

Equipment Inventory Sheet

Intersection: Carlisle Pk & Sporting Hill

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A

Conflict Monitor: EDI NSM-12

Detector Amps: Sarasota 515T; 515B & 535T

Detector Amps Number: 5; 1; 1

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: All 12 phase positions used
EVP on all approaches

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: H/M ped signals & marked crosswalks on all legs - curb but no ramps

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Carlisle Pk & St. John's Church

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A
Conflict Monitor: Guardian NP12
Detector Amps: EDI LM301 & 301T
Detector Amps Number: 2; 3
Phase Assembly: 12 position backpanel
Detectors Working?: yes
General Assembly Condition:
(Good/Fair/Poor) good

Notes: 5 phase positions used
EVP on all approaches

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: 2 strain poles & 2 utility poles

Pedestrian Accommodations: no ped xings on all legs

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Carlisle Pk, Central & Orr's Bridge

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A
Conflict Monitor: EDI NSM-12
Detector Amps: Sarasota 512B & 512T. EDI LM301
Detector Amps Number: 2; 4. 2
Phase Assembly: 8 position backpanel
Detectors Working?: yes
General Assembly Condition:
(Good/Fair/Poor) good

Notes: 6 phase positions used
EVP on 4 approaches

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: 4 strain poles - (two diagonal spans)

Pedestrian Accommodations: no ped xings

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Carlisle Pk, Market & 32nd

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: _____

Conflict Monitor: _____

Detector Amps: _____

Detector Amps Number: _____

Phase Assembly: _____

Detectors Working?: _____

General Assembly Condition:
(Good/Fair/Poor) _____

Notes: _____

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: _____

Pedestrian Accommodations: _____

Pavement Marking Condition: _____

General Assembly Condition:
(Good/Fair/Poor) _____

Notes: _____

Equipment Inventory Sheet

Intersection: Gettysburg & Wesley

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Econolite ASC/2S-2100 & ASC/2M-10

Conflict Monitor: EDI NSM-12L

Detector Amps: EDI LM301 & 301T. Sarasota

Detector Amps Number: 3; 1; 1; 1 515B & 515T

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: 7 phase positions used
NO EVP

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: H/M across one approach

Pavement Marking Condition: fair

General Assembly Condition:
(Good/Fair/Poor) good

Notes: Closed Loop master at this location - in system with other signals
along Wesley/Rossmoyne

Equipment Inventory Sheet

Intersection: Gettysburg, Slate Hill & Locust

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Econolite ASC/2S-2100

Conflict Monitor: EDI NSM-6L

Detector Amps: Detector Systems 810 & 813

Detector Amps Number: 2; 1; 1 EDI LM301T

Phase Assembly: 9 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: 4 phase positions used

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: W/DW on all legs - marked xwalks - ramps & curb cuts

Pavement Marking Condition: fair

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Simpson Ferry, Wesley & Sheely

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820

Conflict Monitor: Guardian NM12

Detector Amps: Sarasota 515B; 515T & 535T

Detector Amps Number: 1; 5; 1; 1 EDI LM301

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: All 12 phase positions used
NO EVP

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good, except pole on NW corner damaged

Pedestrian Accommodations: Ped xings on all approaches - RYG signals
No marked xwalks - No curb ramps

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Simpson Ferry & St. John's Church

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Eagle EPAC 300

Conflict Monitor: EDI SSM-12

Detector Amps: EDI LM301

Detector Amps Number: 8

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: 12 phase positions used

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: Ped xings on all legs
two with ramps & two with no curb

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Trindle & Sheely

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A

Conflict Monitor: EDI NSM-12

Detector Amps: Detector Systems 910A-SS

Detector Amps Number: 5

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: 7 phase positions used
EVP on all 4 legs

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: Ped xings on 2 legs - no curbing where peds cross

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Trindle & Sporting Hill

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A

Conflict Monitor: Guardian NP12

Detector Amps: EDI LM301 & LM301T Detector Systems

Detector Amps Number: 2; 1; 1; 1 910A-SS & 913A-SS

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: 8 phase positions used
EVP on all 3 legs

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: Ped xings EB & SB approaches - no marked xwalks - no ramps
two short barrier curbs

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Trindle & Railroad

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A

Conflict Monitor: EDI NSM-12

Detector Amps: Naztec 710-TX/I; EDI LM301 & 301

Detector Amps Number: 5; 1; 1

Phase Assembly: 12 position backpanel

Detectors Working?: yes

General Assembly Condition:
(Good/Fair/Poor) good

Notes: 9 phase positions used

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good

Pedestrian Accommodations: H/M and marked xwalks on all legs - curb on two corners, ramp
on one corner

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Trindle & St. John's Church

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: Multisonics 820A
Conflict Monitor: EDI NSM-12L
Detector Amps: Sarasota 515T EDI LM301 & 301T
Detector Amps Number: 8; 2 & 2
Phase Assembly: 16 position backpanel
Detectors Working?: yes
General Assembly Condition:
(Good/Fair/Poor) good

Notes: 11 phase positions used
EVP on all approaches

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: good, except damage on NW corner

Pedestrian Accommodations: No xings on all legs

Pavement Marking Condition: good

General Assembly Condition:
(Good/Fair/Poor) good

Notes: _____

Equipment Inventory Sheet

Intersection: Trindle, Chestnut & 32nd

Date: May 3, 2007

Performed by: DEM/WSB/BPS

Controller Assembly Information:

Controller: _____

Conflict Monitor: _____

Detector Amps: _____

Detector Amps Number: _____

Phase Assembly: _____

Detectors Working?: _____

General Assembly Condition:

(Good/Fair/Poor) _____

Notes: _____

Intersection Installation Information:

Signal Head Size: _____

Mast Arm Condition: _____

Pedestrian Accommodations: _____

Pavement Marking Condition: _____

General Assembly Condition:

(Good/Fair/Poor) _____

Notes: _____

Motorcarrier Interview

Company: Carlisle Carriers

Phone # 717-691-8600

Contact: Joe Feldish

Interviewer: BPS

Notes:

One of the terminals is on Rt. 11, west of the Study Area. Trucks use the Carlisle Pike frequently when traveling into the study area or to 581.

~50% of their trucks travel EB on PA 581, exit onto the Carlisle Pike, and travel WB on the Carlisle Pike.

~15-20 trucks/day (as high as 40/day) travel EB on the Carlisle Pike to St. Johns Church Rd, and SB to Industrial Drive.

~5 trucks per day travel the same route to Trindle Rd, turn Rt onto Trindle and then Lt onto Railroad Ave.

~20 trucks/day travel EB on Simpson Ferry Rd to Wesley Drive, and then SB to US 15

A full interchange at PA 581 and Trindle Rd would be beneficial. Many of their trucks travel through the Study Area network to avoid the 15/581 Interchange when leaving Industrial Drive.

Motorcarrier Interview

Company: ARLO Transportation, Inc. **Phone #** 717-730-5212, ext. 5331
Contact: Bob Buffington **Interviewer:** BPS

Notes:

Industrial Drive Building:

~35 trucks/day leaving Industrial Drive, generally traveling NB on St. John's Church Rd to the Carlisle Pike, WB on the Carlisle Pike to PA 581. Primarily shipping on I-81 South to Virginia.

Up to 100 trucks/day inbound to Industrial Rd, most follow the reverse of the route mentioned above.

Building near Intersection of Gettysburg Rd and Wesley Dr:

Up to 40 trucks/day traveling toward Carlisle by way of US 15 NB to PA 581 WB to I-81 SB. The 15/581 interchange is a dangerous movement for the drivers.

During busy hours, the route will change to US 15 SB to the Pennsylvania Turnpike.

Motorcarrier Interview

Company: Arnold Logistics

Phone # 717-731-4374

Contact:

Interviewer: BPS

Notes:

All traffic originates from the St. Johns Church Road area.

Overall outbound routes:

~5-10 trucks/day to PA Turnpike, Maryland, Virginia by way of US 15 SB

~50 trucks/day to the Reading area by way of PA 581 EB

~50 trucks/day to the Carlisle area by way of PA 581 EB to I-81 SB

Motorcarrier Interview

Company: Ward Trucking
Contact: Chuck Dunlap

Phone # 717-761-1334
Interviewer: BPS

Notes:

Initiated contact several times. Was informed that the contact would call back.
Each time, received no call back.

Motorcarrier Interview

Company: New Penn
Contact: Tom Gerhold
Brenton Lavelle

Phone # 717-821-0003
Interviewer: BPS

Notes:

No contact was made.

#1 CARLISLE PIKE AND VAN PATTEN DRIVE

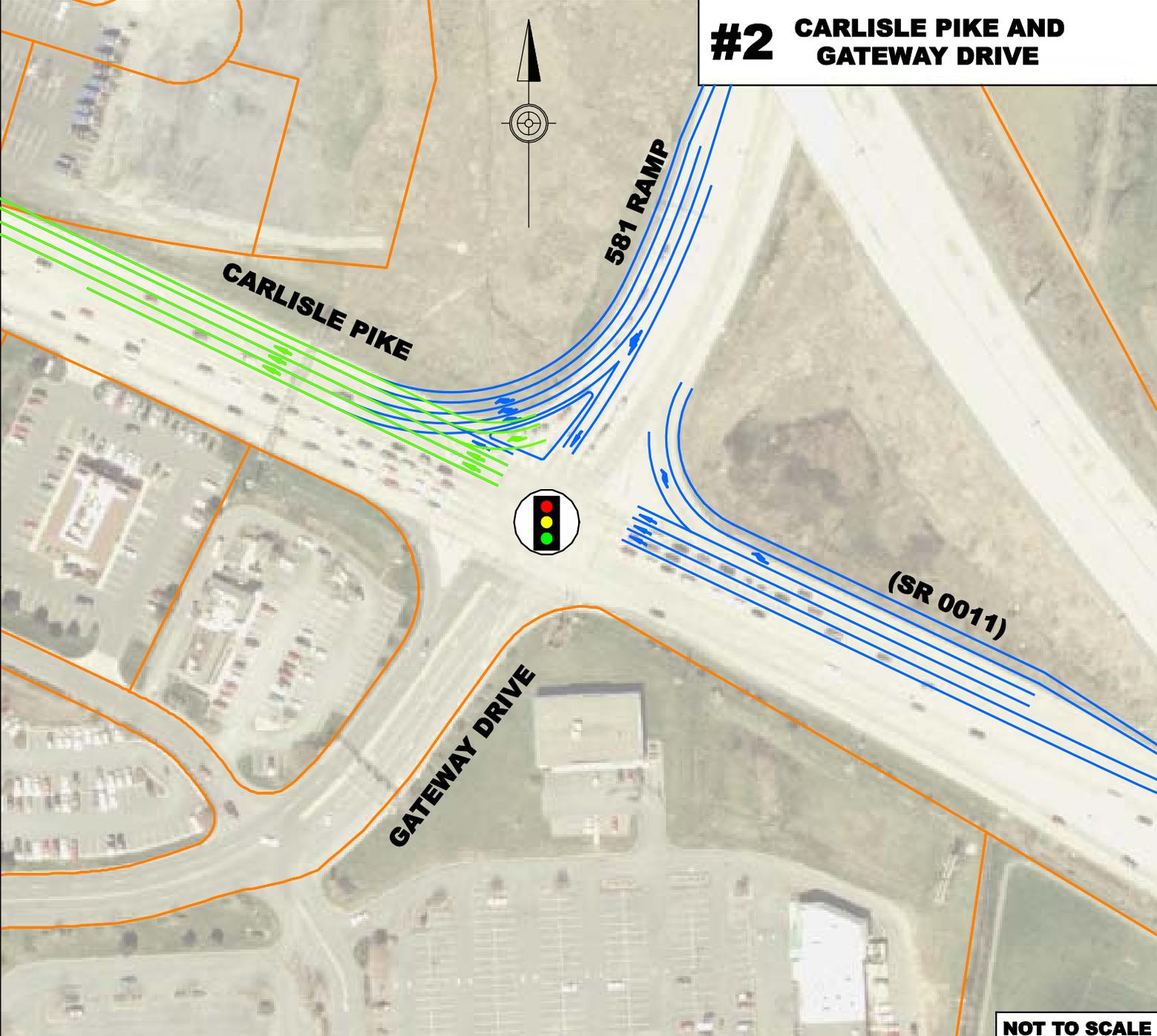


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	B (B)		
	2020		
SHORT TERM:	B (C)	B (B)	No environmental issues of note. Right-of-way will be required from hotel and businesses along north side of US 11
<ul style="list-style-type: none"> • Add third through lane on westbound Carlisle Pike • Add 200' right-turn lane on westbound Carlisle Pike • Improve Signal Timings and Coordination • Update pedestrian phase lengths to conform with MUTCD requirements • Modify/install crosswalks and curb-cut ramps to conform with ADA requirements 	2030		
LONG TERM:	B (C)	B (B)	
<ul style="list-style-type: none"> • Improve Signal Timings and Coordination 			

#2 CARLISLE PIKE AND GATEWAY DRIVE

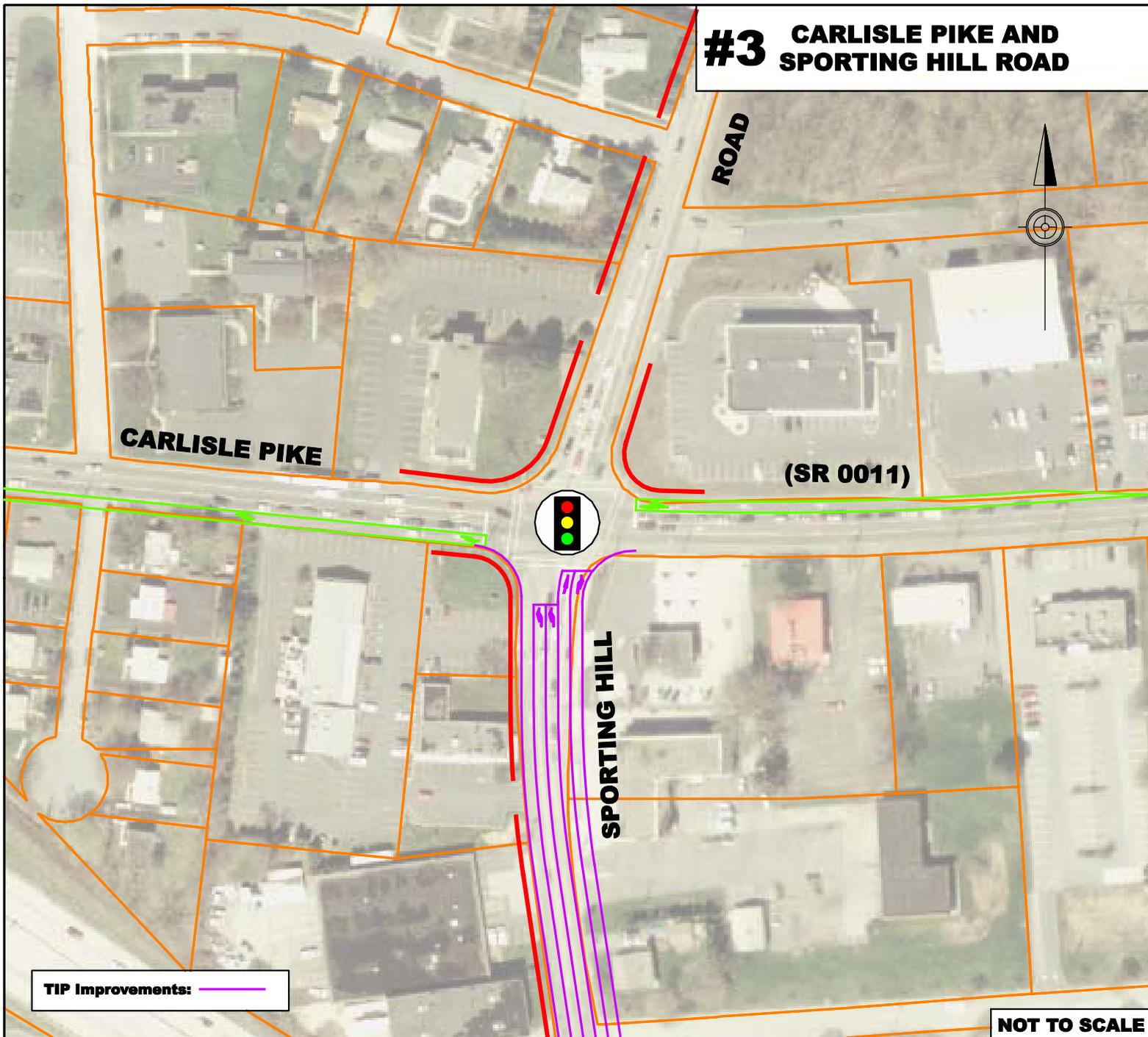


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS: IMMEDIATE: SHORT TERM: <ul style="list-style-type: none"> • Connect southbound right-turn lane from PA-581 Ramps to third westbound through lane on Carlisle Pike • Improve Signal Timings and Coordination • Update pedestrian phase lengths to conform with MUTCD requirements • Modify/install crosswalks and curb-cut ramps to conform with ADA requirements LONG TERM: <ul style="list-style-type: none"> • Add two additional channelized right-turn lanes on southbound PA-581 Ramps • Add a third through lane on westbound Carlisle Pike • Improve Signal Timings and Coordination 	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES: No significant environmental issues to note Most work will be completed within existing ramp areas and within PennDOT right-of-way
	2007		
	D(F)	X	
	2020		
	D(F)	B(B)	
	2030		
	E(F)	B(B)	

#3 CARLISLE PIKE AND SPORTING HILL ROAD



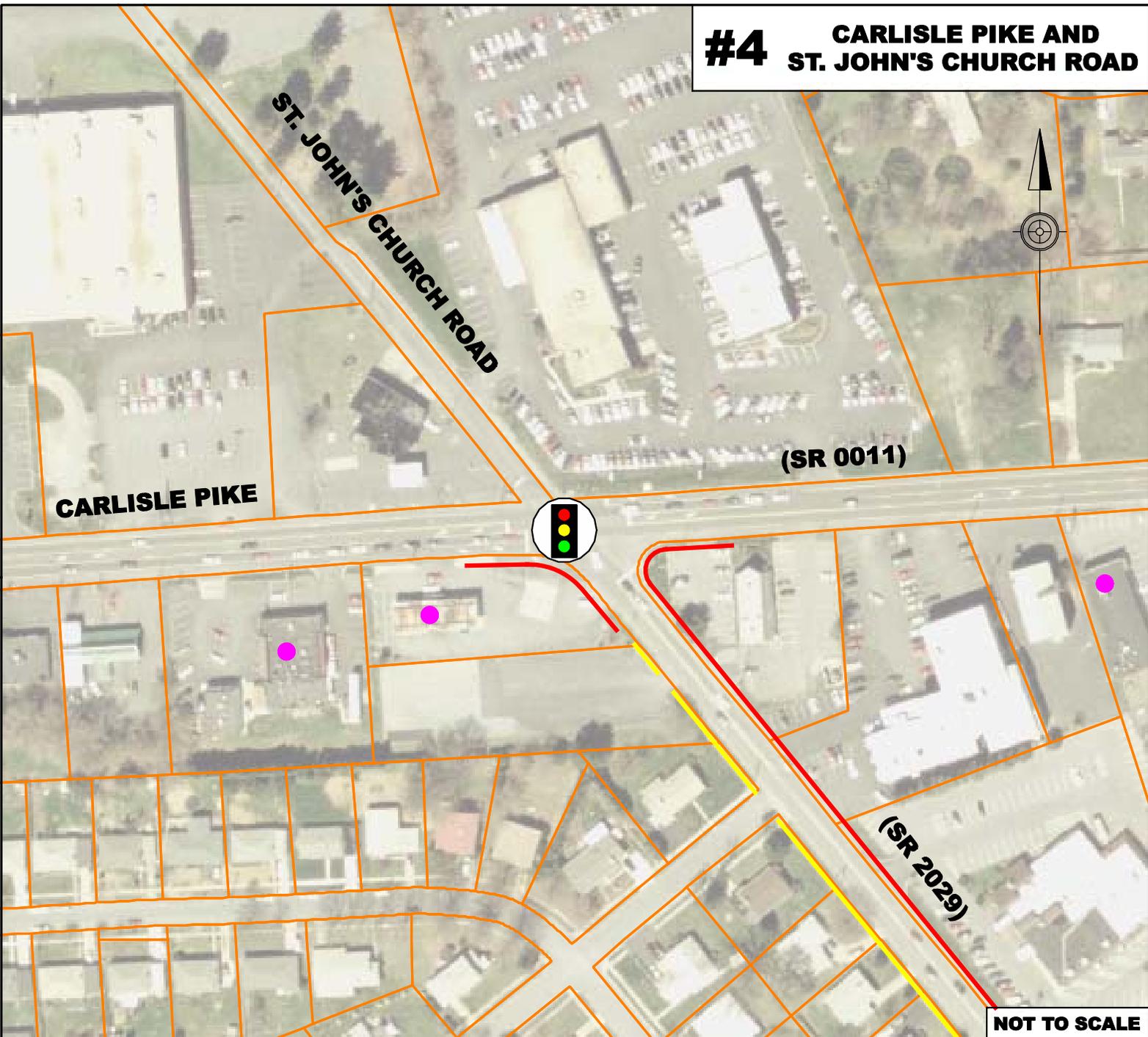
TIP Improvements:

NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS: IMMEDIATE: <ul style="list-style-type: none"> • Improve striping for the southbound left turn SHORT TERM: <ul style="list-style-type: none"> • Extend right-turn lane on eastbound Carlisle Pike to create two through lanes from Gateway Drive to Sporting Hill Road • Extend shared through/right-turn lane on westbound Carlisle Pike to 400' • Improve Signal Timings and Coordination • Update pedestrian phase lengths to conform with MUTCD requirements • Modify/Install crosswalks and curb-cut ramps to conform with ADA requirements LONG TERM: <ul style="list-style-type: none"> • TIP Improvements: Widen Sporting Hill Road south of Carlisle Pike for 5-lane cross-section • Improve Signal Timings and Coordination • Assess feasibility of coordinating signal with adjacent signals along Sporting Hill Road, which were not a part of this study 	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES: No significant environmental issues to note Right-of-way will be required to complete TIP improvements along Sporting Hill Road. This may require some commercial impacts as well Work along Carlisle Pike will be mostly within right-of-way but will require some driveway adjustments and modifications to commercial properties	
		2007		
	E(E)			
		2020		
	B(D)	B(D)		
	2030			
	B(F)	E(D)		

#4 CARLISLE PIKE AND ST. JOHN'S CHURCH ROAD



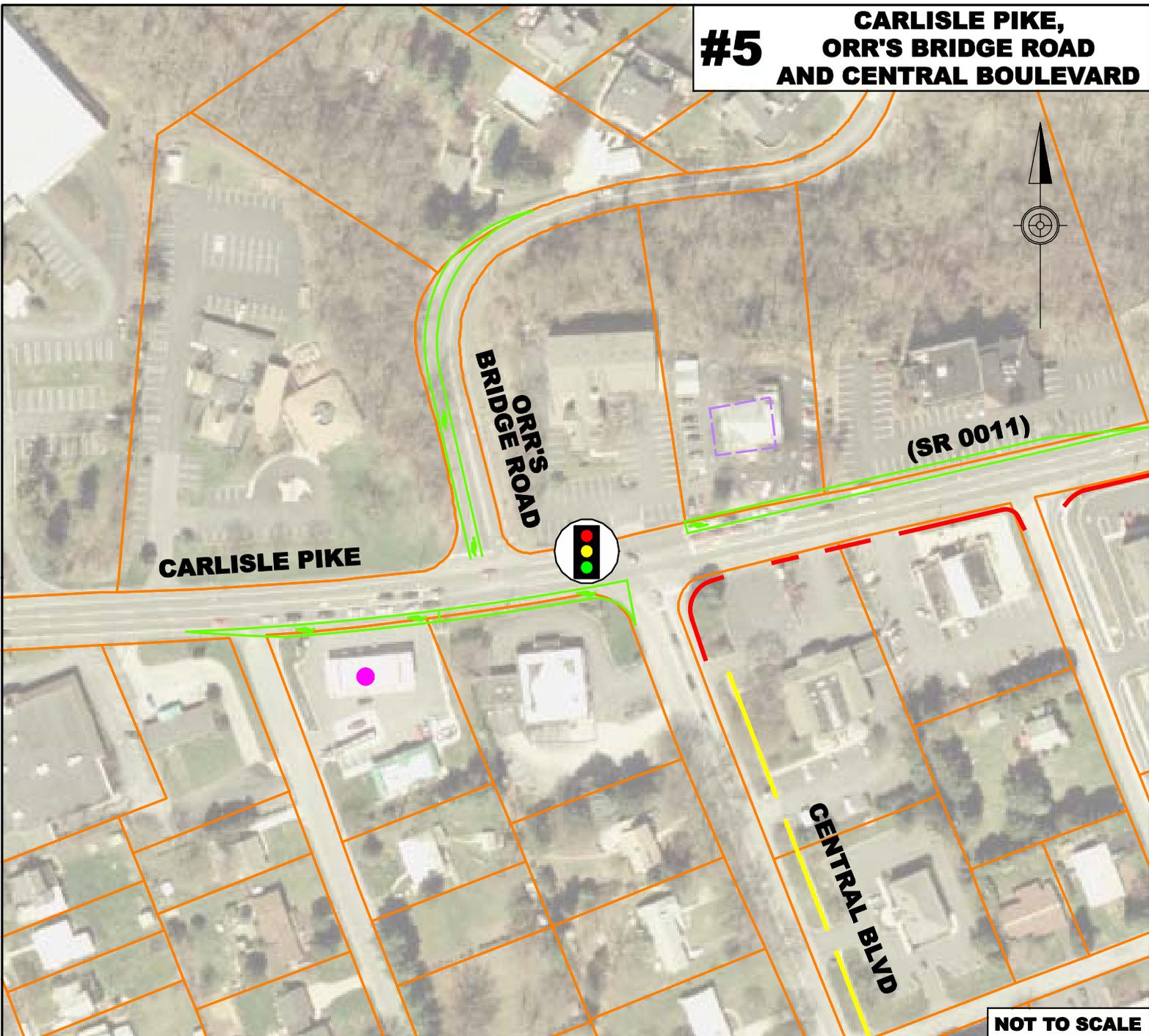
NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS: IMMEDIATE: <ul style="list-style-type: none"> Re-delineate the continuous center left turn lane on the westbound approach to extend left turn lane to provide 290' of storage Investigate extending the eastbound right turn lane to provide 295' of storage SHORT TERM: <ul style="list-style-type: none"> Improve Signal Timings and Coordination Update pedestrian phase lengths to conform with MUTCD requirements Modify/Install crosswalks and curb-cut ramps to conform with ADA requirements LONG TERM: <ul style="list-style-type: none"> Improve Signal Timings and Coordination 	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES: Potential hazardous waste site Exxon Gas Station No significant right-of-way impacts for these improvements
	2007		
	C(C)		
	2020		
	C(C)	C(C)	
	2030		
	C(C)	C(C)	

#5

**CARLISLE PIKE,
ORR'S BRIDGE ROAD
AND CENTRAL BOULEVARD**



NOT TO SCALE

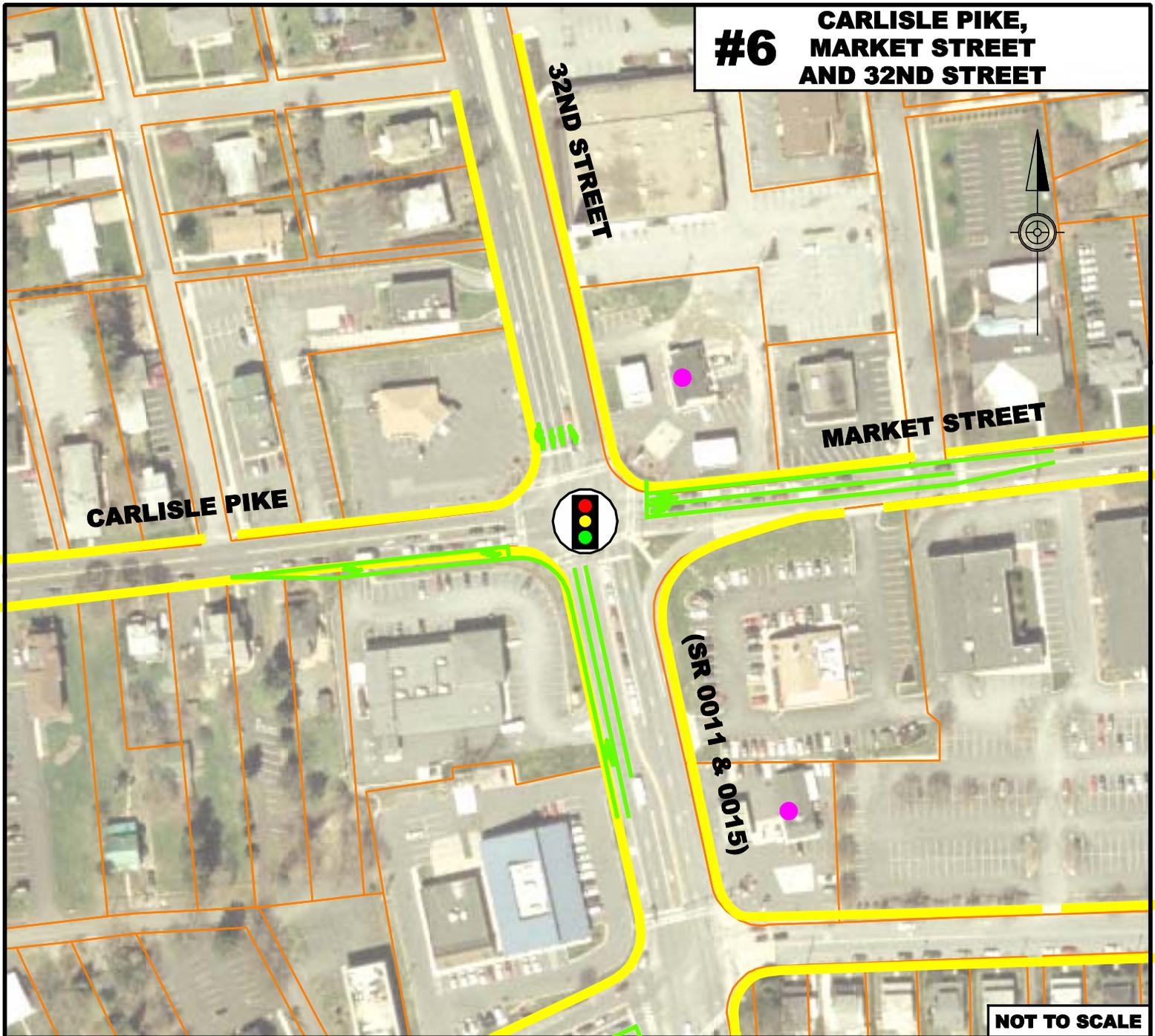
LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:
IMMEDIATE:
<ul style="list-style-type: none"> • Re-delineate the continuous center left turn lane on the eastbound approach to extend the left turn lane to provide 360' of storage • Improve delineation of westbound right turn lanes • Extend the northbound left turn lane to provide 300' of storage and install an overhead lane control sign
SHORT TERM:
<ul style="list-style-type: none"> • Develop the eastbound right-turn lane for Central Blvd 150' west of the Orr's Bridge Road intersection with Carlisle Pike • Lengthen right-turn lane on southbound Orr's Bridge Road to 300' • Lengthen right-turn lane on westbound Carlisle Pike at Central Blvd to approx. 380' • Improve Signal Timings and Coordination • Update pedestrian phase lengths to conform with MUTCD requirements • Modify/install crosswalks and curb-cut ramps to conform with ADA requirements
LONG TERM:
<ul style="list-style-type: none"> • Improve Signal Timings and Coordination

NO-BUILD	BUILD
2007	
C(C)	
2020	
C(D)	C(D)
2030	
C(D)	C(D)

ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
Potential hazardous waste- Hess Gas
Potential historic resource- Andrew Moore House
Right-of-way would be required for the 2020 Improvements. Right-of-way along the north side of US 11 would require commercial driveway adjustments. Right-of-way on the south side of US 11 would require commercial and environmental interaction.

#6 CARLISLE PIKE, MARKET STREET AND 32ND STREET



NOT TO SCALE

LEGEND:

- Proposed Sidewalk: █
- Existing Sidewalk: █
- Parcel Lines: █
- 2020 Improvements: █
- 2030 Improvements: █
- Potential Historic Resource: █
- Potential Hazardous Waste: ●
- Proposed Signal:
- Existing Signal:

IMPROVEMENTS:

IMMEDIATE:

SHORT TERM:

- Create a third through lane on southbound 32nd Street (US 15)
- Add a 170' exclusive right-turn lane on eastbound Carlisle Pike
- Lengthen the left-turn lane on westbound Market Street to 300'
- Improve Signal Timings and Coordination
- Update pedestrian phase lengths to conform with MUTCD requirements
- Modify/install crosswalks and curb-cut ramps to conform with ADA requirements

LONG TERM:

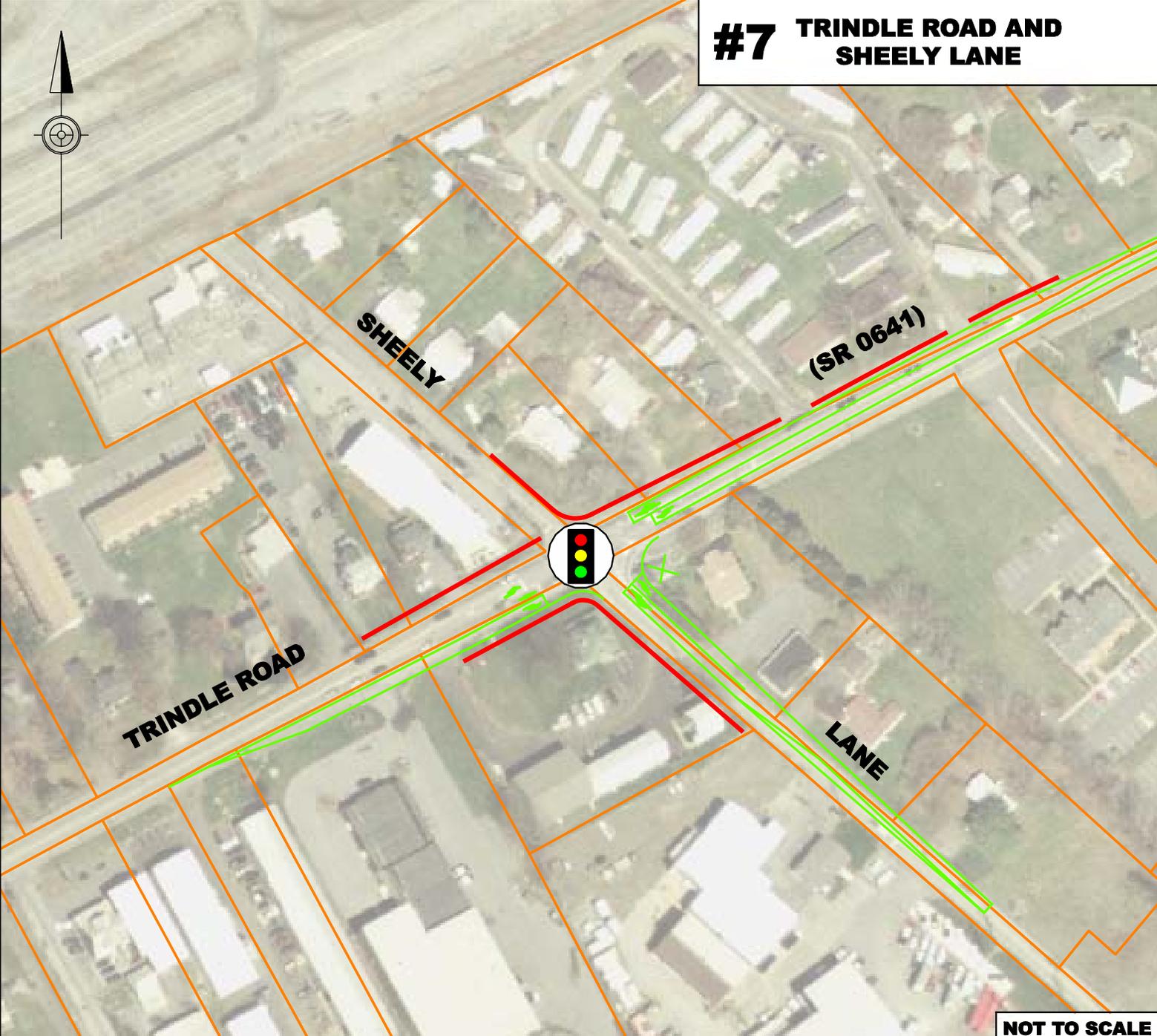
- Improve Signal Timings and Coordination

NO-BUILD	BUILD
2007	
D(F)	
2020	
E(F)	F(F)
2030	
F(F)	F(F)

**ENVIRONMENTAL/
RIGHT-OF-WAY ISSUES:**

A Plus Sunoco Gas
Right-of-way would be required from a commercial property and a commercial driveway adjustment on the south side of the Carlisle Pike

#7 TRINDLE ROAD AND SHEELY LANE

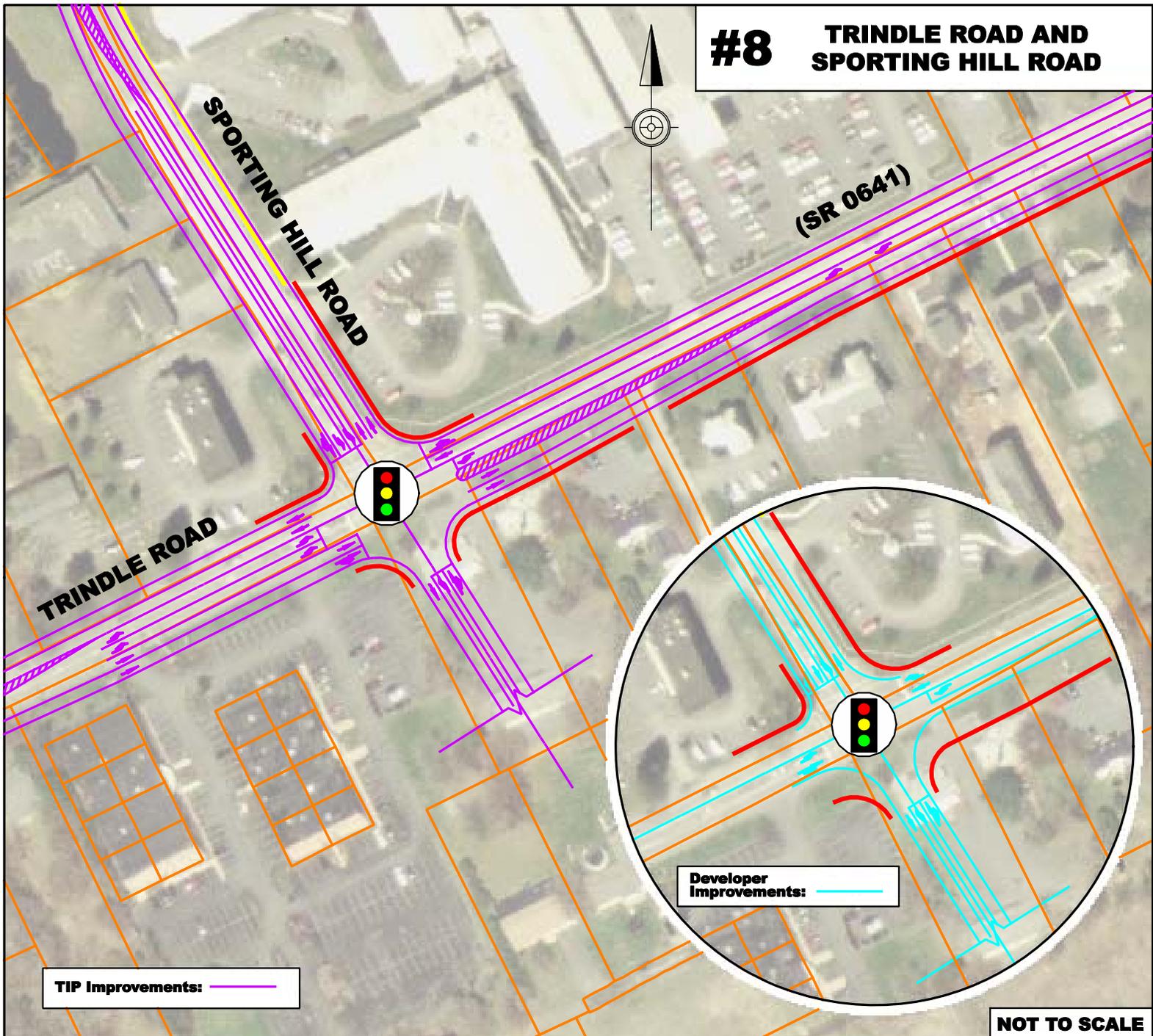


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS: IMMEDIATE: SHORT TERM: <ul style="list-style-type: none"> • Add a 150' shared through/left-turn lane on northbound Sheely Lane • Add a 265' exclusive right-turn lane on eastbound Trindle Road • Lengthen the left-turn lane on westbound Trindle Road to approx. 400' • Improve Signal Timings and Coordination • Update pedestrian phase lengths to conform with MUTCD requirements • Modify/Install crosswalks and curb-cut ramps to conform with ADA requirements LONG TERM: <ul style="list-style-type: none"> • Improve Signal Timings and Coordination 	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES: Acquire Property on Southeast Quadrant Driveway modifications and minor right-of-way will be required on the north side of Trindle Road Driveway modifications and some commercial property will be required on the southwest quadrant
	2007		
	C(D)	X	
	2020		
	F(E)	C(B)	
2030			
	F(F)	C(C)	

#8 TRINDLE ROAD AND SPORTING HILL ROAD



TIP Improvements: —

Developer Improvements: —

NOT TO SCALE

LEGEND:	Proposed Sidewalk: —	2020 Improvements: —	Potential Hazardous Waste: ●
	Existing Sidewalk: —	2030 Improvements: —	Proposed Signal:
	Parcel Lines: —	Potential Historic Resource: - - -	Existing Signal:

**IMPROVEMENTS:
IMMEDIATE:**

SHORT TERM:

- Developer Improvements: Add a fourth, northbound leg to the intersection to provide access to planned development parcel south of Trindle Road
- Improve Signal Timings and Coordination
- Evaluate existing signal coordination and update coordination plans as necessary

LONG TERM:

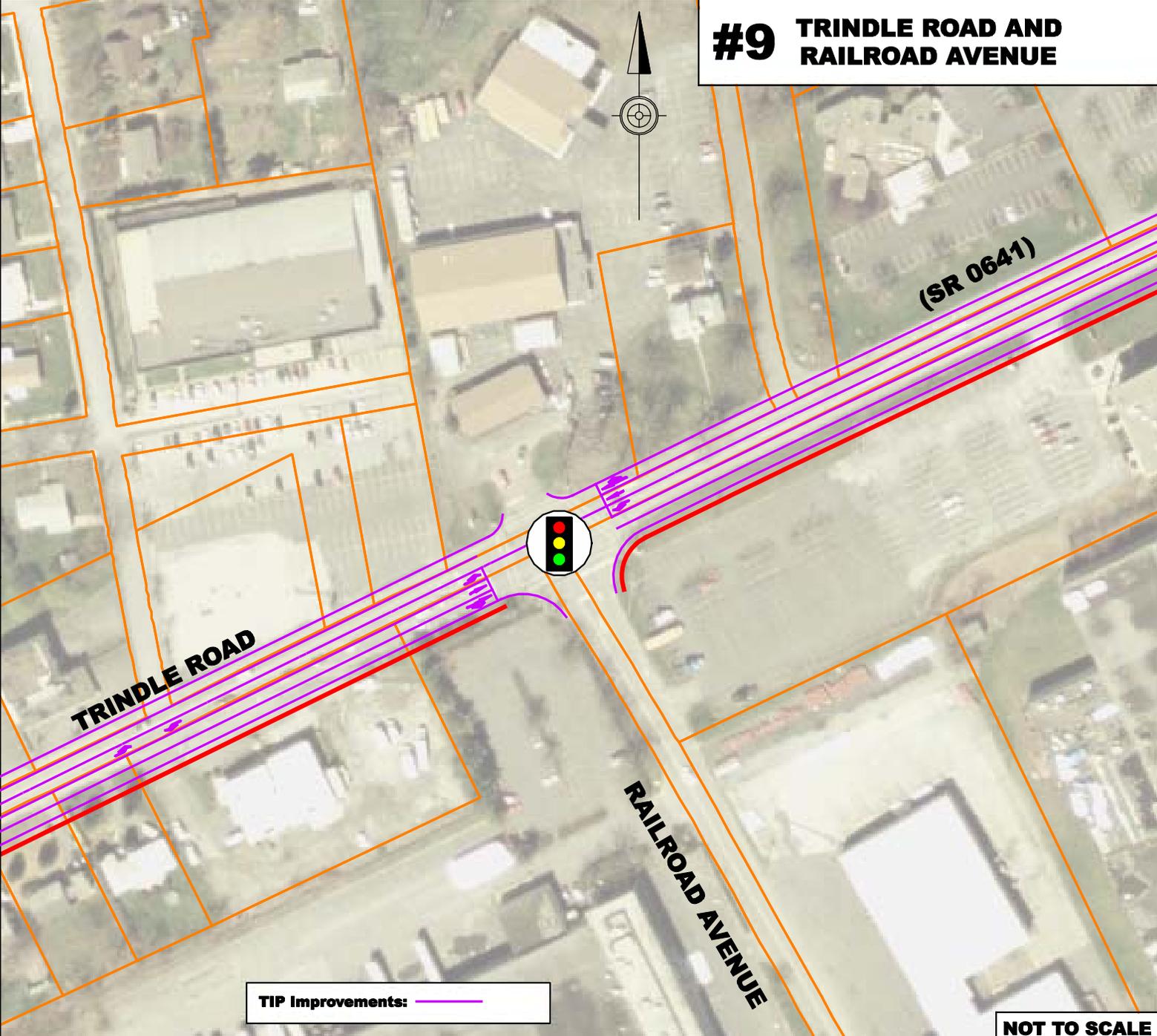
- TIP Improvements: Widen Trindle Road approaches for 5-Lane cross-section
- Improve Signal Timings and Coordination

NO-BUILD	BUILD
2007	
B(C)	X
2020	
C(C)	D(E)
2030	
C(C)	D(D)

**ENVIRONMENTAL/
RIGHT-OF-WAY ISSUES:**

No environmental issues of note
Significant right-of-way will be required for both the TIP improvements and the developer improvements.

#9 TRINDLE ROAD AND RAILROAD AVENUE



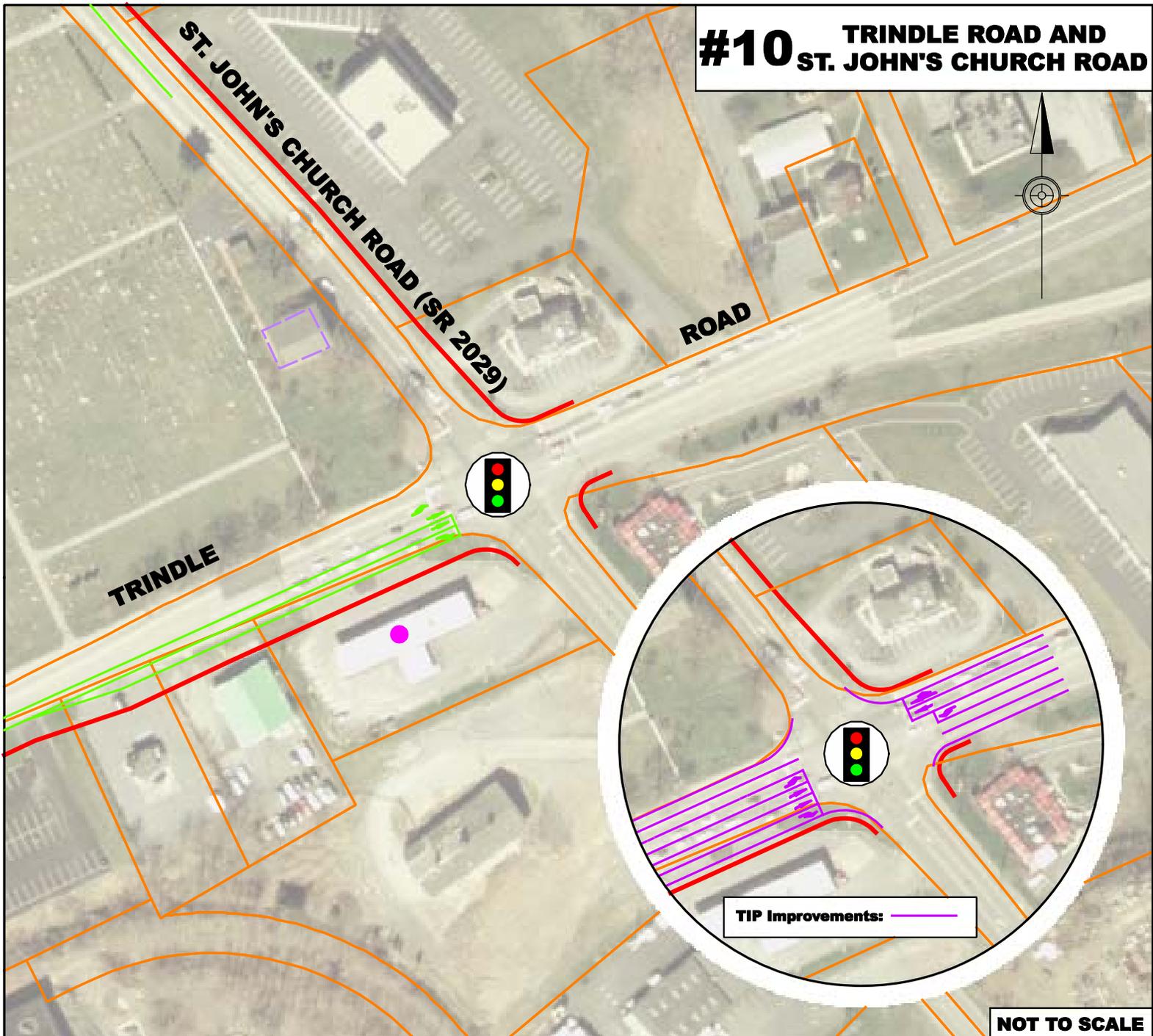
TIP Improvements:

NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	B(B)		
	2020		
SHORT TERM:	C(B)	C(B)	No environmental issues of note TIP widening will require significant right-of-way and driveway modifications
<ul style="list-style-type: none"> • Improve Signal Timings and Coordination • Update pedestrian phase lengths to conform with MUTCD requirements • Modify/Install crosswalks and curb-cut ramps to conform with ADA requirements 			
2030			
LONG TERM:	C(B)	C(C)	
<ul style="list-style-type: none"> • TIP Improvements: Widen Trindle Road approaches for 5-Lane cross-section • Improve Signal Timings and Coordination 			

#10 TRINDLE ROAD AND ST. JOHN'S CHURCH ROAD



NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS: IMMEDIATE: <ul style="list-style-type: none"> Re-stripe the northbound right turn lane to provide 230' of storage SHORT TERM: <ul style="list-style-type: none"> Lengthen the right-turn lane on eastbound Trindle Road to 365' Lengthen the through lane taper on eastbound Trindle Road Improve Signal Timings and Coordination Update pedestrian phase lengths to conform with MUTCD requirements Modify/install crosswalks and curb-cut ramps to conform with ADA requirements LONG TERM: <ul style="list-style-type: none"> TIP Improvements: Widen Trindle Road approaches for 5-Lane cross-section Improve Signal Timings and Coordination 	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES: Potential hazardous waste site - Sunoco Gas National Register listed Resource- Peace Church 2020 Improvements will require driveway adjustments and some commercial property on south side of Trindle Road	
		2007		
	C(C)			
		2020		
	E(C)	E(D)		
		2030		
	F(D)	F(D)		

#11 TRINDLE ROAD AND CENTRAL BOULEVARD



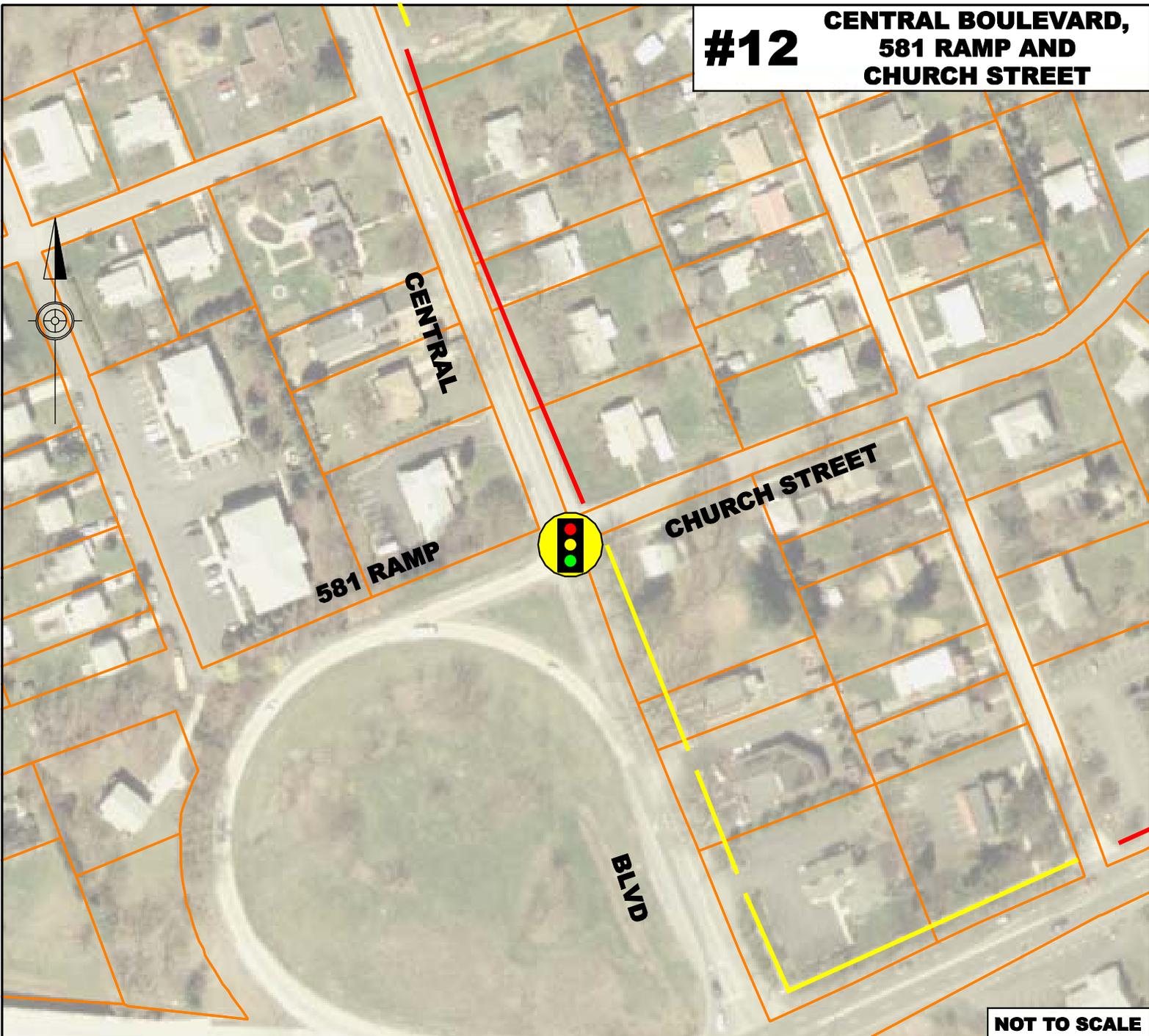
NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	D(F)		
	2020		
SHORT TERM:	F(F)	B(B)	No environmental issues of note Signal work would be mostly within existing right-of-way. Minor encroachments with signal hardware.
<ul style="list-style-type: none"> • Install three-phase traffic signal • Improve Signal Timings and Coordination • Program pedestrian phase lengths to conform with MUTCD requirements • Install crosswalks and curb-cut ramps to conform with ADA requirements 	2030		
LONG TERM:	F(F)	B(C)	
<ul style="list-style-type: none"> • Improve Signal Timings and Coordination 			

#12

CENTRAL BOULEVARD, 581 RAMP AND CHURCH STREET



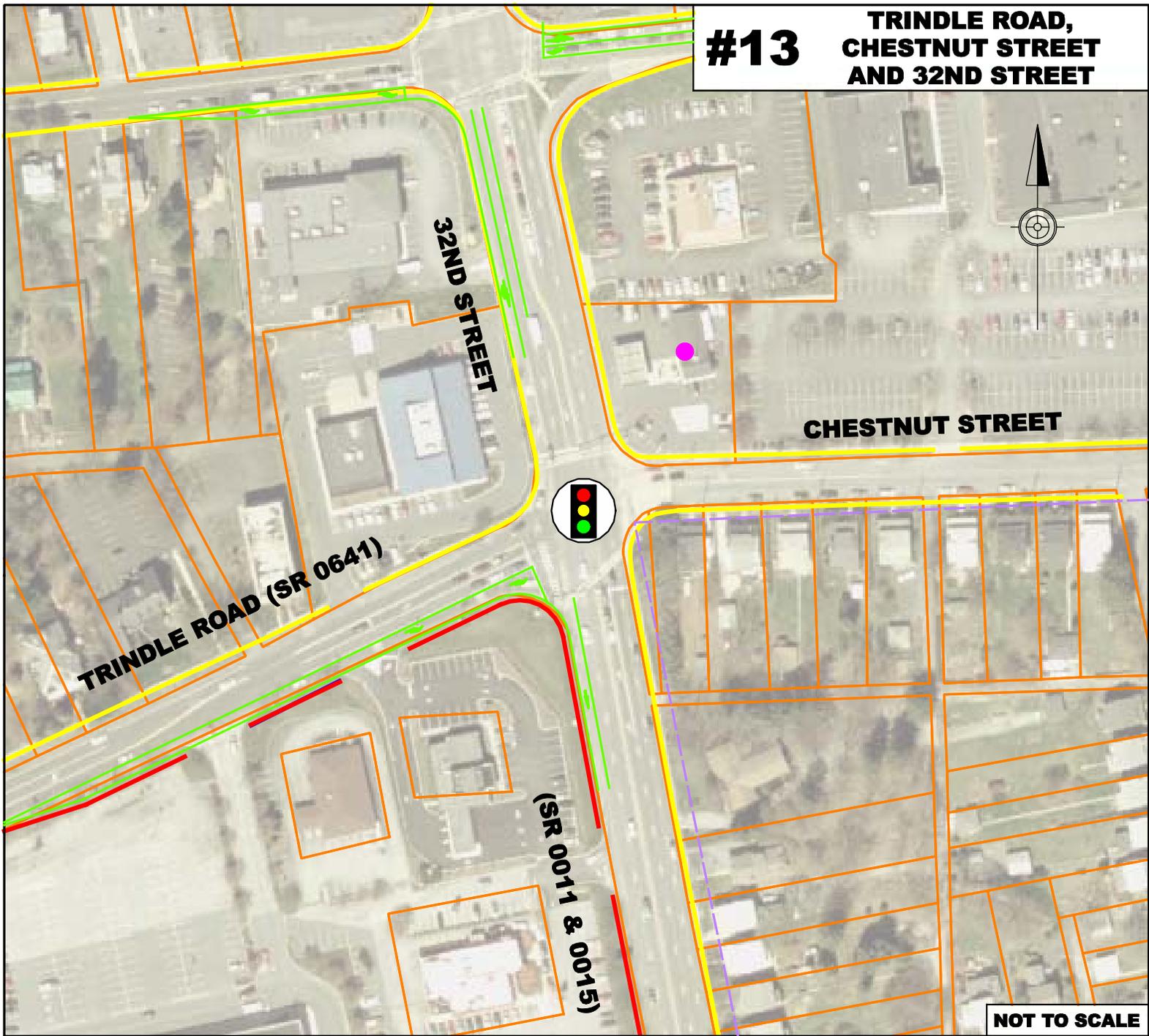
NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	F(D)		
	2020		
SHORT TERM:	F(F)	C(B)	<p>No environmental issues of note</p> <p>Signal work would be mostly within existing right-of-way. Minor encroachments with signal hardware.</p>
<ul style="list-style-type: none"> Install two-phase traffic signal Improve Signal Timings and Coordination Program pedestrian phase lengths to conform with MUTCD requirements Install crosswalks and curb-cut ramps to conform with ADA requirements 	2030		
LONG TERM:	F(F)	D(B)	
<ul style="list-style-type: none"> Improve Signal Timings and Coordination 			

#13

TRINDLE ROAD, CHESTNUT STREET AND 32ND STREET

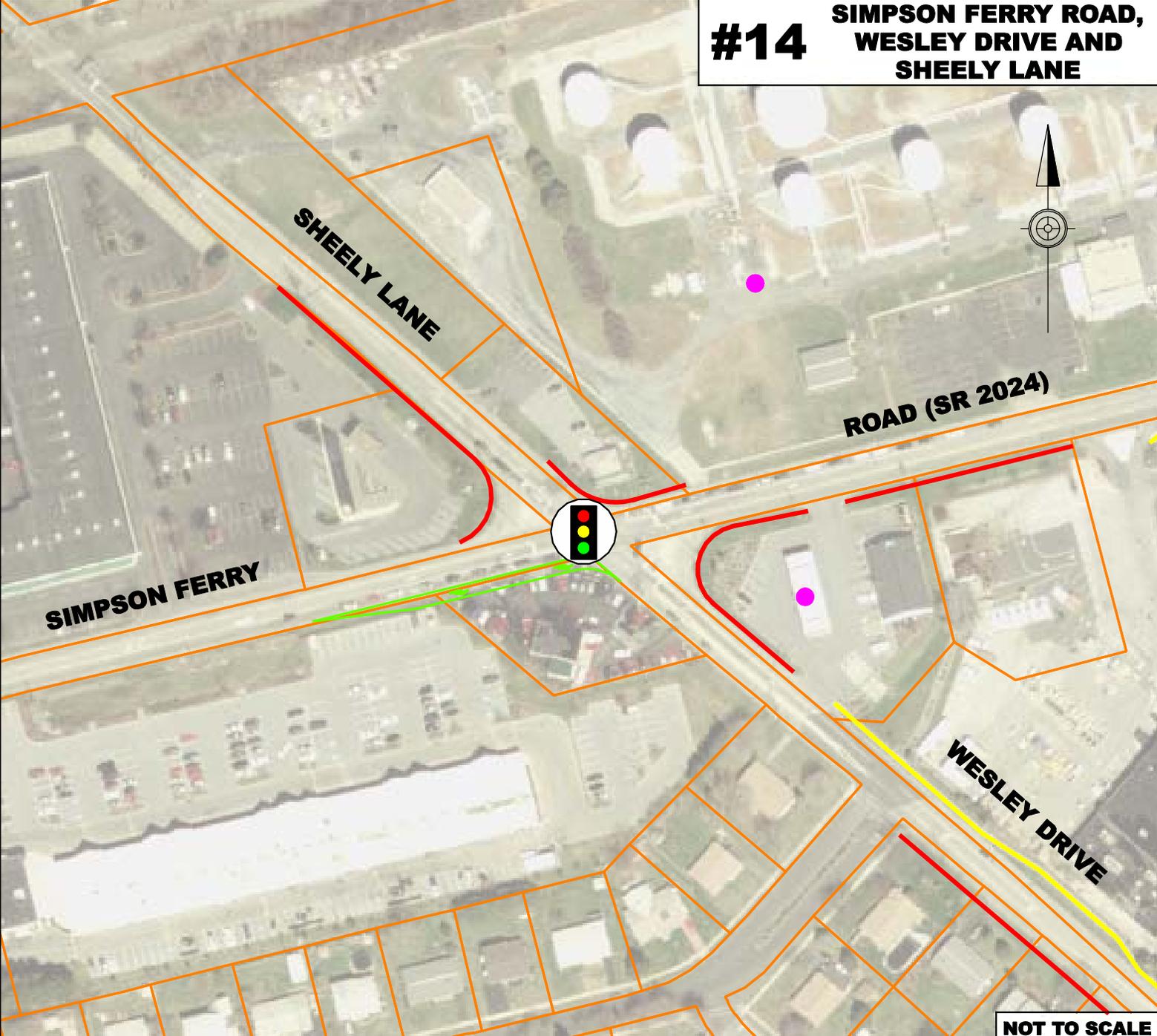


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
IMMEDIATE:	F(F)	X	Potential hazardous waste - Giant Gas Potential historic resource - Residential Development Minor right-of-way impacts and driveway modifications to the properties on the southwest quadrant of the intersection
SHORT TERM:	2020		
<ul style="list-style-type: none"> Create a third through lane on southbound 32nd Street Widen to south of Trindle/Chestnut to continue third through lane to PA-581 interchange Lengthen the right-turn lane on eastbound Trindle Road to 500' Improve Signal Timings and Coordination 32ND STREET PEDESTRIAN OPTION A: <ul style="list-style-type: none"> Maintain exclusive pedestrian phases 32ND STREET PEDESTRIAN OPTION B: <ul style="list-style-type: none"> Replace exclusive pedestrian phases with semi-exclusive pedestrian phasing Modify crosswalk configurations 	F(F)	F(F)	
LONG TERM:	2030		
<ul style="list-style-type: none"> Improve Signal Timings and Coordination 	F(F)	F(F)	

#14 SIMPSON FERRY ROAD, WESLEY DRIVE AND SHEELY LANE

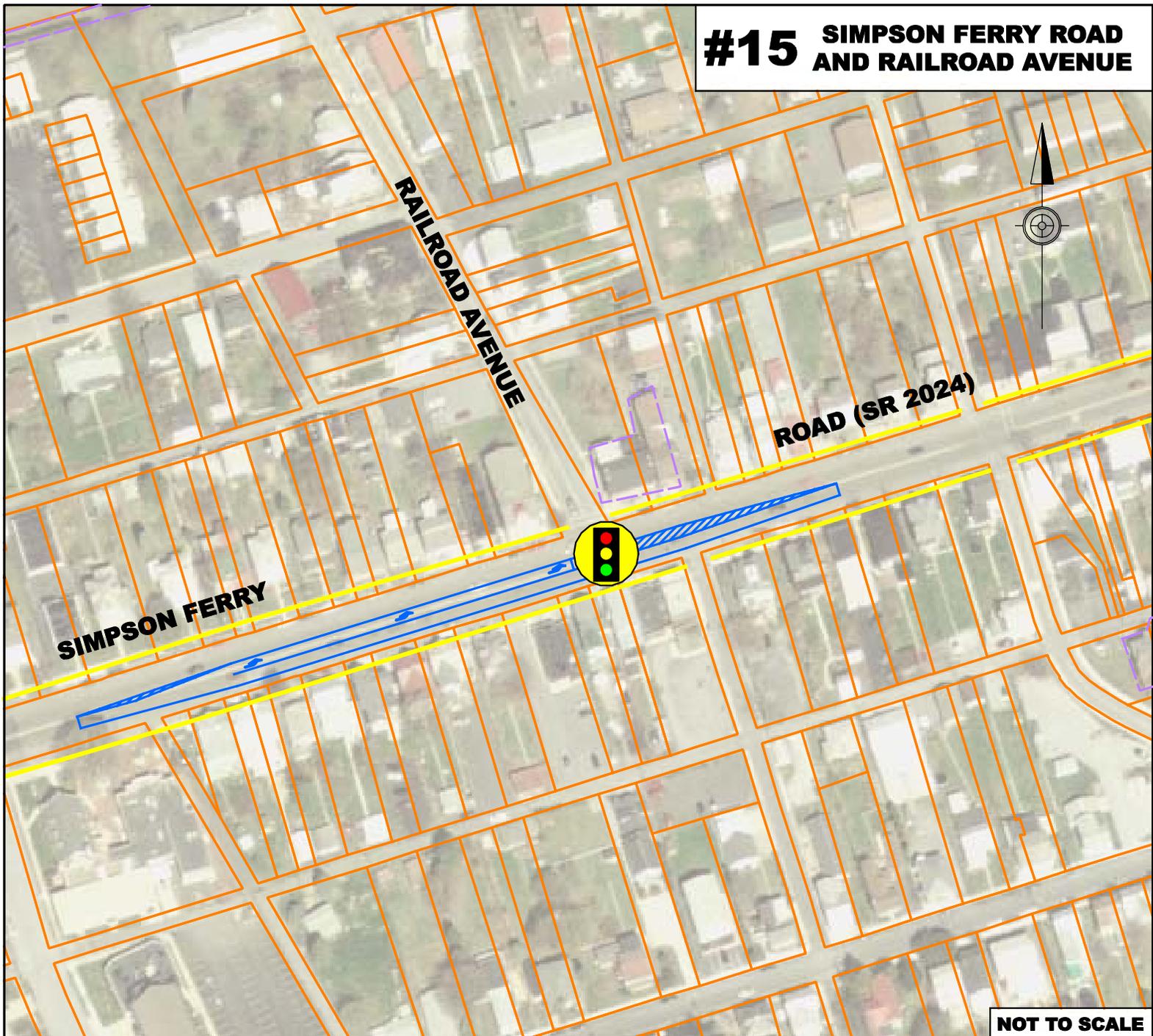


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	D(D)		
	2020		
SHORT TERM:	E(E)	C(D)	<p>Potential hazardous waste - Turkey Hill Gas & Sun Company Bulk Storage</p> <p>Right-of-way will be required from property on southwest quadrant of the intersection. Parking and driveway adjustments may be problematic</p>
<ul style="list-style-type: none"> Add 150' right-turn lane on eastbound Simpson Ferry Road Improve Signal Timings and Coordination Update pedestrian phase lengths to conform with MUTCD requirements Modify/install crosswalks and curb-cut ramps to conform with ADA requirements 	2030		
LONG TERM:	E(E)	D(E)	
<ul style="list-style-type: none"> Improve Signal Timings and Coordination 			

#15 SIMPSON FERRY ROAD AND RAILROAD AVENUE



NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:
IMMEDIATE:

- SHORT TERM:**
- Install a two-phase traffic signal
 - Improve Signal Timings and Coordination
 - Program pedestrian phase lengths to conform with MUTCD requirements
 - Install crosswalks and curb-cut ramps to conform with ADA requirements

- LONG TERM:**
- Add 350' left-turn lane on eastbound Simpson Ferry Road
 - Improve Signal Timings and Coordination

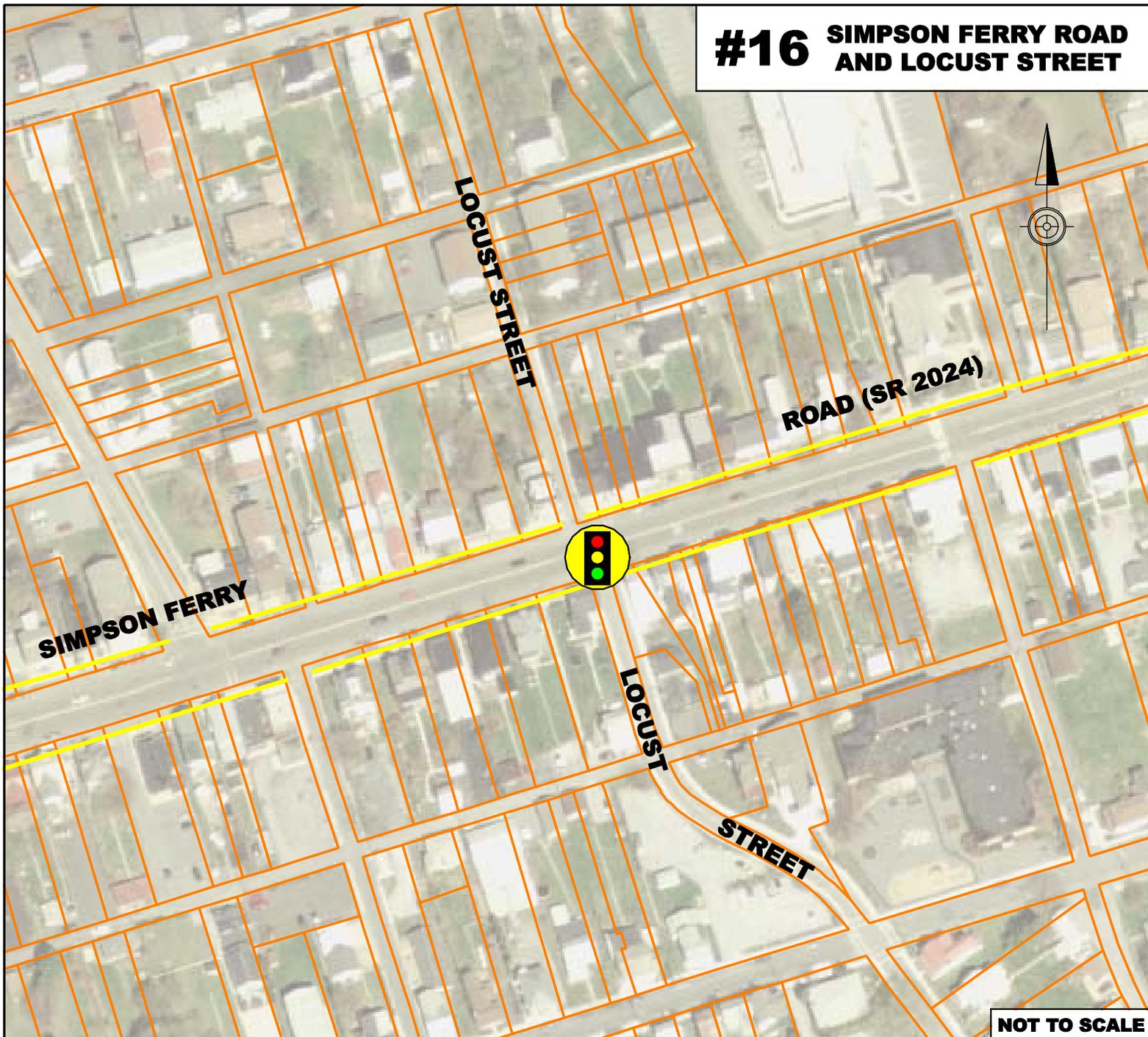
	NO-BUILD	BUILD
	2007	
F(F)	X	
	2020	
F(F)		C(B)
	2030	
F(F)		B(B)

**ENVIRONMENTAL/
RIGHT-OF-WAY ISSUES:**

Potential Historic Resource - Shiremanstown Borough Hall

2030 widening can most likely be completed within existing right-of-way. Some driveway adjustments may be required.

#16 SIMPSON FERRY ROAD AND LOCUST STREET



NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:
IMMEDIATE:

- SHORT TERM:**
- Install a two-phase traffic signal
 - Improve Signal Timings and Coordination
 - Program pedestrian phase lengths to conform with MUTCD requirements
 - Install crosswalks and curb-cut ramps to conform with ADA requirements

- LONG TERM:**
- Improve Signal Timings and Coordination

	NO-BUILD	BUILD
	2007	
	F(F)	
	2020	
	F(F)	B(A)
	2030	
	F(F)	B(B)

**ENVIRONMENTAL/
RIGHT-OF-WAY ISSUES:**

No significant environmental issues of note

Right-of-way needs would be limited to that required to install signal hardware. No significant issues expected.

#17 SIMPSON FERRY ROAD AND ST. JOHN'S CHURCH ROAD

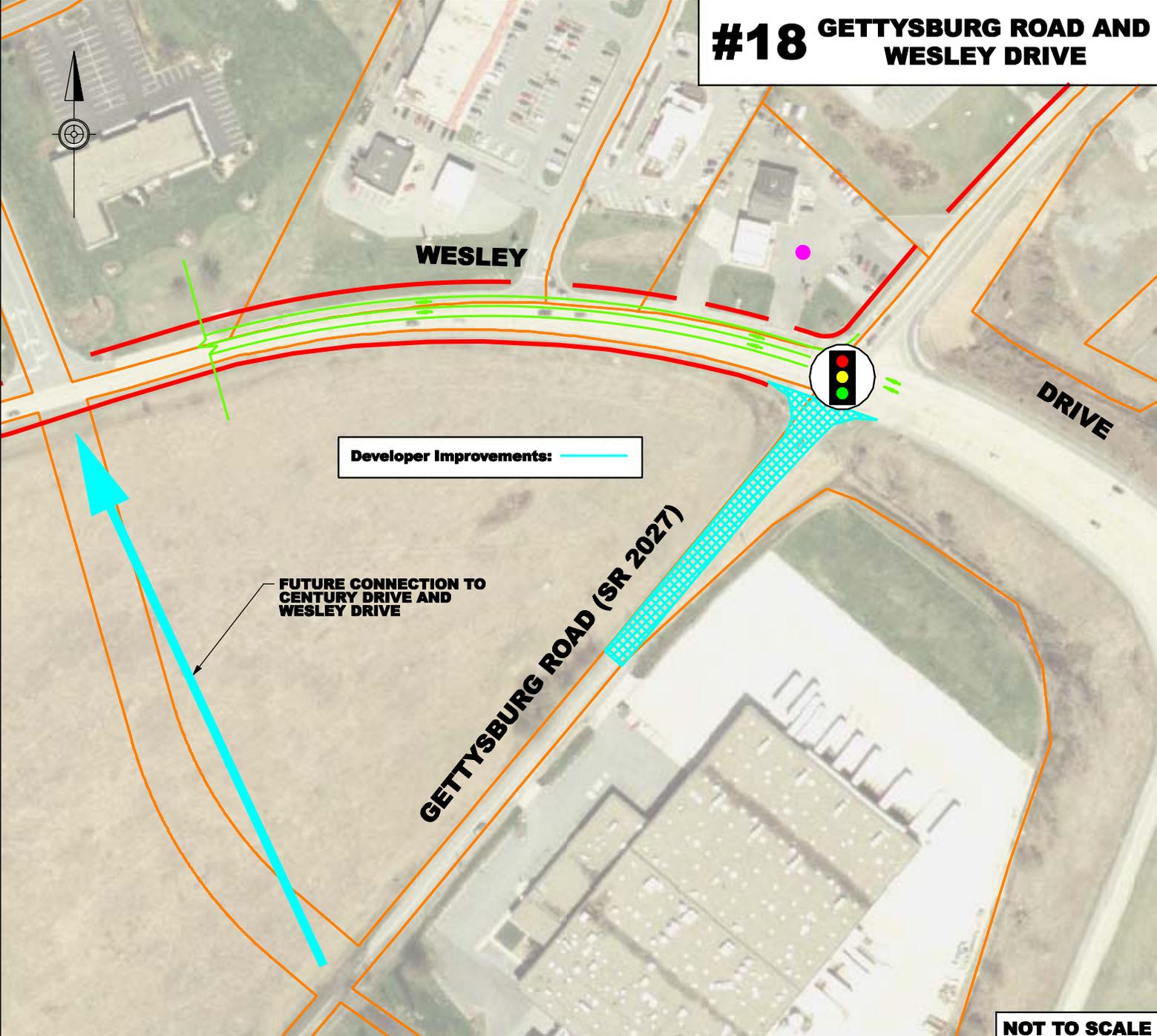


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	C(C)		
	2020		
SHORT TERM:	C(C)	C(C)	Potential hazardous waste - BP Gas No right-of-way anticipated
<ul style="list-style-type: none"> 15 / 581 Improvement Project: Widen westbound Simpson Ferry Road east of St. John's Church Road Improve Signal Timings and Coordination Update pedestrian phase lengths to conform with MUTCD requirements Modify/install crosswalks and curb-cut ramps to conform with ADA requirements 			
LONG TERM:	2030		
<ul style="list-style-type: none"> Improve Signal Timings and Coordination 	D(D)	D(D)	

#18 GETTYSBURG ROAD AND WESLEY DRIVE



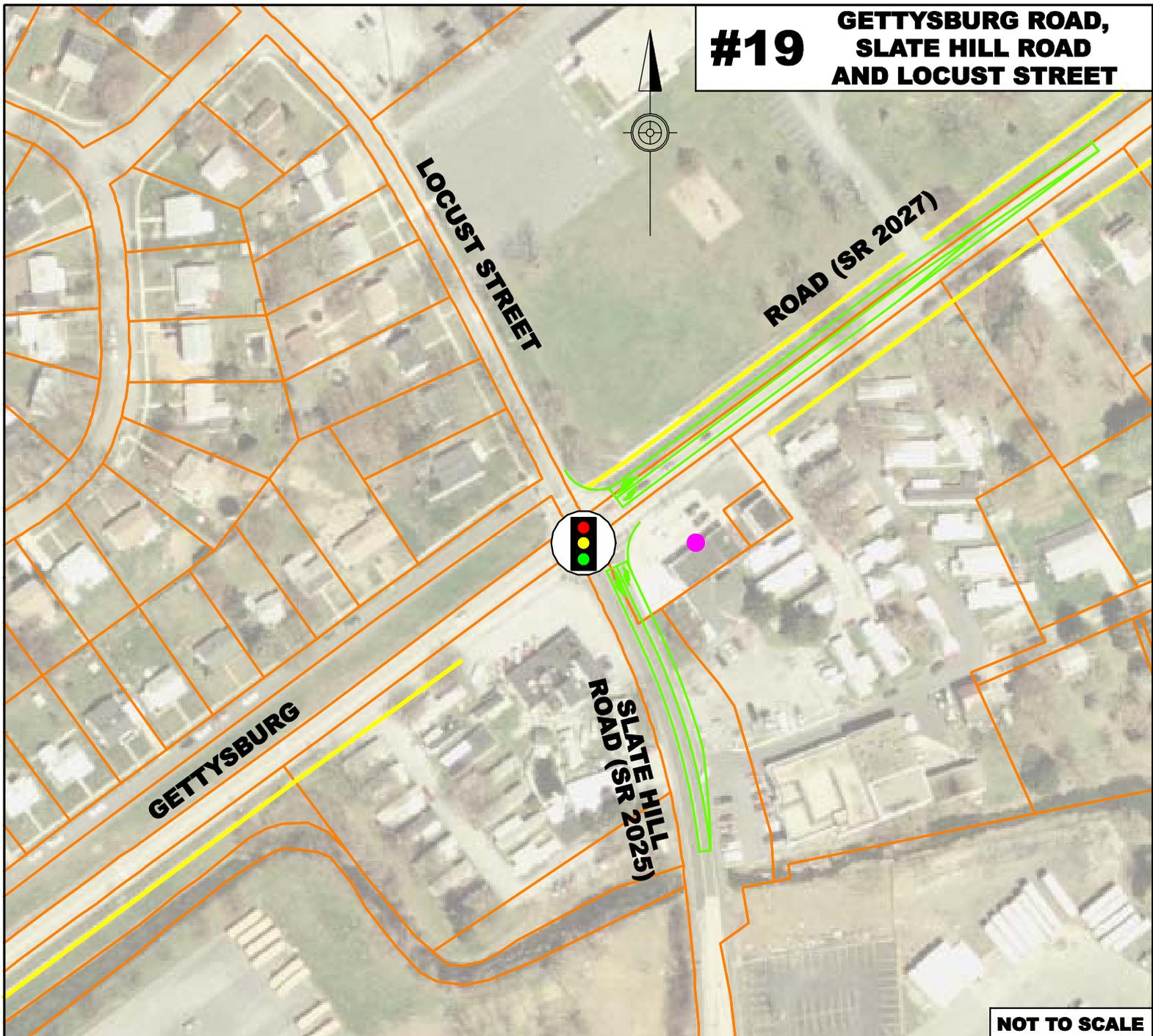
NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	C(C)		
	2020		
SHORT TERM:	F(D)	B(B)	<p>Potential hazardous waste - BP Gas</p> <p>Right-of-way would be required for widening of Wesley Drive and driveway modification to existing shopping center.</p>
	2030		
LONG TERM:	F(F)	C(C)	
	2030		

#19

GETTYSBURG ROAD, SLATE HILL ROAD AND LOCUST STREET



NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

**IMPROVEMENTS:
IMMEDIATE:**

- SHORT TERM:**
- Lengthen left-turn lane on westbound Gettysburg Road to 340'
 - Add 200' right-turn lane on northbound Slate Hill Road
 - Improve Signal Timings and Coordination
 - Update pedestrian phase lengths to conform with MUTCD requirements
 - Modify/install crosswalks and curb-cut ramps to conform with ADA requirements

- LONG TERM:**
- Improve Signal Timings and Coordination

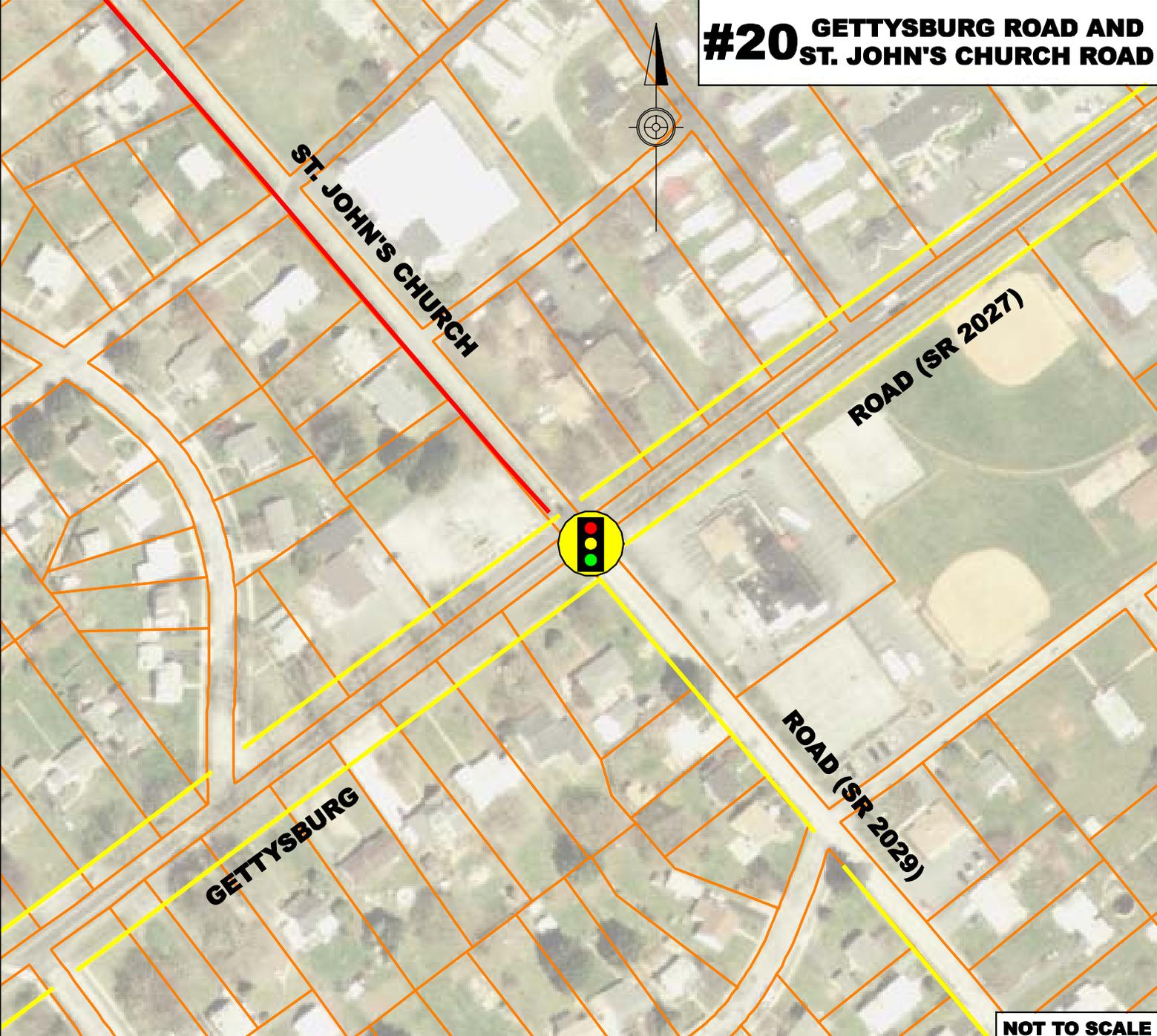
	NO-BUILD	BUILD
	2007	
	B(C)	X
	2020	
	E(C)	E(C)
	2030	
	F(C)	D(C)

**ENVIRONMENTAL/
RIGHT-OF-WAY ISSUES:**

Potential hazardous waste-Keystone Service

2020 widening would require right-of-way on the north side of Gettysburg Road and potential displacement of the service station on the southeast quadrant of the intersection.

#20 GETTYSBURG ROAD AND ST. JOHN'S CHURCH ROAD



NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	D(E)		
	2020		
SHORT TERM:	F(F)	B(B)	<p>No environmental issues of note</p> <p>No right-of-way issues anticipated</p>
<ul style="list-style-type: none"> Install two-phase traffic signal Improve Signal Timings and Coordination Program pedestrian phase lengths to conform with MUTCD requirements Install crosswalks and curb-cut ramps to conform with ADA requirements 			
LONG TERM:	2030		
<ul style="list-style-type: none"> Improve Signal Timings and Coordination 	F(F)	D(C)	

#21 ST. JOHN'S CHURCH ROAD AND INDUSTRIAL ROAD

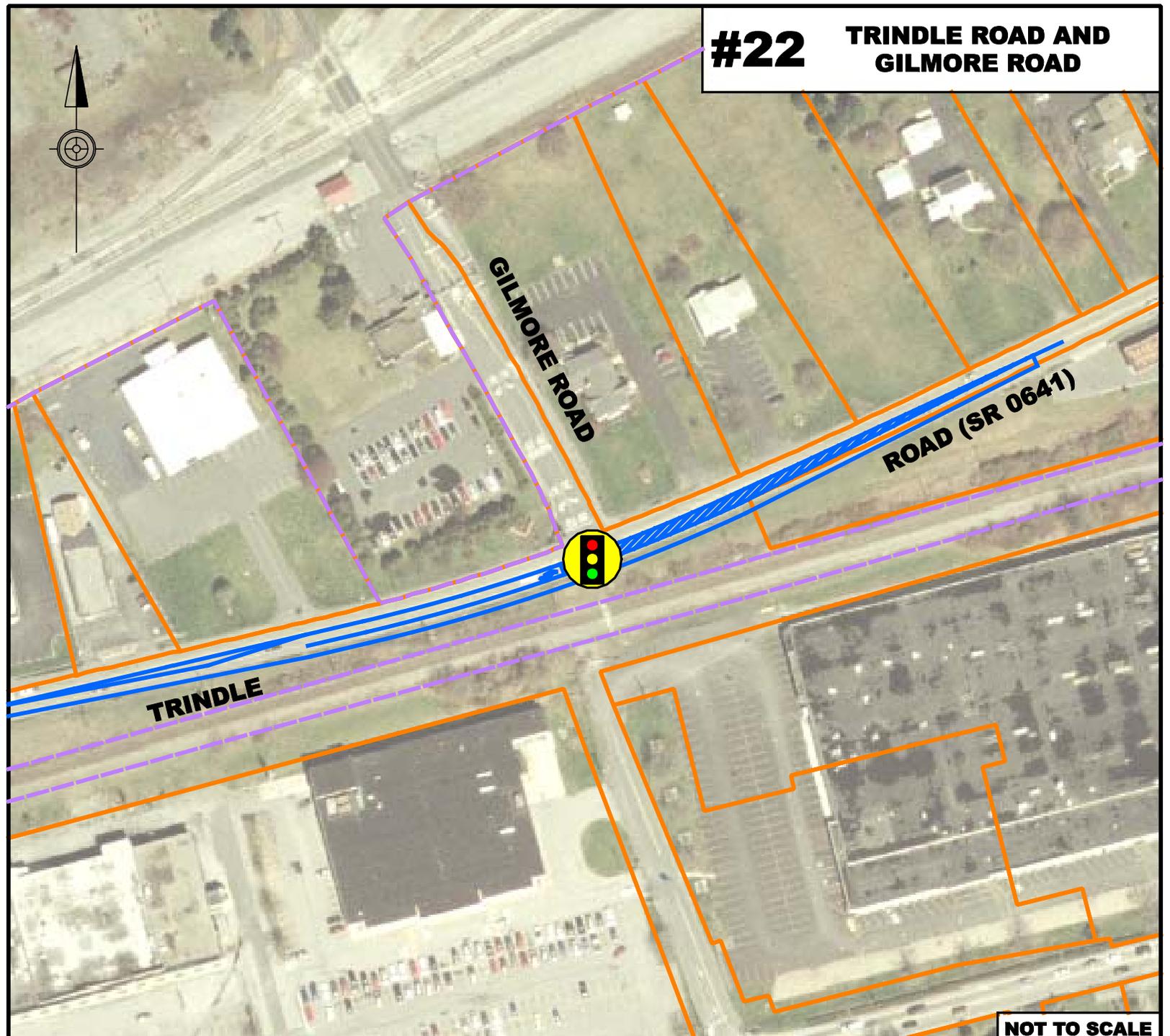


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
	F(F)		
	2020		
SHORT TERM:	F(F)	B(B)	<p>No environmental issues of note</p> <p>No right-of-way required expect for signal hardware requirements.</p>
<ul style="list-style-type: none"> Install three-phase traffic signal Improve Signal Timings and Coordination Program pedestrian phase lengths to conform with MUTCD requirements Install crosswalks and curb-cut ramps to conform with ADA requirements 			
LONG TERM:	2030		
<ul style="list-style-type: none"> Improve Signal Timings and Coordination 	F(F)	B(B)	

#22 TRINDLE ROAD AND GILMORE ROAD

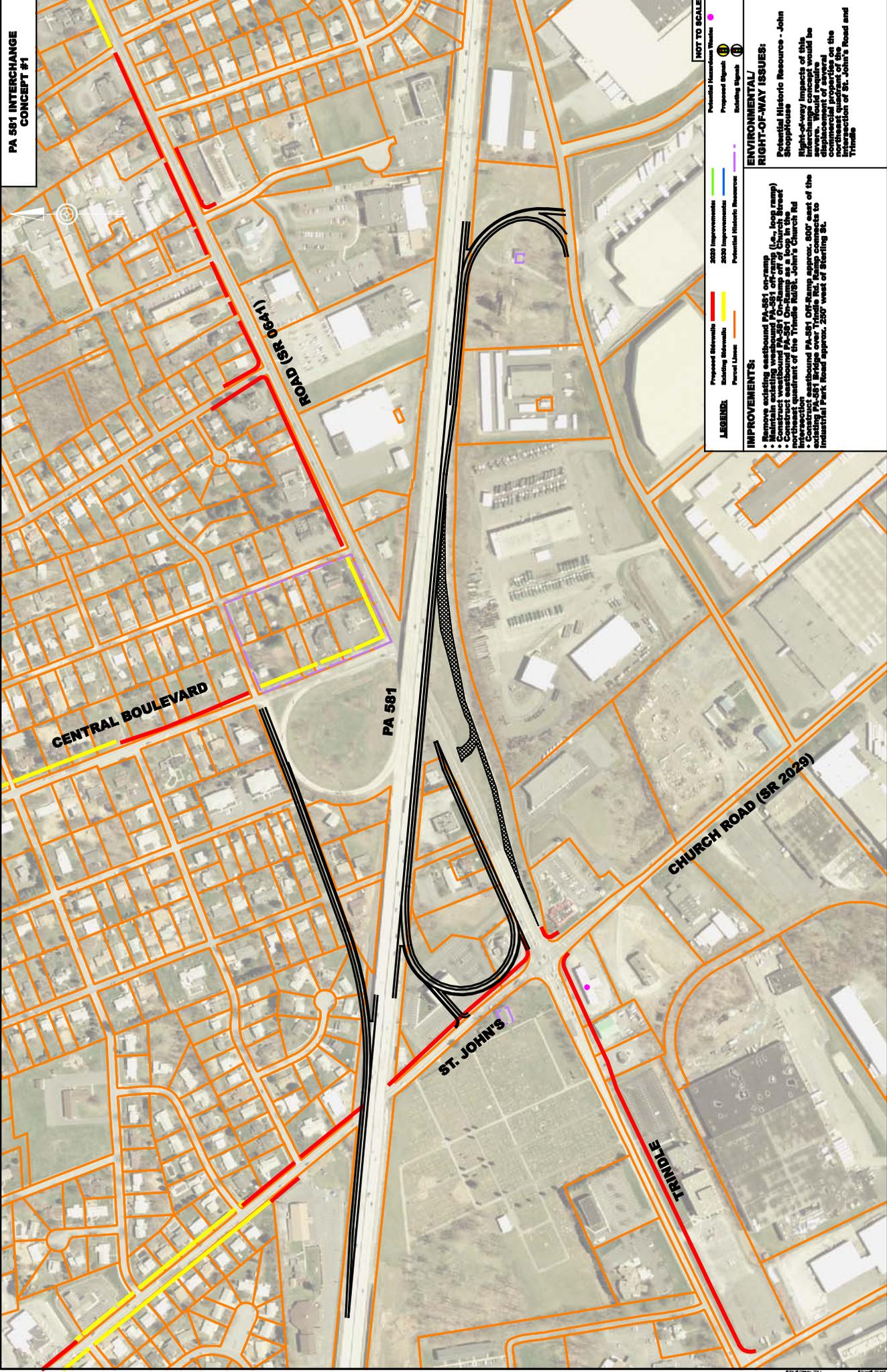


NOT TO SCALE

LEGEND:	Proposed Sidewalk:	2020 Improvements:	Potential Hazardous Waste:
	Existing Sidewalk:	2030 Improvements:	Proposed Signal:
	Parcel Lines:	Potential Historic Resource:	Existing Signal:

IMPROVEMENTS:	NO-BUILD	BUILD	ENVIRONMENTAL/ RIGHT-OF-WAY ISSUES:
	2007		
IMMEDIATE:	C(D)		
SHORT TERM:	2020		
<ul style="list-style-type: none"> Consider signaling to mitigate PM Peak level-of-service deficiencies (LOS E) on stop-controlled approach 	D(E)	D(E)	
	2030		
LONG TERM:	F(F)	B(B)	
<ul style="list-style-type: none"> Install three-phase traffic signal Add 260' left-turn lane on eastbound Trindle Road Improve Signal Timings and Coordination 			<p>Potential Historic Resource - Navy Depot</p> <p>National Register Eligible Resource - Cumberland Valley Railroad</p> <p>Right-of-way would be required for 2030 improvements which would require interaction with the railroad which might be problematic. Clearance requirements of the RR should be incorporated early in the design process.</p>

**PA 581 INTERCHANGE
CONCEPT #1**



NOT TO SCALE

- LEGEND:**
- Proposed Sidewalks
 - Existing Sidewalks
 - Proposed Lanes
 - 2020 Improvements
 - 2020 Improvements
 - Potential Historic Resource
 - Potential Hazardous Waste
 - Proposed Signal
 - Existing Signal

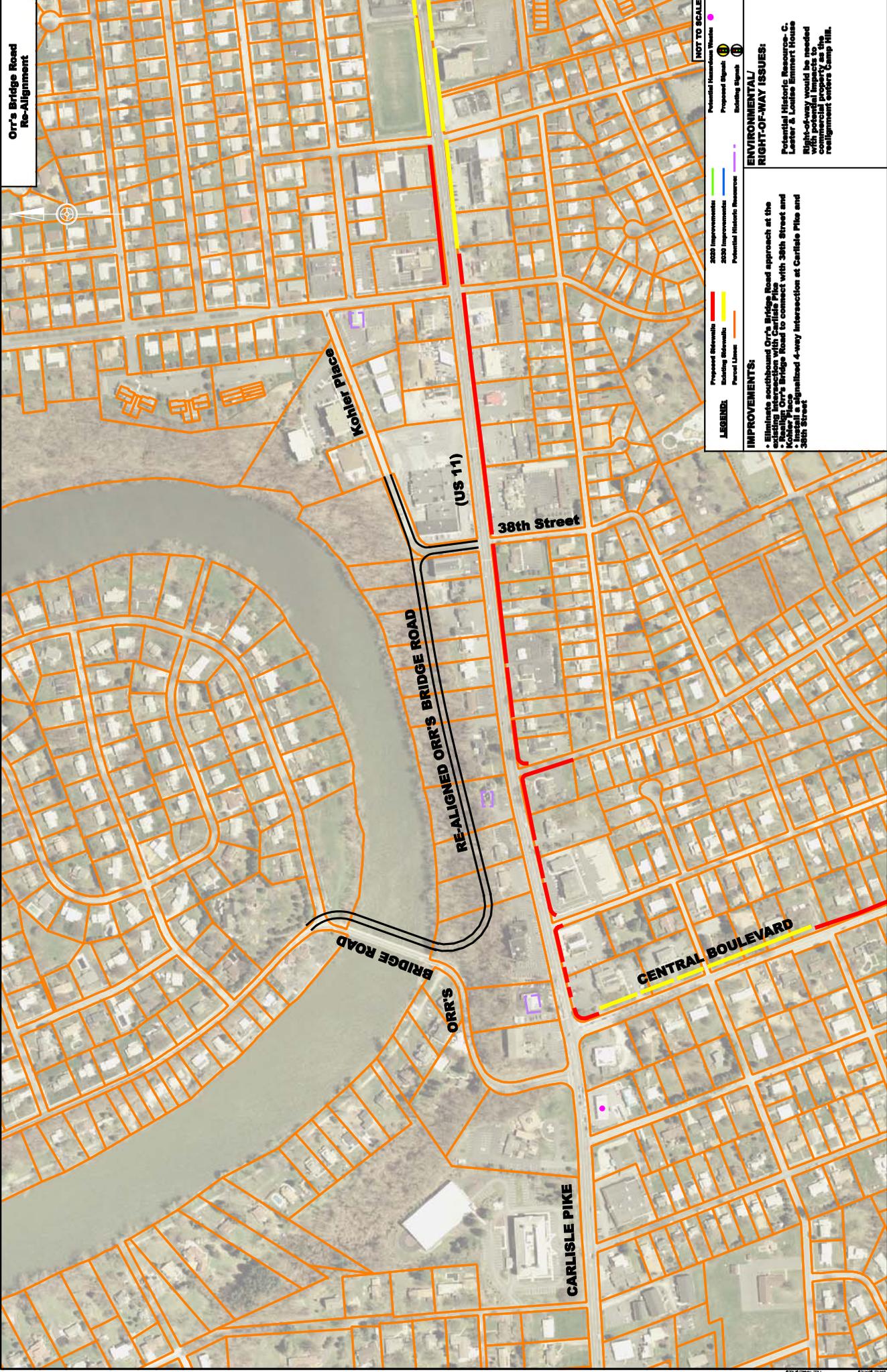
**ENVIRONMENTAL
RIGHT-OF-WAY ISSUES:**

Potential Historic Resource - John Shopette
 Right-of-way impacts of this interchange concept would be shown. Areas of potential historic resource would be shown in the northeast quadrant of the northeast quadrant of the northeast quadrant of St. John's Road and Trindle.

IMPROVEMENTS:

- Remove existing eastbound PA-581 on-ramp
- Construct eastbound PA-581 On-Ramp off of Church Street
- Construct westbound PA-581 On-Ramp as a loop in the intersection of the Trindle RAMP, John's Church Rd
- Construct eastbound PA-581 Off-Ramp approx. 800' east of the intersection of Church Road and Trindle. This ramp leads to Industrial Park Road approx. 200' west of Spaulding St.

Orr's Bridge Road
Re-Alignment



NOT TO SCALE

- Potential Hazardous Waste
- Potential Signal
- Potential Signal
- Potential Signal

- 2020 Improvements
- 2020 Improvements
- Potential Historic Resource

- Proposed Sidewalk
- Existing Sidewalk
- Proposed Lane

LEGEND:

IMPROVEMENTS:

- Eliminate southbound Orr's Bridge Road approach at the existing intersection with Carlisle Pike
- Eliminate southbound Orr's Bridge Road to connect with 38th Street and Kohler Place
- Install a signalized 4-way intersection at Carlisle Pike and 38th Street

ENVIRONMENTAL / RIGHT-OF-WAY ISSUES:

- Potential Historic Resource - C
- Right-of-way would be needed for commercial property as the realignment enters Camp Hill.

Carlisle Pike and Van Patton Road
Location No. 1
Hampden Township, PA
Manual Turning Movement Count

File Name : 1_Carlisle & Van Patton
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 2

Start Time	Van Patton Road Southbound				Carlisle Pike (US 11) Westbound				Van Patton Road Northbound				Carlisle Pike (US 11) Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																
Intersection 07:00 AM	25	25	25	64	72	100	70	1145	50	0	54	104	19	250	1311	1311
Volume	39.1	1.6	59.4	6.3	87.6	6.1	48.1	0.0	51.9	1.4	96.8	1.8	3	344	11	2624
Percent	5	1	10	34	253	18	8	0	18	3	344	11	3	344	11	705
07:15 Volume																0.930
Peak Factor	7	0	16	16	280	21	21	0	16	3	344	11	3	344	11	358
High Int. Volume				23			317				37					358
Peak Factor				0.396			0.993				0.700					0.918
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1																
Intersection 04:00 PM	17	2	31	50	37	1525	123	1685	116	3	77	196	38	1344	15	1397
Volume	34.0	4.0	62.0	2.2	90.5	7.3	59.2	1.5	39.3	2.7	96.2	1.1	4	380	4	3328
Percent	6	1	10	9	393	25	47	0	18	4	380	4	4	380	4	897
04:30 Volume				17			427				65					0.928
Peak Factor	6	1	10	12	393	35	47	0	18	4	380	4	4	380	4	388
High Int. Volume				17			440				65					388
Peak Factor				0.735			0.957				0.754					0.900

Carlisle Pike and Van Patton Road
 Location No. 1
 Hampden Township, PA
 Manual Turning Movement Count

Counted By:
 Design Support Services, LLC
 Weather: Good

File Name : 1_Carlisle & Van Patton
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Van Patton Road Southbound						Carlisle Pike (US 11) Westbound						Van Patton Road Northbound						Carlisle Pike (US 11) Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Factor	0	0	0	0	0	0	2	37	3	0	42	0	0	0	0	0	0	0	2	17	0	0	19	0
07:00 AM	0	0	0	0	0	0	0	38	5	0	43	1	0	2	0	0	3	0	0	32	0	0	32	0
07:15 AM	0	0	0	0	0	0	0	20	3	0	23	1	0	1	0	0	2	0	0	25	1	0	26	0
07:30 AM	0	0	0	0	0	0	0	25	3	0	28	2	0	2	0	0	4	1	0	42	1	0	44	0
07:45 AM	0	0	0	0	0	0	2	120	14	0	136	4	0	5	0	0	9	3	0	116	2	0	121	0
Total	0	0	0	0	0	0	2	120	14	0	136	4	0	5	0	0	9	3	0	116	2	0	121	0
04:00 PM	0	0	0	0	0	0	1	18	0	0	19	1	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	3	21	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	0	0	0	1	0	1	0
04:45 PM	0	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	84	0	0	89	1	0	0	0	0	1	0	0	0	1	0	1	0
Grand Total	0	0	0	0	0	0	7	204	14	0	225	5	5	0	5	0	10	3	3	116	3	0	122	0
Approch %	0.0	0.0	0.0	0.0	0.0	0.0	3.1	90.7	6.2		50.0	0.0	50.0	0.0	50.0		2.8	2.5	95.1	2.5	0.8		34.2	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	2.0	57.1	3.9		1.4	0.0	1.4	0.0	1.4		2.8	0.8	32.5	0.8	0.0		100.0	0.0

Carlisle Pike and Van Patton Road
 Location No. 1
 Hampden Township, PA
 Manual Turning Movement Count

File Name : 1_Carlisle & Van Patton
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 2

Start Time	Van Patton Road Southbound				Carlisle Pike (US 11) Westbound				Van Patton Road Northbound				Carlisle Pike (US 11) Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	0	0	0	0	2	120	14	136	4	0	5	9	3	116	2	121	
Volume	0	0	0	0	1.5	88.2	10.3	103	44.4	0.0	55.6	100.0	2.5	95.9	1.7	100.0	
Percent	0.0	0.0	0.0	0.0	0	38	5	43	1	0	2	3	0	32	0	32	
07:15 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Factor					07:15 AM				07:45 AM				07:45 AM				
High Int. Volume	0	0	0	0	0	38	5	43	2	0	2	4	1	42	1	44	
Peak Factor					0	0.791			0.563				0.688				
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1																	
Intersection	0	0	0	0	5	84	0	89	1	0	0	1	0	0	1	1	
Volume	0	0	0	0	5.6	94.4	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	
Percent	0.0	0.0	0.0	0.0	0	28	0	28	0	0	0	0	0	0	0	0	
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Factor					04:45 PM				04:00 PM				04:30 PM				
High Int. Volume	0	0	0	0	0	28	0	28	1	0	0	1	0	0	1	1	
Peak Factor					0	0.795			0.250				0.250				

Carlisle Pike and Gateway Dr/PA 581 Off

Location No. 2

Hampden Township, PA

Manual Turning Movement Count

File Name : 2_Carlisle & Gateway
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 1

Counted By:
 Design Support Services, LLC
 Weather: Sunny

Groups Printed: Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	PA 581 Off Ramps Southbound						Carlisle Pike (US 11) Westbound						Gateway Drive Northbound						Carlisle Pike (US 11) Eastbound						
	Right	Thru	Left	Peds	App. Total	Factor	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0					
07:00 AM	162	132	85	0	379		52	99	38	0	189	13	5	6	0	24	18	179	33	0	230	0	822	0	822
07:15 AM	200	107	109	0	416		76	94	47	0	217	9	9	6	0	24	37	292	52	0	381	0	1038	0	1038
07:30 AM	185	103	118	1	406		95	108	32	0	235	14	7	11	6	32	27	271	41	1	339	8	1012	1	1020
07:45 AM	230	95	103	0	428		72	100	45	0	217	14	8	11	1	33	33	282	55	0	370	1	1048	1	1049
Total	777	437	415	1	1629		295	401	162	0	868	50	29	34	7	113	115	1024	181	1	1320	9	3920	9	3929
04:00 PM	187	43	89	0	319		92	173	33	0	298	81	1	36	9	118	27	272	52	0	351	9	1086	9	1095
04:15 PM	220	36	101	1	357		91	173	31	0	295	69	85	38	7	192	28	264	62	1	354	9	1198	9	1207
04:30 PM	206	57	96	0	359		108	175	36	0	319	102	137	52	0	291	29	338	60	0	427	0	1396	0	1396
04:45 PM	195	70	99	0	364		90	199	54	0	343	62	76	46	0	184	44	257	80	0	381	0	1272	0	1272
Total	808	206	385	1	1399		381	720	154	0	1255	314	299	172	16	785	128	1131	254	1	1513	18	4952	18	4970
Grand Total	1585	643	800	2	3028		676	1121	316	0	2113	364	328	206	23	898	243	2155	435	2	2833	27	8872	27	8899
Approch %	52.3	21.2	26.4				32.0	53.1	15.0		40.5	36.5	22.9		10.1	8.6	76.1	15.4			31.9	0.3	99.7	0.3	99.7
Total %	17.9	7.2	9.0		34.1		7.6	12.6	3.6		23.8	4.1	3.7	2.3		2.7	24.3	4.9							

Carlisle Pike and Gateway Dr/PA 581 Off
 Location No. 2
 Hampden Township, PA
 Manual Turning Movement Count

File Name : 2_Carlisle & Gateway
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 2

Start Time	PA 581 Off Ramps Southbound				Carlisle Pike (US 11) Westbound				Gateway Drive Northbound				Carlisle Pike (US 11) Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																
Intersection	1629			858												
Volume	47.7	26.8	25.5	113	34.4	46.7	18.9	113	50	29	30.1	113	8.7	77.6	13.7	1320
Percent	47.7	26.8	25.5	113	34.4	46.7	18.9	113	50	29	30.1	113	8.7	77.6	13.7	1320
07:45 Volume	230	95	103	217	72	100	45	217	14	8	11	33	33	282	55	370
Peak Factor																
High Int. Volume	230	95	103	235	95	108	32	235	14	8	11	33	37	292	52	381
Peak Factor																
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1																
Intersection	1399			1255												
Volume	808	206	385	1255	381	720	154	1255	314	299	172	785	128	1131	254	1513
Percent	57.8	14.7	27.5	1255	30.4	57.4	12.3	1255	40.0	38.1	21.9	785	8.5	74.8	16.8	1513
04:30 Volume	206	57	96	319	108	175	36	319	102	137	52	291	29	338	60	427
Peak Factor																
High Int. Volume	206	70	99	343	90	199	54	343	102	137	52	291	29	338	60	427
Peak Factor																

1/11/07

Carlisle Pike and Gateway Dr/PA 581 Off

Location No. 2

Hampden Township, PA

Manual Turning Movement Count

File Name : 2_Carlisle & Gateway

Site Code : 00000000

Start Date : 5/3/2007

Page No : 1

Counted By:

Design Support Services, LLC

Weather: Sunny

Groups Printed- Heavy Vehicles

Start Time	PA 581 Off Ramps Southbound						Carlisle Pike (US 11) Westbound						Carlisle Pike (US 11) Eastbound						Incl. Total	Int. Total				
	Right	Thru	Left	Peds	App. Total	Factor	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru			Left	Peds	App. Total	
																								1.0
07:00 AM	30	0	7	0	37		5	12	2	0	19	1	0	1	0	2	0	13	4	0	17	0	75	75
07:15 AM	32	1	10	0	43		4	9	1	0	14	0	1	1	0	2	3	28	7	0	38	0	97	97
07:30 AM	17	0	6	0	23		7	3	1	0	11	1	3	1	0	5	0	18	2	0	20	0	59	59
07:45 AM	10	1	4	0	15		4	6	0	0	10	3	1	1	0	5	1	35	12	0	48	0	78	78
Total	89	2	27	0	118		20	30	4	0	54	5	5	4	0	14	4	94	25	0	123	0	309	309
04:00 PM	19	1	5	0	25		8	5	0	0	13	1	1	0	0	2	0	10	3	0	13	0	53	53
04:15 PM	26	3	2	0	31		5	1	0	0	6	1	0	1	0	2	2	21	4	0	25	0	64	64
04:30 PM	22	2	9	0	33		5	2	0	0	7	1	1	0	0	2	0	22	7	0	29	0	71	71
04:45 PM	23	1	6	0	30		5	4	0	0	9	0	0	1	0	1	0	20	3	0	23	0	63	63
Total	90	7	22	0	119		23	12	0	0	35	3	2	2	0	7	0	73	17	0	90	0	251	251
Grand Total	179	9	49	0	237		43	42	4	0	89	8	7	6	0	21	4	167	42	0	213	0	560	560
Approch %	75.5	3.8	20.7		42.3		48.3	47.2	4.5		15.9	38.1	33.3	28.6		3.8	1.9	78.4	19.7		38.0		100.0	100.0
Total %	32.0	1.6	8.8		42.3		7.7	7.5	0.7		15.9	1.4	1.3	1.1		3.8	0.7	29.8	7.5		38.0		100.0	100.0

Carlisle Pike and Gateway Dr/PA 581 Off

Location No. 2

Hampden Township, PA

Manual Turning Movement Count

File Name : 2_Carlisle & Gateway
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 1

Counted By:
 Design Support Services, LLC
 Weather: Sunny

Groups Printed- U-Turns

Start Time	PA 581 Off Ramps Southbound						Carlisle Pike (US 11) Westbound						Gateway Drive Northbound						Carlisle Pike (US 11) Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0		0	0	15	0	15		0	0	0	0	0		0	0	0	0	0	
07:15 AM	0	0	0	0	0		0	0	19	0	19		0	0	0	0	0		0	0	0	0	0	
07:30 AM	0	0	0	0	0		0	0	11	0	11		0	0	0	0	0		0	0	0	0	0	
07:45 AM	0	0	0	0	0		0	0	17	0	17		0	0	0	0	0		0	0	0	0	0	
Total	0	0	0	0	0		0	0	62	0	62		0	0	0	0	0		0	0	0	0	0	
04:00 PM	0	0	0	0	0		0	0	6	0	6		0	0	0	0	0		0	0	0	0	0	
04:15 PM	0	0	0	0	0		0	0	7	0	7		0	0	0	0	0		0	0	0	0	0	
04:30 PM	0	0	0	0	0		0	0	6	0	6		0	0	0	0	0		0	0	0	0	0	
04:45 PM	0	0	0	0	0		0	0	6	0	6		0	0	0	0	0		0	0	0	0	0	
Total	0	0	0	0	0		0	0	25	0	25		0	0	0	0	0		0	0	0	0	0	
Grand Total	0	0	0	0	0		0	0	87	0	87		0	0	0	0	0		0	0	0	0	0	
Approch %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	

Carlisle Pike and Gateway Dr/PA 581 Off
 Location No. 2
 Hampden Township, PA
 Manual Turning Movement Count

File Name : 2_Carlisle & Gateway
 Site Code : 00000000
 Start Date : 5/3/2007
 Page No : 2

Start Time	PA 581 Off Ramps Southbound				Carlisle Pike (US 11) Westbound				Gateway Drive Northbound				Carlisle Pike (US 11) Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																
Intersection 07:00 AM	0	0	0	0	0	0	62	62	0	0	0	0	0	0	0	0
Volume	0	0	0	0	0	0	62	62	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 Volume	0	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0
Peak Factor																
High Int. 6:45:00 AM					07:15 AM				6:45:00 AM				6:45:00 AM			
Volume	0	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0
Peak Factor								0.816								0.816
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1																
Intersection 04:00 PM	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0
Volume	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
04:15 Volume	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
Peak Factor																
High Int. 04:15 PM					04:15 PM											
Volume	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
Peak Factor								0.893								0.893

Carlisle Pike and Sporting Hill Road
 Location No. 3
 Hampden Township, PA
 Manual Turning Movement Count

Counted By:
 Design Support Services, LLC
 Weather: Sunny

File Name : 3_Carlisle & Sporting Hill
 Site Code : 00000000
 Start Date : 5/2/2007
 Page No : 1

Groups Printed- All Vehicles

Start Time	Sporting Hill Road Southbound				Carlisle Pike Westbound				Sporting Hill Road Northbound				Carlisle Pike Eastbound				Int. Total						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total		Inclu. Total					
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0								
07:00 AM	33	56	55	0	144	18	78	16	0	112	13	16	62	0	91	58	102	4	0	164	0	511	511
07:15 AM	28	76	60	0	164	19	75	22	0	116	11	38	101	0	150	62	89	3	0	154	0	584	584
07:30 AM	27	107	77	0	211	10	108	23	0	141	9	30	90	1	129	73	114	1	1	188	2	689	671
07:45 AM	23	111	80	0	214	13	110	25	0	148	18	35	106	0	159	97	125	7	0	229	0	750	750
Total	111	350	272	0	733	60	371	86	0	517	51	119	359	1	529	290	430	15	1	735	2	2514	2516
04:00 PM	7	61	42	0	110	32	179	23	0	234	33	64	126	0	223	67	134	16	0	217	0	784	784
04:15 PM	14	47	37	0	98	53	165	15	0	233	15	75	122	0	212	76	131	10	0	217	0	760	760
04:30 PM	16	57	50	0	123	44	196	16	0	256	18	79	153	0	250	78	116	13	0	207	0	836	836
04:45 PM	12	60	51	0	123	51	160	22	0	233	19	70	120	0	209	100	129	17	0	246	0	811	811
Total	49	225	180	0	454	180	700	76	0	956	85	288	521	0	894	321	510	56	0	887	0	3191	3191
Grand Total	160	575	452	0	1187	240	1071	162	0	1473	136	407	880	1	1423	611	940	71	1	1622	2	5705	5707
Approch %	13.5	48.4	38.1		20.8	16.3	72.7	11.0		25.8	9.6	28.6	61.8		24.9	37.7	58.0	4.4		28.4	0.0	100.0	
Total %	2.8	10.1	7.9		20.8	4.2	18.8	2.8		25.8	2.4	7.1	15.4		24.9	10.7	16.5	1.2		28.4	0.0	100.0	

Carlisle Pike and Sporting Hill Road
 Location No. 3
 Hampden Township, PA
 Manual Turning Movement Count

File Name : 3_Carlisle & Sporting Hill
 Site Code : 00000000
 Start Date : 5/2/2007
 Page No : 2

Start Time	Sporting Hill Road Southbound				Carlisle Pike Westbound				Sporting Hill Road Northbound				Carlisle Pike Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Intersection	45	390	272	733	60	97	38	517	51	119	359	529	290	250	18	735		2514
Volume	15.1	47.7	37.1		11.6	71.8	16.6		9.6	22.5	67.9		39.5	58.5	2.0			
Percent	23	111	80	214	13	110	25	148	18	35	106	159	97	125	7	229		750
07:45 Volume																		
Peak Factor																		
High Int. Volume	23	111	80	214	13	110	25	148	18	35	106	159	97	125	7	229		0.838
Peak Factor																		

vmp

Carlisle Pike and Sporting Hill Road
 Location No. 3
 Hampden Township, PA
 Manual Turning Movement Count

File Name : 3_Carlisle & Sporting Hill
 Site Code : 00000000
 Start Date : 5/2/2007
 Page No : 3

Start Time	Sporting Hill Road Southbound			Carlisle Pike Westbound			Sporting Hill Road Northbound			Carlisle Pike Eastbound			Int Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1													
Intersection	49	225	180	180	700	76	85	288	521	321	510	56	887
Volume	10.8	49.6	39.6	18.8	73.2	7.9	9.5	32.2	58.3	36.2	57.5	6.3	207
Percent	16	57	50	44	196	16	18	79	153	78	116	13	836
04:30 Volume													
Peak Factor													
High Int. Volume	16	57	50	44	196	16	18	79	153	100	129	17	246
Peak Factor				0.923	0.934					0.894			0.901
							04:30 PM	04:30 PM	04:45 PM	04:45 PM			

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Carlisle Pike and Sporting Hill Road
Location No. 3

Counted By:
Design Support Services, LLC
Weather: Sunny

Hampden Township, PA
Manual Turning Movement Count

File Name : Carlisle_and_Sporting_heavy
Site Code : 00000000
Start Date : 5/30/2007
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Carlisle Pike Eastbound			Carlisle Pike Westbound			Sporting Hill Road Northbound			Sporting Hill Road Southbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	8	2	0	7	2	6	1	1	1	0	1	8
07:15 AM	2	7	5	0	9	3	4	1	0	0	1	0	5
07:30 AM	0	9	3	0	1	0	7	1	1	1	2	1	9
07:45 AM	0	10	3	0	6	0	5	1	1	1	1	0	7
Total	2	34	13	0	23	5	22	4	3	4	4	2	29
04:00 PM	1	7	1	0	9	1	4	2	0	0	0	1	6
04:15 PM	0	8	1	1	2	3	1	1	0	0	0	1	2
04:30 PM	0	7	2	2	6	0	4	0	1	1	0	1	5
04:45 PM	0	5	2	0	7	1	3	1	1	1	0	0	5
Total	1	27	6	3	24	5	12	4	2	4	0	3	18
Grand Total	3	61	19	3	47	10	34	8	5	8	4	5	47
Approch %	3.6	73.5	22.9	5.0	78.3	16.7	72.3	17.0	10.6	41.7	33.3	41.7	23.3
Total %	1.5	30.2	9.4	1.5	23.3	5.0	16.8	4.0	2.5	2.0	2.0	2.5	5.9

Carlisle Pike and St. John's Church Road
Location No. 4
Hampden Township, PA
Manual Turning Movement Count

File Name : 4_Carlisle & St John
 Site Code : 00000004
 Start Date : 4/26/2007
 Page No : 2

Start Time	St. John's Church Road Southbound				Carlisle Pike Westbound				St. John's Church Road Northbound				Carlisle Pike Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																
Intersection 07:00 AM	12			567												
Volume																
Percent	41.7	33.3	25.0		1.1	65.4	33.5		39.3	2.9	57.7		30.2	67.6	2.2	
07:45 Volume	4	3	1	158	1	98	59	158	36	1	48	85	62	111	9	182
Peak Factor																
High Int. 07:45 AM	4	3	1	165	2	101	62	165	36	1	48	85	57	131	3	191
Volume																
Peak Factor				0.859				0.859				0.910				0.878
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1																
Intersection 04:00 PM	38			830												
Volume																
Percent	34.2	47.4	18.4		0.8	79.8	19.4		36.6	1.7	61.7		34.1	64.3	1.6	
04:00 Volume	2	4	3	204	0	159	45	204	50	3	89	142	68	146	2	216
Peak Factor																
High Int. 04:30 PM	5	7	0	231	2	179	50	231	50	3	89	142	68	146	2	216
Volume																
Peak Factor				0.792				0.898				0.910				0.853

✓

Carlisle Pike/Market St & Orr's Bridge R
 Location No. ~~82~~ 5
 Hampden Township, PA
 Manual Turning Movement Count

Counted By: Design Support Services, LLC
 Weather: Sunny

File Name : 5A_Carlisle & Orrs Bridge
 Site Code : 00000022
 Start Date : 4/26/2007
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

Start Time	Orr's Bridge Road Southbound						Carlisle Pike/Market Street Westbound						Carlisle Pike/Market Street Eastbound						Int. Total					
	Right	Thru	Left	Peds	App. Total	Factor	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total	Exclu. Total	Inclu. Total
	1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0		
07:00AM	58	0	79	0	137		12	58	0	0	70	0	0	0	0	0	0	133	8	0	141	0	0	348
07:15AM	65	0	87	0	152		14	72	0	0	86	0	0	0	0	0	0	134	9	0	143	0	0	381
07:30AM	73	0	100	0	173		17	98	0	0	115	0	0	0	0	0	0	137	11	0	148	0	0	436
07:45AM	89	0	90	0	179		33	96	0	0	129	0	0	0	0	0	0	135	9	0	144	0	0	452
Total	285	0	356	0	641		76	324	0	0	400	0	0	0	0	0	0	539	37	0	576	0	0	1617
04:00 PM	39	0	30	0	69		92	165	0	0	257	0	0	0	0	0	0	135	53	0	188	0	0	514
04:15 PM	42	0	36	0	78		111	159	0	0	270	0	0	0	0	0	0	114	55	0	169	0	0	517
04:30 PM	40	0	40	0	80		94	181	0	0	275	0	0	0	0	0	0	88	40	0	128	0	0	483
04:45 PM	55	0	29	0	84		111	190	0	0	301	0	0	0	0	0	0	114	65	0	179	0	0	564
Total	176	0	135	0	311		408	695	0	0	1103	0	0	0	0	0	0	451	213	0	664	0	0	2078
Grand Total	461	0	491	0	952		484	1019	0	0	1503	0	0	0	0	0	0	990	250	0	1240	0	0	3695
Approch %	48.4	0.0	51.6		25.8		32.2	67.8	0.0	0.0	40.7	0.0	0.0	0.0	0.0	0.0	0.0	79.8	20.2		33.6	0.0	0.0	100.0
Total %	12.5	0.0	13.3				13.1	27.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	26.8	6.8			0.0	0.0	

Carlisle Pike/Market St & Orr's Bridge R
 Location No. ~~005~~ 5
 Hampden Township, PA
 Manual Turning Movement Count

File Name : 5A_Carlisle & Orrs Bridge
 Site Code : 00000022
 Start Date : 4/26/2007
 Page No : 2

Start Time	Orr's Bridge Road Southbound				Carlisle Pike/Market Street Westbound				Carlisle Pike/Market Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection 07:00 AM	286	0	356	641	76	324	0	400	0	0	0	0	1617
Volume	44.5	0.0	55.5	19.0	81.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	452
Percent	89	0	90	33	96	0	0	0	0	0	0	0	0.894
Peak Factor													
High Int. Volume	89	0	90	179	07:45 AM	96	0	129	07:30 AM	137	11	148	
Peak Factor													
Peak Hour From 12:00 PM to 04:45 PM - Peak 1 of 1													
Intersection 04:00 PM	176	0	135	311	408	695	0	1103	0	0	213	664	2078
Volume	56.6	0.0	43.4	37.0	63.0	0.0	0.0	0.0	0.0	0.0	32.1	179	564
Percent	55	0	29	111	190	0	0	301	0	0	65	179	0.921
Peak Factor													
High Int. Volume	55	0	29	84	04:45 PM	190	0	301	04:00 PM	135	53	188	
Peak Factor													

SMAC

Carlisle Pike/Market St & Orr's Bridge R

Location No. 325

Hampden Township, PA

Manual Turning Movement Count

File Name : 5A_Carlisle & Orrs Bridge

Site Code : 00000022

Start Date : 4/26/2007

Page No : 1

Counted By:

Design Support Services, LLC

Weather: Sunny

Groups Printed- Heavy Vehicles

Start Time	Orr's Bridge Road Southbound						Carlisle Pike/Market Street Westbound						Carlisle Pike/Market Street Eastbound						Int. Total
	Right	Thru	Left	Peds	App. Total	Factor	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	
07:00 AM	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	5	0	10
07:15 AM	3	0	0	0	3	0	0	2	0	2	0	0	0	0	0	4	0	9	
07:30 AM	2	0	0	0	2	4	3	0	0	7	0	0	0	0	0	6	0	15	
07:45 AM	1	0	0	0	1	1	4	0	0	5	0	0	4	0	4	0	0	10	
Total	6	0	0	0	6	7	12	0	0	19	0	0	0	0	0	19	0	44	
04:00 PM	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	4	0	13	
04:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4	0	8	
04:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	0	5	
04:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	4	
Total	4	0	1	0	5	2	9	0	0	11	0	0	0	0	0	14	0	30	
Grand Total	10	0	1	0	11	9	21	0	0	30	0	0	0	0	0	33	0	74	
Approch %	90.9	0.0	9.1			30.0	70.0	0.0			0.0	0.0	0.0	0.0	0.0	87.9	12.1		
Total %	13.5	0.0	1.4		14.9	12.2	28.4	0.0		40.5	0.0	0.0	0.0	0.0	0.0	39.2	5.4	0.0	100.0

Carlisle Pike/Market St & Central Blvd
 Location No. 15
 Hampden Township, PA
 Manual Turning Movement Count

Counted By:
 Design Support Services, LLC
 Weather: Sunny

File Name : 5B_Carlisle & Central
 Site Code : 00000005
 Start Date : 4/26/2007
 Page No : 1

Start Time	Office Building Entrance Southbound										Carlisle Pike/Market Street Westbound						Central Boulevard Northbound						Carlisle Pike/Market Street Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00 AM	2	0	0	0	2	1	64	1	0	66	12	0	14	0	26	40	135	5	0	180	274	0	274	0	274	0	0	0
07:15 AM	0	0	0	0	0	1	62	2	0	65	18	1	10	0	29	48	179	1	0	228	322	0	322	0	322	0	0	0
07:30 AM	0	0	0	0	0	1	88	3	0	92	16	0	28	0	44	35	213	5	0	253	389	0	389	0	389	0	0	0
07:45 AM	0	0	1	0	1	1	101	5	0	107	42	0	33	0	75	38	194	1	0	233	416	0	416	0	416	0	0	0
Total	2	0	1	0	3	4	315	11	0	330	88	1	85	0	174	161	721	12	0	894	1401	0	1401	0	1401	0	0	0
04:00 PM	2	0	3	0	5	0	169	5	0	174	13	0	86	0	99	15	143	2	0	160	438	0	438	0	438	0	0	0
04:15 PM	1	1	0	0	2	0	177	8	0	185	15	0	90	0	105	21	123	2	0	146	438	0	438	0	438	0	0	0
04:30 PM	3	2	2	0	7	0	204	6	0	210	15	2	76	0	93	25	121	0	0	146	456	0	456	0	456	0	0	0
04:45 PM	2	1	1	0	4	0	209	3	0	212	16	0	79	0	95	22	120	0	0	142	453	0	453	0	453	0	0	0
Total	8	4	6	0	18	0	759	22	0	781	59	2	331	0	392	83	507	4	0	594	1785	0	1785	0	1785	0	0	0
Grand Total	10	4	7	0	21	4	1074	33	0	1111	147	3	416	0	566	244	1228	16	0	1488	3186	0	3186	0	3186	0	0	0
Approach %	47.6	19.0	33.3			0.4	96.7	3.0			26.0	0.5	73.5		17.8	16.4	82.5	1.1		46.7						0.0	100.0	
Total %	0.3	0.1	0.2		0.7	0.1	33.7	1.0		34.9	4.6	0.1	13.1		17.8	7.7	38.5	0.5		46.7						0.0	100.0	