Proposed Sheetz – Elizabethtown (Veterans Drive) Transportation Impact Study

Mount Joy Township, Lancaster County

SEPTEMBER 2024



Transportation Impact Study

for the

Proposed Sheetz – Elizabethtown (Veterans Drive)

Mount Joy Township Lancaster County, Pennsylvania

prepared for

Sheetz, Inc.

prepared by



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EXECUTIVE SUMMARY

A summary of key findings is presented below followed by the recommendations.

- 1. The proposed Sheetz will consist of a 6,132 square foot convenience store with 12 fueling positions. Access to the proposed development will be provided by the two existing driveways intersecting Veterans Drive and Old Hershey Road.
- 2. The following intersections were selected for detailed analysis as determined by Mount Joy Township:
 - Hershey Road (SR 0743) / Veterans Drive
 - Old Hershey Road/Veterans Drive
 - Hershey Road (SR 0743)/Mt. Gretna Road (SR 0241)/Holly Street
- 3. Currently, the study intersections operate at acceptable overall levels of service during the weekday AM, PM and Saturday peak hours.
- 4. The growth factor for Lancaster County is 0.50 (Urban) as obtained from PennDOT's Growth Factors for August 2024 to July 2025.
- 5. In the year 2025 (Opening Year) without the proposed development, the study intersections will continue to operate with acceptable overall levels of service during the peak hours.
- 6. In the year 2030 (Horizon Year) without the proposed development, the study intersections will operate with acceptable overall levels of service during the peak hours.
- 7. The proposed Sheetz is anticipated to generate the following peak hour trips:

AM Peak Hour: 379 total, 288 pass-by and 91 new
PM Peak Hour: 334 total, 250 pass-by, and 84 new
Saturday Peak Hour 393 total, 255 pass-by and 138 new

- 8. In the year 2025 (Opening Year) with the proposed Sheetz Store, the study intersections will operate with acceptable overall levels of service during the peak hours.
- 9. In the year 2030 (Horizon Year) with the proposed Sheetz, the study intersections will continue to operate with acceptable overall levels of service during the peak hours.
- 10. A turn lane analysis was conducted at the proposed Sheetz driveways. The turn lane analysis found that left and right turn lanes are not warranted at the proposed site driveways.
- 11. A turn lane analysis showed that a 175' northbound left turn lane and a 225' southbound right turn lane is warranted on Hershey Road (SR 0743) at the Hershey Road (SR 0743)/Veterans Drive intersection. Due to environmental impacts and right-of-way concerns, a southbound right turn



- lane is not proposed. The intersection will operate at acceptable levels of service without the southbound right turn lane.
- 12. A queue analysis was conducted at the study intersections to determine if the proposed development will impact the queues. The queue analysis found that the proposed development site traffic will not adversely affect the queues. The queue analysis found that all the available/proposed storage areas are sufficient to accommodate future queues with the proposed roadway improvements.
- 13. With the proposed recommendations, safe and efficient site access can be obtained.



RECOMMENDATIONS

A summary of the recommendations to ensure safe and efficient traffic movements is presented below. All recommended improvements will be constructed to be ADA compliant unless otherwise directed or approved by the Township.

- 1. Sheetz will construct the two proposed driveways in accordance with Mount Joy Township guidelines. Stop signs will be installed on the driveways
- 2. Sheetz will construct improvements at the Hershey Road (SR 0743)/Veterans Drive intersection to include:
 - 175' northbound left turn lane on Hershey Road (SR 0743)
 - Add a northbound protected/permitted left turn phase
 - Optimization of signal timings/cycle length



1. INTRODUCTION

This report describes the transportation impact analysis for the proposed Sheetz store to be located on the existing PizzAtown restaurant site. The site is located south of Veterans Drive and west of Hershey Road (SR 0743) in Mount Joy Township, Lancaster County, Pennsylvania. See Figure 1 in the Appendices for the site location.

It is proposed to develop a 6,132 square foot convenience store with 12 fueling positions. Access to the site is proposed by two (2) full movement driveways on Veterans Drive and Old Hershey Road.

The purpose of this study is to identify any significant traffic problems associated with the ability of the existing roadways to accommodate the volume of traffic anticipated from the development and to assure safe and efficient site access. If necessary, improvements will be recommended to mitigate the impact of development traffic on the surrounding roadway network. This study is prepared in accordance with Mount Joy Township guidelines on traffic impact studies.



2. DATA COLLECTION

This section summarizes the data collected for the study as well as the methodology used to obtain the data. Based on the characteristics of the proposed development, the weekday AM and PM peak hours as well as the Saturday peak hour will be analyzed. Manual turning movement counts were conducted at the study intersections by Tri-State Traffic Data during a typical weekday in May 2024 and on a Saturday in June 2024. The counts were conducted during the typical weekday morning hours from 6:00 AM to 9:00 AM and during the typical weekday evening hours from 3:00 PM to 6:00 PM. The Saturday traffic counts were conducted from 11:00 AM to 2:00 PM for the study intersections. Counts were recorded in 15-minute intervals, with the peak hour being selected from the four highest consecutive 15-minute periods. The TMC counts are found in the Appendices. The following AM, PM and Saturday peak hours occurred at the study intersections:

<u>Intersection</u>	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Hershey Road (SR 0743)/ Veterans Drive	7:00 – 8:00 AM	4:00 – 5:00 PM	11:15 AM – 12:15 PM
Old Hershey Road/ Veterans Drive	7:00 – 8:00 AM	4:00 – 5:00 PM	12:00 – 1:00 PM
Hershey Road (SR 0743)/ Mt. Gretna Road (SR 0241)/Holly Street	7:00 – 8:00 AM	5:00 – 6:00 PM	12:15 – 1:15 PM
Veterans Drive/ Proposed Driveway	7:00 – 8:00 AM	4:45 – 5:45 PM	12:00 – 1:00 PM

In addition to the manual turning movement counts, automatic traffic recorder counts (ATR) were also conducted within the study area. Counts were conducted over a three day period in May 2024 at the following locations:

- Old Hershey Road south of Veterans Drive
- Hershey Road (SR 0743) south of Veterans Drive
- Veterans Drive west of Hershey Road (SR 0743)

Details of the TMC and ATR counts can be found in the Appendices.



3. EXISTING STUDY AREA CONDITIONS

This section discusses the existing traffic conditions, land use context, roadway type and traffic controls in the study area. A description of the study area including the roadway network is also included in this section.

Study Area

The study area was selected based on those intersections that will be impacted the greatest by the proposed development. The following intersections, along with the site access driveways were selected for further detailed analysis as determined by PennDOT and Mount Joy Township:

- Hershey Road (SR 0743)/Veterans Drive
- Old Hershey Road/Veterans Drive
- Hershey Road (SR 0743)/Mt. Gretna Road (SR 0241)/Holly Street

Surrounding Land Uses/Land Use Context

The proposed Sheetz store is located within a mix of residential uses and small businesses. The Country Meadows Restaurant is located on the property just south of the proposed Sheetz Store. A small chapel is located east of the site along Hershey Road (SR 0743), just opposite Veterans Drive. Several businesses are also located east of the site. Residential townhomes are located west of the site, along Old Hershey Road. The land use context for the study area most clearly resembles a Suburban Corridor in accordance with PennDOT Design Manual Part 1X, Appendix B.

Existing Transportation System

The major roadway system in the study area is comprised of state and local roadways. The following is a summary of the traffic control of the existing study area intersection:

Hershey Road (SR 0743)/Veterans Drive

This four-legged intersection is controlled by a traffic signal. The east leg of this intersection is a driveway to the Trinity Full Gospel Chapel. A separate left turn lane is provided on Veterans Drive with no turn lanes provided on any other approaches to the intersection. Guiderail is provided on the southeast and southwest sides of the intersection. Pedestrians are prohibited from crossing at this intersection. The speed limit on Hershey Road S(R 0743) is 45 mph and the speed limit on Veterans Drive is 25 mph.



Old Hershey Road/Veterans Drive – Rockwood Drive

This four-legged intersection is controlled by an all-way stop. Veterans Drive is the east leg of the intersection and Rockwood Drive is the west leg. Single travel lanes in each direction are provided for each roadway. Sidewalks are provided on the west side of Old Hershey Road and on both sides of Rockwood Drive. A 25 mph speed limit is posted on all roadways.

Hershey Road (SR 0743)/Mt. Gretna Road (SR 0241)/Holly Street

This five-legged intersection is controlled by a traffic signal. Hershey Road (SR 0743) is the north-south roadway and provides both a northbound left and a southbound left turn lane. The speed limit on this section of Hershey Road (SR 0743) is 35 mph. Mt. Gretna Road (SR 0241) serves as the northeast leg of the intersection and Holly Street (T-610) creates the southeast leg. The west leg of the intersection serves as the driveway to a Turkey Hill store. The speed limit on Mt. Gretna Road (SR 0241) is 35 mph and the speed limit on Holly Street is posted at 25 mph. Man/hand signals and crosswalks are provided on Holly Street, the south leg of Hershey Road (SR 0743) and the Turkey Hill driveway with pedestrians prohibited on the other two legs.

Table 1 lists the roadway system characteristics for the study area road network.

Table 1: Roadway System Characteristics

Road Name	Ownership (State or Twp)	Orientation	Number of Lanes	Roadway Material	Speed Limit	ADT	Functional Class
Hershey Road	SR 0743	NB/SB	2	Asphalt	45 mph	14,600	Minor Arterial
Mt. Gretna Road	SR 0241	Northeast/ Southwest	2	Asphalt	35 mph	2,900	Major Collector
Veterans Drive – Rockwood Drive	Twp (T-301)	EB/WB	2	Asphalt	25 mph	2,800	Local
Old Hershey Road	Twp (T-749)	NB/SB	2	Asphalt	25 mph	650	Local
Holly Street Twp (T-610)		Southeast Northwest	2	Asphalt	25 mph	1,200	Local

The ADT volumes, as applicable were obtained from the ATR counts conducted for the project. The other volumes were obtained from PennDOT's TIRe site or used the PM traffic volumes and a "k" factor of 10.

Based on traffic characteristics of the development, weekday AM, PM and Saturday peak hours were selected as the peak hours of operation. Existing peak hour traffic volumes were obtained from TMC counts



as discussed in the Data Collection section. Figure 3 in the Appendices shows the existing typical weekday AM, PM and Saturday peak hour traffic volumes at the study area intersections.

Level of Service/Capacity Analysis

This section discusses the existing levels of service and capacity analysis at the study intersections. The Synchro software was used to determine level of service (LOS) and capacity for intersections. Unsignalized intersections are rarely at capacity from an overall standpoint. Traffic movements from minor crossroads and major road left turns are largely affected by the distribution of gaps in the major street traffic stream, and motorist judgment in choosing gaps through which to execute their maneuvers. Gaps in the traffic stream depend on several factors, including the type of maneuvers being executed, type of minor street control, the average speed of the major street and geometric and environmental conditions. LOS criteria for unsignalized and signalized intersections are based on control delay (in seconds per vehicle) to motorists. Various factors affect delay, including traffic volumes, lane configurations and widths, traffic signal phasing and cycle lengths, trucks percentages, etc.

LOS ranges from "A" to "F" with "A" having the most favorable performance. PennDOT's "Policy and Procedures for Transportation Impact Studies" suggests new intersections must be designed to at least operate at an LOS C or better for rural conditions and an LOS D or better for urban conditions. Also, the overall intersection LOS for "With Development" scenarios should be no worse than "Without Development" scenarios per PennDOT's guidelines. Level of service ranges for unsignalized and signalized intersections can be found in Table 2.

Table 2: Level of Service Ranges – Unsignalized and Signalized Intersections

Level of Service	Expected Traffic Delay	Expected Traffic Delay Average Control Delay (1)										
А	Little or No Delay	<10	<10									
В	Short Traffic Delays	>10 and <u><</u> 15	>10 and <u><</u> 20									
С	Average Traffic Delays	>15 and <u><</u> 25	>20 and <u><</u> 35									
D	Long Traffic Delays	>25 and <u><</u> 35	>35 and <u><</u> 55									
E	Very Long Traffic Delays	>35 and <u><</u> 50	>55 and <u><</u> 80									
F	Failure, Extreme Congestion	>50	>80									
(1)	0=0/1/=		•									

⁽¹⁾ UNSIGNALIZED – SEC/VEH

Synchro Version 11 was used to determine the level of service/queue results.



⁽²⁾ SIGNALIZED – SEC/VEH

Table A in the Appendices shows the results of the existing level of service analysis. Figure 4 in the Appendices shows the existing level of service results at the study area intersections. As the table and figure shows, the study intersections operate with acceptable overall LOS during the peak hours studied. Details of the level of service analysis can be found in the Appendices.



4. OPENING YEAR (2025) TRAFFIC CONDITIONS WITHOUT DEVELOPMENT

This section discusses the opening year 2025 traffic conditions without the proposed development. This section includes traffic volumes and level of service analysis at the study intersections.

Traffic Volumes

Some level of external traffic growth on the roadway system can be expected even without the proposed development. This growth can be attributed to a nominal increase in through traffic and traffic generated by developments outside the study area. A 0.50 percent average annual growth rate was used to factor the 2024 traffic counts to the year 2025 as recommended by PennDOT Bureau of Planning and Research's Table "Growth Factors for August 2024 to July 2025." The Township confirmed there were no background developments or planned roadway improvements to include in the future analysis. Figure 5 in the Appendices shows the weekday AM,PM and Saturday opening year (2023) without development traffic volumes at the study intersections.

Level of Service/Capacity Analysis

A level of service analysis was conducted at the study area intersection for the opening year (2025) without development scenario to determine the level of service without the proposed development. Table A in the Appendices shows the results of the level of service analysis.

As shown in the analysis, the study intersections operate at acceptable overall levels of service in the year 2025 without development. Figure 6 in the Appendices shows the level of service results for the opening year (2025) without development during the typical weekday AM, PM and Saturday peak hours at the study intersections. Details of the level of service analysis can be found in the Appendices.



5. HORIZON YEAR (2030) TRAFFIC CONDITIONS WITHOUT DEVELOPMENT

This section discusses the horizon year 2030 traffic conditions without the proposed development. This section includes traffic volumes and level of service analysis at the study intersections.

Traffic Volumes

Some level of external traffic growth on the roadway system can be expected even without the proposed development. This growth can be attributed to a nominal increase in through traffic and traffic generated by developments outside the study area. A 0.50 percent average annual growth rate was used to factor the 2024 traffic counts to the year 2030 as recommended by PennDOT Bureau of Planning and Research's Table "Growth Factors for August 2024 to July 2025." The Township confirmed there were no background developments or planned roadway improvements to include in the future analysis. Figure 7 in the Appendices shows the weekday AM, PM and Saturday horizon year (2030) without development traffic volumes at the study intersections.

Level of Service/Capacity Analysis

A level of service analysis was conducted at the study area intersections for the horizon year (2030) without development scenario to determine the level of service without the proposed development. Table A in the Appendices shows the results of the level of service analysis.

As shown in the analysis, the study intersections operate at acceptable overall levels of service in the horizon year 2030 without development. Figure 8 in the Appendices shows the level of service results for the horizon year (2030) without development during the typical weekday AM,PM and Saturday peak hours at the study intersections. Details of the level of service analysis can be found in the Appendices.



6. DEVELOPMENT DESCRIPTION

Proposed Development

The proposed Sheetz is to be located on the existing PizzAtown restaurant site to the south of Veterans Drive, west of Hershey Road (SR 0743) in Mount Joy Township, Lancaster County.

The proposed Sheetz will consist of a 6,132 square foot convenience store with 12 fueling positions. Access to the proposed development will be provided by the two existing driveways intersecting Veterans Drive and Old Hershey Road.

Sight Distance Analysis

Intersection sight distance was field measured at the proposed access driveways intersecting Veterans Drive and Old Hershey Road to determine if the available sight distance would exceed the PennDOT minimum intersection sight distance. The available sight distance for the proposed driveways exceed the required minimum sight distance. Details of the sight distance analysis can be found in the Appendices.

Site Trip Generation

The level of traffic likely to be generated by the proposed development has been estimated using procedures in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed.) to determine the potential traffic impact on the study intersections. Land use code 945 (Convenience Store/Gas Station), was utilized to determine the ADT and the peak hour site trips for the proposed Sheetz. Generators such as restaurants, grocery stores, convenience markets, and banks attract a portion of their trips from passing traffic on the street enroute to their destination. In order to account for "pass-by" trips, the site trip generation in table 3 was adjusted. Pass-by trip percentages were also obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed.). Pass-by trips were assumed to account for 76% of the AM, and 75% of the PM peak hour site trips for the proposed Sheetz. Since data was not provided for the Saturday peak hour, it was assumed the Saturday pass-by rate would be 10% less than the PM rate, or 65%. Details of this trip generation analysis can be found in the Appendices.

Table 3 summarizes the estimated site trip generation for the proposed development during the typical weekday AM, PM, and Saturday peak hours.



Table 3: Estimated Trip Generation

Land Use	Туре	AI	M Peak Hoւ	ır	PI	M Peak Ho	ur	Satu	ADT		
(Code)	1,400	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
6	Total	190	189	379	167	167	334	197	196	393	
Convenience Store/Gas Station 6,132 SF	Pass-By ¹	144	144	288	125	125	250	128	127	255	3,987
(945)	New	46	45	91	42	42	84	69	69	138	

¹Pass-by based on ITE Trip Generation Manual, 11th Edition

AM Peak Hour 76%

PM Peak Hour 75%

Saturday Peak Hour 65% (Assumes 10% less than the PM peak hour)

Modal Split

Because there is not sufficient pedestrian and transit facilities provided within the study area, a trip reduction due to modal split is not applicable and was not assumed for this study.

Site Trip Distribution and Assignment

Figures 9 in the Appendices show the new trip distribution percentages for the site traffic on the major roadway system. Figures 10 shows the pass-by trip distribution percentages for the site trips. The new and pass-by site trip distributions were conducted for both the AM, PM and Saturday peak hours. Figure 11 in the Appendices shows the total site trips of the proposed development on the major roadway system at full buildout of the proposed development. Site trip distribution was based on existing traffic patterns and engineering judgment and was approved by the Mount Joy Township Traffic Engineer The following trip distribution was assumed for the new site trips and pass-by trips generated by the proposed development:

New Site Trips

- 45% oriented to/from the north on SR 0743
- 45% oriented to/from the south on SR 0743
- 10% oriented to/from the west on Veterans Drive

Pass-by from SR 0743

AM Peak: NB 16% / SB 9%
PM Peak: NB 11% / SB 14%
Sat Peak: NB 14% / SB 11%

Pass-by from SR 0283

AM Peak: 75% to/from the north
PM Peak: 75% to/from the north
Sat Peak: 75% to/from the north

Figure 12 shows the new site trips for the proposed development and Figure 13 shows the pass-by trips for the proposed development during the peak hours. Details of the site trip distribution and assignment are included in the Appendices.



7. OPENING YEAR (2025) TRAFFIC CONDITIONS WITH DEVELOPMENT

Traffic Volumes

The opening year (2025) with development peak hour volumes were derived by combining existing traffic, growth in background and through traffic, and the site trips generated by the proposed development. Figure 14 in the Appendices shows the typical weekday AM, PM and Saturday opening year (2025) with development traffic volumes at the study intersections.

Level of Service/Capacity Analysis

A level of service analysis was conducted at the study area intersections for the opening year (2025) with development scenario to determine the level of service with the proposed development. Table A in the Appendices shows the results of the level of service analysis.

As shown in the analysis, the study intersections operate at acceptable overall levels of service in the year 2025 with development. Figure 15 in the Appendices shows the level of service results for the opening year (2025) with development during the typical weekday AM, PM and Saturday peak hours at the study intersections. Details of the level of service analysis can be found in the Appendices.

Queue Analysis

A queue analysis was conducted at the study intersections to determine if the proposed development site traffic will impact the queues. The queue analysis was conducted using the HCM 6th Edition and Synchro methodology. The queue analysis found that the proposed development site traffic will not adversely affect the queues. The queue analysis found that the available storage areas are sufficient to accommodate the future queues.

Details of the queue analysis can be found in the Appendices.



8. HORIZON YEAR (2030) TRAFFIC CONDITIONS WITH DEVELOPMENT

Traffic Volumes

The horizon year (2030) with development peak hour volumes were derived by combining existing traffic, growth in background and through traffic, and the site trips generated by the proposed development. Figures 16 in the Appendices shows the typical weekday AM, PM and Saturday horizon year (2030) with development traffic volumes at the study intersections.

Level of Service/Capacity Analysis

A level of service analysis was conducted at the study area intersections for the horizon year (2030) with development scenario to determine the level of service with the proposed development. Table A in the Appendices shows the results of the level of service analysis.

As shown in the analysis, the study intersections operate at acceptable overall levels of service in the year 2030 with development. Figure 17 in the Appendices shows the level of service results for the horizon year (2030) with development during the typical weekday AM, PM and Saturday peak hours at the study intersections. Details of the level of service analysis can be found in the Appendices.

Turn Lane Analysis

The need for turn lanes at the site access driveways was analyzed with horizon year (2030) with development traffic volumes utilizing PennDOT guidelines outlined in Publication 46 Chapter 11.17. The turn lane analysis found that turn lane warrants are not met at either proposed driveway. The turn lane analysis was also conducted at the Hershey Road (SR 0743)/Veterans Drive intersection and found that a 175' northbound left turn and 225' southbound right turn lane are warranted on Hershey Road (SR 0743). However, based on the environmental impacts and impacts to right-of-way, the southbound right turn lane is not proposed. The intersection will operate at acceptable levels of service without the southbound right turn lane. Details of the turn lane analysis can be found in the Appendices.

Queue Analysis

A queue analysis was conducted at the study intersections to determine if the proposed development site traffic will impact the queues. The queue analysis was conducted using the HCM 6th Edition and Synchro methodology. The queue analysis found that the proposed development site traffic will not adversely affect the queues. The queue analysis found that the available storage areas are sufficient to accommodate the future queues.

Details of the queue analysis can be found in the Appendices.



Left Turn Phasing Analysis

A left turn phasing analysis was completed for the signalized intersection of Hershey Road (SR 0743)/Veterans Drive. The analysis was based on the 2030 traffic volumes with full buildout of the development using PennDOT turn phasing guidelines. The analysis shows that a protected/permitted northbound left turn phase is warranted at this intersection with the proposed development. The northbound left turn phase is included in the improvement analysis. A summary of the left turn phasing analysis can be found in the Appendices.



9. RECOMMENDATIONS

A summary of the recommendations to ensure safe and efficient traffic movements is presented below. All recommended improvements will be constructed to be ADA compliant unless otherwise directed or approved by the Township.

- 1. Sheetz will construct the two proposed driveways in accordance with Mount Joy Township guidelines. Stop signs will be installed on the driveways
- 2. Sheetz will construct improvements at the Hershey Road (SR 0743)/Veterans Drive intersection to include:
 - 175' northbound left turn lane on Hershey Road (SR 0743)
 - Add a northbound left protected/permitted left turn phase
 - Optimization of signal timings/cycle length



APPENDICES



LEVEL OF SERVICE/QUEUE TABLES



Table A	
Future Intersection Level of Service Results	

						Tutare intersection Edver of																	
Intersection	Approach (Movement)	Existin	g Traffic V	olumes		ffic Volume Developmen			raffic Volum Developmer		2025 Traffic Volumes with Development and Improvements			2030 Traffic Volumes without Development				raffic Volum Developmer			raffic Volun ent and Imp		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	
	EB	С	С	С	С	С	С	С	С	С	С	D	D	С	С	С	С	С	С	С	D	D	
	EBL	С	С	С	С	С	С	С	С	С	С	D	D	С	С	С	С	С	С	С	D	D	
	EBTR	С	D	С	С	D	С	С	С	С	С	D	D	С	С	С	С	С	С	С	D	D	
	WB	С	Α	С	С	Α	С	В	В	В	С	Α	С	С	Α	В	В	Α	В	С	Α	С	
Hershey Road (SR 0743) / Veterans Drive	NB	Α	Α	Α	Α	Α	Α	С	В	В	В	Α	Α	Α	Α	Α	С	В	В	В	Α	Α	
	NBL										В	В	Α							В	В	Α	
	NBTR							-			В	Α	Α							В	Α	Α	
	SB	Α	Α	Α	Α	Α	Α	В	В	Α	С	С	В	Α	Α	Α	В	В	Α	С	С	В	
	OVERALL	A (5.3)	Α	A (5.9)	A (5.3)	A (5.6)	A (5.9)	B (19.8)	B (14.2)	B (13.3)	C (20.9)	B (18.6)	B (15.1)	A (5.3)	A (5.7)	A (9.3)	C (23.1)	B (16.2)	B (13.5)	C (21.8)	B (19.4)	B (15.1)	
	EB	Α	Α	Α	Α	Α	Α	Α	Α	Α		-		Α	Α	Α	Α	Α	Α	-			
Old Harris David (Materia)	WB	Α	Α	Α	Α	Α	Α	Α	Α	Α		-		Α	Α	Α	Α	Α	Α	-			
Old Hershey Road / Veterans Drive	NB	Α	Α	Α	Α	Α	Α	Α	Α	Α				Α	Α	Α	Α	Α	Α				
	SB	Α	Α	Α	Α	Α	Α	Α	Α	Α		-		Α	Α	Α	Α	Α	Α				
	OVERALL	A (8.0)	A (7.7)	A (7.4)	A (8.0)	A (7.7)	A (7.4)	A (8.0)	A (7.7)	A (7.4)				A (8.0)	A (7.8)	A (7.4)	A (8.0)	A (7.8)	A (7.4)				
	EB	С	D	С	С	D	С	С	D	С				С	D	С	С	D	С				
	WB	E	E	D	E	E	D	E	E	D		-		E	E	D	E	E	D				
	NB	D	D	С	D	D	С	D	D	С				D	D	С	D	D	С				
	NBL	С	С	В	С	С	В	С	С	С				С	С	С	С	С	С				
Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241) /	NBTR	D	D	С	D	D	С	D	D	С		-		D	D	С	D	D	С				
Holly Street	SB	С	С	С	С	С	С	С	С	С	-	-		С	С	С	С	С	С	-	-	-	
	SBL	E	E	D	E	E	D	E	E	D		-		E	E	D	E	E	D				
	SBTR	В	В	В	В	В	В	В	В	В		-		В	В	В	В	В	В				
	SWB	D	С	Α	D	С	Α	D	С	Α		-		D	С	Α	D	С	Α				
	OVERALL	D (43.3)	C (34.6)	C (24.3)	D (43.4)	C (34.7)	C (24.3)	D (44.5)	C (34.7)	C (25.2)				D (44.8)	D (35.6)	C (24.6)	D (46.2)	D (34.6)	C (24.6)				
Veterans Drive / Proposed	WBL							Α	Α	Α							Α	Α	Α				
Access	NB							Α	Α	Α		-					Α	Α	Α				
	OVERALL							A (6.4)	A (5.3)	A (6.3)							A (6.4)	A (5.3)	A (6.3)				
Old Hershey Road /	WB		-					Α	Α	Α					-		Α	Α	Α				
Proposed Access	SBL		-					Α	Α	Α		-			-		Α	Α	Α				
	OVERALL			-			-	A (0.1)	A (0.1)	A (4.4)		-					A (0.1)	A (0.1)	A (4.4)	-			

Synchro 11 LOS was used at the Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241) / Holly Street intersection due to the five-legged lane configuration.

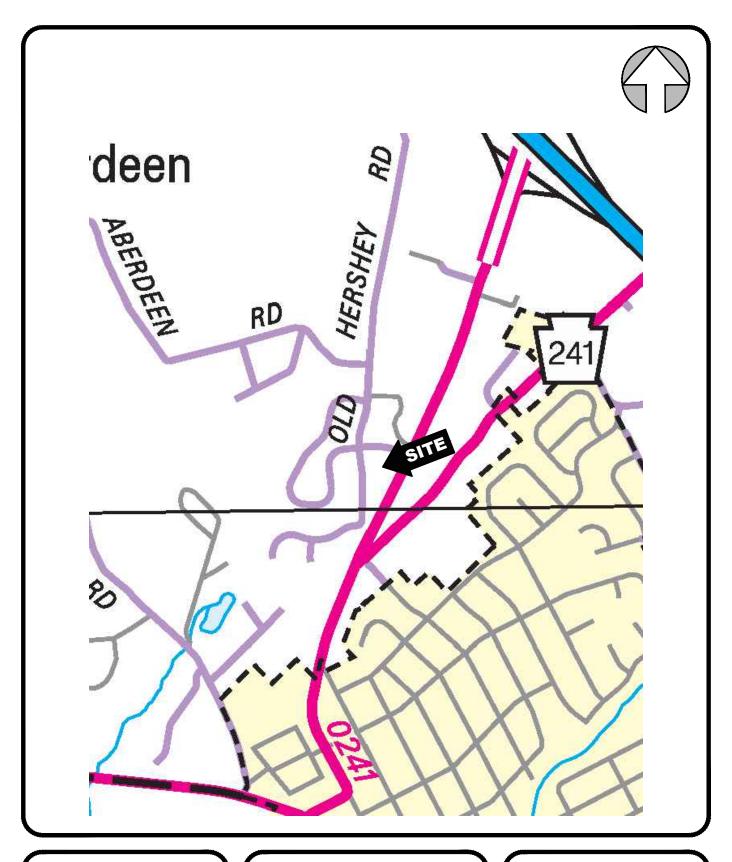
Table B Queue Analysis (In Feet) - HCM 6th Edition														
Intersection	Lanca	Existing Storage / Proposed	Existi	ng Traffic Vo	lumes		iffic Volumes Developmen			raffic Volum Developmen		2025 Traffic Volumes with Development and Improvements		
intersection	Lanes	Storage (in feet)	AM Peak	PM Peak	SAT Peak	AM Peak	PM Peak	SAT Peak	AM Peak	PM Peak	SAT Peak	AM Peak	PM Peak	SAT Peak
		` ′	95th	95th	95th	95th	95th	95th	95th	95th	95th	95th	95th	95th
	EBL	225	43	23	23	43	23	23	163	103	108	180	165	215
	EBTR	275	60	55	35	60	55	35	68	68	53	78	108	110
Hershey Road (SR 0743) /	WBLTR	50	0	0	0	0	0	0	0	0	0	0	0	0
Veterans Drive	NBL	175	25	15	33	25	15	33 2	78 8	3 2	50	20	48	33
	NBTR	1150							-	-	-	228	105	8
	SBTR	1050	48	75	25	50	78	28	190	218	93	395	470	298
	EB	1000+	5	3	3	5	3	3	5	3	3	-	-	-
Old Hershey Road / Veterans	WB	200	3	3	3	3	3	3	5	3	3	-	-	-
Drive	NB	125	5	13	10	5	13	10	5	15	10	-	-	-
	SB	540	10	8	5	10	8	5	10	8	5	-	-	-
	EB	50	64	81	54	64	82	54	64	82	54	-	-	-
	WB	925	324	155	115	324	156	115	32	160	120	-	-	-
Hershey Road (SR 0743) /	NBL	200	28	29	17	28	29	17	28	29	18	-	-	-
Mt. Gretna Road (SR 0241) /	NBTR	1200	669	627	353	672	633	355	697	656	413	-	-	-
Holly Street*	SBL	150	168	245	132	168	246	132	173	230	138	-	-	-
	SBTR	1150	223	293	164	224	292	164	249	302	174	-	-	-
	SWB	1000+	144	120	16	146	120	16	151	124	21	-	-	-
Veterans Drive / Proposed	WBL	250	-	-	-	-	-	-	18	15	18	-	-	-
Access	NB	50	-	-	-	-	-	-	20	18	20	-	-	-
Old Hershey Road /	WB	50	-	-	-	-	-	-	0	0	0	-	-	-
Proposed Access	SBL	125	-	-	-	-	-	-	0	0	3	-	-	-

^{*} Queues calculated using Synchro 11

Table B (cont.) Queue Analysis (In Feet) - HCM 6th Edition 2030 Traffic Volumes with Existing 2030 Traffic Volumes without 2030 Traffic Volumes with **Existing Traffic Volumes** Storage / Development Development **Development and Improvements** Intersection Lanes Proposed AM Peak PM Peak SAT Peak Storage (in feet) 95th EBL EBTR Hershey Road (SR 0743) / WBLTR Veterans Drive NBL NBTR SBTR EΒ 1000+ WB Old Hershey Road / Veterans Drive NB SB EΒ WB NBL Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241) **NBTR** Holly Street* SBL **SBTR** SWB 1000+ WBL Veterans Drive / Proposed Access NB --------WB Old Hershey Road / Proposed Access SBL

Queues calculated using Synchro 11



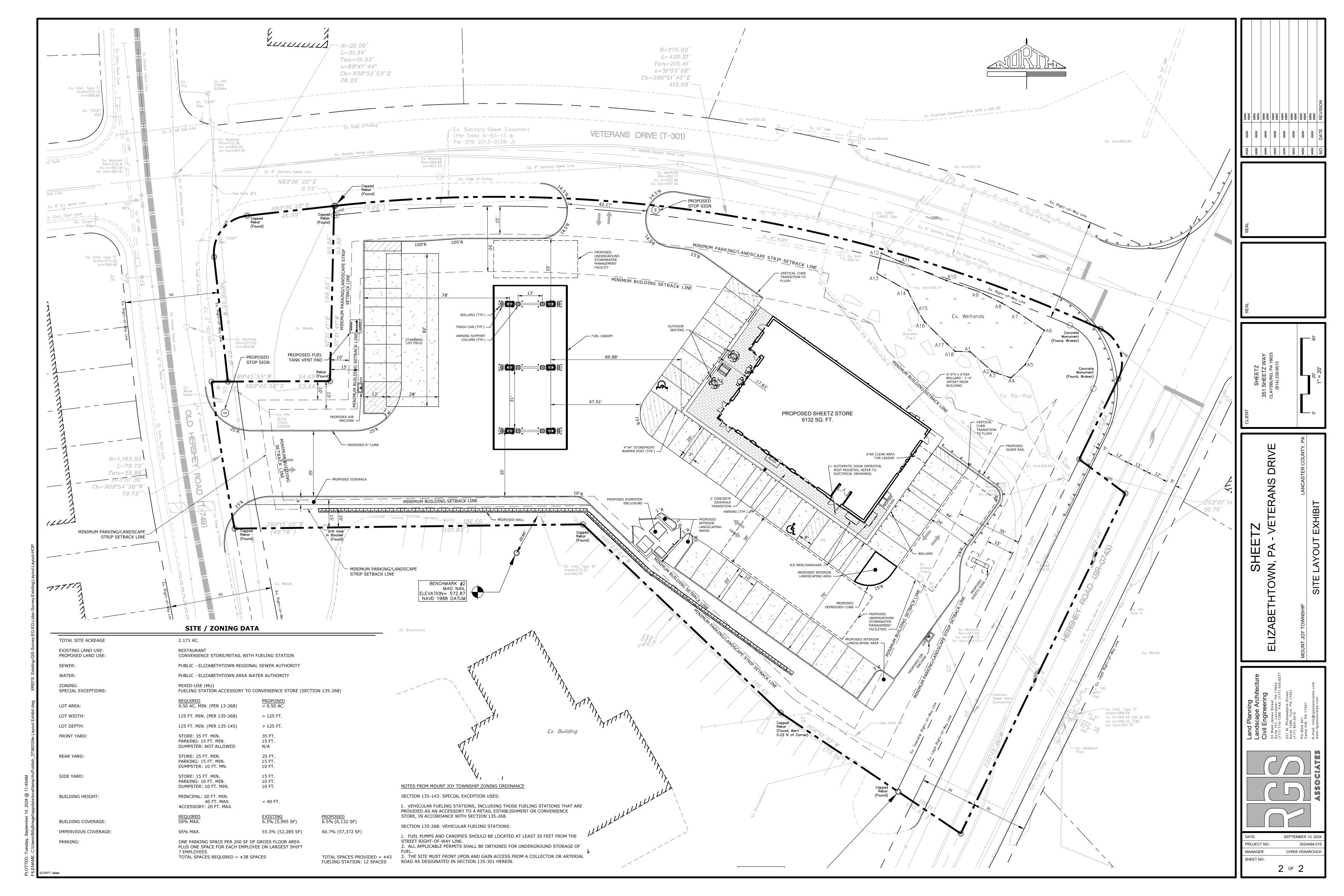


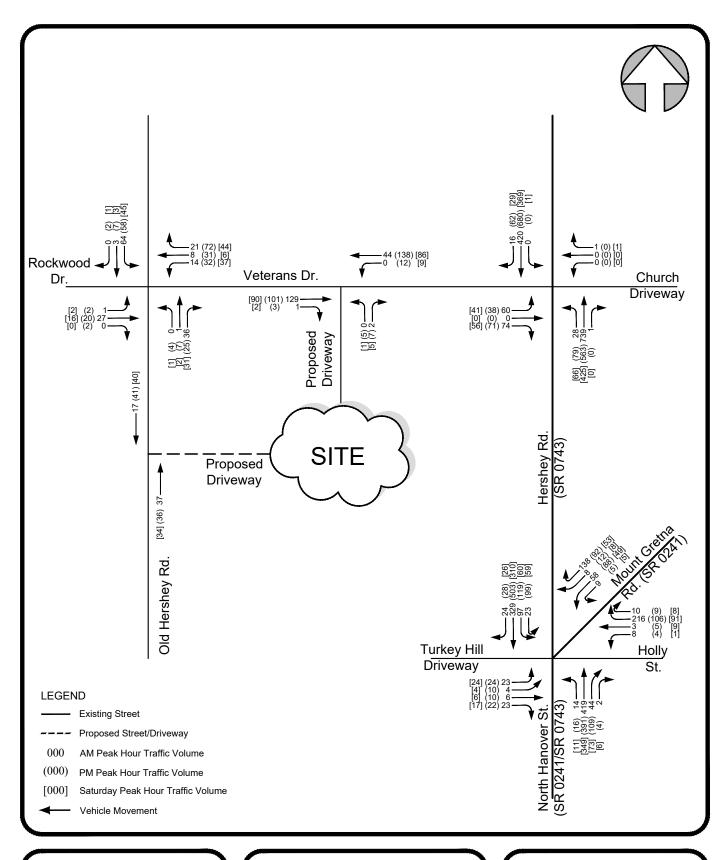


SITE LOCATION

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN



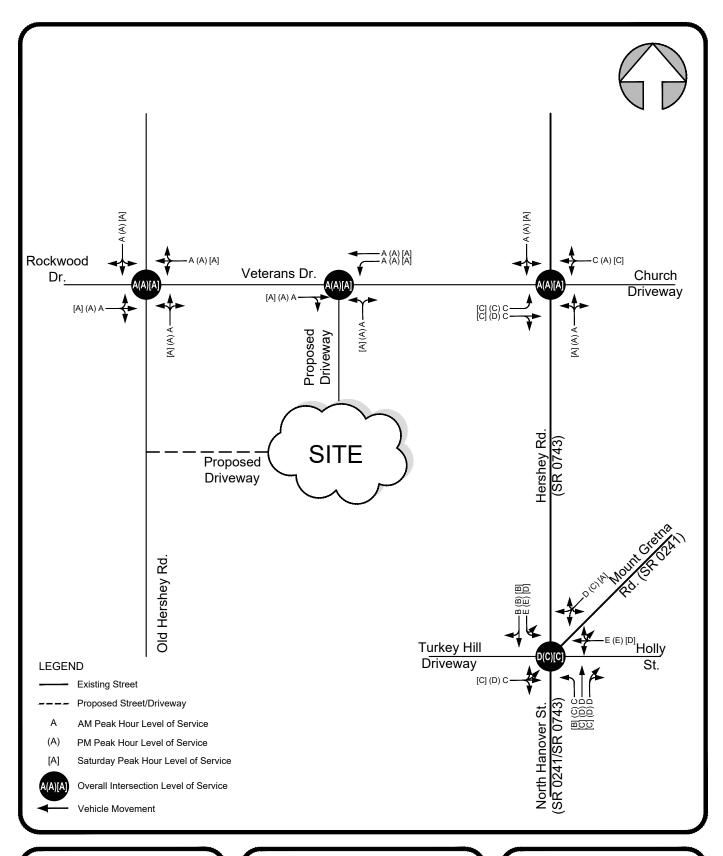




EXISTING TRAFFIC VOLUMES AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

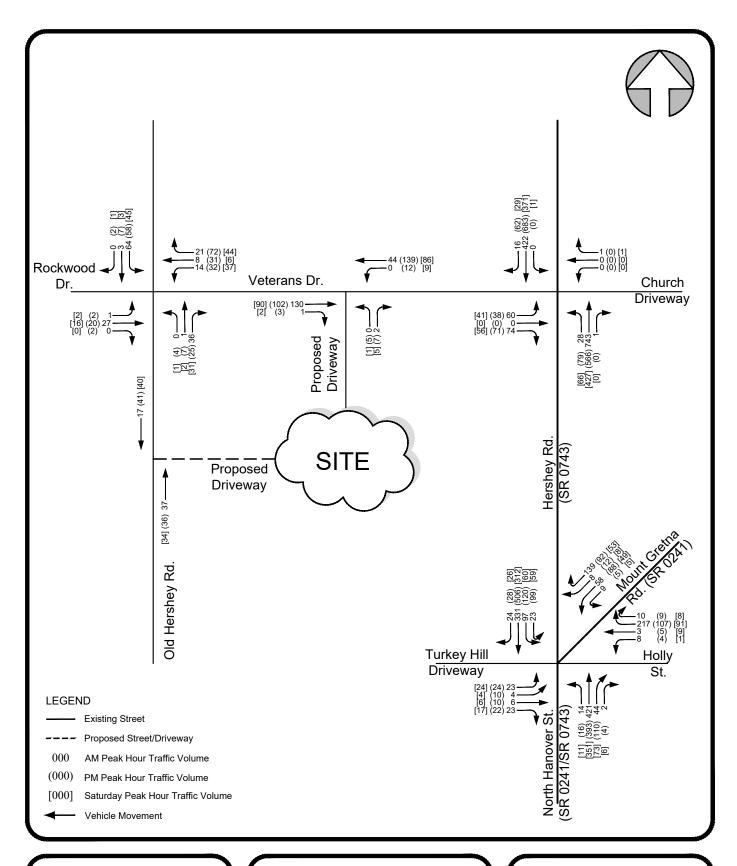




EXISTING LEVEL OF SERVICE AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

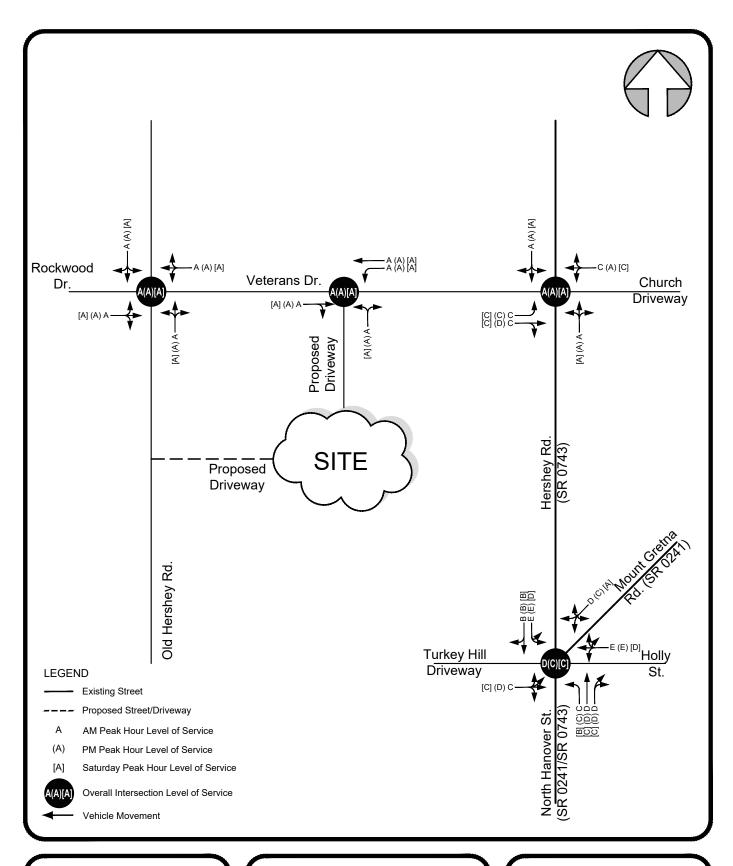




OPENING YEAR (2025) TRAFFIC VOLUMES WITHOUT DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

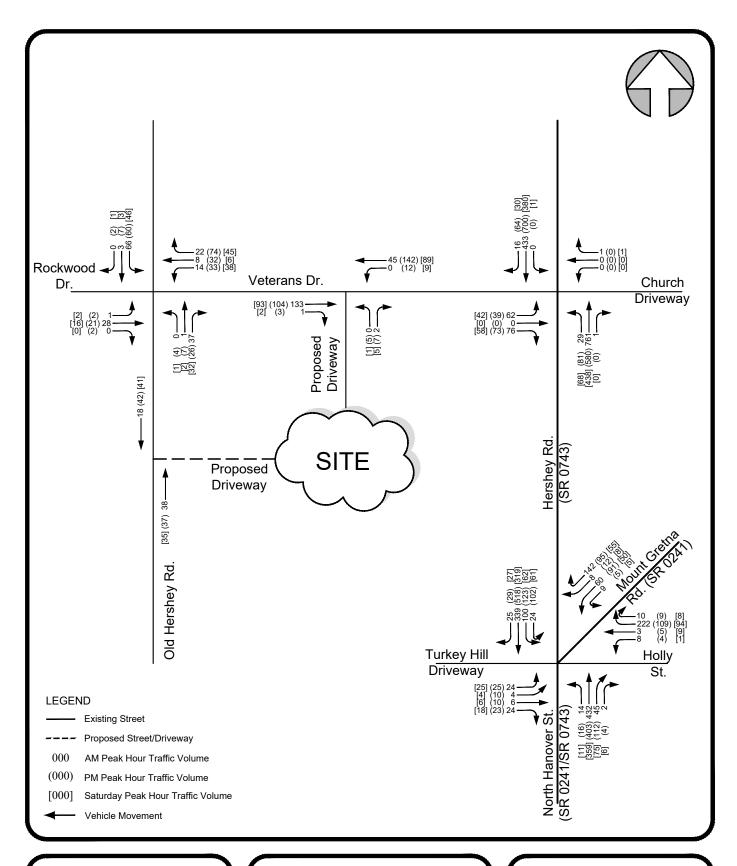




OPENING YEAR (2025) LEVEL OF SERVICE WITHOUT DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

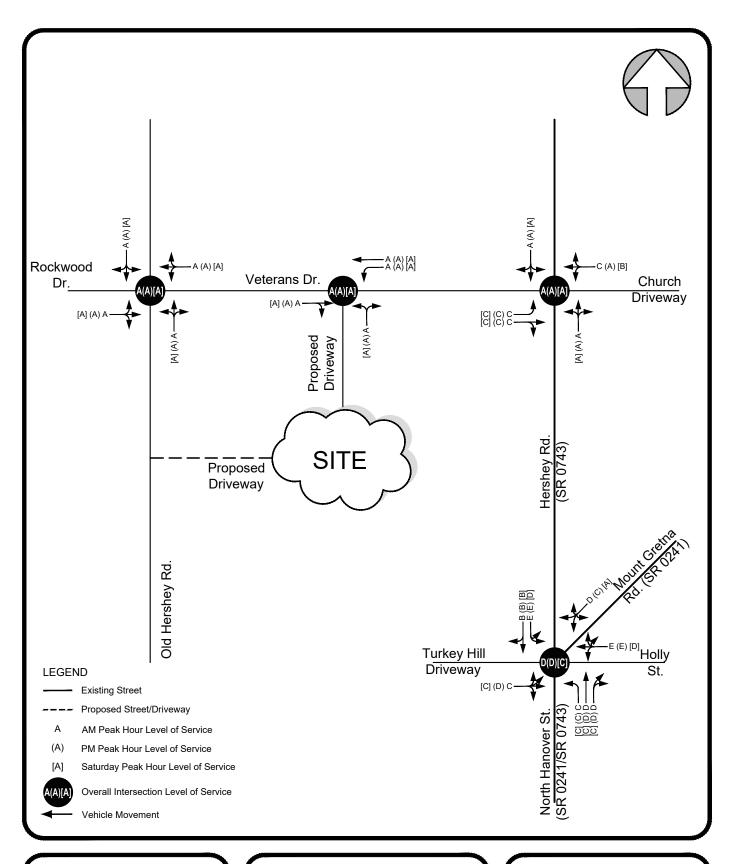




HORIZON YEAR (2030) TRAFFIC VOLUMES WITHOUT DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

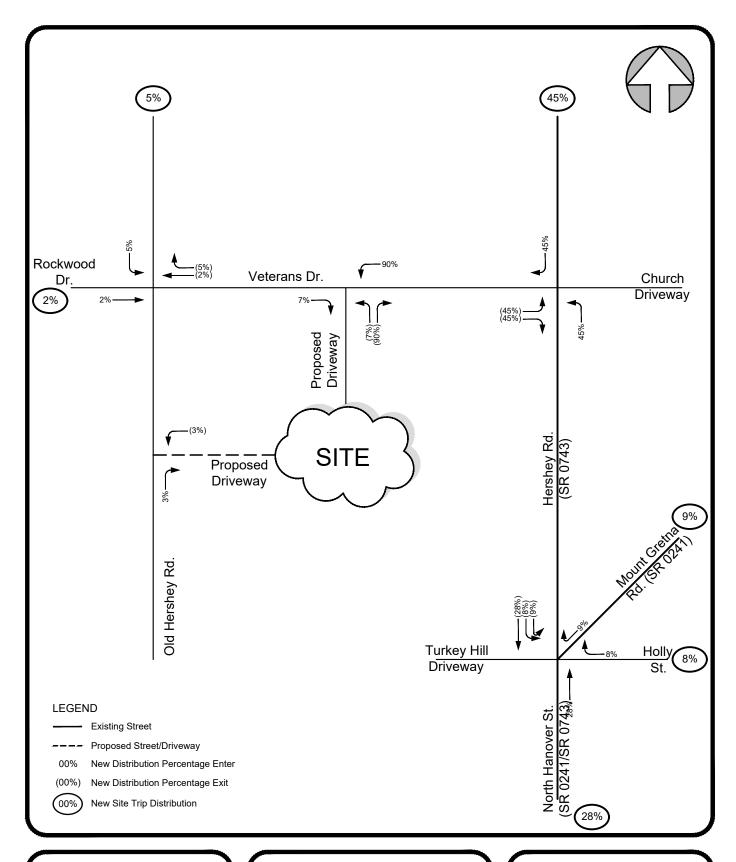




HORIZON YEAR (2030) LEVEL OF SERVICE WITHOUT DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN





NEW SITE TRIP DISTRIBUTION AND ASSIGNMENT PERCENTAGES

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

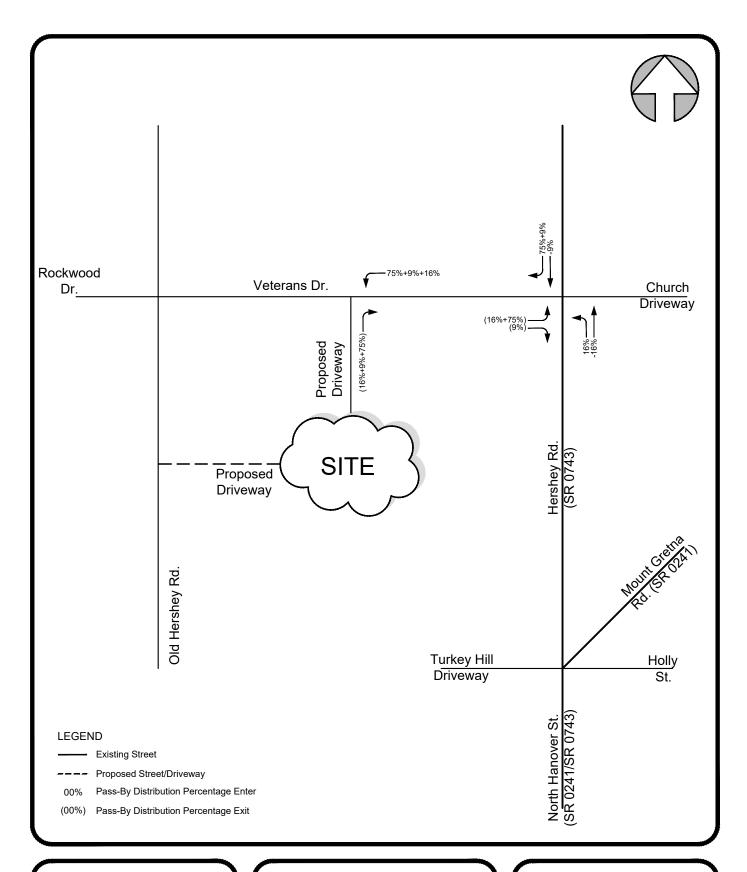




FIGURE 10A

PASS-BY TRIP DISTRIBUTION AND ASSIGNMENT PERCENTAGES AM PEAK HOUR

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

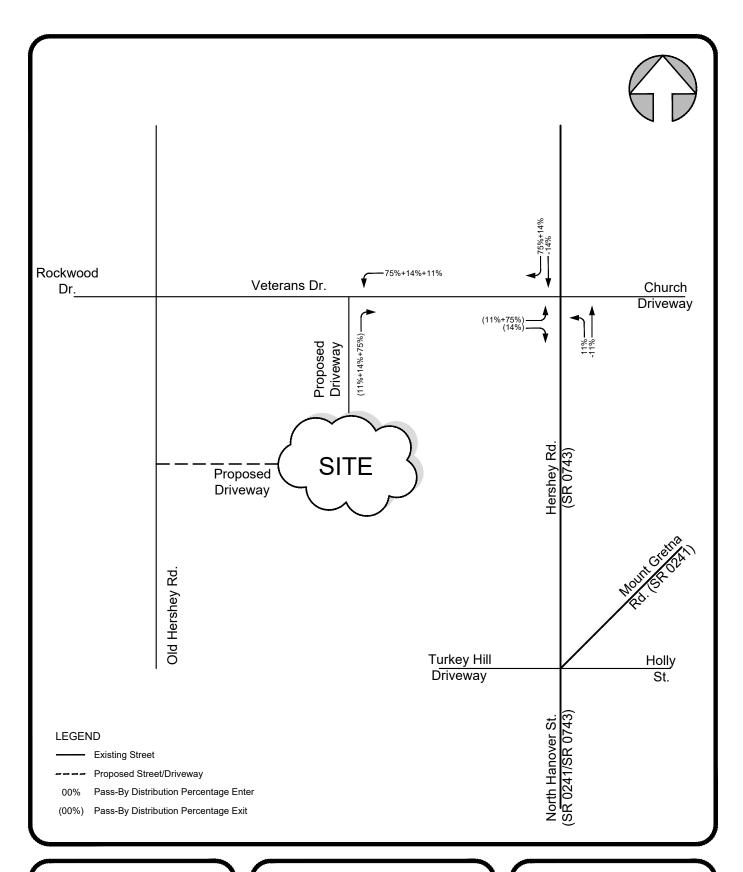




FIGURE 10B

PASS-BY TRIP DISTRIBUTION AND ASSIGNMENT PERCENTAGES PM PEAK HOUR

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

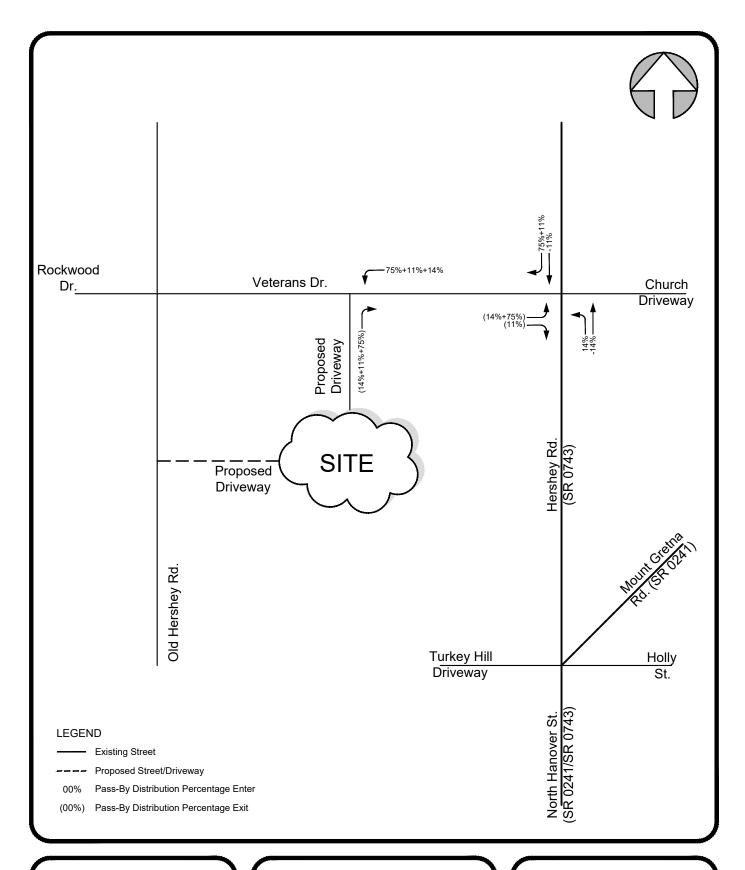


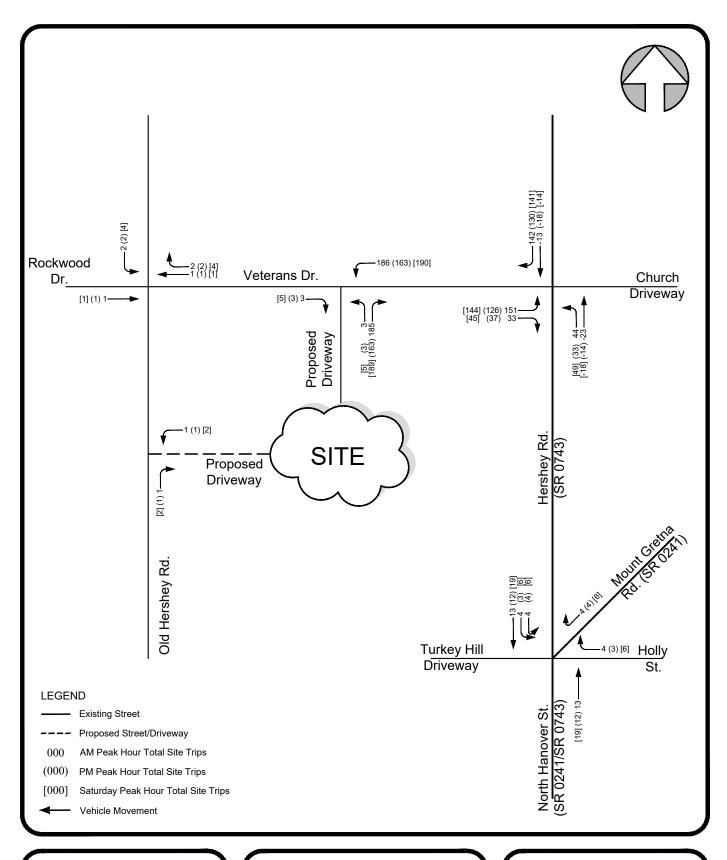


FIGURE 10C

PASS-BY TRIP DISTRIBUTION AND ASSIGNMENT PERCENTAGES SATURDAY PEAK HOUR

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

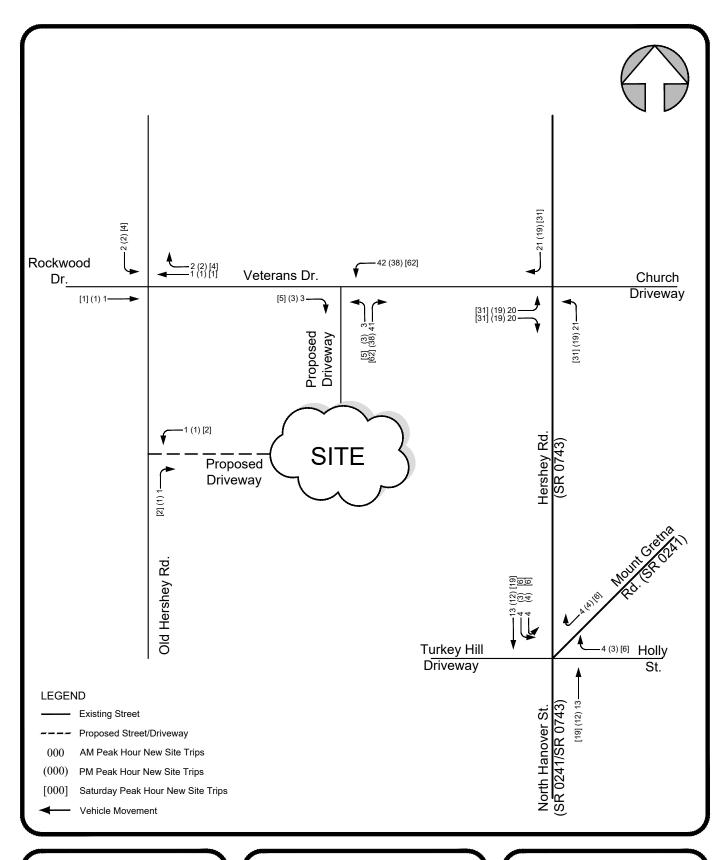




TOTAL SITE TRIPS AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

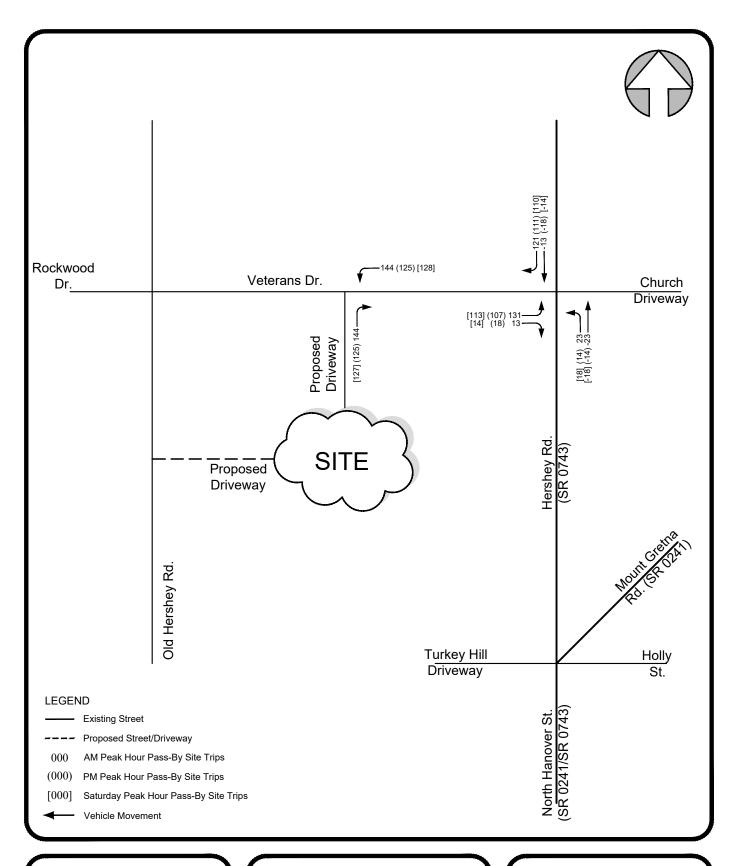




NEW SITE TRIPS AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

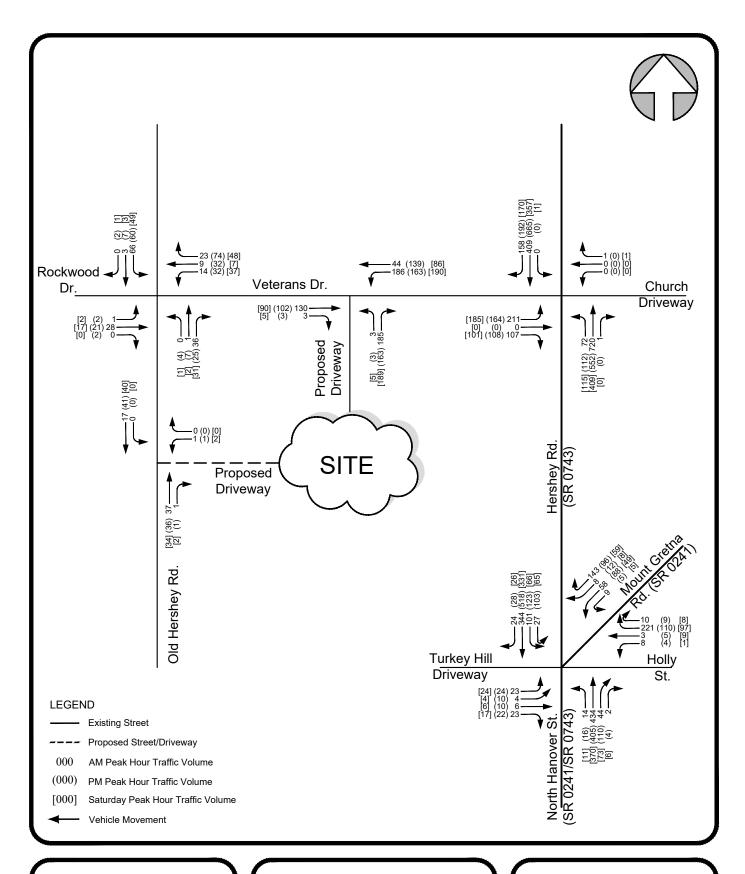




PASS-BY SITE TRIPS AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

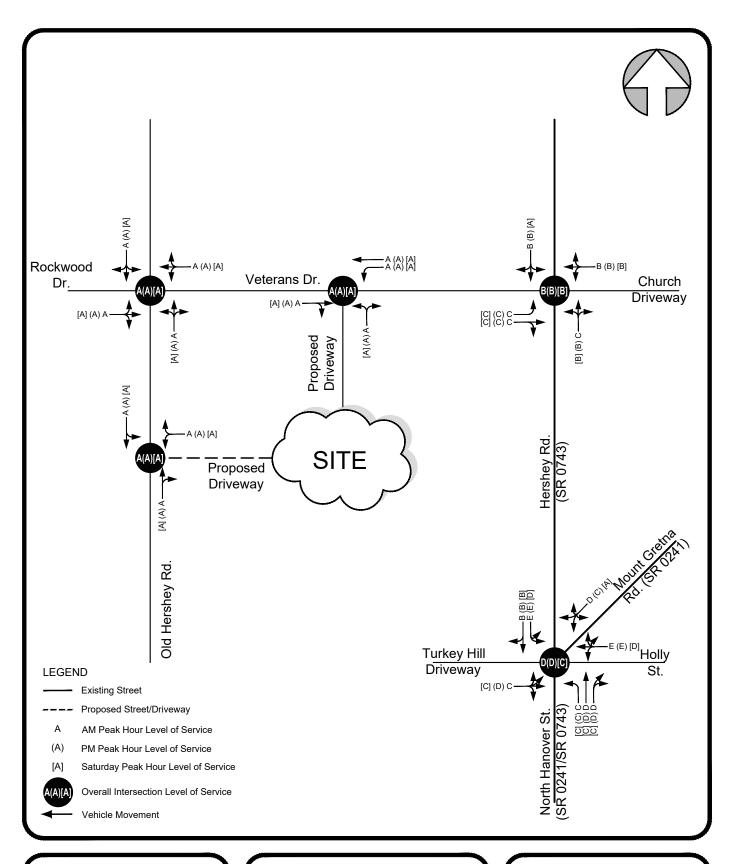




OPENING YEAR (2025) TRAFFIC VOLUMES WITH DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

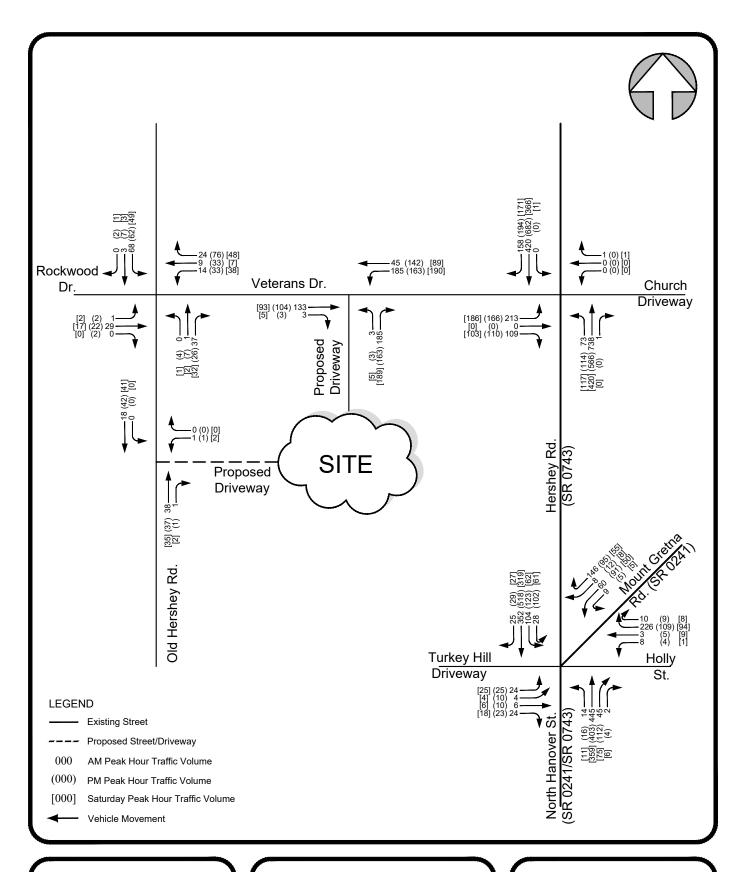




OPENING YEAR (2025) LEVEL OF SERVICE WITH DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

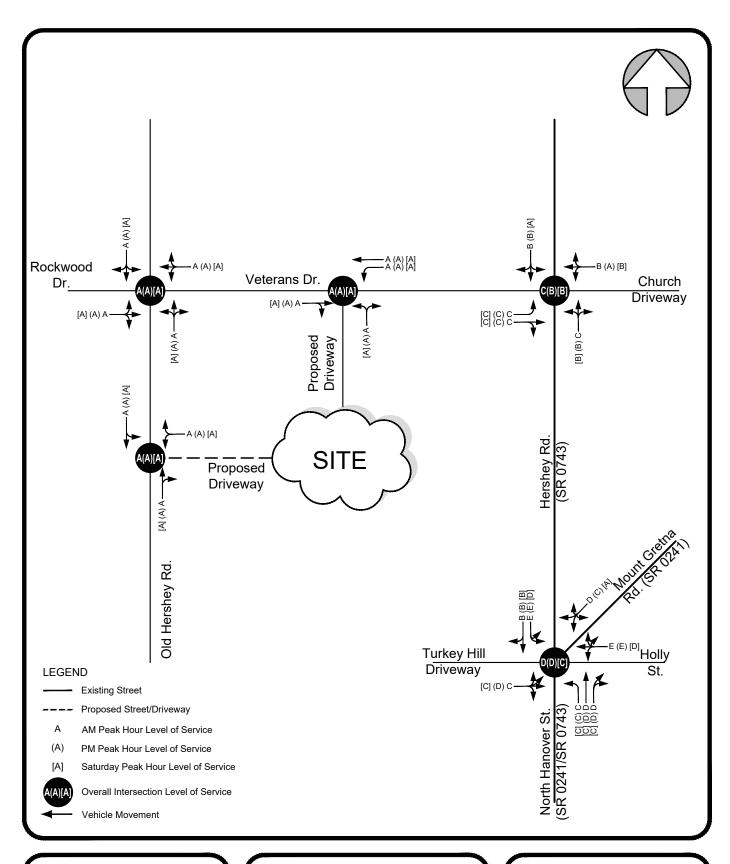




HORIZON YEAR (2030) TRAFFIC VOLUMES WITH DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN





HORIZON YEAR (2030) LEVEL OF SERVICE WITH DEVELOPMENT AM, PM, & SATURDAY PEAK HOURS

TRANSPORTATION IMPACT STUDY

SHEETZ - ELIZABETHTOWN

CORRESPONDENCE





PA Office 2 East Market Street Suite 2 York, PA 17401-1206 T: (717) 846-4660

Consulting Engineers and Planners www.consulttrg.com

MD Office 901 Dulaney Valley Road Suite 805 Towson, MD 21204-2624 T: (443) 275-2344

April 30, 2024

Mr. Justin Evans Community Development Director/Zoning Officer Mount Joy Township 8853 Elizabethtown Road Elizabethtown, PA 17022

RE: Sheetz – Elizabethtown, PA (Veterans Drive)
Traffic Scoping Application
Mount Joy Township, Lancaster County
TRG Project No. 228.032.24

Dear Mr. Evans:

Transportation Resource Group, Inc., (TRG) has completed the scoping application for the proposed Sheetz located on the existing PizzAtown restaurant site to the south of Veterans Drive, west of Hershey Road (SR 0743) in Mount Joy Township. This scoping letter proposes the study area and details of the traffic impact to be completed for this development. The proposed TIS scope is presented below.

- 1. The proposed Sheetz is proposed to consist of a 6,132 square foot convenience store with 12 fueling positions. Access to the proposed development will be provided by the two existing driveways intersecting Veterans Drive and Old Hershey Road. The preliminary site plan for this development is attached.
- 2. The proposed Sheetz is anticipated to generate the following peak hour trips:

AM Peak Hour: 379 total, 288 pass-by and 91 new PM Peak Hour: 334 total, 250 pass-by, and 84 new Saturday Peak Hour: 393 total, 255 pass-by and 138 new

Details of the trip generation are attached.

Mr. Justin Evans April 30, 2024 Page 2

- 3. In addition to the proposed site access intersections, the following intersections are proposed as study intersections for the TIS.
 - a. Hershey Road (SR 0743) / Veterans Drive
 - b. Old Hershey Road / Veterans Drive
 - c. Hershey Road (SR 0743)/Mt. Gretna Road (SR 0241)/Holly Street

Upon approval of the study intersections, weekday turning movement counts will be conducted on a typical weekday from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, and on a typical Saturday from 11:00 AM to 2:00 PM.

- *If counts are conducted when Elizabethtown College is not in session, supplemental traffic counts may be required to confirm recommendations of the TIS.
- 4. Automatic traffic recorded (ATR counts) will be conducted for weekday, Saturday, and Sunday time periods on Hershey Road (SR 0743), Veterans Drive, and Old Hershey Road.
- 5. It is proposed that the existing 2024, 2025 opening and 2030 horizon years be studied with and without the proposed development traffic volumes.
- 6. In accordance with PennDOT's Growth Factors for September 2023 to July 2024, a 0.54% per year growth rate is proposed to use in the study.
- 7. The trip distribution will be based on the existing travel patterns within the study area.
- 8. Capacity analysis will be completed in accordance with HCM 6th Methodology.
- 9. We are requesting site trip information for any area developments to be included as background development traffic in the TIS.
- 10. A turn lane analysis will be conducted at the site access driveway intersections on Veterans Drive and Old Hershey Road.
- 11. A crash analysis will be completed at the study intersections.

Please let me know if the scope is acceptable to the Township. If you have any questions or need additional information, please feel free to give me a call.

Very truly yours,

Transportation Resource Group, Inc.

Christopher E. Schwab, P.E.

Senior Associate

Attachments

cc: Ben Craddock, P.E., Lancaster Civil

Christopher C. Lincoln, P.E., Traffic Planning and Design

Jessica Urbas, P.E., Sheetz, Inc.

Chris Venarchick, RLA, RGS Associates

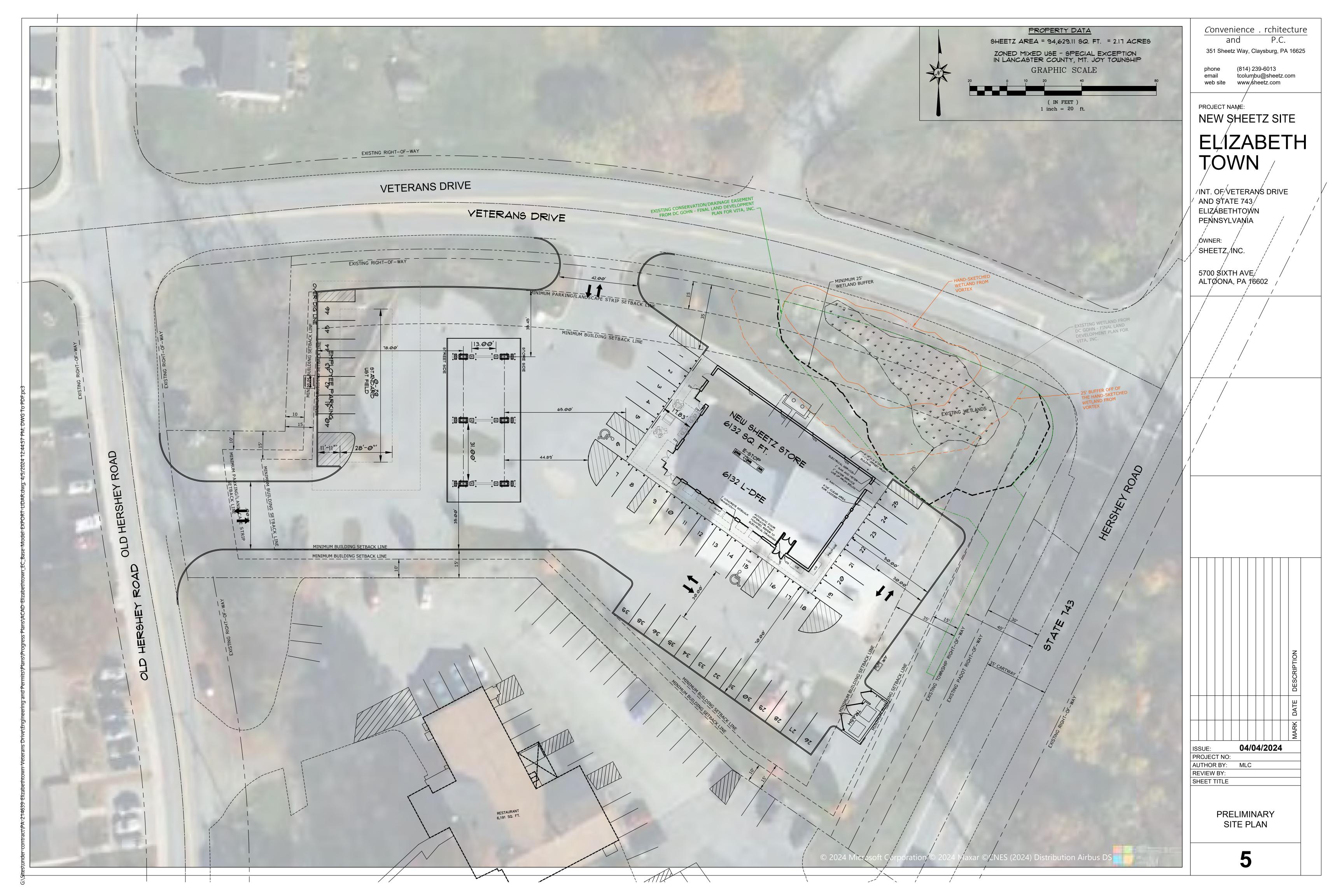


Table 1 Estimated Trip Generation Proposed Sheetz - Elizabethtown											
Land Use (Code)	Туре	A Enter	AM Peak Hour Enter Exit Total		PM Peak Hour Enter Exit Total		Sat Peak Hour Enter Exit Total			ADT	
Convenience Store/Gas Station	Total	190	189	379	167	167	334	197	196	393	
6,132 SF	Pass-By ¹	144	144	288	125	125	250	128	127	255	3,987

New

AM Peak Hour: 76% PM Peak Hour 75%

(945)

Saturday Peak Hour: 65% (Assumes 10% less than the PM peak hour)

¹ Pass-by based on ITE Trip Generation Manual, 11th Edition

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

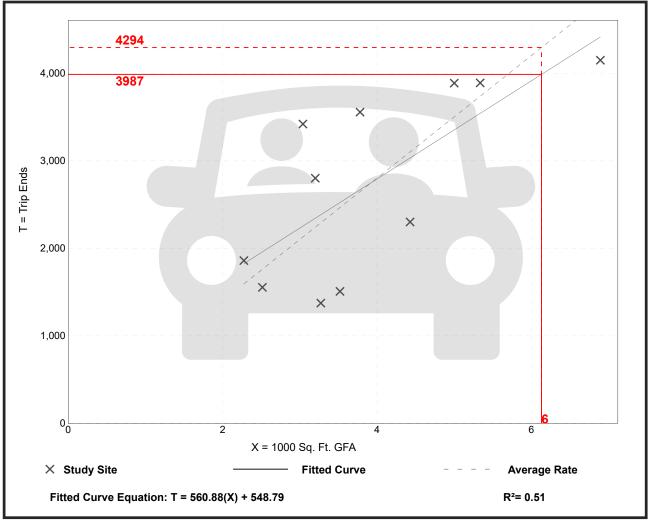
Number of Studies: 11 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
700.43	419.93 - 1125.00	206.44

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

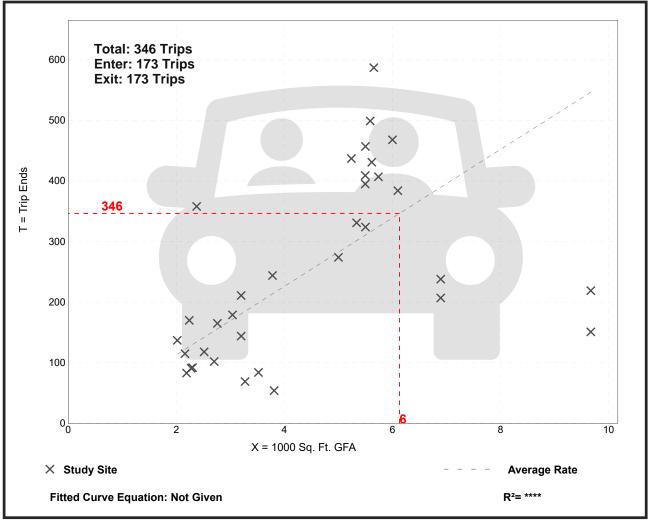
Number of Studies: 34 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation		
56.52	14.17 - 150.67	27.56		

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

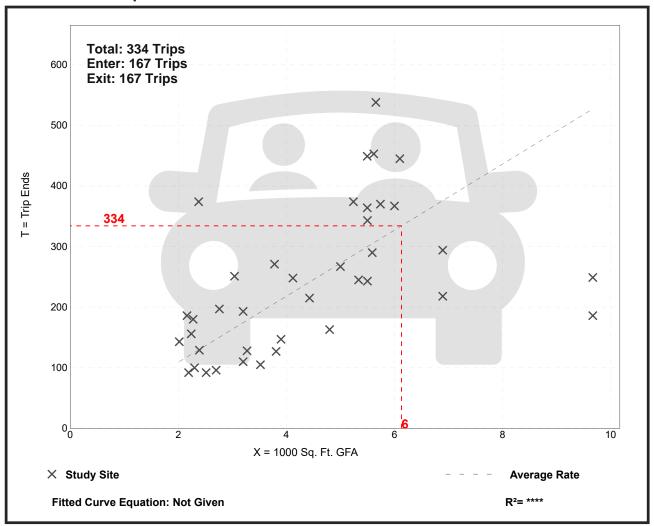
Number of Studies: 39 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation		
54.52	19.23 - 157.41	23.69		

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

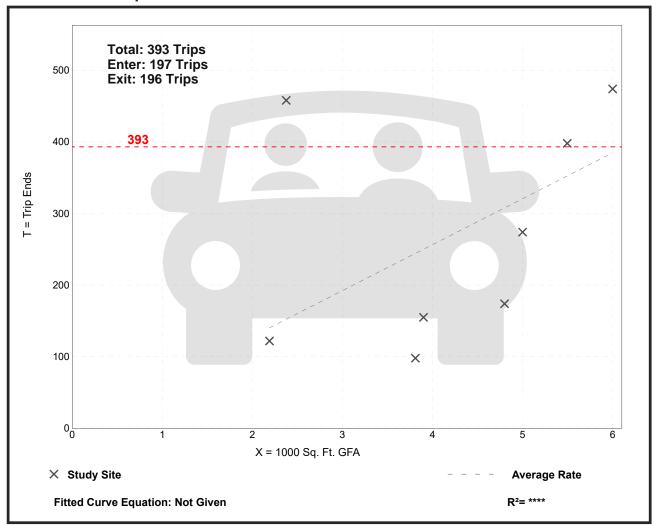
Number of Studies: 8 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
64.13	25.72 - 192.76	42.59

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Convenience Store/Gas Station - GFA (5.5-10k)

(945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1
Avg. Num. of Vehicle Fueling Positions: 12

Directional Distribution: 50% entering, 50% exiting

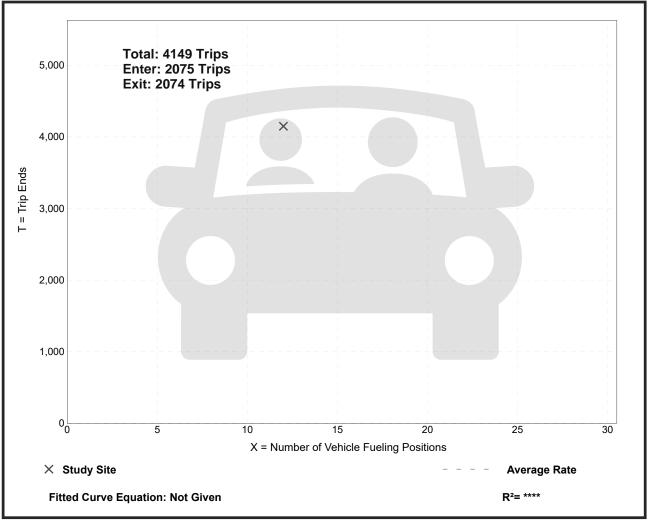
Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
345.75	345.75 - 345.75	*

Data Plot and Equation

Caution - Small Sample Size

1/1



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

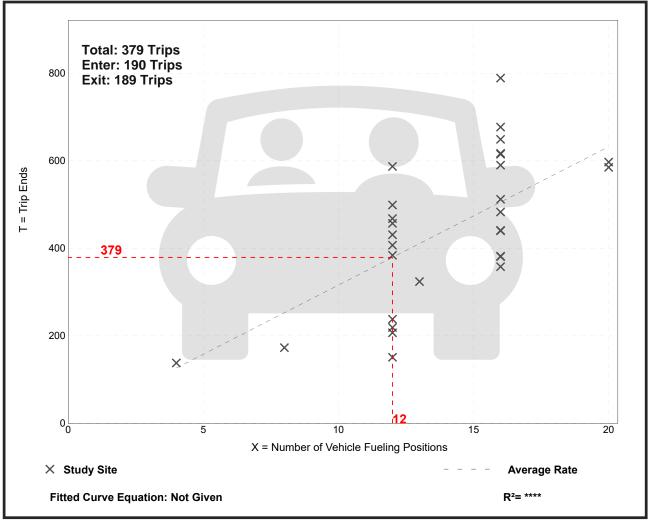
Number of Studies: 29 Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
31.60	12.58 - 49.31	9.10

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

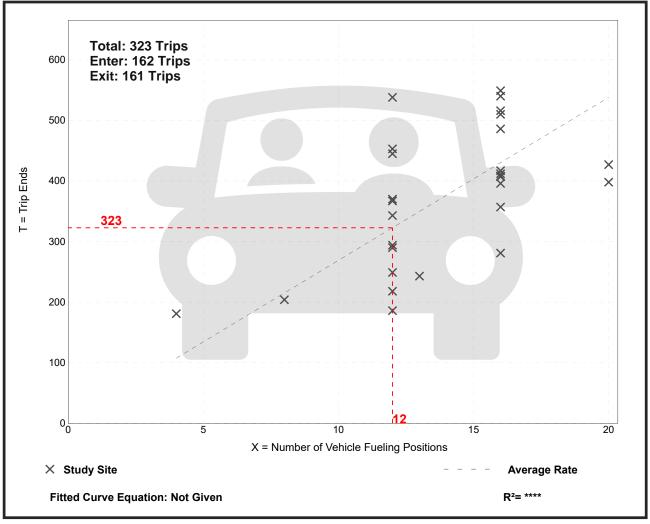
Number of Studies: 29 Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
26.90	15.50 - 45.25	6.87

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4
Avg. Num. of Vehicle Fueling Positions: 15

Directional Distribution: 49% entering, 51% exiting

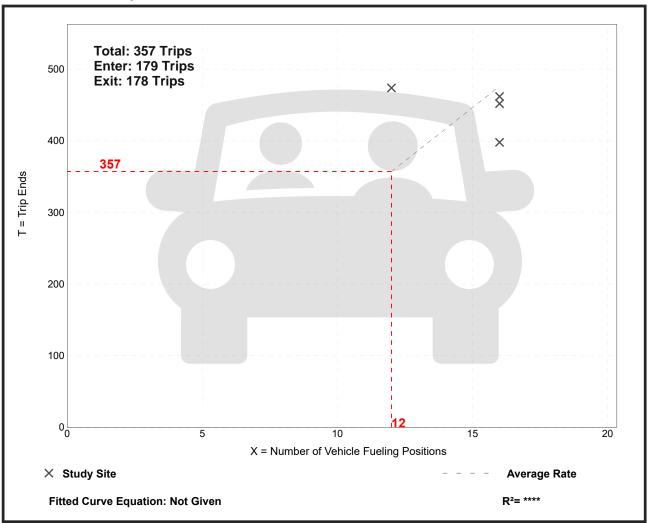
Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
29.77	24.88 - 39.50	5.91

Data Plot and Equation

Caution - Small Sample Size

1/1



Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

			Vehicle	o Dacc-Ry Ra	tes by Lan	d Hea						
	Vehicle Pass-By Rates by Land Use Source: ITE Trip Generation Manual , 11th Edition											
· · ·												
Land Use Code		945										
Land Use						ore/Gas Station						
Setting						ın/Suburban						
Time Period					eekday AM	Peak Period						
# Data Sites		16 Sites with bet					28 Sites with b					
Average Pass-By Rate	(50% for Sites with b	etween 2			li .	6% for Sites wit	h between	9 and 20 VFP			
		1		Pass-By Cl	naracteristic	cs for Individual	Sites					
			6	1	D D		- D D. T.		Adi Chart Bart			
CEA (000)	VED	Chaha au Duas da aa	Survey	# 1	Pass-By		n-Pass-By Trips	T-+-1 (0/)	Adj Street Peak			
GFA (000) 2	VFP	State or Province	Year 1992	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume 2235	Source		
2.1	<u>8</u>	Maryland	1992	46 26	87 58	13 23	0 19	13 42		25		
2.1	6	Maryland Maryland	1992	26	58	23	19	42	2080 2080	25 25		
2.1	8	Maryland	1992	31	47	34	19	53	1785	25		
2.2	< 8	Indiana	1993	79	56	6	38	44	635	23		
2.2	8	Maryland	1992	35	78	9	13	22	7080	25		
2.3	6	Maryland	1992	37	32	41	27	68	2080	25		
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2		
2.3	6	Maryland	1992	37	32	41	27	68	2080	25		
2.4	< 8	Kentucky	1993	_	48	17	35	52	1210	2		
2.6	< 8	Kentucky	1993	_	72	15	13	28	940	2		
2.8	< 8	Kentucky	1993	_	54	11	35	46	1240	2		
3	< 8	Indiana	1993	62	74	10	16	26	790	2		
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2		
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WWW.TRAFFICPD.COM

June 19, 2024

Mr. Benjamin Craddock, P.E.

Lancaster Civil Engineering P.O. Box 8972 Lancaster, PA 17604-8972

RE: Sheetz (Veterans Drive)

Traffic Impact Study Scope Review Mount Joy Township, Lancaster County, PA TPD No. MJTO.00079

Dear Mr. Craddock:

As requested, Traffic Planning and Design, Inc. (TPD) has completed a review of the following information related to the above referenced project:

• Traffic Scoping Application prepared by Transportation Resource Group, Inc. dated April 30, 2024.

Based on our review, we offer the following comments:

- 1. Unless a waiver is requested and approved by the Township, the study area needs to include the Hershey Road (Rt. 743) intersections with the Route 283 interchange ramps (§119-32.C.(5)(a)).
- 2. If traffic counts are conducted while Elizabethtown College and Elizabethtown Area School District are not in session, supplemental counts and analysis will need to be provided to verify the results of the traffic impact study.
- 3. Trip distribution and assignment information should be developed to account for potential diverted link traffic to/from Route 283. It is suggested the trip distribution and assignment data be provided to the Township for review prior to completion of the traffic impact study.
- 4. TPD is not aware of any nearby developments that would impact the proposed study area.

If you have any questions, please call me at your earliest convenience.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.

Christopher C. Lincoln, P.E. Senior Project Manager

CLincoln@TrafficPD.com



PA Office 2 East Market Street Suite 2 York, PA 17401-1206 T: (717) 846-4660

Consulting Engineers and Planners www.consulttrg.com MD Office 901 Dulaney Valley Road Suite 805 Towson, MD 21204-2624 T: (443) 275-2344

September 10, 2024

Mr. Benjamin Craddock, P.E. Lancaster Civil Engineering P.O. Box 8972 Lancaster, PA 17604-8972

RE: Sheetz – Elizabethtown, PA (Veterans Drive)
Response to Traffic Impact Study Scope Comments
Mount Joy Township, Lancaster County
TRG Project No. 228.032.24

Dear Mr. Craddock:

This letter addresses the comments outlined in the review letter dated June 19, 2024, prepared by Traffic Planning and Design for the scoping application for the proposed Sheetz located on the existing PizzAtown restaurant site to the south of Veterans Drive, west of Hershey Road (SR 0743) in Mount Joy Township. The following numbered paragraphs correspond to the numbered comments in the review letter.

1. Unless a waiver is requested and approved by the Township, the study area needs to include the Hershey Road (Rt 743) intersections with the Route 283 interchange ramps.

The applicant will request a waiver for the exclusion of the Hershey Road / Route 283 Ramp intersections in the traffic impact study. According to ITE Trip Generation, 76% of AM, 75%, of PM and 65% of Saturday peak hour traffic is considered pass-by traffic. Route 743 has an ADT of approximately 14,600 vehicles per day which is a significant amount to draw pass by traffic. Additionally, according to PennDOT traffic volumes, the ADT for the Route 283 ramps at this interchange is over 20,000 vehicles per day which illustrates that much of the traffic that will be diverted from Route 283 may already be using the interchange. Therefore, the study does not propose to include the ramps as study intersections.

Mr. Benjamin Craddock, P.E. September 10, 2024 Page 2

2. If traffic counts are conducted while Elizabethtown College and Elizabethtown Are School District are not in session, supplemental counts and analysis will need to be provided to verify the results of the traffic impact study.

Noted. Traffic counts were conducted in May 2024 when Elizabethtown College was not in session. Traffic counts do include traffic volumes from Elizabethtown Area School District. Supplemental traffic counts will be conducted if needed to determine if there are changes to the conclusions of the study.

3. Trip distribution and assignment information should be developed to account for potential diverted link traffic to/from Route 283. It is suggested the trip distribution and assignment data be provided to the Township prior to completion of the traffic impact study.

The trip distribution and assignment included with this letter was submitted and approved by Chris Lincoln, P.E., Township Traffic Engineer. The trip distribution and assignment is based on the existing ADT volumes of Route 283 and Route 743. Since the ADT of Route 283 was approximately 44,300 and the ADT of Route 743 was approximately 14,600, it was assumed that 75% of the total peak hour pass-by traffic would be diverted from Route 283 while 25% of the peak hour pass-by traffic would already be on Route 743.

New trips were calculated using the Cordon Line methodology and showed 45% of the new site trips would be oriented to/from the north on Route 743 and 45% of the new trips would be oriented to/from the south on Route 743. The remaining 10% of the traffic would be oriented to/from the west on Old Hershey Road.

Details of the trip distribution and assignment and correspondence are attached.,

4. TPD is not aware of any nearby developments that would impact the proposed study area.

Noted. No additional site traffic from nearby development was added to the traffic impact study.

If you have any questions or need additional information, please feel free to give me a call.

Very truly yours,

Transportation Resource Group, Inc.

Christopher E. Schwab, P.E.

Phristopher & School

Senior Associate

cc: Justin Evans, Mount Joy Township Christopher C. Lincoln, P.E., Traffic Planning and Design Jessica Strittmatter, P.E., Sheetz, Inc. Chris Venarchick, RLA, RGS Associates

Chris Schwab

From: Lincoln, Chris <clincoln@trafficpd.com> Sent: Thursday, August 8, 2024 6:13 PM

To: Chris Schwab

Cc: Ben Craddock - Lancaster Civil (bencraddock@lancastercivil.com)

Subject: RE: Sheetz TIS Scope Review - Veterans Drive

Hi Chris,

I've reviewed your proposed trip distribution and concur with your methodology for the proposed Sheetz.

If you have any questions, please let me know.

Thanks,

-Chris

Christopher Lincoln, P.E., Senior Project Manager



O: 610.326.3100 www.TPDinc.com

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***Please note our URL has changed from TrafficPD.com to TPDinc.com, which includes updates to all TPD st

From: Chris Schwab <cschwab@consulttrg.com> Sent: Wednesday, July 31, 2024 10:27 AM To: Lincoln, Chris <clincoln@trafficpd.com>

Subject: RE: Sheetz TIS Scope Review - Veterans Drive

Chris,

We are working on the TIS for Sheetz – Veterans Drive and wanted to share the trip distribution for new and pass-by trips. Details are as follows with the percentages shown on the attached figures.

As recommended in your letter, we assumed diverted link traffic from 283 to be considered as pass-by traffic as follows:

From PennDOT TIRe ADT Route 283: 44,300 ADT of 743:14,600

Percent of total ADT

Route 283: 75% \rightarrow 44,300 / (44,300+14,600)

Route 743: 25% \rightarrow 14,600 / (44,300+14,600)

Assume 75% of peak hour pass by from 283. Assume 25% of peak hour pass-by from 743.

Existing Directional Split on 743 at Veterans Drive

AM Peak: NB 64% / SB 36% PM Peak: NB 45% / SB 55% Sat Peak: NB 54% / SB 46%

Total Percentage of Pass-by on 743

AM Peak: NB 16% / SB 9% PM Peak: NB 11% / SB 14% Sat Peak: NB 14% / SB 11%

Total Pass-by percentage and directional split from 283

AM Peak: 75% to/from north PM Peak: 75% to/from north Sat Peak: 75% to/from north

New Site trips were based on Cordon Line based on existing traffic volumes as follows:

45% oriented to/from the north on 743 45% oriented to/from the south on 743 10% oriented to from the west on Veterans Drive

The new site trip percentages are further broken down on the attached figures based on the exiting turning movement counts. Please let me know if you have any comments on the above trip distribution assumptions. Give me a call if you have any questions. Thanks.

Chris

Christopher E. Schwab, PE, TRG, Senior Associate
Email: cschwab@consulttrg.com

PA Office: (717) 846-4660 MD Office: (443) 275-2344

Cell: (717) 683-6388 www.consulttrg.com

From: Lincoln, Chris < clincoln@trafficpd.com>
Sent: Wednesday, June 19, 2024 5:48 PM

Cc: Justin Evans < <u>Justin@mtjoytwp.org</u>>; Chris Schwab < <u>cschwab@consulttrg.com</u>>

Subject: Sheetz TIS Scope Review - Veterans Drive

Ben.

Attached is our review of the scoping application for the proposed Sheetz on Veterans Drive.

If you have any questions, please let me know.

Thanks,

Chris

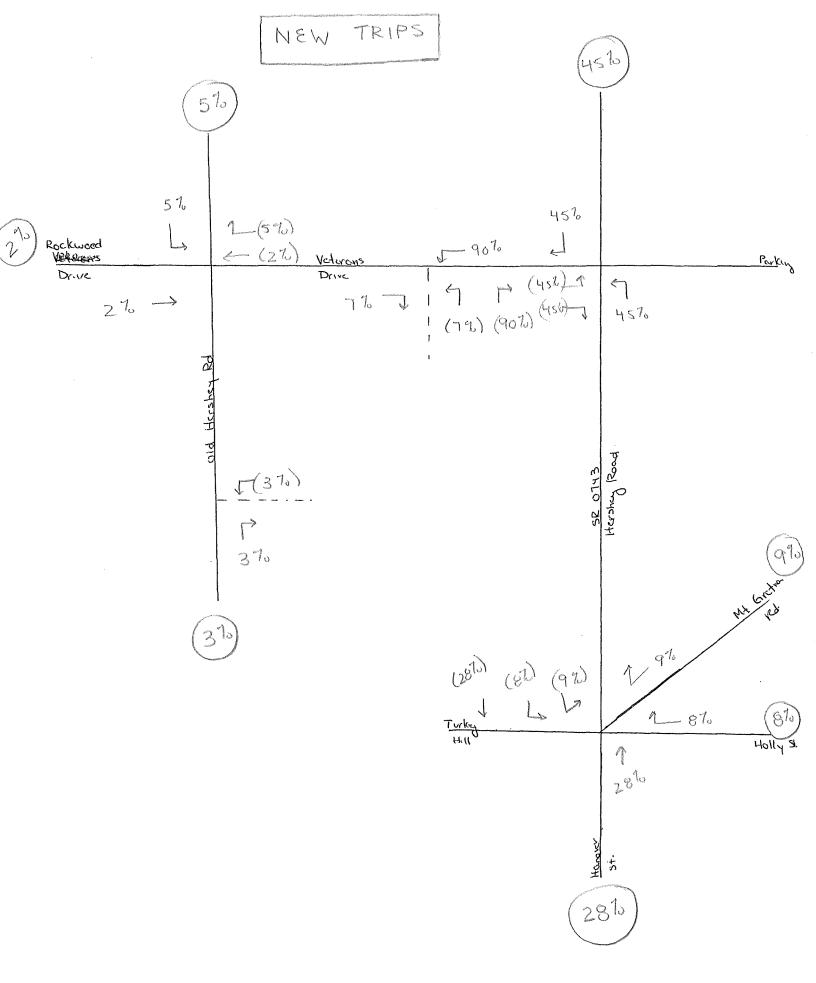
Christopher Lincoln, **P.E.**, Senior Project Manager

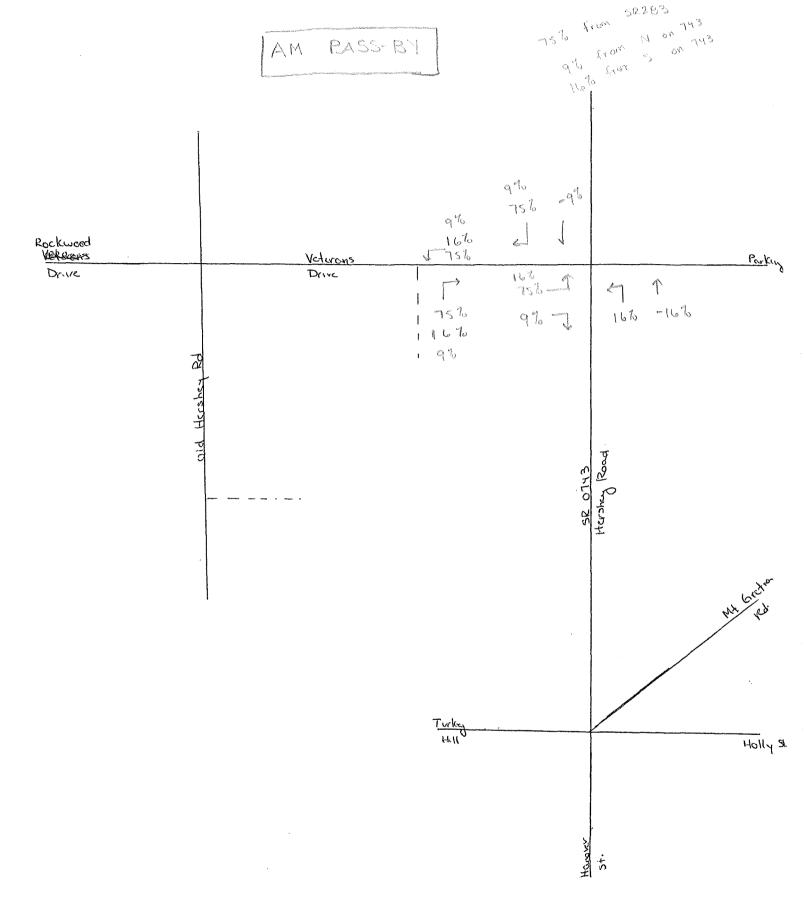


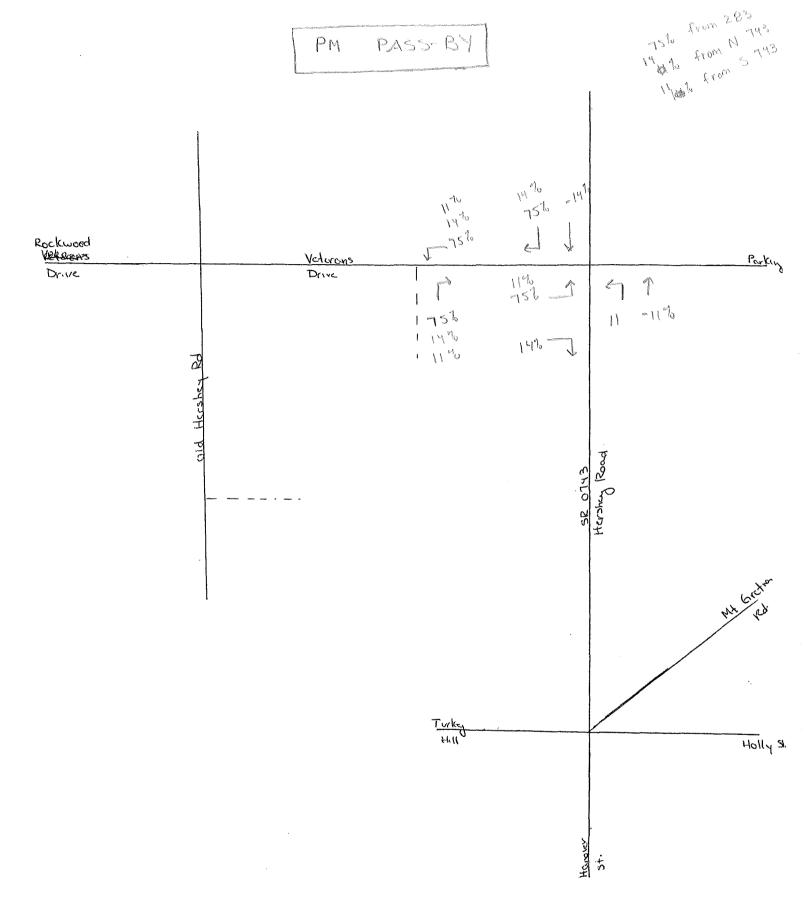
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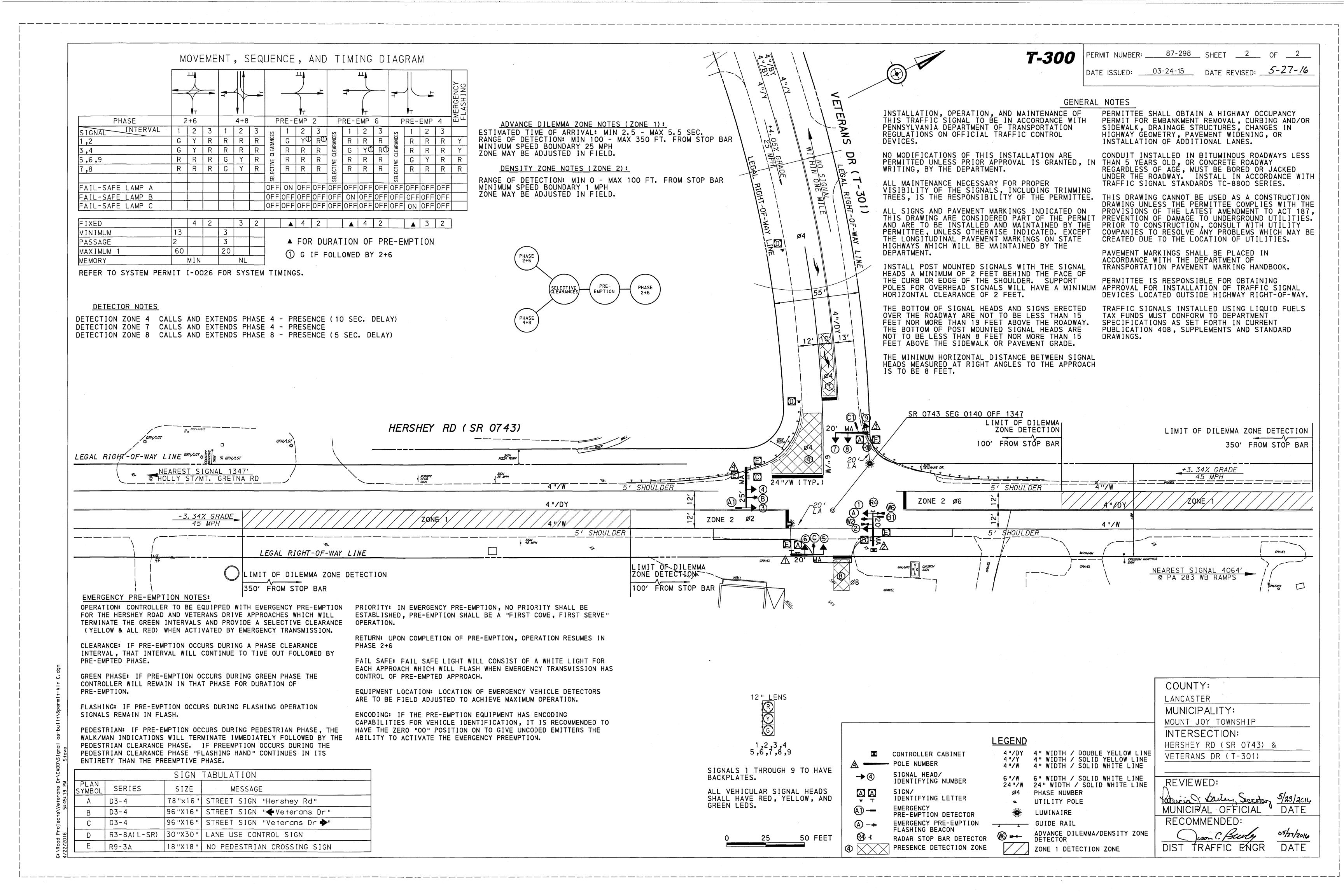
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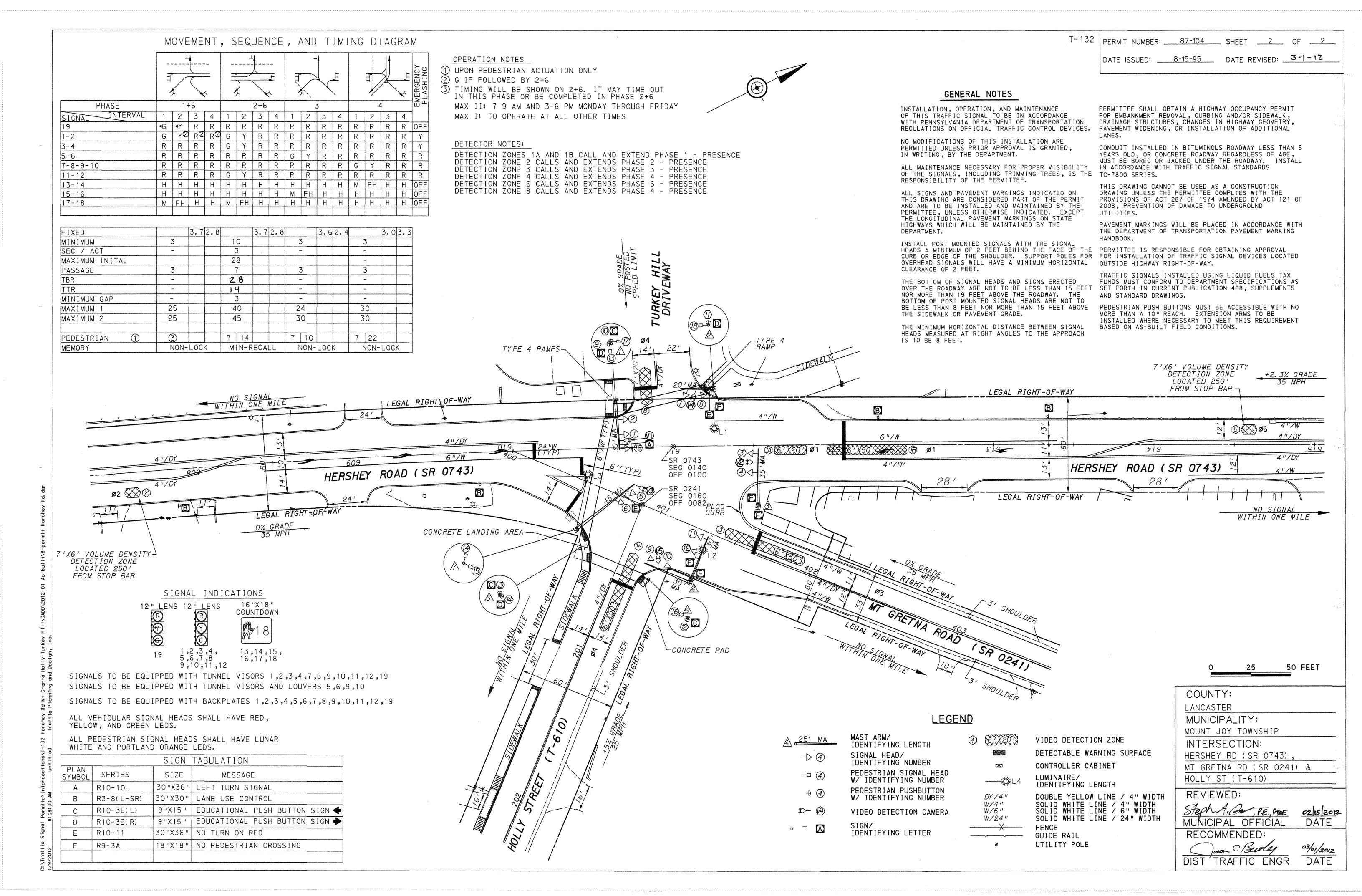
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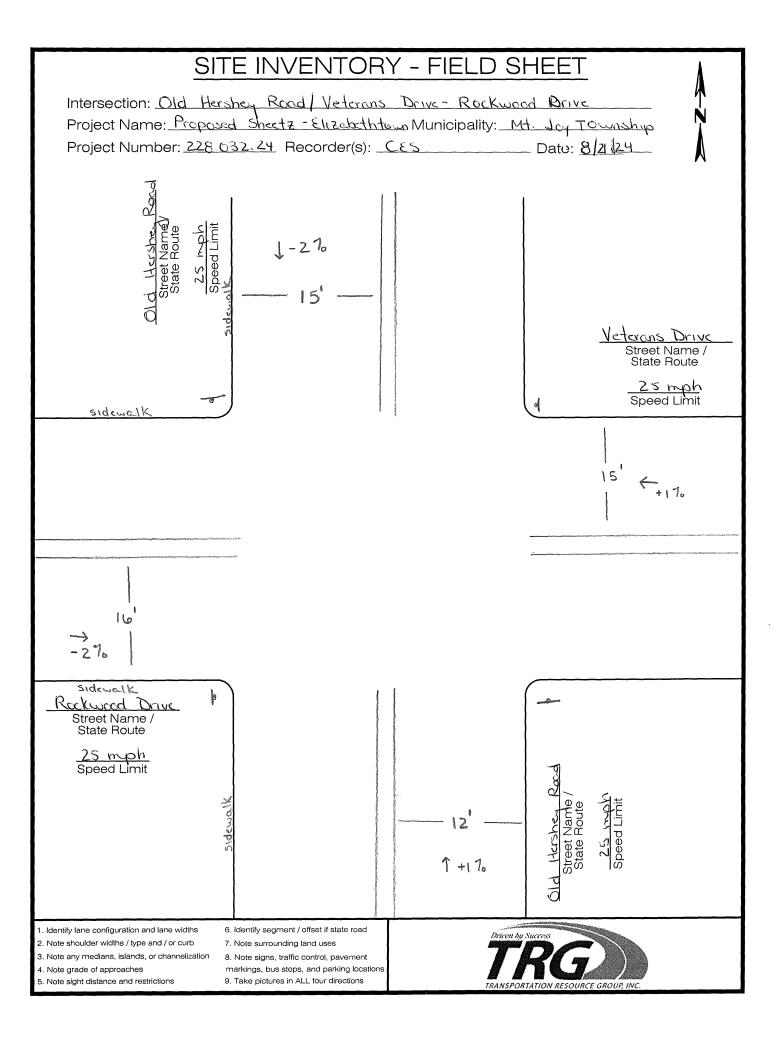
www.clot state pa.us	0.000.000	
In accordance with the Vehicle Code	e, the Secretary of Transportation hereby ap	proves the installation and operation of a
traffic signal at the intersection of Hershey R	Rd. (SR 0743) & Veterans Dr. (T-301)	
in the Township of Mt. Joy	, County of Lancaster	
This permit is issued to, and accepte	d by the Township of Mt. Joy	
hereinafter known as the Permittee, as follow	vs:	
This installation shall be in accordan the Department of Transportation, and shall	ce with the Vehicle Code and the Regulation conform to the following requirements and	
Type of Controller		
Fully Actuated		
Type of Signal Mounting		
Post Mounted & Overhead	÷	
Hours of Operation as "Stop" and "Go"		
Continuously		
Hours of Operation as "FLASHING"		
Equipped for Emergency Flashing		
Controller Operation		
Controller to provide the phasing, timing, ar to provide the operation indicated on the at Hershey Rd. (SR 0743) to provide progressive & Mt. Gretna Rd./Holly St.	tached diagram. Controller to be interconn	
All work performed by the Permittee Secretary of Transportation or his authorized work authorized under this permit and shall so as to permit safe and reasonable free trave	not obstruct or endanger travel along the sa	se due diligence in the execution of the aid road. All operations must be conducted
The Permittee covenants and agrees all liability for damages or injury, occurring to of anyone working on the construction, or from		or in consequence of any act or omission
The Secretary of Transportation, by I time willfully or negligently fail to comply witto make any changes in the construction or contransportation; of if this installation is not in shall maintain the signal in a safe condition a of this traffic signal without prior written app	operation of this signal, or to remove it, whe operation within twenty-four (24) months out all times. The Permittee shall not make any	or, upon changes in traffic conditions, fail on so ordered by the Secretary of if the receipt of this permit. The Permittee

This permit cancels and supersedes all previous permits issued for this location upon completion of the installation specified herein.

INITIAL DATE	March 24, 2015	APPROVED Leslie S. Richards
REVISION DATE	May 27, 2016	BY (District Executive)







SITE INVENTORY - FIELD SHEET

Intersection: Veterans Drive | Proposed Driveway
Project Name: Proposed Sheetz - Elizabethtown Municipality: Mt. Jay Township

Project Number: 228.032.24 Recorder(s): CES Date: 8/21/24



12

12

Veterans Drive Street Name / State Route

25 mph Speed Limit

- 1. Identify lane configuration and lane widths
- 2. Note shoulder widths / type and / or curb
- 3. Note any medians, islands, or channelization
- 4. Note grade of approaches
- 5. Note sight distance and restrictions
- 6. Identify segment / offset if state road
- 7. Note surrounding land uses
- 8. Note signs, traffic control, pavement markings, bus stops, and parking locations
- 9. Take pictures in ALL four directions



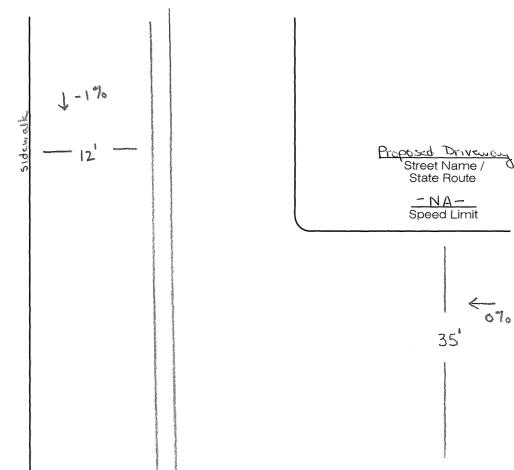
SITE INVENTORY - FIELD SHEET

Intersection: Old Hershey Road / Proposed Driveway

Project Name: Proposed Sheet 2 - Elizabethton Municipality: Mt. Joy Township

Project Number: 228.032.24 Recorder(s): CES Date: 8/21/24

A2**A**







^{1.} Identify lane configuration and lane widths

^{2.} Note shoulder widths / type and / or curb

^{3.} Note any medians, islands, or channelization

^{4.} Note grade of approaches

^{5.} Note sight distance and restrictions

^{6.} Identify segment / offset if state road

^{7.} Note surrounding land uses

Note signs, traffic control, pavement markings, bus stops, and parking locations

^{9.} Take pictures in ALL four directions

TURNING MOVEMENT COUNTS/24-HOUR VOLUMES





Lancaster County, PA Route 743 & Veterans Dr Tuesday, May 21, 2024 Location: 40.168461, -76.605914

www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Rt. 743 & Veterans Dr Site Code: Start Date: 05/21/2024 Page No: 1

Turning Movement Data

	I urning Movement Data Veterans Dr Church Driveway Rt. 743 Rt. 743																												
			Ve	terans	Dr					Chur	ch Driv	eway						Rt. 743	3						Rt. 743	3			
			Ea	astbou	nd					W	estbou	ınd					No	orthbou	ınd					So	uthbou	ınd			
Start Time		_	Righ	Righ	U-	Ped	Арр.		_	Righ	Righ	U-	Ped	Арр.	l	_	Righ	Righ	U-	Ped	Арр.		_	Righ	Righ	U-	Ped	Арр.	_Int.
Tille	Left	Thru	t	t on Red	Turn	s	Tota	Left	Thru	t	t on Red	Turn	s	Tota I	Left	Thru	t	t on Red	Turn	s	Tota I	Left	Thru	t	t on Red	Turn	s	Tota	Tota
6:00 AM	6	0	1	6	0	0	13	0	0	0	0	0	0	0	1	120	0	0	0	0	121	0	28	0	0	0	0	28	162
6:15 AM	18	0	3	6	0	0	27	0	0	0	0	0	0	0	7	147	0	0	0	0	154	0	65	2	2	0	0	69	250
6:30 AM	22	0		3	0	0	27	0	0	0	0	0	0	0	1	172		0	0	0	173	0	60	1	0	0	0	61	261
6:45 AM	16	0	1	7	0	0	24	0	0	0	0	0	0	0	3	145	0	0	0	0	148	0	74	2	0	0	0	76	248
Hourly Total	62	0	7	22	0	0	91	0	0	0	0	0	0	0	12	584	0	0	0	0	596	0	227	5		0	0	234	921
7:00 AM	14	0	8	12	0	0	34	0	0	0	0	0	0	0	3	178	0	0	0	0	181	0	83	3	0	0	0	86	301
7:15 AM	20	0	10	17	0	0	47	0	0	0	0	0	0	0	11	185	0	0	0	0	196	0	90	3	1	0	0	94	337
7:30 AM	13	0	7	10	0	0	30	0	0	1	0	0	0	1	7	209	0	1	0	0	217	0	132	3	0	0	0	135	383
7:45 AM	13	0	6	4		0	23	0		0	0	0	0	_	7	167	0	0	0	0	174	0	115	4		0	0	121	318
Hourly Total		0	-	43	0	0		0	0		0	0			28		0	1	0	0		0	420		3	0	0		1339
8:00 AM	11	0	31 2	3	0	0	134	0	0		0	0	0	0		739 142	0	0	0	0	768 148	0	91	13 1	0	0	0	436 92	_
	-		-				16	0	0			-		0	6	•		-	-	0					0				256
8:15 AM	12	0	5	5	0	0	22			0	0	0	0		5	105	0	0	0		110	0	76	3		0	0	79	211
8:30 AM	13	0	2	6	0	0	21	0	0	0	0	0	0	0	5	135	0	0	0	0	140	0	77	4	1	0	0	82	243
8:45 AM	3	0	- 6	2		0	11	0	0	0	0	0	0	0	8	109	0	0	0	0	117	0	89	2	0	0	0	91	219
Hourly Total	39	0	15	16	0	0	70	0	0	0	0	0	0	0	24	491	0	0	0	0	515	0	333	10	1	0	0	344	929
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-				-	-	-			-		-	-	-	-		-		-		-				-	-		-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	8	0	3	9	0	0	20	0	0	0	0	0	0	0	11	120	0	0	0	0	131	0	122	10	0	0	0	132	283
3:15 PM	9	0				0	23	0	0	0	0	0	0	0	12	139	0	0	0	0	151	0	168	14	1	0	0	183	357
3:30 PM	9	0	4	5		0	18	0	0	0	0	0	0	0	16	137	0	0	0	0	153	0	169	8	0	0	0	177	348
3:45 PM	8	0	7	4	0	0	19	0	0		0		0	0	11	134		0	0	0	145	0	146	17		0	0	164	328
Hourly Total	34	0	21	25	0	0	80	0	0	0	0	0	0	0	50	530	0	0	0	0	580	0	605	49	2	0	0	656	1316
4:00 PM	6	0	9	5		0	20	0	0		0	0	0	0	21	146	0	0		0	167	0	170	19	0	0	0	189	376
4:15 PM	7	0	9	9		0	25	0	0	0	0	0_	0	0	19	150	0_	0	0	0	169	0	163	12	1	0	0	176	370
4:30 PM	17	0	16	3	0	0	36	0	0	0	0	0	0	0	15	138	0	0	0	0	153	0	167	12	0	0	0	179	368
4:45 PM	8	0	14	6	0	0	28	0	0	0	0	0	0	0	24	129	0	0	0	0	153	0	180	14	4	0	0	198	379
Hourly Total	38	0	48	23	0	0	109	0	0	0	0	0	0	0	79	563	0	0	0	0	642	0	680	57	5	0	0	742	1493
5:00 PM	10	0	11	2	0	0	23	0	0	0	0	0	0	0	23	118	0	0	0	0	141	0	157	14	1	0	0	172	336
5:15 PM	10	0	17	7	0	0	34	0	0	0	0	0	0	0	15	122	0	0	0	0	137	0	147	16	2	0	0	165	336
5:30 PM	9	0	11	3	0	0	23	0	0	0	0	0	0	0	14	126	0	0	0	0	140	0	151	24	2	0	0	177	340
5:45 PM	7	0	9	11	0	0	27	0	0	0	0	0	0	0	15	98	0	0	0	0	113	0	137	11	1	0	0	149	289
Hourly Total	36	0	48	23	0	0	107	0	0	0	0	0	0	0	67	464	0	0	0	0	531	0	592	65	6	0	0	663	1301
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	269	0	170	152	0	0	591	0	0	1	0	0	0	1	260	3371	0	1	0	0	3632	0	2857	199	19	0	0	3075	7299
Approach %	45.5	0.0	28.8	25.7	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	7.2	92.8	0.0	0.0	0.0	-	-	0.0	92.9	6.5	0.6	0.0	-	-	
Total %	3.7	0.0	2.3	2.1	0.0	-	8.1	0.0	0.0	0.0	0.0	0.0	-	0.0	3.6	46.2	0.0	0.0	0.0	-	49.8	0.0	39.1	2.7	0.3	0.0	-	42.1	-
Lights	262	0	162	150	0	-	574	0	0	1	0	0	-	1	254	3243	0	1	0	-	3498	0	2726	193	19	0	-	2938	7011
% Lights	97.4	-	95.3	98.7	-	-	97.1	-	-	100.0	-	-	-	100.0	97.7	96.2	-	100.0	-	-	96.3	-	95.4	97.0	100.0	-	-	95.5	96.1
Buses	2	0	7	0	0	-	9	0	0	0	0	0	-	0	5	19	0	0	0	-	24	0	26	2	0	0	-	28	61
% Buses	0.7	-	4.1	0.0	-	-	1.5	-	-	0.0	-	-	-	0.0	1.9	0.6	-	0.0	-	-	0.7	-	0.9	1.0	0.0	-	-	0.9	0.8
Trucks	5	0	1	2	0	-	8	0	0	0	0	0	-	0	1	109	0	0	0	-	110	0	105	4	0	0	-	109	227
% Trucks	1.9	-	0.6	1.3		-	1.4	-	_	0.0	_	_	_	0.0	0.4	3.2	_	0.0	_	-	3.0	-	3.7	2.0	0.0	_	-	3.5	3.1
Bicycles																													
ón	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
Crosswalk % Bicycles	 																												
on	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Crosswalk	<u> </u>														<u> </u>						-								
Pedestrian s	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
 %			-						-							-													
Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
s	Щ.																												



Lancaster County, PA Route 743 & Veterans Dr Tuesday, May 21, 2024 Location: 40.168461, -76.605914

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Rt. 743 & Veterans Dr Site Code: Start Date: 05/21/2024 Page No: 2

Rt. 743 [SB] Out Total In 3075 6716 U 05/21/2024 6:00 AM Ending At 05/21/2024 6:15 PM Lights Buses Trucks Bicycles on Crosswalk Pedestrians 0 478 3038 3498 6536 In Total Rt. 743 [NB]

Turning Movement Data Plot



Lancaster County, PA Route 743 & Veterans Dr Tuesday, May 21, 2024 Location: 40.168461, -76.605914

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Rt. 743 & Veterans Dr Site Code: Start Date: 05/21/2024 Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

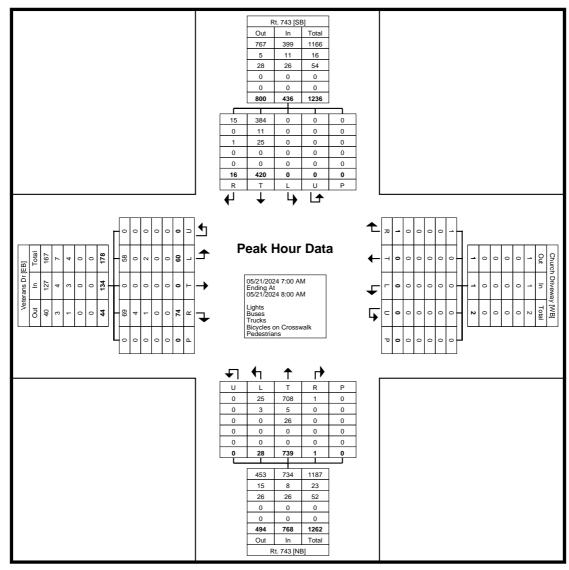
									י פיי	VIC	, 011	1011		Juin		, aı	Dui	.u (,,,	''' <i>)</i>	i							
			Ve	terans	Dr					Chur	ch Driv	eway					- 1	Rt. 743	3					- 1	Rt. 743	3		-	
			Ea	astbou	nd					W	estbou	nd					No	rthbou	ınd					So	uthbou	und			
Start Time	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Int. Tota I
7:00 AM	14	0	8	12	0	0	34	0	0	0	0	0	0	0	3	178	0	0	0	0	181	0	83	3	0	0	0	86	301
7:15 AM	20	0	10	17	0	0	47	0	0	0	0	0	0	0	11	185	0	0	0	0	196	0	90	3	1	0	0	94	337
7:30 AM	13	0	7	10	0	0	30	0	0	1	0	0	0	1	7	209	0	1	0	0	217	0	132	3	0	0	0	135	383
7:45 AM	13	0	6	4	0	0	23	0	0	0	0	0	0	0	7	167	0	0	0	0	174	0	115	4	2	0	0	121	318
Total	60	0	31	43	0	0	134	0	0	1	0	0	0	1	28	739	0	1	0	0	768	0	420	13	3	0	0	436	1339
Approach %	44.8	0.0	23.1	32.1	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	3.6	96.2	0.0	0.1	0.0	-	-	0.0	96.3	3.0	0.7	0.0	-	-	-
Total %	4.5	0.0	2.3	3.2	0.0	-	10.0	0.0	0.0	0.1	0.0	0.0	-	0.1	2.1	55.2	0.0	0.1	0.0	-	57.4	0.0	31.4	1.0	0.2	0.0	-	32.6	
PHF	0.75 0	0.000	0.775	0.632	0.000	-	0.713	0.000	0.000	0.250	0.000	0.000	-	0.250	0.636	0.884	0.000	0.250	0.000	-	0.885	0.000	0.795	0.813	0.375	0.000	-	0.807	0.874
Lights	58	0	27	42	0	-	127	0	0	1	0	0	-	1	25	708	0	1	0	-	734	0	384	12	3	0	-	399	1261
% Lights	96.7	-	87.1	97.7	-	-	94.8	-	-	100.0	-	-	-	100.0	89.3	95.8	-	100.0	-	-	95.6	-	91.4	92.3	100.0	-	-	91.5	94.2
Buses	0	0	4	0	0	-	4	0	0	0	0	0	-	0	3	5	0	0	0	-	8	0	11	0	0	0	-	11	23
% Buses	0.0	-	12.9	0.0	-	-	3.0	-	-	0.0	-	-	-	0.0	10.7	0.7	-	0.0	-	-	1.0	-	2.6	0.0	0.0	-	-	2.5	1.7
Trucks	2	0	0	1	0	-	3	0	0	0	0	0	-	0	0	26	0	0	0	-	26	0	25	1	0	0	-	26	55
% Trucks	3.3	-	0.0	2.3	-	-	2.2	-	-	0.0	-	-	-	0.0	0.0	3.5	-	0.0	-	-	3.4	-	6.0	7.7	0.0	-	-	6.0	4.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian s	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrian s	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lancaster County, PA Route 743 & Veterans Dr Tuesday, May 21, 2024 Location: 40.168461, -76.605914

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

Count Name: Rt. 743 & Veterans Dr Site Code: Start Date: 05/21/2024 Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



Lancaster County, PA Route 743 & Veterans Dr Tuesday, May 21, 2024 Location: 40.168461, -76.605914

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Rt. 743 & Veterans Dr Site Code: Start Date: 05/21/2024 Page No: 5

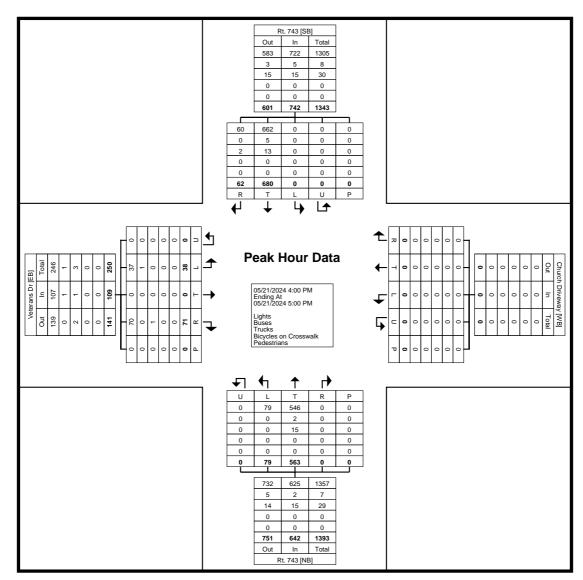
Turning Movement Peak Hour Data (4:00 PM)

	1		٧/٥	terans	Dr				.9		ch Driv	eway	• •	-				Rt. 743	,	•	,				Rt. 743	2		1	
				astbou							estbou	•						rthbou							uthbou				
Start							A			VV				۸			INC				A			30				^	lmt
Time	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Int. Tota I
4:00 PM	6	0	9	5	0	0	20	0	0	0	0	0	0	0	21	146	0	0	0	0	167	0	170	19	0	0	0	189	376
4:15 PM	7	0	9	9	0	0	25	0	0	0	0	0	0	0	19	150	0	0	0	0	169	0	163	12	1	0	0	176	370
4:30 PM	17	0	16	3	0	0	36	0	0	0	0	0	0	0	15	138	0	0	0	0	153	0	167	12	0	0	0	179	368
4:45 PM	8	0	14	6	0	0	28	0	0	0	0	0	0	0	24	129	0	0	0	0	153	0	180	14	4	0	0	198	379
Total	38	0	48	23	0	0	109	0	0	0	0	0	0	0	79	563	0	0	0	0	642	0	680	57	5	0	0	742	1493
Approach %	34.9	0.0	44.0	21.1	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.3	87.7	0.0	0.0	0.0	-	-	0.0	91.6	7.7	0.7	0.0	-	-	
Total %	2.5	0.0	3.2	1.5	0.0	-	7.3	0.0	0.0	0.0	0.0	0.0	-	0.0	5.3	37.7	0.0	0.0	0.0	-	43.0	0.0	45.5	3.8	0.3	0.0	-	49.7	
PHF	0.55 9	0.000	0.750	0.639	0.000	-	0.757	0.000	0.000	0.000	0.000	0.000	-	0.000	0.823	0.938	0.000	0.000	0.000	-	0.950	0.000	0.944	0.750	0.313	0.000	_	0.937	0.985
Lights	37	0	47	23	0	-	107	0	0	0	0	0	-	0	79	546	0	0	0	-	625	0	662	55	5	0	-	722	1454
% Lights	97.4	-	97.9	100.0	-	-	98.2	-	-	-	-	-	-	-	100.0	97.0	-	-	-	-	97.4	-	97.4	96.5	100.0	-	-	97.3	97.4
Buses	1	0	0	0	0	-	1	0	0	0	0	0	-	0	0	2	0	0	0	-	2	0	5	0	0	0	-	5	8
% Buses	2.6	_	0.0	0.0		-	0.9	-	_		-	-	-	_	0.0	0.4	-			-	0.3	-	0.7	0.0	0.0		-	0.7	0.5
Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	15	0	0	0	-	15	0	13	2	0	0	-	15	31
% Trucks	0.0	-	2.1	0.0		-	0.9	-	-	_	-	-	-	-	0.0	2.7	-	_	_	-	2.3	-	1.9	3.5	0.0		-	2.0	2.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	1	-	-	-	-	0	-	-	-	-	-	-	0	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian s	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	_	-
% Pedestrian s	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-			-



Lancaster County, PA Route 743 & Veterans Dr Tuesday, May 21, 2024 Location: 40.168461, -76.605914

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Rt. 743 & Veterans Dr Site Code: Start Date: 05/21/2024 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



Lancaster County, PA Route 743 & Veterans Dr Saturday, June 1, 2024 Location: 40.168461, -76.605914

www.TSTData.com Tri-State Traffic Data, Inc

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

Count Name: Rt. 743 & Veterans Dr/Church Driveway Sat

Site Code: Start Date: 06/01/2024 Page No: 1

Turning Movement Data

	I Urning Movem Veterans Dr Church Driveway													me	nt L	Jat	a												
			Ve	terans	Dr					Churc	ch Driv	eway						Rt. 743	3					1	Rt. 743				l
			Ea	astbour	nd					We	estbou	ınd					No	orthbou	ınd					So	uthbou	nd			ĺ
Start Time	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Int. Tota I
11:00 AM	14	0	7	8	0	0	29	0	0	0	0	0	0	0	10	95	0	0	0	0	105	0	84	6	0	0	0	90	224
11:15 AM	13	0	8	8	0	0	29	0	0	0	0	0	0	0	15	122	0	0	0	0	137	0	86	4	2	0	0	92	258
11:30 AM	7	0	7	9	0	0	23	0	0	0	0	0	1	0	19	121	0	0	0	0	140	0	93	10	2	0	0	105	268
11:45 AM	13	0	3	8	0	0	24	0	0	0	0	0	0	0	12	96	0	0	0	0	108	0	93	4	0	0	0	97	229
Hourly Total	47	0	25	33	0	0	105	0	0	0	0	0	1	0	56	434	0	0	0	0	490	0	356	24	4	0	0	384	979
12:00 PM	8	0	6	7	0	0	21	0	0	1	0	0	0	1	20	86	0	0	0	0	106	1	97	7	0	0	0	105	233
12:15 PM	11	0	6	9	0	0	26	0	0	0	0	0	0	0	15	101	0	0	0	0	116	0	101	3	1	0	0	105	247
12:30 PM	15	0	3	9	0	0	27	0	0	0	0	0	0	0	17	113	0	0	0	0	130	0	80	8	0	0	0	88	245
12:45 PM	4	0	4	12	0	0	20	0	0	0	0	0	0	0	14	92	0	0	0	0	106	0	108	7	1	0	0	116	242
Hourly Total	38	0	19	37	0	0	94	0	0	1	0	0	0	1	66	392	0	0	0	0	458	1	386	25	2	0	0	414	967
1:00 PM	6	0	7	7	0	0	20	0	0	0	0	0	0	0	13	119	0	0	0	0	132	0	91	5	0	0	0	96	248
1:15 PM	6	0	5	8	0	0	19	0	0	0	0	0	0	0	12	108	0	0	0	0	120	0	79	9	0	0	0	88	227
1:30 PM	16	0	6	3	0	0	25	0	0	0	0	0	0	0	14	77	0	0	0	0	91	0	83	10	0	0	0	93	209
1:45 PM	9	0	9	11	0	0	29	0	0	0	0	0	0	0	12	104	0	0	0	0	116	0	99	5	0	0	0	104	249
Hourly Total	37	0	27	29	0	0	93	0	0	0	0	0	0	0	51	408	0	0	0	0	459	0	352	29	0	0	0	381	933
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	122	0	71	99	0	0	292	0	0	1	0	0	1	1	173	1234	0	0	0	0	1407	1	1094	78	6	0	0	1179	2879
Approach %	41.8	0.0	24.3	33.9	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	12.3	87.7	0.0	0.0	0.0	-	-	0.1	92.8	6.6	0.5	0.0	-	-	-
Total %	4.2	0.0	2.5	3.4	0.0	-	10.1	0.0	0.0	0.0	0.0	0.0	-	0.0	6.0	42.9	0.0	0.0	0.0	-	48.9	0.0	38.0	2.7	0.2	0.0	-	41.0	
Lights	121	0	69	99	0	-	289	0	0	1	0	0	-	_11	172	1211	0	0	0	-	1383	1	1078	78	6	0	-	1163	2836
% Lights	99.2		97.2	100.0	-	-	99.0	-		100.0	-		-	100.0	99.4	98.1	-	-		-	98.3	100.0	98.5	100.0	100.0	-	-	98.6	98.5
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	3	0	0	0	-	3	0	2	0	0	0	-	2	5
% Buses	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	-	0.0	0.0	0.2	-	-		-	0.2	0.0	0.2	0.0	0.0	-	-	0.2	0.2
Trucks	1	0	2	0	0	-	3	0	0	0	0	0	-	0	1	20	0	0	0	-	21	0	14	0	0	0	-	14	38
% Trucks	0.8	-	2.8	0.0	-	-	1.0	-	-	0.0	-	-	-	0.0	0.6	1.6	-	_	_	-	1.5	0.0	1.3	0.0	0.0	-	-	1.2	1.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian s	-		-			0	-	_	_		-		1		-	-	-	_		0	-	-		_		_	0	-	-
% Pedestrian s	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



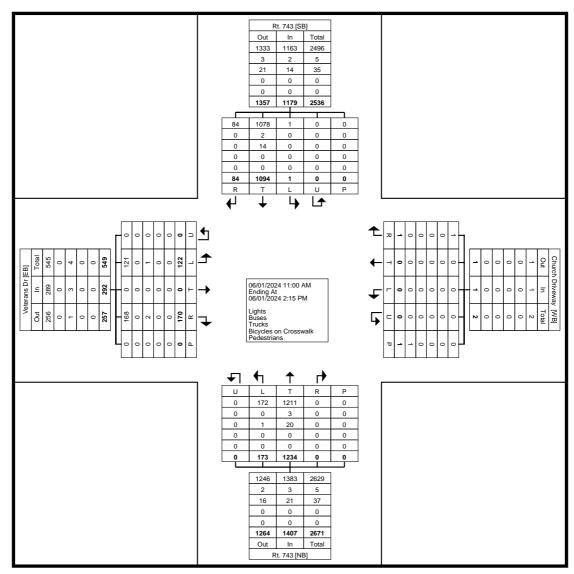
Lancaster County, PA Route 743 & Veterans Dr Saturday, June 1, 2024 Location: 40.168461, -76.605914

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

Count Name: Rt. 743 & Veterans Dr/Church Driveway

Sat

Site Code: Start Date: 06/01/2024 Page No: 2



Turning Movement Data Plot



Lancaster County, PA Route 743 & Veterans Dr Saturday, June 1, 2024 Location: 40.168461, -76.605914

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

Count Name: Rt. 743 & Veterans Dr/Church Driveway Sat

Site Code: Start Date: 06/01/2024 Page No: 3

Turning Movement Peak Hour Data (11:15 AM)

			Ve	terans	Dr				•	Churc	ch Driv	eway						Rt. 743	3		,			- 1	Rt. 743	3		l	
			E	astbou	nd					We	estbou	nd					No	orthbou	ınd					So	uthbou	und			
Start Time	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Left	Thru	Righ t	Righ t on Red	U- Turn	Ped s	App. Tota I	Int. Tota I
11:15 AM	13	0	8	8	0	0	29	0	0	0	0	0	0	0	15	122	0	0	0	0	137	0	86	4	2	0	0	92	258
11:30 AM	7	0	7	9	0	0	23	0	0	0	0	0	1	0	19	121	0	0	0	0	140	0	93	10	2	0	0	105	268
11:45 AM	13	0	3	8	0	0	24	0	0	0	0	0	0	0	12	96	0	0	0	0	108	0	93	4	0	0	0	97	229
12:00 PM	8	0	6	7	0	0	21	0	0	1	0	0	0	1	20	86	0	0	0	0	106	1	97	7	0	0	0	105	233
Total	41	0	24	32	0	0	97	0	0	_1	0	0	1	1	66	425	0	0	0	0	491	1	369	25	4	0	0	399	988
Approach %	42.3	0.0	24.7	33.0	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	13.4	86.6	0.0	0.0	0.0	-	-	0.3	92.5	6.3	1.0	0.0	-	-	-
Total %	4.1	0.0	2.4	3.2	0.0	-	9.8	0.0	0.0	0.1	0.0	0.0	-	0.1	6.7	43.0	0.0	0.0	0.0	-	49.7	0.1	37.3	2.5	0.4	0.0	-	40.4	
PHF	0.78 8	0.000	0.750	0.889	0.000	-	0.836	0.000	0.000	0.250	0.000	0.000	-	0.250	0.825	0.871	0.000	0.000	0.000	-	0.877	0.250	0.951	0.625	0.500	0.000	-	0.950	0.922
Lights	40	0	23	32	0	-	95	0	0	1	0	0	-	1	65	417	0	0	0	-	482	1	364	25	4	0	-	394	972
% Lights	97.6	-	95.8	100.0	-	-	97.9	-	-	100.0	-	-	-	100.0	98.5	98.1	-	-	-	-	98.2	100.0	98.6	100.0	100.0	-	-	98.7	98.4
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	0	0	0	0	-	0	1
% Buses	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	-	0.0	0.0	0.2	-	-	-	-	0.2	0.0	0.0	0.0	0.0		-	0.0	0.1
Trucks	1	0	_ 1	0	0	-	2	0	0	0	0	0	-	0	1	7	0	0	0	-	8	0	5	0	0	0	-	5	15
% Trucks	2.4	_	4.2	0.0	-	-	2.1	-	_	0.0	-	-	-	0.0	1.5	1.6	-	-		-	1.6	0.0	1.4	0.0	0.0		-	1.3	1.5
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian s	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrian s	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-



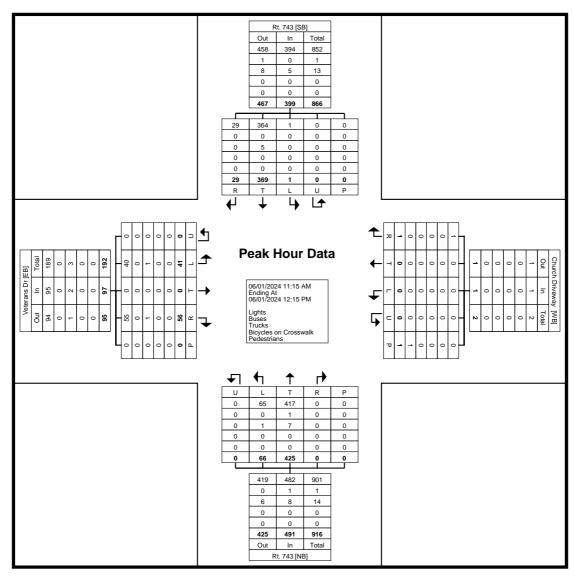
Lancaster County, PA Route 743 & Veterans Dr Saturday, June 1, 2024 Location: 40.168461, -76.605914

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

Count Name: Rt. 743 & Veterans Dr/Church Driveway

Sat Site Code:

Start Date: 06/01/2024 Page No: 4



Turning Movement Peak Hour Data Plot (11:15 AM)



www.TSTData.com Tri-State Traffic Data, Inc

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

Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Site Code: Start Date: 05/21/2024 Page No: 1

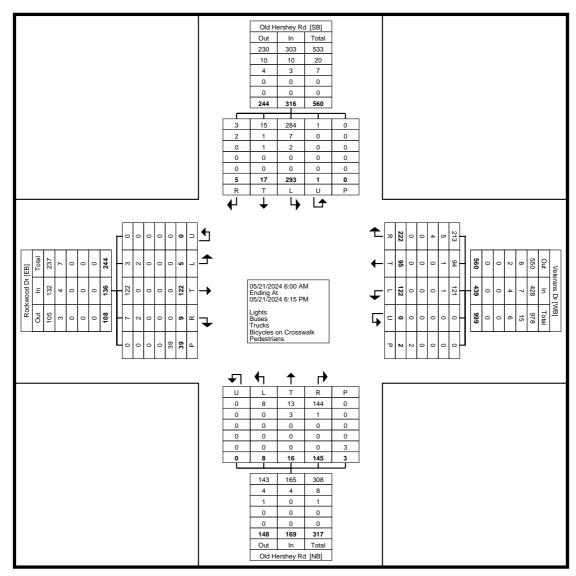
Turning Movement Data

Separation Sep		I Urning IVION Rockwood Dr. Veterans Dr.													וז ט	ata										
Section Sect				Rockw	ood Dr					Vetera	ans Dr				(Old Hers	shey R	d			(Old Her	shey Ro	t		
Cond-				Eastb	ound					Westh	oound					North	oound					South	bound			
6.50 AM	Start Time	Left	Thru	Right	U- Turn	Peds		Left	Thru	Right		Peds		Left	Thru	Right		Peds		Left	Thru	Right		Peds		Int. Total
6.95 AM	6:00 AM	0	4	0	0	0	4	0	1	0	0	1	1	0	0	5	0	0	5	5	0	0	0	0	5	15
BASAM	6:15 AM	1	6	0	0	1	7	4	1	2	0	0	7	1	0	7	0	0	8	12	0	0	0	0	12	34
Best No. Color Free Processes Fr	6:30 AM	0	4	0	0	1	4	0	0	1	0	0	1	0	0	7	0	0	7	17	0	0	0	0	17	29
	6:45 AM	0	7	0	0	2	7	3	1	2	0	0	6	0	0	8	0	0	8	12	0	0	0	0	12	
700 AM	Hourly Total	1	21	0	0	4	22	7	3	5	0	1	15	1	0	27	0	0	28	46	0	0	0	0	46	
7-15 AM		1	9	0	0	3	10	3	1	1	0	0	5	0	1	10	0	0	11	15	1	0	0	0	16	
7-30 AM O S S O O S O S O S S O S S S S S S S	7:15 AM	0		0	0	3	10		4	6	0	0		0	0		0	0			1	0		0	25	
Houry Total 1 27		0			0																1		0			
Houry Total 1 27	7:45 AM	0	3	0	0	2	3	5	1	7	0	0	13	0	0	7	0	1	7	12	0	0	0	0	12	35
800 AM					0					21						36		1	37					0		
815AM 0 8 8 1 0 0 9 9 1 0 5 5 0 0 6 6 0 0 4 0 0 0 4 6 2 0 0 0 0 8 27 830 AM 0 4 0 0 0 0 4 3 3 1 5 0 0 8 9 0 0 5 5 0 0 5 14 0 0 0 0 0 14 32 830 AM 0 0 4 0 0 0 0 0 4 3 1 5 0 0 8 9 0 0 5 5 0 0 5 14 0 0 0 0 0 14 32 835 AM 0 0 0 0 0 0 0 0 1 1 1 7 7 0 0 0 9 0 0 0 2 0 0 2 6 0 0 0 0 0 0 0 14 32 836 AM 0 0 0 0 0 0 0 0 1 1 1 7 7 0 0 0 9 0 0 0 2 0 0 2 6 0 0 0 0 0 0 0 0 6 17 Houry Total 1 18 5 0 8 24 7 2 2 22 0 0 3 31 2 2 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1																0								
830AM 0 4 0 0 0 0 4 3 1 5 0 0 0 9 0 0 4 3 1 5 0 0 0 9 0 0 5 6 0 0 5 14 0 0 0 0 0 14 3 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		0	-	1	0	0	9	1	0	5	0	0	6	0	0		0	0	4	6	2	0	0	0	8	
R4S AM																										
Hourly Total 1																										
SOO AM			-									-									-	•				
Houry Total No												_														
Hourly Total	1							-										-		-				-		
3:00 PM								0	0	0					-			0		0	-			0		
3:15 PM 0 2 0 0 0 0 2 10 3 12 0 0 0 2 110 3 12 0 0 25 0 1 5 0 0 6 10 1 1 0 0 0 12 45 3:30 PM 0 3 0 0 0 3 2 6 12 0 0 20 0 1 2 0 0 3 1 10 1 0 0 0 11 37 3:45 PM 0 5 0 0 1 5 8 5 12 0 0 25 0 0 3 3 0 0 3 3 10 1 0 0 0 0 1 1 37 3:45 PM 0 5 0 0 1 1 5 8 5 12 0 0 25 0 0 3 3 0 0 3 3 10 1 0 0 0 0 1 1 37 3:45 PM 0 5 0 0 1 1 13 24 18 48 0 0 9 90 0 4 14 0 0 0 18 41 2 1 0 0 0 44 165 4:00 PM 2 6 2 0 7 10 9 9 22 0 0 0 40 2 2 5 0 0 0 9 9 9 1 1 1 0 0 0 11 70 4:15 PM 0 5 0 0 1 5 7 7 13 0 0 27 0 1 6 6 0 0 7 7 12 2 1 0 0 0 15 5 4 4:30 PM 0 7 0 0 0 7 9 5 12 0 1 26 2 4 7 0 1 133 19 3 0 0 0 0 22 68 4:45 PM 0 2 0 0 0 0 2 0 7 10 25 0 0 0 42 0 0 7 0 1 133 19 3 0 0 0 0 22 68 4:45 PM 0 2 0 0 0 0 2 0 7 10 25 0 0 0 42 0 0 7 0 0 7 18 1 0 0 0 0 19 70 10-thoryTotal 2 20 2 0 8 24 32 31 72 0 1 135 4 7 2 5 0 1 36 58 7 2 0 0 67 72 5:00 PM 0 10 1 0 1 1 0 1 11 9 9 13 0 0 31 0 1 5 0 1 6 8 0 0 0 0 0 0 8 56 5:15 PM 0 5 0 0 6 5 11 6 7 10 0 0 34 0 1 10 0 0 11 14 0 0 1 0 0 15 65 5:15 PM 0 5 0 0 6 5 11 6 7 10 0 0 34 0 1 10 0 0 11 14 0 0 1 0 0 15 65 5:15 PM 0 4 0 0 1 0 1 5 4 9 10 0 0 23 0 0 8 0 0 8 14 1 0 0 0 0 15 65 5:15 PM 0 4 0 0 1 0 1 5 4 9 10 0 0 23 0 0 8 0 0 8 14 1 0 0 0 0 15 65 5:15 PM 0 4 0 0 1 0 1 5 4 9 10 0 0 23 0 0 8 0 0 8 14 1 0 0 0 0 15 65 5:15 PM 0 5 0 0 8 5 11 6 8 9 10 0 0 2 2 439 8 16 145 0 3 169 233 17 5 1 0 316 1060 Grand Total 5 122 9 0 39 136 122 95 222 0 2 439 8 16 145 0 3 169 233 17 5 1 0 316 1060 Approach % 3.7 89,7 66 0.0 0 - 2 128 15,9 0 209 0.0 - 418 0 8 13 144 0 - 165 284 15 3 1 - 303 1028 % Lights 60.0 10.0 77,8 97,1 99,2 88,9 95,9 97,5 100.0 81,3 99,3 97,6 96,9 88.2 60.0 100.0 - 30, 7 7 Fedestrians 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																										
3:30 PM 0 3 0 0 0 1 5 8 5 12 0 0 20 0 1 2 0 0 3 10 1 0 0 0 11 37 3:45 PM 0 5 0 0 1 1 5 8 5 12 0 0 25 0 0 1 3 0 0 3 8 0 0 0 0 0 8 4 14 Hourly Total 0 13 0 0 1 1 13 24 18 48 0 0 90 0 4 14 0 0 18 41 2 1 0 0 0 44 14:00 PM 2 6 2 0 7 10 9 9 22 0 0 40 2 2 5 0 0 9 9 1 1 0 0 0 11 70 4:15 PM 0 5 0 0 1 5 7 7 13 0 0 27 0 1 25 0 0 1 26 2 4 7 0 0 1 13 19 3 0 0 0 22 68 4:40 PM 0 7 0 0 0 7 9 5 12 0 1 26 2 4 7 0 0 1 13 19 3 0 0 0 22 68 4:45 PM 0 7 0 0 0 0 2 7 10 25 0 0 42 0 0 7 18 1 0 0 0 19 70 Hourly Total 2 2 0 2 0 0 8 2 4 32 31 72 0 1 135 4 7 25 0 1 36 58 7 2 2 0 0 6 67 262 5:00 PM 0 10 1 0 1 0 1 11 9 9 13 0 0 34 0 1 15 65 5:15 PM 0 5 0 0 6 5 11 0 1 11 9 9 13 0 0 34 0 1 15 64 5:45 PM 0 4 0 0 1 0 1 1 1 9 9 13 0 0 34 0 1 15 64 5:45 PM 0 5 0 0 6 5 11 6 17 0 0 34 0 1 1 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 1																										
345 PM	i		-	-								-			-			-								
Hourly Total 4:00 PM 2 6 2 0 7 10 9 9 92 2 0 0 4 14 0 0 18 41 2 1 0 0 0 44 165 4:00 PM 4:15 PM 0 5 0 0 1 5 7 7 13 0 0 2 7 0 1 26 2 2 5 0 0 9 9 9 1 1 0 0 0 115 54 4:30 PM 0 7 0 0 0 0 7 9 5 12 0 1 26 2 4 7 0 1 13 13 19 3 0 0 0 22 88 4:45 PM 0 2 0 0 0 0 2 7 10 25 0 0 42 0 0 7 10 13 13 19 3 0 0 0 19 70 Hourly Total 2 2 0 0 8 24 32 31 72 0 1 135 4 7 25 0 1 36 58 7 2 0 0 67 282 5:00 PM 0 10 1 0 1 1 0 1 11 9 9 13 0 0 31 0 15 65 5:30 PM 0 5 0 0 6 5 11 6 17 0 0 34 0 1 10 0 0 11 14 0 0 1 15 65 5:33 PM 0 4 0 0 7 0 0 0 1 0 1 4 14 9 14 0 0 37 1 0 4 0 0 5 17 1 1 0 0 0 18 64 5:45 PM 0 2 3 2 0 9 25 38 33 54 0 0 125 1 2 2 7 0 1 30 53 2 1 0 0 0 15 51 1 1 0 0 0 15 54 Hourly Total 0 23 2 0 9 9 25 38 33 54 0 0 125 1 2 2 7 0 1 30 53 2 1 0 0 0 15 51 1 1 0 0 0 15 54 Hourly Total 0 23 2 0 9 25 38 33 54 0 0 125 1 2 2 7 0 1 30 53 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															-						-					
4:00 PM																										
## 4:15 PM			-					-				-		-	-			-			-	-	-			
## 4:30 PM																					-	•				
Hourly Total 2 20 2 0 0 0 2 7 10 25 0 0 42 0 0 7 0 0 7 18 1 0 0 0 19 70 Hourly Total 2 20 2 0 8 24 32 31 72 0 1 135 4 7 25 0 1 36 58 7 2 0 0 67 262 5:00 PM 0 10 1 0 1 11 9 9 13 0 0 31 0 1 5 0 1 6 8 0 0 0 0 0 8 56 5:15 PM 0 5 0 0 6 5 111 6 17 0 0 34 0 1 10 0 0 11 14 0 1 0 0 15 65 5:30 PM 0 4 0 0 1 4 14 9 14 9 14 0 0 37 1 0 4 0 0 5 17 1 0 0 0 0 18 64 5:45 PM 0 4 1 0 1 5 4 9 10 0 0 23 2 0 9 25 38 33 54 0 0 125 1 2 27 0 1 30 53 2 1 0 0 56 236 6:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1																									
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6:00 PM																										
Grand Total 5 122 9 0 39 136 122 95 222 0 2 439 8 16 145 0 3 169 293 17 5 1 0 316 1060 Approach % 3.7 89.7 6.6 0.0 27.8 21.6 50.6 0.0 4.7 9.5 85.8 0.0 92.7 5.4 1.6 0.3 Total % 0.5 11.5 0.8 0.0 - 12.8 11.5 9.0 20.9 0.0 - 41.4 0.8 1.5 13.7 0.0 - 15.9 27.6 1.6 0.5 0.1 - 29.8 - Lights 3 122 7 0 - 132 121 94 213 0 - 428 8 13 144 0 - 165 284 15 3 1 - 303 1028 % Lights 60.0 100.0 77.8 97.1 99.2 98.9 95.9 97.5 100.0 81.3 99.3 97.6 96.9 88.2 60.0 100.0 - 95.9 97.0 Buses 2 0 2 0 - 4 1 1 1 5 0 0 - 7 0 3 1 1 0 - 4 7 1 2 0 - 10 25 % Buses 40.0 0.0 22.2 2.9 0.8 1.1 2.3 - 166 0.0 18.8 0.7 2.4 2.4 5.9 40.0 0.0 - 3.2 2.4 Trucks 0 0 0 0 0 0 - 0 0 0 0 4 0 - 4 0 - 4 0 0 0 0															-						-					$\overline{}$
Approach % 3.7 89.7 6.6 0.0 27.8 21.6 50.6 0.0 4.7 9.5 85.8 0.0 92.7 5.4 1.6 0.3 7 1.4 1.4 0.8 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5																										
Total % 0.5 11.5 0.8 0.0 - 12.8 11.5 9.0 20.9 0.0 - 41.4 0.8 1.5 13.7 0.0 - 15.9 27.6 1.6 0.5 0.1 - 29.8 - Lights 3 122 7 0 - 132 121 94 213 0 - 428 8 13 144 0 - 165 284 15 3 1 - 303 1028 60.0 100.0 77.8 - 97.1 99.2 98.9 95.9 - 97.5 100.0 81.3 99.3 - 97.6 96.9 88.2 60.0 100.0 - 95.9 97.0 80.8 80.8 40.0 0.0 22.2 - 4 1 1 1 5 0 0 - 7 0 3 1 0 0 81.3 99.3 - 97.6 96.9 88.2 60.0 100.0 - 95.9 97.0 80.8 80.8 40.0 0.0 22.2 - 2 2.9 0.8 1.1 2.3 - 16.6 0.0 18.8 0.7 - 2 2.4 2.4 5.9 40.0 0.0 - 3.2 2.4 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10															-							-				
Lights 3 122 7 0 - 132 121 94 213 0 - 428 8 13 144 0 - 165 284 15 3 1 - 303 1028 % Lights 60.0 100.0 77.8 - - 97.1 99.2 98.9 95.9 - - 97.5 100.0 81.3 99.3 - - 97.6 96.9 88.2 60.0 100.0 - 95.9 97.0 Buses 2 0 2 0 - 4 1 1 5 0 - 7 0 3 1 0 - 4 7 1 2 0 - 10 25 % Buses 40.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															-			-			-					-
% Lights 60.0 100.0 77.8 - - 97.1 99.2 98.9 95.9 - - 97.5 100.0 81.3 99.3 - - 97.6 96.9 88.2 60.0 100.0 - 95.9 97.0 Buses 2 0 2 0 - 4 1 1 5 0 - 7 0 3 1 0 - 4 7 1 2 0 - 10 25 % Buses 40.0 0.0 22.2 - - 2.9 0.8 1.1 2.3 - 1.6 0.0 18.8 0.7 - 2.4 2.4 2.9 40.0 0.0						-												-								-
Buses 2 0 2 0 - 4 1 1 5 0 - 7 0 3 1 0 - 4 7 1 2 0 - 10 25 % Buses 40.0 0.0 22.2 2.9 0.8 1.1 2.3 1.6 0.0 18.8 0.7 2.4 2.4 5.9 40.0 0.0 - 3.2 2.4 Trucks 0 0 0 0 0 - 0 0 0 0 4 0 - 4 0 0 0 0 0 0												-			-			-								-
% Buses 40.0 0.0 22.2 - - 2.9 0.8 1.1 2.3 - - 1.6 0.0 18.8 0.7 - - 2.4 2.4 5.9 40.0 0.0 - 3.2 2.4 Trucks 0															-						-	-				
Trucks 0 0 0 0 0 - 0 0 0 4 0 - 4 0 0 0 0 0 - 0 2 1 0 0 0 - 3 7 % Trucks 0.0 0.0 0.0 0 0 0 0 0 1.8 0.9 0.0 0.0 0.0 0.0 0.7 5.9 0.0 0.0 - 0.9 0.7 Bicycles on Crosswalk 0					0						0						0	-					-	-		
% Trucks 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.8 - 0.9 0.0 <t< td=""><td>% Buses</td><td></td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td><td>2.3</td><td>-</td><td>-</td><td>1.6</td><td></td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td></td></t<>	% Buses				-	-				2.3	-	-	1.6				-	-				-		-		
Bicycles on Crosswalk 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0										-			-			-			-		
Crosswalk 0		0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.8	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.7	5.9	0.0	0.0	-	0.9	0.7
on Crosswalk 0.0 0.0 0.0	Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians - - 39 - - 2 - - 3 - - 0 - % 100.0<	on	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
% 1000 1000 1000		-				39	-	_						-				3		_				0		_
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www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Site Code: Start Date: 05/21/2024 Page No: 2



Turning Movement Data Plot



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Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Site Code: Start Date: 05/21/2024 Page No: 3

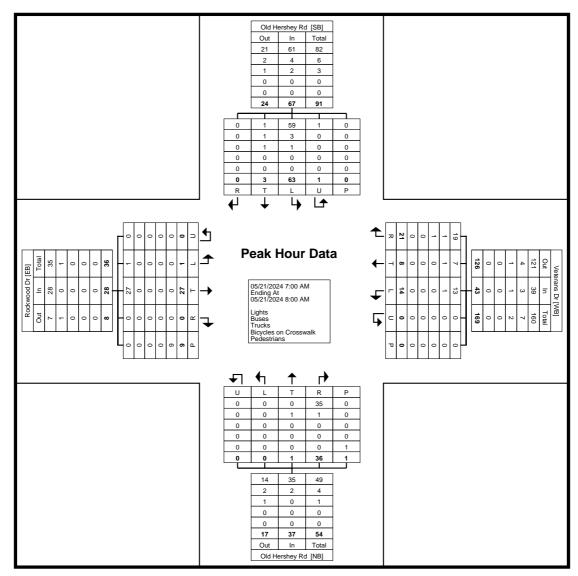
Turning Movement Peak Hour Data (7:00 AM)

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			Rockw	ood Dr					Vetera	ans Dr				(Old Her	shey R	d			(Old Her	shey Ro	t		
			Eastb	ound					West	bound					North	bound					South	bound			
Start Time	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Int. Total
7:00 AM	1	9	0	0	3	10	3	1	1	0	0	5	0	1	10	0	0	11	15	1	0	0	0	16	42
7:15 AM	0	10	0	0	3	10	5	4	6	0	0	15	0	0	11	0	0	11	23	1	0	1	0	25	61
7:30 AM	0	5	0	0	1	5	1	2	7	0	0	10	0	0	8	0	0	8	13	1	0	0	0	14	37
7:45 AM	0	3	0	0	2	3	5	1	7	0	0	13	0	0	7	0	1	7	12	0	0	0	0	12	35
Total	1	27	0	0	9	28	14	8	21	0	0	43	0	1	36	0	1	37	63	3	0	1	0	67	175
Approach %	3.6	96.4	0.0	0.0		_	32.6	18.6	48.8	0.0		_	0.0	2.7	97.3	0.0		_	94.0	4.5	0.0	1.5	_	_	
Total %	0.6	15.4	0.0	0.0	-	16.0	8.0	4.6	12.0	0.0	-	24.6	0.0	0.6	20.6	0.0	-	21.1	36.0	1.7	0.0	0.6	-	38.3	_
PHF	0.250			0.000	-	0.700	0.700	0.500		0.000	-	0.717	0.000		0.818		-	0.841	0.685	0.750		0.250	-		0.717
Lights	1	27	0	0	-	28	13	7	19	0		39	0	0	35	0	-	35	59	1	0	1	-	61	163
% Lights	100.0	100.0	-	-	-	100.0	92.9	87.5	90.5	-	-	90.7	-	0.0	97.2	-	-	94.6	93.7	33.3	-	100.0	-	91.0	93.1
Buses	0	0	0	0	-	0	1	1	1	0	-	3	0	1	1	0	-	2	3	1	0	0	-	4	9
% Buses	0.0	0.0	-	-	-	0.0	7.1	12.5	4.8	-	-	7.0	-	100.0	2.8	-	-	5.4	4.8	33.3	-	0.0	-	6.0	5.1
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1	1	0	0	-	2	3
% Trucks	0.0	0.0	-	-	-	0.0	0.0	0.0	4.8	-	-	2.3	-	0.0	0.0	-	-	0.0	1.6	33.3	-	0.0	-	3.0	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Site Code: Start Date: 05/21/2024 Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Site Code: Start Date: 05/21/2024 Page No: 5

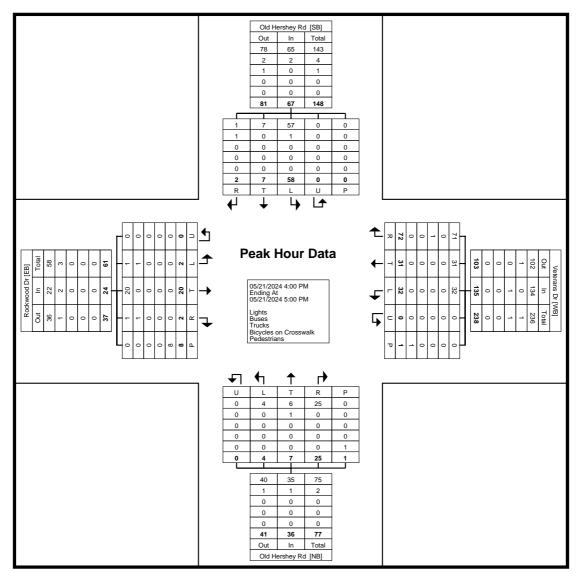
Turning Movement Peak Hour Data (4:00 PM)

			Rockw	ood Dr				3	Veter	ans Dr					Old Her	shey R	d	,		(Old Her	shey Ro	d		
			Eastb	ound					West	bound					North	bound					South	bound			
Start Time	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Int. Total
4:00 PM	2	6	2	0	7	10	9	9	22	0	0	40	2	2	5	0	0	9	9	1	1	0	0	11	70
4:15 PM	0	5	0	0	1	5	7	7	13	0	0	27	0	1	6	0	0	7	12	2	1	0	0	15	54
4:30 PM	0	7	0	0	0	7	9	5	12	0	1	26	2	4	7	0	1	13	19	3	0	0	0	22	68
4:45 PM	0	2	0	0	0	2	7	10	25	0	0	42	0	0	7	0	0	7	18	1	0	0	0	19	70
Total	2	20	2	0	8	24	32	31	72	0	1	135	4	7	25	0	1	36	58	7	2	0	0	67	262
Approach %	8.3	83.3	8.3	0.0	-	-	23.7	23.0	53.3	0.0	-	-	11.1	19.4	69.4	0.0	-	-	86.6	10.4	3.0	0.0	-	-	-
Total %	0.8	7.6	0.8	0.0	-	9.2	12.2	11.8	27.5	0.0	-	51.5	1.5	2.7	9.5	0.0	-	13.7	22.1	2.7	0.8	0.0	-	25.6	-
PHF	0.250	0.714	0.250	0.000	-	0.600	0.889	0.775	0.720	0.000	-	0.804	0.500	0.438	0.893	0.000	-	0.692	0.763	0.583	0.500	0.000	-	0.761	0.936
Lights	1	20	1	0	-	22	32	31	71	0	-	134	4	6	25	0	-	35	57	7	1	0	-	65	256
% Lights	50.0	100.0	50.0	-	-	91.7	100.0	100.0	98.6	-	-	99.3	100.0	85.7	100.0	-	-	97.2	98.3	100.0	50.0	-	-	97.0	97.7
Buses	1	0	1	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	1	0	1	0	-	2	5
% Buses	50.0	0.0	50.0	-	-	8.3	0.0	0.0	0.0	-	-	0.0	0.0	14.3	0.0	-	-	2.8	1.7	0.0	50.0	-	-	3.0	1.9
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.4	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	_	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Site Code: Start Date: 05/21/2024 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Sat Site Code: Start Date: 06/01/2024 Page No: 1

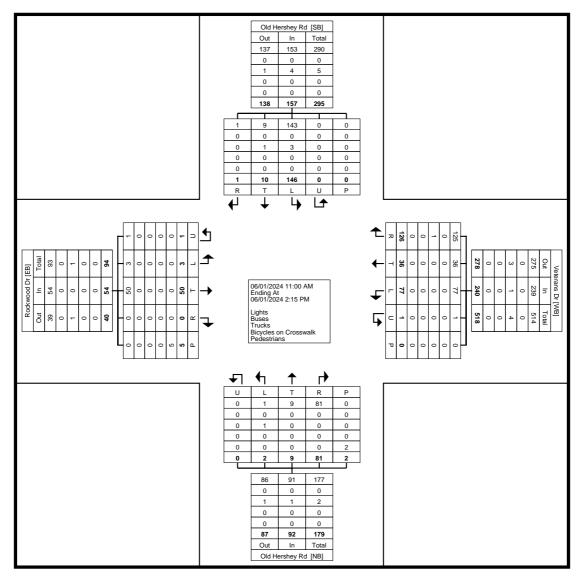
Turning Movement Data

									ı uı	min	g ivi	ove	mer	זנ ט	ala										
			Rockw	ood Dr					Vetera	ans Dr				(Old Hers	shey Ro	t			(Old Hers	shey Ro	d		1
			Eastb	ound					West	oound					Northb	oound					South	oound			1
Start Time	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Int. Total
11:00 AM	0	6	0	0	0	6	5	4	6	0	0	15	1	2	3	0	0	6	20	2	0	0	0	22	49
11:15 AM	0	3	0	0	0	3	5	2	12	0	0	19	0	2	13	0	2	15	12	1	0	0	0	13	50
11:30 AM	0	1	0	0	0	1	7	5	14	0	0	26	0	1	8	0	0	9	10	0	0	0	0	10	46
11:45 AM	1	7	0	0	1	8	3	5	8	0	0	16	0	1	4	0	0	5	12	0	0	0	0	12	41
Hourly Total	1	17	0	0	1	18	20	16	40	0	0	76	1	6	28	0	2	35	54	3	0	0	0	57	186
12:00 PM	0	5	0	0	1	5	7	4	13	0	0	24	1	0	9	0	0	10	7	0	0	0	0	7	46
12:15 PM	0	4	0	0	1	4	9	0	8	0	0	17	0	0	8	0	0	8	14	1	0	0	0	15	44
12:30 PM	1	6	0	0	1	7	13	1	12	0	0	26	0	1	9	0	0	10	9	2	0	0	0	11	54
12:45 PM	1	1	0	0	0	2	8	1	11	0	0	20	0	1	5	0	0	6	15	0	1	0	0	16	44
Hourly Total	2	16	0	0	3	18	37	6	44	0	0	87	1	2	31	0	0	34	45	3	1	0	0	49	188
1:00 PM	0	1	0	0	1	1	5	3	12	0	0	20	0	0	3	0	0	3	13	1	0	0	0	14	38
1:15 PM	0	7	0	0	0	7	5	2	15	0	0	22	0	0	4	0	0	4	11	1	0	0	0	12	45
1:30 PM	0	2	0	1	0	3	6	4	11	0	0	21	0	1	7	0	0	8	11	0	0	0	0	11	43
1:45 PM	0	7	0	0	0	7	4	5	4	1	0	14	0	0	8	0	0	8	12	2	0	0	0	14	43
Hourly Total	0	17	0	1	1	18	20	14	42	1	0	77	0	1	22	0	0	23	47	4	0	0	0	51	169
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	3	50	0	1	5	54	77	36	126	1	0	240	2	9	81	0	2	92	146	10	1	0	0	157	543
Approach %	5.6	92.6	0.0	1.9	-	-	32.1	15.0	52.5	0.4	-	_	2.2	9.8	88.0	0.0	-	-	93.0	6.4	0.6	0.0	-	-	-
Total %	0.6	9.2	0.0	0.2	-	9.9	14.2	6.6	23.2	0.2	-	44.2	0.4	1.7	14.9	0.0	-	16.9	26.9	1.8	0.2	0.0	-	28.9	-
Lights	3	50	0	1	-	54	77	36	125	1	-	239	1	9	81	0	-	91	143	9	1	0	-	153	537
% Lights	100.0	100.0	-	100.0	-	100.0	100.0	100.0	99.2	100.0	-	99.6	50.0	100.0	100.0	-	-	98.9	97.9	90.0	100.0	-	-	97.5	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	1	0	0	0	-	1	3	1	0	0	-	4	6
% Trucks	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.8	0.0	-	0.4	50.0	0.0	0.0	-	-	1.1	2.1	10.0	0.0	-	-	2.5	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	•	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	_	_	-	5	-	-	-	-	-	0	-	-	-	_	-	2	-	-	-	_	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-		-	-	-	-



www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Sat Site Code: Start Date: 06/01/2024 Page No: 2



Turning Movement Data Plot



www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Sat Site Code: Start Date: 06/01/2024 Page No: 3

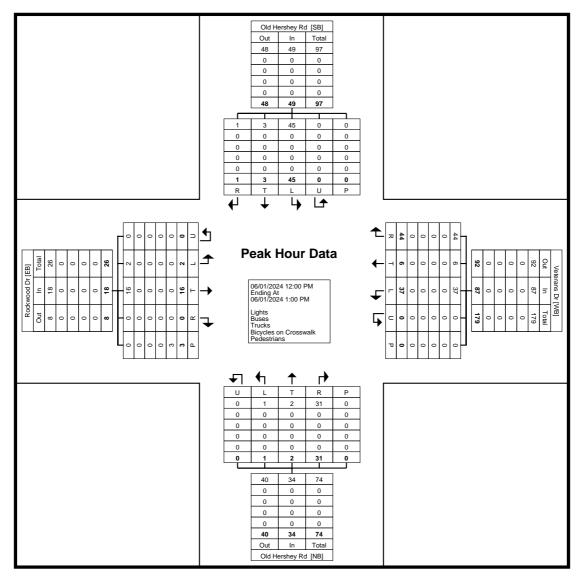
Turning Movement Peak Hour Data (12:00 PM)

			Rockw	ood Dr			`	,	Vetera	ans Dr				(Old Her	\ shey R	d	,		(Old Her	shey Ro	d		1
			Eastb	ound					Westl	bound					North	bound					South	bound			
Start Time	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Left	Thru	Right	U- Turn	Peds	App. Total	Int. Total
12:00 PM	0	5	0	0	1	5	7	4	13	0	0	24	1	0	9	0	0	10	7	0	0	0	0	7	46
12:15 PM	0	4	0	0	1	4	9	0	8	0	0	17	0	0	8	0	0	8	14	1	0	0	0	15	44
12:30 PM	1	6	0	0	1	7	13	1	12	0	0	26	0	1	9	0	0	10	9	2	0	0	0	11	54
12:45 PM	1	1	0	0	0	2	8	1	11	0	0	20	0	1	5	0	0	6	15	0	1	0	0	16	44
Total	2	16	0	0	3	18	37	6	44	0	0	87	1	2	31	0	0	34	45	3	1	0	0	49	188
Approach %	11.1	88.9	0.0	0.0	-	-	42.5	6.9	50.6	0.0	-	-	2.9	5.9	91.2	0.0	-	-	91.8	6.1	2.0	0.0	-	-	-
Total %	1.1	8.5	0.0	0.0	-	9.6	19.7	3.2	23.4	0.0	-	46.3	0.5	1.1	16.5	0.0	-	18.1	23.9	1.6	0.5	0.0	-	26.1	-
PHF	0.500	0.667	0.000	0.000	-	0.643	0.712	0.375	0.846	0.000	-	0.837	0.250	0.500	0.861	0.000	-	0.850	0.750	0.375	0.250	0.000	-	0.766	0.870
Lights	2	16	0	0	-	18	37	6	44	0	-	87	1	2	31	0	-	34	45	3	1	0	-	49	188
% Lights	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	_	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



www.TSTData.com Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Old Hershey Rd & Veterans Dr/Rockwood Dr Sat Site Code: Start Date: 06/01/2024 Page No: 4



Turning Movement Peak Hour Data Plot (12:00 PM)

Thu May 30, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Rt. 743 Southb								Mt. Gre Southw								Holly St Westboo							
Time	R	T	L	HL	U	RR	App	Ped*	HR	BR	BL	HL	U I	HRR	App	Ped*	HR	R	T	L	U	HRR	App	Ped:
2024-05-30 6:00AM	1 3	30	0	1	0	0	34	0	15	0	8	0	0	0	23	0	0	30	1	0	0	0	31	
6:15AM	1	55	9	6	0	0	71	0	19	7	6	1	0	0	33	0	1	38	0	0	0	0	39	
6:30AM	5	45	9	0	0	1	60	0	37	7	12	0	0	0	56	0	0	42	2	0	0	1	45	
6:45AM	[2	80	12	8	0	1	103	0	24	6	13	0	0	0	43	0	0	35	2	0	0	0	37	
Hourly Total	11	210	30	15	0	2	268	0	95	20	39	1	0	0	155	0	1	145	5	0	0	1	152	
7:00AM	5	73	16	4	0	0	98	0	44	3	14	2	0	0	63	0	0	50	0	0	0	0	50	
7:15AM	5	72	20	8	0	4	109	0	26	4	9	3	0	0	42	0	1	48	1	0	0	0	50	
7:30AM	[4	64	24	8	0	0	100	0	49	1	14	3	0	0	67	0	4	60	2	3	0	0	69	
7:45AM	6	120	37	3	0	0	166	1	19	0	21	1	0	0	41	0	5	58	0	5	0	0	68	
Hourly Total	1 20	329	97	23	0	4	473	1	138	8	58	9	0	0	213	0	10	216	3	8	0	0	237	
8:00AM	6	56	20	9	0	1	92	0	31	3	7	0	0	0	41	0	1	30	0	0	0	0	31	
8:15AM	5	66	12	10	0	1	94	0	20	2	10	3	0	0	35	0	2	25	1	1	0	0	29	
8:30AM	5	60	23	5	0	2	95	0	25	1	13	1	0	0	40	0	0	31	0	0	0	0	31	
8:45AM	0	95	16	6	0	1	118	0	12	4	15	1	0	0	32	0	0	25	2	2	0	0	29	
Hourly Total	16	277	71	30	0	5	399	0	88	10	45	5	0	0	148	0	3	111	3	3	0	0	120	
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00PM	5	93	21	17	0	1	137	0	17	0	13	0	0	0	30	1	0	28	3	2	0	0	33	
3:15PM	I 6	132	17	26	0	0	181	0	8	2	9	0	0	0	19	1	5	35	3	2	0	0	45	_
3:30PM	8	111	28	23	0	2	172	0	12	2	20	0	0	0	34	0	6	41	1	1	0	0	49	_
3:45PM	[2	112	35	32	0	1	182	0	12	0	21	2	0	0	35	0	2	49	1	1	0	0	53	
Hourly Total	1 21	448	101	98	0	4	672	0	49	4	63	2	0	0	118	2	13	153	8	6	0	0	180	
4:00PM	1 5	110	31	18	0	0	164	0	15	1	18	3	0	0	37	0	3	44	1	1	0	0	49	_
4:15PM	13	122	30	28	0	2	195	0	16	1	18	1	0	0	36	0	1	30	0	1	0	0	32	
4:30PM	8	112	26	29	0	0	175	0	16	1	12	2	0	0	31	0	4	31	1	4	0	0	40	
4:45PM	8	134	23	28	0	0	193	0	10	1	11	1	0	0	23	1	0	43	2	1	0	0	46	_
Hourly Total	1 34	478	110	103	0	2	727	0	57	4	59	7		0	127	1	8	148	4	7	0	0	167	
5:00PM	1 9	140	27	25	0	1	202	0	26	3	26	1	0	0	56	0	2	20	2	0	0	2	26	_
5:15PM	1 5	127	33	24	0	1	190	0	17	2	20	1	0	0	40	0	1	29	2	1	0	0	33	
5:30PM	[4	121	29	23	0	2	179	0	23	6	20	1	0	0	50	0	0	22	1	2	0	0	25	_
5:45PM	1 5	115	30	27	0	1	178	0	26	1	22	2	0	0	51	0	4	35	0	1	0	0	40	_
Hourly Total	1 23	503	119	99	0	5	749	0	92	12	88	5	0	0	197	0	7	106	5	4	0	2	124	
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	125	2245	528	368	0	22	3288	1	519	58	352	29	0	0	958	3	42	879	28	28	0	3	980	
% Approach	+		16.1%				-		54.2%			3.0% (0%	-		4.3% 8			2.9%	_			
% Total		27.0%	6.4%	4.4%			39 6%		6.2%		4.2%	0.3% (11.5%		0.5% 1			0.3%			1.8%	
Lights	_		510	354	0		3125		502	58	343	25	0	0	928		37	863	28	25	0	3	956	
% Lights	_		96.6%						96.7%						96.9%		88.1% 9				_			_
Articulated Trucks and	_	J 11570	50.070	00.270	0,03	200702	201070		5017 70	10070	571170	00.270	0,0	0,00	70.070		001170		100700		0,0	100701		
Single-Unit Trucks	1	118	4	9	0	0	133	-	14	0	8	3	0	0	25	-	2	7	0	0	0	0	9	
% Articulated Trucks and	1	F 20/	0.00/	2 40/	00/	00/	4.00/		2.70/	00/	2.20/	10 20/ (00/	00/	2.00/		4.00/	0.00/	00/	00/	00/	00/	0.00/	
Single-Unit Trucks	_	5.3%					4.0%		2.7%			10.3% (2.6%		4.8%		0%	0%			0.9%	
Buses 9/ Process	_	0.50/	14		0	0	30		3	0	0.20/		0	0	5	-	3 7 10/	9	0 00/ 1		0	0	15	
% Buses	_	0.5%	2.7%				0.9%	-	0.6%			3.4% (0.5%	-	7.1%		υ% 1	0.7%			1.5%	
Pedestrians	_	-	-	-	-	-	-	1000/	-	-	-	-	-	-	-	3	-	-	-	-	-		-	-
% Pedestrians	+	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-		-	09
Bicycles on Crosswalk		-	-		-	-	-	0		-	-	-	-	-	-	0	-	-	-	-			-	1.0.0.
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	- 1	1009

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu May 30, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US

g		Rt. 743	1							Turkev	Hill Driv	zeway					
ection		Northb								Eastbou		cway					
me		R	BR	Т	L	U R	D	App	Ped*	R	T	BL	L	U RF	R App	Ped*	Int
	30 6:00AM	0	5	69	5		0	79	0	0	1	0		0 1		0	-
2024 05	6:15AM	1	7	87	4		0	99	0	1	1	1			1 11	0	_
	6:30AM	0	13	83	3		0	99	0	3	1	1			13	0	-
	6:45AM	1	12	108	1		0	122	0	3	3	1			3 15	0	-
п	Hourly Total	2	37	347	13		0	399	0	7	6	3		0 9		0	-
n	7:00AM	0	11	95			0	107	0	5	3	2			2 16	0	-
		0	13	115	7		0	135	0	4	2					0	-
	7:15AM	1	9	101	3		0	114	0	3	0	1			19	0	-
	7:30AM																-
	7:45AM	1	11	108	3		0	123	0	2	1	0			10	0	_
Н	Iourly Total	2	44	419	14		0	479	0	14	6	4		0 9		0	-
	8:00AM	1	10	73	0		0	84	0	4	1	1			10	0	-
	8:15AM	0	10	85	6		0	101	0	3	1	1			2 10	0	-
	8:30AM	1	11	64	4		0	80	0	3	1	2		0 1		0	-
	8:45AM	1	12	62	1		0	76	0	0	0	1			2 6	0	_
н	Iourly Total	3	43	284	11		0	341	0	10	3	5			40	0	-
	9:00AM	0	0	0	1		0	1	0	0	0	0			0	0	-
Н	Iourly Total	0	0	0	1		0	1	0	0	0	0			0	0	-
	3:00PM	3	20	106	4	0	0	133	5	3	3	1	9	0 2	18	0	
	3:15PM	2	25	91	2	0	0	120	4	3	0	3			2 14	0	
	3:30PM	1	22	105	2	0	0	130	0	4	1	0	6	0 3	3 14	0	
	3:45PM	2	20	104	0	0	0	126	0	2	1	0	2	0 1	6	0	
Н	Iourly Total	8	87	406	8	0	0	509	9	12	5	4	23	0 0	52	0	:
	4:00PM	0	23	107	3	0	0	133	0	3	1	0	5	0 1	10	1	
	4:15PM	0	17	127	5	0	0	149	22	3	2	7	8	0 (20	0	
	4:30PM	1	23	108	2	0	0	134	1	3	0	2	5	0 3	3 13	0	
	4:45PM	3	13	88	4	0	0	108	0	2	1	1	5	0 2	2 11	0	Π
Н	Iourly Total	4	76	430	14	0	0	524	23	11	4	10	23	0 6	5 54	1	
	5:00PM	2	15	90	3	0	0	110	0	4	3	3	6	0 1	17	0	П
	5:15PM	0	25	102	5	0	0	132	0	4	3	2	6	0 (15	1	
	5:30PM	0	29	97	5	0	0	131	0	4	2	3	6	0 4	19	0	П
	5:45PM	2	40	102	3	0	0	147	1	4	2	2	6	0 1	15	0	П
Н	Iourly Total	4	109	391	16	0	0	520	1	16	10	10	24	0 6	66	1	
	6:00PM	0	0	1	0	0	0	1	0	0	0	0	0	0 (0	0	П
Н	Iourly Total	0	0	1	0	0	0	1	0	0	0	0	0	0 () 0	0	
	Total	23	396	2278	77	0	0	2774	33	70	34	36	130	0 43	313	2	8
9,	6 Approach			82.1%									41.5% 09				H
	% Total	0.3%		27.4%				33 4%		0.8%	0.4%	0.4%	1.6% 09				Н
	Lights	23	376	2167		0		2643		68	34	36	129				7
	% Lights			95.1%						97.1%			99.2% 09		99.0%		95
Articulated Trucks and Single-U		0	18	107	0			125		2	0	0	1) 3		3.
% Articulated Trucks and Single-U		0%	4.5%	4.7%		0% 09		4.5%		2.9%	0%	0%	0.8% 09				3
70 Articulated Trucks and Siligle-C		0%	4.5%	4.7%	0%	0% 0		4.5%		2.9%	0%	0%	0.8% 05				+
	Buses 0/ Buses	_							-								Η,
	% Buses	0%	0.5%	0.2%	υ%	0% 09	7 0	0.2%	- 0.1	0%	0%	0%	0% 09			-	(
	Pedestrians	-	-	-	-	-	-	-	31	-	-	-				1	\vdash
	Pedestrians		-	-	-				93.9%	-	-	-	-			50.0%	┺
Bicycles on		_	-	-	-	-	-	-	2	-	-	-				1	⊢
% Bicycles on	Crosswalk	-	-	-	-	-	-	-	6.1%	-	-	-	-	-		50.0%	L

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu May 30, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

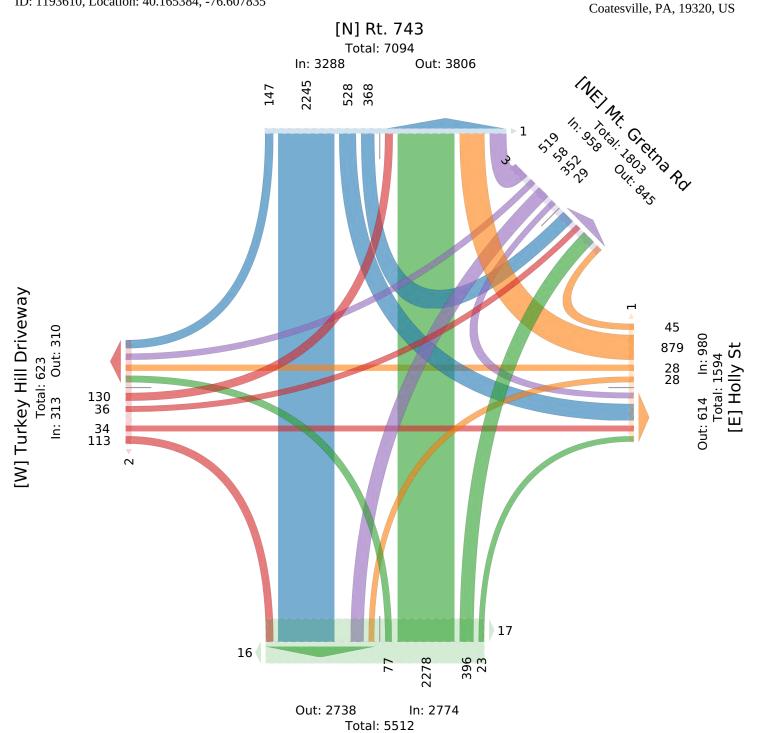
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road,



[S] Rt. 743

Thu May 30, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on

Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 743	}							Mt. Gr	etna Ro	1						Holly S	St						
Direction	Southb	ound							Southv	vestbou	ınd						Westbo	ound						
Time	R	T	L	HL	U	RR	App	Ped*	HR	BR	BL	HL	U	HRR	App 1	Ped*	HR	R	T	L	UE	IRR	App P	ed*
2024-05-30 7:00AM	5	73	16	4	0	0	98	0	44	3	14	2	0	0	63	0	0	50	0	0	0	0	50	0
7:15AM	5	72	20	8	0	4	109	0	26	4	9	3	0	0	42	0	1	48	1	0	0	0	50	0
7:30AM	4	64	24	8	0	0	100	0	49	1	14	3	0	0	67	0	4	60	2	3	0	0	69	0
7:45AM	6	120	37	3	0	0	166	1	19	0	21	1	0	0	41	0	5	58	0	5	0	0	68	0
Total	20	329	97	23	0	4	473	1	138	8	58	9	0	0	213	0	10	216	3	8	0	0	237	0
% Approach	4.2%	69.6%	20.5%	4.9%	0%	0.8%	-	-	64.8%	3.8%	27.2%	4.2%	0%	0%	-	-	4.2%	91.1%	1.3%	3.4% ()%	0%	-	-
% Total	1.4%	22.6%	6.7%	1.6%	0%	0.3%	32.4%	-	9.5%	0.5%	4.0%	0.6%	0%	0%	14.6%	-	0.7%	14.8%	0.2%	0.5% ()%	0% 1	16.3%	-
PHF	0.833	0.685	0.655	0.719	-	0.250	0.712	-	0.704	0.500	0.690	0.750	-	-	0.795	-	0.500	0.900	0.375	0.400	-	-	0.859	-
Lights	19	286	87	20	0	4	416	-	133	8	56	7	0	0	204	-	7	212	3	5	0	0	227	-
% Lights	95.0%	86.9%	89.7%	87.0%	0%	100%	87.9%	-	96.4%	100%	96.6%	77.8%	0%	0%	95.8%	-	70.0%	98.1%	100%	62.5% ()%	0% 9	95.8%	-
Articulated Trucks and Single-Unit Trucks	1	40	3	1	0	0	45	-	5	0	2	1	0	0	8	-	1	0	0	0	0	0	1	-
% Articulated Trucks and	- 00/	10.00/	2.40/	4.00/	00/	00/	. =		2 60/	00/	2 404	44.407	00/	00/	2.00/		40.00/	00/	00/	00/	201	00/	0.40/	
Single-Unit Trucks	_	12.2%		4.3%			9.5%		3.6%			11.1%			3.8%		10.0%	0%		0% (0.4%	
Buses	0	3	7		0	0	12	-	0		0	1		0	1	-	2	4	0	3		0	9	_
% Buses	0%	0.9%	7.2%	8.7%	0%	0%	2.5%	-	0%	0%	0%	11.1%	0%	0%	0.5%	-	20.0%	1.9%	0%	37.5% ()%	0%	3.8%	
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu May 30, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 743	}							Turkey l	Hill Driv	eway						
Direction	Northb	ound							Eastbou	nd							
Time	R	BR	T	L	U	RR	App	Ped*	R	T	BL	L	U	RR	App	Ped*	Int
2024-05-30 7:00AM	0	11	95	1	0	0	107	0	5	3	2	4	0	2	16	0	334
7:15AM	0	13	115	7	0	0	135	0	4	2	1	11	0	1	19	0	355
7:30AM	1	9	101	3	0	0	114	0	3	0	1	5	0	2	11	0	361
7:45AM	1	11	108	3	0	0	123	0	2	1	0	3	0	4	10	0	408
Total	2	44	419	14	0	0	479	0	14	6	4	23	0	9	56	0	1458
% Approach	0.4%	9.2%	87.5%	2.9%	0%	0%	-	-	25.0%	10.7%	7.1%	41.1%	0%	16.1%	-	-	-
% Total	0.1%	3.0%	28.7%	1.0%	0%	0%	32.9%	-	1.0%	0.4%	0.3%	1.6%	0%	0.6%	3.8%	-	-
PHF	0.500	0.846	0.911	0.500	-	-	0.887	-	0.700	0.500	0.500	0.523	-	0.563	0.737	-	0.893
Lights	2	39	393	14	0	0	448	-	13	6	4	23	0	9	55	-	1350
% Lights	100%	88.6%	93.8%	100%	0%	0%	93.5%	-	92.9%	100%	100%	100%	0%	100%	98.2%	-	92.6%
Articulated Trucks and Single-Unit Trucks	0	5	23	0	0	0	28	-	1	0	0	0	0	0	1	-	83
% Articulated Trucks and Single-Unit Trucks	0%	11.4%	5.5%	0%	0%	0%	5.8%	-	7.1%	0%	0%	0%	0%	0%	1.8%	-	5.7%
Buses	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	25
% Buses	0%	0%	0.7%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	0%	-	1.7%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu May 30, 2024

AM Peak (7 AM - 8 AM)

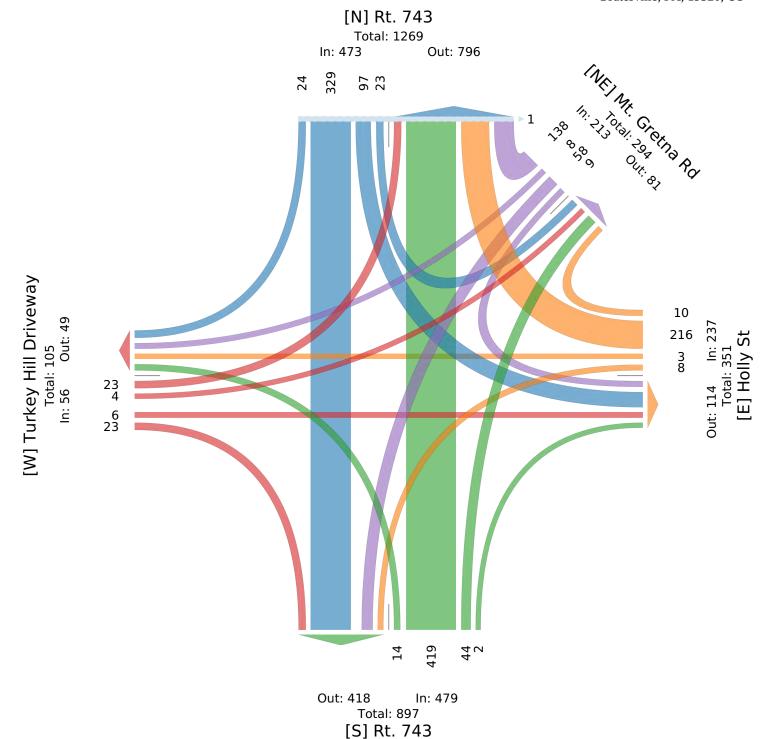
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US



Thu May 30, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 74	3							Mt. Gr	etna R	d						Holly S	St						
Direction	South	oound							Southy	vestboi	ınd						Westb							
Time	R	Т	L	HL	U	RR	Ar	p Ped*	HR	BR	BL	HL	U	HRR	App Pe	d*	HR	R	Т	L	U	HRR	Арр	Ped*
2024-05-30 5:00PM	9	140	27	25	0	1	20		26	3	26	1	0	0	56	0	2	20	2	0	0	2	26	1
5:15PM	5	127	33	24	0	1	19	90 0	17	2	20	1	0	0	40	0	1	29	2	1	0	0	33	0
5:30PM	4	121	29	23	0	2	17	79 0	23	6	20	1	0	0	50	0	0	22	1	2	0	0	25	0
5:45PM	5	115	30	27	0	1	17	78 0	26	1	22	2	0	0	51	0	4	35	0	1	0	0	40	0
Total	23	503	119	99	0	5	74	19 0	92	12	88	5	0	0	197	0	7	106	5	4	0	2	124	1
% Approach	3.1%	67.2%	15.9%	13.2%	0%	0.7%			46.7%	6.1%	44.7%	2.5% (0%	0%	-	-	5.6%	85.5%	4.0%	3.2%	0%	1.6%	-	
% Total	1.4%	30.4%	7.2%	6.0%	0%	0.3%	45.2°	% -	5.6%	0.7%	5.3%	0.3% (0%	0%	11.9%	-	0.4%	6.4%	0.3%	0.2%	0%	0.1%	7.5%	-
PHF	0.639	0.898	0.902	0.917	-	0.625	0.92	27 -	0.885	0.500	0.846	0.625	-	-	0.879	-	0.438	0.757	0.625	0.500	-	0.250	0.775	-
Lights	23	491	117	98	0	5	73	34 -	92	12	88	5	0	0	197	-	7	105	5	4	0	2	123	-
% Lights	100%	97.6%	98.3%	99.0%	0%	100% !	98.0	% -	100%	100%	100%	100% (0%	0%	100%	-	100%	99.1%	100%	100%	0%	100%	99.2%	-
Articulated Trucks and Single-Unit Trucks		12	0	0	0	0	1	12 -	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	_
% Articulated Trucks and Single-Unit Trucks		2.4%	0%	0%	0%	0%	1.69	% -	0%	0%	0%	0% (0%	0%	0%	-	0%	0.9%	0%	0%	0%	0%	0.8%	_
Buses	0	0	2	1	0	0		3 -	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	1.7%	1.0%	0%	0%	0.49	% -	0%	0%	0%	0% (0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-		- 0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%
Bicycles on Crosswalk	-	-	-	-	-	-		- 0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu May 30, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 743	3							Turkey 1	Hill Driv	veway						
Direction	Northb	ound							Eastbou	nd							
Time	R	BR	T	L	U	RR	App	Ped*	R	T	BL	L	U	RR	App	Ped*	Int
2024-05-30 5:00PM	2	15	90	3	0	0	110	0	4	3	3	6	0	1	17	0	411
5:15PM	0	25	102	5	0	0	132	0	4	3	2	6	0	0	15	1	410
5:30PM	0	29	97	5	0	0	131	0	4	2	3	6	0	4	19	0	404
5:45PM	2	40	102	3	0	0	147	1	4	2	2	6	0	1	15	0	431
Total	4	109	391	16	0	0	520	1	16	10	10	24	0	6	66	1	1656
% Approach	0.8%	21.0%	75.2%	3.1%	0%	0%	-	-	24.2%	15.2%	15.2%	36.4%	0%	9.1%	-	-	-
% Total	0.2%	6.6%	23.6%	1.0%	0%	0%	31.4%	-	1.0%	0.6%	0.6%	1.4%	0%	0.4%	4.0%	-	-
PHF	0.500	0.681	0.958	0.800	-	-	0.884	-	1.000	0.833	0.833	1.000	-	0.375	0.868	-	0.961
Lights	4	107	384	16	0	0	511	-	16	10	10	24	0	6	66	-	1631
% Lights	100%	98.2%	98.2%	100%	0%	0%	98.3%	-	100%	100%	100%	100%	0%	100%	100%	-	98.5%
Articulated Trucks and Single-Unit Trucks	0	1	7	0	0	0	8	-	0	0	0	0	0	0	0	-	21
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	1.8%	0%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	0%	0%	-	1.3%
Buses	0	1	0	0	0	0	1	-	0	0	0	0	0	0	0	-	4
% Buses	0%	0.9%	0%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	0%	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu May 30, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

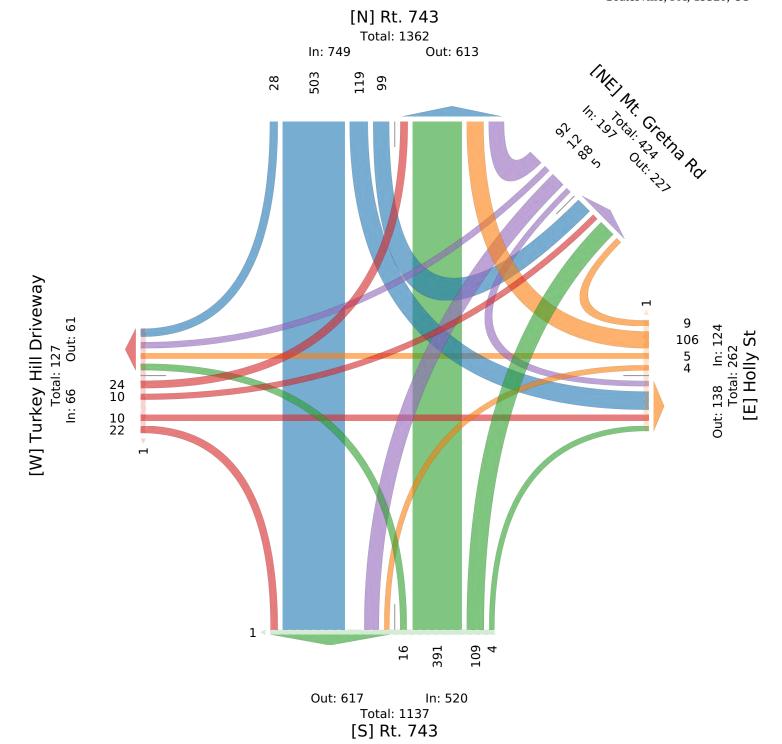
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193610, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road, Coatesville, PA, 19320, US



Sat Jun 1, 2024

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



Leg	Rt. 743	3							Mt. Gre	tna Ro	i						Holly							
Direction	Southb	ound							Southw	estbou	ınd						Westb	ound						
Time	R	T	L	HL	U	RR	App P	ed*	HR	BR	BL	HL	U	HRR	App I	ed*	HR	R	T	L	U	HRR	App 1	Ped*
2024-06-01 11:00AM	12	67	12	12	0	0	103	0	10	1	8	1	0	1	21	0	4	17	0	0	0	0	21	0
11:15AM	4	72	15	14	0	1	106	0	16	3	10	1	0	0	30	0	5	20	3	1	0	0	29	0
11:30AM	6	73	18	13	0	1	111	0	16	0	14	1	0	0	31	0	4	22	1	1	0	0	28	0
11:45AM	8	74	11	13	0	1	107	0	13	1	12	2	0	0	28	0	4	25	3	1	0	0	33	0
Hourly Total	30	286	56	52	0	3	427	0	55	5	44	5	0	1	110	0	17	84	7	3	0	0	111	0
12:00PM	6	76	19	18	0	1	120	0	8	5	10	1	0	0	24	0	2	17	0	0	0	2	21	0
12:15PM	5	88	14	16	0	1	124	0	11	3	12	3	0	0	29	0	0	22	2	1	0	0	25	0
12:30PM	4	71	18	10	0	0	103	0	12	1	11	1	0	0	25	0	3	22	1	0	0	0	26	0
12:45PM	7	82	16	24	0	0	129	0	13	3	12	1	0	0	29	0	4	22	2	0	0	0	28	0
Hourly Total	22	317	67	68	0	2	476	0	44	12	45	6	0	0	107	0	9	83	5	1	0	2	100	0
1:00PM	7	69	12	9	0	2	99	0	16	1	14	0	0	1	32	0	1	25	4	0	0	0	30	0
1:15PM	4	59	14	19	0	0	96	0	18	2	16	0	0	0	36	0	1	19	1	1	0	0	22	0
1:30PM	2	66	8	16	0	0	92	0	12	2	15	1	0	0	30	0	1	19	2	3	0	0	25	0
1:45PM	8	73	20	21	0	1	123	0	16	4	13	0	0	0	33	0	0	22	2	0	0	0	24	0
Hourly Total	21	267	54	65	0	3	410	0	62	9	58	1	0	1	131	0	3	85	9	4	0	0	101	0
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	870	177	185	0	8	1313	0	161	26	147	12	0	2	348	0	29	252	21	8	0	2	312	0
% Approach	5.6%	66.3%	13.5%	14.1%	0%	0.6%	-	-	46.3%	7.5%	42.2%	3.4%	0%	0.6%	-	-	9.3%	80.8%	6.7%	2.6%	0%	0.6%	-	-
% Total	2.2%	26.2%	5.3%	5.6%	0%	0.2% 3	89.5%	-	4.8%	0.8%	4.4%	0.4%	0%	0.1%	10.5%	-	0.9%	7.6%	0.6%	0.2%	0%	0.1%	9.4%	-
Lights	73	856	175	185	0	8	1297	-	157	26	145	12	0	2	342	-	29	250	20	8	0	2	309	-
% Lights	100%	98.4%	98.9%	100%	0% :	100% 9	8.8%	-	97.5%	100%	98.6%	100%	0%	100% :	98.3%	-	100%	99.2%	95.2%	100%	0%	100% !	99.0%	-
Articulated Trucks and																								
Single-Unit Trucks	0	13	0	0	0	0	13	-	4	0	2	0	0	0	6	-	0	0	1	0	0	0	1	-
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	0%	0% (N%	0%	1.0%		2.5%	0%	1.4%	0%	N%	0%	1.7%		0%	0%	4.8%	0%	Λ%	0%	0.3%	
Buses	070	1.570	2	0 / 0	0	0 / 0	3	_	2.570	0 / 0	0		0	0 / 0	0	_	0 / 0	2	0	0 / 0		0	2	_
% Buses		0.1%		0% (0.2%		0%	0%	0%	0%		0%	0%		0%	0.8%	0%	0%			0.6%	
Pedestrians	0%	0.1 /0	1.1/0	- 076	-	-	-	0	_	076	- 076	- 076	-	070	- 070	0	0 /0	0.0%	0%	070	-	- 070	0.0%	
% Pedestrians	-				÷			U					÷			U	_				_			- 0
Bicycles on Crosswalk	-				_			0					_			0	<u> </u>				_			
% Bicycles on Crosswalk	-							U	-							U	-							U
70 DICYCIES OII Crosswalk	_	-	-	-	-	-	-		_		-		-	-	-		_		-	-	_	-		

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Sat Jun 1, 2024

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



-8	Rt. 743 Northb								Turkey I Eastbou		veway						
						DD		_			DI		* * *			D 14	
Time 2024 0C 01 11 00 AM	R 0	BR 15	T 82		U 0	RR	App 101	Ped*	R	T	BL	L	U 0	RR	App	Ped*	
2024-06-01 11:00AM		13	95	4		0		2	4	2	3	5 7		0	13	0	259
11:15AM	1			2	0	0	111		5		0		0	3	17		293
11:30AM	1	16	96	1	0	0	114	0	2	1	0	7	0	2	12	0	296
11:45AM	4	15	65	5	0	0	89	1	5	0	4	5	0	0	14	0	271
Hourly Total 12:00PM	6	59 13	338 78	12	0	0	415 96	3	16	4	7	24	0	5	56	0	1119 280
12:00PM	1	16	93	2	0	0	112	1	2	5	0	9	0	3	19	1	302
12:15PM 12:30PM	1	18	98	4	0	0	121	0	1	1	0	5	0	3	10	0	285
12:35F W	2	18	73	2	0	0	95	0	5	2	1	8	0	0	16	0	297
Hourly Total	4	65	342	12	0	1	424	1	12	9	1	28	0	7	57	1	1164
1:00PM	2	21	85	3	0	0	111	0	2	2	3	5	0	1	13	0	285
1:15PM	1	10	71	5	0	0	87	1	1	0	0	6	0	0	7	0	248
1:30PM	3	11	52	0	0	0	66	1	2	2	0	5	0	0	9	0	222
1:45PM	1	11	77	2	0	0	91	0	2	2	0	3	0	4	11	0	282
Hourly Total	7	53	285	10	0	0	355	2	7	6	3	19	0	5	40	0	1037
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	177	965	34	0	1	1194	6	35	19	11	71	0	17	153	1	3320
% Approach	1.4%	14.8%	80.8%	2.8% ()%	0.1%		-	22.9%	12.4%	7.2%	46.4%	0%	11.1%	-	-	-
% Total	0.5%	5.3%	29.1%	1.0% ()%	0%	36.0%	-	1.1%	0.6%	0.3%	2.1%	0%	0.5%	4.6%	-	-
Lights	17	172	947	34	0	1	1171	-	35	19	11	71	0	17	153	-	3272
% Lights	100%	97.2%	98.1%	100% ()%	100%	98.1%	-	100%	100%	100%	100%	0%	100%	100%	-	98.6%
Articulated Trucks and Single-Unit Trucks	0	4	16	0	0	0	20	-	0	0	0	0	0	0	0	-	40
% Articulated Trucks and Single-Unit Trucks	0%	2.3%	1.7%	0% ()%	0%	1.7%	-	0%	0%	0%	0%	0%	0%	0%	-	1.2%
Buses	0	1	2	0	0	0	3	-	0	0	0	0	0	0	0	-	8
% Buses	0%	0.6%	0.2%	0% ()%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Sat Jun 1, 2024

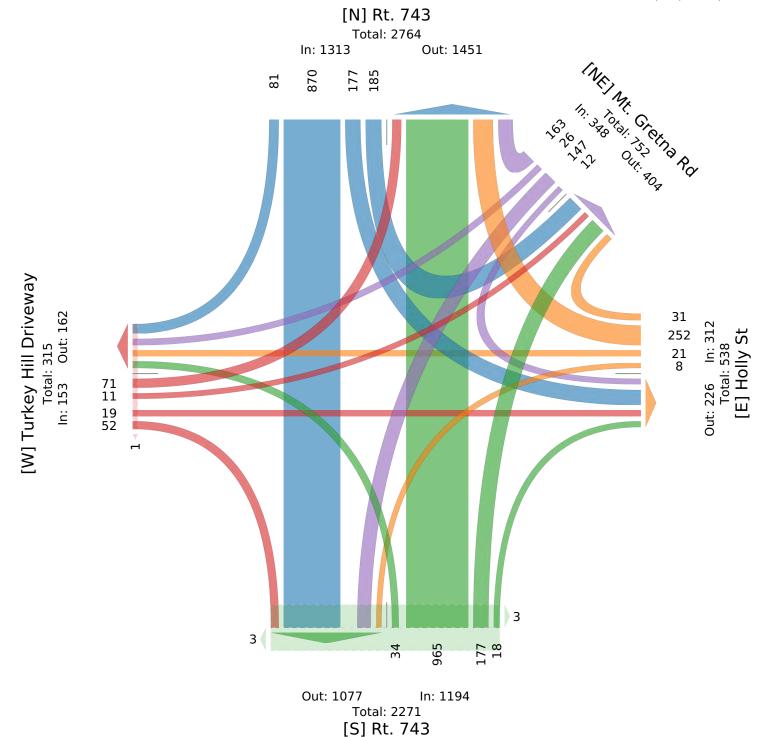
Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835





Sat Jun 1, 2024

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



Leg	Rt. 743	3							Mt. Gr	etna Ro	i						Holly	St						
Direction	Southb	ound							Southv	vestbou	ınd						Westb	ound						
Time	R	T	L	HL	U	RR	App	Ped*	HR	BR	BL	HL	U	HRR	App 1	Ped*	HR	R	T	L	Uŀ	IRR	App F	Ped*
2024-06-01 12:15PM	5	88	14	16	0	1	124	0	11	3	12	3	0	0	29	0	0	22	2	1	0	0	25	0
12:30PM	4	71	18	10	0	0	103	0	12	1	11	1	0	0	25	0	3	22	1	0	0	0	26	0
12:45PM	7	82	16	24	0	0	129	0	13	3	12	1	0	0	29	0	4	22	2	0	0	0	28	0
1:00PM	7	69	12	9	0	2	99	0	16	1	14	0	0	1	32	0	1	25	4	0	0	0	30	0
Total	23	310	60	59	0	3	455	0	52	8	49	5	0	1	115	0	8	91	9	1	0	0	109	0
% Approach	5.1%	68.1%	13.2%	13.0%	0%	0.7%		-	45.2%	7.0%	42.6%	4.3%	0%	0.9%	-	-	7.3%	83.5%	8.3%	0.9%	0%	0%	-	-
% Total	2.0%	26.5%	5.1%	5.0%	0%	0.3% 3	38.9%	-	4.4%	0.7%	4.2%	0.4%	0%	0.1%	9.8%	-	0.7%	7.8%	0.8%	0.1%	0%	0%	9.3%	-
PHF	0.821	0.881	0.833	0.615	- 1	0.375	0.882	! -	0.813	0.667	0.875	0.417	-	0.250	0.898	-	0.500	0.910	0.563	0.250	-	-	0.908	-
Lights	23	304	59	59	0	3	448	-	52	8	47	5	0	1	113	-	8	90	8	1	0	0	107	-
% Lights	100%	98.1%	98.3%	100%	0%	100% 9	98.5%	· -	100%	100%	95.9%	100%	0%	100%	98.3%	-	100%	98.9%	88.9%	100%	0%	0% 9	98.2%	-
Articulated Trucks and Single-Unit Trucks		5	0	0	0	0	5	. -	0	0	2	0	0	0	2	-	0	0	1	0	0	0	1	-
% Articulated Trucks and Single-Unit Trucks		1.6%	0%	0%	0%	0%	1.1%		0%	0%	4.1%	0%	0%	0%	1.7%	-	0%	0%	11.1%	0%	0%	0%	0.9%	-
Buses	0	1	1	0	0	0	2	<u> </u>	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	-
% Buses	0%	0.3%	1.7%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	1.1%	0%	0%	0%	0%	0.9%	-
Pedestrians	-	-	-	-	-	-		- 0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-			_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-		- 0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Sat Jun 1, 2024

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



Leg	Rt. 743	}							Turkey l	Hill Driv	eway						
Direction	Northb	ound							Eastbou	nd							
Time	R	BR	T	L	U	RR	App	Ped*	R	T	BL	L	U	RR	App	Ped*	Int
2024-06-01 12:15PM	1	16	93	2	0	0	112	1	4	1	0	6	0	1	12	1	302
12:30PM	1	18	98	4	0	0	121	0	1	1	0	5	0	3	10	0	285
12:45PM	2	18	73	2	0	0	95	0	5	2	1	8	0	0	16	0	297
1:00PM	2	21	85	3	0	0	111	0	2	2	3	5	0	1	13	0	285
Total	6	73	349	11	0	0	439	1	12	6	4	24	0	5	51	1	1169
% Approach	1.4%	16.6%	79.5%	2.5%	0%	0%	-	-	23.5%	11.8%	7.8%	47.1%	0%	9.8%	-	-	-
% Total	0.5%	6.2%	29.9%	0.9%	0%	0%	37.6%	-	1.0%	0.5%	0.3%	2.1%	0%	0.4%	4.4%	-	-
PHF	0.750	0.869	0.890	0.688	-	-	0.907	-	0.600	0.750	0.333	0.750	-	0.417	0.797	-	0.968
Lights	6	70	341	11	0	0	428	-	12	6	4	24	0	5	51	-	1147
% Lights	100%	95.9%	97.7%	100%	0%	0%	97.5%	-	100%	100%	100%	100%	0%	100%	100%	-	98.1%
Articulated Trucks and Single-Unit Trucks	0	3	7	0	0	0	10	-	0	0	0	0	0	0	0	-	18
% Articulated Trucks and Single-Unit Trucks	0%	4.1%	2.0%	0%	0%	0%	2.3%	-	0%	0%	0%	0%	0%	0%	0%	-	1.5%
Buses	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	4
% Buses	0%	0%	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Sat Jun 1, 2024

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

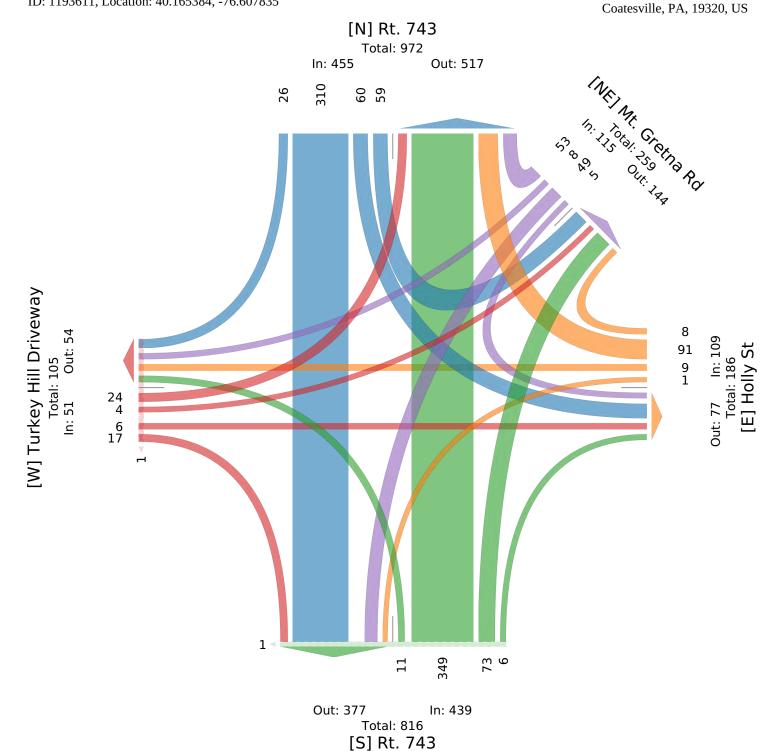
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



Provided by: Tri-State Traffic Data, Inc. 184 Baker Road,



Sat Jun 1, 2024

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



Leg	Rt. 743	3							Mt. Gr	etna Ro	i						Holly :	St					
Direction	Southb	ound							Southw	estbou	nd						Westb	ound					
Time	R	T	L	HL	U	RR	App	Ped*	HR	BR	BL	HL	U	HRR	Арр І	ed*	HR	R	T	L	UH	IRR	App Ped*
2024-06-01 1:00PM	7	69	12	9	0	2	99	0	16	1	14	0	0	1	32	0	1	25	4	0	0	0	30 0
1:15PM	4	59	14	19	0	0	96	0	18	2	16	0	0	0	36	0	1	19	1	1	0	0	22 0
1:30PM	2	66	8	16	0	0	92	0	12	2	15	1	0	0	30	0	1	19	2	3	0	0	25 0
1:45PM	8	73	20	21	0	1	123	0	16	4	13	0	0	0	33	0	0	22	2	0	0	0	24 0
Total	21	267	54	65	0	3	410	0	62	9	58	1	0	1	131	0	3	85	9	4	0	0	101 0
% Approach	5.1%	65.1%	13.2%	15.9% ()%	0.7%	-	-	47.3%	6.9%	44.3%	0.8%	0%	0.8%	-	-	3.0%	84.2%	8.9%	4.0% ()%	0%	
% Total	2.0%	25.7%	5.2%	6.3% (0%	0.3% 3	39.5%	-	6.0%	0.9%	5.6%	0.1%	0%	0.1%	12.6%	-	0.3%	8.2%	0.9%	0.4% ()%	0%	9.7% -
PHF	0.656	0.914	0.675	0.774	- (0.375	0.833	-	0.861	0.563	0.906	0.250	- (0.250	0.910	-	0.750	0.850	0.563	0.333	-	-	0.842 -
Lights	21	261	54	65	0	3	404	-	62	9	57	1	0	1	130	-	3	84	9	4	0	0	100 -
% Lights	100%	97.8%	100%	100% (0%	100% 9	98.5%	-	100%	100%	98.3%	100%	0%	100%	99.2%	-	100%	98.8%	100%	100% ()%	0% 9	99.0% -
Articulated Trucks and Single-Unit Trucks	0	5	0	0	0	0	5	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0 -
% Articulated Trucks and Single-Unit Trucks		1.9%	0%	0% (0%	0%	1.2%	_	0%	0%	1.7%	0%	0%	0%	0.8%	-	0%	0%	0%	0% ()%	0%	0% -
Buses	0	1	0	0	0	0	1	-	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1 -
% Buses	0%	0.4%	0%	0% (0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0% ()%	0%	1.0% -
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	- 0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	- 0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Sat Jun 1, 2024

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835



Leg	Rt. 743								Turkey I	Hill Driv	eway						
Direction	Northb	ound							Eastboui	nd							
Time	R	BR	T	L	U	RR	App	Ped*	R	T	BL	L	U	RR	App	Ped*	Int
2024-06-01 1:00PM	2	21	85	3	0	0	111	0	2	2	3	5	0	1	13	0	285
1:15PM	1	10	71	5	0	0	87	1	1	0	0	6	0	0	7	0	248
1:30PM	3	11	52	0	0	0	66	1	2	2	0	5	0	0	9	0	222
1:45PM	1	11	77	2	0	0	91	0	2	2	0	3	0	4	11	0	282
Total	7	53	285	10	0	0	355	2	7	6	3	19	0	5	40	0	1037
% Approach	2.0%	14.9%	80.3%	2.8%	0%	0%	-	-	17.5%	15.0%	7.5%	47.5%	0%	12.5%	-	-	-
% Total	0.7%	5.1%	27.5%	1.0%	0%	0%	34.2%	-	0.7%	0.6%	0.3%	1.8%	0%	0.5%	3.9%	-	-
PHF	0.583	0.631	0.838	0.500	-	-	0.800	-	0.875	0.750	0.250	0.792	-	0.313	0.769	-	0.910
Lights	7	51	280	10	0	0	348	-	7	6	3	19	0	5	40	-	1022
% Lights	100%	96.2%	98.2%	100%	0%	0%	98.0%	-	100%	100%	100%	100%	0%	100%	100%	-	98.6%
Articulated Trucks and Single-Unit Trucks	0	1	4	0	0	0	5	-	0	0	0	0	0	0	0	-	11
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	1.4%	0%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	0%	0%	-	1.1%
Buses	0	1	1	0	0	0	2	-	0	0	0	0	0	0	0	-	4
% Buses	0%	1.9%	0.4%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	0%	-	0.4%
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Sat Jun 1, 2024

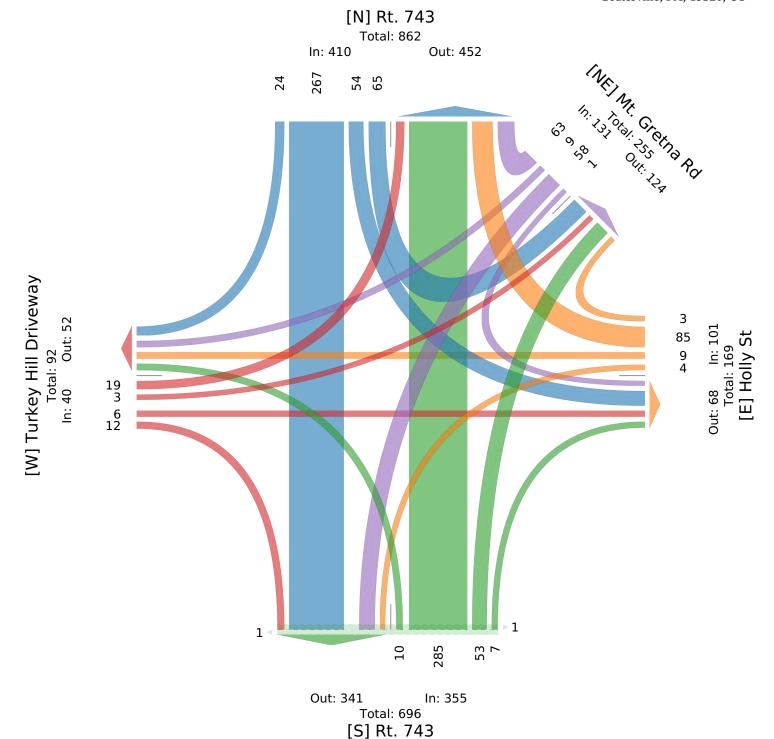
PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1193611, Location: 40.165384, -76.607835







Lancaster County, PA Veterans Dr & Site Driveway Tuesday, May 21, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Site Code: Start Date: 05/21/2024 Page No: 1

Turning Movement Data

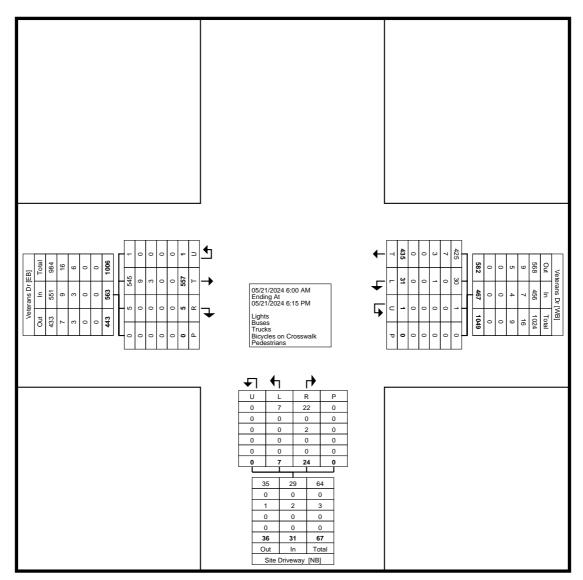
					I	urnın	g ivioʻ	vemer	it Dai	a						
		,	Veterans Dr					Veterans D	r			8	Site Drivewa	у		
			Eastbound					Westbound					Northbound	l		
Start Time	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	13	0	0	0	13	0	1	0	0	1	0	0	0	0	0	14
6:15 AM	26	0	0	0	26	1	7	0	0	8	0	0	0	0	0	34
6:30 AM	27	0	0	0	27	0	1	0	0	1	0	0	0	0	0	28
6:45 AM	24	0	0	0	24	0	5	0	0	5	0	0	0	0	0	29
Hourly Total	90	0	0	0	90	1	14	0	0	15	0	0	0	0	0	105
7:00 AM	35	0	0	0	35	0	6	0	0	6	0	1	0	0	1	42
7:15 AM	45	1	0	0	46	0	15	0	0	15	0	1	0	0	1	62
7:30 AM	27	0	0	0	27	0	10	0	0	10	0	0	0	0	0	37
7:45 AM	22	0	0	0	22	0	13	0	0	13	0	0	0	0	0	35
Hourly Total	129	1	0	0	130	0	44	0	0	44	0	2	0	0	2	176
8:00 AM	16	0	0	0	16	0	7	0	0	7	0	0	0	0	0	23
8:15 AM	20	0	0	0	20	1	6	0	0	7	0	3	0	0	3	30
8:30 AM	20	0	0	0	20	0	8	0	0	8	0	0	0	0	0	28
8:45 AM	11	0	0	0	11	0	9	0	0	9	0	0	0	0	0	20
Hourly Total	67	0	0	0	67	1	30	0	0	31	0	3	0	0	3	101
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	20	0	0	0	20	0	22	0	0	22	0	1	0	0	1	43
3:15 PM	18	0	0	0	18	2	25	0	0	27	0	2	0	0	2	47
3:30 PM	15	0	0	0	15	3	20	1	0	24	0	2	0	0	2	41
3:45 PM	16	0	0	0	16	2	26	0	0	28	0	2	0	0	2	46
Hourly Total	69	0	0	0	69	7	93	1	0	101	0	7	0	0	7	177
4:00 PM	18	0	1	0	19	2	38	0	0	40	0	1	0	0	1	60
4:15 PM	21	0	0	0	21	2	29	0	0	31	0	2	0	0	2	54
4:30 PM	35	1	0	0	36	2	25	0	0	27	0	1	0	0	1	64
4:45 PM	26	0	0	0	26	1	41	0	0	42	1	1	0	0	2	70
Hourly Total	100	1	1	0	102	7	133	0	0	140	1	5	0	0	6	248
5:00 PM	23	0	0	0	23	5	33	0	0	38	0	2	0	0	2	63
5:15 PM	30	1	0	0	31	3	29	0	0	32	2	3	. 0	0	5	68
5:30 PM	22	2	0	0	24	3	35	0	0	38	2	1	0	0	3	65
5:45 PM	27	0	0	0	27	4	24	0	0	28	2	1	0	0	3	58
Hourly Total	102	3	0	0	105	15	121	0	0	136	6	7	0	0	13	254
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	557	5	1	0	563	31	435	1	0	467	7	24	0	0	31	1061
Approach %	98.9	0.9	0.2	-	-	6.6	93.1	0.2	-	-	22.6	77.4	0.0	-	-	-
Total %	52.5	0.5	0.1	-	53.1	2.9	41.0	0.1	-	44.0	0.7	2.3	0.0	-	2.9	-
Lights	545	5	1	-	551	30	425	1	-	456	7	22	0	-	29	1036
% Lights	97.8	100.0	100.0	-	97.9	96.8	97.7	100.0	-	97.6	100.0	91.7	<u>-</u>	-	93.5	97.6
Buses	9	0	0	-	9	0	7	0	-	7	0	0	0	-	0	16
% Buses	1.6	0.0	0.0	-	1.6	0.0	1.6	0.0	-	1.5	0.0	0.0	-	-	0.0	1.5
Trucks	3	. 0	0	-	3	1	3	0	-	. 4	0	2	. 0	-	2	9
% Trucks	0.5	0.0	0.0	-	0.5	3.2	0.7	0.0	-	0.9	0.0	8.3	-	-	6.5	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	<u>-</u>	-	-	-
Pedestrians	-			0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-		-		-		-	-	-	-	-		-		-



Lancaster County, PA Veterans Dr & Site Driveway Tuesday, May 21, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Site Code: Start Date: 05/21/2024 Page No: 2



Turning Movement Data Plot



Lancaster County, PA Veterans Dr & Site Driveway Tuesday, May 21, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Site Code: Start Date: 05/21/2024 Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

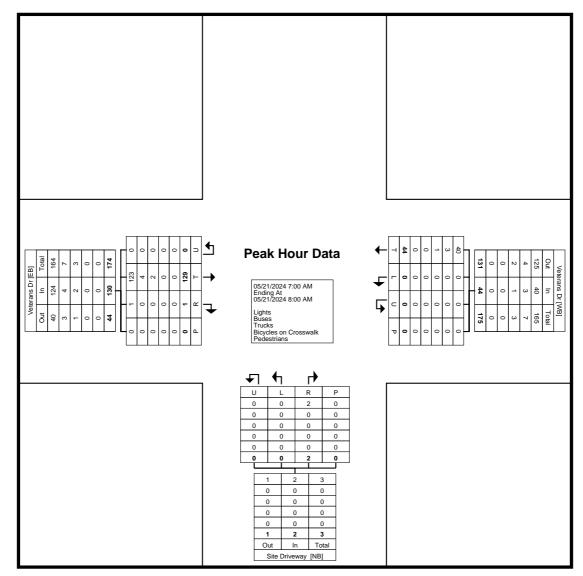
			Veterans Di		3			Veterans Di		•			Site Drivewa	•		
Start Time	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	35	0	0	0	35	0	6	0	0	6	0	1	0	0	1	42
7:15 AM	45	1	0	0	46	0	15	0	0	15	0	1	0	0	1	62
7:30 AM	27	0	0	0	27	0	10	0	0	10	0	0	0	0	0	37
7:45 AM	22	0	0	0	22	0	13	0	0	13	0	0	0	0	0	35
Total	129	1	0	0	130	0	44	0	0	44	0	2	0	0	2	176
Approach %	99.2	0.8	0.0	-	_	0.0	100.0	0.0	-	<u>-</u>	0.0	100.0	0.0	-	_	-
Total %	73.3	0.6	0.0	-	73.9	0.0	25.0	0.0	-	25.0	0.0	1.1	0.0	-	1.1	-
PHF	0.717	0.250	0.000	-	0.707	0.000	0.733	0.000	-	0.733	0.000	0.500	0.000	-	0.500	0.710
Lights	123	1	0	-	124	0	40	0	-	40	0	2	0	-	2	166
% Lights	95.3	100.0	-	-	95.4	-	90.9	-	-	90.9	-	100.0	-	-	100.0	94.3
Buses	4	0	0	-	4	0	3	0	-	3	0	0	0	-	0	7
% Buses	3.1	0.0	-	-	3.1	-	6.8	-	-	6.8	-	0.0	-	-	0.0	4.0
Trucks	2	0	0	-	2	0	1	0	-	1	0	0	0	-	0	3
% Trucks	1.6	0.0	-	-	1.5	-	2.3	-	-	2.3	-	0.0	-	-	0.0	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	_	_	-	-	-	-	-	-	_	-	-	-	-	_	-



Lancaster County, PA Veterans Dr & Site Driveway Tuesday, May 21, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Site Code: Start Date: 05/21/2024 Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



Lancaster County, PA Veterans Dr & Site Driveway Tuesday, May 21, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Site Code: Start Date: 05/21/2024 Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

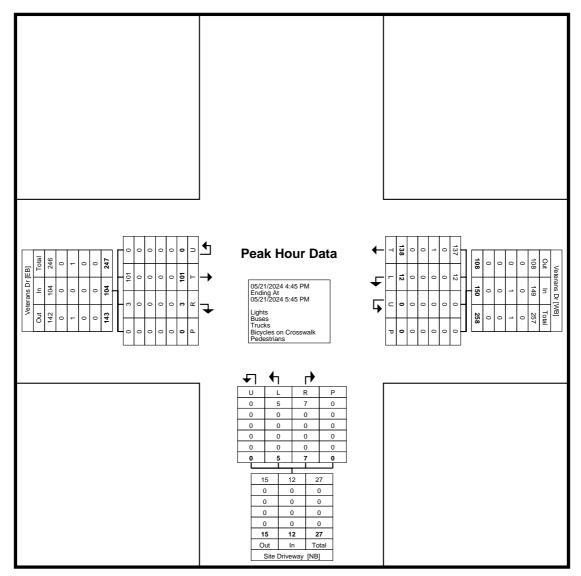
			Veterans Di Eastbound	r	J			Veterans Di Westbound		`			Site Drivewa Northbound	,		
Start Time	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	26	0	0	0	26	1	41	0	0	42	1	1	0	0	2	70
5:00 PM	23	0	0	0	23	5	33	0	0	38	0	2	0	0	2	63
5:15 PM	30	1	0	0	31	3	29	0	0	32	2	3	0	0	5	68
5:30 PM	22	2	0	0	24	3	35	0	0	38	2	1	0	0	3	65
Total	101	3	0	0	104	12	138	0	0	150	5	7	0	0	12	266
Approach %	97.1	2.9	0.0	-	_	8.0	92.0	0.0	-	_	41.7	58.3	0.0	-	_	-
Total %	38.0	1.1	0.0	-	39.1	4.5	51.9	0.0	-	56.4	1.9	2.6	0.0	-	4.5	-
PHF	0.842	0.375	0.000	-	0.839	0.600	0.841	0.000	-	0.893	0.625	0.583	0.000	-	0.600	0.950
Lights	101	3	0	-	104	12	137	0	-	149	5	7	0	-	12	265
% Lights	100.0	100.0	-	-	100.0	100.0	99.3		-	99.3	100.0	100.0	-	-	100.0	99.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	_	-	0.0	0.0
Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Trucks	0.0	0.0	<u>-</u>	-	0.0	0.0	0.7	<u>-</u>	-	0.7	0.0	0.0	_	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lancaster County, PA Veterans Dr & Site Driveway Tuesday, May 21, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Site Code: Start Date: 05/21/2024 Page No: 6



Turning Movement Peak Hour Data Plot (4:45 PM)



Lancaster County, PA Veterans Dr & Site Driveway Saturday, June 1, 2024 Location: 40.168648, -76.60695

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Veterans Dr & Site Driveway Sat Site Code: Start Date: 06/01/2024 Page No: 1

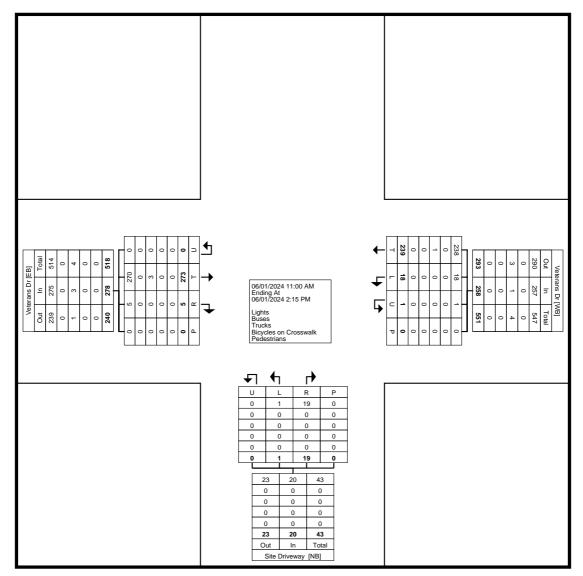
Turning Movement Data

							9	vemer								i
			Veterans Di	r				Veterans Dr					Site Drivewa	•		
Start Time			Eastbound					Westbound					Northbound			
Otart Time	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	29	1	0	0	30	0	15	0	0	15	0	1	0	0	1	46
11:15 AM	27	0	. 0	0	27	2	20	. 0	0	22	0	1	. 0	0	1	50
11:30 AM	18	1	0	0	19	2	25	1	0	28	0	4	0	0	4	51
11:45 AM	23	0	0	0	23	2	16	0	0	18	0	1	0	0	1	42
Hourly Total	97	2	0	0	99	6	76	1	0	83	0	7	0	0	7	189
12:00 PM	21	0	0	0	21	2	26	0	0	28	0	0	0	0	0	49
12:15 PM	25	1	0	0	26	4	15	0	0	19	0	2	0	0	2	47
12:30 PM	23	1	0	0	24	0	25	0	0	25	1	3	0	0	4	53
12:45 PM	21	0	0	0	21	3	20	0	0	23	0	0	0	0	0	44
Hourly Total	90	2	0	0	92	9	86	0	0	95	1	5	0	0	6	193
1:00 PM	17	0	0	0	17	0	20	0	0	20	0	2	0	0	2	39
1:15 PM	21	1	0	0	22	0	22	0	0	22	0	0	0	0	0	44
1:30 PM	20	0	0	0	20	2	21	0	0	23	0	4	0	0	4	47
1:45 PM	28	0	0	0	28	1	14	0	0	15	0	1	0	0	1	44
Hourly Total	86	1	0	0	87	3	77	0	0	80	0	7	0	0	7	174
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	273	5	0	0	278	18	239	1	0	258	1	19	0	0	20	556
Approach %	98.2	1.8	0.0	-	-	7.0	92.6	0.4	-	_	5.0	95.0	0.0	-	-	-
Total %	49.1	0.9	0.0	-	50.0	3.2	43.0	0.2	-	46.4	0.2	3.4	0.0	-	3.6	-
Lights	270	5	0	-	275	18	238	1	-	257	1	19	0	-	20	552
% Lights	98.9	100.0	<u> </u>	-	98.9	100.0	99.6	100.0	-	99.6	100.0	100.0	<u> </u>	-	100.0	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0		-	0.0	0.0
Trucks	3	0	0	-	3	0	1	. 0	-	1	0	0	0	-	0	4
% Trucks	1.1	0.0		-	1.1	0.0	0.4	0.0	-	0.4	0.0	0.0		-	0.0	0.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	<u> </u>	-	-	-	-	<u>-</u>	-		-	-	<u> </u>	-	-	-



Lancaster County, PA Veterans Dr & Site Driveway Saturday, June 1, 2024 Location: 40.168648, -76.60695

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Veterans Dr & Site Driveway Sat Site Code: Start Date: 06/01/2024 Page No: 2



Turning Movement Data Plot



Lancaster County, PA Veterans Dr & Site Driveway Saturday, June 1, 2024 Location: 40.168648, -76.60695

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

Count Name: Veterans Dr & Site Driveway Sat Site Code: Start Date: 06/01/2024 Page No: 3

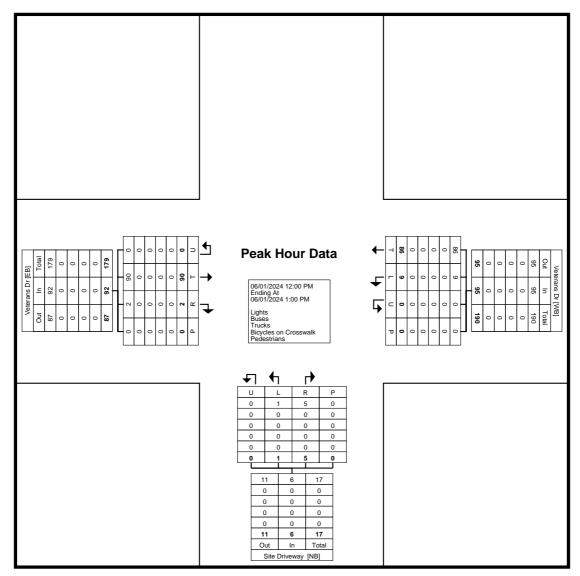
Turning Movement Peak Hour Data (12:00 PM)

			Veterans Di		,			Veterans Dr Westbound		`			Site Drivewa	•		
Start Time	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
12:00 PM	21	0	0	0	21	2	26	0	0	28	0	0	0	0	0	49
12:15 PM	25	1	0	0	26	4	15	0	0	19	0	2	0	0	2	47
12:30 PM	23	1	0	0	24	0	25	0	0	25	1	3	0	0	4	53
12:45 PM	21	0	0	0	21	3	20	0	0	23	0	0	0	0	0	44
Total	90	2	0	0	92	9	86	0	0	95	1	5	0	0	6	193
Approach %	97.8	2.2	0.0	-	-	9.5	90.5	0.0	-	-	16.7	83.3	0.0	-	-	-
Total %	46.6	1.0	0.0	-	47.7	4.7	44.6	0.0	-	49.2	0.5	2.6	0.0	-	3.1	-
PHF	0.900	0.500	0.000	-	0.885	0.563	0.827	0.000	-	0.848	0.250	0.417	0.000	-	0.375	0.910
Lights	90	2	0	-	92	9	86	0	-	95	1	5	0	-	6	193
% Lights	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lancaster County, PA Veterans Dr & Site Driveway Saturday, June 1, 2024 Location: 40.168648, -76.60695

Coatesville, PA, Pennsylvania, United States 19320 610-466-1469 Serving Transportiation Professionals Since 1995 Count Name: Veterans Dr & Site Driveway Sat Site Code: Start Date: 06/01/2024 Page No: 4



Turning Movement Peak Hour Data Plot (12:00 PM)

Tri-State Traffic Data, Inc. 610-466-1469 TSTData.com

Road: Old Hershey Rd Location: 315 ft S of Veterans Dr

Counter: 35146

Site Code: 2 Station ID: A to B NB

Latitude: 40' 16779.0000 North Longitude: 76' 60780.0000 West

Start	Monday, May	20, 2024	Tuesday, 202		Wedneso 22, 2	lay, May 024	Thursday 20	, May 23, 24	Friday, May	24, 2024	Saturday, I 202		Sunday, I 202		Week Ave	erage
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	0	0	0	1	0	0	1	0	*	*	*	*	0	0
01:00	*	*	0	1	0	1	0	1	1	1	*	*	*	*	0	1
02:00	*	*	1	1	1	0	0	1	2	0	*	*	*	*	1	0
03:00	*	*	1	1	1	2	1	0	2	3	*	*	*	*	1	2
04:00	*	*	5	0	4	0	4	0	2	1	*	*	*	*	4	0
05:00	*	*	9	0	10	1	6	0	9	0	*	*	*	*	8	0
06:00	*	*	24	6	33	9	29	4	23	6	*	*	*	*	27	6
07:00	*	*	37	14	37	12	37	10	23	8	*	*	*	*	34	11
08:00	*	*	20	10	20	16	18	13	*	*	*	*	*	*	19	13
09:00	*	*	21	13	12	9	20	8	*	*	*	*	*	*	18	10
10:00	*	*	22	12	16	16	15	13	*	*	*	*	*	*	18	14
11:00	*	*	24	22	11	13	11	12	*	*	*	*	*	*	15	16
12:00 PM	*	*	15	15	16	20	21	27	*	*	*	*	*	*	17	21
01:00	*	*	11	15	17	13	13	12	*	*	*	*	*	*	14	13
02:00	*	*	18	21	22	19	18	18	*	*	*	*	*	*	19	19
03:00	*	*	12	23	20	25	17	24	*	*	*	*	*	*	16	24
04:00	*	*	31	39	24	35	17	38	*	*	*	*	*	*	24	37
05:00	31	40	30	39	20	34	18	40	*	*	*	*	*	*	25	38
06:00	28	32	27	30	18	29	28	24	*	*	*	*	*	*	25	29
07:00	11	25	18	22	14	17	21	32	*	*	*	*	*	*	16	24
08:00	4	19	12	26	9	17	12	28	*	*	*	*	*	*	9	22
09:00	5	7	7	20	15	19	18	12	*	*	*	*	*	*	11	14
10:00	6	5	8	4	1	4	6	10	*	*	*	*	*	*	5	6
11:00	1	1	2	6	1	5	0	1	*	*	*	*	*	*	1	3
Total	86	129	355	340	322	317	330	328	63	19	0	0	0	0	327	323
Day	215	j	695		639		658		82		0		0		650	
AM Peak	-	-	07:00	11:00	07:00	08:00	07:00	08:00	06:00	07:00	-	-	-	-	07:00	11:00
Vol.	-	-	37	22	37	16	37	13	23	8	-	-		-	34	16
PM Peak	17:00	17:00	16:00	16:00	16:00	16:00	18:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	31	40	31	39	24	35	28	40	-	-	-	-	-	-	25	38
Comb. Total	21	5	6	695	(639	(658	:	82	(0		0	65	0
ADT	,	ADT 655	A	ADT 655												

Tri-State Traffic Data, Inc. 610-466-1469 TSTData.com

Road: Rt. 743 Hershey Rd Location: 260 ft S of Veterans Dr Counter: 26602

> Total ADT

ADT 14,350

AADT 14,350

Site Code: 1 Station ID: A to B NB

Latitude: 40' 16778.0000 North Longitude: 76' 60634.0000 West

Start	Monday, Ma	y 20, 2024	Tuesday,		Wedneso	day, May 2024	Thursday 20		Friday, Ma	y 24, 2024	Saturday, I		Sunday, N 202		Week A	verage
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	25	31	23	39	29	42	28	37	*	*	*	*	26	37
01:00	*	*	13	16	17	26	17	23	20	21	*	*	*	*	17	22
02:00	*	*	22	43	64	48	63	46	66	47	*	*	*	*	54	46
03:00	*	*	39	30	46	37	49	31	45	44	*	*	*	*	45	36
04:00	*	*	112	61	116	61	108	62	96	58	*	*	*	*	108	60
05:00	*	*	267	235	265	218	277	228	231	190	*	*	*	*	260	218
06:00	*	*	603	245	548	237	533	255	497	218	*	*	*	*	545	239
07:00	*	*	686	415	599	385	639	386	618	333	*	*	*	*	636	380
08:00	*	*	484	336	519	339	505	342	*	*	*	*	*	*	503	339
09:00	*	*	423	323	425	299	444	303	*	*	*	*	*	*	431	308
10:00	*	*	374	362	360	341	342	316	*	*	*	*	*	*	359	340
11:00	*	*	387	333	383	352	369	321	*	*	*	*	*	*	380	335
12:00 PM	*	*	362	402	459	377	394	393	*	*	*	*	*	*	405	391
01:00	*	*	385	359	384	386	434	380	*	*	*	*	*	*	401	375
02:00	*	*	515	441	537	480	495	500	*	*	*	*	*	*	516	474
03:00	*	*	555	590	508	479	526	547	*	*	*	*	*	*	530	539
04:00	451	609	528	614	471	603	504	651	*	*	*	*	*	*	488	619
05:00	457	663	487	621	481	655	461	610	*	*	*	*	*	*	472	637
06:00	417	429	362	503	417	451	402	454	*	*	*	*	*	*	400	459
07:00	301	320	272	354	266	371	325	372	*	*	*	*	*	*	291	354
08:00	197	300	305	312	268	300	256	380	*	*	*	*	*	*	256	323
09:00	122	158	165	234	179	224	200	237	*	*	*	*	*	*	166	213
10:00	85	98	76	154	91	113	113	126	*	*	*	*	*	*	91	123
11:00	49	60	54	81	40	61	60	68	*	*	*	*	*	*	51	68
Total	2079	2637	7501	7095	7466	6882	7545	7073	1601	948	0	0	0	0	7431	6935
Day	471	6	1459	96	143	48	146	18	254	9	0		0		1436	6
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	07:00	07:00
Vol.			686	415	599	385	639	386	618	333	=	-	-	-	636	380
PM Peak	17:00	17:00	15:00	17:00	14:00	17:00	15:00	16:00	-	-	-	-	-	-	15:00	17:00
Vol.	457	663	555	621	537	655	526	651	-	-	-	-	-	-	530	637
Comb. Total	47	16	14	4596	1	4348	1	4618	2	2549	()		0	14	1366

Tri-State Traffic Data, Inc. 610-466-1469 TSTData.com

Road: Veterans Dr Location: 175 ft W of Rt. 743 Counter: 32220

ADT 2,662

ADT

AADT 2,662

Site Code: 3 Station ID: A to B EB

Latitude: 40' 16867.0000 North Longitude: 76' 60658.0000 West

Start	Monday, Mag	y 20, 2024	Tuesday,		Wedneso		Thursday 20		Friday, Ma	y 24, 2024	Saturday, 202		Sunday, 202		Week A	verage
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	2	6	2	10	1	1	5	8	*	*	*	*	2	6
01:00	*	*	1	3	2	2	1	6	3	5	*	*	*	*	2	4
02:00	*	*	2	4	6	5	2	3	5	6	*	*	*	*	4	4
03:00	*	*	5	2	8	4	6	4	7	5	*	*	*	*	6	4
04:00	*	*	15	3	16	4	16	2	10	4	*	*	*	*	14	3
05:00	*	*	51	4	45	6	41	7	36	6	*	*	*	*	43	6
06:00	*	*	102	22	105	29	102	28	88	19	*	*	*	*	99	24
07:00	*	*	152	46	158	44	138	46	115	40	*	*	*	*	141	44
08:00	*	*	72	37	91	42	91	48	90	43	*	*	*	*	86	42
09:00	*	*	64	48	48	39	73	43	*	*	*	*	*	*	62	43
10:00	*	*	74	49	69	53	79	56	*	*	*	*	*	*	74	53
11:00	*	*	68	60	62	71	77	62	*	*	*	*	*	*	69	64
12:00 PM	*	*	62	69	73	73	73	86	*	*	*	*	*	*	69	76
01:00	*	*	54	65	79	64	75	70	*	*	*	*	*	*	69	66
02:00	*	*	78	78	90	81	84	99	*	*	*	*	*	*	84	86
03:00	*	*	84	104	129	111	84	105	*	*	*	*	*	*	99	107
04:00	*	*	115	147	104	139	110	144	*	*	*	*	*	*	110	143
05:00	108	115	110	137	103	142	108	141	*	*	*	*	*	*	107	134
06:00	93	87	89	110	94	109	122	88	*	*	*	*	*	*	100	98
07:00	42	82	70	78	55	78	59	101	*	*	*	*	*	*	56	85
08:00	30	70	42	76	44	70	79	101	*	*	*	*	*	*	49	79
09:00	28	36	24	56	42	54	44	59	*	*	*	*	*	*	34	51
10:00	14	20	23	22	12	18	18	29	*	*	*	*	*	*	17	22
11:00	5	8	8	17	7	19	4	13	*	*	*	*	*	*	6	14
Total	320	418	1367	1243	1444	1267	1487	1342	359	136	0	0	0	0	1402	1258
Day	738	3	261		271		282	-	495		0		0		266	
AM Peak	-	-	07:00	11:00	07:00	11:00	07:00	11:00	07:00	08:00	-	-	-	-	07:00	11:00
Vol.		-	152	60	158	71	138	62	115	43	-	-	-	-	141	64_
PM Peak	17:00	17:00	16:00	16:00	15:00	17:00	18:00	16:00	-	-	-	-	-	-	16:00	16:00
Vol.	108	115	115	147	129	142	122	144	•	•	-	-	-	-	110	143
Comb. Total	73	88	2	610	2	711	2	829	4	495		0		0	21	660

GROWTH RATE INFORMATION



		Factors for August 202		
County	Urban Interstate	Rural Interstate	Urban Non-Interstate	Rural Non-Interstate
ADAMS	*	*	0.41	0.58
ALLEGHENY	0.91	*	0.00	0.42
ARMSTRONG	0.75	*	0.00	0.36
BEAVER	0.57	2.04	0.00	0.28
BEDFORD	*	2.20	0.00	0.37
BERKS	1.28	2.53	0.22	0.56
BLAIR	0.79	2.34	0.00	0.38
BRADFORD	1.00	*	0.00	0.46
BUCKS	1.28	2.63	0.12	0.56
BUTLER	1.59	2.90	0.19	0.70
CAMBRIA	0.28	*	0.00	0.17
CAMERON	*	*	0.00	0.11
CARBON	1.36	2.68	0.20	0.59
CENTRE	1.69	2.76	0.61	0.72
CHESTER	1.68	2.91	0.44	0.75
CLEARIELD	0.73	2.24	0.00	0.36
CLEARFIELD	0.54	1.93	0.00	0.29
CLINTON	1.05	2.36	0.00	0.47
COLUMBIA CRAWFORD	1.05 0.67	2.33 2.12	0.00	0.47 0.34
CUMBERLAND	1.55		0.00	0.34
DAUPHIN	1.55	2.80	0.50	0.67
DELAWARE	1.19	*	0.25	0.00
ELK	*	*	0.00	0.00
ERIE	0.89	2.30	0.00	0.41
FAYETTE	0.79	*	0.00	0.37
FOREST	*	*	*	0.96
FRANKLIN	1.64	2.81	0.65	0.71
FULTON	*	2.33	*	0.48
GREENE	0.68	2.29	0.00	0.34
HUNTINGDON	*	2.50	0.00	0.48
INDIANA	0.89	*	0.00	0.42
JEFFERSON	*	2.33	0.00	0.45
JUNIATA	*	*	*	0.52
LACKAWANNA	0.91	2.35	0.00	0.42
LANCASTER	1.58	2.84	0.50	0.68
LAWRENCE	0.62	2.17	0.00	0.31
LEBANON	*	2.56	0.38	0.60
LEHIGH	1.68	3.10	0.45	0.73
LUZERNE	0.97	2.41	0.00	0.45
LYCOMING	0.92	2.36	0.00	0.42
MCKEAN	0.55	*	0.00	0.29
MERCER	0.87	2.52	0.00	0.42
MIFFLIN	1.10	*	0.00	0.49
MONROE	1.70	2.89	0.71	0.74
MONTGOMERY	1.21	*	0.17	0.53
MONTOUR	1.24	2.69	0.00	0.56
NORTHAMPTON	1.73	3.18	0.39	0.77
DEDDV DEDDV	0.95 *	2.28	0.00	0.42
PERRY PHILADELPHIA	1.11	*	0.17	0.52 *
PIKE	1.63	2.71	0.00	0.71
POTTER	1.03	2.7 I *	0.78 *	0.71
SCHUYLKILL	0.96	2.46	0.00	0.34
SNYDER	1.18	*	0.00	0.52
SOMERSET	0.53	2.06	0.00	0.32
SULLIVAN	*	*	*	0.35
SUSQUEHANNA	1.03	2.43	0.00	0.46
TIOGA	*	*	0.00	0.41
UNION	1.46	2.69	0.36	0.62
VENANGO	*	1.91	0.00	0.25
WARREN	*	*	0.00	0.34
WASHINGTON	1.15	2.74	0.00	0.53
WAYNE	*	2.54	0.25	0.57
VESTMORELAND	0.82	2.17	0.00	0.38
WYOMING	*	*	0.00	0.43
		-	-	

^{* =} Functional Class Doesn't Exist in County

Questions? Please contact Andrew O'Neill at the Bureau of Planning and Research, 717-346-3250 or andoneill@pa.gov

NOTE: The projected growth factors are derived using historical VMT (Vehicle Miles Traveled) data (1994 to 2023), as well as Woods and Poole demographic and economic data. The factors should be compounded when calculating future values. The factors should not be used to project traffic beyond a 20-year period. Please be aware that these factors are estimates, and unforeseen events (opening of shopping centers, fast food franchises, gas stations, etc) could cause growth to change over time.



INTERSECTION/ROADWAY TRAFFIC VOLUME SPREADSHEETS



----- GENERAL INFORMATION FOR SITETRIP WORKSHEET ------

Title:	Sheetz - Elizabethtown, PA TRANSPORTATION IMPACT STUDY	(
Location:	Mount Joy Township, Lancaster Count	v	
Performed By:	LJS	Date:	07/26/24
Intersection 1:	Hershey Road (SR 0743) / Veterans Drive	Site A:	Sheetz
Intersection 2:	Old Hershey Road / Veterans Drive - Rockwood Drive	Site B:	(Site)
Intersection 3:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site C:	(Site)
Intersection 4:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site D:	(Site)
Intersection 5:	Veterans Drive / Proposed Driveway	Site E:	(Site)
Intersection 6:	Old Hershey Road / Proposed Driveway	Site F:	(Site)
Intersection 7:	(STREET NAMES)	Design Hour:	AM Peak
Intersection 8:	(STREET NAMES)	Design Year:	2025
Intersection 9:	(STREET NAMES)	Background Factor:	1.01
Intersection 10:	(STREET NAMES)	Background Growth Rate	0.50
Intersection 11:	(STREET NAMES)		
Intersection 12:	(STREET NAMES)		

EXISTING AN	ID FUTURE T	RAFFIC WIT	HOUT DEVE	OPMENT			
		FUIUKE	FUTURE	Committed Developments			
			TRAFFIC W/ COM DEV				Turals
APPROACH	EXISTING TRAFFIC	DEV W/O PRO DEV	W/O PRO DEV	PHF	RTOR	Trucks	Truck Percentage
INTERSECTION 1:	Hershey Roa	======= d (SR 0743)	/ Veterans D	====== ====== ====== ======= =========			=======
EB LEFT	60	60	60			2	3%
THROUGH RIGHT	0 74	0 74	0 74		43	0 5	0% 7%
WB LEFT	0	0	0			0	0%
THROUGH RIGHT	0 1	0 1	0 1		0	0 0	0% 0%
NB LEFT THROUGH	28 739	28 743	28 743			3 31	11% 4%
RIGHT	1	1	1		1	0	0%
SB LEFT THROUGH	0 420	0 422	0 422			0 36	0% 9%
RIGHT ***TOTAL***	16 1339	16 1345	16 1345	0.87	3	1 78	6%
						70	
INTERSECTION 2: EB LEFT	Old Hershey	Road / Veter 1	ans Drive - R 1	ckwood Drive		0	0%
THROUGH	27	27	27			0	0%
RIGHT WB LEFT	0 14	0 14	0 14		0	0	0% 7%
THROUGH RIGHT	8 21	8 21	8 21		0	1 2	13% 10%
NB LEFT	0	0	0		U	0	0%
THROUGH RIGHT	1 36	1 36	1 36		0	1	100% 3%
SB LEFT	64	64	64			4	6%
THROUGH RIGHT	3 0	3 0	3 0		0	2 0	67% 0%
TOTAL	175	175	175	0.72		12	
INTERSECTION 3:				oad (SR 0241) - Holly Street			
EB LEFT BEAR LEFT	23 4	23 4	23 4			0	0% 0%
THROUGH	6	6	6 23		9	0	0% 4%
WB LEFT	23 8	23 8	8		9	1	38%
THROUGH RIGHT	3 216	3 217	3 217			0 4	0% 2%
HARD RIGHT	10	10	10		0	3	30%
NB LEFT THROUGH	14 419	14 421	14 421			0 26	0% 6%
BEAR RIGHT	44	44	44			5	11%
RIGHT ***TOTAL***	2	2	2	0.89	0	0	0%
INTERSECTION 4:	Hershey Roa	d (SR 0743)	/ Mt Gretna	oad (SR 0241) - Holly Street			
SB HARD LEFT	23	23	23	oud (Ort 0241) - Hony Outcot		3	13%
LEFT THROUGH	97 329	97 331	97 331			10 43	10% 13%
RIGHT SWB HARD LEFT	24 9	24 9	24 9		4	1 2	4% 22%
BEAR LEFT	58	58	58			2	3%
BEAR RIGHT HARD RIGHT	8 138	8 139	8 139		0	0 5	0% 4%
	0	0	0			0	0%
	0	0	0			0	0% 0%
TOTAL	0 1458	0 1464	0 1464	0.89		0 108	0%
						100	
INTERSECTION 5: EB LEFT	Veterans Driv	e / Proposeo 0	d Driveway 0			0	0%
THROUGH	129	130	130		0	6	5% 0%
RIGHT WB LEFT	1 0	1	1 0		U	0	0%
THROUGH RIGHT	44 0	44 0	44 0		0	4 0	9% 0%
NB LEFT	0	0	0		· ·	0	0%
THROUGH RIGHT	0 2	0 2	0 2		0	0	0% 0%
SB LEFT	0	0	0			0	0% 0%
THROUGH RIGHT	0	0	0		0	0	0%
TOTAL	176	177	177	0.71		10	
INTERSECTION 6:	Old Hershey						
EB LEFT THROUGH	0	0	0			0	0% 0%
RIGHT WB LEFT	0	0	0		0	0	0% 0%
	0	0	0			0	0%
THROUGH	0	0	0		0	0	0% 0%
RIGHT		Λ					
RIGHT NB LEFT THROUGH	0 37	0 37	37		_	2	5%
RIGHT NB LEFT THROUGH RIGHT SB LEFT	0 37 0 0	37 0 0	37 0 0		0	0	0% 0%
RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH	0 37 0 0 17	37 0 0 17	37 0 0 17			0 0 3	0% 0% 18%
RIGHT NB LEFT THROUGH RIGHT SB LEFT	0 37 0 0	37 0 0	37 0 0	0.00	0	0	0% 0% 18%

Sheetz Site Trips (7-26-24).xlsx AM Opening 8/21/2024 1:58 PM

SITE A DESIGN HOUR	Sheetz AM Peak					TOTAL	
Land Use Type Trips Per Unit:	(945)	(type)	======				
Inbound	0.00	0.00	0.00	0.00	0.00	0.00	
Outbound	0.00	0.00	0.00	0.00	0.00	0.00	
Number of Units	6.13	0.00	0.00	0.00	0.00	0.00	
Buildout	100%	0%	0%	0%	0%	0%	
Pass-By Trips	0%	0%	0%	0%	0%	0%	
New Site Trips:							
Inbound	46	0	0	0	0	0	46
Outbound	45	0	0	0	0	0	45
Pass-By Trips:							
Inbound	144	0	0	0	0	0	144
Outbound	144	0	0	0	0	0	144
Total Site Trips:							
Inbound	190	0	0	0	0	0	190
Outbound	189	0	0	0	0	0	189
Total	379	0	0	0	0	0	379

------ SINGLE SITE TRAFFIC ASSIGNMENT -----

	Sheetz AM Peak											
APPROACH	FUTURE TRAFFIC W/O COM DEV W/O	FUTURE TRAFFIC W/ COM DEV	% NEW SI			BY TRIPS OUTBOUND	NEW SITE TRIPS	PASS-RV	PASS-BY ADJUSTMENT	TOTAL SITE TRIPS	FUTURE TRAFFIC W/O COM	FUTURE TRAFFC W/ COM DEV W/ PRO DEV
					=======	=======================================			=======			
INTERSECTION 1: EB LEFT	Hershey Roa 60	d (SR 0743) 60	/ Veterans E 0%	orive 45%	0%	91%	20	131		151	211	211
THROUGH	0	0	0%	0%	0%	0%	0	0	1	0	. 0	
RIGHT WB LEFT	74 0	74 0	0% 0%	45% 0%	0% 0%	9% 0%	20	13		33	107	
THROUGH	0	0	0%	0%	0%	0%	0	0		0	0	
RIGHT	1	1	0%	0%	0%	0%	0	0		0	1	
NB LEFT THROUGH	28 743	28 743	45% 0%	0% 0%	16% 0%	0% 0%	21 0	23 0		44 -23	72 720	
RIGHT	1	1	0%	0%	0%	0%	0	0		0	1	1
SB LEFT THROUGH	0 422	0 422	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0 -13	0 409	
RIGHT	16	16	45%	0%	84%	0%	21	121		142	158	
TOTAL	1345	1345	90%	90%	100%	100%	82	288	36	334	1679	1679
INTERSECTION 2:	Old Hershey	Road / Veter	ans Drive - I	Rockwood D	rive							
EB LEFT	1	1	0%	0%	0%	0%	0	0		0	1	
THROUGH RIGHT	27 0	27 0	2% 0%	0% 0%	0% 0%	0% 0%	1	0		1	28	
WB LEFT	14	14	0%	0%	0%	0%	0	0		0	14	
THROUGH	8	8	0%	2%	0%	0%	1	0		1	9	
RIGHT NB LEFT	21	21 0	0% 0%	5% 0%	0% 0%	0% 0%	2	0		2	23	
THROUGH	1	1	0%	0%	0%	0%	0	0	1	0	1	1
RIGHT SB LEFT	36 64	36 64	0% 5%	0% 0%	0% 0%	0% 0%	0	0		0	36 66	
THROUGH	3	3	0%	0%	0%	0%	0	0		0	3	
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	
TOTAL	175	175	7%	7%	0%	0%	6	0	0	6	181	181
INTERSECTION 3:								_				
EB LEFT BEAR LEFT	23 4	23 4	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	23 4	
THROUGH	6	6	0%	0%	0%	0%	0	0	1	0	6	6
RIGHT WB LEFT	23 8	23 8	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	23 8	
THROUGH	3	3	0%	0%	0%	0%	0	0		0	3	
RIGHT	217	217	8%	0%	0%	0%	4	0		4	221	
HARD RIGHT NB LEFT	10 14	10 14	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	10 14	
THROUGH	421	421	28%	0%	0%	0%	13	0		13	434	
BEAR RIGHT RIGHT	44	44	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	44	44
TOTAL	-	-	36%	0%	0%	0%	17	Ö		17	-	_
INTERSECTION 4:	Hershev Roa	d (SR 0743)	/ Mt. Gretna	Road (SR 0	241) - Holly	Street						
SB HARD LEFT	23	23	0%	9%	0%	0%	4	0		4	27	
LEFT THROUGH	97 331	97 331	0% 0%	8% 28%	0% 0%	0% 0%	4 13	0		4 13	101 344	
RIGHT	24	24	0%	0%	0%	0%	0	0		0	24	
SWB HARD LEFT BEAR LEFT	9 58	9 58	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	9 58	
BEAR RIGHT	8	8	0%	0%	0%	0%	0	0		0	8	
HARD RIGHT	139	139	9%	0%	0%	0%	4	0		4	143	
	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
	0	0	0%	0%	0%	0%	0	0		0	0	0
TOTAL	0 1464	0 1464	0% 9%	0% 45%	0% 0%	0% 0%	0 25	0		0 25	0 1506	
INTERSECTION 5: EB LEFT	Veterans Driv 0	e / Proposeo 0	d Driveway 0%	0%	0%	0%	0	0		0	0	0
THROUGH	130	130	0%	0%	0%	0%	0	0		0	130	
RIGHT	0	0	7%	0%	0%	0%	3	0		3	3	
WB LEFT THROUGH	0 44	0 44	90% 0%	0% 0%	100% 0%	0% 0%	42 0	144 0		186 0	186 44	
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	0
NB LEFT THROUGH	0	0	0% 0%	7% 0%	0% 0%	0% 0%	3	0		3	3	
RIGHT	0	0	0%	90%	0%	100%	41	144		185	185	185
SB LEFT	0	0	0%	0%	0%	0%	0	0		0	0	
THROUGH RIGHT	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
TOTAL	174	174	97%	97%	100%	100%	89	288	0	377	551	551
INTERSECTION 6:	Old Hershev	Road / Prop	osed Drivewa	av								
EB LEFT	0	0	0%	0%	0%	0%	0	0		0	0	
THROUGH RIGHT	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
WB LEFT	0	0	0%	3%	0%	0%	1	0	1	1	1	1
THROUGH RIGHT	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	0
NB LEFT	0	0	0%	0%	0%	0%	0	0		0	0	
THROUGH	37 0	37	0%	0%	0%	0%	0	0	1	0	37	37
RIGHT		0	3% 0%	0% 0%	0% 0%	0% 0%	1 0	0		1	1	
SBLEFT	0											
THROUGH	17	17	0%	0%	0%	0%	0	0		0	17	
						0% 0% 0%	0 0 2	0	l	0 0 2	17 0 56	0

Sheetz Site Trips (7-26-24).xisx

AM Opening 8/21/2024 1:59 PM

----- GENERAL INFORMATION FOR SITETRIP WORKSHEET -----

Title:	Sheetz - Elizabethtown, PA	,	
Location:	Mount Joy Township, Lancaster Count		
Performed By:	LJS	Date:	07/26/24
Intersection 1:	Hershey Road (SR 0743) / Veterans Drive	Site A:	Sheetz
Intersection 2:	Old Hershey Road / Veterans Drive - Rockwood Drive	Site B:	(Site)
Intersection 3:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site C:	(Site)
Intersection 4:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)		(Site)
Intersection 5:	Veterans Drive / Proposed Driveway	Site E:	(Site)
Intersection 6:	Old Hershey Road / Proposed Driveway	Site F:	(Site)
Intersection 7:	(STREET NAMES)	Design Hour:	PM Peak
Intersection 8:	(STREET NAMES)	Design Year:	2025
Intersection 9:	(STREET NAMES)	Background Factor:	1.01
Intersection 10:	(STREET NAMES)	Background Growth Rate	0.50
Intersection 11:	(STREET NAMES)	-	
Intersection 12:	(STREET NAMES)		

EXISTING AN	ND FUTURE T	RAFFIC WI	THOUT DEVI	ELOPMENT				
		TRAFFIC	TRAFFIC	Committed Developments				
	EVICTING	W/O COM	W/ COM DEV					Truck
APPROACH	EXISTING TRAFFIC	DEV W/O PRO DEV	W/O PRO DEV		PHF	RTOR	Trucks	Percentage
INTERSECTION 1:	Hershey Roa	====== d (SR 0743)	/ Veterans D					======
EB LEFT THROUGH	38	38	38 0				1	3%
RIGHT	71	0 71	71			23	0 1	0% 1%
WB LEFT THROUGH	0	0	0				0	0% 0%
RIGHT	0	0	0			0	0	0%
NB LEFT THROUGH	79 563	79 566	79 566				0 17	0% 3%
RIGHT	0	0	0			0	0	0%
SB LEFT THROUGH	0 680	0 683	0 683				0 18	0% 3%
RIGHT ***TOTAL***	62	62	62		0.00	5	2	3%
	1493	1499	1499		0.99		39	
INTERSECTION 2: EB LEFT	Old Hershey	Road / Vete 2	rans Drive - F 2	Rockwood Drive			1	50%
THROUGH	20	20	20				0	0%
RIGHT WB LEFT	32	2 32	2 32			0	1 0	50% 0%
THROUGH	31	31	31				0	0%
RIGHT NB LEFT	72 4	72 4	72 4			0	1	1% 0%
THROUGH	7	7	7			0	1	14%
RIGHT SB LEFT	25 58	25 58	25 58			U	0 1	0% 2%
THROUGH RIGHT	7 2	7 2	7 2			0	0	0% 50%
TOTAL	262	262	262		0.94	U	6	30%
INTERSECTION 3:	Hershey Roa	d (SR 0743)	/ Mt. Gretna	Road (SR 0241) - Holly Street				
EB LEFT	24	24	24	(=,, =			0	0%
BEAR LEFT THROUGH	10 10	10 10	10 10				0	0% 0%
RIGHT	22	22 4	22 4			1	0	0% 0%
WB LEFT THROUGH	4 5	5	5				0	0%
RIGHT HARD RIGHT	106 9	107 9	107 9			2	1 0	1% 0%
NB LEFT	16	16	16			2	0	0%
THROUGH BEAR RIGHT	391 109	393 110	393 110				7 2	2% 2%
RIGHT	4	4	4			0	0	0%
TOTAL					0.96			
INTERSECTION 4: SB HARD LEFT	Hershey Roa	d (SR 0743) 99	/ Mt. Gretna 99	Road (SR 0241) - Holly Street			1	1%
LEFT	119	120	120				2	2%
THROUGH RIGHT	503 28	506 28	506 28			5	12 0	2% 0%
SWB HARD LEFT	5	5	5			ŭ	0	0%
BEAR LEFT BEAR RIGHT	88 12	88 12	88 12				0	0% 0%
HARD RIGHT	92	92	92			0	0	0%
	0	0	0				0	0% 0%
	0	0	0				0	0% 0%
TOTAL	1656	1664	1664		0.96		25	070
INTERSECTION 5:	Veterans Driv	/e / Propose	d Drivewav					
EB LEFT	0	. 0	0				0	0%
THROUGH RIGHT	101 3	102 3	102 3			0	0 0	0% 0%
WB LEFT THROUGH	12 138	12 139	12 139				0	0% 1%
RIGHT	0	0	0			0	0	0%
NB LEFT THROUGH	5 0	5 0	5 0				0	0% 0%
RIGHT	7	7	7			0	0	0%
SB LEFT THROUGH	0	0	0				0	0% 0%
RIGHT	0	0	0		0.05	0	0	0%
TOTAL	266	268	268		0.95		1	
INTERSECTION 6: EB LEFT	Old Hershey	Road / Prop 0	osed Drivewa 0	y			0	0%
THROUGH	0	0	0				0	0%
RIGHT WB LEFT	0	0	0			0	0	0% 0%
THROUGH	0	0	0				0	0%
RIGHT NB LEFT	0	0	0			0	0	0% 0%
THROUGH	36 0	36 0	36 0			0	1	3% 0%
RIGHT SB LEFT	0	0	0			U	0	0%
THROUGH RIGHT	41 0	41 0	41 0			0	1 0	2% 0%
TOTAL	77	77	77		0.00		0	0 /0

Sheetz Site Trips (7-26-24).xlsx PM Opening 8/21/2024 2:00 PM

SITE A DESIGN HOUR	Sheetz PM Peak					TOTAL	
Land Use Type Trips Per Unit:	(945)	(type)	=======				
Inbound	0.00	0.00	0.00	0.00	0.00	0.00	
Outbound			0.00	0.00	0.00		
Outbound	0.00	0.00	0.00	0.00	0.00	0.00	
Number of Units	6.13	0.00	0.00	0.00	0.00	0.00	
Buildout	100%	0%	0%	0%	0%	0%	
Pass-By Trips	0%	0%	0%	0%	0%	0%	
New Site Trips:							
Inbound	42	0	0	0	0	0	42
Outbound	42	0	0	0	0	0	42
Pass-By Trips:							
Inbound	125	0	0	0	0	0	125
Outbound	125	0	0	0	0	0	125
Total Site Trips:							
Inbound	167	0	0	0	0	0	167
Outbound	167	0	0	0	0	0	167
Total	334	0	0	0	0	0	334

----- SINGLE SITE TRAFFIC ASSIGNMENT -----

SITE A DESIGN HOUR	Sheetz PM Peak	AFFIC ASSIG	INMENT									
DESIGN FIGUR	FUTURE TRAFFIC W/O COM	FUTURE TRAFFIC W/ COM DEV	% NEW S	ITE TRIPS	% PASS	BY TRIPS	NEW SITE		PASS-BY	TOTAL SITE	FUTURE TRAFFIC W/O COM	FUTURE TRAFFC W/ COM DEV
APPROACH	DEV W/O	W/O PRO	INBOUND		INBOUND	OUTBOUND	TRIPS	PASS-BY	ADJUSTMEN1	TRIPS	DEV W/ PRO	W/ PRO DEV
INTERSECTION 1:		ad (SR 0743)										
EB LEFT THROUGH	38 0	38 0	0% 0%	45% 0%	0% 0%		19 0	107 0		126 0	164 0	164 0
RIGHT	71	71	0%	45%	0%	14%	19	18		37	108	108
WB LEFT THROUGH	0	0	0% 0%		0% 0%		0	0		0	0	
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	0
NB LEFT THROUGH	79 566	79 566	45% 0%	0% 0%	11% 0%	0% 0%	19 0	14 0		33 -14	112 552	
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	0
SB LEFT THROUGH	0 683	0 683	0% 0%		0% 0%	0% 0%	0	0		0 -18	0 665	
RIGHT	62	62	45%	0%	89%	0%	19	111		130	192	192
TOTAL	1499	1499	90%	90%	100%	100%	76	250	32	294	1793	1793
INTERSECTION 2:	Old Hershey	Road / Vete	rans Drive -	Rockwood D								
EB LEFT THROUGH	2 20	2 20	0% 2%		0% 0%		0	0		0	2 21	
RIGHT	20	20	0%		0%		0	0		0	2	
WB LEFT	32	32	0%		0%	0% 0%	0	0		0	32	
THROUGH RIGHT	31 72	31 72	0% 0%		0% 0%		1 2	0		2	32 74	
NB LEFT	4	4	0%	0%	0%	0%	0	0		0	4	4
THROUGH RIGHT	7 25	7 25	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	7 25	
SBLEFT	58	58	5%	0%	0%	0%	2	0		2	60	60
THROUGH	7 2	7 2	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	7 2	7 2
RIGHT ***TOTAL***	262	262	7%	7%	0%	0%	6	0		6	268	
INTERSECTION 2.			/ Mt. Crotne		244) Hall	Ctroot						
INTERSECTION 3: EB LEFT	Hersney Roa	ad (SR 0743) 24	/ Mt. Gretna 0%	0% (SR u	241) - Holly 0%		0	0		0	24	24
BEAR LEFT	10	10	0%		0%	0%	0	0		0	10	
THROUGH RIGHT	10 22	10 22	0% 0%		0% 0%		0	0		0	10 22	
WB LEFT	4	4	0%	0%	0%	0%	0	0		0	4	4
THROUGH RIGHT	5 107	5 107	0% 8%	0% 0%	0% 0%	0% 0%	0	0		0	5 110	
HARD RIGHT	9	9	0%		0%		0	0		0	9	
NB LEFT	16	16	0%	0%	0%	0%	0	0		0	16	
THROUGH BEAR RIGHT	393 110	393 110	28% 0%	0% 0%	0% 0%	0% 0%	12 0	0		12 0	405 110	
RIGHT	4	4	0%		0%		0	0		0	4	4
TOTAL			36%	0%	0%	0%	15	0	0	15		
	Hershey Roa											400
SB HARD LEFT LEFT	99 120	99 120	0% 0%		0% 0%		4	0		4	103 123	
THROUGH	506	506	0%	28%	0%	0%	12	0		12	518	518
RIGHT SWB HARD LEFT	28 5	28 5	0% 0%		0% 0%	0%	0	0		0	28 5	
BEAR LEFT	88	88	0%	0%	0%	0%	0	0		0	88	88
BEAR RIGHT HARD RIGHT	12 92	12 92	0% 9%	0% 0%	0% 0%	0% 0%	0	0		0	12 96	
TIARD RIGHT	0	0	0%		0%		0	0		0	0	
	0	0	0%		0%		0	0		0	0	
	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
TOTAL	1664	1664	9%	45%	0%	0%	23	0	0	23	1702	1702
INTERSECTION 5:	Veterans Dri	Veterans Dri	ve / Propose	ed Driveway								
EB LEFT	0	0	0%	0%	0%	0%	0	0		0	0	
THROUGH RIGHT	102 0	102 0	0% 7%		0% 0%		0	0		0	102 3	
WB LEFT	0	0	90%	0%	100%	0%	38	125		163	163	163
THROUGH RIGHT	139 0	139 0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	139	
NB LEFT	0	0	0%		0%		3	0		3	3	
THROUGH	0	0	0%	0%	0%	0%	0	0		0	0	0
RIGHT SB LEFT	0	0	0% 0%	90%	0% 0%	100%	38	125		163 0	163 0	
THROUGH	0	0	0%	0%	0%	0%	0	Ō		0	0	0
RIGHT ***TOTAL***	0 241	0 241	0% 97%		0% 100%		0 82	250		0 332	0 573	
INTERSECTION 6: EB LEFT	Old Hershey 0	Road / Prop 0	osed Drivew 0%		0%	0%	0	0		0	0	0
THROUGH	0	0	0%	0%	0%	0%	0	0		0	0	0
RIGHT WB LEFT	0	0	0% 0%		0% 0%		0	0		0	0	0
THROUGH	0	0	0%	0%	0%		0	0		0	0	0
RIGHT	0	0	0%		0% 0%		0	0		0	0	
NB LEFT THROUGH	0 36	0 36	0% 0%		0% 0%		0	0		0	0 36	
RIGHT	0	0	3%	0%	0%	0%	1	0		1	1	1
SB LEFT THROUGH	0 41	0 41	0% 0%		0% 0%		0	0		0	0 41	
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	0
TOTAL	77	77	3%	3%	0%	0%	2	0	0	2	79	79

Sheetz Site Trips (7-26-24).xisx PM Opening 8/21/2024 2:00 PM

------ GENERAL INFORMATION FOR SITETRIP WORKSHEET ------

Title:	Sheetz - Elizabethtown, PA TRANSPORTATION IMPACT STUDY	,	
Location:	Mount Joy Township, Lancaster Count		
Performed By:	LJS	Date:	07/26/24
Intersection 1:	Hershey Road (SR 0743) / Veterans Drive	Site A:	Sheetz
Intersection 2:	Old Hershey Road / Veterans Drive - Rockwood Drive	Site B:	(Site)
Intersection 3:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site C:	(Site)
Intersection 4:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)		(Site)
Intersection 5:	Veterans Drive / Proposed Driveway	Site E:	(Site)
Intersection 6:	Old Hershey Road / Proposed Driveway	Site F:	(Site)
Intersection 7:	(STREET NAMES)	Design Hour:	Sat Peak
Intersection 8:	(STREET NAMES)	Design Year:	2025
Intersection 9:	(STREET NAMES)	Background Factor:	1.01
Intersection 10:	(STREET NAMES)	Background Growth Rate	0.50
Intersection 11:	(STREET NAMES)	•	
Intersection 12:	(STREET NAMES)		

EXISTING AN	ND FUTURE T	RAFFIC WI	THOUT DEVI	ELOPMENT				
		TRAFFIC	TRAFFIC	Committed Developments				
	EXISTING	W/O COM DEV W/O	W/ COM DEV W/O PRO					Truck
APPROACH	TRAFFIC	PRO DEV	DEV		PHF	RTOR	Trucks	Percentage
INTERSECTION 1:	Hershey Roa		/ Veterans D	rive				
EB LEFT THROUGH	41 0	41 0	41 0				1	2% 0%
RIGHT WB LEFT	56	56	56			32	1	2%
THROUGH	0	0	0				0	0% 0%
RIGHT NB LEFT	1 66	1 66	1 66			0	0	0% 2%
THROUGH	425	427	427				8	2%
RIGHT SB LEFT	0	0	0			0	0	0% 0%
THROUGH RIGHT	369 29	371 29	371 29			4	5 0	1% 0%
TOTAL	988	992	992		0.92		16	070
INTERSECTION 2:	Old Hershey	Road / Vete	rans Drive - F	cockwood Drive				
EB LEFT THROUGH	2 16	2 16	2 16				0	0% 0%
RIGHT	0	0	0			0	0	0%
WB LEFT THROUGH	37 6	37 6	37 6				0	0% 0%
RIGHT NB LEFT	44 1	44 1	44 1			0	0	0% 0%
THROUGH	2	2	2				0	0%
RIGHT SB LEFT	31 45	31 45	31 45			0	0	0% 0%
THROUGH	3	3 1	3 1			0	0	0% 0%
RIGHT ***TOTAL***	188	188	188		0.87	U	0	0%
INTERSECTION 3:	Hershev Roa	d (SR 0743)	/ Mt. Gretna	Road (SR 0241) - Holly Street				
EB LEFT	24 4	24	24 4	, , ,			0	0% 0%
BEAR LEFT THROUGH	6	6	6				0	0%
RIGHT WB LEFT	17	17 1	17 1			5	0	0% 0%
THROUGH	9	9	9				1	11%
RIGHT HARD RIGHT	91 8	91 8	91 8			0	1	1% 0%
NB LEFT THROUGH	11 349	11 351	11 351				0	0% 2%
BEAR RIGHT	73	73	73				3	4%
RIGHT ***TOTAL***	6	6	6		0.97	1	0	0%
INTERSECTION 4:	Hershey Roa	d (SR 0743)	/ Mt Gretna	Road (SR 0241) - Holly Street				
SB HARD LEFT	59	59	59	rioda (err oz ri) riony en eer			0	0%
LEFT THROUGH	60 310	60 312	60 312				1	2% 2%
RIGHT SWB HARD LEFT	26 5	26 5	26 5			3	0	0% 0%
BEAR LEFT	49	49	49				2	4%
BEAR RIGHT HARD RIGHT	8 53	8 53	8 53			1	0	
	0	0	0				0	0% 0%
	0	0	0				0	0%
TOTAL	0 1169	0 1173	0 1173		0.97		0 22	0%
INTERSECTION 5:	Veterans Driv	e / Propose	d Driveway					
EB LEFT	0	0	0				0	0%
THROUGH RIGHT	90 2	90 2	90 2			0	0	0% 0%
WB LEFT THROUGH	9 86	9 86	9 86				0	0% 0%
RIGHT	0	0	0			0	0	0%
NB LEFT THROUGH	1 0	1 0	1				0	0% 0%
RIGHT SB LEFT	5 0	5 0				0	0	0%
THROUGH	0	0	0				0	0%
RIGHT ***TOTAL***	0 193	0 193	0 193		0.91	0	0	0%
INTERSECTION 6:								
EB LEFT	ő	Ö	0	''			0	
THROUGH RIGHT	0	0	0			0	0	
WB LEFT	0	0	0				0	0%
THROUGH RIGHT	0	0	0			0	0	0%
NB LEFT THROUGH	0 34	0 34	0 34				0	
RIGHT	0	0	0			0	0	0%
SB LEFT THROUGH	0 40	0 40	0 40				0	0%
RIGHT ***TOTAL***	0 74	0 74	0 74		0.00	0	0	0%

Sheetz Site Trips (7-26-24).xlsx Sat Opening 8/21/2024 2:01 PM

SITE A	Sheetz Sat Peak					TOTAL	
Land Use Type	(945)	(type)	(type)	(type)	(type)	(type)	
Trips Per Unit:							
Inbound	0.00	0.00	0.00	0.00	0.00	0.00	
Outbound	0.00	0.00	0.00	0.00	0.00	0.00	
Number of Units	6.13	0.00	0.00	0.00	0.00	0.00	
Buildout	100%	0%	0%	0%	0%	0%	
Pass-By Trips	0%	26%	0%	0%	0%	0%	
New Site Trips:							
Inbound	69	0	0	0	0	0	69
Outbound	69	0	0	0	0	0	69
Pass-By Trips:							
Inbound	128	0	0	0	0	0	128
Outbound	127	0	0	0	0	0	127
Total Site Trips:							
Inbound	197	0	0	0	0	0	197
Outbound	196	0	0	0	0	0	196
Total	393	0	0	0	0	0	393
			=======				=======

----- SINGLE SITE TRAFFIC ASSIGNMENT -----

SITE A DESIGN HOUR	Sheetz Sat Peak											
	FUTURE TRAFFIC W/O COM	FUTURE TRAFFIC W/ COM DEV	% NEW S	TE TRIPS	% PASS-	BY TRIPS	NEW SITE	F	PASS-BY	TOTAL SITE	FUTURE TRAFFIC W/O COM	FUTURE TRAFFC W/ COM DEV
APPROACH	DEV W/O	W/O PRO		OUTBOUND	INBOUND	OUTBOUND	TRIPS	PASS-BY AD.	JUSTMEN1	TRIPS	DEV W/ PRO	W/ PRO DE\
INTERSECTION 1:	Hershey Roa	ad (SR 0743)										
EB LEFT	41	41	0%	45%	0%	89%	31	113		144	185	
THROUGH RIGHT	0 56	0 56	0% 0%	0% 45%	0% 0%	0% 11%	0 31	0 14		0 45	0 101	101
WBLEFT	0	0	0%	0%	0%	0%	0	0		0	0	
THROUGH	0	ō	0%	0%	0%	0%	0	0		Ō	0	
RIGHT	1	1	0%	0%	0%	0%	0	0		0		
NB LEFT THROUGH	66 427	66 427	45% 0%	0% 0%	14% 0%	0% 0%	31 0	18 0	18	49 -18	115 409	115 409
RIGHT	0	0	0%	0%	0%	0%	0	0	10	0	0	
SBLEFT	1	1	0%	0%	0%	0%	0	0		0	1	
THROUGH	371	371	0%	0%	0%	0%	0	0	14	-14	357	357
RIGHT ***TOTAL***	29 992	29 992	45% 90%	0% 90%	86% 100%	0% 100%	31 124	110 255	32	141 347	170 1339	170 1339
						100 /0	124					
NTERSECTION 2:	Old Hershey				rive							
EB LEFT	2	2	0%	0%	0%	0%	0	0		0	2	
THROUGH RIGHT	16 0	16 0	2% 0%	0% 0%	0% 0%	0% 0%	1	0		1	17 0	
WB LEFT	37	37	0%	0%	0%	0%	0	0		0	37	3
THROUGH	6	6	0%	2%	0%	0%	1	Ö		1	7	
RIGHT	44	44	0%	5%	0%	0%	4	0		4	48	
NB LEFT	1	1	0%	0%	0%	0%	0	0		0	1	
THROUGH RIGHT	2 31	2 31	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	2 31	3
SBLEFT	45	45	5%	0%	0%	0%	4	0		4	49	
THROUGH	3	3	0%	0%	0%	0%	0	0		0	3	
RIGHT	1	1	0%	0%	0%	0%	0	0		0	1	1
TOTAL	188	188	7%	7%	0%	0%	10	0	0	10	198	198
NTERSECTION 3:	Hershey Roa	ad (SR 0743)	/ Mt. Gretna	Road (SR 0	241) - Holly	Street						
EBLEFT	24	24	0%	0%	0%	0%	0	0		0	24	
BEAR LEFT	4	4	0%	0%	0%	0%	0	0		0	4	4
THROUGH	6	6	0%	0%	0%	0%	0	0		0	6	
RIGHT WB LEFT	17	17	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	17	17
THROUGH	9	9	0%	0%	0%	0%	0	0		0	9	
RIGHT	91	91	8%	0%	0%	0%	6	ő		6	97	97
HARD RIGHT	8	8	0%	0%	0%	0%	0	0		0	8	
NB LEFT	11	11	0%	0%	0%	0%	0	0		0	11	
THROUGH BEAR RIGHT	351 73	351 73	28% 0%	0% 0%	0% 0%	0% 0%	19 0	0		19 0	370 73	
RIGHT	6	6	0%	0%	0%	0%	0	ő		0	6	
TOTAL			36%	0%	0%	0%	25	0	0	25		
NTERSECTION 4:	Hershey Ros	ad (SR 0743)	/ Mt. Gretna	Road (SR 0	241) - Holly	Street						
SB HARD LEFT	59	59	0%	9%	0%	0%	6	0		6	65	65
LEFT	60	60	0%	8%	0%	0%	6	0		6	66	
THROUGH RIGHT	312	312	0% 0%	28% 0%	0% 0%	0% 0%	19 0	0		19 0	331	
SWB HARD LEFT	26 5	26 5	0%	0%	0%	0%	0	0		0	26 5	
BEAR LEFT	49	49	0%	0%	0%	0%	0	ő		0	49	
BEAR RIGHT	8	8	0%	0%	0%	0%	0	0		0	8	8
HARD RIGHT	53	53	9%	0%	0%	0%	6	0		6	59	59
	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
	0	0	0%	0%	0%	0%	0	0		0	0	(
	ő	0	0%	0%	0%	0%	0	ő		0	0	Ò
TOTAL	1173	1173	9%	45%	0%	0%	37	0	0	37	1235	1235
NTERSECTION 5:	Veterans Dri	vo / Proposo	d Drivoway									
EB LEFT	0	0	0%	0%	0%	0%	0	0		0	0	(
THROUGH	90	90	0%	0%	0%	0%	0	0		0	90	90
RIGHT	0	0	7%	0%	0%	0%	5	0		5	5	
WB LEFT	0	0	90%	0%	100%	0%	62	128		190	190	
THROUGH	86	86	0%	0%	0%	0%	0	0		0	86	
RIGHT NB LEFT	0	0	0% 0%	0% 7%	0% 0%	0% 0%	0 5	0		0 5	0 5	
THROUGH	0	0	0%	0%	0%	0%	0	0		0	0	
RIGHT	0	0	0%	90%	0%	100%	62	127		189	189	189
SBLEFT	0	0	0%	0%	0%	0%	0	0		0	0	(
THROUGH	0	0	0%	0%	0%	0%	0	0		0	0	
RIGHT ***TOTAL***	0 176	0 176	0% 97%	0% 97%	0% 100%	0% 100%	0 134	0 255	0	0 389	0 565	
	Old Hershey						_			_	_	
EB LEFT THROUGH	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
THROUGH RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	
WB LEFT	0	0	0%	3%	0%	0%	2	0		2	2	
THROUGH	0	0	0%	0%	0%	0%	0	0		0	0	(
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	
	0	0	0%	0%	0%	0%	0	0		0	0	
NB LEFT	34	34	0%	0%	0%	0% 0%	0 2	0		0	34 2	
THROUGH		Λ.	20%									
THROUGH RIGHT	0	0	3% 0%	0% 0%	0% 0%							
THROUGH		0 0 40	3% 0% 0%	0% 0% 0%	0% 0%	0% 0%	0	0		0	0	0
THROUGH RIGHT SB LEFT	0	0	0%	0%	0%	0%	0	0	0	0	0	0 40 0

Sheetz Site Trips (7-26-24).xisx Sat Opening 8/21/2024 2:01 PM

----- GENERAL INFORMATION FOR SITETRIP WORKSHEET -----

Title:	Sheetz - Elizabethtown, PA TRANSPORTATION IMPACT STUDY	,	
Location:	Mount Joy Township, Lancaster Count	V	
Performed By:	LJS	Date:	07/26/24
Intersection 1:	Hershey Road (SR 0743) / Veterans Drive	Site A:	Sheetz
Intersection 2:	Old Hershey Road / Veterans Drive - Rockwood Drive	Site B:	(Site)
Intersection 3:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site C:	(Site)
Intersection 4:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site D:	(Site)
Intersection 5:	Veterans Drive / Proposed Driveway	Site E:	(Site)
Intersection 6:	Old Hershey Road / Proposed Driveway	Site F:	(Site)
Intersection 7:	(STREET NAMES)	Design Hour:	AM Peak
Intersection 8:	(STREET NAMES)	Design Year:	2030
Intersection 9:	(STREET NAMES)	Background Factor:	1.03
Intersection 10:	(STREET NAMES)	Background Growth Rate	0.50
Intersection 11:	(STREET NAMES)		
Intersection 12:	(STREET NAMES)		

EXISTING AN	ND FUTURE T	RAFFIC WI	THOUT DEV	ELOPMENT				
		FUIUKE	FUIUKE	Committed Developments				
	FURNIS	TRAFFIC W/O COM	TRAFFIC W/ COM DEV	·				Truck
APPROACH	EXISTING TRAFFIC	DEV W/O PRO DEV	W/O PRO DEV		PHF	RTOR	Trucks	Percentage
INTERSECTION 1:	Hershey Roa		/ Veterans D					
EB LEFT	60	62	62				2	3%
THROUGH RIGHT	0 74	0 76	0 76			43	0 5	
WB LEFT	0	0	0				0	0%
THROUGH RIGHT	0 1	0	0			0	0	
NB LEFT	28	29	29				3	
THROUGH RIGHT	739 1	761 1	761 1			1	31 0	4% 0%
SB LEFT THROUGH	0 420	0 433	0 433				0 36	
RIGHT	16	16	16			3	1	6%
TOTAL	1339	1379	1379		0.87			
INTERSECTION 2:				Rockwood Drive				
EB LEFT THROUGH	1 27	1 28	1 28				0	
RIGHT	0	0	0			0	0	0%
WB LEFT THROUGH	14 8	14 8	14 8				1 1	7% 13%
RIGHT	21	22	22			0	2	10%
NB LEFT THROUGH	0 1	0 1	0 1				1	0% 100%
RIGHT SB LEFT	36 64	37 66	37 66			0	1	3% 6%
THROUGH	3	3	3				2	67%
RIGHT ***TOTAL***	0 175	0 180	0 180		0.72	0	0	0%
INTERSECTION 3: EB LEFT	Hershey Roa 23	d (SR 0743) 24	/ Mt. Gretna 24	Road (SR 0241) - Holly Street			0	0%
BEAR LEFT	4	4	4				0	0%
THROUGH RIGHT	6 23	6 24	6 24			9	0	0% 4%
WB LEFT	8	8	8				3	
THROUGH RIGHT	3 216	3 222	3 222				0	0% 2%
HARD RIGHT	10	10	10			0	3	30%
NB LEFT THROUGH	14 419	14 432	14 432				0 26	0% 6%
BEAR RIGHT RIGHT	44 2	45 2	45 2			0	5 0	11% 0%
TOTAL	-	-	-		0.89	· ·	·	0,0
INTERSECTION 4:	Hershev Roa	d (SR 0743)	/ Mt. Gretna	Road (SR 0241) - Holly Street				
SB HARD LEFT	23	24	24	, , ,			3	
LEFT THROUGH	97 329	100 339	100 339				10 43	10% 13%
RIGHT SWB HARD LEFT	24 9	25 9	25 9			4	1	4% 22%
BEAR LEFT	58	60	60				2	3%
BEAR RIGHT HARD RIGHT	8 138	8 142	8 142			0	0 5	
	0	0	0				0	0%
	0	0	0				0	
******	0	0	0		0.00		0	0%
TOTAL	1458	1501	1501		0.89		108	
INTERSECTION 5: EB LEFT	Veterans Driv 0	ve / Propose 0	d Driveway 0				0	0%
THROUGH	129	133	133				6	5%
RIGHT WB LEFT	1 0	1 0	1 0			0	0	
THROUGH	44	45	45				4	9%
RIGHT NB LEFT	0	0	0			0	0	
THROUGH	0	0	0			^	0	0%
RIGHT SB LEFT	2	2	2			0	0	0%
THROUGH RIGHT	0	0	0			0	0	0%
TOTAL	176	181	181		0.71	0	U	0%
INTERSECTION 6:	Old Hershev	Road / Pron	osed Drivews					
EB LEFT	Ö	Ô	0	-,			0	
THROUGH RIGHT	0	0	0			0	0	
WB LEFT	0	0	0				0	0%
THROUGH RIGHT	0	0	0 0			0	0	0%
NB LEFT THROUGH	0 37	0 38	0 38				0 2	
RIGHT	0	0	0			0	0	0%
SB LEFT THROUGH	0 17	0 18	0 18				0	
RIGHT	0	0	0			0	0	
TOTAL	54	56	56 		0.00			

Sheetz Site Trips (7-26-24).xlsx AM Design 8/21/2024 2:01 PM

SITE A DESIGN HOUR	Sheetz AM Peak					TOTAL	
Land Use Type Trips Per Unit:	(945)	(type)					
Inbound	0.00	0.00	0.00	0.00	0.00	0.00	
Outbound	0.00	0.00	0.00	0.00	0.00	0.00	
Number of Units	6.13	0.00	0.00	0.00	0.00	0.00	
Buildout	100%	0%	0%	0%	0%	0%	
Pass-By Trips	0%	0%	0%	0%	0%	0%	
New Site Trips:							
Inbound	46	0	0	0	0	0	46
Outbound	45	0	0	0	0	0	45
Pass-By Trips:							
Inbound	144	0	0	0	0	0	144
Outbound	144	0	0	0	0	0	144
Total Site Trips:							
Inbound	190	0	0	0	0	0	190
Outbound	189	0	0	0	0	0	189
Total	379	0	0	0	0	0	379

----- SINGLE SITE TRAFFIC ASSIGNMENT -----

SITE A DESIGN HOUR	SLE SITE TRA Sheetz AM Peak	AFFIC ASSIG	INMENT									
DESIGN HOOK	FUTURE TRAFFIC W/O COM	FUTURE TRAFFIC W/ COM DEV	% NEW S	ITE TRIPS	% PASS	BY TRIPS	NEW SITE		PASS-BY	TOTAL SITE	FUTURE TRAFFIC W/O COM	FUTURE TRAFFC W/ COM DEV
APPROACH	DEV W/O	W/O PRO	INBOUND	OUTBOUND	INBOUND	OUTBOUND	TRIPS	PASS-BY	ADJUSTMENT	TRIPS		W/ PRO DEV
INTERSECTION 1:		ad (SR 0743)										
EB LEFT THROUGH	62 0	62 0	0% 0%	45% 0%	0% 0%	91% 0%	20 0	131 0		151 0	213 0	
RIGHT	76	76	0%	45%	0%	9%	20	13	0	33	109	109
WB LEFT THROUGH	0	0	0% 0%		0% 0%	0% 0%	0	0		0	0	
RIGHT	1	1	0%	0%	0%	0%	0	0	0	0	1	1
NB LEFT THROUGH	29 761	29 761	45% 0%	0% 0%	16% 0%		21 0	23 0		44 -23	73 738	
RIGHT	1	1	0%		0%	0%	0	0		0	1	
SBLEFT	0	0	0%		0% 0%	0% 0%	0	0		0	420	
THROUGH RIGHT	433 16	433 16	0% 45%	0%	84%	0%	21	0 121	13 0	-13 142	420 158	
TOTAL	1379	1379	90%	90%	100%	100%	82	288	36	334	1713	1713
INTERSECTION 2:	Old Hershey	Road / Vete	rans Drive -	Rockwood D	rive							
EB LEFT	1	1	0%	0%	0%	0%	0	0		0	1	
THROUGH RIGHT	28 0	28 0	2% 0%		0% 0%	0% 0%	1	0		1	29 0	
WB LEFT	14	14	0%		0%	0%	0	0	0	0	14	14
THROUGH RIGHT	8 22	8 22	0% 0%		0% 0%	0% 0%	1 2	0		1 2	9 24	
NB LEFT	0	0	0%	0%	0%	0%	0	0	0	0	0	0
THROUGH RIGHT	1 37	1 37	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	1 37	1 37
SBLEFT	66	66	5%		0%	0%	2	0		2	68	
THROUGH	3	3	0%		0%	0%	0	0		0	3	
RIGHT ***TOTAL***	0 180	0 180	0% 7%	0% 7%	0% 0%	0% 0%	0 6	0		0 6	0 186	
INTERCECTION			/ N# O+-	D1/0D 0	044) 11-11-							
INTERSECTION 3: EB LEFT	Hershey Roa 24	ad (SR 0743) 24	/ Mt. Gretna 0%	Road (SR 0 0%	241) - Holly 0%	Street 0%	0	0	0	0	24	24
BEAR LEFT	4	4	0%		0%	0%	0	0	0	0	4	
THROUGH RIGHT	6 24	6 24	0% 0%		0% 0%	0% 0%	0	0		0	6 24	
WBLEFT	8	8	0%		0%	0%	0	0		0	8	
THROUGH	3 222	3 222	0%		0% 0%	0% 0%	0	0		0	226	
RIGHT HARD RIGHT	10	10	8% 0%	0% 0%	0%		0	0		4	10	
NB LEFT	14	14	0%	0%	0%	0%	0	0		0	14	
THROUGH BEAR RIGHT	432 45	432 45	28% 0%	0% 0%	0% 0%	0% 0%	13 0	0		13 0	445 45	
RIGHT	2	2	0%	0%	0%	0%	0	0	0	0	2	
TOTAL			36%	0%	0%	0%	17	0	0	17		
	Hershey Roa											
SB HARD LEFT LEFT	24 100	24 100	0% 0%		0% 0%	0% 0%	4	0		4	28 104	
THROUGH	339	339	0%	28%	0%	0%	13	0	0	13	352	352
RIGHT SWB HARD LEFT	25 9	25 9	0% 0%		0% 0%	0% 0%	0	0		0	25 9	
BEAR LEFT	60	60	0%		0%		0	0		0	60	
BEAR RIGHT	8	8	0%		0%	0%	0	0		0	8	
HARD RIGHT	142 0	142 0	9% 0%	0% 0%	0% 0%	0% 0%	4	0		4 0	146 0	
	0	0	0%	0%	0%	0%	0	0	0	0	0	0
	0	0	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	0	
TOTAL	1501	1501	9%		0%	0%	25	0		25	1543	
INTERSECTION 5:	Veterane Dri	ive / Propose	d Driveway									
EB LEFT	0	0	0%	0%	0%	0%	0	0	0	0	0	0
THROUGH	133	133	0%		0%	0%	0	0		0	133	
RIGHT WB LEFT	0	0	7% 90%		0% 100%	0% 0%	3 41	144		3 185	3 185	
THROUGH	45	45	0%	0%	0%	0%	0	0	0	0	45	45
RIGHT NB LEFT	0	0	0% 0%	0% 7%	0% 0%	0% 0%	0	0		0	0	
THROUGH	0	0	0%	0%	0%	0%	0	0	0	0	0	0
RIGHT	0	0	0% 0%	90%	0% 0%	100%	41	144	0	185 0	185	
THROUGH	0	0	0%	0%	0%	0%	0	Ö	0	0	0	0
RIGHT ***TOTAL***	0 178	0 178	0% 97%		0% 100%		0 88	288		0 376	0 554	
INTERSECTION 6: EB LEFT		Road / Prop	osed Drivew 0%		001	00/	^	^		^	^	_
THROUGH	0	0	0%		0% 0%	0% 0%	0	0		0	0	0
RIGHT	0	0	0%	0%	0%	0%	0	0	0	0	0	0
WB LEFT THROUGH	0	0	0% 0%		0% 0%		1	0		1 0	1	
RIGHT	0	0	0%	0%	0%	0%	0	0	0	0	0	0
NB LEFT THROUGH	0 38	0 38	0% 0%		0% 0%	0% 0%	0	0		0	0 38	
RIGHT	0	0	3%	0%	0%	0%	1	0	0	1	1	1
SBLEFT	0	0	0%		0%	0%	0	0		0	0	
THROUGH RIGHT	18 0	18 0	0% 0%		0% 0%	0% 0%	0	0		0	18 0	
TOTAL	56	56	3%		0%		2	0		2	58	

Sheetz Site Trips (7-26-24).xisx

AM Design 8/21/2024 2:02 PM

----- GENERAL INFORMATION FOR SITETRIP WORKSHEET -----

Title:	Sheetz - Elizabethtown, PA	,	
Location: Performed By:	Mount Joy Township, Lancaster Count LJS		07/26/24
Intersection 1: Intersection 2: Intersection 3: Intersection 4: Intersection 6: Intersection 7: Intersection 8: Intersection 9:	Hershey Road (SR 0743) / Veterans Drive Old Hershey Road / Veterans Drive - Rockwood Drive Hershey Road / Veterans Drive - Rockwood Drive Hershey Road (SR 0743) / Mt. Gerban Road (SR 0241) Veterans Drive / Proposed Driveway Old Hershey Road / Proposed Driveway (STREET NAMES) (STREET NAMES)		Sheetz (Site) (Site) (Site) (Site) (Site) PM Peak 2030 1.03
Intersection 10: Intersection 11: Intersection 12:	(STREET NAMES) (STREET NAMES) (STREET NAMES) (STREET NAMES)	Background Growth Rate	

EVICTING AN	ID FUTURE T			EL ODMENT				
EXISTING AN	ND FUTURE II			ELOPMENT				
		TRAFFIC	TRAFFIC	Committed Developments				
	EXISTING	W/O COM DEV W/O	W/ COM DEV W/O PRO					Truck
APPROACH	TRAFFIC	PRO DEV	DEV		PHF	RTOR	Trucks	Percentage
INTERSECTION 1:	Hershey Roa		/ Veterans D					
EB LEFT	38	39	39				1	3%
THROUGH RIGHT	0 71	0 73	0 73			23	0	0% 1%
WB LEFT	0	0	0			20	0	0%
THROUGH RIGHT	0	0	0			0	0	
NB LEFT	79	81	81			U	0	
THROUGH	563	580	580			0	17	3% 0%
RIGHT SB LEFT	0	0	0			U	0	
THROUGH	680	700	700			_	18	3%
RIGHT ***TOTAL***	62 1493	64 1537	64 1537		0.99	5	2	3%
INTERSECTION 2: EB LEFT	Old Hershey I	Road / Veter 2	rans Drive - F 2	Rockwood Drive			1	50%
THROUGH	20	21	21				0	0%
RIGHT WB LEFT	32	33	33			0	1 0	50% 0%
THROUGH	31	32	32				0	0%
RIGHT NB LEFT	72 4	74 4	74 4			0	1	1% 0%
THROUGH	7	7	7				1	14%
RIGHT	25	26	26			0	0	0%
SB LEFT THROUGH	58 7	60 7	60 7				1	2% 0%
RIGHT	2	2	2			0	1	50%
TOTAL	262	270	270		0.94			
INTERSECTION 3:			/ Mt. Gretna	Road (SR 0241) - Holly Street				
EB LEFT BEAR LEFT	24 10	25 10	25 10				0	
THROUGH	10	10	10				0	
RIGHT	22	23	23			1	0	0%
WB LEFT THROUGH	4 5	4 5	4 5				0	0% 0%
RIGHT	106	109	109			_	1	1%
HARD RIGHT NB LEFT	9 16	9 16	9 16			2	0	
THROUGH	391	403	403				7	2%
BEAR RIGHT RIGHT	109 4	112 4	112 4			0	2	
TOTAL	-				0.96	0	·	070
INTERSECTION 4:	Hershey Roa	d (SR 0743)	/ Mt Gretna	Road (SR 0241) - Holly Street				
SB HARD LEFT	99	102	102	rtoda (Grt 0241) - Holly Greet			1	
LEFT THROUGH	119 503	123 518	123 518				2 12	
RIGHT	28	29	29			5	0	
SWB HARD LEFT	5	5	5				0	
BEAR LEFT BEAR RIGHT	88 12	91 12	91 12				0	
HARD RIGHT	92	95	95			0	0	0%
	0	0	0				0	
	0	0	0				0	0%
TOTAL	0 1656	0 1705	0 1705		0.96		0	0%
INTERSECTION 5: EB LEFT	Veterans Driv 0	e / Propose / 0	d Driveway 0				0	0%
THROUGH	101	104	104				0	0%
RIGHT WB LEFT	3 12	3 12	3 12			0	0	0% 0%
THROUGH	138	142	142				1	1%
RIGHT	0	0	0			0	0	0%
NB LEFT THROUGH	5 0	5 0	5 0				0	0% 0%
RIGHT	7	7	7			0	0	0%
SB LEFT THROUGH	0	0	0				0	
RIGHT	0	0	0			0	0	
TOTAL	266	273	273		0.95			
	Old Hershey I			ay				
EB LEFT	0	0	0				0	
THROUGH RIGHT	0	0	0			0	0	0%
WB LEFT	0	0	0				0	0%
THROUGH RIGHT	0	0	0			0	0	
NB LEFT	0	0	0				0	0%
THROUGH RIGHT	36 0	37 0	37 0			0	1	
SB LEFT	0	0	0			U	0	0%
THROUGH RIGHT	41 0	42 0	42 0			0	1	
TOTAL	77	79	79		0.00	0	0	070

Sheetz Site Trips (7-26-24).xlsx PM Design 8/21/2024 2:02 PM

SITE A DESIGN HOUR	Sheetz PM Peak					TOTAL	
Land Use Type Trips Per Unit:	(945)	(type)	(type)	(type)	(type)	(type)	
Inbound	0.00	0.00	0.00	0.00	0.00	0.00	
Outbound	0.00			0.00	0.00	0.00	
Number of Units	6.13	0.00	0.00	0.00	0.00	0.00	
Buildout	100%	0%	0%	0%	0%	0%	
Pass-By Trips	0%	0%	0%	0%	0%	0%	
New Site Trips:							
Inbound	42	0	0	0	0	0	42
Outbound	42	0	0	0	0	0	42
Pass-By Trips:							
Inbound	125	0	0	0	0	0	125
Outbound	125	0	0	0	0	0	125
Total Site Trips:							
Inbound	167	0	0	0	0	0	167
Outbound	167	0	0	0	0	0	167
Total	334	0	0	0	0	0	334
				=======		=======	=======

----- SINGLE SITE TRAFFIC ASSIGNMENT -----

DESIGN HOUR	Sheetz PM Peak											
	FUTURE TRAFFIC W/O COM	FUTURE TRAFFIC W/ COM DEV .	% NEW SI	TE TRIPS	% PASS-	BY TRIPS	NEW SITE		PASS-BY	TOTAL SITE	FUTURE TRAFFIC W/O COM	FUTURE TRAFFC W/ COM DEV
APPROACH	DEV W/O	W/O PRO		OUTBOUND	INBOUND	OUTBOUND	TRIPS	PASS-BY	ADJUSTMENT	TRIPS	DEV W/ PRO	W/ PRO DE\
INTERSECTION 1:	Hershey Roa	ad (SR 0743)										
EB LEFT	39	39	0%	45%	0%	86%	19	108	0	127	166	
THROUGH RIGHT	0 73	0 73	0% 0%	0% 45%	0% 0%	0% 14%	0 19	0 18	0	0 37	0 110	110
WB LEFT	0	0	0%	0%	0%	0%	0	0	0	0	0	(
THROUGH	0	0	0%	0%	0%	0%	0	0	0	0	0	
RIGHT NB LEFT	0 81	0 81	0% 45%	0% 0%	0% 11%	0% 0%	0 19	0 14	0	33	0 114	11-
THROUGH	580	580	0%	0%	0%	0%	0	0	14	-14	566	
RIGHT	0	0	0%	0%	0%	0%	0	0	0	0	0	
SBLEFT	0	700	0% 0%	0% 0%	0% 0%	0% 0%	0	0	0	0	0 682	68:
THROUGH RIGHT	700 64	700 64	45%	0%	89%	0%	19	0 111	18 0	-18 130	194	19
TOTAL	1537	1537	90%	90%	100%	100%	76	251	32	295	1832	183
NITERSECTION 2:	Old Harabay	Dood / Votor	ana Driva I	Cooleman D								
NTERSECTION 2: EB LEFT	Old Hershey	Road / Veter	ans Drive - F 0%	COCKWOOD DI	rive 0%	0%	0	0	0	0	2	:
THROUGH	21	21	2%	0%	0%	0%	1	0	0	1	22	
RIGHT	2	2	0%	0%	0%	0%	0	0	0	0	2	
WB LEFT THROUGH	33 32	33 32	0% 0%	0% 2%	0% 0%	0% 0%	0	0	0	0	33 33	
RIGHT	74	74	0%	5%	0%	0%	2	0	0	2	76	
NB LEFT	4	4	0%	0%	0%	0%	0	0	0	0	4	
THROUGH	7	7	0%	0%	0%	0%	0	0	0	0	7	
RIGHT SB LEFT	26 60	26 60	0% 5%	0% 0%	0% 0%	0% 0%	0	0	0	0	26 62	2 6
THROUGH	7	7	0%	0%	0%	0%	0	0	0	0	7	U
RIGHT	2	2	0%	0%	0%	0%	0	0	0	0	2	
TOTAL	270	270	7%	7%	0%	0%	6	0	0	6	276	27
NTERSECTION 3:	Hershey Roa	d (SR 0743)	/ Mt. Gretna	Road (SR 0:	 241) - Holly	Street						
EB LEFT	25	25	0%	0%	0%	0%	0	0		0	25	
BEAR LEFT	10	10	0%	0%	0%	0%	0	0		0	10	11
THROUGH RIGHT	10 23	10 23	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	10 23	
WBLEFT	4	4	0%	0%	0%	0%	0	0		0	4	-
THROUGH	5	5	0%	0%	0%	0%	0	0		0	5	
RIGHT	109	109	0%	0%	0%	0%	0	0		0	109	109
HARD RIGHT NB LEFT	9 16	9 16	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	9 16	
THROUGH	403	403	0%	0%	0%	0%	0	0		0	403	
BEAR RIGHT	112	112	0%	0%	0%	0%	0	0		0	112	113
RIGHT ***TOTAL***	4	4	0% 0%	0% 0%	0% 0%	0% 0%	0	0	0	0	4	4
NTERSECTION 4:												
SB HARD LEFT LEFT	102 123	102 123	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	102 123	
THROUGH	518	518	0%	0%	0%	0%	0	0		0	518	
RIGHT	29	29	0%	0%	0%	0%	0	0		0	29	29
SWB HARD LEFT BEAR LEFT	5 91	5 91	0% 0%	0% 0%	0% 0%	0% 0%	0	0		0	5 91	9:
BEAR RIGHT	12	12	0%	0%		0%	0					
HARD RIGHT	95	95						0		0	12	
	0		0%	0%	0% 0%	0%	0	0		0	12 95	1: 9:
		0	0%	0% 0%	0% 0%	0%	0	0		0	12 95 0	12 95 (
	0	0	0% 0%	0% 0% 0%	0% 0% 0%	0% 0%	0 0 0	0 0		0 0 0	12 95 0 0	12 99 (
			0%	0% 0%	0% 0%	0%	0	0		0	12 95 0	12 99 (
TOTAL	0	0	0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0%	0 0 0	0 0 0	0	0 0 0	12 95 0 0	12 99 ((
	0 0 0 1705	0 0 0 1705	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	0 0 0 0	0 0 0 0	0	0 0 0 0	12 95 0 0 0	12 99 ((
NTERSECTION 5:	0 0 0	0 0 0 1705	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	0 0 0 0 0	0 0 0 0		0 0 0 0	12 95 0 0 0	1: 9: 170:
NTERSECTION 5: EB LEFT THROUGH	0 0 1705 Veterans Dri 0 104	0 0 1705 	0% 0% 0% 0% 0% 1 Driveway 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 0 0 0 0 0	12 95 0 0 0 1705	1: 9: 170:
NTERSECTION 5: EB LEFT THROUGH RIGHT	0 0 1705 Veterans Dri 0 104 0	0 0 1705 	0% 0% 0% 0% 0% 1 Driveway 0% 0% 7%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0	0 0 0 0 0 0 0	12 95 0 0 0 1705	12 99 (((1709
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT	0 0 1705 	0 0 1705 	0% 0% 0% 0% 0% 0% 1 Driveway 0% 0% 7% 90%	0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 0 3 338	0 0 0 0 0 0 0	0 0 0 0	0 0 0 0 0 0 0 0 3 163	12 95 0 0 0 1705 0 104 3 163	12 99 (((1709 (102 (163
NTERSECTION 5: EB LEFT THROUGH RIGHT	0 0 1705 	0 0 1705 	0% 0% 0% 0% 0% 1 Driveway 0% 0% 7%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0	0 0 0 0 0 0 0	12 95 0 0 0 1705	12 98 (((1709 (100 (166 142
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT	0 0 1705 	0 0 1705 	0% 0% 0% 0% 0% 0% 0% 0% 7% 90% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 100% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 3 38 0 0	0 0 0 0 0 0 0 0 0 0 125 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0	12 95 0 0 0 1705 0 104 3 163 142 0 3	12 94 ((((170) (10) (16) 144
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH	0 0 1705 	0 0 1705 	0% 0% 0% 0% 0% 0% 1 Driveway 0% 0% 90% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 0 0 3 3 38 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0	12 95 0 0 0 1705 0 104 3 163 142 0	12 91 (((((((((((((((((((
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT RIGHT RIGHT RIGHT RIGHT	0 0 1705 	0 0 1705 	0% 0% 0% 0% 0% 0% 0% 0% 7% 90% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 100% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 3 38 0 0	0 0 0 0 0 0 0 0 0 0 125 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0	12 95 0 0 0 1705 0 104 3 163 142 0 3	1: 99 ((((((((((((((((((
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH	0 0 1705 	0 0 0 1705 	0% 0% 0% 0% 0% 0% 1d Driveway 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 3 3 388 0 0 0 3 3 3 8 8 0 0	0 0 0 0 0 0 0 0 0 0 0 125 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0 0 163 0	12 95 0 0 0 1705 0 1044 163 1422 0 3 0 163	1: 99 (((170: 10- 5; 166: 14: ((((
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT	0 0 1705 Veterans Driv 0 104 0 0 142 0 0 0 0 0	0 0 1705 vve / Proposec 0 104 0 0 142 0 0 0 0	0% 0% 0% 0% 0% 0% 1 Driveway 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 00% 00% 00%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 3 3 38 0 0 0 3 3 3 8 0 0 0 0	0 0 0 0 0 0 0 0 0 125 0 0 0 0 125 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0 0 163 0 0	12 95 0 0 0 0 1705 0 104 3 163 142 0 0 163 0 0 0 0 0 0 0 0 0 0 0 0 0	1: 99 ((((((((((((((((((
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT SB LEFT THROUGH	0 0 1705 	0 0 0 1705 	0% 0% 0% 0% 0% 0% 1d Driveway 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 0 0 0 0 0 0 0 3 3 388 0 0 0 3 3 3 8 8 0 0	0 0 0 0 0 0 0 0 0 0 0 125 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0 0 163 0	12 95 0 0 0 1705 0 1044 163 1422 0 3 0 163	1: 99 ((((((((((((((((((
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT ***TOTAL***	0 0 0 0 17755 Veterans Dri 0 0 1044 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1705 ve / Proposec 0 0 1044 0 0 0 0 0 0 0 0 0 0 0 0 246 Road / Proposec 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 1 Driveway 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 100% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 3 3 8 0 0 0 3 3 8 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 3 163 0 0 0 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0	12 95 0 0 0 0 1705 0 104 13 183 1422 0 3 0 0 0 0 578	1: 99
NTERSECTION 6: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT NTERSECTION 6: EB LEFT	0 0 0 1705 Veterans Dri 104 0 0 142 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1705 ve / Proposece 0 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 1 Driveway 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0 0 163 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 95 0 0 0 0 1705 0 104 3 163 142 0 0 163 0 0 0 0 0 0 0 0 0 0 0 0 0	1: 98
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT ***TOTAL*** NTERSECTION 6: EB LEFT THROUGH	0 0 0 0 1705 Veterans Dri 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1705 ve / Proposec 0 0 142 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 1 Driveway 0% 7% 90% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 3 3 3 8 0 0 0 3 3 0 0 0 0	0 0 0 0 0 0 0 0 0 125 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0 0 163 0 0 0 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0	12 95 0 0 0 0 1705 0 104 3 3 163 142 0 0 0 0 578	1: 98
INTERSECTION 6: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT ***TOTAL*** NTERSECTION 6: EB LEFT	0 0 0 17705 Veterans Driv 104 0 0 142 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1705 ve / Proposece ve / 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 1 Driveway 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 163 0 0 0 163 0 0 0 0 3 3 3 3 0 0 0 0 0 0 0 0 0 0 0	12 955 0 0 0 1705 0 1044 3 3 163 142 0 0 0 0 578	1: 99 1700 100 16: 14:
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NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT THROUGH RIGHT ***TOTAL*** NTERSECTION 6: EB LEFT THROUGH RIGHT THROUGH RIGHT RIGHT RIGHT	0 0 0 0 1705 Veterans Dri 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1705	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 3 163 3 0 0 0 0 0 3 3 0 0 0 0 3 3 0 0 0 0 0	12 95 0 0 0 1705 0 104 3 3 163 0 0 0 0 0 0 0 0 1705	170 170 100 160 141 160 160
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT WTOTAL*** NTERSECTION 6: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT	0 0 0 1705 Veterans Dri Veteran	0 0 0 17705 ve / Proposec 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 6 Driveway 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 3 3 163 0 0 0 0 163 0 0 0 0 163 0 0 0 0 163 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 955 0 0 0 1705 0 1044 3 142 0 0 3 0 0 0 0 0 0 1705	1: 9: 9: 0 () () () () () () () () () (
NTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT WF LEFT THROUGH RIGHT WF LEFT THROUGH RIGHT WF LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT NB LEFT THROUGH	0 0 0 0 1705 Veterans Dri 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1705 ve / Proposec ve /	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 125 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 3 163 3 0 0 0 0 0 3 3 0 0 0 0 3 3 0 0 0 0 0	12 95 0 0 0 1705 0 104 3 3 163 0 0 0 0 0 0 0 0 1705	11 98 98 98 98 98 98 98 98 98 98 98 98 98
INTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT RIGHT RIGHT RIGHT RIGHT RIGHT RIGHT RIGHT RIGHT	0 0 0 0 1705 Veterans Dri 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1705 ve / Proposec ve /	0% 0% 0% 0% 0% 0% 0% 1 Driveway 1 O 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 125 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 3 3 163 3 0 0 0 0 0 3 3 3 3 0 0 0 0 1 0 0 0 0	12 955 0 0 0 1705 0 1705 0 142 162 0 0 3 163 0 0 0 0 0 0 0 1705 0 0 0 0 0 0 0 0 0 0 0 0 0	11 95 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
INTERSECTION 5: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT SB LEFT THROUGH RIGHT ***TOTAL*** INTERSECTION 6: EB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT WB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT NB LEFT THROUGH RIGHT	0 0 0 0 1705 Veterans Dri Veter	0 0 0 1705	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 3 163 0 0 0 163 0 0 0 0 0 3 3 3 0 0 0 0 0 0 0 0 0 0 0	12 955 0 0 0 1705 0 1705 0 1044 3 3 163 142 0 0 0 0 0 0 1705 0 1705 0 0 1705 0 0 1705 0 0 0 0 0 0 0 0 0 0 0 0 0	129 99 99 99 99 99 99 99 99 99 99 99 99 9

Sheetz Site Trips (7-26-24).xisx PM Design 8/21/2024 2:03 PM

------ GENERAL INFORMATION FOR SITETRIP WORKSHEET ------

Title:	Sheetz - Elizabethtown, PA	,	
Location: Performed By:	Mount Joy Township, Lancaster Count		07/26/24
renonneu by.	LJS	Date.	07/20/24
Intersection 1:	Hershey Road (SR 0743) / Veterans Drive	Site A:	Sheetz
Intersection 2:	Old Hershey Road / Veterans Drive - Rockwood Drive	Site B:	(Site)
Intersection 3:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site C:	(Site)
Intersection 4:	Hershey Road (SR 0743) / Mt. Gretna Road (SR 0241)	Site D:	(Site)
Intersection 5:	Veterans Drive / Proposed Driveway	Site E:	(Site)
Intersection 6:	Old Hershey Road / Proposed Driveway	Site F:	(Site)
Intersection 7:	(STREET NAMES)	Design Hour:	Sat Peak
Intersection 8:	(STREET NAMES)	Design Year:	2030
Intersection 9:	(STREET NAMES)	Background Factor:	1.03
Intersection 10:	(STREET NAMES)	Background Growth Rate:	0.50
Intersection 11:	(STREET NAMES)		
Intersection 12:	(STREET NAMES)		

EXISTING AND FUTURE TRAFFIC WITHOUT DEVELOPMENT								
		FUIUKE	FUIUKE	Committed Developments				
	EVICTING	TRAFFIC W/O COM	TRAFFIC W/ COM DEV	·				Truck
APPROACH	EXISTING TRAFFIC	DEV W/O PRO DEV	W/O PRO DEV		PHF	RTOR	Trucks	Percentage
INTERSECTION 1:	Hershey Roa		/ Veterans D					
EB LEFT	41	42	42				1	2%
THROUGH RIGHT	0 56	0 58	0 58			32	0	
WB LEFT	0	0	0				0	0%
THROUGH RIGHT	0 1	0	0 1			0	0	
NB LEFT THROUGH	66 425	68 438	68 438				1 8	
RIGHT	425	438	438			0	0	
SB LEFT THROUGH	1 369	1 380	1 380				0 5	
RIGHT	29	30	30			4	0	
TOTAL	988	1018	1018		0.92			
INTERSECTION 2:				ockwood Drive	-			
EB LEFT THROUGH	2 16	2 16	2 16				0	
RIGHT	0	0	0			0	0	0%
WB LEFT THROUGH	37 6	38 6	38 6				0	
RIGHT	44	45	45			0	0	0%
NB LEFT THROUGH	1 2	1 2	1 2				0	
RIGHT	31	32	32			0	0	0%
SB LEFT THROUGH	45 3	46 3	46 3				0	
RIGHT	1	1	1			0	0	
TOTAL	188	192	192		0.87			
INTERSECTION 3:				Road (SR 0241) - Holly Street			_	
EB LEFT BEAR LEFT	24 4	25 4	25 4				0	
THROUGH	6	6	6			_	0	0%
RIGHT WB LEFT	17 1	18 1	18 1			5	0	
THROUGH	9	9	9				1	11%
RIGHT HARD RIGHT	91 8	94 8	94 8			0	1	
NB LEFT	11	11	11			_	0	0%
THROUGH BEAR RIGHT	349 73	359 75	359 75				8	
RIGHT	6	6	6		0.07	1	0	
TOTAL					0.97			
INTERSECTION 4: SB HARD LEFT	Hershey Roa 59	d (SR 0743) 61	/ Mt. Gretna 61	Road (SR 0241) - Holly Street			0	0%
LEFT	60	62	62				1	
THROUGH	310	319	319				6	
RIGHT SWB HARD LEFT	26 5	27 5	27 5			3	0	
BEAR LEFT	49 8	50	50 8				2	
BEAR RIGHT HARD RIGHT	53	8 55	55			1	0	0%
	0	0	0				0	
	0	0	0				0	0%
TOTAL	0 1169	0 1203	0 1203		0.97		0 22	
INTERSECTION 5: EB LEFT	Veterans Driv 0	e / Propose/ 0	d Driveway 0				0	0%
THROUGH	90	93	93			_	0	0%
RIGHT WB LEFT	9	2 9	9			0	0	
THROUGH	86	89	89				0	0%
RIGHT NB LEFT	0	0	0			0	0	
THROUGH	0	0	0			_	0	0%
RIGHT SB LEFT	5 0	5 0	0			0	0	0%
THROUGH RIGHT	0	0	0			0	0	0%
TOTAL	193	199	199		0.91	0	0	υ%
INTERSECTION 6:	Old Herehey	Road / Prop	osed Drive					
EB LEFT	ó	Ö	0	7			0	
THROUGH RIGHT	0	0				0	0	
WB LEFT	0	0	0			U	0	0%
THROUGH RIGHT	0	0				0	0	
NB LEFT	0	0	0			U	0	0%
THROUGH RIGHT	34 0	35 0	35 0			0	0	
SB LEFT	0	0	0			U	0	0%
THROUGH RIGHT	40 0	41 0	41 0			0	0	
TOTAL	74	76	76		0.00	0	0	0 70

Sheetz Site Trips (7-26-24).xlsx Sat Design 8/21/2024 2:04 PM

SITE A	Sheetz Sat Peak					TOTAL	
DESIGN HOUR	Sat Peak					TOTAL	
Land Use Type	(945)	(type)	(type)	(type)	(type)	(type)	
Trips Per Unit:	(= :=)	(91-7	(-7F-7	(7)-7	(-71-7	(-)/	
Inbound	0.00	0.00	0.00	0.00	0.00	0.00	
Outbound	0.00	0.00	0.00	0.00	0.00	0.00	
Number of Units	6.13	0.00	0.00	0.00	0.00	0.00	
Buildout	100%	0%	0%	0%	0%	0%	
Pass-By Trips	0%	26%	0%	0%	0%	0%	
New Site Trips:							
Inbound	69	0	0	0	0	0	69
Outbound	69	0	0	0	0	0	69
Pass-By Trips:							
Inbound	128	0	0	0	0	0	128
Outbound	127	0	0	0	0	0	127
Total Site Trips:							
Inbound	197	0	0	0	0	0	197
Outbound	196	0	0	0	0	0	196
Total	393	0	0	0	0	0	393
							=======

----- SINGLE SITE TRAFFIC ASSIGNMENT -----

SITE A DESIGN HOUR	Sheetz Sat Peak											
APPROACH	FUTURE TRAFFIC W/O COM DEV W/O	FUTURE TRAFFIC W/ COM DEV . W/O PRO	% NEW S	ITE TRIPS OUTBOUND	% PASS-		NEW SITE TRIPS	PASS-BY	PASS-BY ADJUSTMENT	TOTAL SITE TRIPS	FUTURE TRAFFIC W/O COM DEV W/ PRO	FUTURE TRAFFC W/ COM DEV W/ PRO DEV
INTERSECTION 1:		ad (SR 0743)		Orive	======			=======				
EB LEFT THROUGH	42 0	42 0	0% 0%	45% 0%	0% 0%		31 0	113 0		144 0	186 0	
RIGHT	58	58	0%	45%	0%	11%	31	14		45	103	
WB LEFT	0	0	0%		0%		0	0		0	0	
THROUGH RIGHT	0	0	0% 0%	0% 0%	0% 0%		0	0		0	0	
NB LEFT	68	68	45%	0%	14%	0%	31	18	0	49	117	117
THROUGH RIGHT	438 0	438 0	0% 0%		0% 0%		0	0		-18 0	420 0	
SBLEFT	1	1	0%	0%	0%		0	0		0	1	
THROUGH	380	380	0%	0%	0%	0%	0	0		-14	366	
RIGHT ***TOTAL***	30 1018	30 1018	45% 90%	0% 90%	86% 100%	100%	31 124	110 255		141 347	171 1365	171 1365
INTERSECTION 2: EB LEFT	Old Hershey	Road / Veter 2	ans Drive - 0%	Rockwood D 0%	rive 0%	0%	0	0	0	0	2	. 2
THROUGH	16	16	2%	0%	0%		1	0		1	17	
RIGHT	0	0	0%	0%	0%		0	0		0	0	
WB LEFT THROUGH	38 6	38 6	0% 0%	0% 2%	0% 0%		0	0		0	38 7	38
RIGHT	45	45	0%	5%	0%	0%	3	0	0	3	48	
NB LEFT THROUGH	1 2	1 2	0% 0%	0% 0%	0% 0%	0%	0	0		0	1	
RIGHT	32	32	0%	0%	0%	0%	0	0		0	32	
SBLEFT	46	46	5%		0%		3	0		3	49	
THROUGH RIGHT	3	3 1	0% 0%	0% 0%	0% 0%	0%	0	0		0	3 1	
TOTAL	192	192	7%	7%	0%	0%	8	0		8	200	
INTERSECTION 3:	Herehey Ros	ad (SR 0743)	/ Mt. Gretns	Road (SR 0	241) - Holly	Street						
EB LEFT	25	25	0%	0%	0%	0%	0	0		0	25	
BEAR LEFT	4	4	0%	0%	0%		0	0		0	4	
THROUGH RIGHT	6 18	6 18	0% 0%	0% 0%	0% 0%		0	0		0	6 18	
WB LEFT	1	1	0%	0%	0%	0%	0	0		0	1	
THROUGH	9	9	0% 0%	0% 0%	0% 0%		0	0		0	9	
RIGHT HARD RIGHT	94 8	94 8	0%		0%	0% 0%	0	0		0	94 8	
NB LEFT	11	11	0%	0%	0%	0%	0	0		0	11	11
THROUGH BEAR RIGHT	359 75	359 75	0% 0%	0% 0%	0% 0%		0	0		0	359 75	
RIGHT	6	6	0%		0%		0	0		0	6	
TOTAL			0%	0%	0%	0%	0	0	0	0		
INTERSECTION 4:												
SB HARD LEFT LEFT	61 62	61 62	0% 0%	0% 0%	0% 0%		0	0		0	61 62	
THROUGH	319	319	0%	0%	0%		0	0		0	319	
RIGHT	27	27	0%	0%	0%		0	0		0	27	27
SWB HARD LEFT BEAR LEFT	5 50	5 50	0% 0%		0% 0%		0	0		0	5 50	
BEAR RIGHT	8	8	0%	0%	0%	0%	0	0		0	8	8
HARD RIGHT	55 0	55 0	0% 0%	0% 0%	0% 0%		0	0		0	55 0	
	0	0	0%	0%	0%		0	0		0	0	
	0	0	0%	0%	0%	0%	0	0		0	0	
TOTAL	0 1203	0 1203	0% 0%	0% 0%	0% 0%	0%	0	0		0	0 1203	
INTERSECTION 5:		ive / Proposed		00/	00/	00/	0	0		0		
EB LEFT THROUGH	0 93	0 93	0% 0%	0% 0%	0% 0%		0	0		0	93	
RIGHT	0	0	7%	0%	0%	0%	5	0	0	5	5	5
WB LEFT THROUGH	0 89	0 89	90% 0%	0% 0%	100% 0%		62 0	128 0		190 0	190 89	
RIGHT	0	0	0%	0%	0%	0%	0	0		0	0	
NB LEFT	0	0	0%		0%		5	0		5	5	
THROUGH RIGHT	0	0	0% 0%	0% 90%	0% 0%	100%	0 62	0 127		0 189	0 189	
SBLEFT	0	0	0%	0%	0%	0%	0	0	0	0	0	0
THROUGH RIGHT	0	0	0% 0%		0% 0%		0	0		0	0	
TOTAL	182	182	97%	97%	100%		134	255		389	571	
INTERSECTION 6: EB LEFT	Old Hershey 0	Road / Propo	osed Drivew 0%		0%	0%	0	0	0	0	0	0
THROUGH	0	0	0%	0%	0%	0%	0	0	0	0	0	0
RIGHT WB LEFT	0	0	0% 0%		0% 0%		0	0		0	0	
THROUGH	0	0	0%	0%	0%	0%	0	0	0	0	0	0
RIGHT	0	0	0%	0%	0%	0%	0	0	0	0	0	0
NB LEFT THROUGH	0 35	0 35	0% 0%		0% 0%		0	0		0	0 35	
RIGHT	0	0	3%	0%	0%	0%	2	0	0	2	2	2
		0	0%	0%	0%	0%	0	0	0	0	0	0
SB LEFT	0									^		
	41 0	41 0	0%	0%	0%	0%	0	0	0	0	41	

Sheetz Site Trips (7-26-24).xisx
Sat Design 8/21/2024 2:04 PM

TRIP GENERATION WORKSHEETS



Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

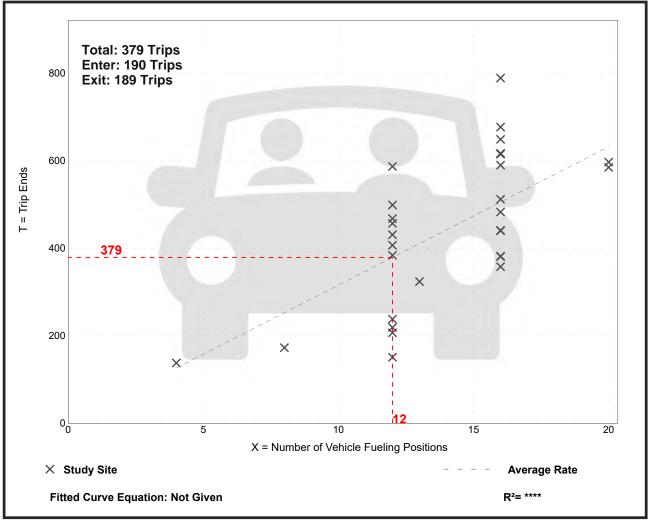
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
31.60	12.58 - 49.31	9.10

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

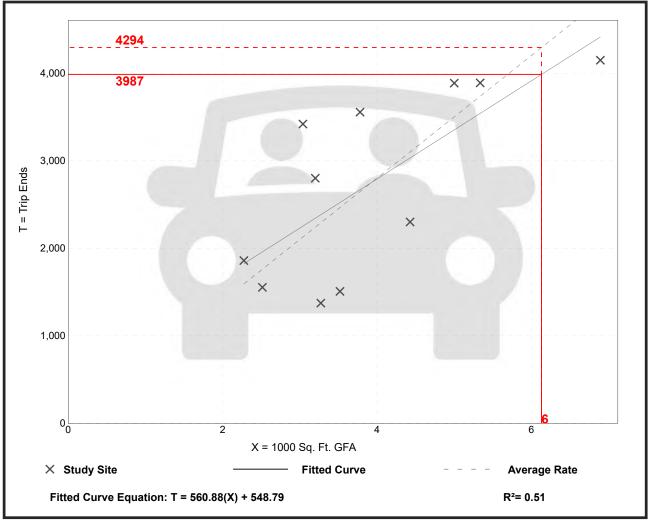
Number of Studies: 11 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
700.43	419.93 - 1125.00	206.44

Data Plot and Equation



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Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

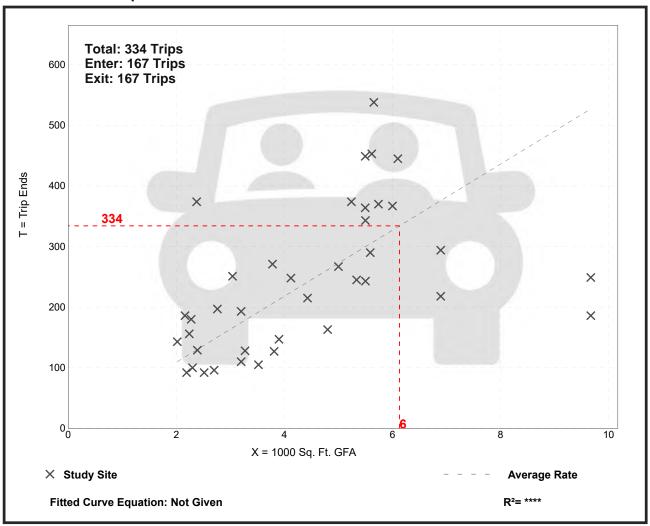
Number of Studies: 39 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.52	19.23 - 157.41	23.69

Data Plot and Equation



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Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

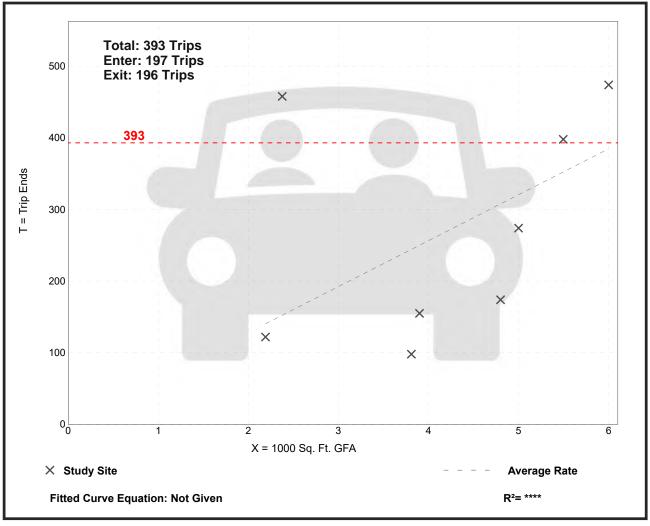
Number of Studies: 8 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
64.13	25.72 - 192.76	42.59

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

			Vehicle	e Pass-By Ra	tes by Lan	d Hea				
		So		rip Generatio	•					
Land Use Code					94					
Land Use						ore/Gas Station				
Setting						in/Suburban				
Time Period		46.61			eekday AM	Peak Period	20 614	-1		
# Data Sites Average Pass-By Rate	-	16 Sites with bet				7	28 Sites with b 6% for Sites with			
Average rass-by hate	0	10/0 IOI SILES WILITE	Jetween 2		haracteristic	s for Individual		ii between	3 aliu 20 VFF	
				rass-by Ci	iaiacteristic	25 IOI IIIUIVIUUAI	Jiles .			
		Survey Pass-By Non-Pass-By Trips Adj Stre								
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	_	48	17	35	52	1210	2
2.6 2.8	< 8 < 8	Kentucky Kentucky	1993 1993	_	72 54	15 11	13 35	28 46	940	2
3	< 8	Indiana	1993	62	74	10	16	26	1240 790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	_	72	_	_	28	2440	30
4.694	12	Maryland	2000	_	78	_	_	22	1561	30
4.694	12	Maryland	2000	_	79	_	_	21	2764	30
4.848	12	Virginia	2000	_	55	_	1	45	1398	30
5.06	12	Pennsylvania	2000	_	84	_		16	3219	30
5.242	12	Virginia	2000	_	74	_	I	26	1160	30
5.242	12	Virginia	2000	_	71	_	_	29	548	30
5.488	12	Delaware	2000	_	80	_	ı	20	_	30
5.5	12	Pennsylvania	2000	_	85	_	-	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	_	90	_	_	10	2278	30
4.694 4.694	16 16	Delaware Delaware	2000	_	74 58	_		26 42	2185 962	30 30
4.694	16	Delaware	2000	_	84	_		16	2956	30
4.694	16	New Jersey	2000		79			21	1859	30
4.694	20	Delaware	2000	_	84	_		16	3864	30
4.848	16	Virginia	2000	_	68	_	_	32	2106	30
4.848	16	Virginia	2000	_	85	_	_	15	2676	30
4.848	16	Virginia	2000	_	75	_	_	25	3244	30
4.848	16	Virginia	2000	_	71	_	-	29	1663	30
4.993	16	Pennsylvania	2000	_	75	_	_	25	1991	30
5.094	16	New Jersey	2000	_	86	_	_	14	1260	30
5.5	16	Pennsylvania	2000	_	82	_	_	18	1570	30
5.543	16	Pennsylvania	2000	_	84	_	_	16	1933	30
5.565	16	Pennsylvania	2000	_	77	_	_	23	2262	30
5.565	16	Pennsylvania	2000	_	68	_	_	32	2854	30
5.565	16	New Jersey	2000	_	58	_	_	42	1253	30
5.565 5.565	16 16	New Jersey	2000	_	79 84	_	_	21	1928	30
3.303	10	New Jersey	2000		04			16	1953	30
		l .	l			1		l	1	1

			Mala:al	- D D D-	h l	d 11				
		So		e Pass-By Ra Trip Generatio						
		30	arcc. IIE 7	TIP GETICIANO	ii ivianaai, 1	LITTI Edition				
Land Use Code					94	5				
Land Use				Conv		ore/Gas Station				
Setting						n/Suburban				
Time Period				W	eekday PM	Peak Period				
# Data Sites		12 Sites with bet	ween 2 an		,		28 Sites with b	etween 9 a	ind 20 VFP	
Average Pass-By Rate	5	6% for Sites with b	etween 2	and 8 VFP		7	5% for Sites wit	h between	9 and 20 VFP	
		Pass-By Characteristics for Individual Sites								
			Survey		Pass-By	No	n-Pass-By Trips		Adj Street Peak	
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993		58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993		62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	_	78	_	_	22	3549	30
4.694	12	Maryland	2000	_	67	_	_	33	2272	30
4.694 4.848	12 12	Maryland	2000	_	66 71	_		34 29	3514 2350	30 30
5.06	12	Virginia Pennsylvania	2000		91			9	4181	30
5.242	12	Virginia	2000		70	_		30	2445	30
5.242	12	Virginia	2000	_	56	_		44	950	30
5.488	12	Delaware	2000	_	73	_	_	27	_	30
5.5	12	Pennsylvania	2000	<u> </u>	84	_	_	16	4025	30
4.694	16	Maryland	2000	_	89	_	_	11	2755	30
4.694	16	Delaware	2000	_	73	_	_	27	1858	30
4.694	16	Delaware	2000	_	59	_	_	41	1344	30
4.694	16	Delaware	2000	_	72	_	_	28	3434	30
4.694	16	New Jersey	2000	_	81	_	_	19	1734	30
4.694	20	Delaware	2000	_	76	_	_	24	1616	30
4.848	16	Virginia	2000	_	67	_	_	33	2.954	30
4.848	16	Virginia	2000	_	78	_	_	22	3086	30
4.848	16	Virginia	2000	-	83	_	_	17	4143	30
4.848	16	Virginia	2000	_	73	_	_	27	2534	30
4.993	16	Pennsylvania	2000	_	72	_	_	28	2917	30
5.094	16	New Jersey	2000	_	86	_	_	14	1730	30
5.5	16	Pennsylvania	2000	_	90	_		10	2616	30
5.543	16	Pennsylvania	2000	_	87	_	_	13	2363	30
5.565	16	Pennsylvania	2000	_	81	_	_	19	2770	30
5.565	16	Pennsylvania	2000	_	76	_	_	24	3362	30
5.565	16	New Jersey	2000	_	61	_	_	39	1713	30
5.565	16	New Jersey	2000	_	86	_	_	14	1721	30
5.565	16	New Jersey	2000		81			19	2227	30

CAPACITY AND QUEUE ANALYSIS WORKSHEETS



Critical Headway and Follow-up Headway Calculations

Equation 19-30 $t_{c,x} = t_{c,base} + t_{c,hv}P_{hv} + t_{c,g}G - t_{3,lt}$

Equation 19-31 $t_{f,x} = t_{f,base} + t_{f,hv} P_{hv}$

from HCM 6th Ed Manual

Old Hershey Road /	Prop. Dwy	$t_{c,base}$	t _{c,hv}	P _{hv}	t _{c,g}	G	t _{3,lt}	Critical Headway t _{c,x}	$t_{f,base}$	t _{f,hv}	P_{hv}	Follow-up Headway t _{f,x}
	WBL	7.1	1	0.02	0.2	0	0.7	6.4	3	0.9	0.02	3.0
AM Peak	WBR	6.2	1	0.02	0.1	0	0	6.2	3.1	0.9	0.02	3.1
	SBL	4.3	1	0.02	0	-1	0	4.3	3	0.9	0.02	3.0
	WBL	7.1	1	0.02	0.2	0	0.7	6.4	3	0.9	0.02	3.0
PM Peak	WBR	6.2	1	0.02	0.1	0	0	6.2	3.1	0.9	0.02	3.1
	SBL	4.3	1	0.02	0	-1	0	4.3	3	0.9	0.02	3.0
	WBL	7.1	1	0.02	0.2	0	0.7	6.4	3	0.9	0.02	3.0
Sat Peak	WBR	6.2	1	0.02	0.1	0	0	6.2	3.1	0.9	0.02	3.1
	SBL	4.3	1	0.02	0	-1	0	4.3	3	0.9	0.02	3.0

Veterans Drive / Pro	p. Dwy	t _{c,base}	t _{c,hv}	P _{hv}	t _{c,g}	G	t _{3,lt}	Critical Headway t _{c,x}	$t_{f,base}$	t _{f,hv}	P_{hv}	Follow-up Headway t _{f,x}
	NBL	7.1	1	0.02	0.2	-3	0.7	5.8	3	0.9	0.02	3.0
AM Peak	NBR	6.2	1	0.02	0.1	-3	0	5.9	3.1	0.9	0.02	3.1
	EBL	4.3	1	0.02	0	2	0	4.3	3	0.9	0.02	3.0
	NBL	7.1	1	0.02	0.2	-3	0.7	5.8	3	0.9	0.02	3.0
PM Peak	NBR	6.2	1	0.02	0.1	-3	0	5.9	3.1	0.9	0.02	3.1
	EBL	4.3	1	0.02	0	2	0	4.3	3	0.9	0.02	3.0
	NBL	7.1	1	0.02	0.2	-3	0.7	5.8	3	0.9	0.02	3.0
Sat Peak	NBR	6.2	1	0.02	0.1	-3	0	5.9	3.1	0.9	0.02	3.1
	EBL	4.3	1	0.02	0	2	0	4.3	3	0.9	0.02	3.0

	≯	-	•	•	←	•	4	†	<i>></i>	\	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ĵ -	***************************************		- ↔			₩			↔	
Traffic Volume (vph)	60	0	74	0	0	1	28	739	1	0	420	16
Future Volume (vph)	60	0	74	0	0	1	28	739	1	0	420	16
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865					s	0.995	
Flt Protected	0.950	0,000			0.000			0.998			0.000	
Satd. Flow (prot)	1519	1401	0	0	1573	0	0	1749	0	0	1620	0
Flt Permitted	0.757	1701	· ·	· ·	1010	U	V	0.974			1020	
Satd. Flow (perm)	1210	1401	0	0	1573	0	0	1707	0	0	1620	0
Right Turn on Red	1210	1701	Yes	· ·	1010	Yes		1707	Yes	•	1020	Yes
Satd. Flow (RTOR)		397	1 99		179	163			103		6	103
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0.67	7%	0.07	0.07	0.07	11%	4%	0.07	0.07	9%	6%
Adj. Flow (vph)	570 69	076	7 70 85	070	0 / 0	076 1	32	470 849	1	070	483	18
Shared Lane Traffic (%)	09	U	00	U	U	1	32	043	1	U	400	10
Lane Group Flow (vph)	69	85	0	0	1	0	0	882	0	0	501	0
Enter Blocked Intersection	No .	No No	No No	No	No	No	No	No	No	No No	No -	No
Lane Alignment	Left	Left	HORSELECTION CONTRACTOR CONTRACTOR	Left	Left	n ne zwiedliche (Draid-Allia)	Left	Left	endant beautiful and an endant of the first	Left	Left	CONTRACTOR CONTRACTOR
	LUII	10	Right	Len	10	Right	Leit	13	Right	Len	13	Right
Median Width(ft) Link Offset(ft)		0			0			13			0	
and a magnitude of the contract of the contrac		16			16			16			16	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1,09
		1,10	1.10 9	1.06	1.00	**************************************	1.05	1.00		encasta canon callobia dan	1,09	
Turning Speed (mph)	15 1	2	9	10	2	9	10	2	9	15	2	9
Number of Detectors	enterfesio (Seu surfetto destatti)	integrated before the Permitter of Gradien of								1	2 Thru	
Detector Template	Left 20	Thru 100	Section Sec	Left 20	Thru 100		Left 20	Thru 100		Left 20	Thru 100	
Leading Detector (ft)	introduction to metablesons			10-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	e Armilla rationers altra tils at		20 0	100		vees-sed-constructions		L L
Trailing Detector (ft)	0	0		0	0		area recorded to the other state.	anter stement i un stanci a mantagen an		0	0	
Detector 1 Position(ft)		0		- 0			0 20	0		- 0	- The demonstrates continued	
Detector 1 Size(ft)	20	6 - 01.5		20	6 CUE:-		CONTRACTOR STORES	6 CU Ev		20	6 - Ch.E	367 S 7
Detector 1 Type	Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel	ΛΛ	0.0		0.0	0.0			0.0		0.0	0.0	i de la compa
Detector 1 Extend (s)	0,0	0.0		0.0	0.0		0.0	0.0		0.0	0.0 0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		U.U	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94 6			94 6	1
Detector 2 Size(ft)		6			6			6 CUE ₂			6 CUE ₂	
Detector 2 Type		CI+Ex			Cl+Ex			Cl+Ex			CI+Ex	
Detector 2 Channel		^ ^			^ ^			^ ^			^^	
Detector 2 Extend (s)		0.0			0.0			0.0		_	0.0	

Lanes, Volumes, Timings Existing Traffic Volumes - AM Peak.syn

	<i>></i>	-	→ ✓	-	1	†	<i>→</i> \	- ↓	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SI	BL SI	BT SBI
Turn Type	Perm	NA	Maria San San San San San San San San San Sa	NA	Perm	NA	100	1	IA.
Protected Phases	er promer Charles and death of a respective problems.	4	ting and the complete the section of	8	and the second s	2			6
Permitted Phases	4		8		2			6	
Detector Phase	4	4	8	8	2	2	popularia - miner des sel a film per provincia de popularia proprieta	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5	.0 8	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24	.0 24	l.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43		3.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7	% 71.7	'%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37	Collection and Collection Conference of Co.	'.O
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	and the second section of the sectio	and the second section of the section of t	.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2	0 2	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		(),0
Total Lost Time (s)	5.0	5.0	Acres in a series of the State State of the State of the State of	5.0	ergeterable til fill fill of the Little og til fill og	6.0	en anni ann an ann an ann an an an an an an an		3.0
Lead/Lag									
Lead-Lag Optimize?	enter elle agriculture el base el referir per enter è	Control of the Mark Alexander	and the second s	-con-order of the control of the control of	A CONTRACT STATEMENT OF THE PROPERTY OF THE STATEMENT OF			-11-12-1-12-12-12-12-12-12-12-12-12-12-1	
Vehicle Extension (s)	3.0	3,0	2.0	2.0	3,0	3.0	2	0 2	2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-M	ax C-M	ах
Act Effct Green (s)	8.7	8.7		8.6		43.6		43	3.6
Actuated g/C Ratio	0.15	0.15	The second control of	0.14	emit American Impare Substituti albi III dei susso trassessa i Lea	0.73	maata assigger i reitget 11 gapen, 2000 van in vaata van San Segaphys ope	0.	73
v/c Ratio	0.39	0,16		0.00		0.71		0.	43
Control Delay (s/veh)	29.1	0.6	karandan in sakin ili sasa sa sakin in sakin mata sakin na sakin sana sakin sakin sakin sakin sakin sakin saki	0.0	especiments of the control of the co	18.3	Samming Trafes Subsequent		3.3
Queue Delay	0.0	0.0		0.0		0.0		().0
Total Delay (s/veh)	29.1	0.6		0.0	A CANADA CONTRACTOR OF STATE O	18.3		(3.3
LOS	С	Α		Α		В			Α
Approach Delay (s/veh)		13.4			and the second s	18.3		(3.3
Approach LOS		В				В			Α
90th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37	.0 37	7.0
90th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coo	rd Coo	ord
70th %ile Green (s)	10.3	10.3	10.3	10.3	38.7	38.7	38	3.7	3.7
70th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Cod	rd Coc	ord
50th %ile Green (s)	8.7	8.7	8.7	8.7	40.3	40.3	40	.3 40).3
50th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coc	rd Coc	ord
30th %ile Green (s)	7.1	7.1	7.1	7.1	41.9	41.9	41	.9 41	1.9
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coc	rd Coo	ord
10th %ile Green (s)	0.0	0.0	0.0	0.0	54.0	54.0	54	.0 54	1.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Coord	Coord	Coo	rd Coo	ord
Stops (vph)	54	0		0		760		1	84
Fuel Used(gal)	1	0		- 0		18			9
CO Emissions (g/hr)	53	17		1		1276			32
NOx Emissions (g/hr)	10	3		0		248			23
VOC Emissions (g/hr)	12	4		0		296			47
Dilemma Vehicles (#)	0	0		0		60			32
Queue Length 50th (ft)	23	0		0		425			68
Queue Length 95th (ft)	51	0		0	Tage of the second	728			38
Internal Link Dist (ft)	transferont work of the control	293	Application in the property and a second second second	1915		1116	WWw.Andrews.com	21	11
Turn Bay Length (ft)	225								
Base Capacity (vph)	242	597		457		1240		11	78
Starvation Cap Reductn	0	0		0		0			0

Lanes, Volumes, Timings Existing Traffic Volumes - AM Peak.syn

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Lane Group	EBL	EBT	EBR	WBL V	/BT WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0		0			0	
Storage Cap Reductn	0	0			0		0			0	
Reduced v/c Ratio	0.29	0.14		(0.00		0.71			0.43	
Intersection Summary							3.2				
Area Type:	Other										
Cycle Length: 60											
Actuated Cycle Length: 60)										
Offset: 28 (47%), Referen	ced to phase	2:NBTL	and 6:SB	TL, Start of G	reen						
Natural Cycle: 70			namen menega kina kina kina Parash					nunversitärevatevate			
Control Type: Actuated-Co	oordinated										
Maximum v/c Ratio: 0.71				Control of the second age to be seen							Promi Pladaga, en anti-entre
Intersection Signal Delay					ection LOS: I	Mantie de mentres services de la con	Supplement of the second				
Intersection Capacity Utili	zation 84.4%			ICU L	evel of Servi	ce E					
Analysis Period (min) 15											
Splits and Phases: 3: H	lershey Road	& Vetera	ns Drive	/Driveway							
41							1 2);			
Ø2 (R)								→ Ø4			
43 s							17	S			
							 ←	_			
Ø 6 (R)								, Ø8		50.474495.com	2010/00 Page 10 Page 1
43 s							17	c			

	٠	-	*	•	+-	4	•	1	<i>></i>	/	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	ĵ _è			4		uu, see oo ur kuuluk ekeksel Mika	↔			4	
Traffic Volume (veh/h)	60	0	74	0	0		28	739	1	0	420	16
Future Volume (veh/h)	60	0	74	0	0	1	28	739	1	0	420	16
Initial Q (Qb), veh	. 0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	-1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	Hadda completed	No	naderación com 1982 1985 po	andressa a marina acces	No	ritannistrava – servens	ang paganatan managana	No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	69	0	85	0	0	1	32	849	1	0	483	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	231	- 0	128	0	. 0	140	85	1301	2	0	1132	42
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.09	0.97	0.97	0.97	0.00	0.73	0.73
Sat Flow, veh/h	1263	0	1450	0	0	1588	31	1787	- 2	0	1555	58
Grp Volume(v), veh/h	69	0	85	0	0	1	882	0	0	0	0	501
Grp Sat Flow(s),veh/h/ln	1263	0	1450	0	0	1589	1820	0	0	0	0	1613
Q Serve(g_s), s	3.2	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	3.2	0.0	3,4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	7.3
Prop In Lane	1.00		1.00	0.00		1.00	0.04		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	231	0	128	0	0	140	1388	0	0	0	0	1175
V/C Ratio(X)	0.30	0.00	0.66	0.00	0.00	0.01	0.64	0.00	0.00	0.00	0.00	0.43
Avail Cap(c_a), veh/h	372	0	290	0	- 0	318	1388	0	0	0	0	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.51	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	26.5	0.0	0.0	24.9	0.3	0.0	0.0	0.0	0.0	3.2
Incr Delay (d2), s/veh	0.7	0.0	5.8	0,0	0.0	0.0	1,1	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	2.4	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.9
Unsig. Movement Delay, s/vel	1											
LnGrp Delay(d), s/veh	27,1	0.0	32.2	0.0	0.0	25.0	1.4	0.0	0.0	0.0	0.0	4.3
LnGrp LOS	С		С			С	Α					A
Approach Vol, veh/h		154			. 1			882			501	
Approach Delay, s/veh		29.9			25.0	and the second of the second o		1.4			4.3	print (10th with 20th or company)
Approach LOS		C			С	- 10		Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.7		10.3		49.7		10.3				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0			2.300.00.00.00.00.00.00.00.00	
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		4.4	eraberahan sebe	5.4	98 M. Palabaran A. 19 19 19 19 19 19 19 19 19 19 19 19 19	9.3		2.0			(1200) - (1200) - (1200)	90.45-400 dayle (2007)
Green Ext Time (p_c), s		7.3		0.3		1.8		0,0				
Intersection Summary							o constitues sully a part of	nan asal baseler (a Tarini in Pagis		o commence de la comm		
HCM 6th Ctrl Delay, s/veh			5.3									
HCM 6th LOS			0.3 A	e il a la								
HOW OUT LOS			^									

	<i>></i>	→	*	*	+	1	4	†	<i>*</i>	\		-√
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^			4			44			₩	
Traffic Volume (vph)	60	0	74	0	Ō	1	28	743	1	0	422	16
Future Volume (vph)	60	0	74	0	0	1	28	743	1	0	422	16
ldeal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	. 0		0	0		0
Taper Length (ft)	25			25		445 S (4 7 10)	25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Frt		0.850			0.865	MEN LIYYES		,,,,,		1.177	0.995	
Fit Protected	0.950	Sange Sile			0.000			0.998			0,000	
Satd. Flow (prot)	1519	1401	0	0	1573	0	0	1749	0	0	1620	0
Flt Permitted	0.757	, , , ,	J	•	1010	Ü	· ·	0.974	•	V	1020	J
Satd. Flow (perm)	1210	1401	0	0	1573	0	0	1707	0	0	1620	0
Right Turn on Red	1210	1401	Yes	0	1070	Yes	0	1101	Yes	Gregoria Santa	1020	Yes
Satd. Flow (RTOR)		395	100		177	103			100		6	103
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	. 1
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0.07	7%	0.07	0.07	0.07	11%	4%	0.07	0.07	9%	6%
Adj. Flow (vph)	570 69	0,0	85	0.0	0,0	1	32	854	1	076	485	18
Shared Lane Traffic (%)	UJ	U	00	U	U	ı	32	004	ı	U	400	10
Lane Group Flow (vph)	69	85	0	0	1	0	0	887	0	0	503	0
Enter Blocked Intersection	No No	No No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LGIL	10	rugiit	LOIL	10	ragnt	LOIL	13	ragnt	LGIL	13	ragiii
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			IU			10			10	-0.25
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1,05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	1.20	1.10	1.10 9	1.00	1.00	1.00	1,03	1,00	=1.03 9	1.03	1.00	9
Number of Detectors	1	2	J	1	2	J	1	2	J	1	2	3
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0	1903-1903	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		Ö	0	in the second	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0,0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			Cl+Ex			CI+Ex	
Detector 2 Channel		^			- /			 /\	A BOOK S	-0.5 V	- .	
Detector 2 Extend (s)	ary get a mar tha dhe tha 1896.	0.0			0.0			0.0			0.0	gagessocialists)

Lanes, Volumes, Timings 2025 Traffic Volumes without Development- AM Peak.syn

Turn Type		٠	-	→ ✓	←	* *	†	<i>></i> → ↓ ✓
Turn Type	Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Protected Phases	Turn Type	Perm	NA		NA	Perm	NA	NA
Detector Phase 4		Andrew Control of the second o	4	3004 (1995) 4 m (1996) 20 3 4 m (1996) 1 m (1996)	8		2	
Detector Phase 4	Permitted Phases	4		8		2		6
Minimum Initial (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 Minimum Split (s) 24.0 24	Detector Phase		4	8	8		2	
Minimum Split (s) 24.0 2	Switch Phase							
Minimum Split (s) 24.0 2	Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Total Split (%) 17.0 17.0 17.0 17.0 43.0 43.0 43.0 43.0 Total Split (%) 28.3% 28.3% 28.3% 71.7%		24.0	- 24.0	24.0	24.0	24,0	24.0	24.0 24.0
Total Split (%) 28.3% 28.3% 28.3% 28.3% 71.7% 71.7% 71.7% 71.7% 71.7% Maximum Green (s) 12.0 12.0 12.0 12.0 37.0 37.0 37.0 37.0 37.0 37.0 37.0 37		17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Maximum Green (s) 12.0 12.0 12.0 12.0 37.0 37.0 37.0 37.0 Yellow Time (s) 3.0 3.0 3.0 3.0 3.0 4.0 4.0 4.0 4.0 Alo	A CONTROL OF THE PROPERTY OF T	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7% 71,7%
Yellow Time (s) 3.0 3.0 3.0 3.0 4.0 4.0 4.0 4.0 All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 0.0 </td <td></td> <td></td> <td>12.0</td> <td></td> <td></td> <td></td> <td>37.0</td> <td>37.0 37.0</td>			12.0				37.0	37.0 37.0
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	A CONTRACTOR OF THE CONTRACTOR			3.0		4.0	4.0	4.0 4.0
Lost Time Adjust (s) 0.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Total Lost Time (s) 5.0 5.0 5.0 5.0 6.0 6.0 6.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 2.0 2.0 3.0 3.0 3.0 2.0 2.0 Recall Mode None None None None None C-Max C	TO A STATE OF THE RESIDENCE OF THE STATE OF	0.0	0.0		0.0		0.0	0.0
Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 2.0 2.0 3.0 3.0 2.0 2.0 2.0 Recall Mode None None None None None C-Max C-Max C-Max C-Max Act Effet Green (s) 8.7 8.7 8.6 43.6 43.6 43.6 43.6 Actuated g/C Ratio 0.15 0.15 0.14 0.73 0.73 0.73 V/C Ratio 0.39 0.16 0.00 0.072 0.43 Control Delay (s/veh) 29.1 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 0.0 18.4 6.3 Costal Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 Costal Delay (s/veh) 13.4 8.4 6.3 Approach Delay (s/veh) 13.4 18.4 6.3 Approach LOS B B A Approach Delay (s/veh) 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Green (s) 12.0 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 38.7 38.7 38.7 70th %ile Green (s) 8.7 8.7 8.7 40.3 40.3 40.3 40.3 40.3 50th %ile Green (s) 7.1 7		5.0	5.0	e mediatri and a substitution in an experience of a consistent of the substitution of	5.0	ka i ka a ka i ka ika manamanan manaman da eni bada da ka eni da da da ka ika ika i a maha a ka ka da da da da	6.0	6.0
Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 2.0 2.0 3.0 3.0 3.0 2.0 2.0 2.0 Recall Mode None None None None None C-Max C-Max C-Max C-Max Act Effet Green (s) 8.7 8.6 43.6 43.6 43.6 Actuated g/C Ratio 0.15 0.15 0.14 0.73 0.73 0.73 V/C Ratio 0.39 0.16 0.00 0.00 0.72 0.43 Control Delay (s/veh) 29.1 0.6 0.0 0.0 18.4 6.3 Control Delay (s/veh) 29.1 0.6 0.0							W. Carlot	
Vehicle Extension (s) 3.0 3.0 2.0 2.0 3.0 3.0 2.0 2.0 Recall Mode None None None None None C-Max C-Max C-Max Act Effct Green (s) 8.7 8.7 8.6 43.6 43.6 Actuated g/C Ratio 0.15 0.15 0.15 0.14 0.73 0.73 Vic Ratio 0.39 0.16 0.00 0.72 0.43 Control Delay (s/veh) 29.1 0.6 0.0 0.0 0.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach LOS B B A A Septem (s) 12.0 12.0 12.0 37.0 37.0 37.0 90th %ile Green (s) 12.0 12.0 12.0 37.0 37.0 <t< td=""><td>English in 1967-1967, and additional Thirting of the Artist of Section 1967-1968</td><td></td><td>ally with the factor of the same</td><td>er creatization i transmission and administration real-frames</td><td>97.004 (100.000)</td><td>er specification en interpretation (1984) and an experience of the specification of the speci</td><td>ekenerala ett mennen mennen</td><td>Matthogrammen, den det person date a de Euler meterration de Larre metera de la Arten de Meter de Meter de la Matter de la</td></t<>	English in 1967-1967, and additional Thirting of the Artist of Section 1967-1968		ally with the factor of the same	er creatization i transmission and administration real-frames	97.004 (100.000)	er specification en interpretation (1984) and an experience of the specification of the speci	ekenerala ett mennen mennen	Matthogrammen, den det person date a de Euler meterration de Larre metera de la Arten de Meter de Meter de la Matter de la
Recall Mode None None None None C-Max C-Max C-Max Act Effct Green (s) 8.7 8.7 8.6 43.6 43.6 43.6 Actuated g/C Ratio 0.15 0.15 0.14 0.73 0.73 v/c Ratio 0.39 0.16 0.00 0.72 0.43 Control Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach LOS B B A A Approach LOS B B A B A 90th %ile Green (s) 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 38.7 38.7 38.7 38.7		3.0	3.0	2.0	2.0	3.0	3.0	2.0 2.0
Act Effct Green (s) 8.7 8.7 8.6 43.6 43.6 Actuated g/C Ratio 0.15 0.15 0.14 0.73 0.73 V/c Ratio 0.39 0.16 0.00 0.72 0.43 Control Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach Delay (s/veh) 13.4 18.4 6.3 Approach LOS B B A 90th %ile Green (s) 12.0 12.0 12.0 37.0	12 cm strange and the strange of the	None		None	None	C-Max	C-Max	C-Max C-Max
Actuated g/C Ratio 0.15 0.15 0.16 0.00 0.73 0.73 0.73 \(\text{V} \cap \text{Ratio} 0.39 0.16 0.00 0.00 0.72 0.43 \\ \text{Control Delay (s/veh)} 29.1 0.6 0.0 0.	Act Effct Green (s)				8.6		43.6	43.6
V/c Ratio 0.39 0.16 0.00 0.72 0.43 Control Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach LOS B B A A Approach LOS B B A A 90th %ile Green (s) 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 </td <td>AND THE PROPERTY OF THE PROPER</td> <td>engine representation (2012) and the con-</td> <td>discount of the state of an artist of the fort</td> <td>Starred Latter and differential probabilities when discounted fulfills and assessment it reports</td> <td>0.14</td> <td></td> <td>0.73</td> <td>0.73</td>	AND THE PROPERTY OF THE PROPER	engine representation (2012) and the con-	discount of the state of an artist of the fort	Starred Latter and differential probabilities when discounted fulfills and assessment it reports	0.14		0.73	0.73
Control Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach Delay (s/veh) 13.4 B A A Approach LOS B B A A 90th %ile Green (s) 12.0 12.0 12.0 37.0 <td>The state of the s</td> <td></td> <td></td> <td></td> <td>0.00</td> <td></td> <td>0.72</td> <td>0.43</td>	The state of the s				0.00		0.72	0.43
Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach Delay (s/veh) 13.4 18.4 6.3 Approach LOS B B A 90th %ile Green (s) 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Term Code Max Max Hold Hold Coord Coord Coord Coord 70th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 38.7 38.7 38.7 70th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 50th %ile Green (s) 8.7 8.7 8.7 8.7 40.3 40.3 40.3 40.3 50th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord	reason of the state of the second state of the	Statement of the State Statement and service of the second	commercial constitutions of the second		dissipantified Years solider with the will		demonstrate destination of	rie-decord of the community of the control of the c
Total Delay (s/veh) 29.1 0.6 0.0 18.4 6.3 LOS C A A B A Approach Delay (s/veh) 13.4 18.4 6.3 Approach LOS B B A 90th %ile Green (s) 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Term Code Max Max Hold Hold Coord Coord Coord Coord 70th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 38.7 38.7 38.7 70th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 50th %ile Green (s) 8.7 8.7 8.7 8.7 40.3 40.3 40.3 40.3 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 30th %ile Term Code Gap Gap Hold Hold	we considered the contract of	and the second s	Contract Country or an address Color Statement					
LOS C A A B A Approach Delay (s/veh) 13.4 18.4 6.3 Approach LOS B B A 90th %ile Green (s) 12.0 12.0 12.0 37.0		and bridge decision of a first finite and a second second	Managed at the control of the contro	25 horrowed for the make downward of the force, and a server, and a server for fi	lifetige Model which must electricity and the	er plant i versili (ilgeli sille et ett) (illeg et ett) taalisellemen er er en en er er e	18.4	6.3
Approach Delay (s/veh) 13.4 18.4 6.3 Approach LOS B B A 90th %ile Green (s) 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Term Code Max Max Hold Hold Coord Coord Coord Coord 70th %ile Green (s) 10.3 10.3 10.3 38.7 38.7 38.7 38.7 70th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 50th %ile Term Code Gap Gap Hold Hold Hold Coord C			CONTRACTOR STATEMENT OF THE STATEMENT OF		ener recommende and the section of t		and the same of th	CONTRACTOR OF THE PROPERTY OF
Approach LOS B B A 90th %ile Green (s) 12.0 12.0 12.0 12.0 37.0 38.7 38.7 38.7 38.7 38.7 38.7 38.7 38.7 38.7 38.7 38.7 38.7 40.3 40.3	Daile and the accompanion of the property of t			annia si anciaticado e por especio anticorre e il como retartivo.	27(24 27\$ c/14 2744 c c c c c c c c c c c c c c c c c c	the and property of management for the property of a second of the property of	18.4	
90th %ile Green (s) 12.0 12.0 12.0 12.0 37.0 37.0 37.0 37.0 90th %ile Term Code Max Max Hold Hold Coord Coord Coord Coord 70th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 38.7 38.7 38.7 70th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 50th %ile Green (s) 8.7 8.7 8.7 8.7 40.3 40.3 40.3 40.3 40.3 50th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 54.0 10th %ile Green (s) Skip Skip Skip Coord Coord Coord Coord Stops (vph) 54 0 0 765 184 Fuel Used(gal) 1 0 0 18 9							Control of the Control of the Control	A
90th %ile Term Code Max Max Hold Hold Coord Coord Coord 70th %ile Green (s) 10.3 10.3 10.3 10.3 38.7 38.7 38.7 70th %ile Term Code Gap Gap Hold Hold Coord Coord Coord 50th %ile Green (s) 8.7 8.7 8.7 40.3 40.3 40.3 40.3 50th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 10th %ile Term Code Skip Skip Skip Skip Coord Coord Coord Coord Coord Coord Coord Coord		12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
70th %ile Term Code Gap Gap Hold Hold Coord Coord Coord 50th %ile Green (s) 8.7 8.7 8.7 40.3 40.3 40.3 40.3 50th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 54.0 10th %ile Term Code Skip Skip Skip Skip Coord Skip Skip Skip Skip Skip Skip Skip 184 Fuel Used(gal) 1 0 18 9 18 9 1	as a record of shore the common a record above and a supplied to the first of the control of	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s) 8.7 8.7 8.7 40.3 40.3 40.3 40.3 50th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord Coord Coord Coord Coord Coord 54.0	70th %ile Green (s)	10.3	10.3	10.3	10.3	38.7	38.7	38.7 38.7
50th %ile Term Code Gap Gap Hold Hold Coord Coord Coord 30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 10th %ile Term Code Skip Skip Skip Skip Coord Coord Coord Stops (vph) 54 0 0 765 184 Fuel Used(gal) 1 0 0 18 9	70th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 54.0 10th %ile Term Code Skip Skip Skip Skip Coord Coord Coord Coord Stops (vph) 54 0 0 765 184 Fuel Used(gal) 1 0 0 18 9	50th %ile Green (s)	8.7	8.7	8.7	8.7	40.3	40.3	40.3 40.3
30th %ile Green (s) 7.1 7.1 7.1 7.1 41.9 41.9 41.9 41.9 30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 54.0 10th %ile Term Code Skip Skip Skip Coord Coord Coord Coord Stops (vph) 54 0 0 765 184 Fuel Used(gal) 1 0 0 18 9	50th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Term Code Gap Gap Hold Hold Coord Coord Coord Coord 10th %ile Green (s) 0.0 0.0 0.0 54.0 54.0 54.0 10th %ile Term Code Skip Skip Skip Skip Coord Coord Coord Stops (vph) 54 0 0 765 184 Fuel Used(gal) 1 0 0 18 9	30th %ile Green (s)			7.1	7.1	41.9	41.9	41.9 41.9
10th %ile Term Code Skip Skip Skip Coord Fuel Used (gal) Skip Skip Skip Skip Coord		Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
Stops (vph) 54 0 0 765 184 Fuel Used(gal) 1 0 0 18 9		0.0	0.0	0.0	0.0	54.0	54.0	54.0 54.0
Fuel Used(gal) 1 0 0 18 9	10th %ile Term Code	Skip	Skip	Skip	Skip	Coord	Coord	Coord Coord
TOTAL PROPERTY AND A STATE OF THE PROPERTY AND A STATE OF	Stops (vph)	54	0		0		765	184
CO Emissions (g/hr) 53 17 1 1286 635	Fuel Used(gal)	1	0		0		18	9 1
	CO Emissions (g/hr)	53	17		1		1286	635
NOx Emissions (g/hr) 10 3 0 250 123	NOx Emissions (g/hr)	10	- 3		.0		250	123
VOC Emissions (g/hr) 12 4 0 298 147		12	4		0		298	147
Dilemma Vehicles (#) 0 0 0 60 32	and the second s	0	0		0		60	32
Queue Length 50th (ft) 23 0 0 489 68		23	0		0		489	68
Queue Length 95th (ft) 51 0 0 731 139		51	0		0		731	139
Internal Link Dist (ft) 293 1915 1116 2111			293		1915		1116	2111
Turn Bay Length (ft) 225		225					12.5	
Base Capacity (vph) 242 596 456 1240 1178		242	596		456		1240	1178
Starvation Cap Reductn 0 0 0 0		0	0		0		0	0

Lanes, Volumes, Timings 2025 Traffic Volumes without Development- AM Peak.syn

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.29	0.14			0.00			0.72			0.43	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60)											
Offset: 28 (47%), Referen	ced to phase	2:NBTL a	nd 6:SBT	ΓL, Start o	f Green							
Natural Cycle: 70		Lawrence of the region occurs commence										
Control Type: Actuated-C	oordinated											
Maximum v/c Ratio: 0.72				5455401000100000000000								0.5000000000000000000000000000000000000
Intersection Signal Delay				AND RESIDENCE OF THE CHILD STREET,	ersection	Physical and the control of the control						
Intersection Capacity Utili	zation 84.6%			IC	U Level o	of Service	E					
Analysis Period (min) 15												
Splits and Phases: 3: H	lershey Road	& Veterar	ns Drive/[Oriveway								
47									<u> </u>			
Ø2 (R)								17 :	→ Ø4 s			
Ø6 (R)								Ţ	ø8		Secretary and the secretary an	
43 s								17	s			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4î			43+			€}-			44>	
Traffic Volume (veh/h)	60	0	74	0	0	1	28	743	1	0	422	16
Future Volume (veh/h)	60	0	74	0	0	1	28	743	1	. 0	422	16
Initial Q (Qb), veh	0	0	0	0	- 0	0	0	- 0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	69	0	85	0	0	1	32	854	1	0	485	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	231	0	128	0	0	140	85	1302	1	0	1133	42
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.09	0.97	0.97	0.97	0.00	0.73	0.73
Sat Flow, veh/h	1263	0	1450	0	0	1588	31	1787	2	0	1555	58
Grp Volume(v), veh/h	69	0	85	0	0	1	887	0	0	0	0	503
Grp Sat Flow(s),veh/h/ln	1263	- 0	1450	0	0	1589	1821	0	0	0	0	1613
Q Serve(g_s), s	3.2	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	3.2	0.0	3.4	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	7.4
Prop In Lane	1.00	Progletens agent som to state	1.00	0.00	10000000000000000000000000000000000000	1.00	0.04		0.00	0.00	Tage leginleyer wellow up	0.04
Lane Grp Cap(c), veh/h	231	0	128	0	0	140	1388	0	0	0	0	1175
V/C Ratio(X)	0.30	0.00	0.66	0.00	0.00	0.01	0.64	0.00	0.00	0.00	0.00	0.43
Avail Cap(c_a), veh/h	372	0	290	0	0	318	1388	0	0	0	0	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.51	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	26.5	0.0	0.0	24.9	0.3	0.0	0.0	0.0	0.0	3.2
Incr Delay (d2), s/veh	0.7	0.0	5.8	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	2.4	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2,0
Unsig. Movement Delay, s/vel	h		er Spilling Application is a committee month	and the second second second second second		Kertermolection from the Composition		and Court and a contract of the court of the		A salada pez, en control control colada	And the Company of Comments of	-1-000-24-000-000-0-1-00
LnGrp Delay(d), s/veh	27.1	0.0	32.2	0.0	0.0	25.0	1.5	0.0	0.0	0.0	0.0	4,4
LnGrp LOS	С	tende per die een een een die geveen gewende die	С	Control of the contro	Supplement servicing with a	С	Α	morning months of the control		and the second of the formation of the second		Д
Approach Vol, veh/h	0000	154			1			887			503	
Approach Delay, s/veh	ministration of proper property.	29.9	2000 C 200 M 100 C 200 C	Codesialism and profession	25.0	100-0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		1.5			4.4	
Approach LOS		С			С			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.7		10.3		49.7		10.3				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37,0		12.0				
Max Q Clear Time (g_c+l1), s		4.5		5.4		9,4		2.0				
Green Ext Time (p_c), s		4.3 7.3		0.3		9.4 1.8		0.0				
The second secon		1,0		0.0		1,0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh HCM 6th LOS			5.3 A									

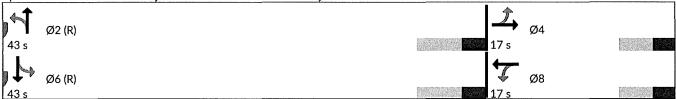
	≯	-	*	*	+	•	4	†	<i>></i>	1	\	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1→			↔			€}			↔	
Traffic Volume (vph)	211		107	0	0	1	72	720	1	0	409	158
Future Volume (vph)	211	0	107	0	0	1	72	720	1	0	409	158
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0	711	0	175		0	0	• / •	225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		rine medici pir india	25			25			25		MODERN PERSONS,
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865						0.962	
Flt Protected	0.950							0.995				
Satd. Flow (prot)	1519	1401	0	0	1573	0	0	1737	0	0	1577	Ö
Fit Permitted	0.757							0.889				
Satd. Flow (perm)	1210	1401	0	0	1573	0	0	1552	0	0	1577	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		408	et en fant in Er genaam		188	A Sin and Street (1977) of the least		90.900 (172.50 (William) 1.556 (William)			61	programmed at
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373	ing case was the		1995			1196			2191	416964997-17-1851
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	7%	0%	0%	0%	11%	4%	0%	0%	9%	6%
Adj. Flow (vph)	243	0	123	0	0	1	83	828	1	0	470	182
Shared Lane Traffic (%)		•	0	J		•		020		J	11.0	102
Lane Group Flow (vph)	243	123	0	0	1	0	0	912	0	0	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Edul Colonia (Toron							E-12(m) ************************************
Headway Factor	1.20	1,10	1.10	1.06	1,06	1.06	1.05	1.05	1.05	1.09	1.09	1,09
Turning Speed (mph)	15		9	15	15 5 14 5 15 15 15 15 15 15 15 15 15 15 15 15 1	9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	202000000000000000000000000000000000000
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	Selfor Selfor of the Asia	20	6	- Charletin et a- ne revision	20	6	2020-888-1-488-8-9-704-9-9-9	20	6	rought-bo \$4/400 tab2\$
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	2000	- mo-co (27.000.000.000.000.000.000.000.000	ana	200.15 (100.000,000,000,000,000,000,000,000,000,	100 C		of Colored April 2000	100 California (1970/17 2000/18 California		VIII - 11 - 11 - 11 - 11 - 11 - 11 - 11	20
Detector 1 Extend (s)	0,0	0.0		0.0	0.0		0.0	0.0		0.0	0,0	
Detector 1 Queue (s)	0.0	0.0	-201-101	0.0	0.0		0.0	0.0	and the second s	0.0	0.0	C
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings 2025 Traffic Volumes with Development- AM Peak.syn

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Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA		NA	Perm	NA.	NA
Protected Phases		4	- The contract of the contract	8		2	6
Permitted Phases	4		8		2		6
Detector Phase	4	4	8	8	2	2	6 6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							49 - Artikan Frantschaft (* 1805), in der Charles (* 1864), in der Charles (* 1864), in der Charles (* 1864), In der Charles (* 1864), in der Char
Vehicle Extension (s)	3.0	3.0	2.0	2,0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	12.0	12.0		12.0	a.	37.0	37.0
Actuated g/C Ratio	0.20	0.20		0.20		0.62	0.62
v/c Ratio	1.00	0.20		0.00		0.95	0.66
Control Delay (s/veh)	88.9	0.8		0.0		38.1	10.5
Queue Delay	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	88.9	0.8		0.0		38.1	10.5
LOS	F	A		A	alou de la compa	D	В
Approach Delay (s/veh)		59.3				38.1	10.5
Approach LOS		- E				D.,	В
90th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
90th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
70th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
50th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
30th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
10th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
10th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
Stops (vph)	168	o Ivian	I Iolu	0	Coola	932	318
Fuel Used(gal)	5	0		0		24	13
CO Emissions (g/hr)	359	25		1		1670	925
NOx Emissions (g/hr)	70	25 5		0		325	180
VOC Emissions (g/hr)	70 83	6		0		387	214
Dilemma Vehicles (#)	03	0		0		301 71	47
- many comment and property and	~89			0		678	115
Queue Length 50th (ft)	The Committee of the Co	0		0			
Queue Length 95th (ft)	#206	203		250-20023800000000000000000000000000000000		#910	197
Internal Link Dist (ft)	005	293		1915		1116	2111
Turn Bay Length (ft)	225	600		ACE		057	005
Base Capacity (vph)	242	606		465		957	995
Starvation Cap Reductn	0	0		0		0	0

Lanes, Volumes, Timings 2025 Traffic Volumes with Development- AM Peak.syn

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Lane Group	EBL	EBT	EBR	WBL WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0			0			0	
Storage Cap Reductn	0	0		0			0			0	
Reduced v/c Ratio	1.00	0.20		0.00			0.95			0.66	
Intersection Summary											
Area Type:	Other										
Cycle Length: 60											
Actuated Cycle Length: 60									Name and the Research	P1 P A 10 P1	
Offset: 28 (47%), Referen	ced to phase	2:NBTL a	nd 6:SBT	L, Start of Gree	1					w. T	
Natural Cycle: 90									والمنافذة والمرازع والمنافز وا	DETERMINATION OF STREET	DESCRIPTION OF SPECIMENT
Control Type: Actuated-Co	oordinated		100								
Maximum v/c Ratio: 1.00	t of the control of the sections there is no the experience of the	The Second Section and Section is no			and the second second second second second				mercensus and a constant of		
Intersection Signal Delay				Intersecti	on LOS: C						
Intersection Capacity Utiliz	zation 110.3%)		ICU Leve	l of Service	e H					
Analysis Period (min) 15											
 Volume exceeds capa 			ally infinit	e.					town our resemble on readility		CONCRETE VALUE AND A
Queue shown is maxin	economical designation of the second	stee									
# 95th percentile volume			eue may	be longer.							u de rodo u dêde documento
Queue shown is maxin	num after two	cycles.									
Splits and Phases: 3: H	ershey Road	& Vetera	ns Drive/[Oriveway							



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	f +			4			43+			44	
Traffic Volume (veh/h)	211	0	107	0	0	- 1	- 72	720	1	0	409	158
Future Volume (veh/h)	211	0	107	0	0	1	72	720	1	0	409	158
Initial Q (Qb), veh	0 -	0	0	- 0	. 0	. 0	- 0	- 0	0	- 0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1,00	1,00	1.00
Work Zone On Approach	Section Control of the Control of th	No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	243	0	123	0	0	1	83	828	1	0	470	182
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	372	0	290	0	0	318	116	840	1	0 -	687	266
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.62	0.62	0.62	0.00	0.62	0.62
Sat Flow, veh/h	1263	0	1450	0	0	1588	82	1361	2	0_	1114	431
Grp Volume(v), veh/h	243	0	123	0	0	1	912	0	0	0	0	652
Grp Sat Flow(s),veh/h/ln	1263	0	1450	0	0	1589	1445	0	0	0	0	1546
Q Serve(g_s), s	11.4	0.0	4.4	0.0	0.0	0.0	20.2	0.0	0.0	0.0	0.0	16.8
Cycle Q Clear(g_c), s	11.5	0.0	4.4	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	16.8
Prop In Lane	1.00		1.00	0.00		1.00	0.09		0.00	0.00		0.28
Lane Grp Cap(c), veh/h	372	0	290	0	0	318	956	0	0	0	0	953
V/C Ratio(X)	0.65	0.00	0.42	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.68
Avail Cap(c_a), veh/h	372	0	290	0	0	318	956	0	0	0	0	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.44	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	21.0	0.0	0.0	19.2	12.2	0.0	0.0	0.0	0.0	7.6
Incr Delay (d2), s/veh	4.0	0,0	1.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	4,0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	2.7	0,0	0,0	0.0	11.1	0.0	0.0	0.0	0.0	7.6
Unsig. Movement Delay, s/veh	1									manager company of me-		
LnGrp Delay(d), s/veh	27.9	0.0	22.0	0,0	0.0	19.2	23.3	0.0	0.0	0,0	0.0	11.6
LnGrp LOS	С	- Carrier Control of Control of Control	С			В	С		CONT. 1.11, 100-11, 1411			В
Approach Vol, veh/h		366			1			912			652	e ¹
Approach Delay, s/veh		25.9			19.2			23.3	Market Strike Strike Strike		11.6	
Approach LOS		С			В			С			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		17.0		43.0		17.0			ar ma	
Change Period (Y+Rc), s		6.0		5.0	ka sa sa sa sa	6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		39.0	13 (FP) 1. 45 (F	13.5		18.8		2.0				2825 (SPL)
Green Ext Time (p_c), s		0.0		0.0		2.5		0.0				
		J.U		0.0		۷,۷		V.V.				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh HCM 6th LOS			19.8 B									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^}			€}-		ሻ	₹			4	
Traffic Volume (vph)	211	0	107	0	0	1	72	720	1	0	409	158
Future Volume (vph)	211	0	107	0	0	1	72	720	1	0	409	158
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%	-		-3%			3%	
Storage Length (ft)	225	i de la company de Capacida	0	0		0	175	Negricina in Table	0	0		225
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		and the result of the first section of the second	25	to the middle of an element of the	a fine to emerica out observable at the	25	and marginal of the second		25		und metaneren betweldig
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	and the second s	0.850	Strillers or to the Strate rest of esp	ed missili vita sen milita	0.865		The second secon	milator of carbons is abbushed	The property of Children and		0.962	abilitinadeloro comortis
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1519	1401	0	0	1573	0	1564	1757	0	0	1577	0
FIt Permitted	0.757						0.159					
Satd. Flow (perm)	1210	1401	0	0	1573	0	262	1757	0	0	1577	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		401		CA 2007-07-07-07	163		STAND COLUMN CONTRACTOR OF STANDS AND STANDS	Probability of Action States Section 1991	100000	amma-, g.y. 10 - 40 - 40 10 10 10 10 10 10 10 10 10 10 10 10 10	32	12100000-00-00-00-00-00-00-00-00-00-00-00-
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995		direction of the second of the	1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	7%	0%	0%	0%	11%	4%	0%	0%	9%	6%
Adj. Flow (vph)	243	0	123	0	0	1	83	828	1	0	470	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	243	123	0	0	1	0	83	829	0	0	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)	namanan kerangan ke-ke-ke-ke-ke-ke-ke-ke-ke-ke-ke-ke-ke-k	0			0		austa a 200 m Propins de la 1990 de	0		#5.7ml Sitter State (major #40.7	0	65 California Material Contr
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	samaka Pissakilanto - com Pitagos, a		sens sugar men Sell Note AR								sacon elemente seas	erenden er tretterer
Headway Factor	1.20	1.10	1.10	1,06	1.06	1,06	1.05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	_ 2		1	2		. 1	2	
Detector Template	Left	Thru	versa ar estima	Left	Thru		Left	Thru	lata Madesare Satsala	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	1
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6 Out-		20	6 - CUE::		20	6		20	6 CI+Ex	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CITEX	
Detector 1 Channel	0.0	0,0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Extend (s) Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
ACTION OF THE CONTRACT OF THE PROPERTY OF THE	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s) Detector 2 Position(ft)	U.U	94		U,U	0.0 94		0.0	0.0 94		Ų,U	0.0 94	
Detector 2 Size(ft)		94			94 6			94			6	
Detector 2 Type		CI+Ex			CI+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel		ΟΙ' L Λ			O1. L			OI LA			O1. LA	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
200001 2 E/MONA (0)		7.0			0.0			0.0			V.U	

Lanes, Volumes, Timings

Synchro 11 Report

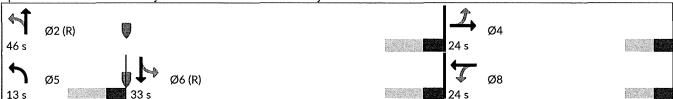
	•	-	→ ✓	4	* *	†	<i>></i>
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA		NA	pm+pt	NA	NA
Protected Phases		4	milded of Commerce. It is not written to the former to sell of the control of the milder of the control of the	8	5	2	g
Permitted Phases	4 -		8		2		6
Detector Phase	4	4	8	8	5	2	6 6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	13,0	24.0	24.0 24.0
Total Split (s)	24.0	24.0	24.0	24.0	13.0	46.0	33.0 33.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	18.6%	65.7%	47,1% 47.1%
Maximum Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0 27.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		- 0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	6.0	6.0	6.0
Lead/Lag					Lead		Lag Lag
Lead-Lag Optimize?					Yes		Yes Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3,0	3.0	2.0 2.0
Recall Mode	None	None	None	None	None	C-Max	C-Max C-Max
Act Effct Green (s)	17.1	17.1		17.1	41.9	41.9	31.6
Actuated g/C Ratio	0.24	0.24		0.24	0.60	0.60	0.45
v/c Ratio	0.82	0.19		0.00	0.30	0.79	0.89
Control Delay (s/veh)	48.6	0.7		0.0	9.6	18.8	38.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	0.7		0.0	9.6	18.8	38.2
LOS	D	A		Α	A	В	D
Approach Delay (s/veh)		32.5				18.0	38.2
Approach LOS		С				В	D
90th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0 27.0
90th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord Coord
70th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0 27.0
70th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord Coord
50th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0 27.0
50th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord Coord
30th %ile Green (s)	16.6	16.6	16.6	16.6	6.3	42.4	30.1 30.1
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Coord Coord
10th %ile Green (s)	11.9	11.9	11.9	11.9	0.0	47.1	47.1 47.1
10th %ile Term Code	Gap	Gap	Hold	Hold	Skip	Coord	Coord Coord
Stops (vph)	182	0		0	30	517	401
Fuel Used(gal)	3	0		0	1	15	17
CO Emissions (g/hr)	242	25		1	75	1034	1221
NOx Emissions (g/hr)	47	5		0	15	201	237
VOC Emissions (g/hr)	56	6		0	17	240	283
Dilemma Vehicles (#)	0	0		0	0	50	36
Queue Length 50th (ft)	95	0		0	15	262	~301
Queue Length 95th (ft)	#190	0		0	31	#416	#468
Internal Link Dist (ft)	πIJU	293		1915	- 31	1116	2111
Turn Bay Length (ft)	225	200		1010	175	1110	4111
Base Capacity (vph)	328	672		545	286	1052	730
Starvation Cap Reductn	320 0	072		0	200	1002	0
Starvation Gap Reductif	U	V		U	e de la companya de	U	<u> </u>

Lanes, Volumes, Timings

Synchro 11 Report

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Lane Group	EBL	EBT	EBR	WBL WB	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0)	0	0			0	
Storage Cap Reductn	0	0		178 30 19 1)	0	0			0	
Reduced v/c Ratio	0.74	0.18		0.0)	0.29	0.79			0.89	
Intersection Summary											
Area Type:	Other										
Cycle Length: 70											
Ashrotad Ovala Lawethy 70											
Actuated Cycle Length: 70											
Offset: 0 (0%), Referenced	to phase 2:I	NBTL and	i 6:SBTL,	Start of Green							
	to phase 2:I	NBTL and	i 6:SBTL,	Start of Green							
Offset: 0 (0%), Referenced		NBTL and	16:SBTL,	Start of Green							
Offset: 0 (0%), Referenced Natural Cycle: 80		NBTL and	16:SBTL,	Start of Green							
Offset: 0 (0%), Referenced Natural Cycle: 80 Control Type: Actuated-Coo	ordinated	NBTL and	i 6:SBTL,		ion LOS: C						
Offset: 0 (0%), Referenced Natural Cycle: 80 Control Type: Actuated-Co Maximum v/c Ratio: 0.89	ordinated s/veh): 27.6	NBTL and	l 6:SBTL,	Intersec	ion LOS: C	NRCC SPORTS COLUMN TO SPORTS COLUMN TO SPORTS					
Offset: 0 (0%), Referenced Natural Cycle: 80 Control Type: Actuated-Co Maximum v/c Ratio: 0.89 Intersection Signal Delay (s	ordinated s/veh): 27.6	NBTL and	16:SBTL,	Intersec	page (-00000-cross-source)	NRCC SPORTS COLUMN TO SPORTS COLUMN TO SPORTS					
Offset: 0 (0%), Referenced Natural Cycle: 80 Control Type: Actuated-Coo Maximum v/c Ratio: 0.89 Intersection Signal Delay (s Intersection Capacity Utiliza	ordinated s/veh): 27.6 ation 91.3%			Intersec ICU Lev	page (-00000-cross-source)	NRCC SPORTS COLUMN TO SPORTS COLUMN TO SPORTS					
Offset: 0 (0%), Referenced Natural Cycle: 80 Control Type: Actuated-Cod Maximum v/c Ratio: 0.89 Intersection Signal Delay (so Intersection Capacity Utiliza Analysis Period (min) 15	ordinated s/veh): 27.6 ation 91.3% sity, queue is	theoretic		Intersec ICU Lev	page (-00000-cross-source)	NRCC SPORTS COLUMN TO SPORTS COLUMN TO SPORTS					
Offset: 0 (0%), Referenced Natural Cycle: 80 Control Type: Actuated-Coo Maximum v/c Ratio: 0.89 Intersection Signal Delay (s Intersection Capacity Utiliza Analysis Period (min) 15 Volume exceeds capac	ordinated s/veh): 27.6 ation 91.3% sity, queue is um after two	theoretic cycles.	cally infinit	Intersec ICU Lev te.	page (-00000-cross-source)	NRCC SPORTS COLUMN TO SPORTS COLUMN TO SPORTS					

Splits and Phases: 3: Hershey Road & Veterans Drive/Driveway



Lanes, Volumes, Timings 2025 Traffic Volumes with Development & NR Improvements - AM Peak.syn

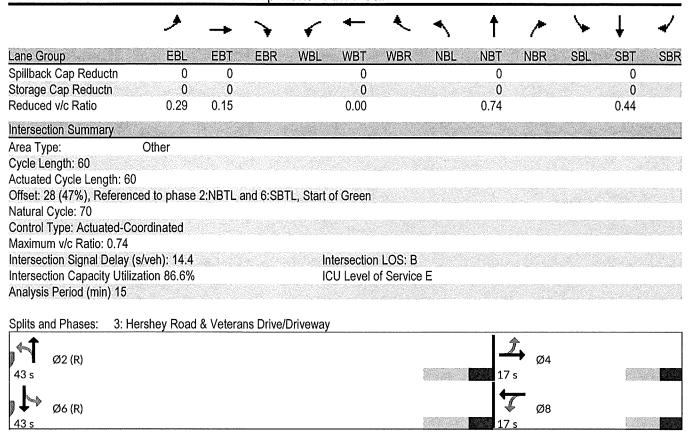
	۶	→	*	•	-	A.	4	†	<i>></i>	>	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1→			₩		ሻ	} →			₩	
Traffic Volume (veh/h)	211	0	107	0	-0	1	72	720	1	0	409	158
Future Volume (veh/h)	211	0	107	0	0	1	72	720	1	0	409	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	243	0	123	0	0	1	83	828	1	0	470	182
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	384	0	323	0	0	354	268	1148	1	0	531	206
Arrive On Green	0.22	0.00	0.22	0.00	0.00	0.22	0.06	0.62	0.62	0.00	0.48	0.48
Sat Flow, veh/h	1263	0	1450	0	0	1588	1672	1852	2	0	1114	431
Grp Volume(v), veh/h	243	0	123	0	0	1	83	0	829	0	0	652
Grp Sat Flow(s), veh/h/ln	1263	0	1450	0	0	1589	1672	0	1854	0	0	1546
Q Serve(g_s), s	13.0	0.0	5.0	0.0	0.0	0.0	1.6	0.0	21.5	0.0	0.0	26.7
Cycle Q Clear(g_c), s	13.0	0.0	5.0	0.0	0.0	0.0	1.6	0.0	21.5	0.0	0.0	26.7
Prop In Lane	1.00		1.00	0.00	3.3	1.00	1.00	T. T. T. S.	0.00	0.00		0.28
Lane Grp Cap(c), veh/h	384	0	323	0	0	354	268	0	1150	0	0	737
V/C Ratio(X)	0.63	0.00	0.38	0.00	0.00	0.00	0.31	0.00	0.72	0.00	0.00	0.88
Avail Cap(c_a), veh/h	445	00	394	0	0	431	340	- 0	1150	0	0	737
HCM Platoon Ratio	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1,00	0.00	0.00	1,00	0.46	0.00	0.46	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	23.1	0.0	0.0	21.1	13.7	0.0	9.1	0.0	0.0	16.6
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.0	0.0	0.0	0.3	0.0	1.8	0,0	0.0	14.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	0.0	3.1	0.0	0.0	0.0	0.8	0.0	9.1	0.0	0.0	15,8
Unsig. Movement Delay, s/veh					T.T.				7.			
LnGrp Delay(d), s/veh	28.5	0.0	23.8	0.0	0.0	21.2	14.0	0.0	11.0	0.0	0.0	31.2
LnGrp LOS	C		C			C	В		В			С
Approach Vol, veh/h	-	366			1			912			652	
Approach Delay, s/veh		26.9			21.2			11.3			31.2	
Approach LOS		C			C			В			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s				20.6	10.0	39.4		20.6				
		49.4		Green promoted more to Alberta decoration to	A-1040-MAS 411-W-111-0	Respirator Consideration Street						
Change Period (Y+Rc), s		6.0		5.0	6.0 7.0	6.0		5.0				
Max Green Setting (Gmax), s		40.0		19.0 15.0	7.0 3.6	27.0 28.7		19.0 2.0				
Max Q Clear Time (g_c+l1), s		23.5			3.6 0.0							
Green Ext Time (p_c), s		5.1		0.6	U.U	0.0		0.0				
Intersection Summary					1110-00-0							
HCM 6th Ctrl Delay, s/veh			20.9									
HCM 6th LOS			С									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1→			€}			4			4	
Traffic Volume (vph)	62	0	76	0	0	1	29	761	- 1	0	433	16
Future Volume (vph)	62	0	76	0	0	1	29	761	1	0	433	16
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25	S-ON ILLEGAD MAINTENANTA	16040/004 C00/004 10 4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;		0.865						0.995	(\$440 (#1865)±7;
FIt Protected	0.950				11.00			0.998				
Satd. Flow (prot)	1519	1401	0	0	1573	0	0	1749	0	0	1620	0
FIt Permitted	0.757							0.973				
Satd. Flow (perm)	1210	1401	0	0	1573	0	0	1705	0	0	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	in distriction	384	Print to the second		169	25.513.74:CQ-310-414-40;19g		n entralecturalen en entra	2000 since plant de franch vel	10 (90 his 1.11 his indicative	6	2610388204624501114
Link Speed (mph)		25			25			45			45	
Link Distance (ft)	and a facility of a second or a second or a	373		or of the property of a strategic to	1995		estati filosophi assemble est	1196	1000 Television (100 Televisio) (100 Television (100 Television (100 Television (100 Televisio		2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	7%	0%	0%	0%	11%	4%	0%	0%	9%	6%
Adj. Flow (vph)	71	0	87	0	0	1	33	875	1	0	498	18
Shared Lane Traffic (%)	ale Transition											
Lane Group Flow (vph)	71	87	0	0	1	0	0	909	0	0	516	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1,10	1.10	1.06	1.06	1.06	1,05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	the feet and the strengthening
Leading Detector (ft)	20	100		20	100	and the same	20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	ESCOCIO-DOS COMO
Detector 1 Position(ft)	0	0		- 0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	CONTRACTOR PROPERTY	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel		and Pharmageners on work								AND DESCRIPTION		\$5.000 (\$1.000 (\$1.000 \$
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0,0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	[645 <u>]</u> 5556555445554	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0,0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	335,335,754,545.54
Detector 2 Channel											- 1 m	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings 2030 Traffic Volumes without Development- AM Peak.syn

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Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL	SBT	SBR
Turn Type	Perm	NA		NA	Perm	NA		NA	
Protected Phases	C	4		8	adardag (1995) ar silan 1895 (1994) iliya da da da bilin biranggarin 1994 (1994) barangan 1994 (1994)	2	t to the section of the State o	6	0-10-61/00-001113
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	of constitutions
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0	43.0	\$225885.85-4
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0	37.0	
Yellow Time (s)	3.0	3.0	3.0	3,0	4.0	4.0	4,0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2011/12/02/2014
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0		6.0		6.0	
Lead/Lag				J.					
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)	8,8	8.8		8.7	Cari	43.5	J IIIGA	43.5	
Actuated g/C Ratio	0.15	0.15		0.15		0.73		0.73	QUESTION.
v/c Ratio	0.40	0.16	5.6	0.00		0.74		0.44	
Control Delay (s/veh)	29.2	0.7		0.0		19.1		6.5	
Queue Delay	0.0	0.0		0.0		0.0		0.0	
Total Delay (s/veh)	29.2	0.7		0.0		19.1		6.5	14.307.5.53
LOS	C -	Α.		Α.		В		Α.	
Approach Delay (s/veh)	•	13.5		, ,		19.1		6.5	
Approach LOS		В.				В		A.	
90th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0	37.0	
90th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord	Coord	
70th %ile Green (s)	10.4	10.4	10.4	10.4	38.6	38.6	38.6	38.6	
70th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord	Coord	
50th %ile Green (s)	8.8	8.8	8.8	8.8	40.2	40.2	40.2	40.2	
50th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord	Coord	
30th %ile Green (s)	7.2	7.2	7.2	7.2	41.8	41.8	41.8	41.8	
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord	Coord	
10th %ile Green (s)	0.0	0.0	0.0	0.0	54.0	54.0	54.0	54.0	
10th %ile Term Code	Skip	Skip	Skip	Skip	Coord	Coord	Coord	Coord	
Stops (vph)	55	OKIP 0	Olup	OKIP 0	Ooolu	795	Ocord	192	
Fuel Used(gal)	1	0		0		19		9	
CO Emissions (g/hr)	54	18		1		1336		655	
NOx Emissions (g/hr)	11	3		0		260		127	
VOC Emissions (g/hr)	13	4		0		310		152	
Dilemma Vehicles (#)	0	0		0		510		33	
Queue Length 50th (ft)	24	0		0		606		71	
Queue Length 95th (ft)	24 52	0		0		747		144	
Internal Link Dist (ft)	JZ	293		1915		1116		2111	
	225	230		טוטו		1110		4111	
Turn Bay Length (ft)	225 242	587		449		1236		1176	
Base Capacity (vph)	242 0	587 0		449				1176	
Starvation Cap Reductn	U	U		V		0		U	

Lanes, Volumes, Timings 2030 Traffic Volumes without Development- AM Peak.syn



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1→			4			4			4	
Traffic Volume (veh/h)	62	0	76	0	0	1	29	761	- 1	0	433	16
Future Volume (veh/h)	62	0	76	0	0	1	29	761	1	0	433	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	71	0	87	0	0	1	33	875	1	0	498	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	233	0	131	0	0	143	85	1297	-1	0	1131	41
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.09	0.97	0.97	0.97	0.00	0.73	0.73
Sat Flow, veh/h	1263	0	1450	0	0	1588	32	1785	2	0	1557	56
Grp Volume(v), veh/h	71	0	87	0	0	1	909	0	0	0	0	516
Grp Sat Flow(s),veh/h/ln	1263	0	1450	0	0	1589	1819	0	0	0	0	1613
Q Serve(g_s), s	3.3	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7
Cycle Q Clear(g_c), s	3.3	0.0	3.5	0.0	0.0	0.0	2.9	0.0	0.0	0,0	0,0	7.7
Prop In Lane	1.00	21 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	1.00	0.00	Sangai al alongo de como de escento	1.00	0.04		0.00	0.00		0.03
Lane Grp Cap(c), veh/h	233	0	131	0	0	143	1384	0	0	0	0	1172
V/C Ratio(X)	0.30	0.00	0.67	0.00	0.00	0.01	0.66	0.00	0.00	0.00	0.00	0.44
Avail Cap(c_a), veh/h	372	0	290	- 0	0	318	1384	0	0	0	0	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.45	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	26.4	0.0	0.0	24.8	0.3	0.0	0.0	0.0	0.0	3.3
Incr Delay (d2), s/veh	0.7	0.0	5.7	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0,0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	2.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.1
Unsig. Movement Delay, s/veh	Statement and control of the statement o	any of the population of the property of the state of the		ina ing matangan ng Kalang	249 - 4712200 - 4444 - 4	-Controller in sensi-life (40) forter	opposite de la composite de la		American management for conditions	10 to be 1 41 - 42 and 1 4 and	eriminent och ender om	entry which the street of the second
LnGrp Delay(d), s/veh	27.1	0,0	32.1	0.0	0.0	24,9	1.4	0.0	0.0	0.0	0.0	4.5
LnGrp LOS	С	ACAMERICAN SERVICE SERVICE	С	the British Sailte Constant and Constant	en e	С	Α		no contractor of Communication of the control field	100000000000000000000000000000000000000	-CrossCathe County by Coult	Α
Approach Vol, veh/h		158		in a	1			909			516	
Approach Delay, s/veh		29.8	Selley out out status They	21616-1965 (P2111.004.0) 15 vol.	24.9		(0.00)	1.4			4.5	990 (B) (14 Charles) (15 Charles) (16 Charles)
Approach LOS		С			C			Α			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.6		10.4	4	49.6		10.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0		(*)		
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		4.9	ough pagi 400 o 100	5.5		9.7		2.0	en. (1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			
Green Ext Time (p_c), s		7.6		0.3		1.9		0.0				
									parameter (P. S. S. P. S.			
Intersection Summary			E O									
HCM 6th Ctrl Delay, s/veh HCM 6th LOS			5.3 A	1 TO								100

	*	-	*	*	—	•	•	†	<i>*</i>	/	↓	4
Lane Group	EBL	EBT	EBR '	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>			44			44			€}	
Traffic Volume (vph)	213	.0	109	0	0	1	73	738	1	0	420	158
Future Volume (vph)	213	0	109	0	0	1	73	738	1	0	420	158
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		AU-SECTORES AT
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		.,	0.865	1,00				,,,,,,	0.963	
FIt Protected	0.950				0.000			0.996			0.000	
Satd. Flow (prot)	1519	1401	0	0	1573	0	0	1739	0	0	1578	0
Flt Permitted	0.757			•	1010	•		0.875		•	10,0	
Satd. Flow (perm)	1210	1401	0	0	1573	0	0	1528	0	0	1578	0
Right Turn on Red	1210	1101	Yes	•	1070	Yes		1020	Yes	•	10,0	Yes
Satd. Flow (RTOR)		397			180	, 00			100		59	1,99
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196	s, and Cabbins		2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0.07	7%	0.07	0.07	0%	11%	4%	0%	0.07	9%	6%
Adj. Flow (vph)	245	0,0	125	0	0,0	1	84	848	1	0	483	182
Shared Lane Traffic (%)	2.10	· ·	,_0	V	•	•	01	0.0		,	.00	102
Lane Group Flow (vph)	245	125	0	0	1	0	0	933	0	0	665	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	eration of the parameter probability		SINGE CONTRACTOR OF STANSON	this near share a second series							100 STEEL	
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1,05	1.09	1.09	1.09
Turning Speed (mph)	15		9	15	San Contract Section (1965)	9	15	2000 (C)-000 (VAR (C-0-127/C))	9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	CIO-TXIILIM ARISTONIA
Leading Detector (ft)	00	er war establish under Greinsteiler in	######################################	20	100		20	100		20	100	
	20	100			IVV		- L				teramonlar communication of the first state	ocastrologists-Arrandof
Trailing Detector (ft)	20 0	100 0		20 0	0		0	0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	0	
Trailing Detector (ft) Detector 1 Position(ft)	Debruik Seriem, Care Later California	complete contract con		nadaran and named Same Series	industrial industrial and industrial		SART distribution of contract			0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		- v in v court, av successful	SECURIO DE LA COMPANSIONA DEL COMPANSIONA DE LA	
Detector 1 Position(ft) Detector 1 Size(ft)	0 0 20	0		0	0 0		0	0 0		0	0	
Detector 1 Position(ft)	0 0	0 0 6		0 0 20	0 0 6		0 0 20	0 0 6		0 20	0 6	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type	0 0 20	0 0 6		0 0 20	0 0 6		0 0 20	0 0 6		0 20	0 6	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel	0 0 20 CI+Ex	0 0 6 Cl+Ex		0 0 20 CI+Ex	0 0 6 CI+EX		0 0 20 Cl+Ex	0 0 6 CI+Ex		0 20 Cl+Ex	0 6 CI+Ex	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s)	0 0 20 CI+Ex	0 0 6 CI+Ex		0 0 20 CI+Ex	0 0 6 CI+Ex		0 0 20 CI+Ex	0 0 6 CI+EX		0 20 Cl+Ex	0 6 CI+Ex	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s) Detector 1 Queue (s)	0 0 20 CI+Ex 0.0 0.0	0 0 6 CI+Ex 0.0 0.0		0 0 20 Cl+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0		0 0 20 Cl+Ex 0.0 0.0	0 0 6 CI+Ex 0,0 0.0		0 20 CI+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s) Detector 1 Queue (s) Detector 1 Delay (s)	0 0 20 CI+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0		0 0 20 Cl+Ex 0.0 0.0	0 6 6 CI+Ex 0.0 0.0		0 0 20 Cl+Ex 0.0 0.0	0 0 6 CI+EX 0.0 0.0 0.0 94 6		0 20 CI+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0 0.0	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s) Detector 1 Queue (s) Detector 1 Delay (s) Detector 2 Position(ft)	0 0 20 CI+Ex 0.0 0.0	0 0 6 CI+Ex 0.0 0.0 0.0 94		0 0 20 Cl+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0 0.0 94		0 0 20 Cl+Ex 0.0 0.0	0 0 6 CI+Ex 0.0 0.0 0.0 94		0 20 CI+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0 0.0 94	
Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s) Detector 1 Queue (s) Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft)	0 0 20 CI+Ex 0.0 0.0	0 0 6 CI+Ex 0.0 0.0 0.0 94 6		0 0 20 Cl+Ex 0.0 0.0	0 6 CI+Ex 0.0 0.0 0.0 94 6		0 0 20 Cl+Ex 0.0 0.0	0 0 6 CI+EX 0.0 0.0 0.0 94 6		0 20 CI+Ex 0.0 0.0	0 6 CI+EX 0.0 0.0 0.0 94 6	

Lanes, Volumes, Timings 2030 Traffic Volumes with Development- AM Peak.syn

	*	→	→ ✓ ←	* *	†	* * + *
Lane Group	EBL	EBT	EBR WBL WBT	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases	2450 0.02.650 2 FO TO 000 8150	4	8		2	6
Permitted Phases	4		8	2		6
Detector Phase	4	4	8 8	2	2	6 6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0 5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0 24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0 17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28.3% 28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0 12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0 3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0 2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	(Colding Species Consumers and Louis and Adultimated 2017) and provided in	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	2.0 2.0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	12.0	12.0	12.0		37.0	37.0
Actuated g/C Ratio	0.20	0.20	0.20		0.62	0.62
v/c Ratio	1.01	0.21	0.00		0.99	0.67
Control Delay (s/veh)	90.9	0.8	0.0		45.6	10.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	90.9	0.8	0.0		45.6	10.9
LOS	F	Α	A		D	B
Approach Delay (s/veh)		60.5			45.6	10.9
Approach LOS		E			D D	В
90th %ile Green (s)	12.0	12.0	12.0 12.0	37.0	37.0	37.0 37.0
90th %ile Term Code	Max	Max	Hold Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	12.0	12.0	12.0 12.0	37.0	37.0	37.0 37.0
70th %ile Term Code	Max	Max	Hold Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	12.0	12.0	12.0 12.0	37.0	37.0	37.0 37.0
50th %ile Term Code	Max	Max	Hold Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	12.0	12.0	12.0 12.0	37.0	37.0	37.0 37.0
30th %ile Term Code	Max	Max	Hold Hold	Coord	Coord	Coord Coord
10th %ile Green (s)	12.0	12.0	12.0 12.0	37.0	37.0	37.0 37.0
10th %ile Term Code	Max	Max	Hold Hold	Coord	Coord	Coord Coord
Stops (vph)	170	0	0		967	333
Fuel Used(gal)	- 5	0	0		26	14
CO Emissions (g/hr)	369	25			1808	955
NOx Emissions (g/hr)	72	5		action of the second section of the confidence of the contract	352	186
VOC Emissions (g/hr)	85	6	0		419	221
Dilemma Vehicles (#)	0	0	0		75	48
Queue Length 50th (ft)	~91	0	0		720	120
Queue Length 95th (ft)	#206	0	0		#964	206
Internal Link Dist (ft)		293	1915		1116	2111
Turn Bay Length (ft)	225					
Base Capacity (vph)	242	597	458		942	995
Starvation Cap Reductn	0	0	0		0	0

Lanes, Volumes, Timings 2030 Traffic Volumes with Development- AM Peak.syn

	.	-	*	V	+	4	4	†	<i>*</i>	>	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	1.01	0.21			0.00			0.99			0.67	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 28 (47%), Reference	ed to phase	2:NBTL a	ind 6:SBT	L, Start o	of Green							
Natural Cycle: 90												
Control Type: Actuated-Coo	ordinated	10.75										
Maximum v/c Ratio: 1.01		ORLEND NOT ONLY MIDS COLOR					ep. (54)(10)(24)(25)(25)				10-000-00 (Jan 10-00-00)	
Intersection Signal Delay (s				- In	tersection	i LOS: D						
Intersection Capacity Utiliza	ition 112.1%	,)		IC	U Level	of Service	Н			NACO		-400011A-940-940-486-A
Analysis Period (min) 15												
 Volume exceeds capac 			ally infinit	e.	and any one of the second							
Queue shown is maximu	contract to a settle se	the state of the s										
# 95th percentile volume	and the second control of the second control	and the Manufacture States Co. Co., and	eue may l	be longer		Sentulations Tradable Lawrence (1944)	as invested the transfer the			erit Millery, Transitive reserves has sitte		
Queue shown is maximu	ım after two	cycles.										
0-14		0.1/-1	D :/F									
Splits and Phases: 3: He	rshey Road	& Vetera	ns Drive/L	Jriveway								
(A) (D)									A1			
Ø2 (R)								17	. <i>1</i> 04 s			

	٠	→	7	•	+	•	4	†	<i>*</i>	/		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1}→			4			4			€}>	
Traffic Volume (veh/h)	213	0	109	0	0	1	73	738	1	0	420	158
Future Volume (veh/h)	213	0	109	0	0	1	73	738	1	0	420	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Work Zone On Approach	4000	No	4040	4075	No	40	45ee	No	1010		No	4000
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	245	0	125	0	0	1	84	848	1	0	483	182
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	372	0	290	0	0	318	114	823	1	0	693	261
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.62	0.62	0.62	0.00	0.62	0.62
Sat Flow, veh/h	1263	0	1450	0	0	1588	79	1334	2	0	1124	423
Grp Volume(v), veh/h	245	0	125	0	0	1	933	0	0	0	0	665
Grp Sat Flow(s),veh/h/ln	1263	0	1450	0	0	1589	1414	0	0	0	0	1547
Q Serve(g_s), s	11.6	0.0	4.5	0.0	0.0	0.0	19.7	0.0	0.0	0.0	0.0	17.3
Cycle Q Clear(g_c), s	11.6	0.0	4.5	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	17.3
Prop In Lane	1.00	0	1.00	0.00	Λ	1.00	0.09	۸	0.00	0.00	٥	0.27
Lane Grp Cap(c), veh/h	372 0.66	0.00	290 0.43	0.00	0	318	937	0	0	0	0.00	954
V/C Ratio(X)	372	0.00	290	0.00	0.00	0.00 318	1.00 937	0.00	0.00	0.00	0.00	0.70 954
Avail Cap(c_a), veh/h HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1,00	0.00	0.00	1.00	0.37	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.00	21.0	0.00	0.00	1,00	13.0	0.0	0.00	0.00	0.00	7.7
Incr Delay (d2), s/veh	4.2	0.0	1.0	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	4.2
Initial Q Delay(d3), s/veh	9.2 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/in	6.6	0.0	2.8	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0	7.8
Unsig. Movement Delay, s/ve	merca-o-04/19g-11/	0.0	2.0	0.0	0.0	0,0	12.0	0.0	0.0	0.0	0.0	7.0
LnGrp Delay(d), s/veh	28.1	0.0	22.0	0.0	0.0	19.2	29.9	0.0	0.0	0.0	0.0	11.9
LnGrp LOS	C	· · · · · ·	c		V.V	. В	- C	9. 9	V.V		V.V	. д. В
Approach Vol, veh/h		370	-		1			933			665	
Approach Delay, s/veh		26.0			19.2			29.9			11.9	
Approach LOS		C			В			C			В	
Timer - Assigned Phs		2		4.		6		8				
Phs Duration (G+Y+Rc), s		43.0		17.0		43,0		17.0				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		39.0		13.6		19.3		2.0				
Green Ext Time (p_c), s	,	0.0		0.0		2.5		0.0				
		v.v		U,U		2.0		5.0				
Intersection Summary	1000		2.2									
HCM 6th Ctrl Delay, s/veh			23.1									
HCM 6th LOS			С									

	٠	→	*	V	4	*	4	†	<i>p</i>	\	↓	√
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1→			€}		ሻ	41			44	
Traffic Volume (vph)	213	0	109	0	0	1	73	738	1	0	420	158
Future Volume (vph)	213	0	109	0	0	1	73	738	1	0	420	158
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225	7 /4	0	0	<i>-1</i> 0	0	175	970	0	0	V/0	225
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		v	25		y	25			25		Y
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1,00	0.850	1,00	1,00	0.865	1.00	1,00	1,00	1.00	1.00	0.963	1,00
Fit Protected	0.950	0.000			0.000		0.950				0.505	
Satd. Flow (prot)	1519	1401	0	0	1573	0	1564	1757	0	0	1578	0
Flt Permitted	0,757	1401	U	U	1070	U	0.149	1101	U	U	1376	U
Satd. Flow (perm)	1210	1401	0	0	1573	0	245	1757	0	0	1578	0
Right Turn on Red	1210	1401	Yes	U	1073	Yes	240	1707	Yes	U	10/0	Yes
 — vorsitivite (1864) in 1960 (1864) in 1960 (1864) in 1960 (1964) in 1964 (1964) in		393	168		455	168			168		20	168
Satd. Flow (RTOR)					155			15			32	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)	0.07	10.2	0.07	0.07	54.4	0.07	0.07	18.1	0.07	0.07	33.2	0.07
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	7%	0%	0%	0%	11%	4%	0%	0%	9%	6%
Adj. Flow (vph)	245	0	125	0	0	1	84	848	1	0	483	182
Shared Lane Traffic (%)				_	48							
Lane Group Flow (vph)	245	125	. 0	. 0	. 1	0	84	849	0	. 0	665	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)		0	NAMES OF STREET		0		19-100cm - 0-06900	0			0	Medice strengt in a
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane			48450 FEB. 41 AT THE SECTION							allestelder i der Hernotellich	SQLA Sparre through the registration	00.403,009*********
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1,09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	A DOWN STREET
Detector 1 Position(ft)	0	0		0	0		0	. 0		0	0	
Detector 1 Size(ft)	20	6	######################################	20	6		20	6		20	6	SARATE PROPERTY.
Detector 1 Type	CI+Ex	CI+Ex	1900 1900 1900 1900 1900 1900 1900 1900	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												NATURAL STRUCT
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	(5)(5)(5)(5)(5)
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	100	0.0	0.0	
Detector 2 Position(ft)		94			94	Sapital Affancial actions		94		Halladalta I-como amos a	94	Spalment over 1
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type	magamana ay dalah da ber	CI+Ex			CI+Ex		one and south the reservoir in	CI+Ex			CI+Ex	hispatian ANING series
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

Synchro 11 Report

	→	→	Y	-	* *	†	<i>▶</i> >	↓	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL	SBT	SBR
Turn Type	Perm	NA	- COIN MOD	NA	pm+pt	NA	, ion	NA	<u> </u>
Protected Phases	1 01111	4		8	5 pm	2		6	
Permitted Phases	4	7	8	J	2	۷	6	Ü	
Detector Phase	4	4	8	8	5	2	6	6	
Switch Phase	4	4	U	U	J		U	U	
a Charles and an experience goals between Christian College (and a factor of child State of Christian College)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Initial (s)	24.0	24.0	24.0	24.0	13.0	24.0	24,0	24.0	
Minimum Split (s)		24.0	nn ceir central calcula cabunacia procumentum en cuita de de de de con	24.0 24.0	13.0	46.0		33.0	
Total Split (s)	24.0		24.0			46.0 65.7%	33.0		
Total Split (%)	34.3%	34.3%	34.3%	34.3%	18.6%		47.1%	47.1%	
Maximum Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0	27.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	6.0	6.0		6.0	
Lead/Lag					Lead		Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	LEISTERN TOUTS
Act Effct Green (s)	17.1	17.1		17.1	41.9	41.9		31.6	
Actuated g/C Ratio	0.24	0.24		0.24	0.60	0.60		0.45	ephanopa you arrested
v/c Ratio	0.83	0.20		0.00	0.31	0.81		0.91	
Control Delay (s/veh)	49.1	0.7		0.0	9.9	19.9		40.6	o-manual and a section of the
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	49.1	0.7		0.0	9.9	19.9		40.6	
LOS	D	A		Α	A	В		D	
Approach Delay (s/veh)	o che o chie cualità l'este cautit e el element	32.7	Amount of the company	NA NAMESTA SELECTION DE MASSACIONES		19.0		40.6	o pelali inphawora i
Approach LOS		C				В		D	
90th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0	27.0	communication of the
90th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord	Coord	
70th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0	27.0	parameter repurations
70th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord	Coord	
50th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	40.0	27.0	27.0	
50th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord	Coord	
30th %ile Green (s)	16.7	16.7	16.7	16.7	6.3	42.3	30.0	30.0	
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Coord	Coord	
10th %ile Green (s)	12.0	12.0	12.0	12.0	0.0	47.0	47.0	47.0	
10th %ile Term Code	Gap	Gap	Hold	Hold -	Skip	Coord	Coord	Coord	
Stops (vph)	185	0		0	31	536		407	
Fuel Used(gal)	4	0		0	1	15		18	
CO Emissions (g/hr)	246	25		1	77	1077		1264	
NOx Emissions (g/hr)	48	5		0	15	209		246	
VOC Emissions (g/hr)	57	6		0	18	250		293	
Dilemma Vehicles (#)	0	0		0	0	52		36	
Queue Length 50th (ft)	96	0		0	15	274		~313	
Queue Length 95th (ft)	#192	0		. 0	31	#492	Mag La 1850 y Paul Control	#482	
Internal Link Dist (ft)		293		1915	- 1 hann a maradhann a' gan airth ann daoine an airth agus air, an 17 g 17	1116	en e	2111	
Turn Bay Length (ft)	225				175				
Base Capacity (vph)	328	666	- A CONTRACTOR	539	278	1050	and the second state of the second se	730	
Starvation Cap Reductn	0	0		0	0	0		0	
		- angalant sagapapan dilikit	Printer or the second s	- September 1985 (1997)		more at every and all the beginning	to a more than the second control of the sec	aspeniantensi (1900)	Service of the servic

Lanes, Volumes, Timings

Synchro 11 Report

2030 Traffic Volumes with Development & Improvements - AM Peak

	٠,		~	∠ ←	1	•	†	<i>></i>	1	1	1
Lane Group	EBL	EBT	EBR	WBL WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0		0	0			0	
Storage Cap Reductn	0	0		0		0	0			0	
Reduced v/c Ratio	0.75	0.19		0.00		0.30	0.81	#10.00000000000000000000000000000000000		0.91	
Intersection Summary											
Area Type:	Other										
Cycle Length: 70											
Actuated Cycle Length: 70)	and any section of the section of th									
Offset: 0 (0%), Reference	d to phase 2:I	NBTL and	6:SBTL	, Start of Green							
Natural Cycle: 80	•			and the second control of the second			211100 1201 1001 1001				
Control Type: Actuated-Co	oordinated										
Maximum v/c Ratio: 0.91	di secu singgitali plati promonenzi il pud su properzioni uzgani.	errif administration and	the a contract of course of	and the second s	e toek emiliteit is gelegilite a eithe file	The might be a second of the s	considered discovering the process of the considered	menter of detailed before the property of the	emen a si filo a si a est aero este este este este este este este est	2 - 46-22-66-67-51-51-51-51-51-51-51-51-51-51-51-51-51-	NA SERVED ASSESSED ASSESSED
Intersection Signal Delay	(s/veh): 28.9			Intersection	n LOS: C						
Intersection Capacity Utiliz	· · · · · · · · · · · · · · · · · · ·	American Co., 10, 11, 11, 10, 10, 10, 10, 10, 10, 10		ICU Level	of Service	• F		2 ,		- mar or a second	
Analysis Period (min) 15											

Analysis Period (min) 15

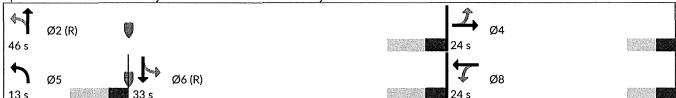
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Hershey Road & Veterans Drive/Driveway



Lanes, Volumes, Timings 2030 Traffic Volumes with Development & NR Improvements - AM Peak.syn

	<u> </u>	-	*	•	4-	4	1	†	<i>></i>	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>			⋪		ሻ	₽			₩	
Traffic Volume (veh/h)	213	0	109	0	0	1	73	738	1	0	420	158
Future Volume (veh/h)	213	0	109	0	0	1	73	738	1	0	420	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1612	1875	1875	1875	1755	1855	1912	1750	1623	1666
Adj Flow Rate, veh/h	245	0	125	0	0	1	84	848	1	0	483	182
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	0	7	0	0	0	11	4	0	0	9	6
Cap, veh/h	386	0	325	0	0	357	257	1145	1	0	534	201
Arrive On Green	0.22	0.00	0.22	0.00	0.00	0.22	0.06	0.62	0.62	0.00	0.48	0.48
Sat Flow, veh/h	1263	0	1450	0	0	1588	1672	1852	2	0	1124	423
Grp Volume(v), veh/h	245	0	125	0	0	1	84	0	849	0	0	665
Grp Sat Flow(s),veh/h/ln	1263	0	1450	- 0	0	1589	1672	0	1855	0	0	1547
Q Serve(g_s), s	13.1	0.0	5.1	0.0	0.0	0.0	1.6	0.0	22.6	0.0	0.0	27.7
Cycle Q Clear(g_c), s	13.1	0.0	5.1	0.0	0.0	0.0	1.6	0.0	22.6	0.0	0.0	27.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		0.27
Lane Grp Cap(c), veh/h	386	0	325	0	0	357	257	0	1147	0	0	735
V/C Ratio(X)	0.63	0.00	0.38	0.00	0.00	0.00	0.33	0.00	0.74	0.00	0.00	0.90
Avail Cap(c_a), veh/h	445	0	394	0	- 0	431	328	0	1147	0	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.39	0.00	0.39	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	23.0	0.0	0.0	21.1	14.2	0.0	9.4	0.0	0.0	16.9
Incr Delay (d2), s/veh	2.4	0.0	0.7	0.0	0.0	0.0	0.3	0.0	1.7	0.0	0.0	16.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	3.2	0.0	0.0	0.0	0.8	0.0	9.3	0.0	0.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.5	0.0	23.8	0.0	0.0	21.1	14.5	0.0	11.1	0.0	0.0	33,6
LnGrp LOS	С		С			С	В		В			C
Approach Vol, veh/h		370			1			933			665	
Approach Delay, s/veh		26.9			21.1			11.4			33.6	
Approach LOS		C			С			В			С	1000
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.3		20.7	10.0	39.3		20.7				
Change Period (Y+Rc), s	. , ., ,	6.0		5.0	6.0	6.0		5.0	The second section of the section of	The second contract of the second second		
Max Green Setting (Gmax), s	ugi i	40.0		19.0	7.0	27.0		19.0				
Max Q Clear Time (g_c+l1), s		24.6	and the second s	15.1	3.6	29.7		2.0				
Green Ext Time (p_c), s		5.1		0.6	0.0	0.0		0.0				
Intersection Summary												**************************************
IIIIEISEIIIIIII AIIIIIIIIII												
HCM 6th Ctrl Delay, s/veh			21.8		and the second							

	*		*	•	4	*	4	†	*	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	1>			4			₩			4	
Traffic Volume (vph)	38	0	71	.0		0	79	563	0	0	680	62
Future Volume (vph)	38	0	71	0	0	0	79	563	0	0	680	62
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25	personal reservation	\$0.000 makes provided	25		-0.000000000000000000000000000000000000	25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	alto-Transfer in register	0.850	ACCOUNTS OF SPECIAL PROPERTY OF SPECIAL SPECIA	Print (2000 20 10 17 17 17 17 17 17 17 17 17 17 17 17 17			100 A 200 B 20 A 20 A 20 A 20 A 20 A 20 A	Mark 606 (2017) (100 (1) 15/10)			0.989	
Flt Protected	0.950		[7] a					0.994				
Satd. Flow (prot)	1519	1485	0	0	1818	0	0	1769	0	0	1702	0
FIt Permitted	0.757							0.849				
Satd. Flow (perm)	1210	1485	0	0	1818	0	0	1511	0	0	1702	0
Right Turn on Red			Yes			Yes	-		Yes	-		Yes
Satd. Flow (RTOR)		255								Albert Day a Philip	14	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	3%
Adj. Flow (vph)	38	0	72	0	0	0	80	569	0	0	687	63
Shared Lane Traffic (%)				-								
Lane Group Flow (vph)	38	72	0	0	0	0	0	649	0	0	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10	J		10	J		13	J		13	3
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		ar on least appropriate					3040112425740013					National Services
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru	## page of places and a second of the	Left	Thru		Left	Thru		Left	Thru	Presignation of presidence &
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0	(Object of a departure sounds presidented)	0	0	Print, v. o.	0	0	-included by the state of the same of the	0	0	NO.296000000000000000000
Detector 1 Position(ft)	. 0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	to and entirely frequency of highwards	20	6	n-original mineral reserve	20	6	merada ada ida 1999 da 1999	20	6	Siberole Locales-A
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel		And hand to the first made and	in cold to be all the second on the second	Comment States Continued and the Particular	Crise and Military of Street London	**************************************		20-00-00-00-00-00-00-00-00-00-00-00-00-0	Angeld and Angeld States and Stat	-mining a substitute of the su	**************************************	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	time and displayers a service according to	0.0	0.0	1 A 2000 - 10 CO 2	0.0	0.0	10 20 20 20 PH (10 PK) 1 (20 PK) 1 (0.0	0.0	non-programment amplitude
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94		ar and the supply of the suppl	94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex		una mengakan periodah 1955 PERIO	CI+Ex	.com.university@ddpXdPti	orașetă și en Păpra alfiliă	CI+Ex	oponi ngari nasagila at 2004
Detector 2 Channel												
Detector 2 Extend (s)	or write the confident to make a	0.0			0.0			0.0		millioning COST PCALED SC	0.0	
- 5.55(5) (6) (4 (5)		3.0			5.5			5.0			0.0	

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Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA			Perm	NA	NA
Protected Phases		4		8	43 millioning (14 Talgebrater) (14 to 14 y 15 ft) 44 (15 ft) 24 - 12 Millionia (16 ft) 45 (17 ft)	2	6
Permitted Phases	4		8		2		6
Detector Phase	4	4	8	8	2	2	6 6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	7.5	7.5				44.8	44.8
Actuated g/C Ratio	0.13	0.13				0.75	0.75
v/c Ratio	0.25	0.18				0.57	0.59
Control Delay (s/veh)	27.2	0.9				13.1	7.5
Queue Delay	0.0	0.0				0.0	0.0
Total Delay (s/veh)	27.2	0.9				13.1	7.5
LOS	C	Α				В	A
Approach Delay (s/veh)		10.0				13.1	7.5
Approach LOS		В				В	A
90th %ile Green (s)	10.1	10.1	10.1	10.1	38.9	38.9	38.9 38.9
90th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	8.4	8.4	8.4	8.4	40.6	40.6	40.6 40.6
70th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	7.2	7.2	7.2	7.2	41.8	41.8	41.8 41.8
50th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	6.1	6.1	6.1	6.1	42.9	42.9	42.9 42.9
30th %ile Term Code	Gap	Gap	Hold 0.0	Hold 0.0	Coord 54.0	Coord 54.0	Coord Coord 54.0 54.0
10th %ile Green (s)	0.0 Skip	0.0 Skip	markete version in enriche fricht der Albeite felle feren versionen in der Albeite felle felle fellen der Albeite felle	Skip	Coord	Coord	
10th %ile Term Code Stops (vph)	Skip 37	Skip 0	Skip	ovih	Coolu	549	Coord Coord 358
Fuel Used(gal)	0	0				14	16
CO Emissions (g/hr)	33	17				946	1128
NOx Emissions (g/hr)	6	3				184	219
VOC Emissions (g/hr)	8	4				219	261
Dilemma Vehicles (#)	0	0				74	54
Queue Length 50th (ft)	13	0				356	111
Queue Length 95th (ft)	35	0				556	244
Internal Link Dist (ft)	, vv	293		1915		1116	2111
Turn Bay Length (ft)	225	1		1010			— 11.
Base Capacity (vph)	242	501				1129	1275
Starvation Cap Reductn	0	0				0	0
Cantalion Cap (Codol)	V	V				Υ	

Lanes, Volumes, Timings Existing Traffic Volumes - PM Peak.syn

	≯	-	\	•	←	*	4	†	<i>></i>	\	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0						0		_	0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.16	0.14						0.57			0.59	
Intersection Summary					T-24							
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 6												
Offset: 26 (43%), Referer	nced to phase	2:NBTL a	and 6:SB	TL, Start	of Green	255						
Natural Cycle: 70												enning squeen
Control Type: Actuated-C	oordinated											
Maximum v/c Ratio: 0.59	7 (1) 20 2				eregawa ka jarah sa							
Intersection Signal Delay					itersectio		_					
Intersection Capacity Util	ization 96.4%			K	JU Level	of Service	! F					zh Salukuri
Analysis Period (min) 15												1000
Splits and Phases: 3: H	lershey Road	& Vetera	ns Drive/	Driveway								
△ ↑								1 4	r			
Ø2 (R)									→ ø4			
43 s								17	s			
								- ←	_			
Ø6 (R)									Ø8			
43 s								17	s			

	٠	-	*	•	4	4	4	†	<i>></i>	\	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	\	1>	Septendaria e e e mai d'Abbasia		↔			4	alla dia secretare di secono a		4	200000000000000000000000000000000000000
Traffic Volume (veh/h)	38	0	71	- 0	0	0	79	563	- 0	0	680	62
Future Volume (veh/h)	38	0	71	0	0	0	79	563	0	0	680	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1,00	1.00	1,00	1.00	1,00	1.00	1,00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1697	1875	1875	1875	1912	1869	1912	1750	1708	1708
Adj Flow Rate, veh/h	38	0	72	0	0	0	80	569	0	0	687	63
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	0	1	0	0	0	0	3	0	0	3	3
Cap, veh/h	234	0	104	0	135	0	167	1130	0	0	1148	105
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.74	0.74
Sat Flow, veh/h	1589	0	1450	0	1875	0	134	1517	0	0	1541	141
Grp Volume(v), veh/h	38	0	72	0	0	0	649	0	0	0	0	750
Grp Sat Flow(s),veh/h/ln	1589	0	1450	0	1875	0	1651	0	0	0	0	1682
Q Serve(g_s), s	1.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Cycle Q Clear(g_c), s	1.4	0.0	2.9	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Prop In Lane	1.00	assess to the second second	1.00	0.00	esader or children	0.00	0.12		0.00	0.00		0.08
Lane Grp Cap(c), veh/h	234	0	104	0	135	0	1297	0	0	- 0	0	1253
V/C Ratio(X)	0.16	0.00	0.69	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.60
Avail Cap(c_a), veh/h	438	0	290	0	375	0	1297	0	0	0	0	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
Incr Delay (d2), s/veh	0.3	0.0	7.9	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/in	0.9	0.0	2.2	0.0	0.0	0,0	0.6	0.0	0.0	0.0	0.0	3.0
Unsig. Movement Delay, s/vel										201220044511527451 9 7		8861/88640/774644
LnGrp Delay(d), s/veh	26.8	0.0	35.1	0.0	0.0	0.0	0.9	0.0	0,0	0.0	0.0	5.6
LnGrp LOS	С	10 Parts of the Control of the Contr	D	TO SHIP THE PROPERTY OF STATE OF			Α	oracon anima di minari 1981 san		TO THE OWN THE	ensulational desired	A
Approach Vol, veh/h		110			0			649			750	
Approach Delay, s/veh		32.2	and a second control of the second control of the second control of the second control of the second control o	Septiment to the contract of t	0.0			0.9		man del relación (se la Servicion e ser el	5.6	in IP Section of the section in the section
Approach LOS		С		r i				Α			Α	
Timer - Assigned Phs		2	7H 25	4-		6		8			Part	
Phs Duration (G+Y+Rc), s		50.7		9,3		50.7		9.3				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37,0	La serie	12.0				
Max Q Clear Time (g_c+l1), s		2.0		4.9		14.3	- 10 miles and an analysis of the second	0.0		and the second section of the second section of the second section sec		and and a statement
Green Ext Time (p_c), s		5.1		0.2		3.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.6									
HCM 6th LOS			A									

	<i>></i>		•	<	4	•	4	†	<i>></i>	\	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1→			4			4			↔	
Traffic Volume (vph)	38	0	71	0	0	0	79	566	0	0	683	62
Future Volume (vph)	38	0	71	0	0	0	79	566	0	0	683	62
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	-1		0	0		0	0		0	0		0
Taper Length (ft)	25		us casa sa Sa T abas	25		**************************************	25			25		and the A
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1,00	0.850	1.00	11 9 4	, , , , , , , , , , , , , , , , , , ,	1,00	1.00	1.00	1.00	11.00	0.989	1,00
Flt Protected	0.950	0.000						0.994			0.000	
Satd. Flow (prot)	1519	1485	0	0	1818	0	0	1769	0	0	1702	0
Flt Permitted	0.757	1100			1010	•		0.849	•	•	,,,,,	
Satd. Flow (perm)	1210	1485	0	0	1818	0	0	1511	0	0	1702	0
Right Turn on Red	12.0	1.00	Yes	•	1010	Yes		1011	Yes	J	., 02	Yes
Satd. Flow (RTOR)		254				, 00			100		14	100
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	0.00	1%	0.00	0%	0.00	0%	3%	0.00	0.00	3%	3%
Adj. Flow (vph)	38	0	72	0	0	0	80	572	0	0,0	690	63
Shared Lane Traffic (%)			. –	•	V			0,2	•	V	000	
Lane Group Flow (vph)	38	72	0	0	0	0	0	652	0	0	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10	3		13	J		13	3
Link Offset(ft)	PRINCE NAME OF STREET OF STREET	0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	-elegational process of the	Sometholis (Scholl) Source and LCC	ing hadim Saddeller namung dan	the afficient and descriptions and the control of small	Chicken of the second of the second		ophic letter or a medical bank	and a second transfer or the second		X-11113/001404 Total (1911) 9	7/2010/90-10-01 (militari 19	homely decision—4
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	. 1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	- 0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex	100	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0,0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	en tradition to have all are 6.0 colorestee.	0.0	0.0	or or o'll-little-man at marches	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		kojednovanom kremi nem	94		04-000-000-000-00-1-1-1-1-1-1-1-1-1-1-1-	94		mpters en aper menere en en	94	
Detector 2 Size(ft)		6			6		- 17	6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex		Symbolic and Source of the Source	CI+Ex	on the Carlo Section of the
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings 2025 Traffic Volumes without Development- PM Peak.syn

	≯		Y	←	1	†	<i>></i> → ↓ ✓
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA	199		Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8	-	2		6
Detector Phase	4	4	8	8	2	2	6 6
Switch Phase			•		_		
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28,3%	28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0	3,0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?	pazzania manananganan anana	see et fegge and a gradfu glocal of	a fallifik de gapa fung anggester geget (a manaka)			APPENDATE OF THE STATE OF THE S	
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	7.5	7.5				44.8	44.8
Actuated g/C Ratio	0.13	0.13	and the first of the section of the			0.75	0.75
v/c Ratio	0,25	0.18	, plant (1986)			0.58	0.59
Control Delay (s/veh)	27.2	0.9				13.1	7.5
Queue Delay	0.0	0.0				0.0	0.0
Total Delay (s/veh)	27.2	0.9	and the state of t			13.1	7.5
LOS	С	Α				В	A
Approach Delay (s/veh)		10.0	and the form owners or the Time of Sec. 1 and the second section is an extensive		4 AAV 11 11 11 11 A 11 A 11 A 11 A 11 A	13.1	7.5
Approach LOS		В				В	A A
90th %ile Green (s)	10.1	10.1	10.1	10.1	38.9	38.9	38.9 38.9
90th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	8.4	8.4	8.4	8.4	40.6	40.6	40.6 40.6
70th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	7.2	7.2	7.2	7.2	41.8	41.8	41.8 41.8
50th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	6.1	6.1	6.1	6.1	42.9	42.9	42.9 42.9
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
10th %ile Green (s)	0.0	0.0	0.0	0.0	54.0	54.0	54.0 54.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Coord	Coord	Coord Coord
Stops (vph)	37	0				553	360
Fuel Used(gal)	0	0			A PROPERTY OF	14	16
CO Emissions (g/hr)	33	17		Species of the control of the contro		951	1134
NOx Emissions (g/hr)	6	3				185	221
VOC Emissions (g/hr)	8	4				221	263
Dilemma Vehicles (#)	0	0				74	54
Queue Length 50th (ft)	13	0				358	112
Queue Length 95th (ft)	35	0	5 (4) 2 (1) (4) (4) (4) (4) (4)			563	246
Internal Link Dist (ft)		293		1915		1116	
Turn Bay Length (ft)	225						
Base Capacity (vph)	242	500				1129	1275
Starvation Cap Reductn	0	0			(1984) (1974) (1974) (1974)	0	0

	٠	→	*	V	4	•	4	†	<i>p</i>	/	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.16	0.14						0.58			0.59	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60									all			
Actuated Cycle Length: 6			A-0002253450-1-000-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		engelegia and a selesia	80-500 SEPTEMBER SERVER	troonen 4 Farrillanderroos					B0000000000000000000000000000000000000
Offset: 26 (43%), Referen	iced to phase	2:NBTL a	ind 6:SB	TL, Start o	of Green							
Natural Cycle: 70												
Control Type: Actuated-C Maximum v/c Ratio: 0.59	oordinated				900 - 100 100 - 100							
Intersection Signal Delay	/e/veh\-101-			ln.	tersection	I OSEB						
Intersection Capacity Utili				Housen nowall be inmedial museli	CU Level o	ACCORDANCE OF STREET STREET, S	, F					
Analysis Period (min) 15	Z41011 00.070			10	O LOVOI C	or corvioc						
					gards 41786 (51802), 867 (948)							
Splits and Phases: 3: h	lershey Road	& Vetera	ns Drive/	Driveway								
Ø2 (R)								12	→ Ø4			
43 s								17 :	5			
Ø6 (R)							water the second and		Ø8		Maartiindided	
43 s								17 :	S			

	۶	-	*	•	4	*	1	†	<i>></i>	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ቕ			ቆ			₩		description and the contract	4	
Traffic Volume (veh/h)	38	0	71	0	0	0	79	566	0	0	683	62
Future Volume (veh/h)	38	0	71	0	0	0	79	566	0	0	683	62
Initial Q (Qb), veh	0	0	0	. 0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00	professiona service present the	1.00
Parking Bus, Adj	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	Selection of the resultable		No	ensale even no recipiale	contractor of the Armonics	No			No	statuests communicating
Adj Sat Flow, veh/h/ln	1669	1711	1697	1875	1875	1875	1912	1869	1912	1750	1708	1708
Adj Flow Rate, veh/h	38	0	72	0	0	0	80	572	0	0	690	63
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	0	1	0	0	0	0	3	0	0	3	3
Cap, veh/h	234	- 0	104	0	135	0	167	1131	0	0	1148	105
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.74	0.74
Sat Flow, veh/h	1589	0	1450	- 0	1875	0	133	1518	0	0	1542	141
Grp Volume(v), veh/h	38	0	72	0	0	0	652	0	0	0	0	753
Grp Sat Flow(s),veh/h/ln	1589	0	1450	0	1875	0	1652	0	0	0	0	1682
Q Serve(g_s), s	1.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
Cycle Q Clear(g_c), s	1.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
Prop In Lane	1.00		1.00	0.00		0.00	0.12		0.00	0.00		0.08
Lane Grp Cap(c), veh/h	234	0	104	0	135	0	1297	0	0	0	0	1253
V/C Ratio(X)	0.16	0.00	0.69	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.60
Avail Cap(c_a), veh/h	438	0	290	0	375	0	1297	0	0	0	0	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.66	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
Incr Delay (d2), s/veh	0.3	0.0	7,9	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	2.2	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	3.1
Unsig. Movement Delay, s/ve	h											
LnGrp Delay(d), s/veh	26.8	0.0	35.1	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	5.7
LnGrp LOS	С		D				Α					Α
Approach Vol, veh/h		110			0			652			753	
Approach Delay, s/veh	- CHES-HE-1810-1 NOT THE BOOK STORE	32.2	and the state of t	economical service with level that democrats	0.0		CONTRACTOR STATE	0.9		RELIGIONS CONTRACTOR C	5.7	der kertilde for det forest
Approach LOS		С						Α			А	
Timer - Assigned Phs	,	2		4		6		8	1110 - 11			
Phs Duration (G+Y+Rc), s		50.7		9.3		50.7		9.3				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		2.0		4.9		14.4		0.0				
Green Ext Time (p_c), s		5.1		0.2		3.1		0.0				
E incoming the control of the contro		٠.,		٧.٠		711		3.0				
Intersection Summary		199										
HCM 6th Ctrl Delay, s/veh HCM 6th LOS			5.6 A									

	۶	→	*	•		*	4	†	<i>></i>	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>			44>			4			44	
Traffic Volume (vph)	164	0	108	0	0	0	112	552	0	0	665	192
Future Volume (vph)	164	0	108	0	0	0	112	552	0	0	665	192
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225	Secretaristic (125 miles in the probability of 100%)	0	0		0	175	tou baloille or ille-althoughe.	0	0		225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25	A production of authorities in principles	100 A	25			25	Elektrick of the properties of Lorde Elektrick	ali anta-1 lista alikka 181 anta kalifa 191 anta 1946	25		Andrew Co. Spirit Print of Service
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Frt	ELL DAGGER CONTRACTOR CONTRACTOR	0.850	SCLP 4 Dept 2 Community on the State of the			an investigation of the state o		skynikus ardiki kuni danday	Development (SSR) and a set (SSR) and	ar Constitution of the Color-	0.970	THE UNITED STATES AND
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1519	1485	0	0	1818	0	0	1768	0	0	1670	0
Flt Permitted	0.757							0.566				
Satd. Flow (perm)	1210	1485	0	0	1818	0	0	1009	0	0	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	Men's Control of State of Control	264	(Augist) 2nd 1/ confirme	erme dr. ame ample dr. alex	acetta canas e de maio	-7-2-m skemet2-mrodk=88-2-m	Influence museum en	500,000,000,000,000,000,000,000,000,000	described on the Post of the second	SCHOOL STREET, SCHOOL STANS	45	THE COST OF STREET, ST
Link Speed (mph)		25			25			45			45	
Link Distance (ft)	- Salagaran yang sambab da da bangan	373	\$500,000 tr 0,500,000 treates	anticus is not risk as a resident des	1995	o transferor craftStreepings	and the second	1196	m (Same proposition of Same Same	PER	2191	1100/c10002000/07/4/6-2014
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	3%
Adj. Flow (vph)	166	0	109	0	0	0	113	558	0	0	672	194
Shared Lane Traffic (%)							-					
Lane Group Flow (vph)	166	109	0	0	0	0	0	671	0	0	866	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10	J		10	, and the second		13	Ü		- 13	, i
Link Offset(ft)		0		e serificio nucleo de septimiento	0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane							31,85P4x.3C115EH18F4.0					100000000000000000000000000000000000000
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15		9	15	5850 m25 m 145 m 145 m	9	15	######################################	9	15		9
Number of Detectors	1	2		1	- 2		1	2		1	2	
Detector Template	Left	Thru	Man Transcon and a second	Left	Thru		Left	Thru		Left	Thru	00/07/09/09/09/09
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0	adition deliberation and assembly	0	0		0	0		0	0	eli-mentifelenenent)
Detector 1 Position(ft)	0	0		0	0_		0	0		0	0	
Detector 1 Size(ft)	20	6	Signification of the second second	20	6		20	6	2176-4081-3E-0000-000-001-000-001	20	6	distriction flexibility
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel		alleating or except to the	Markatian markara - markara									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	ocean gradien die 1907	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	Barrier III	0.0	0,0	1000	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			Cl+Ex			CI+Ex	
Detector 2 Channel		-										į.
Detector 2 Extend (s)		0.0	\$234EFF6-2590.4.1.0 Agil		0.0			0.0			0.0	
20100101 2 2/1010 (0)		7.0									V. V	

Lanes, Volumes, Timings 2025 Traffic Volumes with Development- PM Peak.syn

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Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA			Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		6
Detector Phase	4	4	8	8	2	2	6 6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	11.1	11.1				37.9	37.9
Actuated g/C Ratio	0.19	0.19				0.63	0.63
v/c Ratio	0.74	0.22				1.05	0.81
Control Delay (s/veh)	45.3	1.1				74.7	16.5
Queue Delay	0,0	0.0				0.0	0.0
Total Delay (s/veh)	45.3	1.1				74.7	16.5
LOS	D	Α				E	В
Approach Delay (s/veh)		27.8				74.7	16.5
Approach LOS		C				E	В
90th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
90th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
70th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
50th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	11.5	11.5	11.5	11.5	37.5	37.5	37.5 37.5
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
10th %ile Green (s)	7.9	7.9	7.9	7.9	41.1	41.1	41.1 41.1
10th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
Stops (vph)	140	0				784	567
Fuel Used(gal)	3	0				25	22
CO Emissions (g/hr)	180	26				1748	1546
NOx Emissions (g/hr)	35	- 5				340	301
VOC Emissions (g/hr)	42	6				405	358
Dilemma Vehicles (#)	0	0				77	69
Queue Length 50th (ft)	56	0				~592	198
Queue Length 95th (ft)	#137	0			500 ST	#838	#457
Internal Link Dist (ft)		293		1915		1116	2111
Turn Bay Length (ft)	225						
Base Capacity (vph)	242	508				637	1072
Starvation Cap Reductn	0	0				0	0

Lanes, Volumes, Timings 2025 Traffic Volumes with Development- PM Peak.syn

	٠	-	*	√	4	4	*	†	<i>></i>	/	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.69	0.21						1.05			0.81	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60								11.0				
Actuated Cycle Length: 6					angles, on the state of the same of			allolat doagon word over a flux and a				4. 1. 14. 14. 14. 14. 14. 14. 14. 14. 14
Offset: 26 (43%), Referen	iced to phase	2:NBTL a	and 6:SB	TL, Start o	of Green							
Natural Cycle: 90											ora cama mirate promissas c	and developed deliv
Control Type: Actuated-C	oordinated											
Maximum v/c Ratio: 1.05							ana a sa da	in amount opposite former, and once, and once, and once,	Engraphical States of the Stat	constant and the second second second second second		Section of the least females
Intersection Signal Delay		. Basis		VI. J. W. C. S. C.	properties and properties	n LOS: D						
Intersection Capacity Utili	zation 110.2%)		IC	U Level	of Service	Н	and the second second second second second second second			o Antonomous transcriptions superior	entero attento constituina di
Analysis Period (min) 15												
 Volume exceeds capa 	acity, queue is	theoretic	cally infin	te.		en man var an management and					ratio CC CO CO Millionina describirmo de compositor de la	
Queue shown is maxir												
# 95th percentile volum	e exceeds cap	acity, qu	eue may	be longer								
Queue shown is maxir	num after two	cycles.										
Splits and Phases: 3: F	lershey Road	& Vetera	ns Drive	Driveway								
. 4								1 4				
Ø2 (R)								-4	→ α ₄			}
3 € Ø2 (R)								17	. W4			2500

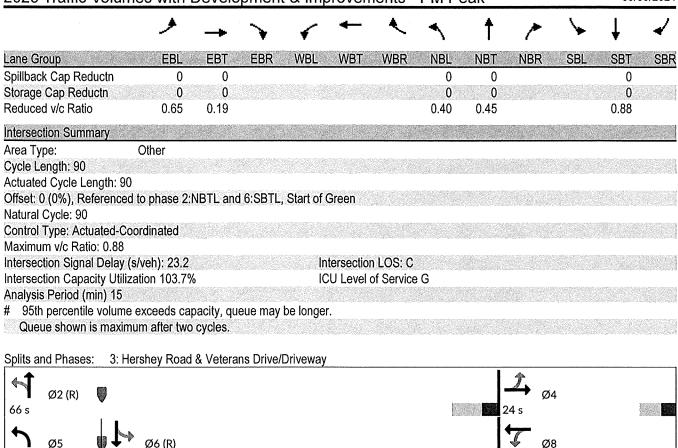
	≯	-	\	•	—	•	4	†	/	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	75	1>			4			↔			44	
Traffic Volume (veh/h)	164	0	108	0	.0	0	112	552	0	0	665	192
Future Volume (veh/h)	164	0	108	0	0	0	112	552	0	0	665	192
Initial Q (Qb), veh	0	0	0	0	0_	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	OSSIGNA IN A Process Of the Property States	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		and with the second second second	No	
Adj Sat Flow, veh/h/ln	1669	1711	1697	1875	1875	1875	1912	1869	1912	1750	1708	1708
Adj Flow Rate, veh/h	166	0	109	0	0	0	113	558	0	0	672	194
Peak Hour Factor	0.99	0,99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	0	1	0	0	0	0	3	0	0	3	3
Cap, veh/h	341	0	202	0	261	0	146	662	0	0	863	249
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.90	0.90	0.00	0.00	0.68	0.68
Sat Flow, veh/h	1589	0	1450	0	1875	0	111	977	0	0	1274	368
Grp Volume(v), veh/h	166	0	109	0	0	0	671	0	0	0	0	866
Grp Sat Flow(s), veh/h/ln	1589	0	1450	- 0	1875	0	1088	0	0	0	0	1641
Q Serve(g_s), s	6.0	0.0	4.2	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	21.6
Cycle Q Clear(g_c), s	6.0	0.0	4.2	0.0	0.0	0.0	40.6	0.0	0.0	0.0	0.0	21.6
Prop In Lane	1.00		1,00	0.00		0.00	0.17		0.00	0.00	14 mag 14 m 17 - G. 12 Garage (18 m)	0.22
Lane Grp Cap(c), veh/h	341	0	202	0	261	0	807	0	0	0	0	1112
V/C Ratio(X)	0.49	0.00	0.54	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.78
Avail Cap(c_a), veh/h	438	0	290	0	375	0	807	0	0	0	0	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1,00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	24.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	6.6
Incr Delay (d2), s/veh	1.1	0.0	2.2	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	2.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	8.7
Unsig. Movement Delay, s/veh	SERVING CONTRACTOR SERVING							PROCESS TAITES			ornievyste zateż stale	
LnGrp Delay(d), s/veh	25.9	0.0	26.3	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	12.0
LnGrp LOS	С		С				В					E
Approach Vol, veh/h		275			0			671			866	
Approach Delay, s/veh		26.0			0.0			12.1			12.0	
Approach LOS		C			0.0			В			В.	
		2		4		6		8			T.	
Timer - Assigned Phs				Section Confidence Constitution								
Phs Duration (G+Y+Rc), s		46.6		13.4		46.6		13.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		42.6		8.0		23.6		0.0				
Green Ext Time (p_c), s		0.0		0,4		3.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	100		14.2									
HCM 6th LOS			В									

			*	V	+	1	4	†	*	\	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>			- ↔		ኻ	1>			43	
Traffic Volume (vph)	164	0	108	0	0	0	112	552	0	0	665	192
Future Volume (vph)	164	0	108	0	0	0	112	552	0	0	665	192
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%		-	-2%			-3%			3%	
Storage Length (ft)	225		0	0	i gaseigile Ott. Jutgen No	0	175		0	0		225
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25		7.	25			25		
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1				0.970	
Flt Protected	0.950	0.000					0.950				0.070	
Satd. Flow (prot)	1519	1485	0	0	1818	0	1736	1774	0	0	1670	0
Flt Permitted	0.757	1100		•	1010		0.128		v	V		
Satd. Flow (perm)	1210	1485	0	0	1818	0	234	1774	0	0	1670	0
Right Turn on Red	1210	1100	Yes	J	1010	Yes	201	1111	Yes	· ·	10/0	Yes
Satd. Flow (RTOR)		318				100			i yy		24	100
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	0.33	1%	0.55	0.00	0.00	0.33	3%	0.33	0.55	3%	3%
Adj. Flow (vph)	166	0	109	0.0	070	0,0	113	558	070	0,0	672	194
Shared Lane Traffic (%)	100	U	100	U	U	U	110	000	U	U	012	104
Lane Group Flow (vph)	166	109	0	0	0	0	113	558	0	0	866	Ó
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		PELEBORIO - 6 17 MPS						4566-910-00-0				
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15	refer to gallering and and there a thinking	9	15		9	15	Andreas Andreas Control	9	15		9
Number of Detectors	1	2		- 1	2		1	2		1	2	- 10-0
Detector Template	Left	Thru	arity into a conjunction of one-	Left	Thru		Left	Thru	emmonther of a report of the section	Left	Thru	PATERIO TOTAL
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		- 0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex	
Detector 1 Channel									SSS Seeder December on the constraint of the con			
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	in in announcement surprise and a	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0,0	
Detector 2 Position(ft)		94			94			94	detuitatutijus operaremente - mer		94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex		POTAD-ANGGASH AT HAS IN HE	CI+Ex			CI+Ex			CI+Ex	population (News)
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0		_	0.0	

Lanes, Volumes, Timings

Lane Group		≯	-	→ ✓	◄	* *	†	* * + *
Turn Type Perm NA Protocted Phases 4 4 8 5 2 6 6 Permitted Phases 4 4 8 8 5 2 6 6 Permitted Phases 4 4 8 8 5 2 6 6 Permitted Phases 4 4 8 8 5 2 6 6 S Permitted Phases 5 4 8 8 5 2 6 6 S Permitted Phases 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SBR
Professional Phases	PARTICIPATE DESCRIPTION DE L'ANNO DE LA COMPANION DE LA COMPAN							
Permitted Phases		i Omi	etralociazione con chieferono		R		VIIII KIEDAIFPOSTI FIRMPREISES OF	Balancia variation on bring of the Miller State of the same of
Delector Phase 4 4 8 8 5 2 6 6 Switch Phase	A THE COLOR	Δ	7	8	Ü		_	and the second s
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All-Fed Time (s)								
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Recall Mode		0.0	0.0	0.0	0.0		0.0	
Act Effet Green (s)		er verker bereiter 1040 lå Correla obberer over 10 mil	2 amelia Carona Cardadad Va	preparative interes sections in expression of expression that the		neckypt's transplacing an artist about a transplacement of the contract of the		Special provided and the control of
Actuated g/C Ratio 0.18 0.18 0.18 0.18 0.70 0.70 0.70 0.58 v/c Ratio 0.77 0.21 0.41 0.45 0.88 Control Delay (s/veh) 57.9 0.9 9.5 7.9 30.9 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay (s/veh) 57.9 0.9 9.5 7.9 30.9 LOS E A A A C C Approach Delay (s/veh) 35.3 8.2 30.9 Approach Delay (s/veh) 35.3 8.2 30.9 Approach LOS D A C C O C C C C C C C C C C C C C C C C	CONTRACTOR DESCRIPTION AND ADDRESS OF THE PROPERTY OF THE PROP			None	None			
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Fuel Used(gal) 3 0 2 8 25 CO Emissions (g/hr) 212 25 107 565 1770 NOx Emissions (g/hr) 41 5 21 110 344 VOC Emissions (g/hr) 49 6 25 131 410 Dilemma Vehicles (#) 0 0 31 44 Queue Length 50th (ft) 89 0 19 128 437 Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	10th %ile Term Code	Gap	Gap	Hold	Hold	Skip		Coord Coord
CO Emissions (g/hr) 212 25 107 565 1770 NOx Emissions (g/hr) 41 5 21 110 344 VOC Emissions (g/hr) 49 6 25 131 410 Dilemma Vehicles (#) 0 0 31 44 Queue Length 50th (ft) 89 0 19 128 437 Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	Stops (vph)	150	0				234	
NOx Emissions (g/hr) 41 5 21 110 344 VOC Emissions (g/hr) 49 6 25 131 410 Dilemma Vehicles (#) 0 0 31 44 Queue Length 50th (ft) 89 0 19 128 437 Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	Fuel Used(gal)	3	0			2	8	25
VOC Emissions (g/hr) 49 6 25 131 410 Dilemma Vehicles (#) 0 0 31 44 Queue Length 50th (ft) 89 0 19 128 437 Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	CO Emissions (g/hr)	212	25			107		1770
Dilemma Vehicles (#) 0 0 31 44 Queue Length 50th (ft) 89 0 19 128 437 Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	NOx Emissions (g/hr)	41	5			21	110	344
Queue Length 50th (ft) 89 0 19 128 437 Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	VOC Emissions (g/hr)	49	6			25	131	410
Queue Length 95th (ft) #170 0 38 204 #730 Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	Dilemma Vehicles (#)	0	0			0	31	44
Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	Queue Length 50th (ft)	89	0			19	128	437
Internal Link Dist (ft) 293 1915 1116 2111 Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983		#170	0			38	204	#730
Turn Bay Length (ft) 225 175 Base Capacity (vph) 255 564 281 1239 983	A DOUBLE FOR THE THE PROPERTY OF THE PROPERTY		almost despitation of the fact		1915			
Base Capacity (vph) 255 564 281 1239 983		225				175		
			564	ermanne-mills for decemberson of 1925 perch to the 1925 perch (1925)			1239	
Starvation cap reductif U U U U U U U U	Starvation Cap Reductn	0	0			0	0	0

Lanes, Volumes, Timings 2025 Traffic Volumes with Development-& NR Improvements PM Peak.syn



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ጉ			₩		ሻ	} →			4	
Traffic Volume (veh/h)	164	0	108	0	0	0	112	552	0	0	665	192
Future Volume (veh/h)	164	0	108	0	0	0	112	552	0	0	665	192
Initial Q (Qb), veh	0	0	0	0	. 0	0	0	0	0	-0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1697	1875	1875	1875	1912	1869	1912	1750	1708	1708
Adj Flow Rate, veh/h	166	0	109	0	0	0	113	558	0	0	672	194
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	0	1	0	0	0	0	3	0	0	3	3
Cap, veh/h	288	-0	190	0	246	0	314	1396	0	0	800	231
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.05	0.75	0.00	0.00	0.63	0.63
Sat Flow, veh/h	1589	0	1450	0	1875	0	1821	1869	0	0	1274	368
Grp Volume(v), veh/h	166	0	109	0	0	0	113	558	0	0	0	866
Grp Sat Flow(s), veh/h/ln	1589	0	1450	0	1875	0	1821	1869	0	0	0	1641
Q Serve(g_s), s	9.1	0.0	6.4	0.0	0.0	0.0	1.8	9.7	0.0	0.0	0.0	37.4
Cycle Q Clear(g_c), s	9.1	0.0	6.4	0.0	0.0	0.0	1.8	9.7	0.0	0.0	0.0	37.4
Prop In Lane	1.00		1.00	0.00	717	0.00	1.00	71.	0.00	0.00		0.22
Lane Grp Cap(c), veh/h	288	0	190	0	246	0	314	1396	0	0	0	1031
V/C Ratio(X)	0.58	0.00	0.57	0.00	0.00	0.00	0.36	0.40	0.00	0.00	0.00	0.84
Avail Cap(c_a), veh/h	415	0.00	306	0.00	396	0.00	360	1396	0.00	0.00	0.00	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	36.7	0.0	0.0	0.0	14.7	4.1	0.0	0.0	0.0	13.2
Incr Delay (d2), s/veh	1.8	0.0	2.7	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	8.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	4.3	0.0	0.0	0.0	1.9	4.2	0.0	0.0	0.0	18.8
Unsig. Movement Delay, s/veh	mental and an amount	V.V		V. V	V. V				U. V	0.0	V.V	
LnGrp Delay(d), s/veh	39.8	0.0	39.5	0.0	0.0	0.0	15.0	4.6	0.0	0.0	0.0	21.4
LnGrp LOS	D	V.V	D D	0.0	0.0	۷,۷	10.0	л.о А	0.0	0.0	0.0	Z 11 C
Approach Vol, veh/h		275			0			671			866	
Approach Delay, s/veh		39.6			0.0		or 10 - 80 of 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	6.3			21.4	
Approach LOS		00.0 D			0.0			0.5 A		-30 Jan 196 - 1	21.4 C	
Timer - Assigned Phs		2 70.0		400	5	6		40.0				
Phs Duration (G+Y+Rc), s		73.2		16.8	10.7	62.5		16.8				Same and
Change Period (Y+Rc), s		6.0	E 7655 F F 1559 (5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s		60.0		19.0	7.0	47.0		19.0				
Max Q Clear Time (g_c+l1), s		11.7	BOATES CORES	11.1	3.8	39.4		0.0				principal de la compansión de la compans
Green Ext Time (p_c), s		3.6		0.7	0.1	2.5		0.0				
Intersection Summary		146										
HCM 6th Ctrl Delay, s/veh			18,6							900. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
HCM 6th LOS			В									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>			4			44			43	
Traffic Volume (vph)	39	.0	73	0	0	0	81	580	0	0	700	64
Future Volume (vph)	39	0	73	0	0	0	81	580	0	0	700	64
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	, ,	4%			-2%			-3%			3%	14
Storage Length (ft)	225	170	0	0	- //	0	175	0,0	0	0	V / V	225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		Y	25		Y .	25		Y-11.	25		V
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Frt		0.850	1.00	1.00	1.00	1.00	1.00	1,00	1,00	1,00	0.989	1,00
Flt Protected	0.950	0.000						0.994			0.303	
Satd. Flow (prot)	1519	1485	0	0	1818	0	0	1769	0	0	1702	0
Fit Permitted	0.757	1400	J	U	1010	V	U	0.844	V	U	1702	U
Satd. Flow (perm)	1210	1485	0	0	1818	0	0	1502	0	0	1702	0
Right Turn on Red	1210	1400	Yes	U	1010	Yes	U	1002	Yes	U	1702	Yes
Satd. Flow (RTOR)		245	1 53			100			100		14	168
Link Speed (mph)		245			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
		10.2										
Travel Time (s)	0.00	Colorinate Committee Colorinate (Colorinate)	0.00	0.00	54.4	0.00	0.00	18.1	0.00	0.00	33.2	0.00
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	3%
Adj. Flow (vph)	39	0	74	0	0	0	82	586	0	0	707	65
Shared Lane Traffic (%)	00	7.4	•	^	^	•	^	000	_	^	770	
Lane Group Flow (vph)	39	74	0	0	0	0	0	668	0	0	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft) Link Offset(ft)		10	erca.		10			13			13	
The second secon		0 16			0 16			0			0 16	
Crosswalk Width(ft)		10			סו			16			- 10	
Two way Left Turn Lane	4 00	440	4 40	4.00	4.00	4.00	4 05	4.05	4 AF	4.00	4 00	4 00
Headway Factor Turning Speed (mph)	1,20 15	1.10	1.10 9	1.06 15	1.06	1.06 9	1.05 15	1.05	1.05	1.09 15	1.09	1.09
Number of Detectors	10	2	9	-1	2	9	1	2	9	10	2	9
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Z Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		- 0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	- O, L	· · · · · ·			O1 - A		VI. L	VI L A		UI, LA	OI LA	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0,0	0.0	
Detector 2 Position(ft)		94			94			94		renggia##Mojalil	94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type	operations and the second	CI+Ex		, manazig urpi kai Pilipi (1965).	CI+Ex			CI+Ex	egangunu kangligali (Filiria) (Si	or with constitution of the	CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	and the second second section is a second	0.0		gave general des (Trible - \$4477).	0.0		e i gi un se mere i guerra Scalifornia (1965) (1965)	0.0	and the second s		0.0	professional group consumptions of the second

	<i>•</i>		→ ✓	←	4 4	†	* * + *
Lane Group	EBL	EBT	EBR WBL	WBT '	WBR NBL	NBT	NBR SBL SBT SBR
Turn Type	Perm	NA			Perm	NA	NA
Protected Phases	employed to the production of the services	4		8		2	6
Permitted Phases	4		8		2		6
Detector Phase	4	4	8	8	2	2	6 6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		0.0	territoria (Consti	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	7.5	7.5				44.8	44.8
Actuated g/C Ratio	0.13	0.13				0.75	0.75
v/c Ratio	0.26	0.19				0.60	0.61
Control Delay (s/veh)	27.2	1.0				13.8	7.9
Queue Delay	0.0	0.0				0,0	0.0
Total Delay (s/veh)	27.2	1.0				13.8	7.9
LOS	C	Α				В	A
Approach Delay (s/veh)		10.1				13.8	7.9
Approach LOS	Total Section 1	В				В	A
90th %ile Green (s)	10.2	10.2	10.2	10.2	38.8	38.8	38.8 38.8
90th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	8.5	8.5	8.5	8.5	40.5	40.5	40.5 40.5
70th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	7.3	7.3	7.3	7.3	41.7	41.7	41.7 41.7
50th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	6.1	6.1	6.1	6.1	42.9	42.9	42.9 42.9
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
10th %ile Green (s)	0.0	0.0	0.0	0.0	54.0	54.0	54.0 54.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Coord	Coord	Coord Coord
Stops (vph)	37	0				587	382
Fuel Used(gal)	0	0				14	17
CO Emissions (g/hr)	34	17				998	1177
NOx Emissions (g/hr)	7	3				194	229
VOC Emissions (g/hr)	8	4				231	273
Dilemma Vehicles (#)	0	0			1,560	72	55
Queue Length 50th (ft)	13	0				371	118
Queue Length 95th (ft)	36	0		4045	CHCHCHC CO.	596	260
Internal Link Dist (ft)	005	293		1915		1116	2111
Turn Bay Length (ft)	225	400				4400	1070
Base Capacity (vph)	242	493				1120	1273
Starvation Cap Reductn	0	0				0	0

Lanes, Volumes, Timings 2030 Traffic Volumes without Development- PM Peak.syn

	•	-	\	•	←	•	•	†	<i>></i>	\	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	- 0	10.0					0			0	
Reduced v/c Ratio	0.16	0.15						0.60			0.61	
Intersection Summary												
Area Type:	Other											
Cycle Length; 60						35 8 8						
Actuated Cycle Length: 6		2,386 (constant the Mc)		entra agranta de la casa de la ca			Property Commission (Co.					en porteulen sid
Offset: 26 (43%), Referer	nced to phase	2:NBTL a	and 6:SB	TL, Start	of Green							and the second
Natural Cycle: 75												
Control Type: Actuated-C	oordinated											
Maximum v/c Ratio: 0.61	(a)(a)() 10 6			ما	taraastia	n LOS: B						
Intersection Signal Delay Intersection Capacity Util				REPORT CONTRACTOR CONTRACTOR CONTRACTOR	030-04272-00-000-06-010-056	of Service	-					3 3 4
Analysis Period (min) 15	12atiOH 90.976			I.	O Level	oi seivice	Г					
Analysis i chou (min) 10												
Splits and Phases: 3: H	Hershey Road	& Vetera	ns Drive/	Driveway								
Ø2 (R)								12	→ Ø4			
43 s								17 :	5			
Ø6 (R)									Ø8		\$5000\max\cont	
43 s								17 9	S			

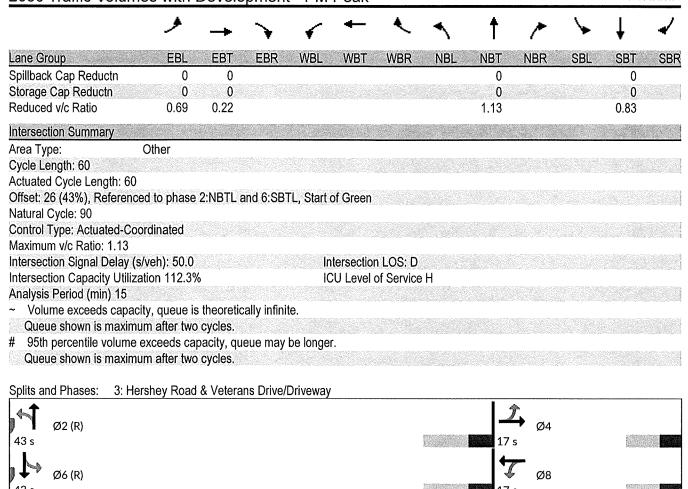
	• 🕦		*	*	-	4	4	†	<i>></i>	\	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	}			4			4			⋪	
Traffic Volume (veh/h)	39	0	73	$\mathbb{R}_{\mathbb{R}^n \times \mathbb{R}^n} [0]$	0.	0	81	580	0	-0	700	64
Future Volume (veh/h)	39	0	73	0	0	0	81	580	0	0	700	64
Initial Q (Qb), veh	- 0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	enficus restreme - remismosse	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	utonia orași et algan	constant and the constant	No		same and arrested to be to a	No			No	obstaldpocktowaka
Adj Sat Flow, veh/h/ln	1669	1711	1697	1875	1875	1875	1912	1869	1912	1750	1708	1708
Adj Flow Rate, veh/h	39	0	74	0	0	0	82	586	0	0	707	65
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0,99	0.99
Percent Heavy Veh, %	3	0	1	0	0	0	0	3	0	0	3	3
Cap, veh/h	237	0	107	0	138	0	166	1125	0	0	1145	105
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.74	0.74
Sat Flow, veh/h	1589	0	1450	0	1875	- 0	133	1514	0	0_	1541	142
Grp Volume(v), veh/h	39	0	74	0	0	0	668	0	0	0	0	772
Grp Sat Flow(s),veh/h/ln	1589	0	1450	0	1875	0	1646	0	0	0	0	1682
Q Serve(g_s), s	1.4	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1
Cycle Q Clear(g_c), s	1.4	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13,1
Prop In Lane	1.00		1.00	0.00		0.00	0.12		0.00	0.00		0.08
Lane Grp Cap(c), veh/h	237	0	107	0	138	0	1291	0	0	-0	0	1250
V/C Ratio(X)	0.16	0.00	0.69	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.62
Avail Cap(c_a), veh/h	438	0	290	0	375	0	1291	0	0	0	0	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0,00	0.00	0.00	0.62	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7
Incr Delay (d2), s/veh	0.3	0.0	7.8	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	2.2	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	3,3
Unsig. Movement Delay, s/ve	h											
LnGrp Delay(d), s/veh	26.7	0.0	34.9	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	6.0
LnGrp LOS	С		C				Α			_		A
Approach Vol, veh/h		113			0			668			772	
Approach Delay, s/veh		32.1	main million of the control of the c	Side madelle 1991 of the Side Street Street Street	0.0		NETWORTH CONTROL	0.9	220060000000000000000000000000000000000	**************************************	6.0	A Charles and Charles and Charles
Approach LOS		С						A			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.6		9,4		50.6		9,4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0			Property (
Max Green Setting (Gmax), s		37.0		12.0		37,0		12.0				
Max Q Clear Time (g_c+l1), s		2.0		5.0		15.1		0.0				
Green Ext Time (p_c), s		5.3		0.2		3.2		0.0				
The state of the s		۷.0		V. -		7		J,U				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.7									
HCM 6th LOS			Α									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	f)			44			44			4	
Traffic Volume (vph)	166	0	110	0	. 0	0	114	566	0	- 0	682	194
Future Volume (vph)	166	0	110	0	0	0	114	566	0	0	682	194
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25	(AMBRE AMBER) (AMBRE) (AMBRE)		25	eren el fantas e parte en tre en el filias	8001 (FINESTON FILT)
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Frt		0.850									0.970	1177,
Flt Protected	0.950	0.000						0.992			0.0.0	
Satd. Flow (prot)	1519	1485	0	0	1818	0	0	1768	0	0	1670	0
Flt Permitted	0.757	1100		•	1010	J	J	0.543	•			
Satd. Flow (perm)	1210	1485	0	0	1818	0	0	968	0	0	1670	0
Right Turn on Red	1210	1100	Yes		1010	Yes		000	Yes		1010	Yes
Satd. Flow (RTOR)		254	100			100			100		45	103
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
TO A STATE OF THE PARTY OF THE	3%	0.99	1%	0.99	0.99	0.99	0.99	3%	0.99	0.99	3%	3%
Heavy Vehicles (%)	- 5% 168		170		- 0%	TO STATE OF THE PERSON NAMED OF THE PERSON NAM	115	572	the Harrist of Street Could control for	0%	689	3% 196
Adj. Flow (vph)	100	0	111	0	U	0	110	312	0	U	009	190
Shared Lane Traffic (%)	400	444	^	٥	٨	۸	۸	687	^	۸	005	0
Lane Group Flow (vph)	168	111	0 No	0	0 No.	0 No	0 No		0 No	0 No.	885	0 No
Enter Blocked Intersection	No	No	man a seri for a second and a second	No	No	CONTRACTOR CONTRACTOR AND CONTRACTOR OF THE	tita variati attiiningi tita kastita t	No	No	No	No	state and other control of
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	4-00	440	440	4.00	4.00	4.00	4 05	4 05	400	4 00	4 00	4 00
Headway Factor	1.20	1.10	1.10	1.06	1.06	1.06	1.05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	15	n	9	15 1	- 0	9	15		9	15	۸	9
Number of Detectors	1 - 4	2			2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0 20	0 6		0	0		0 20	0 6	
Detector 1 Size(ft)	20 CUE:	6 CUE::		experiences and a responsible to the contract of			20	6 - CU Ev				
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	0.0	0.0		0.0			0.0	^ ^		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0 0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	- 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 188
Detector 2 Channel		^ ^			^ ^			0.0			^ ^	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings 2030 Traffic Volumes with Development- PM Peak.syn

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Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL SBT SB
Turn Type	Perm	NA		St.	Perm	NA	NA
Protected Phases		4	and a common the common many of	8	70° Bir dieses (b. 1720) Philiphysia (225) Bob (brit o Biblio)	2	6
Permitted Phases	4		8		2		6
Detector Phase	4	4	8	8	2	2	6 6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0 5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0 24.0
Total Split (s)	17.0	17.0	17.0	17.0	43.0	43.0	43.0 43.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7% 71.7%
Maximum Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0 4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?					The set will be the set of the se	and a management and the distribution of a second	General Self-form annual new 1897 menter. I Andrew 1995 - 1997 - 1997 - 1997 menter probability of the contract of the contrac
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0 2.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max C-Max
Act Effct Green (s)	11.1	11,1				37.9	37.9
Actuated g/C Ratio	0.19	0.19	The section of the se	\$400 Miles (\$100 Miles 100 M		0.63	0.63
v/c Ratio	0.75	0.23				1.13	0.83
Control Delay (s/veh)	45.9	1.1				100.7	17.6
Queue Delay	0.0	0.0				0.0	0,0
Total Delay (s/veh)	45.9	1.1		erit Control or Place (1) er timble		100.7	17.6
LOS	D	Α				F	В
Approach Delay (s/veh)	and adversariation must receive	28.1	angalagaga ang kita di garapat da 19,500 di Salahaga yang panahaga sa di Salahaga sa sa sa sa sa sa sa sa sa s	ika mendera mengani kenanganya	of them. And professional applications of security of stabilisms of their securities.	100.7	17.6
Approach LOS		С				F	В
90th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
90th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
70th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
70th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
50th %ile Green (s)	12.0	12.0	12.0	12.0	37.0	37.0	37.0 37.0
50th %ile Term Code	Max	Max	Hold	Hold	Coord	Coord	Coord Coord
30th %ile Green (s)	11.6	11.6	11.6	11.6	37.4	37.4	37.4 37.4
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
10th %ile Green (s)	8.0	8.0	8.0	8.0	41.0	41.0	41.0 41.0
10th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord Coord
Stops (vph)	143	0				789	589
Fuel Used(gal)	3	0				29	23
CO Emissions (g/hr)	184	26	many and a second property of the second property and the second property of the second pro		and prince and a factorized specific principles (1) and the second specific	2029	1602
NOx Emissions (g/hr)	36	5				395	312
VOC Emissions (g/hr)	43	6	to the control of the		* *** * A * * *** ** ** ** ** ** ** ** *	470	371
Dilemma Vehicles (#)	0	0				75	71
Queue Length 50th (ft)	57	0		w. c. y 4,20 0.0000 - 0.00000	a representativa de la companya de l	~644	208
Queue Length 95th (ft)	#139	0				#887	#474
Internal Link Dist (ft)	and the second s	293	ng grande sag sa nadat ting di dalah di 2004-bil 2005	1915	19 200,000 (19 200,000) (19 20 10 10 10 10 10 10 10 10 10 10 10 10 10	1116	2111
Turn Bay Length (ft)	225					1,000	
Base Capacity (vph)	242	500	The second secon	, i., increase, commenzaciólistic		610	1071
Starvation Cap Reductn	0	0	7.75			0	0

Lanes, Volumes, Timings 2030 Traffic Volumes with Development- PM Peak.syn



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>	and the second second second		43-			4			4	
Traffic Volume (veh/h)	166	0	110	0	0	0	114	566	0	0	682	194
Future Volume (veh/h)	166	0	110	0	0	0	114	566	0	0	682	194
Initial Q (Qb), veh	0	0	- 0	0	0	0	0	0	. 0	- 0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1669	1711	1697	1875	1875	1875	1912	1869	1912	1750	1708	1708
Adj Flow Rate, veh/h	168	0	111	0	0	0	115	572	0	0	689	196
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	0	1	0	0	0	0	3	0	0	3	3
Cap, veh/h	343	0	204	0	263	0	140	632	0	0	864	246
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.90	0.90	0.00	0.00	0.68	0.68
Sat Flow, veh/h	1589	0	1450	0	1875	0	103	934	0	. 0	1278	364
Grp Volume(v), veh/h	168	0	111	0	0	0	687	0	0	0	0	885
Grp Sat Flow(s),veh/h/ln	1589	0	1450	0	1875	0	1038	0	0	0	0	1642
Q Serve(g_s), s	6.1	0.0	4.3	0.0	0.0	0.0	17.9	0.0	0.0	0.0	0.0	22.7
Cycle Q Clear(g_c), s	6.1	0,0	4.3	0.0	0.0	0.0	40.6	0.0	0.0	0.0	0.0	22.7
Prop In Lane	1.00		1.00	0.00		0.00	0.17		0.00	0.00		0.22
Lane Grp Cap(c), veh/h	343	0	204	0	263	0	772	0	0	0	0	1110
V/C Ratio(X)	0.49	0.00	0.54	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.80
Avail Cap(c_a), veh/h	438	0	290	0	375	0	772	0	0	0	0	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.62	- 0.00	0.00	0.00	0.00	1,00
Uniform Delay (d), s/veh	24.8	0.0	24.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	6.8
Incr Delay (d2), s/veh	1.1	0,0	2.3	0.0	0,0	0.0	9,8	0.0	0.0	0.0	0.0	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	2.8	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	9.2
Unsig. Movement Delay, s/vel)											
LnGrp Delay(d), s/veh	25.9	0.0	26.3	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	12.8
LnGrp LOS	C		С				В					В
Approach Vol, veh/h		279			0			687			885	
Approach Delay, s/veh		26.0			0.0			16.5			12.8	
Approach LOS		- C						В			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.6		13.4		46.6		13.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		37.0		12.0		37.0		12.0				
Max Q Clear Time (g_c+l1), s		42.6		8.1		24.7		0.0				
Green Ext Time (p_c), s		0.0		0.4		3.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.2									
HCM 6th LOS			В									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1→			4		ሻ	Þ			₩	
Traffic Volume (vph)	166	0	110	0	- 0	0	114	566	0	0	682	194
Future Volume (vph)	166	0	110	0	0	0	114	566	0	0	682	194
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-2%			-3%			3%	- 1
Storage Length (ft)	225		0	0		0	175		0	0		225
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				1,100			.,,,,,		0.970	
Flt Protected	0.950	0.000					0.950				0.010	
Satd. Flow (prot)	1519	1485	0	0	1818	0	1736	1774	0	0	1670	0
Flt Permitted	0.757	1700			1010	U	0.115	177		J	10,0	J
Satd. Flow (perm)	1210	1485	0	0	1818	0	210	1774	0	0	1670	0
Right Turn on Red	12.10	1700	Yes		1010	Yes	210	1117	Yes	U	1070	Yes
Satd. Flow (RTOR)		310	1,00			100			, 00		24	100
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		373			1995			1196			2191	
Travel Time (s)		10.2			54.4			18.1			33.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
the second control of	3%	0.99	1%	0.99	0.99	0,99	0.99	3%	0.99	0.99	3%	3%
Heavy Vehicles (%)	168	eranical contraction of the same	170	078	078	076	115	572	076	076	689	196
Adj. Flow (vph) Shared Lane Traffic (%)	100	0	111	U	U	U	110	312	U	U	009	190
Lane Group Flow (vph)	168	111	0	0	0	0	115	572	0	0	885	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No No	No -	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	or the recognition of the state	Left	Left	Right	Left	Left	o nine ramone Make as Annia
	Len	10	Night	Leit	10	Right	LGIL	13	Nigiti	Leit	13	Right
Median Width(ft)		0			0			13			13 0	
Link Offset(ft)		16			16			16			16	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane Headway Factor	1.20	1.10	1.10	1.06	1.06	1,06	1,05	1.05	1.05	1.09	1.09	1.09
Turning Speed (mph)	1.20	1,10	1.10	1.00	1.00	1.00	1,05 15	1.00	1.00	1.09	1,08	1.09
Number of Detectors	13	2	J	1	2	J	1	2	J	1	2	J
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	W 50 ES
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel	GITEX	CITEX		OITEX	OITEA		CITEA	OITEX		CITEX	OITEX	
Detector 1 Extend (s)	0.0	0,0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
 Because the property of the prope	0.0	era menerica i accomenzación en con-		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s) Detector 2 Position(ft)	υ.υ	0.0 94		0,0	94		0.0	94		0.0	94	
		94 6			94			94			6	
Detector 2 Size(ft)	Bank Till	CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Type		CITEX			UITEX			UITEX			OITEX	
Detector 2 Channel		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)		0.0			υ.υ			0.0			0.0	

Lanes, Volumes, Timings

	*	-	→ ✓	←	* *	†	→ →	↓ ✓
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL	SBT SBR
Turn Type	Perm	NA			pm+pt	NA		NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase			100		And the second			
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	13.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	13.0	66.0	53.0	53.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	14.4%	73.3%	58.9%	58.9%
Maximum Green (s)	19.0	19.0	19.0	19.0	7.0	60.0	47.0	47.0
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0	6.0	6.0		6.0
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.2	16.2			62,8	62.8		52.4
Actuated g/C Ratio	0.18	0.18			0.70	0.70		0.58
v/c Ratio	0.77	0.21			0.44	0.46		0.90
Control Delay (s/veh)	58.3	0.9			10.4	8.1		33.3
Queue Delay	0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	58.3	0.9			10.4	8.1		33.3
LOS	E	А			В	A		C
Approach Delay (s/veh)		35.5		gente king ara miningani.		8.5	Parties and control of the second of the	33.3
Approach LOS		D				A		С
90th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	60.0	47.0	47.0
90th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord	Coord
70th %ile Green (s)	19.0	19.0	19.0	19.0	7.0	60.0	47.0	47.0
70th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Coord	Coord
50th %ile Green (s)	17.9	17.9	17.9	17.9	7.5	61.1	47.6	47.6
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Coord	Coord
30th %ile Green (s)	14.8	14.8	14.8	14.8	6.7	64.2	51.5	51.5
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Coord	Coord
10th %ile Green (s)	10.3	10.3	10.3	10.3	0.0	68.7	68.7	68.7
10th %ile Term Code	Gap	Gap	Hold	Hold	Skip	Coord	Coord	Coord
Stops (vph)	151	0			36	244	Section 3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	639
	3				2	8		26
			t of Children in California (1904) and an extension of the control	With Self-Self-Self-Self-Self-Self-Self-Self-	110	584		1842
					. 21	114		358
	50		SET WITTON TO THE REAL PROPERTY OF THE SET O		25	135	besteuerdisses i dies die fin er een gegebe turp die fande pusseer een die bestel neberd een	427
	0				0	31		45
a Street in man per page control control of the con				en Oliveria en	20			462
					39			#756
Election and an experience of the control of the co	ana ya matagi antan sarapin dan berili (1909)	293	neer van de sy't tillende er en en en en en betreelijk de besteelijk in 1920 in 1920 in 1920 in 1920 in 1920 i De steel van de sy't tillende er en en en en en en besteelijk de besteelijk in 1920 in 1920 in 1920 in 1920 in	1915	er og engen ett til til til en en ett en	1116	agaa mennahirin atti saridigi, asaa sattii Nollin Solo (1900-1909) S	2111
	225				175			
	255	558			266	1237	and the second s	981
	0				0			0
Fuel Used(gal) CO Emissions (g/hr) NOx Emissions (g/hr) VOC Emissions (g/hr) Dilemma Vehicles (#) Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn	3 215 42 50 0 90 #174 225 255	0 26 5 6 0 0 0 293		1915	2 110 21 25 0 20 39 175 266	8 584 114 135 31 134 211 1116		26 1842 358 427 45 462 #756 2111

Lanes, Volumes, Timings