

ABINGTON TOWNSHIP

AUGUST 4, 2022



PLANNING COMMISSION MEETING



TOWNSHIP OF ABINGTON

PLANNING COMMISSION MEETING

A G E N D A **August 4, 2022** **7:00 PM**

There are three ways for the public to participate in the meeting: online, by phone, or in-person viewing room. Residents can access the meeting online, by a computer, iPad, iPhone or Android at <https://us06web.zoom.us/j/84512261009>. This link will enable residents to hear the meeting and see presentations. There will be no video capabilities. Residents, who are unable to join online, can listen to the meeting by calling 1-929-436-2866 and entering the meeting ID number 845-1226-1009 when prompted. Residents, who are unable to join online or by phone, can watch, hear, and participate in the meeting in a viewing room at the Abington Township Municipal Building located at 1176 Old York Road, Abington, PA 19001.

CALL TO ORDER

ROLL CALL *BROWN, DICELLO, ROBINSON, GAUTHIER, RUSSELL, ROSEN, COOPER, BAKER, STRACKHOUSE*

CONSIDER APPROVAL OF MINUTES

- a. Consider Approving Planning Commission Minutes of May 25, 2022.

PRESENTATION

UNFINISHED BUSINESS

NEW BUSINESS

- a. Review and discuss the request by Toll Mid-Atlantic, L.P. Company, Inc. (Toll Brothers) for a Zoning Text Amendment to create the AR - Age-Restricted Carriage Home Overlay District and a Zoning Map Amendment to rezone certain parcels on the northeast side of Fox Chase Road as AR - Age-Restricted Carriage Home overlay.

PUBLIC COMMENT

ADJOURNMENT

BOARD POLICY ON PUBLIC PARTICIPATION

For Information Purposes Only

The Township shall conduct business in accordance with the Commonwealth of Pennsylvania Laws governing the conduct of public meetings and only establish guidelines that shall govern public participation at meetings consistent with the law.

Each commenter shall:

- Direct their comments to the Presiding Officer;
- Speak from the podium or into a microphone designated by the presiding officer;
- State their name for the record;
- Either orally or in writing provide their address for the record;
- Have a maximum of three minutes to make their comments. Each commenter when speaking to a specific agenda item, is to keep their comments relative to that identified agenda item;
- Speak one time per agenda item;
- When commenting on non-agenda items, the commenter is to keep their comments related to matters of the Township of Abington, Montgomery County, Pennsylvania.
- State a question to the Presiding Officer after all commenters have spoken, and;
- Be seated after speaking or upon the request of the presiding officer;
- Not engage in debate, dialogue or discussion;
- Not disrupt the public meeting, and;
- Exercise restraint and sound judgement in avoiding the use of profane language, and the maligning of others.

The stated meeting of the Planning Commission of the Township of Abington was held on Wednesday, May 25, 2022, via webinar with Chairperson Lucy Strackhouse presiding.

CALL TO ORDER: 7:30 p.m.

ANNOUNCEMENT:

Ms. Strackhouse announced that this is Mr. Russell's last meeting with the Planning Commission, and she thanked him for his many years of service volunteering on this Board as well as his assistance and knowledge.

Mr. Russell said he is resigning as he and his family are moving, and he appreciates the opportunity to serve and wished everyone continued success in moving the ball forward.

ROLL CALL: Present: BROWN, DiCELLO, GAUTHIER, RUSSELL, ROSEN, COOPER, BAKER, STRACKHOUSE
Excused: ROBINSON

Also Present: County Planner NARCOWICH
Township Engineer LEE

CONSIDER APPROVAL OF MINUTES:

Ms. Gauthier suggested that the last page of the minutes should indicate that the link is to sign onto the agendas, and there was no link on tonight's agenda.

Ms. Gauthier made a MOTION, seconded by Mr. Cooper to approve the minutes of the Planning Commission Meeting of April 26, 2022.

MOTION was ADOPTED 8-0.

PRESENTATION: None.

UNFINISHED BUSINESS: None.

NEW BUSINESS:

Consider approving the major LD-22-02 – Huntingdon Valley Shopping Center (Chipotle Pad Site):

Ms. Strackhouse said the applicant is proposing to remove the existing macadam parking area and associated parking spots located on the 801 Huntingdon Pike parcel (Parcel No. 30-00-31508-00-7) and construct a new 2,338 sq. ft. stand-alone, fast-food, drive-through Chipotle restaurant building with outdoor seating within the Huntingdon Valley Shopping Center. Also, the applicant indicated that they would comply with most of the Township Engineer's requirements.

Ms. Amee Farrell, Attorney representing the applicant, said this is an application for a major preliminary/final land development plan of a Chipotle fast-casual restaurant with a drive-through lane on a portion of the existing parking lot in the shopping center. Chipotle will be located at the primary entrance/exit drive for the center on a portion of the existing improvements that are currently part of the parking field.

This project represents approximately 1.6% increase in building coverage and the project is fully self-contained within the existing site and there are no changes to existing driveways, access points or any internal circulation drives in the center. All utility, water, and sanitary sewer connections will be to existing service connections within the shopping center's boundaries and stormwater management improvements that accompany this project will tie into existing stormwater management systems onsite.

Plan proposes an approximate 2,340 sq. ft. Chipotle fast-casual restaurant, a drive-through circulation and outdoor seating area. The building's primary frontage and main customer entrance face Huntingdon Pike and outdoor dining area was shown on the plan. There are some minor modifications to the parking lot striping in the immediate area of proposed Chipotle to reduce conflicts with drive-through traffic, but the remainder of the shopping center remains unchanged.

Review letters were received from Township Engineer and the MCPC and we provided responses noting that the applicant will comply with most of the comments, so this project is ready for a recommendation to the Board of Commissioners.

Two primary sections of the review letter are regarding comments relating to the newly adopted zoning code's requirements for new construction in the BC District, which is the district that this property is located, and most of those comments do not apply because this project represents a 1.6% expansion of the existing center, and the code allows up to 15% expansion before the BC District's requirements apply.

There were other comments pertaining to general zoning requirements and we already comply with those provisions pertaining to proposed Chipotle improvements.

The second section of the Township Engineer's review letter relates to applicable SALDO and stormwater provisions and we will almost entirely comply except for a few waiver requests relating to permission to proceed as a preliminary/final plan; a partial waiver to allow an aerial photo for surrounding properties rather than a site survey; a waiver to permit sewer dam consistent with prior land development approvals of the site rather than newer requirements of the ordinance; a request for a partial waiver to permit utility information to be provided within the work area rather than the entire site; a waiver to permit the landscaping plan to be prepared by the Civil Engineer rather requiring a registered landscaping architect given the limited scope of landscaping for this project; a waiver to permit a 13 ft. wide exit lane adjacent to the drive-through rather than 24 ft. to discourage two-way traffic in that location; and a waiver to not prepare an existing resources site analysis map for the entire site.

Also, suggested by Township Engineer was a traffic analysis and the applicant feels such a study is not needed because customers/residents are already utilizing the shopping center.

Ms. Strackhouse questioned whether surrounding businesses in the shopping center are aware that a Chipotle is proposed for the site as well as the residents across the street.

Ms. Farrell replied yes, the businesses are aware of it and the applicant has not had any discussion with residents regarding this plan.

Ms. Allison Lee said Township Engineer's review letter dated April 8, 2022, was provided to the applicant and the applicant responded in a letter dated May 17, 2022, noting there were a few zoning items to be addressed. Regarding design standards, the applicant proposes a drive-through that partially encroaches into the front, and if it was shortened, it would comply with zoning.

Ms. Farrell replied that the applicant will stripe less in that area, so we will comply.

Ms. Allison Lee continued that in general, we acknowledge that there are existing nonconformities for this parcel and the building as proposed is fine.

Ms. Gauthier clarified that the proposed building will not increase any nonconformities on the site and will not break any zoning regulations. Is that correct?

Ms. Allison Lee replied that is correct. Regarding the hatch area that separates the existing straight-in parking with proposed angled parking, she would like to see that become a planter island.

Ms. Farrell replied we will comply.

Ms. Allison Lee asked about the pedestrian crosswalk.

Mr. Wayne Kiefer, representing the applicant, replied we will extend the sidewalk from the hatched area of the handicapped spaces out to the existing sidewalk along Huntingdon Pike, which will provide pedestrian access off the roadway to Chipotle.

Ms. Gauthier said the applicant will need to comply with screening of the drive-through lane, which is a zoning requirement.

Ms. Farrell replied that the drive-through lane is on the street side, so she understands the desire to intensely screen it, but it is immediately adjacent to the parking and traffic will not be able to see where they are going.

Mr. Narcowich referring to the zoning code – Section 24.7 - Site Element Screen requirement for a drive-through that says, “medium intensity, but high intensity when facing a residential district.”

Ms. Farrell replied we will work with the Township to meet the intent of the requirement and make sure we are not creating an unsafe situation.

Ms. Strackhouse agreed there should be visibility for pedestrians and traffic and questioned the height requirement.

Mr. Narcowich replied 6 ft., so a hedge may be the better option.

Ms. Gauthier asked about the types of shrubs in the planter islands, which needs to be shown on the landscape plan that should be prepared by a registered landscape architect.

Mr. Kiefer replied proposed are Red Twig Dogwoods for the islands.

Ms. Strackhouse agreed that a registered landscape architect should prepare the landscape plan.

Ms. Allison Lee said regarding the two islands across from the drive-isle, she suggested shifting one parking space over to create two-way traffic so traffic does not have to go around the Chipotle to get back onto the main parking area and a “Stop” sign would also assist with traffic.

Mr. Kiefer replied we made it a one-way so that the traffic would be able to circulate around the Chipotle and the plan calls for a “Stop” sign as well as a “Do Not Enter” sign.

Ms. Gauthier asked about the drive-through que.

Mr. Kiefer replied it is not truly a drive-through, it is a pickup lane after ordering from their app.

Mr. DiCello expressed concern about vehicles making a left turn off Huntingdon Pike into the shopping center at Citizens Bank, and he would like to know what the potential volume of traffic would be at that location, so a traffic study may be warranted.

Mr. Kiefer replied due to the percentage of expansion of the overall center, the applicant does not feel a traffic study is warranted.

Mr. DiCello suggested making it illegal to make a left turn to force traffic to go to the light to go into the parking lot.

Ms. Allison Lee said Item #91 of Township Engineer's review letter requests that a traffic analysis is done for the number of trips generated for the Chipotle.

Mr. Kiefer replied that due to the percentage of the expansion, a traffic study will show a minimum increase in number of trips to the shopping center in the 2%-3% range.

Mr. Russell suggested having the Township's Traffic Engineer keep an eye on it.

Ms. Allison Lee suggested another option would be that after the site is developed that a pulse study could be done.

Ms. Farrell replied she does not have an issue if there is a specific concern that is documented such as an increase in accidents; conflicts within the center; parking overflow issues or queuing problem that would justify a traffic analysis.

Ms. Gauthier asked how many trips does this type of restaurant with a pickup window generate at peak hours?

Mr. Kiefer replied in the range of the low 20's at peak hours.

Ms. Allison Lee said she would feel more comfortable if we had the numbers reviewed by Township's traffic engineer.

Ms. Gauthier said she would also like to see a traffic study.

Mr. Cooper agreed there is a safety issue with traffic making left turns and requested that the applicant provide the numbers.

Ms. Farrell replied we will fine tune those numbers relative to this type of use.

Mr. Rosen said the parking lot fills up in this shopping center and sight lines become difficult so a traffic study would be a protection for both Chipotle and the Township.

Mr. Narcowich questioned whether the applicant will comply with improvements to crosswalks of the main access drive.

Mr. Kiefer replied yes, we will reestablish the crosswalks along Huntingdon Pike.

Mr. Narcowich commented regarding the drive-through screen, the height on the hedges is 6ft. minimum; however, there is an option for an alternative planting arrangement.

Ms. Farrell agreed that 6 ft. high screening would not be the safest at that location and we will work with the Township on it.

Mr. Narcowich asked about foundation landscaping and where the trash will be kept. Also, he recommended that the applicant provide a planting schedule and plant a tree on the island.

Mr. Kiefer replied we will provide foundation landscaping in certain locations as well as in areas of the entry and comply with a planting schedule as well as the tree planting. Also, there will be a concrete pad for dumpsters with a decorative wall, so it will be screened from the adjoining area as well as foundation plantings.

Ms. Gauthier suggested making the proposed striped area by the main entrance near the four parking spaces green space.

Mr. Kiefer replied that the applicant will comply.

Ms. Strackhouse asked for any public comments.

Lora Lehmann, resident, asked about notification to residents; whether there is compliance with the parking requirements, and she advocated for a traffic study.

Ms. Strackhouse replied that the Planning Commission is working with the Board of Commissioners to effectively communicate with the public.

Ms. Farrell added that the plans include parking calculations that comply with requirements of the zoning ordinance for this site.

Lance Weatherly, resident, asked about the public notification requirement for an application such as this one.

Mr. Narcowich replied that a regulation could be enacted by a municipality, but per the MPC (Municipality Planning Code) it is not required to notify the neighbors.

Ms. Allison Lee concurred that under SALDO, there is no notification requirement, and the residents of the Township need to be proactive to find the information and there are links on the website on agenda items; however, the Zoning Ordinance does require notification to the neighbors.

Mr. Weatherly continued that he looks forward to enjoying a new Chipotle restaurant within a short driving distance. Also, the left turn issue seems to be more of a PennDOT and Township matter.

A resident commented that she lives across the street from the mall, which is entirely encircled by neighboring homes, so it affects us, and community outreach would be a good thing. Also, since there are five restaurants and six drive-throughs, a traffic study is absolutely needed. She is opposed to a pickup lane facing homes as well as outdoor seating as she does not want to hear the noise, and the mall needs a security guard.

Ms. Strackhouse asked for any other comments from members of the Planning Commission.

Ms. Gauthier questioned whether Township Engineer has any concerns regarding stormwater management.

Ms. Allison Lee replied that she has no concerns and the applicant indicated they will comply with comments of Township Engineer's review letter.

Ms. Gauthier reviewed conditions of approval as follows: foundation plantings; design a screen for the pickup area window making sure it complies with the intent of the ordinance; a planting schedule; plant a tree in the striped area and plant a tree in the lower right hand corner of the site; provide a rendering of the building; face the trash receptacle towards the access drive; a minor traffic study be done to determine the trips in/out of Chipotle so that trips generated do not cause adverse impact on existing traffic conditions. Regarding crosswalks, the applicant agreed that the new crosswalk in front of the Chipotle will be decorative in compliance with the ordinance and the existing crosswalks along Huntingdon Pike at the entrances will be repainted.

Mr. Rosen asked that a full traffic study be done.

Ms. Allison Lee said the applicant needs to provide a formal waiver request letter for the record, and based on the applicant's response letter, the waivers requested by the applicant are as follows:

Section 146-9. B. (2) – Types of Application - Major Plan – the applicant is requesting one stage preliminary/final major land development application, so a waiver from the two-stage approval process is required, and she does not support this waiver request.

Partial waiver from Section 146-11. A. 4. – Property Identification Plan, and the Township Engineer supports this partial waiver request since the applicant has provided an aerial photo; however, the aerial plan needs to be extended to identify the 400 ft. distance surrounding the Huntingdon Valley Shopping Center and provide the information of parcels immediately adjacent to the shopping center.

Section 146-11. A. 7. – Property Identification Plans referring to elevations based upon sanitary sewer datum of the Township, and Township Engineer does not support this waiver request as the applicant can contact the sewer department for the information and then put a note on the plan stating the reference to the sanitary sewer datum of Abington Township.

The applicant indicated they will comply, so a waiver from Section 146-11. A. 7. is not required.

Partial waiver from Section 146-11. B. 7. – Existing Features Plan – showing location, size and ownership of all underground and above ground public and private utilities on the site and within 400 ft. of any portion of the site and Township Engineer supports this partial waiver due to size and scope of the project.

Section 146-11 H. 1. – Landscaping and Shade Tree Plan – Township Engineer does not support this waiver and the applicant shall have the landscape plan prepared by a registered landscape architect as required under this code.

Section 146-28. B. – Off-Street Parking Areas – the applicant proposes an exit of only 13 ft. width adjacent to the concrete pad and drive-through area and the 13 ft. exit is a one-way only, so a waiver is not needed.

Section 142-302.B (2) (a) – SWM Site Plan Requirements – for existing resources and site analysis map, and Township Engineer supports this waiver request due to limited size and scope of the project.

Mr. Rosen said he would like to offer general support for the project but would like to defer a decision on the plan until there is a traffic study done by an independent traffic engineer that is properly considered.

Ms. Farrell said the applicant will address all outstanding items and come back with the information; however, at that time, she will request that the plan be considered preliminary as final since everything will be addressed.

Mr. Rosen made a MOTION to DEFER deciding whether to approve the major LD-22-02 – Huntingdon Valley Shopping Center (Chipotle Pad Site) Plan, seconded by Mr. DiCello.

MOTION was ADOPTED 8-0.

Consider approving the major subdivision LD-22-03 – AutoZone located at 1318 & 1330 Easton Road:

Ms. Strackhouse said the applicant proposes to consolidate the two adjoining corner parcels at 1318 and 1330 Easton Road to a single triple frontage parcel, the applicant is proposing to demolish the existing buildings, structures and features within the site to construct a new approximately 6,816 sq. ft. AutoZone retail store as well as associated internal sidewalk curbing adjacent the building; internal curbing along the parking areas; driveway aprons; off-street parking; and stormwater management facilities.

Ms. Alyson Fritzges, Attorney representing the applicant, said we plan to demolish the existing buildings and consolidate the parcels at 1318 and 1330 Easton Road to construct an AutoZone, and a traffic study will be completed soon.

We received direction from Commissioner Schreiber regarding design criteria specifically for a flat roof versus a pitched roof as well as some landscaping items.

The building will be moved to the front of the site with additional buffering than what is currently there today. Also, regarding Township Engineer's review letter dated May 6, 2022, the applicant will comply with all zoning and SALDO comments except for a waiver request, which has been worked out, so the applicant is requesting a recommendation of preliminary plan approval by the Planning Commission.

Mr. Keith Marshall, PE, representing the applicant, presented the plan showing the two lots, one on the south side at the intersection of Brookdale Lane and Easton Road and the other is located at the intersection of Woodland and Easton Roads. The applicant requests a lot consolidation to create approximately 33,000 sq. ft. lot and approximately 6,800 sq. ft. building used for retail of an AutoZone store. Twenty-four parking spaces are proposed and there was a comment in the review letters to upgrade the sidewalks along the three roadways and that would include providing a verge along Easton Road as depicted on the plan.

Two access points are proposed and the entrance closest to Woodland Road would be ingress/egress to the main parking lot and then a one-way drive out to Easton Road that services the angled parking on the south side of the property.

As part of the application, buffers will be provided along the rear from residential and the applicant will comply with recommended species for the landscaping, and in addition to the landscaping, there will be a decorative fence installed to encapsulate the parking along Brookdale as well as a section along Easton Road. The loading zone is proposed in the rear of the building and trash enclosure will be in compliance with the ordinance.

Also, AutoZone has a delivery once a week due the amount of storage within the building. Truck delivery is during regular business hours and one-to-three-hour notice is provided so the manager can make sure the loading zone is available. The applicant will provide stormwater management facility onsite, and the Township requires 50% reduction in stormwater flows, so we will comply with that requirement.

Also, Easton Road is a county road and controlled by Montgomery County Roads and Bridges and they have seen the plan and requested a traffic count study, which is in progress and will be provided to the County and the Township when completed.

There was a comment from Township Engineer in the waiver section of their review letter regarding parking stall size and the applicant is requesting a waiver to provide 9X18 ft. parking stalls and the Township Engineer supports the waiver for parking stalls on the north side and the ones directly adjacent to Woodland Road; however, the applicant has agreed to provide two extra feet whether it is on the sidewalk and still provide 9X18 ft. parking stalls or 20 ft. parking stalls and leave the sidewalk just over five feet, and we will work Township Engineer making sure they are satisfied.

Ms. Allison Lee clarified that the applicant would comply with all review comments. Is that correct?

Mr. Marshall replied that is correct.

Ms. Allison Lee said waivers requested by the applicant are as follows:

Section 146-28. A – Off-Street Parking Areas regarding the 10 X20 ft. parking space requirement, and Township Engineer will support the waiver to provide 9 X 18 ft. contingent upon that there is adequate overhang in which the applicant indicated they would comply.

Section 146-28. B – Off-Street Parking Areas – a waiver from requirement to provide entrances, exits and driveways in a parking lot to have a minimum width of 24 feet, and the applicant is proposing 16 feet wide drive isle for the angled parking area and Township Engineer supports the waiver because it is one-way contingent upon that the applicant provide turning template showing adequate maneuverability in/out of the angled parking spaces.

Mr. Marshall also requested waivers from Section 146-11. B (3) - Existing Features Plan for the 400 ft., and from Section 146-11 B. (7) – Existing Features Plan, and we would provide an aerial context plan to include the 400 ft. from the property, so it would be a partial waiver.

Ms. Gauthier said she would like to see an aerial plan.

Ms. Allison Lee said she would support the additional waivers and needs an updated formal waiver request letter from the applicant for the record.

Mr. Narcowich said street trees are required on Woodland Road, although he understands spatial constraints.

Mr. Marshall replied we will work with Township’s consultants regarding the species of the landscaping and street trees.

Ms. Strackhouse noted there are review letters from the EAC and Shade Tree Commission that includes plant lists and native species.

Mr. Marshall said we will comply.

Mr. Narcowich continued that there is also a requirement for street furniture; standalone trees greater than 10 inches in caliper should be identified; also, the sidewalk on Woodland Road is in poor condition and there is a signpost in the middle of it, so to improve pedestrian conditions would be to remove the signpost and upgrade the condition of the sidewalk.

Mr. Marshall said we will work with the Township on the street furniture and will comply with the identification of trees as well as upgrade the sidewalk to meet streetscape standards and remove the signpost.

Mr. Narcowich said regarding shared access parking, the curb cut closer to Brookdale Road should be eliminated on Easton Road.

Mr. Marshall said he does not believe that applies as this is a single use lot.

Ms. Gauthier questioned why there are two accessways onto Easton Road for one building.

Mr. Brown asked about an alternate location for the building itself on the corner.

Mr. Narcowich noted that where there is a triple frontage lot in Main Street Districts, the building must be in two of the three build-to zones, which means it should be located on more than two corners.

Mr. Brown said regarding that requirement, the applicant should consolidate some of the parking spaces and eliminate one of the four curb cuts. Is that correct?

Mr. Narcowich replied that is correct.

Mr. Marshall said there is a provision in the ordinance in which the building can be setback from the roadway and have parking in between where there is a build-to zone if it is within 70 ft. of the right-of-way, and in this case, there is 51 ft., so we believe we comply with the intent of the ordinance and that it is closer to the corner.

Relocating the building would be problematic due to having room for stormwater management facility and proposed placement of the building is to allow parking on both sides of the building.

Four access points are for full circulation of the site to allow for deliveries to the back of the property as well as trash collection and to enter the site from the neighborhoods without going out to Easton Road.

Mr. Narcowich said that a rendering is required, and the access drive needs to be setback five feet from the building. Also, the loading area needs screening and he suggested with landscaping.

Mr. Marshall replied we can make that work and the rear of the site has been redesigned slightly from this plan.

Ms. Strackhouse suggested moving the building back and put the travel lane in front of the building to eliminate one curb cut and have straight-in parking instead of angled parking.

Mr. Narcowich replied that would not be his preference as we recommend buildings be built up to the street; however, that could be done if it is within 70 ft. of the street.

Ms. Gauthier suggested moving the building closer to Woodland Road or move it towards Brookdale so there would only be one exit/entrance. Also, she does not see the need for the exit/entrance out to Brookdale as it is residential area.

Ms. Fritzges said we feel the design as presented is the best for site circulation, safety, and traffic purposes and it complies with the zoning ordinance.

Ms. Gauthier disagreed. This plan should not move forward until we see the results of the traffic impact study because she is very concerned about traffic circulation. Also, she would like to see the aerial photo.

She read from the Roslyn Community Revitalization Plan that says, “with 20 curb cuts providing vehicular access points along the one mile stretch of Easton Road from Susquehanna Road to Hamilton Avenue, access management is a critical concern for both traffic flow, pedestrian and bicycle safety.”

Mr. Marshall replied we will provide the traffic study, and generally in the peak hour, AutoZone generates about 12 trips, so it is a lower trip generator, and providing 24 parking spaces is AutoZone’s minimum as they prefer to see up to 40. Also, the seven parking spaces as shown on the plan would be for employees.

Mr. Russell commented that he does not like the access so close to the signalized intersection and he would approve the plan conditioned upon an acceptable solution to be worked out between the developer and the Township.

Mr. Brown agreed that the proximity to the intersection is problematic.

Mr. Rosen said he does not like making decisions when we do not have all the data and we need to have the traffic study.

Ms. Strackhouse agreed, and we also do not have a copy of the response letters from the applicant. She asked for any public comments.

Lance Weatherly, resident, commented that he is surprised that the access point closest to the intersection would be permitted.

Lora Lehmann, resident, thanked the Planning Commission for asking for traffic studies before making a decision.

Mr. Rosen made a MOTION to defer deciding on whether to approve the major subdivision LD-22-03 – AutoZone Plan located at 1318 & 1330 Easton Road until after review of the traffic study, seconded by Mr. Cooper.

MOTION was ADOPTED 8-0.

ADJOURNMENT: 10:03 p.m.

Respectfully submitted,

Liz Vile, Minutes Secretary



PLANNING COMMISSION MEETING

AGENDA ITEM

August 4, 2022

DATE

Administration

DEPARTMENT

AGENDA ITEM NUMBER

FISCAL IMPACT

Cost > \$10,000

Yes

☐

No

☒

PUBLIC BID REQUIRED

Cost > \$20,100

Yes

☐

No

☒

AGENDA ITEM:

Toll Brothers Text Amendment

EXECUTIVE SUMMARY:

The request by Toll Mid-Atlantic, L.P. Company, Inc. i.e. Toll Brothers, as it pertains to the potential redevelopment of a property situated at 711 Fox Chase Road ("St. Basil's") and their request for a proposed zoning text and map amendment creating an age-restricted carriage home overlay district

PREVIOUS BOARD ACTIONS:

n/a

RECOMMENDED BOARD ACTIONS:

Review and discuss the request by Toll Mid-Atlantic, L.P. Company, Inc. (Toll Brothers) for a Zoning Text Amendment to create the AR - Age-Restricted Carriage Home Overlay District and a Zoning Map Amendment to rezone certain parcels on the northeast side of Fox Chase Road as AR - Age-Restricted

Carriage Home overlay.

**TOWNSHIP OF ABINGTON
MONTGOMERY COUNTY, PENNSYLVANIA**

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 162 – “ZONING”, BY ADDING A NEW ARTICLE XVIIIA TO ESTABLISH AN AR AGE-RESTRICTED CARRIAGE HOME OVERLAY DISTRICT, BY ADDING A NEW LAND USE CATEGORY IDENTIFIED AS AGE-RESTRICTED CARRIAGE HOME DWELLING UNIT, AND TO ADD AGE-RESTRICTED CARRIAGE HOME DWELLING UNIT TO THE COMPREHENSIVE USE MATRIX, AND BY AMENDING THE ABINGTON TOWNSHIP ZONING MAP TO ESTABLISH AN AR AGE-RESTRICTED CARRIAGE HOME OVERLAY DISTRICT.

WHEREAS, the Township of Abington is a Township of the First Class, duly organized and existing pursuant to the applicable laws of the Commonwealth of Pennsylvania; and

WHEREAS, pursuant to Section 1502.44 of the First Class Township Code of the Commonwealth of Pennsylvania, 53 P.S. § 56544 and Section 609 of the Pennsylvania Municipalities Planning Code, 53 P.S. § 10609, the Board of Commissioners has the authority to enact and amend provisions of the Abington Township Code (“Code”) at any time it deems necessary for the health, safety, morals, general welfare, cleanliness, beauty, convenience and comfort of the Township and the inhabitants thereof; and

WHEREAS, the Board of Commissioners of the Township has determined that the Code of Ordinances of the Township of Abington shall be amended at Chapter 162 – “Zoning” to create a CH Carriage Home Overlay District and the Zoning Map of Abington Township shall be amended to establish a CH Carriage Home Overlay District on a property located on the northeast side of Fox Chase Road for the health, safety, morals, general welfare, cleanliness, beauty, convenience and comfort of the Township and the inhabitants thereof.

NOW, THEREFORE, the Board of Commissioners of the Township of Abington does hereby **ENACT** and **ORDAIN** as follows:

SECTION I. ZONING TEXT AMENDMENTS. The Code of the Township of Abington is amended at Chapter 162 – “Zoning” as follows:

1. The Revised Abington Township Zoning Ordinance, as heretofore amended, Section 2301 (entitled “Categories of Permitted Uses”), Subsection H (entitled “Residential Uses”) thereof, is hereby amended to add a new Article XVIIIA as follows:

ARTICLE XVIIIA: AR AGE-RESTRICTED CARRIAGE HOME OVERLAY DISTRICT

SECTION 1709. PURPOSE: The purpose and intent of the AR Age-Restricted Carriage Home Overlay District is to provide a specialized overlay district to facilitate residential living by persons that qualify for housing under The Housing for Older Persons Act of 1995, in areas of the Township that are otherwise zoned for certain institutional uses.

SECTION 1710. USE REGULATIONS: A building may be erected, altered or used, and a lot may be occupied or used, in whole or in part, for the following uses and no other, provided that such uses shall comply with the Overlay District regulations established in this Article and all applicable sections of this Ordinance:

A. *See Comprehensive Use Matrix, Appendix.*

B. Accessory uses including clubhouse, swimming pool, bocce, indoor and outdoor recreational uses, trails, fitness center, guest parking, dog park, outdoor grilling, picnic areas and other similar uses to the foregoing.

SECTION 1711. DIMENSIONAL REGULATIONS: The dimensional regulations in the following chart are the Overlay District standards, which must be achieved any use, addition or alteration:

Figure 17.2

AR Age-Restricted Carriage Home Overlay District: Dimensional Requirements

Minimum Site Area		Lot Width	Lot Depth
40 acres gross		N/A	N/A
MINIMUM YARD DIMENSIONS			
Perimeter	Front	Side	Rear
Set back from tract perimeter: - From ultimate right-	30' dwelling set back from face of curb/edge of	N/A	N/A

of-way: 100 feet - From other tract boundary line: 125 feet	cartway		
COVERAGE (percentage of gross site area)			
Maximum Building Area		Maximum Impervious	Minimum Green Area
25%		50%	50%
OPEN SPACE			
Gross Site Area (in acres) x .40			
DENSITY			
Gross Site Area (in acres) x 3.4			
BUILDING DIMENSIONS			
Maximum Height		Maximum Length	Minimum Separation
35' maximum, as defined by the Building Code of Abington Township (ICC)		160'	20'

SECTION 1712. SPECIAL DEVELOPMENT REGULATIONS:

- A. No retail operations or land uses are permitted even as accessory uses.
- B. Residential green area and buffer: Along any boundary line of the tract adjoining an existing residential use, an 85 foot wide green area shall be provided. In addition, a screening buffer conforming to the specifications of a high intensity buffer set forth in **§ 2403.B.4 Buffer Specifications**, with a depth of not less than 40 feet, shall be provided between the green area and any structure in the age-restricted carriage home development.
- C. Open Space Requirements: Land preserved for open space purposes shall be in compliance with **Open Space Standards of the SALDO** for the Township Zoning Ordinance; provided however that age-restricted carriage home accessory uses such as clubhouse, swimming pool, bocce, indoor and outdoor recreational uses, trails, fitness center, guest parking, dog park, outdoor grilling, picnic areas and other similar uses to the foregoing shall be permitted in the open space.

SECTION 1714. SEVERABILITY: If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall not be affected.

2. The Revised Abington Township Zoning Ordinance, as heretofore amended, Section 2301 (entitled “Categories of Permitted Uses”), Subsection H (entitled “Residential

Uses”) thereof, is hereby amended to add a “Use H-12: Age-Restricted Carriage Homes” as follows:

Use H-12: Age-Restricted Carriage Home Dwelling Unit (Single-Family Attached): A single-family attached dwelling unit that is age-restricted as provided for by The Housing for Older Persons Act of 1995, as amended. An age-restricted carriage home dwelling unit is a single-family attached dwelling within a multi-dwelling unit building consisting of at least 3 such dwelling units, but not more than 6 such dwelling units, with each unit occupying the total space from ground to roof, and joined to each other by not more than 2 vertical, common party walls, which also serve as the lot line dividing the properties.

1. Age-restricted carriage homes may be one-, two-, or three-level dwelling units, provided they do not exceed the district height limitation.
2. All age-restricted carriage home dwelling units must connect to public water and sewer.
3. Age-restricted carriage homes may be defined by the footprint of the dwelling unit. There is no minimum lot size requirement.
4. Age-restricted carriage homes shall be a minimum of 24’ wide and 50’ in depth.
5. Age-restricted carriage homes shall be setback at least 30’ from the face of curb/edge of cartway.
6. Age-restricted carriage homes shall have a minimum building separation of 20’.

3. The Revised Abington Township Zoning Ordinance, as heretofore amended, the Comprehensive Use Matrix thereof, is hereby amended to add a new residential use category, H-12, Age-Restricted Carriage Home Dwelling Unit (Single-Family Attached), which shall only be permitted in the AR Overlay District, as follows: **See Attachment “A”**.

SECTION 2. ZONING MAP AMENDMENT.

The Abington Township Zoning Map, Montgomery County, as heretofore amended, is hereby amended as follows:

An AR Age-Restricted Carriage Home Overlay District is established on a property located the northeast side of Fox Chase Road, Montgomery County,

Pennsylvania, as delineated on Attachment “B”, which shall overlay all existing and hereafter created underlying districts applicable to the property in the area designated as “AR Age-Restricted Carriage Home Overlay District” on Attachment “B” hereto.

SECTION 3. All other ordinances, portions of ordinances, or any section of the Code inconsistent with this Ordinance are hereby repealed.

SECTION 4. This Ordinance shall become effective five (5) days after enactment.

ORDAINED AND ENACTED this _____ day of _____, 2022.

TOWNSHIP OF ABINGTON
BOARD OF COMMISSIONERS

Attest:

, Secretary

By: _____
, President

ATTACHMENT “A”

Code	Use	Class (for MS Districts)	AO	BC: Lot < 1 Ac	BC: Abington Towne Center	BC: Foxcroft	BC: Huntingdon Valley	BC: Noble	BC: Willow Grove Park	CS	LP Overlay	MS-H	MS-L	MS-VC	R1	R2	R3	R4	RC	SI-G	SI-W	SNR	AR Overlay
A Accessory Uses																							
A-6	Clubhouse	1	Y							Y	Y								Y			Y	Y
A-18	Outdoor Recreation, Uses Accessory to	N/A		N	N	N	N	N	N	Y		N	N	N			SE	SE	Y				Y
A-24	Swimming Pool	1	NOTE 4	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y
A-25	Tennis/Sports Court	1	NOTE 4	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y
H Residential Uses																							
H-12	Age-Restricted Carriage Home Dwelling Unit (Single-Family Attached)	N/A	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y

ATTACHMENT “B”

Abington Township
Jenkintown and
Rockledge Boroughs
Montgomery County,
Pennsylvania

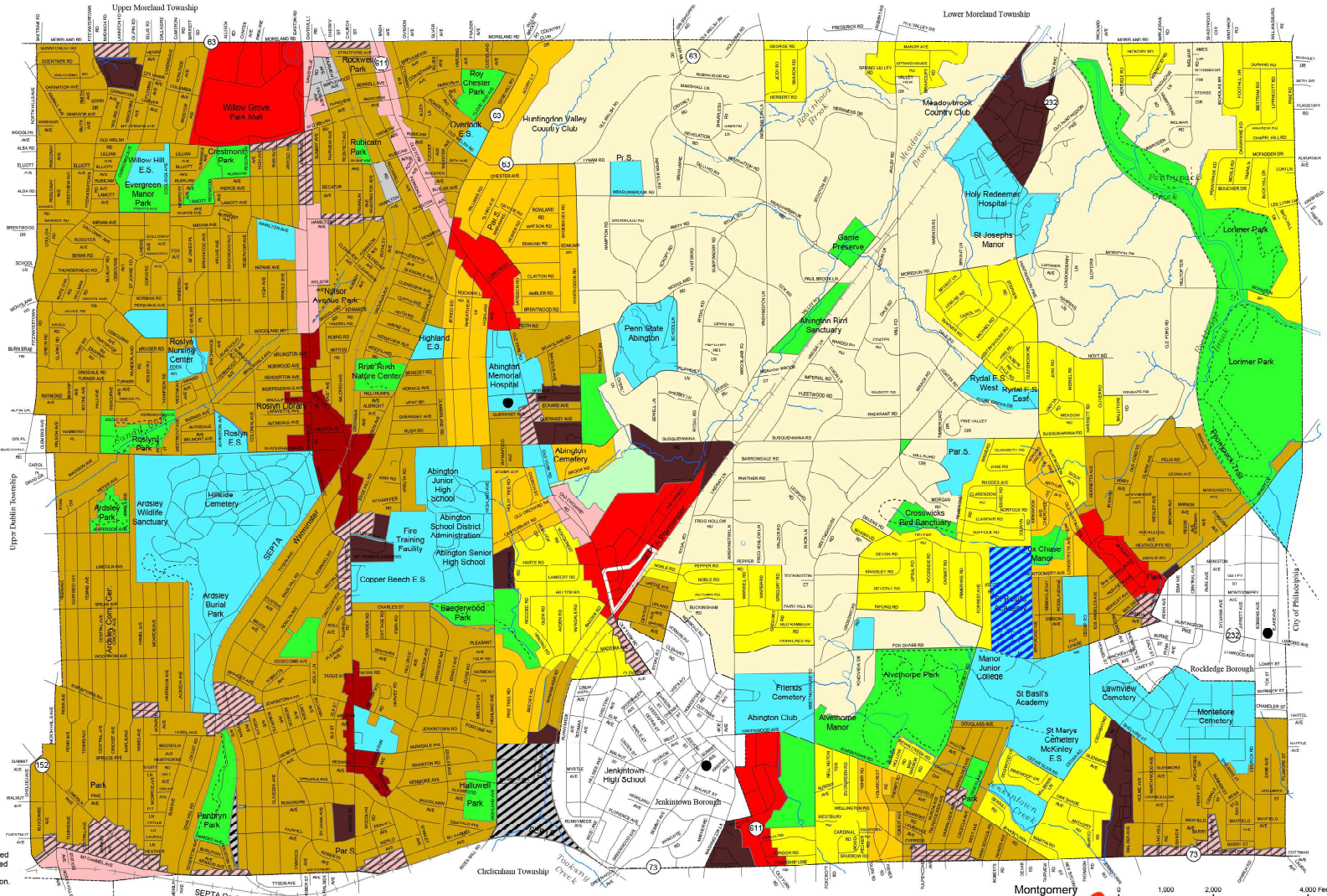
Proposed AR
Age-Restricted
Carriage Home
Overlay District

Zoning Map

- streets
- railroads
- Triangle Area (Applicable to part of BC District)
- municipal
- Trail
- Streams
- Water Bodies
- RC Recreation/Conservation
- R1 Low Density Residential
- R2 Low-Medium Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- AO Apartment Office
- SNR Senior Neighborhood Residential
- RC Business Center
- MS-H Main Street High Intensity/Density
- MS-L Main Street Low Intensity/Density
- MS VC Village Center
- CS Community Service
- SI-G Suburban Industrial (Genside)
- SI-W Suburban Industrial Willow Grove

Zoning boundaries as of April 2017

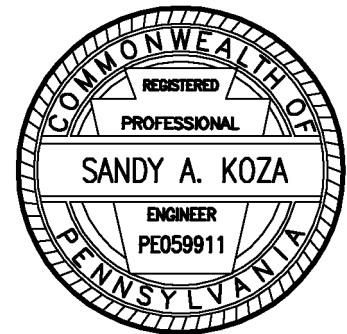
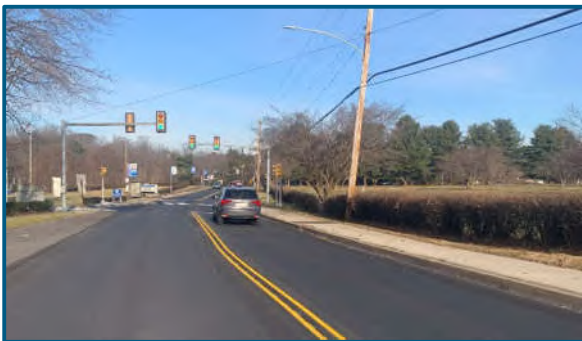
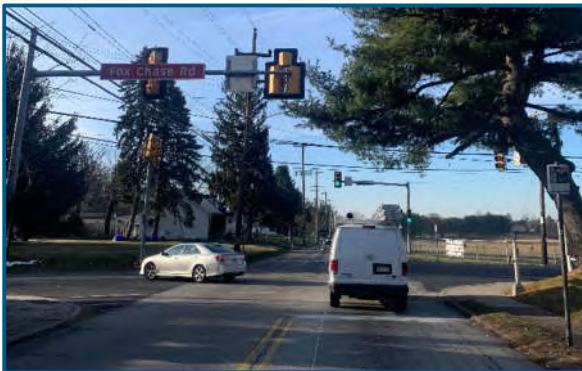
The Zoning Districts displayed on this map were determined by the Zoning Code of Abington Township. The date printed on this map is the latest information received from the Township by the Montgomery County Planning Commission. This information should not be considered the official "Adopted Zoning Map". Any question regarding the location of a district boundary should be directed to the Township.

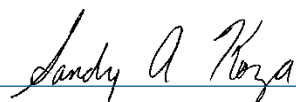


Montgomery County
Planning
Commission
Montgomery County Courthouse - Planning Commission
PO Box 311 • Norristown PA 19404-0311
(p) 610.278.3722 • (f) 610.278.3941
www.montcopa.org/planning
This map is based on 2015 ortho photography and official sources. Property lines were compiled from individual block maps from the Montgomery County Board of Assessment Appeals, with no verification from the deed. This map is not meant to be used as a legal definition of properties or for engineering purposes.

Transportation Impact Assessment for the St. Basil Redevelopment

Abington Township,
Montgomery County, PA




Sandy A. Koza, P.E., PTOE
PA PE License Number PE059911

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215.283.9444

Prepared for
Toll Brothers

February 10, 2022

McMahon Project Number 821051.12

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Executive Summary

Toll Brothers proposes to redevelop the former St. Basil Academy located along Fox Chase Road across from Manor College in Abington Township, Montgomery County, Pennsylvania (see **Figure 1**). The redevelopment of the property is associated with a proposed Zoning Overlay District and Text Amendment. According to Concept “L” prepared by ESE Planning dated January 19, 2022, the existing St. Basil Academy is proposed to be rezoned to permit the development of approximately 150 age-restricted carriage homes. Access to the new residential subdivision would be provide via a full-movement access (Road A), which would be located along Fox Chase Road directly opposite the Manor College Access. An emergency only access is also proposed along Fox Chase Road located approximately 480 feet to the north of the signalized access. The two existing St. Basil’s Academy accesses will then be removed. A schematic of the site plan is illustrated in **Figure 2**.

As the Township does not have specific requirements related to the preparation of a traffic impact studies, the scope of the study generally follows PennDOT’s guidelines outlined in their *Policies and Procedures for Transportation Impact Studies*, as documented in Appendix A of PennDOT *Publication 282*. The purpose of this study is to evaluate the traffic impacts associated with the redevelopment of the parcel based upon the proposed Zoning Overlay District and Text Amendment. The scope of this study includes an evaluation of the existing weekday morning and weekday afternoon peak hours, as well as the future 2029 build-out year, both without and with the redevelopment of the parcel at the following study intersections:

- Fox Chase Road and Forrest Avenue;
- Fox Chase Road and Manor College/Proposed Local Road (Road A); and
- Fox Chase Road (S.R. 2019) and Cedar Road (S.R. 2058).

Based upon data compiled by the Institute of Transportation Engineers (ITE) in their publication entitled, *Trip Generation Manual, 11th Edition*, the proposed Zoning Overlay District and Text Amendment to permit the development of approximately 150 age-restricted carriage homes on the former St. Basil Academy parcel will generate approximately 836 total trips (entering and exiting) on a typical weekday, of which 53 and 61 total trips (entering and exiting) would be generated during the weekday morning and afternoon commuter peak hours. During a typical weekday, the school at its peak enrollment, as well as the permitted by-right life-care facility are projected to generate more trips than the proposed age-restricted carriage homes. The proposed age-restricted carriage homes also result in less peak hour trips during both the weekday morning and afternoon commuter peak period compared to the former school use at its peak enrollment and the by-right life-care facility. As a result, it can be concluded that the proposed Zoning Overlay District and Text Amendment for the parcel to permit the age-restricted carriage homes would result in less impacts to the area roadways than the former school use or a by-right life-care facility based upon the current zoning of the parcel.

Based upon the traffic evaluation, no off-site mitigation measures are recommended as the two signalized intersections along Fox Chase Road with Forrest Avenue and Cedar Road will both continue to operate at acceptable levels of service overall (LOS B or better) during both peak hours with the lane groups also operating acceptably (LOS D or better).

As the site access will be located directly opposite the Manor College Access along Fox Chase Road, it would then form the fourth leg of the traffic control signal. The following access improvements are recommended, which will require the review and approval of PennDOT and Abington Township:

- Provide one ingress lane and one egress lane for the access separated by a landscaped median;

- Relocate and replace any impacted traffic signal equipment due to the inclusion of the new access road;
- Provide pedestrian equipment and pushbuttons to/from all corners of the signalized intersection of Fox Chase Road (SR 2019) with Manor College Access and the proposed site access (Road A); and
- Provide ADA compliant ramps and/or landing areas to/from northwest and northeast quadrants of the intersection as a result of the fourth leg.

The proposed emergency access will also require review and coordination with Abington Township's emergency service providers. Since the former parcel use was a school, it is recommended that any associated wayfinding signage for the school be removed and that the school speed limit signing, flashing devices, and other associated school signage along Fox Chase Road be removed in conjunction with the redevelopment of the parcel.

The traffic analyses contained herein reveal that efficient access to and from the proposed redevelopment can be provided, and furthermore, site-generated traffic can be accommodated at the study area intersections.

Existing Transportation Settings and Conditions

The former St. Basil Academy, which is proposed to be redeveloped based upon a proposed Zoning Overlay District and Text Amendment, is located along Fox Chase Road across from Manor College in Abington Township, Montgomery County, Pennsylvania (see **Figure 1**). The existing roadways and intersections in the vicinity of the site, which comprise the study area roadway network, are described in this section.

Roadway Characteristics

The study area roadway network and characteristics are summarized below in **Table 1**.

Table 1. Existing Roadway Characteristics

Roadway Name (Jurisdiction)	Average Daily Traffic Volumes (vehicles per day)	Roadway Classification		Travel Lanes (per direction)	Posted Speed Limit (mph)
		PennDOT Typology ⁽¹⁾	PennDOT ⁽²⁾ / Township		
Fox Chase Road (Township)	4,232 ⁽³⁾	Community Collector	Primary Street	1	35
Fox Chase Road (S.R. 2019 – State)	5,664 ⁽³⁾	Community Collector	Urban, Major Collector	1	35
Forrest Avenue (Township)	n/a	Local	Local	1	25
Cedar Road (S.R. 2058 – State)	7,065 ⁽³⁾	Community Collector	Urban, Major Collector	1	35

(1) Based on Table 1.2 – Roadway Typologies in the PennDOT *Publication 13M, Design Manual Part 2*.

(2) Based on the roadway classifications provided on PennDOT’s Traffic Information Repository (TIRe) website.

(3) Based on traffic data from PennDOT’s Traffic Information Repository (TIRe) website.

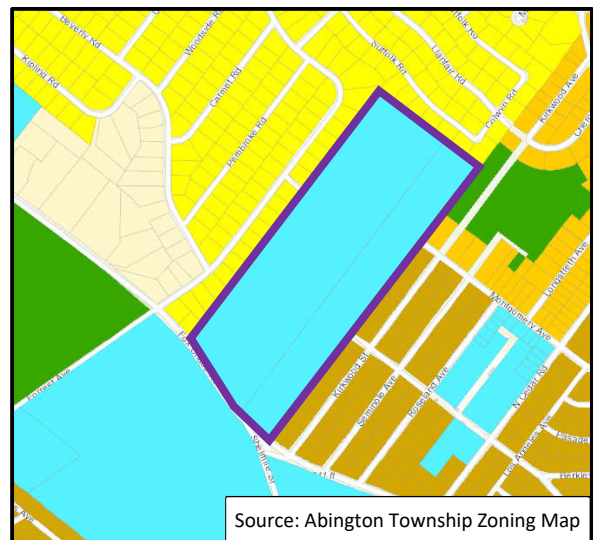
The following key intersections in the vicinity of the site comprise the study area:

- Fox Chase Road and Forrest Avenue;
- Fox Chase Road and Manor College/Proposed Local Road (Road A); and
- Fox Chase Road (S.R. 2019) and Cedar Road (S.R. 2058).

The existing characteristics of the study intersections, including photographs, field sketches, and signal permit plans are provided in **Appendix A**.

Land Use Context

The proposed development is currently located in Abington Township, within the CS – Community Service zoning district as seen in the Abington Township Zoning Map illustrated in **Exhibit A**. The proposed redevelopment of the parcel to provide for the age-restricted carriage homes is based upon the proposed Zoning Overlay District and Text Amendment.



Source: Abington Township Zoning Map

Pedestrian, Bicycle, and Transit Facilities

Under current conditions, there is no sidewalk provided along the site's Fox Chase Road (SR 2019) frontage from where it terminates to the south across from the signalized access to Manor College and to the northern full-movement access for St. Basil's Academy. On the opposite side of Fox Chase Road, the sidewalk terminates on the north side of the signalized access for Manor College and a paved asphalt trail is then provided. With the redevelopment of the site, ADA compliant curb ramps and crosswalks will be provided at the signalized access, as well as pedestrian pushbuttons and equipment for all corners.

SEPTA Bus Route 28 currently provide provides services between Torresdale-Cottman to Fern Rock Transportation Center and includes a dedicated route along Fox Chase Road (SR 2019) from Forrest Avenue to Cedar Road. There is currently a box stop with a shelter provided on the west side of Fox Chase Road (SR 2019), to the north of the signalized Manor College access and on the east side of Fox Chase Road (SR 2019), there is a landing area provided adjacent to a utility pole that is to the south of the former main access for St. Basil's Academy.

There are currently no dedicated on-road bicycle lanes provided along Fox Chase Road or off-road paths provided along the site frontage. A review of the *DRAFT Township of Abington Master Bicycle Plan*, dated September 2015, does indicate future connections in the area provided along Forrest Avenue, as well as Fox Chase Road from Manor College to Cedar Road, which would most likely be an off-road path in this area. This item will be investigated during the land development phase of the site.

Traffic Count Data

Daily traffic counts were obtained from PennDOT's Traffic Information Repository (TIRe) website, which is summarized in Table 1. Copies of the daily traffic data is provided in **Appendix B**. Turning movement traffic counts, were conducted in January 2022 during the weekday morning (7:00 AM to 9:00 AM) and weekday afternoon (4:00 PM to 6:00 PM) peak periods. The results of these traffic counts are tabulated by 15-minute intervals in **Appendix C**. The four highest consecutive 15-minute peak intervals during these traffic count periods constitute the peak hours that are the basis of this traffic analysis.

Traffic volumes along Fox Chase Road were conservatively balanced between the Manor College Access and Forrest Avenue, resulting in a net zero difference in volumes between these two intersections. The resultant peak hour traffic volumes are depicted in **Figure 3A** for the weekday morning and weekday afternoon peak hours. These traffic volumes were then analyzed to determine the existing operating conditions, and the results are shown on **Figure 3B**. Specific details regarding the analysis results and traffic operations are provided later in this report.

Crash Summary

Reportable crash data was obtained from PennDOT for the most recent available five-year period, from January 1, 2016 to December 31, 2020. A reportable crash is one in which an injury occurred and/or a vehicle was towed from the scene. Typically, PennDOT considers five reportable, correctable crashes within a 12-month period a threshold value which would result in further analysis to determine if safety improvements should be provided.

Table 2 below summarizes the frequency of the crashes within the study area, while **Table 3** summarizes the types of crashes. Based upon a review of the crash data, there were no discernable crash patterns.

Table 2. Reportable Crash Summary by Year

Location along Fox Chase Road	Crash Frequency Per Year					Total	Average Per Year
	2016	2017	2018	2019	2020		
Intersection with Forrest Avenue	0	0	1	0	0	1	0.3
Site Frontage	0	1	0	0	0	1	0.3
Intersection with Manor College Access	0	0	0	0	0	0	0.0
Intersection with Cedar Road (S.R. 2058)	0	2	2	1	2	7	1.8
Total	0	3	3	1	2	9	2.1

Table 3. Reportable Crash Summary by Type

Location along Fox Chase Road	Crash Type			Total
	Angle	Rear-End	Pedestrian	
Intersection with Forrest Avenue	0	0	1	1
Site Frontage	0	1	0	1
Intersection with Manor College Access	0	0	0	0
Intersection with Cedar Road (S.R. 2058)	6	1	2	7
Total	6	2	1	9

Site Characteristics

This section presents the details regarding the proposed site, including the incremental increase in traffic volumes generated by the development during the peak hours and the distribution of site traffic to the study area roadways, as well as the proposed site access configuration, traffic control, and sight distance requirements. A trip generation comparison to the former St. Basil Academy and the by-right use based upon the current zoning is also provided.

Trip Generation

The site parcel currently contains the former St. Basil Academy, which was a private school for girls in grades 9 through 12 that closed following the end of the 2020 to 2021 school year on June 21, 2021. According to an article published by CatholicPhilly.com, the school enrollment was as high as 400 students, but had declined to 226 students in the 2020 to 2021 school year. The school had classes from 8:00 AM to 2:55 PM, with the doors opening as early as 7:00 AM. During the 2020 to 2021 school year, the school operated under a hybrid model due to the COVID-19 restrictions. According to the school's website, in-person classes were held on Mondays and Wednesday for grades 9 and 10 and on Tuesdays and Thursdays for grades 11 and 12 with Friday classes alternating between in-person and virtual classes for the two groups.

Typical weekday daily, commuter weekday morning (7:00 AM to 9:00 AM), and weekday afternoon (4:00 PM to 6:00 PM) trip generation characteristics have been estimated for the former private school based upon the peak and current student enrollment, the proposed zoning to allow the age-restricted carriage homes, and the by-right life-care facility. The trip generation characteristics are based upon data compiled by the Institute of Transportation Engineers (ITE) in their publication entitled, *Trip Generation Manual, 11th Edition*.

Table 4 provides a summary of the vehicular trip generation characteristics for the former school, the proposed age-restricted carriage homes that would be permitted within the zoning overlay district and text amendment, and the permitted by-right life-care facility based upon the current zoning of the parcel. During a typical weekday, the school at its peak enrollment, as well as the permitted by-right life-care facility are projected to generate more trips than the proposed age-restricted carriage homes. The proposed age-restricted carriage homes also result in less peak hour trips during both the weekday morning and afternoon commuter peak period compared to the former school use at its peak enrollment and the by-right life-care facility. As a result, it can be concluded that the proposed Zoning Overlay District and Text Amendment for the parcel to permit the age-restricted carriage homes would result in less impacts to the area roadways than the former school use or a by-right life-care facility based upon the current zoning of the parcel.

Trip Distribution and Assignment

Site-generated traffic will approach and depart the site via different routes depending on factors such as the existing traffic patterns, location of major roadways, and the location of the development's site access. The distribution percentages for the anticipated directions of approach and departure are illustrated in **Figure 4A**, based upon a typical cordon-area of the study intersections. Application of the percentages in Figure 4A to the trips associated with the proposed age-restricted carriage homes from Table 4, provides an estimate of the site traffic to be added to the study area, which is then illustrated in **Figure 4B** for the peak hours.

Table 4 –Vehicular Trip Generation Comparison ⁽¹⁾

Land Use	Size/ Variable	Daily	Weekday Morning Peak Hour (7:00 AM to 9:00 AM)			Weekday Afternoon Peak Hour (4:00 PM to 6:00 PM)		
			In	Out	Total	In	Out	Total
<u>Existing School ⁽²⁾</u>								
Peak Enrollment	400 students	992	203	119	322	29	39	68
2020 to 2021 Enrollment	226 students	560	118	70	188	16	22	38
<u>Zoning Overlay District & Text Amendment</u>								
Proposed Age-Restricted Carriage Homes ⁽³⁾	150 d.u.	836	17	36	53	37	24	61
<u>Permitted By-Right Life-Care Facility</u>								
Dependent Care: Personal ⁽⁴⁾	152 d.u.	395	16	11	27	14	22	36
Dependent Care: Congregate/Personal ⁽⁵⁾	60 d.u.	133	3	3	6	6	6	12
<u>Apartments ⁽⁶⁾</u>	<u>331 d.u.</u>	<u>981</u>	<u>22</u>	<u>42</u>	<u>64</u>	<u>46</u>	<u>37</u>	<u>83</u>
Total	543 d.u.	1,509	41	46	97	66	65	131

(1) Based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition.

(2) Daily and weekday afternoon is based on the rates for ITE Land Use Code 532: Private School (K-12), while the weekday morning is based on equations.

(3) Based on the equations for ITE Land Use Code 251: Senior Adult Housing – Single-Family.

(4) Based on the rates for ITE Land Use Code 254: Assisted Living.

(5) Daily is based on the rates for ITE Land Use Code: 253 – Congregate Care Facility, while the weekday morning and afternoon is based on the equations

(6) Based on the equations for ITE Land Use Code 252: Senior Adult Housing – Multifamily.

School Signage and Equipment

With the redevelopment of the site, a thorough review of area signage will need to be conducted to remove all traffic control devices, including any school crossing and speed limit devices from the area, as well as any associated wayfinding signs for the former school. At a minimum, there is an overhead mast-arm with a flashing beacon provided for vehicles traveling north that is located on the west side of Fox Chase Road to the south of Kirkwood Avenue that will need to be removed and for vehicles traveling south, there is an overhead mast-arm with a flashing beacon located on the east side of Fox Chase Road, to the north of the St. Basil's Academy northern access.

Site Access Configuration and Traffic Control

The existing St. Basil's Academy has one main vehicular access located along Fox Chase Road (SR 2019) approximately 410 feet south of Forrest Avenue and a second access located 265 feet south of the main access, which has gates and bollards that restrict vehicles from utilizing the access. With the redevelopment of the site, the existing accesses would be closed and a new full-movement access (Road A) would be provided along Fox Chase Road directly opposite the access for Manor College, forming the fourth leg of the intersection, which would be designed to provide a landscaped median separating the single ingress lane and single egress lane for the access. An emergency only access is also proposed along Fox Chase Road located approximately 480 feet to the north of the signalized access.

The need for separate left- and/or right-turn lanes at the signalized intersection of Fox Chase Road with Manor College Access/Proposed Local Road (Road A) was based on the current PennDOT guidelines in accordance with *Publication 46, Chapter 11 – Traffic Studies*. **Table 5** summarizes the results of the auxiliary turn lane warrants for the local road intersection along Fox Chase Road. The various warrant/guideline analysis worksheets are contained in **Appendix D**.

Table 5 – Turn Lane Warrant Summary for the Intersection of Fox Chase Road with Manor College Access/Proposed Local Road (Road A)

Approach and Movement	Warrant Satisfied? ⁽¹⁾	Required Lane Length ⁽¹⁾	Proposed Lane Length (feet)
Southbound Left	No	Not Required	n/a
Northbound Right	No	Not Required	n/a
Northbound Left	No	Not Required	n/a

As the site access will be located directly opposite the Manor College Access along Fox Chase Road, the left-turn conflict factors were also reviewed for all of the approaches to determine if separate left-turn phasing should be provided for any of the approaches. The worksheet for this evaluation is also contained in Appendix D, which does not indicate the need for left-turn phasing on any of the approaches. The following access improvements are recommended, which will require the review and approval of PennDOT and Abington Township:

- Provide one ingress lane and one egress lane for the access separated by a landscaped median;
- Relocate and replace any impacted traffic signal equipment due to the inclusion of the new access road;
- Provide pedestrian equipment and pushbuttons to/from all corners of the signalized intersection of Fox Chase Road (SR 2019) with Manor College Access and the proposed site access (Road A); and
- Provide ADA compliant ramps and/or landing areas to/from northwest and northeast quadrants of the intersection as a result of the fourth leg.

Sight Distance

An evaluation of the existing available sight distance at the proposed Fox Chase Road access was performed to determine if safe sight distances are available, which would allow for right-turn on red movements to be made at the signalized access. Generally, the prevailing travel speed, roadway grades and profiles, and number of travel lanes play a role in determining if safe sight distances are available.

Table 6 provides a summary of the existing available distance for egress vehicles looking to the left, which does meet the minimum required sight distance to permit right turn on red movements according to *Exhibit 4-22 of PennDOT Publication 46*. This distance will be confirmed during the highway occupancy permit phase of the project when the signal is designed. The distances for a left-turn vehicle looking ahead and for a vehicle approaching from the rear are also adequate based upon the minimum intersection sight distance criteria from the American Association of State Highway and Transportation Officials (AASHTO) in their publication entitled *A Policy on Geometric Design of Highways and Streets*.

**Table 6 - Sight Distance Evaluation
Proposed Fox Chase Road Access (Road A)**

Movement	Direction	Posted Speed (mph)	Approximate Grade	Minimum Required Sight Distance (feet)	Available Sight Distance (feet)	Meets Criteria?
Exiting	Looking Left	35	+2%	247 ⁽¹⁾	253 ⁽³⁾	Yes
Left-Turn Entering	Looking Ahead	35	+2%	285 ⁽²⁾	441	Yes
	From the Rear	35	-2%	285 ⁽²⁾	470	Yes

- (1) Meets PennDOT's minimum sight distance criteria from *Exhibit 4-22 of Publication 46* to allow for right-turn on red movements based on the posted speed limit and a grade of 0%.
- (2) Based on Table 9-17 for a left-turn from the major road from AASHTO's *A Policy on Geometric Design of Highways and Streets*. PennDOT's desirable sight distance for a left-turning vehicle entering from a main highway is 300 feet based on *Table 5 of Title 67 Chapter 441* for a travel speed of 35 miles per hour, which is also met.
- (3) Requires removal of existing vegetation along site frontage.

A clear sight distance triangle will also be maintained for the proposed access in accordance with *Section 146-25.F. of the SALDO*. The triangle will be measured along the center line a minimum of 65 feet from the point of intersection and no vegetation or other obstruction will be provided in this area, with the exception of the traffic signal equipment. The sight distance will be further evaluated during the land development phase of the project with the Township, as well as the during the traffic signal design phase with PennDOT.

Future Traffic Conditions

This section presents the future build-out year 2029 traffic conditions, both without and with the proposed redevelopment of the St. Basil Academy based upon the proposed zoning overlay district and text amendment to allow for the age-restricted carriage homes, which are anticipated to be constructed and occupied by 2029. The future 2029 build-out year without-development traffic volumes were estimated by increasing the existing 2022 traffic volumes to account for regional growth, as described below. The incremental increase due to the anticipated trip generation for the site was then added, resulting in the future 2029 build-out year with-development traffic volumes.

Regional Traffic Growth

To account for regional traffic growth, the existing traffic volumes were increased by an annual traffic growth rate of 0.33 percent per year, which was compounded for three years to 2029 or 2.33 percent total. This growth rate is consistent with the traffic growth rate recommended by the PennDOT Bureau of Planning and Research's *Growth Factors for August 2021 and July 2022* for similar urban, non-interstate roadways in Montgomery County. There are no other known developments within Abington Township in this area of the Township, which would impact the study area intersections.

Planned Roadway Improvements

There are no known roadway improvement projects planned by PennDOT, the County, or the Township that would impact the operations of the study area intersections.

Future Traffic Volumes

The total background growth traffic volumes were then added to the existing 2022 traffic volumes, resulting in the future 2029 without-development traffic volumes. Next, the site generated traffic volumes, as shown in Figure 4B, were added to the future 2029 without-development traffic volumes, resulting in the future 2029 with-development traffic volumes.

The resultant future 2029 peak hour traffic volumes without development are illustrated in **Figure 5A**, and the future 2029 with-development peak hour traffic volumes are illustrated in **Figures 5B** for the weekday morning and weekday afternoon. These traffic volumes were then analyzed to determine the future 2029 without and with development traffic operating conditions, and the results of this analysis are shown in **Figures 5C and 5D**. Detailed traffic volume projection worksheets are provided in **Appendix E**.

Capacity/Level-of-Service Results

The peak hour traffic volumes were analyzed to determine the existing and future traffic operating conditions, both without and with the proposed age-restricted carriage homes, in accordance with the standard techniques contained in the current *Highway Capacity Manual (6th Edition)* for signalized intersections. The HCM 6th Edition Methodology within Synchro 10.3 (build 151, rev. 0) traffic analysis software was utilized in the traffic analyses.

These standard capacity/level-of-service analysis techniques, which calculate total control delay, are described in **Appendix F** for signalized intersections, as well as the correlation between average total control delay and the respective level-of-service (LOS) criteria for each intersection type. The following procedures and assumptions were utilized for the analysis, which are also based upon PennDOT's *Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permit Plans*, as well as other general engineering principals:

- For signalized intersections, the Pennsylvania base saturation flow rate (Exhibit 10-9) and Pennsylvania traffic signal control calibration parameters (Exhibit 10-10) outlined in PennDOT's *Publication 46, Traffic Engineering Manual*, were used.
- If the evaluation of without-development to with-development conditions indicates that the overall intersection level-of-service has dropped, mitigation will be required if the increase in delay is greater than 10 seconds. If the overall intersection delay increase is less than or equal to 10 seconds, mitigation of the intersection will not be required.
- The existing traffic signal phasing at the intersection of Fox Chase Road (S.R. 2019) and Cedar Road is not currently supported by the *Highway Capacity Manual* methodology due to the advanced left-turn phases provided on two approaches where separate left-turn lanes are not provided. Therefore, delay and queue results for this intersection are based on the Synchro percentile methodology.

The existing, future build-out year 2029 traffic conditions, both without and with the proposed development, are summarized in **Figures 3B, 5C, and 5D**, respectively. The detailed capacity/level-of-service analysis worksheets are provided in **Appendices G, H, and I**. **Table 6** below summarizes the overall levels of service for the study area intersections for the two peak hours. The detailed results of the level-of-service analysis and the 95th percentile queues are contained in the matrices provided in **Tables 7 and 8**, respectively.

Based on the results of the analysis, mitigation measures are not required at the two off-site study area intersections as a result of the redevelopment of the site. All of the study area intersections are anticipated to operate at acceptable levels of service overall (LOS B or better) during both peak hours with the corresponding lane groups also operating acceptably (LOS D or better).

Table 6. Overall Intersection Levels-of-Service

Weekday Morning Peak Hour

Intersection of Fox Chase Road	Overall Level-of-Service (Delay in Seconds)		Drop in LOS/ Increase in Delay ⁽²⁾	Requires Mitigation
	Without Development	With Development ⁽¹⁾		
Forrest Avenue	A (8.9)	A (8.8)	No LOS Drop	No
Manor College Access/Proposed Local Road	A (1.7)	A (3.5)	No LOS Drop	No
Cedar Road (S.R. 2058)	C (27.3)	C (27.9)	No LOS Drop	No

Weekday Afternoon Peak Hour

Intersection of Fox Chase Road	Overall Level-of-Service (Delay in Seconds)		Drop in LOS/ Increase in Delay ⁽²⁾	Requires Mitigation
	Without Development	With Development ⁽¹⁾		
Forrest Avenue	A (9.4)	A (9.3)	No LOS Drop	No
Manor College Access/Proposed Local Road	A (3.8)	A (4.4)	No LOS Drop	No
Cedar Road (S.R. 2058)	C (26.2)	C (27.4)	No LOS Drop	No

(1) With-development base conditions without improvements.

(2) Based on the difference in delay from without-development to with-development conditions, in accordance with PennDOT's level of service requirements.

Conclusions and Recommendations

The proposed Zoning Overlay District and Text Amendment to permit the development of approximately 150 age-restricted carriage homes on the former St. Basil Academy parcel will generate approximately 836 total trips (entering and exiting) on a typical weekday, of which 53 and 61 total trips (entering and exiting) would be generated during the weekday morning and afternoon commuter peak hours. During a typical weekday, the school at its peak enrollment, as well as the permitted by-right life-care facility are projected to generate more trips than the proposed age-restricted carriage homes. The proposed age-restricted carriage homes also result in less peak hour trips during both the weekday morning and afternoon commuter peak period compared to the former school use at its peak enrollment and the by-right life-care facility. As a result, it can be concluded that the proposed Zoning Overlay District and Text Amendment for the parcel to permit the age-restricted carriage homes would result in less impacts to the area roadways than the former school use or a by-right life-care facility based upon the current zoning of the parcel.

Based upon the traffic evaluation, no off-site mitigation measures are recommended as the two signalized intersections along Fox Chase Road with Forrest Avenue and Cedar Road will both continue to operate at acceptable levels of service overall (LOS B or better) during both peak hours with the lane groups also operating acceptably (LOS D or better).

As the site access will be located directly opposite the Manor College Access along Fox Chase Road, it would then form the fourth leg of the traffic control signal. The following access improvements are recommended, which will require the review and approval of PennDOT and Abington Township:

- Provide one ingress lane and one egress lane for the access separated by a landscaped median;
- Relocate and replace any impacted traffic signal equipment due to the inclusion of the new access road;
- Provide pedestrian equipment and pushbuttons to/from all corners of the signalized intersection of Fox Chase Road (SR 2019) with Manor College Access and the proposed site access (Road A); and
- Provide ADA compliant ramps and/or landing areas to/from northwest and northeast quadrants of the intersection as a result of the fourth leg.

The proposed emergency access will also require review and coordination with Abington Township's emergency service providers. Since the former parcel use was a school, it is recommended that any associated wayfinding signage for the school be removed and that the school speed limit signing, flashing devices, and other associated school signage along Fox Chase Road be removed in conjunction with the redevelopment of the parcel.

The traffic analyses contained herein reveal that efficient access to and from the proposed redevelopment can be provided, and furthermore, site-generated traffic can be accommodated at the study area intersections.

Table 7 - Level of Service Matrices

1. Fox Chase Road and Forrest Avenue

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2022	2025 Build-Out Year		2022	2025 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Forrest Avenue	Left	C	C	C	C	C	C
	EB Thru	21.6	21.7	21.7	22.5	22.5	22.6
	Right						
	Left	C	C	C	C	C	C
Fox Chase Road	WB Thru	21.3	21.3	21.3	20.7	20.7	20.7
	Right						
	Left	A	A	A	A	A	A
	NB Thru	3.7	3.7	3.7	3.4	3.4	3.4
Fox Chase Road	Right						
	Left	A	A	A	A	A	A
	SB Thru	3.1	3.2	3.2	3.2	3.2	3.2
	Right						
Overall		A	A	A	A	A	A
		8.8	8.9	8.8	9.3	9.4	9.3

Table 7 - Level of Service Matrices

3. Fox Chase Road and Manor College Access / Proposed Local Road

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2022	2025 Build-Out Year		2022	2025 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Manor College Access	Left	C	C	C	C	C	C
	EB Thru Right	26.5	26.5	24.7	29.6	29.6	25.5
Proposed Local Road	Left			C			C
	WB Thru Right	-	-	26.1	-	-	25.0
Fox Chase Road	Left	A	A	A	A	A	A
	NB Thru	1.5	1.5		1.7	1.7	
	Right	-	-	1.9	-	-	1.9
	Left	-	-	A	-	-	A
	SB Thru	A	A		A	A	
	Right	1.5	1.5	1.8	1.9	1.9	2.1
Overall		A	A	A	A	A	A
		1.7	1.7	3.5	3.7	3.8	4.4

Table 7 - Level of Service Matrices

4. Fox Chase Road (S.R. 2019) and Cedar Road (S.R. 2058)

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2022	2025 Build-Out Year		2022	2025 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Cedar Road (S.R. 2058)	Left	C	C	C	C	C	C
	EB Thru	22.7	23.8	25.2	20.7	21.7	24.1
	Right						
	Left	C	C	C	C	C	C
Fox Chase Road (S.R. 2019)	WB Thru	33.8	34.4	34.7	32.8	33.5	33.8
	Right						
	Left	D	D	D	D	D	D
	NB Thru	36.3	37.2	38.0	35.4	35.8	36.6
Fox Chase Road	Right						
	Left	B	B	B	B	B	B
	SB Thru	14.8	15.1	16.1	18.4	18.7	19.7
	Right						
Overall		C	C	C	C	C	C
		26.5	27.3	27.9	25.5	26.2	27.4

Table 8- 95th Percentile Queue Matrices

1. Fox Chase Road and Forrest Avenue

Time Period			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year			2022	2025 Build-Out Year		2022	2025 Build-Out Year	
Development Condition			Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Forrest Avenue	Left	<i>2,950'</i>	48	48	48	65	68	68
	EB Thru							
	Right							
	Left	-	50	50	53	35	35	38
	WB Thru							
	Right							
Fox Chase Road	Left	<i>775'</i>	33	35	38	25	28	25
	NB Thru							
	Right							
	Left	<i>3,425'</i>	25	25	25	25	25	25
	SB Thru							
	Right							

(1) Distance to adjacent intersections shown in italics.

Table 8- 95th Percentile Queue Matrices

3. Fox Chase Road and Manor College Access / Proposed Local Road

Time Period			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year			2022	2025 Build-Out Year		2022	2025 Build-Out Year	
Development Condition			Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Manor College Access	Left	-	25	25	25	25	25	25
	EB Thru							
	Right							
Proposed Local Road	Left	-	-	-	25	-	-	25
	WB Thru							
	Right							
Fox Chase Road	Left	1450'	25	25	25	25	25	25
	NB Thru							
	Right		-	-		-	-	
	Left	775'	-	-	25	-	-	25
	SB Thru							
	Right		25	25		25	25	

(1) Distance to adjacent intersections shown in italics.

Table 8- 95th Percentile Queue Matrices

4. Fox Chase Road (S.R. 2019) and Cedar Road (S.R. 2058)

Time Period			Current Storage ⁽¹⁾
Design Year			
Development Condition			
Cedar Road (S.R. 2058)	EB	Left	4,875'
		Thru	
		Right	
	WB	Left	2,050'
		Thru	
		Right	
Fox Chase Road (S.R. 2019)	NB	Left	-
		Thru	
		Right	
Fox Chase Road	SB	Left	1,450'
		Thru	
		Right	

Weekday Morning Peak Hour		
2022	2025 Build-Out Year	
Existing	w/o Dev	w/Dev
234	242	245
246	253	256
184	192	196
144	149	167

Weekday Afternoon Peak Hour		
2022	2025 Build-Out Year	
Existing	w/o Dev	w/Dev
256	268	284
253	263	273
155	158	165
191	195	208

(1) Distance to adjacent intersections shown in italics.

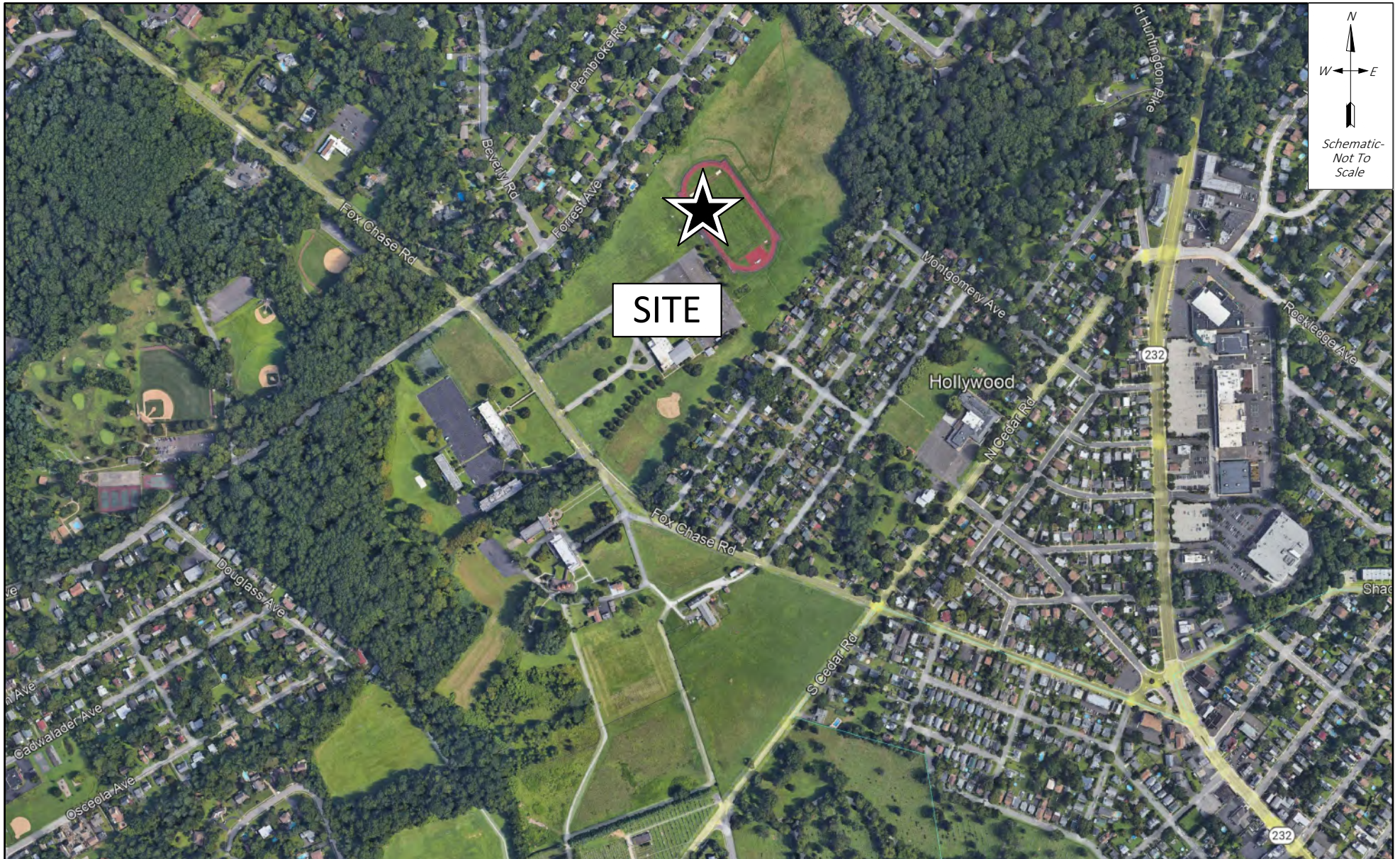


FIGURE 1

Location Map

ST. BASIL REDEVELOPMENT

ABINGTON TOWNSHIP, MONTGOMERY COUNTY, PA





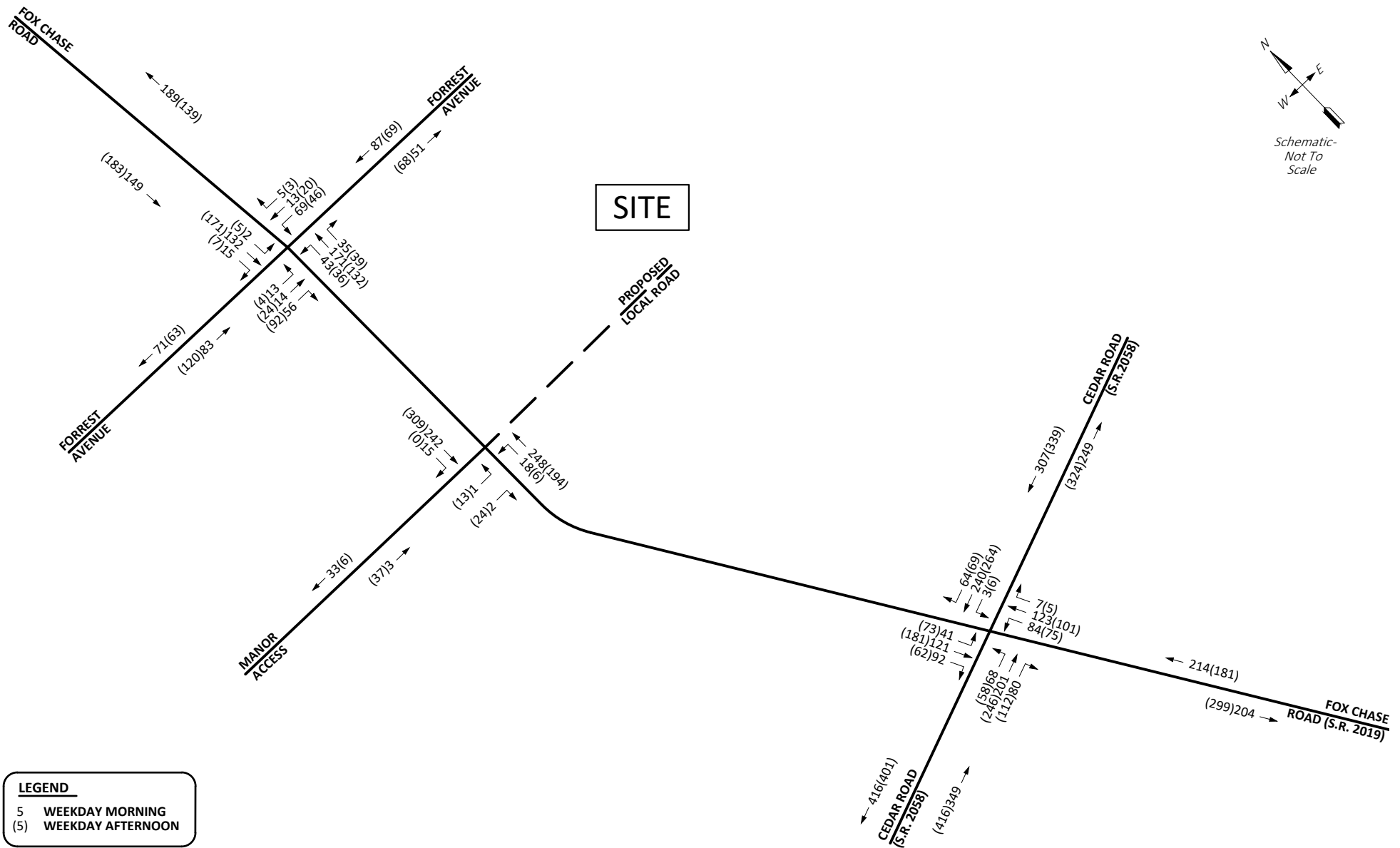
FIGURE 2

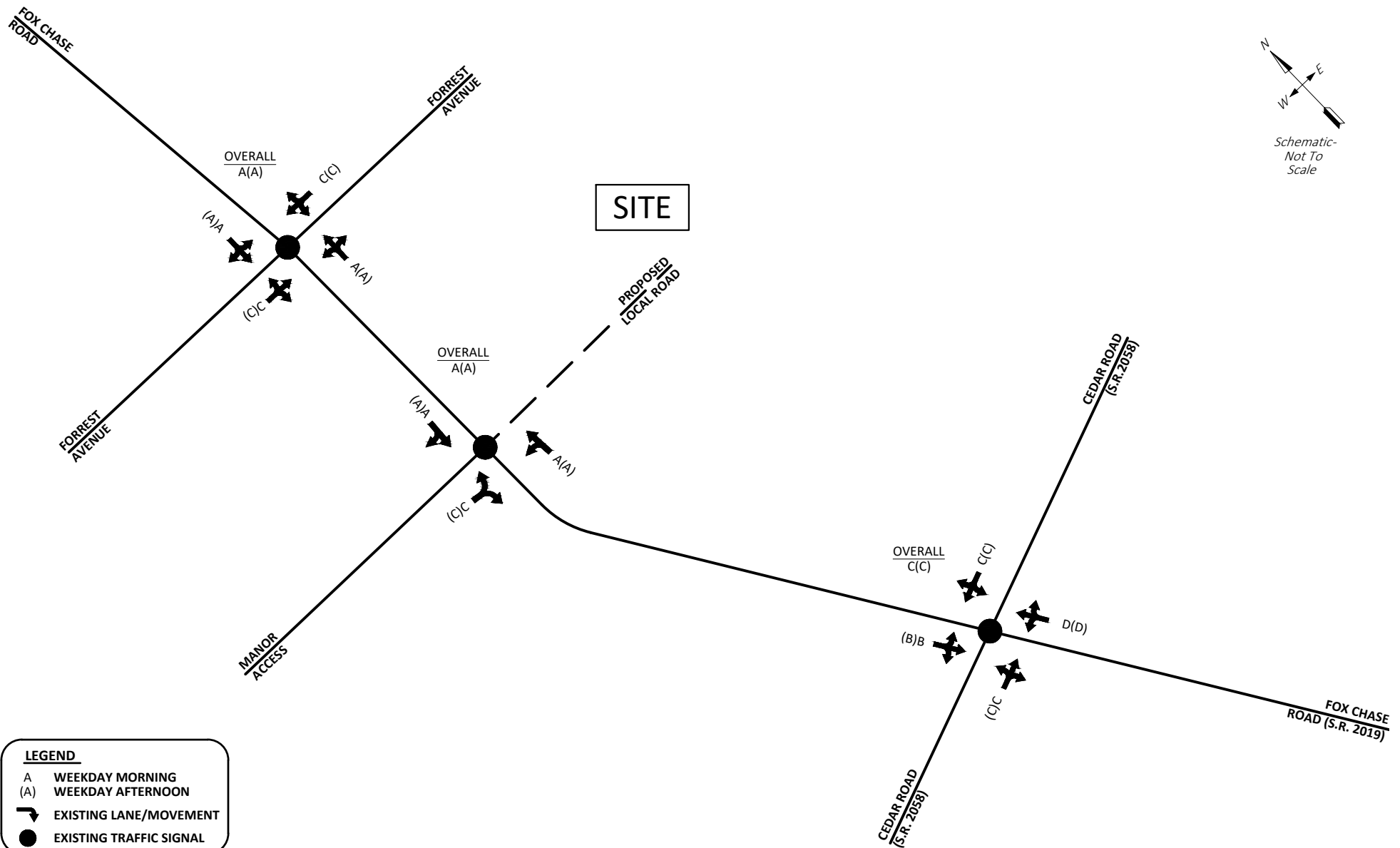
Site Plan

ST. BASIL REDEVELOPMENT

ABINGTON TOWNSHIP, MONTGOMERY COUNTY, PA







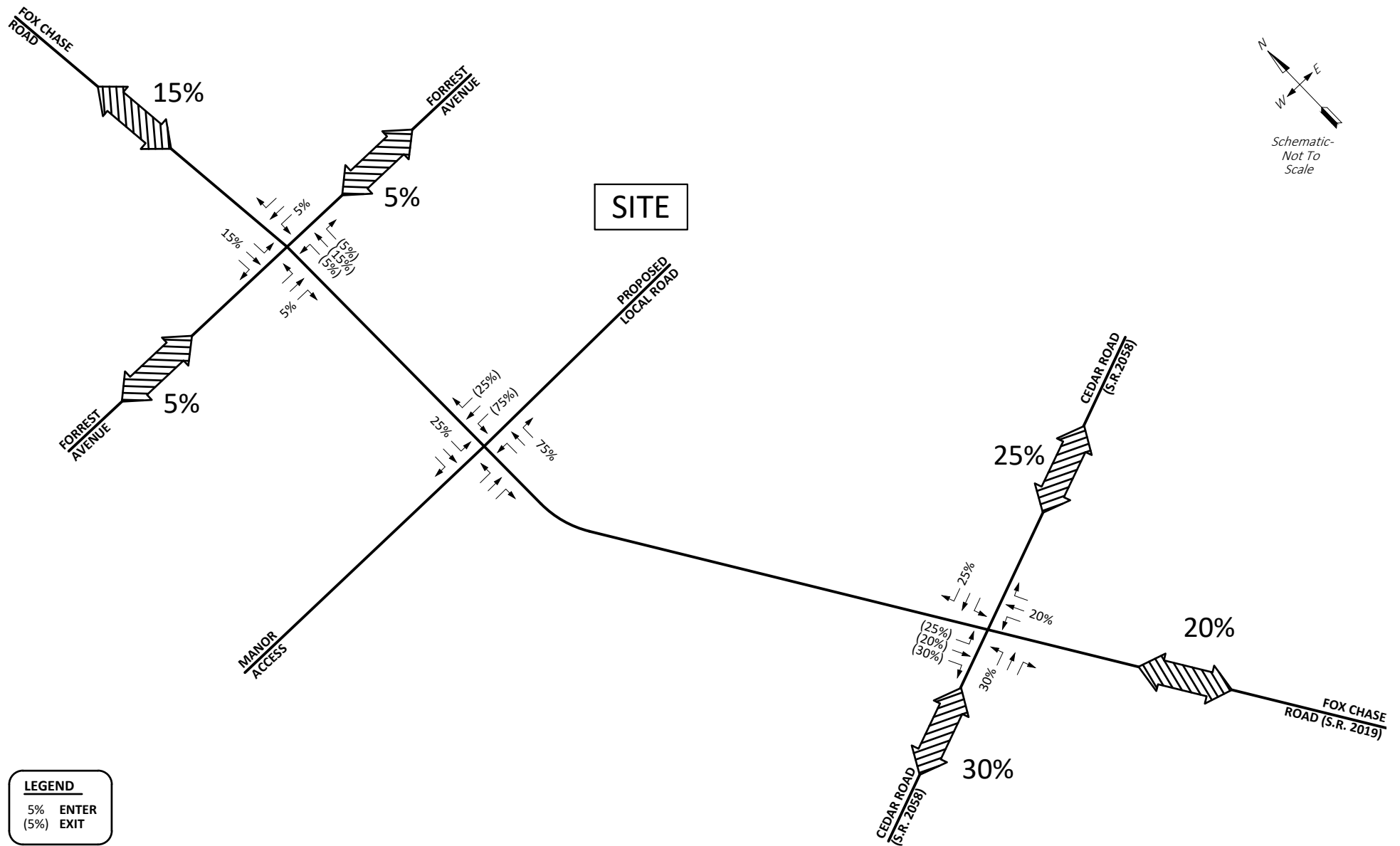


FIGURE 4A
 Site Trip Distribution
ST. BASIL REDEVELOPMENT
 ABINGTON TOWNSHIP, MONTGOMERY COUNTY, PA

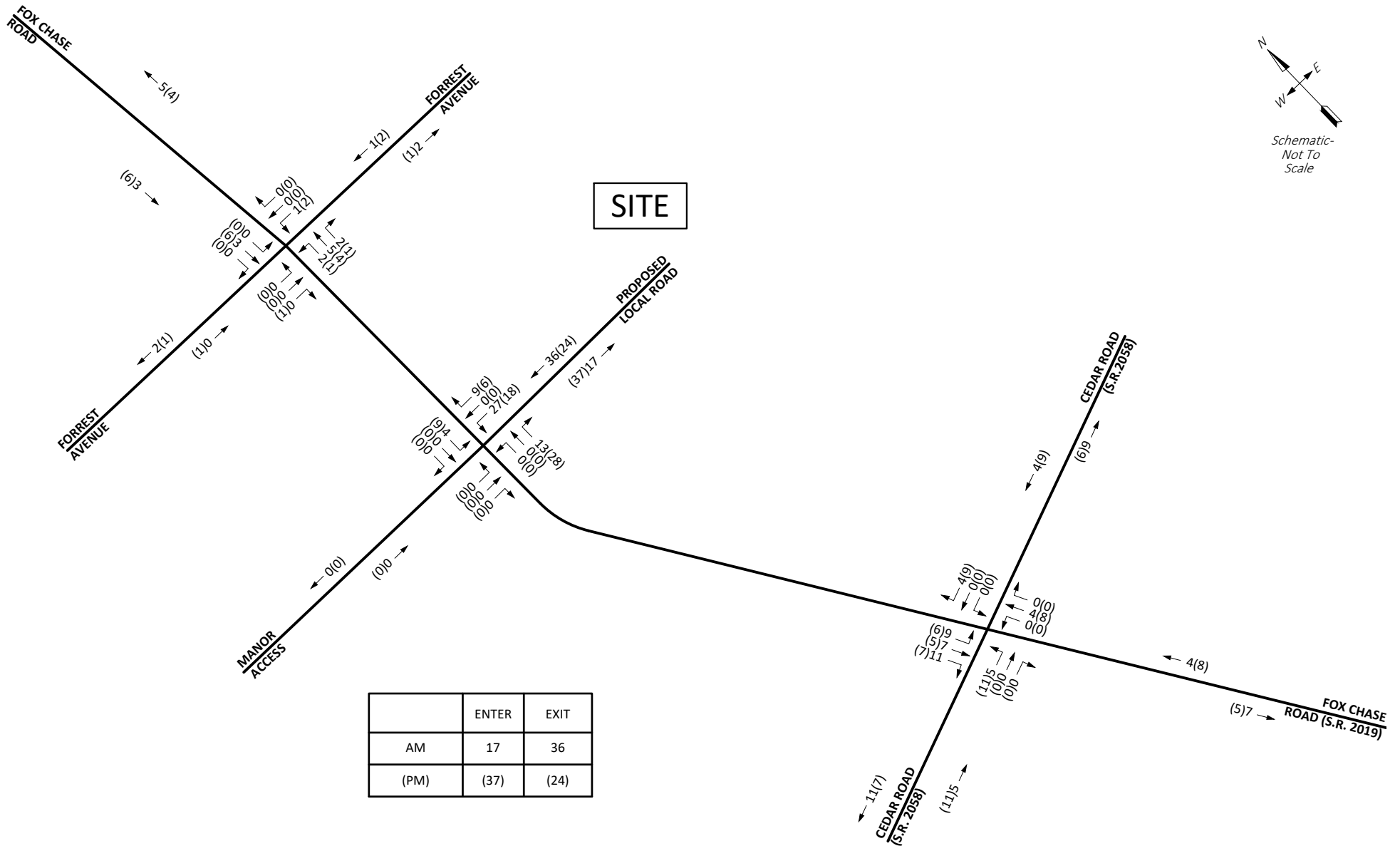
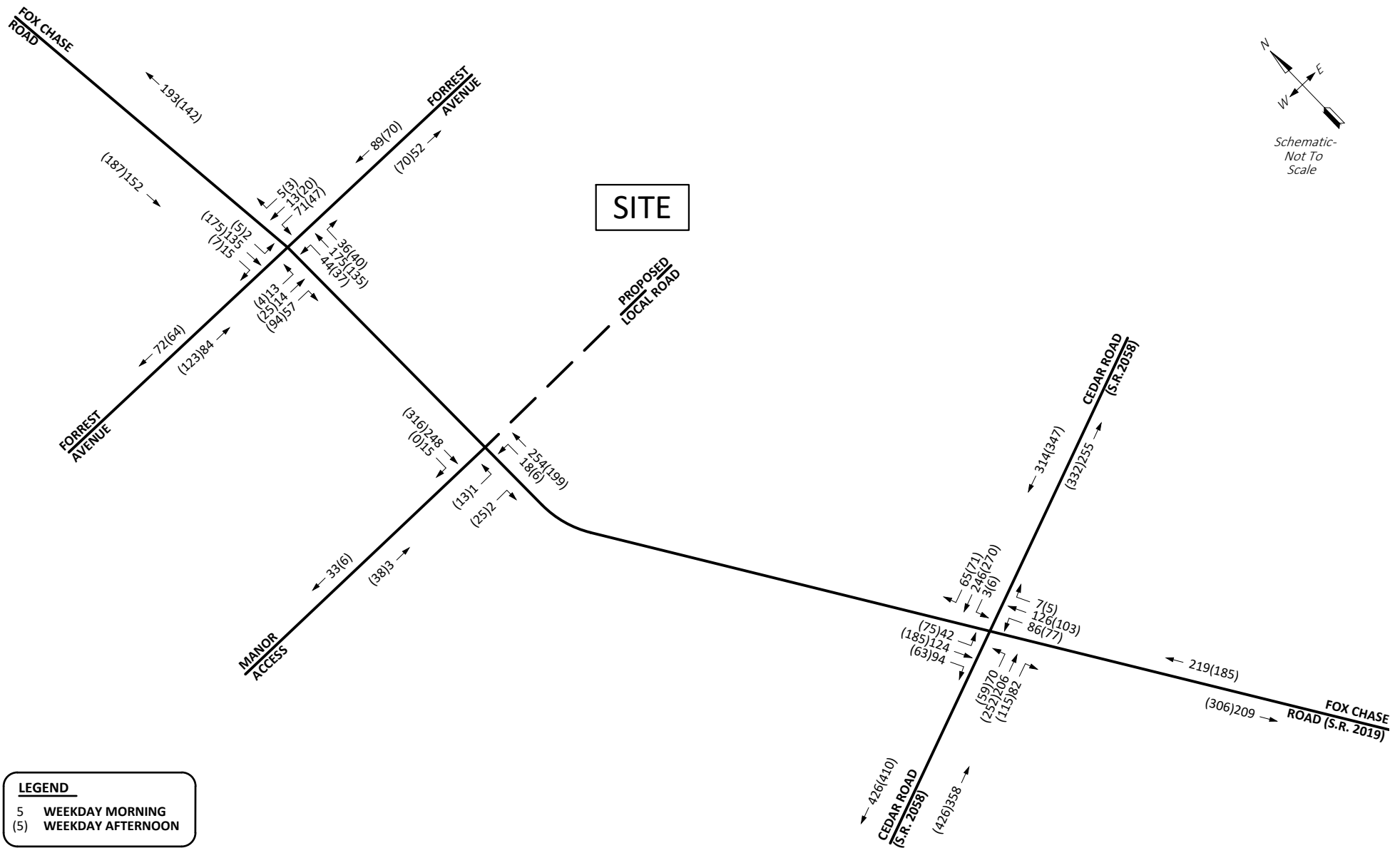
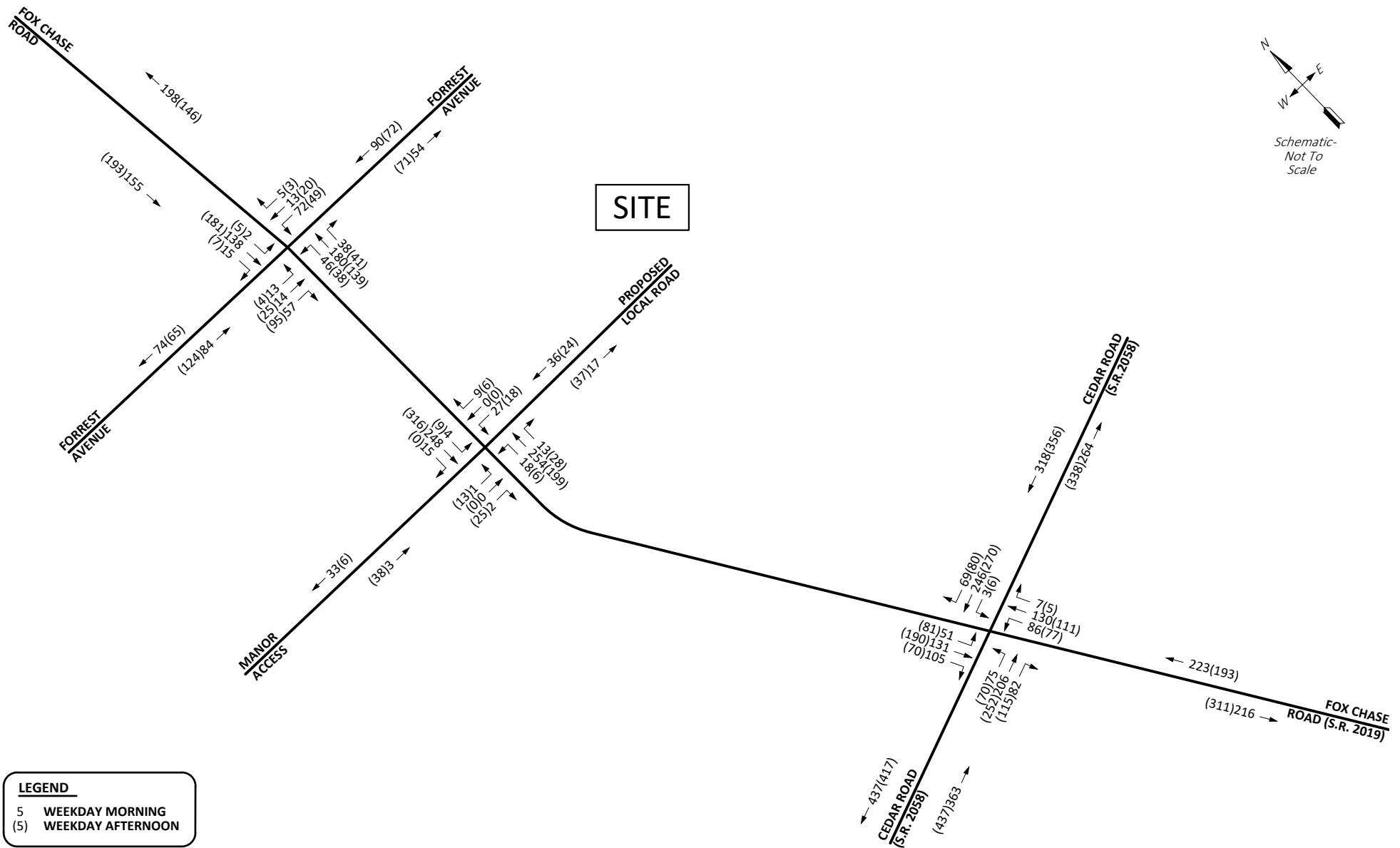
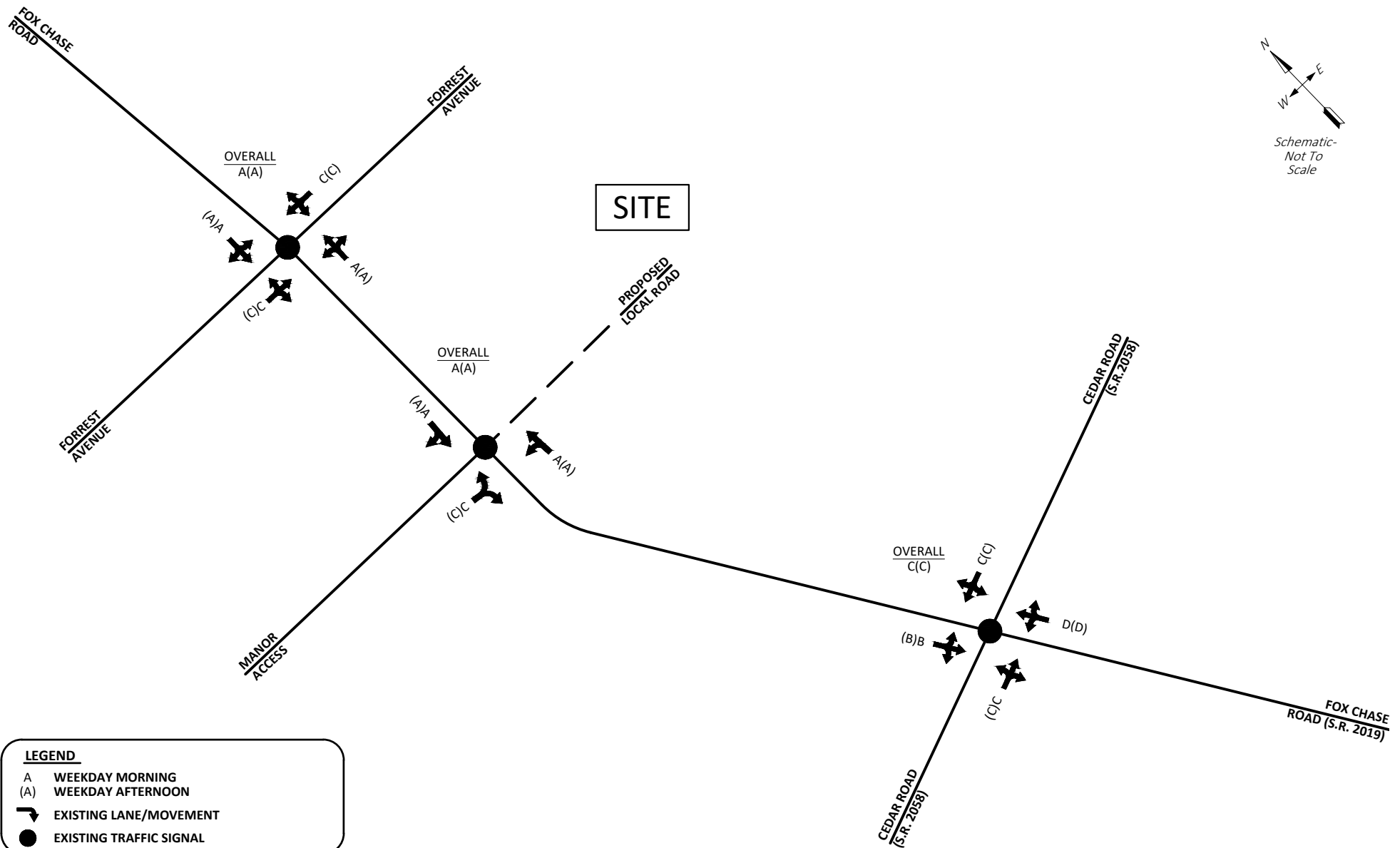
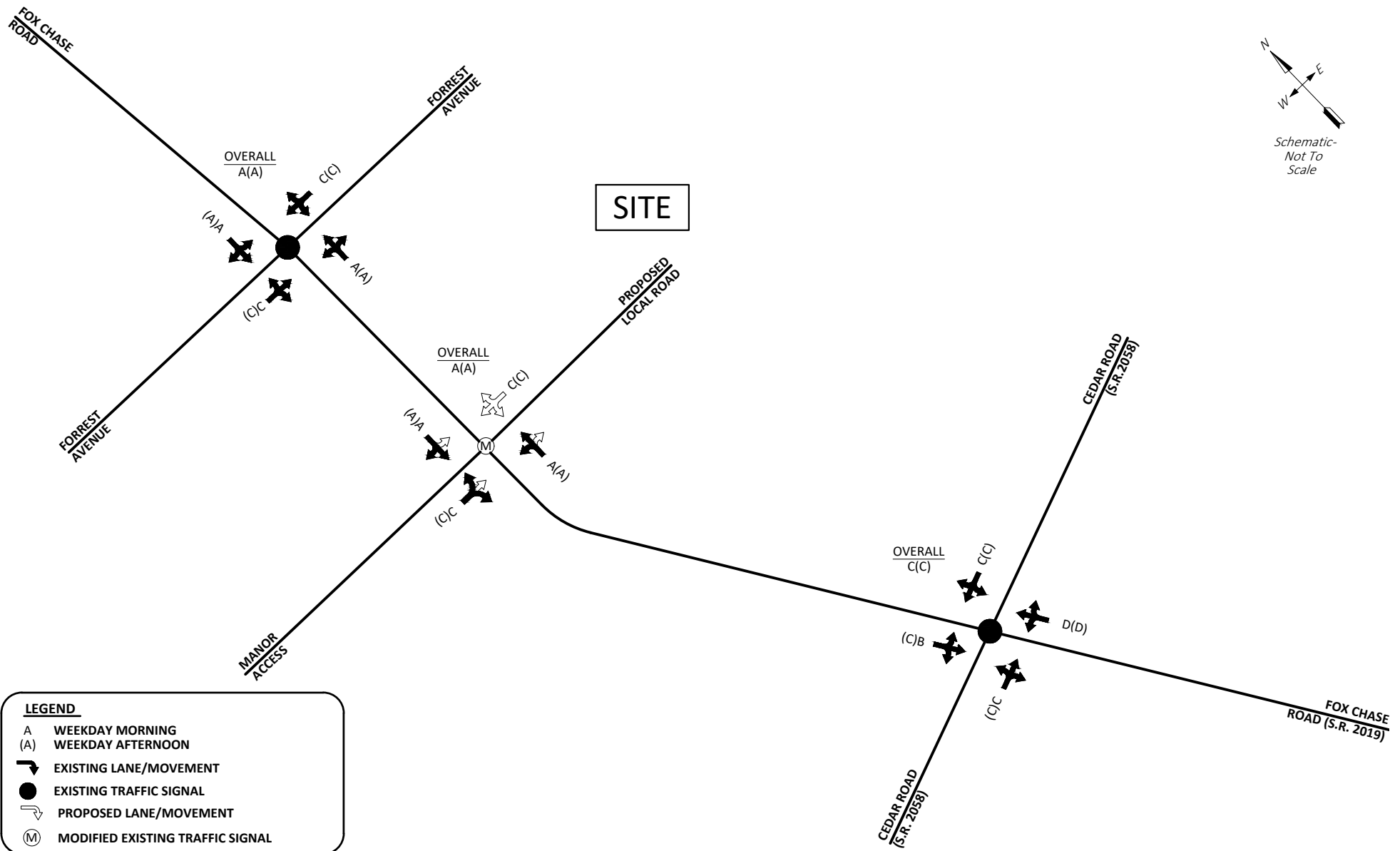


FIGURE 4B
 Site Trip Assignment
ST. BASIL REDEVELOPMENT
 ABINGTON TOWNSHIP, MONTGOMERY COUNTY, PA









Appendix A

Intersection Inventory

INTERSECTION INVENTORY SUMMARY

Fox Chase Road and Forrest Avenue

Eastbound Forrest Avenue Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Local <u>Roadway Ownership</u> Township <u>Posted Speed Limit</u> 25 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

Westbound Forrest Avenue Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Local <u>Roadway Ownership</u> Township <u>Posted Speed Limit</u> 25 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

Northbound Fox Chase Road Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Urban - Major Collector <u>Roadway Ownership</u> Township <u>Posted Speed Limit</u> 35 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

Southbound Fox Chase Road Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Urban - Major Collector <u>Roadway Ownership</u> Township <u>Posted Speed Limit</u> 35 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

INTERSECTION INVENTORY SUMMARY

Fox Chase Road and Manor College Access

Eastbound Manor College Access Approach	
	<u>Lane Geometry</u>
	Shared Left//Right
	<u>Roadway Classification</u>
	Private
	<u>Roadway Ownership</u>
	Private
	<u>Posted Speed Limit</u>
	NPSL
	<u>Traffic Control</u>
	Traffic Signal
<u>Notes</u>	

Northbound Fox Chase Road Approach	
	<u>Lane Geometry</u>
	Shared Left/Through
	<u>Roadway Classification</u>
	Urban - Major Collector
	<u>Roadway Ownership</u>
	Township
	<u>Posted Speed Limit</u>
	35 MPH
	<u>Traffic Control</u>
	Traffic Signal
<u>Notes</u>	

Southbound Fox Chase Road Approach	
	<u>Lane Geometry</u>
	Shared Through/Right
	<u>Roadway Classification</u>
	Urban - Major Collector
	<u>Roadway Ownership</u>
	Township
	<u>Posted Speed Limit</u>
	35 MPH
	<u>Traffic Control</u>
	Traffic Signal
<u>Notes</u>	

INTERSECTION INVENTORY SUMMARY

Fox Chase Road (S.R. 2019) and Cedar Road (S.R. 2058)

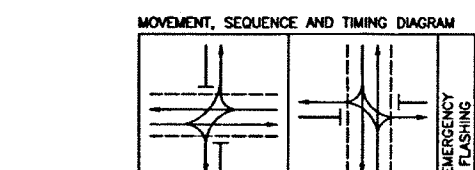
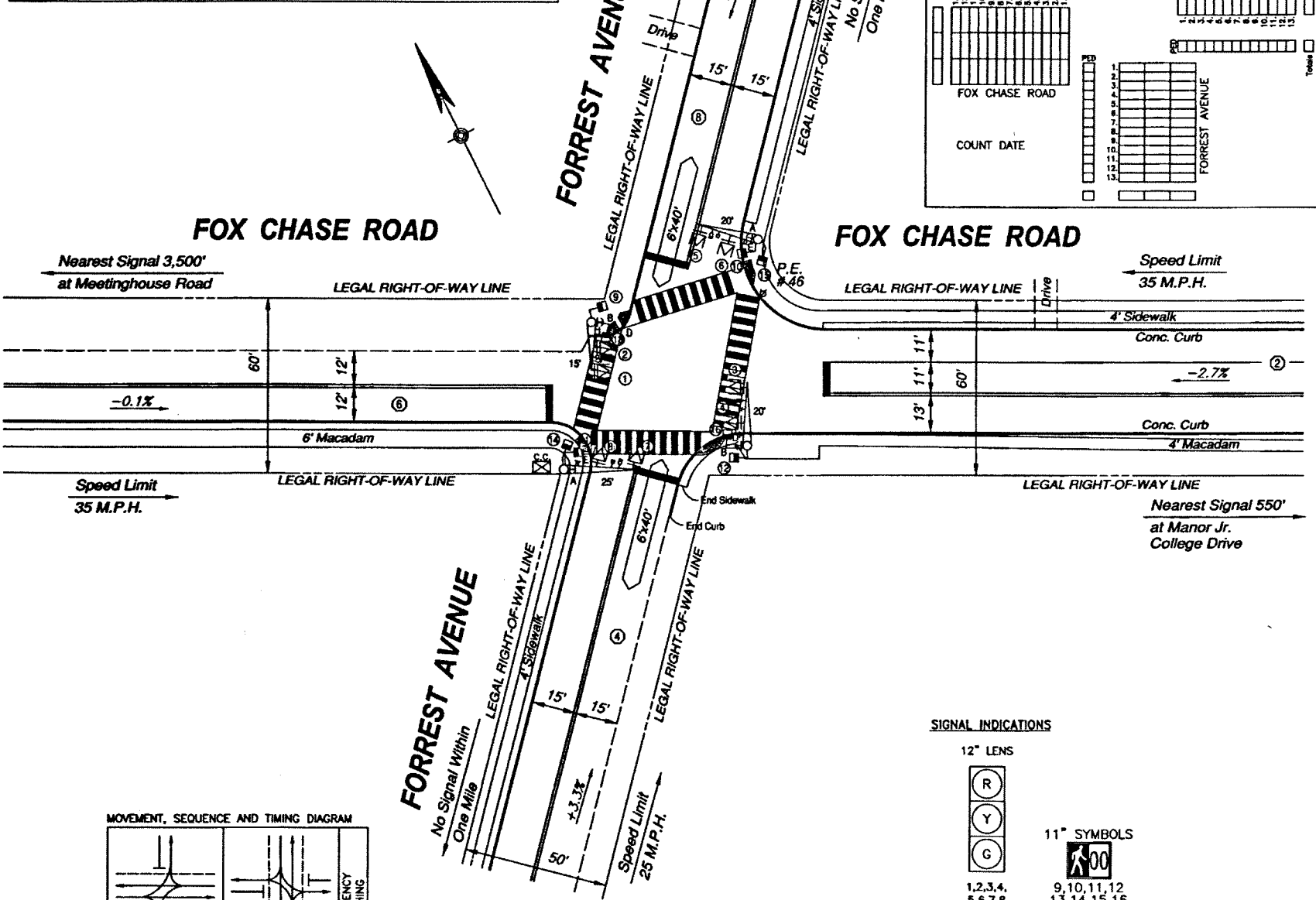
Eastbound Cedar Road (S.R. 2058) Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Urban - Major Collector <u>Roadway Ownership</u> State <u>Posted Speed Limit</u> 35 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

Westbound Cedar Road (S.R. 2058) Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Urban - Major Collector <u>Roadway Ownership</u> State <u>Posted Speed Limit</u> 35 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

Northbound Fox Chase Road (S.R. 2019) Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Urban - Major Collector <u>Roadway Ownership</u> State <u>Posted Speed Limit</u> 35 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

Southbound Fox Chase Road Approach	
	<u>Lane Geometry</u> Shared Left/Through/Right <u>Roadway Classification</u> Urban - Major Collector <u>Roadway Ownership</u> Township <u>Posted Speed Limit</u> 35 MPH <u>Traffic Control</u> Traffic Signal <u>Notes</u>

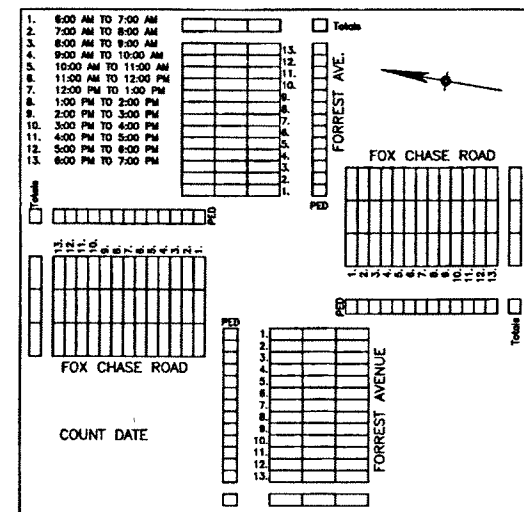
SIGN TABULATION			
PLAN SYMBOL	SERIES NUMBER	SIZE	REMARKS
A	R10-3E(R)	9"x15"	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON
B	R10-3E(L)	9"x15"	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON
D	D3-4	84"x16"	OVERHEAD STREET NAME (SEE DETAIL-- Forrest)
E	D3-4	96"x16"	OVERHEAD STREET NAME (SEE DETAIL-- Fox Chase)



PHASE	2 & 6	4 & 8
1,2	G G Y R R R R R Y	
3,4	G G Y R R R R R Y	
5,6	R R R R G G Y R R	
7,8	R R R R G G Y R R	
9,10	M FH H H H H H H OFF	
11,12	M FH H H H H H H OFF	
13,14	H H H H M FH H H OFF	
15,16	R R R R M FH H H OFF	

FIXED	4	2	3	2
MINIMUM	15		7	
PASSAGE			3	
MAXIMUM 1	35		20	
MAXIMUM 2	35		20	
PEDESTRIAN*	7	15	7	17
MEMORY	MX		NL	

* UPON PEDESTRIAN ACTUATION ONLY



NOTE: IF PRE-EMPTION EQUIPMENT HAS ENCODING CAPABILITIES FOR VEHICLE IDENTIFICATION, IT IS RECOMMENDED TO HAVE THE ZERO "00" FEATURE ON, TO GIVE UNCODED EMITTERS THE ABILITY TO ACTIVATE THE EMERGENCY PRE-EMPTION.

EMERGENCY PRE-EMPTION NOTES:

- CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE WESTBOUND AND EASTBOUND APPROACH OF FOX CHASE ROAD AND THE NORTHBOUND AND SOUTHBOUND APPROACH OF FORREST AVENUE WITH A FLASHING FAIL SAFE DEVICE FOR EACH DIRECTION OF OPERATION.

THIS FAIL SAFE DEVICE SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT AND SHALL BEGIN FLASHING WHEN THE PRE-EMPTION PHASE DISPLAYS PRE-EMPTION GREEN FOR THE EMERGENCY VEHICLE APPROACH.

- THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY, FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE INTERVALS, ACCORDINGLY. THEN THE GREEN INTERVAL FOR THE PRE-EMPTED PHASE SHALL FOLLOW.

- THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TIME OUT ALL YELLOW AND RED INDICATIONS FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE ACTUATION OF THE APPROACHING EMERGENCY VEHICLE.

- IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING ALL SIGNALS SHALL REMAIN FLASHING.

- UPON COMPLETION OF PRE-EMPTION PHASE 2, 4, 6 OR 8 IN RETURNING TO NORMAL OPERATION PHASE 2+6 INTERVAL 1 SHALL FOLLOW.

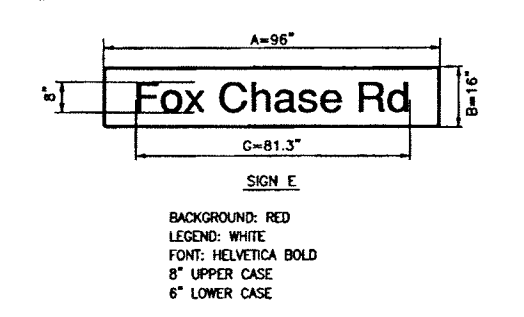
- IF ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.

- IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED, PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVED" OPERATION.

- THE FIELD LOCATIONS OF THE PRE-EMPTION DETECTORS MAY DIFFER FROM THE LOCATIONS DEPICTED ON THE CONDITION DIAGRAM, AS THE DETECTORS MAY NEED TO BE RELOCATED AND/OR ADJUSTED TO PROVIDE ACCEPTABLE OPERATION AS DEEMED APPROPRIATE BY DEPARTMENT PERSONNEL.

- IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSH BUTTON, AND THE SIGNAL IS PRE-EMPTED, THE PED WALK INTERVAL SHALL TERMINATE IMMEDIATELY, FOLLOWED BY THE PED CLEAR INTERVAL. THIS INTERVAL SHALL TIME OUT, FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES, BEFORE GOING INTO EMERGENCY PRE-EMPTION.

SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS 1,2,3,4,5,6,7,8



PHASE	2	4	6	8
1,2	G Y R	R R R	R R R	R R R
3,4	R R R	R R R	G Y R	R R R
5,6	R R R	G Y R	R R R	R R R
7,8	R R R	R R R	R R R	G Y R
9,10	H H H	H H H	H H H	H H H
11,12	H H H	H H H	H H H	H H H
13,14	H H H	H H H	H H H	H H H
15,16	H H H	H H H	H H H	H H H
FIXED	** 4 2	** 3 2	** 4 2	** 3 2

* FOR DURATION OF PRE-EMPTION
@ G WHEN RETURNING TO NORMAL OPERATION.
NOTE: IF PRE-EMPTION EQUIPMENT HAS ENCODING CAPABILITIES FOR VEHICLE IDENTIFICATION, IT IS RECOMMENDED TO HAVE THE ZERO "00" FEATURE ON, TO GIVE UNCODED EMITTERS THE ABILITY TO ACTIVATE THE EMERGENCY PRE-EMPTION.

EMERGENCY PRE-EMPTION NOTES:

- CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE WESTBOUND AND EASTBOUND APPROACH OF FOX CHASE ROAD AND THE NORTHBOUND AND SOUTHBOUND APPROACH OF FORREST AVENUE WITH A FLASHING FAIL SAFE DEVICE FOR EACH DIRECTION OF OPERATION.

THIS FAIL SAFE DEVICE SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT AND SHALL BEGIN FLASHING WHEN THE PRE-EMPTION PHASE DISPLAYS PRE-EMPTION GREEN FOR THE EMERGENCY VEHICLE APPROACH.

- THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY, FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE INTERVALS, ACCORDINGLY. THEN THE GREEN INTERVAL FOR THE PRE-EMPTED PHASE SHALL FOLLOW.

- THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TIME OUT ALL YELLOW AND RED INDICATIONS FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE ACTUATION OF THE APPROACHING EMERGENCY VEHICLE.

- IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING ALL SIGNALS SHALL REMAIN FLASHING.

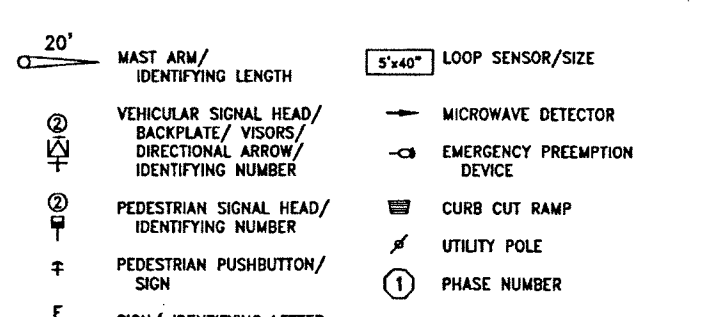
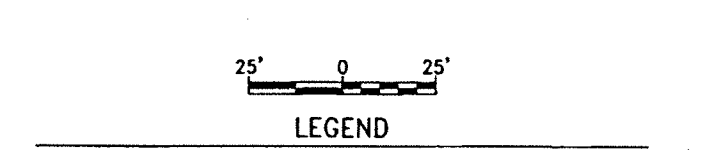
- UPON COMPLETION OF PRE-EMPTION PHASE 2, 4, 6 OR 8 IN RETURNING TO NORMAL OPERATION PHASE 2+6 INTERVAL 1 SHALL FOLLOW.

- IF ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.

- IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED, PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVED" OPERATION.

- THE FIELD LOCATIONS OF THE PRE-EMPTION DETECTORS MAY DIFFER FROM THE LOCATIONS DEPICTED ON THE CONDITION DIAGRAM, AS THE DETECTORS MAY NEED TO BE RELOCATED AND/OR ADJUSTED TO PROVIDE ACCEPTABLE OPERATION AS DEEMED APPROPRIATE BY DEPARTMENT PERSONNEL.

- IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSH BUTTON, AND THE SIGNAL IS PRE-EMPTED, THE PED WALK INTERVAL SHALL TERMINATE IMMEDIATELY, FOLLOWED BY THE PED CLEAR INTERVAL. THIS INTERVAL SHALL TIME OUT, FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES, BEFORE GOING INTO EMERGENCY PRE-EMPTION.



GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION. CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION ENGINEERING DISTRICT 6-0

COUNTY: MONTGOMERY
MUNICIPALITY: ABINGTON TOWNSHIP
INTERSECTION: FOX CHASE ROAD
AND FORREST AVENUE

REVIEWED: _____ DATE _____

MUNICIPAL OFFICIAL: _____ DATE _____

RECOMMENDED: MARK L. KRAY 5/26/95
DATE

DOUGLAS MAY 5/26/95
DISTRICT TRAFFIC ENGINEER DATE

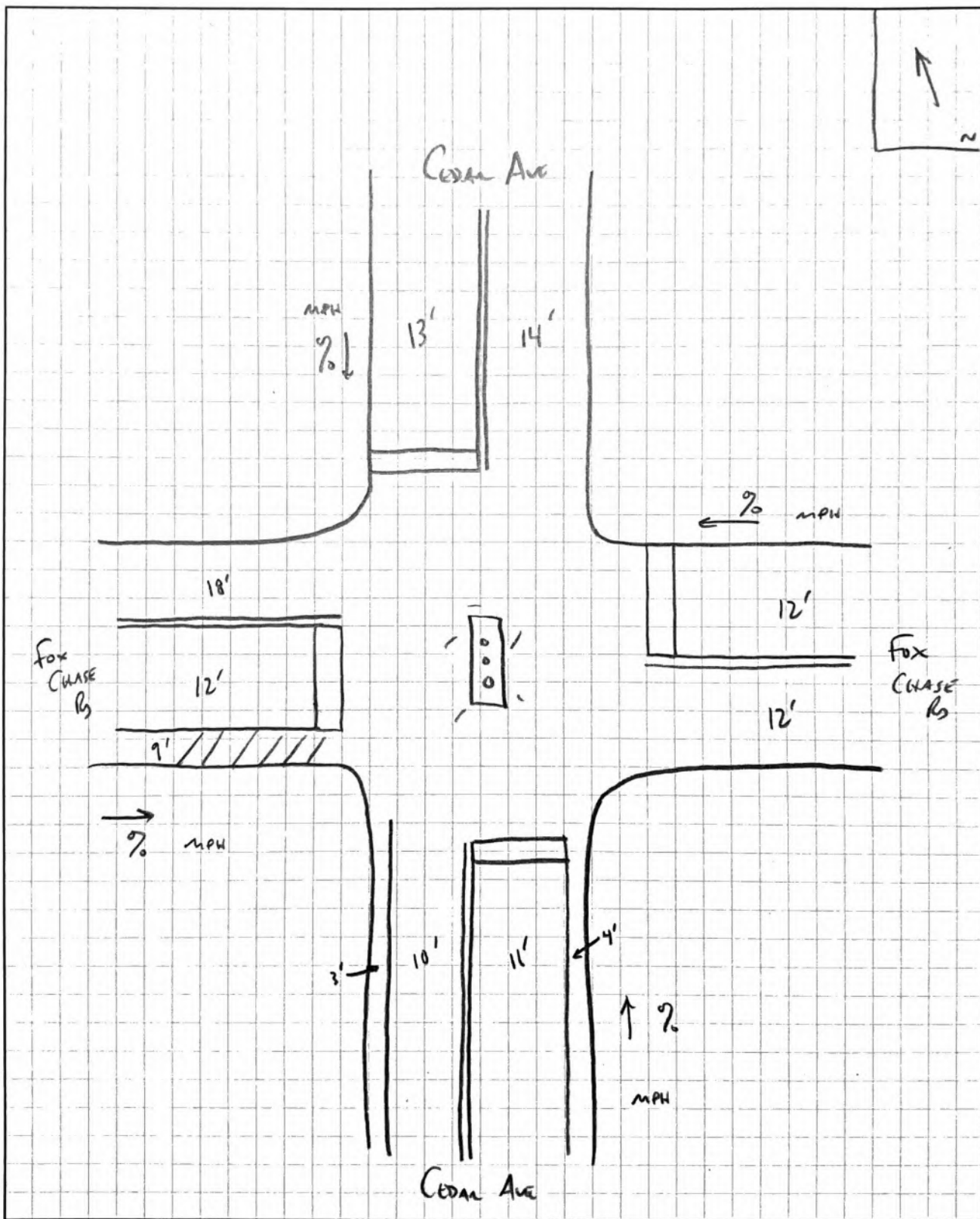
NO.	REVISION	DES./REV.	DATE	REV.	DATE	RECOM.	DATE
1	UPGRADE AND NEW MAST ARMS	M.E.P.	8/17/95	MR	9/2/95	LRB	10/3/95
2	REMOVE SIGN 'C' & TURN ARROW	M.E.P.	10/2/95	MLK	11/30/95	LRB	12/9/95
3	ADD TURN ARROW AND TURN ARROW	KPL	1/3/97	CL	1/7/97	LRB	1/13/97
4	PEDESTRIAN WALK BEARS						
5							
6							
7							
8							



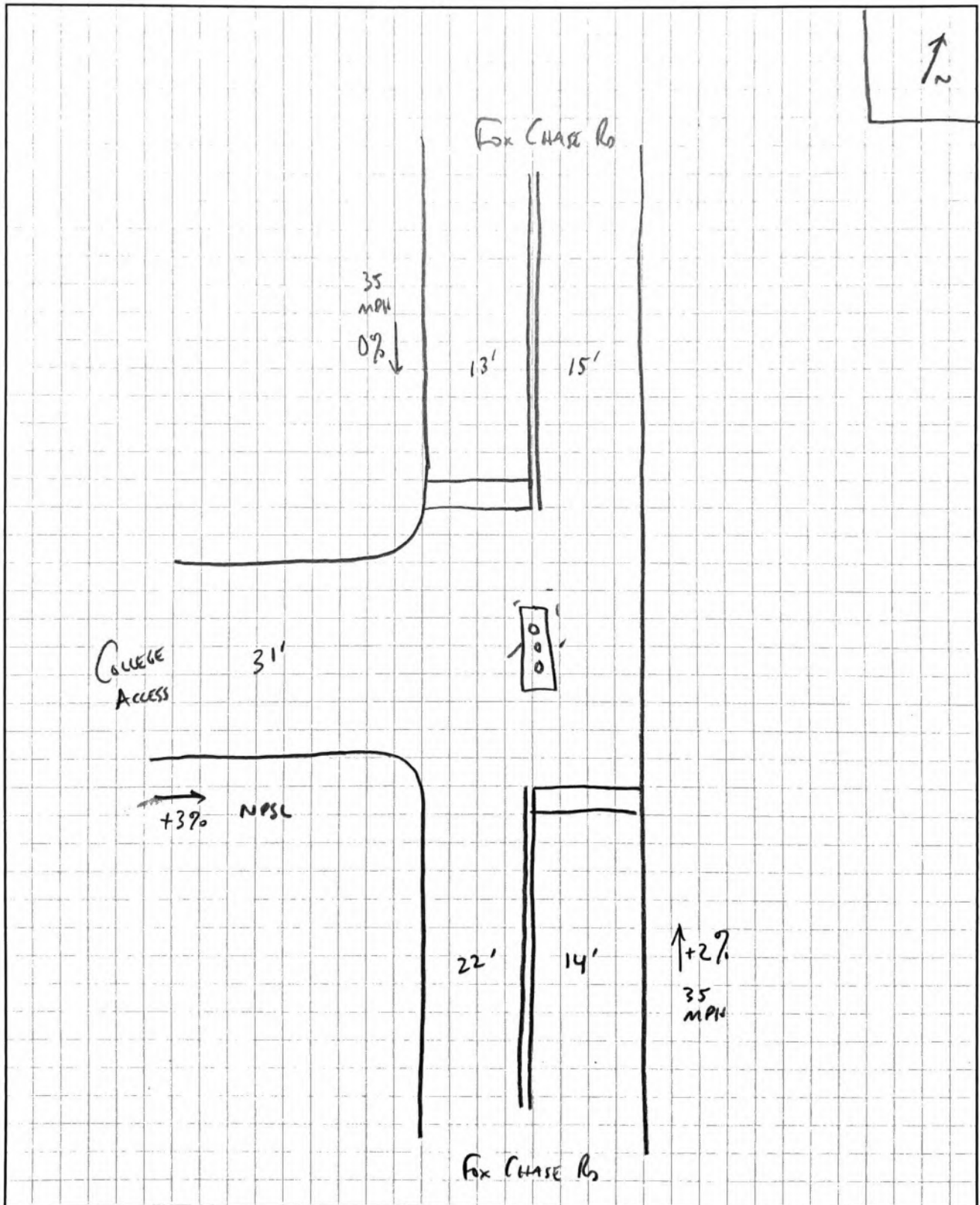
Job _____ McMahon Project No. _____ Sheet _____ of _____

Description Fox Chase Rd Designed By NDB Date _____

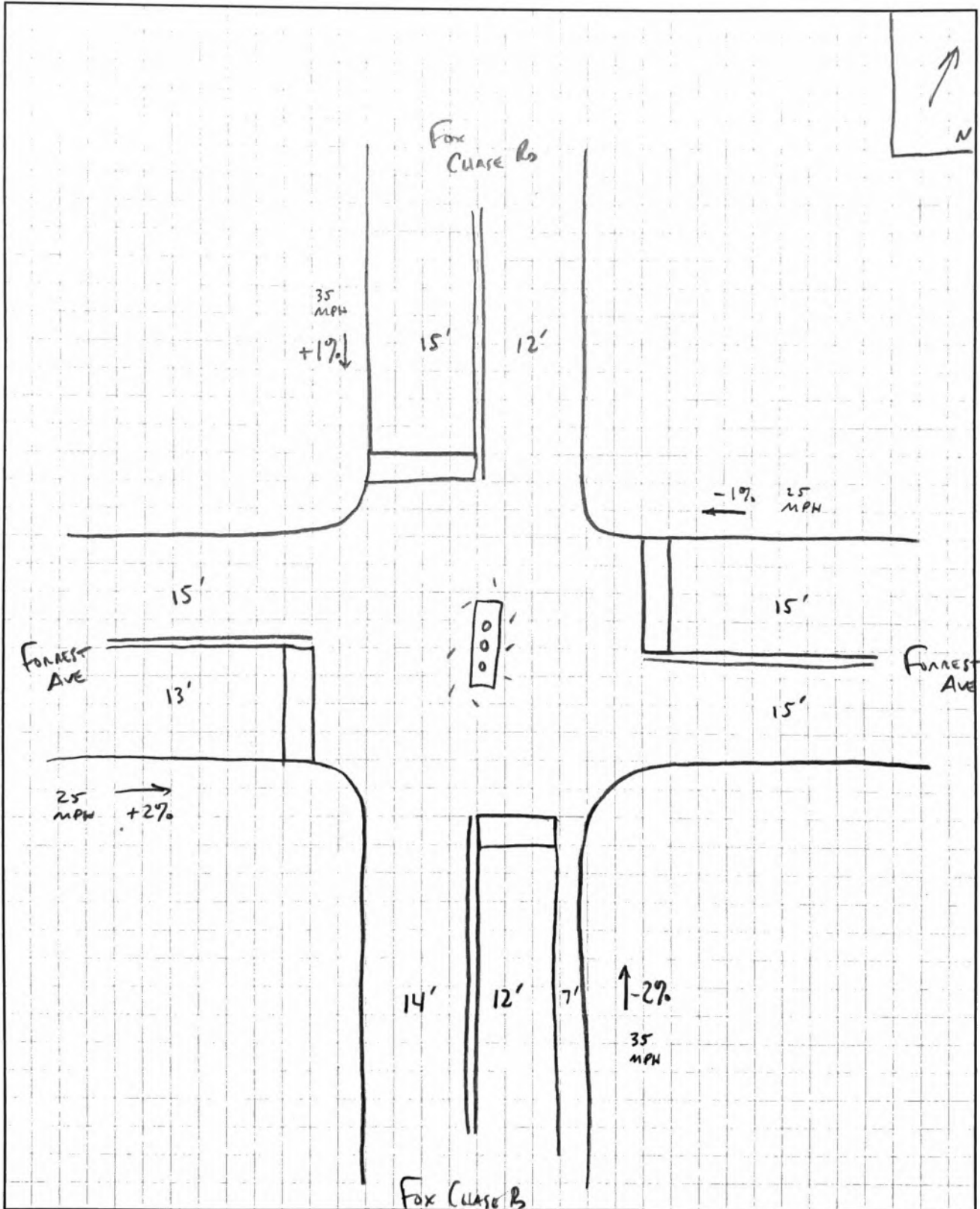
Cedar Ave Checked By _____ Date _____



Job _____ McMahon Project No. _____ Sheet _____ of _____
 Description Fox Chase Rd Designed By NDB Date _____
Marion College Access Checked By _____ Date _____



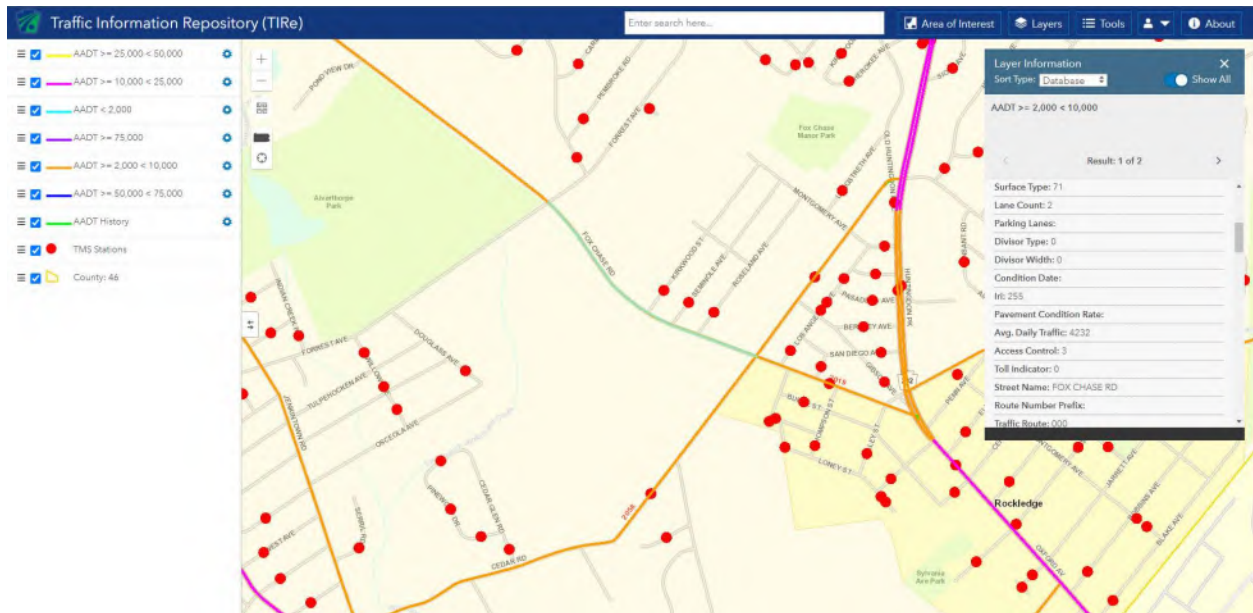
Job _____ McMahon Project No. _____ Sheet _____ of _____
 Description Fox Chase Rd + Forrest Ave Designed By NOB Date _____
 Checked By _____ Date _____



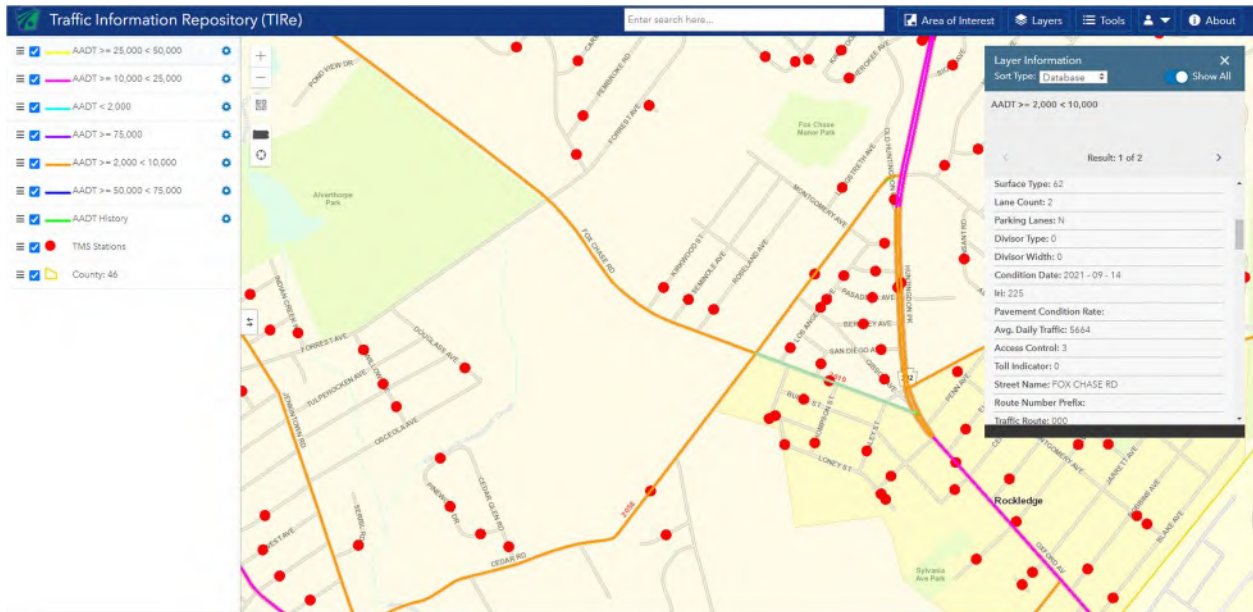
Appendix B

PennDOT TIRe Data

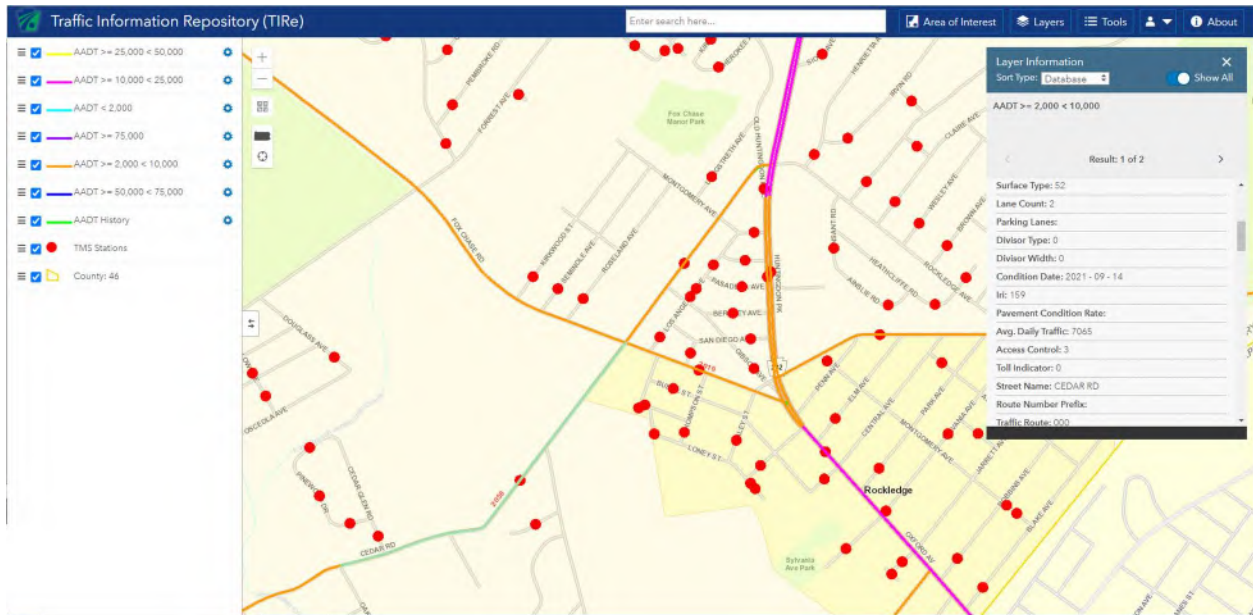
FOX CHASE ROAD



FOX CHASE ROAD (S.R. 2019)



CEDAR ROAD (S.R. 2058)



Appendix C

Turning Movement Counts

McMahon Associates, Inc.

Transportation Engineers & Planners
425 Commerce Drive, Suite 200
Fort Washington, PA 19034

Municipality: Abington Township
Location: Fox Chase Road &
Forrest Avenue
Counter: M

File Name : stbasils01w
Site Code :
Start Date : 1/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	Fox Chase Rd Southbound			Forrest Avenue Westbound			Fox Chase Rd Northbound			Forrest Avenue Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	1	5	0	1	3	8	5	30	5	10	2	0	70
07:15 AM	2	21	1	0	3	4	5	29	3	7	5	1	81
07:30 AM	2	15	1	2	5	6	10	39	7	9	6	5	107
07:45 AM	1	22	1	3	6	12	5	43	6	10	3	6	118
Total	6	63	3	6	17	30	25	141	21	36	16	12	376
08:00 AM	3	35	0	0	0	18	6	39	12	8	2	4	127
08:15 AM	4	34	1	1	4	14	7	46	11	8	4	2	136
08:30 AM	6	33	0	1	2	14	7	44	9	20	6	1	143
08:45 AM	2	30	1	3	7	23	11	41	10	20	2	6	156
Total	15	132	2	5	13	69	31	170	42	56	14	13	562
04:00 PM	4	43	0	0	1	18	16	32	7	20	4	2	147
04:15 PM	1	39	1	0	5	10	6	50	8	21	6	2	149
04:30 PM	2	43	2	1	3	12	10	24	8	20	5	2	132
04:45 PM	2	40	1	2	4	13	10	36	11	21	7	0	147
Total	9	165	4	3	13	53	42	142	34	82	22	6	575
05:00 PM	2	47	1	0	8	11	13	22	9	30	6	0	149
05:15 PM	2	39	2	1	3	14	8	24	8	14	3	2	120
05:30 PM	3	44	0	0	2	10	8	34	12	15	2	0	130
05:45 PM	1	46	2	1	4	5	8	25	10	12	2	3	119
Total	8	176	5	2	17	40	37	105	39	71	13	5	518
Grand Total	38	536	14	16	60	192	135	558	136	245	65	36	2031
Apprch %	6.5	91.2	2.4	6	22.4	71.6	16.3	67.3	16.4	70.8	18.8	10.4	
Total %	1.9	26.4	0.7	0.8	3	9.5	6.6	27.5	6.7	12.1	3.2	1.8	
Passenger Vehicles	33	517	10	15	57	185	127	540	125	230	63	34	1936
% Passenger Vehicles	86.8	96.5	71.4	93.8	95	96.4	94.1	96.8	91.9	93.9	96.9	94.4	95.3
Heavy Vehicles	5	19	4	1	3	7	8	18	11	15	2	2	95
% Heavy Vehicles	13.2	3.5	28.6	6.2	5	3.6	5.9	3.2	8.1	6.1	3.1	5.6	4.7

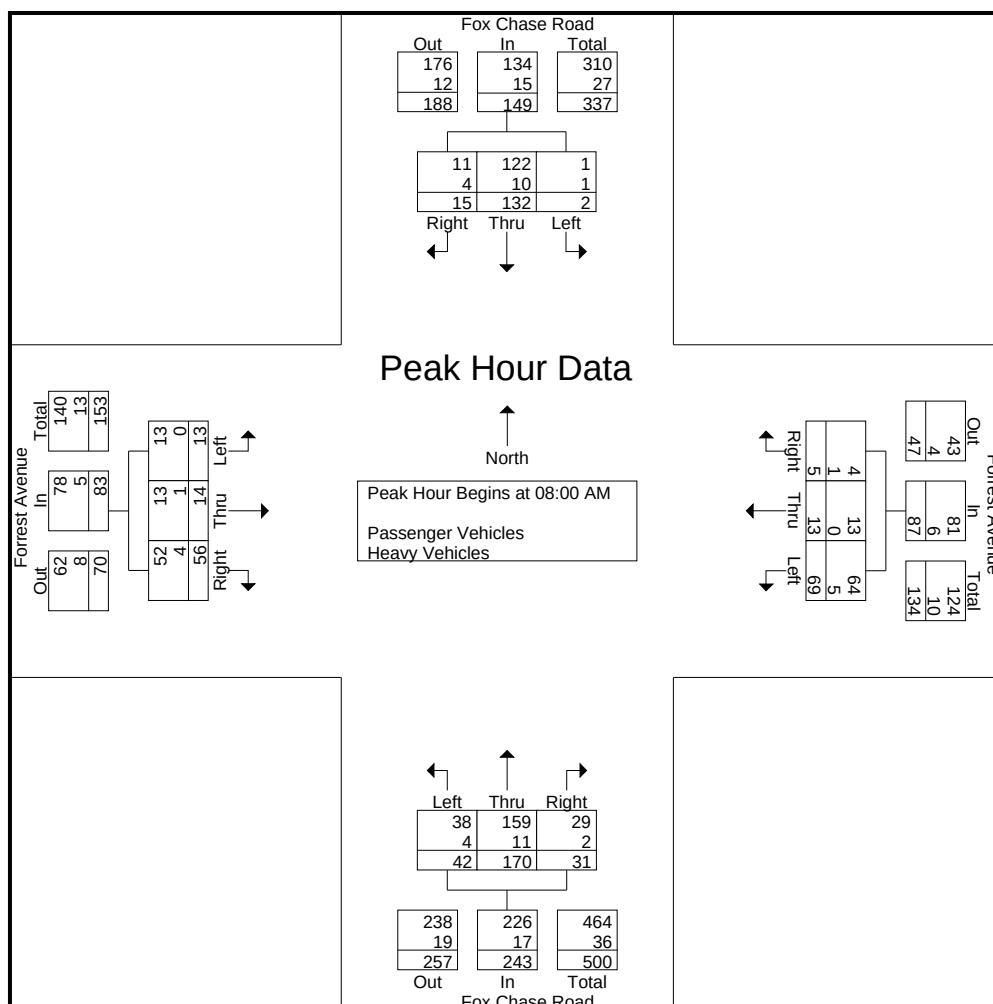
McMahon Associates, Inc.

Transportation Engineers & Planners
425 Commerce Drive, Suite 200
Fort Washington, PA 19034

Municipality: Abington Township
Location: Fox Chase Road &
Forrest Avenue
Counter: M

File Name : stbasils01w
Site Code :
Start Date : 1/11/2022
Page No : 2

	FOX CHASE ROAD				FORREST AVENUE				FOX CHASE ROAD				FORREST AVENUE				
	Fox Chase Road Southbound				Forrest Avenue Westbound				Fox Chase Road Northbound				Forrest Avenue Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	35	0	38	0	0	18	18	6	39	12	57	8	2	4	14	127
08:15 AM	4	34	1	39	1	4	14	19	7	46	11	64	8	4	2	14	136
08:30 AM	6	33	0	39	1	2	14	17	7	44	9	60	20	6	1	27	143
08:45 AM	2	30	1	33	3	7	23	33	11	41	10	62	20	2	6	28	156
Total Volume	15	132	2	149	5	13	69	87	31	170	42	243	56	14	13	83	562
% App. Total	10.1	88.6	1.3		5.7	14.9	79.3		12.8	70	17.3		67.5	16.9	15.7		
PHF	.625	.943	.500	.955	.417	.464	.750	.659	.705	.924	.875	.949	.700	.583	.542	.741	.901
Passenger Vehicles	11	122	1	134	4	13	64	81	29	159	38	226	52	13	13	78	519
% Passenger Vehicles	73.3	92.4	50.0	89.9	80.0	100	92.8	93.1	93.5	93.5	90.5	93.0	92.9	92.9	100	94.0	92.3
Heavy Vehicles	4	10	1	15	1	0	5	6	2	11	4	17	4	1	0	5	43
% Heavy Vehicles	26.7	7.6	50.0	10.1	20.0	0	7.2	6.9	6.5	6.5	9.5	7.0	7.1	7.1	0	6.0	7.7



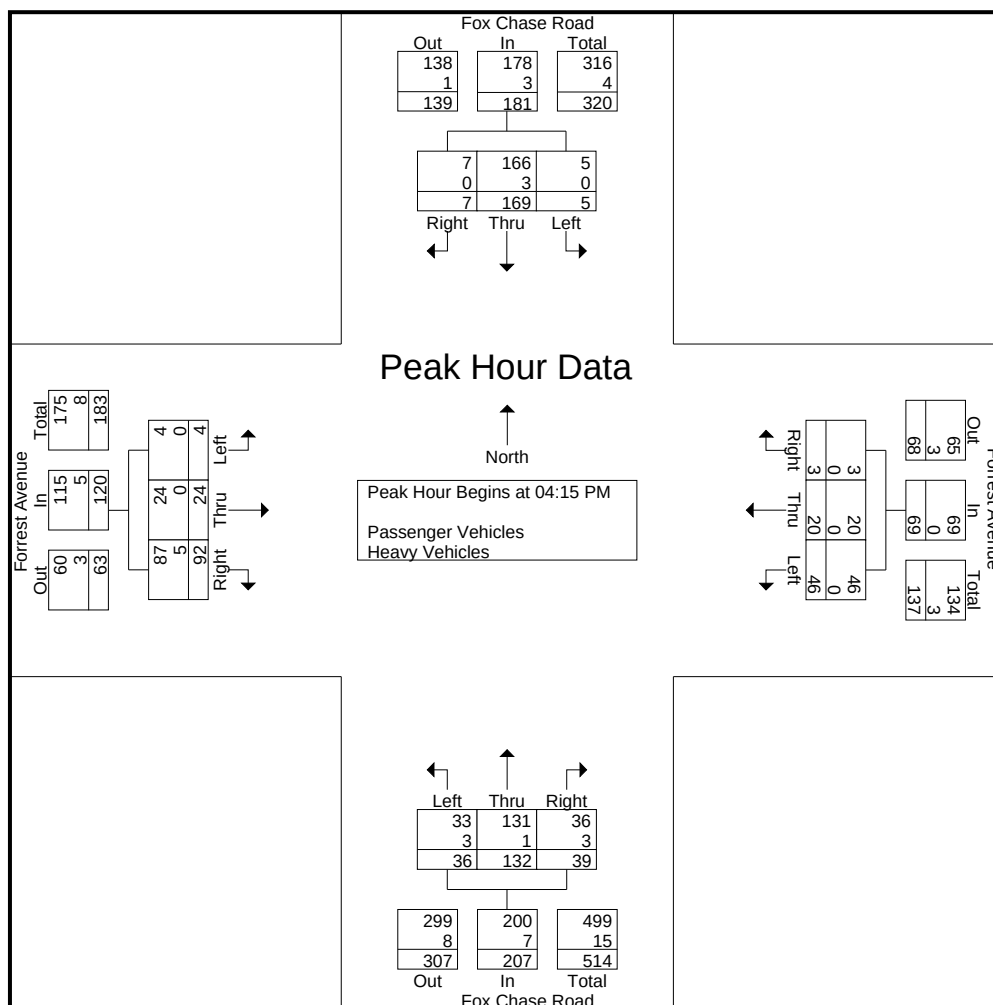
McMahon Associates, Inc.

Transportation Engineers & Planners
425 Commerce Drive, Suite 200
Fort Washington, PA 19034

Municipality: Abington Township
Location: Fox Chase Road &
Forrest Avenue
Counter: M

File Name : stbasils01w
Site Code :
Start Date : 1/11/2022
Page No : 3

	Fox Chase Road Southbound				Forrest Avenue Westbound				Fox Chase Road Northbound				Forrest Avenue Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	39	1	41	0	5	10	15	6	50	8	64	21	6	2	29	149
04:30 PM	2	43	2	47	1	3	12	16	10	24	8	42	20	5	2	27	132
04:45 PM	2	40	1	43	2	4	13	19	10	36	11	57	21	7	0	28	147
05:00 PM	2	47	1	50	0	8	11	19	13	22	9	44	30	6	0	36	149
Total Volume	7	169	5	181	3	20	46	69	39	132	36	207	92	24	4	120	577
% App. Total	3.9	93.4	2.8		4.3	29	66.7		18.8	63.8	17.4		76.7	20	3.3		
PHF	.875	.899	.625	.905	.375	.625	.885	.908	.750	.660	.818	.809	.767	.857	.500	.833	.968
Passenger Vehicles	7	166	5	178	3	20	46	69	36	131	33	200	87	24	4	115	562
% Passenger Vehicles	100	98.2	100	98.3	100	100	100	100	92.3	99.2	91.7	96.6	94.6	100	100	95.8	97.4
Heavy Vehicles	0	3	0	3	0	0	0	0	3	1	3	7	5	0	0	5	15
% Heavy Vehicles	0	1.8	0	1.7	0	0	0	0	7.7	0.8	8.3	3.4	5.4	0	0	4.2	2.6



McMahon Associates, Inc.

Transportation Engineers & Planners
425 Commerce Drive, Suite 200

Fort Washington, PA 19034

Municipality: Abington Township
Location: Fox Chase Road &
Forrest Avenue
Counter: M

File Name : stbasils01w

Site Code :

Start Date : 1/11/2022

Page No : 1

Groups Printed- Pedestrians

Start Time	Forrest Avenue Southbound			Fox Chase Road Westbound			Forrest Avenue Northbound			Fox Chase Road Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	1	0	0	4	0	0	0	0	0	1	0	6
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	1	0	0	3	0	0	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	3	0	0	0	0	0	1	0	5
Grand Total	0	3	0	0	12	0	0	0	0	0	2	0	17
Apprch %	0	100	0	0	100	0	0	0	0	0	100	0	
Total %	0	17.6	0	0	70.6	0	0	0	0	0	11.8	0	

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Manor College Access
Counter: M

File Name : stbasils02w
Site Code :
Start Date : 1/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	Fox Chase Rd Southbound		Fox Chase Rd Northbound		Manor College Access Eastbound		
Start Time	Right	Thru	Thru	Left	Right	Left	Int. Total
07:00 AM	0	20	43	0	0	0	63
07:15 AM	1	31	35	0	0	0	67
07:30 AM	3	28	54	6	3	0	94
07:45 AM	4	39	55	7	0	0	105
Total	8	118	187	13	3	0	329
08:00 AM	5	55	58	7	1	0	126
08:15 AM	3	55	62	5	1	0	126
08:30 AM	2	64	63	3	0	0	132
08:45 AM	5	67	65	3	0	1	141
Total	15	241	248	18	2	1	525
04:00 PM	2	77	50	0	3	1	133
04:15 PM	0	67	60	1	7	0	135
04:30 PM	0	78	44	1	8	3	134
04:45 PM	0	73	49	3	6	2	133
Total	2	295	203	5	24	6	535
05:00 PM	0	91	36	1	3	8	139
05:15 PM	0	65	36	0	7	1	109
05:30 PM	0	67	53	1	3	1	125
05:45 PM	0	63	46	1	0	0	110
Total	0	286	171	3	13	10	483
Grand Total	25	940	809	39	42	17	1872
Apprch %	2.6	97.4	95.4	4.6	71.2	28.8	
Total %	1.3	50.2	43.2	2.1	2.2	0.9	
Passenger Vehicles	25	899	774	39	42	17	1796
% Passenger Vehicles	100	95.6	95.7	100	100	100	95.9
Heavy Vehicles	0	41	35	0	0	0	76
% Heavy Vehicles	0	4.4	4.3	0	0	0	4.1

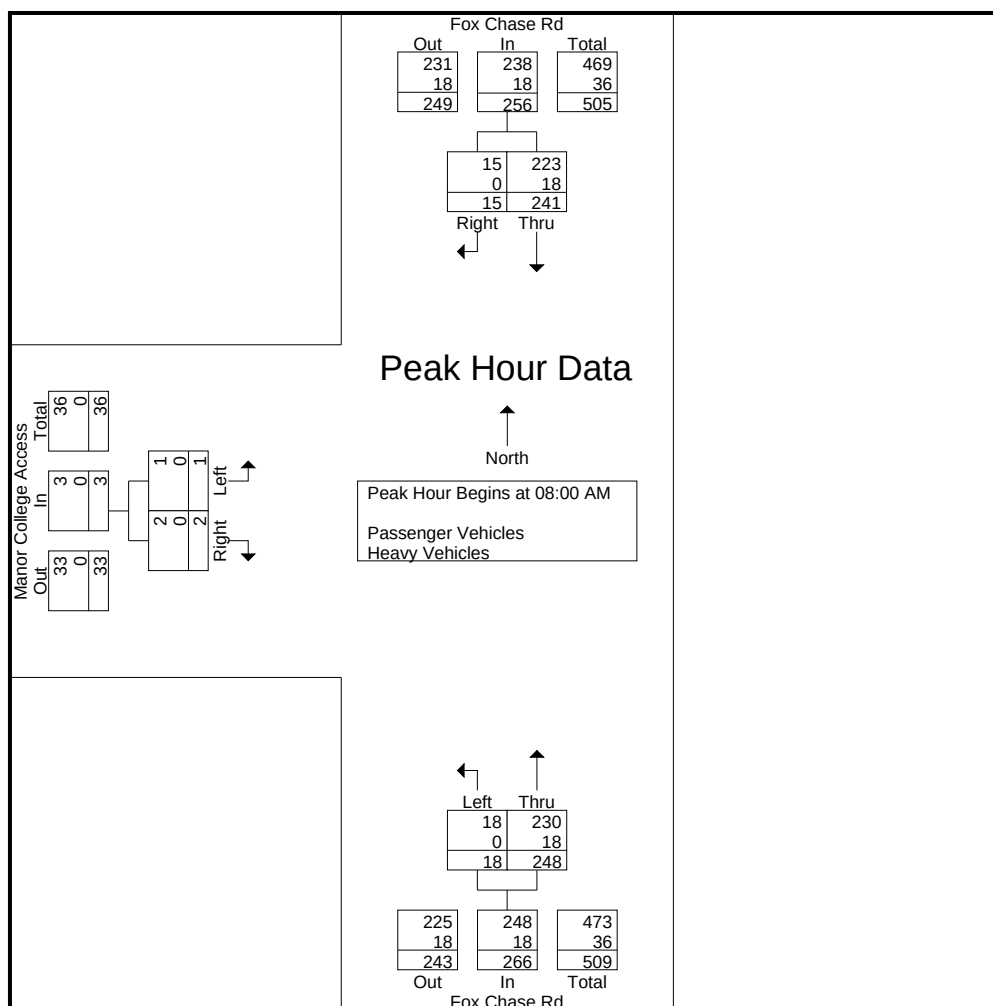
McMahon Associates, Inc.

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Counter: M

File Name : stbasils02w
Site Code :
Start Date : 1/11/2022
Page No : 2

	Fox Chase Rd Southbound			Fox Chase Rd Northbound			Manor College Access Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	5	55	60	58	7	65	1	0	1	126
08:15 AM	3	55	58	62	5	67	1	0	1	126
08:30 AM	2	64	66	63	3	66	0	0	0	132
08:45 AM	5	67	72	65	3	68	0	1	1	141
Total Volume	15	241	256	248	18	266	2	1	3	525
% App. Total	5.9	94.1		93.2	6.8		66.7	33.3		
PHF	.750	.899	.889	.954	.643	.978	.500	.250	.750	.931
Passenger Vehicles	15	223	238	230	18	248	2	1	3	489
% Passenger Vehicles	100	92.5	93.0	92.7	100	93.2	100	100	100	93.1
Heavy Vehicles	0	18	18	18	0	18	0	0	0	36
% Heavy Vehicles	0	7.5	7.0	7.3	0	6.8	0	0	0	6.9



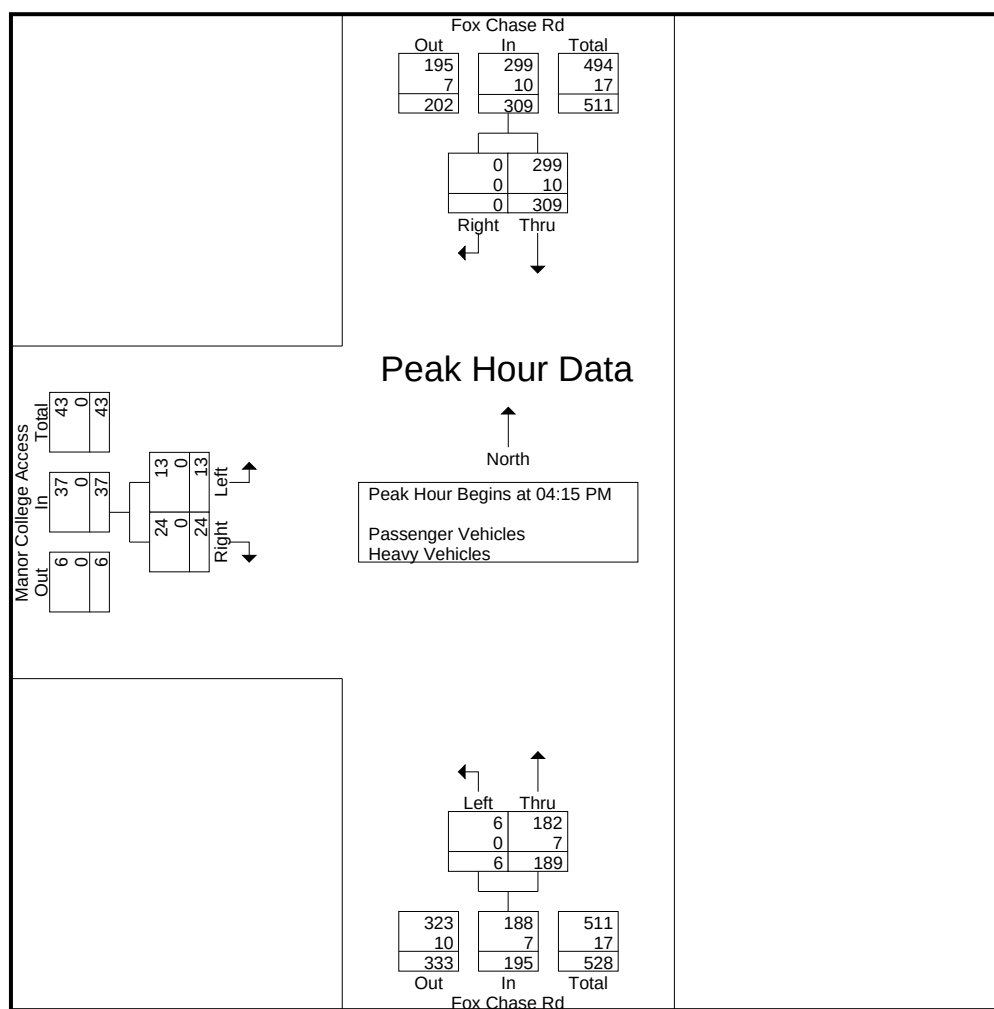
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	Fox Chase Rd Southbound			Fox Chase Rd Northbound			Manor College Access Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	67	67	60	1	61	7	0	7	135
04:30 PM	0	78	78	44	1	45	8	3	11	134
04:45 PM	0	73	73	49	3	52	6	2	8	133
05:00 PM	0	91	91	36	1	37	3	8	11	139
Total Volume	0	309	309	189	6	195	24	13	37	541
% App. Total	0	100		96.9	3.1		64.9	35.1		
PHF	.000	.849	.849	.788	.500	.799	.750	.406	.841	.973
Passenger Vehicles	0	299	299	182	6	188	24	13	37	524
% Passenger Vehicles	0	96.8	96.8	96.3	100	96.4	100	100	100	96.9
Heavy Vehicles	0	10	10	7	0	7	0	0	0	17
% Heavy Vehicles	0	3.2	3.2	3.7	0	3.6	0	0	0	3.1



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Site Code :
Start Date : 1/11/2022
Page No : 1

Groups Printed- Pedestrians

Start Time	Fox Chase Rd Southbound		Fox Chase Rd Northbound		Manor College Access Eastbound		Int. Total
	Right	Thru	Thru	Left	Right	Left	
08:00 AM	0	1	0	0	1	0	2
08:15 AM	0	1	0	0	0	0	1
Total	0	2	0	0	1	0	3
04:15 PM	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	1	0	1
05:45 PM	0	1	0	0	0	0	1
Total	0	1	0	0	1	0	2
Grand Total	0	3	0	0	3	0	6
Apprch %	0	100	0	0	100	0	
Total %	0	50	0	0	50	0	

McMahon Associates, Inc.

Transportation Engineers & Planners
425 Commerce Drive, Suite 200
Fort Washington, PA 19034

Municipality: Abington Township
Location: Fox Chase Road &
Cedar Road
Counter: M

File Name : stbasils03w
Site Code :
Start Date : 1/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	Cedar Rd Southbound			Fox Chase Rd Westbound			Cedar Rd Northbound			Fox Chase Rd Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	13	43	0	0	20	14	13	34	8	5	17	4	171
07:15 AM	14	35	1	1	20	23	18	43	6	4	19	7	191
07:30 AM	10	71	1	3	37	17	19	59	11	13	20	3	264
07:45 AM	19	59	1	0	31	21	24	50	16	10	21	9	261
Total	56	208	3	4	108	75	74	186	41	32	77	23	887
08:00 AM	15	57	2	0	34	21	16	41	13	18	33	10	260
08:15 AM	21	62	0	3	28	15	24	51	12	24	25	8	273
08:30 AM	16	61	0	1	36	32	23	42	17	31	29	9	297
08:45 AM	12	60	1	3	25	16	17	67	26	19	34	14	294
Total	64	240	3	7	123	84	80	201	68	92	121	41	1124
04:00 PM	23	63	1	0	22	24	28	65	14	15	45	18	318
04:15 PM	17	61	2	3	36	15	31	64	15	14	46	19	323
04:30 PM	15	71	1	0	18	7	22	59	16	15	51	19	294
04:45 PM	14	69	2	2	25	29	31	58	13	18	39	17	317
Total	69	264	6	5	101	75	112	246	58	62	181	73	1252
05:00 PM	9	68	1	1	21	13	30	67	6	13	51	25	305
05:15 PM	7	71	2	2	23	16	29	47	8	13	39	23	280
05:30 PM	14	82	1	1	22	13	19	54	16	12	41	17	292
05:45 PM	13	52	2	1	19	13	24	40	20	8	31	17	240
Total	43	273	6	5	85	55	102	208	50	46	162	82	1117
Grand Total	232	985	18	21	417	289	368	841	217	232	541	219	4380
Apprch %	18.8	79.8	1.5	2.9	57.4	39.8	25.8	59	15.2	23.4	54.5	22.1	
Total %	5.3	22.5	0.4	0.5	9.5	6.6	8.4	19.2	5	5.3	12.4	5	
Passenger Vehicles	219	966	16	17	408	280	364	817	202	219	529	204	4241
% Passenger Vehicles	94.4	98.1	88.9	81	97.8	96.9	98.9	97.1	93.1	94.4	97.8	93.2	96.8
Heavy Vehicles	13	19	2	4	9	9	4	24	15	13	12	15	139
% Heavy Vehicles	5.6	1.9	11.1	19	2.2	3.1	1.1	2.9	6.9	5.6	2.2	6.8	3.2

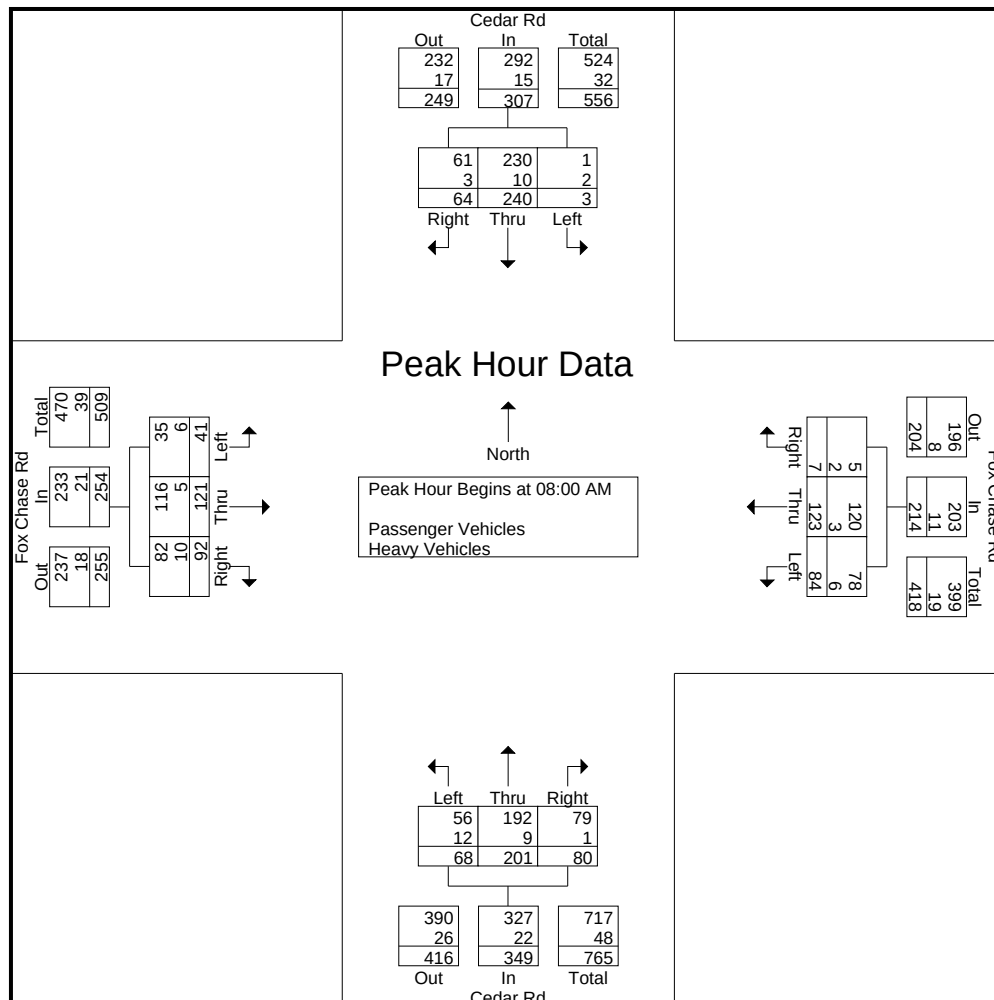
McMahon Associates, Inc.

Transportation Engineers & Planners
425 Commerce Drive, Suite 200
Fort Washington, PA 19034

Municipality: Abington Township
Location: Fox Chase Road &
Cedar Road
Counter: M

File Name : stbasils03w
Site Code :
Start Date : 1/11/2022
Page No : 2

	Cedar Rd Southbound				Fox Chase Rd Westbound				Cedar Rd Northbound				Fox Chase Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	57	2	74	0	34	21	55	16	41	13	70	18	33	10	61	260
08:15 AM	21	62	0	83	3	28	15	46	24	51	12	87	24	25	8	57	273
08:30 AM	16	61	0	77	1	36	32	69	23	42	17	82	31	29	9	69	297
08:45 AM	12	60	1	73	3	25	16	44	17	67	26	110	19	34	14	67	294
Total Volume	64	240	3	307	7	123	84	214	80	201	68	349	92	121	41	254	1124
% App. Total	20.8	78.2	1		3.3	57.5	39.3		22.9	57.6	19.5		36.2	47.6	16.1		
PHF	.762	.968	.375	.925	.583	.854	.656	.775	.833	.750	.654	.793	.742	.890	.732	.920	.946
Passenger Vehicles	61	230	1	292	5	120	78	203	79	192	56	327	82	116	35	233	1055
% Passenger Vehicles	95.3	95.8	33.3	95.1	71.4	97.6	92.9	94.9	98.8	95.5	82.4	93.7	89.1	95.9	85.4	91.7	93.9
Heavy Vehicles	3	10	2	15	2	3	6	11	1	9	12	22	10	5	6	21	69
% Heavy Vehicles	4.7	4.2	66.7	4.9	28.6	2.4	7.1	5.1	1.3	4.5	17.6	6.3	10.9	4.1	14.6	8.3	6.1



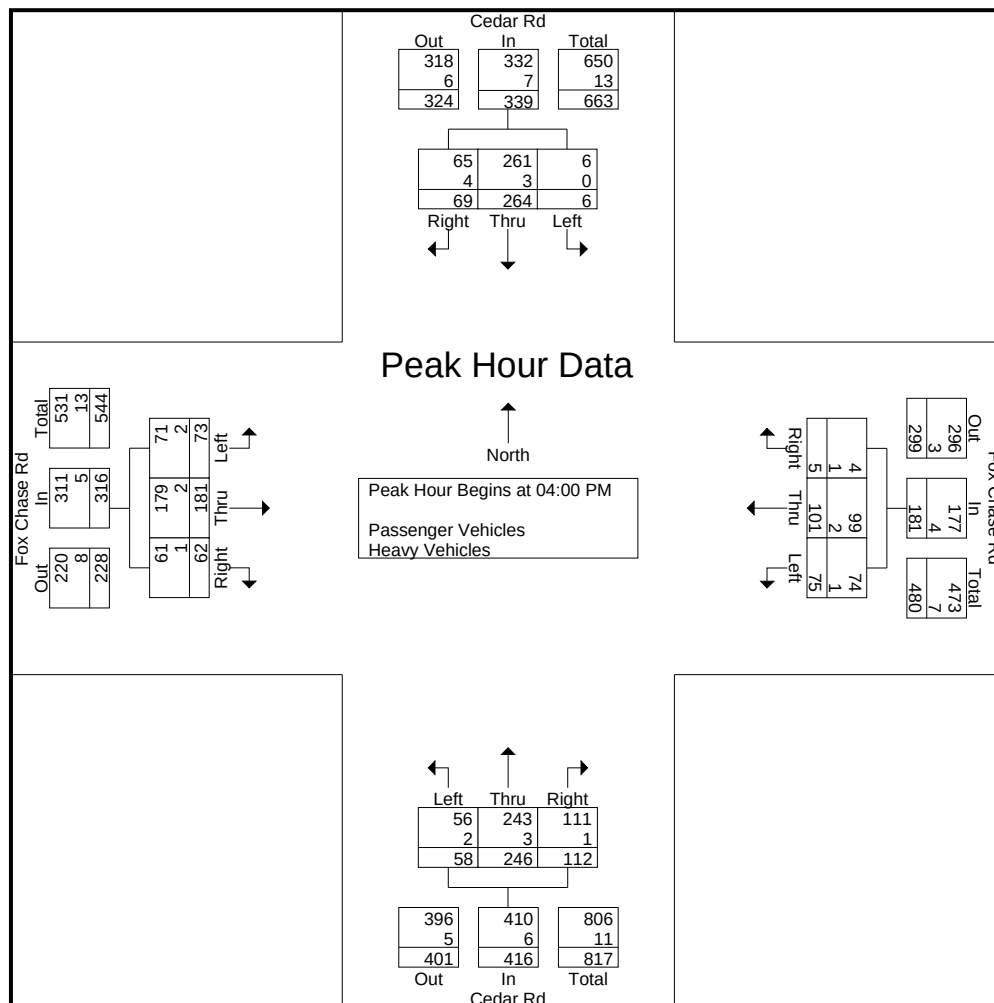
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Municipality: Abington Township
Location: Fox Chase Road &
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File Name : stbasils03w
Site Code :
Start Date : 1/11/2022
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	Cedar Rd Southbound				Fox Chase Rd Westbound				Cedar Rd Northbound				Fox Chase Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	23	63	1	87	0	22	24	46	28	65	14	107	15	45	18	78	318
04:15 PM	17	61	2	80	3	36	15	54	31	64	15	110	14	46	19	79	323
04:30 PM	15	71	1	87	0	18	7	25	22	59	16	97	15	51	19	85	294
04:45 PM	14	69	2	85	2	25	29	56	31	58	13	102	18	39	17	74	317
Total Volume	69	264	6	339	5	101	75	181	112	246	58	416	62	181	73	316	1252
% App. Total	20.4	77.9	1.8		2.8	55.8	41.4		26.9	59.1	13.9		19.6	57.3	23.1		
PHF	.750	.930	.750	.974	.417	.701	.647	.808	.903	.946	.906	.945	.861	.887	.961	.929	.969
Passenger Vehicles	65	261	6	332	4	99	74	177	111	243	56	410	61	179	71	311	1230
% Passenger Vehicles	94.2	98.9	100	97.9	80.0	98.0	98.7	97.8	99.1	98.8	96.6	98.6	98.4	98.9	97.3	98.4	98.2
Heavy Vehicles	4	3	0	7	1	2	1	4	1	3	2	6	1	2	2	5	22
% Heavy Vehicles	5.8	1.1	0	2.1	20.0	2.0	1.3	2.2	0.9	1.2	3.4	1.4	1.6	1.1	2.7	1.6	1.8



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Cedar Road
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File Name : stbasils03w
Site Code :
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Groups Printed- Pedestrians

Start Time	Cedar Rd Southbound			Fox Chase Rd Westbound			Cedar Rd Northbound			Fox Chase Rd Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	0	0	0	1	0	5
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	7	0	0	0	0	0	0	0	0	1	0	8
Apprch %	0	100	0	0	0	0	0	0	0	0	100	0	
Total %	0	87.5	0	0	0	0	0	0	0	0	12.5	0	

Appendix D

Warrant Analysis Worksheets

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Abington Township	Analysis Date:	1/28/2022
County:	Montgomery County	Conducted By:	BGG
PennDOT Engineering District:	6	Checked By:	JDG
		Agency/Company Name:	McMahon Associates, Inc.
Intersection & Approach Description: Fox Chase Road and Local Road / Manor Access Southbound Fox Chase Road Left-Turn			
Analysis Period:	2029 Build	Number of Approach Lanes:	1
Design Hour:	AM Peak Hour	Undivided or Divided Highway:	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	35	Type of Analysis	
Type of Terrain:	Level	Left or Right-Turn Lane Analysis?:	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV		
Advancing	Left	Yes	4	2.0%	5	Advancing Volume:	278
	Through	-	248	8.0%	258	Opposing Volume:	295
	Right	Yes	15	0.0%	15	Left Turn Volume:	5
Opposing	Left	Yes	18	0.0%	18	% Left Turns in Advancing Volume: 1.80%	
	Through	-	254	7.0%	263		
	Right	Yes	13	2.0%	14		

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV			
Advancing	Left		0	0.0%	N/A	Advancing Volume:	N/A	
	Through	-	0	0.0%	N/A		Right Turn Volume:	N/A
	Right	-	0	0.0%	N/A			

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 1**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized	Average # of Vehicles/Cycle:	N/A
Design Hour Volume of Turning Lane:	5		
Cycles Per Hour (Assumed):	Known		
Cycles Per Hour (If Known):	54		

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A: **N/A** Feet

Condition B: **N/A** Feet

Condition C: **N/A** Feet

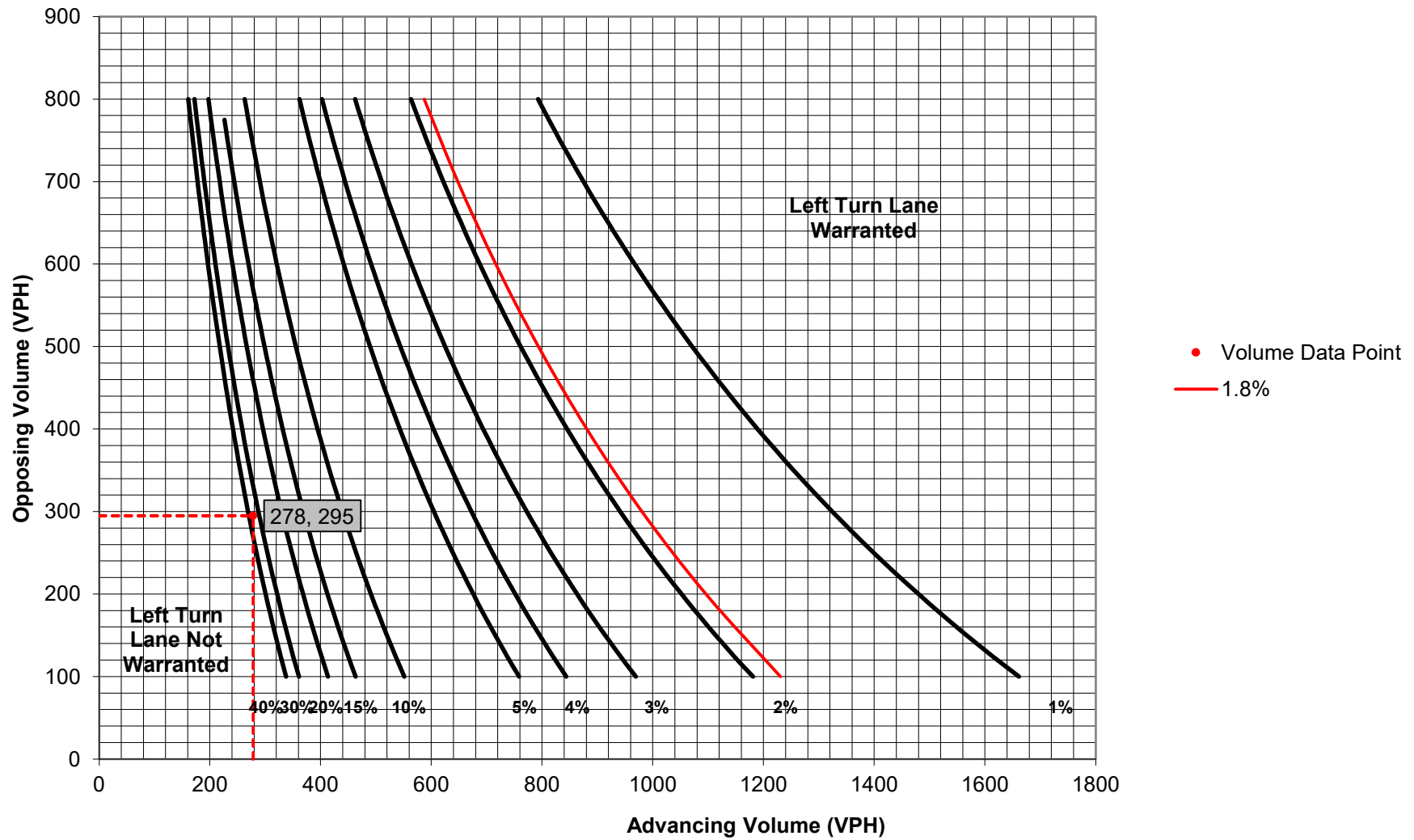
Required Left Turn Lane Storage Length: **N/A** Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Abington Township County: Montgomery County PennDOT Engineering District: 6	Analysis Date: 1/28/2022 Conducted By: BGG Checked By: JDG Agency/Company Name: McMahon Associates, Inc.
Intersection & Approach Description: Fox Chase Road and Local Road / Manor Access Southbound Fox Chase Road Left-Turn Lane	
Analysis Period: 2029 Build Design Hour: PM Peak Hour Intersection Control: Signalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	9	2.0%	10
	Through	-	316	3.0%	321
	Right	Yes	0	0.0%	0
Opposing	Left	Yes	6	0.0%	6
	Through	-	199	4.0%	203
	Right	Yes	28	2.0%	29

Advancing Volume: 331
 Opposing Volume: 238
 Left Turn Volume: 10
 % Left Turns in Advancing Volume: 3.02%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	0	0.0%	N/A
	Right	-	0	0.0%	N/A

Advancing Volume: N/A
 Right Turn Volume: N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 1**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control: Signalized
 Design Hour Volume of Turning Lane: 10
 Cycles Per Hour (Assumed): Known
 Cycles Per Hour (If Known): 54
 Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

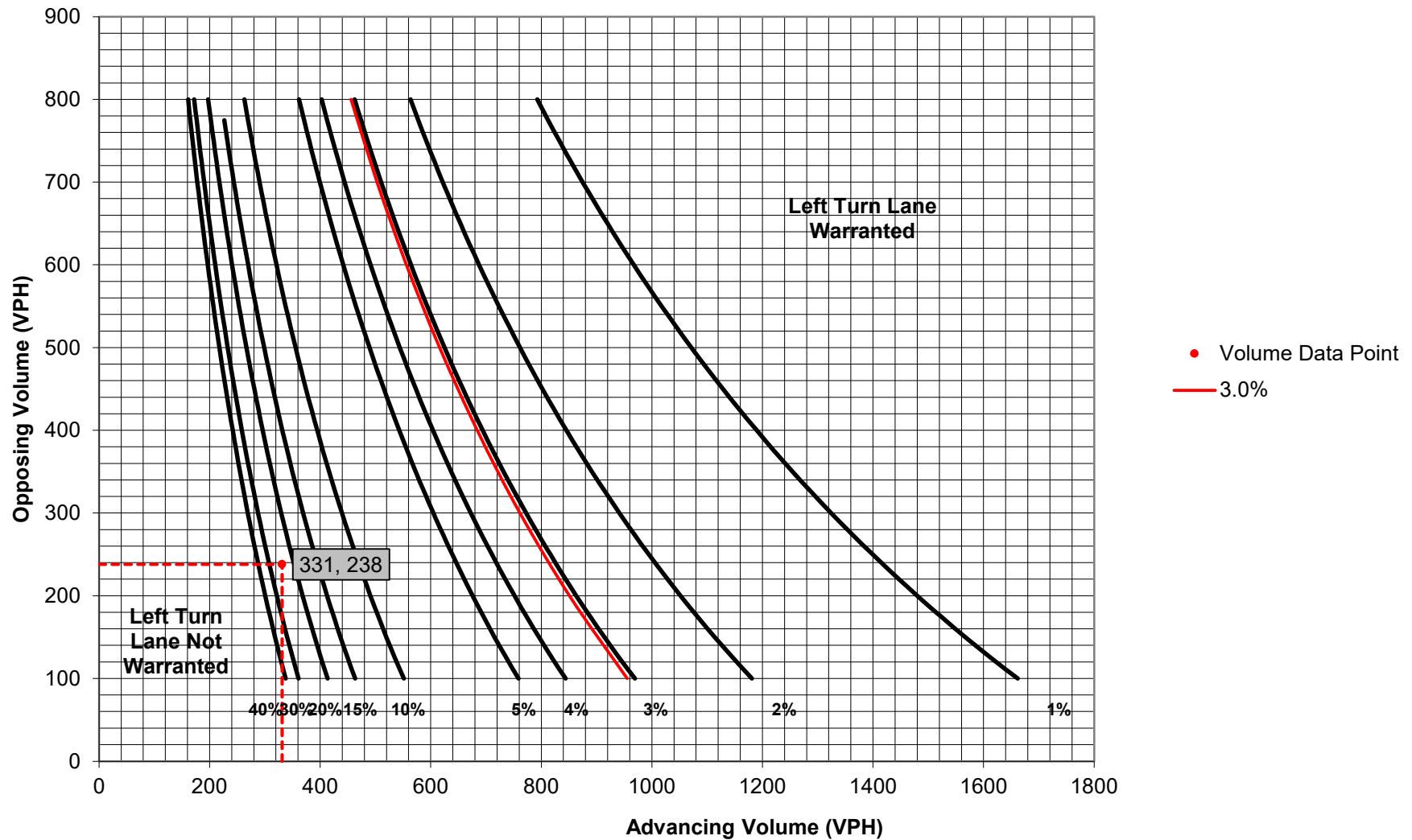
Left Turn Lane Storage Length, Condition A: **N/A** Feet
 Condition B: **N/A** Feet
 Condition C: **N/A** Feet
 Required Left Turn Lane Storage Length: **N/A** Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
 (speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Abington Township County: Montgomery County PennDOT Engineering District: 6	Analysis Date: 1/28/2022 Conducted By: BGG Checked By: JDG Agency/Company Name: McMahon Associates, Inc.
Intersection & Approach Description: Fox Chase Road and Local Road / Manor Access Northbound Fox Chase Road Left-Turn	
Analysis Period: 2029 Build Design Hour: AM Peak Hour Intersection Control: Signalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV		
Advancing	Left	Yes	18	0.0%	18	Advancing Volume:	295
	Through	-	254	7.0%	263	Opposing Volume:	278
	Right	Yes	13	2.0%	14	Left Turn Volume:	18
Opposing	Left	Yes	4	2.0%	5		
	Through	-	248	8.0%	258		
	Right	Yes	15	0.0%	15	% Left Turns in Advancing Volume:	6.10%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV			
Advancing	Left				N/A	Advancing Volume:	N/A	
	Through	-			N/A		Right Turn Volume:	N/A
	Right	-			N/A			

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 1**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control: Signalized Design Hour Volume of Turning Lane: 18 Cycles Per Hour (Assumed): Known Cycles Per Hour (If Known): 54	Average # of Vehicles/Cycle: N/A
--	----------------------------------

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

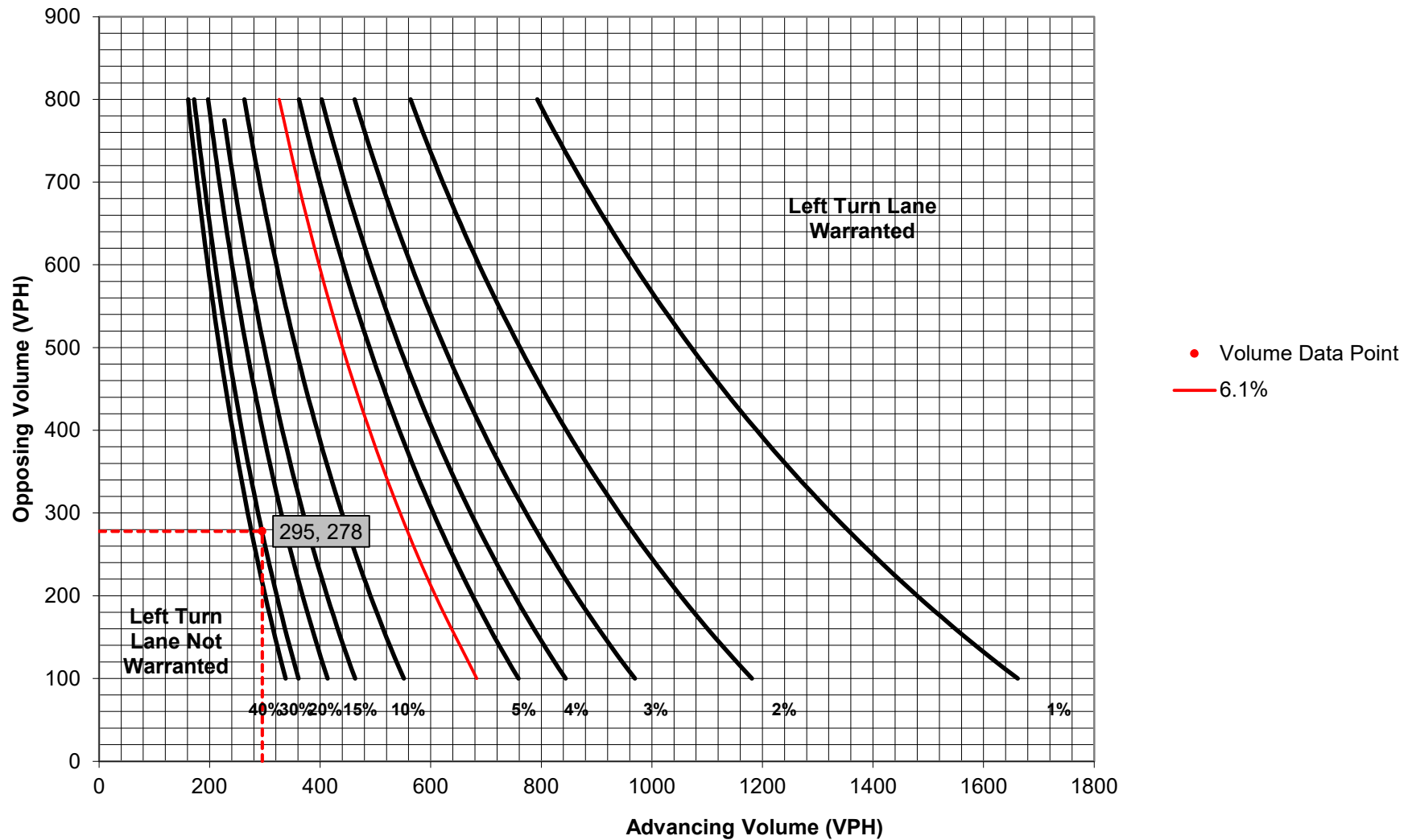
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
 (speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Abington Township	Analysis Date:	1/28/2022
County:	Montgomery County	Conducted By:	BGG
PennDOT Engineering District:	6	Checked By:	JDG
		Agency/Company Name:	McMahon Associates, Inc.
Intersection & Approach Description: Fox Chase Road and Local Road / Manor Access Northbound Fox Chase Road Left-Turn Lane			
Analysis Period:	2029 Build	Number of Approach Lanes:	1
Design Hour:	PM Peak Hour	Undivided or Divided Highway:	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	35	Type of Analysis	
Type of Terrain:	Level		
		Left or Right-Turn Lane Analysis?:	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement	Include?	Volume	% Trucks	PCEV	
Advancing	Left	Yes	6	0.0%	6
	Through	-	199	4.0%	203
	Right	Yes	28	2.0%	29
Opposing	Left	Yes	9	2.0%	10
	Through	-	316	3.0%	321
	Right	Yes	0	0.0%	0

Advancing Volume: 238
Opposing Volume: 331
Left Turn Volume: 6

% Left Turns in Advancing Volume: 2.52%

Right Turn Lane Volume Calculations

Movement	Include?	Volume	% Trucks	PCEV	
Advancing	Left	Yes			N/A
	Through	-			N/A
	Right	-			N/A

Advancing Volume: N/A
Right Turn Volume: N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 1**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized	Average # of Vehicles/Cycle:	N/A
Design Hour Volume of Turning Lane:	6		
Cycles Per Hour (Assumed):	Known		
Cycles Per Hour (If Known):	54		

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A: **N/A** Feet

Condition B: **N/A** Feet

Condition C: **N/A** Feet

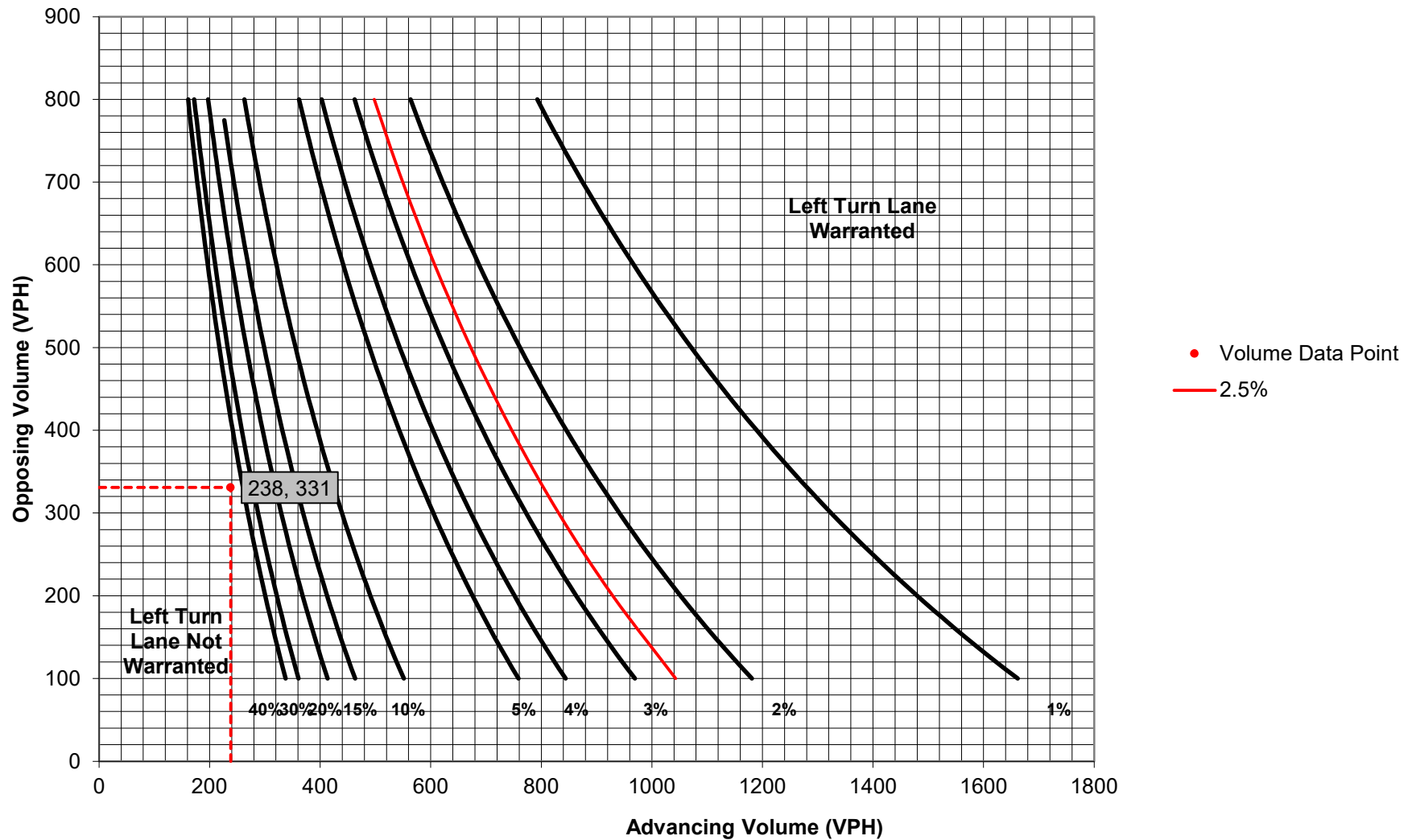
Required Left Turn Lane Storage Length: **N/A** Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
 (speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Abington Township County: Montgomery County PennDOT Engineering District: 6	Analysis Date: 1/28/2022 Conducted By: BGG Checked By: JDG Agency/Company Name: McMahon Associates, Inc.
Intersection & Approach Description: Fox Chase Road and Local Road / Manor Access Northbound Right-Turn Fox Chase Road	
Analysis Period: 2029 Build Design Hour: AM Peak Hour Intersection Control: Signalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	2.0%	N/A
	Through	-	248	8.0%	N/A
	Right	Yes	15	0.0%	N/A
Opposing	Left	Yes	18	0.0%	N/A
	Through	-	254	7.0%	N/A
	Right	Yes	13	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A

% Left Turns in Advancing Volume:	N/A
-----------------------------------	-----

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	18	0.0%	18
	Through	-	254	7.0%	263
	Right	-	13	2.0%	14

Advancing Volume:	295
Right Turn Volume:	14

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure:	N/A
Warrant Met?:	N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure:	Figure 9
Warrant Met?:	No

TURN LANE LENGTH CALCULATIONS

Intersection Control: Signalized Design Hour Volume of Turning Lane: 14 Cycles Per Hour (Assumed): Known Cycles Per Hour (If Known): 54	Average # of Vehicles/Cycle: N/A
--	----------------------------------

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

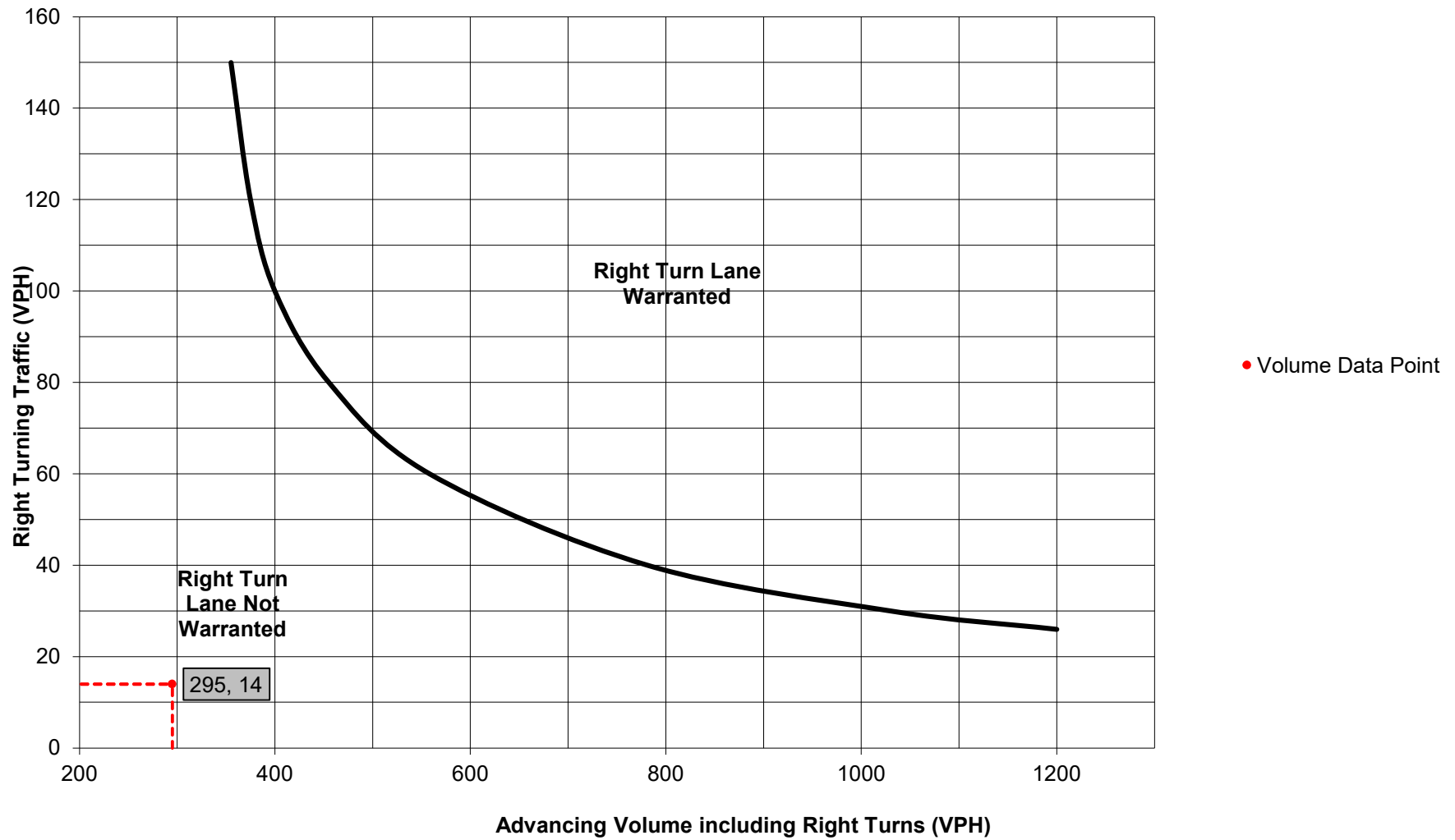
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

**Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)**



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Abington Township	Analysis Date:	1/28/2022
County:	Montgomery County	Conducted By:	BGG
PennDOT Engineering District:	6	Checked By:	JDG
		Agency/Company Name:	McMahon Associates, Inc.
Intersection & Approach Description:		Fox Chase Road and Local Road / Manor Access Northbound Right-Turn Fox Chase Road	
Analysis Period:	2029 Build	Number of Approach Lanes:	1
Design Hour:	PM Peak Hour	Undivided or Divided Highway:	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	35		
Type of Terrain:	Level		
		Left or Right-Turn Lane Analysis?:	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	9	2.0%	N/A
	Through	-	316	3.0%	N/A
	Right	Yes	0	0.0%	N/A
Opposing	Left	Yes	6	0.0%	N/A
	Through	-	199	4.0%	N/A
	Right	Yes	28	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A

% Left Turns in Advancing Volume:	N/A
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Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	6	0.0%	6
	Through	-	199	4.0%	203
	Right	-	28	2.0%	29

Advancing Volume:	238
Right Turn Volume:	29

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure:	N/A
Warrant Met?:	N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure:	Figure 9
Warrant Met?:	No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized	Average # of Vehicles/Cycle:	N/A
Design Hour Volume of Turning Lane:	29		
Cycles Per Hour (Assumed):	Known		
Cycles Per Hour (If Known):	54		

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

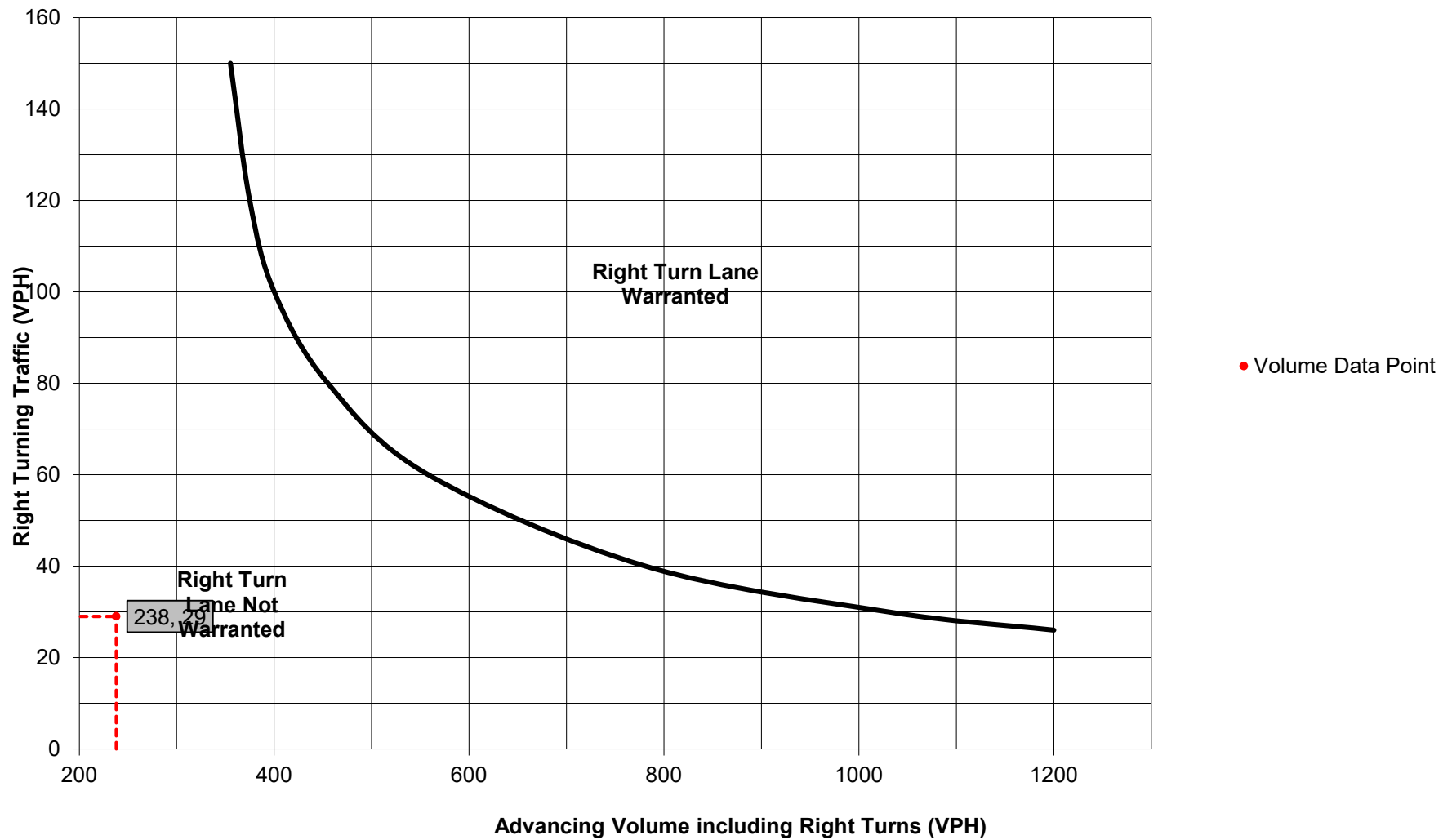
Additional Findings:

N/A

Additional Comments / Justifications:

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**Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)**



LEFT-TURN CONFLICT FACTOR WORKSHEET

INTERSECTION:	Fox Chase Road and Manor College / Proposed Local Road	PERMIT NUMBER:	64-2762
COUNTY:	Montgomery	MUNICIPALITY:	Abington Township
COUNT DATE / SCENARIO:	2029 Projected		

INTERSECTION VOLUMES

INTERVAL	NORTHBOUND FOX CHASE ROAD			SOUTHBOUND FOX CHASE ROAD			EASTBOUND MANOR COLLEGE			WESTBOUND PROPOSED LOCAL ROAD			CYCLE LENGTH (sec)
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
AM PEAK	18	254	13	4	248	15	1	0	2	27	0	9	67
MIDDAY PEAK													
PM PEAK	6	199	28	9	316	0	13	0	25	18	0	6	67
SAT PEAK													

LEFT-TURN CONFLICT FACTOR CALCULATIONS ⁽¹⁾

NORTHBOUND APPROACH		FOX CHASE ROAD			
Exclusive Left-Turn Lane	NO	NOTES			
Number of Opposing Lanes	1				
Include Opposing Right-Turn	YES				
Required C.F (Prot/Permit)	35,000				
Required C.F (Prot/Prohib)	N/A				
Hour	NB Left	Opposing Volume	Turns per Cycle	NB Conflict Factor	L.T.P. Justified
AM PEAK	18	263	0.34	4734	NO
MIDDAY PEAK	0	0		0	NO
PM PEAK	6	316	0.11	1896	NO
SAT PEAK	0	0		0	NO

SOUTHBOUND APPROACH		FOX CHASE ROAD			
Exclusive Left-Turn Lane	NO	NOTES			
Number of Opposing Lanes	1				
Include Opposing Right-Turn	YES				
Required C.F (Prot/Permit)	35,000				
Required C.F (Prot/Prohib)	N/A				
Hour	SB Left	Opposing Volume	Turns per Cycle	SB Conflict Factor	L.T.P. Justified
AM PEAK	4	267	0.07	1068	NO
MIDDAY PEAK	0	0		0	NO
PM PEAK	9	227	0.17	2043	NO
SAT PEAK	0	0		0	NO

EASTBOUND APPROACH		MANOR COLLEGE			
Exclusive Left-Turn Lane	NO	NOTES			
Number of Opposing Lanes	1				
Include Opposing Right-Turn	YES				
Required C.F (Prot/Permit)	35,000				
Required C.F (Prot/Prohib)	N/A				
Hour	EB Left	Opposing Volume	Turns per Cycle	EB Conflict Factor	L.T.P. Justified
AM PEAK	1	9	0.02	9	NO
MIDDAY PEAK	0	0		0	NO
PM PEAK	13	6	0.24	78	NO
SAT PEAK	0	0		0	NO

WESTBOUND APPROACH		PROPOSED LOCAL ROAD			
Exclusive Left-Turn Lane	NO	NOTES			
Number of Opposing Lanes	1				
Include Opposing Right-Turn	YES				
Required C.F (Prot/Permit)	35,000				
Required C.F (Prot/Prohib)	N/A				
Hour	WB Left	Opposing Volume	Turns per Cycle	WB Conflict Factor	L.T.P. Justified
AM PEAK	27	2	0.50	54	NO
MIDDAY PEAK	0	0		0	NO
PM PEAK	18	25	0.34	450	NO
SAT PEAK	0	0		0	NO

RECOMMENDATIONS:	No dedicated left-turn phases.
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COMPLETED BY:	BGG	1/31/2022
QA/QC BY:	SAK	2/3/2022

(1) Based on guidelines outlined within PennDOT Publication 149, Chapter 3.1

Appendix E

Traffic Volume Projection Worksheets

Fox Chase Road & Forrest Avenue
INTERSECTION VOLUME PROJECTION SUMMARY
Weekday 7 AM - 9 AM

		EASTBOUND Forrest Avenue			WESTBOUND Forrest Avenue			NORTHBOUND Fox Chase Road			SOUTHBOUND Fox Chase Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
EXISTING VOLUMES		13	14	56	69	13	5	42	170	31	2	132	15
Seasonal Adjustment Factor	1.000	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment		0	0	0	0	0	0	1	1	4	0	0	0
Additional Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING VOLUMES		13	14	56	69	13	5	43	171	35	2	132	15
Background Growth to 2029	2.33%	0	0	1	2	0	0	1	4	1	0	3	0
Total Other Development New Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
Total Other Development Pass-by Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITHOUT DEVELOPMENT VOLUMES		13	14	57	71	13	5	44	175	36	2	135	15
Senior Adult Housing—Single-Family	DIST IN DIST OUT ASSIGN	5%			5%			(5%)	(15%)	(5%)	15%		
		0	0	0	1	0	0	2	5	2	0	3	0
Total New Site Trip Assignment		0	0	0	1	0	0	2	5	2	0	3	0
Total Pass-by Site Trip Assignment		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITH DEVELOPMENT VOLUMES		13	14	57	72	13	5	46	180	38	2	138	15

Fox Chase Road & Forrest Avenue
INTERSECTION VOLUME PROJECTION SUMMARY
Weekday 4 PM - 6 PM

		EASTBOUND Forrest Avenue			WESTBOUND Forrest Avenue			NORTHBOUND Fox Chase Road			SOUTHBOUND Fox Chase Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
EXISTING VOLUMES		4	24	92	46	20	3	36	132	39	5	169	7
Seasonal Adjustment Factor	1.000	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment		0	0	0	0	0	0	0	0	0	0	2	0
Additional Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING VOLUMES		4	24	92	46	20	3	36	132	39	5	171	7
Background Growth to 2029	2.33%	0	1	2	1	0	0	1	3	1	0	4	0
Total Other Development New Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
Total Other Development Pass-by Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITHOUT DEVELOPMENT VOLUMES		4	25	94	47	20	3	37	135	40	5	175	7
Senior Adult Housing—Single-Family	DIST IN DIST OUT ASSIGN	5%			5%			(5%)	(15%)	(5%)	15%		
		0	0	1	2	0	0	1	4	1	0	6	0
Total New Site Trip Assignment		0	0	1	2	0	0	1	4	1	0	6	0
Total Pass-by Site Trip Assignment		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITH DEVELOPMENT VOLUMES		4	25	95	49	20	3	38	139	41	5	181	7

Fox Chase Road & Manor Access / Site Access
INTERSECTION VOLUME PROJECTION SUMMARY
Weekday 7 AM - 9 AM

		EASTBOUND Manor Access			WESTBOUND Site Access			NORTHBOUND Fox Chase Road			SOUTHBOUND Fox Chase Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
EXISTING VOLUMES		1	0	2	0	0	0	18	248	0	0	241	15
Seasonal Adjustment Factor	1.000	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment		0	0	0	0	0	0	0	0	0	0	1	0
Additional Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING VOLUMES		1	0	2	0	0	0	18	248	0	0	242	15
Background Growth to 2029	2.33%	0	0	0	0	0	0	0	6	0	0	6	0
Total Other Development New Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
Total Other Development Pass-by Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITHOUT DEVELOPMENT VOLUMES		1	0	2	0	0	0	18	254	0	0	248	15
Senior Adult Housing—Single-Family	DIST IN DIST OUT ASSIGN				(75%)		(25%)	75%			25%		
		0	0	0	27	0	9	0	0	13	4	0	0
Total New Site Trip Assignment		0	0	0	27	0	9	0	0	13	4	0	0
Total Pass-by Site Trip Assignment		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITH DEVELOPMENT VOLUMES		1	0	2	27	0	9	18	254	13	4	248	15

Fox Chase Road & Manor Access / Site Access
INTERSECTION VOLUME PROJECTION SUMMARY
Weekday 4 PM - 6 PM

		EASTBOUND Manor Access			WESTBOUND Site Access			NORTHBOUND Fox Chase Road			SOUTHBOUND Fox Chase Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
EXISTING VOLUMES		13	0	24	0	0	0	6	189	0	0	309	0
Seasonal Adjustment Factor	1.000	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment		0	0	0	0	0	0	0	5	0	0	0	0
Additional Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING VOLUMES		13	0	24	0	0	0	6	194	0	0	309	0
Background Growth to 2029	2.33%	0	0	1	0	0	0	0	5	0	0	7	0
Total Other Development New Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
Total Other Development Pass-by Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITHOUT DEVELOPMENT VOLUMES		13	0	25	0	0	0	6	199	0	0	316	0
Senior Adult Housing—Single-Family	DIST IN DIST OUT ASSIGN				(75%)		(25%)			75%		25%	
		0	0	0	18	0	6	0	0	28	9	0	0
Total New Site Trip Assignment		0	0	0	18	0	6	0	0	28	9	0	0
Total Pass-by Site Trip Assignment		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITH DEVELOPMENT VOLUMES		13	0	25	18	0	6	6	199	28	9	316	0

Fox Chase Road & Cedar Road INTERSECTION VOLUME PROJECTION SUMMARY Weekday 7 AM - 9 AM

		EASTBOUND Cedar Road			WESTBOUND Cedar Road			NORTHBOUND Fox Chase Road			SOUTHBOUND Fox Chase Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
EXISTING VOLUMES		68	201	80	3	240	64	84	123	7	41	121	92
Seasonal Adjustment Factor	1.000	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
Additional Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING VOLUMES		68	201	80	3	240	64	84	123	7	41	121	92
Background Growth to 2029	2.33%	2	5	2	0	6	1	2	3	0	1	3	2
Total Other Development New Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
Total Other Development Pass-by Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITHOUT DEVELOPMENT VOLUMES		70	206	82	3	246	65	86	126	7	42	124	94
Senior Adult Housing—Single-Family	DIST IN DIST OUT ASSIGN	30%				25%			20%		(25%)	(20%)	(30%)
		5	0	0	0	0	4	0	4	0	9	7	11
Total New Site Trip Assignment		5	0	0	0	0	4	0	4	0	9	7	11
Total Pass-by Site Trip Assignment		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITH DEVELOPMENT VOLUMES		75	206	82	3	246	69	86	130	7	51	131	105

Fox Chase Road & Cedar Road INTERSECTION VOLUME PROJECTION SUMMARY Weekday 4 PM - 6 PM

		EASTBOUND Cedar Road			WESTBOUND Cedar Road			NORTHBOUND Fox Chase Road			SOUTHBOUND Fox Chase Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
EXISTING VOLUMES		58	246	112	6	264	69	75	101	5	73	181	62
Seasonal Adjustment Factor	1.000	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
Additional Adjustment		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING VOLUMES		58	246	112	6	264	69	75	101	5	73	181	62
Background Growth to 2029	2.33%	1	6	3	0	6	2	2	2	0	2	4	1
Total Other Development New Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
Total Other Development Pass-by Trip Assignments		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITHOUT DEVELOPMENT VOLUMES		59	252	115	6	270	71	77	103	5	75	185	63
Senior Adult Housing—Single-Family	DIST IN DIST OUT ASSIGN	30%				25%			20%		(25%)	(20%)	(30%)
		11	0	0	0	0	9	0	8	0	6	5	7
Total New Site Trip Assignment		11	0	0	0	0	9	0	8	0	6	5	7
Total Pass-by Site Trip Assignment		0	0	0	0	0	0	0	0	0	0	0	0
2029 WITH DEVELOPMENT VOLUMES		70	252	115	6	270	80	77	111	5	81	190	70

Appendix F

LOS / Capacity Analysis Methodology

CAPACITY/LEVEL-OF-SERVICE ANALYSIS METHODOLOGY

The detailed capacity/level-of-service analysis contained in this transportation impact study was performed in accordance with the standard techniques contained in the *Highway Capacity Manual 6th Edition*. By definition, capacity represents “the maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.” The level at which an intersection or a uniform section of a lane or roadway function can be expressed in terms of a level of service. Level of service (LOS) is defined as “a quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.”

Signalized Intersections

At three or four-legged signalized intersections, a methodology for evaluating the capacity and quality of service provided to road users traveling through the signalized intersection. For signalized intersections, the level of service can be characterized for the entire intersection, each approach, and each lane group. The level of service is based upon the control delay and volume-to-capacity ratio. The delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption, while the volume-to-capacity ratio quantifies the degree to which a phase’s capacity is utilized by a lane group. Input data in determining the delay and volume-to-capacity ratio include:

- Demand flow rate for each entering vehicular movement and pedestrian crossing movement, including right-turn on red volumes and percent of heavy vehicles;
- Initial queue for each lane group;
- Number and configuration of lanes on each approach;
- Type of signal control and phase sequence;
- Allocation of minimum/maximum green times and clearance intervals (Yellow plus All Red phases); and
- Phase recall.

At signalized intersections, the level of service is based upon the control delay, as well as the corresponding volume-to-capacity ratio for each movement/lane group. The following table provides a summary of the relationship between the level of service, control delay, and volume-to-capacity ratio for signalized intersections.

Control Delay (Sec/Veh)	<u>LOS by Volume-to-Capacity Ratio</u>	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Appendix G

Existing Capacity / LOS Analysis Worksheets

McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
Existing Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	14	56	69	13	5	43	171	35	2	132	15
Future Volume (vph)	13	14	56	69	13	5	43	171	35	2	132	15
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	13	13	13	15	15	15	12	12	12	15	15	15
Grade (%)		2%			-1%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.909			0.992			0.981			0.986	
Flt Protected		0.992			0.962			0.991			0.999	
Satd. Flow (prot)	0	1567	0	0	1776	0	0	1644	0	0	1757	0
Flt Permitted		0.940			0.796			0.935			0.998	
Satd. Flow (perm)	0	1485	0	0	1469	0	0	1551	0	0	1755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			5			20			14	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		345			428			876			325	
Travel Time (s)		9.4			11.7			17.1			6.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	7%	7%	7%	0%	20%	10%	7%	7%	50%	8%	27%
Adj. Flow (vph)	14	16	62	77	14	6	48	190	39	2	147	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	97	0	0	277	0	0	166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.94	0.94	0.94	1.06	1.06	1.06	0.95	0.95	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		41.0	41.0		41.0	41.0	
Total Split (%)	37.9%	37.9%		37.9%	37.9%		62.1%	62.1%		62.1%	62.1%	
Maximum Green (s)	20.0	20.0		20.0	20.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
1: Fox Chase Road & Forrest Avenue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other

Cycle Length: 66

Actuated Cycle Length: 56

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Fox Chase Road & Forrest Avenue



McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
Existing Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	56	69	13	5	43	171	35	2	132	15
Future Volume (veh/h)	13	14	56	69	13	5	43	171	35	2	132	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1747	1747	1807	1911	1615	1732	1775	1775	1136	1749	1472
Adj Flow Rate, veh/h	14	16	62	77	14	6	48	190	39	2	147	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	7	7	7	0	20	10	7	7	50	8	27
Cap, veh/h	98	52	146	289	50	14	219	818	157	71	1053	120
Arrive On Green	0.12	0.14	0.12	0.12	0.14	0.12	0.67	0.68	0.67	0.67	0.68	0.67
Sat Flow, veh/h	130	362	1017	1156	350	99	203	1194	229	3	1537	176
Grp Volume(v), veh/h	92	0	0	97	0	0	277	0	0	166	0	0
Grp Sat Flow(s),veh/h/ln	1509	0	0	1605	0	0	1626	0	0	1716	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.6	0.0	0.0	3.2	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.15		0.67	0.79		0.06	0.17		0.14	0.01		0.10
Lane Grp Cap(c), veh/h	267	0	0	323	0	0	1163	0	0	1212	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.30	0.00	0.00	0.24	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	645	0	0	686	0	0	1163	0	0	1212	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	20.7	0.0	0.0	3.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	2.0	0.0	0.0	1.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	0.0	21.3	0.0	0.0	3.7	0.0	0.0	3.1	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		92			97			277			166	
Approach Delay, s/veh		21.6			21.3			3.7			3.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		11.6		41.0		11.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		35.0		20.0		35.0		20.0				
Max Q Clear Time (g_c+I1), s		0.0		4.9		0.0		4.6				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

McMahon Associates, Inc.
3: Fox Chase Road & Manor Access

St. Basil Redevelopment
Existing Weekday AM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	18	248	242	15
Future Volume (vph)	1	2	18	248	242	15
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	15	15	14	14	13	13
Grade (%)	3%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			1.00	1.00	
Frt	0.910				0.992	
Flt Protected	0.984			0.997		
Satd. Flow (prot)	1746	0	0	1779	1714	0
Flt Permitted	0.984			0.976		
Satd. Flow (perm)	1744	0	0	1741	1714	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				9	
Link Speed (mph)	30			35	35	
Link Distance (ft)	250			379	876	
Travel Time (s)	5.7			7.4	17.1	
Confl. Peds. (#/hr)	2		1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	8%	0%
Adj. Flow (vph)	1	2	19	267	260	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	286	276	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.00	1.00	1.03	1.03
Turning Speed (mph)	15	9	15			9
Number of Detectors	3		1	2	2	
Detector Template			Left			
Leading Detector (ft)	40		20	256	255	
Trailing Detector (ft)	-3		0	0	0	
Detector 1 Position(ft)	-3		0	0	0	
Detector 1 Size(ft)	6		20	6	5	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	5.0	
Detector 2 Position(ft)	13			250	250	
Detector 2 Size(ft)	6			6	5	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Detector 3 Position(ft)	34					
Detector 3 Size(ft)	6					
Detector 3 Type	CI+Ex					
Detector 3 Channel						
Detector 3 Extend (s)	0.0					
Turn Type	Prot		Perm	NA	NA	

Lanes, Volumes, Timings

Synchro 10
3: Fox Chase Road & Manor Access

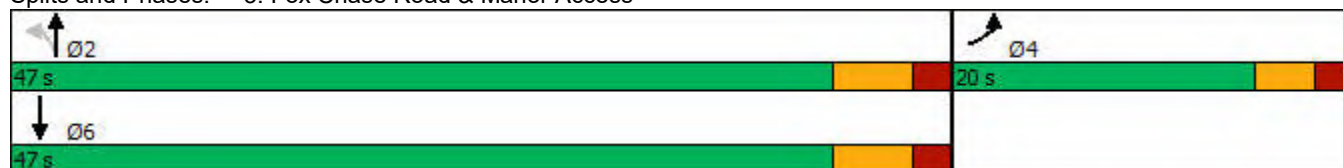


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	3.0		15.0	15.0	15.0	
Minimum Split (s)	8.0		21.0	21.0	21.0	
Total Split (s)	20.0		47.0	47.0	47.0	
Total Split (%)	29.9%		70.1%	70.1%	70.1%	
Maximum Green (s)	15.0		41.0	41.0	41.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0			-1.0	-1.0	
Total Lost Time (s)	4.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		4.0	4.0	4.0	
Minimum Gap (s)	3.0		2.0	2.0	2.0	
Time Before Reduce (s)	0.0		26.0	26.0	26.0	
Time To Reduce (s)	0.0		10.0	10.0	10.0	
Recall Mode	None		Max	Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 67
Actuated Cycle Length: 64.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fox Chase Road & Manor Access



						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	2	18	248	242	15
Future Volume (veh/h)	1	2	18	248	242	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.98	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1849	1747	1755	1872
Adj Flow Rate, veh/h	1	2	19	267	260	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	7	8	0
Cap, veh/h	9	18	117	1333	1317	81
Arrive On Green	0.02	0.00	0.79	0.81	0.81	0.79
Sat Flow, veh/h	409	818	53	1656	1636	101
Grp Volume(v), veh/h	4	0	286	0	0	276
Grp Sat Flow(s),veh/h/ln	1635	0	1709	0	0	1737
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	0.1	0.0	2.0	0.0	0.0	1.9
Prop In Lane	0.25	0.50	0.07			0.06
Lane Grp Cap(c), veh/h	37	0	1417	0	0	1398
V/C Ratio(X)	0.11	0.00	0.20	0.00	0.00	0.20
Avail Cap(c_a), veh/h	501	0	1417	0	0	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	1.2	0.0	0.0	1.2
Incr Delay (d2), s/veh	1.3	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.5	0.0	1.5	0.0	0.0	1.5
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	4			286	276	
Approach Delay, s/veh	26.5			1.5	1.5	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		47.0		5.2		47.0
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		41.0		15.0		41.0
Max Q Clear Time (g_c+I1), s		4.0		2.6		3.9
Green Ext Time (p_c), s		5.6		0.0		5.3
Intersection Summary						
HCM 6th Ctrl Delay			1.7			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						

McMahon Associates, Inc.
4: Fox Chase Road & Cedar Road

St. Basil Redevelopment
Existing Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	201	80	3	240	64	84	123	7	41	121	92
Future Volume (vph)	68	201	80	3	240	64	84	123	7	41	121	92
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	12	12	12	12	12	12
Grade (%)		0%			-1%			1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.972			0.996			0.951	
Flt Protected		0.990						0.981			0.992	
Satd. Flow (prot)	0	1565	0	0	1790	0	0	1670	0	0	1560	0
Flt Permitted		0.760			0.996			0.760			0.942	
Satd. Flow (perm)	0	1202	0	0	1783	0	0	1294	0	0	1481	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		20			14						40	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		299			432			438			399	
Travel Time (s)		5.8			8.4			8.5			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	18%	5%	1%	67%	4%	5%	7%	2%	29%	15%	4%	11%
Adj. Flow (vph)	72	212	84	3	253	67	88	129	7	43	127	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	323	0	0	224	0	0	267	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	0.98	0.98	0.98	1.08	1.08	1.08	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	35		20	35	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		12.0	12.0		3.0	12.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		18.0	18.0		9.0	18.0	
Total Split (s)	13.0	46.0		33.0	33.0		35.0	35.0		13.0	48.0	
Total Split (%)	13.8%	48.9%		35.1%	35.1%		37.2%	37.2%		13.8%	51.1%	
Maximum Green (s)	7.0	40.0		27.0	27.0		29.0	29.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	

Lanes, Volumes, Timings

Synchro 10
4: Fox Chase Road & Cedar Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	None		None	None		None	None		Max	None	
Act Effct Green (s)		32.6			19.3			19.7			33.0	
Actuated g/C Ratio		0.43			0.25			0.26			0.44	
v/c Ratio		0.65			0.70			0.67			0.40	
Control Delay		22.7			33.8			36.3			14.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.7			33.8			36.3			14.8	
LOS		C			C			D			B	
Approach Delay		22.7			33.8			36.3			14.8	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		113			128			93			67	
Queue Length 95th (ft)		234			246			184			144	
Internal Link Dist (ft)		219			352			358			319	
Turn Bay Length (ft)												
Base Capacity (vph)		713			682			523			884	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.47			0.43			0.30	

Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 75.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 26.5

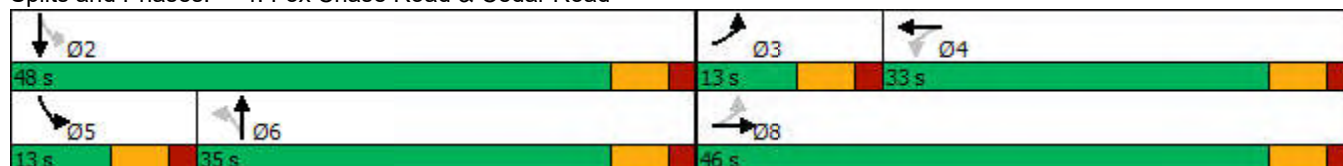
Intersection LOS: C

Intersection Capacity Utilization 75.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Fox Chase Road & Cedar Road



McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
Existing Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	24	92	46	20	3	36	132	39	5	171	7
Future Volume (vph)	4	24	92	46	20	3	36	132	39	5	171	7
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	13	13	13	15	15	15	12	12	12	15	15	15
Grade (%)		2%			-1%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.897			0.994			0.975			0.995	
Flt Protected		0.998			0.968			0.991			0.999	
Satd. Flow (prot)	0	1588	0	0	1913	0	0	1697	0	0	1921	0
Flt Permitted		0.988			0.742			0.937			0.994	
Satd. Flow (perm)	0	1571	0	0	1466	0	0	1604	0	0	1911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95			3			24			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		345			428			876			325	
Travel Time (s)		9.4			11.7			17.1			6.3	
Confl. Peds. (#/hr)	4					4	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	8%	1%	8%	0%	2%	0%
Adj. Flow (vph)	4	25	95	47	21	3	37	136	40	5	176	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	71	0	0	213	0	0	188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.94	0.94	0.94	1.06	1.06	1.06	0.95	0.95	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		21.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	
Maximum Green (s)	24.0	24.0		24.0	24.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
1: Fox Chase Road & Forrest Avenue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other

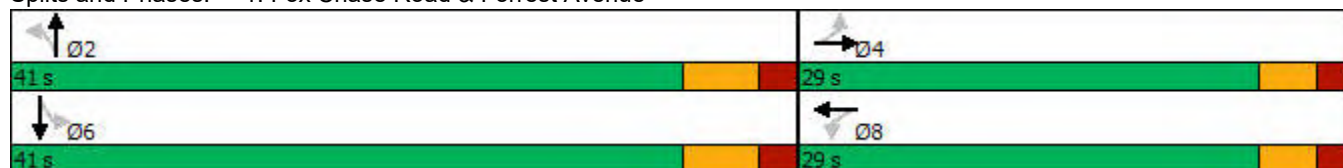
Cycle Length: 70

Actuated Cycle Length: 54.8

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Fox Chase Road & Forrest Avenue



McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
Existing Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	24	92	46	20	3	36	132	39	5	171	7
Future Volume (veh/h)	4	24	92	46	20	3	36	132	39	5	171	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1849	1776	1911	1911	1911	1761	1860	1761	1866	1837	1866
Adj Flow Rate, veh/h	4	25	95	47	21	3	37	136	40	5	176	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	5	0	0	0	8	1	8	0	2	0
Cap, veh/h	74	51	177	247	99	10	225	792	217	77	1192	46
Arrive On Green	0.13	0.14	0.13	0.13	0.14	0.13	0.67	0.68	0.67	0.67	0.68	0.67
Sat Flow, veh/h	22	351	1224	923	686	71	211	1158	316	10	1741	68
Grp Volume(v), veh/h	124	0	0	71	0	0	213	0	0	188	0	0
Grp Sat Flow(s),veh/h/ln	1598	0	0	1679	0	0	1685	0	0	1819	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.8	0.0	0.0	2.3	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.03		0.77	0.66		0.04	0.17		0.19	0.03		0.04
Lane Grp Cap(c), veh/h	271	0	0	324	0	0	1202	0	0	1281	0	0
V/C Ratio(X)	0.46	0.00	0.00	0.22	0.00	0.00	0.18	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	797	0	0	800	0	0	1202	0	0	1281	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.3	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	0.0	20.7	0.0	0.0	3.4	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		124			71			213			188	
Approach Delay, s/veh		22.5			20.7			3.4			3.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		11.6		41.0		11.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		35.0		24.0		35.0		24.0				
Max Q Clear Time (g_c+I1), s		0.0		5.8		0.0		3.8				
Green Ext Time (p_c), s		0.0		0.4		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.3								
HCM 6th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

McMahon Associates, Inc.
3: Fox Chase Road & Manor Access

St. Basil Redevelopment
Existing Weekday PM

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	24	6	194	309	0
Future Volume (vph)	13	24	6	194	309	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	15	15	14	14	13	13
Grade (%)	3%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00		
Frt	0.911					
Flt Protected	0.983			0.999		
Satd. Flow (prot)	1747	0	0	1828	1806	0
Flt Permitted	0.983			0.992		
Satd. Flow (perm)	1747	0	0	1815	1806	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	25					
Link Speed (mph)	30			35	35	
Link Distance (ft)	250			379	876	
Travel Time (s)	5.7			7.4	17.1	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	4%	3%	0%
Adj. Flow (vph)	13	25	6	200	319	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	206	319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.00	1.00	1.03	1.03
Turning Speed (mph)	15	9	15			9
Number of Detectors	3		1	2	2	
Detector Template			Left			
Leading Detector (ft)	40		20	256	255	
Trailing Detector (ft)	-3		0	0	0	
Detector 1 Position(ft)	-3		0	0	0	
Detector 1 Size(ft)	6		20	6	5	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	5.0	
Detector 2 Position(ft)	13			250	250	
Detector 2 Size(ft)	6			6	5	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Detector 3 Position(ft)	34					
Detector 3 Size(ft)	6					
Detector 3 Type	CI+Ex					
Detector 3 Channel						
Detector 3 Extend (s)	0.0					
Turn Type	Prot		Perm	NA	NA	

Lanes, Volumes, Timings

Synchro 10
3: Fox Chase Road & Manor Access

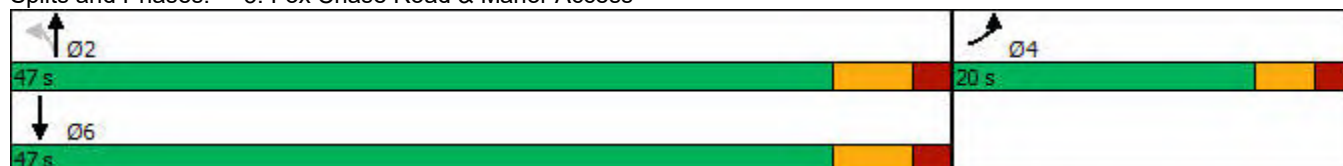


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	3.0		15.0	15.0	15.0	
Minimum Split (s)	8.0		21.0	21.0	21.0	
Total Split (s)	20.0		47.0	47.0	47.0	
Total Split (%)	29.9%		70.1%	70.1%	70.1%	
Maximum Green (s)	15.0		41.0	41.0	41.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0			-1.0	-1.0	
Total Lost Time (s)	4.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		4.0	4.0	4.0	
Minimum Gap (s)	3.0		2.0	2.0	2.0	
Time Before Reduce (s)	0.0		26.0	26.0	26.0	
Time To Reduce (s)	0.0		10.0	10.0	10.0	
Recall Mode	None		Max	Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 67
Actuated Cycle Length: 60.9
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fox Chase Road & Manor Access



						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	24	6	194	309	0
Future Volume (veh/h)	13	24	6	194	309	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1849	1790	1828	1872
Adj Flow Rate, veh/h	13	25	6	200	319	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	4	3	0
Cap, veh/h	27	52	79	1382	1430	0
Arrive On Green	0.05	0.03	0.76	0.78	0.78	0.00
Sat Flow, veh/h	536	1030	13	1767	1828	0
Grp Volume(v), veh/h	39	0	206	0	319	0
Grp Sat Flow(s),veh/h/ln	1607	0	1780	0	1828	0
Q Serve(g_s), s	1.3	0.0	0.0	0.0	2.5	0.0
Cycle Q Clear(g_c), s	1.3	0.0	1.5	0.0	2.5	0.0
Prop In Lane	0.33	0.64	0.03			0.00
Lane Grp Cap(c), veh/h	80	0	1429	0	1430	0
V/C Ratio(X)	0.48	0.00	0.14	0.00	0.22	0.00
Avail Cap(c_a), veh/h	479	0	1429	0	1430	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	0.0	1.4	0.0	1.5	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.2	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.3	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	0.0	1.7	0.0	1.9	0.0
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	39			206	319	
Approach Delay, s/veh	29.6			1.7	1.9	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	47.0		6.7		47.0	
Change Period (Y+Rc), s	6.0		5.0		6.0	
Max Green Setting (Gmax), s	41.0		15.0		41.0	
Max Q Clear Time (g_c+I1), s	3.5		3.8		5.0	
Green Ext Time (p_c), s	3.8		0.0		6.2	
Intersection Summary						
HCM 6th Ctrl Delay			3.7			
HCM 6th LOS			A			
Notes						

McMahon Associates, Inc.
4: Fox Chase Road & Cedar Road

St. Basil Redevelopment
Existing Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	246	112	6	264	69	75	101	5	73	181	62
Future Volume (vph)	58	246	112	6	264	69	75	101	5	73	181	62
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	12	12	12	12	12	12
Grade (%)		0%			-1%			1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.964			0.973			0.996			0.973	
Flt Protected		0.993			0.999			0.980			0.989	
Satd. Flow (prot)	0	1645	0	0	1831	0	0	1713	0	0	1687	0
Flt Permitted		0.842			0.990			0.727			0.886	
Satd. Flow (perm)	0	1394	0	0	1814	0	0	1268	0	0	1512	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		25			14						17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		299			432			438			399	
Travel Time (s)		5.8			8.4			8.5			7.8	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	1%	6%	1%	2%	20%	3%	1%	2%
Adj. Flow (vph)	60	254	115	6	272	71	77	104	5	75	187	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	0	0	349	0	0	186	0	0	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	0.98	0.98	0.98	1.08	1.08	1.08	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	35		20	35	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		12.0	12.0		3.0	12.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		18.0	18.0		9.0	18.0	
Total Split (s)	13.0	46.0		33.0	33.0		35.0	35.0		13.0	48.0	
Total Split (%)	13.8%	48.9%		35.1%	35.1%		37.2%	37.2%		13.8%	51.1%	
Maximum Green (s)	7.0	40.0		27.0	27.0		29.0	29.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
4: Fox Chase Road & Cedar Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	None		None	None		None	None		Max	None	
Act Effect Green (s)		32.9			19.7			17.8			31.0	
Actuated g/C Ratio		0.44			0.27			0.24			0.42	
v/c Ratio		0.65			0.71			0.61			0.49	
Control Delay		20.7			32.8			35.4			18.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.7			32.8			35.4			18.4	
LOS		C			C			D			B	
Approach Delay		20.7			32.8			35.4			18.4	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		127			134			75			97	
Queue Length 95th (ft)		256			253			155			191	
Internal Link Dist (ft)		219			352			358			319	
Turn Bay Length (ft)												
Base Capacity (vph)		823			706			522			920	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.49			0.36			0.35	

Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 74.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 25.5

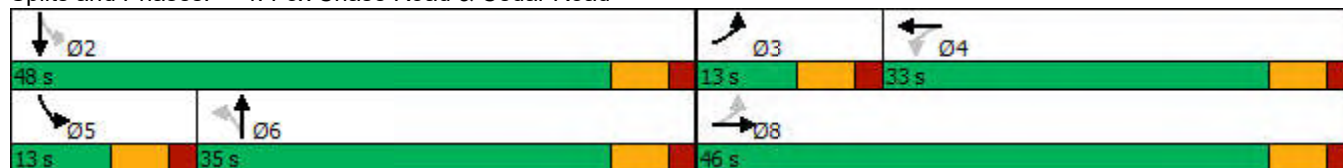
Intersection LOS: C

Intersection Capacity Utilization 76.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Fox Chase Road & Cedar Road



Appendix H

2029 Future without Development Capacity / LOS Analysis Worksheets

McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
2029 without Dev Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	14	57	71	13	5	44	175	36	2	135	15
Future Volume (vph)	13	14	57	71	13	5	44	175	36	2	135	15
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	13	13	13	15	15	15	12	12	12	15	15	15
Grade (%)		2%			-1%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.909			0.992			0.981			0.986	
Flt Protected		0.993			0.962			0.991			0.999	
Satd. Flow (prot)	0	1569	0	0	1776	0	0	1644	0	0	1758	0
Flt Permitted		0.941			0.792			0.934			0.998	
Satd. Flow (perm)	0	1486	0	0	1462	0	0	1549	0	0	1756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			5			20			13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		345			428			876			325	
Travel Time (s)		9.4			11.7			17.1			6.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	7%	7%	7%	0%	20%	10%	7%	7%	50%	8%	27%
Adj. Flow (vph)	14	16	63	79	14	6	49	194	40	2	150	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	99	0	0	283	0	0	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.94	0.94	0.94	1.06	1.06	1.06	0.95	0.95	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		41.0	41.0		41.0	41.0	
Total Split (%)	37.9%	37.9%		37.9%	37.9%		62.1%	62.1%		62.1%	62.1%	
Maximum Green (s)	20.0	20.0		20.0	20.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
1: Fox Chase Road & Forrest Avenue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other

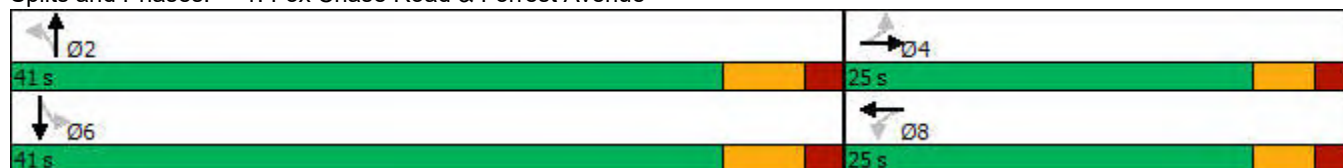
Cycle Length: 66

Actuated Cycle Length: 56.2

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Fox Chase Road & Forrest Avenue



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	57	71	13	5	44	175	36	2	135	15
Future Volume (veh/h)	13	14	57	71	13	5	44	175	36	2	135	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1747	1747	1807	1911	1615	1732	1775	1775	1136	1749	1472
Adj Flow Rate, veh/h	14	16	63	79	14	6	49	194	40	2	150	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	7	7	7	0	20	10	7	7	50	8	27
Cap, veh/h	97	52	147	291	49	14	219	817	157	71	1055	118
Arrive On Green	0.13	0.14	0.13	0.13	0.14	0.13	0.67	0.68	0.67	0.67	0.68	0.67
Sat Flow, veh/h	128	358	1022	1165	342	97	203	1193	230	3	1541	173
Grp Volume(v), veh/h	93	0	0	99	0	0	283	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1508	0	0	1605	0	0	1625	0	0	1716	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.6	0.0	0.0	3.3	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.15		0.68	0.80		0.06	0.17		0.14	0.01		0.10
Lane Grp Cap(c), veh/h	267	0	0	324	0	0	1162	0	0	1212	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.31	0.00	0.00	0.24	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	645	0	0	685	0	0	1162	0	0	1212	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	20.8	0.0	0.0	3.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	2.0	0.0	0.0	1.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	0.0	21.3	0.0	0.0	3.7	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		93			99			283			169	
Approach Delay, s/veh		21.7			21.3			3.7			3.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		11.6		41.0		11.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		35.0		20.0		35.0		20.0				
Max Q Clear Time (g_c+I1), s		0.0		4.9		0.0		4.6				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				8.9								
HCM 6th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	18	254	248	15
Future Volume (vph)	1	2	18	254	248	15
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	15	15	14	14	13	13
Grade (%)	3%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			1.00	1.00	
Frt	0.910				0.992	
Flt Protected	0.984			0.997		
Satd. Flow (prot)	1746	0	0	1779	1714	0
Flt Permitted	0.984			0.976		
Satd. Flow (perm)	1744	0	0	1741	1714	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				9	
Link Speed (mph)	30			35	35	
Link Distance (ft)	250			379	876	
Travel Time (s)	5.7			7.4	17.1	
Confl. Peds. (#/hr)	2		1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	8%	0%
Adj. Flow (vph)	1	2	19	273	267	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	292	283	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.00	1.00	1.03	1.03
Turning Speed (mph)	15	9	15			9
Number of Detectors	3		1	2	2	
Detector Template			Left			
Leading Detector (ft)	40		20	256	255	
Trailing Detector (ft)	-3		0	0	0	
Detector 1 Position(ft)	-3		0	0	0	
Detector 1 Size(ft)	6		20	6	5	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	5.0	
Detector 2 Position(ft)	13			250	250	
Detector 2 Size(ft)	6			6	5	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Detector 3 Position(ft)	34					
Detector 3 Size(ft)	6					
Detector 3 Type	CI+Ex					
Detector 3 Channel						
Detector 3 Extend (s)	0.0					
Turn Type	Prot		Perm	NA	NA	

Lanes, Volumes, Timings

Synchro 10
3: Fox Chase Road & Manor Access

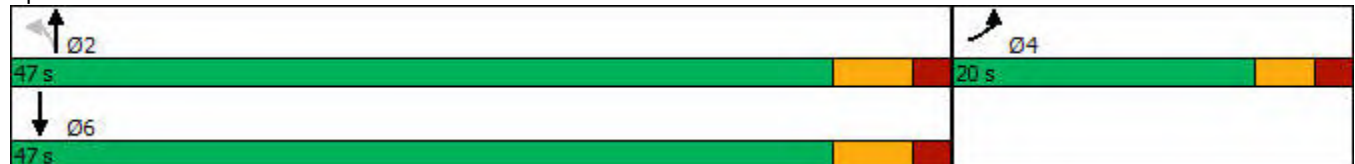


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	3.0		15.0	15.0	15.0	
Minimum Split (s)	8.0		21.0	21.0	24.0	
Total Split (s)	20.0		47.0	47.0	47.0	
Total Split (%)	29.9%		70.1%	70.1%	70.1%	
Maximum Green (s)	15.0		41.0	41.0	41.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0			-1.0	-1.0	
Total Lost Time (s)	4.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		4.0	4.0	4.0	
Minimum Gap (s)	3.0		2.0	2.0	2.0	
Time Before Reduce (s)	0.0		26.0	26.0	26.0	
Time To Reduce (s)	0.0		10.0	10.0	10.0	
Recall Mode	None		Max	Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 67
Actuated Cycle Length: 64.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fox Chase Road & Manor Access



						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	2	18	254	248	15
Future Volume (veh/h)	1	2	18	254	248	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.98	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1849	1747	1755	1872
Adj Flow Rate, veh/h	1	2	19	273	267	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	7	8	0
Cap, veh/h	9	18	115	1335	1320	79
Arrive On Green	0.02	0.00	0.79	0.81	0.81	0.79
Sat Flow, veh/h	409	818	52	1658	1639	98
Grp Volume(v), veh/h	4	0	292	0	0	283
Grp Sat Flow(s),veh/h/ln	1635	0	1710	0	0	1737
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	2.0
Cycle Q Clear(g_c), s	0.1	0.0	2.1	0.0	0.0	2.0
Prop In Lane	0.25	0.50	0.07			0.06
Lane Grp Cap(c), veh/h	37	0	1417	0	0	1399
V/C Ratio(X)	0.11	0.00	0.21	0.00	0.00	0.20
Avail Cap(c_a), veh/h	501	0	1417	0	0	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	1.2	0.0	0.0	1.2
Incr Delay (d2), s/veh	1.3	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.5	0.0	1.5	0.0	0.0	1.5
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	4			292	283	
Approach Delay, s/veh	26.5			1.5	1.5	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		47.0		5.2		47.0
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		41.0		15.0		41.0
Max Q Clear Time (g_c+I1), s		4.1		2.6		4.0
Green Ext Time (p_c), s		5.7		0.0		5.5
Intersection Summary						
HCM 6th Ctrl Delay			1.7			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	206	82	3	246	65	86	126	7	42	124	94
Future Volume (vph)	70	206	82	3	246	65	86	126	7	42	124	94
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	12	12	12	12	12	12
Grade (%)		0%			-1%			1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.972			0.996			0.951	
Flt Protected		0.990						0.981			0.992	
Satd. Flow (prot)	0	1565	0	0	1790	0	0	1670	0	0	1560	0
Flt Permitted		0.748			0.996			0.756			0.939	
Satd. Flow (perm)	0	1183	0	0	1783	0	0	1287	0	0	1477	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		20			14						40	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		299			432			438			399	
Travel Time (s)		5.8			8.4			8.5			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	18%	5%	1%	67%	4%	5%	7%	2%	29%	15%	4%	11%
Adj. Flow (vph)	74	217	86	3	259	68	91	133	7	44	131	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	377	0	0	330	0	0	231	0	0	274	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	0.98	0.98	0.98	1.08	1.08	1.08	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	35		20	35	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		12.0	12.0		3.0	12.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		18.0	18.0		9.0	18.0	
Total Split (s)	13.0	46.0		33.0	33.0		35.0	35.0		13.0	48.0	
Total Split (%)	13.8%	48.9%		35.1%	35.1%		37.2%	37.2%		13.8%	51.1%	
Maximum Green (s)	7.0	40.0		27.0	27.0		29.0	29.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	

Lanes, Volumes, Timings

Synchro 10
4: Fox Chase Road & Cedar Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	None		None	None		None	None		Max	None	
Act Effct Green (s)		32.9			19.6			20.1			33.4	
Actuated g/C Ratio		0.43			0.26			0.26			0.44	
v/c Ratio		0.67			0.71			0.68			0.41	
Control Delay		23.8			34.4			37.2			15.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.8			34.4			37.2			15.1	
LOS		C			C			D			B	
Approach Delay		23.8			34.4			37.2			15.1	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		119			133			97			70	
Queue Length 95th (ft)		242			253			192			149	
Internal Link Dist (ft)		219			352			358			319	
Turn Bay Length (ft)												
Base Capacity (vph)		698			675			515			874	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.49			0.45			0.31	

Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 76.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 27.3

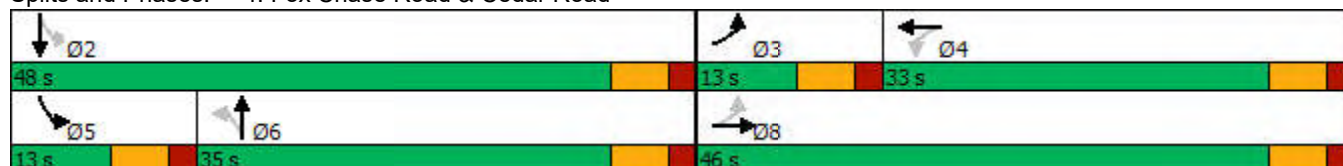
Intersection LOS: C

Intersection Capacity Utilization 77.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Fox Chase Road & Cedar Road



McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
2029 without Dev Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	25	94	47	20	3	37	135	40	5	175	7
Future Volume (vph)	4	25	94	47	20	3	37	135	40	5	175	7
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	13	13	13	15	15	15	12	12	12	15	15	15
Grade (%)		2%			-1%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.897			0.994			0.975			0.995	
Flt Protected		0.998			0.968			0.991			0.999	
Satd. Flow (prot)	0	1588	0	0	1913	0	0	1697	0	0	1921	0
Flt Permitted		0.989			0.731			0.936			0.994	
Satd. Flow (perm)	0	1573	0	0	1444	0	0	1602	0	0	1911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			3			25			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		345			428			876			325	
Travel Time (s)		9.4			11.7			17.1			6.3	
Confl. Peds. (#/hr)	4					4	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	8%	1%	8%	0%	2%	0%
Adj. Flow (vph)	4	26	97	48	21	3	38	139	41	5	180	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	72	0	0	218	0	0	192	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.94	0.94	0.94	1.06	1.06	1.06	0.95	0.95	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		21.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	
Maximum Green (s)	24.0	24.0		24.0	24.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
1: Fox Chase Road & Forrest Avenue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 54.9

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Fox Chase Road & Forrest Avenue



McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
2029 without Dev Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	25	94	47	20	3	37	135	40	5	175	7
Future Volume (veh/h)	4	25	94	47	20	3	37	135	40	5	175	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1849	1776	1911	1911	1911	1761	1860	1761	1866	1837	1866
Adj Flow Rate, veh/h	4	26	97	48	21	3	38	139	41	5	180	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	5	0	0	0	8	1	8	0	2	0
Cap, veh/h	74	52	177	249	98	10	225	790	217	77	1193	45
Arrive On Green	0.13	0.14	0.13	0.13	0.14	0.13	0.67	0.68	0.67	0.67	0.68	0.67
Sat Flow, veh/h	22	356	1221	936	677	70	212	1155	317	10	1743	66
Grp Volume(v), veh/h	127	0	0	72	0	0	218	0	0	192	0	0
Grp Sat Flow(s),veh/h/ln	1599	0	0	1682	0	0	1683	0	0	1819	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	1.8	0.0	0.0	2.3	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.03		0.76	0.67		0.04	0.17		0.19	0.03		0.04
Lane Grp Cap(c), veh/h	272	0	0	326	0	0	1200	0	0	1280	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.22	0.00	0.00	0.18	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	797	0	0	799	0	0	1200	0	0	1280	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.3	0.0	0.0	3.1	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	0.0	20.7	0.0	0.0	3.4	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		127			72			218			192	
Approach Delay, s/veh		22.5			20.7			3.4			3.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		11.6		41.0		11.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		35.0		24.0		35.0		24.0				
Max Q Clear Time (g_c+I1), s		0.0		5.9		0.0		3.8				
Green Ext Time (p_c), s		0.0		0.4		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	25	6	199	316	0
Future Volume (vph)	13	25	6	199	316	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	15	15	14	14	13	13
Grade (%)	3%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00		
Frt	0.910					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1746	0	0	1828	1806	0
Flt Permitted	0.984			0.992		
Satd. Flow (perm)	1746	0	0	1815	1806	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26					
Link Speed (mph)	30			35	35	
Link Distance (ft)	250			379	876	
Travel Time (s)	5.7			7.4	17.1	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	4%	3%	0%
Adj. Flow (vph)	13	26	6	205	326	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	211	326	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.00	1.00	1.03	1.03
Turning Speed (mph)	15	9	15			9
Number of Detectors	3		1	2	2	
Detector Template			Left			
Leading Detector (ft)	40		20	256	255	
Trailing Detector (ft)	-3		0	0	0	
Detector 1 Position(ft)	-3		0	0	0	
Detector 1 Size(ft)	6		20	6	5	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	5.0	
Detector 2 Position(ft)	13			250	250	
Detector 2 Size(ft)	6			6	5	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Detector 3 Position(ft)	34					
Detector 3 Size(ft)	6					
Detector 3 Type	CI+Ex					
Detector 3 Channel						
Detector 3 Extend (s)	0.0					
Turn Type	Prot		Perm	NA	NA	

Lanes, Volumes, Timings

Synchro 10
3: Fox Chase Road & Manor Access

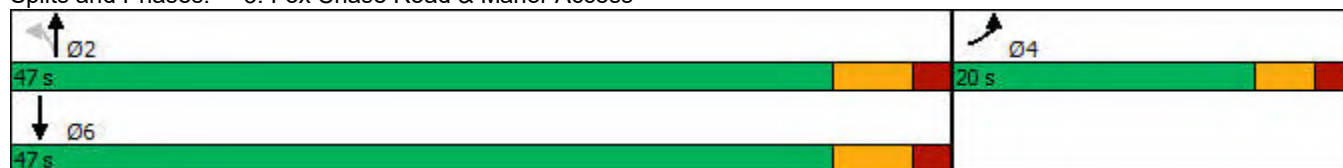


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	3.0		15.0	15.0	15.0	
Minimum Split (s)	8.0		21.0	21.0	21.0	
Total Split (s)	20.0		47.0	47.0	47.0	
Total Split (%)	29.9%		70.1%	70.1%	70.1%	
Maximum Green (s)	15.0		41.0	41.0	41.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0			-1.0	-1.0	
Total Lost Time (s)	4.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		4.0	4.0	4.0	
Minimum Gap (s)	3.0		2.0	2.0	2.0	
Time Before Reduce (s)	0.0		26.0	26.0	26.0	
Time To Reduce (s)	0.0		10.0	10.0	10.0	
Recall Mode	None		Max	Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 67
Actuated Cycle Length: 60.9
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fox Chase Road & Manor Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	252	115	6	270	71	77	103	5	75	185	63
Future Volume (vph)	59	252	115	6	270	71	77	103	5	75	185	63
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	12	12	12	12	12	12
Grade (%)		0%			-1%			1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.963			0.972			0.996			0.974	
Flt Protected		0.993			0.999			0.980			0.989	
Satd. Flow (prot)	0	1643	0	0	1829	0	0	1713	0	0	1689	0
Flt Permitted		0.834			0.990			0.723			0.882	
Satd. Flow (perm)	0	1380	0	0	1812	0	0	1262	0	0	1506	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		25			14						17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		299			432			438			399	
Travel Time (s)		5.8			8.4			8.5			7.8	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	1%	6%	1%	2%	20%	3%	1%	2%
Adj. Flow (vph)	61	260	119	6	278	73	79	106	5	77	191	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	440	0	0	357	0	0	190	0	0	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	0.98	0.98	0.98	1.08	1.08	1.08	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	35		20	35	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		12.0	12.0		3.0	12.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		18.0	18.0		9.0	18.0	
Total Split (s)	13.0	46.0		33.0	33.0		35.0	35.0		13.0	48.0	
Total Split (%)	13.8%	48.9%		35.1%	35.1%		37.2%	37.2%		13.8%	51.1%	
Maximum Green (s)	7.0	40.0		27.0	27.0		29.0	29.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
4: Fox Chase Road & Cedar Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag			Lag			Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	None		None	None		None	None		Max	None	
Act Effect Green (s)		33.2			20.0			18.1			31.4	
Actuated g/C Ratio		0.44			0.27			0.24			0.42	
v/c Ratio		0.67			0.72			0.62			0.50	
Control Delay		21.7			33.5			35.8			18.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.7			33.5			35.8			18.7	
LOS		C			C			D			B	
Approach Delay		21.7			33.5			35.8			18.7	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		134			140			78			101	
Queue Length 95th (ft)		268			263			158			195	
Internal Link Dist (ft)		219			352			358			319	
Turn Bay Length (ft)												
Base Capacity (vph)		810			699			515			908	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.51			0.37			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 74.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 26.2

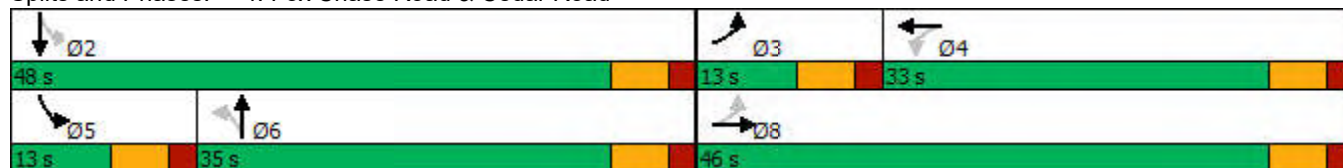
Intersection LOS: C

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Fox Chase Road & Cedar Road



						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	25	6	199	316	0
Future Volume (veh/h)	13	25	6	199	316	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1849	1790	1828	1872
Adj Flow Rate, veh/h	13	26	6	205	326	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	4	3	0
Cap, veh/h	27	53	79	1382	1429	0
Arrive On Green	0.05	0.03	0.76	0.78	0.78	0.00
Sat Flow, veh/h	522	1044	13	1768	1828	0
Grp Volume(v), veh/h	40	0	211	0	326	0
Grp Sat Flow(s),veh/h/ln	1606	0	1780	0	1828	0
Q Serve(g_s), s	1.3	0.0	0.0	0.0	2.5	0.0
Cycle Q Clear(g_c), s	1.3	0.0	1.6	0.0	2.5	0.0
Prop In Lane	0.32	0.65	0.03			0.00
Lane Grp Cap(c), veh/h	82	0	1427	0	1429	0
V/C Ratio(X)	0.49	0.00	0.15	0.00	0.23	0.00
Avail Cap(c_a), veh/h	478	0	1427	0	1429	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	0.0	1.5	0.0	1.6	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.2	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.3	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	0.0	1.7	0.0	1.9	0.0
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	40			211	326	
Approach Delay, s/veh	29.6			1.7	1.9	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	47.0		6.7		47.0	
Change Period (Y+Rc), s	6.0		5.0		6.0	
Max Green Setting (Gmax), s	41.0		15.0		41.0	
Max Q Clear Time (g_c+I1), s	3.6		3.8		5.0	
Green Ext Time (p_c), s	3.9		0.1		6.3	
Intersection Summary						
HCM 6th Ctrl Delay			3.8			
HCM 6th LOS			A			
Notes						

Appendix I

2029 Future with Development Capacity / LOS Analysis Worksheets

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	14	57	72	13	5	46	180	38	2	138	15
Future Volume (vph)	13	14	57	72	13	5	46	180	38	2	138	15
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	13	13	13	15	15	15	12	12	12	15	15	15
Grade (%)		2%			-1%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.909			0.992			0.981			0.987	
Flt Protected		0.993			0.962			0.991			0.999	
Satd. Flow (prot)	0	1569	0	0	1776	0	0	1644	0	0	1760	0
Flt Permitted		0.942			0.792			0.932			0.998	
Satd. Flow (perm)	0	1488	0	0	1462	0	0	1546	0	0	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			5			20			13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		345			428			876			325	
Travel Time (s)		9.4			11.7			17.1			6.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	7%	7%	7%	0%	20%	10%	7%	7%	50%	8%	27%
Adj. Flow (vph)	14	16	63	80	14	6	51	200	42	2	153	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	100	0	0	293	0	0	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.94	0.94	0.94	1.06	1.06	1.06	0.95	0.95	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		41.0	41.0		41.0	41.0	
Total Split (%)	37.9%	37.9%		37.9%	37.9%		62.1%	62.1%		62.1%	62.1%	
Maximum Green (s)	20.0	20.0		20.0	20.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
1: Fox Chase Road & Forrest Avenue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other

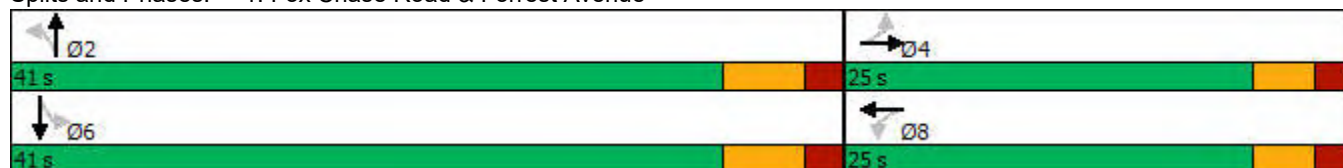
Cycle Length: 66

Actuated Cycle Length: 56.2

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Fox Chase Road & Forrest Avenue



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	57	72	13	5	46	180	38	2	138	15
Future Volume (veh/h)	13	14	57	72	13	5	46	180	38	2	138	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1747	1747	1807	1911	1615	1732	1775	1775	1136	1749	1472
Adj Flow Rate, veh/h	14	16	63	80	14	6	51	200	42	2	153	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	7	7	7	0	20	10	7	7	50	8	27
Cap, veh/h	97	52	147	292	49	14	220	813	159	71	1057	116
Arrive On Green	0.13	0.14	0.13	0.13	0.14	0.13	0.67	0.68	0.67	0.67	0.68	0.67
Sat Flow, veh/h	128	358	1022	1169	339	96	204	1187	233	3	1544	170
Grp Volume(v), veh/h	93	0	0	100	0	0	293	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1508	0	0	1604	0	0	1623	0	0	1717	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.6	0.0	0.0	3.5	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.15		0.68	0.80		0.06	0.17		0.14	0.01		0.10
Lane Grp Cap(c), veh/h	268	0	0	324	0	0	1161	0	0	1212	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.31	0.00	0.00	0.25	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	645	0	0	685	0	0	1161	0	0	1212	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	20.8	0.0	0.0	3.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	2.1	0.0	0.0	1.5	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	0.0	21.3	0.0	0.0	3.7	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		93			100			293			172	
Approach Delay, s/veh		21.7			21.3			3.7			3.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		11.6		41.0		11.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		35.0		20.0		35.0		20.0				
Max Q Clear Time (g_c+I1), s		0.0		4.9		0.0		4.6				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

McMahon Associates, Inc.
3: Fox Chase Road & Manor Access/Local Road

St. Basil Redevelopment
2029 with Dev Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	2	27	0	9	18	254	13	4	248	15
Future Volume (vph)	1	0	2	27	0	9	18	254	13	4	248	15
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	15	15	15	16	16	16	14	14	14	13	13	13
Grade (%)		3%			0%			2%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						1.00			1.00	
Frt		0.910			0.965			0.994			0.992	
Flt Protected		0.984			0.964			0.997			0.999	
Satd. Flow (prot)	0	1746	0	0	1861	0	0	1771	0	0	1713	0
Flt Permitted		0.874			0.942			0.977			0.997	
Satd. Flow (perm)	0	1549	0	0	1818	0	0	1736	0	0	1710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			49			7			9	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		250			253			379			876	
Travel Time (s)		5.7			6.9			7.4			17.1	
Confl. Peds. (#/hr)	2						1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	7%	2%	2%	8%	0%
Adj. Flow (vph)	1	0	2	29	0	10	19	273	14	4	267	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	39	0	0	306	0	0	287	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.91	0.91	0.91	1.00	1.00	1.00	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	3	1		1	1		1	2		1	2	
Detector Template				Left			Left			Left		
Leading Detector (ft)	40	35		20	35		20	236		20	236	
Trailing Detector (ft)	-3	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	-3	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	6	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	5.0	
Detector 2 Position(ft)	13							230			230	
Detector 2 Size(ft)	6							6			6	
Detector 2 Type	CI+Ex							Extend			Extend	
Detector 2 Channel												
Detector 2 Extend (s)	0.0							0.0			0.0	
Detector 3 Position(ft)	34											
Detector 3 Size(ft)	6											
Detector 3 Type	CI+Ex											
Detector 3 Channel												
Detector 3 Extend (s)	0.0											
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings

Synchro 10
3: Fox Chase Road & Manor Access/Local Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	20.0	20.0		20.0	20.0		47.0	47.0		47.0	47.0	
Total Split (%)	29.9%	29.9%		29.9%	29.9%		70.1%	70.1%		70.1%	70.1%	
Maximum Green (s)	15.0	15.0		15.0	15.0		41.0	41.0		41.0	41.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		26.0	26.0		26.0	26.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 67
Actuated Cycle Length: 60.7
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fox Chase Road & Manor Access/Local Road

 Ø2	 Ø4
47 s	20 s
 Ø6	 Ø8
47 s	20 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	27	0	9	18	254	13	4	248	15
Future Volume (veh/h)	1	0	2	27	0	9	18	254	13	4	248	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1791	1820	1843	1843	1843	1849	1747	1820	1843	1755	1872
Adj Flow Rate, veh/h	1	0	2	29	0	10	19	273	14	4	267	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	2	2	2	0	7	2	2	8	0
Cap, veh/h	114	0	49	172	0	19	109	1234	61	72	1281	76
Arrive On Green	0.05	0.00	0.03	0.03	0.00	0.03	0.77	0.78	0.77	0.77	0.78	0.77
Sat Flow, veh/h	515	0	1029	1137	0	392	48	1574	78	4	1633	97
Grp Volume(v), veh/h	3	0	0	39	0	0	306	0	0	287	0	0
Grp Sat Flow(s),veh/h/ln	1544	0	0	1529	0	0	1699	0	0	1735	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.3	0.0	0.0	2.5	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.33		0.67	0.74		0.26	0.06		0.05	0.01		0.06
Lane Grp Cap(c), veh/h	164	0	0	162	0	0	1372	0	0	1396	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.24	0.00	0.00	0.22	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	524	0	0	514	0	0	1372	0	0	1396	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.6	0.0	0.0	25.4	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.9	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	0.0	26.1	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		3			39			306			287	
Approach Delay, s/veh		24.7			26.1			1.9			1.8	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		6.6		47.0		6.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		41.0		15.0		41.0		15.0				
Max Q Clear Time (g_c+I1), s		4.5		2.6		4.3		3.3				
Green Ext Time (p_c), s		5.6		0.0		5.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				3.5								
HCM 6th LOS				A								

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	206	82	3	246	69	86	130	7	51	131	105
Future Volume (vph)	75	206	82	3	246	69	86	130	7	51	131	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	12	12	12	12	12	12
Grade (%)		0%			-1%			1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.971			0.996			0.951	
Flt Protected		0.990						0.981			0.991	
Satd. Flow (prot)	0	1565	0	0	1788	0	0	1671	0	0	1555	0
Flt Permitted		0.721			0.996			0.748			0.918	
Satd. Flow (perm)	0	1140	0	0	1781	0	0	1274	0	0	1441	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		20			15						41	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		299			432			438			399	
Travel Time (s)		5.8			8.4			8.5			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	18%	5%	1%	67%	4%	5%	7%	2%	29%	15%	4%	11%
Adj. Flow (vph)	79	217	86	3	259	73	91	137	7	54	138	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	382	0	0	335	0	0	235	0	0	303	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	0.98	0.98	0.98	1.08	1.08	1.08	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	35		20	35	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		12.0	12.0		3.0	12.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		18.0	18.0		9.0	18.0	
Total Split (s)	13.0	46.0		33.0	33.0		35.0	35.0		13.0	48.0	
Total Split (%)	13.8%	48.9%		35.1%	35.1%		37.2%	37.2%		13.8%	51.1%	
Maximum Green (s)	7.0	40.0		27.0	27.0		29.0	29.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	

Lanes, Volumes, Timings

Synchro 10
4: Fox Chase Road & Cedar Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	None		None	None		None	None		Max	None	
Act Effct Green (s)		33.3			20.0			20.6			33.9	
Actuated g/C Ratio		0.43			0.26			0.27			0.44	
v/c Ratio		0.70			0.71			0.70			0.46	
Control Delay		25.2			34.7			38.0			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.2			34.7			38.0			16.1	
LOS		C			C			D			B	
Approach Delay		25.2			34.7			38.0			16.1	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		123			137			100			82	
Queue Length 95th (ft)		245			256			196			167	
Internal Link Dist (ft)		219			352			358			319	
Turn Bay Length (ft)												
Base Capacity (vph)		672			669			505			849	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.50			0.47			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 77.4

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 27.9

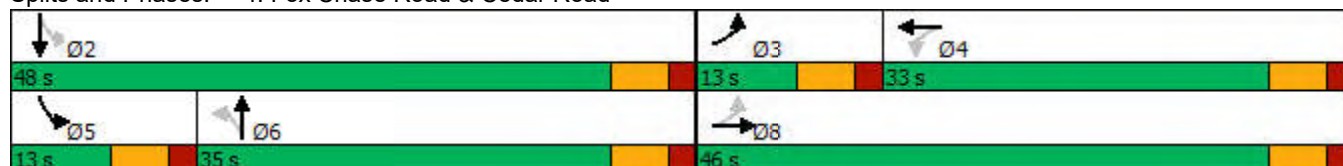
Intersection LOS: C

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Fox Chase Road & Cedar Road



McMahon Associates, Inc.
1: Fox Chase Road & Forrest Avenue

St. Basil Redevelopment
2029 with Dev Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	25	95	49	20	3	38	139	41	5	181	7
Future Volume (vph)	4	25	95	49	20	3	38	139	41	5	181	7
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	13	13	13	15	15	15	12	12	12	15	15	15
Grade (%)		2%			-1%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.897			0.995			0.975			0.995	
Flt Protected		0.998			0.967			0.991			0.999	
Satd. Flow (prot)	0	1588	0	0	1913	0	0	1697	0	0	1921	0
Flt Permitted		0.989			0.725			0.934			0.994	
Satd. Flow (perm)	0	1573	0	0	1434	0	0	1599	0	0	1911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			3			24			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		345			428			876			325	
Travel Time (s)		9.4			11.7			17.1			6.3	
Confl. Peds. (#/hr)	4					4	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	8%	1%	8%	0%	2%	0%
Adj. Flow (vph)	4	26	98	51	21	3	39	143	42	5	187	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	75	0	0	224	0	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.94	0.94	0.94	1.06	1.06	1.06	0.95	0.95	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		21.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	
Maximum Green (s)	24.0	24.0		24.0	24.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
1: Fox Chase Road & Forrest Avenue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 55												
Natural Cycle: 40												
Control Type: Semi Act-Uncoord												

Splits and Phases: 1: Fox Chase Road & Forrest Avenue



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	25	95	49	20	3	38	139	41	5	181	7
Future Volume (veh/h)	4	25	95	49	20	3	38	139	41	5	181	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1849	1776	1911	1911	1911	1761	1860	1761	1866	1837	1866
Adj Flow Rate, veh/h	4	26	98	51	21	3	39	143	42	5	187	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	5	0	0	0	8	1	8	0	2	0
Cap, veh/h	74	51	178	255	94	10	225	790	216	77	1194	44
Arrive On Green	0.13	0.15	0.13	0.13	0.15	0.13	0.66	0.68	0.66	0.66	0.68	0.66
Sat Flow, veh/h	22	353	1224	964	649	67	211	1156	315	9	1746	64
Grp Volume(v), veh/h	128	0	0	75	0	0	224	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1599	0	0	1680	0	0	1682	0	0	1820	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	1.9	0.0	0.0	2.4	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.03		0.77	0.68		0.04	0.17		0.19	0.03		0.04
Lane Grp Cap(c), veh/h	272	0	0	327	0	0	1198	0	0	1280	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.23	0.00	0.00	0.19	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	796	0	0	797	0	0	1198	0	0	1280	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.4	0.0	0.0	3.1	0.0	0.0	3.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	0.0	1.5	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	20.7	0.0	0.0	3.4	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		128			75			224			199	
Approach Delay, s/veh		22.6			20.7			3.4			3.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		11.6		41.0		11.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		35.0		24.0		35.0		24.0				
Max Q Clear Time (g_c+I1), s		0.0		6.0		0.0		3.9				
Green Ext Time (p_c), s		0.0		0.4		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

McMahon Associates, Inc.
3: Fox Chase Road & Manor Access/Local Road

St. Basil Redevelopment
2029 with Dev Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	25	18	0	6	6	199	28	9	316	0
Future Volume (vph)	13	0	25	18	0	6	6	199	28	9	316	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	15	12	15	12	12	12	14	14	12	12	13	13
Grade (%)		3%			0%			2%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt		0.910			0.968			0.984				
Flt Protected		0.984			0.963			0.999			0.999	
Satd. Flow (prot)	0	1588	0	0	1645	0	0	1803	0	0	1804	0
Flt Permitted		0.879			0.951			0.993			0.993	
Satd. Flow (perm)	0	1418	0	0	1625	0	0	1792	0	0	1794	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			49			20				
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		250			228			379			876	
Travel Time (s)		5.7			6.2			7.4			17.1	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	4%	2%	2%	3%	0%
Adj. Flow (vph)	13	0	26	19	0	6	6	205	29	9	326	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	25	0	0	240	0	0	335	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.09	0.97	1.07	1.07	1.07	1.00	1.00	1.09	1.07	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	3	1		1	1		1	2		1	2	
Detector Template				Left			Left			Left		
Leading Detector (ft)	40	35		20	35		20	236		20	236	
Trailing Detector (ft)	-3	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	-3	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	6	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	5.0	
Detector 2 Position(ft)	13							230			230	
Detector 2 Size(ft)	6							6			6	
Detector 2 Type	CI+Ex							Extend			Extend	
Detector 2 Channel												
Detector 2 Extend (s)	0.0							0.0			0.0	
Detector 3 Position(ft)	34											
Detector 3 Size(ft)	6											
Detector 3 Type	CI+Ex											
Detector 3 Channel												
Detector 3 Extend (s)	0.0											
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings

Synchro 10
3: Fox Chase Road & Manor Access/Local Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	20.0	20.0		20.0	20.0		47.0	47.0		47.0	47.0	
Total Split (%)	29.9%	29.9%		29.9%	29.9%		70.1%	70.1%		70.1%	70.1%	
Maximum Green (s)	15.0	15.0		15.0	15.0		41.0	41.0		41.0	41.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		26.0	26.0		26.0	26.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.7

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fox Chase Road & Manor Access/Local Road

 Ø2	 Ø4
47 s	20 s
 Ø6	 Ø8
47 s	20 s

McMahon Associates, Inc.
3: Fox Chase Road & Manor Access/Local Road

St. Basil Redevelopment
2029 with Dev Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	25	18	0	6	6	199	28	9	316	0
Future Volume (veh/h)	13	0	25	18	0	6	6	199	28	9	316	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			Yes			No			No	
Adj Sat Flow, veh/h/ln	1820	1722	1820	1772	1772	1772	1849	1790	1750	1772	1828	1872
Adj Flow Rate, veh/h	13	0	26	19	0	6	6	205	29	9	326	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	2	2	2	0	4	2	2	3	0
Cap, veh/h	118	0	60	195	0	25	75	1175	163	78	1394	0
Arrive On Green	0.06	0.00	0.05	0.05	0.00	0.05	0.75	0.77	0.75	0.75	0.77	0.00
Sat Flow, veh/h	475	0	949	1238	0	391	10	1524	211	13	1807	0
Grp Volume(v), veh/h	39	0	0	25	0	0	240	0	0	335	0	0
Grp Sat Flow(s),veh/h/ln	1424	0	0	1629	0	0	1745	0	0	1820	0	0
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.8	0.0	0.0	2.0	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.33		0.67	0.76		0.24	0.02		0.12	0.03		0.00
Lane Grp Cap(c), veh/h	179	0	0	190	0	0	1381	0	0	1438	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.13	0.00	0.00	0.17	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	501	0	0	501	0	0	1381	0	0	1438	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	24.7	0.0	0.0	1.7	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	0.0	25.0	0.0	0.0	1.9	0.0	0.0	2.1	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h	39			25			240			335		
Approach Delay, s/veh	25.5			25.0			1.9			2.1		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	47.0			7.5			47.0			7.5		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (Gmax), s	41.0			15.0			41.0			15.0		
Max Q Clear Time (g_c+I1), s	4.0			3.9			4.8			2.8		
Green Ext Time (p_c), s	4.2			0.0			6.1			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	4.4											
HCM 6th LOS	A											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	252	115	6	270	80	77	111	5	81	190	70
Future Volume (vph)	70	252	115	6	270	80	77	111	5	81	190	70
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	14	14	14	12	12	12	12	12	12
Grade (%)		0%			-1%			1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.964			0.970			0.997			0.972	
Flt Protected		0.992			0.999			0.980			0.988	
Satd. Flow (prot)	0	1642	0	0	1822	0	0	1715	0	0	1683	0
Flt Permitted		0.780			0.991			0.725			0.865	
Satd. Flow (perm)	0	1291	0	0	1808	0	0	1267	0	0	1474	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		24			16						18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		299			432			438			399	
Travel Time (s)		5.8			8.4			8.5			7.8	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	1%	6%	1%	2%	20%	3%	1%	2%
Adj. Flow (vph)	72	260	119	6	278	82	79	114	5	84	196	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	451	0	0	366	0	0	198	0	0	352	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	0.98	0.98	0.98	1.08	1.08	1.08	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	35		20	35		20	35		20	35	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		12.0	12.0		3.0	12.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		18.0	18.0		9.0	18.0	
Total Split (s)	13.0	46.0		33.0	33.0		35.0	35.0		13.0	48.0	
Total Split (%)	13.8%	48.9%		35.1%	35.1%		37.2%	37.2%		13.8%	51.1%	
Maximum Green (s)	7.0	40.0		27.0	27.0		29.0	29.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings

Synchro 10
4: Fox Chase Road & Cedar Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag			Lag			Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	None		None	None		None	None		Max	None	
Act Effect Green (s)		34.0			20.7			18.7			32.0	
Actuated g/C Ratio		0.45			0.27			0.25			0.42	
v/c Ratio		0.72			0.73			0.64			0.54	
Control Delay		24.1			33.8			36.6			19.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.1			33.8			36.6			19.7	
LOS		C			C			D			B	
Approach Delay		24.1			33.8			36.6			19.7	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		142			146			83			110	
Queue Length 95th (ft)		284			273			165			208	
Internal Link Dist (ft)		219			352			358			319	
Turn Bay Length (ft)												
Base Capacity (vph)		757			688			509			879	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.53			0.39			0.40	

Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 76.2

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 27.4

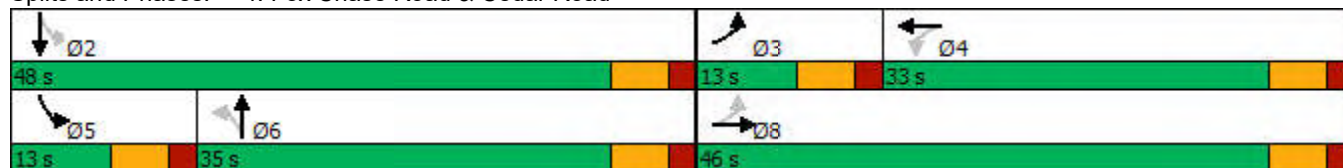
Intersection LOS: C

Intersection Capacity Utilization 80.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Fox Chase Road & Cedar Road



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BOARD OF COMMISSIONERS**

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**MONTGOMERY COUNTY
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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

March 6, 2022

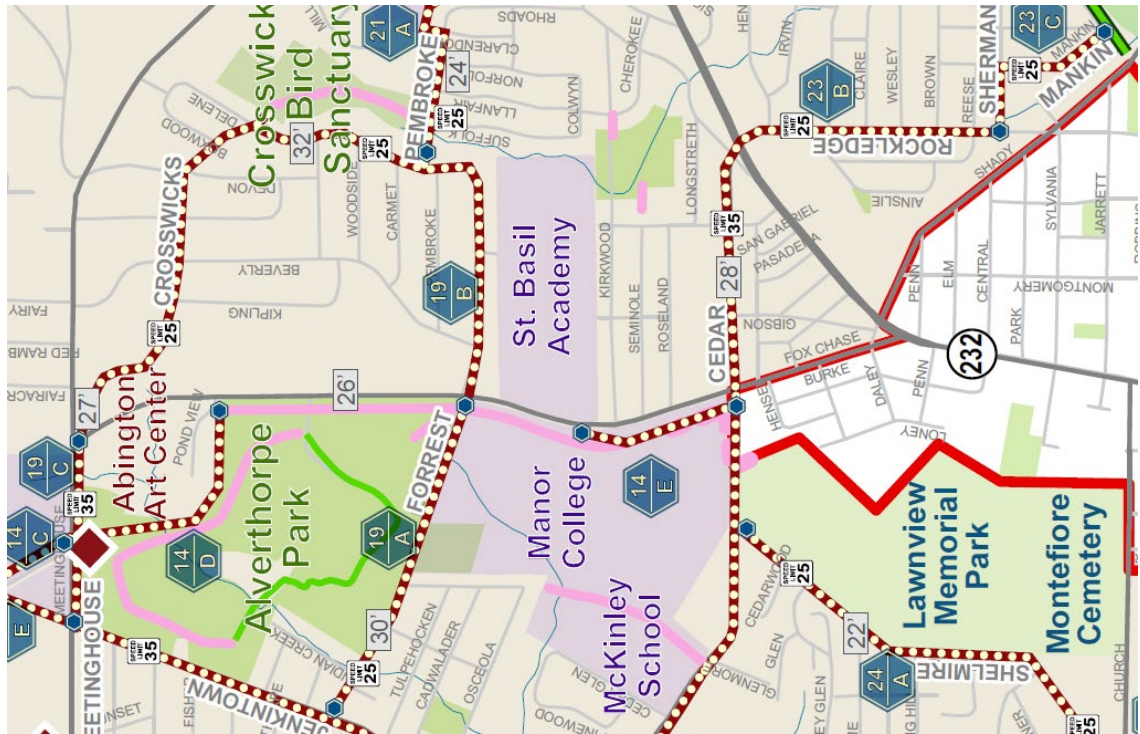
SUBJECT: Sketch Plan and Zoning Ordinance: Age-Restricted Carriage Homes on Fox Chase Road

TO: Rich Manfredi, Manager

Cc: Michael P. Clarke, Esq., Solicitor; Terry Castorina, Executive Assistant to the Township Manager

FROM: Mike Narcowich, AICP, Community Planning Assistant Manager
and Abington Township Planning Consultant

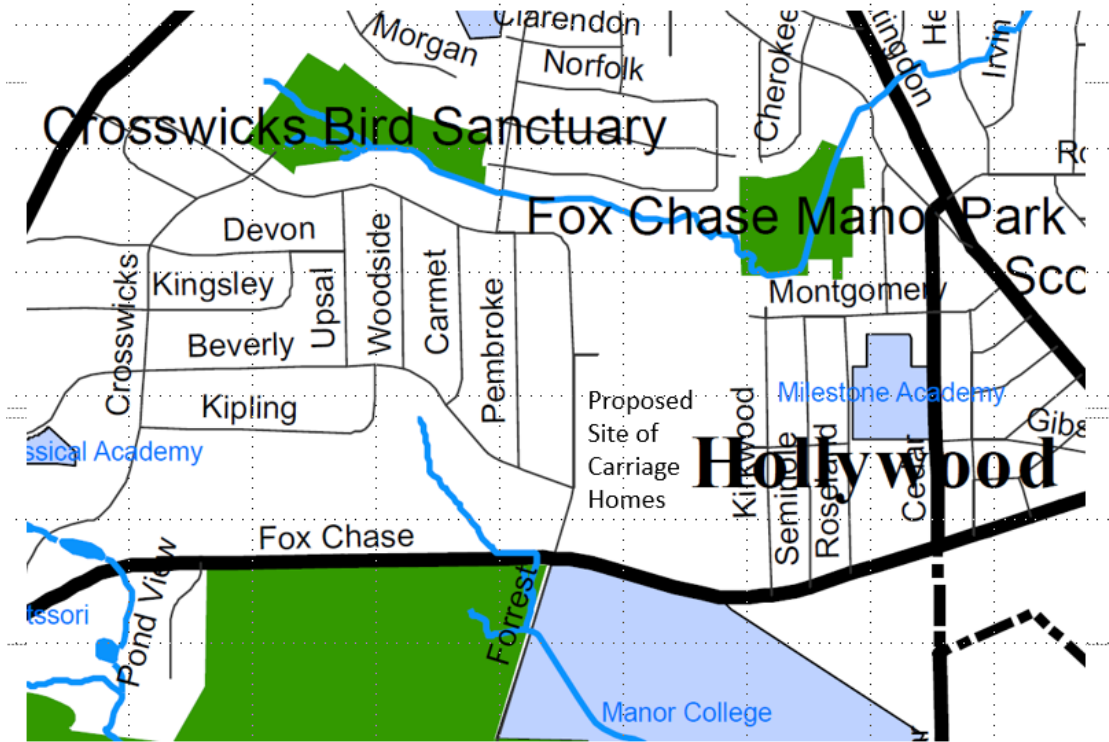
-
1. Spot-Zoning. We defer to the solicitor, but to us, this appears to be a case of spot zoning. It would allow townhomes/carriage homes in an area that is not distinguishable from the surrounding area. Why not have the SNR Senior Neighborhood Residential zoning district apply to this site? The SNR allows a density of 3.2 dwelling units (DU) per acre; this proposal is for only slightly more (3.4 DU/Ac.).
 2. Transportation and Parking.
 - a. The street grid, including sidewalks, should be interconnected. There are existing streets that should be continued onto the site to strengthen the vehicular and pedestrian transportation network. This would improve access for residents and emergency vehicles, promote walking and healthy lifestyles, and make it easier to access the bus routes, amenities, and services on Huntingdon Pike.
 - b. The curving road intersections appear as if they are intended to calm traffic. Calming traffic is a desirable goal, but this design appears unnatural and may be confusing and disruptive to traffic flow (example: intersection of Roads A and E).
 - c. The Abington Township Master Bicycle Plan (see p.94) recommends that a bicycle route "14E-Manor College Trail Extension Shared Use Path" be added, that would connect the site to the Cedar Road bicycle route to the east (see map). The full route would connect McKinley Elementary to Seminole Road. It would consist of a 10-foot asphalt trail, wayfinding signage and bicycle crossing bollards.
 - d. Parking. We should clarify parking requirements for this use. Subdivisions for the purposes of building townhouses require 2 spaces (not counting garages) plus $\frac{1}{4}$ space per unit for developments over 16 units.



3. Open Space.

- a. There is not enough usable open space.
- b. Open space is subject to the requirements of §2601.K.
 - i. Open space shall be visible from dwellings and roadways.
 - ii. Open space area must have safe and convenient pedestrian and maintenance access, without obstruction of an intervening lot(s), structures, fences, or other impediments.
 - iii. No more than three noncontiguous areas may count towards the open space requirements.
- c. Guest parking should not be allowed in the open space.

- d. Could a trail be located in the stream corridor? Eventually it might connect to Fox Chase Manor Park. Short, through-block trails might also be considered.



- e. Proposed amendment, section 1712.C.: Land preserved for open space purposes shall be in compliance with Open Space Standards of the SALDO for the and Township Zoning Ordinance; provided however that ...
- f. The tract buffer seems unnecessarily large. We recommend locating a trail in the buffer.

4. Housing Types and Design.

- a. Zoning's H-9 Townhouse Dwelling Unit (Single-Family Attached) Use should be used as a point of reference and should influence this text amendment. Some requirements from that use should be added to this text amendment. For example, the requirement that end units have side-loaded garages (intended to prevent a "snout house" development, with garages and driveways dominating the façade/front of house). There is a requirement that off-street parking spaces be located to the side or rear, and for a small planting strip to separate adjacent driveways. Internal townhouse units have a limit on the percentage (30%) of the front façade that the garage may occupy.
- b. Types. We recommend the ordinance be more flexible regarding permitted unit types, so that more than simply townhomes are permitted. What about duplexes? Triplexes? Quadruplexes? Twins? Adding those uses would make the site more adaptable to changing real estate market conditions and housing unit type preferences.

- c. Design.
 - i. Will there be room for street trees, interspersed throughout the development?
Street trees are shown, but space appears limited. When sidewalks are added to the plans it may turn out that there is not room for some of the trees.
 - ii. Garages. The siting of the garages may create a façade dominated by garage doors. Are renderings available?
- 5. County Comprehensive Plan. The site lies in the “Suburban Residential Area” future land use category of MONTCO2040: A Shared Vision, the Comprehensive Plan for Montgomery County. This land use category says that appropriate landscaping and street trees should be provided by all developments, and that recreation facilities and central open space should be provided.
- 6. Landscaping.
 - a. Stormwater Basin. The basin along Fox Chase Road will be located in a prominent location, and should be sufficiently naturalized and landscaped.
 - b. Where the backs of two rows of homes abut one another, we recommend adding landscaping for buffering the homes and creating a greater sense of privacy and visual interest, similar to that behind units # 57-61.
 - c. The pool and clubhouse should be screened from units #140-143.
- 7. Riparian Corridor. The site is subject to the requirements of Article XV: the Riparian Corridor Conservation District. We recommend the boundaries of the corridor be designated on the plan.
- 8. Fiscal Impact Study. The township may wish to request a fiscal impact study from the applicant.

March 7, 2022

ABINT17000.19

Mr. Richard Manfredi, Township Manager
Abington Township
1176 Old York Road
Abington, PA 19001

RE: 711 Fox Chase Road (Sisters of St. Basil the Great)
PARID: 30-00-22424-001 & 30-00-22420-005
Proposed Zoning Text Amendment Review

Dear Mr. Manfredi

We have received a copy of the 'Concept L' Plan dated January 19, 2022, as prepared by ESE Planning; a Traffic Impact Assessment dated February 10, 2022, as prepared by McMahon Associates, Inc.; and a draft Text Amendment for the site; as received on February 22, 2022 for the above referenced project.

Under this Application, the Applicant is proposing to amend the current CS - Community Service zoning district to establish a new AR - Age-Restricted Carriage Home Overlay District and Age-Restricted Carriage Home Dwelling Unit land use category.

The Applicant is seeking a future land development application to demolish the existing parochial school facility and associated parking lot and access drive; to construct 150 new age-restricted carriage dwellings with front facing 2-car garages; and associated driveways, curbing, sidewalks, a clubhouse with pool, parking, landscaping, stormwater facilities, and an internal roadway network that includes two (2) cul-de-sacs. Access to the site will be by way of a new 'Road A' accessed off of Fox Chase Road.

The entire site consists of approx. 46.37 acres and is located within the CS – Community Service Zoning District. The site is fronted by Fox Chase Road to the southwest; residential properties zoned in the R-2 – Low Medium Density Residential Zoning District to the north or northeast; residential properties zoned in the R-3 – Medium Density Residential Zoning District, as well as, the RC – Recreation/Conservation Zoning District, to the southeast; and residential properties zoned in the R-4 – High Density Residential Zoning District to the south. In addition, a tributary of the Pennypack Creek traverses from north to south within the eastern corner of the tract. This tract is identified in Figure 15.2 as a parcel intersecting a Riparian Corridor.

In accordance with the FEMA, Flood Insurance Rate Map (FIRM) Panel No. 42091C0403G, effective March 2, 2016, the tract is identified to be primarily located within Zone X, an area outside the 0.2% chance flood and minimal flood hazard. However, the area where the Pennypack Creek tributary traverses the site is located within Flood Zone X, an area of 0.2% annual chance flood hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.

We have been requested by the Township to perform a review of the text amendment and concept plan for the above referenced site. Based on our review of the Abington Township Zoning Ordinance for this submittal, we offer the following comments for your consideration:

CURRENT ZONING ORDINANCE COMMENTS

1. Per the Abington Comprehensive Use Matrix, Uses E-15-Senior Living Community and H-9 – Townhouse Dwelling Unit (Single-Family Attached) are not permitted uses within the CS – Community Service Zoning District. However, Use E-15-Senior Living Community is a permitted use within the SNR – Senior Neighborhood Residential Zoning District.
2. The Applicant has not provided the base zoning district on the concept plan.

PROPOSED ZONING TEXT AMENDMENT COMMENTS

3. The dimensional regulations align closely with the dimensional requirements as set forth in the SNR-Senior Neighborhood Residential Zoning District.
4. Section I.1. & Section I.2- The Applicant shall correct the referenced Section 2310 for Categories of Permitted Uses to Section 2103.
5. Section 1710.B. – Use Regulations – the following noted Accessory Uses for recreational use are permitted uses within the CS – Community Service and SNR – Senior Neighborhood Residential Zoning Districts as follows:
 - a. Use A-6 – Clubhouse
 - b. Use A-16 – Nonresidential Accessory Structure*
 - c. Use A-18 - Outdoor Recreation, Uses Accessory to*
 - d. Use A-24 – Swimming pool
 - e. Use A-25 – Tennis/Sports Courts

**Note: No determination indicated in the Comprehensive Matrix for the SNR Zoning District.*

In addition, the entertainment uses noted for fitness center or indoor recreation are not permitted uses within the CS- Community Service and SNR – Senior Neighborhood Residential Zoning Districts. The Comprehensive matrix does not specify “dog park” and will be considered outdoor recreation.

6. In Figure 17.2 – AR - Age-Restricted Carriage Home Overlay District: Dimensional Requirements table for the minimum front yard setback, is missing the rest of the reference statement to reference the 30' dwelling setback from face of curb/edge of cartway.
7. In Figure 17.2 – AR - Age-Restricted Carriage Home Overlay District: Dimensional Requirements table for the maximum building dimension length is proposing 160'. The SNR maximum dimensional building length criteria is only 120'. To reduce the density of the site, we would suggest not changing the maximum length to 160' as proposed. In addition, since each carriage home is 30' wide and the proposed maximum number of carriage homes in a group is 5, the total length would add up to 150' rather than 160'. However, we would suggest keeping the existing SNR maximum dimensional building length criteria is only 120' to reduce the proposed density.

8. Section 1712.C – Open Space Requirements – Consider adding a restriction or distinction between the recreational and entertainment uses to the list of recreational uses proposed so that future development of recreational facilities overcrowd the intent of open spaces.
9. Use H-12.3 – A minimum lot size requirement should be defined, or this sentence line item should be removed.
10. Use H-12.4 – The minimum 24' wide carriage home width appears to be narrow for a carriage home. This appears to be more in line with a townhome width.
11. Use H-12.6 – The minimum 20' building separation is double the existing 10' SNR maximum dimensional building separation distance. However, should suggest 30' separation to align with residential cluster development guidelines.
12. We are concerned that this proposal may be subject to "spot zoning", however, we defer to the Township solicitor's office to confirm.

GENERAL COMMENTS

13. The proposed improvement to the site constitutes land development by definition. Therefore, this project would be subject to land development; and the Applicant shall be required to submit a land development application for land development approval in accordance with §149-9.
14. Additional stormwater bmps should be considered for the area along the southern tract abutting the residential properties zoned in the R-4 High Density Residential zoning district.
15. Traffic calming measures should be considered within the site due to the long stretches of straight roadway. However, clear sight triangles should be provided at the intersection of Road A at Road E and Road B at Road D due to the curved alignment at those locations.
16. Pedestrian accommodations, including marked crosswalks and signage should be provided as appropriate within the site.
17. A signage and pavement marking plan should be provided for the internal site roadways and intersections.
18. More parking may be needed at the clubhouse facility.
19. An off-road multi-use trail should be considered along the frontage of the property.
20. Due to the age-restricted nature of the proposed development, left-turn lanes should be provided on Fox Chase Road for traffic turning onto the main site entrance/Manor College driveway.
21. The signal at Fox Chase Road and the main site entrance/Manor College driveway must be fully modernized and including ADA compliant pedestrian facilities.
22. During the design process of the modernized traffic signal, a speed study should be conducted along Fox Chase Road to verify the need for dilemma zone protection and confirm sight distance requirements.

If you have any questions or comments with this submittal, please do not hesitate to contact me.

Sincerely,

PENNONI



Khaled R. Hassan, PE
Township Engineer

cc: Terry Castorina, Executive Assistant to the Township Manager
Ashley McIlvaine, Special Assistant to the Township Manager

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FISCAL IMPACT ANALYSIS
Proposed St. Basil's Active Adult Development
Abington Township, Montgomery County

March 16, 2022

Prepared for:
Toll Brothers, Inc.

Prepared by:
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Fiscal Impact Analysis
Proposed St. Basil's Development
Abington Township, Montgomery County
March 16, 2022

This report examines the annual fiscal impact to Abington Township and the Abington School District (ASD) of the St. Basil's active adult development proposed by Toll Brothers, Inc. The report examines the fiscal impact to the Township and School District during any given year after the completion of the proposed project and full occupancy, based on 2022 levels of revenue, expenditures, and taxation.

The proposed St. Basil's active adult development consists of 150 attached carriage homes, to be sold for an average price of \$614,995. According to federal law, each unit in an age qualified development must house at least one person who is 55 years old or older, and no resident can be under the age of 18. Therefore, no school age children are projected to reside in the proposed development.

At buildout and full occupancy, the proposed development is projected to generate \$92,249,250 in market value, \$41,235,415 in assessed value, 209 residents, 0 school age children and 0 public school (ASD) students.

The table below shows the annual net fiscal impact (revenue minus expenditures) to the Township and School District of the proposed development. Below the table are sections on assessments, demographics, Township expenditures and revenue, and School District expenditures and revenue. At the end of this report are the spreadsheets for the Township and School District impact, which show the major expenditure and revenue categories for each entity. All cell addresses in the text refer to these spreadsheets.

Proposed Dwelling Type	Number of Units	Number of Residents	Annual Net Township Impact	Annual Net School District Impact	Annual Net Combined Impact	Annual Net Combined Impact per Unit
Carriage Homes	150	209	\$332,698	\$1,420,251	\$1,752,949	\$11,686

The annual net fiscal impact of the proposed development is projected to be highly favorable for the Township and School District, creating annual net surpluses for each entity. **The annual net combined fiscal impact for the proposed St. Basil's active adult development is projected to total positive (or surplus) \$1,752,949, or positive \$11,686 per unit.** The annual combined revenue is projected to exceed the annual combined expenditures by 3,410.4 percent.

In addition to the annual net impact figures shown in the table above, the proposed development will also generate one-time real estate transfer tax revenue from the initial sales of the units over the buildout period, projected to total \$461,246 to each of the Township and School District.

There are three important reasons for the positive annual net fiscal impacts projected for the proposed St. Basil's age qualified development:

- First, the proposed development is comprised of smaller homes, which house fewer persons than four bedroom single family detached dwellings, the predominant dwelling type in the Township. The lower number of persons results in lower expenditures for the Township, which leads to annual surpluses.
- Second, the age restriction itself also results in fewer persons in the proposed units and no school age

children at all, eliminating all School District expenditures, as well as reducing Township expenditures on a per capita basis. The only impact of the proposed age qualified development on the School District is significant annual revenue of \$1.4 million.

- Third, the proposed age qualified development consists of relatively high value homes, which generate considerable revenue in the real estate tax, earned income tax, and real estate transfer tax categories.

The combination of reduced Township expenditures and eliminated School District expenditures plus the high revenue results in annual net surpluses from the proposed age qualified development.

Assessments

The average market value (sales price) of the proposed carriage homes is projected to be \$614,995 (cell C6). The total market value is determined by multiplying the number of units (150, cell B6) by the average market value per unit (\$614,995, cell C6). The market value at buildout is projected to total \$92,249,250 (cell D6).

The assessed value is determined by multiplying the market value (\$92,249,250, cell D6) by the 2021-2022 Montgomery County common level ratio of 44.7 percent, from the Pennsylvania State Tax Equalization Board (cell D18). The assessed value at buildout is projected to total \$41,235,415 (cell E6). This \$41,235,415 in projected assessed value represents 1.0 percent of the total assessed value of all properties in Abington Township (\$4,058,499,548, according to the Montgomery County *Land Use Classification Report* from the Board of Assessment, as of December 17, 2021, the most recent report available). Please note that the Montgomery County Board of Assessment will determine the actual assessments only when the proposed development is constructed and inspected.

Demographics

The number of persons per unit is projected to be 1.39 for the proposed carriage homes (cell F6). This demographic multiplier for age qualified development is from *Who Lives in New Jersey Housing?*, by David Listokin, Ioan Voicu, William Dolphin and Matthew Camp of the Rutgers University Center for Urban Policy Research (CUPR), November, 2006. In addition to the demographic multipliers for different dwelling types in the state of New Jersey (which were not used in this report), this document also presents demographic multipliers for age qualified developments in the northeastern United States, from the 2003 American Housing Survey of the U.S. Census Bureau. The multipliers are 1.57 persons per unit for all single family detached dwellings, 1.39 persons per unit for all attached dwellings (including twins, townhomes, carriage homes, etc.), and 1.20 persons per unit for all multifamily dwellings (including apartments). Please note that, unlike the Rutgers University CUPR demographic multipliers for standard development, these multipliers for age qualified development do not differentiate by dwelling size or value, only by dwelling type.

The number of persons projected to reside in the proposed development is determined by multiplying the number of units (150, cell B6) by the number of persons per unit (1.39, cell F6). The number of persons projected to reside in the proposed development at buildout and full occupancy totals 209 (cell G6).

The number of school age children per unit is projected to be 0.00 for the proposed age qualified development (cell F33 of the School District spreadsheet). The number of public school students is determined by multiplying the number of units (150, cell B33) by the number of school age children per unit (0.00, cell F33). The number of ASD students projected to reside in the proposed development at buildout and full occupancy is 0 (cell G33).

Annual Abington Township Expenditures

The Abington Township budget includes the following funds, shown in the table below with their respective 2022 expenditure totals:

Budget	Amount
Operating Funds	
General Fund	\$42,597,990
Debt Service Fund	\$521,371
Fire Fund	\$3,156,349
Sewer Operations Fund	\$7,572,199
Highway Aid Fund	\$2,012,283
OPEB (Retirement) Fund	\$1,407,640
Workers Comp Fund	\$64,000
Refuse Fund	\$5,843,665
Subtotal Operating Funds	\$63,175,497
Capital Funds	
Sewer Operations Fund	\$350,000
Fire Capital Fund	\$1,073,521
Capital-Permanent Improvement Fund	\$3,339,481
Refuse Capital Fund	\$335,000
Sewer Capital Fund	\$585,000
Subtotal Capital Funds	\$5,683,002
American Rescue Plan (ARPA) Fund	\$8,370,424
TOTAL	\$77,228,923

In order to find a more accurate measure of the average annual expenditures for the proposed development, this analysis focuses on the regular, ongoing operating expenditures of the Township. Such operations are quantified in the following six funds, shown in the table below with their respective sums in the 2022 budget.

Fund	Amount
General Fund	\$42,597,990
Debt Service Fund	\$521,371
Fire Fund	\$3,156,349
Highway Aid Fund	\$2,012,283
OPEB (Retirement) Fund	\$1,407,640
Workers Comp Fund	\$64,000
Total Operating Funds	\$49,759,633

The six operating funds total \$49,759,633 in expenditures for 2022 (cell D19). These six funds cover

nearly all Township expenditures, including police general services (administration), culture and recreation administration, libraries, participant recreation, executive, code enforcement, traffic safety, financial administration, engineering services, tax collection, street lighting, solicitor and legal services, parks, general government building and plant, legislative, ambulance services, animal control, health insurance, insurance, unemployment, shade trees, repair of vehicles, IT networking services, community development and housing, fire protection, debt service, road maintenance, and other employee benefits.

The following funds are excluded from this analysis, because they are either capital funds, proprietary funds (including special revenue funds), or fiduciary funds:

- The Sewer Fund and Refuse Fund are proprietary funds, where revenue from previous fund balances, sewer rents and connection fees, and refuse fees are spent on sewage collection and disposal, and refuse collection and disposal. If the Township required additional revenue to cover costs in these funds, it would increase the fees in these funds, not taxes.
- The Sewer Operations Fund, Fire Capital Fund, Capital-Permanent Improvement Fund, Refuse Capital Fund, and Sewer Capital Fund are all capital funds, where revenue from previous fund balances, transfers from other funds, grants, and other sources is used to pay for capital expenditures such as vehicles, equipment, building improvements, etc.
- The American Rescue Plan Fund was created using proceeds from the federal American Rescue Plan Act of 2021, and is a mixed fund used to pay for operating and capital expenditures (such as the Township Building renovations). The vast majority of the money in this fund is projected to be expended in the next two years, and the annual expenditures in 2024 and beyond are projected to be minimal.

In order to find a more accurate measure of the average annual operating expenditures for future residents of the proposed development, three categories of funds are subtracted from the total 2022 operating expenditures of \$49,759,633 (cell D19):

1. Pass-Through Funds. Pass-through funds are excluded because the proposed development will have no net impact on these funds, since revenue always equals expenditures. Pass-through funds that are excluded total \$6,443,596 and are shown in the table below with their respective sums in the Township's 2022 budget.

Source	Fund	Budgeted Amount
State/County Snow Reimbursement	General	\$156,541
Police Reimbursable Overtime	General	\$292,505
Video Arraignment Process	General	\$65,000
Beverage Licenses	General	\$11,050
Rent of Property	General	\$375,000
DEA Task Force	General	\$100,000
Bodehits Fees	General	\$5,000
Recyclable Materials	General	\$2,000
Public Utility Realty Tax	General	\$30,000
State Reimbursement Pension Plans	General	\$1,530,000
Payment In-Lieu-Of	General	\$665,000
Parks & Recreation Program Revenue	General	\$710,000

Source	Fund	Budgeted Amount
Insurance Claims	General	\$55,000
Cobra Reimbursement	General	\$50,000
Refunds	General	\$714,000
Fire Permits	Fire	\$35,000
Fire Inspection Fees	Fire	\$30,000
Health Costs Reimbursement	Retirement (OPEB)	\$118,000
State Liquid Fuels Grant	Highway Aid	\$1,499,500
TOTAL		\$6,443,596

2. Development Related Funds. The other pass-through category is charges related to the processing and administration of proposed subdivisions and land developments in the Township, shown in the table below with their respective sums in the Township's 2022 budget (all are in the General Fund).

Source	Budgeted Amount
Building Permits	\$1,000,000
Plumbing Permits	\$70,000
Engineering Permit Fees	\$160,000
TOTAL	\$1,230,000
90 Percent Subtracted	\$1,107,000
10 Percent as Miscellaneous Revenue	\$123,000

Development related revenue is excluded because it is in essence a one-time pass-through fund for specific functions normally associated with new development. For example, the building permit revenue will be expended on building inspections and the administration of those permits while a development is under construction, not on other functions associated with the time after a development is completed. Once a development is completed, the revenue and expenditures for such permits and application fees decrease significantly, but not completely. Ninety percent of the 2022 development related pass-through funds of \$1,230,000 (or \$1,107,000) is excluded from the total expenditures. Only 90 percent of the development related funds is excluded from the expenditure analysis, in acknowledgment that there will still be some expenditures on subdivisions and land developments once they are complete, for things like building renovations and inspections for violations. Please note that in the revenue analysis, below, only 10 percent of the revenue from development related funds (or \$123,000) is included in the category of miscellaneous revenue.

3. Interfund Transfers. The following transfers between funds totaling \$1,239,640 are excluded.

Source	Budgeted Amount
General Fund to Retirement (OPEB) Fund	\$1,045,355
Sewer Fund to Retirement (OPEB) Fund	\$116,000
Refuse Fund to Retirement (OPEB) Fund	\$78,285
TOTAL	\$1,239,640

The transfer from the General Fund to the Retirement Fund is excluded in order to avoid double

counting the same funds, since both the source and destination funds are included in this analysis. The transfers from the Sewer Fund and Refuse Fund to the Retirement Fund are excluded because they represent costs associated with those two proprietary funds, which are excluded.

The 2022 excluded pass-through funds, development related funds and interfund transfers total \$8,790,236 (cell D20). The 2022 net Township operating expenditures (minus pass-through funds, development related funds and interfund transfers) are \$40,969,397 (cell D21). Please note that just as the expenditures for the above funds are not included in the expenditure calculations of this section, the revenue from these sources is also not included in the revenue analysis, below.

Then, the Township expenditures associated with existing nonresidential development are subtracted from the net expenditures using the “proportional valuation method” of *The New Practitioner's Guide to Fiscal Impact Analysis*, by Robert W. Burchell, David Listokin, and William R. Dolphin, Rutgers Center for Urban Policy Research, 1985. First, a portion of the total Township expenditures is assigned to existing nonresidential development, based on the average value of property. According to the Montgomery County Board of Assessment *Land Use Classification Report* as of December 17, 2021, the total assessed value of the 20,088 properties in Abington Township was \$4,058,499,548, yielding an average assessed value of \$202,036. Of those properties, 1,085 were nonresidential (commercial, industrial, institutional, utility, etc., whether taxable or exempt), with a total assessed value of \$1,190,772,880 (representing 29.3 percent of the Township total), and an average assessed value of \$1,097,487.

The proportion of average nonresidential assessed value to average Township assessed value (residential and nonresidential combined) is 5.43, which is then used to determine the refinement coefficient of 1.05 from a graph in *The New Practitioner's Guide*. The refinement coefficient is based on empirical research by the Rutgers University CUPR, and is necessary to adjust the costs of existing nonresidential development in communities without extensive nonresidential development of very high average assessed value, such as Abington Township. By comparison, in communities where the ratio between the average nonresidential assessment and the average overall assessment is above 6, an economy of scale reduces the nonresidential expenditures on a per square foot basis, and the refinement coefficient is below 1.00.

The proportion of Township assessed value in nonresidential uses (29.3 percent) is then multiplied by the refinement coefficient of 1.05, and by the 2022 net Township operating expenditures of \$40,969,397 (cell D21). The result of this calculation is that \$12,621,539 of the net Township operating expenditures (representing 30.8 percent) is attributable to existing nonresidential development (cell D22). This sum is subtracted from the 2022 net Township operating expenditures (\$40,969,397, cell D21), and the remainder (\$28,347,858 in expenditures attributable to existing residential development, cell D23) is divided by the estimated number of Township residents in 2022, which is 59,140 (cell I18). The estimated number of Township residents is determined by taking the 2020 U.S. Census count of 58,502 and adding two years' worth of the average annual increase between 2010 and 2020 (3,192 over those ten years, or 319 additional residents per year and 638 over two years) to find the current 2022 estimate of 59,140. The per capita Township operating expenditures attributable to existing standard residential development are \$479.33 (cell D24).

On average, residents of an age qualified development generate far lower Township expenditures when compared to residents of standard housing. A study by the Del Webb corporation (the industry leader in age qualified development) estimated that its Sun City Grand development in Surprise, Arizona near Phoenix imposed lower demands on most municipal services when compared to standard housing, in numerous demand categories (as cited in *Developing Active Adult Retirement Communities*, by Diane R. Schuman, et. al., The Urban Land Institute, 2001, pp. 21-26). The table below shows each of the eight demand categories studied; for each category, the table shows the 2022 Abington Township expenditure (if any), and the modified expenditure, which is the Township expenditure multiplied by the percent of level of demand imposed by age qualified developments.

Demand Category	Level of Demand	Budgeted Expenditure	Modified Expenditure
Traffic volume	33%	\$0	\$0
Street maintenance	35%	\$7,393,213	\$2,587,625
Water consumption	60%	\$0	\$0
Wastewater generation	74%	\$0	\$0
Solid waste generation	67%	\$0	\$0
Police protection	25%	\$23,021,730	\$5,755,433
Fire protection services	33%	\$3,156,349	\$1,041,595
Emergency medical services	110%	\$187,500	\$206,250
Total		\$33,758,792	\$9,590,902
Difference			\$24,167,890
Minus Pass-Thru (17.7%)		\$4,269,353	\$19,898,536
Residential Share (69.2%)		\$6,130,189	\$13,768,347
Difference per Capita			\$232.81

Other than emergency medical services (for which the Abington Township budget has very limited expenditures), an age qualified facility has far lower expenditure impacts compared to other housing. The area of greatest expenditure in Abington Township – police protection – is the precise area in which an age qualified development's expenditure is significantly lower than that of standard housing. Please note that all road maintenance expenditures are in the Street Maintenance category, instead of the Traffic Volume category, since the former is slightly higher, resulting in a more conservative (and higher) annual expenditure.

The difference between the total Township expenditures for the listed demand categories (\$33,758,792) and the modified Township expenditures (\$9,590,902) is \$24,167,890. This figure is then further modified to account for the pass-through funds, development related funds and interfund transfers by subtracting 17.7 percent (or \$4,269,353), similar to the total Township expenditures (see above). Of the remaining \$19,898,536 in expenditures, 30.8 percent (or \$6,130,189) is attributable to existing nonresidential development and only 69.2 percent (or \$13,768,347) is attributable to existing residential development. The resulting \$13,768,347 represents the difference between the Township expenditures for these Township functions for standard housing versus age qualified housing. This figure is then divided by the estimated 2022 Township population of 59,140 (cell I18) to find a per capita difference of \$232.81. This figure is then subtracted from the Township per capita expenditure for standard development (\$479.33, cell D24) to find the Township per capita expenditure for age qualified development (\$246.52, cell D25).

This per capita figure of \$246.52 (cell D25) is then applied to the number of persons projected to reside in the proposed age qualified development at buildout and full occupancy (209, cell G6) to find the total annual Township expenditures of \$51,400 (cell H6) or \$343 per unit (cell I6).

Annual Abington Township Revenue

The annual Township revenue is determined by adding the following sources:

- Real estate tax revenue, based on the 2022 Township tax rate of 5.922 mills (cell I19) applied to the projected assessed value of the proposed development (\$41,235,415, cell E6). The 2022 millage rates of the operating funds are shown in the table below.

Fund	Millage Rates
General Levy	
General Purposes	3.787
Fire	0.920
Library	0.430
Parks & Recreation	0.250
Special Levy	
Ambulance	0.050
Debt Service	0.155
Retirement (OPEB)	0.330
TOTAL	5.922

The annual real estate tax revenue is projected to total \$244,196 (cell B11). Please note that the this one revenue source exceeds the total projected annual Township expenditures (\$51,400, cell H6) by \$192,796 or 375 percent.

- Earned income tax revenue, based on the tax rate of 0.5 percent applied to the household income of residents, which is calculated by multiplying the monthly housing costs, including a combination of real estate taxes, insurance, homeowners association fees and mortgage costs, as shown in the table below.

Proposed Dwelling Type	Monthly RE Taxes	Monthly Insurance	Monthly HOA Fee	Monthly Mortgage	Minimum Annual Income
Age Qualified Carriage Homes	\$976	\$90	\$250	\$2,595	\$187,720

The monthly real estate taxes are based on the combined Township plus School District plus County (including Community College) tax rate of 42.6040 mills. Insurance costs are assumed to be \$90 per month. HOA fees are projected to be \$250 per month. The mortgage costs are based on the conforming rate of 3.85 percent, according to the March 10, 2022 Primary Mortgage Market Survey by Freddie Mac (available on www.freddie.mac.com). The minimum annual household income is determined by adding all the monthly housing costs and dividing by 28 percent, according to Fannie Mae criteria that no more than 28 percent of annual household income be used for housing costs. The minimum annual household income necessary to pay for the real estate taxes, insurance, HOA fees and mortgage is projected to be \$187,720. To determine the annual earned income tax revenue, this minimum annual household income figure is multiplied by the number of units (150, cell B6) and by the Township tax rate of 0.5 percent. This revenue is then reduced by 50 percent to reflect the likelihood that many residents of the proposed age qualified development will be retired and have no earned income, though they may have interest or dividend income, which is not subject to the earned income tax. This revenue is then further reduced by subtracting 25.1 percent (cell I20), representing the percentage of Abington Township residents working in the City of Philadelphia and therefore paying the City wage tax and not paying the Township's earned income tax, from the 2019 American Community Survey of the U.S. Census Bureau, which reported 7,080 residents working in the City of Philadelphia out of 28,175 working residents. The annual earned income tax revenue is projected to total \$52,706 (cell C11). Please note that this one revenue source offsets the projected annual Township expenditures of \$51,400 (cell H6). Finally, please note that the household income level shown here is the minimum income levels necessary to afford the proposed homes. Most households will have higher levels of income, which will result in higher levels of annual Township earned income tax revenue.

- Real estate transfer tax revenue, based on the market value of the units (\$614,995, cell C6) multiplied by the number of units (150, cell B6), multiplied by the projected annual housing turnover rate of 15 percent for the carriage homes (cell I21), and multiplied by the Township's tax rate of 0.5 percent of market value. The annual real estate transfer tax revenue is projected to total \$69,187 (cell D11). Please note that this annual revenue figure does not include the one-time real estate transfer tax revenue from the initial sales of the units over the buildout period, projected to total \$461,246 (cell A26). Once again, please note that the projected annual real estate transfer tax revenue exceeds the projected annual Township expenditures of \$51,400 (cell H6).
- Franchise fee and miscellaneous revenue. The franchise fee and miscellaneous revenue is based on the Township's budgeted revenue from these sources (\$1,248,000 comprised of \$1,125,000 in franchise fee revenue and \$123,000 in development related revenue, representing 10 percent of the total revenue in this category associated with existing and not new development, which is \$1,230,000; see the expenditure analysis, above) divided by the 2022 estimated number of units in the Township (23,192, cell I22), and that per unit revenue of \$53.81 (cell I23) is applied to the number of units in the proposed development (150, cell B6). The estimated number of 23,192 units in the Township is determined by taking the 2020 U.S. Census count of 23,055 and adding two years' worth of the average annual increase between 2010 and 2020 (686 over those ten years, or 68.6 additional units per year and 137 over two years). The annual franchise fee and miscellaneous revenue is projected to total \$8,072 (cell E11).
- Liquid fuels revenue, based on PennDOT's 2022 per person revenue of \$17.5304 (cell I24) applied to the number of persons projected to reside in the proposed development at buildout and full occupancy (209, cell G6). The annual liquid fuels revenue is projected to total \$3,655 (cell F11). No subsidy per mile is projected from the proposed development, because the proposed roads are projected to be owned and maintained by the homeowners associations and not the Township.
- Interest earnings, based on the projected assessed value of the proposed development (\$41,235,415, cell E6) divided by the Township's total taxable assessed value (\$3,386,399,113, according to the Montgomery County Board of Assessment *Land Use Classification Report*), and multiplying by the Township's revenue from interest earnings in the 2022 budget, totaling \$516,000 and shown in the table below. The annual interest earnings are projected to total \$6,283 (cell G11).

Fund	Interest Earnings
General Fund	\$250,000
Retirement (OPEB) Fund	\$250,000
Highway Aid Fund	\$16,000
TOTAL	\$516,000

The annual Township revenue from all sources is projected to total \$384,099 (cell H11), or \$2,561 per unit (cell I11). The annual net Township impact (revenue minus expenditures) is projected to total positive \$332,698 (cell B15) or positive \$2,218 per unit (cell C15). Annual revenue is projected to exceed annual expenditures by 647.3 percent (cell D15). Overall, annual revenue is projected to be more than six times annual expenditures.

Annual Abington School District Expenditures

The number of units (150, cell B33 of the School District spreadsheet), average market value per unit (\$614,995, cell C33), total market value (\$92,249,250, cell D33), and total assessed value (\$41,235,415, cell E33) are the same as for the Township impact, above. As noted above, the proposed St. Basil's Development is age qualified and is therefore projected to generate 0 school age children per unit (cell

F33) and 0 public school (ASD) students overall (cell G33).

The 2021-2022 Abington School District General Fund budgeted expenditures total \$176,932,262 (cell D46). The following pass-through funds are subtracted from this total:

Pass-Through Fund	Budgeted Amount
Public Utility Realty Tax	\$113,650
Revenue from Intermediary Sources	\$1,162,542
Rentals	\$40,000
Tuition from Patrons	\$20,000
TOTAL	\$1,336,192

The pass-through funds total \$1,336,192 (cell D47), with the remaining School District net expenditures totaling \$175,596,070 (cell D48). This figure is then divided by the current 2021-2022 District-wide enrollment of 8,292 students (cell D49, from the School District web site) to find the 2021-2022 ASD net expenditure of \$21,177 per student (cell D50). This per student expenditure is applied to the number of students projected to attend public schools from the proposed development at buildout and full occupancy (0, cell G33). The annual School District expenditures are projected to total \$0 (cell H33), or \$0 per unit (cell I33).

Annual Abington School District Revenue

The annual School District revenue is determined by adding the following sources:

- Real estate tax revenue, based on the School District's 2021-2022 tax rate of 32.7200 mills (cell I45) applied to the projected assessed value of the proposed development (\$41,235,415, cells E33). Subtracted from this revenue total is the District's homestead exclusion at \$10,765 of assessed value per unit (cell I47) applied to the number of units in the proposed development (150, cell B33). The proposed homestead exclusion is projected to subtract \$352.23 per unit and \$52,835 overall from the total real estate tax revenue. The annual School District real estate tax revenue is projected to total \$1,296,388 (cell B38).
- Earned income tax revenue, determined using the same method as was used for the Township impact, above. The annual earned income tax revenue is projected to total \$52,706 (cell C38).
- Real estate transfer tax revenue, determined using the same method as was used for the Township impact, above. The annual real estate transfer tax revenue is projected to total \$69,187 (cell D38). As noted above, this annual revenue figure does not include the one-time real estate transfer tax revenue to the School District from the initial sales of the units over the buildout period, projected to total \$461,246 (cell A51).
- State and Federal revenue, based on the 2021-2022 ASD budgeted revenue from those sources totaling \$43,699,263 divided by the 2021-2022 ASD enrollment of 8,292 (cell D49), and that \$5,270 subsidy per public school student (cell I48) is applied to the projected number of students from the proposed development (0, cell G33). The annual state and federal revenue is projected to total \$0 (cell E38).
- Earnings on investments, based on the projected assessed value of the proposed development (\$41,235,415, cell E33) divided by the School District's total taxable assessed value (\$3,558,245,783, according to the 2021-2022 ASD budget), and multiplying by the School District's 2021-2022 revenue

from earnings on investments in the budget (\$170,000, cell I49). The annual earnings on investments are projected to total \$1,970 (cell F38).

The annual School District revenue from all sources is projected to total \$1,420,251 (cell G38) or \$9,468 per unit (cell I38). The annual net School District impact (revenue minus expenditures) is projected to total positive \$1,420,251 (cell B42) or positive \$9,468 per unit (cell C42). Since there are no School District expenditures associated with the proposed age qualified development, every dollar of the annual \$1,420,251 in revenue becomes surplus.

	A	B	C	D	E	F	G	H	I
1	<u>ANALYSIS OF THE ANNUAL FISCAL IMPACT TO ABINGTON TOWNSHIP</u>								
2	Of the Proposed St. Basil's Active Adult Development							March 16, 2022	
3									
4	Proposed	Number of	Average Price	Total	Total	Persons	Total	Annual Township	Expenditures
5	Dwelling Type	Units	per Unit	Market Value	Assessed Value	per Unit	Persons	Expenditures	per Unit
6	Carriage Homes	150	\$614,995	\$92,249,250	\$41,235,415	1.39	209	\$51,400	\$343
7									
8		Annual Township Revenue							
9	Proposed	Real Estate	Earned Income	Real Estate	Franchise Fee &	Liquid Fuels	Interest	Total Annual	Revenue per
10	Dwelling Type	Tax	Tax	Transfer Tax **	Misc. Revenue	Revenue	Earnings	Revenue	per Unit
11	Carriage Homes	\$244,196	\$52,706	\$69,187	\$8,072	\$3,655	\$6,283	\$384,099	\$2,561
12									
13	Proposed	Annual Net	Net Township	Revenue >					
14	Dwelling Type	Township Revenue	Revenue per Unit	Expenditure					
15	Carriage Homes	\$332,698	\$2,218	647.3%					
16									
17	NOTES:								
18	2021-2022 STEB Common Level Ratio (Market Value to Assessed Value)			44.7%	2022 Township Population Estimate			59,140	
19	2022 Township Operating Expenditures (6 Funds)			\$49,759,633	2022 Township Real Estate Tax Millage (7 Funds)			5.922	
20	Minus 2022 Pass-Through and Excluded Expenditures			\$8,790,236	Pct. of Twp. Residents Working in Phila. (2019 ACS)			25.1%	
21	2022 Net Township Operating Expenditures			\$40,969,397	Annual Housing Turnover Rate (SFA)			15%	
22	2022 Township Non-Residential Expenditures		30.8%	\$12,621,539	2022 Township Housing Unit Estimate			23,192	
23	2022 Township Residential Expenditures			\$28,347,858	2022 Township Franchise Fee & Misc. Revenue per Unit			\$53.81	
24	2022 Township per Capita Expenditure (Standard Development)			\$479.33	2022 State Liquid Fuels Revenue per Capita			\$17.5304	
25	2022 Township per Capita Expenditure (Age Qualified Development)			\$246.52	2022 Township Interest Earnings			\$516,000	
26	** Does not include the real estate transfer tax revenue from the initial sales of the units, or \$461,246 over the buildout period.								

	A	B	C	D	E	F	G	H	I
28	<u>ANALYSIS OF THE ANNUAL FISCAL IMPACT TO THE ABINGTON SCHOOL DISTRICT</u>								
29	Of the Proposed St. Basil's Active Adult Development							March 16, 2022	
30								Annual	
31	Proposed	Number of	Average Price	Total	Total	School Age	ASD	School District	Expenditures
32	Dwelling Type	Units	per Unit	Market Value	Assessed Value	Children per Unit	Students	Expenditures	per Unit
33	Carriage Homes	150	\$614,995	\$92,249,250	\$41,235,415	0.00	0	\$0	\$0
34									
35		Annual School District Revenue							
36	Proposed	Real Estate Tax	Earned Income	Real Estate	State & Federal	Earnings on	Total Annual	Revenue	
37	Dwelling Type	Minus Homestead Excl.	Tax	Transfer Tax **	Revenue	Investments	Revenue	per Unit	
38	Carriage Homes	\$1,296,388	\$52,706	\$69,187	\$0	\$1,970	\$1,420,251	\$9,468	
39									
40	Proposed	Annual Net School	Net School District	Revenue >					
41	Dwelling Type	District Revenue	Revenue per Unit	Expenditure					
42	Carriage Homes	\$1,420,251	\$9,468	--					
43									
44	NOTES:								
45	2021-2022 STEB Common Level Ratio (Market Value to Assessed Value)			44.7%	2021-2022 ASD Real Estate Tax Millage			32.7200	
46	2021-2022 ASD Total Expenditures			\$176,932,262	Annual Housing Turnover Rate (SFA)			15%	
47	Minus Pass-Through Expenditures			\$1,336,192	2021-2022 ASD Homestead Exclusion per Unit			\$10,765	
48	2021-2022 ASD Net Expenditures			\$175,596,070	2021-2022 ASD State/Federal Revenue per Student			\$5,270	
49	2021-2022 ASD Student Enrollment			8,292	2021-2022 ASD Earnings on Investments			\$170,000	
50	2021-2022 ASD Net Expenditure per Student			\$21,177					
51	** Does not include the real estate transfer tax revenue from the initial sales of the units, or \$461,246 over the buildout period.								

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

VALERIE A. ARKOOSH, MD, MPH, CHAIR
KENNETH E. LAWRENCE, JR., VICE CHAIR
JOSEPH C. GALE, COMMISSIONER



**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY COURTHOUSE • PO Box 311
NORRISTOWN, PA 19404-0311
610-278-3722
FAX: 610-278-3941 • TDD: 610-631-1211
WWW.MONTCOPA.ORG

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

March 31, 2021

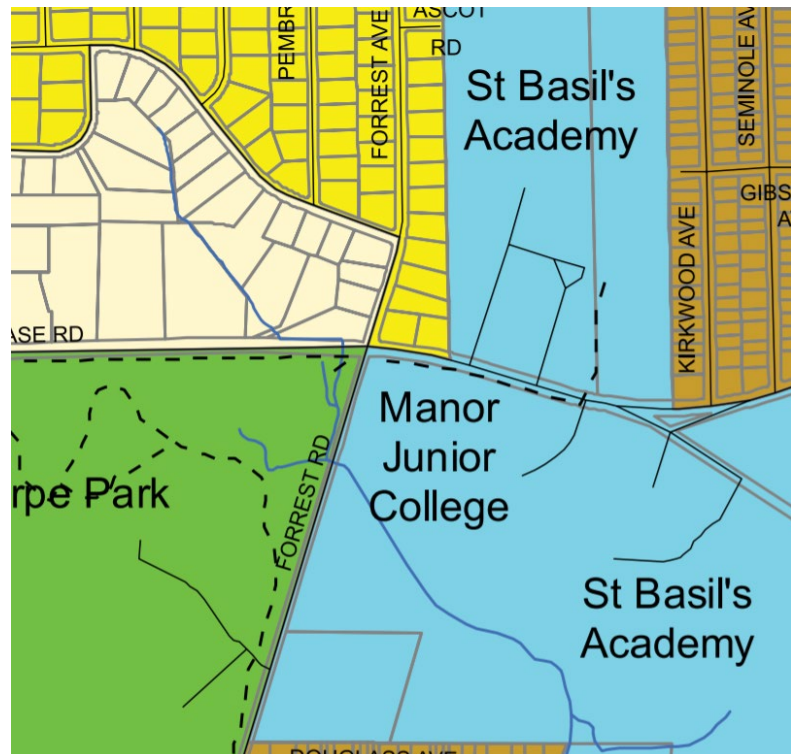
SUBJECT: 1. Proposed E-18 University Campus Use and Effects on Manor College
2. Ownership Status of R-1 Properties Eligible for E-18 Use

TO: Rich Manfredi, Manager

FROM: Mike Narcowich, AICP, Assistant Section Chief: Community Planning
Abington Township Planning Consultant

I took a look at how the proposed E-18 University Campus Use zoning text amendment would affect Manor College.

1. Applicability to Properties Zoned R-1 Low-Density Residential: Regarding the provision to allow faculty housing in the R-1 District, it seems as if it (most likely) does not apply to Manor College. Since the only R-1 use near Manor College lies diagonally opposite the college, across the intersection of Fox Chase Road and Forrest Road, and the proposed zoning text amendment says *"Properties zoned R1 Low Density Residential with existing houses owned by the college or university which (1) abut the college or university campus or (2) which are separated by a public or private*



street may be used for faculty housing by conditional use.” To me, that means that this provision would not be applicable to Manor College, although I suppose it could be argued that one 0.84 acre lot on the corner of Fox Chase Road and Forrest Road would be eligible

I have a couple questions for Michael: (1) Do you feel that the R-1 lot on Forrest and Fox Chase would be eligible? (2) Just to do our due diligence, if that lot is not eligible, does that mean that the proposed zoning text amendment, which would then seem only to apply to PSU-Abington at present, would run a risk of being spot zoning?

2. Regarding the following paragraph, we should consider whether we want this changed as follows (it occurs to me that there may be confusion over whether “owned by the college or university” applies to the “properties” or “existing houses”:

Properties zoned R1 Low Density Residential with existing houses that are, at time of the adoption of this zoning text amendment, owned by the college or university which (1) abut the college or university campus or (2) which are separated by a public or private street may be used for faculty housing by conditional use. This includes temporary housing for visiting professors and scholars, and administrative functions, including, but not limited to development, alumni relations, business office, and admissions. Administrative functions shall be limited to the first floor. These uses shall not exceed 140,000 square feet of property and a maximum of two structures.

3. From MCPC Peer Review: In the interest of transparency, the provision to extend CS regulations into the R-1 District should be evident in the R-1 District. I suggest adding a mark in the Use Matrix where R-1 District and University Campus use intersect, linked to a footnote explaining when CS regulations may affect the R-1 District.
4. From MCPC Peer Review: It is recommended that there not be limitations on which floor office uses can be located on when located in a property in the R-1 District. The building may function better without such limitations, and there should be no negative effect on neighboring properties.
5. From MCPC Peer Review: It is recommended that it be clarified whether CS or R-1 regulations apply to the R-1 property, when such property is included in a University Campus use.

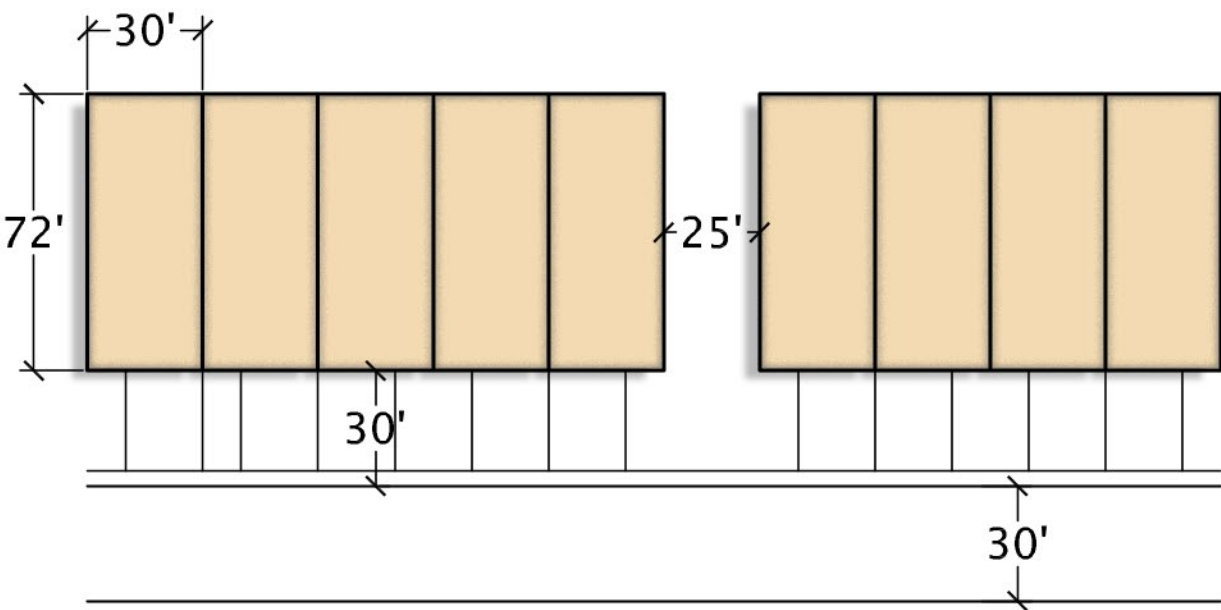


PROPERTY DATA:

TOTAL SITE AREA:	± 46.37 AC
60' ROW AREA:	± 0.62 AC
GROSS SITE AREA:	± 45.75 AC

PROPOSED DATA BASED ON GROSS SITE AREA:

PROPOSED PERIMETER SETBACKS:	
FRONT:	100'
SIDE:	125'
REAR:	125'
PROPOSED INTERNAL FRONT SETBACKS (FROM FACE OF CURB):	30'
PROPOSED BUILDING COVERAGE:	±7.5 AC (16%)
PROPOSED IMPERVIOUS COVERAGE:	±13.8 AC (30%)
PROPOSED OPEN SPACE:	±23.3 AC (51%)
PROPOSED DENSITY:	150 DU (3.3 DU/AC)
PROPOSED BUILDING HEIGHT:	<35'
PROPOSED BUILDING LENGTH:	150'
PROPOSED BUILDING SEPARATION:	25'



SOURCES:

- THIS PLAN IS THE EXCLUSIVE PROPERTY OF ESE CONSULTANTS INC., AND TOLL BROTHERS INC. ALL RIGHTS AND REMEDIES ARE HEREBY RESERVED. THIS PLAN MAY NOT BE REPRODUCED OR DISTRIBUTED IN ANY WAY WITHOUT THE WRITTEN CONSENT OF ESE CONSULTANTS INC., AND TOLL BROTHERS INC.
- AERIAL PHOTOGRAPH PROVIDED BY: MONTGOMERY COUNTY AERIAL IMAGES DATED: 2010.
- TOPOGRAPHIC INFORMATION PROVIDED BY: PAMAP PROGRAM - 3.2' DIGITAL ELEVATION MODEL 2006-2008 DCNR - PASDA DATE ACCESSED: 01.25.2019.
- FLOODPLAIN LOCATION TAKEN FROM FEMA COMMUNITY PANEL: 403 OF 451 MONTGOMERY COUNTY PA DATED: MARCH 2, 2016.
- SOILS INFORMATION TAKEN FROM NATURAL RESOURCE CONSERVATION SERVICES.
- PENNYPAK CREEK TRIBUTARY CLASSIFIED AS A TROUT STOCKING WATER RESOURCE ACCORDING TO PA DEP.
- PARCEL BOUNDARY AND ADDITIONAL SITE INFORMATION TAKEN FROM PLAN OF SURVEY LANDS N/F SISTERS OF ST. BASIL THE GREAT BY NAVE NEWELL DATED 3.17.21.
- ALL BASE INFORMATION IS CONSIDERED PRELIMINARY AND SUBJECT TO FIELD VERIFICATION AND SURVEY. SITE PLAN MAY VARY PENDING MORE ACCURATE INFORMATION.

TYPICAL DIMENSIONS

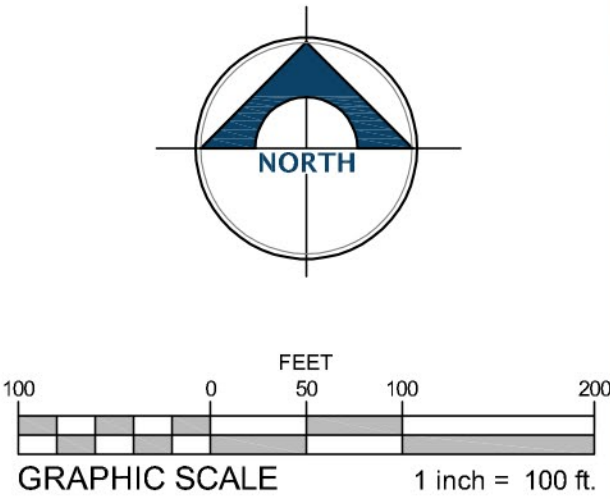
SCALE: 1" = 50'

LEGEND:

	FLOODPLAIN		STEEP SLOPES (15-25%)		STEEP SLOPES (>25%)		OPEN SPACE ±23.3 AC (51%)
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LIBERTY COLLECTION

CAREY, RADLEY, AND VINLAND
2,000 SF LIVING AREA
SCALE: N.T.S.



CONCEPT "L"
150 ACTIVE ADULT CARRIAGE HOMES
SISTERS OF ST. BASIL
ABINGTON TOWNSHIP, MONTGOMERY COUNTY, PA

PLAN SUMMARY (150) TOTAL DWELLINGS
±3,925 LF OF CARTWAY
±285 LF OF BOULEVARD
±330 LF OF EMERGENCY ACCESS
±2.9 AC STORM WATER**
PROP. ZONING DISTRICT TBD
**INCLUDED IN OPEN SPACE CALCULATION

SITE DATA:
ADDRESS: 711 FOX CHASE ROAD, JENKINTOWN, PA 19046
PARCEL(S): 30-00-22424-001 30-00-22420-005
SITE AREA: ± 45.75 AC
CURRENT ZONING: COMMUNITY SERVICE
OFFICE DATA:
PROJECT NUMBER: 7662
DATE: 2022.01.19
SCALE: 1" = 100'
DRAWN BY: EED