

Draft Environmental Impact Statement

Infrastructure Improvements at

the Yap International Airport and

the Yap Seaport

Yap State, Federated States of Micronesia

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APRIL 2026

Appendix L
Traffic Study (2026)



TRAFFIC ASSESSMENT

YAP AIRPORT AND SEAPORT PROJECTS EIS

YAP, FEDERATED STATES OF MICRONESIA

FINAL

March 27, 2026

Prepared for:
Naval Facilities Engineering Systems Command Marianas

Prepared By:
Austin, Tsutsumi & Associates in coordination with HHF Planners



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TRAFFIC ASSESSMENT FOR THE YAP AIRPORT AND SEAPORT PROJECTS EIS

YAP STATE, FEDERATED STATES OF MICRONESIA

1. INTRODUCTION

This report documents the findings of a traffic study conducted by Austin, Tsutsumi, and Associates, Inc. (ATA) to support the Yap Airport and Seaport Projects Environmental Impact Statement (EIS), hereinafter referred to as the "Project", located in Yap State, Federated States of Micronesia (FSM).

1.1 Project Description

The U.S. Department of War (DoW), in coordination with FSM and Yap State, proposes to construct various improvements, repairs, and upgrades to the Airport and Seaport. The Proposed Action includes major improvements and expansion of the Airport; improvements to the Airport-to-Seaport connector road; and upgrades to the wharf, harbor, navigational channel, and navigational aids. The Proposed Action also includes related dredging and dredge material disposal on land and in nearshore areas.

In the long-term, the Airport and Seaport would continue to be controlled by Yap State with continued primary use by local FSM users (e.g., private, commercial, and government entities). The U.S. DoW anticipates conducting up to two military training events per year, which may involve either or both the Airport and Seaport. Each training event could last up to 14 days, for a total of up to 28 training days per year and include up to approximately 200 military service members. No permanent personnel or full-time aircraft basing are included in the Proposed Action.

This study will assess the impacts of increased project-related construction and post-construction trips between the Airport and Seaport to support the preparation of the Project's Environmental Impact Statement (EIS).

See Figure 1.1 for the Project count locations.

1 **1.2 Study Methodology**

2 This study will address the following:

- 3 1. Establish existing traffic volumes at the study intersections, listed below, during the
4 weekday AM and PM peak hours of traffic
- 5 2. Assess potential impacts from project-related construction trips based on a segment
6 capacity analysis
- 7 3. Recommend best management practices to mitigate construction traffic impacts
- 8 4. Provide preliminary recommendations for roadway improvements or other mitigative
9 measures, as appropriate, to reduce or eliminate the adverse impacts resulting from
10 the Proposed Project

11

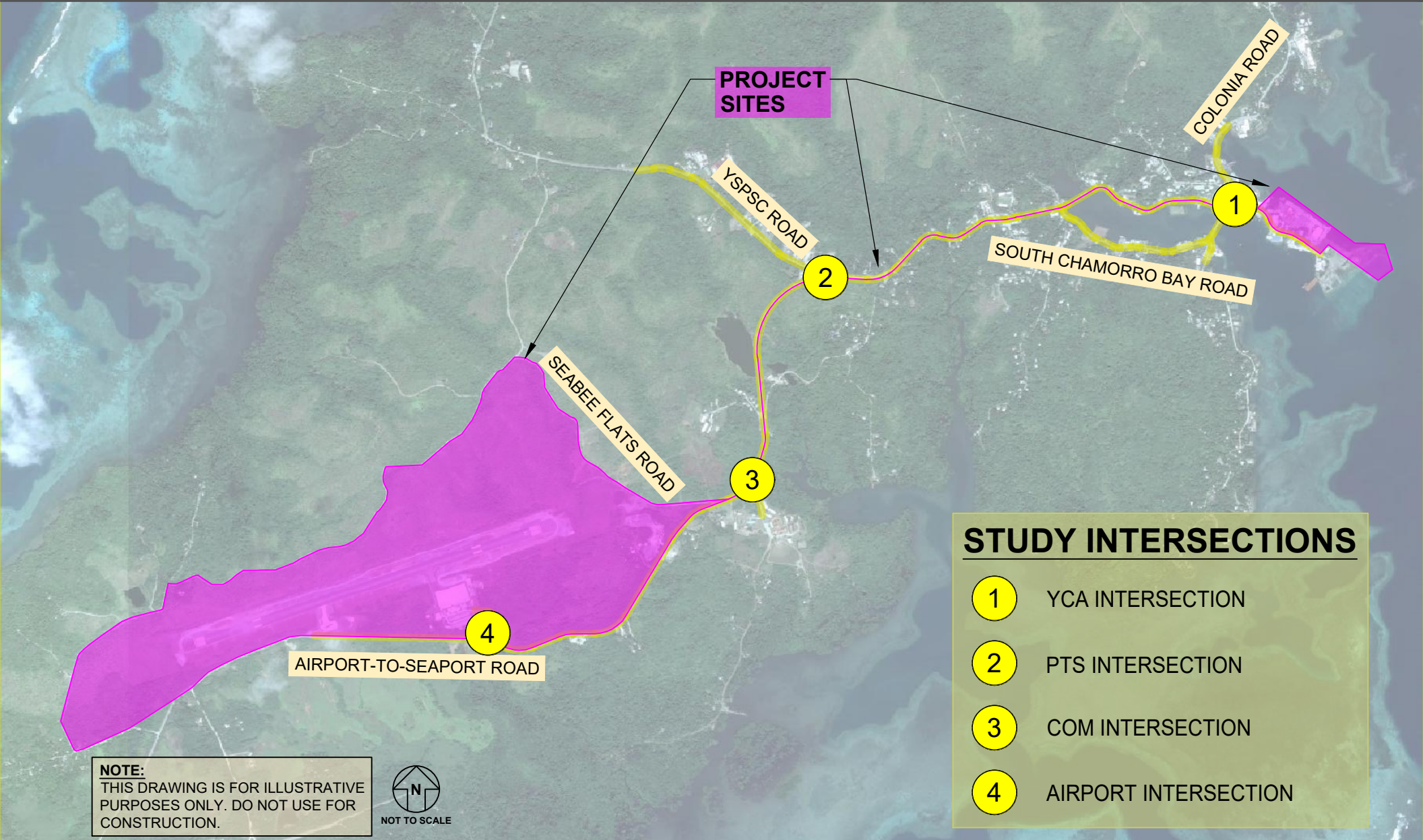


FIGURE 1.1

COUNT LOCATIONS

1 **2. EXISTING CONDITIONS**

2 **2.1 Roadway System**

3 Airport-to-Seaport Road is a two-way, two-lane roadway with a posted speed of 15-25 miles per
4 hour (mph). Airport-to-Seaport Road is a primary east-west connection that provides access to
5 residential, commercial, institutional, and recreational areas between the Seaport and Airport. It
6 begins at the Seaport, travels west to the Airport, and continues southwest to Magachgil. It also
7 connects to Yap State Public Service Corporation (YSPSC) Road and Colonia Road providing
8 access to the northern portion of the island including Yap Memorial Hospital.

9 **2.2 Existing Traffic Volumes**

10 Manual traffic count data were collected by an on-island contractor using traditional camcorders.
11 The video files were sent to ATA for post-processing. ATA manually counted the AM and PM
12 peak volumes at the following intersections:

- 13 1. Airport-to-Seaport Road/ Yap Cooperative Association General Store (YCA Intersection)
- 14 2. Airport-to-Seaport Road/ Yap Public Transportation System (PTS Intersection)
- 15 3. Airport-to-Seaport Road/College of Micronesia-Yap Campus (COM Intersection)
- 16 4. Airport-to-Seaport Road/Airport Access Road (Airport Intersection)

17 Traffic count data was collected between November 17-24, 2025. Peak hours represent a 60-
18 minute period when traffic volume is at its highest, which typically occurs when drivers are
19 commuting to/from work during the weekdays. Based on the traffic count data, the AM peak hour
20 begins at 0745 and the PM peak hour begins at 1630 or 1645 at the study intersections. Traffic
21 count data is provided in Appendix A.

22 Previous traffic count data collected for another project by GHD on May 19, 2025 was also used
23 in this study. The previous count data only included directional volumes. Bi-directional volumes
24 were estimated based on the assumption that northbound volumes would be roughly the opposite
25 of the southbound volumes in the AM and PM. For example, there were roughly 54 southbound
26 vehicles along South Chamorro Bay Road during the AM peak hour, thus, it was assumed that
27 there were 54 northbound vehicles during the PM peak hour. Previous traffic count data is
28 provided in Appendix B.

29 Figure 2.1 and Table 2.1 show the existing roadway volumes.

30

1

Table 2.1: Existing Roadway Segment Volumes

Intersection No.	Roadway	Location	Existing AM Peak Hour Bi-Directional Segment Volume	Existing PM Peak Hour Bi-Directional Segment Volume
1	Airport-to-Seaport	West of YCA Intersection	558	570
2	Airport-to-Seaport	West of PTS Intersection	352	233
3	Airport-to-Seaport	West of COM Intersection	192	157
4	Airport-to-Seaport	West of Airport Intersection	148	105
n/a	South Chamorro Bay Road	South of Airport-to-Seaport Road	213 (estimated)	213 (estimated)

2

STUDY INTERSECTIONS

- 1 YCA INTERSECTION
- 2 PTS INTERSECTION
- 3 COM INTERSECTION
- 4 AIRPORT INTERSECTION

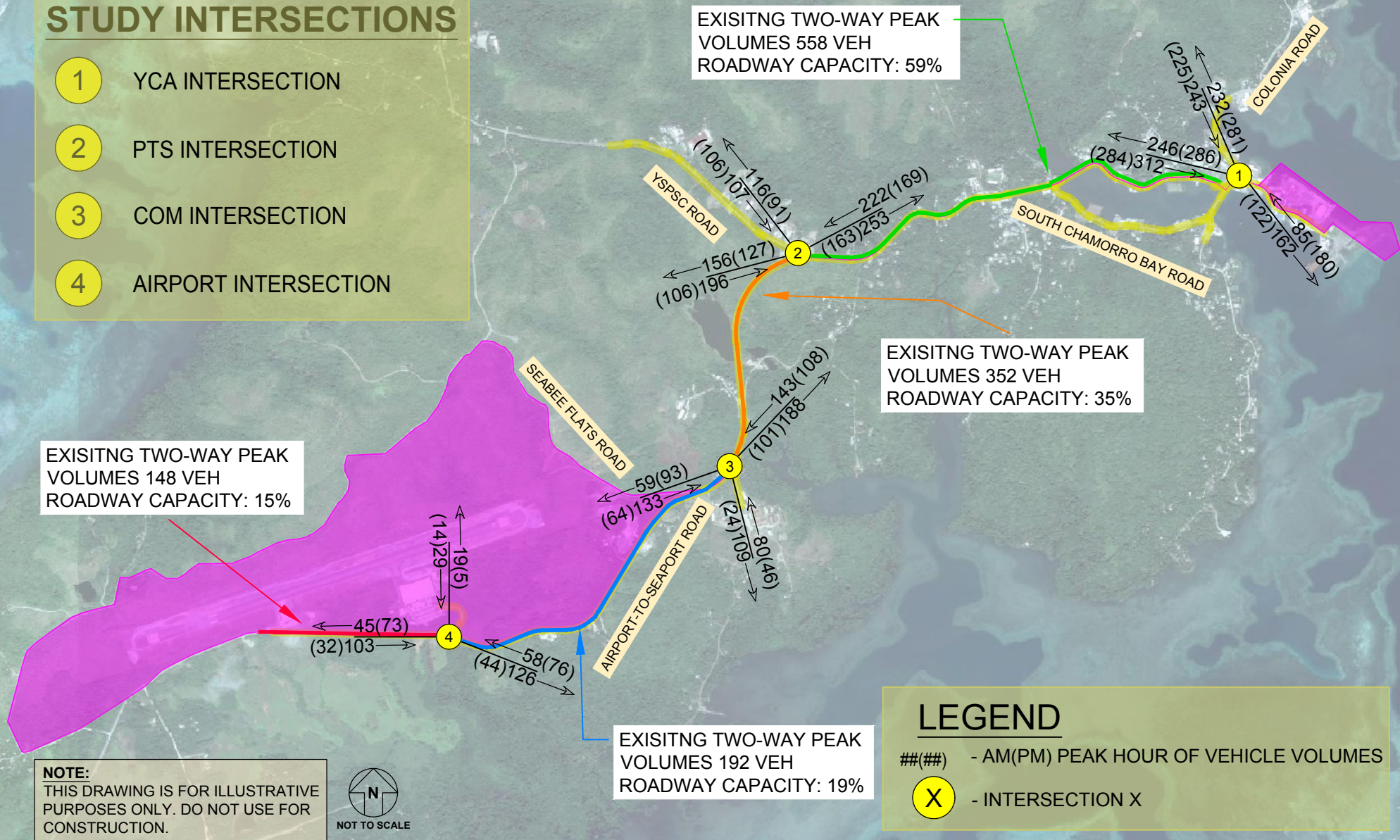


FIGURE 2.1

EXISTING SEGMENT VOLUMES

1 **3. FUTURE CONDITIONS**

2 **3.1 Construction Phase**

3 **3.1.1 Anticipated Work Zone Impacts**

4 Airport-to-Seaport Road Improvements

5 It is expected that lane closures would be required during some of the construction phases. Full
6 roadway closures near Chamorro Bay may also be needed if the Ganir Bridge project is
7 completed. Traffic would be rerouted along the South of Chamorro Bay via Airport-to-Seaport
8 Road. See Figure 3.1 for potential detour route around Chamorro Bay. Detour routes and closure
9 strategies would be subject to agency coordination and approval at the time of construction,
10 particularly given emergency access and operational constraints and the unknown factor of the
11 intended means and methods of the selected construction contractors.

12 Signs will be posted to notify the public of construction traffic. Care should be taken to preserve
13 pedestrian routes in the Project area and alternative routes must be provided if sidewalks or
14 crosswalks are closed. The construction contractors would be required to develop and implement
15 a Traffic Control Plan (TCP). The TCP Manager should provide adequate signage if pedestrian
16 detours are required as outlined in the Manual on Uniform Traffic Control Devices (MUTCD), 11th
17 edition. Temporary traffic control, flaggers and uniformed traffic control officers, channelizing
18 devices, and barricades may also be used, as needed, to help manage traffic during lane closures
19 and detours. The Transportation Management Plan (TMP) Manager shall be responsible for
20 coordination with agencies to obtain required permits.

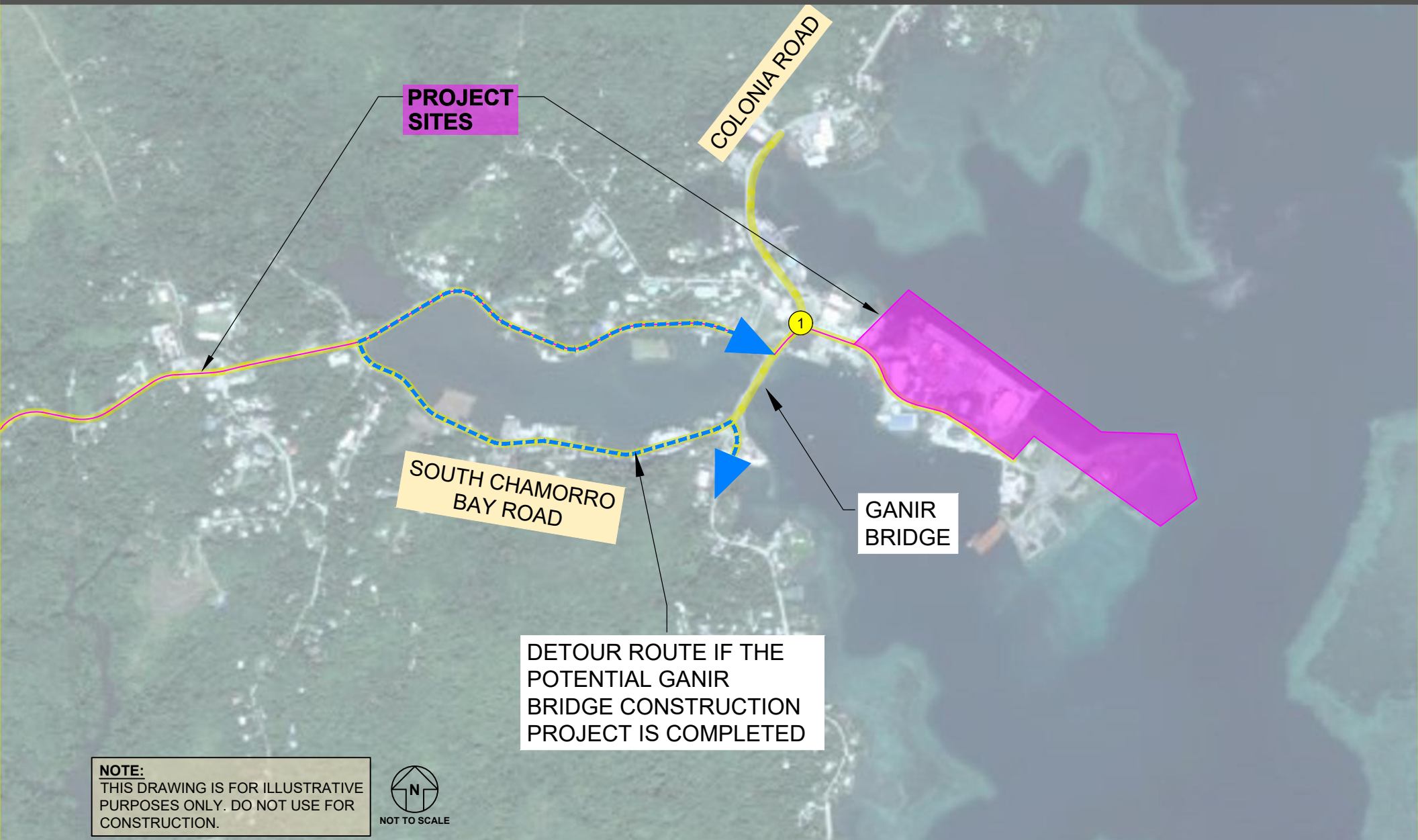


FIGURE 3.1

POTENTIAL DETOUR ROUTE

1 Airport

2 Construction of the Airport improvements is expected to take up to 7.25 years to complete. Note
3 Airport improvements may occur concurrently with Seaport improvements. There are several
4 areas proposed for Airport construction staging, storage, temporary offices, and man camp that
5 will serve as housing for the temporary workforce. There are also additional areas for vegetation
6 and topsoil handling and asphalt and concrete batch plants. One potential man camp is proposed
7 south of Airport-to-Seaport Road near the Airport Rescue and Fire Fighting (ARFF) building. The
8 second potential man camp is proposed on the east side of the Airport, south of Airport-to-Seaport
9 Road. Figure 3.2 shows the Airport construction support areas.

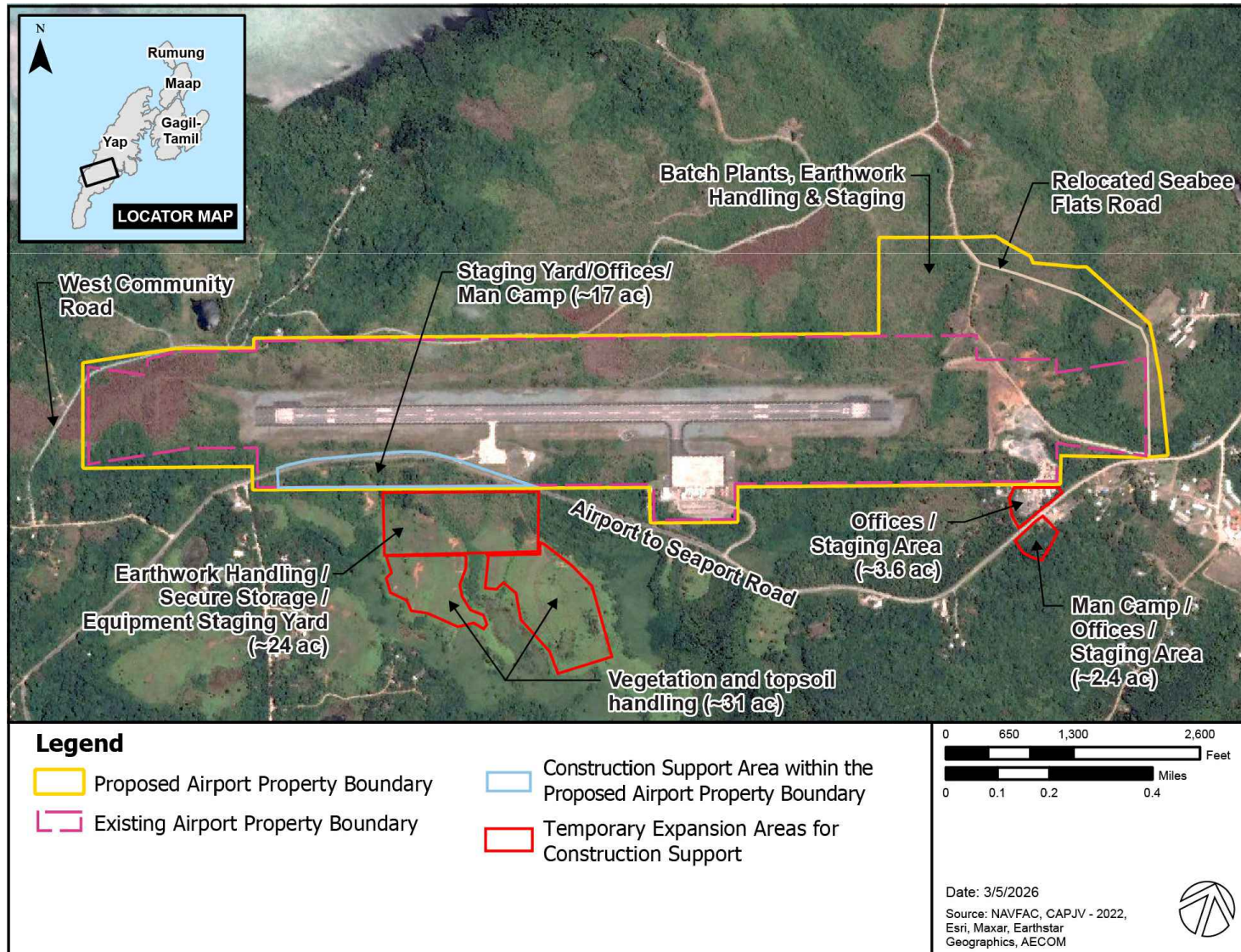
10 All construction equipment storage/staging and loading/unloading will occur within the
11 construction site or support areas. No loading/unloading and staging of vehicles or materials will
12 be allowed along the adjacent roadways. On-site parking for local workers should be provided at
13 the construction support areas and workers can carpool to the construction site. As discussed
14 below, workers living at the man camps are expected to be bused to the construction site.

15 Construction vehicles are expected to access the Airport via the existing community road west of
16 the Airport. In addition, Seabee Flats Road will be relocated east of the Airport outside of the
17 proposed runway protect zone (RPZ) and runway safety area (RSA). Seabee Flats Road is within
18 the runway expansion area, thus the need for a realigned connection. Figure 3.2 shows the
19 proposed roadway.

20 Seaport

21 Construction of the Seaport improvements are expected to take three years to complete. Note
22 Seaport improvements may occur concurrently with Airport improvements. In addition to the
23 Airport construction support areas, there are areas near the Seaport identified for construction
24 staging, stockpiles, dredge disposal, and a man camp. Figure 3.3 shows the routes and
25 construction trips expected for various activities. It is assumed that some Seaport construction
26 activity or workers may use the construction support areas near the Airport.

27 Similar to the Airport construction, all construction equipment storage/staging and
28 loading/unloading will occur within the construction site or support areas. No loading/unloading
29 and staging of vehicles or materials will be allowed along the adjacent roadways. On-site parking
30 for local workers should be provided at the construction support areas and workers can carpool
31 to the construction site. As discussed below, workers living at the man camp are expected to be
32 bused to the construction site.



NOTE:
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FIGURE 3.2

AIRPORT CONSTRUCTION SUPPORT AREAS

TAMIL CONSTRUCTION SUPPORT AREA AND MAN CAMP -
- UP TO 20 PEAK HOUR COMMUTING TRIPS (MAN CAMP SHUTTLES AND LOCAL WORKERS)
- UP TO 50 OFF-PEAK CONSTRUCTION TRIPS

YAP PUBLIC TRANSPORTATION SITE DREDGE DISPOSAL (3,000 CY)
~300 TOTAL TRIPS
- ASSUMING UP TO 60 OFF-PEAK CONSTRUCTION TRIPS PER DAY

SOUTH CHAMORRO STAGING AREAS
- UP TO 20 OFF-PEAK CONSTRUCTION TRIPS

BALABAT MENS HOUSE (250 CY)
~25 TOTAL TRIPS TO THE STOCKPILE
- ASSUMING UP TO 25 OFF-PEAK CONSTRUCTION TRIPS PER DAY

PROJECT SITE



NOT TO SCALE

NOTE:
THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. DO NOT USE FOR CONSTRUCTION. CONSTRUCTION TRIP INFORMATION PROVIDED BY HHF PLANNERS.

FIGURE 3.3

SEAPORT CONSTRUCTION SUPPORT AREAS AND ESTIMATED TRIPS

1 Best Management Practices

2 During construction, the following best management practice controls to reduce tracking of mud
3 and dirt onto public roadways should be practiced by the contractor:

- 4 1. Provide a pad of angular/crushed rock underlain with geotextile fabric , or similar at
5 the site exit.
- 6 2. Provide a tire wash area to remove sediment from tires and under vehicles at the site
7 exit.
- 8 3. Provide a sediment trap to collect wash water runoff at the tire area.
- 9 4. Sweep and vacuum adjacent public streets regularly.
- 10 5. Provide a dust screen around the site’s perimeter, when needed.

11 Other best management practices to mitigate construction traffic impacts include:

- 12 6. Notify community members of construction activities prior to the start of construction
13 activities through public meetings, news media, website, or place electronic message
14 boards near the construction area.
- 15 7. Keep community members regularly updated with the Project’s construction status
16 through mediums listed in the bullet above.
- 17 8. Coordinate with agencies including fire, police, emergency services, transit.
- 18 9. Coordinate lane closures with community stakeholders such as schools or other time
19 sensitive locations.
- 20 10. TMP Manager shall monitor all phases of construction work and shall document any
21 problems, issues, or recommendations for use in future phases of the project.

22 The above best management practices subject to the means and methods of the construction
23 contractor and would be implemented as necessary to comply with the requirements of the
24 construction contract and applicable authorities. Note that field observations were not conducted
25 as part of this study. Thus, existing pavement conditions were not evaluated. Roadway structural
26 condition, maintenance needs, and localized operational issues are outside the scope of this
27 traffic assessment and would be addressed separately if required.

28 **3.1.2 Construction Traffic**

29 Construction trips were developed in coordination with the Airport and Seaport design teams. The
30 design teams conservatively estimated the maximum likely number of daily construction trips
31 along a given roadway during the construction lifecycle associated with moving equipment,
32 hauling, and other construction related activities. The estimated number of construction workers
33 for the Seaport and the Airport were estimated based on constructions schedules/phasing and
34 general labor requirements. Projected construction commuting trips are estimated based on
35 reasonable assumptions regarding the man camp usage, worker shuttling, and private vehicle
36 usage. As required under the National Environmental Policy Act (NEPA), these assumptions
37 represent best available information to evaluate reasonably foreseeable impacts of the Proposed
38 Action. Actual worker housing and transportation logistics will be determined by the contractor
39 with Government approval.

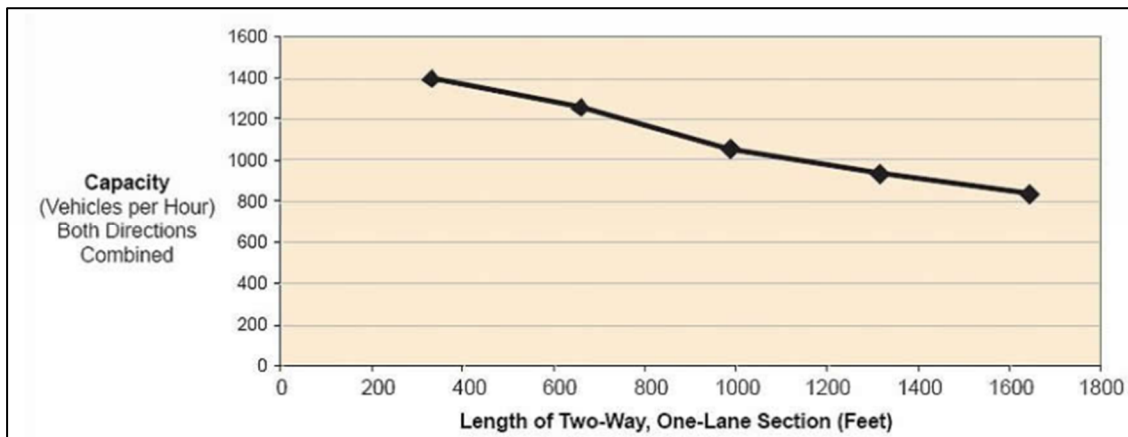
1 As mentioned above, the AM and PM peak hours of traffic occur between 0745-0845 and
2 1630/1645 to 1730/1745. Construction-related vehicles are recommended to avoid weekday
3 ingress and egress to the construction site or construction support areas during peak hours of
4 traffic. Construction hours will ultimately be determined by the contractor depending on the type
5 of work involved. If any other projects in the vicinity are actively in construction or planning future
6 construction activities, the schedule and timing of freight deliveries should be coordinated
7 between parties to minimize any traffic related impacts.

8 Airport-to-Seaport Road Improvements

9 Lane Closure:

10 As mentioned above, it is expected that lane closures would be required during some of the
11 construction phases. During the expected lane closures, Airport-to-Seaport Road would operate
12 under two-way, one-lane conditions for the portion of roadway under construction. Figure 3.4
13 shows the Federal Highway Administration (FHWA) guidelines for the capacity thresholds for a
14 two-way, one-lane roadway section, which is based on the length of the restricted section.
15 Capacity thresholds range from 800 vehicles per hour for a 1,600-foot two-way, one-lane section
16 up to 1400 vehicles per hour for a 300-foot two-way, one lane section. Delays and vehicle queuing
17 (i.e., increased congestion) can result as the vehicle volumes approach capacity thresholds.

18 Figure 3.4: FHWA Two-way, One-Lane Roadway Capacities



19

20 Based on the traffic count data collected for this Project, the highest hourly volume on Airport-to-
21 Seaport Road was roughly 570 vehicles per hour west of the YCA intersection. Thus, a 1,600-
22 foot two-way, one-lane section can accommodate existing peak traffic plus 230 additional vehicles
23 along Airport-to-Seaport Road west of the YCA intersection. As described below, Seaport and
24 Airport construction activity is expected to generate 80 worker trips during the peak hours, which
25 is below the 230 additional vehicle capacity.

26 Existing traffic volumes decrease to about 150 vehicles per hour west of the Airport intersection.
27 Thus, there is additional capacity moving west towards the Airport. Table 3.1 and Figure 3.5 show
28 the potential two-way, one-lane peak hour volumes with existing volumes and estimated worker
29 trips.

30

1 Table 3.1: Airport-to-Seaport Road Peak Hour Capacity During Potential Lane Closures

Roadway	Location	Existing Peak Hour Bi-Directional Segment Volume (max of AM or PM)	Additional Worker Trips	Total Two-way Peak Volumes	Two-Way, One-lane Roadway Capacity	% Capacity
Airport-to-Seaport	West of YCA Intersection	570	80	650	800	81%
Airport-to-Seaport	West of South Chamorro Bay Road	475	80	555	800	69%
Airport-to-Seaport	West of COM Intersection	192	80	272	800	34%
Airport-to-Seaport	West of Airport Intersection	148	80	228	800	29%

2 Full Road Closure

3 If full road closures are required near Chamorro Bay, traffic would be rerouted along South
 4 Chamorro Bay Road via Airport-to-Seaport Road. According to the Highway Capacity Manual
 5 (HCM), 7th Edition, the capacity of a two-lane highway without a passing lane, under base
 6 conditions, is 1,700 vehicles per hour per lane. This base capacity may be lowered based on
 7 various factors including lane width, speed, grades, and number of access points. As a rule of
 8 thumb, a capacity of 1,000 vehicles per hour per lane is typically assumed. Delays and vehicle
 9 queuing (i.e., increased congestion) can result as the vehicle volumes approach capacity
 10 thresholds.

11 Based on previously collected data (May 19, 2025) for another project, there are roughly 54(159)
 12 vehicles during the AM(PM) peak hours that travel southbound along the South Chamorro Bay
 13 Road.¹ Assuming the northbound volumes would be roughly the opposite of the southbound
 14 volumes in the AM and PM (i.e., there are roughly 159(54) northbound vehicles during the
 15 AM(PM) peak hours), at most there would be roughly 160 vehicles traveling in one direction along
 16 South Chamorro Bay Road. The previously collected data (May 19, 2025) is provided in Appendix
 17 B.

18 Assuming a minimum threshold/capacity of 1,000 vehicles per hour per lane, South Chamorro
 19 Bay Road is expected to continue operating under capacity with up to 840 detoured vehicles. At
 20 the YCA intersection the highest hourly volume collected on Airport-to-Seaport Road was roughly
 21 315 vehicles in one direction, which is below the additional 840 detoured vehicles the roadway is
 22 anticipated to be able to accommodate in one direction. See Table 3.2 for the total trips during a
 23 potential detour.

¹ Note the volumes reported are slightly longer than one hour. The AM count period was 6:45 to 8:00 and the PM count period was 4:00 to 5:30.

1 Table 3.2: South Chamorro Bay Road Peak Hour Capacity During Potential Detours

Roadway	Location	Existing Peak Hour One Way Volume	Potential Detoured Trips	Total Trips	Roadway Capacity Per Lane	% Capacity
South Chamorro Bay Road	South of Airport-to-Seaport Road	160 (estimated)	315 (estimated)	475	1000	48%

2

3 Since the impacted roadways are expected to continue operating under capacity with one-lane
 4 closures or full roadway closures if needed near Chamorro Bay, the project-related construction
 5 trips are expected to have a less than significant adverse impact on existing traffic conditions
 6 along Airport-to-Seaport Road.

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POTENTIAL TWO-WAY, ONE-LANE OPERATIONS
TWO-WAY PEAK VOLUMES DURING CONSTRUCTION: 650
(570 EXISTING VOLUMES + 80 WORKER TRIPS)
ROADWAY CAPACITY: 81%

POTENTIAL TWO-WAY, ONE-LANE OPERATIONS
TWO-WAY PEAK VOLUMES DURING CONSTRUCTION: 555
(475 EXISTING VOLUMES + 80 WORKER TRIPS)
ROADWAY CAPACITY: 69%

POTENTIAL TWO-WAY, ONE-LANE OPERATIONS
NB OR SB PEAK VOLUMES DURING CONSTRUCTION: 440
(160 EXISTING VOLUMES + 280 DETOURED VOLUMES)
NB OR SB ROADWAY CAPACITY: 44%
NOTE: THESE VOLUMES ARE BASED ON PREVIOUSLY COLLECTED DATA FOR
ANOTHER PROJECT ON MAY 19, 2025.

POTENTIAL TWO-WAY, ONE-LANE OPERATIONS
TWO-WAY PEAK VOLUMES DURING CONSTRUCTION: 272
(192 EXISTING VOLUMES + 80 WORKER TRIPS)
ROADWAY CAPACITY: 34%

POTENTIAL TWO-WAY, ONE-LANE OPERATIONS
TWO-WAY PEAK VOLUMES DURING CONSTRUCTION: 228
(148 EXISTING VOLUMES + 80 WORKER TRIPS)
ROADWAY CAPACITY: 29%

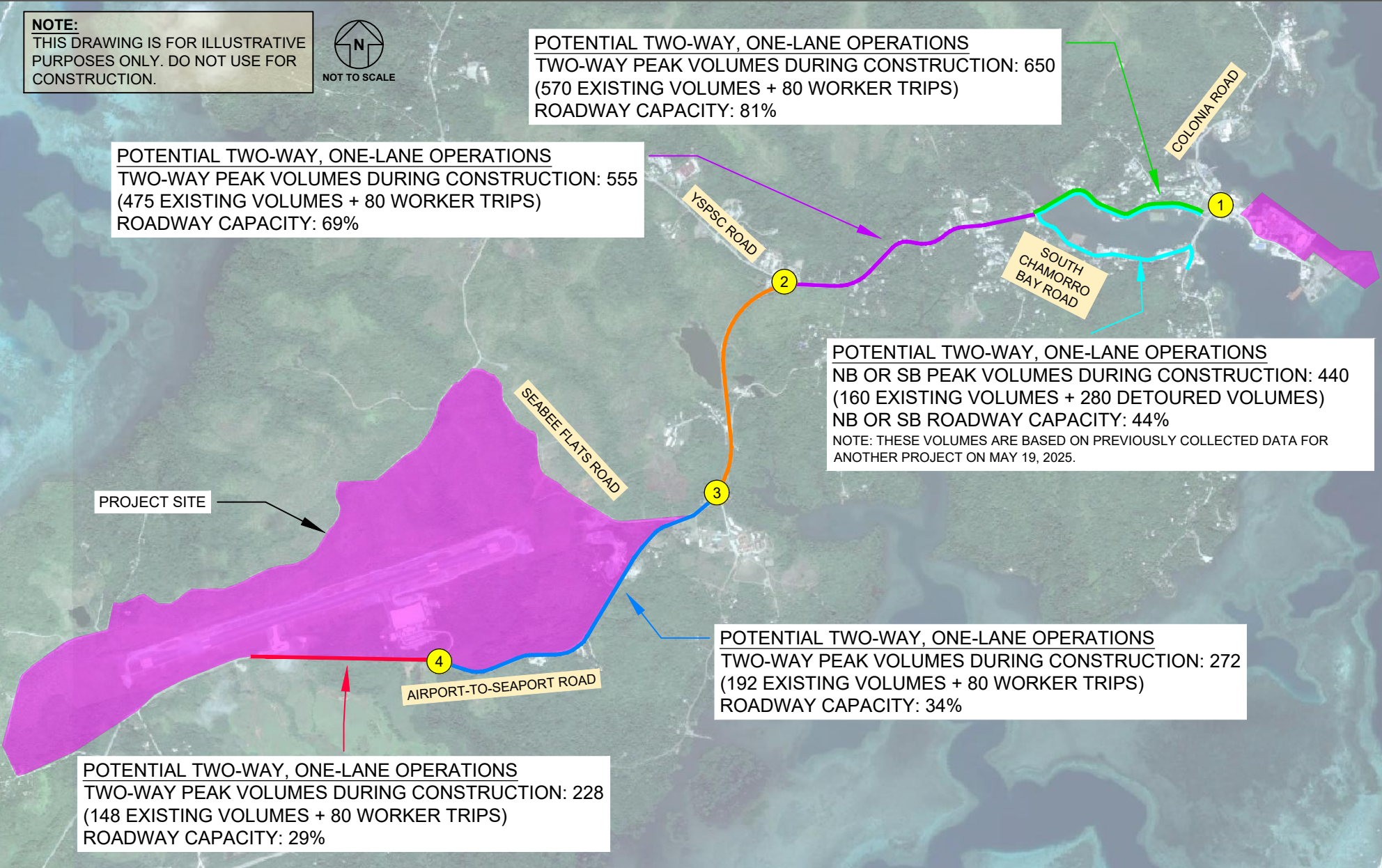


FIGURE 3.5

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**AIRPORT TO SEAPORT ROAD IMPROVEMENTS
PEAK HOUR VOLUMES DURING CONSTRUCTION**

1 Airport

2 Airport construction is estimated to require up to 200 workers with most living on site at one of the
3 two man camps and roughly 40 local workers assumed to be living elsewhere in Yap. The workers
4 living at the man camps are not expected to generate a new vehicle trip and would walk to the
5 construction site. However, it was conservatively assumed that there may be up to 20 shuttle trips
6 from the man camp to the Airport work areas. It was also conservatively assumed that all local
7 workers would arrive and depart separately within the same peak hour. Thus, there would be an
8 additional 60 worker trips to/from the Airport during the AM and PM peak hours.

9 Airport improvements would also add non-peak hour construction trips. Table 3.3 summarizes the
10 additional construction trips that are expected during non-peak hours. When off-loading a barge
11 of aggregate, there will be roughly 220 trips/day over five days per barge load. When not off-
12 loading a barge, there will be roughly 100 trips/day. Roughly 35-50 trips would travel along West
13 Community Road and 60-75 trips would travel along Seabee Flats Road. These trips are expected
14 to occur outside the commuter AM and PM peak hours and span multiple hours. Assuming a
15 barge is unloaded over a five-hour period, this would equate to roughly 44 additional trips per
16 hour. Non-peak hour volumes are expected to be lower than peak hour volumes. Thus, non-
17 worker (non-peak hour) project-related construction trips are expected to have a less than
18 significant adverse impact on existing traffic conditions along Airport-to-Seaport Road.

19 Table 3.3: Airport Construction Non-Peak Hour Trips

Activity	Route To/From	Number of Non-Peak Hour Trips
Off-loading a Barge of Aggregate	Seaport to Airport	220 daily trips
Daily Construction Trips	West Community Road	35-50 daily trips
Daily Construction Trips	Seabee Flats Road	60-75 daily trips

20 Seaport

21 Seaport improvements require up to 80 workers with most living at the man camp near the Sports
22 Complex and some local workers. Workers living at the man camp would be bused to the Seaport.
23 Combined, man camp shuttles and local worker trips are expected to add about 20 worker trips
24 to/from the Seaport during the AM and PM peak hours. As mentioned in Section 3.1.2 above, the
25 estimated number of construction workers were based on constructions schedules/phasing and
26 general labor requirements and projected construction commuting trips are estimated based on
27 reasonable assumptions regarding the man camp usage, worker shuttling, and private vehicle
28 usage.

29 Seaport improvements would also add non-peak hour construction trips. Table 3.4 summarizes
30 the additional construction trips that are expected during non-peak hours. The Yap Public
31 Transportation Site Dredge Disposal trips are assumed to occur over a few weeks, thus the daily
32 trips would be roughly 60 trips for a one-week timeframe or 30 trips for a two-week timeframe. At
33 most, 80 daily Seaport construction trips (60 Yap Public Transportation Site Dredge Disposal trips
34 plus 20 South Chamorro staging trips) are expected to be added to one route. As mentioned

1 above, at the YCA intersection the highest hourly volume collected on Airport-to-Seaport Road
 2 and Colonia Road was roughly 280 vehicles in one direction. Non-peak hour volumes are
 3 expected to be lower. Based on the HCM 7th Edition capacity thresholds discussion above,
 4 assuming a minimum threshold/capacity of 1,000 vehicles per hour per lane, Airport-to-Seaport
 5 Road and Colonia Road are expected to continue operating under capacity with the addition of
 6 Seaport construction trips during non-peak hours. Haul schedules may require coordination
 7 among contractors and utility operators to avoid overlapping peak haul periods, especially if other
 8 construction hauling is occurring concurrently.

9 Table 3.4: Seaport Construction Non-Peak Hour Trips

Activity	Route To/From	Number of Non-Peak Hour Trips
Construction Trips	Seaport towards the Sports Complex via Colonia Road	50 daily trips
Dredge Material Hauling	Seaport to Yap Public Transportation Site Dredge Disposal via YSPSC Road	300 total trips *assuming up to 60 trips per day
Construction Trips	South Chamorro staging areas to Seaport	20 daily trips
Dredge Material Hauling	Balabat Men’s House to the Stockpile Site north of J&S Store	25 total trips *assuming up to 25 trips per day

10

11 Combined Airport and Seaport Peak Hour Construction Trips

12 Airport and Seaport construction activities are expected to generate 60 and 20 new worker trips,
 13 respectively, during the AM and PM peak hours. If Airport and Seaport construction activities
 14 occur concurrently, there would be a total of 80 new worker trips during the AM and PM peak
 15 hours.

16 As shown in Figure 2.1, the highest hourly volume collected on Airport-to-Seaport Road was
 17 roughly 315 vehicles in one direction. Based on the HCM 7th Edition capacity thresholds
 18 discussion above, assuming a minimum threshold/capacity of 1,000 vehicles per hour per lane,
 19 Airport-to-Seaport Road is expected to continue operating under capacity with the addition of
 20 Airport and Seaport worker trips during the AM and PM peak hours.

21 Table 3.5 and Figure 3.6 show the potential combined Airport and Seaport construction worker
 22 trips during the peak hours.

23

1

Table 3.5: Airport and Seaport Peak Hour Construction Worker Trips

Roadway	Location	Existing Peak Hour One Way Volume	Construction Worker Trips	Total Trips	Roadway Capacity Per Lane	% Capacity
Airport-to-Seaport	West of YCA Intersection	312	20	332	1000	33%
Airport-to-Seaport	West of PTS Intersection	196	20	216	1000	22%
Airport-to-Seaport	West of COM Intersection	133	80	213	1000	21%
Airport-to-Seaport	West of Airport Intersection	103	80	183	1000	18%

2

YAP AIRPORT AND SEAPORT TA

NOTE:
THIS DRAWING IS FOR ILLUSTRATIVE
PURPOSES ONLY. DO NOT USE FOR
CONSTRUCTION.



ONE-WAY PEAK VOLUMES DURING CONSTRUCTION: 332
(312 EXISTING VOLUMES + 20 WORKER TRIPS)
ROADWAY CAPACITY: 33%

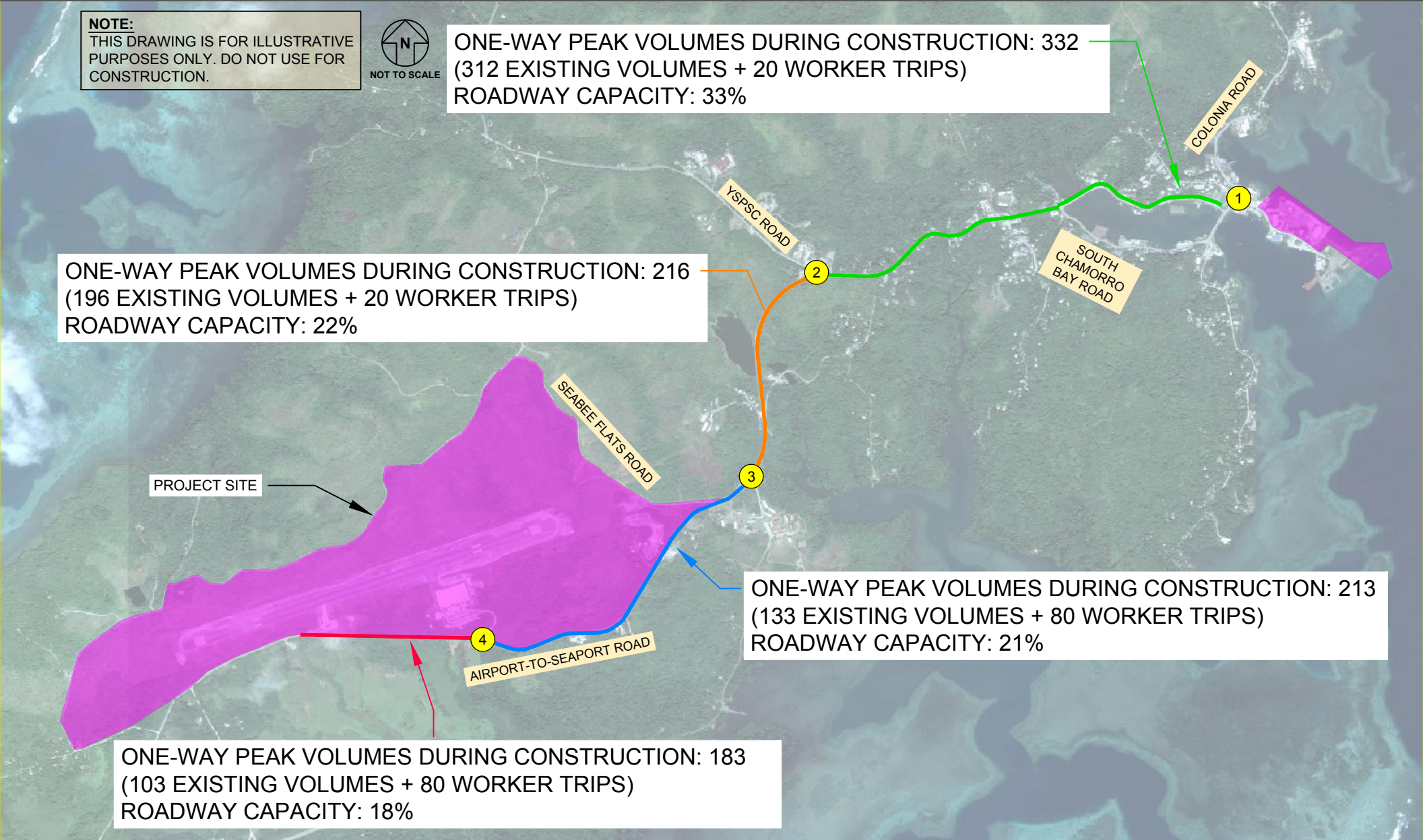
ONE-WAY PEAK VOLUMES DURING CONSTRUCTION: 216
(196 EXISTING VOLUMES + 20 WORKER TRIPS)
ROADWAY CAPACITY: 22%

ONE-WAY PEAK VOLUMES DURING CONSTRUCTION: 213
(133 EXISTING VOLUMES + 80 WORKER TRIPS)
ROADWAY CAPACITY: 21%

ONE-WAY PEAK VOLUMES DURING CONSTRUCTION: 183
(103 EXISTING VOLUMES + 80 WORKER TRIPS)
ROADWAY CAPACITY: 18%

FIGURE 3.6

AIRPORT AND SEAPORT PEAK HOUR
VOLUMES DURING CONSTRUCTION



1 Combined Airport and Seaport Non-Peak Hour Construction Trips

2 As mentioned above, construction trips were developed in coordination with the Airport and
 3 Seaport design teams. The design teams conservatively estimated the maximum likely number
 4 of daily construction trips along a given roadway during the construction lifecycle associated with
 5 moving equipment, hauling, and other construction-related activities.

6 The estimated daily construction trips are expected to occur outside the commuter AM and PM
 7 peak hours and span multiple hours. However, this analysis conservatively assumes that the
 8 expected daily construction trips would occur within the same hour. Furthermore, these expected
 9 daily construction trips were compared to existing peak hour volumes (as opposed to non-peak
 10 hour volumes). Peak hour volumes were used due to data availability. If various Airport and
 11 Seaport construction activities occur concurrently, the highest combined Airport and Seaport
 12 construction trips would be along Airport to Seaport Road west of the Ganir Bridge with up to 300
 13 additional construction trips (60 Yap Public Transportation Site Dredge Disposal trips + 20
 14 construction trips to South Chamorro staging area + 220 trips to off-load a barge of aggregate).

15 As shown in Figure 2.1, the highest hourly volume collected on Airport-to-Seaport Road west of
 16 the Ganir Bridge was roughly 315 vehicles in one direction. With the construction trips there would
 17 be roughly 615 vehicles traveling on Airport-to-Seaport Road west of the Ganir Bridge. Based on
 18 the HCM 7th Edition capacity thresholds discussion above, assuming a minimum
 19 threshold/capacity of 1,000 vehicles per hour per lane, Airport-to-Seaport Road is expected to
 20 continue operating under capacity with the addition of construction trips during the AM and PM
 21 peak hours.

22 Table 3.6 and Figure 3.7 show the combined Airport and Seaport non-peak hour construction trips
 23 if construction activities occur concurrently.

24 Table 3.6: Airport and Seaport Non-Peak Hour Construction Trips

Roadway	Location	Existing Peak Hour One Way Volume	Construction Worker Trips	Total Trips	Roadway Capacity Per Lane	% Capacity
Airport-to-Seaport	North of YCA Intersection	281	50	331	1000	33%
Airport-to-Seaport	West of YCA Intersection	312	300	612	1000	61%
Airport-to-Seaport	West of PTS Intersection	196	220	416	1000	42%
Airport-to-Seaport	West of Seabee Flats Road	133	88	221	1000	22%
Airport-to-Seaport	West of Airport Intersection	103	88	191	1000	19%

26

YAP AIRPORT AND SEAPORT TA

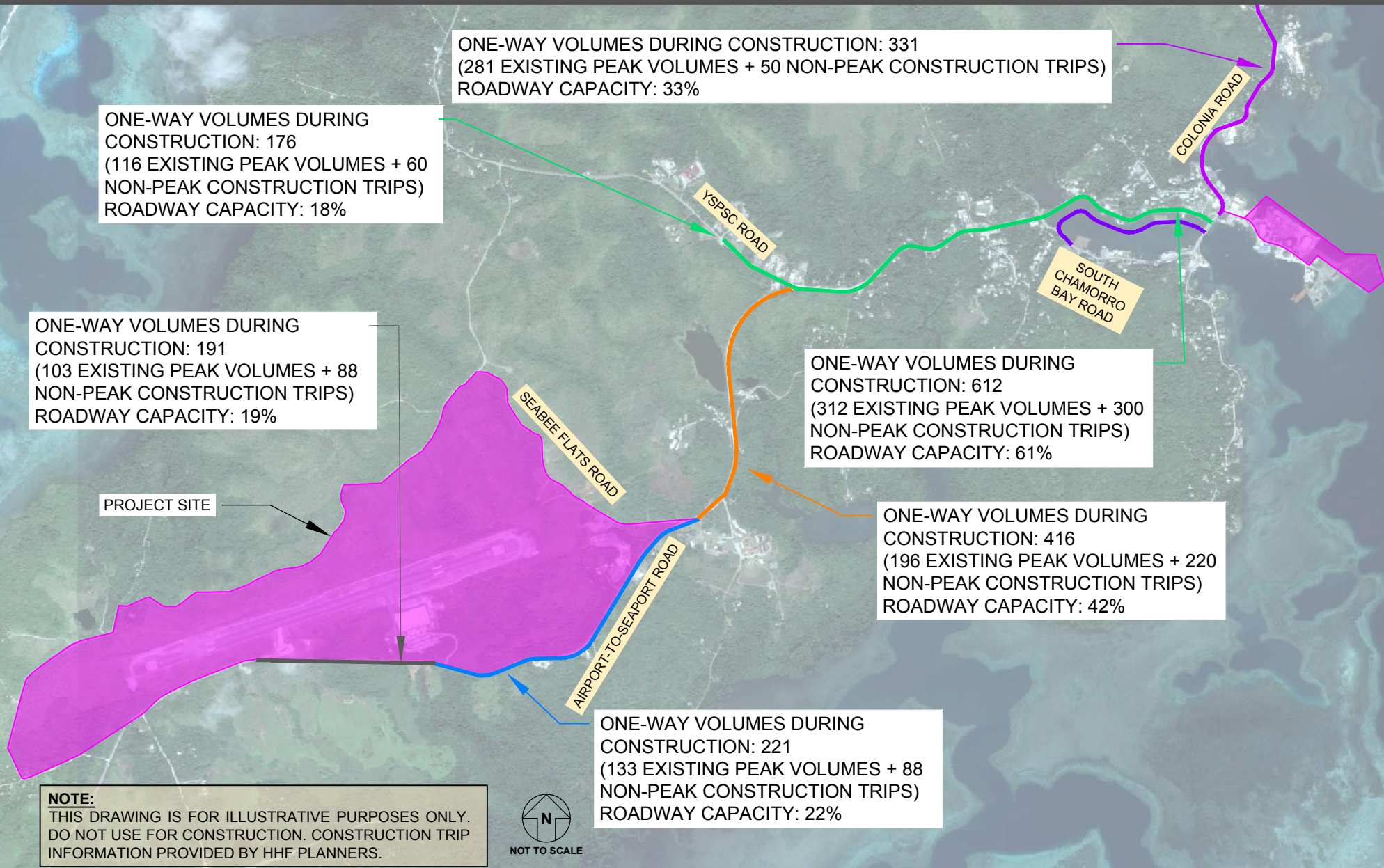


FIGURE 3.7

**AIRPORT AND SEAPORT NON-PEAK HOUR
VOLUMES DURING CONSTRUCTION**

1 **3.1.3 Construction Support Area Access**

2 As mentioned above, there are several Airport construction support areas located adjacent to the
3 Airport-to-Seaport Road near the airport, including two potential man camp locations, staging
4 areas, offices, and vegetation/soil management areas.

5 Access to these construction support areas will be provided via Airport-to-Seaport Road. In the
6 vicinity of the proposed construction support areas, Airport-to-Seaport Road has a posted speed
7 of 25 mph and serves roughly 200(160) vehicles during the AM(PM) peak hours.

8 Due to the relatively low volume and low posted speed along Airport-to-Seaport Road,
9 acceleration and deceleration lanes are not expected to be needed at the construction support
10 areas access or worker housing access.

11 **3.2 Future Year Conditions**

12 Background growth is expected to be minimal. Based on the FSM Department of Resources and
13 Development, the population has been relatively constant with roughly 11,241 people in year 2000
14 and roughly 11,577 people in year 2020.

15 Trip generation for the full buildout of the Proposed Action is based on information provided by
16 the DoW. As mentioned above, up to two times a year there could be up to approximately 200
17 military service members on island for training exercises at the Airport. An expeditionary camp,
18 which would accommodate loading and messing for DoW personnel during training exercises, is
19 proposed within a portion of the construction support area that would be located south of Airport-
20 to-Seaport Road opposite the ARFF building. As mentioned above, no permanent U.S. DoW
21 personnel are expected to be permanently stationed on island.

22 It was conservatively assumed that 100 vehicles would travel during the AM and PM peak hours
23 from the expeditionary camp to the designated training areas. As mentioned above, the highest
24 hourly volume collected was on Airport-to-Seaport Road at the YCA intersection with roughly 315
25 vehicles in one direction. Based on the HCM 7th Edition capacity thresholds discussion above,
26 assuming a minimum threshold/capacity of 1,000 vehicles per hour per lane, Airport-to-Seaport
27 Road are expected to continue operating under capacity with the additional 100 vehicles during
28 the up to two training exercises that occur each year. Although 100 additional trips can be
29 accommodated, the military service members are likely to be shuttled to their designated training
30 areas as opposed to driving.

1 **4. CONCLUSION**

2 **4.1 Existing Conditions**

3 Based on the traffic count data collected for this Project, the highest hourly volume on Airport-to-
4 Seaport Road was roughly 570 vehicles per hour west of the YCA intersection. Traffic volumes
5 on Airport-to-Seaport Road decrease towards the Airport to about 150 vehicle per hour west of
6 the Airport intersection. The AM and PM peak hours of traffic occur between 0745-0845 and
7 1630/1645 to 1730/1745. Field observations were not conducted as part of this study.

8 **4.2 Construction Year Conditions**

9 Airport-to-Seaport Road is expected to continue operating under capacity with the addition of
10 construction trips during the AM and PM peak hours as well as non-peak hours. Thus, the project-
11 related construction trips are expected to have a less than significant adverse impact on existing
12 traffic conditions along Airport-to-Seaport Road.

13 Airport to Seaport Road west of the YCA intersection has the highest existing traffic volumes, but
14 also the potential for the highest additional construction trips. As shown in Table 4.1 and Table
15 4.2 below, Airport to Seaport Road west of the YCA intersection is expected to continue operating
16 under capacity with the addition construction trips and potential lane closures.

17 Table 4.1: Airport-to-Seaport Road West of the YCA Intersection Peak Hour Capacity During
18 Potential Lane Closures

Construction Activity	Existing Peak Hour Bi-Directional Segment Volume (max of AM or PM)	Additional Worker Trips	Total Two-way Peak Volumes	Two-Way, One-lane Roadway Capacity	% Capacity
Lane Closure	570	80	650	800	81%

19

20 Table 4.2: Airport-to-Seaport Road West of the YCA Intersection Non-Peak Hour Construction
21 Trips

Construction Activity	Existing Peak Hour One Way Volume	Construction Worker Trips	Total Trips	Roadway Capacity Per Lane	% Capacity
No Lane Closure with Worker Peak Hour Trips	312	20	332	1000	33%
No Lane Closure with Construction Non-Peak Hour Trips	312	300	612	1000	61%

22 **4.2.1 Anticipated Work Zone Impacts**

23 Airport-to-Seaport Road Improvements

24 Lane closures or full roadway closures may be needed during the Airport-to-Seaport Road
25 Improvements. The contractor may need to provide public notices, signs, temporary traffic control,
26 flaggers and uniformed traffic control officers, channelizing devices, barricades, or other

1 devices/notices may be used, as needed, to help manage traffic during lane closures and detours.
2 The TMP Manager shall be responsible for coordination with agencies to obtain required permits
3 and to provide pedestrian accommodations through the work area.

4 Airport & Seaport

5 Construction of the Airport improvements are expected to take about 7.25 years to complete,
6 while Seaport improvements are expected to take approximately three years to complete.
7 Construction support areas (man camp, offices, staging areas, and storage areas) have been
8 identified for the Airport and Seaport construction activities. Overlapping construction periods
9 between the airport and seaport were conservatively considered and coordination between the
10 Airport and Seaport construction contractors is assumed when evaluating impacts.

11 All construction equipment storage/staging and loading/unloading will occur within the
12 construction site or support areas. No loading/unloading and staging of vehicles or materials will
13 be allowed along the adjacent roadways. On-site parking for local workers should be provided at
14 the construction support areas and workers can carpool to the construction site. Workers living at
15 the man camp are expected to be shuttled to the construction site.

16 Best management practice controls listed in Section 3.2.1 should be considered by the contractor.

17 **4.2.2 Construction Traffic**

18 Construction-related vehicles are recommended to avoid weekday ingress and egress to the
19 construction site or construction support areas during peak hours of traffic. Construction hours
20 will ultimately be determined by the contractor depending on the type of work involved. If any
21 other projects in the vicinity are actively in construction or planning future construction activities,
22 the schedule and timing of freight deliveries should be coordinated between parties to minimize
23 any traffic related impacts.

24 Airport-to-Seaport Road Improvements

25 Lane closures or full roadway closures may be needed during the Airport-to-Seaport Road
26 Improvements. South Chamorro Bay Road and Airport-to-Seaport Road are expected to continue
27 operating under capacity with one-lane closures or full roadway closures, if needed, near
28 Chamorro Bay.

29 Airport & Seaport

30 Airport and Seaport construction activity is expected to generate 80 worker trips during the peak
31 hours. Due to the relatively low traffic volumes along Airport-to-Seaport Road, Airport-to-Seaport
32 Road is expected to continue operating under capacity with the addition of Airport and Seaport
33 worker trips during the AM and PM peak hours (assuming a minimum threshold/capacity of 1,000
34 vehicles per hour per lane).

35 At most, 300 daily non-peak hour Airport and Seaport construction trips are expected to be added
36 to one route. Similar to peak hour conditions, Airport-to-Seaport Road is expected to continue
37 operating under capacity with the addition of Seaport non-peak construction trips during the AM
38 and PM peak hours (assuming a minimum threshold/capacity of 1,000 vehicles per hour per lane).
39 Non-peak hour volumes are expected to be lower than peak hour volumes.

1 **4.2.3 Construction Support Area Access**

2 Access to these construction support areas would be provided via Airport-to-Seaport Road. In the
3 vicinity of the proposed construction support areas, Airport-to-Seaport Road has a posted speed
4 of 25 mph near the Airport and serves roughly 200(160) vehicles during the AM(PM) peak hours.

5 Due to the relatively low volume and low posted speed along Airport-to-Seaport Road,
6 acceleration and deceleration lanes are not expected to be needed at the construction support
7 areas access or worker housing access.

8 **4.3 Future Year Conditions**

9 Background growth is expected to be minimal.

10 Up to two 14-day training exercises would take place each year with up to 200 U.S. DoW
11 personnel visiting Yap to/from participate in the proposed exercises.

12 An expeditionary camp area, which would accommodate lodging and messing for U.S. DoW
13 personnel during training exercises, is proposed within a portion of the construction support area
14 that would be located near the Airport. It was conservatively assumed that 100 vehicles would
15 travel during the AM and PM peak hours from this area to the designated training.

16 Due to the relatively low traffic volumes along Airport-to-Seaport Road, Airport-to-Seaport Road
17 is expected to continue operating under capacity with the addition of 100 vehicle trips during the
18 AM and PM peak hours (assuming a minimum threshold/capacity of 1,000 vehicles per hour per
19 lane). Although 100 additional trips can be accommodated, the U.S. DoW personnel are likely to
20 be shuttled to their designated training areas as opposed to driving their own vehicles.

21

1 **5. REFERENCES**

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3 *Volume IX: Work Zone Modeling and Simulation - A Guide For Analysts*, Retrieved
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5 https://ops.fhwa.dot.gov/wz/traffic_analysis/tatv9_wz/cs8.htm.

6 2. National Academies of Sciences, Engineering, and Medicine. (2022). *Highway*
7 *Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis*. Washington,
8 DC: The National Academies Press.

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10 Development, Population Statistics, Date Accessed December 23, 2025.



APPENDICES



APPENDIX A

TRAFFIC COUNT DATA

Austin Tsutsumi & Associates

501 Sumner Street, Ste 521

Honolulu, Hawaii, 96817

Ph: (808)533-3646

File Name : YCA Intersection

Site Code :

Start Date : 5/20/2025

Page No : 1

Groups Printed- Cars

Start Time	Southbound				Westbound				Northbound				Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
06:30	1	7	0	0	1	0	0	0	0	4	2	0	0	0	0	0	0	15
06:45	1	7	0	0	0	0	1	0	0	7	1	0	0	0	0	0	0	17
Total	2	14	0	0	1	0	1	0	0	11	3	0	0	0	0	0	0	32
07:00	1	21	0	0	0	0	2	0	0	20	4	0	0	0	0	0	0	48
07:15	5	28	0	0	6	0	2	0	0	23	10	0	0	0	0	0	0	74
07:30	10	49	0	0	8	0	2	0	0	24	12	0	0	0	0	0	0	105
07:45	9	66	0	0	14	0	5	0	0	48	25	0	0	0	0	0	0	167
Total	25	164	0	0	28	0	11	0	0	115	51	0	0	0	0	0	0	394
08:00	12	50	0	0	13	0	2	0	0	53	29	0	0	0	0	0	0	159
08:15	14	37	0	0	7	0	10	0	0	57	29	0	0	0	0	0	0	154
08:30	13	42	0	0	17	0	17	0	0	40	31	0	0	0	0	0	0	160
08:45	12	34	0	0	15	0	11	0	0	40	22	0	0	0	0	0	0	134
Total	51	163	0	0	52	0	40	0	0	190	111	0	0	0	0	0	0	607
09:00	18	27	0	0	13	0	15	0	0	35	23	0	0	0	0	0	0	131
09:15	32	37	0	0	21	0	24	0	0	30	25	0	0	0	0	0	0	169
Grand Total	128	405	0	0	115	0	91	0	0	381	213	0	0	0	0	0	0	1333
Apprch %	24	76	0	0	55.8	0	44.2	0	0	64.1	35.9	0	0	0	0	0	0	
Total %	9.6	30.4	0	0	8.6	0	6.8	0	0	28.6	16	0	0	0	0	0	0	

Austin Tsutsumi & Associates

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Honolulu, Hawaii, 96817

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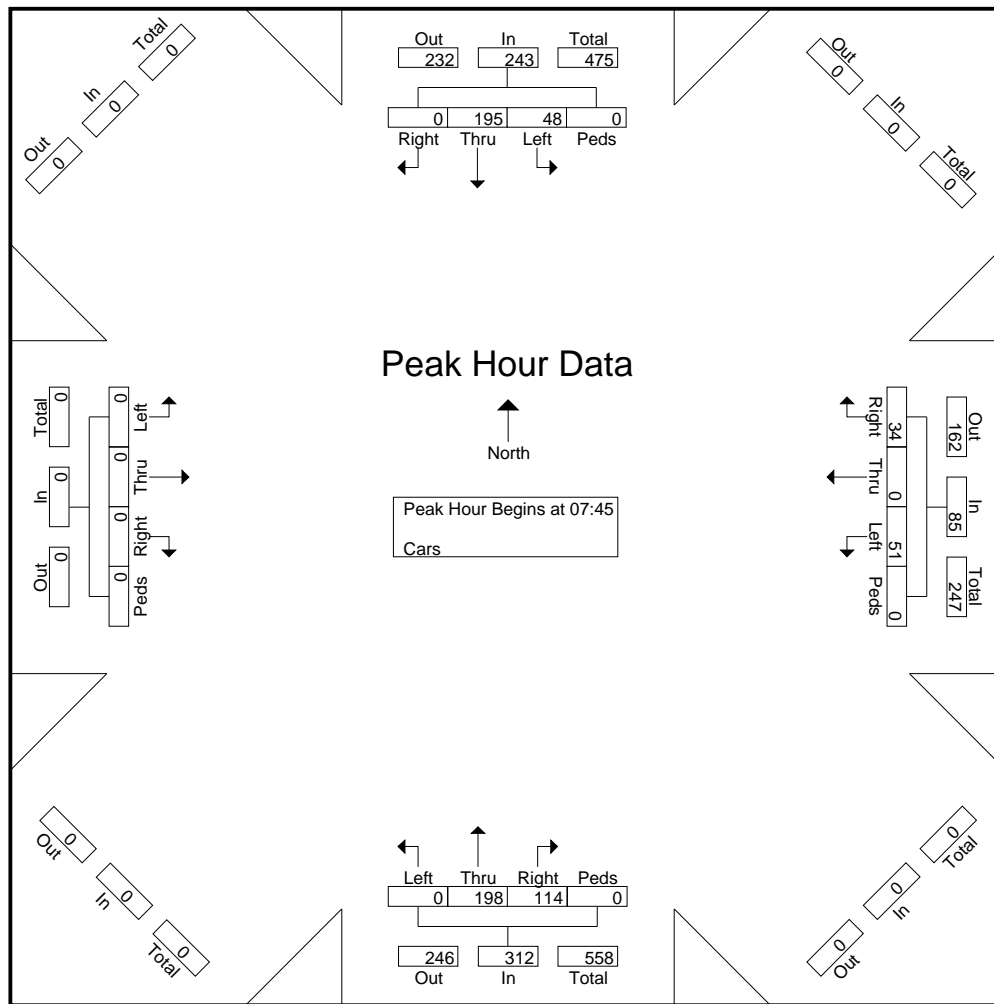
File Name : YCA Intersection

Site Code :

Start Date : 5/20/2025

Page No : 2

Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	9	66	0	0	75	14	0	5	0	19	0	48	25	0	73	0	0	0	0	0	167
08:00	12	50	0	0	62	13	0	2	0	15	0	53	29	0	82	0	0	0	0	0	159
08:15	14	37	0	0	51	7	0	10	0	17	0	57	29	0	86	0	0	0	0	0	154
08:30	13	42	0	0	55	17	0	17	0	34	0	40	31	0	71	0	0	0	0	0	160
Total Volume	48	195	0	0	243	51	0	34	0	85	0	198	114	0	312	0	0	0	0	0	640
% App. Total	19.8	80.2	0	0		60	0	40	0		0	63.5	36.5	0		0	0	0	0		
PHF	.857	.739	.000	.000	.810	.750	.000	.500	.000	.625	.000	.868	.919	.000	.907	.000	.000	.000	.000	.000	.958



Austin Tsutsumi & Associates

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Page No : 1

Groups Printed- Cars

Start Time	Southbound				Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:30	10	40	0	0	20	0	19	0	0	46	25	0	0	0	0	0	160
16:45	11	45	0	0	24	0	19	0	0	69	21	0	0	0	0	0	189
Total	21	85	0	0	44	0	38	0	0	115	46	0	0	0	0	0	349
17:00	13	51	0	0	30	0	18	0	0	43	19	0	0	0	0	0	174
17:15	10	45	0	0	31	0	19	0	0	48	13	0	0	0	0	0	166
17:30	7	27	0	0	20	0	17	0	0	42	12	0	0	0	0	0	125
17:45	4	35	0	0	12	0	5	0	0	46	6	0	0	0	0	0	108
Total	34	158	0	0	93	0	59	0	0	179	50	0	0	0	0	0	573
18:00	2	28	0	0	10	0	4	0	0	24	7	0	0	0	0	0	75
18:15	2	31	25	0	15	0	10	0	0	22	7	0	0	0	0	0	112
Grand Total	59	302	25	0	162	0	111	0	0	340	110	0	0	0	0	0	1109
Apprch %	15.3	78.2	6.5	0	59.3	0	40.7	0	0	75.6	24.4	0	0	0	0	0	
Total %	5.3	27.2	2.3	0	14.6	0	10	0	0	30.7	9.9	0	0	0	0	0	

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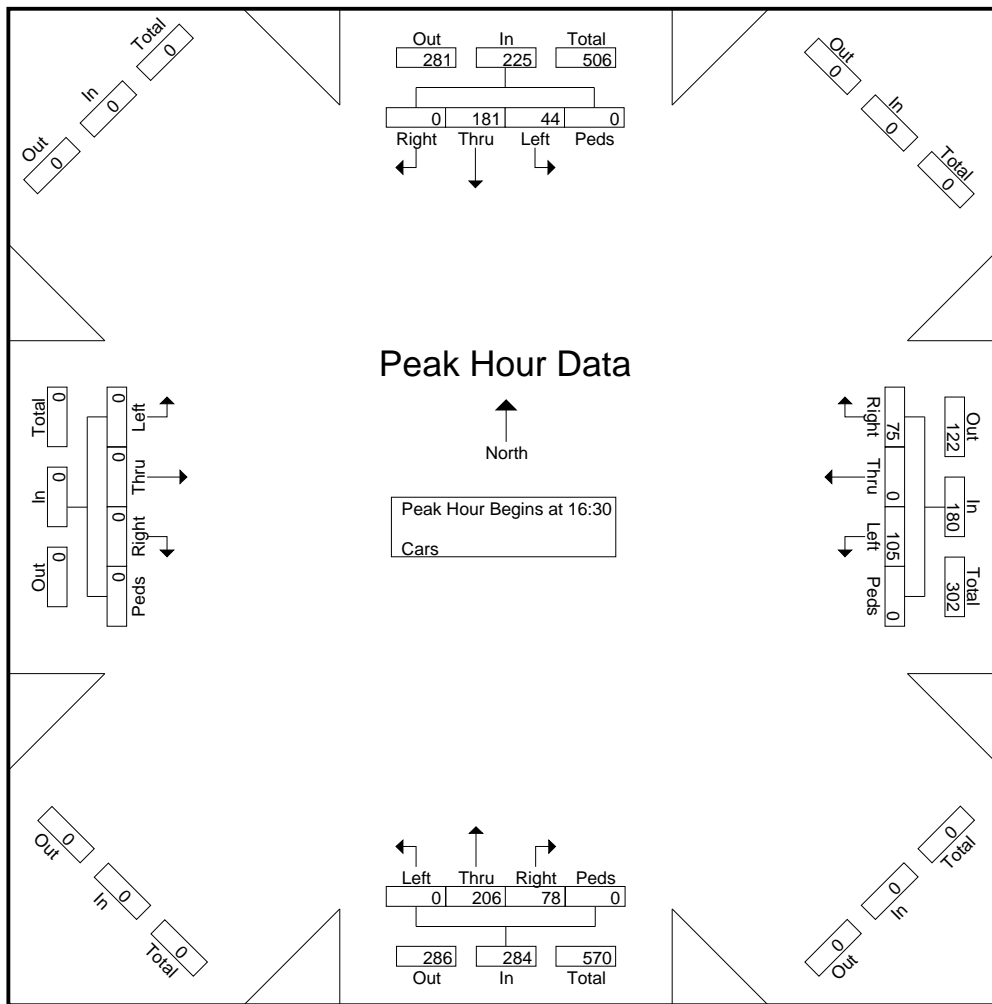
File Name : YCA Intersection

Site Code :

Start Date : 5/20/2025

Page No : 2

Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
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Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	10	40	0	0	50	20	0	19	0	39	0	46	25	0	71	0	0	0	0	0	160
16:45	11	45	0	0	56	24	0	19	0	43	0	69	21	0	90	0	0	0	0	0	189
17:00	13	51	0	0	64	30	0	18	0	48	0	43	19	0	62	0	0	0	0	0	174
17:15	10	45	0	0	55	31	0	19	0	50	0	48	13	0	61	0	0	0	0	0	166
Total Volume	44	181	0	0	225	105	0	75	0	180	0	206	78	0	284	0	0	0	0	0	689
% App. Total	19.6	80.4	0	0		58.3	0	41.7	0		0	72.5	27.5	0		0	0	0	0		
PHF	.846	.887	.000	.000	.879	.847	.000	.987	.000	.900	.000	.746	.780	.000	.789	.000	.000	.000	.000	.000	.911



Austin Tsutsumi & Associates

501 Sumner Street, Ste 521

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Ph: (808)533-3646

File Name : PTS Intersection

Site Code :

Start Date : 5/20/2025

Page No : 1

Groups Printed- Cars

Start Time	Southbound				Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	3	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	15
06:45	6	0	0	0	0	7	6	0	0	0	0	0	3	7	0	0	29
Total	9	0	0	0	0	14	6	0	0	0	0	0	3	12	0	0	44
07:00	8	0	8	0	0	13	9	0	0	0	0	0	1	8	0	0	47
07:15	12	0	5	0	0	12	12	0	0	0	0	0	6	21	0	0	68
07:30	13	0	9	0	0	27	12	0	0	0	0	0	7	31	0	0	99
07:45	28	0	5	0	0	44	14	0	0	0	0	0	6	39	0	0	136
Total	61	0	27	0	0	96	47	0	0	0	0	0	20	99	0	0	350
08:00	18	0	7	0	0	30	22	0	0	0	0	0	8	48	0	0	133
08:15	17	0	6	0	0	29	22	0	0	0	0	0	8	46	0	0	128
08:30	21	0	5	0	0	30	31	0	0	0	0	0	5	36	0	0	128
08:45	22	0	5	0	0	28	19	0	0	0	0	0	5	20	0	0	99
Total	78	0	23	0	0	117	94	0	0	0	0	0	26	150	0	0	488
Grand Total	148	0	50	0	0	227	147	0	0	0	0	0	49	261	0	0	882
Apprch %	74.7	0	25.3	0	0	60.7	39.3	0	0	0	0	0	15.8	84.2	0	0	
Total %	16.8	0	5.7	0	0	25.7	16.7	0	0	0	0	0	5.6	29.6	0	0	

Austin Tsutsumi & Associates

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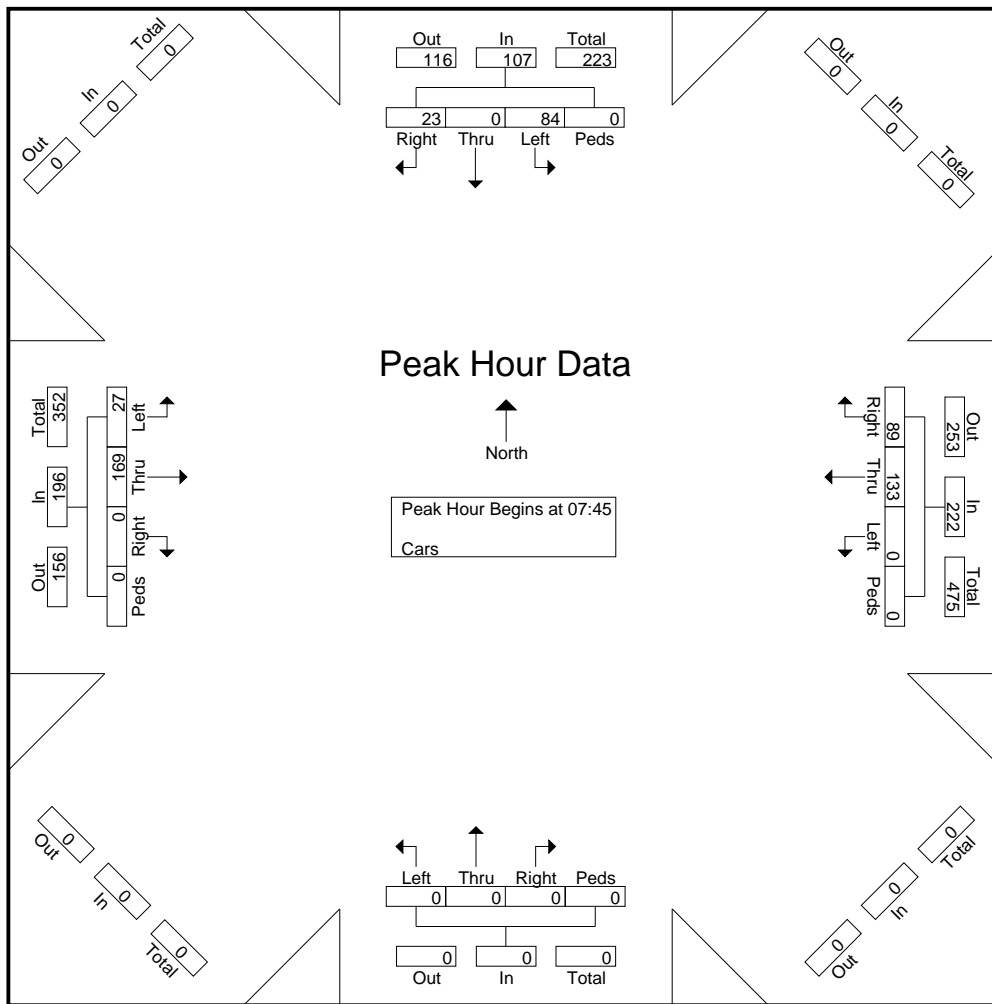
File Name : PTS Intersection

Site Code :

Start Date : 5/20/2025

Page No : 2

Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
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Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	28	0	5	0	33	0	44	14	0	58	0	0	0	0	0	6	39	0	0	45	136
08:00	18	0	7	0	25	0	30	22	0	52	0	0	0	0	0	8	48	0	0	56	133
08:15	17	0	6	0	23	0	29	22	0	51	0	0	0	0	0	8	46	0	0	54	128
08:30	21	0	5	0	26	0	30	31	0	61	0	0	0	0	0	5	36	0	0	41	128
Total Volume	84	0	23	0	107	0	133	89	0	222	0	0	0	0	0	27	169	0	0	196	525
% App. Total	78.5	0	21.5	0		0	59.9	40.1	0		0	0	0	0		13.8	86.2	0	0		
PHF	.750	.000	.821	.000	.811	.000	.756	.718	.000	.910	.000	.000	.000	.000	.000	.844	.880	.000	.000	.875	.965



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Groups Printed- Cars

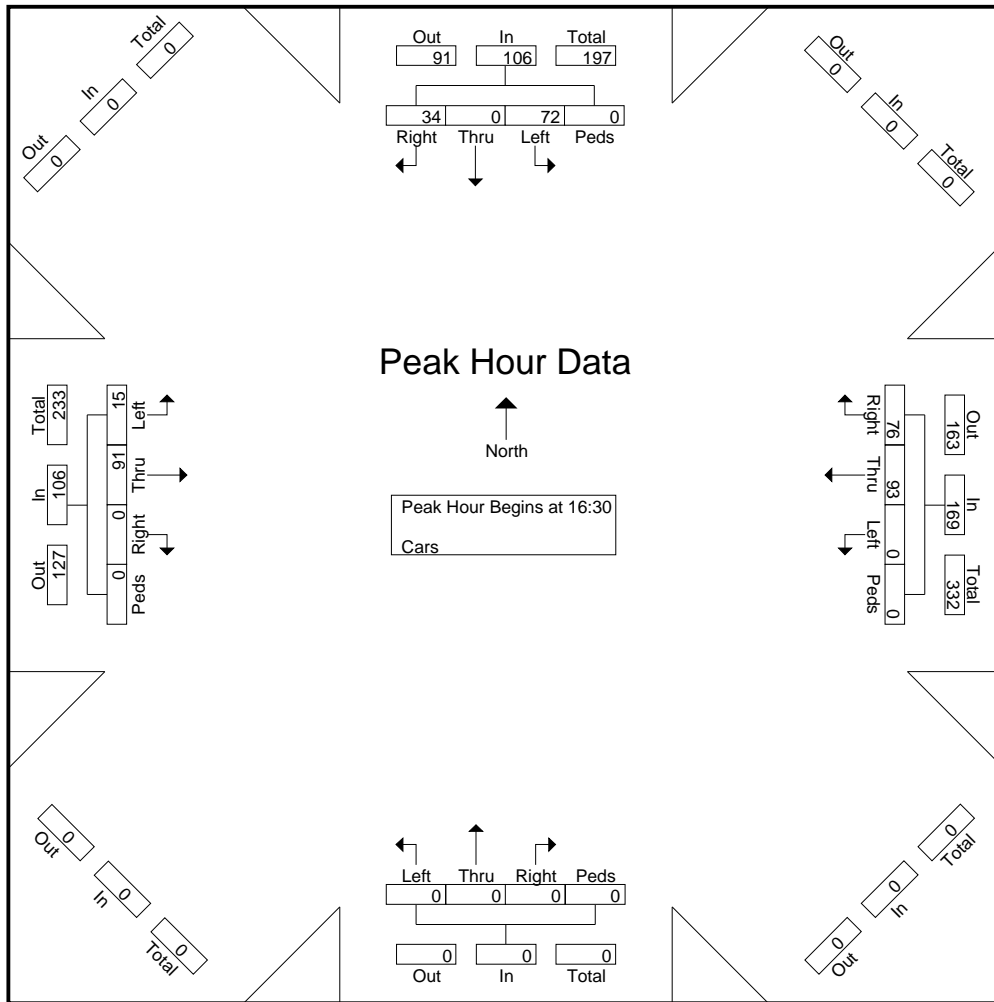
Start Time	Southbound				Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:30	18	0	12	0	0	21	14	0	0	0	0	0	4	25	0	0	94
16:45	30	0	11	0	0	22	27	0	0	0	0	0	3	34	0	0	127
Total	48	0	23	0	0	43	41	0	0	0	0	0	7	59	0	0	221
17:00	14	0	4	0	0	26	13	0	0	0	0	0	7	23	0	0	87
17:15	10	0	7	0	0	24	22	0	0	0	0	0	1	9	0	0	73
17:30	11	0	5	0	0	22	12	0	0	0	0	0	2	13	0	0	65
17:45	13	0	3	0	0	20	5	0	0	0	0	0	4	10	0	0	55
Total	48	0	19	0	0	92	52	0	0	0	0	0	14	55	0	0	280
18:00	4	0	3	0	0	14	12	0	0	0	0	0	3	12	0	0	48
18:15	9	0	4	0	0	14	12	0	0	0	0	0	4	11	0	0	54
Grand Total	109	0	49	0	0	163	117	0	0	0	0	0	28	137	0	0	603
Apprch %	69	0	31	0	0	58.2	41.8	0	0	0	0	0	17	83	0	0	
Total %	18.1	0	8.1	0	0	27	19.4	0	0	0	0	0	4.6	22.7	0	0	

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Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	18	0	12	0	30	0	21	14	0	35	0	0	0	0	0	4	25	0	0	29	94
16:45	30	0	11	0	41	0	22	27	0	49	0	0	0	0	0	3	34	0	0	37	127
17:00	14	0	4	0	18	0	26	13	0	39	0	0	0	0	0	7	23	0	0	30	87
17:15	10	0	7	0	17	0	24	22	0	46	0	0	0	0	0	1	9	0	0	10	73
Total Volume	72	0	34	0	106	0	93	76	0	169	0	0	0	0	0	15	91	0	0	106	381
% App. Total	67.9	0	32.1	0		0	55	45	0		0	0	0	0		14.2	85.8	0	0		
PHF	.600	.000	.708	.000	.646	.000	.894	.704	.000	.862	.000	.000	.000	.000	.000	.536	.669	.000	.000	.716	.750



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Groups Printed- Cars

Start Time	Southbound				Westbound				Northbound				Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
06:30	1	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	11
06:45	1	2	0	0	0	0	3	0	0	6	0	0	0	0	0	0	0	12
Total	2	6	0	0	0	0	3	0	0	12	0	0	0	0	0	0	0	23
07:00	0	6	0	0	0	0	2	0	0	9	2	0	0	0	0	0	0	19
07:15	3	3	0	0	0	0	4	0	0	12	2	0	0	0	0	0	0	24
07:30	14	13	0	0	1	0	5	0	0	21	1	0	0	0	0	0	0	55
07:45	18	12	0	0	2	0	12	0	0	51	4	0	0	0	0	0	0	99
Total	35	34	0	0	3	0	23	0	0	93	9	0	0	0	0	0	0	197
08:00	27	23	0	0	0	0	23	0	0	24	7	0	0	0	0	0	0	104
08:15	33	10	0	0	2	0	25	0	0	21	4	0	0	0	0	0	0	95
08:30	13	7	0	0	3	0	13	0	0	19	3	0	0	0	0	0	0	58
08:45	7	12	0	0	0	0	9	0	0	9	1	0	0	0	0	0	0	38
Total	80	52	0	0	5	0	70	0	0	73	15	0	0	0	0	0	0	295
09:00	8	22	0	0	0	0	4	0	0	16	2	0	0	0	0	0	0	52
09:15	7	13	0	0	1	0	3	0	0	21	3	0	0	0	0	0	0	48
Grand Total	132	127	0	0	9	0	103	0	0	215	29	0	0	0	0	0	0	615
Apprch %	51	49	0	0	8	0	92	0	0	88.1	11.9	0	0	0	0	0	0	
Total %	21.5	20.7	0	0	1.5	0	16.7	0	0	35	4.7	0	0	0	0	0	0	

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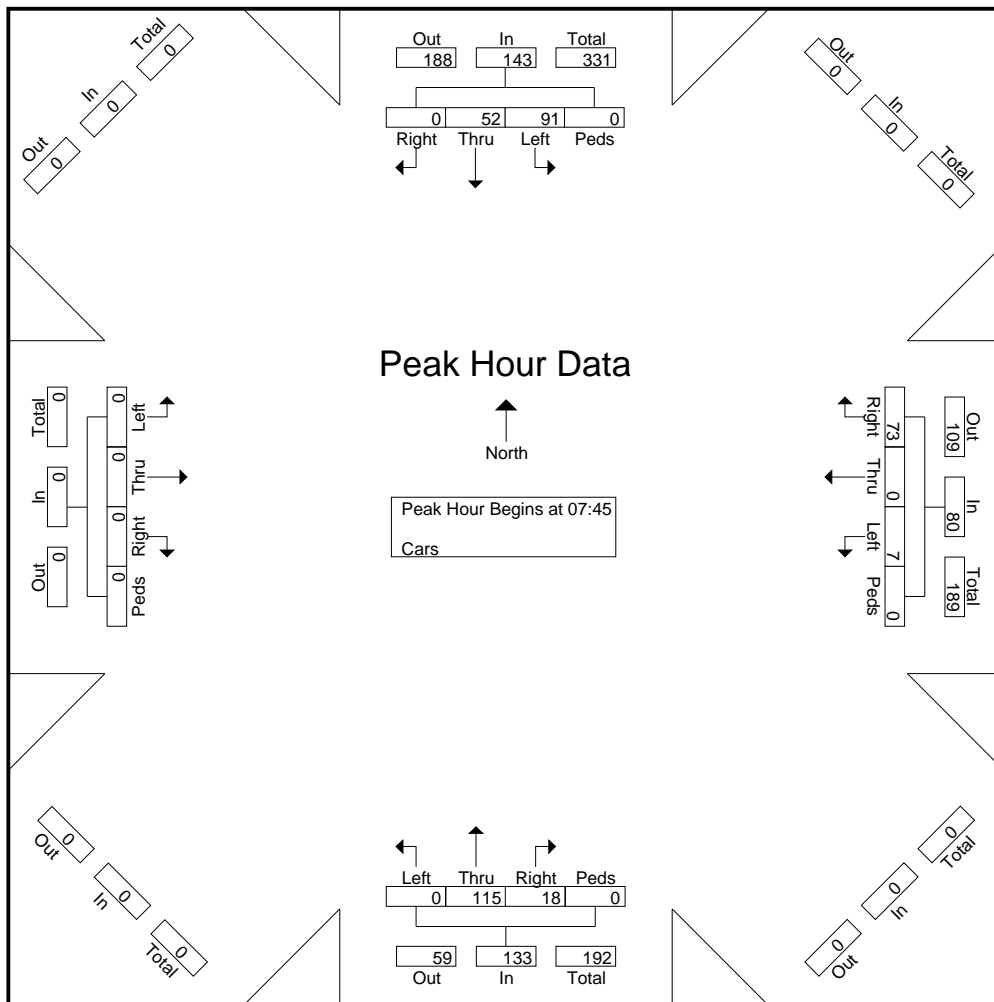
File Name : COM Intersection

Site Code :

Start Date : 5/20/2025

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Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	18	12	0	0	30	2	0	12	0	14	0	51	4	0	55	0	0	0	0	0	99
08:00	27	23	0	0	50	0	0	23	0	23	0	24	7	0	31	0	0	0	0	0	104
08:15	33	10	0	0	43	2	0	25	0	27	0	21	4	0	25	0	0	0	0	0	95
08:30	13	7	0	0	20	3	0	13	0	16	0	19	3	0	22	0	0	0	0	0	58
Total Volume	91	52	0	0	143	7	0	73	0	80	0	115	18	0	133	0	0	0	0	0	356
% App. Total	63.6	36.4	0	0		8.8	0	91.2	0		0	86.5	13.5	0		0	0	0	0		
PHF	.689	.565	.000	.000	.715	.583	.000	.730	.000	.741	.000	.564	.643	.000	.605	.000	.000	.000	.000	.000	.856



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Groups Printed- Cars

Start Time	Southbound				Westbound				Northbound				Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
16:30	2	12	0	0	1	0	9	0	0	19	0	0	0	0	0	0	0	43
16:45	12	15	0	0	5	0	12	0	0	23	1	0	0	0	0	0	0	68
Total	14	27	0	0	6	0	21	0	0	42	1	0	0	0	0	0	0	111
17:00	3	18	0	0	0	0	9	0	0	21	0	0	0	0	0	0	0	51
17:15	4	30	0	0	2	0	9	0	0	9	1	0	0	0	0	0	0	55
17:30	3	23	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	44
17:45	4	23	0	0	3	0	3	0	0	7	0	0	0	0	0	0	0	40
Total	14	94	0	0	5	0	30	0	0	46	1	0	0	0	0	0	0	190
18:00	0	19	0	0	1	0	0	0	0	9	1	0	0	0	0	0	0	30
18:15	1	19	0	0	0	0	3	0	0	9	1	0	0	0	0	0	0	33
Grand Total	29	159	0	0	12	0	54	0	0	106	4	0	0	0	0	0	0	364
Apprch %	15.4	84.6	0	0	18.2	0	81.8	0	0	96.4	3.6	0	0	0	0	0	0	
Total %	8	43.7	0	0	3.3	0	14.8	0	0	29.1	1.1	0	0	0	0	0	0	

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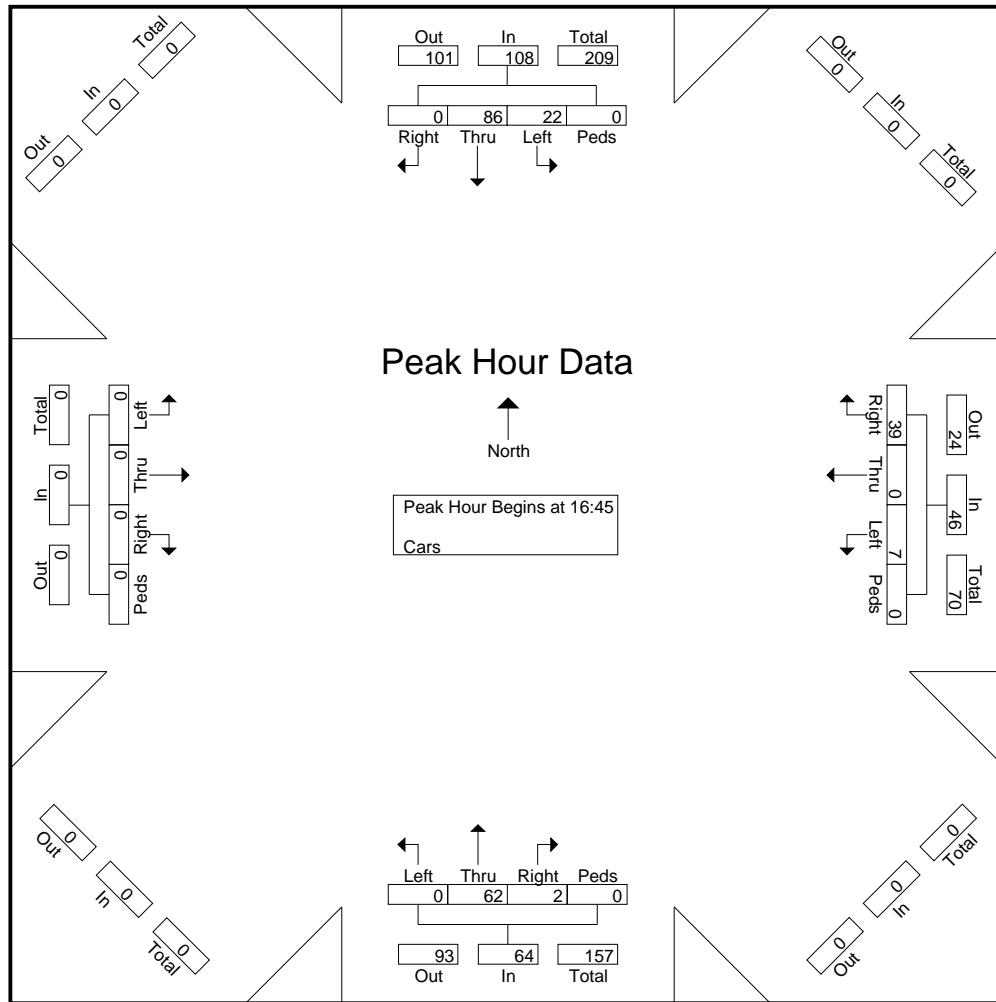
File Name : COM Intersection

Site Code :

Start Date : 5/20/2025

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Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	12	15	0	0	27	5	0	12	0	17	0	23	1	0	24	0	0	0	0	0	68
17:00	3	18	0	0	21	0	0	9	0	9	0	21	0	0	21	0	0	0	0	0	51
17:15	4	30	0	0	34	2	0	9	0	11	0	9	1	0	10	0	0	0	0	0	55
17:30	3	23	0	0	26	0	0	9	0	9	0	9	0	0	9	0	0	0	0	0	44
Total Volume	22	86	0	0	108	7	0	39	0	46	0	62	2	0	64	0	0	0	0	0	218
% App. Total	20.4	79.6	0	0		15.2	0	84.8	0		0	96.9	3.1	0		0	0	0	0		
PHF	.458	.717	.000	.000	.794	.350	.000	.813	.000	.676	.000	.674	.500	.000	.667	.000	.000	.000	.000	.000	.801



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File Name : PM_Airport Intersection

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Groups Printed- Cars

Start Time	AIRPORT RD Southbound				HIGHWAY Westbound				Northbound				HIGHWAY Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:45	1	0	1	0	0	3	5	0	0	0	0	0	0	5	0	0	15
Total	1	0	1	0	0	3	5	0	0	0	0	0	0	5	0	0	15
07:00	4	0	0	0	0	0	6	0	0	0	0	0	0	5	0	0	15
07:15	2	0	0	0	0	4	6	0	0	0	0	0	0	9	0	0	21
07:30	1	0	2	0	0	6	6	0	0	0	0	0	1	17	0	0	33
07:45	12	0	1	0	0	13	7	0	0	0	0	0	2	20	0	0	55
Total	19	0	3	0	0	23	25	0	0	0	0	0	3	51	0	0	124
08:00	3	0	1	0	0	13	3	0	0	0	0	0	2	32	0	0	54
08:15	10	0	0	0	0	7	0	0	0	0	0	0	0	24	0	0	41
08:30	2	0	0	0	0	10	5	0	0	0	0	0	0	23	0	0	40
08:45	0	0	0	0	0	12	3	0	0	0	0	0	0	10	0	0	25
Total	15	0	1	0	0	42	11	0	0	0	0	0	2	89	0	0	160
Grand Total	35	0	5	0	0	68	41	0	0	0	0	0	5	145	0	0	299
Apprch %	87.5	0	12.5	0	0	62.4	37.6	0	0	0	0	0	3.3	96.7	0	0	
Total %	11.7	0	1.7	0	0	22.7	13.7	0	0	0	0	0	1.7	48.5	0	0	

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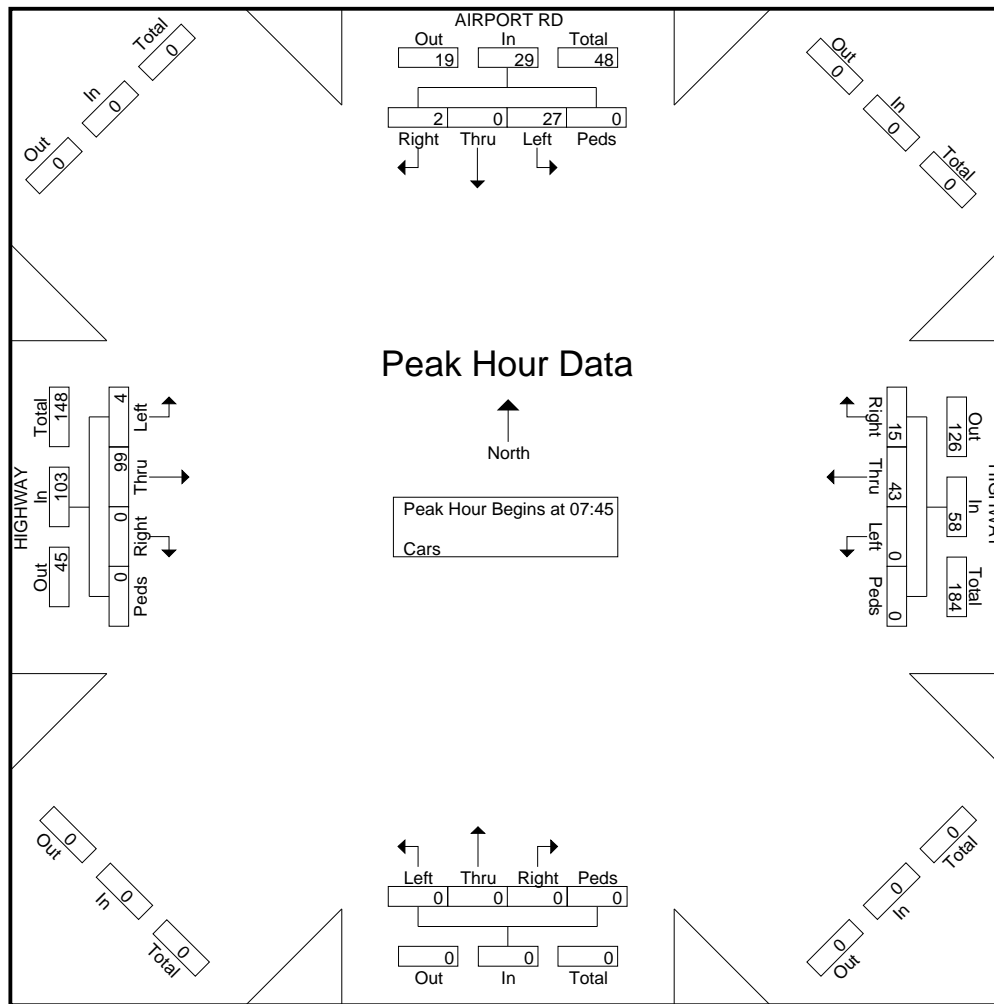
File Name : PM_Airport Intersection

Site Code :

Start Date : 5/20/2025

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Start Time	AIRPORT RD Southbound					HIGHWAY Westbound					Northbound					HIGHWAY Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:45 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	12	0	1	0	13	0	13	7	0	20	0	0	0	0	0	2	20	0	0	22	55
08:00	3	0	1	0	4	0	13	3	0	16	0	0	0	0	0	2	32	0	0	34	54
08:15	10	0	0	0	10	0	7	0	0	7	0	0	0	0	0	0	24	0	0	24	41
08:30	2	0	0	0	2	0	10	5	0	15	0	0	0	0	0	0	23	0	0	23	40
Total Volume	27	0	2	0	29	0	43	15	0	58	0	0	0	0	0	4	99	0	0	103	190
% App. Total	93.1	0	6.9	0		0	74.1	25.9	0		0	0	0	0		3.9	96.1	0	0		
PHF	.563	.000	.500	.000	.558	.000	.827	.536	.000	.725	.000	.000	.000	.000	.000	.500	.773	.000	.000	.757	.864



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Groups Printed- Cars

Start Time	AIRPORT RD Southbound				HIGHWAY Westbound				Northbound				HIGHWAY Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:30	9	0	0	0	0	15	0	0	0	0	0	0	0	7	0	0	31
16:45	2	0	0	0	0	16	1	0	0	0	0	0	0	10	0	0	29
Total	11	0	0	0	0	31	1	0	0	0	0	0	0	17	0	0	60
17:00	0	0	0	0	0	15	2	0	0	0	0	0	0	6	0	0	23
17:15	1	0	2	0	0	25	2	0	0	0	0	0	0	9	0	0	39
17:30	1	0	0	0	0	9	2	0	0	0	0	0	0	4	0	0	16
17:45	3	0	1	0	0	13	0	0	0	0	0	0	0	11	0	0	28
Total	5	0	3	0	0	62	6	0	0	0	0	0	0	30	0	0	106
18:00	0	0	0	0	0	9	0	0	0	0	0	0	0	2	0	0	11
Grand Total	16	0	3	0	0	102	7	0	0	0	0	0	0	49	0	0	177
Apprch %	84.2	0	15.8	0	0	93.6	6.4	0	0	0	0	0	0	100	0	0	
Total %	9	0	1.7	0	0	57.6	4	0	0	0	0	0	0	27.7	0	0	

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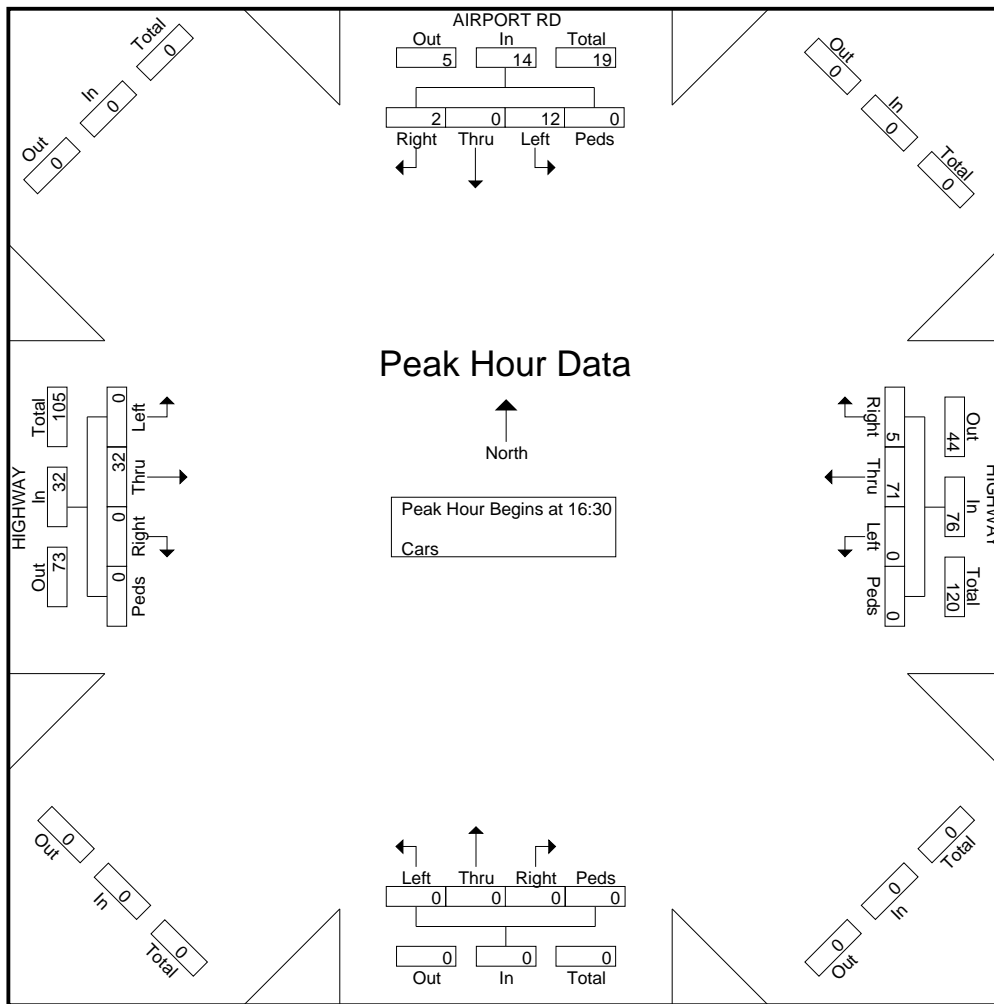
File Name : PM_Airport Intersection

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Start Time	AIRPORT RD Southbound					HIGHWAY Westbound					Northbound					HIGHWAY Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	0	0	0	9	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	31
16:45	2	0	0	0	2	0	16	1	0	17	0	0	0	0	0	0	10	0	0	10	29
17:00	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	0	6	0	0	6	23
17:15	1	0	2	0	3	0	25	2	0	27	0	0	0	0	0	0	9	0	0	9	39
Total Volume	12	0	2	0	14	0	71	5	0	76	0	0	0	0	0	0	32	0	0	32	122
% App. Total	85.7	0	14.3	0		0	93.4	6.6	0		0	0	0	0		0	100	0	0		
PHF	.333	.000	.250	.000	.389	.000	.710	.625	.000	.704	.000	.000	.000	.000	.000	.000	.800	.000	.000	.800	.782





APPENDIX B
YAP TRAFFIC COUNT MEMO



Technical Memorandum

August 18, 2025

	Thomas Blount, NAVFAC PM		thomas.a.blount4.civ@us.navy.mil
	Alberto Sanchez, Earl Estrella, James Connoly, Camille Gozum, File		1-691-248-4618
	Paul Baron, PE, GHD		12635440/12635442
	FY26 Navy Projects Malakal Port, Palau & Yap Port, Yap, Federated States of Micronesia (FSM)		
	Yap Traffic Count		

1. Executive Summary

This report presents preliminary traffic counts at multiple intersections in Yap on May 19 and May 20, 2025, focusing on vehicles traveling to key destinations including YCA, YFA, Seaport, Airport, Aces Mart, Oceania, and Colonia. The data is broken down by hour and vehicle type (trucks and cars), highlighting traffic flow patterns during morning and afternoon periods.

Traffic to YCA:

On May 19, traffic to YCA ranged from 0 to 15 trucks and 31 to 152 cars per hour between 6:45 AM and 5:30 PM. On May 20, from 3 PM to 6:15 PM, trucks numbered 2 to 8 and cars 96 to 125 per hour.

Traffic to YFA:

On May 19, trucks ranged from 1 to 8 and cars from 33 to 114 per hour between 6:45 AM and 5:30 PM. On May 20, trucks ranged from 0 to 5 and cars from 38 to 113 between 3 PM and 6:15 PM.

Traffic to Seaport at YCA-YFA-Seaport Intersection:

On May 19, trucks numbered 0 to 10 and cars 9 to 20 per hour during the morning to afternoon period. On May 20, trucks ranged from 2 to 5 and cars from 6 to 12 between 3 PM and 6:15 PM.

Traffic to Aces Mart:

On May 19, trucks were minimal (0 to 3) while cars ranged from 9 to 24 per hour. On May 20, no trucks were recorded and cars ranged from 14 to 38 between 3 PM and 6:30 PM.

Traffic to Oceania:

On May 19, trucks ranged from 1 to 8 and cars from 53 to 151 per hour. On May 20, trucks ranged from 0 to 2 and cars from 45 to 146 between 3 PM and 6:30 PM.

Traffic to Seaport at Airport-Aces Mart-Oceania-Seaport Intersection:

On May 19, trucks ranged from 1 to 8 and cars from 53 to 151 per hour. On May 20, trucks ranged from 2 to 12 and cars from 159 to 295 between 3 PM and 6:30 PM.

Traffic to Airport:

At Airport-Aces Mart-Oceania-Seaport Intersection on May 19, trucks ranged from 7 to 40 and cars from 130 to 401 per hour. On May 20, trucks ranged from 2 to 13 and cars from 123 to 339 between 3 PM and 6:30 PM. At Airport-Seaport-Colonia Intersection on May 19, trucks ranged from 5 to 17 and cars from 164 to 338; on May 20, trucks ranged from 8 to 14 and cars from 228 to 303 in the afternoon hours.

Traffic to Colonia: On May 19, trucks ranged from 4 to 14 and cars from 127 to 365 per hour. On May 20, trucks ranged from 3 to 10 and cars from 220 to 295 between 3 PM and 6:15 PM.

This Technical Memorandum is provided as an interim output under our agreement with NAVFAC SW. It is provided to foster discussion in relation to technical matters associated with the project and should not be relied upon in any way.

2. TRAFFIC AT YCA-YFA-SEAPORT INTERSECTION



Figure 1: YCA-YFA-Seaport Intersection

2.1 Table and Chart for Traffic to YCA on 5/19/2025 & 5/20/2025

2.1.1 5/19/2025

Traffic to YCA	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	0	31
8 - 9AM	1	69
9 - 10AM	12	83
10 - 11AM	15	93
11 - 12AM	11	101
12 - 1PM	2	114
1 - 2PM	13	93
2 - 3PM	7	97
3 - 4PM	8	72
4 - 5:30PM	13	152

Table 1. Number of Vehicles Go to YCA by Hour on May 19 at YCA-YFA-Seaport Intersection

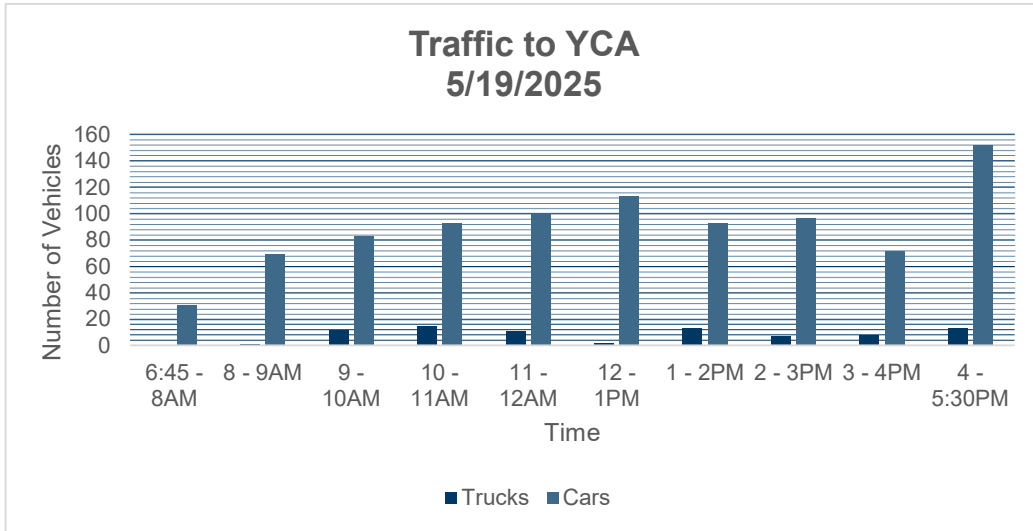


Chart 1. Number of Vehicles Go to YCA by Hour on May 19 at YCA-YFA-Seaport Intersection

2.1.2 5/20/2025

Traffic to YCA	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	8	117
4 - 5 PM	7	125
5 - 6:15PM	2	96

Table 2. Number of Vehicles Go to YCA by Hour on May 19 at YCA-YFA-Seaport Intersection

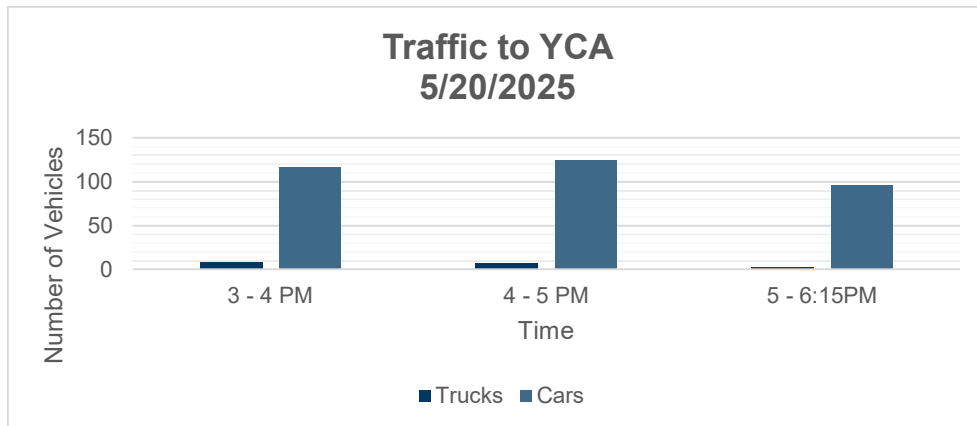


Chart 2. Number of Vehicles Go to YCA by Hour on May 19 at YCA-YFA-Seaport Intersection

2.2 Table and Chart for Traffic to YFA on 5/19/2025 & 5/20/2025

2.2.1 5/19/2025

Traffic To YFA	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	2	33
8 - 9AM	1	108
9 - 10AM	8	80
10 - 11AM	8	57
11 - 12AM	5	54
12 - 1PM	3	80
1 - 2PM	6	76
2 - 3PM	2	84
3 - 4PM	6	51
4 - 5:30PM	5	63

Table 3. Number of Vehicles Go to YFA by Hour on May 19 at YCA-YFA-Seaport Intersection

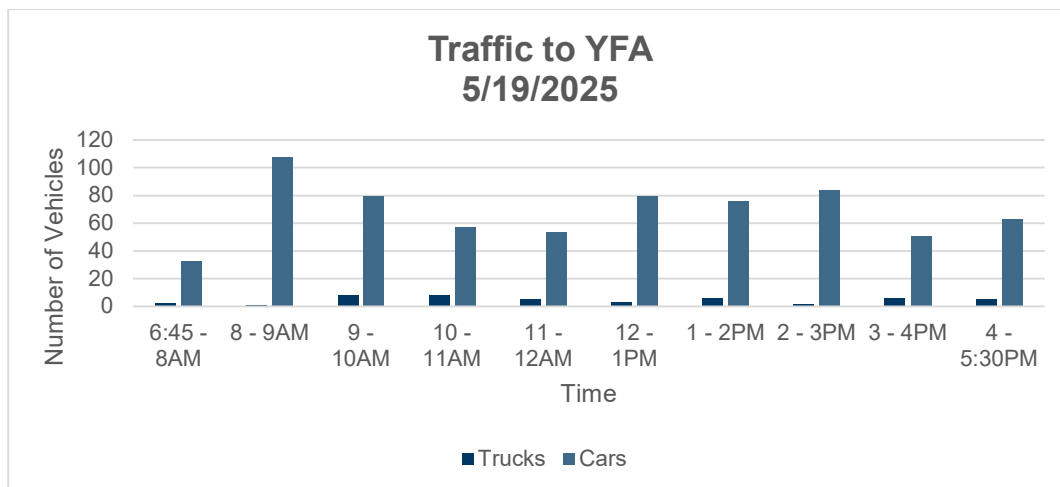


Chart 3. Number of Vehicles Go to YFA by Hour on May 19 at YCA-YFA-Seaport Intersection

2.2.2 5/20/2025

Traffic To YFA	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	5	113
4 - 5 PM	2	96
5 - 6:15PM	0	38

Table 4. Number of Vehicles Go to YFA by Hour on May 20 at YCA-YFA-Seaport Intersection

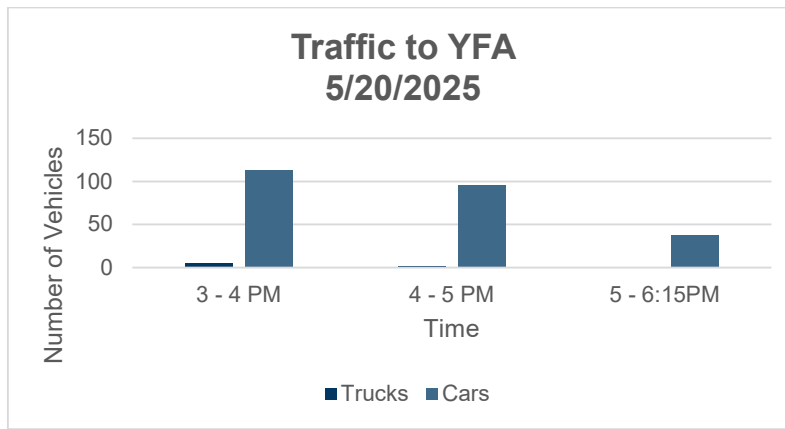


Chart 4. Number of Vehicles Go to YFA by Hour on May 20 at YCA-YFA-Seaport Intersection

2.3 Table and Chart for Traffic to YFA on 5/19/2025 & 5/20/2025

2.3.1 5/19/2025

Traffic To Seaport Time	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
6:45 - 8AM	0	9
8 - 9AM	2	20
9 - 10AM	1	21
10 - 11AM	8	14
11 - 12AM	10	18
12 - 1PM	5	10
1 - 2PM	5	14
2 - 3PM	4	11
3 - 4PM	4	13
4 - 5:30PM	3	12

Table 5. Number of Vehicles Go to Seaport by Hour on May 19 at YCA-YFA-Seaport Intersection

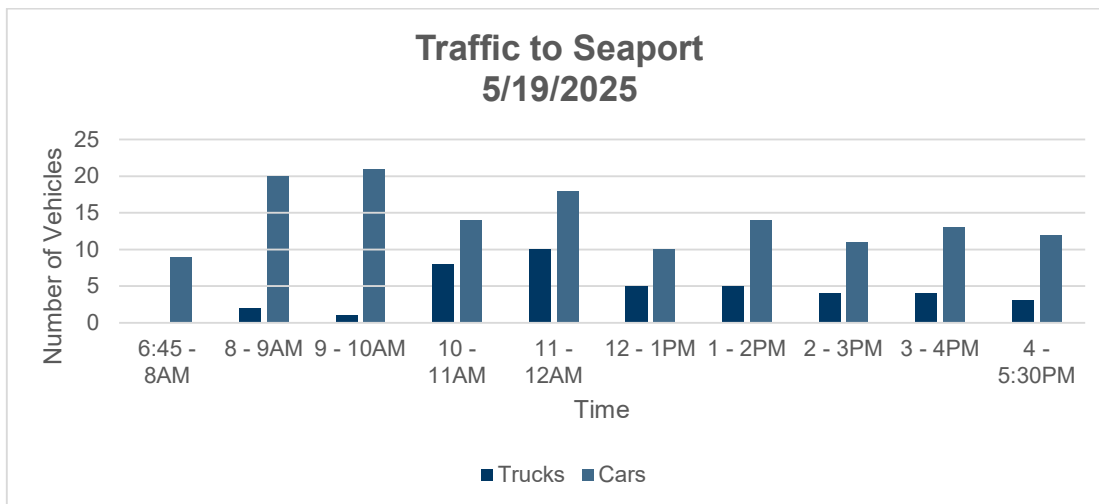


Chart 5. Number of Vehicles Go to Seaport by Hour on May 19 at YCA-YFA-Seaport Intersection

2.3.2

5/20/2025

Traffic To Seaport	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	5	12
4 - 5 PM	2	12
5 - 6:15PM	2	6

Table 6. Number of Vehicles Go to Seaport by Hour on May 20 at YCA-YFA-Seaport Intersection

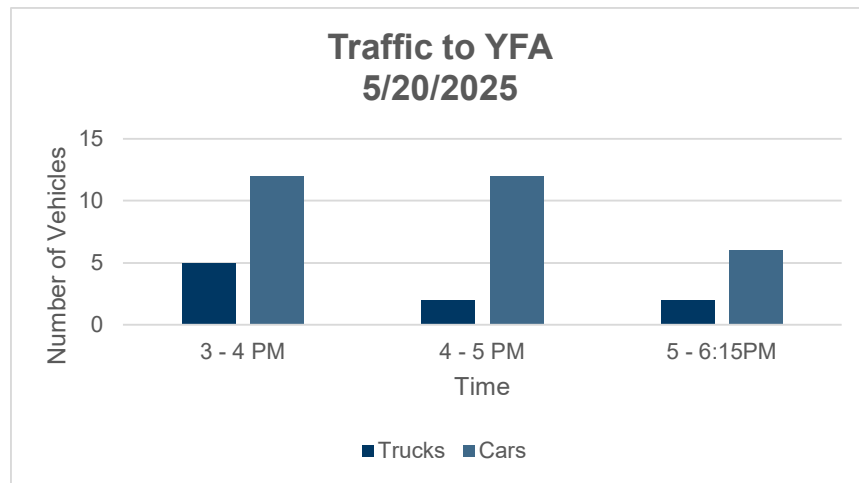


Chart 6. Number of Vehicles Go to Seaport by Hour on May 20 at YCA-YFA-Seaport Intersection

3. TRAFFIC AT AIRPORT – ACES MART – OCEANIA – SEAPORT INTERSECTION



Figure 2: Airport – Aces Mart – Oceania - Seaport Intersection

3.1 Table and Chart for Traffic to Aces Mart on 5/19/2025 & 5/20/2025

3.1.1 5/19/2025

Traffic to Aces Mart	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	0	9
8 - 9AM	0	12
9 - 10AM	2	10
10 - 11AM	0	15
11 - 12AM	0	9
12 - 1PM	0	24
1 - 2PM	0	18
2 - 3PM	3	12
3 - 4PM	0	12
4 - 5:30PM	0	23

Table 7. Number of Vehicles Go to Aces Mart by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

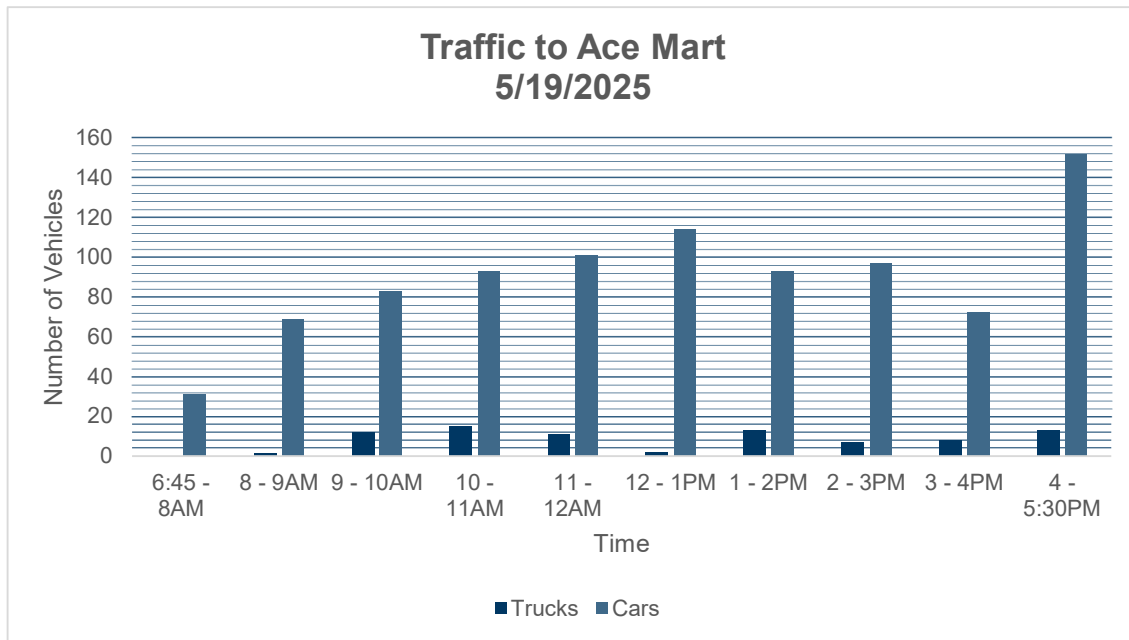


Chart 7. Number of Vehicles Go to Aces Mart by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

3.1.2 5/20/2025

Traffic to Aces Mart	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	0	17
4 - 5 PM	0	14
5 - 6:30PM	0	38

Table 8. Number of Vehicles Go to Aces Mart by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

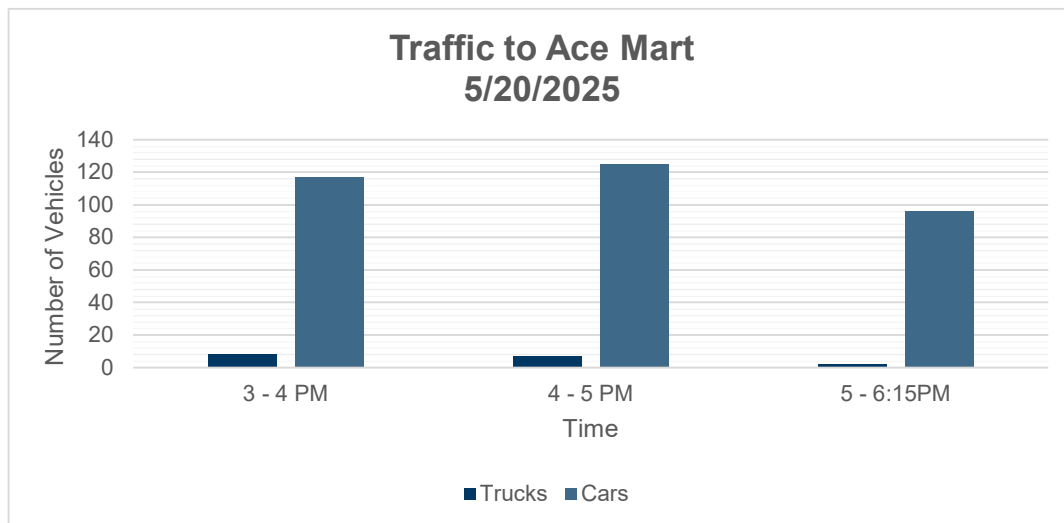


Chart 8. Number of Vehicles Go to Aces Mart by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

3.2 Table and Chart for Traffic to Oceania on 5/19/2025 & 5/20/2025

3.2.1 5/19/2025

Traffic to Oceania	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	1	53
8 - 9AM	5	93
9 - 10AM	6	58
10 - 11AM	7	74
11 - 12AM	5	67
12 - 1PM	5	90
1 - 2PM	4	76
2 - 3PM	4	65
3 - 4PM	4	76
4 - 5:30PM	8	151

Table 9. Number of Vehicles Go to Oceania by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

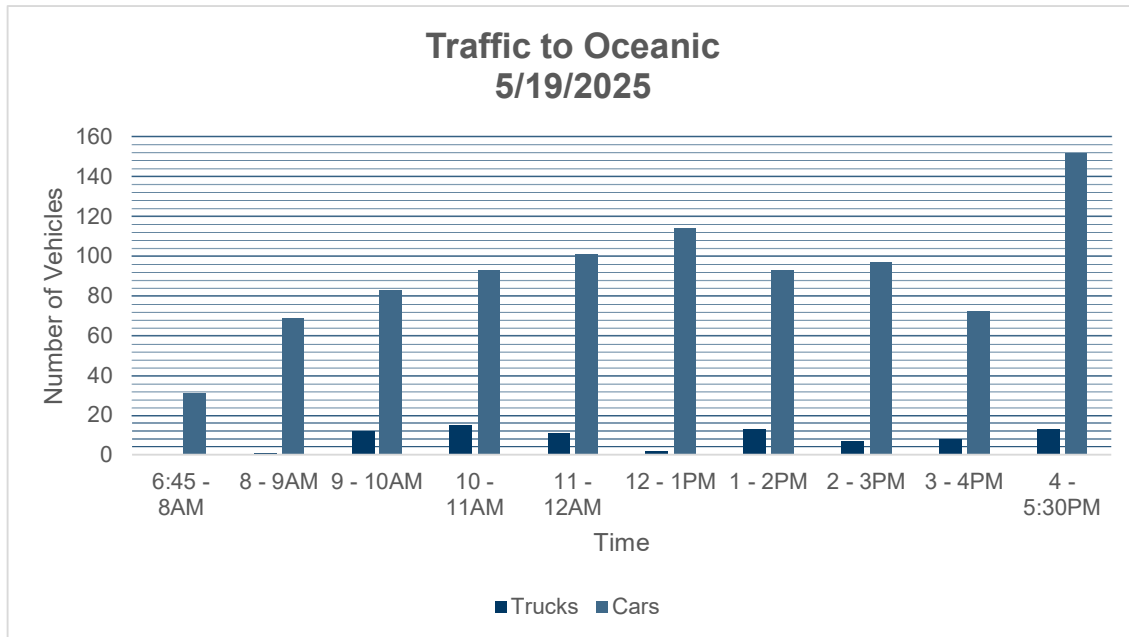


Chart 9. Number of Vehicles Go to Oceania by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

3.2.2 **5/20/2025**

Traffic to Oceania	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	2	61
4 - 5 PM	0	45
5 - 6:30PM	2	146

Table 10. Number of Vehicles Go to Oceania by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

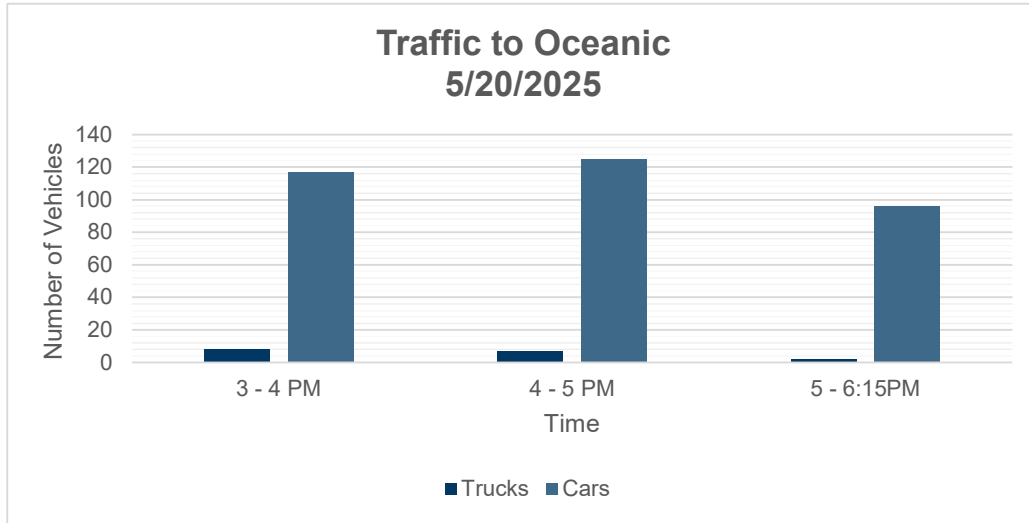


Chart 10. Number of Vehicles Go to Oceania by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

3.3 **Table and Chart for Traffic to Seaport on 5/19/2025 & 5/20/2025**

3.3.1 **5/19/2025**

Traffic to Seaport	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	1	53
8 - 9AM	5	93
9 - 10AM	6	58
10 - 11AM	7	74
11 - 12AM	5	67
12 - 1PM	5	90
1 - 2PM	4	76
2 - 3PM	4	65
3 - 4PM	4	76
4 - 5:30PM	8	151

Table 11. Number of Vehicles Go to Seaport by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

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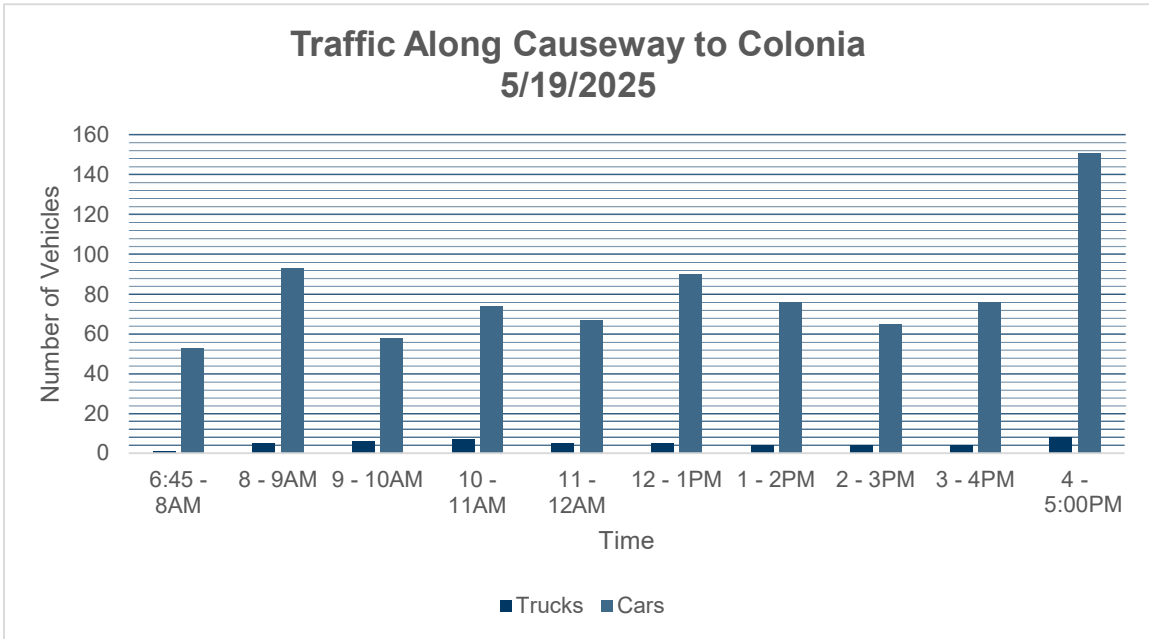


Chart 11. Number of Vehicles Go to Seaport by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

3.3.2 5/20/2025

Traffic to Seaport	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	5	177
4 - 5 PM	12	159
5 - 6:30PM	6	295

Table 12. Number of Vehicles Go to Seaport by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

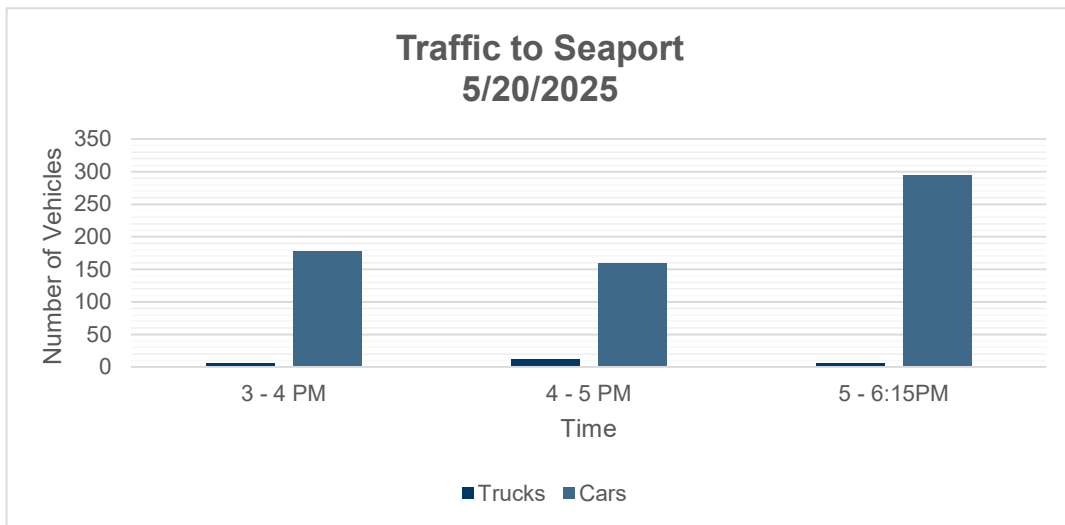


Chart 12. Number of Vehicles Go to Seaport by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

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3.4 Table and Chart for Traffic to Airport on 5/19/2025 & 5/20/2025

3.4.1 5/19/2025

Traffic to Airport	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	7	130
8 - 9AM	10	228
9 - 10AM	10	198
10 - 11AM	21	168
11 - 12AM	15	160
12 - 1PM	7	174
1 - 2PM	13	169
2 - 3PM	10	190
3 - 4PM	10	190
4 - 5:30PM	40	401

Table 13. Number of Vehicles Go to Airport by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

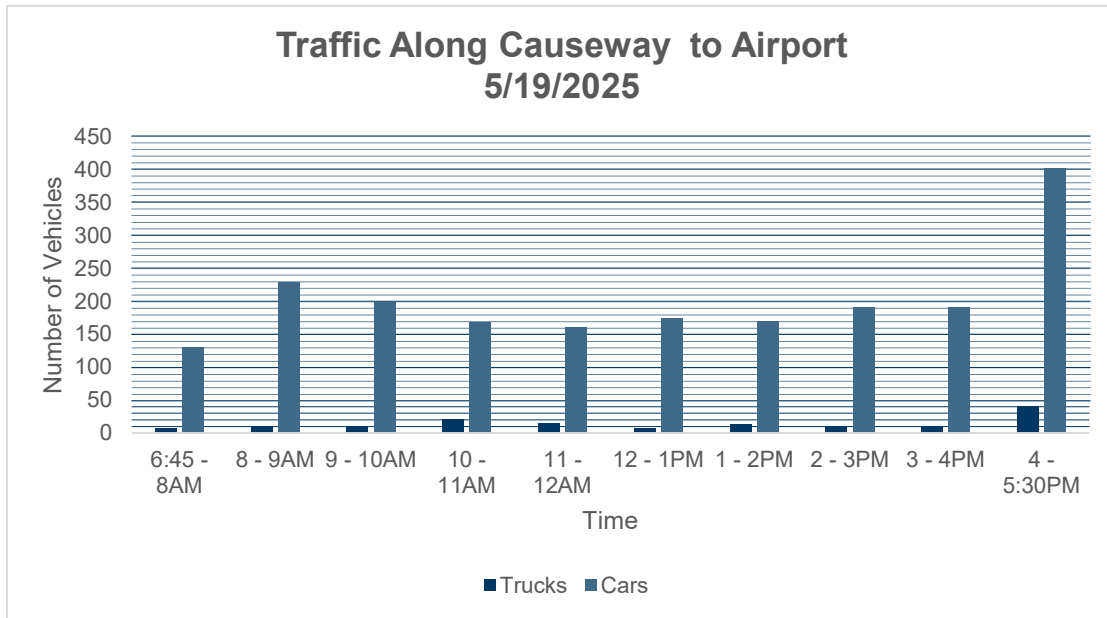


Chart 13. Number of Vehicles Go to Airport by Hour on May 19 at Airport – Aces Mart – Oceania - Seaport Intersection

3.4.2 5/20/2025

Traffic to Airport	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	13	123
4 - 5 PM	2	139
5 - 6:30PM	9	339

Table 14. Number of Vehicles Go to Airport by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

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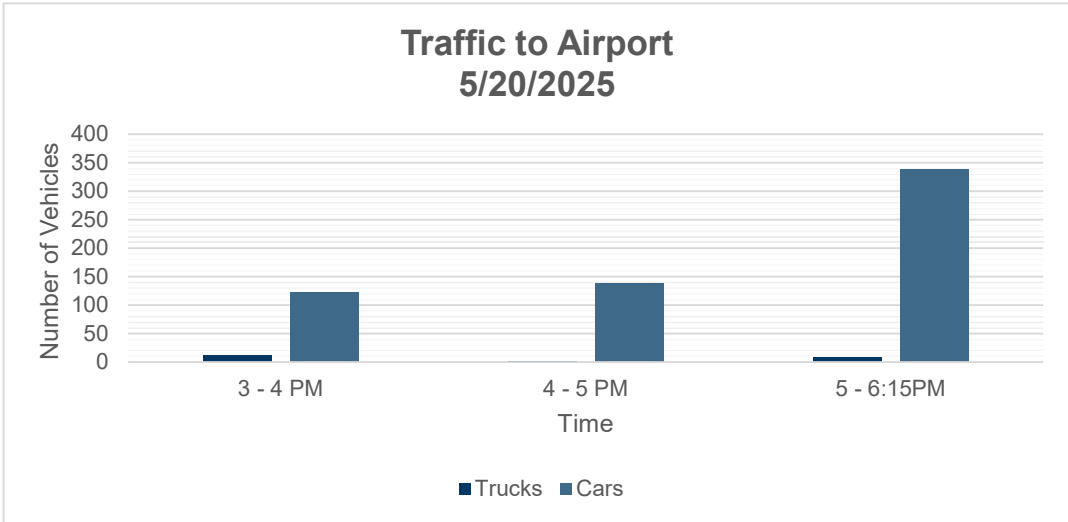


Chart 14. Number of Vehicles Go to Airport by Hour on May 20 at Airport – Aces Mart – Oceania - Seaport Intersection

4. TRAFFIC AT AIRPORT – SEAPORT - COLONIA INTERSECTION



Figure 3: Airport – Seaport – Colonia Intersection

4.1 Table and Chart for Traffic to Airport on 5/19/2025 & 5/20/2025

4.1.1 5/19/2025

Traffic to Airport	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	7	164
8 - 9AM	5	229
9 - 10AM	15	231
10 - 11AM	17	200
11 - 12AM	12	221
12 - 1PM	8	232
1 - 2PM	11	191
2 - 3PM	8	229
3 - 4PM	12	207
4 - 5:30PM	15	338

Table 15. Number of Vehicles Go to Airport by Hour on May 19 at Airport – Seaport - Colonia Intersection

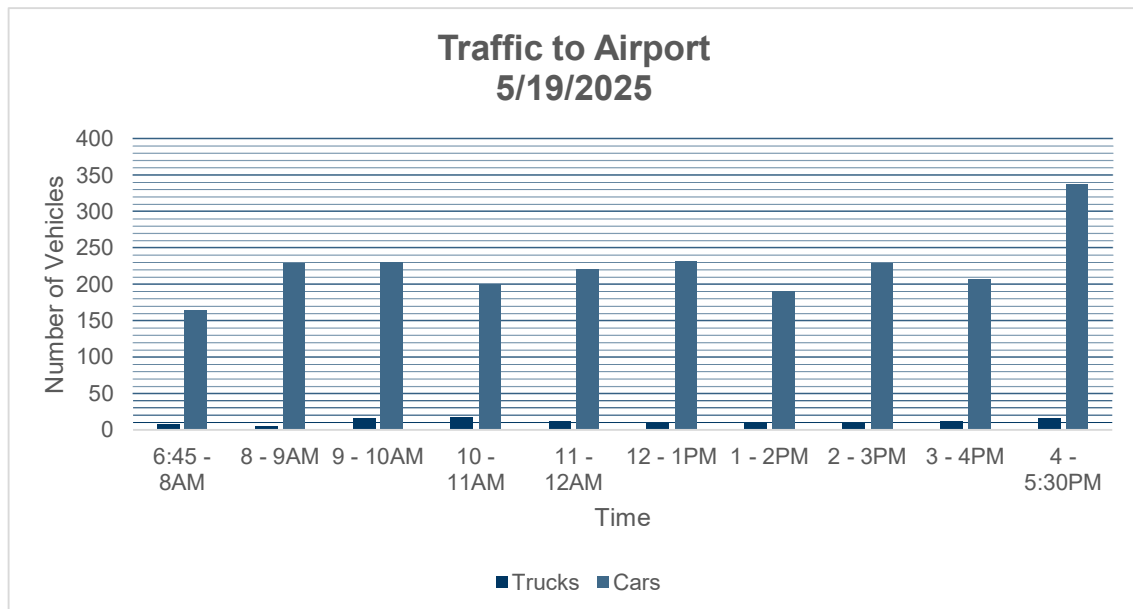


Chart 15. Number of Vehicles Go to Airport by Hour on May 19 at Airport – Seaport - Colonia Intersection

4.1.2 5/20/2025

Traffic to Airport	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	14	228
4 - 5 PM	8	240
5 - 6:15PM	9	303

Table 16. Number of Vehicles Go to Airport by Hour on May 20 at Airport – Seaport - Colonia Intersection

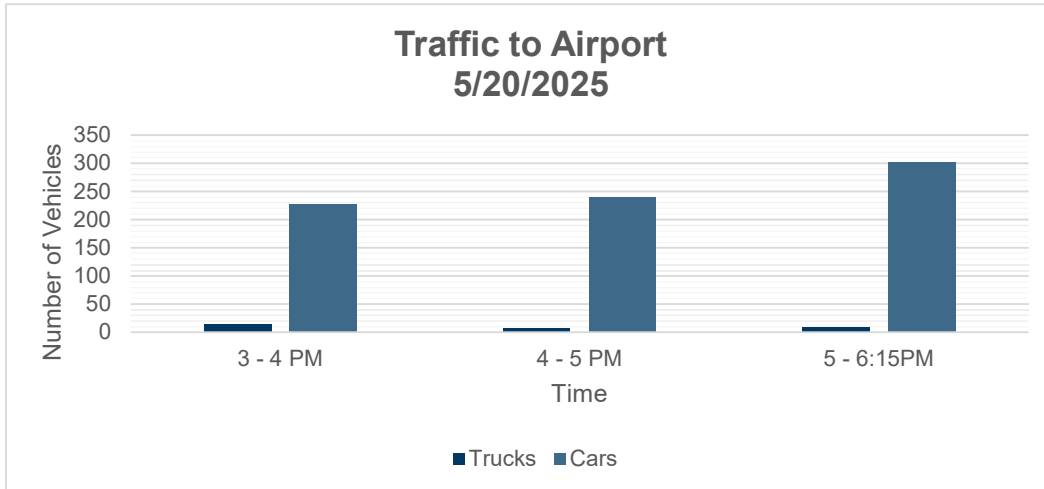


Chart 16. Number of Vehicles Go to Airport by Hour on May 20 at Airport – Seaport - Colonia Intersection

4.2 Table and Chart for Traffic to Colonia on 5/19/2025 & 5/20/2025

4.2.1 5/19/2025

Traffic To Colonia Time	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
6:45 - 8AM	4	127
8 - 9AM	5	211
9 - 10AM	13	188
10 - 11AM	8	161
11 - 12AM	9	190
12 - 1PM	4	188
1 - 2PM	7	174
2 - 3PM	14	203
3 - 4PM	6	171
4 - 5:30PM	6	365

Table 17. Number of Vehicles Go to Colonia by Hour on May 19 at Airport – Seaport - Colonia Intersection

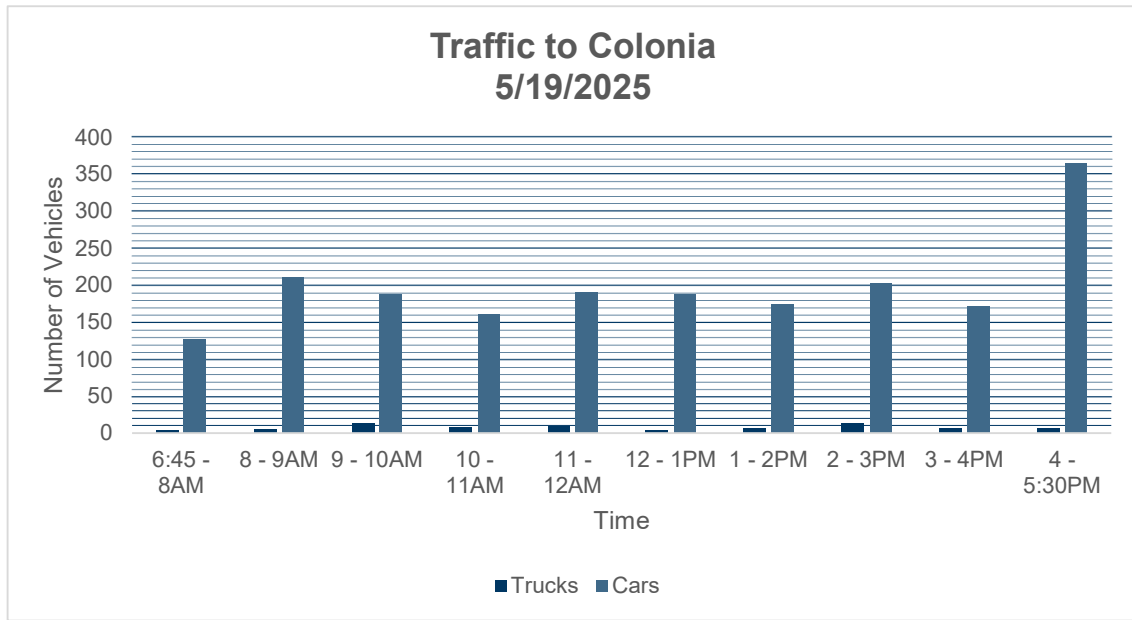


Chart 17. Number of Vehicles Go to Colonia by Hour on May 19 at Airport – Seaport - Colonia Intersection

4.2.2 5/20/2025

Traffic To Colonia	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	10	231
4 - 5 PM	5	220
5 - 6:15PM	3	295

Table 18. Number of Vehicles Go to Colonia by Hour on May 20 at Airport – Seaport - Colonia Intersection

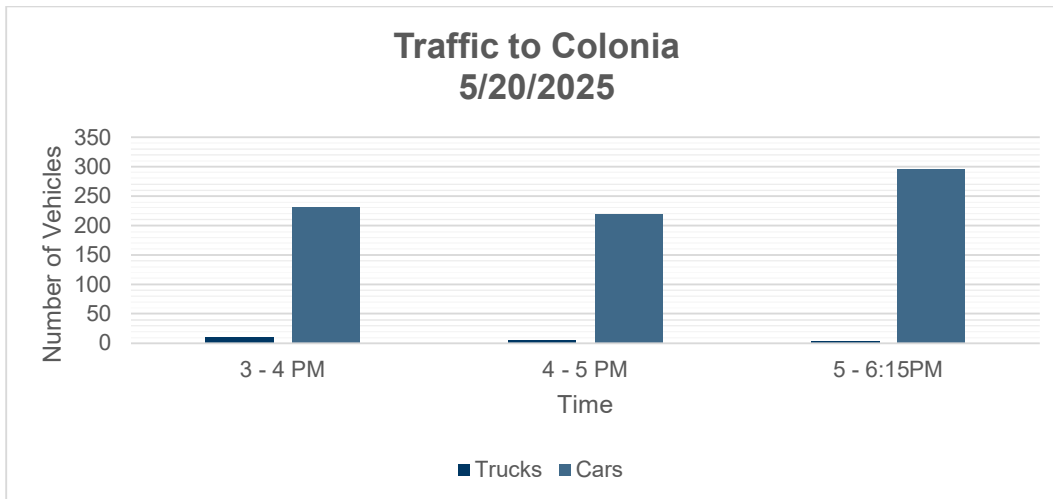


Chart 18. Number of Vehicles Go to Colonia by Hour on May 20 at Airport – Seaport - Colonia Intersection

4.3 Table and Chart for Traffic to YFA on 5/19/2025 & 5/20/2025

4.3.1 5/19/2025

Traffic To Seaport	5/19/2025 (6:45AM - 5:30PM)	
	Trucks	Cars
Time		
6:45 - 8AM	3	73
8 - 9AM	0	210
9 - 10AM	11	158
10 - 11AM	12	112
11 - 12AM	8	164
12 - 1PM	8	156
1 - 2PM	4	139
2 - 3PM	4	158
3 - 4PM	7	120
4 - 5:30PM	3	156

Table 19. Number of Vehicles Go to Seaport by Hour on May 19 at Airport – Seaport - Colonia Intersection

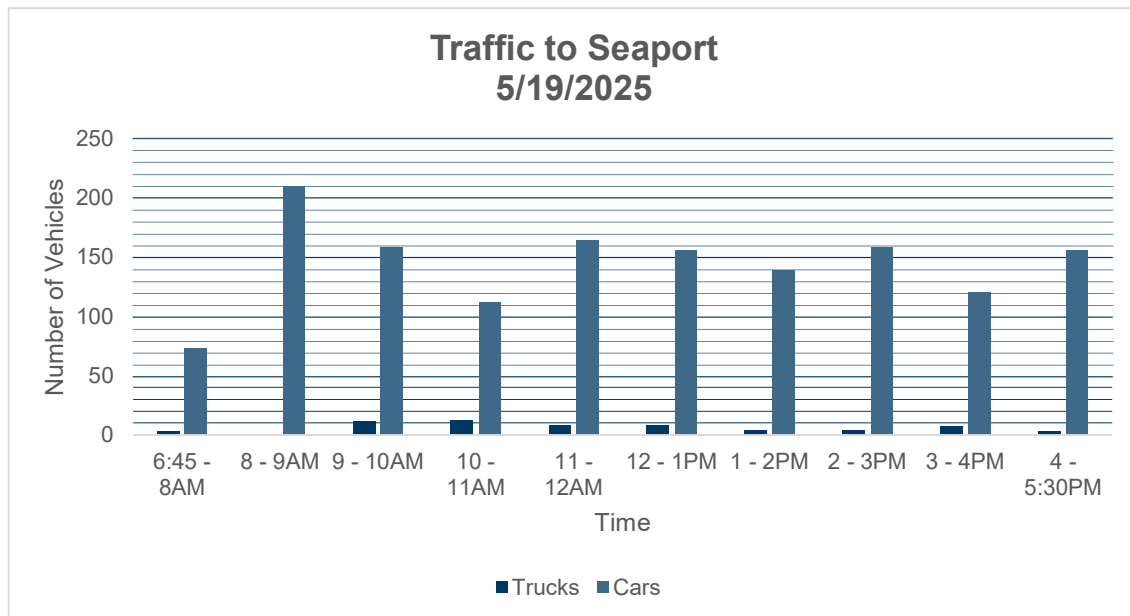


Chart 19. Number of Vehicles Go to Seaport by Hour on May 19 at Airport – Seaport - Colonia Intersection

4.3.2 5/20/2025

Traffic To Seaport	5/20/2025 (3PM - 6:30PM)	
	Trucks	Cars
Time		
3 - 4 PM	5	190
4 - 5 PM	4	128
5 - 6:15PM	1	103

Table 20. Number of Vehicles Go to Seaport by Hour on May 20 at Airport – Seaport - Colonia Intersection

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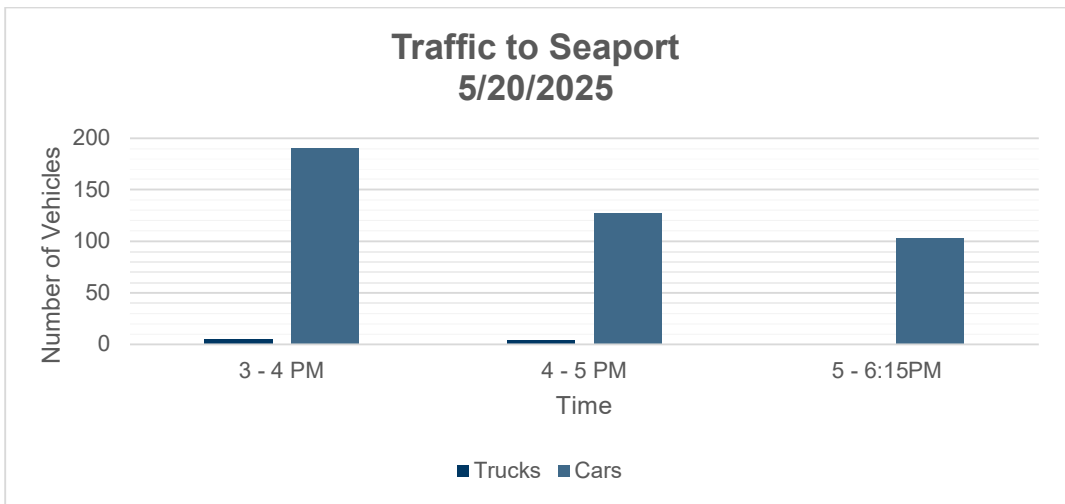


Chart 20. Number of Vehicles Go to Seaport by Hour on May 20 at Airport – Seaport - Colonia Intersection

Regards

Paul K. Baron
Technical Director