Trip Generation & Trip Distribution Study

3401-3405 N. Front Street
Susquehanna Township
Dauphin County, PA

Prepared For:

Susquehanna Township
1900 Linglestown Road
Harrisburg, PA 17111

On Behalf of:

Linlo Properties, LLC
150 Corporate Center Drive
Suite 100
Camp Hill, PA 17011

Submitted By:

Pennoni Associates Inc.
2571 Park Center Boulevard
Suite 2
State College, PA 16801

Jason W. Stimmel, PE
PENNSYLVANIA P.E. NO. 075901

LINLO2003

August 2021

INTRODUCTION

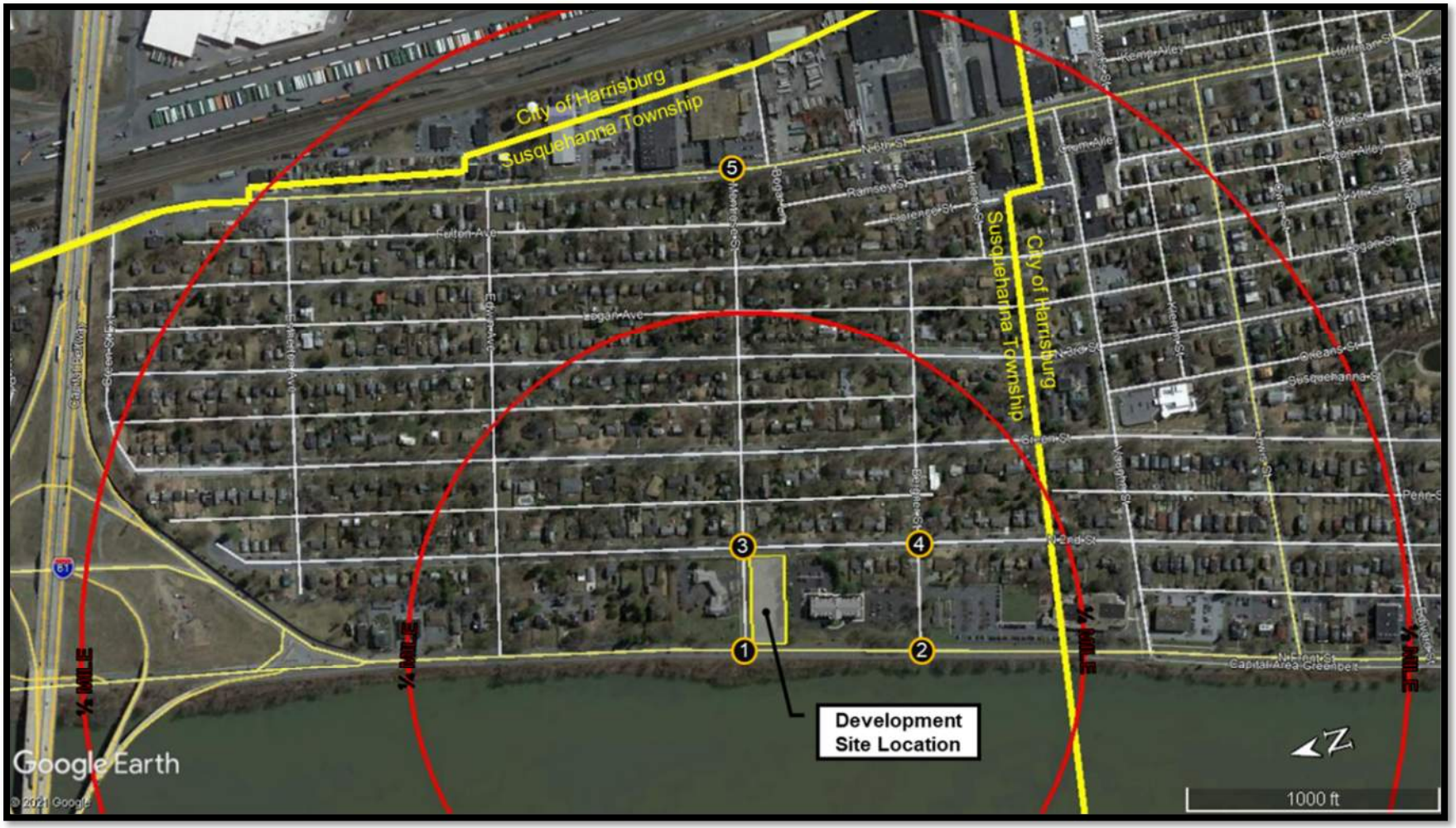
Pennoni has prepared this document to address traffic and safety concerns for the land development plan of the 3401-3405 N. Front Street parcel, located at the intersection of N. Front Street (SR 3009) and Montrose Street in Susquehanna Township, Dauphin County PA. The proposed development for the site is a single story 12,333 SF building that will provide medical and office space with attendant parking. The tenant is looking to establish a medical dialysis services center to address currently underserved needs in the area.

This report provides documentation of the potential trip generation for the type of development proposed, an evaluation of the likely distribution of the vehicle trips to and from the site, and a review of the existing crash history for the adjacent roadways and intersections. Analysis of traffic operations, driveway/intersection sight-distance, auxiliary lane warrants, and traffic signal warrants are not a part of this study.

The general study area for this study is bounded by the I-81 interchange to the north, Vaughn Street to the south, N. Front Street (SR 3009) and N. 6th Street to the east. Figure 1 shows the location of the property in relation to the surrounding area.

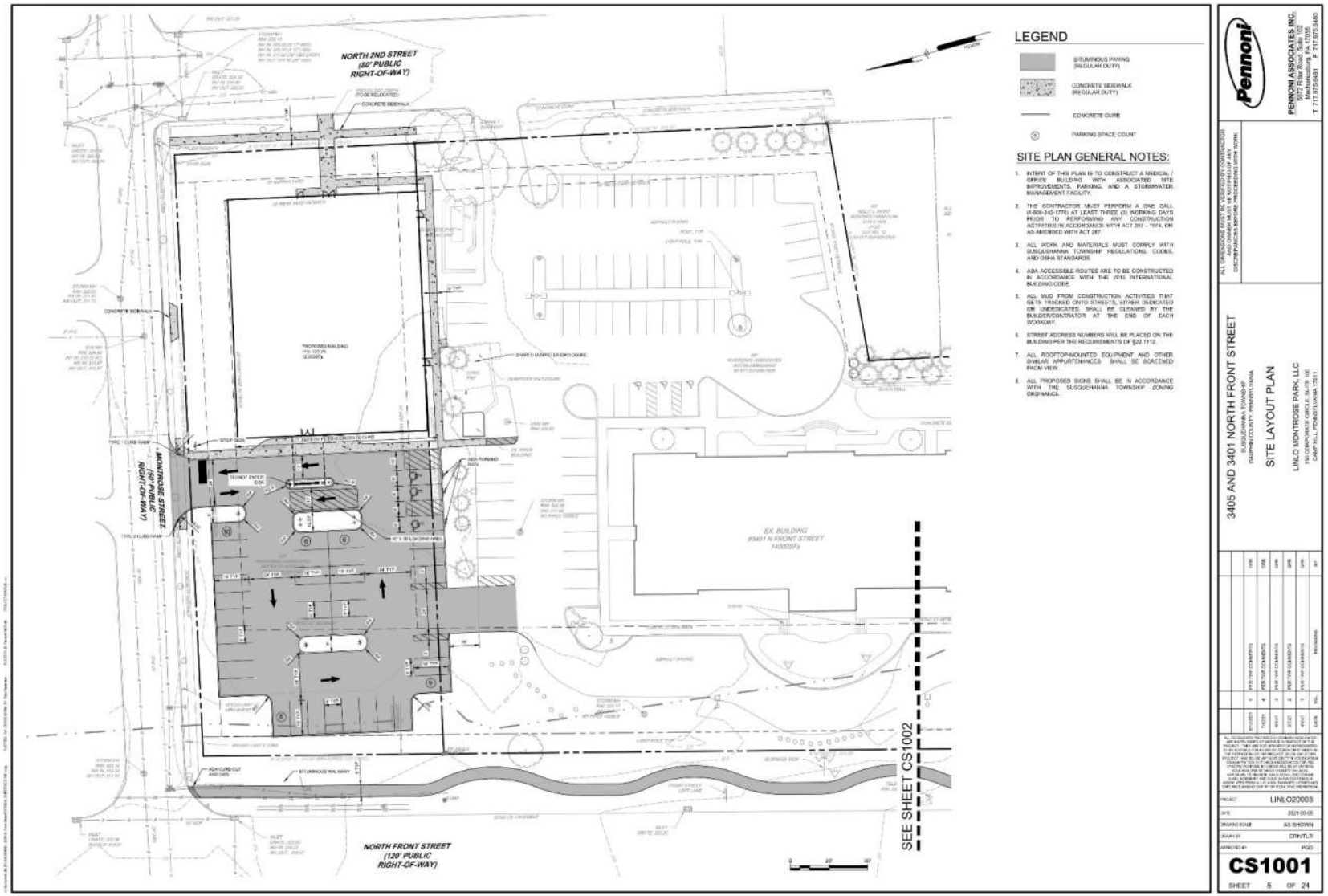
A driveway is proposed along Montrose Street between the N. Front Street and N. Second Street intersections that will serve as the primary access to the site. An internal connection to the adjacent developed parcel will also provide for secondary access to N. Second Street and Bergner Street at existing driveways. Figure 2 is a representation of the current site development plans at the time this report was drafted.

FIGURE 1: SITE LOCATION



Note: Study Area intersection numbers depicted in figure reference the Study Area intersection list

FIGURE 2: SITE DEVELOPMENT PLAN



Scope of Study

As requested by Susquehanna Township and in accordance with §22-1302 of the Township's Subdivision and Land Development Ordinance (SALDO), an evaluation of the trip generation for the development was prepared to assess if the full occupancy and use of the site will generate less than the 750 vehicle trips per day that is established as the threshold for warranting a traffic study. Additionally, a review of the crash history for the most recent five years of available data was conducted to identify any potential safety concerns.

Study Area

The study area that was evaluated for this study includes the following intersections and roadway facilities that are adjacent to the subject site:

- (Intersection 1): N. Front Street (SR 3009) and Montrose Street
- (Intersection 2): N. Front Street (SR 3009) and Bergner Street
- (Intersection 3): N. Second Street and Montrose Street
- (Intersection 4): N. Second Street and Bergner Street
- (Intersection 5): N. Sixth Street and Montrose Street
- (Roadway Segment): N. Front Street (SR 3009) between Edwin Street and Vaughn Street
- (Roadway Segment): N. Second Street between Edwin Street and Vaughn Street

Study Methodology

The analysis for this report included the following principal tasks:

- A review of available traffic data sourced from PennDOT and the Tri-County Regional Planning Commission, Harrisburg Area Transportation Study.
- Trip generation using Institute of Transportation Engineers (ITE) rates.
- Trip generation using operation practices of existing medical dialysis clinics for comparison.
- Developing trip distribution for site generated trips based on existing traffic data.
- Evaluation of the most recent five (5) years of crash data and records for the study area intersection and roadways.

Existing Traffic Volumes

To assess the existing traffic patterns, Pennoni obtained daily traffic count data for N. Front Street, N. Second Street, N. Sixth Street, Montrose Street and Bergner Street in the vicinity of the proposed site development. There were no intersection turning movement counts available for the study area intersections, however daily traffic count data was obtained for the study area roadways. The existing traffic data was attained from PennDOT's Traffic Information Repository and from the Tri-County Regional Planning Commission, Harrisburg Area Transportation Study. The traffic count data is included in Appendix A and a summary of the traffic data is shown on Figure 3 for the study area roadways.

Crash Data

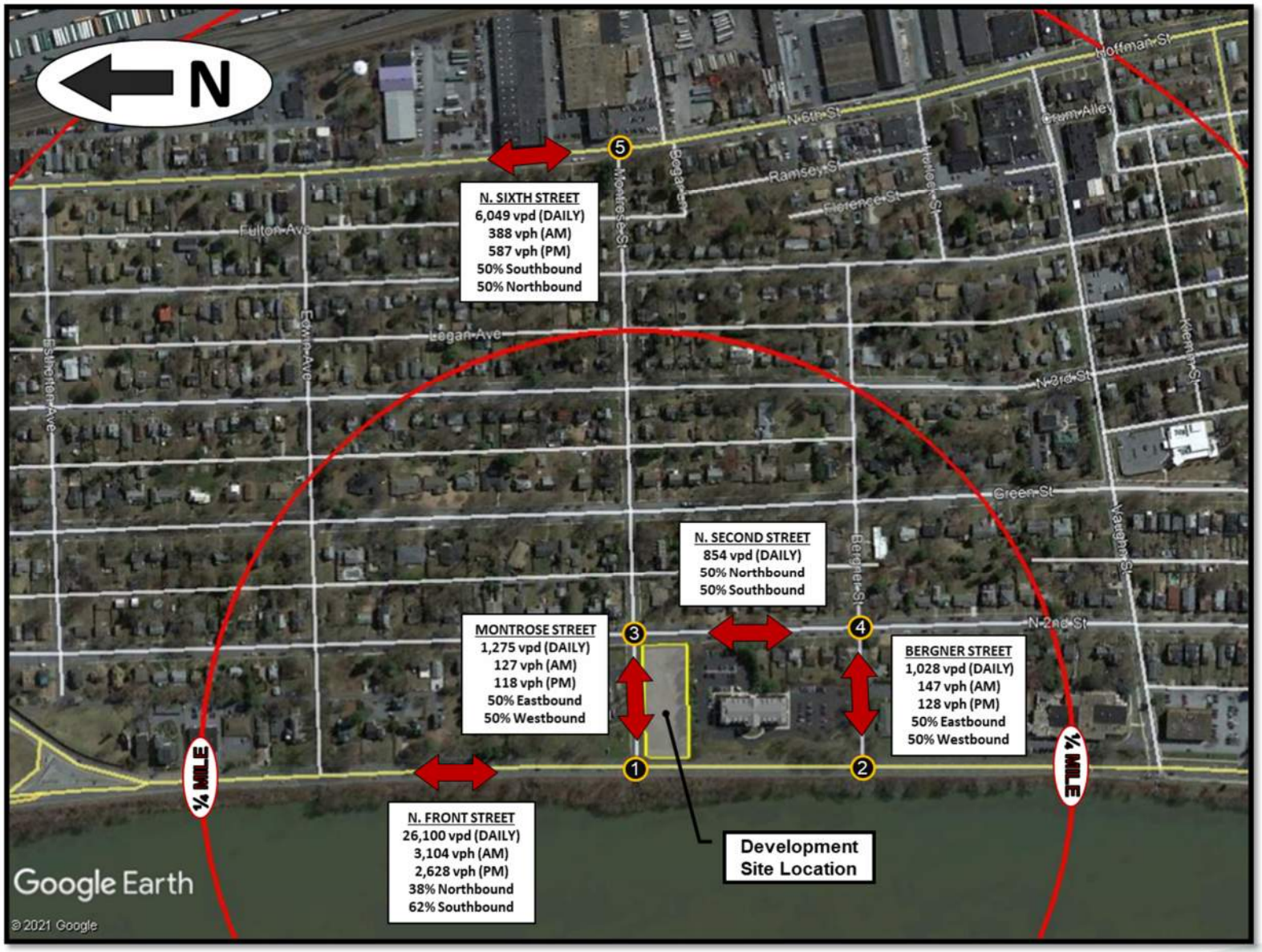
Five (5) year crash histories for each of the study area intersections was obtained from PennDOT's Pennsylvania Crash Information Tool (PCIT) database for reportable crashes and from Susquehanna Township for any non-reportable crashes. The yearly total number of crashes by intersection are summarized in Table 1.

TABLE 1: STUDY AREA CRASH HISTORY SUMMARY

Intersection	2016	2017	2018	2019	2020	5-Year Total
1. N. Front Street & Montrose Street	3	3	5	2	2	15
2. N. Front Street & Bergner Street	0	4	1	3	0	8
3. N. Second Street & Montrose Street	0	0	0	0	0	0
4. N. Second Street & Bergner Street	0	0	0	0	0	0
5. N. Sixth Street & Montrose Street	0	0	4	0	0	4
N. Front Street (Between Edwin Street & Vaugh Street)	4	5	7	3	1	29
N. Second Street (Between Edwin Street & Vaugh Street)	0	1	0	0	1	2

A detailed evaluation of the crash data was completed for Susquehanna Township and has been submitted under separate cover in accordance with PA Consolidated Statutes Title 75 – Vehicles (Vehicle Code) Section 3754 and 23 U.S.C. Section 409.

FIGURE 3: EXISTING TRAFFIC VOLUMES



Site Trip Generation

Pennoni utilized the Institute of Transportation Engineers (ITE) *Trip Generation (10th Edition)* Manual for trip generation calculations for the site, based on the proposed development, as summarized below in Table 2. The use of ITE Land Use (LU) Code 720 for Medical Office space provides the most conservative trip generation for the medical dialysis clinic that is the proposed tenant for the site. Using the overall square footage (SF) for the proposed building, a total of 429 weekday vehicle trips would be generated by the medical dialysis clinic.

TABLE 2: PROPOSED TRIP GENERATION SUMMARY

Proposed Use	Trip Generation Description (#) ITE LU Code (1)	Weekday			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
		In	Out	Total	In	Out	Total	In	Out	Total
(12,333 SF) Medical Dialysis Center	720 – Medical Office	**215**	**214**	**429**	**27**	**8**	**35**	**12**	**32**	**44**
FOR COMPARISON:										
(7,243 SF) Medical Dialysis Center & (5,090 SF) Office	(3) Dialysis Care Centers 710 – General Office	27 30 **57**	27 29 **56**	54 59 **113**	4 27 **31**	2 4 **6**	6 31 **37**	3 1 **4**	4 6 **10**	7 7 **14**

(1) ITE Trip Generation Manual, 10th Edition

For comparison purposes, similar operational medical dialysis clinics in the region were contacted to inquire about typical patient to staff ratios and the number of patients served per day. Typically staffing is arranged for one nurse to every three (3) patients with one (1) on-call doctor present. Medical dialysis treatments last anywhere from four (4) to five (5) hours with an additional hour for observation of patient before check-out. Patients are scheduled to arrive in the morning between 6:30am and 8:00am. No patients are scheduled for the afternoons to permit staff time to clean up and complete medical paperwork before leaving.

For this proposed clinic, 7,243 SF will be the size of the dialysis center to accommodate up to 20 patients simultaneously with the remaining 5,090 SF set for office space. This dialysis clinic will also only operate on Monday, Wednesday, Friday and Saturdays (once clinic is at full capacity). Using the staffing and operational information provided, the medical dialysis clinic would generate 54 weekday vehicle trips, with the remaining office space (leased to a separate tenant) generating an additional 59 weekday vehicle trips. The office space trip generation was based on ITE LU Code 710 for General Office. In total, the combination of the operations of the medical dialysis clinic and occupancy of the remaining office space would generate 113 weekday vehicle trips.

TRIP GENERATION REDUCTIONS

For the purposes of this study, no pass-by trips or other reductions were considered as part of the trip generation calculations for the proposed uses.

The location of this site does provide direct access to Capital Area Transit bus services; however, no trip reduction was applied to be conservative. Additionally, most patients are expected to arrive by paratransit services that would provide direct transportation to the clinic for multiple patients simultaneously. In comparison to other operational dialysis clinics, only about 30% of the patients arrive via personal vehicle. Again, for the purpose of being conservative, no reduction was applied to the trip generation.

TRIP GENERATION SUMMARY

For either method of trip generation, the proposed site development will generate less than the 750 vehicle trips established in Susquehanna Township's SALDO (§22-1302) as the threshold for warranting a traffic study. It is also noted that the total square footage of the proposed building is below the 20,000 SF of total floor area for non-residential uses that is also provided in the SALDO as a threshold for warranting a traffic study.

Additionally, Table 2 summarizes the number of vehicle trips generated for the peak hour of the site during the morning and afternoon. This represents the number of trips generated by the site that would coincide with the peak hour of the adjacent streets (the AM and PM traffic volume peak hours). It is also to be noted that these calculated peak hour trips are considerably more conservative than the peak hour trips that would be generated for the proposed medical dialysis care center and offices.

Documentation in support of the trip generation for the site is provided in Appendix B.

Site Trip Distribution

The anticipated trips generated by the site (as shown in Table 2) were assigned to the roadway network based upon the existing traffic volumes which were used to determine where trips to the site would likely arrive and depart. Using this methodology, the following trip distribution percentages were determined:

- 50% via N. Front Street (SR 3009) to/from the north and the I-81 interchange.
- 30% via N. Front Street (SR 3009) to/from the south and Division Street.
- 18% via Montrose Street and to/from N. Sixth Street.
- 2% via N. Second Street to/from the south.

The development of the trip distribution percentages for the site generated trips is summarized in Figure 4. Figure 5 shows the distribution of the total number of daily trips (entering and exiting the site) to the study area roadways.

FIGURE 4: TRIP DISTRIBUTION DEVELOPMENT

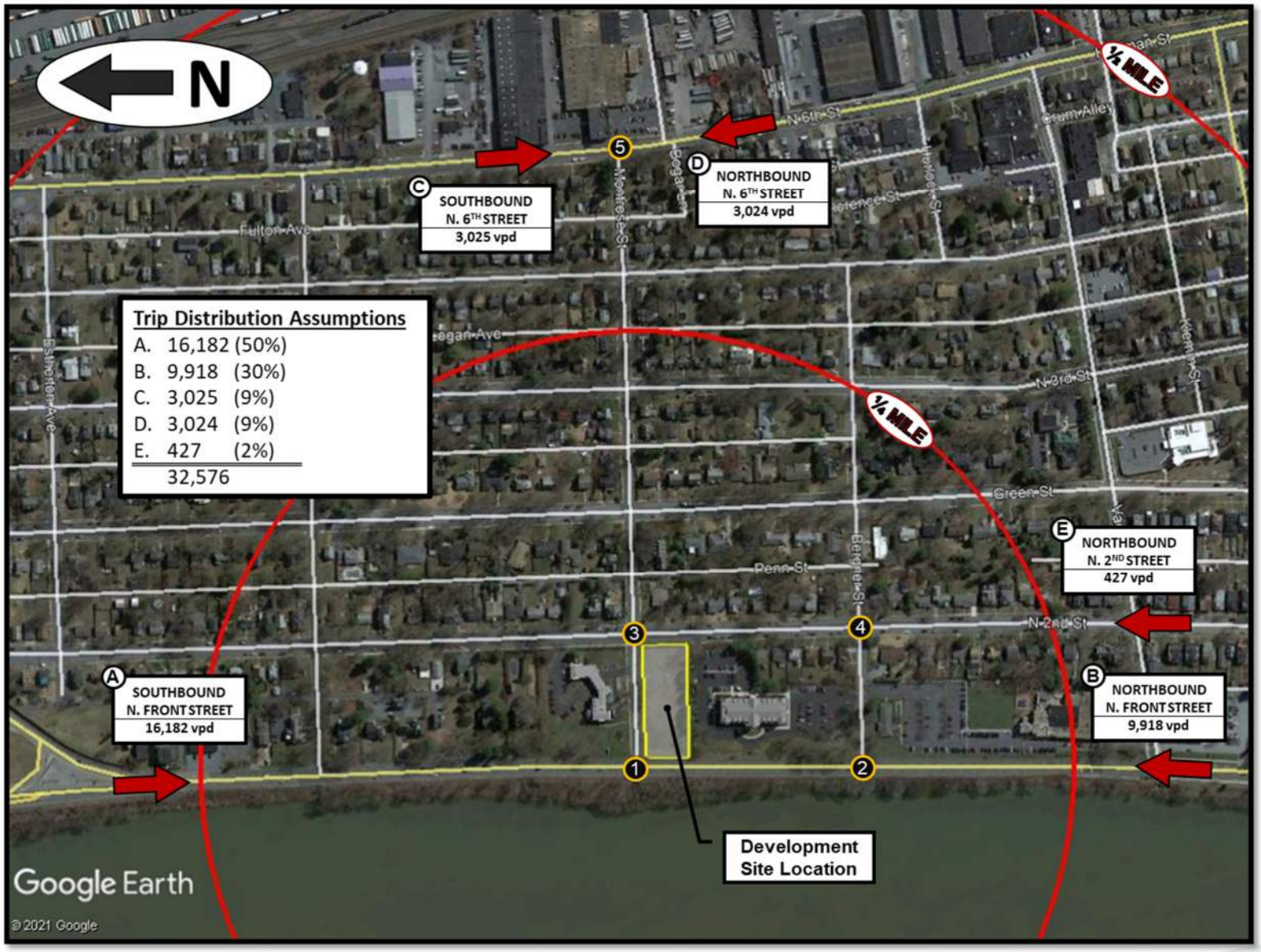
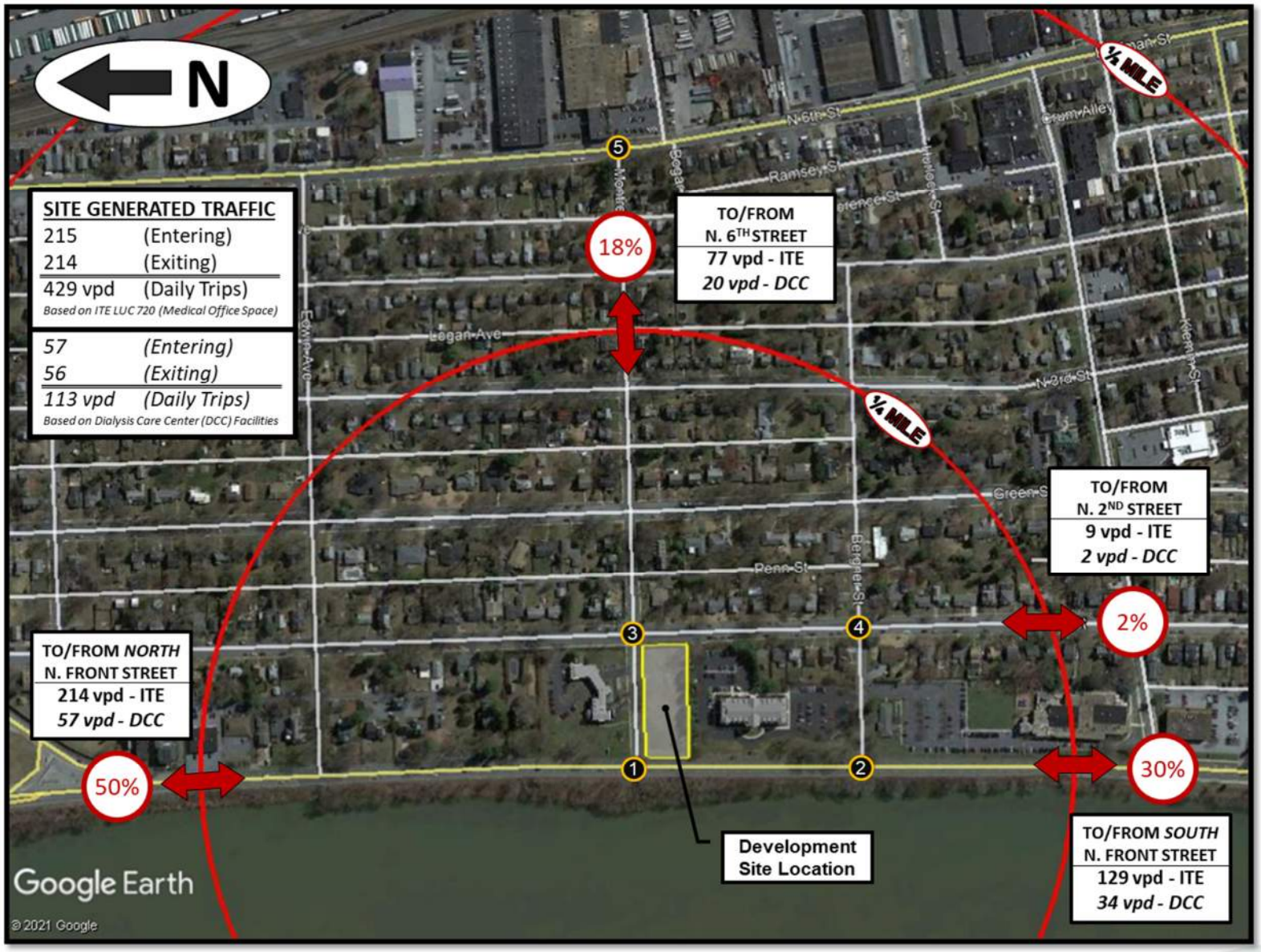


FIGURE 5: DISTRIBUTION OF DAILY TRIPS GENERATED BY SITE DEVELOPMENT



Conclusions

The report demonstrates that the proposed development of the 3401-3405 N. Front Street site for a medical dialysis care facility and office space will not generate new daily vehicle trip totals that would exceed the 750 vehicles per day threshold established in §22-1302 of the Township's Subdivision and Land Development Ordinance (SALDO). Two methods of trip generation for the site were provided in this report for comparison: a conservative approach that used the ITE Land Use Code 720 for Medical Office Space applied to the total square footage of the proposed building, and an approach based on similar medical dialysis centers already operating in the region.

The conservative approach indicated that the site may generate 429 new trips per day (combined entering/existing) during the weekday. In comparison, trip generation based on the operations of similar medical dialysis centers and for the general office space calculated that the site would generate 113 new trips per day (combined entering/existing) during the weekday.

For both trip generation scenarios, the expected number of trips to be generated by the site during the AM and PM peak hour were also reported. This was provided for context with the understanding that N. Front Street (SR 3009) is a busy principal arterial through the study area and there currently are turning restrictions posted for N. Front Street and several side streets. The peak hour traffic volumes generated by the site are minor in proportion to existing peak hour traffic volumes along the study area roadways. As such, changes to traffic delays or queues would be negligible, with any impacts difficult to quantify and not susceptible to mitigation.

This report also examined the crash history for the study area roadways and intersections. This was done to examine if there are any concerns to safety that may arise with the addition of the new vehicle trips generated by the proposed development. Both reportable and non-reportable crashes were summarized. A detailed analysis of the crash data was provided under separate cover in accordance with PA Consolidated Statutes Title 75 – Vehicles (Vehicle Code) Section 3754 and 23 U.S.C. Section 409

In summary, this proposed development (a medical dialysis care center and general office space) will not generate new vehicle trips in such volume that would result in mitigatable impacts to traffic conditions. Additionally, with attention to the total number of new vehicle trips generated by the site in proportion to the existing traffic volumes, and the overall crash trends reported; no change in crash trends or degradation in safety is expected. For these reasons, and in consideration of the municipality's SALDO, a formal traffic study for this development should not be warranted.

APPENDIX A

TRAFFIC VOLUME DATA

3401-3405 N. FRONT STREET
TRIP GENERATION & DISTRIBUTION STUDY
SUSQUEHANNA TOWNSHIP, DAUPHIN COUNTY, PA

N Front Street

Hour	Volume	Truck Volume	Truck Percent	North Lane 1	North Lane 2	North Total	South Lane 1	South Lane 2	South Total	Total Volume	
12:00 AM	82	4	4.9	8	22	30	14	38	52	82	
01:00 AM	63	5	7.9	11	15	26	12	25	37	63	
02:00 AM	63	5	7.9	1	10	11	17	35	52	63	
03:00 AM	82	5	6.1	6	16	22	20	40	60	82	
04:00 AM	150	15	10	13	36	49	39	62	101	150	
05:00 AM	430	33	7.7	41	45	86	166	178	344	430	
06:00 AM	1245	59	4.7	113	85	198	550	497	1047	1245	
07:00 AM	3104	142	4.6	264	180	444	1505	1155	2660	3104	
08:00 AM	2516	89	3.5	256	184	440	1201	875	2076	2516	
09:00 AM	1327	64	4.8	184	163	347	500	480	980	1327	
10:00 AM	1059	74	7	214	158	372	349	338	687	1059	
11:00 AM	1168	74	6.3	218	220	438	368	362	730	1168	
12:00 PM	1339	61	4.6	256	298	554	412	373	785	1339	
01:00 PM	1282	62	4.8	232	215	447	416	419	835	1282	
02:00 PM	1392	62	4.5	275	310	585	420	387	807	1392	
03:00 PM	1776	106	6	437	532	969	442	365	807	1776	
04:00 PM	2628	98	3.7	677	1059	1736	523	369	892	2628	
05:00 PM	2305	67	2.9	559	743	1302	577	426	1003	2305	
06:00 PM	1412	53	3.8	258	358	616	398	398	796	1412	
07:00 PM	877	27	3.1	183	199	382	239	256	495	877	
08:00 PM	780	18	2.3	163	182	345	210	225	435	780	
09:00 PM	479	2	0.4	79	100	179	133	167	300	479	
10:00 PM	325	5	1.5	55	67	122	87	116	203	325	
11:00 PM	216	5	2.3	38	50	88	52	76	128	216	
						9788			16312	26100	Totals
						38%			62%		

N 2nd Street
Segment Begin: 0010
Avg. Daily Traffic: 854
Daily Vehicle Miles Traveled: 1050
Segment End: 0050
Side Ind: 1
District: 08
Traffic Pattern Group: 05
County: 22
Count Date: 2016 - 09 - 07
Route: D065
Jurisdiction: 5
Direction: B
T Factor: 3
D Factor: 55
Traffic Count Key: 22D06500300001
Type of Count: 3
Offset Begin: 0
Daily Truck Vehicle Miles Traveled: 52
Count Duration: 24
K Factor: 10
Offset End: 2323
Avg. Daily Truck Traffic: 42
Truck Percent: 5

N 6th Street	
Hour	Volume
12:00 AM	31
01:00 AM	9
02:00 AM	9
03:00 AM	12
04:00 AM	21
05:00 AM	57
06:00 AM	177
07:00 AM	379
08:00 AM	388
09:00 AM	323
10:00 AM	261
11:00 AM	331
12:00 PM	413
01:00 PM	325
02:00 PM	362
03:00 PM	440
04:00 PM	587
05:00 PM	584
06:00 PM	371
07:00 PM	291
08:00 PM	257
09:00 PM	193
10:00 PM	135
11:00 PM	93

	Montrose St.	
	Time	Volume
	100	13
	200	1
	300	4
	400	4
	500	10
	600	12
	700	34
	800	91
	900	127
	1000	74
	1100	68
	1200	85
	1300	76
	1400	88
	1500	59
	1600	89
	1700	118
	1800	106
	1900	56
	2000	53
	2100	37
	2200	37
	2300	14
	2400	19
Totals		**1275**

Edwin Ave	
Time	Volume
100	10
200	15
300	7
400	7
500	10
600	28
700	81
800	95
900	98
1000	82
1100	89
1200	72
1300	90
1400	93
1500	92
1600	122
1700	118
1800	118
1900	64
2000	80
2100	57
2200	51
2300	22
2400	24
	1525

Bergner St.	
Time	Volume
100	4
200	2
300	3
400	1
500	1
600	6
700	28
800	64
900	147
1000	51
1100	62
1200	61
1300	63
1400	64
1500	49
1600	63
1700	128
1800	104
1900	44
2000	28
2100	18
2200	27
2300	6
2400	4
	1028

Counts taken on July 22, 2021

APPENDIX B

TRIP GENERATION DOCUMENTATION

3401-3405 N. FRONT STREET
TRIP GENERATION & DISTRIBUTION STUDY
SUSQUEHANNA TOWNSHIP, DAUPHIN COUNTY, PA

Pennoni

MEDICAL OFFICE ITE Land Use Code 720			X = 12.33 KSF									
Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	% Enter	% Exit	Vehicle Trips			Notes
									Total	Entering	Exiting	
Weekday	T = 38.42(X) - 87.62	0.95	386.00	34.80	9.79	429.08	50%	50%	429	215	214	Average Rate
AM Peak Hour of Adj. Street	Ln(T) = 0.89 Ln(X) + 1.31	0.80	35.00	2.78	1.28	34.28	78%	22%	35	27	8	Regression Equation
PM Peak Hour of Adj. Street	T = 3.39(X) + 2.02	0.73	44.00	3.46	1.58	42.66	28%	72%	44	12	32	Regression Equation
AM Peak Hour of Generator	T = 3.43(X) + 2.57	0.90	45.00	3.53	1.55	43.52	62%	38%	45	28	17	Regression Equation
PM Peak Hour of Generator	T = 4.27(X) - 4.63	0.91	48.00	4.10	1.44	50.55	39%	61%	51	20	31	Average Rate

Verified with ITE Trip Gen Web App, JWS 7/30/21

Medical Dialysis Center
Based on Similar Facilities

Time Period	Dialysis Center Operations		% Enter	% Exit	Vehicle Trips			Notes
					Total	Entering	Exiting	
Weekday	# of Employees (Nurses & Doctors)	7.00	50%	50%	14	7	7	Client Provided
	# of Patients/Day (20 Chairs)	20.00	50%	50%	40	20	20	
	TOTAL	**27.00**			**54**	**27**	**27**	
AM Peak Hour of Generator			62%	38%	**6**	**4**	**2**	**ITE**
PM Peak Hour of Generator			39%	61%	**7**	**3**	**4**	**ITE**

For the 7,243 SF medical dialysis center, there will be 20 chairs for patients, 6 nurses and an on-call doctor. The patients arrive in the mornng (between 6:30am and 8am) and dialysis treatment lasts for 4 to 4.5 hours with an hour for recovery. Afternoon is paperwork. Clinic will operate Monday, Wednesday, Friday and Saturday only.

Similar Facilities

1. DCC Dialysis Care Center 4 Flowers Drive, Suite 1 | Mechanicsburg, PA 17050
2. DCC Dialysis Care Center 555 E. Chocolate Avenue, Suite 102 | Hershey, PA 17033
3. DCC Dialysis Care Center 550 Isabel Drive, Suite 1 | Lebanon, PA 17042

General Office Building ITE Land Use Code 710				X = 5.09 KSF								
Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	% Enter	% Exit	Vehicle Trips			Notes
									Total	Entering	Exiting	
Weekday	Ln(T) = 0.97 Ln(X) + 2.50	0.83	59.00	9.74	5.15	49.58	50%	50%	59	30	29	Regression Equation
AM Peak Hour of Adj. Street	T = 0.94(X) + 26.49	0.85	31.00	1.16	0.47	5.90	86%	14%	31	27	4	Regression Equation
PM Peak Hour of Adj. Street	Ln(T) = 0.95 Ln(X) + 0.36	0.88	7.00	1.15	0.42	5.85	16%	84%	7	1	6	Regression Equation
AM Peak Hour of Generator	Ln(T) = 0.88 Ln(X) + 1.06	0.84	12.00	1.47	0.60	7.48	88%	12%	12	11	1	Regression Equation
PM Peak Hour of Generator	T = 1.10(X) + 65.39	0.82	71.00	1.42	0.61	7.23	18%	82%	71	13	58	Regression Equation

Verified with ITE Trip Gen Web App, JWS 7/30/21

Jason Stimmel

From: Asim Shazzad <shazzad@dccdialysis.com>
Sent: Tuesday, August 10, 2021 11:32 AM
To: 'Lowell Gates'; Gregory R. Rogalski
Cc: Jason Stimmel
Subject: RE: [EXTERNAL]RE: 3405 N Front Street - LINLO | Client Information on Dialysis Center Trip Generation

Mr Lowell,

Good morning sorry for the late response, please see my replies below in Red. Please let me know if you have any additional questions.

1. How many patients will visit the Front Street location each day, Monday through Friday?
   At full capacity which will take at least 3-4 years we will have a maximum of 20 patients at the same time, Dialysis patients typically get dropped off to the clinic. Only about 30% of the patients drive.

2. Will there be any patients on the weekend?
   We will have patients on Saturday at full capacity which is expected at Year 3 or 4. We are closed on Sundays.

3. How many staff (staff, nurses and/or doctors) will work at Front Street each day, Monday through Friday?
   We expect 5-6 staff members maximum at the same time at full capacity

4. DCC operates 5+ locations in Central PA, are the patient counts and staff similar in all of the locations?
   Yes , the chair number varies clinic per clinic but the staffing ratio's remains similar.

Asim Shazzad
Chief Operating Officer

Dialysis Care Center
15801 S Bell Rd, Homer Glen, IL 60491
Kidney Care Center
812 Campus Dr, Joliet, IL 60435
Office 708.737.7200 I **Cell:** 630.965.9007
E shazzad@dccdialysis.com
www.DCCDialysis.com I www.KidneyCares.com

From: Lowell Gates <lrgates@linloproperties.com>
Sent: Monday, August 9, 2021 8:39 AM
To: Gregory R. Rogalski <GRogalski@Pennoni.com>; Asim Shazzad <shazzad@dccdialysis.com>
Cc: Jason Stimmel <JStimmel@Pennoni.com>
Subject: [EXTERNAL]RE: 3405 N Front Street - LINLO | Client Information on Dialysis Center Trip Generation

Good morning Asim –

We are finalizing the township approvals for the Front Street, Harrisburg site. The traffic engineers have several questions that you can probably quickly answer. His email is highlighted in yellow below.

Here are the questions:

1. How many patients will visit the Front Street location each day, Monday through Friday?
2. Will there be any patients on the weekend?
3. How many staff (staff, nurses and/or doctors) will work at Front Street each day, Monday through Friday?
4. DCC operates 5+ locations in Central PA, are the patient counts and staff similar in all of the locations?

It would be helpful if we could get an a response today.

Thanks,
Lowell

Respectfully Submitted,

Lowell R. Gates
President & CEO
lrgates@linloproperties.com
(717) 307-2002 Office
(717) 979-4036 Cell

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150 CORPORATE CENTER DRIVE, SUITE 100
CAMP HILL, PA 17011-1759
(717) 307-2002

From: Gregory R. Rogalski <GRogalski@Pennoni.com>
Sent: Monday, August 9, 2021 7:39 AM
To: Lowell Gates <lrgates@linloproperties.com>
Cc: Jason Stimmel <JStimmel@Pennoni.com>
Subject: FW: 3405 N Front Street - LINLO | Client Information on Dialysis Center Trip Generation

Lowell,

Can you give Jason a call regarding the request below? He is looking to cite the source of the "operating" conditions for the dialysis center, as well as validate a couple of physical locations that operate the same way.

Thanks,
Greg

Gregory R. Rogalski, PE
Associate Vice President, Civil Division Manager

Pennoni
5072 Ritter Road, Suite 102 | Mechanicsburg, PA 17055
Direct: +1 (717) 620-5947 | **Mobile:** +1 (717) 440-4965
www.pennoni.com | GRogalski@Pennoni.com

From: Jason Stimmel <JStimmel@Pennoni.com>
Sent: Friday, August 6, 2021 1:18 PM
To: Gregory R. Rogalski <GRogalski@Pennoni.com>; Todd N. Stager <TStager@Pennoni.com>
Subject: 3405 N Front Street - LINLO | Client Information on Dialysis Center Trip Generation

Greg and Todd,

Previously you got information from the Lowell on how the medical dialysis center will operate. For this information to be accepted, we will need a source from which it was based. Typically, ITE recommends (3) three similar facilities be used. Do you know where Lowell got his information? If I can cite the names and locations of existing medical dialysis centers as the backup, that will help validate the patient and employee numbers provided.

Jason

Jason Stimmel, PE

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