

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us
Engineering District 8-0
2140 Herr Street
Harrisburg, 17103-1699
June 6, 2008



Cumberland Co.-Dickinson Twp.,
South Middleton Twp., &
Carlisle Boro.
Center at Rocky Meadows
Scope of Study Review

Jay States, P. E.
Grove Miller Engineering, Inc.
5600 Derry Street
Harrisburg, PA 17111-3518

Dear Mr. States:

The Department has reviewed the Traffic Impact Study dated March 2008 for the proposed development at the subject location and has found the study to be acceptable. We concur with the improvements that are deemed necessary in order to mitigate the LOS.

Four copies of this letter and **two** copies of the Traffic Impact Study should be submitted with all Highway Occupancy Permit (HOP) submissions. All HOP submissions are required to conform to PennDOT District 8 policies and regulations as outlined in Chapter 441, and Publication 282.

If you have any further questions regarding this matter, please contact Frank Cavataio of the District Traffic Unit at 717-783-3377.

Very truly yours,

for: R. Scott Christie, P. E.
District Executive

MLD/sab
(mld06061)

cc: Office of Planning & Zoning, Dickinson Township
Office of Planning & Zoning, South Middleton Township
Office of Planning & Zoning, Carlisle Borough



TRAFFIC IMPACT STUDY

for

CENTER AT ROCKY MEADOWS

in

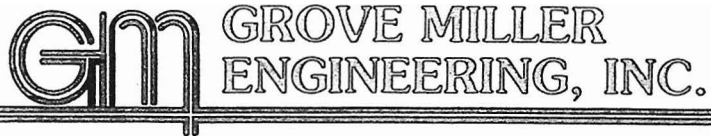
*Carlisle Borough
South Middleton Township
Dickinson Township
Cumberland County, Pennsylvania*

*December 2007
Revised March 2008*

by

*GROVE MILLER ENGINEERING, INC.
Traffic Engineering Consultants
Harrisburg, Pennsylvania*

www.grovemiller.com



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March 20, 2008

Mr. David Loring
Equiterra Properties
140 West Huffaker Lane, Suite 509
Reno, NV 89511

Re: Traffic Impact Study
Center at Rocky Meadows
Carlisle Borough, South Middleton Township, Dickinson Township,
Cumberland County, Pennsylvania

Dear David:

We have revised the Traffic Impact Study for the proposed Center at Rocky Meadows development site located in Carlisle Borough, South Middleton Township, Dickinson Township, Cumberland County, Pennsylvania. The revisions were conducted to address comments provided by PENNDOT in a February 26, 2008 letter. The analyses, conclusions and recommendations are found in the following revised study report. This transmittal letter provides an Executive Summary of the revised Traffic Impact Study.

EXECUTIVE SUMMARY

A mixed-use development is proposed for a tract of land in Carlisle Borough, South Middleton Township, and Dickinson Township, Cumberland County, Pennsylvania. The site is located along the west side of Allen Road (SR 0465), south of Ritner Highway (SR 0011). This development will be referred to as "Center at Rocky Meadows" in this traffic impact study.

The Center at Rocky Meadows is a multi-phase development. The initial phase is expected to commence in early 2009. It is anticipated that the overall project will be fully developed within a four (4) to five (5) year time frame after the initial phase.

Full build-out of the proposed Center at Rocky Meadows is expected to consist of retail, lodging, and light industrial land uses as noted below:

- 183,830 square feet of retail uses
- Two (2) 90 room hotels
- 83,320 square feet of light industrial uses

An initial phase (2009) of development is expected to consist of the following:

- 47,780 square feet of retail uses
- One (1) 90 room hotel

Access to the site will be via a signalized main driveway intersecting Allen Road (opposite Logistics Drive), two (2) stop-controlled right-in/right-out (RIRO) driveways along Allen Road, and two (2) stop-controlled full movement driveways along Ritner Highway.

It is anticipated that access for the initial phase of the development will be provided via the signalized main driveway intersecting Allen Road (opposite Logistics Drive).

With full build-out of the development, the proposed Center at Rocky Meadows development is expected to generate a total of approximately 12,139 new trips during the average weekday, with approximately 404 new trips during the weekday AM peak hour and approximately 805 new trips during the PM peak hour.

With full build-out of the development, the proposed Center at Rocky Meadows development is expected to generate a total of approximately 15,143 new trips during a Saturday, with approximately 1,094 new trips during the Saturday peak hour.

Traffic analyses were conducted for 2007 existing, 2009 build year and 2019 design year conditions at the following intersections:

- Allen Road and Logistics Drive/proposed main site driveway
- Allen Road and Interstate 81 Southbound ramps
- Allen Road and Interstate 81 Northbound ramps
- Allen Road and Interstate 81 Northbound ramps/Commerce Avenue
- Ritner Highway and Allen Road
- Ritner Highway and Shearer Drive
- Allen Road and proposed northern RIRO site driveway
- Allen Road and proposed southern RIRO site driveway
- Ritner Highway and proposed eastern site driveway
- Ritner Highway and proposed western site driveway

Highway capacity analyses tables are attached to this executive summary.

Sight distances observed at the proposed driveway intersections are in excess of PENNDOT sight distance criteria.

Recommendations from the study report include the following:

Allen Road and Logistics Drive/proposed main site driveway

- Provide the following additional lanes:
 - Eastbound: one (1) left-turn lane (225 feet)
one (1) through lane
one (1) right-turn lane (225 feet)
 - Northbound: one (1) left-turn lane (250 feet)
 - Southbound: one (1) right turn lane (175 feet) with 100 foot bay taper
- Improvements at this intersection should be implemented by the developer in conjunction with a highway occupancy permit obtained from PENNDOT.

Allen Road and Interstate 81 Southbound ramps

Intersection improvements are not required or recommended.

Allen Road and Interstate 81 Northbound ramps

Allen Road and Interstate 81 Northbound ramps/Commerce Avenue

- Intersection improvements are not required or recommended.

Ritner Highway and Allen Road

- Intersection improvements are not required or recommended.

Ritner Highway and Shearer Drive

- Intersection improvements are not required or recommended.

Allen Road and proposed northern right-in/right-out driveway

Provide STOP sign control on the eastbound driveway approach.

Provide a RIRO driveway with one (1) exiting right-turn lane on the eastbound driveway approach.

Improvements at this intersection should be implemented by the developer in conjunction with a highway occupancy permit obtained from PENNDOT.

Allen Road and proposed southern right-in/right-out driveway

Provide STOP sign control on the eastbound driveway approach.

- Provide a RIRO driveway with one (1) exiting right-turn lane on the eastbound driveway approach, and a 100 foot right-turn taper on the Allen Road southbound approach.

Improvements at this intersection should be implemented by the developer in conjunction with a highway occupancy permit obtained from PENNDOT.

Ritner Highway and proposed eastern site driveway

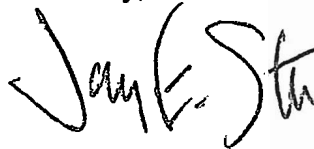
- Provide STOP sign control on the northbound driveway approach.
- Provide a full movement driveway with one (1) exiting left-turn/right-turn lane on the northbound approach, and a 100 foot right-turn taper on the Ritner Highway eastbound approach.
- Improvements at this intersection should be implemented by the developer in conjunction with a highway occupancy permit obtained from PENNDOT.

Ritner Highway and proposed western site driveway

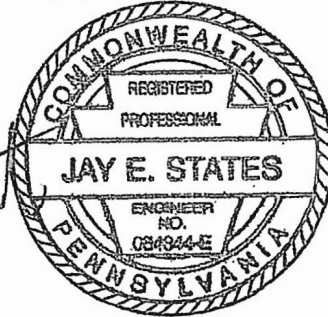
- Provide STOP sign control on the northbound driveway approach.
 - Provide a full movement driveway with one (1) exiting left-turn/right-turn lane on the northbound approach.
- Improvements at this intersection should be implemented by the developer in conjunction with a highway occupancy permit obtained from PENNDOT.

We shall remain available for future meetings and consultations relative to the traffic impact study for this project. Please call our office if you have any questions or need additional information.

Sincerely,



Jay E. States, P.E.
Traffic Engineer



cc: Michael J. Dzurko, PENNDOT 8-0 (two copies)
Pamela Fisher, Dawood Associates (one copy)
Terrance W. Grove, P.E.

Attachment

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