

April 17, 2019

Mr. John Barrett
Township Manager
South Fayette Township
515 Millers Run Road
Morgan, Pennsylvania 15064

Subject: Over the Bar Restaurant Development, Mayview Road (SR 3005)
Review of Traffic Analysis

Dear Mr. Barrett:

On behalf of South Fayette Township, Trans Associates (TA) has reviewed correspondence prepared by Gateway Engineers (Gateway) dated March 18, 2019 regarding: "Traffic Study for the Proposed Over The Bar Restaurant Development – South Fayette Township, Allegheny County, PA". The following provides an overview of the traffic analysis followed by TA's review comments.

Overview

The correspondence provides the trip generation, turn lane warrants and a sight distance evaluation for the proposed intersection of Mayview Road (SR 3005) and a site driveway serving a 5,700 square foot high-turnover sit-down restaurant and an 8,000 square foot office building development situated along the eastern side of Mayview Road. The development is proposed on a parcel at the north end of the Hastings mixed use development. With the ongoing development of the Hastings master plan, Gateway relied on the peak hour volumes projected along Mayview Road from the Proposed Hastings Mixed-Use Development Master Plan TIS, revised August 2016. TA verified that the PM peak hour volumes projected for the year 2029 along Mayview Road were consistent with those presented in the master plan TIS. Gateway did not study the weekday AM peak hour as they state that the proposed restaurant will not be open during the AM peak hour.

Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition data was used for Land Use 710 *General Office Building* and Land Use 932 *High-Turnover (Sit-Down) Restaurant*. Due to the high y-intercept of the trip generation equation for the office land use and the small floor size (8,000 sf), Gateway used the average trip generation rate. Using the ITE equations and average rates, the proposed development is projected to generate the following number of trips:

Average Weekday:	718 Total	359 Enter	359 Exit
PM Peak Hour:	65 Total	36 Enter	29 Exit

Again, since the proposed restaurant will not be open during the AM peak hour, trips were not calculated for that peak hour. TA did calculate trips for the AM peak hour assuming the restaurant was open and the total number of trips for the restaurant and the office building are similar to the number of trips generated during the PM peak hour. Pass-by trips for the restaurant were calculated by applying the average pass-by trip rate of 43 percent from the ITE Trip Generation Handbook, 3rd Edition for Land Use 932 *High-Turnover (Sit-Down) Restaurant*. Although not described in Gateway's

correspondence, the site trips appear to have been distributed in to and out of the site driveway along Mayview Road in accordance with the total external site distribution percentages from the master plan TIS.

Gateway's evaluation of turn lane warrants for Mayview Road at the proposed site drive determined that neither a northbound right turn lane, nor a southbound left turn lane are warranted. Although the PennDOT turn lane warrant sheets were not provided, TA verified that neither a northbound right turn lane, nor a southbound left turn lane met warrants. Also, the corner sight distance evaluation determined that the available sight distance is adequate looking left and right from the site drive and for performing a left turn from Mayview Road at the posted speed limit of 25 mph. Assuming an 85th percentile speed of 35 mph, the available sight distance is still adequate.

Gateway concludes that the proposed development is not anticipated to have any significant impact on operations at the site drive.

Review of TIS

TA reviewed Gateway's correspondence for completeness and accuracy in accordance with Chapter 215-23(I) of the Subdivision and Land Development Ordinance, and Chapter 211, Transportation Impact Fee.

The following comments are being provided.

1. Ref. §215-23(I)A.(3)(b). A copy of the PennDOT highway occupancy permit application for the site drive and two copies of plans must be submitted to the Township for approval.
2. The pass-by and primary trips in Table 1 are reversed.
4. Ref. §211-12B. The transportation impact fee for the proposed restaurant based on 32 primary trips at \$1,418 per new PM peak hour trip is \$45,376, not \$34,032 as stated at the top of page 5.

This concludes TA's review of the correspondence prepared by Gateway Engineers relative to the traffic analysis for the proposed Over The Bar Restaurant development along Mayview Road. Should you have any questions, do not hesitate to contact me.

Sincerely,



Robert E. Goetz, P.E.
Principal

REG:mz

cc: D. Housley, PLS – R. F. Mitall & Associates
S. McKahan – South Fayette Township
K. Brown, P.E. – Gateway Engineers
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