

TRAFFIC IMPACT STUDY

For

**Wharton 15 Developers, LLC
Proposed Multi-Use Building**

Property Located at:

**320 Route 15
Block 801 – Lot 7.01
Borough of Wharton, Morris County, NJ**

Prepared by:



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Dated: August 5, 2022**

1478-99-208T

INTRODUCTION

It is proposed to construct a mixed-use commercial building on a parcel of land currently developed with a restaurant, located along Route 15 southbound just north of Mount Pleasant Avenue in Wharton Borough, Morris County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 801 – Lot 7.01 on the Borough of Wharton Tax Maps. The site is currently developed with an approximate 4,300 SF restaurant known as Townsquare Diner. It is proposed to raze the existing site and construct a mixed-use commercial building consisting of a 3,523 SF Aspen Dental, 3,614 SF City MD, 1,245 SF Jersey Mike’s Subs, and a 2,441 SF Panda Express with a drive-thru (The Project). The site is located within the B-2 – Regional Business zone. Access to the site is proposed to be maintained via the existing access configuration consisting of an ingress only driveway and a right turn egress only driveway along Route 15. It should be noted that two (2) cross access points currently exist to the adjacent Bob’s Discount Furniture and Mattress Store, which are proposed to remain.

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

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday PM and Saturday midday peak periods at the existing site driveways along Route 15.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the New Jersey Department of Transportation. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

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

Existing Roadway Conditions

The following is a description of the roadway in the study area:

NJ Route 15 is an Urban Minor Arterial roadway under New Jersey Department of Transportation jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides two travel lanes in each direction along the site frontage. On-street parking is prohibited along both sides of the roadway. Curbing is provided along both sides of the roadway, while sidewalk is not provided along either side. Route 15 provides a curved horizontal alignment and a relatively flat vertical alignment. The land uses along Route 15 in the vicinity of The Project are primarily commercial.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Tuesday, June 7, 2022 from 4:30 to 6:30 PM and on Saturday, June 11, 2022 from 11:00 AM to 2:00 PM at the existing site driveways along Route 15. Review of the collected traffic data reveals that the weekday evening peak street hour (PSH) occurs between 4:45 – 5:45 PM and the Saturday midday PSH occurs between 12:00 – 1:00 PM. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

COVID-19 Traffic Count Normalization

It should be noted that various protocols associated with the COVID-19 pandemic were in effect as of the time of the traffic counts. As a result, current traffic volumes on the surrounding roadways may be atypical at this time and not entirely representative of “existing” traffic conditions. Therefore, historical traffic volume data has been reviewed and compared with current traffic volumes in order to account for this effect. Specifically, this firm obtained Streetlight data along Route 15 north of Mount Pleasant Avenue for the month of March in 2019 and 2022.

In order to perform an appropriate comparison, the 2019 volumes were increased to better represent 2022 conditions by applying a growth rate of 2.50% per year, obtained from the NJDOT Annual Background Growth Rate Table, for a period of three (3) years. The adjusted 2019 traffic volumes were then compared to the 2022 Streetlight data as summarized in the table below.

**Table I
Traffic Count Comparison**

| Location | Date | Route 15 Peak Hour Traffic Volume | | | | COVID-19 Adjustment Factor | |
|-----------------------------------|------------|-----------------------------------|-------|---------------------------------------|-------|----------------------------|------|
| | | As-Counted | | With Background Growth ^[1] | | PM | SAT |
| | | PM | SAT | PM | SAT | | |
| Route 15 north of Mt Pleasant Ave | March 2019 | 2,762 | 3,478 | 2,974 | 3,745 | 1.29 | 1.33 |
| | March 2022 | 2,302 | 2,826 | 2,302 | 2,826 | | |

^[1] 2019 data increased by 2.50% per NJDOT Annual Background Growth Rate Table compounded annually for three years.

As seen above, the current traffic volumes were found to be lower than the historical volumes grown to the current year during the weekday evening and Saturday midday peak hours; therefore, adjustment factors of 1.29 and 1.33, respectively, were applied to those volumes to provide a conservative analysis. Further, the 2022 traffic volumes were increased to better represent existing 2024 traffic volume by applying a growth rate of 2.50% per year obtained from the NJDOT Annual Background Growth Rate Table for a period of two years. Figure 3, located in Appendix A, shows the adjusted existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

Existing Capacity Analysis

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

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

**Table II
Level of Service Criteria
for Unsignalized Intersections**

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

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles, such as the signalized intersection of Route 15 and Mount Pleasant Avenue.

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

**Table III
Existing Levels of Service**

| Intersection | Direction/ Movement | | PM PSH | SAT PSH |
|--------------------------------|------------------------|---|--------|---------|
| Route 15 & North Site Driveway | NB | L | b (12) | c (16) |
| Route 15 & South Site Driveway | EB | R | b (14) | c (17) |

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

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

Route 15 & North Site Driveway

The north site driveway intersects Route 15 to form an unsignalized T-intersection with the site driveway providing one lane away from the intersection. The northbound approach of Route 15 provides a dedicated left turn lane and two dedicated through lanes, while the southbound approach provides a dedicated through lane and a shared through/right turn lane.

A review of the existing analysis reveals that all ingress movements at the driveway operate at levels of service “C” or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Route 15 & South Site Driveway

The south site driveway intersects Route 15 to form an unsignalized T-intersection with the eastbound approach of the site driveway operating under stop control. The northbound and southbound approaches of Route 15 each provide two dedicated through lanes. The eastbound approach of the site driveway provides a dedicated right turn lane.

A review of the existing analysis reveals that the right turn egress movement at the driveway operates at levels of service “C” or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the 2026 No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 2.50% per year.

Through consultation with the Borough of Wharton Planning Board staff, there are no other developments in the vicinity of the site that have been approved but not yet constructed that are identified as significant traffic generators. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments not listed.

Future 2026 No Build traffic volumes were developed by applying the background growth rate of 2.50% for two (2) years to the study area roadways existing traffic volumes. Figure 4, in Appendix A, shows the 2026 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code (LUC) 720 – Medical-Dental Office Building, LUC 933 – Fast Food Restaurant without Drive Through Window, and LUC 934 – Fast Food Restaurant with Drive Through Window from the NJDOT published rates.

Additionally, according to studies conducted by the Institute of Transportation Engineers (ITS), traffic associated with LUC 934 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the Panda Express is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. The NJDOT accepted passby rates of 50% and 37% were applied to the weekday evening and Saturday midday peak hours, respectively. It should be noted that there will realistically be passby traffic during the studied peak hours associated with the proposed Jersey Mike's Subs even though there is no data published by ITE or NJDOT, however, conservatively no credit was taken for this effect.

As previously noted, the site is currently occupied by a restaurant which generates traffic in the existing condition. Additionally, interaction between the proposed uses of The Project as well as the adjacent Bob's Discount Furniture and Mattress Store due to the internal access is anticipated to reduce the overall trip generation for the site. However, conservatively, no reduction was taken for the traffic associated with the existing restaurant nor the anticipated interaction between the various complimentary uses in the Build condition in the analyses contained herein. Table IV details the traffic volumes associated with the subject project considering the passby credits.

**Table IV
HAPS Trip Generation Considering Passby Traffic**

| Land Use | Trip Type | PM PSH | | | SAT PSH | | |
|-----------------------------|----------------------|-----------|-----------|------------|-----------|-----------|------------|
| | | In | Out | Total | In | Out | Total |
| 7,137 SF Medical Office | Total | 12 | 17 | 29 | 13 | 9 | 22 |
| | Passby | - | - | - | - | - | - |
| | New (Primary) | 12 | 17 | 29 | 13 | 9 | 22 |
| 1,245 SF Jersey Mike's Subs | Total | 31 | 30 | 61 | 33 | 35 | 68 |
| | Passby | - | - | - | - | - | - |
| | New (Primary) | 31 | 30 | 61 | 33 | 35 | 68 |
| 2,441 SF Panda Express | Total | 64 | 61 | 125 | 69 | 66 | 135 |
| | Passby | 32 | 31 | 63 | 26 | 24 | 50 |
| | New (Primary) | 32 | 30 | 62 | 43 | 42 | 85 |
| Total | Total | 107 | 108 | 215 | 115 | 110 | 225 |
| | Passby | 32 | 31 | 63 | 26 | 24 | 50 |
| | New (Primary) | 75 | 77 | 152 | 89 | 86 | 175 |

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 5-9, located in Appendix A, illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 10.

As previously noted, the site is currently occupied by an approximately 4,300 SF diner which has been counted and has an existing trip generation, along with a Bob’s Discount Furniture and Mattress Store that utilizes the existing site driveways to access Route 15. While it is proposed to raze the existing diner, the trip generation associated with this land use was not removed from the 2026 No Build and Build analyses. Thus, the following analyses are considered conservative and contain more traffic generation at the site driveways than anticipated for The Project.

Future Capacity Analysis

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

**Table V
Future Levels of Service**

| Intersection | Direction/ Movement | | PM PSH | | SAT PSH | |
|--------------------------------|------------------------|---|----------|--------|----------|--------|
| | | | No Build | Build | No Build | Build |
| Route 15 & North Site Driveway | NB | L | b (13) | b (15) | c (17) | c (22) |
| Route 15 & South Site Driveway | EB | R | b (15) | c (20) | c (18) | d (27) |

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

Route 15 & North Site Driveway

With the addition of site generated traffic, all ingress movements at the site driveway are anticipated to continue to operate at No Build levels of service “C” or better during the analyzed peak hours. See Table V for the individual movement levels of service and delays.

Route 15 & South Site Driveway

With the addition of site generated traffic, the right turn egress movement at the site driveway is anticipated to operate at levels of service “D” or better during the analyzed peak hours. See Table V for the individual movement levels of service and delays.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be maintained via the existing access configuration consisting of an ingress only driveway and a right turn egress only driveway along Route 15.

The parking lot will be serviced by parking aisles with widths between 24' and 25', which satisfies the Ordinance's minimum requirement of 24'. These aisles will allow for two-way circulation and 90 degree parking. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), or a tractor with a 43' trailer, along with the automobile traffic anticipated.

Parking

The Wharton Borough Ordinance sets forth a parking requirement of 1 parking space per 150 SF for medical or dental office uses and 1 parking space per 3 seats for eating establishments. This equates to a parking requirement of 24 spaces for the proposed 3,523 SF Aspen Dental, 25 spaces for the proposed 3,614 SF City MD, 6 spaces for the proposed 16 seat Jersey Mike's Subs, and 17 spaces for the proposed 50 seat Panda Express, or a total of 72 spaces. The site as proposed provides 57 on-site parking spaces, inclusive of three (3) handicap spaces, and the Ordinance requirement is not satisfied and a variance is requested. It should be noted that there is an existing easement between the subject property and the Bob's Discount Furniture and Mattress Store property (Block 801 – Lot 7.05) which permits users of the existing restaurant to utilize 15 parking spaces on the Bob's Discount Furniture and Mattress Store property for the purpose of overflow parking. It is proposed to continue the existing utilization of the 15 parking spaces for the purposes of overflow parking for the subject site, resulting in a total parking supply for The Project of 72 spaces. As such, the Board can feel comfortable granting the variance.

It is proposed to provide parking stalls with dimensions of 9'x18', which satisfy the Ordinance requirement of 9'x18'. It should be noted that industry standards recommend stall widths of between 8'9" and 9' and a length of 18' for high-turnover land uses such as The Project, which is met as designed.

The Ordinance also sets forth a loading requirement of 1 loading space for the first 5,000 SF of office uses as well as 1 loading space for the first 2,000 SF of restaurant uses and an additional space for each 25,000 SF afterwards. This equates to a loading requirement of 1 loading space for the proposed 3,523 SF Aspen Dental, 1 loading space for the proposed 3,614 SF City MD, 1 loading space for the proposed 1,245 SF Jersey Mike's Subs, and 1 loading space for the proposed 2,441 SF Panda Express, or a total of 4 loading spaces. Additionally, the Ordinance sets forth loading space dimensional requirements of 12'x35'. The site as proposed provides no loading spaces and a variance is requested. It should be noted that the western parking aisle provides a length of approximately 135' along both curbing and striping, providing sufficient room for the anticipated delivery operations. Further, deliveries are anticipated to occur outside the critical roadway peak hours. As such, the Board can feel comfortable granting the variance.

FINDINGS & CONCLUSIONS

Findings

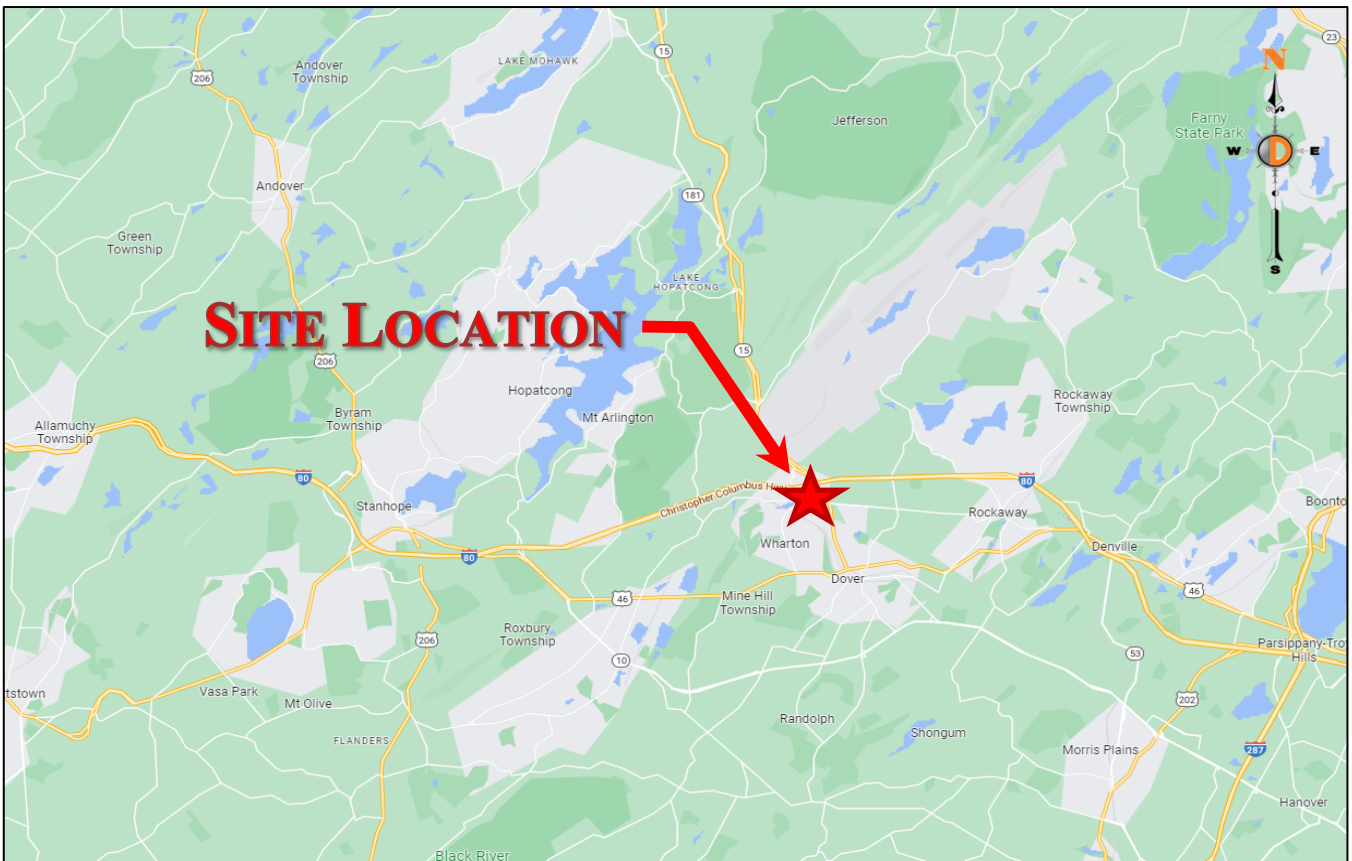
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed mixed-use commercial development is projected to generate 75 entering trips and 77 exiting trips during the weekday evening peak hour and 89 entering trips and 86 exiting trips during the Saturday midday peak hour that are “new” to the adjacent roadway network.
- Access to the site is proposed to be maintained via the existing access configuration consisting of an ingress only driveway and a right turn egress only driveway along Route 15.
- With the addition of site generated traffic, all ingress movements at the intersection of Route 15 and the north site driveway are anticipated to continue to operate at No Build levels of service “C” or better during the peak hours studied.
- With the addition of site generated traffic, the right turn egress movement at the intersection of Route 15 and the south site driveway is anticipated to operate at levels of service “D” or better during the peak hours studied.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.
- The proposed parking supply and design is sufficient to support the projected demand.

Conclusions

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

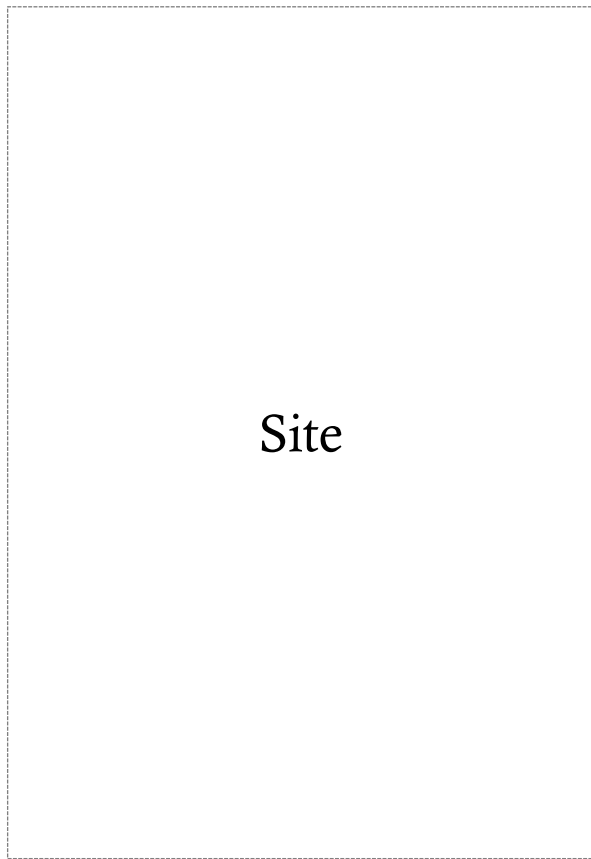
Appendix A
Traffic Volume Figures



Proposed Multi-Use Building
Traffic Impact Study - Rev1
1478-99-208T

Figure 1

Site Location Map



North Site Driveway

South Site Driveway

Route 15

3 (10)
1014 (1234)

(24) 15
(1380) 1433

1014 (1234)

(23) 2

(1404) 1448

LEGEND

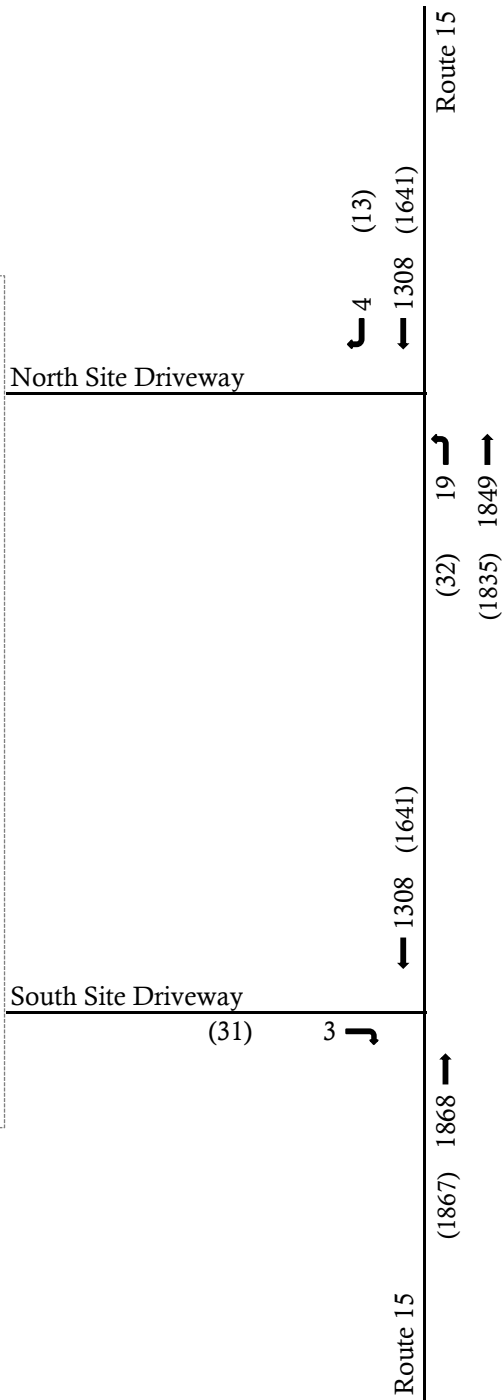
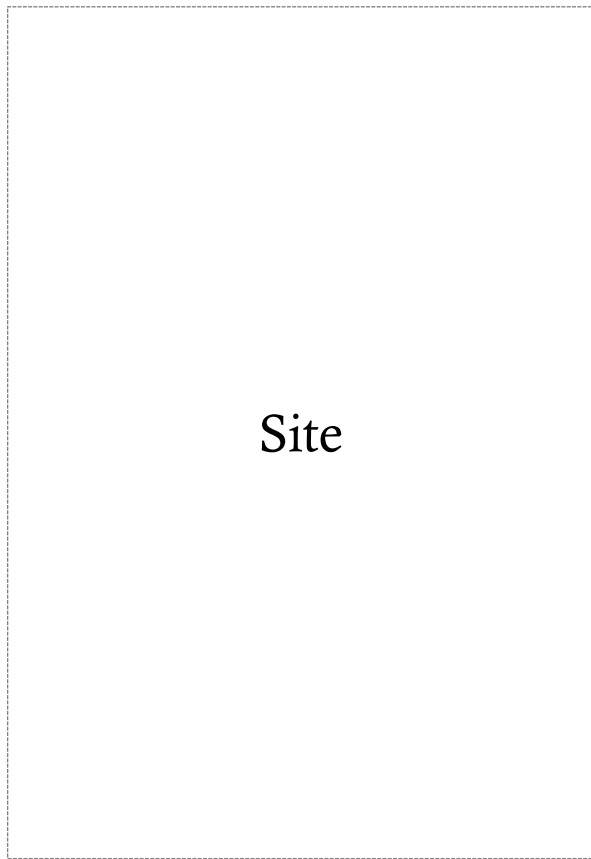
- Existing Roadway
- ← PM (SAT)



Proposed Multi-Use Building
Traffic Impact Study - Rev1
1478-99-208T

Figure 2

Existing Traffic Volumes



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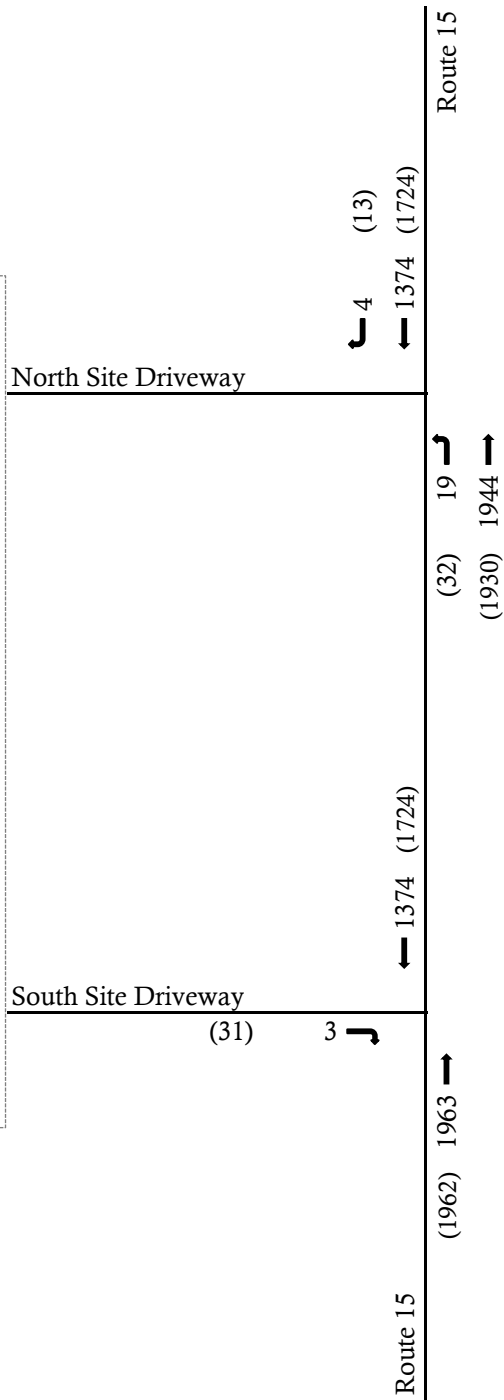
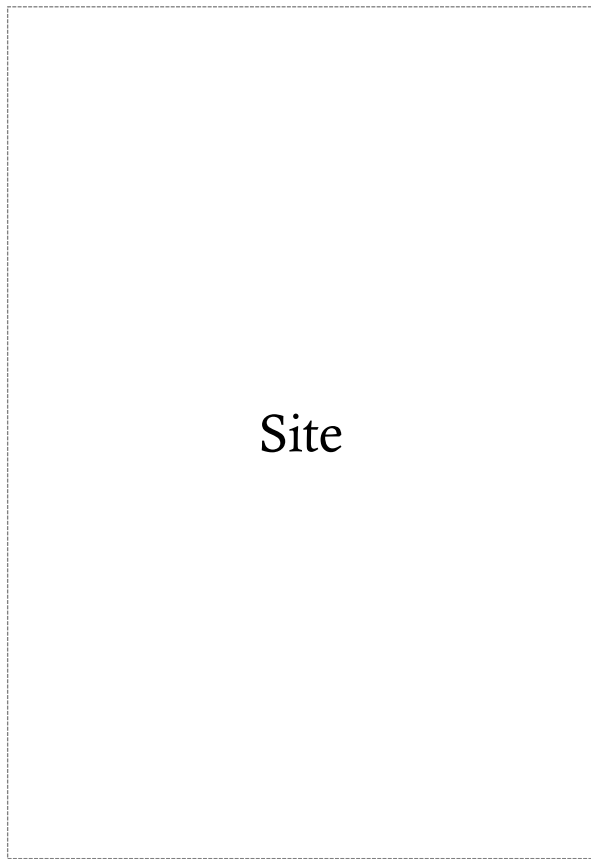
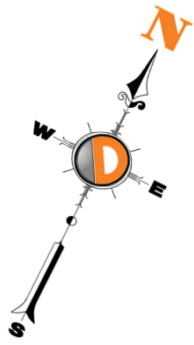
- Existing Roadway
- ← PM (SAT)



Proposed Multi-Use Building
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Figure 3

Adjusted Existing Traffic Volumes



LEGEND

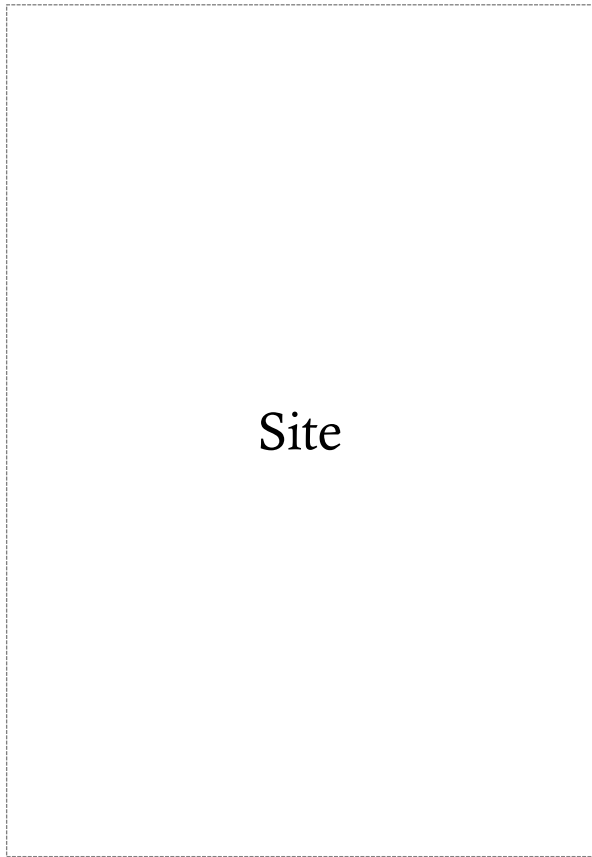
- Existing Roadway
- ← PM (SAT)



Proposed Multi-Use Building
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Figure 4

No Build Traffic Volumes



North Site Driveway

South Site Driveway

← 25% (0%)

Route 15

(0%) 75% ↗

(100%) 0% ↘

(0%) 75% ↖

Route 15

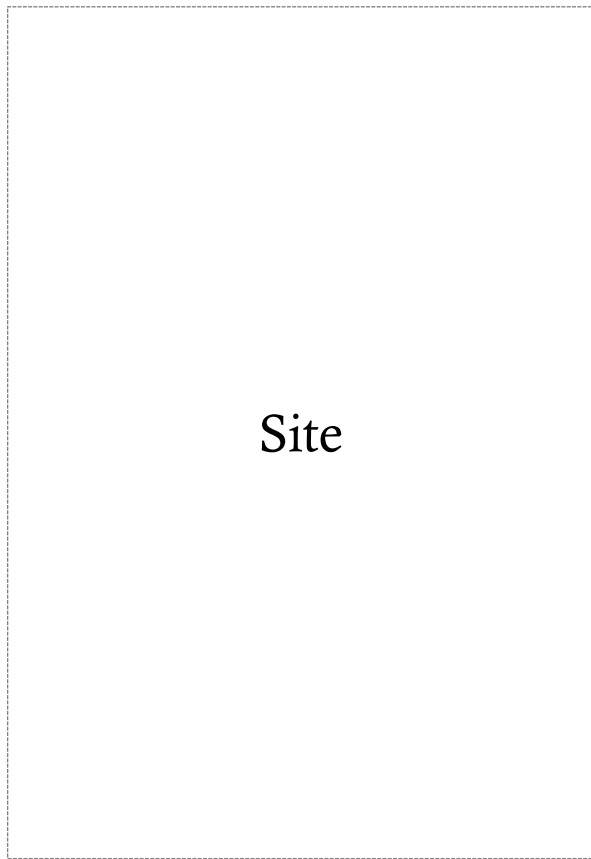
LEGEND

- Existing Roadway
- ← IN (OUT)



Proposed Multi-Use Building
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Figure 5
Percent Distribution
(Primary Trips)



North Site Driveway

South Site Driveway

19 (22)

Route 15

56 (67)

(86) 77

56 (67)

Route 15

LEGEND

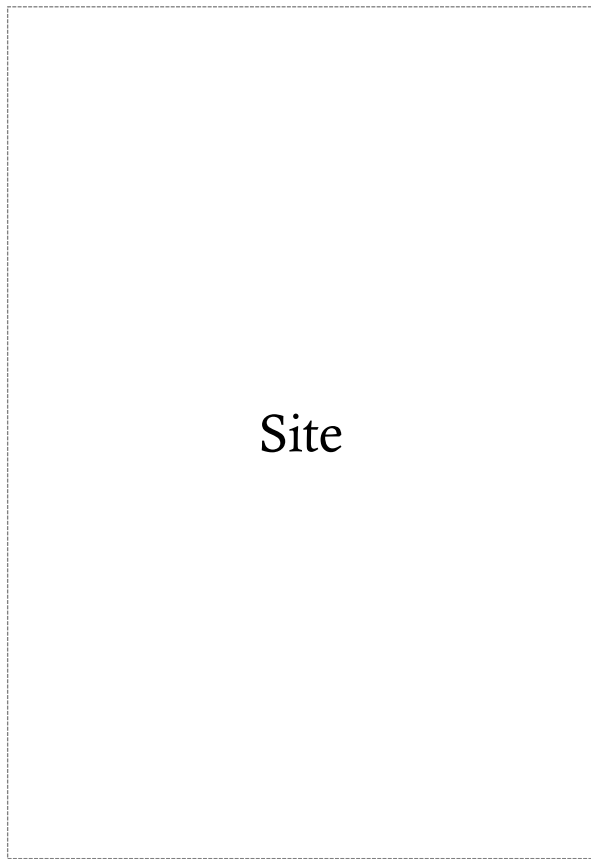
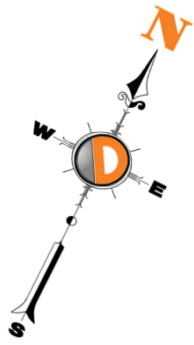
- Existing Roadway
- ← PM (SAT)



Proposed Multi-Use Building
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Figure 6

Primary Site Generated Trips



North Site Driveway

South Site Driveway

Route 15

Route 15

↪ 60% (0%)
 ← -60% (0%)

↪ (0%) 40%
 ← (0%) -40%

← -60% (0%)

(100%) 0% ↪

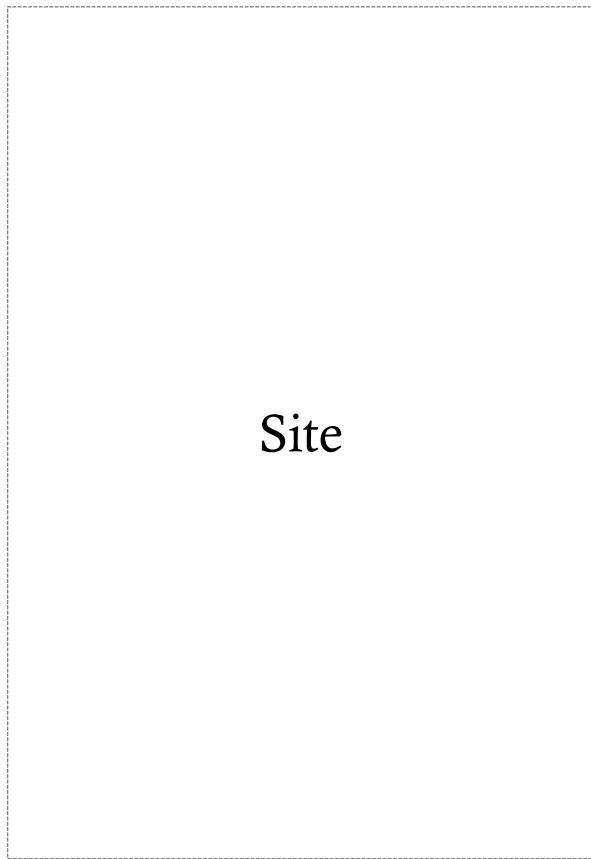
LEGEND

- Existing Roadway
- ← IN (OUT)



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Figure 7
Percent Distribution
(Passby Trips)



North Site Driveway

South Site Driveway

Route 15

Route 15

19 (16)
-19 (-16)

13 (10)
-13 (-10)

-19 (-16)

(24) 31

LEGEND

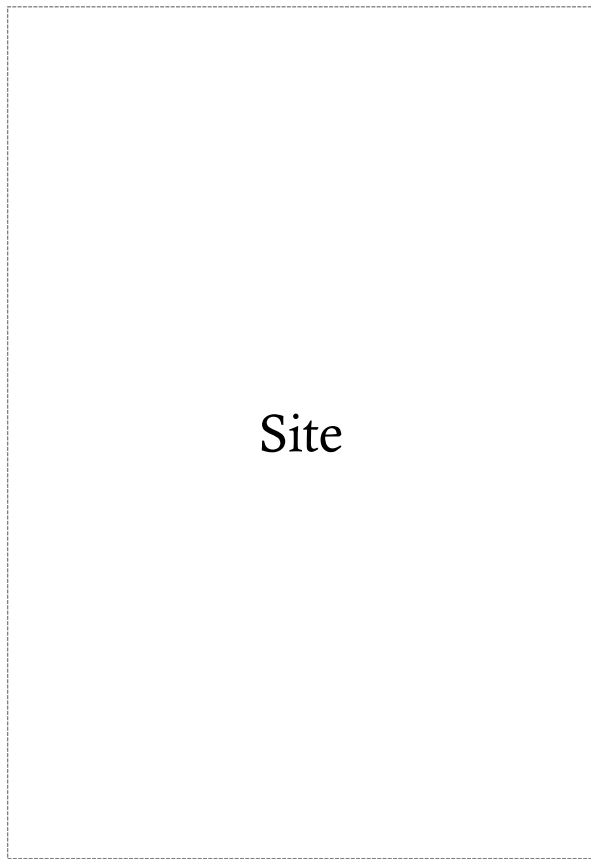
- Existing Roadway
- ← PM (SAT)



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Figure 8

Passby Site Generated Trips



North Site Driveway

South Site Driveway

Route 15

← 38 (38)
 ← -19 (-16)

↗ 69 (77)
 ↘ -13 (-10)

← -19 (-16)

(110) 108 ↘

(67) 56 →

LEGEND

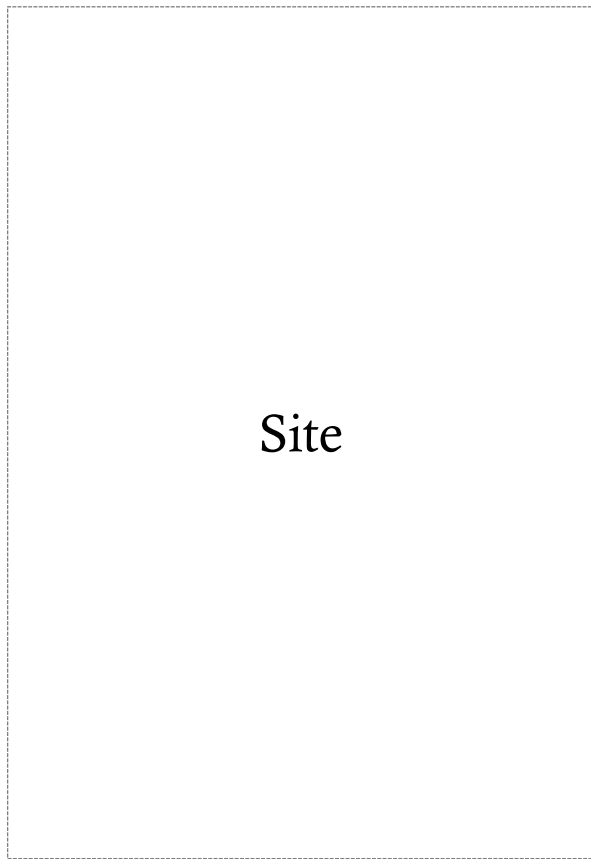
- Existing Roadway
- ← PM (SAT)



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Figure 9

Total Site Generated Trips



North Site Driveway

South Site Driveway

Route 15

42 (51)
1355 (1708)

88
(109) 1931
(1920)

1355 (1708)

(141) 111

(2029) 2019

LEGEND

- Existing Roadway
- ← PM (SAT)



Proposed Multi-Use Building
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1478-99-208T

Figure 10

Build Traffic Volumes

Appendix B
Project Information

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: 320 Route 15 Driveways
 N/S: Route 15
 Town/County: Wharton/Morris
 Job #: 1478-99-208T

File Name : 320 Route 15 - PM
 Site Code : 00000000
 Start Date : 6/7/2022
 Page No : 1

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

| Start Time | 320 Route 15 Exit Driveway Eastbound | | | Route 15 Northbound | | | | Route 15 Southbound | | | | Int. Total |
|---------------|---|------|------------|------------------------|------|------|------------|------------------------|-------|------|------------|------------|
| | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 04:30 PM | 1 | 0 | 1 | 3 | 368 | 0 | 371 | 243 | 1 | 0 | 244 | 616 |
| 04:45 PM | 2 | 0 | 2 | 0 | 347 | 0 | 347 | 288 | 0 | 0 | 288 | 637 |
| Total | 3 | 0 | 3 | 3 | 715 | 0 | 718 | 531 | 1 | 0 | 532 | 1253 |
| 05:00 PM | 0 | 0 | 0 | 7 | 352 | 0 | 359 | 253 | 1 | 0 | 254 | 613 |
| 05:15 PM | 0 | 0 | 0 | 3 | 364 | 0 | 367 | 206 | 0 | 0 | 206 | 573 |
| 05:30 PM | 0 | 0 | 0 | 5 | 370 | 0 | 375 | 267 | 2 | 0 | 269 | 644 |
| 05:45 PM | 0 | 0 | 0 | 0 | 351 | 0 | 351 | 223 | 0 | 0 | 223 | 574 |
| Total | 0 | 0 | 0 | 15 | 1437 | 0 | 1452 | 949 | 3 | 0 | 952 | 2404 |
| 06:00 PM | 4 | 0 | 4 | 4 | 342 | 0 | 346 | 235 | 3 | 0 | 238 | 588 |
| 06:15 PM | 7 | 0 | 7 | 4 | 354 | 0 | 358 | 257 | 2 | 0 | 259 | 624 |
| Grand Total | 14 | 0 | 14 | 26 | 2848 | 0 | 2874 | 1972 | 9 | 0 | 1981 | 4869 |
| Apprch % | 100 | 0 | | 0.9 | 99.1 | 0 | | 99.5 | 0.5 | 0 | | |
| Total % | 0.3 | 0 | 0.3 | 0.5 | 58.5 | 0 | 59 | 40.5 | 0.2 | 0 | 40.7 | |
| Cars | 14 | 0 | 14 | 26 | 2840 | 0 | 2866 | 1968 | 9 | 0 | 1977 | 4857 |
| % Cars | 100 | 0 | 100 | 100 | 99.7 | 0 | 99.7 | 99.8 | 100 | 0 | 99.8 | 99.8 |
| Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trucks (TT) | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 4 | 0 | 0 | 4 | 12 |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0.3 | 0 | 0.3 | 0.2 | 0 | 0 | 0.2 | 0.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: 320 Route 15 Driveways
 N/S: Route 15
 Town/County: Wharton/Morris
 Job #: 1478-99-208T

File Name : 320 Route 15 - PM
 Site Code : 00000000
 Start Date : 6/7/2022
 Page No : 2

| Start Time | 320 Route 15 Exit Driveway Eastbound | | | Route 15 Northbound | | | | Route 15 Southbound | | | | Int. Total |
|--|---|------|------------|------------------------|------|------|------------|------------------------|-------|------|------------|------------|
| | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | |
| 04:45 PM | 2 | 0 | 2 | 0 | 347 | 0 | 347 | 288 | 0 | 0 | 288 | 637 |
| 05:00 PM | 0 | 0 | 0 | 7 | 352 | 0 | 359 | 253 | 1 | 0 | 254 | 613 |
| 05:15 PM | 0 | 0 | 0 | 3 | 364 | 0 | 367 | 206 | 0 | 0 | 206 | 573 |
| 05:30 PM | 0 | 0 | 0 | 5 | 370 | 0 | 375 | 267 | 2 | 0 | 269 | 644 |
| Total Volume | 2 | 0 | 2 | 15 | 1433 | 0 | 1448 | 1014 | 3 | 0 | 1017 | 2467 |
| % App. Total | 100 | 0 | | 1 | 99 | 0 | | 99.7 | 0.3 | 0 | | |
| PHF | .250 | .000 | .250 | .536 | .968 | .000 | .965 | .880 | .375 | .000 | .883 | .958 |
| Cars | 2 | 0 | 2 | 15 | 1431 | 0 | 1446 | 1011 | 3 | 0 | 1014 | 2462 |
| % Cars | 100 | 0 | 100 | 100 | 99.9 | 0 | 99.9 | 99.7 | 100 | 0 | 99.7 | 99.8 |
| Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trucks (TT) | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 3 | 5 |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0.1 | 0 | 0.1 | 0.3 | 0 | 0 | 0.3 | 0.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: 320 Route 15 Driveways
 N/S: Route 15
 Town/County: Wharton/Morris
 Job #: 1478-99-208T

File Name : 320 Route 15 - SAT
 Site Code : 00000000
 Start Date : 6/11/2022
 Page No : 1

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

| Start Time | 320 Route 15 Exit Driveway Eastbound | | | Route 15 Northbound | | | | Route 15 Southbound | | | | Int. Total |
|---------------|--------------------------------------|------|------------|---------------------|------|------|------------|---------------------|-------|------|------------|------------|
| | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 11:00 AM | 9 | 0 | 9 | 8 | 316 | 0 | 324 | 281 | 5 | 0 | 286 | 619 |
| 11:15 AM | 10 | 0 | 10 | 11 | 328 | 0 | 339 | 257 | 5 | 0 | 262 | 611 |
| 11:30 AM | 3 | 0 | 3 | 6 | 324 | 0 | 330 | 286 | 3 | 0 | 289 | 622 |
| 11:45 AM | 14 | 0 | 14 | 7 | 319 | 0 | 326 | 307 | 1 | 0 | 308 | 648 |
| Total | 36 | 0 | 36 | 32 | 1287 | 0 | 1319 | 1131 | 14 | 0 | 1145 | 2500 |
| 12:00 PM | 7 | 0 | 7 | 2 | 368 | 0 | 370 | 321 | 3 | 0 | 324 | 701 |
| 12:15 PM | 5 | 0 | 5 | 7 | 353 | 0 | 360 | 300 | 2 | 0 | 302 | 667 |
| 12:30 PM | 7 | 0 | 7 | 7 | 338 | 0 | 345 | 299 | 2 | 0 | 301 | 653 |
| 12:45 PM | 4 | 0 | 4 | 8 | 321 | 0 | 329 | 314 | 3 | 0 | 317 | 650 |
| Total | 23 | 0 | 23 | 24 | 1380 | 0 | 1404 | 1234 | 10 | 0 | 1244 | 2671 |
| 01:00 PM | 7 | 0 | 7 | 2 | 257 | 0 | 259 | 257 | 3 | 0 | 260 | 526 |
| 01:15 PM | 10 | 0 | 10 | 3 | 277 | 0 | 280 | 283 | 1 | 0 | 284 | 574 |
| 01:30 PM | 6 | 0 | 6 | 8 | 344 | 0 | 352 | 261 | 6 | 0 | 267 | 625 |
| 01:45 PM | 8 | 0 | 8 | 6 | 320 | 0 | 326 | 337 | 5 | 0 | 342 | 676 |
| Total | 31 | 0 | 31 | 19 | 1198 | 0 | 1217 | 1138 | 15 | 0 | 1153 | 2401 |
| Grand Total | 90 | 0 | 90 | 75 | 3865 | 0 | 3940 | 3503 | 39 | 0 | 3542 | 7572 |
| Apprch % | 100 | 0 | | 1.9 | 98.1 | 0 | | 98.9 | 1.1 | 0 | | |
| Total % | 1.2 | 0 | 1.2 | 1 | 51 | 0 | 52 | 46.3 | 0.5 | 0 | 46.8 | |
| Cars | 90 | 0 | 90 | 75 | 3864 | 0 | 3939 | 3498 | 39 | 0 | 3537 | 7566 |
| % Cars | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 99.9 | 100 | 0 | 99.9 | 99.9 |
| Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trucks (TT) | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 6 |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.1 | 0.1 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: 320 Route 15 Driveways
 N/S: Route 15
 Town/County: Wharton/Morris
 Job #: 1478-99-208T

File Name : 320 Route 15 - SAT
 Site Code : 00000000
 Start Date : 6/11/2022
 Page No : 2

| Start Time | 320 Route 15 Exit Driveway Eastbound | | | Route 15 Northbound | | | | Route 15 Southbound | | | | Int. Total |
|--|---|------|------------|------------------------|------|------|------------|------------------------|-------|------|------------|------------|
| | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | |
| 12:00 PM | 7 | 0 | 7 | 2 | 368 | 0 | 370 | 321 | 3 | 0 | 324 | 701 |
| 12:15 PM | 5 | 0 | 5 | 7 | 353 | 0 | 360 | 300 | 2 | 0 | 302 | 667 |
| 12:30 PM | 7 | 0 | 7 | 7 | 338 | 0 | 345 | 299 | 2 | 0 | 301 | 653 |
| 12:45 PM | 4 | 0 | 4 | 8 | 321 | 0 | 329 | 314 | 3 | 0 | 317 | 650 |
| Total Volume | 23 | 0 | 23 | 24 | 1380 | 0 | 1404 | 1234 | 10 | 0 | 1244 | 2671 |
| % App. Total | 100 | 0 | | 1.7 | 98.3 | 0 | | 99.2 | 0.8 | 0 | | |
| PHF | .821 | .000 | .821 | .750 | .938 | .000 | .949 | .961 | .833 | .000 | .960 | .953 |
| Cars | 23 | 0 | 23 | 24 | 1379 | 0 | 1403 | 1234 | 10 | 0 | 1244 | 2670 |
| % Cars | 100 | 0 | 100 | 100 | 99.9 | 0 | 99.9 | 100 | 100 | 0 | 100 | 100.0 |
| Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trucks (TT) | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.0 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2019](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2019 Monthly Average Daily Streetlight Volumes | | |
|--|--------------------------------------|-----|
| TIME | Average Weekday (Tuesday - Thursday) | |
| | NB | SB |
| 12:00 AM | 29 | 12 |
| 12:15 AM | 22 | 6 |
| 12:30 AM | 18 | 10 |
| 12:45 AM | 18 | 25 |
| 01:00 AM | 7 | 19 |
| 01:15 AM | 3 | 9 |
| 01:30 AM | 4 | 5 |
| 01:45 AM | 4 | 3 |
| 02:00 AM | 4 | 2 |
| 02:15 AM | 8 | 2 |
| 02:30 AM | 5 | 3 |
| 02:45 AM | 2 | 7 |
| 03:00 AM | 4 | 13 |
| 03:15 AM | 9 | 11 |
| 03:30 AM | 7 | 4 |
| 03:45 AM | 10 | 2 |
| 04:00 AM | 11 | 1 |
| 04:15 AM | 10 | 4 |
| 04:30 AM | 19 | 10 |
| 04:45 AM | 23 | 13 |
| 05:00 AM | 24 | 28 |
| 05:15 AM | 24 | 56 |
| 05:30 AM | 21 | 71 |
| 05:45 AM | 36 | 75 |
| 06:00 AM | 51 | 86 |
| 06:15 AM | 75 | 104 |
| 06:30 AM | 107 | 105 |
| 06:45 AM | 86 | 179 |
| 07:00 AM | 111 | 295 |
| 07:15 AM | 111 | 404 |
| 07:30 AM | 153 | 470 |
| 07:45 AM | 145 | 418 |
| 08:00 AM | 113 | 328 |
| 08:15 AM | 92 | 370 |
| 08:30 AM | 88 | 243 |
| 08:45 AM | 117 | 253 |
| 09:00 AM | 82 | 235 |
| 09:15 AM | 151 | 147 |
| 09:30 AM | 129 | 157 |
| 09:45 AM | 137 | 189 |
| 10:00 AM | 131 | 133 |
| 10:15 AM | 135 | 131 |
| 10:30 AM | 179 | 129 |
| 10:45 AM | 165 | 135 |
| 11:00 AM | 167 | 149 |
| 11:15 AM | 193 | 187 |
| 11:30 AM | 193 | 203 |
| 11:45 AM | 199 | 235 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2019](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2019 Monthly Average Daily Streetlight Volumes | | |
|--|--------------------------------------|--------------|
| TIME | Average Weekday (Tuesday - Thursday) | |
| | NB | SB |
| 12:00 PM | 191 | 231 |
| 12:15 PM | 201 | 181 |
| 12:30 PM | 283 | 219 |
| 12:45 PM | 344 | 145 |
| 01:00 PM | 221 | 163 |
| 01:15 PM | 269 | 199 |
| 01:30 PM | 277 | 163 |
| 01:45 PM | 275 | 171 |
| 02:00 PM | 267 | 141 |
| 02:15 PM | 257 | 187 |
| 02:30 PM | 237 | 189 |
| 02:45 PM | 267 | 161 |
| 03:00 PM | 334 | 189 |
| 03:15 PM | 336 | 183 |
| 03:30 PM | 348 | 225 |
| 03:45 PM | 442 | 225 |
| 04:00 PM | 452 | 189 |
| 04:15 PM | 388 | 199 |
| 04:30 PM | 350 | 219 |
| 04:45 PM | 386 | 219 |
| 05:00 PM | 460 | 223 |
| 05:15 PM | 454 | 215 |
| 05:30 PM | 476 | 257 |
| 05:45 PM | 400 | 241 |
| 06:00 PM | 424 | 295 |
| 06:15 PM | 366 | 235 |
| 06:30 PM | 412 | 255 |
| 06:45 PM | 386 | 243 |
| 07:00 PM | 305 | 241 |
| 07:15 PM | 322 | 197 |
| 07:30 PM | 318 | 189 |
| 07:45 PM | 316 | 151 |
| 08:00 PM | 285 | 133 |
| 08:15 PM | 283 | 129 |
| 08:30 PM | 241 | 127 |
| 08:45 PM | 213 | 104 |
| 09:00 PM | 211 | 74 |
| 09:15 PM | 169 | 94 |
| 09:30 PM | 139 | 62 |
| 09:45 PM | 119 | 53 |
| 10:00 PM | 105 | 48 |
| 10:15 PM | 82 | 42 |
| 10:30 PM | 49 | 33 |
| 10:45 PM | 51 | 32 |
| 11:00 PM | 59 | 28 |
| 11:15 PM | 34 | 24 |
| 11:30 PM | 21 | 15 |
| 11:45 PM | 24 | 15 |
| Total | 16281 | 13229 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2022](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2022 Monthly Average Daily Streetlight Volumes | | |
|--|--------------------------------------|-----|
| TIME | Average Weekday (Tuesday - Thursday) | |
| | NB | SB |
| 12:00 AM | 24 | 8 |
| 12:15 AM | 20 | 5 |
| 12:30 AM | 14 | 5 |
| 12:45 AM | 15 | 4 |
| 01:00 AM | 20 | 1 |
| 01:15 AM | 18 | 0 |
| 01:30 AM | 11 | 1 |
| 01:45 AM | 7 | 2 |
| 02:00 AM | 7 | 3 |
| 02:15 AM | 6 | 3 |
| 02:30 AM | 3 | 4 |
| 02:45 AM | 1 | 2 |
| 03:00 AM | 2 | 1 |
| 03:15 AM | 3 | 3 |
| 03:30 AM | 3 | 9 |
| 03:45 AM | 4 | 9 |
| 04:00 AM | 3 | 6 |
| 04:15 AM | 4 | 12 |
| 04:30 AM | 6 | 20 |
| 04:45 AM | 8 | 23 |
| 05:00 AM | 13 | 31 |
| 05:15 AM | 17 | 28 |
| 05:30 AM | 14 | 27 |
| 05:45 AM | 18 | 59 |
| 06:00 AM | 35 | 115 |
| 06:15 AM | 71 | 72 |
| 06:30 AM | 77 | 78 |
| 06:45 AM | 100 | 146 |
| 07:00 AM | 79 | 184 |
| 07:15 AM | 107 | 294 |
| 07:30 AM | 102 | 387 |
| 07:45 AM | 90 | 248 |
| 08:00 AM | 77 | 203 |
| 08:15 AM | 105 | 169 |
| 08:30 AM | 113 | 166 |
| 08:45 AM | 108 | 189 |
| 09:00 AM | 107 | 161 |
| 09:15 AM | 98 | 136 |
| 09:30 AM | 134 | 159 |
| 09:45 AM | 149 | 139 |
| 10:00 AM | 133 | 93 |
| 10:15 AM | 159 | 105 |
| 10:30 AM | 151 | 126 |
| 10:45 AM | 128 | 154 |
| 11:00 AM | 202 | 161 |
| 11:15 AM | 184 | 139 |
| 11:30 AM | 164 | 130 |
| 11:45 AM | 152 | 159 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2022](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2022 Monthly Average Daily Streetlight Volumes | | | |
|--|--------------------------------------|--|--------------|
| TIME | Average Weekday (Tuesday - Thursday) | | |
| | NB | | SB |
| 12:00 PM | 205 | | 171 |
| 12:15 PM | 195 | | 175 |
| 12:30 PM | 218 | | 120 |
| 12:45 PM | 192 | | 154 |
| 01:00 PM | 192 | | 162 |
| 01:15 PM | 184 | | 149 |
| 01:30 PM | 184 | | 167 |
| 01:45 PM | 225 | | 128 |
| 02:00 PM | 271 | | 130 |
| 02:15 PM | 272 | | 126 |
| 02:30 PM | 230 | | 184 |
| 02:45 PM | 364 | | 192 |
| 03:00 PM | 305 | | 174 |
| 03:15 PM | 436 | | 249 |
| 03:30 PM | 372 | | 184 |
| 03:45 PM | 374 | | 249 |
| 04:00 PM | 298 | | 256 |
| 04:15 PM | 303 | | 210 |
| 04:30 PM | 312 | | 220 |
| 04:45 PM | 344 | | 212 |
| 05:00 PM | 389 | | 241 |
| 05:15 PM | 359 | | 171 |
| 05:30 PM | 343 | | 225 |
| 05:45 PM | 359 | | 215 |
| 06:00 PM | 321 | | 262 |
| 06:15 PM | 294 | | 212 |
| 06:30 PM | 305 | | 221 |
| 06:45 PM | 302 | | 190 |
| 07:00 PM | 256 | | 226 |
| 07:15 PM | 256 | | 200 |
| 07:30 PM | 287 | | 134 |
| 07:45 PM | 213 | | 113 |
| 08:00 PM | 249 | | 93 |
| 08:15 PM | 220 | | 121 |
| 08:30 PM | 220 | | 123 |
| 08:45 PM | 184 | | 77 |
| 09:00 PM | 197 | | 67 |
| 09:15 PM | 156 | | 80 |
| 09:30 PM | 105 | | 64 |
| 09:45 PM | 112 | | 51 |
| 10:00 PM | 130 | | 41 |
| 10:15 PM | 72 | | 35 |
| 10:30 PM | 75 | | 28 |
| 10:45 PM | 54 | | 18 |
| 11:00 PM | 55 | | 22 |
| 11:15 PM | 50 | | 34 |
| 11:30 PM | 38 | | 28 |
| 11:45 PM | 25 | | 12 |
| Total | 14168 | | 11095 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2019](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2019 Monthly Average Daily Streetlight Volumes | | |
|--|------------------|-----|
| TIME | Average Saturday | |
| | NB | SB |
| 12:00 AM | 64 | 21 |
| 12:15 AM | 35 | 13 |
| 12:30 AM | 16 | 14 |
| 12:45 AM | 16 | 15 |
| 01:00 AM | 24 | 6 |
| 01:15 AM | 21 | 3 |
| 01:30 AM | 9 | 5 |
| 01:45 AM | 10 | 10 |
| 02:00 AM | 15 | 19 |
| 02:15 AM | 10 | 9 |
| 02:30 AM | 4 | 5 |
| 02:45 AM | 5 | 7 |
| 03:00 AM | 6 | 10 |
| 03:15 AM | 13 | 5 |
| 03:30 AM | 11 | 1 |
| 03:45 AM | 8 | 1 |
| 04:00 AM | 7 | 5 |
| 04:15 AM | 6 | 8 |
| 04:30 AM | 4 | 8 |
| 04:45 AM | 1 | 6 |
| 05:00 AM | 0 | 5 |
| 05:15 AM | 2 | 5 |
| 05:30 AM | 10 | 10 |
| 05:45 AM | 13 | 20 |
| 06:00 AM | 23 | 15 |
| 06:15 AM | 37 | 25 |
| 06:30 AM | 38 | 37 |
| 06:45 AM | 34 | 42 |
| 07:00 AM | 47 | 58 |
| 07:15 AM | 62 | 77 |
| 07:30 AM | 65 | 92 |
| 07:45 AM | 64 | 108 |
| 08:00 AM | 66 | 133 |
| 08:15 AM | 88 | 148 |
| 08:30 AM | 96 | 155 |
| 08:45 AM | 134 | 172 |
| 09:00 AM | 201 | 172 |
| 09:15 AM | 160 | 163 |
| 09:30 AM | 166 | 201 |
| 09:45 AM | 182 | 282 |
| 10:00 AM | 196 | 234 |
| 10:15 AM | 229 | 268 |
| 10:30 AM | 277 | 296 |
| 10:45 AM | 311 | 248 |
| 11:00 AM | 291 | 277 |
| 11:15 AM | 339 | 325 |
| 11:30 AM | 463 | 268 |
| 11:45 AM | 368 | 272 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2019](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2019 Monthly Average Daily Streetlight Volumes | | | |
|--|------------------|--|--------------|
| TIME | Average Saturday | | |
| | NB | | SB |
| 12:00 PM | 397 | | 325 |
| 12:15 PM | 291 | | 349 |
| 12:30 PM | 478 | | 363 |
| 12:45 PM | 406 | | 416 |
| 01:00 PM | 492 | | 291 |
| 01:15 PM | 492 | | 397 |
| 01:30 PM | 440 | | 382 |
| 01:45 PM | 473 | | 444 |
| 02:00 PM | 463 | | 387 |
| 02:15 PM | 530 | | 344 |
| 02:30 PM | 444 | | 301 |
| 02:45 PM | 492 | | 339 |
| 03:00 PM | 420 | | 320 |
| 03:15 PM | 511 | | 291 |
| 03:30 PM | 521 | | 253 |
| 03:45 PM | 549 | | 334 |
| 04:00 PM | 444 | | 387 |
| 04:15 PM | 411 | | 315 |
| 04:30 PM | 516 | | 320 |
| 04:45 PM | 473 | | 320 |
| 05:00 PM | 368 | | 325 |
| 05:15 PM | 406 | | 272 |
| 05:30 PM | 392 | | 363 |
| 05:45 PM | 411 | | 301 |
| 06:00 PM | 401 | | 334 |
| 06:15 PM | 382 | | 268 |
| 06:30 PM | 411 | | 210 |
| 06:45 PM | 339 | | 263 |
| 07:00 PM | 325 | | 199 |
| 07:15 PM | 354 | | 196 |
| 07:30 PM | 320 | | 173 |
| 07:45 PM | 315 | | 229 |
| 08:00 PM | 301 | | 177 |
| 08:15 PM | 287 | | 140 |
| 08:30 PM | 263 | | 131 |
| 08:45 PM | 244 | | 114 |
| 09:00 PM | 239 | | 93 |
| 09:15 PM | 196 | | 109 |
| 09:30 PM | 215 | | 86 |
| 09:45 PM | 196 | | 57 |
| 10:00 PM | 205 | | 92 |
| 10:15 PM | 167 | | 117 |
| 10:30 PM | 134 | | 92 |
| 10:45 PM | 121 | | 62 |
| 11:00 PM | 106 | | 54 |
| 11:15 PM | 84 | | 49 |
| 11:30 PM | 70 | | 37 |
| 11:45 PM | 72 | | 25 |
| Total | 20814 | | 15725 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2022](#)
 Date Downloaded: [6/16/2022](#)



DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

| March 2022 Monthly Average Daily Streetlight Volumes | | |
|--|------------------|-----|
| TIME | Average Saturday | |
| | NB | SB |
| 12:00 AM | 59 | 41 |
| 12:15 AM | 43 | 27 |
| 12:30 AM | 30 | 24 |
| 12:45 AM | 19 | 12 |
| 01:00 AM | 26 | 7 |
| 01:15 AM | 35 | 7 |
| 01:30 AM | 14 | 3 |
| 01:45 AM | 9 | 0 |
| 02:00 AM | 10 | 0 |
| 02:15 AM | 8 | 0 |
| 02:30 AM | 9 | 0 |
| 02:45 AM | 8 | 3 |
| 03:00 AM | 4 | 7 |
| 03:15 AM | 3 | 3 |
| 03:30 AM | 2 | 2 |
| 03:45 AM | 0 | 4 |
| 04:00 AM | 0 | 7 |
| 04:15 AM | 0 | 4 |
| 04:30 AM | 0 | 3 |
| 04:45 AM | 0 | 6 |
| 05:00 AM | 3 | 8 |
| 05:15 AM | 8 | 7 |
| 05:30 AM | 6 | 6 |
| 05:45 AM | 7 | 16 |
| 06:00 AM | 16 | 18 |
| 06:15 AM | 22 | 22 |
| 06:30 AM | 49 | 41 |
| 06:45 AM | 52 | 52 |
| 07:00 AM | 34 | 52 |
| 07:15 AM | 52 | 49 |
| 07:30 AM | 76 | 70 |
| 07:45 AM | 71 | 70 |
| 08:00 AM | 64 | 91 |
| 08:15 AM | 64 | 107 |
| 08:30 AM | 84 | 114 |
| 08:45 AM | 124 | 128 |
| 09:00 AM | 114 | 110 |
| 09:15 AM | 148 | 124 |
| 09:30 AM | 184 | 171 |
| 09:45 AM | 184 | 174 |
| 10:00 AM | 159 | 172 |
| 10:15 AM | 252 | 192 |
| 10:30 AM | 218 | 228 |
| 10:45 AM | 212 | 314 |
| 11:00 AM | 240 | 233 |
| 11:15 AM | 320 | 273 |
| 11:30 AM | 268 | 394 |
| 11:45 AM | 264 | 301 |

Roadway: [NJ Route 15](#)
 Cross Street: [North of Mount Pleasant Avenue](#)
 Town/County [Wharton/Morris](#)
 Data Period: [2022](#)
 Date Downloaded: [6/16/2022](#)

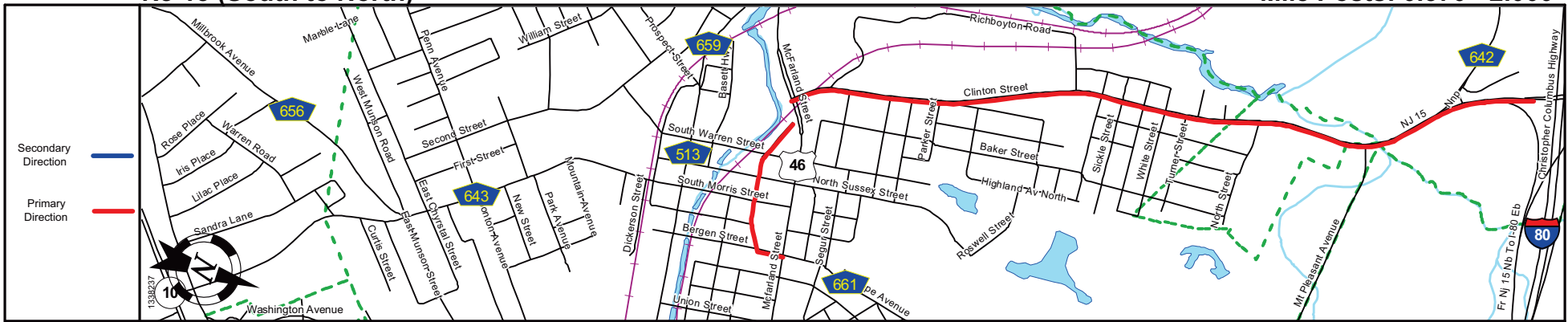


DTraffic Project #: [1478-99-208T](#)
 Analyst: [JDP](#)

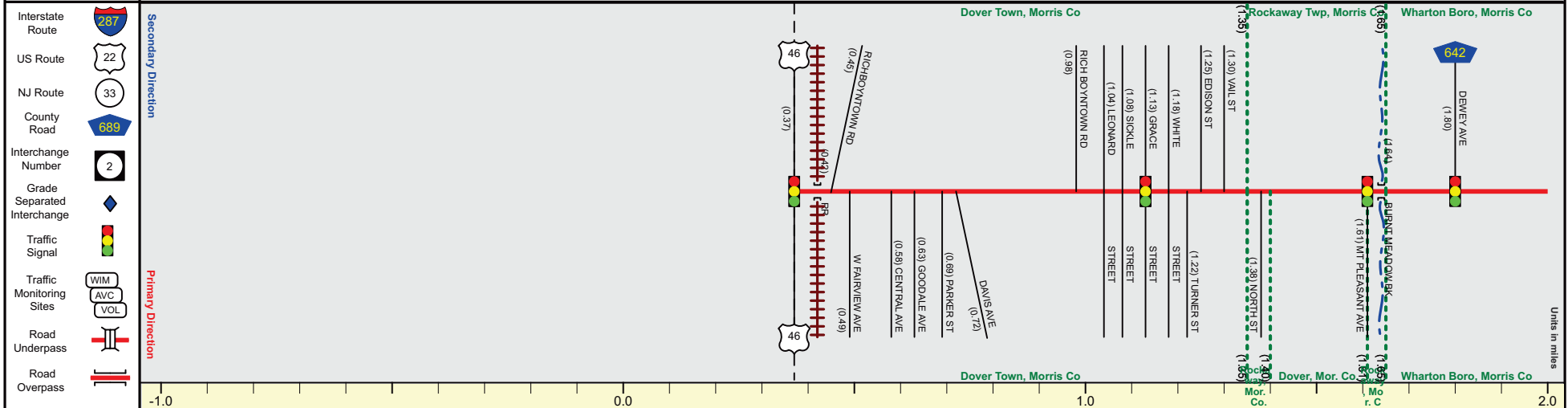
| March 2022 Monthly Average Daily Streetlight Volumes | | |
|--|------------------|--------------|
| TIME | Average Saturday | |
| | NB | SB |
| 12:00 PM | 271 | 283 |
| 12:15 PM | 252 | 326 |
| 12:30 PM | 295 | 283 |
| 12:45 PM | 387 | 271 |
| 01:00 PM | 394 | 283 |
| 01:15 PM | 299 | 247 |
| 01:30 PM | 326 | 235 |
| 01:45 PM | 467 | 264 |
| 02:00 PM | 449 | 215 |
| 02:15 PM | 387 | 314 |
| 02:30 PM | 412 | 264 |
| 02:45 PM | 443 | 301 |
| 03:00 PM | 344 | 267 |
| 03:15 PM | 394 | 283 |
| 03:30 PM | 412 | 259 |
| 03:45 PM | 535 | 332 |
| 04:00 PM | 406 | 326 |
| 04:15 PM | 406 | 247 |
| 04:30 PM | 314 | 295 |
| 04:45 PM | 307 | 277 |
| 05:00 PM | 430 | 289 |
| 05:15 PM | 357 | 320 |
| 05:30 PM | 387 | 264 |
| 05:45 PM | 326 | 271 |
| 06:00 PM | 277 | 295 |
| 06:15 PM | 369 | 200 |
| 06:30 PM | 309 | 187 |
| 06:45 PM | 412 | 264 |
| 07:00 PM | 394 | 191 |
| 07:15 PM | 344 | 176 |
| 07:30 PM | 277 | 150 |
| 07:45 PM | 301 | 141 |
| 08:00 PM | 283 | 132 |
| 08:15 PM | 357 | 123 |
| 08:30 PM | 271 | 100 |
| 08:45 PM | 239 | 98 |
| 09:00 PM | 258 | 73 |
| 09:15 PM | 239 | 84 |
| 09:30 PM | 237 | 97 |
| 09:45 PM | 205 | 99 |
| 10:00 PM | 171 | 77 |
| 10:15 PM | 103 | 56 |
| 10:30 PM | 88 | 60 |
| 10:45 PM | 74 | 52 |
| 11:00 PM | 72 | 27 |
| 11:15 PM | 96 | 37 |
| 11:30 PM | 87 | 44 |
| 11:45 PM | 63 | 40 |
| Total | 18100 | 13216 |

NJ 15 (South to North)

Mile Posts: 0.370 - 2.000



| | |
|-----------------|--|
| Pavement | |
| Shoulder | |
| Number of Lanes | |
| Speed Limit | |
| Street Name | |



| | | | | | | | | |
|----------------------|----------------------|--|----|--|---------------|--|----|--|
| Street Name | Clinton Street | | | | NJ 15 | | | |
| Jurisdiction | N.J.D.O.T. | | | | | | | |
| Functional Class | Urban Minor Arterial | | | | | | | |
| Federal Aid - NHS Sy | STP | | | | | | | |
| Control Section | 1403 | | | | | | | |
| Speed Limit | 25 | | 35 | | 40 | | 55 | |
| Number of Lanes | 2 | | 2 | | 4 | | 3 | |
| Med. Type | None | | | | | | | |
| Med. Width | 0 | | | | | | | |
| Pavement | 40 | | 24 | | 48 | | 36 | |
| Shoulder | 12 | | 6 | | 8 | | 12 | |
| Traffic Volume | 18,038 (2017) | | | | 25,501 (2016) | | | |
| Traffic Sta. ID | 1-5-305 | | | | 1-5-606 | | | |
| Structure No. | 1403150 | | | | | | | |
| Enlarged Views | | | | | | | | |

SRI = 0000015_

Date last inventoried: March 2016

Appendix C
Capacity Analysis

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 19 | 1849 | 1308 | 4 |
| Future Vol, veh/h | 0 | 0 | 19 | 1849 | 1308 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | -1 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 20 | 1926 | 1363 | 4 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 2367 | 683 | 1367 | 0 | 0 |
| Stage 1 | 1365 | - | - | - | - |
| Stage 2 | 1003 | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - |
| Pot Cap-1 Maneuver | 30 | 396 | 509 | - | - |
| Stage 1 | 206 | - | - | - | - |
| Stage 2 | 320 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 29 | 396 | 509 | - | - |
| Mov Cap-2 Maneuver | 29 | - | - | - | - |
| Stage 1 | 198 | - | - | - | - |
| Stage 2 | 320 | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 0.13 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 509 | - | - | - | - |
| HCM Lane V/C Ratio | 0.039 | - | - | - | - |
| HCM Control Delay (s/veh) | 12.4 | - | 0 | - | - |
| HCM Lane LOS | B | - | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 32 | 1835 | 1641 | 13 |
| Future Vol, veh/h | 0 | 0 | 32 | 1835 | 1641 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | -1 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 34 | 1932 | 1727 | 14 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 2767 | 871 | 1741 | 0 | 0 |
| Stage 1 | 1734 | - | - | - | - |
| Stage 2 | 1033 | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - |
| Pot Cap-1 Maneuver | 16 | 299 | 366 | - | - |
| Stage 1 | 130 | - | - | - | - |
| Stage 2 | 309 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 14 | 299 | 366 | - | - |
| Mov Cap-2 Maneuver | 14 | - | - | - | - |
| Stage 1 | 118 | - | - | - | - |
| Stage 2 | 309 | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 0.27 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 366 | - | - | - | - |
| HCM Lane V/C Ratio | 0.092 | - | - | - | - |
| HCM Control Delay (s/veh) | 15.8 | - | 0 | - | - |
| HCM Lane LOS | C | - | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | Y | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 0 | 19 | 1944 | 1374 | 4 |
| Future Vol, veh/h | 0 | 0 | 19 | 1944 | 1374 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | -1 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 20 | 2025 | 1431 | 4 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 2485 | 718 | 1435 | 0 | - | 0 |
| Stage 1 | 1433 | - | - | - | - | - |
| Stage 2 | 1052 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 25 | 376 | 479 | - | - | - |
| Stage 1 | 189 | - | - | - | - | - |
| Stage 2 | 302 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 24 | 376 | 479 | - | - | - |
| Mov Cap-2 Maneuver | 24 | - | - | - | - | - |
| Stage 1 | 182 | - | - | - | - | - |
| Stage 2 | 302 | - | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 0.12 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 479 | - | - | - | - |
| HCM Lane V/C Ratio | 0.041 | - | - | - | - |
| HCM Control Delay (s/veh) | 12.8 | - | 0 | - | - |
| HCM Lane LOS | B | - | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 32 | 1930 | 1724 | 13 |
| Future Vol, veh/h | 0 | 0 | 32 | 1930 | 1724 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | -1 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 34 | 2032 | 1815 | 14 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 2905 | 914 | 1828 | 0 | 0 |
| Stage 1 | 1822 | - | - | - | - |
| Stage 2 | 1083 | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - |
| Pot Cap-1 Maneuver | 13 | 279 | 339 | - | - |
| Stage 1 | 117 | - | - | - | - |
| Stage 2 | 290 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 12 | 279 | 339 | - | - |
| Mov Cap-2 Maneuver | 12 | - | - | - | - |
| Stage 1 | 105 | - | - | - | - |
| Stage 2 | 290 | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 0.27 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 339 | - | - | - | - |
| HCM Lane V/C Ratio | 0.099 | - | - | - | - |
| HCM Control Delay (s/veh) | 16.8 | - | 0 | - | - |
| HCM Lane LOS | C | - | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 88 | 1931 | 1355 | 42 |
| Future Vol, veh/h | 0 | 0 | 88 | 1931 | 1355 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | -1 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 0 | 92 | 2011 | 1411 | 44 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 2622 | 728 | 1455 | 0 | 0 |
| Stage 1 | 1433 | - | - | - | - |
| Stage 2 | 1189 | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.14 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.22 | - | - |
| Pot Cap-1 Maneuver | 20 | 371 | 461 | - | - |
| Stage 1 | 189 | - | - | - | - |
| Stage 2 | 255 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 16 | 371 | 461 | - | - |
| Mov Cap-2 Maneuver | 16 | - | - | - | - |
| Stage 1 | 152 | - | - | - | - |
| Stage 2 | 255 | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 0.64 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 461 | - | - | - | - |
| HCM Lane V/C Ratio | 0.199 | - | - | - | - |
| HCM Control Delay (s/veh) | 14.7 | - | 0 | - | - |
| HCM Lane LOS | B | - | A | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 109 | 1920 | 1708 | 51 |
| Future Vol, veh/h | 0 | 0 | 109 | 1920 | 1708 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | -1 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 0 | 115 | 2021 | 1798 | 54 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 3065 | 926 | 1852 | 0 | 0 |
| Stage 1 | 1825 | - | - | - | - |
| Stage 2 | 1240 | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.14 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.22 | - | - |
| Pot Cap-1 Maneuver | 10 | 274 | 323 | - | - |
| Stage 1 | 116 | - | - | - | - |
| Stage 2 | 240 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 6 | 274 | 323 | - | - |
| Mov Cap-2 Maneuver | 6 | - | - | - | - |
| Stage 1 | 75 | - | - | - | - |
| Stage 2 | 240 | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 1.19 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 323 | - | - | - | - |
| HCM Lane V/C Ratio | 0.355 | - | - | - | - |
| HCM Control Delay (s/veh) | 22.1 | - | 0 | - | - |
| HCM Lane LOS | C | - | A | - | - |
| HCM 95th %tile Q(veh) | 1.6 | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 3 | 0 | 1868 | 1308 | 0 |
| Future Vol, veh/h | 0 | 3 | 0 | 1868 | 1308 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | 0 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 3 | 0 | 2123 | 1486 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 743 | - | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.6 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 385 | 0 | - | - |
| Stage 1 | 0 | - | 0 | - | - |
| Stage 2 | 0 | - | 0 | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | - | 385 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v14.43 | | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|---------------------------|-----------|-----|
| Capacity (veh/h) | - 385 | - |
| HCM Lane V/C Ratio | - 0.009 | - |
| HCM Control Delay (s/veh) | - 14.4 | - |
| HCM Lane LOS | - B | - |
| HCM 95th %tile Q(veh) | - 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 31 | 0 | 1867 | 1641 | 0 |
| Future Vol, veh/h | 0 | 31 | 0 | 1867 | 1641 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | 0 | -1 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 32 | 0 | 1945 | 1709 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 855 | - | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.6 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 328 | 0 | - | - |
| Stage 1 | 0 | - | 0 | - | - |
| Stage 2 | 0 | - | 0 | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | - | 328 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | NB | SB |
|------------------------|-------|----|----|
| HCM Control Delay, s/v | 17.16 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|---------------------------|-----------|-----|
| Capacity (veh/h) | - 328 | - |
| HCM Lane V/C Ratio | - 0.098 | - |
| HCM Control Delay (s/veh) | - 17.2 | - |
| HCM Lane LOS | - C | - |
| HCM 95th %tile Q(veh) | - 0.3 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 3 | 0 | 1963 | 1374 | 0 |
| Future Vol, veh/h | 0 | 3 | 0 | 1963 | 1374 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | 0 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 3 | 0 | 2231 | 1561 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 781 | - | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.6 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 365 | 0 | - | - |
| Stage 1 | 0 | - | 0 | - | - |
| Stage 2 | 0 | - | 0 | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | - | 365 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v14.95 | | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|---------------------------|-----------|-----|
| Capacity (veh/h) | - 365 | - |
| HCM Lane V/C Ratio | - 0.009 | - |
| HCM Control Delay (s/veh) | - 15 | - |
| HCM Lane LOS | - B | - |
| HCM 95th %tile Q(veh) | - 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 31 | 0 | 1962 | 1724 | 0 |
| Future Vol, veh/h | 0 | 31 | 0 | 1962 | 1724 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | 0 | -1 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 32 | 0 | 2044 | 1796 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | - | 898 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | 6.6 | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | 3.3 | - |
| Pot Cap-1 Maneuver | 0 | 309 | 0 |
| Stage 1 | 0 | - | 0 |
| Stage 2 | 0 | - | 0 |
| Platoon blocked, % | | | - |
| Mov Cap-1 Maneuver | - | 309 | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v18.02 | | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|---------------------------|-----------|-----|
| Capacity (veh/h) | - 309 | - |
| HCM Lane V/C Ratio | - 0.105 | - |
| HCM Control Delay (s/veh) | - 18 | - |
| HCM Lane LOS | - C | - |
| HCM 95th %tile Q(veh) | - 0.3 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 0 | 111 | 0 | 2019 | 1355 | 0 |
| Future Vol, veh/h | 0 | 111 | 0 | 2019 | 1355 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | 0 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 126 | 0 | 2294 | 1540 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 770 | - | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.64 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 366 | 0 | - | - |
| Stage 1 | 0 | - | 0 | - | - |
| Stage 2 | 0 | - | 0 | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | - | 366 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v19.92 | | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|---------------------------|-----------|-----|
| Capacity (veh/h) | - 366 | - |
| HCM Lane V/C Ratio | - 0.345 | - |
| HCM Control Delay (s/veh) | - 19.9 | - |
| HCM Lane LOS | - C | - |
| HCM 95th %tile Q(veh) | - 1.5 | - |

Intersection

Int Delay, s/veh 1

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 141 | 0 | 2029 | 1708 | 0 |
| Future Vol, veh/h | 0 | 141 | 0 | 2029 | 1708 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | 0 | -1 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 147 | 0 | 2114 | 1779 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | - | 890 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | 6.64 | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | 3.32 | - |
| Pot Cap-1 Maneuver | 0 | 308 | 0 |
| Stage 1 | 0 | - | 0 |
| Stage 2 | 0 | - | 0 |
| Platoon blocked, % | | | - |
| Mov Cap-1 Maneuver | - | 308 | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v26.89 | | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|---------------------------|-----------|-----|
| Capacity (veh/h) | - 308 | - |
| HCM Lane V/C Ratio | - 0.477 | - |
| HCM Control Delay (s/veh) | - 26.9 | - |
| HCM Lane LOS | - D | - |
| HCM 95th %tile Q(veh) | - 2.4 | - |