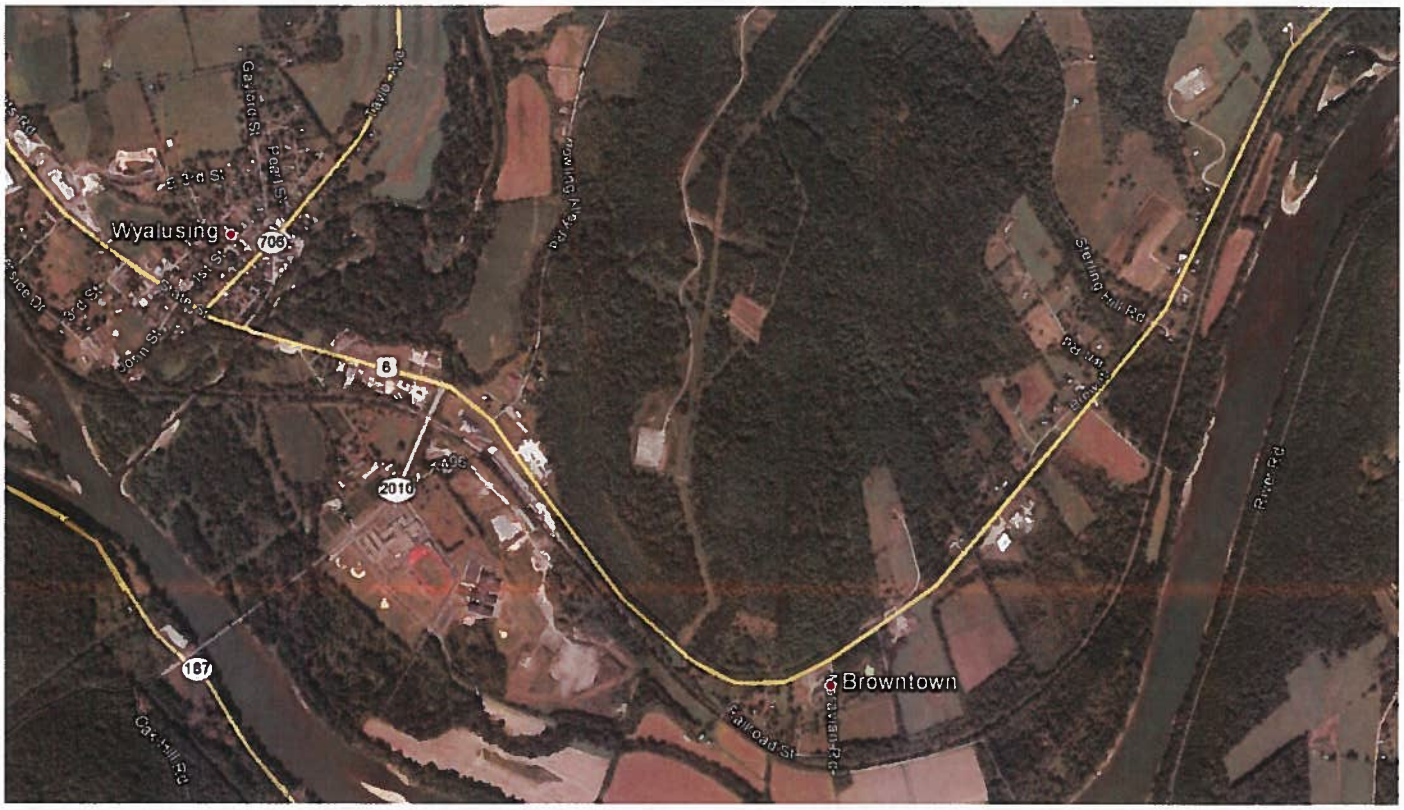
Natural Gas Processing Plant Transportation Impact Assessment

WYALUSING TOWNSHIP, BRADFORD COUNTY

April 26, 2019



Prepared for:

New Fortress Energy
111 West 19th Street
8th Floor
New York, NY 10011

Prepared by:

AECOM

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
RACHEL E. BROWNLEE
ENGINEER
PE080673

Table of Contents

Tables

List of Figures

Appendices

1 Executive Summary

A natural gas processing plant facility operated by New Fortress Energy is proposed to be located on a 130-acre site along the southern side of SR 0006, east of its intersection with Moravian Road in Wyalusing Township, Bradford County, Pennsylvania. AECOM has prepared this Transportation Impact Assessment (TIA) to determine the impacts to traffic operations due to the New Fortress Energy liquefaction facility.

Manual turning movement counts were performed at the intersection of SR 0006 with SR 2010 to establish existing traffic volumes in the study area. The latest growth rates available from PennDOT's Bureau of Planning and Design were utilized to determine the appropriate traffic growth rates for the study area. A growth of 0.51% for a rural non-intestate in Bradford County was applied to the Existing Year 2018 Condition AM and PM peak hour traffic volumes to develop the future year Base Condition traffic volumes. The future year Base Condition traffic volumes and the school trips were combined to develop the future year Without Development traffic volumes.

The trip generation for the New Fortress Energy facility consists of three components: truck delivery trips, employee trips, and non-truck delivery trips. A representative of the New Fortress Energy Facility indicated that the facility is anticipated to generate the following typical weekday and AM and PM peak hour trips:

- 920 vehicles daily
- 87 vehicles during the AM peak hour
- 87 vehicles during the PM peak hour

These trips were distributed through study intersections and added to the future year Without Development Condition traffic volumes to determine the future year With Development Conditions traffic volumes. There are three (3) proposed access driveways for the site along SR 0006. The western Site Drive A provides access for trucks to enter the site and the eastern Site Drive A provides egress from the site. Each truck access driveway is assumed to consist of one lane. The third driveway will provide access for employees to the administration building at the eastern side of the property and consist of one lane for ingress and one lane for egress.

Under all conditions, all of the study intersections are anticipated to operate at acceptable LOS (LOS A or B) and queuing is anticipated to be minimal with queues not anticipated to extend beyond any auxiliary turn lanes. At the intersection of SR 0006 with Site Drive A (western driveway), a 250-foot westbound left turn lane is warranted and at the intersection of SR 0006 with Site Drive B, a 250-foot southbound left turn lane is warranted. All of the existing through lanes and shoulders will be retained and westbound left turn lanes will be added at the Site Drives.

Sight distance at the proposed driveways was evaluated under existing conditions and field measurements yielded available sight distance to be adequate. No other improvements within the study area are warranted.

2 Introduction

2.1 Study Objectives

A New Fortress Energy natural gas processing plant facility is proposed to be located on a 130-acre site along the southern side of SR 0006, east of its intersection with Moravian Road in Wyalusing Township, Bradford County, Pennsylvania. AECOM has prepared this Transportation Impact Assessment (TIA) to determine the impacts to traffic operations due to the New Fortress Energy liquefaction facility.

2.2 Area of Analysis

A site location map of the study area and study intersections can be seen on **Figure 1** in the Figures section of this report. The following intersections were identified as existing study intersections:

- SR 0006 with SR 2010

The lane configuration and traffic control at the existing study intersection is shown on **Figure 2** in the Figures section of this report.

The intersection of SR 0006 with SR 2010 is a three-legged intersection controlled by a two-phased traffic signal located in Wyalusing Township, Bradford County. The eastbound approach (SR 0006) consists of two lanes with the left lane accommodating through movements and the right lane accommodating right turns. The westbound approach (SR 0006) also consists of two lanes with the left lane accommodating left turns and the right lane accommodating through traffic. The northbound approach (SR 2010) consists of two lanes with the left lane accommodating left turns and the right lane accommodating right turns.

The following three (3) proposed intersections will serve the proposed development:

- SR 0006 with Site Driveway A at Segment 1020 / Offset 0838 – West Process Access
- SR 0006 with Site Driveway A at Segment 1020 / Offset 1434 – East Process Access
- SR 0006 with Site Driveway B at Segment 1030 / Offset 0849 – Administration Access

3 Data Collection

3.1 Manual Turning Movement Counts

Tri-State Traffic Data, Inc. performed manual turning movement counts between the hours of 6:30 a.m. and 9:30 a.m. and between the hours of 3:00 p.m. and 6:00 p.m. These times were chosen because they reflect the typical morning (AM) and evening (PM) peak hours of vehicular traffic within the study area. The counts were performed at the intersection of SR 0006 with SR 2010 on a typical weekday (Tuesday through Thursday) in September 2018, while schools were in session.

The manual turning movement counts included vehicular volumes (light and heavy vehicles), pedestrians, and bicycles at each of the study intersections. The following peak hours were identified for the intersection of SR 0006 with SR 2010:

- AM Peak Hour: 7:30 a.m. – 8:30 a.m.
- PM Peak Hour: 4:30 p.m. – 5:30 p.m.

A copy of the manual turning movement count data is provided in **Appendix A**.

3.2 Automatic Traffic Recorder (ATRs) Counts

Automatic Traffic Recorder (ATR) counts were conducted along SR 0006 in front of the subject property. The ATR traffic data was collected by Tri-State Traffic Data, Inc. between Tuesday, September 11th, 2018, and Thursday, September 13th, 2018. Data was collected in 15-minute intervals and included traffic volumes, speeds, and class of the vehicles. Copies of the ATR count data have been included in **Appendix B**.

Based on the ATR data, the Average Daily Traffic (ADT) volumes and 24-hour average heavy vehicle percentages and 85th percentile speeds at the ATR location can be seen in **Table 1**.

3.3 Traffic Signal Permit Plans

Traffic signal permit plans for the intersection of SR 0006 with SR 2010 were requested from a representative of PennDOT District 3-0. These plans were utilized to model the existing signalized intersection in Synchro. Copies of the traffic signal permit plans have been included in **Appendix C** at the end of this report.

3.4 Existing Sight Distance at Proposed Driveway

Sight distance measurements at the intersection of SR 0006 with the proposed Driveways were performed according to PennDOT Title 67, Chapter 441, *Access To and Occupancy of Highways by Driveways and Local Roads* criteria. The existing sight distance measurements can be seen in **Appendix D** on the M-950S form and are as follows:

SR 0006 with Site Drive A – West Access

- Corner Sight Distance Looking Left from the Site Driveway – >1,000 feet
- Corner Sight Distance Looking Right from the Site Driveway – 722 feet

SR 0006 with Site Drive A – East Access

- Corner Sight Distance Looking Left from the Site Driveway – 506 feet
- Corner Sight Distance Looking Right from the Site Driveway – 808 feet

SR 0006 with Site Drive B – Administration Access

- Corner Sight Distance Looking Left from the Site Driveway – 556 feet
- Corner Sight Distance Looking Right from the Site Driveway – 543 feet

Photographs of the existing sight distance at the intersection of SR 0006 with the proposed Site Driveway can also be seen in **Appendix D** at the end of this report.

4 Existing Year 2018 Analysis

4.1 Existing Year 2018 Traffic Volumes

The manual turning movement counts were used to establish the Existing Year 2018 Condition morning and evening peak hours at the study intersection. The Existing Year 2018 Condition peak hour traffic volumes within the study area can be seen on **Figure 3a** in the Figures section of this report.

4.2 Performance Analysis – Levels of Service

Levels of service at the study intersections have been determined for the AM and PM peak hours. These levels of service (LOS) were determined through implementation of signalized and unsignalized capacity analysis methodologies presented in the 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board. The LOS ranges from A to F, comparable to a grading system in school, with LOS A being the best traffic conditions and LOS F being the worst. A summary of the LOS criteria has been included in **Appendix E**. The capacity analysis was performed utilizing Synchro Version 10.

The results of the Existing Year 2018 level of service (LOS) analyses are provided in **Tables 2A** and **2B** in the Tables section of this report for the AM peak and PM peak hour, and can be seen graphically in **Figure 3b** in the Figures section of this report.

As can be seen in **Tables 2A** and **2B**, the overall study intersection currently operates at acceptable LOS (LOS B) during the AM and PM peak hours. Also, the analysis indicates that all approaches and movements at the intersection currently operate at LOS A or LOS B. The Existing Year 2018 capacity analysis results can be seen in **Appendix F**.

4.3 Performance Analysis – Queuing

The Existing Year 2018 AM and PM peak hour Synchro models were transferred to SimTraffic. Five (5) separate 60-minute simulations (utilizing a fifteen-minute seeding interval) were performed in SimTraffic for each individual peak hour and averaged. The results of the Existing Year 2018 Condition queuing analyses are provided in **Tables 5A** and **5B** in the Tables section of this report for the AM peak and PM peak hours.

As can be seen in **Tables 5A** and **5B**, the existing queues at the study intersection are minimal and do not extend to beyond existing turn lane lengths. The Existing Year 2018 Condition queue analysis results can be seen in **Appendix G**.

4.4 Safe Stopping Sight Distance Evaluation

Minimum safe stopping corner sight distance requirements were calculated at the proposed access driveways utilizing PennDOT Title 67, Chapter 441, *Access To and Occupancy of Highways by Driveways and Local Roads*. Minimum safe stopping corner sight distance requirements were based on the posted speed limit of 55 mph along SR 0006 and the associated friction factor of 0.30 from Table B of PennDOT Publication 212.

4.4.1 SR 006 with Site Drive A – West Access

Corner Sight Distance Looking Left from Site Drive A – West Access

Based on an eastbound approach grade of +3% along SR 0006, the minimum acceptable sight distance looking left is 508 feet. Field measurements yielded available sight distance looking left to be greater than 1,000 feet. Therefore, the sight distance looking left is adequate under existing conditions.

Corner Sight Distance Looking Right from Site Drive A – West Access

Based on a westbound approach grade of -2% along SR 0006, the minimum acceptable sight distance looking right is 562 feet. Field measurements yielded available sight distance looking right to be 722 feet. Therefore, the sight distance looking right is adequate under existing conditions.

4.4.2 SR 006 with Site Drive A – East Process Access

Corner Sight Distance Looking Left from Site Drive A

Based on an eastbound approach grade of +1% along SR 00066, the minimum acceptable sight distance looking left is 527 feet. Field measurements yielded available sight distance looking left to be 560 feet. Therefore, the sight distance looking left is adequate under existing conditions.

Corner Sight Distance Looking Right from Site Drive A

Based on a westbound approach grade of -1% along SR 0006, the minimum acceptable sight distance looking right is 550 feet. Field measurements yielded available sight distance looking right to be 808 feet. Therefore, the sight distance looking right is adequate under existing conditions.

4.4.3 SR 006 with Site Drive B – Administration Access

Corner Sight Distance Looking Left from Site Drive B

Based on a northbound approach grade of -1% along SR 0006, the minimum acceptable sight distance looking left is 550 feet. Field measurements yielded available sight distance looking left to be 556 feet. Therefore, the sight distance looking left is adequate under existing conditions.

Corner Sight Distance Looking Right from Site Drive B

Based on a southbound approach grade of +3% along SR 0006, the minimum acceptable sight distance looking right is 508 feet. Field measurements yielded available sight distance looking right to be 543 feet. Therefore, the sight distance looking right is adequate under existing conditions.

Photographs of the existing sight distance at the intersection of SR 0006 with the proposed Site Driveways can be seen in **Appendix D** at the end of this report.

5 Future Year Without Development Analysis

5.1 Opening Year 2021 Without Development Conditions

5.1.1 Traffic Volume Development

The latest growth rates available from PennDOT's Bureau of Planning and Design were utilized to determine the appropriate traffic growth rates for the study area. A growth of 0.51% for a rural non-intestate in Bradford County was applied to the Existing Year 2018 Condition AM and PM peak hour traffic volumes to develop the Opening Year 2021 Without Development Condition traffic volumes, which can be seen on **Figure 4a** in the Figures section of this report. A spreadsheet of the Opening Year 2021 Without Development Condition traffic volume development can be seen in **Appendix H**.

5.1.2 Performance Analysis – Levels of Service

The Opening Year 2021 Without Development Condition capacity analysis assumed the same intersection geometry, traffic signal timings, traffic control operations, and calibration inputs described for the Existing Year 2018 Condition analysis.

The results of the Opening Year 2021 Without Development Condition capacity analyses are provided in **Tables 2A** and **2B** in the Tables section of this report for the AM peak and PM peak hours, and can be seen graphically in **Figure 4b** in the Figures section of this report.

As can be seen in **Tables 2A** and **2B**, the overall study intersection along with all lanes and approaches are anticipated to continue to operate at acceptable LOS (LOS A or B) during the AM and PM peak hours. The Opening Year 2021 Without Development Condition capacity analysis results can be seen in **Appendix I**.

5.1.3 Performance Analysis – Queuing

The Opening Year 2021 Without Development Condition AM and PM peak hour Synchro models were again transferred to SimTraffic. The results of the Opening Year 2021 Without Development Conditions queuing analyses are provided in **Tables 5A** and **5B** in the Tables section of this report for the AM peak and PM peak hours.

As can be seen from **Tables 5A** and **5B**, the projected queues at the study intersection is anticipated to remain at a minimum and will not extend beyond existing turn lane lengths. The Opening Year 2021 Without Development Condition queue analysis results can be seen in **Appendix J**.

6 Development Description

6.1 Development Description and Site Access

A New Fortress Energy natural gas processing plant facility is proposed to be located on a 130-acre site along the southern side of SR 0006, east of its intersection with Moravian Road in Wyalusing Township, Bradford County, Pennsylvania.

There are three (3) proposed access driveways for the site along SR 0006, east of its intersection with Moravian Road. Two (2) driveways will provide access for trucks being processed at the facility and will be located on the western end of the property. The western truck access will service only trucks entering the site and will be located at Segment 1020 / Offset 0838. The eastern truck access will provide egress for trucks only and will be located at Segment 1020 / Offset 1434. Each truck access driveway is assumed to consist of one lane. The third driveway will provide access for employees to the administration building at the eastern side of the property at Segment 1030 / Offset 0849. This driveway will consist of one lane for ingress and one lane for egress.

A site plan can be seen in **Appendix K**.

6.2 Trip Generation

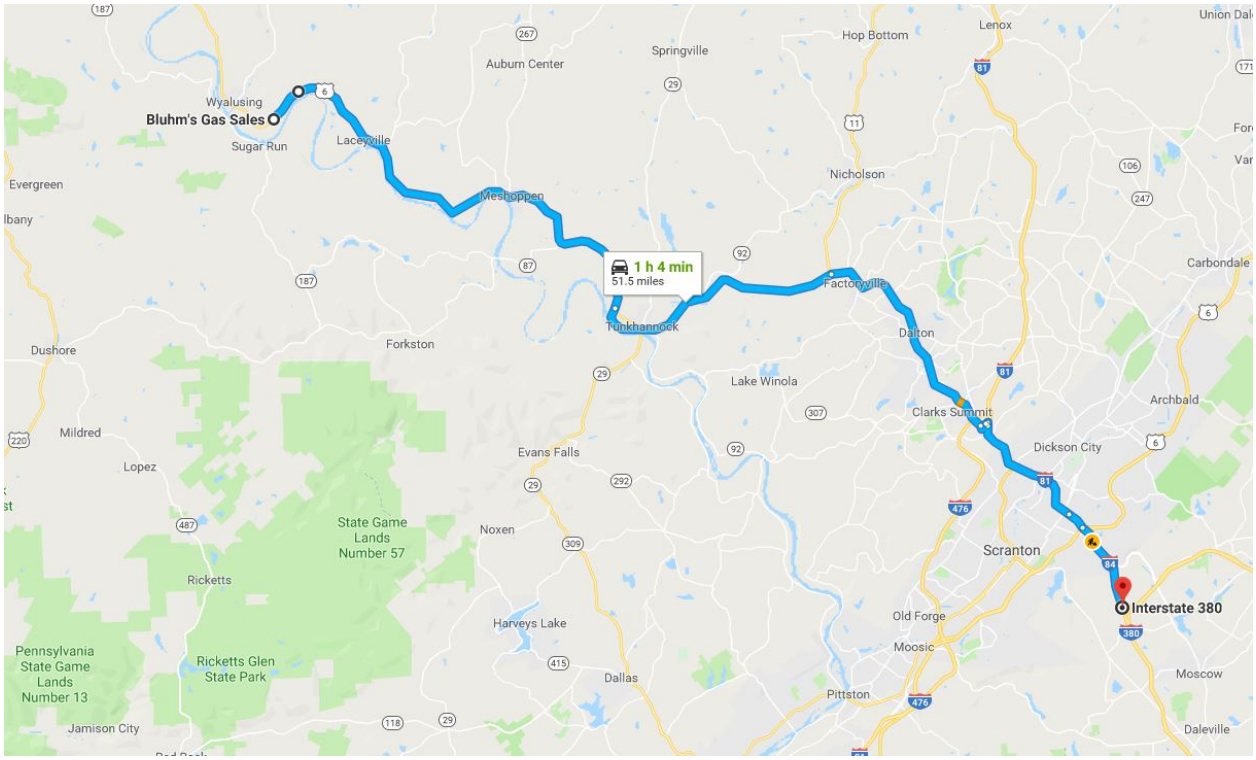
The trip generation for the New Fortress Energy facility consists of three components: truck delivery trips, employee trips, and non-truck delivery trips. The facility will operate using three shifts of employees and process trucks 24 hours per day. Trucks will enter the facility evenly throughout the day. A representative of the New Fortress Energy Facility indicated that the facility is anticipated to generate the following typical weekday and AM and PM peak hour trips:

- 920 vehicles daily (460 entering and 460 exiting)
    - 800 Truck trips
    - 100 Employee trips
    - 20 Delivery trips
- 87 vehicles during the AM peak hour (49 entering and 38 exiting)
- 87 vehicles during the PM peak hour (38 entering and 49 exiting)

Table 8 in the Tables section at the end of this report summarizes the ADT and the total site-generated traffic anticipated to be generated by the proposed facility during the AM and PM peak hours.

6.3 Trip Distribution

The additional anticipated site-generated trips, the existing truck route, and the existing driveway location were used to assign the site-generated traffic to and from the site. For the purposes of this study, the eastern and western driveways for the trucks destined to the process plant were combined into one driveway for analysis. Entering the site, the trucks enter from the west on SR 0006 and turn left into the proposed Site Drive A. Leaving the facility, the trucks will turn right out of the Site Drive A onto SR 0006 eastbound. The trucks will all be destined to and originate from Roaring Brook Township, Pennsylvania, which is located near Scranton, approximately 50 miles southeast of the site. From the processing plant, the trucks will follow SR 0006 to the east, to I-81, to I-380 as can be seen on the map on the next page.



There are no plans to have the trucks come from or go to any points west of the site, therefore, all trucks are anticipated to turn right from the proposed Site Drive on to SR 0006 eastbound. The projected site-generated truck trip distribution and trips can be seen graphically on the following figures:

- **Figure 5a** – Truck Trip Distribution Percentages
- **Figure 5b** – Truck Trips

The employee and delivery (non-truck) trips were distributed through the study intersections based on the distribution of traffic seen in the Existing Year 2018 Conditions. The employee and non-truck deliveries will use Site Drive B. The projected site-generated non-truck trip distribution and trips can be seen graphically on the following figures:

- **Figure 6a** – Non-Truck Trip Distribution Percentages
- **Figure 6b** – Non-Truck Trips

The Truck Trips (**Figure 5b**) and the Non-Truck Trips (**Figure 6b**) were combined to develop the total site-generated trips for the proposed facility, which can be seen graphically on **Figure 7**.

7 Future Year With Development Analysis

7.1 Traffic Volume Development

To develop the Opening Year 2021 With Development Condition peak hour traffic volumes, the total additional site-generated trips (Figure 7) were added to the Opening Year 2021 Without Development Condition peak hour traffic volumes (Figure 4a). The resultant Opening Year 2021 With Development Condition traffic volumes can be seen graphically on **Figure 8a**.

7.2 Performance Analysis – Levels of Service

The analysis performed for the Opening Year 2021 With Development Condition peak hours assumed the same intersection geometry, traffic control, and traffic signal timings as the Opening Year 2021 Without Development Conditions analysis. The Site Driveways were assumed to consist of one (1) entering lane and one (1) exiting lane and are stop-controlled.

The results of the Opening Year 2021 With Development Condition capacity analyses are provided in **Tables 2A – 4B** in the Tables section of this report for the AM peak and PM peak hour, and can be seen graphically in **Figure 8b** in the Figures section of this report.

As can be seen in **Tables 2A – 4B**, the overall existing study intersection along with all lanes and approaches are anticipated to continue to operate at acceptable LOS (LOS A or B) during the AM and PM peak hours. The overall intersection is anticipated to remain at LOS B and the overall intersection and lane delays increased by less than one second in the With Development Conditions compared to the Without Development Conditions.

The Opening Year 2021 With Development Condition capacity analysis results can be seen in **Appendix L**.

7.3 Performance Analysis – Queuing

The Opening Year 2021 With Development Condition AM and PM peak hour Synchro models were again transferred to SimTraffic. The results of the Opening Year 2021 With Development Conditions queuing analyses are provided in **Tables 5A – 7B** in the Tables section of this report for the AM peak and PM peak hours.

As can be seen from the **Tables 5A – 7B**, minor increases in projected queues are anticipated at the existing intersection of SR 0006 with SR 2010. No queues are anticipated to extend beyond the existing turn lane storage lengths. The queues at the proposed Site Driveways are also anticipated to be minor (less than 80 feet) on all approaches. The Opening Year 2021 With Development Condition queue analysis results can be seen in **Appendix M**.

8 Warrant Analysis

8.1 Auxiliary Turn Lane Warrant Analysis

An auxiliary turn lane warrant analysis was performed at the study intersections of SR 0006 with the proposed Site Driveways under Opening Year 2021 With Development Conditions.

As can be seen from the warrant analysis, a 250-foot westbound left turn lane on SR 0006 at its intersection with the proposed Site Drive A is anticipated to be warranted during both the AM and PM peak hours under Opening Year 2021 With Development Conditions. Similarly, a 250-foot southbound left turn lane is also warranted along SR 0006 at its intersection with the proposed Site Drive B during the AM peak hour under Opening Year 2021 With Development Conditions. No other right or left turn lanes are anticipated to be warranted at the Site Driveways. The results of the auxiliary turn lane analysis and turn lane length analysis are shown in **Appendix N**.

8.2 Traffic Signal Warrant Analysis

A signal warrant analysis was performed for the unsignalized intersection of SR 0006 with the proposed Site Driveway based on available data using PennDOT's *Signal Warrant Analysis* spreadsheet. To be conservative, all trips were assumed to use only one (1) driveway for this analysis. The warrants applicable for the intersection are the 4-hour vehicular volume warrant, peak hour warrant, and the ADT volume warrant. The analysis was performed for the Opening Year 2021 With Development Conditions. The signal warrant analysis for the study intersection is as follows:

- Warrant 1 (Eight-Hour Vehicular Volume) – Not Applicable
- Warrant 2 (Four-Hour Vehicular Volume) – Not Satisfied
- Warrant 3 (Peak Hour) – Not Satisfied
- Warrant 4 (Pedestrian Volume) – Not Applicable
- Warrant 5 (School Crossing) – Not Applicable
- Warrant 6 (Coordinated Signal System) – Not Applicable
- Warrant 7 (Crash Experience) – Not Applicable
- Warrant 8 (Roadway Network) – Not Applicable
- Warrant 9 (Intersection Near a Grade Crossing) – Not Applicable
- PA-1 (ADT Volume Warrant) – Not Satisfied
- PA-2 (Midblock and Trail Crossings) – Not Applicable

As can be seen above, none of the applicable warrants are anticipated to be satisfied at the intersection under Opening Year 2021 With Development Conditions. The volumes on both SR 0006 and the proposed Site drive under Opening Year 2021 With Development Conditions are not anticipated to satisfy minimum thresholds for any of the applicable warrants. The signal warrant analysis is attached in **Appendix O**.

9 Future Year With Development – Mitigated Analysis

9.1 Performance Analysis – Levels of Service

As described in Section 8.1 (Auxiliary Turn Lane Warrant Analysis), 250-foot left turn lanes are warranted along SR 0006 at its intersections with Site Drive A and Site Drive B. All of the existing through lanes and shoulders will be retained and westbound left turn lanes will be added at the Site Drives. A preliminary plan of the improvements can be seen in **Appendix P**. The analysis performed for the Opening Year 2021 With Development-Mitigated Condition peak hours included the warranted left turn lanes. The results of the Opening Year 2021 With Development-Mitigated Condition capacity analyses are provided in **Tables 3A** through **4B** in the Tables section of this report for the AM peak and PM peak hour, and can be seen graphically in Figure 9 in the Figures section of this report.

As can be seen in **Tables 3A** through **4B**, the overall study intersections along with all lanes and approaches are anticipated to continue to operate at acceptable LOS (LOS A or B) during the AM and PM peak hours. The Opening Year 2021 With Development-Mitigated Condition capacity analysis results can be seen in **Appendix Q**.

9.2 Performance Analysis – Queuing

The Opening Year 2021 With Development-Mitigated Condition AM and PM peak hour Synchro models were again transferred to SimTraffic. The results of the Opening Year 2021 With Development-Mitigated Conditions queuing analyses are provided in **Tables 6A** through **7B** in the Tables section of this report for the AM peak and PM peak hours.

As can be seen from **Tables 6A** through **7B**, westbound left turn lane queues are not anticipated to extend beyond either of the proposed 250-foot left turn lanes. The Opening Year 2021 With Development-Mitigated Condition queue analysis results can be seen in **Appendix R**.

10 Conclusions

A natural gas processing plant facility operated by New Fortress Energy is proposed to be located on a 130-acre site along the southern side of SR 0006, east of its intersection with Moravian Road in Wyalusing Township, Bradford County, Pennsylvania.

Manual turning movement counts were performed at the intersection of SR 0006 with SR 2010 to establish existing traffic volumes in the study area. The trip generation for the New Fortress Energy facility consists of three components: truck delivery trips, employee trips, and non-truck delivery trips. These trips were distributed through study intersections and added to the future year Without Development Condition traffic volumes to determine the future year With Development Conditions traffic volumes.

There are three (3) proposed access driveways for the site along SR 0006, east of its intersection with Moravian Road. Two (2) driveways will provide access for trucks being processed at the facility and will be located on the western end of the property. The western truck access will service only trucks entering the site and the eastern truck access will provide egress for trucks only. Each truck access driveway is assumed to consist of one lane. The third driveway will provide access for employees to the administration building at the eastern side of the property and consist of one lane for ingress and one lane for egress.

At the intersection of SR 0006 with Site Drive A (western driveway), a 250-foot westbound left turn lane is warranted and at the intersection of SR 0006 with Site Drive B, a 250-foot southbound left turn lane is warranted. All of the existing through lanes and shoulders will retained and westbound left turn lanes will be added at the Site Drives. Under all conditions analyzed, all of the study intersections are anticipated to operate at acceptable LOS (LOS A or B) and queuing is anticipated to be minimal with queues not anticipated to extend beyond any auxiliary turn lanes.

Sight distance at the proposed driveways was evaluated under existing conditions and field measurements yielded available sight distance to be adequate. No other improvements at any of the study intersections are warranted.

TABLES

Table 1. Existing Year 2018 ATR Data

ATR	ADT	HV%	85th Percentile Speed
SR 0006 Eastbound	2,808	23.6%	63 MPH
SR 0006 Westbound	2,868	24.5%	62 MPH
Total	5,676	24.0%	

Table 2A - Level-of-Service Summary

Peak Hour		AM Peak Hour			
Intersection		SR 0006 with SR 2010			
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway			
Eastbound	Left Turn				
	Through	B (12.9)	B (13.0)	B (13.3)	NM
	Right Turn	B (13.2)	B (13.3)	B (13.4)	NM
	Approach	**B (13.0)**	**B (13.1)**	**B (13.3)**	
Westbound	Left Turn	A (7.5)	A (7.6)	A (7.7)	NM
	Through	A (5.6)	A (5.7)	A (5.7)	NM
	Right Turn				
	Approach	**A (6.4)**	**A (6.5)**	**A (6.5)**	**NM**
SR 2010		North/South Roadway			
Northbound	Left Turn	B (15.9)	B (16.0)	B (16.2)	NM
	Right Turn	B (15.6)	B (15.7)	B (16.3)	NM
	Approach	**B (15.7)**	**B (15.9)**	**B (16.3)**	**NM**
Southbound	Left Turn				
	Through				
	Right Turn				
	Approach				
	Overall Intersection	***B (11.4)***	***B (11.5)***	***B (11.7)***	***NM***

NM = No Mitigation

Table 2B - Level-of-Service Summary

Peak Hour		PM Peak Hour			
Intersection		SR 0006 with SR 2010			
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway			
Eastbound	Left Turn				
	Through	B (10.8)	B (10.9)	B (11.2)	NM
	Right Turn	B (11.3)	B (11.4)	B (11.6)	NM
	Approach	**B (11.0)**	**B (11.2)**	**B (11.4)**	
Westbound	Left Turn	A (6.6)	A (6.6)	A (6.8)	NM
	Through	A (4.7)	A (4.7)	A (4.8)	NM
	Right Turn				
	Approach	**A (5.3)**	**A (5.3)**	**A (5.4)**	**NM**
SR 2010		North/South Roadway			
Northbound	Left Turn	B (16.8)	B (17.0)	B (17.3)	NM
	Right Turn	B (14.6)	B (14.7)	B (15.0)	NM
	Approach	**B (16.2)**	**B (16.3)**	**B (16.6)**	**NM**
Southbound	Left Turn				
	Through				
	Right Turn				
	Approach				
	Overall Intersection	***B (10.5)***	***B (10.6)***	***B (10.7)***	***NM***

NM = No Mitigation

Table 3A - Level-of-Service Summary

Peak Hour		AM Peak Hour			
Intersection		SR 0006 with Site Drive A			
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway			
Eastbound	Left Turn				
	Through			Free	Free
	Right Turn				
	Approach			**Free**	**Free**
Westbound	Left Turn			A (0.5)	A (9.9)
	Through				Free
	Right Turn				
	Approach			**A (0.5)**	**A (0.5)**
Site Drive A		North/South Roadway			
Northbound	Left Turn			B (11.1)	B (11.1)
	Right Turn				
	Approach			**B (11.1)**	**B (11.1)**
Southbound	Left Turn				
	Through				
	Right Turn				
	Approach				
	Overall Intersection			***A (0.6)***	***A (0.6)***

Table 3B - Level-of-Service Summary

Peak Hour		PM Peak Hour			
Intersection		SR 0006 with Site Drive A			
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway			
Eastbound	Left Turn				
	Through			Free	Free
	Right Turn				
	Approach			**Free**	**Free**
Westbound	Left Turn			A (0.6)	B (10.1)
	Through				Free
	Right Turn				
	Approach			**A (0.6)**	**A (0.6)**
Site Drive A		North/South Roadway			
Northbound	Left Turn			B (11.2)	B (11.2)
	Right Turn				
	Approach			**B (11.2)**	**B (11.2)**
Southbound	Left Turn				
	Through				
	Right Turn				
	Approach				
	Overall Intersection			***A (0.6)***	***A (0.6)***

Table 4A - Level-of-Service Summary

Peak Hour		AM Peak Hour			
Intersection		SR 0006 with Site Drive B			
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
Site Drive B		East/West Roadway			
Eastbound	Left Turn				
	Through				
	Right Turn				
	Approach				
Westbound	Left Turn			B (12.9)	B (12.9)
	Right Turn				
	Approach			**B (12.9)**	**B (12.9)**
SR 0006		North/South Roadway			
Northbound	Left Turn				
	Through			Free	Free
	Right Turn				
	Approach			**Free**	**Free**
Southbound	Left Turn			A (0.3)	A (8.1)
	Through				Free
	Right Turn				
	Approach			**A (0.3)**	**A (0.2)**
	Overall Intersection			***A (0.5)***	***A (0.4)***

Table 4B - Level-of-Service Summary

Peak Hour		PM Peak Hour			
Intersection		SR 0006 with Site Drive B			
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
Site Drive B		East/West Roadway			
Eastbound	Left Turn				
	Through				
	Right Turn				
	Approach				
Westbound	Left Turn			B (12.8)	B (12.7)
	Right Turn				
	Approach			**B (12.8)**	**B (12.7)**
SR 0006		North/South Roadway			
Northbound	Left Turn				
	Through			Free	Free
	Right Turn				
	Approach			**Free**	**Free**
Southbound	Left Turn			A (0.1)	A (8.2)
	Through				Free
	Right Turn				
	Approach			**A (0.1)**	**A (0.1)**
	Overall Intersection			***A (0.5)***	***A (0.5)***

Table 5A - Queue Summary

Peak Hour		AM Peak Hour				
Intersection		SR 0006 with SR 2010				
Direction	Approach / Movement	Available Storage	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway				
Eastbound	Left Turn					
	Through	>1000'	117'	118'	107'	NM
	Right Turn	110'	64'	65'	61'	NM
Westbound	Left Turn	340'	94'	90'	110'	NM
	Through	600'	97'	93'	113'	NM
	Right Turn					
SR 2010		North/South Roadway				
Northbound	Left Turn	>1000'	134'	139'	135'	NM
	Right Turn	210'	87'	83'	78'	NM
Southbound	Left Turn					
	Through					
	Right Turn					

NM = No Mitigation

Table 5B - Queue Summary

Peak Hour		PM Peak Hour				
Intersection		SR 0006 with SR 2010				
Direction	Approach / Movement	Available Storage	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway				
Eastbound	Left Turn					
	Through	>1000'	123'	126'	115'	NM
	Right Turn	110'	74'	74'	73'	NM
Westbound	Left Turn	340'	75'	74'	86'	NM
	Through	600'	76'	76'	97'	NM
	Right Turn					
SR 2010		North/South Roadway				
Northbound	Left Turn	>1000'	132'	134'	126'	NM
	Right Turn	210'	51'	52'	51'	NM
Southbound	Left Turn					
	Through					
	Right Turn					

NM = No Mitigation

Table 6A - Queue Summary

Peak Hour		AM Peak Hour				
Intersection		SR 0006 with Site Drive A				
Direction	Approach / Movement	Available Storage	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway				
Eastbound	Left Turn					
	Through	>1000'			0'	0'
	Right Turn					
Westbound	Left Turn	>1000'			76'	51'
	Through	250'				0'
	Right Turn					
Site Drive A		North/South Roadway				
Northbound	Left Turn	>1000'			72'	75'
	Right Turn					
Southbound	Left Turn					
	Through					
	Right Turn					

Table 6B - Queue Summary

Peak Hour		PM Peak Hour				
Intersection		SR 0006 with Site Drive A				
Direction	Approach / Movement	Available Storage	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
SR 0006		East/West Roadway				
Eastbound	Left Turn					
	Through	>1000'			0'	0'
	Right Turn					
Westbound	Left Turn	>1000'			63'	36'
	Through	250'				0'
	Right Turn					
Site Drive A		North/South Roadway				
Northbound	Left Turn	>1000'			74'	77'
	Right Turn					
Southbound	Left Turn					
	Through					
	Right Turn					

Table 7A - Queue Summary

Peak Hour		AM Peak Hour				
Intersection		SR 0006 with Site Drive B				
Direction	Approach / Movement	Available Storage	Existing Year 2018	Opening Year 2019 - Without Development	Opening Year 2019 - With Development	Opening Year 2019 - With Development & Mitigation
Site Drive B		East/West Roadway				
Eastbound	Left Turn					
	Through					
	Right Turn					
Westbound	Left Turn	>1000'			31'	31'
	Right Turn					
SR 0006		North/South Roadway				
Northbound	Left Turn					
	Through	>1000'			0'	0'
	Right Turn					
Southbound	Left Turn	>1000'			35'	22'
	Through	250'				0'
	Right Turn					

Table 7B - Queue Summary

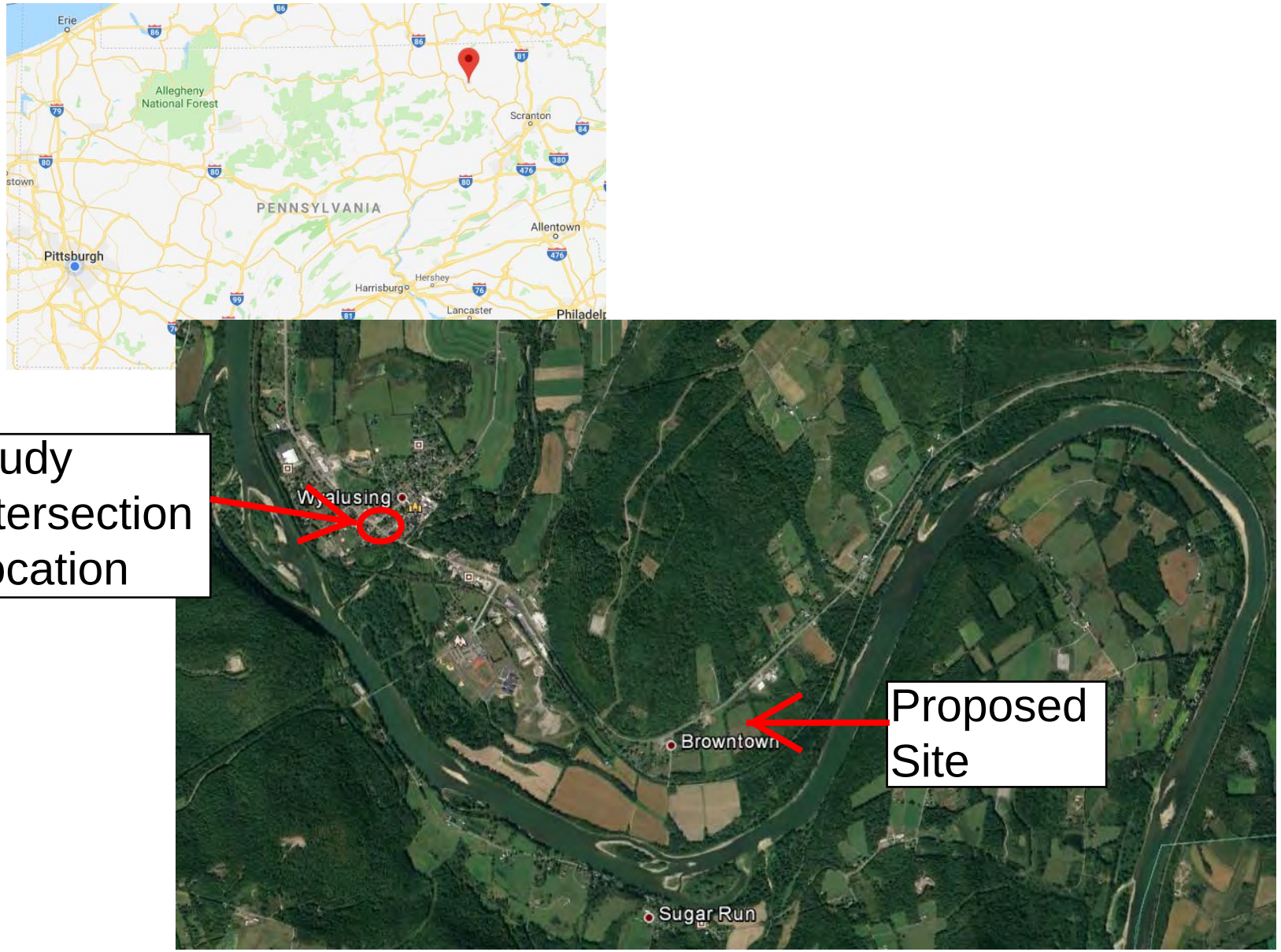
Peak Hour		PM Peak Hour				
Intersection		SR 0006 with Site Drive B				
Direction	Approach / Movement	Available Storage	Existing Year 2018	Opening Year 2021 - Without Development	Opening Year 2021 - With Development	Opening Year 2021 - With Development & Mitigation
Site Drive B		East/West Roadway				
Eastbound	Left Turn					
	Through					
	Right Turn					
Westbound	Left Turn	>1000'			35'	38'
	Right Turn					
SR 0006		North/South Roadway				
Northbound	Left Turn					
	Through	>1000'			0'	0'
	Right Turn					
Southbound	Left Turn	>1000'			22'	11'
	Through	250'				0'
	Right Turn					

Table 8

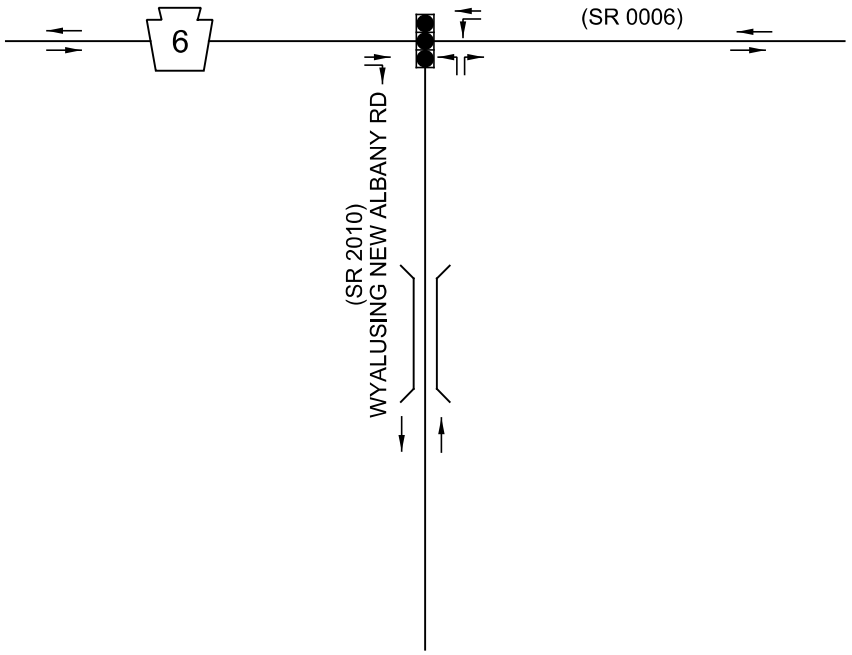
Proposed Trip Generation						
	AM		**PM**		**ADT**	
	In	**Out**	**In**	**Out**	**In**	**Out**
Employees	24	13	13	24	50	50
Deliveries	5	5	5	5	10	10
Trucks	20	20	20	20	400	400
Total	**49**	**38**	**38**	**49**	**460**	**460**
Trip Generation	**87**		**87**		**920**	

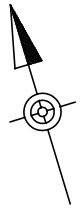
FIGURES

FIGURE 1 – STUDY AREA MAP



NEW FORTRESS ENERGY TRANSPORTATION IMPACT ASSESSMENT





LEGEND:

- SIGNALIZED INTERSECTION

- LANE CONFIGURATIONS

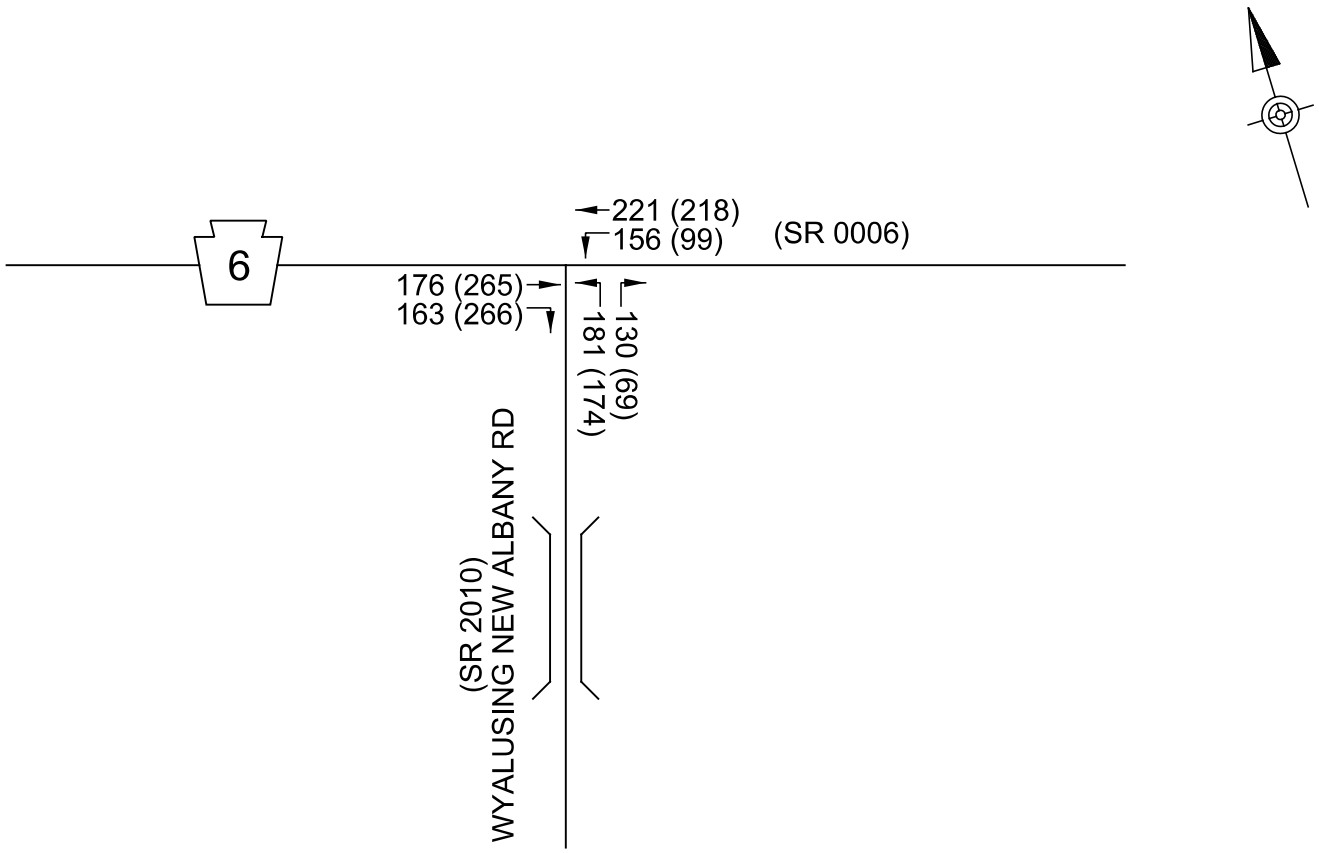
LEGEND:

XX (XX) - AM (PM) PEAK HOUR VOLUME

AECOM

NEW FORTRESS ENERGY FACILITY LANE CONFIGURATION AND EXISTING TRAFFIC CONTROL

FIGURE 2



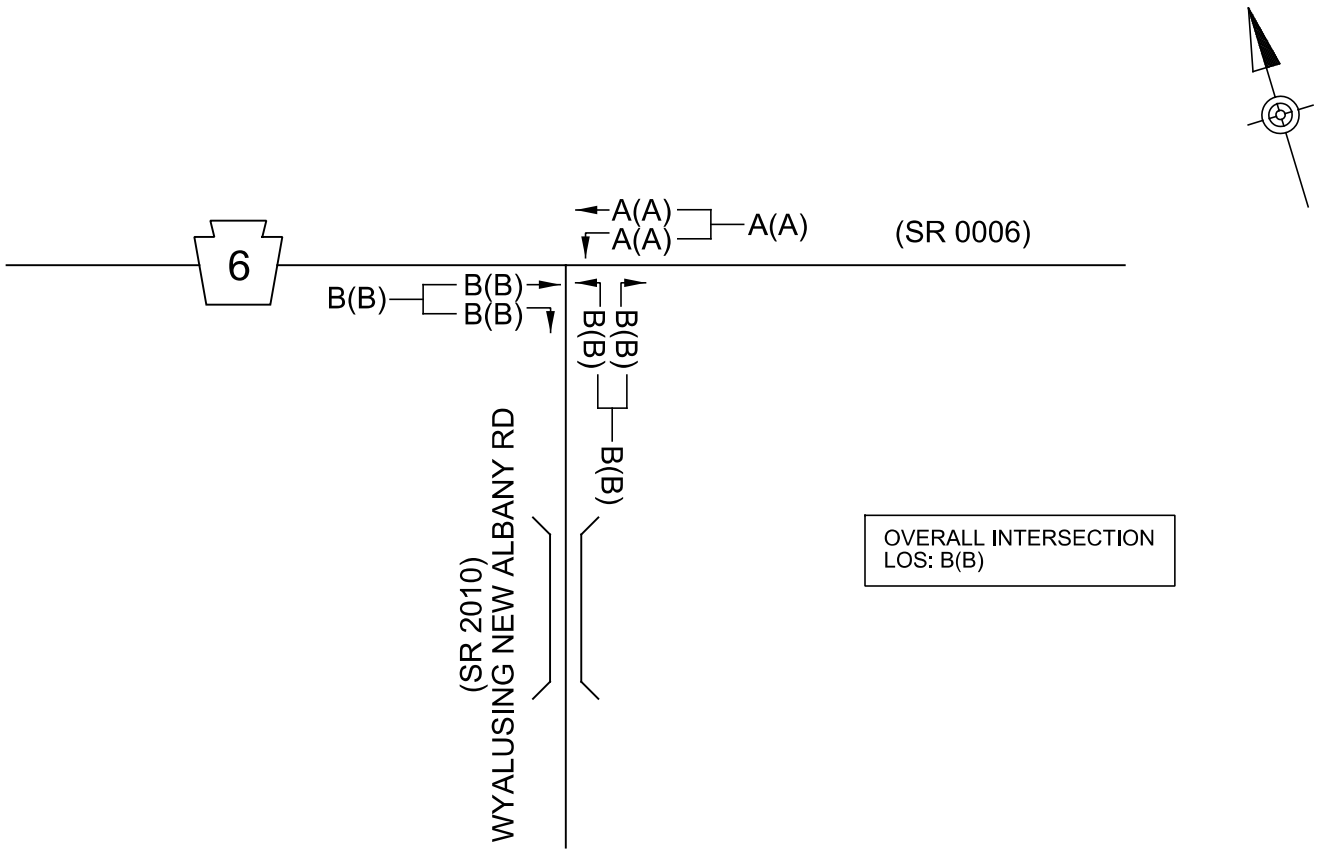
LEGEND:

XX (XX) - AM (PM) PEAK HOUR VOLUME

AECOM

NEW FORTRESS ENERGY FACILITY EXISTING YEAR 2018 CONDITION TRAFFIC VOLUMES

FIGURE 3a



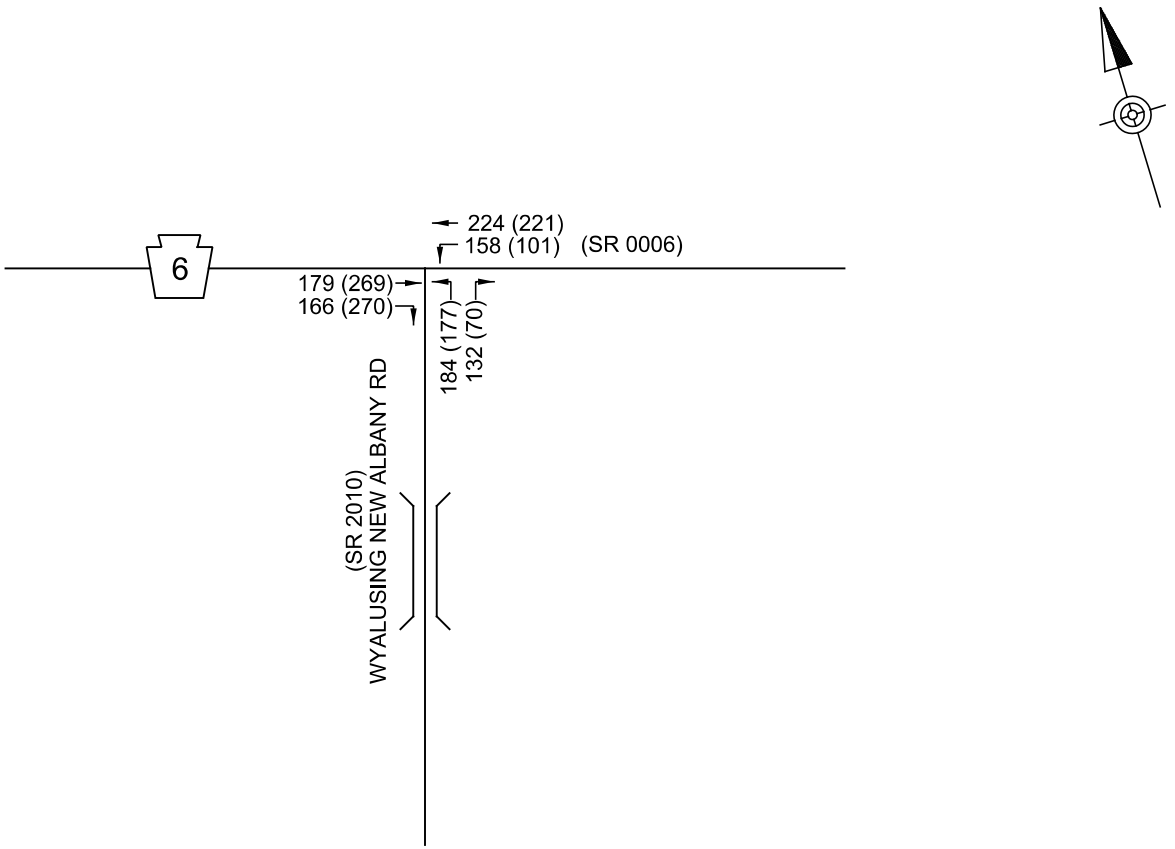
LEGEND:

XX (XX) - AM (PM) PEAK HOUR LOS

AECOM

NEW FORTRESS ENERGY FACILITY EXISTING YEAR 2018 CONDITION LOS

FIGURE 3b



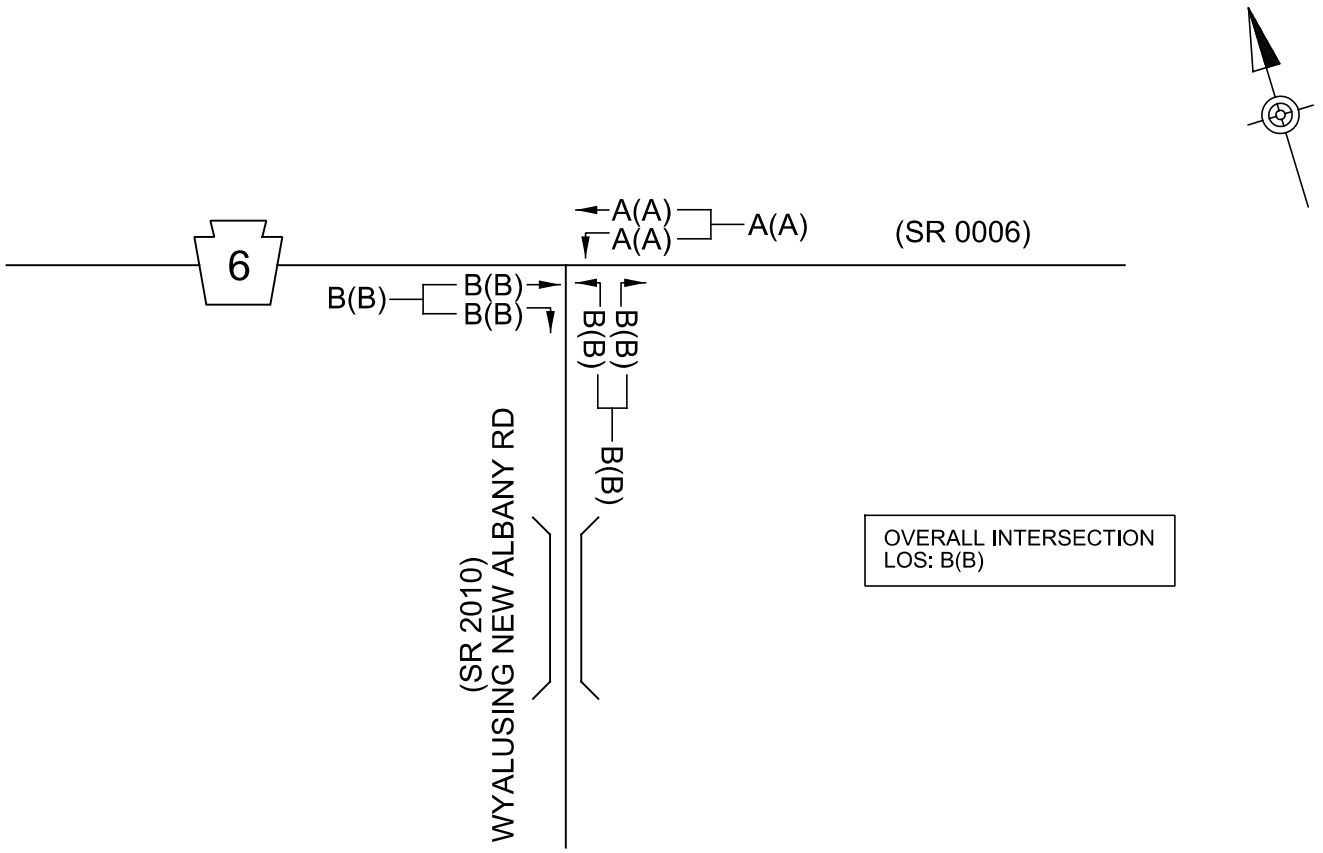
LEGEND:

XX (XX) - AM (PM) PEAK HOUR VOLUME

AECOM

NEW FORTRESS
ENERGY FACILITY
OPENING YEAR 2021 WITHOUT DEVELOPMENT CONDITION
TRAFFIC VOLUMES

FIGURE 4a



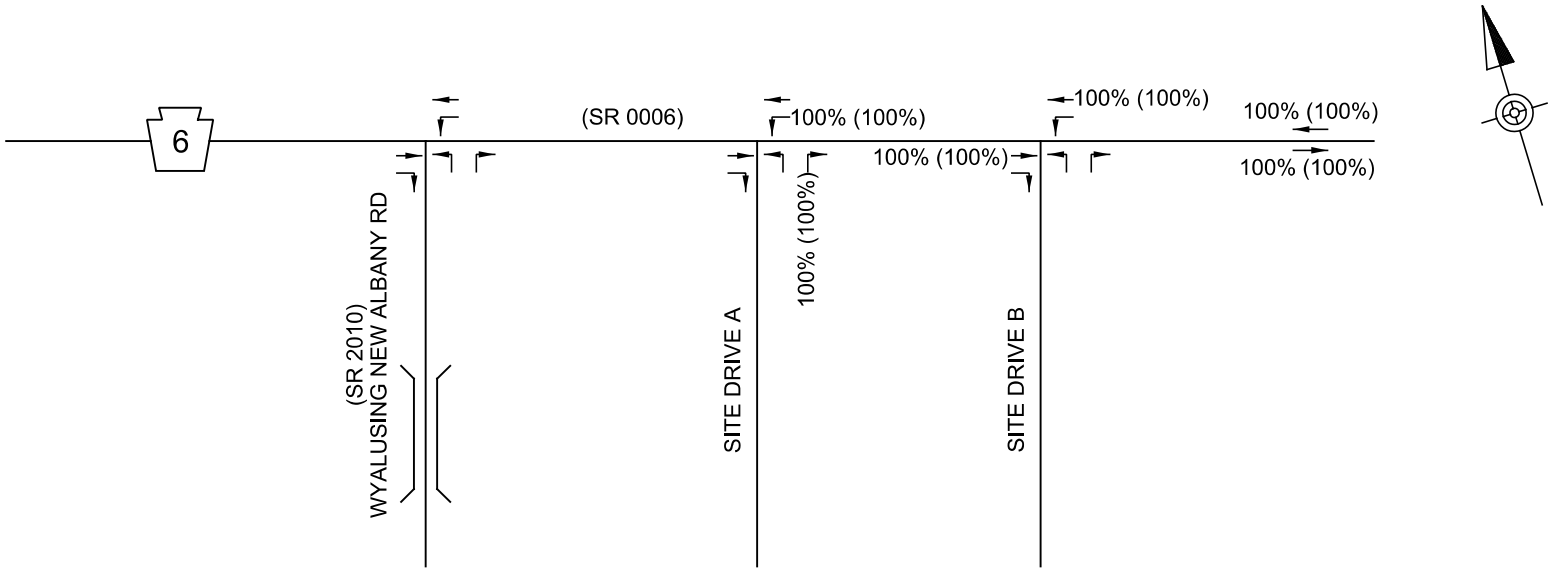
LEGEND:

XX (XX) - AM (PM) PEAK HOUR LOS

AECOM

NEW FORTRESS
ENERGY FACILITY
OPENING YEAR 2021 WITHOUT DEVELOPMENT CONDITION
LOS

FIGURE 4b



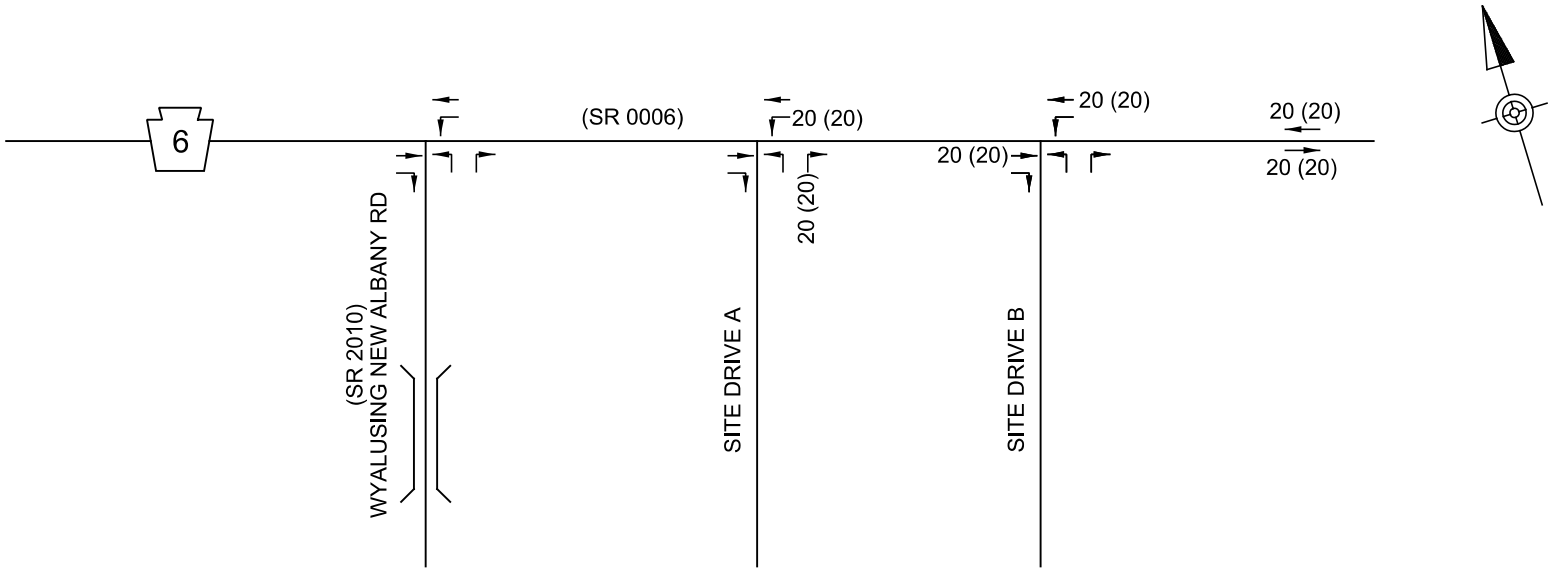
LEGEND:

XX (XX) - AM (PM) PEAK HOUR DISTRIBUTION PERCENTAGES

AECOM

NEW FORTRESS ENERGY FACILITY TRUCK TRIP DISTRIBUTION PERCENTAGES

FIGURE 5a



TRUCK TRIP VOLUME		
	AM	PM
IN:	20	20
OUT:	20	20

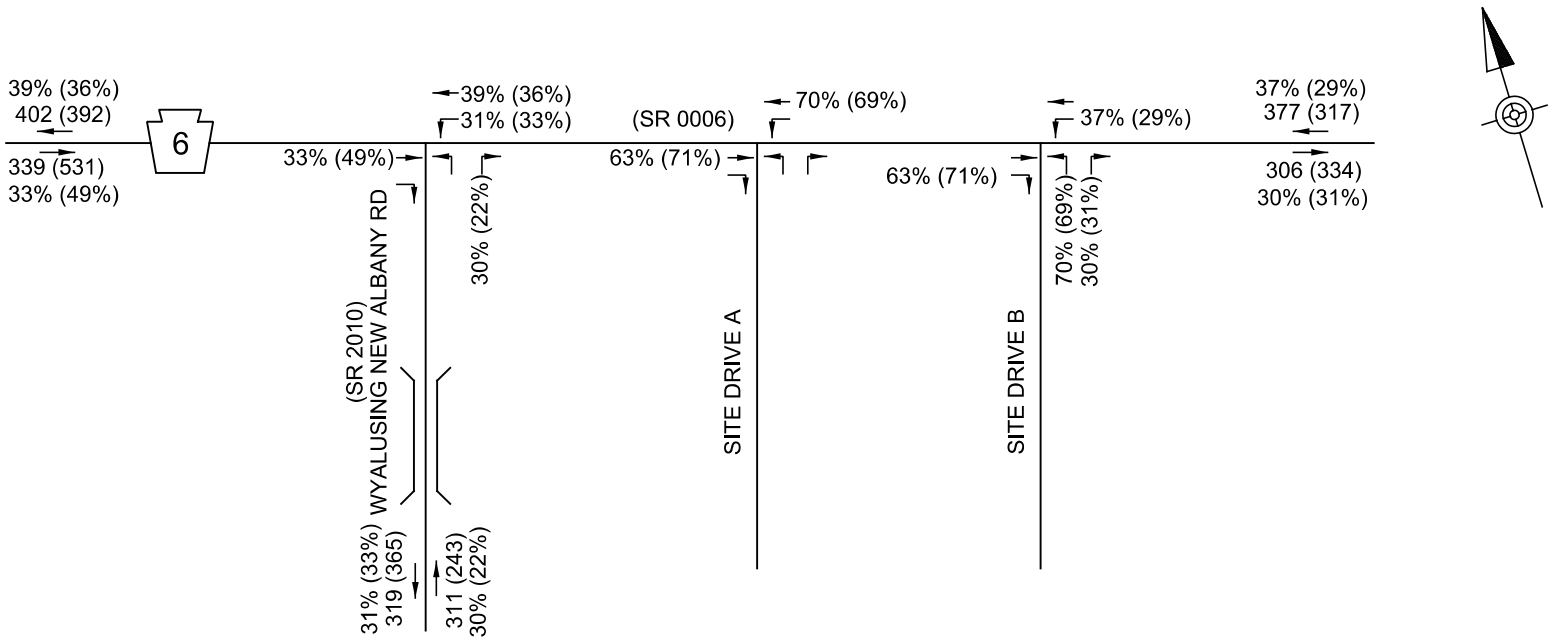
LEGEND:

XX (XX) - AM (PM) PEAK HOUR TRIPS

AECOM

NEW FORTRESS ENERGY FACILITY ADDITIONAL TRUCK TRIPS

FIGURE 5b



NON-TRUCK VOLUME		
	AM	PM
IN:	1027	1091
OUT:	1027	1091

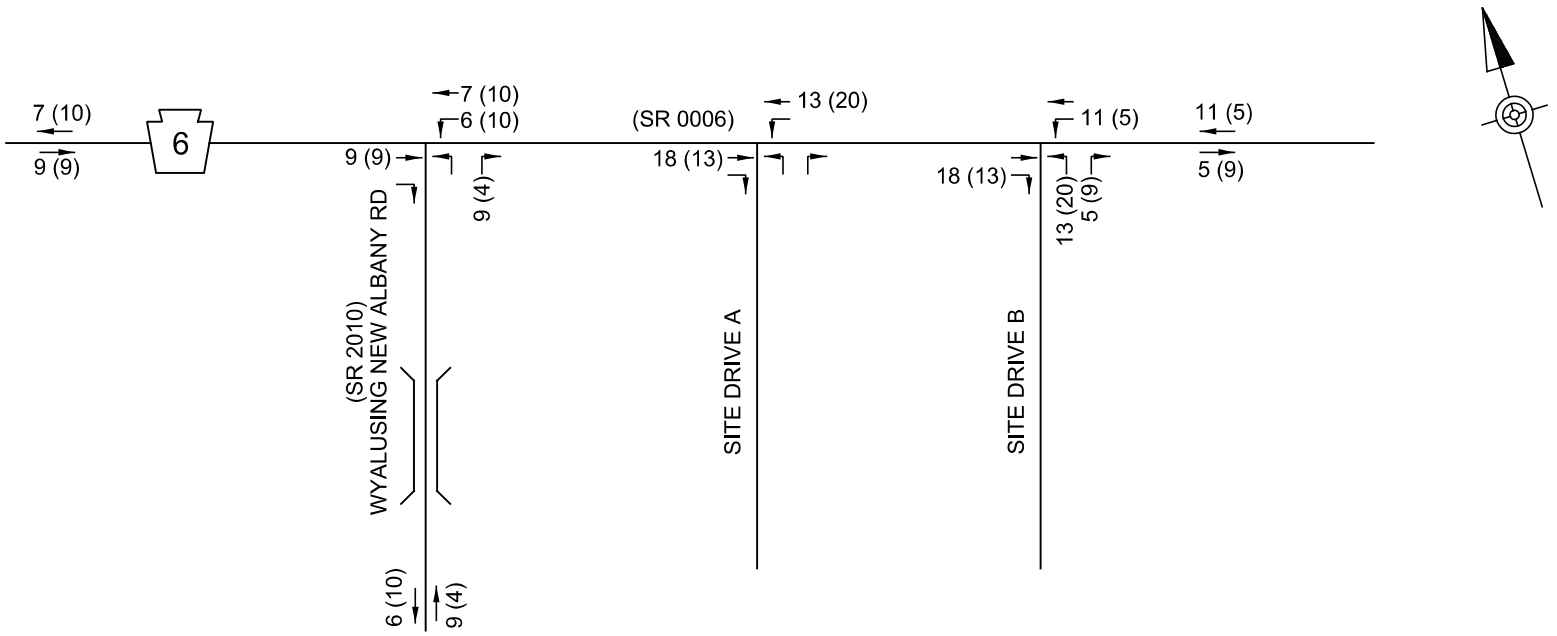
LEGEND:

XX (XX) - AM (PM) PEAK DISTRIBUTION PERCENTAGES

AECOM

NEW FORTRESS ENERGY FACILITY NON-TRUCK TRIP DISTRIBUTION PERCENTAGES

FIGURE 6a



NON-TRUCK TRIPS		
	AM	PM
IN:	29	18
OUT:	18	29

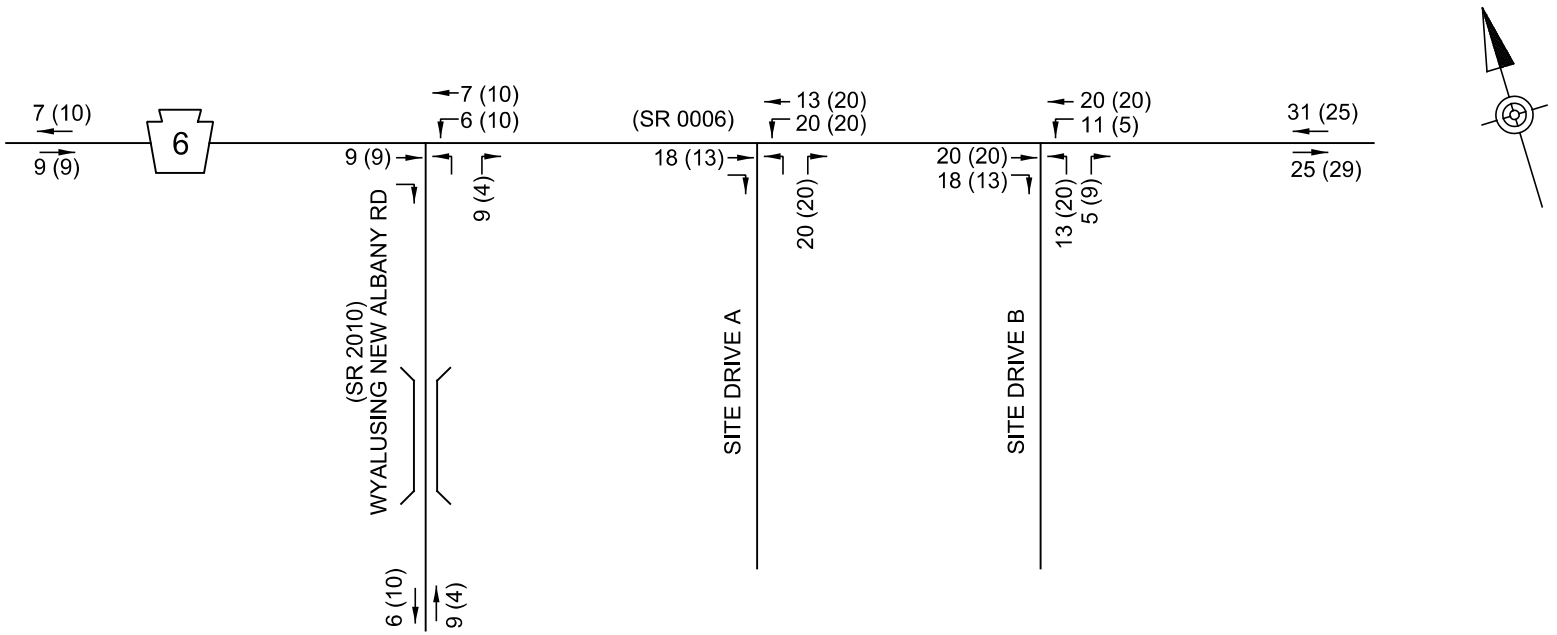
LEGEND:

XX (XX) - AM (PM) PEAK HOUR TRIPS

AECOM

NEW FORTRESS ENERGY FACILITY ADDITIONAL NON-TRUCK TRIPS

FIGURE 6b



ADDITIONAL TOTAL TRIPS		
	AM	PM
IN:	49	38
OUT:	38	49

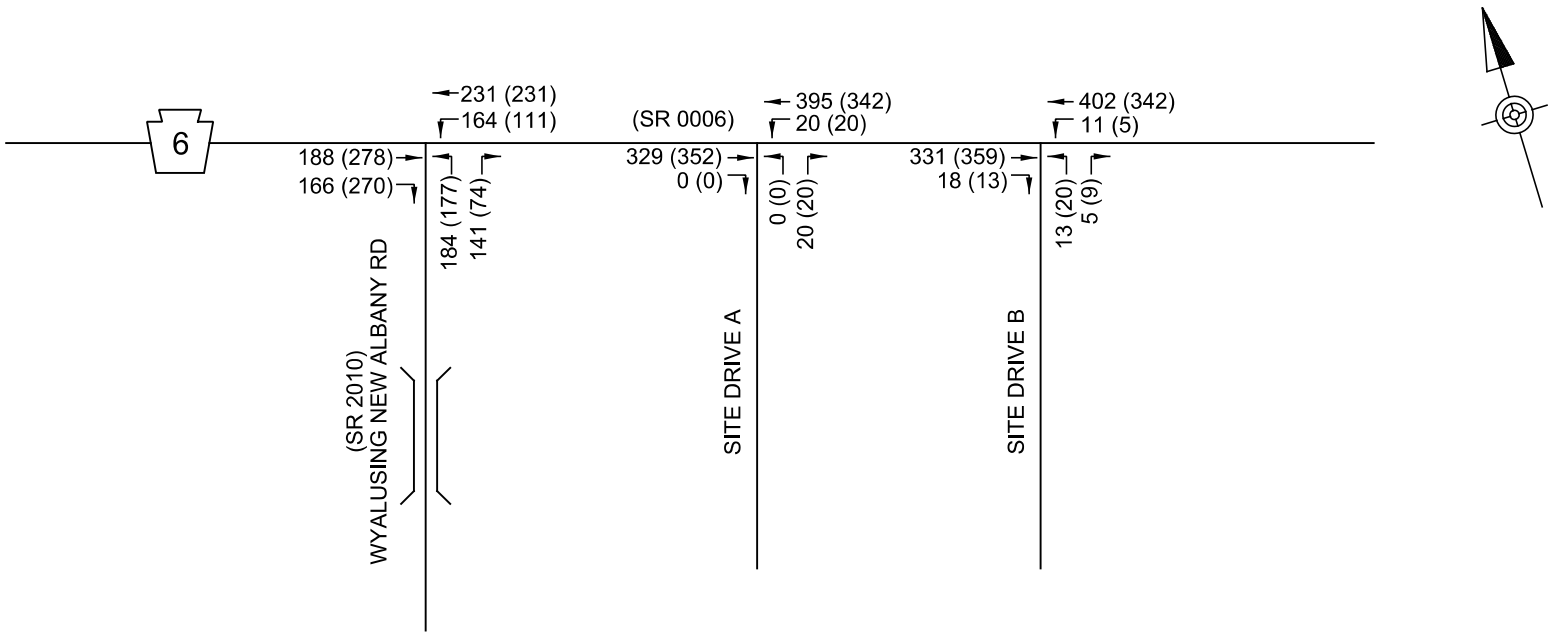
LEGEND:

XX (XX) - AM (PM) PEAK HOUR TRIPS

AECOM

NEW FORTRESS ENERGY FACILITY TOTAL ADDITIONAL SITE-GENERATED TRIPS

FIGURE 7



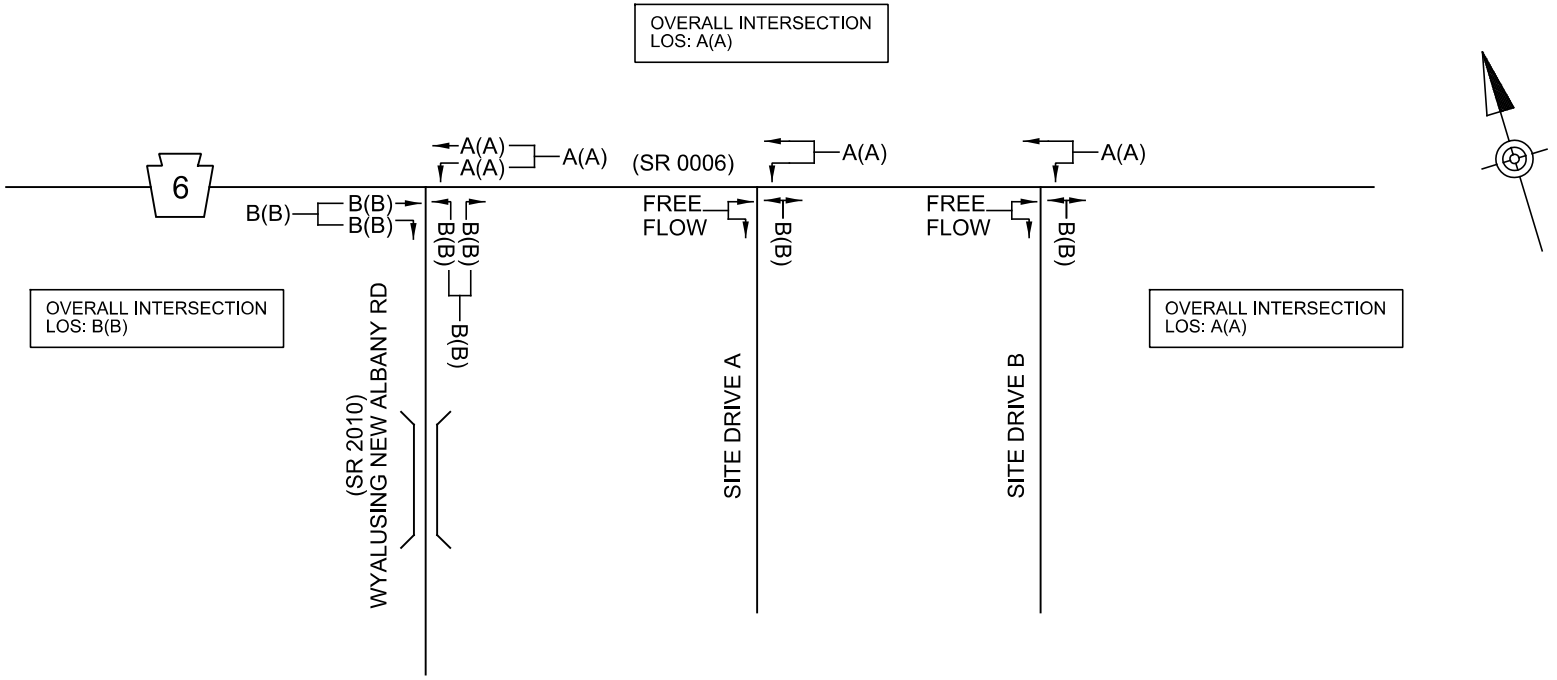
LEGEND:

XX (XX) - AM (PM) PEAK HOUR VOLUME

AECOM

NEW FORTRESS ENERGY FACILITY
OPENING YEAR 2021 WITH DEVELOPMENT CONDITION TRAFFIC VOLUMES

FIGURE 8a



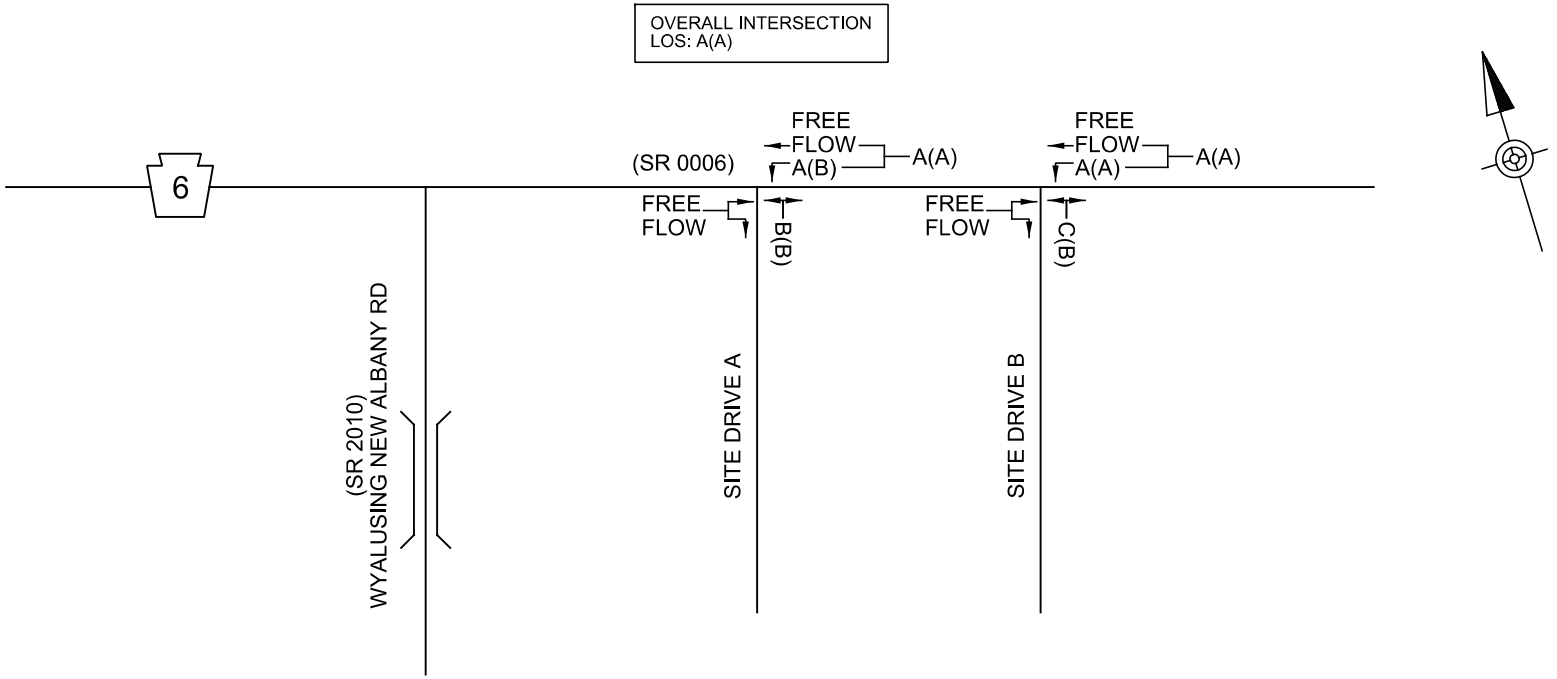
LEGEND:

XX (XX) - AM (PM) PEAK HOUR LOS

AECOM

NEW FORTRESS ENERGY FACILITY OPENING YEAR 2021 WITH DEVELOPMENT CONDITION LOS

FIGURE 8b



LEGEND:

XX (XX) - AM (PM) PEAK HOUR LOS

AECOM

NEW FORTRESS
ENERGY FACILITY
OPENING YEAR 2021 WITH DEVELOPMENT MITIGATED
CONDITION LOS

FIGURE 9

APPENDIX

APPENDIX A:

Manual Turning Movement Count Data

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Bradford County, PA
Route 6 & SR 2010
Tuesday, September 11, 2018
Location: 41.662948, -76.253847

Count Name: Route 6 & SR 2010
Site Code:
Start Date: 09/11/2018

Turning Movement Data

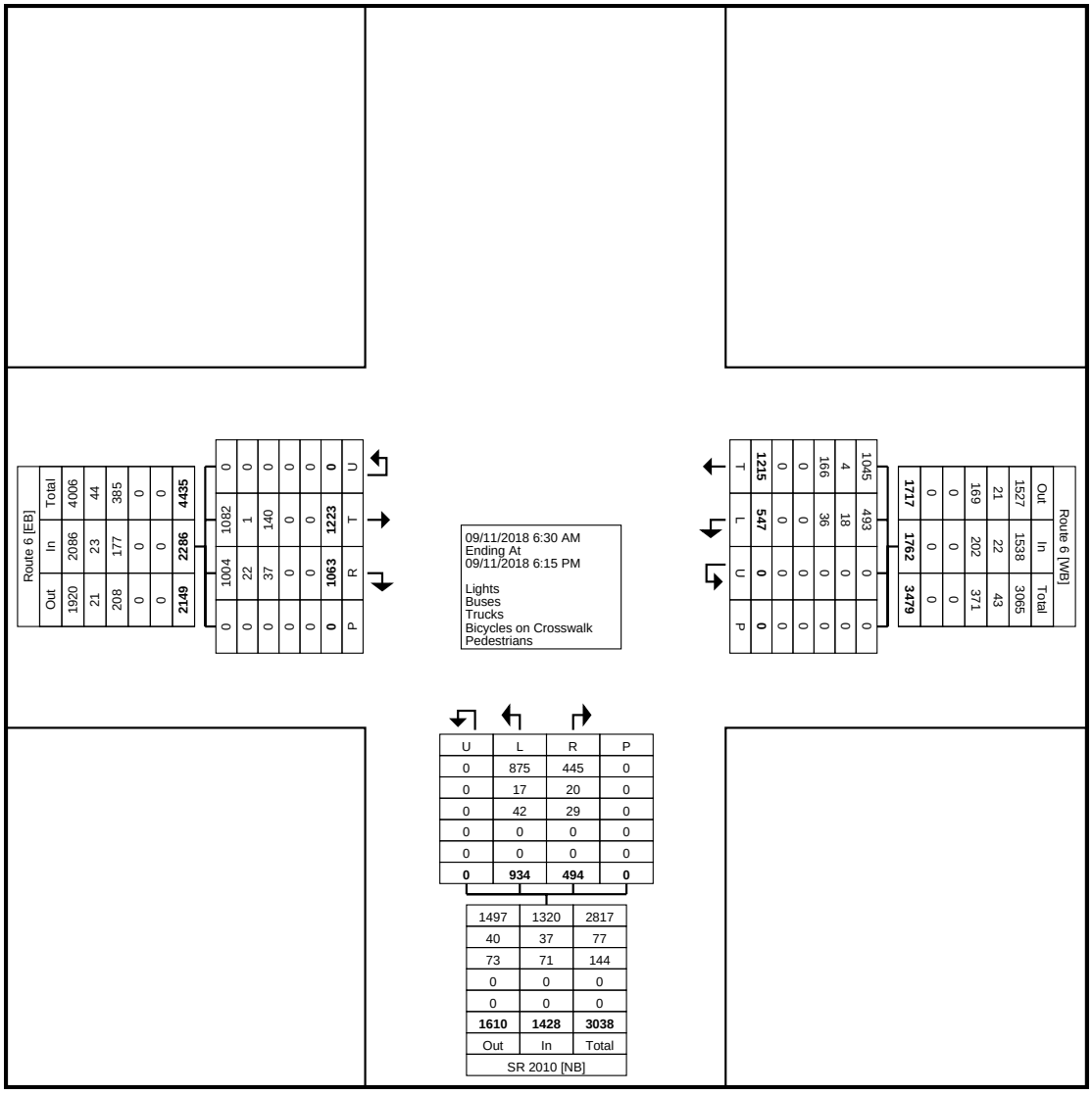
Start Time	Route 6 Eastbound						Route 6 Westbound					SR 2010 Northbound						Int. Total
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	
6:30 AM	37	14	8	0	0	59	10	48	0	0	58	43	15	7	0	0	65	182
6:45 AM	54	13	7	0	0	74	10	50	0	0	60	34	5	12	0	0	51	185
Hourly Total	91	27	15	0	0	133	20	98	0	0	118	77	20	19	0	0	116	367
7:00 AM	38	10	2	0	0	50	14	44	0	0	58	18	3	9	0	0	30	138
7:15 AM	50	20	4	0	0	74	20	57	0	0	77	25	10	13	0	0	48	199
7:30 AM	42	20	10	0	0	72	23	65	0	0	88	28	20	11	0	0	59	219
7:45 AM	39	37	13	0	0	89	51	60	0	0	111	43	19	4	0	0	66	266
Hourly Total	169	87	29	0	0	285	108	226	0	0	334	114	52	37	0	0	203	822
8:00 AM	56	40	14	0	0	110	55	51	0	0	106	59	24	9	0	0	92	308
8:15 AM	39	21	8	0	0	68	27	45	0	0	72	51	33	10	0	0	94	234
8:30 AM	38	18	8	0	0	64	20	52	0	0	72	37	7	4	0	0	48	184
8:45 AM	36	13	3	0	0	52	8	34	0	0	42	36	15	5	0	0	56	150
Hourly Total	169	92	33	0	0	294	110	182	0	0	292	183	79	28	0	0	290	876
9:00 AM	38	8	6	0	0	52	14	48	0	0	62	22	7	5	0	0	34	148
9:15 AM	36	23	8	0	0	67	12	43	0	0	55	21	7	4	0	0	32	154
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	74	31	14	0	0	119	26	91	0	0	117	43	14	9	0	0	66	302
3:00 PM	48	37	5	0	0	90	21	51	0	0	72	28	14	2	0	0	44	206
3:15 PM	42	27	26	0	0	95	19	41	0	0	60	53	15	7	0	0	75	230
3:30 PM	72	37	18	0	0	127	25	65	0	0	90	67	30	9	0	0	106	323
3:45 PM	55	41	19	0	0	115	24	50	0	0	74	33	7	2	0	0	42	231
Hourly Total	217	142	68	0	0	427	89	207	0	0	296	181	66	20	0	0	267	990
4:00 PM	56	35	17	0	0	108	21	59	0	0	80	44	19	7	0	0	70	258
4:15 PM	70	40	21	0	0	131	16	65	0	0	81	32	13	9	0	0	54	266
4:30 PM	96	42	11	0	0	149	22	52	0	0	74	50	16	3	0	0	69	292
4:45 PM	57	42	16	0	0	115	30	48	0	0	78	45	6	7	0	0	58	251
Hourly Total	279	159	65	0	0	503	89	224	0	0	313	171	54	26	0	0	251	1067
5:00 PM	49	39	21	0	0	109	17	65	0	0	82	39	11	4	0	0	54	245
5:15 PM	63	65	30	0	0	158	30	53	0	0	83	40	16	6	0	0	62	303
5:30 PM	55	56	20	0	0	131	30	38	0	0	68	46	14	1	0	0	61	260
5:45 PM	57	53	17	0	0	127	28	31	0	0	59	40	16	2	0	0	58	244
Hourly Total	224	213	88	0	0	525	105	187	0	0	292	165	57	13	0	0	235	1052
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1223	751	312	0	0	2286	547	1215	0	0	1762	934	342	152	0	0	1428	5476
Approach %	53.5	32.9	13.6	0.0	-	-	31.0	69.0	0.0	-	-	65.4	23.9	10.6	0.0	-	-	-
Total %	22.3	13.7	5.7	0.0	-	41.7	10.0	22.2	0.0	-	32.2	17.1	6.2	2.8	0.0	-	26.1	-
Lights	1082	698	306	0	-	2086	493	1045	0	-	1538	875	298	147	0	-	1320	4944
% Lights	88.5	92.9	98.1	-	-	91.3	90.1	86.0	-	-	87.3	93.7	87.1	96.7	-	-	92.4	90.3
Buses	1	21	1	0	-	23	18	4	0	-	22	17	19	1	0	-	37	82
% Buses	0.1	2.8	0.3	-	-	1.0	3.3	0.3	-	-	1.2	1.8	5.6	0.7	-	-	2.6	1.5
Trucks	140	32	5	0	-	177	36	166	0	-	202	42	25	4	0	-	71	450
% Trucks	11.4	4.3	1.6	-	-	7.7	6.6	13.7	-	-	11.5	4.5	7.3	2.6	-	-	5.0	8.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Bradford County, PA
Route 6 & SR 2010
Tuesday, September 11, 2018
Location: 41.662948, -76.253847

Count Name: Route 6 & SR 2010
Site Code:
Start Date: 09/11/2018



Turning Movement Data Plot

www.TSTData.com
184 Baker Rd

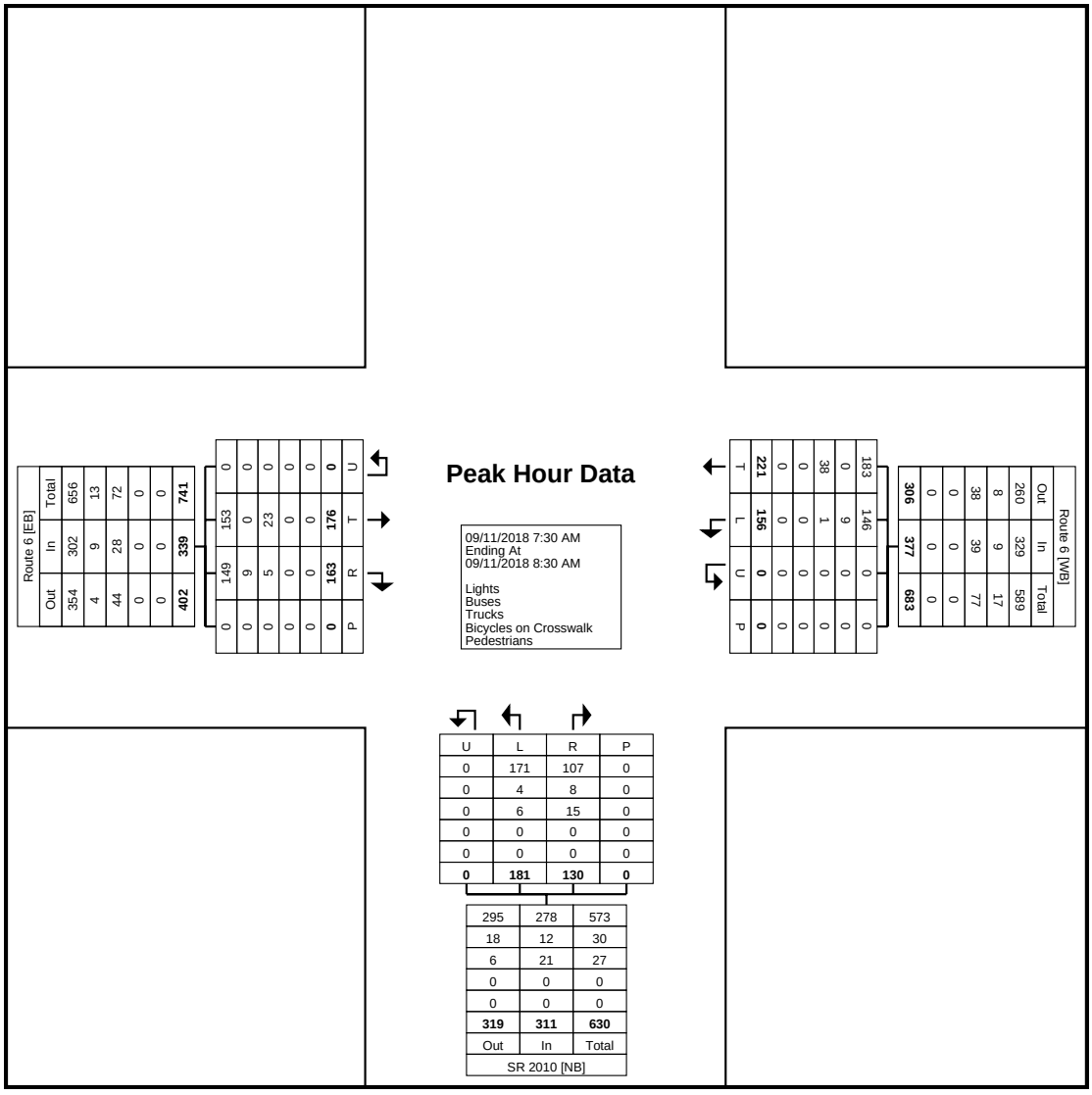
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Bradford County, PA
Route 6 & SR 2010
Tuesday, September 11, 2018
Location: 41.662948, -76.253847

Count Name: Route 6 & SR 2010
Site Code:
Start Date: 09/11/2018

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Route 6 Eastbound						Route 6 Westbound					SR 2010 Northbound						
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:30 AM	42	20	10	0	0	72	23	65	0	0	88	28	20	11	0	0	59	219
7:45 AM	39	37	13	0	0	89	51	60	0	0	111	43	19	4	0	0	66	266
8:00 AM	56	40	14	0	0	110	55	51	0	0	106	59	24	9	0	0	92	308
8:15 AM	39	21	8	0	0	68	27	45	0	0	72	51	33	10	0	0	94	234
Total	176	118	45	0	0	339	156	221	0	0	377	181	96	34	0	0	311	1027
Approach %	51.9	34.8	13.3	0.0	-	-	41.4	58.6	0.0	-	-	58.2	30.9	10.9	0.0	-	-	-
Total %	17.1	11.5	4.4	0.0	-	33.0	15.2	21.5	0.0	-	36.7	17.6	9.3	3.3	0.0	-	30.3	-
PHF	0.786	0.738	0.804	0.000	-	0.770	0.709	0.850	0.000	-	0.849	0.767	0.727	0.773	0.000	-	0.827	0.834
Lights	153	104	45	0	-	302	146	183	0	-	329	171	77	30	0	-	278	909
% Lights	86.9	88.1	100.0	-	-	89.1	93.6	82.8	-	-	87.3	94.5	80.2	88.2	-	-	89.4	88.5
Buses	0	9	0	0	-	9	9	0	0	-	9	4	7	1	0	-	12	30
% Buses	0.0	7.6	0.0	-	-	2.7	5.8	0.0	-	-	2.4	2.2	7.3	2.9	-	-	3.9	2.9
Trucks	23	5	0	0	-	28	1	38	0	-	39	6	12	3	0	-	21	88
% Trucks	13.1	4.2	0.0	-	-	8.3	0.6	17.2	-	-	10.3	3.3	12.5	8.8	-	-	6.8	8.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Route 6 [EB]								
Out	354	4	44	0	0	402	149	0
In	302	9	28	0	0	339	9	0
Total	656	13	72	0	0	741	153	0

0	0	0	0	0	0	0	0	U
153	0	23	0	0	176	0	0	T
149	9	5	0	0	163	0	0	R
0	0	0	0	0	0	0	0	P

T	221	0	0	38	0	183	146	
L	156	0	0	1	9	146	0	
U	0	0	0	0	0	0	0	
P	0	0	0	0	0	0	0	

Route 6 [WB]			
Out	260	38	306
In	329	39	377
Total	589	77	683
	8	0	0
	9	0	0
	17	0	0

U	L	R	P
0	171	107	0
0	4	8	0
0	6	15	0
0	0	0	0
0	0	0	0
0	**181**	**130**	**0**

SR 2010 [NB]		
Out	In	Total
319	**311**	**630**
0	0	0
0	0	0
6	21	27
18	12	30
295	278	573

Turning Movement Peak Hour Data Plot (7:30 AM)

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Bradford County, PA
Route 6 & SR 2010
Tuesday, September 11, 2018
Location: 41.662948, -76.253847

Count Name: Route 6 & SR 2010
Site Code:
Start Date: 09/11/2018

Turning Movement Peak Hour Data (4:30 PM)

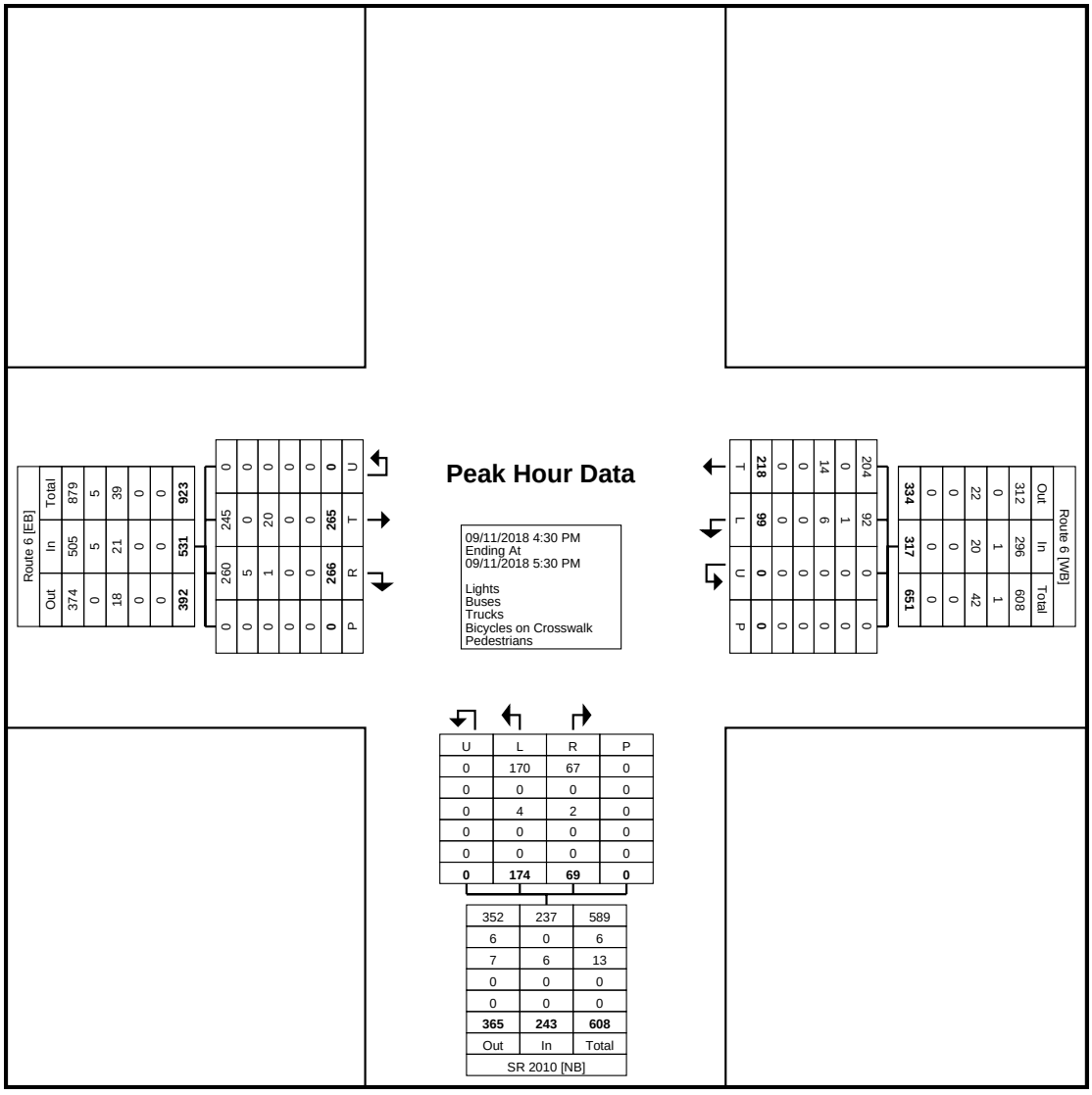
Start Time	Route 6 Eastbound						Route 6 Westbound					SR 2010 Northbound						
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
4:30 PM	96	42	11	0	0	149	22	52	0	0	74	50	16	3	0	0	69	292
4:45 PM	57	42	16	0	0	115	30	48	0	0	78	45	6	7	0	0	58	251
5:00 PM	49	39	21	0	0	109	17	65	0	0	82	39	11	4	0	0	54	245
5:15 PM	63	65	30	0	0	158	30	53	0	0	83	40	16	6	0	0	62	303
Total	265	188	78	0	0	531	99	218	0	0	317	174	49	20	0	0	243	1091
Approach %	49.9	35.4	14.7	0.0	-	-	31.2	68.8	0.0	-	-	71.6	20.2	8.2	0.0	-	-	-
Total %	24.3	17.2	7.1	0.0	-	48.7	9.1	20.0	0.0	-	29.1	15.9	4.5	1.8	0.0	-	22.3	-
PHF	0.690	0.723	0.650	0.000	-	0.840	0.825	0.838	0.000	-	0.955	0.870	0.766	0.714	0.000	-	0.880	0.900
Lights	245	182	78	0	-	505	92	204	0	-	296	170	47	20	0	-	237	1038
% Lights	92.5	96.8	100.0	-	-	95.1	92.9	93.6	-	-	93.4	97.7	95.9	100.0	-	-	97.5	95.1
Buses	0	5	0	0	-	5	1	0	0	-	1	0	0	0	0	-	0	6
% Buses	0.0	2.7	0.0	-	-	0.9	1.0	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.5
Trucks	20	1	0	0	-	21	6	14	0	-	20	4	2	0	0	-	6	47
% Trucks	7.5	0.5	0.0	-	-	4.0	6.1	6.4	-	-	6.3	2.3	4.1	0.0	-	-	2.5	4.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Bradford County, PA
Route 6 & SR 2010
Tuesday, September 11, 2018
Location: 41.662948, -76.253847

Count Name: Route 6 & SR 2010
Site Code:
Start Date: 09/11/2018



Turning Movement Peak Hour Data Plot (4:30 PM)

APPENDIX B:
ATR Data

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/08/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	1	64	36	1	8	**3**	**3**	3	4	0	0	0	0	123
09:00	1	99	46	**4**	6	2	0	2	**5**	0	0	0	0	165
10:00	0	101	52	2	6	2	1	**4**	5	**1**	0	0	0	174
11:00	**2**	**110**	**65**	2	**14**	1	0	0	4	1	0	0	0	**199**
12 PM	2	**105**	**50**	1	12	2	2	1	6	0	0	0	0	**181**
13:00	0	82	34	1	7	1	2	**6**	1	0	0	0	0	134
14:00	1	88	36	**4**	**17**	1	0	4	5	0	0	0	0	156
15:00	**6**	100	33	3	12	**3**	2	1	2	0	0	0	0	162
16:00	2	96	31	2	14	0	0	2	2	0	0	0	0	149
17:00	0	99	45	2	8	2	1	2	5	0	0	0	**1**	165
18:00	0	94	33	0	3	2	0	0	6	**1**	0	0	0	139
19:00	1	55	21	0	3	1	1	3	**7**	0	0	0	0	92
20:00	0	36	17	0	6	1	**3**	2	1	0	0	0	0	66
21:00	0	35	13	0	1	2	0	3	1	0	0	0	0	55
22:00	0	20	11	0	1	0	1	0	2	0	0	0	0	35
23:00	0	17	6	0	0	0	1	1	1	0	0	0	0	26
Day Total	16	1201	529	22	118	23	17	34	57	3	0	0	1	2021
Percent	0.8%	59.4%	26.2%	1.1%	5.8%	1.1%	0.8%	1.7%	2.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	09:00	11:00	08:00	08:00	10:00	09:00	10:00				11:00
Vol.	2	110	65	4	14	3	3	4	5	1				199
PM Peak	15:00	12:00	12:00	14:00	14:00	15:00	20:00	13:00	19:00	18:00			17:00	12:00
Vol.	6	105	50	4	17	3	3	6	7	1			1	181

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/09/18	0	15	6	0	1	0	**2**	1	2	0	0	0	0	27
01:00	0	5	3	0	1	0	1	0	3	0	0	0	0	13
02:00	0	2	2	0	1	0	0	0	1	0	0	0	0	6
03:00	0	4	1	2	0	0	2	0	0	0	0	0	0	9
04:00	0	14	6	3	2	2	1	1	1	0	0	0	0	30
05:00	0	26	15	4	8	**4**	0	0	2	**1**	0	0	0	60
06:00	0	35	19	1	8	1	0	3	**9**	0	0	0	0	76
07:00	0	31	19	1	**12**	4	0	3	4	1	0	0	0	75
08:00	1	46	19	**5**	10	3	1	3	3	1	0	0	0	92
09:00	0	84	26	3	11	0	0	7	5	0	0	0	0	136
10:00	0	**100**	**49**	2	12	3	0	5	5	0	0	0	0	**176**
11:00	**2**	92	40	4	11	0	1	**8**	5	0	0	0	0	163
12 PM	0	**111**	40	0	**15**	**4**	0	**4**	**8**	**1**	0	0	0	**183**
13:00	0	89	**59**	**1**	13	3	**2**	4	3	0	0	0	0	174
14:00	0	82	48	1	9	1	0	3	2	0	0	0	0	146
15:00	0	90	40	0	12	0	0	3	4	0	0	0	0	149
16:00	0	85	32	1	12	0	0	2	3	0	0	0	0	135
17:00	0	98	42	1	6	0	0	3	5	0	0	0	0	155
18:00	0	85	38	0	10	1	0	2	4	0	0	0	0	140
19:00	0	38	14	1	7	0	0	1	2	0	0	0	0	63
20:00	0	26	8	1	1	0	0	1	4	0	0	0	0	41
21:00	0	20	10	0	0	0	0	0	5	0	0	0	0	35
22:00	0	14	4	0	1	0	0	0	1	0	0	0	0	20
23:00	0	5	3	0	6	0	0	0	1	0	0	0	0	15
Day Total	3	1197	543	31	169	26	10	54	82	4	0	0	0	2119
Percent	0.1%	56.5%	25.6%	1.5%	8.0%	1.2%	0.5%	2.5%	3.9%	0.2%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00	08:00	07:00	05:00	00:00	11:00	06:00	05:00				10:00
Vol.	2	100	49	5	12	4	2	8	9	1				176
PM Peak		12:00	13:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00				12:00
Vol.		111	59	1	15	4	2	4	8	1				183

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/10/18	0	3	2	0	0	0	0	0	3	0	0	0	0	8
01:00	0	1	0	0	0	0	0	0	3	0	0	0	0	4
02:00	0	0	3	2	1	1	2	0	5	0	0	0	0	14
03:00	0	6	3	0	2	0	0	0	2	0	0	0	0	13
04:00	0	18	14	3	6	0	0	0	5	0	0	0	0	46
05:00	0	50	44	3	9	3	0	0	6	0	0	0	0	115
06:00	0	**89**	40	1	14	2	2	2	6	0	0	0	0	156
07:00	0	55	**46**	1	**16**	2	**4**	2	10	1	0	0	0	137
08:00	0	84	43	**6**	12	3	1	4	10	1	0	0	0	**164**
09:00	0	52	39	1	8	2	2	3	6	**2**	0	0	0	115
10:00	0	72	34	1	14	2	2	3	6	1	0	0	0	135
11:00	0	75	46	3	11	**5**	0	**5**	**14**	0	0	0	0	159
12 PM	0	98	37	**7**	16	3	0	2	**15**	0	0	0	**1**	179
13:00	0	105	54	4	**18**	4	**3**	**11**	9	1	0	0	0	209
14:00	**1**	79	36	2	10	5	0	5	12	**2**	0	0	0	152
15:00	0	**140**	**59**	3	10	3	0	3	9	1	0	0	0	**228**
16:00	0	109	43	1	17	1	0	2	14	0	0	0	1	188
17:00	0	98	41	3	15	**7**	0	4	10	0	0	0	0	178
18:00	0	67	27	1	5	4	0	2	4	0	0	0	0	110
19:00	0	31	19	0	6	0	3	3	4	0	0	0	1	67
20:00	1	31	15	2	3	3	2	0	3	0	0	0	0	60
21:00	0	20	14	1	6	0	0	1	8	0	0	0	0	50
22:00	0	14	5	0	7	1	0	1	5	0	0	0	0	33
23:00	0	6	2	1	0	3	0	0	3	0	0	0	0	15
Day Total	2	1303	666	46	206	54	21	53	172	9	0	0	3	2535
Percent	0.1%	51.4%	26.3%	1.8%	8.1%	2.1%	0.8%	2.1%	6.8%	0.4%	0.0%	0.0%	0.1%	
AM Peak		06:00	07:00	08:00	07:00	11:00	07:00	11:00	11:00	09:00				08:00
Vol.		89	46	6	16	5	4	5	14	2				164
PM Peak	14:00	15:00	15:00	12:00	13:00	17:00	13:00	13:00	12:00	14:00			12:00	15:00
Vol.	1	140	59	7	18	7	3	11	15	2			1	228

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/11/18	0	6	1	1	2	0	**5**	0	3	0	0	0	0	18
01:00	0	3	3	0	0	1	0	0	2	0	0	0	0	9
02:00	0	4	1	0	0	0	0	0	4	0	0	0	0	9
03:00	0	4	3	0	2	2	0	0	4	0	0	0	0	15
04:00	0	29	16	2	2	2	0	0	4	1	0	0	0	56
05:00	0	43	31	5	6	8	1	0	3	1	0	0	0	98
06:00	0	**90**	**51**	4	23	**9**	0	1	12	3	0	0	0	**193**
07:00	0	60	40	3	**25**	5	3	1	10	1	0	0	0	148
08:00	0	85	39	9	17	5	1	**6**	13	0	0	0	0	175
09:00	0	60	39	6	10	5	1	3	9	0	0	0	0	133
10:00	0	67	44	**11**	12	2	0	4	**17**	**4**	0	0	0	161
11:00	0	82	38	3	9	4	1	1	9	1	0	0	0	148
12 PM	0	73	45	1	15	2	**1**	0	16	0	0	0	**1**	154
13:00	**1**	87	34	**6**	13	5	1	1	**19**	0	0	0	0	167
14:00	0	81	29	1	10	5	0	3	12	**1**	0	0	1	143
15:00	1	117	45	6	17	**8**	0	4	7	1	0	0	1	207
16:00	1	**167**	**57**	3	**21**	4	1	4	9	1	0	0	0	**268**
17:00	0	141	42	5	9	2	0	**6**	6	0	0	0	0	211
18:00	0	76	36	4	12	2	1	2	5	0	0	0	0	138
19:00	0	58	23	3	6	1	0	2	5	0	0	0	0	98
20:00	0	38	10	2	1	3	0	3	4	0	0	0	0	61
21:00	0	38	14	2	4	2	1	1	10	0	0	0	0	72
22:00	0	17	0	2	3	3	0	0	5	0	0	0	0	30
23:00	0	7	1	1	2	1	0	0	7	0	0	0	0	19
Day Total	3	1433	642	80	221	81	17	42	195	14	0	0	3	2731
Percent	0.1%	52.5%	23.5%	2.9%	8.1%	3.0%	0.6%	1.5%	7.1%	0.5%	0.0%	0.0%	0.1%	
AM Peak		06:00	06:00	10:00	07:00	06:00	00:00	08:00	10:00	10:00				06:00
Vol.		90	51	11	25	9	5	6	17	4				193
PM Peak	13:00	16:00	16:00	13:00	16:00	15:00	12:00	17:00	13:00	14:00			12:00	16:00
Vol.	1	167	57	6	21	8	1	6	19	1			1	268

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/12/18	0	5	2	2	7	2	1	0	4	0	0	0	0	23
01:00	0	6	1	2	0	3	0	0	12	0	0	0	0	24
02:00	0	3	2	1	0	0	0	0	3	0	0	0	0	9
03:00	0	6	5	1	1	0	0	0	10	0	0	0	0	23
04:00	0	21	14	3	5	0	2	0	6	0	0	0	0	51
05:00	0	47	41	5	8	**5**	1	1	4	1	0	0	0	113
06:00	0	84	**49**	4	16	1	0	0	6	0	0	0	0	160
07:00	0	70	42	6	14	3	2	**7**	15	0	0	0	0	159
08:00	0	**85**	45	**11**	**26**	1	**3**	3	15	1	0	0	0	**190**
09:00	**1**	70	44	1	9	2	0	2	19	0	0	0	**1**	149
10:00	0	72	40	9	18	5	1	2	14	1	0	0	0	162
11:00	0	66	39	4	12	5	2	1	**20**	**2**	0	0	0	151
12 PM	0	82	34	5	18	4	1	6	13	2	0	0	0	165
13:00	0	85	42	6	14	2	**3**	4	10	**3**	0	0	**1**	170
14:00	**1**	90	25	4	20	4	0	**7**	**15**	1	0	0	0	167
15:00	1	128	**56**	**8**	16	**5**	0	1	11	0	0	0	1	227
16:00	0	**158**	47	3	**21**	1	0	2	11	0	0	0	0	**243**
17:00	1	129	44	2	12	3	0	3	7	0	0	0	0	201
18:00	0	79	39	2	4	2	0	4	9	0	0	0	0	139
19:00	0	95	29	2	11	3	0	2	4	0	0	0	0	146
20:00	0	57	21	3	6	1	0	2	1	0	0	0	0	91
21:00	0	19	10	3	2	2	2	0	6	0	0	0	0	44
22:00	0	18	6	2	0	3	0	0	3	0	0	0	0	32
23:00	0	17	7	4	2	1	0	0	1	0	0	0	0	32
Day Total	4	1492	684	93	242	58	18	47	219	11	0	0	3	2871
Percent	0.1%	52.0%	23.8%	3.2%	8.4%	2.0%	0.6%	1.6%	7.6%	0.4%	0.0%	0.0%	0.1%	
AM Peak	09:00	08:00	06:00	08:00	08:00	05:00	08:00	07:00	11:00	11:00			09:00	08:00
Vol.	1	85	49	11	26	5	3	7	20	2			1	190
PM Peak	14:00	16:00	15:00	15:00	16:00	15:00	13:00	14:00	14:00	13:00			13:00	16:00
Vol.	1	158	56	8	21	5	3	7	15	3			1	243

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/13/18	0	9	4	2	0	2	0	1	5	0	0	0	0	23
01:00	0	2	1	6	0	1	0	0	5	0	0	0	0	15
02:00	0	3	0	0	1	1	0	0	3	0	0	0	0	8
03:00	0	7	5	2	1	0	0	0	3	0	0	0	0	18
04:00	0	26	16	1	3	0	0	1	7	1	0	0	0	55
05:00	0	39	39	4	5	1	2	0	1	0	0	0	0	91
06:00	0	**92**	**50**	1	20	2	0	1	5	0	0	0	0	171
07:00	0	72	41	4	19	3	0	**6**	12	0	0	0	0	157
08:00	0	82	39	**10**	**22**	**5**	**3**	4	8	0	0	0	**1**	**174**
09:00	0	61	33	4	10	4	1	4	**17**	**2**	0	0	0	136
10:00	0	79	24	10	13	2	1	3	8	0	0	0	1	141
11:00	0	80	29	2	16	5	1	2	10	1	0	0	1	147
12 PM	0	87	43	2	14	1	0	**7**	**20**	**1**	0	0	0	175
13:00	0	81	46	**6**	17	4	**2**	5	14	0	0	0	0	175
14:00	**1**	80	37	4	12	1	0	5	18	0	0	0	0	158
15:00	0	131	**75**	5	**23**	1	1	6	15	0	0	0	0	257
16:00	0	**182**	54	1	17	**6**	1	3	8	0	0	0	0	**272**
17:00	1	134	52	2	11	2	2	3	6	1	0	0	0	214
18:00	1	83	38	4	10	3	1	6	7	0	0	0	0	153
19:00	1	51	26	1	4	2	0	2	7	0	0	0	0	94
20:00	0	40	16	1	4	3	0	0	5	0	0	0	0	69
21:00	0	44	17	3	2	1	0	0	3	0	0	0	0	70
22:00	0	12	7	0	2	2	0	0	6	0	0	0	0	29
23:00	0	8	1	1	2	3	0	1	5	0	0	0	0	21
Day Total	4	1485	693	76	228	55	15	60	198	6	0	0	3	2823
Percent	0.1%	52.6%	24.5%	2.7%	8.1%	1.9%	0.5%	2.1%	7.0%	0.2%	0.0%	0.0%	0.1%	
AM Peak		06:00	06:00	08:00	08:00	08:00	08:00	07:00	09:00	09:00			08:00	08:00
Vol.		92	50	10	22	5	3	6	17	2			1	174
PM Peak	14:00	16:00	15:00	13:00	15:00	16:00	13:00	12:00	12:00	12:00				16:00
Vol.	1	182	75	6	23	6	2	7	20	1				272

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/14/18	0	7	2	**4**	1	1	0	0	2	0	0	0	0	17
01:00	0	3	2	0	0	1	**1**	**1**	4	0	0	0	0	12
02:00	0	3	0	2	0	0	0	0	2	0	0	0	0	7
03:00	0	5	2	2	1	2	0	0	1	0	0	0	0	13
04:00	0	25	18	1	6	0	1	0	**7**	0	0	0	0	58
05:00	0	**50**	**35**	3	**13**	**3**	1	0	3	0	0	0	0	**108**
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	0	93	59	12	21	7	3	1	19	0	0	0	0	215
Percent	0.0%	43.3%	27.4%	5.6%	9.8%	3.3%	1.4%	0.5%	8.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	05:00	00:00	05:00	05:00	01:00	01:00	04:00					05:00
Vol.		50	35	4	13	3	1	1	7					108
PM Peak														
Vol.														
Grand Total	32	8204	3816	360	1205	304	101	291	942	47	0	0	13	15315
Percent	0.2%	53.6%	24.9%	2.4%	7.9%	2.0%	0.7%	1.9%	6.2%	0.3%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/08/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	75	39	**3**	8	1	2	2	6	0	0	0	0	136
09:00	2	98	**60**	0	12	3	0	0	**9**	**1**	0	0	0	**185**
10:00	**3**	**111**	42	2	9	2	0	**3**	5	0	0	0	0	177
11:00	1	96	49	3	**15**	**4**	**3**	2	8	0	0	0	0	181
12 PM	0	77	50	2	6	1	0	3	6	0	0	0	0	145
13:00	**7**	88	32	0	5	2	0	3	3	**1**	0	0	**1**	142
14:00	2	92	**52**	1	7	3	**2**	2	1	0	0	0	0	**162**
15:00	0	90	37	2	**10**	0	0	**4**	1	0	0	0	0	144
16:00	0	**96**	35	0	5	**4**	0	1	4	0	0	0	0	145
17:00	2	75	36	**4**	10	0	1	0	**9**	0	0	0	0	137
18:00	0	78	23	1	9	3	1	2	3	0	0	0	0	120
19:00	0	71	21	1	10	0	0	1	4	0	0	0	0	108
20:00	0	76	22	0	3	1	0	0	1	0	0	0	0	103
21:00	0	31	14	0	1	0	1	0	4	0	0	0	0	51
22:00	0	37	6	2	2	1	0	0	4	0	0	0	0	52
23:00	0	13	6	0	1	2	1	0	2	0	0	0	0	25
Day Total	17	1204	524	21	113	27	11	23	70	2	0	0	1	2013
Percent	0.8%	59.8%	26.0%	1.0%	5.6%	1.3%	0.5%	1.1%	3.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	09:00	08:00	11:00	11:00	11:00	10:00	09:00	09:00				09:00
Vol.	3	111	60	3	15	4	3	3	9	1				185
PM Peak	13:00	16:00	14:00	17:00	15:00	16:00	14:00	15:00	17:00	13:00			13:00	14:00
Vol.	7	96	52	4	10	4	2	4	9	1			1	162

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/09/18	0	14	1	0	3	0	0	2	2	0	0	0	0	22
01:00	0	6	0	1	0	2	1	0	1	0	0	0	0	11
02:00	0	5	0	1	0	2	0	1	2	0	0	0	0	11
03:00	0	8	1	0	1	1	0	0	0	0	0	0	0	11
04:00	0	10	8	0	2	1	0	0	1	0	0	0	0	22
05:00	1	10	9	**3**	2	3	0	0	2	0	0	0	0	30
06:00	0	20	7	1	**8**	0	2	0	1	0	0	0	0	39
07:00	0	42	18	0	4	2	0	1	4	0	0	0	0	71
08:00	0	35	23	0	5	**7**	1	**3**	3	0	0	0	0	77
09:00	**2**	60	25	0	3	3	**4**	1	1	0	0	0	0	99
10:00	1	**83**	24	1	5	3	0	2	**5**	0	0	0	0	**124**
11:00	0	66	**37**	0	5	1	2	3	1	**1**	0	0	0	116
12 PM	0	**106**	**42**	0	9	1	**2**	3	**9**	**1**	0	0	0	**173**
13:00	**1**	86	28	1	9	1	2	3	2	1	0	0	0	134
14:00	1	96	34	0	2	1	1	3	3	0	0	0	0	141
15:00	0	85	27	1	9	**2**	1	1	3	0	0	0	0	129
16:00	0	91	37	0	5	0	0	**4**	6	0	0	0	0	143
17:00	0	91	28	**2**	10	0	0	2	2	0	0	0	0	135
18:00	0	69	19	2	9	1	0	1	2	0	0	0	**1**	104
19:00	0	69	23	2	5	0	0	4	5	0	0	0	0	108
20:00	0	40	19	0	**11**	1	0	3	2	0	0	0	0	76
21:00	0	20	8	0	2	0	0	0	2	0	0	0	0	32
22:00	0	9	8	0	2	0	0	0	3	0	0	0	0	22
23:00	0	8	4	0	1	0	0	0	1	0	0	0	0	14
Day Total	6	1129	430	15	112	32	16	37	63	3	0	0	1	1844
Percent	0.3%	61.2%	23.3%	0.8%	6.1%	1.7%	0.9%	2.0%	3.4%	0.2%	0.0%	0.0%	0.1%	
AM Peak	09:00	10:00	11:00	05:00	06:00	08:00	09:00	08:00	10:00	11:00				10:00
Vol.	2	83	37	3	8	7	4	3	5	1				124
PM Peak	13:00	12:00	12:00	17:00	20:00	15:00	12:00	16:00	12:00	12:00			18:00	12:00
Vol.	1	106	42	2	11	2	2	4	9	1			1	173

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/10/18	0	4	1	0	1	0	0	0	1	0	0	0	0	7
01:00	0	4	2	0	1	1	0	0	2	0	0	0	0	10
02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
03:00	0	3	2	0	0	0	1	0	3	0	0	0	0	9
04:00	0	28	6	0	3	3	0	0	3	0	0	0	0	43
05:00	0	50	25	3	10	1	0	1	6	0	0	0	0	96
06:00	0	58	37	3	19	0	4	3	6	0	0	0	0	130
07:00	0	**151**	**50**	**8**	**21**	2	2	3	10	0	0	0	0	**247**
08:00	0	96	31	6	12	2	0	3	8	**1**	0	0	0	159
09:00	**1**	61	32	1	4	1	**5**	4	9	1	0	0	0	119
10:00	1	58	49	1	10	**5**	0	**9**	**11**	1	0	0	0	145
11:00	1	84	42	4	11	4	0	3	11	1	0	0	0	161
12 PM	2	70	50	2	21	1	0	**5**	13	0	0	0	**1**	165
13:00	**5**	92	31	2	15	4	2	1	15	**1**	0	0	1	169
14:00	0	80	**57**	**3**	**22**	4	1	3	14	0	0	0	0	184
15:00	0	**99**	50	2	18	**5**	0	5	**17**	0	0	0	0	**196**
16:00	0	94	37	1	10	0	2	1	7	0	0	0	0	152
17:00	0	77	41	1	16	0	1	2	5	0	0	0	0	143
18:00	0	51	28	2	17	1	1	2	10	0	0	0	0	112
19:00	0	54	23	2	7	0	0	1	13	1	0	0	0	101
20:00	0	41	23	0	4	0	0	0	6	0	0	0	0	74
21:00	0	18	6	0	3	0	1	0	5	0	0	0	0	33
22:00	0	5	8	1	0	4	**4**	0	2	0	0	0	0	24
23:00	0	6	3	3	3	0	0	0	1	0	0	0	0	16
Day Total	10	1286	635	45	228	38	24	46	179	6	0	0	2	2499
Percent	0.4%	51.5%	25.4%	1.8%	9.1%	1.5%	1.0%	1.8%	7.2%	0.2%	0.0%	0.0%	0.1%	
AM Peak	09:00	07:00	07:00	07:00	07:00	10:00	09:00	10:00	10:00	08:00				07:00
Vol.	1	151	50	8	21	5	5	9	11	1				247
PM Peak	13:00	15:00	14:00	14:00	14:00	15:00	22:00	12:00	15:00	13:00			12:00	15:00
Vol.	5	99	57	3	22	5	4	5	17	1			1	196

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/11/18	0	5	1	0	0	0	2	0	4	0	0	0	0	12
01:00	0	5	1	1	0	0	0	0	3	0	0	0	0	10
02:00	0	3	0	0	0	1	0	0	1	0	0	0	0	5
03:00	0	6	3	1	2	0	1	0	1	0	0	0	0	14
04:00	0	26	7	0	3	0	1	0	5	0	0	0	0	42
05:00	0	67	29	0	10	1	1	2	9	0	0	0	0	119
06:00	**1**	71	38	5	19	1	7	4	14	0	0	0	0	160
07:00	1	**148**	**54**	**6**	**28**	3	2	3	13	**3**	0	0	**1**	**262**
08:00	0	80	48	4	9	**6**	7	2	10	0	0	0	0	166
09:00	0	70	45	2	11	4	**8**	**5**	13	1	0	0	0	159
10:00	1	79	32	4	12	3	2	5	**18**	0	0	0	0	156
11:00	0	79	53	4	12	1	8	1	15	0	0	0	0	173
12 PM	1	77	32	1	11	2	4	1	22	**3**	0	0	0	154
13:00	0	75	37	2	12	2	2	4	9	3	0	0	0	146
14:00	2	88	43	**6**	12	2	**6**	2	**26**	0	0	0	0	187
15:00	0	98	**60**	0	**27**	3	5	2	7	1	0	0	0	203
16:00	0	105	60	3	21	**6**	0	1	7	0	0	0	0	203
17:00	**6**	**108**	54	2	14	2	4	1	11	1	0	0	**1**	**204**
18:00	0	79	39	4	8	1	2	**5**	8	0	0	0	1	147
19:00	0	57	20	3	5	0	4	2	14	0	0	0	0	105
20:00	0	26	13	1	1	1	2	1	5	0	0	0	0	50
21:00	0	28	13	0	4	0	6	0	4	0	0	0	0	55
22:00	1	19	12	2	2	1	2	1	7	0	0	0	0	47
23:00	0	8	3	1	2	0	2	0	3	0	0	0	0	19
Day Total	13	1407	697	52	225	40	78	42	229	12	0	0	3	2798
Percent	0.5%	50.3%	24.9%	1.9%	8.0%	1.4%	2.8%	1.5%	8.2%	0.4%	0.0%	0.0%	0.1%	
AM Peak	06:00	07:00	07:00	07:00	07:00	08:00	09:00	09:00	10:00	07:00			07:00	07:00
Vol.	1	148	54	6	28	6	8	5	18	3			1	262
PM Peak	17:00	17:00	15:00	14:00	15:00	16:00	14:00	18:00	14:00	12:00			17:00	17:00
Vol.	6	108	60	6	27	6	6	5	26	3			1	204

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/12/18	0	3	0	0	2	1	2	0	7	0	0	0	0	15
01:00	0	4	1	3	0	0	**6**	0	1	0	0	0	0	15
02:00	0	0	0	1	1	1	0	0	9	0	0	0	0	12
03:00	0	10	1	1	2	0	1	0	6	0	0	0	0	21
04:00	0	29	7	2	5	0	0	1	6	0	0	0	0	50
05:00	0	57	33	7	11	2	5	2	11	0	0	0	0	128
06:00	0	73	33	4	19	2	5	1	13	0	0	0	0	150
07:00	0	**144**	**48**	**8**	**24**	3	4	2	14	0	0	0	0	**247**
08:00	0	95	32	2	8	**9**	6	1	13	0	0	0	0	166
09:00	0	68	41	4	9	1	4	3	13	**1**	0	0	0	144
10:00	**3**	66	44	3	17	1	5	5	**23**	0	0	0	0	167
11:00	0	59	46	3	15	4	6	**6**	22	1	0	0	0	162
12 PM	1	79	34	0	9	0	4	**5**	**18**	0	0	0	0	150
13:00	1	94	39	4	**24**	3	**8**	2	13	0	0	0	0	188
14:00	0	104	42	**5**	18	**5**	6	5	17	**2**	0	0	0	204
15:00	1	**132**	48	1	17	1	2	5	10	0	0	0	0	217
16:00	**2**	120	**64**	3	22	5	2	2	17	1	0	0	0	**238**
17:00	0	104	51	2	11	4	4	1	13	0	0	0	**1**	191
18:00	0	105	44	3	8	1	3	1	6	0	0	0	0	171
19:00	1	77	29	0	8	2	4	2	8	0	0	0	0	131
20:00	0	43	14	1	1	0	5	0	4	0	0	0	1	69
21:00	0	19	7	0	3	1	1	0	2	0	0	0	0	33
22:00	0	14	8	0	3	0	7	0	3	0	0	0	0	35
23:00	0	15	8	3	1	0	6	0	4	0	0	0	0	37
Day Total	9	1514	674	60	238	46	96	44	253	5	0	0	2	2941
Percent	0.3%	51.5%	22.9%	2.0%	8.1%	1.6%	3.3%	1.5%	8.6%	0.2%	0.0%	0.0%	0.1%	
AM Peak	10:00	07:00	07:00	07:00	07:00	08:00	01:00	11:00	10:00	09:00				07:00
Vol.	3	144	48	8	24	9	6	6	23	1				247
PM Peak	16:00	15:00	16:00	14:00	13:00	14:00	13:00	12:00	12:00	14:00			17:00	16:00
Vol.	2	132	64	5	24	5	8	5	18	2			1	238

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/13/18	0	6	4	0	0	0	2	0	1	0	0	0	0	13
01:00	0	2	3	2	0	0	2	0	1	0	0	0	0	10
02:00	0	3	0	1	0	1	2	1	6	0	0	0	0	14
03:00	0	12	3	0	0	2	1	0	2	0	0	0	0	20
04:00	0	30	8	2	1	1	0	1	2	0	0	0	0	45
05:00	0	49	27	5	15	**5**	5	1	5	0	0	0	0	112
06:00	0	67	32	4	20	2	2	2	14	1	0	0	0	144
07:00	0	**143**	**55**	**7**	**23**	1	1	4	7	**2**	0	0	0	**243**
08:00	0	93	34	4	11	2	**8**	3	15	2	0	0	**1**	173
09:00	**1**	76	34	4	8	2	1	4	12	2	0	0	0	144
10:00	0	71	39	3	17	1	3	**9**	17	0	0	0	0	160
11:00	0	61	54	3	15	5	7	6	**18**	1	0	0	0	170
12 PM	0	77	39	1	13	3	1	3	**19**	0	0	0	0	156
13:00	0	88	37	3	13	**6**	3	**5**	14	0	0	0	0	169
14:00	1	105	56	**6**	17	3	**12**	5	17	0	0	0	**1**	223
15:00	0	111	**67**	3	17	2	4	3	13	0	0	0	0	220
16:00	1	107	61	1	17	2	2	2	9	0	0	0	0	202
17:00	**2**	**126**	54	1	**25**	2	5	3	12	0	0	0	1	**231**
18:00	0	88	33	3	10	1	5	0	7	0	0	0	0	147
19:00	0	61	27	1	7	0	1	1	7	0	0	0	0	105
20:00	0	43	11	0	2	0	2	1	4	0	0	0	0	63
21:00	0	31	9	2	1	1	2	0	4	0	0	0	0	50
22:00	0	18	8	0	1	1	2	0	3	**1**	0	0	0	34
23:00	0	9	4	0	0	0	1	0	3	0	0	0	0	17
Day Total	5	1477	699	56	233	43	74	54	212	9	0	0	3	2865
Percent	0.2%	51.6%	24.4%	2.0%	8.1%	1.5%	2.6%	1.9%	7.4%	0.3%	0.0%	0.0%	0.1%	
AM Peak	09:00	07:00	07:00	07:00	07:00	05:00	08:00	10:00	11:00	07:00			08:00	07:00
Vol.	1	143	55	7	23	5	8	9	18	2			1	243
PM Peak	17:00	17:00	15:00	14:00	17:00	13:00	14:00	13:00	12:00	22:00			14:00	17:00
Vol.	2	126	67	6	25	6	12	5	19	1			1	231

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
09/14/18	0	4	5	1	0	0	**5**	0	4	0	0	0	0	19
01:00	0	2	1	1	1	2	2	0	3	0	0	0	0	12
02:00	0	2	0	1	0	0	2	0	4	0	0	0	0	9
03:00	0	9	3	0	2	0	0	0	4	0	0	0	0	18
04:00	0	22	11	1	2	2	0	0	**9**	0	0	0	0	47
05:00	0	**52**	**29**	**5**	**9**	**3**	0	0	6	0	0	0	0	**104**
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	0	91	49	9	14	7	9	0	30	0	0	0	0	209
Percent	0.0%	43.5%	23.4%	4.3%	6.7%	3.3%	4.3%	0.0%	14.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	05:00	05:00	05:00	05:00	00:00		04:00					05:00
Vol.		52	29	5	9	3	5		9					104
PM Peak														
Vol.														
Grand Total	60	8108	3708	258	1163	233	308	246	1036	37	0	0	12	15169
Percent	0.4%	53.5%	24.4%	1.7%	7.7%	1.5%	2.0%	1.6%	6.8%	0.2%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/08/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	1	0	0	0	0	2	6	16	28	36	29	5	0	123
09:00	0	0	0	0	0	0	0	0	0	7	26	61	55	15	1	165
10:00	0	0	0	0	0	0	0	0	0	5	33	74	44	15	2	173
11:00	0	0	0	0	0	0	0	1	0	5	46	84	46	12	3	197
12 PM	0	0	0	0	0	0	0	0	0	6	32	74	51	14	4	181
13:00	0	0	0	0	0	0	0	4	1	2	21	57	34	13	1	133
14:00	0	0	0	0	0	0	0	0	3	9	22	64	43	11	3	155
15:00	0	0	0	0	0	0	0	0	2	2	24	70	40	18	6	162
16:00	0	0	0	0	0	0	0	0	1	3	29	43	48	16	6	146
17:00	0	0	0	0	0	0	0	1	3	11	33	57	41	15	4	165
18:00	0	0	0	0	0	0	0	0	0	2	25	66	34	8	3	138
19:00	0	0	0	0	0	0	0	0	0	4	26	34	21	5	1	91
20:00	0	0	0	0	0	0	0	1	0	8	13	26	16	1	1	66
21:00	0	0	0	0	0	0	0	0	0	5	12	21	13	2	1	54
22:00	0	0	0	0	0	0	0	0	0	2	1	16	12	2	1	34
23:00	0	0	0	0	0	0	0	0	0	3	7	8	7	0	0	25
Total	0	0	1	0	0	0	0	9	16	90	378	791	534	152	37	2008

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/09/1																
8	0	0	0	0	0	0	0	0	0	2	10	8	5	2	0	27
01:00	0	0	0	0	0	0	0	1	0	1	1	6	3	1	0	13
02:00	0	0	0	0	0	0	0	0	0	1	1	1	1	2	0	6
03:00	0	0	0	0	0	0	0	0	0	0	2	4	3	0	0	9
04:00	0	0	0	0	0	0	0	0	1	2	4	9	8	4	1	29
05:00	0	0	0	0	0	0	0	0	0	2	15	18	11	9	4	59
06:00	0	0	0	0	0	0	0	0	0	6	20	25	17	7	1	76
07:00	0	0	0	0	0	0	0	0	0	5	17	26	19	4	3	74
08:00	0	0	1	0	0	0	0	0	0	8	13	36	20	12	2	92
09:00	0	0	0	0	0	0	0	0	1	4	18	53	50	9	1	136
10:00	0	0	0	0	0	0	0	0	0	2	22	73	61	15	2	175
11:00	0	0	0	0	0	0	0	0	1	4	31	59	50	12	4	161
12 PM	0	0	0	0	0	0	0	0	0	2	36	93	42	4	5	182
13:00	0	0	0	0	0	1	1	0	0	8	34	62	44	20	4	174
14:00	0	0	0	0	0	0	0	0	0	4	21	57	51	10	3	146
15:00	0	0	0	0	0	0	0	0	0	3	21	48	56	18	3	149
16:00	0	0	0	0	0	0	2	0	0	7	23	41	44	12	4	133
17:00	0	0	0	0	0	0	0	2	5	3	25	64	38	11	4	152
18:00	0	0	0	0	0	0	0	0	0	4	33	55	32	14	2	140
19:00	0	0	0	0	0	0	0	0	1	4	12	26	11	8	1	63
20:00	0	0	0	0	0	0	0	0	1	6	5	20	6	2	1	41
21:00	0	0	0	0	0	0	0	0	1	6	6	13	5	4	0	35
22:00	0	0	0	0	0	0	0	0	1	2	7	6	2	0	2	20
23:00	0	0	0	0	0	0	0	0	0	1	2	5	6	1	0	15
Total	0	0	1	0	0	1	3	3	12	87	379	808	585	181	47	2107

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/10/1																
8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	8
01:00	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4
02:00	0	0	0	0	0	0	0	0	0	4	4	5	1	0	0	14
03:00	0	0	0	0	0	0	0	0	0	1	1	10	0	1	0	13
04:00	0	0	0	0	0	0	0	0	0	10	13	8	10	4	1	46
05:00	0	0	0	0	0	0	0	0	1	20	26	34	29	2	0	112
06:00	0	0	0	0	0	0	0	0	0	15	58	55	21	7	0	156
07:00	0	0	0	0	0	0	0	0	0	16	44	53	22	2	0	137
08:00	0	0	0	0	0	0	0	1	1	14	58	68	18	3	1	164
09:00	0	0	0	0	0	0	0	0	1	5	37	51	14	6	1	115
10:00	0	0	0	0	0	0	0	0	3	9	38	65	16	2	1	134
11:00	0	0	0	0	0	0	0	1	1	9	41	68	33	6	0	159
12 PM	0	0	0	0	0	0	0	1	2	18	46	66	32	12	0	177
13:00	0	0	0	0	0	0	0	0	1	16	61	78	41	10	1	208
14:00	0	0	0	0	0	0	0	0	5	9	38	67	25	8	0	152
15:00	0	0	0	0	0	0	0	0	2	21	54	94	47	7	2	227
16:00	0	0	0	0	1	0	0	1	0	10	33	72	56	13	1	187
17:00	0	0	0	0	0	0	0	0	0	6	27	55	64	22	3	177
18:00	0	0	0	0	0	0	0	0	0	2	17	37	33	20	0	109
19:00	0	0	0	0	0	0	0	2	3	8	20	24	6	3	0	66
20:00	0	0	0	0	0	0	0	1	2	5	14	22	12	4	0	60
21:00	0	0	0	0	0	0	0	0	0	1	9	21	9	6	4	50
22:00	0	0	0	0	0	0	0	0	1	3	9	10	6	3	1	33
23:00	0	0	0	0	0	0	0	0	1	2	4	7	1	0	0	15
Total	0	0	0	0	1	0	0	7	24	206	653	974	500	142	16	2523

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/11/1																
8	0	0	0	0	0	0	0	0	0	3	4	7	2	2	0	18
01:00	0	0	0	0	0	0	0	0	0	1	1	4	2	1	0	9
02:00	0	0	0	0	0	0	0	0	0	0	1	3	4	0	1	9
03:00	0	0	0	0	0	0	0	0	0	1	5	4	3	2	0	15
04:00	0	0	0	0	0	0	0	0	0	6	17	13	13	4	3	56
05:00	0	0	0	0	0	0	0	0	0	2	18	40	21	14	2	97
06:00	0	0	0	0	0	0	0	1	9	6	41	67	43	20	4	191
07:00	0	0	0	0	0	0	0	0	4	4	27	47	43	13	9	147
08:00	0	0	0	0	0	0	0	0	1	1	43	74	45	9	1	174
09:00	0	0	0	0	0	0	0	0	1	4	29	57	37	3	1	132
10:00	0	0	0	0	0	0	0	0	3	10	41	62	32	12	1	161
11:00	0	0	0	0	0	0	0	0	0	7	33	60	34	10	3	147
12 PM	0	0	0	0	0	0	0	0	0	4	38	64	41	5	1	153
13:00	0	0	0	0	0	0	0	0	0	2	38	70	40	13	3	166
14:00	0	0	0	0	0	1	0	0	0	13	31	52	29	12	5	143
15:00	0	0	0	0	0	0	0	0	3	12	36	91	52	12	1	207
16:00	0	0	0	0	0	0	0	0	0	1	35	120	67	34	9	266
17:00	0	0	0	0	0	0	0	0	0	2	24	74	73	31	6	210
18:00	0	0	0	0	0	0	0	1	1	13	23	48	31	16	4	137
19:00	0	0	0	0	0	0	0	1	1	6	24	39	20	6	1	98
20:00	0	0	0	0	0	0	0	0	1	3	16	19	12	7	2	60
21:00	0	0	0	0	0	0	0	0	4	6	17	25	13	5	2	72
22:00	0	0	0	0	0	0	0	0	2	8	2	3	8	5	1	29
23:00	0	0	0	0	0	0	0	1	0	1	4	7	5	0	0	18
Total	0	0	0	0	0	1	0	4	30	116	548	1050	670	236	60	2715

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/12/1																
8	0	0	0	0	0	0	0	0	0	4	8	7	4	0	0	23
01:00	0	0	0	0	0	0	0	0	0	2	3	14	3	1	1	24
02:00	0	0	0	0	0	0	0	0	0	1	2	1	3	1	1	9
03:00	0	0	0	0	0	0	0	0	0	0	3	7	8	4	1	23
04:00	0	0	0	0	0	0	0	0	0	1	7	18	17	6	1	50
05:00	0	0	0	0	0	0	0	0	0	0	14	33	41	19	3	110
06:00	0	0	0	0	0	0	0	0	1	10	24	52	47	22	3	159
07:00	0	0	0	0	0	0	0	1	1	7	36	71	32	8	2	158
08:00	0	0	0	0	0	0	0	1	0	9	39	73	50	13	5	190
09:00	0	0	0	0	0	0	0	0	0	6	29	69	35	9	1	149
10:00	0	0	0	0	0	0	0	0	6	2	34	69	32	16	3	162
11:00	0	0	0	0	0	0	0	0	0	4	30	76	31	8	0	149
12 PM	0	0	0	0	0	0	0	0	1	11	33	69	38	10	2	164
13:00	0	0	0	0	0	0	0	0	1	7	32	76	44	10	0	170
14:00	0	0	0	0	0	0	2	1	2	9	37	64	39	13	0	167
15:00	0	0	0	0	0	0	0	1	4	19	39	86	57	19	1	226
16:00	0	0	0	0	0	1	0	0	5	4	43	94	78	17	2	244
17:00	0	0	0	0	0	0	0	0	4	3	29	71	69	18	7	201
18:00	0	0	0	0	0	0	0	0	1	6	24	55	41	6	3	136
19:00	0	0	0	0	0	0	0	1	1	2	40	54	31	14	2	145
20:00	0	0	0	0	0	0	0	0	1	11	24	24	14	13	3	90
21:00	0	0	0	0	0	0	0	0	0	2	11	22	5	2	2	44
22:00	0	0	0	0	0	0	0	0	2	1	4	9	8	3	1	28
23:00	0	0	0	0	0	0	0	0	0	2	6	14	6	2	2	32
Total	0	0	0	0	0	1	2	5	30	123	551	1128	733	234	46	2853

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/13/1																
8	0	0	0	0	0	0	0	0	1	2	5	7	6	0	1	22
01:00	0	0	0	0	0	0	0	0	3	4	1	5	2	0	0	15
02:00	0	0	0	0	0	0	0	0	0	0	1	4	1	2	0	8
03:00	0	0	0	0	0	0	0	0	1	0	5	6	3	1	2	18
04:00	0	0	0	0	0	0	0	0	0	4	12	17	18	2	0	53
05:00	0	0	0	0	0	0	2	1	0	1	8	31	28	16	2	89
06:00	0	0	0	0	0	0	0	0	0	2	21	78	41	20	9	171
07:00	0	0	0	0	0	0	0	1	0	7	32	62	43	9	2	156
08:00	0	0	0	1	1	0	0	0	0	6	38	76	44	5	2	173
09:00	0	0	0	1	0	0	1	2	4	11	24	50	34	8	1	136
10:00	0	0	0	0	0	0	0	0	4	9	35	54	25	10	3	140
11:00	0	0	0	0	0	0	0	2	5	8	34	54	31	9	3	146
12 PM	0	0	0	0	0	0	0	0	1	6	30	78	45	11	2	173
13:00	0	0	0	0	0	0	0	2	2	13	38	73	33	10	4	175
14:00	0	0	0	0	0	0	0	0	0	2	26	63	52	11	4	158
15:00	0	0	0	0	0	0	0	2	5	7	41	107	64	23	6	255
16:00	0	0	0	0	0	0	0	0	0	9	49	106	75	26	4	269
17:00	0	0	0	0	0	0	0	0	0	12	25	73	82	14	8	214
18:00	0	0	0	0	0	0	0	0	0	11	23	56	47	13	2	152
19:00	0	0	0	0	0	0	0	0	2	5	27	34	21	2	2	93
20:00	0	0	0	0	0	0	0	0	1	1	20	29	18	0	0	69
21:00	0	0	0	0	0	0	0	0	2	2	19	24	13	2	7	69
22:00	0	0	0	0	0	0	0	0	1	1	9	9	6	2	1	29
23:00	0	0	0	0	0	0	0	0	0	1	4	9	5	1	1	21
Total	0	0	0	2	1	0	3	10	32	124	527	1105	737	197	66	2804

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/14/1																
8	0	0	0	0	0	0	0	2	2	1	0	8	3	1	0	17
01:00	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	12
02:00	0	0	0	0	0	0	0	0	2	1	1	1	1	1	0	7
03:00	0	0	0	0	0	0	0	0	0	2	1	2	1	5	2	13
04:00	0	0	0	0	0	0	0	0	0	4	13	15	14	9	3	58
05:00	0	0	0	0	0	0	0	0	0	1	5	34	40	18	9	107
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	2	4	9	24	64	63	34	14	214
Grand Total	0	0	2	2	2	3	8	40	148	755	3060	5920	3822	1176	286	15224

Stats

15th Percentile :	52 MPH
50th Percentile :	57 MPH
85th Percentile :	63 MPH
95th Percentile :	66 MPH
Mean Speed(Average) :	58 MPH
10 MPH Pace Speed :	56-65 MPH
Number in Pace :	9742
Percent in Pace :	64.0%
Number of Vehicles > 55 MPH :	11204
Percent of Vehicles > 55 MPH :	73.6%

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/08/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	1	0	2	2	1	3	17	38	42	22	5	3	136
09:00	0	0	0	0	0	0	0	0	1	20	50	80	30	4	0	185
10:00	0	0	0	0	0	0	0	0	2	14	50	58	47	4	2	177
11:00	0	0	0	0	0	0	0	0	2	16	54	74	28	7	0	181
12 PM	0	0	0	0	0	0	0	1	0	5	29	79	20	11	0	145
13:00	0	0	0	0	0	0	0	0	1	14	37	58	26	5	1	142
14:00	0	0	0	0	0	0	0	0	1	5	47	60	40	7	2	162
15:00	0	0	0	0	0	0	0	3	1	12	33	57	30	7	1	144
16:00	0	0	0	0	0	0	2	0	0	10	27	65	30	6	5	145
17:00	0	0	0	0	0	0	0	0	0	16	27	53	31	8	2	137
18:00	0	0	0	0	0	0	0	0	2	5	35	47	22	6	3	120
19:00	0	0	0	0	0	0	0	0	1	12	30	28	31	4	0	106
20:00	0	0	0	0	0	0	0	0	1	10	34	38	14	5	1	103
21:00	0	0	0	0	0	0	0	0	0	1	12	25	9	1	2	50
22:00	0	0	0	0	0	0	0	0	4	4	10	13	14	6	0	51
23:00	0	0	0	0	0	0	0	0	1	3	3	9	6	2	0	24
Total	0	0	0	1	0	2	4	5	20	164	516	786	400	88	22	2008

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/09/1																
8	0	0	0	0	0	0	0	0	1	4	3	9	2	3	0	22
01:00	0	0	0	0	0	0	0	0	0	1	5	3	2	0	0	11
02:00	0	0	0	0	0	0	0	0	0	1	0	3	2	4	1	11
03:00	0	0	0	0	0	0	0	0	0	1	1	3	2	2	1	10
04:00	0	0	0	0	0	0	0	0	0	2	1	9	5	4	1	22
05:00	0	0	0	0	0	0	0	0	1	1	4	10	7	5	2	30
06:00	0	0	0	0	0	0	0	1	0	7	7	11	9	3	1	39
07:00	0	0	0	0	0	0	0	0	1	4	19	24	18	5	0	71
08:00	0	0	0	0	0	0	0	1	1	4	28	22	18	3	0	77
09:00	0	0	0	0	0	0	0	0	3	6	31	35	19	3	2	99
10:00	0	0	0	0	0	0	0	0	2	8	33	42	29	11	0	125
11:00	0	0	0	0	0	0	0	0	0	8	27	45	26	6	3	115
12 PM	0	0	0	0	0	0	0	0	1	4	50	87	26	4	0	172
13:00	0	0	0	0	0	0	0	0	0	8	28	59	25	9	5	134
14:00	0	0	0	0	0	0	0	0	0	13	26	57	33	10	3	142
15:00	0	0	0	0	0	0	0	0	2	9	29	41	34	11	3	129
16:00	0	0	0	0	0	0	0	0	1	4	38	57	32	7	4	143
17:00	0	0	0	0	0	0	0	1	3	8	31	67	19	6	0	135
18:00	0	0	0	0	0	0	0	0	5	10	22	34	24	3	6	104
19:00	0	0	0	0	0	0	0	0	8	22	32	29	15	2	0	108
20:00	0	0	0	0	0	0	0	0	3	5	30	26	12	0	0	76
21:00	0	0	0	0	0	0	0	0	0	0	4	16	11	1	0	32
22:00	0	0	0	0	0	0	0	0	0	1	8	9	1	3	0	22
23:00	0	0	0	0	0	0	0	2	0	3	1	3	3	2	0	14
Total	0	0	0	0	0	0	0	5	32	134	458	701	374	107	32	1843

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/10/1																
8	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4
03:00	0	0	0	0	0	0	0	1	0	0	2	3	3	0	0	9
04:00	0	0	0	0	0	0	0	0	1	6	8	18	4	5	1	43
05:00	0	0	0	0	0	0	0	0	0	9	32	29	16	8	1	95
06:00	0	0	0	0	0	0	0	0	2	12	50	45	18	3	0	130
07:00	0	0	0	0	0	0	0	2	5	21	84	104	26	5	0	247
08:00	0	0	0	0	0	0	0	0	6	6	53	64	21	7	2	159
09:00	0	0	0	0	0	0	0	1	3	11	29	60	12	2	1	119
10:00	0	0	0	0	0	0	0	0	4	5	44	63	23	5	1	145
11:00	0	0	0	0	0	0	0	0	3	18	44	65	25	4	1	160
12 PM	0	0	0	0	0	0	0	0	4	15	43	72	23	5	3	165
13:00	0	0	0	0	0	0	0	0	3	11	51	71	26	6	0	168
14:00	0	0	0	0	0	0	0	0	2	14	57	69	27	9	6	184
15:00	0	0	0	0	0	0	0	0	7	9	51	78	47	4	0	196
16:00	0	0	0	0	0	0	0	0	1	3	37	62	40	7	2	152
17:00	0	0	0	0	0	0	0	1	3	5	35	58	31	9	1	143
18:00	0	0	0	0	0	0	0	0	1	6	17	43	38	5	2	112
19:00	0	0	0	0	0	0	0	0	2	9	38	29	15	6	2	101
20:00	0	0	0	0	0	0	0	0	2	9	16	23	17	5	2	74
21:00	0	0	0	0	0	0	0	0	1	0	6	14	10	2	0	33
22:00	0	0	0	0	0	0	0	0	1	1	7	8	5	1	1	24
23:00	0	0	0	0	0	0	0	0	2	4	1	2	3	2	2	16
Total	0	0	0	0	0	0	0	5	53	175	712	992	431	100	28	2496

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/11/1																
8	0	0	0	0	0	0	0	0	0	1	4	4	2	1	0	12
01:00	0	0	0	0	0	0	0	0	0	0	2	5	1	1	0	9
02:00	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	2	8	3	1	0	14
04:00	0	0	0	0	0	0	0	0	1	3	7	13	12	4	1	41
05:00	0	0	0	0	0	0	0	0	1	5	23	41	26	18	4	118
06:00	0	0	0	0	0	0	0	0	2	16	36	44	41	18	3	160
07:00	0	0	0	0	0	0	0	1	7	18	52	105	71	8	0	262
08:00	0	0	0	0	0	0	0	0	2	6	54	64	31	7	2	166
09:00	0	0	0	0	0	0	0	0	1	5	28	74	31	16	3	158
10:00	0	0	0	0	0	0	0	0	0	6	46	60	38	6	0	156
11:00	0	0	0	0	0	0	0	0	0	15	40	81	28	7	2	173
12 PM	0	0	0	0	0	0	0	0	1	7	39	69	30	8	0	154
13:00	0	0	0	0	0	0	0	0	0	11	41	48	38	5	1	144
14:00	0	0	0	0	0	0	0	0	0	7	45	82	42	8	3	187
15:00	0	0	0	0	0	0	0	0	7	20	32	83	49	12	1	204
16:00	0	0	0	0	0	0	0	1	2	7	40	84	53	15	1	203
17:00	0	0	0	0	0	0	0	0	2	3	37	76	60	20	4	202
18:00	0	0	0	0	0	0	0	0	2	9	39	60	20	12	4	146
19:00	0	0	0	0	0	0	1	0	2	12	33	34	15	5	2	104
20:00	0	0	0	0	0	0	0	0	0	9	7	23	8	3	0	50
21:00	0	0	0	0	0	0	0	0	5	3	11	21	12	2	1	55
22:00	0	0	0	0	0	0	0	0	1	3	6	21	8	4	3	46
23:00	0	0	0	0	0	0	0	0	0	4	3	4	6	1	1	19
Total	0	0	0	0	0	0	1	2	36	170	627	1106	628	182	36	2788

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/12/1																
8	0	0	0	0	0	0	0	0	3	2	2	5	2	1	0	15
01:00	0	0	0	0	0	0	0	0	0	1	6	6	1	1	0	15
02:00	0	0	0	0	0	0	0	0	1	0	3	5	3	0	0	12
03:00	0	0	0	0	0	0	0	0	0	0	2	9	7	1	1	20
04:00	0	0	0	0	0	0	0	0	0	0	9	20	11	6	2	48
05:00	0	0	0	0	0	0	0	0	0	0	32	37	34	16	6	125
06:00	0	0	0	0	0	0	0	0	2	18	34	48	26	20	2	150
07:00	0	0	0	0	0	0	0	0	0	7	61	98	58	20	1	245
08:00	0	0	0	0	0	0	0	0	4	7	40	60	40	9	4	164
09:00	0	0	0	0	0	0	0	0	2	10	34	48	41	8	1	144
10:00	0	0	0	0	0	0	0	0	2	16	46	69	22	11	1	167
11:00	0	0	0	0	0	0	0	1	1	9	34	81	31	4	1	162
12 PM	0	0	0	0	0	0	0	0	0	12	38	63	32	6	0	151
13:00	0	0	0	0	0	0	0	0	3	14	56	73	28	10	4	188
14:00	0	0	0	0	0	0	0	1	6	10	52	91	34	9	1	204
15:00	0	0	0	0	0	0	0	1	6	25	58	76	42	8	0	216
16:00	0	0	0	0	0	0	0	0	0	7	61	101	58	10	1	238
17:00	0	0	0	0	0	0	0	0	0	1	46	81	45	14	3	190
18:00	0	0	0	0	0	0	0	0	0	12	36	63	44	12	3	170
19:00	0	0	0	0	0	0	0	0	0	7	33	62	17	8	2	129
20:00	0	0	0	0	0	0	0	0	1	4	16	26	14	6	1	68
21:00	0	0	0	0	0	0	0	0	0	1	4	12	9	6	0	32
22:00	0	0	0	0	0	0	0	0	0	3	9	13	6	3	1	35
23:00	0	0	0	0	0	0	0	0	1	0	12	15	7	1	1	37
Total	0	0	0	0	0	0	0	3	32	166	724	1162	612	190	36	2925

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/13/1																
8	0	0	0	0	0	0	0	0	1	0	5	5	2	0	0	13
01:00	0	0	0	0	0	0	0	0	1	1	1	4	0	2	1	10
02:00	0	0	0	0	0	0	0	0	0	0	5	4	5	0	0	14
03:00	0	0	0	0	0	0	0	0	0	0	3	9	3	2	0	17
04:00	0	0	0	0	0	0	0	0	0	2	6	14	13	8	1	44
05:00	0	0	0	0	0	0	0	0	1	5	27	32	32	9	4	110
06:00	0	0	0	0	0	0	0	0	2	3	30	50	38	15	4	142
07:00	0	0	0	0	0	0	2	0	2	26	57	93	48	12	1	241
08:00	0	0	0	0	0	0	0	0	0	18	48	61	36	9	0	172
09:00	0	0	0	1	0	0	0	0	0	13	46	53	24	4	3	144
10:00	0	0	0	1	0	0	3	0	3	15	52	54	30	1	0	159
11:00	0	0	0	0	0	0	0	1	1	12	53	59	40	2	2	170
12 PM	0	0	0	0	0	0	1	0	0	9	30	68	40	7	1	156
13:00	0	0	0	0	0	0	0	0	0	7	38	68	45	8	1	167
14:00	0	0	0	0	0	0	0	0	2	18	65	94	38	6	0	223
15:00	0	0	0	0	0	0	0	0	2	7	40	104	51	9	6	219
16:00	0	0	0	0	0	0	0	0	0	5	44	92	46	13	2	202
17:00	0	0	0	0	0	0	0	4	3	9	58	88	44	17	8	231
18:00	0	0	0	0	0	0	0	0	2	8	28	63	29	12	3	145
19:00	0	0	0	0	0	0	0	0	1	7	23	43	22	8	1	105
20:00	0	0	0	0	0	0	0	2	2	6	13	27	11	1	1	63
21:00	0	0	0	0	0	0	0	0	1	3	16	16	12	0	2	50
22:00	0	0	0	0	0	0	0	0	3	1	5	14	8	1	1	33
23:00	0	0	0	0	0	0	0	0	0	0	1	10	5	1	0	17
Total	0	0	0	2	0	0	6	7	27	175	694	1125	622	147	42	2847

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street:Route 6
Location: East of SR 2010
Weather: Varied
41.66836N -76.22015W

Site Code: 0US6BRADFORD
Station ID: 000000000000

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

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
09/14/1																
8	0	0	0	0	0	0	1	0	3	2	2	6	5	0	0	19
01:00	0	0	0	0	0	0	0	0	1	1	3	4	2	1	0	12
02:00	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	9
03:00	0	0	0	0	0	0	0	0	0	1	0	2	9	6	0	18
04:00	0	0	0	0	0	0	0	0	0	2	10	16	9	6	3	46
05:00	0	0	0	0	0	0	0	0	0	4	24	29	28	14	4	103
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	1	0	4	10	42	60	56	27	7	207
Grand Total	0	0	0	3	0	2	12	27	204	994	3773	5932	3123	841	203	15114

Stats

15th Percentile :	51 MPH
50th Percentile :	57 MPH
85th Percentile :	62 MPH
95th Percentile :	65 MPH
Mean Speed(Average) :	57 MPH
10 MPH Pace Speed :	51-60 MPH
Number in Pace :	9705
Percent in Pace :	64.2%
Number of Vehicles > 55 MPH :	10099
Percent of Vehicles > 55 MPH :	66.8%

APPENDIX C:

Traffic Signal Permit Plan

PLOTTED: 8/21/2009 7:41:26 AM

	Phase 1+6			Phase 2+6			Phase 8			FLASHING
	INTERVALS			INTERVALS			INTERVALS			
SIGNALS	1	2	3	4	5	6	7	8	9	
1,2,3	R	R	R	G	Y	R	R	R	R	Y
4	G/G	G/4	G	G	Y	R	R	R	R	Y
5,8	G	G	G	G	Y	R	R	R	R	Y
6,7	R	R	R	R	R	R	G	Y	R	R
FIXED		4.2	1.4		4.2	2.0		4.2	1.9	
MIN. GREEN	3			10			3			
SEC./ACT.				2						
MAX. INIT.				30						
PASSAGE	3			3			3			
TBR				30						
TTR				15						
MIN.-GAP				3						
MAX 1	10			35			20			
MEMORY	NON-LOCKING			MIN. RECALL			NON-LOCKING			

DETECTOR NOTES

1. DETECTION ZONE 1 CALLS AND EXTENDS PHASE 1
2. DETECTION ZONE 2 CALLS AND EXTENDS PHASE 2
3. DETECTION ZONE 6 CALLS AND EXTENDS PHASE 6
4. DETECTION ZONE 8 CALLS AND EXTENDS PHASE 8

PHASING DIAGRAM

(D) US 6

8" U C LET
CLEARVIEW 3W

06.2 -
07.2 - U
05.2 - S
06.0 -
05.2 - 6
06.2 -

36.0

(E) Wyalusing - New Albany Rd

8" U C LET
6" L C LET
CLEARVIEW 3W
REDUCED SPACING 5%

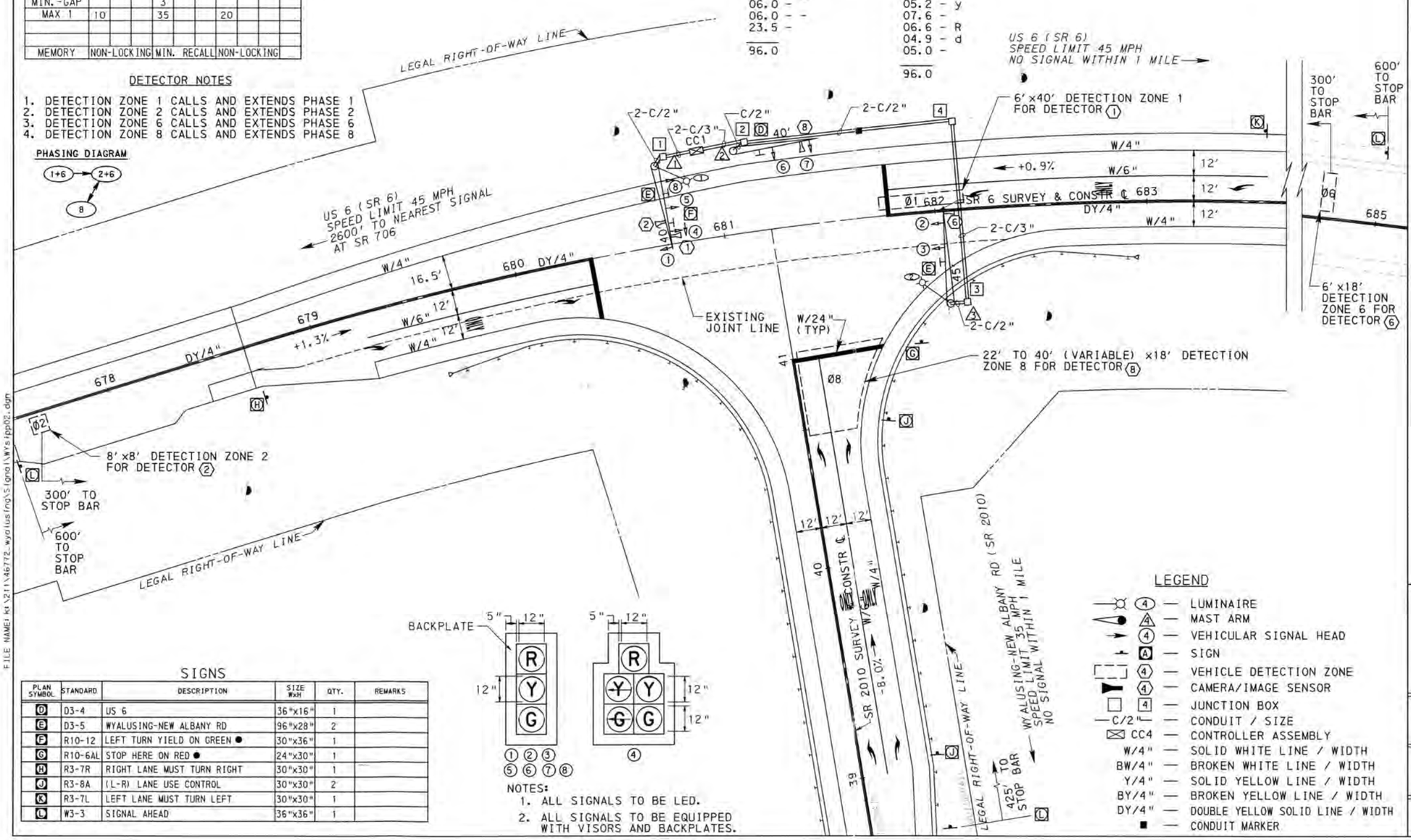
05.1 -
10.1 - W
06.6 - y
07.0 - a
03.8 - l
06.4 - u
06.1 - s
03.7 - i
06.7 - n
05.0 - g
06.0 -
06.0 - -
23.5 -

96.0

8" U C LET
6" L C LET
CLEARVIEW 3W
REDUCED SPACING 5%

05.1 -
07.5 - N
06.5 - e
08.1 - w
07.6 -
07.9 - A
03.9 - l
06.6 - b
07.1 - a
06.3 - n
05.2 - y
07.6 -
06.6 - R
04.9 - d
05.0 -

96.0



SIGNS

PLAN SYMBOL	STANDARD	DESCRIPTION	SIZE WxH	QTY.	REMARKS
D	D3-4	US 6	36"x16"	1	
E	D3-5	WYALUSING-NEW ALBANY RD	96"x28"	2	
F	R10-12	LEFT TURN YIELD ON GREEN ●	30"x36"	1	
G	R10-6AL	STOP HERE ON RED ●	24"x30"	1	
H	R3-7R	RIGHT LANE MUST TURN RIGHT	30"x30"	1	
J	R3-8A	(L-R) LANE USE CONTROL	30"x30"	2	
K	R3-7L	LEFT LANE MUST TURN LEFT	30"x30"	1	
L	W3-3	SIGNAL AHEAD	36"x36"	1	

NOTES:
1. ALL SIGNALS TO BE LED.
2. ALL SIGNALS TO BE EQUIPPED WITH VISORS AND BACKPLATES.

LEGEND

- (4) — LUMINAIRE
- (4) — MAST ARM
- (4) — VEHICULAR SIGNAL HEAD
- (A) — SIGN
- (4) — VEHICLE DETECTION ZONE
- (4) — CAMERA/IMAGE SENSOR
- [4] — JUNCTION BOX
- C/2 — CONDUIT / SIZE
- CC4 — CONTROLLER ASSEMBLY
- W/4" — SOLID WHITE LINE / WIDTH
- BW/4" — BROKEN WHITE LINE / WIDTH
- Y/4" — SOLID YELLOW LINE / WIDTH
- BY/4" — BROKEN YELLOW LINE / WIDTH
- DY/4" — DOUBLE YELLOW SOLID LINE / WIDTH
- ■ — CONDUIT MARKER

PERMIT NO. _____ SHEET 2 OF 2

DATE ISSUED: _____

DATE REVISED	REASON/COMMENTS

GENERAL NOTES

INSTALL, OPERATE AND MAINTAIN THIS TRAFFIC SIGNAL IN ACCORDANCE WITH ALL PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS, SPECIFICATIONS, AND STANDARD DRAWINGS.

NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

THE PERMITTEE INSTALLS AND MAINTAINS ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING WHICH ARE CONSIDERED PART OF THE PERMIT, UNLESS OTHERWISE INDICATED. THE DEPARTMENT MAINTAINS THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS.

INSTALL POST MOUNTED SIGNALS WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF THE SHOULDER. ALSO, INSTALL SUPPORT POLES FOR OVERHEAD SIGNALS WITH A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET.

INSTALL SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY WITH THE BOTTOMS NOT LESS THAN 15 FEET NOR MORE THAN 19 FEET ABOVE THE ROADWAY.

INSTALL POST MOUNTED SIGNAL HEADS WITH BOTTOMS NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE.

INSTALL SIGNAL HEADS WITH A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN THE HEADS AS MEASURED AT RIGHT ANGLES TO THE APPROACH.

IN ADDITION TO THIS SIGNAL PERMIT, THE PERMITTEE MUST OBTAIN A HIGHWAY OCCUPANCY PERMIT PRIOR TO ANY OPENINGS BEING MADE IN OR UNDER ANY PORTION OF A STATE HIGHWAY.

THREE WORKING DAYS PRIOR TO EXCAVATION THE PERMITTEE MUST CONTACT THE ONE-CALL SYSTEM INC., PHONE 1-800-242-1776.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

COUNTY : BRADFORD

MUNICIPALITY : WYALUSING TOWNSHIP

INTERSECTION : SR 6,
SR 2010 (WYALUSING-NEW ALBANY ROAD)

REVIEWED :

MUNICIPAL OFFICIAL DATE

RECOMMENDED :

DISTRICT TRAFFIC ENGINEER DATE

SCALE : 0' 25' 50' 75'

FILE NAME: K:\211\46772_wyalusing\Signal\WYsigpp02.dgn

APPENDIX D:

Existing Sight Distance Measurements and Photographs

West Process Road

M-950S
(03-04)
PENNDOT

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

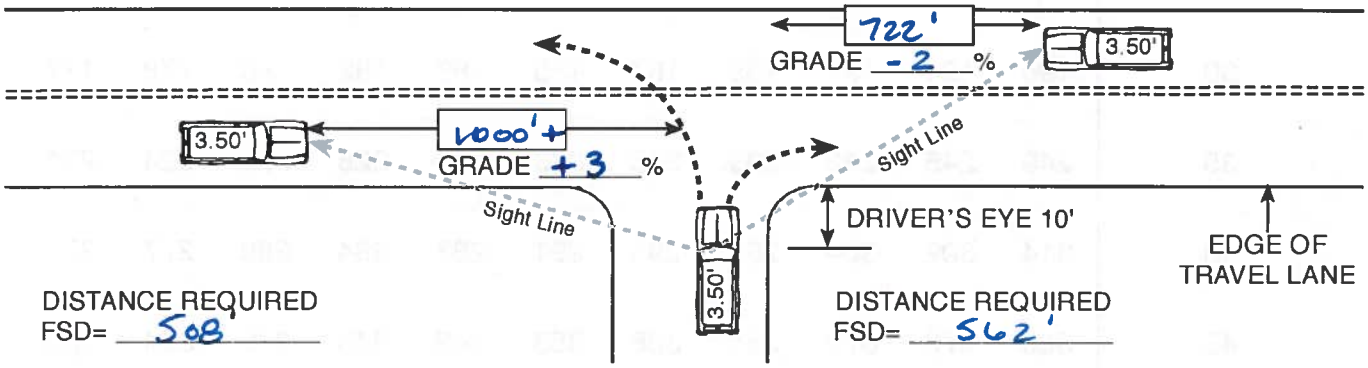
APPLICANT New Fortress Energy - Wellsville Site APPLICATION NO. _____

S.R. 6 SEG. 1020 OFFSET 0838 LEGAL SPEED LIMIT 55 MPH

MEASURED BY RMK & CTL DATE 10/2/18

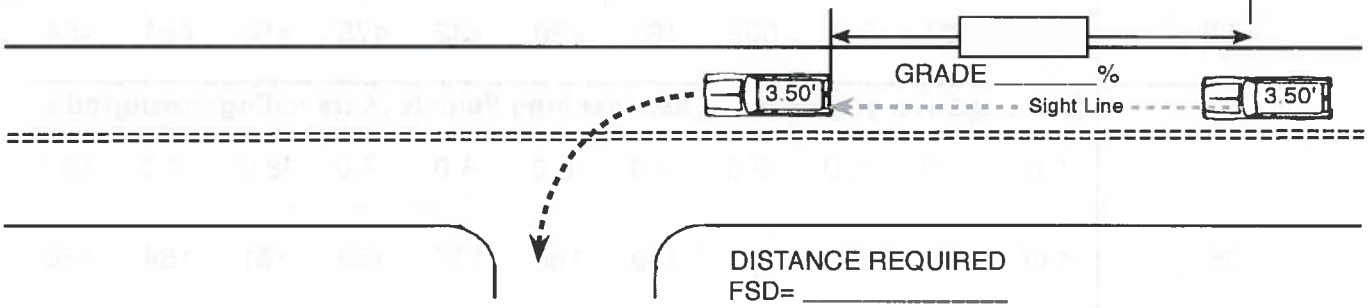
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed _____

A



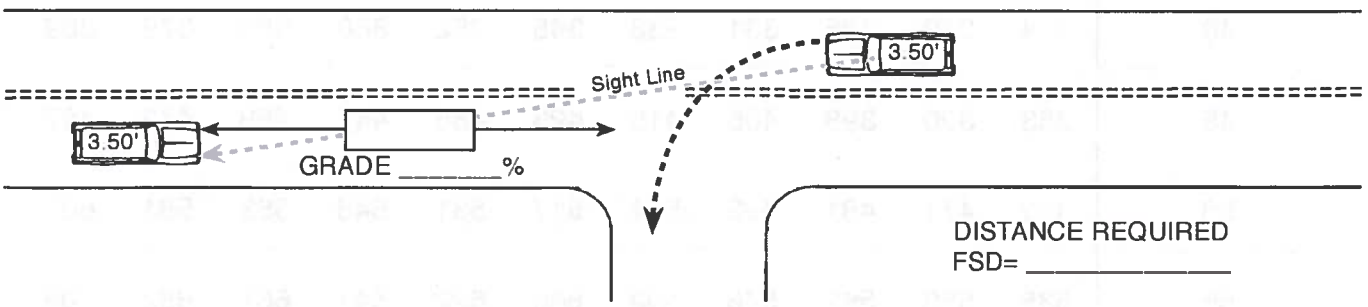
THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.

B



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.

C



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

Sight distance looking left from the proposed Site Drive A (West Access).

Sight distance looking right from the proposed Site Drive A (West Access).

East Process Road

M-950S
(03-04)
PENNDOT

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

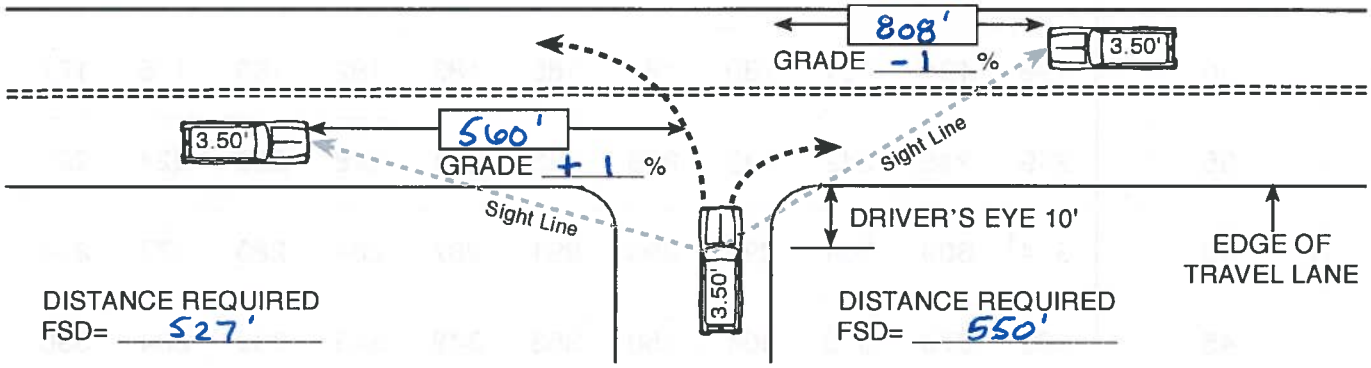
APPLICANT New Fortress Energy - Wyalusing Site APPLICATION NO. _____

S.R. 6 SEG. 1020 OFFSET 1434 LEGAL SPEED LIMIT 55 MPH

MEASURED BY RMK & CTU DATE 10/2/18

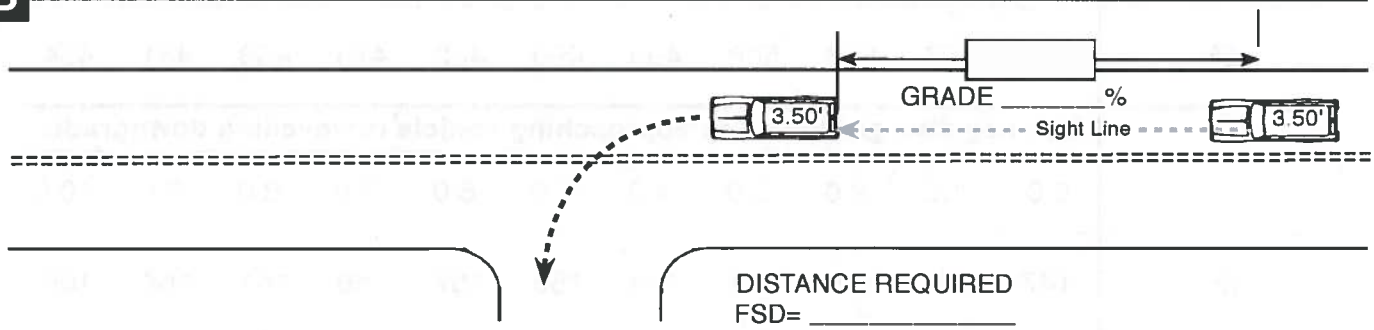
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed _____

A



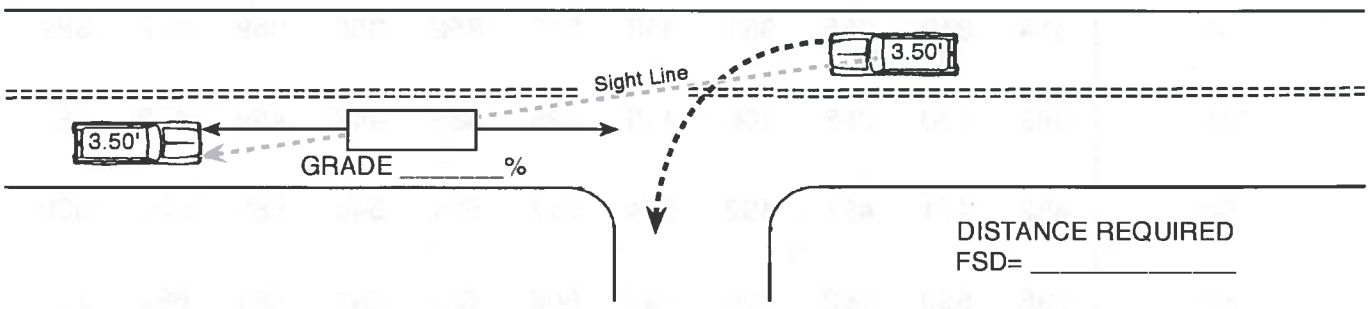
THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.

B



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.

C



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

Sight distance looking left from the proposed Site Drive A (East Access).

Sight distance looking right from the proposed Site Drive A (East Access).

Admin Road

M-950S
(03-04)
PENNDOT

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

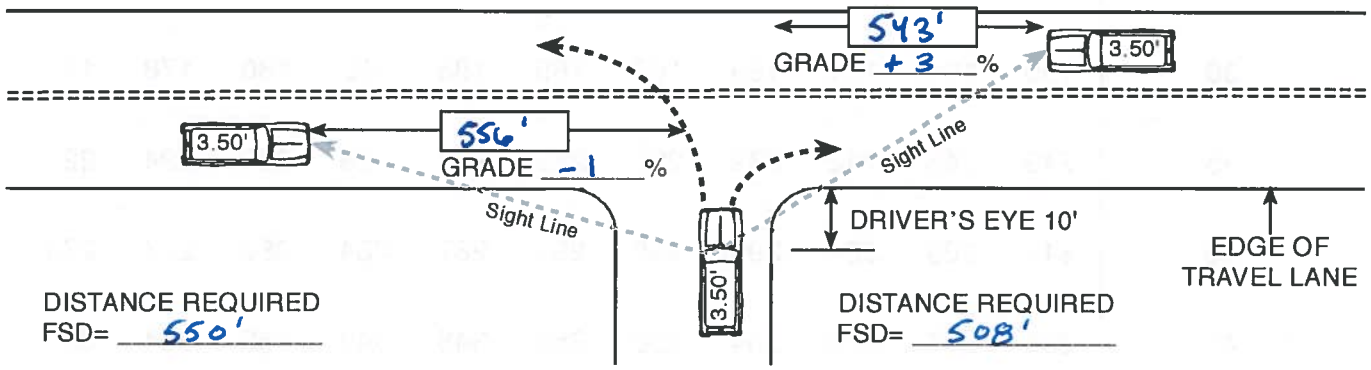
APPLICANT New Fortress Energy - Wyalusing Site APPLICATION NO. _____

S.R. 6 SEG. 1030 OFFSET 0849 LEGAL SPEED LIMIT 55 MPH

MEASURED BY RMK & CTU DATE 10/2/18

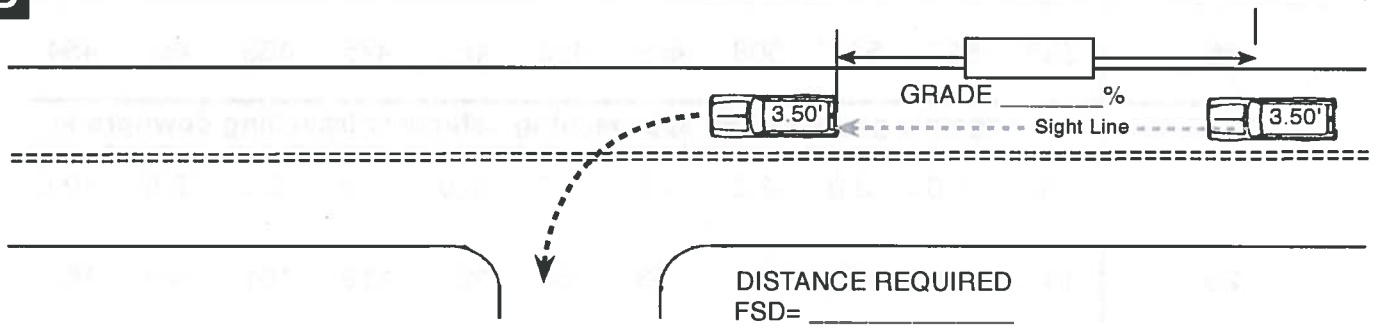
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed _____

A



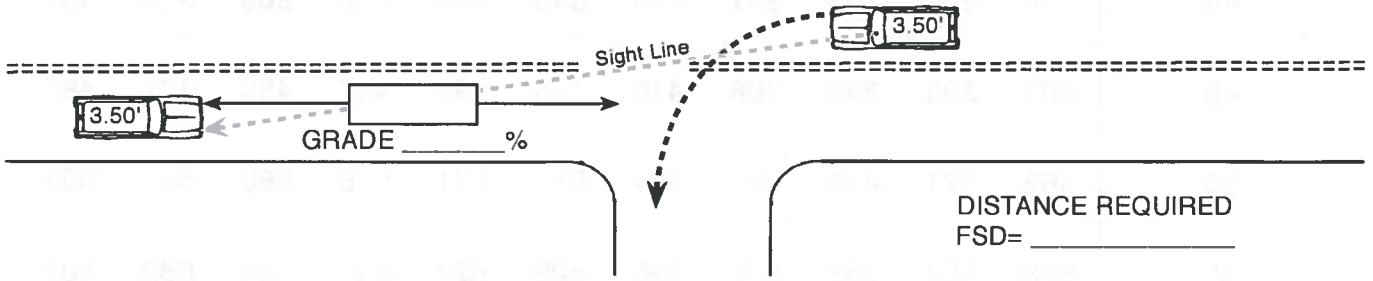
THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.

B

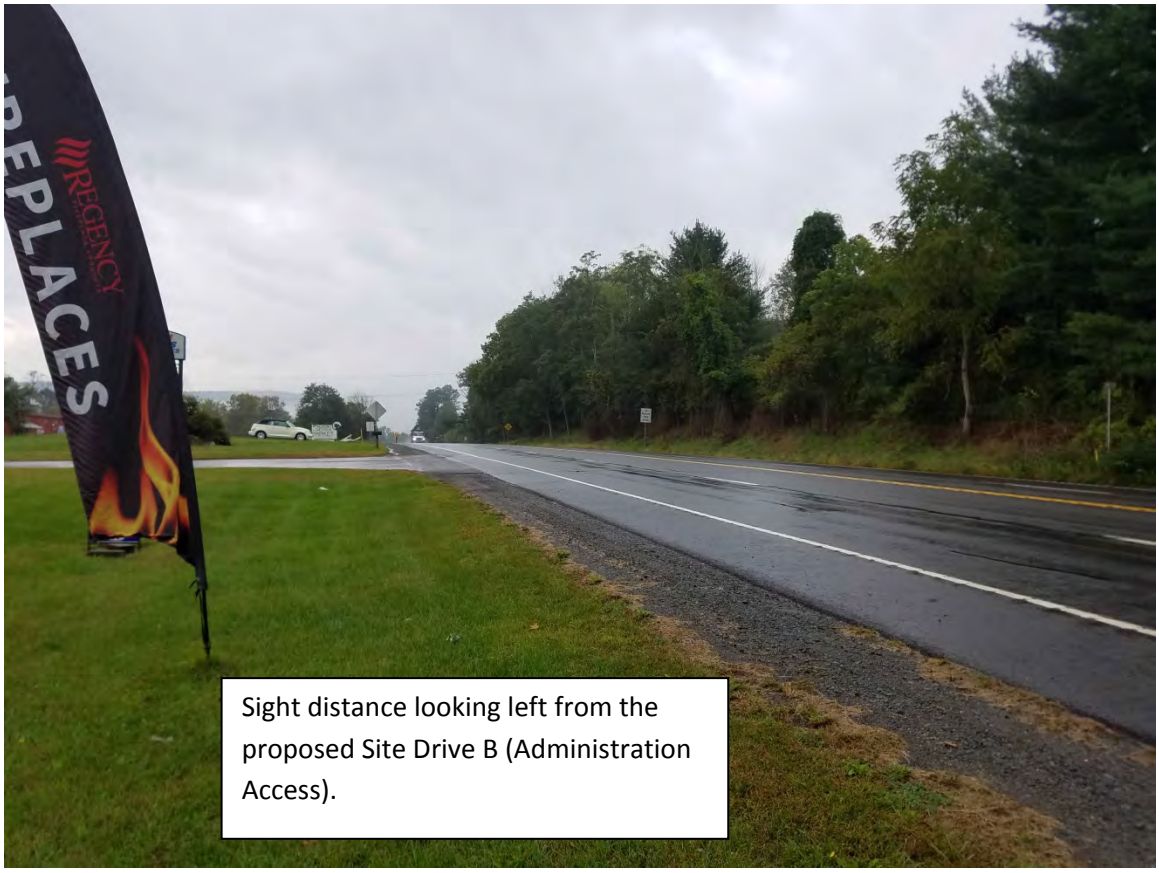


THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.

C



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.



Sight distance looking left from the proposed Site Drive B (Administration Access).

Sight distance looking right from the proposed Site Drive B (Administration Access).

APPENDIX E:
LOS Criteria

Level-of-Service (LOS) Criteria

Signalized Intersections	
LOS	Delay per Vehicle (seconds)
A	Less than 10
B	Between 10 and 20
C	Between 20 and 35
D	Between 35 and 55
E	Between 55 and 80
F	Greater than 80
Unsignalized Intersections / Roundabouts	
LOS	Delay per Vehicle (seconds)
A	Less than 10
B	Between 10 and 15
C	Between 15 and 25
D	Between 25 and 35
E	Between 35 and 50
F	Greater than 50

APPENDIX F:

Existing Year 2018 HCM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	176	163	156	221	181	130
Future Volume (veh/h)	176	163	156	221	181	130
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1585	1643	1690	1531	1766	1586
Adj Flow Rate, veh/h	212	196	188	266	218	157
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	13	9	6	17	6	18
Cap, veh/h	440	387	554	809	360	288
Arrive On Green	0.28	0.28	0.14	0.53	0.21	0.21
Sat Flow, veh/h	1585	1397	1609	1531	1682	1348
Grp Volume(v), veh/h	212	196	188	266	218	157
Grp Sat Flow(s),veh/h/ln	1585	1397	1609	1531	1682	1348
Q Serve(g_s), s	4.5	4.7	2.8	4.0	4.7	4.1
Cycle Q Clear(g_c), s	4.5	4.7	2.8	4.0	4.7	4.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	440	387	554	809	360	288
V/C Ratio(X)	0.48	0.51	0.34	0.33	0.61	0.54
Avail Cap(c_a), veh/h	1426	1257	777	1974	883	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.2	7.2	5.4	14.2	14.0
Incr Delay (d2), s/veh	0.8	1.0	0.4	0.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	1.3	1.7	2.3	1.7
LnGrp Delay(d),s/veh	12.9	13.2	7.5	5.6	15.9	15.6
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	408			454	375	
Approach Delay, s/veh	13.0			6.4	15.7	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.1	16.3				26.4		13.7
Change Period (Y+Rc), s	* 5.6	6.2				6.2		6.1
Max Green Setting (Gmax), s	* 10	35.0				50.6		20.0
Max Q Clear Time (g_c+I1), s	4.8	6.7				6.0		6.7
Green Ext Time (p_c), s	0.2	3.4				4.5		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	265	266	99	218	174	69
Future Volume (veh/h)	265	266	99	218	174	69
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1658	1756	1674	1690	1835	1817
Adj Flow Rate, veh/h	294	296	110	242	193	77
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	2	7	6	2	3
Cap, veh/h	590	531	491	945	322	284
Arrive On Green	0.36	0.36	0.09	0.56	0.18	0.18
Sat Flow, veh/h	1658	1492	1594	1690	1748	1545
Grp Volume(v), veh/h	294	296	110	242	193	77
Grp Sat Flow(s),veh/h/ln	1658	1492	1594	1690	1748	1545
Q Serve(g_s), s	5.6	6.4	1.5	3.0	4.1	1.7
Cycle Q Clear(g_c), s	5.6	6.4	1.5	3.0	4.1	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	590	531	491	945	322	284
V/C Ratio(X)	0.50	0.56	0.22	0.26	0.60	0.27
Avail Cap(c_a), veh/h	1486	1337	785	2170	914	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	10.4	6.3	4.5	15.0	14.1
Incr Delay (d2), s/veh	0.7	0.9	0.2	0.1	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.8	0.7	1.4	2.1	0.8
LnGrp Delay(d),s/veh	10.8	11.3	6.6	4.7	16.8	14.6
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	590			352	270	
Approach Delay, s/veh	11.0			5.3	16.2	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.2	19.5				27.7		12.5
Change Period (Y+Rc), s	* 5.6	6.2				6.2		6.1
Max Green Setting (Gmax), s	* 10	35.0				50.6		20.0
Max Q Clear Time (g_c+I1), s	3.5	8.4				5.0		6.1
Green Ext Time (p_c), s	0.1	4.9				4.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Notes

APPENDIX G:

Existing Year 2018 Queuing

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1002	1067	1058	1002	934	1013
Vehs Exited	998	1065	1070	1004	927	1012
Starting Vehs	14	17	21	23	15	17
Ending Vehs	18	19	9	21	22	16
Travel Distance (mi)	477	504	500	472	440	479
Travel Time (hr)	18.6	19.9	19.5	18.4	16.9	18.6
Total Delay (hr)	3.7	4.0	3.9	3.6	3.1	3.7
Total Stops	585	621	589	554	485	566
Fuel Used (gal)	16.1	17.1	16.9	15.8	14.6	16.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Run Number	1	2	3	4	5	Avg
Vehs Entered	1002	1067	1058	1002	934	1013
Vehs Exited	998	1065	1070	1004	927	1012
Starting Vehs	14	17	21	23	15	17
Ending Vehs	18	19	9	21	22	16
Travel Distance (mi)	477	504	500	472	440	479
Travel Time (hr)	18.6	19.9	19.5	18.4	16.9	18.6
Total Delay (hr)	3.7	4.0	3.9	3.6	3.1	3.7
Total Stops	585	621	589	554	485	566
Fuel Used (gal)	16.1	17.1	16.9	15.8	14.6	16.1

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	143	81	123	119	158	106
Average Queue (ft)	59	36	54	46	75	46
95th Queue (ft)	117	64	94	97	134	87
Link Distance (ft)	903			1656	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	1	0				

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1084	1149	1125	1085	986	1086
Vehs Exited	1079	1149	1135	1097	982	1089
Starting Vehs	13	20	18	28	15	19
Ending Vehs	18	20	8	16	19	17
Travel Distance (mi)	500	527	517	499	452	499
Travel Time (hr)	19.3	21.2	20.1	19.1	17.1	19.4
Total Delay (hr)	3.7	4.6	4.0	3.6	3.1	3.8
Total Stops	505	621	544	520	429	523
Fuel Used (gal)	16.6	17.7	17.1	16.3	14.8	16.5

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Run Number	1	2	3	4	5	Avg
Vehs Entered	1084	1149	1125	1085	986	1086
Vehs Exited	1079	1149	1135	1097	982	1089
Starting Vehs	13	20	18	28	15	19
Ending Vehs	18	20	8	16	19	17
Travel Distance (mi)	500	527	517	499	452	499
Travel Time (hr)	19.3	21.2	20.1	19.1	17.1	19.4
Total Delay (hr)	3.7	4.6	4.0	3.6	3.1	3.8
Total Stops	505	621	544	520	429	523
Fuel Used (gal)	16.6	17.7	17.1	16.3	14.8	16.5

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	146	90	90	99	161	61
Average Queue (ft)	62	41	40	36	75	26
95th Queue (ft)	123	74	75	76	132	51
Link Distance (ft)	903			1656	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1				0	
Queuing Penalty (veh)	3				0	

Network Summary

Network wide Queuing Penalty: 3

APPENDIX H:

Opening Year 2021 Without Development Condition
Traffic Volume Calculations

Existing Year: 2018

Growth Rate for Bradford County: 0.51%

Opening Year: 2021

Future Year Traffic Development

Intersection		SR 0006 with SR 2010			
Peak Hour		AM Peak Hour		PM Peak Hour	
Direction	Approach / Movement	Existing Year 2018	Opening Year 2021	Existing Year 2018	Opening Year 2021
SR 0006		East/West Roadway			
Eastbound	Through	176	179	265	269
	Right Turn	163	166	266	270
Westbound	Through	221	224	218	221
	Left Turn	156	158	99	101
SR 2010		North/South Roadway			
Northbound	Left Turn	181	184	174	177
	Right Turn	130	132	69	70

APPENDIX I:

Opening Year 2021 Without Development Condition HCM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	179	166	158	224	184	132
Future Volume (veh/h)	179	166	158	224	184	132
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1585	1643	1690	1531	1766	1586
Adj Flow Rate, veh/h	216	200	190	270	222	159
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	13	9	6	17	6	18
Cap, veh/h	443	391	552	811	362	291
Arrive On Green	0.28	0.28	0.14	0.53	0.22	0.22
Sat Flow, veh/h	1585	1397	1609	1531	1682	1348
Grp Volume(v), veh/h	216	200	190	270	222	159
Grp Sat Flow(s),veh/h/ln	1585	1397	1609	1531	1682	1348
Q Serve(g_s), s	4.6	4.9	2.9	4.1	4.8	4.2
Cycle Q Clear(g_c), s	4.6	4.9	2.9	4.1	4.8	4.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	443	391	552	811	362	291
V/C Ratio(X)	0.49	0.51	0.34	0.33	0.61	0.55
Avail Cap(c_a), veh/h	1409	1242	769	1951	872	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.3	7.2	5.4	14.4	14.1
Incr Delay (d2), s/veh	0.8	1.0	0.4	0.2	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.9	1.3	1.7	2.4	1.7
LnGrp Delay(d),s/veh	13.0	13.3	7.6	5.7	16.0	15.7
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	416			460	381	
Approach Delay, s/veh	13.1			6.5	15.9	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.1	16.5				26.7		13.8
Change Period (Y+Rc), s	* 5.6	6.2				6.2		6.1
Max Green Setting (Gmax), s	* 10	35.0				50.6		20.0
Max Q Clear Time (g_c+I1), s	4.9	6.9				6.1		6.8
Green Ext Time (p_c), s	0.3	3.4				4.5		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	269	270	101	221	177	70
Future Volume (veh/h)	269	270	101	221	177	70
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1658	1756	1674	1690	1835	1817
Adj Flow Rate, veh/h	299	300	112	246	197	78
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	2	7	6	2	3
Cap, veh/h	594	534	488	947	325	287
Arrive On Green	0.36	0.36	0.09	0.56	0.19	0.19
Sat Flow, veh/h	1658	1492	1594	1690	1748	1545
Grp Volume(v), veh/h	299	300	112	246	197	78
Grp Sat Flow(s),veh/h/ln	1658	1492	1594	1690	1748	1545
Q Serve(g_s), s	5.7	6.6	1.5	3.0	4.2	1.8
Cycle Q Clear(g_c), s	5.7	6.6	1.5	3.0	4.2	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	594	534	488	947	325	287
V/C Ratio(X)	0.50	0.56	0.23	0.26	0.61	0.27
Avail Cap(c_a), veh/h	1468	1321	776	2143	902	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	10.5	6.4	4.6	15.2	14.2
Incr Delay (d2), s/veh	0.7	0.9	0.2	0.1	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.8	0.7	1.4	2.2	0.8
LnGrp Delay(d),s/veh	10.9	11.4	6.6	4.7	17.0	14.7
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	599			358	275	
Approach Delay, s/veh	11.2			5.3	16.3	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.2	19.8				28.0		12.7
Change Period (Y+Rc), s	* 5.6	6.2				6.2		6.1
Max Green Setting (Gmax), s	* 10	35.0				50.6		20.0
Max Q Clear Time (g_c+I1), s	3.5	8.6				5.0		6.2
Green Ext Time (p_c), s	0.1	5.0				4.1		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Notes

APPENDIX J:

Opening Year 2021 Without Development Condition Queuing

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1020	1077	1067	1023	954	1028
Vehs Exited	1017	1074	1077	1026	947	1028
Starting Vehs	16	17	19	24	15	18
Ending Vehs	19	20	9	21	22	18
Travel Distance (mi)	485	509	504	483	449	486
Travel Time (hr)	18.9	20.0	19.6	18.8	17.2	18.9
Total Delay (hr)	3.7	4.0	3.9	3.7	3.2	3.7
Total Stops	587	622	597	566	503	575
Fuel Used (gal)	16.3	17.2	16.9	16.1	14.9	16.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Run Number	1	2	3	4	5	Avg
Vehs Entered	1020	1077	1067	1023	954	1028
Vehs Exited	1017	1074	1077	1026	947	1028
Starting Vehs	16	17	19	24	15	18
Ending Vehs	19	20	9	21	22	18
Travel Distance (mi)	485	509	504	483	449	486
Travel Time (hr)	18.9	20.0	19.6	18.8	17.2	18.9
Total Delay (hr)	3.7	4.0	3.9	3.7	3.2	3.7
Total Stops	587	622	597	566	503	575
Fuel Used (gal)	16.3	17.2	16.9	16.1	14.9	16.3

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	152	84	117	117	164	94
Average Queue (ft)	60	37	53	44	77	45
95th Queue (ft)	118	65	90	93	139	83
Link Distance (ft)	903			1656	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1	0			0	
Queuing Penalty (veh)	2	0			0	

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1099	1170	1142	1099	1005	1103
Vehs Exited	1096	1170	1151	1111	1002	1106
Starting Vehs	14	20	18	28	15	19
Ending Vehs	17	20	9	16	18	17
Travel Distance (mi)	508	536	524	506	461	507
Travel Time (hr)	19.6	21.6	20.4	19.4	17.6	19.7
Total Delay (hr)	3.7	4.7	4.1	3.7	3.2	3.9
Total Stops	526	625	558	533	452	539
Fuel Used (gal)	16.8	18.1	17.4	16.5	15.2	16.8

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Run Number	1	2	3	4	5	Avg
Vehs Entered	1099	1170	1142	1099	1005	1103
Vehs Exited	1096	1170	1151	1111	1002	1106
Starting Vehs	14	20	18	28	15	19
Ending Vehs	17	20	9	16	18	17
Travel Distance (mi)	508	536	524	506	461	507
Travel Time (hr)	19.6	21.6	20.4	19.4	17.6	19.7
Total Delay (hr)	3.7	4.7	4.1	3.7	3.2	3.9
Total Stops	526	625	558	533	452	539
Fuel Used (gal)	16.8	18.1	17.4	16.5	15.2	16.8

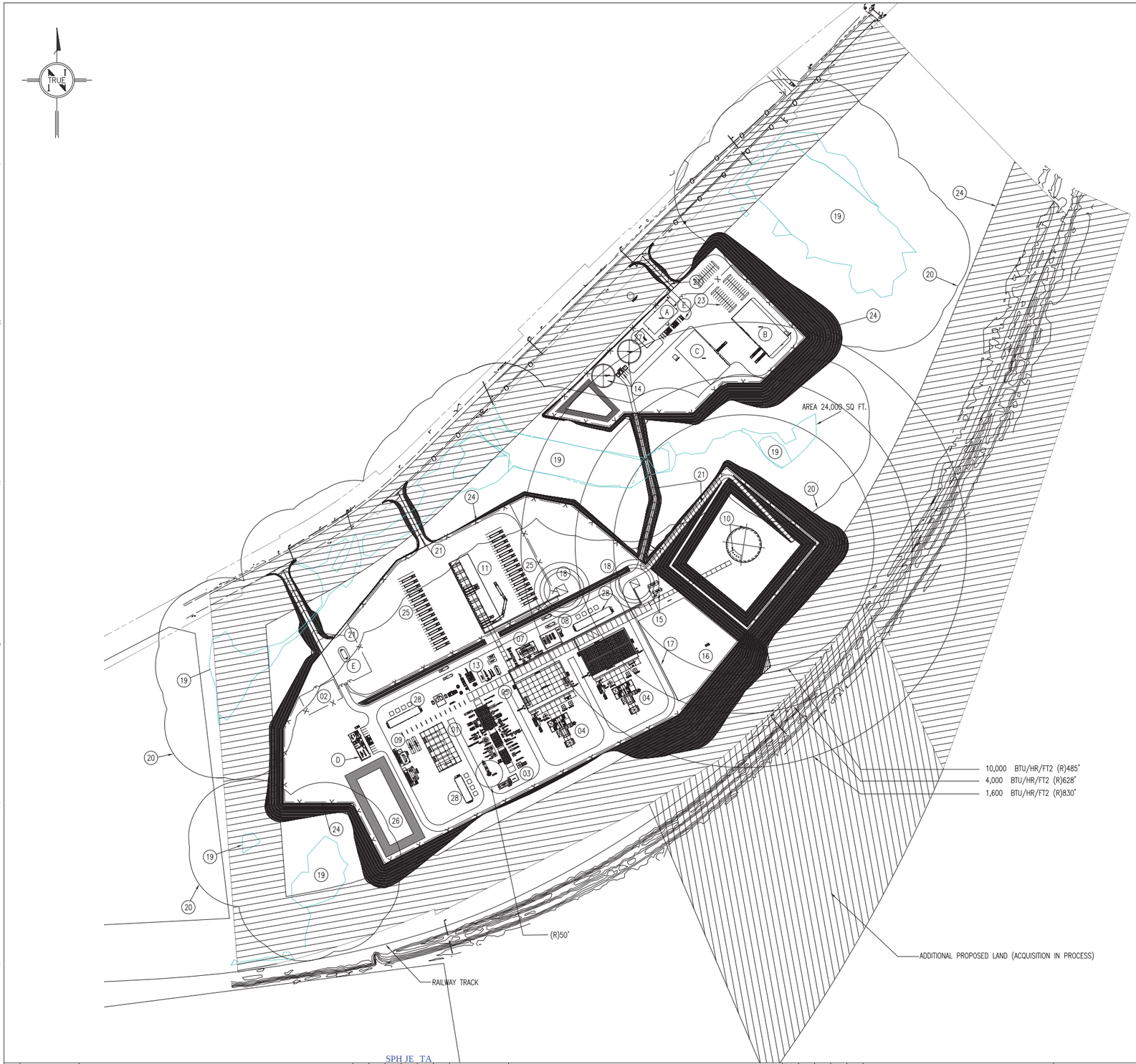
Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	149	94	90	94	161	63
Average Queue (ft)	64	42	40	35	77	25
95th Queue (ft)	126	74	74	76	134	52
Link Distance (ft)	903			1656	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1				0	
Queuing Penalty (veh)	4				0	

Network Summary

Network wide Queuing Penalty: 4

APPENDIX K:
Site Plan



ITEM	FACILITY LEGEND
01	GAS ENGINES (THREE NUMBER)
02	PIPELINE METERING
03	GAS TREATING
04	LIQUEFACTION
05	PIPERACK
06	DELETED
07	BOG COMPRESSION AREA
08	REFIGERANT MAKE-UP
09	EMERGENCY BACKUP GENERATOR
10	LNG STORAGE / PUMPS
11	LNG TRUCK/TANKER LOADING (18 LOADING STATIONS)
12	DELETED
13	UTILITIES
14	FIREWATER STORAGE/PUMPS
15	FLARE KO DRUMS
16	MULTI-POINT GROUND FLARE
17	FLARE EXCLUSION FENCE
18	HYDROCARBON IMPOUND BASIN
19	WETLANDS
20	WETLAND SET BACK
21	ROADS
22	DELETED
23	PARKING
24	SECURITY FENCE
25	TANKER STAGING
26	POND
27	SANITARY WATER PACKAGE
28	POWERHOUSE/TRANSFORMERS

ITEM	OCCUPIED BUILDING LEGEND
A	ADMIN BUILDING
B	WAREHOUSE
C	WORKSHOP
D	CONTROL BUILDING
E	GUARD HOUSE

200' 100' 0 300' 600'

1"=200'

CONFIDENTIAL

NOT TO BE USED FOR CONSTRUCTION

THE DISTRIBUTION AND USE OF THE NATIVE FORMAT CAD FILE OF THIS DRAWING IS UNCONTROLLED. THE USER SHALL VERIFY TRACEABILITY OF THIS DRAWING TO THE LATEST CONTROLLED VERSION.

ACAD 18.2s (LMS Tech)
D1 1=1
10:37:09
GIL62871
A1ASL028
10/23/14

SPH JE TA

NO	DATE	REVISIONS AND RECORD OF ISSUE	DRN	DES	CHK	PDE	APP
H	03OCT2018	ISSUED FOR CLIENT REVIEW	RVN	RM	SPH	JE	TA
G	20SEP2018	ISSUED FOR REVIEW	RVN	RM	–	JE	BAB
F	17AUG2018	ISSUED FOR REVIEW	RVN	RM	–	JE	BAB
E	02AUG2018	ISSUED FOR REVIEW	RVN	RM	–	JE	BAB
D	20JUL2018	ISSUED FOR REVIEW	RVN	RM	–	JE	BAB
C	19JUL2018	ISSUED FOR REVIEW	RVN	RM	–	JE	BAB
B	17JUL2018	ISSUED FOR REVIEW	RVN	RM	–	JE	BAB
A	25JUN2018	ISSUED FOR REVIEW	RGG	RGG	–	JE	BAB

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF

SIGNED

DATE REG NO.

BLACK & VEATCH

ENGINEER	JE	DRAWN	RGG
CHECKED	–	DATE	17AUG2018

NEW FORTRESS ENGERGY

LIBERTY LOGISTICS CENTER LNG FACILITY
SITE LAYOUT – 3mmtpa – FULL CONTAINMENT TANK

PROJECT	DRAWING NUMBER	REV
905703-3155-G2000		H
CODE		
AREA		

APPENDIX L:

Opening Year 2021 With Development Condition HCM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	188	166	164	231	184	141
Future Volume (veh/h)	188	166	164	231	184	141
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1585	1643	1690	1531	1766	1586
Adj Flow Rate, veh/h	227	200	198	278	222	170
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	13	9	6	17	6	18
Cap, veh/h	446	393	549	817	362	291
Arrive On Green	0.28	0.28	0.14	0.53	0.22	0.22
Sat Flow, veh/h	1585	1397	1609	1531	1682	1348
Grp Volume(v), veh/h	227	200	198	278	222	170
Grp Sat Flow(s),veh/h/ln	1585	1397	1609	1531	1682	1348
Q Serve(g_s), s	4.9	4.9	3.1	4.2	4.9	4.6
Cycle Q Clear(g_c), s	4.9	4.9	3.1	4.2	4.9	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	446	393	549	817	362	291
V/C Ratio(X)	0.51	0.51	0.36	0.34	0.61	0.59
Avail Cap(c_a), veh/h	1390	1225	754	1924	860	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	12.4	7.3	5.5	14.6	14.5
Incr Delay (d2), s/veh	0.9	1.0	0.4	0.2	1.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	1.4	1.8	2.5	1.9
LnGrp Delay(d),s/veh	13.3	13.4	7.7	5.7	16.2	16.3
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	427			476	392	
Approach Delay, s/veh	13.3			6.5	16.3	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.4	16.8				27.1		13.9
Change Period (Y+Rc), s	* 5.6	6.2				6.2		6.1
Max Green Setting (Gmax), s	* 10	35.0				50.6		20.0
Max Q Clear Time (g_c+I1), s	5.1	6.9				6.2		6.9
Green Ext Time (p_c), s	0.3	3.6				4.7		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	278	270	111	231	177	74
Future Volume (veh/h)	278	270	111	231	177	74
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1658	1756	1674	1690	1835	1817
Adj Flow Rate, veh/h	309	300	123	257	197	82
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	2	7	6	2	3
Cap, veh/h	595	535	488	955	325	287
Arrive On Green	0.36	0.36	0.10	0.57	0.19	0.19
Sat Flow, veh/h	1658	1492	1594	1690	1748	1545
Grp Volume(v), veh/h	309	300	123	257	197	82
Grp Sat Flow(s),veh/h/ln	1658	1492	1594	1690	1748	1545
Q Serve(g_s), s	6.1	6.7	1.7	3.2	4.3	1.9
Cycle Q Clear(g_c), s	6.1	6.7	1.7	3.2	4.3	1.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	595	535	488	955	325	287
V/C Ratio(X)	0.52	0.56	0.25	0.27	0.61	0.29
Avail Cap(c_a), veh/h	1445	1300	761	2110	888	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.6	6.5	4.6	15.4	14.5
Incr Delay (d2), s/veh	0.7	0.9	0.3	0.1	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.9	0.8	1.5	2.2	0.8
LnGrp Delay(d),s/veh	11.2	11.6	6.8	4.8	17.3	15.0
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	609			380	279	
Approach Delay, s/veh	11.4			5.4	16.6	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.5	20.0				28.6		12.8
Change Period (Y+Rc), s	* 5.6	6.2				6.2		6.1
Max Green Setting (Gmax), s	* 10	35.0				50.6		20.0
Max Q Clear Time (g_c+I1), s	3.7	8.7				5.2		6.3
Green Ext Time (p_c), s	0.2	5.2				4.3		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	329	0	20	395	0	20
Future Vol, veh/h	329	0	20	395	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	800	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	15	0	100	13	0	100
Mvmt Flow	366	0	22	439	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	366	0	849	183
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	5.6	-	6.6	8.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.15	-	3.5	4.25
Pot Cap-1 Maneuver	-	-	756	-	319	615
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	756	-	307	615
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0.5	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	615	-	-	756	-
HCM Lane V/C Ratio	0.036	-	-	0.029	-
HCM Control Delay (s)	11.1	-	-	9.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	352	0	20	342	0	20
Future Vol, veh/h	352	0	20	342	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	800	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	0	100	6	0	100
Mvmt Flow	391	0	22	380	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	815	196
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	-	-	5.6	-	6.6	8.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.15	-	3.5	4.25
Pot Cap-1 Maneuver	-	-	735	-	334	601
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	735	-	321	601
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0.6	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	601	-	-	735	-
HCM Lane V/C Ratio	0.037	-	-	0.03	-
HCM Control Delay (s)	11.2	-	-	10.1	0
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	5	331	18	11	402
Future Vol, veh/h	13	5	331	18	11	402
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	-	-1	-	-	3
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	18	2	2	17
Mvmt Flow	14	6	368	20	12	447

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	626	194	0	0	388	0
Stage 1	378	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	416	815	-	-	1167	-
Stage 1	663	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	410	815	-	-	1167	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	476	1167	-
HCM Lane V/C Ratio	-	-	0.042	0.01	-
HCM Control Delay (s)	-	-	12.9	8.1	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	9	359	13	5	342
Future Vol, veh/h	20	9	359	13	5	342
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	-	-1	-	-	3
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	22	10	399	14	6	380

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	207	0	0	413	0
Stage 1	406	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	427	799	-	-	1142	-
Stage 1	641	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	424	799	-	-	1142	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	496	1142	-
HCM Lane V/C Ratio	-	-	0.065	0.005	-
HCM Control Delay (s)	-	-	12.8	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

APPENDIX M:

Opening Year 2021 With Development Condition Queuing

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1154	1178	1092	1145	1094	1132
Vehs Exited	1151	1171	1107	1140	1096	1132
Starting Vehs	63	57	67	58	51	57
Ending Vehs	66	64	52	63	49	58
Travel Distance (mi)	1704	1770	1638	1700	1645	1692
Travel Time (hr)	58.7	60.7	55.9	58.8	56.4	58.1
Total Delay (hr)	7.1	7.1	6.4	6.9	6.4	6.8
Total Stops	668	640	605	630	588	625
Fuel Used (gal)	56.3	57.5	53.4	55.3	54.1	55.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Run Number	1	2	3	4	5	Avg
Vehs Entered	1154	1178	1092	1145	1094	1132
Vehs Exited	1151	1171	1107	1140	1096	1132
Starting Vehs	63	57	67	58	51	57
Ending Vehs	66	64	52	63	49	58
Travel Distance (mi)	1704	1770	1638	1700	1645	1692
Travel Time (hr)	58.7	60.7	55.9	58.8	56.4	58.1
Total Delay (hr)	7.1	7.1	6.4	6.9	6.4	6.8
Total Stops	668	640	605	630	588	625
Fuel Used (gal)	56.3	57.5	53.4	55.3	54.1	55.3

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	126	69	132	138	181	104
Average Queue (ft)	54	34	62	52	77	41
95th Queue (ft)	107	61	110	113	135	78
Link Distance (ft)	903			1628	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1				0	
Queuing Penalty (veh)	1				0	

Intersection: 5: Site Drive A & SR 0006

Movement	WB	NW
Directions Served	LT	LR
Maximum Queue (ft)	122	76
Average Queue (ft)	18	25
95th Queue (ft)	76	72
Link Distance (ft)	834	652
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SR 0006 & Site Drive B

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	68
Average Queue (ft)	10	6
95th Queue (ft)	31	35
Link Distance (ft)	718	280
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1194	1194	1178	1213	1164	1189
Vehs Exited	1197	1195	1165	1211	1166	1187
Starting Vehs	57	60	44	64	50	53
Ending Vehs	54	59	57	66	48	58
Travel Distance (mi)	1657	1681	1622	1677	1654	1658
Travel Time (hr)	55.8	56.7	54.9	57.7	55.7	56.2
Total Delay (hr)	6.7	6.4	6.2	7.2	6.5	6.6
Total Stops	642	593	572	670	593	616
Fuel Used (gal)	53.7	54.7	52.4	54.6	53.1	53.7

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Run Number	1	2	3	4	5	Avg
Vehs Entered	1194	1194	1178	1213	1164	1189
Vehs Exited	1197	1195	1165	1211	1166	1187
Starting Vehs	57	60	44	64	50	53
Ending Vehs	54	59	57	66	48	58
Travel Distance (mi)	1657	1681	1622	1677	1654	1658
Travel Time (hr)	55.8	56.7	54.9	57.7	55.7	56.2
Total Delay (hr)	6.7	6.4	6.2	7.2	6.5	6.6
Total Stops	642	593	572	670	593	616
Fuel Used (gal)	53.7	54.7	52.4	54.6	53.1	53.7

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	138	94	102	114	138	65
Average Queue (ft)	64	42	46	44	75	26
95th Queue (ft)	115	73	86	97	126	51
Link Distance (ft)	903			1628	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	3	0				

Intersection: 5: Site Drive A & SR 0006

Movement	WB	NW
Directions Served	LT	LR
Maximum Queue (ft)	111	79
Average Queue (ft)	14	27
95th Queue (ft)	63	74
Link Distance (ft)	834	652
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SR 0006 & Site Drive B

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	32	45
Average Queue (ft)	16	2
95th Queue (ft)	35	22
Link Distance (ft)	718	280
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3

APPENDIX N:

Auxiliary Turn Lane Warrant Analysis

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Checked By:**	
		Agency/Company Name:	AECOM

Intersection & Approach Description: SR 6 with Site Drive A - Westbound Approach

Analysis Period:	Opening Year 2021 With Dev	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	55		**Type of Analysis**
Type of Terrain:	Rolling	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	20	100.0%	50
	Through	-	395	12.5%	470
	Right	No			N/A
Opposing	Left	No			N/A
	Through	-	329	15.1%	404
	Right	Yes	0	0.0%	0

Advancing Volume:	520
Opposing Volume:	404
Left Turn Volume:	50
% Left Turns in Advancing Volume:	9.62%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No			N/A
	Through	-			N/A
	Right	-			N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 5**

Warrant Met?: **Yes**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	50
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**235**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**250**	**Feet**

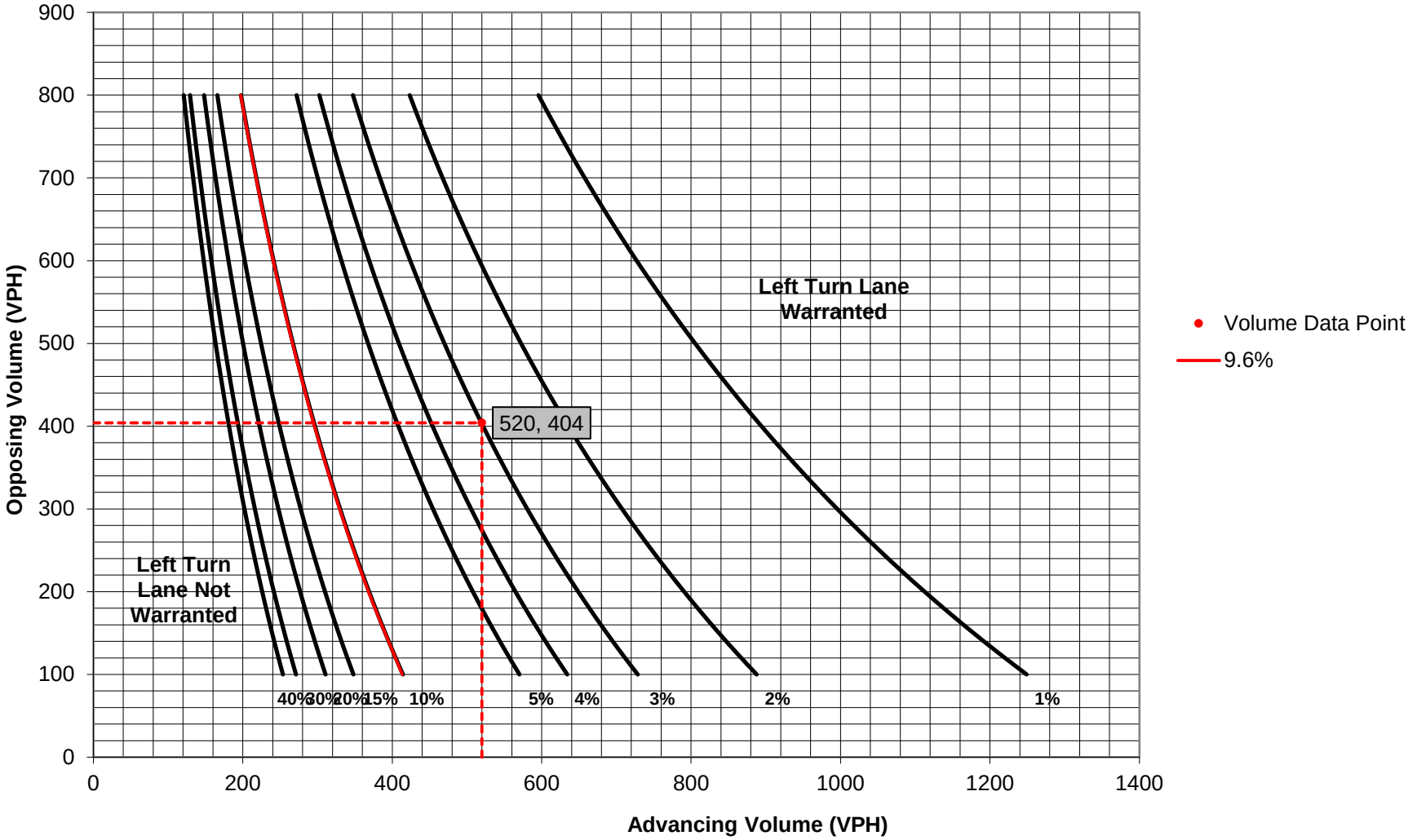
Additional Findings:

N/A

Additional Comments / Justifications:

Figure 5. Warrant for left turn storage lanes on two-lane highways (55 mph speed, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Checked By:**	
		Agency/Company Name:	AECOM

Intersection & Approach Description: SR 6 with Site Drive A - Westbound Approach

Analysis Period:	Opening Year 2021 With Dev	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	55		**Type of Analysis**
Type of Terrain:	Rolling	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	20	100.0%	50
	Through	-	342	6.3%	375
	Right	No			N/A
Opposing	Left	No			N/A
	Through	-	352	7.0%	389
	Right	Yes	0	0.0%	0

Advancing Volume:	425
Opposing Volume:	389
Left Turn Volume:	50
% Left Turns in Advancing Volume:	11.76%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No			N/A
	Through	-			N/A
	Right	-			N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 5**

Warrant Met?: **Yes**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	50
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**235**	**Feet**
Condition C:	**189**	**Feet**
Required Left Turn Lane Storage Length:	**250**	**Feet**

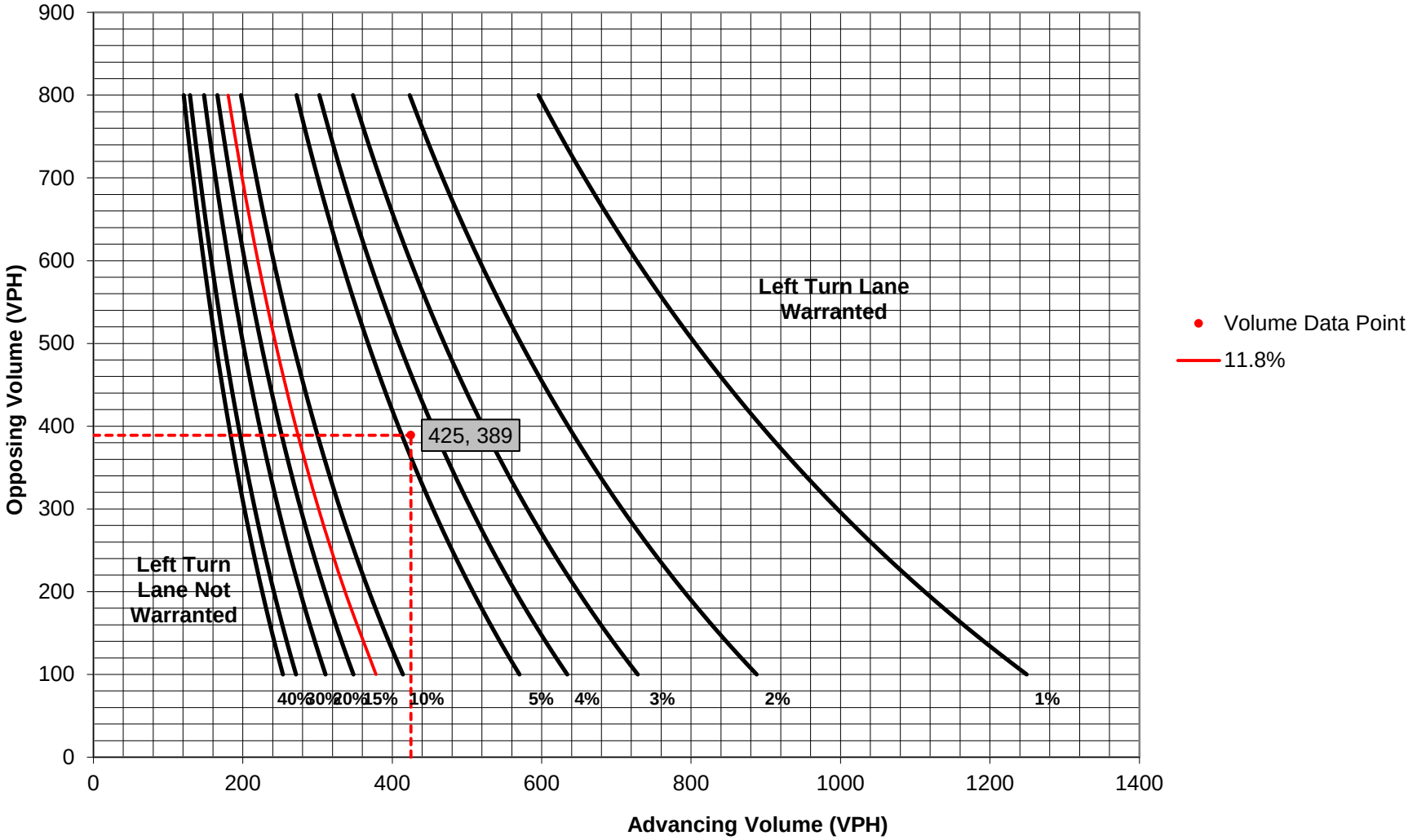
Additional Findings:

N/A

Additional Comments / Justifications:

Figure 5. Warrant for left turn storage lanes on two-lane highways (55 mph speed, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Checked By:**	
		Agency/Company Name:	AECOM

Intersection & Approach Description: SR 6 with Site Drive B - Westbound Approach

Analysis Period:	Opening Year 2021 With Dev	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	55		**Type of Analysis**
Type of Terrain:	Rolling	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	11	0.0%	11
	Through	-	402	16.9%	504
	Right	No			N/A
Opposing	Left	No			N/A
	Through	-	331	18.3%	422
	Right	Yes	18	0.0%	18

Advancing Volume:	515
Opposing Volume:	440
Left Turn Volume:	11
% Left Turns in Advancing Volume:	2.14%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No			N/A
	Through	-			N/A
	Right	-			N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 7**

Warrant Met?: **Yes**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	11
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

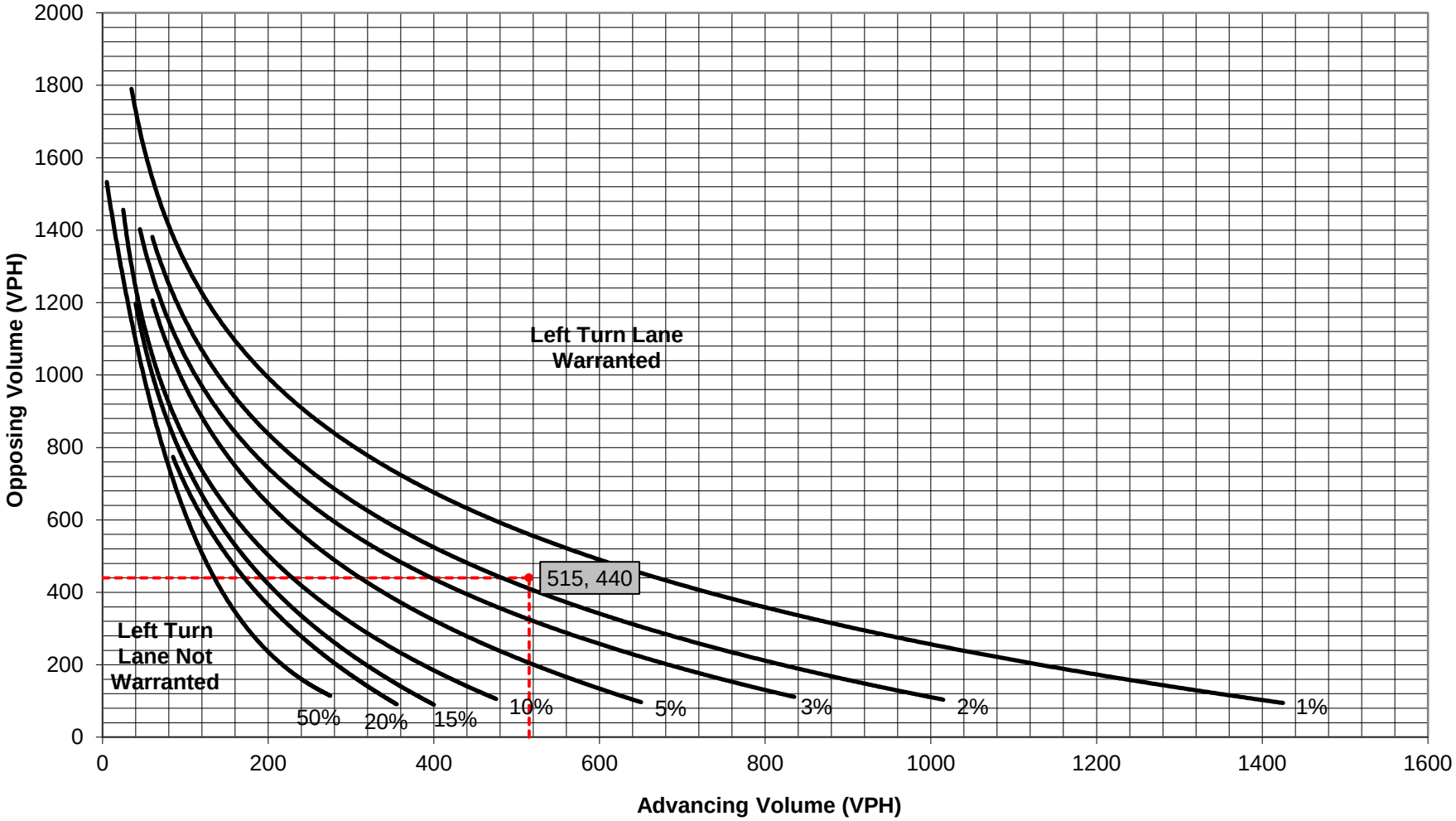
Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**235**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**250**	**Feet**

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Checked By:**	
		Agency/Company Name:	AECOM

Intersection & Approach Description: SR 6 with Site Drive B - Westbound Approach

Analysis Period:	Opening Year 2021 With Dev	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	55		**Type of Analysis**
Type of Terrain:	Rolling	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	0.0%	5
	Through	-	342	11.8%	403
	Right	No			N/A
Opposing	Left	No			N/A
	Through	-	359	12.2%	425
	Right	Yes	13	0.0%	13

Advancing Volume:	408
Opposing Volume:	438
Left Turn Volume:	5
% Left Turns in Advancing Volume:	1.23%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No			N/A
	Through	-			N/A
	Right	-			N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 7**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	5
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

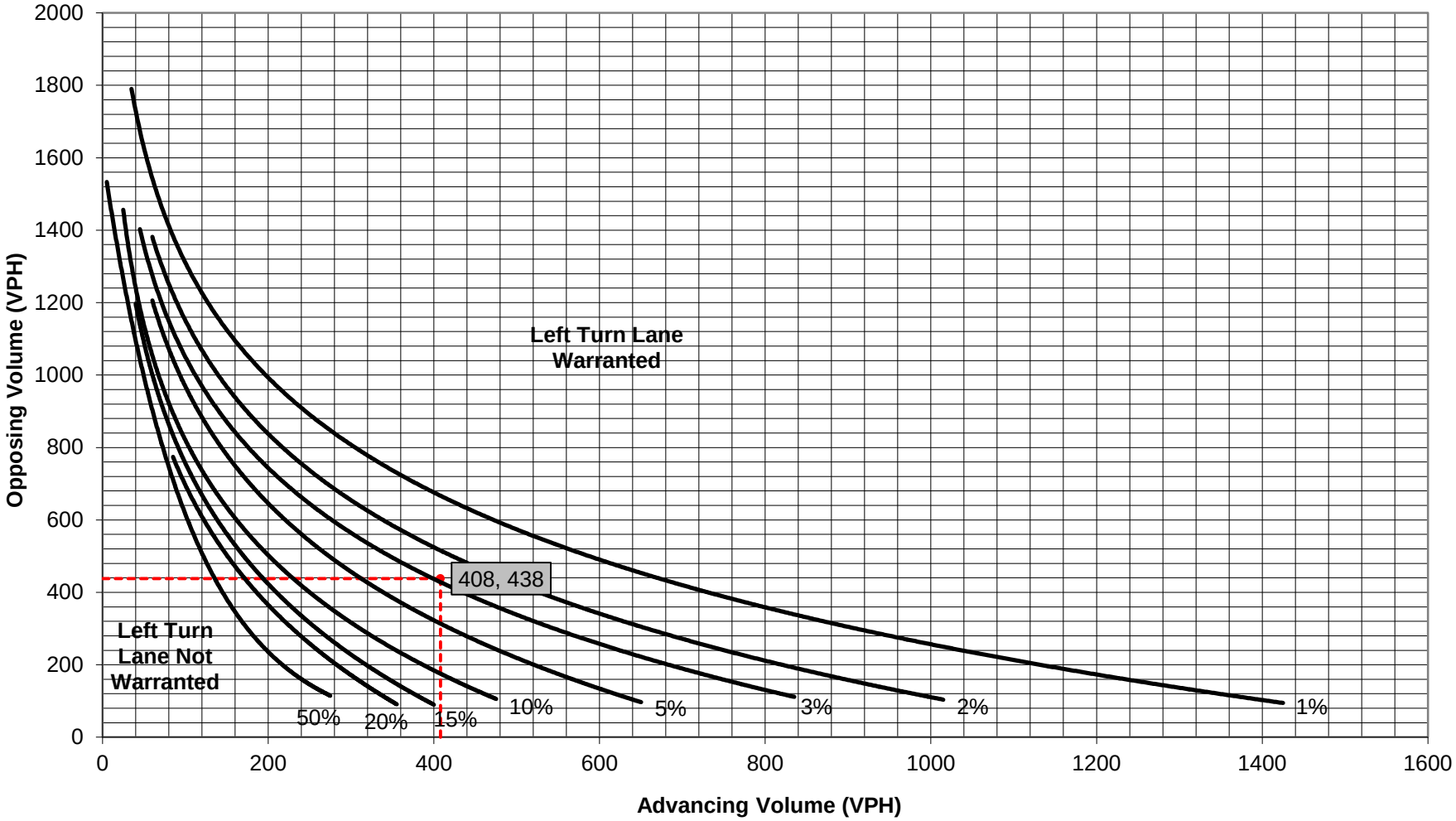
Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Checked By:**	
		Agency/Company Name:	AECOM

Intersection & Approach Description: SR 6 with Site Drive B - Eastbound Approach

Analysis Period:	Opening Year 2021 With Dev	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	55	**Type of Analysis**	
Type of Terrain:	Rolling	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes			N/A
	Through	-			N/A
	Right	No			N/A
Opposing	Left	No			N/A
	Through	-			N/A
	Right	Yes			N/A

Advancing Volume: N/A
Opposing Volume: N/A
Left Turn Volume: N/A

% Left Turns in Advancing Volume: N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No			N/A
	Through	-	331	18.3%	422
	Right	-	18	0.0%	18

Advancing Volume: 440
Right Turn Volume: 18

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	18
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

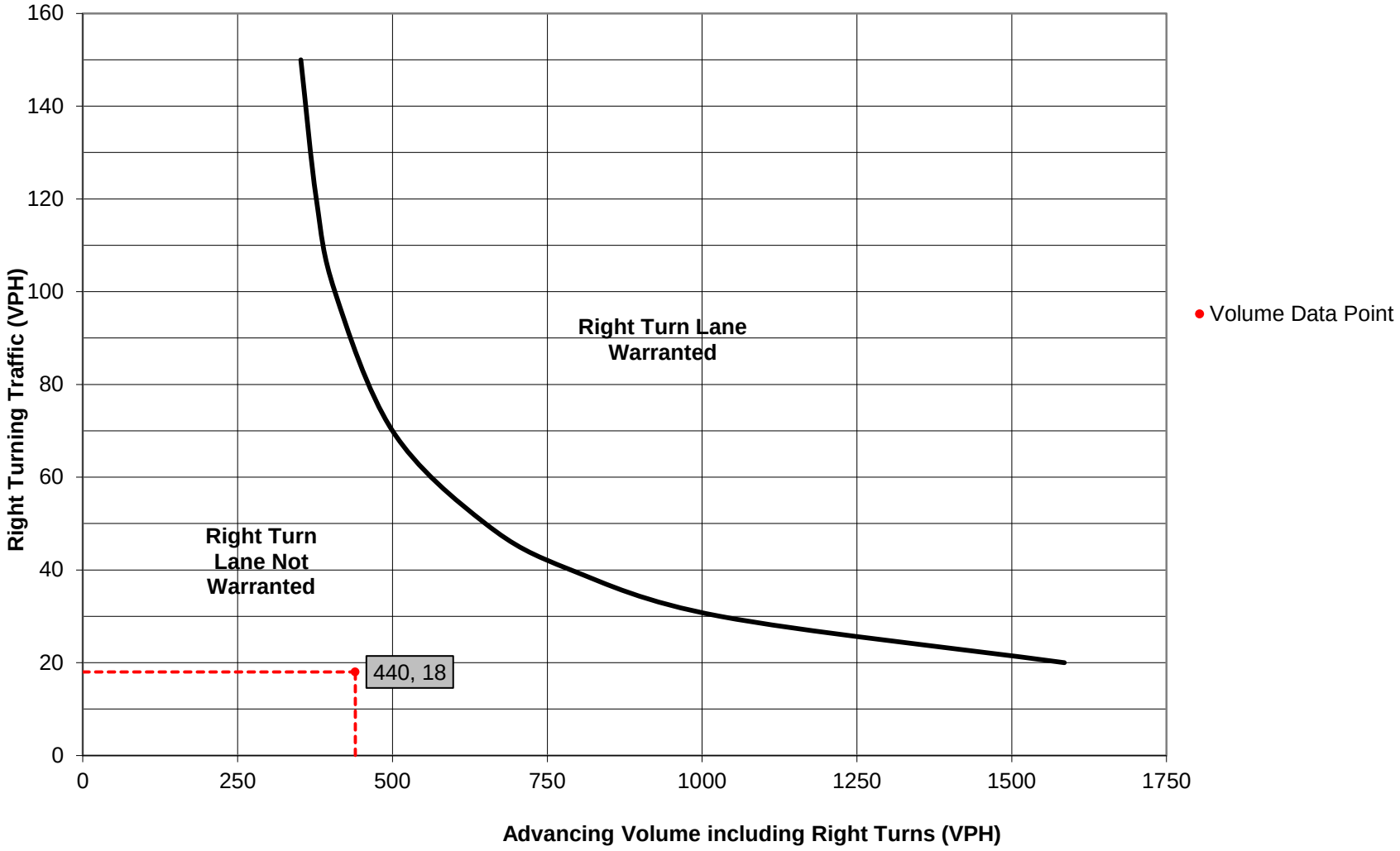
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings:
N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Checked By:**	
		Agency/Company Name:	AECOM

Intersection & Approach Description: SR 6 with Site Drive B - Eastbound Approach

Analysis Period:	Opening Year 2021 With Dev	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	55	**Type of Analysis**	
Type of Terrain:	Rolling	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes			N/A
	Through	-			N/A
	Right	No			N/A
Opposing	Left	No			N/A
	Through	-			N/A
	Right	Yes			N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No			N/A
	Through	-	359	12.2%	425
	Right	-	13	0.0%	13

Advancing Volume:	438
Right Turn Volume:	13

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	13
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

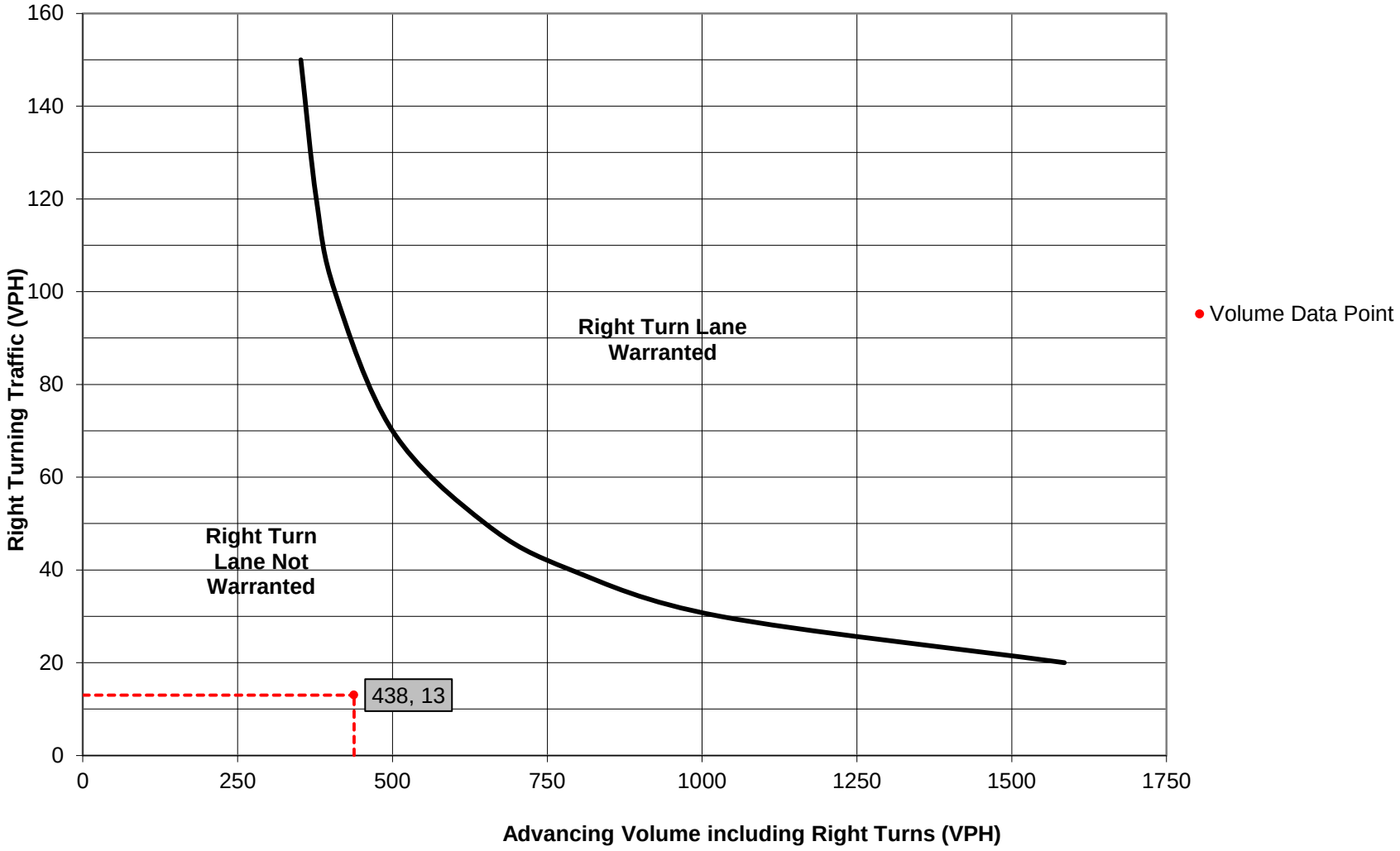
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



APPENDIX O:
Traffic Signal Warrant Analysis

Traffic Signal Warrant Analysis Workbook

10/21/2018

STUDY AND ANALYSIS INFORMATION

Municipality:	Wyalusing Township	**Analysis Date:**	10/19/2018
County:	Bradford County	**Conducted By:**	REB
PennDOT Engineering District:	3	**Agency/Company Name:**	AECOM

Analysis Information

Data Collection Date:	9/11/2016
Day of the Week:	Tuesday

Is the intersection in a built-up area of an isolated community of <10,000 population? No

Major Street Information

Major Street Name and Route Number:	SR 0006
Major Street Approach #1 Direction:	E-Bound
Major Street Approach #2 Direction:	W-Bound

Number of Lanes for Moving Traffic on Each Major Street Approach:	1	**LANE(S)**
Speed Limit or 85th Percentile Speed on the Major Street:	55	**MPH**

Minor Street Information

Minor Street Name and Route Number:	Site Drive
Minor Street Approach #1 Direction:	N-Bound
Minor Street Approach #2 Direction:	N/A

Number of Lanes for Moving Traffic on Each Minor Street Approach:	1	**LANE(S)**

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

	Applicable?	Warrant Met?
Warrant 1, Eight-Hour Vehicular Volume	No	N/A
Warrant 2, Four-Hour Vehicular Volume	Yes	No
Warrant 3, Peak Hour	Yes	No
Warrant 4, Pedestrian Volume	No	N/A
Warrant 5, School Crossing	No	N/A
Warrant 6, Coordinated Signal System	No	N/A
Warrant 7, Crash Experience	No	N/A
Warrant 8, Roadway Network	No	N/A
Warrant 9, Intersection Near a Grade Crossing	No	N/A
Warrant PA-1, ADT Volume Warrant	Yes	No
Warrant PA-2, Midblock and Trail Crossings	No	N/A

Traffic Signal Warrant Analysis Workbook

ENTER VOLUME DATA PER 15 MINUTE INTERVAL, PER APPROACH

Time Interval		Major Street Approach #1 (E-Bound)	Major Street Approach #2 (W-Bound)	Major Street Combined	Minor Street Approach #1 (N-Bound)	Minor Street Approach #2 (N/A)
Begin At	End Of	Volume	Volume	Total Volume	Volume	Volume
12:00 AM	12:14 AM			0		
12:15 AM	12:29 AM			0		
12:30 AM	12:44 AM			0		
12:45 AM	12:59 AM			0		
1:00 AM	1:14 AM			0		
1:15 AM	1:29 AM			0		
1:30 AM	1:44 AM			0		
1:45 AM	1:59 AM			0		
2:00 AM	2:14 AM			0		
2:15 AM	2:29 AM			0		
2:30 AM	2:44 AM			0		
2:45 AM	2:59 AM			0		
3:00 AM	3:14 AM			0		
3:15 AM	3:29 AM			0		
3:30 AM	3:44 AM			0		
3:45 AM	3:59 AM			0		
4:00 AM	4:14 AM			0		
4:15 AM	4:29 AM			0		
4:30 AM	4:44 AM			0		
4:45 AM	4:59 AM			0		
5:00 AM	5:14 AM			0		
5:15 AM	5:29 AM			0		
5:30 AM	5:44 AM			0		
5:45 AM	5:59 AM			0		
6:00 AM	6:14 AM			0		
6:15 AM	6:29 AM			0		
6:30 AM	6:44 AM	59	58	117	10	
6:45 AM	6:59 AM	71	60	131	10	
7:00 AM	7:14 AM	50	58	108	10	
7:15 AM	7:29 AM	73	77	150	10	
7:30 AM	7:44 AM	73	88	161	10	
7:45 AM	7:59 AM	62	111	173	10	
8:00 AM	8:14 AM	89	106	195	10	
8:15 AM	8:29 AM	82	72	154	10	
8:30 AM	8:44 AM	49	72	121	10	
8:45 AM	8:59 AM	56	42	98	10	
9:00 AM	9:14 AM	50	62	112	10	
9:15 AM	9:29 AM	47	55	102	10	
9:30 AM	9:44 AM			0		
9:45 AM	9:59 AM			0		
10:00 AM	10:14 AM			0		
10:15 AM	10:29 AM			0		
10:30 AM	10:44 AM			0		
10:45 AM	10:59 AM			0		
11:00 AM	11:14 AM			0		
11:15 AM	11:29 AM			0		
11:30 AM	11:44 AM			0		
11:45 AM	11:59 AM			0		

Traffic Signal Warrant Analysis Workbook

ENTER VOLUME DATA PER 15 MINUTE INTERVAL, PER APPROACH

Time Interval		Major Street Approach #1 (E-Bound)	Major Street Approach #2 (W-Bound)	Major Street Combined	Minor Street Approach #1 (N-Bound)	Minor Street Approach #2 (N/A)
Begin At	End Of	Volume	Volume	Total Volume	Volume	Volume
12:00 PM	12:14 PM			0		
12:15 PM	12:29 PM			0		
12:30 PM	12:44 PM			0		
12:45 PM	12:59 PM			0		
1:00 PM	1:14 PM			0		
1:15 PM	1:29 PM			0		
1:30 PM	1:44 PM			0		
1:45 PM	1:59 PM			0		
2:00 PM	2:14 PM			0		
2:15 PM	2:29 PM			0		
2:30 PM	2:44 PM			0		
2:45 PM	2:59 PM			0		
3:00 PM	3:14 PM	64	72	136	13	
3:15 PM	3:29 PM	64	60	124	13	
3:30 PM	3:44 PM	111	90	201	13	
3:45 PM	3:59 PM	64	74	138	13	
4:00 PM	4:14 PM	82	80	162	13	
4:15 PM	4:29 PM	92	81	173	13	
4:30 PM	4:44 PM	115	74	189	13	
4:45 PM	4:59 PM	70	78	148	13	
5:00 PM	5:14 PM	64	82	146	13	
5:15 PM	5:29 PM	85	83	168	13	
5:30 PM	5:44 PM	70	68	138	13	
5:45 PM	5:59 PM	75	59	134	13	
6:00 PM	6:14 PM			0		
6:15 PM	6:29 PM			0		
6:30 PM	6:44 PM			0		
6:45 PM	6:59 PM			0		
7:00 PM	7:14 PM			0		
7:15 PM	7:29 PM			0		
7:30 PM	7:44 PM			0		
7:45 PM	7:59 PM			0		
8:00 PM	8:14 PM			0		
8:15 PM	8:29 PM			0		
8:30 PM	8:44 PM			0		
8:45 PM	8:59 PM			0		
9:00 PM	9:14 PM			0		
9:15 PM	9:29 PM			0		
9:30 PM	9:44 PM			0		
9:45 PM	9:59 PM			0		
10:00 PM	10:14 PM			0		
10:15 PM	10:29 PM			0		
10:30 PM	10:44 PM			0		
10:45 PM	10:59 PM			0		
11:00 PM	11:14 PM			0		
11:15 PM	11:29 PM			0		
11:30 PM	11:44 PM			0		
11:45 PM	11:59 PM			0		
	Approach Totals:	1717	1762	3479	276	0

MUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Total Number of Unique Hours Met On Figure 4C-2
0

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Hourly Vehicular Volume			
Hour Interval Beginning At	**Major Street Combined Vehicles Per Hour (VPH)**	**Highest Minor Street Approach Vehicles Per Hour (VPH)**	**Hour Met?**
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	0	0	
5:30 AM	0	0	
5:45 AM	117	10	
6:00 AM	248	20	
6:15 AM	356	30	
6:30 AM	506	40	
6:45 AM	550	40	
7:00 AM	592	40	
7:15 AM	679	40	
7:30 AM	683	40	
7:45 AM	643	40	
8:00 AM	568	40	
8:15 AM	485	40	
8:30 AM	433	40	
8:45 AM	312	30	
9:00 AM	214	20	
9:15 AM	102	10	
9:30 AM	0	0	
9:45 AM	0	0	
10:00 AM	0	0	
10:15 AM	0	0	
10:30 AM	0	0	
10:45 AM	0	0	
11:00 AM	0	0	
11:15 AM	0	0	
11:30 AM	0	0	
11:45 AM	0	0	

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 PM	0	0	
12:15 PM	0	0	
12:30 PM	0	0	
12:45 PM	0	0	
1:00 PM	0	0	
1:15 PM	0	0	
1:30 PM	0	0	
1:45 PM	0	0	
2:00 PM	0	0	
2:15 PM	136	13	
2:30 PM	260	26	
2:45 PM	461	39	
3:00 PM	599	52	
3:15 PM	625	52	
3:30 PM	674	52	
3:45 PM	662	52	
4:00 PM	672	52	
4:15 PM	656	52	
4:30 PM	651	52	
4:45 PM	600	52	
5:00 PM	586	52	
5:15 PM	440	39	
5:30 PM	272	26	
5:45 PM	134	13	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

MUTCD WARRANT 3, PEAK HOUR

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes
Is this signal warrant being applied for an unusual case, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	N/A

Indicate whether all three of the following conditions for the same 1 hour (any four consecutive 15-minute periods) of an average day are present*	
Does the total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equal or exceed 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach?	N/A
Does the volume on the same minor-street approach (one direction only) equal or exceed 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes?	Yes
Does the total entering volume serviced during the hour equal or exceed 650 vehicles per hour for intersection with three approaches or 800 vehicles per hour for intersections with four or more approaches?	No
**If applicable, attach all supporting calculations and documentation.*	

Total Number of Unique Hours Met On Figure 4C-4
0

Hourly Vehicular Volume			
Hour Interval Beginning At	**Major Street Combined Vehicles Per Hour (VPH)**	**Highest Minor Street Approach Vehicles Per Hour (VPH)**	**Hour Met?**
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	0	0	
5:30 AM	0	0	
5:45 AM	117	10	
6:00 AM	248	20	
6:15 AM	356	30	
6:30 AM	506	40	
6:45 AM	550	40	
7:00 AM	592	40	
7:15 AM	679	40	
7:30 AM	683	40	
7:45 AM	643	40	
8:00 AM	568	40	
8:15 AM	485	40	

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
8:30 AM	433	40	
8:45 AM	312	30	
9:00 AM	214	20	
9:15 AM	102	10	
9:30 AM	0	0	
9:45 AM	0	0	
10:00 AM	0	0	
10:15 AM	0	0	
10:30 AM	0	0	
10:45 AM	0	0	
11:00 AM	0	0	
11:15 AM	0	0	
11:30 AM	0	0	
11:45 AM	0	0	
12:00 PM	0	0	
12:15 PM	0	0	
12:30 PM	0	0	
12:45 PM	0	0	
1:00 PM	0	0	
1:15 PM	0	0	
1:30 PM	0	0	
1:45 PM	0	0	
2:00 PM	0	0	
2:15 PM	136	13	
2:30 PM	260	26	
2:45 PM	461	39	
3:00 PM	599	52	
3:15 PM	625	52	
3:30 PM	674	52	
3:45 PM	662	52	
4:00 PM	672	52	
4:15 PM	656	52	
4:30 PM	651	52	
4:45 PM	600	52	
5:00 PM	586	52	
5:15 PM	440	39	
5:30 PM	272	26	
5:45 PM	134	13	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

WARRANT PA-1, ADT VOLUME WARRANT

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Estimated ADT of Major Street (Both Approaches)*: 6596 vpd

**If applicable, attach all supporting calculations and documentation.*

Estimated ADT of Higher-Volume Minor Street (One Direction Only)*: 920 vpd

**If applicable, attach all supporting calculations and documentation.*

Condition A - ADT Volume Warrant					
Number of lanes for moving traffic on each approach		Estimated ADT*			
		Major Street (Both Approaches)		Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	100%	70%	100%	70%
1	1	10,000	7,000	3,000	2,100
2 or More	1	12,000	8,400	3,000	2,100
2 or More	2 or More	12,000	8,400	4,000	2,800
1	2 or More	10,000	7,000	4,000	2,800

Condition B - ADT Volume Warrant					
Number of lanes for moving traffic on each approach		Estimated ADT*			
		Major Street (Both Approaches)		Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	100%	70%	100%	70%
1	1	15,000	10,500	1,500	1,050
2 or More	1	18,000	12,600	1,500	1,050
2 or More	2 or More	18,000	12,600	2,000	1,400
1	2 or More	15,000	10,500	2,000	1,400

Condition A Met?	**No**
Condition B Met?	**No**

APPENDIX P:
Preliminary Improvements Plan

AECOM
715 WASHINGTON BLVD.
WILLIAMSPORT, PA 17701

PROPOSED TRAFFIC LANES
NATURAL GAS PROCESSING PLANT

WYALUSING TOWNSHIP, BRADFORD COUNTY, PENNSYLVANIA

N/F
BRADFORD COUNTY REAL ESTATE PARTNERS, LLC
TAX ID: 61-115.00-79
INSTRUMENT # 201900283

N/F
BRADFORD COUNTY REAL ESTATE PARTNERS, LLC
TAX ID: 61-115.00-82
INSTRUMENT # 201820067

N/F
BRADFORD COUNTY REAL ESTATE PARTNERS, LLC
TAX ID: 61-115.01-9
INSTRUMENT # 201909069

STATE ROAD 0006

LEGAL RIGHT-OF-WAY LINE

MATCHLINE

TURNING LANE

PROPOSED ACCESS
SEGMENT: 1020
OFFSET: 1434

PROPOSED ACCESS
SEGMENT: 1020
OFFSET: 0838

SITE DRIVE A (EAST)

SITE DRIVE A (WEST)

16' ON CENTER

PROPOSED EDGE OF SHOULDER
(8' WIDE)

MILE MARKER
ROUTE 0006
MILE 289

STORM INLET
TOP OF GRATE: 756.84'
18" RCP INV. IN: 754.55'
18" RCP INV. OUT: 753.40'

STORM INLET
TOP OF GRATE: 760.06'
4" TILE INV. IN: 756.43'
4" TILE INV. IN: 756.60'
18" RCP INV. OUT: 756.08'

18" RCP
INV. OUT: 750.05'

4" TILE
INV. OUT: 760.14'

18" RCP
INV. IN: 722.66'
INV. OUT: 721.46'

UTILITY POLE
9W-507

737+00 738+00 739+00 740+00 741+00 742+00 743+00 744+00 745+00 746+00 747+00 748+00 749+00 750+00 751+00 752+00 753+00 754+00 755+00 756+00

850 840 830 820 810 800 790 780 770 760 750 740

FULL SIZE (22" x 34")
SCALE = 1" : 50'

50' 25' 0' 50'

HALF SIZE (11" x 17")
SCALE = 1" : 100'

REVISIONS		
DATE	DESCRIPTION	APPROVED
2/18/2019	PER PENNDOT TIA REVIEW COMMENTS	REB
4/24/2019	PER PENNDOT TIA REVIEW COMMENTS	REB

HORZ. SCALE:	AS SHOWN
DRAWN BY:	AAK
DRAFTING CK:	CLB
ENGINEERING CK:	CLB
CONSTRUCTION CK:	-
ENVIRONMENTAL CK:	-
DATE:	FEBRUARY 2019
PROJECT NO.:	60552249
DRAWING NO.:	
SHEET 1 OF 2	REV. 2

AECOM
715 WASHINGTON BLVD.
WILLIAMSPORT, PA 17701

PROPOSED TRAFFIC LANES
NATURAL GAS PROCESSING PLANT

WYALUSING TOWNSHIP, BRADFORD COUNTY, PENNSYLVANIA

REVISIONS		
DATE	DESCRIPTION	APPROVED
2/18/2019	PER PENNDOT TIA REVIEW COMMENTS	REB
4/24/2019	PER PENNDOT TIA REVIEW COMMENTS	REB

FULL SIZE (22" x 34")
SCALE = 1" : 50'

50' 25' 0' 50'

HALF SIZE (11" x 17")
SCALE = 1" : 100'

HORZ. SCALE:	AS SHOWN
DRAWN BY:	AAK
DRAFTING CK:	CLB
ENGINEERING CK:	CLB
CONSTRUCTION CK:	-
ENVIRONMENTAL CK:	-
DATE:	FEBRUARY 2019
PROJECT NO.:	60552249
DRAWING NO.:	
SHEET 2 OF 2	REV. 2

APPENDIX Q:

Opening Year 2021 With Development – Mitigated Condition

HCM

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	329	0	20	395	0	20
Future Vol, veh/h	329	0	20	395	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	800	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	15	0	100	13	0	100
Mvmt Flow	366	0	22	439	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	366	0	849	183
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	5.6	-	6.6	8.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.15	-	3.5	4.25
Pot Cap-1 Maneuver	-	-	756	-	319	615
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	756	-	310	615
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0.5	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	615	-	-	756	-
HCM Lane V/C Ratio	0.036	-	-	0.029	-
HCM Control Delay (s)	11.1	-	-	9.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	5	331	18	11	402
Future Vol, veh/h	13	5	331	18	11	402
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	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-1	-	-	3
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	18	2	2	17
Mvmt Flow	14	6	368	20	12	447

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	626	194	0	0	388	0
Stage 1	378	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	416	815	-	-	1167	-
Stage 1	663	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	815	-	-	1167	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1167	-
HCM Lane V/C Ratio	-	-	0.042	0.01	-
HCM Control Delay (s)	-	-	12.9	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	352	0	20	342	0	20
Future Vol, veh/h	352	0	20	342	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	800	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	0	100	6	0	100
Mvmt Flow	391	0	22	380	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	815	196
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	-	-	5.6	-	6.6	8.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.15	-	3.5	4.25
Pot Cap-1 Maneuver	-	-	735	-	334	601
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	735	-	324	601
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0.6	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	601	-	-	735	-
HCM Lane V/C Ratio	0.037	-	-	0.03	-
HCM Control Delay (s)	11.2	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	9	359	13	5	342
Future Vol, veh/h	20	9	359	13	5	342
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	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-1	-	-	3
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	22	10	399	14	6	380

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	207	0	0	413	0
Stage 1	406	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	427	799	-	-	1142	-
Stage 1	641	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	799	-	-	1142	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1142	-
HCM Lane V/C Ratio	-	-	0.065	0.005	-
HCM Control Delay (s)	-	-	12.7	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

APPENDIX R:

Opening Year 2021 With Development – Mitigated Condition Queuing

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1130	1139	1104	1163	1088	1124
Vehs Exited	1135	1131	1108	1183	1083	1128
Starting Vehs	57	51	55	70	54	56
Ending Vehs	52	59	51	50	59	54
Travel Distance (mi)	1689	1689	1690	1782	1602	1690
Travel Time (hr)	58.1	57.4	57.7	61.4	55.0	57.9
Total Delay (hr)	7.0	6.6	6.5	7.2	6.5	6.8
Total Stops	638	614	597	618	618	616
Fuel Used (gal)	55.4	55.3	55.1	58.3	52.7	55.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1130	1139	1104	1163	1088	1124
Vehs Exited	1135	1131	1108	1183	1083	1128
Starting Vehs	57	51	55	70	54	56
Ending Vehs	52	59	51	50	59	54
Travel Distance (mi)	1689	1689	1690	1782	1602	1690
Travel Time (hr)	58.1	57.4	57.7	61.4	55.0	57.9
Total Delay (hr)	7.0	6.6	6.5	7.2	6.5	6.8
Total Stops	638	614	597	618	618	616
Fuel Used (gal)	55.4	55.3	55.1	58.3	52.7	55.3

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	122	85	128	148	149	98
Average Queue (ft)	57	36	62	51	73	43
95th Queue (ft)	104	67	108	118	129	79
Link Distance (ft)	903			1628	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	1	0			0	
Queuing Penalty (veh)	1	0			0	

Intersection: 5: Site Drive A & SR 0006

Movement	WB	NW
Directions Served	L	LR
Maximum Queue (ft)	70	82
Average Queue (ft)	13	29
95th Queue (ft)	51	75
Link Distance (ft)		646
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SR 0006 & Site Drive B

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	34	31
Average Queue (ft)	11	4
95th Queue (ft)	31	22
Link Distance (ft)	712	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1167	1296	1162	1177	1151	1189
Vehs Exited	1166	1299	1145	1185	1169	1192
Starting Vehs	52	61	48	62	64	60
Ending Vehs	53	58	65	54	46	56
Travel Distance (mi)	1632	1810	1648	1693	1635	1684
Travel Time (hr)	54.5	61.7	55.8	57.5	54.7	56.8
Total Delay (hr)	6.4	7.8	6.7	6.8	6.3	6.8
Total Stops	561	685	577	616	592	605
Fuel Used (gal)	52.8	59.0	53.1	54.8	52.6	54.5

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1167	1296	1162	1177	1151	1189
Vehs Exited	1166	1299	1145	1185	1169	1192
Starting Vehs	52	61	48	62	64	60
Ending Vehs	53	58	65	54	46	56
Travel Distance (mi)	1632	1810	1648	1693	1635	1684
Travel Time (hr)	54.5	61.7	55.8	57.5	54.7	56.8
Total Delay (hr)	6.4	7.8	6.7	6.8	6.3	6.8
Total Stops	561	685	577	616	592	605
Fuel Used (gal)	52.8	59.0	53.1	54.8	52.6	54.5

Intersection: 3: SR 2010 & SR 0006

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	143	99	101	134	141	60
Average Queue (ft)	67	44	44	46	76	24
95th Queue (ft)	125	84	85	109	127	48
Link Distance (ft)	903			1628	1086	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		110	340			210
Storage Blk Time (%)	2	0				
Queuing Penalty (veh)	4	0				

Intersection: 5: Site Drive A & SR 0006

Movement	WB	NW
Directions Served	L	LR
Maximum Queue (ft)	58	72
Average Queue (ft)	7	31
95th Queue (ft)	36	77
Link Distance (ft)		646
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SR 0006 & Site Drive B

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	42	25
Average Queue (ft)	16	1
95th Queue (ft)	38	11
Link Distance (ft)	712	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4