

PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT

Proposed Multi-Family Residential Development Block 801, 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 multi-family residential development 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 1**.

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 located on the northerly portion of the property. Access is presently provided via three (3) full-movement driveways along East Main Street. Under the proposed development program, the existing retail Mendham Village Shopping Center would remain as-is, and the racquet club would be demolished and replaced with a 75-unit multi-family residential building. Access is proposed via two (2) full-movement driveways along East Main Street, 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, 6th Edition (HCM) and the Synchro 11 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.

2022 EXISTING CONDITION

2022 EXISTING ROADWAY CONDITIONS

The proposed 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 (I) 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.

2022 EXISTING TRAFFIC VOLUMES

Manual turning movement counts 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, March 7, 2019, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.
- Saturday, March 9, 2019, from 11:00 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 7:15 a.m. to 8:15 a.m.; the weekday evening peak hour occurred from 4:45 p.m. to 5:45 p.m.; and the Saturday midday peak hour occurred from 11:45 a.m. to 12:45 p.m. The Technical Appendix contains a summary of the turning movement count data. The traffic count program also revealed the trip generation of the existing site. **Table 1** provides the as-counted weekday morning, weekday evening, and Saturday midday peak-hour trip generation volumes associated with the existing 80,472 square feet of retail space and 53,914-square-foot health and racquet club.

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

		kday Mo eak Hou	_		kday Eve eak Hou	_		ırday Mid Peak Hou	-
Land Use	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Existing Site 80,472 SF Retail 53,914 SF H&R Club	119	123	242	212	278	490	188	251	439

It is noted that the 2019 original traffic volume data was grown to the current year 2022, in order to represent the existing traffic volumes. In accordance with industry guidelines, the original traffic volumes at the study intersections were increased by 1.00% annually for three (3) years. The 2022 Existing weekday morning, weekday evening, and Saturday midday peak-hour volumes are summarized on appended **Figure 2**. The 1.00% background growth rate was obtained from the New Jersey Department of Transportation (NJDOT) Annual Background Growth Rate Table.

2022 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2022 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.

2024 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2022 Existing Condition traffic volume data was grown to a future horizon year of 2024, which is a conservative estimate for when the proposed multi-family residential development is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 1.00% annually for two (2) years. The 1.00% background growth rate was obtained from the NIDOT 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. Based on consultations with the Zoning Director of the Borough of Mendham, there are no planned development projects within the area of the subject site.

It should be noted that while there are no planned developments, based on consultations with Morris County, an improvement project within the vicinity of the site is proposed. The roadway improvement plan includes restriping East Main Street to provide one (I) lane in each direction, and one (I) shared center-left-turn lane. As such, the application of the background growth rate would be adequate to account for background traffic growth.

2024 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2022 Existing Traffic Volumes to calculate the 2024 No-Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. These volumes are summarized on appended **Figure 3**.

2024 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2024 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.

2024 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 development were prepared utilizing the ITE's <u>Trip Generation Manual</u>, IIth Edition. Trip generation rates associated with Land Use 491 "Racquet/Tennis Club" were cited for the existing health and racquet club, and Land Use 221 "Multifamily Housing (Mid-Rise) were cited for the proposed 75-unit residential building. **Table 2** provides the trip generation volumes associated with the existing racquet club. It should be noted that ITE does not provide weekday morning or Saturday midday peak-hour trip generation rates for Land Use 491 "Racquet/Tennis Club." As such, no trip reduction was considered during the weekday morning peak hour, and the Saturday midday peak-hour trip generation was assumed to be the same as the weekday evening peak hour.

TABLE 2 – EXISTING HEALTH AND RACQUET CLUB TRIP GENERATION

		day Mo	_		kday Ev eak Ho	_		rday Mi eak Ho	-
Land Use	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Existing 53,914 SF / 6 courts Racquet/Tennis Club ITE Land Use 491	a	••	-	12	П	23	12	11	23
Difference			-	-12	-11	-23	-12	-11	-23

As shown in Table 2, the removal of the 53,914-square-foot health and racquet club would result in a reduction of 23 total trips during the weekday evening peak hour and 23 total trips during the Saturday midday peak hour. Trip generation rates associated with Land Use 221 "Multifamily Housing (Mid-Rise)" were cited for the proposed 75-unit residential building. **Table 3** provides the weekday morning, weekday evening, and Saturday midday peak-hour trip generation associated with the subject site.

TABLE 3 - EXISTING AND PROPOSED TRIP GENERATION COMPARISON

	Weekday Morning Peak Hour		Weekday Evening Peak Hour			Saturday Midday * Peak Hour			
Land Use	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Existing 6 Court Racquet/ Tennis Club ITE Land Use 491	-	*	(#)	12	11	23	12	Ü	23
Proposed 75-Unit Apartments ITE Land Use 221	6	22	28	18 -	Ħ	29	15	14	29
Proposed Trip Increase	+6	+22	+28	+6	+0	+6	+3	+3	+6
Existing Site Trip Generation	119	123	242	212	278	490	188	251	439
Total Proposed Site Trip Generation	125	145	270	218	278	496	191	254	445

As shown in Table 3, the proposed multi-family residential development would result in 28, 6, and 6 additional trips accessing the subject site during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. Based on <u>Transportation Impact Analysis for Site Development</u> published by ITE, a trip increase of less than 100 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. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Additionally, Chapter 6 of ITE's <u>Trip Generation Handbook</u>, 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. 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.

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along East Main Street and the access management plan of the site. The "New" Site-Generated Traffic Volumes are illustrated on appended **Figure 4**.

2024 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2024 No-Build Traffic Volumes to calculate the 2024 Build Traffic Volumes and are shown on appended **Figure 5**.

2024 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2024 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the site driveways. **Tables 4** through **12** compare 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 at Level of Service B, or better, 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.

COMPARATIVE LEVEL OF SERVICE (DELAY) TABLES

EAST MAIN STREET & WESTERLY SITE DRIVEWAY

EB (Eastbound) approach is the East Main Street approach SB (Southbound) approach is the westerly site driveway approach X (n) = Level of Service (seconds of delay)

TABLE 4 - WEEKDAY MORNING PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	A (8.4)	A (8.4)	A (8.4)

TABLE 5 - WEEKDAY EVENING PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	B (10.3)	B (10.4)	B (10.4)

TABLE 6 - SATURDAY MIDDAY PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	A (8.4)	A (8.4)	A (8.4)

EAST MAIN STREET & CENTRAL SITE DRIVEWAY

EB (Eastbound) approach is the East Main Street approach SB (Southbound) approach is the central site driveway approach X(n) = Level of Service (seconds of delay)

TABLE 7 - WEEKDAY MORNING PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	A (8.5)	A (8.5)	A (8.6)
SB Left	C (21.2)	C (21.7)	C (22.8)
SB Right	B (10.2)	B (10.3)	B (10.4)

TABLE 8 - WEEKDAY EVENING PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	B (10.6)	B (10.6)	B (10.7)
SB Left	E (44.9)	E (47.5)	E (49.0)
SB Right	B (14.5)	B (14.7)	B (15.2)

TABLE 9 - SATURDAY MIDDAY PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build	
EB Left	A (8.5)	A (8.6)	A (8.6)	
SB Left	C (20.0)	C (20.4)	C (20.8)	
SB Right	B (10.5)	B (10.5)	B (10.6)	

EAST MAIN STREET & EASTERLY SITE DRIVEWAY

EB (Eastbound) approach is the East Main Street approach SB (Southbound) approach is the easterly site driveway approach X(n) = Level of Service (seconds of delay)

TABLE 10 - WEEKDAY MORNING PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	A (8.4)	A (8.4)	A (8.4)
SB Left/Right	B (13.5)	B (13.7)	C (13.6)

TABLE II - WEEKDAY EVENING PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	B (10.1)	B (10.1)	B (10.2)
SB Left/Right	C (21.1)	C (21.7)	C (21.7)

TABLE 12 - SATURDAY MIDDAY PEAK HOUR

Lane Group	2022 Existing	2024 No-Build	2024 Build
EB Left	A (8.2)	A (8.2)	A (8.2)
SB Left/Right	B (12.5)	B (12.6)	B (12.6)

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed multi-family residential development using the Site Plan prepared by Stonefield, dated October 20, 2022. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Under the proposed development program, the existing 80,472-square-foot retail space would remain asis, the existing health and racquet club would be demolished, and a five (5)-story, 75-unit residential building, with ground-floor parking garage, and a separate premium vehicle storage building, including bicycle storage, would be constructed. A new surface parking lot with a turnaround drop-off/pickup area would be constructed at center of the proposed residential development. Additionally, improvements to the existing parking area

for the retail area are proposed, including striping of new parking spaces, and shared residential visitor parking. The center driveway has been redesigned to provide one (I) ingress driveway providing direct access to the residential development, and one (I) right-turn lane, and one (I) left-turn lane at the egress. Vehicular circulation throughout the residential development would be facilitated via 24-foot-wide, two-way drive aisles. A 24-foot by 90-foot loading zone, would be provided along the northeasterly side of the proposed residential building. Access to the site is proposed via two (2) full-movement driveways along East Main Street, and one (I) ingress-only driveway along East Main Street.

Regarding the parking requirements for the proposed residential development, the New Jersey Administrative Code Residential Site Improvements Standards (RSIS) (NJAC 5:21) requires 1.8 parking spaces per one (1)-bedroom unit, two (2) spaces per two (2)-bedroom unit, and 2.1 spaces per three (3)-bedroom unit for mid-rise residential uses, and the Borough of Mendham requires one (1) space per employee for automobile service stations. For the proposed 75-unit residential development with 33 one (1)-bedroom units, 39 two (2)-bedroom units, and three (3) three (3)-bedroom units, this equates to 144 required residential parking spaces. For the premium parking garage with two (2) employees, this equates to two (2) parking spaces, for a total of 146 required parking spaces for the residential portion of the development. Regarding the parking requirements for the retail portion of the subject site, the Borough on Mendham Ordinance requires 3.5 parking spaces per 1,000 square feet of retail/commercial area. For the existing 80,472 square feet of retail area, this equates to 283 required retail parking spaces. The total parking requirement for the overall site is 428 spaces.

The parking garage would provide a total of 106 spaces for the exclusive use of the residents, with a minimum dimension of nine (9) feet wide by 18 feet deep, in accordance with industry standards. The residential surface parking lot would provide a total of 10 spaces for visitors, inclusive of two (2) ADA-accessible stalls, with a minimum dimension of nine (9) feet wide by 18 feet deep. As such, the parking supply within the residential development site would be 116 spaces. Restriping and improvements to the retail portion of the site would bring the retail parking supply to 341 spaces, inclusive of 28 residential visitor parking spaces, 15 of which would be marked and the remaining 13 visitor spaces being undesignated, but available for visitors to use. As such, the total parking supply for the overall site is 457 spaces, which meets the parking requirement and would be sufficient to support the overall site parking demand.

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 parking supply of 116 parking spaces, this equates to 17 make-ready spaces, with one (1) being ADA accessible. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of

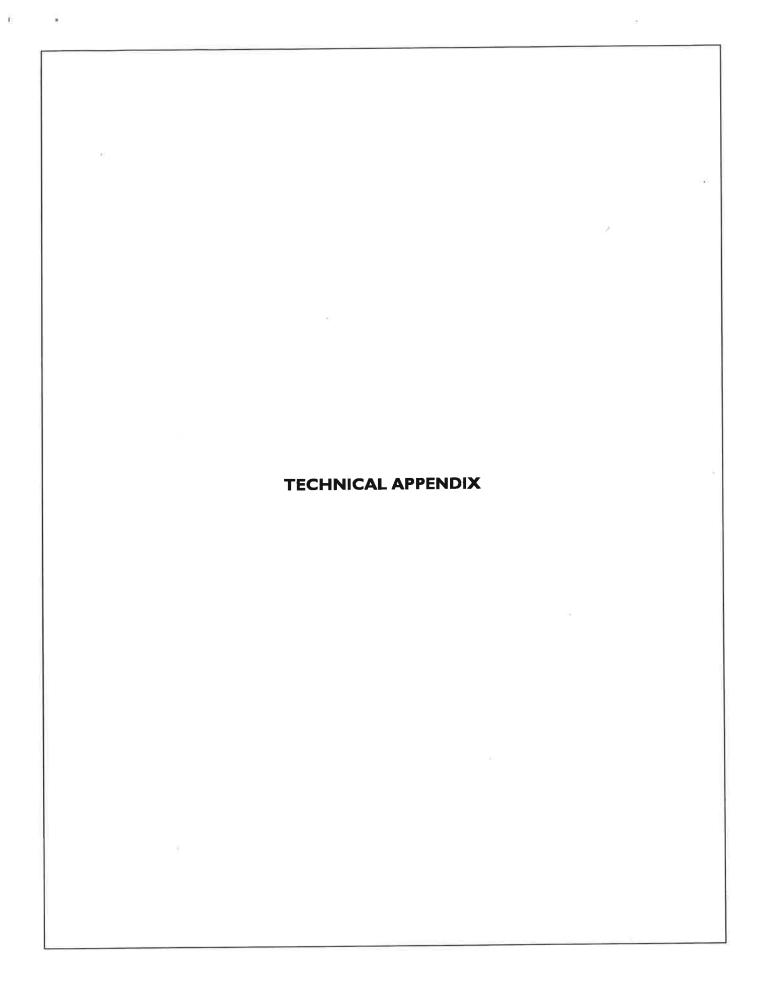
STONEFIELD ENGINEERING & DESIGN, LLC

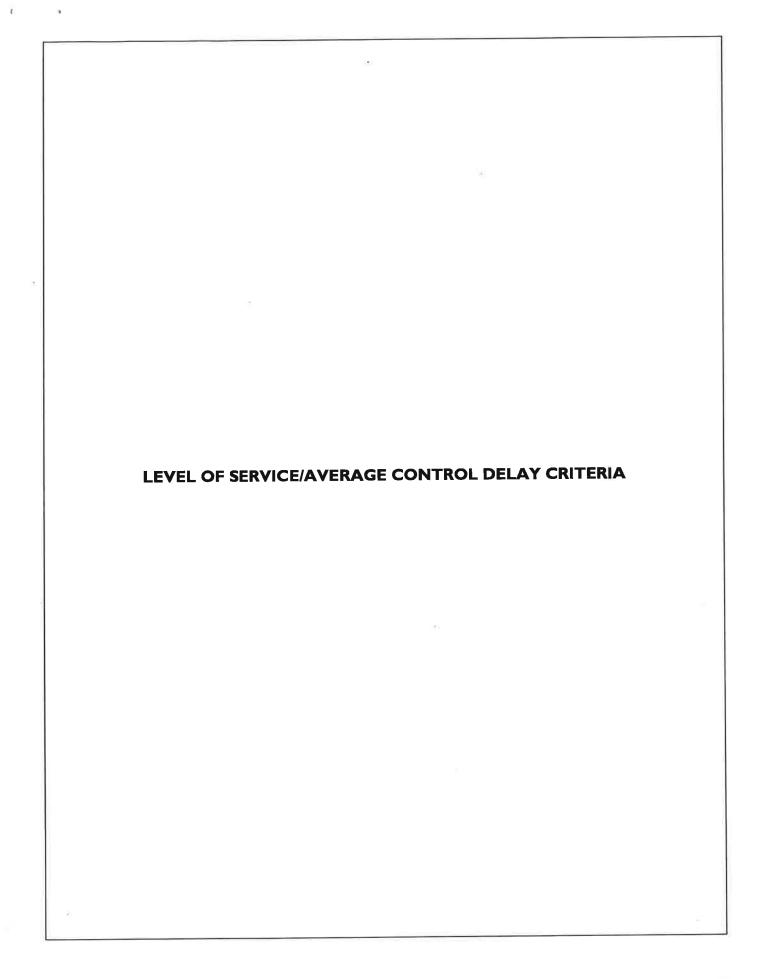
satisfying parking requirements, up to a 10% reduction of total requirement. As such, the residential development plan would be considered to provide 130 (116 +14) parking spaces.

CONCLUSIONS

This report was prepared to examine the potential traffic and parking impacts of the proposed multi-family residential development. 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 for the proposed and existing developments within the mixed-use overall site. The site driveways and proposed on-site layout would provide for effective access to and from the subject property.

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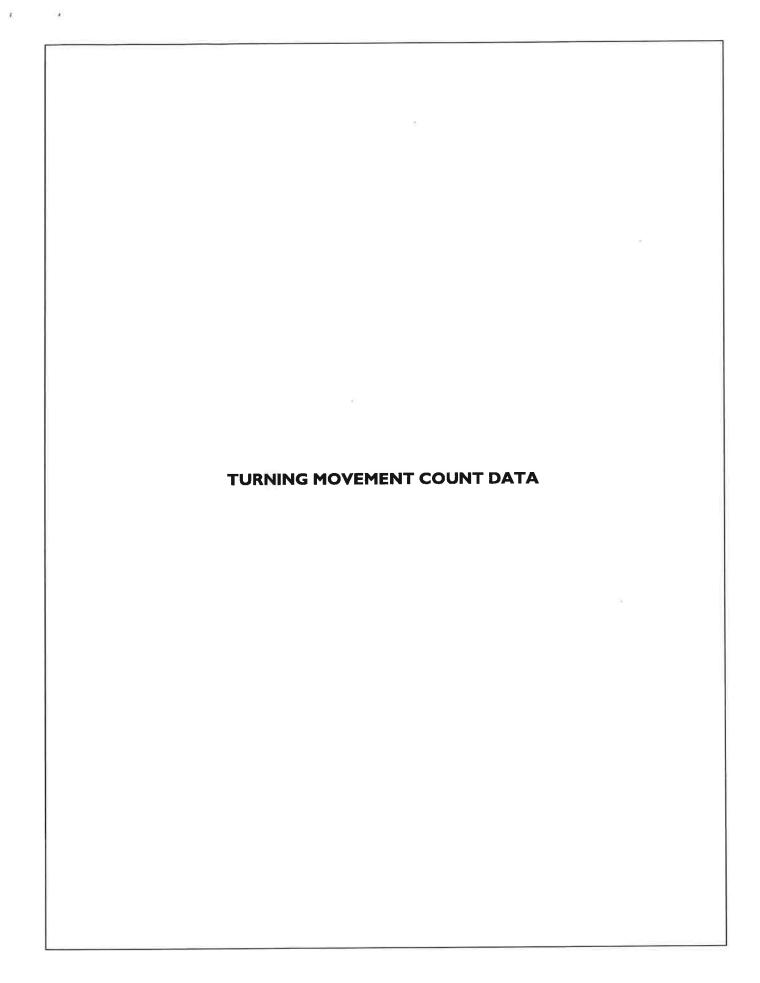
LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

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 <u>Highway Capacity Manual</u>, 6th 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.

9)	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	Α	<=10	<=10
	В	>10 and <=20	>10 and <=15
	С	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	Е	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual, 6th Edition



92 Park Avenue, Rutherford, NJ 07070 201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Easterly Site Driveway (N/S)
Mendham, Morris County, New Jersey
Thursday, March 7, 2019

File Name: Not Named I

Site Code : 00018203 Start Date : 3/7/2019

Page No : I

		East Mair	Street			East Mair	Street		Eas	terly Site	Drivewa	ıy	
		Eastbo	ound			Westb	ound			Southb	ound		
Start Time	Left	Thru	Right	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	118	0	118	0	127	2	129	0	0	0	0	247
07:15 AM	0	146	0	146	0	134	4	138	0	0	0	0	2 84
07:30 AM	0	188	0	188	0	103	3	106	2	0	I.	3	297
07:45 AM	0	173	0	173	0	121	6	127	1	0	I	2	302
Total	0	625	0	625	0	485	15	500	3	0	2	5	1130
08:00 AM	1	177	0	178	0	105	4	109	1	0	2	3	290
08:15 AM	0	157	0	157	0	92	1	93	3	0	0	3	253
08:30 AM	3	169	0	172	0	96	4	100		0	0	1	273
08:45 AM	ı	155	0	156	0	107	П	118	5	0	1	6	280
Total	5	658	0	663	0	400	20	420	10	0	3	13	1096
*** BREAK ***													
04:00 PM	0	106	0	106	0	105	4	109	0	0	0	0	215
04:15 PM	0	116	0	116	0	146	9	155	2	0	5	7	278
04:30 PM	ı	119	0	120	0	167	8	175	4	0	2	6	301
04:45 PM	4	121	0	125	0	238	8	246	6	0	2	8	379
Total	5	462	0	467	0	656	29	685	12	0	9	21	1173
05:00 PM	5	122	0	127	0	156	6	162	4	0	1	5	294
05:15 PM	1	131	0	132	0	215	1	216	4	0	ı	5	353
05:30 PM	1	108	0	109	0	213	4	217	5	0	1	6	332
05:45 PM	1	125	0	126	0	205	5	210	3	0	0	3	339
Total	8	486	0	494	0	789	16	805	16	0	3	19	1318
06:00 PM	3	1111	0	114	0	151	3	154	6	0	I	7	275
06:15 PM	0	102	0	102	0	177	2	179	0	0	2	2	283
06:30 PM	1	84	0	85	0	160	5	165	3	0	1	4	254
06:45 PM	1	73	0	74	0	156	2	158	2	0	0	2	234
Total	5	370	0	375	0	644	12	656	11	0	4	15	1046
Grand Total	23	2601	0	2624	0	2974	92	3066	52	0	21	73	5763
Apprch %	0.9	99.1	0		0	97	3		71.2	0	28.8		
Total %	0.4	45.1	0	45.5	0	51.6	1.6	53.2	0.9	0	0.4	1.3	
Auto	23	2573	0	2596	0	2933	92	3025	52	0	21	73	5694
% Auto	100	98.9	0	98.9	0	98.6	100	98.7	100	0	100	100	98.8
HV	0	9	0	9	0	10	0	10	0	0	0	0	19
% HV	0	0.3	0	0.3	0	0.3	0	0.3	0	0	0	0	0.3
Bus/SB	0	19	0	19	0	31	0	31	0	0	0	0	50
% Bus/SB	0	0.7	0	0.7	0	1	0	1	0	0	0	0	0.9

92 Park Avenue, Rutherford, NJ 07070 201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Easterly Site Driveway (N/S)
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Start Date : 3/7/2019

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		East Mair Eastbo				East Mair Westb			Eas	terly Site Southb		īλ	
Start Time	Left	Thru	Right	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Tota
ak Hour Analysis From 07:0				ирр. тока	Tugan I	7,11-							
eak Hour for Entire I													
07:15 AM	0	146	0	146	0	134	4	138	0	0	0	0	284
07:30 AM	0	188	0	188	0	103	3	106	2	0	1	3	297
07:45 AM	0	173	0	173	0	121	6	127	1	0	- 1	2	302
08:00 AM	1	177	0	178	0	105	4	109	I	0	2	3	290
Total Volume	ı	684	0	685	0	463	17	480	4	0	4	8	1173
% App. Total	0.1	99.9	0		0	96.5	3.5		50	0	50	Y.	
PHF	.250	.910	.000	.911	.000	.864	.708	.870	.500	.000	.500	.667	.971
Auto		673	0	674	0	440	17	457	4	0	4	8	1139
% Auto	100	98.4	0	98.4	0	95.0	100	95.2	100	0	100	100	97.1
HV	0	3	0	3	0	5	0	5	0	0	0	0	1
% HV	0	0.4	0	0.4	0	1.1	0	1.0	0	0	0	0	0.7
Bus/SB	0	8	0	8	0	18	0	18	0	0	0	0	26
% Bus/SB	0	1.2	0	1.2	0	3.9	0	3.8	0	0	0	0	2.2
eak Hour Analysis Fr				lofi						e			
04:45 PM												11/	
ן ויוז כד.דט	4	121	0	125	0	238	8	246	6	0	2	8	379
05:00 PM	4 5	_		125 127	0 0	238 156	8 6	246 162	6 4	0	2 1	8 5	37 ⁴ 29
	•	121	0		-						2 	11	29 ⁴ 35
05:00 PM	•	121 122	0	127	0	156		162	4	0	2 ! !	5	29 ⁴ 35: 33:
05:00 PM 05:15 PM	•	121 122 131	0 0 0	127 132	0	156 215	6	162 216	4 4	0	2 1 1 1	5 5	29 ² 35 33
05:00 PM 05:15 PM 05:30 PM	5 I	121 122 131 108	0 0 0	127 132 109	0 0 0	156 215 213	6 1 4	162 216 217	4 4 5	0 0 0	! ! !	5 5 6	294 35: 33: 135:
05:00 PM 05:15 PM 05:30 PM Total Volume	5 	121 122 131 108 482	0 0 0 0	127 132 109	0 0 0	156 215 213 822	6 1 4	162 216 217	4 4 5	0 0 0	1 1 1	5 5 6	29 35 33 135
05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total	5 	121 122 131 108 482 97.8	0 0 0 0	127 132 109 493	0 0 0 0	156 215 213 822 97.7	6 1 4 19 2.3	162 216 217 841	4 4 5 19 79.2	0 0 0 0	1 1 1 5 20.8	.750 24	29 35 33 135 .89
05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF	5 	121 122 131 108 482 97.8 .920	0 0 0 0 0	127 132 109 493	0 0 0 0 0	156 215 213 822 97.7 .863	6 1 4 19 2.3	162 216 217 841	4 4 5 19 79.2 .792	0 0 0 0 0	1 1 5 20.8 .625	5 5 6 24	29- 35- 33- 135- .89- 135- 99.
05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF Auto	5 1 1 2.2 .550	121 122 131 108 482 97.8 .920 480	0 0 0 0 0 0 .000	127 132 109 493 .934 491	0 0 0 0 0	156 215 213 822 97.7 .863 817	6 1 4 19 2.3 .594	162 216 217 841 .855 836	4 4 5 19 79.2 .792	0 0 0 0 0 .000	1 1 5 20.8 .625	.750 24	29 35 33 135 .89 135
05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF Auto % Auto	5 1 1 11 2.2 .550	121 122 131 108 482 97.8 .920 480 99.6	0 0 0 0 0 0 0 .000	127 132 109 493 .934 491 99.6	0 0 0 0 0 0 .000	156 215 213 822 97.7 .863 817 99.4	6 1 4 19 2.3 .594 19	.855 836 99.4	4 4 5 19 79.2 .792 19	0 0 0 0 0 .000	1 1 5 20.8 .625 5	.750 24 100	29- 35- 33- 135- 89- 135- 99
05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF Auto % Auto HV	5 1 1 2.2 .550 11 100 0	121 122 131 108 482 97.8 .920 480 99.6 2	0 0 0 0 0 0 .000	127 132 109 493 .934 491 99.6 2	0 0 0 0 0 0 .000	156 215 213 822 97.7 .863 817 99.4	6 1 4 19 2.3 .594 19 100 0	.855 836 99.4	4 4 5 19 79.2 .792 19 100 0	0 0 0 0 0 .000	1 1 5 20.8 .625 5 100	.750 24 100 0	29 ⁴ 35

Stonefield Engineering & Design, LLC 92 Park Avenue, Rutherford, NJ 07070

201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Central Site Driveway (N/S) Mendham, Morris County, New Jersey Thursday, March 7, 2019

File Name: Not Named I

Site Code : 00018203 Start Date : 3/7/2019

Page No : I

Groups	Printed-	Auto -	· HV -	Bus/SB
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				Gre	oups Prin	ted- Auto		us/SB					
		East Main	Street			East Mair			Cer		Drivewa	y	
		Eastbo				Westb				Southb			Int. Total
Start Time	Left	Thru	Right	App. Total	Right	Thru	Left	App. Total	Right	Thru O	Left 0	App. Total O	10tal 247
07:00 AM	0	118	0	118	0	127	2	129	0	-	0	0	284
07:15 AM	0	146	0	146	0	134	4	138	0	0	-		
07:30 AM	0	188	0	188	0 =	103	3	106	2	0	l	3	297
07: 4 5 AM	0	173	0	73	0	121	6	127		0		2	302
Total	0	625	0	625	0	485	15	500	3	0	2	5	1130
08:00 AM	I	177	0 :	178	0	105	4	109	1	0	2	3	290
08:15 AM	0	157	0	157	0	92	1	93	3	0	0	3	253
08:30 AM	3	169	0	172	0	96	4	100	1	0	0	1	273
08:45 AM	1	155	0	156	0	107	- 11	118	5	0		6	280
Total	5	658	0	663	0	400	20	420	10	0	3	13	1096
*** BREAK ***													
04:00 PM	13	96	0	109	0	96	9	105	10	0	23	33	247
04:15 PM	21	104	° 0	125	0	139	12	151	12	0	45	57	333
04:30 PM	21	94	0	115	0	157	12	169	26	0	23	49	333
04:45 PM	24	107	0	131	0	212	17	229	18	0	38	56	416
Total	79	401	0	480	0	604	50	654	66	0	129	195	1329
05:00 PM	27	107	0	134	0	156	14	170	20	0	48	68	372
05:15 PM	34	102	0	136	0	203	12	215	30	0	33	63	414
05:30 PM	26	90	0	116	0	193	20	213	19	0	33	52	381
05:45 PM	23	107	0	130	0	185	20	205	19	0	30	49	384
Total	110	406	0	516	0	737	66	803	88	0	144	232	1551
06:00 PM	20	91	0	ШΪ	0	139	13	152	23	0	36	59	322
06:15 PM	16	82	0	98	0	167	12	179	20	0	30	50	327
06:30 PM	21	67	0	88	0	151	10	161	18	0	26	44	293
06:45 PM	15	62	0	77	0	145	Ш	156	12	0	21	33	266
Total	72	302	0	374	0	602	46	648	73	0	113	186	1208
Grand Total	266	2392	0	2658	0	2828	1 9 7	3025	240	0	391	631	6314
Apprch %	10	90	0		0	93.5	6.5		38	0	62		
Total %	4.2	37.9	0	4 2.1	0	44.8	3.1	47.9	3.8	0	6.2	10	
Auto	266	2364	0	2630	0	2787	197	2984	240	0	391	631	6245
% Auto	100	98.8	0	98.9	0	98.6	100	98.6	100	0	100	100	98.9
HV	0	9	0	9	0	10	0	10	0	0	0	0	19
% HV	0	0.4	0	0.3	0	0.4	0	0.3	0	0	0	0	0.3
Bus/SB	0	19	0	19	0	31	0	31	0	0	0	0	50
% Bus/SB	0	0.8	0	0.7	0	1.1	0	1	0	0	0	0	0.8

Stonefield Engineering & Design, LLC 92 Park Avenue, Rutherford, NJ 07070

201,340,4468 t. 201,340,4472 f.

Intersection of East Main Street (E/W) and Central Site Driveway (N/S) Mendham, Morris County, New Jersey Thursday, March 7, 2019

File Name: Not Named I

Site Code : 00018203

Start Date: 3/7/2019

Page No : 2

		East Mair				East Main Westb			Ce	ntral Site Southb		у	
Start Time	Left	Thru	Right	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Tota
ak Hour Analysis From 07:00													
ak Hour for Entire I												191	
07:15 AM	0	146	0	146	0	134	4	138	0	0	0	0	284
07:30 AM	0	188	0	188	0	103	3	106	2	0	I	3	297
07:45 AM	0	173	0	173	0	121	6	127	1	0	1	2	302
08:00 AM	1	177	0	178	0	105	4	109	I	0	2	3	290
Total Volume	3	684	0	685	0	463	17	480	4	0	4	8	1173
% App. Total	0.1	99.9	0		0	96.5	3.5		50	0	50		
PHF	.250	.910	.000	.911	.000	.864	.708	.870	.500	.000	.500	.667	.97
Auto		673	0	674	0	440	17	457	4	0	4	8	113
% Auto	100	98.4	0	98.4	0	95.0	100	95.2	100	0	100	100	97.
HV	0	3	0	3	0	5	0	5	0	0	0	0	
% HV	0	0.4	0	0.4	0	1.1	0	1.0	0	0	0	0	0.
Bus/SB	0	8	0	8	0	18	0	18	0	0	0	0	2
% Bus/SB	0	1.2	0	1.2	0	3.9	0	3.8	0	0	0	0	2.:
eak Hour Analysis Fr	12.00 BI	M += 06.4E	DM Posk	Loft									
	om 12:00 FI			1 01 1									
ak Hour for Entire l												20	
ak Hour for Entire l					0	212	17	229	18	0	38	56	410
	ntersection	Begins at 0	04:45 PM		0	212 156	17 14	229 170	18 20	0	38 48	56 68	41 <i>6</i> 37
04:45 PM	ntersection 24	Begins at 0	04:45 PM 0	131	_								37
04:45 PM 05:00 PM 05:15 PM	ntersection 24 27	Begins at 0 107 107	04:45 PM 0 0	131 134	0	156	14	170	20	0	48	68	37 41
04:45 PM 05:00 PM	ntersection 24 27 34	Begins at 0 107 107 102	04:45 PM 0 0 0	131 134 136	0	156 203	14 12	170 - 215	20 30	0 0	48 33	68 63	37 41 38
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume	ntersection 24 27 34 26	Begins at 0 107 107 102 90	04:45 PM 0 0 0 0	131 134 136 116	0 0 0	156 203 193	14 12 20	170 - 215 213	20 30 19	0 0 0	48 33 33	68 63 52	
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total	24 27 34 26 111 21.5	Begins at 0 107 107 102 90 406	04:45 PM 0 0 0 0 0	131 134 136 116	0 0 0	156 203 193 764	14 12 20 63	170 - 215 213	20 30 19 87	0 0 0	48 33 33 152	68 63 52	37 41 38 158
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume	24 27 34 26	Begins at 0 107 107 102 90 406 78.5	04:45 PM 0 0 0 0 0 0	131 134 136 116 517	0 0 0 0	156 203 193 764 92.4	14 12 20 63 7.6	170 - 215 213 827	20 30 19 87 36.4	0 0 0 0	48 33 33 152 63.6	68 63 52 239	37 41 38 158
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF	ntersection 24 27 34 26 111 21.5 .816	Begins at 0 107 107 102 90 406 78.5	0 0 0 0 0 0 0 0	131 134 136 116 517	0 0 0 0 0	156 203 193 764 92.4 .901	14 12 20 63 7.6 .788	170 - 215 213 827	20 30 19 87 36.4 .725	0 0 0 0 0	48 33 33 152 63.6 .792	68 63 52 239	37 41 38 158 .95
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF Auto % Auto	ntersection 24 27 34 26 111 21.5 .816	Begins at 0 107 107 102 90 406 78.5 .949 404 99.5	0 0 0 0 0 0 0 0 0 0	131 134 136 116 517	0 0 0 0 0 0	156 203 193 764 92.4 .901	14 12 20 63 7.6 .788 63	170 - 215 - 213 827 - 903 822	20 30 19 87 36.4 .725	0 0 0 0 0 .000	48 33 33 152 63.6 .792	.879 239	37 41 38 158 .95 157 99.
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF Auto % Auto HV	111 100 ntersection 24 27 34 26 111 21.5 816	Begins at 0 107 107 102 90 406 78.5 .949 404 99.5 2	04:45 PM 0 0 0 0 0 0 0 0 0 0 0	131 134 136 116 517 .950 515 99.6	0 0 0 0 0 .000	156 203 193 764 92.4 .901 759 99.3	14 12 20 63 7.6 .788 63 100	.903 822 .903	20 30 19 87 36.4 .725 87 100	0 0 0 0 0 .000	48 33 33 152 63.6 .792 152 100	.879 239 100	37 41 38 158 .95 157 99.
04:45 PM 05:00 PM 05:15 PM 05:30 PM Total Volume % App. Total PHF Auto % Auto	111 100 0	Begins at 0 107 107 102 90 406 78.5 .949 404 99.5	04:45 PM 0 0 0 0 0 0 0 0 0 .000	.950 515 99.6	0 0 0 0 0 .000	156 203 193 764 92.4 .901 759 99.3	14 12 20 63 7.6 .788 63 100	.903 827 .903 822 99.4 0	20 30 19 87 36.4 .725 87 100	0 0 0 0 0 .000	48 33 33 152 63.6 .792 152 100 0	.879 239 100 0	37: 41- 38

92 Park Avenue, Rutherford, NJ 07070 201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Westerly Site Driveway (N/S) Mendham, Morris County, New Jersey Thursday, March 7, 2019

File Name: Not Named I

Site Code : 00018203

Start Date : 3/7/2019

Page No : I

		East Mair	Street	Gr	oups Friii	ted- Auto East Mair		3305	Wes	terly Site	e Drivew	ay	
		Eastbo				Westb				Southb		,	
Start Time	Left	Thru	Right	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	LERT	125	0	126	0	129	0	129	0	0	0	0	255
07:15 AM	2	159	0	161	0	129	0	129	0	0	2	2	292
07:30 AM	ī	186	0	187	0	111	0	111	0	0	6	6	304
07:45 AM	2	162	0	164	0	129	2	131	0	0	1	1	296
Total	6	632	0	638	0	498	2	500	0	0	9	9	1147
08:00 AM	-1	175	0	176	0	105	0	105	1	0	ı	2	283
08:15 AM	2	177	0	179	0	98	2	100	0	0	1	1	280
08:30 AM	ī	178	0	179	0	106	0	106	0	0	1	1	286
08:45 AM	8	160	0	168	0	120	2	122	0	0	2	2	292
Total	12	690	0	702	0	429	4	433	1	0	5	6	1141
*** BREAK ***													
04:00 PM	4	108	0	112	0	116	3	119	1	0	1	2	233
04:15 PM	1	125	0	126	0	182	2	184	0	0	0	0	310
04:30 PM	5	115	0	120	0	179	I	180	0	0	- 1	1	301
04:45 PM	2	130	0	132	0	257	4	261	I	0	3	4	397
Total	12	478	0	490	0	734	10	744	2	0	5	7	1241
05:00 PM	= 0	134	0	134	0	190	1	191	0	0	4	4	329
05:15 PM	0	136	0	136	0	237	0	237	0	0	2	2	375
05:30 PM	ı	116	0	117	0	227	0	227	0	0	5	5	349
05:45 PM	1	130	0	131	0	215	0	215	0	0		1	347
Total	2	516	0	518	0	869	1	870	0	0	12	12	1400
06:00 PM	ı	111	0	112	0	173	2	175	0	0	2	2	289
06:15 PM	2	98	0	100	0	196	1	197	0	0	5	5	302
06:30 PM	1	88	0	89	0	177	0	177	0	0	1		267
06:45 PM		77	0	78	0	165		166	0	0		1	245
Total	5	374	0	379	0	711	4	715	0	0	9	9	1103
Grand Total	37	2690	0	2727	0	3241	21	3262	3	0	40	43	6032
Apprch %	1.4	98.6	0		0	99.4	0.6		7	Ö	93		
Total %	0.6	44.6	0	45.2	0	53.7	0.3	54.1	0	0	0.7	0.7	
Auto	37	2662	0	2699	0	3200	21	3221	3	0	40	43	5963
% Auto	100	99	0	99	0	98.7	100	98.7	100	0	100	100	98.9
HV	0	9	0	9	0	10	0	10	0	0	0	0	19
% HV	0	0.3	0	0.3	0	0.3	0	0.3	0	0	0	0	0.3
Bus/SB	0	19	0	19	0	31	0	31	0	0	0	0	50 0.8
% Bus/SB	0	0.7	0	0.7	0	1	0	1	0	0	0	0	0.8

92 Park Avenue, Rutherford, NJ 07070 201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Westerly Site Driveway (N/S)
Mendham, Morris County, New Jersey
Thursday, March 7, 2019

File Name: Not Named I

Site Code : 00018203 Start Date : 3/7/2019

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		East Mair				East Maii Westb			We	sterly Sit	e Drivew ound	ay	
Start Time	Left	Thru	Right	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00				1177. 1442								11.11	
Peak Hour for Entire I													
07:15 AM	2	159	0	161	0	129	0	129	0	0	2	2	292
07:30 AM	1	186	0	187	0	111	0	111	0	0	6	6	304
07:45 AM	2	162	0	164	0	129	2	131	0	0	ı	1	296
08:00 AM	1	175	0	176	0	105	0	105	1	0	1	2	283
Total Volume	6	682	0	688	0	474	2	476	1	0	10	11	1 75
% App. Total	0.9	99.1	0		0	99.6	0.4		9.1	0	90.9		
PHF	.750	.917	.000	.920	.000	.919	.250	.908	.250	.000	.417	.458	966
Auto	6	671	0	677	0	451	2	453	I	0	10	, III	1141
% Auto	100	98.4	0	98.4	0	95.1	100	95.2	100	0	100	100	97.1
HV	0	3	0	3	0	5	0	5	0	0	0	0	8
% HV	0	0.4	0	0.4	0	1.1	0	1.1	0	0	0	0	0.7
Bus/SB	0	8	0	8	0	18	0	18	0	0	0	0	26
% Bus/SB	0	1.2	0	1.2	0	3.8	0	3.8	0	0	0	0	2.2
Peak Hour Analysis Fro	om 12:00 Pi	M to 06:45	PM - Peak	lofl									
Peak Hour for Entire I												DVI	
04:45 PM	2	130	0	132	0	257	4	261	1	0	3	4	397
05:00 PM	0	134	0	134	0	190	ī	191	0	0	4	4	329
05:15 PM	0	136	0	136	0	237	0	237	0	0	2	2	375
05:30 PM	1	116	0	117	0	227	0	227	0	0	5	5	349
Total Volume	3	516	0	519	0	911	5	916		0	14	15	1450
% App. Total	0.6	99.4	0		0	99.5	0.5		6.7	0	93.3		
PHF	.375	.949	.000	.954	.000	.886	.313	.877	.250	.000	.700	.750	.913
Auto	3	514	0	517	0	906	5	911	1	0	14	15	1443
% Auto	100	99.6	0	99.6	0	99.5	100	99.5	100	0	100	100	99.5
HV	0	2	0	2	0	0	0	0	0	0	0	0	
% HV	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0.
Bus/SB	0	0	0	0	0	5	0	5	0	0	0	0	
% Bus/SB	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0.3

92 Park Avenue, Rutherford, NJ 07070 201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Easterly Site Driveway (N/S)
Mendham, Morris County, New Jersey
Saturday, March 9, 2019

File Name: Not Named 2

Site Code : 00018203 Start Date : 3/9/2019

Page No : I

	East Main Street Eastbound					East Mair	Street		Eas	-	Drivewa	у	
		Eastbo	und			Westb	ound			Southb	ound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	81	0	81	0	69	0	69	I	0	0	1	151
11:15 AM	3	81	0	84	0	59	4	63	8	0	4	12	159
11:30 AM	0	99	0	99	0	86	5	91	2	0	5	7	197
11:45 AM	1	91	0	92	0	106	I	107	3	0		4	203
Total	4	352	0	356	0	320	10	330	14	0	10	24	710
12:00 PM	1	96	0	97	0	91	2	93	4	0	2	6	196
12:15 PM	I	101	0	102	0	93	0	93	1	0	0	1	196
12:30 PM	3	109	0	112	0	101	0	101	1	0	0	1	214
12:45 PM	2	109	0	Ш	0	81	0	81	0	0	0	0	192
Total	7	415	0	422	0	366	2	368	6	0	2	8	798
01:00 PM	ı	83	0	84	0	106	0	106	ı	0	0	1	191
01:15 PM	2	93	0	95	0	98	0	98	1	0	0	1	194
01:30 PM	0	103	0	103	0	97	0	97	1	0	0	1	201
01:45 PM	- 1	86	0	87	0	113	0	113	1	0	0	1	201
Total	4	365	0	369	0	414	0	414	4	0	0	4	787
Grand Total	15	1132	0	1147	0	1100	12	1112	24	0	12	36	2295
Apprch %	1.3	98.7	0		0	98.9	1.1		66.7	0	33.3		
Total %	0.7	49.3	0	50	0	47.9	0.5	48.5	1	0	0.5	1.6	
Auto	15	1126	0	1141	0	1092	12	1104	24	0	12	36	2281
% Auto	100	99.5	0	99.5	0	99:3	100	99.3	100	0	100	100	99.4
HV	0	6	0	6	0	8	0	8	0	0	0	0	14
% HV	0	0.5	0	0.5	0	0.7	0	0.7	0	0	0	0	0.6
Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0

		East Mair	Street			East Mair	1 Street		Ea	sterly Site		ıy	
		Eastbo	ound			Westb	ound			Southb	ound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:0	O AM to 01:45	PM - Peak I o	f I										
Peak Hour for Entire I	ntersection	Begins at I	1:45 AM									- 10	
11:45 AM	1	91	0	92	0	106	1	107	3	0	1	4	203
12:00 PM	1	96	0	97	0	91	2	93	4	0	2	6	196
12:15 PM	1	101	0	102	0	93	0	93	1	0	0	I I	196
12:30 PM	3	109	0	112	0	101	0	101	1	0	0	1	214
Total Volume	6	397	0	403	0	391	3	394	9	0	3	12	809
% App. Total	1.5	98.5	0		0	99.2	8.0	12	75	0	25		
PHF	.500	.911	.000	.900	.000	.922	.375	.921	.563	.000	.375	.500	.945
Auto	6	396	0	402	0	387	3	390	9	0	3	12	804
% Auto	100	99.7	0	99.8	0	99.0	100	99.0	100	0	100	100	99.4
HV	0	1	0	1	0	4	0	4	0	0	0	0	5
% HV	0	0.3	0	0.2	0	1.0	0	1.0	0	0	0	0	0.6
Bus/SB	0	0	0	0	0	0	0	o	0	0	0	0	0
% Bus/SB	Ö	ō	Ō	0	0	0	0	0	0	0	0	0	0

92 Park Avenue, Rutherford, NJ 07070 201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Central Site Driveway (N/S)
Mendham, Morris County, New Jersey
Saturday, March 9, 2019

File Name: Not Named 2

Site Code : 00018203 Start Date : 3/9/2019

Page No : I

		East Main	Street			East Mair	Street		Ce		Drivewa	У	
		Eastbo	ound			Westb	ound			Southb			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	20	61	0	81	0	61	8	69	20	0	30	50	200
11:15 AM	27	54	0	81	0	50	13	63	30	0	29	59	203
11:30 AM	36	77	0	113	0	69	22	91	22	0	41	63	267
11:45 AM	21	69	0	90	0	95	12	107	23	0	25	48	245
Total	104	261	0	365	0	275	55	330	95	0	125	220	915
12:00 PM	30	73	0	103	0	78	15	93	24	0	33	57	253
12:15 PM	26	73	0	99	0	70	23	93	29	0	28	57	249
12:30 PM	29	80	0	109	0	89	12	101	32	0	34	66	276
12:45 PM	14	84	0	98	0	60	21	81	27	0	21	48	227
Total	99	310	0	409	0	297	71	368	112	0	116	228	1005
01:00 PM	31	55	0	86	0	92	14	106	29	0	30	59	25
01:15 PM	26	77	0	103	0	84	14	98	18	0	26	44	245
01:30 PM	28	82	0	110	0	77	20	97	21	0	22	43	250
01:45 PM	20	58	0	78	0	96	17	113	29	0	29	58	249
Total	105	272	0	377	0	349	65	414	97	0	107	204	995
Grand Total	308	843	0	1151	0	921	191	1112	304	0	348	652	2915
Apprch %	26.8	73.2	0		0	82.8	17.2		46.6	0	53.4		
Total %	10.6	28.9	0	39.5	0	31.6	6.6	38.1	10.4	0	11.9	22.4	
Auto	308	837	0	1145	0	913	191	1104	304	0	348	652	2901
% Auto	100	99.3	0	99.5	0	99.1	100	99.3	100	0	100	100	99.5
HV	0	6	0	6	0	8	0	8	0	0	0	0	14
% HV	0	0.7	0	0.5	0	0.9	0	0.7	0	0	0	0	0.5
Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0

		East Mair				East Mair Westb			Ce	ntral Site	Drivewa	у	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00	AM to 01:45 F	M - Peak I o	f I										
Peak Hour for Entire Ir	ntersection	Begins at 1	1:45 AM					CV.				37617	
11:45 AM	21	69	0	90	0	95	12	107	23	0	25	48	245
12:00 PM	30	73	0	103	0	78	15	93	24	0	33	57	253
12:15 PM	26	73	0	99	0	70	23	93	29	0	28	57	249
12:30 PM	29	80	0	109	0	89	12	101	32	0	34	66	276
Total Volume	106	295	0	401	0	332	62	394	108	0	120	228	1023
% App. Total	26.4	73.6	0		0	84.3	15.7		47.4	0	52.6		
PHF	.883	.922	.000	.920	.000	.874	.674	.921	.844	.000	.882	.864	.927
Auto	106	294	0	400	0	328	62	390	108	0	120	228	1018
% Auto	100	99.7	0	99.8	0	98.8	100	99.0	100	0	100	100	99.5
HV	0	1	0		0	4	0	4	0	0	0	0	5
% HV	0	0.3	0	0.2	0	1.2	0	1.0	0	0	0	0	0.5
Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus/SB	0	Ö	0	o	0	0	0	0	0	0	0	0	0

Stonefield Engineering & Design, LLC 92 Park Avenue, Rutherford, NJ 07070

201.340.4468 t. 201.340.4472 f.

Intersection of East Main Street (E/W) and Westerly Site Driveway (N/S) Mendham, Morris County, New Jersey Saturday, March 9, 2019

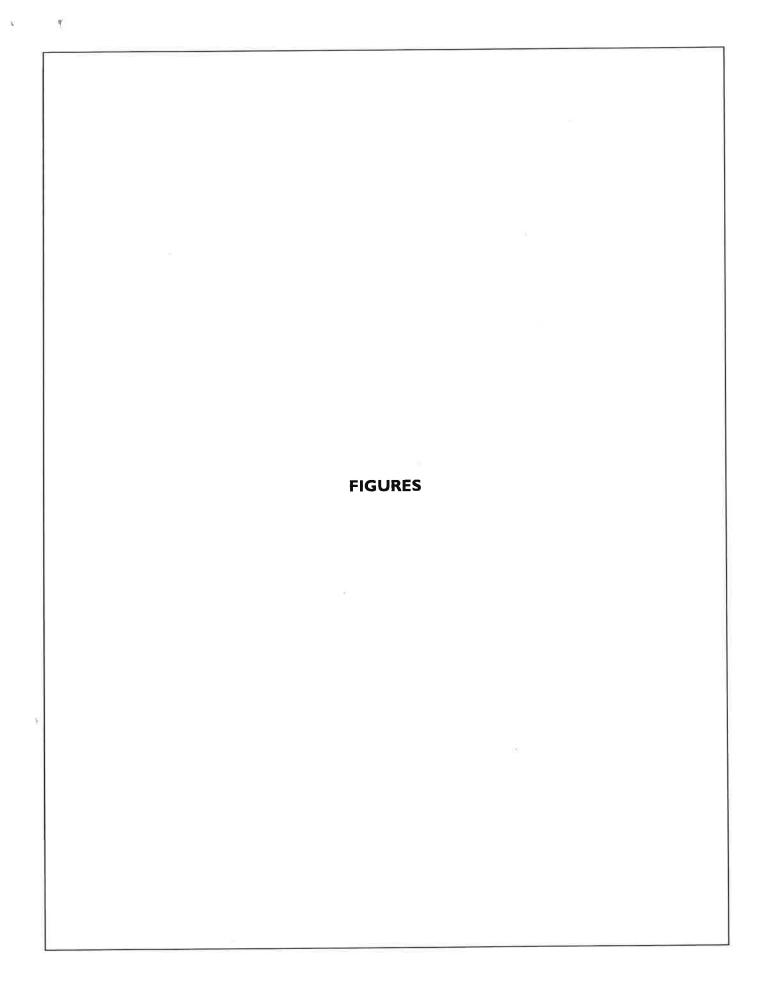
File Name: Not Named 2

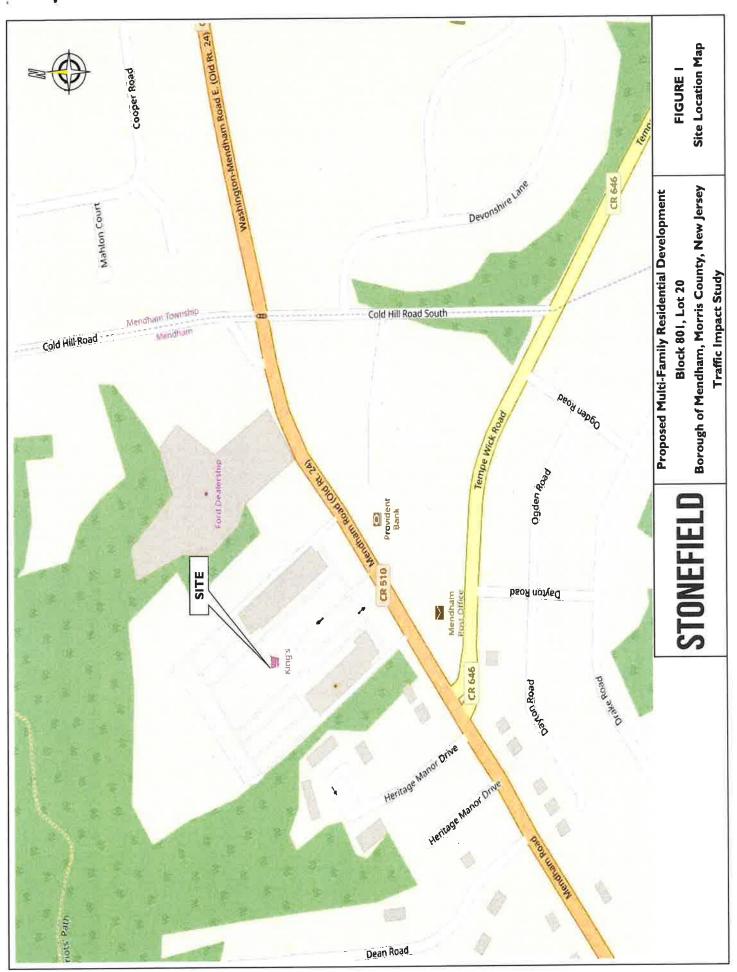
Site Code : 00018203 Start Date: 3/9/2019

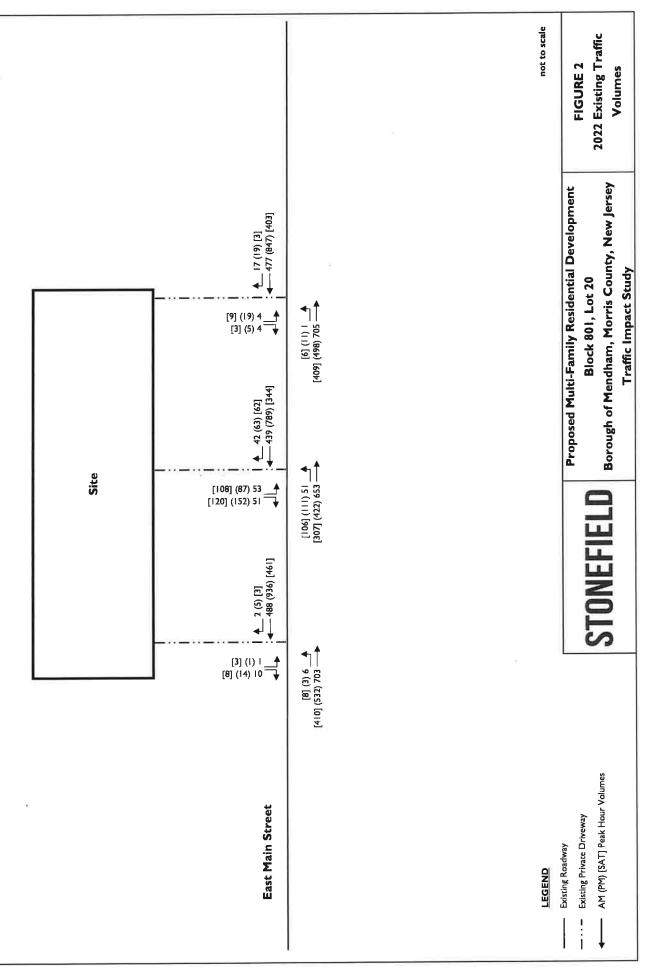
Page No : I

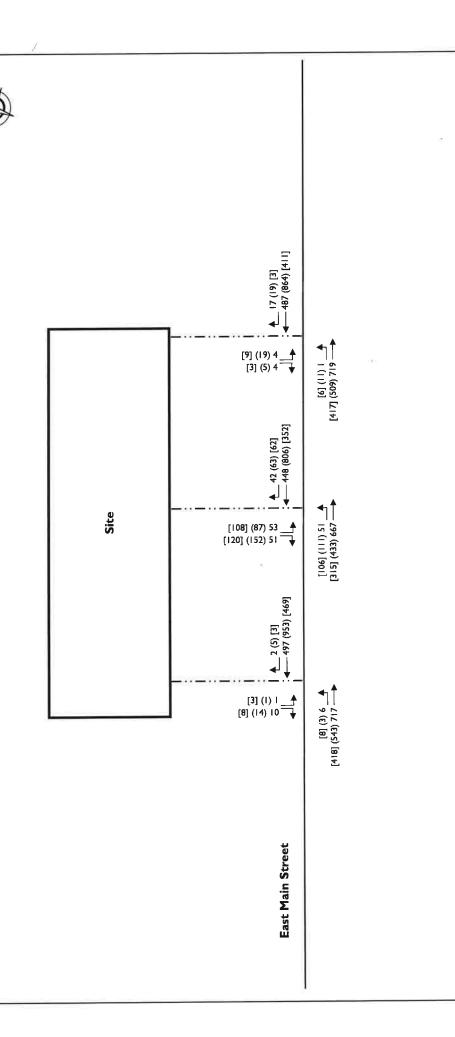
		East Main	Street			East Mair	Street		We		e Drivew	ay	
		Eastbo	und			Westb				Southb			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	4	81	0	85	0	87	4	91	0	0	3	3	179
H:15 AM	2	81	0	83	0	75	4	79	0	0	I	1	163
11:30 AM	4	113	0	117	0	105	5	110	0	0	4	4	231
11:45 AM	2	89	0	91	0	119		120		0	0	1	212
Total	12	364	0	376	0	386	14	400	1	0	8	9	785
12:00 PM	4	102	0	106	0	110	1	ш	1	0	3	4	221
12:15 PM	0	98	0	98	0	97	I	98	1	0	5	6	202
12:30 PM	2	109	0	111	0	123	0	123	0	0	0	0	234
12:45 PM	2	98	0	100	0	81	0	81	00	0	4	4	185
Total	8	407	0	415	0	411	2	413	2	0	12	14	842
01:00 PM	0	86	0	86	0	122	0	122	0	0	l	I T	209
01:15 PM	1	103	0	104	0	108	2	110	0	0	5	5	219
01:30 PM	1	110	0	111	0	99	0	99	0	0	2	2	212
01:45 PM	2	77	0	79	0	125	0	125	I	0	2	3	207
Total	4	376	0	380	0	454	2	456	Į,	0	10	П	847
Grand Total	24	1147	0	1171	0	1251	18	1269	4	0	30	34	2474
Apprch %	2	98	0		0	98.6	1.4		8.11	0	88.2		
Total %	1	46.4	0	47.3	0	50.6	0.7	51.3	0.2	0	1.2	1.4	
Auto	24	1141	0	1165	0	1243	18	1261	4	0	30	34	2460
% Auto	100	99.5	0	99.5	0	99.4	100	99.4	100	0	100	100	99.4
HV	0	6	0	6	0	8	0	8	0	0	0	0	14
% HV	0	0.5	0	0.5	0	0.6	0	0.6	0	0	0	0	0.6
Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0

		East Mair				East Mair			We	•	e Drivew	ay	
		Eastbo	ound			Westb	ound			South	ound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:0	0 AM to 01:45 F	M - Peak I o	f I										
Peak Hour for Entire I	ntersection	Begins at I	1:45 AM					.00				v.	
11:45 AM	2	89	0	91	0	119	l	120	I	0	0	1	212
12:00 PM	4	102	0	106	0	110	1	111	I	0	3	4	221
12:15 PM	0	98	0	98	0	97	1	98	I	0	5	6	202
12:30 PM	2	109	0	111	0	123	0	123	0	0	0	0	234
Total Volume	8	398	0	406	0	449	3	452	3	0	8	11	869
% App. Total	2	98	0		0	99.3	0.7		27.3	0	72.7		
PHF	.500	.913	.000	.914	.000	.913	.750	.919	.750	.000	.400	.458	.928
Auto	8	397	0	405	0	445	3	448	3	0	8	11	864
% Auto	100	99.7	0	99.8	0	99 .1	100	99.1	100	0	100	100	99.4
HV	0	1	0	1	0	4	0	4	0	0	0	0	5
% HV	0	0.3	0	0.2	0	0.9	0	0.9	0	0	0	0	0.6
Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus/SB	0	0	0	0	0	0	0	0	0	0	0	0	0









AM (PM) [SAT] Peak Hour Volumes

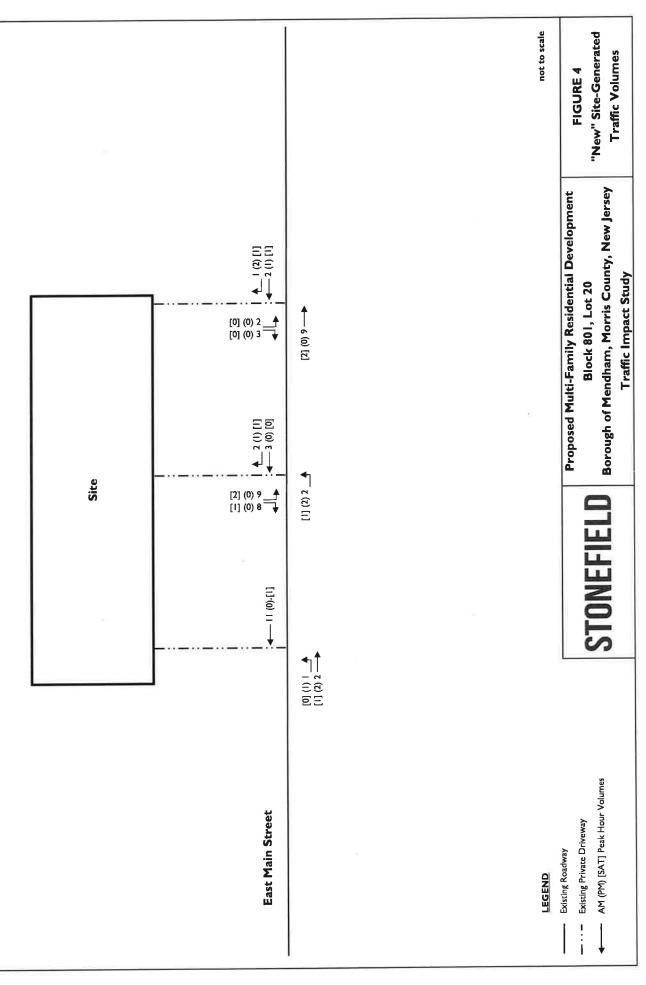
Existing Private Driveway **Existing Roadway** LEGEND

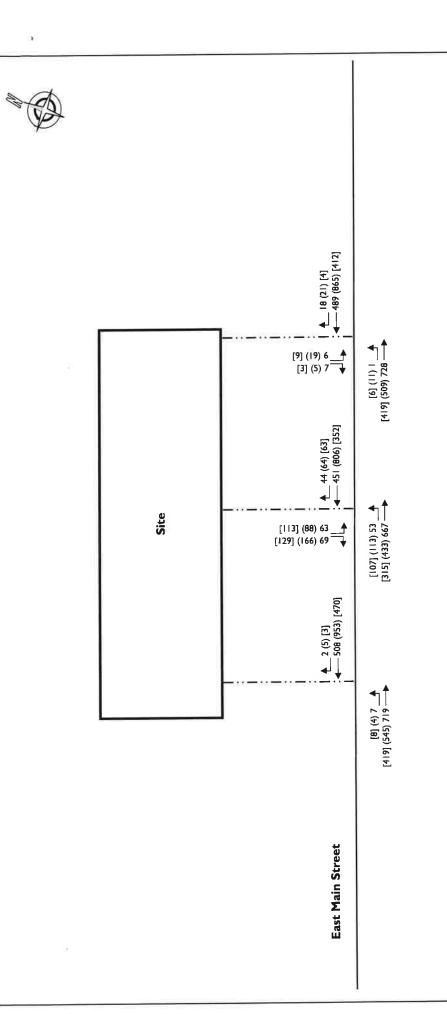
Borough of Mendham, Morris County, New Jersey Proposed Multi-Family Residential Development Traffic Impact Study Block 801, Lot 20

2024 No-Build Traffic FIGURE 3

not to scale

Volumes





AM (PM) [SAT] Peak Hour Volumes

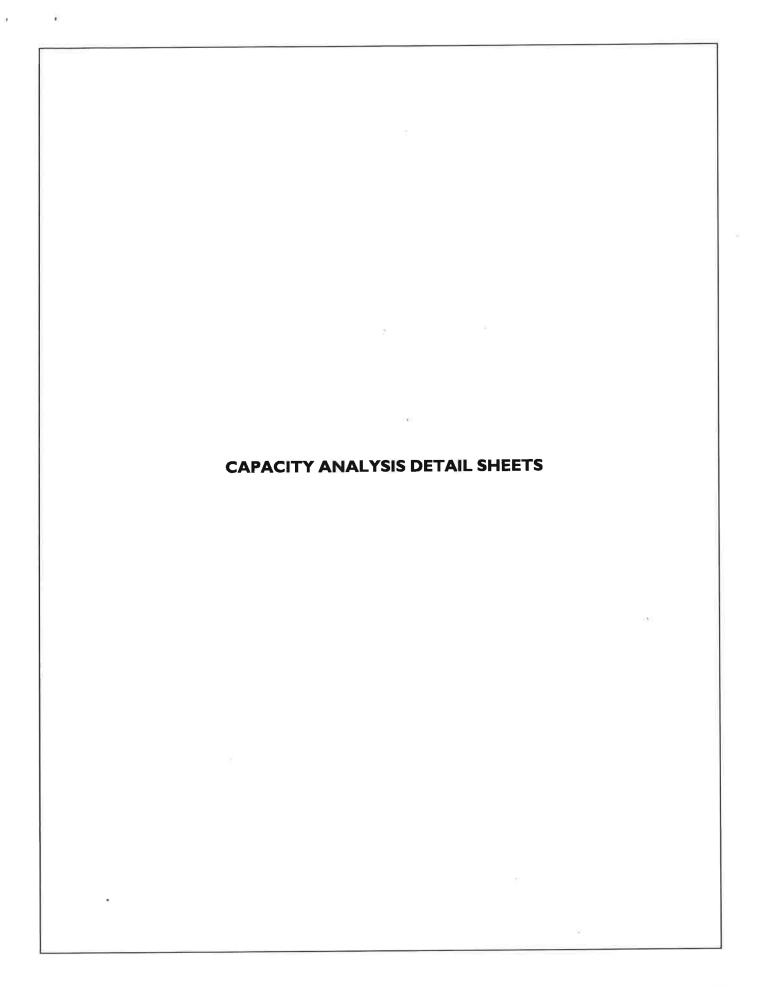
Existing Private Driveway **Existing Roadway** LEGEND

Proposed Multi-Family Residential Development Block 801, Lot 20

Borough of Mendham, Morris County, New Jersey 2024 Build Traffic Volumes Traffic Impact Study

FIGURE 5

not to scale



Intersection	SUL :		8 FW 1	i 1 2	1281	12.90
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LOL	र्स	1	TION	M	ODIN
Traffic Vol, veh/h	6	703	488	2	1	10
Future Vol, veh/h	6	703	488	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		The second second	1166	None	Otop	None
Storage Length		HONE		-	0	-
Veh in Median Storage,	# -	0	0		0	
Grade, %	<i>m</i> -	0	0		0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	5	0	0	0
Mymt Flow	6	725	503	2	1	10
MALLE		120	000		-	
	Najor1		Major2		Minor2	
Conflicting Flow All	505	0	090	0	1241	504
Stage 1		•			504	V
Stage 2		•		-	737	
Critical Hdwy	4.1			141	5.1	4.5
Critical Hdwy Stg 1	·	•	-	•	5.4	-
Critical Hdwy Stg 2				•	5.4	Thus,
Follow-up Hdwy	2.2	<u>∺</u>	-	; →):	3.5	3.3
Pot Cap-1 Maneuver	1070			-0	305	726
Stage 1	-	*		: €0	611	
Stage 2		off the		100 30	477	-0.77
Platoon blocked, %		-	×	-		
	1070		#1		302	726
Mov Cap-2 Maneuver	-	-	#	:=:	302	
Stage 1	1	-		- 0	606	
Stage 2	783	-	#	340	477	***
Approach	EB	31 p	WB		SB	N Wa
HCM Control Delay, s	0.1		0	THE STATE	10.7	
HCM LOS	0.1		v		В	_
TOW LOO	.70					H
					Ve and	
Minor Lane/Major Mvmt	i .	EBL	EBT	WBT		SBLn1
Capacity (veh/h)		1070	VE :		10.5	644
HCM Lane V/C Ratio		0.006			-	0.018
HCM Control Delay (s)		8.4	0		31.3	10.7
			٨			D
HCM Lane LOS HCM 95th %tile Q(veh)		A 0	Α -			0.1

Intersection	With	Wilet	Tiv.	- DÉ a	s wif		
Int Delay, s/veh	1.6						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		स	1>		ሻ	7	
Traffic Vol, veh/h	51	653	439	42	53	51	
Future Vol, veh/h	51	653	439	42	53	51	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None		None	1 °-	None	7. 3
Storage Length	-	-		-	0	0	
Veh in Median Storage,	# -	0	0	10 1	0		"
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	97	97	97	97	97	97	
Heavy Vehicles, %	0	2	5	0	0	0	
Mymt Flow	53	673	453	43	55	53	
Major/Minor N	Najor1	W 17	Major2	TE. O	Minor2		
Conflicting Flow All	496	0	372	0		475	
Stage 1			1.7		475		
Stage 2			-		779	-	
Critical Hdwy	4.1	- 16-		4 3	5.1	4.5	
Critical Hdwy Stg 1			7.		5.4	-	
Critical Hdwy Stg 2	H. 84		8.5		5.4		7
Follow-up Hdwy	2.2		3.93		3.5	3.3	
Pot Cap-1 Maneuver	1078				301	743	
Stage 1		-			630	-	
Stage 2	-		T/e	172	456	LÉ.	1
Platoon blocked, %		-	5=				
Mov Cap-1 Maneuver	1078		150		277	743	
Mov Cap-2 Maneuver		-			277		
Stage 1	-				580	44.	
Stage 2	:=:	-	(*		456		
					THE		
Annmach	EB		WB		SB		
Approach	0.6		0		15.8		
HCM Control Delay, s HCM LOS	0.0		U		13.6 C		
HOIVI LOS					U	. 1010	
Minor Lane/Major Mvm		EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		1078	·	-	•	277	743
HCM Lane V/C Ratio		0.049	-		-	0.197	
HCM Control Delay (s)	inges.	8.5	0		- 9	21.2	10.2
HCM Lane LOS		Α	Α		- 1	С	В
HCM 95th %tile Q(veh)		0.2	-			0.7	0.2

Intersection	0.00				3/5	
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	- Indiana	र्स	þ		W	
Traffic Vol, veh/h	1	705	477	17	4	4
Future Vol, veh/h	1	705	477	17	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		- Otop	
Storage Length		110110	_	110110	0	THORIC
Veh in Median Storage	# -	0	0		0	
Grade, %	-	0	0	-	0	
	97	97	97	97	97	97
Peak Hour Factor	0	2	5	0	0	0
Heavy Vehicles, %				18	4	4
Mymt Flow	1	727	492	10	4	14
Major/Minor I	Major1		Major2		Minor2	
Conflicting Flow All	510	0		0	1230	501
Stage 1			-		501	-
Stage 2		-			729	12
Critical Hdwy	4.1				5.1	4.5
Critical Hdwy Stg 1			-	-	5.4	-
Critical Hdwy Stg 2	7 3				5.4	
Follow-up Hdwy	2.2	_		9	3.5	3.3
Pot Cap-1 Maneuver	1065				309	727
Stage 1	1005		1074	-	613	121
	A 11 12	أسد		برفسانسي	481	
Stage 2	-	•			401	2
Platoon blocked, %	4005	_			200	707
Mov Cap-1 Maneuver	1065		1.0	ė	308	727
Mov Cap-2 Maneuver	-			_	308	
Stage 1		, i i i i	15		612	- B
Stage 2	-	-			481	•
Approach	EB	N.	WB		SB	
HCM Control Delay, s	0		0		13.5	
HCM LOS	U		U		В	
HOINI FOS						100
		-		VAID-O	4.4.600.00	001
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1065	10	VL W	هاليين	
HCM Lane V/C Ratio	-6	0.001	-	•	-	0.019
HCM Control Delay (s)		8.4	0		-	13.5
HCM Lane LOS		Α	Α	-	-	В
HCM 95th %tile Q(veh)	0	- 1 -	III &	72.10	0.1
(1000)						

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h	0.2 EBL					
Lane Configurations Traffic Vol, veh/h	FRI					
Lane Configurations Traffic Vol, veh/h		EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h		4	7>		W	
	3	532	936	5	1	14
Future Vol, veh/h	3	532	936	5	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None				
Storage Length	_	-		-	0	-
Veh in Median Storage	# -	0	0	J. 10	0	y si
Grade, %	4.00	0	0		0	
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	0
Mymt Flow	3	585	1029	5	1	15
manuacu.						
	PERSON.		4-10		(A)O	
	Major1		Major2		Minor2	4000
Conflicting Flow All	1034	0	-		1623	1032
Stage 1	-	1 - O			1032	
Stage 2	2	-		¥	591	-
Critical Hdwy	4.1	-		- 1	5.1	4.5
Critical Hdwy Stg 1	- 2	-	•	-	5.4	-
Critical Hdwy Stg 2	-	110			5.4	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	680	-		8	205	464
Stage 1	-	÷		-	347	4
Stage 2					557	2
Platoon blocked, %		÷	-	-		
Mov Cap-1 Maneuver	680		-		204	464
Mov Cap-2 Maneuver	Ē	- 4	-	u u	204	- 2
Stage 1	-			-	345	- 1
Stage 2	•			~	557	2
	Selection of the last					
Annroach	EB	AL SYL	WB	N.A.	SB	W.
Approach			0	-	13.7	
HCM Control Delay, s	0.1	- 17 - 2	U	W-20	13.7 B	2.15
HCM LOS				E37 - W	D	I Ve all
		- 83				-
Minor Lane/Major Mvm	it	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		680				428
HCM Lane V/C Ratio		0.005	-		:(*)	
HCM Control Delay (s)		10.3	0			13.7
HCM Lane LOS		В	Α		(+	В
HCM 95th %tile Q(veh	1	0		1/2		0.1

Intersection	No.	us di		RIKUAS		Title	
Int Delay, s/veh	4.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	الريال
Lane Configurations		4	1>	-	4	7	
Traffic Vol, veh/h	111	422	789	63	87	152	
Future Vol, veh/h	111	422	789	63	87	152	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None		None		0.001093000	. 1
Storage Length	-		-	•	0	50	
Veh in Median Storage,	# -	0	0	-	0	2	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	0	1	1	0	0	0	
Mymt Flow	117	444	831	66	92	160	
Major/Minor M	ajor1		Major2	7,124	Minor2	v B. IR	
Conflicting Flow All	897	0		0	1542	864	
Stage 1	-				864	EYE	
Stage 2	-	-		2	678		
Critical Hdwy	4.1	- 2	100	100	5.1	4.5	
Critical Hdwy Stg 1		- 4	-	2	5.4	-	
Critical Hdwy Stg 2	1		-		5.4	-	
Follow-up Hdwy	2.2	¥	-	2	3.5	3.3	
Pot Cap-1 Maneuver	765			o le A	223	536	
Stage 1	-	-	-	-	416	×	
Stage 2					508	1.8	77
Platoon blocked, %		9	-	*			
Mov Cap-1 Maneuver	765			2	178	536	
Mov Cap-2 Maneuver			÷	3	178	-	
Stage 1	813		ě	1 7	332	-	
Stage 2	-	•	-		508	- Tal	
Approach	EB		WB		SB		153
HCM Control Delay, s	2.2		0		25.6		
HCM LOS	2.2				D		
TOTAL COO						700	
Process of the second s		mm.	(pm en. m)	1.000	1 A (m) m	on!	001-0
Minor Lane/Major Mvmt	4.18	EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		765				178	536
HCM Lane V/C Ratio		0.153	-			0.514	
HCM Control Delay (s)		10.6	0		•	44.9	14.5
HCM Lane LOS		В	Α			2.6	1.2
HCM 95th %tile Q(veh)		0.5	-	-		2.0	1.2

Intersection		100	JT .5	#15	'الحرق	
Int Delay, s/veh	0.4					
	EBL	EBT	WBT	WBR	SBL	SBR
Movement	EBL			VVDI		JON
Lane Configurations	44	4	^	40	Y	
Traffic Vol, veh/h	11	498	847	19	19	5
Future Vol, veh/h	11	498	847	19	19	5
Conflicting Peds, #/hr	_ 0	0	_ 0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	600	None	-			
Storage Length	-		-	•	0	
Veh in Median Storage.		0	0	17 -	0	-
Grade, %		0	0	-	0	
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0
Mymt Flow	12	553	941	21	21	6
Major/Minor N	Major1		Major2	XXX	Minor2	ra Pol
Conflicting Flow All	962	0	-	0	1529	952
Stage 1	302	U	5 1/27	0 20	952	-
Stage 2	الجحسار	S S	12		577	
Critical Hdwy	4.1		-	020	5.1	4.5
	4.1		72		5.4	4.0
Critical Howy Stg 1	The same			1504	5.4	
Critical Howy Stg 2	2.2				3.5	3.3
Follow-up Hdwy	724				226	497
Pot Cap-1 Maneuver	124		1 (6)		378	497
Stage 1				*		
Stage 2	- K 5	3	-	•	566	
Platoon blocked, %	704			•	004	407
Mov Cap-1 Maneuver	724				221	497
Mov Cap-2 Maneuver		•	•	•	221	<u>,</u>)
Stage 1			- 1		369	
Stage 2	*	ě	•	•	566	
		18.			-10	-510
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		21.1	
HCM LOS	U.Z		J		C	
I TOWN LOO						1 8
	//					
Minor Lane/Major Mvm		EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		724				250
HCM Lane V/C Ratio		0.017	-	:=:	=	0.107
HCM Control Delay (s)		10.1	0	*		21.1
HCM Lane LOS		В	Α	940	-	C
HCM 95th %tile Q(veh)		0.1				0.4

Intersection		7.7	With the	Way W	SE TO	
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LUL	4	T _a	NI-IN	W	ODIT
Traffic Vol, veh/h	8	410	461	3	3	8
Future Vol, veh/h	8	410	461	3	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	riec		1166	None	Olop	None
Storage Length	100	-		THORIC	0	-
Veh in Median Storage,	# -	0	0		0	
Grade, %	# -	0	0		0	محمصر
Peak Hour Factor	93	93	93	93	93	93
	0	0	1	0	0	0
Heavy Vehicles, %	9	441	496	3	3	9
Mvmt Flow	9	441	490	3	3	9
Major/Minor N	lajor1		Major2	ı	Minor2	11.
Conflicting Flow All	499	0	- 1	0	957	498
Stage 1		- 2	- 27		498	6113
Stage 2	-		-		459	
Critical Hdwy	4.1	2			5.1	4.5
Critical Hdwy Stg 1				-	5.4	-
Critical Hdwy Stg 2		E 17 128/			5.4	
Follow-up Hdwy	2.2		2	-	3.5	3.3
	1075		-		407	729
Stage 1	1010	-	72	_	615	
Stage 2	TO 6		1		641	
Platoon blocked, %		200	72		J11	
	1075				403	729
Mov Cap-1 Maneuver	10/3		-		403	123
					608	
Stage 1	_	980	IV.		641	
Stage 2	-	-			041	
	70.0	(F)	40.0		LITTLE D	
Approach	EB		WB		SB	No.
HCM Control Delay, s	0.2		0		11.2	
HCM LOS					В	
		757		110		
		mo		1 A Pro-re-	MOD	ODI -4
Minor Lane/Major Mymt		EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1075			0.0	597
HCM Lane V/C Ratio		0.008	-	*		0.02
HCM Control Delay (s)		8.4	0		-	11.2
		Α	Α	-	-	В
HCM Lane LOS HCM 95th %tile Q(veh)		0				0.1

Intersection	mens.			4.04	855N		100 E
Int Delay, s/veh	4.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	f)	1,51	ሻ	7	
Traffic Vol, veh/h	106	307	344	62	108	120	
Future Vol, veh/h	106	307	344	62	108	120	
Conflicting Peds, #/hr	0	0	0	0	0	0	THE S
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-			None		None	200
Storage Length	_	-	_	-	0	0	
Veh in Median Storage	# -	0	0	1000	0		
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	1	0	0	0	
Mymt Flow	114	330	370	67	116	129	
MANUEL ION	117	000	010		, 10	120	
Event welling			VALUE V				
	Najor1		Major2		/linor2	12nana	100
Conflicting Flow All	437	0	78	0	962	404	
Stage 1	-			100 81	404		
Stage 2	*	*	.=:	*	558	(•)	
Critical Hdwy	4.1		1.4		5.1	4.5	
Critical Hdwy Stg 1	- 2	-	343	₩ :	5.4	3.40	
Critical Hdwy Stg 2	-			-	5.4		
Follow-up Hdwy	2.2	-			3.5	3.3	
Pot Cap-1 Maneuver	1134		-	1 2	405	788	
Stage 1		-	-	2	679	(€)	
Stage 2		2		-	577		
Platoon blocked, %		2	•	-	120000		
Mov Cap-1 Maneuver	1134		1.0		355	788	
Mov Cap-2 Maneuver	-	-		12	355		
Stage 1		-		21	595	-	
Stage 2		2		•	577	•	
-d . Ten - w		11	SILV			0.0	
Approach	EB	ell at	WB		SB	e Fr	. J.
HCM Control Delay, s	2.2		0	7 -1	15		
HCM LOS					C		
WHE IS TO SE			Service	5/fi	3013		
Minor Lane/Major Mvm		EBL	EBT	WBT	WRR	SBLn1 S	Bl n2
					MEN	355	788
Capacity (veh/h)		1134		V C (#)	-	0.327	
HCM Castrol Dalay (a)		0.101	0			20	10.5
HCM Lang LOS		8.5	A	3)		C	В
HCM Lane LOS		A	A	-		1.4	0.6
HCM 95th %tile Q(veh)		0.3	-	-		1,4	0.0

Intersection	2.4	Co. St.			25	ry a
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	B		M	
Traffic Vol, veh/h	6	409	403	3	9	3
Future Vol, veh/h	6	409	403	3	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	12	None	-	None		None
Storage Length		-		76:	0	-
Veh in Median Storage,	# -	0	0		0	- T-
Grade, %	4	0	0	12	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mymt Flow	6	431	424	3	9	3
Major/Minor N	Major1	(E 5	Major2		Vinor2	
Conflicting Flow All	427	0	-	0	869	426
Stage 1	721				426	-
Stage 2	1/2	-	-	-	443	-
Critical Hdwy	4.1	-		-	5.1	4.5
Critical Hdwy Stg 1			-	-	5.4	-
Critical Hdwy Stg 2				18,10	5.4	are ex
Follow-up Hdwy	2.2	-		174	3.5	3.3
Pot Cap-1 Maneuver	1143				445	774
Stage 1	-				663	
Stage 2				-	651	-W 3-5
Platoon blocked, %	- 0			-	001	
Mov Cap-1 Maneuver	1143	بأسما			442	774
	1143		2	0 0	442	12.0
Mov Cap-2 Maneuver Stage 1	1 7				658	
	-				651	mounin.
Stage 2		-		-	031	_
Approach	EB	18 m	WB	30111	SB	
HCM Control Delay, s	0.1		0		12.5	
HCM LOS					В	
						J. 1
Minor Lane/Major Mvm	it	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1143			-	
HCM Lane V/C Ratio		0.006	_		_	0.026
HCM Control Delay (s)	Wat !	8.2	0	ME.	-	12.5
HCM Lane LOS		Α	A	*		В
HCM 95th %tile Q(veh))	0	i olid		5 j.	0.1
	AV.					

Intersection			100	110		
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	EUL	4	4	TIDIT	M	OBIT
Traffic Vol, veh/h	6	717	497	2	1	10
Future Vol, veh/h	6	717	497	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	LIEE		riee -	None	July -	
Storage Length		NOILE		140116	0	-
Veh in Median Storage,		0	0	THE ST	0	113
Grade, %	# 7	0	0		0	-
Peak Hour Factor	97	97	97	97	97	97
	0	2	5	0	0	0
Heavy Vehicles, % Mvmt Flow	6	739	512	2	1	10
MVMI FIOW	0	139	DIZ	2		10
Major/Minor N	Najor1		Major2		Minor2	10
Conflicting Flow All	514	0	-	0	1264	513
Stage 1			- 8	1 1 1 2	513	
Stage 2	-	·	*	4	751	
Critical Hdwy	4.1	3	III Ve	14	5.1	4.5
Critical Hdwy Stg 1	-		-	ě	5.4	-
Critical Hdwy Stg 2	-			4.8	5.4	
Follow-up Hdwy	2.2	-	i i	#	3.5	3.3
Pot Cap-1 Maneuver	1062			17.0	298	720
Stage 1			ê	÷	605	-
Stage 2	11	10.5	- 3		470	
Platoon blocked, %		-		*		
Mov Cap-1 Maneuver	1062				295	720
Mov Cap-2 Maneuver	-		-	-	295	-
Stage 1	1, N				599	
Stage 2	-			÷	470	
Clayo Z		(EWA)	1		- 10 m	
			77200		-	
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		10.8	
HCM LOS					В	
		gar la	10	-		
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1062		-	-	637
HCM Lane V/C Ratio		0.006	-	- 4	_	0.018
HCM Control Delay (s)	-	8.4	0			
HCM Lane LOS		Α	Α		-	В
HCM 95th %tile Q(veh)	Y	0	12.0			0.1

Intersection	1 18.	165	LIP	5-7	1818	0 "	Y IS
Int Delay, s/veh	1.6						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	483
Lane Configurations		र्स	1 >		ħ	ď	
Traffic Vol, veh/h	51	667	448	42	53	51	
Future Vol, veh/h	51	667	448	42	53	51	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	15-1	None		None		None	
Storage Length	-	·		:(-:	0	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	5	0	0	0	
Mymt Flow	53	688	462	43	55	53	
Material I	Inject		Major?		Minor2		
	Major1		Major2		1278	484	1
Conflicting Flow All	505	0		0	484	404	
Stage 1	•	10.30		-	794		
Stage 2			-	-	5.1	4.5	
Critical Hdwy	4.1				5.4	4.5	
Critical Hdwy Stg 1		*		-	5.4		
Critical Hdwy Stg 2				10,8	3.5	3.3	
Follow-up Hdwy	2.2		-	ini		738	
Pot Cap-1 Maneuver	1070		- 1		294	-	
Stage 1	-	0,0	-	-	624		
Stage 2		7.60			449		
Platoon blocked, %	4070	7.	NOW HE		070	738	
Mov Cap-1 Maneuver	1070	11.36	**	*	270	6,000	
Mov Cap-2 Maneuver	_				270		
Stage 1	-	lie.			574	10.10	
Stage 2	_	12	-		449	(*)	-
	11		= 124	STATE OF		Telo	
Approach	EB	, E. P. L.	WB	0	SB	100	- 24
HCM Control Delay, s	0.6		0	MI	16.1		
HCM LOS					C		
				W 0.0			L 5
			P 10 10 10 10 10 10 10 10 10 10 10 10 10	1100	MODE	OD)	ODIO
Minor Lane/Major Mvm	t.	EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		1070		LT :	Turks	270	738
HCM Lane V/C Ratio		0.049		- 7	5	0.202	
HCM Control Delay (s)		8.5	0			21.7	10.3
HCM Lane LOS		Α	Α		75	С	В
HCM 95th %tile Q(veh)	Y.	0.2		-		0.7	0.2

Intersection	91,19	17-17	Mili	9615		
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		स	ĵ.		M	
Traffic Vol, veh/h	1	719	487	17	4	4
Future Vol, veh/h	1	719	487	17	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-			None	en el	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	5	0	0	0
Mvmt Flow	1	741	502	18	4	4
MALLICIA	The Life	171	302	10		
	fajor1	- 9	Major2		Minor2	000
Conflicting Flow All	520	0	+	0	1254	511
Stage 1	u"-i			300	511	
Stage 2	-	(#0		:•:	743	*
Critical Hdwy	4.1				5.1	4.5
Critical Hdwy Stg 1	-	(#0	*	0.00	5.4	
Critical Hdwy Stg 2	11.0	4		0.00	5.4	1 3
Follow-up Hdwy	2.2	5#5			3.5	3.3
Pot Cap-1 Maneuver	1056				301	721
Stage 1	4) -	v	0)€:	606	
Stage 2	-	-			474	
Platoon blocked, %			-	0=1		
Mov Cap-1 Maneuver	1056	166		300	300	721
Mov Cap-2 Maneuver	-		-	-	300	-0.70
Stage 1	-				605	
Stage 2	2		4	-	474	*
Stage 2			March 1		-Wi	50
		0 11	12-16			
Approach	EB		WB	1018	SB	way.
HCM Control Delay, s	0		0		13.7	
HCM LOS					В	
Minor Lane/Major Mvm		EBL	EBT	WBT	WBR	SRI n1
		1056		M.S.II	-	SCHOOL SECTION
Capacity (veh/h) HCM Lane V/C Ratio	-1-	0.001		-		
		8.4	0			
HCM Control Delay (s)		6.4 A	A			В
HCM Lane LOS	2	0	A -			7001124
HCM 95th %tile Q(veh)		U				0.1

Intersection	pt 17	3,511	N. pa		filh	174
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	and the last	स	1>		W	- College
Traffic Vol, veh/h	3	543	953	5	1	14
Future Vol, veh/h	3	543	953	5	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	_		None		None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# -	0	0	971	0	
Grade, %	15	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	0
Mymt Flow	3	597	1047	5	1	15
MAILIFIOM	J	331	IOTI	5		10
Major/Minor M	lajor1	4 - 4	Major2		Vinor2	
Conflicting Flow All	1052	0	-	0	1653	1050
Stage 1						100
Stage 2	-	*	-		603	-
Critical Hdwy	4.1			0.175	5.1	4.5
Critical Hdwy Stg 1	-			-	5.4	-
Critical Hdwy Stg 2	-	a ny	:*:		5.4	
Follow-up Hdwy	2.2	-		-	3.5	3.3
Pot Cap-1 Maneuver	669				199	457
Stage 1	- Malaka	-		_	340	-
Stage 2	117	n ki			550	
Platoon blocked, %		-	3.00			
Mov Cap-1 Maneuver	669	I I I I	10.0	-	198	457
Mov Cap-2 Maneuver	-		-		198	
Stage 1	-	l l			338	
Stage 2	-	-			550	
Stage 2		253400		-9.1	000	
Name of Street, or other Designation of the last of th	1531					90,011
Approach	EB		WB	Wa Ma	SB	erv.
HCM Control Delay, s	0.1		0		13.9	
HCM LOS					В	
		77.5				
No. of the Control of		EDI	EDT	VAIDT	WDD	SBLn1
Minor Lane/Major Mvmt		EBL	EBT	WBT		- Annual Control of the Control of t
CONTRACTOR OF THE PARTY OF THE		669	-			420
Capacity (veh/h)				-	-	0.039
HCM Lane V/C Ratio		0.005	-			40.0
HCM Lane V/C Ratio HCM Control Delay (s)		10.4	0			13.9
HCM Lane V/C Ratio						13.9 B 0.1

Intersection	a'	No. L	1813	KE S	g 8 El	1	anige.
Int Delay, s/veh	4.6						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	imilities
Lane Configurations		4	ĵ»		7	7	
Traffic Vol, veh/h	111	433	806	63	87	152	
Future Vol, veh/h	111	433	806	63	87	152	
Conflicting Peds, #/hr	0	0	0	Ó	0	0	T IVI
	Free	Free	Free	Free	Stop	Stop	
RT Channelized		and the second		The same of the sa		None	
Storage Length		INCHIORAGE AND			0	50	
Veh in Median Storage,	# -	0	0		0		
Grade, %	_	0	0		0		
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	0	1	1	0	0	0	
Mymt Flow	117	456	848	66	92	160	'n.
0.							
Major/Minor Major/Minor	ajor1	CLES I	Major2		Minor2	W.S.	ALC: N
Conflicting Flow All	914	0	-	0	1571	881	
Stage 1				(6)	881	-	- X
Stage 2		: •:			690		
Critical Hdwy	4.1				5.1	4.5	lo i
Critical Hdwy Stg 1	*	:€:	*	•	5.4	-	
Critical Hdwy Stg 2	. 4	, se/			5.4	-55	
Follow-up Hdwy	2.2	(*)	-		3.5	3.3	
Pot Cap-1 Maneuver	754	(*)	10-		217	529	
Stage 1	4	/ / €1			408	-	
Stage 2		4	1 4 4		502		
Platoon blocked, %		:	-	Ψ.			
Mov Cap-1 Maneuver	754		ET.		172	529	
Mov Cap-2 Maneuver	-	*	-	-	172		
Stage 1		12	X		323		
Stage 2	22	: 4			502		
			J				
Approach	EB	4.7	WB	1 2 3	SB	1 14	
HCM Control Delay, s	2.2		0		26.6	100	
HCM LOS	L.E		J		D		
	113	844	i e		N.		
Annual Calvaria Company	No. of Contrast	EQ)	EDT	MPT	WIPP	SBLn1	SBI n2
Minor Lane/Major Mvmt	8 10	EBL	EBT	WBT	Maritin Springer	COLUMN TOTAL	Control of the last of the las
Capacity (veh/h)	18	754	, kie			172 0.532	529
HCM Lane V/C Ratio		0.155	-			47.5	14.7
HCM Control Delay (s)	-100	10.6	0			47.5 E	14.7 B
HCM Lane LOS		В	Α			2.7	1.3
HCM 95th %tile Q(veh)		0.5				2.1	1.0

Intersection		100		771		1145
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		स	f)		Y	
Traffic Vol, veh/h	11	509	864	19	19	5
Future Vol., veh/h	11	509	864	19	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	1 3	None	700	None
Storage Length	-		-		0	-
Veh in Median Storage	,# -	0	0	1	0	
Grade, %	-	0	0		0	12
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0
Mymt Flow	12	566	960	21	21	6
Major/Minor I	Major1		Major2		Minor2	J. W. L
THE PARTY OF THE P	981	0	viajuiz -	0	1561	971
Conflicting Flow All	981	U	-	-	971	9/1
Stage 1 Stage 2	-		-	111.11	590	
	4.1	72	-		5.1	4.5
Critical Hdwy	4.1			-	5.4	4.5
Critical Hdwy Stg 1		The same			5.4	
Critical Hdwy Stg 2	2.2	- 0			3.5	3.3
Follow-up Hdwy	712	11100	-		219	489
Pot Cap-1 Maneuver		31	-		370	405
Stage 1		76			558	
Stage 2 Platoon blocked, %		L AG	-		550	
Mov Cap-1 Maneuver	712				214	489
					214	-103
Mov Cap-2 Maneuver					361	NITE.
Stage 1		= 178	-		558	
Stage 2				أسرا	330	- 5
				- B.V		
Approach	EB		WB	200	SB	
HCM Control Delay, s	0.2		0		21.7	
HCM LOS					С	
					13	
Minor Lane/Major Mvm	ıt .	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	"	712	ED!	1101	YVDIX	242
HCM Lane V/C Ratio	1111	0.017		NAME OF THE PERSON NAME OF THE P	-	0.11
HCM Control Delay (s)		10.1	0		9	
HCM Lane LOS	1100	В	A	=	-	C
HCM 95th %tile Q(veh)		0.1	^	THE LINE		0.4
LIDIN DOUT MAIG ON ACIT		0.1		0.00	167	J. T

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	- Tales	स	λ		M	301
Traffic Vol, veh/h	8	418	469	3	3	8
Future Vol, veh/h	8	418	469	3	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	1100	570	Ciop	None
Storage Length	-	-	-	-	0	
Veh in Median Storage,		0	0		0	1 5 1
Grade, %		0	0		0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mymt Flow	9	449	504	3	3	9
MALIFERION	9	773	304	J	J	J
Major/Minor N	/lajor1		Major2		Minor2	Sup.
Conflicting Flow All	507	0	-	0	973	506
Stage 1	J. 3		1		506	
Stage 2		1	-	-	467	-
Critical Hdwy	4.1	100	-		5.1	4.5
Critical Hdwy Stg 1	-			-	5.4	-
Critical Hdwy Stg 2	11-0				5.4	
Follow-up Hdwy	2.2				3.5	3.3
Pot Cap-1 Maneuver	1068			-	401	724
Stage 1	-	-		- 2	610	-
Stage 2			-	2	635	Val
Platoon blocked, %						
Mov Cap-1 Maneuver	1068		- 3		397	724
Mov Cap-2 Maneuver	1000			2	397	1200
Stage 1					603	
Stage 2	-		- 1		635	-
Staye Z	(3)				000	شيرية
E - VAR OL AV.		VIU.U				
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		11.2	
HCM LOS					В	
		75				
Ninest and Males Alien		COL	EBT	WBT	MOD	SBLn1
Minor Lane/Major Mym		EBL	_	_	_	
Capacity (veh/h)	T.	1068	-		-	591
HCM Lane V/C Ratio		0.008	-	-		0.02
HCM Control Delay (s)	671	8.4	0			11.2
HCM Lane LOS		A	Α	-	_	В
HCM 95th %tile Q(veh)		0				0.1

Intersection	N TE		100	1,21		5 5	13191
Int Delay, s/veh	4.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	is 54.8
Lane Configurations		स	1		19	7	
Traffic Vol, veh/h	106	315	352	62	108	120	
Future Vol, veh/h	106	315	352	62	108	120	
Conflicting Peds, #/hr	0	0	0	0	0	Ô	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	-	None	-	None	
Storage Length	-		-	-	0	0	
Veh in Median Storage,	# -	0	0	NA INC.	0		
Grade, %		0	0		0	-	
Peak Hour Factor	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	1	0	0	0	
Mvmt Flow	114	339	378	67	116	129	14.5
Major/Minor N	Najor1		Major2		Minor2	N 274	r day
Conflicting Flow All	445	0	-	0	979	412	
Stage 1					412		
Stage 2	-		-	_	567	-	
Critical Hdwy	4.1	N 10-			5.1	4.5	
Critical Hdwy Stg 1	-	·	12	-	5.4	-	
Critical Hdwy Stg 2			-		5.4		
Follow-up Hdwy	2.2	-		2	3.5	3.3	
Pot Cap-1 Maneuver	1126		-		398	783	
Stage 1	2			¥	673	-	
Stage 2	7 3	1,12		=	572		
Platoon blocked, %		=		-			
Mov Cap-1 Maneuver	1126	-	13		348	783	
Mov Cap-2 Maneuver	-	-		Ť	348	-	
Stage 1			120		589		
Stage 2	-	Ē.	-	¥	572	14	
THE PARTY OF	11,75	N. W.	7		mark.		
Approach	EB	, m-	WB		SB		F7 14
HCM Control Delay, s	2.2		0		15.2	H, ey	
HCM LOS	£				C		
						W.	-11/1
Mary Land Major Live		EDI	EBT	MDT	MPP	SBLn1	2RI n2
Minor Lane/Major Mvm	l .	EBL	_	WBT	_		783
Capacity (veh/h)		1126	-	-	XIII W	0.334	
HCM Lane V/C Ratio	No.	0.101	- 0			20.4	10.5
HCM Control Delay (s)		8.6	A			20.4 C	10.5 B
HCM Lane LOS HCM 95th %tile Q(veh)		0.3	Α -			1241174	0.6
HOW SOUT MUTE CE(Ven)		0.3			- 100	107	0.0

Intersection	WE.	3	5, 86			Maria.
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		લ	1		M	
Traffic Vol, veh/h	6	417	411	3	9	3
Future Vol, veh/h	6	417	411	3	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- 100	1777	- 100		Ciop	None
Storage Length		-	0.81	-	0	110110
Veh in Median Storage,	# -	0	0		0	
Grade, %		. 0	0		0	540
Peak Hour Factor	95	95	95	95	95	95
	0	0	1	0	0	0
Heavy Vehicles, %			433	3	9	3
Mvmt Flow	6	439	433	3	9	3
Major/Minor M	lajor1	1	Major2	M	Minor2	
Conflicting Flow All	436	0	:=	0	886	435
Stage 1			-		435	
Stage 2	-	8	(e	2	451	
Critical Hdwy	4.1		176		5.1	4.5
Critical Hdwy Stg 1	_	-	-	-	5.4	
Critical Hdwy Stg 2	10	15 15	-		5.4	
Follow-up Hdwy	2.2	u v	141	-	3.5	3.3
	1134		14		437	768
Stage 1	-	- 2	141	-	657	-
Stage 2	TI VI	9	N/A		646	
Platoon blocked, %					010	
	1134			71.0	434	768
					434	700
Mov Cap-2 Maneuver		_	_			
Stage 1	-	10.00		-	652	-
Stage 2		į	-	-	646	•
No. of Concession, Name of Street, or other Persons, Name of Street, or other Persons, Name of Street, Name of	15	T.				31175
Approach	EB	30	WB		SB	
HCM Control Delay, s	0.1	1700	0		12.6	199
HCM LOS					В	
	100	-			أنية	
Z W INCH S CONTRACT CONTRACT		EDI	has her and	- VAVPATE	MES	001 4
Minor Lane/Major Mvmt	0	EBL	EBT	WBT		SBLn1
Capacity (veh/h)		1134	-		•	487
HCM Lane V/C Ratio		0.006	-		-	0.026
HCM Control Delay (s)		8.2	0		-	12.6
HCM Lane LOS		Α	Α	:#5		0.1
HCM 95th %tile Q(veh)		0				

Intersection	9.8 F		10 T	A or	S 741	411
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1>		7	
Traffic Vol, veh/h	7	719	508	2	0	0
Future Vol, veh/h	7	719	508	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	A STATE OF THE PARTY OF THE PAR		None	-	None
Storage Length	_	_	140	110/110	0	
Veh in Median Storage,	# -	0	0	1535	Ó	
Grade, %	# -	0	0	-	0	-
	97	97	97	97	97	97
Peak Hour Factor	200	2	5	0	0	0
Heavy Vehicles, %	0			2	0	0
Mymt Flow	7	741	524		U	U
Major/Minor N	lajor1		Major2		Minor2	11
Conflicting Flow All	526	0		0	1280	-
Stage 1	-		100		525	89.
Stage 2	_			~	755	-
Critical Hdwy	4.1	97		10	5.1	MIT.
Critical Hdwy Stg 1	4.1			-	5.4	-
		uce			5.4	
Critical Hdwy Stg 2				-10-11	3.5	
Follow-up Hdwy	2.2	*				0
Pot Cap-1 Maneuver	1051				293	
Stage 1		4		-	598	0
Stage 2	-	-		11, 18	468	0
Platoon blocked, %		<u> </u>		*		
Mov Cap-1 Maneuver	1051	-	-		290	1 2
Mov Cap-2 Maneuver	-	2	-	*	290	
Stage 1			1170	-	591	
Stage 2	-	-	82	-	468	
Approach	EB		WB	W. C. O. L.	SB	
	_	Nan en	0		0	-
HCM Control Delay, s	0.1		U	-		1
HCM LOS					Α	
	- 2-				-3-11	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1051	No.	-		
HCM Lane V/C Ratio		0.007	-		-	-
HCM Control Delay (s)		8.4	0	-		0
HCM Lane LOS		Α	Α			
HCM 95th %tile Q(veh)		0				
HOW JOHN JOHN CHI		J				

Intersection	His I	All LE			Yes	F T	1
Int Delay, s/veh	1.9						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	H.D.L.	4	4	THE IN	*5	7	
Traffic Vol, veh/h	53	667	451	44	63	69	
Future Vol, veh/h	53	667	451	44	63	69	
Conflicting Peds, #/hr	0	007	0	0	Ó	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-	The second second		None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage,	# -	0	0		0	C I H	
Grade, %	_	0	0	-	0	-	
Peak Hour Factor	97	97	97	97	97	97	TV I
Heavy Vehicles, %	0	2	5	0	0	0	
Mymt Flow	55	688	465	45	65	71	
						1/10	
A ALLONDON IN ALLONDON	Acrillo				at	-	
	lajor1		Major2		Minor2	405	
Conflicting Flow All	510	0		0	1286	488	
Stage 1		17	U 100		488		1.129
Stage 2		-		-	798		
Critical Hdwy	4.1		(*)	-14	5.1	4.5	
Critical Hdwy Stg 1	-	-			5.4		
Critical Hdwy Stg 2			()	3.7	5.4		
Follow-up Hdwy	2.2	*	9 # .	-	3.5	3.3	
Pot Cap-1 Maneuver	1065			•	291	735	
Stage 1		*	. 0.00	_	621		
Stage 2	-	-		11.0	447		
Platoon blocked, %	4000	•	X*:		000	705	
Mov Cap-1 Maneuver	1065	11010		•	267	735	
Mov Cap-2 Maneuver				-	267		
Stage 1		100		-1	569		0.00
Stage 2			(¥:		447	-	
	4	Miles				-	- 40
Approach	EB		WB		SB	والزوا	a Line
HCM Control Delay, s	0.6		0		16.3		
HCM LOS					С		
				153	1	- i i	
Maria and Art Control		EN	EDT	MOT	MDD	CD1 -4	CDI -0
Minor Lane/Major Mvm		EBL	EBT	WBT	WER	SBLn1	OD IDII AND PER
Capacity (veh/h)		1065			113	267	735
HCM Lane V/C Ratio		0.051	-			0.243	
HCM Control Delay (s)	144	8.6	0	9	J. ME	22.8	10.4
HCM Lane LOS		A	Α		-	C	В
HCM 95th %tile Q(veh)		0.2			1015	0.9	0.3

Intersection		35.00	17-16	8,73 15	5-3,5°	37 %
Int Delay, s/veh	0.1					
	COL	EPT	MPT	WPD	SBL	SBR
Movement	EBL	EBT	WBT	WBR	SDL	ODIN
Lane Configurations		4	100	40		7
Traffic Vol, veh/h	1	728	489	18	6	7
Future Vol, veh/h	1	728	489	18	6	7
Conflicting Peds, #/hr	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		The contract of	-	110000	-	
Storage Length	-		-	-	0	=
Veh in Median Storage,	,	0	0	- 1	0	
Grade, %		0	0	2	0	- 22
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	5	0	0	0
Mymt Flow	1	751	504	19	6	7
Major/Minor N	laiort	- 1	Major2		Minor2	TP-25
	lajor1				1267	514
Conflicting Flow All	523	0	2		514	
Stage 1				*		-1 8
Stage 2			-	-	753	1946
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	-	-	2	3.5	3.3
	1054	1	-	-	297	720
Stage 1	•	-	-	-	605	-
Stage 2	100		- 12		469	M. E
Platoon blocked, %			-			
	1054		-		296	720
Mov Cap-2 Maneuver			-		296	2
Stage 1		No.	2	- 1	604	
Stage 2					469	-2
FIGURE 1			6 7	g m		10.00
	11 200		and the same			-
Approach	EB		WB	State	SB	بالمات
HCM Control Delay, s	0		0		13.6	
HCM LOS					В	
			Van.			
Minor Long Major Man		EBL	EBT	WBT	WPD	SBLn1
Minor Lane/Major Mymt		_	_			
Capacity (veh/h)	1.51	1054	. •			433
		0.001	-			0.031
HCM Lane V/C Ratio						13.6
HCM Control Delay (s)		8.4	0			
		8.4 A 0	Á			B 0.1

Intersection	I have be				10	
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LUL	4	T)	TIDIC	N/	ODIN
Lane Configurations	4	545	953	5	0	0
Traffic Vol, veh/h	4	545	953	5	0	0
Future Vol, veh/h	0	045	953	0	0	0
Conflicting Peds, #/hr		Free	Free	Free	Stop	Stop
Sign Control	Free					The second second
RT Channelized	-	None		None	-	
Storage Length		-	-	_	0	_
Veh in Median Storage,	# -	0	0		0	
Grade, %		0	0	-	0	- 04
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	4	599	1047	5	0	0
Major/Minor M	lajor1		Лајог2		Minor2	4 7
	1052	0	-	0	1657	1050
Stage 1	1002			10	1050	-
Stage 2		1 57	2	_	607	
Critical Hdwy	4.1				5.1	4.5
			-		5.4	4.0
Critical Hdwy Stg 1	*	•		-	5.4	
Critical Hdwy Stg 2	-	yıı e				3.3
Follow-up Hdwy	2.2		-		3.5	
Pot Cap-1 Maneuver	669				198	457
Stage 1			•	-	340	
Stage 2					548	HIN E
Platoon blocked, %		•	•	•	10000	7.00
Mov Cap-1 Maneuver	669		1 8	11	196	457
Mov Cap-2 Maneuver	-				196	2
Stage 1			-		337	
Stage 2		-	-		548	÷
fare that the	1214			15-77		
	-	-	10/0		00	-115
Approach	EB		WB		SB	المحالة
HCM Control Delay, s	0.1		0		0	W III
HCM LOS					Α	
		. 1	Tree.			
Minor Lane/Major Mvmt	TO SE	EBL	EBT	WBT	WRR	SBLn1
		669	_	MOI	_	OBEIII
Capacity (veh/h)	810	- CO-62-6-6-6	-		-	
HCM Lane V/C Ratio		0.007	-			-
		711.4	0	V .		0
HCM Control Delay (s)						
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		B 0	Ā			A -

Intersection	10		البحرار				þ
Int Delay, s/veh	4.8						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
	EOL	4	4	MOIN	ሻ	THE STATE OF THE S	
Lane Configurations	442	433	806	64	88	166	
Traffic Vol, veh/h	113				88	166	
Future Vol, veh/h	113	433	806	64		0	
Conflicting Peds, #/hr	0	0	0	0	O Ctop		
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	•	None	-		
Storage Length	-	-			0	50	
Veh in Median Storage,	# -	0	0	•	0		200
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	- 4
Heavy Vehicles, %	0	1	1	0	0	0	
Mymt Flow	119	456	848	67	93	175	
Malau/Minor II	laiord		Anior)((=)	/linor2	135	
	lajor1		Major2			000	
Conflicting Flow All	915	0		0	1576	882	
Stage 1		-			882	1	
Stage 2	•	-	•	-	694		
Critical Hdwy	4.1	-		A LIST	5.1	4.5	
Critical Hdwy Stg 1	-	-	-		5.4	-	
Critical Hdwy Stg 2	1 117				5.4	-	
Follow-up Hdwy	2.2			-	3.5	3.3	
Pot Cap-1 Maneuver	754			-	216	528	
Stage 1	-	-		-	408	-	
Stage 2			- 3	16 5	499		
Platoon blocked, %				7.			
Mov Cap-1 Maneuver	754				170	528	
Mov Cap-2 Maneuver					170		
Stage 1			1		322		100
Stage 2	-				499		
Glage 2	0 1						
			-		Total and		
Approach	EB		WB		SB	1.51	ALC: N
HCM Control Delay, s	2.2		0		26.9		
HCM LOS					D		
	14	5 (81.	7 7			
Minor Lane/Major Mym	t	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		754				170	528
HCM Lane V/C Ratio		0.158	-		2	0.545	
HCM Control Delay (s)		10.7	0	- 4		49	15.2
HCM Lane LOS		В	A	86	-		C
HCM 95th %tile Q(veh)		0.6					1.4
HOW SOUT YOUR CE(VEIT)		0.0	MILE JE			2.0	-

Intersection			LAIE	N. N	44.	N.W
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		स	þ		M	
Traffic Vol, veh/h	11	509	865	21	19	5
Future Vol, veh/h	11	509	865	21	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	XH.	None	-	None
Storage Length	846	-	-	0 ¥ 6	0	
Veh in Median Storage,	# -	0	0		0	-1.2
Grade, %		0	0		0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0
Mymt Flow	12	566	961	23	21	6
	(1000)			2000		
NAME OF TAXABLE PARTY.	-1		Anto-O		Almo-O	
	ajor1		Major2		Minor2	070
Conflicting Flow All	984	0	*		1563	973
Stage 1		11 90			973	
Stage 2			. *		590	-
Critical Hdwy	4.1	340			5.1	4.5
Critical Hdwy Stg 1	-	(=)	*	•	5.4	
Critical Hdwy Stg 2				1.00	5.4	
Follow-up Hdwy	2.2	: - ::	¥	*	3.5	3.3
Pot Cap-1 Maneuver	710	4			219	489
Stage 1	-		-		370	-
Stage 2		- 2			558	
Platoon blocked, %		740	-	-		
Mov Cap-1 Maneuver	710			4	214	489
Mov Cap-2 Maneuver	Į.	-		-	214	-
Stage 1	21	-	lo :		361	
Stage 2	=	5=3	-	-	558	*
	433			Tro I	1947	9 - 1-
AWWEIGH	mm.		LAVID		SB	
Approach	EB		WB			
HCM Control Delay, s	0.2		0		21.7	
HCM LOS					С	
			4, 1			-5-4
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		710	-		11.	242
HCM Lane V/C Ratio		0.017			-	0.11
HCM Control Delay (s)	-5-6	10.2	0			21.7
HCM Lane LOS		В	Α	-	-	C
HCM 95th %tile Q(veh)	6 I	0.1			- 1 le	

Intersection					875	
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	COL	4	1		ሻ	
Traffic Vol, veh/h	8	419	470	3	0	0
Future Vol, veh/h	8	419	470	3	0	0
Conflicting Peds, #/hr	0	. 0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	HOILE		110110	0	110110
Veh in Median Storage,		0	0		0	
Grade, %	" -	0	0		0	
Peak Hour Factor	93	93	93	93	93	93
	93	0	1	0	0	0
Heavy Vehicles, %				3	0	0
Mvmt Flow	9	451	505	3	U	U
Major/Minor M	lajor1		Major2	M	Minor2	172
Conflicting Flow All	508	0	-	0	976	187
Stage 1					507	(8)
Stage 2	-			_	469	
Critical Hdwy	4.1	12			5.1	1 THE
Critical Hdwy Stg 1		-		-	5.4	-
Critical Hdwy Stg 2		EVEL INC.		-	5.4	
Follow-up Hdwy	2.2	7.	1100	4	3.5	
	1067	1024	16 2		400	0
Stage 1	1007	16			609	0
		7 Va			634	0
Stage 2	-	7.2		-	0.04	U
Platoon blocked, %	1067				396	1 148
the same of the sa	1067	-71				_
Mov Cap-2 Maneuver	3				396	7.00
Stage 1	+ +	-	-		602	-
Stage 2	•	ž	-		634	3.0
						All s
Approach	EB		WB		SB	ME S
HCM Control Delay, s	0.2		0		0	
THE POINT POINT IS	J.2				A	
						ELIO A
HCM LOS	BIT!	11.7				
HCM LOS		EDI	PAT	1ATOT	MOD	ODI -4
HCM LOS Minor Lane/Major Mvmt		EBL	EBT	WBT		SBLn1
Minor Lane/Major Mvmt Capacity (veh/h)		1067				
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		1067 0.008		-	•	-
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		1067 0.008 8.4	- - 0	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		- 0
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		1067 0.008			•	- 0 A

4.3						
EBL	EBT	WBT	WBR	SBL	SBR	
	स	1		٦	7	
107	315	352	63	113	129	
107	315	352	63	113	129	
0	0	0	0	0	0	
Free	Free	Free	Free	Stop	Stop	
	None		None		None	
-	-		-	0	0	
# -	0	0	اخالت	0		
-	0	0	-	0	-	
93	93	93	93			
0	0	1	0			
115	339	378	68	122	139	
Major1		Major2	N.	/linor2		
		-			412	
770			HE		THE S	
			-		-	
	_				4.5	
_			_			
2					-	
2.2	(*)				3.3	
		R.S.				
	10-0		-		_	
1 72						
	7-					
1125	PER L	-		348	783	
	_					
14.		N A I I A	E 10 E		0.00	_
-	-					
		3				
		WD	-	OD.		
11111111	11100		Helen	PER STORY OF		
2.2		U				
				C		-
- Flore						
t	EBL	EBT	WBT	WBR:		
	1125				348	783
	0.102	-	-	•		
	8.6		2 9		20.8	10.6
	Α	Α		ŝ	C	В
	0.3	7 55	SHE	11 6	1.5	0.6
	107 107 0 Free - - - - - - - - - - - - - - - - - -	EBL EBT 107 315 107 315 107 315 0 0 0 Free Free - None - 0 93 93 0 0 115 339 Major1	EBL EBT WBT 107 315 352 107 315 352 0 0 0 0 Free Free Free - None 0 0 93 93 93 0 0 1 115 339 378 Major1 Major2 446 0 1125	EBL EBT WBT WBR 107 315 352 63 107 315 352 63 0 0 0 0 0 Free Free Free Free - None - None - 0 0 0 0 - 93 93 93 93 0 0 1 0 115 339 378 68 Major1 Major2 N 446 0 - 0 1125 1125 1125	BBL BBT WBT WBR SBL	BBL BBT WBT WBR SBL SBR

CVITALISABLE	701					
Intersection	0.2					
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		-	þ		M	
Traffic Vol, veh/h	6	419	412	4	9	3
Future Vol, veh/h	6	419	412	4	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	A ice	None	100	None		None
Storage Length	_		(m)		0	
Veh in Median Storage,	# -	0	0	11	0	
Grade, %	_	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mymt Flow	6	441	434	4	9	3
MAINTHOM			101			
200 to 1 10 10 to 1 10 to 1 10 to 1	/lajor1		Major2		Minor2	الرجال
Conflicting Flow All	438	0		0	889	436
Stage 1	-	10 200			436	10.00
Stage 2	-		-		453	•
Critical Hdwy	4.1	100			5.1	4.5
Critical Hdwy Stg 1	-			1.00	5.4	•
Critical Hdwy Stg 2			-	1.57	5.4	•
Follow-up Hdwy	2.2	(#X	-	10 m	3.5	3.3
Pot Cap-1 Maneuver	1133	(#)			436	767
Stage 1				(. .	656	-
Stage 2		- 1		15 5	645	, I -
Platoon blocked, %						
Mov Cap-1 Maneuver	1133		08 -	-	433	767
Mov Cap-2 Maneuver	1100	300	-	-	433	-
Stage 1			1501	047	651	
	A STATE OF				645	_
Stage 2	# W/		2.1		0.10	19.0
The second second		4 4 4			- Control	
Approach	EB	117	WB		SB	
HCM Control Delay, s	0.1		0		12.6	
HCM LOS					В	
March and Major Mun		EBL	EBT	WBT	WRR	SBLn1
Minor Lane/Major Mvm	11	10000000	TOTAL MALE			
		1133				0.026
Capacity (veh/h)			_			
HCM Lane V/C Ratio		0.006				496
HCM Lane V/C Ratio HCM Control Delay (s))	8.2	0			101111111
HCM Lane V/C Ratio			2 0 \ A			В