



Traffic Impact Study

483 & 485 Elizabeth Avenue
Block 507.14, Lots 61 & 62
Franklin Township, Somerset County, New Jersey

November 4, 2020

Prepared For
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MC Project No. 19000649A





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I. INTRODUCTION

This Traffic Impact Study has been prepared for Elizabeth Realty Partners, LLC (“Applicant”) in association with a proposal to develop Block 507.14, Lots 61 & 62 with a warehouse facility in Franklin Township, Somerset County, New Jersey. The subject property is currently developed with two (2) single-family homes. One of the homes will remain on a proposed subdivided lot. The subject property has frontage along Elizabeth Avenue (CR 621) to the west. A site location map is included as **Figure 1** of **Appendix A**.

The Applicant proposes to develop the subject site with a 76,230 SF warehouse facility. The facility will include 74,730 SF of warehouse space and 1,500 SF of ancillary office space. The proposed parking supply is 36 passenger vehicle parking spaces and 10 truck loading docks. Site access is proposed via one full-movement driveway along Elizabeth Avenue (CR 621). The Site Plan is included as **Figure 2** of **Appendix A**.

This study presents an evaluation of the current and future traffic conditions in the vicinity of the site and provides an analysis of the site circulation and parking supply of the proposed development. Specific elements included in this study are:

- An inventory of the roadway facilities in the vicinity of the project, including the existing physical and traffic operating characteristics;
- Site Generated Trips as described in the ITE Trip Generation Manual, 10th Edition;
- Trip Distribution and Assignment of the new vehicle trips;
- No-Build Traffic Volumes for the Build year of 2022;
- Build Traffic Volumes for the Build year of 2022;
- Peak Hour Capacity Analysis for the No-Build and Build Conditions;
- Site Plan and Parking Analysis; and
- Summary and Conclusions.



II. EXISTING ROADWAY CONDITIONS

A field investigation was conducted adjacent to the project site to obtain an inventory of existing roadway conditions, posted traffic controls, adjacent land uses, lane geometry, and existing vehicular and pedestrian traffic patterns.

Roadways

Elizabeth Avenue (CR 621) is a north/south oriented urban minor arterial under the jurisdiction of Somerset County. Within the vicinity of the project, the roadway provides one travel lane in each direction with shoulders. The posted speed limit is 35 MPH.



III. EXISTING TRAFFIC CONDITIONS

Traffic data was collected within the study area to gain an understanding of the existing roadway conditions and operations. The following subsections summarize the data collection efforts.

Automatic Traffic Recorders

Automatic Traffic Recorders (ATR) were installed and collected traffic volume data from Wednesday, September 30, 2020 to Wednesday, October 7, 2020 along Elizabeth Avenue (CR 621). The data collection efforts and network peak hours are detailed in **Table 1**.

Table 1 – Data Collection Efforts and Established Peak Hours

Peak Period	Date Collected	Network Peak Hour
Weekday Morning	September 30, 2020 to October 7, 2020	8:00 AM – 9:00 AM
Weekday Evening		5:00 PM – 6:00 PM

Historical Data

Traffic volume data for the roadway network adjacent to the subject property was obtained from historical NJDOT count data from Monday, September 24, 2018 to Wednesday, September 26, 2018 along Elizabeth Avenue (CR 621).

Existing Traffic Conditions

The ATR data was cross-referenced with the historical NJDOT count data to establish the existing traffic conditions due to the on-going COVID-19 pandemic. The 2018 NJDOT data was forecasted to 2020 by applying the NJDOT annual growth factor of 1.0% for urban minor arterials within Somerset County. The observed traffic volumes were found to be approximately 72% lower during the AM peak hour and 4% higher during the PM peak hour than historically reported. The AM peak hour volumes were increased by 75% while the PM volumes were not adjusted to provide a conservative analysis. A detailed comparison is provided in **Table 2**. A Volume Flow Diagram illustrating the existing traffic volumes is provided as **Figure 3** in **Appendix A**. The traffic data is provided in **Appendix B**.

Table 2 – Traffic Volume Comparison

Data Source	Collection Date	AM Peak Hour	PM Peak Hour
Count Data	October 2020	591	853
NJDOT Data	September 2018	1017	818
Difference		+426 (+72%)	-35 (-4%)



IV. TRIP GENERATION & DISTRIBUTION

ITE Peak Hour Trip Generation

The trips generated by the proposed development were estimated based upon the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. This publication establishes trip generation rates based on land use and traffic studies conducted throughout the country.

ITE Land Use Code 150 – Warehousing was utilized to generate the site generated trips for the proposed development. This is the closest related land use and accurately describes the nature of the proposed development. As such, the trip generation was estimated based upon ITE Land Use Code 150 – Warehousing. The site generated trip estimates are provided in **Table 3**. The comprehensive trip generation worksheets are provided in **Appendix C**.

Table 3 – Site Generated Trips

ITE Land Use	Size	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
150 - Warehousing	74,730 SF	25	13	38	8	26	34
710 – General Office Building	1,500 SF	4	0	4	0	2	2
Total	76,230 SF	29	13	42	8	28	36

As illustrated in Table 2, the proposed development will generate a maximum of 42 peak hour trips. It is noted ITE defines a significant increase in traffic as 100 or more peak hour trips added to the adjacent roadway network. As the Project would generate less than 100 trips during the weekday morning and evening peak hours, it can be considered not a significant increase in traffic on the adjacent roadway system.

Truck Percentage

According to the ITE Trip Generation Manual, truck trips for a Warehouse/Distribution Center account for 9% to 29% of the weekday site generated trips. Based on this guidance, the truck trip percentage is estimated as 20% during the peak hours. The peak hour capacity analyses detailed in this report reflect this truck percentage. A breakdown of the site generated trips between passenger vehicles and trucks is provided in **Table 4**.

Table 4 – Site Generated Trips Vehicle Summary

Vehicle	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Vehicles (80%)	23	11	34	6	23	29
Trucks (20%)	6	2	8	2	5	7
Total	29	13	42	8	28	36



Trip Distribution

Trip distribution methodology is developed based on a variety of factors. These factors include the existing travel patterns within the adjacent roadway network, adjacent land uses, proposed land use, development locations, driveway locations and the proximity of major arterials within the project vicinity.

Passenger Vehicle Distribution

The passenger vehicle trip distribution was established based upon the existing roadway traffic volumes in the study area. Based upon the existing roadway traffic volumes, the following passenger vehicle trip distribution was utilized:

- To/from Elizabeth Avenue (CR 621) (North of the Site) – 50%; and
- To/from Elizabeth Avenue (CR 621) (South of the Site) – 50%.

A Volume Flow Diagram illustrating the Passenger Vehicle Trip Distribution is provided as **Figure 4** in **Appendix A**. A Volume Flow Diagram illustrating the Passenger Vehicle Site Generated Trips is provided as **Figure 5** in **Appendix A**.

Truck Distribution

Based upon location of the site and the anticipated routes to/from the major arterials in the region the following truck distribution was established:

- To/from Elizabeth Avenue (CR 621) (North of the Site) – 100%; and
- To/from Elizabeth Avenue (CR 621) (South of the Site) – 0%.

A Volume Flow Diagram illustrating the Truck Trip Distribution is provided as **Figure 6** in **Appendix A**. A Volume Flow Diagram illustrating the Truck Site Generated Trips is provided as **Figure 7** in **Appendix A**. A Volume Flow Diagram illustrating the Total Site Generated Trips is provided as **Figure 8** in **Appendix A**.



V. FUTURE TRAFFIC CONDITIONS

To determine the traffic impact of the development, an estimation of the traffic operational characteristics at the build date, *without* the construction of the project (or “No-Build” condition) is made to determine the traffic impact of the development. The existing volumes are forecasted to the build year of 2022.

Background Growth

The NJDOT Annual Background Growth Table recommends a rate of 1.0% for urban minor arterials within Somerset County. This forecast accounts for general increases in traffic due to regional population and employment growth in the study area.

Adjacent Developments

Maser Consulting contacted Franklin Township to determine if there are any planned or approved developments in the vicinity of the project site that would increase adjacent roadway traffic volumes. It was determined there are no approved projects in the vicinity of the site.

2022 No-Build Traffic Volumes

The 2022 No-Build traffic volumes are equal to the 2022 Base volumes as there are no planned adjacent developments. A Volume Flow Diagram illustrating the 2022 No-Build Traffic Conditions is provided as **Figure 9** in **Appendix A**.

2022 Build Traffic Volumes

The site generated trips were added to the 2022 No-Build traffic volumes to simulate the 2022 Build traffic conditions. A Volume Flow Diagram illustrating the 2022 Build traffic volumes is provided as **Figure 10** in **Appendix A**.



VI. HCM CAPACITY ANALYSIS

The peak hour traffic operations within the project vicinity were evaluated at the study intersections. The analyses were performed using *Synchro Trafficware*; a traffic analysis and simulation program. The results of these analyses provide Levels of Service (LOS), volume/capacity descriptions and average seconds of delay for the intersection movements.

The efficiency with which an intersection operates is a function of volume and capacity. The capacity of an intersection is the volume of vehicles it can accommodate during a given time period. LOS is a qualitative measure describing operational conditions within a traffic stream in terms of traffic characteristics such as freedom to maneuver, traffic interruption, comfort and convenience. Six LOS are defined for each type of facility with analysis procedures available. Levels of Service range from "A" through "F", with "A" representing excellent conditions with no delays and failure and deficient operations denoted by Level "F". The HCM LOS criteria for unsignalized intersections are summarized in **Table 5**.

Table 5 – HCM: LOS/Delay Criteria – Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	< 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

The level of service for the 2022 Build conditions are detailed in **Table 6**.



Table 6 – Level of Service Summary

Intersection	Lane Group		2022 Build			
			AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
Elizabeth Avenue (CR 621) (NB/SB) & Site Driveway (WB)	WB	L/R	c	17.9	b	14.1
	SB	L	a	9.6	a	8.4

Elizabeth Avenue (CR 621) & Site Driveway

2022 Build Analysis

Under the Build condition, the intersection will operate at Levels of Service “C” or better with calculated 95th percentile queue lengths of less than one (1) vehicle during both peak hours studied.



VII. SITE PLAN ANALYSIS

The proposed development was examined at the proposed access point and within the site to determine site design compliance and internal vehicular maneuverability.

Site Access Design

Site access is proposed via one full-movement driveway along Elizabeth Avenue (CR 621). The site driveway will create an unsignalized stop-controlled “T-intersection” along Elizabeth Avenue (CR 621). The site access point is designed to accommodate the design vehicles. The proposed site plan provides minimum 24-foot wide aisles, which can accommodate two-way circulation throughout the site. It is also proposed to provide a 24-foot wide fire access road around the proposed warehouse. The aisle within the vicinity of the loading dock area is 75-feet wide, which is sufficient to accommodate the WB-67 tractor trailers anticipated to utilize the site.

Parking Analysis

The Franklin Township Ordinance sets forth a parking requirement of 1 space per 1,000 SF of GFA for the first 5,000 SF then 1 space for each 2,500 SF thereafter for warehouses. For the proposed 76,230 SF warehouse development, this equates to a parking requirement of 33 spaces. It is proposed to provide 36 passenger vehicle parking spaces and 10 truck loading docks, thus exceeding the Franklin Township parking requirements.



VIII. SUMMARY AND CONCLUSIONS

This Traffic Impact Study evaluated a proposal to develop a warehousing facility in Franklin Township, Somerset County, New Jersey. The findings of the Traffic Impact Study are summarized as follows:

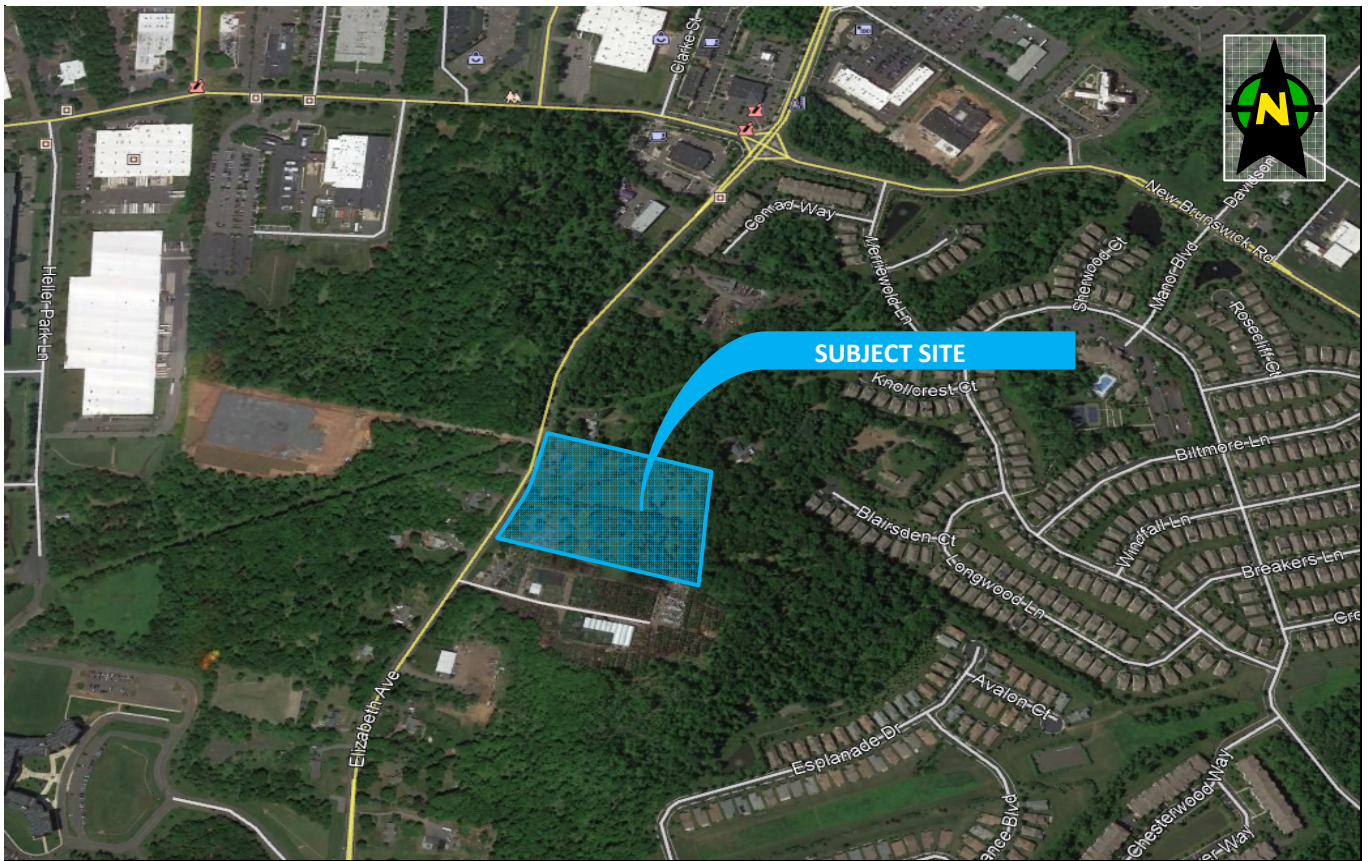
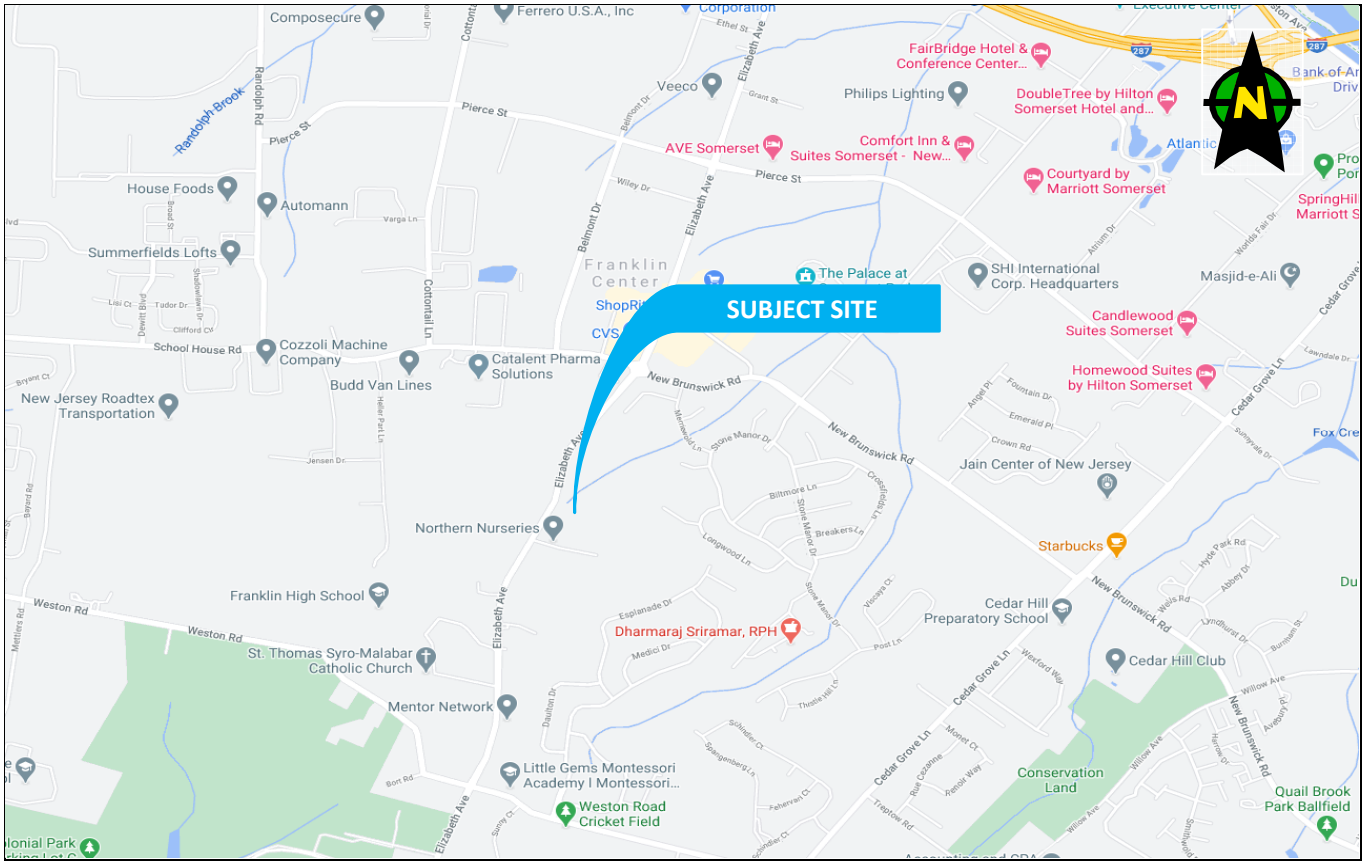
1. The Applicant proposes to develop the subject site with a 76,230 SF warehouse facility. The facility will include 74,730 SF of warehouse space and 1,500 SF of ancillary office space.
2. Site access is proposed via one full-movement driveway along Elizabeth Avenue (CR 621).
3. Based upon NJDOT and ITE standards, the proposed development will not generate a considerable amount of traffic.
4. Under the Build conditions, all movements at the intersection of Elizabeth Avenue (CR 621) & Site Driveway will operate at Levels of Service "C" or better with calculated 95th percentile queue lengths of less than one (1) vehicle during both peak hours studied.
5. The proposed site access and internal site design is sufficient to accommodate the anticipated design vehicles.
6. The proposed parking supply of 36 passenger vehicle parking spaces and 10 truck loading docks exceeds the Franklin Township Ordinance parking demand of 33 parking spaces.



483 & 485 Elizabeth Avenue
Franklin Township, Somerset County, NJ
MC Project No.: 19000649A
Appendix

***483 & 485 ELIZABETH AVENUE
TRAFFIC IMPACT STUDY***

**APPENDIX A
TRAFFIC FIGURES**




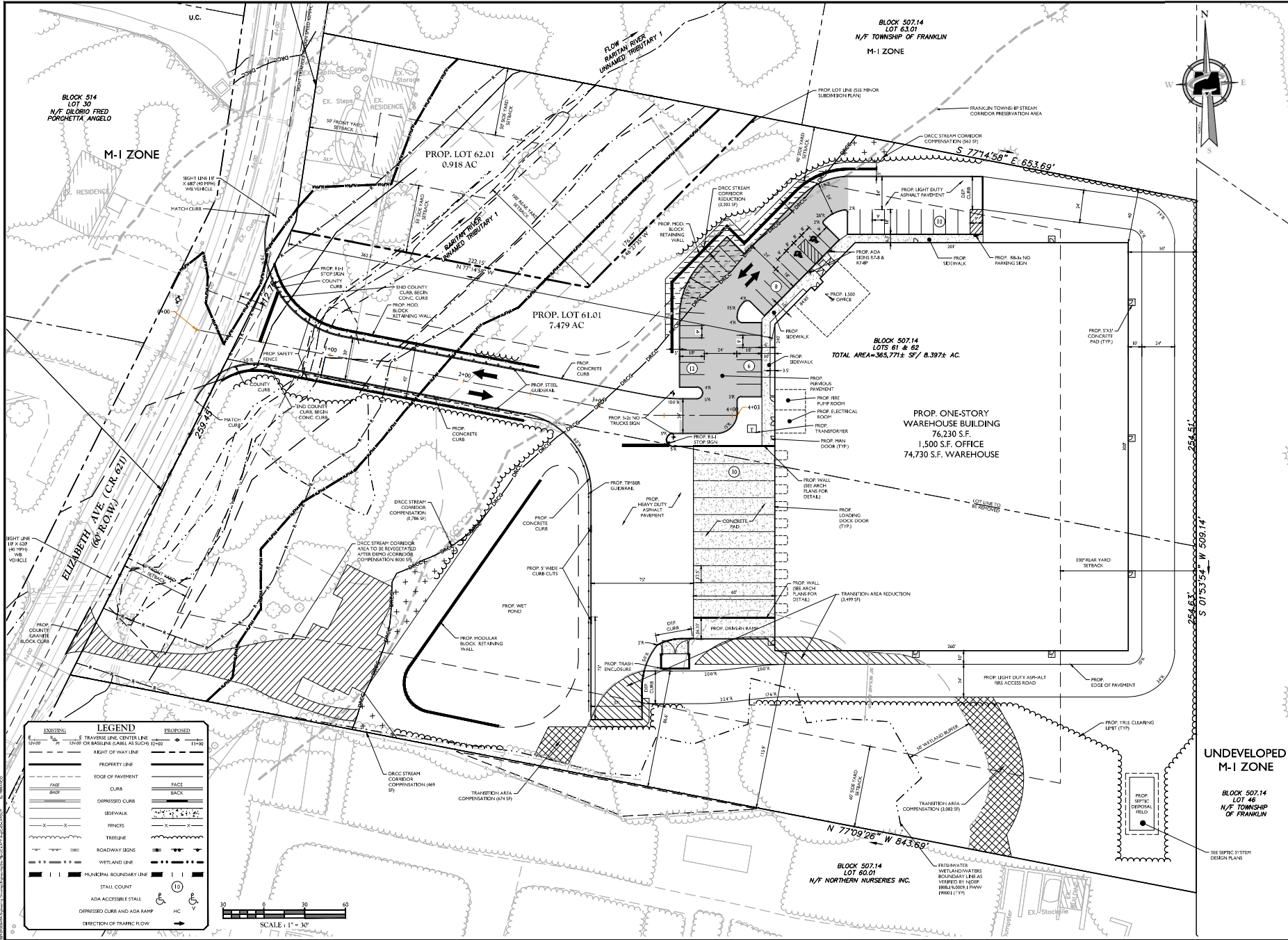
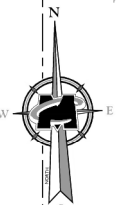
 19000649A	483 & 485 Elizabeth Avenue	Figure 1
	Franklin Township, Somerset County, NJ	Site Location Map

Figure 2



EXISTING		PROPOSED	
LEGEND			
[Line style]	TRAVELER LINE CENTER LINE 12+00 TO 12+00 OR BASELINE (LABEL AS SUC) 03+00	[Line style]	13+00
[Line style]	RIGHT OF WAY LINE	[Line style]	
[Line style]	PROPERTY LINE	[Line style]	
[Line style]	EDGE OF PAVEMENT	[Line style]	FACE
[Line style]	CURB	[Line style]	BACK
[Line style]	DEPRESSED CURB	[Line style]	
[Line style]	SIDEWALK	[Line style]	
[Line style]	FENCES	[Line style]	
[Line style]	TREELINE	[Line style]	
[Line style]	ROADWAY SIGNS	[Line style]	
[Line style]	WETLAND LINE	[Line style]	
[Line style]	PRINCIPAL BOUNDARY LINE	[Line style]	
[Symbol]	STAIL COUNT	[Symbol]	
[Symbol]	ADA ACCESSIBLE STAIL	[Symbol]	
[Symbol]	DEPRESSED CURB AND ADA RAMP	[Symbol]	
[Symbol]	DIRECTION OF TRAFFIC FLOW	[Symbol]	



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- COLORADO

REV.	DATE	DESCRIPTION

Julia G. Algoe
NEW JERSEY LICENSED PROFESSIONAL ENGINEER
LICENSE NUMBER: G43483
MASER CONSULTING, INC.
N.J. C.O. # 2462079850

PRELIMINARY AND FINAL
MAJOR SITE PLAN
FOR
483 - 485 ELIZABETH AVE
BLOCK 507.14
LOTS 61 & 62
FRANKLIN TOWNSHIP
SOMERSET COUNTY
NEW JERSEY

MASER CONSULTING
HAMILTON OFFICE
1000 WASHINGTON ROAD
JUNE 2018
Hamilton, NJ 08611
Phone: 609.587.8300
Fax: 609.587.8260

DATE	REVISED	BY	REASON	APPROVED

PROJECT NUMBER: 18-043
PROJECT NAME: ELIZABETH AVE
FILE TITLE: DIMENSION PLAN
FILE NUMBER: 3 of 18

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



Elizabeth Avenue (CR 621)

403 503

350 632

Project Site

Elizabeth Avenue (CR 621)



483 & 485 Elizabeth Avenue
MC Project No. 19000649A
Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
PM Peak Hour: (###)




Thru Movement: 
Turning Movement: 
Signalized Intersection: 

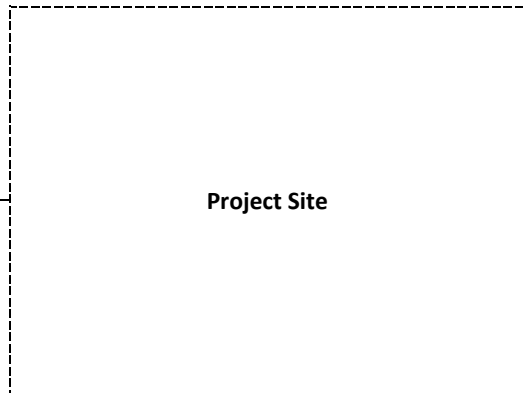
Figure 3

Existing Conditions

AM & PM Peak Hours



Elizabeth Avenue (CR 621)



Project Site

Elizabeth Avenue (CR 621)



483 & 485 Elizabeth Avenue
 MC Project No. 19000649A
 Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
 PM Peak Hour: (###)




Thru Movement: 
 Turning Movement: 
 Signalized Intersection: 

Figure 4

Passenger Vehicle Trip Distribution

AM & PM Peak Hours

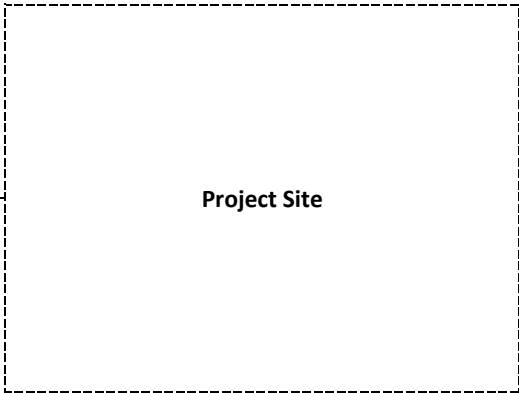


Elizabeth Avenue (CR 621)

11 (3)

6 (12)
5 (11)

12 (3)



Project Site

Elizabeth Avenue (CR 621)

PEAK HOUR	ENTER	EXIT	TOTAL
AM	23	11	34
PM	6	23	29



483 & 485 Elizabeth Avenue
 MC Project No. 19000649A
 Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
 PM Peak Hour: (###)




Thru Movement: 
 Turning Movement: 
 Signalized Intersection: 

Figure 5

Passenger Vehicle Site Generated Trips

AM & PM Peak Hours



Elizabeth Avenue (CR 621)



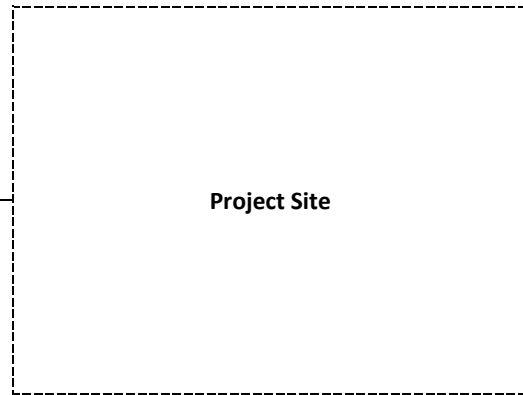
100%



100%



100%



Project Site

Elizabeth Avenue (CR 621)



483 & 485 Elizabeth Avenue
MC Project No. 19000649A
Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
PM Peak Hour: (###)




Thru Movement: 
Turning Movement: 
Signalized Intersection: 

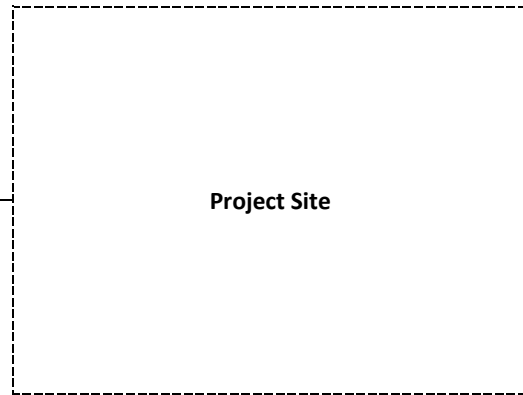
Figure 6

Heavy Vehicle Trip Distribution

AM & PM Peak Hours



Elizabeth Avenue (CR 621)



Project Site

Elizabeth Avenue (CR 621)

PEAK HOUR	ENTER	EXIT	TOTAL
AM	6	2	8
PM	2	5	7



483 & 485 Elizabeth Avenue
 MC Project No. 19000649A
 Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
 PM Peak Hour: (###)




Thru Movement: 
 Turning Movement: 
 Signalized Intersection: 

Figure 7

Heavy Vehicle Site Generated Trips

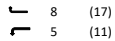
AM & PM Peak Hours



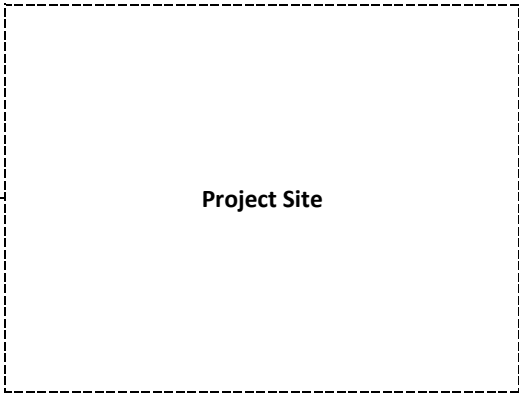
Elizabeth Avenue (CR 621)



17 (5)



8 (17)
5 (11)



Project Site

Elizabeth Avenue (CR 621)

PEAK HOUR	ENTER	EXIT	TOTAL
AM	29	13	42
PM	8	28	36



483 & 485 Elizabeth Avenue
 MC Project No. 19000649A
 Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
 PM Peak Hour: (###)




Thru Movement: 
 Turning Movement: 
 Signalized Intersection: 

Figure 8

Total Site Generated Trips

AM & PM Peak Hours

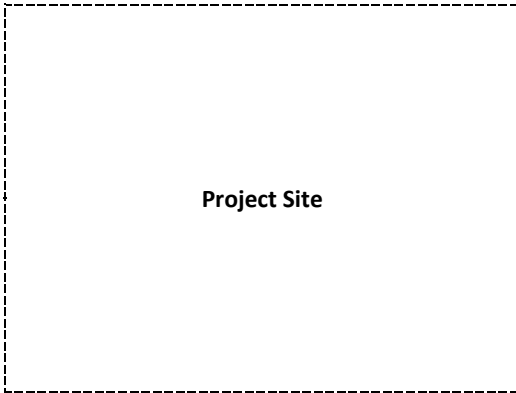


Elizabeth Avenue (CR 621)

411 (513)

(357) 644

Elizabeth Avenue (CR 621)



Project Site

BUILD-YEAR GROWTH RATE

GROWTH RATE:	1.00%
YEARS:	2
GROWTH FACTOR:	1.020



483 & 485 Elizabeth Avenue
 MC Project No. 19000649A
 Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
 PM Peak Hour: (###)




Thru Movement: 
 Turning Movement: 
 Signalized Intersection: 

Figure 9

2022 No-Build Volumes

AM & PM Peak Hours

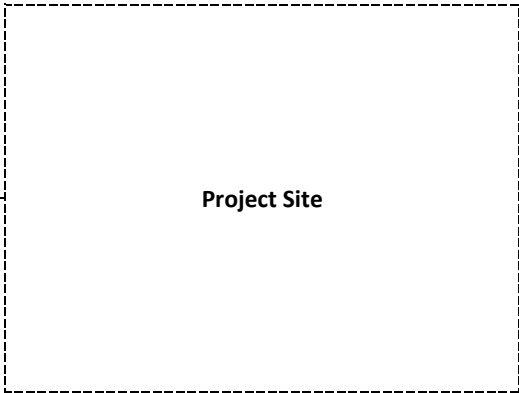


Elizabeth Avenue (CR 621)

411 (513)
17 (5)

8 (17)
5 (11)

644
(357) (3) 12



Project Site

Elizabeth Avenue (CR 621)



483 & 485 Elizabeth Avenue
MC Project No. 19000649A
Franklin Township, Somerset County, NJ

Legend

AM Peak Hour: ###
PM Peak Hour: (###)




Thru Movement: 
Turning Movement: 
Signalized Intersection: 

Figure 10

2022 Build Volumes

AM & PM Peak Hours



483 & 485 Elizabeth Avenue
Franklin Township, Somerset County, NJ
MC Project No.: 19000649A
Appendix

***483 & 485 ELIZABETH AVENUE
TRAFFIC IMPACT STUDY***

APPENDIX B

EXISTING DATA

Tri-State Traffic Data, Inc.

Street: Elizabeth Rd
 Location: South of School House Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	28-Sep-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	10	24	14	27	18	28	15	16	14	24
01:00	*	*	*	*	*	*	5	3	5	5	9	12	10	13	7	8
02:00	*	*	*	*	*	*	5	1	2	4	4	11	4	8	4	6
03:00	*	*	*	*	*	*	3	5	2	5	7	2	3	2	4	4
04:00	*	*	*	*	*	*	21	16	21	12	4	7	5	3	13	10
05:00	*	*	*	*	*	*	94	37	88	40	40	32	20	16	60	31
06:00	*	*	*	*	*	*	201	127	183	120	61	64	35	49	120	90
07:00	*	*	*	*	*	*	345	218	280	188	93	127	78	83	199	154
08:00	*	*	*	*	*	*	361	230	366	216	138	156	108	150	243	188
09:00	*	*	*	*	*	*	257	177	219	195	191	213	139	183	202	192
10:00	*	*	*	*	*	*	214	205	234	176	254	287	201	214	226	220
11:00	*	*	*	*	*	*	245	231	195	215	287	328	256	292	246	266
12:00 PM	*	*	*	*	*	*	239	278	236	281	299	333	291	287	266	295
01:00	*	*	*	*	*	*	271	297	275	299	318	357	300	316	291	317
02:00	*	*	*	*	*	*	266	355	287	393	287	314	264	325	276	347
03:00	*	*	*	*	*	*	291	417	293	409	248	312	264	273	274	353
04:00	*	*	*	*	*	*	262	442	307	425	282	259	226	217	269	336
05:00	*	*	*	*	289	471	350	503	284	452	251	259	195	230	274	383
06:00	*	*	*	*	227	301	278	313	226	328	219	201	220	163	234	261
07:00	*	*	*	*	187	209	199	213	186	205	177	135	142	118	178	176
08:00	*	*	*	*	88	114	86	129	92	127	83	88	73	69	84	105
09:00	*	*	*	*	51	65	63	96	89	91	58	74	35	62	59	78
10:00	*	*	*	*	45	60	38	54	40	65	44	71	34	29	40	56
11:00	*	*	*	*	31	40	20	32	36	47	33	37	16	23	27	36
Lane	0	0	0	0	918	1260	4124	4403	3960	4325	3405	3707	2934	3141	3610	3936
Day	0	0	0	0	2178	2178	8527	8527	8285	8285	7112	7112	6075	6075	7546	7546
AM Peak	-	-	-	-	-	-	08:00	11:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	361	231	366	216	287	328	256	292	246	266
PM Peak	-	-	-	-	17:00	17:00	17:00	17:00	16:00	17:00	13:00	13:00	13:00	14:00	13:00	17:00
Vol.	-	-	-	-	289	471	350	503	307	452	318	357	300	325	291	383

Tri-State Traffic Data, Inc.

Street: Elizabeth Rd
 Location: South of School House Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	05-Oct-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	8	9	7	16	10	19	*	*	*	*	*	*	*	*	8	15
01:00	9	6	4	8	3	6	*	*	*	*	*	*	*	*	5	7
02:00	2	3	2	4	2	4	*	*	*	*	*	*	*	*	2	4
03:00	8	4	6	5	5	6	*	*	*	*	*	*	*	*	6	5
04:00	20	16	17	14	19	17	*	*	*	*	*	*	*	*	19	16
05:00	95	31	95	32	86	40	*	*	*	*	*	*	*	*	92	34
06:00	177	136	188	140	198	150	*	*	*	*	*	*	*	*	188	142
07:00	315	212	336	221	332	227	*	*	*	*	*	*	*	*	328	220
08:00	332	182	391	221	373	206	*	*	*	*	*	*	*	*	365	203
09:00	222	180	246	176	271	168	*	*	*	*	*	*	*	*	246	175
10:00	213	180	183	179	205	187	*	*	*	*	*	*	*	*	200	182
11:00	200	218	210	221	*	*	*	*	*	*	*	*	*	*	205	220
12:00 PM	235	226	244	239	*	*	*	*	*	*	*	*	*	*	240	232
01:00	235	255	275	232	*	*	*	*	*	*	*	*	*	*	255	244
02:00	244	311	292	324	*	*	*	*	*	*	*	*	*	*	268	318
03:00	262	377	280	434	*	*	*	*	*	*	*	*	*	*	271	406
04:00	247	423	255	427	*	*	*	*	*	*	*	*	*	*	251	425
05:00	271	441	311	497	*	*	*	*	*	*	*	*	*	*	291	469
06:00	230	336	272	360	*	*	*	*	*	*	*	*	*	*	251	348
07:00	165	181	155	187	*	*	*	*	*	*	*	*	*	*	160	184
08:00	67	93	85	107	*	*	*	*	*	*	*	*	*	*	76	100
09:00	51	53	48	65	*	*	*	*	*	*	*	*	*	*	50	59
10:00	21	45	46	47	*	*	*	*	*	*	*	*	*	*	34	46
11:00	23	28	24	41	*	*	*	*	*	*	*	*	*	*	24	34
Lane	3652	3946	3972	4197	1504	1030	0	0	0	0	0	0	0	0	3835	4088
Day	7598		8169		2534		0	0	0	0	0	0	0		7923	
AM Peak	08:00	11:00	08:00	07:00	08:00	07:00	-	-	-	-	-	-	-	-	08:00	07:00
Vol.	332	218	391	221	373	227	-	-	-	-	-	-	-	-	365	220
PM Peak	17:00	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	17:00	17:00
Vol.	271	441	311	497	-	-	-	-	-	-	-	-	-	-	291	469

Comb. Total	7598	8169	4712	8527	8285	7112	6075	15469
ADT	ADT 7,706	AADT 7,706						

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 09/24/2018 to 09/26/2018

Site names: 121897,CO 621 Elizabeth Avenue-.51,18000621__
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	Sun, Sep 23, 2018			Mon, Sep 24, 2018			Tue, Sep 25, 2018			Wed, Sep 26, 2018			Thu, Sep 27, 2018			Fri, Sep 28, 2018			Sat, Sep 29, 2018		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00:00							11	4	7	17	7	10									
01:00							8	0	8	11	2	9									
02:00							8	4	4	10	4	6									
03:00							12	8	4	13	7	6									
04:00							21	12	9	19	12	7									
05:00							89	64	25	94	63	31									
06:00							422	304	118	468	332	136									
07:00							865	653	212	905	649	256									
08:00							929	785	144	900	720	180									
09:00				329	188	141	416	307	109												
10:00				293	138	155	248	128	120												
11:00				304	148	156	224	104	120												
12:00				301	120	181	265	110	155												
13:00				276	123	153	268	130	138												
14:00				459	138	321	407	136	271												
15:00				484	162	322	460	136	324												
16:00				775	214	561	728	187	541												
17:00				894	210	684	790	175	615												
18:00				529	146	383	547	125	422												
19:00				278	89	189	297	77	220												
20:00				141	49	92	165	48	117												
21:00				83	37	46	90	21	69												
22:00				43	16	27	55	20	35												
23:00				33	14	19	32	15	17												
Total				5,222	1,792	3,430	7,357	3,553	3,804	2,437	1,796	641									
AM Peak Vol							929	785	212												
AM Peak Fct							1	1	1												
AM Peak Hr							8: 00	8: 00	7: 00												
PM Peak Vol				894	214	684	790	187	615												
PM Peak Fct				1	1	1	1	1	1												
PM Peak Hr				17: 00	16: 00	17: 00	17: 00	16: 00	17: 00												
Seasonal Fct				.974	.974	.974	.974	.974	.974	.974	.974	.974									
Daily Fct				1.025	1.025	1.025	.921	.921	.921	.929	.929	.929									
Axle Fct				.486	.486	.486	.486	.486	.486	.486	.486	.486									
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000									

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 09/24/2018 to 09/26/2018

Site names: 121897,CO 621 Elizabeth Avenue-.51,18000621__
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	Sun, Sep 23, 2018			Mon, Sep 24, 2018			Tue, Sep 25, 2018			Wed, Sep 26, 2018			Thu, Sep 27, 2018			Fri, Sep 28, 2018			Sat, Sep 29, 2018		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00:00							11	4	7	17	7	10									
01:00							8	0	8	11	2	9									
02:00							8	4	4	10	4	6									
03:00							12	8	4	13	7	6									
04:00							21	12	9	19	12	7									
05:00							89	64	25	94	63	31									
06:00							422	304	118	468	332	136									
07:00							865	653	212	905	649	256									
08:00							929	785	144	900	720	180									
09:00				329	188	141	416	307	109												
10:00				293	138	155	248	128	120												
11:00				304	148	156	224	104	120												
12:00				301	120	181	265	110	155												
13:00				276	123	153	268	130	138												
14:00				459	138	321	407	136	271												
15:00				484	162	322	460	136	324												
16:00				775	214	561	728	187	541												
17:00				894	210	684	790	175	615												
18:00				529	146	383	547	125	422												
19:00				278	89	189	297	77	220												
20:00				141	49	92	165	48	117												
21:00				83	37	46	90	21	69												
22:00				43	16	27	55	20	35												
23:00				33	14	19	32	15	17												
Total				5,222	1,792	3,430	7,357	3,553	3,804	2,437	1,796	641									
AM Peak Vol							929	785	212												
AM Peak Fct							1	1	1												
AM Peak Hr							8: 00	8: 00	7: 00												
PM Peak Vol				894	214	684	790	187	615												
PM Peak Fct				1	1	1	1	1	1												
PM Peak Hr				17: 00	16: 00	17: 00	17: 00	16: 00	17: 00												
Seasonal Fct				.974	.974	.974	.974	.974	.974	.974	.974	.974									
Daily Fct				1.025	1.025	1.025	.921	.921	.921	.929	.929	.929									
Axle Fct				.486	.486	.486	.486	.486	.486	.486	.486	.486									
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000									

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 24, 2018 Road

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
09	0 0.00%	269 81.76%	45 13.68%	0 0.00%	7 2.13%	4 1.22%	1 0.30%	1 0.30%	2 0.61%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	329 100.00	12 3.65%	3 0.91%	15 4.56%
10	0 0.00%	231 78.84%	31 10.58%	0 0.00%	15 5.12%	4 1.37%	3 1.02%	4 1.37%	5 1.71%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	293 100.00	22 7.51%	9 3.07%	31 10.58%
11	4 1.32%	240 78.95%	34 11.18%	0 0.00%	12 3.95%	4 1.32%	1 0.33%	4 1.32%	5 1.64%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	304 100.00	17 5.59%	9 2.96%	26 8.55%
12	2 0.66%	244 81.06%	34 11.30%	2 0.66%	10 3.32%	5 1.66%	0 0.00%	3 1.00%	1 0.33%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	301 100.00	17 5.65%	4 1.33%	21 6.98%
13	0 0.00%	218 78.99%	32 11.58%	2 0.72%	14 5.07%	5 1.81%	2 0.72%	0 0.00%	3 1.09%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	276 100.00	23 8.33%	3 1.09%	26 9.42%
14	1 0.22%	370 88.47%	55 13.78%	0 0.00%	23 5.61%	4 1.00%	0 0.00%	1 0.22%	5 1.09%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	459 100.00	27 5.88%	6 1.31%	33 7.19%
15	3 0.62%	404 83.47%	57 11.78%	0 0.00%	13 2.69%	3 0.62%	0 0.00%	1 0.21%	3 0.62%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	484 100.00	16 3.31%	4 0.83%	20 4.13%
16	4 0.52%	690 89.03%	60 7.74%	3 0.39%	9 1.16%	2 0.26%	0 0.00%	2 0.26%	5 0.65%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	775 100.00	14 1.81%	7 0.90%	21 2.71%
17	4 0.45%	826 92.39%	57 6.38%	0 0.00%	4 0.45%	0 0.00%	0 0.00%	1 0.11%	2 0.22%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	894 100.00	4 0.45%	3 0.34%	7 0.78%
18	1 0.19%	481 90.93%	40 7.56%	0 0.00%	4 0.76%	1 0.19%	0 0.00%	2 0.38%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	529 100.00	5 0.95%	2 0.38%	7 1.32%
19	0 0.00%	253 91.01%	23 8.27%	0 0.00%	1 0.36%	0 0.00%	0 0.00%	0 0.00%	1 0.36%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	278 100.00	1 0.36%	1 0.36%	2 0.72%
20	0 0.00%	129 91.49%	10 7.09%	0 0.00%	1 0.71%	0 0.00%	0 0.00%	0 0.00%	1 0.71%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	141 100.00	1 0.71%	1 0.71%	2 1.42%
21	0 0.00%	75 90.36%	8 9.64%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	83 100.00	0 0.00%	0 0.00%	0 0.00%
22	0 0.00%	37 86.05%	4 9.30%	0 0.00%	2 4.65%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	43 100.00	2 4.65%	0 0.00%	2 4.65%
23	0 0.00%	27 81.82%	4 12.12%	0 0.00%	1 3.03%	0 0.00%	0 0.00%	0 0.00%	1 3.03%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	33 100.00	1 3.03%	1 3.03%	2 6.06%
Total	19 0.36%	4,494 86.06%	494 9.46%	7 0.13%	116 2.22%	32 0.61%	7 0.13%	19 0.36%	34 0.65%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	5,222 100.00	162 3.10%	53 1.01%	215 4.12%
Total Count	19 0.36%	4,494 86.06%	494 9.46%	7 0.13%	116 2.22%	32 0.61%	7 0.13%	19 0.36%	34 0.65%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	5,222 100.00	162 3.10%	53 1.01%	215 4.12%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 25, 2018 Road

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
00	0	8	1	0	1	0	0	0	1	0	0	0	0	0	11	1	1	2
	0.00%	72.73%	9.09%	0.00%	9.09%	0.00%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	9.09%	9.09%	18.18%
01	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
	0.00%	100.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
02	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8	1	0	1
	0.00%	75.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	12.50%	0.00%	12.50%
03	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0
	0.00%	91.67%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
04	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0
	0.00%	90.48%	9.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
05	0	71	13	0	0	4	0	0	1	0	0	0	0	0	89	4	1	5
	0.00%	79.78%	14.61%	0.00%	0.00%	4.49%	0.00%	0.00%	1.12%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.49%	1.12%	5.62%
06	0	341	57	0	19	2	0	0	3	0	0	0	0	0	422	21	3	24
	0.00%	80.81%	13.51%	0.00%	4.50%	0.47%	0.00%	0.00%	0.71%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.98%	0.71%	5.69%
07	0	773	63	3	25	0	0	0	1	0	0	0	0	0	865	28	1	29
	0.00%	89.36%	7.28%	0.35%	2.89%	0.00%	0.00%	0.00%	0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.24%	0.12%	3.35%
08	0	833	74	0	17	2	0	0	3	0	0	0	0	0	929	19	3	22
	0.00%	89.67%	7.97%	0.00%	1.83%	0.22%	0.00%	0.00%	0.32%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.05%	0.32%	2.37%
09	0	365	30	1	14	1	0	2	3	0	0	0	0	0	416	16	5	21
	0.00%	87.74%	7.21%	0.24%	3.37%	0.24%	0.00%	0.48%	0.72%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.85%	1.20%	5.05%
10	0	193	38	1	12	1	0	1	2	0	0	0	0	0	248	14	3	17
	0.00%	77.82%	15.32%	0.40%	4.84%	0.40%	0.00%	0.40%	0.81%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	5.65%	1.21%	6.85%
11	1	176	28	1	5	0	0	6	7	0	0	0	0	0	224	6	13	19
	0.45%	78.57%	12.50%	0.45%	2.23%	0.00%	0.00%	2.68%	3.13%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.68%	5.80%	8.48%
12	0	206	37	1	11	0	0	5	5	0	0	0	0	0	265	12	10	22
	0.00%	77.74%	13.96%	0.38%	4.15%	0.00%	0.00%	1.89%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.53%	3.77%	8.30%
13	0	223	28	0	7	2	0	4	4	0	0	0	0	0	268	9	8	17
	0.00%	83.21%	10.45%	0.00%	2.61%	0.75%	0.00%	1.48%	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.36%	2.99%	6.34%
14	0	332	47	1	21	2	0	1	3	0	0	0	0	0	407	24	4	28
	0.00%	81.57%	11.55%	0.25%	5.16%	0.49%	0.00%	0.25%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	5.90%	0.98%	6.88%
15	0	387	53	2	14	2	0	0	2	0	0	0	0	0	460	18	2	20
	0.00%	84.13%	11.52%	0.43%	3.04%	0.43%	0.00%	0.00%	0.43%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.91%	0.43%	4.35%
16	0	647	63	0	10	2	0	1	5	0	0	0	0	0	728	12	6	18
	0.00%	88.87%	8.65%	0.00%	1.37%	0.27%	0.00%	0.14%	0.69%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.65%	0.82%	2.47%
17	0	728	47	1	8	0	0	4	2	0	0	0	0	0	790	9	6	15
	0.00%	92.15%	5.95%	0.13%	1.01%	0.00%	0.00%	0.51%	0.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.14%	0.76%	1.90%
18	0	514	26	2	3	0	0	0	2	0	0	0	0	0	547	5	2	7
	0.00%	93.97%	4.75%	0.37%	0.55%	0.00%	0.00%	0.00%	0.37%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.91%	0.37%	1.28%
19	0	280	12	0	2	2	0	0	1	0	0	0	0	0	297	4	1	5
	0.00%	94.28%	4.04%	0.00%	0.67%	0.67%	0.00%	0.00%	0.34%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.35%	0.34%	1.68%
20	0	143	19	0	1	2	0	0	0	0	0	0	0	0	165	3	0	3
	0.00%	86.67%	11.52%	0.00%	0.61%	1.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.82%	0.00%	1.82%
21	0	84	6	0	0	0	0	0	0	0	0	0	0	0	90	0	0	0
	0.00%	93.33%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
22	0	50	5	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0
	0.00%	90.91%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
23	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0
	0.00%	90.63%	9.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
Total	1	6,427	654	13	171	22	0	24	45	0	0	0	0	0	7,357	206	69	275
	0.01%	87.36%	8.89%	0.18%	2.32%	0.30%	0.00%	0.33%	0.61%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.80%	0.94%	3.74%
Total Count	1	6,427	654	13	171	22	0	24	45	0	0	0	0	0	7,357	206	69	275
	0.01%	87.36%	8.89%	0.18%	2.32%	0.30%	0.00%	0.33%	0.61%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.80%	0.94%	3.74%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 26, 2018 Road

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
00	0 0.00%	12 70.59%	2 11.76%	0 0.00%	3 17.65%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	17 100.00	3 17.65%	0 0.00%	3 17.65%
01	0 0.00%	9 81.82%	2 18.18%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	11 100.00	0 0.00%	0 0.00%	0 0.00%
02	0 0.00%	7 70.00%	3 30.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	10 100.00	0 0.00%	0 0.00%	0 0.00%
03	0 0.00%	12 92.31%	1 7.69%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	13 100.00	0 0.00%	0 0.00%	0 0.00%
04	0 0.00%	15 78.95%	3 15.79%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1 5.26%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	19 100.00	0 0.00%	1 5.26%	1 5.26%
05	1 1.06%	76 80.85%	15 15.96%	0 0.00%	0 0.00%	2 2.13%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	94 100.00	2 2.13%	0 0.00%	2 2.13%
06	2 0.43%	387 82.69%	51 10.90%	1 0.21%	21 4.49%	3 0.64%	1 0.21%	1 0.21%	1 0.21%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	468 100.00	26 5.56%	2 0.43%	28 5.98%
07	3 0.33%	795 87.85%	77 8.51%	2 0.22%	21 2.32%	3 0.33%	0 0.00%	2 0.22%	2 0.22%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	905 100.00	26 2.87%	4 0.44%	30 3.31%
08	0 0.00%	803 89.22%	68 7.56%	0 0.00%	22 2.44%	2 0.22%	0 0.00%	0 0.00%	5 0.56%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	900 100.00	24 2.67%	5 0.56%	29 3.22%
Total	6 0.25%	2,116 86.83%	222 9.11%	3 0.12%	67 2.75%	10 0.41%	1 0.04%	3 0.12%	9 0.37%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	2,437 100.00	81 3.32%	12 0.49%	93 3.82%
Total Count	6 0.25%	2,116 86.83%	222 9.11%	3 0.12%	67 2.75%	10 0.41%	1 0.04%	3 0.12%	9 0.37%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	2,437 100.00	81 3.32%	12 0.49%	93 3.82%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 24, 2018 North

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
09	0 0.00%	166 88.30%	13 6.91%	0 0.00%	5 2.66%	1 0.53%	1 0.53%	1 0.53%	1 0.53%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	188 100.00	7 3.72%	2 1.06%	9 4.79%
10	0 0.00%	108 78.26%	15 10.87%	0 0.00%	8 5.80%	0 0.00%	2 1.45%	3 2.17%	2 1.45%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	138 100.00	10 7.25%	5 3.62%	15 10.87%
11	1 0.68%	127 85.81%	11 7.43%	0 0.00%	2 1.35%	1 0.68%	0 0.00%	3 2.03%	3 2.03%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	148 100.00	3 2.03%	6 4.05%	9 6.08%
12	0 0.00%	104 86.67%	11 9.17%	0 0.00%	5 4.17%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	120 100.00	5 4.17%	0 0.00%	5 4.17%
13	0 0.00%	100 81.30%	14 11.38%	0 0.00%	5 4.07%	3 2.44%	1 0.81%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	123 100.00	9 7.32%	0 0.00%	9 7.32%
14	0 0.00%	111 80.00%	18 13.04%	0 0.00%	4 2.90%	1 0.72%	0 0.00%	1 0.72%	3 2.17%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	138 100.00	5 3.62%	4 2.90%	9 6.52%
15	2 1.23%	123 75.93%	28 17.28%	0 0.00%	7 4.32%	1 0.62%	0 0.00%	0 0.00%	1 0.62%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	162 100.00	8 4.94%	1 0.62%	9 5.56%
16	2 0.93%	181 84.58%	22 10.28%	2 0.93%	3 1.40%	0 0.00%	0 0.00%	1 0.47%	3 1.40%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	214 100.00	5 2.34%	4 1.87%	9 4.21%
17	1 0.48%	185 88.10%	22 10.48%	0 0.00%	1 0.48%	0 0.00%	0 0.00%	0 0.00%	1 0.48%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	210 100.00	1 0.48%	1 0.48%	2 0.95%
18	1 0.68%	134 91.78%	8 5.48%	0 0.00%	1 0.68%	1 0.68%	0 0.00%	1 0.68%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	146 100.00	2 1.37%	1 0.68%	3 2.05%
19	0 0.00%	79 88.76%	9 10.11%	0 0.00%	1 1.12%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	89 100.00	1 1.12%	0 0.00%	1 1.12%
20	0 0.00%	45 91.84%	2 4.08%	0 0.00%	1 2.04%	0 0.00%	0 0.00%	0 0.00%	1 2.04%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	49 100.00	1 2.04%	1 2.04%	2 4.08%
21	0 0.00%	34 91.89%	3 8.11%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	37 100.00	0 0.00%	0 0.00%	0 0.00%
22	0 0.00%	14 87.50%	2 12.50%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	16 100.00	0 0.00%	0 0.00%	0 0.00%
23	0 0.00%	12 85.71%	1 7.14%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1 7.14%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	14 100.00	0 0.00%	1 7.14%	1 7.14%
Total	7 0.39%	1,523 84.99%	179 9.99%	2 0.11%	43 2.40%	8 0.45%	4 0.22%	10 0.56%	16 0.89%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1,792 100.00	57 3.18%	26 1.45%	83 4.63%
Total Count	7 0.39%	1,523 84.99%	179 9.99%	2 0.11%	43 2.40%	8 0.45%	4 0.22%	10 0.56%	16 0.89%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1,792 100.00	57 3.18%	26 1.45%	83 4.63%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 25, 2018 North

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
02	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
03	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
	0.00%	100.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
04	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0
	0.00%	91.67%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
05	0	52	9	0	0	2	0	0	1	0	0	0	0	0	64	2	1	3
	0.00%	81.25%	14.06%	0.00%	0.00%	3.13%	0.00%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.13%	1.56%	4.69%
06	0	253	32	0	15	2	0	0	2	0	0	0	0	0	304	17	2	19
	0.00%	83.22%	10.53%	0.00%	4.93%	0.66%	0.00%	0.00%	0.66%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	5.59%	0.66%	6.25%
07	0	597	44	0	11	0	0	0	1	0	0	0	0	0	653	11	1	12
	0.00%	91.42%	6.74%	0.00%	1.68%	0.00%	0.00%	0.00%	0.15%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.68%	0.15%	1.84%
08	0	717	56	0	10	1	0	0	1	0	0	0	0	0	785	11	1	12
	0.00%	91.34%	7.13%	0.00%	1.27%	0.13%	0.00%	0.00%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.40%	0.13%	1.53%
09	0	271	21	1	10	0	0	1	3	0	0	0	0	0	307	11	4	15
	0.00%	88.27%	6.84%	0.33%	3.26%	0.00%	0.00%	0.33%	0.98%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.58%	1.30%	4.89%
10	0	101	18	1	7	1	0	0	0	0	0	0	0	0	128	9	0	9
	0.00%	78.91%	14.06%	0.78%	5.47%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	7.03%	0.00%	7.03%
11	1	84	11	0	3	0	0	2	3	0	0	0	0	0	104	3	5	8
	0.96%	80.77%	10.58%	0.00%	2.88%	0.00%	0.00%	1.92%	2.88%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.88%	4.81%	7.69%
12	0	83	18	0	3	0	0	4	2	0	0	0	0	0	110	3	6	9
	0.00%	75.45%	16.36%	0.00%	2.73%	0.00%	0.00%	3.64%	1.82%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.73%	5.45%	8.18%
13	0	108	16	0	1	2	0	1	2	0	0	0	0	0	130	3	3	6
	0.00%	83.08%	12.31%	0.00%	0.77%	1.54%	0.00%	0.77%	1.54%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.31%	2.31%	4.62%
14	0	109	17	1	7	1	0	1	0	0	0	0	0	0	136	9	1	10
	0.00%	80.15%	12.50%	0.74%	5.15%	0.74%	0.00%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	6.62%	0.74%	7.35%
15	0	115	14	1	5	0	0	0	1	0	0	0	0	0	136	6	1	7
	0.00%	84.56%	10.29%	0.74%	3.68%	0.00%	0.00%	0.00%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.41%	0.74%	5.15%
16	0	154	25	0	4	1	0	1	2	0	0	0	0	0	187	5	3	8
	0.00%	82.35%	13.37%	0.00%	2.14%	0.53%	0.00%	0.53%	1.07%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.67%	1.60%	4.28%
17	0	155	16	1	3	0	0	0	0	0	0	0	0	0	175	4	0	4
	0.00%	88.57%	9.14%	0.57%	1.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.29%	0.00%	2.29%
18	0	116	4	1	2	0	0	0	2	0	0	0	0	0	125	3	2	5
	0.00%	92.80%	3.20%	0.80%	1.60%	0.00%	0.00%	0.00%	1.60%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.40%	1.60%	4.00%
19	0	69	4	0	1	2	0	0	1	0	0	0	0	0	77	3	1	4
	0.00%	89.61%	5.19%	0.00%	1.30%	2.60%	0.00%	0.00%	1.30%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.90%	1.30%	5.19%
20	0	39	8	0	1	0	0	0	0	0	0	0	0	0	48	1	0	1
	0.00%	81.25%	16.67%	0.00%	2.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.08%	0.00%	2.08%
21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0
	0.00%	100.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
22	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0
	0.00%	85.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
23	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0
	0.00%	86.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
Total	1	3,099	321	6	83	12	0	10	21	0	0	0	0	0	3,553	101	31	132
	0.03%	87.22%	9.03%	0.17%	2.34%	0.34%	0.00%	0.28%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.84%	0.87%	3.72%
Total Count	1	3,099	321	6	83	12	0	10	21	0	0	0	0	0	3,553	101	31	132
	0.03%	87.22%	9.03%	0.17%	2.34%	0.34%	0.00%	0.28%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.84%	0.87%	3.72%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 26, 2018 North

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
00	0 0.00%	5 71.43%	2 28.57%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	7 100.00	0 0.00%	0 0.00%	0 0.00%
01	0 0.00%	2 100.00	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	2 100.00	0 0.00%	0 0.00%	0 0.00%
02	0 0.00%	3 75.00%	1 25.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	4 100.00	0 0.00%	0 0.00%	0 0.00%
03	0 0.00%	6 85.71%	1 14.29%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	7 100.00	0 0.00%	0 0.00%	0 0.00%
04	0 0.00%	11 91.67%	1 8.33%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	12 100.00	0 0.00%	0 0.00%	0 0.00%
05	1 1.59%	52 82.54%	10 15.87%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	63 100.00	0 0.00%	0 0.00%	0 0.00%
06	1 0.30%	282 84.94%	31 9.34%	0 0.00%	15 4.52%	2 0.60%	1 0.30%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	332 100.00	18 5.42%	0 0.00%	18 5.42%
07	3 0.46%	582 89.68%	53 8.17%	0 0.00%	7 1.08%	2 0.31%	0 0.00%	1 0.15%	1 0.15%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	649 100.00	9 1.39%	2 0.31%	11 1.69%
08	0 0.00%	661 91.81%	41 5.69%	0 0.00%	12 1.67%	2 0.28%	0 0.00%	0 0.00%	4 0.56%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	720 100.00	14 1.94%	4 0.56%	18 2.50%
Total	5 0.28%	1,604 89.31%	140 7.80%	0 0.00%	34 1.89%	6 0.33%	1 0.06%	1 0.06%	5 0.28%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1,796 100.00	41 2.28%	6 0.33%	47 2.62%
Total Count	5 0.28%	1,604 89.31%	140 7.80%	0 0.00%	34 1.89%	6 0.33%	1 0.06%	1 0.06%	5 0.28%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1,796 100.00	41 2.28%	6 0.33%	47 2.62%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 24, 2018 South

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
09	0 0.00%	103 73.05%	32 22.70%	0 0.00%	2 1.42%	3 2.13%	0 0.00%	0 0.00%	1 0.71%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	141 100.00	5 3.55%	1 0.71%	6 4.26%
10	0 0.00%	123 79.35%	16 10.32%	0 0.00%	7 4.52%	4 2.58%	1 0.65%	1 0.65%	3 1.94%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	155 100.00	12 7.74%	4 2.58%	16 10.32%
11	3 1.92%	113 72.44%	23 14.74%	0 0.00%	10 6.41%	3 1.92%	1 0.64%	1 0.64%	2 1.28%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	156 100.00	14 8.97%	3 1.92%	17 10.90%
12	2 1.10%	140 77.35%	23 12.71%	2 1.10%	5 2.76%	5 2.76%	0 0.00%	3 1.66%	1 0.55%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	181 100.00	12 6.63%	4 2.21%	16 8.84%
13	0 0.00%	118 77.12%	18 11.76%	2 1.31%	9 5.88%	2 1.31%	1 0.65%	0 0.00%	3 1.96%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	153 100.00	14 9.15%	3 1.96%	17 11.11%
14	1 0.31%	259 80.65%	37 11.53%	0 0.00%	19 5.92%	3 0.93%	0 0.00%	0 0.00%	2 0.62%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	321 100.00	22 6.85%	2 0.62%	24 7.48%
15	1 0.31%	281 87.27%	29 9.01%	0 0.00%	6 1.86%	2 0.62%	0 0.00%	1 0.31%	2 0.62%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	322 100.00	8 2.48%	3 0.93%	11 3.42%
16	2 0.36%	509 90.73%	38 6.77%	1 0.18%	6 1.07%	2 0.36%	0 0.00%	1 0.18%	2 0.36%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	561 100.00	9 1.60%	3 0.53%	12 2.14%
17	3 0.44%	641 93.71%	35 5.12%	0 0.00%	3 0.44%	0 0.00%	0 0.00%	1 0.15%	1 0.15%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	684 100.00	3 0.44%	2 0.29%	5 0.73%
18	0 0.00%	347 90.60%	32 8.36%	0 0.00%	3 0.78%	0 0.00%	0 0.00%	1 0.26%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	383 100.00	3 0.78%	1 0.26%	4 1.04%
19	0 0.00%	174 92.06%	14 7.41%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1 0.53%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	189 100.00	0 0.00%	1 0.53%	1 0.53%
20	0 0.00%	84 91.30%	8 8.70%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	92 100.00	0 0.00%	0 0.00%	0 0.00%
21	0 0.00%	41 89.13%	5 10.87%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	46 100.00	0 0.00%	0 0.00%	0 0.00%
22	0 0.00%	23 85.19%	2 7.41%	0 0.00%	2 7.41%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	27 100.00	2 7.41%	0 0.00%	2 7.41%
23	0 0.00%	15 78.95%	3 15.79%	0 0.00%	1 5.26%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	19 100.00	1 5.26%	0 0.00%	1 5.26%
Total	12 0.35%	2,971 86.62%	315 9.18%	5 0.15%	73 2.13%	24 0.70%	3 0.09%	9 0.26%	18 0.52%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	3,430 100.00	105 3.06%	27 0.79%	132 3.85%
Total Count	12 0.35%	2,971 86.62%	315 9.18%	5 0.15%	73 2.13%	24 0.70%	3 0.09%	9 0.26%	18 0.52%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	3,430 100.00	105 3.06%	27 0.79%	132 3.85%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 25, 2018 South

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
00	0	5	0	0	1	0	0	0	1	0	0	0	0	0	7	1	1	2
	0.00%	71.43%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	14.29%	14.29%	28.57%
01	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
	0.00%	100.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
02	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	1	0	1
	0.00%	75.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	25.00%	0.00%	25.00%
03	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
04	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0
	0.00%	88.89%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
05	0	19	4	0	0	2	0	0	0	0	0	0	0	0	25	2	0	2
	0.00%	76.00%	16.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	8.00%	0.00%	8.00%
06	0	88	25	0	4	0	0	0	1	0	0	0	0	0	118	4	1	5
	0.00%	74.58%	21.19%	0.00%	3.39%	0.00%	0.00%	0.00%	0.85%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.39%	0.85%	4.24%
07	0	176	19	3	14	0	0	0	0	0	0	0	0	0	212	17	0	17
	0.00%	83.02%	8.96%	1.42%	6.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	8.02%	0.00%	8.02%
08	0	116	18	0	7	1	0	0	2	0	0	0	0	0	144	8	2	10
	0.00%	80.56%	12.50%	0.00%	4.86%	0.69%	0.00%	0.00%	1.39%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	5.56%	1.39%	6.94%
09	0	94	9	0	4	1	0	1	0	0	0	0	0	0	109	5	1	6
	0.00%	86.24%	8.26%	0.00%	3.67%	0.92%	0.00%	0.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.59%	0.92%	5.50%
10	0	92	20	0	5	0	0	1	2	0	0	0	0	0	120	5	3	8
	0.00%	76.67%	16.67%	0.00%	4.17%	0.00%	0.00%	0.83%	1.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.17%	2.50%	6.67%
11	0	92	17	1	2	0	0	4	4	0	0	0	0	0	120	3	8	11
	0.00%	76.67%	14.17%	0.83%	1.67%	0.00%	0.00%	3.33%	3.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.50%	6.67%	9.17%
12	0	123	19	1	8	0	0	1	3	0	0	0	0	0	155	9	4	13
	0.00%	79.35%	12.26%	0.65%	5.16%	0.00%	0.00%	0.65%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	5.81%	2.58%	8.39%
13	0	115	12	0	6	0	0	3	2	0	0	0	0	0	138	6	5	11
	0.00%	83.33%	8.70%	0.00%	4.35%	0.00%	0.00%	2.17%	1.45%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	4.35%	3.62%	7.97%
14	0	223	30	0	14	1	0	0	3	0	0	0	0	0	271	15	3	18
	0.00%	82.29%	11.07%	0.00%	5.17%	0.37%	0.00%	0.00%	1.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	5.54%	1.11%	6.64%
15	0	272	39	1	9	2	0	0	1	0	0	0	0	0	324	12	1	13
	0.00%	83.95%	12.04%	0.31%	2.78%	0.62%	0.00%	0.00%	0.31%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	3.70%	0.31%	4.01%
16	0	493	38	0	6	1	0	0	3	0	0	0	0	0	541	7	3	10
	0.00%	91.13%	7.02%	0.00%	1.11%	0.18%	0.00%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.29%	0.55%	1.85%
17	0	573	31	0	5	0	0	4	2	0	0	0	0	0	615	5	6	11
	0.00%	93.17%	5.04%	0.00%	0.81%	0.00%	0.00%	0.65%	0.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.81%	0.98%	1.79%
18	0	398	22	1	1	0	0	0	0	0	0	0	0	0	422	2	0	2
	0.00%	94.31%	5.21%	0.24%	0.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.47%	0.00%	0.47%
19	0	211	8	0	1	0	0	0	0	0	0	0	0	0	220	1	0	1
	0.00%	95.91%	3.64%	0.00%	0.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.45%	0.00%	0.45%
20	0	104	11	0	0	2	0	0	0	0	0	0	0	0	117	2	0	2
	0.00%	88.89%	9.40%	0.00%	0.00%	1.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	1.71%	0.00%	1.71%
21	0	63	6	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0
	0.00%	91.30%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
22	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0
	0.00%	94.29%	5.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
23	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0
	0.00%	94.12%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	0.00%	0.00%	0.00%
Total	0	3,328	333	7	88	10	0	14	24	0	0	0	0	0	3,804	105	38	143
	0.00%	87.49%	8.75%	0.18%	2.31%	0.26%	0.00%	0.37%	0.63%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.76%	1.00%	3.76%
Total Count	0	3,328	333	7	88	10	0	14	24	0	0	0	0	0	3,804	105	38	143
	0.00%	87.49%	8.75%	0.18%	2.31%	0.26%	0.00%	0.37%	0.63%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00	2.76%	1.00%	3.76%

New Jersey Department of Transportation

Hourly Classification Count and Percent Distribution

September 26, 2018 South

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	UNCLS	Total	Single	Combo	Trucks
00	0 0.00%	7 70.00%	0 0.00%	0 0.00%	3 30.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	10 100.00	3 30.00%	0 0.00%	3 30.00%
01	0 0.00%	7 77.78%	2 22.22%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	9 100.00	0 0.00%	0 0.00%	0 0.00%
02	0 0.00%	4 66.67%	2 33.33%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	6 100.00	0 0.00%	0 0.00%	0 0.00%
03	0 0.00%	6 100.00	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	6 100.00	0 0.00%	0 0.00%	0 0.00%
04	0 0.00%	4 57.14%	2 28.57%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1 14.29%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	7 100.00	0 0.00%	1 14.29%	1 14.29%
05	0 0.00%	24 77.42%	5 16.13%	0 0.00%	0 0.00%	2 6.45%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	31 100.00	2 6.45%	0 0.00%	2 6.45%
06	1 0.74%	105 77.21%	20 14.71%	1 0.74%	6 4.41%	1 0.74%	0 0.00%	1 0.74%	1 0.74%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	136 100.00	8 5.88%	2 1.47%	10 7.35%
07	0 0.00%	213 83.20%	24 9.38%	2 0.78%	14 5.47%	1 0.39%	0 0.00%	1 0.39%	1 0.39%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	256 100.00	17 6.64%	2 0.78%	19 7.42%
08	0 0.00%	142 78.89%	27 15.00%	0 0.00%	10 5.56%	0 0.00%	0 0.00%	0 0.00%	1 0.56%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	180 100.00	10 5.56%	1 0.56%	11 6.11%
Total	1 0.16%	512 79.88%	82 12.79%	3 0.47%	33 5.15%	4 0.62%	0 0.00%	2 0.31%	4 0.62%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	641 100.00	40 6.24%	6 0.94%	46 7.18%
Total Count	1 0.16%	512 79.88%	82 12.79%	3 0.47%	33 5.15%	4 0.62%	0 0.00%	2 0.31%	4 0.62%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	641 100.00	40 6.24%	6 0.94%	46 7.18%

New Jersey Department of Transportation

Count Class Distribution for 09/24/2018 through 09/26/2018

Site names: 121897
 County: SOMERSET
 Funct Class: Urban Minor Arterial
 Location: Bet Colonial Drive and Spook Brook Road

Seasonal Factor Grp: rg3_4U
 Daily Factor Grp: rg3_4U
 Axle Factor Grp: rg3_4U
 Growth Factor Grp: rg3_4U

	Road	N	S
MC	26 .17%	13 .18%	13 .17%
CAR	13,037 86.82%	6,226 87.19%	6,811 86.49%
PU	1,370 9.12%	640 8.96%	730 9.27%
BUS	23 .15%	8 .11%	15 .19%
2D	354 2.36%	160 2.24%	194 2.46%
SU 3	64 .43%	26 .36%	38 .48%
SU 4+	8 .05%	5 .07%	3 .04%
ST 4-	46 .31%	21 .29%	25 .32%
ST 5	88 .59%	42 .59%	46 .58%
ST 6+	0 .00%	0 .00%	0 .00%
MT 5-	0 .00%	0 .00%	0 .00%
MT 6	0 .00%	0 .00%	0 .00%
MT 7+	0 .00%	0 .00%	0 .00%
UNCLS	0 .00%	0 .00%	0 .00%
Trucks	583 3.88%	262 3.67%	321 4.08%
Combo Trucks	134 .89%	63 .88%	71 .90%
Classified	15,016 100.00%	7,141 100.00%	7,875 100.00%
Volume	15,016 100.00%	7,141 100.00%	7,875 100.00%



483 & 485 Elizabeth Avenue
Franklin Township, Somerset County, NJ
MC Project No.: 19000649A
Appendix

***483 & 485 ELIZABETH AVENUE
TRAFFIC IMPACT STUDY***

APPENDIX C

TRIP GENERATION

Warehousing
(150)

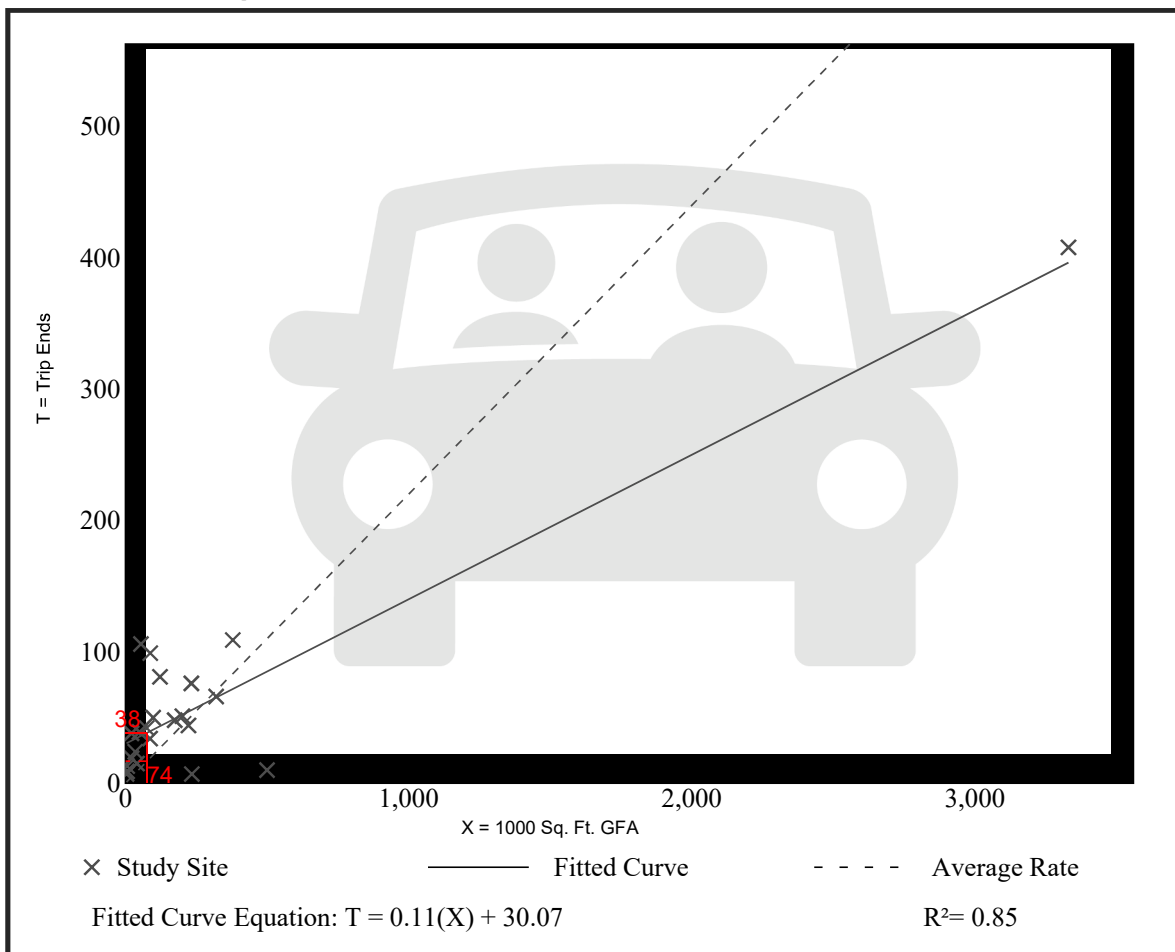
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 23
 Avg. 1000 Sq. Ft. GFA: 274
 Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.02 - 2.08	0.28

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Warehousing
(150)

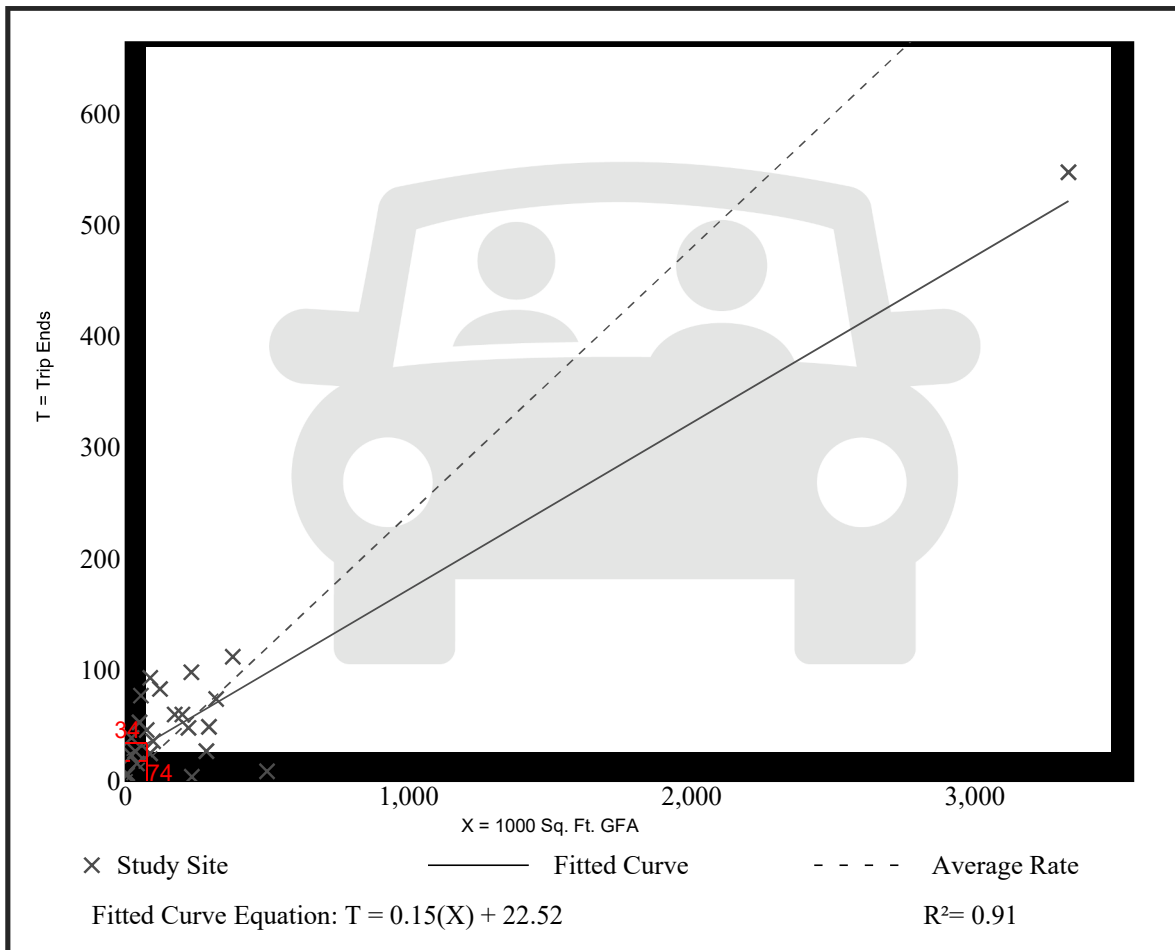
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GFA: 275
 Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.24	0.02 - 1.80	0.24

Data Plot and Equation



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General Office Building
(710)

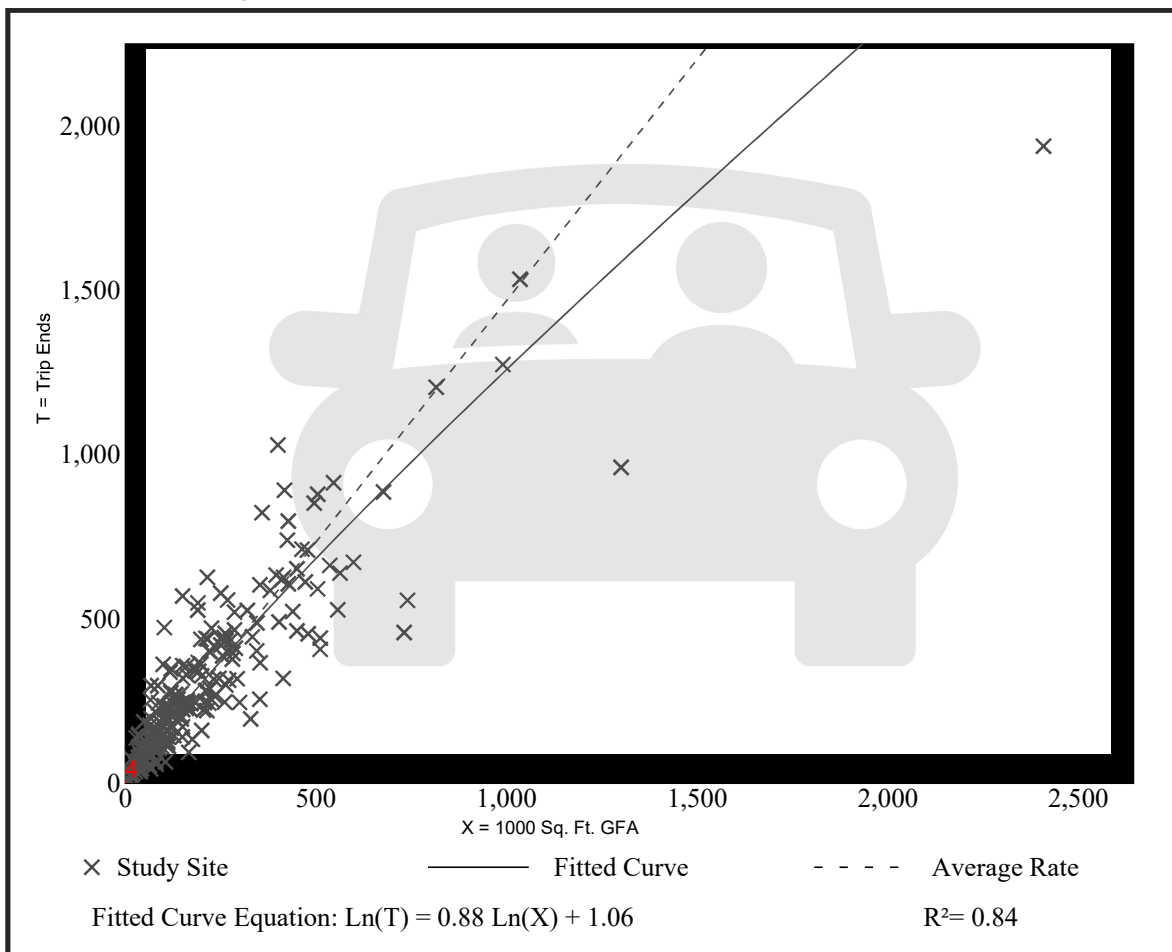
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 228
 Avg. 1000 Sq. Ft. GFA: 209
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.47	0.57 - 4.93	0.60

Data Plot and Equation



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General Office Building
(710)

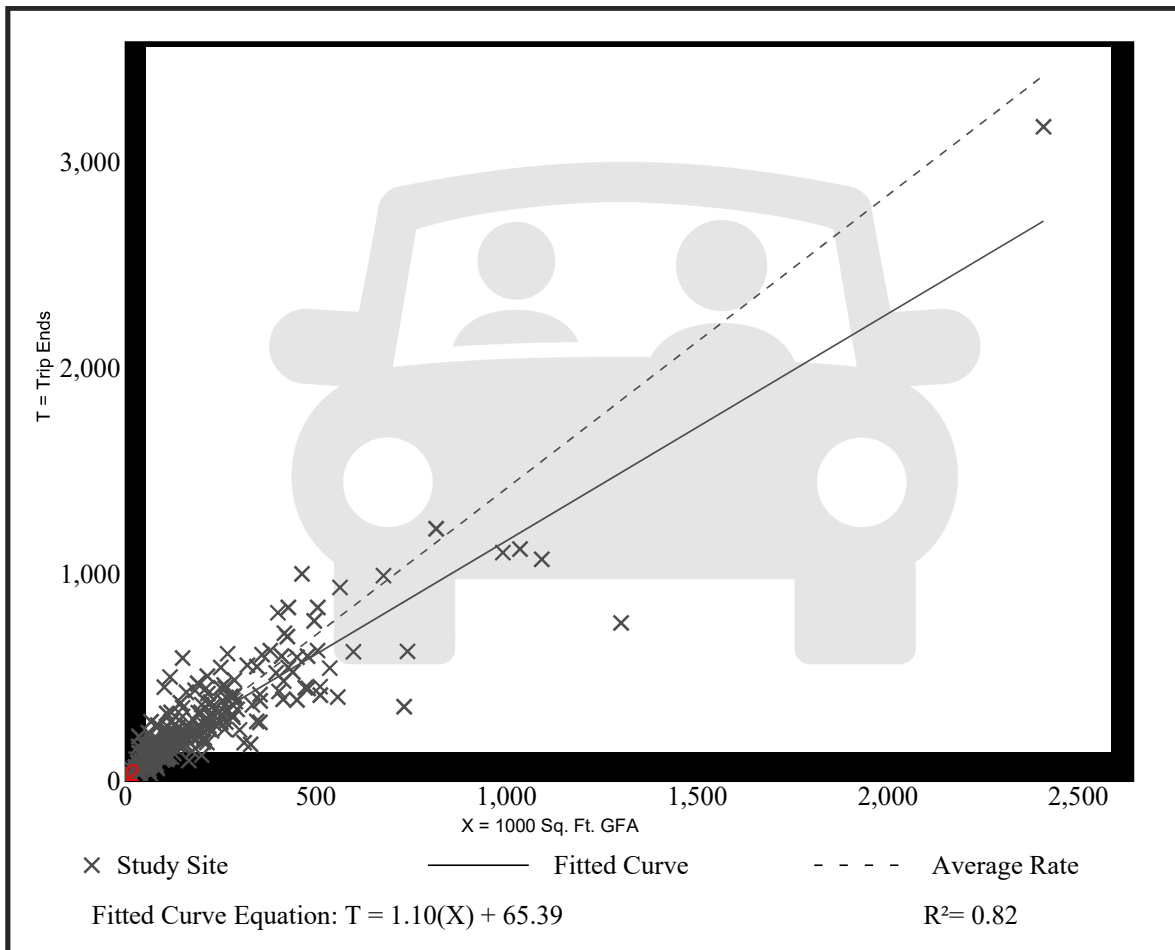
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 243
 Avg. 1000 Sq. Ft. GFA: 205
 Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.42	0.49 - 6.20	0.61

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers



483 & 485 Elizabeth Avenue
Franklin Township, Somerset County, NJ
MC Project No.: 19000649A
Appendix

***483 & 485 ELIZABETH AVENUE
TRAFFIC IMPACT STUDY***

APPENDIX D

CAPACITY ANALYSIS

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	644	12	17	411
Future Vol, veh/h	5	8	644	12	17	411
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, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	20	2	0	20	2
Mvmt Flow	5	9	700	13	18	447

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1190	707	0	0	713
Stage 1	707	-	-	-	-
Stage 2	483	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.3
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.38
Pot Cap-1 Maneuver	209	406	-	-	809
Stage 1	493	-	-	-	-
Stage 2	625	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	203	406	-	-	809
Mov Cap-2 Maneuver	203	-	-	-	-
Stage 1	478	-	-	-	-
Stage 2	625	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	293	809
HCM Lane V/C Ratio	-	-	0.048	0.023
HCM Control Delay (s)	-	-	17.9	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	11	17	357	3	5	513
Future Vol, veh/h	11	17	357	3	5	513
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, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	20	2	0	20	2
Mvmt Flow	12	18	388	3	5	558

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	958	390	0	0	391
Stage 1	390	-	-	-	-
Stage 2	568	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.3
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.38
Pot Cap-1 Maneuver	288	621	-	-	1076
Stage 1	689	-	-	-	-
Stage 2	571	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	286	621	-	-	1076
Mov Cap-2 Maneuver	286	-	-	-	-
Stage 1	684	-	-	-	-
Stage 2	571	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	425	1076
HCM Lane V/C Ratio	-	-	0.072	0.005
HCM Control Delay (s)	-	-	14.1	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0