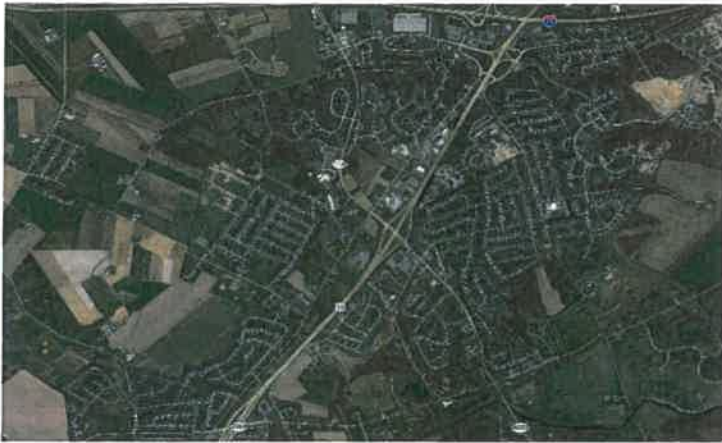




TRAFFIC PLANNING AND DESIGN, INC.



Transportation Impact Study Scoping Meeting Application

S. Market Street Office Development
Upper Allen Township, Cumberland County, PA

For Submission To:
Upper Allen Townships &
PennDOT District 8-0



TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

December 17, 2018

Mr. Mazhar A. Malik
District Permits Manager
PennDOT District 8-0
2140 Herr Street
Harrisburg, PA 17103-1699

RE: TRANSPORTATION IMPACT STUDY (TIS) SCOPING MEETING APPLICATION

S. Market Street Office Building Development

Upper Allen Township, Cumberland County, PA

TPD No. WMSC.00005

Dear Mr. Malik:

On behalf of Williams Site Civil, LLC., Traffic Planning and Design, Inc. (TPD) has prepared the following TIS Scoping Meeting Application for the above referenced project. This scoping application has been prepared in accordance with the application procedures outlined in PennDOT's Publication 282, Appendix A, dated July, 2017.

Scoping Meeting Date: TBD

Applicant: Williams Site Civil, LLC

Applicant's Consultant: Traffic Planning and Design, Inc. (TPD) – Jarred L. Neal, PE

Applicant's Primary Contact: Douglas S. Gosik, P.E.

1. LOCATION OF PROPOSED DEVELOPMENT:

PennDOT Engineering Dist: 8-0 County: Cumberland

Municipality: Upper Allen Township

State Route(s) (SR): S. Market Street (SR 0114)

Segment(s)/Offset(s): (SR 0114) – 0234/0000.

Are 102" wide combinations (w/trailer lengths greater than 28') allowed access to SR in accordance with 75 PA. C.S. (4908): (SR 0114) = Yes

Please refer to the attached **Figure 1** which shows the project location. The proposed site plan is illustrated in **Figure 2**.

2. DESCRIPTION OF PROPOSED DEVELOPMENT:

- Proposed Site Access: The site will be served by one (1) full movement driveway to Market Street (SR 0114) and one right-out only driveway to Market Street (SR 0114).
- Existing Land Use: The existing site is currently vacant.
- Proposed Land Use: A 10,000 s.f. medical office building and a 24,888 s.f. general office building.

- Community Linkages (access to neighboring properties, cross easements, pedestrian and transit accommodations): None

3. **DEVELOPMENT SCHEDULE AND STAGING:**

- Anticipated Opening Date: 2020
- Full Build-out Date: 2020
- Describe Proposed Development/Staging: None

4. **TRIP GENERATION:**

Trip generation for the proposed development will be based on:

- ☒ ITE Trip Generation Manual.
☐ Other independent surveys.

The data summarized in **Table 1** was utilized to calculate the trip generation for the proposed office development. The data was obtained from ITE's *Trip Generation Manual*, 10th Edition, 2017.

TABLE 1
TRIP GENERATION DATA

Land Use	ITE #	Time Period	Equations/ Rates	Directional Splits	
				Enter %	Exit %
Medical Office Building	720	Average Weekday	$T = 34.80*(X)$	50%	50%
		A.M. Peak Hour	$T = 2.78*(X)$	78%	22%
		P.M. Peak Hour	$T = 3.46*(X)$	28%	72%
General Office Building	710	Average Weekday	$T = 9.74*(X)$	50%	50%
		A.M. Peak Hour	$T = 1.16*(X)$	86%	14%
		P.M. Peak Hour	$T = 1.15*(X)$	16%	84%

T = number of site-generated vehicular trips
X = independent variable (1,000 s.f. gross floor area)

Proposed Trip Generation of Development

Table 2 summarizes the trip generation for the proposed office development for an average weekday, the weekday A.M. peak hour and the weekday P.M. peak hour.

TABLE 2
TRIP GENERATION SUMMARY

Land Use	Driveway Trips		
	Total	Enter	Exit
Average Weekday			
Medical Office Building	348	174	174
General Office Building	242	121	121
Total	590	295	295
Weekday A.M. Peak Hour			
Medical Office Building	29	23	6
General Office Building	29	25	4
Total	58	48	10
Weekday P.M. Peak Hour			
Medical Office Building	36	10	26
General Office Building	29	5	24
Total	65	15	50

As shown in **Table 2**, the proposed development is anticipated to result in **58** new trips during the weekday A.M. peak hour and **65** new trips during the weekday P.M. peak hour.

5. **ESTIMATED DAILY TRIP GENERATION/DRIVEWAY CLASSIFICATION:**

- Estimated Daily Trip Generation of Proposed Development: 590 trips/day or 295 vehicles/day
- Driveway Classification Based on Trip Generation and One Access Point:

☐ Minimum Use

☐ Medium Volume

☒ Low Volume

☐ High Volume/Local Road

The Driveway will be designed as low volume driveway in accordance with PennDOT and/or local municipal guidelines.

6. TRANSPORTATION IMPACT STUDY REQUIRED?

☒ No

☐ Yes, based on:

☐ 3,000 or more vehicle trips/day generated

☐ During any one-hour time period, 100 or more new (added) vehicle trips generated entering or 100 or more new (added) vehicle trips generated exiting development.

☐ Other considerations as described below:

7. TRAFFIC IMPACT ASSESSMENT REQUIRED? ☐ No ☒ Yes

8. TIS STUDY AREA:

• Roadway and Study Intersections

» S. Market Street (SR 0114) and Gettysburg Pike;

» S. Market Street (SR 0114) and Proposed Site Driveway.

• Land use context (Refer to Smart Transportation Handbook)

» In Chapter 4 of the Smart Transportation Guidebook, dated March 2008, there is guidance pertaining to defining the land use context(s) for a given area. Based upon review of this information, the land uses surrounding the proposed site best fits the **Suburban Neighborhood** designation, as described below:

Suburban Neighborhood, "predominately low density residential communities... typically arranged in a curvilinear internal system of streets with limited connections to regional road network or surrounding streets. Neighborhoods can include community facilities such as schools, churches, recreational facilities, and some other stores and offices. When suburban houses line and arterial roadway but have their primary access to frontage roads or rear access roads, it is possible to classify this area as a suburban corridor."

- Known Congestion Areas: None known; however, to be confirmed through analysis.
- Known Safety Concerns: TBD.
- Known Environmental Constraints: None.
- Pedestrian/Bike Review (Community Centers, Parks, Schools, etc.): Based on field observations at the study area intersections, paved shoulders and/or travel lanes currently accommodate pedestrian and bicycle traffic in the vicinity of the proposed development. Pedestrian and bike accommodations will be evaluated in conjunction with any improvements proposed within the study area.
- Transit Review (Current routes/stops): Based on TPD's review of the study area, no scheduled bus stops or rail centers currently exist.

9. STUDY AREA TYPE:

Urban ☒

Rural ☐

Per PennDOT's Functional Classification Map, S. Market Street (SR 0114) is defined as a Minor Arterial.

10. TIS ANALYSIS PERIOD AND TIMES:

» Weekday A.M. peak hour (peak hour within the 6:00-9:00 A.M. peak period);

» Weekday P.M. peak hour (peak hour within the 3:00-6:00 P.M. peak period).

Study Years to be evaluated:

» Existing Conditions;

» 2020 Base Conditions (Opening Year without development);

- » 2020 Projected Conditions (Opening Year with development);
- » 2020 Projected Conditions with Recommended Improvements (Opening Year with development);
- » 2025 Base Conditions (Design Year without development);
- » 2025 Projected Conditions (Design Year with development);
- » 2025 Projected Conditions with Recommended Improvements (Design Year with development).

11. **TRAFFIC ADJUSTMENT FACTORS:**

- a. Seasonal Adjustment: (Identify counts requiring adjustment and methodology): None
- b. Annual Base Traffic Growth: 0.80%/year based on PennDOT Bureau of Planning and Research (BPR) data pertaining to urban non-interstate roadways in Cumberland County.
- c. Pass-By Trips: None
- d. Captured Trips for Multi-Use Sites: None
- e. Modal Split Reductions: None
- f. Other Reduction: None

12. **OTHER PROJECTS WITHIN STUDY AREA TO BE ADDED TO BASE TRAFFIC:**

- Based on previous work in the area, the following background development will be added to base traffic:
 - Eberly Tract Medical Office Development

13. **TRIP DISTRIBUTION AND ASSIGNMENT:**

TPD recommends distributing and assigning trips to the surrounding roadways based upon an evaluation of existing traffic patterns at the study area intersections. Please note, exiting traffic was conservatively distributed to only show one egress point.

The new trips distribution percentages are identified in **Table 3.**

TABLE 3
TRIP DISTRIBUTION PERCENTAGES – NEW TRIPS

Direction - To/From	Assignment (To/From)	Distribution Percentage (%)
East	via S. Market Street	65%
West	via S. Market Street	15%
North	via Gettysburg Pike	5%
South	via Gettysburg Pike	15%

14. **APPROVAL OF DATA COLLECTION ELEMENTS AND METHODOLOGIES:**

- » Manual traffic counts will be conducted at the study area intersections during the weekday morning (6:00-9:00 A.M.) and weekday evening (3:00-6:00 P.M.) time periods.
- » ADT Data will be collected based on a review of PennDOT's Internet Traffic Monitoring System (ITMS).

15. CAPACITY/LOS ANALYSIS:

- The capacity analyses will be conducted according to the methodologies contained in the Highway Capacity Manual, 6th Edition (HCM) using Synchro 10 software using Pennsylvania default values as outlined in PennDOT Publication 46.
- Calibrated Synchro analyses (in electronic format) will be provided with each submission.

16. ROADWAY IMPROVEMENTS/MODIFICATIONS BY OTHERS TO BE INCLUDED: To be determined.

17. OTHER NEEDED ANALYSES:

- a. Sight Distance Analysis: A sight distance analysis will be performed at the proposed site driveway location, as applicable.
- b. Signal Warrant Analysis: If necessary, TPD will complete signal warrant analyses at the unsignalized study area intersections and/or proposed site driveway location.
- c. Required Signal Phasing/Timing Modifications: If necessary, TPD will make recommendations for traffic signal timing and/or phasing modifications based on the results of the analysis.
- d. Traffic Signal Corridor/Network Analysis: If necessary, TPD will make recommendations for traffic signal corridor improvements.
- e. Analysis of the Need for Turning Lanes: TPD will analyze auxiliary turn lane warrants at the proposed site driveway location and the study area intersections (as applicable) during the full build-out condition. The warrant analysis methodology contained within Chapter 11 of PennDOT's Publication 46 and Strike-Off Letter 470-08-07 will be utilized for this analysis.
- f. Turning Lane Lengths: TPD will analyze auxiliary turn lane lengths at the proposed site driveway location and the study area intersections as necessary during full build-out condition. The analysis methodology contained within Chapter 11 of PennDOT's Publication 46 and Strike-Off Letter 470-08-07, as well as 95th percentile queue lengths will also be considered for evaluation of turning lane lengths.
- g. Left Turn Signal Phasing Analysis: TPD will analyze left turn signal phasing only where signal phasing changes are proposed (please see 17.c. – Required Signal Phasing/Timing Modifications for more information).
- h. Queuing Analysis: TPD will provide 50th percentile (Synchro only) and 95th percentile (Synchro and HCM) queue lengths for all approaches of the proposed site driveways and study area intersections during all time periods analyzed (as applicable). This analysis will be completed using the Synchro 10 software which is based on the methodologies contained in the Highway Capacity Manual, 6th Edition (HCM). Both HCM and Synchro queue results will be summarized in tabular format.
- i. Gap Studies: The need for a gap study is not anticipated at this time.
- j. Crash Analysis: TPD will conduct and submit a crash data analysis under separate cover that will contain an analysis of reportable crashes for the study area intersections and key corridors for the most recent five years, summarizing any trends in crash data. Including mitigation options if crash trends are present at an intersection or along a corridor.
- k. Weaving Analysis: N/A
- l. Other Required Studies: N/A

18. ADDITIONAL COMMENTS OR RECOMMENDATIONS RELATIVE TO THE SCOPE OF THE TIS:

None

Respectfully Submitted,
TRAFFIC PLANNING AND DESIGN, INC.



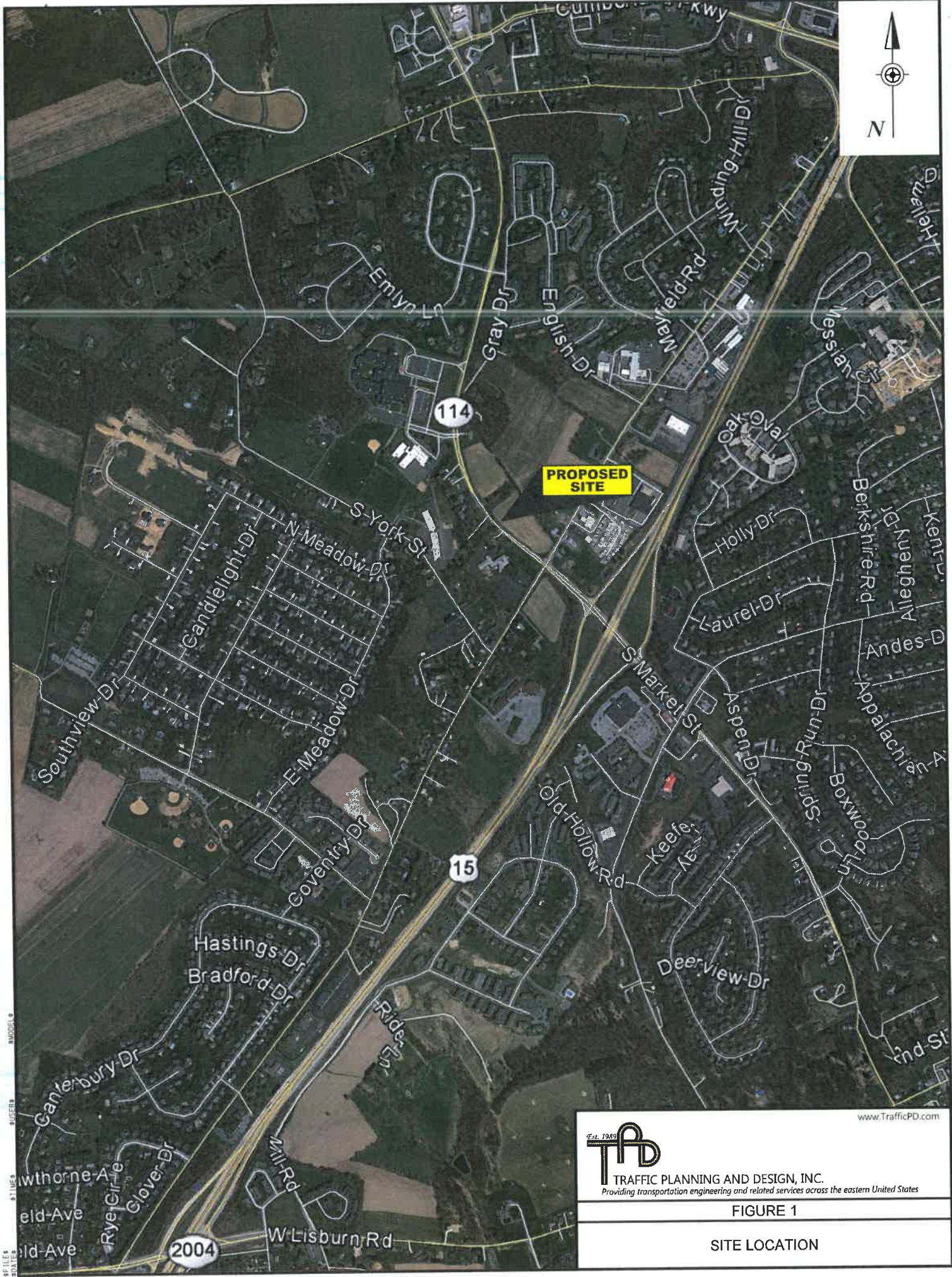
Jarred L. Neal, PE
Project Manager
Jneal@TrafficPD.com

Enclosures



Section 1

Schematic Figures



TRAFFIC PLANNING AND DESIGN, INC.
Providing transportation engineering and related services across the eastern United States

FIGURE 1

SITE LOCATION

N/E LANDS OF
UPPER ALLEN TOWNSHIP
DB 20-2-158

N/E LANDS OF
HESS FAMILY PARTNERSHIP
DB 146-201

N/E LANDS OF
MAGN E. EBERLY
DB 195-212
LOT 1-49 75-113

N/E LANDS OF
HBO C. HANSEN
INSTRUMENT NO. 201003514

N/E LANDS OF
HBO C. HANSEN
INSTRUMENT NO. 201003514

N/E LANDS OF
MAGN E. EBERLY
INSTRUMENT NO. 201003566

REVIEW TO HIGHWAY OCCUPANCY PLANS
PREPARED BY TRAFFIC PLANNING & DESIGN, INC.
FOR THE PURPOSES OF THE TRAFFIC PLANNING & DESIGN
INSTRUMENT NO. 201003566
MARION STREET SHEET OF MAP

SOUTH MARKET STREET (SR 0114)
VARIABLE WITH CARRYWAY

NEIGHBORHOOD COUNCIL
DISTRICT (C-1)

TOWN & COUNTRY BAPTIST CHURCH
DB 19-1-555

GETTYSBURG PIKE (T-62)
60' DESIGNATED RIGHT-OF-WAY
VARIABLE WITH CARRYWAY



WILLIAMS
SITE CIVIL, LLC
WE ENGINEER SAVINGS
2325 FAXTON CHURCH ROAD
HARRISBURG, PA 17110
PH: 717-412-0142
FAX: 717-540-7958

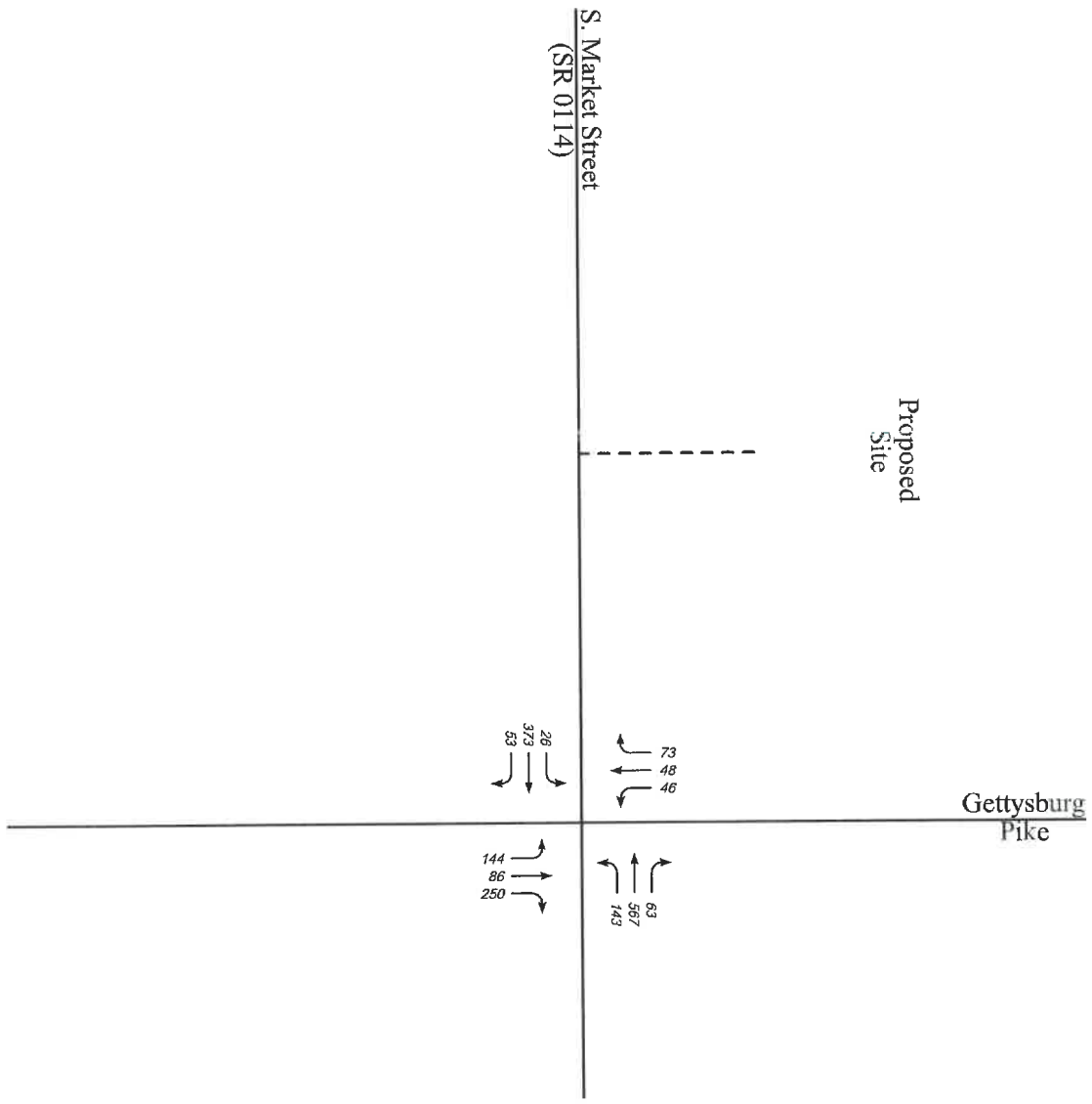


TRAFFIC PLANNING AND DESIGN, INC.
Providing transportation engineering and related services across the eastern United States

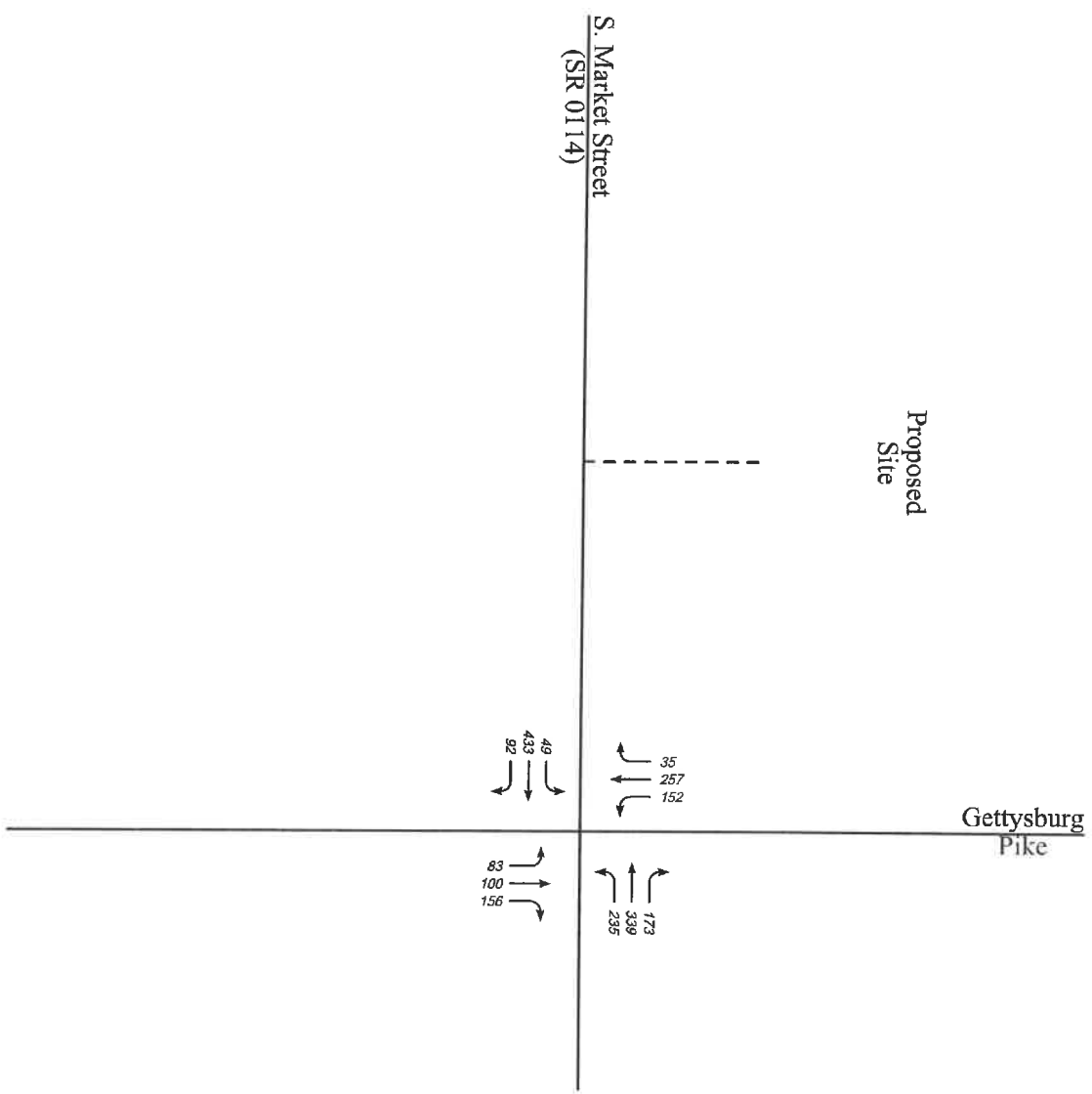
www.TrafficPD.com

KEY:
----- PROPOSED DRIVEWAY

FIGURE 2
SITE PLAN



KEY:
 - - - - - PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE



KEY:

----- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE

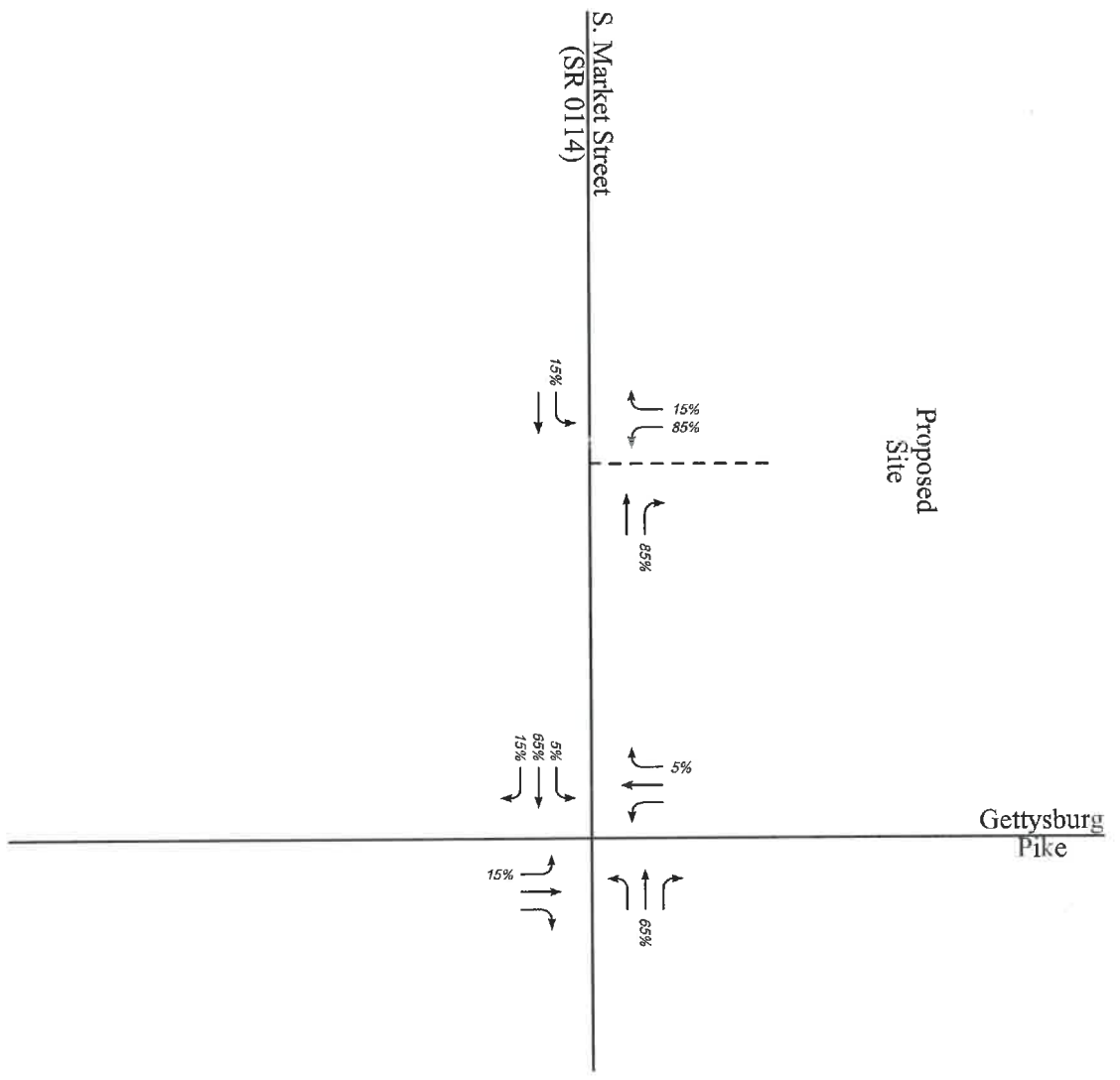


TRAFFIC PLANNING AND DESIGN, INC.
Providing transportation engineering and related services across the eastern United States

www.TrafficPD.com

FIGURE 4

EXISTING CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:

----- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE



Section 2 **Count Data**



Mechanicsburg Micro Hosp

South Market Street SR0114 - Gettysburg Pike AM

Weather: 60 Clear
Serial # 1626
By: Mark A.

File Name : 317508 26 am
Site Code : 01
Start Date : 3/9/2017
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh - Bus

Start Time	South Market Street From West				South Market Street From East				Gettysburg Pike From South				Gettysburg Pike From North				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	2	22	6	30	6	33	7	46	4	2	16	22	17	5	4	26	124
06:15 AM	4	30	2	36	14	52	8	74	8	5	22	35	13	5	2	20	165
06:30 AM	0	38	7	45	12	84	15	111	11	5	33	49	14	10	4	28	233
06:45 AM	3	27	2	32	14	79	15	108	24	12	50	86	11	4	2	17	243
Total	9	117	17	143	46	248	45	339	47	24	121	192	55	24	12	91	765
07:00 AM	0	56	6	62	21	139	17	177	27	16	63	106	10	7	8	25	370
07:15 AM	3	73	8	84	41	154	19	214	36	18	59	113	10	6	20	36	447
07:30 AM	13	126	21	160	47	153	8	208	46	31	72	149	9	18	32	59	576
07:45 AM	10	118	18	146	34	121	19	174	35	21	56	112	17	3	13	33	465
Total	26	373	53	452	143	567	63	773	144	86	250	480	46	34	73	153	1858
08:00 AM	11	91	16	118	25	77	12	114	21	16	38	75	13	12	13	38	345
08:15 AM	7	60	9	76	18	69	14	101	8	13	41	62	12	10	5	27	266
08:30 AM	3	61	7	71	15	69	20	104	6	15	47	68	9	10	8	27	270
08:45 AM	8	55	10	73	26	73	30	129	14	20	22	56	10	13	3	26	284
Total	29	267	42	338	84	288	76	448	49	64	148	261	44	45	29	118	1165
Grand Total	64	757	112	933	273	1103	184	1560	240	174	519	933	145	103	114	362	3788
Apprch %	6.9	81.1	12		17.5	70.7	11.8		25.7	18.6	55.6		40.1	28.5	31.5		
Total %	1.7	20	3	24.6	7.2	29.1	4.9	41.2	6.3	4.6	13.7	24.6	3.8	2.7	3	9.6	
Passenger Veh	62	729	106	897	272	1082	180	1534	234	174	519	927	145	103	107	355	3713
% Passenger Veh	96.9	96.3	94.6	96.1	99.6	98.1	97.8	98.3	97.5	100	100	99.4	100	100	93.9	98.1	98
Heavy Veh	0	11	0	11	0	6	1	7	0	0	0	0	0	0	0	0	18
% Heavy Veh	0	1.5	0	1.2	0	0.5	0.5	0.4	0	0	0	0	0	0	0	0	0.5
Bus	2	17	6	25	1	15	3	19	6	0	0	6	0	0	7	7	57
% Bus	3.1	2.2	5.4	2.7	0.4	1.4	1.6	1.2	2.5	0	0	0.6	0	0	6.1	1.9	1.5



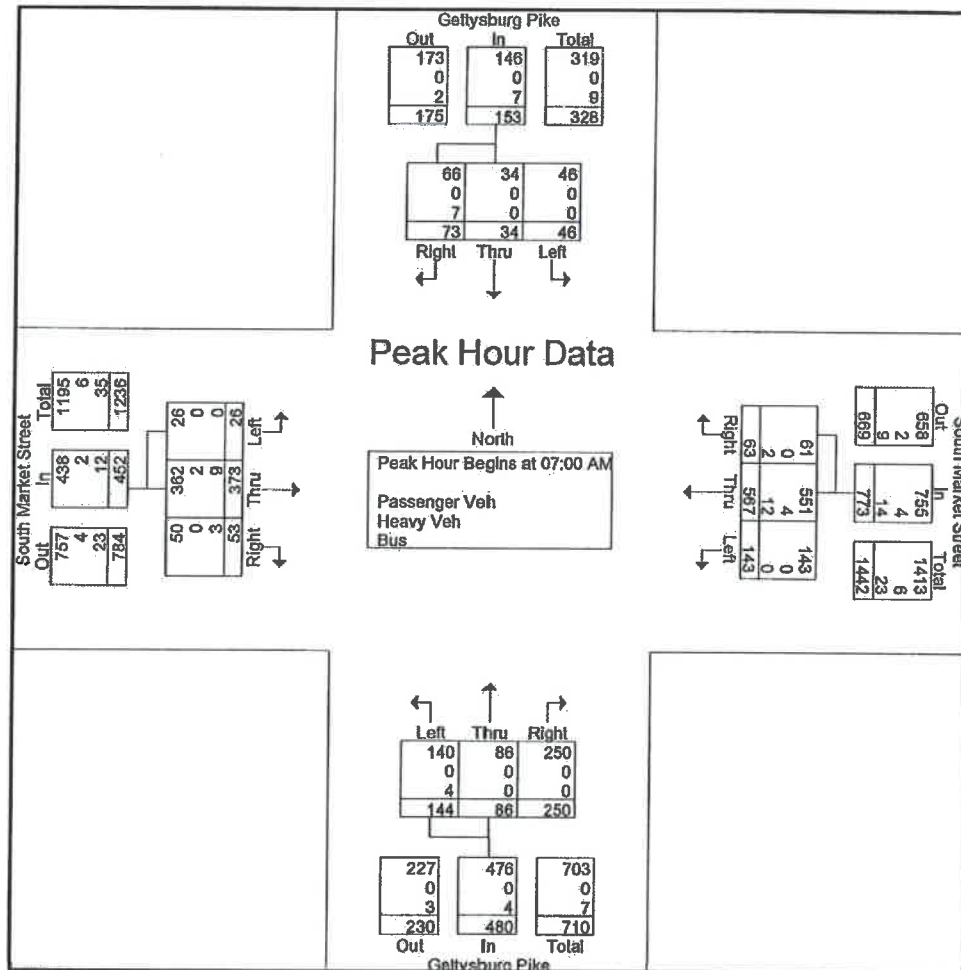
Mechanicsburg Micro Hosp

South Market Street SR0114 - Gettysburg Pike AM

Weather: 60 Clear
Serial # 1626
By: Mark A.

File Name : 317508 26 am
Site Code : 01
Start Date : 3/9/2017
Page No : 2

	South Market Street From West				South Market Street From East				Gettysburg Pike From South				Gettysburg Pike From North				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 6:00:00 AM to 8:45:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 7:00:00 AM																	
7:00:00 AM	0	56	6	62	21	139	17	177	27	16	63	106	10	7	8	25	370
7:15:00 AM	3	73	8	84	41	154	19	214	36	18	59	113	10	6	20	36	447
7:30:00 AM	13	126	21	160	47	153	8	208	46	31	72	149	9	18	32	59	576
7:45:00 AM	10	118	18	146	34	121	19	174	35	21	56	112	17	3	13	33	465
Total Volume	26	373	53	452	143	567	63	773	144	86	250	480	46	34	73	153	1858
% App. Total	5.8	82.5	11.7		18.5	73.4	8.2		30	17.9	52.1		30.1	22.2	47.7		
PHF	.500	.740	.631	.706	.761	.920	.829	.903	.783	.694	.868	.805	.676	.472	.570	.648	.806
Passenger Veh	26	362	50	438	143	551	61	755	140	86	250	476	46	34	66	146	1815
% Passenger Veh	100	97.1	94.3	96.9	100	97.2	96.8	97.7	97.2	100	100	99.2	100	100	90.4	95.4	97.7
Heavy Veh	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
% Heavy Veh	0	0.5	0	0.4	0	0.7	0	0.5	0	0	0	0	0	0	0	0	0.3
Bus	0	9	3	12	0	12	2	14	4	0	0	4	0	0	7	7	37
% Bus	0	2.4	5.7	2.7	0	2.1	3.2	1.8	2.8	0	0	0.8	0	0	9.6	4.6	2.0





Mechanicsburg Micro Hosp

South Market Street SR0114 - Gettysburg Pike PM

Weather: 460 Sunny
Serial # 1626
By: Mark A.

File Name : 317508 26 PM
Site Code : 01
Start Date : 3/9/2017
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh - Bus

Start Time	South Market Street From West				South Market Street From East				Gettysburg Pike From South				Gettysburg Pike From North				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	11	119	19	149	38	79	32	149	11	13	20	44	26	14	18	58	400
03:15 PM	7	110	24	141	47	60	19	126	21	16	35	72	24	19	9	52	391
03:30 PM	16	135	19	170	31	79	38	148	15	15	49	79	34	29	9	72	469
03:45 PM	14	80	27	121	29	67	38	134	20	22	35	77	28	28	7	63	395
Total	48	444	89	581	145	285	127	557	67	66	139	272	112	90	43	245	1655
04:00 PM	13	96	21	130	32	77	41	150	13	22	30	65	27	25	9	61	406
04:15 PM	12	120	22	154	38	63	37	138	14	22	28	64	34	26	6	66	422
04:30 PM	11	116	12	139	43	80	32	155	13	22	24	59	41	25	8	74	427
04:45 PM	12	114	23	149	45	74	47	166	32	26	27	85	32	34	8	74	474
Total	48	446	78	572	158	294	157	609	72	92	109	273	134	110	31	275	1729
05:00 PM	5	123	24	152	52	80	35	167	16	21	48	85	30	46	7	83	487
05:15 PM	16	110	17	143	50	86	39	175	37	22	42	101	42	35	9	86	505
05:30 PM	12	118	29	159	69	78	53	200	17	29	36	82	38	28	12	78	519
05:45 PM	16	82	22	120	64	95	46	205	13	28	30	71	42	40	7	89	485
Total	49	433	92	574	235	339	173	747	83	100	156	339	152	149	35	336	1996
06:00 PM	9	92	12	113	73	76	39	188	11	24	25	60	29	29	6	64	425
06:15 PM	13	66	12	91	45	81	27	153	32	7	22	61	29	31	22	82	387
06:30 PM	5	76	7	88	49	62	29	140	20	17	39	76	43	21	26	90	394
06:45 PM	8	69	21	98	18	64	33	115	26	21	49	96	39	25	12	76	385
Total	35	303	52	390	185	283	128	596	89	69	135	293	140	106	66	312	1591
Grand Total	180	1626	311	2117	723	1201	585	2509	311	327	539	1177	538	455	175	1168	6971
Apprch %	8.5	76.8	14.7		28.8	47.9	23.3		26.4	27.8	45.8		46.1	39	15		
Total %	2.6	23.3	4.5	30.4	10.4	17.2	8.4	36	4.5	4.7	7.7	16.9	7.7	6.5	2.5	16.8	
Passenger Veh	180	1602	307	2089	722	1178	583	2483	309	327	538	1174	537	455	171	1163	6909
% Passenger Veh	100	98.5	98.7	98.7	99.9	98.1	99.7	99	99.4	100	99.8	99.7	99.8	100	97.7	99.6	99.1
Heavy Veh	0	15	0	15	0	7	0	7	0	0	1	1	1	0	0	1	24
% Heavy Veh	0	0.9	0	0.7	0	0.6	0	0.3	0	0	0.2	0.1	0.2	0	0	0.1	0.3
Bus	0	9	4	13	1	16	2	19	2	0	0	2	0	0	4	4	38
% Bus	0	0.6	1.3	0.6	0.1	1.3	0.3	0.8	0.6	0	0	0.2	0	0	2.3	0.3	0.5



Mechanicsburg Micro Hosp

South Market Street SR0114 - Gettysburg Pike PM

Weather: 460 Sunny
Serial # 1626
By: Mark A.

File Name : 317508 26 PM
Site Code : 01
Start Date : 3/9/2017
Page No : 2

	South Market Street From West				South Market Street From East				Gettysburg Pike From South				Gettysburg Pike From North				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 6:45:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 5:00:00 PM																	
5:00:00 PM	5	123	24	152	52	80	35	167	16	21	48	85	30	46	7	83	487
5:15:00 PM	16	110	17	143	50	86	39	175	37	22	42	101	42	35	9	86	505
5:30:00 PM	12	118	29	159	69	78	53	200	17	29	36	82	38	28	12	78	519
5:45:00 PM	16	82	22	120	64	95	46	205	13	28	30	71	42	40	7	89	485
Total Volume	49	433	92	574	235	339	173	747	83	100	156	339	152	149	35	336	1996
% App. Total	8.5	75.4	16		31.5	45.4	23.2		24.5	29.5	46		45.2	44.3	10.4		
PHF	.766	.880	.793	.903	.851	.892	.816	.911	.561	.862	.813	.839	.905	.810	.729	.944	.961
Passenger Veh	49	427	92	568	235	336	173	744	83	100	156	339	152	149	35	336	1987
% Passenger Veh	100	98.6	100	99.0	100	99.1	100	99.6	100	100	100	100	100	100	100	100	99.5
Heavy Veh	0	6	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9
% Heavy Veh	0	1.4	0	1.0	0	0.9	0	0.4	0	0	0	0	0	0	0	0	0.5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

