
TRAFFIC ENGINEERING EVALUATION

THE GREENS AT MENDHAM VILLAGE BOROUGH OF MENDHAM MORRIS COUNTY, NEW JERSEY

PREPARED FOR:

80-88 W. MAIN STREET, LLC
1625 Route 10
Morris Plains, New Jersey 07950

February 12, 2026
BCG File No. 081228-03-002

Bowman

BOWMAN CONSULTING GROUP, LTD.
6 Campus Drive, Suite 302
Parsippany, New Jersey 07054
Phone: 973-359-8400

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Eric L. Keller, P.E., P.P., LEED AP
Professional Engineer License No. 32054

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BOROUGH OF MENDHAM
MORRIS COUNTY, NEW JERSEY**

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**TRAFFIC ENGINEERING EVALUATION
DAYTOP REDEVELOPMENT
BOROUGH OF MENDHAM
MORRIS COUNTY, NEW JERSEY**

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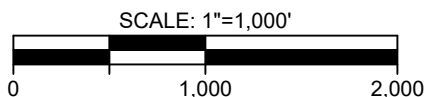
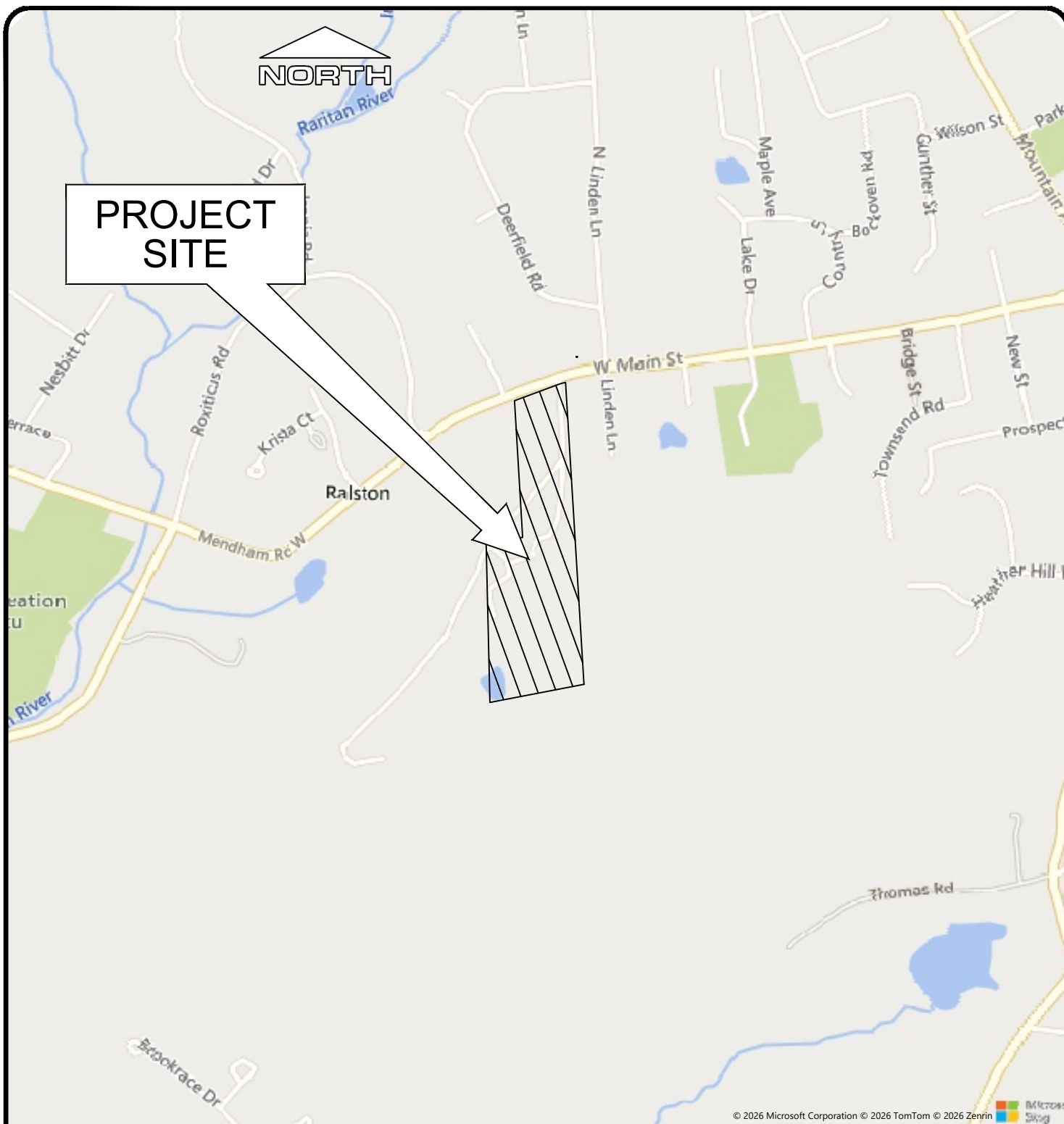
INTRODUCTION

This Traffic Engineering Evaluation was prepared to assess any traffic impacts that may occur from the proposed development of the subject site located on the south side of West Main Street in the Borough of Mendham, Morris County. This evaluation includes the collection of traffic count data and trip generation based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The project is proposed to contain a total of 147 multi-family residential units in 32 buildings, all of which are townhouses. Parking is provided in individual garages, individual driveways and in surface parking spaces (both parking lots and parallel on-street). A total of 426 spaces are provided for the proposed development. The location of the site is illustrated in Figure 1.

The subject property is identified on the Borough of Mendham tax maps as Block 1801, Lot 5 and contains approximately 25.95 acres with approximately 390 feet of frontage along the south side of West Main Street (County Route 510). The site currently contains a number of school buildings, formerly Daytop NJ, a chapel and associated driveways and parking area. The existing driveway, which extends from West Main Street, also provides access to the Community of St. John Baptist located in Mendham Township. Access to the proposed development will be provided via a boulevard entrance approximately 15 feet west of the existing site driveway.

Primary aspects of this study include the investigation of existing conditions adjacent to the site, the establishment of background traffic volumes for the surrounding streets, estimation of the development related trip generation utilizing known published sources, assignment of the development related volumes to the key intersections serving the proposed redevelopment site, and the assessment of intersection performance using established traffic engineering methodologies. The base year for anticipated build-out of the development is 2029.

The ensuing report will detail the existing and proposed conditions, summarize the traffic operations at key locations, and include our findings as to the effects of the proposed development on the existing street network.



CENTER OF PROJECT SITE:
x: 460,111 (E)
y: 705,566 (N)
N.J. STATE PLANE
COORDINATE SYSTEM

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Bowman Consulting Group Ltd

6 Campus Drive, Suite 302
Parsippany, New Jersey 07054
bowman.com
E-mail: NJ@Bowman.com

Phone: 973-359-8400
FAX: 973-359-8455
NJ Certificate of Authorization
No. 24GA2822600

DATE: 02/12/2026

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1"=1000'

CHKD.:

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FIGURE 1
LOCATION MAP
THE GREENS AT MENDHAM VILLAGE
BLOCK 1801, LOT 5
BOROUGH OF MENDHAM, MORRIS COUNTY, NEW JERSEY

EXISTING CONDITIONS

The subject property was previously occupied by Daytop NJ which utilized the existing school buildings and chapel. The existing site driveway from West Main Street also serves the Community of St. John Baptist on an adjacent lot located in Mendham Township. This driveway intersects West Main Street approximately 60 feet from its eastern property boundary. Adjacent surrounding land uses are predominantly single family residential, except to the southeast is the Hidden Tree Christmas Farm, to the south is the Schiff Nature Preserve and to the southwest is the Community of St. John Baptist.

Our assessment of traffic conditions in this area included an intersection turning movement count at the unsignalized intersection of West Main Street (CR 510) with Linden Lane. This count also provided information regarding the travel patterns for existing residential properties accessed via Linden Lane. The following subsections include a brief description of key routes in the adjacent roadway system:

Study Roadways

West Main Street (County Route 510)

West Main Street serves as an urban minor arterial extending in an east-west direction. It begins to the west at North Road (CR 513) in Chester Borough, extending in an easterly direction through Mendham Township and Mendham Borough and terminates at McCarter Highway (State Route 21) to the east in Newark. It intersects with a number of other County, State and Interstate roadways along its almost 30 mile length through Morris and Essex Counties.

In the vicinity of the project site, West Main Street provides one travel lane in each direction with variable width paved shoulders. The posted speed limit at the project site is 40 MPH, however, the posted speed limit changes at Linden Lane to 35 MPH. No parking is permitted along either side of the street. There are no sidewalks on either side of the street within the vicinity of the subject property.

Hilltop Road (County Route 525)

Hilltop Road serves as an urban minor arterial extending in a north-south direction and intersects Main Street in the center of Mendham Borough. County Route 525 extends in a southerly direction from Main Street, passing through Somerset County before terminating in Bound Brook at State Route 28. Hilltop Road conveys local traffic oriented to and from the adjacent land uses as well as regional traffic seeking accessibility to the highway network, including Routes 202 and 287. The posted speed limit is 30 MPH in the vicinity of its intersection with Main Street. South of Main Street, the cartway is striped for one travel lane in each direction with paved shoulders accommodating on-street parking and sidewalks.

Mountain Avenue

Mountain Avenue serves as an urban local street under Borough jurisdiction extending in a northerly direction from Main Street, opposite Hilltop Road. Mountain Avenue becomes Calais Road in Mendham Township and extends to Parkwood Lane. Via Combs Hollow Road motorists can reach Calais Road in Randolph Township. In the vicinity of Main Street, provides one travel lane in each direction with no shoulders and a sidewalk along the east side of the roadway. Beyond the Black Horse Pub & Tavern there are sidewalks along both sides of the street. Mountain Avenue predominantly conveys local traffic oriented to and from the adjacent land uses. The posted speed limit is 35 MPH in the vicinity of its intersection with Main Street.

Traffic Volumes

Manual intersection traffic turning movement counts were performed at the intersection of West Main Street with Linden Lane/North Linden Lane on Wednesday, September 13, 2023. These counts were performed during the morning peak period from 7:00 AM to 9:00 AM and during the evening peak period from 4:00 PM to 6:00 PM. This intersection was selected due to its proximity to the site and to obtain information on origin/destinations to the adjacent residential neighborhoods.

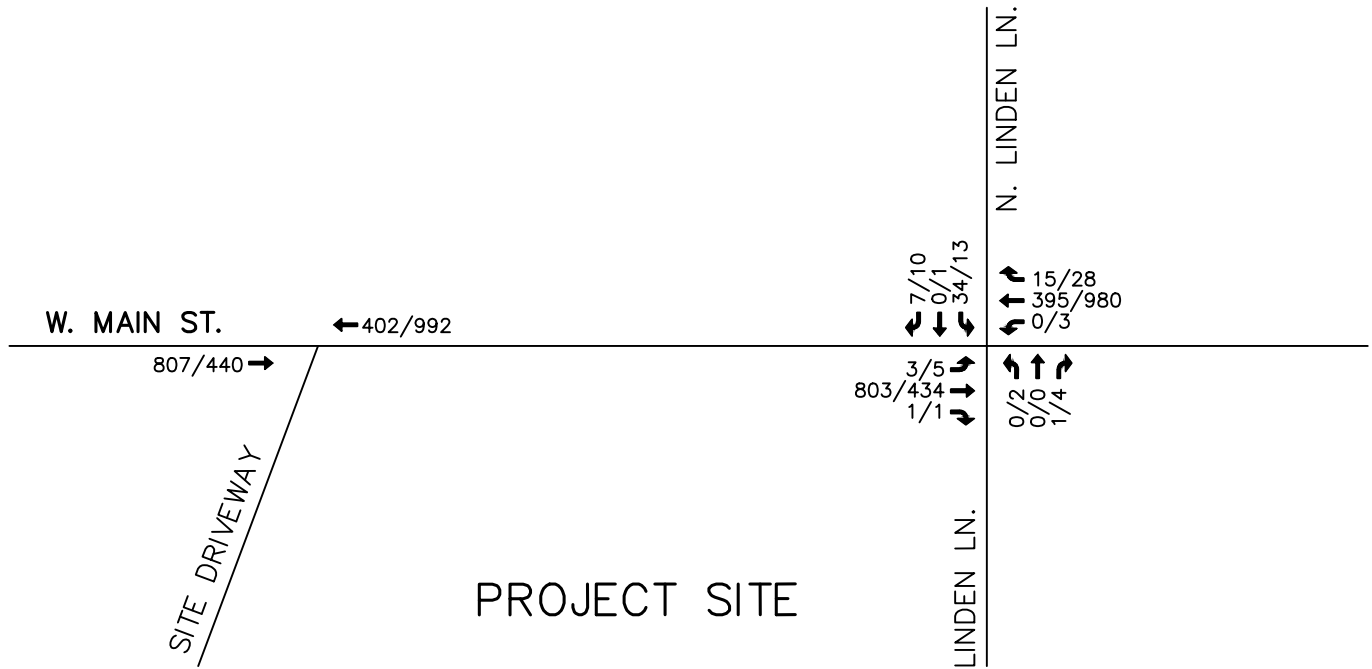
Based on the manual traffic turning movement counts, the AM weekday peak hours established for analysis purposes were determined to be between 7:45 AM and 8:45 AM; and the PM weekday peak hours were determined to be between 4:45 PM and 5:45 PM.

Existing volumes at the studied locations for the weekday AM peak hour and PM peak hour are illustrated in Figure 2. As shown in Figure 2, West Main Street exhibits a directional bias with approximately two-thirds of the traffic oriented toward the east during the AM peak hour with this bias reversed during the PM peak hour with approximately 70 percent of the traffic oriented toward the west. These existing traffic volume data were used as the basis for this traffic engineering evaluation. Appendix III contains the AM and PM peak period traffic turning movement counts.

Capacity Analyses

The existing AM and PM peak hour intersection traffic volumes were analyzed to evaluate the quality of operation at the studied intersections. The methodology presented in the Highway Capacity Manual, 7th Edition for “Unsignalized Intersections” was utilized based upon the Highway Capacity Software, Version 8.5 for the intersection capacity calculations. Definitions of Levels of Service for stop- and signal-controlled intersections are provided in Appendix I.

The methodology addresses two measurements of an intersection’s effectiveness in accommodating conflicting traffic movements; capacity and level of service (LOS). Capacity is defined for each approach as a maximum number of vehicles that may pass



KEY

← 00/00 - AM PEAK/PM PEAK HOUR VOLUMES

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Bowman Consulting Group Ltd

6 Campus Drive, Suite 302
Parsippany, New Jersey 07054
bowman.com
E-mail: NJ@Bowman.com

Phone: 973-359-8400
FAX: 973-359-8455
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FIGURE 2
EXISTING (2023)
TRAFFIC VOLUMES
THE GREENS AT MENDHAM VILLAGE
BOROUGH OF MENDHAM, MORRIS COUNTY, NEW JERSEY

through the intersection given the prevailing roadway and traffic control conditions. The capacity is evaluated in terms of the ratio of actual traffic flow to capacity (v/c ratio). The second measure of effectiveness is average stopped delay per vehicle (seconds/vehicle), which determines the Level of Service.

Table 1 presents the levels of service for the AM and PM peak hours at the studied intersection. As shown in Table 1, under 2023 Existing Conditions, all movements at the studied intersection operate at acceptable LOS D or better during both peak hours.

**TABLE 1 - LEVEL OF SERVICE / AVERAGE VEHICLE DELAY COMPARISON - EXISTING & NO BUILD CONDITIONS
THE GREENS AT MENDHAM VILLAGE, BOROUGH OF MENDHAM, MORRIS COUNTY**

2/12/2026

Intersection	2023 Existing Condition							2029 No Build Condition						
	LANE GROUP	AM PEAK			PM PEAK			LANE GROUP	AM PEAK			PM PEAK		
		V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service		V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service
W. Main Street & Linden Lane/N. Linden Lane (Unsignalized)	NB-LTR	0.00	14.3	B	0.02	15.0	B	NB-LTR	0.00	15.1	C	0.03	19.2	C
	SB-LTR	0.20	25.3	D	0.12	22.7	C	SB-LTR	0.23	29.2	D	0.16	31.5	D
	EB-L	0.00	0.1	A	0.01	0.2	A	EB-L	0.00	0.1	A	0.01	0.3	A
	WB-L	0.00	0.0	A	0.00	0.1	A	WB-L	0.00	0.0	A	0.00	0.1	A

PROPOSED CONDITIONS

The proposed development program will contain 147 multi-family residential units in 32 buildings. A total of 426 parking spaces are provided, of which 236 spaces are provided in garages, 45 spaces in driveways (30 units at 1.5 spaces per unit per RSIS) and the remaining 145 spaces are provide in surface parking lots and on-street parallel parking spaces.

The required parking based upon the bedroom mix (in accordance with RSIS) is 351 parking spaces (see Sheet 2 of the site plans). State regulations permit the parking requirement to be reduced by a maximum of ten percent (10%) or 35 parking spaces, resulting in a net parking requirement of 316 parking spaces, which is exceeded by the proposed parking supply. In addition, at least 74 visitor parking spaces are required in common parking areas, which is also satisfied. All of the garage spaces will be provided with 220V electric charging access as well as six (6) surface parking spaces.

Future Year 2029 Analyses

The Year 2029 has been selected as the future analysis year for full occupancy of the proposed development. We have analyzed conditions for the Year 2029 without the project (No-Build) and with the project (Build). We have also reviewed the traffic studies prepared by Stonefield Engineering of the V-Fee residential development on East Main Street.

Year 2029 No-Build Conditions

The proposed development is planned for construction and full occupancy in 2029. This year will be used as a basis for estimating background traffic growth on the surrounding street system. The annual growth rate published by the NJDOT in the November 2023 – November 2025 (latest version available) NJDOT Access Permit Table on Annual Background Growth Rates for urban minor arterials in Morris County is 1.25 percent. This annual growth rate has been compounded annually over a six-year period and was used to calculate the future background traffic growth for West Main Street. No growth rate is applied to Linden Lane/North Linden Lane as they serve stable, fully developed neighborhoods.

We note that we considered an alternative growth rate based upon data contained in the North Jersey Transportation Authority Plan 2050 Demographic Data. This report projects population, household and employment growth and it projects growth rates in the range of 0.2 to 0.3 percent for Mendham Borough and Morris County. Therefore, it is our professional opinion that utilization of the NJDOT Annual Background Growth Rate over a six-year period provides a more conservative approach, resulting in higher No-Build traffic volumes.

Based upon available information there are no developments approved or under construction within the influence area of this study that would impact upon traffic

volumes along West Main Street. The background traffic growth applied to existing traffic volumes would sufficiently assess the impact of any traffic generated within this corridor. The traffic generated by the approved 75-unit residential project on East Main Street is accounted for in the background growth rates applied to the observed traffic volumes along West Main Street.

Year 2029 No-Build traffic volumes are presented in Figure 3 for the AM and PM peak hours. These traffic volumes were used to evaluate future operations without the addition of the proposed development at the studied intersection.

The resulting levels of service for 2029 No-Build conditions at the studied intersection are summarized in Table 1. The results of the capacity analyses indicate that under future Year 2029 No-Build conditions, the overall performance for the studied intersection would be similar, with increases in average delay for the side street approaches due to the growth of background traffic along West Main Street. As stated above, we believe the annual average growth rate that was applied over the six-year period is very conservative and likely not representative of actual growth along this corridor.

Site Trip Generation and Distribution

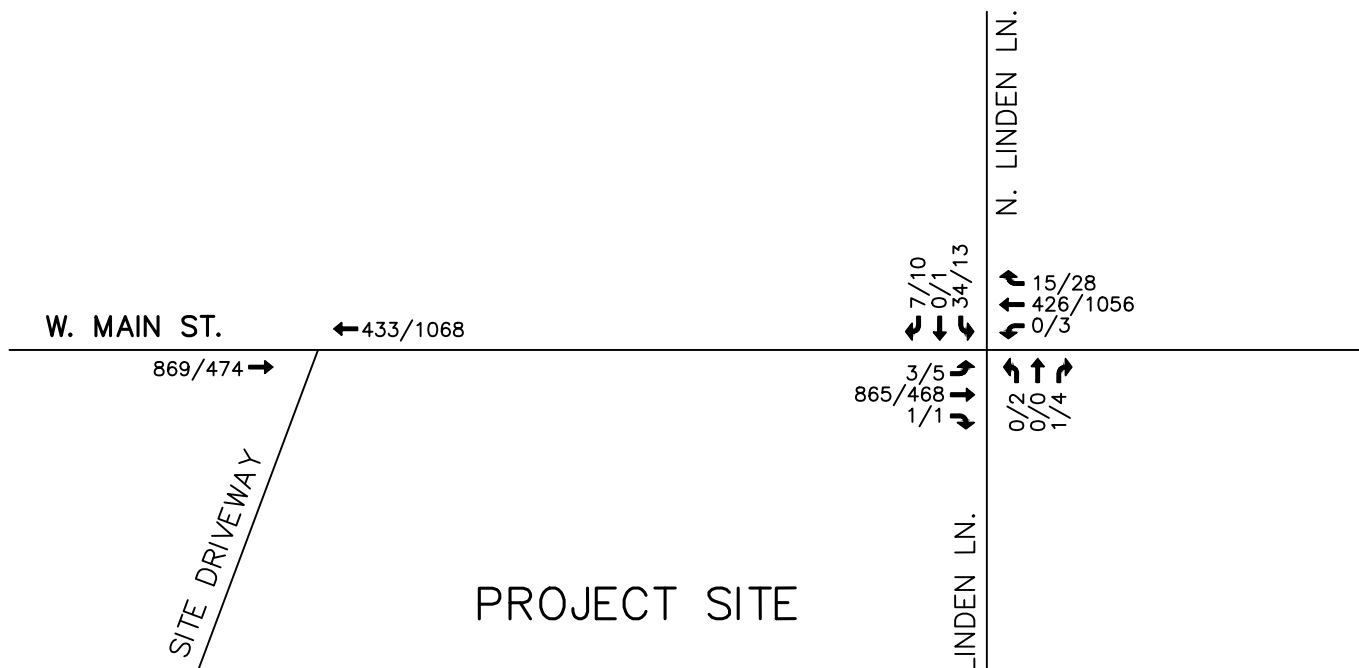
The trip generation for the proposed 147 multi-family, low-rise residential townhouses is based upon data compiled in the Trip Generation Manual, 12th Edition published by the Institute of Transportation Engineers (ITE) using Land Use Code (LUC) 220 for multi-family low-rise residential. We have used the formulas as they yield higher trip generation values. Table 2 illustrates the trip generation calculation for the proposed development.

The peak hour trips from the proposed multi-family townhouses are likely to coincide temporally with the peak hour commuter trips on the surrounding roadway system. The trip assignment for the proposed development is based on observed traffic patterns of the predominant traffic flows along West Main Street and at the intersection with Linden Lane/North Linden Lane, which have been considered to be representative of the traffic distribution associated with the proposed development.

The site generated trip assignment is presented in Figure 4 for the AM and PM peak hours.

Year 2029 Build Conditions

The site generated traffic volumes presented in Figure 4 were added to Year 2029 No-Build traffic volumes presented in Figure 3 to yield the AM and PM peak hour Year 2029 Build conditions, which are presented in Figure 5. These traffic volumes are used to analyze future operating conditions including the traffic from the proposed development.



KEY

← 00/00 - AM PEAK/PM PEAK HOUR VOLUMES

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bowman.com
E-mail: NJ@Bowman.com

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FAX: 973-359-8455
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FIGURE 3
2029 NO-BUILD
TRAFFIC VOLUMES
THE GREENS AT MENDHAM VILLAGE
BOROUGH OF MENDHAM, MORRIS COUNTY, NEW JERSEY

THE GREENS AT MENDHAM VILLAGE

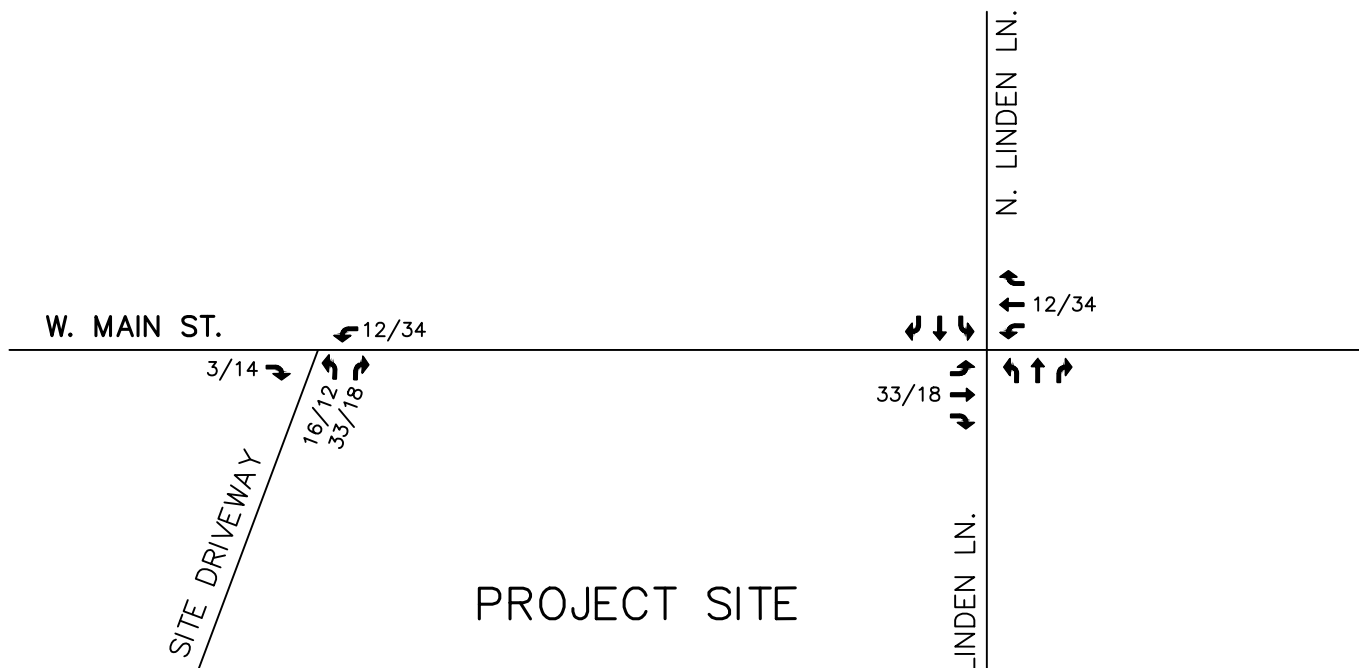
Table 2 - Trip Generation Comparison

Borough of Mendham, Morris County

2/12/2026

081228-03-002

WEEKDAY										
		AM PEAK HOUR			PM PEAK HOUR					
CODE	LAND USE	AMOUNT	IN	OUT	TOTAL	IN	OUT	TOTAL	ADT	
220	Multi-Family Housing - Low Rise (Formula)	147 units	15	49	64	48	30	78		948



KEY

← 00/00 - AM PEAK/PM PEAK HOUR VOLUMES

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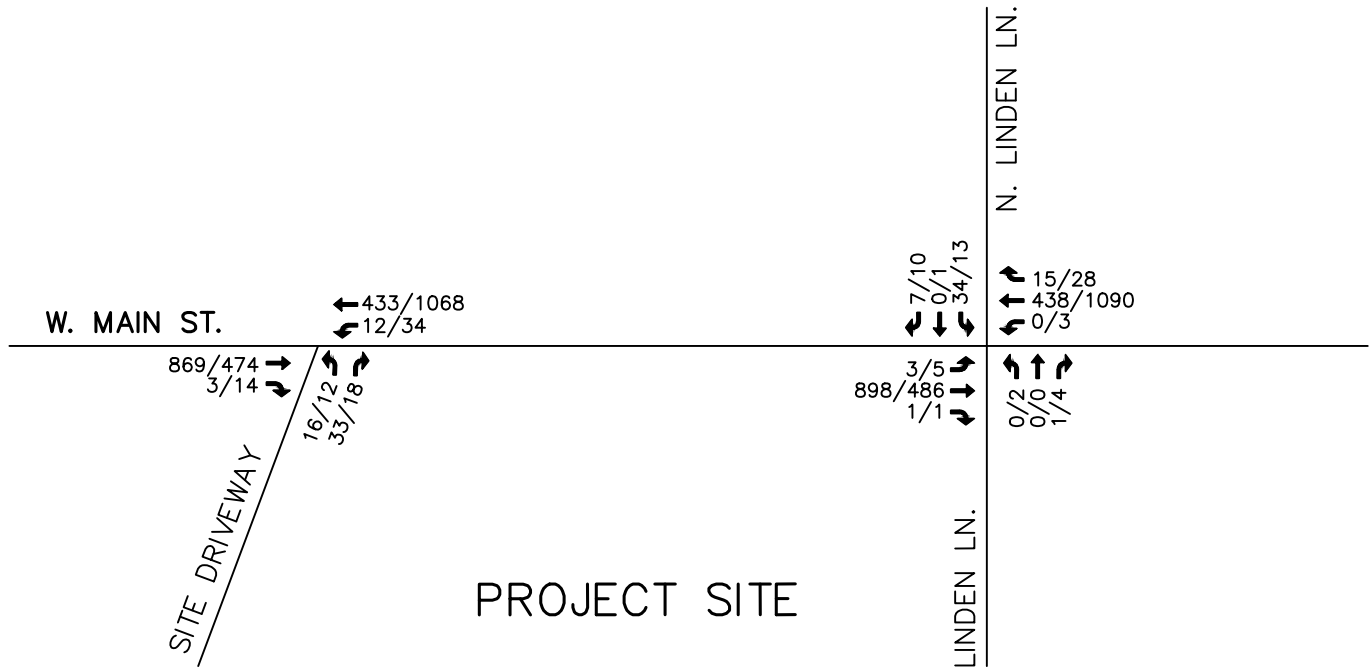
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FIGURE 4
SITE GENERATED
TRAFFIC VOLUMES
THE GREENS AT MENDHAM VILLAGE
BOROUGH OF MENDHAM, MORRIS COUNTY, NEW JERSEY



KEY

← 00/00 - AM PEAK/PM PEAK HOUR VOLUMES

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FIGURE 5
2029 BUILD
TRAFFIC VOLUMES
THE GREENS AT MENDHAM VILLAGE
BOROUGH OF MENDHAM, MORRIS COUNTY, NEW JERSEY

The resulting levels of service for 2029 Build conditions at the studied intersections are summarized in Table 3. The results of the analyses indicate that under future Year 2029 Build conditions, the levels of service for the traffic movements at the studied intersection would experience no change in the calculated levels of service as found under No Build conditions.

Further, the increases in average vehicle delay of each of the turning movements are nominal and would not materially impact operations as perceived by the motorist.

The proposed intersection of the site access boulevard with West Main Street will operate under unsignalized traffic control. The results of the of the capacity analyses under 2029 Build conditions are summarized in Table 3. This table indicates that the proposed site driveway would operate at LOS C or better during both peak hours.

In summary, with the development of the proposed project, the studied intersection and the proposed site driveway will operate at acceptable levels of service during both peak hours.

**TABLE 3 - LEVEL OF SERVICE / AVERAGE VEHICLE DELAY COMPARISON - NO BUILD & BUILD CONDITIONS
THE GREENS AT MENDHAM VILLAGE, BOROUGH OF MENDHAM, MORRIS COUNTY**

2/12/2026

Intersection	2029 No Build Condition							2029 Build Condition						
	LANE GROUP	AM PEAK			PM PEAK			LANE GROUP	AM PEAK			PM PEAK		
		V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service		V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service
W. Main Street & Linden Lane/N. Linden Lane (Unsignalized)	NB-LTR	0.00	15.1	C	0.03	19.2	C	NB-LTR	0.00	15.6	C	0.03	20.2	C
	SB-LTR	0.23	29.2	D	0.16	31.5	D	SB-LTR	0.24	31.4	D	0.18	33.9	D
	EB-L	0.00	0.1	A	0.01	0.3	A	EB-L	0.00	0.1	A	0.01	0.3	A
	WB-L	0.00	0.0	A	0.00	0.1	A	WB-L	0.00	0.0	A	0.00	0.1	A
W. Main Street & Site Access Blvd. (Unsignalized)	NB-LR	---	---	---	---	---	---	NB-LR	0.18	20.4	C	0.15	24.0	C
	WB-L	---	---	---	---	---	---	WB-L	0.02	0.5	A	0.04	1.1	A

SITE PLAN EVALUATION

The site access will be provided by a boulevard access to West Main Street generally in the same location as the existing site driveway. This proposed driveway is approximately 360 feet west of Linden Lane and 390 feet east of Farmhouse Lane. This new boulevard access road extends in a southerly direction approximately 1150 feet into the development where the internal road system is then looped. There are 48 units located along the boulevard, accessed via six (6) alleys, each serving eight units. The remaining 99 units are accessed from a looped network of internal circulation roads. This access and circulation system are compliant with the Residential Site Improvement Standards (RSIS). The boulevard access intersection with West Main Street will be unsignalized.

There are three types of buildings, which are as follows:

- Three-bedroom townhouses, with two-car rear load garages with alley access (no driveways)
- Three-bedroom townhouses with two-car front-load garages and driveways
- Two- and three-bedroom townhouses (affordable units) with no garages or driveways

Residential Site Improvement Standards require 2.3 parking spaces for two-bedroom units and 2.4 parking spaces for three-bedroom units. The proposed bedroom mix is 23 two-bedroom units and 124 three-bedroom units; a total of 147 dwelling units. The parking requirement is therefore 351 parking spaces. We note that with the allowable credit for EVSE parking, the required parking is reduced by 35 spaces, yielding a net parking requirement of 316 parking spaces.

There are a total of 281 garage and driveway spaces (per RSIS) with another 145 surface parking spaces located in parking lots and on-street parallel parking spaces. Therefore, a total 426 parking spaces (including garages and driveways) are proposed, thereby exceeding the RSIS requirements. These surface parking spaces are distributed throughout the site, proximate to the various units to provide both primary and visitor parking. Electric vehicle supply equipment (EVSE) will be provided for all of the individual garages and for six (6) surface parking spaces.

The internal sidewalk network is proposed to link all of the residential buildings and with the internal passive recreation and courtyard areas. As there are no sidewalks along West Main Street and due to the grade of the boulevard, no sidewalk access is provided to West Main Street.

The site plan provides for safe and efficient traffic operations without affecting the quality of traffic flow along area roadways. The internal roadways are proposed at 24 feet wide with perpendicular parking proposed. The site plan proposes designated crosswalks and STOP lines and STOP signs at the internal intersections. The proposed site plan conforms to applicable standards from a traffic engineering viewpoint. Circulation and access to and from the site, as well as within the property are adequate for residents, visitors, deliveries and emergency services.

CONCLUSIONS

The proposed development of 147 multi-family residential townhouses will have a negligible impact on traffic operations at the site driveway and along the adjacent roadway system during the weekday AM and PM peak commuting hours.

The incremental impact of the additional site-generated traffic results in only a slight increase in the average delay on the affected approach movements at the studied intersection but would not be noticeable to motorists. Generally, these slight increases in average vehicle delay would be approximately two (2) seconds and would not materially impact the operations of the study intersections or change the level of service. The intersection of West Main Street with Linden Lane/North Linden Lane would not experience a change in the levels of service under Build conditions as compared to No Build conditions.

It is our professional opinion that, based upon our traffic engineering evaluation, the proposed development will provide for safe and efficient traffic operations without affecting the quality of traffic flow along area roadways.

The proposed site plan conforms to applicable standards from a traffic engineering viewpoint. Circulation and access to and from the site, as well as within the property are adequate. Sufficient parking is provided in accordance with RSIS requirements for the multi-family residential use.

In conclusion, this redevelopment project would have a minimal impact on the traffic operations of the existing roadway system and at the proposed site driveway. The design of the development will provide adequate and safe ingress and egress serving the needs of this project's residents and guests.

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APPENDIX I

LEVEL OF SERVICE DEFINITIONS

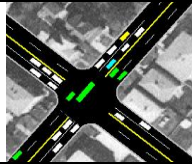
TRAFFIC OPERATIONS

Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and Highway Capacity Software 2025.

For a signalized intersection, Level of Service (LOS) A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle.

LEVEL OF SERVICE /AVERAGE DELAY CRITERIA*

	Level Of Service (LOS)	Signalized Delay Range (average delay, sec/veh)	Unsignalized Delay Range (average delay in sec/veh)
	A	≤10	≤10
	B	>10 and ≤20	>10 and ≤15
	C	>20 and ≤35	>15 and ≤25
	D	>35 and ≤55	>25 and ≤35
	E	>55 and ≤80	>35 and ≤50
	F	>80	>50

* Sources: Highway Capacity Manual (2010 Edition) & SimTraffic Version 5.0

APPENDIX II

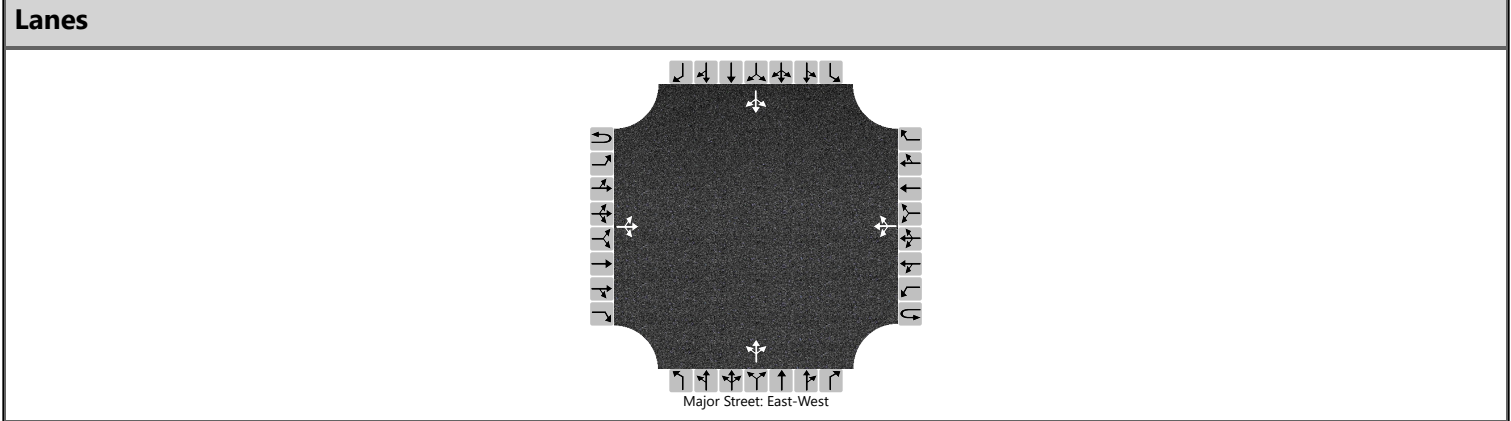
CAPACITY ANALYSES

IIA – 2023 EXISTING CONDITIONS
IIB – 2029 NO-BUILD CONDITIONS
IIC – 2029 BUILD CONDITIONS

APPENDIX IIA
2023 EXISTING CONDITIONS

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Linden La
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/10/2026	East/West Street	W. Main Street
Analysis Year	2023	North/South Street	Linden La/N. Linden La
Time Analyzed	AM Peak Hour - Existing	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		



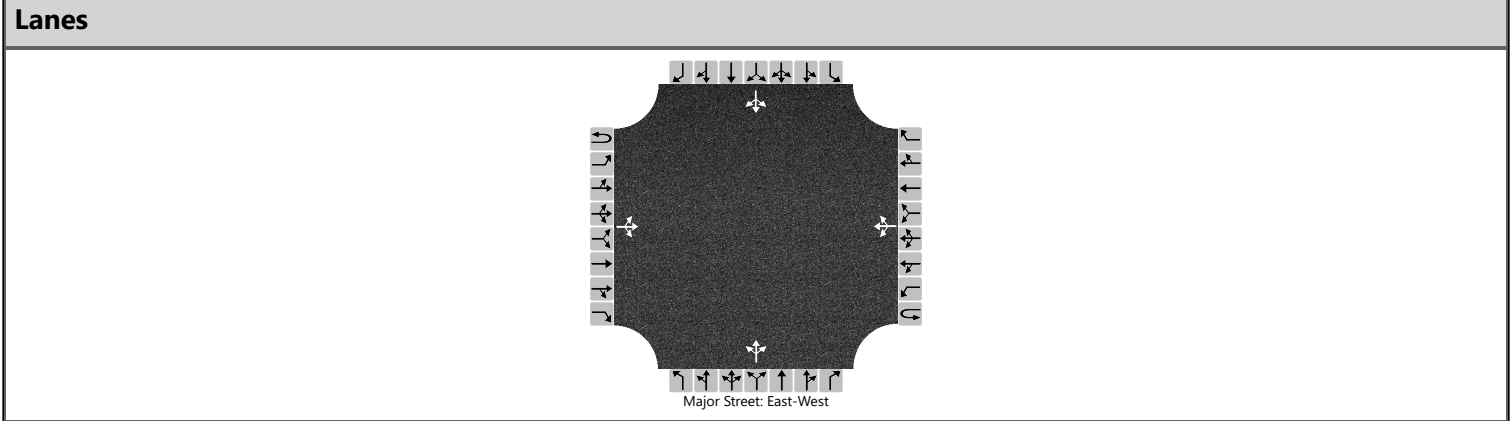
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	803	1		0	395	15		0	0	1		34	0	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				6.5	6.5	6.2		6.5	6.5	6.2
Critical Headway (sec)		4.10				4.10				6.50	6.50	6.20		6.50	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.0	3.0	3.0		3.0	3.0	3.0
Follow-Up Headway (sec)		2.20				2.20				3.00	3.00	3.00		3.00	3.00	3.00

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		3				0					1				43	
Capacity, c (veh/h)		1139				799					390				220	
v/c Ratio		0.00				0.00					0.00				0.20	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.7	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					0.0				17.5	
Control Delay (s/veh)		8.2	0.0	0.0		9.5	0.0	0.0			14.3				25.3	
Level of Service (LOS)		A	A	A		A	A	A			B				D	
Approach Delay (s/veh)	0.1				0.0				14.3				25.3			
Approach LOS	A				A				B				D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Linden La
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/10/2026	East/West Street	W. Main Street
Analysis Year	2023	North/South Street	Linden La/N. Linden La
Time Analyzed	PM Peak Hour - Existing	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	434	1		3	980	28		2	0	4		13	1	10
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				6.0	6.0	6.0		6.0	6.0	6.0
Critical Headway (sec)		4.10				4.10				5.31	6.00	6.00		5.31	6.00	6.00
Base Follow-Up Headway (sec)		2.2				2.2				3.0	3.0	3.0		3.0	3.0	3.0
Follow-Up Headway (sec)		2.20				2.20				3.00	3.00	3.00		3.00	3.00	3.00

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				3					7				26	
Capacity, c (veh/h)		638				1095					365				229	
v/c Ratio		0.01				0.00					0.02				0.12	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.4	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					2.5				10.0	
Control Delay (s/veh)		10.7	0.1	0.1		8.3	0.1	0.1			15.0				22.7	
Level of Service (LOS)		B	A	A		A	A	A			C				C	
Approach Delay (s/veh)	0.2				0.1				15.0				22.7			
Approach LOS	A				A				C				C			

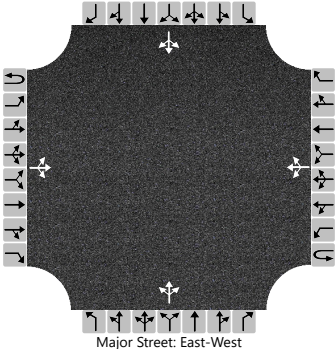
APPENDIX IIB

2029 NO-BUILD CONDITIONS

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Linden La
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/10/2026	East/West Street	W. Main Street
Analysis Year	2029	North/South Street	Linden La/N. Linden La
Time Analyzed	AM Peak Hour - No Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	865	1		0	426	15		0	0	1		34	0	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

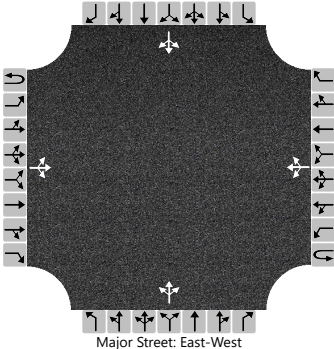
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				6.5	6.5	6.2		6.5	6.5	6.2
Critical Headway (sec)		4.10				4.10				6.50	6.50	6.20		6.50	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.0	3.0	3.0		3.0	3.0	3.0
Follow-Up Headway (sec)		2.20				2.20				3.00	3.00	3.00		3.00	3.00	3.00

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		3				0					1				43	
Capacity, c (veh/h)		1108				756					357				191	
v/c Ratio		0.00				0.00					0.00				0.23	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.8	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					0.0				20.0	
Control Delay (s/veh)		8.3	0.0	0.0		9.8	0.0	0.0			15.1				29.2	
Level of Service (LOS)		A	A	A		A	A	A			C				D	
Approach Delay (s/veh)	0.1				0.0				15.1				29.2			
Approach LOS	A				A				C				D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Linden La
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/10/2026	East/West Street	W. Main Street
Analysis Year	2029	North/South Street	Linden La/N. Linden La
Time Analyzed	PM Peak Hour - No Build	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	468	1		3	1056	28		2	0	4		13	1	10
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				6.0	6.0	6.0		6.0	6.0	6.0
Critical Headway (sec)		4.10				4.10				6.00	6.00	6.00		6.00	6.00	6.00
Base Follow-Up Headway (sec)		2.2				2.2				3.0	3.0	3.0		3.0	3.0	3.0
Follow-Up Headway (sec)		2.20				2.20				3.00	3.00	3.00		3.00	3.00	3.00

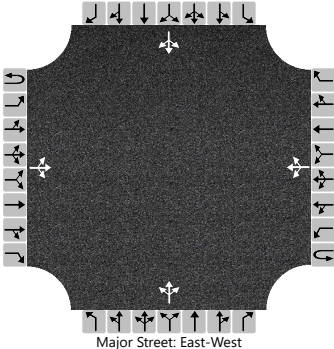
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				3					7				26	
Capacity, c (veh/h)		593				1061					261				162	
v/c Ratio		0.01				0.00					0.03				0.16	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.6	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					2.5				15.0	
Control Delay (s/veh)		11.1	0.1	0.1		8.4	0.1	0.1			19.2				31.5	
Level of Service (LOS)		B	A	A		A	A	A			C				D	
Approach Delay (s/veh)	0.3				0.1				19.2				31.5			
Approach LOS	A				A				C				D			

APPENDIX IIC
2029 BUILD CONDITIONS

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Linden La
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/10/2026	East/West Street	W. Main Street
Analysis Year	2029	North/South Street	Linden La/N. Linden La
Time Analyzed	AM Peak Hour - Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	898	1		0	438	15		0	0	1		34	0	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

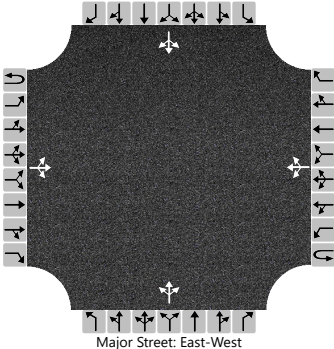
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				6.5	6.5	6.2		6.5	6.5	6.2
Critical Headway (sec)		4.10				4.10				6.50	6.50	6.20		6.50	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.0	3.0	3.0		3.0	3.0	3.0
Follow-Up Headway (sec)		2.20				2.20				3.00	3.00	3.00		3.00	3.00	3.00

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		3				0					1				43	
Capacity, c (veh/h)		1096				733					340				179	
v/c Ratio		0.00				0.00					0.00				0.24	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.9	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					0.0				22.5	
Control Delay (s/veh)		8.3	0.1	0.1		9.9	0.0	0.0			15.6				31.4	
Level of Service (LOS)		A	A	A		A	A	A			C				D	
Approach Delay (s/veh)	0.1				0.0				15.6				31.4			
Approach LOS	A				A				C				D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Linden La
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/10/2026	East/West Street	W. Main Street
Analysis Year	2029	North/South Street	Linden La/N. Linden La
Time Analyzed	PM Peak Hour - Build	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		

Lanes



Major Street: East-West

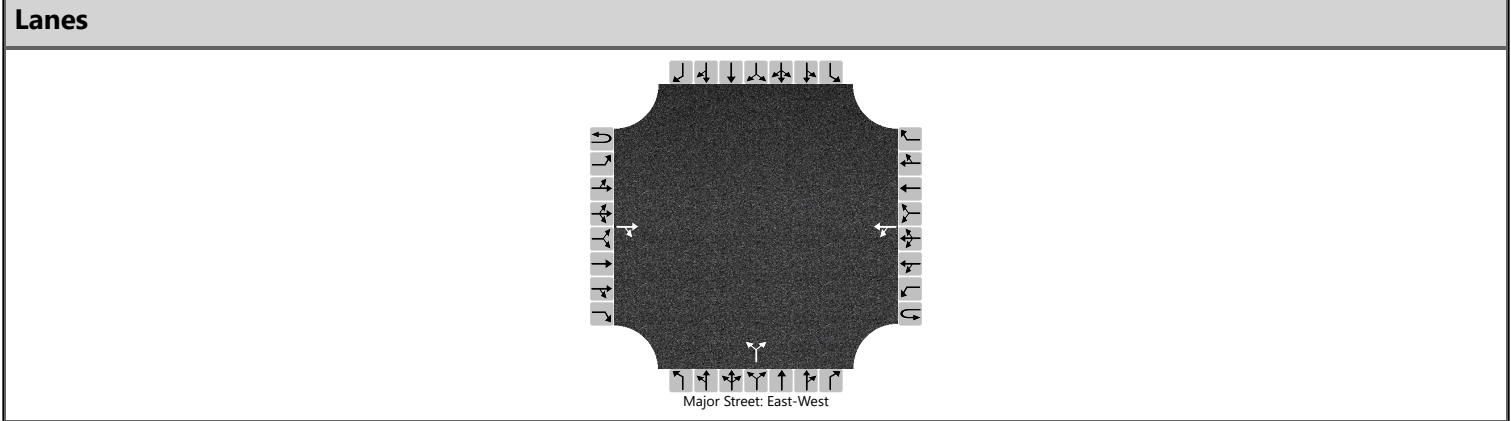
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	486	1		3	1090	28		2	0	4		13	1	10
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				6.0	6.0	6.0		6.0	6.0	6.0
Critical Headway (sec)		4.10				4.10				6.00	6.00	6.00		6.00	6.00	6.00
Base Follow-Up Headway (sec)		2.2				2.2				3.0	3.0	3.0		3.0	3.0	3.0
Follow-Up Headway (sec)		2.20				2.20				3.00	3.00	3.00		3.00	3.00	3.00

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				3					7				26	
Capacity, c (veh/h)		574				1043					244				151	
v/c Ratio		0.01				0.00					0.03				0.18	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.6	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					2.5				15.0	
Control Delay (s/veh)		11.3	0.2	0.2		8.5	0.1	0.1			20.2				33.9	
Level of Service (LOS)		B	A	A		A	A	A			C				D	
Approach Delay (s/veh)	0.3				0.1				20.2				33.9			
Approach LOS	A				A				C				D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Site Access Blvd.
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/12/2026	East/West Street	W. Main Street
Analysis Year	2029	North/South Street	Site Access Boulevard
Time Analyzed	AM Peak Hour - Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		



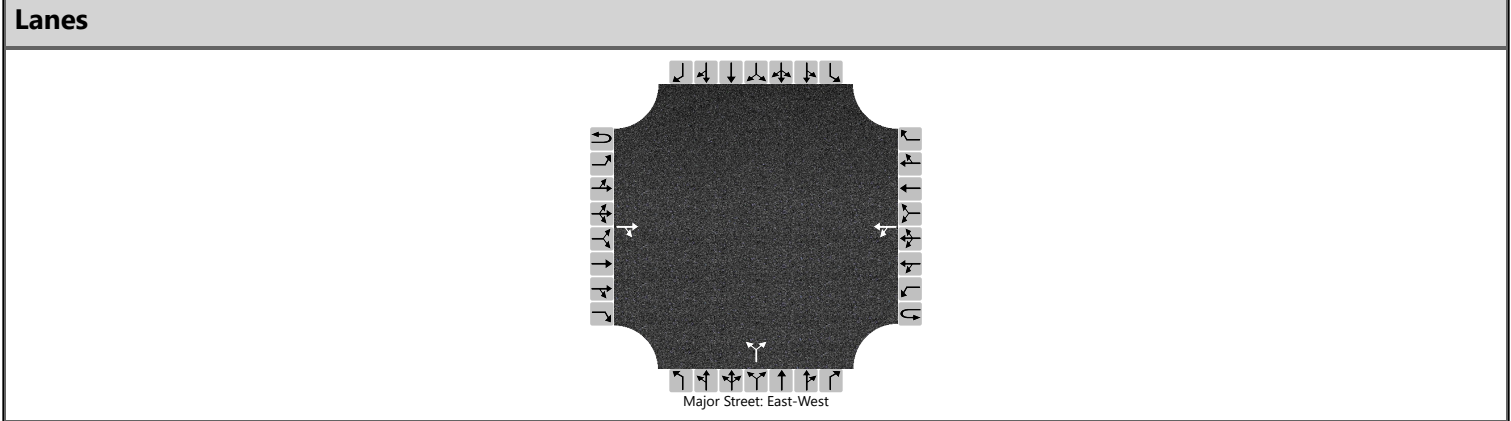
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			869	3		12	433			16		33				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				6.5		6.2				
Critical Headway (sec)						4.10				5.80		6.20				
Base Follow-Up Headway (sec)						2.2				3.2		3.0				
Follow-Up Headway (sec)						2.20				3.20		3.00				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						13					52					
Capacity, c (veh/h)						752					284					
v/c Ratio						0.02					0.18					
95% Queue Length, Q ₉₅ (veh)						0.1					0.7					
95% Queue Length, Q ₉₅ (ft)						2.5					17.5					
Control Delay (s/veh)						9.9	0.2				20.4					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.5				20.4							
Approach LOS					A				C							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EJB	Intersection	W. Main St/Site Access Blvd.
Agency/Co.	Bowman Consulting Group	Jurisdiction	County
Date Performed	2/12/2026	East/West Street	W. Main Street
Analysis Year	2029	North/South Street	Site Access Boulevard
Time Analyzed	PM Peak Hour - Build	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	The Greens at Mendham Village 081228-03-002		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			474	14		34	1068			12		18				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				6.5		6.2				
Critical Headway (sec)						4.10				5.80		6.20				
Base Follow-Up Headway (sec)						2.2				3.2		3.0				
Follow-Up Headway (sec)						2.20				3.20		3.00				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						37					33					
Capacity, c (veh/h)						1042					223					
v/c Ratio						0.04					0.15					
95% Queue Length, Q ₉₅ (veh)						0.1					0.5					
95% Queue Length, Q ₉₅ (ft)						2.5					12.5					
Control Delay (s/veh)						8.6	0.9				24.0					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					1.1				24.0							
Approach LOS					A				C							

APPENDIX III

TRAFFIC COUNTS

1. Linden Lane & Main Street - TMC

Wed Sep 13, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1106149, Location: 40.774218, -74.613832, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg Direction	Linden Lane Northbound						Linden Lane Southbound						Main Street (Route 24) Eastbound						Main Street (Route 24) Westbound							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2023-09-13 7:00AM	0	0	1	0	1	0	8	0	0	0	8	0	0	223	0	0	223	0	2	39	0	0	41	0	273	
	7:15AM	0	0	1	0	1	5	0	0	0	5	0	2	196	0	0	198	0	0	83	1	0	84	0	288	
7:30AM	1	0	0	0	1	0	5	0	0	0	5	0	2	149	0	0	151	0	0	109	3	0	112	0	269	
7:45AM	0	0	0	0	0	0	6	0	4	0	10	0	2	208	0	0	210	0	0	108	2	0	110	0	330	
Hourly Total	1	0	2	0	3	0	24	0	4	0	28	0	6	776	0	0	782	0	2	339	6	0	347	0	1160	
8:00AM	0	0	0	0	0	0	8	0	2	0	10	1	0	183	0	0	183	0	0	81	2	0	83	0	276	
8:15AM	0	0	0	0	0	0	15	0	0	0	15	0	1	198	1	0	200	0	0	97	8	0	105	0	320	
8:30AM	0	0	1	0	1	0	5	0	1	0	6	1	0	214	0	0	214	0	0	109	3	0	112	0	333	
8:45AM	0	0	0	0	0	0	6	0	2	0	8	0	1	189	0	0	190	0	0	68	3	0	71	0	269	
Hourly Total	0	0	1	0	1	0	34	0	5	0	39	2	2	784	1	0	787	0	0	355	16	0	371	0	1198	
4:00PM	0	0	0	0	0	0	1	0	3	0	4	0	1	103	0	0	104	0	2	172	4	0	178	0	286	
4:15PM	0	0	2	0	2	0	5	0	6	0	11	0	3	104	0	0	107	0	1	199	6	0	206	0	326	
4:30PM	0	0	0	0	0	0	3	0	2	0	5	0	1	99	0	0	100	0	0	189	1	0	190	0	295	
4:45PM	0	0	1	0	1	0	4	1	3	0	8	0	2	106	0	0	108	0	1	235	7	0	243	0	360	
Hourly Total	0	0	3	0	3	0	13	1	14	0	28	0	7	412	0	0	419	0	4	795	18	0	817	0	1267	
5:00PM	1	0	0	0	1	0	2	0	3	0	5	1	3	90	0	0	93	0	1	230	6	0	237	0	336	
5:15PM	0	0	1	0	1	0	3	0	4	0	7	0	0	125	1	0	126	0	1	263	8	0	272	0	406	
5:30PM	1	0	2	0	3	0	4	0	0	0	4	1	0	113	0	0	113	0	0	252	7	0	259	0	379	
5:45PM	0	0	0	0	0	0	1	0	0	0	1	0	3	130	1	0	134	0	1	206	7	0	214	0	349	
Hourly Total	2	0	3	0	5	0	10	0	7	0	17	2	6	458	2	0	466	0	3	951	28	0	982	0	1470	
Total		3	0	9	0	12	0	81	1	30	0	112	4	21	2430	3	0	2454	0	9	2440	68	0	2517	0	5095
% Approach		25.0%	0%	75.0%	0%	-	-	72.3%	0.9%	26.8%	0%	-	-	0.9%	99.0%	0.1%	0%	-	-	0.4%	96.9%	2.7%	0%	-	-	
% Total		0.1%	0%	0.2%	0%	0.2%	-	1.6%	0%	0.6%	0%	2.2%	-	0.4%	47.7%	0.1%	0%	-	-	0.2%	47.9%	1.3%	0%	-	-	
Lights		3	0	9	0	12	-	81	1	29	0	111	-	21	2353	3	0	2377	-	9	2379	66	0	2454	-	4954
% Lights		100%	0%	100%	0%	100%	-	100%	100%	96.7%	0%	99.1%	-	100%	96.8%	100%	0%	96.9%	-	100%	97.5%	97.1%	0%	97.5%	-	97.2%
Articulated Trucks		0	0	0	0	0	-	0	0	0	0	-	-	0	3	0	0	3	-	0	6	0	0	6	-	9
% Articulated Trucks		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0.2%
Buses and Single-Unit Trucks		0	0	0	0	0	-	0	0	1	0	1	-	0	74	0	0	74	-	0	55	2	0	57	-	132
% Buses and Single-Unit Trucks		0%	0%	0%	0%	0%	-	0%	0%	3.3%	0%	0.9%	-	0%	3.0%	0%	0%	3.0%	-	0%	2.3%	2.9%	0%	2.3%	-	2.6%
Pedestrians		-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians		-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk		-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk		-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Linden Lane & Main Street - TMC

Wed Sep 13, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

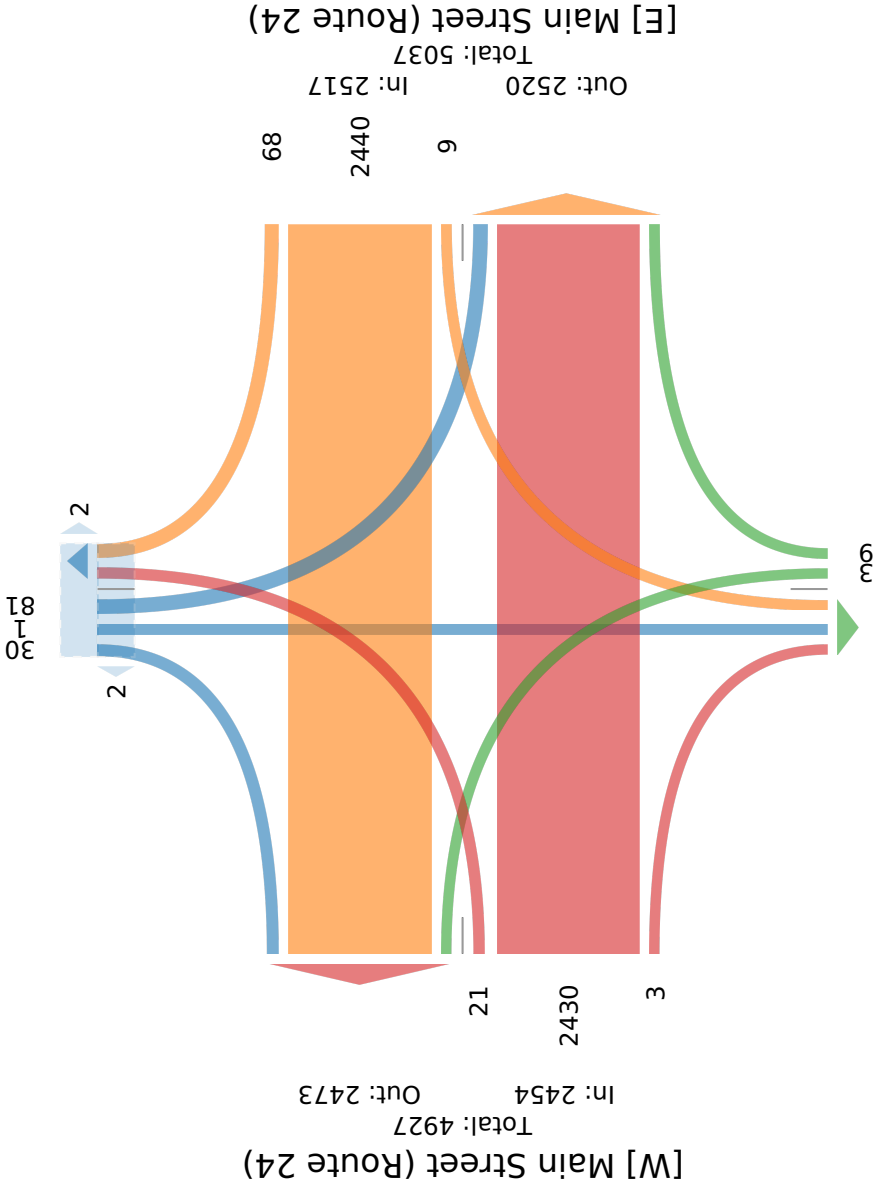
ID: 1106149, Location: 40.774218, -74.613832, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

[N] Linden Lane

Total: 201

In: 112 Out: 89



Out: 13 In: 12

Total: 25

[S] Linden Lane

1. Linden Lane & Main Street - TMC

Wed Sep 13, 2023

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1106149, Location: 40.774218, -74.613832, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg Direction	Linden Lane Northbound				Linden Lane Southbound				Main Street (Route 24) Eastbound				Main Street (Route 24) Westbound												
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int						
Time																									
2023-09-13 7:45AM	0	0	0	0	0	0	6	0	4	0	10	0	2	208	0	0	210	0	0	108	2	0	110	0	330
8:00AM	0	0	0	0	0	0	8	0	2	0	10	1	0	183	0	0	183	0	0	81	2	0	83	0	276
8:15AM	0	0	0	0	0	0	15	0	0	0	15	0	1	198	1	0	200	0	0	97	8	0	105	0	320
8:30AM	0	0	1	0	1	0	5	0	1	0	6	1	0	214	0	0	214	0	0	109	3	0	112	0	333
Total	0	0	1	0	1	0	34	0	7	0	41	2	3	803	1	0	807	0	0	395	15	0	410	0	1259
% Approach	0%	0%	100%	0%	-	-	82.9%	0%	17.1%	0%	-	-	0.4%	99.5%	0.1%	0%	-	-	0%	96.3%	3.7%	0%	-	-	-
% Total	0%	0%	0.1%	0%	0.1%	-	2.7%	0%	0.6%	0%	3.3%	-	0.2%	63.8%	0.1%	0%	64.1%	-	0%	31.4%	1.2%	0%	32.6%	-	-
PHF	-	-	0.250	-	0.250	-	0.567	-	0.438	-	0.683	-	0.375	0.938	0.250	-	0.943	-	-	0.906	0.469	-	0.915	-	0.945
Lights	0	0	1	0	1	-	34	0	7	0	41	-	3	778	1	0	782	-	0	382	14	0	396	-	1220
% Lights	0%	0%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	100%	96.9%	100%	0%	96.9%	-	0%	96.7%	93.3%	0%	96.6%	-	96.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	24	0	0	24	-	0	13	1	0	14	-	38
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	3.0%	0%	0%	3.0%	-	0%	3.3%	6.7%	0%	3.4%	-	3.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Linden Lane & Main Street - TMC

Wed Sep 13, 2023

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

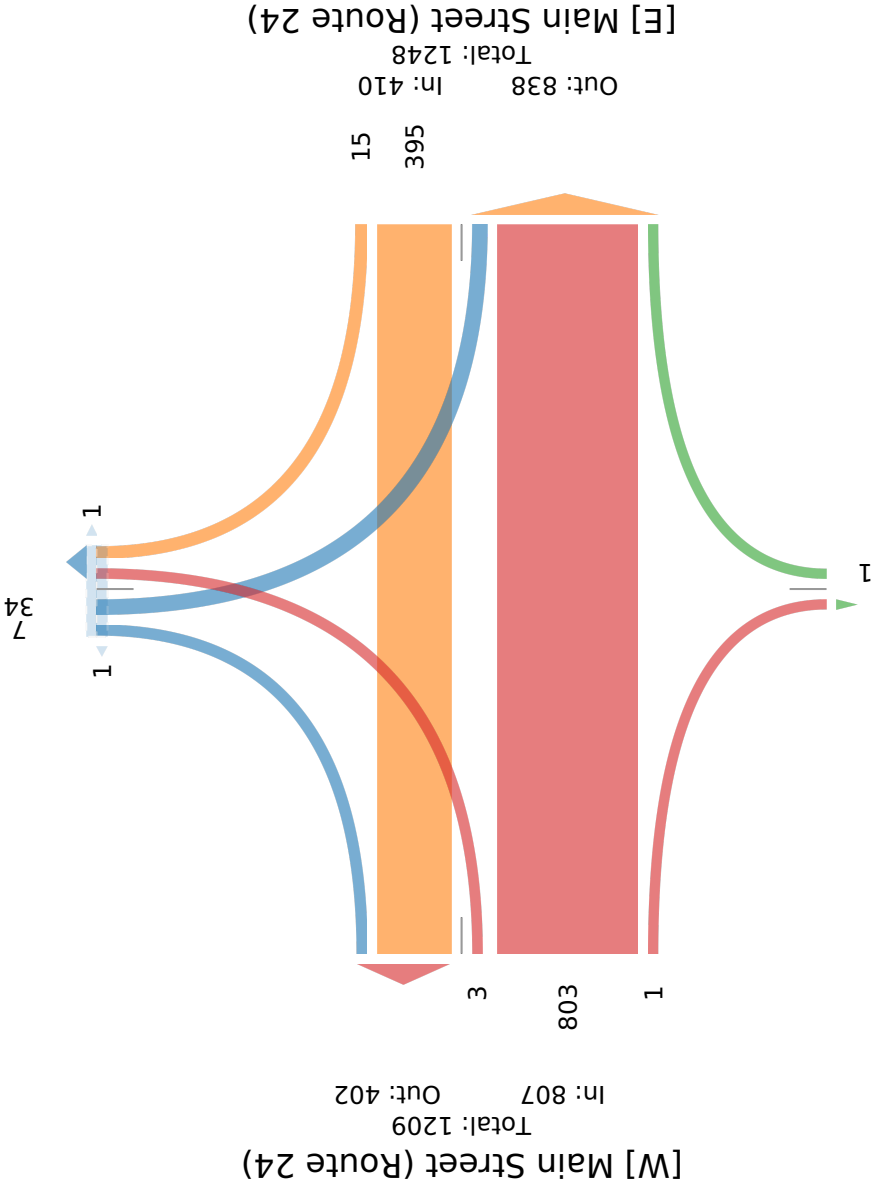
All Movements

ID: 1106149, Location: 40.774218, -74.613832, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

[N] Linden Lane

Total: 59
In: 41 Out: 18



1. Linden Lane & Main Street - TMC

Wed Sep 13, 2023

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1106149, Location: 40.774218, -74.613832, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg Direction	Linden Lane Northbound				Linden Lane Southbound				Main Street (Route 24) Eastbound				Main Street (Route 24) Westbound			
	L	T	R	U	App	Ped*			L	T	R	U	App	Ped*		
2023-09-13 4:45PM	0	0	1	0	1	0			2	106	0	0	108	0	1	235
5:00PM	1	0	0	0	1	0			3	90	0	0	93	0	1	230
5:15PM	0	0	1	0	1	0			0	125	1	0	126	0	1	263
5:30PM	1	0	2	0	3	0			0	113	0	0	113	0	0	252
Total	2	0	4	0	6	0			5	434	1	0	440	0	3	980
% Approach	33.3%	0%	66.7%	0%	-	-			1.1%	98.6%	0.2%	0%	-	-	0.3%	96.9%
% Total	0.1%	0%	0.3%	0%	0.4%	-			0.3%	29.3%	0.1%	0%	29.7%	-	0.2%	66.2%
PHF	0.500	-	0.500	-	0.500	-			0.417	0.868	0.250	-	0.873	-	0.750	0.932
Lights	2	0	4	0	6	-			5	431	1	0	437	-	3	968
% Lights	100%	0%	100%	0%	100%	-			100%	99.3%	100%	0%	99.3%	-	100%	98.8%
Articulated Trucks	0	0	0	0	0	-			0	0	0	0	0	-	0	1
% Articulated Trucks	0%	0%	0%	0%	0%	-			0%	0%	0%	0%	0%	-	0%	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	-			0	3	0	0	3	-	0	11
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-			0%	0.7%	0%	0%	0.7%	-	0%	1.1%
Pedestrians	-	-	-	-	-	0			-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-			-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0			-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-			-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Linden Lane & Main Street - TMC

Wed Sep 13, 2023

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1106149, Location: 40.774218, -74.613832, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

[N] Linden Lane

Total: 57

In: 24 Out: 33

1



[W] Main Street (Route 24)

Total: 1432
In: 440 Out: 992

[E] Main Street (Route 24)

Total: 1462
In: 1011 Out: 451

28
980
3

5
434
1

4

[S] Linden Lane

Out: 5 In: 6

Total: 11

APPENDIX IV

STRAIGHT LINE DIAGRAM

[illegible]