

September 28, 2018

Ms. Amy Kerner, P.E.  
Borough Engineer  
State College Borough  
243 South Allen Street  
State College, PA 16801

TRANSMITTAL VIA E-MAIL ONLY

RE: Traffic Impact Study Review  
132 S Garner Street Development  
Borough of State College, Centre County, PA

Dear Ms. Kerner:

Stahl Sheaffer Engineering, LLC (SSE) has reviewed the revised Traffic Impact Study for the proposed 132 South Garner Street Development, prepared by David E. Wooster and Associates, Inc., dated September 11, 2018. The following reiterates our original comments from our review letter dated July 25, 2018, followed by the current status in bold.

- Comment 1: Figure 2, Site Plan. Will any existing on-street parking remain on Hiester Street, along the property frontage, upon completion of the proposed 132 S. Garner Street development? If on-street parking is proposed to remain, please verify that required sight distance can be met.

**Comment 1 Status: This comment has been partially addressed. Per Section 3.2, Corner Sight Distance Measurements, seven (7) on-street parking spaces will be removed on the site side of Hiester Street, between Calder Way and Beaver Avenue. The removal of these parking spaces are required to accommodate the proposed site driveway and loading area, as well as to provide clear sight triangles for vehicles exiting the proposed parking garage driveway.**

**However, upon review of the sight distance exhibit provided in Appendix C, it is shown that the driver's eye of the vehicle exiting the proposed site driveway does not represent the required 10 feet from the near edge of the intersection roadway or driveway, or near edge of the closest travel lane, as detailed in PennDOT Publication 282.**

Also, upon review of the sight distance exhibit provided in Appendix C, the proposed on-street parking and on-street loading spaces are shown to provide a width of 6 feet. Per AASHTO Greenbook, 6<sup>th</sup> Edition, a minimum width of 7 feet is required for on-street parking spaces.

In addition, we were unable to verify the safe sight distances for passenger cars and exiting trucks per PennDOT Chapter 441.8(h)(1), because the roadway grades of Hiester Street and the proposed site driveways were not provided. It should be noted that Table 1 of PennDOT Chapter 441.8 only applies when the roadway grades are zero to 3 percent, either up or down grade. Adjustment factors would need to be applied when roadway grades are greater than 3 percent, as summarized in Chapter 441.8(h)(2).

Therefore, we are requesting the following be addressed:

- a. The schematic should be revised to incorporate the location of the driver's eye 10 feet back from the near edge of the closest travel lane, to verify that clear sight triangles are provided for vehicles exiting the proposed site driveway.
  - b. The schematic should be revised to incorporate a minimum of 7 feet wide on-street parking spaces.
  - c. Provide the M-950S driveway sight distance measurements form.
  - d. Provide the roadway approach grades of Hiester Street at the proposed site driveway location, as well as the approach grades of the proposed site driveway and loading area driveway.
  - e. Provide updated safe sight distance per PennDOT Chapter 441.8(h)(1)(2), incorporating the roadway grades where applicable.
- Comment 2: Section 3.1, Manual Turning Movement Counts. This section of the report should summarize whether the study area network peak hours, corridor peak hours (along College Avenue and/or Beaver Avenue), or individual intersection peak hours were utilized. Based on our review, it appears that intersection peak hours were utilized; however, the intersection turning movement count (TMC) summaries for Calder Way/Hiester Street (AM peak hour) and S. Garner Street/Hiester Street (PM peak hour) provided in Appendix B do not align with its intersection peak hour. It should be noted that the AM and PM peak hour volumes presented on Figures 3-Veh and 4-Veh reflect the correct peak hour traffic volumes; however, the pedestrian volumes presented on Figures 3-Ped and 4-Ped are incorrect for the intersections of Calder Way/Hiester Street (AM peak hour) and S. Garner Street/Calder Way (PM peak hour). Figures 3-Ped and 4-Ped should be revised and the TMC summary sheets should be updated to reflect the intersection peak hour in order to verify Synchro analysis inputs.

**Comment 2 Status: This comment has been addressed. Per Section 3.1, Manual Turning Movement Counts, the intersection peak hour of vehicular volume was utilized at each of the study intersections. Updated summary sheets have been included in Appendix B.**

- Comment 3: Section 3.1, Manual Turning Movement Counts. The existing parking lot peak hour volumes should be included on Figures 3-Veh and 4-Veh.

**Comment 3 Status: This comment has been addressed. All intersections have been included on the Figures provided in the revised study.**

- Comment 4: Figures 3 and 4, Existing 2018 Vehicular Traffic Volumes – Weekday AM Peak Hour and PM Peak Hour. Existing AM and PM peak hour traffic volumes should be balanced on S. Garner Street, between College Avenue and Beaver Avenue, on Hiester Street, between College Avenue and Calder Way (southbound direction only), and on Calder Way, between S. Garner Street and Hiester Street.

**Comment 4 Status: This comment has been addressed. Peak hour traffic volumes have been balanced between the study intersections requested.**

- Comment 5: Section 3.2 and Appendix C, Corner Sight Distance. As stated in the study, the desirable sight distance, per PennDOT Title 67, Chapter 441, is not met due to the distance from the proposed driveway location to the intersection of Beaver Avenue and Hiester Street. However, it should be noted that the minimum safe stopping sight distance required by Chapter 441 will be met. All sight distance calculations should be included in Appendix C for review.

**Comment 5 Status: This comment has not been addressed. Please see Comment 1 Status for additional comments pertaining to available and calculated sight distances, and the required sight triangle figure.**

- Comment 6: Section 3.2 and Section 15.0, Corner Sight Distance and Truck-Turning Analysis. Based on the review of the site plan (Figure 2) and the truck turning analysis diagrams presented in Appendix W, it appears that a front-load garbage truck and a single-unit/box truck could potentially obstruct sight distance of vehicles exiting the proposed parking garage driveway. Please detail the proposed loading driveway and parking garage driveway grades and demonstrate that a loading vehicle (garbage truck or single-unit/box trucks) utilizing the loading area will not impede the parking garage sight distance for a passenger car.

**Comment 6 Status: This comment has not been addressed. An exhibit was provided in Appendix C demonstrating the sight distance triangles; however, the incorrect driver's eye set back was utilized. Please see Comment 1 Status for additional comments pertaining to the available and calculate sight distances.**

- Comment 7: Section 3.3, Existing Field Conditions. The study should include photographs of all study intersections and proposed access driveways, as detailed in PennDOT's *Policies and Procedures for Transportation Impact Studies, July 2017*.

**Comment 7 Status: This comment has been addressed.**

- Comment 8: Section 4.2, Existing Conditions Capacity Calculations. The pedestrian volumes for the Calder Way/Hiester Street intersection should be updated to reflect the intersection AM peak hour (see Comment 2). Please revise all Synchro analysis conditions for the AM peak hour.

**Comment 8 Status: This comment has been addressed.**

- Comment 9: Table 1D, Level of Service Summary Beaver Avenue (SR 0026) & Hiester Street. The Synchro HCM 2010 report does not provide a level of service (LOS) or delay for the southbound approach; however, a LOS and delay are provided with the Synchro Percentile Delay and HCM 2000 reports. Therefore, the LOS and delay for this intersection should be reported using Synchro Percentile Delay. Please update Table 1D and provide updated Synchro printouts in the Appendix for all analysis conditions and peak hours summarizing the Synchro Percentile Delay level of service.

**Comment 9 Status: This comment has been addressed. Table 1D, Level of Service Summary at Beaver Avenue and Hiester Street, the capacity analysis results for the intersection of Beaver Avenue and Hiester Street have been updated to incorporate the Synchro Percentile Delay. However, the revised study experienced the same issue with HCM 2010 not reporting the LOS and delay on the side street approach at the intersection of College Avenue and Hiester Street. Therefore, the capacity analysis reported for intersection of College Avenue and Hiester Street utilizes the Synchro Percentile Delay, as summarized in Table 1B of the revised study.**

- Comment 10: Section 4.3, Lane Utilization Factors. Lane utilization factors were calculated along the College Avenue and Beaver Avenue approaches; however, these factors were only incorporated at the intersection of Beaver Avenue and S. Garner Street intersection in the HCM 2010 input window in Synchro. The calculated lane utilization factors should also be entered in the Synchro "Lanes Setting" for all movements calculated, and for all conditions and peak hours analyzed.

**Comment 10 Status: This comment has been partially addressed. The lane utilization factors were updated in the revised Synchro files; however, the lane utilization factor calculations were not included in Appendix H. Please include the calculations in the subsequent revised study.**

- Comment 11: Section 8.2, Pedestrian Trip Distribution – Figures 23 & 24. The total AM and PM peak hour pedestrian trips shown on Figures 23 and 24 do not capture the total forecasted pedestrian trips presented on Table 2B. The total pedestrian trips forecasted for the AM peak

hour is 66 pedestrians (28 pedestrians entering and 38 pedestrians exiting), as summarized on Table 2B. However, Figure 23 (Forecasted Pedestrian Trip Additions Weekday – AM Peak Hour) shows the total pedestrian trips entering/exiting the proposed development is 51 pedestrians, with 36 pedestrian crossing Calder Way at S. Garner Street, 6 pedestrians crossing Hiester Street at Calder Way and 9 pedestrians crossing Hiester Street at Beaver Avenue (36+6+9=51). Likewise, the total pedestrian forecasted for the PM peak hour is 205 pedestrians (111 pedestrians entering and 94 pedestrians exiting), as summarized on Table 2B. However, Figure 24 (Forecasted Pedestrian Trip Additions Weekday – PM Peak Hour) shows the total pedestrian trips entering/exiting the proposed development is 158 pedestrians, with 111 pedestrians crossing Calder Way at S. Garner Street, 18 pedestrians crossing Hiester Street at Calder Way and 29 pedestrians crossing Hiester Street at Beaver Avenue (111+18+29=158). Please revised Figures 24 and 25 to incorporate all forecasted pedestrians and update all analyses accordingly (see Comment 12).

**Comment 11 Status: This comment has been addressed. The total forecasted pedestrian trips of the proposed development have been incorporated in the study area.**

- Comment 12: Section 8.2, Pedestrian Trip Distribution – Figures 23 & 24. We concur on the methodology used to determine how many pedestrians are destined to each study intersection; however, the distribution of these pedestrian trips at each respective study intersection should be based on the existing pedestrian crossing patterns at that intersection. For instance, Figure 23 shows 36 pedestrians are forecasted to be destined to the College Avenue/S. Garner Street intersection; however, not all 36 pedestrians will cross on the western leg of the intersection. Please revise Figures 24 and 25 and update all analyses accordingly (see Comment 11).

**Comment 12 Status: This comment has been addressed.**

- Comment 13: Section 9.1, Reassignment of Parking Lot Trips. The existing parking lot AM peak hour of site generated traffic occurs from 8:00 AM to 9:00 AM; however, the summary sheet provided in Appendix B indicates the AM peak occurs from 7:45 AM to 8:45 AM. Please update the summary sheet to reflect the AM peak hour of site traffic (8:00 AM to 9:00 AM) and update Figure 25, Reassignment of Existing Parking Lot Trips Weekday – AM Peak Hour, and all subsequent figures and analyses.

**Comment 13 Status: This comment has been addressed.**

- Comment 14: Section 9.1, Reassignment of Parking Lot Trips, Figures 25 and 26. It should be assumed that existing left turns entering the parking lot arriving via S. Garner Street will continue straight and then turn left onto College Avenue, destined to another public parking location. Please update Figures 25 and 26, and all subsequent figures and analyses.

**Comment 14 Status: This comment has been addressed.**

- Comment 15: Section 9.1, Reassignment of Parking Lot Trips. On Figure 26, Reassignment of Existing Parking Lot Trips Weekday – PM Peak Hour, at the intersection of Beaver Avenue and S. Garner Street, the westbound left turn movement indicates 11 PM peak hour entering trips will be removed and the northbound through movement indicates 7 PM peak hour entering trips will be removed; however, only 7 trips are entering via the northbound approach on S. Garner Street. Please revise Figure 26 to show only 7 northbound left turns being rerouted (see Comment 14).

**Comment 15 Status: This comment has been addressed.**

- Comment 16: Sections 9.3 and 10.2, Capacity Analyses. The intersection of Hiester Street and proposed site driveway (parking garage access) should be included as part of the capacity and queue analysis.

**Comment 16 Status: This comment has been addressed. The proposed parking garage site driveway is forecasted to operate at an LOS B or better.**

- Comment 17: Sections 9.3 and 10.2, Capacity Analyses. At the intersection of College Avenue (SR 0026) and Hiester Street, the northbound Hiester Street approach and overall intersection are forecasted to experience a significant increase in delay, operating at failure conditions (LOS F), when comparing without development conditions to with development conditions. The following summarizes the forecasted decreases in level of service/increases in delay at the intersection of College Avenue (SR 0026) and Hiester Street, as presented in Table 1B from the TIS:

2020 Without Development to 2020 With Development Conditions:

- The northbound Hiester Street approach is forecasted to increase in delay by 619.7 seconds, from LOS F (176.6 seconds) without development conditions to LOS F (796.0 seconds) with development conditions during the PM peak hour.
- The overall intersection is forecasted to decrease level of service/increase delay from LOS A (7.7 seconds) without development conditions to LOS F (65.7 seconds) with development conditions during the PM peak hour. This results in an overall intersection increase in delay by 58.0 seconds.

2025 Without Development to 2020 With Development Conditions:

- The northbound Hiester Street approach is forecasted to increase in delay by 674.1 seconds, from LOS F (194.2 seconds) without development conditions to LOS F (868.3 seconds) with development conditions during the PM peak hour.
- The overall intersection is forecasted to decrease level of service/increase delay from LOS A (8.3 seconds) without development conditions to LOS F

(70.1 seconds) with development conditions during the PM peak hour. This results in an overall intersection increase in delay by 61.8 seconds.

Per PennDOT's *Policies and Procedures for Transportation Impact Studies*, dated July 2017 (PennDOT's Policies and Procedures guidelines), if evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection level of service has dropped, the applicant will be required to mitigate the level of service if the increase in overall intersection delay is greater than 10-seconds. As detailed above, the overall intersection delay is forecasted to increase by 58.0 seconds during year 2020 and by 61.8 seconds during year 2025 when comparing the without development scenario to the with development scenario.

PennDOT's Policies and Procedures guidelines for unsignalized intersections also indicates that if a lane movement LOS drops occurs, the toolbox for unsignalized intersection evaluation should be considered. The toolbox for unsignalized intersection evaluation includes alternative routes and connectivity evaluation, queuing evaluation, gap evaluation, turn restriction evaluation, median barrier evaluation, and traffic signal evaluation.

The TIS included a queuing evaluation and signal warrant evaluation. The queuing evaluation, summarized on Table 3A and Table 3B, indicates that the northbound Hiester Street queue is forecasted to spill back through the adjacent intersection of Calder Way. The traffic signal evaluation indicates that a peak hour signal warrant is not met at the intersection of College Avenue and Hiester Street.

Of the remaining recommended evaluations for unsignalized intersections, as summarized in PennDOT's Policies and Procedures guidelines, SSE recommends a gap study be completed at the intersection of College Avenue and Hiester Street. The gap study will be utilized to adjust the critical gap, follow-up time, and critical headway in the Synchro capacity and queue analysis. Highway Capacity Manual (HCM) equations do not consider localized factors such as driver behavior, upstream traffic controls, and vehicle platooning and other geometric factors. Gap studies provide critical supporting data necessary in calibrating either an HCM based or microsimulation based model. Capacity and queue analyses for all conditions and peak hours studied should be updated accordingly.

**Comment 17 Status: This comment has been addressed. A Gap Study was conducted and provided in the revised study. Results of the gap study indicates that sufficient gaps occur on College Avenue at its intersection with Hiester Street.**

- Comment 18: Section 14.0: Sidewalk Level-of-Service Analysis. Please detail the existing and proposed sidewalk width on Hiester Street, along the property frontage.

**Comment 18 Status: This comment has been addressed. The existing 5-foot-wide sidewalk on Hiester Street will be replaced with a new 5-foot-wide sidewalk.**

- Comment 19: Section 15.0 and Appendix W: Truck-Turning Analysis. In Appendix W, Sheet 2 of 3, the maneuver of the front-loading garbage truck shown on this figure does not include all edge of vehicle trace lines. The maneuvers of the front-loading should be completed, showing all edge of vehicle trace lines, for each proposed trash loading space for the following scenarios:

Destined to/from North on Hiester Street:

- Entering via southbound Hiester Street, turning left into trash loading space 1.
- Entering via southbound Hiester Street, turning left into trash loading space 2.
- Exiting trash loading space 1, destined to the north via Hiester Street.
- Exiting trash loading space 2, destined to the north via Hiester Street.

Destined to/from South on Hiester Street:

- Entering via northbound Hiester Street, turning right into trash loading space 1.
- Entering via northbound Hiester Street, turning right into trash loading space 2.
- Exiting trash loading space 1, destined to the south via Hiester Street.
- Exiting trash loading space 2, destined to the south via Hiester Street.

**Comment 19 Status:** This comment has been partially addressed. Auto turn for all maneuvers requested were completed for a front-loading garbage truck and included in Appendix W. Based on the auto turn exhibits for a front-loading garbage truck accessing the refuse/recycling/loading area on Hiester Street, it is shown that the front-loading garbage truck will obstruct the pedestrian sidewalk and encroach onto Hiester Street, adjacent to the site. In addition, the maneuvers completed to access the refuse/recycling/loading area shows that a front-loading garbage truck overhang will impede on the sidewalk opposite the refuse/recycling/loading area. As detailed in Section 15.0, Truck-Turning Analysis, it is anticipated that the operational plan for garbage pick is to wheel dumpsters onto Hiester Street and it is not anticipated for garbage trucks to access the refuse/recycling/loading area. This operation of trash pick-up is recommended and should be scheduled to be completed during off-peak hours. In addition, the on-street loading space should provide a minimum width of 7 feet (See Comment 1 Status). The on-street parking and loading width of 7 feet should be updated on the auto turn figures.

- **Comment 20: Section 15.0 and Appendix W: Truck-Turning Analysis.** The turning maneuvers provided on Sheets 2 and 3 in Appendix W shows both a front-loading garbage truck and a single unit/box truck blocking the sidewalk while within the trash loading area. In addition, the proposed front-loading garbage truck is also shown to be encroaching onto Hiester Street while within the trash loading area. Based on the truck turning movement analysis provided, there is potential that these loading vehicles could also obstruct sight distance of vehicles exiting the proposed parking garage driveway, which is adjacent to the loading driveway. Please detail the proposed loading/trash driveway, including anticipated loading area depth and dimensions of the anticipated garbage truck. Could a garbage truck access this area without blocking the sidewalk and/or Hiester Street? In addition, demonstrate that a loading vehicle (garbage truck or single-unit/box truck) utilizing the loading area will not impede the parking garage driveway sight distance for a passenger car (see Comment 6).

**Comment 20 Status: This comment has not been addressed. As shown in the auto turn diagrams provided in Appendix W, a single unit truck is anticipated to fully obstruct the sidewalk when parked in the refuse/recycling/loading area. Obstructing the sidewalk with a single unit truck, or other large loading vehicle, will force pedestrians onto the road to pass the truck. Obstruction of the sidewalk is not in compliance with ADA requirements and standards.**

**It should be noted that an off-street loading space should provide a minimum of 12 feet in width and 45 feet in length, per the Borough of State College Zoning and Land Development requirements. Per the Garage Driveway Sight Distance Exhibit, provided in Appendix C, the refuse/recycling/loading area provides a total width of approximately 22 feet and a total length of approximately 25 feet (from edge of sidewalk). Therefore, the proposed loading area cannot adequately accommodate any size delivery truck.**

**In addition, the sight distance triangles exhibit provided in Appendix C did not utilize the correct driver's eye set back of 10 feet. Therefore, we were not able to verify that a loading vehicle will obstruct the sight distance of vehicles exiting the proposed parking garage driveway. Please see Comment 1 Status for further details pertaining to sight distance.**

**Comment 21: Section 16.0, Summary and Conclusion.** The conclusion indicates that the northbound Hiester Street approach at College Avenue will operate at a LOS F with a 796 second and 868.3 second delay during the PM peak hour for 2020 and 2025 with development conditions (per Table 1B), respectively. In addition, the northbound Hiester Street queue is forecasted to extend from College Avenue back through the intersection of Calder Way. Due to the increase in vehicular delay and queues along Hiester Street, and overall increase in pedestrian trips due to the proposed development, SSE recommends improvements to pedestrian accommodations at the intersection of Hiester Street and Calder Way be implemented as part of the mitigations for the proposed development. Improvements should include a painted crosswalk on the east leg of Calder Way and upgraded ADA-compliant pedestrian ramps. These mitigations should be summarized in Section 16.0 in the TIS. It

should be noted that additional comments may be forthcoming based on the results from the Gap Study, as discussed in Comment 17.

**Comment 21 Status: This comment has been addressed. A gap study was completed (See Comment 17) and the results indicated that sufficient gaps occur on College Avenue at its intersection with Hiester Street. As detailed in Section 17.0, Summary and Conclusions, a painted crosswalk will be installed on the east side of the intersection of Hiester Street and Calder Way. In addition, upgraded ADA compliant pedestrian ramps will be installed on the northeast and southeast corners of the Hiester Street and Calder Way intersection.**

- Comment 22: Section 16.0, Summary and Conclusion. At the intersection of Hiester Street and Calder Way, a Do Not Enter sign (R5-1) should be posted on the eastern leg of Calder Way to prohibit vehicles from traveling in the eastbound direction on Calder Way, which currently operates as one-way in the westbound direction within the study area. Based on the unsignalized intersection schematic provided in Appendix D, a Do Not Enter sign is currently not present. This mitigation should be summarized in Section 16.0 in the TIS.

**Comment 22 Status: This comment has been addressed. As detailed in Section 17.0, Summary and Conclusions, a Do Not Enter (R5-1) sign will be installed on the eastern-leg of the intersection of Calder Way and Hiester Street, to prohibit vehicles from traveling in the eastbound direction on Calder way.**

- Comment 23: Section 16.0, Summary and Conclusion. A Stop sign (R1-1) should be installed on the proposed parking garage driveway approach to Hiester Street. This mitigation should be summarized in Section 16.0 in the TIS.

**Comment 23 Status: This comment has been addressed. As detailed in Section 17.0, Summary and Conclusions, a stop sign will be installed on the westbound driveway approach to Hiester Street.**

- Comment 24: Section 16.0, Summary and Conclusion. This section of the text should summarize the updated parking signage for the anticipated changes to the on-street parking along Hiester Street upon completion of the proposed development (see Comment 1). These changes and parking signage should be summarized in Section 16.0 in the TIS.

**Comment 24 Status: This comment has been addressed. As detailed in Section 17.0, Summary and Conclusions, no parking signage will be installed to prohibit vehicles from parking within the proposed loading zone, located north of the loading area driveway, and from the proposed parking garage driveway to the first lined on-street parking space, south of the proposed parking garage driveway.**

- Comment 25: Section 16.0, Summary and Conclusion. Based on the site plan presented on Figure 2, it appears that upgraded ADA-compliant pedestrian ramps are proposed at all pedestrian crossing locations adjacent to the proposed development. Section 16.0 should

summarize where the proposed upgraded ADA-compliant pedestrian ramps will be installed as part of the proposed development mitigations.

**Comment 25 Status:** This comment has not been addressed. As detailed in Section 17.0, Summary and Conclusions, ADA compliant pedestrian ramps are proposed to be installed at the following locations:

- Beaver Avenue and Hiester Street – Northeast corner (site corner only)
- Beaver Avenue and Garner Street – Northwest corner (site corner only)
- Garner Street and Calder Way – Southwest corner (site corner only)

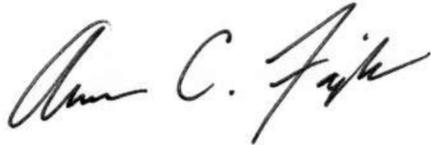
To provide adequate pedestrian crossing at those locations, ADA compliant pedestrian ramps should be installed on the both sides of the pedestrian crossing. Therefore, ADA-compliant ramps should be installed at the following locations:

- Beaver Avenue and Hiester Street
    - Crossing Hiester Street – Northeast corner and Northwest corner
    - Crossing Beaver Avenue (eastern-leg) – Northeast corner and Southeast corner
  - Beaver Avenue and Garner Street
    - Crossing Garner Street (northern-leg) – Northwest corner and Northeast corner
    - Crossing Beaver Avenue (western-leg) – Northwest corner and Southwest corner
  - Garner Street and Calder Way
    - Crossing Calder Way (eastern-leg) – Southwest corner and Northwest corner
- Comment 26: Section 16.0, Summary and Conclusion. At the intersection of S. Garner Street and Calder Way, a Horizontal Left One-Way Sign (R6-1L) should be posted on the west leg of Calder Way. Based on the unsignalized intersection schematic provided in Appendix D, a one-way sign is currently not present. This mitigation should be summarized in Section 16.0 in the TIS.

**Comment 26 Status:** This comment has been addressed. As detailed in Section 17.0, Summary and Conclusions, a Horizontal Left One-Way Sign (R6-1L) will be installed on the west leg of the S. Garner Street/Calder Way intersection.

This completes our review of the submission. At this time, we recommend that all outstanding comments be addressed and a revised TIS be submitted for review. If you have any questions, feel free to call or e-mail [afayish@sse-llc.com](mailto:afayish@sse-llc.com).

Respectfully Submitted,



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17-411/Project File