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February 2026

Hastings – Final Phase TIS Addendum

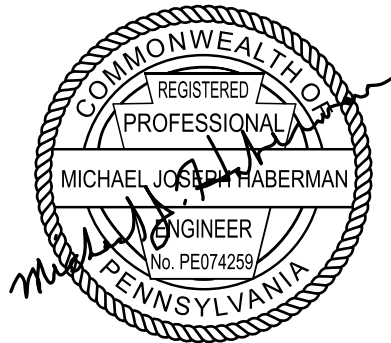
Mayview Road
South Fayette Township
Allegheny County, Pennsylvania

PREPARED FOR

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TIS ADDENDUM
TRANSPORTATION IMPACT STUDY

**Final Phase TIS Addendum
Proposed Hastings Development
South Fayette Township, Allegheny County, Pennsylvania**

1.0 INTRODUCTION

The Hastings development is located on the eastern side of Mayview Road (SR 3005) in South Fayette Township, Allegheny County, PA. To date, all of Phases 1, 2, and 3 have been constructed and are occupied along with a portion of Phase 4 of the development. The purpose of this report is to provide updated trip generation information to the Developer regarding the final phase of the development known as Phase 5.

This addendum provides a comparison of the trip generation from the original Master Plan TIS to the actual site-generated traffic of what has been built and occupied, combined with the anticipated trip generation for the remainder of the development.

2.0 MASTER PLAN SUMMARY

2.1 Project Summary and Trip Generation

The original Master Plan TIS Report was completed in August 2016 and included a full buildout of the Hastings mixed-use development with the following land use mix:

- *Single-Family Homes* – 156 dwelling units
- *Multifamily Housing (Mid-Rise)* – 300 dwelling units
- *Multifamily Housing (Low-Rise)* – 160 dwelling units
- *Senior Adult Housing – Attached* – 73 dwelling units
- *Assisted Living* – 62 beds
- *Nursing Home* – 15 beds
- *General Office* – 40,000 s.f.
- *Shopping Center* – 28,000 s.f.
- *Quality Restaurant* – 100 seats

The anticipated trip generation from the original Master Plan TIS were calculated using ITE *Trip Generation*, 9th Edition. The total trip generation that was evaluated can be seen in **Table 1** in the Tables section at the end of this addendum.

2.2 Results and Mitigation – Master Plan

In the August 2016 Master Plan TIS Report, several impacts were identified and measures were recommended to mitigate the projected impacts to the roadway network. With the

exclusion of the proposed accesses, which have all been constructed along with the auxiliary left turn lanes on Mayview Road (SR 3005), the following impacts and improvements were identified:

Mayview Road (SR 3005) and Chartiers Street (SR 3034)/Lesnett Road (SR 3034)

- Construct a 125-foot channelized right turn lane on the Chartiers Street (SR 3034) approach to Mayview Road (SR 3005).
- Construct a 200-foot channelized right turn lane on the Lesnett Road (SR 3034) approach to Bank Street (SR 3005).

Mayview Road (SR 3005) and Boyce Road (SR 3006)

- Construct a 400-foot southbound left turn lane on Mayview Road (SR 3005).
- Modify the traffic signal as necessary to accommodate the proposed turn lane and optimize signal timings.

Copies of relevant pages from the August 2016 Master Plan TIS Report are included in **Appendix A** at the end of this report.

2.3 Phase 1 TIS

Subsequent to the preparation of the Master Plan TIS in August 2016, Gateway prepared a “Phase 1 TIS”. The purpose of the Phase 1 TIS was to determine how much of the development could be constructed before offsite improvements would be warranted. The analyses was an iterative analysis and were based on trip generation estimates from ITE *Trip Generation*, 9th Edition. The results of the Phase 1 TIS (dated January 2017) showed that the following land use mix could be constructed without impacting either offsite intersection:

- *Single-Family Homes* – 42 dwelling units
- *Multifamily Housing (Mid-Rise)* – 270 dwelling units
- *Multifamily Housing (Low-Rise)* – 77 dwelling units
- *Senior Adult Housing – Attached* – 130 dwelling units
- *Shopping Center* – 20,920 s.f.

The anticipated trip generation from the approved Phase 1 TIS were calculated using ITE *Trip Generation*, 9th Edition. The total Phase 1 TIS trip generation that was evaluated can be seen in **Table 2** in the Tables section at the end of this addendum.

2.4 Results and Mitigation – Phase 1 TIS

In the January 2017 Phase 1 TIS Report, the results showed that neither offsite intersection would experience a drop in Level-of-Service or an impact of greater than 10.0 seconds per vehicle for the overall intersection. As such, no offsite mitigation was required. In addition to the evaluation of the offsite intersections, the Phase 1 TIS also recommended the installation of auxiliary left turn lanes along Mayview Road (SR 3005) at the two (2) local-road site-access intersections. The southbound left turn lane at Site Road B (Hastings Crescent Drive) was recommended to provide 125 feet of vehicular storage and the southbound left turn lane at Site Road C (Hastings Park Drive) was recommended to provide 75 feet of vehicular storage as well as a northbound left turn lane onto relocated Sunset Drive, which also was recommended to provide 75 feet of vehicular storage. The recommended auxiliary turn lanes along Mayview Road (SR 3005) at the Site Road intersections were constructed in 2022 and are open to traffic.

Copies of relevant pages from the January 2017 Phase 1 TIS Report are included in **Appendix B** at the end of this report.

3.0 UPDATED ANALYSES, DATA, AND PROJECTIONS

The purpose of this Addendum study is to provide updated data and analyses to determine if improvements to the offsite intersections will actually be required upon full buildout. To perform the analyses, new existing condition AM and PM peak hour turning movement counts were performed at the Site Drive A (Over the Bar), Site Road B (Hastings Crescent Drive) and Site Road C (Hastings Park Drive) intersections to establish the actual site-generated peak hour trips.

Further, the overall development land use mix has evolved since the time the original Master Plan TIS and the Phase 1 TIS were prepared. So this Addendum study also outlines the differences in land use mix (type and size) between the Master Plan and Phase 1 TIS and what has been / will be constructed upon full buildout of the development. The following sections of this report summarize the results of the updated analyses.

3.1 Turning Movement Counts

Turning movement counts were performed at the following intersections:

- Mayview Road (SR 3005) and Over the Bar Driveway (Site Drive A)
- Mayview Road (SR 3005) and Hastings Crescent Drive (Site Road B)
- Mayview Road (SR 3005) and Hastings Park Drive (Site Road C)

These counts were performed on Wednesday, December 3, 2025, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. These times were chosen because they reflect the typical morning (AM) and evening (PM) peak hours for vehicular traffic. Summaries of the turning movement count data have been included in **Appendix C** at the end of this report.

3.2 Currently Completed and Occupied Development

At the time of the counts, all of Phases 1, 2, and 3 (of the development land development plan phasing, not the TIS phasing) were completed and occupied, and a portion of Phase 4 was completed and occupied. Specifically, the following components of the overall Hastings development were completed and occupied at the time of the turning movement counts:

- *Single-Family Detached Housing* – 173 dwelling units
- *Single-Family Attached Housing* – 406 dwelling units
- *Senior Adult Housing – Attached* – 130 dwelling units
- *General Office* – 8,040 s.f.
- *Shopping Center* – 10,940 s.f.
- *High-Turnover (Sit-Down) Restaurant* – 11,916 s.f.

The trips generated by the components of the Hastings Mixed-Use Development that have been constructed and occupied are now captured in turning movement counts. The constructed components are generating 213 trips (76 in, 137 out) during the AM peak hour, and 260 trips (165 in, 95 out) during the PM peak hour. These actual site-generated AM and PM peak hour trips can be seen in **Table 3** in the Tables section at the end of this report.

3.3 Remainder of Phase 4 and Phase 5

To determine the updated total site-generated trips for the development, the actual site-generated AM and PM peak hour trips (Table 3) were combined with the projected trips associated with the remainder of Phase 4 and the proposed Phase 5 of the development. The remainder of Phase 4 and Phase 5 consist of the following components:

- *Single-Family Detached Homes* – 21 dwelling units (7 remaining in Phase 4 and 14 proposed in Phase 5)
- *Single-Family Attached Homes* – 57 dwelling units (47 remaining in Phase 4 and 10 proposed in Phase 5)

Copies of the site plan for Phase 4 and Phase 5 are included in **Appendix D** at the end of this report for reference.

The Institute of Transportation Engineers' (ITE) *Trip-Generation*, 12th Edition, was utilized to determine the trip generation for the remainder of Phase 4 and for Phase 5. The AM and PM peak hour rates were based on the following Land Use Codes:

- LU Code 210 – *Single-Family Detached Housing*
- LU Code 215 – *Single-Family Attached Housing*

The projected AM and PM peak hour trips associated with the remainder of the development can be seen in **Table 4** in the Tables section at the end of this report.

Copies of the trip generation calculations have been included in **Appendix E** at the end of this report.

As can be seen in Table 4, the remaining components of the Hastings development are projected to generate 38 trips (10 in, 28 out) during the AM peak hour and 48 trips (28 in, 20 out) during the PM peak hour. These actual trips and calculated remaining trips were then combined to establish the Total Development Trips (at full buildout) for the Hastings development. These trips can be seen graphically in **Table 5**.

3.4 Trip Generation Comparison

3.4.1 Actual/Remaining Trip Generation vs. Original Master Plan TIS Trip Generation

Table 6a in the Tables section at the end of this report provides a comparison between the original Master Plan TIS trip generation projections and the Actual/Remaining Trip Generation for the Hastings Development. As can be seen in Table 6a, the overall site development mix and trip generating characteristics are significantly different than what was included in the original Master Plan TIS that was prepared in 2016. Overall, the proposed Hastings development is projected to generate **220 fewer AM peak hour trips** and **199 fewer PM peak hour trips** than what was originally projected and analyzed.

Specifically, the commercial components (proposed uses and sizes) are tangibly different than what originally contemplated and the total number of residential units is significantly less than what was included on the tentative master plan. For example, the originally proposed 300 apartment units on the Phase 4 parcel have been replaced with a mixture of single family homes (20 dwelling units) and townhomes (67 dwelling units). Thus the total number of residential units on the Phase 4 parcel is now 87 compared to the 300 that were included in the original Master Plan TIS.

3.4.2 Actual/Remaining Trip Generation vs. Phase 1 TIS Trip Generation

In addition to the comparison of the trips to the original Master Plan TIS, **Table 6b** has been prepared to provide a comparison of the approved Phase 1 TIS trips to the Actual/Remaining Trip Generation for the Hastings development at full buildout. As can be seen in Table 6b, the total trip generation of the Hastings development at full buildout (actual/remaining trips) will be almost equal to the total trips that were estimated in the Phase 1 TIS for the AM peak hour (22 fewer trips) and for the PM peak hour (6 additional trips). Based on the results of these analyses, the full buildout of the development is essentially projected to generate approximately the same number of trips during the AM and PM peak hours as was analyzed in the Phase 1 TIS, which was approved by both South Fayette Township and PennDOT and did not require any offsite improvements.

As was described in Section 2.3 of this report, the purpose of the Phase 1 TIS was to determine how much of the proposed development could be constructed before impacts to the offsite intersections would be realized. An “impact” is identified when the site-generated traffic from a proposed development increases the overall intersection delay by more than 10.0 seconds per vehicle during either the AM or PM peak hour. As was outlined in the approved Phase 1 TIS, at least a total of 273 AM and 302 PM peak hour trips could be generated by the development without impacting the offsite intersections. The newly collected actual trip generation data combined with the trip generation estimates for the remainder of the development and the proposed change to the use/mix of Phase 4 reveals that the Hastings development is projected to generate significantly fewer AM and PM peak hour trips at full buildout than what was projected in the original Master Plan TIS. Further, the full buildout trips (actual and remaining) are now expected to mirror the total trips that were analyzed in the Phase 1 TIS, which did not require any offsite mitigation.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary of Analyses and Findings

The purpose of this Addendum traffic study for the Hastings development was to provide updated analyses and trip generation calculations for the development to determine if offsite improvements will be required as part of the development, and if so, what improvements would be required. Based on the analyses performed, it has been demonstrated that the Hastings development at full buildout will generate significantly less AM and PM peak hour traffic than what was evaluated in the original Master Plan TIS that was prepared in 2016.

Specifically, Gateway collected actual AM and PM peak hour traffic volumes at the existing accesses to the development to establish current trip generation for the completed and occupied components of the development. Those existing AM and PM peak hour trips were then combined with the trip generation projections for the remainder of the

development (remainder of Phase 4 and proposed Phase 5) to establish updated full buildout trip generation projections. The analyses show that at full buildout the Hastings development is projected to generate **220 fewer AM peak hour trips** and **199 fewer PM peak hour trips** than what was originally contemplated in the Master Plan TIS from 2016.

In addition to the comparison of the updated full buildout trip generation (actual/remaining) to the Master Plan TIS trip generation, Gateway also compared the updated full buildout trip generation (actual/remaining) to the approved Phase 1 TIS trip generation that was included in the approved Phase 1 TIS, which was prepared in 2017. That analyses shows that at full buildout, the Hastings development will generate approximately the same amount of AM and PM peak hour traffic as was projected and analyzed in the Phase 1 TIS.

4.2 Conclusion

Based on the information and analyses included in this report, Gateway concludes that at full buildout, the Hastings development will generate *significantly less* traffic during the AM and PM peak hours when compared to what was evaluated in the original Master Plan TIS, which was prepared in 2016. In the original Master Plan TIS, offsite intersection impacts were identified; however, the implementation of those improvements was deferred in order to allow the development to begin buildout.

In order to determine how much of the development could be constructed before offsite improvements would be triggered, a Phase 1 TIS was prepared in 2017. The Phase 1 TIS was an iterative analysis of AM and PM peak hour trips in order to determine how many trips could be generated by the development before an impact would be realized at the offsite intersections. The Phase 1 TIS was ultimately reviewed and approved by both South Fayette Township and PennDOT.

The results of the analyses included in this report reveal that at full buildout, the trip generation of the Hastings development (actual trips plus projections for the remainder of the development) will be approximately the same as what was analyzed in the approved Phase 1 TIS. Because the approved Phase 1 TIS revealed no impacts to any of the offsite intersections, Gateway concludes that no offsite intersection impacts will be realized upon full buildout of the development. The developer has already constructed the required auxiliary left turn lanes along Mayview Road (SR 3005) at Hastings Crescent Drive and Hastings Park Drive/Sunset Drive. No further improvements are necessary or required.

TABLES

Table 1
Hastings Mixed-Use Development – Trip Generation Summary
Original Master Plan TIS (May 2016)

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Total Projected Site-Generated Trips - Master Plan			
ADT	3,584	3,584	7,168
AM Peak Hour	218	279	497
<i>Internal Capture</i>	<i>13</i>	<i>13</i>	<i>26</i>
<i>Pass-By Trips</i>	<i>10</i>	<i>5</i>	<i>15</i>
<i>Primary Trips</i>	<i>195</i>	<i>261</i>	<i>456</i>
PM Peak Hour	318	271	589
<i>Internal Capture</i>	<i>41</i>	<i>41</i>	<i>82</i>
<i>Pass-By Trips</i>	<i>14</i>	<i>12</i>	<i>26</i>
<i>Primary Trips</i>	<i>263</i>	<i>218</i>	<i>481</i>

Table 2
Hastings Mixed-Use Development – Trip Generation Summary
Approved Phase 1 TIS (January 2017)

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Total Projected Site-Generated Trips – Phase I			
ADT	2,158	2,158	4,316
AM Peak Hour	107	174	281
<i>Internal Capture</i>	<i>4</i>	<i>4</i>	<i>8</i>
<i>Pass-By Trips</i>	<i>8</i>	<i>5</i>	<i>13</i>
<i>Primary Trips</i>	<i>95</i>	<i>165</i>	<i>260</i>
PM Peak Hour	185	151	336
<i>Internal Capture</i>	<i>17</i>	<i>17</i>	<i>34</i>
<i>Pass-By Trips</i>	<i>9</i>	<i>10</i>	<i>19</i>
<i>Primary Trips</i>	<i>159</i>	<i>124</i>	<i>283</i>

Table 3
Hastings Development – Actual Trip Generation Summary
Data Collected at Three (3) Site Accesses (December 2025)

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Site Drive A (Over The Bar Driveway)			
AM Peak Hour	0	0	0
PM Peak Hour	32	11	43
Site Road B (Hastings Crescent Drive)			
AM Peak Hour	50	99	149
PM Peak Hour	94	54	148
Site Road C (Hastings Park Drive)			
AM Peak Hour	26	38	64
PM Peak Hour	39	30	69
Total Actual Site-Generated Trips (Phase 1, Phase 2, Phase 3, and Partial Phase 4)			
AM Peak Hour	76	137	213
PM Peak Hour	165	95	260

Table 4
Hastings Mixed-Use Development Remaining Trips
Remainder of Phase 4 (7 single family homes and 47 townhomes) and
Proposed Phase 5 (14 single family homes and 10 townhomes)

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Land Use Code #210, Single-Family Detached Housing – 21 dwelling units			
AM Peak Hour	5	15	20
PM Peak Hour	14	9	23
Land Use Code #215, Single-Family Attached Housing – 57 dwelling units			
AM Peak Hour	5	13	18
PM Peak Hour	14	11	25
Total Remaining Site-Generated Trips (Partial Phase 4 and Phase 5)			
AM Peak Hour	10	28	38
PM Peak Hour	28	20	48

Table 5**Hastings Mixed-Use Development – Actual & Projected Trip Generation Summary**

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Actual Site Trips – Phases 1, 2, 3, and Part of Phase 4 ¹			
AM Peak Hour	76	137	213
PM Peak Hour	165	95	260
Calculated Trip Generation –Remainder of Phase 4 ²			
AM Peak Hour	10	28	38
PM Peak Hour	28	20	48
Total Development Trips			
AM Peak Hour	86	165	251
PM Peak Hour	193	115	308

¹ From count data and as summarized in Table 3.

² Total remaining trips from Table 4.

Table 6a
Hastings Development – Trip Generation Comparison
Master Plan TIS Trip Generation vs. Actual/Projected Full Buildout Trip Generation

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Actual and Projected Full Buildout Trip Generation (see Table 5)			
AM Peak Hour	86	165	251
PM Peak Hour	193	115	308
Original Master Plan TIS Trip Generation (see Table 1)*			
AM Peak Hour	205	266	471
PM Peak Hour	277	230	507
Actual/Project Trip Generation Minus (-) Original Master Plan TIS Projections			
AM Peak Hour	-119	-101	-220
PM Peak Hour	-84	-115	-199

*Trips include only primary and pass-by trips as internal trips are internal to the site.

Table 6b
Hastings Development – Trip Generation Comparison
Phase 1 TIS Trip Generation vs. Actual/Projected Full Buildout Trip Generation

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Actual and Projected Full Buildout Trip Generation (see Table 5)			
AM Peak Hour	86	165	251
PM Peak Hour	193	115	308
Phase 1 TIS Trip Generation (see Table 2)*			
AM Peak Hour	103	170	273
PM Peak Hour	168	134	302
Actual/Project Trip Generation Minus (-) Original Phase 1 TIS Projections			
AM Peak Hour	-17	-5	-22
PM Peak Hour	+25	-19	+6

*Trips include only primary and pass-by trips as internal trips are internal to the site.

APPENDICES

APPENDIX A

Relevant Pages and Information from Master Plan TIS (August 2016)



GATEWAY

On Call. On Time. On Target.

C-18927-0017

May 19, 2016
Revised August 2016

Proposed Hastings Mixed-Use Development Master Plan TIS (EPS # 111361)

Mayview Road (SR 3005)
South Fayette Township
Allegheny County, Pennsylvania

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TRANSPORTATION IMPACT STUDY
TIS REPORT

**Revised Transportation Impact Study
Proposed Hastings Mixed-Use Development
South Fayette Township, Allegheny County, Pennsylvania**

EXECUTIVE SUMMARY

Background / Introduction

This TIS for the proposed Hastings mixed-use development has been revised to incorporate comments made by PennDOT in their review letter dated June 10, 2016. This letter and the response to review comments have been attached to this revised TIS as **Appendix EE**. This revised TIS incorporates the responses to these comments including the following changes from the May 2016 submission:

- Adjustments to signal timing parameters at the Mayview Road (SR 3005) and Boyce Road (SR 3006) intersection.
- Adjustments to the methodology used to determine the conditions of the Mayview Road / Bank Street (SR 3005) and Chartiers Street / Lesnett Road (SR 3034) intersection due to its skewed geometry.

Project Description

The proposed development is located on the eastern side of Mayview Road (SR 3005) in South Fayette Township, Allegheny County, Pennsylvania. The mixed-use development is proposed to include the following residential, office, and retail components at *full buildout*:

- *Single-Family Homes* – 156 dwelling units
- *Mid-Rise Apartments* – 300 dwelling units¹
- *Residential Condominium / Townhouses* – 160 dwelling units
- *Senior Adult Housing – Attached* – 73 dwelling units
- *Assisted Living* – 62 beds
- *Nursing Home* – 15 beds
- *General Office* – 40,000 s.f.
- *Specialty Retail / Shopping Center* – 28,000 s.f.
- *Quality Restaurant* – 100 seats

¹ The development plan indicates anywhere from 260 to 300 units; however, 300 units was utilized to provide conservative results.

The intersection of Bank Street (SR 3005) and Lesnett Road (SR 3034) is projected to operate at an overall LOS “F” during both peak hours under Design Year 2028 Without Development Conditions. The side-street (Lesnett) approach is anticipated to continue operating above capacity during both peak hours.

The Mayview Road (SR 3005) and Boyce Road (SR 3006) intersection is anticipated to improve overall intersection operations as compared to Existing Year 2015 Conditions with the improvements proposed as part of the PennDOT project. The intersection is projected to continue to operate with acceptable Levels-of-Service (LOS “C” or better) during both the AM and PM peak hours with significant improvements as a result of PennDOT’s project.

Table 1a and **Table 1c** in the Tables section at the end of this report show the Design Year 2028 Without Development Condition AM and PM peak hour Levels-of-Service for the study intersections. The Design Year 2028 Without Development Condition LOS can also be seen graphically on **Figure 6c**.

Synchro printouts for the signalized intersections for the Design Year 2028 Without Development Conditions can be found in **Appendix K** at the end of this report. HCM / HCS reports from Synchro for the Design Year 2028 Without Development Conditions can be found in **Appendix L** at the end of this report.

7.0 PROPOSED DEVELOPMENT

7.1 Development Description

The proposed development is located on the east side of Mayview Road (SR 0008) north of Boyce Road (SR 3006) in South Fayette Township, Allegheny County, Pennsylvania. The mixed-use development is proposed to include the following residential, office, and retail components at *full buildout*:

- *Single-Family Homes* – 156 dwelling units
- *Mid-Rise Apartments* – 300 dwelling units⁷
- *Residential Condominium / Townhouses* – 160 dwelling units
- *Senior Adult Housing – Attached* – 73 dwelling units
- *Assisted Living* – 62 beds
- *Nursing Home* – 15 beds
- *General Office Building* – 40,000 s.f.

⁷ The development plan indicates anywhere from 260 to 300 units; however, 300 units was utilized to provide conservative results.

- *Specialty Retail / Shopping Center* – 28,000 s.f.
- *Quality Restaurant* – 100 seats

7.2 *Development Access*

The proposed development will include the construction of the following access driveways:

- Site Drive A (full access to Mayview Road for the general office only)
- Site Road B (full access to Mayview Road)
- Site Road C (full access to Mayview Road)

The locations of these driveways relative to each of the land uses within the development can be seen on the conceptual site plan (Figure 2).

7.3 *Trip Generation Estimates*

7.3.1 *Land Use Codes*

The Institute of Transportation Engineers' (ITE) *Trip-Generation*, 9th Edition, was used to determine the trip generation rates for the proposed Middlesex Crossings Mixed-Use Development. Specifically, the following ITE Land Use Codes were utilized:

- LU Code 210 – *Single Family Detached Housing*
- LU Code 223 – *Mid-Rise Apartments*
- LU Code 230 – *Residential Condominium / Townhouse*
- LU Code 252 – *Senior Adult Housing – Attached*
- LU Code 254 – *Assisted Living*
- LU Code 620 – *Nursing Home*
- LU Code 710 – *General Office Building*
- LU Code 826 / 820 – *Specialty Retail Center / Shopping Center*
- LU Code 931 – *Quality Restaurant*

7.3.2 *Overall Trip Generation*

The Institute of Transportation Engineers' (ITE) *Trip-Generation*, 9th Edition, was used to determine the trip generation rates for the proposed Hastings Mixed-Use Development. The site-generated trips were split into internal, primary, and pass-by trips.

A copy of the trip generation calculations for the proposed development can be found in **Appendix M** at the end of this report. The ADT, AM peak hour, and PM peak hour trips

Table 2
Hastings Mixed-Use Development – Trip Generation Summary

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Land Use Code #210, Single-Family Detached Housing – 156 dwelling units			
ADT	791	791	1,582
AM Peak Hour	30	89	119
<i>Internal Capture</i>	<i>1</i>	<i>2</i>	<i>3</i>
<i>Primary Trips</i>	<i>29</i>	<i>87</i>	<i>116</i>
PM Peak Hour	99	58	157
<i>Internal Capture</i>	<i>6</i>	<i>4</i>	<i>10</i>
<i>Primary Trips</i>	<i>93</i>	<i>54</i>	<i>147</i>
Land Use Code #223, Mid-Rise Apartments – 300 dwelling units			
ADT	971	971	1,942
AM Peak Hour	34	76	110
<i>Internal Capture</i>	<i>1</i>	<i>1</i>	<i>2</i>
<i>Primary Trips</i>	<i>33</i>	<i>75</i>	<i>108</i>
PM Peak Hour	77	56	133
<i>Internal Capture</i>	<i>5</i>	<i>5</i>	<i>10</i>
<i>Primary Trips</i>	<i>72</i>	<i>51</i>	<i>123</i>
Land Use Code #230, Residential Townhouse / Condominium – 160 dwelling units			
ADT	484	484	968
AM Peak Hour	13	62	75
<i>Internal Capture</i>	<i>0</i>	<i>1</i>	<i>1</i>
<i>Primary Trips</i>	<i>13</i>	<i>61</i>	<i>74</i>
PM Peak Hour	59	29	88
<i>Internal Capture</i>	<i>4</i>	<i>2</i>	<i>6</i>
<i>Primary Trips</i>	<i>55</i>	<i>27</i>	<i>82</i>
Land Use Code #252, Senior Adult Housing - Attached – 73 dwelling units			
ADT	120	120	240
AM Peak Hour	5	9	14
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>5</i>	<i>9</i>	<i>14</i>
PM Peak Hour	10	9	19
<i>Internal Capture</i>	<i>1</i>	<i>1</i>	<i>2</i>
<i>Primary Trips</i>	<i>9</i>	<i>8</i>	<i>16</i>
Land Use Code #254, Assisted Living – 62 beds			
ADT	109	109	218
AM Peak Hour	6	3	9
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>6</i>	<i>3</i>	<i>9</i>
PM Peak Hour	6	8	14
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>6</i>	<i>8</i>	<i>14</i>

Table 2 (continued)
Hastings Mixed-Use Development – Trip Generation Summary

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Land Use Code #620, Nursing Home – 15 beds			
ADT	21	21	42
AM Peak Hour	2	1	3
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>2</i>	<i>1</i>	<i>3</i>
PM Peak Hour	1	2	3
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>1</i>	<i>2</i>	<i>3</i>
Land Use Code #710, General Office Building – 40,000 s.f.			
ADT	327	327	654
AM Peak Hour	81	11	92
<i>Internal Capture</i>	<i>5</i>	<i>3</i>	<i>8</i>
<i>Primary Trips</i>	<i>76</i>	<i>8</i>	<i>84</i>
PM Peak Hour	10	50	60
<i>Internal Capture</i>	<i>7</i>	<i>4</i>	<i>11</i>
<i>Primary Trips</i>	<i>3</i>	<i>46</i>	<i>49</i>
Land Use Code #826 / #820, Specialty Retail Center / Shopping Center – 28,000 s.f.*			
ADT	618	618	1,236
AM Peak Hour*	45	27	72
<i>Internal Capture</i>	<i>5</i>	<i>6</i>	<i>11</i>
<i>Pass-By Trips (24%)</i>	<i>10</i>	<i>5</i>	<i>15</i>
<i>Primary Trips</i>	<i>30</i>	<i>16</i>	<i>46</i>
PM Peak Hour	39	50	89
<i>Internal Capture</i>	<i>11</i>	<i>19</i>	<i>30</i>
<i>Pass-By Trips (34%)</i>	<i>10</i>	<i>11</i>	<i>21</i>
<i>Primary Trips</i>	<i>18</i>	<i>20</i>	<i>38</i>

*LU Code #820 used for AM peak hour for the retail shops.

Table 2 (continued)
Hastings Mixed-Use Development – Trip Generation Summary

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Land Use Code #931, Quality Restaurant – 100 Seats			
ADT	143	143	286
AM Peak Hour	2	1	3
<i>Internal Capture</i>	<i>1</i>	<i>0</i>	<i>1</i>
<i>Pass-By Trips (34%)</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>1</i>	<i>1</i>	<i>2</i>
PM Peak Hour	17	9	26
<i>Internal Capture</i>	<i>7</i>	<i>6</i>	<i>13</i>
<i>Pass-By Trips (44%)</i>	<i>4</i>	<i>1</i>	<i>5</i>
<i>Primary Trips</i>	<i>6</i>	<i>2</i>	<i>8</i>
Total Development Trips			
ADT	3,584	3,584	7,168
AM Peak Hour	218	279	497
<i>Internal Capture</i>	<i>13</i>	<i>13</i>	<i>26</i>
<i>Pass-By Trips</i>	<i>10</i>	<i>5</i>	<i>15</i>
<i>Primary Trips</i>	<i>195</i>	<i>261</i>	<i>456</i>
PM Peak Hour	318	271	589
<i>Internal Capture</i>	<i>41</i>	<i>41</i>	<i>82</i>
<i>Pass-By Trips</i>	<i>14</i>	<i>12</i>	<i>26</i>
<i>Primary Trips</i>	<i>263</i>	<i>218</i>	<i>481</i>

APPENDIX B

Relevant Pages and Information from Phase 1 TIS (January 2017)



GATEWAY

On Call. On Time. On Target.

C-18927-0017

July 14, 2016

Revised January 10, 2017

Proposed Hastings Mixed-Use Development (Phase 1) EPS # 111361

Mayview Road (SR 3005)
South Fayette Township
Allegheny County, Pennsylvania



PREPARED FOR

Charter Homes &
Neighborhoods
1190 Dillerville Road
Lancaster, PA 17601

SUBMITTED BY

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TRANSPORTATION IMPACT STUDY
TIS REPORT

**Revised Transportation Impact Study
Proposed Hastings Mixed-Use Development – Phase 1
South Fayette Township, Allegheny County, Pennsylvania**

EXECUTIVE SUMMARY

Project Description

The proposed development is located on the east side of Mayview Road (SR 3005) north of Boyce Road (SR 3006) in South Fayette Township, Allegheny County, Pennsylvania. The mixed-use development is proposed to include the following residential, office, and retail components at *full buildout*¹:

- *Single-Family Homes* – 151 dwelling units
- *Mid-Rise Apartments* – 270 dwelling units
- *Residential Condominium / Townhouses* – 165 dwelling units
- *Senior Adult Housing – Attached* – 130 dwelling units
- *General Office Building* – 10,000 s.f.
- *Specialty Retail / Shopping Center* – 20,920 s.f.

Phase 1 of the development is proposed to include the following components of the site:

- 42 Single-Family Homes
- 270 Mid-Rise Apartments
- 77 Residential Condominium / Townhouses
- 130 Senior Adult Housing –Attached Units
- 20,920 s.f. of Specialty Retail / Shopping Center

The construction of the development is anticipated to occur in two phases. These phases are as follows:

- Phase 1 – Opening Year 2017² and Design Year 2022
- Full Build Out – Opening Year 2023 and Design Year 2028

¹ A Master Plan TIS has been submitted under separate cover and is being reviewed as a standalone document.

² Occupancy of components within Phase I of the development anticipated to occur beginning in 2017; completion of Phase I likely won't occur until 2019-2020. 2017 was evaluated as the Opening Year for Phase I as occupancy is projected to begin in that calendar year with a Design Year of 2022.

- 77 Residential Condominium / Townhouses
- 130 Senior Adult Housing –Attached Units
- 20,920 s.f. of Specialty Retail / Shopping Center

7.2 *Development Access*

This phase of the development will include the construction of the following access driveways:

- **Site Drive A** – full access low-volume driveway along Mayview Road (SR 3005).
- **Site Road B** – full access local road along Mayview Road (SR 3005).
- **Site Road C** – full access local road along Mayview Road (SR 3005).

The locations of these driveways relative to each of the land uses within the development can be seen on the site plan (Figure 2).

7.3 *Trip Generation Estimates*

The Institute of Transportation Engineers’ (ITE) *Trip-Generation*, 9th Edition, was used to determine the trip generation rates for each of the individual uses within the proposed development. These rates were then utilized to determine the additional trips expected to be generated by the proposed development. The site-generated trips were split into internal capture, pass-by, and primary trips. The following Land Use Codes were utilized:

- LU Code 210 – *Single Family Detached Housing*
- LU Code 223 – *Mid-Rise Apartment*
- LU Code 230 – *Residential Condominium / Townhouse*
- LU Code 252 – *Senior Housing – Attached*
- LU Code 820 / 826¹⁰ – *Specialty Retail / Shopping Center*

A copy of the trip generation calculations for Phase 1 of the proposed development can be found in **Appendix M** at the end of this report. The ADT, AM peak hour, and PM peak hour trips for Phase 1 are also summarized in **Table 2**, which can be found in the Tables section at the end of this report.

¹⁰ It should be noted that LU Code 826 was utilized to estimate the ADT and the PM peak hour trip generation for the 20,920 s.f. of general retail; however, LU Code 820 was utilized for the AM peak hour. This was done because LU Code 826 does not include data for the AM peak hour of the adjacent street.

Table 2
Hastings Mixed-Use Development – Trip Generation Summary (Phase 1)

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Land Use Code #210, Single-Family Detached Housing – 42 dwelling units			
ADT	237	237	474
AM Peak Hour	10	29	39
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>10</i>	<i>29</i>	<i>39</i>
PM Peak Hour	30	18	48
<i>Internal Capture</i>	<i>2</i>	<i>1</i>	<i>3</i>
<i>Primary Trips</i>	<i>28</i>	<i>17</i>	<i>45</i>
Land Use Code #223, Mid-Rise Apartments – 270 dwelling units			
ADT	880	880	1,760
AM Peak Hour	30	68	98
<i>Internal Capture</i>	<i>1</i>	<i>1</i>	<i>2</i>
<i>Primary Trips</i>	<i>29</i>	<i>67</i>	<i>96</i>
PM Peak Hour	69	50	119
<i>Internal Capture</i>	<i>5</i>	<i>2</i>	<i>7</i>
<i>Primary Trips</i>	<i>64</i>	<i>48</i>	<i>112</i>
Land Use Code #230, Residential Townhouse / Condominium – 77 dwelling units			
ADT	256	256	512
AM Peak Hour	7	35	42
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>7</i>	<i>35</i>	<i>42</i>
PM Peak Hour	33	16	49
<i>Internal Capture</i>	<i>2</i>	<i>1</i>	<i>3</i>
<i>Primary Trips</i>	<i>31</i>	<i>15</i>	<i>46</i>
Land Use Code #252, Senior Adult Housing - Attached – 130 dwelling units			
ADT	204	204	408
AM Peak Hour	9	17	26
<i>Internal Capture</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Primary Trips</i>	<i>9</i>	<i>17</i>	<i>26</i>
PM Peak Hour	18	15	33
<i>Internal Capture</i>	<i>1</i>	<i>0</i>	<i>1</i>
<i>Primary Trips</i>	<i>17</i>	<i>15</i>	<i>32</i>
Land Use Code #710, General Office – 10,000 s.f.			
ADT	114	114	228
AM Peak Hour	14	2	16
<i>Internal Capture</i>	<i>1</i>	<i>1</i>	<i>2</i>
<i>Primary Trips</i>	<i>13</i>	<i>1</i>	<i>14</i>
PM Peak Hour	3	12	15
<i>Internal Capture</i>	<i>2</i>	<i>2</i>	<i>4</i>
<i>Primary Trips</i>	<i>1</i>	<i>10</i>	<i>11</i>

Table 2 (continued)

Hastings Mixed-Use Development – Trip Generation Summary (Phase 1)

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
Land Use Code #826 / #820, Specialty Retail Center / Shopping Center – 20,920 s.f.*			
ADT	467	467	934
AM Peak Hour*	37	23	60
<i>Internal Capture</i>	2	2	4
<i>Pass-By Trips (24%)</i>	8	5	13
<i>Primary Trips</i>	27	16	43
PM Peak Hour	32	40	72
<i>Internal Capture</i>	5	11	16
<i>Pass-By Trips (34%)</i>	9	10	19
<i>Primary Trips</i>	18	19	37
Total Development Trips – Phase I			
ADT	2,158	2,158	4,316
AM Peak Hour	107	174	281
<i>Internal Capture</i>	4	4	8
<i>Pass-By Trips</i>	8	5	13
<i>Primary Trips</i>	95	165	260
PM Peak Hour	185	151	336
<i>Internal Capture</i>	17	17	34
<i>Pass-By Trips</i>	9	10	19
<i>Primary Trips</i>	159	124	283
Change from Submitted (Current – Submitted)			
ADT	-167	-167	-334
AM Peak Hour	+1	+9	+10
<i>Internal Capture</i>	+1	+1	+2
<i>Pass-By Trips</i>	-3	-1	-4
<i>Primary Trips</i>	+3	+9	+12
PM Peak Hour	-9	-17	-26
<i>Internal Capture</i>	-13	-13	-26
<i>Pass-By Trips</i>	-6	-2	-8
<i>Primary Trips</i>	+10	-2	+8

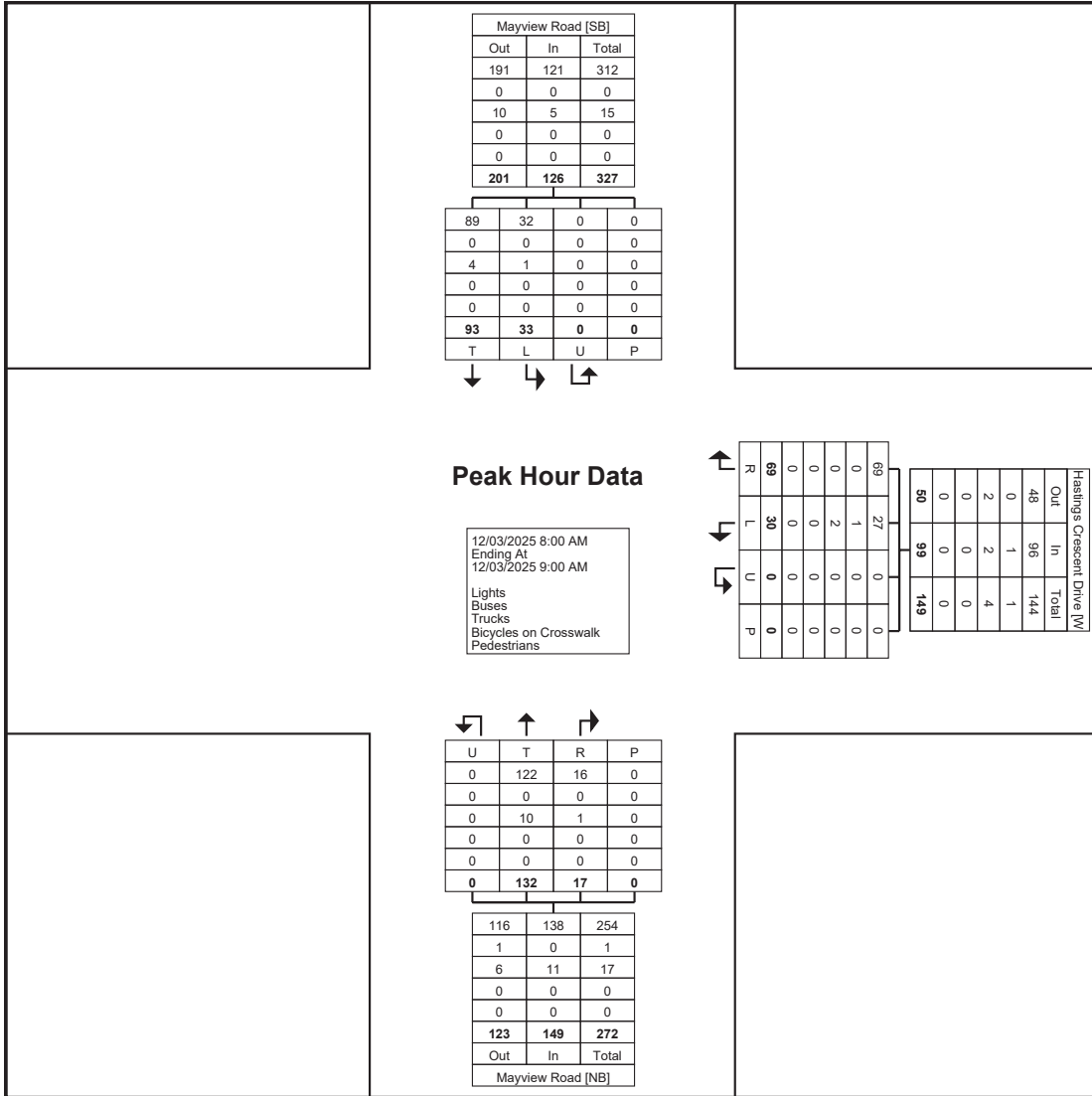
*LU Code #820 used for AM peak hour for the retail shops.

APPENDIX C

Site Access Intersection Turning Movement Count Data

TIME INTERVAL	Volumes									TOTAL	TOTAL
	Site Drive A (Over the Bar)		Site Road B (Hastings Crescent)		Site Road C (Hastings Park)		TOTAL		TOTAL		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT			
7:00-7:15	0	0	6	20	4	5	10	25	35		
7:15-7:30	0	0	8	17	6	6	14	23	37		
7:30-7:45	0	0	13	27	5	8	18	35	53		
7:45-8:00	0	0	11	21	8	5	19	26	45		
8:00-8:15	0	0	10	25	5	9	15	34	49		
8:15-8:30	0	0	9	28	5	13	14	41	55		
8:30-8:45	0	0	16	25	3	7	19	32	51		
8:45-9:00	0	0	15	21	13	9	28	30	58		
8:00-9:00	0	0	50	99	26	38	76	137	213		
4:00-4:15	11	3	14	12	7	14	32	29	61		
4:15-4:30	4	1	21	18	8	7	33	26	59		
4:30-4:45	5	4	19	12	12	12	36	28	64		
4:45-5:00	7	4	20	10	9	4	36	18	54		
5:00-5:15	9	0	20	18	8	8	37	26	63		
5:15-5:30	8	3	26	15	16	9	50	27	77		
5:30-5:45	8	4	28	11	6	9	42	24	66		
5:45-6:00	9	2	12	13	11	7	32	22	54		
5:00-6:00	32	11	94	54	39	30	165	95	260		

1-hr Intervals	
7:00	170
7:15	184
7:30	202
7:45	200
8:00	213
4:00	238
4:15	240
4:30	258
4:45	260
5:00	260



Turning Movement Peak Hour Data Plot (8:00 AM)



www.TSTData.com
Tri-State Traffic Data, Inc

South Fayette, PA
Mayview Rd & Hastings Park Dr
Wednesday, December 3, 2025
Location: 40.326553, -
80.111021

Delmont, PA, Pennsylvania, United States 15626
610-517-0990 TSTData@aol.com
Serving Transportation Professionals Since 1995

Count Name: Mayview Road
and Hastings Park Drive
Site Code:
Start Date: 12/03/2025
Page No: 1

Turning Movement Data

Start Time	Mayview Road Southbound						Hastings Park Drive Westbound						Mayview Road Northbound						Sunset Dr Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
7:00 AM	0	13	3	0	0	16	2	0	3	0	0	5	1	22	3	0	0	26	0	0	0	0	0	0	0	47
7:15 AM	0	14	3	0	0	17	3	0	3	0	0	6	3	19	1	0	0	23	0	0	0	0	0	0	0	46
7:30 AM	1	30	3	0	0	34	5	0	3	0	0	8	2	34	3	0	0	39	2	0	1	0	0	3	84	
7:45 AM	0	28	3	0	0	31	4	0	1	0	0	5	5	35	0	0	0	40	0	0	0	0	0	0	76	
Hourly Total	1	85	12	0	0	98	14	0	10	0	0	24	11	110	7	0	0	128	2	0	1	0	0	3	253	
8:00 AM	1	22	2	0	0	25	0	0	9	0	0	9	3	31	1	0	0	35	0	0	0	0	0	0	69	
8:15 AM	1	25	1	0	0	27	2	0	11	0	0	13	4	28	1	0	0	33	2	0	0	0	0	2	75	
8:30 AM	0	33	2	0	0	35	2	0	5	0	0	7	1	32	2	0	0	35	1	0	0	0	0	1	78	
8:45 AM	1	29	5	0	0	35	3	0	6	0	0	9	8	51	3	0	0	62	2	0	0	0	0	2	108	
Hourly Total	3	109	10	0	0	122	7	0	31	0	0	38	16	142	7	0	0	165	5	0	0	0	0	5	330	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	35	5	0	0	40	6	0	8	0	0	14	2	54	0	0	0	56	2	0	1	0	0	3	113	
4:15 PM	2	36	1	0	0	39	3	0	4	0	0	7	7	52	0	0	0	59	1	1	1	0	0	3	108	
4:30 PM	1	27	2	0	0	30	6	0	6	0	0	12	10	48	1	0	0	59	0	0	0	0	0	0	101	
4:45 PM	0	38	1	0	0	39	1	0	3	0	0	4	8	68	1	0	0	77	0	0	1	0	0	1	121	
Hourly Total	3	136	9	0	0	148	16	0	21	0	0	37	27	222	2	0	0	251	3	1	3	0	0	7	443	
5:00 PM	1	30	1	0	0	32	5	0	3	0	0	8	7	68	0	0	0	75	2	0	3	0	0	5	120	
5:15 PM	0	33	2	0	0	35	4	0	5	0	0	9	14	58	2	0	0	74	0	1	0	0	0	1	119	
5:30 PM	0	27	2	0	0	29	5	1	3	0	0	9	4	60	0	0	0	64	0	0	1	0	0	1	103	
5:45 PM	0	28	1	0	0	29	5	0	2	0	0	7	10	43	0	0	0	53	0	0	0	0	0	0	89	
Hourly Total	1	118	6	0	0	125	19	1	13	0	0	33	35	229	2	0	0	266	2	1	4	0	0	7	431	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	8	448	37	0	0	493	56	1	75	0	0	132	89	703	18	0	0	810	12	2	8	0	0	22	1457	
Approach %	1.6	90.9	7.5	0.0	-	-	42.4	0.8	56.8	0.0	-	-	11.0	86.8	2.2	0.0	-	-	54.5	9.1	36.4	0.0	-	-	-	
Total %	0.5	30.7	2.5	0.0	-	33.8	3.8	0.1	5.1	0.0	-	9.1	6.1	48.2	1.2	0.0	-	55.6	0.8	0.1	0.5	0.0	-	1.5	-	
Lights	8	425	36	0	-	469	55	1	74	0	-	130	82	677	16	0	-	775	12	2	8	0	-	22	1396	
% Lights	100.0	94.9	97.3	-	-	95.1	98.2	100.0	98.7	-	-	98.5	92.1	96.3	88.9	-	-	95.7	100.0	100.0	100.0	-	-	100.0	95.8	
Buses	0	14	0	0	-	14	0	0	0	0	-	0	3	10	0	0	-	13	0	0	0	0	-	0	27	
% Buses	0.0	3.1	0.0	-	-	2.8	0.0	0.0	0.0	-	-	0.0	3.4	1.4	0.0	-	-	1.6	0.0	0.0	0.0	-	-	0.0	1.9	
Trucks	0	9	1	0	-	10	1	0	1	0	-	2	4	16	2	0	-	22	0	0	0	0	-	0	34	
% Trucks	0.0	2.0	2.7	-	-	2.0	1.8	0.0	1.3	-	-	1.5	4.5	2.3	11.1	-	-	2.7	0.0	0.0	0.0	-	-	0.0	2.3	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

South Fayette, PA
Mayview Rd & Hastings Park Dr
Wednesday, December 3, 2025
Location: 40.326553, -
80.111021

Delmont, PA, Pennsylvania, United States 15626
610-517-0990 TSTData@aol.com
Serving Transportation Professionals Since 1995

Count Name: Mayview Road
and Hastings Park Drive
Site Code:
Start Date: 12/03/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Mayview Road Southbound						Hastings Park Drive Westbound						Mayview Road Northbound						Sunset Dr Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
8:00 AM	1	22	2	0	0	25	0	0	9	0	0	9	3	31	1	0	0	35	0	0	0	0	0	0	0	69
8:15 AM	1	25	1	0	0	27	2	0	11	0	0	13	4	28	1	0	0	33	2	0	0	0	0	2	75	
8:30 AM	0	33	2	0	0	35	2	0	5	0	0	7	1	32	2	0	0	35	1	0	0	0	0	1	78	
8:45 AM	1	29	5	0	0	35	3	0	6	0	0	9	8	51	3	0	0	62	2	0	0	0	0	2	108	
Total	3	109	10	0	0	122	7	0	31	0	0	38	16	142	7	0	0	165	5	0	0	0	0	5	330	
Approach %	2.5	89.3	8.2	0.0	-	-	18.4	0.0	81.6	0.0	-	-	9.7	86.1	4.2	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-	
Total %	0.9	33.0	3.0	0.0	-	37.0	2.1	0.0	9.4	0.0	-	11.5	4.8	43.0	2.1	0.0	-	50.0	1.5	0.0	0.0	0.0	-	1.5	-	
PHF	0.750	0.826	0.500	0.000	-	0.871	0.583	0.000	0.705	0.000	-	0.731	0.500	0.696	0.583	0.000	-	0.665	0.625	0.000	0.000	0.000	-	0.625	0.764	
Lights	3	104	9	0	-	116	6	0	31	0	-	37	15	131	5	0	-	151	5	0	0	0	-	5	309	
% Lights	100.0	95.4	90.0	-	-	95.1	85.7	-	100.0	-	-	97.4	93.8	92.3	71.4	-	-	91.5	100.0	-	-	-	-	100.0	93.6	
Buses	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	2	
% Buses	0.0	0.9	0.0	-	-	0.8	0.0	-	0.0	-	-	0.0	6.3	0.0	0.0	-	-	0.6	0.0	-	-	-	-	0.0	0.6	
Trucks	0	4	1	0	-	5	1	0	0	0	-	1	0	11	2	0	-	13	0	0	0	0	-	0	19	
% Trucks	0.0	3.7	10.0	-	-	4.1	14.3	-	0.0	-	-	2.6	0.0	7.7	28.6	-	-	7.9	0.0	-	-	-	-	0.0	5.8	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

South Fayette, PA
Mayview Rd & Hastings Park Dr
Wednesday, December 3, 2025
Location: 40.326553, -
80.111021

Delmont, PA, Pennsylvania, United States 15626
610-517-0990 TSTData@aol.com
Serving Transportation Professionals Since 1995

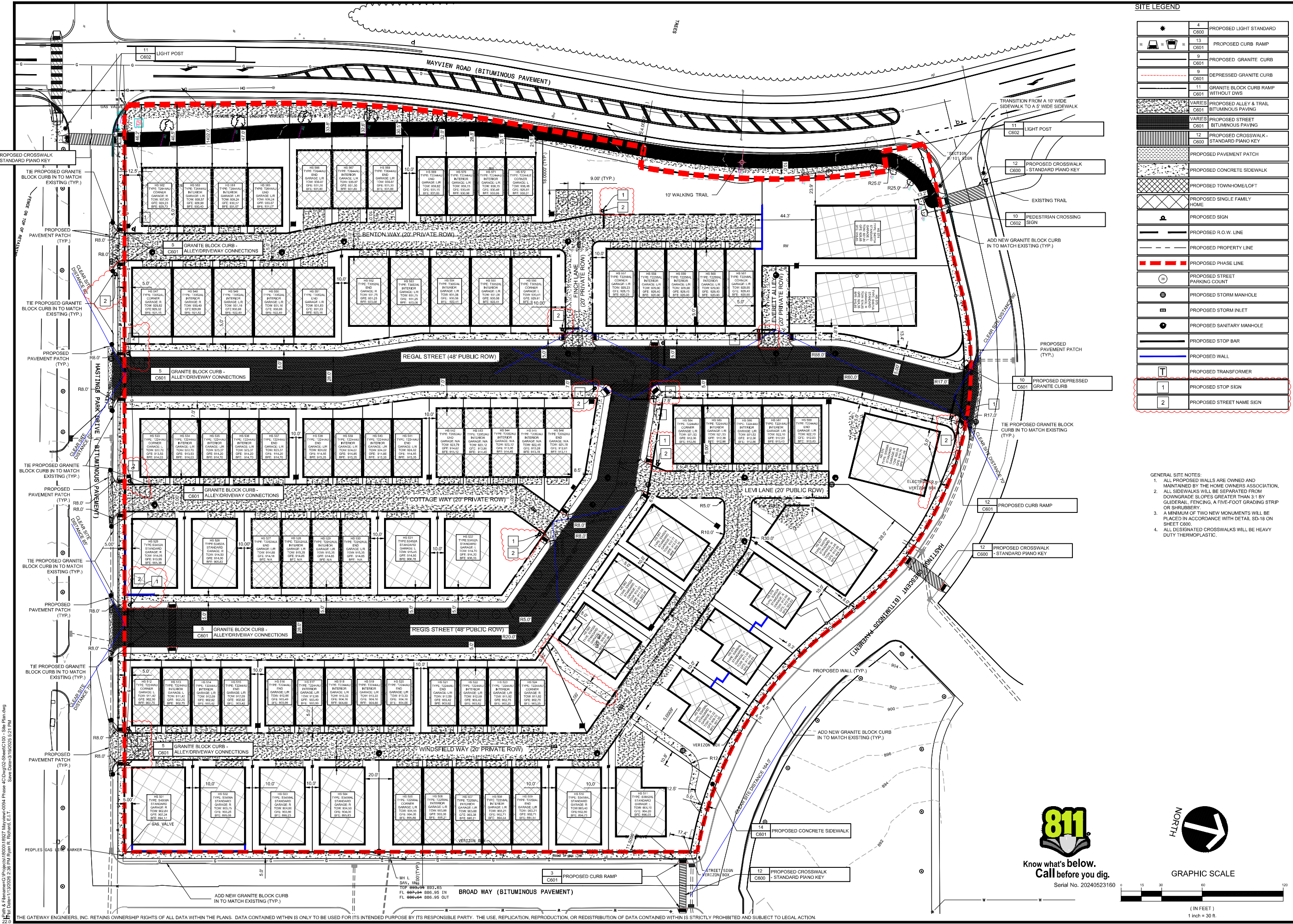
Count Name: Mayview Road
and Hastings Park Drive
Site Code:
Start Date: 12/03/2025
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Mayview Road Southbound						Hastings Park Drive Westbound						Mayview Road Northbound						Sunset Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	0	38	1	0	0	39	1	0	3	0	0	4	8	68	1	0	0	77	0	0	1	0	0	1	121
5:00 PM	1	30	1	0	0	32	5	0	3	0	0	8	7	68	0	0	0	75	2	0	3	0	0	5	120
5:15 PM	0	33	2	0	0	35	4	0	5	0	0	9	14	58	2	0	0	74	0	1	0	0	0	1	119
5:30 PM	0	27	2	0	0	29	5	1	3	0	0	9	4	60	0	0	0	64	0	0	1	0	0	1	103
Total	1	128	6	0	0	135	15	1	14	0	0	30	33	254	3	0	0	290	2	1	5	0	0	8	463
Approach %	0.7	94.8	4.4	0.0	-	-	50.0	3.3	46.7	0.0	-	-	11.4	87.6	1.0	0.0	-	-	25.0	12.5	62.5	0.0	-	-	-
Total %	0.2	27.6	1.3	0.0	-	29.2	3.2	0.2	3.0	0.0	-	6.5	7.1	54.9	0.6	0.0	-	62.6	0.4	0.2	1.1	0.0	-	1.7	-
PHF	0.250	0.842	0.750	0.000	-	0.865	0.750	0.250	0.700	0.000	-	0.833	0.589	0.934	0.375	0.000	-	0.942	0.250	0.250	0.417	0.000	-	0.400	0.957
Lights	1	128	6	0	-	135	15	1	13	0	-	29	32	253	3	0	-	288	2	1	5	0	-	8	460
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	100.0	92.9	-	-	96.7	97.0	99.6	100.0	-	-	99.3	100.0	100.0	100.0	-	-	100.0	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	1	1	0	0	-	2	0	0	0	0	-	0	3
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	7.1	-	-	3.3	3.0	0.4	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX D

Copies of Phase 4 and Phase 5 Site Plans

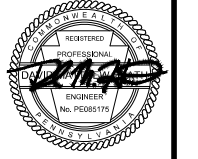
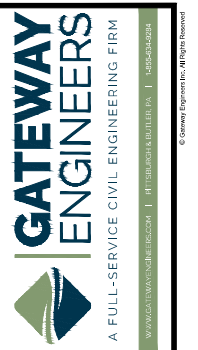


SITE LEGEND

	4	PROPOSED LIGHT STANDARD
	13	PROPOSED CURB RAMP
	C601	PROPOSED GRANITE CURB
	9	PROPOSED DEPRESSED GRANITE CURB
	C601	GRANITE BLOCK CURB RAMP WITHOUT DWS
	VARIABLES	PROPOSED ALLEY & TRAIL BITUMINOUS PAVING
	VARIABLES	PROPOSED STREET BITUMINOUS PAVING
	C600	PROPOSED CROSSWALK - STANDARD PIANO KEY
		PROPOSED PAVEMENT PATCH
		PROPOSED CONCRETE SIDEWALK
		PROPOSED TOWNHOME/LOFT HOME
		PROPOSED SINGLE FAMILY HOME
		PROPOSED SIGN
		PROPOSED R.O.W. LINE
		PROPOSED PROPERTY LINE
		PROPOSED PHASE LINE
		PROPOSED STREET PARKING COUNT
		PROPOSED STORM MANHOLE
		PROPOSED STORM INLET
		PROPOSED SANITARY MANHOLE
		PROPOSED STOP BAR
		PROPOSED WALL
	T	PROPOSED TRANSFORMER
	1	PROPOSED STOP SIGN
	2	PROPOSED STREET NAME SIGN

GENERAL SITE NOTES:

- ALL PROPOSED WALLS ARE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION.
- ALL SIDEWALKS WILL BE SEPARATED FROM DOWNGRADE SLOPES GREATER THAN 3:1 BY GUIDERAIL, FENCING, A FIVE-FOOT GRADING STRIP OR SHRUBBERY.
- A MINIMUM OF TWO NEW MONUMENTS WILL BE PLACED IN ACCORDANCE WITH DETAIL SD-18 ON SHEET C600.
- ALL DESIGNATED CROSSWALKS WILL BE HEAVY DUTY THERMOPLASTIC.



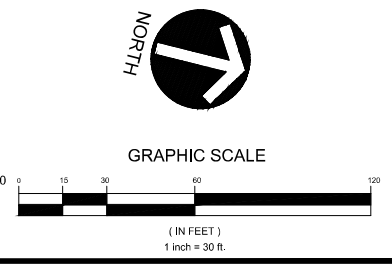
REVISION RECORD

Date	No.	REVISION
03/14/2024	01	RESPONSE TO TWP COMMENTS
03/29/2024	02	REVISED PLAN SET
04/09/2024	03	REVISED PLAN SET
05/14/2024	04	REVISED PLAN SET
05/21/2024	05	REVISED PLAN SET
06/24/2024	06	PAVIC REVISIONS
07/02/2024	07	DRY UTILITY REVISIONS
08/13/2024	08	ADA RAMP RELOCATION

HASTINGS
 South Fayette Township/Pittsburgh, PA
 CHARTERED TOWN & TOWNSHIP

HASTINGS PHASE 4
 MAYVIEW ROAD
 PITTSBURGH, 15102
 PREPARED FOR:
CHARTER HOMES AT HASTINGS, INC.
 322 NORTH ARCH STREET, FIRST FLOOR
 LANCASTER, PA 17603

SITE PLAN
 Project Number: 18927-0094
 Drawing Scale: 1" = 30'
 Date Issued: MARCH, 2024
 Job Number:
 Drawn By: VLP
 Checked By: DMH
 Project Manager: DMH
C100



B. & E. Engineers, Inc. (0693) 18927 Hastings Phase 4 C100.dwg
 Date: 03/14/2024
 User: R. M. M.
 Plot Date: 03/14/2024 2:38 PM
 Plot Name: R:\Projects\18927\18927-0094\18927-0094.dwg
 Scale: 1/30 = 1" = 30'

THE GATEWAY ENGINEERS, INC. RETAINS OWNERSHIP RIGHTS OF ALL DATA WITHIN THE PLANS. DATA CONTAINED WITHIN IS ONLY TO BE USED FOR ITS INTENDED PURPOSE BY ITS RESPONSIBLE PARTY. THE USE, REPLICATION, REPRODUCTION, OR REDISTRIBUTION OF DATA CONTAINED WITHIN IS STRICTLY PROHIBITED AND SUBJECT TO LEGAL ACTION.

REVISION RECORD

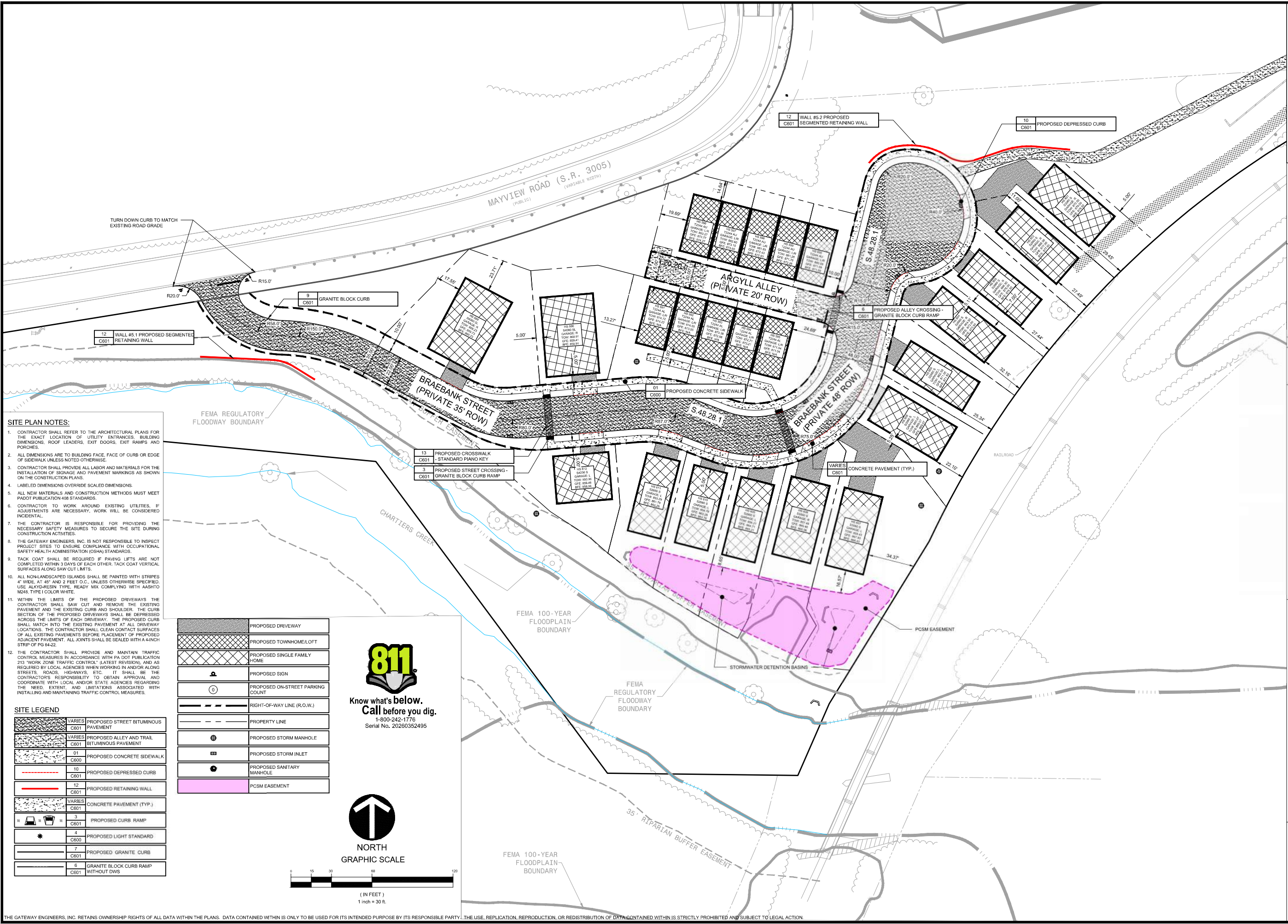
No.	Date
01	
02	
03	
04	
05	
06	
07	
08	

HASTINGS
South Fayette Township/Pittsburgh, PA
CHARTER HOMES & BUILDINGS

HASTINGS PHASE 5
MAYVIEW ROAD
PITTSBURGH, PA 15102
PREPARED FOR:
CHARTER HOMES AT HASTINGS, INC
322 NORTH ARCH STREET, FIRST FLOOR
LANCASTER, PA 17603

SITE PLAN
Project Number: 18927-0096
Drawing Scale: 1" = 30'
Date Issued: FEB 2026
Index Number:
Drawn By: CRS
Checked By: DMH
Project Manager: DMH

C100



SITE PLAN NOTES:

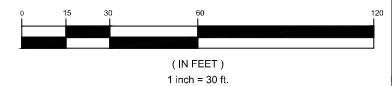
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR THE EXACT LOCATION OF UTILITY ENTRANCES, BUILDING DIMENSIONS, ROOF LEADERS, EXIT DOORS, EXIT RAMPS AND PORCHES.
- ALL DIMENSIONS ARE TO BUILDING FACE, FACE OF CURB OR EDGE OF SIDEWALK UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL PROVIDE ALL LABOR AND MATERIALS FOR THE INSTALLATION OF SIGNAGE AND PAVEMENT MARKINGS AS SHOWN ON THE CONSTRUCTION PLANS.
- LABELED DIMENSIONS OVERRIDE SCALED DIMENSIONS.
- ALL NEW MATERIALS AND CONSTRUCTION METHODS MUST MEET PADOT PUBLICATION 408 STANDARDS.
- CONTRACTOR TO WORK AROUND EXISTING UTILITIES, IF ADJUSTMENTS ARE NECESSARY, WORK WILL BE CONSIDERED INCIDENTAL.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE NECESSARY SAFETY MEASURES TO SECURE THE SITE DURING CONSTRUCTION ACTIVITIES.
- THE GATEWAY ENGINEERS, INC. IS NOT RESPONSIBLE TO INSPECT PROJECT SITES TO ENSURE COMPLIANCE WITH OCCUPATIONAL SAFETY HEALTH ADMINISTRATION (OSHA) STANDARDS.
- TACK COAT SHALL BE REQUIRED IF PAVING LIFTS ARE NOT COMPLETED WITHIN 3 DAYS OF EACH OTHER. TACK COAT VERTICAL SURFACES ALONG SAW CUT LIMITS.
- ALL NON-LANDSCAPED ISLANDS SHALL BE PAINTED WITH STRIPES 4" WIDE, AT 48" AND 2 FEET O.C., UNLESS OTHERWISE SPECIFIED. USE ALKYD-RESIN TYPE, READY MIX COMPLYING WITH AASHTO M848 TYPE I COLOR WHITE.
- WITHIN THE LIMITS OF THE PROPOSED DRIVEWAYS THE CONTRACTOR SHALL SAW CUT AND REMOVE THE EXISTING PAVEMENT AND THE EXISTING CURB AND SHOULDER. THE CURB SECTION OF THE PROPOSED DRIVEWAYS SHALL BE DEPRESSED ACROSS THE LIMITS OF EACH DRIVEWAY. THE PROPOSED CURB SHALL MATCH INTO THE EXISTING PAVEMENT AT ALL DRIVEWAY LOCATIONS. THE CONTRACTOR SHALL CLEAN CONTACT SURFACES OF ALL EXISTING PAVEMENTS BEFORE PLACEMENT OF PROPOSED ADJACENT PAVEMENT. ALL JOINTS SHALL BE SEALED WITH A 4-INCH STRIP OF PG 64-22.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH PA DOT PUBLICATION 213 "WORK ZONE TRAFFIC CONTROL" (LATEST REVISION); AND AS REQUIRED BY LOCAL AGENCIES WHEN WORKING IN AND/OR ALONG STREETS, ROADS, HIGHWAYS, ETC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND COORDINATE WITH LOCAL AND/OR STATE AGENCIES REGARDING THE NEED, EXTENT, AND LIMITATIONS ASSOCIATED WITH INSTALLING AND MAINTAINING TRAFFIC CONTROL MEASURES.

SITE LEGEND

[Pattern]	VARIES C601	PROPOSED STREET BITUMINOUS PAVEMENT
[Pattern]	VARIES C601	PROPOSED ALLEY AND TRAIL BITUMINOUS PAVEMENT
[Pattern]	01 C600	PROPOSED CONCRETE SIDEWALK
[Line]	10 C601	PROPOSED DEPRESSED CURB
[Line]	12 C601	PROPOSED RETAINING WALL
[Pattern]	VARIES C601	CONCRETE PAVEMENT (TYP.)
[Symbol]	3 C601	PROPOSED CURB RAMP
[Symbol]	4 C600	PROPOSED LIGHT STANDARD
[Line]	7 C601	PROPOSED GRANITE CURB
[Line]	8 C601	GRANITE BLOCK CURB RAMP WITHOUT DWS

[Pattern]	PROPOSED DRIVEWAY
[Pattern]	PROPOSED TOWNHOME/LOFT
[Pattern]	PROPOSED SINGLE FAMILY HOME
[Symbol]	PROPOSED SIGN
[Symbol]	PROPOSED ON-STREET PARKING COUNT
[Line]	RIGHT-OF-WAY LINE (R.O.W.)
[Line]	PROPERTY LINE
[Symbol]	PROPOSED STORM MANHOLE
[Symbol]	PROPOSED STORM INLET
[Symbol]	PROPOSED SANITARY MANHOLE
[Pattern]	PCSM EASEMENT

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APPENDIX E

Trip Generation Calculations – Remainder Phase 4 and Phase 5:
21 Single Family Homes and 57 Townhouses

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 153

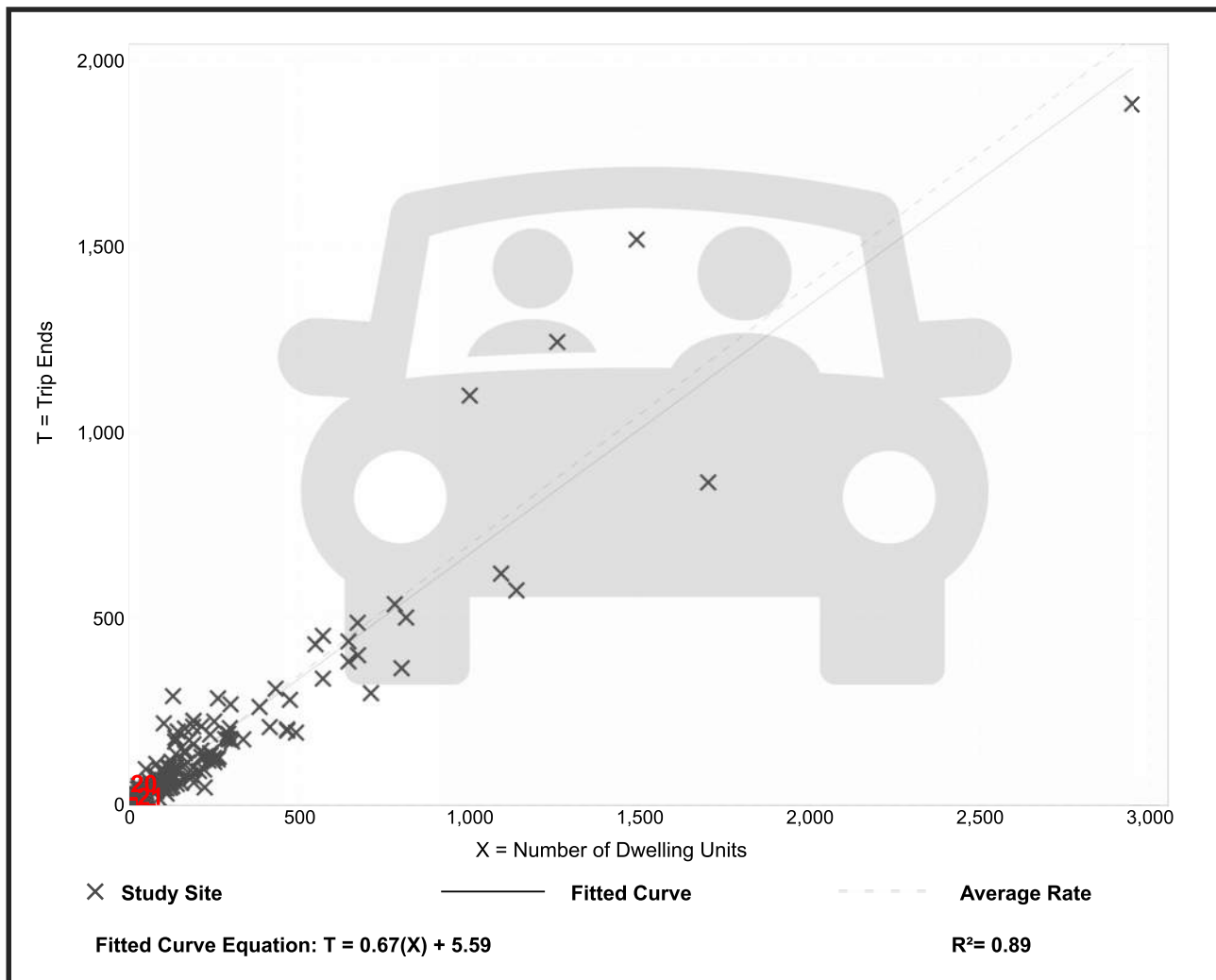
Avg. Num. of Dwelling Units: 239

Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 166

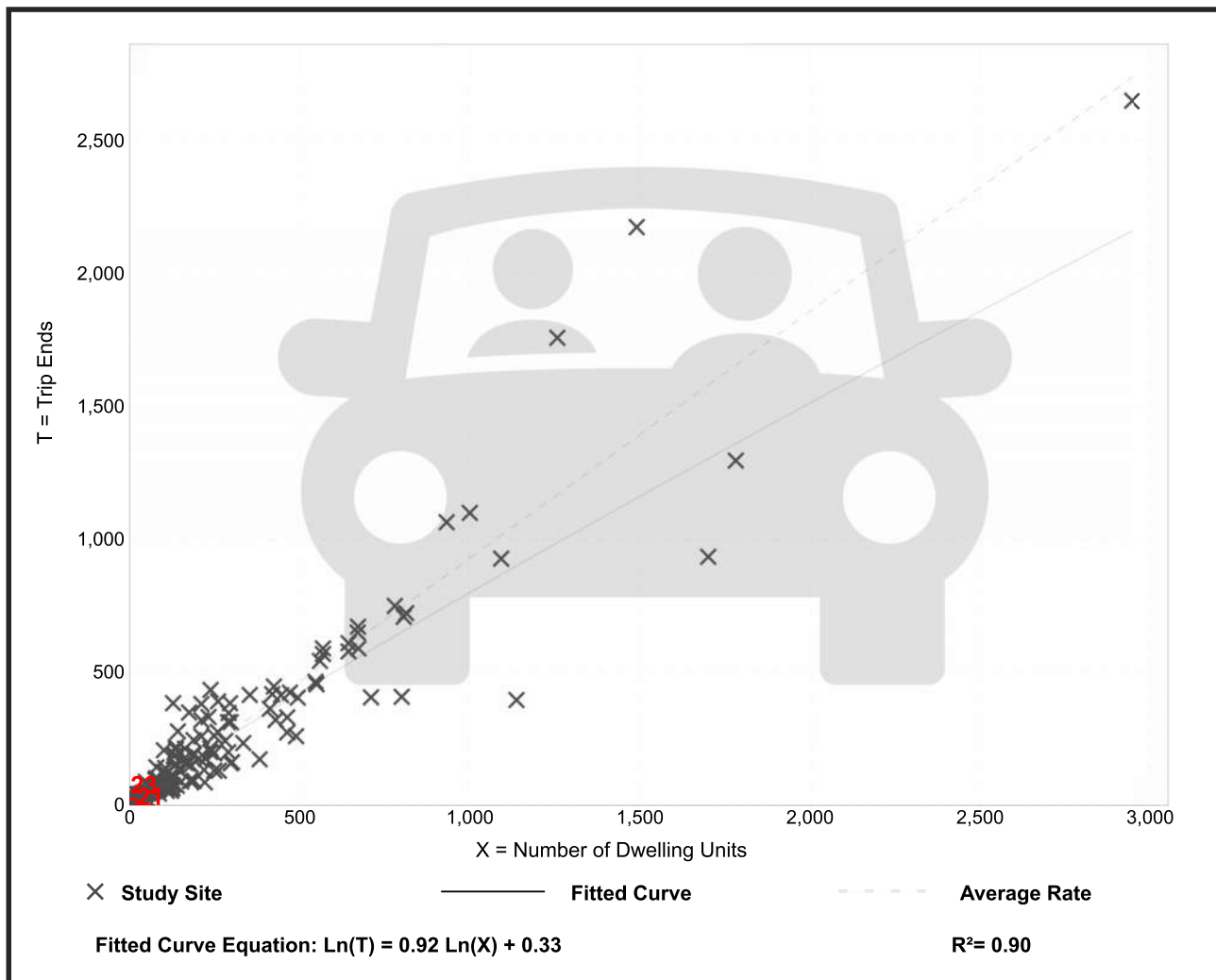
Avg. Num. of Dwelling Units: 266

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

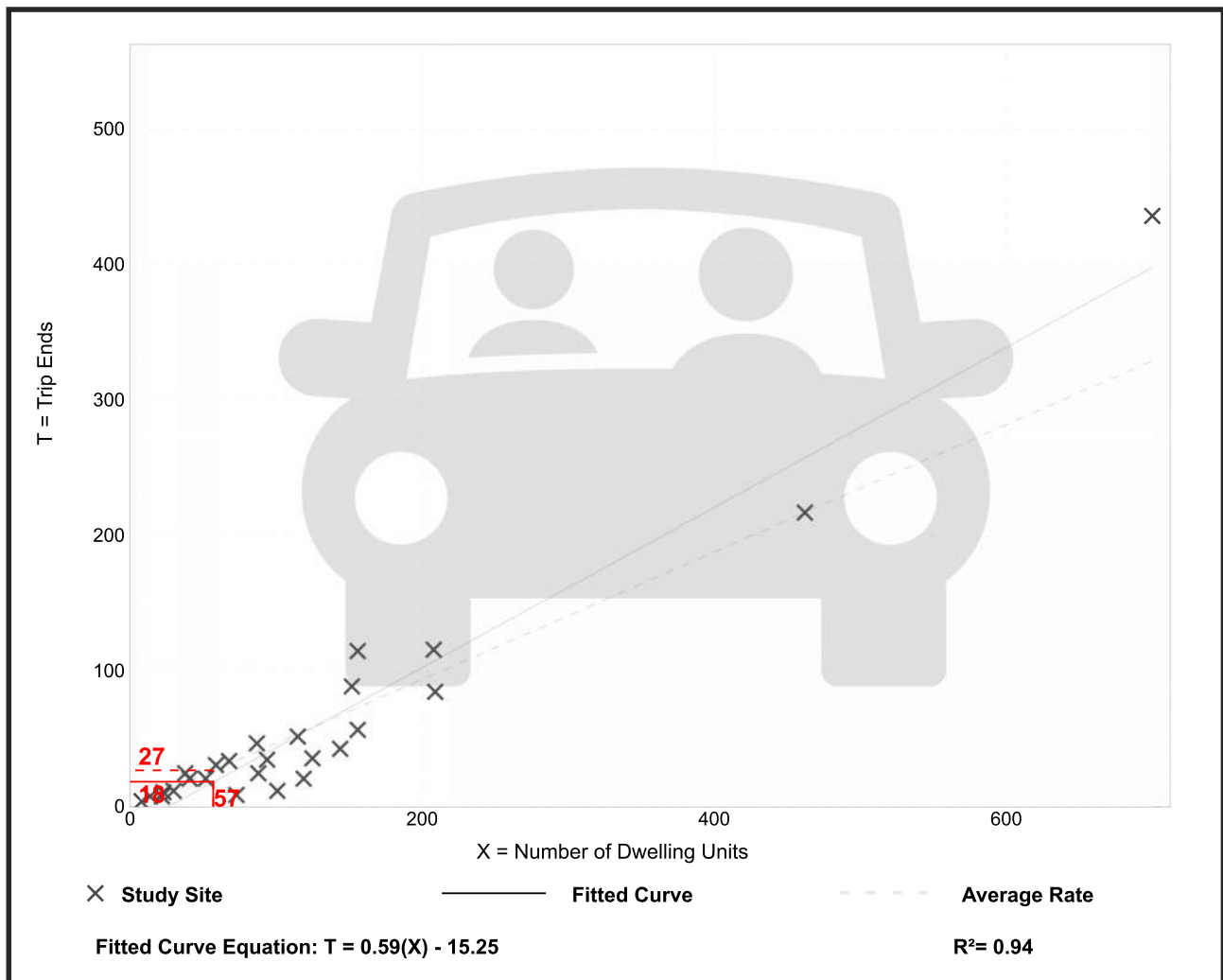
Avg. Num. of Dwelling Units: 129

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

Avg. Num. of Dwelling Units: 131

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation

