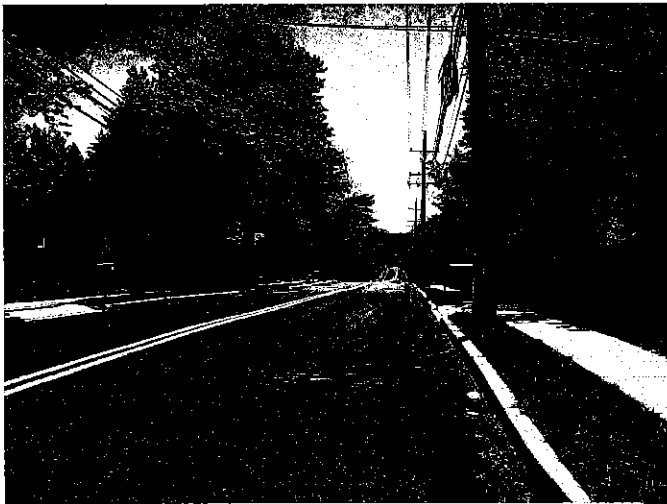


Traffic Impact Study

for the

Upper Dublin Fire House

Upper Dublin Township,
Montgomery County,
Pennsylvania



Prepared for:
Upper Dublin Township
April 2010
Revised June 2010

McMahon Project No. 810032.11



425 Commerce Drive, Suite 200
Fort Washington, PA 19034
215-283-9444 fax 215-283-9446
www.mcmtrans.com

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Executive Summary

Upper Dublin Township proposes to relocate the existing Summit Avenue Fire House to a new site located along the east side of Fort Washington Avenue, north of Hawthorne Lane, in Upper Dublin Township, Montgomery County, PA. Access to the new fire house will be provided via three full-movement access driveways to Fort Washington Avenue, two serving the main parking areas, and a third center driveway serving the fire house apparatus bays.

The scope of this traffic impact study includes an evaluation of the existing and future traffic volumes during the weekday morning and weekday early afternoon school peak hours, and the later weekday afternoon commuter peak hour at each of the following intersections:

- Fort Washington Avenue (S.R. 2022) and Highland Avenue
 - Fort Washington Avenue (S.R. 2022) and Loch Alsh Avenue
 - Fort Washington Avenue (S.R. 2022) and Hawthorne Lane/High School Access
 - Fort Washington Avenue (S.R. 2022) and Susquehanna Road (S.R. 2017)
- **Existing Traffic Volumes** – Due to the changing traffic patterns in the area of the site from the ongoing expansion of the Upper Dublin High School, located across Fort Washington Avenue from the site, traffic counts from the Upper Dublin High School traffic study are utilized as the existing conditions for this project for the weekday morning peak period (7:00 AM to 9:00 AM), weekday early afternoon peak period (2:00 PM to 4:00 PM) and weekday afternoon peak period (4:00 PM to 6:00 PM). Seasonal adjustment factors contained in the PennDOT publication, *2005 Pennsylvania Traffic Data*, were reviewed to ensure that the collected counts reflect typical conditions. The collected traffic data reflects higher than average data, and therefore, a seasonal adjustment factor was not utilized.
 - **Future Traffic Volumes without Relocation** – The future with-development traffic volumes from the Upper Dublin High School traffic impact study were utilized as the future without-relocation traffic volumes in this study.
 - **Fire House Traffic Characteristics** – Based on the traffic counts of the existing conditions conducted by McMahon at the Burn Brae Fire House, traffic generated by the fire house is generally minimal throughout the day with surges when emergency calls are made. Based on a comparison of the Burn Brae and Summit Avenue Fire Houses, it is expected that the proposed fire house will generate approximately three times as much traffic as the existing Burn Brae Fire House. The emergency calls are generally random and cannot be easily predicted. The relocated Summit Avenue Fire House is expected to generate approximately 15 inbound and 9 outbound trips during the weekday morning peak hour, 15 inbound and 18 outbound trips during the weekday afternoon school peak hour, and 12 inbound and 12 outbound trips during the weekday afternoon commuter peak hour based on a conservative assessment of the existing conditions. This level of traffic generation is based on periods of emergency response. During most periods, traffic generation from the site will be minimal.

In addition to the peak hour traffic generation of the site, there are a few off-peak periods when larger traffic generation is expected at the site, such as weekly training exercises on Monday nights and monthly meetings on the second Thursday evening of each month.

- **Capacity/Level-of-Service Analysis** – The peak hour traffic volumes were analyzed to determine existing operating conditions and future operating conditions (both without and with the proposed relocation), in accordance with the standard techniques contained in the current *Highway Capacity Manual (2000)*.

The proposed relocation will have a minimal impact on the study area intersections during all three peak hours. The 2011 with-relocation traffic conditions will operate at similar levels of service to the 2011 without-relocation traffic conditions.

- **School Zone Safety** – Potential concerns with regard to school zone safety are mainly related to the speed of emergency vehicles when students are traveling to/from school and the speed of emergency responders traveling to the fire house. According to PA Vehicle Code (Title 75 of Pennsylvania Consolidated Statutes), the driver of an emergency vehicle may exceed the speed limit provided the vehicle is using audible and visual signals. Volunteers who are traveling to the fire house in personal vehicles are not considered emergency vehicles, and therefore, must obey the speed limit. At all times, the driver of any vehicle has the duty to drive with regard for the safety of all persons. This should be reflected in the Fire Department's Standard Operating Guidelines. Coordination of any emergency response should be provided with school crossing guards. It is recommended that proper training of the crossing guards, with involvement from the Fire Department and Police Department, should occur at the beginning of every school year.

The relocation of the Summit Avenue Fire House is expected to have a minimal impact on the surrounding roadway network, and efficient access to and from the relocated fire house will be provided. Since Fort Washington Avenue is part of the State Highway System, all roadway and access improvements will be subject to the review and approval of PennDOT.

Introduction

Upper Dublin Township proposes to relocate the existing Summit Avenue fire house to a new site located along the east side Fort Washington Avenue, north of Hawthorne Lane, in Upper Dublin Township, Montgomery County, PA. Access to the new fire house will be provided via three full-movement access driveways to Fort Washington Avenue, two serving the main parking areas, and a third, center driveway serving the fire house apparatus bays. The site plan of the proposed relocation is shown in **Figure 1**.

The purpose of this traffic study is to present an evaluation of the incremental traffic impacts of the proposed relocation within the study area in Upper Dublin Township, as well as to provide recommendations regarding the site access, to provide efficient access to the site.

To begin this task, manual turning movement traffic counts from the Upper Dublin High School traffic impact study were utilized for the study intersections during the weekday morning peak period (7:00 AM to 9:00 AM), weekday afternoon school peak period (2:00 to 4:00 PM), and the weekday afternoon commuter peak period (4:00 PM to 6:00 PM). These counts were utilized since the traffic patterns in the area are changing due to the High School construction project, located across the street from the site. These traffic counts were also utilized since they were the base conditions of the high school expansion project and were utilized to appropriately project traffic conditions after the school expansion is completed. In order to assess existing traffic conditions, these existing traffic volumes were subjected to detailed capacity/level-of-service analysis, in accordance with accepted methodologies, for the highest peak hour during each peak period, which serves as the basis for this evaluation.

Next, future traffic volume projections were completed accounting for local and regional background traffic growth. The future traffic volumes were projected through the year 2011 for the study area intersections. The fire house is currently expected to be completed at the end of 2011.

Finally, the traffic generated by the proposed relocation was established based on traffic counts completed by McMahon supplemented with data from the Township Director of Fire Services, who also coordinated with the Fort Washington Fire Company Chief. The site-generated traffic volumes were added to future without-relocation traffic volumes, and subjected to detailed capacity/level-of-service analysis, to assess future traffic conditions with the proposed relocation.

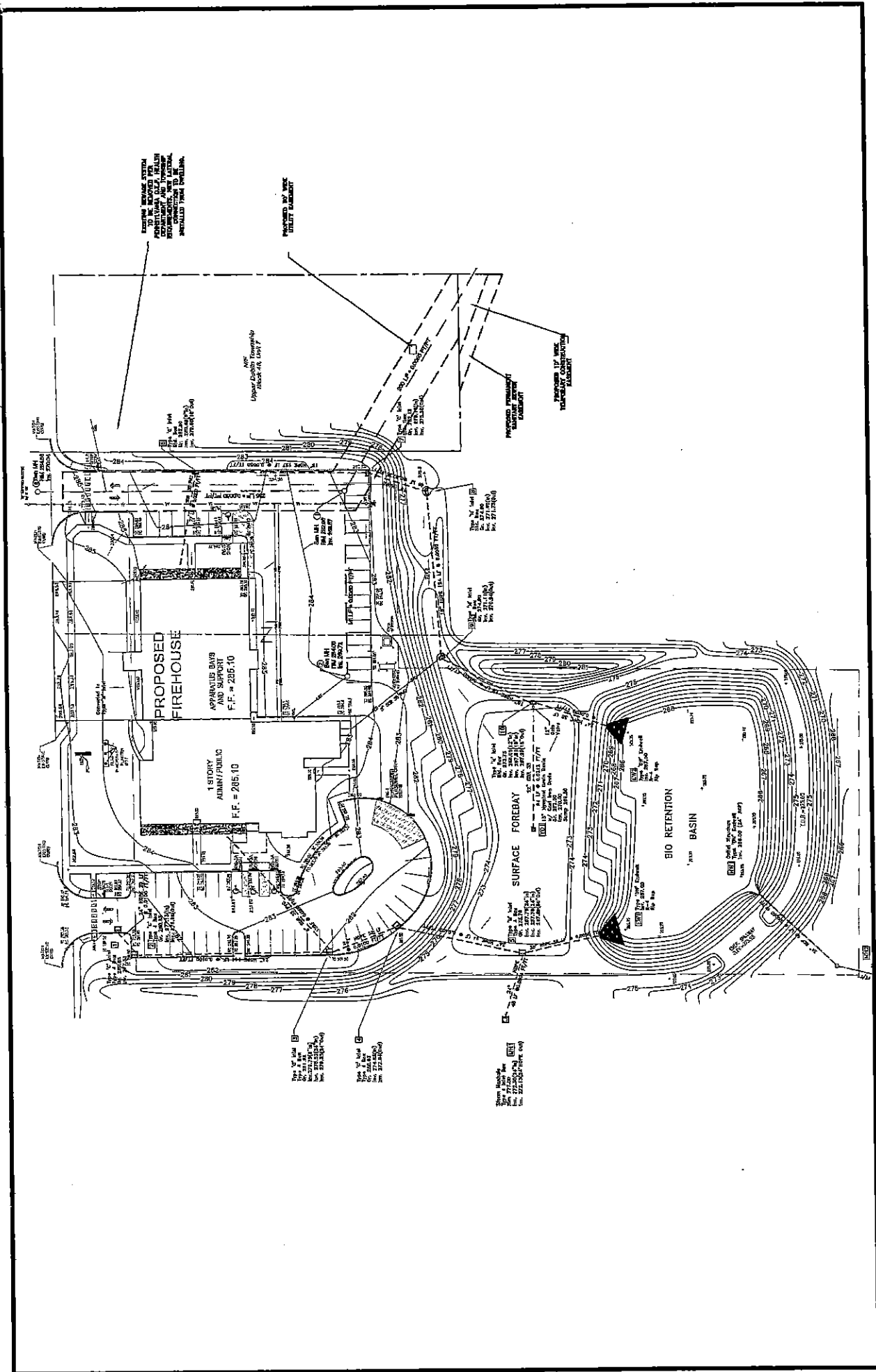


FIGURE 1
 Site Plan (prepared by Charles E. Shoemaker, Inc., dated May 7, 2010)
UPPER DUBLIN FIRE HOUSE
 UPPER DUBLIN TOWNSHIP, MONTMERY COUNTY, PA



Existing Transportation Setting

The new fire house will be located along the east side Fort Washington Avenue, north of Hawthorne Lane, in Upper Dublin Township, Montgomery County, PA (**Figure 2**). 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	Roadway Jurisdiction	Travel Lanes (per direction)	Shoulders	Speed Limit
Susquehanna Road (S.R. 2017)	State	1	Yes	45 mph
Fort Washington Avenue (S.R. 2022)	State	1	No	35 mph
Loch Alsh Avenue	Township	1	No	25 mph
Highland Avenue	Township	1	Yes	35 mph

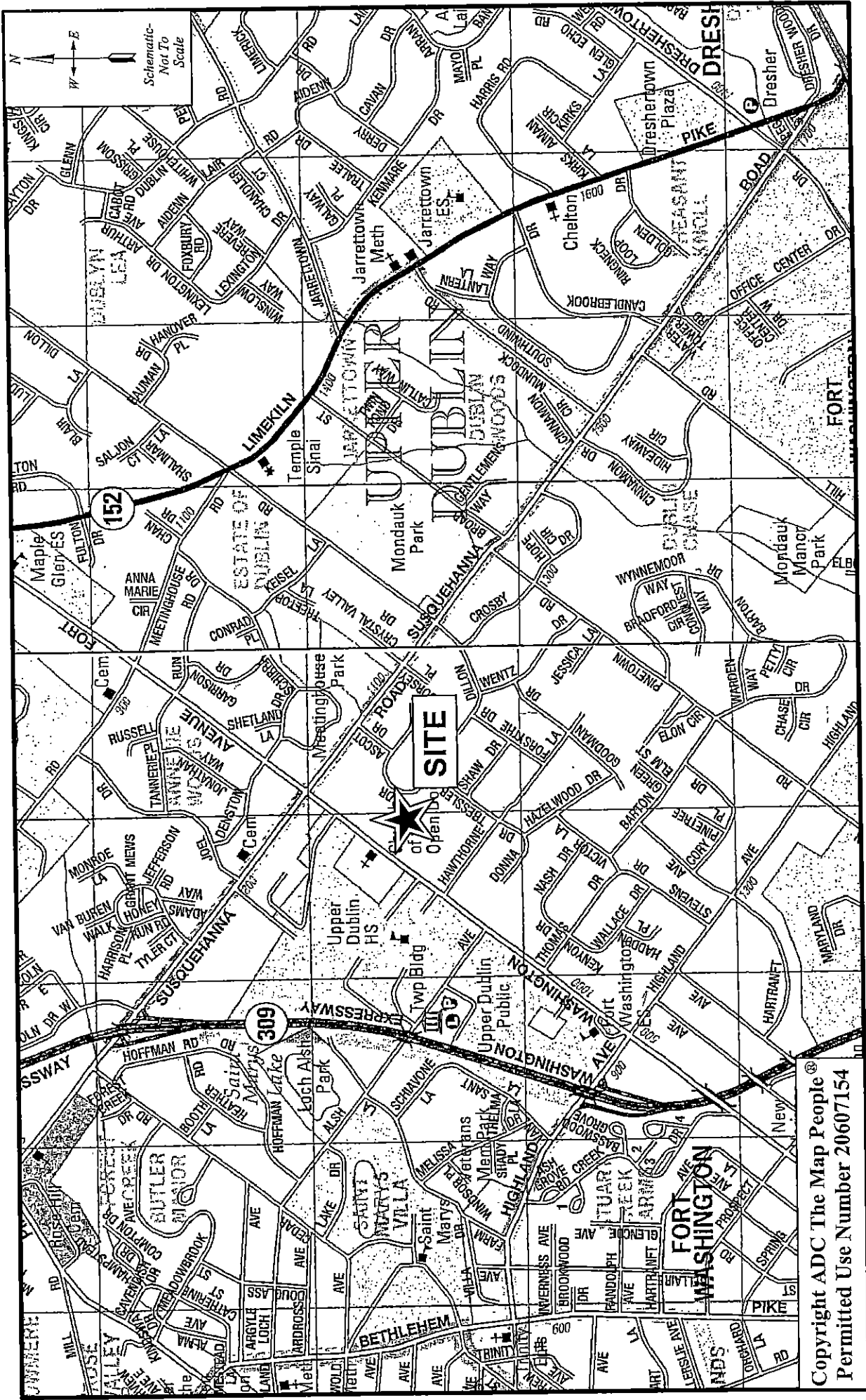
The following key intersections in the vicinity of the site compromise the study area:

- Fort Washington Avenue and Highland Avenue
- Fort Washington Avenue and Loch Alsh Avenue
- Fort Washington Avenue and Hawthorne Lane/High School Access
- Fort Washington Avenue and Susquehanna Road

These intersections are the closest intersections to the site, and are expected to be most impacted by the changes in traffic patterns resulting from the relocation. The existing characteristics of the study intersections, including field sketches and photographs, are summarized in **Appendix A**.

Existing Traffic Volumes

Due to the changing traffic patterns in the area of the site from the on-going expansion of the Upper Dublin High School, located across Fort Washington Avenue from the site, traffic counts from the Upper Dublin High School traffic study are utilized as the existing conditions for this project for the weekday morning peak period (7:00 AM to 9:00 AM), weekday early afternoon peak period (2:00 PM to 4:00 PM) and weekday afternoon peak period (4:00 PM to 6:00 PM). The results of these traffic counts are tabulated by 15-minute intervals in **Appendix B**. The four highest consecutive 15-minute



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FIGURE 2

Site Location Map

UPPER DUBLIN FIRE HOUSE

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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peak intervals during these traffic count periods constitute the peak hours that are the basis of this traffic analysis.

Seasonal adjustment factors contained in the PennDOT publication, *2005 Pennsylvania Traffic Data*, were reviewed to ensure that the collected counts reflect typical conditions. The collected traffic data reflects higher than average data, and therefore, a seasonal adjustment factor was not utilized to adjust the data. The resultant peak hour traffic volumes are depicted in **Figure 3, 4, and 5** for the weekday morning, weekday afternoon school, and weekday afternoon commuter peak hours, respectively.

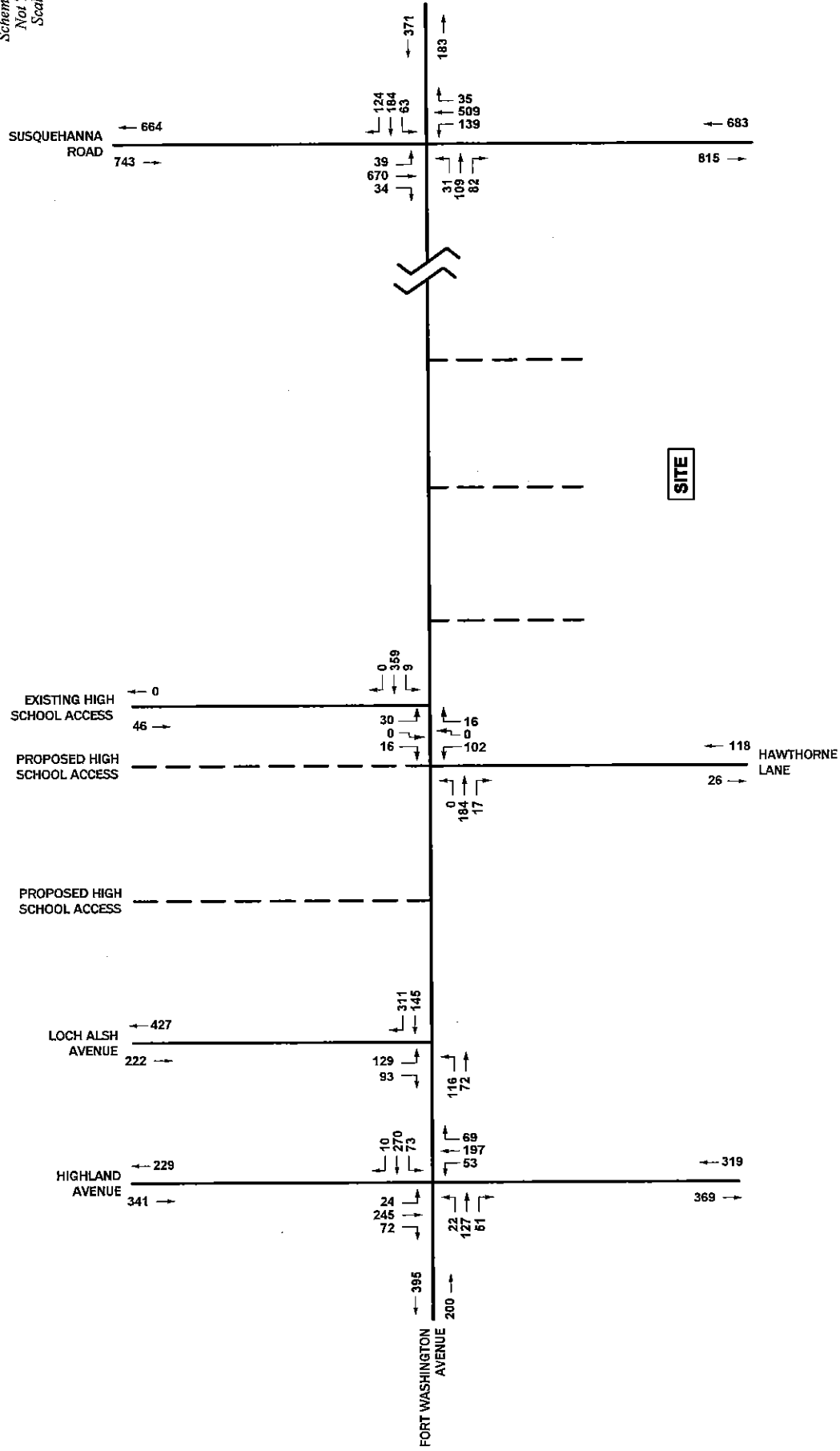
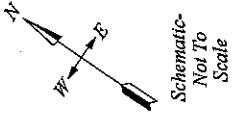
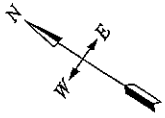


FIGURE 3
 2007 Existing Weekday Morning Peak Hour Traffic Volumes
UPPER DUBLIN FIRE HOUSE
 UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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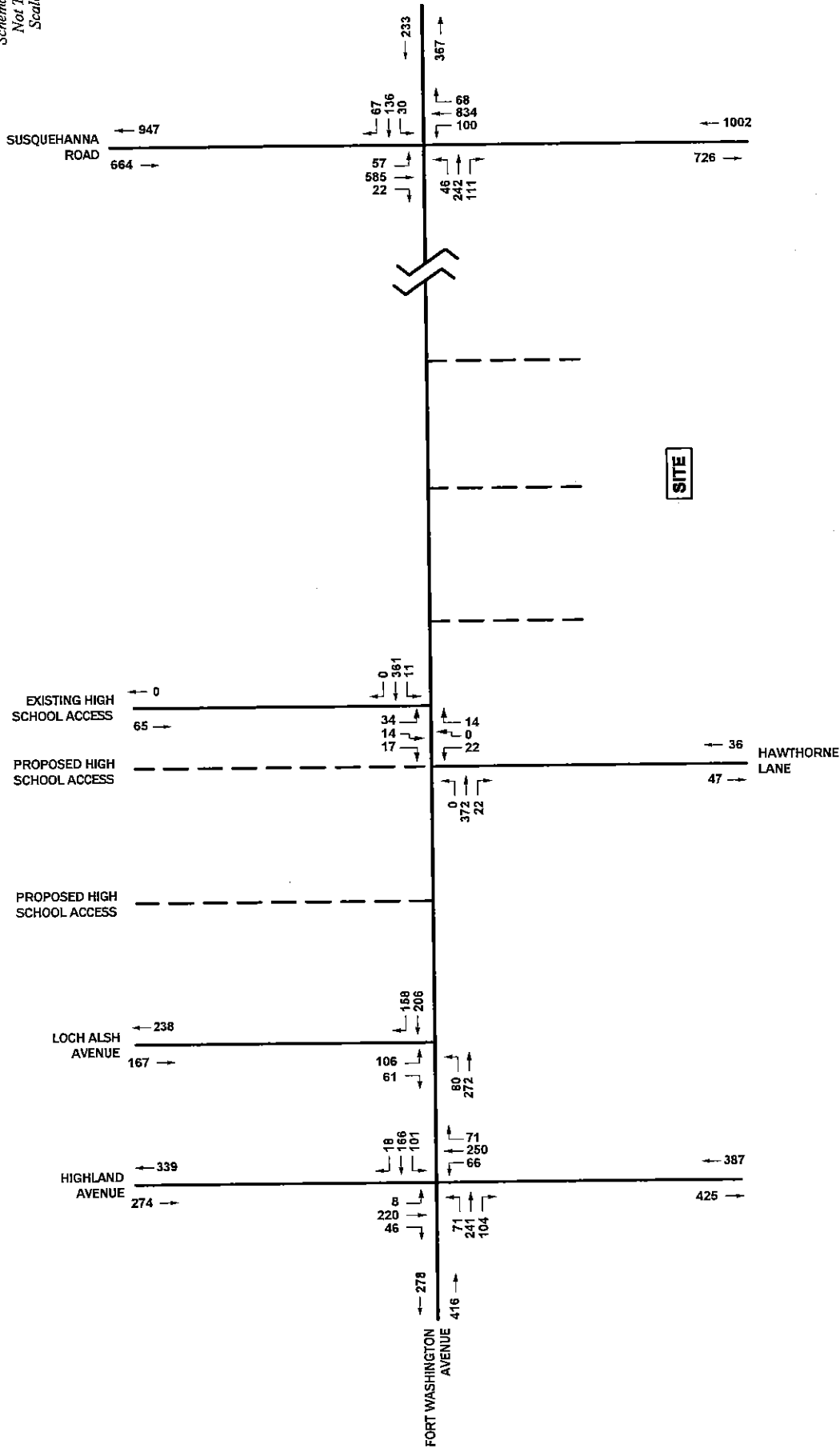


FIGURE 5
 2007 Existing Weekday Afternoon Commuter Peak Hour Traffic Volumes
UPPER DUBLIN FIRE HOUSE
 UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA

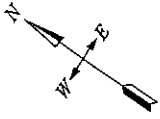
2011 Future Without Relocation

This section presents projected traffic volumes without the proposed relocation for the future opening year (2011). The future with-development traffic volumes from the Upper Dublin High School traffic impact study were utilized as the future without-relocation traffic volumes in this study since this report accounts for all traffic volumes and pattern changes expected in the area. The future without-relocation traffic volumes for the weekday morning, weekday afternoon school, and weekday afternoon commuter peak hours are illustrated in **Figures 6, 7, and 8**, respectively.

Planned Roadway Improvements

Through discussions with the Township and review of PennDOT's *Twelve Year Transportation Program*, one major roadway improvement that will significantly impact traffic operations in the area is the ongoing Route 309 improvement project. As part of the 309 project, it is proposed to construct a new roadway/access from Highland Avenue, beginning opposite the Route 309 off-ramp, to the Upper Dublin Township property. This road is to be constructed by PennDOT in conjunction with PennDOT's acquisition of additional right-of-way from the school district along the existing Route 309 corridor needed for the Route 309 improvement project. When completed, the roadway will be utilized by Upper Dublin Township public works vehicles, as well as by school district buses when the existing bus garage is relocated behind the Township Administration building. Also, as part of the Route 309 reconstruction project, a new traffic signal will be installed at the Route 309 northbound off-ramp intersection with Susquehanna Road.

Additionally, in conjunction with the ongoing expansion of the Upper Dublin High School, the school's northern access intersection with Fort Washington Avenue will be realigned to intersect Fort Washington Avenue directly across from Highland Avenue. In conjunction with this realignment, it is proposed to re-stripe Fort Washington Avenue to provide a northbound left-turn lane for traffic entering the high school.



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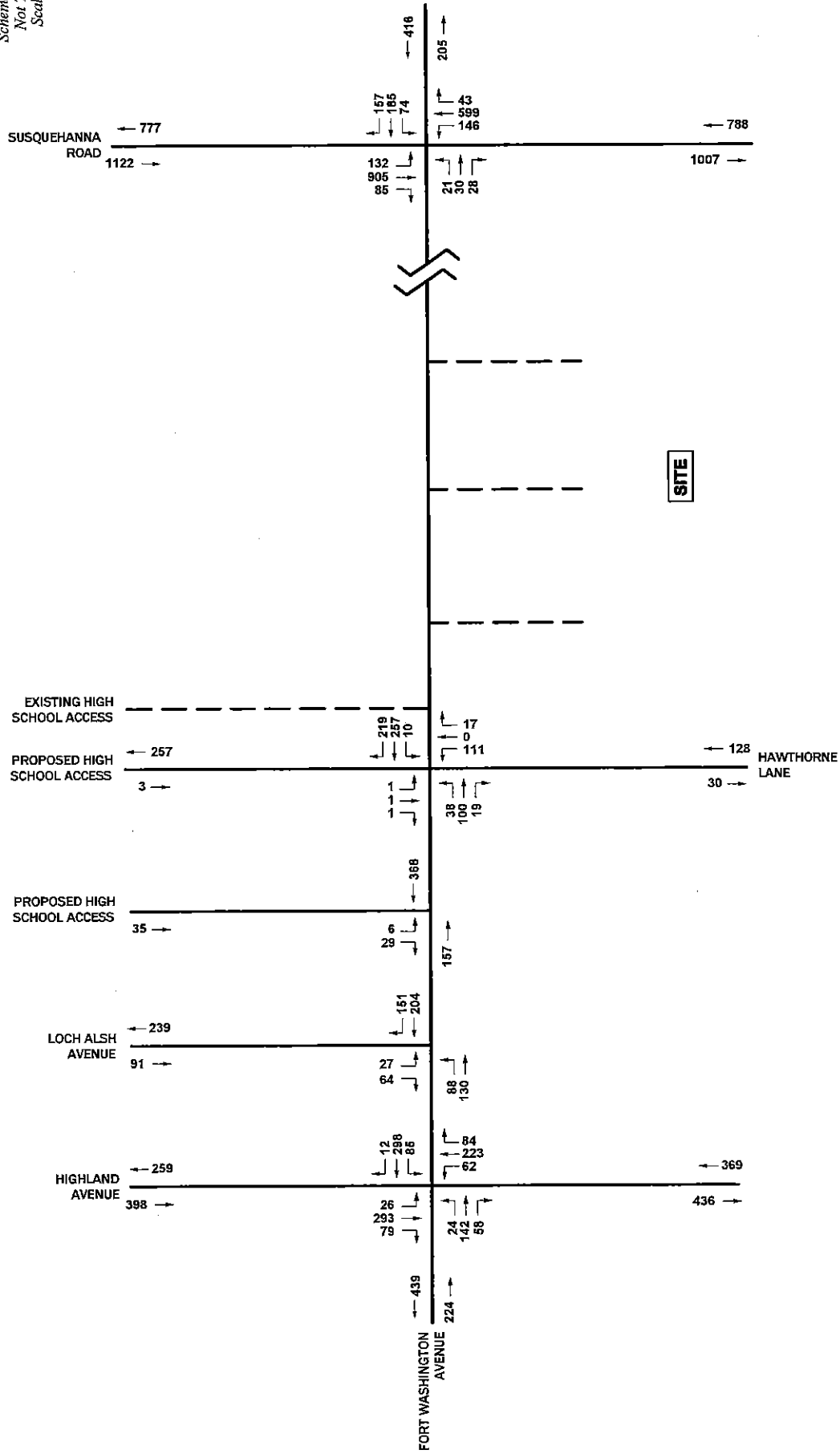


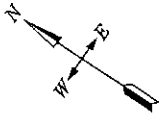
FIGURE 6
2011 Future Weekday Morning Peak Hour Traffic Volumes without Development

UPPER DUBLIN FIRE HOUSE

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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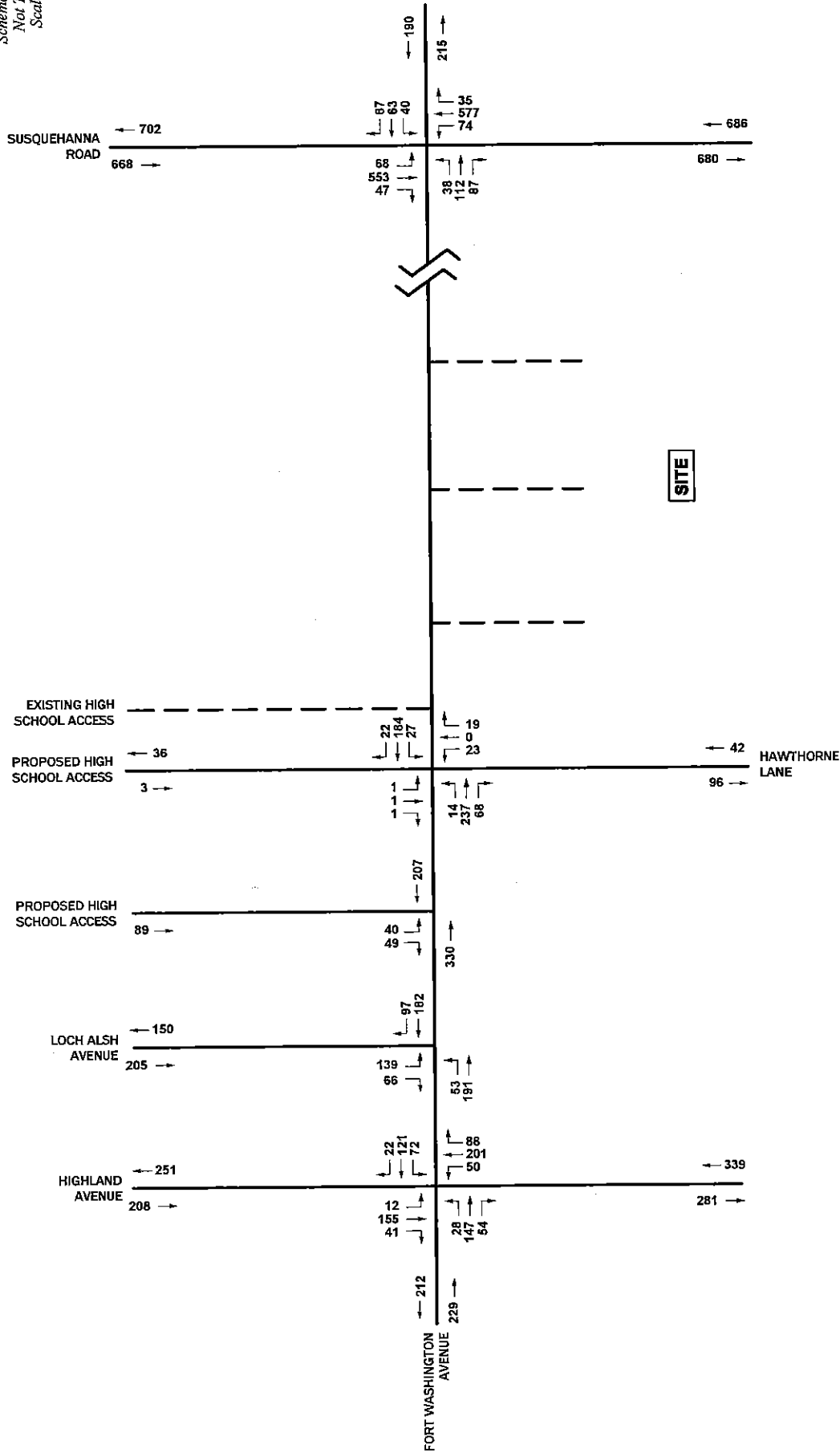


FIGURE 7

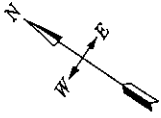
2011 Future Weekday Afternoon School Peak Hour Traffic Volumes without Development

UPPER DUBLIN FIRE HOUSE

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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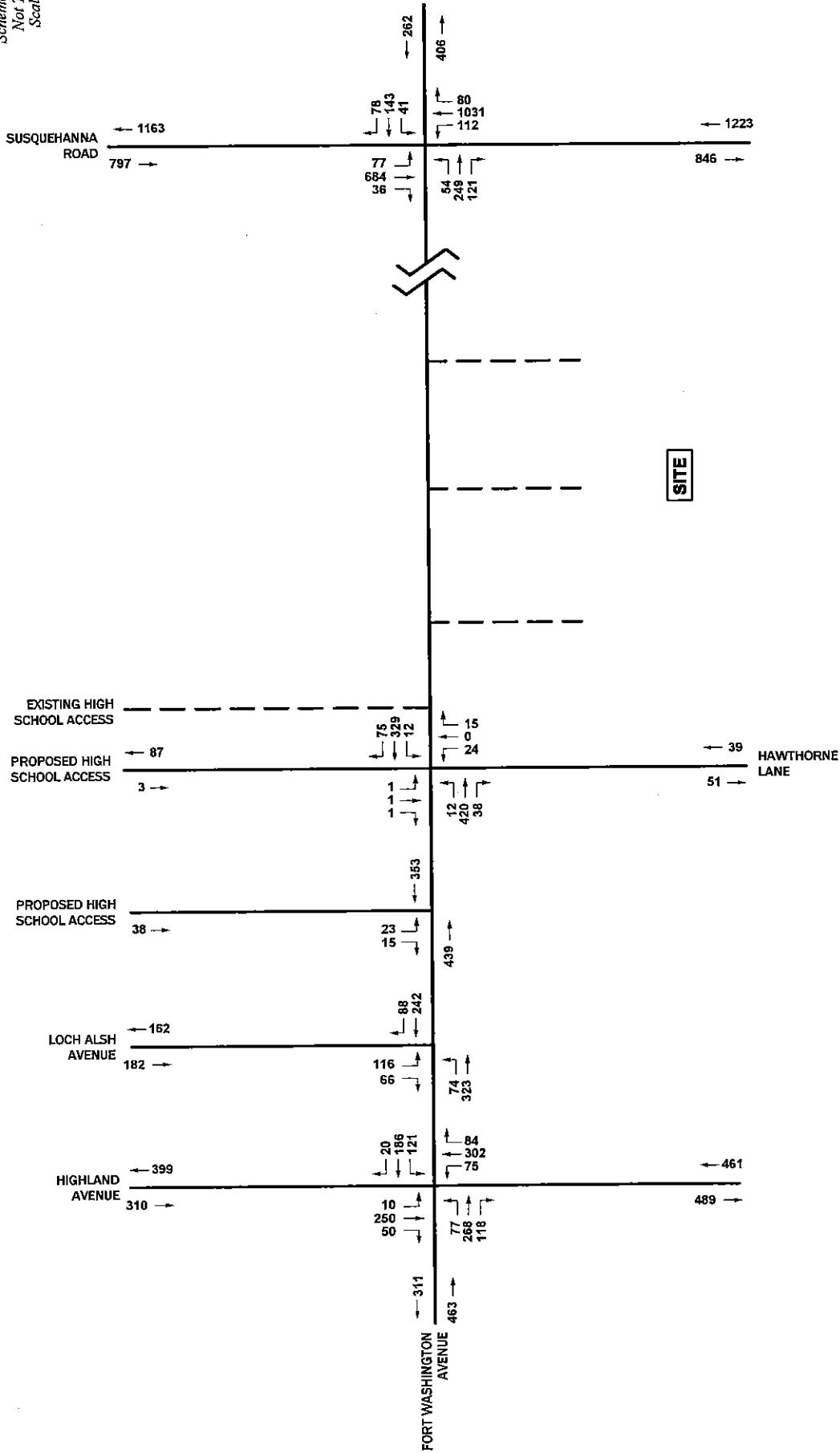


FIGURE 8

2011 Future Weekday Afternoon Commuter Peak Hour Traffic Volumes without Development

UPPER DUBLIN FIRE HOUSE

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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Future Traffic Volumes With Relocation

Evaluation of the relocated fire house is based upon the incremental increase in traffic volumes generated by the relocation during the peak hours, as described below.

Traffic Generation

Table 2 summarizes the proposed vehicular trips by the relocated Summit Avenue Fire House.

Table 2. Vehicular Trip Generation¹

Land Use	Weekday Afternoon Peak Hour			Weekday Afternoon School Peak Hour			Weekday Afternoon Commuter Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Fire house	15	9	24	15	18	33	12	15	27

1 – Based on traffic counts conducted by McMahon in March 2010.

In order to determine the expected traffic generation of the proposed fire house, traffic counts were conducted at the Burn Brae Fire House, located at the intersection of Susquehanna Road and Twining Road. This station was deemed to be the best comparative site as traffic count data at the station that is relocating is difficult to obtain given the varied locations that visitors park to visit the station. The traffic count, which involved continual monitoring of the traffic volumes on the two site driveways, was conducted from March 1, 2010 to March 8, 2010. We also coordinated with the Township's Director of Fire Services, who also coordinated with the Fort Washington Fire Company Chief, to review each of the emergency calls responded to by the fire department during that period. A summary of this emergency call data is provided in Table 3.

Based on the collected data, it is clear that traffic generation for the fire station is expected to be minimal during most periods of the day with small peaks during emergency calls. During the time periods that were studied, there were an average of 2 emergency calls per day, and these involved an average of 19 responders per call. While the responders were divided among the two stations, it is determined that approximately three times as many utilized the Summit Avenue Fire House that is being relocated to Fort Washington Avenue. As a result, in order to project traffic volumes for the new site, traffic data from the Burn Brae Fire House was tripled.

It should also be noted that emergency calls in the evening generally attracted more responders, likely given their availability with many responders working during the typical workday. Additionally, during the ten-day period that traffic count data was obtained, one emergency incident occurred during the weekday morning peak period, two occurred during the early afternoon peak period and none occurred during the typical weekday afternoon peak period.

Table 3
Emergency Response Traffic Characteristics
Upper Dublin Township, Montgomery County, PA

Date of Alarm	Time of Alarm	Approximate Duration of Event	Total Number of Responders	Responders from Station 88-A	Number of Emergency Appartuse Used
March 1, 2010	9:23 AM	11 min	5	4	2
March 3, 2010	6:19 PM	10 min	21	16	3
March 4, 2010	6:14 PM	9 min	40	33	1
March 5, 2010	8:52 AM	6 min	8	7	1
March 5, 2010	12:24 PM	20 min	13	11	1
March 6, 2010	1:04 AM	43 min	8	5	2
March 6, 2010	8:45 AM	23 min	18	15	3
March 6, 2010	4:11 PM	9 min	23	18	2
March 6, 2010	8:51 PM	32 min	21	15	1
March 7, 2010	11:20 PM	29 min	18	13	3
March 8, 2010	12:45 PM	33 min	12	8	2
March 8, 2010	6:09 PM	26 min	34	26	3
March 9, 2010	2:02 PM	8 min	10	8	1
March 9, 2010	7:38 PM	5 min	27	18	3
March 10, 2010	3:46 PM	7 min	15	9	0

Based on information provided by the Upper Dublin Fire Administrator

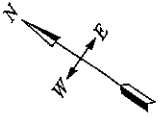
The peak hour traffic generation for the site was based on the highest volume recorded during each of the studied peak hours from the entire traffic count survey in order to provide a conservative estimate of the impact of the development on the surrounding roadway network. Again, during most times, traffic generation for the site will be minimal.

In addition to the peak hour traffic generation of the site, there are a few off-peak periods when larger traffic generation is expected at the site. This specifically includes weekly training exercises, which will occur on Monday nights, which will begin at approximately 7:00 PM and involve attendance of approximately 35 people. Additionally, the second Thursday evening of each month, a larger meeting will be held, again beginning at approximately 7:00 PM with attendance projected at approximately 75 people.

Trip Distribution and Assignment

Site-generated traffic will approach and depart the site via different routes depending on factors such as existing traffic patterns, the locations of major roadways, and the location of the volunteers and emergency calls within the Township. The distribution percentages for the anticipated directions of approach and departure are illustrated in **Figure 9**.

Application of the percentages illustrated in **Figure 9** to the new peak hour trips contained in **Table 2** provides an estimate of site traffic to be added to the study area. The site trips are illustrated in **Figure 10**. The site-generated traffic volumes were added to future without-relocation traffic volumes to result in total future peak hour traffic volumes with relocation for each peak hour. The opening year (2011) future traffic volumes with relocation are illustrated in **Figures 11, 12, and 13** for the weekday morning, weekday afternoon school, and weekday afternoon commuter peak hours, respectively.



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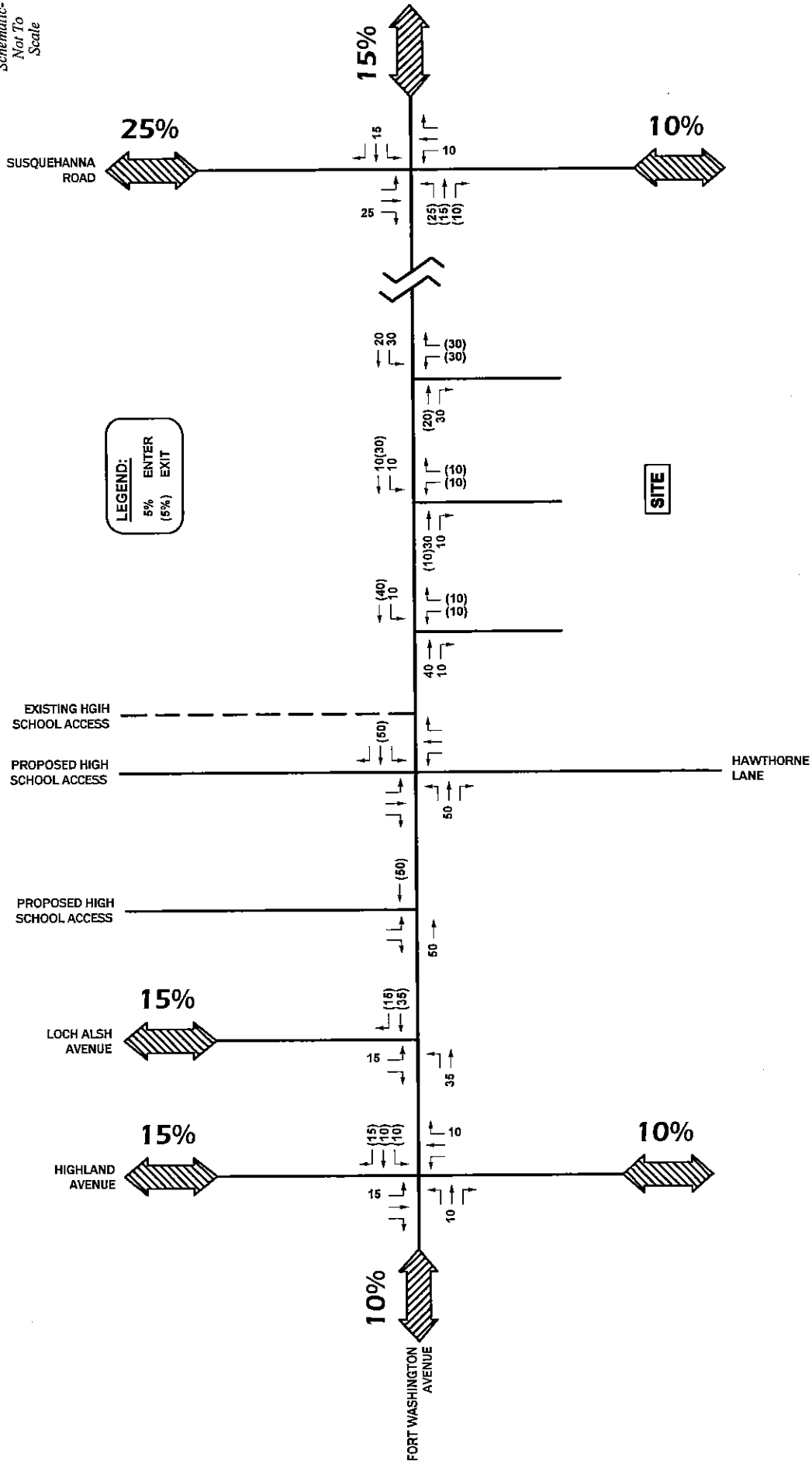


FIGURE 9

Trip Distribution

UPPER DUBLIN FIRE HOUSE

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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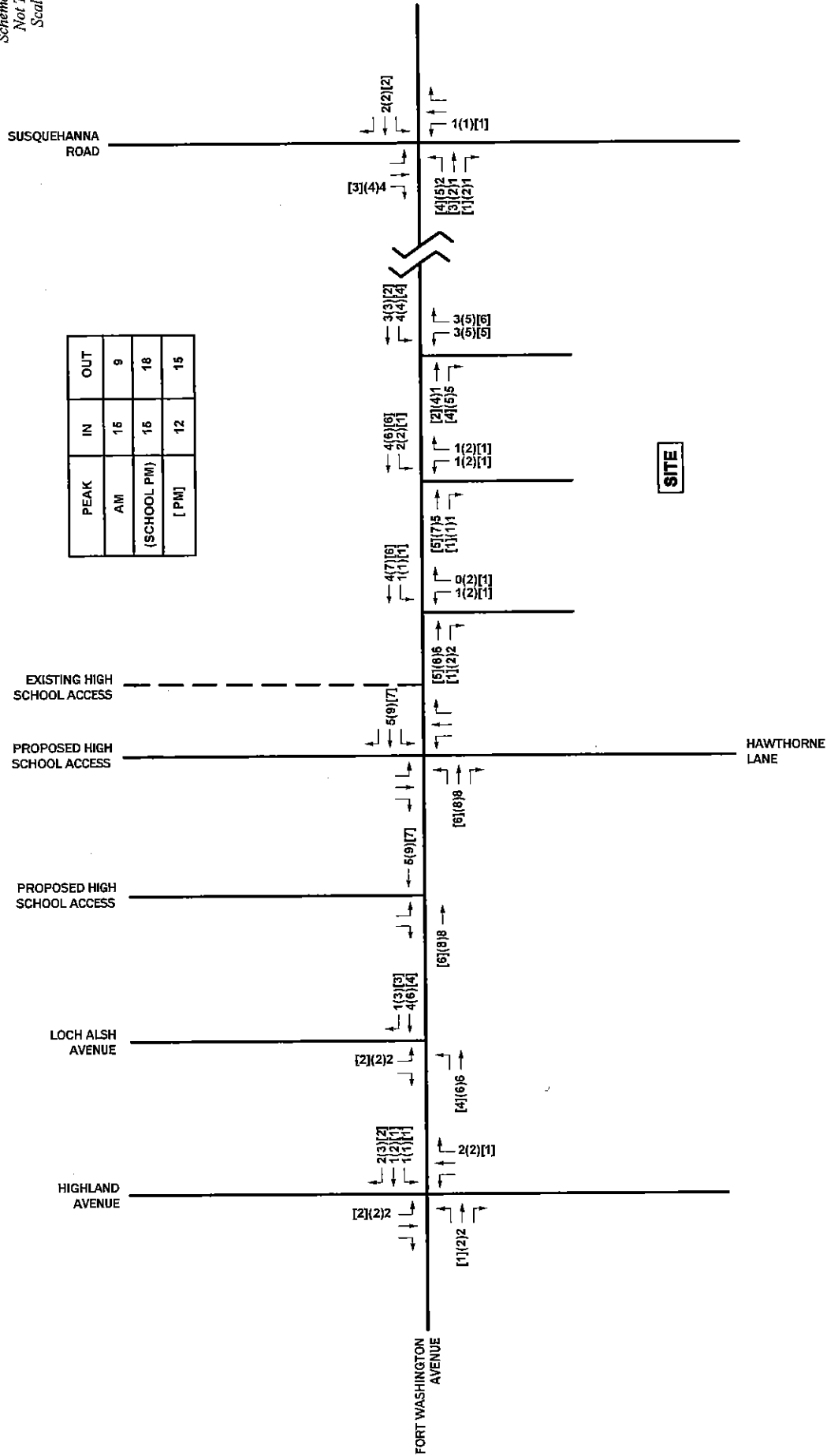
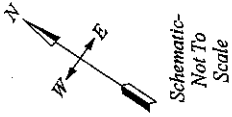


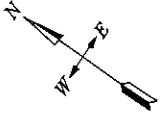
FIGURE 10
Site Trips

UPPER DUBLIN FIRE HOUSE

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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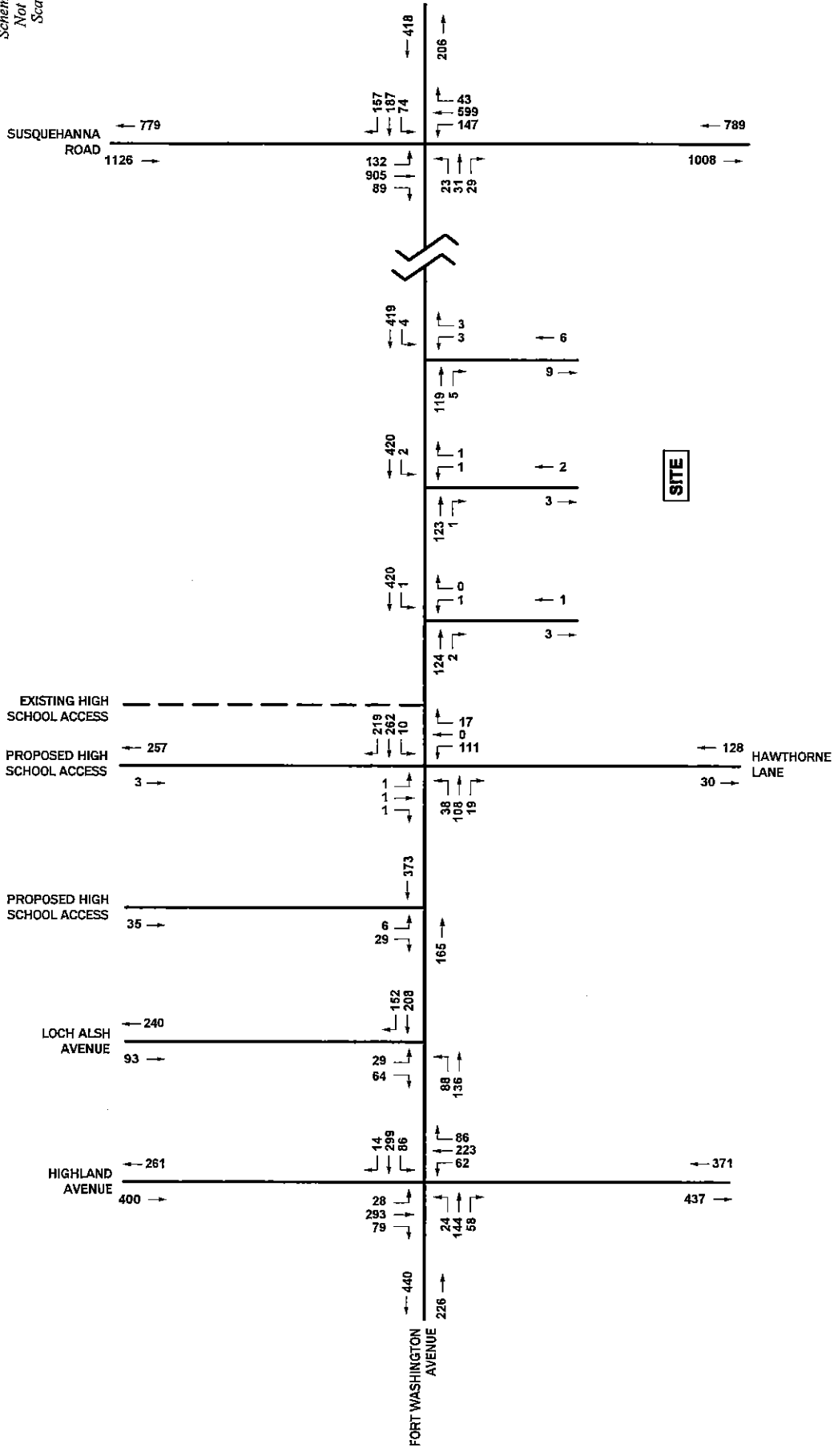


FIGURE 11
 2011 Future Weekday Morning Traffic Volumes with Development
UPPER DUBLIN FIRE HOUSE
 UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



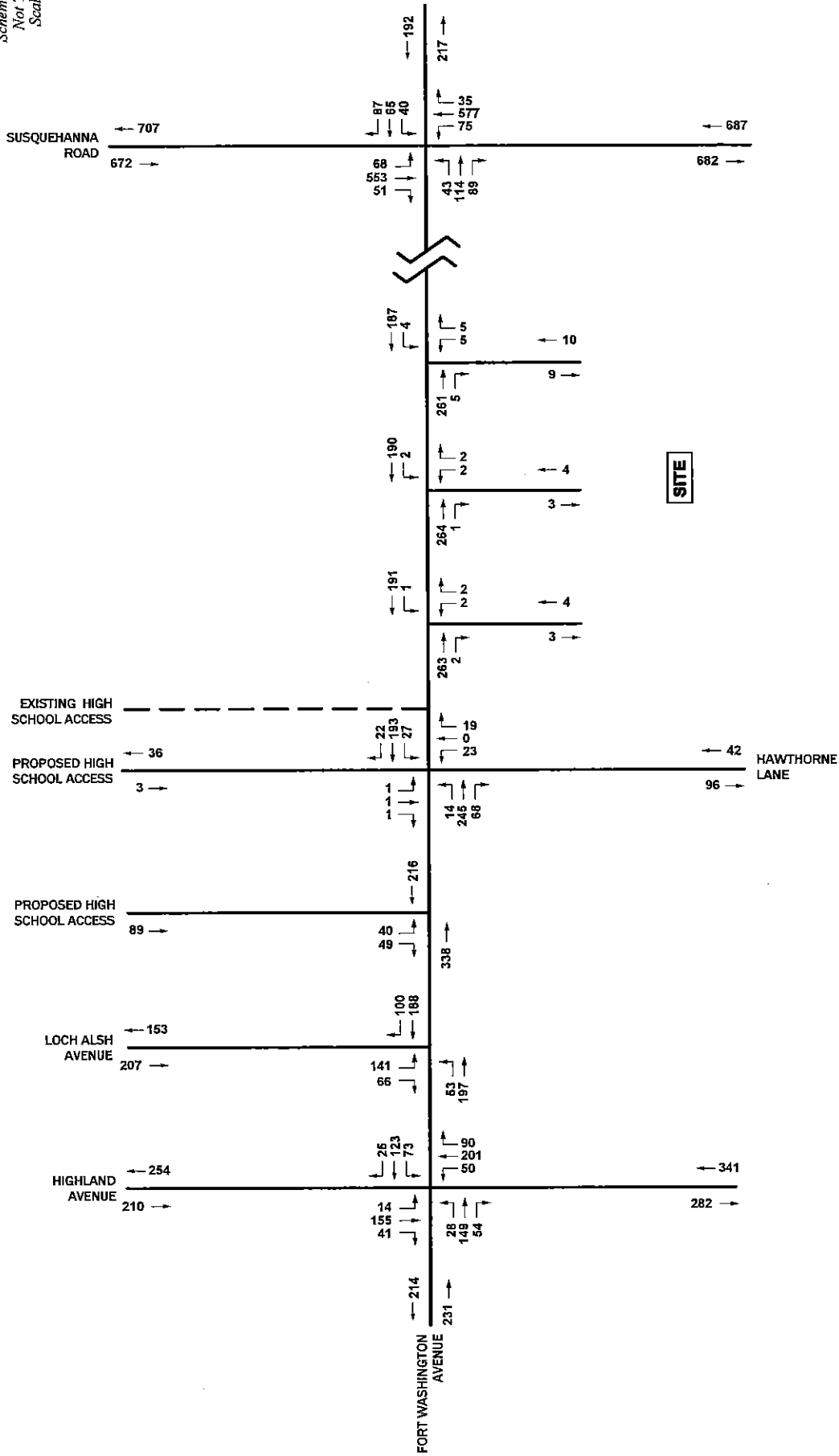
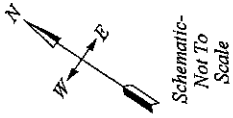


FIGURE 12
 2011 Future Weekday Afternoon School Traffic Volumes with Development
UPPER DUBLIN FIRE HOUSE
 UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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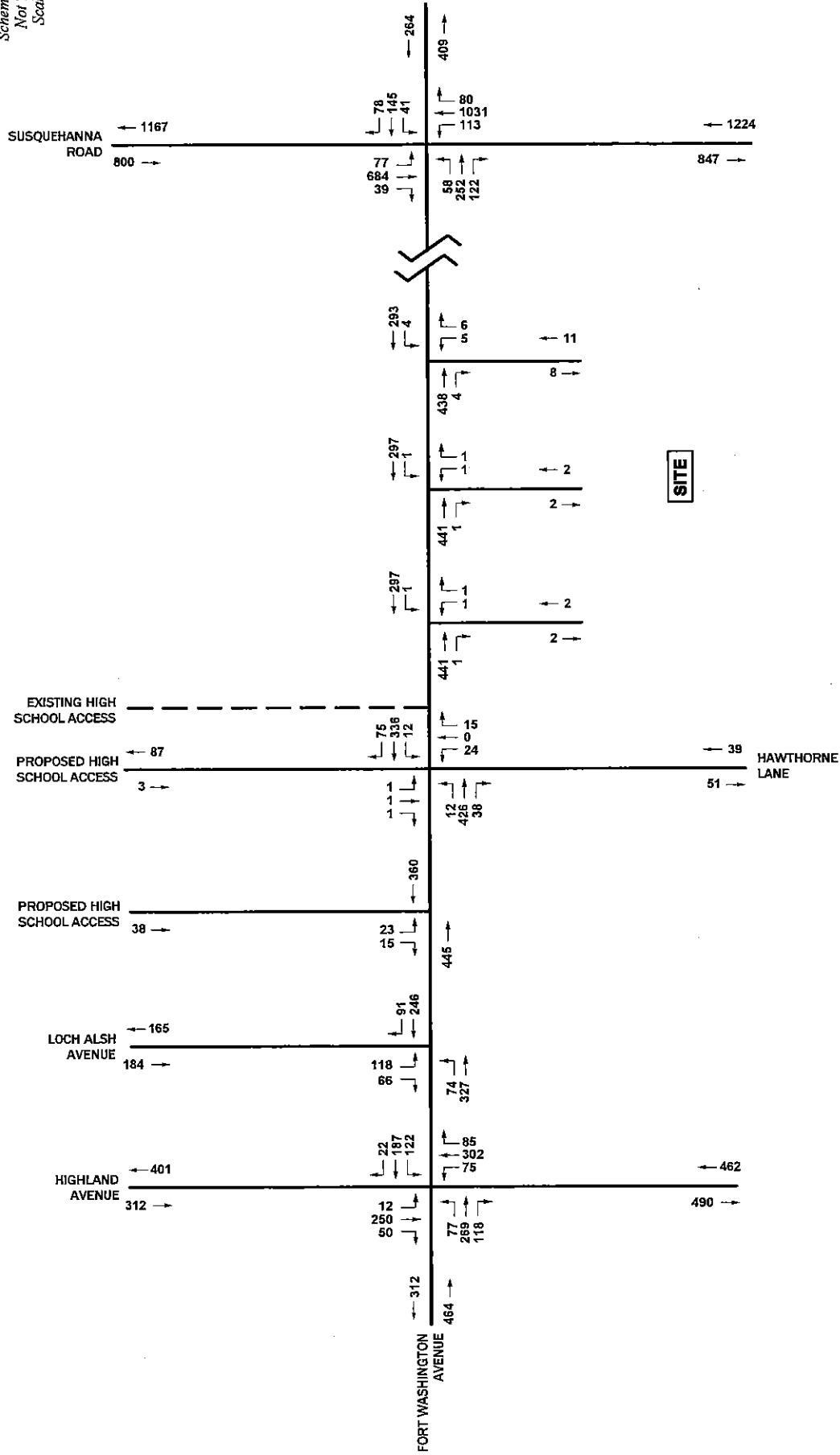
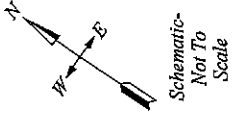


FIGURE 13
 2011 Future Weekday Afternoon Commuter Traffic Volumes with Development
UPPER DUBLIN FIRE HOUSE
 UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA

Site Access

The relocated fire house will be served by three full-movement access driveways to Fort Washington Avenue, two serving the main parking area, and a third, center driveway serving the fire house apparatus bays.

Design Criteria

The proposed recommendations for the proposed access designs, including the traffic control and geometric design, are based on criteria and guidelines accepted by PennDOT contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads*, PennDOT's *Publication 282 Highway Occupancy Permit Handbook*, as well as local PennDOT District policies. Since Fort Washington Avenue is a State highway, the three proposed accesses will require the review and approval of the PennDOT. In addition, a traffic signal warrant analysis was conducted in accordance with PennDOT criteria contained in the Department's *Publication 201, Engineering and Traffic Studies*, for the Peak Hour Volume Warrant, which is based on the guidelines contained in the Federal Highway Administration's, *Manual on Uniform Traffic Control Devices (MUTCD)*. The various warrant/guideline analysis worksheets are contained in **Appendix C**.

Based on the results of this evaluation, the following access configurations and traffic controls are recommended:

Fort Washington Avenue and Western Access

- Provide one 12-foot egress lane and one 12-foot ingress lane
- The projected peak hour traffic volumes will not warrant the installation of a traffic signal and will not warrant the need for separate left- and right-turn lanes.

Fort Washington Avenue and Middle Access

- Provide a large curb cut to accommodate the 5 bays for fire apparatus.
- The projected peak hour traffic volumes will not warrant the installation of a traffic signal and will not warrant the need for separate left- and right-turn lanes.

Fort Washington Avenue and Eastern Access

- Provide one 12-foot egress lane and one 12-foot ingress lane
- The projected peak hour traffic volumes will not warrant the installation of a traffic signal and will not warrant the need for separate left- and right-turn lanes.

Additionally, fire house warning signs with flashing yellow beacons will be installed at the center of the fire house driveway, facing both directions of Fort Washington Avenue traffic. These beacons will only be activated during periods of emergency calls via either pre-emption of manual push button located in the fire house, both of which will be installed.

Since Fort Washington Avenue is a State Highway, the site access design will be subject to the review and approval of PennDOT for issuance of a Highway Occupancy Permit.

Capacity/Level-of-Service Analyses

The peak hour traffic volumes were analyzed to determine existing and future operating conditions, in accordance with the standard techniques contained in the current *Highway Capacity Manual (2000)*. These standard capacity/level-of-service analysis techniques, which calculate total control delay, are more thoroughly described in **Appendix D** for both signalized and unsignalized intersections, as well as the correlation between average total control delay and the respective levels of service (LOS) for each intersection type. In the surrounding area, PennDOT District 6-0, as well as many local municipalities, typically considers LOS A through D as constituting acceptable operating conditions, while LOS E represents conditions approaching capacity and LOS F indicates that traffic volumes have exceeded available capacity.

The results of the capacity/level-of-service analyses are illustrated in **Figures 14, 15, and 16** for the existing, 2011 future without-relocation, and 2011 future with-relocation peak hour traffic conditions, respectively. The detailed capacity/level-of-service analysis worksheets are contained in **Appendices E, F, and G** for the existing, 2011 future without-relocation, and 2011 future with-relocation peak hour traffic conditions, respectively. The analysis results are summarized below for each study intersection.

Fort Washington Avenue and Highland Avenue – Under future conditions without the relocation, this signalized intersection will operate at LOS C or better overall during the weekday morning, weekday afternoon school, and weekday afternoon commuter peak hours with all movements operating at LOS D or better during all three peak hours. With relocation of the fire house, this intersection will operate under similar conditions.

Fort Washington Avenue and Loch Alsh Avenue – With the proposed fire house relocation, this intersection will operate similar to without-relocation conditions with most movements operating at LOS D or better. It should be noted that the traffic volumes at this intersection do not warrant the installation of a traffic signal.

Fort Washington Avenue and Hawthorne Lane/High School Access – Under 2011 future conditions, the new high school driveway will be realigned directly opposite Hawthorne Avenue, eliminating the current offset intersection. With this configuration, as well as the creation of an egress-only access south of this intersection, this unsignalized intersection will operate at acceptable LOS D or better for all movements during all three peak hours. With the proposed fire house relocation, this intersection is expected to operate similar to conditions without the fire house.

Fort Washington Avenue and Susquehanna Road – Conditions at this intersection are expected to operate similar to conditions without the fire house with minor signal timing adjustments.

Fort Washington Avenue and Proposed High School Egress-Only Access – Under 2011 future conditions, this proposed egress-only access is expected to operate at LOS C or better during each of the three peak hours.

Fort Washington Avenue and Site Accesses –These intersections will operate at LOS C or better for all movements during all three peak hours.

School Zone Safety

Potential concerns with regard to school zone safety are mainly related to the speed of emergency vehicles when students are traveling to/from school and the speed of emergency responders traveling to the fire house. According to PA Vehicle Code (Title 75 of Pennsylvania Consolidated Statutes), the driver of an emergency vehicle may exceed the speed limit provided the vehicle is using audible and visual signals. However, volunteers who are traveling to the fire house in personal vehicles are not considered emergency vehicles and therefore must obey the speed limit including the 15 mph school zone speed limit.

The Upper Dublin High School currently experiences a large amount of traffic for 15 to 20 minutes before the start of school due to parent drop-offs which currently occur along Fort Washington Avenue and Loch Alsh Avenue. With the high school expansion, these parent drop-offs will be relocated onto the High School campus, therefore minimizing the likely conflict between emergency vehicles and pedestrians.

The high school crossing guard located on Loch Alsh Avenue, west of Fort Washington Avenue, and the elementary school crossing guard located at Fort Washington Avenue and Thomas Drive will be notified when there is a fire call through the siren at the Township building. This will enable the crossing guards to be aware of upcoming emergency responders to assist clearing pedestrians out of the way. Crossing guards should undergo annual training with the police and fire departments, at the beginning of each school year, in order to ensure that everyone involved knows the proper procedure during emergency calls.

Additionally, fire personnel should also be reminded by the Township of their duty to observe school speed zone signs when in effect, even when responding to an emergency. This should be reflected in the Department's Standard Operating Guidelines. It should again be noted that during most periods of the day, traffic generation from the site will be minimal. Emergency calls during the short periods before and after school when school traffic is at its peak are not expected to occur frequently. Events at the school that generate larger traffic volumes are atypical and expected to occur during only a few periods of the year, such as Graduation Day, Relay for Life, Community Day, and the Fire Cavalcade. During these periods, full access to Fort Washington Avenue will be maintained and non-emergency vehicles are expected to pull over for the emergency vehicles, resulting in minimal impact to emergency operations.

As in all areas, in the vicinity of the fire house and the school, the emergency vehicles will utilize their sirens and lights as they are traveling at emergency speed, typically on the way to an emergency call. At all other times, no sirens or lights will be utilized. Again, as in all areas, it is expected that non-emergency vehicles will slow and pull to the side of the road in the area when emergency vehicles are traveling through the area. The width of Fort Washington Avenue in the vicinity of the site is at least 30 feet, allowing for vehicles to pull over in both directions and still maintaining more than 10 feet for the fire truck to maneuver unimpeded.

Conclusion

The relocation of the Summit Avenue Fire House is expected to have a minimal impact on the surrounding roadway network and efficient access to and from the relocated fire house will be provided. Since Fort Washington Avenue is part of the State Highway System, all roadway and access improvements will be subject to the review and approval of PennDOT.