



APPENDIX K

TRIP GENERATION AND DISTRIBUTION

TRIP DISTRIBUTION GRAVITY MODEL

Table 1 - Primary Market Area														
Primary Market Area in Philadelphia											New Jersey Primary Market Areas			
	8th/ Market Zone	Assigned Route	Sugar House	Assigned Route	Parx	Assigned Route	Harrah's	Assigned Route	Secondary	Assigned Route	Camden	Assigned Route	Secondary	Assigned Route
Population (2016)	390096	LOCAL (See Table 4)	313006	75 % 95 SB (Callowhill Exit), 25% 95 SB (Columbus Blvd Exit)	272846	75 % 95 SB (Callowhill Exit), 25% 95 SB (Columbus Blvd Exit)	41756	50 % 95 NB (Callowhill Exit), 50% 95 NB (Columbus Blvd Exit)	530977	676 EB	74332	676 WB	321429	676 WB
% Population Age 21+	73.40%		66.60%		77.00%		67.10%		71.00%		63.30%		75.00%	
% Gaming	45%		45%		50%		45%		50%		45%		50%	
Gaming Adults	128849		93808		105046		12608		188497		21173		120536	
Gaming Visits / yr	16		12		16		12		10		12		10	
Total Gaming Visits / yr	2061579		1125695		1680731		151299		1884968		254082		1205359	
%Allocation to Market8 Casino	70%		15%		1%		2%		30%		55%		30%	
%Allocation to other Area Casinos	30%		85%		99%		98%		70%		45%		70%	
Gaming Visits to Market 8	1443106		168854		16807		3026		565491		139745		361608	

Table 2 - Secondary Market Area												
	PA suburban Counties							NJ suburban Counties				
	Bucks	Assigned Route	Chester	Assigned Route	Delaware	Assigned Route	Montgomery	Assigned Route	Burlington	Assigned Route	Gloucester	Assigned Route
Population	636460	75 % 95 SB (Callowhill Exit), 25% 95 SB (Columbus Blvd Exit)	529669	676 EB	565005	25 % 95 NB (Callowhill Exit), 25% 95 NB (Columbus Blvd Exit), 50% 676 EB	821440	676 EB	453036	15 % 95 SB (Callowhill Exit) 85% 676 WB	301759	10% 95 NB (Callowhill Exit), 80% 676 WB, 10% 95 NB (Columbus Blvd Exit)
% Population Age 21+	73.1%		71.00%		72.70%		73.80%		73.70%		71.80%	
% Gaming	50%		40%		45%		40%		40%		50%	
Gaming Adults	232626		150426		184841		242489		133555		108331	
Gaming Visits / yr	10		10		10		10		10		10	
Total Gaming Visits / yr	2326261		1504260		1848414		2424891		1335550		1083315	
% Gaming in Philly Area	80%		80%		80%		75%		75%		75%	
Visits in Philly Area / yr	1861009		1203408		1478731		1818668		1001663		812486	
%Allocation to Market8 Casino	5%		15%		15%		17%		30%		30%	
%Allocation to other Area Casinos	95%		85%		85%		83%		70%		70%	
Gaming Visits to Market 8	93050	180511	221810	309174	300499	243746						

Table 3 - Trip Distribution Summary	
Enter/Exit on local Routes	35%
676 EB	29%
676 WB	24%
95 NB (Callowhill Exit)	2%
95 NB (Columbus Blvd Exit)	2%
95 SB (Callowhill Exit)	6%
95 SB (Columbus Blvd Exit)	2%

Table 4 - 8th/Market Zone Distribution Summary (35% of trips)		
Route	Enter	Exit
EB Market	8%	8%
WB Market	3%	3%
5th	5%	-
Arch	1%	1%
Race	1%	1%
Walnut	2%	4%
Chestnut	4%	2%
9th	6%	-
7th	5%	-
6TH	-	5%
8TH	-	6%
10TH	-	5%
TOTAL	35%	35%

Existing Traffic Volumes

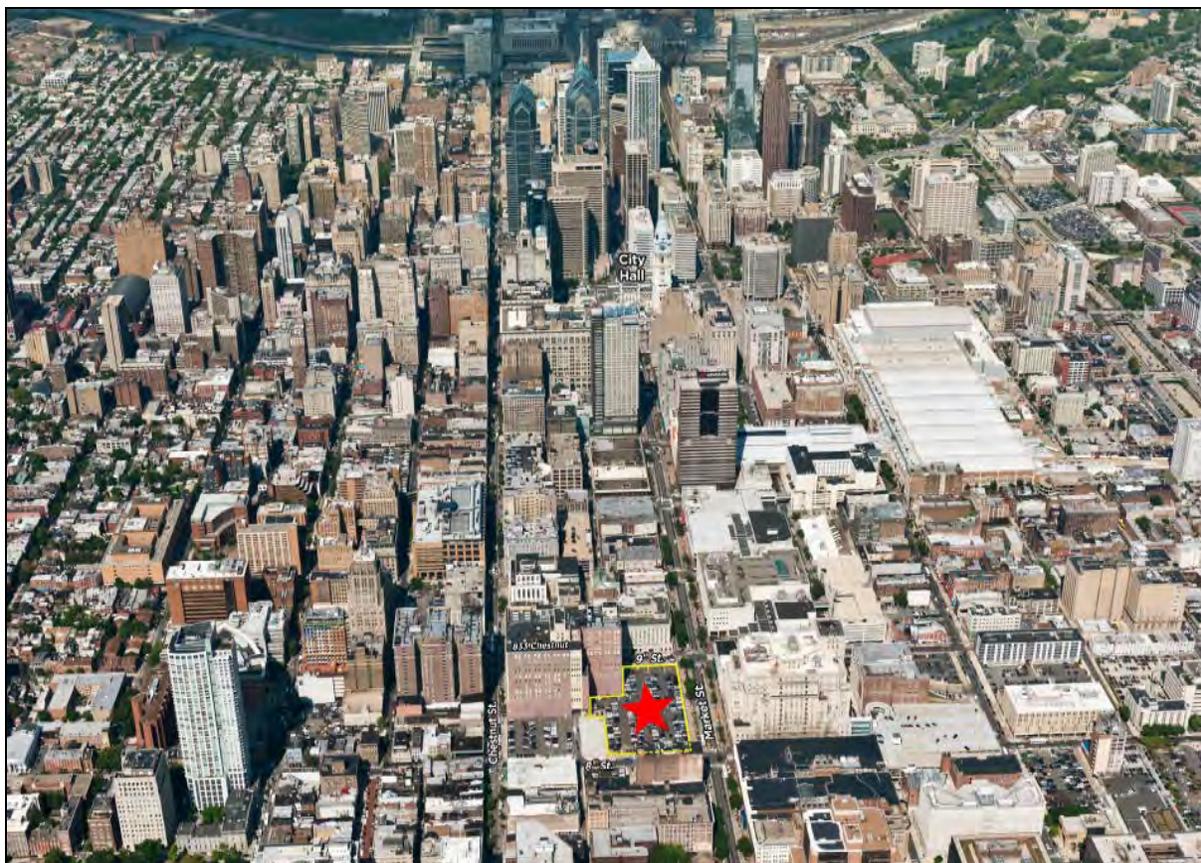
Intersection	Roadway	Approach	Movement	RAW VOLUMES			ADJUSTMENT FACTORS			FINAL VOLUMES			TRIP DISTRIBUTION			TRIP ASSIGNMENT (FRIDAY STREET PEAK)		TRIP ASSIGNMENT (FRIDAY CASINO PEAK)		TRIP ASSIGNMENT (SATURDAY CASINO PEAK)		SATURDAY CASINO PEAK BUILD CONDITIONS VOLUMES								
				Friday Street Peak Hour	Friday Casino Peak Hour	Saturday Casino Peak Hour	Friday Street Peak Hour	Friday Casino Peak Hour	Saturday Casino Peak Hour	Friday Street Peak Hour	Friday Casino Peak Hour	Friday Street Peak Hour	Friday Casino Peak Hour	Saturday Casino Peak Hour	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT						
				Total Volume (4:30 - 5:30)	Total Volume (7:15 - 8:15)	Total Volume (7:30 - 8:30)				Total Volume	Trucks	PHF	Ped	Total Volume	Trucks	PHF	Ped	Total Volume	Trucks	PHF	Ped	335	354	422	413	624	627			
5th Street & SR 30/147s	SR 30 / 147s	Eastbound	T	4869	2579	2033	1	1	1	4869	2%	0%	0%	2033	1%	0%	0%	0%	0%	0%	24%	0%	85	0%	2073	0%	150	2163		
			R	883	388	334	1	1	1	883	2%	0%	0%	334	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	334		
			T	1954	1108	967	1	1	1	1954	2%	0%	0%	1667	2%	0%	0%	80	0	0	24%	0%	80	0	0	0	1610	150	0	1780
7th Street & Vine Street (WB)	Vine Street	Westbound	T	3	1	1	1	1	3	0%	0%	0%	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1	
			R	112	30	22	1	1	1	112	0%	0%	0%	30	2%	0%	0%	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	22	
			L	336	309	301	1	1	1	336	0%	0%	0%	301	2%	0%	0%	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	301	
7th and Vine (EB)	7th Street	Eastbound	T	493	447	424	1	1	1	493	3%	0%	0%	424	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	424	
			R	361	354	349	1	1	1	361	1%	0%	0%	349	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	349	
			T	1056	801	773	1	1	1	1056	2%	0%	0%	773	2%	0%	0%	28	0	0	0%	0%	28	0	0	0	0	0	773	
7th Street & Franklin Street	Franklin Street (STOP)	Eastbound	T	255	175	167	1	1	1	255	2%	0%	0%	167	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	167	
			R	441	466	441	1	1	1	441	2%	0%	0%	441	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	441	
			T	696	642	608	1	1	1	696	2%	0%	0%	608	2%	0%	0%	28	0	0	0%	0%	28	0	0	0	0	0	608	
8th Street & Calowhill Street	Calowhill Street	Westbound	L	285	288	262	1	1	1	285	2%	0%	0%	262	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	262	
			T	754	475	266	1	1	1	754	2%	0%	0%	266	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	266	
			R	392	240	208	1	1	1	392	5%	0%	0%	208	3%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	208	
8th Street & Vine Street (WB)	Vine Street	Westbound	T	1177	147	190	1	1	1	1177	2%	0%	0%	147	6%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	147
			R	1117	134	184	1	1	1	1117	2%	0%	0%	134	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	134	
			L	558	479	409	1	1	1	558	0%	0%	0%	409	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	409	
8th Street & Vine Street (EB) Vine Expressway (EB)	Vine Street Expressway (EB)	Eastbound	T	449	243	187	1	1	1	449	4%	0%	0%	187	3%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	187	
			R	205	205	261	1	1	1	205	1%	0%	0%	261	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	261	
			T	654	278	265	1	1	1	654	2%	0%	0%	265	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	265	
9th Street & Vine Street (EB)	9th Street (STOP)	Northbound	L	829	373	305	1	1	1	829	4%	0%	0%	305	3%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	305	
			R	154	85	84	1	1	1	154	0%	0%	0%	84	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	84		
			T	983	458	389	1	1	1	983	4%	0%	0%	389	3%	0%	0%	26	0	0	0%	0%	26	0	0	0	0	0	389	
2nd Street & Race Street	Race Street	Eastbound	T	404	407	391	1	1	1	404	1%	0%	0%	391	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	391
			R	223	188	136	1	1	1	223	6%	0%	0%	136	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	136	
			L	110	76	40	1	1	1	110	0%	0%	0%	40	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	40	
3rd Street & Race Street	Race Street	Eastbound	L	562	543	580	1	1	1	562	2%	0%	0%	580	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	580
			T	104	104	88	1	1	1	104	1%	0%	0%	88	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	88	
			T	856	653	393	1	1	1	856	2%	0%	0%	393	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	393	
4th Street & Race Street	Race Street	Eastbound	T	828	631	414	1	1	1	828	2%	0%	0%	414	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	414
			R	34	34	34	1	1	1	34	0%	0%	0%	34	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	34	
			L	151	134	69	1	1	1	151	0%	0%	0%	69	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	69	
5th Street & Race Street	Race Street	Eastbound	L	526	336	275	1	1	1	526	4%	0%	0%	275	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	275
			T	703	581	373	1	1	1	703	1%	0%	0%	373	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	373	
			T	863	380	338	1	1	1	863	2%	0%	0%	338	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	338	
6th Street & Race Street	Race Street	Northbound	R	67	34	34	1	1	1	67	16%	0%	0%	34	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	34
			T	1163	424	329	1	1	1	1163	3%	0%	0%	329	3%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	329	
			T	462	283	208	1	1	1	462	2%	0%	0%	208	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	208	
7th Street & Race Street	Race Street	Eastbound	L	176	140	88	1	1	1	176	2%	0%	0%	88	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	88	
			T	863	607	388	1	1	1	863	2%	0%	0%	388	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	388	
			R	67	34	34	1	1	1	67	16%	0%	0%	34	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	34	
8th Street & Race Street	Race Street	Eastbound	L	526	336	275	1	1	1	526	4%	0%	0%	275	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	275
			T	703	581	373	1	1	1	703	1%	0%	0%	373	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	373
			T	863	380	338	1	1	1	863	2%	0%	0%	338	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	338	
9th Street & Race Street	Race Street	Northbound	R	67	34	34	1	1	1	67	16%	0%	0%	34	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	34
			T	1163	424	329	1	1	1	1163	3%	0%	0%	329	3%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	0	329
			T	462	283	208	1	1	1	462	2%	0%	0%	208	2%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	208	
10th Street & Race Street	Race Street	Westbound	L	51	68	120	1	1	1	51	0%	0%	0%	120	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	120	
			T	864	373	324	1	1	1	864	1%	0%	0%	324	1%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	324	
			R	264	211	229	1	1	1	264	0%	0%	0%	229	0%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	229		
5th Street & Arch Street	Arch Street	Westbound	T	436	324	324	1	1	1	436	3%	0%	0%	324	3%	0%	0%	0	0	0%	0%	0%	0%	0	0	0	0	0	324	
			R	172	77	61																								

Intersection	Roadway	Approach	Movement	RAW VOLUMES			ADJUSTMENT FACTORS			FINAL VOLUMES												TRIP DISTRIBUTION		TRIP ASSIGNMENT (FRIDAY STREET PEAK)		TRIP ASSIGNMENT (FRIDAY CASINO PEAK)		TRIP ASSIGNMENT (SATURDAY CASINO PEAK)								
				Friday Street Peak Hour	Friday Casino Peak Hour	Saturday Casino Peak Hour	Friday Street Peak Hour	Friday Casino Peak Hour	Saturday Casino Peak Hour	Friday Street Peak Hour				Friday Casino Peak Hour				Saturday Casino Peak Hour				ENTER	EXIT	ENTER	EXIT	FRIDAY STREET PEAK BUILD CONDITIONS VOLUMES	ENTER	EXIT	FRIDAY CASINO PEAK BUILD CONDITIONS VOLUMES	ENTER	EXIT	SATURDAY CASINO PEAK BUILD CONDITIONS VOLUMES				
				Total Volume (4:30 - 5:30)	Total Volume (7:15 - 8:15)	Total Volume (7:30 - 8:30)				Total Volume	Trucks	PHF	Ped	Total Volume	Trucks	PHF	Ped	Total Volume	Trucks	PHF	Ped			335	354		432	413		624	627					
5th Street & Chestnut Street	Chestnut Street	Eastbound	L	177	113	111	1	1	1	177	3%	0.57	EB	414	113	4%	0.93	WB	195	111	2%	0.92	SB	247	0	0	177	0	0	113	0	0	111			
			T	311	282	286	1	1	1	311	5%		EB	134	286	3%		WB	124	0%	3%		0	11	322	0	12	294	0	19	305					
	5th Street	Northbound	T	583	406	360	1	1	1	583	1%		NB	196	406	0%		SB	349	360	0%		NB	71	0%	0%	0	0	583	0	0	406	0	0	360	
			R	75	51	60	1	1	1	75	1%		EB	364	51	0%		NB	85	60	0%		EB	108	0%	0%	0	0	75	0	0	51	0	0	60	
6th Street & Chestnut Street	Chestnut Street	Eastbound	T	402	387	399	1	1	1	402	9%	0.93	SB	548	397	8%	0.92	WB	147	399	2%	0.95	SB	330	0%	3%	0	11	413	0	12	388	0	19	328	
			R	121	99	79	1	1	1	121	0%		EB	476	99	3%		WB	150	79	1%		NB	149	0%	1%	0	4	125	0	4	103	0	5	85	
	6th Street	Southbound	L	114	114	121	1	1	1	114	10%		NB	192	114	4%		SB	371	121	2%		NB	70	0%	0%	0	0	114	0	0	114	0	0	121	
			T	738	575	463	1	1	1	738	2%		EB	369	575	1%		NB	84	463	1%		EB	77	0%	4%	0	14	752	0	17	582	0	25	478	
7th Street & Chestnut Street	Chestnut Street	Eastbound	L	162	92	116	1.2	1.2	1.06	116	110	2%	0.93	SB	548	110	0%	0.93	WB	46	123	0%	0.97	SB	219	0%	17%	0	60	180	0	70	250	0	107	180
			T	381	284	337	1.2	1.2	1.06	487	7%	WB		216	317	6%	EB		110	357	3%	WB		62	0%	4%	0	14	471	0	17	334	0	26	382	
	7th Street	Northbound	T	447	527	230	1.2	1.2	1.06	536	2%	NB		372	352	1%	SB		131	244	2%	NB		149	7%	0%	23	0	559	30	0	422	44	0	288	
			R	151	99	86	1.2	1.2	1.06	181	7%	EB		256	119	1%	NB		134	91	0%	EB		187	0%	0%	0	0	181	0	0	119	0	0	91	
8th Street & Chestnut Street	Chestnut Street	Eastbound	T	412	346	320	1.2	1.2	1.06	494	6%	0.87	SB	376	415	5%	0.94	WB	196	339	4%	0.88	SB	185	0%	0%	0	0	494	0	0	415	0	0	339	
			R	102	79	96	1.2	1.2	1.06	122	0%		WB	469	96	0%		EB	162	104	0%		WB	200	0%	0%	0	0	122	0	0	96	0	0	104	
	8th Street	Southbound	L	104	92	133	1.2	1.2	1.06	135	0%		NB	269	141	1%		SB	240	141	1%		NB	208	0%	21%	0	74	199	0	87	197	0	132	273	
			T	487	484	465	1.2	1.2	1.06	584	2%		EB	422	581	1%		NB	118	482	1%		EB	94	0%	8%	0	28	612	0	33	614	0	50	532	
9th Street & Chestnut Street	Chestnut Street	Eastbound	L	86	48	48	1.2	1.2	1.06	103	0%	0.90	SB	520	58	0%	0.97	WB	104	51	2%	0.83	SB	61	0%	0%	13	0	116	17	0	75	25	0	76	
			T	351	305	319	1.2	1.2	1.06	421	0%		WB	253	366	0%		EB	105	338	1%		WB	258	0%	0%	0	0	421	0	0	366	0	0	338	
	9th Street	Northbound	T	416	272	229	1.2	1.2	1.06	489	0%		NB	279	288	0%		SB	298	360	1%		NB	78	11%	0%	37	0	588	48	0	274	69	0	418	
			R	146	99	99	1.2	1.2	1.06	175	0%		EB	365	119	0%		NB	179	117	0%		EB	183	0%	0%	0	0	175	0	0	119	0	0	117	
10th Street & Chestnut Street	Chestnut Street	Eastbound	T	348	310	308	1	1	1	348	7%	0.97	SB	445	310	6%	0.86	WB	190	306	3%	0.85	SB	141	4%	0%	13	0	361	17	0	327	25	0	331	
			R	121	111	111	1	1	1	121	4%		WB	462	111	1%		EB	284	98	0%		WB	132	0%	0%	0	0	121	0	0	111	0	0	98	
	10th Street	Southbound	L	112	71	52	1	1	1	112	5%		NB	432	71	1%		SB	238	32	0%		NB	113	0%	0%	0	0	112	0	0	71	0	0	32	
			T	441	331	341	1	1	1	441	1%		EB	663	321	1%		NB	243	241	0%		EB	174	0%	7%	0	25	468	0	29	350	0	44	385	
5th Street & Walnut Street	Walnut Street	Westbound	T	304	348	320	1	1	1	304	6%	0.95	SB	216	348	3%	0.95	WB	91	320	0%	0.83	SB	80	2%	0%	7	0	311	9	0	357	12	0	332	
			R	79	66	63	1	1	1	79	6%		WB	232	66	0%		EB	67	63	2%		WB	62	0%	0%	0	0	79	0	0	66	0	0	63	
	5th Street	Northbound	L	63	41	38	1	1	1	63	11%		NB	271	41	17%		NB	131	38	8%		NB	59	5%	0%	17	0	80	22	0	63	31	0	69	
			T	501	442	377	1	1	1	501	2%		EB	182	442	1%		NB	75	377	0%		EB	45	0%	0%	0	0	501	0	0	442	0	0	377	
6th Street & Walnut Street	Walnut Street	Westbound	T	320	310	302	1	1	1	320	6%	0.93	WB	298	310	5%	0.93	EB	144	302	3%	0.89	WB	176	7%	0%	23	0	343	30	0	340	44	0	346	
			R	137	111	137	1	1	1	137	8%		SB	477	489	0%		SB	220	361	1%		NB	235	0%	5%	0	18	640	0	21	510	0	31	362	
	6th Street	Southbound	L	133	137	111	1	1	1	133	8%		EB	314	137	3%		EB	129	0%	0%		0	0	133	0	0	137	0	0	111	0	0	111		
			T	378	390	364	1	1	1	378	3%		SB	187	390	2%		WB	67	364	2%		SB	106	2%	0%	10	9	348	19	0	428	19	0	383	
7th Street & Walnut Street	Walnut Street	Westbound	L	95	90	97	1	1	1	95	3%	0.95	WB	206	60	10%	0.92	EB	62	57	0%	0.83	WB	84	4%	0%	13	0	108	17	0	77	25	0	82	
			R	98	111	116	1	1	1	98	7%		NB	231	111	0%		SB	126	116	1%		NB	145	2%	0%	7	0	105	9	0	120	12	0	128	
	7th Street	Northbound	T	587	342	373	1	1	1	587	2%		EB	131	342	1%		NB	96	373	1%		EB	48	3%	0%	10	0	577	13	0	355	19	0	392	
			R	86	80	87	1	1	1	86	1%		SB	305	80	1%		WB	305	87	0%		SB	395	0%	0%	0	0	86	0	0	80	0	0	87	
8th Street & Walnut Street	Walnut Street	Westbound	T	391	421	414	1	1	1	391	5%	0.88	WB	430	421	0%	0.94	EB	39	414	2%	0.90	WB	318	2%	0%	17	0	443	22	0	443	31	0	445	
			R	134	134	93	1	1	1	134	6%		NB	200	326	2%		NB	369	252	2%		NB	86	0%	9%	0	21	406	0	25	351	0	38	290	
	8th Street	Southbound	L	134	93	93	1	1	1	134	6%		EB	45	93	2%		SB	114	93	2%		EB	28	0%	2%	0	7	141	0	8	151	0	13	105	
			T	405	462	445	1	1	1	405	7%		WB	398	462	4%		WB	89	445	2%		WB	391	0%	2%	0	7	432	0	8	480	0	13	458	
9th Street & Walnut Street	Walnut Street	Westbound	R	95	99	97	1	1	1	95	10%	0.93	NB	198	99	14%	0.92	WB	136	97	0%	0.94	WB	251	0%	0%	17	0	112	22	0	91	0	0	96	
			L	94	94	89	1	1	1	94	3%		NB	309	89	0%		SB	280	94	1%		NB	317	0%	0%	0	0	94	0	0	89	0	0	94	
	9th Street	Northbound	T	361	213	310	1	1	1	361	4%		EB	202	213	3%		NB	192	310	1%		EB	138	6%	0%	20	0	381	26	0	238	37	0	347	
			R	91	91	45	1	1	1	91	4																									

PHILADELPHIA METROPOLITAN AREA POTENTIAL "RESIDENTIAL" GAMING REVENUE - 2016 (EXPRESSED IN 2012 DOLLARS)									
	Pennsylvania Counties					New Jersey Counties			Totals
	Philadelphia	Bucks	Chester	Delaware	Montgomery	Burlington	Camden	Gloucester	
Populations:									
2010	1,526,086	625,249	498,886	558,979	799,874	448,734	513,657	288,288	5,259,753
2016 (est.)	1,548,681	636,460	529,669	565,005	821,440	453,036	515,551	301,759	5,371,601
Percentage >21 Yrs.:									
2010	71.0%	72.7%	70.6%	72.0%	73.3%	73.1%	71.6%	71.4%	
2015 (est.)	71.7%	73.1%	71.0%	72.7%	73.8%	73.7%	72.3%	71.8%	72.5%
Adult Population - 2016	1,110,404	465,252	376,065	410,759	606,223	333,888	372,743	216,663	3,891,997
% Gaming Total	<u>48%</u>	<u>50%</u>	<u>40%</u>	<u>45%</u>	<u>40%</u>	<u>40%</u>	<u>45%</u>	<u>50%</u>	<u>45%</u>
Number Adults Gaming	529,050	232,626	150,426	184,841	242,489	133,555	167,735	108,331	1,749,053
% Gaming in Philadelphia Area	<u>88%</u>	<u>80%</u>	<u>80%</u>	<u>80%</u>	<u>75%</u>	<u>75%</u>	<u>95%</u>	<u>75%</u>	<u>83%</u>
Adults Gaming in Philadelphia Area	466,209	186,101	120,341	147,873	181,867	100,166	159,348	81,249	1,443,153
Visits/Year	<u>13.1</u>	<u>10.0</u>	<u>10.0</u>	<u>10.0</u>	<u>10.0</u>	<u>10.0</u>	<u>12.0</u>	<u>10.0</u>	<u>11.2</u>
Visits	6,086,963	1,861,009	1,203,408	1,478,731	1,818,668	1,001,663	1,912,174	812,486	16,175,102
Win/Visit (2012 dollars)	<u>\$99</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>
"Residential" Win	<u>\$604,373,039</u>	<u>\$186,100,904</u>	<u>\$120,340,797</u>	<u>\$147,873,109</u>	<u>\$181,866,816</u>	<u>\$100,166,260</u>	<u>\$191,217,350</u>	<u>\$81,248,611</u>	<u>\$1,613,186,885</u>
"Residential" Win, rounded									<u>\$1,613,000,000</u>

PHILADELPHIA METROPOLITAN AREA POTENTIAL "VISITOR" GAMING REVENUE - 2016 (EXPRESSED IN 2012 DOLLARS)	
Occupied Hotel Rooms - FYE 8/31/12 (rounded)	10,700,000
Estimated Adults Per Occupied Room	<u>1.35</u>
Total Adult Hotel Guests	14,445,000
Average Length of Stay (Nights)	<u>2.00</u>
Estimated Separate Adult Hotel Guests	7,222,500
Percent Gaming	<u>15%</u>
Adult Hotel Guests Gaming	1,083,375
Plus 25% from Day-Trip Visitors to Area Attractions and Convention Center Day Attendees	270,844
Total Hotel Guests and Day-Trip Visitors	1,354,219
Average Win Per Visit	<u>\$120</u>
Gaming Win from Hotel Guests and Day-Trip Visitors	<u>\$162,506,250</u>
Total "Visitor" Win, rounded	<u>\$163,000,000</u>

Combining the residential and visitor gaming markets, we therefore estimate that the Philadelphia metropolitan area, excluding Delaware, would conservatively have a total gaming revenue potential of some \$1.78 billion in 2016 expressed in current 2012 dollars as summarized in the table on the following page.



As previously mentioned, the Casino will constitute one element of the overall project, with the hotel element constituting a second separately owned and operated element. Current plans call for the Casino element to encompass:

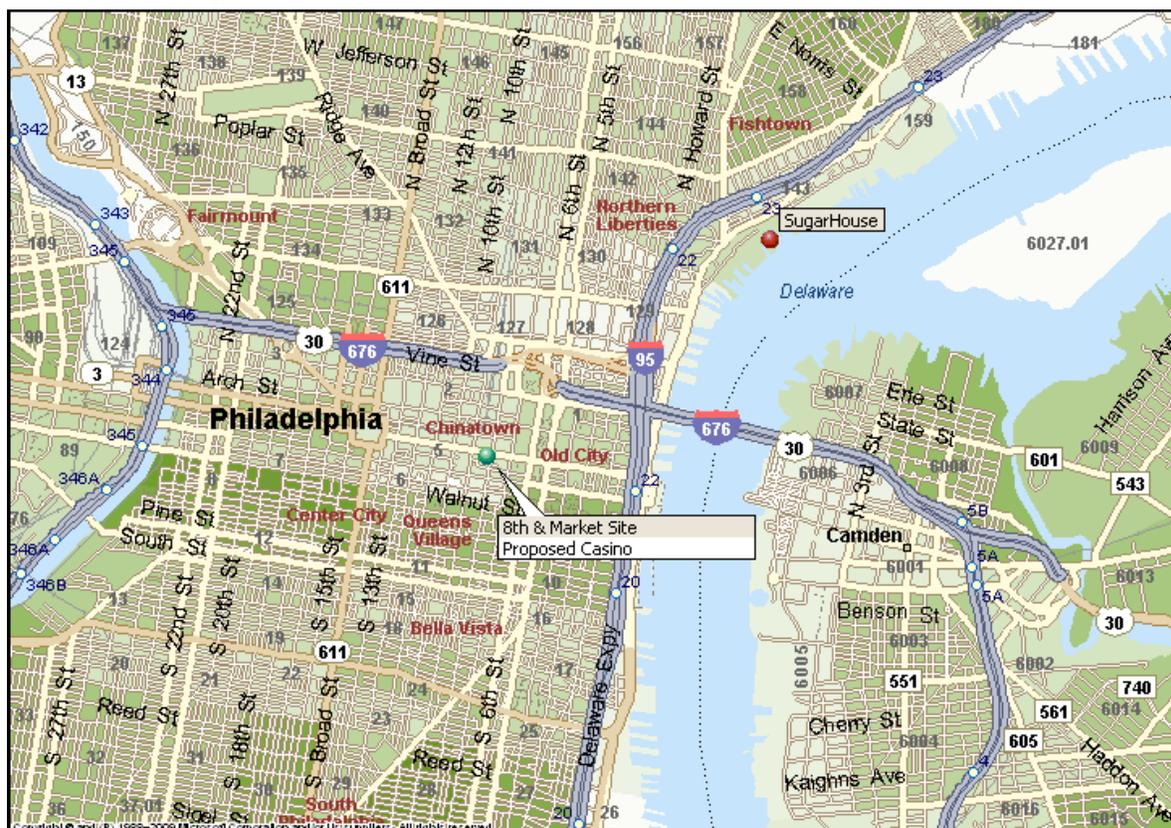
- Underground: Four levels of valet parking totaling some 1,000 spaces
- Ground Level: Up to four restaurant spaces totaling 31,000 square feet, delivery and support areas, lobby entrances to casino (escalators and elevators) and hotel
- Floors 2 & 3: Primarily dedicated to gaming supplemented by restaurants, lounges and bars
- Floor 4: A poker room, a club/lounge, rooftop terraces and an event/banquet room of some 12,000 square feet

For the purposes of the estimates herein, we have assumed a gaming mix of 2,400 slot machines, 82 banked table games and 30 poker tables. The projections herein would not change materially should the gaming mix be altered within reason. Further, it has been assumed that all restaurants, lounges and food/beverage outlets in general, totaling some 60,000 square feet, will be leased to and operated by a qualified third-party operator. Finally, no revenues or expenses have been projected herein for the event/banquet space. We believe that a reasonable, conservative assumption for this event/banquet space is a breakeven financial performance. This space will however, add an important venue for the MARKET8 Casino operations and will generate positive economic impact through its utilization.

ATTENDANCE LEVELS CITY OF PHILADELPHIA MAJOR ATTRACTIONS 2010 AND 2011			
Visitor Center/Attraction	Attendance		% Change from 2010
	2010	2011	
Independence Visitor Center	<u>2,440,295</u>	<u>2,338,400</u>	-4.2%
Attractions:			
Liberty Bell Center	2,271,938	2,045,680	-10.0%
Independence Hall	694,552	689,723	-0.7
National Constitution Center	804,551	817,227	1.6
Franklin Institute	958,330	845,272	-11.8
Academy of Natural Sciences	155,632	165,158	6.1
Philadelphia Museum of Art	680,544	635,035	-6.7
Philadelphia Zoo	1,255,604	1,178,285	-6.2
Please Touch Museum	568,581	574,692	1.1
University of PA Museum of Archaeology & Anthropology	138,718	211,713	51.5
Eastern State Penitentiary	250,458	264,671	5.7
Total Attractions	<u>7,778,908</u>	<u>7,427,456</u>	-4.5%

The Pennsylvania Convention Center (“the PCC”) is located several blocks (an easy walk or subway/bus ride) to the west of the Casino site. In the 12 months ended August 31, 2012, the PCC accommodated over one million visitors.

Like the other major commercial and institutional uses found in the Market East corridor, the MARKET8 Casino site is most appropriately situated in this area designated for higher impact uses while remaining readily accessible to the major population concentrations in Center City. The population density map below, based on 2007 population estimates, indicates the census tracts with populations ranging from 10,000 or more (darkest green) to zero (white).



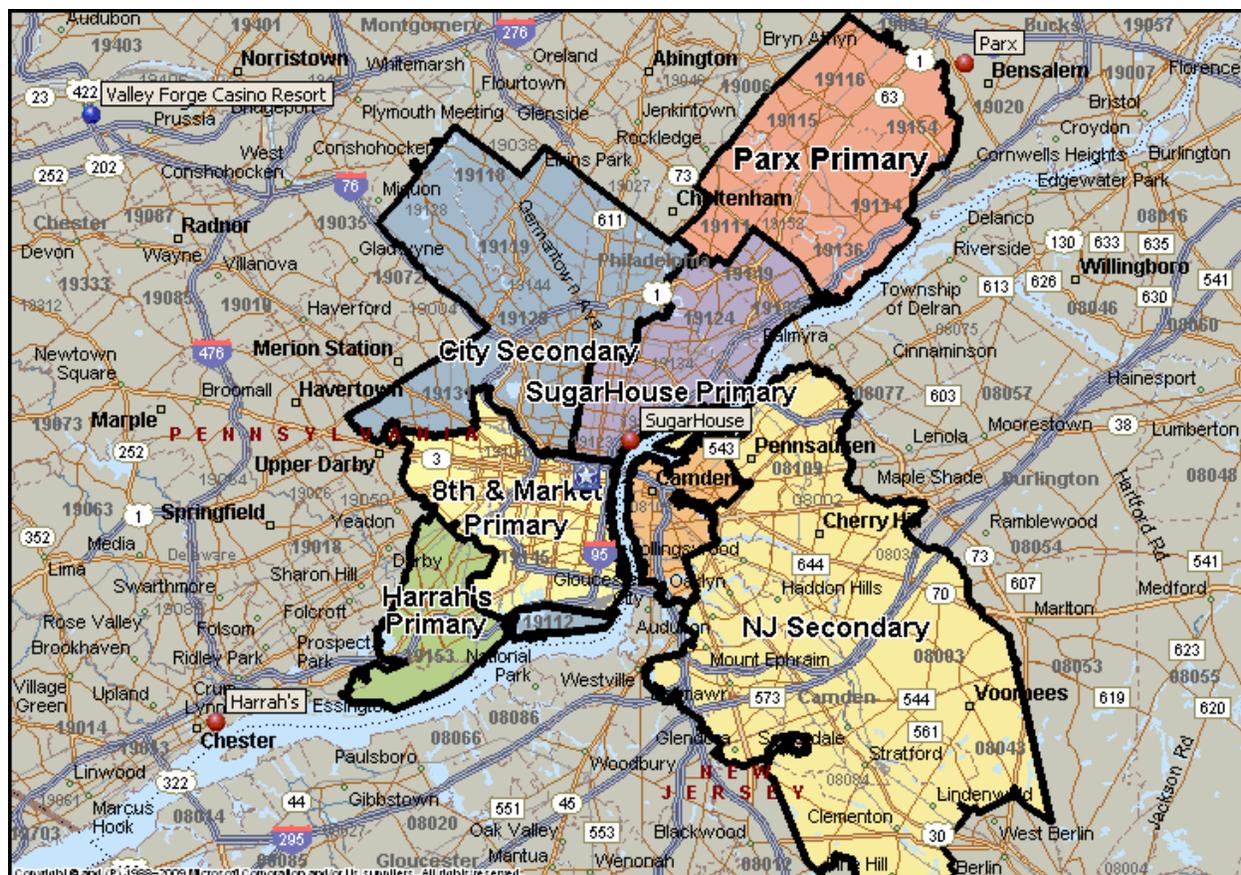
gaming venues to ensure its reasonableness and validity and has been and is utilized and relied upon by gaming companies and industry consultants.

Gaming Demand from Residential Target Markets

The “residential” win for the subject casino was divided into two sub-markets: (1) a “primary” market consisting of the residents of Philadelphia County plus residents of New Jersey readily accessed by the Benjamin Franklin, Walt Whitman and Betsy Ross Bridges and the PATCO high-speed line; and, (2) a “secondary” suburban market consisting of residents desiring to travel to casinos in the area for an evening or day of dining and/or gaming, including those drawn by the “urban effect” to the casinos in Center City.

“Primary” Residential Sub-Market

Based on the availability of public transit and major area highways, we divided the City and the “close-in” New Jersey suburbs into several zones as shown on the following map indicating which areas would likely frequent which gaming venues most often and constitute the Casino’s “primary” residential sub-market. (The Casino site is marked with a star.)



We identified the zip codes located in the above-defined areas and classified them into the zones indicated on the map.

- The “8th & Market Primary” zone consists of all of the zip codes in Center City, west along the Market Street Subway and south on Broad Street to

the Navy Yard. This area would constitute the Casino's primary residential market.

- The "SugarHouse Primary" zone consists of all of the zip codes surrounding SugarHouse and to its immediate north and northeast to the approximate seven-mile midway point to Parx Casino.
- The "City Secondary" zone consists of all of the zip codes within the City limits to the southwest of the 8th & Market Primary zone.
- The "Camden" zone consists of the zip codes in the City of Camden that are closest to the PATCO line.
- The "New Jersey (NJ) Secondary" zone basically incorporates those zip codes running along the PATCO line down to Lindenwold.

Population figures for each zip code were obtained from the U.S. Census Bureau for 2010, plus estimates for 2016 from ESRI, then aggregated by zone. These figures were then adjusted to reflect the portions of each zone's populations in 2010 and 2016 that were/are estimated to be comprised of adults of 21 years of age or above (the potential gaming market), again based on U.S. Census figures from 2010 and ESRI estimates for 2016.

We then estimated the probabilities of the various populations in the defined zones to participate in casino gaming in general. Our participation estimates utilized the data indicated in the tables on page 7 of this report adjusted to reflect the characteristics of the populations in the various counties/zones (e.g. the propensities to gamble decrease as the distances from existing gaming venues and metropolitan areas increase, levels of median household income, etc.).

As previously mentioned, it has been demonstrated consistently that the propensity-to-game increases with the proximity to a gaming venue. It has also been demonstrated that the propensity-to-game increases with household income.

The next step in the process of estimating gaming revenue levels for the proposed casino at 8th and Market Streets was to allocate the projected numbers of overall gaming visits to the five casino venues in the Philadelphia area, as well as "leakage" to venues outside of the area. These allocations specifically considered access to public transportation and highways.

Finally, estimated gaming expenditures/budgeted gaming amounts per visit were based on the household income data for the target counties, our and others' experience with existing gaming markets, including Atlantic City and Valley Forge, internal analyses conducted by gaming companies and general estimates used by gaming companies and analysts. Generally, gaming budgets increase with levels of disposable/household income and with the distance traveled to gamble.

The table on the following page summarizes all of the estimates previously discussed, resulting in our estimate of win for the MARKET8 Casino from the residential market in 2016, its first year of operation.

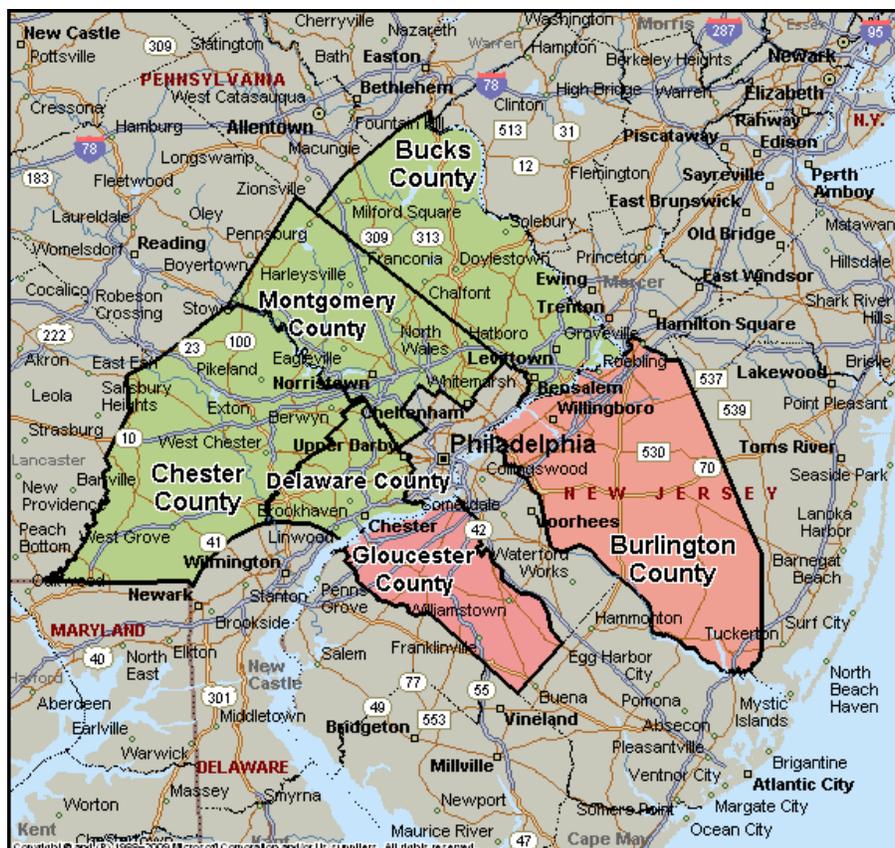
PHILADELPHIA AREA CASINOS AND MARKET8 CASINO ESTIMATED "PRIMARY RESIDENTIAL" CASINO WINS - 2016 (EXPRESSED IN 2012 DOLLARS)										
	Primary Market Areas Within Philadelphia					New Jersey Market Areas			Grand Totals	
	8th & Market	SugarHouse	Parx	Harrah's	Secondary	Totals	Camden	Secondary		Totals
Number of Zip Codes	8	9	7	3	18	45	4	22	26	71
Populations:										
2010	379,936	307,253	269,254	41,675	527,968	1,526,086	75,635	317,307	392,942	1,919,028
2016 (estimate)	390,096	313,006	272,846	41,756	530,977	1,548,681	74,332	321,429	395,761	1,944,442
% Change	2.7%	1.9%	1.3%	0.2%	0.6%	1.5%	-1.7%	1.3%	0.7%	1.3%
Households:										
2010	163,679	107,474	103,598	14,721	210,299	599,771	24,069	124,267	148,336	748,107
2016 (estimate)	169,049	109,615	104,582	14,813	212,805	610,864	23,672	125,791	149,463	760,327
% Change	3.3%	2.0%	0.9%	0.6%	1.2%	1.8%	-1.6%	1.2%	0.8%	1.6%
Median HH Income (2011)	\$30,907	\$31,088	\$49,377	\$32,879	\$35,280		\$27,506	\$62,404		
% of Population - Age 21+:										
2010	72.7%	66.0%	76.9%	66.1%	70.1%		62.5%	74.2%		
2015 (estimate)	73.4%	66.6%	77.0%	67.1%	71.0%	71.7%	63.3%	75.0%	72.8%	71.9%
Population - 2016 Age 21+	286,330	208,462	210,091	28,018	376,994	1,109,896	47,052	241,072	288,124	1,398,020
% Gaming	45%	45%	50%	45%	50%		48%	50%	48%	
Gaming Adults	128,849	93,808	105,046	12,608	188,497	528,807	21,173	120,536	141,709	670,517
Gaming Visits Per Year	16	12	16	12	10	13	12	10	10	12
Total Gaming Visits	2,061,579	1,125,695	1,680,731	151,299	1,884,968	6,904,273	254,082	1,205,359	1,459,440	8,363,713
Gaming Visit %s Allocated to:										
Market8 Casino	70%	15%	1%	2%	30%	32%	55%	30%	34%	32%
SugarHouse	10%	70%	4%	3%	20%	21%	30%	25%	26%	22%
Parx	5%	3%	70%	10%	22%	25%	5%	10%	9%	22%
Harrah's	5%	2%	5%	60%	5%	6%	5%	10%	9%	6%
Valley Forge	2%	2%	5%	5%	8%	4%	0%	0%	0%	4%
Sub-total Philadelphia	92%	92%	85%	80%	85%	88%	95%	75%	78%	86%
Atlantic City	5%	5%	10%	15%	10%	8%	5%	20%	17%	9%
Other	3%	3%	5%	5%	5%	4%	0%	5%	4%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Gaming Visits Allocated:										
Market8 Casino	1,443,106	168,854	16,807	3,026	565,491	2,197,284	139,745	361,608	501,353	2,698,636
SugarHouse	206,158	787,986	67,229	4,539	376,994	1,442,906	76,224	301,340	377,564	1,820,470
Parx	103,079	33,771	1,176,512	15,130	414,693	1,743,185	12,704	120,536	133,240	1,876,425
Harrah's	103,079	22,514	84,037	90,779	94,248	394,657	12,704	120,536	133,240	527,897
Valley Forge	41,232	22,514	84,037	7,565	150,797	306,144	0	0	0	306,144
Sub-total Philadelphia	1,896,653	1,035,639	1,428,622	121,039	1,602,223	6,084,176	241,378	904,019	1,145,397	7,229,573
Atlantic City	103,079	56,285	168,073	22,695	188,497	538,628	12,704	241,072	253,776	792,404
Other	61,847	33,771	84,037	7,565	94,248	281,468	0	60,268	60,268	341,736
Total	2,061,579	1,125,695	1,680,731	151,299	1,884,968	6,904,273	254,082	1,205,359	1,459,440	8,363,713
Estimated Win/Patron - Market 8 Casino	\$95	\$100	\$100	\$100	\$105	\$98	\$100	\$105	\$104	\$99
Estimated "Primary Residential" Win - Market8 Casino	<u>\$137,095,026</u>	<u>\$16,885,422</u>	<u>\$1,680,731</u>	<u>\$302,597</u>	<u>\$59,376,503</u>	<u>\$215,340,280</u>	<u>\$13,974,490</u>	<u>\$37,968,801</u>	<u>\$51,943,291</u>	<u>\$267,283,571</u>
Estimated Market8 "Primary Residential" Win, rded.										<u>\$267,300,000</u>

Thus, we estimate that the MARKET8 Casino would achieve a first-year win of some \$267.3 million from the "primary" residential market, expressed in current 2012 dollars. Approximately half of this win is projected to come from the Casino's specific primary market zone (column 1).

"Secondary" Residential Sub-Market

We then estimated the gaming win potential from a "secondary" suburban market consisting of residents of the following suburban Philadelphia counties: Bucks, Chester, Delaware and Montgomery in Pennsylvania; and, Burlington and Gloucester in New Jersey. (The relevant parts of Camden County were included in the "primary" market.)

These "secondary" market areas are identified in the map on the following page.



Our analysis utilized, and began with, the estimated numbers of gaming visits within the Philadelphia area estimated and presented on page 9 of this report. We then estimated what percentages of each County’s gaming visits could be expected to gravitate to the various gaming venues in the Philadelphia area based on highway access and other factors. The table below summarizes our estimates of gaming win allocation and specifically to the MARKET8 Casino.

PHILADELPHIA SUBURBAN COUNTY MARKET AREA POTENTIAL "SECONDARY RESIDENTIAL" GAMING REVENUE - 2016 (EXPRESSED IN 2012 DOLLARS)							
	Pennsylvania Suburban Counties				New Jersey Suburban Counties		Totals
	Bucks	Chester	Delaware	Montgomery	Burlington	Gloucester	
Gaming Visits - Philadelphia Area	1,861,009	1,203,408	1,478,731	1,818,668	1,001,663	812,486	8,175,965
Percentage of Philadelphia Area Visits to:							
Parx	85%	3%	3%	40%	35%	5%	34%
Harrah's	2%	62%	62%	6%	5%	35%	26%
SugarHouse (Expanded)	5%	15%	15%	17%	30%	30%	16%
Valley Forge	3%	5%	5%	20%	0%	0%	7%
MARKET8	5%	15%	15%	17%	30%	30%	16%
Total	100%	100%	100%	100%	100%	100%	100%
Suburban Gaming Visits to MARKET8 Casino	93,050	180,511	221,810	309,174	300,499	243,746	1,348,790
Win Per Visit	\$100	\$100	\$100	\$100	\$100	\$100	\$100
"Secondary Residential" Win - MARKET8 Casino	\$9,305,045	\$18,051,120	\$22,180,966	\$30,917,359	\$30,049,878	\$24,374,583	\$134,878,951
"Secondary Residential" Win - MARKET8 Casino (rounded)							\$134,900,000

Thus, we estimate that the MARKET8 Casino would achieve a first-year win of some \$134.9 million from the “secondary” residential market, expressed in current 2012 dollars.

PROJECT

MARKET 8

BY: AP

7-3-13

SUBJECT

2013 TRIP PLAN - SUGAR HOUSE

CHK'D

2250 SCOTS
666 TABLE GAMES
15 POKER TABLES

} 2786 GAMING POSITIONS*

FRIDAY PM PEAK (4-6 PM)

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	
N	144	237		
S	42	39		
C	150	120		
	<u>336 (0.46%)</u>	<u>396 (0.54%)</u>	<u>732</u>	⇒ 0.27 TRIPS/G.P. USE 0.282

FRIDAY PM CASINO PEAK

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	
N	206	245		
S	38	44		
C	205	143		
	<u>449 (51%)</u>	<u>432 (49%)</u>	<u>881</u>	⇒ 0.32 TRIPS/G.P. USE 0.322

SATURDAY PM CASINO PEAK

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	
N	257	244		
S	57	54		
C	206	262		
	<u>520 (48%)</u>	<u>560 (52%)</u>	<u>1080</u>	⇒ 0.40 TRIPS/G.P. USE 0.395

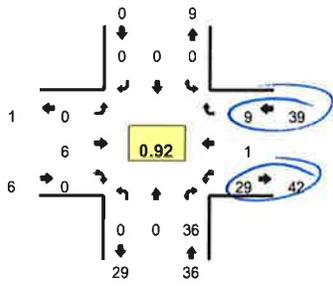
* PER Hollywood Casino TCS (dated 11/19/12)

Type of peak hour being reported: Intersection Peak

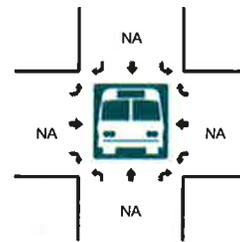
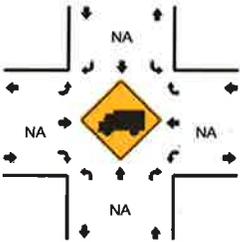
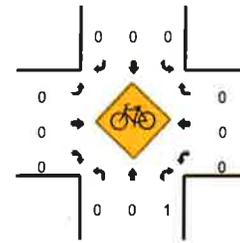
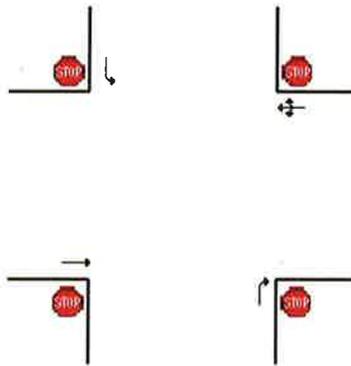
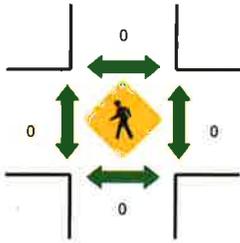
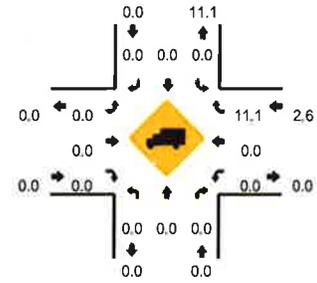
Method for determining peak hour: Total Entering Volume

LOCATION: Delaware Ave -- Casino S Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085307
DATE: Fri, Jun 28 2013



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



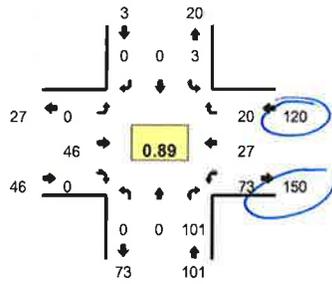
15-Min Count Period Beginning At	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino S Ent (Eastbound)				Casino S Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	6	0	0	0	0	0	0	1	0	0	9	1	1	0	18	
4:15 PM	0	0	11	0	0	0	0	0	0	3	0	0	3	0	3	0	20	
4:30 PM	0	0	8	0	0	0	0	0	0	0	0	0	11	0	3	0	22	
4:45 PM	0	0	11	0	0	0	0	0	0	2	0	0	6	0	2	0	21	81
5:00 PM	0	0	7	0	0	0	0	0	0	1	0	0	6	0	2	0	16	79
5:15 PM	0	0	7	0	1	0	0	0	0	1	0	0	7	1	3	0	20	79
5:30 PM	0	0	12	0	0	0	0	0	0	0	0	0	2	0	2	0	16	73
5:45 PM	0	0	10	0	0	0	0	0	0	0	0	0	8	0	4	0	22	74

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	32	0	0	0	0	0	0	0	0	0	44	0	12	0	88
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians																	0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

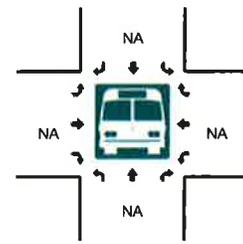
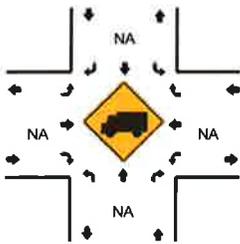
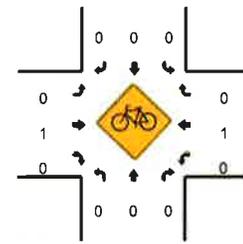
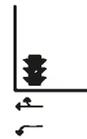
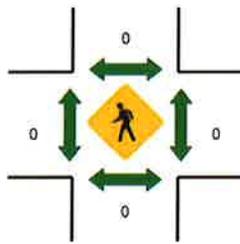
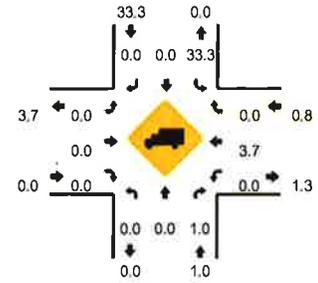
Comments: Ins and Outs only

LOCATION: Delaware Ave -- Casino Center Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085304
DATE: Fri, Jun 28 2013



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



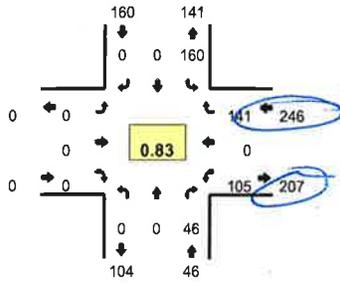
15-Min Count Period	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino Center Ent (Eastbound)				Casino Center Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
Beginning At																		
4:00 PM	0	0	27	0	2	0	0	0	0	16	0	0	20	4	7	0	76	
4:15 PM	0	0	17	0	0	0	0	0	0	7	0	0	17	9	5	0	55	
4:30 PM	0	0	31	0	1	0	0	0	0	10	0	0	17	8	4	0	71	
4:45 PM	0	0	26	0	0	0	0	0	0	13	0	0	19	6	4	0	68	270
5:00 PM	0	0	19	0	1	0	0	0	0	17	0	0	21	4	1	0	63	257
5:15 PM	0	0	18	0	1	0	0	0	0	11	0	0	16	8	10	0	64	266
5:30 PM	0	0	28	0	3	0	0	0	0	9	0	0	9	10	4	0	63	258
5:45 PM	0	0	17	0	5	0	0	0	0	13	0	0	15	5	3	0	58	248

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	108	0	8	0	0	0	0	64	0	0	80	16	28	0	304
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians			0				0				0				0		0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

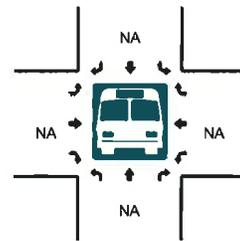
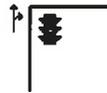
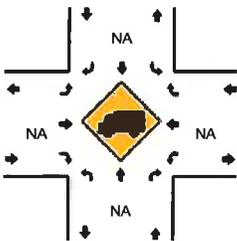
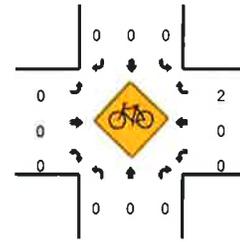
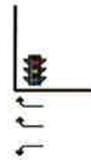
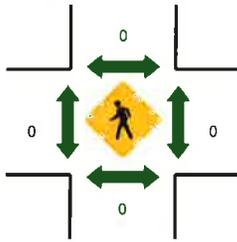
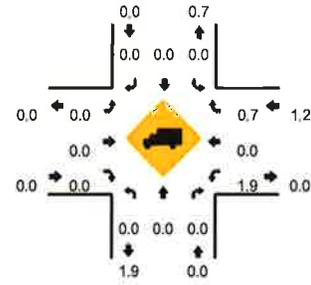
Comments: Ins and Outs Only

LOCATION: Delaware Ave -- Casino N Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085302
DATE: Fri, Jun 28 2013



Peak-Hour: 7:15 PM -- 8:15 PM
Peak 15-Min: 7:30 PM -- 7:45 PM



15-Min Count Period Beginning At	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino N Ent (Eastbound)				Casino N Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 PM	0	0	11	0	43	0	0	0	0	0	0	0	20	0	21	0	95	
7:15 PM	0	0	17	0	39	0	0	0	0	0	0	0	20	0	25	0	101	
7:30 PM	0	0	13	0	51	0	0	0	0	0	0	0	29	0	43	0	136	
7:45 PM	0	0	10	0	34	0	0	0	0	0	0	0	18	0	21	1	84	416
8:00 PM	0	0	6	0	36	0	0	0	0	0	0	0	37	0	52	0	131	452
8:15 PM	0	0	7	0	34	0	0	0	0	0	0	0	20	0	26	0	87	438
8:30 PM	0	0	4	0	37	0	0	0	0	0	0	0	14	0	28	0	83	385
8:45 PM	0	0	12	0	35	0	0	0	0	0	0	0	15	0	34	0	96	397
9:00 PM	0	0	8	0	31	0	0	0	0	0	0	0	25	0	31	0	95	361
9:15 PM	0	0	5	0	16	0	0	0	0	0	0	0	19	0	26	0	66	340
9:30 PM	0	0	8	0	27	0	0	0	0	0	0	0	20	0	35	0	90	347
9:45 PM	0	0	6	0	30	0	0	0	0	0	0	0	28	0	25	0	89	340

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	52	0	204	0	0	0	0	0	0	0	116	0	172	0	544
Heavy Trucks	0	0	0		0	0	0		0	0	0		8	0	0		8
Pedestrians																	0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

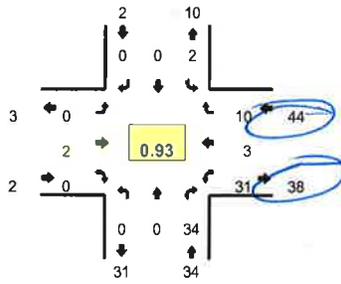
Comments:

Type of peak hour being reported: Intersection Peak

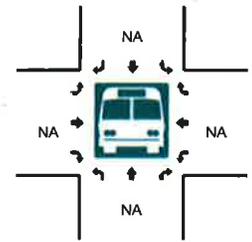
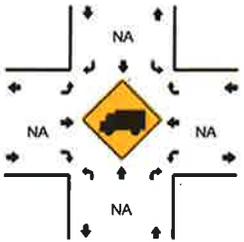
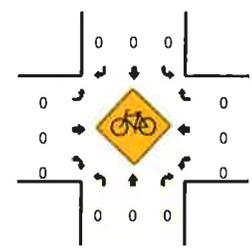
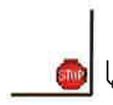
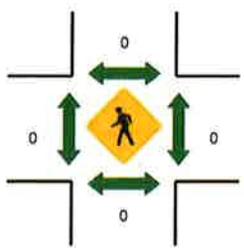
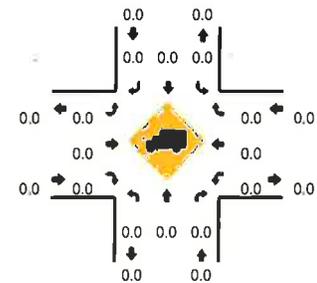
Method for determining peak hour: Total Entering Volume

LOCATION: Delaware Ave -- Casino S Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085308
DATE: Fri, Jun 28 2013



Peak-Hour: 7:15 PM -- 8:15 PM
Peak 15-Min: 7:45 PM -- 8:00 PM



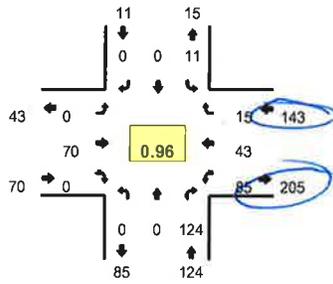
15-Min Count Period Beginning At	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino S Ent (Eastbound)				Casino S Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 PM	0	0	9	0	0	0	0	0	0	1	0	0	5	1	2	0	18	
7:15 PM	0	0	8	0	1	0	0	0	0	2	0	0	8	1	1	0	21	
7:30 PM	0	0	8	0	0	0	0	0	0	0	0	0	9	2	1	0	20	
7:45 PM	0	0	11	0	0	0	0	0	0	0	0	0	6	0	5	0	22	81
8:00 PM	0	0	7	0	1	0	0	0	0	0	0	0	8	0	3	0	19	82
8:15 PM	0	0	6	0	0	0	0	0	0	0	0	0	6	0	2	0	14	75
8:30 PM	0	0	14	0	0	0	0	0	0	0	0	0	5	1	2	0	22	77
8:45 PM	0	0	10	0	1	0	0	0	0	1	0	0	6	1	3	0	22	77
9:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	2	2	0	7	65
9:15 PM	0	0	11	0	1	0	0	0	0	1	0	0	5	1	4	0	23	74
9:30 PM	0	0	13	0	1	0	0	0	0	1	0	0	4	3	2	0	24	76
9:45 PM	0	0	3	0	1	0	0	0	0	1	0	0	5	1	1	0	12	66

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	44	0	0	0	0	0	0	0	0	0	24	0	20	0	88
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians			0				0				0				0		0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

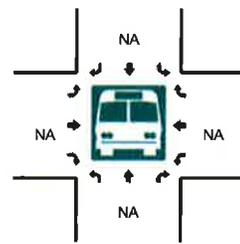
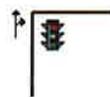
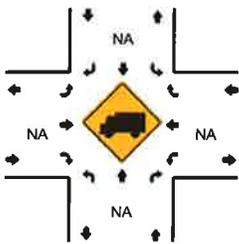
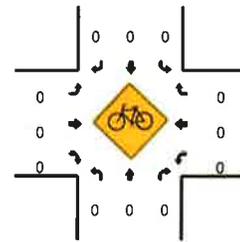
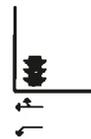
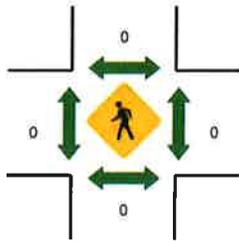
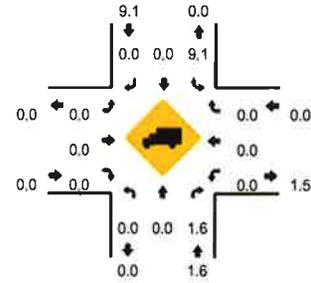
Comments: Ins and Outs only

LOCATION: Delaware Ave -- Casino Center Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085305
DATE: Fri, Jun 28 2013



Peak-Hour: 8:00 PM -- 9:00 PM
Peak 15-Min: 8:45 PM -- 9:00 PM



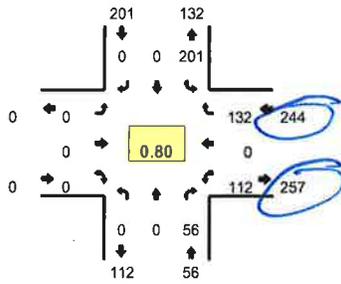
15-Min Count Period	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino Center Ent (Eastbound)				Casino Center Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 PM	0	0	23	0	1	0	0	0	0	8	0	0	26	14	5	0	77	
7:15 PM	0	0	29	0	3	0	0	0	0	16	0	0	19	10	7	0	84	
7:30 PM	0	0	24	0	5	0	0	0	0	22	0	0	27	11	6	0	95	
7:45 PM	0	0	22	0	7	0	0	0	0	13	0	0	23	8	2	0	75	331
8:00 PM	0	0	30	0	3	0	0	0	0	17	0	0	23	10	5	0	88	342
8:15 PM	0	0	28	0	2	0	0	0	0	13	0	0	27	8	3	0	81	339
8:30 PM	0	0	36	0	1	0	0	0	0	16	0	0	14	15	6	0	88	332
8:45 PM	0	0	30	0	5	0	0	0	0	24	0	0	21	10	1	0	91	348
9:00 PM	0	0	27	0	2	0	0	0	0	16	0	0	20	17	5	1	88	348
9:15 PM	0	0	32	0	2	0	0	0	0	10	0	0	16	8	5	0	73	340
9:30 PM	0	0	27	0	0	0	0	0	0	15	0	0	16	15	7	0	80	332
9:45 PM	0	0	29	0	1	0	0	0	0	15	0	0	19	14	4	0	82	323

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	120	0	20	0	0	0	0	96	0	0	84	40	4	0	364
Heavy Trucks	0	0	4		4	0	0		0	0	0		0	0	0		8
Pedestrians																	0
Bicycles																	0
Railroad																	0
Stopped Buses																	0

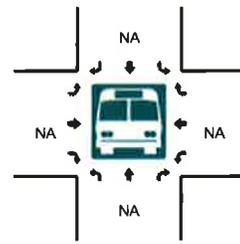
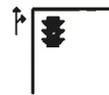
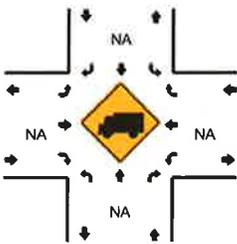
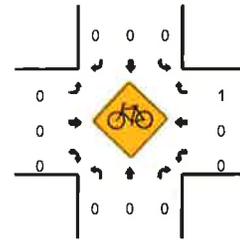
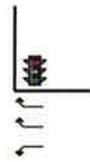
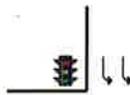
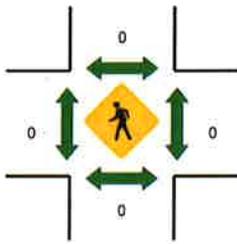
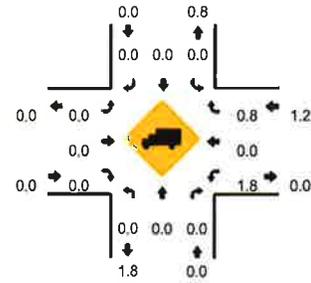
Comments: Ins and Outs Only

LOCATION: Delaware Ave -- Casino N Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085303
DATE: Sat, Jun 29 2013



Peak-Hour: 7:15 PM -- 8:15 PM
Peak 15-Min: 7:30 PM -- 7:45 PM



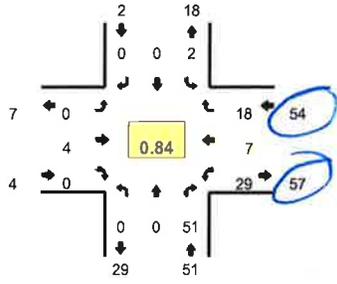
15-Min Count Period	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino N Ent (Eastbound)				Casino N Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	0	0	6	0	41	0	0	0	0	0	0	0	23	0	25	0	95	
6:15 PM	0	0	3	0	37	0	0	0	0	0	0	0	25	0	40	0	105	
6:30 PM	0	0	9	0	35	0	0	0	0	0	0	0	20	0	35	0	99	
6:45 PM	0	0	14	0	32	0	0	0	0	0	0	0	16	0	23	0	85	384
7:00 PM	0	0	14	0	45	0	0	0	0	0	0	0	19	0	42	0	120	409
7:15 PM	0	0	15	0	44	0	0	0	0	0	0	0	19	0	22	0	100	404
7:30 PM	0	0	24	0	62	0	0	0	0	0	0	0	31	0	39	0	156	461
7:45 PM	0	0	11	0	49	0	0	0	0	0	0	0	19	0	24	0	103	479
8:00 PM	0	0	6	0	46	0	0	0	0	0	0	0	43	0	47	0	142	501
8:15 PM	0	0	7	0	32	0	0	0	0	0	0	0	24	0	36	0	99	500
8:30 PM	0	0	10	0	32	0	0	0	0	0	0	0	17	0	39	0	98	442
8:45 PM	0	0	9	0	41	0	0	0	0	0	0	0	23	0	25	0	98	437

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	96	0	248	0	0	0	0	0	0	0	124	0	156	0	624
Heavy Trucks	0	0	0		0	0	0		0	0	0		8	0	0		8
Pedestrians			0				0				0				0		0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	1		1
Railroad																	
Stopped Buses																	

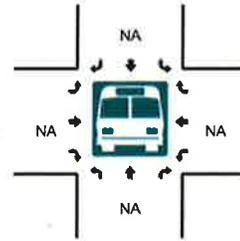
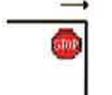
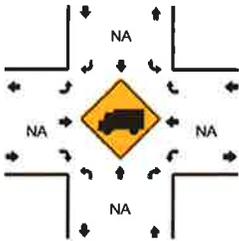
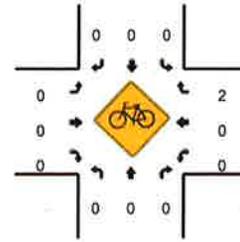
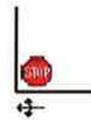
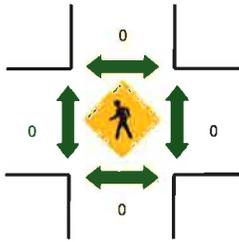
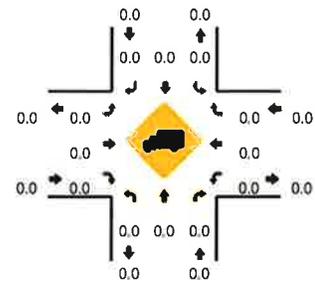
Comments:

LOCATION: Delaware Ave -- Casino S Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085309
DATE: Sat, Jun 29 2013



Peak-Hour: 7:45 PM -- 8:45 PM
Peak 15-Min: 8:15 PM -- 8:30 PM

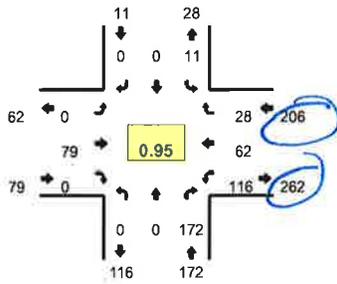


15-Min Count Period	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino S Ent (Eastbound)				Casino S Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
Beginning At																		
6:00 PM	0	0	13	0	0	0	0	0	0	0	0	0	6	2	6	0	27	
6:15 PM	0	0	13	0	0	0	0	0	0	2	0	0	7	0	1	0	23	
6:30 PM	0	0	12	0	0	0	0	0	0	4	0	0	6	0	13	0	35	
6:45 PM	0	0	6	0	0	0	0	0	0	1	0	0	4	0	4	0	15	100
7:00 PM	0	0	10	0	0	0	0	0	0	1	0	0	8	3	5	0	27	100
7:15 PM	0	0	10	0	0	0	0	0	0	1	0	0	4	0	4	0	19	96
7:30 PM	0	0	8	0	0	0	0	0	0	0	0	0	2	1	2	0	13	74
7:45 PM	0	0	12	0	0	0	0	0	0	0	0	0	9	2	2	0	25	84
8:00 PM	0	0	13	0	1	0	0	0	0	3	0	0	6	1	6	0	30	87
8:15 PM	0	0	15	0	1	0	0	0	0	1	0	0	8	1	7	0	33	101
8:30 PM	0	0	11	0	0	0	0	0	0	0	0	0	6	3	3	0	23	111
8:45 PM	0	0	7	0	0	0	0	0	0	2	0	0	4	2	1	0	16	102
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	60	0	4	0	0	0	0	4	0	0	32	4	28	0	132	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Pedestrians																	0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

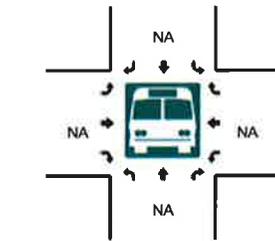
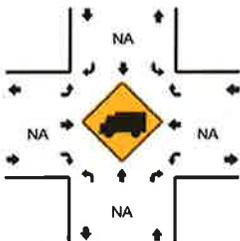
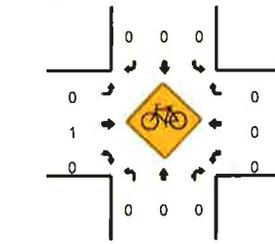
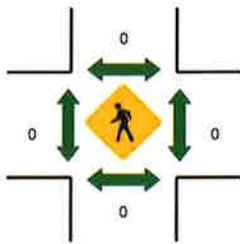
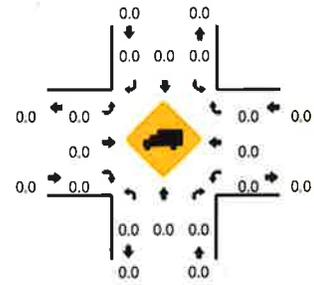
Comments: Ins and Outs only

LOCATION: Delaware Ave -- Casino Center Ent
CITY/STATE: Philadelphia, PA

QC JOB #: 11085306
DATE: Sat, Jun 29 2013



Peak-Hour: 7:30 PM -- 8:30 PM
Peak 15-Min: 8:15 PM -- 8:30 PM



15-Min Count Period Beginning At	Delaware Ave (Northbound)				Delaware Ave (Southbound)				Casino Center Ent (Eastbound)				Casino Center Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	0	0	26	0	1	0	0	0	0	27	0	0	23	16	6	0	99	
6:15 PM	0	0	25	0	0	0	0	0	0	12	0	0	16	5	8	0	66	
6:30 PM	0	0	30	0	3	0	0	0	0	28	0	0	25	11	6	0	103	
6:45 PM	0	0	23	0	1	0	0	0	0	13	0	0	18	13	7	0	75	343
7:00 PM	0	0	45	0	1	0	0	0	0	24	0	0	32	9	9	0	120	364
7:15 PM	0	0	32	0	3	0	0	0	0	22	0	0	24	14	3	0	98	396
7:30 PM	0	0	42	0	2	0	0	0	0	31	0	0	25	13	6	0	119	412
7:45 PM	0	0	46	0	2	0	0	0	0	22	0	0	25	11	10	0	116	453
8:00 PM	0	0	45	0	2	0	0	0	0	7	0	0	33	16	7	0	110	443
8:15 PM	0	0	39	0	5	0	0	0	0	19	0	0	33	22	5	0	123	488
8:30 PM	0	0	33	0	3	0	0	0	0	7	0	0	26	21	6	0	96	445
8:45 PM	0	0	29	0	1	0	0	0	0	15	0	0	23	11	9	0	88	417

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	156	0	20	0	0	0	0	76	0	0	132	88	20	0	492
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0		0
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments: Ins and Outs Only

Period Setting

Analysis Name: Revised Program - Hotel + Theatre (PM)
Project Name: Market8 **No:** FINAL TIS
Date: 7/3/2013 **City:** Philadelphia
State/Province: PA **Zip/Postal Code:**
Country: USA **Client Name:** Market East Associates
Analyst's Name: AJC **Edition:** 9th

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
Quality Restaurant	1000 Sq. Feet Gross Floor Area	30 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	150	75	225
Hotel	Rooms	168	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	51	50	101
Live Theater	Seats	2000 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	20 ⁽¹⁾	20 ⁽¹⁾	40 ⁽¹⁾

(0) indicates size out of range.
 (1) indicates small sample size, use carefully.

Traffic Reductions

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
Quality Restaurant	50 %	75	50 %	38
Hotel	0 %	51	0 %	50
Live Theater	0 %	20	0 %	20

Internal Trips

Quality Restaurant				Hotel			
Exit 38	Demand Exit: 50 % (19)	Balanced: 19	Demand Entry: 50 % (26)	Entry 51			
Entry 75	Demand Entry: 50 % (38)	Balanced: 25	Demand Exit: 50 % (25)	Exit 50			
Quality Restaurant				Live Theater			
Exit 38	Demand Exit: 50 % (19)	Balanced: 10	Demand Entry: 50 % (10)	Entry 20			
Entry 75	Demand Entry: 50 % (38)	Balanced: 10	Demand Exit: 50 % (10)	Exit 20			
Hotel				Live Theater			
Exit 50	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 20			
Entry 51	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 20			
Quality Restaurant		Total Trips			External Trips		
		Internal Trips					
		Hotel	Live Theater	Total			

Entry	75 (100%)	25 (33%)	10 (13%)	35 (47%)	40 (53%)
Exit	38 (100%)	19 (50%)	10 (26%)	29 (76%)	9 (24%)
Total	113 (100%)	44 (39%)	20 (18%)	64 (57%)	49 (43%)

Hotel

	Total Trips	Quality Restaurant	Internal Trips Live Theater	Total	External Trips
Entry	51 (100%)	19 (37%)	0 (0%)	19 (37%)	32 (63%)
Exit	50 (100%)	25 (50%)	0 (0%)	25 (50%)	25 (50%)
Total	101 (100%)	44 (44%)	0 (0%)	44 (44%)	57 (56%)

Live Theater

	Total Trips	Quality Restaurant	Internal Trips Hotel	Total	External Trips
Entry	20 (100%)	10 (50%)	0 (0%)	10 (50%)	10 (50%)
Exit	20 (100%)	10 (50%)	0 (0%)	10 (50%)	10 (50%)
Total	40 (100%)	20 (50%)	0 (0%)	20 (50%)	20 (50%)

External Trips

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
Quality Restaurant	49	<input checked="" type="checkbox"/> 44 %	22	27
Hotel	57	<input type="checkbox"/> 0 %	0	57
Live Theater	20	<input type="checkbox"/> 0 %	0	20

Notes

Internal Trips Notes:

- Assumed 50% internal trips between Hotel / Restaurant
- Assumed 50% internal trips between Casino Amphitheatre / Restaurant
- Assumed 0% internal trips between Hotel /Casino Amphitheatre

ITE Deviation Details

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

- Landuse No deviations from ITE.
- Methods No deviations from ITE.
- External Trips
 - Hotel
ITE does not recommend a particular pass-by% for this case.
 - Live Theater
ITE does not recommend a particular pass-by% for this case.

Summary

Total Entering	221
Total Exiting	145
Total Entering Reduction	75
Total Exiting Reduction	37
Total Entering Internal Capture Reduction	64
Total Exiting Internal Capture Reduction	64
Total Entering Pass-by Reduction	18
Total Exiting Pass-by Reduction	4
Total Entering Non-Pass-by Trips	64
Total Exiting Non-Pass-by Trips	40

Period Setting

Analysis Name: CASINO PEAK
Project Name: Market8 **No:** FINAL TIS
Date: 7/3/2013 **City:** Philadelphia
State/Province: PA **Zip/Postal Code:**
Country: USA **Client Name:** Market East Associates
Analyst's Name: AJC **Edition:** 9th

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
Quality Restaurant	1000 Sq. Feet Gross Floor Area	30 ⁽⁰⁾	Weekday, P.M. Peak Hour of Generator	Average	168	103	271
Hotel	Rooms	168	Weekday, P.M. Peak Hour of Generator	Average	59	43	102
Live Theater	Seats	2000 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	20 ⁽¹⁾	20 ⁽¹⁾	40 ⁽¹⁾

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

 The time periods do not match.

Traffic Reductions

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
Quality Restaurant	25 %	126	25 %	77
Hotel	90 %	6	90 %	4
Live Theater	0 %	20	0 %	20

Internal Trips

Quality Restaurant				Hotel			
Exit 77	Demand Exit: 50 % (39)	Balanced: 3	Demand Entry: 50 % (3)	Entry 6			
Entry 126	Demand Entry: 50 % (63)	Balanced: 2	Demand Exit: 50 % (2)	Exit 4			
Quality Restaurant				Live Theater			
Exit 77	Demand Exit: 50 % (39)	Balanced: 10	Demand Entry: 50 % (10)	Entry 20			
Entry 126	Demand Entry: 50 % (63)	Balanced: 10	Demand Exit: 50 % (10)	Exit 20			
Hotel				Live Theater			
Exit 4	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 20			
Entry 6	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 20			

Quality Restaurant

	Total Trips	Internal Trips		Total	External Trips
		Hotel	Live Theater		
Entry	126 (100%)	2 (2%)	10 (8%)	12 (10%)	114 (90%)
Exit	77 (100%)	3 (4%)	10 (13%)	13 (17%)	64 (83%)

Total	203 (100%)	5 (2%)	20 (10%)	25 (12%)	178 (88%)
Hotel					
	Total Trips	Quality Restaurant	Internal Trips		External Trips
			Live Theater	Total	
Entry	6 (100%)	3 (50%)	0 (0%)	3 (50%)	3 (50%)
Exit	4 (100%)	2 (50%)	0 (0%)	2 (50%)	2 (50%)
Total	10 (100%)	5 (50%)	0 (0%)	5 (50%)	5 (50%)
Live Theater					
	Total Trips	Internal Trips		External Trips	
		Quality Restaurant	Hotel	Total	
Entry	20 (100%)	10 (50%)	0 (0%)	10 (50%)	10 (50%)
Exit	20 (100%)	10 (50%)	0 (0%)	10 (50%)	10 (50%)
Total	40 (100%)	20 (50%)	0 (0%)	20 (50%)	20 (50%)

External Trips					
	Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
	Quality Restaurant	178	 44 %	78	100
	Hotel	5	 0 %	0	5
	Live Theater	20	 0 %	0	20

ITE Deviation Details	
Weekday, P.M. Peak Hour of Generator	
Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	Hotel ITE does not recommend a particular pass-by% for this case.
Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	Live Theater ITE does not recommend a particular pass-by% for this case.

Summary	
Total Entering	247
Total Exiting	166

Total Entering Reduction	95
Total Exiting Reduction	65
Total Entering Internal Capture Reduction	25
Total Exiting Internal Capture Reduction	25
Total Entering Pass-by Reduction	50
Total Exiting Pass-by Reduction	28
Total Entering Non-Pass-by Trips	77
Total Exiting Non-Pass-by Trips	48

Period Setting

Analysis Name: Revised Program - Hotel + Theatre (SAT)
Project Name: Market8 **No:** FINAL TIS
Date: 7/3/2013 **City:** Philadelphia
State/Province: PA **Zip/Postal Code:**
Country: USA **Client Name:** Market East Associates
Analyst's Name: AJC **Edition:** 9th

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
Quality Restaurant	1000 Sq. Feet Gross Floor Area	30 ⁽⁰⁾	Saturday, Peak Hour of Generator	Average	191	134	325
Hotel	Rooms	168	Saturday, Peak Hour of Generator	Best Fit (LIN)	67	53	120
Live Theater	Seats	2000 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	20 ⁽¹⁾	20 ⁽¹⁾	40 ⁽¹⁾

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

 The time periods do not match.

Traffic Reductions

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
Quality Restaurant	25 %	143	25 %	101
Hotel	90 %	7	90 %	5
Live Theater	0 %	20	0 %	20

Internal Trips

Quality Restaurant				Hotel					
Exit	101	Demand Exit:	50 % (51)	Balanced:	4	Demand Entry:	50 % (4)	Entry	7
Entry	143	Demand Entry:	50 % (72)	Balanced:	3	Demand Exit:	50 % (3)	Exit	5
Quality Restaurant				Live Theater					
Exit	101	Demand Exit:	50 % (51)	Balanced:	10	Demand Entry:	50 % (10)	Entry	20
Entry	143	Demand Entry:	50 % (72)	Balanced:	10	Demand Exit:	50 % (10)	Exit	20
Hotel				Live Theater					
Exit	5	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)	Entry	20
Entry	7	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)	Exit	20

Quality Restaurant

	Total Trips	Internal Trips			External Trips
		Hotel	Live Theater	Total	
Entry	143 (100%)	3 (2%)	10 (7%)	13 (9%)	130 (91%)
Exit	101 (100%)	4 (4%)	10 (10%)	14 (14%)	87 (86%)

Total	244 (100%)	7 (3%)	20 (8%)	27 (11%)	217 (89%)
Hotel					
	Total Trips	Quality Restaurant	Internal Trips	Total	External Trips
			Live Theater		
Entry	7 (100%)	4 (57%)	0 (0%)	4 (57%)	3 (43%)
Exit	5 (100%)	3 (60%)	0 (0%)	3 (60%)	2 (40%)
Total	12 (100%)	7 (58%)	0 (0%)	7 (58%)	5 (42%)
Live Theater					
	Total Trips	Quality Restaurant	Internal Trips	Total	External Trips
			Hotel		
Entry	20 (100%)	10 (50%)	0 (0%)	10 (50%)	10 (50%)
Exit	20 (100%)	10 (50%)	0 (0%)	10 (50%)	10 (50%)
Total	40 (100%)	20 (50%)	0 (0%)	20 (50%)	20 (50%)

External Trips					
	Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
	Quality Restaurant	217	<input type="text" value="0"/> %	0	217
	Hotel	5	<input type="text" value="0"/> %	0	5
	Live Theater	20	<input type="text" value="0"/> %	0	20

Notes

Internal Trips Notes:

Same assumptions as PM Peak

ITE Deviation Details

Saturday, Peak Hour of Generator

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips Quality Restaurant
ITE does not recommend a particular pass-by% for this case.

Hotel
ITE does not recommend a particular pass-by% for this case.

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips Live Theater
ITE does not recommend a particular pass-by% for this case.

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

Summary

Total Entering	278
Total Exiting	207
Total Entering Reduction	108
Total Exiting Reduction	81
Total Entering Internal Capture Reduction	27
Total Exiting Internal Capture Reduction	27
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	143
Total Exiting Non-Pass-by Trips	99

Land Use: 931

Quality Restaurant

Description

This land use consists of high quality, full-service eating establishments with turnover rates usually of at least one hour or longer. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant usually requires reservations and is generally not part of a chain. High-turnover (sit-down) restaurant (Land Use 932) is a related use.

Additional Data

Truck trips accounted for approximately 1 to 4 percent of the weekday traffic. The average for the sites that were surveyed was approximately 1.6 percent.

Vehicle occupancy ranged from 1.59 to 1.98 persons per automobile on an average weekday. The average for the sites that were surveyed was approximately 1.78.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed from the 1970s to the 1990s throughout the United States.

Source Numbers

13, 73, 88, 90, 98, 100, 126, 172, 260, 291, 301, 338, 339, 368, 437, 440

Land Use: 310 Hotel

Description

Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room) and/or other retail and service shops. Some of the sites included in this land use category are actually large motels providing the facilities of a hotel noted above. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.¹

Thirty studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 83 percent.

The hotels surveyed were primarily located outside central business districts in suburban areas.

The sites were surveyed from the late 1960s to the 2000s throughout the United States.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

4, 5, 12, 13, 18, 55, 72, 170, 187, 254, 260, 262, 277, 280, 301, 306, 357, 422, 436, 507, 577

¹ Buttke, Carl H., Unpublished studies of building employment densities, Portland, Oregon.

Land Use: 441

Live Theater

Description

Live theaters are situated in buildings or open air settings and include a stage, backstage area, dressing rooms, seats for the audience and a lobby area.

Additional Data

The site was surveyed in 1979 in suburban New York City.

Source Number

193

3000 SLOTS

125 TABLE GAMES

@ 8 G.P./TABLE

} 4000 GAMING POSITIONS*

FRIDAY PM PEAK (4-6 PM)

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
1. W BROAD	145	119	
2. SHOPPER'S LN N	0	111	
3. SHOPPER'S LN S	177	0	
4. LINCOLN PARK	<u>111</u>	<u>199</u>	
	433	429	862 ⇒ 0.2155 TRIPS/G.P.
	(50%)	(50%)	

FRIDAY PM CASINO PEAK (7-10 PM)

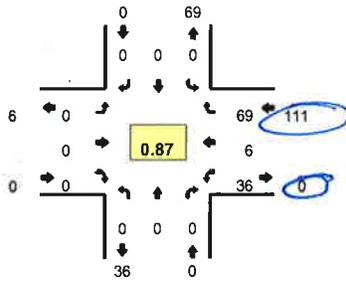
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
1. W BROAD	142	166	
2. SHOPPER'S LN N	0	137	
3. SHOPPER'S LN S	273	0	
4. LINCOLN PARK	<u>146</u>	<u>253</u>	
	561	556	1117 ⇒ 0.2793 TRIPS/G.P.
	(50%)	(50%)	

SATURDAY PM CASINO PEAK (6-9 PM)

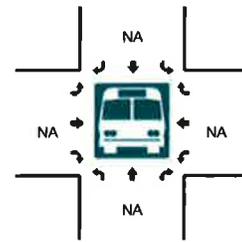
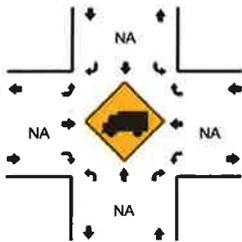
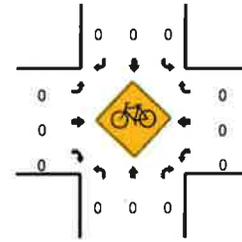
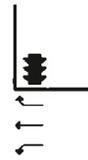
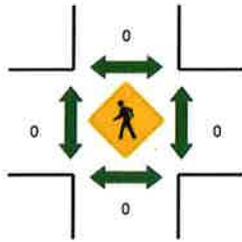
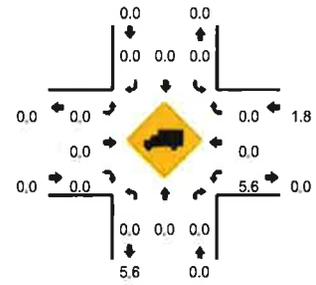
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
1. W BROAD	176	172	
2. SHOPPER'S LN N	0	208	
3. SHOPPER'S LN S	261	0	
4. LINCOLN PARK	<u>170</u>	<u>478</u>	
	607	858	1465 ⇒ 0.3663 TRIPS/G.P.
	(42%)	(58%)	

LOCATION: Georgesville Rd -- Shoppers Ln N/Hollywood Dr
CITY/STATE: Columbus, OH

QC JOB #: 11085407
DATE: Fri, Jun 28 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM



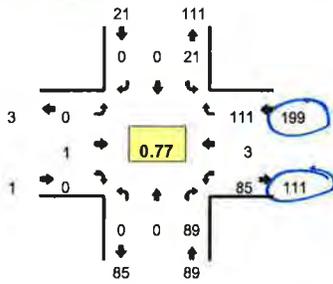
15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Shoppers Ln N/Hollywood Dr (Eastbound)				Shoppers Ln N/Hollywood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	3	11	0	21	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	21	0	25	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	22	0	28	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	19	0	24	98
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	10	2	15	0	27	104
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	11	0	23	102
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	10	2	20	0	32	106
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	23	0	29	111

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	40	8	80	0	128
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

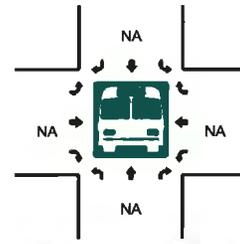
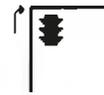
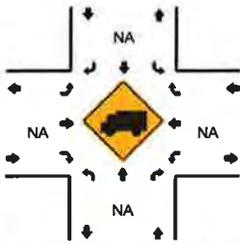
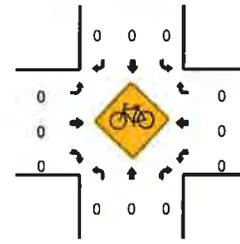
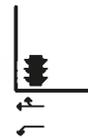
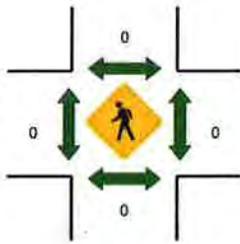
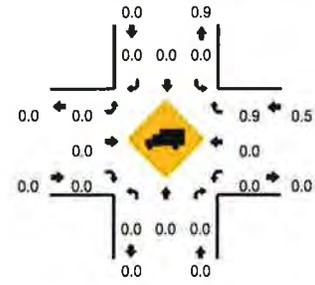
Comments:

LOCATION: Georgesville Rd -- Lincoln Park Ct/Hollywood Dr S
CITY/STATE: Columbus, OH

QC JOB #: 11085401
DATE: Fri, Jun 28 2013



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM



15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Lincoln Park Ct/Hollywood Dr (Eastbound)				Lincoln Park Ct/Hollywood Dr (Westbound)				S Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	20	0	1	0	0	0	0	0	0	0	26	0	36	0	83	
4:15 PM	0	0	20	0	2	0	0	0	0	0	0	0	18	1	28	0	69	
4:30 PM	0	0	19	0	1	0	0	0	0	0	0	0	36	0	15	0	71	
4:45 PM	0	0	27	0	5	0	0	0	0	0	0	0	14	2	34	0	82	305
5:00 PM	0	0	15	0	3	0	0	0	0	0	0	0	17	0	24	0	59	281
5:15 PM	0	0	23	0	5	0	0	0	0	0	0	0	21	0	19	0	68	280
5:30 PM	0	0	24	0	8	0	0	0	0	1	0	0	33	1	34	0	101	310
5:45 PM	0	0	23	0	8	0	0	0	0	0	0	0	21	0	16	0	68	296

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	96	0	32	0	0	0	0	4	0	0	132	4	136	0	404
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians																	0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

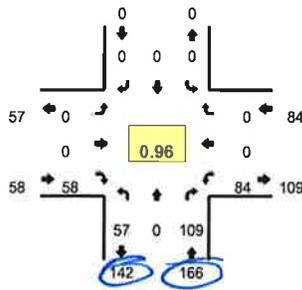
Comments: Driveway Ins and Outs Only

Type of peak hour being reported: Intersection Peak

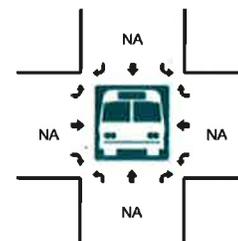
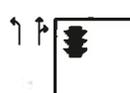
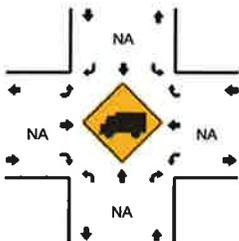
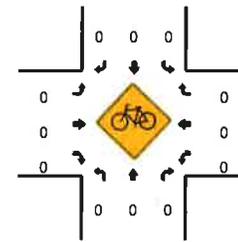
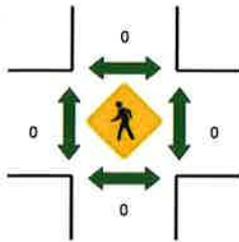
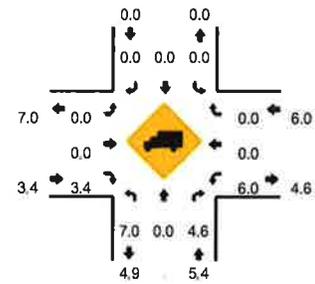
Method for determining peak hour: Total Entering Volume

LOCATION: Hollywood Dr N -- Broad St
CITY/STATE: Columbus, OH

QC JOB #: 11085411
DATE: Fri, Jun 28 2013



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



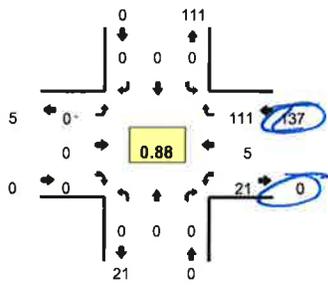
15-Min Count Period Beginning At	Hollywood Dr N (Northbound)				Hollywood Dr N (Southbound)				Broad St (Eastbound)				Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	4	0	0	0	0	0	0	0	4	0	3	0	0	0	13	
7:15 AM	0	0	4	0	0	0	0	0	0	0	3	0	2	0	0	0	9	
7:30 AM	7	0	11	0	0	0	0	0	0	0	4	0	14	0	0	0	36	
7:45 AM	9	0	38	0	0	0	0	0	0	0	9	0	24	0	0	0	80	138
8:00 AM	22	0	28	0	0	0	0	0	0	0	18	0	12	0	0	0	80	205
8:15 AM	15	0	12	0	0	0	0	0	0	0	19	0	29	0	0	0	75	271
8:30 AM	11	0	31	0	0	0	0	0	0	0	12	0	19	0	0	0	73	308
8:45 AM	7	0	27	0	0	0	0	0	0	0	11	0	20	0	0	0	65	293
9:00 AM	13	0	14	0	0	0	0	0	0	0	7	0	16	0	0	0	50	263
9:15 AM	5	0	15	0	0	0	0	0	0	0	11	0	24	0	0	0	55	243
9:30 AM	13	0	19	0	0	0	0	0	0	0	8	0	21	0	0	0	61	231
9:45 AM	5	0	10	0	0	0	0	0	0	0	5	0	21	0	0	0	41	207

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	0	152	0	0	0	0	0	0	0	36	0	96	0	0	0	320
Heavy Trucks	8	0	8	0	0	0	0	0	0	0	4	0	8	0	0	0	28
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

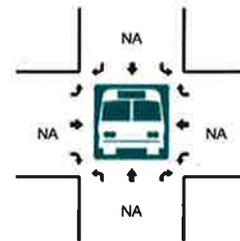
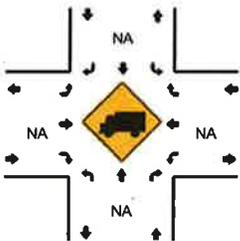
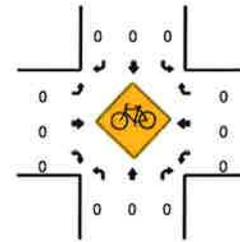
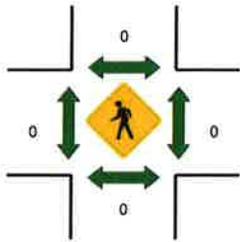
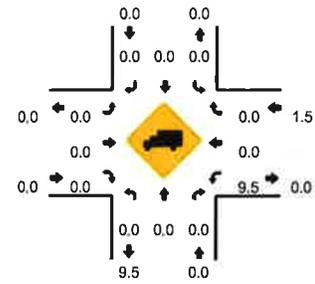
Comments:

LOCATION: Georgesville Rd -- Shoppers Ln N/Hollywood Dr
 CITY/STATE: Columbus, OH

QC JOB #: 11085408
 DATE: Fri, Jun 28 2013



Peak-Hour: 8:45 PM -- 9:45 PM
 Peak 15-Min: 9:15 PM -- 9:30 PM



15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Shoppers Ln N/Hollywood Dr (Eastbound)				Shoppers Ln N/Hollywood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	1	21	0	30	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	24	0	30	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	17	0	24	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	1	13	0	19	103
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	16	0	21	94
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	1	23	0	29	93
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	22	0	25	94
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	26	0	28	103
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	1	23	0	31	113
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	32	0	39	123
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	1	30	0	39	137
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	23	0	28	137
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	20	8	128	0	156	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

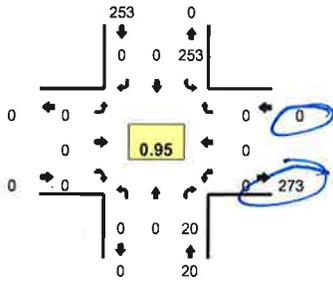
Comments:

Type of peak hour being reported: Intersection Peak

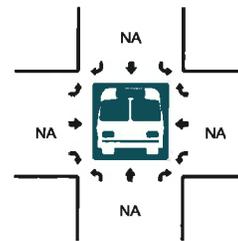
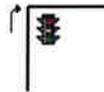
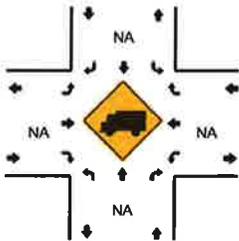
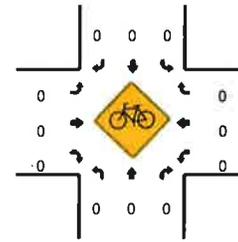
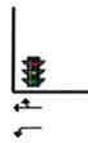
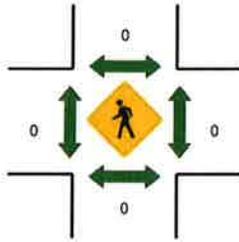
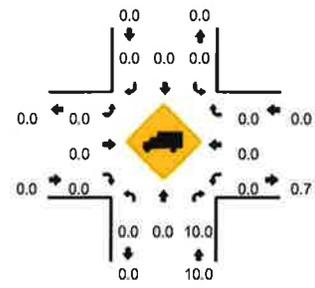
Method for determining peak hour: Total Entering Volume

LOCATION: Georgesville Rd -- Shoppers Ln S/Hollywood Dr
CITY/STATE: Columbus, OH

QC JOB #: 11085405
DATE: Fri, Jun 28 2013



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Shoppers Ln S/Hollywood Dr (Eastbound)				Shoppers Ln S/Hollywood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	4	0	53	0	0	0	0	1	0	0	0	0	0	0	58	
7:15 AM	0	0	5	0	61	0	0	0	0	2	0	0	0	0	0	0	68	
7:30 AM	0	0	5	0	50	0	0	0	0	1	0	0	0	0	0	0	56	
7:45 AM	0	0	5	0	64	0	0	0	0	0	0	0	0	0	0	0	69	251
8:00 AM	0	0	9	0	63	0	0	0	0	0	0	0	0	0	0	0	72	265
8:15 AM	0	0	3	0	57	0	0	0	0	0	0	0	0	0	0	0	60	257
8:30 AM	0	0	3	0	69	0	0	0	0	0	0	0	0	0	0	0	72	273
8:45 AM	0	0	2	0	56	0	0	0	0	0	0	0	0	0	0	0	58	262
9:00 AM	0	0	6	0	64	0	0	0	0	0	0	0	0	0	0	0	70	260
9:15 AM	0	0	3	0	49	0	0	0	0	0	0	0	0	0	0	0	52	252
9:30 AM	0	0	5	0	51	0	0	0	0	0	0	0	0	0	0	0	56	236
9:45 AM	0	0	2	0	52	0	0	0	0	0	0	0	0	0	0	0	54	232

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	36	0	252	0	0	0	0	0	0	0	0	0	0	0	288
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Pedestrians																	0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

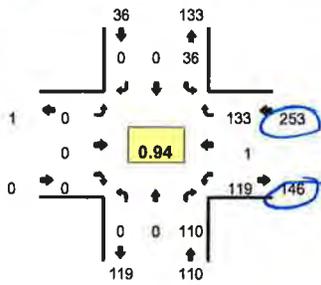
Comments: Driveway Ins and Outs Only

Type of peak hour being reported: Intersection Peak

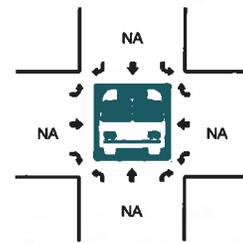
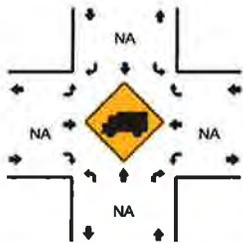
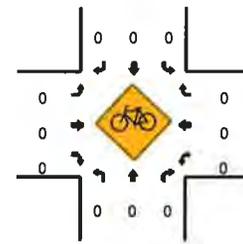
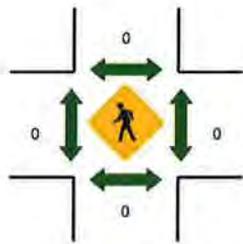
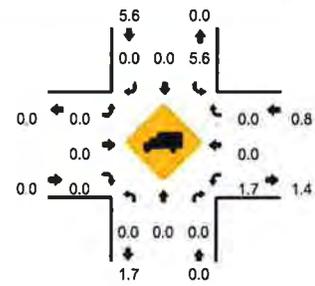
Method for determining peak hour: Total Entering Volume

LOCATION: Georgesville Rd -- Lincoln Park Ct/Hollywood Dr S
CITY/STATE: Columbus, OH

QC JOB #: 11085402
DATE: Fri, Jun 28 2013



Peak-Hour: 9:00 PM -- 10:00 PM
Peak 15-Min: 9:30 PM -- 9:45 PM

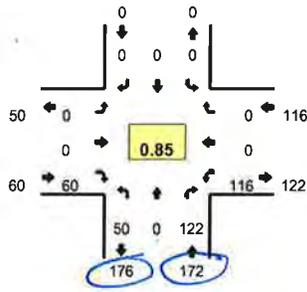


15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Lincoln Park Ct/Hollywood Dr (Eastbound)				Lincoln Park Ct/Hollywood Dr (Westbound)				S Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 PM	0	0	33	0	9	0	0	0	0	0	0	0	24	0	21	0	87	
7:15 PM	0	0	40	0	3	0	0	0	0	0	0	0	20	0	23	0	86	
7:30 PM	0	0	37	0	7	0	0	0	0	1	0	0	24	0	19	0	88	
7:45 PM	0	0	25	0	15	0	0	0	0	0	0	0	23	0	15	0	78	339
8:00 PM	0	0	22	0	7	0	0	0	0	0	0	0	28	2	28	0	87	339
8:15 PM	0	0	33	0	4	0	0	0	0	0	0	0	29	0	24	0	90	343
8:30 PM	0	0	32	0	7	0	0	0	0	1	0	0	27	1	25	0	93	348
8:45 PM	0	0	27	0	6	0	0	0	0	0	0	0	16	2	27	0	78	348
9:00 PM	0	0	30	0	7	0	0	0	0	0	0	0	33	0	28	0	98	359
9:15 PM	0	0	25	0	12	0	0	0	0	0	0	0	32	0	30	0	99	368
9:30 PM	0	0	27	0	10	0	0	0	0	0	0	0	33	1	35	0	106	381
9:45 PM	0	0	28	0	7	0	0	0	0	0	0	0	21	0	40	0	96	399
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	108	0	40	0	0	0	0	0	0	0	132	4	140	0		424
Heavy Trucks	0	0	0		4	0	0		0	0	0		8	0	0		12	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

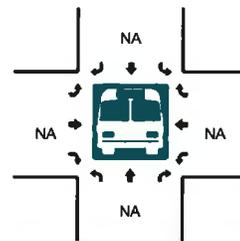
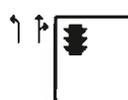
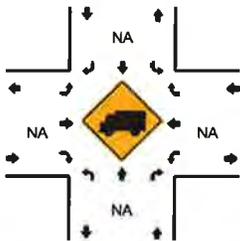
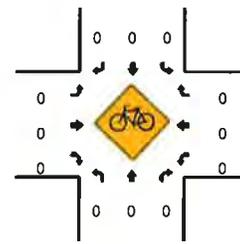
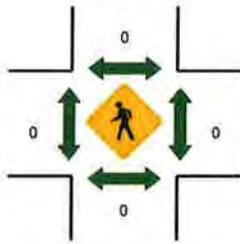
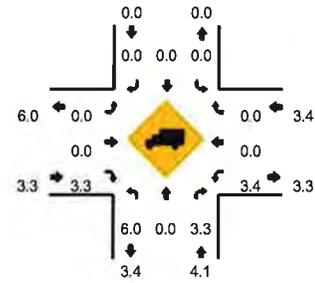
Comments: Driveway Ins and Outs Only

LOCATION: Hollywood Dr N -- Broad St
CITY/STATE: Columbus, OH

QC JOB #: 11085412
DATE: Sat, Jun 29 2013



Peak-Hour: 7:00 PM -- 8:00 PM
Peak 15-Min: 7:45 PM -- 8:00 PM



15-Min Count Period Beginning At	Hollywood Dr N (Northbound)				Hollywood Dr N (Southbound)				Broad St (Eastbound)				Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	12	0	14	0	0	0	0	0	0	0	7	0	38	0	0	0	71	
6:15 PM	13	0	23	0	0	0	0	0	0	0	7	0	28	0	0	0	71	
6:30 PM	5	0	24	0	0	0	0	0	0	0	14	0	34	0	0	0	77	
6:45 PM	7	0	22	0	0	0	0	0	0	0	18	0	34	0	0	0	81	300
7:00 PM	8	0	15	0	0	0	0	0	0	0	20	0	35	0	0	0	78	307
7:15 PM	15	0	26	0	0	0	0	0	0	0	15	0	34	0	0	0	90	326
7:30 PM	11	0	32	0	0	0	0	0	0	0	11	0	24	0	0	0	78	327
7:45 PM	16	0	49	0	0	0	0	0	0	0	14	0	23	0	0	0	102	348
8:00 PM	15	0	27	0	0	0	0	0	0	0	9	0	22	0	0	0	73	343
8:15 PM	10	0	15	0	0	0	0	0	0	0	8	0	24	0	0	0	57	310
8:30 PM	7	0	15	0	0	0	0	0	0	0	12	0	23	0	0	0	57	289
8:45 PM	9	0	24	0	0	0	0	0	0	0	4	0	24	0	0	0	61	248

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	0	196	0	0	0	0	0	0	0	56	0	92	0	0	0	408
Heavy Trucks	4	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	12
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

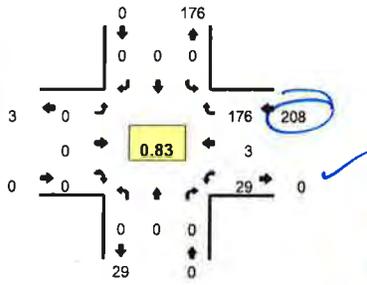
Comments:

Type of peak hour being reported: Intersection Peak

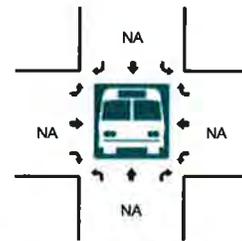
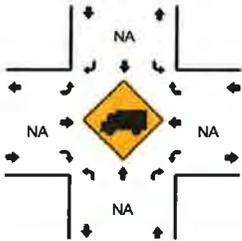
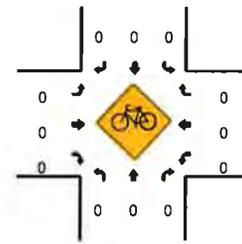
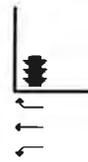
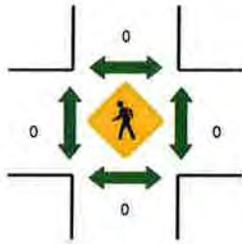
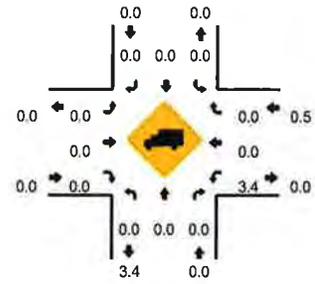
Method for determining peak hour: Total Entering Volume

LOCATION: Georgesville Rd -- Shoppers Ln N/Hollywood Dr
 CITY/STATE: Columbus, OH

QC JOB #: 11085409
 DATE: Sat, Jun 29 2013



Peak-Hour: 7:15 PM -- 8:15 PM
 Peak 15-Min: 7:30 PM -- 7:45 PM



15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Shoppers Ln N/Hollywood Dr (Eastbound)				Shoppers Ln N/Hollywood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	1	27	0	35	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	1	27	0	35	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	28	0	32	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	22	0	28	130
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	35	0	42	137
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	11	1	40	0	52	154
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	2	53	0	63	185
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	39	0	44	201
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	44	0	49	208
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	25	0	29	185
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	22	0	27	149
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	1	24	0	32	137
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	32	8	212	0	252	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

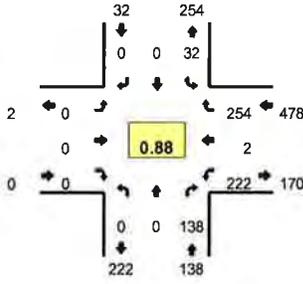
Comments:

Type of peak hour being reported: Intersection Peak

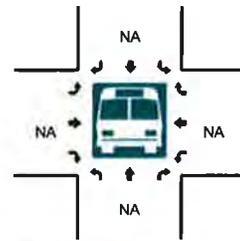
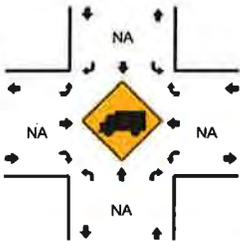
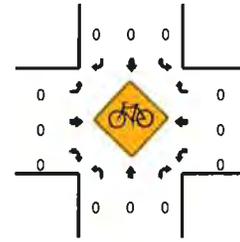
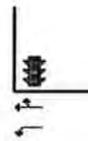
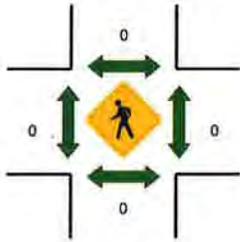
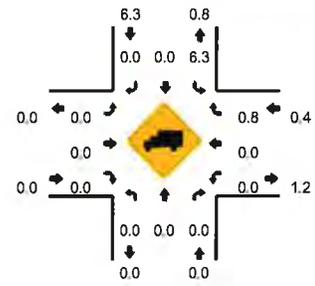
Method for determining peak hour: Total Entering Volume

LOCATION: Georgesville Rd -- Lincoln Park Ct/Hollywood Dr S
CITY/STATE: Columbus, OH

QC JOB #: 11085403
DATE: Sat, Jun 29 2013



Peak-Hour: 7:15 PM -- 8:15 PM
Peak 15-Min: 7:30 PM -- 7:45 PM



15-Min Count Period Beginning At	Georgesville Rd (Northbound)				Georgesville Rd (Southbound)				Lincoln Park Ct/Hollywood Dr (Eastbound)				Lincoln Park Ct/Hollywood Dr (Westbound)				S Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	0	0	29	0	10	0	0	0	0	0	0	0	28	0	38	0	105	
6:15 PM	0	0	31	0	2	0	0	0	0	0	0	0	26	0	41	0	100	
6:30 PM	0	0	38	0	9	0	0	0	0	0	0	0	26	0	48	0	121	
6:45 PM	0	0	44	0	2	0	0	0	0	0	0	0	26	0	26	0	98	424
7:00 PM	0	0	43	0	4	0	0	0	0	0	0	0	23	0	26	0	96	415
7:15 PM	0	0	52	0	3	0	0	0	0	0	0	0	46	0	59	0	160	475
7:30 PM	0	0	29	0	5	0	0	0	0	0	0	0	67	1	82	0	184	538
7:45 PM	0	0	34	0	6	0	0	0	0	0	0	0	54	1	62	0	157	597
8:00 PM	0	0	23	0	18	0	0	0	0	0	0	0	55	0	51	0	147	648
8:15 PM	0	0	36	0	8	0	0	0	0	0	0	0	30	1	47	0	122	610
8:30 PM	0	0	35	0	16	0	0	0	0	0	0	0	29	0	52	0	132	558
8:45 PM	0	0	30	0	7	0	0	0	0	0	0	0	23	0	43	0	103	504
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	116	0	20	0	0	0	0	0	0	0	268	4	328	0		736
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments: Driveway Ins and Outs Only

Gaming Casino Traffic

**THE AUTHORS
SUMMARIZE RESULTS
FROM TRAFFIC VOLUME
STUDIES OF TWO
GAMING CASINOS—
THE CASINO ST. CHARLES
AND THE CASINO QUEEN.**

GAMING CASINOS GENERATE significant volumes of traffic—especially during the evening peak hour. Two studies of existing operations were made in the St. Louis, Mo., USA, metropolitan area, including hourly vehicular volumes and daily variations. Also, the projections from an economic report for a proposed casino were utilized to provide multiplication factors for traffic counted in any given month, to that expected during the peak summer months.

Gaming casinos have three general types of positions—individual, such as slots and video poker; table, such as blackjack and poker; and audience, such as Keno or racing. For riverboat type facilities, a land-side staging area is used. Other customary services include bar and restaurant.

The Casino St. Charles is located in the metropolitan area, west of the Missouri River. It is reported to have about 2,500 gaming positions, about 80 percent of which are slots or video poker machines.

In January 1995, counts of entering and leaving traffic were taken across weekdays, Saturday and Sunday.¹ For the peak hours, the counts were converted into rates of flow in and out of the facility per gaming position and were expanded to the summer peak conditions (see Table 1). The highest weekday traffic occurs on Friday, while the absolute peak hour occurs on Saturday evening.

From the counts, it also was possible to calculate the hourly variation by the days of the week during which counts

Table 1. Casino St. Charles peak hour rates of vehicular flow per gaming position.

Day	Hour	Rate*	
Thursday facility peak	18:00 to 19:00	IN	0.25
		OUT	0.23
Thursday street peak	16:30 to 17:30	IN	0.19
		OUT	0.23
Friday facility peak	18:00 to 19:00	IN	0.29
		OUT	0.25
Friday street peak	16:30 to 17:30	IN	0.19
		OUT	0.24
Saturday facility peak	18:00 to 19:00	IN	0.34
		OUT	0.30
Sunday facility peak	13:00 to 14:00	IN	0.25
	16:00 to 17:00	OUT	0.25

*Expanded to summer peaks.
Source: Ref. 1

**BY PAUL C. BOX AND
WILLIAM BUNTE**

were taken. These data are given in Table 2. It should be noted that the facility is quite busy from 09:00 through 22:00 hours. Unlike residential, office or industrial developments, gaming casinos have no significant AM peak hour loading.

A second study was taken at the Casino Queen, a land-based facility on the north side of the Mississippi River in East St. Louis, Ill., USA. Table 3 gives the rates of flow in the PM peak hour per gaming position for customer traffic and separately for employee/service vehicles. The counts have been expanded to peak summer month activity. Only one truck entered or left the casino during the PM peak, which was from 16:30 to 17:30. This is a much smaller facility than the Casino St. Charles, with only 1,200 gaming positions. About 80 percent are slots or video poker. Furthermore, this casino is only open 22 hours per day (09:00 through 07:00). Pickup/dropoff traffic also was observed at the Casino Queen, and amounted to about 10 vehicles during the PM peak. Data on various characteristics of the casinos, such as floor area and employees, are given in Table 4.

The peak gaming months are reported as May, July and August. These may be considered as the "design" condition. The percent of average months and the monthly variation in expected casino traffic, provided in the form of a multiplier for counts taken in a given month to those projected during the peak months, is given in Table 5. For example, a February count would be expanded by 30 percent (1.3 times the count) to reach peak month volumes. The data are taken from an economic study,³ prepared in connection with a gaming facility zoning application to St. Louis County.

Additional studies of casino traffic are warranted because of widely varying characteristics. For example, the St. Louis casinos had similar rates of peak flow per gaming position. However, the St. Charles facility continued to experience significant flow and had a weekday peak just after the PM peak, while the Casino Queen traffic dropped abruptly at the end of the rush hour. The count was discontinued at this point, because

Table 2. Hourly variation by day of week.

Hour Begin	Percent of Daily Vehicular Traffic					
	IN			OUT		
	Weekday*	Sat.	Sun.	Weekday*	Sat.	Sun.
00	2.5	3.0	3.9	4.3	5.9	7.3
01	1.8	2.7	3.7	3.9	4.4	6.2
02	1.2	1.3	1.9	3.3	4.2	5.4
03	0.7	0.8	1.0	3.2	4.7	5.2
04	1.0	0.6	0.9	3.3	3.7	3.9
05	0.7	0.6	0.9	1.6	2.0	2.5
06	1.0	0.7	0.8	0.6	0.7	0.8
07	1.6	1.1	1.3	0.6	0.5	0.4
08	3.9	3.3	4.4	1.2	0.9	0.8
09	5.6	4.7	6.1	1.3	0.9	0.9
10	5.2	4.3	5.6	2.1	1.7	1.9
11	5.5	4.9	5.7	3.0	2.6	2.9
12	5.8	4.8	6.6	4.1	2.8	3.8
13	6.0	5.2	7.2	5.2	3.5	4.4
14	5.4	5.6	6.5	6.1	4.1	5.5
15	5.2	5.6	6.1	6.4	5.8	6.5
16	5.3	5.7	5.8	7.1	6.3	6.6
17	5.9	6.7	6.2	6.6	6.8	6.0
18	7.8	7.8	5.8	7.0	6.9	6.4
19	7.4	7.7	4.0	5.7	6.4	5.8
20	6.3	6.5	3.9	5.3	6.7	4.3
21	5.3	6.1	5.0	5.7	6.1	4.3
22	4.7	5.7	3.4	6.3	6.0	4.6
23	4.0	4.6	3.3	6.1	6.4	3.6

*Average Monday AM, Thursday PM plus Friday.
Source: Ref. 1.

Table 3. Evening peak hour Casino Queen vehicular traffic.

Type of Traffic	Rate per Gaming Position*	
	IN	OUT
Customer	0.27	0.26
Employee/Service	0.02	0.02
TOTAL	0.29	0.28

*Expanded to peak months per Ref. 3.
Source: Ref. 2.

Table 4. Site characteristics.

	St. Charles	Casino Queen
Floor area (gaming and staging), square feet*	47,000	65,000
Employees	—	1,200
Employees at peak time	700	450
Capacity (gamblers)	4,200	—

*Conversion: One square foot = 0.093 square meter.

Table 5. Monthly variation.

Month of Count	Percent of Average Month	Multiplier to Expand to Seasonal Peak
January.....	111%.....	1.1
February.....	90%.....	1.3
March.....	111%.....	1.1
April.....	108%.....	1.1
May.....	116%.....	1.0
June.....	108%.....	1.1
July.....	121%.....	1.0
August.....	121%.....	1.0
September.....	113%.....	1.1
October.....	105%.....	1.2
November.....	98%.....	1.2
December.....	105%.....	1.2

Source: Ref. 3.

the scope of study was intended to analyze only the PM street peak hour generation.

The two sites studied have provided useful information on hourly and monthly variation. These data should guide studies of other sites. Separate counts of customer and employee vehicular traffic, plus trucks, should be taken on busy weekdays and perhaps on a Saturday evening, if a street capacity problem is likely. At some locations, large numbers of patrons may arrive by bus, which relates to geometric design of driveways.

Other studies of gaming facilities needed include parking generation, which represents a major factor. The development of gaming on Native American tribal lands is often away from or at the fringe of metropolitan areas. Traffic and parking characteristics of these facilities may differ from those

within a metropolitan area. Busing may represent a more significant factor—especially relative to parking layout. ■



PAUL C. BOX,

P.E., has about 17 years of experience working for cities and some 33 years of experience as a traffic consultant. He has more than 100 publications in the traffic engineering

field, has lectured extensively and has chaired a number of ITE Standard Practice technical committees. He is a Fellow and Life Member of ITE.



WILLIAM F. BUNTE,

P.E., received his bachelor's and master's degrees in civil engineering from the University of Illinois. During the past 32

years he has provided traffic and transportation engineering consulting services for a variety of private and public clients. He currently is a partner in the firm of Crawford, Bunte, Brammeier. He is a Fellow of ITE.

References

1. *Traffic Impact Study for the Ultimate Development of St. Charles Riverfront Station*, Final Report. Crawford, Bunte, Brammeier, August 1995, unpublished.
2. *Study of Casino Queen*. Paul C. Box and Associates Inc., November 1996, unpublished.
3. *Horseshoe Gaming, St. Louis County Project*. Economics Research Associates, as presented to County Plan Commission about September 1996, unpublished.