June 2007

Local Impact Report
Attachments

Presented to:

Bushkill Group, Inc. for
Fernwood Hotel and Casino

Presented by:

Delta Development Group, Inc.

Corporate Contributions – Bushkill Group, Inc.

Contribution types are aggregated with an annual average.

Educational Reimbursements College student tuition reimbursement	**$4,500**
Community Organizations	**$120,000**

VNA/Hospice
Pocono Mountain Chamber of Commerce
Pocono Mountain Vacation Bureau
Habitat for Humanity
Drug & Crime Prevention
YMCA
Pocono Environmental Education Center
Home of their Own
Exchange Club
Pocono Health Foundation
Mike Howard Memorial
Pocono Mountain Regional Police
Fitzmaurice Community Services
Pocono Healthy Community Alliance
Gina Grace Litts Trust Fund
United Way
Pocono Senior Adventure
Christopher Rose Fund – Gang Violence Awareness
American Cancer Society
Pocono Medical Center Auxiliary
Special Olympics
Big Brothers/Big Sisters
Local Primary & Secondary Schools
Gregory Moyer Defibrillator Fund
Monroe County Arts Council
Bushkill Outreach
Salvation Army
American Red Cross
Bushkill Little League
Stroudsburg Little League
Stroudsburg Soccer
Barrett Township Library
Monroe County Bar Foundation
Hurricane Katrina Family Relocation Fund
Kiwanis
Marshalls Creek Fire Company
Pocono Mountain Diversity Conference

Bushkill Ambulance	**$7,500**
Bushkill Fire Department	**$7,500**
Returning US Soldier Accommodations	**$5,000**
Colleges Northampton Community College - Scholarship East Stroudsburg University - Scholarship and Foundation	**$7,000**
Public/Private Partnerships	
Total	**over $150,000**

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JUNE 2007

DRAFT
TRAFFIC IMPACT STUDY
FOR
FERNWOOD HOTEL AND CASINO

MIDDLE SMITHFIELD TOWNSHIP
MONROE COUNTY, PENNSYLVANIA

HRG Project No. 2773.065

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TRAFFIC IMPACT STUDY
FOR
FERNWOOD HOTEL AND CASINO

MIDDLE SMITHFIELD TOWNSHIP
MONROE COUNTY, PENNSYLVANIA

PREPARED FOR:
BUSHKILL GROUP, INC
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PROJECT MANAGER: **JAMIE KEENER**

JUNE 2007

HRG PROJECT NO.: 2773.065

TRAFFIC IMPACT STUDY
FOR
FERNWOOD HOTEL AND CASINO

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FOR
FERNWOOD HOTEL AND CASINO

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TRAFFIC IMPACT STUDY
FOR
FERNWOOD HOTEL AND CASINO

EXECUTIVE SUMMARY

Overview of the Development

- Development located on the northwest quadrant of the intersection of SR 0209 and Winona Falls Road (SR 1016) / River Road (T-515) in Middle Smithfield Township, Monroe County, Pennsylvania.
- Proposed development to consist of 16,300 square foot casino with 500 slot machines and 9,000 square foot high turnover sit-down restaurant.
- Access to development via two existing driveways.
- Development anticipated to generate 129 AM peak hour trips and 183 PM peak hour trips.

Study Intersections

- SR 0209 and Winona Falls Road (SR 1016) / River Road (T-515)
- SR 0209 and Fernwood Service Driveway
- SR 0209 and Fernwood Main Driveway
- SR 0209 and Fernwood East Driveway

Deficiencies Without Development

2008 Without Development

This scenario does not experience any deficient levels of service.

2018 Without Development

This scenario does not experience any deficient levels of service.

Additional Deficiencies with Development

2008 With Development

SR 0209 / Fernwood East Driveway

Northbound Fernwood East Driveway approach experiences a LOS E in the PM peak hour.

2018 With Development

SR 0209 / Fernwood East Driveway

Northbound Fernwood East Driveway approach experiences a LOS F in the PM peak hour.

TRAFFIC IMPACT STUDY
FOR
FERNWOOD HOTEL AND CASINO

INTRODUCTION

Bushkill Group, Inc. is planning a commercial resort expansion project on land located northeast of the intersection of Winona Falls Road and SR 0209 in Middle Smithfield Township, Monroe County, Pennsylvania. The proposed Development will consist of the renovation of the existing events center to include 16,300 square foot gaming floor area which is proposed to include 500 new slot machines and a 9,000 square foot high turnover sit-down restaurant. The project site is currently owned by Bushkill Group, Inc. Access to the proposed gaming facility will be primarily through the two existing private driveways on SR 0209, one being the main hotel entrance and the other being the entrance to the parking areas located to the east of the main entrance. Since the proposed gaming facility is planned to be occupied in approximately one year, this report evaluates existing (2007 – based on 2005 counts) conditions at the time of the traffic counts, time of occupancy (2008) and the future (2018) conditions, both with and without development.

The objectives of this study were to analyze existing traffic conditions in the study area, traffic conditions in the study area for opening day and at the 10-year horizon year, identify any traffic impact that operation of the proposed site will have on the study area, and recommend improvements to mitigate any adverse effects caused by the proposed development. This traffic study was conducted in accordance with guidelines established by the Middle Smithfield Township Ordinance No. 117 (1), by the Institute of Transportation Engineers and by the criteria outlined in PENNDOT Publication 282 (2). The site location map is shown in Figure 1.

FIGURE 1

SEE ALSO "A. TRAFFIC COUNT DATA"

EXISTING TRANSPORTATION SYSTEM

Study Area

The study area was selected based on the intersections and roadways that potentially could be affected by the proposed development. In addition to the driveways, the following signalized and unsignalized intersections were selected for further study:

TABLE 1: STUDY INTERSECTIONS

INTERSECTION NUMBER	NORTH/SOUTH STREET(S)	EAST/WEST STREET(S)	SIGNALIZED/ UNSIGNALIZED
1	Winona Falls Road (SR 1016) / River Road (T-515)	SR 0209	Signalized
2	Fernwood Service Driveway	SR 0209	Unsignalized
3	Fernwood Main Driveway	SR 0209	Unsignalized
4	Fernwood East Driveway	SR 0209	Unsignalized

Roadway Network Description

State Route 209 (SR 0209) is a 3-lane state roadway classified as a North Rural Minor Arterial with an average daily traffic volume of approximately 19,000 vehicles per day west of the site and 13,500 vehicles per day east of the site. SR 0209 is designated as a north-south route, but through Middle Smithfield Township, it runs east-west, with the "north" direction towards the east. SR 0209 is rural in setting but is lined by many commercial properties, including the Bushkill Group property, and is used as an access to local roads that feed many residential developments. Throughout the study area, SR 0209 is comprised of 12-foot travel lanes and 12 foot turn lanes with shoulder widths of 8 to 9 feet. The posted speed limit along is 35 miles per hour within the study area.

Winona Falls Road (SR 1016) is a 2-lane state roadway classified as a North Rural Collector with an average daily traffic volume of approximately 1,300 vehicles per day. SR 1016 is a north-south route and is rural in setting. SR 1016 leads to several residential developments located to the north. Throughout the study area, SR 1016 is comprised of 10-foot travel lanes with shoulder widths of 2 feet. The posted speed limit along is 30 miles per hour within the study area.

River Road (T-515) is a township local collector road. At the intersection with SR 0209, River Road has 2-13 foot lanes with an approximate 3-foot stabilized shoulder on the northeast side and no shoulder on the southwest side. The posted speed limit on this road is 30 miles per hour.

Fernwood Service Driveway is a two lane driveway used by employees of the Fernwood Resort. The lanes are 12 feet wide with a center median. There is no posted speed limit. This driveway provides access to the rear of the existing Event Center.

Fernwood Main Driveway is currently permitted as an in-only driveway and serves as the main entrance for the hotel complex. It consists of two 12 foot lanes with curbing. There is no posted speed limit. This driveway provides access to the Event Center, Main Building and parking lots.

Fernwood East Driveway is located east of the main driveway and leads to the parking areas associated with the hotel complex. The southern leg of the driveway provides access to a separate parking area owned by the Fernwood Resort. The northern and southern legs both consist of two 12 foot travel lanes. There is no posted speed limit.

Average daily traffic volumes provided in the above discussion were obtained from PENNDOT traffic volume maps and the roadway classifications were similarly found using PENNDOT functional classification maps. Figure 2 shows the existing intersection geometry and traffic control for the roadway network within the study area.

Existing Traffic Volumes

Turning movement counts at each of the study intersections were conducted for the AM and PM time periods on weekdays during the week of August 29, 2005 from 7:00AM to 9:00AM and from 4:00PM to 6:00PM. The data collected in 2005 was grown, using the 1.6% growth factor from PENNDOT's 2005 Traffic Data Report (6) to obtain the existing traffic volumes. The traffic count data can be found in Appendix A. Figure 3 displays the existing AM and PM peak hour traffic volumes in the study area. The 2005 count volumes and existing traffic volumes can be found in Appendix B.

Capacity Analyses

Capacity analysis, as defined by the Highway Capacity Manual (3), is a set of procedures used to estimate the traffic-carrying ability of a facility over a range of defined operational conditions. The capacity analysis uses ***Levels of Service*** (LOS) to describe the operational conditions. Levels of Service are assigned letter designations "A" through "F," with "A" being the most desirable operating conditions. A Level of Service "E" is considered to be at or near capacity, while a Level of Service "D" is considered acceptable according to the Highway Capacity Manual (3). The LOS criteria for unsignalized intersections and signalized intersections are given in Table 2 and Table 3 respectively.

At unsignalized intersections, the level of service measures the ability of turning traffic to find gaps in the major street traffic flow that permit successful completion of the desired turning movement. The critical movements at unsignalized intersections are the left turns from the major street and both egress movements from the minor street.

TABLE 2: UNSIGNALIZED INTERSECTIONS – LOS CRITERIA	
AVERAGE CONTROL DELAY (SEC/VEH)	LEVEL OF SERVICE
< 10	A
> 10 and < 15	B
> 15 and < 25	C
> 25 and < 35	D
> 35 and < 50	E
> 50	F

For signalized intersections, the level of service measures the average control delay time per vehicle. Also, the volume to capacity ratio, which is a ratio of the peak hour traffic volumes for a facility to the theoretical maximum traffic volume the facility can handle, relates to the level of service of a facility.

TABLE 3: SIGNALIZED INTERSECTIONS – LOS CRITERIA	
AVERAGE CONTROL DELAY (SEC/VEH)	LEVEL OF SERVICE
< 10	A
> 10 and < 20	B
> 20 and < 35	C
> 35 and < 55	D
> 55 and < 80	E
> 80	F

Capacity analyses at each of the study intersections were performed using HCS Plus™ (4) software. The analyses were conducted based on the existing traffic volumes, intersection controls, and geometrics for the AM and PM peak hours. Table 4 provides a summary of the AM and PM peak hour existing levels of service at the study intersections.

FIGURE 2

SEE "C. EXISTING CAPACITY ANALYSIS"

FIGURE 3

SEE ALSO "C. EXISTING CAPACITY ANALYSIS"

TABLE 4: EXISTING CONDITIONS LEVEL OF SERVICE SUMMARY			
INTERSECTION	*MOVEMENT*	*EXISTING CONDITIONS*	
		AM	*PM*
SR 0209 / WINONA FALLS ROAD (SR 1016) / RIVER ROAD (T-515)			
SR 0209	EB L	A	B
	EB TR	B	C
	EB APPROACH	B	C
	WB L	A	B
	WB TR	C	C
	WB APPROACH	B	C
RIVER ROAD	NB L	C	C
	NB TR	C	C
	NB APPROACH	C	C
WINONA FALLS ROAD	SB L	C	C
	SB TR	C	C
	SB APPROACH	C	C
OVERALL		C	C
SR 0209 / FERNWOOD SERVICE DRIVEWAY			
SR 0209	EB	A	A
	WB	--	--
SERVICE DRIVEWAY	SB	B	C
SR 0209 / FERNWOOD MAIN DRIVEWAY / FERNWOOD PARKING LOT			
SR 0209	EB L	A	A
	EB TR	--	--
	WB	--	--
SR 0209 / FERNWOOD EAST DRIVEWAY / FERNWOOD PARKING LOT			
SR 0209	EB L	A	A
	EB TR	--	--
	WB L	A	A
	WB TR	--	--
PARKING LOT	NB	C	C
EAST DRIVEWAY	SB	B	B
F (99.9) = Level of Service (Delay in seconds / vehicle)			

The 2007 existing conditions do not experience any deficient levels of service. Worksheets for the level of service/capacity analyses for existing conditions are included in Appendix C.

SITE ANALYSIS

Trip Generation

The estimation of vehicle trip generation rates for this facility is complicated by the variances in the data available for casino facilities and large variances in the location and characteristics of both casinos as land uses and the market in which they operate.

The vehicle trip rates and equations published by the Institute of Transportation Engineers (ITE) in the informational report, Trip Generation (5), are widely accepted for most land use categories. However the information regarding casinos in this report is limited and does not apply to most facilities.

The information provided in ITE Trip Generation (5) is based on six studies in South Dakota during the 1990's. Due to the difference in gaming laws and type of facilities studied versus the type of facility in this report, a different method of trip generation was utilized. The method utilized was provided by Denis J. Finnegan of Urban Systems, Inc. The full report can be found in Appendix D.

Since the site is multi-use, ITE guidelines for applying an internal capture rate was utilized. Internal capture describes the vehicles which are expected to use the proposed development and then use the other facilities on site without accessing the external roadway network. For the uses proposed herein, an internal capture rate of 33% is recommended. Table 5 shows the number of vehicles expected to be generated and the number of vehicles which will use the external roadway network after the application of the internal capture rate.

TABLE 5: TRIPS GENERATED AND CAPTURED

	TRIPS GENERATED			
	AM		PM	
SOURCE	IN	OUT	IN	OUT
CASINO	26	12	38	38
RESTAURANT	56	50	59	38
EMPLOYEES	31	17	36	31
TOTAL	113	79	133	107
	TRIPS AFTER INTERNAL CAPTURE			
	AM		PM	
SOURCE	IN	OUT	IN	OUT
CASINO	17	8	25	25
RESTAURANT	37	33	40	25
EMPLOYEES	31	17	36	31
TOTAL	85	58	101	81

Trip Distribution and Assignment

The distribution of trips generated by the proposed casino was based on existing traffic patterns in the study area. It is expected that 70% of the generated traffic will be from the west via SR 0209, 8% from the south via River Road, 2% from the north via Winona Falls Road and 20% from the east via SR 0209. Figure 4 shows the new trip volumes generated by the casino.

FIGURE 4

SEE ALSO "D. TRIP GENERATION"

FUTURE TRANSPORTATION SYSTEM

Roadway Network Description

No major changes to the local roadway network are anticipated. Therefore, the future roadway network was assumed to be identical to that described under existing conditions.

Future Traffic Volumes

In order to establish future traffic volumes before considering the increased traffic volumes from the proposed development, the existing traffic volumes were factored to project the volumes for the opening day year of 2008 and the 10-year horizon year in 2018. To obtain these future volumes, an annual growth factor of 1.6% was used. This growth factor is based on PENNDOT's 2005 Traffic Data Report (6). The 1.6% growth factor accounts for potential traffic from the background growth of the area. Figures 5 and 6 show the future traffic volumes in 2008 and 2018, respectively for the without development conditions. The future traffic volumes without the proposed development were then combined with the anticipated trip generation volumes from the proposed development to provide the total future traffic volumes with the proposed site in place. The 2008 and 2018 traffic volumes with the proposed site are displayed in Figures 7 and 8, respectively. The future traffic volumes can be found in Appendix B.

Capacity Analyses

The future conditions capacity analyses were performed for the 2008 and 2018 AM and PM peak hours with and without the proposed development. Table 6 displays the a summary of the levels of service found at the 2008 and 2018 volumes in addition to displaying the existing condition levels of service previously discussed. The 2008 capacity analyses for the without and with development future conditions can be found in Appendices E and F, respectively. The 2018 capacity analyses for the without and with development future conditions can be found in Appendices G and H, respectively.

FIGURE 5

SEE
"E. 2008 WITHOUT DEVELOPMENT CAPACITY ANALYSIS"

FIGURE 6

SEE
"G. 2018 WITHOUT DEVELOPMENT CAPACITY ANALYSIS"

FIGURE 7

SEE
"F. 2008 WITH DEVELOPMENT CAPACITY ANALYSIS"

FIGURE 8

SEE ALSO
"H. 2018 WITH DEVELOPMENT CAPACITY ANALYSIS"

TABLE 6: EXISTING AND FUTURE CONDITIONS LEVEL OF SERVICE SUMMARY											
INTERSECTION	*MOVEMENT*	*EXISTING CONDITIONS*		*2008 WITHOUT DEVELOPMENT*		*2008 WITH DEVELOPMENT*		*2018 WITHOUT DEVELOPMENT*		*2018 WITH DEVELOPMENT*	
		AM	*PM*	*AM*	*PM*	*AM*	*PM*	*AM*	*PM*	*AM*	*PM*
SR 0209 / WINONA FALLS ROAD (SR 1016) / RIVER ROAD (T-515)											
SR 0209	EB L	A	B	A	B	A	B	A	B	A	B
	EB TR	B	C	B	B	B	B	B	B	B	B
	EB APP.	B	C	B	B	B	B	B	B	B	B
	WB L	A	B	A	A	A	A	A	A	A	A
	WB TR	C	C	B	B	B	B	B	B	B	B
	WB APP.	B	C	B	B	B	B	B	B	B	B
RIVER ROAD (T-515)	NB L	C	C	B	C	C	C	C	D	C	D
	NB TR	C	C	C	C	C	C	C	D	C	D
	NB APP.	C	C	C	C	C	C	C	D	C	D
WINONA FALLS ROAD (SR 1016)	SB L	C	C	B	C	C	C	C	D	C	D
	SB TR	C	C	C	C	C	C	C	D	C	D
	SB APP.	C	C	C	C	C	C	C	D	C	D
OVERALL		C	C	B	B	B	B	B	B	B	C
SR 0209 / FERNWOOD SERVICE DRIVEWAY											
SR 0209	EB LT	A	A	A	A	A	A	A	A	A	A
	WB TR	--	--	--	--	--	--	--	--	--	--
SERVICE DW	SB LR	B	C	B	C	B	C	C	C	C	C
SR 0209 / FERNWOOD MAIN DRIVEWAY											
SR 0209	EB L	A	A	A	A	A	A	A	A	A	A
	EB T	--	--	--	--	--	--	--	--	--	--
	WB TR	--	--	--	--	--	--	--	--	--	--
SR 0209 / FERNWOOD EAST DRIVEWAY											
SR 0209	EB L	A	A	A	A	A	A	A	A	A	A
	EB TR	--	--	--	--	--	--	--	--	--	--
	WB L	A	A	A	A	A	A	A	A	A	A
	WB TR	--	--	--	--	--	--	--	--	--	--
EAST DRIVEWAY	NB LTR	C	C	C	C	C	D	C	D	D	F (53.2)
	SB LTR	B	B	B	B	C	C	C	C	C	D
F (99.9) = Level of Service (Delay in seconds / vehicle)											

2008 Without Development

This scenario is not anticipated to experience any deficient levels of service.

2008 With Development

This scenario is not anticipated to experience any deficient levels of service.

2018 Without Development

This scenario is not anticipated to experience any deficient levels of service.

2018 With Development

SR 0209 / Fernwood East Driveway

Northbound Fernwood East Driveway approach is anticipated to experience a LOS F in the PM peak hour.

IMPROVEMENT ANALYSIS

Peak Hour Volume Warrant Evaluation

In accordance with PENNDOT Publication 201, Engineering and Traffic Studies (7), an evaluation of peak hour traffic signal warrants was conducted for the unsignalized intersections that were determined to have unacceptable levels of service or levels of service that dropped more than two levels due to the additional traffic generated by the development.

Due to PENNDOT's concern regarding Tort Liability, PENNDOT will not install a signal at an intersection that does not meet warrants.

The intersection of SR 0209 and Fernwood East Driveway does not meet warrants in 2008 or 2018. The warrant analysis can be found in Appendix I.

Capacity Analyses

Taking into consideration the above analyses at the various intersections, there are no improvements proposed. The effect of the additional traffic on the SR 0209 roadway network in the study area does not adversely affect the system.

The levels of service which drop to unacceptable levels of service are on the Fernwood East Driveway, a private road. Through discussion with John Briggs of the Bushkill Group, it was said that the Resort will accept this deficient level of service on their driveway. To this end, no improvements are proposed to mitigate the deficient levels of service at the intersection of SR 0209 and Fernwood East Driveway.

The intersection of SR 0209 and Winona Falls Road / River Road drops from a LOS B to a LOS C for the overall intersection in the 2018 PM scenario. A LOS C is an acceptable level of operation; therefore, no improvements are proposed to mitigate this drop.

CONCLUSIONS

Study Findings

Based on the data collected and the analyses performed under various conditions, the following are the results found:

- The proposed casino, when completed, will generate an estimated 25 trips during the AM peak hour and 50 trips during the PM peak hour.
- The proposed high turnover sit-down restaurant, when completed, will generate an estimated 56 trips during the AM peak hour and 66 trips during the PM peak hour.
- In total, the proposed site will generate an estimated 129 AM peak hour trips and 183 PM peak hour trips.
- Access to the development will be via the two existing driveways located along SR 0209.
- Capacity analyses indicate that under existing conditions there are no deficiencies present.
- By factoring the existing volumes to 2008, there are no anticipated deficiencies.
- By factoring the existing volumes to 2018, there are no anticipated deficiencies.
- Capacity analyses show that operation of the proposed site will have some impact on the traffic operations in the study area. The following is a summary of the additional deficiencies that will occur at the various study intersections upon addition of the proposed site's traffic:
    - Northbound Fernwood East Driveway is anticipated to experience a LOS E in the 2008 PM peak hour and a LOS F in the 2018 PM peak hour.
    - This intersection does not meet traffic signal warrants in 2008.
- The proposed development will not have any detrimental effects to the surrounding roadway network.

LIST OF REFERENCES

1. Traffic Impact Study: Chapter 170-73A of the Code of the Township of Middle Smithfield, Ordinance No. 117. Middle Smithfield Township, PA.

2. Highway Occupancy Permit Handbook, Publication 282, Pennsylvania Department of Transportation, April 2004

3. 2000 Highway Capacity Manual, Transportation Research Board, Washington D.C., 2000.

4. Highway Capacity Software Plus, Version 5.21, University of Florida, Gainesville, FL, 2005.

5. Trip Generation, Seventh Edition, Institute of Transportation Engineers, Washington D.C., 2003.

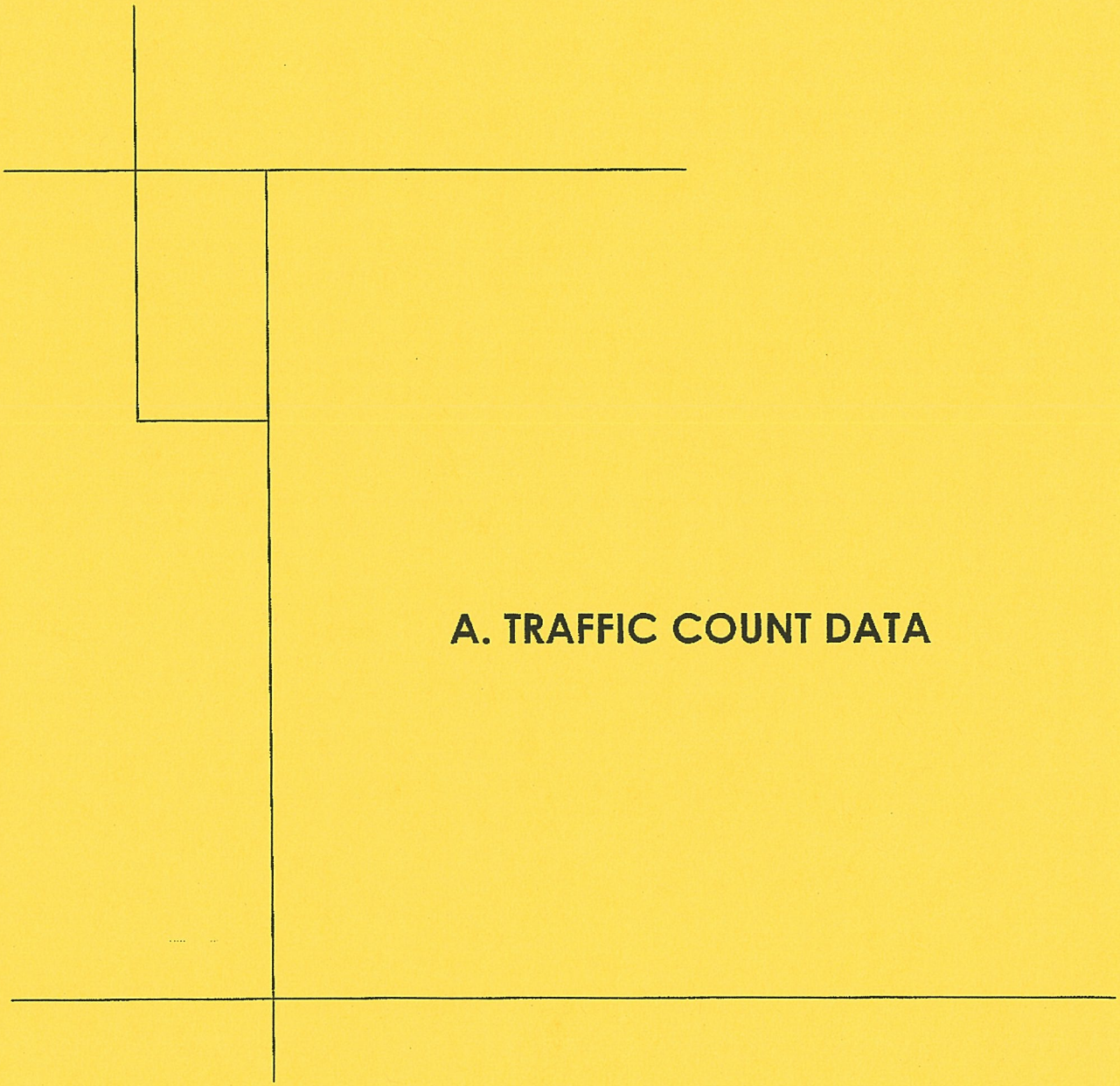
6. 2005 Pennsylvania Data Report, Publication 601, Pennsylvania Department of Transportation, September 2006.

7. Engineering and Traffic Studies, Publication 201, Pennsylvania Department of Transportation, September 1993.

8. Traffic Signal Design Handbook, Publication 149, Pennsylvania Department of Transportation, September 1988.

APPENDICES

A. TRAFFIC COUNT DATA
B. TRAFFIC VOLUMES
C. EXISTING CAPACITY ANALYSIS
D. TRIP GENERATION
E. 2008 WITHOUT DEVELOPMENT CAPACITY ANALYSIS
F. 2008 WITH DEVELOPMENT CAPACITY ANALYSIS
G. 2018 WITHOUT DEVELOPMENT CAPACITY ANALYSIS
H. 2018 WITH DEVELOPMENT CAPACITY ANALYSIS
I. TRAFFIC SIGNAL WARRANT ANALYSIS



A. TRAFFIC COUNT DATA

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 1 - 209 and 1016 and T515 AM-PM
Site Code : 27735013
Start Date : 08/30/2005
Page No : 1

Groups Printed- Cars - Trucks

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				River Road Northbound				SR 1016 - Winona Falls Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	22	48	4	74	7	103	3	113	3	0	5	8	17	6	68	91	286
07:15 AM	22	57	3	82	13	99	4	116	4	2	1	7	4	7	44	55	260
07:30 AM	24	58	3	85	8	96	5	109	4	4	6	14	4	7	62	73	281
07:45 AM	34	100	5	139	6	70	2	78	1	2	11	14	2	4	38	44	275
Total	102	263	15	380	34	368	14	416	12	8	23	43	27	24	212	263	1102
08:00 AM	27	89	7	123	11	82	6	99	5	2	17	24	7	4	63	74	320
08:15 AM	29	71	5	105	10	107	7	124	0	3	13	16	5	4	68	77	322
08:30 AM	21	56	3	80	11	101	1	113	2	1	11	14	5	7	62	74	281
08:45 AM	32	86	4	122	9	112	2	123	3	3	3	9	7	8	42	57	311
Total	109	302	19	430	41	402	16	459	10	9	44	63	24	23	235	282	1234
03:30 PM	64	103	6	173	11	108	8	127	8	9	16	33	7	4	41	52	385
03:45 PM	47	110	14	171	18	113	9	140	6	9	15	30	12	2	47	61	402
Total	111	213	20	344	29	221	17	267	14	18	31	63	19	6	88	113	787
04:00 PM	61	97	14	172	18	100	8	126	5	6	27	38	9	4	54	67	403
04:15 PM	66	91	7	164	17	119	7	143	13	7	23	43	6	3	45	54	404
04:30 PM	58	104	17	179	15	116	6	137	11	11	25	47	2	4	38	44	407
04:45 PM	56	119	9	184	14	100	6	120	9	4	14	27	5	9	35	49	380
Total	241	411	47	699	64	435	27	526	38	28	89	155	22	20	172	214	1594
05:00 PM	68	119	12	199	17	90	8	115	12	8	24	44	3	4	40	47	405
05:15 PM	78	139	8	225	15	110	5	130	13	8	15	36	5	1	38	44	435
05:30 PM	76	120	10	206	13	107	7	127	6	11	22	39	5	1	35	41	413
05:45 PM	76	106	7	189	18	114	7	139	4	8	12	24	6	5	36	47	399
Total	298	484	37	819	63	421	27	511	35	35	73	143	19	11	149	179	1652
Grand Total	861	1673	138	2672	231	1847	101	2179	109	98	260	467	111	84	856	1051	6369
Apprch %	32.2	62.6	5.2		10.6	84.8	4.6		23.3	21.0	55.7		10.6	8.0	81.4		
Total %	13.5	26.3	2.2	42.0	3.6	29.0	1.6	34.2	1.7	1.5	4.1	7.3	1.7	1.3	13.4	16.5	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 1 - 209 and 1016 and T515 AM-PM
Site Code : 27735013
Start Date : 08/30/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				River Road Northbound				SR 1016 - Winona Falls Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	109	302	19	430	41	402	16	459	10	9	44	63	24	23	235	282	1234
Percent	25.3	70.2	4.4		8.9	87.6	3.5		15.9	14.3	69.8		8.5	8.2	83.3		
08:15 Volume	29	71	5	105	10	107	7	124	0	3	13	16	5	4	68	77	322
Peak Factor																	0.958
High Int.	08:00 AM				08:15 AM				08:00 AM				08:15 AM				
Volume	27	89	7	123	10	107	7	124	5	2	17	24	5	4	68	77	
Peak Factor				0.874				0.925				0.656				0.916	
HV% —	16.	11.	9.		8.	4.	27.		9.	24.	12.		24.	19.	5.		
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
By Approach	07:30 AM				08:00 AM				07:30 AM				08:00 AM				
Volume	114	318	20	452	41	402	16	459	10	11	47	68	24	23	235	282	
Percent	25.2	70.4	4.4		8.9	87.6	3.5		14.7	16.2	69.1		8.5	8.2	83.3		
High Int.	07:45 AM				08:15 AM				08:00 AM				08:15 AM				
Volume	34	100	5	139	10	107	7	124	5	2	17	24	5	4	68	77	
Peak Factor				0.813				0.925				0.708				0.916	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	298	484	37	819	63	421	27	511	35	35	73	143	19	11	149	179	1652
Percent	36.4	59.1	4.5		12.3	82.4	5.3		24.5	24.5	51.0		10.6	6.1	83.2		
05:15 Volume	78	139	8	225	15	110	5	130	13	8	15	36	5	1	38	44	435
Peak Factor																	0.949
High Int.	05:15 PM				05:45 PM				05:00 PM				05:00 PM				
Volume	78	139	8	225	18	114	7	139	12	8	24	44	3	4	40	47	
Peak Factor				0.910				0.919				0.813				0.952	
HV% —	2.	2.	3.		8.	6.	7.		0.	5.	5.		22.	5.	6.		
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				03:45 PM				04:15 PM				03:30 PM				
Volume	298	484	37	819	68	448	30	546	45	30	86	161	34	13	187	234	
Percent	36.4	59.1	4.5		12.5	82.1	5.5		28.0	18.6	53.4		14.5	5.6	79.9		
High Int.	05:15 PM				04:15 PM				04:30 PM				04:00 PM				
Volume	78	139	8	225	17	119	7	143	11	11	25	47	9	4	54	67	
Peak Factor				0.910				0.955				0.856				0.873	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 1 - 209 and 1016 and T515 AM-PM
Site Code : 27735013
Start Date : 08/30/2005
Page No : 1

Groups Printed- Trucks

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				River Road Northbound				SR 1016 - Winona Falls Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	7	1	9	0	3	0	3	0	0	1	1	5	1	2	8	21
07:15 AM	2	4	0	6	1	4	0	5	1	0	0	1	1	2	3	6	18
07:30 AM	2	6	1	9	0	7	0	7	0	2	0	2	0	2	3	5	23
07:45 AM	6	9	0	15	0	2	0	2	0	1	4	5	0	1	2	3	25
Total	11	26	2	39	1	16	0	17	1	3	5	9	6	6	10	22	87
08:00 AM	5	11	0	16	1	5	2	8	1	0	2	3	1	0	3	4	31
08:15 AM	3	11	0	14	2	4	6	12	0	0	0	0	1	0	1	2	28
08:30 AM	4	3	1	8	1	3	0	4	0	0	1	1	2	1	6	9	22
08:45 AM	10	13	0	23	1	4	0	5	0	1	0	1	2	2	4	8	37
Total	22	38	1	61	5	16	8	29	1	1	3	5	6	3	14	23	118
03:30 PM	10	4	1	15	1	10	0	11	0	0	1	1	0	1	6	7	34
03:45 PM	0	4	0	4	2	8	1	11	0	2	1	3	7	0	5	12	30
Total	10	8	1	19	3	18	1	22	0	2	2	4	7	1	11	19	64
04:00 PM	3	6	0	9	1	4	0	5	0	0	4	4	2	1	0	3	21
04:15 PM	0	2	1	3	3	9	0	12	0	0	0	0	1	0	1	2	17
04:30 PM	0	1	0	1	1	6	1	8	0	1	1	2	0	0	1	1	12
04:45 PM	0	0	1	1	0	3	0	3	0	0	1	1	1	0	1	2	7
Total	3	9	2	14	5	22	1	28	0	1	6	7	4	1	3	8	57
05:00 PM	0	2	0	2	2	4	1	7	0	1	0	1	0	0	0	0	10
05:15 PM	0	4	0	4	0	3	1	4	0	0	1	1	2	0	5	7	16
05:30 PM	1	2	0	3	2	7	1	10	0	0	0	0	0	0	4	4	17
05:45 PM	2	1	0	3	0	6	0	6	0	0	1	1	0	0	2	2	12
Total	3	9	0	12	4	20	3	27	0	1	2	3	2	0	11	13	55
Grand Total	49	90	6	145	18	92	13	123	2	8	18	28	25	11	49	85	381
Apprch %	33.8	62.1	4.1		14.6	74.8	10.6		7.1	28.6	64.3		29.4	12.9	57.6		
Total %	12.9	23.6	1.6	38.1	4.7	24.1	3.4	32.3	0.5	2.1	4.7	7.3	6.6	2.9	12.9	22.3	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 1 - 209 and 1016 and T515 AM-PM
Site Code : 27735013
Start Date : 08/30/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				River Road Northbound				SR 1016 - Winona Falls Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	22	38	1	61	5	16	8	29	1	1	3	5	6	3	14	23	118
Percent	36.1	62.3	1.6		17.2	55.2	27.6		20.0	20.0	60.0		26.1	13.0	60.9		
08:45 Volume	10	13	0	23	1	4	0	5	0	1	0	1	2	2	4	8	37
Peak Factor																	0.797
High Int.	08:45 AM				08:15 AM				08:00 AM				08:30 AM				
Volume	10	13	0	23	2	4	6	12	1	0	2	3	2	1	6	9	
Peak Factor				0.663				0.604				0.417				0.639	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:30 AM				07:15 AM				08:00 AM				
Volume	22	38	1	61	3	18	8	29	2	3	6	11	6	3	14	23	
Percent	36.1	62.3	1.6		10.3	62.1	27.6		18.2	27.3	54.5		26.1	13.0	60.9		
High Int.	08:45 AM				08:15 AM				07:45 AM				08:30 AM				
Volume	10	13	0	23	2	4	6	12	0	1	4	5	2	1	6	9	
Peak Factor				0.663				0.604				0.550				0.639	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	03:30 PM																
Volume	13	16	2	31	7	31	1	39	0	2	6	8	10	2	12	24	102
Percent	41.9	51.6	6.5		17.9	79.5	2.6		0.0	25.0	75.0		41.7	8.3	50.0		
03:30 Volume	10	4	1	15	1	10	0	11	0	0	1	1	0	1	6	7	34
Peak Factor																	0.750
High Int.	03:30 PM				04:15 PM				04:00 PM				03:45 PM				
Volume	10	4	1	15	3	9	0	12	0	0	4	4	7	0	5	12	
Peak Factor				0.517				0.813				0.500				0.500	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	03:30 PM				03:30 PM				03:45 PM				03:30 PM				
Volume	13	16	2	31	7	31	1	39	0	3	6	9	10	2	12	24	
Percent	41.9	51.6	6.5		17.9	79.5	2.6		0.0	33.3	66.7		41.7	8.3	50.0		
High Int.	03:30 PM				04:15 PM				04:00 PM				03:45 PM				
Volume	10	4	1	15	3	9	0	12	0	0	4	4	7	0	5	12	
Peak Factor				0.517				0.813				0.563				0.500	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512File Name : Intersection 2 - 209 and Service DW AM-PM
Site Code : 27735023
Start Date : 08/30/2005
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Groups Printed- Cars - Trucks

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood Service Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	71	0	72	0	115	0	115	0	0	0	0	187
07:15 AM	1	62	0	63	0	114	0	114	1	0	0	1	178
07:30 AM	0	66	0	66	0	106	0	106	1	0	1	2	174
07:45 AM	6	106	0	112	0	78	1	79	0	0	1	1	192
Total	8	305	0	313	0	413	1	414	2	0	2	4	731
08:00 AM	8	104	0	112	0	94	1	95	0	0	2	2	209
08:15 AM	6	82	0	88	0	122	0	122	1	0	1	2	212
08:30 AM	1	71	0	72	0	108	1	109	1	0	3	4	185
08:45 AM	3	93	0	96	0	120	0	120	1	0	4	5	221
Total	18	350	0	368	0	444	2	446	3	0	10	13	827
03:30 PM	8	118	0	126	0	122	0	122	0	0	6	6	254
03:45 PM	6	132	0	138	0	131	2	133	1	0	8	9	280
Total	14	250	0	264	0	253	2	255	1	0	14	15	534
04:00 PM	5	125	0	130	0	119	3	122	0	0	7	7	259
04:15 PM	5	116	0	121	0	128	1	129	1	0	9	10	260
04:30 PM	3	124	0	127	0	134	2	136	0	0	4	4	267
04:45 PM	2	138	0	140	0	116	1	117	0	0	3	3	260
Total	15	503	0	518	0	497	7	504	1	0	23	24	1046
05:00 PM	0	143	0	143	0	104	2	106	2	0	10	12	261
05:15 PM	3	155	0	158	0	125	0	125	0	0	2	2	285
05:30 PM	3	141	0	144	0	128	0	128	2	0	2	4	276
05:45 PM	3	117	0	120	0	135	1	136	1	0	4	5	261
Total	9	556	0	565	0	492	3	495	5	0	18	23	1083
Grand Total	64	1964	0	2028	0	2099	15	2114	12	0	67	79	4221
Apprch %	3.2	96.8	0.0		0.0	99.3	0.7		15.2	0.0	84.8		
Total %	1.5	46.5	0.0	48.0	0.0	49.7	0.4	50.1	0.3	0.0	1.6	1.9	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512File Name : Intersection 2 - 209 and Service DW AM-PM
Site Code : 27735023
Start Date : 08/30/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood Service Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	18	350	0	368	0	444	2	446	3	0	10	13	827
Percent	4.9	95.1	0.0		0.0	99.6	0.4		23.1	0.0	76.9		
08:45 Volume	3	93	0	96	0	120	0	120	1	0	4	5	221
Peak Factor													0.936
High Int.	08:00 AM				08:15 AM				08:45 AM				
Volume	8	104	0	112	0	122	0	122	1	0	4	5	
Peak Factor				0.821				0.914				0.650	
HV% -	8.	11	0		0	5.	0		20.	0	0		
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
By Approach	07:45 AM				08:00 AM				08:00 AM				
Volume	21	363	0	384	0	444	2	446	3	0	10	13	
Percent	5.5	94.5	0.0		0.0	99.6	0.4		23.1	0.0	76.9		
High Int.	07:45 AM				08:15 AM				08:45 AM				
Volume	6	106	0	112	0	122	0	122	1	0	4	5	
Peak Factor				0.857				0.914				0.650	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	9	556	0	565	0	492	3	495	5	0	18	23	1083
Percent	1.6	98.4	0.0		0.0	99.4	0.6		21.7	0.0	78.3		
05:15 Volume	3	155	0	158	0	125	0	125	0	0	2	2	285
Peak Factor													0.950
High Int.	05:15 PM				05:45 PM				05:00 PM				
Volume	3	155	0	158	0	135	1	136	2	0	10	12	
Peak Factor				0.894				0.910				0.479	
HV% -	5.	3.	0.		0	5.	0		14.	0	7.		
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	04:45 PM				03:45 PM				03:30 PM				
Volume	8	577	0	585	0	512	8	520	2	0	30	32	
Percent	1.4	98.6	0.0		0.0	98.5	1.5		6.3	0.0	93.8		
High Int.	05:15 PM				04:30 PM				04:15 PM				
Volume	3	155	0	158	0	134	2	136	1	0	9	10	
Peak Factor				0.926				0.956				0.800	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512File Name : Intersection 2 - 209 and Service DW AM-PM
Site Code : 27735023
Start Date : 08/30/2005
Page No : 1

Groups Printed- Trucks

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood Service Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	10	0	10	0	4	0	4	0	0	0	0	14
07:15 AM	1	4	0	5	0	5	0	5	0	0	0	0	10
07:30 AM	0	4	0	4	0	4	0	4	0	0	0	0	8
07:45 AM	0	10	0	10	0	2	0	2	0	0	0	0	12
Total	1	28	0	29	0	15	0	15	0	0	0	0	44
08:00 AM	1	12	0	13	0	8	0	8	0	0	0	0	21
08:15 AM	0	11	0	11	0	12	0	12	0	0	0	0	23
08:30 AM	0	5	0	5	0	3	0	3	0	0	0	0	8
08:45 AM	0	14	0	14	0	4	0	4	1	0	0	1	19
Total	1	42	0	43	0	27	0	27	1	0	0	1	71
03:30 PM	0	4	0	4	0	8	0	8	0	0	0	0	12
03:45 PM	0	12	0	12	0	9	0	9	0	0	0	0	21
Total	0	16	0	16	0	17	0	17	0	0	0	0	33
04:00 PM	0	6	0	6	0	3	0	3	0	0	1	1	10
04:15 PM	0	4	0	4	0	9	0	9	0	0	1	1	14
04:30 PM	1	1	0	2	0	3	0	3	0	0	1	1	6
04:45 PM	0	2	0	2	0	2	0	2	0	0	0	0	4
Total	1	13	0	14	0	17	0	17	0	0	3	3	34
05:00 PM	0	2	0	2	0	5	0	5	0	0	1	1	8
05:15 PM	1	5	0	6	0	4	0	4	0	0	0	0	10
05:30 PM	0	2	0	2	0	10	0	10	1	0	0	1	13
05:45 PM	0	2	0	2	0	6	0	6	0	0	0	0	8
Total	1	11	0	12	0	25	0	25	1	0	1	2	39
Grand Total	4	110	0	114	0	101	0	101	2	0	4	6	221
Apprch %	3.5	96.5	0.0		0.0	100.0	0.0		33.3	0.0	66.7		
Total %	1.8	49.8	0.0	51.6	0.0	45.7	0.0	45.7	0.9	0.0	1.8	2.7	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512File Name : Intersection 2 - 209 and Service DW AM-PM
Site Code : 27735023
Start Date : 08/30/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood Service Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	1	42	0	43	0	27	0	27	1	0	0	1	71
Percent	2.3	97.7	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
08:15 Volume	0	11	0	11	0	12	0	12	0	0	0	0	23
Peak Factor													0.772
High Int.	08:45 AM				08:15 AM				08:45 AM				
Volume	0	14	0	14	0	12	0	12	1	0	0	1	
Peak Factor				0.768				0.563				0.250	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
By Approach	08:00 AM				08:00 AM				08:00 AM				
Volume	1	42	0	43	0	27	0	27	1	0	0	1	
Percent	2.3	97.7	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
High Int.	08:45 AM				08:15 AM				08:45 AM				
Volume	0	14	0	14	0	12	0	12	1	0	0	1	
Peak Factor				0.768				0.563				0.250	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	03:30 PM												
Volume	0	26	0	26	0	29	0	29	0	0	2	2	57
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	0.0	100.0		
03:45 Volume	0	12	0	12	0	9	0	9	0	0	0	0	21
Peak Factor													0.679
High Int.	03:45 PM				03:45 PM				04:00 PM				
Volume	0	12	0	12	0	9	0	9	0	0	1	1	
Peak Factor				0.542				0.806				0.500	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	03:30 PM				03:30 PM				03:45 PM				
Volume	0	26	0	26	0	29	0	29	0	0	3	3	
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	0.0	100.0		
High Int.	03:45 PM				03:45 PM				04:00 PM				
Volume	0	12	0	12	0	9	0	9	0	0	1	1	
Peak Factor				0.542				0.806				0.750	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 3 - 209 and Main DW AM-PM
Site Code : 27735033
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Groups Printed- Cars - Trucks

	SR 209 (NB) Eastbound					SR 209 (SB) Westbound					Fernwood Parking Lot Entrance Northbound					Fernwood Main Drive (One Way In) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	6	71	0	0	77	0	119	0	0	119	0	0	0	0	0	0	0	0	0	0	196
07:15 AM	3	46	0	0	49	0	106	0	0	106	0	0	0	0	0	0	0	0	0	0	155
07:30 AM	3	79	0	0	82	0	103	0	0	103	0	0	0	0	0	0	0	0	0	0	185
07:45 AM	5	72	0	3	80	0	89	0	0	89	0	0	0	0	0	0	0	0	0	0	169
Total	17	268	0	3	288	0	417	0	0	417	0	0	0	0	0	0	0	0	0	0	705
08:00 AM	8	83	1	8	100	0	114	1	0	115	0	1	0	2	3	0	0	0	1	1	219
08:15 AM	8	86	2	1	97	0	131	0	0	131	0	0	0	0	0	0	0	0	0	0	228
08:30 AM	4	78	2	0	84	0	105	0	0	105	0	0	0	0	0	0	0	0	0	0	189
08:45 AM	6	80	0	2	88	0	105	3	0	108	0	0	0	0	0	0	0	0	1	1	197
Total	26	327	5	11	369	0	455	4	0	459	0	1	0	2	3	0	0	0	2	2	833
04:00 PM	8	115	1	6	130	0	131	5	0	136	0	0	0	0	0	0	0	0	3	3	269
04:15 PM	6	126	3	3	138	0	110	0	1	111	0	0	0	0	0	0	0	0	3	3	252
04:30 PM	13	129	2	6	150	0	122	1	0	123	0	0	0	0	0	0	0	0	0	0	273
04:45 PM	9	119	1	3	132	0	114	1	0	115	0	0	0	0	0	0	0	0	6	6	253
Total	36	489	7	18	550	0	477	7	1	485	0	0	0	0	0	0	0	0	12	12	1047
05:00 PM	6	102	3	2	113	0	127	1	0	128	0	0	0	0	0	0	0	0	3	3	244
05:15 PM	4	132	4	3	143	0	110	1	0	111	0	0	0	0	0	0	0	0	0	0	254
05:30 PM	5	104	2	1	112	0	114	6	0	120	0	0	0	0	0	0	0	0	1	1	233
05:45 PM	10	104	0	1	115	1	106	0	0	107	0	0	0	0	0	0	0	0	0	0	222
Total	25	442	9	7	483	1	457	8	0	466	0	0	0	0	0	0	0	0	4	4	953
Grand Total	104	1526	21	39	1690	1	1806	19	1	1827	0	1	0	2	3	0	0	0	18	18	3538
Apprch %	6.2	90.3	1.2	2.3		0.1	98.9	1.0	0.1		0.0	33.3	0.0	66.7		0.0	0.0	0.0	100.0		
Total %	2.9	43.1	0.6	1.1	47.8	0.0	51.0	0.5	0.0	51.6	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.5	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
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File Name : Intersection 3 - 209 and Main DW AM-PM
Site Code : 27735033
Start Date : 08/31/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood Parking Lot Entrance Northbound				Fernwood Main Drive (One Way In) Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	26	327	5	358	0	455	4	459	0	1	0	1	0	0	0	0	818
Percent	7.3	91.3	1.4		0.0	99.1	0.9		0.0	100.0	0.0		0.0	0.0	0.0		
08:15 Volume	8	86	2	96	0	131	0	131	0	0	0	0	0	0	0	0	227
Peak Factor																	0.901
High Int.	08:15 AM				08:15 AM				08:00 AM				6:45:00 AM				
Volume	8	86	2	96	0	131	0	131	0	1	0	1					
Peak Factor				0.932				0.876				0.250					
HV2.	0	13.	0		0	4.	0		0	0	0		0	0	0		
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:15 AM				07:00 AM				
Volume	26	327	5	358	0	455	4	459	0	1	0	1	0	0	0	0	
Percent	7.3	91.3	1.4		0.0	99.1	0.9		0.0	100.0	0.0		-	-	-		
High Int.	08:15 AM				08:15 AM				08:00 AM				-				
Volume	8	86	2	96	0	131	0	131	0	1	0	1	-	-	-	-	
Peak Factor				0.932				0.876				0.250				-	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	36	489	7	532	0	477	7	484	0	0	0	0	0	0	0	0	1016
Percent	6.8	91.9	1.3		0.0	98.6	1.4		0.0	0.0	0.0		0.0	0.0	0.0		
04:30 Volume	13	129	2	144	0	122	1	123	0	0	0	0	0	0	0	0	267
Peak Factor																	0.951
High Int.	04:30 PM				04:00 PM												
Volume	13	129	2	144	0	131	5	136									
Peak Factor				0.924				0.890									
HV2.	2.	2.	0		0	3.	7.		0	0	0		0	0	0		
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				12:00 PM				12:00 PM				
Volume	36	489	7	532	0	477	7	484	0	0	0	0	0	0	0	0	
Percent	6.8	91.9	1.3		0.0	98.6	1.4		-	-	-		-	-	-		
High Int.	04:30 PM				04:00 PM				-				-				
Volume	13	129	2	144	0	131	5	136	-	-	-	-	-	-	-	-	
Peak Factor				0.924				0.890				-				-	

Herbert, Rowland and Grubic
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File Name : Intersection 3 - 209 and Main DW AM-PM
Site Code : 27735033
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Groups Printed- Trucks

	SR 209 (NB) Eastbound					SR 209 (SB) Westbound					Fernwood Parking Lot Entrance Northbound					Fernwood Main Drive (One Way In) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	10	0	0	10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11
07:15 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
Total	0	21	0	0	21	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	31
08:00 AM	0	13	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	26
08:15 AM	0	12	0	0	12	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	15
08:30 AM	0	12	0	0	12	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	14
08:45 AM	0	20	0	0	20	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	24
Total	0	57	0	0	57	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	79
04:00 PM	0	5	0	0	5	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	11
04:15 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	10	0	0	10	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	26
05:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	6	0	0	7	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	17
Grand Total	1	94	0	0	95	0	57	1	0	58	0	0	0	0	0	0	0	0	0	0	153
Apprch %	1.1	98.9	0.0	0.0		0.0	98.3	1.7	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.7	61.4	0.0	0.0	62.1	0.0	37.3	0.7	0.0	37.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Herbert, Rowland and Grubic
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Dunmore, PA 18512

File Name : Intersection 3 - 209 and Main DW AM-PM
Site Code : 27735033
Start Date : 08/31/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood Parking Lot Entrance Northbound				Fernwood Main Drive (One Way In) Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	57	0	57	0	22	0	22	0	0	0	0	0	0	0	0	79
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
08:00 Volume	0	13	0	13	0	13	0	13	0	0	0	0	0	0	0	0	26
Peak Factor																	0.760
High Int.	08:45 AM				08:00 AM				6:45:00 AM				6:45:00 AM				
Volume	0	20	0	20	0	13	0	13									
Peak Factor				0.713				0.423									
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:15 AM				07:00 AM				07:00 AM				
Volume	0	57	0	57	0	22	0	22	0	0	0	0	0	0	0	0	
Percent	0.0	100.0	0.0		0.0	100.0	0.0		-	-	-		-	-	-		
High Int.	08:45 AM				08:00 AM				-				-				
Volume	0	20	0	20	0	13	0	13	-	-	-	-	-	-	-	-	
Peak Factor				0.713				0.423				-				-	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	10	0	10	0	15	1	16	0	0	0	0	0	0	0	0	26
Percent	0.0	100.0	0.0		0.0	93.8	6.3		0.0	0.0	0.0		0.0	0.0	0.0		
04:00 Volume	0	5	0	5	0	5	1	6	0	0	0	0	0	0	0	0	11
Peak Factor																	0.591
High Int.	04:00 PM				04:00 PM												
Volume	0	5	0	5	0	5	1	6									
Peak Factor				0.500				0.667									
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				12:00 PM				12:00 PM				
Volume	0	10	0	10	0	15	1	16	0	0	0	0	0	0	0	0	
Percent	0.0	100.0	0.0		0.0	93.8	6.3		-	-	-		-	-	-		
High Int.	04:00 PM				04:00 PM				-				-				
Volume	0	5	0	5	0	5	1	6	-	-	-	-	-	-	-	-	
Peak Factor				0.500				0.667				-				-	

Herbert, Rowland and Grubic
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File Name : Intersection 4 - 209 and East DW AM-PM
Site Code : 27735043
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Groups Printed- Cars - Trucks

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood East Driveway Northbound				Fernwood East Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	63	0	64	0	110	0	110	0	0	0	0	0	0	1	1	175
07:15 AM	1	49	0	50	0	99	0	99	0	0	0	0	2	1	1	4	153
07:30 AM	0	66	0	66	0	91	0	91	0	1	0	1	0	0	2	2	160
07:45 AM	0	72	0	72	0	90	1	91	0	1	0	1	0	0	3	3	167
Total	2	250	0	252	0	390	1	391	0	2	0	2	2	1	7	10	655
08:00 AM	1	53	1	55	0	99	0	99	2	0	0	2	0	0	3	3	159
08:15 AM	2	65	1	68	0	100	0	100	0	0	0	0	2	0	5	7	175
08:30 AM	0	63	0	63	0	91	2	93	0	0	0	0	2	0	5	7	163
08:45 AM	3	84	1	88	0	82	2	84	0	0	0	0	1	0	16	17	189
Total	6	265	3	274	0	372	4	376	2	0	0	2	5	0	29	34	686
04:00 PM	0	113	3	116	1	116	2	119	5	0	1	6	1	1	12	14	255
04:15 PM	1	123	2	126	1	109	1	111	1	1	0	2	1	0	9	10	249
04:30 PM	4	124	1	129	0	115	0	115	0	0	1	1	2	1	18	21	266
04:45 PM	2	114	4	120	0	104	1	105	1	0	1	2	0	3	10	13	240
Total	7	474	10	491	2	444	4	450	7	1	3	11	4	5	49	58	1010
05:00 PM	2	99	4	105	0	109	1	110	4	1	0	5	3	1	12	16	236
05:15 PM	0	135	2	137	2	107	1	110	2	0	0	2	0	0	5	5	254
05:30 PM	0	111	1	112	0	109	0	109	7	0	1	8	0	1	9	10	239
05:45 PM	2	107	0	109	0	95	1	96	1	1	0	2	2	0	7	9	216
Total	4	452	7	463	2	420	3	425	14	2	1	17	5	2	33	40	945
Grand Total	19	1441	20	1480	4	1626	12	1642	23	5	4	32	16	8	118	142	3296
Apprch %	1.3	97.4	1.4		0.2	99.0	0.7		71.9	15.6	12.5		11.3	5.6	83.1		
Total %	0.6	43.7	0.6	44.9	0.1	49.3	0.4	49.8	0.7	0.2	0.1	1.0	0.5	0.2	3.6	4.3	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 4 - 209 and East DW AM-PM
Site Code : 27735043
Start Date : 08/31/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood East Driveway Northbound				Fernwood East Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	6	265	3	274	0	372	4	376	2	0	0	2	5	0	29	34	686
Percent	2.2	96.7	1.1		0.0	98.9	1.1		100.0	0.0	0.0		14.7	0.0	85.3		
08:45 Volume	3	84	1	88	0	82	2	84	0	0	0	0	1	0	16	17	189
Peak Factor																	0.907
High Int.	08:45 AM				08:15 AM				08:00 AM				08:45 AM				
Volume	3	84	1	88	0	100	0	100	2	0	0	2	1	0	16	17	
Peak Factor				0.778				0.940				0.250				0.500	
	25.	11.	0		0	4.	0		50.	0	0		29.	100	17.		
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:00 AM				07:15 AM				08:00 AM				
Volume	6	265	3	274	0	390	1	391	2	2	0	4	5	0	29	34	
Percent	2.2	96.7	1.1		0.0	99.7	0.3		50.0	50.0	0.0		14.7	0.0	85.3		
High Int.	08:45 AM				07:00 AM				08:00 AM				08:45 AM				
Volume	3	84	1	88	0	110	0	110	2	0	0	2	1	0	16	17	
Peak Factor				0.778				0.889				0.500				0.500	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	7	474	10	491	2	444	4	450	7	1	3	11	4	5	49	58	1010
Percent	1.4	96.5	2.0		0.4	98.7	0.9		63.6	9.1	27.3		6.9	8.6	84.5		
04:30 Volume	4	124	1	129	0	115	0	115	0	0	1	1	2	1	18	21	266
Peak Factor																	0.949
High Int.	04:30 PM				04:00 PM				04:00 PM				04:30 PM				
Volume	4	124	1	129	1	116	2	119	5	0	1	6	2	1	18	21	
Peak Factor				0.952				0.945				0.458				0.690	
	18.	2.	0		0	3.	0		0	0	0		0	0	10.		
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:45 PM				04:15 PM				
Volume	7	474	10	491	2	444	4	450	14	1	2	17	6	5	49	60	
Percent	1.4	96.5	2.0		0.4	98.7	0.9		82.4	5.9	11.8		10.0	8.3	81.7		
High Int.	04:30 PM				04:00 PM				05:30 PM				04:30 PM				
Volume	4	124	1	129	1	116	2	119	7	0	1	8	2	1	18	21	
Peak Factor				0.952				0.945				0.531				0.714	

Herbert, Rowland and Grubic
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File Name : Intersection 4 - 209 and East DW AM-PM
Site Code : 27735043
Start Date : 08/31/2005
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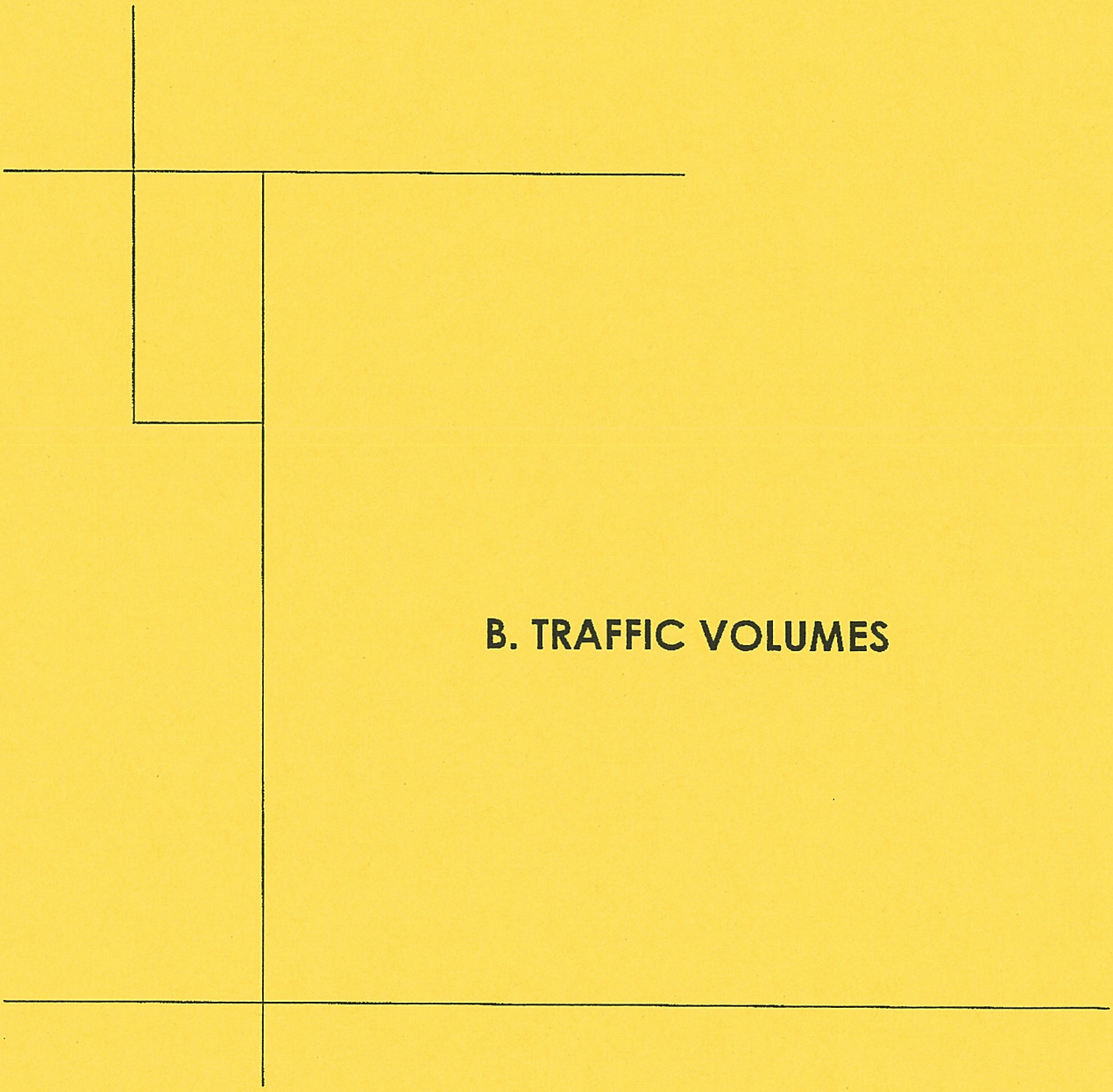
Groups Printed- Trucks

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood East Driveway Northbound				Fernwood East Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	11	0	11	0	1	0	1	0	0	0	0	0	0	0	0	12
07:15 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	1	0	1	6
07:30 AM	0	9	0	9	0	3	0	3	0	0	0	0	0	0	0	0	12
07:45 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
Total	0	24	0	24	0	9	0	9	0	0	0	0	0	1	0	1	34
08:00 AM	0	10	0	10	0	10	0	10	1	0	0	1	0	0	0	0	21
08:15 AM	1	6	0	7	0	3	0	3	0	0	0	0	0	0	2	2	12
08:30 AM	0	5	0	5	0	1	0	1	0	0	0	0	2	0	2	4	10
08:45 AM	1	14	0	15	0	9	0	9	0	0	0	0	0	0	2	2	26
Total	2	35	0	37	0	23	0	23	1	0	0	1	2	0	6	8	69
04:00 PM	0	6	0	6	0	7	0	7	0	0	0	0	0	0	0	0	13
04:15 PM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	4	4	10
04:30 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	0	1	1	6
04:45 PM	0	3	0	3	0	6	0	6	0	0	0	0	0	0	0	0	9
Total	1	10	0	11	0	22	0	22	0	0	0	0	0	0	5	5	38
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
05:15 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	1	1	6
05:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
05:45 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	1	1	4
Total	1	5	0	6	0	8	0	8	0	0	0	0	0	0	3	3	17
Grand Total	4	74	0	78	0	62	0	62	1	0	0	1	2	1	14	17	158
Apprch %	5.1	94.9	0.0		0.0	100.0	0.0		100.0	0.0	0.0		11.8	5.9	82.4		
Total %	2.5	46.8	0.0	49.4	0.0	39.2	0.0	39.2	0.6	0.0	0.0	0.6	1.3	0.6	8.9	10.8	

Herbert, Rowland and Grubic
414 East Drinker Street, Suite 203
Dunmore, PA 18512

File Name : Intersection 4 - 209 and East DW AM-PM
Site Code : 27735043
Start Date : 08/31/2005

	SR 209 (NB) Eastbound				SR 209 (SB) Westbound				Fernwood East Driveway Northbound				Fernwood East Driveway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	2	35	0	37	0	23	0	23	1	0	0	1	2	0	6	8	69
Percent	5.4	94.6	0.0		0.0	100.0	0.0		100.0	0.0	0.0		25.0	0.0	75.0		
08:45 Volume	1	14	0	15	0	9	0	9	0	0	0	0	0	0	2	2	26
Peak Factor																	0.663
High Int.	08:45 AM				08:00 AM				08:00 AM				08:30 AM				
Volume	1	14	0	15	0	10	0	10	1	0	0	1	2	0	2	4	
Peak Factor				0.617				0.575				0.250				0.500	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:15 AM				08:00 AM				
Volume	2	35	0	37	0	23	0	23	1	0	0	1	2	0	6	8	
Percent	5.4	94.6	0.0		0.0	100.0	0.0		100.0	0.0	0.0		25.0	0.0	75.0		
High Int.	08:45 AM				08:00 AM				08:00 AM				08:30 AM				
Volume	1	14	0	15	0	10	0	10	1	0	0	1	2	0	2	4	
Peak Factor				0.617				0.575				0.250				0.500	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	1	10	0	11	0	22	0	22	0	0	0	0	0	0	5	5	38
Percent	9.1	90.9	0.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	100.0		
04:00 Volume	0	6	0	6	0	7	0	7	0	0	0	0	0	0	0	0	13
Peak Factor																	0.731
High Int.	04:00 PM				04:00 PM								04:15 PM				
Volume	0	6	0	6	0	7	0	7	0	0	0	0	0	0	4	4	
Peak Factor				0.458				0.786								0.313	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				12:00 PM				04:15 PM				
Volume	1	10	0	11	0	22	0	22	0	0	0	0	0	0	6	6	
Percent	9.1	90.9	0.0		0.0	100.0	0.0		-	-	-		0.0	0.0	100.0		
High Int.	04:00 PM				04:00 PM				-				04:15 PM				
Volume	0	6	0	6	0	7	0	7	-	-	-	-	0	0	4	4	
Peak Factor				0.458				0.786				-				0.375	



B. TRAFFIC VOLUMES

Project # 2773.065
Fernwood Hotel and Casino

AM PEAK HOUR

Background Growth =	1.60%

Count Year =	2005
Existing Volumes =	2007
Year of Occupancy =	2008
Horizon Year =	2018

Approach	Movement	2005 Counts	2007 Existing	New Trips	2008 No Develop	2008 With Develop	2018 No Develop	2018 With Develop
1 - SR 0209 / SR 1016 / T-515		Entered	Calculated	Entered	Calculated	Calculated	Calculated	Calculated
EB	L	109	113	0	115	115	135	135
	T	302	312	59	317	376	372	431
	R	19	20	0	20	20	24	24
WB	L	41	42	5	43	48	50	55
	T	402	415	40	422	462	494	534
	R	16	17	1	17	18	20	21
NB	L	10	10	0	10	10	12	12
	T	9	9	0	9	9	11	11
	R	44	45	7	46	53	54	61
SB	L	24	25	2	25	27	30	32
	T	23	24	0	24	24	29	29
	R	235	243	0	247	247	289	289
2 - SR 0209 / Service Driveway								
EB	L	18	19	0	19	19	23	23
	T	350	361	68	367	435	430	498
	R	0	0	0	0	0	0	0
WB	L	0	0	0	0	0	0	0
	T	444	458	46	465	511	545	591
	R	2	2	0	2	2	2	2
NB	L	0	0	0	0	0	0	0
	T	0	0	0	0	0	0	0
	R	0	0	0	0	0	0	0
SB	L	3	3	0	3	3	4	4
	T	0	0	0	0	0	0	0
	R	10	10	0	10	10	12	12
3 - SR 0209 / Main Driveway								
EB	L	26	27	45	27	72	32	77
	T	327	343 *	23	348	371	408	431
	R	5	0 *	0	0	0	0	0
WB	L	0	0	0	0	0	0	0
	T	455	470	46	478	524	560	606
	R	4	4	11	4	15	5	16
NB	L	0	0	0	0	0	0	0
	T	1	0 *	0	0	0	0	0
	R	0	0	0	0	0	0	0
SB	L	0	0	0	0	0	0	0
	T	0	0	0	0	0	0	0
	R	0	0	0	0	0	0	0
4 - SR 0209 / East Driveway								
EB	L	6	6	23	6	29	7	30
	T	265	274	0	278	278	326	326
	R	3	8 *	0	8	8	10	10
WB	L	0	0	0	0	0	0	0
	T	372	384	11	390	401	457	468
	R	4	4	6	4	10	5	11
NB	L	2	2	0	2	2	2	2
	T	0	1 *	0	1	1	1	1
	R	0	0	0	0	0	0	0
SB	L	5	5	12	5	17	6	18
	T	0	0	0	0	0	0	0
	R	29	30	46	30	76	36	82

* NB approach at Main Driveway from Parking Lot was closed in 2006. Movements In / Out of this approach have been relocated to East Driveway

HRG, Inc.
Bartonsville, PA

Project # 2773.065
Fernwood Hotel and Casino

PM PEAK HOUR

Background Growth =	1.60%

Count Year =	2005
Existing Volumes =	2007
Year of Occupancy =	2008
Horizon Year =	2018

Approach	Movement	2005 Counts	2007 Existing	New Trips	2008 No Develop	2008 With Develop	2018 No Develop	2018 With Develop
1 - SR 0209 / SR 1016 / T-515		Entered	Calculated	Entered	Calculated	Calculated	Calculated	Calculated
EB	L	298	308	0	313	313	367	367
	T	484	500	71	508	579	595	666
	R	37	38	0	39	39	45	45
WB	L	63	65	6	66	72	77	83
	T	421	435	57	442	499	518	575
	R	27	28	2	28	30	33	35
NB	L	35	36	0	37	37	43	43
	T	35	36	0	37	37	43	43
	R	73	75	8	76	84	89	97
SB	L	19	20	2	20	22	24	26
	T	11	11	0	11	11	13	13
	R	149	154	0	156	156	183	183
2 - SR 0209 / Service Driveway								
EB	L	9	9	0	9	9	11	11
	T	556	574	81	583	664	684	765
	R	0	0	0	0	0	0	0
WB	L	0	0	0	0	0	0	0
	T	492	508	65	516	581	605	670
	R	3	3	0	3	3	4	4
NB	L	0	0	0	0	0	0	0
	T	0	0	0	0	0	0	0
	R	0	0	0	0	0	0	0
SB	L	5	5	0	5	5	6	6
	T	0	0	0	0	0	0	0
	R	18	19	0	19	19	23	23
3 - SR 0209 / Main Driveway								
EB	L	38	37	54	38	92	44	98
	T	489	512 *	27	520	547	610	637
	R	7	0 *	0	0	0	0	0
WB	L	0	0	0	0	0	0	0
	T	477	492	65	500	565	586	651
	R	7	7	13	7	20	8	21
NB	L	0	0	0	0	0	0	0
	T	0	0	0	0	0	0	0
	R	0	0	0	0	0	0	0
SB	L	0	0	0	0	0	0	0
	T	0	0	0	0	0	0	0
	R	0	0	0	0	0	0	0
4 - SR 0209 / East Driveway								
EB	L	7	7	27	7	34	8	35
	T	474	489	0	497	497	582	582
	R	10	18 *	0	18	18	21	21
WB	L	2	2	0	2	2	2	2
	T	444	458	13	465	478	545	558
	R	4	4	7	4	11	5	12
NB	L	7	7	0	7	7	8	8
	T	1	1	0	1	1	1	1
	R	3	3	0	3	3	4	4
SB	L	4	4	16	4	20	5	21
	T	5	5	0	5	5	6	6
	R	49	51	65	52	117	61	126

* NB approach at Main Driveway from Parking Lot was closed in 2006. Movements In / Out of this approach have been relocated to East Driveway