8	77.4	53.9		124.4	23.9	1.8	45.2	20.1	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.8	47.8	77.4	53.9		124.4	23.9	1.8	45.2	20.1	0.1
LOS		E	D	E	D		F	C	A	D	C	A
Approach Delay (s/veh)		52.7			63.2			42.6			20.4	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)		129	0	62	92		~280	376	0	18	238	0
Queue Length 95th (ft)		195	#210	114	146		#463	513	16	46	334	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		580	453	294	608		292	1831	813	276	1755	800
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.29	1.00	0.28	0.21		1.09	0.68	0.08	0.09	0.50	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay (s/veh): 39.6

Intersection LOS: D

Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

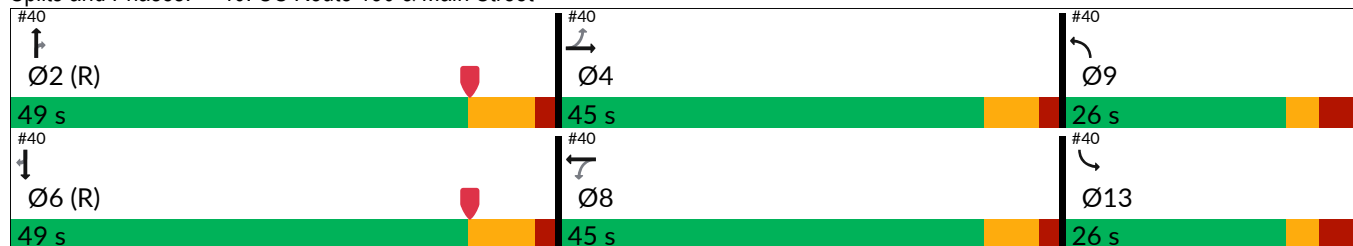
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	184	531	87	103	16	290	983	128	43	1241	27
Future Volume (vph)	29	184	531	87	103	16	290	983	128	43	1241	27
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	11	12	12	11	12	11	11	11	10
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		115	150		0	250		250	220		120
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25		100	150		25	75		75	150		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.980				0.850			0.850
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1920	1641	1628	1911	0	1773	3597	1586	1809	3445	1562
Flt Permitted		0.939		0.468			0.950			0.950		
Satd. Flow (perm)	0	1815	1641	802	1911	0	1773	3597	1586	1809	3445	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			304		6				132			91
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		864			402			472			679	
Travel Time (s)		16.8			7.8			5.9			8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	10%	0%	0%	1%	3%	1%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	547	90	122	0	299	1013	132	44	1279	28
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		9	2		13	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		9	2	2	13	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	49.0	49.0	5.0	49.0	49.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		11.0	57.0	57.0	11.0	57.0	57.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0		24.0	57.0	57.0	24.0	57.0	57.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%		20.0%	47.5%	47.5%	20.0%	47.5%	47.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		18.0	49.0	49.0	18.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0	2.0	3.0	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)		7.0	7.0	7.0	7.0		6.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			26.0	26.0		26.0	26.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effect Green (s)		25.2	25.2	25.2	25.2		18.0	55.8	55.8	15.4	55.8	55.8
Actuated g/C Ratio		0.21	0.21	0.21	0.21		0.15	0.47	0.47	0.13	0.47	0.47
v/c Ratio		0.58	0.94	0.54	0.30		1.13	0.61	0.16	0.19	0.80	0.04
Control Delay (s/veh)		47.6	44.5	52.3	37.9		140.6	27.1	4.2	46.8	33.5	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		47.6	44.5	52.3	37.9		140.6	27.1	4.2	46.8	33.5	0.1
LOS		D	D	D	D		F	C	A	D	C	A
Approach Delay (s/veh)		45.4			44.0			48.5			33.2	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		152	202	66	74		~270	318	0	30	467	0
Queue Length 95th (ft)		222	#385	121	123		#450	422	38	66	#651	0
Internal Link Dist (ft)		784			322			392			599	
Turn Bay Length (ft)			115	150			250		250	220		120
Base Capacity (vph)		484	660	213	514		265	1673	808	271	1602	775
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.45	0.83	0.42	0.24		1.13	0.61	0.16	0.16	0.80	0.04

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay (s/veh): 42.1

Intersection LOS: D

Intersection Capacity Utilization 97.4%

ICU Level of Service F

Analysis Period (min) 15

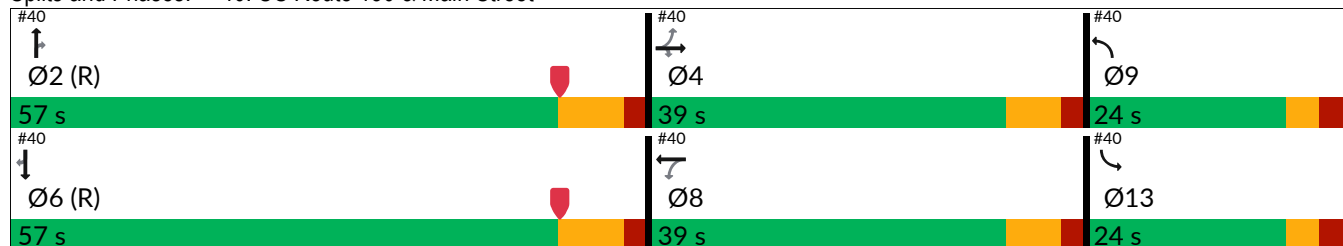
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 40: US Route 130 & Main Street



Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	406	6	2	561	0	4
Future Vol, veh/h	406	6	2	561	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	483	7	2	668	0	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	490
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	1073	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1073	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

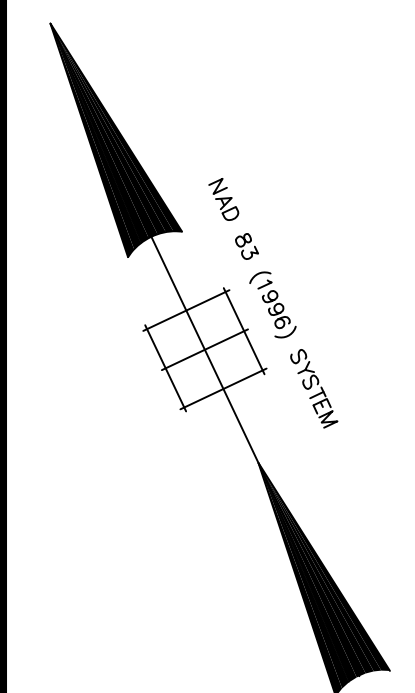
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	11.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	6	-
HCM Lane V/C Ratio	0.008	-	-	0.002	-
HCM Ctrl Dly (s/v)	11.3	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	402	15	4	696	0	6
Future Vol, veh/h	402	15	4	696	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	2	2
Mvmt Flow	423	16	4	733	0	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	439	0	-	431
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1121	-	0	624
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1121	-	-	624
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.05		10.83	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	624	-	-	10	-	
HCM Lane V/C Ratio	0.01	-	-	0.004	-	
HCM Ctrl Dly (s/v)	10.8	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	408	2	11	549	14	17
Future Vol, veh/h	408	2	11	549	14	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	486	2	13	654	17	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	488	0	1167	487
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1075	-	214	581
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1075	-	210	581
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	503	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.16		17.57	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	323	-	-	35	-	
HCM Lane V/C Ratio	0.114	-	-	0.012	-	
HCM Ctrl Dly (s/v)	17.6	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	404	4	25	683	17	16
Future Vol, veh/h	404	4	25	683	17	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	2	2
Mvmt Flow	425	4	26	719	18	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	429	0	1199	427
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1130	-	205	627
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1130	-	197	627
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	456	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.29		18.83	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	295	-	-	64	-	
HCM Lane V/C Ratio	0.118	-	-	0.023	-	
HCM Ctrl Dly (s/v)	18.8	-	-	8.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	



NEW JERSEY STATE HIGHWAY NO. 33

(VARIABLE R.O.W.)

- LEGEND**
- FIRE HYDRANT
 - IRON PIN SET
 - PK NAIL SET
 - IRON PIN FOUND
 - CONC. MON. SET
 - FILED MAP LOT
 - TAX MAP LOT
 - UTILITY POLE
 - TREE
 - SEWER MAN HOLE
 - WATER VALVE
 - SEWER CLEAN OUT
 - WATER METER
 - GAS VALVE
 - EXISTING SPOT ELEVATION
 - EXISTING CONTOUR
 - GAS LINE
 - ELECTRIC LINE
 - CABLE LINE
 - SANITARY SEWER LINE
 - WATER LINE
 - TC TOP OF CURB
 - BC BOTTOM OF CURB
 - FF FINISHED FLOOR
 - GRATE
 - INVERT
 - RADIUS
 - LENGTH
 - CHORD BEARING
 - CHORD DISTANCE
 - DELTA
 - TREE

AREA TABLE

LOT 33	77,320 S.F.±	1.775 ACRES±
PARCEL TO BE CONVEYED	117,633 S.F.±	2.700 ACRES±
CONSOLIDATED LOT (PARCEL & LOT 33)	194,953 S.F.±	4.475 ACRES±



TO:
MAIN STREET LIVING, LLC

I DECLARE THAT, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF, THIS MAP OR PLAN IS THE RESULT OF A FIELD SURVEY MADE ON JANUARY 22, 2024, BY ME OR UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH THE RULES AND REGULATIONS PROMULGATED BY THE "STATE BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS".

THE INFORMATION SHOWN HEREON CORRECTLY REPRESENTS THE CONDITIONS FOUND AT, AND AS OF THE DATE OF THE FIELD SURVEY, EXCEPT SUCH IMPROVEMENTS OR EASEMENTS IF ANY, BELOW THE SURFACE AND NOT VISIBLE.

THIS DECLARATION IS GIVEN SOLELY TO THE ABOVE NAMED PARTIES EXCEPT AS FOLLOWS:

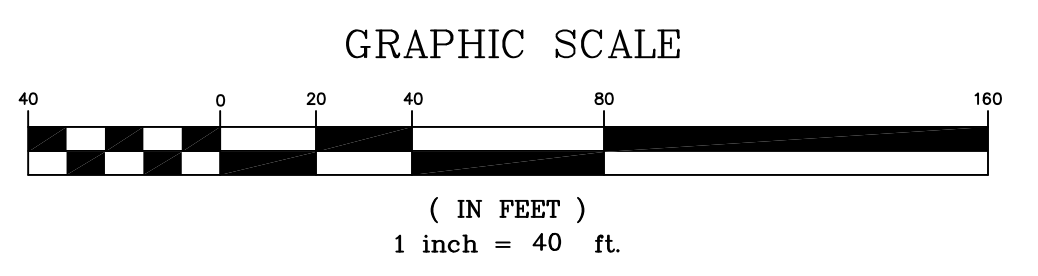
A. TO THE TITLE INSURER SO THAT IT MAY INSURE TITLE TO THE PREMISES SHOWN HEREON.

B. TO THE MORTGAGE HOLDER, THE DECLARATION SHALL SURVIVE TO ITS SUCCESSORS AND/OR ASSIGNS AS THEIR INTERESTS MAY APPEAR.

CAUTION:
IF THIS DOCUMENT DOES NOT CONTAIN A RAISED IMPRESSION SEAL OF THE PROFESSIONAL, IT IS NOT AN AUTHORIZED ORIGINAL DOCUMENT AND MAY HAVE BEEN ALTERED.

NOTES:

1. SUBSURFACE, RIPARIAN AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY.
2. EXCEPT AS SPECIALLY STATED OR SHOWN ON THIS PLAN, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY: BUILDING SETBACK LINES; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS; AND ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
3. DATE OF FIELD WORK: DECEMBER 1, 4, 6 & 7, 2023.
4. COORDINATES SHOWN HEREON ARE BASED ON THE NEW JERSEY STATE PLANE COORDINATE SYSTEM.
5. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988.
6. SITE IS NOT IN A FLOOD HAZARD ZONE PER REVIEW OF FEMA'S FLOOD INSURANCE RATE MAPS. MAP NOS. 3402100234F AND 3402100235F, WITH AN EFFECTIVE DATE OF JULY 20, 2016.
7. PARCEL TO BE CONVEYED, IS TO BE CONSOLIDATED WITH LOT 33 IN BLOCK 1 TO CREATE A NEW LOT. NEW TAX LOT NUMBER TO BE DETERMINED BY ROBBINSVILLE TOWNSHIP'S TAX ASSESSOR.
8. NO NEW IMPROVEMENTS ARE PROPOSED AT THIS TIME. ANY FUTURE IMPROVEMENTS WILL REQUIRE AN APPLICATION FOR SITE PLAN APPROVAL WITH THE TOWNSHIP OF ROBBINSVILLE.
9. DEED BEARING DATUM FOR LOTS 31, 33, 34, 35 & 36 HAS BEEN CONVERTED TO NAD 83.



4	11/21/25	PER TOWNSHIP COMMENTS	
3	9/16/24	PER TOWNSHIP COMMENTS	TH
2	5/29/24	PER SUBDIVISION RESOLUTION	TH
1	3/25/24	REVISED PER ARH ASSOCIATES COMMENTS	TH



HARRIS SURVEYING, INC.
PROFESSIONAL LAND SURVEYORS & PLANNERS
2465 OLD YORK ROAD, SUITE B, BORDENTOWN, N.J. 08505
Phone No. 609-259-3007 * Fax No. 609-259-7189
E-mail - Tom@Harrisurvey.com

Certificate of Authorization No. 24GA28060800

LOT CONSOLIDATION SURVEY
FOR
MAIN STREET LIVING, LLC
LOCATED AT LOTS 33 & 65.02 BLOCK 1 SHEETS 1, 1.01 & 1.30
ROBBINSVILLE TOWNSHIP MERCER COUNTY NEW JERSEY
SCALE: 1" = 40' JANUARY 22, 2024

THOMAS A. HARRIS, JR.
N.J.P.L.S. NO. 34858
P.P. NO. 491

KEYON P. HARRIS
N.J.P.L.S. NO. 34857
P.P. NO. 408

THOMAS A. HARRIS, JR.
PROFESSIONAL LAND SURVEYOR
N.J. LICENSE NO. 34858

11/21/2025

DRAWN BY: TAJL JR

KK

TITLE NO.:

BK PG

JOB NO.: 230309 CON-TREE-UTILITY



State of New Jersey

PHILIP D. MURPHY
Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION
Division of Land Resource Protection
Mail Code 501-02A
P.O. Box 420
Trenton, New Jersey 08625-0420
www.nj.gov/dep/landuse

SHAWN M. LATOURETTE
Commissioner

TAHESHA L. WAY
Lt. Governor

June 13, 2024

Jyoti Patel
Main Street Living, LLC
1074 Broadway, Suite 102
West Long Branch, NJ 07764

RE: Letter of Interpretation: Presence/Absence Determination – Absent
File and Activity No.: 1112-18-0003.3 FWW240001
Applicant: Main Street Living, LLC
Block(s) and Lot(s): [1; 31, 33, 34, 35, 36, 65.02]
Robbinsville Township, Mercer County

Dear Mr. Patel:

This letter is in response to your request for a Letter of Interpretation from the Division of Land Resource Protection (Division) indicating the presence or absence of freshwater wetlands, State open waters, or transition areas on the referenced property.

In accordance with agreements between the State of New Jersey Department of Environmental Protection (NJDEP), the U.S. Army Corps of Engineers (USACOE) Philadelphia and New York Districts, and the U.S. Environmental Protection Agency (USEPA), the NJDEP is the lead agency for establishing the extent of State and Federally regulated wetlands and waters. The USEPA and/or USACOE retain the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate.

Based upon the information submitted, and upon a site inspection conducted by Division staff on February 28, 2024, the Division has determined that **freshwater wetlands and waters are not present** on the referenced property. In addition, the Division has determined **that no part of the above referenced property occurs within a transition area or buffer** as designated in N.J.A.C. 7:7A-3.3(d).

Please be advised that any surface water features on the site or adjacent to the site may possess flood hazard areas and/or riparian zones and development within these areas may be subject to the Flood Hazard Area Control Act rules at N.J.A.C. 7:13. The Department can verify the extent of flood hazard areas and/or riparian zones through a flood hazard area verification under the application procedures set forth at N.J.A.C. 7:13-5.1.

Pursuant to the Freshwater Wetlands Protection Act rules (N.J.A.C. 7:7A), you are entitled to rely upon this jurisdictional determination for a period of five years from the date of this letter unless it is

determined that the letter is based on inaccurate or incomplete information. Should additional information be disclosed or discovered, the Division reserves the right to void the original letter of interpretation and issue a revised letter of interpretation. This letter in no way legalizes any fill which may have been placed, or other regulated activities which may have occurred onsite. This determination does not affect your responsibility to obtain any local, State, or Federal permits which may be required.

In accordance with N.J.A.C. 7:7A-21, any person who is aggrieved by this decision may request a hearing within 30 days of the date the decision is published in the DEP Bulletin by writing to: New Jersey Department of Environmental Protection, Office of Administrative Hearings and Dispute Resolution, Attention: Adjudicatory Hearing Requests, 401 E. State Street, Mail Code 401-07A, P.O. Box 420, Trenton, NJ 08625-0420. This request must include a completed copy of the Administrative Hearing Request Checklist found at www.dep.nj.gov/wlm/forms. Hearing requests received after 30 days of publication notice may be denied. The DEP Bulletin is available at www.dep.nj.gov/bulletin. In addition to your hearing request, you may file a request with the Office of Dispute Resolution to engage in alternative dispute resolution. Please visit the website www.nj.gov/dep/odr for more information on this process.

If you have any questions regarding this letter, please contact Ariana Tsiattalos of our staff by e-mail at Ariana.Tsiattalos@dep.nj.gov or by phone at (609) 777-0454. Be sure to indicate the Department's file number in all communication.

Sincerely,

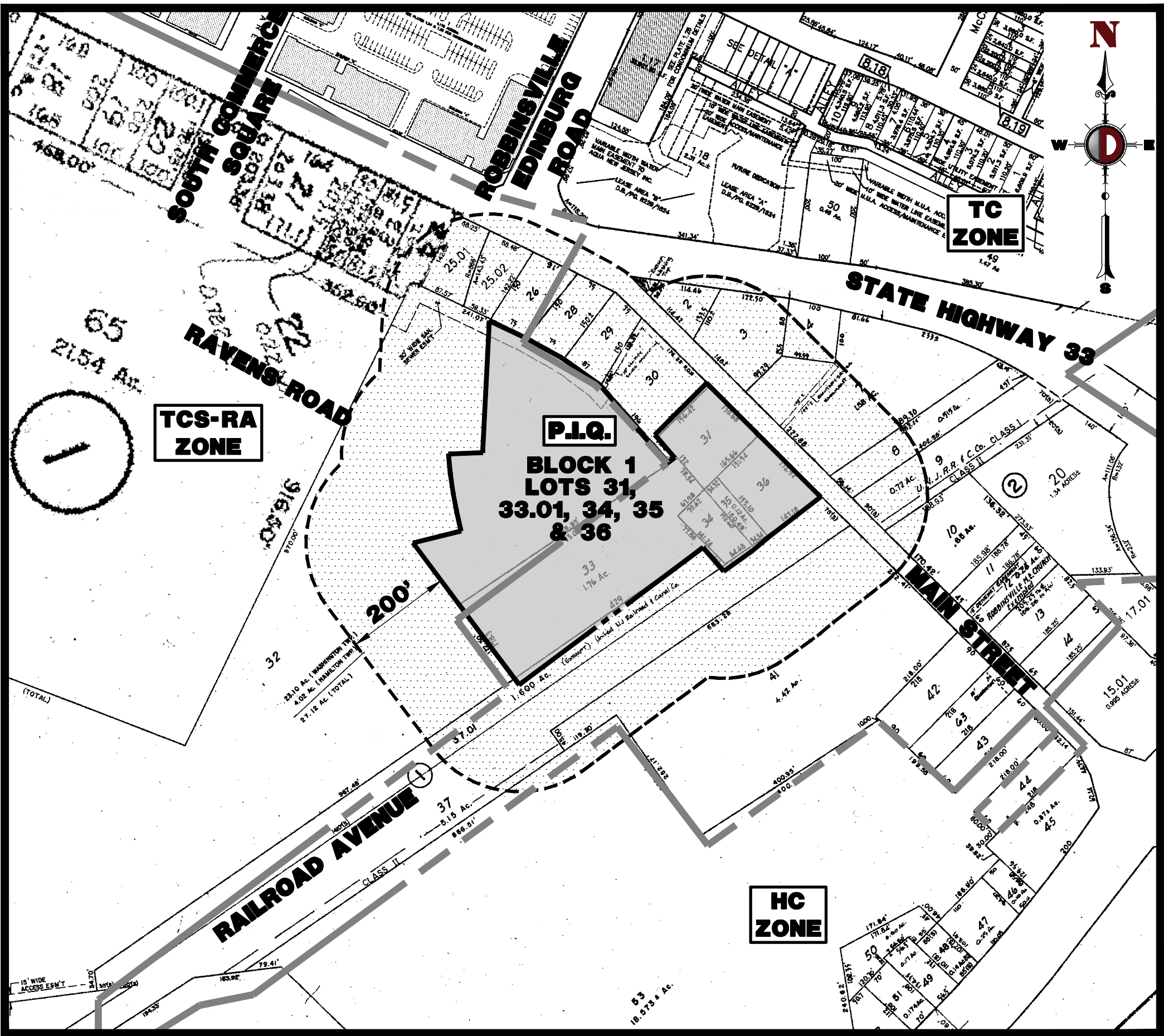
Rebecca Grike, Environmental Specialist IV
Division of Land Resource Protection

e-copy: Municipal Clerk
Agent

PRELIMINARY AND FINAL SITE PLAN
FOR
MAIN STREET LIVING LLC
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOT 31, 33.01, 34-36; TAX MAP SHEET #1.01
MAIN STREET (AKA ROBBINSVILLE-AlLENTOWN ROAD),
TOWNSHIP OF ROBBINSVILLE
MERCER COUNTY, NEW JERSEY

200' PROPERTY OWNERS LIST

Table with 4 columns: PROPERTY OWNER, BLOCK, LOT, and PROPERTY OWNER. It lists various property owners in the area, including Main Street Living LLC, Advantage Financial Properties LLC, and others.



AREA MAP
1" = 200'



KEY MAP
1" = 2000'

DRAWING INDEX table listing various drawing sheets and their corresponding page numbers, including Cover Sheet, Aerial Map, General Notes, and various engineering plans.

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DYNAMIC ENGINEERING logo and contact information, including address, phone numbers, and website.

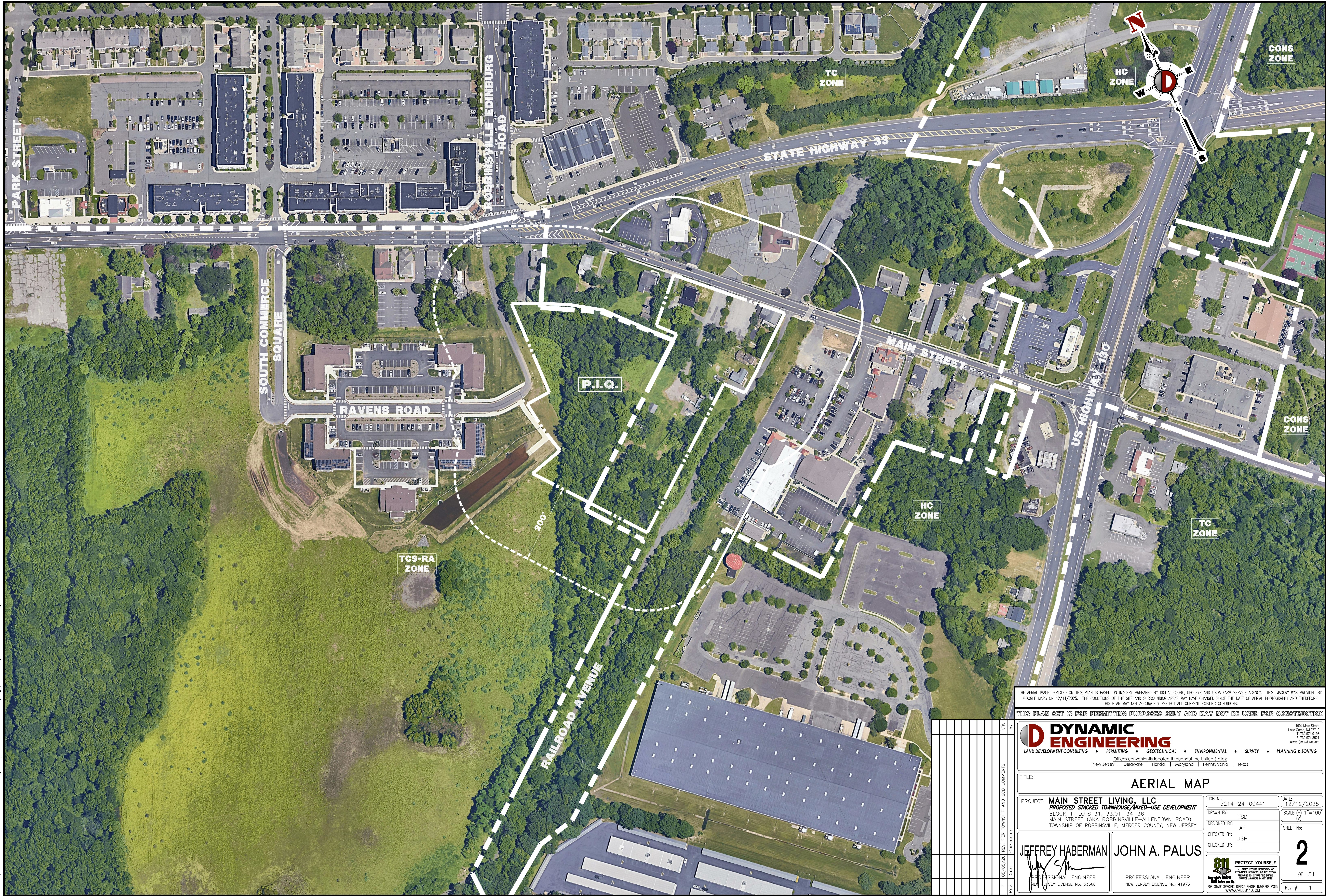
COVER SHEET form containing project details, drawing information, and professional engineer signatures and stamps.

PLANNING BOARD APPROVAL

Approval table with columns for CHAIRMAN, SECRETARY, and BOARD ENGINEER, including dates and signatures.

PREPARED BY
DYNAMIC ENGINEERING CONSULTANTS, P.C.
1904 MAIN STREET
LAKE COMO, NJ 07719
WWW.DYNAMICCEC.COM

Plotted: 05/07/26 - 9:02 AM, By: kkkk, - Product Ver: 25.1
File: P:\BECPC PROJECTS\214 Main Street Living LLC\24-00441 Robbinsville\Draw\Site Plans\05214200441SAT.dwg, ----> 02 AERIAL MAP



THE AERIAL IMAGE DEPICTED ON THIS PLAN IS BASED ON IMAGERY PREPARED BY DIGITAL GLOBE, GEO EYE AND USDA FARM SERVICE AGENCY. THIS IMAGERY WAS PROVIDED BY GOOGLE MAPS ON 12/11/2025. THE CONDITIONS OF THE SITE AND SURROUNDING AREAS MAY HAVE CHANGED SINCE THE DATE OF AERIAL PHOTOGRAPHY AND THEREFORE THIS PLAN MAY NOT ACCURATELY REFLECT ALL CURRENT EXISTING CONDITIONS.

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DYNAMIC
ENGINEERING

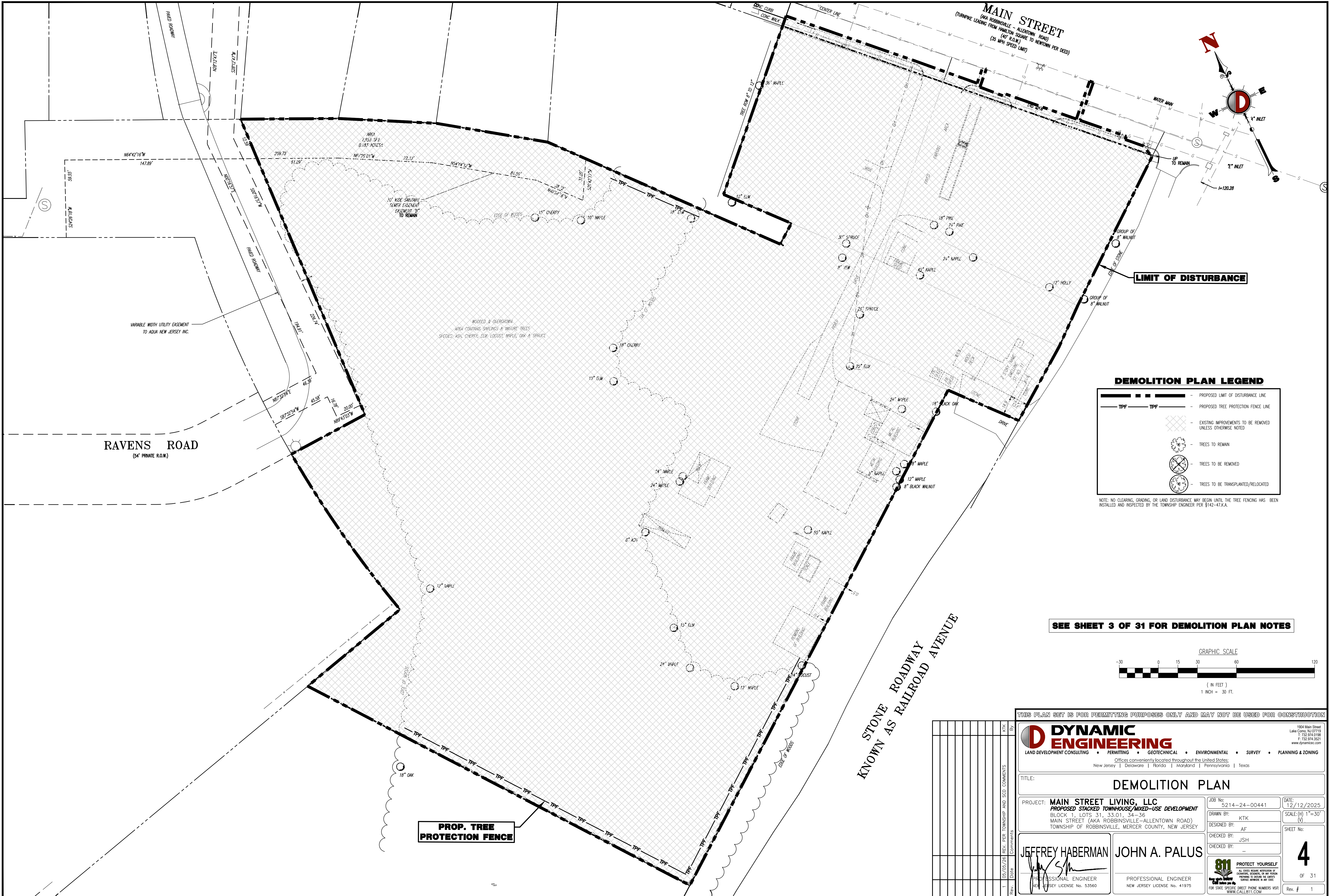
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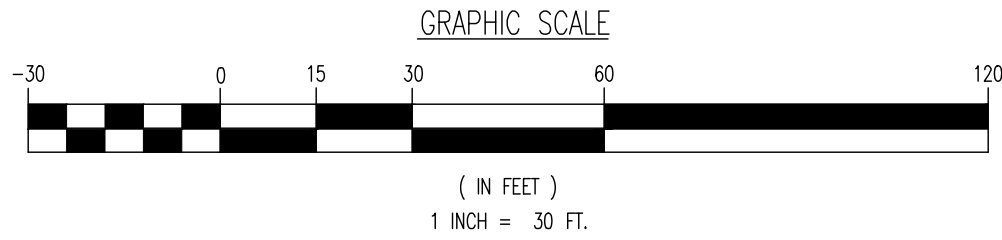
TITLE: AERIAL MAP	
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-36 MAIN STREET (AKA ROBBINSVILLE-ALLETOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY	JOB No: 5214-24-00441 DATE: 12/12/2025 DRAWN BY: PSD DESIGNED BY: AF CHECKED BY: JSH CHECKED BY: -
JEFFREY HABERMAN PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 53560	JOHN A. PALUS PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 41975
811 PROTECT YOURSELF ALL STATES REQUIRE NOTIFICATION OF UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION OR DRILLING. CALL 811 BEFORE YOU DIG. VISIT 811.CALL811.COM 2 OF 31 Rev. # 1	

Plotted: 05/07/26 - 9:03 AM, By: ktkk, Product Ver: 25.1
File: P:\BECPC PROJECTS\214 Main Street Living LLC\24-00441 Robbinsville\DWG\Site Plans\05214200441SR1.dwg, ----> 04 DEMOLITION PLAN

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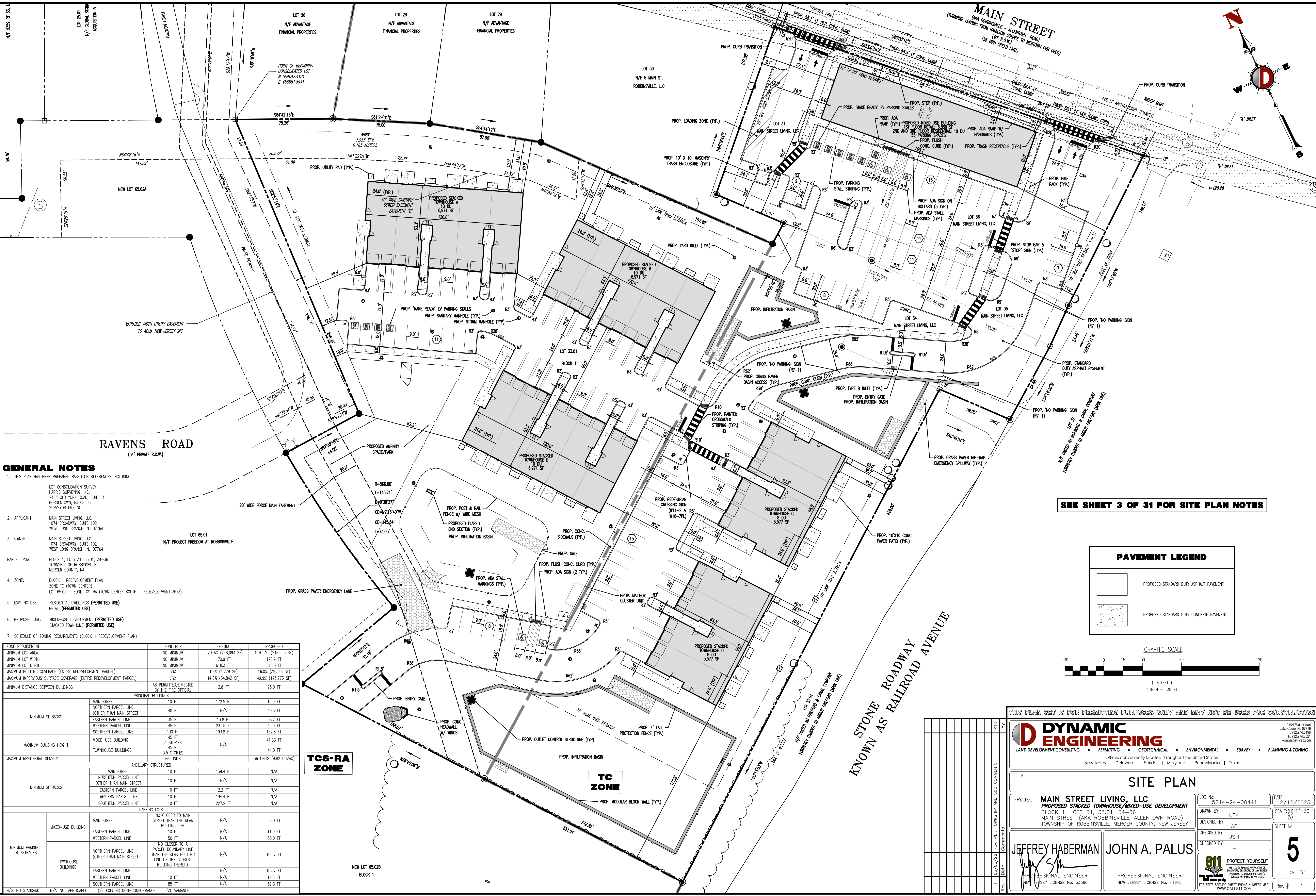


SEE SHEET 3 OF 31 FOR DEMOLITION PLAN NOTES



THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION	
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TITLE: DEMOLITION PLAN	
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY	JOB No: 5214-24-00441 DATE: 12/12/2025 DRAWN BY: KTK SCALE: (H) 1"=30' (V) 1"=30' DESIGNED BY: AF SHEET No: 4 CHECKED BY: JSH CHECKED BY: -
JEFFREY HABERMAN PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 53560	JOHN A. PALUS PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 41975
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Plotted: 05/07/26 - 9:05 AM, By: kkkk, Product Ver: 25.1
File: P:\BECPC PROJECTS\9214 Main Street Living LLC\24-00441 Robbinsville\Site Plans\05 SITE PLAN.DWG, --- 05 SITE PLAN



GENERAL NOTES

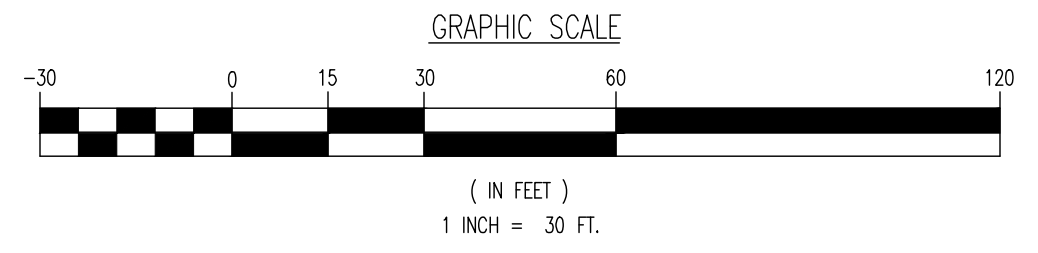
- THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:
LOT CONSOLIDATION SURVEY
HARRIS SURVEYING, INC.
2465 OLD YORK ROAD, SUITE B
BORDENTOWN, NJ 08005
SURVEYOR FILE NO:
- APPLICANT: MAIN STREET LIVING, LLC
1074 BROADWAY, SUITE 102
WEST LONG BRANCH, NJ 07764
- OWNER: MAIN STREET LIVING, LLC
1074 BROADWAY, SUITE 102
WEST LONG BRANCH, NJ 07764
- PARCEL DATA: BLOCK 1, LOTS 31, 33.01, 34-36
TOWNSHIP OF ROBBINSVILLE
MERCER COUNTY, NJ
- ZONE: BLOCK 1 REDEVELOPMENT PLAN
ZONE TC (TOWN CENTER)
LOT 65.02 - ZONE TCS-RA (TOWN CENTER SOUTH - REDEVELOPMENT AREA)
- EXISTING USE: RESIDENTIAL DWELLINGS (PERMITTED USE)
RETAIL (PERMITTED USE)
- PROPOSED USE: MIXED-USE DEVELOPMENT (PERMITTED USE)
STACKED TOWNHOME (PERMITTED USE)
- SCHEDULE OF ZONING REQUIREMENTS (BLOCK 1 REDEVELOPMENT PLAN)

ZONE REQUIREMENT		ZONE ROP	EXISTING	PROPOSED
MINIMUM LOT AREA		NO MINIMUM	5.70 AC (248,083 SF)	5.70 AC (248,083 SF)
MINIMUM LOT WIDTH		NO MINIMUM	170.9 FT	170.9 FT
MINIMUM LOT DEPTH		NO MINIMUM	618.3 FT	618.3 FT
MAXIMUM BUILDING COVERAGE (ENTIRE REDEVELOPMENT PARCEL)		30%	1.9% (4,779 SF)	16.0% (39,583 SF)
MAXIMUM IMPERVIOUS SURFACE COVERAGE (ENTIRE REDEVELOPMENT PARCEL)		75%	14.0% (34,842 SF)	49.9% (123,773 SF)
MINIMUM DISTANCE BETWEEN BUILDINGS		AS PERMITTED/DIRECTED BY THE FIRE OFFICIAL	3.8 FT	25.0 FT
MINIMUM SETBACKS	MAIN STREET	10 FT	172.5 FT	10.0 FT
	NORTHERN PARCEL LINE (OTHER THAN MAIN STREET)	40 FT	N/A	40.5 FT
	EASTERN PARCEL LINE	35 FT	13.8 FT	38.7 FT
	WESTERN PARCEL LINE	45 FT	231.5 FT	40.9 FT
	SOUTHERN PARCEL LINE	130 FT	193.8 FT	132.8 FT
MAXIMUM BUILDING HEIGHT	MIXED-USE BUILDING	45 FT	N/A	41.33 FT
	TOWNHOUSE BUILDINGS	3.5 STORIES	N/A	41.0 FT
MAXIMUM RESIDENTIAL DENSITY		66 UNITS	-	56 UNITS (9.82 DU/AC)
MINIMUM SETBACKS	MAIN STREET	10 FT	139.4 FT	N/A
	NORTHERN PARCEL LINE (OTHER THAN MAIN STREET)	10 FT	N/A	N/A
	EASTERN PARCEL LINE	10 FT	2.2 FT	N/A
	WESTERN PARCEL LINE	10 FT	194.4 FT	N/A
	SOUTHERN PARCEL LINE	10 FT	227.2 FT	N/A
MINIMUM PARKING LOT SETBACKS	MAIN STREET	NO CLOSER TO MAIN STREET THAN THE REAR BUILDING LINE	N/A	55.0 FT
	EASTERN PARCEL LINE	10 FT	N/A	11.0 FT
	WESTERN PARCEL LINE	50 FT	N/A	50.0 FT
	NORTHERN PARCEL LINE (OTHER THAN MAIN STREET)	NO CLOSER TO A PARCEL BOUNDARY LINE THAN THE REAR BUILDING LINE OF THE CLOSEST BUILDING THEREON	N/A	100.7 FT
	EASTERN PARCEL LINE	10 FT	N/A	102.7 FT

PAVEMENT LEGEND

PROPOSED STANDARD DUTY ASPHALT PAVEMENT

PROPOSED STANDARD DUTY CONCRETE PAVEMENT



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TITLE: **SITE PLAN**

PROJECT: **MAIN STREET LIVING, LLC
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOTS 31, 33.01, 34-36
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY**

JOB No: 5214-24-00441
DATE: 12/12/2025
DRAWN BY: KTK
DESIGNED BY: AF
CHECKED BY: JSH
CHECKED BY: -

SCALE: (H) 1"=30'
(V) -
SHEET No: **5**
OF 31

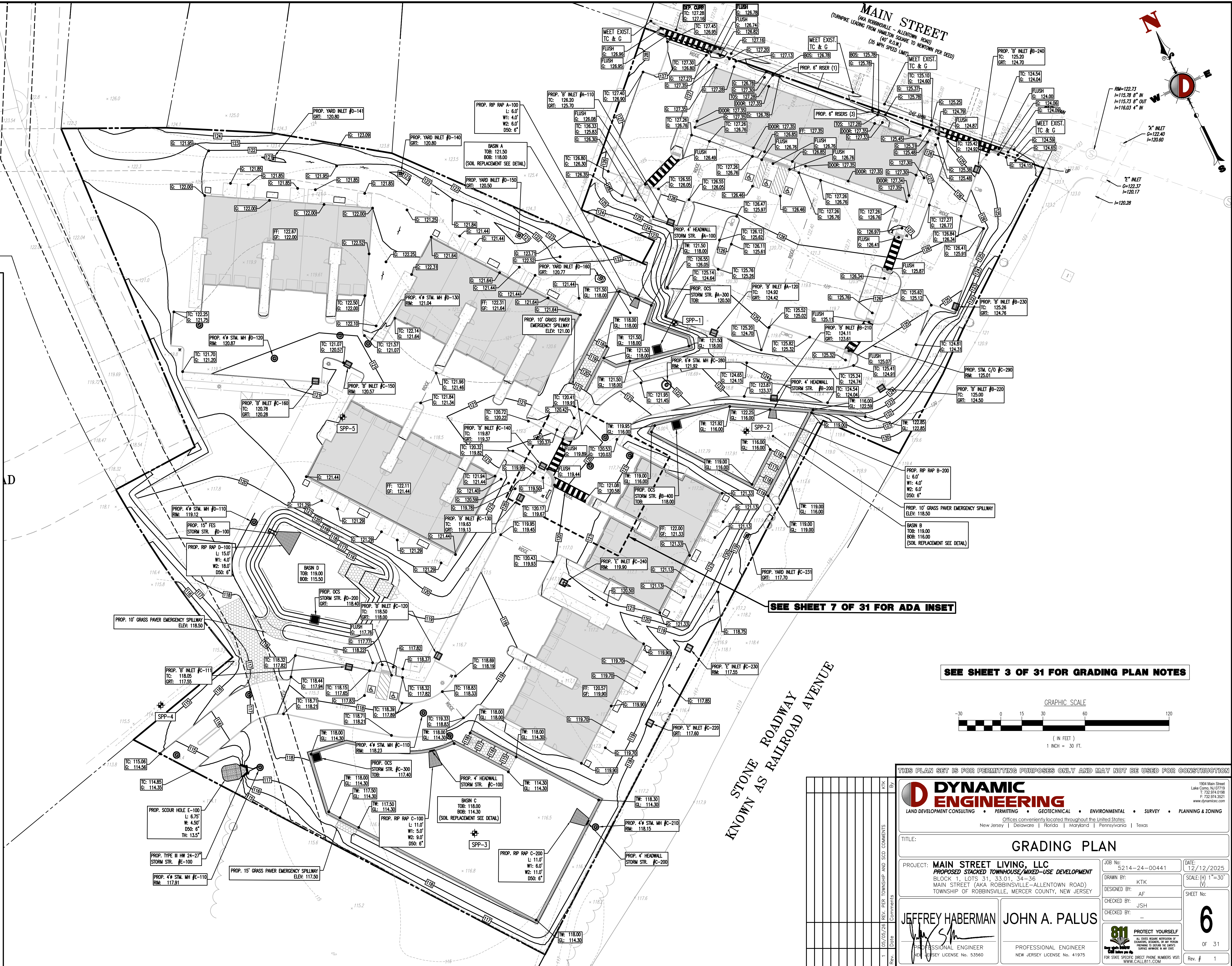
JEFFREY HABERMAN
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 53560

JOHN A. PALUS
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 41975

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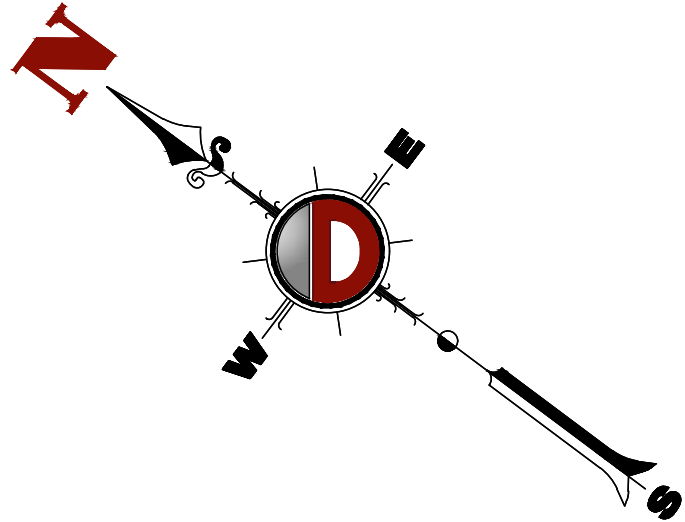
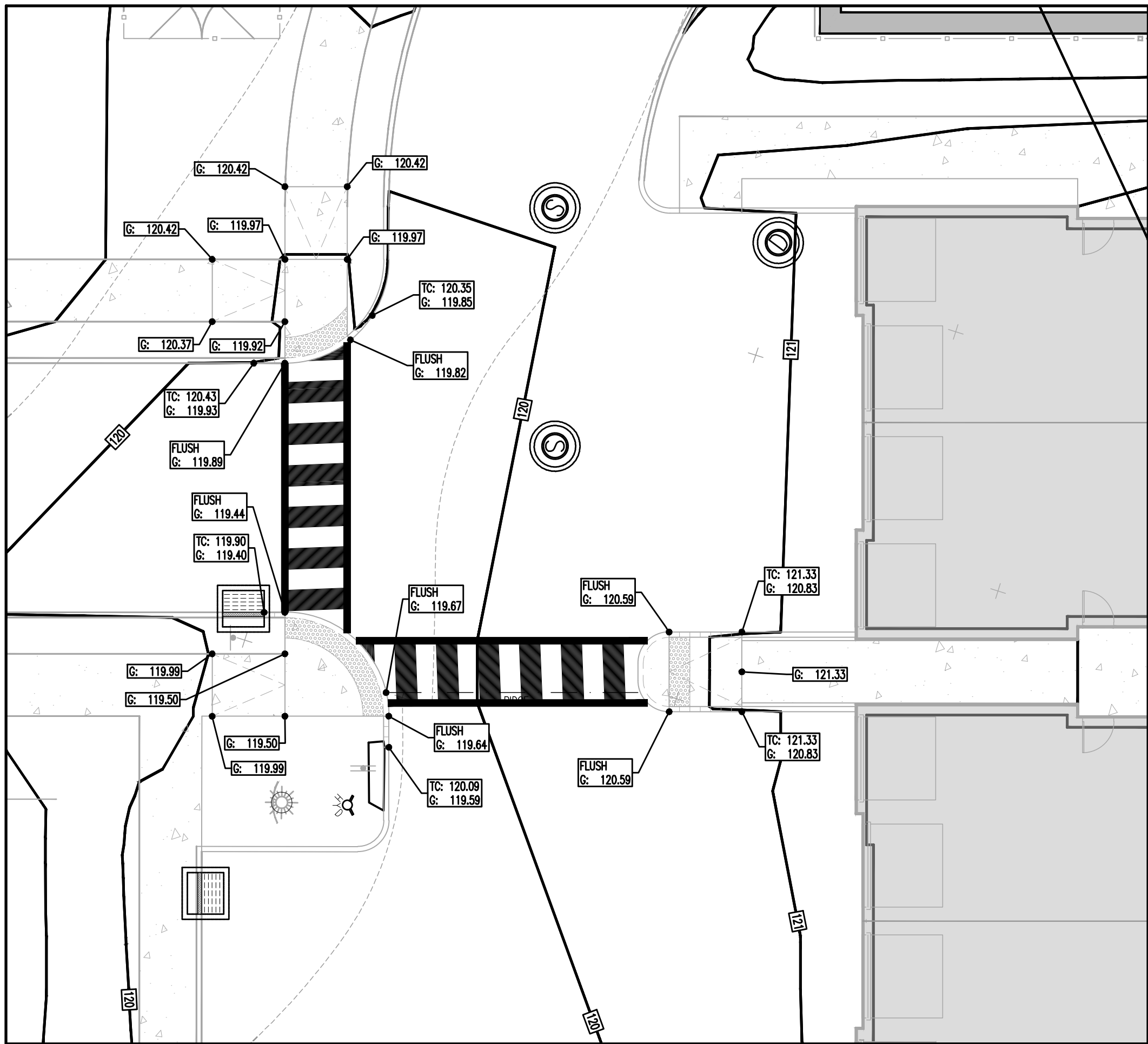
Rev. # 1

GRADING/UTILITY GRAPHIC LEGEND	
	PROPERTY LINE (PARCEL IN QUESTION)
	OFF-SITE PROPERTY LINES
	EXIST. CABLE LINE
	PROP. CABLE LINE
	EXIST. ELECTRIC LINE
	PROP. ELECTRIC LINE
	EXIST. FIBER OPTIC LINE
	PROP. FIBER OPTIC LINE
	EXIST. GAS LINE
	PROP. GAS LINE
	EXIST. OVERHEAD WIRES
	PROP. OVERHEAD WIRES
	EXIST. TELEPHONE LINE
	PROP. TELEPHONE LINE
	EXIST. WATER SERVICE
	PROP. WATER SERVICE
	EXIST. FIRE SERVICE
	PROP. FIRE SERVICE
	EXIST. UNDERGROUND ELEC./TELE. SERVICE (NO. & SIZE OF CONDUITS NOT DEFINED)
	PROP. UNDERGROUND ELEC./TELE. SERVICE (NO. & SIZE OF CONDUITS NOT DEFINED)
	EXIST. SANITARY SEWER LINE
	PROP. SANITARY SEWER LINE
	EXIST. FORCE MAIN
	PROP. FORCE MAIN
	EXIST. STORM DRAIN LINE
	PROP. STORM DRAIN LINE
	UNDERGROUND UTILITY QUALITY LEVEL
	EXIST. MINOR CONTOUR & ELEVATION
	EXIST. MAJOR CONTOUR & ELEVATION
	PROP. FINISH GRADE CONTOUR & ELEVATION
	PROP. DIRECTION OF DRAINAGE FLOW ARROW
	EXIST. SPOT ELEVATIONS
	EXIST. GUTTER ELEV.
	EXIST. TOP OF CURB ELEV.
	EXIST. FINISH FLOOR ELEV.
	EXIST. GARAGE FLOOR ELEV.
	PROP. GRADE SPOT ELEV.
	PROP. TOP OF CURB & FINISHED GRADE ELEV.
	PROP. FINISHED FLOOR ELEV.
	PROP. TOP OF WALL & FINISHED GRADE @ LOW SIDE OF WALL (ACTUAL BOTTOM OF WALL FOOTING TO BE ESTABLISHED BY WALL DESIGNER)
	PROP. TOP OF EXTENDED CURB (OH) FINISHED GRADE @ HIGH SIDE OF EXTENDED CURB & (GL) FINISHED GRADE @ LOW SIDE OF EXTENDED CURB
	EXIST. GUY WIRE
	EXIST. LIGHT POLE
	EXIST. BUILDING LIGHT
	EXIST. SHOE BOX LIGHT
	EXIST. COBRA LIGHT POLE
	EXIST. TRAFFIC SIGNAL POLE
	EXIST. MANHOLE
	EXIST. "A" INLET
	EXIST. "B" INLET
	EXIST. "C" INLET
	EXIST. YARD INLET
	EXIST. FLARED END SECTION
	EXIST. HEADWALL
	EXIST. MONITORING WELL
	APPROX. TEST PIT LOCATION
	EXIST. FIRE HYDRANT
	EXIST. WATER VALVE
	EXIST. GAS VALVE
	EXIST. GAS METER
	EXIST. ELECTRIC METER
	EXIST. ELECTRIC BOX
	EXIST. CLEAN OUT
	EXIST. WELL
	EXIST. WATER SHUT OFF VALVE
	EXIST. TELEPHONE BOX
	EXIST. UTILITY POLE
	PROP. WATER VALVE
	PROP. GAS VALVE
	PROP. STORM CLEANOUT
	PROP. SANITARY CLEANOUT
	PROP. AREA LIGHT
	PROP. OUTLET CONTROL STRUCTURE
	PROP. DRAINAGE MANHOLE
	PROP. SANITARY SEWER MANHOLE
	PROP. "A" INLET
	PROP. "B" INLET
	PROP. "C" INLET
	PROP. YARD INLET
	PROP. FLARED END SECTION
	PROP. HEADWALL



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File: F:\BECPC PROJECTS\214 Main Street Living LLC\24-00441 Robbinsville\Draw\Site Plans\052142400441SXG.dwg, ----> 07 ADA INSET

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GRADING/UTILITY GRAPHIC LEGEND

- PROPERTY LINE (PARCEL IN QUESTION)

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EXIST. CABLE LINE

PROP. CABLE LINE

EXIST. ELECTRIC LINE

PROP. ELECTRIC LINE

EXIST. FIBER OPTIC LINE

PROP. FIBER OPTIC LINE

EXIST. GAS LINE

PROP. GAS LINE

EXIST. OVERHEAD WIRES

PROP. OVERHEAD WIRES

EXIST. TELEPHONE LINE

PROP. TELEPHONE LINE

EXIST. WATER SERVICE

PROP. WATER SERVICE

EXIST. FIRE SERVICE

PROP. FIRE SERVICE

EXIST. UNDERGROUND ELEC./TELE. SERVICE (NO. & SIZE OF CONDUITS NOT DEFINED)

PROP. UNDERGROUND ELEC./TELE. SERVICE (NO. & SIZE OF CONDUITS NOT DEFINED)

EXIST. SANITARY SEWER LINE

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EXIST. MINOR CONTOUR & ELEVATION

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EXIST. GUY WIRE

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EXIST. ELECTRIC METER

EXIST. ELECTRIC BOX

EXIST. CLEAN OUT

EXIST. WELL

EXIST. WATER SHUT OFF VALVE

EXIST. TELEPHONE BOX

EXIST. CABLE TV BOX

EXIST. UTILITY POLE

PROP. WATER VALVE

PROP. GAS VALVE

PROP. STORM CLEANOUT

PROP. SANITARY CLEANOUT

PROP. AREA LIGHT

PROP. OUTLET CONTROL STRUCTURE

PROP. DRAINAGE MANHOLE

PROP. SANITARY SEWER MANHOLE

PROP. "A" INLET

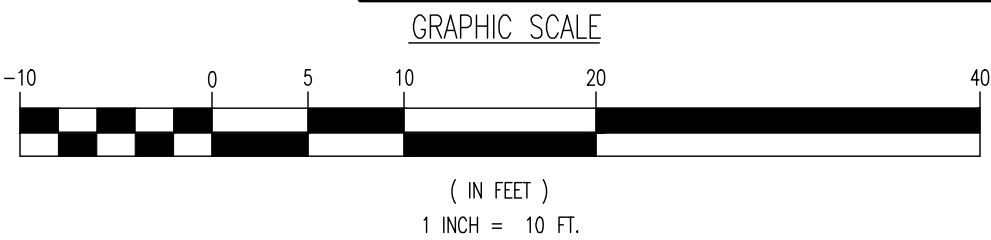
PROP. "B" INLET

PROP. "C" INLET

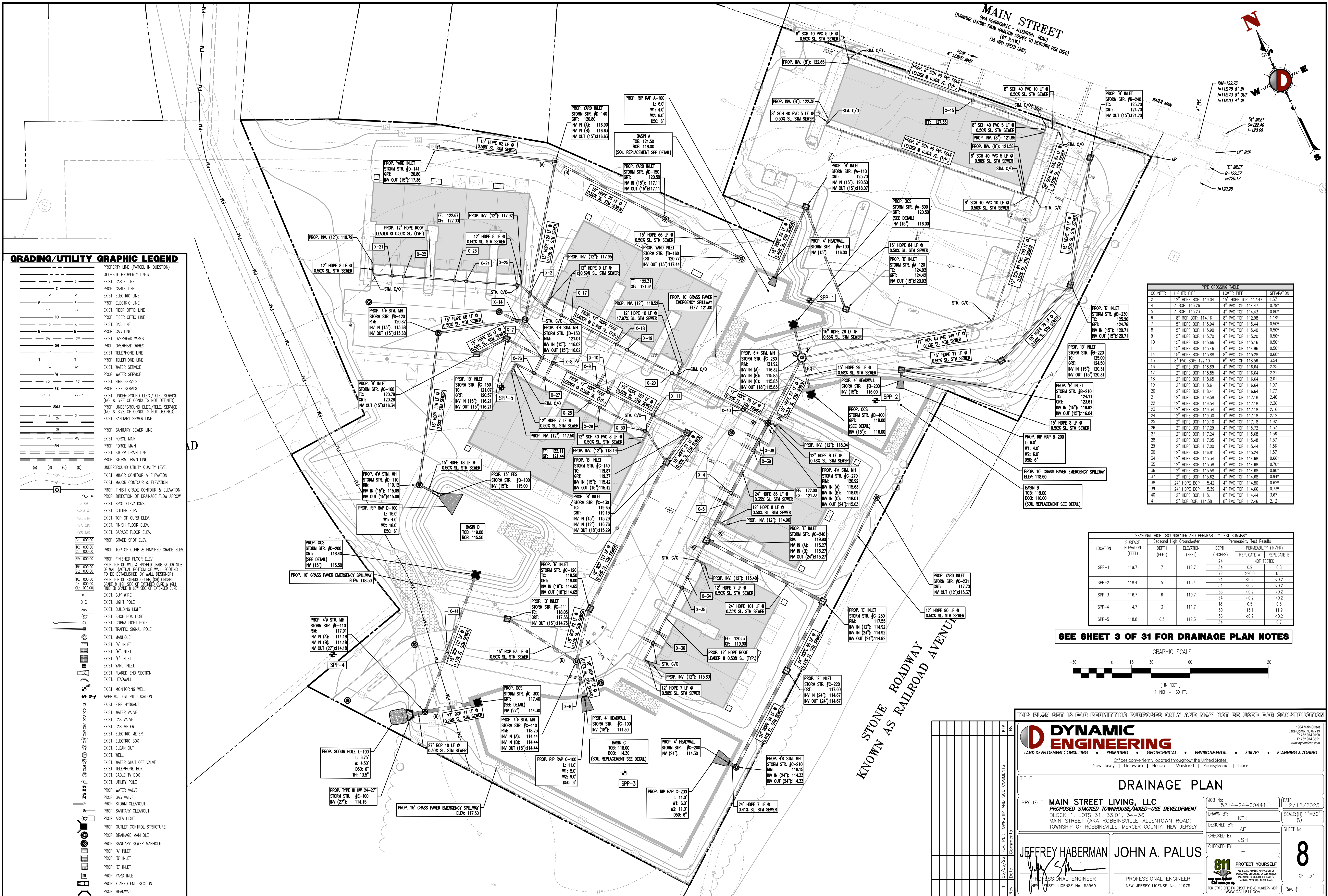
PROP. YARD INLET

PROP. FLARED END SECTION

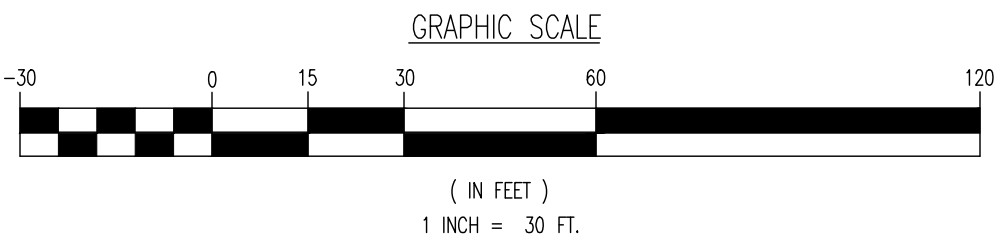
PROP. HEADWALL



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TITLE: ADA INSET	
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY	JOB No: 5214-24-00441 DATE: 12/12/2025 DRAWN BY: KTK SCALE: (H) 1"=10' (V) DESIGNED BY: AF SHEET No: 7 CHECKED BY: JSH CHECKED BY: -
JEFFREY HABERMAN PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 53560	JOHN A. PALUS PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 41975
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SEE SHEET 3 OF 31 FOR DRAINAGE PLAN NOTES



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TITLE: **DRAINAGE PLAN**

PROJECT: **MAIN STREET LIVING, LLC
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT**
BLOCK 1, LOTS 31, 33-35, 34-36
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY

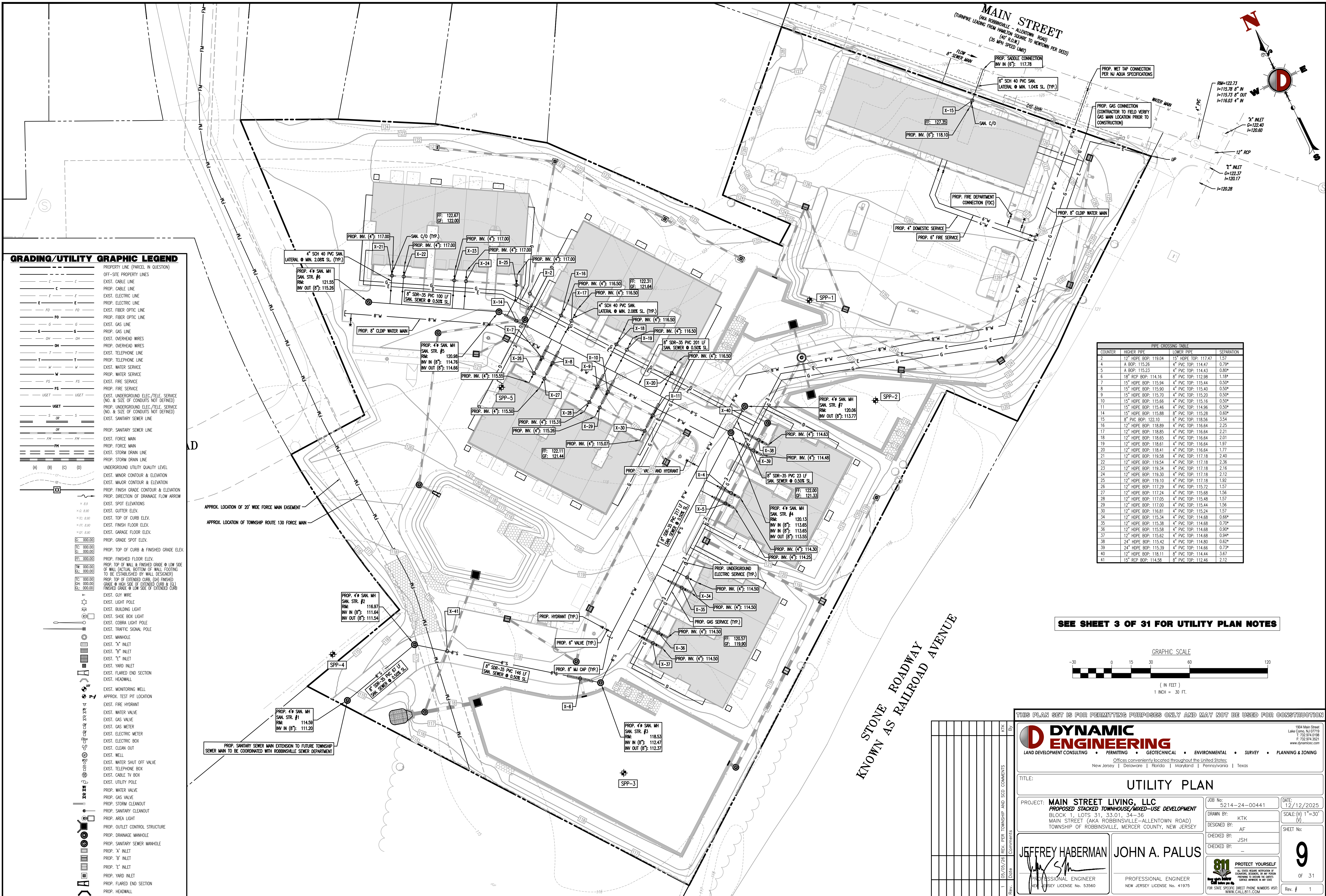
JOB No: 5214-24-00441
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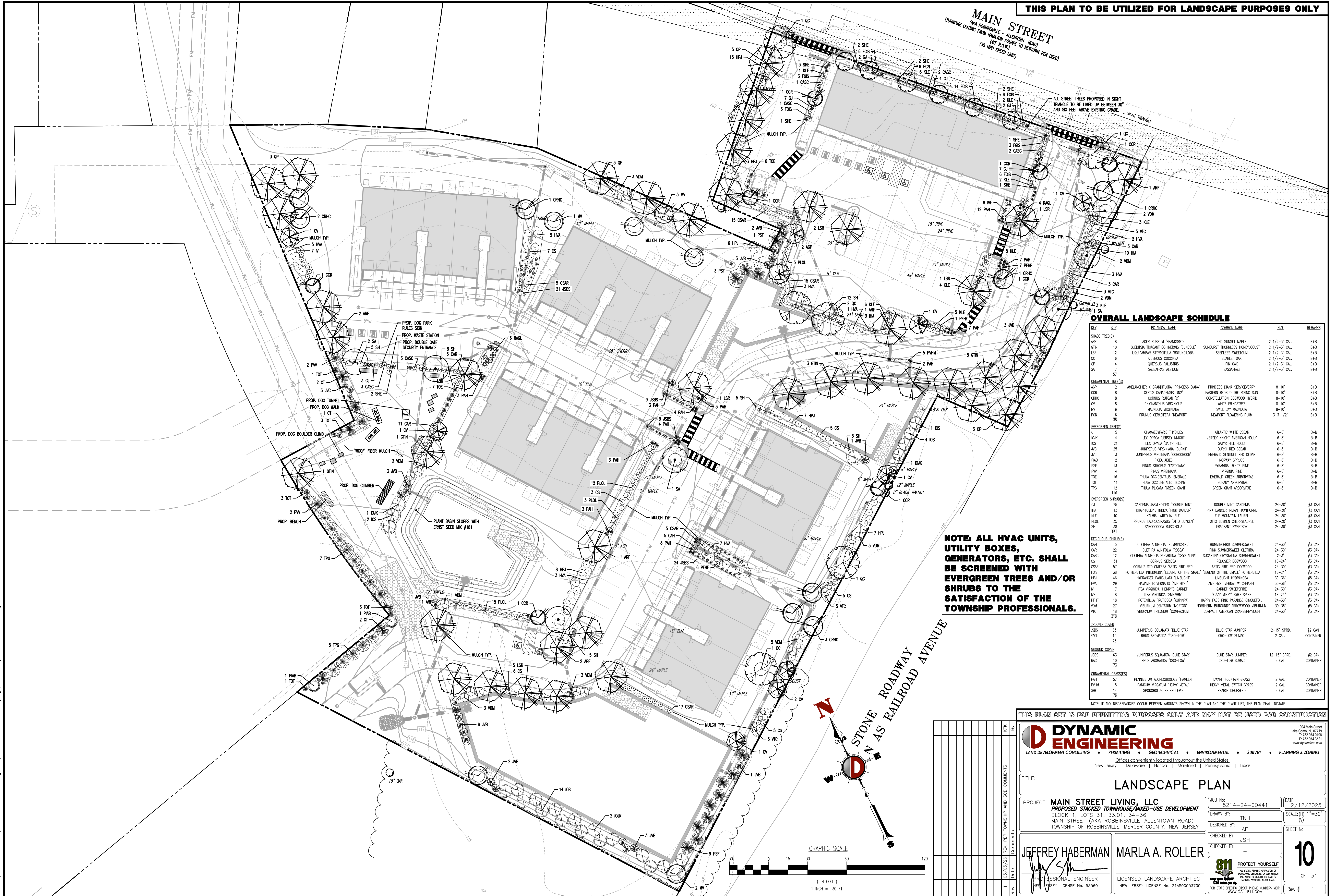
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(V) 1"=10'
SHEET No: 8 OF 31

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PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 53560

JOHN A. PALUS
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 41975





THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY

MAIN STREET
(AKA ROBBINSVILLE - ALLENTOWN ROAD)
(TURNPIKE LEADING FROM HAMILTON SQUARE TO NEWTOWN PER DEED)
(40' R.O.W.)
(35 MPH SPEED LIMIT)

ALL STREET TREES PROPOSED IN SIGHT
TRIANGLE TO BE LINED UP BETWEEN 30'
AND SIX FEET ABOVE EXISTING GRADE.

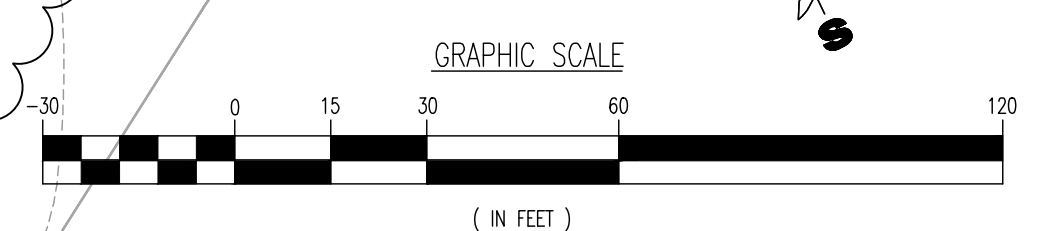
OVERALL LANDSCAPE SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
SHADE TREES (S)					
ARF	8	ACER RUBRUM 'FRANKSRED'	RED SUNSET MAPLE	2 1/2-3" CAL.	B#B
CTM	10	QUERCUS IMBRICATA 'SUNCOLE'	SUNBURST THORNLESS HONEYLOCUST	2 1/2-3" CAL.	B#B
LSR	12	LIQUIDAMBAR STYRACIFLUA 'ROTUNDIFOLIA'	SEEDLESS SWEETGUM	2 1/2-3" CAL.	B#B
OC	6	QUERCUS COCCINEA	SCARLET OAK	2 1/2-3" CAL.	B#B
OP	14	QUERCUS PALAUSTRIS	PIN OAK	2 1/2-3" CAL.	B#B
SA	7	SASSAPARILLA ALBEDUM	SASSAPARILLA	2 1/2-3" CAL.	B#B
ORNAMENTAL TREES (S)					
ASP	2	AMELANCHIER X GRANDIFOLIA 'PRINCESS DIANA'	PRINCESS DIANA SERVICEBERRY	8-10'	B#B
CCR	8	CERCIS CANADENSIS 'JAZZ'	EASTERN REDBUD THE RISING SUN	8-10'	B#B
CRH	8	CORNUS FLORIDA 'C2'	CONSTITUTION DOGWOOD HYBRID	8-10'	B#B
CV	8	CHONANTHUS VIRGINICUS	WHITE FRINGETREE	8-10'	B#B
MAV	6	MAGNOLIA VIRGINIANA	SWEETBAY MAGNOLIA	8-10'	B#B
PON	6	PRUNUS CERASIFERA 'NEWPORT'	NEWPORT FLOWERING PLUM	3-3 1/2'	B#B
EVERGREEN TREES (S)					
CT	5	CHAMAECYPARIS THYODES	ATLANTIC WHITE CEDAR	6-8'	B#B
IOK	4	ILEX OPACA 'JERSEY KNIGHT'	JERSEY KNIGHT AMERICAN HOLLY	6-8'	B#B
IOS	21	ILEX OPACA 'SATIN HILL'	SATIN HILL HOLLY	6-8'	B#B
JVB	25	JUNIPERUS VIRGINIANA 'BURNING BUSH'	BURNING BUSH	6-8'	B#B
AVC	3	JUNIPERUS VIRGINIANA 'CORCORATOR'	EMERALD SENTINEL RED CEDAR	6-8'	B#B
PAB	2	PICEA ABIES	NORWAY SPRUCE	6-8'	B#B
PSE	13	PINUS STROBUS 'TASTIGOTA'	PIRAMIDAL WHITE PINE	6-8'	B#B
PVA	4	PINUS VIRGINIANA	WIRY PINE	6-8'	B#B
TFE	16	THUJA OCCIDENTALIS 'EMERALD'	EMERALD GREEN ARBORVITAE	6-8'	B#B
TOT	11	THUJA OCCIDENTALIS 'TECHNY'	TECHNY ARBORVITAE	6-8'	B#B
TPG	12	THUJA PLICATA 'GREEN GIANT'	GREEN GIANT ARBORVITAE	6-8'	B#B
EVERGREEN SHRUBS (S)					
GJ	25	GARDENIA JASMINE 'DOUBLE MINT'	DOUBLE MINT GARDENIA	24-30"	#3 CAN
HJ	13	RHAPHIOLEPS INDICA 'PINK DANCER'	PINK DANCER INDIAN HAWTHORNE	24-30"	#3 CAN
KLE	40	KALMIA LATIFOLIA 'ELF'	ELF MOUNTAIN LAUREL	24-30"	#3 CAN
PLOL	35	PRUNUS LAUROCESTRUS 'OTTO LUYKEN'	OTTO LUYKEN CHERRY/LAUREL	24-30"	#3 CAN
SH	38	SARCOCODON RUSCIFOLIA	FRAGRANT SWEETBOX	24-30"	#3 CAN
DECIDUOUS SHRUBS (S)					
CHN	5	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD SUMMERSWEET	24-30"	#3 CAN
CAR	22	CLETHRA ALNIFOLIA 'ROSE'	PINK SUMMERSWEET CLETHRA	24-30"	#3 CAN
CASC	12	CLETHRA ALNIFOLIA 'CRYSTALINA'	SUGARTINA CRYSTALINA SUMMERSWEET	2-3'	#3 CAN
CS	31	CORNUS SERICEA	REDOSIER DOGWOOD	18-24"	#3 CAN
CSAR	57	CORNUS STOLONIFERA 'MATIC FIRE RED'	MATIC FIRE RED DOGWOOD	24-30"	#3 CAN
FGS	38	FOSTERGILLIA INTERMEDIA 'LEGEND OF THE SMALL'	LEGEND OF THE SMALL FOTHERGILLIA	18-24"	#3 CAN
HJG	46	HYDRANGEA PANDICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA	30-36"	#3 CAN
HA	29	HAMAMELIS VERNALIS 'AMETHYST'	AMETHYST VERNAL WITCHHAZEL	30-36"	#3 CAN
ITB	7	ITEA VIRGINICA 'NEMOS SWEETSPICE'	NEMOS SWEETSPICE	24-30"	#3 CAN
ME	8	ILEX VIRGINICA 'SUNSHINE'	'FIZZY' MIZZY SWEETSPICE	18-24"	#3 CAN
PFFH	18	POTENTILLA FRUTICOSA 'KUPPAPA'	HAPPY FACE PINK PARADISE CINQUEFOIL	24-30"	#3 CAN
VHM	27	VIBURNUM DENTATUM 'MORTON'	NORTHERN BURDOCK ARROWWOOD VIBURNUM	30-36"	#3 CAN
VTC	18	VIBURNUM TROBILUM 'COMPACTUM'	COMPACT AMERICAN CRANBERRYBUSH	24-30"	#3 CAN
GROUND COVER (S)					
JSSB	63	JUNIPERUS SQUMATA 'BLUE STAR'	BLUE STAR JUNIPER	12-15' SPRL.	#2 CAN
RACL	10	RHUS ARNICA 'ORO-LOW'	ORO-LOW SUMAC	2 GAL.	CONTAINER
GROUND COVER (S)					
JSSB	63	JUNIPERUS SQUMATA 'BLUE STAR'	BLUE STAR JUNIPER	12-15' SPRL.	#2 CAN
RACL	10	RHUS ARNICA 'ORO-LOW'	ORO-LOW SUMAC	2 GAL.	CONTAINER
ORNAMENTAL GRASSES (S)					
PHM	57	PENNISETUM ALPECEUROIDES 'HAMEL'	DWARF FOUNTAIN GRASS	2 GAL.	CONTAINER
PHM	5	PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	2 GAL.	CONTAINER
SH	14	SPOROBOLUS HETEROLEPS	PRairie DROPSEED	2 GAL.	CONTAINER

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN IN THE PLAN AND THE PLANT LIST, THE PLAN SHALL PREVAIL.

NOTE: ALL HVAC UNITS,
UTILITY BOXES,
GENERATORS, ETC. SHALL
BE SCREENED WITH
EVERGREEN TREES AND/OR
SHRUBS TO THE
SATISFACTION OF THE
TOWNSHIP PROFESSIONALS.

STONE ROADWAY AVENUE
N AS RAILROAD AVENUE



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TITLE: **LANDSCAPE PLAN**

PROJECT: **MAIN STREET LIVING, LLC
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOTS 31, 33-35, 37, 39
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY**

JOB No: 5214-24-00441
DATE: 12/12/2025
DRAWN BY: TNH
SCALE: (H) 1"=30' (V)
DESIGNED BY: AF
SHEET No:
CHECKED BY: JSH
CHECKED BY: -

JEFFREY HABERMAN
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 53560

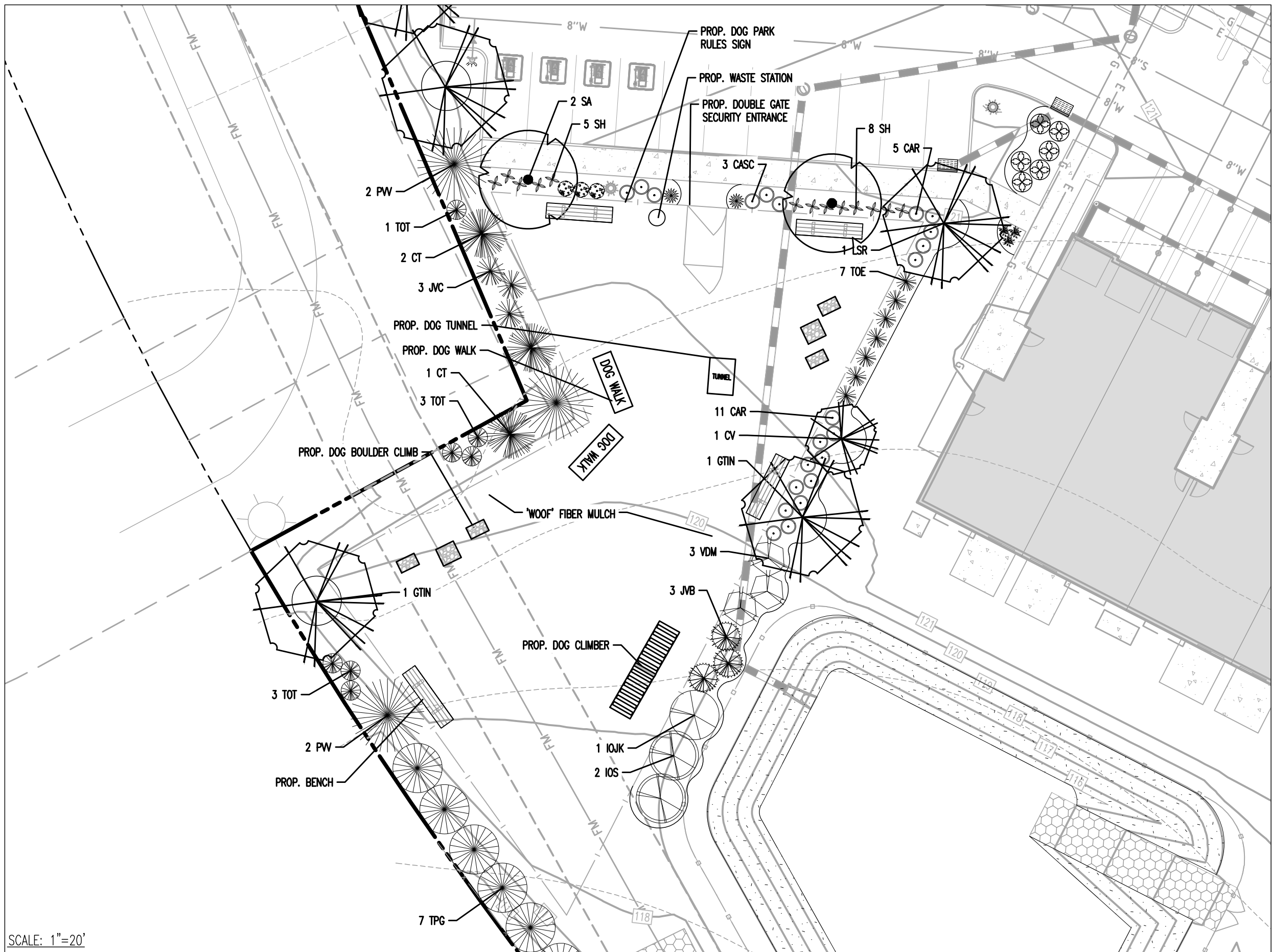
MARLA A. ROLLER
LICENSED LANDSCAPE ARCHITECT
NEW JERSEY LICENSE No. 21AS00053700

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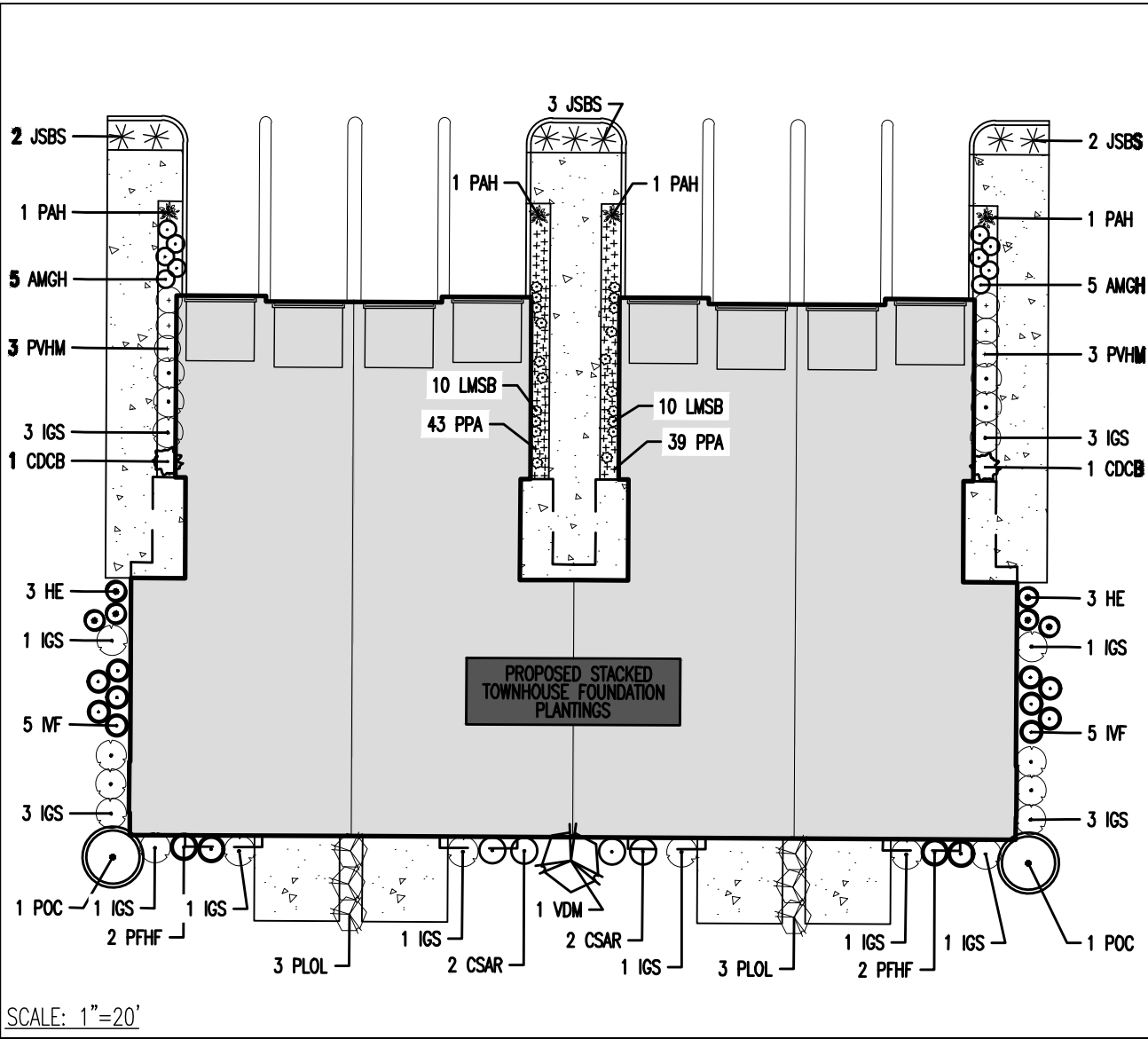
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DOG PARK



TYPICAL FOUNDATION PLANTING PLAN



TYPICAL FOUNDATION SCHEDULE

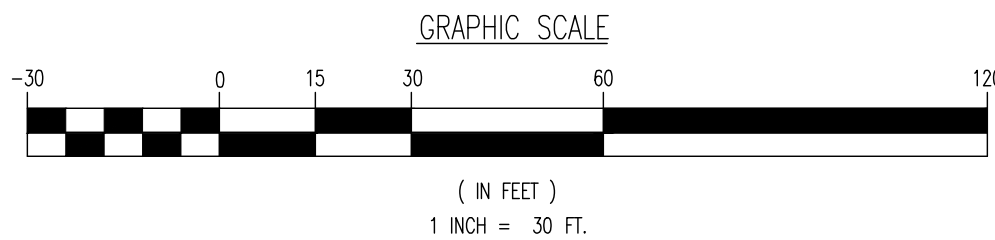
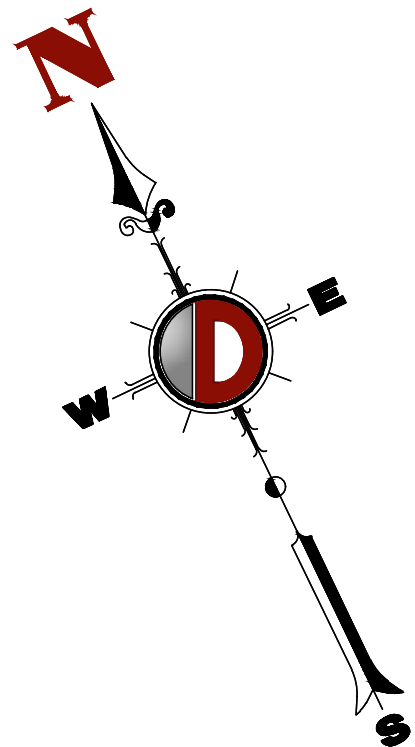
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
EVERGREEN SHRUB(S)					
IGS	-	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERY HOLLY	24-30"	#3 CAN
PLOL	-	PRUNUS LAUROCEASUS 'OTTO LUYKEN'	OTTO LUYKEN CHERRYLAUREL	24-30"	#3 CAN
DECIDUOUS SHRUB(S)					
CSAR	-	CORNUS STOLONIFERA 'ARTIC FIRE RED'	ARTIC FIRE RED DOGWOOD	24-30"	#3 CAN
HE	-	HYDRANGEA 'ENDLESS SUMMER'	ENDLESS SUMMER HYDRANGEA	18-24"	#3 CAN
IVF	-	ITEA VIRGINICA 'SUNNIMM'	'TIZZY MIZZY' SWEETSPICE	18-24"	#3 CAN
PFHF	-	POTENTILLA FRUTICOSA 'KUPINPA'	HAPPY FACE PINK PARADISE CINQUEFOIL	24-30"	#3 CAN
POC	-	PHYSCARPUS OPULIFOLIUS 'MINDA'	'COPPERTINA' NINE BARK	30-36"	#5 CAN
VDM	-	VIBURNUM DENTATUM 'MORTON'	NORTHERN BURGUNDY ARROWWOOD VIBURNUM	30-36"	#5 CAN
GROUND COVER					
COCB	-	COTONEASTER DAMMERI 'CORAL BEAUTY'	CHRISTMAS CARPET COTONEASTER	15-18" SPRL	#3 CAN
JSBS	-	JUNIPERUS SQUMAMATA 'BLUE STAR'	BLUE STAR JUNIPER	12-15" SPRL	#2 CAN
LMSB	-	LIRIOPE MUSCARI 'SUPER BLUE'	SUPER BLUE LILYTURF	2 GAL	CONTAINER
PPA	-	PACHYSANDRA TERMINALIS	JAPANESE PACHYSANDRA	2 GAL	CONTAINER
ORNAMENTAL GRASS(ES)					
PAH	-	PENNISETUM ALOPECUROIDES 'HAWEEL'	DWARF FOUNTAIN GRASS	2 GAL	CONTAINER
PVHM	-	PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	2 GAL	CONTAINER

NOTE: - IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN IN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.
- INDIVIDUAL PLANTING QUANTITIES MAY VARY BASED ON INDIVIDUAL BUILDING FOOTPRINTS.

LANDSCAPE COMPLIANCE CHART

SECTION	REQUIREMENTS	CALCULATIONS	PROPOSED	COMPLIANCE
BLOCK 1 REDEVELOPMENT PLAN § 11.2.1	LANDSCAPE ELEMENTS MAY INCLUDE, BUT NEED NOT BE LIMITED TO, STREET TREES, SHADE TREES, SHRUBBERY, HEDGES, GROUND COVERS AND/OR GRASSES, PERENNIAL AND ANNUAL FLOWERS AND OTHER PLANT MATERIALS. DESIGN SHALL FEATURE REPETITION, STRUCTURED PATTERNS AND COMPLIMENTARY TEXTURES AND COLORS IN ORDER TO CREATE AN OVERALL CHARACTER FOR EACH PROJECT ELEMENT.	-	THE PROPOSED DESIGN INCLUDES THE FOLLOWING ELEMENTS:	COMPLIES
BLOCK 1 REDEVELOPMENT PLAN § 11.2.2	TO THE EXTENT PRACTICABLE, PLANT MATERIAL SHALL CONSIST OF NATIVE SPECIES AS WELL AS THOSE SPECIES TRADITIONALLY FOUND IN THE MERCER COUNTY/ROBBINSVILLE REGION.	-	TO THE EXTENT POSSIBLE, THE PLANT SELECTION IS A MAJORITY NATIVE TO THE ROBBINSVILLE AREA.	COMPLIES
BLOCK 1 REDEVELOPMENT PLAN § 11.2.2.A	PLANT SELECTION SHALL BE VARIED TO AVOID A MONOCULTURE.	-	A VARIETY OF DIFFERENT PLANT SPECIES ARE PROPOSED TO AVOID MONOCULTURE.	COMPLIES
BLOCK 1 REDEVELOPMENT PLAN § 11.2.2.B	ONLY NURSERY-GROWN PLANT MATERIALS ARE ACCEPTABLE. ALL PLANT MATERIAL SHALL BE GROWN AND INSTALLED IN COMPLIANCE WITH THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1) PUBLISHED BY THE AMERICAN HORTICULTURE INDUSTRY ASSOCIATION.	-	ALL PROPOSED PLANTS ARE TO BE INSTALLED IN COMPLIANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1)	COMPLIES
BLOCK 1 REDEVELOPMENT PLAN § 11.3.2	SCREENTSCAPING ELEMENTS MAY INCLUDE, BUT NOT BE LIMITED TO, SUCH FUNCTIONAL AND ORNAMENTAL ELEMENTS AS DECORATIVE (TEXTURED) PAVING MATERIALS; BENCHES AND OTHER STREET FURNITURE; FOUNTAINS OR OTHER WATER FEATURES; TRELLISES, PERGOLAS, GAZEBO'S; FENCES AND WALLS; DECORATIVE LIGHTING (BOTH PEDESTRIAN AND ARCHITECTURAL); AND LIKE AND SIMILAR FEATURES.	-	-	WILL COMPLY AS NECESSARY
ROBBINSVILLE OVERALL ORDINANCE § 142-47D(1)	PARKING AREAS MUST BE SCREENED FROM PUBLIC VIEW. A SCREEN PLANTING CONSISTING OF FOUR TREES AND 50 SHRUBS PER 100 LINEAR FEET OF PARKING PERIMETER SHALL BE PROVIDED. NO MORE THAN 1/3 OF THE TREES SHALL BE EVERGREEN SPECIES. EVERGREEN TREES MUST BE A MINIMUM OF SIX FEET AT TIME OF PLANTING, AND DECIDUOUS TREES MUST BE A MINIMUM OF 2 1/2 INCHES IN CALIPER AT TIME OF PLANTING. FIFTY PERCENT OF THE SHRUBS PROVIDED MUST BE OF A BROAD LEAF EVERGREEN SPECIES. ALL SHRUBS MUST HAVE A MINIMUM MATURE HEIGHT OF THREE FEET AND BE A MINIMUM OF 24 INCHES AT TIME OF PLANTING. THIS SCREEN PLANTING SHALL NOT BE LOCATED WITHIN THE STREET RIGHT-OF-WAY OR ANY SIGHT TRIANGLES.	TOTAL LINEAR FEET OF PARKING ADJACENT TO MAIN STREET: 127 LF 127/100 = 1.27 (1.27 X 50 = 64 SHRUBS) (1.27 X 4 = 6 TREES) TOTAL LINEAR FEET OF PARKING ADJACENT TO RAILROAD AVE: 63 LF 63/100 = 0.63 (0.63 X 50 = 32 SHRUBS) (0.63 X 4 = 3 TREES)	PROPOSED: MAIN STREET ADJACENT PLANTINGS: 67 SHRUBS; 6 TREES RAILROAD AVE ADJACENT PLANTINGS: 32 SHRUBS; 3 TREES *NO MORE THAN 50% OF THE PROPOSED PARKING SCREENING SHRUBS ARE DECIDUOUS	COMPLIES
§ 142-47D(2)	CONFIGURATION OF PARKING ISLANDS MUST ACCOMMODATE THE PLANTING OF LARGE SHADE TREES AND SHRUBS WITH A MINIMUM WIDTH OF NINE FEET WHERE ANY SHADE TREE IS PROPOSED. THE PROVISION OF LARGER PLANTING AREAS IN THE DESIGN OF INTERIOR PARKING ISLANDS IS ENCOURAGED TO PROMOTE HEALTHY AND LONG-LIVED TREES. THIS DESIGN CONCEPT MAY BE USED TO CREATE A HIERARCHY OF CIRCULATION PATTERNS WITHIN THE PARKING LOT AND MAY RESULT IN VARYING PARKING ISLAND WIDTHS, ELIMINATION OF PARKING ISLANDS IN CERTAIN AREAS AND/OR SOME PARKING ISLANDS HAVING FEW TREES WHILE OTHERS HAVE MANY. THE DESIGN OF PEDESTRIAN PASSAGES WITHIN PARKING LOTS IS REQUIRED.	-	-	WILL COMPLY AS NECESSARY
§ 142-47D(4)	A MINIMUM OF ONE TREE PER 10 PARKING SPACES SHALL BE PROVIDED. THE TREE SHALL BE A MINIMUM OF 2 1/2 INCHES IN CALIPER (B&B)[2] AT TIME OF PLANTING. THE DESIGN OF THE PLANTING SHALL PLACE EMPHASIS FROM THE SOUTHWEST SUMMER SUN ACROSS PAVED AREAS.	-	-	WILL COMPLY AS NECESSARY
§ 142-47D(5)	ALL PLANTING ISLANDS MUST BE LANDSCAPED WITH SHRUBS AND GROUND COVER PLANTINGS WITH NO MORE THAN 25% OF ALL LANDSCAPE ISLANDS BEING COVERED BY GRASS. PEDESTRIAN PASSAGES MUST BE PROVIDED AT LEAST EVERY 50 FEET BY LEAVING GAPS IN THE SHRUBS AND PROVIDING A WALKABLE SURFACE OF BRICK, FLAGSTONE OR STONE DUST.	-	-	WILL COMPLY AS NECESSARY
§ 142-47D(7)	ANY PARKING AND LOADING AREA WHICH, EITHER SINGLY OR IN COMBINATION, CONTAINS MORE THAN 10 PARKING SPACES SHALL HAVE CURBS, AND SHALL HAVE CURBED LANDSCAPED ISLANDS OR CUTOUTS. THE ISLANDS OR CUTOUTS SHALL CONTAIN AT LEAST ONE TREE OF A CALIPER OF 2 1/2 INCHES OR LARGER WHICH SHALL BE INSTALLED AT ONE PER 10 CARS, LOCATED WITHIN THE PARKING LOT OR ALONG THE PERIMETERS OF THE SURFACED AREA. THE KIND OF LANDSCAPING AND THE LOCATION AND SHAPE OF THE ISLANDS SHALL BE DETERMINED BY THE LAND USE BOARD AT THE TIME OF PRELIMINARY SITE PLAN APPROVAL AND SHALL HAVE A MINIMUM AREA EQUIVALENT TO ONE PARKING SPACE FOR EVERY 10 PARKING SPACES WHICH SHALL BE DISTRIBUTED THROUGHOUT THE PARKING AREA.	-	-	WILL COMPLY AS NECESSARY
§ 142-47E	SIGHT TRIANGLES. ANY PLANT MATERIAL PLACED WITHIN A SIGHT TRIANGLE MUST BE KEPT PERMANENTLY CLEAR OF LIMBS BETWEEN 30 INCHES AND SIX FEET ABOVE GRADE.	-	ALL PLANT MATERIAL PROPOSED WITHIN ANY SIGHT TRIANGLE IS TO BE LIMBED BETWEEN 30 INCHES AND 6 FEET ABOVE GRADE.	COMPLIES
§ 142-47F(1)(b)	FOR NONRESIDENTIAL AND MIXED USES, STREET TREES SHALL BE PLANTED AT 40 FEET ON CENTER IN ALL ZONE DISTRICTS ALONG THE FRONTAGE OF ANY LOT, AND ON BOTH SIDES OF FRONTAGE ROADS ON THE SITE OR PROVIDED ACCESS TO A SITE.	-	ALL STREET TREES HAVE BEEN PLACED AT A MINIMUM OF 40 FEET O.C	COMPLIES
§ 142-47H(3)(d)(1)[a][i]	THIRTY-FIVE EVERGREEN TREES RANGING EQUALLY IN NUMBER BETWEEN THREE FEET TO FOUR FEET IN HEIGHT AND EIGHT FEET TO 10 FEET IN HEIGHT PLANTED IN THE CENTER OF THE PLANTING WIDTH, 10 DECIDUOUS TREES AT ONE-INCH CALIPER OR GREATER, 25 DECIDUOUS WHIPS AND 30 SHRUBS PER 200 LINEAR FEET OF REQUIRED SCREEN PLANTING; OR	-	-	WILL COMPLY AS NECESSARY
§ 142-47I(3)	IN THE EVENT THAT BASINS ARE NOT REFORESTED, BASINS SHOULD BE SCREENED FROM VIEW OF ADJACENT PROPERTIES AND ROADWAYS.	-	ALL BASINS HAVE BEEN SCREENED FROM ALL ADJACENT ROADWAYS AND PROPERTY LINES.	COMPLIES
§ 142-47J(2)(a)	PERCENTAGE OF SITE THAT IS WOODED (PREDEVELOPMENT) AREA REQUIRED TO BE PLANTED LESS THAN 50% AT LEAST 20% GREATER THAN 50% AT LEAST 40%	-	-	WILL COMPLY AS NECESSARY

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY



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DOG PARK AND TYPICAL FOUNDATION PLANS

PROJECT: **MAIN STREET LIVING, LLC**
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOTS 31, 33-01, 34-36
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY

JOB No: 5214-24-00441
DATE: 12/12/2025
DRAWN BY: KTK
DESIGNED BY: AF
CHECKED BY: JSH
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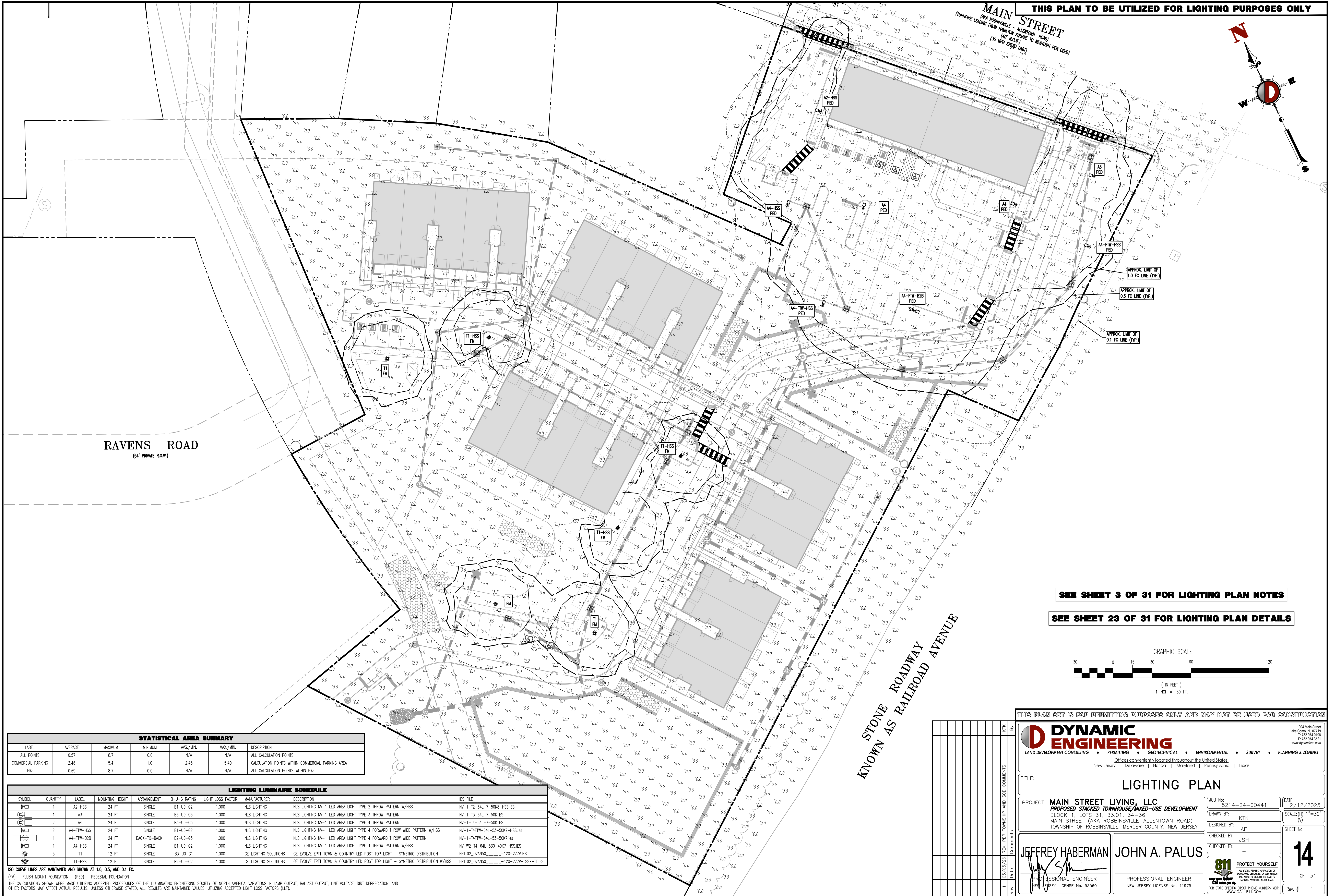
JEFFREY HABERMAN
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 53560

MARLA A. ROLLER
LICENSED LANDSCAPE ARCHITECT
NEW JERSEY LICENSE No. 21AS00053700

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File: P:\BECPC PROJECTS\214 Main Street Living LLC\24-0041 Robbinsville\DWG\Site Plans\0521420041S1.dwg, ---> 14 LIGHTING PLAN



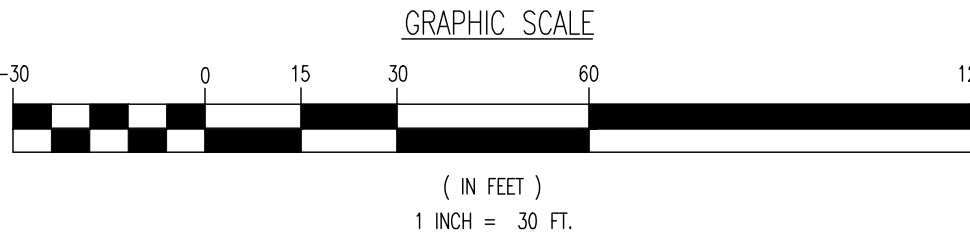
RAVENS ROAD
(54' PRIVATE R.O.W.)

STONE ROADWAY
KNOWN AS RAILROAD AVENUE

THIS PLAN TO BE UTILIZED FOR LIGHTING PURPOSES ONLY

SEE SHEET 3 OF 31 FOR LIGHTING PLAN NOTES

SEE SHEET 23 OF 31 FOR LIGHTING PLAN DETAILS



STATISTICAL AREA SUMMARY						
LABEL	AVERAGE	MAXIMUM	MINIMUM	AVG./MIN.	MAX./MIN.	DESCRIPTION
ALL POINTS	0.57	8.7	0.0	N/A	N/A	ALL CALCULATION POINTS
COMMERCIAL PARKING	2.46	5.4	1.0	2.46	5.40	CALCULATION POINTS WITHIN COMMERCIAL PARKING AREA
PIQ	0.69	8.7	0.0	N/A	N/A	ALL CALCULATION POINTS WITHIN PIQ

LIGHTING LUMINAIRE SCHEDULE									
SYMBOL	QUANTITY	LABEL	MOUNTING HEIGHT	ARRANGEMENT	B-U-G RATING	LIGHT LOSS FACTOR	MANUFACTURER	DESCRIPTION	IES FILE
	1	A2-HSS	24 FT	SINGLE	B1-U0-G2	1.000	NLS LIGHTING	NLS LIGHTING NW-1 LED AREA LIGHT TYPE 2 THROW PATTERN W/HSS	NW-1-T2-6AL-7-50K8-HSS.ies
	1	A3	24 FT	SINGLE	B3-U0-G3	1.000	NLS LIGHTING	NLS LIGHTING NW-1 LED AREA LIGHT TYPE 3 THROW PATTERN	NW-1-T3-6AL-7-50K.ies
	2	A4	24 FT	SINGLE	B3-U0-G3	1.000	NLS LIGHTING	NLS LIGHTING NW-1 LED AREA LIGHT TYPE 4 THROW PATTERN	NW-1-T4-6AL-7-50K.ies
	2	A4-FW-HSS	24 FT	SINGLE	B1-U0-G2	1.000	NLS LIGHTING	NLS LIGHTING NW-1 LED AREA LIGHT TYPE 4 FORWARD THROW WIDE PATTERN W/HSS	NW-1-T4FW-6AL-53-50K7-HSS.ies
	1	A4-FW-B2B	24 FT	BACK-TO-BACK	B2-U0-G3	1.000	NLS LIGHTING	NLS LIGHTING NW-1 LED AREA LIGHT TYPE 4 FORWARD THROW WIDE PATTERN	NW-1-T4FW-6AL-53-50K7.ies
	1	A4-HSS	24 FT	SINGLE	B1-U0-G2	1.000	NLS LIGHTING	NLS LIGHTING NW-1 LED AREA LIGHT TYPE 4 THROW PATTERN W/HSS	NW-2-T4-6AL-530-40K7-HSS.ies
	3	T1	12 FT	SINGLE	B3-U0-G1	1.000	GE LIGHTING SOLUTIONS	GE EVOLVE EPTT TOWN & COUNTRY LED POST TOP LIGHT - SYMMETRIC DISTRIBUTION	EPTT02_07AN60_120-27TV.ies
	3	T1-HSS	12 FT	SINGLE	B2-U0-G2	1.000	GE LIGHTING SOLUTIONS	GE EVOLVE EPTT TOWN & COUNTRY LED POST TOP LIGHT - SYMMETRIC DISTRIBUTION W/HSS	EPTT02_07AN60_120-27TV-LSSX-TTIES

ISO CURVE LINES ARE MAINTAINED AND SHOWN AT 1.0, 0.5, AND 0.1 FC.
(FM) - FLUSH MOUNT FOUNDATION (PED) - PEDESTAL FOUNDATION
THE CALCULATIONS SHOWN WERE MADE UTILIZING ACCEPTED PROCEDURES OF THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA. VARIATIONS IN LAMP OUTPUT, BALLAST OUTPUT, LINE VOLTAGE, DIRT DEPRECIATION, AND OTHER FACTORS MAY AFFECT ACTUAL RESULTS. UNLESS OTHERWISE STATED, ALL RESULTS ARE MAINTAINED VALUES, UTILIZING ACCEPTED LIGHT LOSS FACTORS (LLF).

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TITLE: **LIGHTING PLAN**

PROJECT: **MAIN STREET LIVING, LLC**
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOTS 31, 33-01, 34-36
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY

JEFFREY HABERMAN
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 53560

JOHN A. PALUS
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 41975

JOB No: 5214-24-00441
DATE: 12/12/2025
DRAWN BY: KTK
DESIGNED BY: AF
CHECKED BY: JSH
CHECKED BY: -

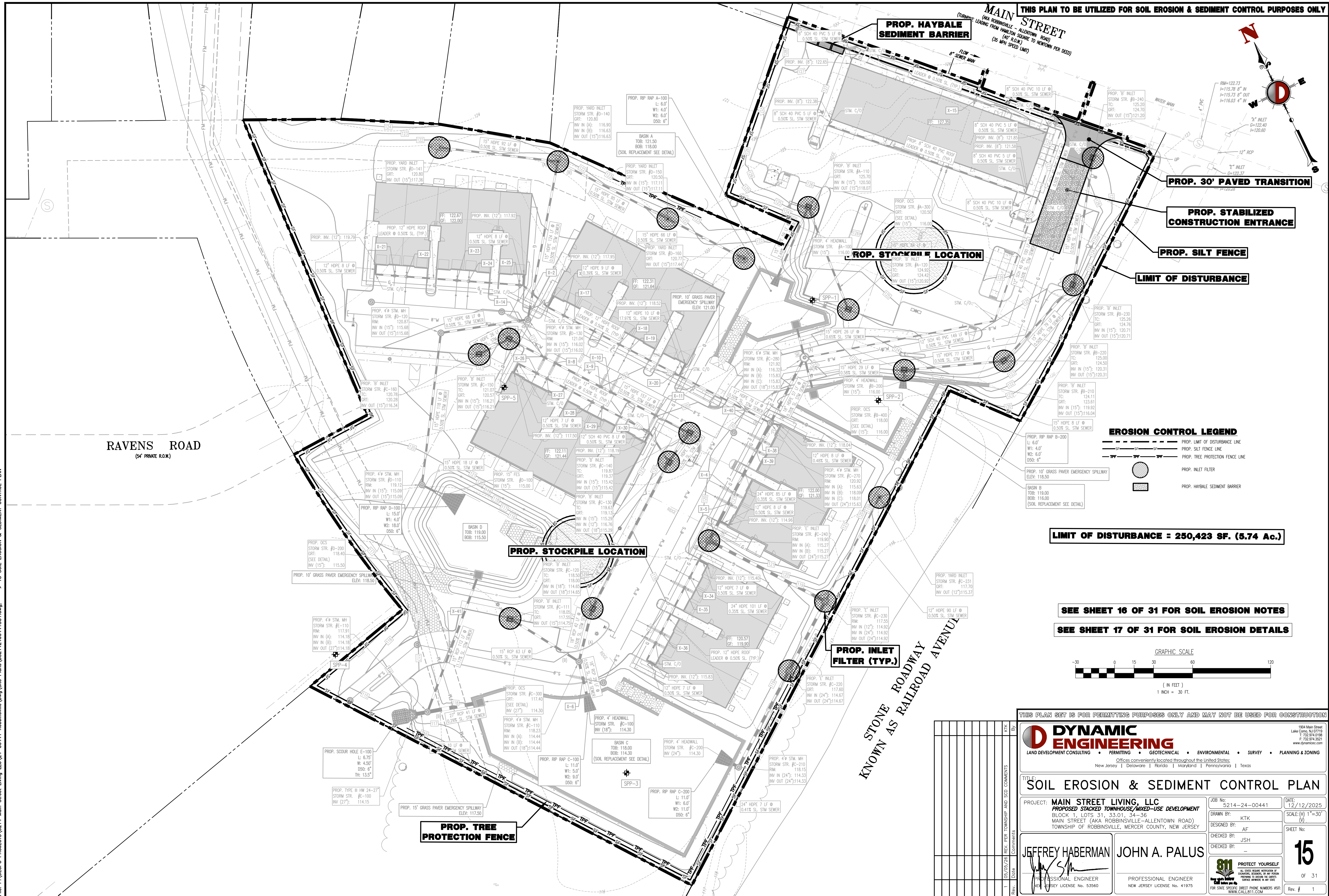
SCALE: (H) 1"=30'
(V) 1"=30'
SHEET No: 14 OF 31

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STANDARD FOR STABILIZATION WITH MULCH ONLY

1. SITE PREPARATION
- A. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH STANDARDS FOR LAND GRADING.
- B. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS. SEE STANDARDS 11 THROUGH 42.
2. PROTECTIVE MATERIALS
- A. UNROTTED SMALL-GRAIN STRAW, AT 2.0 TO 2.5 TONS PER ACRE, IS SPREAD UNIFORMLY AT 90 TO 115 POUNDS PER 1,000 SQUARE FEET AND ANCHORED WITH A MULCH ANCHORING TOOL. LIQUID MULCH BINDERS, OR NETTING, IF DONE, OTHER SUITABLE MATERIALS MAY BE USED IF APPROVED BY THE SOIL CONSERVATION DISTRICT. THE APPROVED PRACTICES ABOVE HAVE BEEN TESTED WHEN THE MULCH COVERS THE GROUND COMPLETELY UPON VISUAL INSPECTION, I.E. THE SOIL CANNOT BE SEEN BELOW THE MULCH.
- B. SYNTHETIC OR ORGANIC SOIL STABILIZERS MAY BE USED UNDER SUITABLE CONDITIONS AND IN QUANTITIES AS RECOMMENDED BY THE MANUFACTURER.
- C. WOOD-FIBER OR PAPER-FIBER MULCH AT THE RATE OF 1,500 POUNDS PER ACRE (OR ACCORDING TO THE MANUFACTURER'S REQUIREMENTS) MAY BE APPLIED BY A HYDROSEEDER.
- D. MULCH NETTING, SUCH AS PAPER JUTE, EXCELLOID, COTTON, OR PLASTIC, MAY BE USED.
- E. WOODCHIPS APPLIED UNIFORMLY TO A MINIMUM DEPTH OF 2 INCHES MAY BE USED. WOODCHIPS WILL NOT BE USED ON AREAS WHERE FLOWING WATER COULD WASH THEM INTO AN INLET AND PLUG IT.
- F. GRAVEL, CRUSHED STONE, OR SILT AT THE RATE OF 9 CUBIC YARDS PER 1,000 SQ. FT. APPLIED UNIFORMLY TO A MINIMUM DEPTH OF 3 INCHES MAY BE USED. SIZE 2 OR 3 (ASTM C-33) IS RECOMMENDED.
3. MULCH ANCHORING – SHOULD BE ACCOMPLISHED IMMEDIATELY AFTER PLACEMENT OF HAY OR STRAW MULCH TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOWING METHODS IN ACCORDANCE WITH THE STATE STANDARDS, DEPENDING UPON THE SIZE OF THE AREA AND STEEPNESS OF SLOPES.
- A. PEG AND TWINE
- B. MULCH NETTINGS
- C. CRAMPER MULCH ANCHORING COULTER TOOL
- D. LIQUID MULCH-BINDERS

STANDARD FOR PERMANENT STABILIZATION WITH SOD

- METHODS AND MATERIALS**
- A. CULTIVATED SOD IS PREFERRED OVER NATIVE OR PASTURE SOD. SPECIFY "CERTIFIED SOD," OR OTHER HIGH QUALITY CULTIVATED SOD.
- B. SOD SHOULD BE FREE OF WEEDS AND UNDESIRABLE COARSE WEEDY GRASSES.
- C. SOD SHOULD BE OF UNIFORM THICKNESS, APPROXIMATELY 5/8 INCH, PLUS OR MINUS 1/4 INCH, AT TIME OF CUTTING. (EXCLUDES TOP GROWTH.)
- D. SOD SHOULD BE VIGOROUS AND DENSE, AND BE ABLE TO RETAIN ITS OWN SHAPE AND WEIGHT WHEN SUSPENDED VERTICALLY WITH A FIRM GRASP FROM THE UPPER 10 PERCENT OF THE STROP. BROKEN PADS OR TOPS AND UNDEEN ENDS WILL NOT BE ACCEPTABLE.
- E. FOR DRAUGHT SITES, A SOD OF KENTUCKY 31 TALL FESCUE AND BLUEGRASS IS PREFERRED OVER A STRAIGHT BLUEGRASS SOD.
- F. ONLY MOIST, FRESH, UNWEEDED SOD SHOULD BE USED. SOD SHOULD BE HARVESTED, DELIVERED, AND INSTALLED WITHIN A PERIOD OF 36 HOURS.
- 1. SITE PREPARATION**
- A. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR LIMING, FERTILIZING, AND SOIL PREPARATION. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH STANDARD FOR LAND GRADING, PAGE 4.1.1.
- B. INSTALL NEEDED EROSION CONTROL PRACTICES AND FACILITIES, SUCH AS INTERCEPT DITCHES, DIKES AND TERRACES, EROSION STOPS, AND DE-SILTING BASINS. SEE STANDARDS 42 THROUGH 4.16.
- II. SOIL PREPARATION**
- A. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS SUCH AS THOSE OFFERED BY RUTGERS UNIVERSITY SOIL TESTING LABORATORY. SOIL SAMPLE MAILERS ARE AVAILABLE FROM THE LOCAL COOPERATIVE EXTENSION SERVICE. IF SOIL TESTING IS NOT FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 POUNDS PER 1,000 SQUARE FEET OF 10-10-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN AND INCORPORATED INTO THE SURFACE 4". IN ADDITION, 300S 38S-0-0 PER ACRE OR EQUIVALENT OF SLOW RELEASE NITROGEN MAY BE USED IN LIEU OF TOP DRESSING. APPLY LIMESTONE AS FOLLOWS:
- | SOIL TEXTURE | TONS/ACRE | LIBS/1000 SQ. FT |
|--|-----------|------------------|
| CLAY, CLAY LOAM, AND HIGH ORGANIC SOIL | 3 | 135 |
| SANDY LOAM, LOAM, SILT LOAM | 2 | 90 |
| LOAMY SAND, SAND | 1 | 45 |
- PULVERIZED DOLOMITE LIMESTONE IS PREFERRED FOR MOST SOILS SOUTH OF THE NEW BRUNSWICK-TRENTON LINE.
- B. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW, OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISKING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM, FINE SEEDBED IS PREPARED.
- C. REMOVE FROM THE SURFACE ALL OBJECTS THAT WOULD PREVENT GOOD SOD TO SOIL CONTACT AND REMOVE ALL OTHER DEBRIS, SUCH AS WIRE, CABLE, TREE ROOTS, PIECES OF CONCRETE, CLOUDS, LUMPS, OR OTHER UNSUITABLE MATERIAL.
- D. INSPECT SEED JUST BEFORE SEEDING. IF TRAFFIC HAS LEFT THE SOIL COMPACTED, THE AREA MUST BE RE-TILLED AND FIRMED AS ABOVE.
- III. SOD PLACEMENT**
- A. SOD STRIPS SHOULD BE LAYED ON THE CONTOUR, NEVER UP AND DOWN THE SLOPE, STARTING AT THE BOTTOM OF THE SLOPE AND WORKING UP. ON STEEP SLOPES, THE USE OF LADDERS WILL FACILITATE THE WORK AND PREVENT DAMAGE TO THE SOD. DURING PERIODS OF HIGH TEMPERATURE, LIGHTLY BRIGADE THE SOIL IMMEDIATELY PRIOR TO LAYING THE SOD.
- B. PLACE SOD STRIPS WITH SNUG, EVEN JOINTS THAT ARE STAGGERED. OPEN SPACES INVITE EROSION.
- C. ROLL OR TAMP SOD IMMEDIATELY FOLLOWING PLACEMENT TO INSURE SOIL-SOIL CONTACT OF ROOT MAT AND SOIL SURFACE. DO NOT OVERLAP SOD. ALL JOINTS SHOULD BE BUTTED TIGHTLY IN ORDER TO PREVENT VOIDS WHICH WOULD CAUSE DRYING OF THE ROOTS.
- D. ON SLOPES GREATER THAN 3 TO 1, SECURE SOD TO SURFACE SOIL WITH WOOD PEGS, WIRE STAPLES, OR SPLIT SHINGLES (8 TO 10 INCHES LONG BY 3/4 INCH WIDE).
- E. SURFACE WATER CANNOT ALWAYS BE DIVERTED FROM FLOWING OVER THE FACE OF THE SLOPE, BUT A CAPPING STRIP OF HEAVY JUTE OR PLASTIC NETTING, PROPERLY SECURED, ALONG THE CROWN OF THE SLOPE AND EDGES WILL PROVIDE EXTRA PROTECTION AGAINST LIFTING AND UNDERCUTTING OF SOD. THE SAME TECHNIQUE CAN BE USED TO ANCHOR SOD IN WATER CARRYING CHANNELS AND OTHER CRITICAL AREAS. WIRE STAPLES MUST BE USED TO ANCHOR NETTING IN CHANNEL WORK.
- F. IMMEDIATELY FOLLOWING INSTALLATION, SOD SHOULD BE WATERED UNTIL MOISTURE PENETRATES THE SOIL LAYER BENEATH SOD TO A DEPTH OF 4 INCHES. MAINTAIN OPTIMUM MOISTURE FOR AT LEAST TWO WEEKS.
- IV. TOP-DRESSING**
- IF SLOW RELEASE NITROGEN IS USED IN ADDITION TO SUGGESTED FERTILIZER, THEN A FOLLOW-UP OF TOP DRESSING IS NOT MANDATORY, EXCEPT WHERE GROSS NITROGEN DEFICIENCY EXISTS IN THE SOIL TO THE EXTENT THAT TURF FAILURE MAY DEVELOP.
- TOP-DRESS WITH 10-0-10 OR EQUIVALENT AT 400 POUNDS PER ACRE OR 7 POUNDS PER 1,000 SQUARE FEET EVERY 3 TO 5 WEEKS UNTIL THE GROSS NITROGEN DEFICIENCY IN THE TURF IS AMELIORATED.

MERCER COUNTY SCD REQUIRED SOIL EROSION AND SEDIMENT CONTROL NOTES

1. THE MERCER COUNTY SOIL CONSERVATION DISTRICT SHALL BE NOTIFIED 48 HOURS PRIOR TO STARTING LAND DISTURBANCE ACTIVITY. NOTICE MAY BE MAILED, FAXED OR EMAILED TO:
- MERCER COUNTY SOIL CONSERVATION DISTRICT
508 HUGHES DRIVE, HAMILTON SQUARE, NJ 08690
PHONE: 609-586-3603 FAX: 609-586-1117 EMAIL: MERCERSCD@AOL.COM
2. IF APPLICABLE TO THIS PROJECT, THE OWNER SHOULD BE AWARE OF HIS OR HER OBLIGATION TO FILE FOR A NJPDES CONSTRUCTION ACTIVITY STORMWATER SCS PERMIT (NJPDES003) WITH THE WATER ONLINE PERMITTING SYSTEM (WWW.NJONLINEPERMITS.COM) AND MAINTAIN THE ASSOCIATED BEST MANAGEMENT PRACTICES AND STORMWATER POLLUTION PREVENTION PLAN. SELF-INSPECTION LOGBOOK ONLINE AT ALL TIMES. THIS PERMIT MUST BE FILED PRIOR TO THE START OF SOIL DISTURBANCE AND THE ONLINE PERMITTING PROCESS WILL REQUIRE SUBMITTAL OF AN SOI CERTIFICATION COVER, WHICH IS PROVIDED BY THE SOIL CONSERVATION DISTRICT UPON CERTIFICATION OF THE SOIL EROSION AND SEDIMENT CONTROL PLAN.
3. THE MERCER COUNTY SOIL CONSERVATION DISTRICT SHALL BE NOTIFIED 48 HOURS PRIOR TO STARTING LAND DISTURBANCE ACTIVITY.
4. ANY CHANGES TO THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN, INCLUDING AN INCREASE IN THE LIMIT OF DISTURBANCE, WILL REQUIRE THE SUBMISSION OF REVISED SOIL EROSION AND SEDIMENT CONTROL PLANS TO THE DISTRICT FOR RECERTIFICATION. THE REVISED PLANS MUST MEET ALL CURRENT STATE SOIL EROSION & SEDIMENT CONTROL STANDARDS.
5. A COPY OF THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE AT ALL TIMES.
6. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE INSTALLED PRIOR TO ANY MAJOR SOIL DISTURBANCES, OR IN THEIR PROPER SEQUENCE AS OUTLINED WITHIN THE SEQUENCE OF CONSTRUCTION ON THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
7. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NJ. IF LANGUAGE CONTAINED WITHIN ANY OTHER PERMIT FOR THIS PROJECT IS MORE RESTRICTIVE THAN (BUT NOT CONTRADICTORY TO) WHAT IS CONTAINED WITHIN THESE NOTES OR ON THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN, THEN THE MORE RESTRICTIVE PERMIT REQUIREMENTS SHALL BE FOLLOWED.
8. THE STANDARD FOR STABILIZED CONSTRUCTION ACTIVITY REQUIRES THE INSTALLATION OF A 1% TO 2% CLEAN STONE TRACKING PAD AT ALL CONSTRUCTION DRIVEWAYS IMMEDIATELY AFTER INITIAL SITE DISTURBANCE. WHETHER DRIVEN ON THE CERTIFIED PLAN OR NOT, THE MOTOR SHALL SPAN THE FULL WIDTH OF EGGES, AND LENGTH SHALL BE 36 FT. OR MORE, DEPENDING ON SITE CONDITIONS AND AS REQUIRED BY THE STANDARD. THIS INCLUDES INDIVIDUAL ACCESS POINTS WITHIN RESIDENTIAL SUBDIVISIONS. IF THE EGRESS IS TO A COUNTY ROAD, THEN A 20 FT. LONG PAVED TRANSITION SHALL BE PROVIDED BETWEEN THE EDGE OF PAVEMENT AND THE STONE ACCESS PAD.
9. A SUB-BASE COURSE WILL BE APPLIED IMMEDIATELY FOLLOWING ROUGH GRADING AND INSTALLATION OF IMPROVEMENTS IN ORDER TO STABILIZE STREETS, ROADS, DRIVEWAYS AND PARKING AREAS. IN AREAS WHERE NO UTILITIES ARE PRESENT, THE SUB-BASE SHALL BE INSTALLED WITHIN 10 DAYS OF PRELIMINARY GRADING, PROVIDED THAT ALL OTHER REQUIREMENTS RELATED TO DETENTION BASINS, SWALES AND THE SEQUENCE OF CONSTRUCTION HAVE BEEN MET.
10. ALL DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE THAN 14 DAYS AND NOT SUBJECT TO CONSTRUCTION ACTIVITY OR IMMEDIATELY RECEIVE TEMPORARY STABILIZATION, IF THE SEASON PREVENTS ESTABLISHMENT OF A TEMPORARY VEGETATIVE COVER, OR IF THE AREA IS NOT TOPSOILED, THEN THE DISTURBED AREA WILL BE MULCHED WITH STRAW, OR EQUIVALENT MATERIAL, AT A RATE OF TWO (2) TONS PER ACRE, ACCORDING TO STATE STANDARDS. SLOPED AREAS IN EXCESS OF 3% WILL BE PROVIDED WITH EROSION CONTROL BLANKETS. CRITICAL AREAS SUBJECT TO EROSION (I.E. STEEP SLOPES, ROADWAY ENHANCEMENTS, ENVIRONMENTALLY SENSITIVE AREAS) WILL RECEIVE TEMPORARY STABILIZATION IMMEDIATELY AFTER INITIAL DISTURBANCE OR ROUGH GRADING.
11. ANY STEEP SLOPES (I.E. SLOPES GREATER THAN 3:1) RECEIVING PIPELINE OR UTILITY INSTALLATION MUST BE BACKFILLED AND STABILIZED DAILY, AS THE INSTALLATION PROCEEDS.
12. PERMANENT VEGETATION SHALL BE SEEDED OR SOODED ON ALL EXPOSED AREAS WITHIN TEN (10) DAYS AFTER FINAL GRADING AND TOPSOILING. ALL AGRONOMIC REQUIREMENTS CONTAINED WITHIN THE STANDARDS AND ON THE CERTIFIED PLAN SHALL BE EMPLOYED. MULCH WITH ENDERS IN ACCORDANCE WITH THE STANDARDS, SHALL BE USED ON ALL SEEDED AREAS. SAVE ALL TAGS AND/OR BAGS USED FOR SEED, LIME AND FERTILIZER, AND PROVIDE THEM TO THE DISTRICT INSPECTOR TO VERIFY THAT MIXTURES AND RATES MEET THE STANDARDS.
13. AT THE TIME WHEN THE SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS GOING TO BE ACCOMPLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER, SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT SUITABLE FOR VEGETATIVE GROUND COVER. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, THEN NON-VEGETATIVE MEANS OF PERMANENT GROUND STABILIZATION SHALL HAVE TO BE EMPLOYED.
14. DURING THE COURSE OF CONSTRUCTION, SOIL COMPACTION MAY OCCUR WITHIN PAUL ROUTES, STAGING AREAS AND OTHER PROJECT AREAS. IN ACCORDANCE WITH THE STANDARD FOR TOPSOILING, COMPACTED SURFACES SHOULD BE SCARIFIED 6" TO 12" IMMEDIATELY PRIOR TO TOPSOIL APPLICATION. THIS WILL HELP ENSURE A GOOD BOND BETWEEN THE TOPSOIL AND SUBSOIL. THIS PRACTICE IS PERMISSIBLE ONLY WHERE THERE IS NO DANGER TO UNDERGROUND UTILITIES (CABLES, IRRIGATION SYSTEMS).
15. PRIOR TO SEEDING, TOPSOIL SHALL BE WORKED TO PREPARE A PROPER SEEDBED. THIS SHALL INCLUDE BAKING OF THE TOPSOIL AND REMOVAL OF DEBRIS AND STONES, ALONG WITH OTHER REQUIREMENTS OF THE STANDARD FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION.
16. IN ACCORDANCE WITH THE STANDARD FOR MANAGEMENT OF HIGH ACID PRODUCING SOILS, ANY SOIL HAVING A PH OF 4 OR LESS OR CONTAINING 1 IRON SULFIDES SHALL BE COVERED WITH LIMESTONE IN ACCORDANCE WITH THE STANDARD AND BE COVERED WITH A MINIMUM OF 12" OF SOIL HAVING A PH OF 5 OR MORE. WATER INSOLUBLE NITROGEN SHOULD BE APPLIED AT A MINIMUM RATE OF 1500 LBS/ACRE IN SECOND STEP. THE USE OF HYDRO-MULCH, AS OPPOSED TO STRAW, IS LIMITED TO OPTIMUM SEEDING DATES AS LISTED IN THE STANDARDS. THE USE OF HYDRO-MULCH ON SLOPED AREAS IS DISCOURAGED.
19. THE CONTRACTOR IS RESPONSIBLE FOR PREVENTING ALL ADVERSE LIFE OF CONSTRUCTION PROJECT. ALL SEDIMENT WASHED, DROPPED, TRACKED OR SPILLED ONTO PAVED SURFACES SHALL BE IMMEDIATELY REMOVED.
20. THE DEVELOPER SHALL BE RESPONSIBLE FOR REMEDIATING ANY EROSION OR SEDIMENT PROBLEMS THAT ARISE AS A RESULT OF ONGOING CONSTRUCTION, AND FOR EMPLOYING ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES AT THE REQUEST OF THE MERCER COUNTY SOIL CONSERVATION DISTRICT.
21. CONDUIT OUTLET PROTECTION MUST BE INSTALLED AT ALL REQUIRED OUTFALLS PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.
22. ALL DETENTION / RETENTION BASINS MUST BE FULLY CONSTRUCTED (INCLUDING ALL STRUCTURAL COMPONENTS AND UNDES) AND PERMANENTLY STABILIZED PRIOR TO PAVING OR PRIOR TO THE ADDITION OF ANY IMPERVIOUS SURFACES. PERMANENT STABILIZATION INCLUDES, BUT MAY NOT BE LIMITED TO: TOPSOIL, SEED, STRAW MULCH AND ENDERS OR EROSION CONTROL BLANKETS ON ALL SEEDING. ALL AGRONOMIC REQUIREMENTS ARE SPECIFIED ON THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN. INSTALLATION OF THE OUTFLOW CONTROL STRUCTURES AND DISCHARGE STORM DRAINAGE PIPING, LOW FLOW CHANNELS, CONDUIT OUTLET PROTECTION, EMERGENCY SPILLWAYS, AND LAP RING PROTECTION.
23. THE RUING SURFACES OF ALL UTILITY TRENCHES WITHIN PAVED AREAS SHALL BE 3/4" CLEAN STONE OR BASE PAYMENT UNTIL SUCH TIME AS FINAL PAYMENT HAS BEEN INSTALLED. TEMPORARY SOIL RUING SURFACES ARE PROHIBITED.
24. ALL CONSTRUCTION DRAINAGE TRENCHES, EXCAVATIONS, ETC. MUST BE DONE THROUGH AN INLET OR OUTLET FILTER IN ACCORDANCE WITH THE STANDARD FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION.
25. ALL SWALES OR CHANNELS THAT WILL RECEIVE RUNOFF FROM PAVED SURFACES MUST BE PERMANENTLY STABILIZED PRIOR TO THE INSTALLATION OF PAVEMENT. IF THE SEASON PROHIBITS THE ESTABLISHMENT OF PERMANENT STABILIZATION, THE SWALES OR CHANNELS MAY BE TEMPORARILY STABILIZED IN ACCORDANCE WITH THE STANDARDS.
26. NJSA 42:24-39 ET SEQ. REQUIRES THAT NO CERTIFICATE OF OCCUPANCY OR TEMPORARY CERTIFICATE OF OCCUPANCY BE ISSUED BY THE MUNICIPALITY BEFORE THE PROVIDERS OF THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN HAVE BEEN SIGNED. THEREFORE, ALL SITE WORK FOR SITE PLANS AND ALL WORK AROUND INDIVIDUAL LOTS IN SUBDIVISIONS MUST BE COMPLETED BEFORE THE DISTRICT ISSUES A REPORT OF COMPLIANCE OR CONDITIONAL REPORT OF COMPLIANCE, WHICH MUST BE FORWARDED TO THE MUNICIPALITY PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY OR TEMPORARY CERTIFICATE OF OCCUPANCY, RESPECTIVELY.

MERCER COUNTY SOIL CONSERVATION DISTRICT
508 HUGHES DRIVE
HAMILTON SQUARE, NJ. 08690

STANDARD FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION

1. SITE PREPARATION
- A. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH STANDARDS FOR LAND GRADING.
- B. IMMEDIATELY PRIOR TO SEEDING AND TOPSOIL APPLICATION, THE SUBSOIL SHALL BE EVALUATED FOR COMPACTION IN ACCORDANCE WITH THE STANDARD FOR LAND GRADING.
- C. TOPSOIL SHOULD BE HANDLED ONLY WHEN IT IS DRY ENOUGH TO WORK WITHOUT DAMAGING THE SOIL STRUCTURE. A UNIFORM APPLICATION TO A DEPTH OF 5 INCHES (UNSETTLED) IS REQUIRED ON ALL SITES. TOPSOIL SHALL BE AMENDED WITH ORGANIC MATTER, AS NEEDED, IN ACCORDANCE WITH THE STANDARD FOR TOPSOILING.
- D. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE-STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS.
2. SEEDBED PREPARATION
- A. UNIFORMLY APPLY GROUND LIMESTONE AND FERTILIZER TO TOPSOIL WHICH HAS BEEN SPREAD AND FIRMED, ACCORDING TO SOIL TEST RECOMMENDATIONS SUCH AS OFFERED BY RUTGERS CO-OPERATIVE EXTENSION. SOIL SAMPLE MAILERS ARE AVAILABLE FROM THE LOCAL RUTGERS COOPERATIVE EXTENSION SERVICES.
- B. FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 POUNDS PER 1,000 SQUARE FEET OF 10-10-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN UNLESS A SOIL TEST INDICATES OTHERWISE AND INCORPORATED INTO THE SURFACE 4 INCHES. IF FERTILIZER IS NOT INCORPORATED, APPLY ONE-HALF THE RATE DESCRIBED ABOVE DURING SEEDBED PREPARATION AND REPEAT ANOTHER ONE-HALF RATE APPLICATION OF THE SAME. FERTILIZER WITHIN 3 TO 5 WEEKS AFTER SEEDING.
- C. WORK LIME AND FERTILIZER INTO THE TOPSOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING-TOOTH HARROW, OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISKING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLE UNIFORM SEEDBED IS PREPARED.
- D. HIGH ACID PRODUCING SOILS HAVING A PH OF 4 OR LESS OR CONTAINING IRON SULFIDE SHALL BE COVERED WITH A MINIMUM OF 12 INCHES OF SOIL HAVING A PH OF 5 OR MORE BEFORE INITIATING SEEDBED PREPARATION. SEE STANDARD FOR MANAGEMENT OF HIGH ACID-PRODUCING SOILS FOR SPECIFIC REQUIREMENTS.
3. SEEDING
- A. PERMANENT VEGETATIVE MIXTURES & PLANTING RATES
- GENERAL LAWN AREAS (SCD MIX 13 FROM TABLE 4)
- | (1) HARD FESCUE AND/OR CHEERING FESCUE AND/OR STRONG CREEPING RED FESCUE - | 175 LBS/ACRE | 4 LBS/1000 SQ.FT. |
|--|--------------|-------------------|
| (2) PERENNIAL RYEGRASS - | 45 LBS/ACRE | 1 LBS/1000 SQ.FT. |
| (3) KENTUCKY BLUEGRASS (BLEND) - | 45 LBS/ACRE | 1 LBS/1000 SQ.FT. |
- BASIN AREAS (SCD MIX 9 FROM TABLE 4)
- | (1) DEER TONGUE - | 20 LBS/ACRE | 0.45 LBS/1000 SQ.FT. |
|-------------------------|-------------|----------------------|
| (2) REEDTOP - | 2 LBS/ACRE | 0.05 LBS/1000 SQ.FT. |
| (3) WILD RYE (ELYNUS) - | 15 LBS/ACRE | 0.35 LBS/1000 SQ.FT. |
| (4) SWITCHGRASS - | 25 LBS/ACRE | 0.60 LBS/1000 SQ.FT. |
- B. CONVENTIONAL SEEDING IS PERFORMED BY APPLYING SEED UNIFORMLY BY HAND, CYCLONE (CENTRIFUGAL) SEEDER, DROP SEEDER, DRILL, OR CULTPACKER SEEDER. EXCEPT FOR DRILLED, HYDROSEEDER OR CULTPACKER SEEDINGS, SEED SHALL BE INCORPORATED INTO THE SOIL WITHIN 24 HOURS OF SEEDBED PREPARATION TO A DEPTH OF 1/4 TO 1/2 INCH, BY RAKING OR DRAGGING. DEPTH OF SEED PLACEMENT MAY BE 1/4 INCH DEEPER ON COARSE-TEXTURED SOIL.
- C. AFTER SEEDING, FIRING THE SOIL WITH A CORRUGATED ROLLER WILL ASSURE GOOD SEED-TO-SOIL CONTACT, RESTORE CAPILLARITY, AND IMPROVE SEEDLING EMERGENCE. THIS IS THE PREFERRED METHOD, WHEN PERFORMED ON THE CONTOUR, SHEET EROSION WILL BE MINIMIZED AND WATER CONSERVATION ON SITE WILL BE MAXIMIZED.
- D. HYDROSEEDING IS A BROADCAST SEEDING METHOD USUALLY INVOLVING A TRUCK, OR TRAILER-MOUNTED TANK, WITH AN AGITATION SYSTEM AND HYDRAULIC PUMP FOR MIXING SEED, WATER AND FERTILIZER AND SPRAYING THE MIX ONTO THE PREPARED SEEDBED. MULCH SHALL NOT BE INCLUDED IN THE TANK WITH SEED. SHORTBERED MULCH MAY BE APPLIED WITH A HYDROSEEDER FOLLOWING SEEDING. (ALSO SEE SECTION 4-MULCHING BELOW). HYDROSEEDING IS NOT A PREFERRED SEEDING METHOD BECAUSE SEED AND FERTILIZER ARE APPLIED TO THE SURFACE AND NOT INCORPORATED INTO THE SOIL. WHEN POOR SEED TO SOIL CONTACT OCCURS, THERE IS A REDUCED SEED GERMINATION AND GROWTH.

4. MULCHING
- MULCHING IS REQUIRED ON ALL SEEDING. MULCH WILL PROTECT AGAINST EROSION BEFORE GRASS IS ESTABLISHED AND WILL PROMOTE FASTER AND EARLIER ESTABLISHMENT. THE EXISTENCE OF VEGETATION SUFFICIENT TO CONTROL SOIL EROSION SHALL BE DEEMED COMPLIANCE WITH THIS MULCHING REQUIREMENT.

- A. STRAW OR HAY. UNROTTED SMALL GRASS STRAW, HAY FREE OF SEEDS, APPLIED AT THE RATE OF 1.5 TO 2 TONS PER ACRE (70 TO 90 POUNDS PER 1,000 SQUARE FEET), EXCEPT THAT WHERE A CRAMPER IS USED INSTEAD OF A LIQUID MULCH-BINDER (TACKIFYING OR ADHESIVE AGENT), THE RATE OF APPLICATION IS 3 TONS PER ACRE. MULCH CHOPPER-BLOWERS MUST NOT GRIND THE MULCH. HAY MULCH IS NOT RECOMMENDED FOR ESTABLISHING FINE TURF OR LAWNS DUE TO THE PRESENCE OF WEED SEED.

APPLICATION, SPREAD MULCH UNIFORMLY BY HAND OR MECHANICALLY SO THAT APPROXIMATELY 85% OF THE SOIL SURFACE WILL BE COVERED. FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND DISTRIBUTE 70 TO 90 POUNDS WITHIN EACH SECTION.

ANCHORING SHALL BE ACCOMPLISHED IMMEDIATELY AFTER PLACEMENT TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOWING METHODS IN ACCORDANCE WITH THE STATE STANDARDS, DEPENDING UPON THE SIZE OF THE AREA, STEEPNESS OF SLOPES, AND COST.

1. PEG AND TWINE
2. MULCH NETTINGS
3. CRAMPER MULCH ANCHORING COULTER TOOL
4. LIQUID MULCH-BINDERS

- B. WOOD-FIBER OR PAPER-FIBER MULCH – SHALL BE MADE FROM WOOD, PLANT FIBERS OR PAPER CONTAINING NO GROWTH OR GERMINATION INHIBITING MATERIALS, USED AT THE RATE OF 1,500 POUNDS PER ACRE (OR AS RECOMMENDED BY THE PRODUCT MANUFACTURER) AND MAY BE APPLIED BY A HYDROSEEDER. MULCH SHALL NOT BE MIXED IN THE TANK WITH SEED. USE IS LIMITED TO FLATTER SLOPES AND DURING OPTIMUM SEEDING PERIODS IN SPRING AND FALL.

- C. PELLETED MULCH – COMPRESSED AND EXTRUDED PAPER AND/OR WOOD FIBER PRODUCT, WHICH MAY CONTAIN CO-POLYMERS, TACKIFIERS, FERTILIZERS, AND COLORING AGENTS. THE DRY PELLETS, WHEN APPLIED TO A SEEDBED AREA AND WATERED, FORM A MULCH MAT. PELLETED MULCH SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MULCH MAY BE APPLIED BY HAND OR MECHANICAL SPREADER AT THE RATE OF 60-75 LBS/1,000 SQUARE FEET AND ACTIVATED WITH 0.2 TO 0.4 INCHES OF WATER. THIS MATERIAL HAS BEEN FOUND TO BE BENEFICIAL FOR USE ON SMALL LAWN OR RENOVATION AREAS. SEEDBED AREAS WHERE WEEDSEED FREE MULCH IS DESIRED, OR ON SITES WHERE STRAW MULCH AND TACKIFIER AGENT ARE NOT PRACTICAL OR DESIRABLE. APPLYING THE FULL 0.2 TO 0.4 INCHES OF WATER AFTER SPREADING PELLETED MULCH ON THE SEED BED IS EXTREMELY IMPORTANT FOR SUFFICIENT ACTIVATION AND EXPANSION OF THE MULCH TO PROVIDE SOIL COVERAGE.

MERCER COUNTY SCD'S REQUIREMENTS FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION

In accordance with the NJ Standards for Soil Erosion and Sediment Control, July 1999

1. Topsoil Stripping and Stockpiling

- A. Field exploration should be made to determine whether quantity and/or quality of surface soil justifies stripping.
- B. A 6-inch stripping depth is typical, but may vary depending on the particular soil structure or pre-existing use.
- C. Stockpiles should be located as far as not to obstruct natural drainage or cause off-site environmental damage, and shall be delineated on the Certified Soil Erosion and Sediment Control Plan and be constructed in accordance with the Topsoil Stockpile Detail.
- D. Stockpiles should be Temporarily Stabilized according to the STANDARDS.

2. Site Preparation

- A. Install erosion control measures and facilities such as silt fence, diversions, sediment basins, and channel stabilization.
- B. Grade as needed and feasible to permit the use of conventional equipment for seedbed preparation, seeding, mulch application, tacking, and maintenance. All grading should be done in accordance with the STANDARD for Land Grading, 19-1.

3. Seedbed Preparation

- A. TOPSOIL REQUIRED
- | MIN. DEPTH: 5" (UNSETTLED) |
|---|
| pH: 6.0 to 8.0 |
| ORGANIC MATTER CONTENT: 2.75% MIN. |
| NITRATE N2: 50 LBS/ACRE (50% WATER INSOLUBLE) |
| PHOSPHOROUS: 100 LBS/ACRE |
| POTASSIUM: 50 LBS/ACRE |
- B. THE CONTRACTOR SHOULD BE AWARE OF THE POSSIBILITY, DEPENDING UPON THE SITE CONDITIONS, THAT ALL TOPSOIL MAY HAVE TO BE PROVIDED FROM AN OFF-SITE SOURCE.
- C. Topsoil should be handled only when dry enough to work without damaging soil structure.
- D. Apply a uniform 5 inches (unsettled) of topsoil on all disturbed areas. Soils with a pH of 4.0 or less or containing iron sulfide shall be covered with a minimum depth of 12 inches of soil having a pH of 5.0 or more and the top 5 inches shall conform to the Topsoil STANDARD and shall be limed according to the specifications.
- E. If the topsoil becomes compacted, the surface must be scarified 6" to 12" to provide good seed-to-soil bond.
- F. Apply limestone and fertilizer according to soil test recommendations such as those offered by Rutgers University Cooperative Extension. If soil testing is not feasible, fertilizer (10-20-10) with 50% water insoluble nitrogen should be applied at the typical rate of 500 lbs/acre or 11 lbs/1,000 square feet.

STANDARD FOR TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION

1. SITE PREPARATION
- A. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH STANDARDS FOR LAND GRADING, PG. 19-1.
- B. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS. SEE STANDARDS 11 THROUGH 42.
- C. IMMEDIATELY PRIOR TO SEEDING, THE SURFACE SHOULD BE SCARIFIED 6" TO 12" WHERE THERE HAS BEEN SOIL COMPACTION. THIS PRACTICE IS PERMISSIBLE ONLY WHERE THERE IS NO DANGER TO UNDERGROUND UTILITIES (CABLES, IRRIGATION SYSTEMS, ETC.).
2. SEEDBED PREPARATION
- A. APPLY GROUND LIMESTONE AND FERTILIZER ACCORDING TO SOIL TEST RECOMMENDATIONS SUCH AS OFFERED BY RUTGERS CO-OPERATIVE EXTENSION. SOIL SAMPLE MAILERS ARE AVAILABLE FROM THE LOCAL RUTGERS COOPERATIVE EXTENSION SERVICES.
- B. FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 POUNDS PER 1,000 SQUARE FEET OF 10-20-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN UNLESS A SOIL TEST INDICATES OTHERWISE.
- C. CALCIUM CARBONATE IS THE EQUIVALENT STANDARD FOR MEASURING THE ABILITY OF LIMING MATERIALS TO NEUTRALIZE SOIL ACIDITY AND SUPPLY CALCIUM AND MAGNESIUM TO GRASSES AND LEGUMES.
- D. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRINGTOOTH HARROW, OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISKING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLE UNIFORM SEEDBED IS PREPARED.
- E. INSPECT SEEDBED JUST BEFORE SEEDING. IF TRAFFIC HAS LEFT THE SOIL COMPACTED, THE AREA MUST BE RETILED IN ACCORDANCE WITH THE ABOVE.
- F. SODS HIGH IN SULFIDES OR HAVING A PH OF 4 OR LESS REFER TO STANDARD FOR MANAGEMENT OF HIGH ACID PRODUCING SOILS, PG. 1-1.
3. SEEDING
- A. TEMPORARY VEGETATIVE STABILIZATION GRASSES, SEEDING RATES, DATES AND DEPTHS
- COOL SEASON GRASSES:
- (1) PERENNIAL RYEGRASS – 100 LBS / ACRE; PLANT BETWEEN MARCH 1 AND MAY 15 BETWEEN AUGUST 15 AND OCTOBER 1; AT A DEPTH OF 0.5 INCHES.
- (2) SPRING OATS – 86 LBS / ACRE; PLANT BETWEEN MARCH 1 AND MAY 15 BETWEEN AUGUST 15 AND OCTOBER 1; AT A DEPTH OF 1.0 INCHES.
- (3) WINTER BARLEY – 96 LBS / ACRE; PLANT BETWEEN AUGUST 15 AND OCTOBER 1; AT A DEPTH OF 1.0 INCHES.
- (4) ANNUAL RYEGRASS – 100 LBS / ACRE; PLANT BETWEEN MARCH 1 AND JUNE 15 BETWEEN AUGUST 1 AND SEPTEMBER 15; AT A DEPTH OF 0.5 INCHES.
- (5) WINTER CEREAL RYE – 112 LBS / ACRE; PLANT BETWEEN AUGUST 1 AND NOVEMBER 15; AT A DEPTH OF 1.0 INCHES.
- WARM SEASON GRASSES:
- (1) PEARL MILLET – 20 LBS / ACRE; PLANT BETWEEN MAY 15 AND AUGUST 15; AT A DEPTH OF 1.0 INCHES.
- (2) MILLET (GERMAN OR HUNGARIAN) – 30 LBS / ACRE; PLANT BETWEEN MAY 15 AND AUGUST 15; AT A DEPTH OF 1.0 INCHES.

- B. CONVENTIONAL SEEDING. APPLY SEED UNIFORMLY BY HAND, CYCLONE (CENTRIFUGAL) SEEDER, DROP SEEDER, DRILL OR CULTPACKER SEEDER. EXCEPT FOR DRILLED, HYDROSEEDER OR CULTPACKER SEEDINGS, SEED SHALL BE INCORPORATED INTO THE SOIL, TO A DEPTH OF 1/4 TO 1/2 INCH, BY RAKING OR DRAGGING. DEPTH OF SEED PLACEMENT MAY BE 1/4 INCH DEEPER ON COARSE TEXTURED SOIL.
- C. HYDROSEEDING IS A BROADCAST SEEDING METHOD USUALLY INVOLVING A TRUCK OR TRAILER MOUNTED TANK, WITH AN AGITATION SYSTEM AND HYDRAULIC PUMP FOR MIXING SEED, WATER AND FERTILIZER AND SPRAYING THE MIX ONTO THE PREPARED SEEDBED. MULCH SHALL NOT BE INCLUDED IN THE TANK WITH SEED. SHORT BERED MULCH MAY BE APPLIED WITH A HYDROSEEDER FOLLOWING SEEDING. (ALSO SEE SECTION 4 MULCHING). HYDROSEEDING IS NOT A PREFERRED SEEDING METHOD BECAUSE SEED AND FERTILIZER ARE APPLIED TO THE SURFACE AND NOT INCORPORATED INTO THE SOIL. POOR SEED TO SOIL CONTACT OCCURS REDUCING SEED GERMINATION AND GROWTH. HYDROSEEDING MAY BE USED FOR AREAS TOO STEEP FOR CONVENTIONAL EQUIPMENT TO TRAVERSE, OR TOO OBSTRUCTED WITH ROCKS, STUMPS, ETC.
- D. AFTER SEEDING, FIRING THE SOIL WITH A CORRUGATED ROLLER WILL ASSURE GOOD SEED-TO-SOIL CONTACT, RESTORE CAPILLARITY, AND IMPROVE SEEDLING EMERGENCE. THIS IS THE PREFERRED METHOD. WHEN PERFORMED ON THE CONTOUR, SHEET EROSION WILL BE MINIMIZED AND WATER CONSERVATION ON SITE WILL BE MAXIMIZED.

4. MULCHING
- MULCHING IS REQUIRED ON ALL SEEDING. MULCH WILL INSURE AGAINST EROSION BEFORE GRASS IS ESTABLISHED AND WILL PROMOTE FASTER AND EARLIER ESTABLISHMENT. THE EXISTENCE OF VEGETATION SUFFICIENT TO CONTROL SOIL EROSION SHALL BE DEEMED COMPLIANCE WITH THIS MULCHING REQUIREMENT.

- A. STRAW OR HAY. UNROTTED SMALL GRASS STRAW, HAY FREE OF SEEDS, APPLIED AT THE RATE OF 1-1/2 TO 2 TONS PER ACRE (70 TO 90 POUNDS PER 1,000 SQUARE FEET), EXCEPT THAT WHERE A CRAMPER IS USED INSTEAD OF A LIQUID MULCH-BINDER (TACKIFYING OR ADHESIVE AGENT), THE RATE OF APPLICATION IS 3 TONS PER ACRE. MULCH CHOPPER-BLOWERS MUST NOT GRIND THE MULCH. HAY MULCH IS NOT RECOMMENDED FOR ESTABLISHING FINE TURF OR LAWNS DUE TO THE PRESENCE OF WEED SEED.

APPLICATION, SPREAD MULCH UNIFORMLY BY HAND OR MECHANICALLY SO THAT APPROXIMATELY 85% OF THE SOIL SURFACE WILL BE COVERED. FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND DISTRIBUTE 70 TO 90 POUNDS WITHIN EACH SECTION.

ANCHORING SHALL BE ACCOMPLISHED IMMEDIATELY AFTER PLACEMENT TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOWING METHODS IN ACCORDANCE WITH THE STATE STANDARDS, DEPENDING UPON THE SIZE OF THE AREA, STEEPNESS OF SLOPES, AND COST.

1. PEG AND TWINE
2. MULCH NETTINGS
3. CRAMPER MULCH ANCHORING COULTER TOOL
4. LIQUID MULCH-BINDERS

- B. WOOD-FIBER OR PAPER-FIBER MULCH. SHALL BE MADE FROM WOOD, PLANT FIBERS OR PAPER CONTAINING NO GROWTH OR GERMINATION INHIBITING MATERIALS, USED AT THE RATE OF 1,500 POUNDS PER ACRE (OR AS RECOMMENDED BY THE PRODUCT MANUFACTURER) AND MAY BE APPLIED BY A HYDROSEEDER. THIS MULCH SHALL NOT BE MIXED IN THE TANK WITH SEED. USE IS LIMITED TO FLATTER SLOPES AND DURING OPTIMUM SEEDING PERIODS IN SPRING AND FALL.

- C. PELLETED MULCH. COMPRESSED AND EXTRUDED PAPER AND/OR WOOD FIBER PRODUCT, WHICH MAY CONTAIN CO-POLYMERS, TACKIFIERS, FERTILIZERS AND COLORING AGENTS. THE DRY PELLETS, WHEN APPLIED TO A SEEDBED AREA AND WATERED, FORM A MULCH MAT. PELLETED MULCH SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MULCH MAY BE APPLIED BY HAND OR MECHANICAL SPREADER AT THE RATE OF 60-75 LBS/1,000 SQUARE FEET AND ACTIVATED WITH 0.2 TO 0.4 INCHES OF WATER. THIS MATERIAL HAS BEEN FOUND TO BE BENEFICIAL FOR USE ON SMALL LAWN OR RENOVATION AREAS. SEEDBED AREAS WHERE WEED-SEED FREE MULCH IS DESIRED OR ON SITES WHERE STRAW MULCH AND TACKIFIER AGENT ARE NOT PRACTICAL OR DESIRABLE. APPLYING THE FULL 0.2 TO 0.4 INCHES OF WATER AFTER SPREADING PELLETED MULCH ON THE SEED BED IS EXTREMELY IMPORTANT FOR SUFFICIENT ACTIVATION AND EXPANSION OF THE MULCH TO PROVIDE SOIL COVERAGE.

STANDARD FOR MANAGEMENT OF HIGH ACID-PRODUCING SOILS

METHODS AND MATERIALS

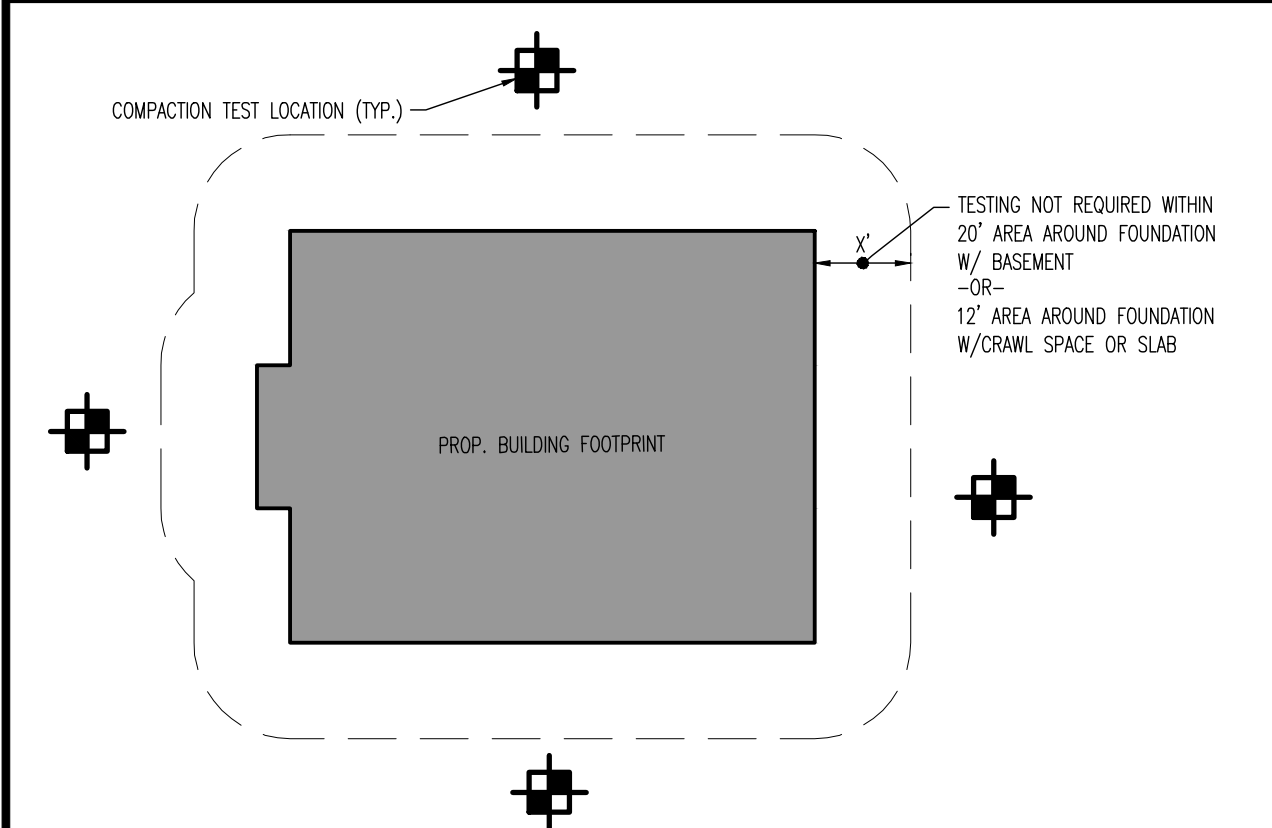
1. LIMIT THE EXCAVATION AREA AND EXPOSURE TIME WHEN HIGH ACID PRODUCING SOILS ARE ENCOUNTERED.
2. TOPSOIL STRIPPED FROM THE SITE SHALL BE STORED SEPARATELY FROM TEMPORARILY STOCKPILED HIGH ACID PRODUCING SOILS
3. STOCKPILES OF HIGH ACID PRODUCING SOIL SHOULD BE LOCATED ON LEVEL LAND TO MINIMIZE ITS MOVEMENT, ESPECIALLY WHEN THIS MATERIAL HAS A HIGH CLAY CONTENT.
4. TEMPORARILY STOCKPILED HIGH ACID PRODUCING SOIL MATERIAL TO BE EXPOSED MORE 48 HOURS SHOULD BE COVERED WITH PROPERLY ANCHORED, HEAVY GRADE SHEETS OF POLYETHYLENE WHERE POSSIBLE. IF NOT POSSIBLE, STOCKPILES SHALL BE COVERED WITH A MINIMUM OF 3 TO 6 INCHES OF WOOD CHIPS TO MINIMIZE EROSION OF THE STOCKPILE. SILT FENCE SHALL BE INSTALLED AT THE TOE OF SLOPE TO CONTAIN MOVEMENT OF THE STOCKPILED MATERIAL. TOPSOIL SHALL NOT BE APPLIED TO THE STOCKPILES TO PREVENT TOPSOIL CONTAMINATION WITH HIGH ACID PRODUCING SOIL.
5. HIGH ACID PRODUCING SOILS WITH A PH OF 4 OR LESS, OR CONTAINING IRON SULFIDE, (INCLUDING BORROW FROM CUTS OR DREDGED SEDIMENT) SHALL BE ULTIMATELY PLACED OR BURIED WITH LIMESTONE APPLIED AT THE RATE OF 10 TONS PER ACRE (OR 450 POUNDS PER 1,000 SQUARE FEET OF SURFACE AREA) AND COVERED

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File: P:\DEPC PROJECTS\214 Main Street Living LLC\24-00441 Main Street Management Plan.dwg, ---> 18 SOIL MANAGEMENT PLAN

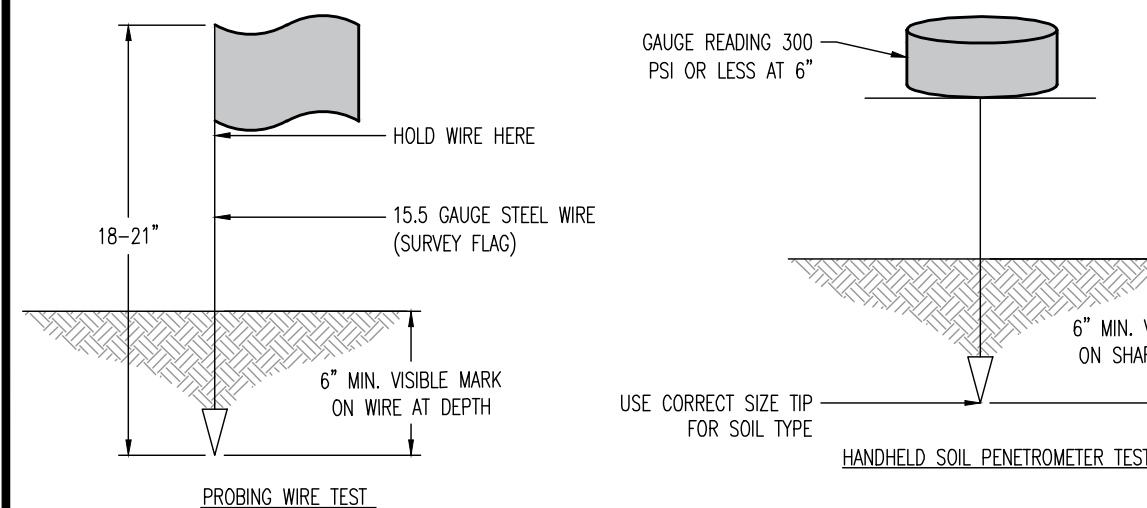
- NOTES:
1. SOIL COMPACTION TESTING IS NOT REQUIRED WITHIN 20 FEET OF BUILDING FOUNDATIONS WITH BASEMENTS OR 12 FEET FROM SLAB OR CRAWL SPACE CONSTRUCTION.
 2. A MINIMUM OF TWO (2) TESTS SHALL BE PERFORMED FOR PROJECTS WITH AN OVERALL LIMIT OF DISTURBANCE OF UP TO ONE (1) ACRE AND AT A RATE OF TWO (2) TESTS PER ACRE OF THE OVERALL LIMIT OF DISTURBANCE FOR LARGER AREAS, WHICH SHALL BE EVENLY DISTRIBUTED OVER THE AREA OF DISTURBANCE SUBJECT TO TESTING.
 3. SOIL SHOULD BE MOIST, BUT NOT SATURATED. DO NOT TEST WHEN SOIL IS EXCESSIVELY DRY OR SUBJECT TO FREEZING TEMPERATURES. SLOW, STEADY DOWNWARD PRESSURE USED TO ADVANCE THE WIRE/PENETROMETER.
 4. WIRE/PENETROMETER MAY BE RE-INSERTED IF/WHEN AN OBSTRUCTION (ROCK, ROOT, DEBRIS) IS ENCOUNTERED. RECORD DEPTH OF PENETRATION LESS THAN 6" IF WIRE DEFORMS AND/OR PENETROMETER GAGE MEASURES 300 PSI.
 5. SUCCESSFUL TEST (NON-COMPACTED SOIL) OCCURS WHEN EITHER WIRE PENETRATES WITHOUT BENDING OR DEFORMING AT LEAST 6" INTO THE GROUND BY HAND WITHOUT THE USE OF TOOLS OR PROBE PENETRATES AT LEAST 6" WITH LESS THAN 300 PSI READING ON GAGE.
 6. IF THE WIRE IS DIFFICULT TO INSERT (WIRE BENDS OR DEFORMS PRIOR TO REACHING 6 INCHES IN DEPTH), THE SOIL MAY BE EXCESSIVELY COMPACTED AND COMPACTION MITIGATION OR FURTHER TESTING VIA TUBE BULK DENSITY OR NUCLEAR DENSITY TESTING METHODS AT THE DISCRETION OF THE OWNER/CONTRACTOR.

TYPICAL SOIL COMPACTION TESTING DETAIL

NOT TO SCALE



NOTE:
SOIL COMPACTION TESTING LOCATIONS IDENTIFIED ARE RECOMMENDED LOCATIONS FOR GRADING/DISTURBED AREAS WITHIN THE VICINITY OF BUILDINGS AND STRUCTURES OR ON INDIVIDUAL LOTS. FOR GRADED/DISTURBED AREAS WITHIN OPEN OR COMMON SPACES.



AREA SUBJECT TO COMPACTION TESTING (51,940 SF, 1.192 AC.)

AREA SUBJECT TO COMPACTION TESTING (632 SF, 0.015 AC.)

AREA SUBJECT TO COMPACTION TESTING (25,937 SF, 0.595 AC.)

TCS-RA ZONE

TC ZONE

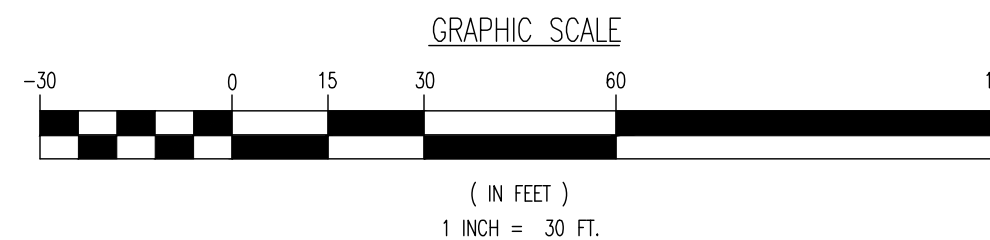
NEW LOT 65.028
BLOCK 1

LEGEND

- SOIL COMPACTION TESTING AREAS
- RECOMMENDED SOIL COMPACTION TEST LOCATION (APPROX. 1 / .5 ACRE)

SOIL COMPACTION MITIGATION NOTES

1. PROCEDURES SHALL BE USED TO MITIGATE EXCESSIVE SOIL COMPACTION PRIOR TO PLACEMENT OF TOPSOIL AND ESTABLISHMENT OF PERMANENT VEGETATIVE COVER.
2. RESTORATION OF COMPACTED SOILS SHALL BE THROUGH DEEP SCARIFICATION/TILLAGE (6" MINIMUM DEPTH) WHERE THERE IS NO DANGER TO UNDERGROUND UTILITIES (CABLES, IRRIGATION SYSTEMS, ETC.) IN THE ALTERNATIVE, ANOTHER METHOD AS SPECIFIED BY A NEW JERSEY LICENSED PROFESSIONAL ENGINEER MAY BE SUBSTITUTED SUBJECT TO DISTRICT APPROVAL.
3. SOIL COMPACTION TESTING IS NOT REQUIRED IF/WHEN SUBSOIL COMPACTION REMEDIATION (SCARIFICATION/TILLAGE 6" MINIMUM DEPTH) IS PROPOSED AS PART OF THE SEQUENCE OF CONSTRUCTION.



THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

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TITLE: **SOIL MANAGEMENT PLAN**

PROJECT: **MAIN STREET LIVING, LLC**
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOTS 31, 33.01, 34-36
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY

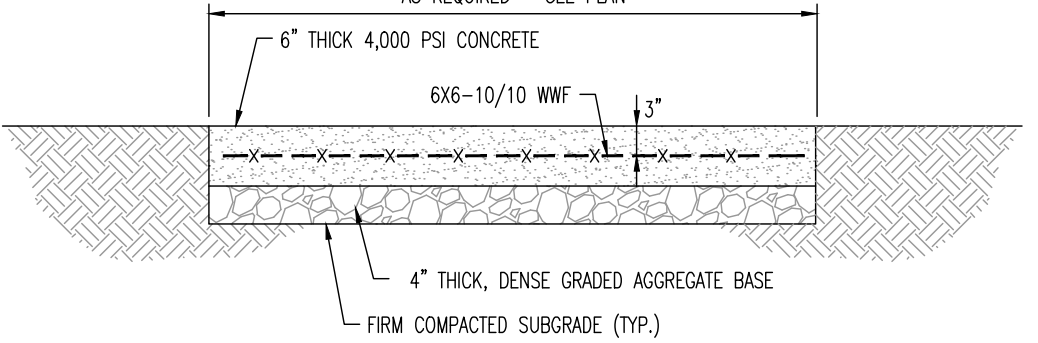
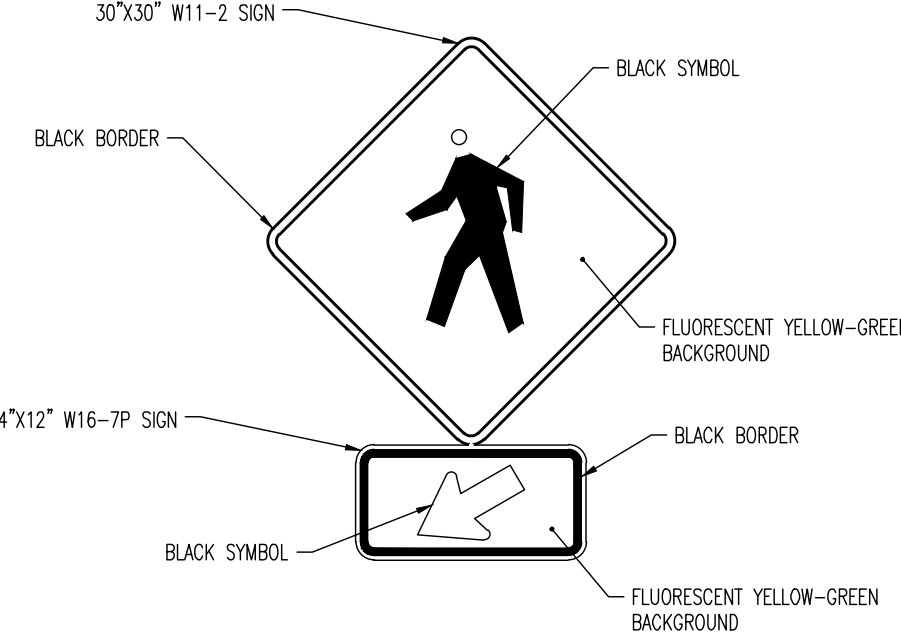
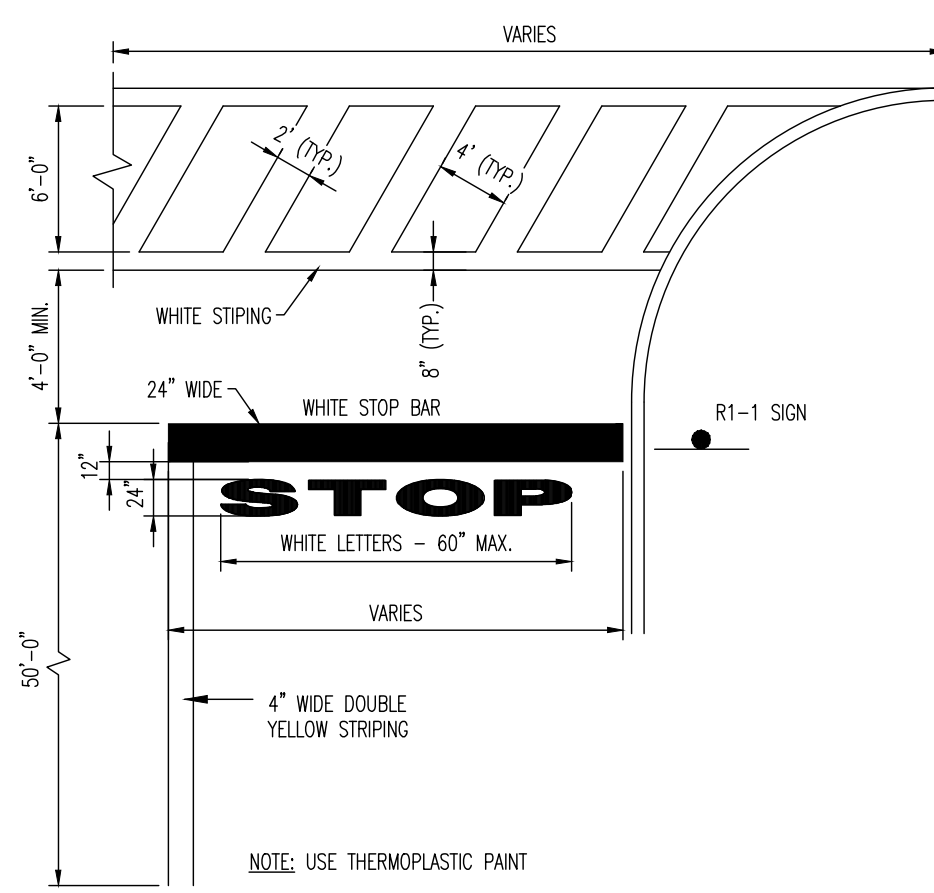
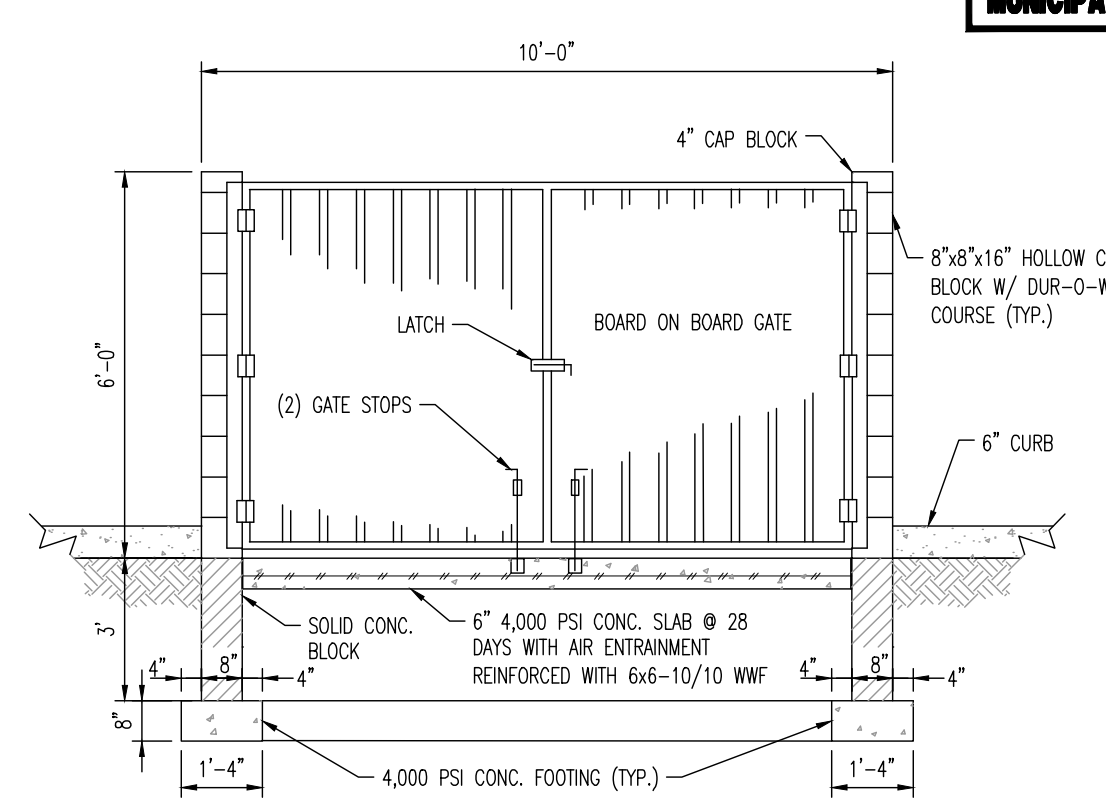
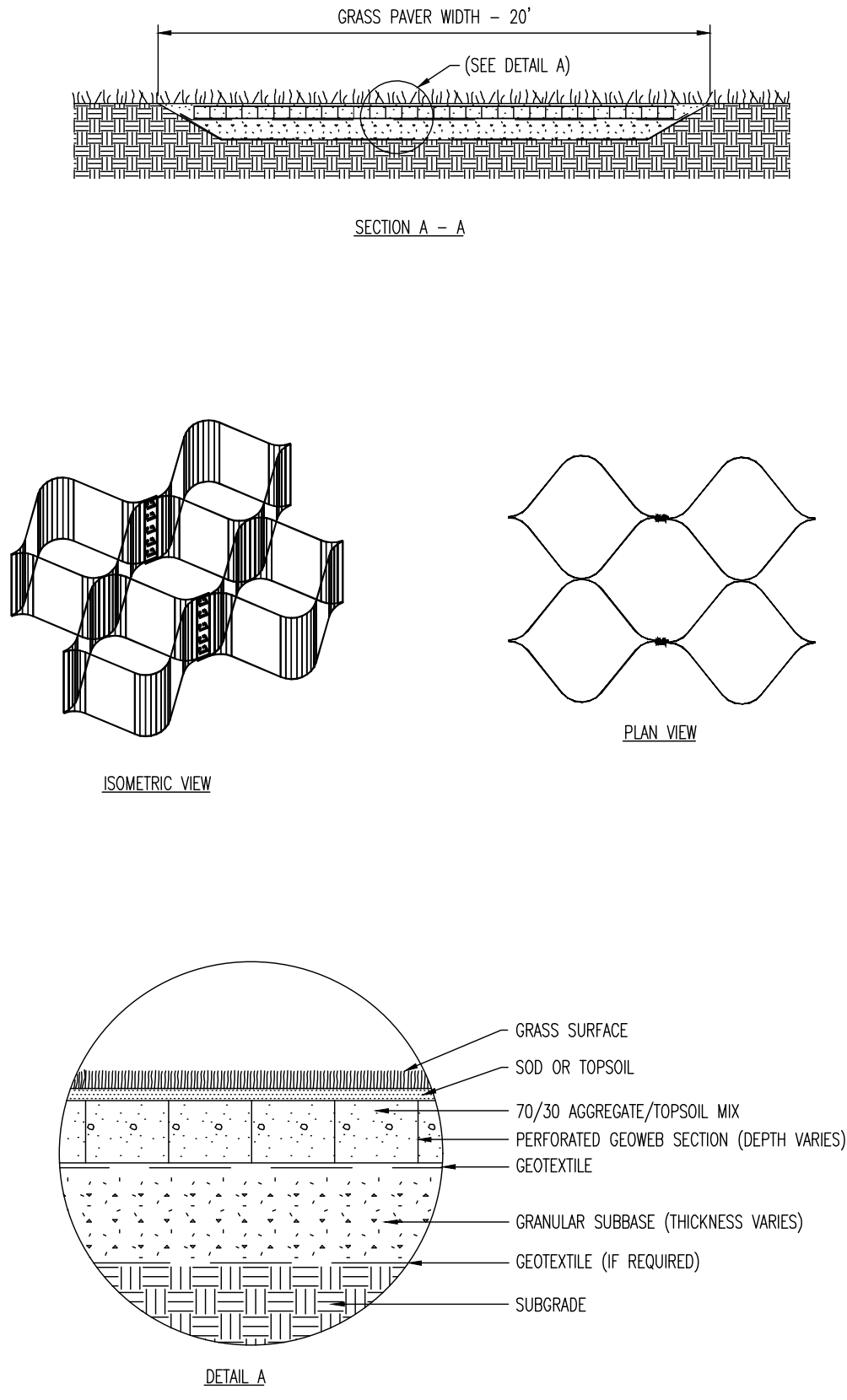
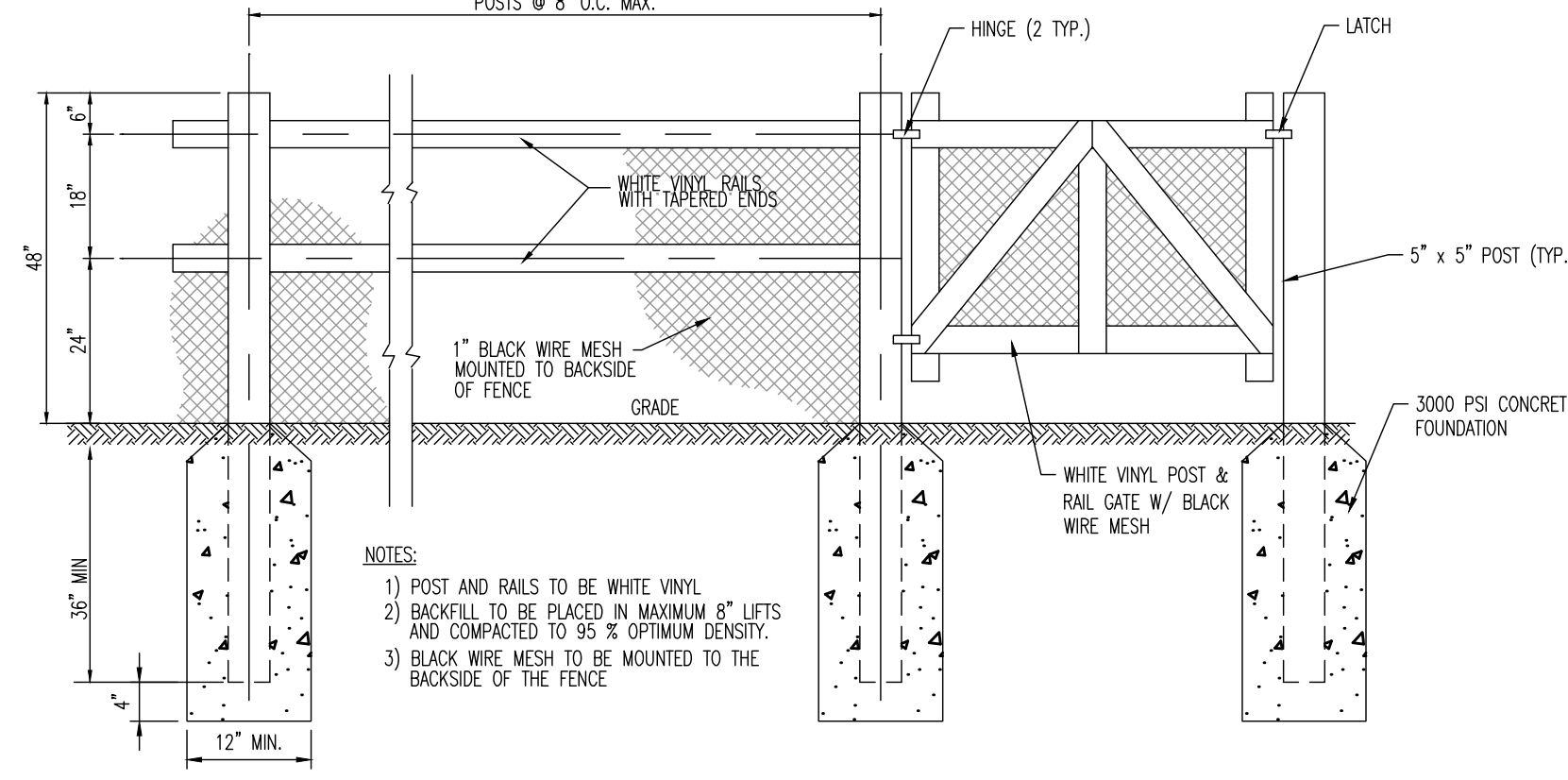
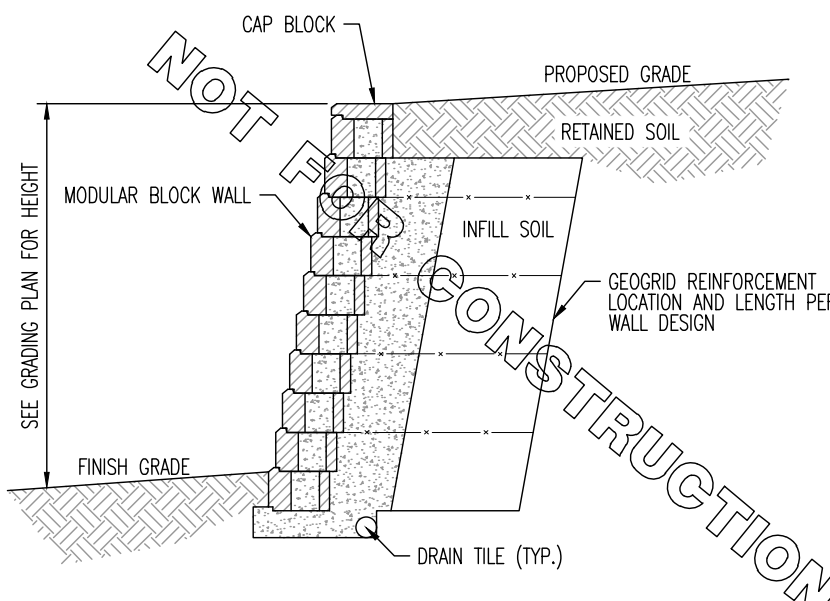
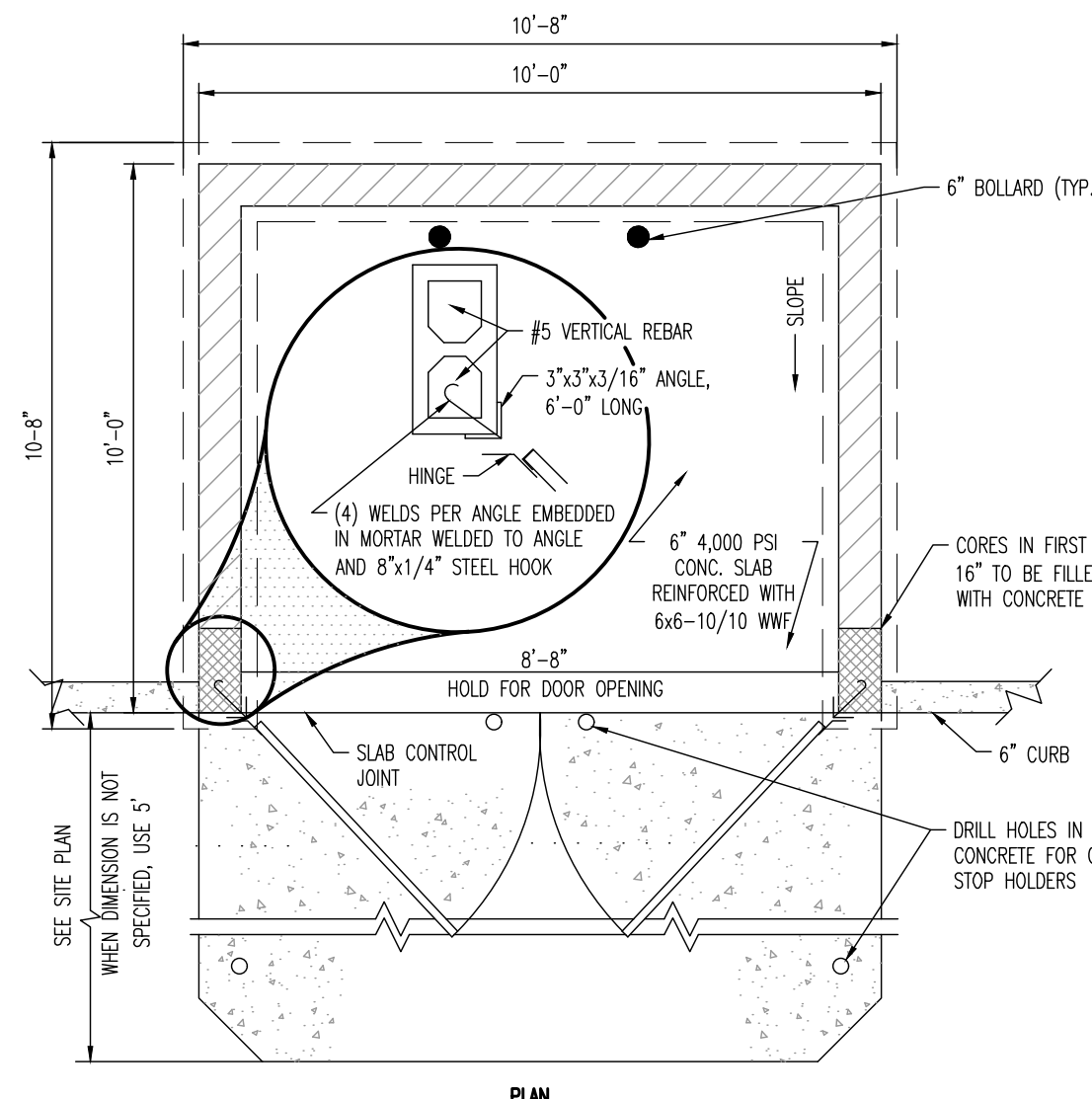
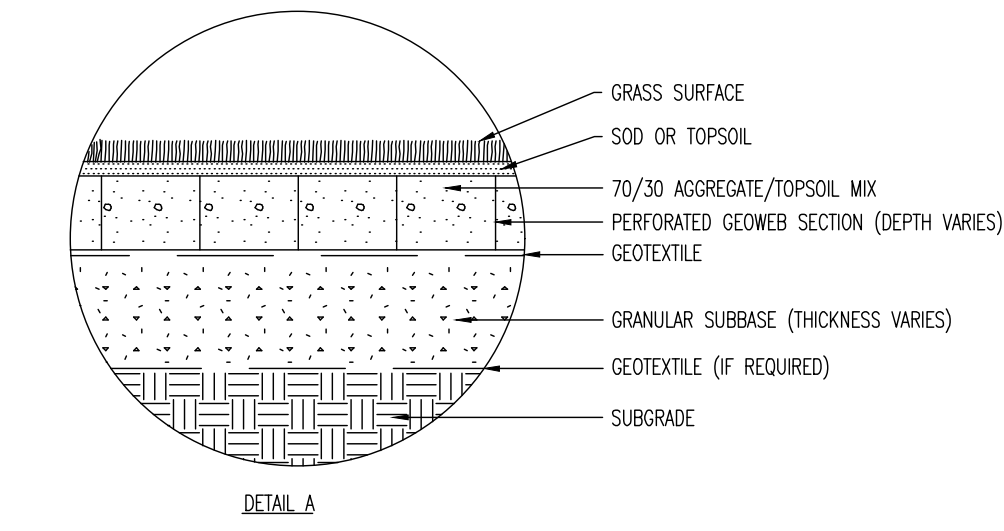
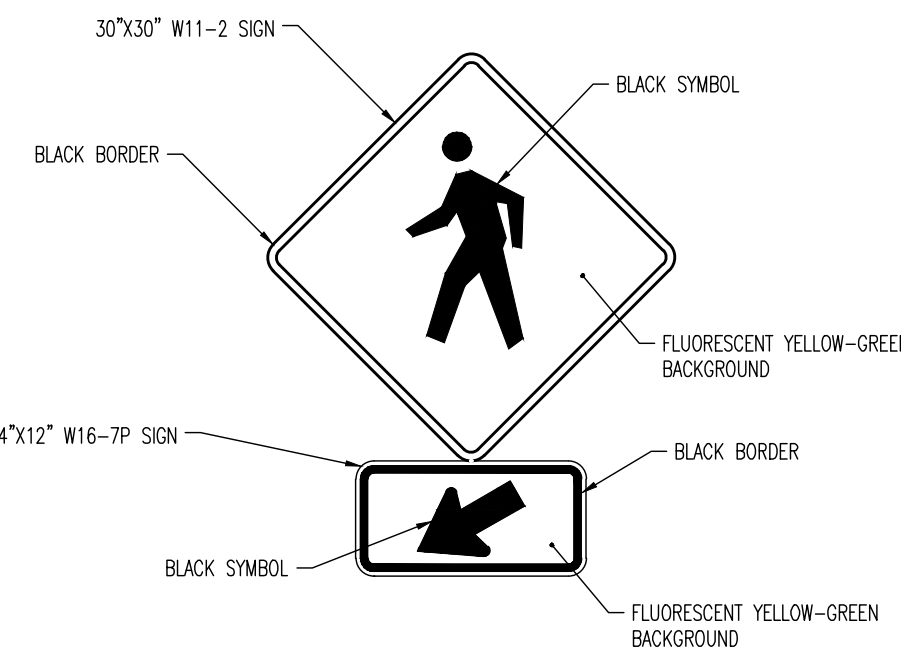
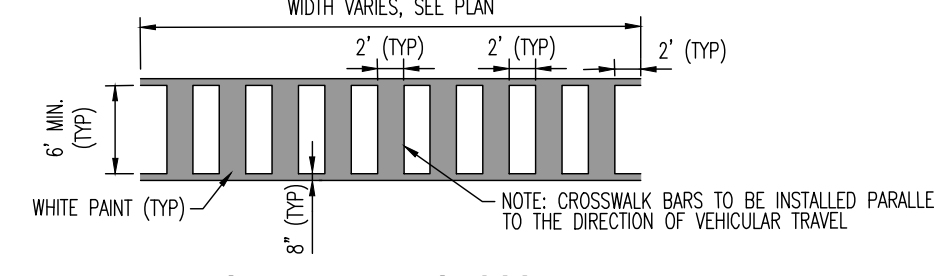
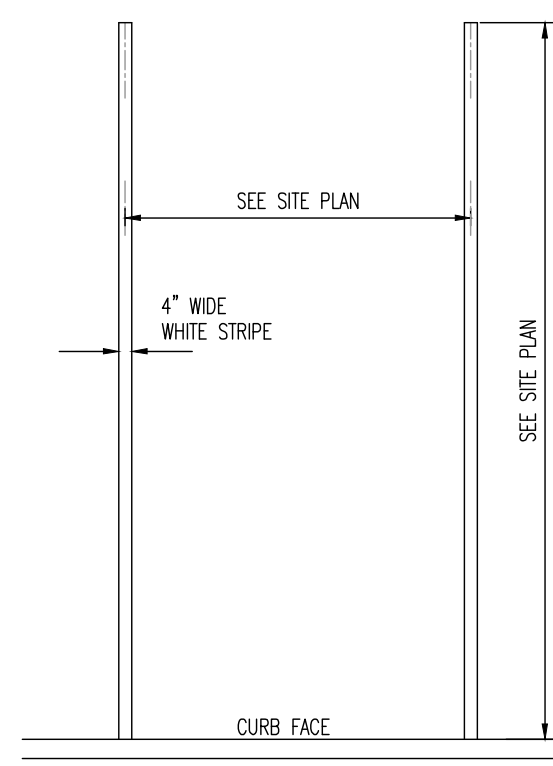
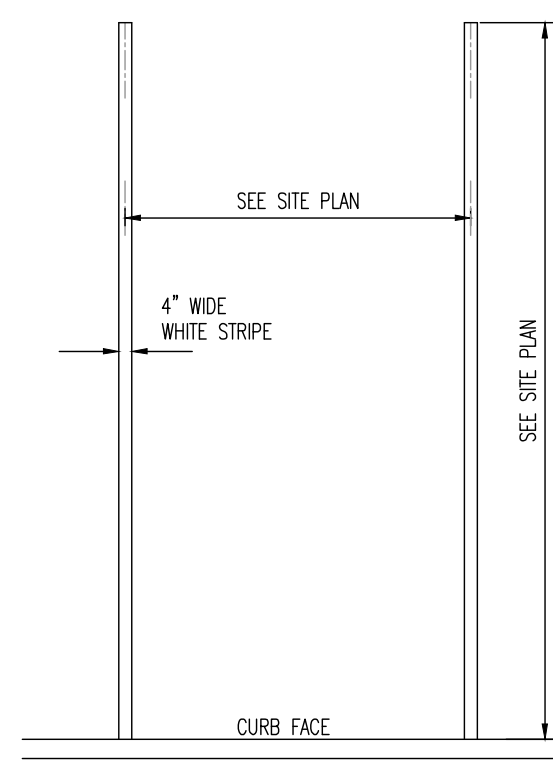
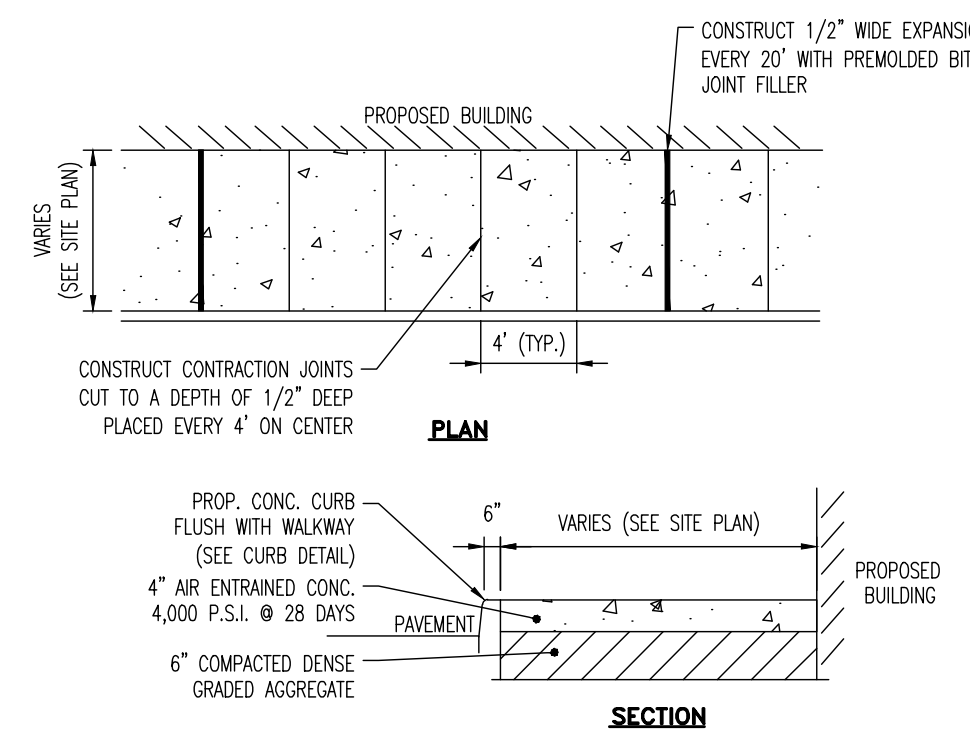
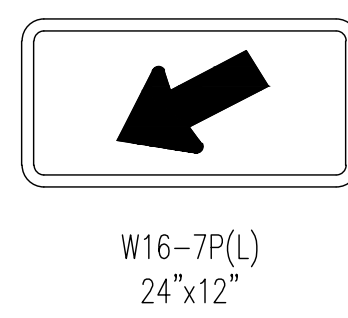
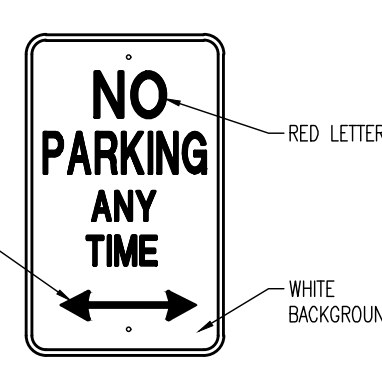
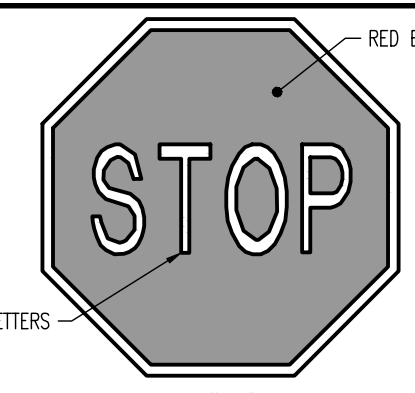
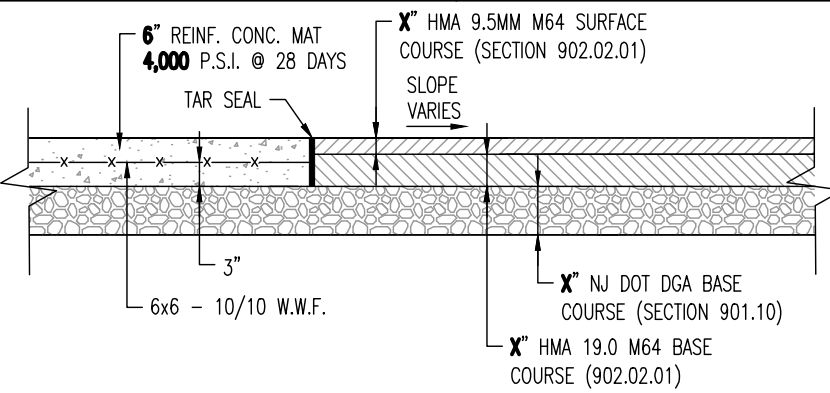
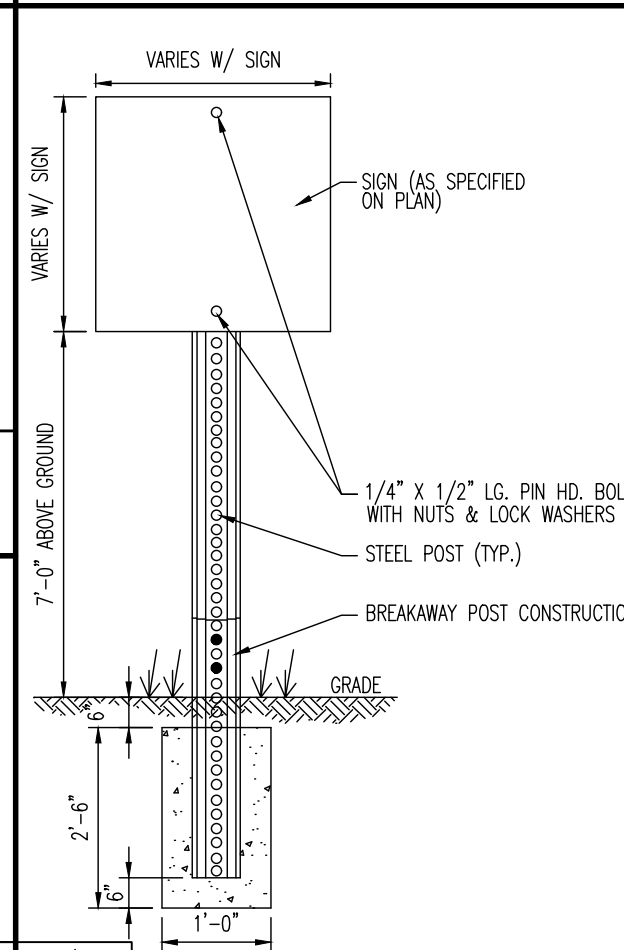
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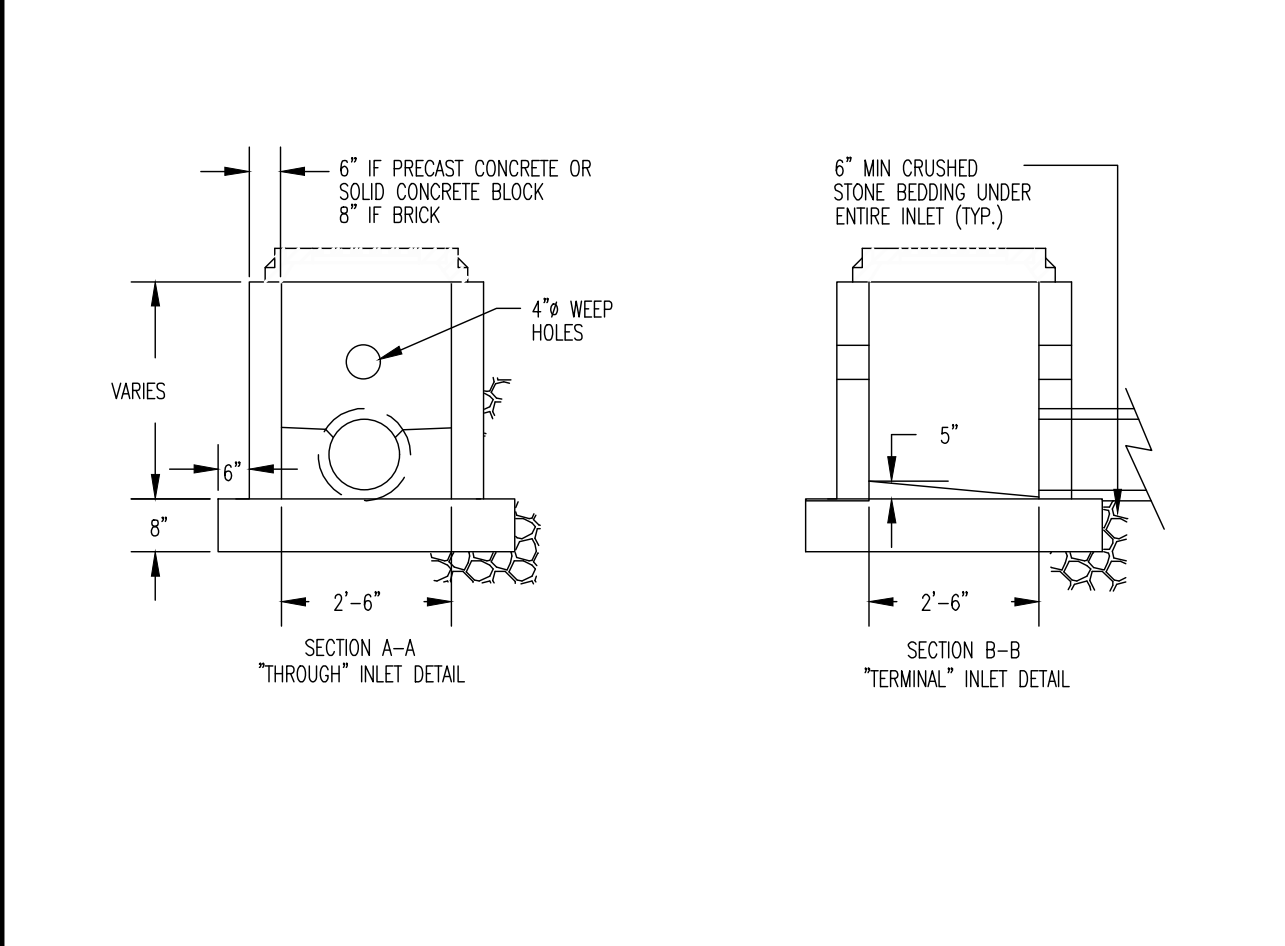
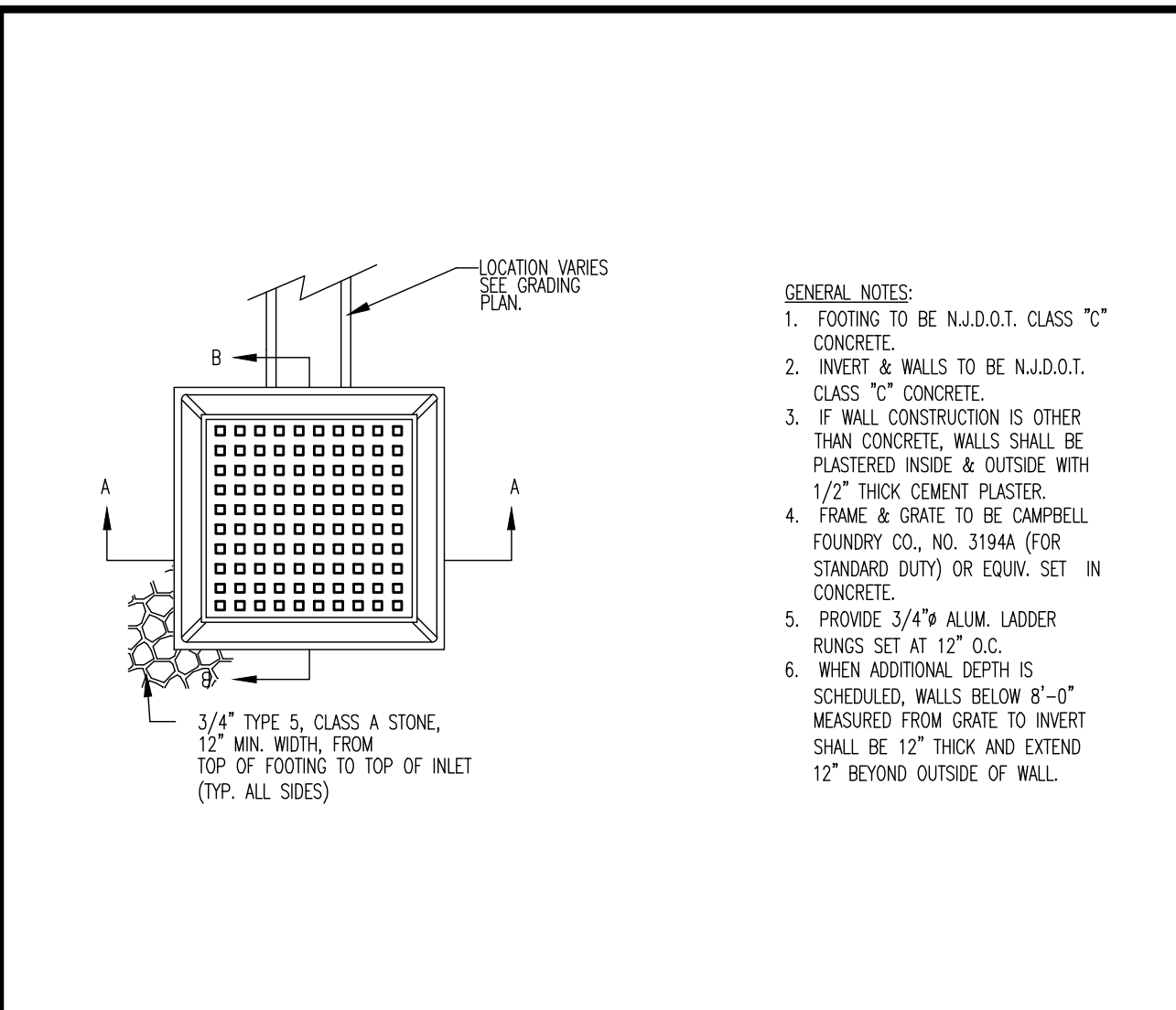
JEFFREY HABERMAN
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 53560

JOHN A. PALUS
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 41975

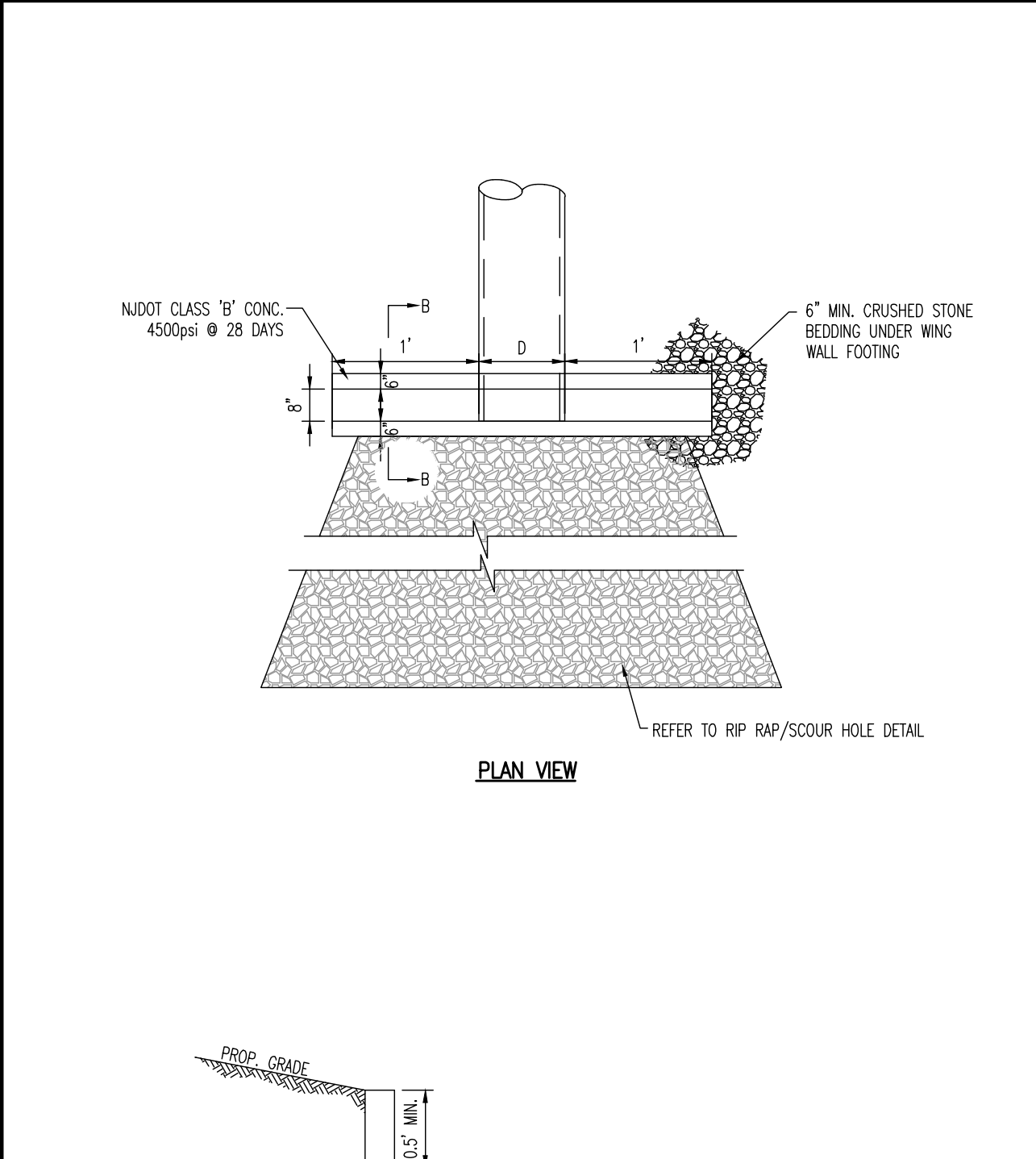
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Rev. # 1

 AS REQUIRED - SEE PLAN 6" THICK 4,000 PSI CONCRETE 6X6-10/10 WWF 4" THICK, DENSE GRADED AGGREGATE BASE FIRM COMPACTED SUBGRADE (TYP.) NOTES: 1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS WITH A MINIMUM CEMENT CONTENT OF 600 POUNDS PER CUBIC YARD FOR ALL FOOTINGS. 2. ALL CONCRETE SHALL HAVE A SLUMP OF NO GREATER THAN 4" TO WITHIN A TOLERANCE OF 1". 3. ALL EXPOSED CONCRETE SHALL BE AIR-ENTRAINED, (8% WITHIN 1" TOLERANCE), CONFORMING TO ASTM C260. 4. REINFORCING STEEL SHALL BE A MINIMUM ASTM A615, GRADE 60, AND SHALL BE FIELD WIRED IN PLACE. 5. ALL FORMWORK, AND PLACEMENT OF CONCRETE SHALL COMPLY WITH GOOD CONSTRUCTION PRACTICES AND BE IN ACCORDANCE WITH ALL LOCAL COVERING CODES AND REGULATIONS, AS WELL AS THE ACI AND UNIFORM BUILDING CODE. 6. PROVIDE CONTRACTION JOINTS AT DEPTH NO LESS THAN 1-1/2" AND A WIDTH OF 1/4" TO 5/8" MAX., SPACED IN BOTH DIRECTIONS, NO GREATER THAN 20'. 7. PROVIDE EXPANSION JOINTS CONSISTING OF 1/2" WIDE PREMOULDED BITUMINOUS MATERIAL AND SPACED IN BOTH DIRECTIONS, NO GREATER THAN 40', AND AT EDGES OF BUILDINGS, WALLS AND OTHER STRUCTURES. 8. EXPANSION AND CONTRACTION JOINT PATTERNS SHOULD DRAVE CONCRETE INTO APPROXIMATE RECTANGULAR PANELS WITH LENGTHS NOT MORE THAN 125% OF WIDTH AND AVOID ACUTE ANGLES.		 30"x30" W11-2 SIGN BLACK BORDER BLACK SYMBOL FLUORESCENT YELLOW-GREEN BACKGROUND 24"x12" W16-7P SIGN BLACK BORDER BLACK SYMBOL FLUORESCENT YELLOW-GREEN BACKGROUND PEDESTRIAN CROSSING SIGN AT CROSSWALK DETAIL NOT TO SCALE		 VARIES 6'-0" 4'-0" MIN. 24" WIDE WHITE STOP BAR WHITE STRIPING WHITE LETTERS - 60" MAX. VARIES 4" WIDE DOUBLE YELLOW STRIPING R1-1 SIGN NOTE: USE THERMOPLASTIC PAINT STOP CONTROLLED INTERSECTION CROSSWALK AND STOP BAR DETAIL NOT TO SCALE		 10'-0" 6'-0" 4" CAP BLOCK LATCH BOARD ON BOARD GATE (2) GATE STOPS 6" 4,000 PSI CONC. SLAB @ 28 DAYS WITH AIR ENTRAINMENT REINFORCED WITH 6x6-10/10 WWF SOLID CONC. BLOCK 4,000 PSI CONC. FOOTING (TYP.) ELEVATION 1'-4" 1'-4" 10'-8" 10'-0" 6" BOLLARD (TYP.) SLOPE #5 VERTICAL REBAR 3"x3"x3/16" ANGLE, 6'-0" LONG (4) WELDS PER ANGLE EMBEDDED IN MORTAR WELDED TO ANGLE AND 8"x1/4" STEEL HOOK HOLD FOR DOOR OPENING 6" CURB CORES IN FIRST 16" TO BE FILLED WITH CONCRETE BRILL HOLES IN CONCRETE FOR GATE STOP HOLDERS SLAB CONTROL JOINT SEE SITE PLAN WHEN DIMENSION IS NOT SPECIFIED, USE 5" 10' X 10' MASONRY TRASH ENCLOSURE WITH BOARD ON BOARD GATE DETAIL NOT TO SCALE		 GRASS PAVER WIDTH - 20" (SEE DETAIL A) SECTION A - A ISOMETRIC VIEW PLAN VIEW DETAIL A GRASS SURFACE SOD OR TOPSOIL 70/30 AGGREGATE/TOPSOIL MIX PERFORATED GEOWEB SECTION (DEPTH VARIES) GEOTEXTILE GRANULAR SUBBASE (THICKNESS VARIES) GEOTEXTILE (IF REQUIRED) SUBGRADE TYPICAL GRASS PAVER DETAILS NOT TO SCALE			
 POSTS @ 8' O.C. MAX. HINGE (2 TYP.) LATCH WHITE VINYL RAILS WITH TAPERED ENDS 1" BLACK WIRE MESH MOUNTED TO BACKSIDE OF FENCE GRADE 5" x 5" POST (TYP.) 3000 PSI CONCRETE FOUNDATION WHITE VINYL POST & RAIL GATE W/ BLACK WIRE MESH NOTES: 1) POST AND RAILS TO BE WHITE VINYL. 2) BACKFILL TO BE PLACED IN MAXIMUM 8" LIFTS AND COMPACTED TO 95 % OPTIMUM DENSITY. 3) BLACK WIRE MESH TO BE MOUNTED TO THE BACKSIDE OF THE FENCE. VINYL POST AND RAIL FENCE DETAIL NOT TO SCALE		 NOT FOR CONSTRUCTION CAP BLOCK PROPOSED GRADE RETAINED SOIL MODULAR BLOCK WALL INFILL SOIL GEGRID REINFORCEMENT LOCATION AND LENGTH PER WALL DESIGN FINISH GRADE DRAIN TILE (TYP.) NOTES: 1. DETAIL IS FOR SITE PLAN REVIEW ONLY AND SHALL NOTE BE USED FOR BIDDING OR CONSTRUCTION. 2. A DESIGN SIGNED AND SEALED BY A PROFESSIONAL ENGINEER FOR ALL RETAINING WALLS SHALL BE SUBMITTED TO THE MUNICIPAL ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION. 3. WALL SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS. SCHEMATIC MODULAR BLOCK RETAINING WALL DETAIL NOT TO SCALE		 10'-8" 10'-0" 6" BOLLARD (TYP.) SLOPE #5 VERTICAL REBAR 3"x3"x3/16" ANGLE, 6'-0" LONG (4) WELDS PER ANGLE EMBEDDED IN MORTAR WELDED TO ANGLE AND 8"x1/4" STEEL HOOK HOLD FOR DOOR OPENING 6" CURB CORES IN FIRST 16" TO BE FILLED WITH CONCRETE BRILL HOLES IN CONCRETE FOR GATE STOP HOLDERS SLAB CONTROL JOINT SEE SITE PLAN WHEN DIMENSION IS NOT SPECIFIED, USE 5" 10' X 10' MASONRY TRASH ENCLOSURE WITH BOARD ON BOARD GATE DETAIL NOT TO SCALE		 GRASS SURFACE SOD OR TOPSOIL 70/30 AGGREGATE/TOPSOIL MIX PERFORATED GEOWEB SECTION (DEPTH VARIES) GEOTEXTILE GRANULAR SUBBASE (THICKNESS VARIES) GEOTEXTILE (IF REQUIRED) SUBGRADE TYPICAL GRASS PAVER DETAILS NOT TO SCALE					
 30"x30" W11-2 SIGN BLACK BORDER BLACK SYMBOL FLUORESCENT YELLOW-GREEN BACKGROUND 24"x12" W16-7P SIGN BLACK BORDER BLACK SYMBOL FLUORESCENT YELLOW-GREEN BACKGROUND PEDESTRIAN CROSSING SIGN AT CROSSWALK DETAIL NOT TO SCALE		 WIDTH VARIES, SEE PLAN 2" (TYP.) 2" (TYP.) 2" (TYP.) 6" MIN. WHITE PAINT (TYP.) NOTE: CROSSWALK BARS TO BE INSTALLED PARALLEL TO THE DIRECTION OF VEHICULAR TRAVEL. TYPICAL LADDER CROSSWALK NOT TO SCALE		 SEE SITE PLAN 4" WIDE WHITE STRIPE CURB FACE SEE SITE PLAN PAINTED CROSSWALK STRIPING DETAILS NOT TO SCALE		 SEE SITE PLAN 4" WIDE WHITE STRIPE CURB FACE SEE SITE PLAN PARKING STALL STRIPING DETAIL NOT TO SCALE		 CONSTRUCT 1/2" WIDE EXPANSION JOINT EVERY 20' WITH PREMOULDED BITUMINOUS JOINT FILLER CONSTRUCT CONTRACTION JOINTS CUT TO A DEPTH OF 1/2" DEEP PLACED EVERY 4' ON CENTER PLAN PROPOSED BUILDING PROPOSED BUILDING PAVEMENT 6" COMPACTED DENSE GRADED AGGREGATE 4" AIR ENTRAINMENT CONC. 4,000 P.S.I. @ 28 DAYS 6" VARIES (SEE SITE PLAN) SECTION NOTE: 1. MAX. CROSS SLOPE 1/4" PER FOOT PITCHED AWAY FROM BUILDING. 2. PROVIDE 1/2" WIDE PREMOULDED BITUMINOUS EXPANSION JOINT AT 20' INTERVALS. 3. REFER TO SITE PLAN FOR SIDEWALK WIDTH. 4. PROVIDE A BROOM FINISH TO PROVIDE A SLIP RESISTANT WEARING SURFACE IN ACCORDANCE WITH A.D.A. REGULATIONS. FINISH THE EDGES OF THE GROOVES USING AN EDGING TOOL WITH A 1/4" RADIUS. CURB AND WALK DETAIL AT BUILDING NOT TO SCALE			
 W16-7P(L) 24"x12" W16-7PL DIAGONAL DOWN ARROW DETAIL NOT TO SCALE		 RED LETTERS WHITE BACKGROUND 12"x18" R7-1 SIGN DETAIL NOT TO SCALE		 RED BACKGROUND WHITE LETTERS 30"x30" R1-1 SIGN DETAIL NOT TO SCALE		 6" REIN. CONC. MAT 4,000 P.S.I. @ 28 DAYS TAR SEAL 6" HMA 9.5MM M64 SURFACE COURSE (SECTION 902.02.01) SLOPE VARIES 6" HMA 19.0 M64 BASE COURSE (SECTION 901.10) 6" HMA 19.0 M64 BASE COURSE (902.02.01) 6x6 - 10/10 W.W.F. 3" 1-0" 10/07/22 - 10/07/22 CONCRETE & PAVING DETAIL NOT TO SCALE		 VARIES W/ SIGN SIGN (AS SPECIFIED ON PLAN) 1/4" X 1/2" L.G. PIN HD. BOLTS WITH NUTS & LOCK WASHERS STEEL POST (TYP.) BREAKAWAY POST CONSTRUCTION GRADE 7'-0" ABOVE GROUND 2'-6" 1'-0" JGJ/JOMS SIGN POST & FOOTING DETAIL NOT TO SCALE		THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION DYNAMIC ENGINEERING LAND DEVELOPMENT CONSULTING • PERMITTING • GEOTECHNICAL • ENVIRONMENTAL • SURVEY • PLANNING & ZONING Offices conveniently located throughout the United States: New Jersey Delaware Florida Maryland Pennsylvania Texas 1504 Main Street Lake Como, NJ 07719 T: 732.974.0198 F: 732.974.3521 www.dynamiceng.com TITLE: CONSTRUCTION DETAILS PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY JOB No: 5214-24-00441 DATE: 12/12/2025 DRAWN BY: KTK DESIGNED BY: AF CHECKED BY: JSH CHECKED BY: - JEFFREY HABERMAN PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 53560 JOHN A. PALUS PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 41975 811 PROTECT YOURSELF ALL STATES REQUIRE NOTIFICATION OF CONSTRUCTION ACTIVITIES. IF ANY DESIGN PREPARED TO OBTAIN THE SERVICE OFFICE NUMBER, IN THE STATE FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM 20 OF 31 Rev. # 1	



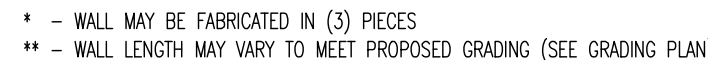
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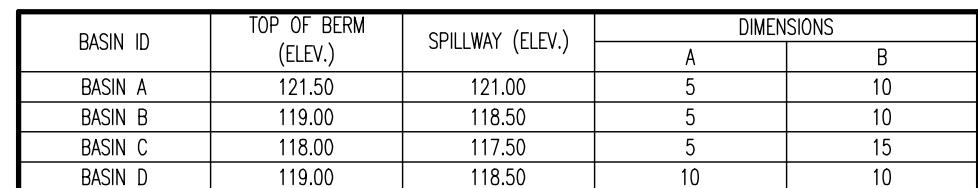
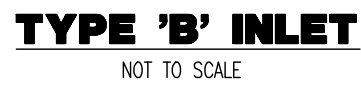
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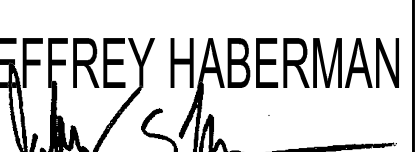


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ANCHOR SCHEDULE FOR VERT. DOWNWARD BENDS		THRUST BLOCK DESIGNED FOR 150 LB. PER SQ. IN TEST PRESSURE & 2000 LB. PER SQ. FT. SOIL PRESSURE.
SIZE	STRAP SIZE	*MIN. CONC. ANCHORAGE WITHOUT BACKFILL AND NO GROUND WATER CONDITION.
8"	#5 BAR	



THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION			
 DYNAMIC ENGINEERING		1904 Main Street Lake Como, NJ 07716 P: 732.974.0198 F: 732.974.3021 www.dynengr.com	
LAND DEVELOPMENT CONSULTING		• PERMITTING	• GEOTECHNICAL
		• ENVIRONMENTAL	• SURVEY
			• PLANNING & ZONING
Offices conveniently located throughout the United States: New Jersey • Delaware • Florida • Maryland • Pennsylvania • Texas			
TITLE: CONSTRUCTION DETAILS			
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY		JOB NO: 5214-24-00441 DRAWN BY: KTK DESIGNED BY: AF CHECKED BY: JSH CHECKED BY: -	
JEFFREY HABERMAN  PROFESSIONAL ENGINEER NEW JERSEY LICENSE NO. 53560		JOHN A. PALUS  PROFESSIONAL ENGINEER NEW JERSEY LICENSE NO. 41975	
		 PROTECT YOURSELF ALL STATE, LOCAL, MUNICIPAL & COUNTY, RECORDING, AND ANY OTHER AGENCY REQUIREMENTS MUST BE MET. SEARCH NUMBER, IF ANY STATE FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: www.call811.com	
		DATE: 12/12/2025 SCALE: (H) NOT TO (V) SCALE SHEET No: 22 OF 31 Rev. # 1	



LED WATTAGE CHART				
Drive Current	16L	32L	48L	64L
400 millamps	21w	-	-	-
500 millamps	26w	-	-	-
700 millamps	36w-37w	71w	104w-105w	136w-139w
1050 millamps	55w-55w	106w-107w	156w-157w	200w-202w

FORM AND FUNCTION

- Sleek, low profile housing
- Spec grade performance
- Engineered for optimum thermal management
- Low depreciation rate
- Reduces energy consumption and costs up to 65%
- Exceeds IES foot candle levels utilizing the least number of poles and fixtures per project
- Optical system designed for:
 - Parking Lots
 - Auto Dealerships
 - General Area Lighting

CONSTRUCTION

- Die Cast Aluminum
- External cooling fins
- Corrosion resistant external hardware
- IP65 Rated Against Dust & Water Ingress. IK10 Rated for Tamper/Vandalism/Impact Protection
- One-piece Optics Plate™ mounting silicone Micro Optics
- Two-piece silicone Micro Optic system ensures IP67 level seal around each PCB
- Grade 2 Clear Anodized Optics Plate™ standard

FINISH

- 3-5 mils electrostatic powder coat.
- NLS' standard high-quality finishes prevent corrosion, protects against extreme environmental conditions

WARRANTY

Five-year limited warranty for drivers and LEDs.

BUY AMERICAN

To ensure the latest BAA/TAA/BABA Standards are being met, please select BAA, TAA, or BABA in the options section. Please contact the factory before placing an order for any NLS products requesting BAA (Buy American Act), TAA (Trade America Act), or BABA (Build America, Buy America).



Project Name:		Type:					
NV-1 ORDERING GUIDE							
Cat#	Light Dist.	# of LEDs	Drive Current	Color Temp. / CCT	Voltage		
NV-1 (NV-1)	Type 2 (T2)	16 (16L)	400 (400)	Arctic 580-600mK (AMBER) 16 Lx 16	120-277 (0V)		
	Type 3 (T3)	32 (32L)	500 (500)	2700K, 20 CRI (27K20) *	347-480 (HV)		
	Type 4 (T4)	48 (48L)	700 (700)	2700K, 80 CRI (27K80) *	347-480 (HV)		
	Type 4 Forward Throw Wide (T4FTW)12	32 (32L)18	1050 (1050)	3000K, 80 CRI (30K80) 14	347-480 (HV)		
	Type 5 (T5)	64 (64L)	1050 (1050)	3000K, 80 CRI (30K80) 14	347-480 (HV)		
	Type 5 Wide (T5W)	64 (64L)	1050 (1050)	3000K, 80 CRI (30K80) 14	347-480 (HV)		
	Nema 3 (N3)	64 (64L)	1050 (1050)	4000K, 20 CRI (40K20)	347-480 (HV)		
	30° Narrow Beam (N3)	64 (64L)	1050 (1050)	4000K, 80 CRI (40K80)	347-480 (HV)		
	Corner Distribution Left (CDL)19	64 (64L)	1050 (1050)	4000K, 80 CRI (40K80) 1	347-480 (HV)		
	Corner Distribution Right (CDR)19	64 (64L)	1050 (1050)	4000K, 80 CRI (40K80) 1	347-480 (HV)		
Custom Drive Current (CIS-MA-****) Specify							
Mounting	Color	Controls Options	Options	Lens Options			
Architectural Sweep Arm (ASA)	Bronze Textured (BRZ)	PhotoCell + Receptacle (PCR)	Bird Spikes (BS)	Glass Lens (GL) 14			
Direct Pole 2" Arm Single (DPS2)1	White Textured (WT)	Nema 7 Pin Receptacle (N7P)	Marine Grade Finish (MGF)	HLL Lens (HLL) 14			
Direct Pole 7" Arm (DPS7)1	Smooth White Gloss (SWT)	Receptacle w/ Shorting Cap (PCR)	Optic Plate Painted to Match Fixture (OPP)	ASA Round Pole Adaptor (RPA-ASA-4)			
Knuckle Mount (KM)	Silver Metallic (SVR)	FSP-211 w/Motion Sensor/PhotoCell (FSP-211-MS)	ASA Round Pole Adaptor (RPA-ASA-4)	5" 0" Pole (5P-ASA-4)			
Wall Mount (WM)	Black Textured (BLK)	120-277VAC, 230-240VAC (FSP-201) 14	Round Pole Adaptor (RPA-ASA-4)	5" 0" Pole (5P-ASA-4)			
Trunnion Mount (TM)	Smooth Black Gloss (SBG)	71-401 lights (FSP-401) 14	Round Pole Adaptor (RPA-ASA-4)	5" 0" Pole (5P-ASA-4)			
Tennis Arm Mount (TA)	Graphite Textured (GPT)	FSP-221 w/Motion Sensor/PhotoCell (FSP-221-MS)	Round Pole Adaptor (RPA-ASA-4)	5" 0" Pole (5P-ASA-4)			
Mad Arm Mount (MA)	Gray Textured (GRY)	100-247VAC, 208-230-240VAC (FSP-401) 14	Round Pole Adaptor (RPA-ASA-4)	5" 0" Pole (5P-ASA-4)			
Quick Mount Bracket (QMB)1	Green Textured (GRN)	71-401 lights (FSP-401) 14	Round Pole Adaptor (RPA-ASA-4)	5" 0" Pole (5P-ASA-4)			
Retrolite Mount Bracket (RMB)1	Hunter Green Textured (HGR)	Custom Controls Integration (CCI) 14	Rotated Optic Left (ROL)	Rotated Optic Right (ORR)			
	Custom (CS)	Bottom Tilt PhotoCell (PTC) 14	Automotive House Side Shield (HSS)	Automotive House Side Shield (HSS)			
		FSP-401 (FSP-401)	House Side Shield (HSS)	House Side Shield (HSS)			
			Buy American Act (BAA) 14	Buy American Act (BAA) 14			
			Trade Agreement Act (TAA) 14	Trade Agreement Act (TAA) 14			
			Build America Buy American (BABA) 14	Build America Buy American (BABA) 14			
NOTES: 1. Consult Factory for Lead Time. Consult Factory for 90 CRI Requests. 2. For Round Pole Specify RPA4 or RPA5 3. Standard finish is stainless steel. Can be painted to match fixture. 4. Universal Voltage 120-277 5. HSS not applicable with Nema 2 6. 3000K or lower, with fixed mounting options only, must be selected to meet International Dark-Sky Association certification 7. Glass Lens: Low iron glass, fully tempered per ANSI C136.1 (2018-10-30) 8. HLL Lens: Yellow Polycarbonate Lens - less than 2% Blue Light Content 9. Please contact Factory for Custom Control Integration requests (Light, NA, Wave, Inc, Overton, DMV/RDM, Synapse, Casambi, DALI, Avea, or other control systems). 10. Turtle Safe 11. Consult factory for all BAA/TAA/BABA requests 12. Consult Factory for Lead Time and estimated performance data 13. Not Available above 700mA 14. Contact Factory 15. Available only in 700mA and 1000mA 16. FSP 211, 120V/277V, 230-240VAC (single phase), 50/60Hz 17. FSP 221, 100-247VAC (single phase) or 208/230/480VAC (phase to phase) 18. Projects with sensors require Qty. 1 FSP per project 19. 6AL ONLY 20. See estimated scaling chart for multiplier values to estimate lumen output. Please contact factory to verify the estimated performance data 21. DPS2 or DPS7 must also be selected with QMB/RMB options							
701 Kingshill Place, Carson, CA 90746 Call Us Today (310) 341-2037							
nslighting.com							



The Evolve® LED Post Top Town & Country (EPTT) offers energy efficiency and quality of light in a classic look and style. The advanced LED optical system provides improved horizontal and vertical uniformity, reduced glare and improved lighting control.

Construction

Housing:

Die-cast aluminum housing with traditional lantern design. Cupola compatible with C136.41-2010 PE's, Shorting Caps and LightGrid Nodes

Refractors:

Acrylic, Polycarbonate, None/Open

Lens:

Impact resistant UV resistant polymer

Paint:

Standard - Black, Dark Bronze

RAL & custom colors available

Weight: 14 - 18 lbs (6.2 - 8 kg)

Lumen Maintenance

Projected Lx per IES TM-21-11 at 25°C

DISTRIBUTION			
LXX10K1 @ HOURS			
25,000 HR	60,000 HR	60,000 HR	
02, 03	L99	L99	L98
04, 05, 06, 07	L96	L91	L89

Note: Projected Lx based on LM80 to 10,000 hour testing. Accepted industry tolerances apply to initial luminous flux and lumen maintenance measurements.

Ambient Temperature Factor

AMBIENT TEMP (°C)	INITIAL FLUX FACTOR	AMBIENT TEMP (°C)	INITIAL FLUX FACTOR
10	1.02	30	0.99
20	1.01	40	0.98
25	1.00	50	0.97

Ratings

Operating Temperature: -40°C to 50°C (Optical Code 02-06)

Temperature: -40°C to 40°C (Optical Code 07)

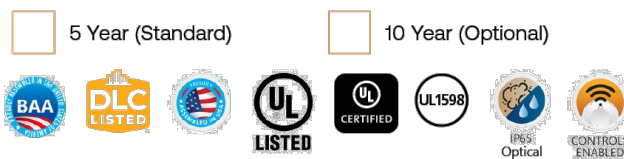
Vibration: 3G per ANSI C136.31-2010

LM-79: Testing in accordance with IES Standards

Controls

Dimming:	Standard - 0-10V	☐
	Optional - DALI (Option U)	☐
Sensors:	Photo Electric Sensors (PE) available	☐
	LightGrid™ Compatible	☐

Warranty



*Per ANSI C136.2-2015

Not all product variations listed on this page are DLC qualified. Visit www.designlights.com/search to confirm qualifications.



LED.com

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CUP210EVOLVEPTTOWN&COUNTRY_806

Ordering Information

E P T T 02

PROD. ID	GEN	VOLTAGE	LUMENS	DISTRIBUTION	REFRACTOR	CCT	CONTROLS PER ANSI C136.41	MOUNTING	COLOR	OPTIONS
E = Eole	02	0 - 50-277V	02 = 2000 lm	A = Symmetric	A = Acrylic	27 = 2700K	A = ANSI C136.41 7-Pin PE Receptacle ²	P = Pole Mounted	BLCK = Black Entry	L = Tool-Less Entry
P = Post Top			03 = 3000 lm	B = Asymmetric	P = Polycarbonate	30 = 3000K	D = ANSI C136.41 7-Pin PE Receptacle w/ Shorting Cap		DMBZ = Dark Bronze	P06 = Prewire with 18 ft 14/0 Cable
TT = Town & Country Traditional			04 = 4000 lm		N = None ³	40 = 4000K	E = ANSI C136.41 7-Pin PE Receptacle w/ Non-Dimming PE			R = Secondary 10A/50A
			05 = 5000 lm			50 = 5000K				U = DALI Programmable ²
			06 = 6000 lm							Y = Coastal Finish ²
			07 = 7000 lm							XXX = Special Options

¹ Select for IBA Approved Units
² Compatible with LightGrids™ Nodes
³ Recommended for installations within 750 feet of coast. Lead time varies, check with factory.



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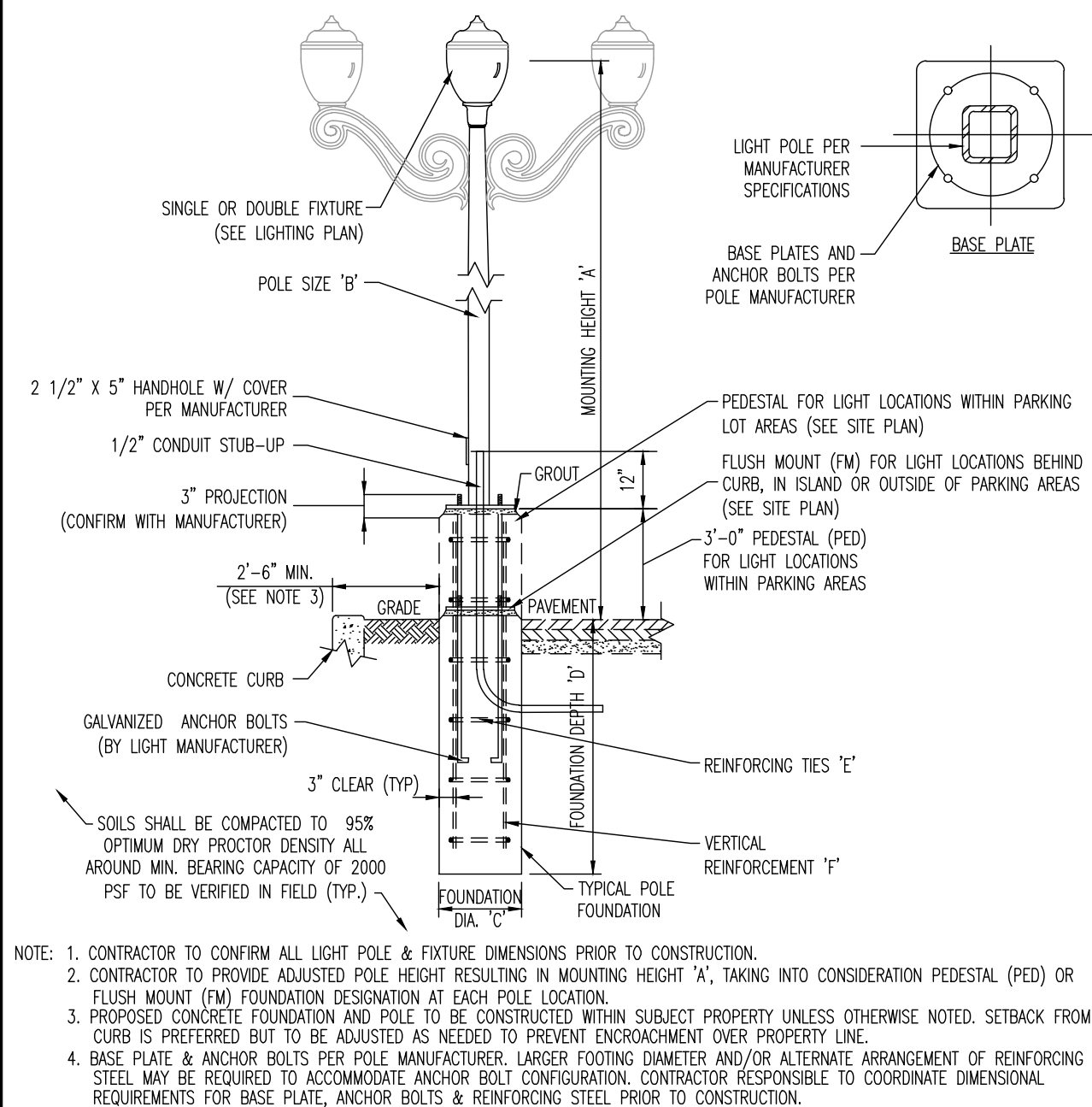
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CUP210EVOLVEPTTOWN&COUNTRY_806

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(Rev 04/26/2025)

COMMERCIAL AREA LIGHT DETAIL

NOT TO SCALE



- NOTE: 1. CONTRACTOR TO CONFIRM ALL LIGHT POLE & FIXTURE DIMENSIONS PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO PROVIDE ADJUSTED POLE HEIGHT RESULTING IN MOUNTING HEIGHT 'X', TAKING INTO CONSIDERATION PEDESTAL (PED) OR FLUSH MOUNT (FM) FOUNDATION DESIGNATION AT EACH POLE LOCATION.
3. PROPOSED CONCRETE FOUNDATION AND POLE TO BE CONSTRUCTED WITHIN SUBJECT PROPERTY UNLESS OTHERWISE NOTED. SETBACK FROM CURB IS PREFERRED BUT TO BE ADJUSTED AS NEEDED TO PREVENT ENCRoACHMENT OVER PROPERTY LINE.
4. BASE PLATE & ANCHOR BOLTS PER POLE MANUFACTURER. LARGER FOOTING DIAMETER AND/OR ALTERNATE ARRANGEMENT OF REINFORCING STEEL MAY BE REQUIRED TO ACCOMMODATE ANCHOR BOLT CONFIGURATION. CONTRACTOR RESPONSIBLE TO COORDINATE DIMENSIONAL REQUIREMENTS FOR BASE PLATE, ANCHOR BOLTS & REINFORCING STEEL PRIOR TO CONSTRUCTION.

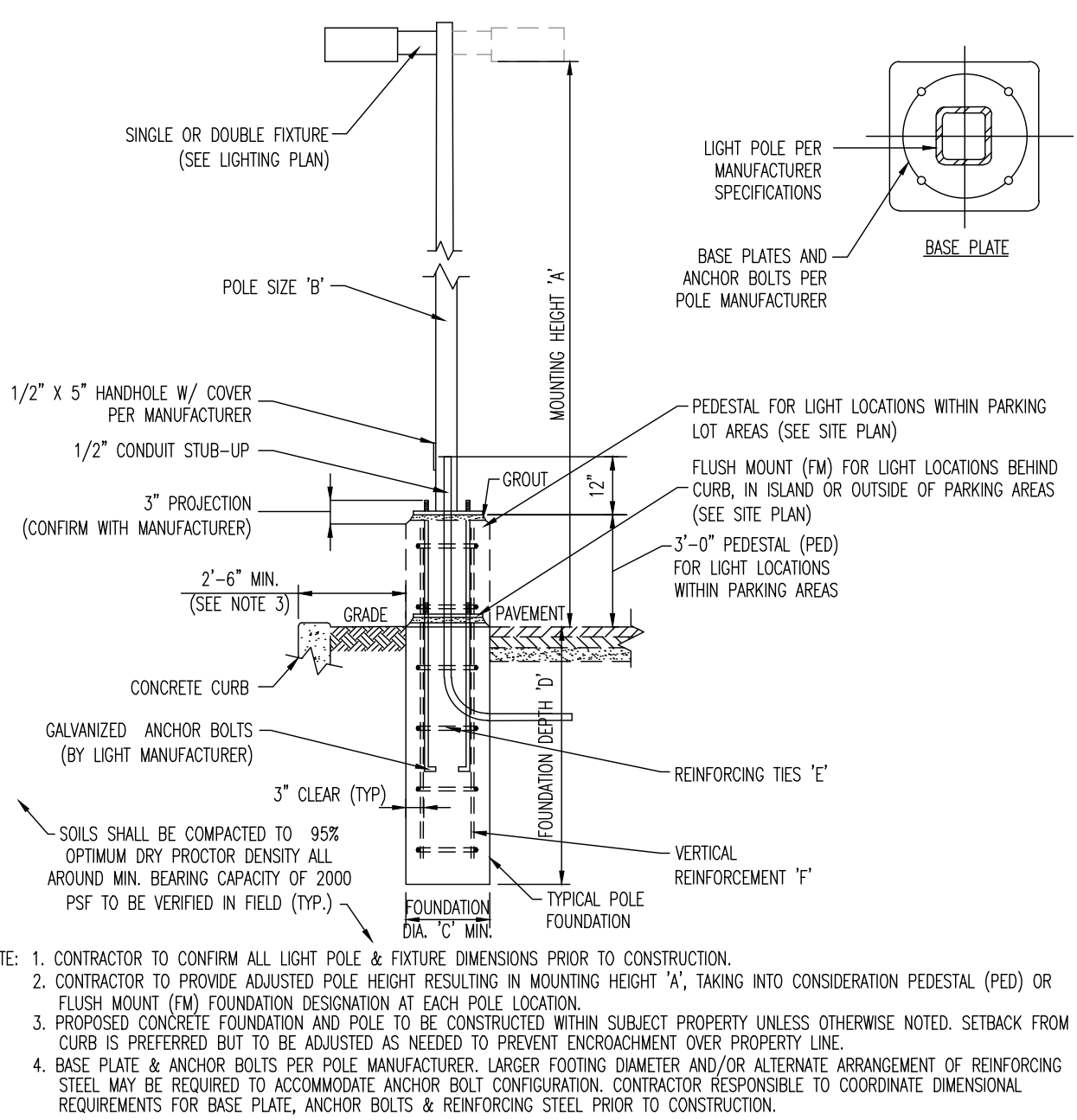
LIGHT POLE FOUNDATION SCHEDULE	
MOUNTING HEIGHT ABOVE GRADE 'X'	12'-14'
POLE DIA. 'B'	6" SQUARE (OR PER MANUFACTURER)
# OF FIXTURES	SINGLE OR DOUBLE
FOUNDATION DIAMETER 'C'	18" DIA. ROUND
FOUNDATION DEPTH 'D'	4.0'
REINFORCING TIES 'E'	#4 @ 12" O.C.
VERTICAL REINFORCEMENT 'F'	(8) #6 BARS EQUALLY SPACED

- SOIL NOTES
1. FOOTING DESIGN BASED ON ASSUMED MAXIMUM ALLOWABLE SOILS BEARING CAPACITY OF 2,000 PSF. CONTRACTOR RESPONSIBLE TO VERIFY ADEQUACY OF ASSUMED BEARING CAPACITY PRIOR TO CONSTRUCTION. ENGINEER TO BE NOTIFIED IF INCONSISTENCIES EXIST.
2. SUBGRADE TO BE FREE OF ORGANICS AND BE SUITABLE, COMPACTED MATERIAL.

- CONCRETE NOTES
1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS WITH A MINIMUM CEMENT CONTENT OF 600 POUNDS PER CUBIC YARD FOR ALL FOOTINGS.
2. ALL CONCRETE SHALL HAVE A SLUMP OF NO GREATER THAN 4" TO WITHIN A TOLERANCE OF 1".
3. ALL EXPOSED CONCRETE SHALL BE AIR-ENTRAINED (WITHIN 1% TOLERANCE), CONFORMING TO ASTM C260.
4. REINFORCING FRAMEWORK AND PLACEMENT OF CONCRETE SHALL COMPLY WITH GOOD CONSTRUCTION PRACTICES AND BE IN ACCORDANCE WITH ALL LOCAL GOVERNING CODES AND REGULATIONS AS WELL AS THE ACI AND UNIFORM BUILDING CODE.

DECORATIVE LIGHT FOUNDATION DETAIL

NOT TO SCALE



- NOTE: 1. CONTRACTOR TO CONFIRM ALL LIGHT POLE & FIXTURE DIMENSIONS PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO PROVIDE ADJUSTED POLE HEIGHT RESULTING IN MOUNTING HEIGHT 'X', TAKING INTO CONSIDERATION PEDESTAL (PED) OR FLUSH MOUNT (FM) FOUNDATION DESIGNATION AT EACH POLE LOCATION.
3. PROPOSED CONCRETE FOUNDATION AND POLE TO BE CONSTRUCTED WITHIN SUBJECT PROPERTY UNLESS OTHERWISE NOTED. SETBACK FROM CURB IS PREFERRED BUT TO BE ADJUSTED AS NEEDED TO PREVENT ENCRoACHMENT OVER PROPERTY LINE.
4. BASE PLATE & ANCHOR BOLTS PER POLE MANUFACTURER. LARGER FOOTING DIAMETER AND/OR ALTERNATE ARRANGEMENT OF REINFORCING STEEL MAY BE REQUIRED TO ACCOMMODATE ANCHOR BOLT CONFIGURATION. CONTRACTOR RESPONSIBLE TO COORDINATE DIMENSIONAL REQUIREMENTS FOR BASE PLATE, ANCHOR BOLTS & REINFORCING STEEL PRIOR TO CONSTRUCTION.

LIGHT POLE FOUNDATION SCHEDULE	
MOUNTING HEIGHT ABOVE GRADE 'X'	24'-25'
POLE DIA. 'B'	UP TO 6" SQUARE/ROUND (OR PER MANUFACTURER)
# OF FIXTURES	SINGLE OR DOUBLE
FOUNDATION DIAMETER 'C'	18" DIA. ROUND
FOUNDATION DEPTH 'D'	6.5'
REINFORCING TIES 'E'	#4 @ 12" O.C.
VERTICAL REINFORCEMENT 'F'	(6) #6 BARS EQUALLY SPACED

- SOIL NOTES
1. FOOTING DESIGN BASED ON ASSUMED MAXIMUM ALLOWABLE SOILS BEARING CAPACITY OF 2,000 PSF. CONTRACTOR RESPONSIBLE TO VERIFY ADEQUACY OF ASSUMED BEARING CAPACITY PRIOR TO CONSTRUCTION. ENGINEER TO BE NOTIFIED IF INCONSISTENCIES EXIST.
2. SUBGRADE TO BE FREE OF ORGANICS AND BE SUITABLE, COMPACTED MATERIAL.

- CONCRETE NOTES
1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS WITH A MINIMUM CEMENT CONTENT OF 600 POUNDS PER CUBIC YARD FOR ALL FOOTINGS.
2. ALL CONCRETE SHALL HAVE A SLUMP OF NO GREATER THAN 4" TO WITHIN A TOLERANCE OF 1".
3. ALL EXPOSED CONCRETE SHALL BE AIR-ENTRAINED (WITHIN 1% TOLERANCE), CONFORMING TO ASTM C260.
4. REINFORCING FRAMEWORK AND PLACEMENT OF CONCRETE SHALL COMPLY WITH GOOD CONSTRUCTION PRACTICES AND BE IN ACCORDANCE WITH ALL LOCAL GOVERNING CODES AND REGULATIONS AS WELL AS THE ACI AND UNIFORM BUILDING CODE.

AREA LIGHT FOUNDATION DETAIL

NOT TO SCALE

RESIDENTIAL AREA LIGHT DETAIL

NOT TO SCALE

PERFORMANCE STANDARD

INSTALLATION INSTRUCTIONS

ASTM C-923 Section 4.1 RESILIENT MATERIALS TESTS

TEST	RESULTS	ASTM METHOD
Chemical resistance 1 N Sulfuric acid 1 N Hydrochloric acid	no weight loss no weight loss	D 643, at 22°C for 48h
Tensile strength	1200 psi, min.	D 412
Elongation at break	350% min.	
Hardness*	± 8 from mfr's, specified hardness	D 2240 (Shore A durometer)
Accelerated weathering	dur. of 15%, max. of original tensile strength, dur. of 20% max. of elongation	D 573, 70±1°C for 7 days
Compression set	dur. of 25%, max. of original deflection	D 395, Method B, at 70°C for 22h
Water absorption	increase of 10%, max. of original by weight	D 471, Immense 0.75 to 2-in. or 19 by 25-mm Specimen distilled water at 70°C for 48h
Ozone resistance	rating C	D 1171
Low-temperature brittle point	no fracture at -40°C	D 746
Tear resistance	200 lb/in.	D 624, Die B

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Experience has shown that successful performance of this product depends on proper installation, as well as on the location and frequency of the field installation of the manifold or valve/water structure and connecting pipes.

- Position G3-1208 Boot & Band in hole, then, tighten for 25 ft-lbs using torque wrench.

- Insert pipe into rolled in connector. For inside mount, affix clamp behind O-ring. Torque to 60 in-lbs and backfill.

- For outside mount, pull pipe back; reposition pipe within the wall and affix clamp directly behind O-ring. Torque to 60 in-lbs and backfill.

WARNING: To ensure the G3 Boot System remains a flexible watertight connector, it is A-LOK Products, Inc. strong recommendation that no mortar be placed between the pipe and wall of the concrete structure. The use of mortar in this area would decrease the effectiveness of the connector to compensate for shear caused by settlement or ground movement.

NOTE: A-LOK strongly suggests use of proper torque wrenches to secure the G3 Boot in the structure as well as to secure the takedown clamp around the connector and pipe. Both torque wrenches are available through A-LOK Products, Inc.

CAUTION: When installing pipe stubs for water pipeline installation, all stubs must be properly restrained to prevent any movement by means other than the G3 Connector.

ANY QUESTIONS REGARDING G3 BOOT SYSTEM, PLEASE CALL 1-800-822-2956

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800-822-2365 • 215-347-3366 • 215-347-3260 FAX

SEQUENCE OF CONSTRUCTION & TESTING

Upon installation of sewer main piping, manholes and laterals, the contractor may obtain a preliminary as-built survey and conduct an optional preliminary as-built test to confirm that the piping is leak free before other utility work is started in the vicinity of newly constructed sanitary sewers. This may help to avoid unnecessary disturbance of shallow utility systems and assist in locating portions of the sanitary sewer system which may become damaged during subsequent construction.

Approval of an as-built survey by the Township shall be required prior to placing any sanitary sewer main into operation.

Upon completion of all utility trenching in the public right-of-way, the Contractor shall conduct the following tests, in the presence of a representative of the Township:

Air Test
Sewer Cleaning
TV Inspection

Deflection/Deformation Test

Upon completion of stabilized base course paving, the Contractor shall conduct the manhole Leakage Tests, in the presence of a representative of the Township.

Where unusual project conditions make the above sequence impractical, in the opinion of the Engineer, the Engineer may permit the modification of the sequence at his discretion. Under no circumstances, however, shall any sewer main be placed into operation without having satisfactorily passed all regularly required testing.

The Township reserves the right to require retesting and/or repair of any portion of the newly constructed sanitary sewer system, as deemed necessary by the Engineer. All testing and repairs shall be at Developer's expense.

PRELIMINARY AS-BUILT PLAN

When, due to a temporary lack of sufficient permanent above-ground features (e.g. building foundations, storm sewer inlets, etc.), it is not possible to indicate inspection riser locations utilizing horizontal offset distance of 100 feet or less, a preliminary as-built plan may be accepted. A preliminary as-built plan (signed and sealed by a New Jersey licensed land surveyor) shall be submitted indicating manhole locations, wye connection locations, pump station facilities, force main and gravity pipe materials, inverts, lengths, slopes and slopes. The plan shall be clearly labeled as "preliminary". When construction of the project has progressed such that inspection riser locations can be properly documented, a final as-built survey shall be submitted. The as-built shall include a north mark based off of U.S.G.S. datum.

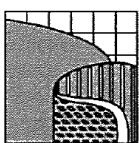
FINAL AS-BUILT PLAN

Final as-built plan submissions shall include one (1) reproducible mylar copy and one (1) print (bearing the seal of a New Jersey licensed Land Surveyor). Final as-built plans shall include the locations of all items listed under the requirements for preliminary as-builts in addition to inspection riser locations. Inspection riser locations shall be shown by at least two horizontal offset distances from permanent above ground site features. Trees, utility poles, etc. shall not be acceptable for this purpose. The submission of a final as-built plan shall be required prior to release of the performance guarantee.

SEWER CLEANING

Preliminary hydraulic cleaning of all sanitary sewer mains and manholes installed shall be required. All sewer cleaning work shall be witnessed by a representative of the Township. All debris and sediment shall be removed at each manhole and connection to existing system.

GENERAL SANITARY SEWER NOTES

ROBBINSVILLE TOWNSHIP 2298 ROUTE 33 ROBBINSVILLE, NEW JERSEY 08691 TELEPHONE: (609) 256-3600 FAX: (609) 259-2128	 Roberts ENGINEERING GROUP LLC Wisconsin Auditor: Emergency Certified CERTIFICATE OF AUTHORIZATION: 24G428159100 6070 Whitestone Hamilton Square Rd. Hamilton, New Jersey 08690 609-586-1141 fax 609-586-1143 www.RobertsEngineeringGroup.com
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4

MANHOLE LEAKAGE TEST

Manhole testing may be performed by water infiltration tests. No visible leakage of water into a manhole shall be permitted under any circumstances.

Exfiltration tests shall be conducted by plugging inlet and outlet pipes and filling the manhole with water. The manholes shall be filled into the casing. Plugs shall be secured to prevent them from being pushed into the pipes. After a two-hour soaking period, a water level reading shall be taken. The drop in the water level shall be measured after 24 hours. Leakage in any manhole, regardless of depth, shall not exceed 5 gallons per day.

Vacuum test shall be conducted by plugging the inlet and outlet pipes. Plugs shall be secured to prevent them from being drawn into the manhole. The test head shall be placed in the manhole and the seal inflated in accordance with the manufacturer's recommendations. A vacuum of 10 inches of mercury shall be drawn and the vacuum pump shut off. With the valves closed, the time shall be measured for the vacuum to drop to 5 inches of mercury. The manhole shall pass if the time is greater than 60 seconds for 48" diameter manholes, 75 seconds for 60" diameter manholes and 90 seconds for 72" diameter manholes.

CONNECTION TO STRUCTURES

The connection of sanitary sewer laterals to the interior plumbing system of any building, prior to granting of approval to operate by the Township, is prohibited.

UTILITY CROSSINGS

Water mains and sanitary sewer and force main shall be separated by 10 feet horizontally. Otherwise, the sewer and water shall be in separate trenches with the sewer 18 inches below the bottom of the water main. At water and sewer crossings, the sewer shall be 18 inches minimum but not less than 6" below the water or sewer main and shall be C.L.D.P. with all-joint joints and encased in concrete for a minimum of 10 feet on each side of the crossing. Where the sanitary sewer crosses over or within 18 inches minimum but not less than 6" of a storm pipe the sanitary sewer shall be C.L.D.P. with all-joint joints and encased in concrete for a minimum of 10 feet each side of the crossing.

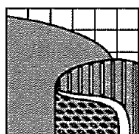
UTILITY NOTIFICATIONS

The contractor shall notify underground locations service at least 72 hours prior to commencement of excavation work.

GENERAL SANITARY SEWER NOTES

ROBBINSVILLE TOWNSHIP

2298 ROUTE 33
ROBBINSVILLE, NEW JERSEY 08691
TELEPHONE (609) 259-3800
FAX: (609) 259-2128


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ENGINEERING GROUP LLC
Where Business Concepts are Defined

CERTIFICATE OF AUTHORIZATION: 24GA28159100
1670 Whittecher-Hamilton Square Rd.
Hammonton, New Jersey 08050
609-586-1141 fax 609-586-1143
www.RobertsEngineeringGroup.com

PLAN

INLET SEWER
OPENING AT MANHOLE R=15.5"
MANHOLE RUNGS (OPPOSITE CHANNEL)
OUTLET SEWER

SECTION

3'-0" DIA.
12"
SPECIAL GRADING
ADJUST TO GRADE WITH COURSES OF CONCRETE BRICK OR CONCRETE GRADING RINGS. (12" MAXIMUM)
48" PRECAST CONCRETE RISER SECTION AS PER ASTM C-478 PRECAST REINFORCED CONC. MANHOLE SECTIONS
BUTYL GLOK SEALANT—JOINT OF APPROVED EQUAL (TYPICAL ALL MANHOLE JOINTS, SEE DETAIL)
COAL-TAR EPOXY WATERPROOFING MATERIAL (2 COATS) OR APPROVED EQUAL
PRECAST CONCRETE MANHOLE BASE
STANDARD MANHOLE FRAME AND COVER
PVC ENTRY SLEEVE
EXISTING GROUND
NONEXISTING GROUND
PRECAST CONCRETE MANHOLE CONE
2'-6"
MANHOLE RUNGS @ 12" O.C.
MANHOLE
DIAMETER
6" MINIMUM, 20'-0" MAXIMUM
VARIES
6'-6" MINIMUM, 20'-0" MAXIMUM
2'-0" O.C. SIDES
1" SEE INVERT DETAIL
CONCRETE BENCH
6" FOUNDATION MATERIAL 3/4" CLEAN STONE
SHAPED CHANNEL
UNDISTURBED SUBGRADE
MANHOLE INVERT

(BRANCH INLET SEWER NOT SHOWN)

NOTES

1. SPECIAL GRADING TO BE USED WHERE TOP OF MANHOLE PROTRUDES ABOVE ORIGINAL GRADE.
2. TOE OF SLOPE SHALL NOT EXTEND BEYOND EASEMENT LINE.
3. SPECIAL GRADING IS SYMMETRICAL AROUND CENTER LINE OF MANHOLE COVER.
4. ALL PRECAST STRUCTURES SHALL MEET HS 20 LOADING REQUIREMENTS AND SHALL CONFORM WITH N.J.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. SUBMIT SHOP DRAWINGS FOR APPROVAL.
6. MANHOLES TO WHICH FORCE MAINS ARE CONNECTED AND THE FIRST DOWNSTREAM MANHOLE SHALL BE LINED WITH DURA-PLATE 100 PVC PIPE AND BE PROVIDED WITH WATER-LOK CONNECTOR AS MANUFACTURED ATLANTIC CONCRETE PRODUCTS, OR OTHER APPROVED MATERIAL RESISTANT TO SULFIDE CORROSION.

OFF-ROAD: SUITABLE EXCAVATED MATERIAL OR SELECT FILL
TWP. ROAD: COMP. DENSE GRADED AGGREGATE
CO. ROAD: 1:5 CEMENT SAND

STANDARD PRECAST MANHOLE

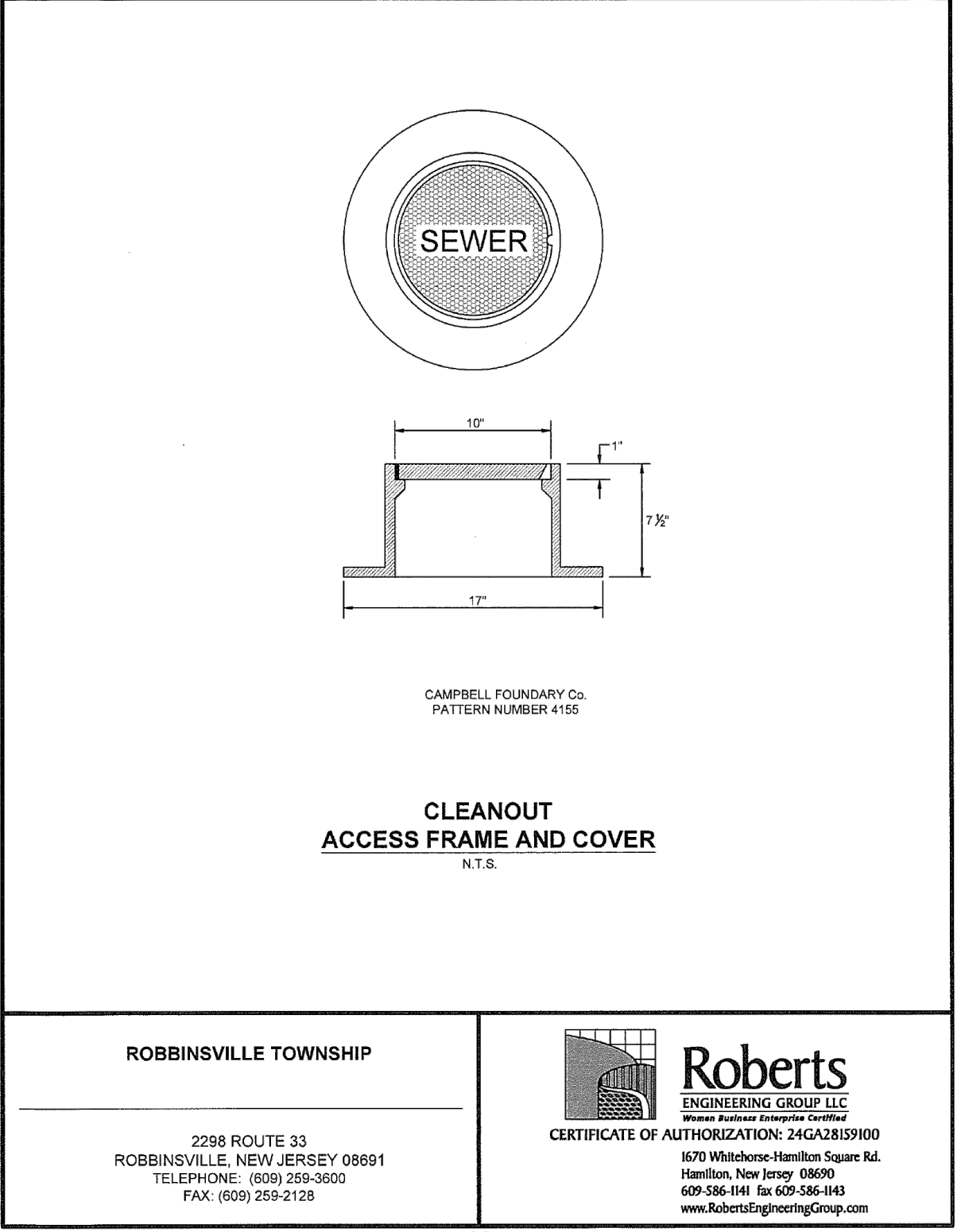
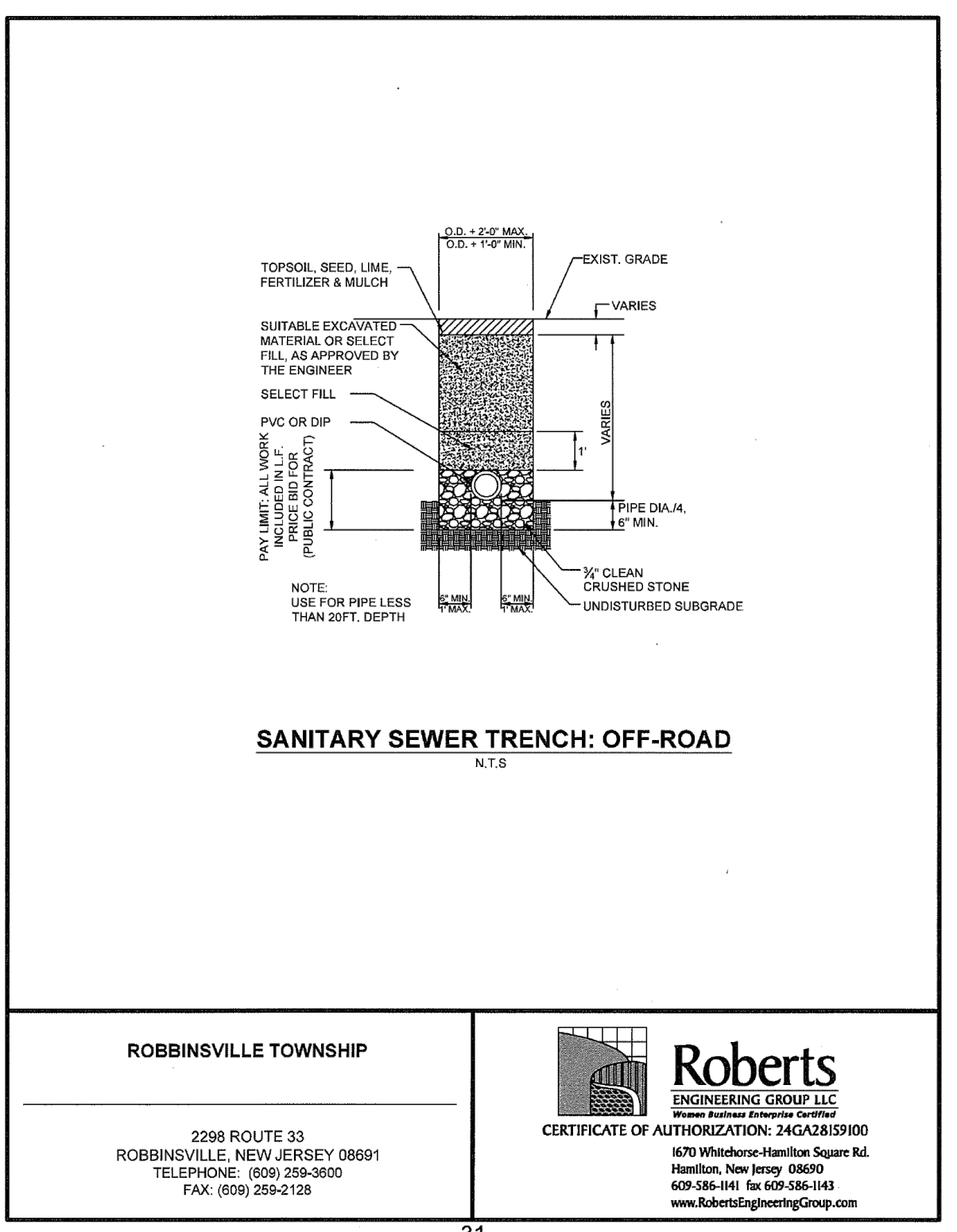
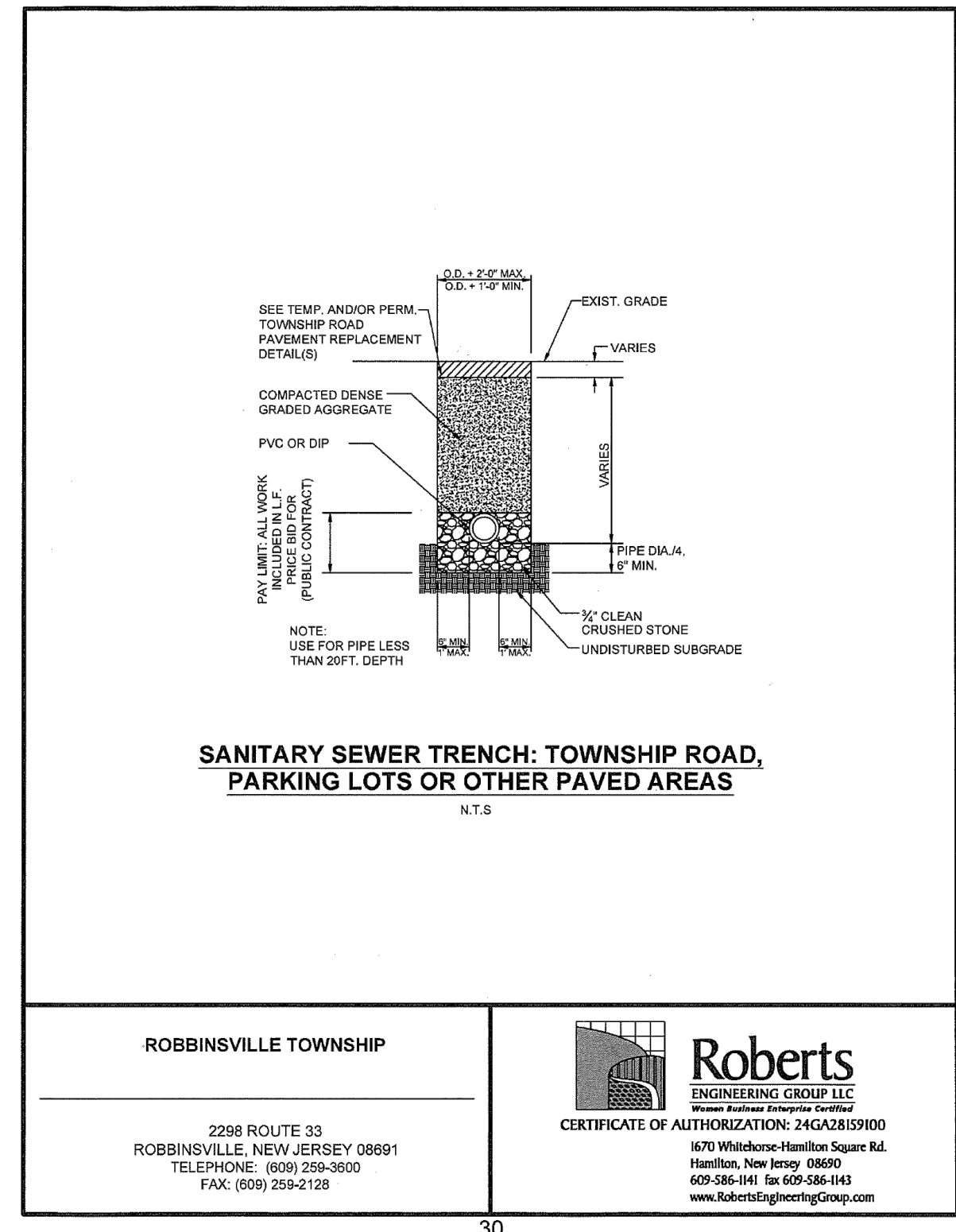
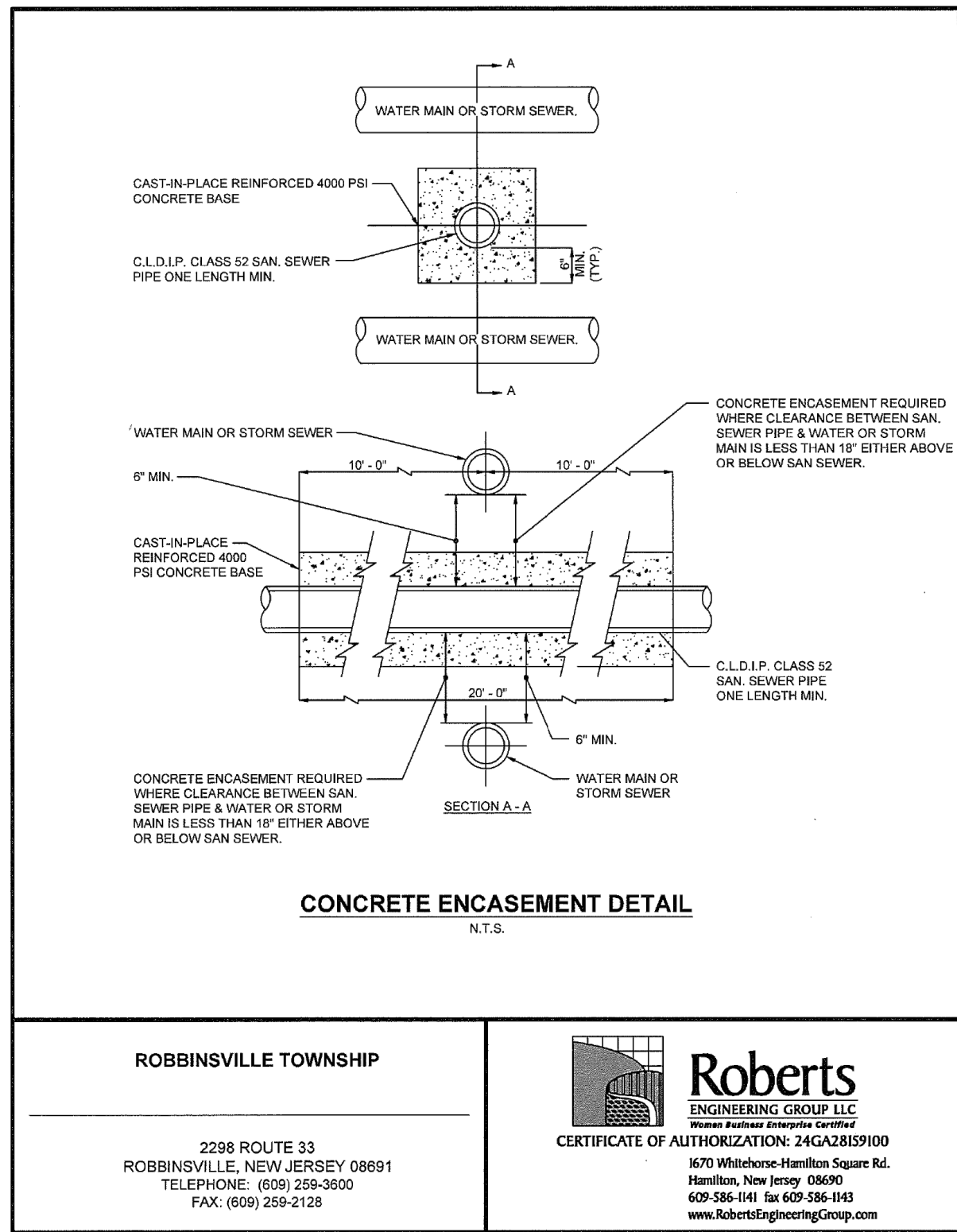
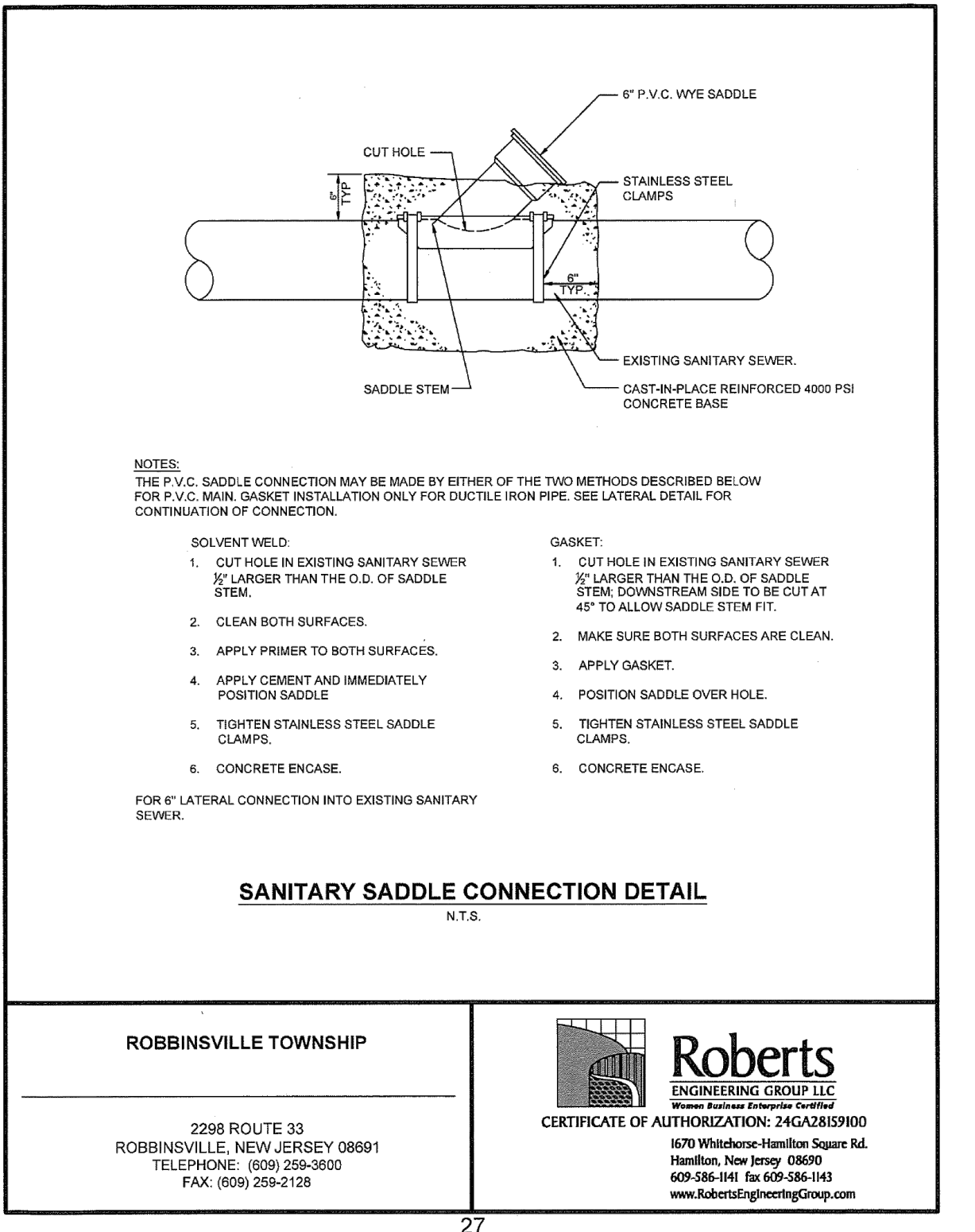
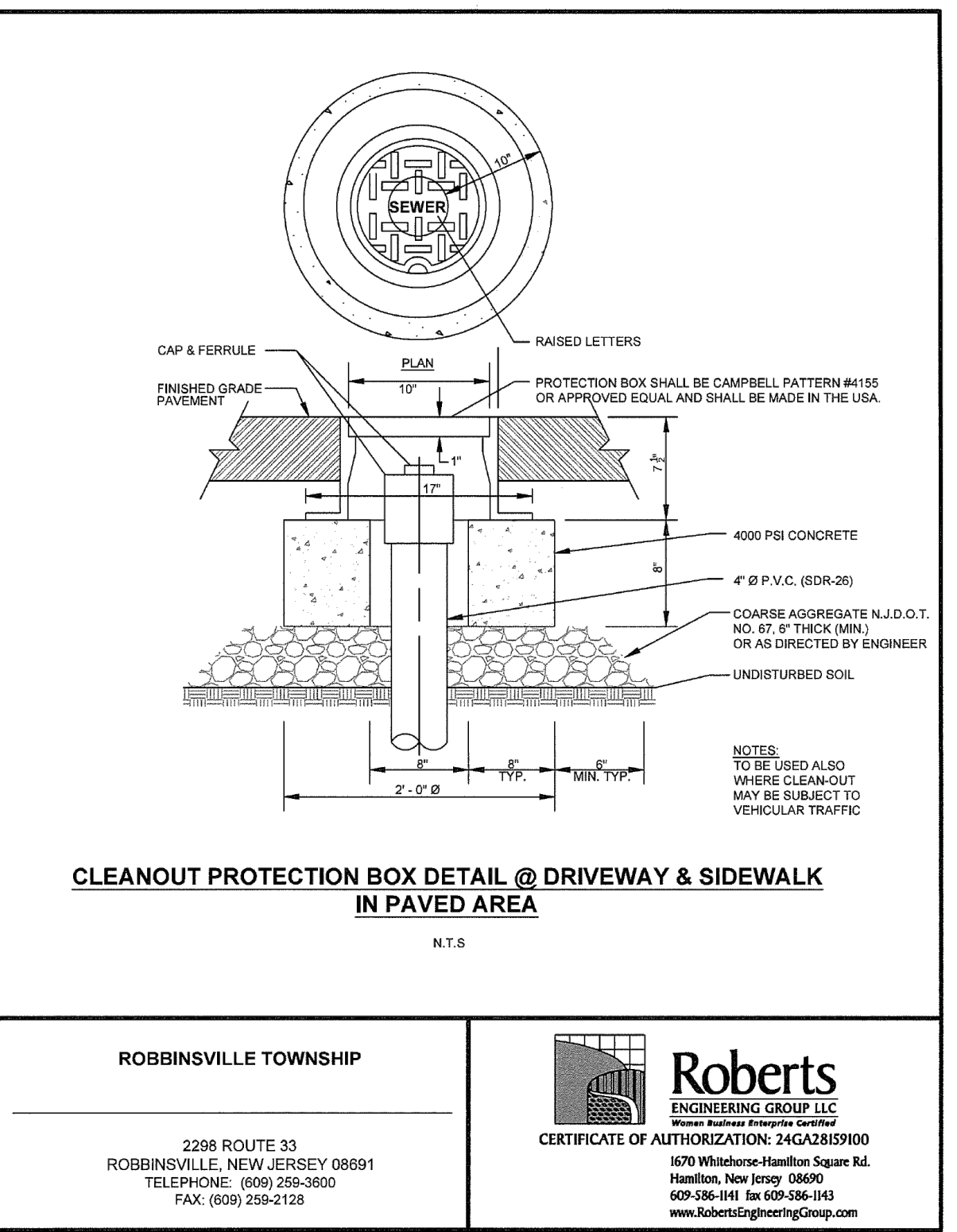
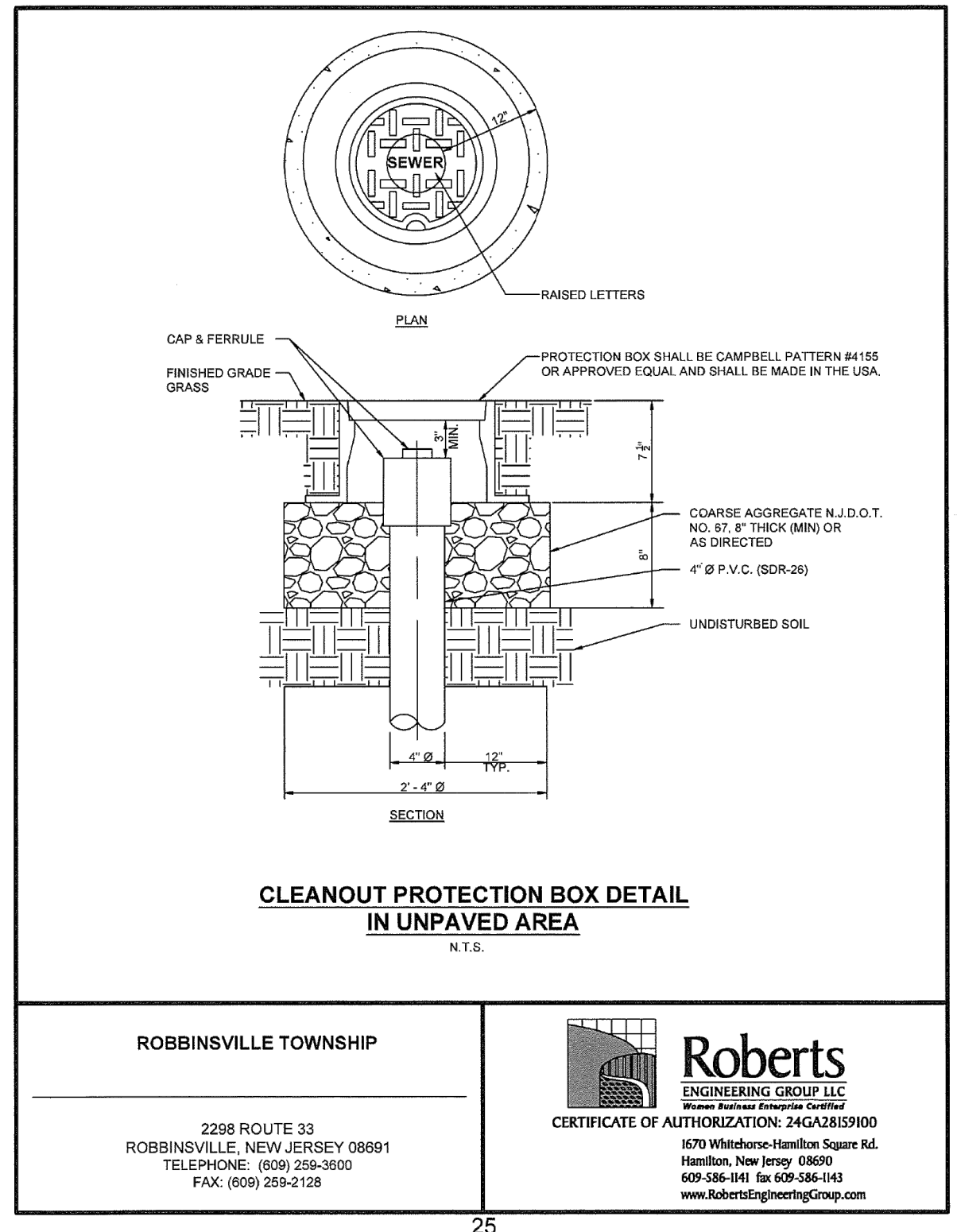
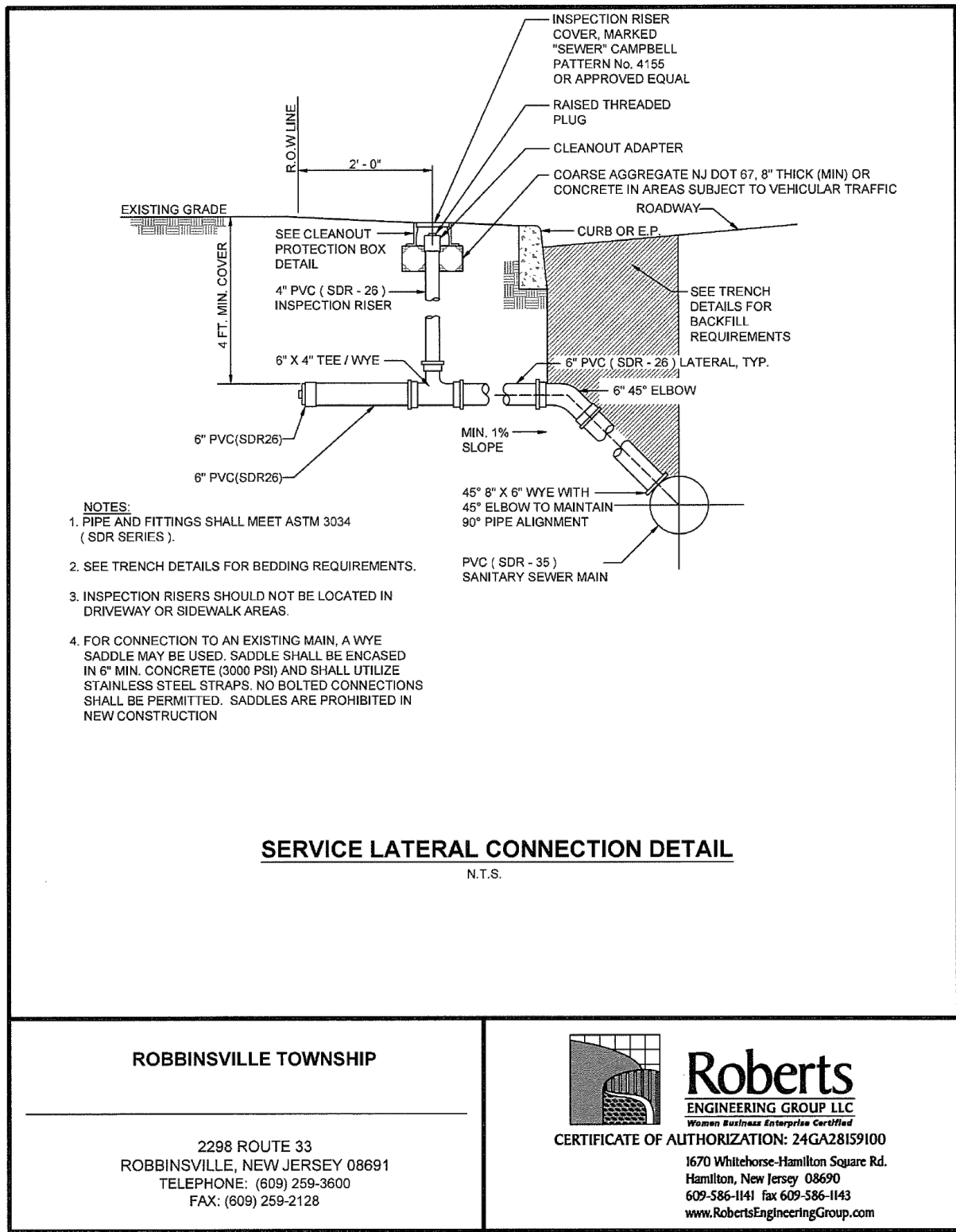
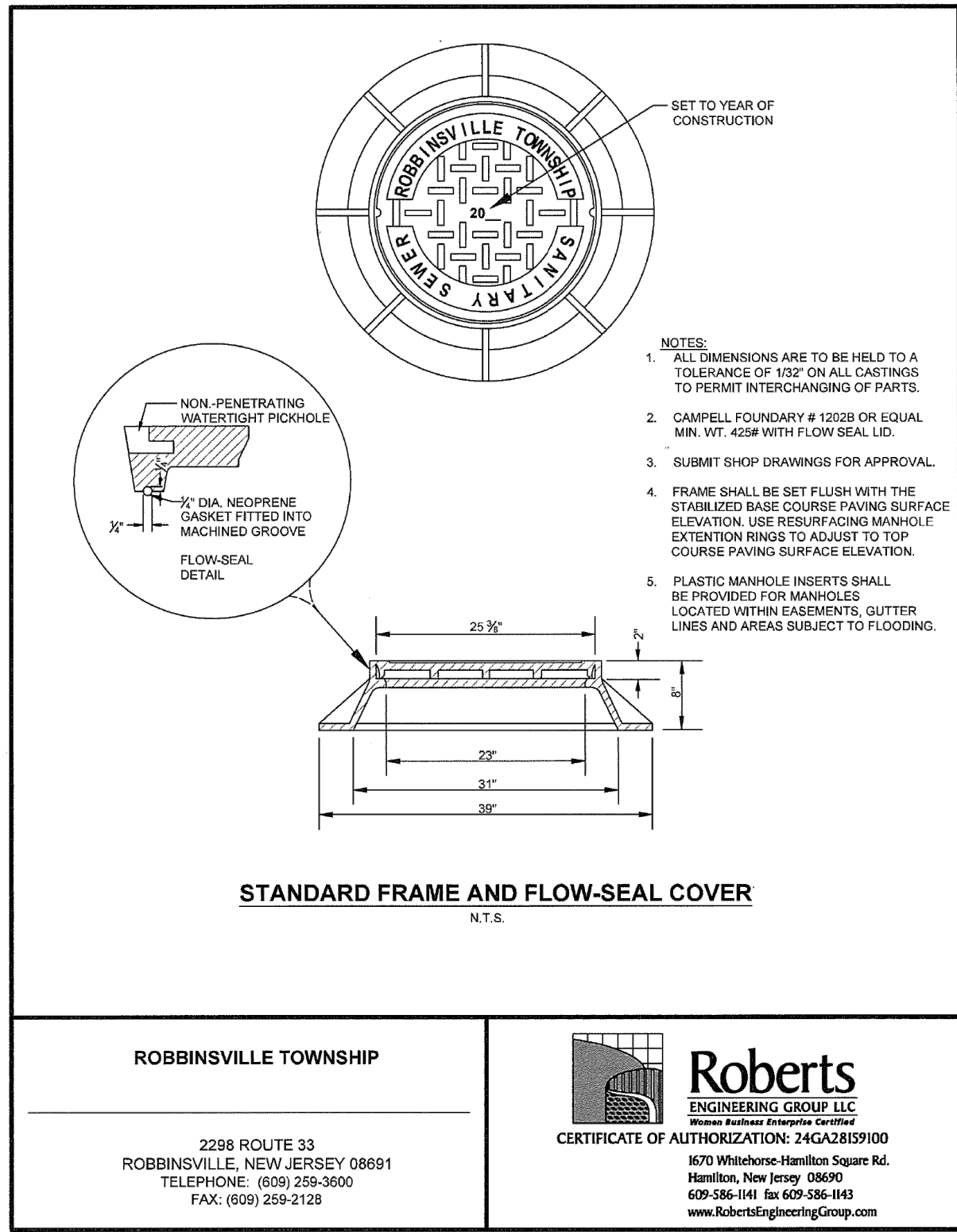
N.T.S.

ROBBINSVILLE TOWNSHIP

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TELEPHONE: (609) 259-3600
FAX: (609) 259-2128

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CERTIFICATE OF AUTHORIZATION: 24G-03819900
1670 Whitehouse-Hamilton Square Rd.
Hamilton, New Jersey 08609
609-586-1111 fax 609-586-1143
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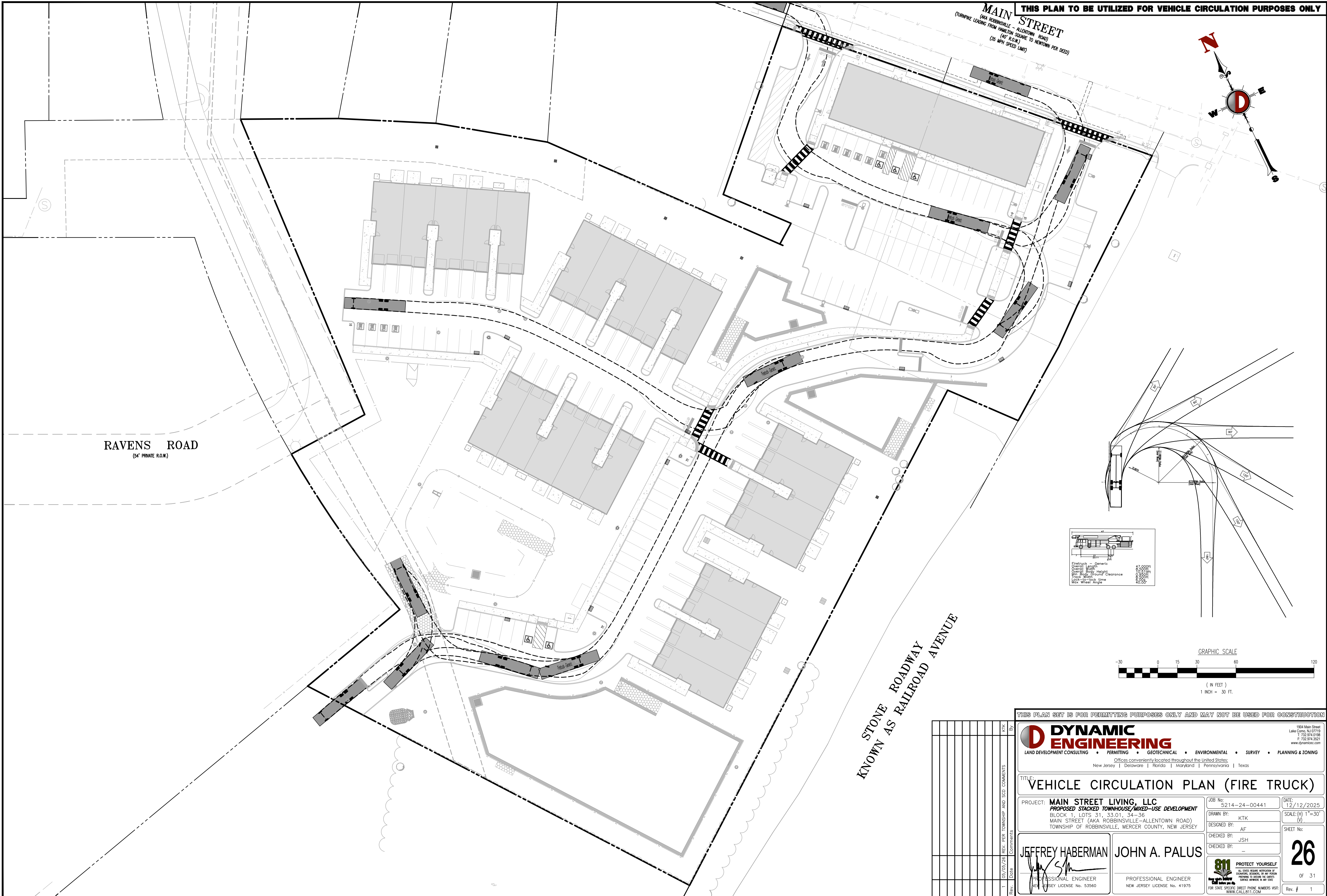
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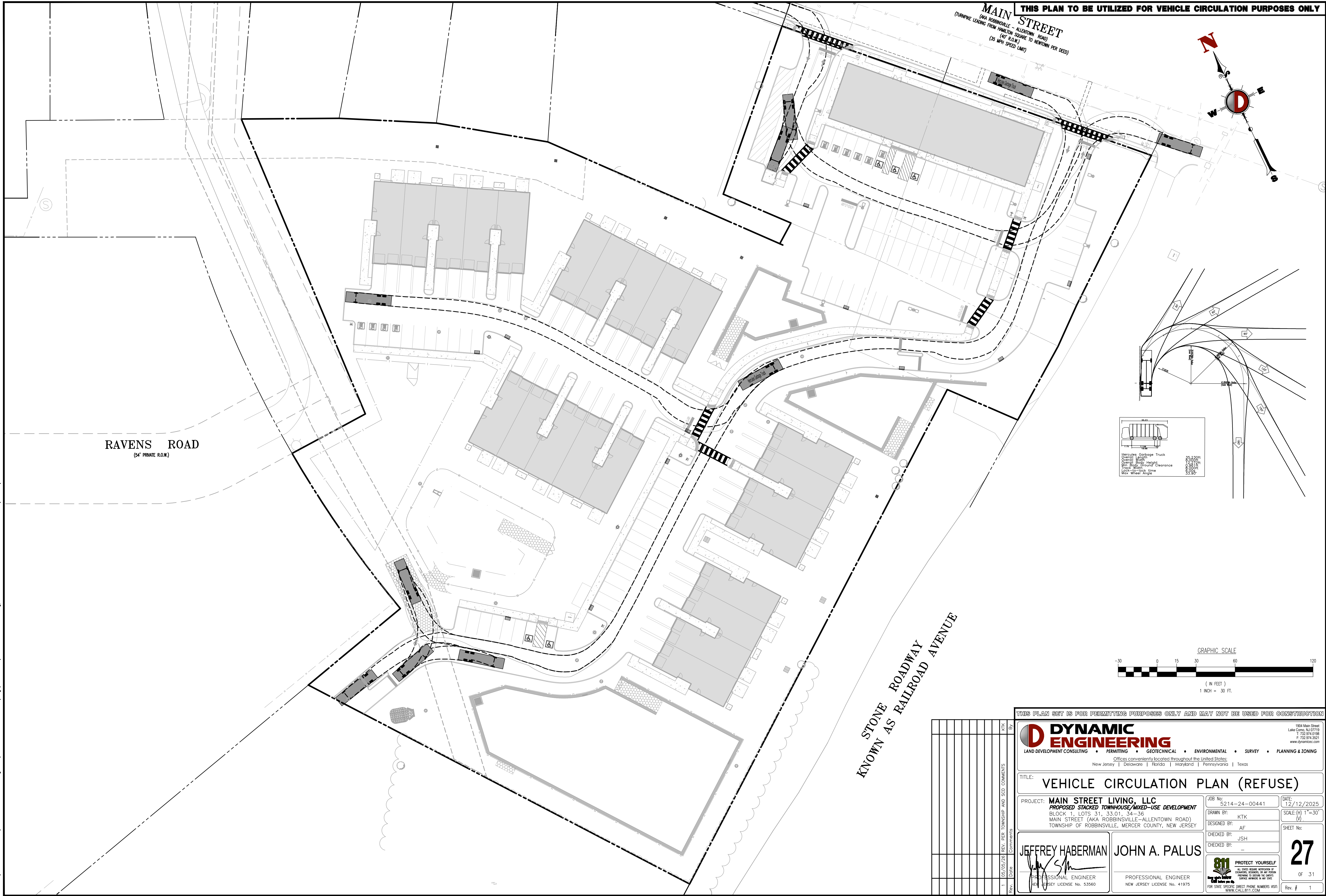
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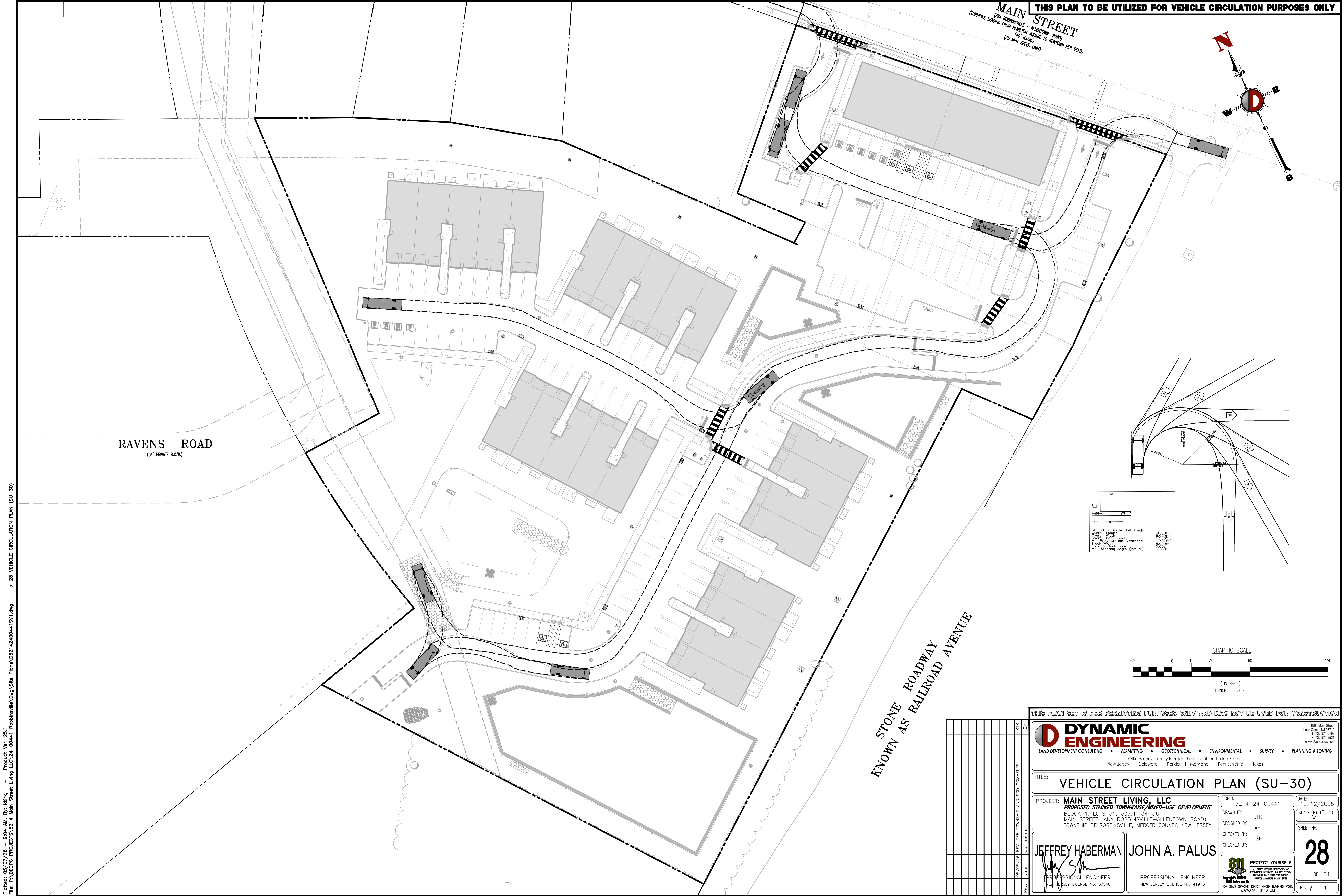
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TITLE: TOWNSHIP OF ROBBINSVILLE CONSTRUCTION DETAILS			
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY		JOB No: 5214-24-00441 DRAWN BY: KTK DESIGNED BY: AF CHECKED BY: JSH	DATE: 12/12/2025 SCALE: (H) NOT TO SCALE SHEET No: 25 OF 31
JEFFREY HABERMAN PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 53560		JOHN A. PALUS PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 41975	
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File: P:\BECPC PROJECTS\214 Main Street Living LLC\24-00441 Robbinsville\Draw\Site Plans\05214200441SVT.dwg, ----> 26 VEHICLE CIRCULATION PLAN (FIRE TRUCK)



Plotted: 05/07/26 - 9:04 AM, By: ktkk, - Product Ver: 25.1
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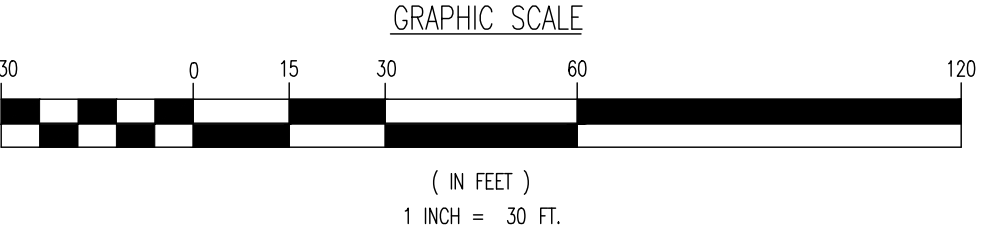
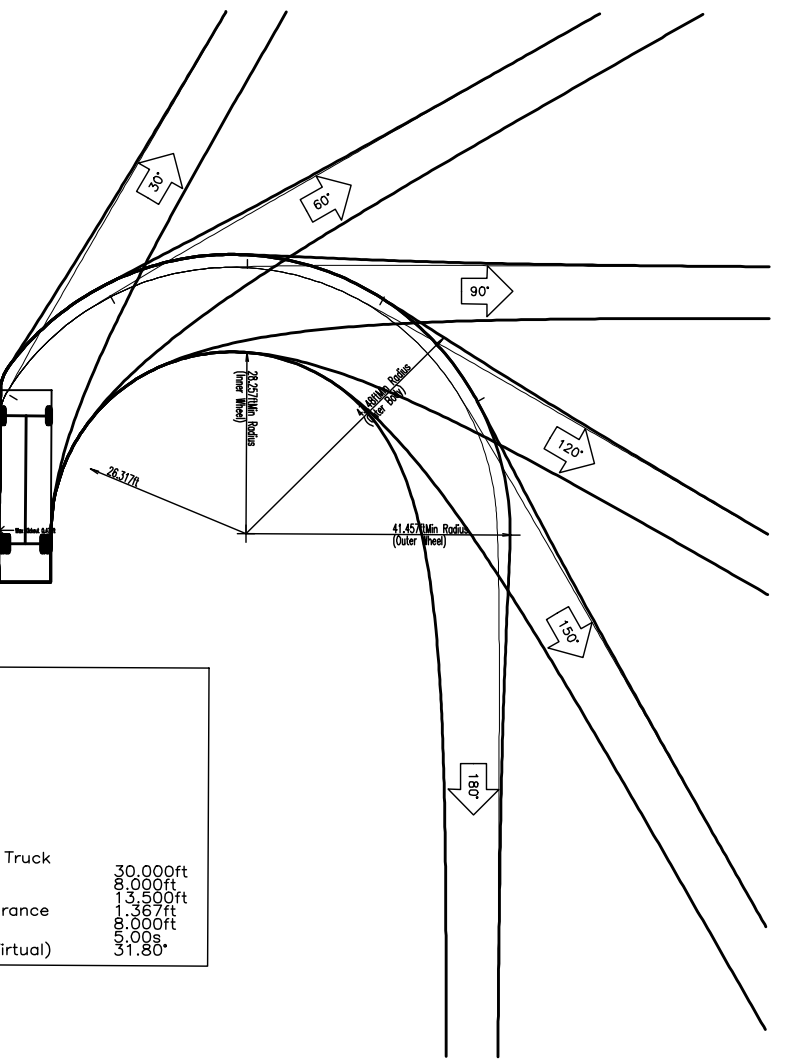
THIS PLAN TO BE UTILIZED FOR VEHICLE CIRCULATION PURPOSES ONLY

MAIN STREET
(AKA ROBBINSVILLE - ALLENTOWN ROAD)
(40' SQUARE TO NEWTOWN PER DEED)
(35 MPH SPEED LIMIT)

RAVENS ROAD
(54' PRIVATE R.O.W.)

STONE ROADWAY
KNOWN AS RAILROAD AVENUE

30-30 - Single Unit Truck	30.000ft
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.000ft
Truck Height Ground Clearance	3.500ft
Truck Wheelbase	13.000ft
Truck Steering Angle (Virtual)	9.000deg



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TITLE: **VEHICLE CIRCULATION PLAN (SU-30)**

PROJECT: **MAIN STREET LIVING, LLC**
PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT
BLOCK 1, LOTS 31, 33-01, 34-36
MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD)
TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY

JOB No: 5214-24-00441
DATE: 12/12/2025
DRAWN BY: KTK
DESIGNED BY: AF
CHECKED BY: JSH
CHECKED BY: -

SHEET No: **28**
OF 31
Rev. # 1

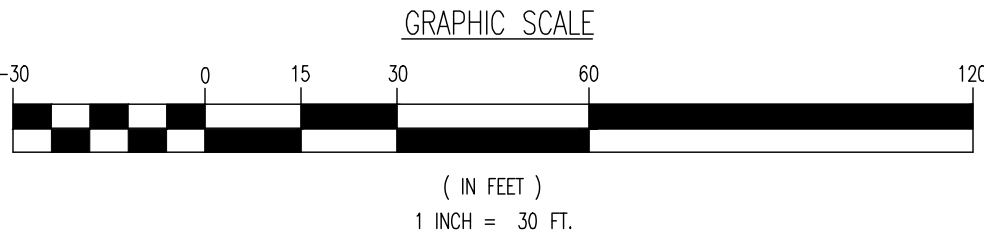
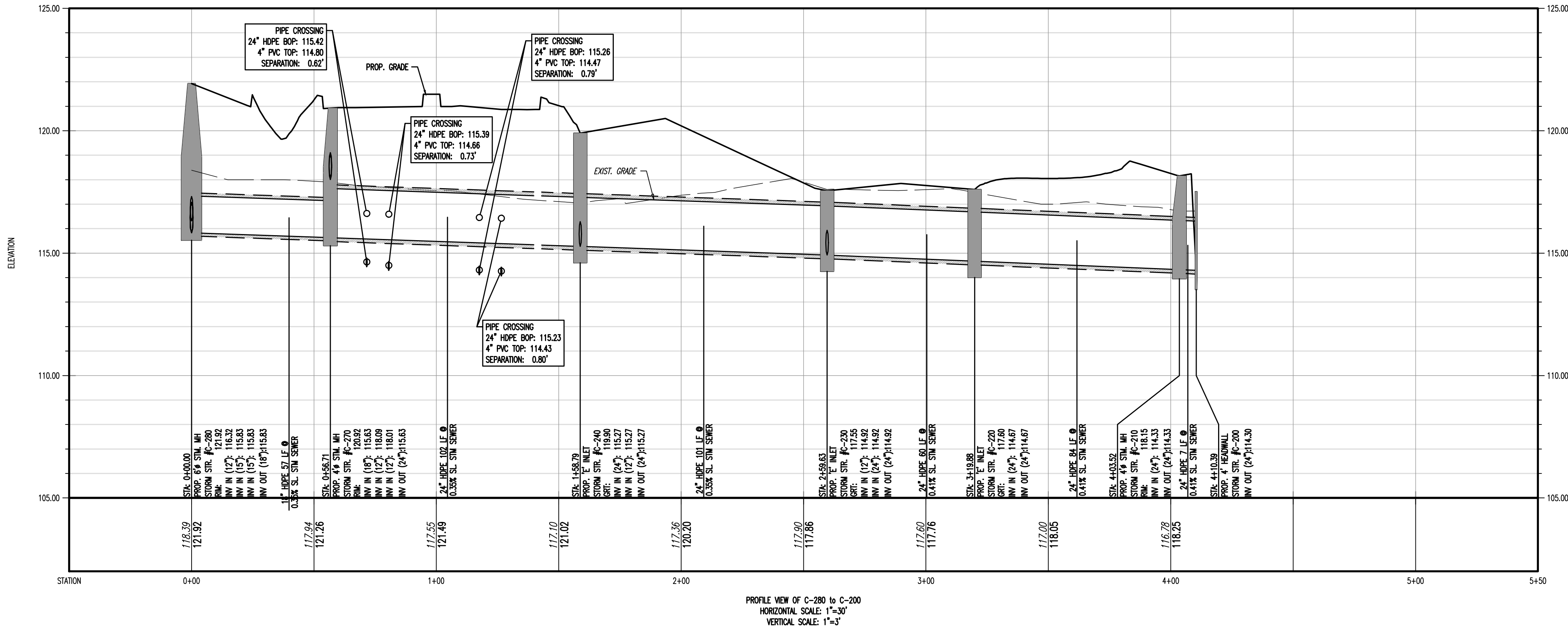
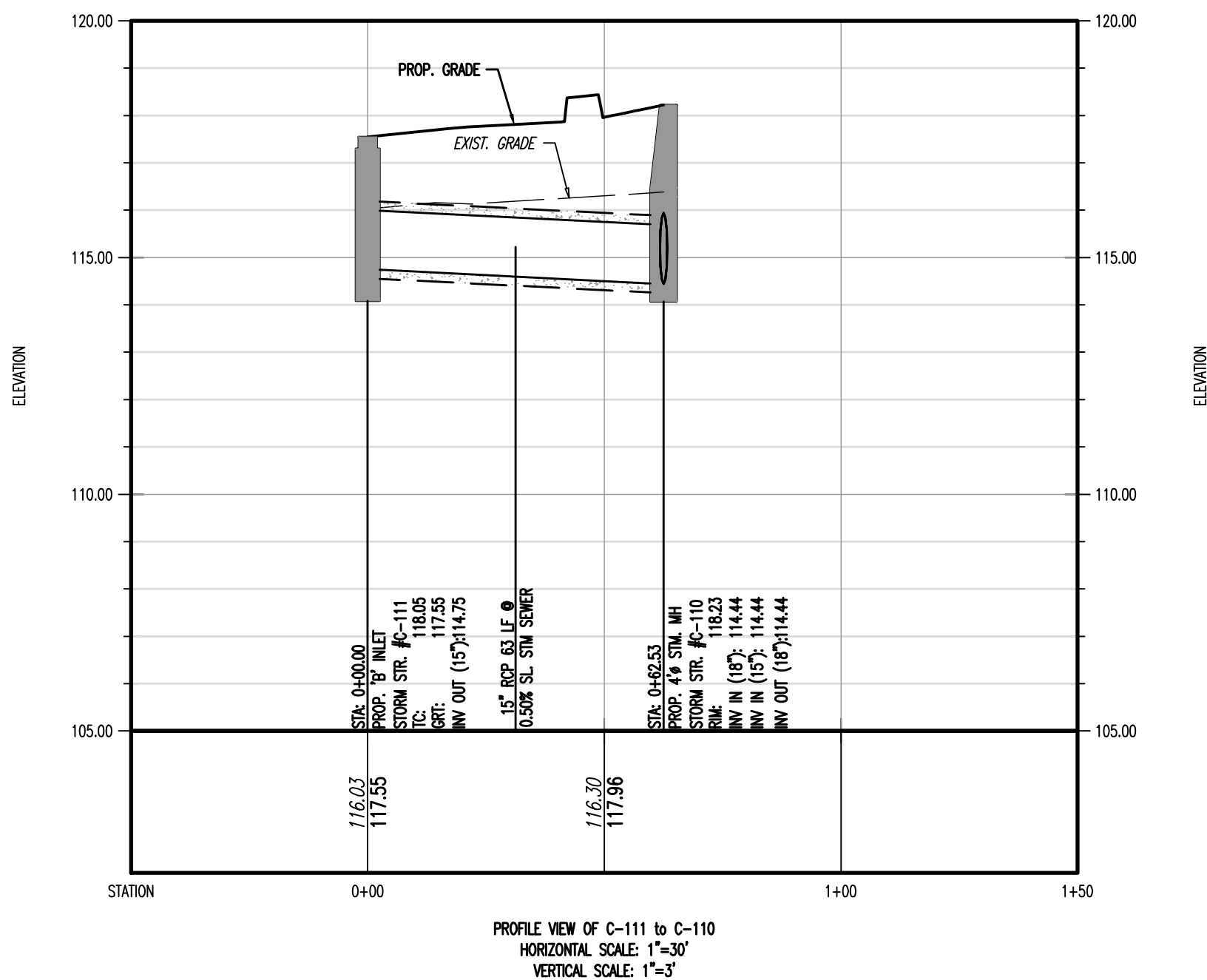
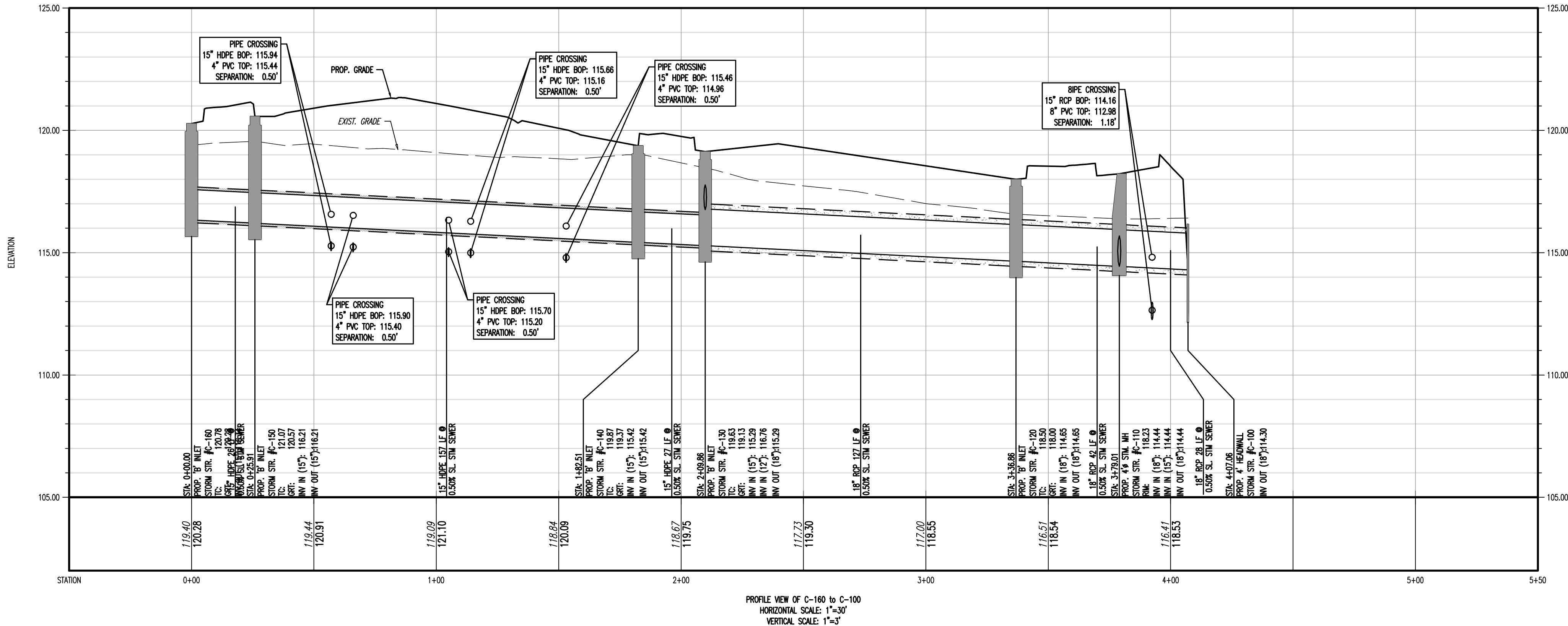
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Plotted: 05/07/26 - 9:05 AM, By: ktkk, Product Ver: 25.1
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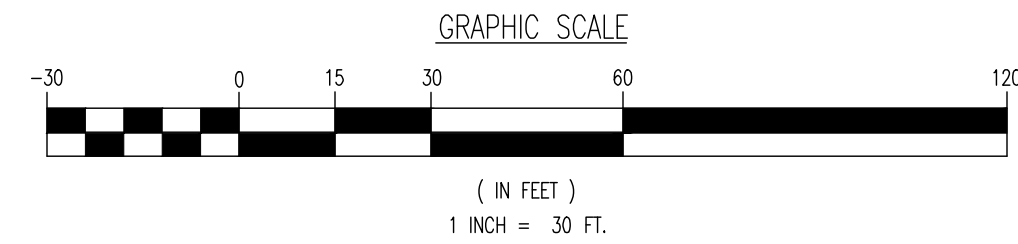
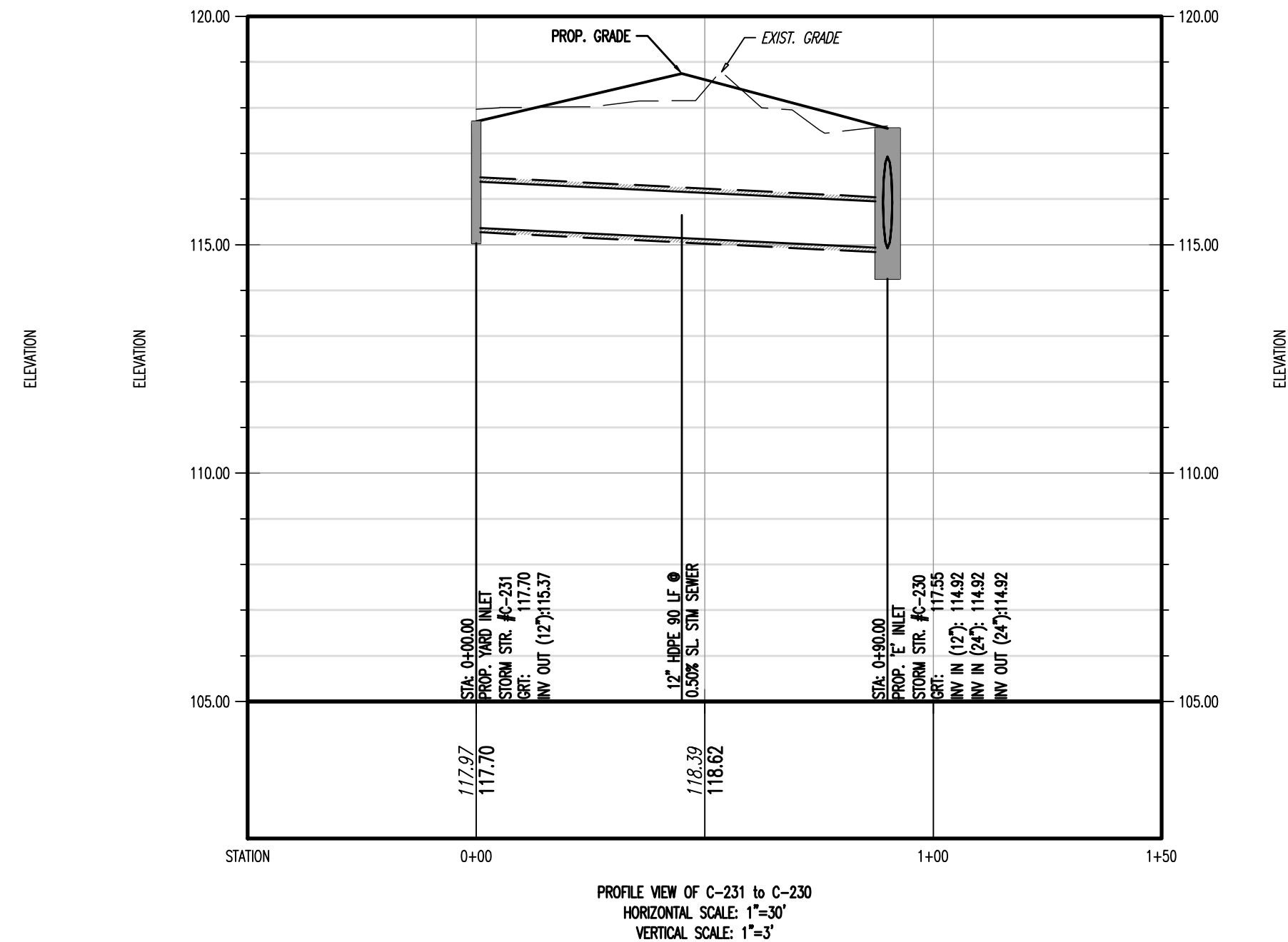
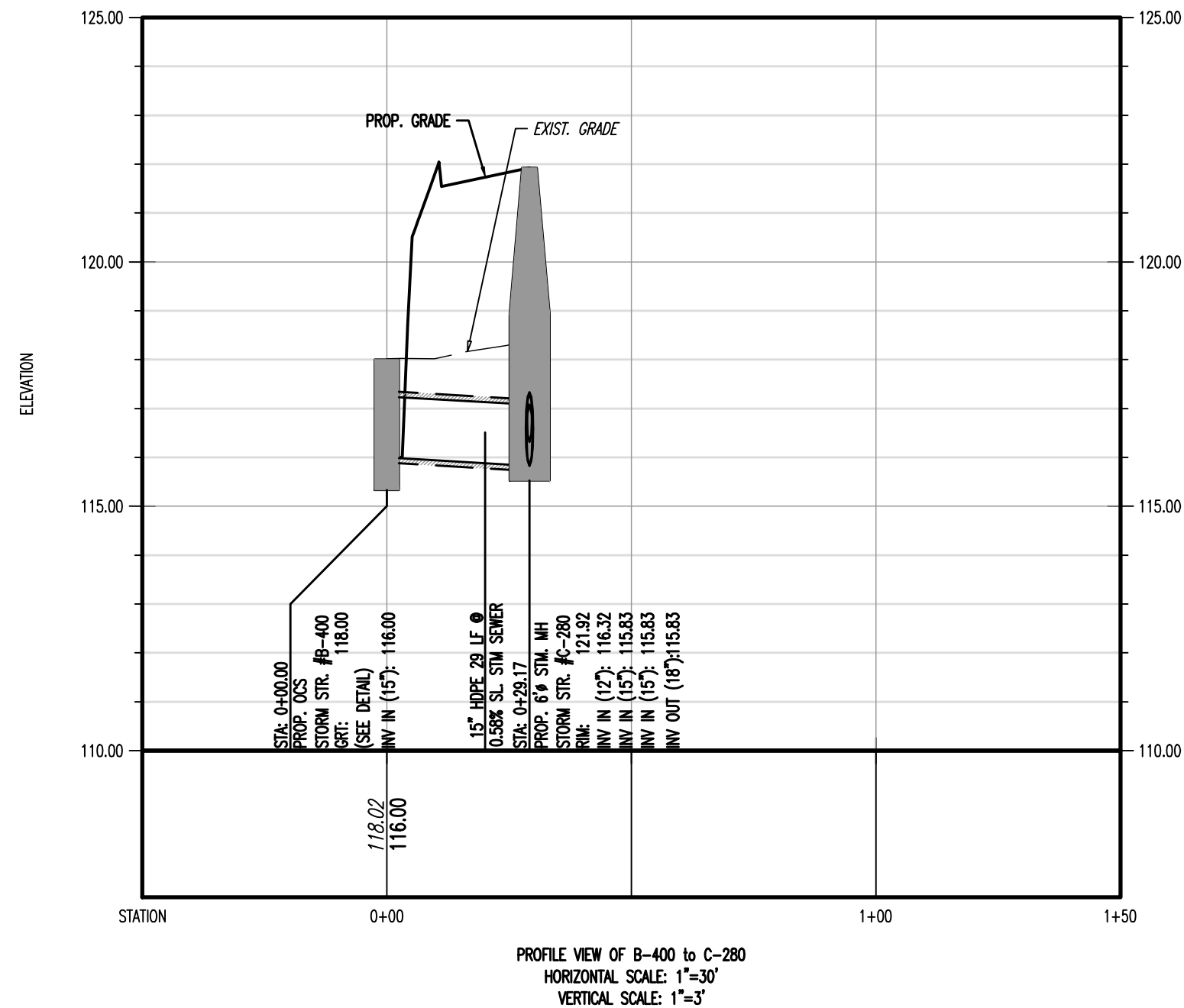
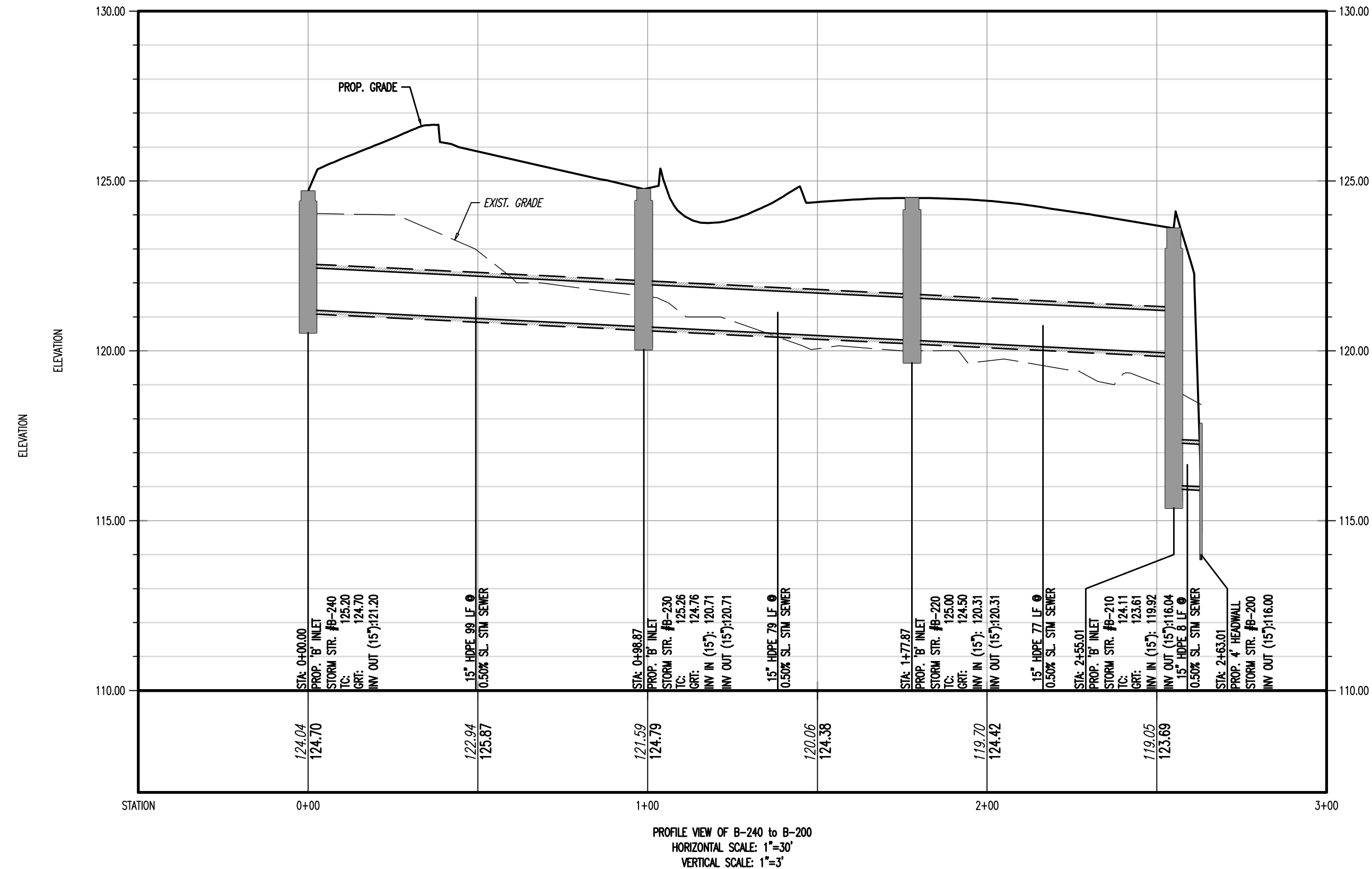
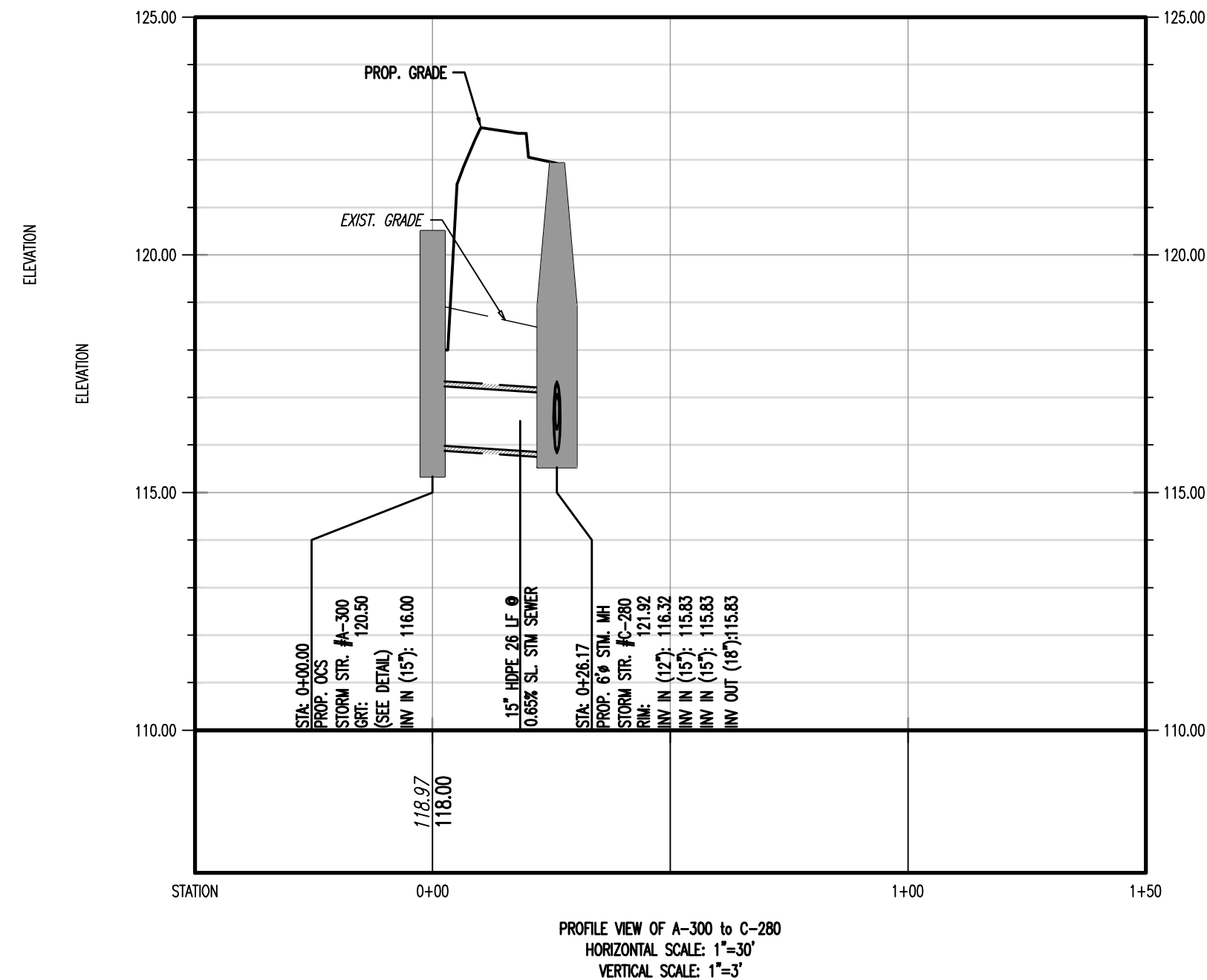
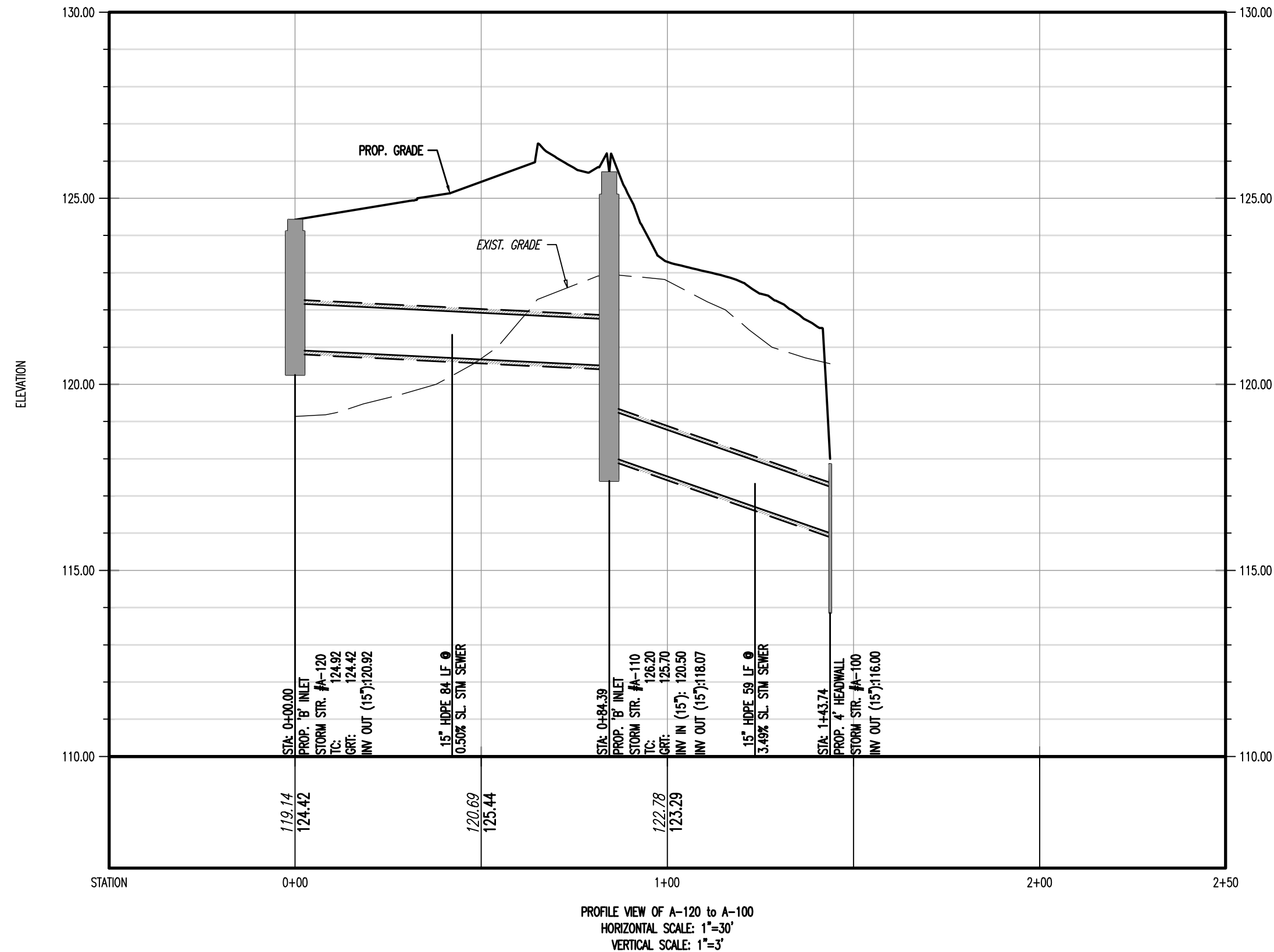


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TITLE: DRAINAGE PROFILE	
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY	JOB No: 5214-24-00441 DATE: 12/12/2025 DRAWN BY: KTK DESIGNED BY: AF CHECKED BY: JSH CHECKED BY: -
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TITLE: DRAINAGE PROFILE	
PROJECT: MAIN STREET LIVING, LLC PROPOSED STACKED TOWNHOUSE/MIXED-USE DEVELOPMENT BLOCK 1, LOTS 31, 33-01, 34-36 MAIN STREET (AKA ROBBINSVILLE-ALLENTOWN ROAD) TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY	
JOB No: 5214-24-00441 DRAWN BY: KTK DESIGNED BY: AF CHECKED BY: JSH CHECKED BY: -	DATE: 12/12/2025 SCALE: (H) 1"=30' (V) 1"=3' SHEET No: 31 OF 31 Rev. # 1
JEFFREY HABERMAN PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 53560	JOHN A. PALUS PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 41975
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