

Traffic Impact Study

Proposed Pickleball Courts
Block 81, Lot 20
Borough of Mendham
Morris County, New Jersey

Prepared for:
V-Fee Mendham Apartments, LLC

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INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed indoor pickleball courts on the adjacent roadway network. The subject property is located along the northerly side of East Main Street (County Road 510) between Cold Hill Road and Heritage Manor Drive in the Borough of Mendham, Morris County, New Jersey. The site location is shown on appended **Figure I**.

The subject property is designated as Block 801, Lot 20 as depicted on the Borough of Mendham Tax Map. The site has approximately 508 feet of frontage along East Main Street. The existing site is occupied by the Mendham Village Shopping Center, which consists of 80,472 square feet of retail space located on the southerly portion of the property and a 53,914-square-foot health and racquet club with six (6) tennis courts previously occupied the northerly portion of the property. Access is presently provided via three (3) full-movement driveways along East Main Street. Under the previously approved development program, the existing retail Mendham Village Shopping Center would remain as-is, the racquet club would be demolished, and a 75-unit multi-family residential building would be constructed. Under the proposed amended site plan, in lieu of private accessory space for the residential building and replacing the previously approved limited automobile sales/service use, six (6) public pickleball courts would be constructed. Access is proposed to remain as previously approved via two (2) full-movement driveways, and one (1) ingress-only driveway along East Main Street.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections (existing site driveways) to serve as a base for the traffic analyses. 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 the Synchro II Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment.

2026 EXISTING CONDITION

2026 EXISTING ROADWAY CONDITIONS

The mixed-use development is located along the northerly side of East Main Street (County Road 510) between Cold Hill Road and Heritage Manor Drive in the Borough of Mendham, Morris County, New Jersey. The subject property is designated as Block 801, Lot 20 as depicted on the Brough of Mendham Tax Map. The site has approximately 508 feet of frontage along East Main Street. Land uses in the area are a mix of commercial and residential uses.

East Main Street (a.k.a. CR 510) is classified as an Urban Minor Arterial roadway with a general east-west orientation and is under the jurisdiction of Morris County. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 35 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is not permitted. East Main Street provides east-west mobility within the Borough of Mendham and neighboring municipalities for a mix of commercial, recreational, institutional, and residential uses along its length.

East Main Street and the existing three (3) site driveways intersect to form three (3) unsignalized T-intersections with the site driveway approaches operating under stop control. The easterly and westerly site driveways provide one (1) shared left-turn/right-turn egress lane and one (1) ingress lane. The ingress and egress lanes of the central site driveway are separated by a landscaped median and each provide approximately 24-feet of width. As such, the egress lane of the central site driveway operates as one (1) exclusive right-turn lane and one (1) exclusive left-turn lane. Crosswalks are provided across all three (3) site driveways.

2026 EXISTING TRAFFIC VOLUMES

Manual vehicle turning movement counts and pedestrian/bicyclist counts along East Main Street were collected during the typical weekday morning, weekday evening, and Saturday midday time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following locations:

- ◆ Intersection of East Main Street and the easterly site driveway
- ◆ Intersection of East Main Street and the central site driveway
- ◆ Intersection of East Main Street and the westerly site driveway

Specifically, counts were conducted on the following dates and during the following times:

- ◆ Thursday, May 28, 2026, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

- ◆ Saturday, May 30, 2026, from 8:00 a.m. to 2:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data, the weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m.; the weekday evening peak hour occurred from 5:00 p.m. to 6:00 p.m.; and the Saturday midday peak hour occurred from 10:45 a.m. to 11:45 a.m. The Technical Appendix contains a summary of the turning movement count data. The 2026 Existing weekday morning, weekday evening, and Saturday midday peak-hour volumes are summarized on appended **Figure 2**.

The traffic count program also revealed the trip generation of the existing shopping center. **Table I** provides the as-counted weekday morning, weekday evening, and Saturday midday peak-hour site generated trip generation volumes.

TABLE I – AS-COUNTED TRIP GENERATION OF THE EXISTING SITE

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Existing Site 80,472 SF Retail Vacant 53,914 SF H&R Club	266	205	471	273	267	540	360	356	716

2026 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2026 Existing Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the existing site driveways. Under the existing condition, the turning movements at the westerly site driveway are calculated to operate at Level of Service B or better during all peak hours studied. The turning movements at the central site driveway are calculated to operate at Level of Service E or better during all peak hours studied. The turning movements at the easterly site driveway are calculated to operate at Level of Service C or better during all peak hours studied.

2028 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2026 Existing Condition traffic volume data was grown to a future horizon year of 2028, which is a conservative estimate for when the proposed pickleball courts would be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 2.50% annually for

two (2) years to generate the 2028 Base Traffic Volumes. These volumes are summarized on appended **Figure 3**. The 2.50% background growth rate was obtained from the NJDOT Annual Background Growth Rate Table.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. For this analysis, the trips associated with the previously approved residential development on the subject property were included in the No-Build Condition. Appended **Figure 4** and **Table 2** illustrate the site-generated traffic associated the previously approved 75-unit residential building, as depicted in the Traffic Memorandum prepared by office, dated December 12, 2024.

TABLE 2 – PREVIOUSLY APPROVED RESIDENTIAL BUILDING TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Previously Approved 75-unit residential building generated trips	6	22	28	18	11	29	15	14	29

In addition, based on consultations with Morris County, a potential improvement project within the vicinity of the site is proposed. The roadway improvement plan includes restriping East Main Street to provide one (1) lane in each direction, and one (1) shared center-left-turn lane. The improvements also include pedestrian safety features such as high-visibility crosswalks, and accessible curb ramps.

2028 NO-BUILD TRAFFIC VOLUMES

The site-generated trips associated with the previously approved residential building were added to the 2028 Base Traffic Volumes to calculate the 2028 No Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. These volumes are summarized on appended **Figure 5**.

2028 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the existing site driveways. The turning movements at the easterly site driveway are calculated to operate generally consistently with the findings of the Existing Condition during all peak hours studied. The turning movements at the central site driveway are calculated to operate generally consistently with the findings of the Existing Condition during all

peak hours studied. The turning movements at the westerly site driveway are calculated to operate generally consistently with the findings of the Existing Condition during all peak hours studied.

2028 BUILD CONDITION

The site-generated traffic volume of the proposed multi-family residential development was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project “build out” is assumed within two (2) years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed six (6) pickleball courts were prepared utilizing the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 12th Edition. Trip generation rates associated with Land Use 489 “Pickleball Courts” were cited for the new pickleball courts which are proposed as part of the Amended Site Plan application. **Table 3** provides the weekday evening, and Saturday peak hour trip generation volumes associated with the proposed development.

TABLE 3 – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Proposed 6 Pickleball Courts <i>ITE Land Use 489</i>	6	6	12	16	10	26	25	21	46

Additionally, Chapter 6 of ITE’s Trip Generation Handbook, 3rd Edition states that internally captured trips can be a component of the travel patterns at mixed-use developments, such as the overall subject site. When combined within a single development, individual land uses tend to interact, and thus attract a portion of each other’s trip generation, such as residents visiting the retail stores, or retail customers utilizing the proposed pickleball courts. Therefore, based on the nature of the proposed and existing uses, an internal capture credit would be applicable for this site. However, in order to conduct a conservative analysis, internally captured trips were not considered within this assessment.

The ITE data is based on counts performed at operating sites that may or may not have had tournaments on the day the data was collected. It is noted that registration data from a Pickleball Tournament at a nearby indoor 7-court pickleball facility was reviewed. The tournament involved 96 players and took place over 3 days (Friday through Sunday) as is customary for Pickleball Tournaments. The Friday matches were singles matches, involved 22 players and occupied a maximum of 6 courts and ran from 5:30 p.m. to 8:30 p.m. The Saturday matches were doubles matches, a 5 team (10 individual) bracket ran from 1:00 p.m. to 3:30 p.m. and

occupied 2 courts and a 10 team (20 individuals) bracket from 1:00 p.m. to 4:30 p.m. and occupied 5 courts. Another bracket of doubles included a total of 6 teams (12 individuals) and ran from 3:30 p.m. to 6:30 p.m. and occupied 3 courts. The Sunday matches were double matches and included two doubles brackets consisting of a total of 16 teams (32 individuals) and ran from 1:00 p.m. to 4:15 p.m. occupying a total of 7 courts. Based on the review of tournament operations the average number of individuals per court during tournament play is between 4 and 5 for doubles and between 2 and 3 for singles, which is generally consistent to non-tournament play time periods. Additionally, during tournament play there is less turnover as players are on site for multiple hours, reducing the number of trips going into and out of the site compared to when courts are rented for hourly intervals.

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed pickleball courts were distributed according to the existing travel pattern along East Main Street and the access management plan of the site. The Pickleball Site-Generated Traffic Volumes are illustrated on appended **Figure 6**.

2028 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2028 No-Build Traffic Volumes to calculate the 2028 Build Traffic Volumes and are shown on appended **Figure 7**.

2028 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the site driveways. **Appended Table A1** compares the Existing, No-Build, and Build Conditions Level of Service and delay values.

The turning movements at the westerly site driveway are calculated to operate generally consistently with the findings of the No-Build Condition during all peak hours studied. The turning movements at the central site driveway are calculated to operate generally consistently with the findings of the No-Build Condition during all peak hours studied. The turning movements at the easterly site driveway are calculated to operate at Level of Service C, or better, during all peak hours studied.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed multi-family residential development using the Site Plan prepared by Stonefield, dated January 19, 2026. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Under the proposed amended site plan, a recreational facility with six (6) pickleball courts is proposed adjacent to the previously approved residential building. The development program includes the previously

approved improvements to the existing parking lot, including the realigned center driveways, and restriping parking spaces in the rear of the property. Pedestrian access to the proposed recreation facility is provided along the easterly and westerly facades of the building. It should be noted that parking for the residential building would be for the exclusive use of residents, and parking for guests of the recreational facility would be provided within shopping center parking lot. The total site would provide 462 spaces, which is sufficient to meet the Borough ordinance and is sufficient to accommodate the anticipated parking demand. A copy of the Trip Generation and Parking Analysis Memorandum, dated January 19, 2026, prepared for this application has been appended to this report.

CONCLUSIONS

This report was prepared to examine the potential traffic impacts of the proposed recreational facilities with six (6) pickleball courts. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The proposed parking supply would be sufficient to accommodate the anticipated demand of the existing development, the previously approved residential development, and the proposed recreational facility. The site driveways and proposed on-site layout would provide for effective access to and from the subject property.

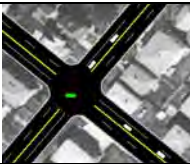
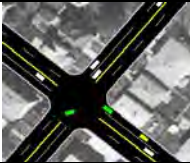

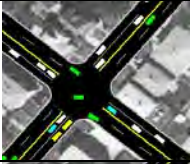
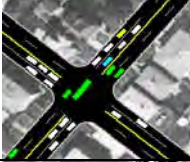
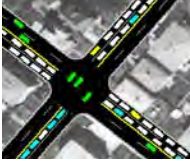
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

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. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control 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

Source: Highway Capacity Manual, 7th Edition

STONEFIELD

Table A1: Comparative Level of Service (Delay) Table
 Borough of Mendham, Morris County, New Jersey
 X (n) = Level of Service (seconds of delay)

Intersection	Lane Group	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		2026 Existing Condition	2028 No-Build Condition	2028 Build Condition	2026 Existing Condition	2028 No-Build Condition	2028 Build Condition	2026 Existing Condition	2028 No-Build Condition	2028 Build Condition
Intersection of East Main Street (E/W) & Western Site Driveway (S)	EB Left/Through	A (8.7)	A (8.7)	A (8.7)	B (10.3)	B (10.4)	B (10.4)	A (8.7)	A (8.7)	A (8.8)
	SB Left/Right	B (10.7)	B (10.8)	B (10.8)	B (11.7)	B (11.8)	B (11.8)	A (8.7)	A (8.7)	A (8.8)
Intersection of East Main Street (E/W) & Central Site Driveway (S)	EB Left/Through	A (9.1)	A (9.2)	A (9.2)	A (9.9)	A (10.0)	B (10.0)	A (9.0)	A (9.1)	A (9.1)
	SB Left	D (31.5)	D (34.0)	D (34.8)	D (33.8)	E (35.9)	E (38.0)	E (37.9)	E (40.3)	E (45.6)
	SB Right	B (11.2)	B (11.3)	B (11.3)	B (13.0)	B (13.1)	B (13.2)	B (11.6)	B (11.7)	B (11.9)
Intersection of East Main Street (E/W) & Easterly Site Driveway (S)	EB Left/Through	A (9.3)	A (9.3)	A (9.3)	A (9.3)	A (9.4)	A (9.4)	A (9.0)	A (9.0)	A (9.1)
	SB Left/Right	B (13.9)	B (13.5)	B (13.8)	C (17.1)	C (17.2)	C (17.3)	B (13.6)	B (13.4)	B (13.7)

TURNING MOVEMENT COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-003
Date: 5/28/2026

Data - Total

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
7:00 AM	0	0	0	0	0	1	0	0	0	1	148	0	0	0	1	79	1	0	230
7:15 AM	0	0	0	0	0	0	1	0	0	1	123	0	0	0	0	123	1	0	248
7:30 AM	0	0	0	0	1	0	1	0	0	1	175	0	0	0	0	130	0	0	308
7:45 AM	0	0	0	0	0	0	0	0	0	1	161	0	1	0	0	102	0	0	265
8:00 AM	0	0	0	0	1	0	2	0	0	3	165	0	0	0	0	139	0	0	310
8:15 AM	0	0	0	0	1	0	1	0	0	2	136	0	0	0	0	121	1	0	262
8:30 AM	0	0	0	0	0	0	1	0	0	1	196	0	0	0	0	134	0	0	332
8:45 AM	0	0	0	0	0	0	1	0	0	0	158	0	0	0	0	142	2	0	303
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL	
APPROACH %'s :	0	0	0	0	3	0	8	0	9	1262	0	1	0	970	5	0		2258	
					27.27%	0.00%	72.73%	0.00%	0.71%	99.21%	0.00%	0.08%	0.00%	99.49%	0.51%	0.00%			
PEAK HR :	08:00 AM - 09:00 AM																		
PEAK HR VOL :	0	0	0	0	2	0	5	0	6	655	0	0	0	536	3	0		1207	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.500	0.835	0.000	0.000	0.000	0.944	0.375	0.000		0.909	
							0.583				0.839				0.936				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
4:00 PM	0	0	0	0	0	0	1	0	1	145	0	0	0	196	0	0		343	
4:15 PM	0	0	0	0	1	0	3	0	1	118	0	0	0	212	1	0		336	
4:30 PM	0	0	0	0	0	0	4	0	2	150	0	0	0	191	1	0		348	
4:45 PM	0	0	0	0	1	0	2	0	1	127	0	1	0	207	3	0		342	
5:00 PM	0	0	0	0	0	0	4	0	0	139	0	0	0	189	1	0		333	
5:15 PM	0	0	0	0	0	0	2	0	1	124	0	0	0	195	0	0		322	
5:30 PM	0	0	0	0	0	0	2	0	1	132	0	0	0	196	1	0		332	
5:45 PM	0	0	0	0	0	0	1	0	1	137	0	0	0	205	1	0		345	
6:00 PM	0	0	0	0	0	0	1	0	4	135	0	0	0	166	1	0		307	
6:15 PM	0	0	0	0	1	0	3	0	1	149	0	0	0	164	1	0		319	
6:30 PM	0	0	0	0	1	0	0	0	1	108	0	0	0	143	0	0		253	
6:45 PM	0	0	0	0	0	0	1	0	0	95	0	0	0	124	1	0		221	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL	
APPROACH %'s :	0	0	0	0	4	0	24	0	14	1559	0	1	0	2188	11	0		3801	
					14.29%	0.00%	85.71%	0.00%	0.89%	99.05%	0.00%	0.06%	0.00%	99.50%	0.50%	0.00%			
PEAK HR :	05:00 PM - 06:00 PM																		
PEAK HR VOL :	0	0	0	0	0	0	9	0	3	532	0	0	0	785	3	0		1332	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.750	0.957	0.000	0.000	0.000	0.957	0.750	0.000		0.965	
							0.563				0.962				0.956				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-003
Date: 5/28/2026

Data - Cars

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
7:00 AM	0	0	0	0	0	1	0	0	0	1	138	0	0	0	1	75	1	0	216
7:15 AM	0	0	0	0	0	0	0	0	0	1	118	0	0	0	0	118	1	0	237
7:30 AM	0	0	0	0	1	0	1	0	0	1	166	0	0	0	0	121	0	0	290
7:45 AM	0	0	0	0	0	0	0	0	0	1	152	0	1	0	0	95	0	0	249
8:00 AM	0	0	0	0	1	0	2	0	0	3	156	0	0	0	0	134	0	0	296
8:15 AM	0	0	0	0	1	0	1	0	0	2	132	0	0	0	0	117	1	0	254
8:30 AM	0	0	0	0	0	0	1	0	0	1	187	0	0	0	0	130	0	0	319
8:45 AM	0	0	0	0	0	0	1	0	0	0	142	0	0	0	0	133	2	0	278
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			TOTAL
APPROACH %'s :	0	0	0	0	3	0	7	0	9	1191	0	1	0	923	5	0			2139
					30.00%	0.00%	70.00%	0.00%	0.75%	99.17%	0.00%	0.08%	0.00%	99.46%	0.54%	0.00%			
PEAK HR :	08:00 AM - 09:00 AM																		TOTAL
PEAK HR VOL :	0	0	0	0	2	0	5	0	6	617	0	0	0	514	3	0			1147
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.500	0.825	0.000	0.000	0.000	0.959	0.375	0.000			0.899
					0.583				0.828				0.957						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
4:00 PM	0	0	0	0	0	0	1	0	1	138	0	0	0	191	0	0			331
4:15 PM	0	0	0	0	1	0	3	0	1	108	0	0	0	204	1	0			318
4:30 PM	0	0	0	0	0	0	4	0	2	148	0	0	0	182	1	0			337
4:45 PM	0	0	0	0	1	0	2	0	0	126	0	1	0	201	3	0			334
5:00 PM	0	0	0	0	0	0	4	0	0	134	0	0	0	185	1	0			324
5:15 PM	0	0	0	0	0	0	2	0	1	120	0	0	0	190	0	0			313
5:30 PM	0	0	0	0	0	0	2	0	1	128	0	0	0	196	1	0			328
5:45 PM	0	0	0	0	0	0	1	0	1	133	0	0	0	204	1	0			340
6:00 PM	0	0	0	0	0	0	1	0	4	133	0	0	0	159	1	0			298
6:15 PM	0	0	0	0	1	0	3	0	1	146	0	0	0	160	1	0			312
6:30 PM	0	0	0	0	1	0	0	0	1	107	0	0	0	141	0	0			250
6:45 PM	0	0	0	0	0	0	1	0	0	90	0	0	0	124	1	0			216
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			TOTAL
APPROACH %'s :	0	0	0	0	4	0	24	0	13	1511	0	1	0	2137	11	0			3701
					14.29%	0.00%	85.71%	0.00%	0.85%	99.08%	0.00%	0.07%	0.00%	99.49%	0.51%	0.00%			
PEAK HR :	05:00 PM - 06:00 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	9	0	3	515	0	0	0	775	3	0			1305
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.750	0.961	0.000	0.000	0.000	0.950	0.750	0.000			0.960
					0.563				0.966				0.949						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-003
 Date: 5/28/2026

Data - Buses

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	41
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	18	0	0	0	4	0	0	22
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.409	0.000	0.000	0.000	0.333	0.000	0.000	0.500
									0.409				0.333				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	23
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
													0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-003
 Date: 5/28/2026

Data - HT

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
7:15 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	14
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	78
PEAK HR :	08:00 AM - 09:00 AM				0	0	0	0	0	20	0	0	0	18	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.625	0.000	0.000	0	0.500	0.000	0.000	38
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.679
										0.625				0.500			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	5	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	1	30	0	0	0	46	0	0	77
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	17	0	0	0	8	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.850	0.000	0.000	0	0.500	0.000	0.000	25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.000	0.000	0.000	0.500	0.000	0.000	0.781
										0.850				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-003
Date: 5/28/2026

Data - Bikes

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00%	2
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0.00%	0.00%	100.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	9
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.375

National Data & Surveying Services
Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township

Project ID: 26-340108-003
Date: 5/28/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wells Fargo Westerly Site Dwy	Wells Fargo Westerly Site Dwy	CR 510/Rte 24		CR 510/Rte 24		TOTAL		
	NORTH LEG		SOUTH LEG		EAST LEG			WEST LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	1	0	0	0	0	0	0	2
7:15 AM	2	2	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	1	1	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 5	WB 7	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 12
APPROACH %'s :	41.67%	58.33%							
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	4	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.500							0.625
	0.625								

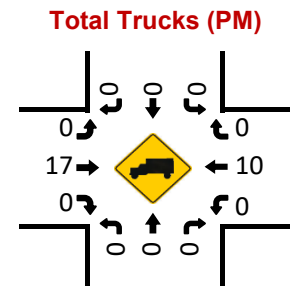
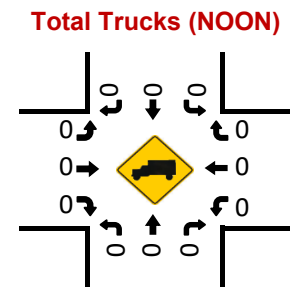
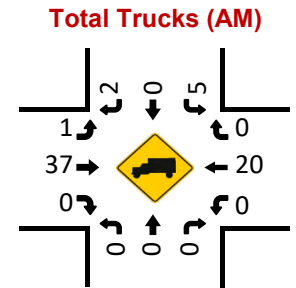
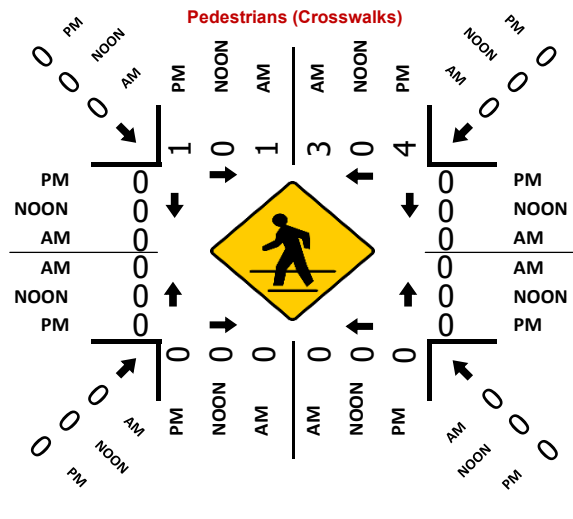
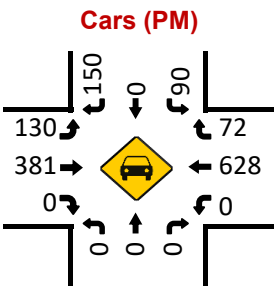
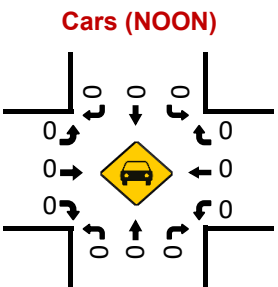
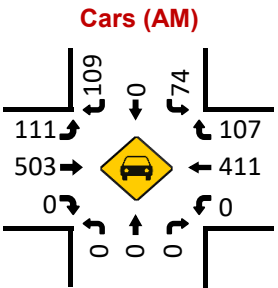
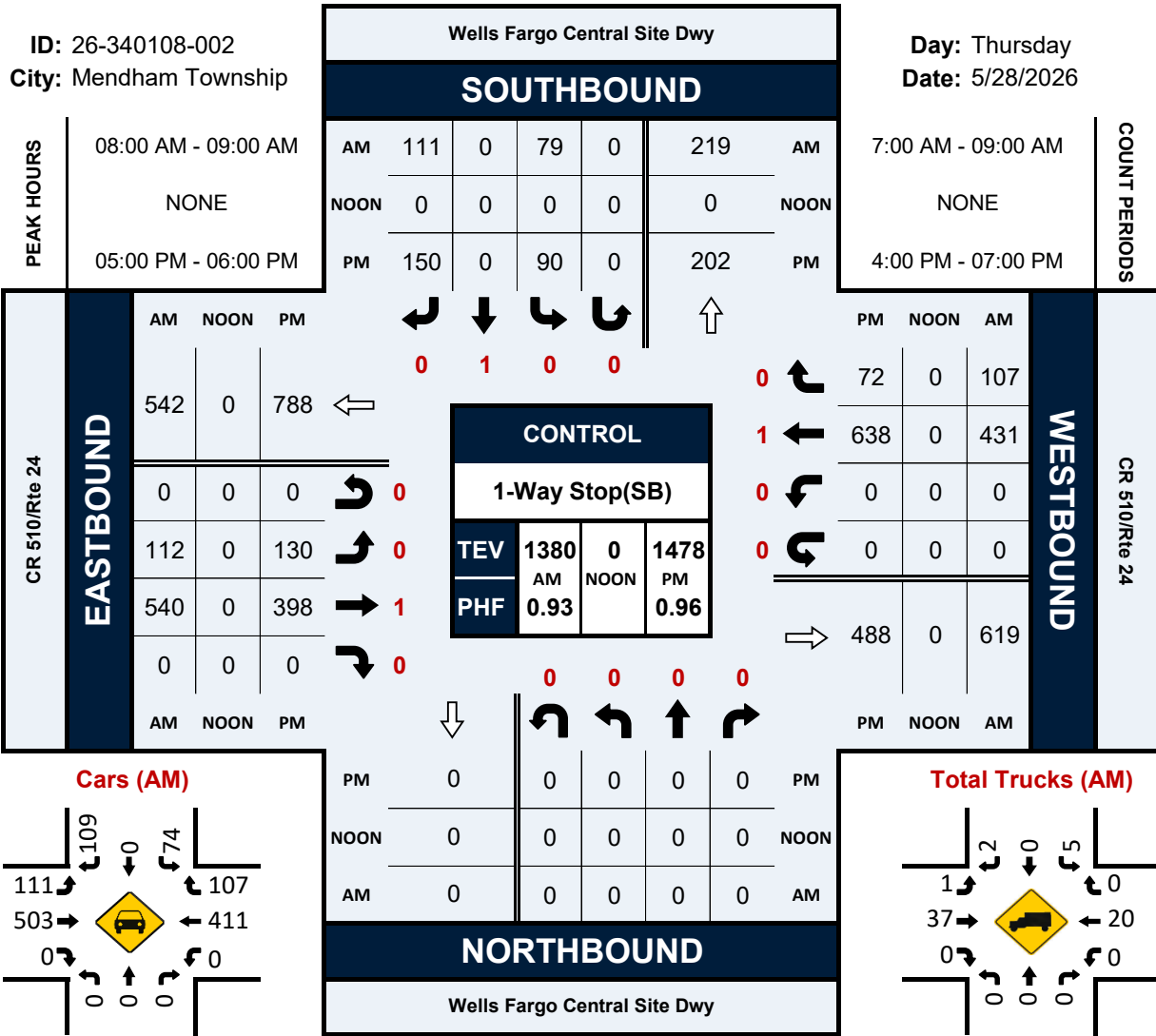
NS/EW Streets:	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	2	1	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	0	0	0	2
5:45 PM	1	4	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	2	0	0	0	0	0	0	2
6:45 PM	2	4	0	0	0	0	0	0	6
TOTAL VOLUMES :	EB 9	WB 11	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 20
APPROACH %'s :	45.00%	55.00%							
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	3	4	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.375	0.250							0.350
	0.350								

Wells Fargo Central Site Dwy & CR 510/Rte 24

Peak Hour Turning Movement Count

ID: 26-340108-002
City: Mendham Township

Day: Thursday
Date: 5/28/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-002
Date: 5/28/2026

Data - Total

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24								
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
7:00 AM	0	0	0	0	10	0	17	0	50	96	0	0	0	58	17	0					248
7:15 AM	0	0	0	0	17	0	37	0	34	88	0	0	0	88	29	0					293
7:30 AM	0	0	0	0	18	0	25	0	34	136	0	0	0	105	19	0					337
7:45 AM	0	0	0	0	25	0	25	0	22	144	0	0	0	78	18	0					312
8:00 AM	0	0	0	0	23	0	25	0	27	138	0	0	0	115	34	0					362
8:15 AM	0	0	0	0	24	0	23	0	25	109	0	0	0	100	21	0					302
8:30 AM	0	0	0	0	17	0	33	0	34	163	0	0	0	101	22	0					370
8:45 AM	0	0	0	0	15	0	30	0	26	130	0	0	0	115	30	0					346
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	0	0	0	0	149	0	215	0	252	1004	0	0	0	760	190	0					2570
					40.93%	0.00%	59.07%	0.00%	20.06%	79.94%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	79	0	111	0	112	540	0	0	0	431	107	0					1380
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.823	0.000	0.841	0.000	0.824	0.828	0.000	0.000	0.000	0.937	0.787	0.000					0.932
							0.950				0.827				0.903						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
4:00 PM	0	0	0	0	17	0	42	0	42	101	0	0	0	153	14	0					369
4:15 PM	0	0	0	0	22	0	38	0	31	86	0	0	0	175	15	0					367
4:30 PM	0	0	0	0	20	0	37	0	34	113	0	0	0	156	15	0					375
4:45 PM	0	0	0	0	19	0	47	0	39	87	0	0	0	163	8	0					363
5:00 PM	0	0	0	0	24	0	44	0	34	100	0	0	0	146	18	0					366
5:15 PM	0	0	0	0	21	0	36	0	29	96	0	0	0	159	17	0					358
5:30 PM	0	0	0	0	21	0	29	0	25	108	0	0	0	169	17	0					369
5:45 PM	0	0	0	0	24	0	41	0	42	94	0	0	0	164	20	0					385
6:00 PM	0	0	0	0	16	0	36	0	29	105	0	0	0	131	15	0					332
6:15 PM	0	0	0	0	33	0	37	0	27	123	0	0	0	128	12	0					360
6:30 PM	0	0	0	0	26	0	41	0	23	85	0	0	0	103	18	0					296
6:45 PM	0	0	0	0	13	0	34	0	18	72	0	0	0	90	9	0					236
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	0	0	0	0	256	0	462	0	373	1170	0	0	0	1737	178	0					4176
					35.65%	0.00%	64.35%	0.00%	24.17%	75.83%	0.00%	0.00%	0.00%	90.70%	9.30%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	90	0	150	0	130	398	0	0	0	638	72	0					1478
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.938	0.000	0.852	0.000	0.774	0.921	0.000	0.000	0.000	0.944	0.900	0.000					0.960
							0.882				0.971				0.954						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-002
Date: 5/28/2026

Data - Cars

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	10	0	16	0	49	87	0	0	0	55	17	0	234
7:15 AM	0	0	0	0	17	0	36	0	33	84	0	0	0	83	27	0	280
7:30 AM	0	0	0	0	18	0	24	0	33	129	0	0	0	97	19	0	320
7:45 AM	0	0	0	0	24	0	24	0	22	134	0	0	0	73	16	0	293
8:00 AM	0	0	0	0	22	0	25	0	27	129	0	0	0	110	34	0	347
8:15 AM	0	0	0	0	23	0	23	0	25	105	0	0	0	95	21	0	292
8:30 AM	0	0	0	0	16	0	32	0	34	154	0	0	0	99	22	0	357
8:45 AM	0	0	0	0	13	0	29	0	25	115	0	0	0	107	30	0	319
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	143	0	209	0	248	937	0	0	0	719	186	0	2442
					40.63%	0.00%	59.38%	0.00%	20.93%	79.07%	0.00%	0.00%	0.00%	79.45%	20.55%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	74	0	109	0	111	503	0	0	0	411	107	0	1315
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.804	0.000	0.852	0.000	0.816	0.817	0.000	0.000	0.000	0.934	0.787	0.000	0.921
						0.953				0.816				0.899			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	17	0	42	0	42	94	0	0	0	148	14	0	357
4:15 PM	0	0	0	0	22	0	38	0	31	76	0	0	0	167	15	0	349
4:30 PM	0	0	0	0	20	0	37	0	34	111	0	0	0	147	15	0	364
4:45 PM	0	0	0	0	19	0	47	0	39	86	0	0	0	157	8	0	356
5:00 PM	0	0	0	0	24	0	44	0	34	95	0	0	0	142	18	0	357
5:15 PM	0	0	0	0	21	0	36	0	29	92	0	0	0	154	17	0	349
5:30 PM	0	0	0	0	21	0	29	0	25	104	0	0	0	169	17	0	365
5:45 PM	0	0	0	0	24	0	41	0	42	90	0	0	0	163	20	0	380
6:00 PM	0	0	0	0	16	0	35	0	29	103	0	0	0	125	15	0	323
6:15 PM	0	0	0	0	33	0	37	0	27	120	0	0	0	124	12	0	353
6:30 PM	0	0	0	0	26	0	41	0	23	84	0	0	0	101	18	0	293
6:45 PM	0	0	0	0	13	0	34	0	18	67	0	0	0	90	9	0	231
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	256	0	461	0	373	1122	0	0	0	1687	178	0	4077
					35.70%	0.00%	64.30%	0.00%	24.95%	75.05%	0.00%	0.00%	0.00%	90.46%	9.54%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	90	0	150	0	130	381	0	0	0	628	72	0	1451
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.938	0.000	0.852	0.000	0.774	0.916	0.000	0.000	0.000	0.929	0.900	0.000	0.955
						0.882				0.968				0.941			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-002
 Date: 5/28/2026

Data - Buses

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	1	0	0	29	0	0	0	11	0	0	41
PEAK HR :	08:00 AM - 09:00 AM				0	0	0	0	0	18	0	0	0	4	0	0	22
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.409	0.000	0.000	0.000	0.333	0.000	0.000	0.500
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.409	0.000	0.000	0.000	0.333	0.000	0.000	0.500
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	18	0	0	0	5	0	0	23
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-002
 Date: 5/28/2026

Data - HT

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8
7:15 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	2	2	0	8
7:30 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	5	0	0	13
7:45 AM	0	0	0	0	1	0	1	0	0	6	0	0	0	5	2	0	15
8:00 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	2	0	0	11
8:15 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	0	7
8:30 AM	0	0	0	0	1	0	1	0	0	5	0	0	0	2	0	0	9
8:45 AM	0	0	0	0	2	0	1	0	1	4	0	0	0	8	0	0	16
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	6	0	5	0	4	38	0	0	0	30	4	0	87
	08:00 AM - 09:00 AM				54.55%	0.00%	45.45%	0.00%	9.52%	90.48%	0.00%	0.00%	0.00%	88.24%	11.76%	0.00%	
PEAK HR :	0	0	0	0	5	0	2	0	1	19	0	0	0	16	0	0	43
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.625	0.000	0.500	0.000	0.250	0.594	0.000	0.000	0.000	0.500	0.000	0.000	0.672
PEAK HR FACTOR :					0.583				0.625				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
6:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	6	0	0	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	1	0	0	30	0	0	0	45	0	0	76
	05:00 PM - 06:00 PM				0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	0	0	0	0	0	0	0	0	0	17	0	0	0	8	0	0	25
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.000	0.000	0.000	0.500	0.000	0.000	0.781
PEAK HR FACTOR :					0.000				0.850				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-002
Date: 5/28/2026

Data - Bikes

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00%	2
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00%	0	100.00%	0.00%	0.00%	3
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500

National Data & Surveying Services
Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township

Project ID: 26-340108-002
Date: 5/28/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wells Fargo Central Site Dwy		Wells Fargo Central Site Dwy		CR 510/Rte 24		CR 510/Rte 24		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	1	1	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 4	WB 3	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 7
APPROACH %'s :	57.14%	42.86%							
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	3	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.250	0.750							0.500

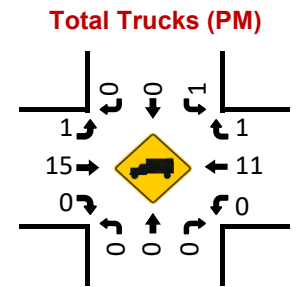
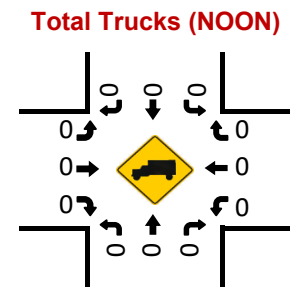
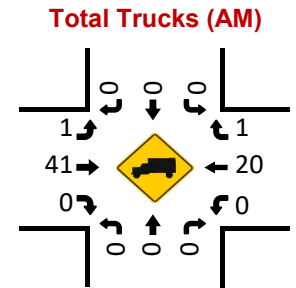
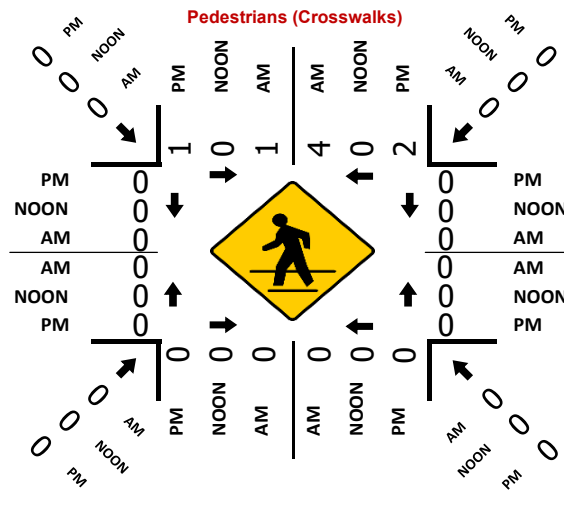
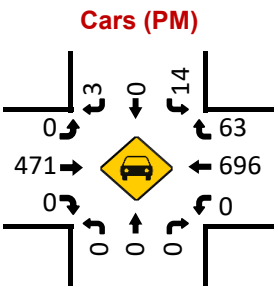
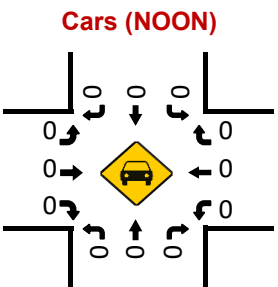
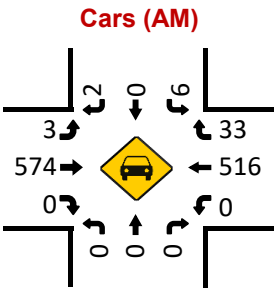
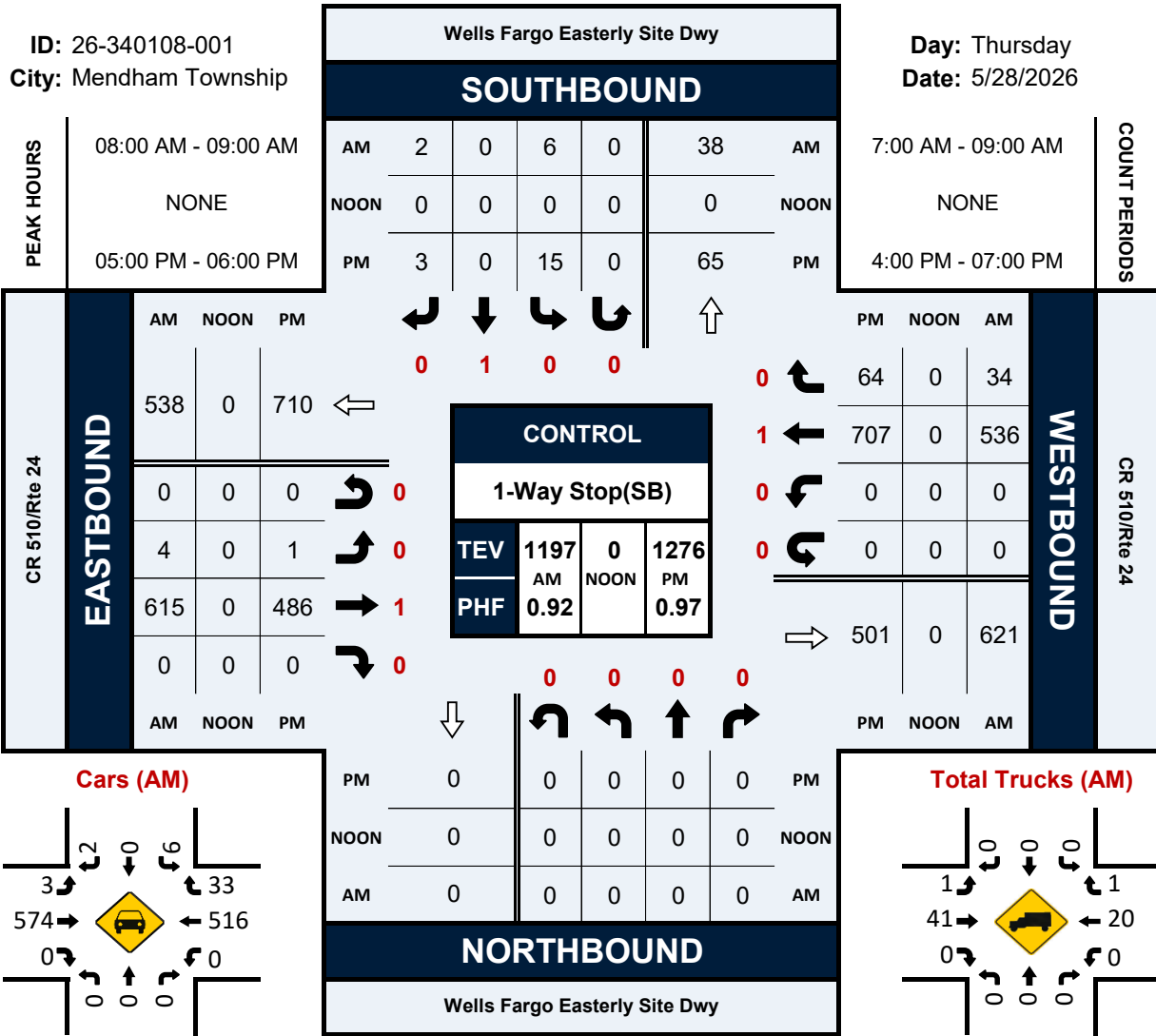
NS/EW Streets:	Wells Fargo Central Site Dwy		Wells Fargo Central Site Dwy		CR 510/Rte 24		CR 510/Rte 24		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1
4:45 PM	1	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	4	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	2	0	0	0	0	0	0	2
6:45 PM	1	2	0	0	0	0	0	0	3
TOTAL VOLUMES :	EB 5	WB 9	EB 0	WB 0	NB 0	SB 0	NB 0	SB 1	TOTAL 15
APPROACH %'s :	35.71%	64.29%					0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	4	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.250							0.250

Wells Fargo Easterly Site Dwy & CR 510/Rte 24

Peak Hour Turning Movement Count

ID: 26-340108-001
City: Mendham Township

Day: Thursday
Date: 5/28/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/28/2026

Data - Total

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1	0	1	0	1	110	0	0	0	74	8	0	195
7:15 AM	0	0	0	0	4	0	1	0	1	105	0	0	0	116	17	0	243
7:30 AM	0	0	0	0	3	0	1	0	1	152	0	0	0	124	8	0	289
7:45 AM	0	0	0	0	2	0	0	0	1	169	0	0	0	95	9	0	276
8:00 AM	0	0	0	0	1	0	0	0	1	160	0	0	0	150	13	0	325
8:15 AM	0	0	0	0	3	0	0	0	0	131	0	0	0	120	5	0	259
8:30 AM	0	0	0	0	0	0	1	0	1	181	0	0	0	124	8	0	315
8:45 AM	0	0	0	0	2	0	1	0	2	143	0	0	0	142	8	0	298
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	16	0	5	0	7	1151	0	0	0	945	76	0	2200
					76.19%	0.00%	23.81%	0.00%	0.60%	99.40%	0.00%	0.00%	0.00%	92.56%	7.44%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	2	0	4	615	0	0	0	536	34	0	1197
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.849	0.000	0.000	0.000	0.893	0.654	0.000	0.921
							0.667				0.850				0.874		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:00 PM	0	0	0	0	6	0	2	0	3	113	0	0	0	163	16	0
4:15 PM	0	0	0	0	4	0	2	0	2	104	0	0	0	190	13	0	315
4:30 PM	0	0	0	0	6	0	2	0	0	137	0	0	0	167	15	0	327
4:45 PM	0	0	0	0	2	0	1	0	0	106	0	0	0	172	12	0	293
5:00 PM	0	0	0	0	5	0	1	0	0	121	0	0	0	165	24	0	316
5:15 PM	0	0	0	0	4	0	0	0	0	120	0	0	0	173	16	0	313
5:30 PM	0	0	0	0	3	0	1	0	1	127	0	0	0	187	11	0	330
5:45 PM	0	0	0	0	3	0	1	0	0	118	0	0	0	182	13	0	317
6:00 PM	0	0	0	0	7	0	1	0	0	120	0	0	0	147	16	0	291
6:15 PM	0	0	0	0	2	0	0	0	0	154	0	0	0	136	15	0	307
6:30 PM	0	0	0	0	4	0	1	0	0	113	0	0	0	120	15	0	253
6:45 PM	0	0	0	0	4	0	0	0	0	87	0	0	0	100	13	0	204
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	50	0	12	0	6	1420	0	0	0	1902	179	0	3569
					80.65%	0.00%	19.35%	0.00%	0.42%	99.58%	0.00%	0.00%	0.00%	91.40%	8.60%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	3	0	1	486	0	0	0	707	64	0	1276
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.250	0.957	0.000	0.000	0.000	0.945	0.667	0.000	0.967
							0.750				0.951				0.973		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/28/2026

Data - Cars

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1	0	0	0	1	101	0	0	0	72	8	0	183
7:15 AM	0	0	0	0	4	0	1	0	0	101	0	0	0	109	16	0	231
7:30 AM	0	0	0	0	2	0	1	0	1	145	0	0	0	115	6	0	270
7:45 AM	0	0	0	0	1	0	0	0	1	158	0	0	0	89	9	0	258
8:00 AM	0	0	0	0	1	0	0	0	0	151	0	0	0	145	12	0	309
8:15 AM	0	0	0	0	3	0	0	0	0	126	0	0	0	115	5	0	249
8:30 AM	0	0	0	0	0	0	1	0	1	171	0	0	0	122	8	0	303
8:45 AM	0	0	0	0	2	0	1	0	2	126	0	0	0	134	8	0	273
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	14	0	4	0	6	1079	0	0	0	901	72	0	2076
					77.78%	0.00%	22.22%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	92.60%	7.40%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	2	0	3	574	0	0	0	516	33	0	1134
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.375	0.839	0.000	0.000	0.000	0.890	0.688	0.000	0.917
							0.667				0.839				0.874		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	5	0	2	0	3	106	0	0	0	158	16	0	290
4:15 PM	0	0	0	0	4	0	2	0	1	96	0	0	0	182	13	0	298
4:30 PM	0	0	0	0	5	0	2	0	0	134	0	0	0	158	15	0	314
4:45 PM	0	0	0	0	2	0	1	0	0	105	0	0	0	166	12	0	286
5:00 PM	0	0	0	0	4	0	1	0	0	116	0	0	0	161	24	0	306
5:15 PM	0	0	0	0	4	0	0	0	0	116	0	0	0	167	15	0	302
5:30 PM	0	0	0	0	3	0	1	0	0	124	0	0	0	187	11	0	326
5:45 PM	0	0	0	0	3	0	1	0	0	115	0	0	0	181	13	0	313
6:00 PM	0	0	0	0	6	0	1	0	0	117	0	0	0	142	16	0	282
6:15 PM	0	0	0	0	2	0	0	0	0	151	0	0	0	132	15	0	300
6:30 PM	0	0	0	0	4	0	1	0	0	112	0	0	0	118	15	0	250
6:45 PM	0	0	0	0	4	0	0	0	0	82	0	0	0	100	13	0	199
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	46	0	12	0	4	1374	0	0	0	1852	178	0	3466
					79.31%	0.00%	20.69%	0.00%	0.29%	99.71%	0.00%	0.00%	0.00%	91.23%	8.77%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	3	0	0	471	0	0	0	696	63	0	1247
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.875	0.000	0.750	0.000	0.000	0.950	0.000	0.000	0.000	0.930	0.656	0.000	0.956
							0.850				0.950				0.958		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/28/2026

Data - Buses

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	91.67%	8.33%	0.00%	41
PEAK HR :	08:00 AM - 09:00 AM				0	0	0	0	0	18	0	0	0	4	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.409	0.000	0.000	0	0.333	0.000	0.000	22
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.409	0.000	0.000	0.000	0.333	0.000	0.000	0.500
										0.409				0.333			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	23
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	0	0	0	0	2	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0.500	0.000	0.000	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
														0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/28/2026

Data - HT

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
7:00 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	0	0	7
7:30 AM	0	0	0	0	1	0	0	0	0	0	7	0	0	0	6	1	0	0	15
7:45 AM	0	0	0	0	1	0	0	0	0	0	7	0	0	0	6	0	0	0	14
8:00 AM	0	0	0	0	0	0	0	0	0	1	8	0	0	0	2	1	0	0	12
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	0	14
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL	
APPROACH %'s:	0	0	0	0	2	0	1	0	1	43	0	0	0	33	3	0		83	
PEAK HR:	08:00 AM - 09:00 AM																		41
PEAK HR VOL:	0	0	0	0	0	0	0	0	1	23	0	0	0	16	1	0		41	
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.719	0.000	0.000	0.000	0.500	0.250	0.000		0.732	
										0.667				0.531					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	5	
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7	0	0	0	9
4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	9	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	6
5:00 PM	0	0	0	0	1	0	0	0	0	0	5	0	0	0	3	0	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	1	0	0	10
5:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4
6:00 PM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	5	0	0	0	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL	
APPROACH %'s:	0	0	0	0	4	0	0	0	2	28	0	0	0	45	1	0		80	
PEAK HR:	05:00 PM - 06:00 PM																		27
PEAK HR VOL:	0	0	0	0	1	0	0	0	1	15	0	0	0	9	1	0		27	
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.450	0.250	0.000		0.675	
										0.800				0.417					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-001
Date: 5/28/2026

Data - Bikes

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	66.67%	33.33%	0.00%	3
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	5
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.375

National Data & Surveying Services
Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
City: Mendham Township

Project ID: 26-340108-001
Date: 5/28/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wells Fargo Easterly Site Dwy		Wells Fargo Easterly Site Dwy		CR 510/Rte 24		CR 510/Rte 24		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	1	1	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 2	WB 4	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 6
APPROACH %'s :	33.33%	66.67%							
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	4	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	1.000							0.625
	0.625								

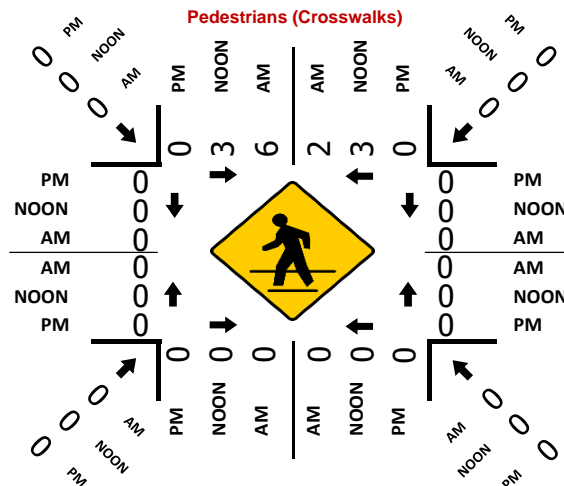
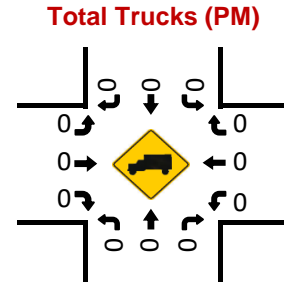
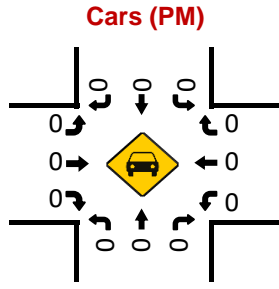
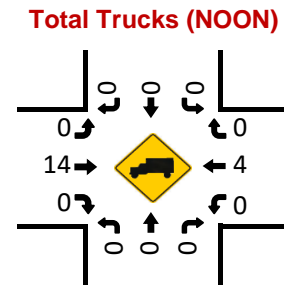
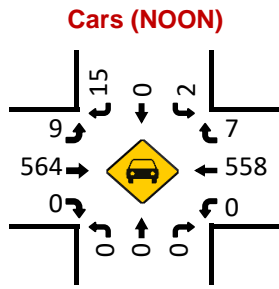
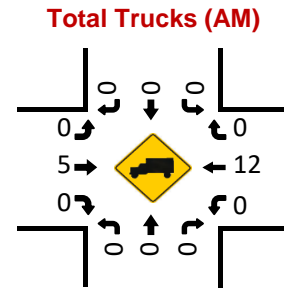
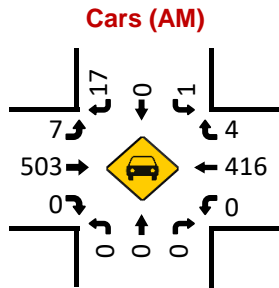
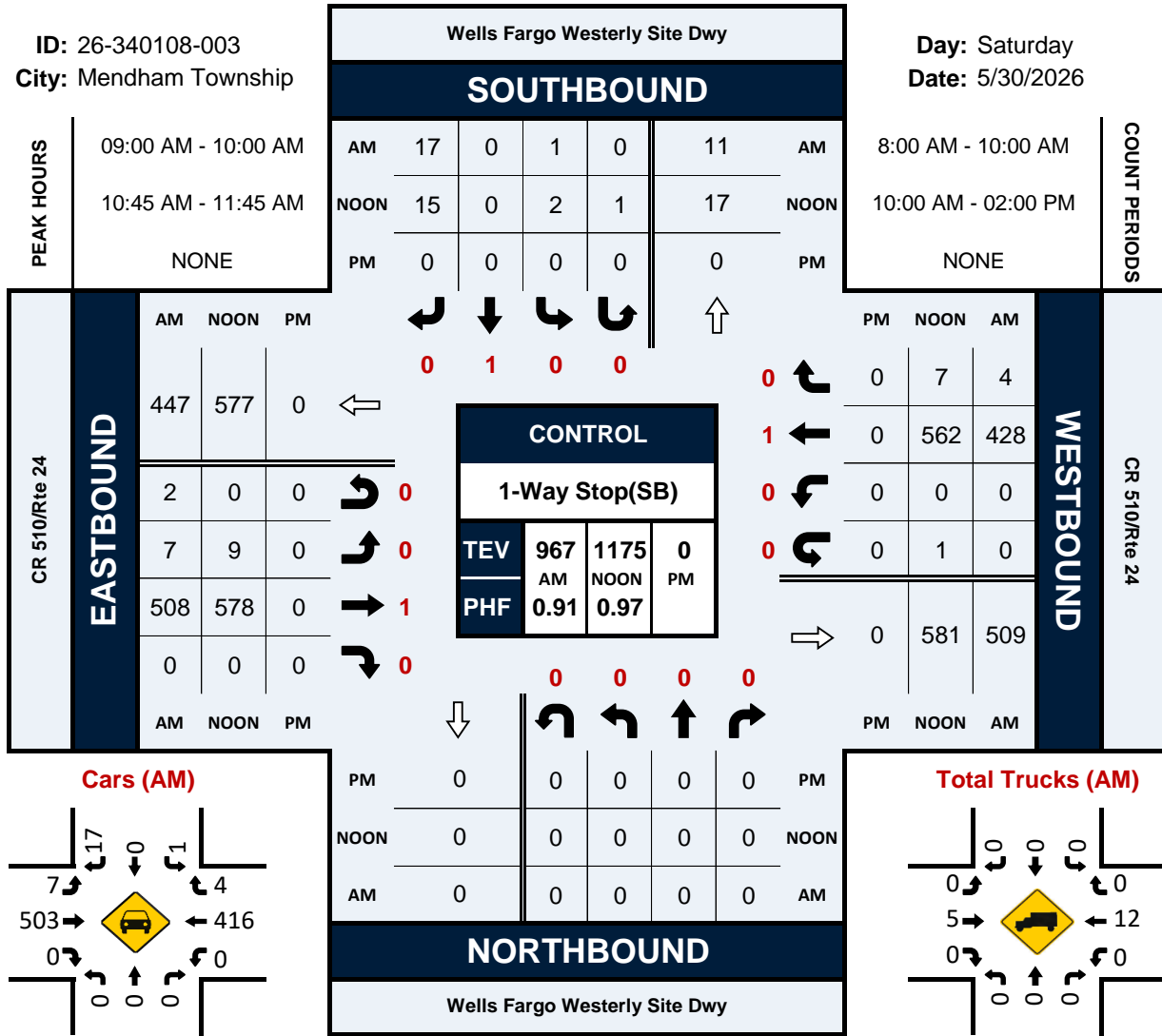
NS/EW Streets:	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	1
4:30 PM	0	1	0	0	0	0	0	1	2
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	1	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	EB 3	WB 5	EB 0	WB 0	NB 0	SB 0	NB 1	SB 1	TOTAL 10
APPROACH %'s :	37.50%	62.50%					50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	2	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.250	0.250							0.375
	0.375								

Wells Fargo Westerly Site Dwy & CR 510/Rte 24

Peak Hour Turning Movement Count

ID: 26-340108-003
City: Mendham Township

Day: Saturday
Date: 5/30/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-003
Date: 5/30/2026

Data - Total

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
8:00 AM	0	0	0	0	1	0	2	0	1	67	0	0	0	67	0	0	138
8:15 AM	0	0	0	0	0	0	0	0	0	65	0	0	0	65	0	0	130
8:30 AM	0	0	0	0	0	0	0	0	3	96	0	0	0	97	2	0	198
8:45 AM	0	0	0	0	0	0	1	0	0	98	0	0	0	107	3	0	209
9:00 AM	0	0	0	0	0	0	4	0	2	108	0	0	0	98	0	0	212
9:15 AM	0	0	0	0	0	0	8	0	2	132	0	0	0	96	2	0	240
9:30 AM	0	0	0	0	0	0	2	0	1	133	0	0	0	113	0	0	249
9:45 AM	0	0	0	0	1	0	3	0	2	135	0	2	0	121	2	0	266
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	20	0	11	834	0	2	0	764	9	0	1642
PEAK HR :	09:00 AM - 10:00 AM				9.09%	0.00%	90.91%	0.00%	1.30%	98.47%	0.00%	0.24%	0.00%	98.84%	1.16%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	1	0	17	0	7	508	0	2	0	428	4	0	967
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.531	0.000	0.875	0.941	0.000	0.250	0.000	0.884	0.500	0.000	0.909
							0.563				0.930				0.878		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	3	0	2	135	0	0	0	153	4	0	297
10:15 AM	0	0	0	0	2	0	0	0	1	131	0	0	0	129	1	0	264
10:30 AM	0	0	0	0	0	0	4	0	0	133	0	0	0	160	3	0	300
10:45 AM	0	0	0	0	0	0	5	0	2	139	0	0	0	136	0	0	282
11:00 AM	0	0	0	0	0	0	1	0	2	152	0	0	0	148	0	1	304
11:15 AM	0	0	0	0	1	0	6	1	1	147	0	0	0	128	2	0	286
11:30 AM	0	0	0	0	1	0	3	0	4	140	0	0	0	150	5	0	303
11:45 AM	0	0	0	0	2	0	1	0	2	123	0	0	0	153	0	0	281
12:00 PM	0	0	0	0	2	0	1	0	3	135	0	0	0	146	1	0	288
12:15 PM	0	0	0	0	1	0	2	0	7	133	0	0	0	134	1	0	278
12:30 PM	0	0	0	0	0	0	2	0	0	118	0	0	0	165	1	0	286
12:45 PM	0	0	0	0	0	0	2	0	2	156	0	0	0	151	0	0	311
1:00 PM	0	0	0	0	1	0	4	0	0	139	0	0	0	137	0	0	281
1:15 PM	0	0	0	0	0	0	0	0	1	131	0	0	0	128	1	0	261
1:30 PM	0	0	0	0	1	0	2	0	1	119	0	0	0	124	2	0	249
1:45 PM	0	0	0	0	0	0	2	0	1	122	0	0	0	134	1	0	260
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	11	0	38	1	29	2153	0	0	0	2276	22	1	4531
PEAK HR :	10:45 AM - 11:45 AM				22.00%	0.00%	76.00%	2.00%	1.33%	98.67%	0.00%	0.00%	0.00%	99.00%	0.96%	0.04%	TOTAL
PEAK HR VOL :	0	0	0	0	2	0	15	1	9	578	0	0	0	562	7	1	1175
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.625	0.250	0.563	0.951	0.000	0.000	0.000	0.937	0.350	0.250	0.966
							0.563				0.953				0.919		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-003
 Date: 5/30/2026

Data - Cars

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
8:00 AM	0	0	0	0	1	0	2	0	1	66	0	0	0	61	0	0	131
8:15 AM	0	0	0	0	0	0	0	0	0	60	0	0	0	62	0	0	122
8:30 AM	0	0	0	0	0	0	0	0	3	93	0	0	0	91	2	0	189
8:45 AM	0	0	0	0	0	0	1	0	0	97	0	0	0	102	3	0	203
9:00 AM	0	0	0	0	0	0	4	0	2	106	0	0	0	94	0	0	206
9:15 AM	0	0	0	0	0	0	8	0	2	132	0	0	0	93	2	0	237
9:30 AM	0	0	0	0	0	0	2	0	1	131	0	0	0	112	0	0	246
9:45 AM	0	0	0	0	1	0	3	0	2	134	0	2	0	117	2	0	261
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	20	0	11	819	0	2	0	732	9	0	1595
PEAK HR :	09:00 AM - 10:00 AM				9.09%	0.00%	90.91%	0.00%	1.32%	98.44%	0.00%	0.24%	0.00%	98.79%	1.21%	0.00%	
PEAK HR VOL :	0	0	0	0	1	0	17	0	7	503	0	2	0	416	4	0	950
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.531	0.000	0.875	0.938	0.000	0.250	0.000	0.889	0.500	0.000	0.910
						0.563				0.928				0.882			
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	3	0	2	133	0	0	0	149	4	0	291
10:15 AM	0	0	0	0	2	0	0	0	1	128	0	0	0	128	1	0	260
10:30 AM	0	0	0	0	0	0	4	0	0	129	0	0	0	160	3	0	296
10:45 AM	0	0	0	0	0	0	5	0	2	136	0	0	0	134	0	0	277
11:00 AM	0	0	0	0	0	0	1	0	2	150	0	0	0	148	0	1	302
11:15 AM	0	0	0	0	1	0	6	1	1	141	0	0	0	128	2	0	280
11:30 AM	0	0	0	0	1	0	3	0	4	137	0	0	0	148	5	0	298
11:45 AM	0	0	0	0	2	0	1	0	2	121	0	0	0	146	0	0	272
12:00 PM	0	0	0	0	2	0	1	0	3	133	0	0	0	141	1	0	281
12:15 PM	0	0	0	0	1	0	2	0	7	131	0	0	0	131	1	0	273
12:30 PM	0	0	0	0	0	0	2	0	0	116	0	0	0	160	1	0	279
12:45 PM	0	0	0	0	0	0	2	0	2	154	0	0	0	149	0	0	307
1:00 PM	0	0	0	0	1	0	3	0	0	137	0	0	0	136	0	0	277
1:15 PM	0	0	0	0	0	0	0	0	1	129	0	0	0	123	1	0	254
1:30 PM	0	0	0	0	1	0	2	0	1	118	0	0	0	122	2	0	246
1:45 PM	0	0	0	0	0	0	2	0	1	119	0	0	0	132	1	0	255
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	11	0	37	1	29	2112	0	0	0	2235	22	1	4448
PEAK HR :	10:45 AM - 11:45 AM				22.45%	0.00%	75.51%	2.04%	1.35%	98.65%	0.00%	0.00%	0.00%	98.98%	0.97%	0.04%	
PEAK HR VOL :	0	0	0	0	2	0	15	1	9	564	0	0	0	558	7	1	1157
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.625	0.250	0.563	0.940	0.000	0.000	0.000	0.943	0.350	0.250	0.958
						0.563				0.942				0.925			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-003
 Date: 5/30/2026

Data - Buses

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24										
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
		0	0	0	0		0	1	0	0	0		0	1	0	0	0		0	1	0	0	
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	TOTAL		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PEAK HR :	09:00 AM - 10:00 AM																			TOTAL			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
		0	0	0	0		0	1	0	0		0	1	0	0		0	1	0	0			
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	TOTAL		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PEAK HR :	10:45 AM - 11:45 AM																			TOTAL			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-003
Date: 5/30/2026

Data - HT

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	15	0	0	0	32	0	0	47
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	12	0	0	17
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.750	0.000	0.000	0.708
										0.625				0.750			
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
1:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	41	0	0	0	41	0	0	83
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	14	0	0	0	4	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.500	0.000	0.000	0.750
										0.583				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-003
 Date: 5/30/2026

Data - Bikes

NS/EW Streets:	Wells Fargo Westerly Site Dwy				Wells Fargo Westerly Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
9:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	3	0	3	4	0	0	0	0	0	0	10	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	9	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.563	
	0.250																	
	0.375																	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
10:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	4
10:15 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	10	0	11	6	0	0	0	6	0	0	33	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	3	0	0	0	2	0	0	8	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.400	
	0.375																	
	0.500																	

National Data & Surveying Services Intersection Turning Movement Count

Location: Wells Fargo Westerly Site Dwy & CR 510/Rte 24
City: Mendham Township

Project ID: 26-340108-003
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wells Fargo Westerly Site Dwy		Wells Fargo Westerly Site Dwy		CR 510/Rte 24		CR 510/Rte 24		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
8:00 AM	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	2	1	0	0	0	0	0	0	3
8:45 AM	3	2	0	0	0	0	0	0	5
9:00 AM	1	0	0	0	0	0	0	0	1
9:15 AM	3	1	0	0	0	0	0	0	4
9:30 AM	1	0	0	0	0	0	0	0	1
9:45 AM	1	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	EB 11	WB 7	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 18
APPROACH %'s :	61.11%	38.89%							
PEAK HR :	09:00 AM - 10:00 AM								TOTAL 8
PEAK HR VOL :	6	2	0	0	0	0	0	0	
PEAK HR FACTOR :	0.500	0.500							0.500
		0.500							

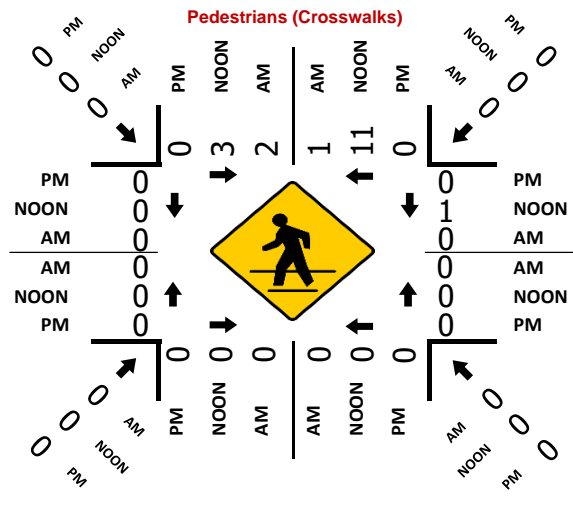
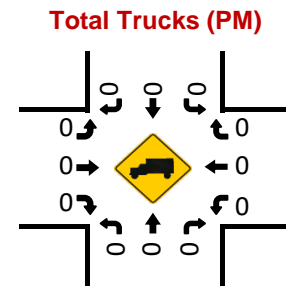
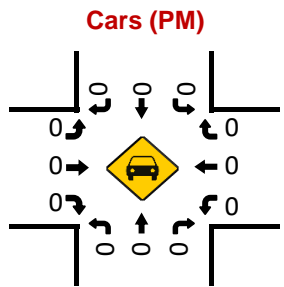
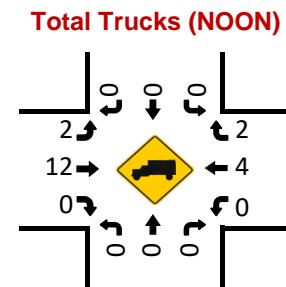
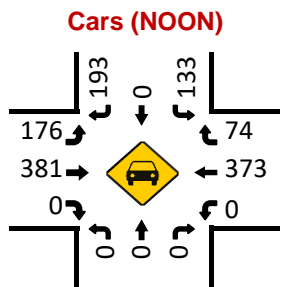
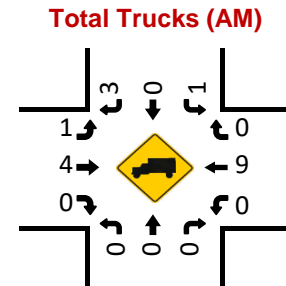
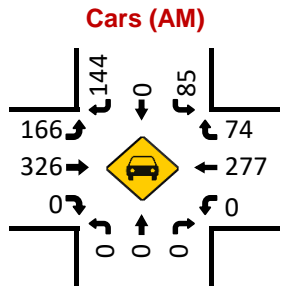
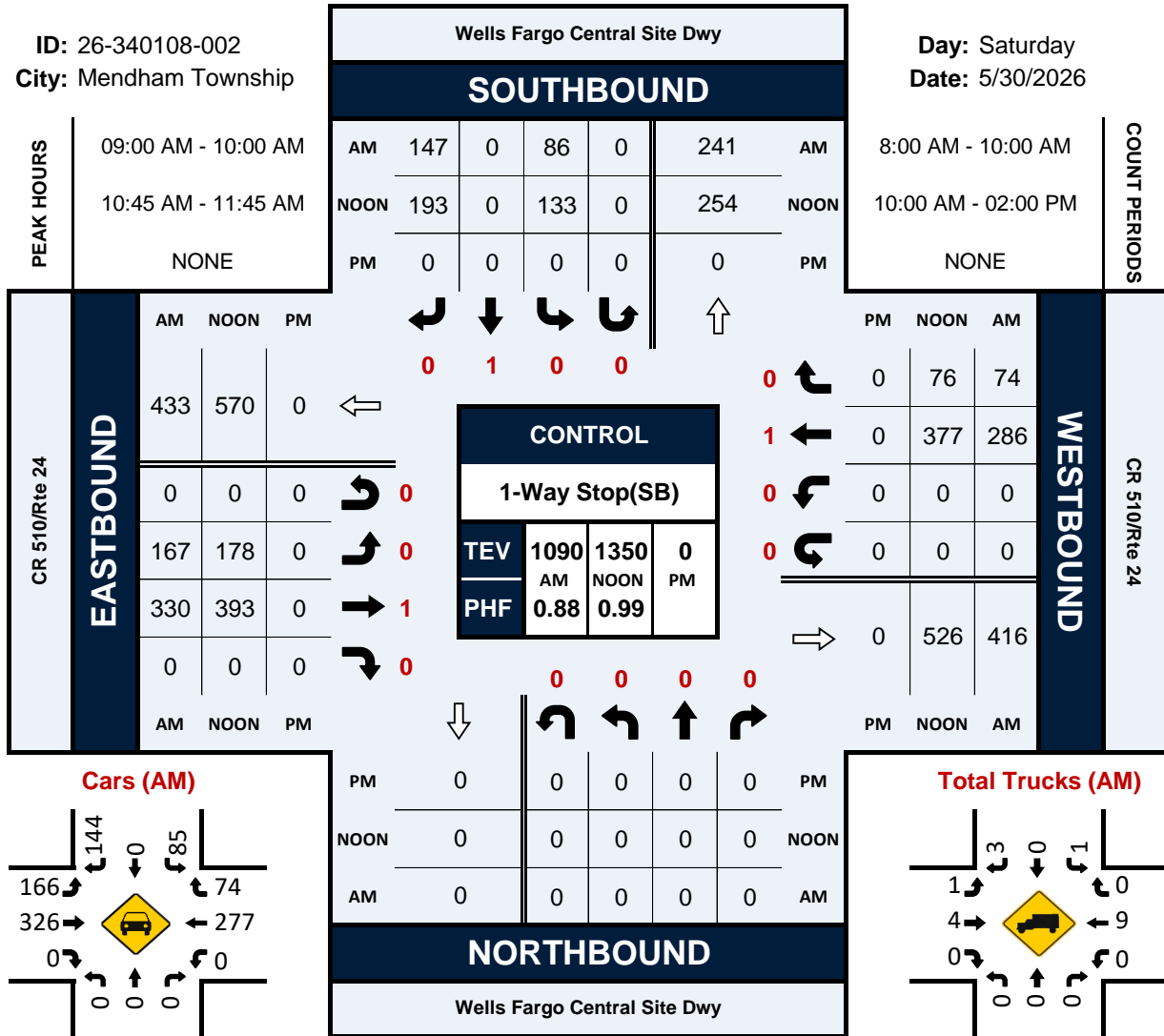
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	2	1	0	0	0	0	0	0	3
10:15 AM	1	0	0	0	0	0	0	0	1
10:30 AM	1	2	0	0	0	0	0	0	3
10:45 AM	2	2	0	0	0	0	0	0	4
11:00 AM	1	1	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	1
12:15 PM	1	0	0	0	0	0	0	0	1
12:30 PM	0	3	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	5	0	0	0	0	0	0	5
1:30 PM	2	2	0	0	0	0	0	0	4
1:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 10	WB 18	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 28
APPROACH %'s :	35.71%	64.29%							
PEAK HR :	10:45 AM - 11:45 AM								TOTAL 6
PEAK HR VOL :	3	3	0	0	0	0	0	0	
PEAK HR FACTOR :	0.375	0.375							0.375
		0.375							

Wells Fargo Central Site Dwy & CR 510/Rte 24

Peak Hour Turning Movement Count

ID: 26-340108-002
City: Mendham Township

Day: Saturday
Date: 5/30/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-002
Date: 5/30/2026

Data - Total

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	0	0	0	21	0	22	0	18	50	0	0	0	47	10	0	168
8:15 AM	0	0	0	0	16	0	16	0	24	41	0	0	0	49	10	0	156
8:30 AM	0	0	0	0	25	0	19	0	26	70	0	0	0	80	19	0	239
8:45 AM	0	0	0	0	20	0	26	0	36	59	0	0	0	85	15	0	241
9:00 AM	0	0	0	0	22	0	40	0	39	69	0	0	0	59	13	0	242
9:15 AM	0	0	0	0	22	0	34	0	48	77	0	0	0	62	14	0	257
9:30 AM	0	0	0	0	16	0	28	0	34	97	0	0	0	86	21	0	282
9:45 AM	0	0	0	0	26	0	45	0	46	87	0	0	0	79	26	0	309
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	168	0	230	0	271	550	0	0	0	547	128	0	1894
PEAK HR :	09:00 AM - 10:00 AM				42.21%	0.00%	57.79%	0.00%	33.01%	66.99%	0.00%	0.00%	0.00%	81.04%	18.96%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	86	0	147	0	167	330	0	0	0	286	74	0	1090
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.827	0.000	0.817	0.000	0.870	0.851	0.000	0.000	0.000	0.831	0.712	0.000	0.882
							0.820				0.934				0.841		
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	25	0	57	0	43	89	0	0	0	100	12	0	326
10:15 AM	0	0	0	0	24	0	49	0	57	70	0	0	0	82	23	0	305
10:30 AM	0	0	0	0	32	0	64	0	47	82	0	0	0	103	26	0	354
10:45 AM	0	0	0	0	46	0	48	0	41	95	0	0	0	85	23	0	338
11:00 AM	0	0	0	0	32	0	53	0	55	95	0	0	0	96	11	0	342
11:15 AM	0	0	0	0	30	0	50	0	46	99	0	0	0	82	23	0	330
11:30 AM	0	0	0	0	25	0	42	0	36	104	0	0	0	114	19	0	340
11:45 AM	0	0	0	0	32	0	39	0	44	77	0	0	0	115	22	0	329
12:00 PM	0	0	0	0	37	0	55	0	57	77	0	0	0	94	27	0	347
12:15 PM	0	0	0	0	31	0	48	0	37	96	0	0	0	87	16	0	315
12:30 PM	0	0	0	0	32	0	45	0	36	79	0	0	0	122	10	0	324
12:45 PM	0	0	0	0	25	0	50	0	38	121	0	0	0	100	20	0	354
1:00 PM	0	0	0	0	31	0	36	0	28	111	0	0	0	103	19	0	328
1:15 PM	0	0	0	0	31	0	27	0	37	94	0	0	0	101	27	0	317
1:30 PM	0	0	0	0	33	0	40	0	37	84	0	0	0	85	11	0	290
1:45 PM	0	0	0	0	30	0	45	0	31	91	0	0	0	95	15	0	307
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	496	0	748	0	670	1464	0	0	0	1564	304	0	5246
PEAK HR :	10:45 AM - 11:45 AM				39.87%	0.00%	60.13%	0.00%	31.40%	68.60%	0.00%	0.00%	0.00%	83.73%	16.27%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	133	0	193	0	178	393	0	0	0	377	76	0	1350
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.723	0.000	0.910	0.000	0.809	0.945	0.000	0.000	0.000	0.827	0.826	0.000	0.987
							0.867				0.952				0.852		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-002
Date: 5/30/2026

Data - Cars

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
8:00 AM	0	0	0	0	21	0	22	0	18	49	0	0	0	41	9	0	160		
8:15 AM	0	0	0	0	16	0	16	0	23	37	0	0	0	46	9	0	147		
8:30 AM	0	0	0	0	25	0	17	0	26	67	0	0	0	76	18	0	229		
8:45 AM	0	0	0	0	20	0	24	0	35	59	0	0	0	82	15	0	235		
9:00 AM	0	0	0	0	21	0	40	0	39	67	0	0	0	55	13	0	235		
9:15 AM	0	0	0	0	22	0	34	0	48	77	0	0	0	59	14	0	254		
9:30 AM	0	0	0	0	16	0	28	0	33	96	0	0	0	85	21	0	279		
9:45 AM	0	0	0	0	26	0	42	0	46	86	0	0	0	78	26	0	304		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %'s :	0	0	0	0	167	0	223	0	268	538	0	0	0	522	125	0	1843		
PEAK HR :	09:00 AM - 10:00 AM				42.82%	0.00%	57.18%	0.00%	33.25%	66.75%	0.00%	0.00%	0.00%	80.68%	19.32%	0.00%	TOTAL		
PEAK HR VOL :	0	0	0	0	85	0	144	0	166	326	0	0	0	277	74	0	1072		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.817	0.000	0.857	0.000	0.865	0.849	0.000	0.000	0.000	0.815	0.712	0.000	0.882		
					0.842					0.932					0.828				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
10:00 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
10:00 AM	0	0	0	0	25	0	57	0	43	87	0	0	0	96	12	0	320		
10:15 AM	0	0	0	0	24	0	49	0	57	67	0	0	0	81	23	0	301		
10:30 AM	0	0	0	0	32	0	64	0	47	78	0	0	0	103	26	0	350		
10:45 AM	0	0	0	0	46	0	48	0	41	92	0	0	0	83	23	0	333		
11:00 AM	0	0	0	0	32	0	53	0	55	93	0	0	0	96	11	0	340		
11:15 AM	0	0	0	0	30	0	50	0	45	94	0	0	0	82	23	0	324		
11:30 AM	0	0	0	0	25	0	42	0	35	102	0	0	0	112	17	0	333		
11:45 AM	0	0	0	0	31	0	36	0	43	76	0	0	0	111	22	0	319		
12:00 PM	0	0	0	0	37	0	53	0	56	76	0	0	0	91	25	0	338		
12:15 PM	0	0	0	0	28	0	48	0	37	94	0	0	0	84	16	0	307		
12:30 PM	0	0	0	0	32	0	45	0	36	77	0	0	0	117	10	0	317		
12:45 PM	0	0	0	0	25	0	50	0	38	119	0	0	0	98	20	0	350		
1:00 PM	0	0	0	0	30	0	36	0	28	109	0	0	0	102	19	0	324		
1:15 PM	0	0	0	0	31	0	27	0	37	92	0	0	0	96	27	0	310		
1:30 PM	0	0	0	0	33	0	40	0	37	83	0	0	0	83	11	0	287		
1:45 PM	0	0	0	0	30	0	44	0	30	89	0	0	0	94	15	0	302		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %'s :	0	0	0	0	491	0	742	0	665	1428	0	0	0	1529	300	0	5155		
PEAK HR :	10:45 AM - 11:45 AM				39.82%	0.00%	60.18%	0.00%	31.77%	68.23%	0.00%	0.00%	0.00%	83.60%	16.40%	0.00%	TOTAL		
PEAK HR VOL :	0	0	0	0	133	0	193	0	176	381	0	0	0	373	74	0	1330		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.723	0.000	0.910	0.000	0.800	0.934	0.000	0.000	0.000	0.833	0.804	0.000	0.978		
					0.867					0.941					0.866				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-002
 Date: 5/30/2026

Data - Buses

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-002
Date: 5/30/2026

Data - HT

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	1	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	3	1	0	9
8:30 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	4	1	0	10
8:45 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0	6
9:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	4	0	0	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
9:45 AM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	1	0	7	0	3	12	0	0	0	25	3	0	51	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	3	0	1	4	0	0	0	9	0	0	18	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.563	0.000	0.000	0.643	
					0.333				0.625				0.563					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
10:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		0
10:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	2	0	7
11:45 AM	0	0	0	0	1	0	3	0	0	1	1	0	0	0	4	0	0	10
12:00 PM	0	0	0	0	0	0	2	0	0	1	1	0	0	0	3	2	0	9
12:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	3	0	0	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
1:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
1:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	1	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	5	0	6	0	5	36	0	0	0	35	4	0	91	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	12	0	0	0	4	2	0	20	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.600	0.000	0.000	0.000	0.500	0.250	0.000	0.714	
									0.583				0.375					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-002
 Date: 5/30/2026

Data - Bikes

NS/EW Streets:	Wells Fargo Central Site Dwy				Wells Fargo Central Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	0	0	0	4
PEAK HR :	09:00 AM - 10:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750
											0.750							
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	0	0	6	0	0	0	4	2	0	14
APPROACH %'s :	0	0	0	0	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%
PEAK HR :	10:45 AM - 11:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	2	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.250	0.000	0.350
							0.250				0.375				0.250			

National Data & Surveying Services
Intersection Turning Movement Count

Location: Wells Fargo Central Site Dwy & CR 510/Rte 24
City: Mendham Township

Project ID: 26-340108-002
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wells Fargo Central Site Dwy		Wells Fargo Central Site Dwy		CR 510/Rte 24		CR 510/Rte 24		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	0	0	0	0	0	0	4
8:45 AM	2	2	0	0	0	0	0	0	4
9:00 AM	1	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	1
9:30 AM	1	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	6	6	0	0	0	0	0	0	12
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	09:00 AM - 10:00 AM								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.500	0.250							0.750
		0.750							

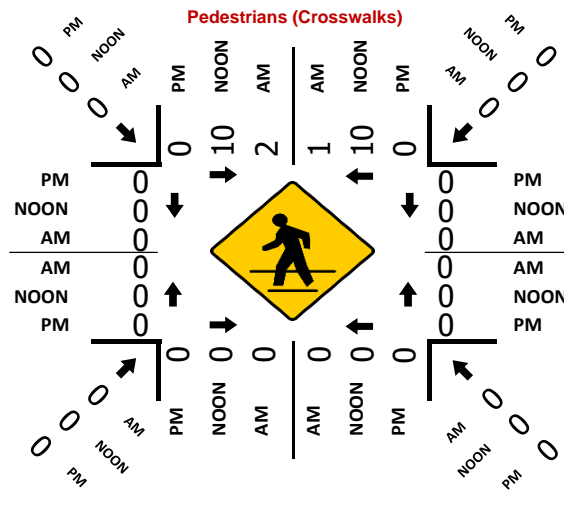
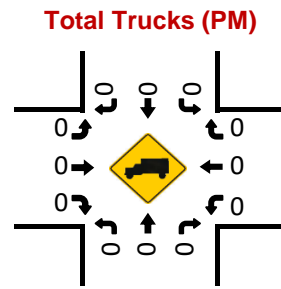
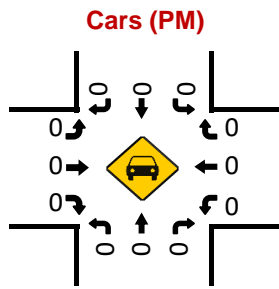
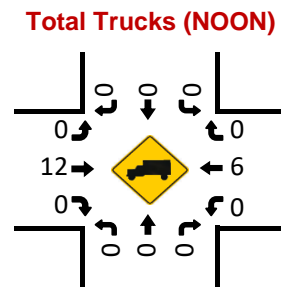
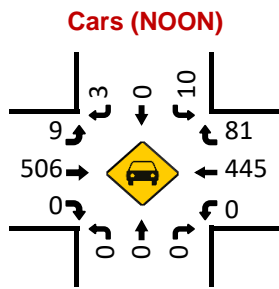
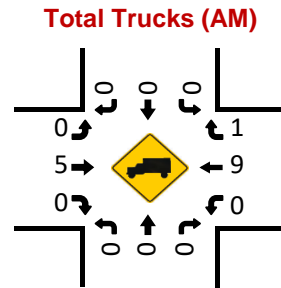
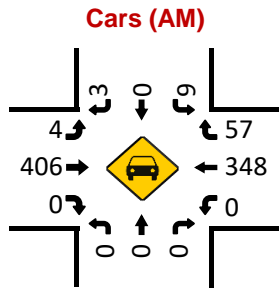
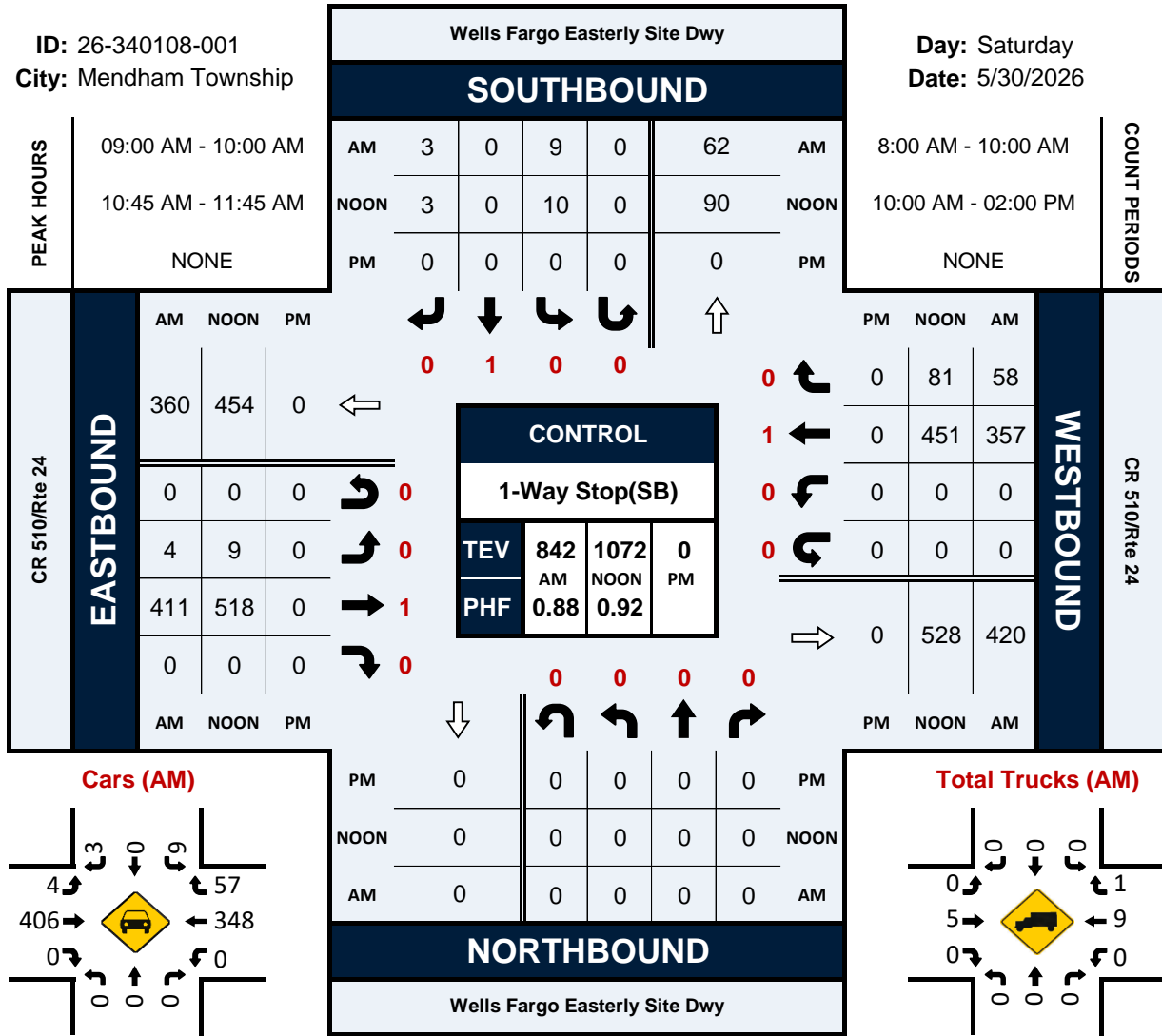
NS/EW Streets:	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
NOON									
10:00 AM	1	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	7	0	0	0	0	0	0	0	7
10:45 AM	2	3	0	0	0	0	0	0	5
11:00 AM	1	0	0	0	0	0	0	0	1
11:15 AM	0	8	0	0	0	0	0	0	8
11:30 AM	0	0	0	0	0	1	0	0	1
11:45 AM	0	0	0	0	1	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	1	1
12:30 PM	0	3	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	5	0	0	0	0	0	0	5
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	11	21	0	0	1	1	0	1	35
APPROACH %'s :	34.38%	65.63%			50.00%	50.00%	0.00%	100.00%	
PEAK HR :	10:45 AM - 11:45 AM								TOTAL
PEAK HR VOL :	3	11	0	0	0	1	0	0	15
PEAK HR FACTOR :	0.375	0.344				0.250			0.469
		0.438				0.250			

Wells Fargo Easterly Site Dwy & CR 510/Rte 24

Peak Hour Turning Movement Count

ID: 26-340108-001
City: Mendham Township

Day: Saturday
Date: 5/30/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
City: Mendham Township
Control: 1-Way Stop(SB)

Project ID: 26-340108-001
Date: 5/30/2026

Data - Total

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
8:00 AM	0	0	0	0	1	0	0	0	0	67	0	0	0	58	9	0	135
8:15 AM	0	0	0	0	2	0	0	0	3	58	0	0	0	58	8	0	129
8:30 AM	0	0	0	0	2	0	0	0	0	95	0	0	0	99	8	0	204
8:45 AM	0	0	0	0	0	0	1	0	2	76	0	0	0	99	10	0	188
9:00 AM	0	0	0	0	4	0	0	0	2	90	0	0	0	73	14	0	183
9:15 AM	0	0	0	0	1	0	1	0	0	98	0	0	0	74	13	0	187
9:30 AM	0	0	0	0	4	0	0	0	1	113	0	0	0	107	13	0	238
9:45 AM	0	0	0	0	0	0	2	0	1	110	0	0	0	103	18	0	234
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	14	0	4	0	9	707	0	0	0	671	93	0	1498
PEAK HR :	09:00 AM - 10:00 AM				77.78%	0.00%	22.22%	0.00%	1.26%	98.74%	0.00%	0.00%	0.00%	87.83%	12.17%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	9	0	3	0	4	411	0	0	0	357	58	0	842
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.563	0.000	0.375	0.000	0.500	0.909	0.000	0.000	0.000	0.834	0.806	0.000	0.884
							0.750				0.910				0.857		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	2	0	2	0	4	110	0	0	0	111	12	0	241
10:15 AM	0	0	0	0	1	0	4	0	2	94	0	0	0	100	20	0	221
10:30 AM	0	0	0	0	1	0	0	0	0	113	0	0	0	130	19	0	263
10:45 AM	0	0	0	0	4	0	1	0	2	138	0	0	0	106	29	0	280
11:00 AM	0	0	0	0	3	0	1	0	2	127	0	0	0	107	20	0	260
11:15 AM	0	0	0	0	1	0	1	0	1	124	0	0	0	103	11	0	241
11:30 AM	0	0	0	0	2	0	0	0	4	129	0	0	0	135	21	0	291
11:45 AM	0	0	0	0	2	0	1	0	3	105	0	0	0	135	17	0	263
12:00 PM	0	0	0	0	1	0	3	0	1	114	0	0	0	117	13	0	249
12:15 PM	0	0	0	0	4	0	0	0	0	125	0	0	0	106	22	0	257
12:30 PM	0	0	0	0	3	0	1	0	2	110	0	0	0	128	19	0	263
12:45 PM	0	0	0	0	2	0	1	0	2	145	0	0	0	119	24	0	293
1:00 PM	0	0	0	0	3	0	1	0	2	140	0	0	0	121	17	0	284
1:15 PM	0	0	0	0	1	0	0	0	2	122	0	0	0	130	21	0	276
1:30 PM	0	0	0	0	4	0	2	0	0	118	0	0	0	93	9	0	226
1:45 PM	0	0	0	0	3	0	0	0	0	119	0	0	0	109	14	0	245
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	37	0	18	0	27	1933	0	0	0	1850	288	0	4153
PEAK HR :	10:45 AM - 11:45 AM				67.27%	0.00%	32.73%	0.00%	1.38%	98.62%	0.00%	0.00%	0.00%	86.53%	13.47%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	10	0	3	0	9	518	0	0	0	451	81	0	1072
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.750	0.000	0.563	0.938	0.000	0.000	0.000	0.835	0.698	0.000	0.921
							0.650				0.941				0.853		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/30/2026

Data - Cars

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
8:00 AM	0	0	0	0	1	0	0	0	0	66	0	0	0	51	9	0	0	127
8:15 AM	0	0	0	0	2	0	0	0	0	56	0	0	0	54	8	0	0	121
8:30 AM	0	0	0	0	2	0	0	0	0	92	0	0	0	94	8	0	0	196
8:45 AM	0	0	0	0	0	0	1	0	0	76	0	0	0	96	10	0	0	185
9:00 AM	0	0	0	0	4	0	0	0	0	87	0	0	0	69	14	0	0	176
9:15 AM	0	0	0	0	1	0	1	0	0	98	0	0	0	71	13	0	0	184
9:30 AM	0	0	0	0	4	0	0	0	0	112	0	0	0	106	13	0	0	236
9:45 AM	0	0	0	0	0	0	2	0	0	109	0	0	0	102	17	0	0	231
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	14	0	4	0	7	696	0	0	0	643	92	0	1456	
PEAK HR :	09:00 AM - 10:00 AM				77.78%	0.00%	22.22%	0.00%	1.00%	99.00%	0.00%	0.00%	0.00%	87.48%	12.52%	0.00%	TOTAL	
PEAK HR VOL :	0	0	0	0	9	0	3	0	4	406	0	0	0	348	57	0	827	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.563	0.000	0.375	0.000	0.500	0.906	0.000	0.000	0.000	0.821	0.838	0.000	0.876	
					0.750				0.907				0.851					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
10:00 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
10:00 AM	0	0	0	0	2	0	2	0	4	108	0	0	0	107	12	0	0	235
10:15 AM	0	0	0	0	1	0	4	0	2	91	0	0	0	99	20	0	0	217
10:30 AM	0	0	0	0	1	0	0	0	0	109	0	0	0	130	19	0	0	259
10:45 AM	0	0	0	0	4	0	1	0	2	135	0	0	0	104	29	0	0	275
11:00 AM	0	0	0	0	3	0	1	0	2	125	0	0	0	107	20	0	0	258
11:15 AM	0	0	0	0	1	0	1	0	1	119	0	0	0	103	11	0	0	236
11:30 AM	0	0	0	0	2	0	0	0	4	127	0	0	0	131	21	0	0	285
11:45 AM	0	0	0	0	2	0	1	0	2	104	0	0	0	131	16	0	0	256
12:00 PM	0	0	0	0	1	0	3	0	1	113	0	0	0	112	13	0	0	243
12:15 PM	0	0	0	0	4	0	0	0	0	120	0	0	0	103	22	0	0	249
12:30 PM	0	0	0	0	3	0	1	0	2	109	0	0	0	123	19	0	0	257
12:45 PM	0	0	0	0	2	0	1	0	2	142	0	0	0	117	24	0	0	288
1:00 PM	0	0	0	0	3	0	1	0	1	138	0	0	0	120	17	0	0	280
1:15 PM	0	0	0	0	1	0	0	0	2	120	0	0	0	125	20	0	0	268
1:30 PM	0	0	0	0	4	0	1	0	0	117	0	0	0	92	9	0	0	223
1:45 PM	0	0	0	0	3	0	0	0	0	117	0	0	0	108	14	0	0	242
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	37	0	17	0	25	1894	0	0	0	1812	286	0	4071	
PEAK HR :	10:45 AM - 11:45 AM				68.52%	0.00%	31.48%	0.00%	1.30%	98.70%	0.00%	0.00%	0.00%	86.37%	13.63%	0.00%	TOTAL	
PEAK HR VOL :	0	0	0	0	10	0	3	0	9	506	0	0	0	445	81	0	1054	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.750	0.000	0.563	0.937	0.000	0.000	0.000	0.849	0.698	0.000	0.925	
					0.650				0.940				0.865					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/30/2026

Data - Buses

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24									
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
		0	0	0	0		0	1	0	0		0	1	0	0	0		0	1	0	0	
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	TOTAL	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
PEAK HR :	09:00 AM - 10:00 AM																			TOTAL		
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	TOTAL		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
		0	0	0	0		0	1	0	0		0	1	0	0		0	1	0	0		
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	TOTAL	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
PEAK HR :	10:45 AM - 11:45 AM																			TOTAL		
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	TOTAL		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/30/2026

Data - HT

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	2	11	0	0	0	28	1	0	42	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	9	1	0	15	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.563	0.250	0.000	0.536	
									0.417				0.625					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	0		6
10:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
10:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
10:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
11:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	1	0	7	
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6	
12:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6	
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
1:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4	
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	1	0	8	
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3	
1:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	1	0	2	39	0	0	0	38	2	0	82	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	12	0	0	0	6	0	0	18	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.375	0.000	0.000	0.750	
									0.600				0.375					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
 City: Mendham Township
 Control: 1-Way Stop(SB)

Project ID: 26-340108-001
 Date: 5/30/2026

Data - Bikes

NS/EW Streets:	Wells Fargo Easterly Site Dwy				Wells Fargo Easterly Site Dwy				CR 510/Rte 24				CR 510/Rte 24					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	

National Data & Surveying Services
Intersection Turning Movement Count

Location: Wells Fargo Easterly Site Dwy & CR 510/Rte 24
City: Mendham Township

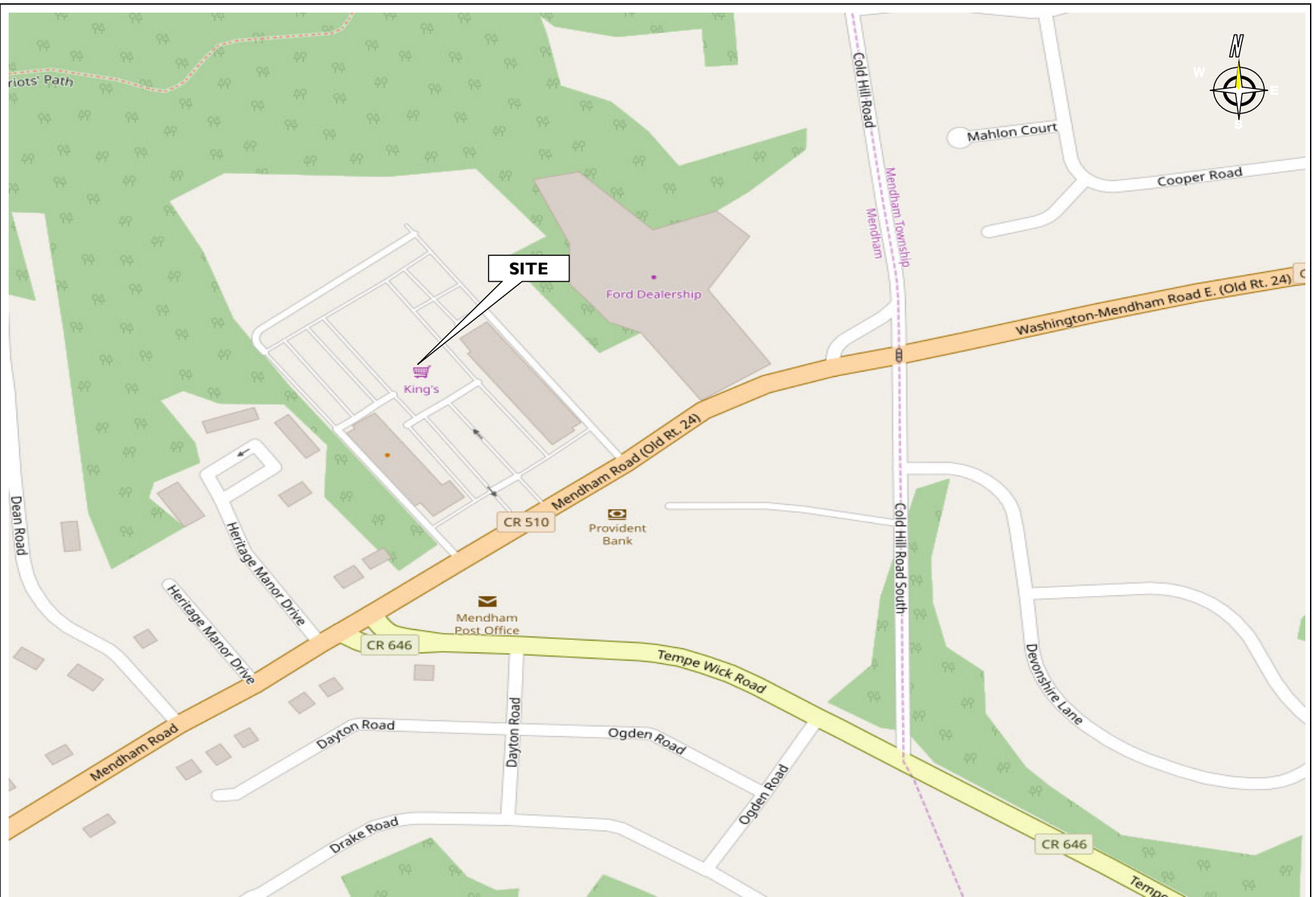
Project ID: 26-340108-001
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

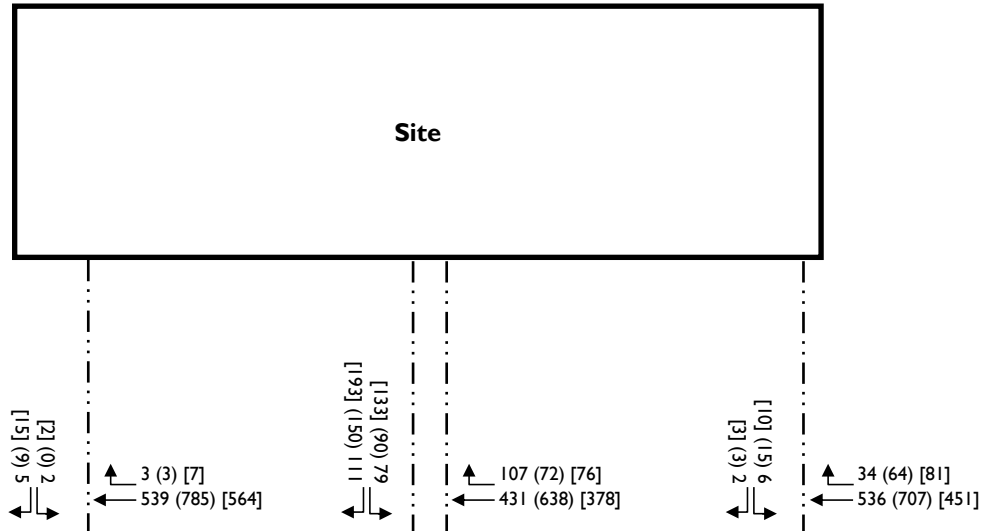
NS/EW Streets:	Wells Fargo Easterly Site Dwy		Wells Fargo Easterly Site Dwy		CR 510/Rte 24		CR 510/Rte 24		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	2	1	0	0	0	0	0	0	3
8:45 AM	2	2	0	0	0	0	0	0	4
9:00 AM	1	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	1
9:30 AM	1	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 6	WB 5	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 11
APPROACH %'s :	54.55%	45.45%							
PEAK HR :	09:00 AM - 10:00 AM								TOTAL 3
PEAK HR VOL :	2	1	0	0	0	0	0	0	
PEAK HR FACTOR :	0.500	0.250							0.750
		0.750							

NS/EW Streets:	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	1	1	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	2	0	0	0	0	0	0	2
10:45 AM	9	2	0	0	0	0	0	0	11
11:00 AM	1	0	0	0	0	0	0	0	1
11:15 AM	0	8	0	0	0	0	0	0	8
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	5	0	0	0	0	0	0	5
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 12	WB 20	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 32
APPROACH %'s :	37.50%	62.50%							
PEAK HR :	10:45 AM - 11:45 AM								TOTAL 20
PEAK HR VOL :	10	10	0	0	0	0	0	0	
PEAK HR FACTOR :	0.278	0.313							0.455
		0.455							

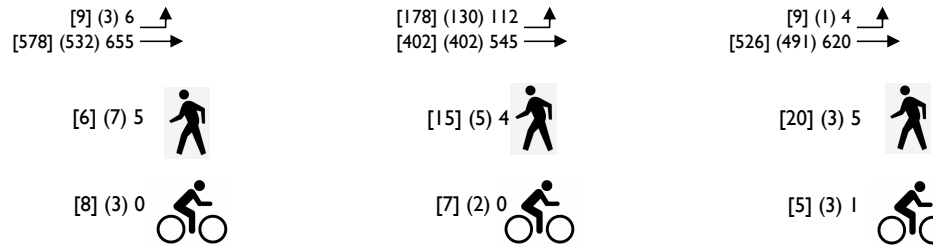
FIGURES



<p>STONEFIELD</p>	<p>Proposed Pickleball Courts Block 801, Lot 20 Borough of Mendham, Morris County, New Jersey Traffic Impact Study</p>	<p>FIGURE I Site Location Map</p>
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East Main Street



LEGEND

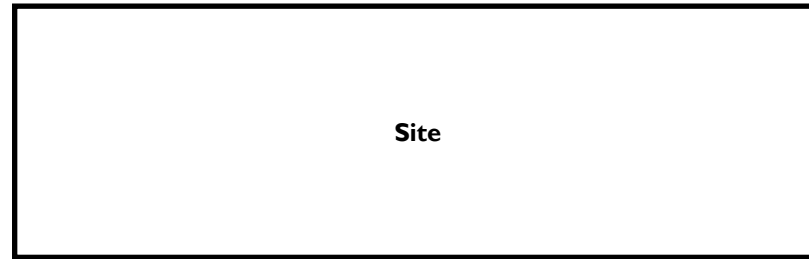
- Existing Roadway
- - - Proposed Driveway
- · · Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

not to scale

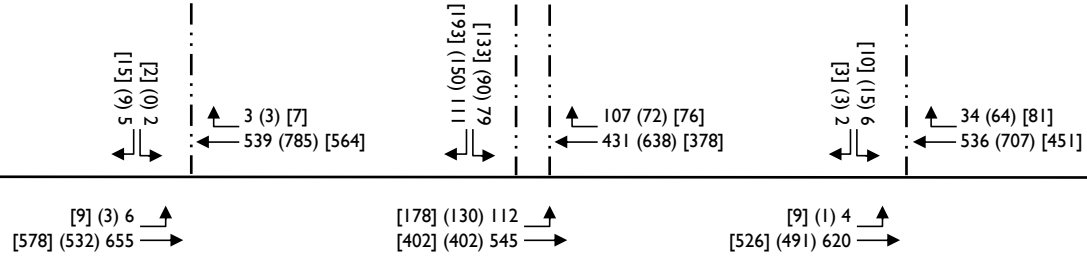
STONEFIELD

Proposed Pickleball Courts
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 2
2026 Existing Traffic
Volumes



East Main Street



not to scale

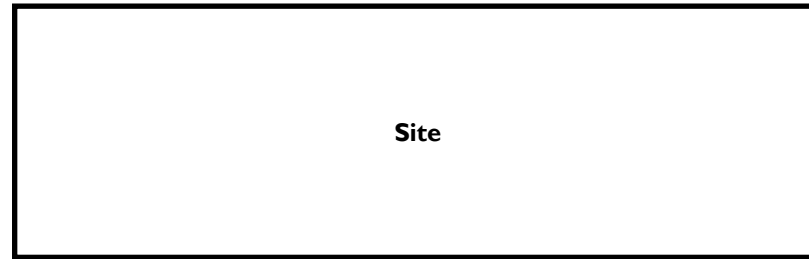
LEGEND

- Existing Roadway
- - - Proposed Driveway
- · · Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- 🚦 Signalized Intersection

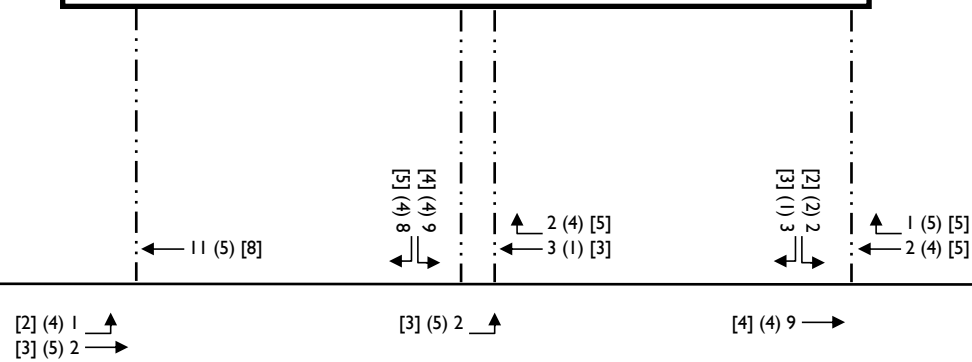
STONEFIELD

Proposed Pickleball Courts
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 3
2028 Base Traffic Volumes



East Main Street



not to scale

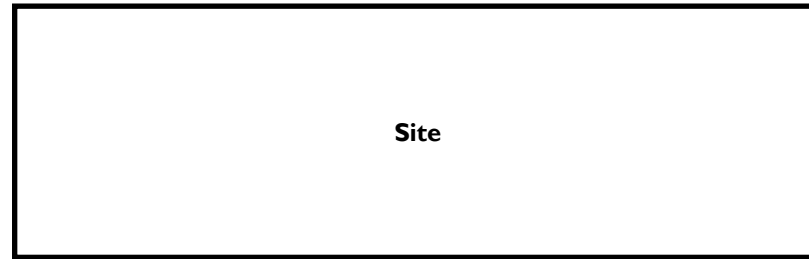
LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

STONEFIELD

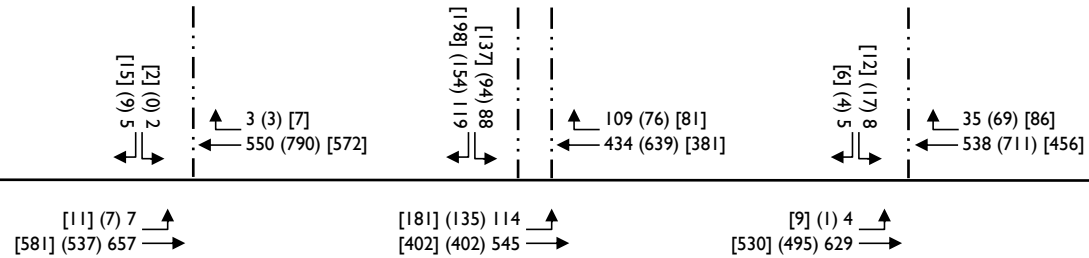
Proposed Pickleball Courts
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 4
V-Fee Mendham
Apartments Residential
Trip Generation



Site

East Main Street



not to scale

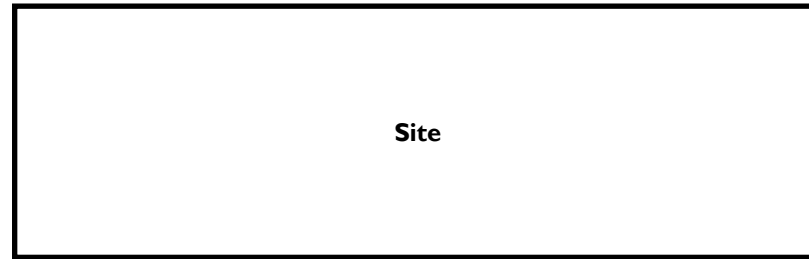
LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

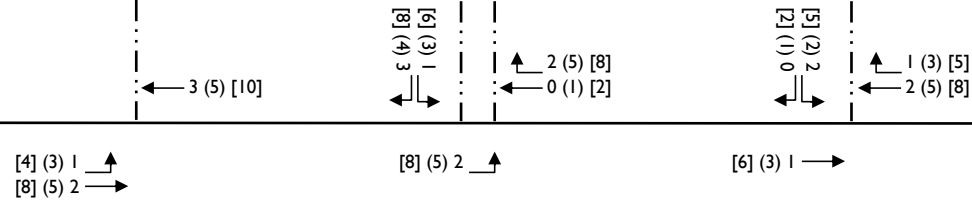
STONEFIELD

Proposed Pickleball Courts
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 5
2028 No-Build Traffic
Volumes



East Main Street



not to scale

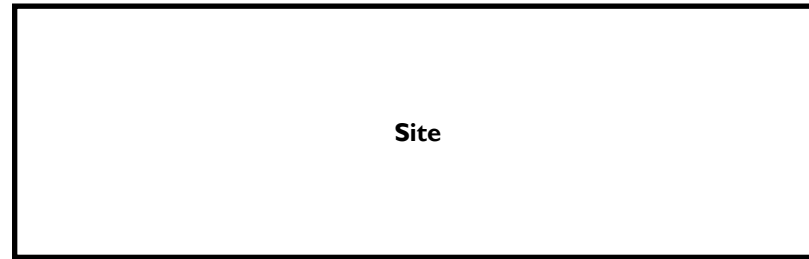
LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

STONEFIELD

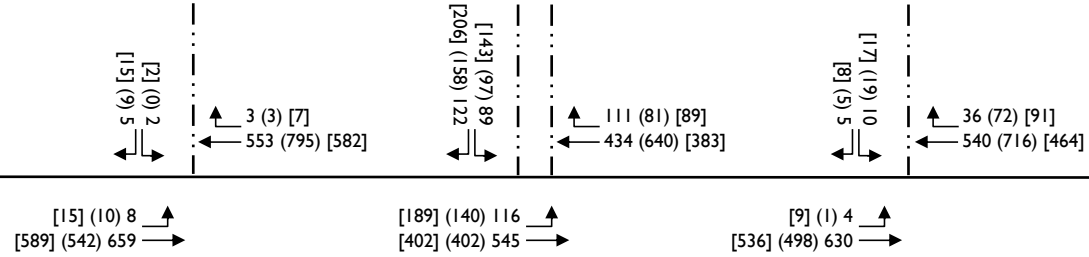
Proposed Pickleball Courts
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 6
Site-Generated Pickle-Ball
Traffic Volumes




Site

East Main Street



not to scale

LEGEND

- Existing Roadway
- - - Proposed Driveway
- · · Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
-  Signalized Intersection

STONEFIELD

Proposed Pickleball Courts
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 7
2028 Build Traffic Volumes

CAPACITY ANALYSIS DETAIL SHEETS

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2026 Existing Condition
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	655	539	3	2	5
Future Vol, veh/h	6	655	539	3	2	5
Conflicting Peds, #/hr	5	0	0	5	5	5
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	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	7	720	592	3	2	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	601	0	-	0	1337 604
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	738 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	986	-	-	-	277 1421
Stage 1	-	-	-	-	553 -
Stage 2	-	-	-	-	476 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	982	-	-	-	271 1407
Mov Cap-2 Maneuver	-	-	-	-	271 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	474 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	10.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	640
HCM Lane V/C Ratio	0.007	-	-	-	0.012
HCM Ctrl Dly (s/v)	8.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
2: East Main Street & Central Site Driveway

2026 Existing Condition
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	112	545	431	107	79	111
Future Vol, veh/h	112	545	431	107	79	111
Conflicting Peds, #/hr	4	0	0	4	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	7	5	0	6	2
Mvmt Flow	120	586	463	115	85	119

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	582	0	-	0	1356 529
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	831 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.209	-	-	-	3.554 3.318
Pot Cap-1 Maneuver	997	-	-	-	269 708
Stage 1	-	-	-	-	585 -
Stage 2	-	-	-	-	421 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	993	-	-	-	219 702
Mov Cap-2 Maneuver	-	-	-	-	219 -
Stage 1	-	-	-	-	478 -
Stage 2	-	-	-	-	419 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.56	0	19.61
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	307	-	-	-	219	702
HCM Lane V/C Ratio	0.121	-	-	-	0.388	0.17
HCM Ctrl Dly (s/v)	9.1	0	-	-	31.5	11.2
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.7	0.6

HCM 7th TWSC
3: East Main Street & Easterly Site Driveway

2026 Existing Condition
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	620	536	34	6	2
Future Vol, veh/h	4	620	536	34	6	2
Conflicting Peds, #/hr	5	0	0	5	5	5
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	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	7	4	3	0	0
Mvmt Flow	4	674	583	37	7	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	625	0	0	1294	611
Stage 1	-	-	-	606	-
Stage 2	-	-	-	688	-
Critical Hdwy	4.35	-	-	5.1	4.5
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.425	-	-	3.5	3.3
Pot Cap-1 Maneuver	855	-	-	289	664
Stage 1	-	-	-	548	-
Stage 2	-	-	-	503	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	851	-	-	284	657
Mov Cap-2 Maneuver	-	-	-	367	-
Stage 1	-	-	-	541	-
Stage 2	-	-	-	500	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	13.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	-	-	412
HCM Lane V/C Ratio	0.005	-	-	-	0.021
HCM Ctrl Dly (s/v)	9.3	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2026 Existing Condition
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	532	785	3	0	9
Future Vol, veh/h	3	532	785	3	0	9
Conflicting Peds, #/hr	7	0	0	7	7	7
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	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	33	4	3	0	0	0
Mvmt Flow	3	554	818	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	828	0	-	0	1394 833
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	567 -
Critical Hdwy	4.43	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.497	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	684	-	-	-	261 551
Stage 1	-	-	-	-	433 -
Stage 2	-	-	-	-	571 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	680	-	-	-	256 543
Mov Cap-2 Maneuver	-	-	-	-	256 -
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	568 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	11.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	543
HCM Lane V/C Ratio	0.005	-	-	-	0.017
HCM Ctrl Dly (s/v)	10.3	0	-	-	11.7
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↗
Traffic Vol, veh/h	130	402	638	72	90	150
Future Vol, veh/h	130	402	638	72	90	150
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	135	419	665	75	94	156

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	745	0	-	0	1402 712
Stage 1	-	-	-	-	707 -
Stage 2	-	-	-	-	695 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	872	-	-	-	259 610
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	499 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	868	-	-	-	216 604
Mov Cap-2 Maneuver	-	-	-	-	216 -
Stage 1	-	-	-	-	414 -
Stage 2	-	-	-	-	497 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.42	0	20.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	868	-	-	-	216	604
HCM Lane V/C Ratio	0.156	-	-	-	0.434	0.259
HCM Ctrl Dly (s/v)	9.9	-	-	-	33.8	13
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2	1

HCM 7th TWSC
3: East Main Street & Easterly Site Driveway

2026 Existing Condition
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	491	707	64	15	3
Future Vol, veh/h	1	491	707	64	15	3
Conflicting Peds, #/hr	3	0	0	3	3	3
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	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	2	7	0
Mvmt Flow	1	506	729	66	15	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	798	0	-	0	1276 768
Stage 1	-	-	-	-	765 -
Stage 2	-	-	-	-	511 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.2	-	-	-	3.563 3.3
Pot Cap-1 Maneuver	833	-	-	-	292 582
Stage 1	-	-	-	-	451 -
Stage 2	-	-	-	-	592 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	831	-	-	-	290 579
Mov Cap-2 Maneuver	-	-	-	-	290 -
Stage 1	-	-	-	-	449 -
Stage 2	-	-	-	-	590 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	316
HCM Lane V/C Ratio	0.001	-	-	-	0.059
HCM Ctrl Dly (s/v)	9.3	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2026 Existing Condition
Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	9	578	564	7	2	15
Future Vol, veh/h	9	578	564	7	2	15
Conflicting Peds, #/hr	6	0	0	6	6	6
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	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	9	596	581	7	2	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	595	0	-	0	1211 597
Stage 1	-	-	-	-	591 -
Stage 2	-	-	-	-	620 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	991	-	-	-	315 1417
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	540 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	986	-	-	-	307 1400
Mov Cap-2 Maneuver	-	-	-	-	307 -
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	8.72
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	986
HCM Lane V/C Ratio	0.009	-	-	-	0.018
HCM Ctrl Dly (s/v)	8.7	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	178	402	378	76	133	193
Future Vol, veh/h	178	402	378	76	133	193
Conflicting Peds, #/hr	14	0	0	15	15	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	1	4	0	0	0	0
Mvmt Flow	180	406	382	77	134	195

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	474	0	-	0	1216 449
Stage 1	-	-	-	-	435 -
Stage 2	-	-	-	-	781 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1094	-	-	-	313 759
Stage 1	-	-	-	-	657 -
Stage 2	-	-	-	-	455 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1078	-	-	-	239 738
Mov Cap-2 Maneuver	-	-	-	-	239 -
Stage 1	-	-	-	-	508 -
Stage 2	-	-	-	-	449 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.76	0	22.32
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	552	-	-	-	239	738
HCM Lane V/C Ratio	0.167	-	-	-	0.563	0.264
HCM Ctrl Dly (s/v)	9	0	-	-	37.9	11.6
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	3.1	1.1

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2026 Existing Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	526	451	81	10	3
Future Vol, veh/h	9	526	451	81	10	3
Conflicting Peds, #/hr	20	0	0	20	20	20
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	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	1	3	1	0	0
Mvmt Flow	10	572	490	88	11	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	598	0	-	0	1166 574
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	611 -
Critical Hdwy	4.21	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.299	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	936	-	-	-	330 684
Stage 1	-	-	-	-	579 -
Stage 2	-	-	-	-	545 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	918	-	-	-	312 659
Mov Cap-2 Maneuver	-	-	-	-	392 -
Stage 1	-	-	-	-	559 -
Stage 2	-	-	-	-	535 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	13.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	432
HCM Lane V/C Ratio	0.011	-	-	-	0.033
HCM Ctrl Dly (s/v)	9	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2028 No-Build Condition
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	657	550	3	2	5
Future Vol, veh/h	7	657	550	3	2	5
Conflicting Peds, #/hr	5	0	0	5	5	5
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	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	8	722	604	3	2	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	613	0	-	0	1353 616
Stage 1	-	-	-	-	611 -
Stage 2	-	-	-	-	742 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	976	-	-	-	272 1428
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	474 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	972	-	-	-	266 1414
Mov Cap-2 Maneuver	-	-	-	-	266 -
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	472 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	10.76
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	19	-	-	-	633
HCM Lane V/C Ratio	0.008	-	-	-	0.012
HCM Ctrl Dly (s/v)	8.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	114	545	434	109	88	119
Future Vol, veh/h	114	545	434	109	88	119
Conflicting Peds, #/hr	4	0	0	4	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	7	5	0	6	2
Mvmt Flow	123	586	467	117	95	128

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	588	0	-	0	1364 533
Stage 1	-	-	-	-	529 -
Stage 2	-	-	-	-	835 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.209	-	-	-	3.554 3.318
Pot Cap-1 Maneuver	992	-	-	-	267 705
Stage 1	-	-	-	-	583 -
Stage 2	-	-	-	-	419 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	988	-	-	-	216 700
Mov Cap-2 Maneuver	-	-	-	-	216 -
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	417 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.58	0	20.96
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	311	-	-	-	216	700
HCM Lane V/C Ratio	0.124	-	-	-	0.438	0.183
HCM Ctrl Dly (s/v)	9.2	0	-	-	34	11.3
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.1	0.7

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 No-Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	629	538	35	8	5
Future Vol, veh/h	4	629	538	35	8	5
Conflicting Peds, #/hr	5	0	0	5	5	5
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	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	7	4	3	0	0
Mvmt Flow	4	684	585	38	9	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	628	0	-	0	1306 614
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	697 -
Critical Hdwy	4.35	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.425	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	853	-	-	-	285 662
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	498 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	849	-	-	-	280 656
Mov Cap-2 Maneuver	-	-	-	-	363 -
Stage 1	-	-	-	-	540 -
Stage 2	-	-	-	-	495 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	13.48
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	438
HCM Lane V/C Ratio	0.005	-	-	-	0.032
HCM Ctrl Dly (s/v)	9.3	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2028 No-Build Condition
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	537	790	3	0	9
Future Vol, veh/h	7	537	790	3	0	9
Conflicting Peds, #/hr	7	0	0	7	7	7
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	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	33	4	3	0	0	0
Mvmt Flow	7	559	823	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	833	0	-	0	1412 838
Stage 1	-	-	-	-	831 -
Stage 2	-	-	-	-	581 -
Critical Hdwy	4.43	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.497	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	681	-	-	-	256 548
Stage 1	-	-	-	-	431 -
Stage 2	-	-	-	-	563 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	676	-	-	-	248 541
Mov Cap-2 Maneuver	-	-	-	-	248 -
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	559 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	11.77
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	23	-	-	-	541
HCM Lane V/C Ratio	0.011	-	-	-	0.017
HCM Ctrl Dly (s/v)	10.4	0	-	-	11.8
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↗
Traffic Vol, veh/h	135	402	639	76	94	154
Future Vol, veh/h	135	402	639	76	94	154
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	141	419	666	79	98	160

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	750	0	-	0	1415 715
Stage 1	-	-	-	-	710 -
Stage 2	-	-	-	-	705 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	868	-	-	-	255 608
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	494 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	864	-	-	-	211 603
Mov Cap-2 Maneuver	-	-	-	-	211 -
Stage 1	-	-	-	-	409 -
Stage 2	-	-	-	-	491 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.51	0	21.76
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	864	-	-	-	211	603
HCM Lane V/C Ratio	0.163	-	-	-	0.463	0.266
HCM Ctrl Dly (s/v)	10	-	-	-	35.9	13.1
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.2	1.1

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 No-Build Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	495	711	69	17	4
Future Vol, veh/h	1	495	711	69	17	4
Conflicting Peds, #/hr	3	0	0	3	3	3
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	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	2	7	0
Mvmt Flow	1	510	733	71	18	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	807	0	-	0	1287 775
Stage 1	-	-	-	-	772 -
Stage 2	-	-	-	-	515 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.2	-	-	-	3.563 3.3
Pot Cap-1 Maneuver	827	-	-	-	289 579
Stage 1	-	-	-	-	447 -
Stage 2	-	-	-	-	589 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	824	-	-	-	286 575
Mov Cap-2 Maneuver	-	-	-	-	286 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	588 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	317
HCM Lane V/C Ratio	0.001	-	-	-	0.068
HCM Ctrl Dly (s/v)	9.4	0	-	-	17.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2028 No-Build Condition
Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	581	572	7	2	15
Future Vol, veh/h	11	581	572	7	2	15
Conflicting Peds, #/hr	6	0	0	6	6	6
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	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	11	599	590	7	2	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	603	0	-	0	1227 605
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	628 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	985	-	-	-	310 1421
Stage 1	-	-	-	-	552 -
Stage 2	-	-	-	-	536 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	979	-	-	-	301 1405
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	540 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	8.73
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	33	-	-	-	981
HCM Lane V/C Ratio	0.012	-	-	-	0.018
HCM Ctrl Dly (s/v)	8.7	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 2: East Main Street & Central Site Driveway

2028 No-Build Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	181	402	381	81	137	198
Future Vol, veh/h	181	402	381	81	137	198
Conflicting Peds, #/hr	14	0	0	15	15	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	1	4	0	0	0	0
Mvmt Flow	183	406	385	82	138	200

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	482	0	-	0	1227 455
Stage 1	-	-	-	-	441 -
Stage 2	-	-	-	-	787 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1086	-	-	-	310 756
Stage 1	-	-	-	-	653 -
Stage 2	-	-	-	-	452 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1071	-	-	-	234 735
Mov Cap-2 Maneuver	-	-	-	-	234 -
Stage 1	-	-	-	-	502 -
Stage 2	-	-	-	-	446 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.81	0	23.42
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	559	-	-	-	234	735
HCM Lane V/C Ratio	0.171	-	-	-	0.59	0.272
HCM Ctrl Dly (s/v)	9.1	0	-	-	40.3	11.7
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	3.4	1.1

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 No-Build Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	530	456	86	12	6
Future Vol, veh/h	9	530	456	86	12	6
Conflicting Peds, #/hr	20	0	0	20	20	20
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	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	1	3	1	0	0
Mvmt Flow	10	576	496	93	13	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	609	0	-	0	1178 582
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	616 -
Critical Hdwy	4.21	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.299	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	927	-	-	-	326 680
Stage 1	-	-	-	-	574 -
Stage 2	-	-	-	-	543 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	909	-	-	-	308 654
Mov Cap-2 Maneuver	-	-	-	-	389 -
Stage 1	-	-	-	-	555 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	13.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	449
HCM Lane V/C Ratio	0.011	-	-	-	0.044
HCM Ctrl Dly (s/v)	9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2028 Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	659	553	3	2	5
Future Vol, veh/h	8	659	553	3	2	5
Conflicting Peds, #/hr	5	0	0	5	5	5
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	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	9	724	608	3	2	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	616	0	-	0	1361 619
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	747 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	974	-	-	-	270 1430
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	472 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	969	-	-	-	263 1416
Mov Cap-2 Maneuver	-	-	-	-	263 -
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	470 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	22	-	-	-	629
HCM Lane V/C Ratio	0.009	-	-	-	0.012
HCM Ctrl Dly (s/v)	8.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	116	545	434	111	89	122
Future Vol, veh/h	116	545	434	111	89	122
Conflicting Peds, #/hr	4	0	0	4	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	7	5	0	6	2
Mvmt Flow	125	586	467	119	96	131

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	590	0	-	0	1370
Stage 1	-	-	-	-	530
Stage 2	-	-	-	-	839
Critical Hdwy	4.11	-	-	-	5.1
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	2.209	-	-	-	3.554
Pot Cap-1 Maneuver	990	-	-	-	265
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	417
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	987	-	-	-	214
Mov Cap-2 Maneuver	-	-	-	-	214
Stage 1	-	-	-	-	471
Stage 2	-	-	-	-	416

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.61	0	21.22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	316	-	-	-	214	699
HCM Lane V/C Ratio	0.126	-	-	-	0.447	0.188
HCM Ctrl Dly (s/v)	9.2	0	-	-	34.8	11.3
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.1	0.7

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	630	540	36	10	5
Future Vol, veh/h	4	630	540	36	10	5
Conflicting Peds, #/hr	5	0	0	5	5	5
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	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	7	4	3	0	0
Mvmt Flow	4	685	587	39	11	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	0	1310	617
Stage 1	-	-	-	612	-
Stage 2	-	-	-	698	-
Critical Hdwy	4.35	-	-	5.1	4.5
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.425	-	-	3.5	3.3
Pot Cap-1 Maneuver	850	-	-	284	661
Stage 1	-	-	-	545	-
Stage 2	-	-	-	497	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	846	-	-	279	654
Mov Cap-2 Maneuver	-	-	-	362	-
Stage 1	-	-	-	538	-
Stage 2	-	-	-	495	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	426
HCM Lane V/C Ratio	0.005	-	-	-	0.038
HCM Ctrl Dly (s/v)	9.3	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2028 Build Condition
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	542	795	3	0	9
Future Vol, veh/h	10	542	795	3	0	9
Conflicting Peds, #/hr	7	0	0	7	7	7
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	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	33	4	3	0	0	0
Mvmt Flow	10	565	828	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	838	0	-	0	1429 844
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	592 -
Critical Hdwy	4.43	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.497	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	678	-	-	-	251 546
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	556 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	673	-	-	-	242 538
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	416 -
Stage 2	-	-	-	-	553 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	33	-	-	-	538
HCM Lane V/C Ratio	0.015	-	-	-	0.017
HCM Ctrl Dly (s/v)	10.4	0	-	-	11.8
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↗
Traffic Vol, veh/h	140	402	640	81	97	158
Future Vol, veh/h	140	402	640	81	97	158
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	146	419	667	84	101	165

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	756	0	-	0	1429 719
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	715 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	864	-	-	-	251 606
Stage 1	-	-	-	-	489 -
Stage 2	-	-	-	-	488 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	860	-	-	-	207 601
Mov Cap-2 Maneuver	-	-	-	-	207 -
Stage 1	-	-	-	-	404 -
Stage 2	-	-	-	-	486 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.59	0	22.66
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	860	-	-	-	207	601
HCM Lane V/C Ratio	0.17	-	-	-	0.489	0.274
HCM Ctrl Dly (s/v)	10	-	-	-	38	13.2
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.4	1.1

HCM 7th TWSC
3: East Main Street & Easterly Site Driveway

2028 Build Condition
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	498	716	72	19	5
Future Vol, veh/h	1	498	716	72	19	5
Conflicting Peds, #/hr	3	0	0	3	3	3
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	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	2	7	0
Mvmt Flow	1	513	738	74	20	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	815	0	-	0	1297 781
Stage 1	-	-	-	-	778 -
Stage 2	-	-	-	-	518 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.2	-	-	-	3.563 3.3
Pot Cap-1 Maneuver	821	-	-	-	286 575
Stage 1	-	-	-	-	444 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	819	-	-	-	284 572
Mov Cap-2 Maneuver	-	-	-	-	284 -
Stage 1	-	-	-	-	442 -
Stage 2	-	-	-	-	586 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	17.32
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	317
HCM Lane V/C Ratio	0.001	-	-	-	0.078
HCM Ctrl Dly (s/v)	9.4	0	-	-	17.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	589	582	7	2	15
Future Vol, veh/h	15	589	582	7	2	15
Conflicting Peds, #/hr	6	0	0	6	6	6
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	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	15	607	600	7	2	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	613	0	-	0	1254 616
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	644 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	976	-	-	-	301 1428
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	527 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	970	-	-	-	291 1411
Mov Cap-2 Maneuver	-	-	-	-	291 -
Stage 1	-	-	-	-	530 -
Stage 2	-	-	-	-	524 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	8.78
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	45	-	-	-	971
HCM Lane V/C Ratio	0.016	-	-	-	0.018
HCM Ctrl Dly (s/v)	8.8	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	189	402	383	89	143	206
Future Vol, veh/h	189	402	383	89	143	206
Conflicting Peds, #/hr	14	0	0	15	15	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	1	4	0	0	0	0
Mvmt Flow	191	406	387	90	144	208

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	492	0	-	0	1250 461
Stage 1	-	-	-	-	447 -
Stage 2	-	-	-	-	803 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1077	-	-	-	303 752
Stage 1	-	-	-	-	649 -
Stage 2	-	-	-	-	444 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1061	-	-	-	226 731
Mov Cap-2 Maneuver	-	-	-	-	226 -
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	438 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.92	0	25.68
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	576	-	-	-	226	731
HCM Lane V/C Ratio	0.18	-	-	-	0.64	0.285
HCM Ctrl Dly (s/v)	9.1	0	-	-	45.6	11.9
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	3.9	1.2

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 Build Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	536	464	91	17	8
Future Vol, veh/h	9	536	464	91	17	8
Conflicting Peds, #/hr	20	0	0	20	20	20
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	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	1	3	1	0	0
Mvmt Flow	10	583	504	99	18	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	623	0	-	0	1196 594
Stage 1	-	-	-	-	574 -
Stage 2	-	-	-	-	622 -
Critical Hdwy	4.21	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.299	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	916	-	-	-	320 673
Stage 1	-	-	-	-	567 -
Stage 2	-	-	-	-	539 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	898	-	-	-	303 648
Mov Cap-2 Maneuver	-	-	-	-	384 -
Stage 1	-	-	-	-	548 -
Stage 2	-	-	-	-	529 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	13.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	441
HCM Lane V/C Ratio	0.011	-	-	-	0.062
HCM Ctrl Dly (s/v)	9.1	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

STONEFIELD

January 19, 2026

**RE: Trip Generation and Parking Analysis Memorandum
V-Fee Mendham Apartments, LLC – Pickleball Court Addition
90 East Main Street
Mendham Borough, Morris County
SE&D Job No. RUT-200218**

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this memorandum to examine the adequacy of the traffic impacts and parking supply provided on the amended Site Plan.

Parking Supply

The parking supply was evaluated as it relates to the Ordinances of the Borough of Mendham, specifically the parking standards for the “East Business (EB)/East Business – Affordable Housing (EB-AH) Overlay” District were considered. The uses and relevant parking ratios that are proposed for the site are the following:

- a. Retail uses shall have 3.5 parking spaces for each 1,000 square feet of floor area.
- b. Residential dwellings shall follow the NJ Residential Site Improvement Standards (RSIS) which require 1.8 parking spaces per 1 bedroom, 2 parking spaces per 2 bedroom, 2.1 parking spaces per 3-bedroom apartment.
- c. There is no parking standard for Pickleball Courts in the zoning ordinance, but a conservative value of 4 parking spaces per court was utilized.

The development would have 80,472 square feet of retail space which equates to 282 required parking spaces. The residential portion of the development would have 33 one (1)-bedroom units, 39 two (2)-bedroom units, and 3 three (3)-bedroom units. This equates to a required 145 parking spaces. As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all projects involving multifamily dwellings with more than five (5) units must have 15% of the parking supply be pre-wired for electric vehicle charging stations (“make-ready”). Of the make-ready spaces, 5% must be ADA compliant. For the proposed residential parking supply of 145 parking spaces, this equates to 20 make-ready spaces with one (1) ADA accessible. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of satisfying parking requirements, up to a 10% reduction of the total requirement. As such, the development plan would be considered to require 131 (145 - 14) total parking spaces for the residential uses. There are six (6) pickleball courts proposed which would conservatively expect a demand of 24 parking spaces. In total the development would require 437 parking spaces.

The proposed development plan includes 462 parking spaces which are split into two lots. Lot B, the southerly lot, that fronts along East Main Street, serves the existing retail uses and would have a parking supply of 313 parking spaces and Lot A would have a total of 149 spaces, including residential garage parking spaces and surface parking spaces. The lots would have cross-access and cross-parking agreements, with the ability for retail customers, residents, residential guests, and pickleball patrons to park in the surface parking lot to the northeast of the Kings building and employees of Kings can primarily utilize the surface parking behind the Kings loading area that is on Lot A. The shared parking area would not have assigned parking so that the lot usage can remain flexible throughout the day as each of the three uses on the subject site have different peak parking usage



Trip Generation

Trip generation projections for the proposed six (6) pickleball courts were prepared utilizing the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 12th Edition. Trip generation rates associated with Land Use 489 “Pickleball Courts” were cited for the new pickleball courts which are proposed as part of the Amended Site Plan application. **Table I** provides the weekday evening, and Saturday peak hour trip generation volumes associated with the proposed development.

TABLE I – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Proposed 6 Pickleball Courts <i>ITE Land Use 489</i>	6	6	12	16	10	26	25	21	46

The proposed development is expected to generate 12 additional trips during the weekday morning peak hour, 26 additional trips during the weekday evening peak hour and 46 new trips during the Saturday Midday peak hour. Based on Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. Additionally, the trip generation calculations are conservative as they assume all users of the pickleball court would be new to the site and not coming from the other uses on-site, such as residents from the building on Lot A or retail customers on Lot B utilizing the pickleball courts. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Conclusion

The amended site plan would include 80,472 square feet of retail space, and 75 total residential units, inclusive of 33 one-bedroom apartments, 39 two-bedroom apartments, and three (3) three-bedroom apartments, and six (6) pickleball courts. Using the parking ratios provided above, the site would require 282 spaces for the retail component, 131 spaces for the residential development, and 24 spaces for the pickleball courts for a total required parking supply of 437. The site would provide a total of 462 spaces, which is sufficient to meet the Borough ordinance and is sufficient to accommodate the anticipated parking demand. With cross-access and cross-parking agreements, the parking spaces for each use can be conveniently located proximate to the use and there is still excess parking. The trip generation calculations, which are conservative in nature as they do not assume any residents on site, nor retail patrons would be utilizing the pickleball courts, result in a trip increase of less than 50 vehicle trips in the peak hour and therefore is not anticipated to significantly impact the operations of the adjacent roadway network.

Best regards,

Matthew J. Seckler PE, PP, PTOE
Stonefield Engineering and Design, LLC