

Draft TIS Comment Sheet

COUNTY:	Cumberland	MUNICIPALITY:	Borough of Camp Hill
JOB NAME:	Camp Hill Chick-Fil-A	PREPARED BY:	TPD, Inc.
APPLICANT:	Consolidated Properties, LLC	REVIEW BY:	PennDOT/McM

Please incorporate these comments into the revised TIS and resubmit:

Transportation Impact Study (dated March 1, 2019) Comments:

1. *Upon resubmission, the applicant's engineer should put together a response letter that includes each comment, describes how each comment has been addressed, and where each can be found in the report. A copy of these comments and any previously submitted reports should also be provided. This will help expedite the review.

*Additional comments may follow upon subsequent review of the revised Transportation Impact Study (TIS). If you have any questions pertaining to the technical aspects of this review, please contact Mr. Eric Kinard of the District 8-0 Traffic Unit at (717) 787-9237.
2. Proposed access alignment with an opposing access should be considered. As currently shown on the site plan, the offset alignment with the commercial access may lead to conflicting left turn movements attempting to access the two sites simultaneously, which may lead to queuing towards the signalized intersection.
3. At least 50 feet of throat length (120' for medium volume classification) is desirable for non-minimum use driveways, which will also create additional storage for vehicles accessing the site considering the proposed parking in close proximity to the proposed driveway throat. Also, based on observations at other Chick-Fil-A locations parking availability and queuing issues frequently occur, which may be an issue considering the parking proposed along the access throat that may lead to queuing towards the adjacent traffic signal as vehicles stop to allow vehicles to park/leave parking along the alley. In addition, the drive thru queue analysis in the TIS indicates that up to 11 vehicles can stack internally with the 95th percentile queue of 13 vehicles, therefore some of the parking along the alley will be blocked by the queues during the peak periods. Additional analyses regarding parking utilization may clarify the anticipated use of the parking along the alley.
4. Provide crash analyses for the intersection of S Chestnut Street/Trindle Road (S.R. 0641) and S 32nd Street (S.R. 0015) through the proposed site frontage along both roadways for the most recent five years, summarizing any trends in the crash data. Include mitigation options if crash trends are present at an intersection or along a corridor. Note that the crash history provided by the Department is confidential under 75 PA Code Section 3754. This material is only provided to official agencies that have responsibility in the highway transportation system and can only be used by those agencies for traffic safety-related planning or research. Publication, reproduction, release or discussion of these materials, as well as the use of or reliance upon these materials for any purpose other than stated above, is expressly prohibited without the specific written consent of the Pennsylvania Department of Transportation. Do not include copies of crash data in the TIA. Provide copies of the crash data reports and analysis in a separately bound appendix, under separate cover.
5. Document signalized intersection initial queues for all approaches/lane groups and provide 50th percentile queues from Synchro for the signalized intersection queue analyses. Currently, some movements at the signalized intersection of Chestnut Street/Trindle Road (S.R. 0641) and S 32nd Street (S.R. 0015) frequently experience traffic volumes not dissipating within the green time (i.e. vehicles sitting through multiple traffic

signal cycles), therefore initial queues must be documented and included in the analysis of this intersection as the LOS/queues may be more significant than indicated in the TIS.

6. The queue tables should note the existing nearest signalized or major unsignalized intersection spacing for the through lane storage available to document potential impacts on adjacent intersections. Where with development queues are greater than without development queues and exceed existing/ proposed storage lengths, provide mitigating measures.
7. The intersection of Chestnut Street/Trindle Road (S.R. 0641) and S 32nd Street (S.R. 0015) is indicated in the TIS as meeting PennDOT's overall intersection LOS criteria (10 second variance), but the traffic signal timings were optimized under both future without and with development conditions adding delay to already at-capacity/over-capacity (failing) movements (i.e. eastbound left turn movement, westbound approach). Considering the significant peak hour traffic volumes added, identify improvements/mitigation such that no queuing/delay is added to these critical movements/approaches beyond without development conditions. Consider V/C ratios for these critical movements under base and projected development conditions. Also, the requested Synchro files were not provided to us following the District's request to TPD to provide them for consideration in our review. Please provide calibrated Synchro and SimTraffic simulation files in conjunction with the revised submission.
8. Due to the corner location on a principal urban arterial (S.R. 0015) and potential impacts to the signalized intersection of Chestnut Street/Trindle Road (S.R. 0641) and S 32nd Street (S.R. 0015), provide right-turn lane warrant and length analyses on S.R. 0015 at Chestnut Street in accordance with Chapter 11 of PennDOT Publication 46 due to the potential impacts to the adjacent signalized intersection.
9. Provide a concept plan for the proposed eastbound right turn lane on Chestnut Street at the proposed CFA driveway.