

EXHIBIT 14
QUEUEING RESULTS
2015 Alternative Scenarios

Intersection	Approach	Alternative 1				Alternative 2				Alternative 3			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Avg Queue	95% Queue	Avg Queue	95% Queue	Avg Queue	95% Queue	Avg Queue	95% Queue	Avg Queue	95% Queue	Avg Queue	95% Queue
East Hanover Ave & US 202 <i>Signalized</i>	EB	3,671	ESA	178	505	2,656	ESA	189	356	364	523	425	910
	WB	196	288	1,156	1,905	188	658	1,720	2,303	169	308	341	578
	NB	1,712	2,039	1,488	1,942	621	798	1,127	1,862	155	226	180	302
	SB	2,910	3,127	1,397	2,639	1,495	1,495	636	1,209	234	403	298	488
East Hanover Ave & The American Rd <i>Signalized</i>	EB-L	38	67	44	82	71	270	30	66	66	118	43	85
	WB	70	128	121	236	73	187	790	1,723	24	65	69	125
	SB	33	60	103	169	49	97	126	200	37	66	135	242
East Hanover Ave & Horse Hill Rd/MLK Ave <i>Signalized</i>	EB	244	299	168	272	199	293	150	243	198	293	112	190
	WB	140	256	199	301	196	264	267	366	136	212	167	235
	NB	189	351	107	195	303	520	137	243	204	328	119	205
	SB	106	253	486	1,173	60	115	114	183	59	130	135	180
East Hanover Ave & Ridgedale Ave <i>Signalized</i>	EB	421	453	410	424	323	456	231	323	355	481	172	288
	WB	1,520	2,341	2,030	3,126	99	153	370	535	130	235	246	390
	NB	931	1,188	876	1,076	809	1,129	232	404	164	256	170	255
	SB	113	185	208	352	99	155	182	263	78	121	137	230
East Hanover Ave & Library Driveway <i>Signalized</i>	EB	9	44	37	94	9	36	90	203	18	73	81	202
	WB	148	575	376	1,224	2	17	55	132	0	0	66	107
	SB	6	27	45	88	5	24	49	100	4	20	45	92
East Hanover Ave & Whippany Rd <i>Signalized</i>	EB	426	867	114	218	862	1,546	145	275	221	316	118	215
	NB	61	95	120	179	98	155	120	232	67	107	106	190
	SB	77	147	96	177	140	255	95	162	96	165	101	210
East Hanover Ave & Big Box Driveway <i>Signalized</i>	EB	361	706	927	1,585	17	45	51	126	12	37	54	160
	WB	20	57	70	124	36	101	50	106	28	93	31	85
	SB	51	114	139	316	14	39	27	55	14	44	19	54

Approach queues represent the highest queue of all the movements for that approach.

Source: SimTraffic

ESA - Exceeds Study Area (>4,000) Adjacent intersections that are not included in the study area may affect arrivals and queuing.