



TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

October 9, 2023

Ms. Jennifer Boyer – Community Development Director
Upper Allen Township
100 Gettysburg Pike
Mechanicsburg, PA 17055

Re: Response to Township's 9/12/23 Board of Commissioners Comments
2509 Mill Road Townhouses
TPD# RJFA.00006

Mrs. Boyer:

On behalf of the Applicant (Mihail Malinov), Traffic Planning and Design, Inc. (TPD) is submitting this letter related to the Transportation Impact Study (TIS) associated with the proposed 2509 Mill Road Townhomes Development, dated July 21, 2023. The purpose of this letter is to address the Township's concerns related to the TIS.

Response to Township's September 12, 2023, TIS Comment

For the discussion below, the Township's TIS related comments from the 9/12/23 review letter are shown in italics, with the corresponding TPD responses in bold type.

- 1. Conduct a revised traffic study. Traffic counts should be conducted during a time in which local schools and the university are in session, during non-holiday periods, during which there is no inclement weather, nor any other events which would cause a decline in normal traffic patterns.*

The traffic counts provided in the Traffic Study submission, were conducted on Thursday, May 4, 2023, in accordance with standard engineering practices. Prior to completing the traffic counts, TPD observed the study area and confirmed with Township staff that the Mill Road bridge (just south of Hemlock Road) was open and fully operational with no active detours in place. The local schools and Messiah University were operating under normal schedules except that Messiah University undergraduates were taking "finals".

On this day, the weather was clear over the course of the entire day and no other nearby events were identified which may impact traffic patterns within the study area.

However, to address the Township's concern, TPD conducted new traffic counts at the intersection of W. Lisburn Road (SR 2004)/Mill Road on Wednesday, October 4, 2023. The counts were conducted on a typical weekday during the weekday A.M. (6-9 A.M.) and weekday P.M. (3-6 P.M.) peak periods. At the time of the traffic counts, the weather was clear, local schools and Messiah University were operating under normal schedules and there were no identified events in the area that may impact traffic patterns. Pertinent data related to the counts are summarized in Table 1 and attached for reference.

TABLE 1
MANUAL TRAFFIC COUNT COMPARISON
MAY 2023 TIS COUNTS VS. OCTOBER 2023 TRAFFIC COUNTS

Intersection	Time Period	Overall Intersection Volume Peak Hour Counts – May 2023 ¹	Overall Intersection Volume Peak Hour Counts – October 2023 ²	% Difference ³
W. Lisburn Road (SR 2004) & Mill Road	Weekday A.M.	683	736	+8%
	Weekday P.M.	1,032	887	-14%

¹ Counts from July 21, 2023 TIS conducted in May 2023

² Supplemental counts conducted on Wednesday, October 4, 2023

³ Difference = (October Counts - May TIS Counts)/May TIS Counts (value represents % difference in total intersection volume)

As shown in Table 1, the supplemental counts conducted in October 2023 at the subject intersection are lower than or within 8% of the traffic counts conducted in May 2023. Additionally, the weekday P.M. peak hour traffic volumes are the basis for the results/conclusions of the TIS and are significantly lower (-14%) than those presented in the submitted TIS. This level of variation in traffic volume is negligible and within the typical PennDOT/engineering standard (10%) for validating traffic count data. Since the current traffic volumes are comparable to the traffic volumes used in the previously submitted *Transportation Impact Study for 2509 Mill Road Townhomes*, dated July 21, 2023, TPD believes that the recommendations/conclusions from the TIS are valid, and no further analysis is necessary.

Furthermore, in reviewing the levels-of-service (LOS) reported in the TIS, all approaches and turning movements for the intersections in the study area will operate at LOS C or better and the proposed development is only anticipated to generate a maximum of 4 peak hour trips, which will not have any real impact on the adjacent roadways regardless of the volumes presented in the TIS.

We also suggest reviewing the Bridge 247 replacement project to determine the potential impact it may have on Mill Road. Please check with Cumberland and York Counties and/or Monaghan Township for more information. Some information can also be found here on our website: <https://uatwp.org/community/development-projects/>.

TPD reviewed the current Bridge 247 replacement project information as suggested. As previously identified the bridge on Mill Road over Trout Run, just south of Hemlock Road was replaced and fully operational at the time the traffic counts were conducted in May 2023. Thus, any impact to Mill Road associated with this bridge replacement was accounted for in the submitted TIS.

The bridge on N. Grantham Road crossing the Yellow Breeches Creek, just north of Al-Pat Drive is scheduled to be replaced with construction starting in Spring 2025. The bridge will be completely replaced with weight restrictions removed. Given the project timeline, the proposed 2509 Mill Road Townhomes development is likely to be constructed/occupied prior to completion of the bridge replacement.

Any impacts to Mill Road traffic patterns as a result of this bridge replacement project would be highly speculative, however on initial review it does not appear that this replacement would result in any substantial increase in traffic volumes along Mill Road. Regardless, the purpose of the Traffic Impact Study is to assess the impact of the proposed 2509 Mill Road development on the

surrounding roadway network. As noted in the TIS, the proposed development will have minimal impact on the adjacent roadways and complies with the requirements outlined in §220-3.7.F of the Upper Allen Township Subdivision and Land Development Ordinance.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.



Jason T. Wheeler, PTP
Project Manager
Jwheeler@TrafficPD.com



Craig Mellott, P.E., PTOE
Vice President
CMellott@Trafficpd.com

Attachments:

Upper Allen Township letter regarding BOC tabled action, dated 9/12/2023
October 2023 Manual Traffic Count Data
May 2023 Manual Traffic Count Data – As submitted in July 2023 TIS.

COMMISSIONERS of UPPER ALLEN TOWNSHIP
CUMBERLAND COUNTY
100 GETTYSBURG PIKE
MECHANICSBURG, PA 17055-5698

BOARD OF COMMISSIONERS:
KENNETH M. MARTIN, President
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GINNIE M. ANDERSON, Assistant Secretary
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TOWNSHIP MANAGER:
Scott W. Fraser

TELEPHONE: (717) 766-0756
FAX: (717) 796-9833
WEB PAGE: uatwp.org

September 12, 2023

Certified Mail: 9214 8901 8754 6300 0141 36

Mihail Malinov
2509 Mill Road
Mechanicsburg, PA 17055

Re: BOC Tabled Action for P/F LD Plan for 2509 Mill Road: UAT File # 22-05-02

Dear Mr. Malinov:

The Upper Allen Township Board of Commissioners ("Board"), at its meeting on September 6, 2023, discussed the above-referenced Plan. After much discussion, and a verbal agreement of a time extension, the Board tabled action on this plan.

The Board's motion to table action on the plan was conditioned that written confirmation of a time extension would be granted. If a written time extension is received prior to the Board's next meeting on September 20, 2023, then the Board will consider acting on your plan at a later date. If a written time extension is not received, the Board will consider acting on your plan during their September 20th meeting.

During the September 6th Board of Commissioners' meeting, there were multiple concerns brought up by both the public and the Board. We ask that you address the following concerns and provide the township with any additional or revised documents for our review and consideration:

1. Conduct a revised traffic study. Traffic counts should be conducted during a time in which local schools and the university are in session, during non-holiday periods, during periods of which there is no inclement weather, nor any other events which would cause a decline in normal traffic patterns.

We also suggest reviewing the Bridge 247 replacement project to determine the potential impact it may have on Mill Road. Please check with Cumberland and York Counties and/or Monaghan Township for more information. Some information can also be found here on our website: <https://uatwp.org/community/development-projects/>.

2. During the January 18, 2023 meeting, the Board asked that a discussion take place with adjoining/abutting property owners to discuss the project and address their concerns.

At a minimum, please be prepared to discuss stormwater and drainage issues, number of townhomes and why the building footprints were reduced and not the total number of homes, maintenance of the sanitary sewer pumping station, general maintenance of the site, and any other issues or items which may be discussed with the surrounding neighbors.

3. Review the design of the driveway access and the 15-foot radius. There are concerns about the grading issues and access issues.

The Board of Commissioners meets the first and third Wednesday of each month. If a time extension is granted, any revised plan and corresponding materials/information must be submitted to the township no later than the Monday three weeks prior to the next available Board of Commissioners' meeting.

If you have any further questions, please contact me at jboyer@uatwp.org or 717-766-0756.

Sincerely,



Jennifer M. Boyer, AICP
Community Development Director

cc: Dan Wise, P.E., R.J. Fisher & Associates.
Project File



Traffic Planning and Design, Inc
 2500 East High Street
 Suite 650
 Pottstown, Pennsylvania, United States 19464
 610.326.3100 dzerphey@trafficpd.com

Count Name: AM PM W Lisburn
 Road (SR 2004) & Mill Road
 Site Code: W Lisburn Road (SR
 2004) & Mill Road
 Start Date: 10/04/2023
 Page No: 1

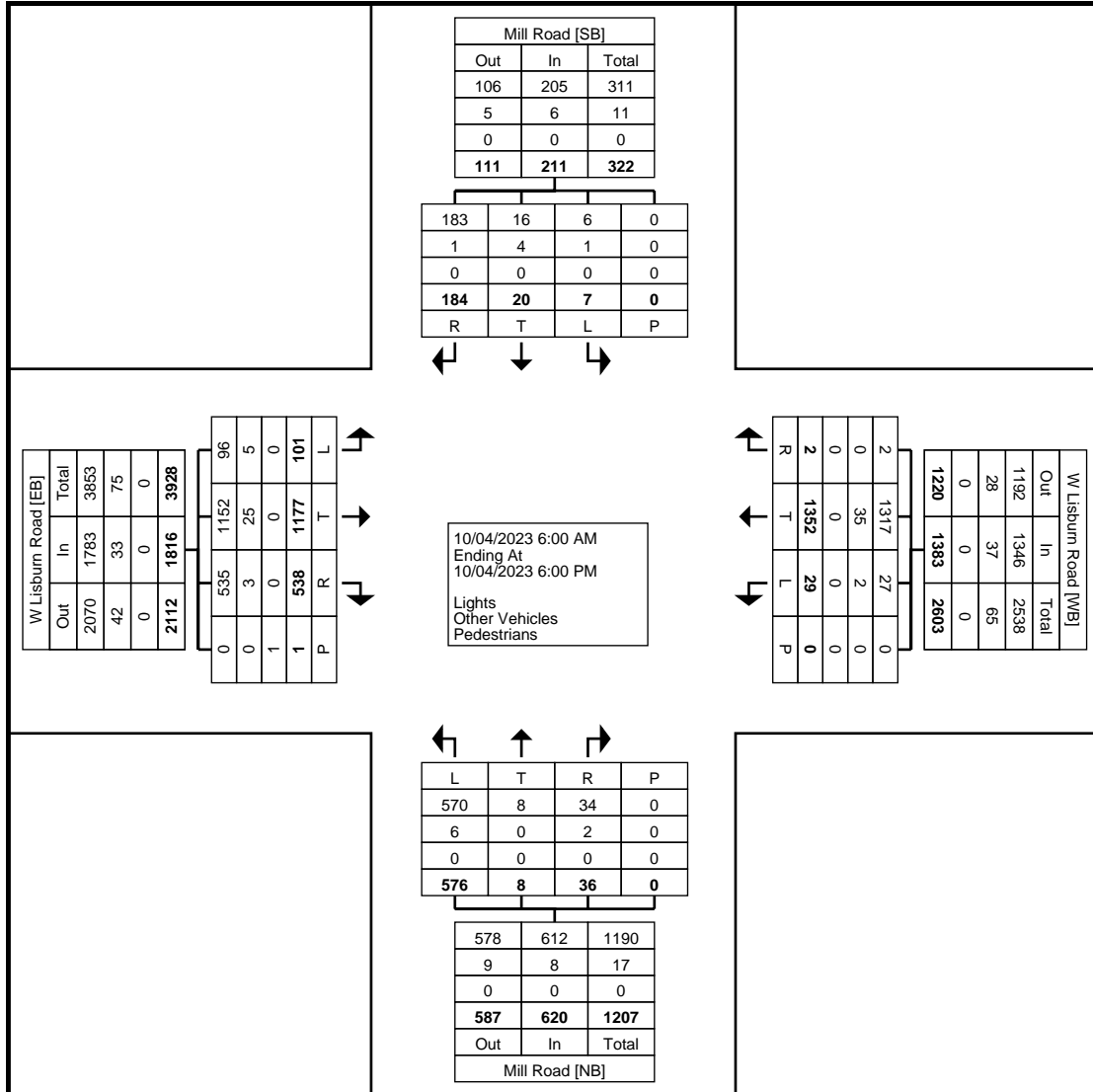
Turning Movement Data

Start Time	W Lisburn Road Eastbound					W Lisburn Road Westbound					Mill Road Northbound					Mill Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	12	6	0	18	0	23	0	0	23	7	0	0	0	7	0	0	2	0	2	50
6:15 AM	1	23	6	0	30	0	22	0	0	22	11	0	0	0	11	0	1	3	0	4	67
6:30 AM	2	15	3	0	20	0	41	0	0	41	25	0	0	0	25	0	0	8	0	8	94
6:45 AM	0	43	4	0	47	0	45	0	0	45	16	0	0	0	16	0	0	6	0	6	114
Hourly Total	3	93	19	0	115	0	131	0	0	131	59	0	0	0	59	0	1	19	0	20	325
7:00 AM	4	44	8	0	56	0	56	0	0	56	24	0	1	0	25	1	0	13	0	14	151
7:15 AM	1	47	16	0	64	1	57	0	0	58	33	0	1	0	34	0	1	11	0	12	168
7:30 AM	2	46	23	0	71	2	72	0	0	74	27	1	0	0	28	0	0	9	0	9	182
7:45 AM	1	67	44	0	112	0	57	0	0	57	22	1	2	0	25	1	1	17	0	19	213
Hourly Total	8	204	91	0	303	3	242	0	0	245	106	2	4	0	112	2	2	50	0	54	714
8:00 AM	3	45	31	0	79	0	44	0	0	44	31	1	2	0	34	1	1	14	0	16	173
8:15 AM	4	37	22	0	63	0	33	0	0	33	21	0	1	0	22	0	0	6	0	6	124
8:30 AM	3	41	30	0	74	1	52	0	0	53	19	0	0	0	19	0	2	7	0	9	155
8:45 AM	2	46	26	0	74	0	49	0	0	49	15	0	0	0	15	0	0	9	0	9	147
Hourly Total	12	169	109	0	290	1	178	0	0	179	86	1	3	0	90	1	3	36	0	40	599
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	7	38	19	0	64	1	70	0	0	71	36	1	1	0	38	0	3	4	0	7	180
3:15 PM	6	44	22	0	72	2	62	1	0	65	28	0	1	0	29	0	1	6	0	7	173
3:30 PM	6	44	29	0	79	0	57	0	0	57	22	3	1	0	26	1	1	4	0	6	168
3:45 PM	7	59	24	0	90	2	52	0	0	54	21	0	0	0	21	1	4	10	0	15	180
Hourly Total	26	185	94	0	305	5	241	1	0	247	107	4	3	0	114	2	9	24	0	35	701
4:00 PM	4	64	16	1	84	1	73	0	0	74	28	0	5	0	33	0	0	9	0	9	200
4:15 PM	6	66	40	0	112	6	68	0	0	74	23	0	5	0	28	0	0	5	0	5	219
4:30 PM	5	70	28	0	103	0	62	1	0	63	30	1	5	0	36	1	1	4	0	6	208
4:45 PM	11	57	30	0	98	3	68	0	0	71	16	0	1	0	17	0	0	5	0	5	191
Hourly Total	26	257	114	1	397	10	271	1	0	282	97	1	16	0	114	1	1	23	0	25	818
5:00 PM	1	67	23	0	91	1	83	0	0	84	38	0	4	0	42	0	1	12	0	13	230
5:15 PM	10	82	34	0	126	2	65	0	0	67	35	0	3	0	38	0	2	4	0	6	237
5:30 PM	7	67	30	0	104	5	78	0	0	83	27	0	2	0	29	1	1	11	0	13	229
5:45 PM	8	53	24	0	85	2	63	0	0	65	21	0	1	0	22	0	0	5	0	5	177
Hourly Total	26	269	111	0	406	10	289	0	0	299	121	0	10	0	131	1	4	32	0	37	873
Grand Total	101	1177	538	1	1816	29	1352	2	0	1383	576	8	36	0	620	7	20	184	0	211	4030
Approach %	5.6	64.8	29.6	-	-	2.1	97.8	0.1	-	-	92.9	1.3	5.8	-	-	3.3	9.5	87.2	-	-	-
Total %	2.5	29.2	13.3	-	45.1	0.7	33.5	0.0	-	34.3	14.3	0.2	0.9	-	15.4	0.2	0.5	4.6	-	5.2	-
Lights	96	1152	535	-	1783	27	1317	2	-	1346	570	8	34	-	612	6	16	183	-	205	3946
% Lights	95.0	97.9	99.4	-	98.2	93.1	97.4	100.0	-	97.3	99.0	100.0	94.4	-	98.7	85.7	80.0	99.5	-	97.2	97.9
Other Vehicles	5	25	3	-	33	2	35	0	-	37	6	0	2	-	8	1	4	1	-	6	84
% Other Vehicles	5.0	2.1	0.6	-	1.8	6.9	2.6	0.0	-	2.7	1.0	0.0	5.6	-	1.3	14.3	20.0	0.5	-	2.8	2.1
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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 2500 East High Street
 Suite 650
 Pottstown, Pennsylvania, United States 19464
 610.326.3100 dzerphey@trafficpd.com

Count Name: AM PM W Lisburn
 Road (SR 2004) & Mill Road
 Site Code: W Lisburn Road (SR
 2004) & Mill Road
 Start Date: 10/04/2023
 Page No: 2

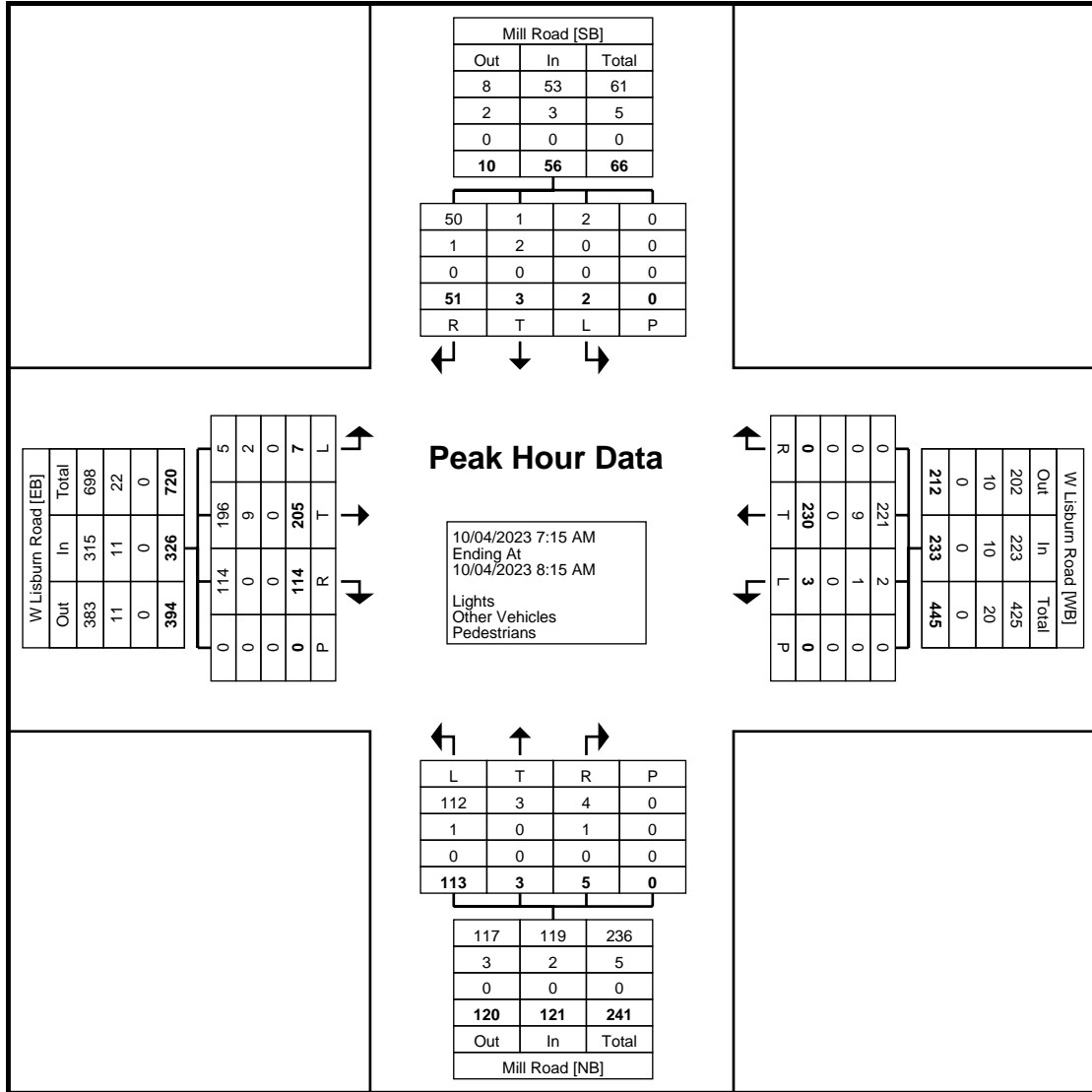


Turning Movement Data Plot



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Count Name: AM PM W Lisburn
 Road (SR 2004) & Mill Road
 Site Code: W Lisburn Road (SR
 2004) & Mill Road
 Start Date: 10/04/2023
 Page No: 4

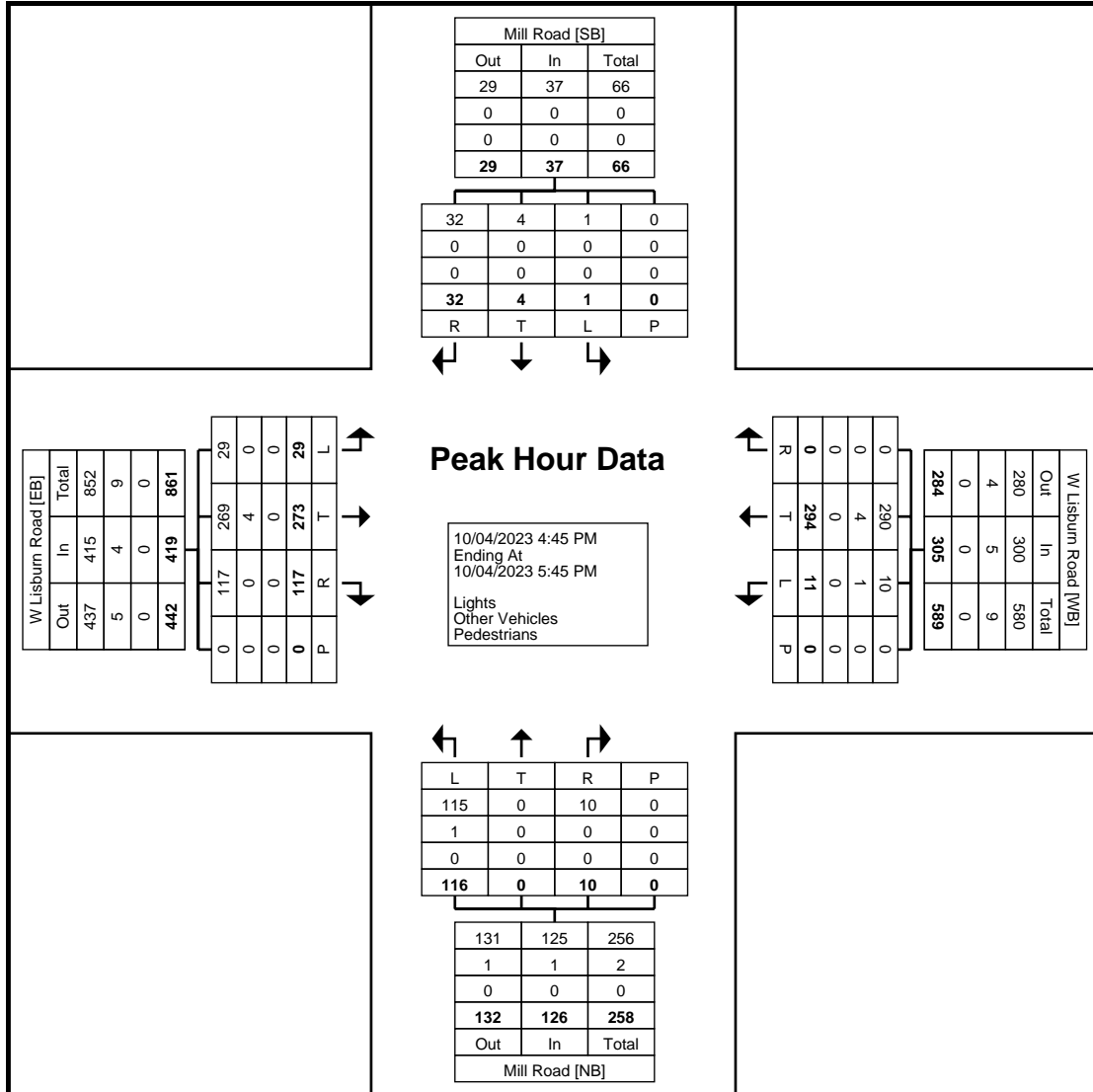


Turning Movement Peak Hour Data Plot (7:15 AM)



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 2500 East High Street
 Suite 650
 Pottstown, Pennsylvania, United States 19464
 610.326.3100 dzerphey@trafficpd.com

Count Name: AM PM W Lisburn
 Road (SR 2004) & Mill Road
 Site Code: W Lisburn Road (SR
 2004) & Mill Road
 Start Date: 10/04/2023
 Page No: 6



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



Traffic Planning and Design, Inc
 2500 East High Street
 Suite 650
 Pottstown, Pennsylvania, United States 19464
 610.326.3100 kyoung@trafficpd.com

Count Name: (1) AM/PM Mill
 Road x W Lisburn Road SR
 2004
 Site Code:
 Start Date: 05/04/2023
 Page No: 1

Counter: MIO:
 Set up by: KY:

Turning Movement Data

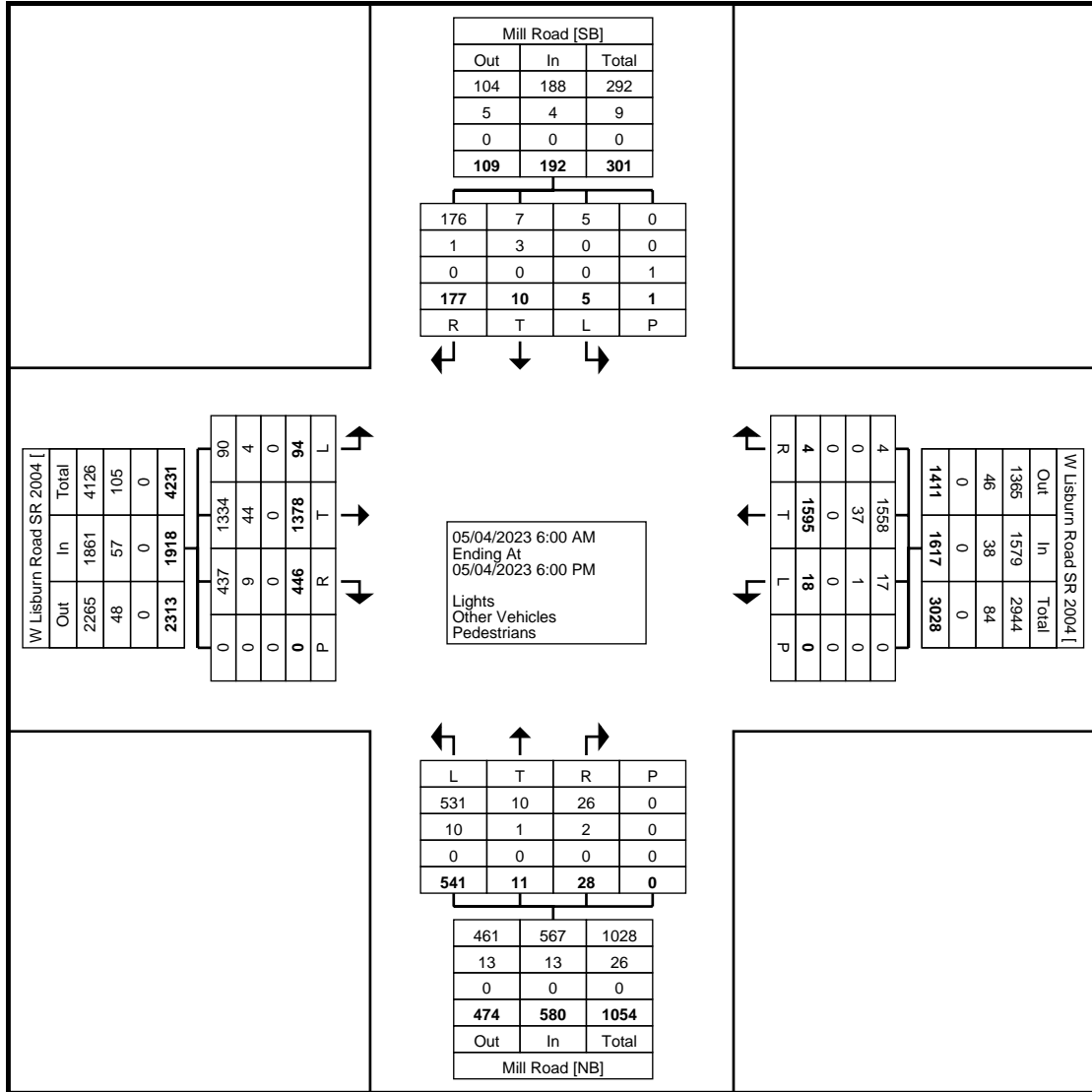
Start Time	W Lisburn Road SR 2004 Eastbound					W Lisburn Road SR 2004 Westbound					Mill Road Northbound					Mill Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
6:00 AM	3	15	1	0	19	0	24	0	0	24	7	0	0	0	7	0	0	1	0	1	51
6:15 AM	3	24	4	0	31	0	20	0	0	20	7	0	0	0	7	0	1	4	0	5	63
6:30 AM	0	29	1	0	30	0	31	0	0	31	11	0	0	0	11	0	0	9	0	9	81
6:45 AM	0	36	9	0	45	0	36	0	0	36	13	0	0	0	13	0	0	10	0	10	104
Hourly Total	6	104	15	0	125	0	111	0	0	111	38	0	0	0	38	0	1	24	0	25	299
7:00 AM	5	27	4	0	36	0	53	0	0	53	21	1	1	0	23	0	0	16	0	16	128
7:15 AM	1	45	12	0	58	2	55	0	0	57	36	1	0	0	37	0	0	8	0	8	160
7:30 AM	3	50	25	0	78	0	72	0	0	72	22	0	0	0	22	0	0	16	0	16	188
7:45 AM	4	62	25	0	91	1	65	0	0	66	20	1	0	0	21	0	0	12	1	12	190
Hourly Total	13	184	66	0	263	3	245	0	0	248	99	3	1	0	103	0	0	52	1	52	666
8:00 AM	2	59	15	0	76	0	43	0	0	43	16	0	1	0	17	0	1	8	0	9	145
8:15 AM	3	57	16	0	76	0	51	0	0	51	14	0	2	0	16	0	0	5	0	5	148
8:30 AM	2	51	17	0	70	1	49	0	0	50	22	0	1	0	23	0	0	3	0	3	146
8:45 AM	2	53	13	0	68	1	33	0	0	34	22	0	1	0	23	0	0	3	0	3	128
Hourly Total	9	220	61	0	290	2	176	0	0	178	74	0	5	0	79	0	1	19	0	20	567
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	2	71	20	0	93	1	74	2	0	77	21	1	0	0	22	0	2	4	0	6	198
3:15 PM	5	84	28	0	117	0	70	0	0	70	23	0	1	0	24	0	0	3	0	3	214
3:30 PM	7	92	27	0	126	0	76	1	0	77	24	0	3	0	27	0	1	6	0	7	237
3:45 PM	4	76	17	0	97	0	89	0	0	89	32	0	0	0	32	0	1	2	0	3	221
Hourly Total	18	323	92	0	433	1	309	3	0	313	100	1	4	0	105	0	4	15	0	19	870
4:00 PM	2	73	29	0	104	1	95	1	0	97	26	2	2	0	30	0	0	6	0	6	237
4:15 PM	7	70	29	0	106	0	103	0	0	103	26	1	5	0	32	0	0	5	0	5	246
4:30 PM	3	71	21	0	95	3	76	0	0	79	31	2	1	0	34	2	1	6	0	9	217
4:45 PM	10	84	15	0	109	1	94	0	0	95	26	0	1	0	27	3	0	12	0	15	246
Hourly Total	22	298	94	0	414	5	368	1	0	374	109	5	9	0	123	5	1	29	0	35	946
5:00 PM	4	57	38	0	99	4	125	0	0	129	31	0	5	0	36	0	1	10	0	11	275
5:15 PM	7	80	38	0	125	1	98	0	0	99	34	1	2	0	37	0	1	9	0	10	271
5:30 PM	7	62	32	0	101	1	94	0	0	95	34	1	1	0	36	0	0	8	0	8	240
5:45 PM	8	50	10	0	68	1	69	0	0	70	22	0	1	0	23	0	1	11	0	12	173
Hourly Total	26	249	118	0	393	7	386	0	0	393	121	2	9	0	132	0	3	38	0	41	959
Grand Total	94	1378	446	0	1918	18	1595	4	0	1617	541	11	28	0	580	5	10	177	1	192	4307
Approach %	4.9	71.8	23.3	-	-	1.1	98.6	0.2	-	-	93.3	1.9	4.8	-	-	2.6	5.2	92.2	-	-	-
Total %	2.2	32.0	10.4	-	44.5	0.4	37.0	0.1	-	37.5	12.6	0.3	0.7	-	13.5	0.1	0.2	4.1	-	4.5	-
Lights	90	1334	437	-	1861	17	1558	4	-	1579	531	10	26	-	567	5	7	176	-	188	4195
% Lights	95.7	96.8	98.0	-	97.0	94.4	97.7	100.0	-	97.6	98.2	90.9	92.9	-	97.8	100.0	70.0	99.4	-	97.9	97.4
Other Vehicles	4	44	9	-	57	1	37	0	-	38	10	1	2	-	13	0	3	1	-	4	112
% Other Vehicles	4.3	3.2	2.0	-	3.0	5.6	2.3	0.0	-	2.4	1.8	9.1	7.1	-	2.2	0.0	30.0	0.6	-	2.1	2.6
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Data Plot



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Count Name: (1) AM/PM Mill
 Road x W Lisburn Road SR
 2004
 Site Code:
 Start Date: 05/04/2023
 Page No: 3

Counter: MIO:
 Set up by: KY:

Turning Movement Peak Hour Data (7:15 AM)

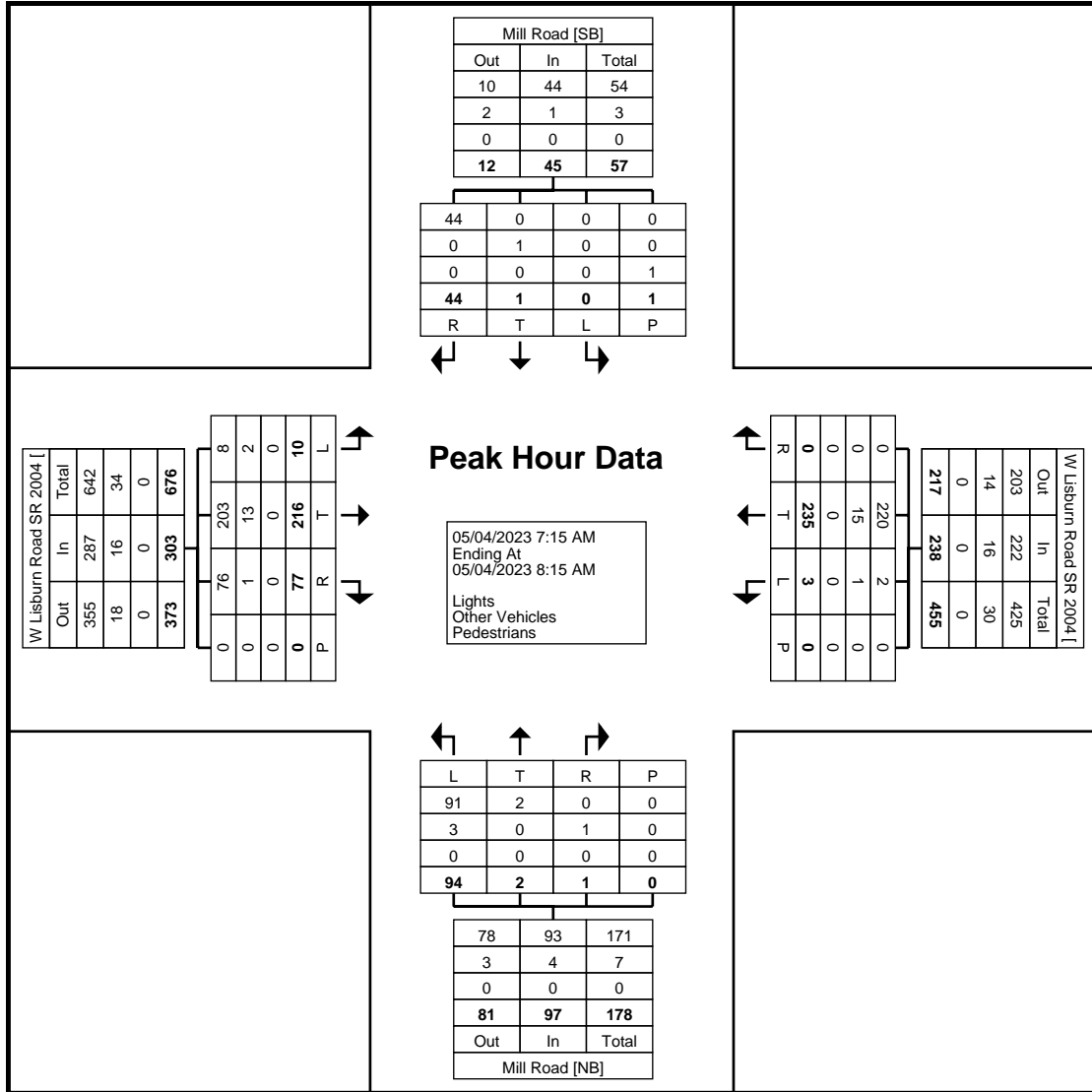
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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:15 AM	1	45	12	0	58	2	55	0	0	57	36	1	0	0	37	0	0	8	0	8	160
7:30 AM	3	50	25	0	78	0	72	0	0	72	22	0	0	0	22	0	0	16	0	16	188
7:45 AM	4	62	25	0	91	1	65	0	0	66	20	1	0	0	21	0	0	12	1	12	190
8:00 AM	2	59	15	0	76	0	43	0	0	43	16	0	1	0	17	0	1	8	0	9	145
Total	10	216	77	0	303	3	235	0	0	238	94	2	1	0	97	0	1	44	1	45	683
Approach %	3.3	71.3	25.4	-	-	1.3	98.7	0.0	-	-	96.9	2.1	1.0	-	-	0.0	2.2	97.8	-	-	-
Total %	1.5	31.6	11.3	-	44.4	0.4	34.4	0.0	-	34.8	13.8	0.3	0.1	-	14.2	0.0	0.1	6.4	-	6.6	-
PHF	0.625	0.871	0.770	-	0.832	0.375	0.816	0.000	-	0.826	0.653	0.500	0.250	-	0.655	0.000	0.250	0.688	-	0.703	0.899
Lights	8	203	76	-	287	2	220	0	-	222	91	2	0	-	93	0	0	44	-	44	646
% Lights	80.0	94.0	98.7	-	94.7	66.7	93.6	-	-	93.3	96.8	100.0	0.0	-	95.9	-	0.0	100.0	-	97.8	94.6
Other Vehicles	2	13	1	-	16	1	15	0	-	16	3	0	1	-	4	0	1	0	-	1	37
% Other Vehicles	20.0	6.0	1.3	-	5.3	33.3	6.4	-	-	6.7	3.2	0.0	100.0	-	4.1	-	100.0	0.0	-	2.2	5.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: (1) AM/PM Mill
 Road x W Lisburn Road SR
 2004
 Site Code:
 Start Date: 05/04/2023
 Page No: 4

Counter: MIO:
 Set up by: KY:



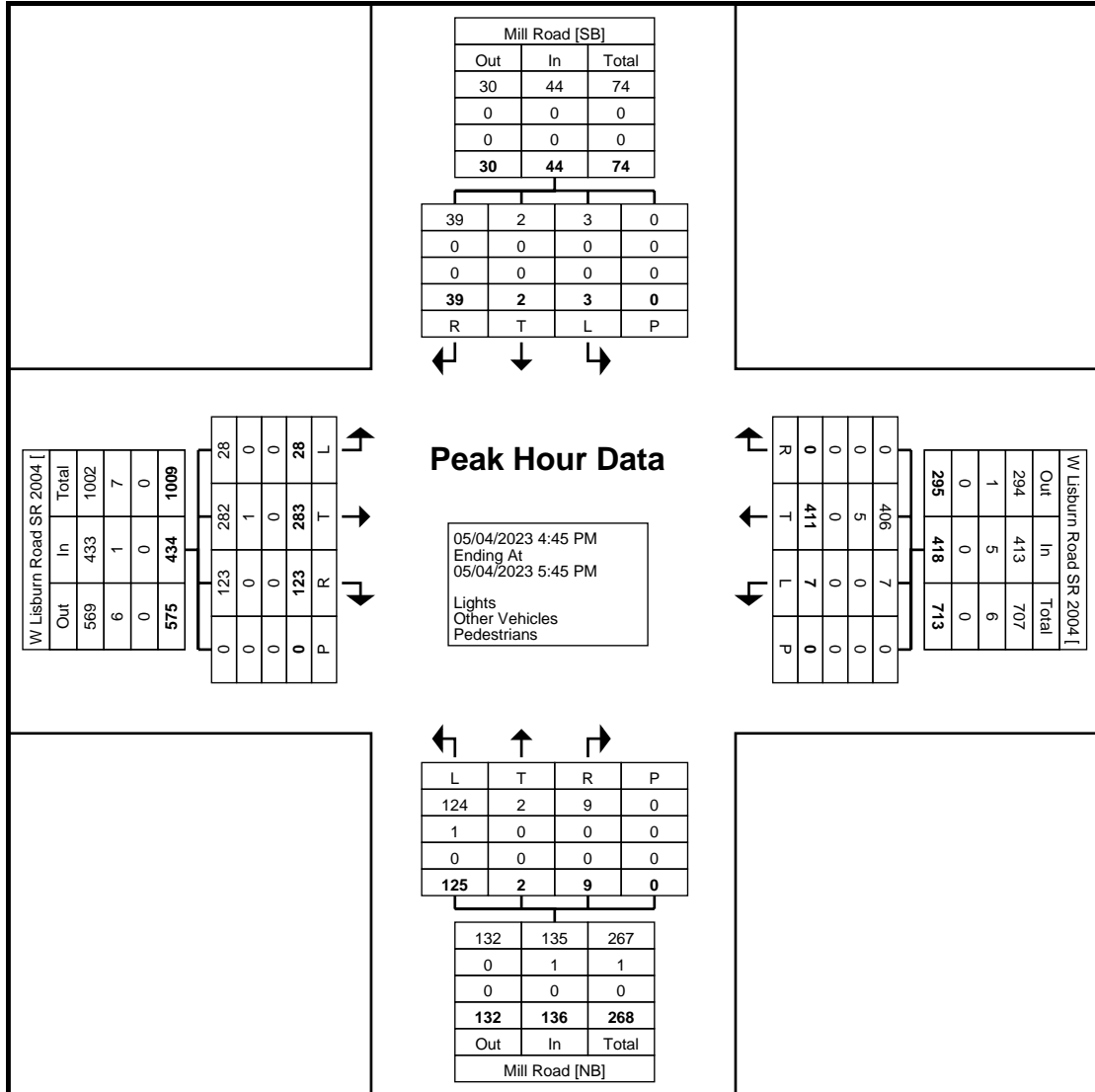
Turning Movement Peak Hour Data Plot (7:15 AM)



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 Site Code:
 Start Date: 05/04/2023
 Page No: 6

Counter: MIO:
 Set up by: KY:



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