

STONEFIELD

TECHNICAL MEMORANDUM

FROM: Matthew J. Seckler, PE, PP PTOE

PROJECT: Proposed Multi-Family Residential Development
84-90 East Main Street
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey

SUBJECT: Growth Rate Factor Analysis

DATED: December 12, 2024

Stonefield Engineering & Design (“SED”) has prepared this technical memorandum to determine the appropriate growth rate and traffic volumes to utilize in the analysis for the Build Condition of the proposed multi-family residential development along East Main Street (County Road 510) in the Borough of Mendham, Morris County, New Jersey. This memorandum serves as a supplement to the Traffic Impact Study prepared by our office, dated October 20, 2022, and comments provided within the Boswell Engineering Traffic Review Letter dated July 26, 2024.

2024 Traffic Volume Data Collection

To account for the change in traffic volumes post the COVID-19 pandemic, manual turning movement counts were collected at the site driveways along East Main Street during the typical weekday morning, and weekday evening, time periods on Thursday, September 19, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

The study time periods were chosen as they are presentative of the peak periods of both the adjacent roadway network, the existing shopping center and the proposed residential development. Based on the review of the count data, the weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m. and the weekday evening peak hour occurred from 5:00 p.m. to 6:00 p.m. A summary of the 2024 turning movement count data is appended to this report.

2026 No-Build Condition

The 2024 traffic volume data was grown to a future horizon year of 2026, which is a conservative estimate for when the proposed multi-family residential development is expected to be fully constructed. The existing traffic volumes along East Main Street were increased by 2.75% annually for two (2) years. The 2.75% background growth rate was obtained from the NJDOT Annual Background Growth Rate Table for the Years 2023-2025. The background growth rate was applied to the 2024 traffic volumes to calculate the 2026 No-Build Traffic Volumes for the weekday morning and weekday peak hours. These volumes are summarized on appended **Figure 5**.

Note that an alternative Growth Rate was considered using the North Jersey Transportation Authority Plan 2050 Demographic Data which projects population, household, and employment growth at both a County and a municipal level. Note that Plan 2050 projects annual growth rates in the range of 0.2%-0.3% for Morris County and Mendham Township and Mendham Borough. As such the NJDOT Annual Growth Rate was utilized as the more conservative Growth Rate factor.

2026 Build Capacity Analysis

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. Note that with the improvements the westerly driveway would be converted into an ingress-only driveway, as such, egress traffic volumes at the westerly site driveway were routed to the central driveway. Additionally, based on changes to the internal circulation pattern in the retail portion of the

development, existing trips were re-routed between access points to East Main Street. The Site-Generated Traffic Volumes are illustrated on appended **Figure 7**.

A Level of Service and Volume/Capacity analysis was conducted for the 2026 Build Condition using the 2024 traffic count data for the weekday morning, and weekday evening at the site driveways. The turning movements at the westerly site driveway are calculated to operate at Level of Service A during the weekday morning and weekday evening peak hours. The turning movements at the central site driveway are calculated to operate at Level of Service C or better during the weekday morning peak hour, and Level of Service D or better during the weekday evening peak hours. The turning movements at the easterly site driveway are calculated to operate at Level of Service B or better between during all weekday morning and weekday evening peak hours. The southbound site driveway approached are calculated to have a 95th percentile queue length of one (1) vehicle during the weekday morning and weekday evening peak hours.

Traffic Volume Count Comparison

The 2024 traffic volume data collected was compared to the traffic volume data previously collected by our office. Specifically the data was compared to turning movement counts collected at the existing site driveways along East Main Street on Thursday, March 7, 2019, from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. while local schools were in session. A summary of the 2019 count data has been appended to this memorandum. It is noted that a Starbucks opened in the existing shopping center and there have been other tenant turnover, and the closure of the Mendham Health and Racquet Club during the years between traffic count collections. **Table 1** provides a comparison of the trip generation of the existing shopping center during the weekday morning and weekday evening peak hours. **Table 2** and **3** provides a comparison of the traffic volumes collected along East Main Street at the central site driveway during the weekday morning and weekday evening peak hours.

TABLE 1 – TRIP GENERATION COMPARISON

| Land Use | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | |
|---|---------------------------|------------|-------------|---------------------------|------------|-------------|
| | Enter | Exit | Total | Enter | Exit | Total |
| <i>2019 As-Counted</i> 86 E Main Street Shopping Center with the Club at Mendham | 119 | 123 | 242 | 212 | 278 | 490 |
| <i>2024 As-Counted</i> 86 E Main Street Shopping Center | 244 | 183 | 301 | 324 | 305 | 629 |
| <i>Comparison</i> | +125 | +60 | +185 | +112 | +27 | +139 |

TABLE 2 – TRAFFIC VOLUME COMPARISON: WEEKDAY MORNING PEAK HOUR

| Location | Lane Description | 2019 As-Counted | 2024 As-Counted | Difference |
|--|------------------|-----------------|-----------------|------------|
| East Main Street & Central Site Driveway | EB Through | 684 | 480 | -204 |
| | WB Through | 463 | 365 | -98 |

TABLE 3 – TRAFFIC VOLUME COMPARISON: WEEKDAY EVENING PEAK HOUR

| Location | Lane Description | 2019 As-Counted | 2024 As-Counted | Difference |
|--|------------------|-----------------|-----------------|------------|
| East Main Street & Central Site Driveway | EB Through | 406 | 358 | -48 |
| | WB Through | 764 | 575 | -189 |

2019 Traffic Data Analysis

The 2019 peak hour traffic volume data was grown to a future Build-out year of 2026, which is an estimate for when the proposed multi-family residential development is expected to be fully constructed. The traffic volumes were increased by 1.00% annually for seven (7) years. The 1.00% background growth rate was obtained from the NJDOT

Annual Background Growth Rate Table for Years 2019 to 2021. The background growth rate was applied to the 2019 traffic volumes to calculate the 2026 No-Build Traffic Volumes for the weekday morning and weekday peak hours. These volumes are summarized on appended **Figure 2**. 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. Note that the volumes associated with the tennis club that was operational at the time the 2019 counts were conducted were removed from the roadway network. These volumes are summarized on appended **Figure 3**. The site-generated trips were added to the 2026 No-Build Traffic Volumes (2019 Counts) to calculate the 2026 Build Traffic Volumes (2019 Counts).

A capacity analysis was conducted for the 2026 Build Condition utilizing the 2019 traffic volumes during the study peak hours. The turning movements at the westerly site driveway are calculated to operate at Level of Service A during the weekday morning peak hour and Level of Service B during the weekday evening peak hour. The turning movements at the central site driveway are calculated to operate at Level of Service C or better during the weekday morning peak hour and Level of Service E or better during the weekday evening peak hour. The turning movements at the easterly site driveway are calculated to operate at Level of Service B or between during the weekday morning and Level of Service C or better during the weekday evening peak hour. The central site driveway southbound left-turn lane approach is calculated to have a 95th percentile queue length of one (1) vehicle during the weekday morning peak hour and two (2) vehicles during the weekday evening peak hour. The central site driveway southbound right-turn lane approach and the southbound easterly site driveway approach is calculated to have a 95th percentile queue length of one (1) vehicle during the weekday morning and weekday evening peak hours.

2026 Build Condition Comparison

The results of the capacity analysis for the 2026 Build Conditions utilizing the 2019 counts was compared to the results of the 2026 Build Condition utilizing the 2024 counts. During the weekday evening peak hour, the left-turning movements of the southbound central site driveway experienced the largest change in level of delay compared to the 2024 count data. It should be noted that there would be no increase in site-generated trips calculated at the central driveway during the weekday evening peak hour. Overall, the level of delay for turning movements at the site driveways was generally consistent between the traffic volume data sets during the study peak hours. The 95th percentile queue lengths decreased when growing the 2024 counts two (2) years using a 2.75% background growth rate compared to growing the 2019 counts for seven (7) years using a 1.00% background growth rate.

TABLE 4 – 2026 BUILD CONDITION LEVEL OF SERVICE COMPARISON

| Location | Lane Group | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---------------|---------------------------|-------------------|---------------------------|-------------------|
| | | 1.00% for 7 Years | 2.75% for 2 Years | 1.00% for 7 Years | 2.75% for 2 Years |
| East Main Street and Westerly Site Driveway | EB Left | A (8.5) | A (8.6) | B (10.2) | A (9.5) |
| East Main Street and Central Site Driveway | EB Left | A (8.6) | A (9.0) | B (10.6) | A (10.4) |
| | SB Left | C (23.2) | D (27.8) | E (46.0) | E (42.3) |
| | SB Right | B (10.5) | B (11.0) | B (15.0) | B (12.9) |
| East Main Street and Easterly Site Driveway | EB Left | A (8.4) | A (8.6) | A (9.9) | A (9.3) |
| | SB Left/Right | B (13.7) | B (13.0) | C (20.0) | C (19.2) |

Conclusions

Based on a review of the comparison of the Build Conditions, the results of the analysis indicate that the site driveways for the proposed residential development will operate at an acceptable Level of Service when accounting for either data set. The increase in traffic volumes at the existing site driveway is consistent with the industry standard trip generation projections for a proposed Starbucks development. A comparison of the through movement volumes along East Main Street indicate that overall traffic volumes decreased on the roadway network between 2019 and 2024.

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TECHNICAL APPENDIX

TURNING MOVEMENT COUNT DATA

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ07070

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 1
Site Code : 00018203
Start Date : 3/7/2019
Page No : 1

Groups Printed- Auto - HV - Bus/SB

| Start Time | East Main Street Eastbound | | | | East Main Street Westbound | | | | Easterly Site Driveway Southbound | | | | Int. Total |
|---------------|----------------------------|------|-------|------------|----------------------------|------|------|------------|-----------------------------------|------|------|------------|------------|
| | Left | Thru | Right | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. 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 | 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 |
| 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 | 1 | 0 | 0 | 1 | 273 |
| 08:45 AM | 1 | 155 | 0 | 156 | 0 | 107 | 11 | 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 | 1 | 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 | 1 | 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 | 111 | 0 | 114 | 0 | 151 | 3 | 154 | 6 | 0 | 1 | 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 |
| Aprch % | 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 |

Stonefield Engineering & Design, LLC

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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 1
Site Code : 00018203
Start Date : 3/7/2019
Page No : 2

| Start Time | East Main Street Eastbound | | | | East Main Street Westbound | | | | Easterly Site Driveway Southbound | | | | Int. Total |
|------------|----------------------------|------|-------|------------|----------------------------|------|------|------------|-----------------------------------|------|------|------------|------------|
| | Left | Thru | Right | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |

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

Peak Hour for Entire Intersection Begins at 07:15 AM

| | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 07:15 AM | 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 | 1 | 0 | 2 | 3 | 290 |
| Total Volume | 1 | 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 | .971 |
| Auto | 1 | 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 | 8 |
| % 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 |

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:45 PM | 4 | 121 | 0 | 125 | 0 | 238 | 8 | 246 | 6 | 0 | 2 | 8 | 379 |
| 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 | 1 | 5 | 353 |
| 05:30 PM | 1 | 108 | 0 | 109 | 0 | 213 | 4 | 217 | 5 | 0 | 1 | 6 | 332 |
| Total Volume | 11 | 482 | 0 | 493 | 0 | 822 | 19 | 841 | 19 | 0 | 5 | 24 | 1358 |
| % App. Total | 2.2 | 97.8 | 0 | | 0 | 97.7 | 2.3 | | 79.2 | 0 | 20.8 | | |
| PHF | .550 | .920 | .000 | .934 | .000 | .863 | .594 | .855 | .792 | .000 | .625 | .750 | .896 |
| Auto | 11 | 480 | 0 | 491 | 0 | 817 | 19 | 836 | 19 | 0 | 5 | 24 | 1351 |
| % Auto | 100 | 99.6 | 0 | 99.6 | 0 | 99.4 | 100 | 99.4 | 100 | 0 | 100 | 100 | 99.5 |
| HV | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % HV | 0 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Bus/SB | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| % Bus/SB | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0.4 |

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Mendham, Morris County, New Jersey
Thursday, March 7, 2019

File Name : Not Named 1
Site Code : 00018203
Start Date : 3/7/2019
Page No : 1

Groups Printed- Auto - HV - Bus/SB

| Start Time | East Main Street Eastbound | | | | East Main Street Westbound | | | | Central Site Driveway Southbound | | | | Int. Total |
|---------------|----------------------------|------|-------|------------|----------------------------|------|------|------------|----------------------------------|------|------|------------|------------|
| | Left | Thru | Right | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. 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 | 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 |
| 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 | 1 | 0 | 0 | 1 | 273 |
| 08:45 AM | 1 | 155 | 0 | 156 | 0 | 107 | 11 | 118 | 5 | 0 | 1 | 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 | 111 | 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 | 11 | 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 | 197 | 3025 | 240 | 0 | 391 | 631 | 6314 |
| Aprch % | 10 | 90 | 0 | | 0 | 93.5 | 6.5 | | 38 | 0 | 62 | | |
| Total % | 4.2 | 37.9 | 0 | 42.1 | 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 |

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| Start Time | East Main Street Eastbound | | | | East Main Street Westbound | | | | Central Site Driveway Southbound | | | | Int. Total |
|------------|----------------------------|------|-------|------------|----------------------------|------|------|------------|----------------------------------|------|------|------------|------------|
| | Left | Thru | Right | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |

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

Peak Hour for Entire Intersection Begins at 07:15 AM

| | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 07:15 AM | 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 | 1 | 0 | 2 | 3 | 290 |
| Total Volume | 1 | 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 | .971 |
| Auto | 1 | 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 | 8 |
| % 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 |

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:45 PM | 24 | 107 | 0 | 131 | 0 | 212 | 17 | 229 | 18 | 0 | 38 | 56 | 416 |
| 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 |
| Total Volume | 111 | 406 | 0 | 517 | 0 | 764 | 63 | 827 | 87 | 0 | 152 | 239 | 1583 |
| % App. Total | 21.5 | 78.5 | 0 | | 0 | 92.4 | 7.6 | | 36.4 | 0 | 63.6 | | |
| PHF | .816 | .949 | .000 | .950 | .000 | .901 | .788 | .903 | .725 | .000 | .792 | .879 | .951 |
| Auto | 111 | 404 | 0 | 515 | 0 | 759 | 63 | 822 | 87 | 0 | 152 | 239 | 1576 |
| % Auto | 100 | 99.5 | 0 | 99.6 | 0 | 99.3 | 100 | 99.4 | 100 | 0 | 100 | 100 | 99.6 |
| HV | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % HV | 0 | 0.5 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Bus/SB | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| % Bus/SB | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0.3 |

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ07070

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 1
Site Code : 00018203
Start Date : 3/7/2019
Page No : 1

Groups Printed- Auto - HV - Bus/SB

| Start Time | East Main Street Eastbound | | | | East Main Street Westbound | | | | Westerly Site Driveway Southbound | | | | Int. Total |
|---------------|----------------------------|------|-------|------------|----------------------------|------|------|------------|-----------------------------------|------|------|------------|------------|
| | Left | Thru | Right | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| 07:00 AM | 1 | 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 | 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 | 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 | 1 | 2 | 283 |
| 08:15 AM | 2 | 177 | 0 | 179 | 0 | 98 | 2 | 100 | 0 | 0 | 1 | 1 | 280 |
| 08:30 AM | 1 | 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 | 1 | 180 | 0 | 0 | 1 | 1 | 301 |
| 04:45 PM | 2 | 130 | 0 | 132 | 0 | 257 | 4 | 261 | 1 | 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 | 1 | 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 | 1 | 347 |
| Total | 2 | 516 | 0 | 518 | 0 | 869 | 1 | 870 | 0 | 0 | 12 | 12 | 1400 |
| 06:00 PM | 1 | 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 | 1 | 267 |
| 06:45 PM | 1 | 77 | 0 | 78 | 0 | 165 | 1 | 166 | 0 | 0 | 1 | 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 |
| Aprch % | 1.4 | 98.6 | 0 | | 0 | 99.4 | 0.6 | | 7 | 0 | 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 |
| % Bus/SB | 0 | 0.7 | 0 | 0.7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.8 |

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ07070

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 1
Site Code : 00018203
Start Date : 3/7/2019
Page No : 2

| Start Time | East Main Street Eastbound | | | | East Main Street Westbound | | | | Westerly Site Driveway Southbound | | | | Int. Total |
|------------|----------------------------|------|-------|------------|----------------------------|------|------|------------|-----------------------------------|------|------|------------|------------|
| | Left | Thru | Right | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |

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

Peak Hour for Entire Intersection Begins at 07:15 AM

| | | | | | | | | | | | | | |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 07:15 AM | 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 | 1 | 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 | 1175 |
| % 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 | 1 | 0 | 10 | 11 | 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 From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 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 | 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 | 1 | 116 | 0 | 117 | 0 | 227 | 0 | 227 | 0 | 0 | 5 | 5 | 349 |
| Total Volume | 3 | 516 | 0 | 519 | 0 | 911 | 5 | 916 | 1 | 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 | 2 |
| % HV | 0 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Bus/SB | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| % Bus/SB | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0.3 |

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ07070

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, September 19, 2024

File Name : RUT-200218 West
Site Code : 00200218
Start Date : 9/19/2024
Page No : 2

| Start Time | East Main Street Eastbound | | East Main Street Westbound | | Westerly Site Driveway Southbound | | | Int. Total |
|--|----------------------------|------------|----------------------------|------------|-----------------------------------|-------|------------|------------|
| | Left | App. Total | Right | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 4 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 7 | 7 | 8 |
| % App. Total | 0 | | 100 | | 0 | 100 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .583 | .583 | .500 |

| | | | | | | | | |
|--|------|------|------|------|------|------|------|------|
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 |
| 05:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| Total Volume | 1 | 1 | 0 | 0 | 1 | 10 | 11 | 12 |
| % App. Total | 100 | | 0 | | 9.1 | 90.9 | | |
| PHF | .250 | .250 | .000 | .000 | .250 | .625 | .550 | .600 |

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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, September 19, 2024

File Name : RUT-200218 Central
Site Code : 00200218
Start Date : 9/19/2024
Page No : 1

Groups Printed- Auto - HV

| Start Time | East Main Street Eastbound | | | East Main Street Westbound | | | Central Site Driveway Southbound | | | | Int. Total |
|--------------------|----------------------------|-------------|-------------|----------------------------|-------------|-------------|----------------------------------|----------|-------------|-------------|-------------|
| | Left | Thru | App. Total | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 25 | 91 | 116 | 82 | 19 | 101 | 8 | 0 | 9 | 17 | 234 |
| 07:15 AM | 22 | 94 | 116 | 102 | 13 | 115 | 19 | 0 | 23 | 42 | 273 |
| 07:30 AM | 25 | 127 | 152 | 79 | 17 | 96 | 31 | 0 | 20 | 51 | 299 |
| 07:45 AM | 18 | 114 | 132 | 65 | 19 | 84 | 23 | 0 | 11 | 34 | 250 |
| Total | 90 | 426 | 516 | 328 | 68 | 396 | 81 | 0 | 63 | 144 | 1056 |
| 08:00 AM | 20 | 103 | 123 | 86 | 17 | 103 | 11 | 0 | 17 | 28 | 254 |
| 08:15 AM | 30 | 123 | 153 | 84 | 17 | 101 | 10 | 0 | 26 | 36 | 290 |
| 08:30 AM | 27 | 153 | 180 | 92 | 17 | 109 | 25 | 0 | 28 | 53 | 342 |
| 08:45 AM | 36 | 101 | 137 | 103 | 26 | 129 | 17 | 0 | 32 | 49 | 315 |
| Total | 113 | 480 | 593 | 365 | 77 | 442 | 63 | 0 | 103 | 166 | 1201 |
| *** BREAK *** | | | | | | | | | | | |
| 04:00 PM | 44 | 89 | 133 | 120 | 18 | 138 | 36 | 0 | 42 | 78 | 349 |
| 04:15 PM | 49 | 95 | 144 | 102 | 18 | 120 | 18 | 0 | 45 | 63 | 327 |
| 04:30 PM | 52 | 85 | 137 | 139 | 14 | 153 | 22 | 0 | 47 | 69 | 359 |
| 04:45 PM | 23 | 75 | 98 | 135 | 19 | 154 | 22 | 0 | 36 | 58 | 310 |
| Total | 168 | 344 | 512 | 496 | 69 | 565 | 98 | 0 | 170 | 268 | 1345 |
| 05:00 PM | 47 | 80 | 127 | 139 | 0 | 139 | 23 | 0 | 49 | 72 | 338 |
| 05:15 PM | 55 | 112 | 167 | 135 | 24 | 159 | 40 | 0 | 26 | 66 | 392 |
| 05:30 PM | 52 | 83 | 135 | 151 | 10 | 161 | 24 | 0 | 43 | 67 | 363 |
| 05:45 PM | 34 | 83 | 117 | 150 | 14 | 164 | 32 | 0 | 35 | 67 | 348 |
| Total | 188 | 358 | 546 | 575 | 48 | 623 | 119 | 0 | 153 | 272 | 1441 |
| 06:00 PM | 38 | 87 | 125 | 142 | 20 | 162 | 22 | 0 | 31 | 53 | 340 |
| 06:15 PM | 25 | 77 | 102 | 103 | 10 | 113 | 14 | 0 | 26 | 40 | 255 |
| 06:30 PM | 23 | 67 | 90 | 98 | 12 | 110 | 26 | 0 | 23 | 49 | 249 |
| 06:45 PM | 30 | 77 | 107 | 97 | 21 | 118 | 22 | 0 | 30 | 52 | 277 |
| Total | 116 | 308 | 424 | 440 | 63 | 503 | 84 | 0 | 110 | 194 | 1121 |
| *** BREAK *** | | | | | | | | | | | |
| Grand Total | 675 | 1916 | 2591 | 2204 | 325 | 2529 | 445 | 0 | 599 | 1044 | 6164 |
| Apprch % | 26.1 | 73.9 | | 87.1 | 12.9 | | 42.6 | 0 | 57.4 | | |
| Total % | 11 | 31.1 | 42 | 35.8 | 5.3 | 41 | 7.2 | 0 | 9.7 | 16.9 | |
| Auto | 669 | 1872 | 2541 | 2158 | 322 | 2480 | 440 | 0 | 590 | 1030 | 6051 |
| %Auto | 99.1 | 97.7 | 98.1 | 97.9 | 99.1 | 98.1 | 98.9 | 0 | 98.5 | 98.7 | 98.2 |
| HV | 6 | 44 | 50 | 46 | 3 | 49 | 5 | 0 | 9 | 14 | 113 |
| %HV | 0.9 | 2.3 | 1.9 | 2.1 | 0.9 | 1.9 | 1.1 | 0 | 1.5 | 1.3 | 1.8 |

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ07070

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, September 19, 2024

File Name : RUT-200218 Central
Site Code : 00200218
Start Date : 9/19/2024
Page No : 2

| Start Time | East Main Street Eastbound | | | East Main Street Westbound | | | Central Site Driveway Southbound | | | | Int. Total |
|--|----------------------------|------|------------|----------------------------|-------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | App. Total | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | |
| 08:00 AM | 20 | 103 | 123 | 86 | 17 | 103 | 11 | 0 | 17 | 28 | 254 |
| 08:15 AM | 30 | 123 | 153 | 84 | 17 | 101 | 10 | 0 | 26 | 36 | 290 |
| 08:30 AM | 27 | 153 | 180 | 92 | 17 | 109 | 25 | 0 | 28 | 53 | 342 |
| 08:45 AM | 36 | 101 | 137 | 103 | 26 | 129 | 17 | 0 | 32 | 49 | 315 |
| Total Volume | 113 | 480 | 593 | 365 | 77 | 442 | 63 | 0 | 103 | 166 | 1201 |
| %App. Total | 19.1 | 80.9 | | 82.6 | 17.4 | | 38 | 0 | 62 | | |
| PHF | .785 | .784 | .824 | .886 | .740 | .857 | .630 | .000 | .805 | .783 | .878 |

| | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 47 | 80 | 127 | 139 | 27 | 166 | 23 | 0 | 49 | 72 | 365 |
| 05:15 PM | 55 | 112 | 167 | 135 | 24 | 159 | 40 | 0 | 26 | 66 | 392 |
| 05:30 PM | 52 | 83 | 135 | 151 | 10 | 161 | 24 | 0 | 43 | 67 | 363 |
| 05:45 PM | 34 | 83 | 117 | 150 | 14 | 164 | 32 | 0 | 35 | 67 | 348 |
| Total Volume | 188 | 358 | 546 | 575 | 48 | 650 | 119 | 0 | 153 | 272 | 1468 |
| %App. Total | 34.4 | 65.6 | | 92.3 | 7.7 | | 43.8 | 0 | 56.2 | | |
| PHF | .855 | .799 | .817 | .952 | .500 | .950 | .744 | .000 | .781 | .944 | .936 |

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Intersection of East Main Street (E/W)
and Easterly Site Driveway (N/S)
Mendham, Morris County, New Jersey
Thursday, September 19, 2024

File Name : RUT-200218 East
Site Code : 00200218
Start Date : 9/19/2024
Page No : 1

Groups Printed- Auto - HV

| Start Time | East Main Street Eastbound | | East Main Street Westbound | | Easterly Site Driveway Southbound | | | Int. Total |
|---------------|----------------------------|------------|----------------------------|------------|-----------------------------------|-------|------------|------------|
| | Left | App. Total | Right | App. Total | Left | Right | App. Total | |
| 07:00 AM | 0 | 0 | 4 | 4 | 0 | 1 | 1 | 5 |
| 07:15 AM | 1 | 1 | 6 | 6 | 4 | 0 | 4 | 11 |
| 07:30 AM | 0 | 0 | 8 | 8 | 2 | 0 | 2 | 10 |
| 07:45 AM | 3 | 3 | 12 | 12 | 0 | 0 | 0 | 15 |
| Total | 4 | 4 | 30 | 30 | 6 | 1 | 7 | 41 |
| 08:00 AM | 0 | 0 | 16 | 16 | 1 | 2 | 3 | 19 |
| 08:15 AM | 2 | 2 | 7 | 7 | 1 | 3 | 4 | 13 |
| 08:30 AM | 1 | 1 | 12 | 12 | 1 | 0 | 1 | 14 |
| 08:45 AM | 2 | 2 | 14 | 14 | 2 | 0 | 2 | 18 |
| Total | 5 | 5 | 49 | 49 | 5 | 5 | 10 | 64 |
| *** BREAK *** | | | | | | | | |
| 04:00 PM | 0 | 0 | 18 | 18 | 3 | 2 | 5 | 23 |
| 04:15 PM | 1 | 1 | 13 | 13 | 5 | 1 | 6 | 20 |
| 04:30 PM | 0 | 0 | 11 | 11 | 6 | 0 | 6 | 17 |
| 04:45 PM | 0 | 0 | 19 | 19 | 2 | 2 | 4 | 23 |
| Total | 1 | 1 | 61 | 61 | 16 | 5 | 21 | 83 |
| 05:00 PM | 0 | 0 | 15 | 15 | 6 | 5 | 11 | 26 |
| 05:15 PM | 0 | 0 | 13 | 13 | 4 | 0 | 4 | 17 |
| 05:30 PM | 1 | 1 | 13 | 13 | 3 | 0 | 3 | 17 |
| 05:45 PM | 0 | 0 | 18 | 18 | 4 | 0 | 4 | 22 |
| Total | 1 | 1 | 59 | 59 | 17 | 5 | 22 | 82 |
| 06:00 PM | 0 | 0 | 6 | 6 | 5 | 1 | 6 | 12 |
| 06:15 PM | 0 | 0 | 7 | 7 | 2 | 1 | 3 | 10 |
| 06:30 PM | 1 | 1 | 17 | 17 | 3 | 0 | 3 | 21 |
| 06:45 PM | 1 | 1 | 8 | 8 | 3 | 1 | 4 | 13 |
| Total | 2 | 2 | 38 | 38 | 13 | 3 | 16 | 56 |
| *** BREAK *** | | | | | | | | |
| Grand Total | 13 | 13 | 237 | 237 | 57 | 19 | 76 | 326 |
| Apprch % | 100 | | 100 | | 75 | 25 | | |
| Total % | 4 | 4 | 72.7 | 72.7 | 17.5 | 5.8 | 23.3 | |
| Auto | 10 | 10 | 229 | 229 | 54 | 18 | 72 | 311 |
| % Auto | 76.9 | 76.9 | 96.6 | 96.6 | 94.7 | 94.7 | 94.7 | 95.4 |
| HV | 3 | 3 | 8 | 8 | 3 | 1 | 4 | 15 |
| % HV | 23.1 | 23.1 | 3.4 | 3.4 | 5.3 | 5.3 | 5.3 | 4.6 |

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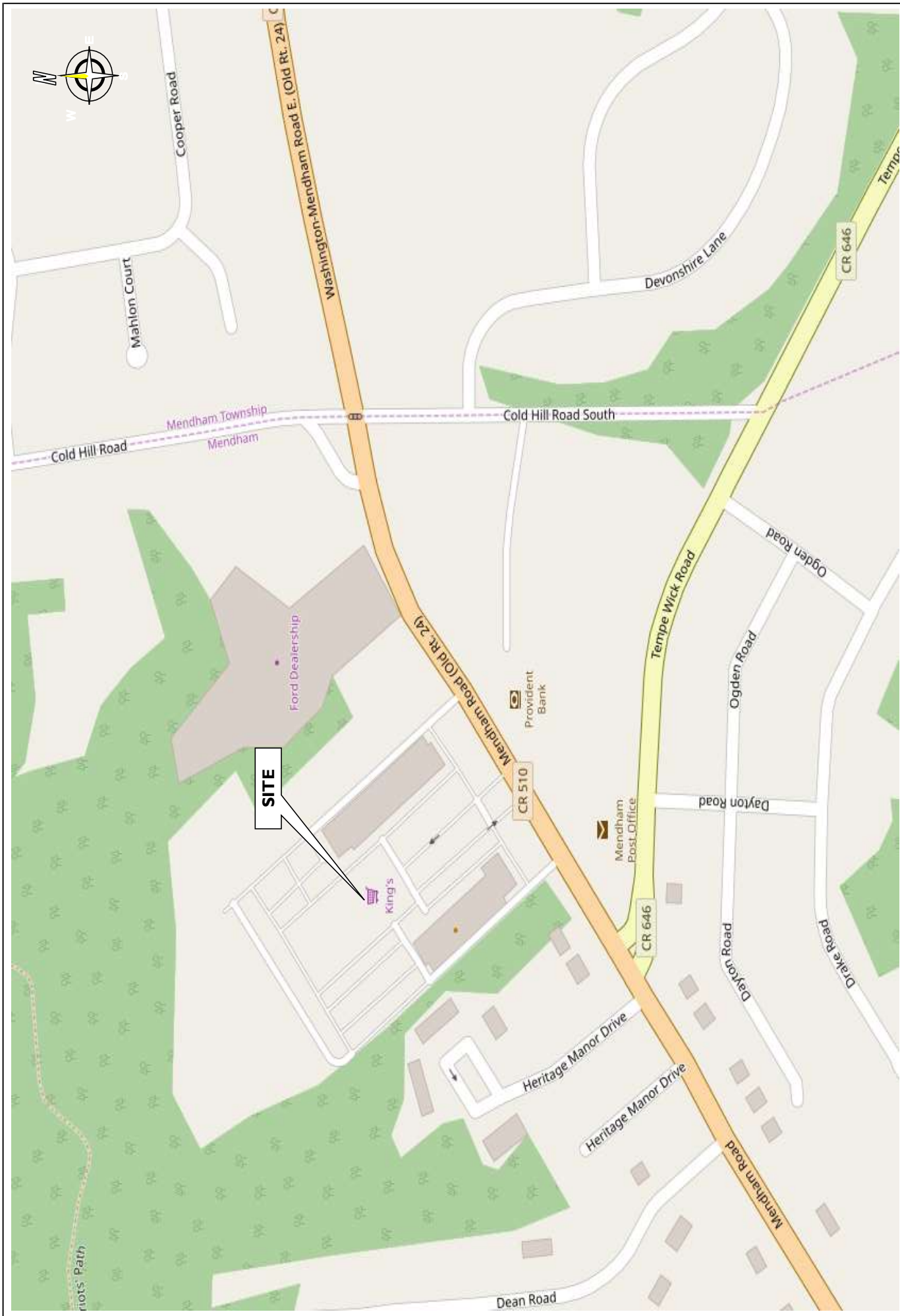
Intersection of East Main Street (E/W)
and Easterly Site Driveway (N/S)
Mendham, Morris County, New Jersey
Thursday, September 19, 2024

File Name : RUT-200218 East
Site Code : 00200218
Start Date : 9/19/2024
Page No : 2

| Start Time | East Main Street Eastbound | | East Main Street Westbound | | Easterly Site Driveway Southbound | | | Int. Total |
|--|----------------------------|------------|----------------------------|------------|-----------------------------------|-------|------------|------------|
| | Left | App. Total | Right | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | |
| 08:00 AM | 0 | 0 | 16 | 16 | 1 | 2 | 3 | 19 |
| 08:15 AM | 2 | 2 | 7 | 7 | 1 | 3 | 4 | 13 |
| 08:30 AM | 1 | 1 | 12 | 12 | 1 | 0 | 1 | 14 |
| 08:45 AM | 2 | 2 | 14 | 14 | 2 | 0 | 2 | 18 |
| Total Volume | 5 | 5 | 49 | 49 | 5 | 5 | 10 | 64 |
| % App. Total | 100 | | 100 | | 50 | 50 | | |
| PHF | .625 | .625 | .766 | .766 | .625 | .417 | .625 | .842 |

| | | | | | | | | |
|--|------|------|------|------|------|------|------|------|
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | |
| 05:00 PM | 0 | 0 | 15 | 15 | 6 | 5 | 11 | 26 |
| 05:15 PM | 0 | 0 | 13 | 13 | 4 | 0 | 4 | 17 |
| 05:30 PM | 1 | 1 | 13 | 13 | 3 | 0 | 3 | 17 |
| 05:45 PM | 0 | 0 | 18 | 18 | 4 | 0 | 4 | 22 |
| Total Volume | 1 | 1 | 59 | 59 | 17 | 5 | 22 | 82 |
| % App. Total | 100 | | 100 | | 77.3 | 22.7 | | |
| PHF | .250 | .250 | .819 | .819 | .708 | .250 | .500 | .788 |

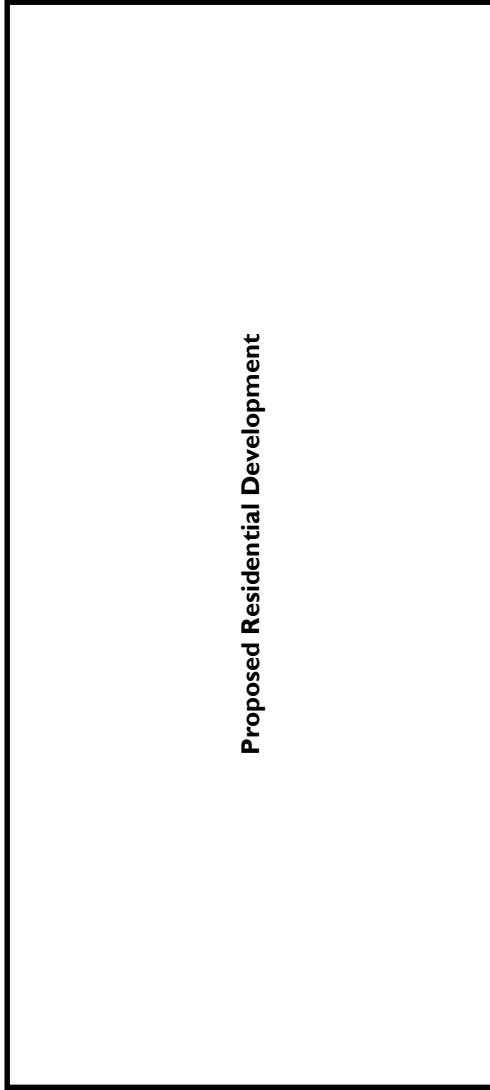
FIGURES



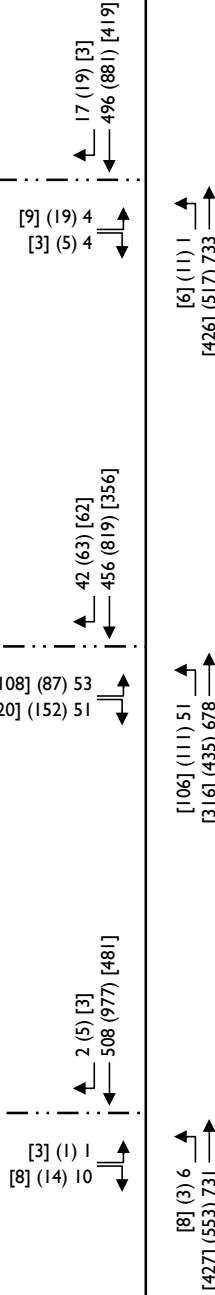
Proposed Multi-Family Residential Development
 Block 801, Lot 20
 Borough of Mendham, Morris County, New Jersey
 Traffic Impact Study

STONEFIELD

FIGURE I
 Site Location Map



Proposed Residential Development



East Main Street

LEGEND

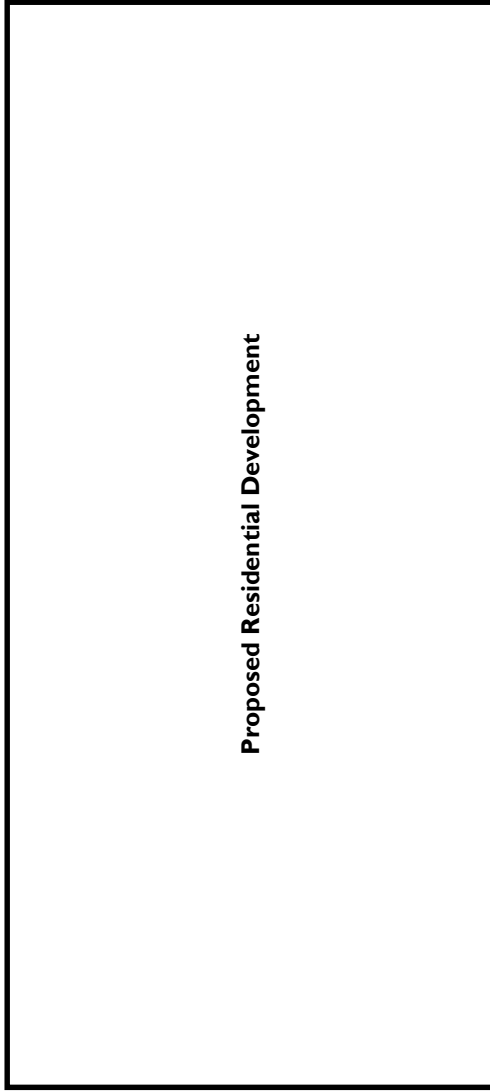
- Existing Roadway
- - - Proposed Driveway
- · - · Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

not to scale

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

STONEFIELD

FIGURE 2
2026 No-Build Traffic
Volumes (2019 Counts)



East Main Street

[0] (1) 1 →
[1] (2) 2 →

[1] (2) 2 →

[2] (0) 9 →

11 (0) [1]

[2] (0) 9
[1] (0) 8

2 (1) [1]
3 (0) [0]

[0] (0) 2
[0] (0) 3

1 (2) [1]
2 (1) [1]

LEGEND

— Existing Roadway

- - - Proposed Driveway

- · - · - Existing Private Driveway

← AM (PM) [SAT] Peak Hour Volumes

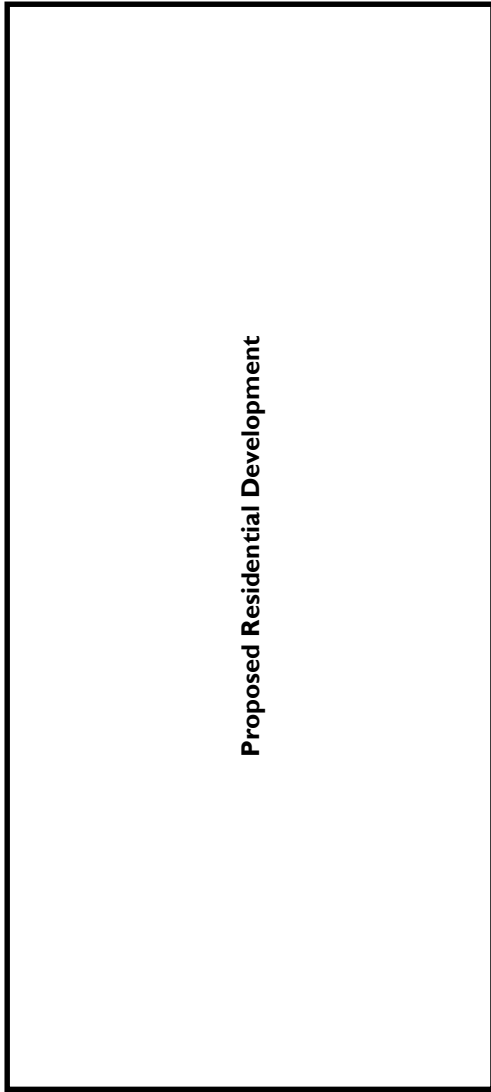
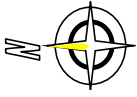
🚦 Signalized Intersection

not to scale

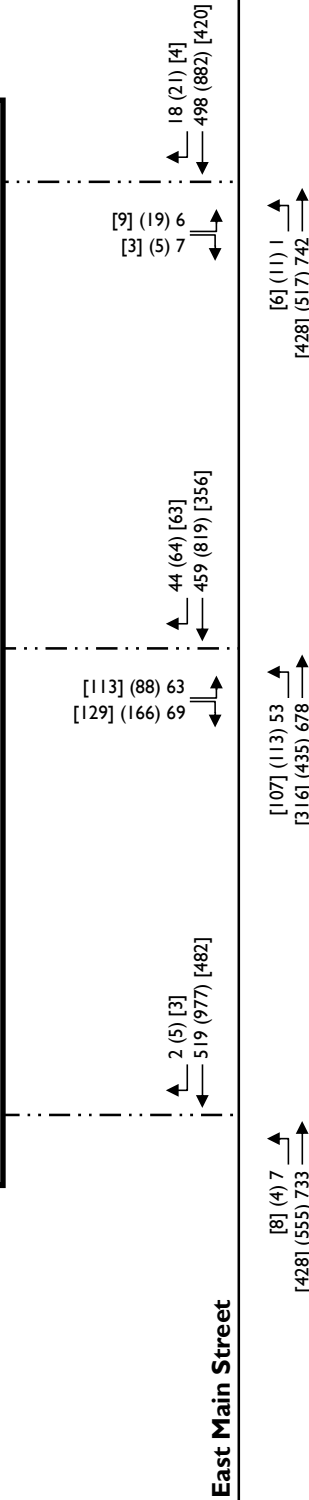
**Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study**

**FIGURE 3
Net Increase in Site-
Generated Traffic Volumes
(2019 Counts)**

STONEFIELD



Proposed Residential Development



LEGEND

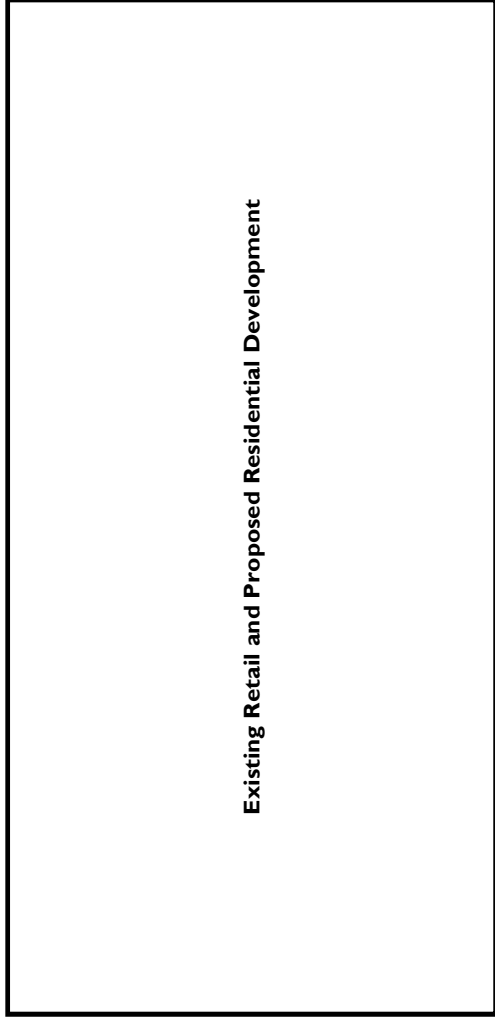
- Existing Roadway
- - - Proposed Driveway
- · - · Existing Private Driveway
- ← Existing Private Driveway AM (PM) [SAT] Peak Hour Volumes
- 🚦 Signalized Intersection

not to scale

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

FIGURE 4
2026 Build Traffic Volumes
(2019 Counts)

STONEFIELD



Existing Retail and Proposed Residential Development

East Main Street

(4) 1
(5) 2

(5) 9
(4) 8


(5) 2 (4)
(3) 1

(2) 2
(1) 3

(1) 1 (5)
(2) 2 (4)

(5) 9

LEGEND

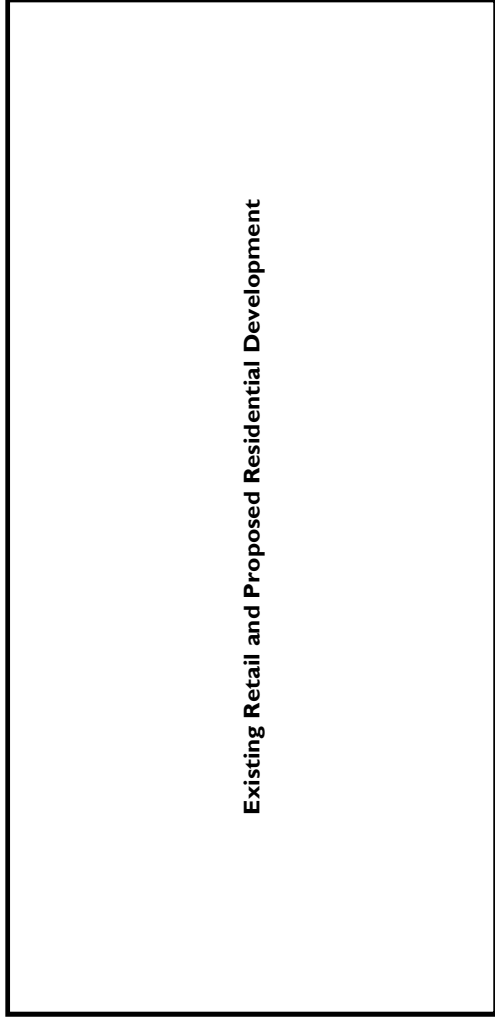
- Existing Roadway
- - - Proposed Driveway
- . . . Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
-  Signalized Intersection

not to scale

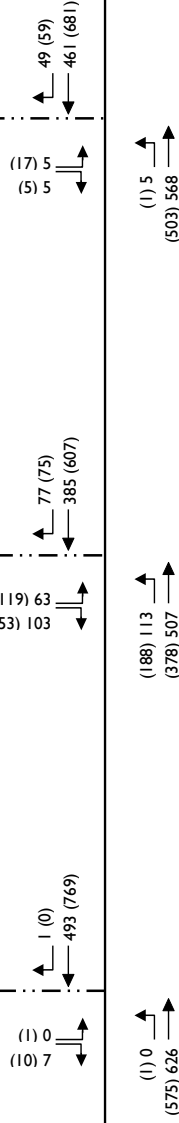
STONEFIELD

Proposed Multi-Family Residential Development
Block 80 I, Lot 20
 Borough of Mendham, Morris County, New Jersey
 Traffic Impact Study

FIGURE 6
Site-Generated Traffic
Volumes (2024 Counts)



East Main Street



LEGEND

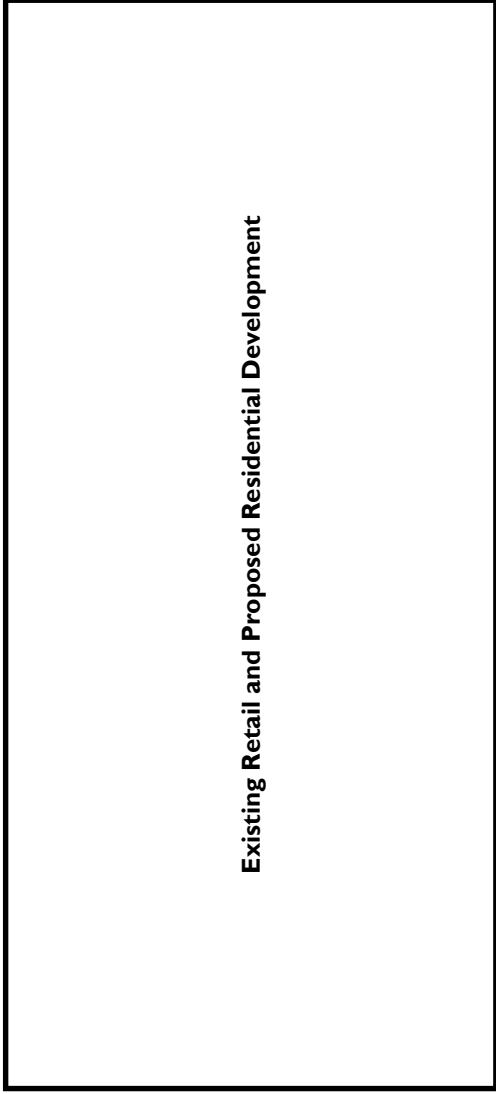
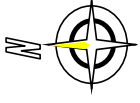
- Existing Roadway
- - - Proposed Driveway
- . . . Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

not to scale

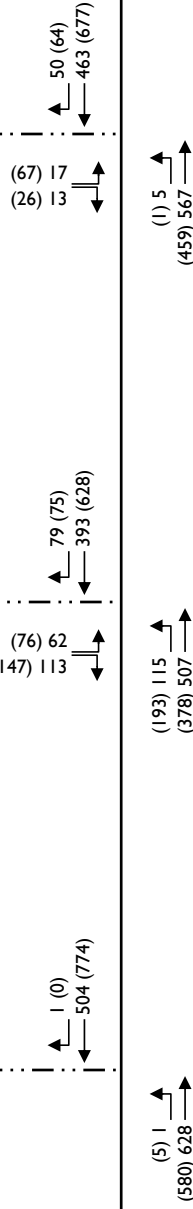
Proposed Multi-Family Residential Development
Block 80 I, Lot 20
 Borough of Mendham, Morris County, New Jersey
 Traffic Impact Study

STONEFIELD

FIGURE 5
2026 No-Build Traffic
Volumes (2024 Counts)



East Main Street



LEGEND

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

not to scale

STONEFIELD

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

**FIGURE 7
2026 Build Traffic Volumes
(2024 Counts)**

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

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

2026 Build Condition (Based on 2019 Counts)
 Weekday Morning Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | 4 | 1 | | 1 | |
| Traffic Vol, veh/h | 7 | 733 | 519 | 2 | 0 | 0 |
| Future Vol, veh/h | 7 | 733 | 519 | 2 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 756 | 535 | 2 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 537 | 0 | - | 0 | 1306 |
| Stage 1 | - | - | - | - | 536 |
| Stage 2 | - | - | - | - | 770 |
| 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 |
| Pot Cap-1 Maneuver | 1041 | - | - | - | 285 |
| Stage 1 | - | - | - | - | 591 |
| Stage 2 | - | - | - | - | 460 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1041 | - | - | - | 282 |
| Mov Cap-2 Maneuver | - | - | - | - | 282 |
| Stage 1 | - | - | - | - | 584 |
| Stage 2 | - | - | - | - | 460 |

| Approach | EB | WB | SB |
|------------------------|------|----|----|
| HCM Control Delay, s/v | 0.08 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 17 | - | - | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | - | - |
| HCM Control Delay (s/veh) | 8.5 | 0 | - | - | 0 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

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

2026 Build Condition (Based on 2019 Counts)
Weekday Morning Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↖ | ↗ | | ↖ | ↗ |
| Traffic Vol, veh/h | 53 | 678 | 459 | 44 | 63 | 69 |
| Future Vol, veh/h | 53 | 678 | 459 | 44 | 63 | 69 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 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 | 55 | 699 | 473 | 45 | 65 | 71 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 519 | 0 | - | 0 | 1304 496 |
| Stage 1 | - | - | - | - | 496 - |
| Stage 2 | - | - | - | - | 808 - |
| 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 | 1058 | - | - | - | 286 730 |
| Stage 1 | - | - | - | - | 616 - |
| Stage 2 | - | - | - | - | 442 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1058 | - | - | - | 262 730 |
| Mov Cap-2 Maneuver | - | - | - | - | 262 - |
| Stage 1 | - | - | - | - | 564 - |
| Stage 2 | - | - | - | - | 442 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 0.62 | 0 | 16.55 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 131 | - | - | - | 262 | 730 |
| HCM Lane V/C Ratio | 0.052 | - | - | - | 0.248 | 0.097 |
| HCM Control Delay (s/veh) | 8.6 | 0 | - | - | 23.2 | 10.5 |
| HCM Lane LOS | A | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 1 | 0.3 |

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

2026 Build Condition (Based on 2019 Counts)
 Weekday Morning Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | 4 | 3 | | 3 | |
| Traffic Vol, veh/h | 1 | 742 | 498 | 18 | 6 | 7 |
| Future Vol, veh/h | 1 | 742 | 498 | 18 | 6 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 765 | 513 | 19 | 6 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 532 | 0 | - | 0 | 1290 523 |
| Stage 1 | - | - | - | - | 523 - |
| Stage 2 | - | - | - | - | 767 - |
| 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 | 1046 | - | - | - | 290 714 |
| Stage 1 | - | - | - | - | 599 - |
| Stage 2 | - | - | - | - | 462 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1046 | - | - | - | 290 714 |
| Mov Cap-2 Maneuver | - | - | - | - | 290 - |
| Stage 1 | - | - | - | - | 598 - |
| Stage 2 | - | - | - | - | 462 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 0.01 | 0 | 13.72 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 2 | - | - | - | 426 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.031 |
| HCM Control Delay (s/veh) | 8.4 | 0 | - | - | 13.7 |
| 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 Build Condition (Based on 2019 Counts)
 Weekday Evening Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | 4 | 3 | | 3 | |
| Traffic Vol, veh/h | 4 | 555 | 977 | 5 | 0 | 0 |
| Future Vol, veh/h | 4 | 555 | 977 | 5 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 572 | 1007 | 5 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1012 | 0 | - | 0 | 1590 1010 |
| Stage 1 | - | - | - | - | 1010 - |
| Stage 2 | - | - | - | - | 580 - |
| 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 | 693 | - | - | - | 212 473 |
| Stage 1 | - | - | - | - | 355 - |
| Stage 2 | - | - | - | - | 564 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 693 | - | - | - | 211 473 |
| Mov Cap-2 Maneuver | - | - | - | - | 211 - |
| Stage 1 | - | - | - | - | 352 - |
| Stage 2 | - | - | - | - | 564 - |

| Approach | EB | WB | SB |
|------------------------|------|----|----|
| HCM Control Delay, s/v | 0.07 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 13 | - | - | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | - | - |
| HCM Control Delay (s/veh) | 10.2 | 0 | - | - | 0 |
| HCM Lane LOS | B | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

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

2026 Build Condition (Based on 2019 Counts)
Weekday Evening Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↖ | ↗ | | ↖ | ↗ |
| Traffic Vol, veh/h | 113 | 435 | 819 | 64 | 88 | 166 |
| Future Vol, veh/h | 113 | 435 | 819 | 64 | 88 | 166 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 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 | 116 | 448 | 844 | 66 | 91 | 171 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 910 | 0 | - | 0 | 1559 877 |
| Stage 1 | - | - | - | - | 877 - |
| Stage 2 | - | - | - | - | 681 - |
| 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 | 757 | - | - | - | 220 530 |
| Stage 1 | - | - | - | - | 410 - |
| Stage 2 | - | - | - | - | 506 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 757 | - | - | - | 175 530 |
| Mov Cap-2 Maneuver | - | - | - | - | 175 - |
| Stage 1 | - | - | - | - | 326 - |
| Stage 2 | - | - | - | - | 506 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 2.19 | 0 | 25.75 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 371 | - | - | - | 175 | 530 |
| HCM Lane V/C Ratio | 0.154 | - | - | - | 0.52 | 0.323 |
| HCM Control Delay (s/veh) | 10.6 | 0 | - | - | 46 | 15 |
| HCM Lane LOS | B | A | - | - | E | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 2.6 | 1.4 |

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

2026 Build Condition (Based on 2019 Counts)
 Weekday Evening Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | 4 | 1 | | 1 | |
| Traffic Vol, veh/h | 11 | 517 | 882 | 21 | 19 | 5 |
| Future Vol, veh/h | 11 | 517 | 882 | 21 | 19 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 533 | 909 | 22 | 20 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 931 | 0 | 0 1476 920 |
| Stage 1 | - | - | - - 920 - |
| Stage 2 | - | - | - - 556 - |
| 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 | 743 | - | - - 239 511 |
| Stage 1 | - | - | - - 391 - |
| Stage 2 | - | - | - - 578 - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 743 | - | - - 234 511 |
| Mov Cap-2 Maneuver | - | - | - - 234 - |
| Stage 1 | - | - | - - 383 - |
| Stage 2 | - | - | - - 578 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 0.21 | 0 | 20.04 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 38 | - | - | - | 264 |
| HCM Lane V/C Ratio | 0.015 | - | - | - | 0.094 |
| HCM Control Delay (s/veh) | 9.9 | 0 | - | - | 20 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

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

2026 Build Condition (Based on 2024 Counts)
 Weekday Morning Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 1 | 628 | 504 | 1 | 0 | 0 |
| Future Vol, veh/h | 1 | 628 | 504 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 714 | 573 | 1 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 574 | 0 | - | 0 | 1289 573 |
| Stage 1 | - | - | - | - | 573 - |
| Stage 2 | - | - | - | - | 716 - |
| 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 | 1009 | - | - | - | 291 1403 |
| Stage 1 | - | - | - | - | 568 - |
| Stage 2 | - | - | - | - | 488 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1009 | - | - | - | 290 1403 |
| Mov Cap-2 Maneuver | - | - | - | - | 290 - |
| Stage 1 | - | - | - | - | 567 - |
| Stage 2 | - | - | - | - | 488 - |

| Approach | EB | WB | SB |
|------------------------|------|----|----|
| HCM Control Delay, s/v | 0.01 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 3 | - | - | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | - | - |
| HCM Control Delay (s/veh) | 8.6 | 0 | - | - | 0 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

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

2026 Build Condition (Based on 2024 Counts)
 Weekday Morning Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↔ | ↔ | | ↔ | ↔ |
| Traffic Vol, veh/h | 115 | 507 | 393 | 79 | 62 | 113 |
| Future Vol, veh/h | 115 | 507 | 393 | 79 | 62 | 113 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 131 | 576 | 447 | 90 | 70 | 128 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 536 | 0 | - | 0 | 1329 491 |
| Stage 1 | - | - | - | - | 491 - |
| Stage 2 | - | - | - | - | 838 - |
| 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 | 1042 | - | - | - | 279 733 |
| Stage 1 | - | - | - | - | 619 - |
| Stage 2 | - | - | - | - | 428 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1042 | - | - | - | 227 733 |
| Mov Cap-2 Maneuver | - | - | - | - | 227 - |
| Stage 1 | - | - | - | - | 505 - |
| Stage 2 | - | - | - | - | 428 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 1.65 | 0 | 16.91 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 333 | - | - | - | 227 | 733 |
| HCM Lane V/C Ratio | 0.125 | - | - | - | 0.31 | 0.175 |
| HCM Control Delay (s/veh) | 9 | 0 | - | - | 27.8 | 11 |
| HCM Lane LOS | A | A | - | - | D | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 1.3 | 0.6 |

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

2026 Build Condition (Based on 2024 Counts)
 Weekday Morning Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 5 | 567 | 463 | 50 | 17 | 13 |
| Future Vol, veh/h | 5 | 567 | 463 | 50 | 17 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 644 | 526 | 57 | 19 | 15 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 583 | 0 | - | 0 | 1210 |
| Stage 1 | - | - | - | - | 555 |
| Stage 2 | - | - | - | - | 656 |
| 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 |
| Pot Cap-1 Maneuver | 1001 | - | - | - | 315 |
| Stage 1 | - | - | - | - | 579 |
| Stage 2 | - | - | - | - | 520 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1001 | - | - | - | 312 |
| Mov Cap-2 Maneuver | - | - | - | - | 391 |
| Stage 1 | - | - | - | - | 574 |
| Stage 2 | - | - | - | - | 520 |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 0.08 | 0 | 13.03 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 16 | - | - | - | 482 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.071 |
| HCM Control Delay (s/veh) | 8.6 | 0 | - | - | 13 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

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

2026 Build Condition (Based on 2024 Counts)
 Weekday Evening Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 5 | 580 | 774 | 0 | 0 | 0 |
| Future Vol, veh/h | 5 | 580 | 774 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 2 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 617 | 823 | 0 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 823 | 0 | - | 0 | 1451 823 |
| Stage 1 | - | - | - | - | 823 - |
| Stage 2 | - | - | - | - | 628 - |
| 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 | 815 | - | - | - | 246 555 |
| Stage 1 | - | - | - | - | 435 - |
| Stage 2 | - | - | - | - | 536 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 815 | - | - | - | 243 555 |
| Mov Cap-2 Maneuver | - | - | - | - | 243 - |
| Stage 1 | - | - | - | - | 430 - |
| Stage 2 | - | - | - | - | 536 - |

| Approach | EB | WB | SB |
|------------------------|------|----|----|
| HCM Control Delay, s/v | 0.08 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 15 | - | - | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | - | - |
| HCM Control Delay (s/veh) | 9.4 | 0 | - | - | 0 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↙ | ↑ | ↘ | | ↙ | ↘ |
| Traffic Vol, veh/h | 193 | 378 | 628 | 75 | 76 | 147 |
| Future Vol, veh/h | 193 | 378 | 628 | 75 | 76 | 147 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 2 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 205 | 402 | 668 | 80 | 81 | 156 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 748 | 0 | - | 0 | 1521 708 |
| Stage 1 | - | - | - | - | 708 - |
| Stage 2 | - | - | - | - | 813 - |
| 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 | 870 | - | - | - | 228 612 |
| Stage 1 | - | - | - | - | 492 - |
| Stage 2 | - | - | - | - | 440 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 870 | - | - | - | 175 612 |
| Mov Cap-2 Maneuver | - | - | - | - | 175 - |
| Stage 1 | - | - | - | - | 376 - |
| Stage 2 | - | - | - | - | 440 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 3.52 | 0 | 22.91 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 870 | - | - | - | 175 | 612 |
| HCM Lane V/C Ratio | 0.236 | - | - | - | 0.463 | 0.256 |
| HCM Control Delay (s/veh) | 10.4 | - | - | - | 42.3 | 12.9 |
| HCM Lane LOS | B | - | - | - | E | B |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 2.2 | 1 |

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

2026 Build Condition (Based on 2024 Counts)
 Weekday Evening Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 1 | 459 | 681 | 64 | 67 | 26 |
| Future Vol, veh/h | 1 | 459 | 681 | 64 | 67 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 2 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 488 | 724 | 68 | 71 | 28 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 793 | 0 | - | 0 | 1249 759 |
| Stage 1 | - | - | - | - | 759 - |
| Stage 2 | - | - | - | - | 490 - |
| 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 | 837 | - | - | - | 303 587 |
| Stage 1 | - | - | - | - | 466 - |
| Stage 2 | - | - | - | - | 620 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 837 | - | - | - | 302 587 |
| Mov Cap-2 Maneuver | - | - | - | - | 302 - |
| Stage 1 | - | - | - | - | 465 - |
| Stage 2 | - | - | - | - | 620 - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 0.02 | 0 | 19.31 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 4 | - | - | - | 350 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.283 |
| HCM Control Delay (s/veh) | 9.3 | 0 | - | - | 19.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.1 |