**Sherri Hannah**

| | |
|---|---|
| **From:** | Michael S. Ridgway <msr@rslaw.biz> |
| **Sent:** | Thursday, October 03, 2013 12:22 PM |
| **To:** | shannah@southamptonnj.org |
| **Cc:** | 'john gabrysiak'; tom@alliedrecyclingnj.com; tomcoleman@rclawnj.com; tjsa.mail@comcast.net; rdarji@erinj.com |
| **Subject:** | Allied Recycling, Inc. |
| **Attachments:** | 13059-001_final-agw.pdf |


**RIDGWAY & STAYTON, L.L.C.**

**Counsellors at Law**

MICHAEL S. RIDGWAY
HERBERT J. STAYTON, JR.

3 East Stow Road
Suite 290
Marlton, New Jersey 08053-3191

Telephone: (856) 810-7723
Facsimile: (856) 810-7729
E-Mail: MSR@RSLAW.BIZ
HJS@RSLAW.BIZ


October 3, 2013

"VIA E-MAIL"
Sheri Hannah, Zoning Board Secretary
TOWNSHIP OF SOUTHAMPTON
5 Retreat Road
Southampton, NJ 08088

RE: Block 2401, Lot 36.02
440 New Road
Southampton Township, Burlington County, New Jersey
Applicant: Allied Recycling, Inc.

Dear Ms. Hannah:

Regarding the above referenced and, in anticipation of the Southampton Township Zoning Board hearing scheduled for October 29, 2013, enclosed please find a copy of the Traffic Evaluation Analysis prepared by Litwornia Associates, Inc. said report dated September 16, 2013. .

Upon receipt of this correspondence and enclosures, please contact this office if you have any questions.

Very truly yours,

**Michael S. Ridgway**

MICHAEL S. RIDGWAY,
ESQUIRE

MSR:dle
Enclosures:
c: Thomas Coleman, Esquire (via: e-mail w/ enclosures)
Thomas J. Scangarello, PP (via: e-mail w/ enclosures)
Rakesh R. Darj, PE, CME, PP (via: e-mail w/ enclosures)
John Gabrysiak (via: e-mail w/out enclosure
Tom Gabrysiak (via: e-mail w/out enclosure)

# Litwornia Associates, Inc.

Traffic, Transportation & Environmental Engineering
3 Trading Post Way ◆ PO Box 2300 ◆ Medford Lakes, NJ - 08055
Phone: 609.654.1334 ◆ Fax: 609.654.4704 ◆ E-mail: alitwornia@litwornia.com


September 16, 2013

Mr. Thomas Gabrysiak
Allied Recycling, Inc.
2658 Route 206
Mt. Holly, NJ 08060

Re: Traffic Evaluation of Allied Recycling, Inc.
449 New Road
Southampton, NJ 08088

Dear Mr. Gabrysiak:

As requested, we have investigated the traffic conditions in the vicinity of your facility located in Southampton, New Jersey. This facility is located at 444 New Road, between Ridge Road and NJ Route 70. Figure 1 provides a map showing the site's location. New Road is a rural Township-controlled roadway with a 35 MPH posted speed limit. The roadway is 22± feet wide with a double yellow painted centerline.

## Site Characteristics

Based upon our observations and the traffic counts we conducted at your site, the majority of the vehicles accessing your site arrive from the north and return to the north. The site's gate is opened at 8:17 AM and the gate is locked at 4:20PM; other than employees entering and leaving the site, the majority of the site traffic occurs from 9:00 AM to 4:00 PM.

Based upon a survey conducted over the course of a 16 day period, August 21 to September 12, 2013, on an average, approximately 12 vehicles entered your site per day of which 9 vehicles were customer operated vehicles with the remaining vehicle types; tow trucks, roll-off trucks or parts trucks. Figure 2 provides a breakdown of this survey.

## Traffic Counts

Traffic counts were conducted on Tuesday, September 3, 2013 during the morning from 7:00 to 9:00 AM and during the evening peak hours from 4:00 to 9:00 PM. The New Road morning peak travel period began at 7:15 AM (220 vehicles) and the evening peak travel period began at 4:45 PM (203 vehicles). The traffic flow is decidedly directional – northbound towards US Route 206 during the AM peak hour and southbound towards NJ Route 70 during the PM peak

hour. Figure 3 shows the AM and PM peak hour traffic volumes at your site. Note there were no vehicles that entered or left your site during the peak hour on New Road.

In conjunction with the manual turning counts, we also placed a machine counter to obtain vehicle classification over the course of a 24-hour time period from 12:00 PM, September 11, 2013 to 12:00 PM, September 12, 2013. The results of this count revealed that 1,904 vehicles passed by the site over a 24 hour period. The majority of these vehicles were a combination of motorcycles, passenger vehicles and pick-ups (1,724 vehicles, 91 percent of the vehicles passing the site). There were also 96 single unit trucks (5 percent) and 30 buses (2 percent) passing the site. Copies of the classification counts are attached to this memorandum. Figure 4 provides a breakdown of the classification counts.

Capacity Analyses

Utilizing the Highway Capacity Software Version 5.6, we conducted a capacity and level of service analysis during the peak hours of operation. The Highway Capacity Software (HCS) is developed and maintained by McTrans as a faithful implementation of the Highway Capacity Manual 2010 (HCM) procedures, which delineates levels of service from A to F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Level of service criteria are stated in terms of the average stopped delay per vehicle for a one-hour analysis period. The criteria are shown in the following table. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

The Level of Service criteria for unsignalized intersections are provided in Table 2.

| Table 2. Level of Service Table | |
|---|---|
| Level of Service | Unsignalized Delay (sec) |
| A | < 10 |
| B | > 10 and < 15 |
| C | > 15 and < 25 |
| D | > 25 and < 35 |
| E | > 35 and < 50 |
| F | >50 |

Based upon the results of the capacity analyses, the site's driveway is currently operating at a LOS A. Copies of the traffic counts and the capacity analyses, both existing peak hour conditions, are attached to this memorandum.

## Conclusions

Based on the results presented in this traffic engineering assessment report, the traffic generated by this facility has a minimal impact upon the traffic currently using New Road. The site drive is currently operating with very good levels of service.

If you should have any questions, or require any additional information, please do not hesitate to call or email me at alitwornia@litwornia.com or Arnold Garonzik at agaronzik@litwornia.com.

Respectfully submitted,
Litwornia Associates, Inc.

By: _____
Alexander J. Litwornia, PE PP
President

By: _____
Arnold Garonzik, AICP, PP
Associate

Cc: Gary R. Civalier, PE, PLS, PP
Michael S. Ridgway, Esquire
Jim Miller, PP, AICP
File 13059.001 agw

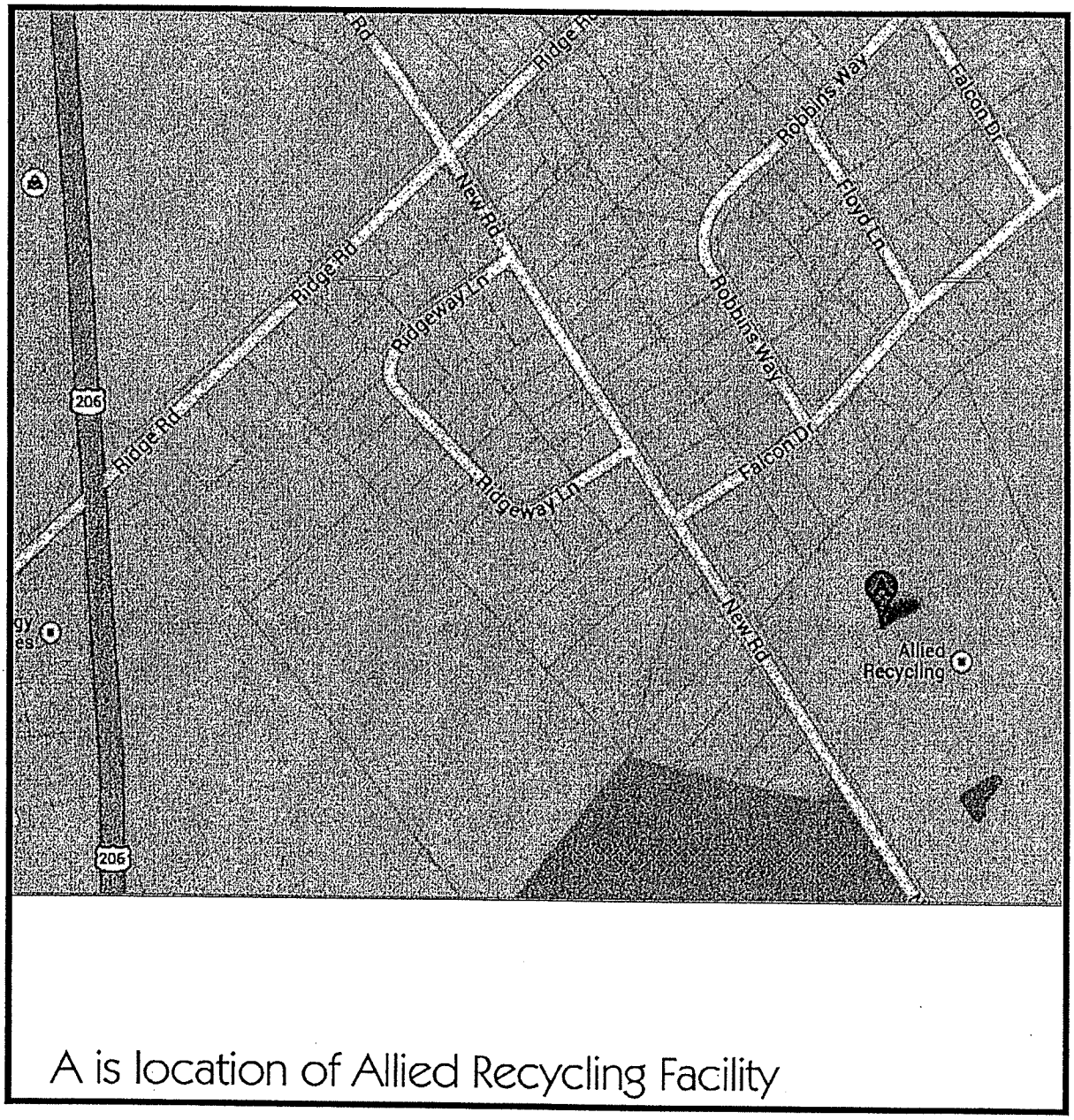



Figure 1: Site Location

## Figure 2: Vehicles Accessing Allied Recycling's Southampton Site By Vehicle Type and Day

| | 8/21/13 | 8/22/13 | 8/23/13 | 8/24/13 | 8/25/13 | 8/26/13 | 8/27/13 | 8/28/13 | 8/29/13 | 8/30/13 | 8/31/13 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Customers | 11 | 5 | 11 | 9 | 0 | 17 | 6 | 7 | 14 | 11 | 0 |
| Tow Trucks | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Roll Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Other | 2 | 3 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 |
| Parts | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 |
| Total: | 18 | 8 | 13 | 11 | 0 | 19 | 8 | 11 | 17 | 14 | 0 |

| | 9/2/13 | 9/3/13 | 9/4/13 | 9/5/13 | 9/6/13 | 9/7/13 | 9/8/13 | 9/9/13 | 9/10/13 | 9/11/13 | 9/12/13 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Customer | 0 | 9 | 9 | 10 | 9 | 11 | 0 | 10 | 5 | 13 | 8 |
| Tow Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Roll Off | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 1 |
| Parts | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 2 | 0 |
| Total: | 0 | 9 | 11 | 11 | 15 | 13 | 0 | 13 | 6 | 17 | 9 |

| Totals | Total | Percent |
|---|---|---|
| Customer | 175 | 78% |
| Tow Trucks | 5 | 2% |
| Roll Off | 5 | 2% |
| Other | 19 | 9% |
| Parts | 19 | 9% |
| Total: | 223 | |

Ave = 12 Vehicles

Data recorded at Allied Recycling Inc, Southampton Site

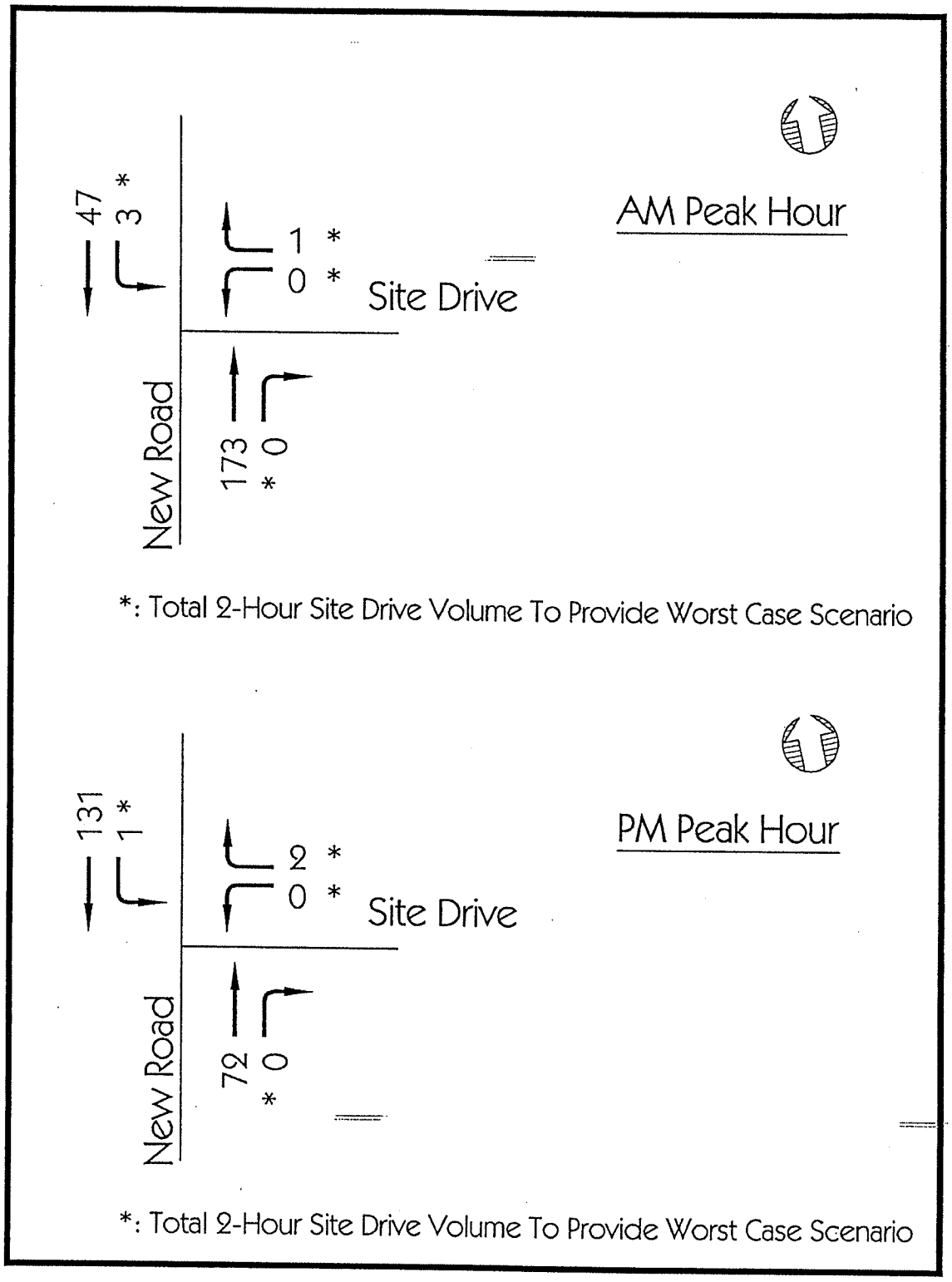



Figure 3: AM and PM Peak Hour Counts

## Figure 4: Vehicle Classification Counts: New Road In Vicinity of Allied Recycling Site

| Date | Time Begin | Direction | Vehicle Classification Type | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| 9/11/2013 | 12:00 PM | North to South | 8 | 531 | 164 | 7 | 33 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 14 | 763 |
| 9/12/2013 | 12:00 AM | North to South | 0 | 108 | 38 | 9 | 10 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 175 |
| 9/11/2013 | 12:00 PM | South to North | 0 | 358 | 140 | 6 | 35 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 551 |
| 9/12/2013 | 12:00 AM | South to North | 2 | 266 | 109 | 8 | 18 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 6 | 415 |
| | | Total | 10 | 1263 | 451 | 30 | 96 | 5 | 2 | 15 | 5 | 0 | 0 | 0 | 0 | 27 | 1904 |
| | | Percent of Total | 0.01 | 0.66 | 0.24 | 0.02 | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | |

Class 1 : Motorcycles
Class 2 : Passenger Cars
Class 3 : Pickups, Vans and other 2-axle, 4-tire single unit vehicles
Class 4 : Buses
Class 5 : Two-Axle, Six-Tire Single Unit Trucks
Class 6 : Three-Axle Single Unit Trucks
Class 7 : Four or More Axle Single Unit Trucks
Class 8 : Four or Less Axle Single Trailer Trucks
Class 9 : Five-Axle Single Trailer Trucks
Class 10 : Six or More Axle Single Trailer Trucks
Class 11 : Five or Less Axle Multi-Trailer Trucks
Class 12 : Six-Axle Multi-Trailer Trucks
Class 13 : Seven or More Axle Multi-Trailer Trucks
Class 14 : Undetermined

TRAFFIC ASSESSMENT
FOR
ALLIED RECYCLING, INC.:

SOUTHAMPTON SITE – 440 NEW ROAD

# APPENDIX A
KEY PERSONNEL

*Alexander J. Litwornia, PE, PP*
*President*

Mr. Litwornia has over 30 years of experience in traffic and transportation engineering. As a consultant, Mr. Litwornia has represented various clients including municipalities. Mr. Litwornia has performed various air quality, noise and traffic studies throughout the New York-New Jersey metropolitan area. Mr. Litwornia is a certified noise analyst.

Litwornia Associates, Inc. has a multi-year contract with NJDEP to review mobile and stationary source permit applications. Mr. Litwornia has performed various air quality reviews for municipalities and has performed studies for various clients.

As Transportation Engineer for Burlington County, Mr. Litwornia was responsible for directing County traffic and transportation planning activities. Mr. Litwornia had direct management and administrative responsibility for the Transportation Division with overall program responsibilities for administration, traffic signal installation and maintenance, sign fabrication and installation, traffic operation, and transportation and land use planning activities. Additional responsibilities included construction management, grant application and administration, monitoring activities, and regional, state and local coordination of various plans and programs.

Prior to working in Burlington County in 1982, Mr. Litwornia was Director of the Tri-State Regional Planning Commission's Transportation Planning Division in New York City with responsibility for directing six planning groups. He had overall program responsibility for traffic analyses, transportation plan development, transportation systems management planning, elderly and handicapped planning, model development, trip generation, monitoring activities, contract administration, grant application and administration, air quality planning, environmental analyses, and State and sub-regional coordination of various plans and programs. Responsibilities in conjunction with these program areas included publication of various Commission reports, formal presentations at Commission meetings, public presentations, interagency coordination and duties of Staff Secretary of the Commission's Transportation Technical Advisory Group.

Previously, as Manager of the Commission's Inter-modal Planning Group, Mr. Litwornia was responsible for various programs, including the Region's $9 billion Transportation Improvement Program (TIP) for capital construction, the Transportation Systems Management Element (TSME), air quality evaluations, elderly and handicapped planning activities. Responsibilities also included monitoring and evaluating highway construction, directing impact analyses of commercial and residential development, recommending areas for development, coordinating state traffic counting programs, and determining highway efficiency with conventional, as well as experimental techniques utilizing aerial observations. Mr. Litwornia also reviewed and analyzed the impact on the transportation system of various highway and land use development proposals and performed transportation studies in regard to large-scale projects such as Gateway National Park, the lower Hudson Waterfront Development and residential development at Floyd Bennett Field. Mr. Litwornia also organized and directed the Manhattan Hub-bound Travel Study which analyzed travel into New York City.

Prior to joining Tri-State in 1971, Mr. Litwornia was a consultant with Edwards and Kelcey's Transportation Division. He was engaged in the Williamsport, Pennsylvania Comprehensive

Transportation Study. Responsibilities in conjunction with the study included traffic and model development and application, traffic network analysis and travel forecasts. Work included transportation engineering for large-scale commercial developments. Mr. Litwornia has had similar responsibilities while engaged in the Portland Area Comprehensive Transportation Study Update for a 300 square mile area in Maine.

Mr. Litwornia was a Civil Engineer Officer in the U. S. Air Force. As Assistant Base Civil Engineer in Alaska, Captain Litwornia was awarded the Air Force Commendation Medal for his immediate actions in protecting air base facilities during a severe arctic storm. His responsibilities included supervision of over 100 personnel to direct the maintenance and repair of over one million square feet of buildings, roadway, airport facilities and a power plant. Captain Litwornia also directed new construction on a continuing basis including new buildings, rehabilitation of existing buildings.

While Chief of Industrial Engineering at Williams Air Force Base, Lieutenant Litwornia was directly responsible for supervising the evaluation of work performed by all base engineering personnel, the maintenance of all administrative reports and correspondence, all real estate management including facility utilization evaluations, and the compilation of cost data and budget expenditures. Before entering the Air Force, Mr. Litwornia was an engineer and foreman for the Arnold Construction Company. Responsibilities included the completion of construction proposals, preparation of cost estimates and supervision of site development work.

Mr. Litwornia is a Registered Professional Engineer and Planner. He is a graduate of Rutgers University with a Bachelor of Science in Civil Engineering degree. He is a member of the American Society of Civil Engineers, the National Society of Professional Engineers and the Institute of Traffic Engineers. He has taken advance engineering courses at Arizona State University.

*VARIOUS PROJECTS*

| | |
|---|---|
| ▫ Long Island Expressway Alternatives Analysis | Analysis of various proposed routes and improvements, for the Long Island Expressway (I 495) - Brooklyn/Queens Expressway. (Project Director at TSRPC) |
| ▫ Portland Maine Comprehensive Transportation Study | Update of Previous Study to determine feasibility of Maine Turnpike Spur. (Transportation Eng. at E&K) |
| ▫ Recreational Traffic in N.J. N.Y. N.Y.C. Metropolitan Area | Analysis of Summer Sunday Traffic in the Region. (Project Director at TSRPC) |
| ▫ Williamsport, Pa. Transportation Study | Inventory of existing land use, traffic and roadways and future travel projections. (Transportation Eng. at E&K) |

| | |
|---|---|
| ❑ Gateway National Park Transportation Access Study | Transportation access to the proposed National Park by bus, rail and automobile. (Project Director at TSRPC) |
| ❑ I-287 Impact Analysis in Northern New Jersey | Analysis of the proposed completion of I 287 in Northern New Jersey and impacts on the NY Thruway and the Tappan Zee Bridge. |
| ❑ Transition Plan for Elderly and Handicapped in the NY and NJ Metropolitan Area | Plan to develop transportation system that will be accessible to elderly and handicapped for all transit systems. |
| ❑ Measures of Effectiveness of Transportation System Management Alternatives | Managed Consultant Study to determine cost effective transportation alternatives. (Study Manager at TSRPC) |
| ❑ Transportation Improvement Programs | Responsible for Capital Improvement Programs for the NY, NJ, Conn Metro Area for Transportation Projects Totaling over $15 Billion. (Project Director at TSRPC) |
| ❑ State Implementation Plan for Transportation Related Pollutants for the CT NY NJ Metro Area | Prepared Air Quality Plans for urbanized area to meet the requirements of the Clean Air Act. (Project Director at TSRPC) |
| ❑ Lower Hudson County Transportation Plan | Prepared short and long range transportation plan to assess proposed developments along the waterfront. (Project Director at TSRPC) |
| ❑ Feasibility Study For Proposed Housing at Floyd Bennet Field | Review of transportation and land use to determine the feasibility of large scale residential developments. (Project Director at TSRPC) |
| ❑ Hub Bound Travel Study | Study of the number of people entering lower Manhattan on a typical weekday by all modes. Project Director at TSRPC) |

| | |
|---|---|
| ▫ I-95 Traffic Study in Southern New Jersey | Study of existing and proposed travel patterns in the I 95 corridor to determine feasibility of construction. (Project Director at TSRPC) |
| ▫ I-287 Missing Link Connection in Morristown, N.J. | Nationally published FHWA report on reduction in traffic congestion due to the completion of a missing road link. (Study Director at TSRPC) |
| ▫ Newark, N.J. Topics | Intersection improvements in Newark, NJ. (Transp. Eng. at E&K) |
| ▫ Intersection Signalization Designs | Design of traffic signals at various locations in Burlington County. (County Traffic Engineer) |
| ▫ Elk Center Transportation Report Gloucester County | Transportation Study for large scale housing, hotel, shopping center, and flex office space. (Project Director) |
| ▫ Construction Management | Manage, coordinate and expedite the construction of an $18 million building. (Construction Engineer) |

*VARIOUS MEMBERSHIPS*

*Member*
Governors Committee For Inspection and Maintenance
N.Y. State Motor Vehicles

*Tri State Staff Representative*
Governors Advisory Committee to the Long Island Sound Bridge Crossing Study

*Institute of Transportation Engineers Representative*
Technical Advisory Committee to the I 95 Corridor Study - Southern New Jersey

*Tri State Staff Member*
Route 9W Interstate Trucking Task Force - New Jersey and New York

*Member*
Institute of Transportation Engineers Committee
55 mile per hour speed limit - Co-authored national publication in ITE Magazine

*Member*
Advisory Committee to the National Commission on Air Quality
Metropolitan New York Study

*Member*
Institute of Transportation Engineers
Metropolitan New York Chapter

*ADDITIONAL PROJECTS*

Mr. Litwornia has also worked on various traffic studies throughout the Region including:

- Royal Insurance Accident Analysis, Navesink
- Park Avenue Variety Store Traffic Study, Orange
- Ginsberg Office Traffic Study, Voorhees
- Silvergate Traffic Study, Elk
- Provisiero Condo Traffic Study, Wanaque
- Farrel Accident Analysis, Washington Township
- Derbyshire Mayflower Traffic Study, Wyckoff
- Eagle Shopping Center Traffic Study, Ewing
- Newton Trust Traffic Study, Hamburg
- Jamie Estates Traffic Study, Parsippany
- Village Square Traffic Study, Monmouth Beach
- Village Square Traffic Study, Parsippany
- Peralta Apartment Traffic Study, Hackensack
- Traffic Consultant to the Township of Old Bridge
- RGC Realty Traffic Study, North Brunswick
- Dump Site Traffic Study, Delran
- Mount Holly Parking Study
- Prime Motor Inns Traffic Study, Clifton
- Burger King Traffic Study, Montgomery

*Arnold Garonzik, PP*
*Transportation Planner*

Mr. Garonzik has over fifteen years of experience in traffic and transportation planning with both public and private organizations.

As a Transportation Planner for Litwornia Associates, Inc., Mr. Garonzik has prepared transportation corridor studies of the Cross Keys Road corridor in Gloucester County, NJ the Dutchtown Road corridor in Voorhees Township, Camden County, NJ and the Ringwood Road corridor in Passaic County, NJ. He has also prepared the transportation component of the Township Master Plans for both Gloucester Township, Camden County and Elk Township, Gloucester County.

In addition to these large scale transportation studies, Mr. Garonzik has also designed traffic signal systems using computer aided design programs.

Prior to working with Litwornia Associates, Inc., Mr. Garonzik was a Traffic Planner for Grove Miller Engineering, Inc. of Harrisburg, Pennsylvania. Mr. Garonzik prepared traffic impact studies of various developments which included: a 2000 unit subdivision, a 2500 unit planned unit development and a 160,000 square foot shopping center. He has also evaluated several traffic signal systems including: the City of Harrisburg's CBD, Hampden Township (Cumberland County, PA), the Borough of Gettysburg, PA and the Carlisle Pike with the TRANSYT - 7F traffic signal simulation and optimization model.

Mr. Garonzik was a Traffic Planner for Huth Engineers, Inc. of Lancaster, Pennsylvania. He investigated the potential impact of proposed street openings and retail business expansions upon the traffic conditions on the Lititz Pike in the Borough of Lititz (PA) and provided recommendations to manage the impacts.

Other responsibilities included preparing the condition diagrams, construction plans, specifications and bidding documents for several traffic signal systems in Lancaster County. He was a member of the design team that designed a "closed-loop" traffic system for the Harrisburg Pike Corridor and the Manhiem Pike Corridor in Lancaster County, PA.

Mr. Garonzik graduated from the University of Cincinnati with a B.A. in Urban Planning and Geography and a Masters degree in Community Planning.

He is also a member of the Institute of Transportation Engineers and the American Planning Association.

TRAFFIC ASSESSMENT
FOR
ALLIED RECYCLING, INC.:

SOUTHAMPTON SITE – 440 NEW ROAD

# APPENDIX B
TECHNICAL DATA

Litwornia Associates, Inc.
3 Trading Post Way
PO Box 2300
Medford Lakes, NJ 08055

Litwornia Associates
440 New Road, Southampton, NJ
BT

File Name : am pk
Site Code : 00000000
Start Date : 9/9/2013
Page No : 1

Groups Printed- All Vehicles

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| 07:00 AM | 0 | 12 | 12 | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 33 |
| 07:15 AM | 0 | 15 | 15 | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 54 |
| 07:30 AM | 0 | 5 | 5 | 0 | 0 | 0 | 46 | 0 | 46 | 0 | 51 |
| 07:45 AM | 0 | 10 | 10 | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 49 |
| Total | 0 | 42 | 42 | 0 | 0 | 0 | 145 | 0 | 145 | 0 | 187 |
| 08:00 AM | 0 | 17 | 17 | 0 | 0 | 0 | 49 | 0 | 49 | 0 | 66 |
| 08:15 AM | 1 | 10 | 11 | 0 | 0 | 0 | 31 | 0 | 31 | 0 | 42 |
| 08:30 AM | 1 | 7 | 8 | 0 | 0 | 0 | 27 | 0 | 27 | 0 | 35 |
| 08:45 AM | 1 | 5 | 6 | 0 | 1 | 1 | 30 | 0 | 30 | 0 | 37 |
| Total | 3 | 39 | 42 | 0 | 1 | 1 | 137 | 0 | 137 | 0 | 180 |
| Grand Total | 3 | 81 | 84 | 0 | 1 | 1 | 282 | 0 | 282 | 0 | 367 |
| Apprch % | 3.6 | 96.4 | | 0 | 100 | | 100 | 0 | | | |
| Total % | 0.8 | 22.1 | 22.9 | 0 | 0.3 | 0.3 | 76.8 | 0 | 76.8 | 0 | |

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | |
| 07:15 AM | 0 | 15 | 15 | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 54 |
| 07:30 AM | 0 | 5 | 5 | 0 | 0 | 0 | 46 | 0 | 46 | 0 | 51 |
| 07:45 AM | 0 | 10 | 10 | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 49 |
| 08:00 AM | 0 | 17 | 17 | 0 | 0 | 0 | 49 | 0 | 49 | 0 | 66 |
| Total Volume | 0 | 47 | 47 | 0 | 0 | 0 | 173 | 0 | 173 | 0 | 220 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | | |
| PHF | .000 | .691 | .691 | .000 | .000 | .000 | .883 | .000 | .883 | .000 | .833 |

Litwornia Associates, Inc.
3 Trading Post Way
PO Box 2300
Medford Lakes, NJ 08055

Litwornia Associates
440 New Road, Southampton, NJ
BT

File Name : am pk
Site Code : 00000000
Start Date : 9/9/2013
Page No : 1

Groups Printed- Trucks and Buses

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 13 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 6 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 19 |
| Apprch % | 0 | 0 | | 0 | 0 | | 100 | 0 | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | |

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 14 |
| % App. Total | 0 | 0 | | 0 | 0 | | 100 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .700 | .000 | .700 | .000 | .700 |

Litwornia Associates, Inc.
3 Trading Post Way
PO Box 2300
Medford Lakes, NJ 08055

Litwornia Associates
440 New Road, Southampton, NJ
BT

File Name : pm peak count
Site Code : 00000000
Start Date : 9/9/2013
Page No : 1

Groups Printed- All Vehicles

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| 04:00 PM | 1 | 14 | 15 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 34 |
| 04:15 PM | 0 | 20 | 20 | 0 | 2 | 2 | 22 | 0 | 22 | 0 | 44 |
| 04:30 PM | 0 | 25 | 25 | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 46 |
| 04:45 PM | 0 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 47 |
| Total | 1 | 84 | 85 | 0 | 2 | 2 | 84 | 0 | 84 | 0 | 171 |
| 05:00 PM | 0 | 26 | 26 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 45 |
| 05:15 PM | 0 | 24 | 24 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 40 |
| 05:30 PM | 0 | 56 | 56 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 71 |
| 05:45 PM | 0 | 27 | 27 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 43 |
| Total | 0 | 133 | 133 | 0 | 0 | 0 | 66 | 0 | 66 | 0 | 199 |
| Grand Total | 1 | 217 | 218 | 0 | 2 | 2 | 150 | 0 | 150 | 0 | 370 |
| Apprch % | 0.5 | 99.5 | | 0 | 100 | | 100 | 0 | | | |
| Total % | 0.3 | 58.6 | 58.9 | 0 | 0.5 | 0.5 | 40.5 | 0 | 40.5 | 0 | |

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | |
| 04:45 PM | 0 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 47 |
| 05:00 PM | 0 | 26 | 26 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 45 |
| 05:15 PM | 0 | 24 | 24 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 40 |
| 05:30 PM | 0 | 56 | 56 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 71 |
| Total Volume | 0 | 131 | 131 | 0 | 0 | 0 | 72 | 0 | 72 | 0 | 203 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | | |
| PHF | .000 | .585 | .585 | .000 | .000 | .000 | .818 | .000 | .818 | .000 | .715 |

Litwornia Associates, Inc.
3 Trading Post Way
PO Box 2300
Medford Lakes, NJ 08055

Litwornia Associates
440 New Road, Southampton, NJ
BT

File Name : pm peak count
Site Code : 00000000
Start Date : 9/9/2013
Page No : 1

Groups Printed- Trucks and Buses

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| 04:00 PM | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 5 |
| 04:30 PM | 0 | 6 | 6 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 9 |
| 04:45 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 14 | 14 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 20 |
| 05:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 5 |
| 05:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 5 |
| 05:45 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 6 | 6 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 13 |
| Grand Total | 0 | 20 | 20 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 33 |
| Apprch % | 0 | 100 | | 0 | 0 | | 100 | 0 | | | |
| Total % | 0 | 60.6 | 60.6 | 0 | 0 | 0 | 39.4 | 0 | 39.4 | 0 | |

| | New Road Southbound | | | Site Drive Westbound | | | New Road Northbound | | | Eastbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | |
| 04:45 PM | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 5 |
| 05:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 5 |
| Total Volume | 0 | 6 | 6 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 13 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | | |
| PHF | .000 | .750 | .750 | .000 | .000 | .000 | .438 | .000 | .438 | .000 | .650 |

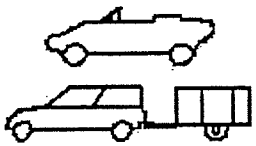
# Federal Highway Administration Scheme F Vehicle Classifications

## Class 1 — Motorcycles

This class includes all two- or three-wheeled motorized vehicles. These vehicles typically have a saddle-type of seat and are steered by handlebars rather than a steering wheel. This includes motorcycles, motor scooters, mopeds, motor-powered bicycles and three-wheel motorcycles.

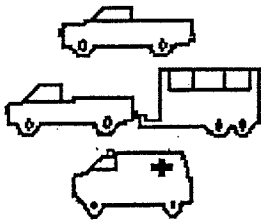
## Class 2 — Passenger cars

This class includes all sedans, coupes and station wagons manufactured primarily for the purpose of carrying passengers, including those pulling recreational or other light trailers.



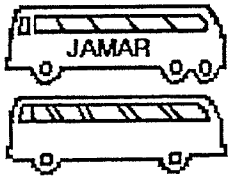
## Class 3 — Pickups, Vans and other 2-axle, 4-tire single unit vehicles

This class includes all two-axle, four tire vehicles other than passenger cars, which includes pickups, vans, campers, small motor homes, ambulances, minibuses and carryalls. These types of vehicles which are pulling recreational or other light trailers are included.



## Class 4 — Buses

This class includes all vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This includes only traditional buses, including school and transit buses, functioning as passenger-carrying vehicles. All two-axle, four tire minibuses should be classified as Class 3. Modified buses should be considered to be trucks and classified appropriately.



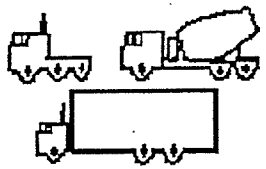





## Class 5 — Two-Axle, Six-Tire Single Unit Trucks

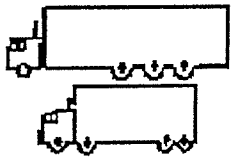
This class includes all vehicles on a *single frame* which have *two axles and dual rear tires*. This includes trucks, camping and recreation vehicles, motor homes, etc.

## Class 6 — Three-Axle Single Unit Trucks



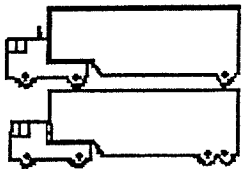
This class includes all vehicles on a *single frame* which have *three axles*. This includes trucks, camping and recreation vehicles, motor homes, etc.

## Class 7 — Four or More Axle Single Unit Trucks



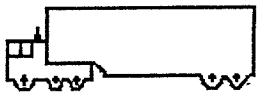
This class includes all vehicles on a *single frame* with *four or more axles*.

## Class 8 — Four or Less Axle Single Trailer Trucks



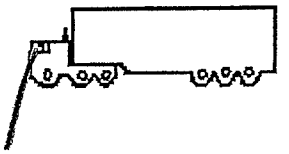
This class includes all vehicles with *four or less axles* consisting of *two units*, in which the pulling unit is a tractor or single unit truck.

## Class 9 — Five-Axle Single Trailer Trucks



This class includes all *five-axle* vehicles consisting of *two units* in which the pulling unit is a tractor or single unit truck.

## Class 10 — Six or More Axle Single Trailer Trucks



This class includes all vehicles with *six or more axles* consisting of *two units* in which the pulling unit is a tractor or single unit truck.

## Class 11
## Five or Less Axle Multi-Trailer Trucks

This class includes all vehicles with *five or less axles* consisting of *three or more units* in which the pulling unit is a tractor or single unit truck.

## Class 12 — Six-Axle Multi-Trailer Trucks

This class includes all *six-axle* vehicles consisting of *three or more units* in which the pulling unit is a tractor or single unit truck.

## Class 13
## Seven or More Axle Multi-Trailer Trucks

This class includes all vehicles with *seven or more axles* consisting of *three or more units* in which the pulling unit is a tractor or single unit truck.

The Mite also collects data for **Class 14 — Unclassified Vehicles.** This class includes all vehicles that the Mite could not process into one of the existing 13 classes. This data can be retained in your reports, or it can be redistributed by the software into the existing 13 classes based on the percentages in each of those classes.





We are pleased that you have chosen the TRAX Mite for your traffic analysis needs. We have strived to develop a unit that is easy to use and has the options that our customers require. The Mite has undergone extensive testing to verify the accuracy of its operations, and each unit is extensively tested before it leaves our facility. However, we recommend that you verify the continuing accuracy of any traffic counting device you use. To assure that your unit is operating properly, verification against manual counts should be performed on an annual basis as required by the Federal Highway Administration.

Should you detect any problems with any of our products, please notify JAMAR Technologies immediately and discontinue use of the unit until we have verified its operation.

# Litwornia Associates, Inc.

PO Box 2300
Medford Lakes, NJ 08055
609*654*1334

Site Code: 000000000000
Station ID:

North to South New Rd

A to B 9/12/13

Latitude: 0' 0.000 South

| 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 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/12/13 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:30 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:00 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:30 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 22 | 6 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:00 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| 08:15 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 18 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 09:00 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:30 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:45 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 22 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 10 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 19 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total | 0 | 108 | 38 | 9 | 10 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 175 |
| Percent | 0.0% | 61.7% | 21.7% | 5.1% | 5.7% | 1.7% | 0.6% | 1.7% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | |

# Litwornia Associates, Inc.

PO Box 2300
Medford Lakes, NJ 08055
609*654*1334

North to South New Rd

Site Code: 000000000000
Station ID:

A to B 9/11/13

Latitude: 0' 0.000 South

| 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 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 12:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 35 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 |
| 13:00 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 1 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| | 1 | 31 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 46 |
| 14:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 37 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 1 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 15:15 | 0 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 1 | 16 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 |
| 15:45 | 0 | 17 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 2 | 50 | 20 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 87 |
| 16:00 | 0 | 22 | 10 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 40 |
| 16:15 | 0 | 22 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
| 16:30 | 0 | 27 | 9 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 42 |
| 16:45 | 0 | 25 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | 0 | 96 | 32 | 1 | 11 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 146 |
| 17:00 | 1 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 0 | 26 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 17:30 | 0 | 22 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 42 |
| 17:45 | 1 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 2 | 90 | 38 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 137 |
| 18:00 | 1 | 20 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:15 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 1 | 67 | 19 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 19:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 |
| 19:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 1 | 54 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 67 |
| 20:00 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 34 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 21:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 1 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 8 | 531 | 164 | 7 | 33 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 14 | 763 |
| Percent | 1.0% | 69.6% | 21.5% | 0.9% | 4.3% | 0.0% | 0.0% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 1.8% | |

# Litwornia Associates, Inc.

PO Box 2300
Medford Lakes, NJ 08055
609*654*1334

South to North New Rd

9/12/13

Site Code: 000000000000
Station ID:

B to A

Latitude: 0' 0.000 South

| 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 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/12/13 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 05:15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 | 0 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:45 | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 28 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42 |
| 06:00 | 0 | 11 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 06:15 | 0 | 7 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 06:30 | 0 | 17 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 06:45 | 0 | 12 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 0 | 47 | 24 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 88 |
| 07:00 | 0 | 13 | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:15 | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 07:30 | 0 | 42 | 12 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 60 |
| 07:45 | 0 | 33 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | 0 | 114 | 43 | 1 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 169 |
| 08:00 | 0 | 19 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:15 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:30 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:45 | 0 | 18 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 0 | 78 | 24 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 109 |
| 09:00 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:15 | 0 | 8 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:45 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 31 | 10 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 13 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 31 | 11 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 14 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Total | 0 | 358 | 140 | 6 | 35 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 551 |
| Percent | 0.0% | 65.0% | 25.4% | 1.1% | 6.4% | 0.2% | 0.2% | 0.7% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | |

# Litwornia Associates, Inc.

PO Box 2300
Medford Lakes, NJ 08055
609*654*1334

South to North - New Rd

9/11/13

Site Code: 000000000000
Station ID:

B to A

Latitude: 0' 0.000 South

| 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 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 26 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 6 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| | 0 | 34 | 10 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 53 |
| 14:00 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 27 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 15:00 | 0 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 15:30 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 1 | 33 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 |
| 16:00 | 0 | 11 | 5 | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:15 | 0 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 47 | 17 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 17:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 7 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 0 | 26 | 13 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 18:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 1 | 18 | 11 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 19:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| | 0 | 12 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 20:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 21:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 2 | 266 | 109 | 8 | 18 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 6 | 415 |
| Percent | 0.5% | 64.1% | 26.3% | 1.9% | 4.3% | 0.2% | 0.0% | 1.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | |

HCS+: Unsignalized Intersections Release 5.6

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Analyst: | Arn Garonzik |
| Agency/Co.: | Litwornia Associates, Inc |
| Date Performed: | 9/12/2013 |
| Analysis Time Period: | AM Peak Hour |
| Intersection: | New Rd & Site Drive |
| Jurisdiction: | Southampton, NJ |
| Units: U. S. Customary | |
| Analysis Year: | 2013 Existing |
| Project ID: | 13059 - Recycle Center |
| East/West Street: | Site Drive (444 New Road) |
| North/South Street: | New Rd |
| Intersection Orientation: | NS |
| Study period (hrs): | 0.25 |

### Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | | 173 | 0 | 3 | 47 | |
| Peak-Hour Factor, PHF | | 0.88 | 1.00 | 0.25 | 0.69 | |
| Hourly Flow Rate, HFR | | 196 | 0 | 12 | 68 | |
| Percent Heavy Vehicles | | -- | -- | 0 | -- | -- |
| Median Type/Storage | Undivided | | | / | | |
| RT Channelized? | | | | | | |
| Lanes | | 1 | 0 | 0 | 1 | |
| Configuration | | TR | | LT | | |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | 0 | | 1 | | | |
| Peak Hour Factor, PHF | 1.00 | | 0.25 | | | |
| Hourly Flow Rate, HFR | 0 | | 4 | | | |
| Percent Heavy Vehicles | 0 | | 0 | | | |
| Percent Grade (%) | | 0 | | | 0 | |
| Flared Approach: Exists?/Storage | | | No | / | | / |
| Lanes | 0 | | 0 | | | |
| Configuration | | LR | | | | |

### Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | | LT | | LR | | | | |
| v (vph) | | 12 | | 4 | | | | |
| C(m) (vph) | | 1389 | | 850 | | | | |
| v/c | | 0.01 | | 0.00 | | | | |
| 95% queue length | | 0.03 | | 0.01 | | | | |
| Control Delay | | 7.6 | | 9.3 | | | | |
| LOS | | A | | A | | | | |
| Approach Delay | | | | 9.3 | | | | |
| Approach LOS | | | | A | | | | |

HCS+: Unsignalized Intersections Release 5.6

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Analyst: | Arn Garonzik |
| Agency/Co.: | Litwornia Associates, Inc |
| Date Performed: | 9/12/2013 |
| Analysis Time Period: | PM Peak |
| Intersection: | New Rd & Site Drive |
| Jurisdiction: | Southampton, NJ |
| Units: U. S. Customary | |
| Analysis Year: | 2013 Existing |
| Project ID: 13059 - Recycle Center | |
| East/West Street: | Site Drive (444 New Road) |
| North/South Street: | New Rd |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

### Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | | 72 | 0 | 1 | 131 | |
| Peak-Hour Factor, PHF | | 0.88 | 1.00 | 0.25 | 0.68 | |
| Hourly Flow Rate, HFR | | 81 | 0 | 4 | 192 | |
| Percent Heavy Vehicles | | -- | -- | 0 | -- | -- |
| Median Type/Storage | Undivided | | | / | | |
| RT Channelized? | | | | | | |
| Lanes | | 1 | 0 | 0 | 1 | |
| Configuration | | TR | | LT | | |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | 0 | | 2 | | | |
| Peak Hour Factor, PHF | 1.00 | | 0.25 | | | |
| Hourly Flow Rate, HFR | 0 | | 8 | | | |
| Percent Heavy Vehicles | 0 | | 0 | | | |
| Percent Grade (%) | | 0 | | | 0 | |
| Flared Approach: Exists?/Storage | | | No / | | | / |
| Lanes | 0 | | 0 | | | |
| Configuration | | LR | | | | |

### Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | | LT | | LR | | | | |
| v (vph) | | 4 | | 8 | | | | |
| C(m) (vph) | | 1529 | | 985 | | | | |
| v/c | | 0.00 | | 0.01 | | | | |
| 95% queue length | | 0.01 | | 0.02 | | | | |
| Control Delay | | 7.4 | | 8.7 | | | | |
| LOS | | A | | A | | | | |
| Approach Delay | | | | 8.7 | | | | |
| Approach LOS | | | | A | | | | |