February 2023 Revised March 2023

VOLUME 1

TRANSPORTATION IMPACT STUDY

for

MOUNT JOY TOWN CENTER

on

Existing Commercially Zoned Land

in

Mount Joy Township Lancaster County, Pennsylvania

Prepared for:

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EXECUTIVE SUMMARY

A retail development, Mount Joy Town Center, is proposed for a tract of land in Mount Joy Township, Lancaster County. The site is located in the northeast corner of the intersection of SR 0230 and Cloverleaf Road (SR 4025). This Transportation Impact Study (TIS) was performed assuming the following land uses:

Convenience Store with Gasoline Pumps 127,000 square feet of general retail space

It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road via extension of Norlanco Drive

2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel

3) Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230

4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

This TIS was prepared for a 2024 Opening Year and a 2029 Horizon Year. The following conclusions and recommendations are provided for the study area and the study area intersections:

SR 0230 and SR 0743 (Maytown Road)

■No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Groff Avenue

Level of service deficiencies exist at this intersection and will continue in the future traffic projections without or with traffic from the proposed development. Many of the residential developments that were included in the background traffic projections will contribute to traffic volumes at this intersection as well.

SR 0230 and Giant Plaza Driveway/Carey Lane

■No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Speedway Driveway/Market Square Driveway

■No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Sheaffer Road

■No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Cloverleaf Road/Colebrook Road

Minor traffic signal timing adjustments can mitigate impacts of the proposed development traffic.

SR 0230 and Ridge Run Road

No improvements are necessary to mitigate the impact of traffic from the proposed development.

Colebrook Road and Harrisburg Avenue

Installation of traffic signal control is required to mitigate the impact of traffic from the proposed development. It is noted that traffic signal installation at this intersection is identified as a future intersection improvement in the Mount Joy Township Capital Improvements Plan.

Cloverleaf Road and Andrew Avenue/Norlanco Drive

Construction of a 150-foot northbound left turn lane and a 275-foot southbound left turn lane on Cloverleaf Road is necessary to mitigate impacts of the proposed development traffic. It is noted that these left turn lanes are identified as future intersection improvements in the Mount Joy Township Capital Improvements Plan.

Cloverleaf Road and Schwanger Road

Minor traffic signal timing adjustments can mitigate impacts of the proposed development traffic.

Cloverleaf Road and Merts Drive

■No improvements are necessary to mitigate the impact of traffic from the proposed development.

Cloverleaf Road and PA Route 283 Eastbound Ramps

Level of service deficiencies exist at this intersection and will continue in the future traffic projections without or with traffic from the proposed development. The Mount Joy Township Capital Improvements Plan identifies improvement options for the PA Route 283/Cloverleaf Road interchange. Completion of those improvements by any individual development is not feasible. Traffic Impact Fees collected by the Township for this project can be applied to those improvement solutions.

Cloverleaf Road and PA Route 283 Westbound Ramps

■No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Right-In Access (near Convenience Store)

Right turn lane analyses indicate that a 150-foot westbound right turn lane, with a 100-foot taper, is warranted along SR 0230 for traffic entering the proposed Right-In Access using 2029 Horizon Year traffic volumes.

SR 0230 and Norlanco Drive Extension

Installation of traffic signal control is necessary to provide adequate levels of service at this proposed intersection. A 175-foot westbound right turn lane, with a 100-foot taper, will be constructed to accommodate traffic entering the Norlanco Drive Extension. The existing two-way center left turn only lane will be restriped to show a 250-foot eastbound left turn lane. Two (2) exiting lanes will be provided on the Norlanco Drive Extension.

Sight distances for traffic entering and exiting the Norlanco Drive Extension are in excess of PennDOT sight distance criteria.

Cloverleaf Road and Right-In Access (near Convenience Store)

Right turn lane analyses indicate that a 150-foot northbound right turn lane, with a 100-foot taper, is warranted along Cloverleaf Road for traffic entering the proposed Right-In Access using 2029 Horizon Year traffic volumes.

Cloverleaf Road and Eastern Parcels Access

■The Eastern Parcels Access will be designed to permit right-in/right-out movements.

■A raised, mountable-curb pork-chop island will be provided to restrict entering and exiting left turn movements.

■It is recommended that STOP (R1-1, 30"x30") and NO LEFT TURN (R3-2, 30"x30") be provided on the proposed Eastern Parcels Access approach for traffic exiting the development site.

INTRODUCTION

A retail development, Mount Joy Town Center, is proposed for a tract of land in Mount Joy Township, Lancaster County. The site is located in the northeast corner of the intersection of SR 0230 and Cloverleaf Road (SR 4025). This Transportation Impact Study (TIS) was performed assuming the following land uses:

Convenience Store with Gasoline Pumps 127,000 square feet of general retail space

It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road via extension of Norlanco Drive

2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel

3) Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230

4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

The following report contains analysis, conclusions, and recommendations for accommodation of traffic volumes anticipated to be generated by the proposed development site.

Grove Miller Engineering, Inc. has been retained by Pennmark Management Company, Inc. to conduct a TIS for the development site. The scope of the TIS was confirmed by PennDOT and Mount Joy Township. Study scope documentation and study correspondence are included in Appendix P. The study methodology and traffic analyses documented in this transportation impact study report are in accordance with guidelines in Appendix A - Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits of Publication 282, dated July 2017 and Township SALDO requirements.

Land Use Context

The development site is located in an area defined by PennDOT as an Urban Area. When the existing land use of the proposed development site and the land uses of the properties immediately surrounding the site are considered, the area can be defined as a Suburban Corridor and SR 0230 and Cloverleaf Road (SR 4025) can be considered Community Arterials based upon criteria in Publication 10X (Design Manual Part 1X), Appendix B.

Study Area Transportation Facilities

Based on the scoping process, the study area consists of the following intersections:

- •SR 0230 and SR 0743 (Maytown Road)
- •SR 0230 and Groff Avenue
- •SR 0230 and Giant Plaza Driveway/Carey Lane
- •SR 0230 and Speedway Driveway/Market Square Driveway
- •SR 0230 and Sheaffer Road
- •SR 0230 and Cloverleaf Road/Colebrook Road
- •SR 0230 and Ridge Run Road
- •Colebrook Road and Harrisburg Avenue
- •Cloverleaf Road and Andrew Avenue/Norlanco Drive
- •Cloverleaf Road and Schwanger Road

- •Cloverleaf Road and Merts Drive
- •Cloverleaf Road and PA 283 Eastbound Ramps
- •Cloverleaf Road and PA 283 Westbound Ramps
- •SR 0230 and Right-In Access (near Convenience Store)
- •SR 0230 and Norlanco Drive Extension
- •Cloverleaf Road and Right-In Access (near Convenience Store)
- •Cloverleaf Road and Eastern Parcels Access

Photographs of the study area intersections are provided in Appendix F, while documentation of existing roadway conditions and transportation facilities are included in Appendix E.

There are no existing sidewalks along SR 0230 or Cloverleaf Road in the area of the development site. Pedestrian accommodations are provided at the signalized intersection of SR 0230 and Cloverleaf Road. Bicycles share the roadway with passenger vehicles, trucks, and busses.

Study Area Map

A map showing the study area and the proposed site location is provided in Appendix B, Figure 1.

Site Plan

The site plan depicts the current development proposal of a convenience store with gasoline pumps and general retail space. It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road via extension of Norlanco Drive

2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel

3) Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230

4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

This TIS was prepared for a 2024 Opening Year and a 2029 Horizon Year.

DATA COLLECTION

Manual turning movement counts (TMC) were conducted at the following study area intersections:

- •SR 0230 and SR 0743 (Maytown Road)
- •SR 0230 and Groff Avenue
- •SR 0230 and Giant Plaza Driveway/Carey Lane
- •SR 0230 and Speedway Driveway/Market Square Driveway
- •SR 0230 and Sheaffer Road
- •SR 0230 and Cloverleaf Road/Colebrook Road
- •SR 0230 and Ridge Run Road
- •Colebrook Road and Harrisburg Avenue
- •Cloverleaf Road and Andrew Avenue/Norlanco Drive
- •Cloverleaf Road and Schwanger Road
- •Cloverleaf Road and Merts Drive
- •Cloverleaf Road and PA 283 Eastbound Ramps
- •Cloverleaf Road and PA 283 Westbound Ramps

The TMC were conducted during the weekday morning (6:00 AM to 9:00 AM), weekday afternoon (3:00 PM to 6:00 PM), and Saturday (11:00 AM to 2:00 PM) peak periods. The TMC traffic counts were conducted im March 2022. No seasonal adjustments were applied to the raw count data.

Automatic traffic recorder (ATR) counts were conducted along SR 0230, Cloverleaf Road, and Ridge Run Road in the area of the development site. The TMC and ATR data sheets are provided in Appendix H.

EXISTING STUDY AREA CONDITIONS

The area around the proposed development is within an urban boundary but is more characteristic of a suburban corridor. SR 0230 and Cloverleaf Road (SR 4025) are the major roadways providing access to the development site.

Roadway Network

The study area includes the following roadways:

SR 0230. SR 0230 is a three-lane roadway (one lane in each direction and a center left-turn only lane) running in an east/west direction south of and adjacent to the development site. The roadway is classified as a Community Arterial using Publication 10X (Design Manual 1X), Appendix B. The current average daily traffic (ADT) volume on SR 0230 is approximately 10,000 vehicles per day in the vicinity of the proposed development site. Pavement markings consist of a yellow center left-turn only pattern and white edge lines. The posted speed limit along SR 0230 is 45 miles per hour (mph) along the western development frontage (west of Cloverleaf Road) and for approximately 1,500 feet east of Cloverleaf Road. The posted speed limit to the east of that location (along the eastern development frontage) is 55 mph..

Cloverleaf Road (SR 4025). Cloverleaf Road is a two-lane roadway running in a north/south direction adjacent to the development site. Cloverleaf Road is designated as SR 4025 through the study area. The roadway is classified as a Community Arterial using Publication 10X (Design Manual 1X), Appendix B. The current ADT volume on Cloverleaf Road is approximately 16,000 vehicles per day in the vicinity of the proposed development site. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Cloverleaf Road is 40 mph in the area of the development site.

Ridge Run Road (T-327). Ridge Run Road is a two-lane roadway running in a north/south direction east of and adjacent to the development site. Ridge Run Road is designated as T-327. The roadway is classified as a Local Road using Publication 10X (Design Manual 1X), Appendix B. The current ADT volume on Ridge Run Road is approximately 775 vehicles per day in the vicinity of the proposed development site. Pavement markings consist of a double yellow center line. The posted speed limit along Ridge Run Road is 35 mph in the area of the development site.

Maytown Road (SR 0743). Maytown Road is a two-lane roadway running in a north/south direction west of the development site. Maytown Road is designated as SR 0743 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Maytown Road is 35 mph in the area of SR 0230.

Groff Avenue. Groff Avenue is a two-lane roadway running in a north/south direction west of the development site. Groff Avenue is a Borough street. Pavement markings consist of a double yellow center line. The posted speed limit along Groff Avenue is 35 mph in the area of SR 0230.

Sheaffer Road (T-888). Sheaffer Road is a two-lane roadway running in a north/south direction west of the development site. Sheaffer Road is designated as T-888 in the study area. Pavement markings consist of a double yellow center line. The posted speed limit along Sheaffer Road is 35 mph in the area of SR 0230.

Harrisburg Avenue (SR 4018). Harrisburg Avenue is a two-lane roadway running in an east/west direction south of the development site. Harrisburg Avenue is designated as SR 4018 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Harrisburg Avenue is 35 mph in the area of Cloverleaf Road.

Andrew Avenue. Andrew Avenue is a two-lane roadway running in an east/west direction west of the development site. Andrew Avenue is designated as T-351 through the study area. Pavement markings consist of a double yellow center line in the area of Cloverleaf Road. The posted speed limit along Andrew Avenue is 25 mph in the area of Cloverleaf Road.

Norlanco Drive. Norlanco Drive is a two-lane roadway running in an east/west direction north of the development site. Norlanco Drive is designated as T-351 through the study area. Pavement markings consist of a double yellow center and white edge lines. The posted speed limit along Norlanco Drive is 25 mph in the area of Cloverleaf Road.

Schwanger Road. Schwanger Road is a two-lane roadway running in an east/west direction north of the development site. Schwanger Road is designated as T-843 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Schwanger Road is 35 mph in the area of SR Cloverleaf Road.

Merts Drive. Merts Drive is a two-lane roadway running in an east/west direction north of the development site. Merts Drive is designated as T-833 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Merts Drive is 25 mph in the area of Cloverleaf Road.

Existing traffic signal permit plans are provided in Appendix B, Figure 3d.

Volumes and Capacity

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. The existing coordination or MAX signal times were utilized for existing conditions. Capacity analyses for existing conditions at study area intersections are summarized in Appendix A, Table 1. Existing traffic volumes and levels of service at study area intersections are shown in Appendix B, Figures 3a through 3c. The capacity analyses worksheets are provided in Appendix L.

Pedestrian/Bicycle Facilities

There are no existing sidewalks along SR 0230 or Cloverleaf Road in the area of the development site. Pedestrian accommodations are provided at the signalized intersection of SR 0230 and Cloverleaf Road. Bicycles share the roadway with passenger vehicles, trucks, and busses.

Transit Facilities

Red Rose Transit Route 18 currently provides service to the study area, including a stop at the intersection of SR 0230 and Cloverleaf Road (SR 4025). The applicant is working with the transit service about providing a bus stop along the SR 0230 site frontage.

OPENING YEAR CONDITIONS WITHOUT DEVELOPMENT

Traffic analyses conducted for conditions without the development are documented in this report section. The 2024 Opening Year was analyzed.

Background Growth Factors

Traffic projections were made in order to account for growth in background traffic volumes which may result from other future, potential development in the region. The 2022 traffic count volumes were projected to the 2024 Opening Year using a 0.60 percent annual traffic growth rate. The traffic growth rate was referenced from growth factor data provided by the PennDOT Bureau of Planning and Research and is documented in Appendix I. Opening Year traffic volumes are shown in Appendix C, Figure 5a. Traffic volume projections are documented in spreadsheet format in Appendix K.

Adjacent Development Traffic

The Township provided information regarding six (6) other development projects in the area. The developments are: Featherton 5, 1376 Campus Road, 1925 Sheaffer Road, Westbrooke IV, Raffensperger, and Westmount. Traffic for these developments was included in the traffic projections where appropriate (TIS submitted to the Township prior to the TIS submission for this development).

Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9 Traffic signal timings were optimized for No Build conditions. Capacity analyses for the Opening Year without development conditions at study area intersections are summarized in Appendix A, Table 1. The capacity and queue analyses worksheets are provided in Appendix L.

HORIZON YEAR CONDITIONS WITHOUT DEVELOPMENT

Traffic analyses conducted for conditions without the development are documented in this report section. The 2029 Horizon Year was analyzed.

Background Growth Factors

Traffic projections were made for the Horizon Years in a similar manner as the projections for the Opening Years as defined in the previous report section. Horizon Year traffic volumes are shown in Appendix D, Figure 6a.

Adjacent Development Traffic

Adjacent developments, as defined in the previous report sections, were included in the traffic projections.

Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. Traffic signal timings were optimized for No Build conditions. Capacity analyses for Horizon Year conditions at study area intersections are summarized in Appendix A, Table 1. The capacity and queue analyses worksheets are provided in Appendix L.

DEVELOPMENT DESCRIPTION

Site Narrative

A retail development, Mount Joy Town Center, is proposed for a tract of land in Mount Joy Township, Lancaster County. The site is located in the northeast corner of the intersection of SR 0230 and Cloverleaf Road (SR 4025). This Transportation Impact Study (TIS) was performed assuming the following land uses:

Convenience Store with Gasoline Pumps 127,000 square feet of general retail space

It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

 Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road via extension of Norlanco Drive
 Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel
 Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230
 Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized

intersection of SR 0230/Cloverleaf Road

The land use at and surrounding the site is suburban based on the criteria discussed in Publication 10X (Design Manual 1X), Appendix B and will not change as a result of the proposed development.

This TIS was prepared for a 2024 Opening Year and a 2029 Horizon Year.

Sight Distance Analysis

Sight distances were evaluated at the proposed site access locations onto SR 0230 and Cloverleaf Road to determine if available lines of sight meet PennDOT sight distance criteria. Sight distances were measured and compared with the published safe sight distance criteria in AASHTO or PennDOT Regulations Chapter 441 as necessary. A summary of sight distance criteria and measurements for the intersections can be found in Tables 3 and 4.

Table 3. Sight Distance Evaluation Summary:

Location	Direction	Observed Sight Distance (ft)	Required Sight Distance (ft)	Acceptable
Norlanco Drive Extension	Left (east)	1,000+	430 ⁽¹⁾	YES
@ SR 0230	Right (west)	1,000+	500 ⁽²⁾	YES
vehicle approaching from rear on major street	EB	1,000+	376 ⁽³⁾	YES
left turn from major street	EB left	960	365 ⁽⁴⁾	YES

SR 0230 and Norlanco Drive Extension

(1) AASHTO, Table 9-8

- (2) AASHTO, Table 9-6
- (3) Minimum safe stopping sight distance
- (4) AASHTO, Table 9-14

Table 4. Sight Distance Evaluation Summary:

Cloverleaf Road and Eastern Parcels Access

Location	Direction	Observed Sight Distance (ft)	Required Sight Distance (ft)	Acceptable
Eastern Parcels Access @ Cloverleaf Road	Left (south)	500	540 ⁽¹⁾ 304 ⁽²⁾	YES
	Right (north)	N/A	N/A	YES
vehicle approaching from rear on major street	SB	497	325 ⁽²⁾	YES
left turn from major street	SB left	472	375 ⁽³⁾	YES

(1) Ch 441, Table 1

(2) Minimum safe stopping sight distance

(3) Ch 441, Table 5

The sight distance evaluations indicate that the lines of sight at the proposed site access locations are acceptable and provide for safe traffic movements. Documentation of sight distance evaluations is provided in Appendix N.

Trip Generation

The Institute of Transportation Engineers (ITE), <u>Trip Generation Manual</u>, 11th Edition (2021) was used to estimate the number of trips which could be generated by the Mount Joy Town Center site. Table 5 summarizes the trip generation projections for the site, and trip generation calculation worksheets are provided in Appendix J.

				Peak Ho	our Trips		
Land Use (Code)	Daily Trips	AM Enter	AM Exit	PM Enter	PM Exit	SAT Enter	SAT Exit
Retail (821)	11,213	279	171	526	570	557	536
Pass-By Trips	_	0	0	210	228	173	166
New Trips	-	279	171	316	342	384	370
Conv. Store (945)	3,690	189	190	161	162	175	182
Pass-By Trips	-	144	144	121	121	114	118
New Trips	_	45	46	40	41	61	64
Total Site Trips	14,903	468	361	687	732	732	718
Total Pass-By Trips	-	144	144	331	349	287	284
Total New Trips	_	324	217	356	383	445	434

 Table 5.
 Proposed Land Use and Trip Generation Summary

For the Convenience Store land use, trip generation calculations were performed using the number of vehicle fueling positions category with the building square footage as the secondary variable, and then with the building square footage category with the number of fueling positions as the secondary variable to determine the most conservative estimates. The most conservative estimate was used in the trip generation projections.

Pass-By Trips

Pass-By Trips are applicable to land uses associated with this development and were applied based on the following percentages:

•Shopping Plaza (40,000-150,000 sq. ft.) - 40% PM, 31% SAT

•Convenience Store - 76% AM, 75% PM, 65% SAT (assume 10% less than PM)

Documentation is provided in Appendix J.

Internal Capture Trips

Internal capture trips are applicable to the proposed land uses.

Trip Distribution/Assignment

New and pass-by trips generated by the proposed development were distributed onto the surrounding roadway network based on gravity models as approved during the TIS Scoping Application process. The trip distributions for the peak hours are shown in Appendix B, Figures 4a and 4b. Additional trip distribution documentation is provided in Appendix K.

OPENING YEAR CONDITIONS WITH DEVELOPMENT

Traffic analyses conducted for conditions with the development are documented in this report section. The 2024 Opening Year was analyzed.

Volumes and Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. The traffic signal timings that were optimized for No Build conditions were utilized for Build conditions. Capacity analyses for Opening Year traffic conditions with development at study area intersections are summarized in Appendix A, Tables 1, 3, and 5. Projected traffic volumes at study area intersections are shown in Appendix C, Figure 5b for the Opening Year. The capacity analyses worksheets are provided in Appendix L.

HORIZON YEAR CONDITIONS WITH DEVELOPMENT

Traffic analyses conducted for conditions with the development are documented in this report section. The 2029 Horizon Year was analyzed.

Volumes and Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. The traffic signal timings that were optimized for No Build conditions were utilized for Build conditions. Capacity analyses for Horizon Year traffic conditions with development at study area intersections are summarized in Appendix A, Table 1. Projected traffic volumes at study area intersections are shown in Appendix D, Figure 6b for the Horizon Year. The capacity analyses worksheets are provided in Appendix L.

Traffic Signal Warrant Analyses

Traffic signal warrant analyses were performed for the intersection of SR 0230/ Norlanco Drive Extension. The analyses indicate that the peak hour volume warrant is justified during the 2024 Opening Year with the proposed development traffic. The analyses are provided in Appendix O.

Queue Analysis

Queue analyses were performed for the study intersections using the traffic volumes for the 2029 Horizon Year. The analyses provided recommendations for proposed turning lanes and assessed whether existing storage lanes for turning movements are adequate to accommodate the additional traffic generated by the proposed development. The results of the queue analyses are presented in Appendix A, Table 2. Queue analyses worksheets are provided with the capacity analyses worksheets in Appendix L.

Left Turn Lane Analyses

The 2029 Horizon Year traffic volumes were analyzed to determine whether PennDOT guidelines for left turn lanes may be satisfied along SR 0230 and Cloverleaf Road at the proposed site access locations. The analyses indicated the following:

<u>SR 0230/Norlanco Drive Extension:</u> 250-foot eastbound left turn lane is warranted <u>Cloverleaf Rd/Andrew Avenue:</u> 150-foot northbound left turn lane is warranted <u>Cloverleaf Rd/Andrew Avenue:</u> 275-foot southbound left turn lane is warranted

The figures used in the left turn lane analyses are included in Appendix M.

Right Turn Lane Analyses

The 2029 Horizon Year traffic volumes were analyzed to determine whether PennDOT guidelines for right turn lanes may be satisfied along SR 0230 and Cloverleaf Road at the proposed site access locations. The analyses indicated the following:

<u>SR 0230/Right-In Access:</u> 150-foot westbound right turn lane is warranted <u>SR 0230/Norlanco Drive Extension:</u> 175-foot westbound right turn lane is warranted <u>Cloverleaf Rd/Right-In Access:</u> 150-foot northbound right turn lane is warranted <u>Cloverleaf Rd/Eastern Parcels Access:</u> 150-foot northbound right turn lane is warranted

The figures used in the right turn lane analyses are included in Appendix M.

MITIGATION IDENTIFICATION AND RECOMMENDATIONS

The recommended improvements for off-site intersections are documented in this report section.

<u>SR 0230/Cloverleaf Road</u> - traffic signal timing adjustments in PM peak hour <u>Colebrook Road/Harrisburg Avenue</u> - traffic signal installation <u>Colebrook Road/Andrew Avenue</u> - northbound and southbound left turn lanes <u>Cloverleaf Road/Schwanger Road</u> - traffic signal timing adjustments in PM peak hour

Alternative Transportation Plan

No Alternative Transportation Plan is proposed.

CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations are documented in the Executive Summary of the study report.

APPENDICES

APPENDIX A

SUMMARY OF RESULTS

Table 1.Levels of Service Summary

			o o a m						Highwa	ay Capa	city An	alyses F	Results								
										LC	S (dela	ay)									
Intersection Approach			AM	Peak H	our					PM	Peak H	lour					Saturd	ay Pea	k Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 (S. Market St	reet) an	d SR 07	43 (May	ytown	Avenue)	-							-						<u></u>	
SR 0230 - EB	В	В	С		В	С		С	С	D		С	D		В	В	В		В	В	
SR 0230 - WB	А	А	А		А	А		Α	А	А		А	А		В	А	В		А	В	
WB Left	А	А	В		А	В		В	В	С		В	С		А	А	В		В	В	
WB Thru	А	А	А		А	А		А	А	А		А	А		В	А	В		А	В	
SR 0743 - NB	D	D	D		D	D		D	D	D		D	D		Е	E	E		Е	Е	
Overall Intersection	в	в	в		в	в		в	с	с		с	с		с	В 17	C 21		В 18	C 22	
SR 0230 and Groff Av	enue																				
SR 0230 - EB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 0230 - WB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
Driveway - NB	В	В	В		В	В		E	Е	Е		Е	E		В	В	В		В	С	
Groff Avenue - SB	С	С	D		С	D		Е	F 52	F 88		F 61	F 90		F 50	F 54	F 104		F 62	F 125	
SB Left	D	D	E		D	E		F 92	F 106	F 171		F 127	F 188		F 76	F 82	F 157		F 95	F 192	
SB Right	В	В	В		В	В		С	С	С		С	С		С	С	С		С	С	
Overall Intersection	Α	Α	Α		Α	Α		Α	Α	Α		Α	Α	Α	Α	Α	Α		Α	Α	

									Highwa	ay Capa	city An	alyses F	Results								
										LC)S (del	ay)									
Intersection Approach			AM I	Peak H	our					PM	Peak H	lour					Saturd	lay Pea	ık Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 and Giant Pla	aza Driv	eway/Ca	arey La	ne																	
SR 0230 - EB	А	А	А		А	Α		Α	А	Α		А	А		А	А	А		А	А	
EB Left	Α	А	А		А	А		Α	А	А		А	А		А	А	А		А	А	
EB Thru	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
EB Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 0230 - WB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
WB Left	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
WB Thru	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
WB Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
Giant Plaza Dr - NB	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
NB Left	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
NB Thru/Right	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
Carey Lane - SB	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
SB Left	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
SB Thru/Right	С	С	С		С	С		С	С	С		С	С		D	С	С		С	С	
Overall Intersection	Α	Α	Α		Α	Α		Α	Α	Α		Α	Α		В	В	В		В	В	

									Highwa	ау Сара	city An	alyses F	Results								
										LC)S (dela	ay)									
Intersection Approach			AM I	Peak H	our					PM	Peak H	lour					Saturd	ay Pea	ık Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 and Market S	Street Sc	Year Build Imp Build eet Square Driveway A A A A																			
SR 0230 - EB	А	Α	Α		А	А		Α	Α	А		А	А		А	А	А		А	Α	
EB Left	А	Α	Α		А	А		А	Α	А		А	А		А	А	А		А	А	
EB Thru/Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 0230 - WB	А	Α	Α		А	А		А	Α	А		А	А		А	А	А		А	Α	
WB Left	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
WB Thru	А	А	А		А	А		А	А	А		А	А		А	А	А		А	Α	
WB Right	А	Α	Α		А	А		А	Α	А		А	А		А	А	А		Α	А	
Hess Driveway - NB	D	D	D		D	D		D	D	D		С	С		D	D	D		D	D	
Market St Sq Dr - SB	С	С	С		С	С		D	D	D		D	D		D	D	D		D	D	
SB Left	С	С	С		С	С		D	D	D		D	D		D	D	D		D	D	
SB Thru/Right	А	Α	Α		А	А		D	D	D		D	D		D	D	D		D	D	
Overall Intersection	Α	Α	Α		Α	Α		Α	Α	Α		Α	Α		Α	Α	Α		Α	Α	

									Highwa	ау Сара	city An	alyses F	Results								
										LC)S (dela	ay)									
Intersection Approach			AM I	Peak H	our					PM I	Peak H	our					Saturd	ay Pea	k Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 and Sheaffer	Road																				
SR 0230 - EB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
EB Left	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
EB Thru/Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 0230 - WB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
WB Left	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
WB Thru/Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
Sheaffer Road - NB	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
NB Left	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
NB Thru/Right	С	С	С		С	С		С	С	С		С	С		D	D	D		D	D	
Sheaffer Road - SB	С	С	С		С	С		D	D	D		D	D		D	D	D		D	D	
Overall Intersection	Α	Α	Α		Α	Α		Α	Α	Α		Α	Α		Α	Α	Α		Α	Α	

									Highwa	ау Сара	city An	alyses F	Results								
										LC)S (dela	ay)									
Intersection Approach			AM	Peak H	our					PM	Peak H	our					Saturd	lay Pea	k Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 and SR 4025	(Cloverleaf Road/Colebrook Road)																				
SR 0230 - EB	В	В	С		В	С		С	С	С	С	С	С	С	В	В	В		В	В	
EB Left	В	С	С		С	С		D	D	D	D	D	D	D	В	В	С		В	С	
EB Thru	В	В	В		В	В		С	С	С	С	С	С	С	В	В	В		В	В	
EB Right	В	В	В		В	В		С	С	В	В	С	С	В	А	А	А		А	В	
SR 0230 - WB	С	С	С		С	С		D	D	D	D	D	D	D	С	С	D		С	D	
WB Left	С	С	С		С	С		D	D	D	D	D	D	D	В	В	С		В	С	
WB Thru	С	С	С		С	С		D	D	Е	D	D	Е	D	С	С	D		С	D	
WB Right	А	А	А		А	А		А	А	А	А	А	А	А	А	А	А		А	Α	
SR 4025 - NB	С	С	С		С	С		С	С	D	С	С	С	С	С	С	С		С	С	
NB Left	В	В	В		В	В		С	С	С	С	С	С	С	В	В	С		В	С	
NB Thru/Right	С	С	С		С	D		С	С	D	D	С	D	D	С	С	С		С	С	
SR 4025 - SB	С	С	С		С	С		В	В	С	D	С	С	D	С	С	С		С	С	
SB Left	В	В	В		В	В		В	В	С	Е	В	С	С	В	В	С		В	С	
SB Thru	С	С	С		С	С		В	С	D	D	С	С	D	С	С	С		С	С	
SB Right	С	С	С		С	С		В	В	С	D	С	С	D	С	С	С		С	С	
Overall Intersection	С	С	С		С	С		С	C 29	D 38	D 38	C 30	D 36	D 39	В	В 19	C 27		В 20	C 28	

									Highwa	ay Capa	city An	alyses F	Results								
										LC	S (dela	ay)									
Intersection Approach			AM I	Peak H	our					PM I	[⊃] eak H	lour					Saturd	ay Pea	k Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 (W. Main Stre	eet) and	Ridge I	Run Roa	ad																	
SR 0230 - EB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
EB Left	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
EB Thru/Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 0230 - WB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
Ridge Run Road - SB	В	В	В		В	В		В	В	С		В	С		В	В	В		В	В	
Overall Intersection	Α	Α	Α		Α	Α		Α	Α	Α		Α	Α		Α	Α	Α		Α	Α	
SR 4025 (Colebrook F	Road) an	d Harri	sburg A	venue																	
Harrisburg Ave - EB	В	В	В	А	В	В	А	С	С	С	В	С	С	В	А	А	А	А	А	В	А
Harrisburg Ave - WB	В	В	В	А	В	В	В	В	В	В	В	В	В	В	А	А	А	А	А	А	А
SR 4025 - NB	С	С	С	А	С	С	А	С	С	С	А	С	С	А	А	А	В	А	А	В	А
SR 4025 - SB	В	В	С	А	В	С	А	D	D	F	А	E	F	А	А	А	В	А	А	В	А
Overall Intersection	В	В 14	C 16	Α	В 14	C 17	Α	С	С	Е	Α	D	D	Α	Α	Α	В	Α	Α	В	Α

									Highwa	ay Capa	city An	alyses F	Results								
										LC)S (dela	ay)									
Intersection Approach			AM	Peak H	our					PM	Peak H	lour					Saturd	ay Pea	ık Hour		
Movement	2022		2024			2029		2022		2024			2029		2022		2024			2029	
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 4025 (Cloverleaf R	load) an	d Andre	w Aver	nue/No	rlanco	Drive															
Andrew Ave - EB	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С
EB Left/Thru	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С
EB Right	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С
Norlanco Dr - WB	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С
SR 4025 - NB	А	А	А	В	А	В	С	А	А	С	В	А	F	В	А	А	В	А	А	В	А
NB Left				А			А				А			А				А			Α
NB Thru/Right				В			С				В			С				А			Α
SR 4025 - SB	А	А	F	А	А	F	А	А	А	F	А	А	F	А	А	А	F	А	А	F	А
SB Left	^	^	F	В	^	F	В	۸	А	F	А	Α	F	В	А	А	F	А	Α	F	А
SB Thru	A	A	Г	А	A		А	A	A	Г	А			А	A	A		А			А
SB Right	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А	А
Overall Intersection	Α	Α	F	В	Α	F	В	Α	Α	F	Α	Α	F	В	Α	Α	F	Α	Α	F	Α

Intersection Approach Movement		Highway Capacity Analyses Results																			
		LOS (delay)																			
	AM Peak Hour									PM	Peak H	our		Saturday Peak Hour							
	2022	2024				2029		2022 2024				2029			2022	22 2024			2029		
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 4025 and Schwanger Road																					
Schwanger Rd - EB	С	D	D		D	D		С	С	С	D	С	С	D	С	С	С		С	С	
EB Left	С	D	D		D	D		С	С	С	E	С	С	E	С	С	С		С	С	
EB Thru/Right	В	В	В		В	С		С	С	С	С	С	С	С	С	С	С		С	С	
Schwanger Rd - WB	В	В	В		В	В		С	С	С	С	С	С	С	С	С	С		С	С	
WB Left	С	С	С		С	С		С	С	С	С	С	С	С	С	С	С		С	С	
WB Thru/Right	В	В	В		В	В		С	С	С	С	С	С	С	С	С	С		С	С	
SR 4025 - NB	А	А	В		А	В		В	С	С	В	С	С	В	В	В	В		В	В	
NB Left	А	А	В		А	В		D	E	E	E	E	E	E	В	В	С		В	С	
NB Thru/Right	А	А	В		А	В		В	В	В	В	В	С	В	В	В	В		В	В	
SR 4025 - SB	В	В	С		В	С		С	D	F	D	D	F	D	А	А	А		А	В	
SB Left	А	А	А		А	А		В	В	В	В	В	С	В	В	В	В		В	В	
SB Thru/Right	В	В	С		В	С		С	F	F	F	F	F	F	А	А	А		А	А	
Overall Intersection	В	В 18	C 23		В 20	C 26		с	с	Е	D	D	Е	D	В	В	В		В	В	
SR 4025 and Merts Drive																					
Merts Drive - EB	С	С	D		D	D		D	D	E		E	E		С	С	D		С	D	
SR 4025 - NB	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 4025 - SB	Α	А	А		А	Α		А	А	А		А	А		А	А	А		А	А	
Overall Intersection	Α	Α	Α		Α	Α		Α	Α	Α		Α	Α		Α	Α	Α		Α	Α	

Intersection Approach Movement									Highw	ay Capa	icity An	alyses f	Results								
										LC)S (dela	ay)									
	AM Peak Hour									PM	Peak H	lour		Saturday Peak Hour							
	2022		2024			2029		2022 2024			2029			2022	2022 2024			2029			
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 4025 and PA Rout	e 283 El	3 Ramp	S																		
PA 283 Off-Ramp - EB	С	С	С		С	С		F	F	F		F	F		В	В	С		В	С	
EB Left	D	E	E		Е	F		D	E	F		E	F		С	С	С		С	D	
EB Right	В	В	С		В	С		F	F	F		F	F		В	В	С		В	С	
SR 4025 - NB	А	А	А		А	Α		А	Α	Α		А	А		А	А	А		А	А	
SR 4025 - SB	Α	А	А		А	А		А	А	А		Α	А		А	А	А		А	А	
SB Left	В	В	В		В	В		А	Α	Α		А	А		А	А	А		А	А	
SB Thru	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
Overall Intersection	Α	Α	Α		Α	Α		В	С	Е		D	Е		Α	Α	Α		Α	Α	
SR 4025 and PA Rout	e 283 W	B Ram	os																		
PA 283 Off-Ramp - WB	С	С	С		С	С		С	С	С		С	С		В	В	С		В	С	
WB Left/Thru	С	С	С		С	С		С	С	С		С	С		В	В	С		В	С	
WB Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
SR 4025 - NB	В	В	С		В	С		В	В	С		В	С		А	А	А		А	А	
NB Left	В	В	С		С	D		В	В	С		В	С		А	А	В		А	В	
NB Thru	А	А	А		А	А		А	В	В		В	В		А	А	А		А	А	
SR 4025 - SB	В	В	С		С	С		С	С	С		С	С		В	В	В		В	В	
SB Thru	В	В	С		С	С		С	С	С		С	С		В	В	В		В	В	
SB Right	А	А	А		А	А		А	А	А		А	А		А	А	А		А	А	
Overall Intersection	В	В 18	C 27		В 20	C 30		В	С	С		С	С		в	В	В		В	В	

									Highwa	ay Capa	city An	alyses F	Results								
										LC)S (dela	ay)									
Intersection Approach			AM I	Peak H	our				PM Peak Hour Saturday Peak Hour												
Movement	2022		2024			2029		2022 2		2024			2029		2022		2024	2029			
	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp	Base Year	No Build	Build	With Imp	No Build	Build	With Imp
SR 0230 and Propose	d Acces	s Drive																			
SR 0230 - EB			А	А		Α	А			А	А		А	А			А	А		А	Α
EB Left			В	А		В	А			В	В		В	В			В	В		В	В
EB Thru			А	А		А	А			А	А		А	А			А	А		А	А
SR 0230 - WB			А	А		А	А			А	В		А	В			А	В		А	В
WB Thru			А	А		А	А			А	В		А	С			А	В		А	В
WB Right			А	А		А	А			А	В		А	В			А	В		А	В
Norlanco Drive - SB				С			С				D			D				С			С
SB Left			С	С		С	С			F	D		F	D			F	С		F	С
SB Right				С			С				D			D				С			С
Overall Intersection			Α	В		Α	В			E	С		E	В			E	В		E	В
SR 4025 and Eastern	Parcels	Access	i																		
Eastern Access - WB			С			D				С			С				С			С	
SR 4025 - NB			А			А				А			А				А			А	
SR 4025 - SB			А			А				А			А				А			А	
Overall Intersection			Α			Α				Α			Α				Α			Α	

Table 2.	Queue Analy	sis Summary
	Q	

					Queue Analys	sis Results				
Intersection				95 th Perc	entile Queue (feet) - Synchro	/HCM			
Movement	Available	AM 2029			PM 2029			Saturday 2029		
	Storage	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.
SR 0230 (S. Market Street) and SF	R 0743 (Maytown Ave	enue)								
SR 0230 - EB	1,450	353 / 278	407 / 328		606 / 543	672 / 740		570 / 400	729 / 475	
SR 0230 - WB Left	150	22 / 20	22 / 25		87 / 100	105 / 148		48 / 40	62 / 63	
SR 0230 - WB Thru	2,100	81 / 13	83 / 13		154 / 15	156 / 18		250 / 180	320 / 400	
SR 0743 - NB	1,400	250 / 265	266 / 275		265 / 278	283 / 290		205 / 278	217 / 293	
SR 0230 (S. Market Street) and Gr	off Avenue		_	_		_			_	_
SR 0230 - EB Left	925	NA / 3	NA / 3		NA / 5	NA / 5		NA / 3	NA / 3	
Groff Avenue - SB Left	500	NA / 28	NA / 38		NA / 55	NA / 83		NA / 68	NA / 110	
Groff Avenue - SB Right	75	NA / 8	NA / 8		NA / 15	NA / 18		NA / 8	NA / 10	
SR 0230 and Giant Plaza Drivewa	y/Carey Lane									
SR 0230 - EB Left	200	1 / 0	1/0		5/0	5/0		15 / 0	15 / 0	
SR 0230 - EB Thru	2,100	117 / 20	124 / 25		183 / 50	220 / 70		305 / 25	376 / 33	
SR 0230 - EB Right	150	0 / 0	0 / 0		0 / 0	0 / 0		6 / 0	5/0	
SR 0230 - WB Left	250	2/8	1/8		34 / 40	54 / 40		47 / 53	87 / 53	
SR 0230 - WB Thru	1,225	11 / 18	12 / 20		62 / 43	80 / 55		227 / 25	297 / 33	
SR 0230 - WB Right	100	0 / 0	0 / 0		0 / 0	0 / 0		1 / 0	1/0	
Giant Plaza Dr - NB Left	200	95 / 85	95 / 85		284 / 235	284 / 235		341 / 310	341 / 310	
Giant Plaza Dr - NB Thru/Right	200	35 / 33	35 / 33		42 / 63	42 / 63		57 / 118	57 / 118	
Carey Lane - SB Left	100	9/3	9/3		29 / 18	29 / 18		50 / 40	50 / 40	
Carey Lane - SB Thru/Right	150	10 / 3	10 / 3		22 / 15	22 / 15		22 / 13	22 / 13	

					Queue Analys	sis Results					
				95 th Perc	entile Queue (feet) - Synchro	/HCM				
Intersection Movement	Aveilable	AM 2029				PM 2029		Saturday 2029			
	Available Storage	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	
SR 0230 and Market Street Square D	Driveway										
SR 0230 - EB Left	275	2 / 0	1/0		17 / 8	16 / 8		31 / 18	36 / 18		
SR 0230 - EB Thru/Right	1,225	66 / 10	85 / 13		207 / 8	253 / 8		188 / 13	254 / 13		
SR 0230 - WB Left	225	2/0	1/0		2/0	2/0		3 / 0	2/0		
SR 0230 - WB Thru	500	167 / 15	181 / 18		407 / 25	608 / 30		468 / 20	558 / 25		
SR 0230 - WB Right	225	0 / 0	0 / 0		1 / 0	1/0		9 / 0	7/0		
Hess Driveway - NB	50	0 / 20	0 / 20		19 / 10	19 / 20		33 / 25	33 / 25		
Market St Sq Dr - SB Left	300	13 / 5	13 / 5		50 / 38	50 / 38		87 / 83	87 / 83		
Market St Sq Dr - SB Thru/Right	300	0 / 0	0 / 0		46 / 65	46 / 65		98 / 148	98 / 148		
SR 0230 and Sheaffer Road											
SR 0230 - EB Left	125	3/3	3/3		3 / 5	2 / 10		30 / 3	29 / 3		
SR 0230 - EB Thru/Right	500	17 / 10	17 / 13		9 / 13	10 / 15		206 / 13	226 / 15		
SR 0230 - WB Left	125	7 / 0	7 / 0		21 / 8	21/8		11 / 3	11/3		
SR 0230 - WB Thru/Right	2,000+	151 /50	174 / 58		353 / 160	438 / 190		209 / 80	263 / 100		
Sheaffer Road - NB Left	75	56 / 48	56 / 48		89 / 83	89 / 83		95 / 90	95 / 90		
Sheaffer Road - NB Thru/Right	275	40 / 33	40 / 33		45 / 40	45 / 40		47 / 38	47 / 38		
Sheaffer Road - SB	2,000+	52 / 60	52 / 60		94 / 140	94 / 140		75 / 90	75 / 90		

					Queue Analys	sis Results				
Intersection				95 th Perc	entile Queue (1	feet) - Synchro	/HCM			
Movement	Available		AM 2029			PM 2029			Saturday 2029)
	Storage	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.
SR 0230 and SR 4025 (Cloverleaf Ro	ad/Colebrook Ro	ad)								
SR 0230 - EB Left	275	211 / 155	265 / 210		160 / 228	230 / 228	226 / 258	125 / 75	192 / 118	
SR 0230 - EB Thru	800	117 / 83	148 / 120		205 / 258	233 / 268	219 / 273	154 / 90	195 / 140	
SR 0230 - EB Right	250	0 / 10	0 / 10		8 / 25	7 / 23	7 / 23	0 / 13	0 / 15	
SR 0230 - WB Left	150	8/3	57 / 35		36 / 25	153 / 150	138 / 150	30 / 13	124 / 70	
SR 0230 - WB Thru	1,125	147 /118	219 / 193		312 / 360	519 / 550	459 / 530	259 / 183	415 / 383	
SR 0230 - WB Right	125	43 / 0	43 / 0		36 / 0	34 / 0	15 / 0	0 / 0	0 / 0	
SR 4025 - NB Left	100	47 / 40	47 / 40		85 / 80	90 / 93	94 / 88	44 / 38	44 / 43	
SR 4025 - NB Thru/Right	850	354 / 275	419 / 338		326 / 290	468 / 393	468 / 360	129 / 113	167 / 183	
SR 4025 - SB Left	325	66 / 55	66 / 58		157 / 158	146 / 205	142 / 213	73 / 60	73 / 70	
SR 4025 - SB Thru	525	184 / 148	170 / 138		380 / 253	252 / 315	263 / 348	132 / 100	109 / 88	
SR 4025 - SB Right	400	48 / 115	36 / 100		78 / 163	41 / 163	41 / 188	24 / 30	1 / 35	
SR 0230 (W. Main Street) and Ridge	Run Road									
SR 0230 - EB Left	TWLTL	NA / 0	NA / 0		NA / 0	NA / 0		NA / 0	NA / 0	
Ridge Run Road - SB	1,000	NA / 5	NA / 5		NA / 8	NA / 10		NA / 5	NA / 8	
SR 4025 (Colebrook Road) and Harri	sburg Avenue									
Harrisburg Avenue - EB	1,000+	NA / 23	NA / 28	74 / 20	NA / 73	NA / 88	177 / 63	NA / 18	NA / 20	50 / 15
Harrisburg Avenue - WB	1,000+	NA / 28	NA / 33	53 / 30	NA / 23	NA / 28	51 / 28	NA / 13	NA / 15	34 / 13
SR 4025 - NB	1,000+	NA / 98	NA / 128	168 / 58	NA / 93	NA / 130	122 / 60	NA / 30	NA / 43	75 / 25
SR 4025 - SB	850	NA / 60	NA / 78	114 / 40	NA / 228	NA / 355	269 / 108	NA / 35	NA / 55	90 / 30

					Queue Analys	sis Results					
				95 th Perc	entile Queue (feet) - Synchro	/HCM				
Intersection Movement	Aveilable		AM 2029			PM 2029		Saturday 2029			
	Available Storage	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	
SR 4025 (Cloverleaf Road) and Andr	rew Avenue/Norla	nco Drive									
Andrew Avenue - EB Left/Thru	1,000+	40 / 30	40 / 30	42 / 30	19 / 10	19 / 10	20 / 10	11 / 5	11 / 5	13 / 5	
Andrew Avenue - EB Right	125	5 / 13	5 / 13	0 / 13	4 / 8	4 / 8	0 / 8	0 / 5	0 / 5	0 / 5	
Norlanco Drive - WB	1,000+	28 / 23	28 / 23	30 / 23	55 / 60	53 / 60	17 / 60	13 / 20	13 / 20	0 / 23	
SR 4025 - NB Left	(150)			3/0			10 / 3			12 / 3	
SR 4025 - NB Thru/Right	1,200	338 / 100	566 / 258	666 / 395	204 / 23	287 / 425	715 / 263	110 / 25	194 / 280	454 / 220	
SR 4025 - SB Left	(275)			64 / 70			68 / 55			60 / 53	
SR 4025 - SB Thru	1,100	261 / 8	413 / 1893	135 / 3	29 / 5	449 / 3315	141 / 3	13 / 10	522 / 2058	80 / 10	
SR 4025 - SB Right	100	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0/0	
SR 4025 and Schwanger Road											
Schwanger Road - EB Left	225	354 / 348	354 / 348		208 / 158	209 / 158	241 / 240	104 / 95	104 / 95		
Schwanger Road - EB Thru/Right	1,000+	42 / 65	45 / 78		48 / 48	51 / 60	55 / 68	35 / 28	39 / 40		
Schwanger Road - WB Left	75	13 / 5	13 / 5		13 / 5	13 / 5	14 / 5	14 / 5	14 / 5		
Schwanger Road - WB Thru/Right	1,000+	36 / 53	36 / 53		44 / 35	44 / 35	48 / 38	30 / 23	30 / 23		
SR 4025 - NB Left	75	10 / 13	11 / 28		43 / 63	61 / 88	75 / 83	15 / 20	18 / 38		
SR 4025 - NB Thru/Right	1,100	592 / 100	690 / 188		300 / 330	364 / 403	258 / 285	205 / 273	336 / 363		
SR 4025 - SB Left	100	9/3	10 / 3		19 / 23	21 / 30	15 / 23	11 / 8	11 / 10		
SR 4025 - SB Thru/Right	1,500+	455 /323	605 / 463		754 / 805	882/1375	836 / 840	230 / 138	458 / 213		
SR 4025 and Merts Drive											
Merts Drive - EB	1,000	NA / 15	NA / 20		NA / 8	NA / 10		NA / 3	NA / 8		
SR 4025 - NB	1,500+	NA / 0	NA / 0		NA / 3	NA / 3		NA / 5	NA / 3		
SR 4025 and PA Route 283 EB Ram	ps										
PA 283 Off-Ramp - EB Left	325	NA / 25	NA / 33		NA / 35	NA / 50		NA / 8	NA / 10		
PA 283 Off-Ramp - EB Right	1,000	NA / 48	NA / 75		NA / 453	NA / 698		NA / 35	NA / 70		
SR 4025 - SB Left	75	NA / 15	NA / 15		NA / 10	NA / 10		NA 8	NA / 10		

					Queue Analys	sis Results							
				95 th Perc	entile Queue (e (feet) - Synchro/HCM							
Intersection Movement	Available		AM 2029		PM 2029			Saturday 2029					
	Storage	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.	No Build	Build	Build w/ Imp.			
SR 4025 and PA Route 283 WB Ram	ips												
PA 283 Off-Ramp - WB Left/Thru	1,000	241 / 193	302 / 248		420 / 340	492 / 435		189 / 165	291 / 230				
PA 283 Off-Ramp - WB Right	400	9 / 0	9 / 0		24 / 0	24 / 0		0 / 0	0 / 0				
SR 4025 - NB Left	200	371 / 215	406 / 335		149 / 123	228 / 215		80 / 45	104 /78				
SR 4025 - NB Thru	400	46 / 25	50 / 33		68 / 48	77 / 63		46 / 20	55 / 33				
SR 4025 - SB Thru	1,000+	113 / 95	125 / 115		149 / 143	163 / 175		77 / 48	91 / 70				
SR 4025 - SB Right	75	0 / 0	0 / 0		0 / 0	0 / 0		0 / 0	0 / 0				
SR 0230 and Proposed Access Driv	e												
SR 0230 - EB Left	(350)		NA / 15	31 / 20		NA / 25	31 / 78		NA / 33	61 / 55			
SR 0230 - EB Thru/Right	1,125		NA / 0	80 / 50		NA / 0	110 / 18		NA / 0	128 / 110			
SR 0230 - WB Thru	2,000+		NA / 0	212 / 150		NA / 0	356 / 350		NA / 0	291 / 263			
SR 0230 - WB Right	(225)		NA / 0	16 / 15		NA / 0	26 / 50		NA / 0	24 / 40			
Norlanco Drive - SB Left	(175)			69 / 58			185 / 188		NA / 402	123 / 115			
Norlanco Drive - SB Thru/Right	(200)		NA / 53	37 / 125		NA / 535	187 / 380		NA / 493	84 / 230			
SR 4025 and Eastern Parcels Acces	s												
Eastern Access - WB	300		NA / 65			NA / 80			NA / 68				

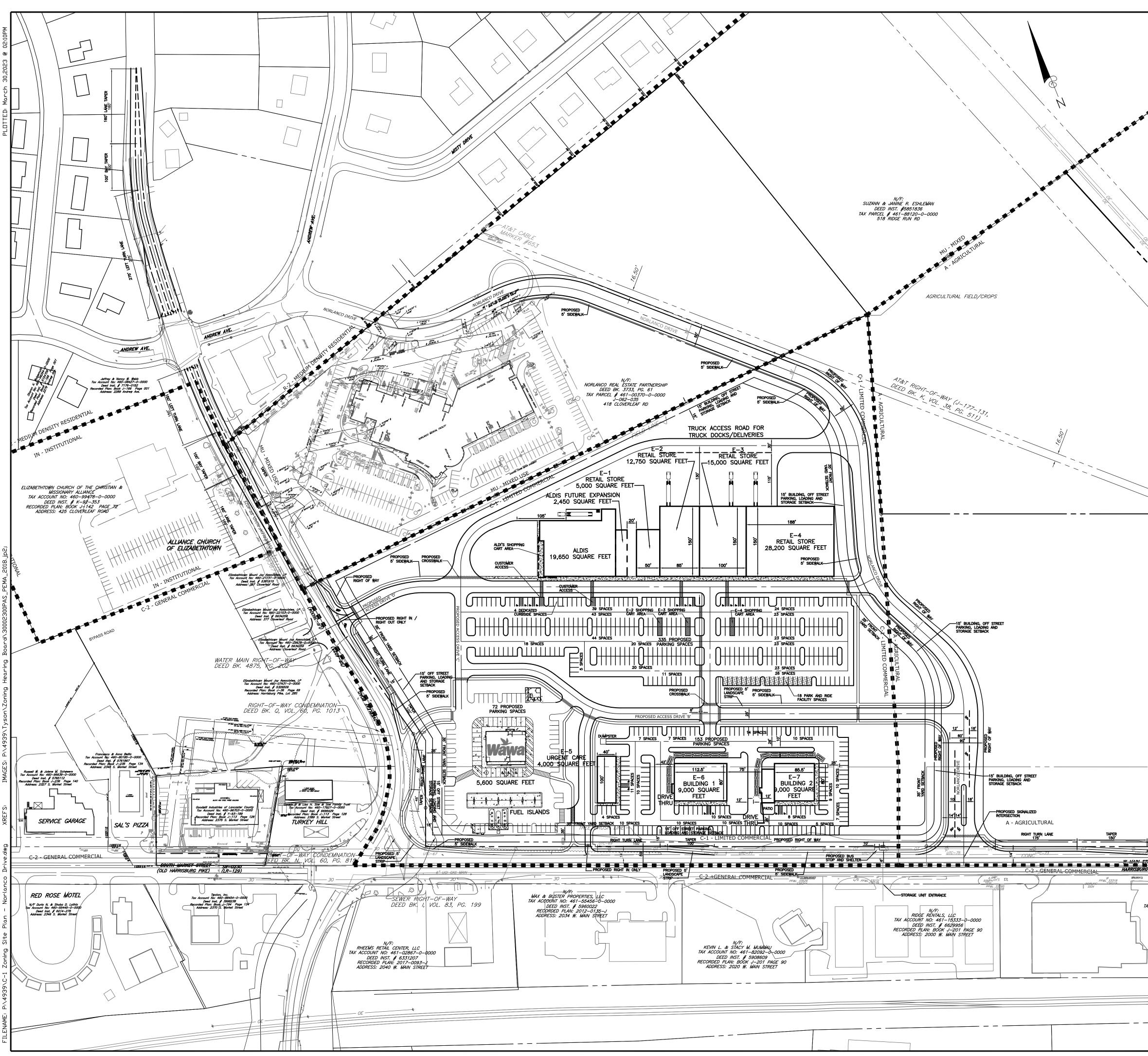
(XXX) Recommended turn lane length TWLTL - Two-Way Center Left Turn Lane

APPENDIX B

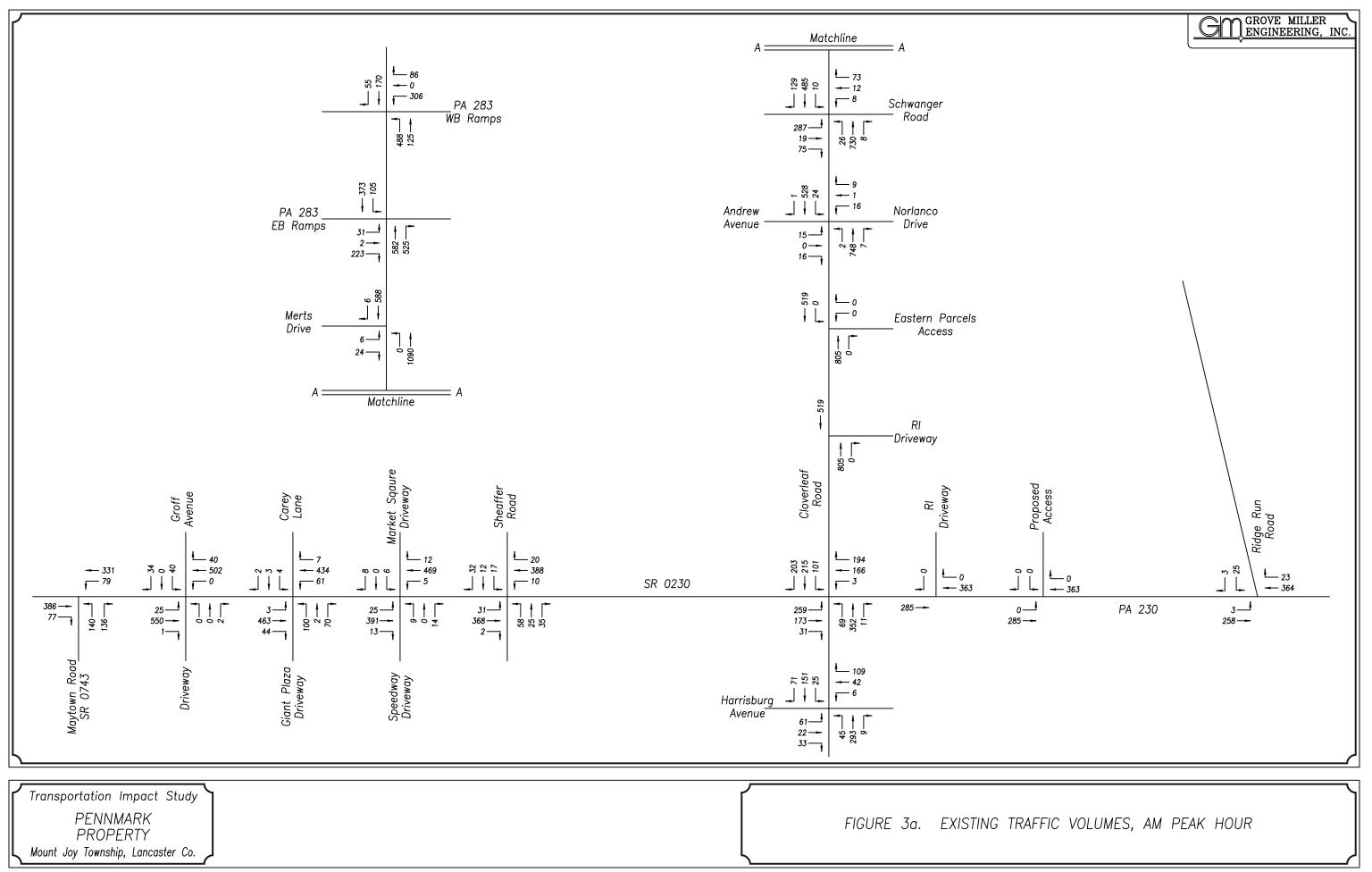
EXISTING CONDITIONS

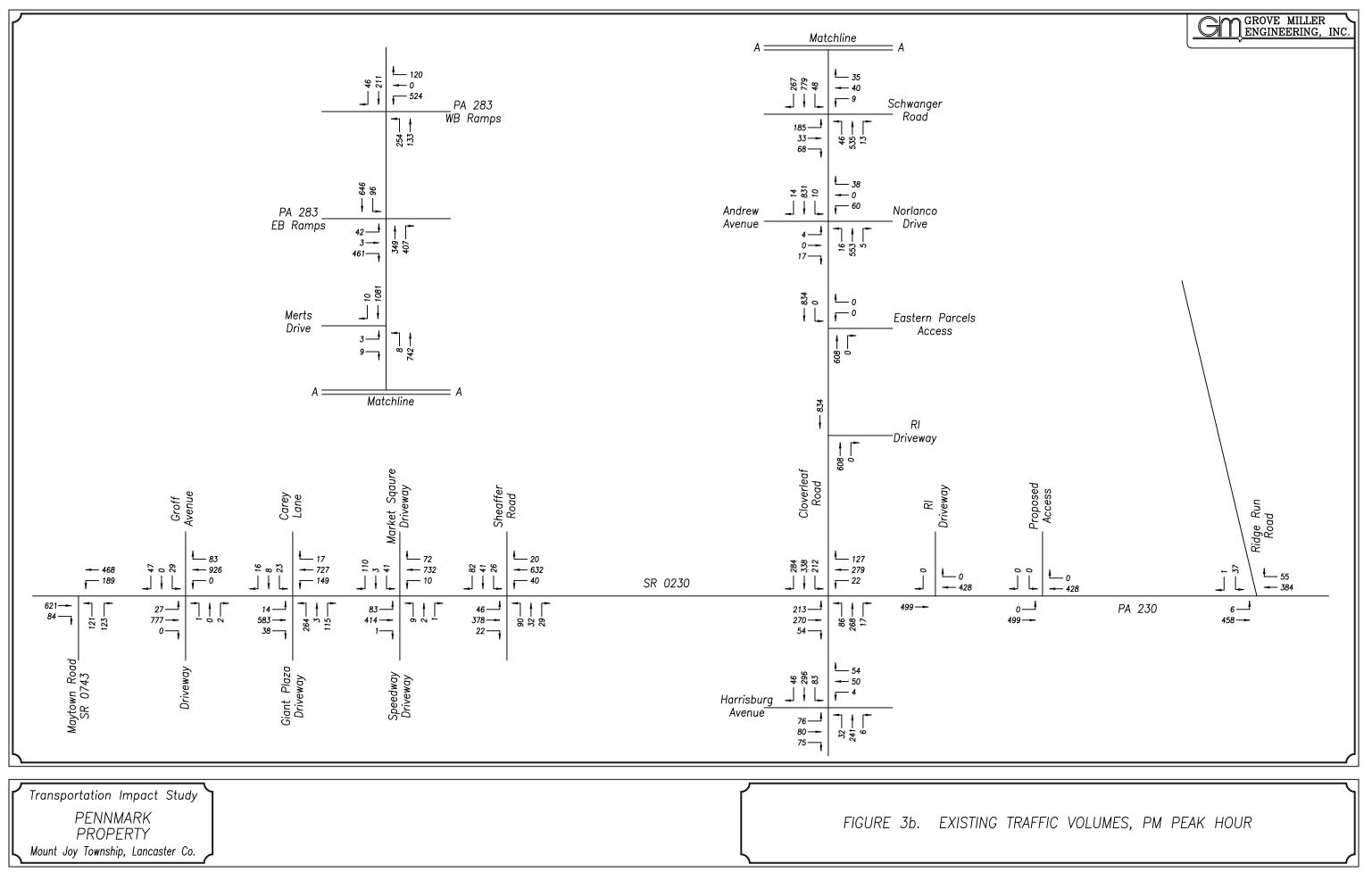
	GM GROVE MILLER ENGINEERING, IN	с.
Haira Down Way	Patricentiar 1	19/1- 14
Broother and	Patrice Polymanger Rd Bog Shewlen Shewlen Shewlen Shewlen	
	SITE ROOM	
Bonegal Dr	Milling aniebung Ave 0 2021 Google 0 2021 Google 10 2021 G	
Transportation Impact Study PENNMARK PROPERTY Mount Joy Township, Lancaster County	FIGURE 1 LOCATION MAP	

FIGURE 2 SITE PLAN



ZONING DATA				щ
1. DISTRICT C-1 LIMITED COMMERCIAL DISTRICT 2. MIN. LOT AREA 10,000 S.F. (PUBLIC WATER AND PUBLIC SEWER) 3. MIN. LOT WIDTH				DATE
4. MIN. LOT DEPTH				
7. MIN. REAR YARD				
10. MAX. BLDG. HEIGHT 40' 11. PARKING REQUIREMENTS: <u>COMMERCIAL:</u> 1. SHOPPING CENTERS: 5 SPACES PER 1,000				REVISIONS
SQUARE FEET OF GROSS FLOOR AREA SITE DATA (TO STREET RIGHT-OF-WAY IN C-1 DISTRICT)				REV
1. TOTAL LOT AREA GROSS = 963,746.57 SQ.FT. NET = 912,616.46 SQ.FT. (EXCLUDES ROUTE 230,				
CLOVERLEAF AND NORLANCO DRIVE ON THE C-1 PROPERTIES) 2. NUMBER OF LOTS				
20.95 ACRES (NET) 4. DENSITY	TES, LP		TES, LP	
6. EXISTING LAND USE AGRICULTURE / VACANT 6. PROPOSED LAND USE RETAIL 7. UNITS OF OCCUPANCY	SSOCIA A - 2		SSOCIA A - 2	
8. PROPOSED BUILDING COVERAGE 110,650 S.F. (12.1%) 9. PROPOSED IMPERVIOUS COVERAGE 593,000 S.F. (65.0%) 10. PROPOSED PARKING REQUIREMENTS:	ut joy A suite	A 19462 60060 -0000	JNT JOY A RD SUITE PA 19462	#5160061 17-0-0000
5 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA	ACT 1 AND TRACT 2 ELIZABETHTOWN MOUNT JOY ASSOCIATES, 1000 GERMANTOWN RD SUITE A - 2	IH MEELING, PA 19462 EED INST #5160060 : 461-41555-0-0000	ELIZABETHTOWN MOUNT JOY ASSOCIATES, 1000 GERMANTOWN RD SUITE A - 2 PLYMOUTH MEETING, PA 19462	
110,650 S.F. GROSS FLOOR AREA / 1,000 S.F. X 5 = 554 SPACES REQUIRED 554 PARKING SPACES REQUIRED 560 PARKING SPACES PROVIDED (INCLUDES HANDICAP SPACES)	AND TRA BETHTOW SERMANT	JIH MEE JEED IN .: 461-4	ETHTOW ERMANT JTH MEE	Ш.
PARK AND RIDE FACILITY REQUIREMENTS:	TRACT 1 A ELIZABI 1000 GI	PLYMUL X ACCT	ELIZABI 1000 GI PLYMOU	OF TITLE: D). TAX ACCT.
AT LEAST 3% OF THE PARKING SPACES PROVIDED FOR THE USE SHALL BE FOR PUBLIC USE AS A PARK-AND-RIDE AREA		PLYMOUI SOURCE OF TITLE: DE LANC. CO. TAX ACCT.:	ESS	CE OF T CO. TA
554 SPACES PROVIDED x 3% = 17 PARK AND RIDE SPACES REQUIRED AND 18 PARK AND RIDE SPACES PROVIDED ZONING NOTES:	<u>OWNERS:</u> NAME: ADDRESS:	SOUR LANC.	NAME: ADDRESS:	SOURCE OF LANC. CO
 THE LOT AREA ASSUMES THAT THE TWO EXISTING LOTS IN THE C-1 DISTRICT WILL BE COMBINED INTO ONE RESULTANT LOT. THE PROPOSED BUILDING COVERAGE AND IMPERVIOUS COVERAGE INCLUDES THE 2,450 SQUARE 				
FEET FUTURE ADDITION FOR ALDI'S. 3. THE DESIGN INCENTIVE FOR STREETSCAPE DETAILS PERMITS AN ADDITIONAL 5% IMPERVIOUS COVERAGE BEYOND THE C-1 REQUIREMENT OF 60%. THE MAXIMUM IMPERVIOUS COVERAGE IS 65% AND THE PROPOSED IMPERVIOUS COVERAGE IS 65%.	ES TE A - 2	19462 71, PG. 21 0000	ES TE A - 2 462	PG. 21 0
 PROPOSED CURBING WILL BE INSTALLED ALONG THE ROAD IMPROVEMENTS ALONG ROUTE 230 AND CLOVERLEAF ROAD IN ACCORDANCE WITH THE DESIGN INCENTIVES. BENCHES WILL BE INSTALLED AT LOCATIONS BASED ON THE DEVELOPMENT OF THE SPECIFIC USES 	ISE 'B' SOCIATES RD SUITE	, PA 194 /OL. 71, 5-0-000	SOCIAT RD SUI	, VOL. 71, 76-0-0000
IN ACCORDANCE WITH THE DESIGN INCENTIVES. 6. THE IMPROVEMENTS AT S.R. 0230 AND CLOVERLEAF ROAD REQUIRE A HIGHWAY OCCUPANCY PERMIT. THE HIGHWAY OCCUPANCY PLANS WILL PROVIDE ALL OF THE REQUIRED DETAILED INFORMATION INCLUDING, BUT NOT LIMITED TO, THE EXTENT OF ROAD WIDENING, ADA SIDEWALKS	EMISE 'A' AND PREMISE 'B' ELIZABETHTOWN ASSOCIATES 1000 GERMANTOWN RD SUITE	TTWOUTH MEETING, PA TTLE: DEED BK. U, VOL. X ACCT.: 461-00486-0-0	ELIZABETHTOWN ASSOCIATES 1000 GERMANTOWN RD SUITE / PLYMOUTH MEETING, PA 19462	BK. U 1-821
AND CROSSWALKS, TRAFFIC SIGNAL, AND TRAFFIC SIGNAL ACCESSORIES INCLUDING PEDESTRIAN SIGNALS. 7. THE SITE PLAN MEETS THE REQUIREMENT THAT BUILDING WALLS THAT FRONT ALONG AN INTERNAL	e 'a' ani abetht(germa	DEED CT.: 46	ABETHT() GERMA IOUTH N	
STREET OR ACCESS DRIVE OF THE DEVELOPMENT MAY BE PERMITTED TO FRONT AGAINST THE EDGE OF THE STREET OR ACCESS DRIVE AS LONG AS THE MINIMUM SEPARATION DISTANCE BETWEEN BUILDING WALLS ON BOTH SIDES OF THE STREET IS 65 FEET.	H	F TITLE TAX AC		F TITLE TAX AC
PROPOSED RIGHT OF WAY CALCULATIONS (ASSUMES THE C-1 LANDS UNLESS OTHERWISE NOTED):	OWNERS: F NAME: ADDRESS:	PLYMOUTH MEETING, PA 1941 SOURCE OF TITLE: DEED BK. U, VOL. 71, I LANC. CO. TAX ACCT.: 461-00486-0-0000	NAME: ADDRESS:	SOURCE OF TITLE: DE LANC. CO. TAX ACCT.:
1. ROUTE 230 = $26,353.77$ SQUARE FEET OR 0.60 ACRES (C-1 AND AG LANDS) 2. CLOVERLEAF ROAD = $10,238.09$ SQUARE FEET OR 0.24 ACRES. 3. NORLANCO DRIVE:		SC		
 C-1 AREA = 30,762.89 SQUARE FEET OR 0.71 ACRES AG AREA = 45,925.65 SQUARE FEET OR 1.05 ACRES TOTAL NORLANCO DRIVE RIGHT OF WAY AREA = 76,688.54 SQUARE FEET OR 1.76 ACRES 4. THE TOTAL DEDICATED RIGHT OF WAY AREA IN THE C-1 ZONING DISTRICT IS 51,130.11 SQUARE 		v Street .28 A 17552	653-5308 John.com Architacts	
FEET OF 1.17 ACRES. 5. THE TOTAL DEDICATED RIGHT OF WAY AREA IN THE C-1 AND AG ZONING DISTRICT IS 113,280.40 SQUARE FEET OR 2.60 ACRES.		2 Mount Joy Stre Po Box 128 Junt Joy, PA 175	h- (717) 653-5308 www.dcgohn.com łscana Archited	
6. THERE IS A TOTAL OF 59,000 SQUARE FEET OF IMPERVIOUS AREA WITHIN THE NORLANCO DRIVE RIGHT OF WAY. THERE IS 26,000 SQUARE FEET OF IMPERVIOUS AREA WITHIN THE NORLANCO DRIVE RIGHT OF OVER LANDS WITHIN THE C-1 ZONING DISTRICT ONLY.		32 Mour Po I Mount Jo	Ph- (717) www.dcg	d b c c
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	CT NO.: MARCH	N BY: ED BY:	<u> </u>	SCALE
	PROJECT DATE: I	DRAWN BY CHECKED E	SCALE:	100'
PROPOSED RIGHT OF WAY A - AGRICULTURAL			¥	
CT OT		ER	COMPANY	NIA
A LANES A SIGN SIGN AND A LASS AND A COMMERCIAL PRI 33300 PEM 33340 S29210	PLAN			YLVAN
N/F: HENRY K. BLOUGH, JR. CCOUNT NO: 461-62647-0-0000 DEED INST. # I-62-01074 DDRESS: 1990 W. MAIN STREET	世	N C		PENNSYLVA
	SI SI	MOUNT JOY TOWN CENT	PENNMARK MANAGEMENT MOUNT JOY TOWNSHIP	
N/F: HILLCREST HOLDINGS, LLC TAX ACCOUNT NO: 461-97710-0-0000 DEED W ST. # 5079335 RECORDED PLAN: BOOK J-B5 PAGE 47 ADDRESS: 1950 W. MAIN STREET	OSE	YOĹ		COUNTY,
	PROPOSED	JNT	RK N Mour	STER
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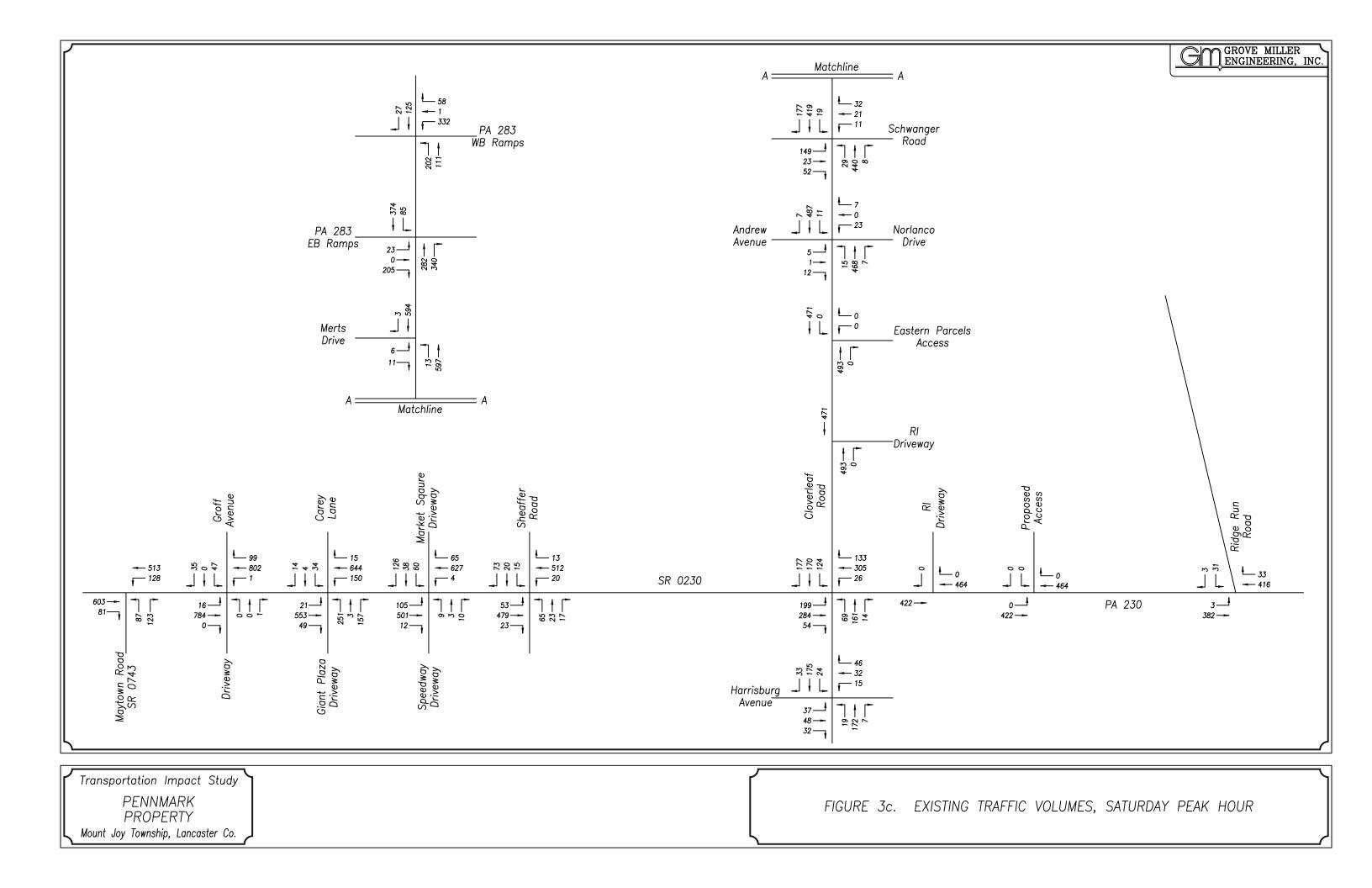


FIGURE 3d

TRAFFIC SIGNAL PERMIT PLANS

CYCLE / SPLIT / OFFSET

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Trade trad	MARKET STREET (SR 0230) & MAYTOWN AVENUE (SR 0743)						╉━━━━╋			· · ·		56
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Product a r w prod. Interactives Prod.	2 HERSHEY ROAD (SR 0(43/0241), MOUNI GREINA ROAD (SR 0241), HOLLY STREET & TURKEY HILL DRIVEWAY	1-132			·		 					
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NOTES: ① ALL SPLIT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. ② REFER TO SIGNAL PERMIT PLAN FOR MAX 1, MAX 2 AND CLEARANCE AND PED TIMES. ③ SPLIT TIMES AND OFFSETS ARE IN SECONDS. ④ OFFSETS REFERENCED TO BEGINNING OF MAIN STREET YELLOW (2+6). ⑤ PHASES 4 AND 7 AT INTERSECTION #3 SERVE RESIDENTIAL DRIVEWAYS OPPOSITE THE INTERSECTION. CALLS TO PHASES 4 AND 7 TEMPORARILY SUSPEND COORDINATED OPERATION AT INTERSECTION 3.

INTERSECTIONS 1-2

	WE	EKLY	PROGRAM	CHART	
EVENT	DAY	TIME	PROGRAM*		REMARKS
1	1-7	0000	MAXIMUM 1		FREE

▲DAY 1 = MONDAY
★ MAX / FREE WHERE NOTED IN CYCLE / SPLIT / OFFSET MATRIX.

INTERSECTIONS 3-11 AND 17

	WE	EKLY	PROGRAM	CHART
EVENT	DAY	TIME	PROGRAM [*]	REMARKS
1	1-7	0000	MAXIMUM 1	FREE
2	1-5	0600	1	AM PEAK
3	1-5	0900	2	PM PEAK
4	1-5	1930	MAXIMUM 1	FREE
5	6	0900	3	WEEKEND PEAK
6	6	1900	MAXIMUM 1	FREE
7	7	1100	3	WEEKEND PEAK
8	7	1500	MAXIMUM 1	FREE

* MAX / FREE WHERE NOTED IN CYCLE / SPLIT / OFFSET MATRIX.

PERMIT	NUMBER:	<u> </u>	SHEET	2	OF	2

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION. REFER TO TRAFFIC SIGNAL PERMIT DRAWING FOR INDIVIDUAL INTERSECTION OPERATION, GEOMETRY,

PHASING AND CRITICAL TIMES. FOR CONSTRUCTION AND INSPECTION THE SYSTEM PERMIT

SHOULD ALWAYS BE ACCOMPANIED WITH TRAFFIC SIGNAL PERMIT DRAWING.

TEST THE SYSTEM AT LOCAL INTERSECTION LEVEL, SUBSYSTEM LEVEL MASTER CONTROLLER LEVEL AND PERSONAL COMPUTER REMOTE DIAL UP LEVEL.

GATHER THE SYSTEM FAILURE CRITICAL ALARMS REPORT AND ARCHIVE THEM WHERE APPLICABLE.

ASSIGN LOOP DETECTORS AND PROGRAM THE CONTROLLERS TO GATHER TRAFFIC VOLUMES IN 15 MINUTE INTERVAL, WHERE APPLICABLE.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

OBTAIN POLE ATTACHMENT PERMIT FOR AERIAL FIBER OPTIC INSTALLATION.

MAINTAIN MASTER CONTROLLER COMMUNICATION SUCH AS PHONE DROPS.

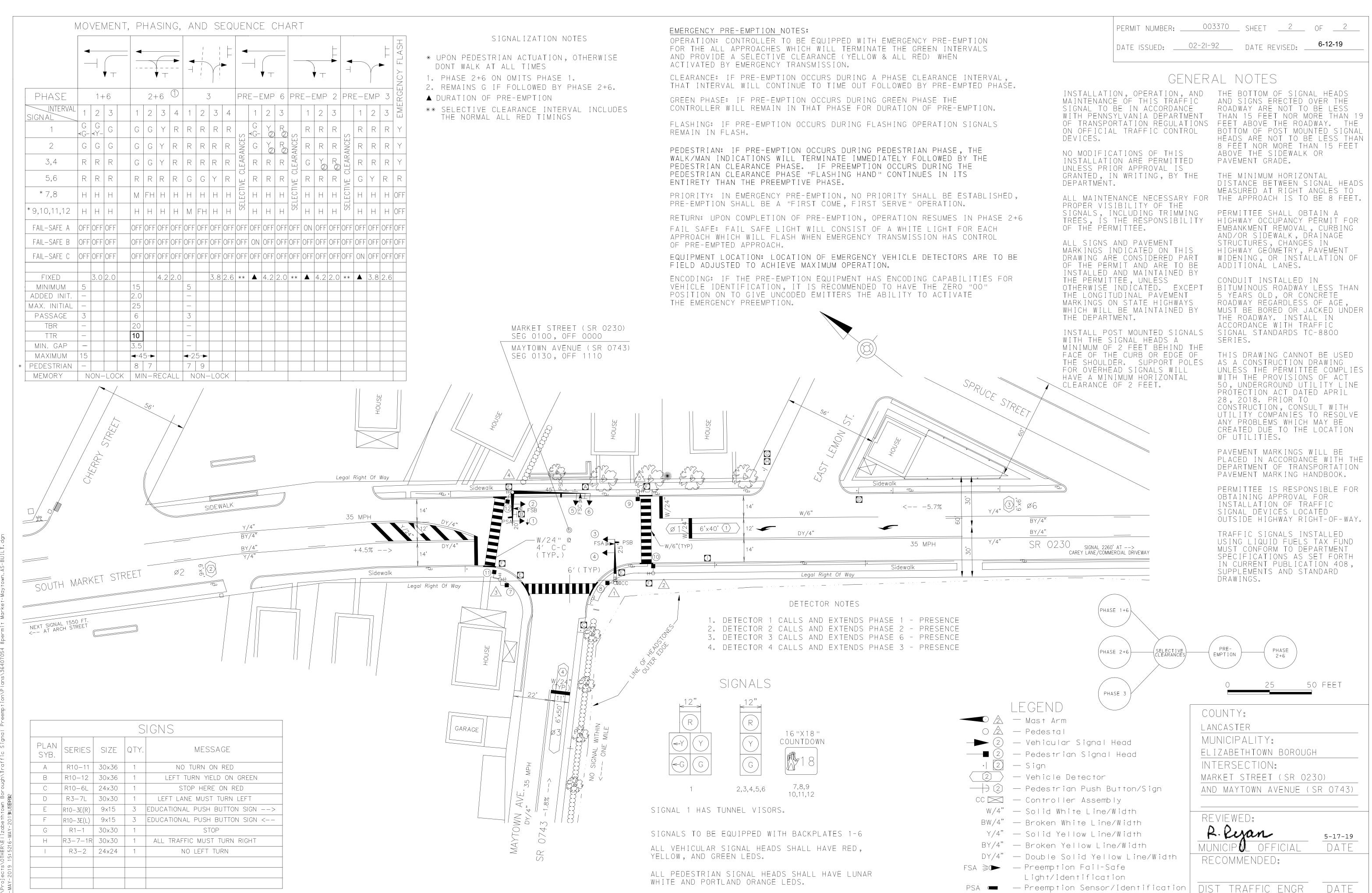
PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

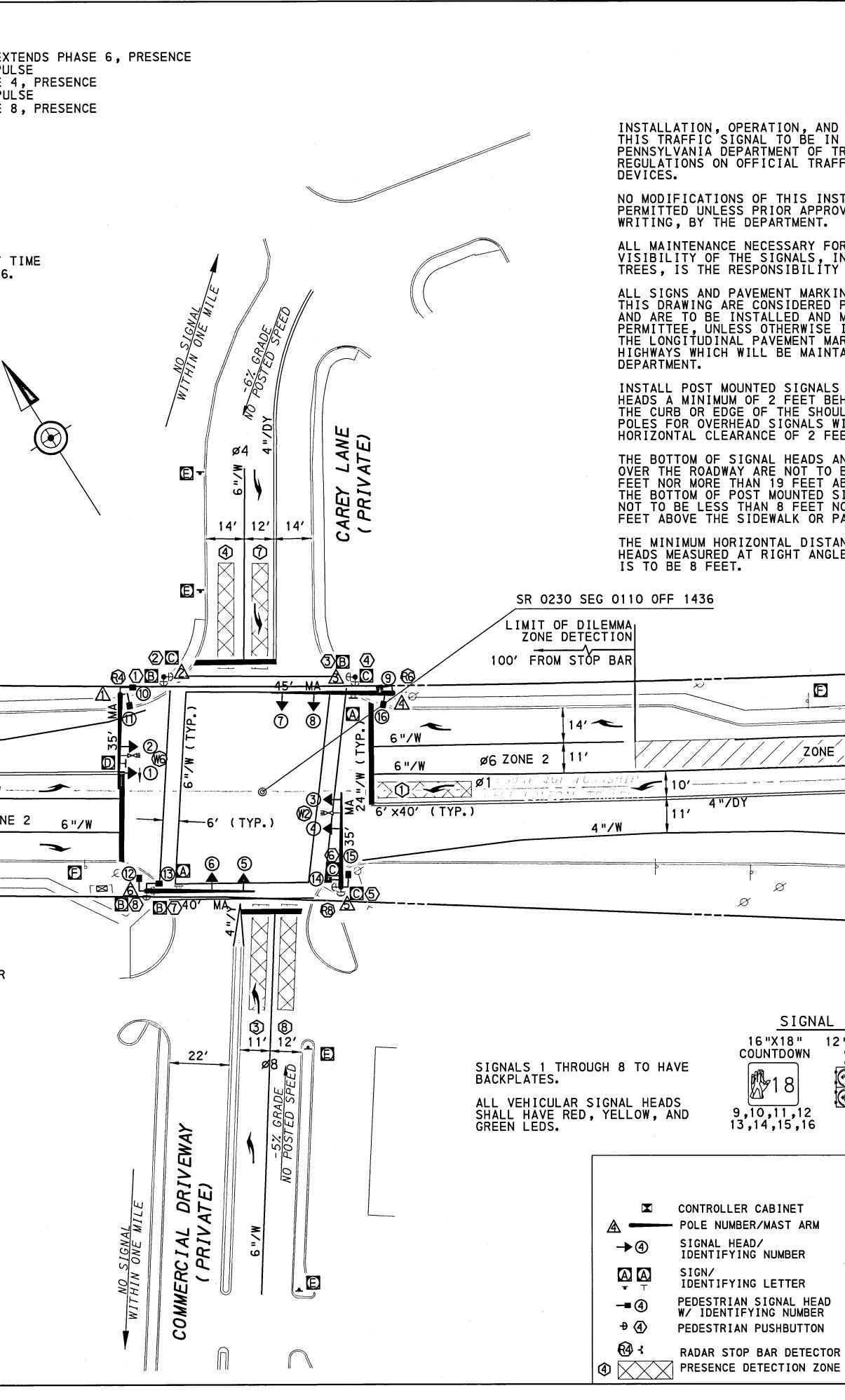
THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974. PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

COUNTY:
LANCASTER
MUNICIPALITY:
ELIZABETHTOWN BOROUGH
MOUNT JOY TOWNSHIP
WEST DONEGAL TOWNSHIP
INTERSECTION:
MARKET STREET (SR 0230)
CORRIDOR
REVIEWED:
Raen Forme 2/21/12 MUNICIPAL OFFICIAL DATE
Biech A. Car PE, PTOE 02/15/2012 MUNICIPAL OFFICIAL DATE
R. Ryan MUNICIPAL OFFICIAL DATE
RECOMMENDED:
Coon C. Burley 03/01/2017
DIST TRAFFIC ENGR DATE

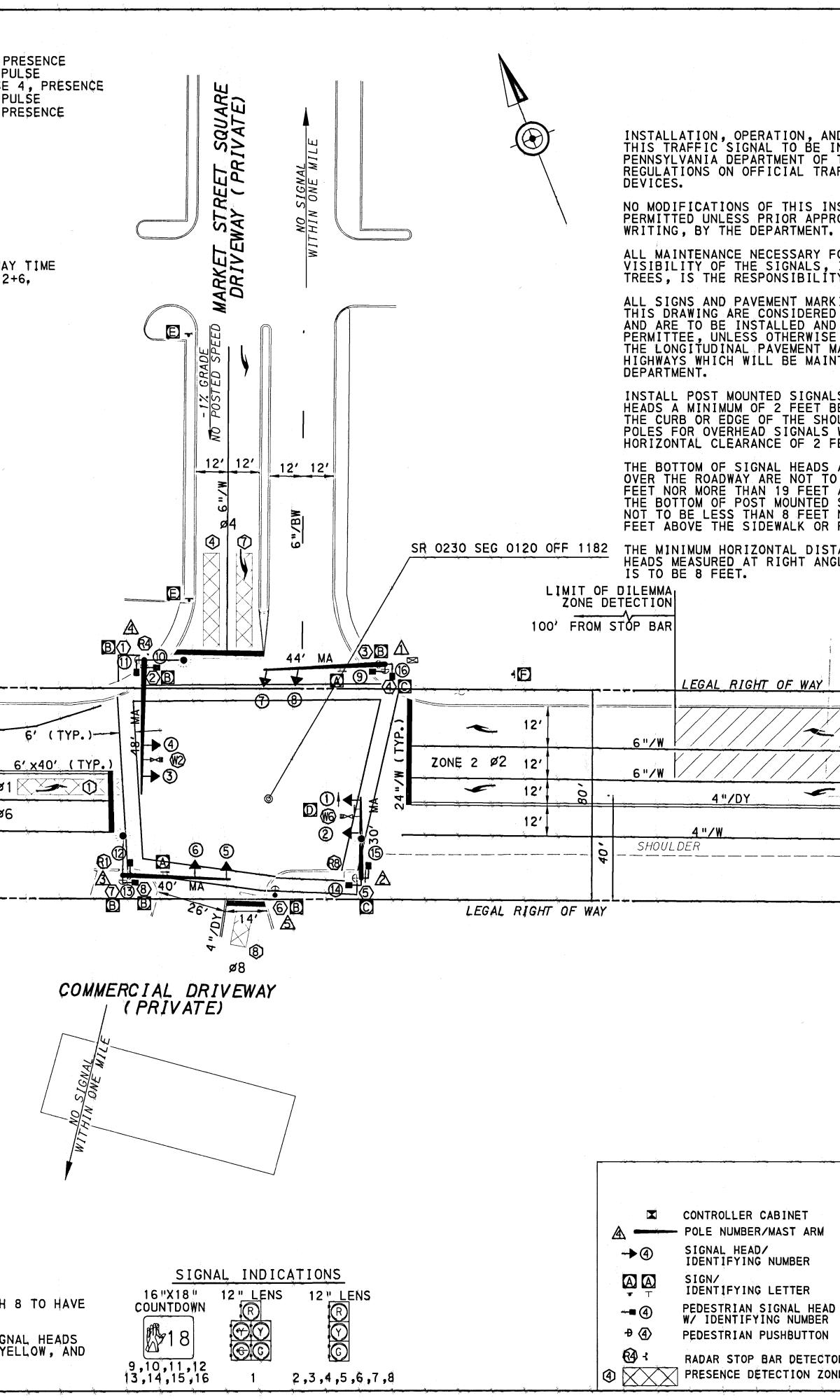


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IMIT O	F DILEN	AVE. (DUTH (SR 0 <u>MA</u> <u>5.</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u>	743) RKE RKE O SRADE MPH S TECT	230)				'L DER 0'		4 "/W 4 "/D)	Y			07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
	F DILEN	AVE. (DUTH (SR 0 <u>MA</u> <u>5.</u> Fr <u>7:</u> 40 <u>7:</u> 7 <u>7:</u> 7 <u>7: 700 <u>7:</u> 7 <u>7: 700 <u>7: 700 <u>7:</u> 700 <u>7: 700 <u>7: 700 <u>7:</u> 700 <u>7: 700 <u>7: 700 <u>7: 700 <u>7: 700 <u>700 <u>70000000000000000000000000000</u></u></u></u></u></u></u></u></u></u></u>	743) RKE RKE O SRADE MPH S TECT	230) 				'L DER 0'		4 "/W 4 "/D)	Y			07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
IMIT O 50' FR	F DILEN OM STOF	AVE. (DUTH (MA ZO P BAR	SR 0 MA S. F -7: 40 NE DI S S 72'	743) <i>RKE</i> <i>RKE</i> <i>GRADE</i> <i>MPH</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i>	230) ION TABUI	LATI MES ET SI	ON SAGE IGN	1 S Wark	CONE						07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
IMIT O 50' FR	F DILEN OM STOP	AVE. (DUTH (AMA ZO P BAR ES E(R)	SR 0 MA S. F -7: 40 -7: 72' 9''>	743) <i>RKE</i> <i>RKE</i> <i>GRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRA</i>	230) ION TABUI STRE EDUC	LATI MES ET SI ATION	ON SAGE IGN NAL F	"Mark PUSH	CONE	t " ON S	4 "/W 4 "/D) ▲ "/D] ▲ "/D) ▲ "/D] ▲ "/D) ▲ "/D] ▲ "/D]	Y 			07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
IMIT O 50' FR PLAN SYMBOL A B C	F DILEN OM STOP SERIE D3-4 R10-3E R10-3E	AVE. (DUTH (AMA ZO P BAR ES E(R) E(L)	SR 0 MA S. F -7: 40 NE DI S S 72' 9''; 9'';	743) <i>RKE</i> <i>RKE</i> <i>GRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRA</i>	230) ION TABUI STRE EDUC EDUC	LATI MES ET ST ATION	ON SAGE IGN NAL F	"Mark PUSH	CONE	t " ON S ON S	4 "/W 4 "/D ↓ ↓ ↓ ↓ ↓	Y 			07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
IMIT O 50' FR	F DILEN OM STOP	AVE. (DUTH (AMA ZO P BAR ES E(R) E(L) 2	SR 0 MA S. F -7: 40 NE DI S S 72' 9"; 9"; 30"	743) <i>RKE</i> <i>RKE</i> <i>GRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRA</i>	230) ION TABUI STRE EDUC EDUC	LATI MES ET S ATION ATION	ON SAGE IGN NAL F NAL F	I Mark PUSH ELD 0	CONE	t " ON S ON S	4 "/W 4 "/D ↓ ↓ ↓ ↓ ↓	Y 			07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
IMIT O 50' FR PLAN 5YMBOL A B C D	F DILEN OM STOP SERIE D3-4 R10-3E R10-12	AVE. (DUTH (AMA ZO P BAR ES E(R) E(L) 2 L-SR)	SR 0 MA S. F -7: 40 -7: 9": 30" 30"	743) <i>RKE</i> <i>RKE</i> <i>GRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>MPH</i> <i>S</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRADE</i> <i>SRA</i>	230) ION TABUI STRE EDUC EDUC LEFT	LATI MES ETSI ATION ATION TURI USE	ON SAGE IGN NAL F NAL F NAL F	I Mark PUSH ELD O TROL	CONE	t " ON S ON S	4 "/W 4 "/D ↓ ↓ ↓ ↓ ↓	Y 			07 OF L1 Z0	WAY	0F DIL	Ø2 ZON
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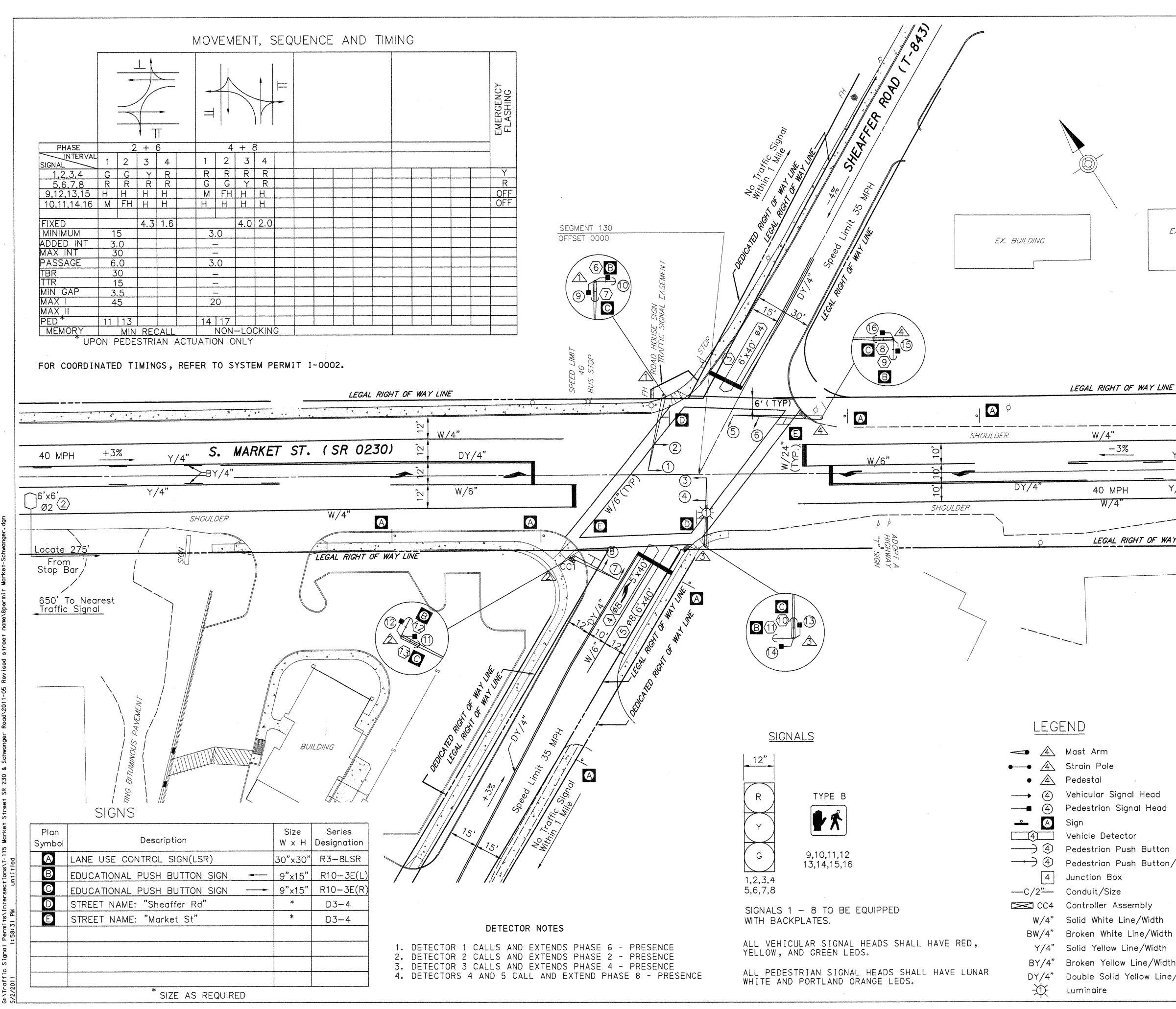


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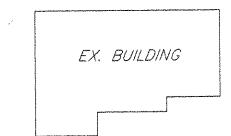
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COUNTY: LANCASTER MUNICIPALITY:	
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PERMI	T NUMBE	R: <u>87-153</u>	SHEE	T <u>2</u>	- OF	2
DATE	ISSUED:	05-24-99	DATE	REVISED :	5-11	<u>' -11</u>

T-175



Locate 250' From Stop Bar

6'x6

 $\langle 1 \rangle$ Y/4"~ -BY/4" Y/4"--*

LEGAL RIGHT OF WAY LINE

No Traffic Signal Within 1 Mile

EX. BUILDING

GENERAL NOTES

INSTALLATION, OPERATION AND MAINTENANCE OF THIS TRAFFIC SIGNAL SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES.

NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNAL, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS, WHICH WILL BE MAINTAINED BY THE DEPARTMENT.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET.

THE BOTTOM OF SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY SHALL NOT BE LESS THAN 15 FEET OR MORE THAN 19 FEET ABOVE THE ROADWAY. THE BOTTOM OF POST MOUNTED SIGNAL HEADS SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CURBING, AND/OR SIDEWALK AND DRAINAGE STRUCTURES, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PRO-VISIONS OF ACT 237, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, CONSULT WITH -UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING HANDBOOK.

PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

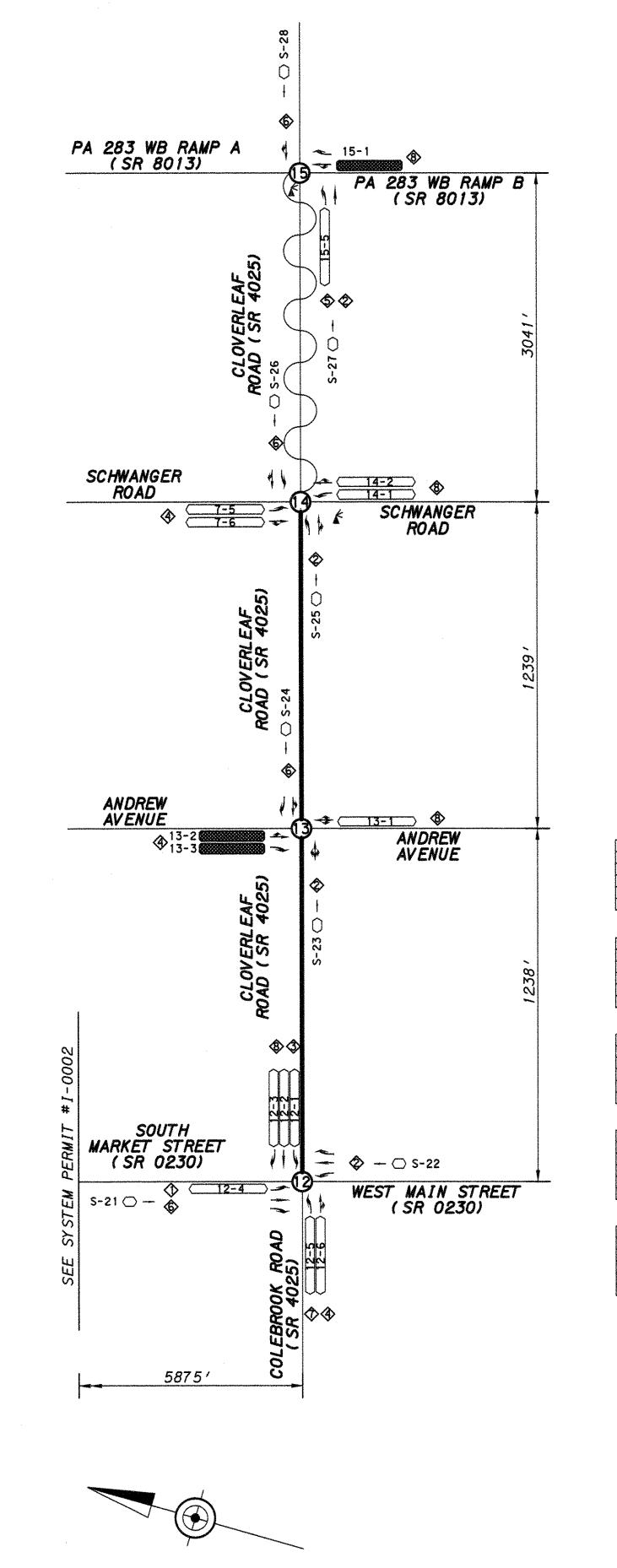
TRAFFIC SIGNALS INSTALLED USING LIQUID TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

NOTE: SHEAFFER ROAD FORMERLY KNOWN AS SCHWANGER ROAD.

25

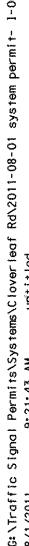
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Line/Width	ORIN-A. Cogt. P.E., PTDE 05-03-2011
ine/Width	MUNICIPAL OFFICIAL DATE
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<u>Notes:</u>

PROGRAM 1 = AM PEAK					PH	ASE			
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8
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CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271					1			
CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		45		25		45		25
CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272		53		17		53		17
IARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044								L
PROGRAM 2 = PM PEAK					PH	ASE			
INTERSECTIONS	FILE #	1	2	3	4	5	6	7 1	8
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CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	<u>T-273</u> T-272		<u>43</u> 45		<u> </u>		43 45		17
ARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)		23(LEAD)	<u>45</u>	20(LEAD)	32	-	68	15(LEAD)	37
PROGRAM 3 = WEEKEND PEAK		LEGILLAD/ L	<u> </u>	120(LLMD/]		ASE	00	11016680/1	
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CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271								
CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		40	_	20		40		20
LOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272	L	44		16		44		16
ARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044	<u> </u>				L	<u> </u>	لـــــــــــــــــــــــــــــــــــــ	İ
PROGRAM 4 = PA283 EB INCIDENT MANAGEMENT					PH	ASE			
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8
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CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)		<u> </u>			*****		[<u> </u>
CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273	†~~~~+	110		30		110		30
CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272	1	110		30		110	1	30
HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044	98	14	14	14		112	14	14
PROGRAM 5 = PA283 WB INCIDENT MANAGEMENT					PH	ASE		and a second	
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LOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	<u>T-271</u>	ļļ	30			SKIP	30		110
LOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	<u>T-273</u>	<u> </u>	110		30		110		30
CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272	<u> </u>	110		30	4	<u>110</u> 30		<u>30</u> 110
HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044	<u> 15 </u>	15	55	55	_ <u></u>	<u> </u>		



MASTER CONTROLLER FOR LOCATED AT CLOVERLEAF ROAD AND SCHWANGER ROAD (INTERSECTION #14) CENTRAL SYSTEM COMPUTER TO OPERATE USING ECONOLITE ARIES SOFTWARE.

INTERSECTIONS 12-14

	WE	EKLY	PROGRAM	A	CHART
EVENT	DAY	TIME	PROGRAM	¥	REMARKS
1	1-7	0000	MAXIMUM	1	FREE
2	1-5	0600	1		AM PEAK
3	1-5	0900	MAXIMUM	1	FREE
4	1-5	1430	1		PM PEAK
5	1-5	1900	MAXIMUM	1	FREE
6	6	0900	3		WEEKEND PEAK
7	6	1700	MAXIMUM	1	FREE

* MAX / FREE WHERE NOTED IN CYCLE / SPLIT / OFFSET MATRIX.

INTERSECTION 15

	WE	EKLY	PROGRAM	CHART
EVENT	DAY	TIME	PROGRAM*	REMARKS
1	1-7	0000	MAXIMUM 1	FREE

+ DAY 1 = MONDAY

* MAX / FREE WHERE NOTED IN CYCLE / SPLIT / OFFSET MATRIX.

- ALL SPLIT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. - REFER TO SIGNAL PERMIT PLAN FOR MAX 1, MAX 2 AND CLEARANCE AND PED TIMES. - SPLIT TIMES AND OFFSETS ARE IN SECONDS. - OFFSETS REFERENCED TO BEGINNING OF MAIN STREET YELLOW (2+6).

 PERMIT NUME	ER:	1-0003	SHEET	1	OF	1
DATE ISSUED	:	07-2010	DATE I	REVISED: _	8-2	5-11

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION. REFER TO TRAFFIC SIGNAL PERMIT DRAWING FOR INDIVIDUAL INTERSECTION OPERATION, GEOMETRY, PHASING AND CRITICAL TIMES. FOR CONSTRUCTION AND INSPECTION THE SYSTEM PERMIT SHOULD ALWAYS BE ACCOMPANIED WITH TRAFFIC SIGNAL PERMIT DRAWING. TEST THE SYSTEM AT LOCAL INTERSECTION LEVEL, SUBSYSTEM LEVEL MASTER CONTROLLER LEVEL AND PERSONAL COMPUTER REMOTE DIAL UP LEVEL. GATHER THE SYSTEM FAILURE CRITICAL ALARMS REPORT AND ARCHIVE THEM WHERE APPLICABLE. ASSIGN LOOP DETECTORS AND PROGRAM THE CONTROLLERS TO GATHER TRAFFIC VOLUMES IN 15 MINUTE INTERVAL, WHERE APPLICABLE. EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT. OBTAIN POLE ATTACHMENT PERMIT FOR AERIAL FIBER OPTIC INSTALLATION. MAINTAIN MASTER CONTROLLER COMMUNICATION SUCH AS PHONE DROPS. PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES. CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974. PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION. TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS. COUNTY: LANCASTER MUNICIPALITY: MOUNT JOY TOWNSHIP INTERSECTION: (INTERSECTION ADDRESS S#> SYSTEM LOOP/ IDENTIFYING NUMBER CLOVERLEAF ROAD (SR 4025) CORRIDOR □ LOOP SENSOR / INTERSECTION X - LOOP NUMBER Y VIDEO DETECTION AREA **REVIEWED**: Steshe A. Care SPREAD SPECTRUM RADIO RECEIVER 8/1/2011 FIBER OPTIC INTERCONNECTION MUNICIPAL OFFICIAL DATE RADIO CONNECTION **RECOMMENDED:** 08/25/201 Sunay DATE TRAFFIC ENGR DIST

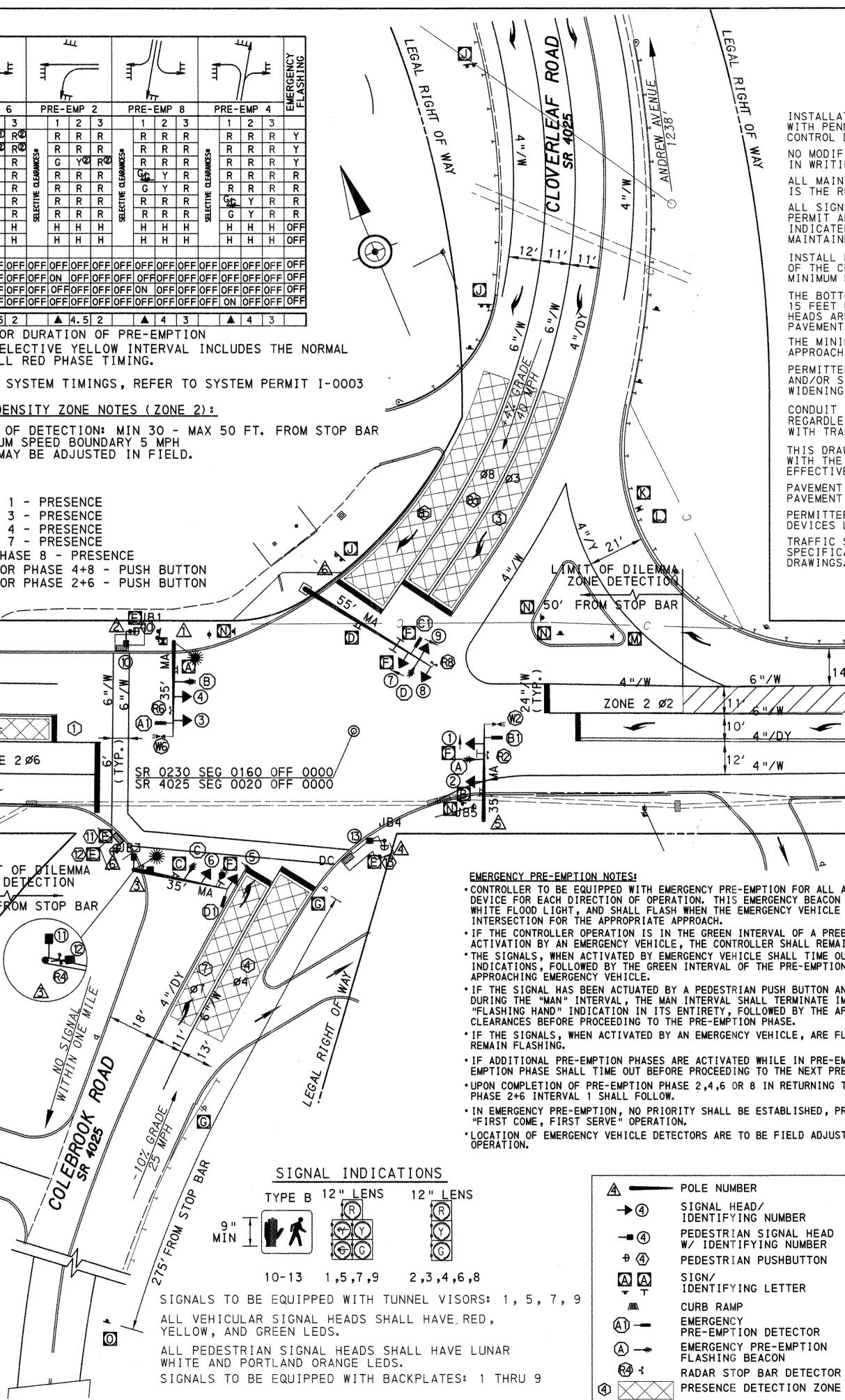
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	DATE ISSUED:	09-11-79	DATE REVISED:	3-25-13
	GENERAL NOTES	****		
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Burley

DIST'TRAFFIC ENGR

03/25/2013

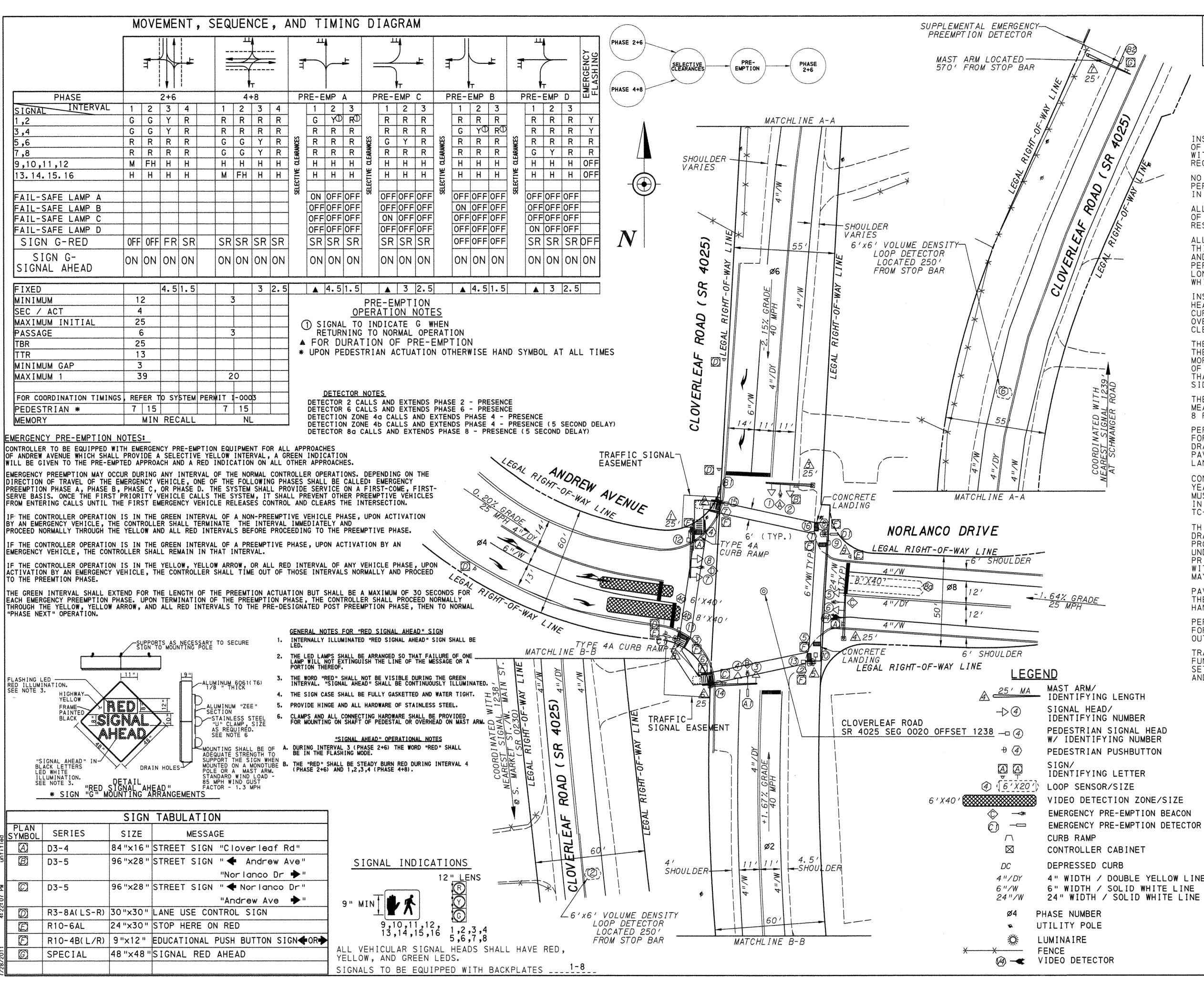
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GUIDE RAIL

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ADVANCE DILEMMA/DENSITY ZONE DETECTOR

ZONE 1 DETECTION ZONE



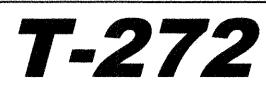
87-259 PERMIT NUMBER:

DATE ISSUED

SHEET

OF 8-25-11

DATE REVISED:



GENERAL NOTES

04-30-2007

INSTALLATION, OPERATION, AND MAINTENANCE OF THIS TRAFFIC SIGNAL TO BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES. NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT. ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE. ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND ARE TO BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS WHICH WILL BE MAINTAINED BY THE DEPARTMENT. INSTALL POST MOUNTED SIGNALS WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS WILL HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET. THE BOTTOM OF SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY ARE NOT TO BE LESS THAN 15 FEET NOR MORE THAN 19 FEET ABOVE THE ROADWAY. THE BOTTOM OF POST MOUNTED SIGNAL HEADS ARE NOT TO BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS MEASURED AT RIGHT ANGLES TO THE APPROACH IS TO BE 8 FEET. PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CURBING AND/OR SIDEWALK, DRAINAGE STRUCTURES, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES. CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD. OR CONCRETE ROADWAY REGARDLESS OF AGE. MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 199, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, EFFECTIVE NOVEMBER 30, 2004 PRIOR TO CONSTRUCTION CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES. PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING HANDBOOK. PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY. TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS. 50' 251 SCALE IN FEET COUNTY: LANCASTER COUNTY MUNICIPALITY: MOUNT JOY TOWNSHIP INTERSECTION: CLOVERLEAF ROAD (SR 4025) ANDREW AVENUE, AND NORLANCO DRIVE

REVIEWED:

Dephe A. Cault

MUNICIPAL OFFICIAL

1 Suno

RECOMMENDED:

 $coon \land$

DIST TRAFFIC ENGR

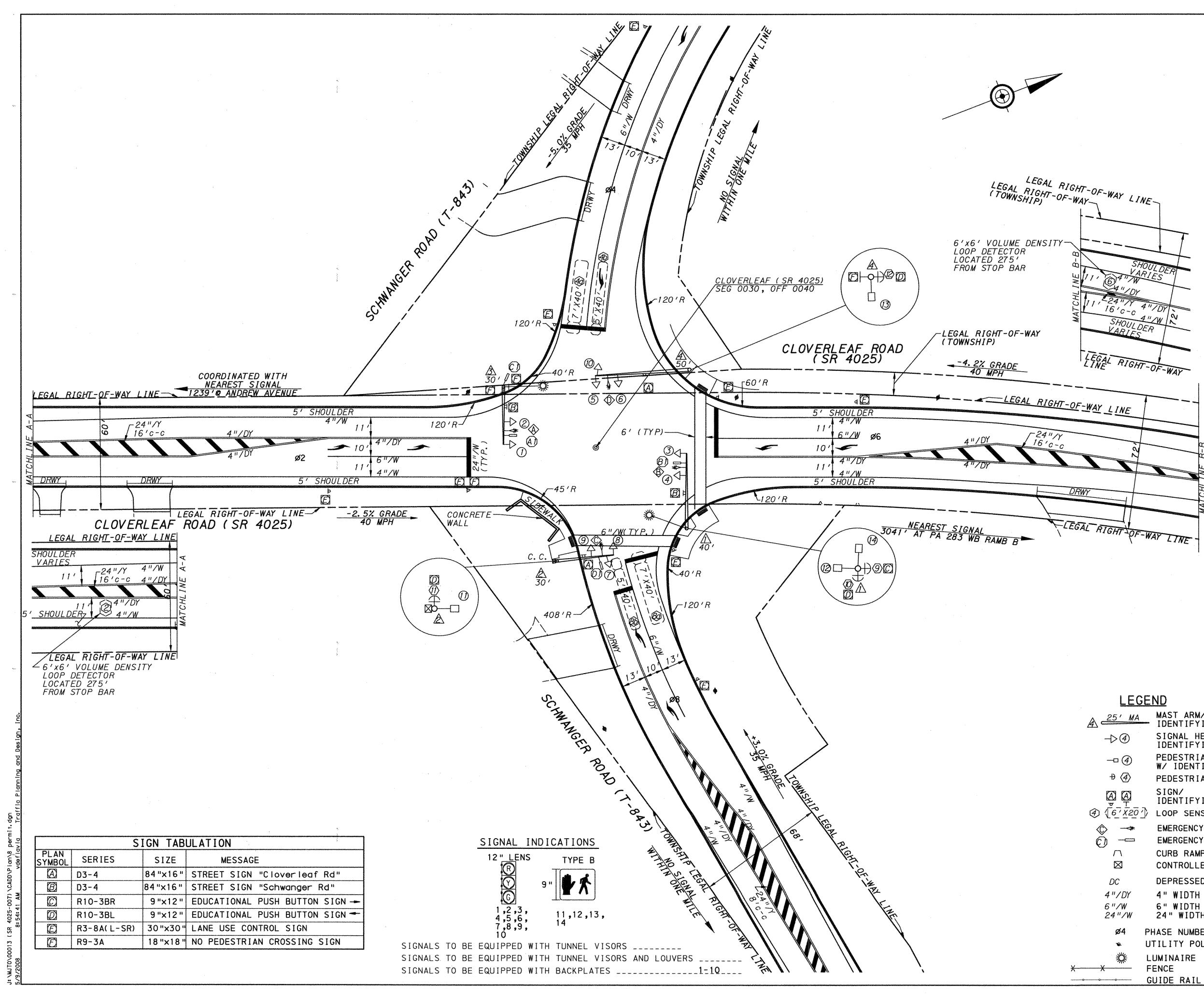
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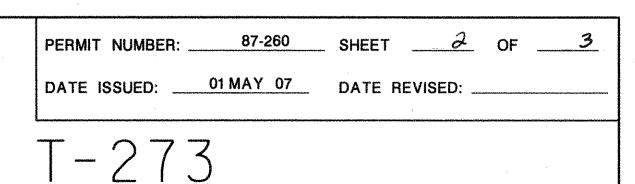
DATE

08/25/201/

DATE

4" WIDTH / DOUBLE YELLOW LINE 6" WIDTH / SOLID WHITE LINE 24" WIDTH / SOLID WHITE LINE





GENERAL NOTES

INSTALLATION, OPERATION, AND MAINTENANCE OF THIS TRAFFIC SIGNAL TO BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES.

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

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INSTALL POST MOUNTED SIGNALS WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS WILL HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET.

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THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS MEASURED AT RIGHT ANGLES TO THE APPROACH IS TO BE 8 FEET.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CURBING AND/OR SIDEWALK, DRAINAGE STRUCTURES, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD. OR CONCRETE ROADWAY REGARDLESS OF AGE. MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 199, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, EFFECTIVE NOVEMBER 30, 2004 PRIOR TO CONSTRUCTION CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES. PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING HANDBOOK.

PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

MA	MAST ARM/ IDENTIFYING LENGTH	
Ð	SIGNAL HEAD/ IDENTIFYING NUMBER	2 <u>5′ 0′ 25′ 5</u> 0′
4)	PEDESTRIAN SIGNAL HEAD W/ IDENTIFYING NUMBER	SCALE IN FEET
$\overline{4}$	PEDESTRIAN PUSHBUTTON	COUNTY:
	SIGN/ IDENTIFYING LETTER	LANCASTER COUNTY
x20'}	LOOP SENSOR/SIZE	MUNICIPALITY:
~*	EMERGENCY PRE-EMPTION BEACON	MOUNT JOY TOWNSHIP
	EMERGENCY PRE-EMPTION DETECTOR	INTERSECTION: CLOVERLEAF ROAD (SR 4025)
	CURB RAMP	
	CONTROLLER CABINET	AND SCHWANGER ROAD (T-843)
	DEPRESSED CURB	SCHWANGER ROAD (1-043)
)Y	4" WIDTH / DOUBLE YELLOW LINE	REVIEWED: 7
V /W	6" WIDTH / SOLID WHITE LINE 24" WIDTH / SOLID WHITE LINE	lofert Nautos 5/15/08
I P	HASE NUMBER	MUNICIPAL OFFICIAL DATE
U	TILITY POLE	APPROVED:
•	UMINAIRE) ason C. Burley 05/21/08
	ENCE	DIST' TRAFFIC ENGR DATE
(·	SUIDE RAIL	

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• THIS SIGNAL TO BE COORDINATED WITH THE FOLLOWING SIGNALS ALONG CLOVERLEAF ROAD (S.R. 4025) AT: ANDREW AVENUE AND ROUTE 230 VIA GPS TIME CLOCKS

PRE-EMPTION OPERATION NOTES () SIGNAL TO INDICATE G WHEN RETURNING TO NORMAL OPERATION

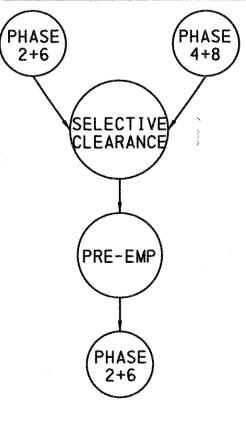
OPERATION NOTES

② UPON PEDESTRIAN ACTUATION ONLY

DETECTOR NOTES

DETECTOR 10 AND 11 CALL PED SIGNALS FOR PHASE 2+6 DETECTOR 9 AND 12 CALL PED SIGNALS FOR PHASE 4+8 DETECTOR 4a, 4b, 8a AND 8b CALL AND EXTEND PHASE 4+8 PRESENCE DETECTOR 2 AND 6 CALL AND EXTEND PHASE 2+6 PRESENCE

EMERGENCY PRE-EMPTION



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EMERGENCY PRE-EMPTION NOTES:

CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION EQUIPMENT FOR BOTH THE NORTHBOUND AND SOUTHBOUND APPROACHES OF CLOVERLEAF ROAD (SR 4025) AND THE EASTBOUND AND WESTBOUND APPROACHES OF SCHWANGER ROAD WHICH SHALL PROVIDE A SELECTIVE YELLOW INTERVAL, A GREEN INDICATION WILL BE GIVEN TO THE PRE-EMPTED APPROACH AND A RED INDICATION ON ALL OTHER APPROACHES. EMERGENCY PREEMPTION MAY OCCUR DURING ANY INTERVAL OF THE NORMAL CONTROLLER OPERATIONS. DEPENDING ON THE DIRECTION OF TRAVEL OF THE EMERGENCY VEHICLE, ONE OF THE FOLLOWING PHASES SHALL BE CALLED: EMERGENCY PREEMPTION PHASE A, PHASE B, PHASE C, OR PHASE D. THE SYSTEM SHALL PROVIDE SERVICE ON A FIRST-COME, FIRST-SERVE BASIS. ONCE THE FIRST PRIORITY VEHICLE CALLS THE SYSTEM, IT SHALL PREVENT OTHER PREEMPTIVE VEHICLES FROM ENTERING CALLS UNTIL THE FIRST EMERGENCY VEHICLE RELEASES CONTROL AND CLEARS THE INTERSECTION. IF THE CONTROLLER OPERATION IS IN THE GREEN INTERVAL OF A NON-PREEMPTIVE VEHICLE PHASE, UPON ACTIVATION BY AN EMERGENCY VEHICLE, THE CONTROLLER SHALL TERMINATE THE INTERVAL IMMEDIATELY AND PROCEED NORMALLY THROUGH THE YELLOW AND ALL RED INTERVALS BEFORE PROCEEDING TO THE PREEMPTIVE PHASE. IF THE CONTROLLER OPERATION IS IN THE GREEN INTERVAL OF A PREEMPTIVE PHASE, UPON ACTIVATION BY AN EMERGENCY VEHICLE, THE CONTROLLER SHALL REMAIN IN THAT INTERVAL. IF THE CONTROLLER OPERATION IS IN THE YELLOW, YELLOW ARROW, OR ALL RED INTERVAL OF ANY VEHICLE PHASE, UPON AC BY AN EMERGENCY VEHICLE, THE CONTROLLER SHALL TIME OUT OF THOSE INTERVALS NORMALLY AND PROCEED TO THE PREEMTI THE GREEN INTERVAL SHALL EXTEND FOR THE LENGTH OF THE PREEMTION ACTUATION BUT SHALL BE A MAXIMUM OF 30 SECOND EACH EMERGENCY PREEMPTION PHASE. UPON TERMINATION OF THE PREEMPTION PHASE, THE CONTROLLER SHALL PROCEED NORMATHR THROUGH THE YELLOW, YELLOW ARROW, AND ALL RED INTERVALS TO THE PRE-DESIGNATED POST PREEMPTION PHASE, THEN TO

"PHASE NEXT" OPERATION.

LEGEN A 25' MA ->4 ----- (4) +) (4) \square (4) < 6' X20'</p> Ô \bigcirc \square \boxtimes DC 4"/DY 6"/W 24"/W ø4

GUIDE RAIL

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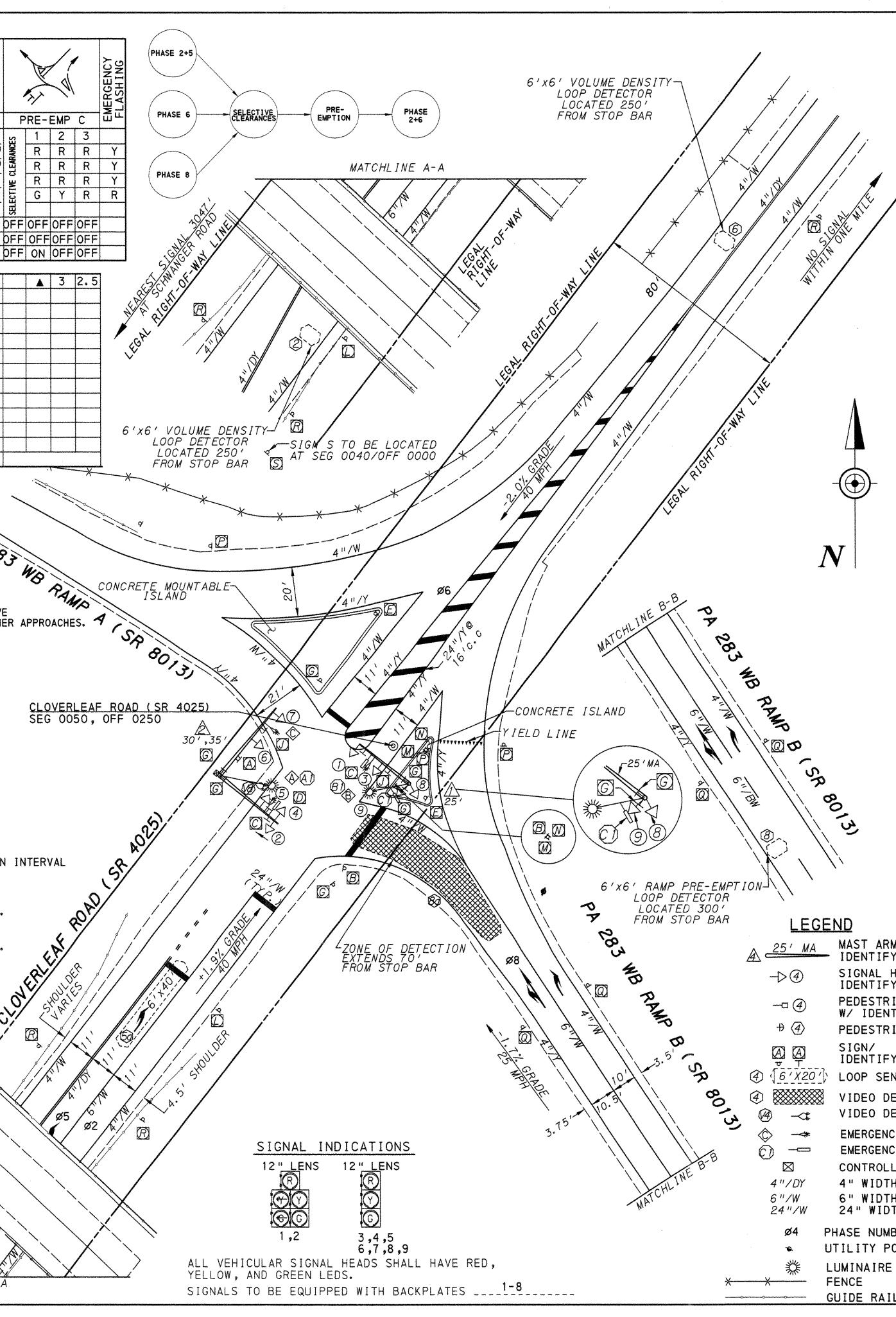
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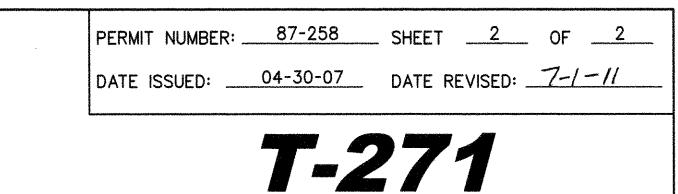
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	PERMIT NUMBER:	87-260 SHEET 3 OF 3
	DATE ISSUED:	DI MAY 07 DATE REVISED:
~10 ⁵		
	T-273	
	GENE	RAL NOTES
	INSTALLATION, OPER OF THIS TRAFFIC SI	GNAL TO BE IN ACCORDANCE
	WITH PENNSYLVANIA	DEPARTMENT OF TRANSPORTATION ICIAL TRAFFIC CONTROL DEVICES.
		OF THIS INSTALLATION ARE PRIOR APPROVAL IS GRANTED, DEPARTMENT.
		CESSARY FOR PROPER VISIBILITY ICLUDING TRIMMING TREES, IS THE THE PERMITTEE.
	THIS DRAWING ARE C	
	LONGITUDINAL PAVEN	ALLED AND MAINTAINED BY THE OTHERWISE INDICATED. EXCEPT THE MENT MARKINGS ON STATE HIGHWAYS ITAINED BY THE DEPARTMENT.
	HEADS A MINIMUM OF	ED SIGNALS WITH THE SIGNAL 2 FEET BEHIND THE FACE OF THE
		IE SHOULDER. SUPPORT POLES FOR /ILL HAVE A MINIMUM HORIZONTAL ET.
	THE ROADWAY ARE NO	AL HEADS AND SIGNS ERECTED OVER OT TO BE LESS THAN 15 FEET NOR
	OF POST MOUNTED SI	ABOVE THE ROADWAY. THE BOTTOM GNAL HEADS ARE NOT TO BE LESS DRE THAN 15 FEET ABOVE THE
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	PERMITTEE SHALL OF FOR EMBANKMENT REM	STAIN A HIGHWAY OCCUPANCY PERMIT MOVAL, CURBING AND/OR SIDEWALK,
	DRAINAGE STRUCTURE PAVEMENT WIDENING LANES.	S, CHANGES IN HIGHWAY GEOMETRÝ, , OR INSTALLATION OF ADDITIONAL
	CONDUIT INSTALLED YEARS OLD, OR CONO MUST BE BORED OR IN ACCORDANCE WITH TC-7800 SERIES.	STAIN A HIGHWAY OCCUPANCY PERMIT MOVAL, CURBING AND/OR SIDEWALK, S, CHANGES IN HIGHWAY GEOMETRY, OR INSTALLATION OF ADDITIONAL IN BITUMINOUS ROADWAY LESS THAN 5 CRETE ROADWAY REGARDLESS OF AGE, ACKED UNDER THE ROADWAY. INSTALL I TRAFFIC SIGNAL STANDARDS
Г- S	THIS DRAWING CANNO DRAWING UNLESS THE PROVISIONS OF ACT	T BE USED AS A CONSTRUCTION PERMITTEE COMPLIES WITH THE 199 PREVENTION OF DAMAGE TO
	UNDERGROUND UTILIT PRIOR TO CONSTRUCT WITH UTILITY COMPA MAY BE CREATED DUE	OT BE USED AS A CONSTRUCTION PERMITTEE COMPLIES WITH THE 199, PREVENTION OF DAMAGE TO TIES, EFFECTIVE NOVEMBER 30, 2004 TION CONSULT ANIES TO RESOLVE ANY PROBLEMS WHICH TO THE LOCATION OF UTILITIES.
	PAVEMENT MARKINGS	WILL BE PLACED IN ACCORDANCE WITH TRANSPORTATION PAVEMENT MARKING
EMTION PHASE.		ONSIBLE FOR OBTAINING APPROVAL OF TRAFFIC SIGNAL DEVICES LOCATED IGHT-OF-WAY.
ECONDS FOR NORMALLY N TO NORMAL	FUNDS MUST CONFORM	NSTALLED USING LIQUID FUELS TAX A TO DEPARTMENT SPECIFICATIONS AS ENT PUBLICATION 408, SUPPLEMENTS
GEND		
A MAST ARM/ IDENTIFYING	LENGTH	
SIGNAL HEAD IDENTIFYING		25 <u>′</u> 0′25′50′
PEDESTRIAN S W/ IDENTIFY		SCALE IN FEET
PEDESTRIAN F	PUSHBUTTON	COUNTY:
IDENTIFYING		LANCASTER COUNTY MUNICIPALITY:
di	E-EMPTION BEACON	MOUNT JOY TOWNSHIP
EMERGENCY PR CURB RAMP	E-EMPTION DETECTOR	INTERSECTION: CLOVERLEAF ROAD (SR 4025)
CONTROLLER (· · ·	AND SCHWANGER ROAD (T-843)
DEPRESSED CL	JRB DOUBLE YELLOW LINE	
	SOLID WHITE LINE SOLID WHITE LINE	Popul Nanta 5/15/68
PHASE NUMBER UTILITY POLE		MUNICIPAL OFFICIAL DATE APPROVED:
LUMINAIRE		Door C. Bewley 05/21/08
FENCE		DIST TRAFFIC ENGR DATE

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

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	 94 IF FOLLOWED BY 2 G IF FOLLOWED BY 3 SIGNAL TO INDICAT RETURNING TO NORM EMERGENCY PRE-EMPTION NO CONTROLLER TO BE EQUIPPE APPROACHES OF CLOVERLEAF YELLOW INTERVAL, A GREEN EMERGENCY PREEMPTION MAY DIRECTION OF TRAVEL OF TH PREEMPTION PHASE A, PHASE SERVE BASIS. ONCE THE FIR FROM ENTERING CALLS UNTIL) IF THE CONTROLLER OPERATI BY AN EMERGENCY VEHICLE, PROCEED NORMALLY THROUGH 2.) IF THE CONTROLLER OPERATI EMERGENCY VEHICLE, THE CO 3.) IF THE CONTROLLER OPERATI BY AN EMERGENCY VEHICLE, THE CO 3.) IF THE CONTROLLER OPERATI BY AN EMERGENCY VEHICLE, THE CO 3.) IF THE CONTROLLER OPERATION BY AN EMERGENCY VEHICLE, THE CO 3.) IF THE CONTROLLER OPERATION 4.) THE GREEN INTERVAL SHALL EACH EMERGENCY PREEMPTION THROUGH THE YELLOW, YELLO "PHASE NEXT" OPERATION. 	Y 2+6 E G WHAL OPER TES: D WITH ROAD (I INDICA OCCUR DU E EMERGE B, OR P ST PRIOR THE FIR ON IS IN THE CONT THE YELL ON IS IN THE CONT THE CONT ST PRIOR THE CONT THE YELL	RATIC EMERG SR 40 TION RING NCY VI HASE ITY VI ST EM THE OW ANI THE SHALL THE ROLLEI OR TH	ON ENCY 25) WILL ANY II EHICLI ERGEN GREEN R SHAI D ALL GREEN L REM YELLO R SHAI	PRE AND BE NTER\ E, ON E, ON E, CAL CY VE INTE RED INTE AIN INTE INTE AIN INTE INTE AIN INTE INTE AIN INTE INTE INTE AIN INTE INTE INTE INTE INTE INTE INTE IN	-EMP THE GIVE VAL OF STEM LS TE IN TH ERVAL IN TH ELLOW OF TH	ETEC ETEC ETEC ETEC ETEC TION WEST N TO F THE SHALL HE SY E REL OF A IATE RVALS OF A IATE RVALS	TOR TOR TOR TOR TOR TOR TOR EQUIN BOUN FOLL STEM FOLL STEM FOLL STEM THE STEM THE STER VOR THO STEM THE STER THO STER THO STER TOR TOR TOR TOR TOR TOR TOR TOR TOR TO	5 a (6 C) N ZOI D OF PRE D OF PRE MAL (OWINC VIDE INTER INTER ORE I SE II ORE I AL.	ALLS CALLS NE 8 NT F F-R/ F-EMF CONTF SERV SERV SERV SHAL PROCE IVE F IVE F IVE F CONTF	ANE S ANE S ANE S ANE CAMP C TED COR EC AMP C TED COR EC AND CALE CALE AND CALE CALE AND CALE CALE AND CALE CALE CALE AND CALE CAND CALE CALE CALE CALE CALE CALE CALE CALE	ND EX NLLS NOTH NF PA APPF R OPE SHALL OIATE G TO , UPC ERVAL NORMA BUT S	THE AND THE O28 OACH COA	DS PH S PH EXTINIT NORT 3 WH AND DNS. CALLE F-COM ER PR HE IN SE, PREEM FIVAT	HASE ASE INDS HBOU ICH A R DEPEN D: EN EMPT TERSE UPON PTIVE ION E EHICL ROCEE MAXI	5 - 6 - PHA ND A SHAL ED I IDING ERGE- IVE CTIO ACTI E PHA BY AN E PH D TO	ASE ND S L PR ND IC ND IC ND IC NCY VEHIC SE. ASE, THE OF 30	UPON UPON UPON UPON UPON UPON UPON UPON	ICE PRES IBOUN DE A DN ON N ON ON ON CONDS	ID SELE I ALL I VATI N PHA FOR	ON	
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5/17/2011	S W3-3 36	6"×36"	SIG	NAL	AHE	AD							\ 					MA			A-,	A





- A

GENERAL NOTES

INSTALLATION, OPERATION, AND MAINTENANCE OF THIS TRAFFIC SIGNAL TO BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES. NO MODIFICATIONS OF THIS INSTALLATION ARE

PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND ARE TO BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS WHICH WILL BE MAINTAINED BY THE DEPARTMENT.

INSTALL POST MOUNTED SIGNALS WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS WILL HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET.

THE BOTTOM OF SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY ARE NOT TO BE LESS THAN 15 FEET NOR MORE THAN 19 FEET ABOVE THE ROADWAY. THE BOTTOM OF POST MOUNTED SIGNAL HEADS ARE NOT TO BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS MEASURED AT RIGHT ANGLES TO THE APPROACH IS TO BE 8 FEET.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CURBING AND/OR SIDEWALK, DRAINAGE STRUCTURES, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

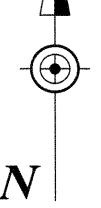
CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 199, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, EFFECTIVE NOVEMBER 30, 2004 PRIOR TO CONSTRUCTION CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES. PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING HANDBOOK.

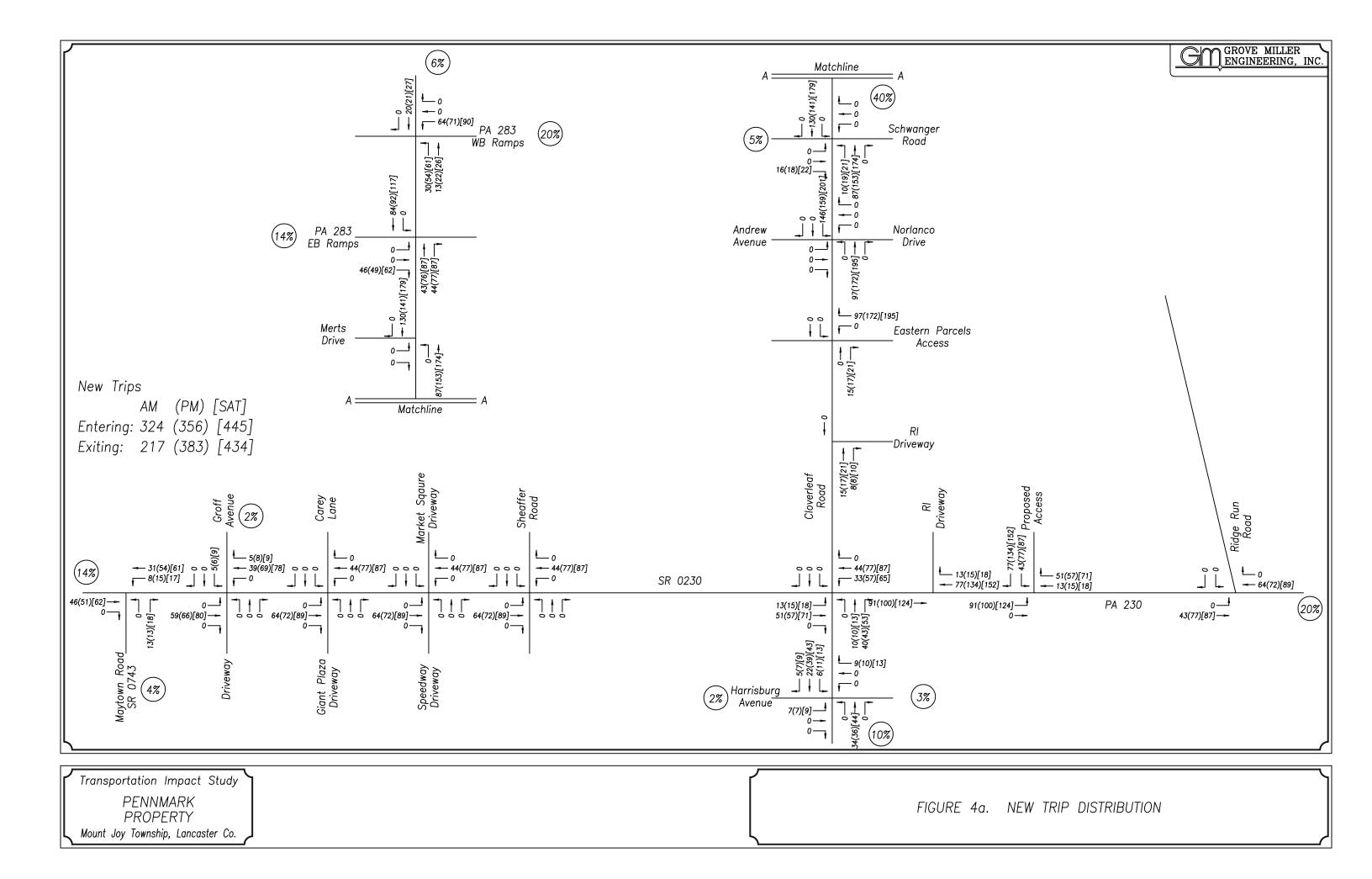
PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

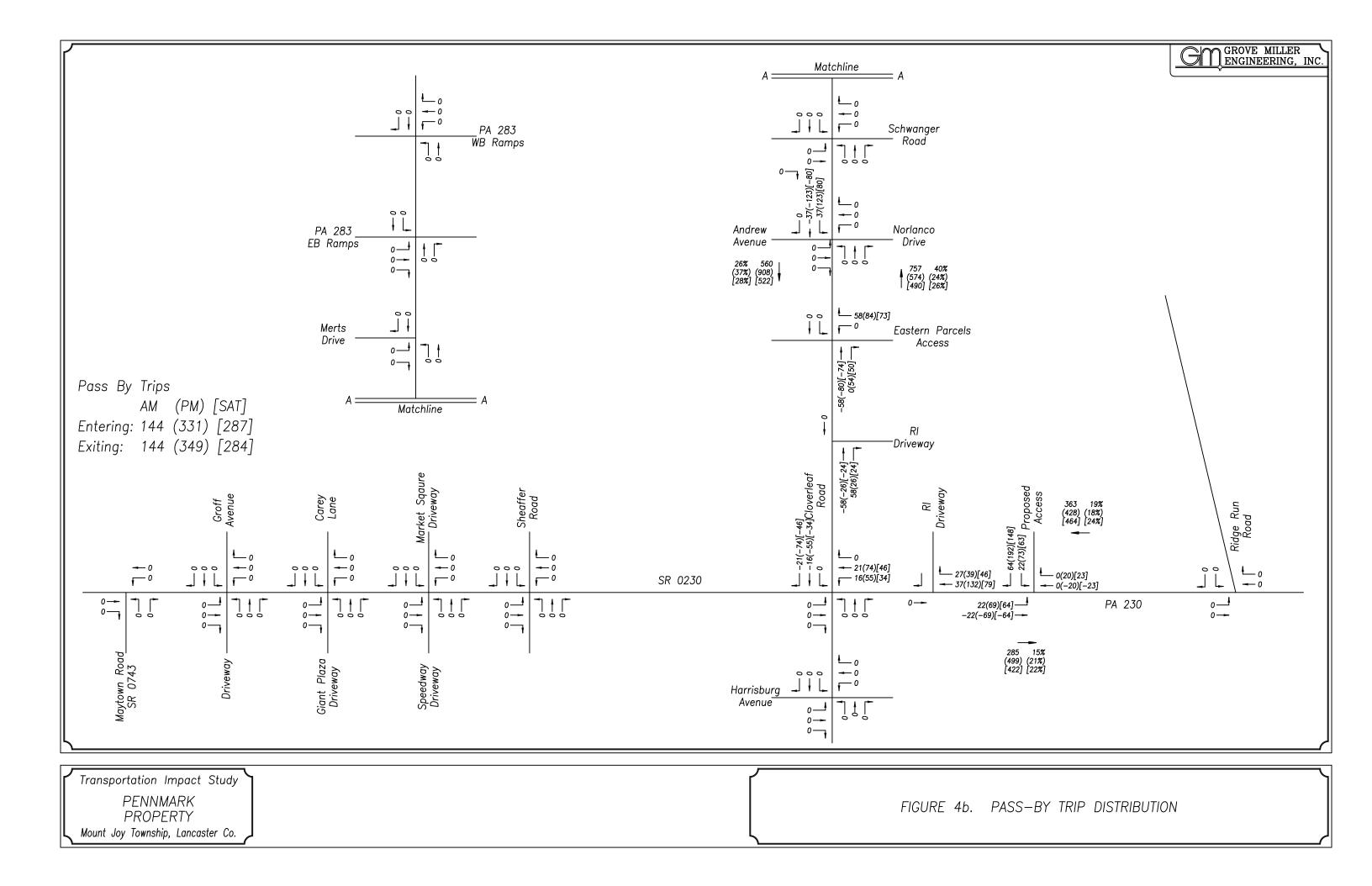
TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

<u>5′ MA</u> >④	MAST ARM/ IDENTIFYING LENGTH SIGNAL HEAD/ IDENTIFYING NUMBER	25' 0' 25' 50'
□ ④	PEDESTRIAN SIGNAL HEAD W/ IDENTIFYING NUMBER	SCALE IN FEET
$\rightarrow \langle 4 \rangle$	PEDESTRIAN PUSHBUTTON	COUNTY:
₽ <i>፼</i> 6 ′ x 20 ′ };	SIGN/ IDENTIFYING LETTER LOOP SENSOR/SIZE	LANCASTER COUNTY MUNICIPALITY:
	VIDEO DETECTION AREA VIDEO DETECTOR	MOUNT JOY TOWNSHIP INTERSECTION:
- * - 1	EMERGENCY PRE-EMPTION BEACON EMERGENCY PRE-EMPTION DETECTOR CONTROLLER CABINET	CLOVERLEAF ROAD (SR 4025) AND PA 283 WB RAMP B (SR 8013)
'' / DY '' / W 4 '' / W	4" WIDTH / DOUBLE YELLOW LINE 6" WIDTH / SOLID WHITE LINE 24" WIDTH / SOLID WHITE LINE	Stepher Car 06/23/2011
	HASE NUMBER TILITY POLE	MUNICIPAL OFFICIAL D'ATE RECOMMENDED:
業 L —— F	UMINAIRE ENCE UIDE RAIL	DIST TRAFFIC ENGR DATE



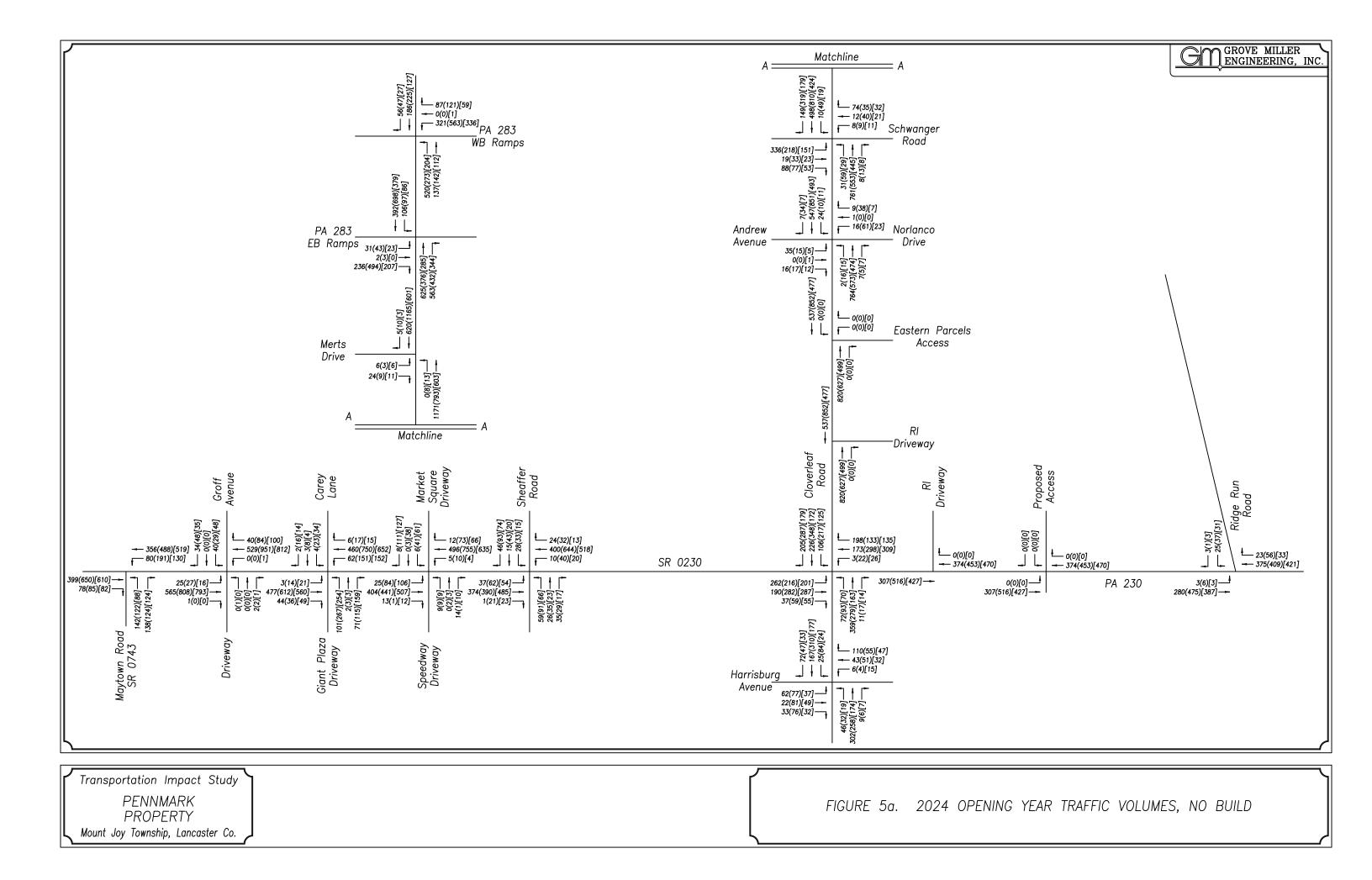
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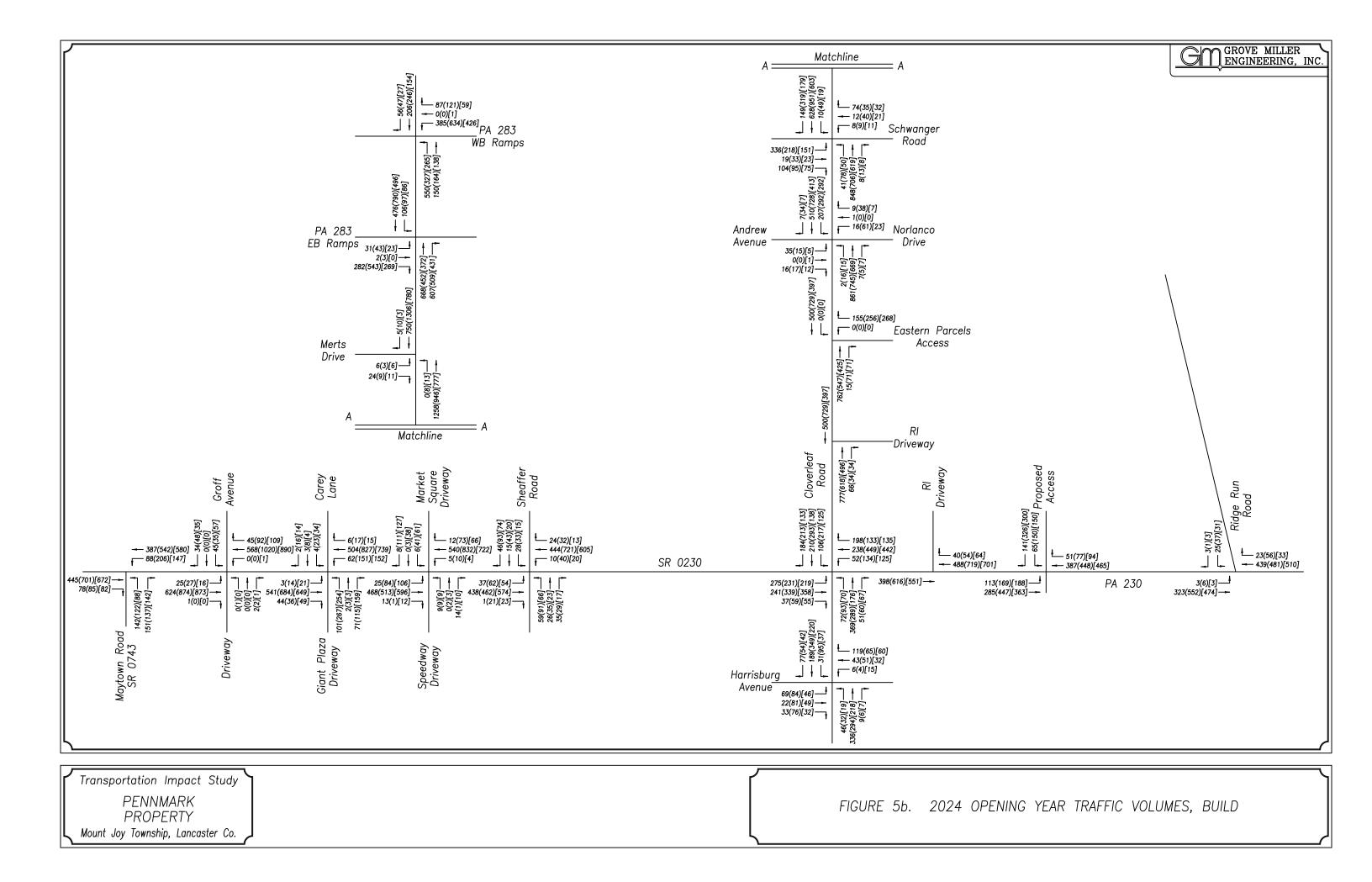




APPENDIX C

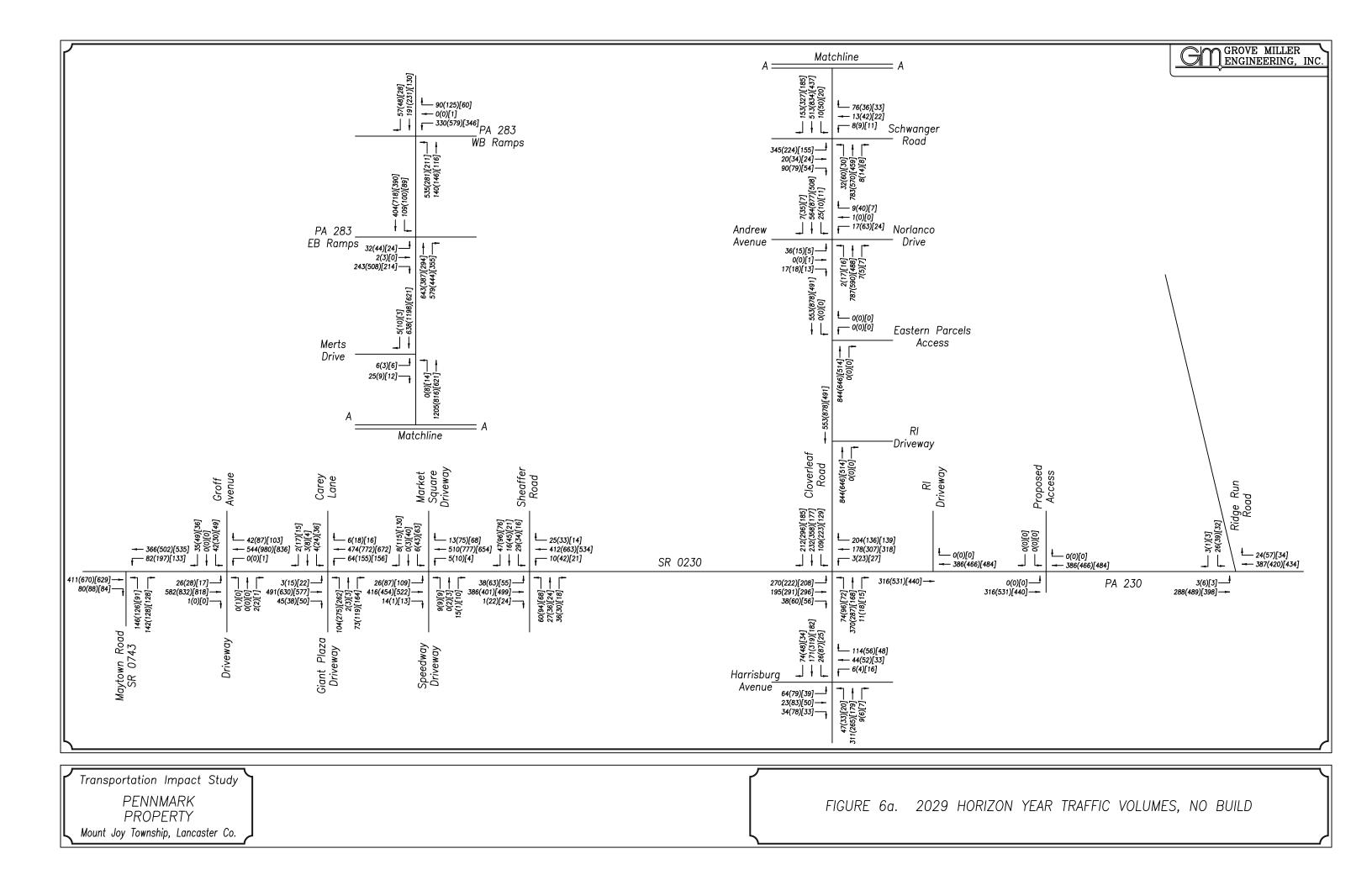
OPENING YEAR CONDITIONS

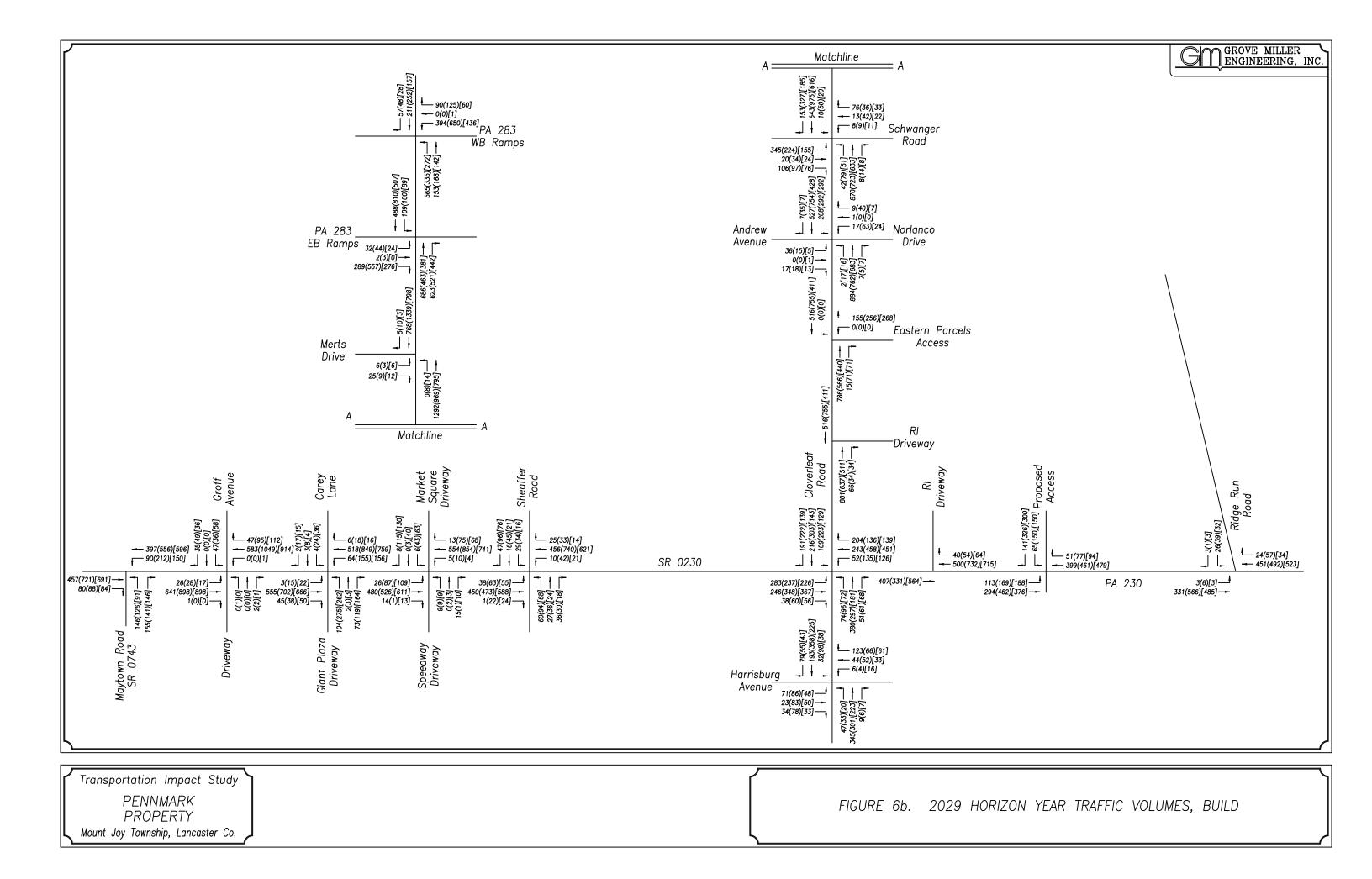




APPENDIX D

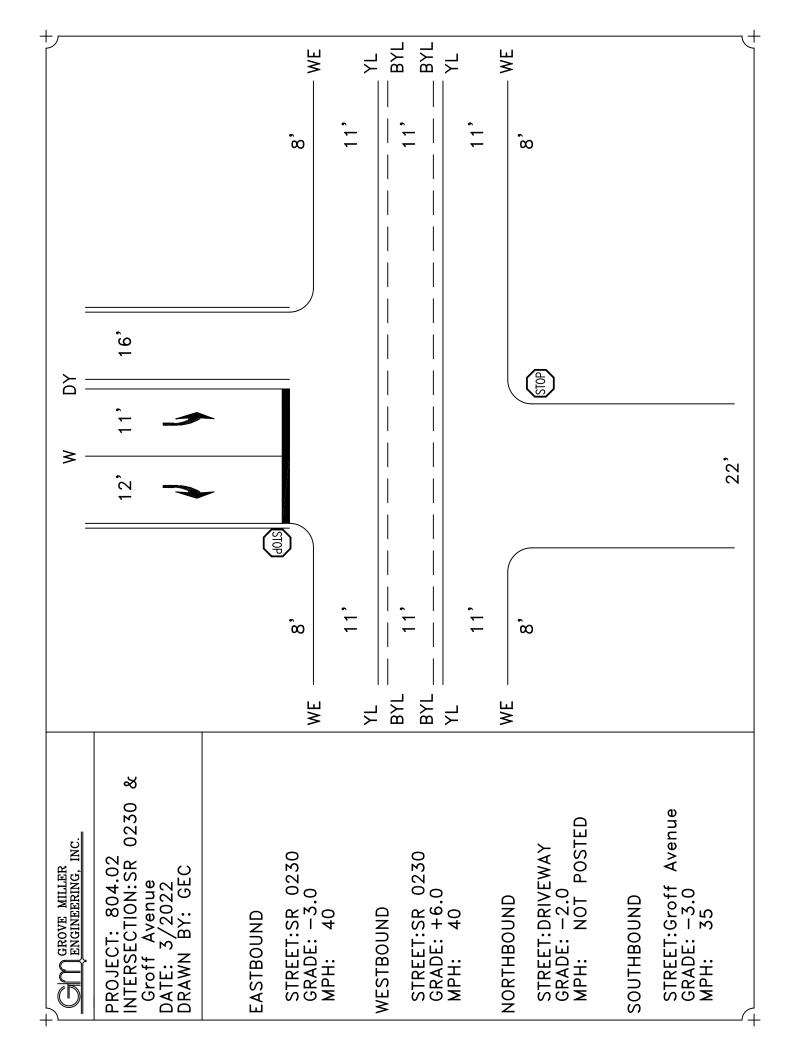
HORIZON YEAR CONDITIONS

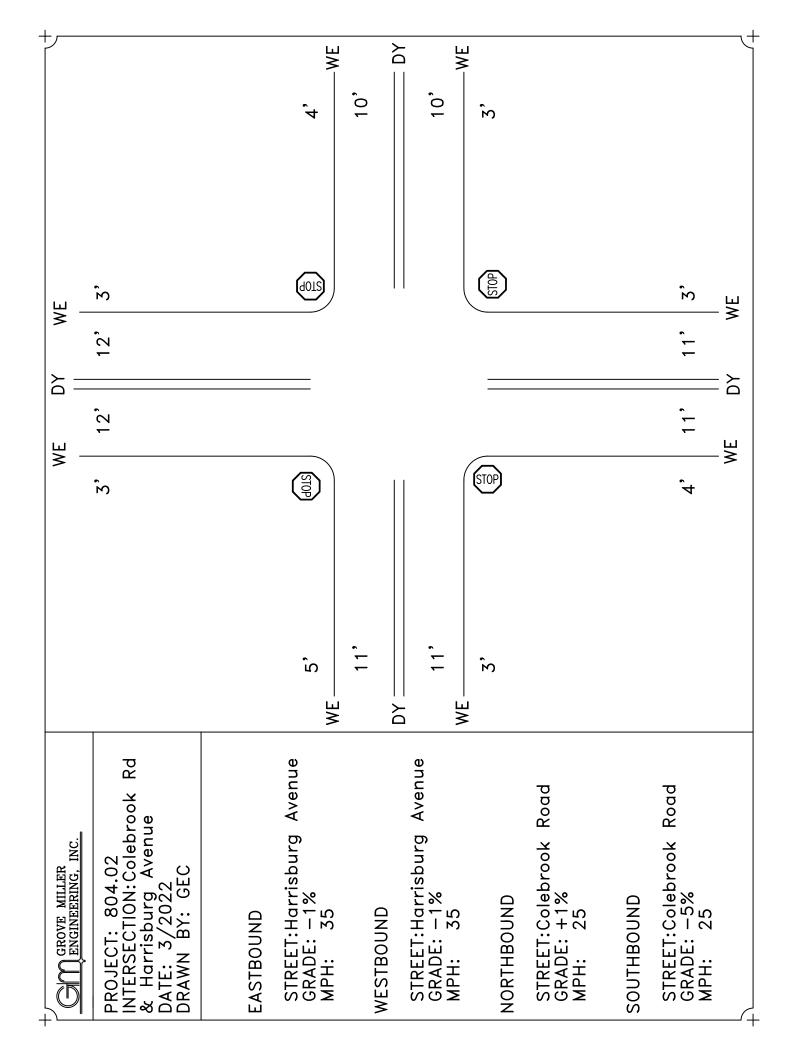


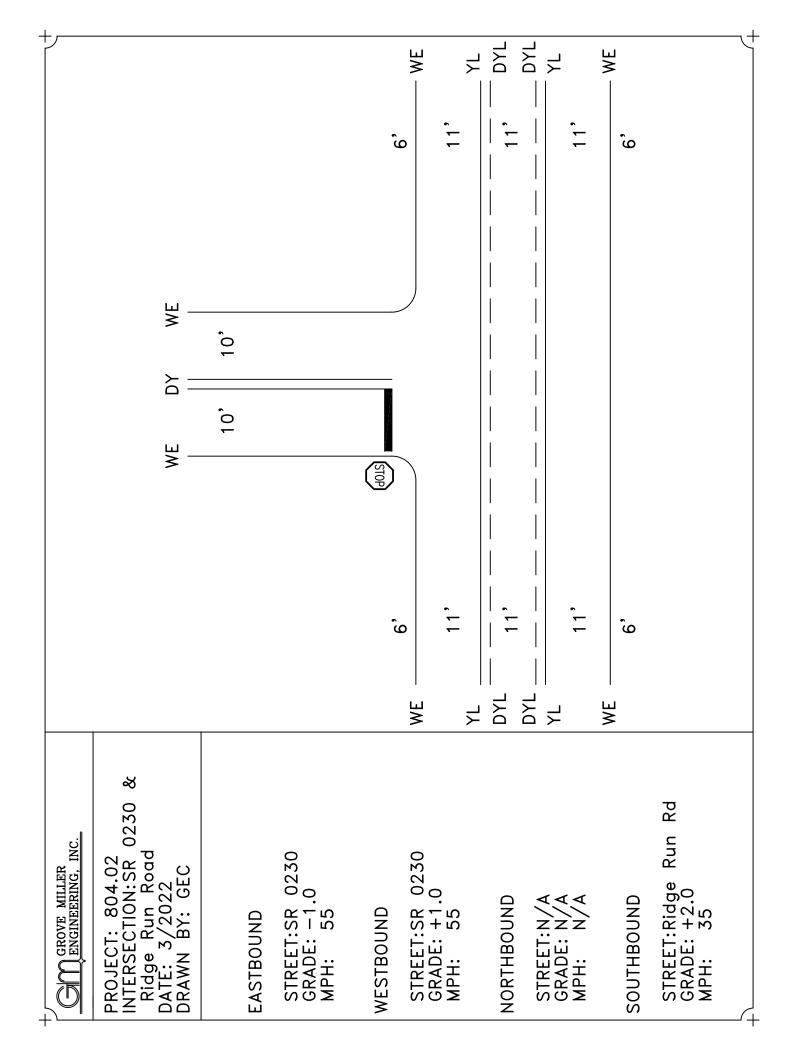


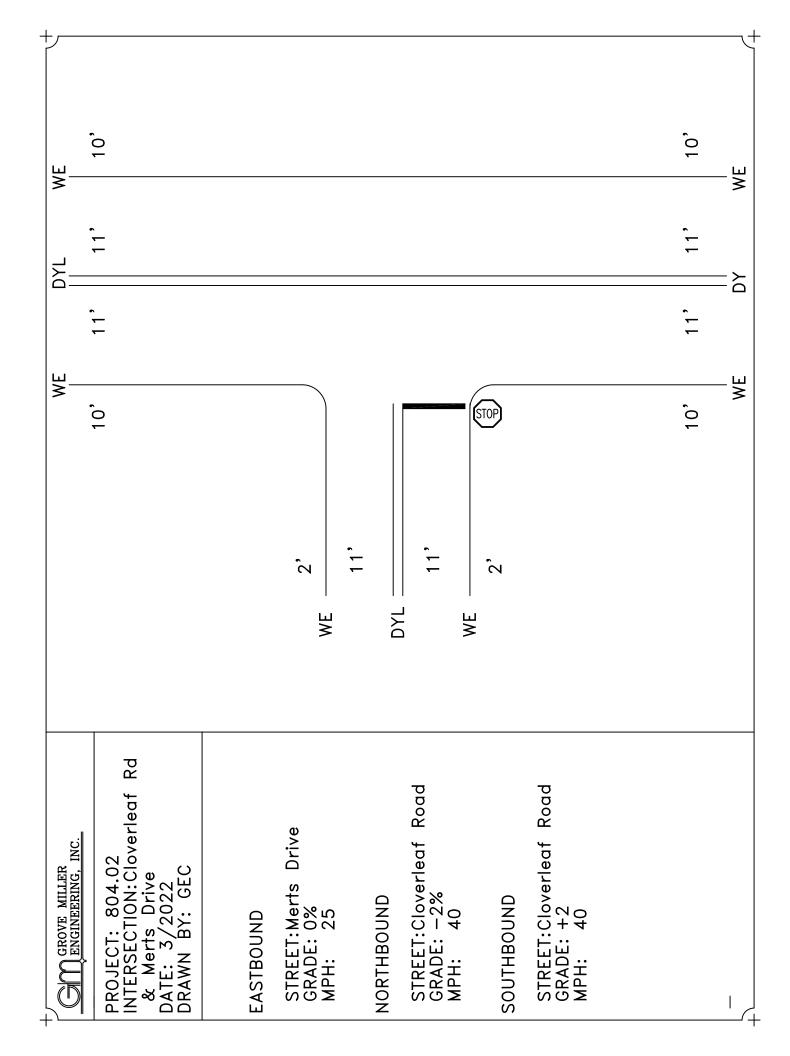
APPENDIX E

EXISTING TRANSPORTATION CONDITIONS









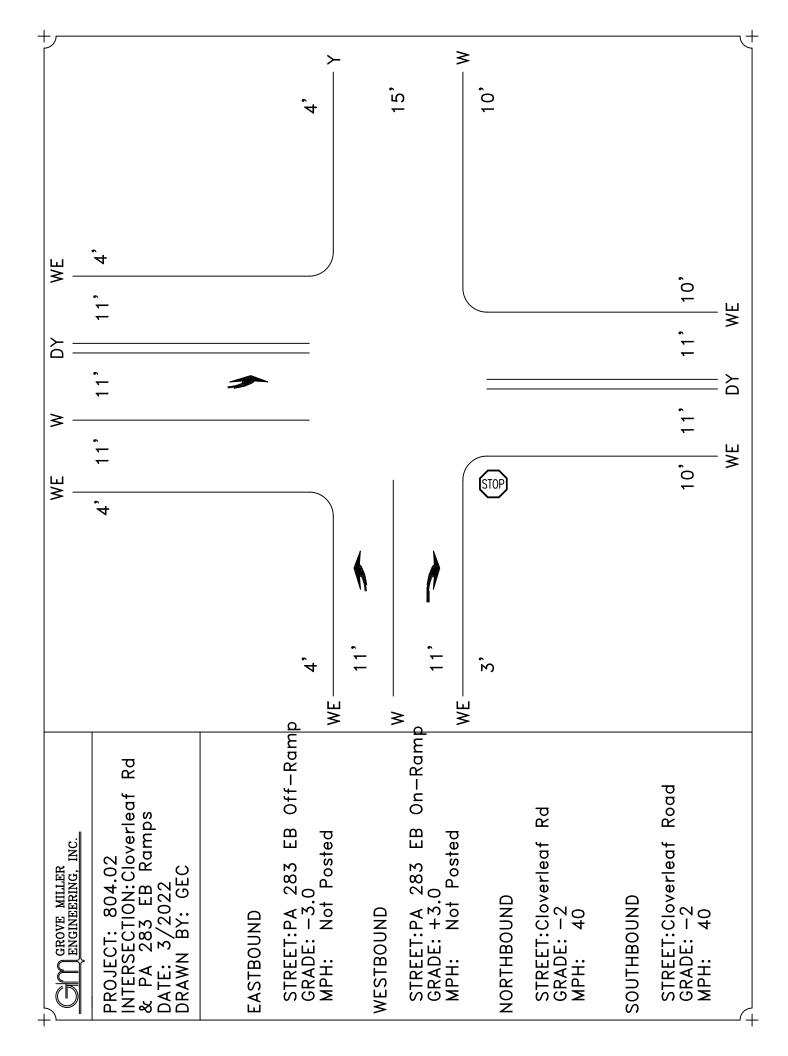
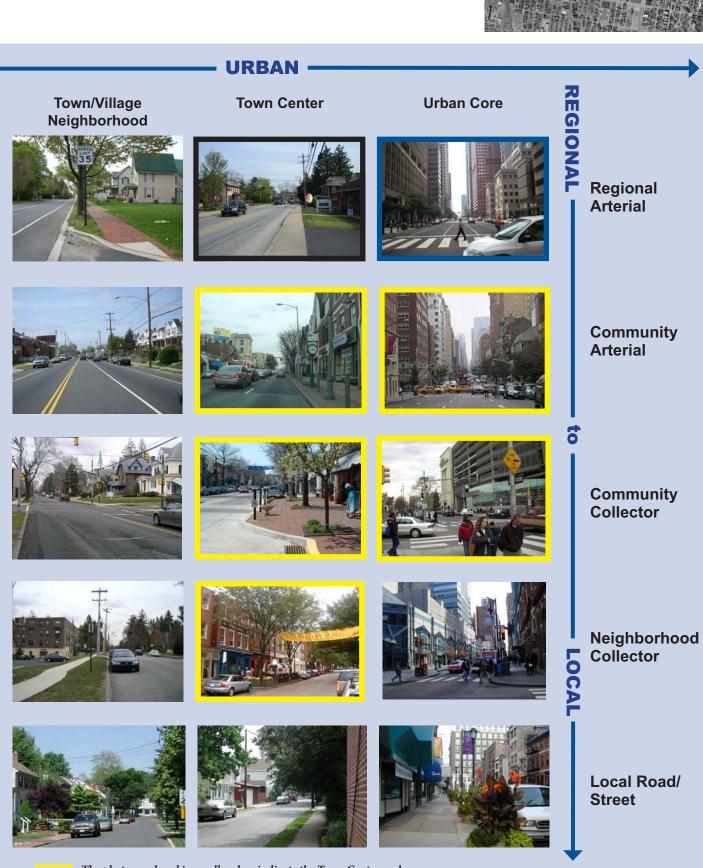
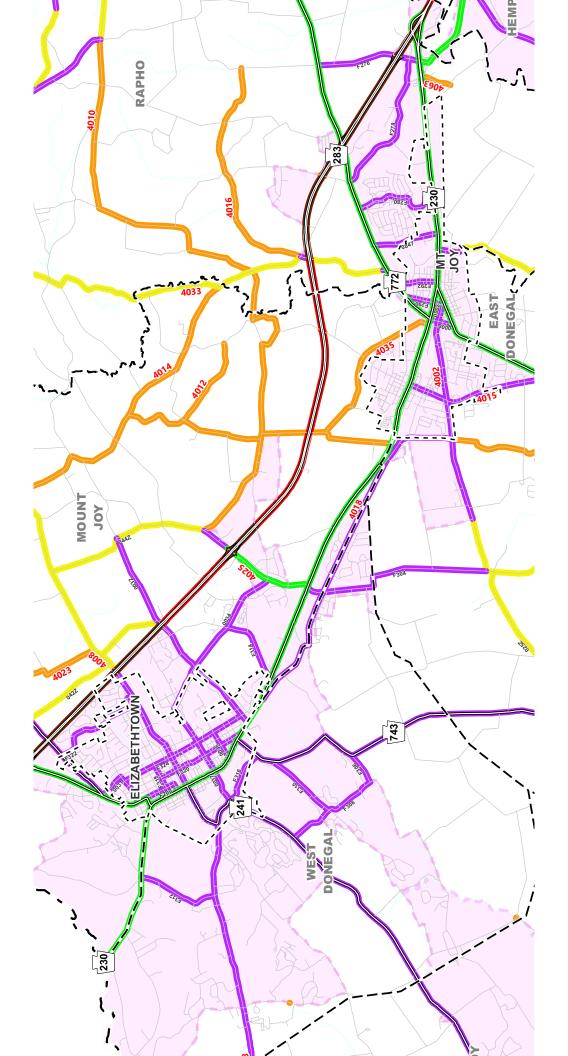




Figure 5.1 Roads in Context



The photos enclosed in a yellow box indicate the Town Center and Core City streets that also operate as a local or regional Main Street.



Legend state	CITY or BORO	TOWNSHIP	OTHER FREEWAYS AND EXPRESSWAYS OTHER PRINCIPAL ARTERIAL HIGHWAYS MINOR ARTERIALS	MAJOR COLLECTOR	MINOR COLLECTOR LOCAL ROADS 2010 SMALL URBAN BOUNDARY 2010 LARGE URBAN BOUNDARY
	î, j ()				



APPENDIX F

STUDY AREA PHOTOGRAPHS



SR 0230 looking east (200') at SR 0743



SR 0230 looking east (50') at SR 0743



SR 0230 looking west (200') at SR 0743



SR 0230 looking west (50') at SR 0743



SR 0743 looking north (200') at SR 0230



SR 0743 looking north (50') at SR 0230



SR 0230 looking east (200') at Groff Avenue



SR 0230 looking east (50') at Groff Avenue



SR 0230 looking west (200') at Groff Avenue



SR 0230 looking west (50') at Groff Avenue



Groff Avenue looking south (200') at SR 0230



Groff Avenue looking south (50') at SR 0230



SR 0230 looking east (200') at Carey Lane/Giant Plaza Driveway



SR 0230 looking east (50') at Carey Lane/Giant Plaza Driveway



SR 0230 looking west (200') at Carey Lane/Giant Plaza Driveway



SR 0230 looking west (50') at Carey Lane/Giant Plaza Driveway



Giant Plaza Driveway looking north (200') at SR 0230



Giant Plaza Driveway looking north (50') at SR 0230



Carey Lane looking south (200') at SR 0230



Carey Lane looking south (50') at SR 0230



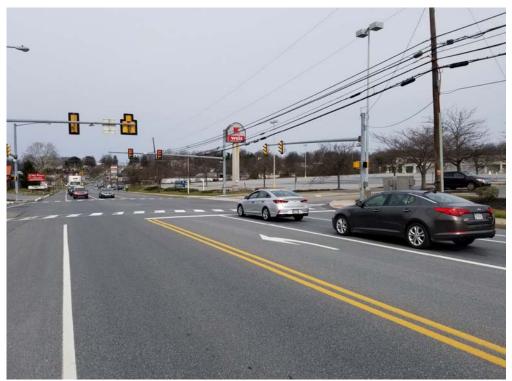
SR 0230 looking east (200') at Hess Driveway/Market Square Driveway



SR 0230 looking east (50') at Hess Driveway/Market Square Driveway



SR 0230 looking west (200') at Hess Driveway/Market Square Driveway



SR 0230 looking west (50') at Hess Driveway/Market Square Driveway



Market Square Driveway looking south (200') at SR 0230



Market Square Driveway looking south (50') at SR 0230



Hess Driveway looking north at SR 0230



SR 0230 looking east (200') at Sheaffer Road



SR 0230 looking east (50') at Sheaffer Road



SR 0230 looking west (200') at Sheaffer Road



SR 0230 looking west (50') at Sheaffer Road



Sheaffer Road looking north (200') at SR 0230



Sheaffer Road looking north (50') at SR 0230



Sheaffer Road looking south (200') at SR 0230



Sheaffer Road looking south (50') at SR 0230



SR 0230 looking east (200') at Cloverleaf Road



SR 0230 looking east (50') at Cloverleaf Road



SR 0230 looking west (200') at Cloverleaf Road



SR 0230 looking west (50') at Cloverleaf Road



Colebrook Road looking north (200') at SR 0230



Colebrook Road looking north (50') at SR 0230



Cloverleaf Road looking south (200') at SR 0230



Cloverleaf Road looking south (50') at SR 0230



SR 0230 looking east (200') at Ridge Run Road



SR 0230 looking east (50') at Ridge Run Road



SR 0230 looking west (200') at Ridge Run Road



SR 0230 looking west (50') at Ridge Run Road



Ridge Run Road looking south (200') at SR 0230



Ridge Run Road looking south (50') at SR 0230



Harrisburg Avenue looking east (200') at Colebrook Road



Harrisburg Avenue looking east (50') at Colebrook Road



Harrisburg Avenue looking west (200') at Colebrook Road



Harrisburg Avenue looking west (50') at Colebrook Road



Colebrook Road looking north (200') at Harrisburg Avenue



Colebrook Road looking north (50') at Harrisburg Avenue



Colebrook Road looking south (200') at Harrisburg Avenue



Colebrook Road looking south (50') at Harrisburg Avenue



Andrew Avenue looking east (200') at Cloverleaf Road



Andrew Avenue looking east (50') at Cloverleaf Road



Norlanco Drive looking west (200') at Cloverleaf Road



Norlanco Drive looking west (50') at Cloverleaf Road



Cloverleaf Road looking north (200') at Andrew Avenue/Norlanco Drive



Cloverleaf Road looking north (50') at Andrew Avenue/Norlanco Drive



Cloverleaf Road looking south (200') at Andrew Avenue/Norlanco Drive



Cloverleaf Road looking south (50') at Andrew Avenue/Norlanco Drive



Schwanger Road looking east (200') at Cloverleaf Road



Schwanger Road looking east (50') at Cloverleaf Road



Schwanger Road looking west (200') at Cloverleaf Road



Schwanger Road looking west (50') at Cloverleaf Road



Cloverleaf Road looking north (200') at Schwanger Road



Cloverleaf Road looking north (50') at Schwanger Road



Cloverleaf Road looking south (200') at Schwanger Road



Cloverleaf Road looking south (50') at Schwanger Road



Merts Drive looking east (200') at Cloverleaf Road



Merts Drive looking east (50') at Cloverleaf Road



Cloverleaf Road looking north (200') at Merts Drive



Cloverleaf Road looking north (50') at Merts Drive



Cloverleaf Road looking south (200') at Merts Drive



Cloverleaf Road looking south (50') at Merts Drive



PA 283 EB Ramps looking east (200') at Cloverleaf Road



PA 283 EB Ramps looking east (50') at Cloverleaf Road



PA 283 EB Ramps looking west (200') at Cloverleaf Road



PA 283 EB Ramps looking west (50') at Cloverleaf Road



Cloverleaf Road looking north (200') at PA 283 EB Ramps



Cloverleaf Road looking north (50') at PA 283 EB Ramps



Cloverleaf Road looking south (200') at PA 283 EB Ramps



Cloverleaf Road looking south (50') at PA 283 EB Ramps



PA 283 WB Ramps looking east (200') at Cloverleaf Road



PA 283 WB Ramps looking east (50') at Cloverleaf Road



PA 283 WB Ramps looking west (200') at Cloverleaf Road



PA 283 WB Ramps looking west (50') at Cloverleaf Road



Cloverleaf Road looking north (200') at PA 283 WB Ramps



Cloverleaf Road looking north (50') at PA 283 WB Ramps



Cloverleaf Road looking south (200') at PA 283 WB Ramps



Cloverleaf Road looking south (50') at PA 283 WB Ramps