

**DENSITY MODIFICATION
REDEVELOPMENT OF
204 AND 228 STRAFFORD AVENUE
DEVELOPMENT IMPACT STATEMENT**

**FOR SUBMISSION TO:
RADNOR TOWNSHIP, DELAWARE COUNTY, PA**

PREPARED FOR:

Trustees of the Dorrance Hamilton 3/15/1996 Revocable Agreement of Trust
c/o Mr. D. Charles Houder
40 Morris Avenue, Suite 150
Bryn Mawr, PA 19010

COMPILED BY:

George W. Broseman, Esquire
Kaplin Stewart Meloff Reiter & Stein
910 Harvest Drive
P.O. Box 3037
Blue Bell, PA 19422

Dated: May 24, 2023

I. INTRODUCTION

This Development Impact Statement is being submitted in connection with the Conditional Use application for the redevelopment of the properties now known as 204 and 228 Strafford Avenue and 18 Forrest Lane¹ (collectively “**Tract**”). The Tract includes Delaware County Folio Numbers: 36-01-00538-00; 36-01-00539-00; 36-01-00540-00; and 36-01-00236-02.

The Applicant has filed with the Township a conditional use application under Code § 280-29.B(1) for Density Modification Development to permit the construction of thirty-eight townhomes and related improvements (collectively “**Project**”).

The Tract and the Project are shown on the plan set entitled “204 & 228 Strafford Avenue Conditional Use Plan Set,” containing fourteen (14) sheets dated (sheets 1-9 prepared by SITE Engineering Concepts, LLC, sheets 10-14 prepared by Glackin Thomas Panzak) (collectively referred to as “**Plans**”).

This Development Impact Statement addresses the applicable Development Impact Statement requirements for a conditional use application under Radnor Township Code § 280-135.G as follows (*responses to Code requirements in italics*):

II. CODE §280-135.G.(1) & (2) -DEVELOPMENT IMPACT STATEMENT

Code §280-135.G.(1)

Comprehensive Plan

(A) An analysis of the consistency of the proposed use with the Radnor Township Comprehensive Plan, as amended. The analysis shall include, but not be limited to, the compatibility with environmental and natural resources; housing, demographics, and socioeconomics; business and economic development; transportation and circulation plan; open space and recreation; historical and archaeological resources; community services and facilities; and the land use plan sections of the Comprehensive Plan.

Under Pennsylvania law a township's Comprehensive Plan is not regulatory. “A comprehensive plan is not forever binding, nor does it actually regulate land use.” Michaels Dev. Co. v. Benzinger Twp. Bd. of Sup'rs, 413 A.2d 743, 747 (1980). “A comprehensive plan is, by nature, abstract and recommendatory and does not forever control a zoning ordinance enacted to give it legal effect.” Appeal of Molnar, 441 A.2d 487, 489 (1982). “The comprehensive plan is a general guideline to the legislative body of the municipality for its consideration of the municipality's program of land utilization and the needs and desires of the community.” Forks Twp. Bd. of Sup'rs v. George Calantoni & Sons, Inc., 297 A.2d 164, 166–67 (1972). Additionally, when a particular use is permitted by conditional use, there is a legislative acceptance that the use is consistent with the zoning plan and is thus consistent with the spirit, purposes, and intent of a Township's Comprehensive Plan. In re Cutler Grp., Inc., 880 A.2d 39, 45 (Pa. Commw. Ct. 2005)

¹ 18 Forrest is being shown for informational purposes only. It is not included in the zoning calculations. The property owner is providing easements for utilities

The Project is permitted by conditional use under Code § 280-29.B(1) as a Density Modification Development and therefore, there exists a legislative determination that Density Modification Developments, such as this Project, are consistent with the spirit, purpose and intent of the Township's Comprehensive Plan.

The following is an analysis of the Project under the Radnor Township Comprehensive Plan for the sections enumerated in Code §280-135.G(1)(a):

i. Environmental and Natural Resources:

The Properties do not contain any water resources, wetlands, floodplains or riparian areas. The Comprehensive Plan advises to direct development to areas of minimum environmental sensitivity, such as the Tract. (Radnor Comprehensive Plan pgs. ii, 2-1). Furthermore, the Tract currently has no stormwater management controls. The Project would provide stormwater management controls in furtherance of the Township's desire to promote the management of water resources. (Radnor Comprehensive Plan pgs. ii, 2-1).

ii. Housing, Demographics, and Socioeconomics:

The Comprehensive Plan includes the Township's goals to "allow for increased housing density immediately surrounding commercial areas and particularly near transit centers" and to "promote conservation development strategies for new development on large parcels." (Radnor Comprehensive Plan pgs. vi, 3-1). The proposed Project is located in close proximity to the commercial corridor along Lancaster Avenue and the Strafford Station along the SEPTA Paoli/Thorndale Regional Rail Line and promotes conservation development strategies by clustering development, providing common open space and providing for stormwater management.

iii. Business and Economic Development:

The zoning of the Tract does not allow for commercial use. The Project is located in close proximity to the commercial corridor along Lancaster Avenue and will serve as a transitional development from the commercial area along Lancaster Avenue and along Eagle Road to the residential areas northward from Lancaster Avenue. The Project will provide an expanded customer base for these commercial uses along Lancaster Avenue, such as the Lancaster Farmer's market in the Strafford Shopping Center and the various shops and restaurants in the adjoining Eagle Village Shops. The Tract is within walking distance of these businesses and will allow visits from the Project without adding traffic.

iv. Transportation and Circulation Plan:

The Project's close proximity to the Strafford Station SEPTA Regional Rail Station will encourage new residents to use this public transit station, which furthers the goals of the Comprehensive Plan. (Radnor Comprehensive Plan pgs. x, 5-2). For additional information regarding traffic related to the Project, a Traffic Impact Study prepared by Frank Tavani, P.E., PTOE was submitted with the Conditional Use application. The Project will also improve pedestrian circulation by constructing sidewalks on the exterior and interior of the Project tract. (Radnor Comprehensive Plan pgs. x, 5-2).

v. *Open Space and Recreation:*

The Project proposes common open space in a centralized green area for the use of the residents. These areas will be restricted from further development through a Planned Community Declaration.

vi. *Historical and Archaeological Resources:*

The Property contains no historical or archaeological resources.

vii. *Community Services and Facilities:*

*An analysis of the Project's impact on community services and facilities can be found in the Fiscal Impact Study prepared by Erik Hetzel, AICP/PP, LEED AP that was submitted with the Conditional Use application and is attached to this report as **Appendix A**.*

viii. *Land Use Plan:*

One of the stated goals of the Comprehensive Plan is to "accommodate reasonable growth using innovative growth management techniques such as transit-oriented development, traditional neighborhood design, and other flexible design techniques that harmonize with and enhance the existing communities." (Radnor Comprehensive Plan pgs. xxv, 10-1, 10-2). The Project utilizes the flexible design technique of density modification development as permitted in the R-4 District in Article XIX of the Zoning Ordinance. The use of this provision allows for a layout that includes common open space that would not be required under a conventional development under the R-4 District provisions.

Furthermore, the Project is located in close proximity to the commercial corridor along Lancaster Avenue and the Strafford Rail Station and will provide an expanded customer base for the commercial uses.

Natural Features

(B) The impact of the proposed use on floodplains, waterways, heavily wooded areas, steep slopes, and other sensitive natural features located upon and adjacent to the site, if any.

There are no floodplains, waterways, heavily wooded areas, or steep slopes on the site. The Project is located in a fully developed area of Radnor Township, surrounded by other residential and commercial development.

Transportation

(C) The proposed use's impact on the Township and regional transportation system(s) and the ability of adjacent streets and intersections to efficiently and safely handle the traffic generated by the proposed development. This analysis shall include all modes of transportation and shall be based on current Pennsylvania Department of Transportation (PennDOT) requirements within their Policies and Procedures for Transportation Impact Studies (PennDOT Strike-off Letter 470-

09-4, dated 2009, as amended). The applicant shall address any measures proposed to be implemented in order to mitigate any adverse impacts.

*A Traffic Impact Study prepared by Frank Tavani, P.E., PTOE was submitted with the Conditional Use application and is attached to this report as **Appendix B**. This Traffic Impact Study addresses the Project's impact on the Township's transportation systems including the surrounding streets and intersections. Additionally, the Project's close proximity to the Strafford Rail Station and commercial uses within walkable distance will reduce traffic and will encourage new residents to use this public transit station.*

It is also noted that traffic concerns are not a basis for a denial of a conditional use application. Even evidence of a significant increase in traffic does not warrant denial of a conditional use application unless it is shown that the potential for a substantial increase would "by a high degree of probability, pose a substantial threat to the health and safety of the community" that is not typically expected from a similar development. In re Brickstone Realty Corp., 789 A.2d 333, 341 (Pa. Commw. Ct. 2001).

School District

(D) The proposed use's impact on the Radnor School District, including an estimate of new pupils generated by the proposed development.

*A Fiscal Impact Study prepared by Erik Hetzel, AICP/PP, LEED AP was submitted with the Conditional Use application and is attached to this report as **Appendix A**. This Fiscal Impact Study addresses the proposed use's impact on the Radnor School District. By way of further response, it is anticipated that an estimated eight (8) school-aged children will live in the proposed development, although all of them may not utilize the Radnor School District's public schools.*

Because the conditional use is contemplated and permitted by the ordinance, there is a presumption that the governing body considered the effect of the use when enacting the ordinance and determined that the use is consistent with the health, safety, and welfare of the community so long as it meets the objective requirements of the ordinance. Marr Dev. Mifflinville, LLC v. Mifflin Twp. Zoning Hearing Bd., 166 A.3d 479, 483 (Pa. Commw. Ct. 2017). Whether or not a proposed development adds school children to the local school district is not a factor that can be considered in the review of a conditional use application or a land development application.

Commercial Impact

(E) The proposed use's impact on nearby commercial facilities within the Township and surrounding municipalities.

*A Fiscal Impact Study prepared by Erik Hetzel, AICP/PP, LEED AP was submitted with the Conditional Use application and is attached to this report as **Appendix A**. This Fiscal Impact Study addresses the proposed use's economic impacts. By way of further response, the new residents of the proposed development will use goods and services in and around Radnor Township which will have a positive impact on nearby commercial facilities.*

Public Utilities

(F) The proposed use's impact on public utilities, including but not limited to sewage disposal, water supply, storm drainage, and electrical utilities.

It should be noted that the Tract and the immediate area is currently served by public utilities and the proposed density is permitted under Article XIX of the Zoning Ordinance, therefore these impacts are already considered under the Zoning Ordinance. No adverse impacts on public utilities are anticipated.

Police and Fire Protection

(G) The proposed use's impact upon the provision of police and fire protection.

*A Fiscal Impact Study prepared by Erik Hetzel, AICP/PP, LEED AP was submitted with the Conditional Use application and is attached to this report as **Appendix A**. This Fiscal Impact Study addresses the proposed use's impact on public safety services. It should be noted that the Tract is currently served by the police and fire department and the proposed density is permitted under Article XIX of the Zoning Ordinance, therefore, these impacts are already considered under the Zoning Ordinance. The eventual homeowners of the Project will also pay taxes to Radnor Township which will increase Township revenues.*

Open Space and Recreation Facilities

(H) The proposed use's impact on the Township's open space and recreation facilities.

The Conditional Use Plans propose to designate at least 25% of the Tract as common open space. This proposed common open space will be preserved through the recordation of the approved plan and through a Planned Community Declaration. The proposed density is permitted under Article XIX of the Zoning Ordinance; therefore these impacts are already considered under the Zoning Ordinance. The Radnor Township Subdivision and Land Development Ordinance also requires recreational land dedication or that the Applicant pay a fee-in-lieu to address impacts on the Township's open space and recreation facilities.

Neighborhood Impact

(I) The proposed use's impact upon the character of the surrounding neighborhood. The applicant must show the proposed development will not adversely affect the surrounding neighborhood and what measures are proposed to mitigate any potential impacts.

The site is located in the R-4 Residence District and is in close proximity to one of the Township's primary commercial corridors along Lancaster Avenue. The Tract serves as a transitional area from the commercial areas along Lancaster Avenue to the residential areas to the north and northeast of the site.

The Project as a residential use is consistent with the residential uses in the area. Significant landscaping is proposed along the street frontages will help maintain the visual character along the public ways. The Project also provides a buffer along the residential property lines.

Fiscal Impacts

(J) An analysis of the proposed use's fiscal impacts upon the county, Township, and school district.

*A Fiscal Impact Study prepared by Erik Hetzel, AICP/PP, LEED AP was submitted with the Conditional Use application and is attached to this report as **Appendix A**. This Fiscal Impact Study addresses the proposed use's economic impacts. It should be noted that the proposed density is permitted under Article XIX of the Zoning Ordinance, therefore these impacts are already considered under the Zoning Ordinance.*

III. Required Documentation under Code §280-135.G for a Development Impact Statement (as applicable)

(A) A conditional use plan for the proposed development, identifying all proposed uses to be located on the site, and demonstrating compliance with the area, bulk and dimensional requirements for the proposed use. The conditional use plan shall be submitted in the form of a sketch plan containing the information required by § 255-19 of the Township Subdivision and Land Development Ordinance.

Conditional Use Plans for the proposed development were submitted with the Conditional Use application. The Conditional Use Plans for the proposed development exceeds the requirements of a sketch plan under Code §255-19.

(B) The applicant shall provide conceptual architectural renderings (perspectives and elevations) of the proposed development.

Conceptual architectural renderings, as they are envisioned at this time, were submitted with the Conditional Use application. It is noted that there are no objective standards in the Code for architecture, except as in Code §280-93. The Project complies with these standards.

(C) The location and size of the site, with evidence supporting the general adequacy for development.

Information regarding the size, location, and adequacy for development can be found in the Plans for the Project.

(D) The proposed residential density of the development and the percentage mix of the various dwelling types.

The proposed residential density is 5.2 dwelling units per acre and all of the proposed dwellings are townhouses. The proposed use and density are permitted in the R-4 District and are detailed on the Plans.

(E) The location, size, accessibility and proposed use of the open space, manner of ownership and maintenance, and a copy of the covenant to be incorporated in the individual deeds, if applicable.

The Conditional Use Plans propose to designate at least 25% of the Tract as common open space for use of the residents of the development. The ownership and maintenance of the open space will be through the homeowner's association to be formed.

(F) Conceptual landscape plans showing locations of trees and shrubs and other landscape improvements (e.g., berms, fences) as necessary to mitigate the adverse visual impacts which the proposed actions will have on the property, adjoining properties and the Township in general. This shall include improvements to the streetscape adjacent to the property boundaries.

Conceptual landscape plans are included in the Conditional Use Plans, specifically on Sheets 11 and 14.

(G) Conceptual plans of proposed utility and drainage systems.

Conceptual plans of the proposed utility and drainage systems are included in the Conditional Use Plans, which were submitted with the Conditional Use application. The Post Construction Stormwater Details and Construction Details can be found on Sheets 7 and 8 of the Conditional Use Plans.

(H) A phasing plan describing how the proposed development will be implemented (if applicable).

The development is proposed to be constructed in one phase.

(I) Plans and renderings indicating the design, unity and aesthetic relationship of building and landscaping within the proposed development with that of the surrounding area.

The Plans show this information.

(j) The text of covenants, easements and existing restrictions or those to be imposed upon the land or structure, including provisions for public utilities, and trails for such activities as hiking or bicycling, if applicable.

A draft Planned Community Declaration was submitted with the Conditional Use application. This Declaration will be finalized at a later stage of the process.

APPENDIX A
FISCAL IMPACT STUDY

ERIK W. HETZEL, AICP/PP, LEED AP
16 MANOR ROAD
PAOLI, PA 19301
610.322.7154
erik@erikhetzel.com

Memorandum

To: D. Charles Houder, Haverford Properties Inc.

From: Erik Hetzel, AICP/PP, LEED AP

Date: May 17, 2023

Re: Fiscal Impact Analysis – Townhouse Residential Development, Radnor Township

On behalf of Trust U/A Dorrance H. Hamilton dated 3/15/96, Haverford Properties Inc. is proposing a residential development on the site of the Hamilton estate in Radnor Township, Delaware County. Thirty-eight (38) single-family attached townhome units are planned at the northwest corner of the intersection of Strafford Avenue and Eagle Road. This memorandum describes the anticipated future annual fiscal impacts related to the proposed development. A concise summary of fiscal impacts associated with the proposed development is presented in a table on the last page of this memorandum.

Fiscal impacts presented in this analysis were estimated using a methodology developed by the Rutgers University Center for Urban Policy Research, as originally described in The New Practitioner's Guide to Fiscal Analysis¹ and further developed in a later publication by the same authors entitled Development Impact Assessment Handbook². It is projected that, in total, the proposed development will result in beneficial, net-positive annual fiscal impacts to both Radnor Township and the Radnor Township School District.

Revenue Impacts

Real Estate Property Tax - At full build-out under the proposed concept, the development will have a total market value of approximately \$57 million, which translates to an assessed value of approximately \$41.605 million. This assessment

¹ Burchell, Robert W., David Listokin, et al. *The New Practitioner's Guide to Fiscal Impact Analysis*, New Brunswick, NJ: Rutgers, The State University of New Jersey, 1985.

² Burchell, Robert W., David Listokin, et al. *Development Impact Assessment Handbook*. Washington, D.C.: ULI-the Urban Land Institute, 1994.

calculation is based on the current (2022-2023) Delaware County common-level ratio of 1.37, which estimates assessed value at approximately 73% of market value. The proposed development will generate ongoing real estate tax revenue to the local taxing authorities, with an estimated \$99,292 going to the Township and \$608,814 going to the School District annually.

Real Estate Transfer Tax – The Township levies the Real Estate Transfer Tax at the rate of 1.0% of sale price, and the School District levies the Real Estate Transfer Tax at 0.5%. This analysis anticipates that an average of approximately 5% of the residential units in the proposed development will transfer ownership (be sold) in any given year, which equates to annual Transfer Tax Revenues totaling \$28,500 to the Township and \$14,250 to the School District. In addition to the annual Transfer Tax revenues estimated here, it is also important to note that the Township and School District will also receive significant Transfer Tax revenues from the initial sales of every residential unit from the builder to the first homeowners. With a total market value of \$57 million in 2023, this equates to an estimated \$570,000 in initial-sales transfer taxes to the Township (\$57 million market value x 1.0% transfer tax rate = \$570,000). For the School District, initial home sales would generate transfer taxes totaling \$285,000 (\$57 million market value x 0.5% transfer tax rate = \$285,000).

Other Revenues - In addition to the aforementioned tax revenues, the proposed development is expected to generate approximately \$46,143 in Township revenues from other sources, as reported in the Radnor Township 2023 General Fund Budget. These sources include licenses & permits, fines & costs, and departmental earnings. Similarly, the School District will realize additional revenues totaling approximately \$43,818 in revenues from non-tax sources (LEA activities and rentals) and intergovernmental sources (State and Federal funding) as identified in the Radnor Township School District 2023-2024 Final General Fund Budget.

Population Impacts

An estimated 84 residents will be living in the proposed development, including 8 school-aged children. These population estimates are based on demographic multipliers published by the Rutgers University Center for Urban Policy Research (2006)³. This source uses information from the U.S. Census to derive population

³ Burchell, Robert W., David Listokin, et al. *Residential Demographic Multipliers (Pennsylvania)*. New Brunswick, New Jersey: Center for Urban Policy Research, Edward J. Bloustein School of Planning and Public Policy - Rutgers, the State University of New Jersey (2006).

multipliers specific to the Commonwealth of Pennsylvania, categorized by household structure type (i.e., single-family detached, single-family attached, apartments, etc.), and by the number of bedrooms per household.

Economic Impacts

The proposed development will have a beneficial economic “ripple effect” in the local economy, as the new residents and employees use goods and services in and around Radnor Township. In addition, the development phase of the project will provide construction jobs and result in construction-related consumption expenditures in the local and regional economies. These impacts are not reflected in the summary table included in this memorandum but will provide economic benefits over and above the annual revenues described therein.

Cost Analysis

Annual Township and School District expenditures attributable to the proposed development were projected using the Per Capita Multiplier Method described in the Development Impact Assessment Handbook. In calculating the per capita expenditure value for the Township, the methodology uses information from the current (2023) Township budget and accounts for the fact that costs are divided differently among serving both residential and non-residential portions of the Township, based on the actual mix of land uses provided by the County Board of Assessment. Overall, it is estimated that the proposed development will result in Township costs totaling approximately \$78,515 annually, which is more than offset by revenues totaling \$173,936 annually from the tax and non-tax sources described previously.

A similar per capita cost calculation is used for the Radnor Township School District. Based on current (2023) enrollment and budget information provided by the School District, the estimated annual total cost-per-student in the Radnor Township School District used in this analysis is approximately \$32,179. With 8 school-aged children projected to reside in the proposed development, this results in projected annual costs of \$257,434 to the School District, which is more than offset by revenues from taxes and other sources totaling \$666,882. This estimate assumes that all 8 school-aged children will be attending public schools; however, it is likely that some will attend private schools, which would result in lower costs to the Radnor Township School District than estimated here, and a higher net-positive fiscal impact.

Impacts to Public Safety Services and Facilities

Overall, impacts on public safety services and facilities from the proposed development are expected to be minimal. Demands for Police, Fire, and Emergency Management Services (EMS) personnel, vehicles, and facilities are presented in the following table, using planning standards published in the Development Impact Assessment Handbook. Personnel, vehicles, and facilities for Police and Fire are based on the noted planning standards per 1,000 population. EMS standards for personnel and vehicles are per 30,000 population, and EMS calls are per 1,000 population per year.

**Public Safety Demand Factors and
Projected Demand from Proposed Development**

	Residential Planning Standard	Projected Demand
<u>Police</u>		
Personnel	1.50	0.13
Vehicles	0.45	0.04
Facilities (square feet)	150	13
<u>Fire</u>		
Personnel	1.24	0.10
Vehicles	0.15	0.01
Facilities (square feet)	187.5	16
<u>EMS</u>		
Personnel	3.08	0.01
Vehicles	0.75	0.0021
Calls per year per 1,000 population	27.4	2

Conclusions and Summary

In conclusion, the net positive fiscal impact in terms of projected revenues over costs for Radnor Township is expected to be over \$95,000 annually at project completion. The projected net positive fiscal impact to the Radnor Township School District is projected to be over \$400,000 per year. The combined net positive fiscal impact for both taxing authorities is estimated at over \$500,000 annually. Not included in these annual estimates are significant real estate transfer fees that will be paid on the initial sales of every unit from the builder to the first homeowners. The table on the next page summarizes the fiscal impacts to the Township and School District.

Fiscal Impact Summary

	Townhomes
Residential Units	38
Value per Unit	\$1,500,000
Market Value of Proposed Development	\$57,000,000
Assessed Value (approx. 73% of market value)	\$41,605,839
New Residential Population	84
New School-Aged Children	8
Radnor Township	
Real Estate Tax Revenue (2.3865 mills)	\$ 99,292
Non-Property Tax Revenue	\$ 46,143
Real Estate Transfer Tax (1.0%)	\$ 28,500
Total Township Revenues	\$ 173,936
Total Township Expenditures	\$ (78,515)
Net Township Fiscal Impact	\$ 95,421
Radnor Township School District	
Real Estate Tax Revenue (14.6329 mills)	\$ 608,814
Non-Property Tax Revenue	\$ 1,714
Intergovernmental Revenue	\$ 42,104
Real Estate Transfer Tax (0.5%)	\$ 14,250
Total School District Revenues	\$ 666,882
Total School District Expenditures	\$ (257,434)
Net School District Fiscal Impact	\$ 409,448
Total Development-Generated Revenues (Township + School District)	\$ 840,818
Total Development-Generated Expenditures (Township + School District)	\$ (335,949)
Total Net Annual Fiscal Impact	\$ 504,869

APPENDIX B
TRAFFIC IMPACT STUDY



F. Tavani and Associates, Inc.

Traffic Engineering and Planning

248 Beech Hill Road • Wynnewood • PA • 19096 • (215) 625-3821 Phone • (484) 792-9495 Fax

WWW.FTAVANIASSOCIATES.COM

15 May 2023

Charlie Houser
Haverford Properties, Inc.
40 Morris Avenue, SU 150
Bryn Mawr, PA 19010

VIA EMAIL ONLY

**RE: Traffic Engineering Investigations of
Strafford Ave 38-unit Residential TH Site
Radnor Township, Delaware County, PA**

FTA Job #219-011

Dear Mr. Houser:

F. Tavani and Associates, Inc. (FTA) has conducted traffic engineering investigations for the above-referenced project in Strafford. This report has been prepared in accordance with Radnor code requirements and follows the recommended outline as identified in said ordinance.

GENERAL SITE DESCRIPTION

This study considers the traffic impact of a proposed townhouse community of 38 units. The housing is proposed to be for sale and will feature a mix of 3 and 4 bedrooms. The housing is proposed to be market-rate and not age-restricted. The process of entitlements, construction, and occupancy is expected to take 3-5 years. The site is immediately surrounded by other residential properties and the Eagle Village Shopping Center. Beyond them, there is a mix of office and retail buildings within a 1 mile radius of the site. Ample mass transit opportunities are also within a short distance of the site.

The site is located on the west side of Strafford Avenue, north of Eagle Road and is known as the Hamilton Estate. The site is presently developed with some existing housing, namely 6 total dwellings.

The site location and surrounding area are presented in figures which are attached to the end of this report, namely **Figure 1** and **Figure 2**. A reduced version of recent site plans for the project is featured in **Figure 3**. There are no other known approved land development projects in the vicinity of the site.

Note that technical appendices are provided following the figures. **Appendix A** includes project correspondence, including a recent Township Traffic Engineer (TTE) review memorandum. Photodocumentation of the study area / surrounding intersections is provided in **Appendix B**.

TRANSPORTATION FACILITIES DESCRIPTION

The site is surrounded on two sides by existing, two-way, one-lane-per-direction, public roadways, namely Strafford Avenue and Eagle Road. The roadways generally do not feature on-street public parking. Posted speed limit signs are present in the vicinity of the site along both Strafford Avenue and Eagle Road, where

the posted speed limit is 25 mph. There are limited sidewalk facilities in the study area. The major intersections closest to the site are all-way stop-controlled intersections with no painted crosswalks. There are existing SEPTA mass transit opportunities near the site including bus route 106 and a regional rail station (Strafford), each of which are within approximately one half mile of the site. No traffic signals (save for a flashing beacon at the all-way stop-controlled intersection of Strafford Avenue and Eagle Road) exist or are proposed in the immediate vicinity of the site. More site driveway and surrounding intersection details can be seen in a photodocumentation log provided in **Appendix B**.

The site has 38 units and is proposed to feature internal roadways, 2 site driveways (both on Strafford Avenue), garage/driveway parking, and visitor parking (approximately 14 defined spaces). Sidewalks are also proposed both within the site and along the site side of Strafford Avenue.

There are no known planned roadway improvements in the vicinity of the site. None of the streets surrounding the site are “SR”s (state roadways) – instead they are all local roadways. Eagle Road is a “G” roadway, meaning it is not an SR but is eligible for liquid fuels funding and PennDOT does maintain traffic count data along it, as seen in **Appendix C**.

EXISTING TRAFFIC CONDITIONS

FTA conducted traffic counts at the intersections of:

- Strafford Avenue and Eagle Road,
- Strafford Avenue and Grant Lane/Hedgerow Lane, and
- Eagle Road and N Wayne Avenue.

The counts were conducted on Thursday, 27 April 2023 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The counts were conducted during the school year, in fair weather, and on a typical weekday. Existing peak hours of 8:00 AM to 9:00 AM and 4:45 PM to 5:45 PM were selected for study based on system-wide, individual peak hour investigations. The corresponding existing peak hour traffic volumes are plotted and seen in **Figure 4**. Raw traffic volumes are attached in **Appendix D**. Local school district calendar information is also contained in that appendix.

With existing peak hour volumes established, present-day “levels of service” can be assessed. Level of service (or LOS) is a descriptive mechanism which is employed by traffic engineers to relate quality of traffic flow to both a letter grade and estimate of delay in seconds per vehicle. LOS results are assessed for traffic which must stop or yield to other traffic. Free-flowing traffic theoretically has no delay, and therefore no LOS rating. Existing levels of service were determined using *Synchro version 11* software, with HCS 6th edition-format outputs selecting for performance reporting purposes. A **LOS Comparison Matrix** was prepared and is attached to the end of this report. The matrix summarizes AM and PM peak hour performance for existing and future (see next section) conditions for all intersections. As shown, existing levels of service are all LOS C or better, with all calculated delays being very low (9 seconds or less in most cases – an acceptable condition). No congestion locations (LOS E/F) are noted.

TRANSPORTATION IMPACT OF THE DEVELOPMENT

Site traffic was estimated using the Institute of Transportation Engineers (ITE) publication, Trip Generation, 11th edition. ITE website trip generation outputs for the best fit land used code matching the site (LUC 215) are attached and provided in **Appendix E**. Note that vehicular trip generation could have been modified to reflect how this site is located in a setting which is within walking distance of several businesses as well as

SEPTA bus route 106 plus the Stafford train station, though **no such multimodal credits were taken**. Instead, *all* site traffic was assigned (trip distributed) to the surrounding roadway network in accordance with existing traffic patterns as well as an understanding of existing road network connectivity, current traffic/congestion patterns, and relative locations of major highway interchanges (Interstates 476, 76, 202, and 422 as well as Business Route 30). The assignments are summarized as follows:

- 30% to/from Routes 202 & 422 via Stafford Ave to Old Eagle School Rd;
- 30% to/from Routes 476 & 76 via Eagle Rd to King of Prussia Rd;
- 15% to/from Business Rt 30 West via Eagle Rd and Stafford Ave;
- 15% to/from Business Rt 30 East via Eagle Rd and Stafford Ave, West Ave., and/or Banbury Way; &
- 10% to/from Conestoga Road via Eagle Road.

The trip distribution model for the community is shown in **Figure 5** and the resultant assignment of new, site-generated vehicular peak hour traffic is shown in **Figure 6**. A site trip generation summary table follows below. Note that no credit for the previously-mentioned 6 existing dwelling units was applied to the trip generation for the site, and instead the site was trip generated as a net increase of 38 townhomes.

TABLE 1
PROJECTED VEHICULAR TRIP GENERATION

AM PEAK HOUR			PM PEAK HOUR		
<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
5	13	18	13	9	22

Average daily site traffic was also calculated and determined to be approximately 274 trips for the proposed community. Note that, per ITE, the site is eligible for walking / biking / transit credits of either 4 or 8 trips per peak hour, but – as already mentioned and to be conservative – these credits were not applied. See **Appendix E** for more details.

ANALYSIS OF TRANSPORTATION IMPACT

Future traffic conditions are a function of three components: (1) existing traffic volumes, (2) additional traffic due to general background growth as well as other known approved developments in the immediate proximity of the site, and (3) site traffic.

Regarding background growth, the currently promulgated background growth rate for Delaware County is 0.00% per year as reported by PennDOT (see **Appendix E** for more details). Regarding other developments, there is one other nearby known approved land development project in the vicinity of the site, namely the St. Honore single family detached residential development. Excerpts from a recent traffic study prepared for that development are provided in **Appendix E**. That project's future full build site volumes (see **Figure 7**) amount to about 10 total, system-wide, peak hour trips and are incorporated in the future 'no build' traffic volumes for this effort. Since the difference between existing and future 'no build' traffic volumes is so slight, no level of service investigations were conducted for the 'no build' condition, though future 'no build' traffic volume plots are presented in **Figure 8**.

The projected future 'build' (no build plus site traffic as described in the previous sections) peak hour volumes are shown in **Figure 9**. The related projected levels of service are once shown in **LOS Comparison Matrix**. As shown projected 'build' levels of service once again remain essentially the same as they are today, and are all LOS C or better. The impact of site traffic is no added delay at nearly every

intersection turning movements and in the 3 instances where there is an impact, the forecasted increase in delay equals 1 second. Both site driveways are forecasted to operate at LOS A during both peak hours. Once again, no congestion locations (LOS E/F) are noted.

No road improvements are necessary to offset the impact of added site traffic. No proposed site driveway will feature traffic volumes which warrant the installation of a traffic signal. The acceptable operation of each site driveway in unsignalized state underscores this conclusion. Level of service worksheets are provided in **Appendix F**.

AUXILIARY LANE ANALYSIS

The need for new auxiliary left- and right-turn lanes at the site driveways was investigated. Investigations were based on PennDOT Strike Off Letter 560-08-4 as well as PennDOT *Publication 46* Chapter 11 page 11-46 (“Turn Lane Warrants”) using PennDOT-provided worksheets, and focusing on the highest peak hour. Investigations conclude that new auxiliary left- and right-turn lanes are not warranted at the site driveways. More details are provided in **Appendix G**.

ACCIDENT INVESTIGATIONS

Crash data were obtained from PennDOT for the study area intersections. PennDOT defines a reportable crash as follows, “A reportable (crash) is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene”. For a given intersection, PennDOT considers a crash occurrence of 5 reportable, correctable crashes over a continuous twelve-month period during the past five years to be a threshold value, above which the intersection design should be reviewed to examine if corrective measures can be taken to enhance safety.

Reportable crash data for the 6-year period between 1 January 2017 and 31 December 2022 was obtained from PennDOT. During this time frame, a total of 4 reportable crashes occurred at in study area which, as shown in **Appendix H**, is an approximate 500’ radius having a center along Strafford Avenue at the approximate midpoint of the site frontage there. The 4 reportable crashes included mostly angle incidents (75% of all crashes). There were no reported fatalities and no reported serious injuries. The crash frequency is less than 1 crash per year. **Tables 2 and 3** provide summaries of the crash frequencies and the type of crashes. More details are provided in **Appendix H**.

TABLE 2 – CRASH FREQUENCY BY INTERSECTION

Location	Frequency of Crashes (# per year)						Average Per Year
	2017	2018	2019	2020	2021	2022	
~500’ R of Site D’ways along Strafford Ave	2	1	1	0	0	0	0.67

TABLE 3 – CRASH TYPES

Location	Total 5-Year Occurrence & Type of Crash				
	Angle	Rear End	Head On	all others	Total
~500’ R of Site D’ways along Strafford Ave	3	0	1	0	4

CONCLUSIONS

As mentioned earlier, a **LOS Comparison Matrix** is provided to afford a simple means to review and assess site traffic impact in the study area. In locations where levels of service are not forecasted to change from one scenario to the next (i.e., from Existing to No Build, or from No Build to Build), hyphens are used. As shown, there are many instances in which the impact of site traffic results in essentially no measurable change in traffic performance and the underlying traffic performance is already acceptable, and with very low delays. Thus the traffic impact of the proposal on the surrounding community is negligible.

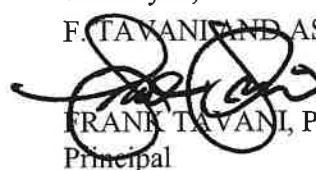
Other key conclusions are as follows:

- The study area is presently well-served by transit opportunities;
- All intersections in the study area operate at LOS C or better under existing and future conditions;
- The crash history in the vicinity of the site is unremarkable;
- Both site driveways are forecasted to operate at LOS A during both peak hours, and for all turning movements;
- No site driveway requires new left-turn or right-turn auxiliary lanes per investigations using standard PennDOT tools;
- The foregoing conclusions were reached taking no credits for walking, biking, or transit even though ITE has identified credits for which this site is eligible;
- The foregoing conclusions were reached incorporating the effects of the full buildout of the nearby St. Honore site; and
- The foregoing conclusions were reached also taking no trip generation credits the existing 6 dwellings currently found on the site, even though such credit would have been appropriate.

I hope this has been helpful. Please let me know if I can answer any questions.

Thank you,

F. TAVANI AND ASSOCIATES


FRANK TAVANI, P.E., PTOE
Principal



attachments

cc: George Broseman, Esq.
Rob Lambert, P.E.

**LEVEL OF SERVICE AND EXPECTED DELAY
FOR UNSIGNALIZED INTERSECTIONS***

<u>LEVEL OF SERVICE</u>	<u>CONTROL DELAY PER VEHICLE (SECONDS)</u>
a	0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	Over 50.0

* Transportation Research Board's Highway Capacity Manual

**LEVEL OF SERVICE AND EXPECTED DELAY
FOR SIGNALIZED INTERSECTIONS***

<u>LEVEL OF SERVICE</u>	<u>DESCRIPTION</u>	<u>CONTROL DELAY PER VEHICLE (IN SECONDS)</u>
A	Very short delay, good progression; most vehicles do not stop at intersection.	≤ 10.0
B	Generally good signal progression and/or short cycle length; more vehicles stop at intersection than Level of Service A.	10.1 to 20.0
C	Fair progression and/or longer cycle length; significant number of vehicles stop at intersection.	20.1 to 35.0
D	Congestion becomes noticeable; individual cycle failures; longer delays from unfavorable progression, long cycle length, or high volume/capacity ratios; most vehicles stop at intersection.	35.1 to 55.0
E	Usually considered <u>limit of acceptable delay</u> indication of poor progression, long cycle length, or high volume/capacity ratio; frequent individual cycle failures.	55.1 to 80.0
F	Could be considered excessive delay in some areas, frequently an indication of saturation (i.e., arrival flow exceeds capacity), or very long cycle lengths with minimal side street "green" time. Capacity is not necessarily exceeded under this level of service.	> 80.0

* Transportation Research Board's Highway Capacity Manual

LEVEL OF SERVICE COMPARISON TABLES

1. Wayne Ave & Eagle Ave							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Strafford Ave		Existing (2023)	No Build (2028)	Build (2028)	Existing (2023)	No Build (2028)	Build (2028)
Eastbound	LTR	C 20	--	--	C 21	--	--
Westbound	LTR	C 20	--	--	C 20	--	--
Grant Ln / Hedgerow Ln							
Northbound	LTR	A 3	--	--	A 4	--	--
Southbound	LTR	A 4	--	--	A 4	--	--
OVERALL:		A 8	--	A 9	A 10	--	--

Control
Type:
Signal

2. Strafford Ave & Eagle Ave							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Eagle Ave		Existing (2023)	No Build (2028)	Build (2028)	Existing (2023)	No Build (2028)	Build (2028)
Eastbound	LTR	A 8	--	--	A 9	--	--
Westbound	LTR	A 9	--	--	A 9	--	--
Strafford Ave							
Northbound	LTR	A 8	--	--	A 9	--	--
Southbound	LTR	A 9	--	--	A 9	--	--
OVERALL:		A 8	--	A 9	A 9	--	--

Control
Type:
AWSC

3. Strafford Ave & Grant Ln / Hedgerow Ln							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Eagle Ave		Existing (2023)	No Build (2028)	Build (2028)	Existing (2023)	No Build (2028)	Build (2028)
Eastbound	LTR	A 8	--	--	A 8	--	--
Westbound	LTR	A 8	--	A 9	A 8	--	--
N Wayne Ave							
Northbound	LTR	A 7	--	--	A 8	--	--
Southbound	LTR	A 8	--	--	A 7	--	--
OVERALL:		A 8	--	--	A 8	--	--

Control
Type:
AWSC

4. Strafford Ave & W Site Drive							
Direction	Movement	AM Peak Hour			PM Peak Hour		
W Site Drive		Existing (2023)	No Build (2028)	Build (2028)	Existing (2023)	No Build (2028)	Build (2028)
Northbound	LR			A 8			A 9
Strafford Ave							
Westbound	L			A 9			A 9
OVERALL:				A 1			A 1

Control
Type:
TWSC

5. Strafford Ave & E Site Drive							
Direction	Movement	AM Peak Hour			PM Peak Hour		
E Site Drive		Existing (2023)	No Build (2028)	Build (2028)	Existing (2023)	No Build (2028)	Build (2028)
Northbound	LR			A 8			A 9
Strafford Ave							
Westbound	L			A 9			A 9
OVERALL:				A 1			A 1

Control
Type:
TWSC

-- indicates no change from the previous scenario

Future No Build volumes are virtually identical to Existing volumes so Future NB is represented to be the same as Existing; see report text for more information

All unsignalized 95th%ile queues are less than or equal to one car length (~25'); all signalized 95th%ile queues are less than 100 feet (see **Appendix F** for more info)

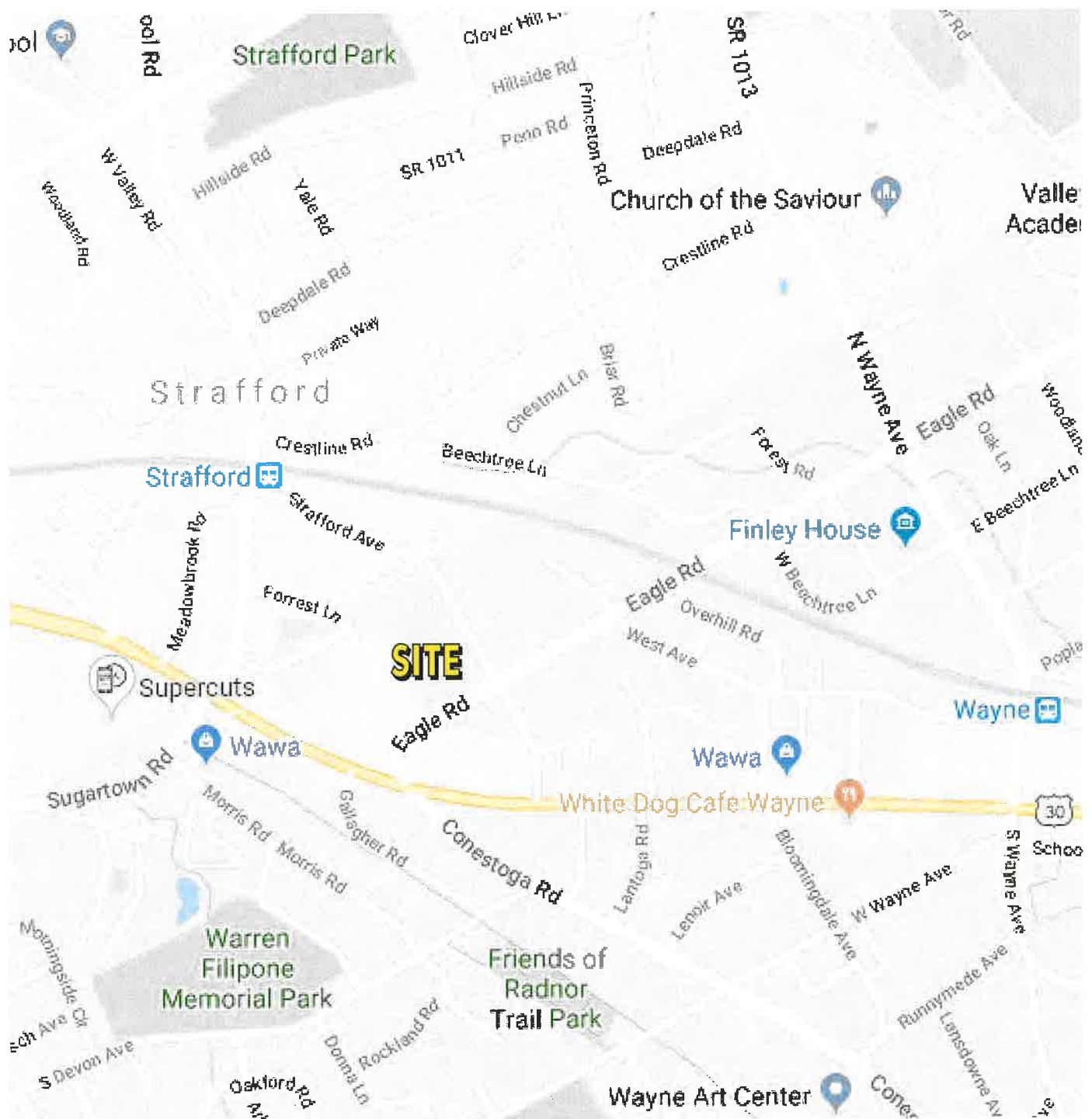


Site and Surrounding Area – Map View

Strafford Avenue Residential - 38 Townhouses
Radnor Township,
Delaware County, Pennsylvania



May 2023*



* Figure preparation date. See report for data collection date(s).



Site and Surrounding Area – Aerial View

Strafford Avenue Residential - 38 Townhouses

Radnor Township,

Delaware County, Pennsylvania

May 2023

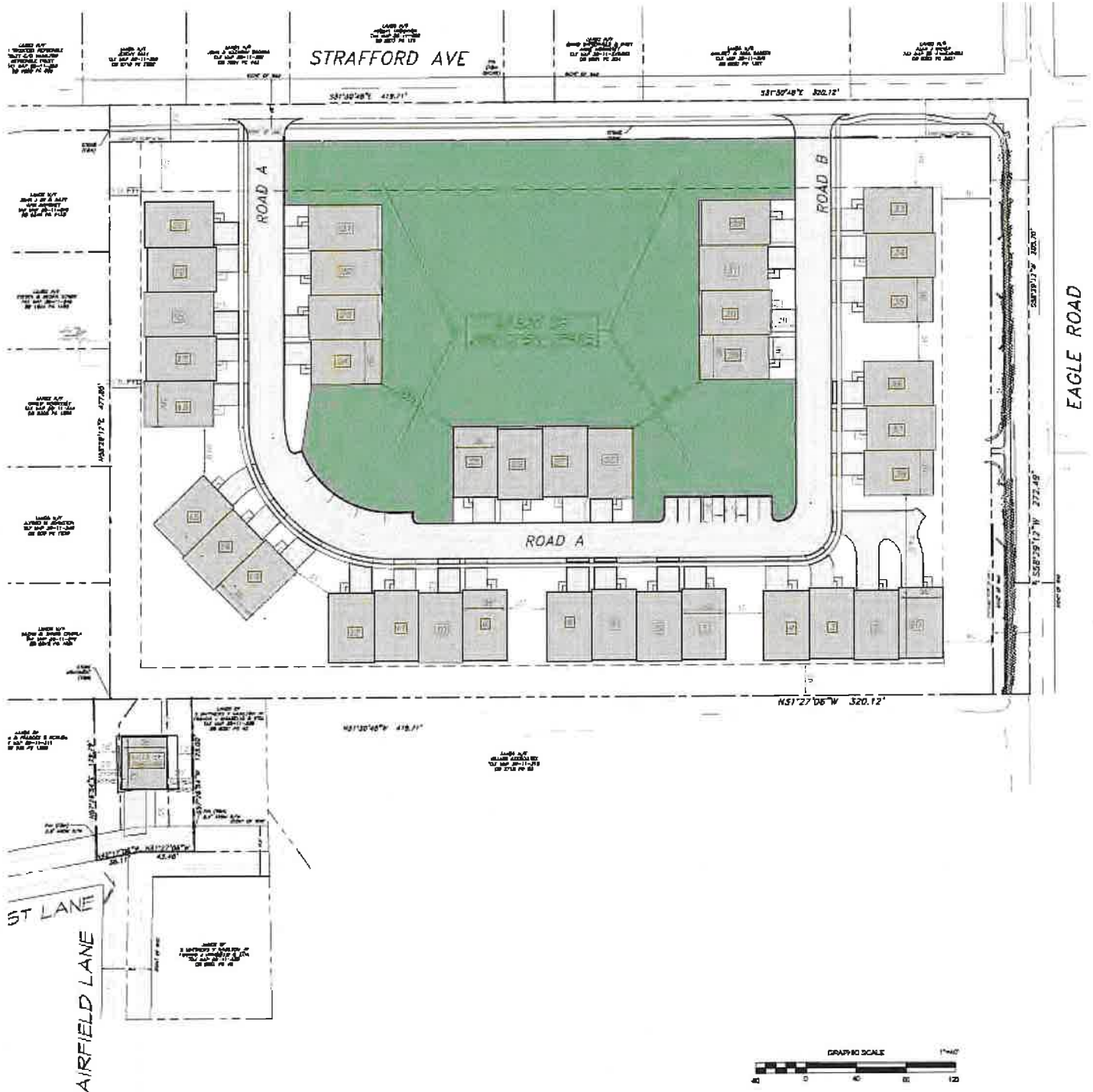




Site Plan Excerpt

Strafford Avenue Residential - 38 Townhouses
Radnor Township,
Delaware County, Pennsylvania

May 2023



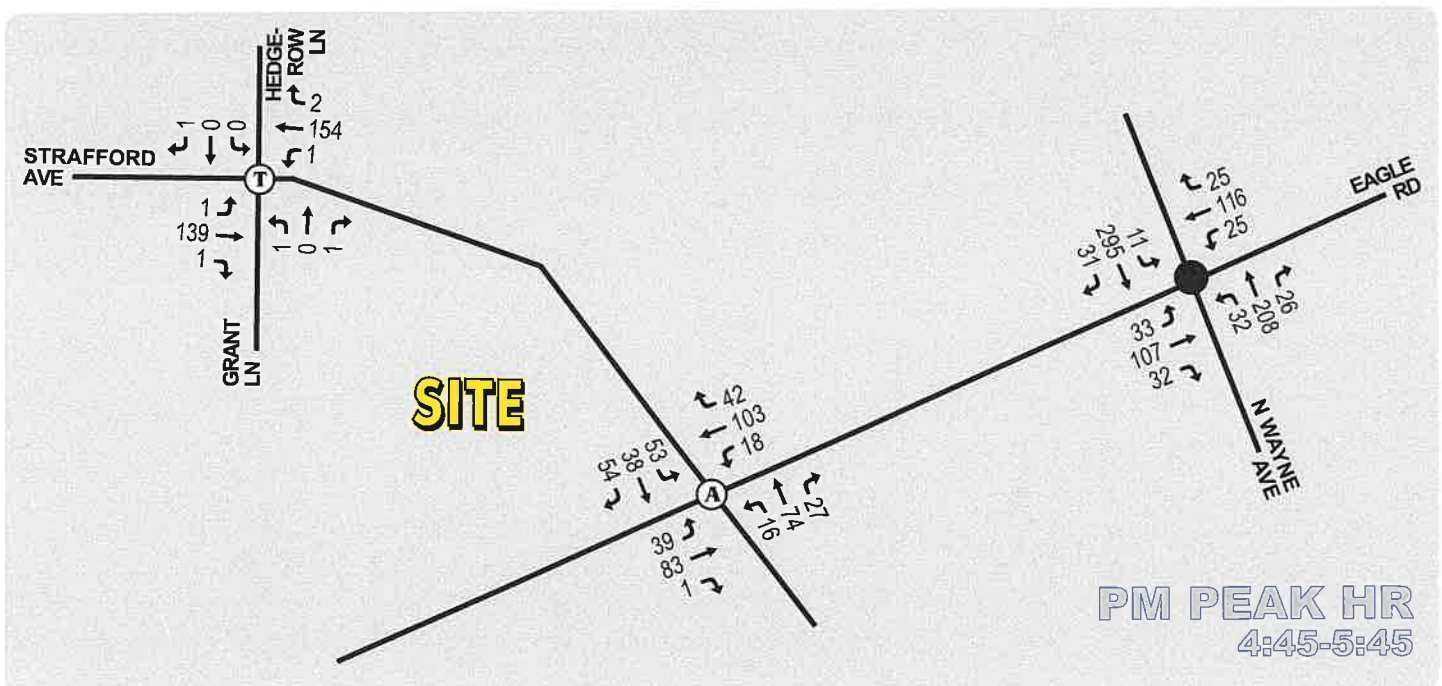
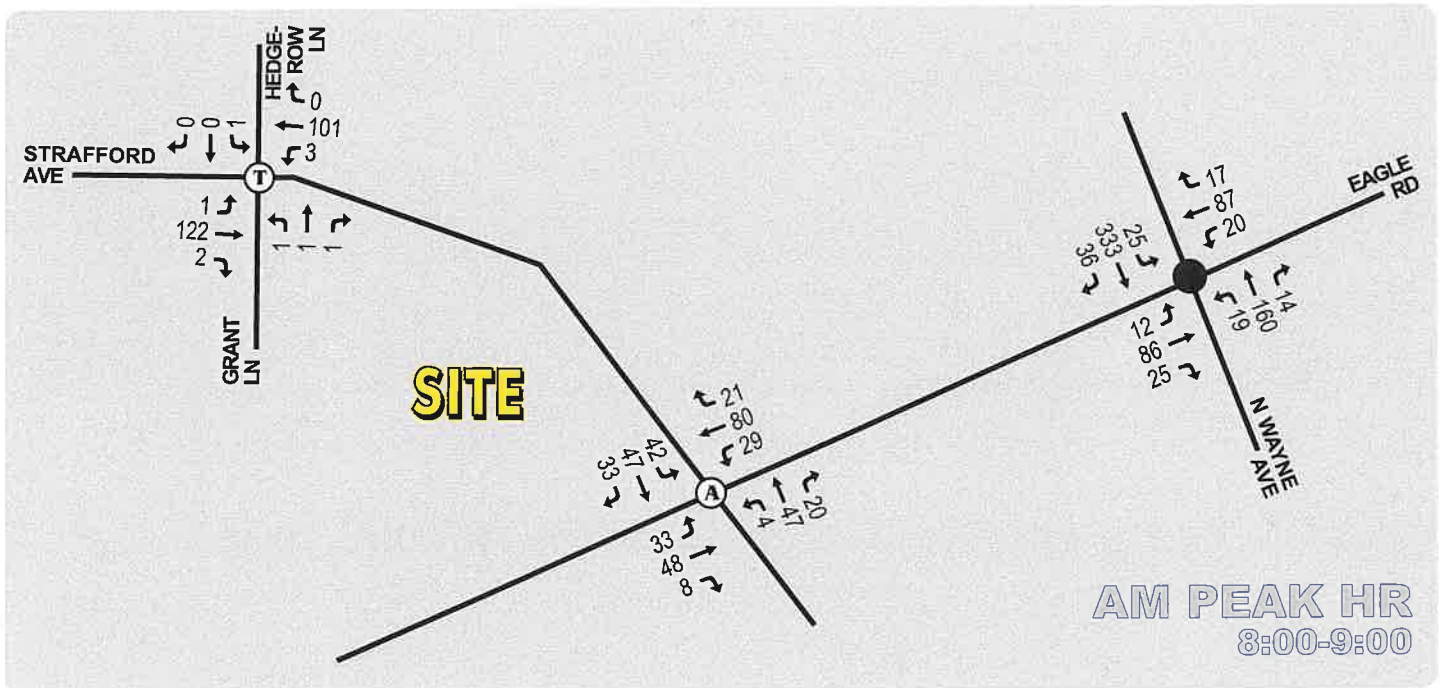
Existing (2023) Peak Hour Traffic Volumes

Strafford Avenue Residential - 38 Townhouses

Radnor Township,

Delaware County, Pennsylvania

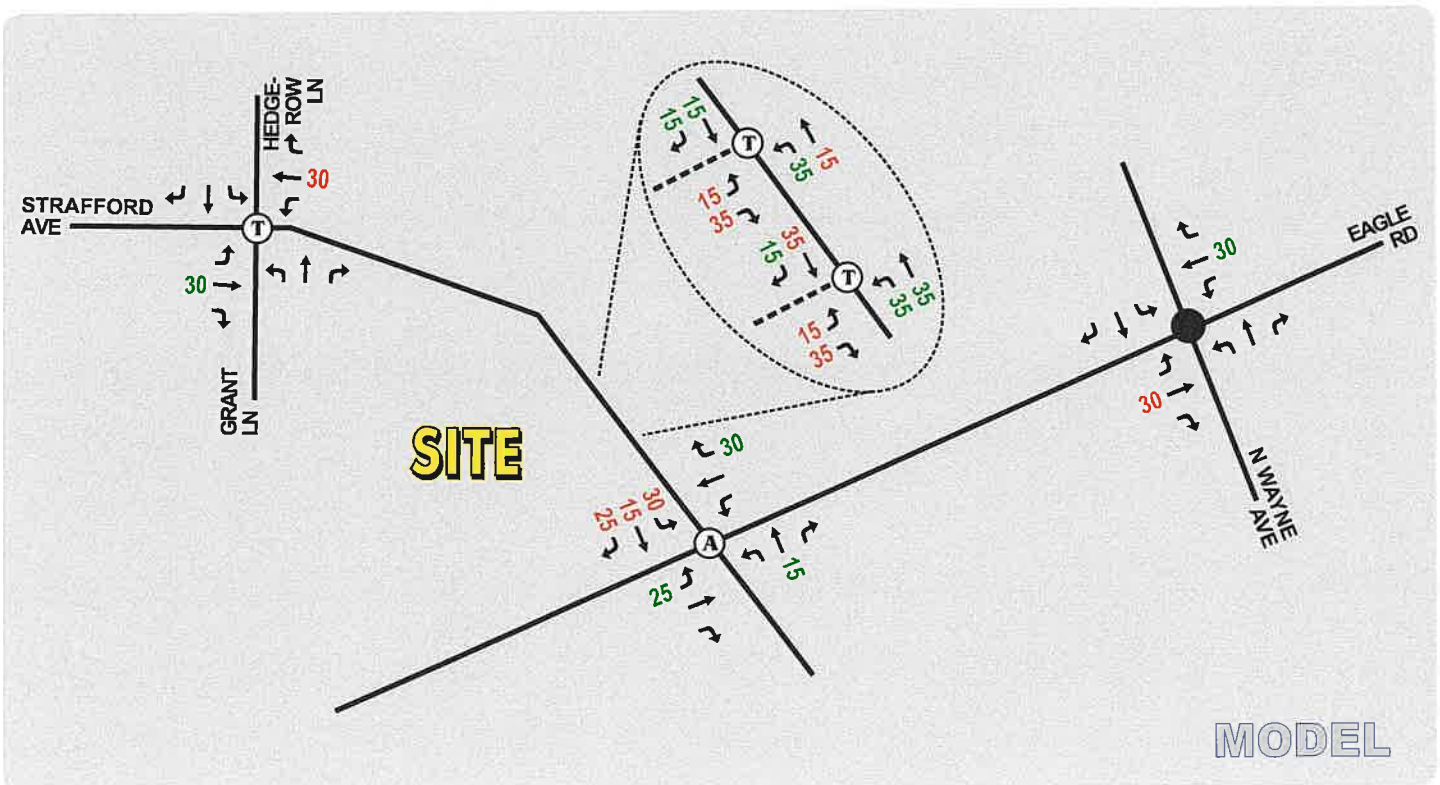
May 2023



Site Peak Hour Traffic – Model

Strafford Avenue Residential - 38 Townhouses
Radnor Township,
Delaware County, Pennsylvania

May 2023



MODEL



Signalized Intersection



Unsignalized Intersection,
All-Way Stop Control



Unsignalized Intersection,
Two-Way Stop Control (Side Street Only)

INBOUND
OUTBOUND

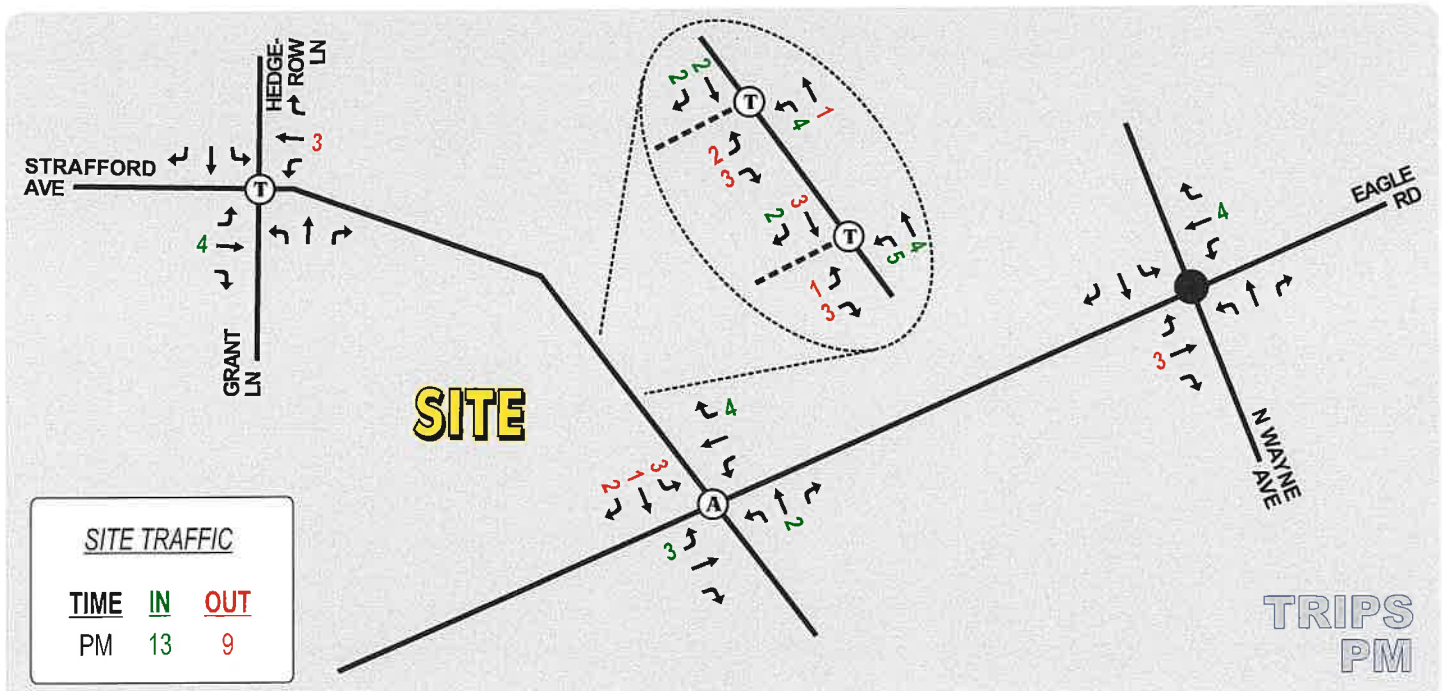
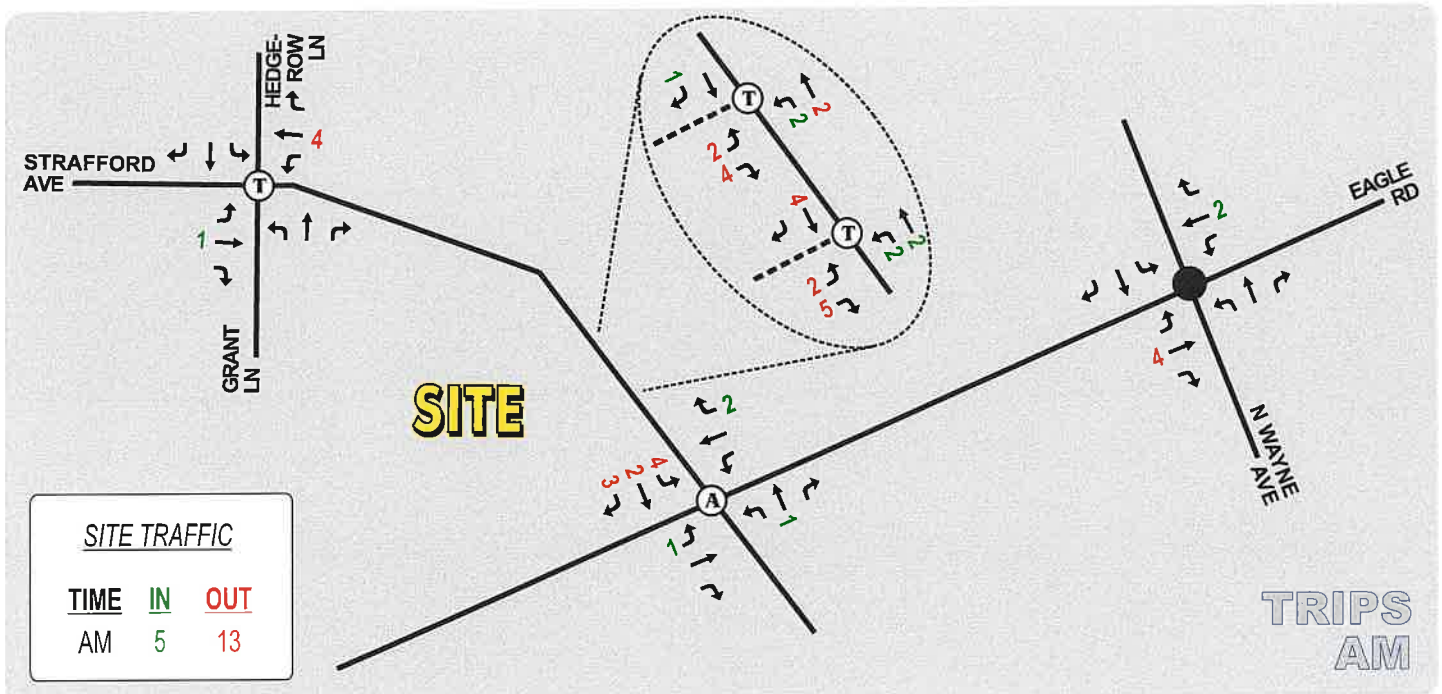
Site Peak Hour Traffic – Volumes

Strafford Avenue Residential - 38 Townhouses

Radnor Township,

Delaware County, Pennsylvania

May 2023



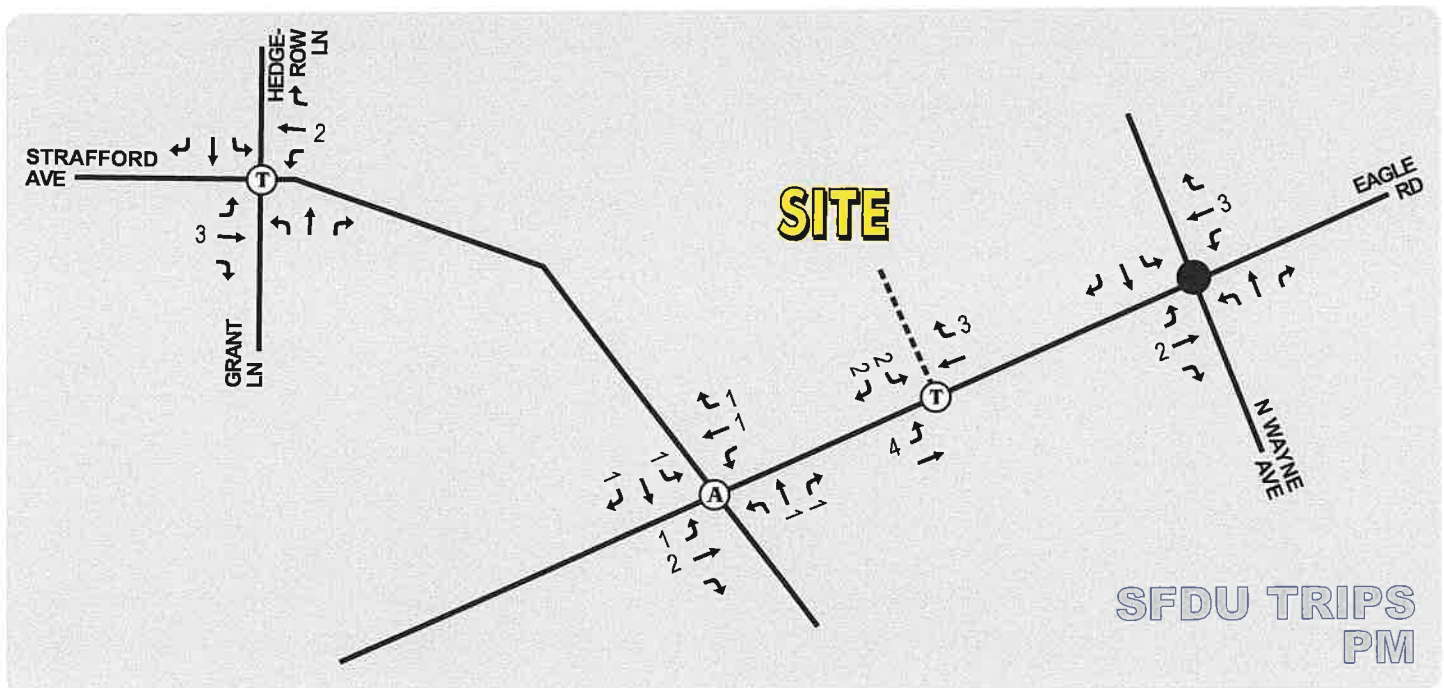
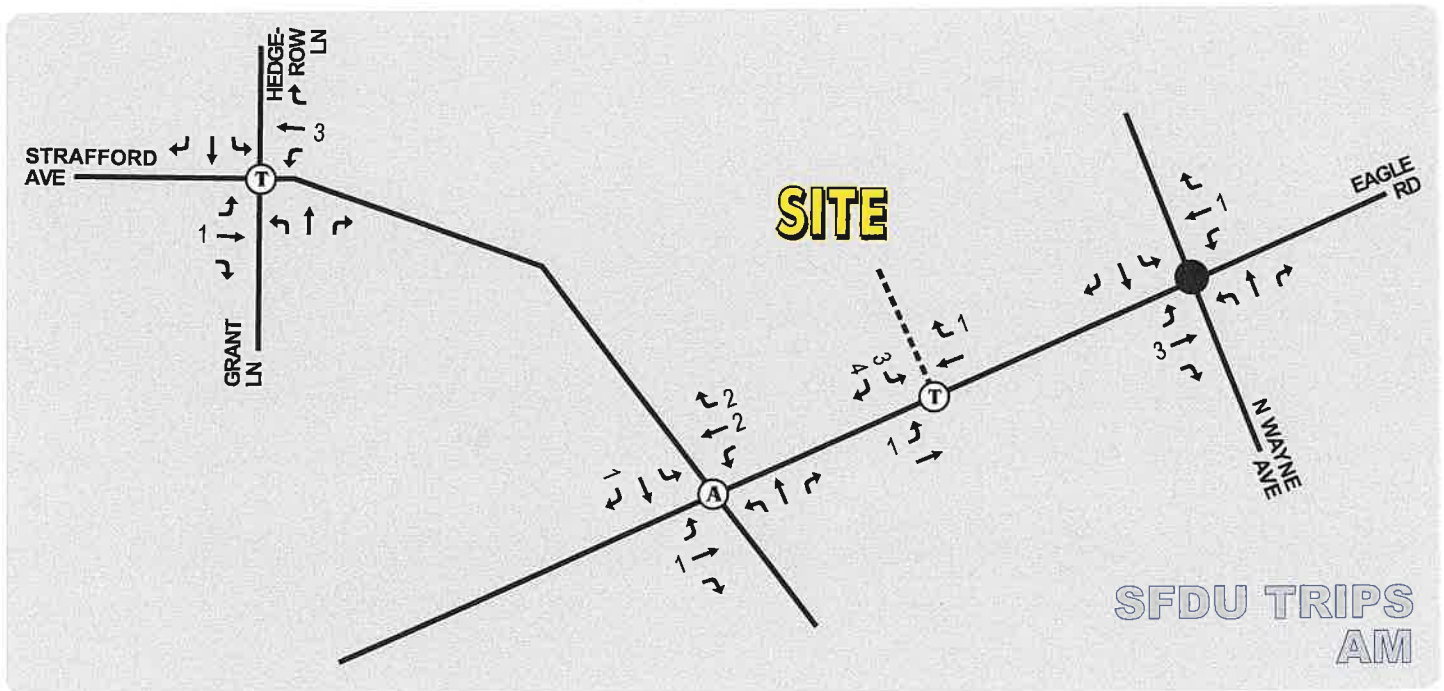
Other Development (St. Honore) Peak Hour Traffic Volumes

Strafford Avenue Residential - 38 Townhouses

Radnor Township,

Delaware County, Pennsylvania

May 2023



Signalized Intersection



Unsignalized Intersection,
All-Way Stop Control

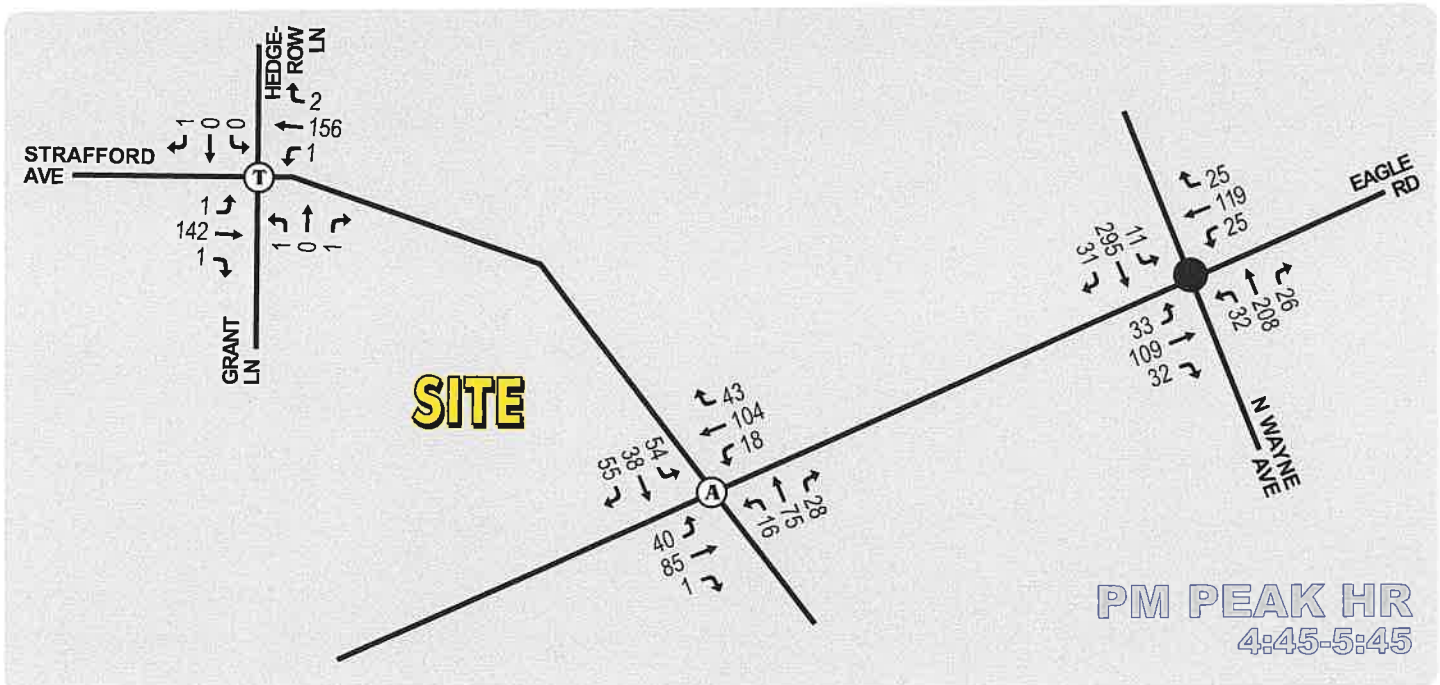
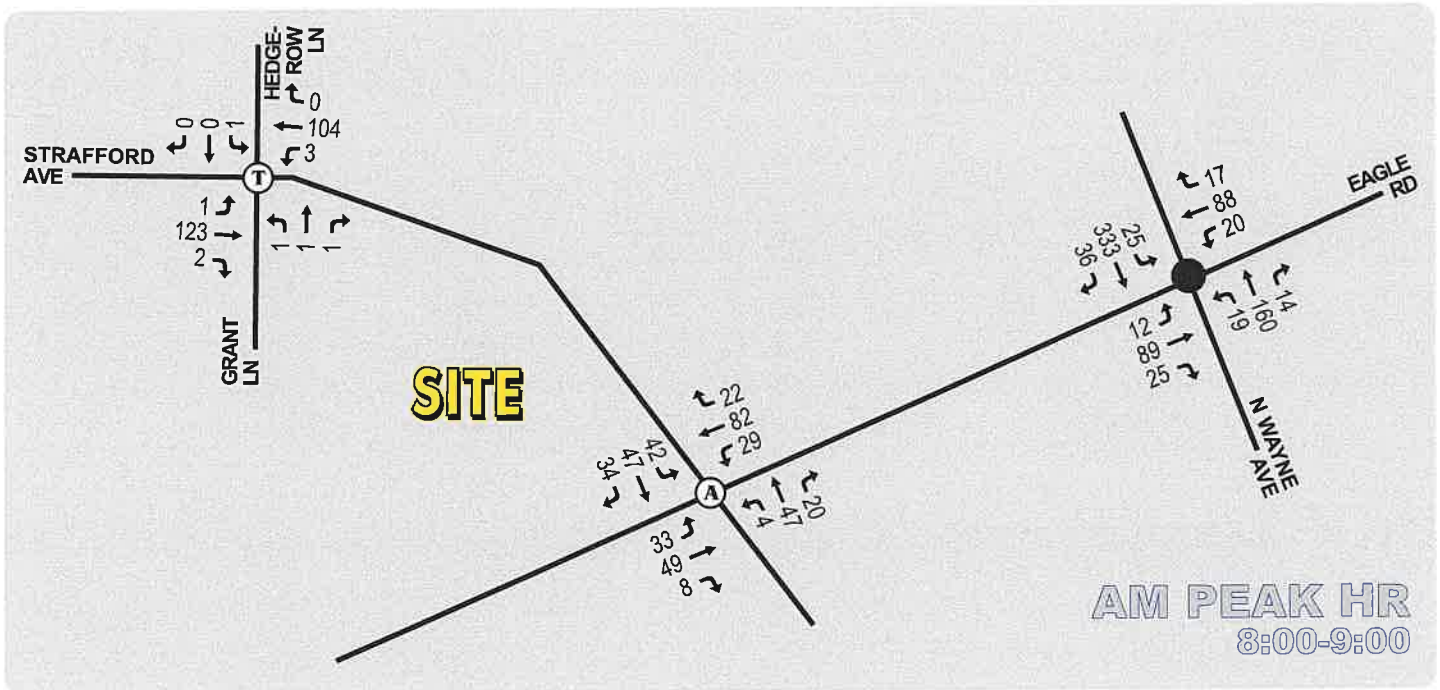


Unsignalized Intersection,
Two-Way Stop Control (Side Street Only)

Future (2028) No Build Peak Hour Traffic Volumes

Strafford Avenue Residential - 38 Townhouses
Radnor Township,
Delaware County, Pennsylvania

May 2023



Signalized Intersection



Unsignalized Intersection,
All-Way Stop Control



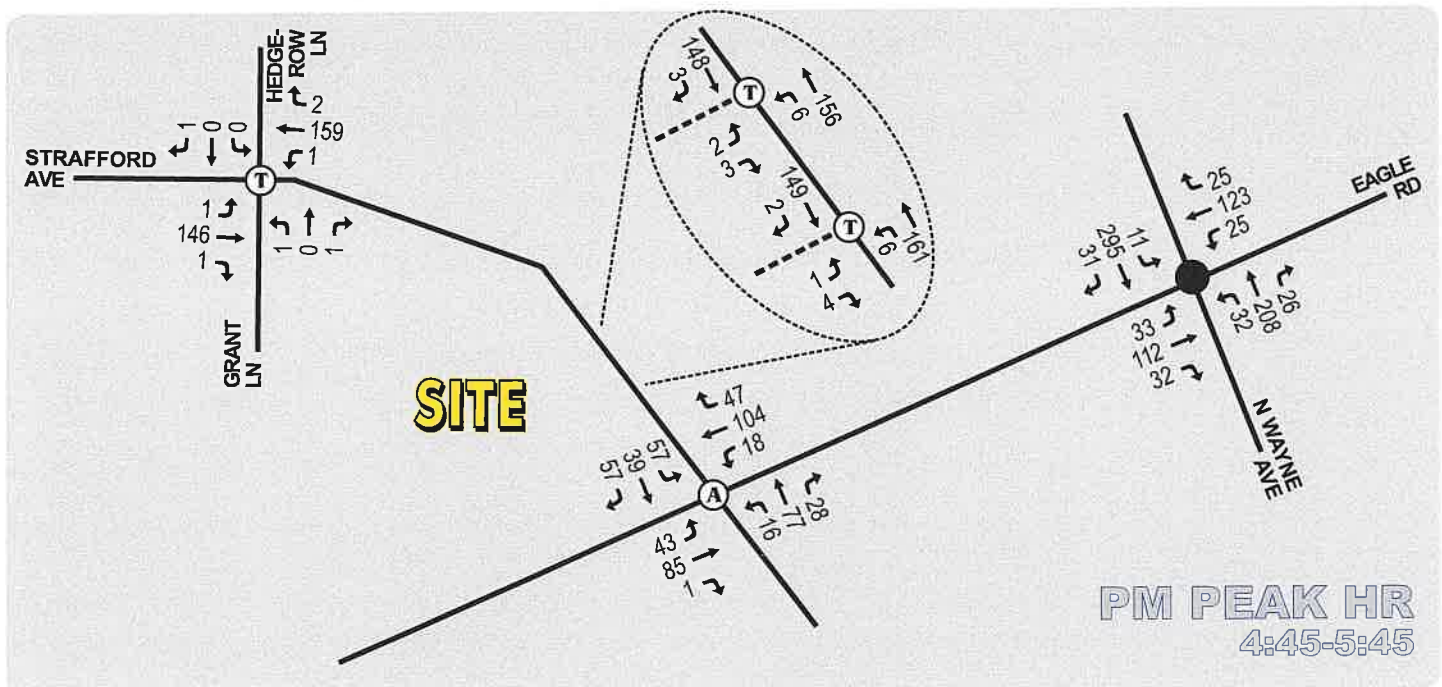
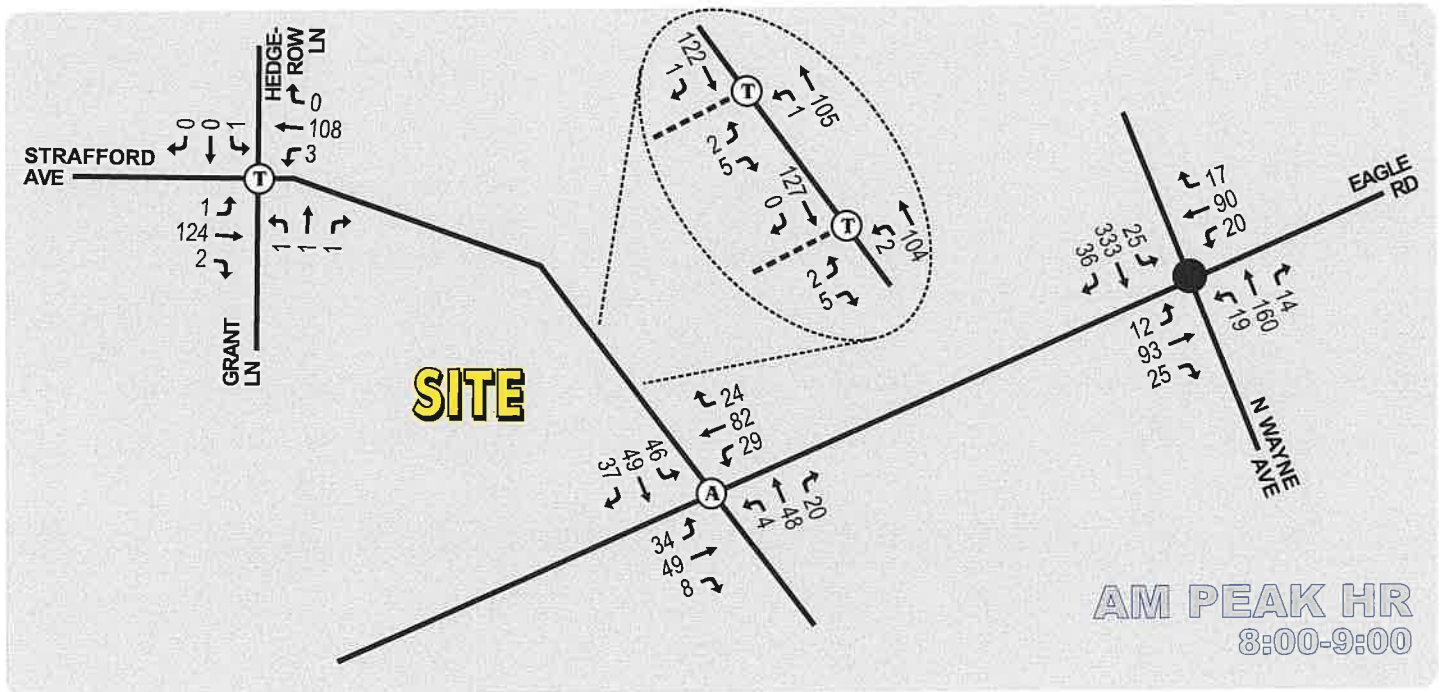
Unsignalized Intersection,
Two-Way Stop Control (Side Street Only)

Future (2028) Build Peak Hour Traffic Volumes

Strafford Avenue Residential - 38 Townhouses
Radnor Township,
Delaware County, Pennsylvania



May 2023



Signalized Intersection



Unsignalized Intersection,
All-Way Stop Control



Unsignalized Intersection,
Two-Way Stop Control (Side Street Only)

APPENDIX A

Correspondence

This page intentionally blank

APPENDIX B

Photodocumentation

Job #: 219-011

Road name (# of pages)

1. Eagle Road & Strafford Road (3)
2. Strafford Avenue & Grant Lane/Hedgerow Lane (3)
3. Eagle Road & Wayne Avenue (3)



Aerial image of intersection



Photo # 1 - Description: Eastbound Strafford Road



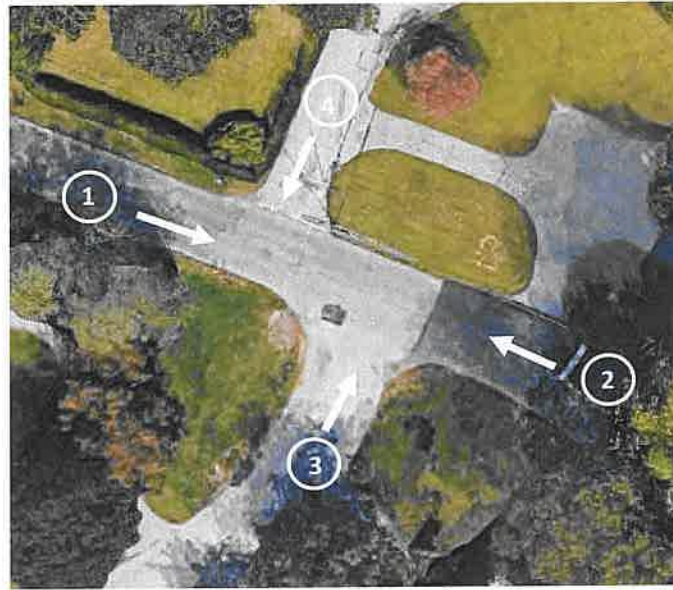
Photo # 2 - Description: Westbound Strafford Road



Photo # 3 - Description: Northbound Eagle Road



Photo # 4 - Description: Southbound Eagle Road



Aerial image of intersection



Photo # 1 - Description: Eastbound Strafford Road



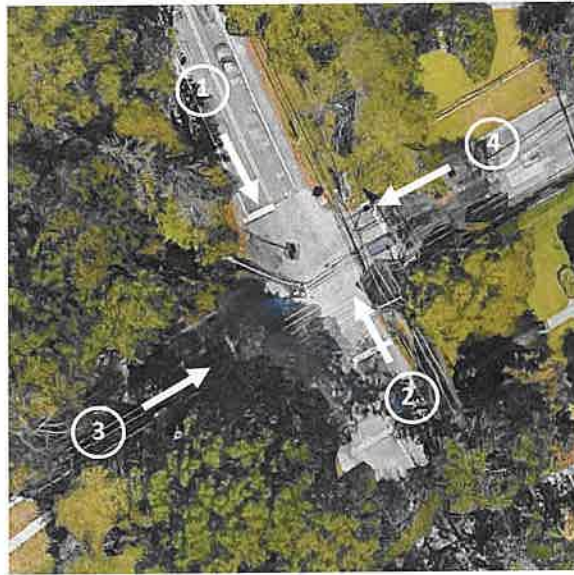
Photo # 2 - Description: Westbound Strafford Road



Photo # 3 - Description: Northbound Grant Lane



Photo # 4 - Description: Southbound Hedgerow Lane



Aerial image of intersection



Photo # 1 - Description: Eastbound Wayne Avenue

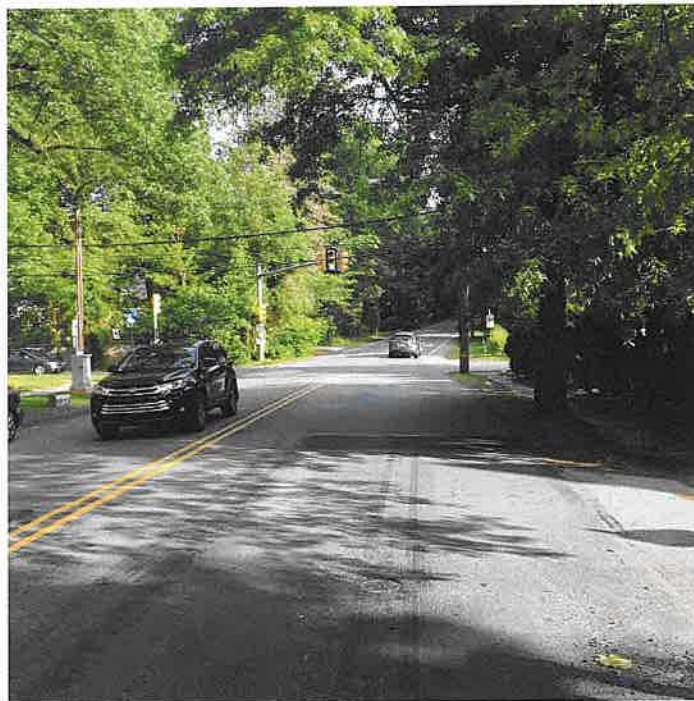


Photo # 2 - Description: Westbound Wayne Avenue



Photo # 3 - Description: Northbound Eagle Road

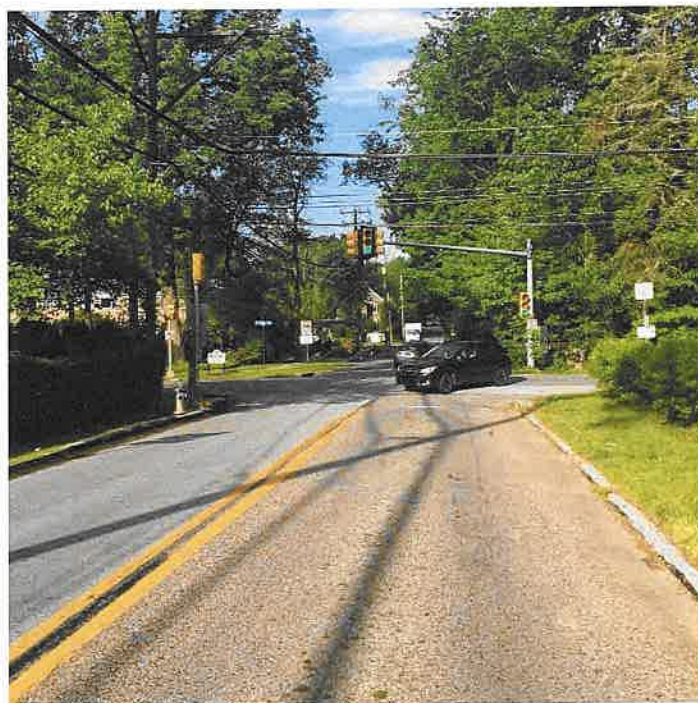
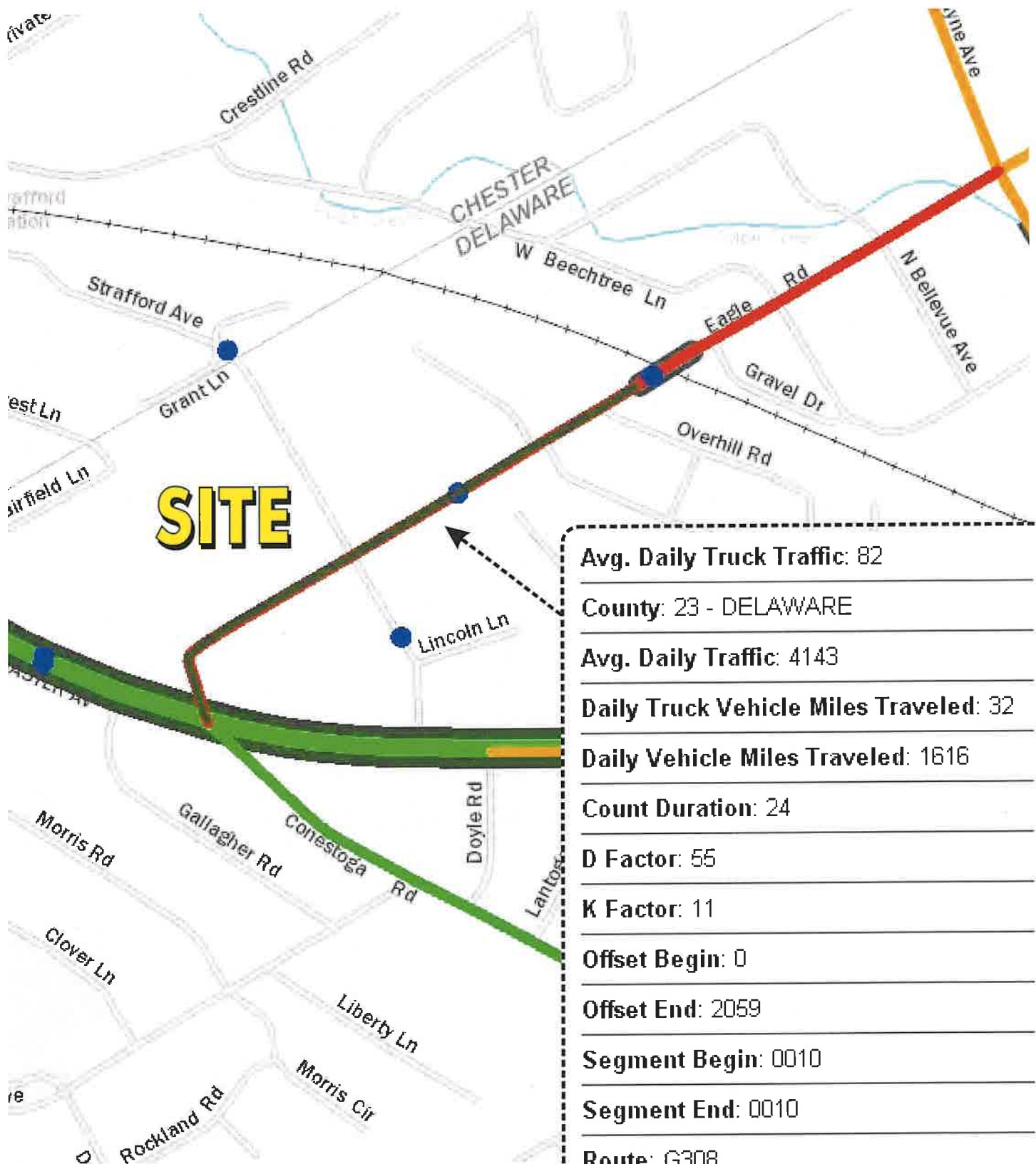


Photo # 4 - Description: Southbound Eagle Road

APPENDIX C

TIRe Data



Avg. Daily Truck Traffic: 82

County: 23 - DELAWARE

Avg. Daily Traffic: 4143

Daily Truck Vehicle Miles Traveled: 32

Daily Vehicle Miles Traveled: 1616

Count Duration: 24

D Factor: 55

K Factor: 11

Offset Begin: 0

Offset End: 2059

Segment Begin: 0010

Segment End: 0010







Route: G308

Traffic Pattern Group: 05 - URBAN - MINOR ARTERIALS, COLLECTORS, LOCAL ROADS

Truck Percent: 2

The data shown here was gathered from TIRe in 2019 and was based on a count conducted in 2014. A more recent visit to TIRe shows that 2020 count data is now the latest available, but since that count was conducted during the Covid pandemic it was approximately 50% lower than the ADT estimate shown here (4,141 vpd) and so was ignored.



-  INTERSTATE HIGHWAYS (1, 11)
-  OTHER FREEWAYS AND EXPRESSWAYS (12)
-  OTHER PRINCIPAL ARTERIAL HIGHWAYS (2, 14)
-  MINOR ARTERIALS (6, 16)
-  URBAN COLLECTOR OR RURAL MAJOR COLLECTOR (7, 17)
-  RURAL MINOR COLLECTOR (8)

APPENDIX D

Data Collection

F. Tavani and Associates, Inc.
 248 Beech Hill Road
 Wynnewood, PA 19096
 serving the tri-state area since 2004

File Name : 219-011_EagleGrant_1061751_04-27-2023
 Site Code : 219-011 EagleGrant
 Start Date : 4/27/2023
 Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Strafford From North					Hedgerow From East					Strafford From South					Grant From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	27
07:15 AM	0	32	1	0	33	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	43
07:30 AM	0	24	0	0	24	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	44
07:45 AM	0	32	0	0	32	0	0	0	0	0	1	25	1	0	27	1	0	1	0	2	61
Total	0	104	1	0	105	0	0	0	0	0	1	65	1	0	67	1	0	2	0	3	175
08:00 AM	0	35	1	0	36	0	0	0	0	0	1	21	0	0	22	1	0	0	0	1	59
08:15 AM	0	37	0	0	37	1	0	0	0	1	0	18	0	0	18	0	0	1	0	1	57
08:30 AM	1	20	0	0	21	0	0	0	0	0	1	30	0	0	31	0	0	0	0	0	52
08:45 AM	0	30	1	0	31	0	0	0	0	0	1	32	0	0	33	0	1	0	0	1	65
Total	1	122	2	0	125	1	0	0	0	1	3	101	0	0	104	1	1	1	0	3	233
04:00 PM	1	36	1	0	38	1	0	0	0	1	0	28	0	0	28	0	0	1	0	1	68
04:15 PM	0	25	1	0	26	1	0	0	0	1	0	32	0	0	32	0	0	1	0	1	60
04:30 PM	1	23	2	0	26	0	0	0	0	0	1	31	0	0	32	0	0	1	0	1	59
04:45 PM	1	39	0	0	40	0	0	1	0	1	0	47	0	2	49	0	0	1	0	1	91
Total	3	123	4	0	130	2	0	1	0	3	1	138	0	2	141	0	0	4	0	4	278
05:00 PM	0	28	1	0	29	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	70
05:15 PM	0	29	0	0	29	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	67
05:30 PM	0	43	0	0	43	0	0	0	0	0	1	30	1	0	32	0	0	0	0	0	75
05:45 PM	0	22	1	0	23	0	0	0	0	0	1	33	0	0	34	1	0	0	0	1	58
Total	0	122	2	0	124	0	0	0	0	0	2	140	2	0	144	2	0	0	0	2	270
Grand Total	4	471	9	0	484	3	0	1	0	4	7	444	3	2	456	4	1	7	0	12	956
Apprch %	0.8	97.3	1.9	0		75	0	25	0		1.5	97.4	0.7	0.4		33.3	8.3	58.3	0		
Total %	0.4	49.3	0.9	0	50.6	0.3	0	0.1	0	0.4	0.7	46.4	0.3	0.2	47.7	0.4	0.1	0.7	0	1.3	
Lights	4	462	9	0	475	3	0	1	0	4	5	441	3	2	451	3	0	7	0	10	940
% Lights	100	98.1	100	0	98.1	100	0	100	0	100	71.4	99.3	100	100	98.9	75	0	100	0	83.3	98.3
Buses	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% Buses	0	0.8	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.7
Trucks	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	9
% Trucks	0	1.1	0	0	1	0	0	0	0	0	28.6	0	0	0	0.4	25	100	0	0	16.7	0.9

File Name : 219-011_EagleGrant_1061751_04-27-2023
Site Code : 219-011 EagleGrant
Start Date : 4/27/2023
Page No : 2

	Strafford From North					Hedgerow From East					Strafford From South					Grant From West					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	35	1	0	36	0	0	0	0	0	1	21	0	0	22	1	0	0	0	1	59
08:15 AM	0	37	0	0	37	1	0	0	0	1	0	18	0	0	18	0	0	1	0	1	57
08:30 AM	1	20	0	0	21	0	0	0	0	0	1	30	0	0	31	0	0	0	0	0	52
08:45 AM	0	30	1	0	31	0	0	0	0	0	1	32	0	0	33	0	1	0	0	1	65
Total Volume	1	122	2	0	125	1	0	0	0	1	3	101	0	0	104	1	1	1	0	3	233
% App. Total	0.8	97.6	1.6	0		100	0	0	0		2.9	97.1	0	0		33.3	33.3	33.3	0		
PHF	.250	.824	.500	.000	.845	.250	.000	.000	.000	.250	.750	.789	.000	.000	.788	.250	.250	.250	.000	.750	.896
Lights	1	117	2	0	120	1	0	0	0	1	2	99	0	0	101	0	0	1	0	1	223
% Lights	100	95.9	100	0	96.0	100	0	0	0	100	66.7	98.0	0	0	97.1	0	0	100	0	33.3	95.7
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.8	0	0	0.8	0	0	0	0	0	0	2.0	0	0	1.9	0	0	0	0	0	1.3
Trucks	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	7
% Trucks	0	3.3	0	0	3.2	0	0	0	0	0	33.3	0	0	0	1.0	100	100	0	0	66.7	3.0
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	39	0	0	40	0	0	1	0	1	0	47	0	2	49	0	0	1	0	1	91
05:00 PM	0	28	1	0	29	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	70
05:15 PM	0	29	0	0	29	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	67
05:30 PM	0	43	0	0	43	0	0	0	0	0	1	30	1	0	32	0	0	0	0	0	75
Total Volume	1	139	1	0	141	0	0	1	0	1	1	154	2	2	159	1	0	1	0	2	303
% App. Total	0.7	98.6	0.7	0		0	0	100	0		0.6	96.9	1.3	1.3		50	0	50	0		
PHF	.250	.808	.250	.000	.820	.000	.000	.250	.000	.250	.250	.819	.500	.250	.811	.250	.000	.250	.000	.500	.832
Lights	1	139	1	0	141	0	0	1	0	1	1	154	2	2	159	1	0	1	0	2	303
% Lights	100	100	100	0	100	0	0	100	0	100	100	100	100	100	100	100	0	100	0	100	100
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
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

F. Tavani and Associates, Inc.
 248 Beech Hill Road
 Wynnwood, PA 19096
 serving the tri-state area since 2004

File Name : 219-011_Signal_1061742_04-27-2023
 Site Code : 219-011 Signal
 Start Date : 4/27/2023
 Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Wayne From North					Eagle From East					Wayne From South					Eagle From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	1	41	5	0	47	2	6	0	0	8	1	16	6	0	23	2	5	2	0	9	87
07:15 AM	3	58	10	0	71	6	10	3	0	19	0	16	3	0	19	1	14	5	0	20	129
07:30 AM	5	79	6	0	90	8	13	2	0	23	6	19	8	0	33	1	18	5	0	24	170
07:45 AM	10	88	4	0	102	4	14	2	0	20	7	36	9	0	52	7	17	12	0	36	210
Total	19	266	25	0	310	20	43	7	0	70	14	87	26	0	127	11	54	24	0	89	596
08:00 AM	5	85	9	0	99	8	18	5	0	31	8	45	4	0	57	4	30	6	0	40	227
08:15 AM	2	99	5	0	106	5	21	6	0	32	2	43	5	0	50	1	26	7	0	34	222
08:30 AM	14	66	7	0	87	2	30	3	0	35	3	36	2	0	41	5	17	8	0	30	193
08:45 AM	4	83	15	0	102	5	18	3	0	26	6	36	3	0	45	2	13	4	0	19	192
Total	25	333	36	0	394	20	87	17	0	124	19	160	14	0	193	12	86	25	0	123	834
04:00 PM	2	63	4	0	69	4	28	7	0	39	7	59	5	0	71	6	23	4	0	33	212
04:15 PM	4	36	8	0	48	6	26	3	0	35	5	53	6	0	64	10	20	6	0	36	183
04:30 PM	6	58	7	0	71	7	27	9	0	43	4	47	4	0	55	7	17	6	0	30	199
04:45 PM	1	69	6	0	76	4	30	10	0	44	11	42	5	0	58	9	30	7	0	46	224
Total	13	226	25	0	264	21	111	29	0	161	27	201	20	0	248	32	90	23	0	145	818
05:00 PM	5	69	3	0	77	3	19	7	0	29	7	56	11	0	74	7	27	8	0	42	222
05:15 PM	2	87	13	0	102	8	35	6	0	49	7	48	4	0	59	6	25	8	0	39	249
05:30 PM	3	70	9	0	82	10	32	2	0	44	7	62	6	0	75	11	25	9	0	45	246
05:45 PM	5	72	2	0	79	8	30	4	0	42	9	52	9	0	70	6	15	3	0	24	215
Total	15	298	27	0	340	29	116	19	0	164	30	218	30	0	278	30	92	28	0	150	932
Grand Total	72	1123	113	0	1308	90	357	72	0	519	90	666	90	0	846	85	322	100	0	507	3180
Apprch %	5.5	85.9	8.6	0		17.3	68.8	13.9	0		10.6	78.7	10.6	0		16.8	63.5	19.7	0		
Total %	2.3	35.3	3.6	0	41.1	2.8	11.2	2.3	0	16.3	2.8	20.9	2.8	0	26.6	2.7	10.1	3.1	0	15.9	
Lights	70	1097	110	0	1277	83	349	69	0	501	89	652	88	0	829	84	320	97	0	501	3108
% Lights	97.2	97.7	97.3	0	97.6	92.2	97.8	95.8	0	96.5	98.9	97.9	97.8	0	98	98.8	99.4	97	0	98.8	97.7
Buses	0	9	0	0	9	1	3	2	0	6	0	4	1	0	5	0	1	1	0	2	22
% Buses	0	0.8	0	0	0.7	1.1	0.8	2.8	0	1.2	0	0.6	1.1	0	0.6	0	0.3	1	0	0.4	0.7
Trucks	2	17	3	0	22	6	5	1	0	12	1	10	1	0	12	1	1	2	0	4	50
% Trucks	2.8	1.5	2.7	0	1.7	6.7	1.4	1.4	0	2.3	1.1	1.5	1.1	0	1.4	1.2	0.3	2	0	0.8	1.6

File Name : 219-011_Signal_1061742_04-27-2023
Site Code : 219-011 Signal
Start Date : 4/27/2023
Page No : 2

	Wayne From North					Eagle From East					Wayne From South					Eagle From West					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	85	9	0	99	8	18	5	0	31	8	45	4	0	57	4	30	6	0	40	227
08:15 AM	2	99	5	0	106	5	21	6	0	32	2	43	5	0	50	1	26	7	0	34	222
08:30 AM	14	66	7	0	87	2	30	3	0	35	3	36	2	0	41	5	17	8	0	30	193
08:45 AM	4	83	15	0	102	5	18	3	0	26	6	36	3	0	45	2	13	4	0	19	192
Total Volume	25	333	36	0	394	20	87	17	0	124	19	160	14	0	193	12	86	25	0	123	834
% App. Total	6.3	84.5	9.1	0		16.1	70.2	13.7	0		9.8	82.9	7.3	0		9.8	69.9	20.3	0		
PHF	.446	.841	.600	.000	.929	.625	.725	.708	.000	.886	.594	.889	.700	.000	.846	.600	.717	.781	.000	.769	.919
Lights	24	319	36	0	379	16	85	16	0	117	19	157	14	0	190	12	85	25	0	122	808
% Lights	96.0	95.8	100	0	96.2	80.0	97.7	94.1	0	94.4	100	98.1	100	0	98.4	100	98.8	100	0	99.2	96.9
Buses	0	3	0	0	3	1	1	1	0	3	0	1	0	0	1	0	1	0	0	1	8
% Buses	0	0.9	0	0	0.8	5.0	1.1	5.9	0	2.4	0	0.6	0	0	0.5	0	1.2	0	0	0.8	1.0
Trucks	1	11	0	0	12	3	1	0	0	4	0	2	0	0	2	0	0	0	0	0	18
% Trucks	4.0	3.3	0	0	3.0	15.0	1.1	0	0	3.2	0	1.3	0	0	1.0	0	0	0	0	0	2.2
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	69	6	0	76	4	30	10	0	44	11	42	5	0	58	9	30	7	0	46	224
05:00 PM	5	69	3	0	77	3	19	7	0	29	7	56	11	0	74	7	27	8	0	42	222
05:15 PM	2	87	13	0	102	8	35	6	0	49	7	48	4	0	59	6	25	8	0	39	249
05:30 PM	3	70	9	0	82	10	32	2	0	44	7	62	6	0	75	11	25	9	0	45	246
Total Volume	11	295	31	0	337	25	116	25	0	166	32	208	26	0	266	33	107	32	0	172	941
% App. Total	3.3	87.5	9.2	0		15.1	69.9	15.1	0		12	78.2	9.8	0		19.2	62.2	18.6	0		
PHF	.550	.848	.596	.000	.826	.625	.829	.625	.000	.847	.727	.839	.591	.000	.887	.750	.892	.889	.000	.935	.945
Lights	10	294	31	0	335	25	115	24	0	164	32	207	25	0	264	33	107	32	0	172	935
% Lights	90.9	99.7	100	0	99.4	100	99.1	96.0	0	98.8	100	99.5	96.2	0	99.2	100	100	100	0	100	99.4
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	1	0	0	0	1	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	5
% Trucks	9.1	0	0	0	0.3	0	0.9	4.0	0	1.2	0	0.5	3.8	0	0.8	0	0	0	0	0	0.5

F. Tavani and Associates, Inc.
 248 Beech Hill Road
 Wynnewood, PA 19096
 serving the tri-state area since 2004

File Name : 219-011_EagleStraff_1061748_04-27-2023
 Site Code : 219-011 EagleStraff
 Start Date : 4/27/2023
 Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Strafford From North					Eagle From East					Strafford From South					Eagle From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	2	10	4	0	16	1	5	3	0	9	0	6	5	0	11	1	7	0	0	8	44
07:15 AM	7	14	10	0	31	5	19	3	0	27	1	4	1	0	6	3	10	0	0	13	77
07:30 AM	6	11	6	0	23	2	14	3	0	19	0	12	2	0	14	5	10	0	0	15	71
07:45 AM	15	14	6	0	35	3	27	6	0	36	0	10	2	0	12	11	16	2	0	29	112
Total	30	49	26	0	105	11	65	15	0	91	1	32	10	0	43	20	43	2	0	65	304
08:00 AM	11	15	10	0	36	6	15	5	0	26	1	11	7	0	19	4	18	3	0	25	106
08:15 AM	15	13	8	0	36	8	20	4	0	32	1	8	4	0	13	7	9	3	0	19	100
08:30 AM	7	8	6	0	21	6	20	4	0	30	1	17	5	0	23	10	8	1	0	19	93
08:45 AM	9	11	9	0	29	9	25	8	0	42	1	11	4	0	16	12	13	1	0	26	113
Total	42	47	33	0	122	29	80	21	0	130	4	47	20	0	71	33	48	8	0	89	412
04:00 PM	9	16	10	0	35	3	29	11	0	43	1	12	4	0	17	6	15	2	0	23	118
04:15 PM	8	13	9	0	30	9	26	10	0	45	5	12	6	0	23	9	15	1	0	25	123
04:30 PM	4	9	10	0	23	3	25	4	0	32	2	20	8	0	30	9	20	1	0	30	115
04:45 PM	15	9	19	0	43	2	26	15	0	43	7	21	10	0	38	12	23	1	0	36	160
Total	36	47	48	0	131	17	106	40	0	163	15	65	28	0	108	36	73	5	0	114	516
05:00 PM	13	6	11	0	30	3	21	12	0	36	2	19	3	0	24	9	20	0	0	29	119
05:15 PM	13	10	7	0	30	6	28	12	0	46	3	15	8	0	26	11	14	0	0	25	127
05:30 PM	12	13	17	0	42	7	28	3	0	38	4	19	6	0	29	7	26	0	0	33	142
05:45 PM	7	6	7	0	20	2	33	8	0	43	3	19	2	0	24	8	11	1	0	20	107
Total	45	35	42	0	122	18	110	35	0	163	12	72	19	0	103	35	71	1	0	107	495
Grand Total	153	178	149	0	480	75	361	111	0	547	32	216	77	0	325	124	235	16	0	375	1727
Apprch %	31.9	37.1	31	0		13.7	66	20.3	0		9.8	66.5	23.7	0		33.1	62.7	4.3	0		
Total %	8.9	10.3	8.6	0	27.8	4.3	20.9	6.4	0	31.7	1.9	12.5	4.5	0	18.8	7.2	13.6	0.9	0	21.7	
Lights	149	177	144	0	470	72	352	108	0	532	32	216	75	0	323	122	234	16	0	372	1697
% Lights	97.4	99.4	96.6	0	97.9	96	97.5	97.3	0	97.3	100	100	97.4	0	99.4	98.4	99.6	100	0	99.2	98.3
Buses	3	0	2	0	5	0	4	1	0	5	0	0	0	0	0	2	0	0	0	2	12
% Buses	2	0	1.3	0	1	0	1.1	0.9	0	0.9	0	0	0	0	0	1.6	0	0	0	0.5	0.7
Trucks	1	1	3	0	5	3	5	2	0	10	0	0	2	0	2	0	1	0	0	1	18
% Trucks	0.7	0.6	2	0	1	4	1.4	1.8	0	1.8	0	0	2.6	0	0.6	0	0.4	0	0	0.3	1

F. Tavani and Associates, Inc.
 248 Beech Hill Road
 Wynnwood, PA 19096
 serving the tri-state area since 2004

File Name : 219-011_EagleStraff_1061748_04-27-2023
 Site Code : 219-011 EagleStraff
 Start Date : 4/27/2023
 Page No : 2

	Strafford From North					Eagle From East					Strafford From South					Eagle From West					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	11	15	10	0	36	6	15	5	0	26	1	11	7	0	19	4	18	3	0	25	106
08:15 AM	15	13	8	0	36	8	20	4	0	32	1	8	4	0	13	7	9	3	0	19	100
08:30 AM	7	8	6	0	21	6	20	4	0	30	1	17	5	0	23	10	8	1	0	19	93
08:45 AM	9	11	9	0	29	9	25	8	0	42	1	11	4	0	16	12	13	1	0	26	113
Total Volume	42	47	33	0	122	29	80	21	0	130	4	47	20	0	71	33	48	8	0	89	412
% App. Total	34.4	38.5	27	0		22.3	61.5	16.2	0		5.6	66.2	28.2	0		37.1	53.9	9	0		
PHF	.700	.783	.825	.000	.847	.806	.800	.656	.000	.774	1.00	.691	.714	.000	.772	.688	.667	.667	.000	.856	.912
Lights	40	46	31	0	117	28	78	19	0	125	4	47	20	0	71	32	48	8	0	88	401
% Lights	95.2	97.9	93.9	0	95.9	96.6	97.5	90.5	0	96.2	100	100	100	0	100	97.0	100	100	0	98.9	97.3
Buses	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	5
% Buses	2.4	0	0	0	0.8	0	2.5	4.8	0	2.3	0	0	0	0	0	3.0	0	0	0	1.1	1.2
Trucks	1	1	2	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	6
% Trucks	2.4	2.1	6.1	0	3.3	3.4	0	4.8	0	1.5	0	0	0	0	0	0	0	0	0	0	1.5
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	15	9	19	0	43	2	26	15	0	43	7	21	10	0	38	12	23	1	0	36	160
05:00 PM	13	6	11	0	30	3	21	12	0	36	2	19	3	0	24	9	20	0	0	29	119
05:15 PM	13	10	7	0	30	6	28	12	0	46	3	15	8	0	26	11	14	0	0	25	127
05:30 PM	12	13	17	0	42	7	28	3	0	38	4	19	6	0	29	7	26	0	0	33	142
Total Volume	53	38	54	0	145	18	103	42	0	163	16	74	27	0	117	39	83	1	0	123	548
% App. Total	36.6	26.2	37.2	0		11	63.2	25.8	0		13.7	63.2	23.1	0		31.7	67.5	0.8	0		
PHF	.883	.731	.711	.000	.843	.643	.920	.700	.000	.886	.571	.881	.675	.000	.770	.813	.798	.250	.000	.854	.856
Lights	53	38	54	0	145	18	102	42	0	162	16	74	27	0	117	39	83	1	0	123	547
% Lights	100	100	100	0	100	100	99.0	100	0	99.4	100	100	100	0	100	100	100	100	0	100	99.8
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
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	1.0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.2



**Radnor Township School District
2022-2023
Instructional Calendar
School Board Approved 2/22/2022**

**REVISED Calendar
School Board Approved
4/25/2023**

JULY 2022						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
AUGUST 2022						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			
SEPTEMBER 2022						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	
OCTOBER 2022						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
NOVEMBER 2022						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			
DECEMBER 2022						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JUL 4	District Holiday	All Buildings Closed
AUG 15	PIAA High School Sports begin	
AUG 24-25	Teacher Induction	
AUG 29-SEP 1	Teacher In-Service ^	No Students K-12
SEP 2	Teacher Flex In-Service^	No Students K-12
SEP 5	District Holiday	All Buildings Closed
SEP 6	First Student Day K-12	
SEP 21	2 Hour Delay Teacher In-Service	Late Start K-12
SEP 26	Offices Open/No School	
OCT 5	Offices Open/No School	
OCT 19	2 Hour Delay Teacher In-Service	Late Start K-12
NOV 8	Teacher In-Service ^	No Students K-12
NOV 17, 21, 22	Evening Parent Conferences 6-12	Full Student Day
NOV 21	Evening Parent Conferences K-5	Full Student Day
NOV 22	Parent Conferences K-5	No Students K-5
NOV 23	Parent Conferences K-12^	No Students K-12
NOV 24-25	District Holiday	All Buildings Closed
DEC 9	Assessment Day K-5	No Students K-5
DEC 14	2 Hour Delay Teacher In-Service	Late Start K-12
DEC 23	Teacher Flex In-Service^	No Students K-12
DEC 26-27	District Holiday	All Buildings Closed
DEC 28	Offices Open/No School	No Students K-12
DEC 29-JAN 2	District Holiday	All Buildings Closed
JAN 16	District Holiday	All Buildings Closed
FEB 15	2 Hour Delay Teacher In-Service	Late Start K-12
FEB 20	District Holiday	All Buildings Closed
MAR 10	Assessment Day K-5	No Students K-5
MAR 16	Evening Parent Conferences K-5	Full Student Day
MAR 17	2 Hour Delay Teacher In-Service	Late Start 6-12
MAR 17	Parent Conferences K-5	No Students K-5
APR 3-6	Offices Open/No School	No Students K-12
APR 7	District Holiday	All Buildings Closed
APR 21	Teacher In-Service^	No Students K-12
MAY 16	Teacher In-Service^	No Students K-12
MAY 29	District Holiday	All Buildings Closed
JUN 7	RHS Graduation	
JUN 9	Assessment Day K-5	No Students K-5
JUN 15	Last Student Day / Early Dismissal (K-12)	
JUN 16	Teacher In-Service	No Students K-12
JUN 19	District Holiday	All Buildings Closed
^Proposed ACT 80 Days		
PSSA Testing Window		
April 24-28: English Language Arts (3-8)		
May 1 – 12: Mathematics (3-8)		
May 1 -12: Science (3-8)		
Keystone Testing Window		
Winter: December 5-16		
Spring: May 15-26		
Radnor High School Testing Window*		
Midterms: Jan 25-27		
Senior Finals: May 31, June 1 & 2		
Underclassmen Finals: TBD based on Emergency Closure Days		
*RHS midterm & final testing dates may be adjusted due to weather emergency days.		













The revised 2022-2023 calendar has removed the three built-in emergency school closure days. If emergency school closure days are needed, additional school days will be added onto the end of the school year beginning June 16.

Student Emergency Make-Up Days

Canceled student days will be made up as follows:
Day 4: June 16
Day 5: June 20
Day 6: June 21
Day 7: June 22

JANUARY 2023						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
FEBRUARY 2023						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				
MARCH 2023						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
APRIL 2023						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						
MAY 2023						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			
JUNE 2023						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

**RADNOR TOWNSHIP SCHOOL DISTRICT
2022-2023 SCHOOL CALENDAR**

	District Holiday
	½ day early dismissal 6-12 ONLY
	½ day PM early dismissal K-12
	K-12 Teacher In-service
	K-5 Teacher In-service
	Parent Teacher Conferences
	Offices Open/No School
	Parent Conferences
	K-12 Early Dismissal
	Graduation
	Student Weather Emergency Make-Up Day
	First Student Day K-12

END OF MARKING PERIOD (MP)

ELEMENTARY

MP1: 12/7/2022
MP2: 3/17/2023
MP3: 6/15/2023

MIDDLE SCHOOL

MP1: 11/11/2022
MP2: 1/27/2023
MP3: 4/14/2023
MP4: 6/15/2023

HIGH SCHOOL

MP1: 11/11/2022
MP2: 1/27/2023
MP3: 4/14/2023
MP4: 6/15/2023

2022—Calendar—2023

NOTE: First full day for ALL students Gr. 1 - 12: August 29, 2022; 1st day for Kindergarten students: September 6, 2022
Tentative Last Day for students: June 14, 2023 (1/2 day) No Kindergarten students report
Tentative Last Teacher Day: June 16, 2023

AUGUST							SEPTEMBER							OCTOBER							NOVEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
	1	2	3	4	5	6					△	△	3							1			1	2	3	4	5
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30			
														30	31												
DECEMBER							JANUARY							FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	1	2	3	4	5	6	7			1	2	3	4				1	2	3	4	
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11	5	6	7	8	9	10	11
11	12	13	14	●	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	22	23	24	25
25	26	27	28	29	30	31	29	30	31					26	27	28					26	27	28	29	30	31	
APRIL							MAY							JUNE							MS/HS Marking Periods						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S							
						1		1	2	3	4	5	6	9			1	2	3		August 29- Nov.4.... 47 Days Nov. 7 - Jan. 20.....42 Days Jan. 23 - March 31.....48 Days April 10 - June 14.... 45 Days						
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10							
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17							
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24							
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30								
30																											

KEY

- = No School
- △ = Kindergarten Screening & Parent Conferences, no Kindergarten
- ⌊ = 1/2 Day: Elem. Parent Conferences, Gr. 1-4, no Kindergarten
- ▤ = 1/2 Day: Elementary / MS Parent Conferences, Gr. 1-8, no Kindergarten
- = Districtwide Parent Conference Day, no school for students
- = New Teacher Inservice, no school for students
- = Instr. Staff Inservice, no school for students
- ⌋ = 1/2 Day for Gr. 1-12, no Kindergarten/ 1/2 Day Staff Inservice
- = Rescheduled days for emergency closings as per the list on this calendar. If needed, rescheduled days could extend until June 30.
- = No School: Emergency Closing

Rescheduled student days for use in the event of emergency closings.

Day 1	June 14, 2023
Day 2	FHD (Dec. 23, 2022)
Day 3-6	FIDs
Day 7	June 15, 2023
Day 8	June 16, 2023
Day 9	June 20, 2023
Day 10	June 21, 2023

Section 15-1502(a) Local Holidays—No School

Defined by the PA School Code as days that will not be used as make up for emergency closings.

APPENDIX E

Trip Generation, Background Growth & Other Developments

Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

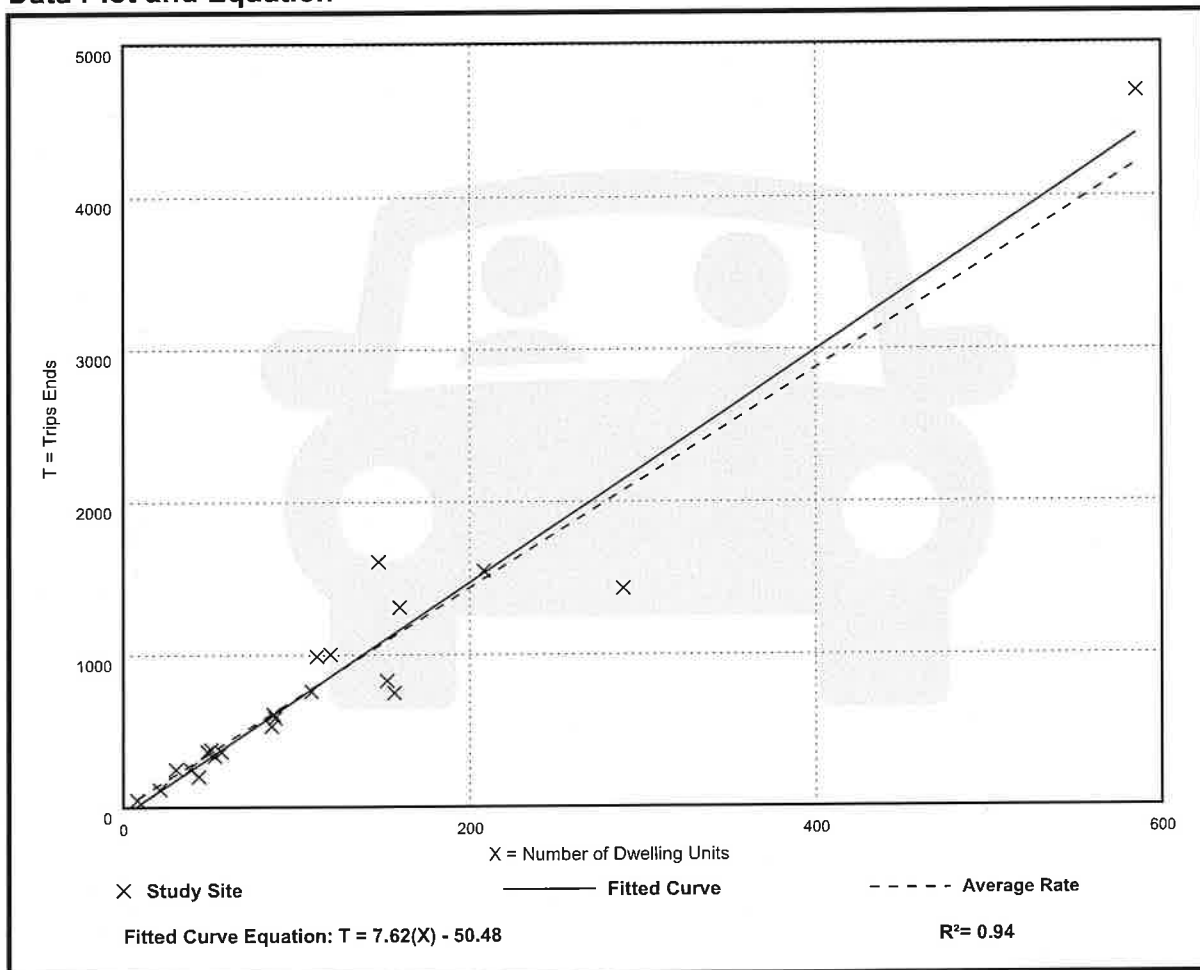
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

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: 46

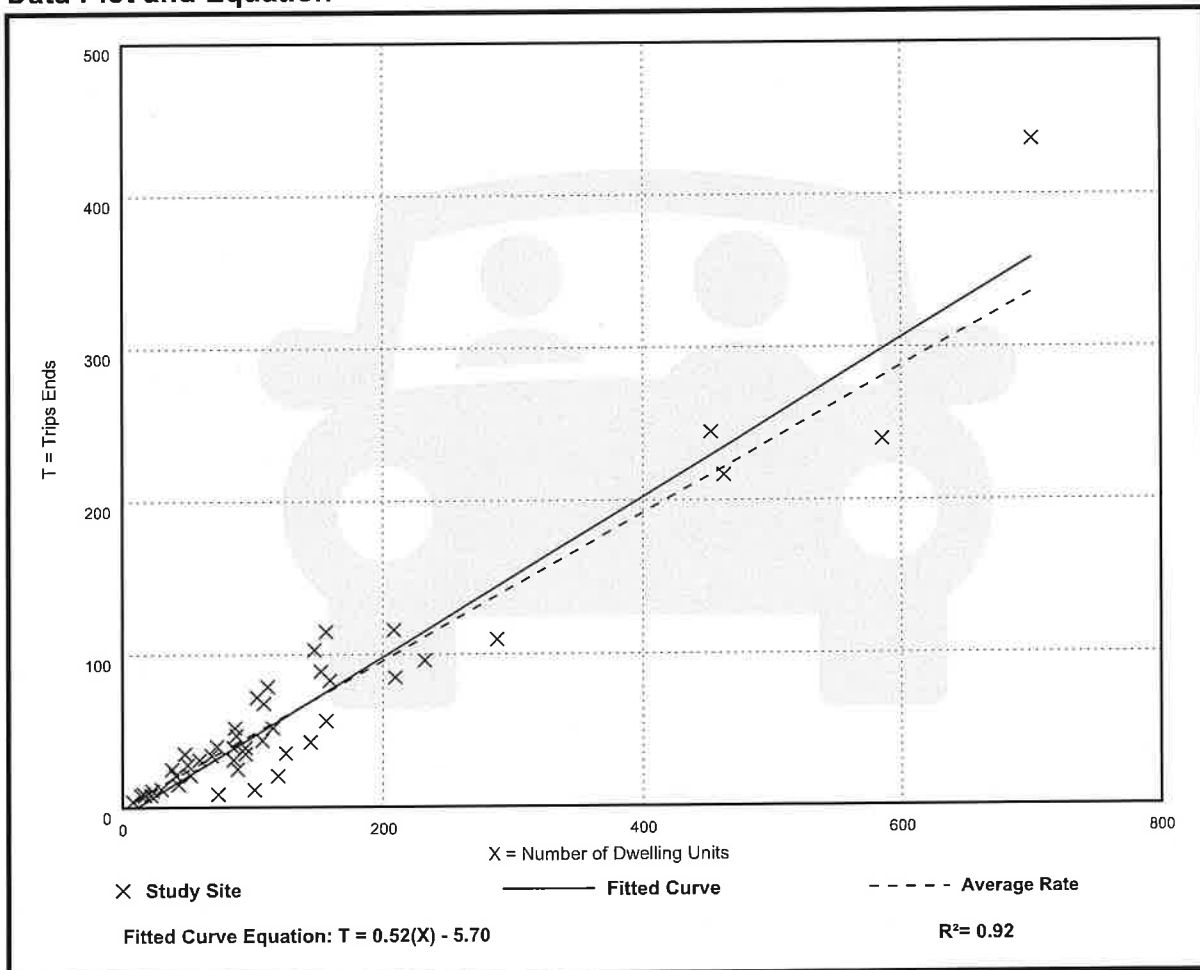
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

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: 51

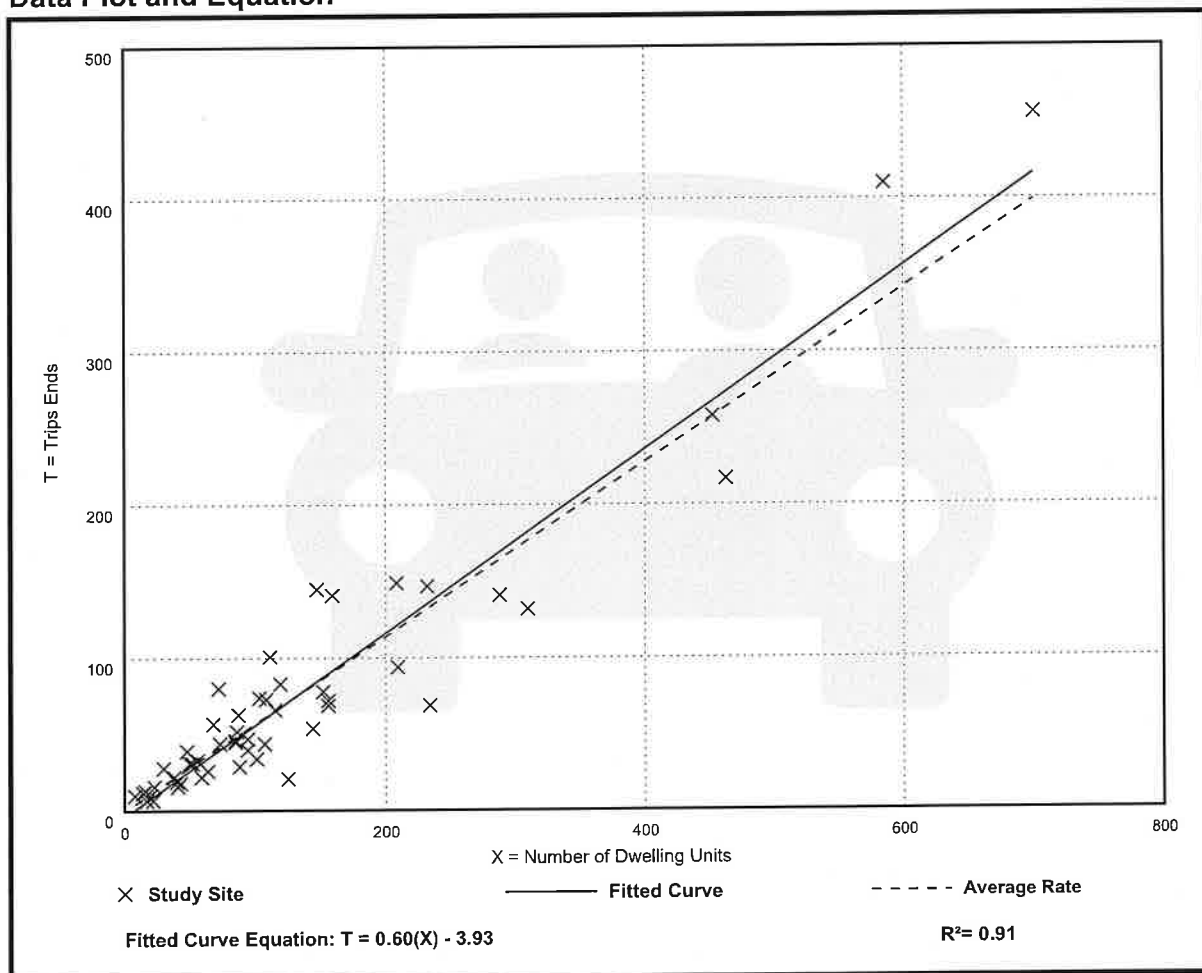
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing (215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 7

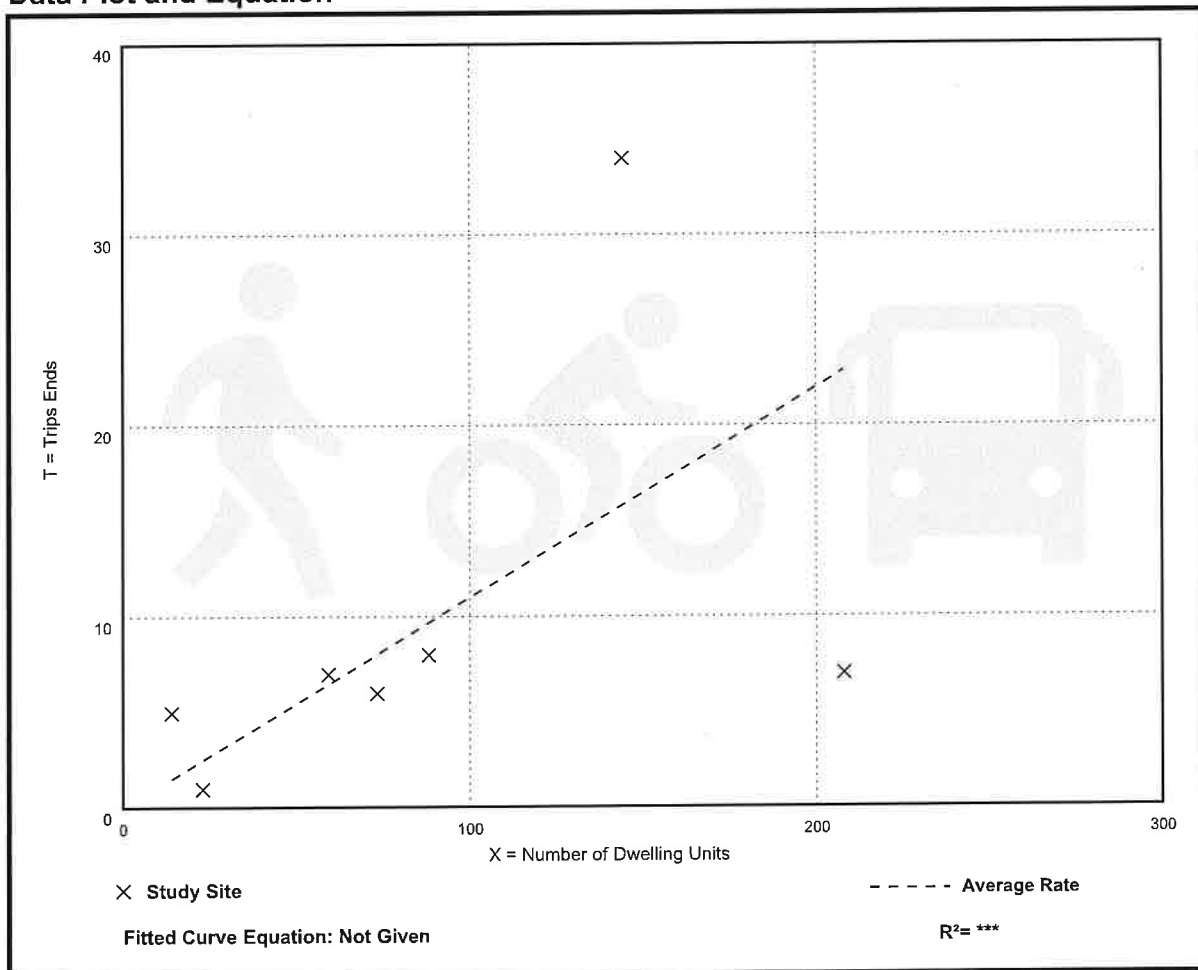
Avg. Num. of Dwelling Units: 87

Directional Distribution: 75% entering, 25% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



Single-Family Attached Housing (215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 7

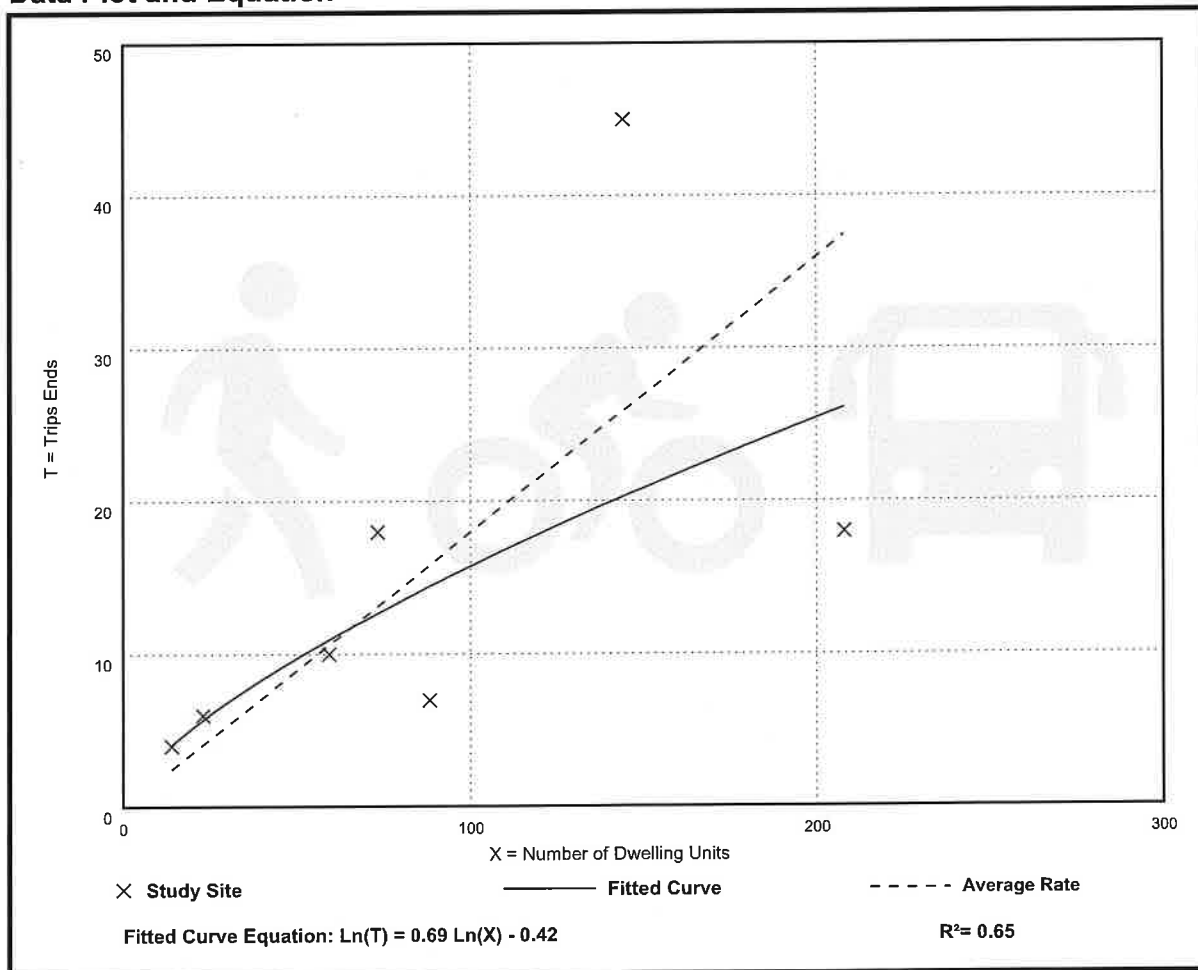
Avg. Num. of Dwelling Units: 87

Directional Distribution: 38% entering, 62% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Growth Factors for August 2022 to July 2023				
County	Urban Interstate	Rural Interstate	Urban Non-Interstate	Rural Non-Interstate
ADAMS	*	*	0.50	0.60
ALLEGHENY	0.98	*	0.00	0.43
ARMSTRONG	0.80	*	0.00	0.37
BEAVER	0.64	2.05	0.00	0.30
BEDFORD	*	2.20	0.00	0.39
BERKS	1.34	2.53	0.32	0.58
BLAIR	0.86	2.34	0.00	0.40
BRADFORD	1.06	*	0.00	0.48
BUCKS	1.35	2.63	0.22	0.58
BUTLER	1.66	2.88	0.29	0.71
CAMBRIA	0.35	*	0.00	0.19
CAMERON	*	*	*	0.12
CARBON	1.42	2.68	0.28	0.60
CENTRE	1.79	2.75	0.72	0.74
CHESTER	1.77	2.92	0.54	0.77
CLARION	0.79	2.23	0.00	0.37
CLEARFIELD	0.61	1.94	0.00	0.31
CLINTON	1.10	2.36	0.02	0.48
COLUMBIA	1.10	2.32	0.06	0.48
CRAWFORD	0.74	2.12	0.00	0.36
CUMBERLAND	1.63	2.79	0.59	0.69
DAUPHIN	1.54	*	0.35	0.66
DELAWARE	1.27	*	0.00	*
ELK	*	2.31	0.00	0.30
ERIE	0.96	*	0.00	0.43
FAYETTE	0.86	*	0.00	0.39
FOREST	*	*	*	0.96
FRANKLIN	1.71	2.81	0.73	0.72
FULTON	*	2.33	*	0.50
GREENE	0.73	2.28	0.00	0.36
HUNTINGDON	*	2.49	0.00	0.49
INDIANA	0.94	*	0.00	0.44
JEFFERSON	*	2.32	0.00	0.46
JUNIATA	*	*	*	0.53
LACKAWANNA	0.99	2.36	0.00	0.44
LANCASTER	1.66	2.84	0.60	0.70
LAWRENCE	0.69	2.18	0.00	0.33
LEBANON	*	2.55	0.48	0.62
LEHIGH	1.75	3.09	0.53	0.75
LUZERNE	1.04	2.41	0.00	0.47
LYCOMING	0.99	2.37	0.00	0.44
MCKEAN	0.60	*	0.00	0.30
MERCER	0.92	2.52	0.00	0.43
MIFFLIN	1.17	*	0.00	0.51
MONROE	1.77	2.88	0.79	0.75
MONTGOMERY	1.29	*	0.27	0.55
MONTOUR	1.30	2.68	0.00	0.57
NORTHAMPTON	1.80	3.16	0.47	0.78
NORTHUMBERLAND	1.00	2.28	0.00	0.43
PERRY	*	*	0.24	0.54
PHILADELPHIA	1.18	*	0.05	*
PIKE	1.72	2.72	0.86	0.73
POTTER	*	*	*	0.35
SCHUYLKILL	1.00	2.45	0.00	0.45
SNYDER	1.23	*	0.21	0.54
SOMERSET	0.60	2.06	0.00	0.34
SULLIVAN	*	*	*	0.37
SUSQUEHANNA	1.09	2.43	0.00	0.47
TIOGA	*	*	*	0.42
UNION	1.54	2.68	0.44	0.63
VENANGO	*	1.91	0.00	0.27
WARREN	*	*	0.00	0.35
WASHINGTON	1.22	2.74	0.00	0.55
WAYNE	*	2.53	0.31	0.58
WESTMORELAND	0.89	2.18	0.00	0.40
WYOMING	*	*	0.00	0.44
YORK	1.57	2.89	0.47	0.69

* = 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 2021), 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.



F. Tavani and Associates, Inc.
Traffic Engineering and Planning

248 Beech Hill Road • Wynnewood • PA • 19096 • (215) 625-3821 Phone • (484) 792-9495 Fax
WWW.FTAVANIASSOCIATES.COM

14 September 2022

Cas Holloway, III
C.F. Holloway, III & Company
110 Gallagher Road
Wayne, PA 19087

VIA EMAIL ONLY

**RE: Traffic Engineering Investigations of
St. Honoré (Eagle Road) 14-unit SFDU Site
Radnor Township, Delaware County, PA**

FTA Job #219-011

Mr. Holloway:

F. Tavani and Associates, Inc. (FTA) has conducted traffic engineering investigations for the above-referenced project in Strafford. As you know, FTA formerly studied this site for Haverford Properties in 2020. At that time, a 9-unit development was proposed, and a report was prepared in accordance with Radnor code requirements and followed the recommended outline as identified in said ordinance. The site now contains 14 units and FTA has updated the 2020 report to reflect this change, per our discussions.

GENERAL SITE DESCRIPTION

This study considers the traffic impact of a proposed single family detached community of 14 units. The housing is proposed to be for sale and will feature a mix of mainly 4 and 5 bedrooms. The housing is proposed to be market-rate and not age-restricted. The process of entitlements, construction, and occupancy is expected to take 2-3 years. The site is immediately surrounded by other residential properties and, beyond them, there is a mix of office and retail buildings within a 1 mile radius of the site. Ample mass transit opportunities are also within a short distance of the site.

The site was previously contemplated as 9 units, all of which were proposed to access a new cul-de-sac whose driveway would intersect Eagle Road just north of Strafford Avenue. Additional lots abutting the site have been acquired and are proposed to be redeveloped. One acquired lot is the former Wayne Bed and Breakfast property – a site containing a 7-bedroom B&B building plus a free-standing garage with 1-unit apartment building to the rear of the site. More details about the trip generation implications and proposed access of these acquired lots is presented later.

The site is located on the east side of Strafford Avenue, north of Eagle Road and is known as the Hamilton Estate. Much of the site is presently undeveloped land.

The site location and surrounding area are presented in figures which are attached to the end of this report, namely **Figure 1** and **Figure 2**. A reduced version of a recent site plan for the project is presented as **Figure 3**. There are no other known approved land development projects in the vicinity of the site.

Note that technical appendices are provided following the figures. **Appendix A** contains some recent project correspondence. Photodocumentation of the study area is provided in **Appendix B**.

TRANSPORTATION FACILITIES DESCRIPTION

The site has frontage on Eagle Road and Strafford Avenue, both existing, two-way, one-lane-per-direction, public roadways. The roadways generally do not feature on-street public parking. Posted speed limit signs are present in the vicinity of the site along both Strafford Avenue and Eagle Road, where the posted speed limit is 25 mph. There are limited sidewalk facilities in the study area. The major intersections closest to the site are all-way stop-controlled intersections with no painted crosswalks. There are existing SEPTA mass transit opportunities near the site including bus route 106 and a regional rail station (Strafford), each of which are within approximately one half mile of the site. No traffic signals (save for a flashing beacon at the all-way stop-controlled intersection of Strafford Avenue and Eagle Road) exist or are proposed in the immediate vicinity of the site. More site driveway and surrounding intersection details can be seen in photodocumentation log as provided in **Appendix B**.

The site has 10 units which are proposed to take access to Eagle Road via a proposed new cul-de-sac. Previously, 9 units were proposed to access the cul-de-sac. As seen in **Figure 3**, the proposed 10th unit to access the cul-de-sac is annotated with an asterisk. Additionally, recently-acquired lots along Stafford Avenue permit the construction of 4 additional lots all of which will have driveways proposed along Stafford Avenue, similar to existing driveways found on the recently-acquired lots.

The units will feature garage/driveway parking plus undefined visitor parking along the cul-de-sac. Sidewalks are also proposed.

There are no known planned roadway improvements in the vicinity of the site. None of the streets surrounding the site are “SR”s (state roadways) – instead they are all local roadways. Eagle Road is a “G” roadway, meaning it is not an SR but is eligible for liquid fuels funding and PennDOT does maintain traffic count data along it, as seen in **Appendix C**.

EXISTING TRAFFIC CONDITIONS

FTA conducted traffic counts at the intersections of:

- Strafford Avenue and Eagle Road,
- Strafford Avenue and Grant Lane/Hedgerow Lane, and
- Eagle Road and N Wayne Avenue.

The counts were conducted on Thursday, 16 May 2019 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The counts were conducted during the school year, in fair weather, and on a typical weekday. Existing peak hours of 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM were selected for study based on a system-wide peak hour investigation. The corresponding existing peak hour traffic volumes are plotted and seen in **Figure 4**. Raw traffic volumes are attached in **Appendix D**, as is a spreadsheet which describes the system peak investigation. Note that the data collection was conducted pre-Covid.

With existing peak hour volumes established, present-day “levels of service” can be assessed. Level of service (or LOS) is a descriptive mechanism which is employed by traffic engineers to relate quality of traffic flow to both a letter grade and estimate of delay in seconds per vehicle. LOS results are assessed for traffic which must stop or yield to other traffic. Free-flowing traffic theoretically has no delay, and therefore no LOS rating. Existing levels of service were determined using *Synchro version 11* software, with HCS 6th edition-format outputs selecting for performance-reporting purposes. A **LOS Comparison Matrix** was prepared and is attached to the end of this report. The matrix summarizes AM and PM peak hour performance for existing and future (see next section) conditions for all intersections. As shown,

existing levels of service are all LOS A and B, with all calculated delays being very low (10 seconds or less in most cases – an acceptable condition). No congestion locations (LOS E/F) are noted.

TRANSPORTATION IMPACT OF THE DEVELOPMENT

Site traffic was estimated using the Institute of Transportation Engineers (ITE) publication, Trip Generation, 11th edition. ITE website trip generation outputs are attached and provided in **Appendix E**. Raw trip generation could have been modified to reflect how this site is located in a setting which is within walking distance of several businesses as well as SEPTA bus route 106 plus the Strafford train station, though **no such multimodal credits were taken**. Instead, *all* site traffic was assigned (trip distributed) to the surrounding roadway network in accordance with existing traffic patterns as well as an understanding of existing road network connectivity, current traffic/congestion patterns, and relative locations of major highway interchanges (Interstates 476, 76, 202, and 422 as well as Business Route 30). The assignments are summarized as follows:

- 30% to/from Routes 202 & 422 via Strafford Ave to Old Eagle School Rd;
- 30% to/from Routes 476 & 76 via Eagle Rd to King of Prussia Rd;
- 15% to/from Business Rt 30 West via Eagle Rd and Strafford Ave;
- 15% to/from Business Rt 30 East via Eagle Rd and Strafford Ave, West Ave., and/or Banbury Way; &
- 10% to/from Conestoga Road via Eagle Road.

The trip distribution model for the community is shown in **Figure 5** and the resultant assignment of new, site-generated, vehicular peak hour traffic is shown in **Figure 6**. The trip generation summary table found in the earlier version of this report (for the former 9-unit plan) follows below:

TABLE 1
PROJECTED VEHICULAR TRIP GENERATION¹ – 9 SFDUs

AM PEAK HOUR			PM PEAK HOUR		
<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
3	8	11	6	4	10

Average daily site traffic was calculated and determined to be approximately 113 trips for the previously-proposed 9-unit site. These numbers of course increase for a 14-unit development. **Table 2** summarizes trip generation for the currently-proposed 14-unit plan:

TABLE 2
PROJECTED VEHICULAR TRIP GENERATION² – 14 SFDUs

AM PEAK HOUR			PM PEAK HOUR		
<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
3	9	12	10	6	16

Average daily site traffic was calculated and determined to be approximately 165 trips for the proposed 14-unit site. Note that in all cases no credits were taken for the trip generation associated with the 1 single family home and the 7-bedroom bed and breakfast site (plus apartment) which are located along Strafford

¹ As presented in 2020 report, based on ITE Trip Generation Manual, 10th edition

² Based on ITE Trip Generation Manual, 11th edition

Avenue and have since been added to the development as shown in **Figure 3**. Taking a credit (reduction) for these existing buildings is appropriate and ordinarily would have been done, but – in an abundance of conservativeness – *no* credits were taken, and instead the trip generation summarized in **Table 2** was distributed throughout the road network for analysis. See **Appendix E** for more details.

ANALYSIS OF TRANSPORTATION IMPACT

Future traffic conditions are a function of three components: (1) existing traffic volumes, (2) additional traffic due to general background growth as well as other known approved developments in the immediate proximity of the site, and (3) site traffic.

As mentioned earlier, there are no other known approved land development projects in the vicinity of the site. Regarding background growth, the currently promulgated background growth rate for Delaware County is 0.00% per year as reported by PennDOT. This means that future ‘no build’ traffic volumes and levels of service are identical to existing traffic volumes and levels of service.

The projected future ‘build’ (no build plus site traffic) peak hour volumes are shown in **Figure 7**. The related projected levels of service are once shown in **LOS Comparison Matrix**. As shown projected ‘build’ levels of service once again remain essentially the same as they are today, and are all LOS B or better. Note that the proposed individual new driveways along Strafford Road were modeled as if their combined activity took place at one hypothetical driveway, effectively quadrupling the activity / impact at one location, which is the most conservative way the driveway could be analyzed. It is important to emphasize again that the analysis also took no credits for multi-modalism or for the existing single family home and the existing 7-bedroom bed and breakfast (plus apartment) sites along Strafford Avenue. Even with this conservative approach, no congestion locations (LOS E/F) are noted and in fact the impact of site traffic is no added delay at all intersections/turning movements (i.e., the impact of site traffic never amounts to *any* added delay at *any* impacted turning movement),

No road improvements are necessary to offset the impact of added site traffic. The proposed site driveways will not feature traffic volumes which warrant the installation of a traffic signal. The acceptable operation of the site driveways (LOS A and B) in unsignalized state underscores this conclusion. Level of service worksheets are provided in **Appendix F**.

AUXILIARY LANE ANALYSIS

The need for new auxiliary left- and right-turn lanes at the site driveway was investigated. Investigations were based on PennDOT Strike Off Letter 560-08-4 as well as PennDOT *Publication 46* Chapter 11 page 11-46 (“Turn Lane Warrants”) using PennDOT-provided worksheets, and focusing on the highest (busiest) peak hour for entering traffic. Investigations conclude that new auxiliary left- and right-turn lanes are not warranted at the cul-de-sac intersection with Eagle Road or at the proposed driveways along Strafford Avenue, and this, again, is the case even while taking no credits for multi-modalism or for the existing single family home and the existing 7-bedroom bed and breakfast (plus apartment) sites. More details are provided in **Appendix G**.

CONCLUSIONS

As mentioned earlier, a **LOS Comparison Matrix** is provided to afford a simple means to review and assess site traffic impact in the study area. In locations where levels of service are not forecasted to change from one scenario to the next (i.e., from Existing to No Build, or from No Build to Build), hyphens are used. As shown, there are many instances in which the impact of site traffic results in

essentially no measurable change in traffic performance and the underlying traffic performance is already acceptable, and with very low delays.

Other key conclusions are as follows:

- The study area is presently well-served by transit opportunities.
- There are no streets or intersections operating below LOS C under existing or future conditions.
- The site driveways are forecasted to operate at LOS A/B during both peak hours, and for all turning movements.
- The site driveways do not require new left-turn or right-turn auxiliary lanes per investigations using standard PennDOT tools.
- The foregoing conclusions were reached taking no credits for:
 - walking,
 - transit usage, or
 - the existing single family home and the existing 7-bedroom bed and breakfast (plus apartment) sites along Strafford Avenue.

In closing it is important to again emphasize that the only change between what Haverford Properties had proposed previously and what is proposed now is a net increase of 3 new homes – 1 additional home on the cul-de-sac and 2 net new homes on Strafford Avenue. Because of this, and as expected, the findings and conclusions of this report are not meaningfully different from the earlier report.

I hope this has been helpful. Please let me know if I can answer any questions.

Thank you,

F. TAVANI AND ASSOCIATES


FRANK TAVANI, P.E., PTOH
Principal



attachments

cc: Mike Bowker, P.E.

LEVEL OF SERVICE COMPARISON TABLES

1. Stafford Ave & Grant Ln / Hedgerow Ln							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Stafford Ave		Existing (2019)	No Build (2024)	Build (2024)	Existing (2019)	No Build (2024)	Build (2024)
Eastbound	LTR	A 8	--	--	A 9	--	--
Westbound	LTR	A 9	--	--	A 8	--	--
Grant Ln / Hedgerow Ln							
Northbound	LTR	A 8	--	--	A 7	--	--
Southbound	LTR	A 8	--	--	A 7	--	--
OVERALL:		A 9	--	--	A 9	--	--

Control
Type:
AWSC

2. Stafford Ave & Eagle Ave							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Stafford Ave		Existing (2019)	No Build (2024)	Build (2024)	Existing (2019)	No Build (2024)	Build (2024)
Eastbound	LTR	A 10	--	--	B 11	--	--
Westbound	LTR	A 9	--	--	B 10	--	--
Eagle Ave							
Northbound	LTR	A 9	--	--	B 11	--	--
Southbound	LTR	A 10	--	--	B 11	--	--
OVERALL:		A 9	--	--	B 11	--	--

Control
Type:
AWSC

3. N Wayne Ave & Eagle Ave							
Direction	Movement	AM Peak Hour			PM Peak Hour		
N Wayne Ave		Existing (2019)	No Build (2024)	Build (2024)	Existing (2019)	No Build (2024)	Build (2024)
Eastbound	LTR	A 4	--	--	A 5	--	--
Westbound	LTR	A 3	--	--	A 5	--	--
Eagle Ave							
Northbound	LTR	B 20	--	--	B 20	--	--
Southbound	LTR	B 19	--	--	B 20	--	--
OVERALL:		A 8	--	--	B 10	--	--

Control
Type:
Signal

4. Eagle Ave & Site Drive							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Site Drive		Existing (2019)	No Build (2024)	Build (2024)	Existing (2019)	No Build (2024)	Build (2024)
Eastbound	LR			A 10			B 11
Eagle Ave							
Southbound	L			A 8			A 8
OVERALL:				A 1			A 1

Control
Type:
TWSC

5. Strafford Ave & Site Drive							
Direction	Movement	AM Peak Hour			PM Peak Hour		
Site Drive		Existing (2019)	No Build (2024)	Build (2024)	Existing (2019)	No Build (2024)	Build (2024)
Southbound	LR			B 10			B 10
Strafford Ave							
Eastbound	L			A 8			A 8
OVERALL:				A 1			A 1

Control
Type:
TWSC

Future No Build volumes are identical to Existing volumes, so LOS are also identical

-- indicates no change from the previous scenario

Strafford Avenue Residential - SFDUs

Radnor Township, Delaware County, Pennsylvania

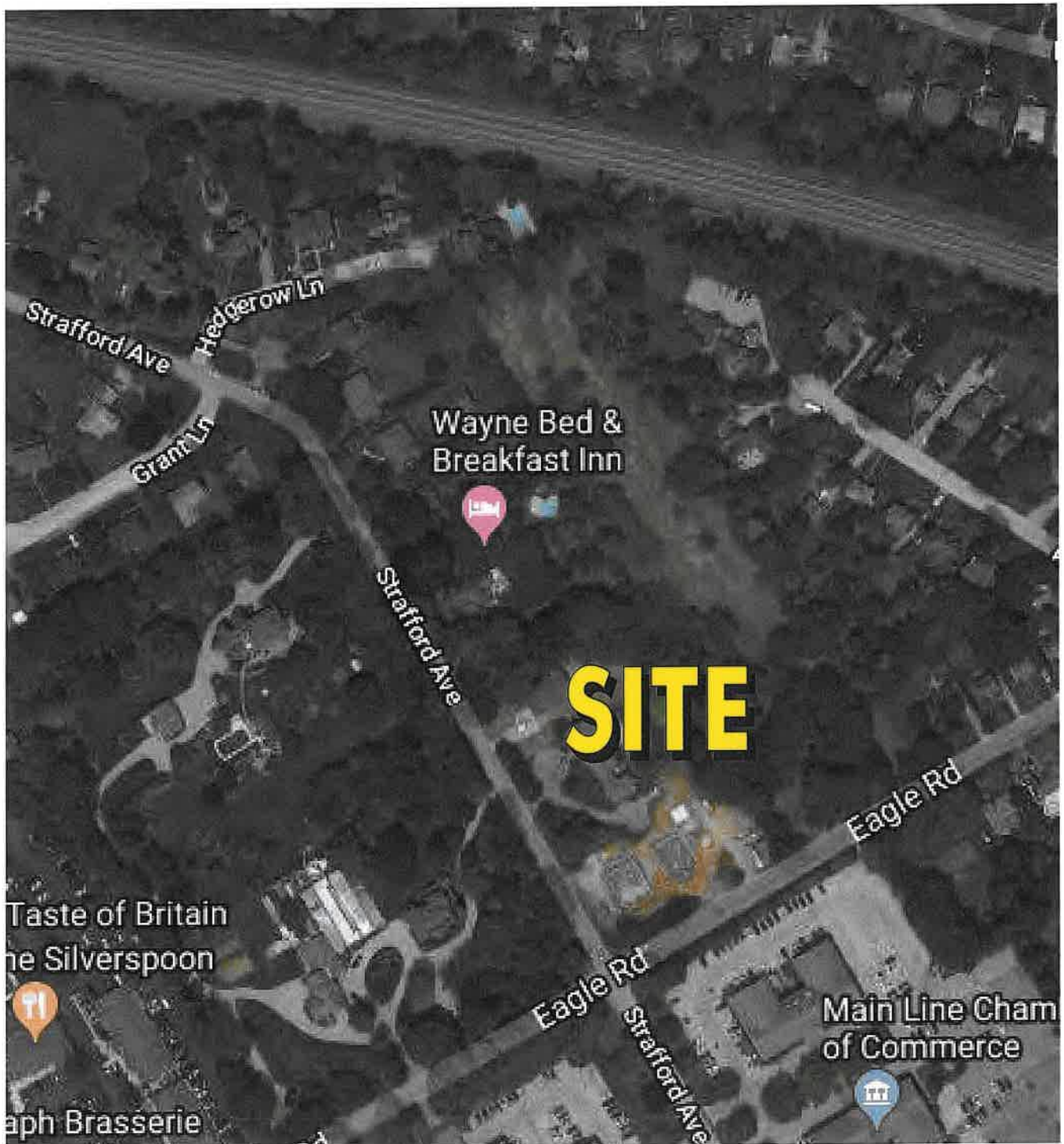
A map of the area around White Dog Cafe Wayne. The cafe is marked with a red pin icon and labeled "White Dog Cafe Wayne" in orange text. A yellow line highlights a route starting from the bottom left, passing through "Sugartown Rd", "Morris Rd", "Gallagher Rd", "Conestoga Rd", and ending at "Wayne" (marked with a train icon). Other landmarks include "Strafford Park" at the top, "Church of the Saviour" at the top right, "Finley House" in the middle right, "Wayne" at the bottom right, "Warren Filipone Memorial Park" at the bottom left, and "Friends of Radnor Trail Park" at the bottom center. Various roads are labeled, including Hillside Rd, Deepdale Rd, Crestline Rd, Eagle Rd, and W Wayne Ave. The word "SITE" is written in large, bold, yellow letters in the center of the map.

* Figure preparation date. See report for data collection date(s).

Site and Surrounding Area – Aerial View

Strafford Avenue Residential - SFDUs
Radnor Township,
Delaware County, Pennsylvania

September 2022





Site Plan Excerpt

Strafford Avenue Residential - SFDUs
Radnor Township,
Delaware County, Pennsylvania



September 2022



Existing 1 SFDU site

Existing 7-bed + 1 apt Bed & Breakfast site

* Units added since last traffic study

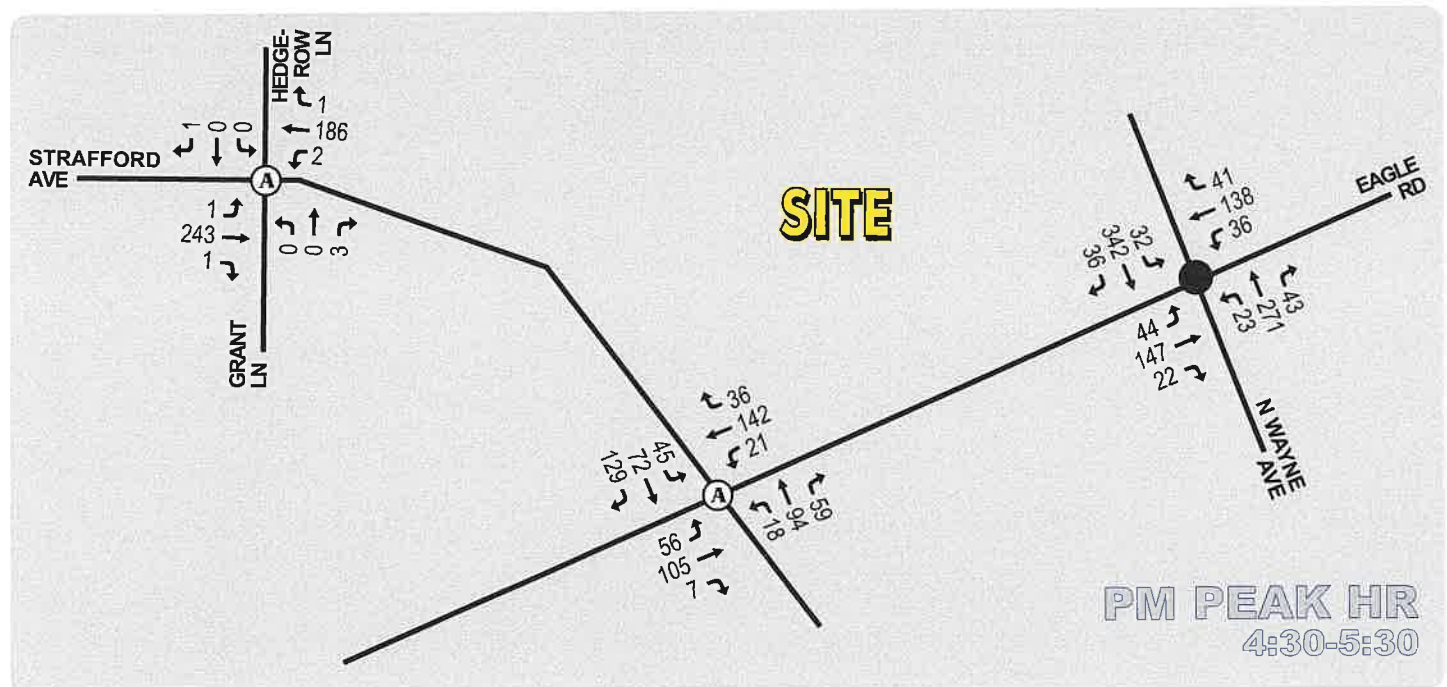
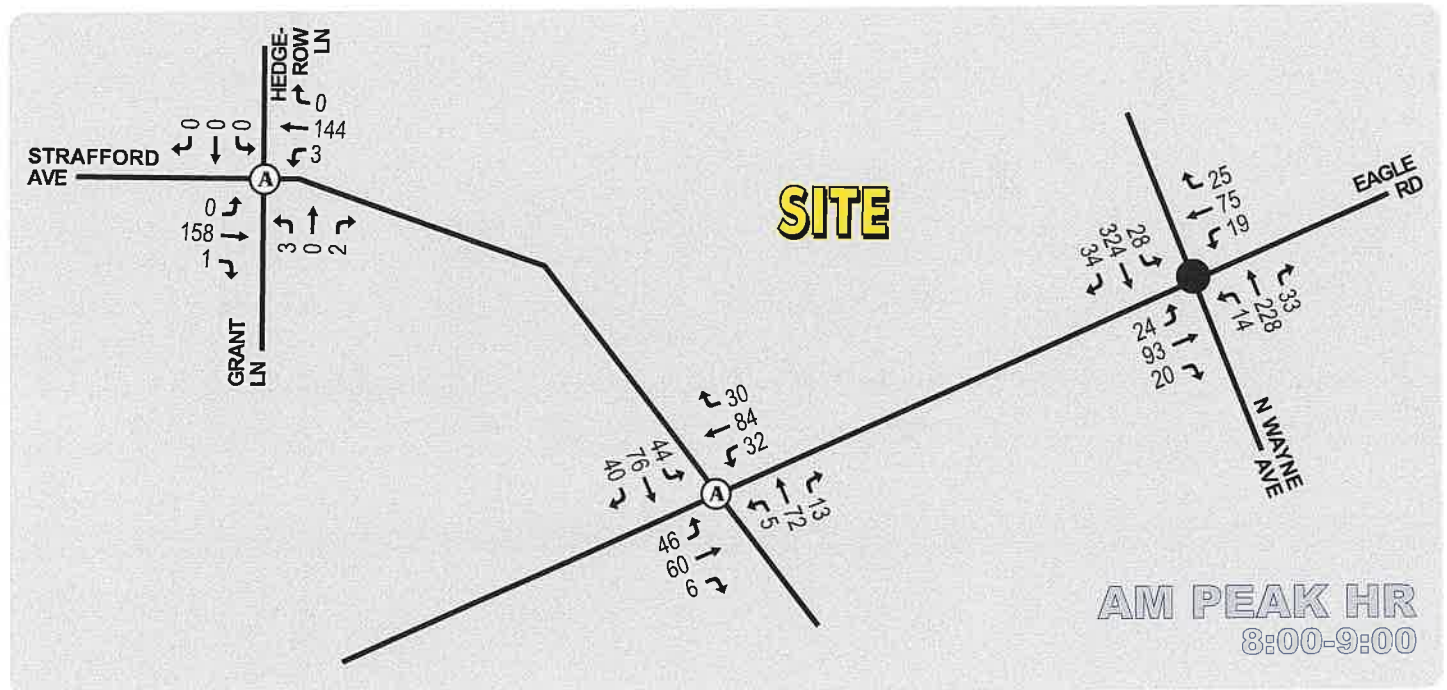
Existing (2019) Peak Hour Traffic Volumes

Strafford Avenue Residential - SFDUs

Radnor Township,

Delaware County, Pennsylvania

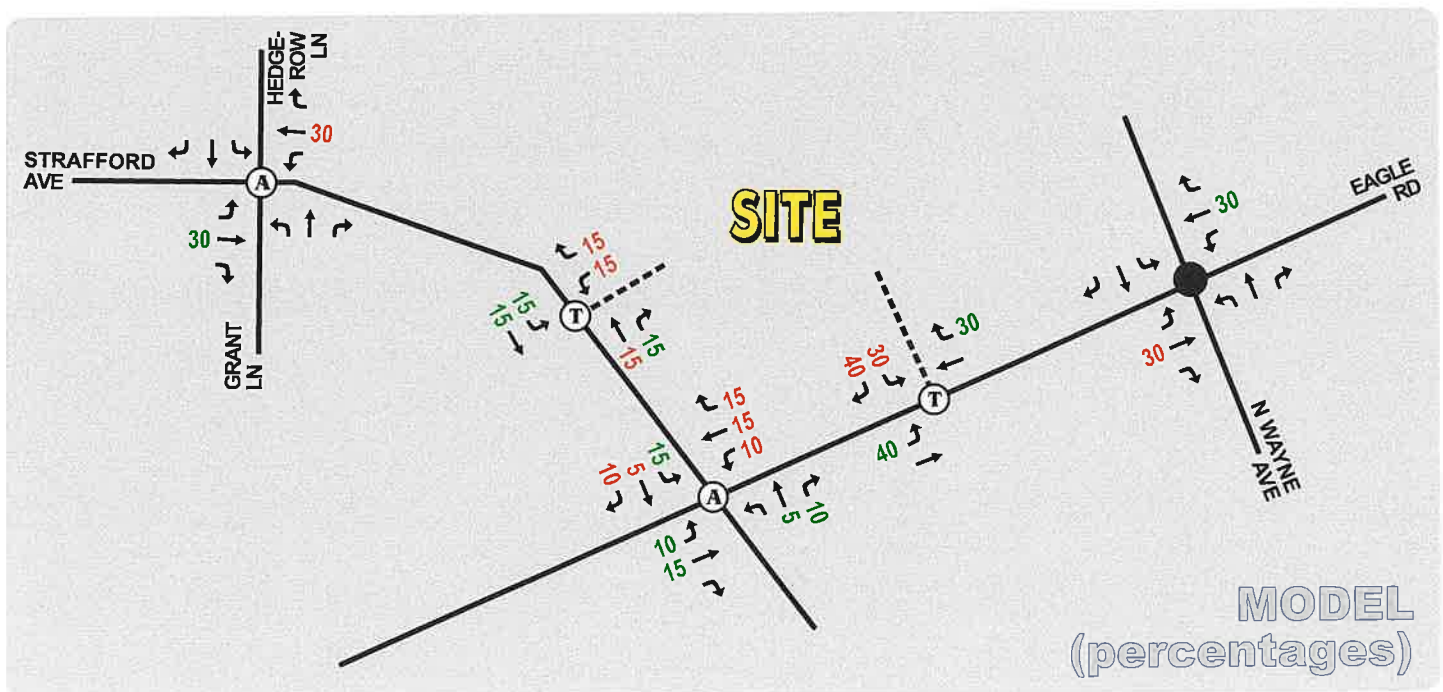
September 2022



Site Peak Hour Traffic – Model

Strafford Avenue Residential - SFDUs
Radnor Township,
Delaware County, Pennsylvania

September 2022



Signalized Intersection



Unsignalized Intersection,
All-Way Stop Control



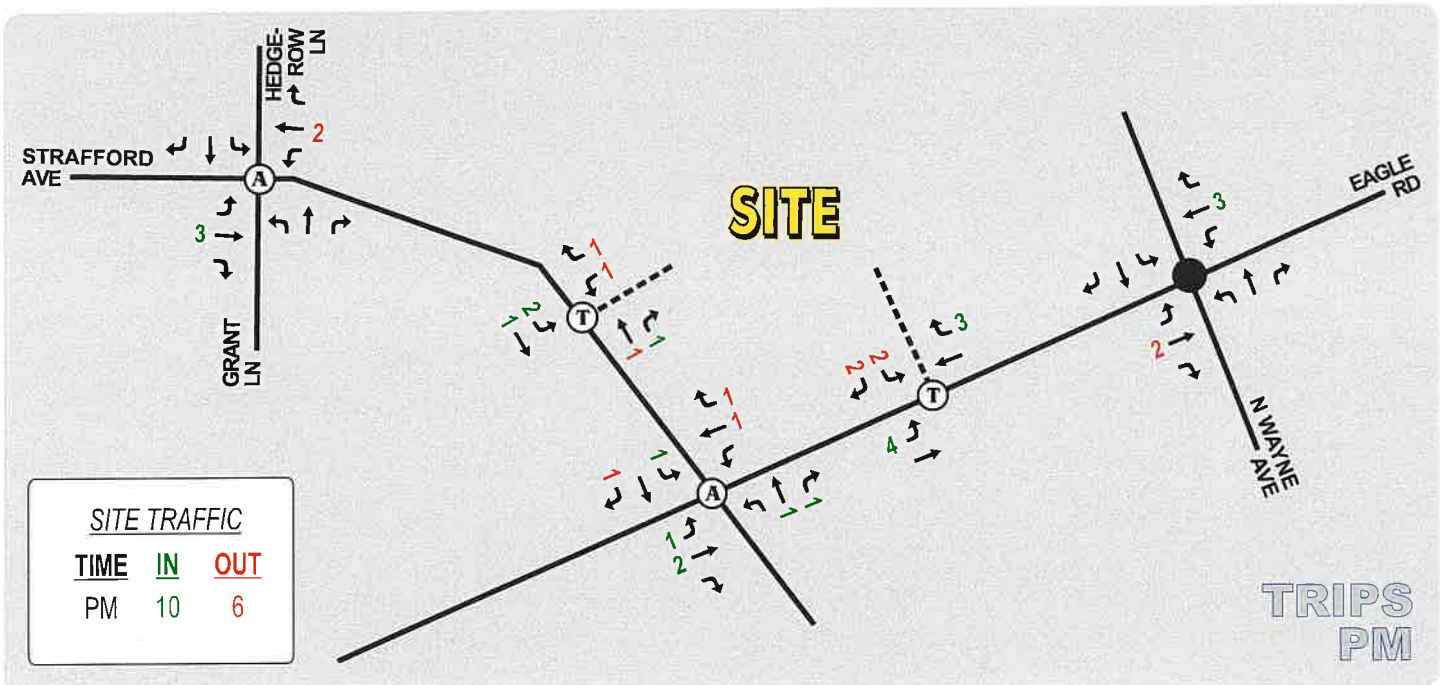
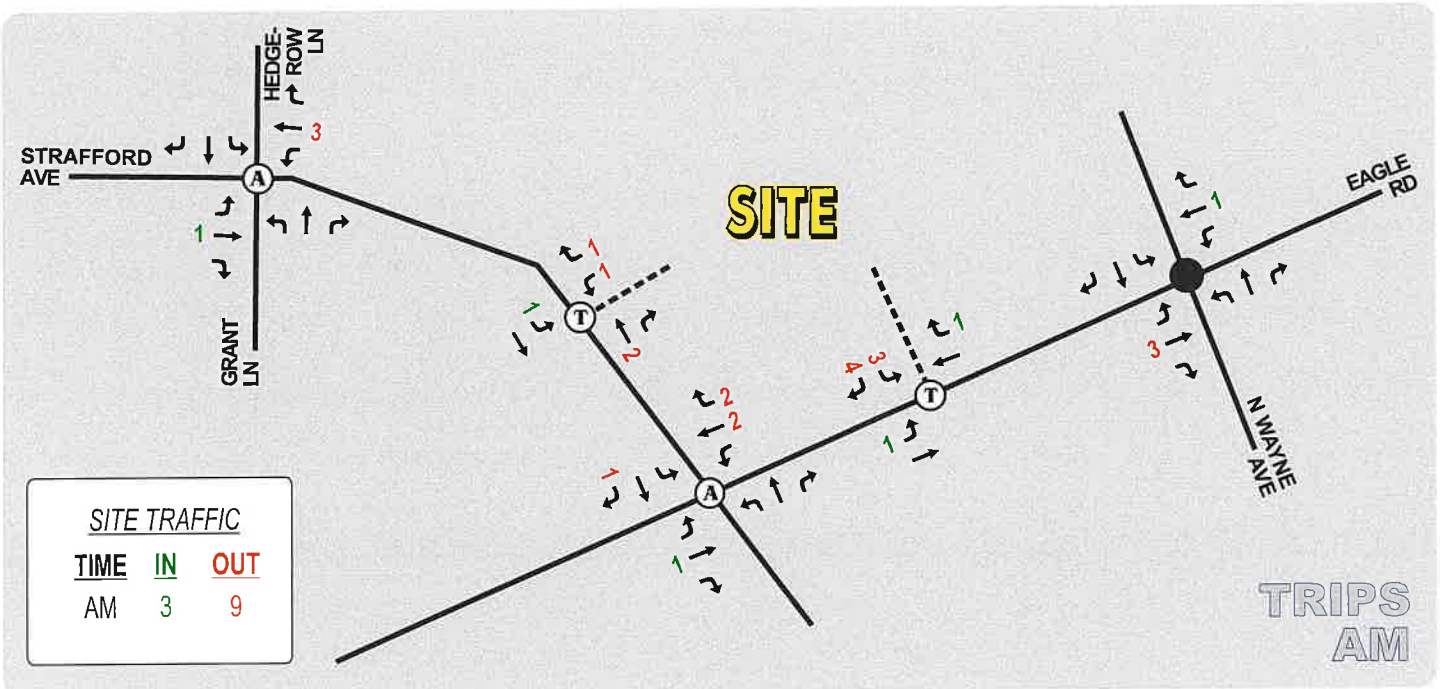
Unsignalized Intersection,
Two-Way Stop Control (Side Street Only)

INBOUND
OUTBOUND

Site Peak Hour Traffic – Volumes

Strafford Avenue Residential - SFDUs
Radnor Township,
Delaware County, Pennsylvania

September 2022




APPENDIX F

Capacity Analyses

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	86	25	20	87	17	19	160	14	25	333	36
Future Volume (vph)	12	86	25	20	87	17	19	160	14	25	333	36
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	16	16	16	11	11	11
Grade (%)		-2%			-1%			0%			-5%	
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		0.973			0.982			0.990			0.988	
Flt Protected		0.995			0.992			0.995			0.997	
Satd. Flow (prot)	0	1690	0	0	1782	0	0	1977	0	0	1695	0
Flt Permitted		0.968			0.947			0.952			0.978	
Satd. Flow (perm)	0	1644	0	0	1701	0	0	1891	0	0	1663	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					14			10			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2785			863			613			617	
Travel Time (s)		76.0			23.5			16.7			16.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	20%	2%	6%	0%	2%	0%	4%	4%	0%
Adj. Flow (vph)	13	93	27	22	95	18	21	174	15	27	362	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	135	0	0	210	0	0	428	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	0.98	0.98	0.98	0.91	0.91	0.91	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	40		20	40		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	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+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	
Detector 2 Size(ft)								6			6	
Detector 2 Type								CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Strafford Avenue Residential - Townhouses Existing 2023 AM Peak Hour Traffic Volumes 10:53 am 05/06/2023 BaselineSynchro 11 Report
Page 1

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		37.0	37.0		37.0	37.0	
Total Split (%)	40.3%	40.3%		40.3%	40.3%		59.7%	59.7%		59.7%	59.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		10.4			10.4			36.9			36.9	
Actuated g/C Ratio		0.20			0.20			0.71			0.71	
v/c Ratio		0.41			0.39			0.16			0.36	
Control Delay		21.6			19.2			4.3			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.6			19.2			4.3			5.7	
LOS		C			B			A			A	
Approach Delay		21.6			19.2			4.3			5.7	
Approach LOS		C			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 62

Actuated Cycle Length: 52.3

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 9.7

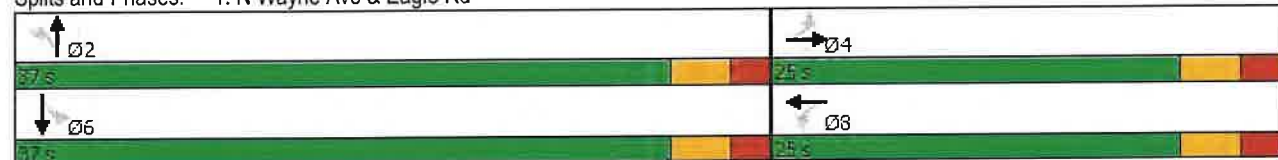
Intersection LOS: A

Intersection Capacity Utilization 44.5%

ICU Level of Service A

Analysis Period (min) 15

















Splits and Phases: 1: N Wayne Ave & Eagle Rd



HCM 6th Signalized Intersection Summary

















1: N Wayne Ave & Eagle Rd

05/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	86	25	20	87	17	19	160	14	25	333	36
Future Volume (veh/h)	12	86	25	20	87	17	19	160	14	25	333	36
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	1875	1860	1875	1615	1881	1822	1872	1843	1872	1929	1929	1986
Adj Flow Rate, veh/h	13	93	27	22	95	18	21	174	15	27	362	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	20	2	6	0	2	0	4	4	0
Cap, veh/h	98	179	49	115	185	33	146	1059	86	115	1148	118
Arrive On Green	0.12	0.14	0.12	0.12	0.14	0.12	0.67	0.70	0.67	0.67	0.70	0.67
Sat Flow, veh/h	106	1310	361	200	1355	239	91	1524	124	49	1651	170
Grp Volume(v), veh/h	133	0	0	135	0	0	210	0	0	428	0	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1795	0	0	1739	0	0	1871	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	3.3	0.0	0.0	1.9	0.0	0.0	4.3	0.0	0.0
Prop In Lane	0.10		0.20	0.16		0.13	0.10		0.07	0.06		0.09
Lane Grp Cap(c), veh/h	288	0	0	295	0	0	1255	0	0	1342	0	0
V/C Ratio(X)	0.46	0.00	0.00	0.46	0.00	0.00	0.17	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	814	0	0	818	0	0	1255	0	0	1342	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.3	0.0	0.0	2.5	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.1	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
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	2.5	0.0	0.0	2.5	0.0	0.0	0.9	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	0.0	20.4	0.0	0.0	2.8	0.0	0.0	3.5	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		133			135			210			428	
Approach Delay, s/veh		20.4			20.4			2.8			3.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		10.5		37.0		10.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		32.0		20.0		32.0		20.0				
Max Q Clear Time (g_c+I1), s		3.9		5.3		6.3		5.3				
Green Ext Time (p_c), s		1.4		0.3		3.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				8.3								
HCM 6th LOS				A								

Lanes, Volumes, Timings
2: Strafford Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	48	8	29	80	21	4	47	20	42	47	33
Future Volume (vph)	33	48	8	29	80	21	4	47	20	42	47	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	13	13	13	12	12	12
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		0.988			0.978			0.962			0.964	
Flt Protected		0.982			0.989			0.997			0.983	
Satd. Flow (prot)	0	1763	0	0	1737	0	0	1883	0	0	1729	0
Flt Permitted		0.982			0.989			0.997			0.983	
Satd. Flow (perm)	0	1763	0	0	1737	0	0	1883	0	0	1729	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		586			2785			417			648	
Travel Time (s)		16.0			76.0			11.4			17.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	0%	3%	0%	10%	0%	0%	0%	5%	2%	6%
Adj. Flow (vph)	36	53	9	32	88	23	4	52	22	46	52	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	143	0	0	78	0	0	134	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

HCM 6th AWSC
2: Strafford Ave & Eagle Rd

05/11/2023

Intersection

















Intersection Delay, s/veh 8.4
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	48	8	29	80	21	4	47	20	42	47	33
Future Vol, veh/h	33	48	8	29	80	21	4	47	20	42	47	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	3	0	10	0	0	0	5	2	6
Mvmt Flow	36	53	9	32	88	23	4	52	22	46	52	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.3			8.5			8			8.5		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	37%	22%	34%
Vol Thru, %	66%	54%	62%	39%
Vol Right, %	28%	9%	16%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	89	130	122
LT Vol	4	33	29	42
Through Vol	47	48	80	47
RT Vol	20	8	21	33
Lane Flow Rate	78	98	143	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.126	0.179	0.169
Departure Headway (Hd)	4.461	4.626	4.504	4.542
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	775	797	790
Service Time	2.49	2.654	2.53	2.569
HCM Lane V/C Ratio	0.097	0.126	0.179	0.17
HCM Control Delay	8	8.3	8.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.6	0.6

Lanes, Volumes, Timings
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	122	2	3	101	0	1	1	1	1	0	0
Future Volume (vph)	1	122	2	3	101	0	1	1	1	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	12	12	12	9	9	9
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		0.998						0.955				
Flt Protected					0.999			0.984			0.950	
Satd. Flow (prot)	0	1764	0	0	1908	0	0	1785	0	0	1624	0
Flt Permitted					0.999			0.984			0.950	
Satd. Flow (perm)	0	1764	0	0	1908	0	0	1785	0	0	1624	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		580			289			323			292	
Travel Time (s)		15.8			7.9			8.8			8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	0%	33%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	136	2	3	112	0	1	1	1	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	115	0	0	3	0	0	1	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	17.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

HCM 6th AWSC
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

Intersection

















Intersection Delay, s/veh 8.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	122	2	3	101	0	1	1	1	1	0	0
Future Vol, veh/h	1	122	2	3	101	0	1	1	1	1	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	4	0	33	2	0	0	0	0	0	0	0
Mvmt Flow	1	136	2	3	112	0	1	1	1	1	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.8			8.4			7.4			7.7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	1%	3%	100%
Vol Thru, %	33%	98%	97%	0%
Vol Right, %	33%	2%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	125	104	1
LT Vol	1	1	3	1
Through Vol	1	122	101	0
RT Vol	1	2	0	0
Lane Flow Rate	3	139	116	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.154	0.147	0.001
Departure Headway (Hd)	4.341	3.986	4.578	4.679
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	897	783	769
Service Time	2.341	2.024	2.606	2.679
HCM Lane V/C Ratio	0.004	0.155	0.148	0.001
HCM Control Delay	7.4	7.8	8.4	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.5	0

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	107	32	25	116	25	32	208	26	11	295	31
Future Volume (vph)	33	107	32	25	116	25	32	208	26	11	295	31
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	16	16	16	11	11	11
Grade (%)		-2%			-1%			0%			-5%	
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		0.975			0.980			0.987			0.987	
Flt Protected		0.990			0.993			0.994			0.998	
Satd. Flow (prot)	0	1696	0	0	1854	0	0	1978	0	0	1751	0
Flt Permitted		0.918			0.941			0.940			0.989	
Satd. Flow (perm)	0	1573	0	0	1757	0	0	1871	0	0	1736	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					15			13			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2785			863			613			617	
Travel Time (s)		76.0			23.5			16.7			16.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	4%	0%	1%	4%	9%	0%	0%
Adj. Flow (vph)	35	113	34	26	122	26	34	219	27	12	311	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	174	0	0	280	0	0	356	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	0.98	0.98	0.98	0.91	0.91	0.91	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	40		20	40		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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Strafford Avenue Residential - Townhouses Existing 2023 PM Peak Hour Traffic Volumes 10:53 am 05/06/2023 BaselineSynchro 11 Report
Page 1

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		37.0	37.0		37.0	37.0	
Total Split (%)	40.3%	40.3%		40.3%	40.3%		59.7%	59.7%		59.7%	59.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		12.2			12.0			35.0			35.0	
Actuated g/C Ratio		0.24			0.23			0.68			0.68	
v/c Ratio		0.49			0.41			0.22			0.30	
Control Delay		22.3			18.7			5.5			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.3			18.7			5.5			6.1	
LOS		C			B			A			A	
Approach Delay		22.3			18.7			5.5			6.1	
Approach LOS		C			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 62

Actuated Cycle Length: 51.1

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 11.1

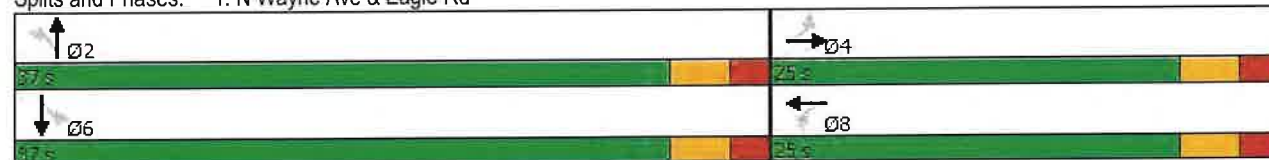
Intersection LOS: B

Intersection Capacity Utilization 49.7%

ICU Level of Service A

Analysis Period (min) 15

















Splits and Phases: 1: N Wayne Ave & Eagle Rd



HCM 6th Signalized Intersection Summary

















1: N Wayne Ave & Eagle Rd

05/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	107	32	25	116	25	32	208	26	11	295	31
Future Volume (veh/h)	33	107	32	25	116	25	32	208	26	11	295	31
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	1875	1875	1875	1911	1896	1852	1872	1857	1814	1858	1986	1986
Adj Flow Rate, veh/h	35	113	34	26	122	26	34	219	27	12	311	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	1	4	0	1	4	9	0	0
Cap, veh/h	126	198	54	113	226	45	164	968	112	89	1171	121
Arrive On Green	0.14	0.16	0.14	0.14	0.16	0.14	0.65	0.67	0.65	0.65	0.67	0.65
Sat Flow, veh/h	235	1201	330	173	1370	271	122	1440	167	20	1742	180
Grp Volume(v), veh/h	182	0	0	174	0	0	280	0	0	356	0	0
Grp Sat Flow(s),veh/h/ln	1765	0	0	1813	0	0	1729	0	0	1941	0	0
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	4.3	0.0	0.0	3.0	0.0	0.0	3.6	0.0	0.0
Prop In Lane	0.19		0.19	0.15		0.15	0.12		0.10	0.03		0.09
Lane Grp Cap(c), veh/h	342	0	0	346	0	0	1209	0	0	1341	0	0
V/C Ratio(X)	0.53	0.00	0.00	0.50	0.00	0.00	0.23	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	778	0	0	798	0	0	1209	0	0	1341	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.1	0.0	0.0	3.2	0.0	0.0	3.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.1	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
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	3.5	0.0	0.0	3.3	0.0	0.0	1.5	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	20.2	0.0	0.0	3.6	0.0	0.0	3.7	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h	182			174			280			356		
Approach Delay, s/veh	20.5			20.2			3.6			3.7		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.0			12.1			37.0			12.1		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	32.0			20.0			32.0			20.0		
Max Q Clear Time (g_c+I1), s	5.0			6.6			5.6			6.3		
Green Ext Time (p_c), s	1.9			0.5			2.4			0.5		
Intersection Summary												
HCM 6th Ctrl Delay	9.7											
HCM 6th LOS	A											

Lanes, Volumes, Timings
2: Strafford Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	83	1	18	103	42	16	74	27	53	38	54
Future Volume (vph)	39	83	1	18	103	42	16	74	27	53	38	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	13	13	13	12	12	12
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		0.999			0.965			0.969			0.950	
Flt Protected		0.985			0.995			0.993			0.982	
Satd. Flow (prot)	0	1807	0	0	1752	0	0	1889	0	0	1773	0
Flt Permitted		0.985			0.995			0.993			0.982	
Satd. Flow (perm)	0	1807	0	0	1752	0	0	1889	0	0	1773	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		586			2785			417			648	
Travel Time (s)		16.0			76.0			11.4			17.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	45	97	1	21	120	49	19	86	31	62	44	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	190	0	0	136	0	0	169	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

HCM 6th AWSC
2: Strafford Ave & Eagle Rd

05/11/2023

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	83	1	18	103	42	16	74	27	53	38	54
Future Vol, veh/h	39	83	1	18	103	42	16	74	27	53	38	54
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	45	97	1	21	120	49	19	86	31	62	44	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	9.3	8.9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	32%	11%	37%
Vol Thru, %	63%	67%	63%	26%
Vol Right, %	23%	1%	26%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	123	163	145
LT Vol	16	39	18	53
Through Vol	74	83	103	38
RT Vol	27	1	42	54
Lane Flow Rate	136	143	190	169
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.195	0.246	0.221
Departure Headway (Hd)	4.793	4.915	4.673	4.714
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	725	764	757
Service Time	2.856	2.977	2.731	2.773
HCM Lane V/C Ratio	0.183	0.197	0.249	0.223
HCM Control Delay	8.9	9.2	9.3	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	1	0.8

Lanes, Volumes, Timings

3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	139	1	1	154	2	1	0	1	0	0	1
Future Volume (vph)	1	139	1	1	154	2	1	0	1	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	12	12	12	9	9	9
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		0.999			0.999			0.932			0.865	
Flt Protected								0.976				
Satd. Flow (prot)	0	1835	0	0	1961	0	0	1728	0	0	1479	0
Flt Permitted								0.976				
Satd. Flow (perm)	0	1835	0	0	1961	0	0	1728	0	0	1479	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		580			289			323			292	
Travel Time (s)		15.8			7.9			8.8			8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	167	1	1	186	2	1	0	1	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	189	0	0	2	0	0	1	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.9%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM 6th AWSC
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

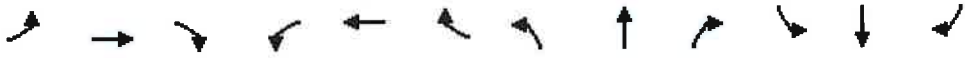
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	139	1	1	154	2	1	0	1	0	0	1
Future Vol, veh/h	1	139	1	1	154	2	1	0	1	0	0	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	167	1	1	186	2	1	0	1	0	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	1%	0%
Vol Thru, %	0%	99%	98%	0%
Vol Right, %	50%	1%	1%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	141	157	1
LT Vol	1	1	1	0
Through Vol	0	139	154	0
RT Vol	1	1	2	1
Lane Flow Rate	2	170	189	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.191	0.211	0.001
Departure Headway (Hd)	4.46	4.043	4.025	4.059
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	885	889	887
Service Time	2.46	2.081	2.061	2.059
HCM Lane V/C Ratio	0.002	0.192	0.213	0.001
HCM Control Delay	7.5	8	8.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0.8	0

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	12	93	25	20	90	17	19	160	14	25	333	36
Future Volume (vph)	12	93	25	20	90	17	19	160	14	25	333	36
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	16	16	16	11	11	11
Grade (%)		-2%			-1%			0%			-5%	
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		0.974			0.982			0.990			0.988	
Flt Protected		0.995			0.992			0.995			0.997	
Satd. Flow (prot)	0	1691	0	0	1784	0	0	1977	0	0	1695	0
Flt Permitted		0.969			0.947			0.952			0.978	
Satd. Flow (perm)	0	1647	0	0	1703	0	0	1891	0	0	1663	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					13			10			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2785			863			613			617	
Travel Time (s)		76.0			23.5			16.7			16.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	20%	2%	6%	0%	2%	0%	4%	4%	0%
Adj. Flow (vph)	13	101	27	22	98	18	21	174	15	27	362	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	138	0	0	210	0	0	428	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	0.98	0.98	0.98	0.91	0.91	0.91	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	40		20	40		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	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+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	
Detector 2 Size(ft)								6			6	
Detector 2 Type								CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Strafford Avenue Residential - Townhouses Future 2028 AM Peak Hour Traffic Volumes 10:53 am 05/06/2023 Baseline Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		37.0	37.0		37.0	37.0	
Total Split (%)	40.3%	40.3%		40.3%	40.3%		59.7%	59.7%		59.7%	59.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		10.7			10.6			36.9			36.9	
Actuated g/C Ratio		0.20			0.20			0.70			0.70	
v/c Ratio		0.42			0.39			0.16			0.37	
Control Delay		21.8			19.2			4.4			5.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.8			19.2			4.4			5.8	
LOS		C			B			A			A	
Approach Delay		21.8			19.2			4.4			5.8	
Approach LOS		C			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 62

Actuated Cycle Length: 52.5

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 9.9

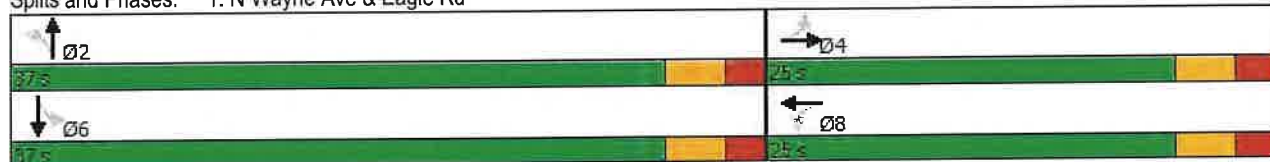
Intersection LOS: A

Intersection Capacity Utilization 44.8%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 1: N Wayne Ave & Eagle Rd



















HCM 6th Signalized Intersection Summary 1: N Wayne Ave & Eagle Rd

05/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	93	25	20	90	17	19	160	14	25	333	36
Future Volume (veh/h)	12	93	25	20	90	17	19	160	14	25	333	36
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	1875	1860	1875	1615	1881	1822	1872	1843	1872	1929	1929	1986
Adj Flow Rate, veh/h	13	101	27	22	98	18	21	174	15	27	362	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	20	2	6	0	2	0	4	4	0
Cap, veh/h	96	189	48	114	194	33	145	1053	86	114	1141	118
Arrive On Green	0.12	0.14	0.12	0.12	0.14	0.12	0.67	0.69	0.67	0.67	0.69	0.67
Sat Flow, veh/h	97	1341	341	191	1371	234	91	1524	124	49	1651	170
Grp Volume(v), veh/h	141	0	0	138	0	0	210	0	0	428	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1797	0	0	1739	0	0	1871	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.4	0.0	0.0	2.0	0.0	0.0	4.4	0.0	0.0
Prop In Lane	0.09		0.19	0.16		0.13	0.10		0.07	0.06		0.09
Lane Grp Cap(c), veh/h	296	0	0	304	0	0	1248	0	0	1334	0	0
V/C Ratio(X)	0.48	0.00	0.00	0.45	0.00	0.00	0.17	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	812	0	0	814	0	0	1248	0	0	1334	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.2	0.0	0.0	2.6	0.0	0.0	3.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.1	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
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	2.7	0.0	0.0	2.6	0.0	0.0	0.9	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	0.0	20.2	0.0	0.0	2.9	0.0	0.0	3.6	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h	141			138			210			428		
Approach Delay, s/veh	20.4			20.2			2.9			3.6		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.0			10.7			37.0			10.7		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	32.0			20.0			32.0			20.0		
Max Q Clear Time (g_c+l1), s	4.0			5.5			6.4			5.4		
Green Ext Time (p_c), s	1.4			0.4			3.0			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	8.5											
HCM 6th LOS	A											

Lanes, Volumes, Timings
2: Strafford Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	49	8	29	82	24	4	48	20	46	49	37
Future Volume (vph)	34	49	8	29	82	24	4	48	20	46	49	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	13	13	13	12	12	12
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		0.988			0.976			0.962			0.962	
Flt Protected		0.982			0.989			0.997			0.983	
Satd. Flow (prot)	0	1762	0	0	1731	0	0	1883	0	0	1725	0
Flt Permitted		0.982			0.989			0.997			0.983	
Satd. Flow (perm)	0	1762	0	0	1731	0	0	1883	0	0	1725	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		586			2785			417			281	
Travel Time (s)		16.0			76.0			11.4			7.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	0%	3%	0%	10%	0%	0%	0%	5%	2%	6%
Adj. Flow (vph)	37	54	9	32	90	26	4	53	22	51	54	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	148	0	0	79	0	0	146	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.2%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th AWSC
2: Strafford Ave & Eagle Rd

05/11/2023

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	34	49	8	29	82	24	4	48	20	46	49	37
Future Vol, veh/h	34	49	8	29	82	24	4	48	20	46	49	37
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	3	0	10	0	0	0	5	2	6
Mvmt Flow	37	54	9	32	90	26	4	53	22	51	54	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.6	8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	37%	21%	35%
Vol Thru, %	67%	54%	61%	37%
Vol Right, %	28%	9%	18%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	91	135	132
LT Vol	4	34	29	46
Through Vol	48	49	82	49
RT Vol	20	8	24	37
Lane Flow Rate	79	100	148	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.13	0.186	0.184
Departure Headway (Hd)	4.495	4.664	4.525	4.558
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	768	792	788
Service Time	2.529	2.697	2.556	2.587
HCM Lane V/C Ratio	0.099	0.13	0.187	0.184
HCM Control Delay	8	8.4	8.6	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.7	0.7

Lanes, Volumes, Timings
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	124	2	3	108	0	1	1	1	1	0	0
Future Volume (vph)	1	124	2	3	108	0	1	1	1	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	12	12	12	9	9	9
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		0.998						0.955				
Flt Protected					0.999			0.984			0.950	
Satd. Flow (prot)	0	1764	0	0	1909	0	0	1785	0	0	1624	0
Flt Permitted					0.999			0.984			0.950	
Satd. Flow (perm)	0	1764	0	0	1909	0	0	1785	0	0	1624	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		580			289			323			292	
Travel Time (s)		15.8			7.9			8.8			8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	0%	33%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	138	2	3	120	0	1	1	1	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	123	0	0	3	0	0	1	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 17.6%	ICU Level of Service A											
Analysis Period (min) 15												

HCM 6th AWSC
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

Intersection

Intersection Delay, s/veh 8.1
Intersection LOS A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	124	2	3	108	0	1	1	1	1	0	0
Future Vol, veh/h	1	124	2	3	108	0	1	1	1	1	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	4	0	33	2	0	0	0	0	0	0	0
Mvmt Flow	1	138	2	3	120	0	1	1	1	1	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.5	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	1%	3%	100%
Vol Thru, %	33%	98%	97%	0%
Vol Right, %	33%	2%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	127	111	1
LT Vol	1	1	3	1
Through Vol	1	124	108	0
RT Vol	1	2	0	0
Lane Flow Rate	3	141	123	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.156	0.157	0.001
Departure Headway (Hd)	4.363	3.992	4.579	4.702
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	895	783	766
Service Time	2.363	2.033	2.607	2.702
HCM Lane V/C Ratio	0.004	0.158	0.157	0.001
HCM Control Delay	7.4	7.8	8.5	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.6	0.6	0

Lanes, Volumes, Timings
13: Strafford Ave & W Site Dr.










05/11/2023




						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	5	1	105	1	122
Future Volume (vph)	2	5	1	105	1	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.866	
Flt Protected	0.988					
Satd. Flow (prot)	1688	0	0	1828	1645	0
Flt Permitted	0.988					
Satd. Flow (perm)	1688	0	0	1828	1645	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	211			300	68	
Travel Time (s)	4.8			8.2	1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	2	6	1	117	1	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	118	137	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	1	105	1	122
Future Vol, veh/h	2	5	1	105	1	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	2	6	1	117	1	136
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	188	69	137	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	806	1000	1459	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	805	1000	1459	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1459	-	935	-	-	
HCM Lane V/C Ratio	0.001	-	0.008	-	-	
HCM Control Delay (s)	7.5	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
15: Strafford Ave

05/11/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	5	2	104	127	1
Future Volume (vph)	2	5	2	104	127	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1688	0	0	1826	1826	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1688	0	0	1826	1826	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	186			281	300	
Travel Time (s)	4.2			7.7	8.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	2	6	2	116	141	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	118	142	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	2	104	127	1
Future Vol, veh/h	2	5	2	104	127	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	2	6	2	116	141	1

















Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	262	142	142
Stage 1	142	-	-
Stage 2	120	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	731	911	1453
Stage 1	890	-	-
Stage 2	910	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	730	911	1453
Mov Cap-2 Maneuver	730	-	-
Stage 1	889	-	-
Stage 2	910	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	851	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	112	32	25	123	25	32	208	26	11	295	31
Future Volume (vph)	33	112	32	25	123	25	32	208	26	11	295	31
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	16	16	16	11	11	11
Grade (%)		-2%			-1%			0%			-5%	
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		0.975			0.981			0.987			0.987	
Flt Protected		0.991			0.993			0.994			0.998	
Satd. Flow (prot)	0	1698	0	0	1856	0	0	1978	0	0	1751	0
Flt Permitted		0.918			0.943			0.940			0.989	
Satd. Flow (perm)	0	1573	0	0	1762	0	0	1871	0	0	1736	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					15			13			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2785			863			613			617	
Travel Time (s)		76.0			23.5			16.7			16.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	4%	0%	1%	4%	9%	0%	0%
Adj. Flow (vph)	35	118	34	26	129	26	34	219	27	12	311	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	0	0	181	0	0	280	0	0	356	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	0.98	0.98	0.98	0.91	0.91	0.91	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	40		20	40		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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Strafford Avenue Residential - Townhouses Future 2028 PM Peak Hour Traffic Volumes 10:53 am 05/06/2023 Baseline Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: N Wayne Ave & Eagle Rd

05/11/2023

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		37.0	37.0		37.0	37.0	
Total Split (%)	40.3%	40.3%		40.3%	40.3%		59.7%	59.7%		59.7%	59.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		12.3			12.2			35.0			35.0	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.49			0.42			0.22			0.30	
Control Delay		22.3			18.8			5.5			6.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.3			18.8			5.5			6.2	
LOS		C			B			A			A	
Approach Delay		22.3			18.8			5.5			6.2	
Approach LOS		C			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 62

Actuated Cycle Length: 51.2

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 11.3

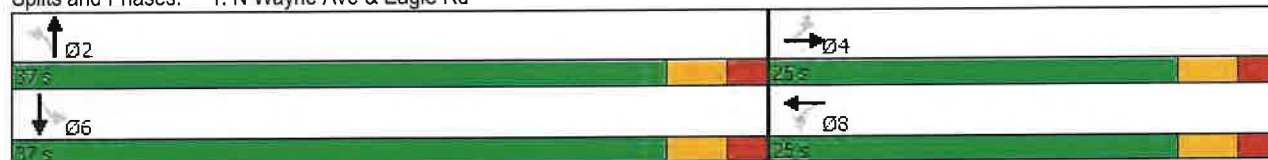
Intersection LOS: B

Intersection Capacity Utilization 50.2%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 1: N Wayne Ave & Eagle Rd



HCM 6th Signalized Intersection Capacity Analysis 1: N Wayne Ave & Eagle Rd

05/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	112	32	25	123	25	32	208	26	11	295	31
Future Volume (veh/h)	33	112	32	25	123	25	32	208	26	11	295	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1875	1875	1875	1911	1896	1852	1872	1857	1814	1858	1986	1986
Adj Flow Rate, veh/h	35	118	34	26	129	26	34	219	27	12	311	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	1	4	0	1	4	9	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	125	204	54	111	233	44	164	965	112	89	1167	121
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
Prop Arrive On Green	0.15	0.17	0.15	0.15	0.17	0.15	0.65	0.67	0.65	0.65	0.67	0.65
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.5	0.0	0.0	20.3	0.0	0.0	3.7	0.0	0.0	3.8	0.0	0.0
Ln Grp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h	187			181			280			356		
Approach Delay, s/veh	20.5			20.3			3.7			3.8		
Approach LOS	C			C			A			A		
Timer:	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Case No	8.0		8.0		8.0		8.0					
Phs Duration (G+Y+Rc), s	37.0		12.2		37.0		12.2					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green (Gmax), s	32.0		20.0		32.0		20.0					
Max Allow Headway (MAH), s	5.5		4.3		5.4		4.3					
Max Q Clear (g _{c+1}), s	5.0		6.8		5.7		6.5					
Green Ext Time (g _e), s	1.9		0.5		2.4		0.5					
Prob of Phs Call (p _c)	1.00		0.99		1.00		0.99					
Prob of Max Out (p _x)	0.00		0.00		0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt	5			7			1			3		
Mvmt Sat Flow, veh/h	122			227			20			165		
Through Movement Data												
Assigned Mvmt	2			4			6			8		
Mvmt Sat Flow, veh/h	1440			1220			1742			1390		
Right-Turn Movement Data												
Assigned Mvmt	12			14			16			18		
Mvmt Sat Flow, veh/h	167			322			180			261		
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment	L+T+R			L+T+R			L+T+R			L+T+R		

HCM 6th Signalized Intersection Capacity Analysis 1: N Wayne Ave & Eagle Rd

05/11/2023

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	280	0	187	0	356	0	181
Grp Sat Flow (s), veh/h/ln	0	1729	0	1769	0	1941	0	1816
Q Serve Time (g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	4.8	0.0	3.7	0.0	4.5
Perm LT Sat Flow (s_l), veh/h/ln	0	1053	0	1251	0	1152	0	1255
Shared LT Sat Flow (s_sh), veh/h/ln	0	1846	0	1857	0	1983	0	1882
Perm LT Eff Green (g_p), s	0.0	32.0	0.0	7.2	0.0	32.0	0.0	7.2
Perm LT Serve Time (g_u), s	0.0	28.3	0.0	2.7	0.0	29.0	0.0	2.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	12.6	0.0	2.2	0.0	22.3	0.0	2.6
Serve Time pre Blk (g_fs), s	0.0	3.0	0.0	2.2	0.0	3.7	0.0	2.6
Prop LT Inside Lane (P_L)	0.00	0.12	0.00	0.19	0.00	0.03	0.00	0.14
Lane Grp Cap (c), veh/h	0	1206	0	347	0	1337	0	351
V/C Ratio (X)	0.00	0.23	0.00	0.54	0.00	0.27	0.00	0.52
Avail Cap (c_a), veh/h	0	1206	0	777	0	1337	0	797
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.2	0.0	19.2	0.0	3.3	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.5	0.0	1.3	0.0	0.5	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
Control Delay (d), s/veh	0.0	3.7	0.0	20.5	0.0	3.8	0.0	20.3
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	1.9	0.0	0.9	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	1.6	0.0	3.6	0.0	2.0	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.03	0.00	0.09	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis 1: N Wayne Ave & Eagle Rd

05/11/2023

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

















Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	0.00	0.18	0.00	0.09	0.00	0.14
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Lanes, Volumes, Timings
2: Strafford Ave & Eagle Rd

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	85	1	18	104	47	16	77	28	57	39	57
Future Volume (vph)	43	85	1	18	104	47	16	77	28	57	39	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	13	13	13	12	12	12
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		0.999			0.962			0.969			0.950	
Flt Protected		0.984			0.995			0.993			0.982	
Satd. Flow (prot)	0	1805	0	0	1747	0	0	1889	0	0	1773	0
Flt Permitted		0.984			0.995			0.993			0.982	
Satd. Flow (perm)	0	1805	0	0	1747	0	0	1889	0	0	1773	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		586			2785			417			275	
Travel Time (s)		16.0			76.0			11.4			7.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	50	99	1	21	121	55	19	90	33	66	45	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	197	0	0	142	0	0	177	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

HCM 6th AWSC
2: Strafford Ave & Eagle Rd

05/11/2023

Intersection

Intersection Delay, s/veh 9.3
Intersection LOS A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	85	1	18	104	47	16	77	28	57	39	57
Future Vol, veh/h	43	85	1	18	104	47	16	77	28	57	39	57
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	50	99	1	21	121	55	19	90	33	66	45	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.4	9.1	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	33%	11%	37%
Vol Thru, %	64%	66%	62%	25%
Vol Right, %	23%	1%	28%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	129	169	153
LT Vol	16	43	18	57
Through Vol	77	85	104	39
RT Vol	28	1	47	57
Lane Flow Rate	141	150	197	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.189	0.207	0.257	0.235
Departure Headway (Hd)	4.844	4.965	4.708	4.761
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	717	757	749
Service Time	2.914	3.035	2.773	2.827
HCM Lane V/C Ratio	0.192	0.209	0.26	0.238
HCM Control Delay	9.1	9.3	9.4	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.8	1	0.9

Lanes, Volumes, Timings
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	146	1	1	159	2	1	0	1	0	0	1
Future Volume (vph)	1	146	1	1	159	2	1	0	1	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	12	12	12	9	9	9
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		0.999			0.999			0.932			0.865	
Flt Protected								0.976				
Satd. Flow (prot)	0	1835	0	0	1961	0	0	1728	0	0	1479	0
Flt Permitted								0.976				
Satd. Flow (perm)	0	1835	0	0	1961	0	0	1728	0	0	1479	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		580			289			323			292	
Travel Time (s)		15.8			7.9			8.8			8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	176	1	1	192	2	1	0	1	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	195	0	0	2	0	0	1	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

HCM 6th AWSC
3: Grant Ln/Hedgerow Ln & Strafford Ave

05/11/2023

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	146	1	1	159	2	1	0	1	0	0	1
Future Vol, veh/h	1	146	1	1	159	2	1	0	1	0	0	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	176	1	1	192	2	1	0	1	0	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.2	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	1%	0%
Vol Thru, %	0%	99%	98%	0%
Vol Right, %	50%	1%	1%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	148	162	1
LT Vol	1	1	1	0
Through Vol	0	146	159	0
RT Vol	1	1	2	1
Lane Flow Rate	2	178	195	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.2	0.219	0.001
Departure Headway (Hd)	4.491	4.047	4.032	4.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	802	883	888	880
Service Time	2.491	2.088	2.068	2.09
HCM Lane V/C Ratio	0.002	0.202	0.22	0.001
HCM Control Delay	7.5	8.1	8.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0.8	0

Lanes, Volumes, Timings
13: Strafford Ave & W Site Dr

05/11/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	3	6	156	148	3
Future Volume (vph)	2	3	6	156	148	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910				0.997	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1701	0	0	1896	1894	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1701	0	0	1896	1894	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			315	58	
Travel Time (s)	5.2			8.6	1.6	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	4	7	188	178	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	195	182	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.1%			ICU Level of Service A		
Analysis Period (min)	15					










HCM 6th TWSC
13: Strafford Ave & W Site Dr

05/11/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	2	3	6	156	148	3
Future Vol, veh/h	2	3	6	156	148	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	4	7	188	178	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	382	180	182	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	710	919	1041	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	919	1041	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1041	-	819	-	-	
HCM Lane V/C Ratio	0.007	-	0.007	-	-	
HCM Control Delay (s)	8.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
15: Strafford Ave & E Site Dr.

05/11/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	161	149	2
Future Volume (vph)	1	4	6	161	149	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887				0.999	
Flt Protected	0.992			0.998		
Satd. Flow (prot)	1672	0	0	1896	1898	0
Flt Permitted	0.992			0.998		
Satd. Flow (perm)	1672	0	0	1896	1898	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	185			275	315	
Travel Time (s)	4.2			7.5	8.6	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	5	7	194	180	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	201	182	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
15: Strafford Ave & E Site Dr.

05/11/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	1	4	6	161	149	2
Future Vol, veh/h	1	4	6	161	149	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	5	7	194	180	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	389	181	182	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	704	918	1041	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	698	918	1041	-	-	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1041	-	864	-	-	
HCM Lane V/C Ratio	0.007	-	0.007	-	-	
HCM Control Delay (s)	8.5	-	9.2	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

APPENDIX G

Auxiliary Turn Lane Warrants

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION									
Municipality:	Radnor	Analysis Date:	5/11/2023						
County:	Delaware County	Conducted By:	FT						
PennDOT Engineering District:	6	Checked By:	WB Approach						
		Agency/Company Name:	FTA						
Intersection & Approach Description:		Strafford Ave & Site Driveway							
Analysis Period:		2028		Number of Approach Lanes:		1			
Design Hour:		PM Peak Hour		Undivided or Divided Highway:		Undivided			
Intersection Control:		Unsignalized							
Posted Speed Limit (MPH):		25						Type of Analysis	
Type of Terrain:		Level		Left or Right-Turn Lane Analysis?:		Left Turn Lane			

VOLUME CALCULATIONS									
Left Turn Lane Volume Calculations									
Movement		Include?	Volume	% Trucks	PCEV				
Advancing	Left	Yes	6	0.0%	6	Advancing Volume: 172			
	Through	-	161	5.0%	166	Opposing Volume: 156			
	Right	No	0	0.0%	N/A	Left Turn Volume: 6			
Opposing	Left	No	0	0.0%	N/A				
	Through	-	149	5.0%	153				
	Right	Yes	3	0.0%	3	% Left Turns in Advancing Volume: 3.49%			
Right Turn Lane Volume Calculations									
Movement		Include?	Volume	% Trucks	PCEV				
Advancing	Left	No	0	0.0%	N/A	Advancing Volume: N/A			
	Through	-	0	0.0%	N/A	Right Turn Volume: N/A			
	Right	-	0	0.0%	N/A				

TURN LANE WARRANT FINDINGS									
Left Turn Lane Warrant Findings					Right Turn Lane Warrant Findings				
Applicable Warrant Figure: Figure 1					Applicable Warrant Figure: N/A				
Warrant Met?: No					Warrant Met?: N/A				

TURN LANE LENGTH CALCULATIONS									
Intersection Control:		Unsignalized							
Design Hour Volume of Turning Lane:		6							
Cycles Per Hour (Assumed):		60							
Cycles Per Hour (If Known):									
		Average # of Vehicles/Cycle: N/A							
PennDOT Publication 46, Exhibit 11-6									
Type of Traffic Control	Speed (MPH)								
	25-35		40-45		50-60				
	Turn Demand Volume								
	High	Low	High	Low	High	Low			
Signalized	A	A	B or C	B or C	B or C	B or C			
Unsignalized	A	A	C	B	B or C	B			
Left Turn Lane Storage Length, Condition A:						N/A		Feet	
Condition B:						N/A		Feet	
Condition C:						N/A		Feet	
Required Left Turn Lane Storage Length:						N/A		Feet	
Additional Findings:						N/A			
Additional Comments / Justifications:									
hypothetical analysis of picks the highest volumes found at either of the two proposed driveways. Analysis also focuses on PM peak hour since that has highest inbound (returning) site traffic AND highest Strafford Avenue through volumes									

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION									
Municipality:	Radnor	Analysis Date:	5/11/2023						
County:	Delaware County	Conducted By:	FT						
PennDOT Engineering District:	6	Checked By:	EB Approach						
		Agency/Company Name:	FTA						
Intersection & Approach Description:		Strafford Ave & Site Driveway							
Analysis Period:		2028		Number of Approach Lanes:		1			
Design Hour:		PM Peak Hour		Undivided or Divided Highway:		Undivided			
Intersection Control:		Unsignalized							
Posted Speed Limit (MPH):		25							
Type of Terrain:		Level		Left or Right-Turn Lane Analysis?:		Right Turn Lane		Type of Analysis	

VOLUME CALCULATIONS									
Left Turn Lane Volume Calculations									
Movement		Include?	Volume	% Trucks	PCEV				
Advancing	Left	Yes	0	0.0%	N/A	Advancing Volume: N/A			
	Through	-	0	0.0%	N/A	Opposing Volume: N/A			
	Right	No	0	0.0%	N/A	Left Turn Volume: N/A			
Opposing	Left	No	0	0.0%	N/A				
	Through	-	0	0.0%	N/A				
	Right	Yes	0	0.0%	N/A	% Left Turns in Advancing Volume: N/A			
Right Turn Lane Volume Calculations									
Movement		Include?	Volume	% Trucks	PCEV				
Advancing	Left	No	0	0.0%	N/A	Advancing Volume: 156			
	Through	-	149	5.0%	153	Right Turn Volume: 3			
	Right	-	3	0.0%	3				

TURN LANE WARRANT FINDINGS									
Left Turn Lane Warrant Findings					Right Turn Lane Warrant Findings				
Applicable Warrant Figure: N/A					Applicable Warrant Figure: Figure 9				
Warrant Met?: N/A					Warrant Met?: No				

TURN LANE LENGTH CALCULATIONS									
Intersection Control:		Unsignalized							
Design Hour Volume of Turning Lane:		3							
Cycles Per Hour (Assumed):		60							
Cycles Per Hour (If Known):									
		Average # of Vehicles/Cycle: N/A							
PennDOT Publication 46, Exhibit 11-6									
Type of Traffic Control	Speed (MPH)								
	25-35		40-45		50-60				
	Turn Demand Volume								
	High	Low	High	Low	High	Low			
Signalized	A	A	B or C	B or C	B or C	B or C			
Unsignalized	A	A	C	B	B or C	B			
Right Turn Lane Storage Length, Condition A:						N/A		Feet	
Condition B:						N/A		Feet	
Condition C:						N/A		Feet	
Required Right Turn Lane Storage Length:						N/A		Feet	
Additional Findings:						N/A			
Additional Comments / Justifications:									
hypothetical analysis of picks the highest volumes found at either of the two proposed driveways. Analysis also focuses on PM peak hour since that has highest inbound (returning) site traffic AND highest Strafford Avenue through volumes									

APPENDIX H

Accident Investigations



Point 40.047067,

Geographic Selection

Point Intersection Line Route Polygon Region

Point Coordinates

Degrees

Buffer Distance:

500

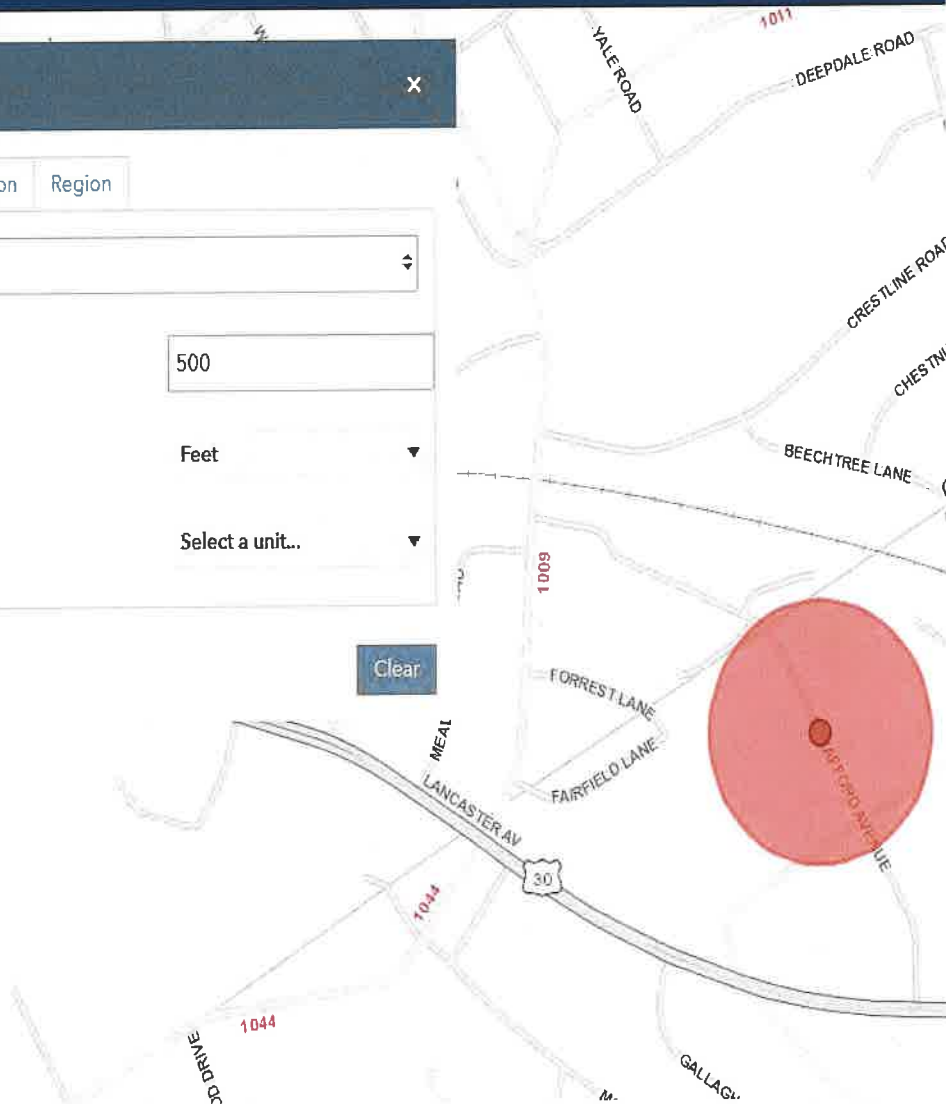
Buffer Distance Units:

Feet

Buffer Area Unit:

Select a unit...

Clear



Disclaimer Notes:

- 1) The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgment or determination made by the Department.
- 2) The data available in this application is dynamic. Data may be added or changed as additional information is made available to the Department.



Date Range: 01/01/2017 to 12/31/2022 *

CRASH SEVERITY LEVEL BY YEAR

	2017 CRASHES	2018 CRASHES	2019 CRASHES	ALL YEARS CRASHES
POSSIBLE INJURY	0	1	0	1
PROPERTY DMG ONLY	2	0	1	3
TOTAL	2	1	1	4

CRASH DESCRIPTION TYPES BY YEAR

	2017 CRASHES	2018 CRASHES	2019 CRASHES	ALL YEARS CRASHES
ANGLE	2	1	0	3
HEAD ON	0	0	1	1
TOTAL	2	1	1	4

PERSON INJURY SUMMARY BY YEAR

	2017 PERSONS	2018 PERSONS	2019 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	0
SUSPECTED MINOR INJURIES	0	0	0	0
POSSIBLE INJURIES	0	1	0	1
UNKNOWN SEVERITY	0	0	0	0
UNKNOWN IF INJURED	0	0	0	0

* **PLEASE NOTE:** Years which do not appear in the report contain zero crashes for this request.

* Complete records of reportable crashes are available in PCIT for the following years: 2003 - 2022

* Crash information for 2023 is incomplete at the time of this printing. As such, data for 2023 is not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

Print Date: 05/10/2023

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the "Suspected Serious Injury", "Suspected Minor Injury" and "Possible Injury" categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Date Range : 01/01/2017 to 12/31/2022

Selected Shapes : Point 40.047067, -75.399589,Point 40.047067, -75.399589 - Buffer (500 feet)

Filter Characteristics:

This report counts the number of crashes.