Appendix G:

Auxiliary Turn Lane Warrant Analysis

Mt. Pleasant Road & Proposed Eastern Driveway

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Eastern (car-only) Driveway - Eastbound Left

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	26	2.0%	27
	Through	-	38	25.0%	43
	Right	No	0	0.0%	N/A
Opposing	Left	No	0	0.0%	N/A
	Through	-	50	15.0%	54
	Right	Yes	21	2.0%	22

Advancing Volume:	70
Opposing Volume:	76
Left Turn Volume:	27
% Left Turns in Advancing Volume:	38.57%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	50	15.0%	N/A
	Right	-	21	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 2**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	27
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

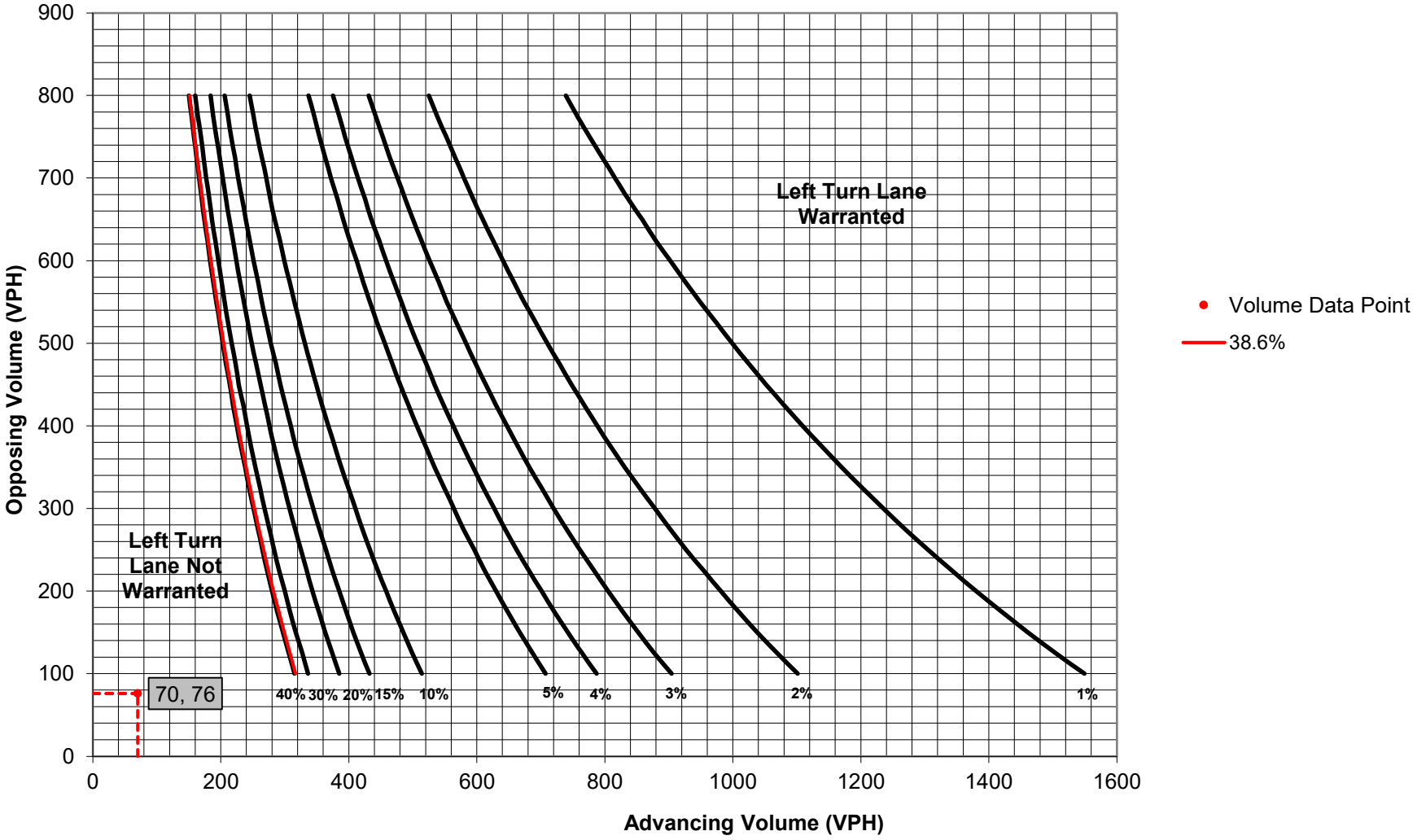
Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 2. Warrant for left turn lanes on two-lane highways (40 mph speed, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Eastern (car-only) Driveway - Westbound Right

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	26	2.0%	N/A
	Through	-	38	25.0%	N/A
	Right	No	0	0.0%	N/A
Opposing	Left	No	0	0.0%	N/A
	Through	-	50	15.0%	N/A
	Right	Yes	21	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	50	15.0%	54
	Right	-	21	2.0%	22

Advancing Volume:	76
Right Turn Volume:	22

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	22
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

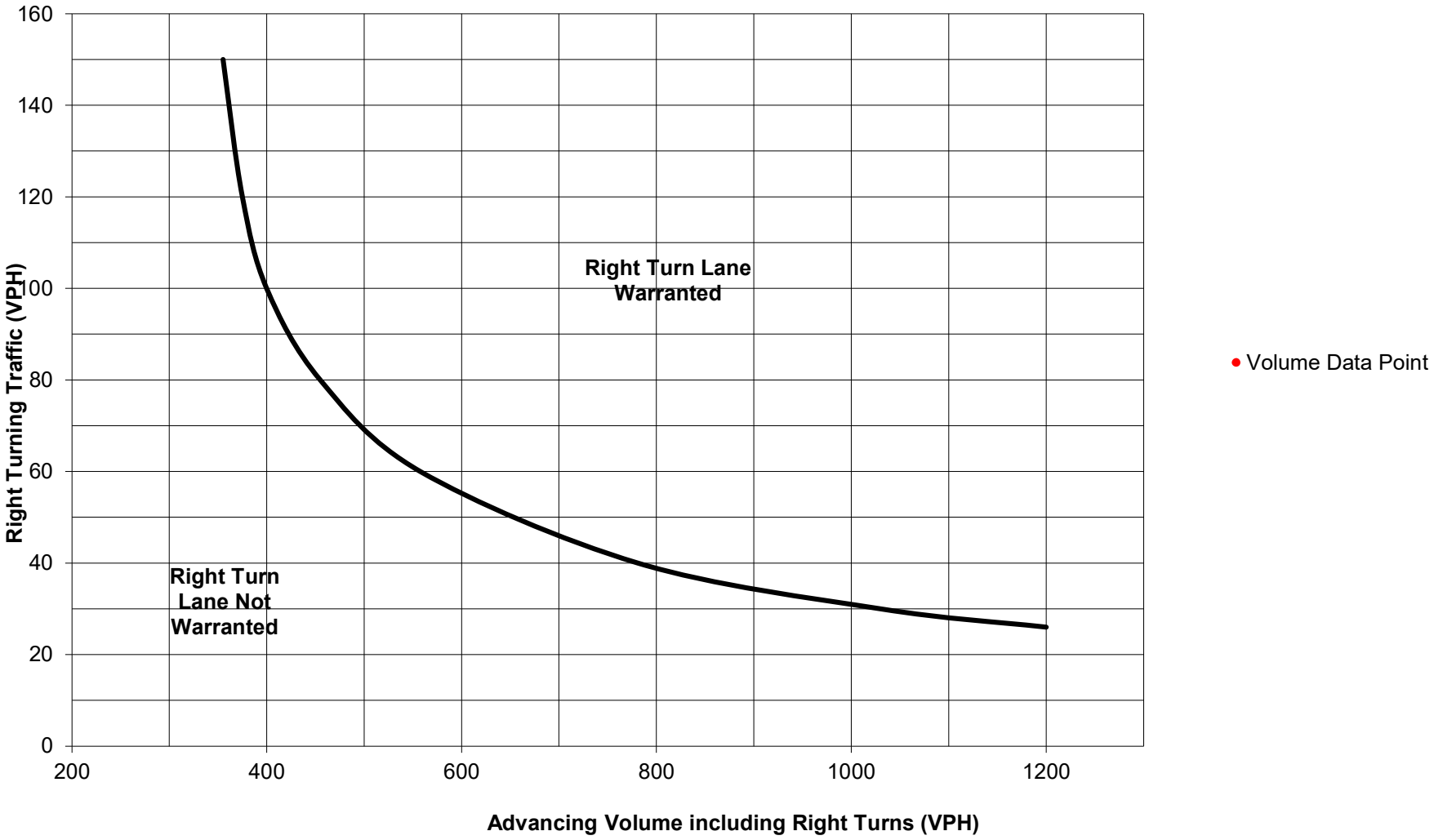
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Eastern (car-only) Driveway - Eastbound Left

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	9	2.0%	10
	Through	-	79	8.0%	83
	Right	No	0	0.0%	N/A
Opposing	Left	No	0	0.0%	N/A
	Through	-	36	15.0%	39
	Right	Yes	7	2.0%	8

Advancing Volume:	93
Opposing Volume:	47
Left Turn Volume:	10
% Left Turns in Advancing Volume:	10.75%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	36	15.0%	N/A
	Right	-	7	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 2**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	10
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

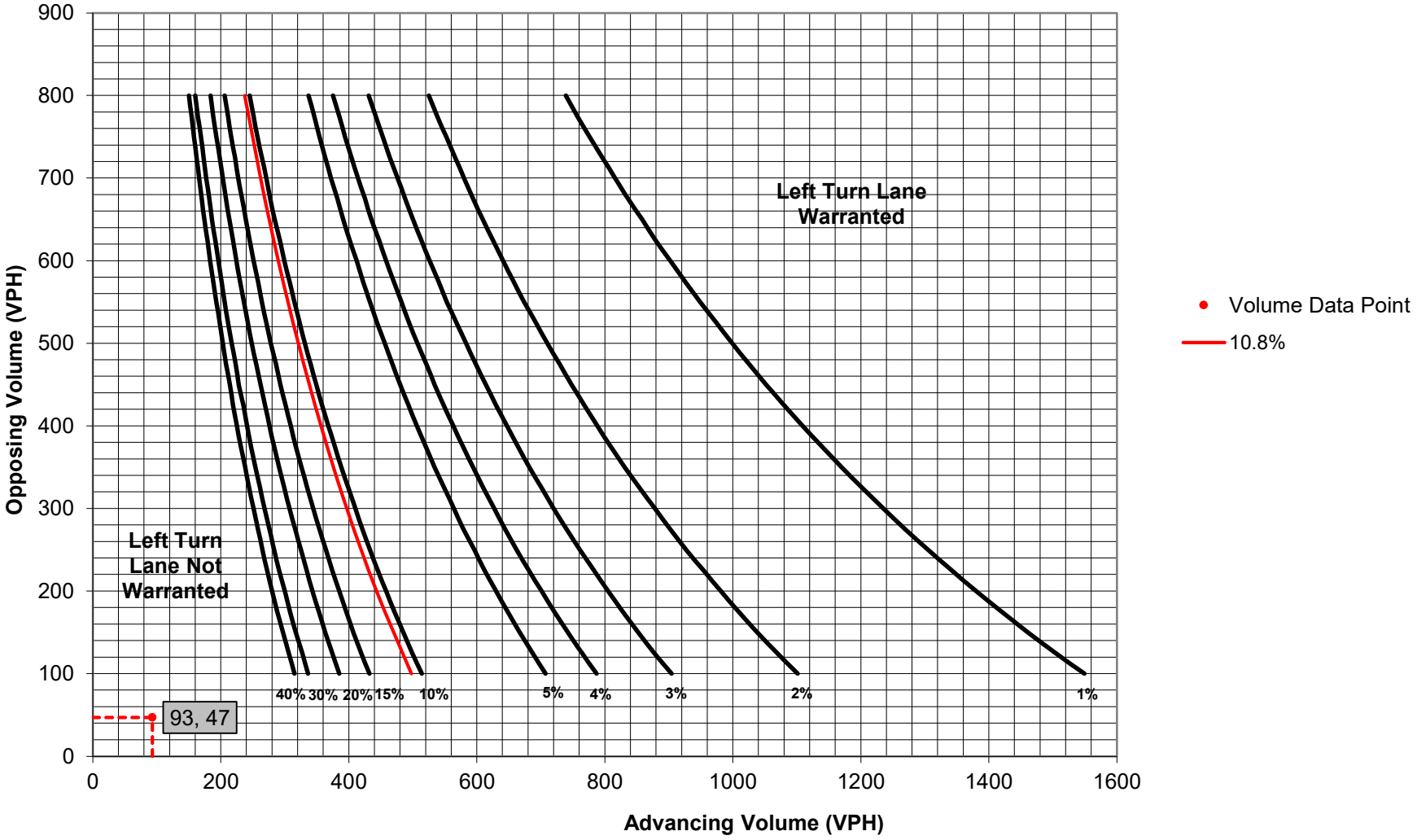
Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 2. Warrant for left turn lanes on two-lane highways (40 mph speed, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Eastern (car-only) Driveway - Westbound Right

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	9	2.0%	N/A
	Through	-	79	8.0%	N/A
	Right	No	0	0.0%	N/A
Opposing	Left	No	0	0.0%	N/A
	Through	-	36	15.0%	N/A
	Right	Yes	7	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	36	15.0%	39
	Right	-	7	2.0%	8

Advancing Volume:	47
Right Turn Volume:	8

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	8
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

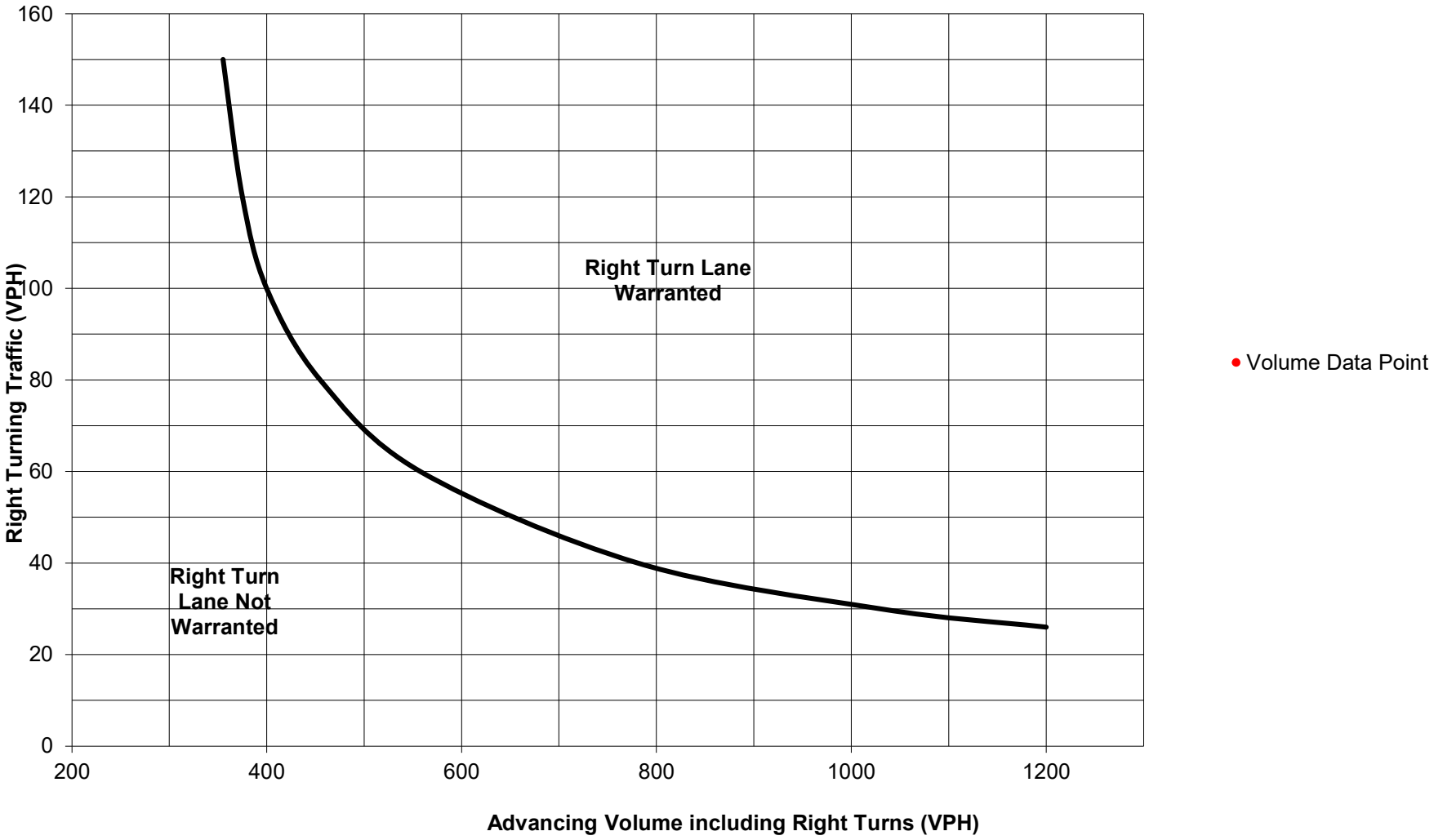
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Mt. Pleasant Road & Proposed Western Driveway/Archers Lane

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Western Driveway - Eastbound Left

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	48	2.0%	49
	Through	-	52	25.0%	59
	Right	Yes	0	0.0%	0
Opposing	Left	Yes	4	2.0%	5
	Through	-	54	15.0%	59
	Right	Yes	0	0.0%	0

Advancing Volume:	108
Opposing Volume:	64
Left Turn Volume:	49
% Left Turns in Advancing Volume:	45.37%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	2.0%	N/A
	Through	-	54	15.0%	N/A
	Right	-	0	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 2**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	49
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

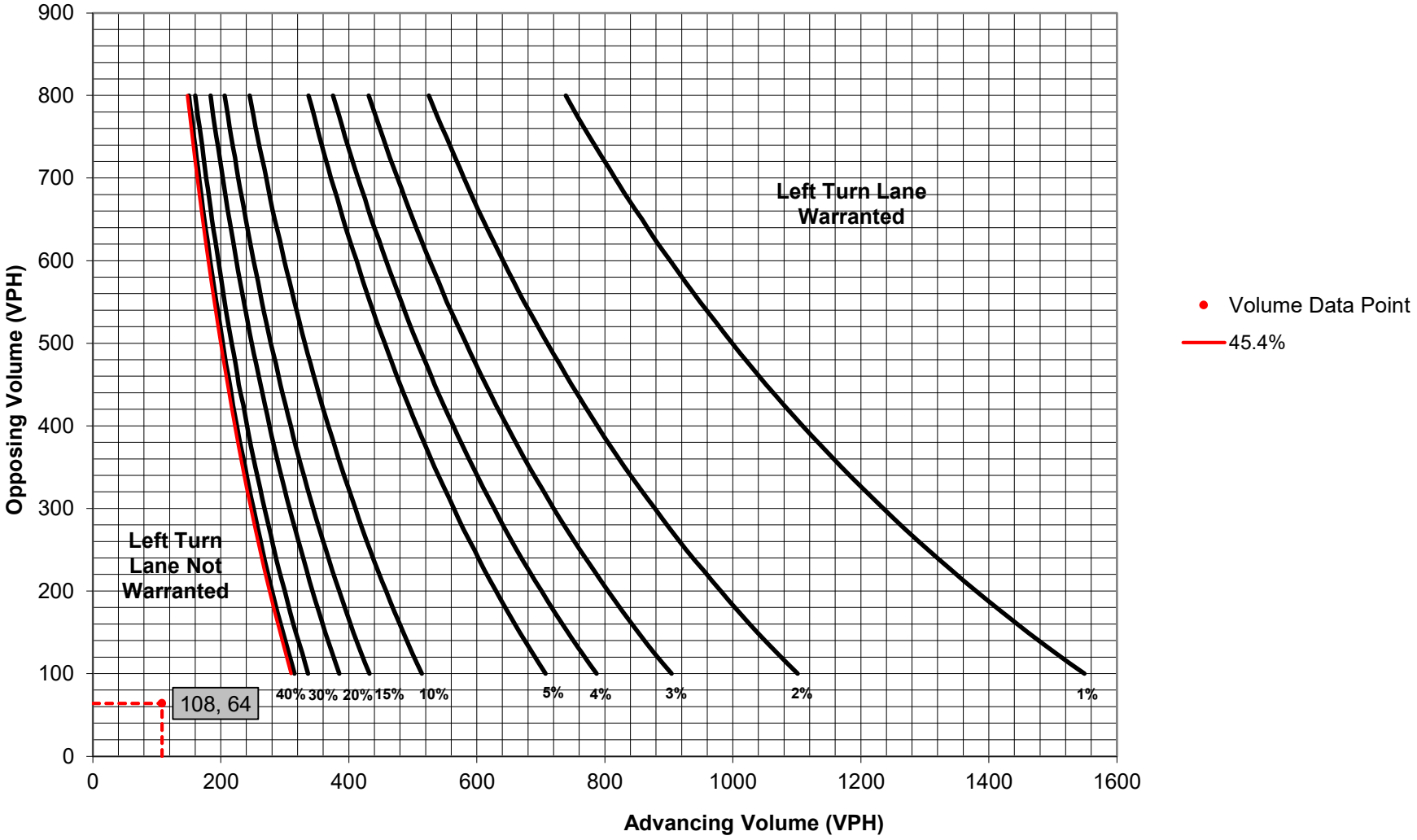
Additional Findings:

N/A

Additional Comments / Justifications:

Figure 2. Warrant for left turn lanes on two-lane highways (40 mph speed, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Western Driveway - Westbound Right

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	48	2.0%	N/A
	Through	-	52	25.0%	N/A
	Right	Yes	0	0.0%	N/A
Opposing	Left	Yes	4	2.0%	N/A
	Through	-	54	15.0%	N/A
	Right	Yes	0	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	2.0%	5
	Through	-	54	15.0%	59
	Right	-	0	0.0%	0

Advancing Volume:	64
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

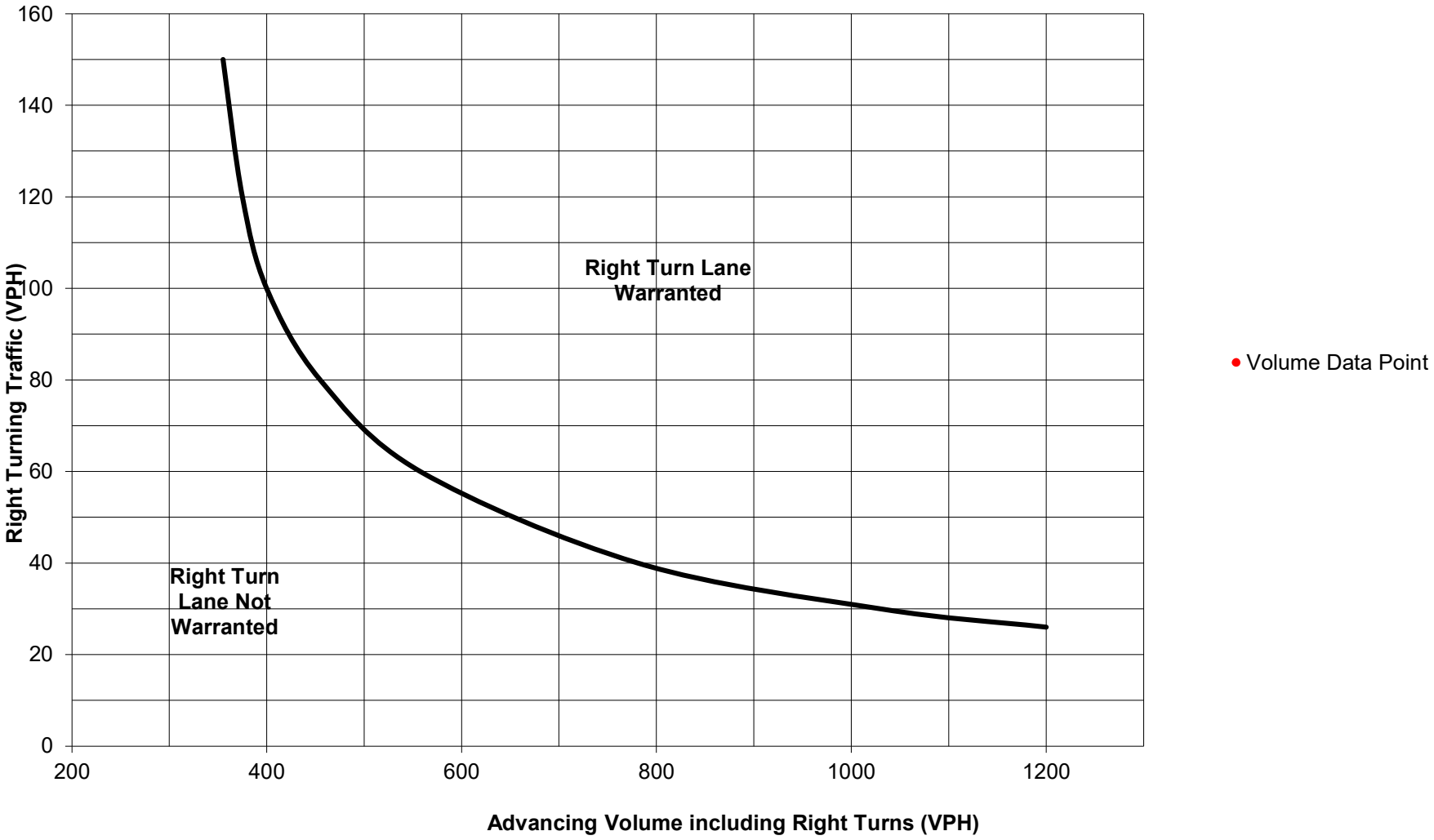
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Western Driveway - Eastbound Left

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	16	2.0%	17
	Through	-	84	8.0%	88
	Right	Yes	0	0.0%	0
Opposing	Left	Yes	15	2.0%	16
	Through	-	53	15.0%	57
	Right	Yes	0	0.0%	0

Advancing Volume:	105
Opposing Volume:	73
Left Turn Volume:	17
% Left Turns in Advancing Volume:	16.19%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	15	2.0%	N/A
	Through	-	53	15.0%	N/A
	Right	-	0	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 2**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	17
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

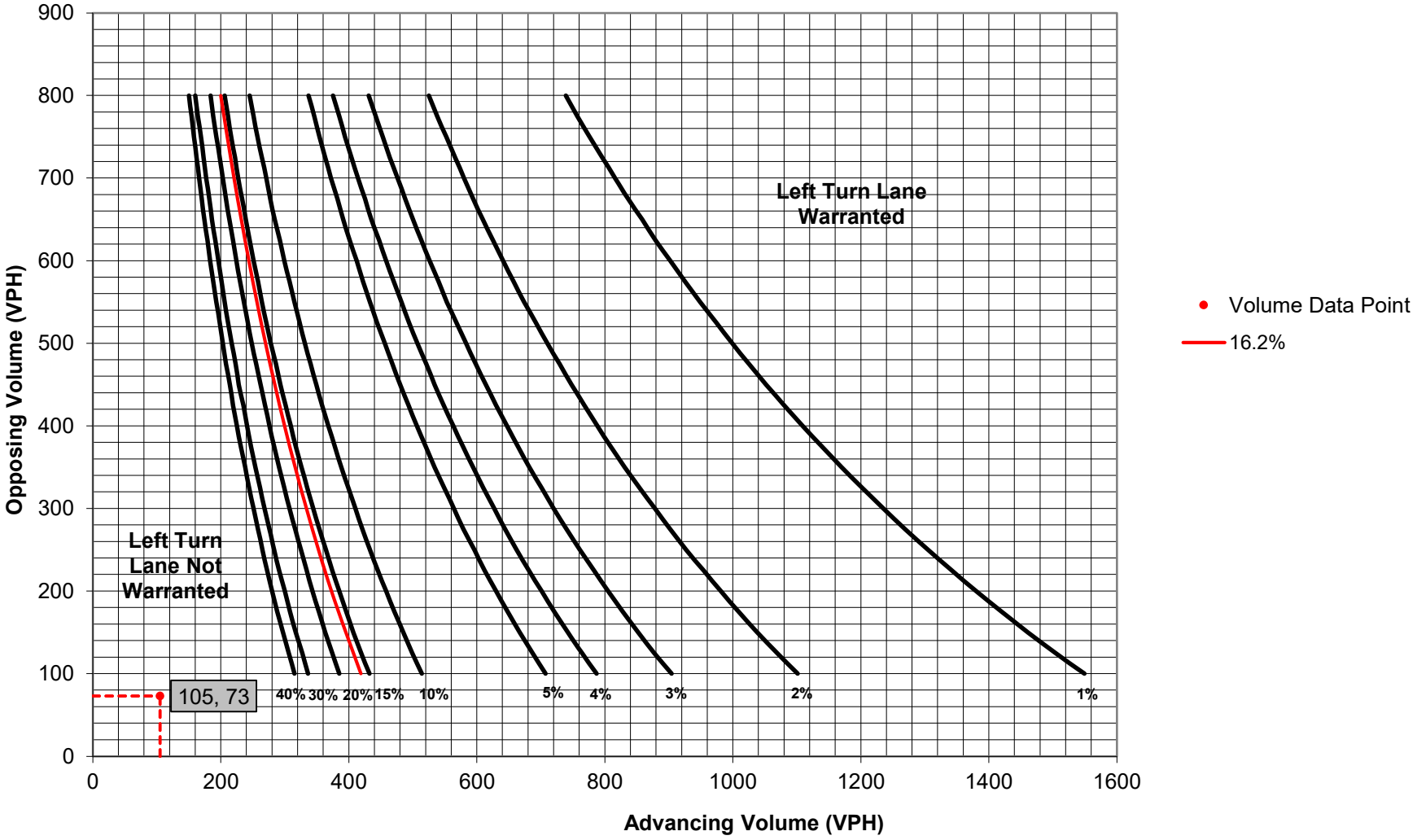
Additional Findings:

N/A

Additional Comments / Justifications:

Figure 2. Warrant for left turn lanes on two-lane highways (40 mph speed, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/7/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Western Driveway - Westbound Right

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	16	2.0%	N/A
	Through	-	84	8.0%	N/A
	Right	Yes	0	0.0%	N/A
Opposing	Left	Yes	15	2.0%	N/A
	Through	-	53	15.0%	N/A
	Right	Yes	0	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	15	2.0%	16
	Through	-	53	15.0%	57
	Right	-	0	0.0%	0

Advancing Volume:	73
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

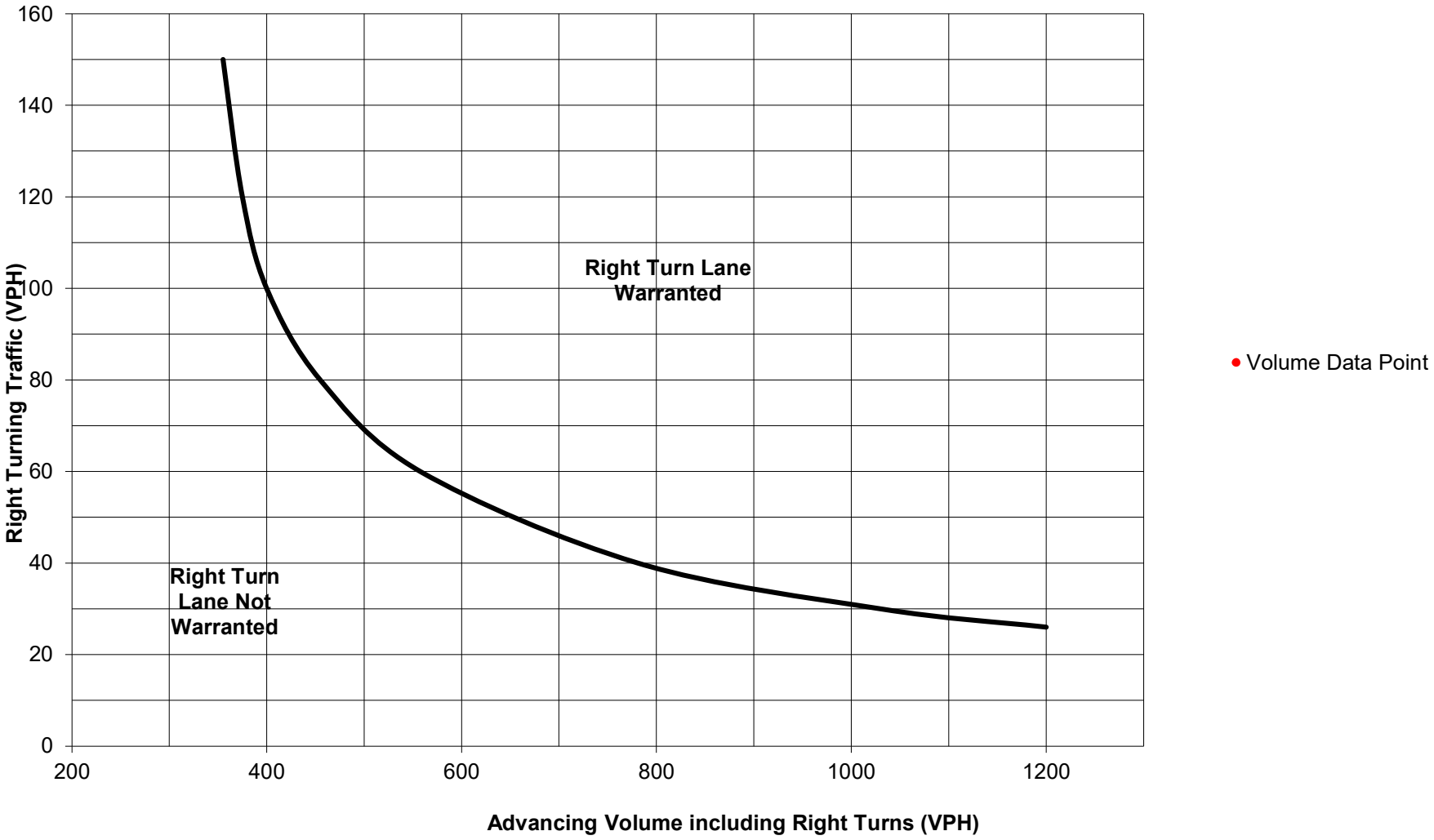
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Mt. Pleasant Road & Archers Lane/Proposed Western Driveway

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/19/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Archers Lane - Westbound Left

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	2.0%	5
	Through	-	54	15.0%	59
	Right	Yes	0	0.0%	0
Opposing	Left	Yes	48	2.0%	49
	Through	-	52	25.0%	59
	Right	Yes	0	0.0%	0

Advancing Volume:	64
Opposing Volume:	108
Left Turn Volume:	5
% Left Turns in Advancing Volume:	7.81%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	48	2.0%	N/A
	Through	-	52	25.0%	N/A
	Right	-	0	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 2

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	5
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

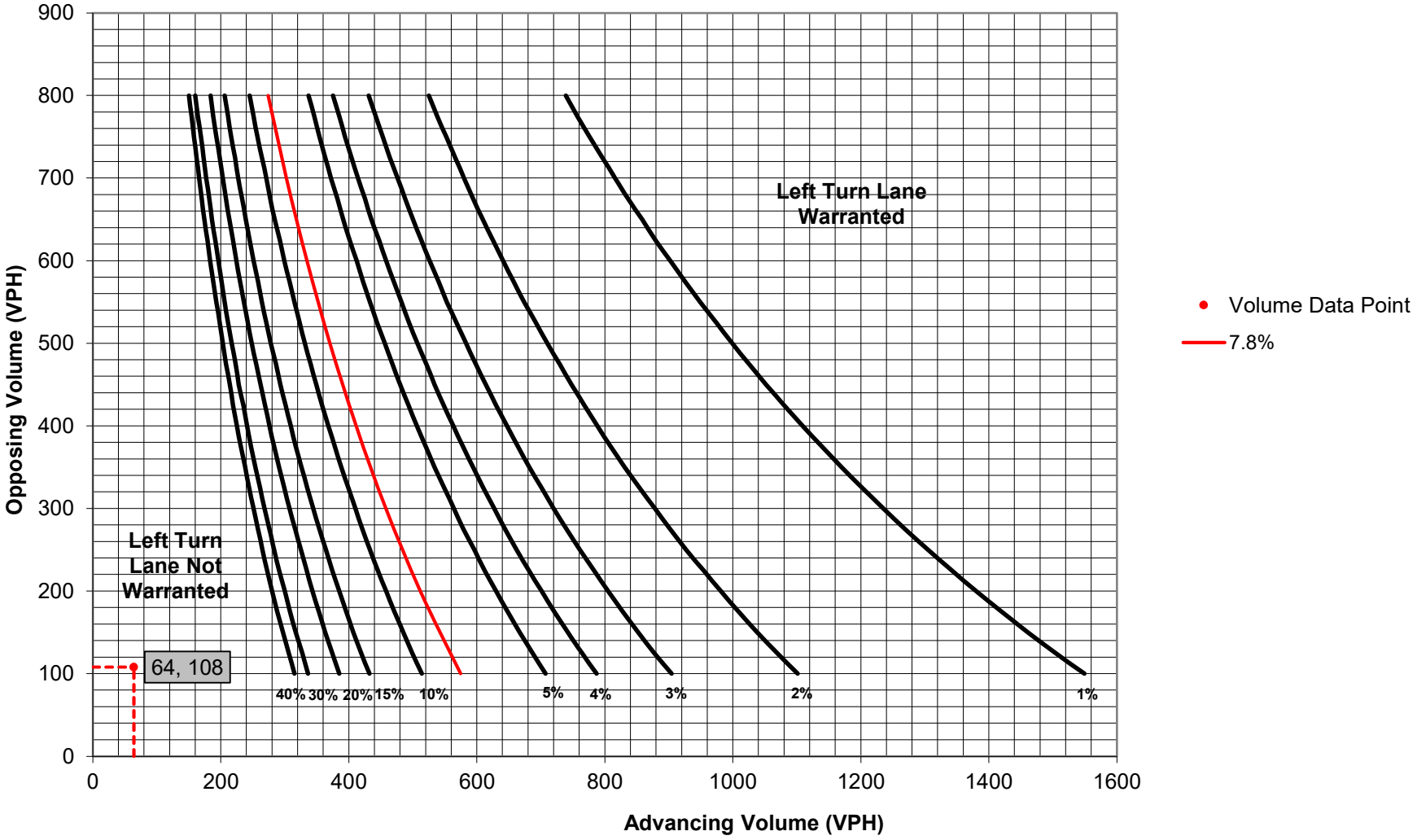
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 2. Warrant for left turn lanes on two-lane highways (40 mph speed, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/19/2026
County:	Lancaster County	**Conducted By:**	DZ
PennDOT Engineering District:	8	**Checked By:**	JW
		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Archers Lane - Eastbound Right

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	2.0%	N/A
	Through	-	54	15.0%	N/A
	Right	Yes	0	0.0%	N/A
Opposing	Left	Yes	48	2.0%	N/A
	Through	-	52	25.0%	N/A
	Right	Yes	0	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	48	2.0%	49
	Through	-	52	25.0%	59
	Right	-	0	0.0%	0

Advancing Volume:	108
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

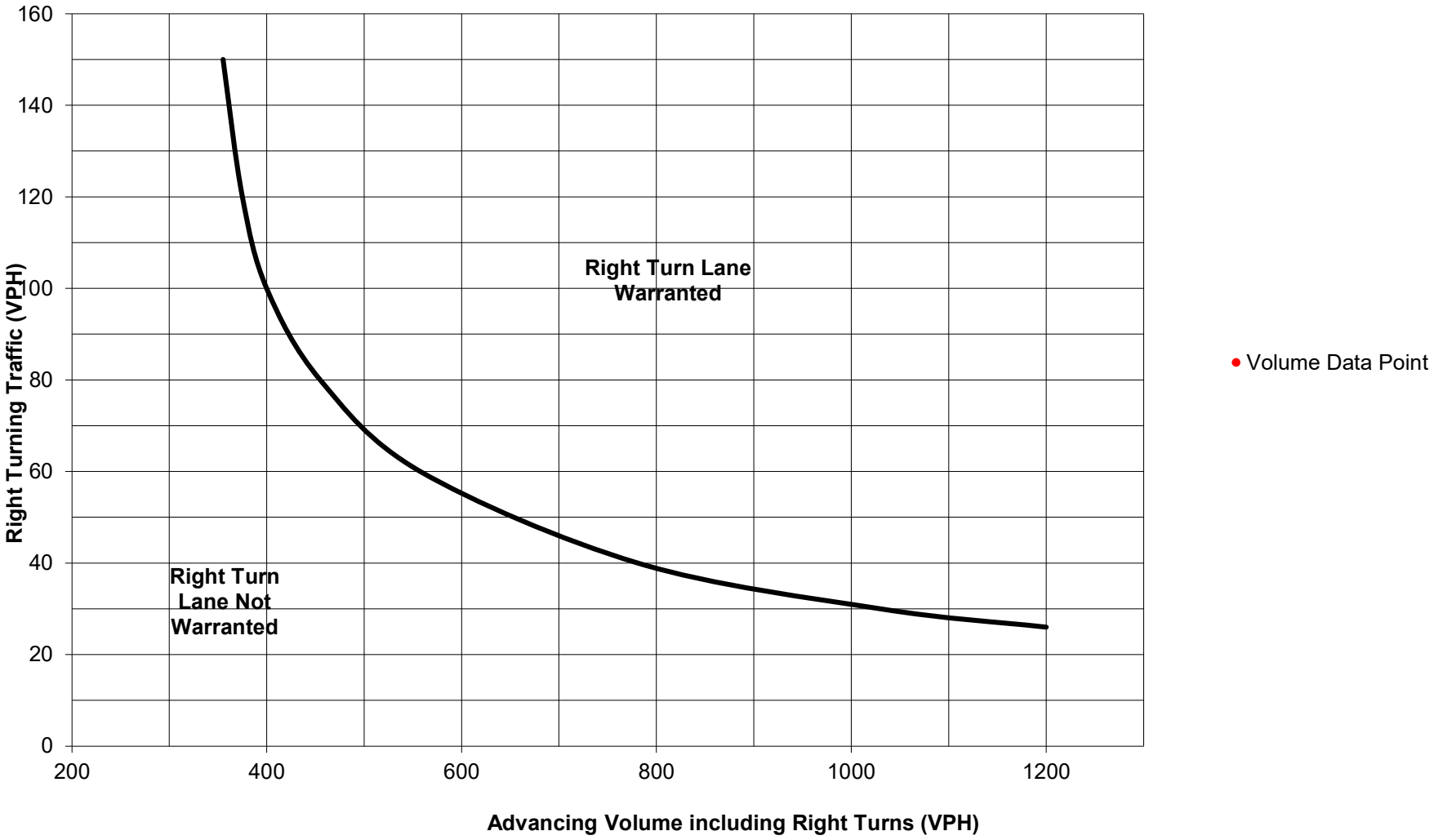
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

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		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Archers Lane - Westbound Left

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	15	2.0%	16
	Through	-	53	15.0%	57
	Right	Yes	0	0.0%	0
Opposing	Left	Yes	16	2.0%	17
	Through	-	84	8.0%	88
	Right	Yes	0	0.0%	0

Advancing Volume:	73
Opposing Volume:	105
Left Turn Volume:	16
% Left Turns in Advancing Volume:	21.92%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	16	2.0%	N/A
	Through	-	84	8.0%	N/A
	Right	-	0	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 2

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	16
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

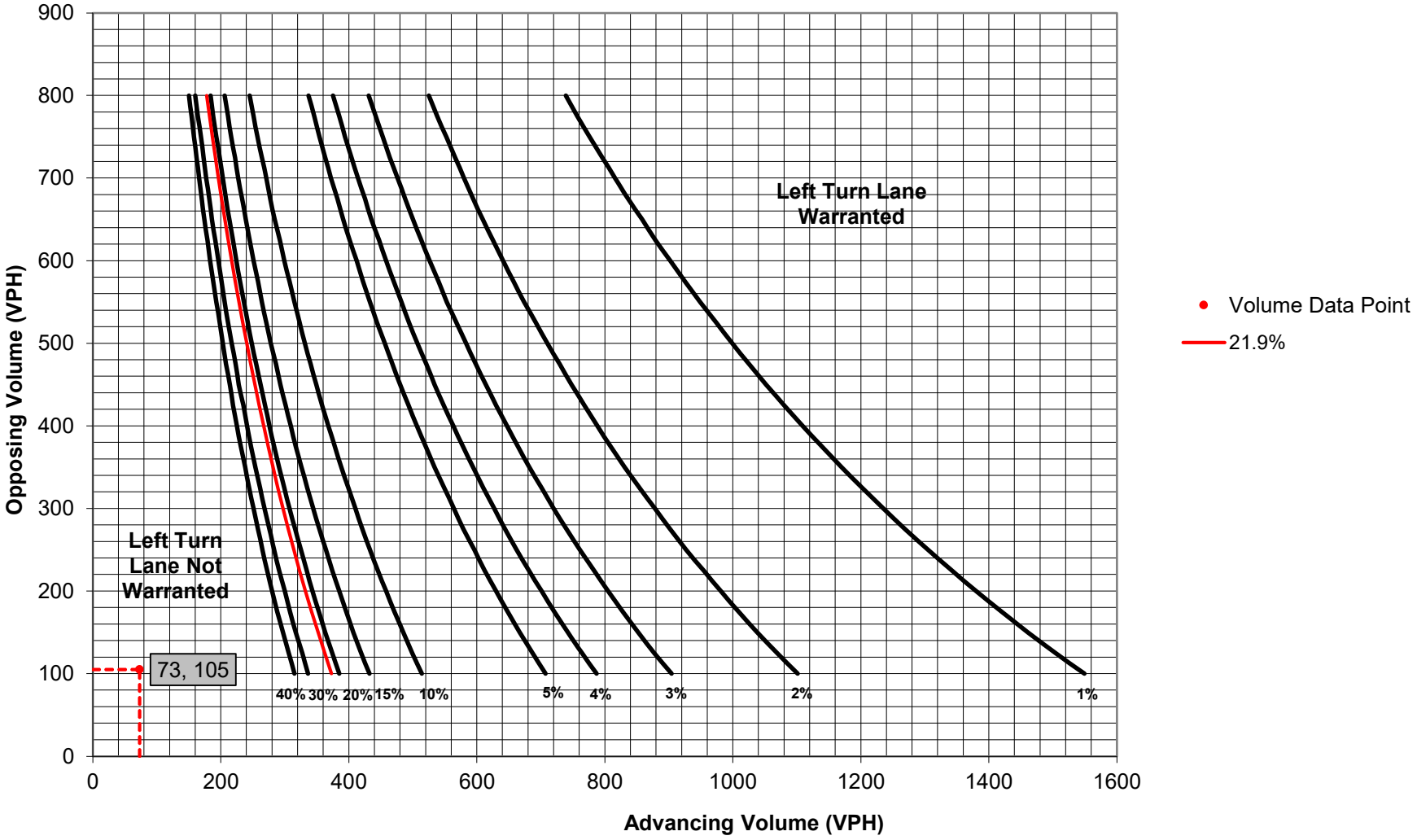
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 2. Warrant for left turn lanes on two-lane highways (40 mph speed, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	Mount Joy Township	**Analysis Date:**	8/19/2026
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		Agency/Company Name:	TPD, Inc.

Intersection & Approach Description: Mt. Pleasant Road & Proposed Archers Lane - Eastbound Right

Analysis Period:	2035 Projected (Build)	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	40		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	15	2.0%	N/A
	Through	-	53	15.0%	N/A
	Right	Yes	0	0.0%	N/A
Opposing	Left	Yes	16	2.0%	N/A
	Through	-	84	8.0%	N/A
	Right	Yes	0	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	16	2.0%	17
	Through	-	84	8.0%	88
	Right	-	0	0.0%	0

Advancing Volume:	105
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

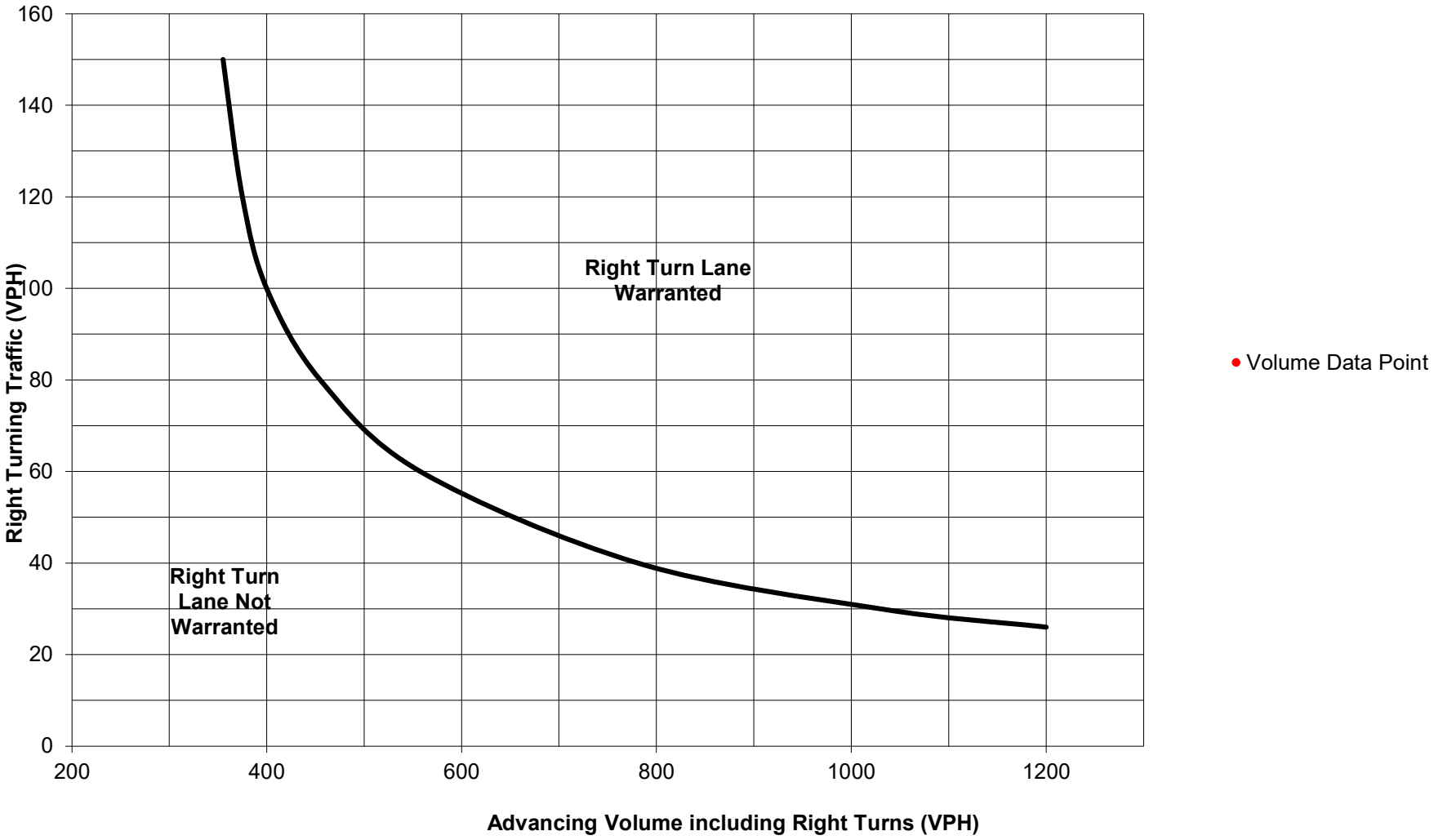
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)

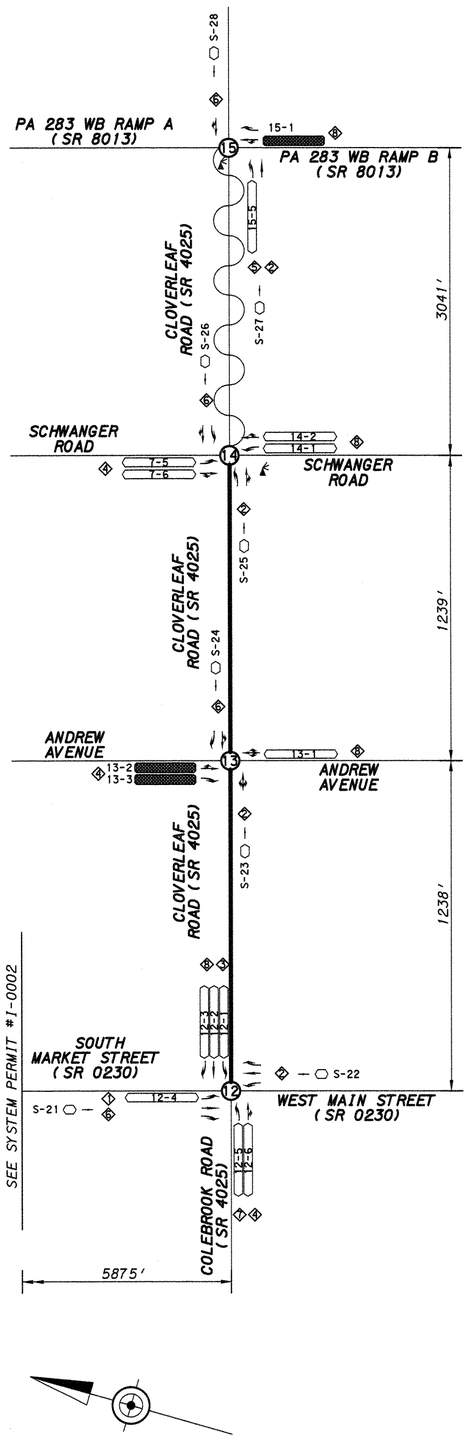


Appendix H:

Traffic Signal Permit Plans

PERMIT NUMBER: I-0003 SHEET 1 OF 1

DATE ISSUED: 10-07-2010 DATE REVISED: 8-25-11



Notes:

MASTER CONTROLLER FOR LOCATED AT CLOVERLEAF ROAD AND SCHWANGER ROAD (INTERSECTION #14)

CENTRAL SYSTEM COMPUTER TO OPERATE USING ECONOLITE ARIES SOFTWARE.

INTERSECTIONS 12-14

WEEKLY 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	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

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

INTERSECTION 15

WEEKLY 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.

CYCLE / SPLIT / OFFSET

PROGRAM 1 = AM PEAK		PHASE								CYCLE	OFFSET
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8		
15 CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271									FREE	
14 CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		45		25		45		25	70	0
13 CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272		53		17		53		17	70	63
12 HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044									FREE	

PROGRAM 2 = PM PEAK		PHASE								CYCLE	OFFSET
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8		
15 CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271									FREE	
14 CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		43		17		43		17	60	0
13 CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272		45		15		45		15	60	25
12 HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044	23(LEAD)	45	20(LEAD)	32		68	15(LEAD)	37	120	107

PROGRAM 3 = WEEKEND PEAK		PHASE								CYCLE	OFFSET
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8		
15 CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271									FREE	
14 CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		40		20		40		20	60	0
13 CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272		44		16		44		16	60	33
12 HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044									FREE	

PROGRAM 4 = PA283 EB INCIDENT MANAGEMENT		PHASE								CYCLE	OFFSET
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8		
15 CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271									FREE	
14 CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		110		30		110		30	140	0
13 CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272		110		30		110		30	140	119
12 HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044	98	14	14	14		112	14	14	140	98

PROGRAM 5 = PA283 WB INCIDENT MANAGEMENT		PHASE								CYCLE	OFFSET
INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8		
15 CLOVERLEAF ROAD (SR 4025) & PA 283 WB RAMP B (SR 8013)	T-271		30			SKIP	30		110	140	118
14 CLOVERLEAF ROAD (SR 4025) & SCHWANGER ROAD	T-273		110		30		110		30	140	0
13 CLOVERLEAF ROAD (SR 4025) & ANDREW AVENUE	T-272		110		30		110		30	140	21
12 HARRISBURG PIKE (SR 0230), CLOVERLEAF ROAD (SR 4025) & COLEBROOK ROAD (SR 4025)	T-044	15	15	55	55		30		110	140	42

Notes:
- 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).

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.

LEGEND

- (4) INTERSECTION ADDRESS
- (S#) SYSTEM LOOP/ IDENTIFYING NUMBER
- LOOP SENSOR / INTERSECTION X - LOOP NUMBER Y
- VIDEO DETECTION AREA
- PHASE NUMBER
- SPREAD SPECTRUM RADIO RECEIVER
- FIBER OPTIC INTERCONNECTION
- RADIO CONNECTION

NOT TO SCALE

COUNTY: LANCASTER

MUNICIPALITY: MOUNT JOY TOWNSHIP

INTERSECTION: CLOVERLEAF ROAD (SR 4025) CORRIDOR

REVIEWED:

Stephen A. Clare — MUNICIPAL OFFICIAL — 8/1/2011 DATE

RECOMMENDED:

Jason C. Beverley — DIST TRAFFIC ENGR — 08/25/2011 DATE

G:\Traffic Signal Permits\Systems\Cloverleaf Rd\2011-08-01 system permit- I-0003.dgn
8/1/2011 9:21:43 AM untitled

PERMIT NUMBER: 87-258 SHEET 2 OF 2

DATE ISSUED: 04-30-07 DATE REVISED: 7-1-11

T-271

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

PHASE	2+5			2+6			8			RAMP PRE-EMP				PRE-EMP A				PRE-EMP B				PRE-EMP C				EMERGENCY FLASHING
INTERVAL / SIGNAL	1	2	3	1	2	3	1	2	3	SELECTIVE CLEARANCES	1	2	3	SELECTIVE CLEARANCES	1	2	3	SELECTIVE CLEARANCES	1	2	3	SELECTIVE CLEARANCES	1	2	3	
1,2	G/G	Y①	R②	G	Y	R	R	R	R		R	R	R		R	R	R		G/G	G/Y	R③		R	R	R	Y
3,9	G	Y②	R②	G	Y	R	R	R	R		R	R	R		R	R	R		G	Y③	R③		R	R	R	Y
4,5	R	R	R	G	Y	R	R	R	R		R	R	R		G	Y③	R③		R	R	R		R	R	R	Y
6,7,8	R	R	R	R	R	R	G	Y	R		G	Y	R		R	R	R		R	R	R		G	Y	R	R
FAIL-SAFE LAMP A										OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	
FAIL-SAFE LAMP B										OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	
FAIL-SAFE LAMP C										OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	

FIXED		4	2		4	2		3	2.5		20	3	2.5		▲	4	2		▲	4	2		▲	3	2.5
MINIMUM	7			12			3																		
SEC / ACT				3																					
MAXIMUM INITIAL				25																					
PASSAGE	3			6			3																		
TBR				13																					
TTR				12																					
MINIMUM GAP				3																					
MAXIMUM 1	16			50			19																		
MAXIMUM 2	16			38			44																		
REFER TO SYSTEM PERMIT I-0003 FOR PA 283 INCIDENT TIMINGS																									
PEDESTRIAN																									
MEMORY	NL			MIN			NL			NL															

▲ FOR DURATION OF PRE-EMPTION

MAXIMUM 2 TO OPERATE FROM 2:00 PM TO 7:00 PM, MONDAY THRU FRIDAY

MAXIMUM 1 TO OPERATE ALL OTHER TIMES

OPERATION NOTES

① G/Y IF FOLLOWED BY 2+6

② G IF FOLLOWED BY 2+6

③ SIGNAL TO INDICATE G WHEN RETURNING TO NORMAL OPERATION

DETECTOR NOTES

DETECTOR 2 CALLS AND EXTENDS PHASE 2 - PRESENCE

DETECTOR 5a CALLS AND EXTENDS PHASE 5 - PRESENCE

DETECTOR 6 CALLS AND EXTENDS PHASE 6 - PRESENCE

DETECTION ZONE 8a CALLS AND EXTENDS PHASE 8 - PRESENCE

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 WESTBOUND OFF-RAMP OF PA 0283 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, OR PHASE C. 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.

1.) 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.

2.) 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.

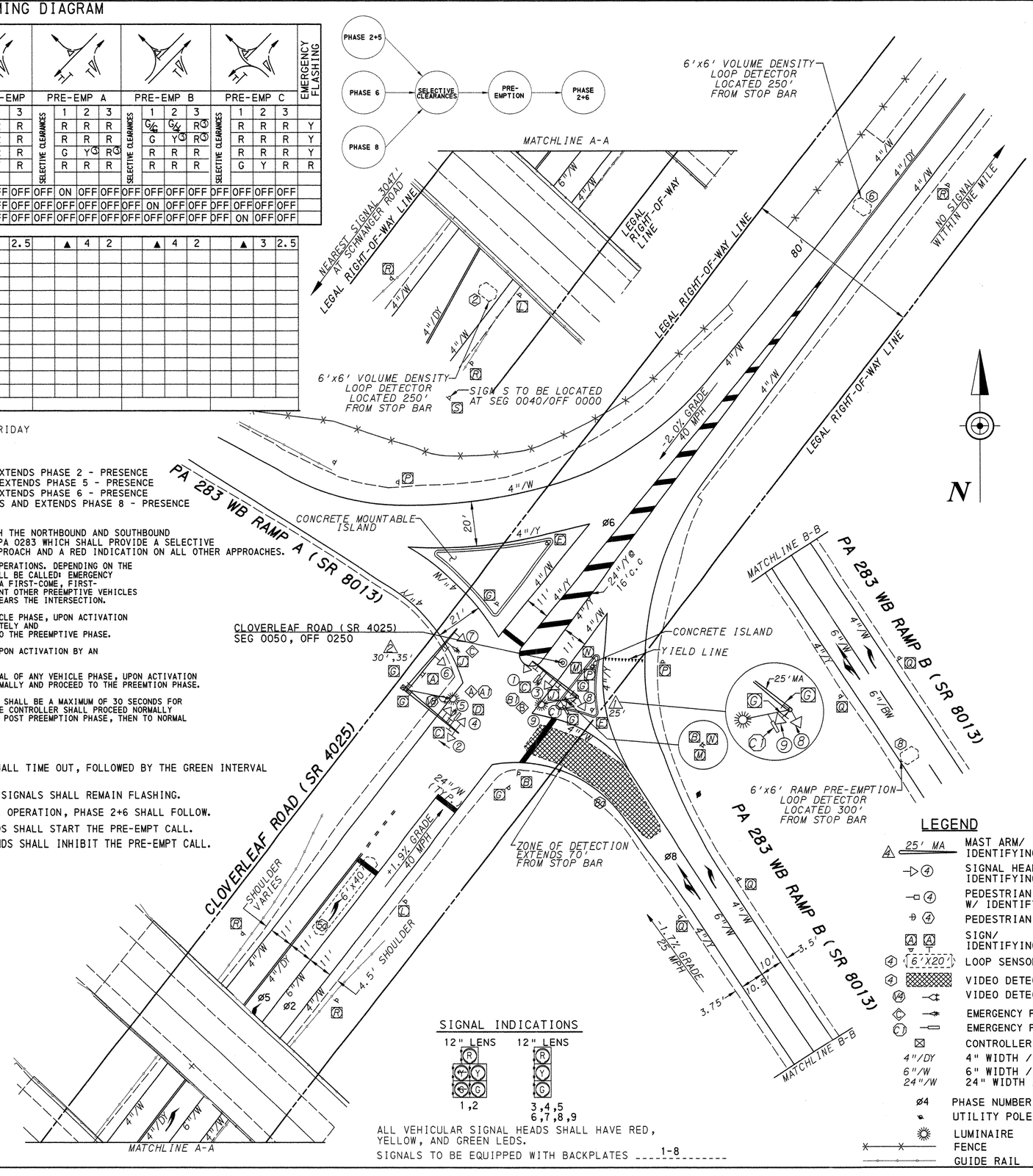
3.) IF THE CONTROLLER OPERATION IS IN THE YELLOW, YELLOW ARROW, OR ALL RED INTERVAL OF ANY VEHICLE PHASE, UPON ACTIVATION BY AN EMERGENCY VEHICLE, THE CONTROLLER SHALL TIME OUT OF THOSE INTERVALS NORMALLY AND PROCEED TO THE PREEMTION PHASE.

4.) THE GREEN INTERVAL SHALL EXTEND FOR THE LENGTH OF THE PREEMTION ACTUATION BUT SHALL BE A MAXIMUM OF 30 SECONDS FOR EACH EMERGENCY PREEMPTION PHASE. UPON TERMINATION OF THE PREEMPTION PHASE, THE CONTROLLER SHALL PROCEED NORMALLY THROUGH THE YELLOW, YELLOW ARROW, AND ALL RED INTERVALS TO THE PRE-DESIGNATED POST PREEMPTION PHASE, THEN TO NORMAL "PHASE NEXT" OPERATION.

RAMP PREEMPTION NOTES:

- WHEN PREEMPTION IS ACTIVATED, ALL YELLOW AND RED INDICATIONS, SHALL TIME OUT, FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE.
- IF THE SIGNALS ARE FLASHING WHEN ACTIVATED FOR PRE-EMPTION, ALL SIGNALS SHALL REMAIN FLASHING.
- UPON COMPLETION OF THE PRE-EMPTION PHASE, IN RETURNING TO NORMAL OPERATION, PHASE 2+6 SHALL FOLLOW.
- A CONSTANT CALL ON THE RAMP PRE-EMPTION DETECTOR 8 FOR 10 SECONDS SHALL START THE PRE-EMPT CALL.
- A CONSTANT CALL ON THE RAMP PRE-EMPTION DETECTOR 8 FOR 180 SECONDS SHALL INHIBIT THE PRE-EMPT CALL.

SIGN TABULATION			
PLAN SYMBOL	SERIES	SIZE	MESSAGE
A	D3-4	84"x16"	STREET SIGN "Cloverleaf Rd"
B	R5-1	36"x36"	DO NOT ENTER
C	R10-12	30"x36"	LEFT TURN YIELD ON GREEN ●
D	R3-3	36"x36"	NO TURNS SIGN
E	W12-1	36"x36"	DOUBLE ARROW SIGN
G	R9-3	18"x18"	NO PEDESTRIAN CROSSING
J	R3-1	36"x36"	NO RIGHT TURN SIGN
L	R3-8A (L-S)	30"x30"	LANE USE CONTROL SIGN
M	R6-1L	36"x12"	HORIZONTAL LEFT ONE WAY SIGN
N	R6-1R	36"x12"	HORIZONTAL RIGHT ONE WAY SIGN
P	R1-2	48"x48"	YIELD SIGN
Q	R3-8A(LS-R)	30"x30"	LANE USE CONTROL SIGN
R	R8-3	24"x24"	NO PARKING SYMBOL SIGN
S	W3-3	36"x36"	SIGNAL AHEAD



SIGNAL INDICATIONS

12" LENS 12" LENS

1,2 3,4,5 6,7,8,9

ALL VEHICULAR SIGNAL HEADS SHALL HAVE RED, YELLOW, AND GREEN LEDS.

SIGNALS TO BE EQUIPPED WITH BACKPLATES 1-8

LEGEND

- 25' MA — MAST ARM/ IDENTIFYING LENGTH
- ④ — SIGNAL HEAD/ IDENTIFYING NUMBER
- ④ — PEDESTRIAN SIGNAL HEAD W/ IDENTIFYING NUMBER
- ④ — PEDESTRIAN PUSHBUTTON
- A A — SIGN/ IDENTIFYING LETTER
- ④ 6'X20' — LOOP SENSOR/SIZE
- ④ — VIDEO DETECTION AREA
- ⑭ — VIDEO DETECTOR
- ◇ — EMERGENCY PRE-EMPTION BEACON
- ◇ — EMERGENCY PRE-EMPTION DETECTOR
- ⊠ — CONTROLLER CABINET
- 4"/DY — 4" WIDTH / DOUBLE YELLOW LINE
- 6"/W — 6" WIDTH / SOLID WHITE LINE
- 24"/W — 24" WIDTH / SOLID WHITE LINE
- ø4 — PHASE NUMBER
- — UTILITY POLE
- — LUMINAIRE
- — FENCE
- — GUIDE RAIL

25' 0' 25' 50'

SCALE IN FEET

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.

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

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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 COUNTY

MUNICIPALITY: MOUNT JOY TOWNSHIP

INTERSECTION: CLOVERLEAF ROAD (SR 4025) AND PA 283 WB RAMP B (SR 8013)

REVIEWED: Stephen A. Cagy 06/23/2011
MUNICIPAL OFFICIAL DATE

RECOMMENDED: Jason C. Bewley 07/01/2011
DIST TRAFFIC ENGR DATE

G:\Traffic Signal Permits\Intersections\T-271 Cloverleaf Road & PA 283 WB Ramp B\Revised permit 2011-06\08Permit.dgn
6/17/2011 8:40:02 AM untitled

PERMIT NUMBER: 87-260 SHEET 2 OF 3

DATE ISSUED: 01 MAY 07 DATE REVISED:

T-273

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.

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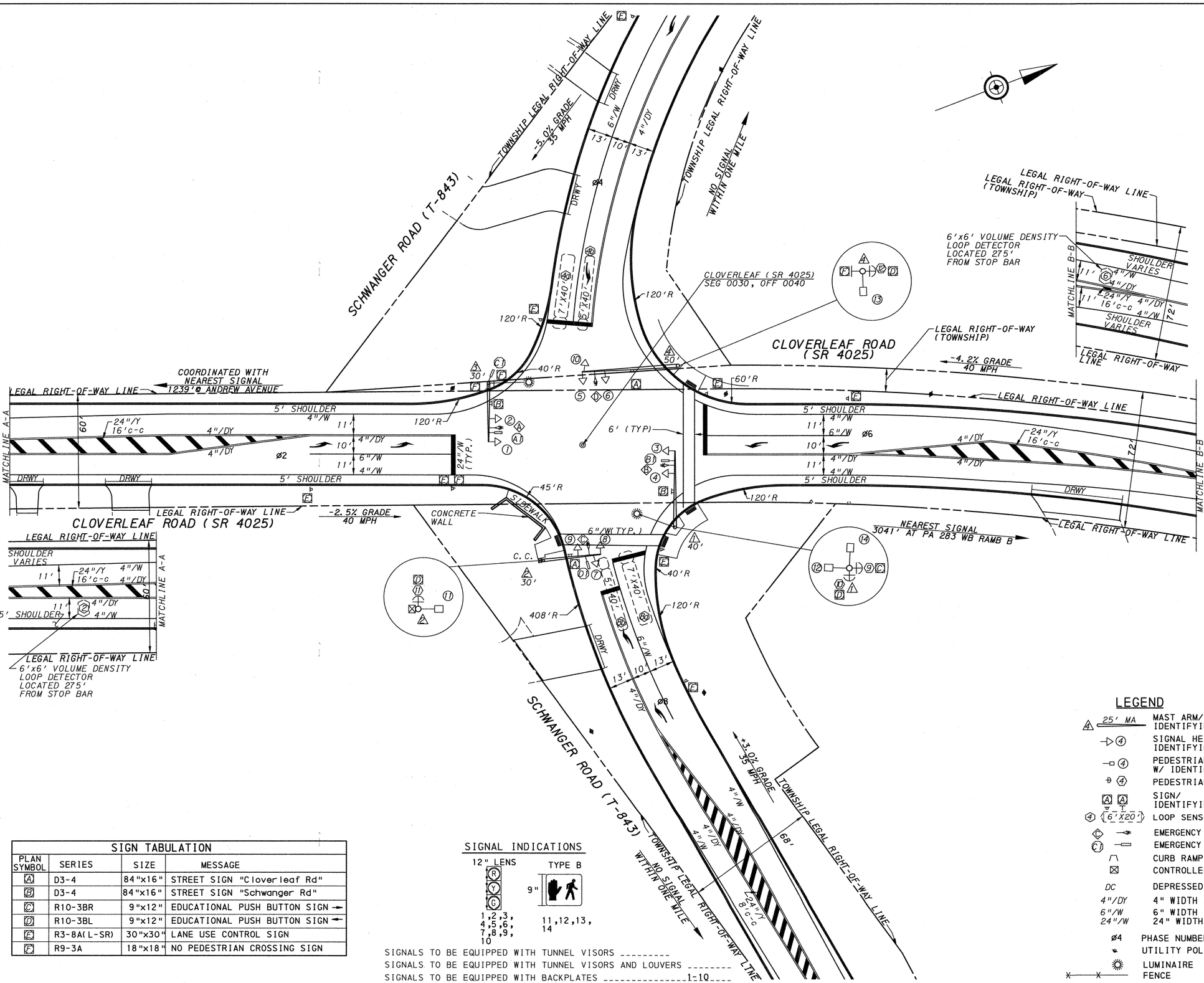

SIGN TABULATION			
PLAN SYMBOL	SERIES	SIZE	MESSAGE
A	D3-4	84"x16"	STREET SIGN "Cloverleaf Rd"
B	D3-4	84"x16"	STREET SIGN "Schwanger Rd"
C	R10-3BR	9"x12"	EDUCATIONAL PUSH BUTTON SIGN →
D	R10-3BL	9"x12"	EDUCATIONAL PUSH BUTTON SIGN ←
E	R3-8A(L-SR)	30"x30"	LANE USE CONTROL SIGN
F	R9-3A	18"x18"	NO PEDESTRIAN CROSSING SIGN

SIGNAL INDICATIONS

12" LENS: R, Y, G — 1,2,3, 4,5,6, 7,8,9, 10

TYPE B (9"): 11,12,13, 14

SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS _____

SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS AND LOUVERS _____

SIGNALS TO BE EQUIPPED WITH BACKPLATES _____1-10____

LEGEND

- 25' MA — MAST ARM/ IDENTIFYING LENGTH
- ④ — SIGNAL HEAD/ IDENTIFYING NUMBER
- ④ — PEDESTRIAN SIGNAL HEAD W/ IDENTIFYING NUMBER
- ④ — PEDESTRIAN PUSHBUTTON
- A A — SIGN/ IDENTIFYING LETTER
- ④ 6'X20' — LOOP SENSOR/SIZE
- EMERGENCY PRE-EMPTION BEACON
- EMERGENCY PRE-EMPTION DETECTOR
- CURB RAMP
- CONTROLLER CABINET
- DC — DEPRESSED CURB
- 4"/DY — 4" WIDTH / DOUBLE YELLOW LINE
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- UTILITY POLE
- LUMINAIRE
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- GUIDE RAIL

25' 0' 25' 50'
SCALE IN FEET

COUNTY:
LANCASTER COUNTY

MUNICIPALITY:
MOUNT JOY TOWNSHIP

INTERSECTION:
CLOVERLEAF ROAD (SR 4025)
AND
SCHWANGER ROAD (T-843)

REVIEWED:
Robert J. Walker 5/15/08
MUNICIPAL OFFICIAL DATE

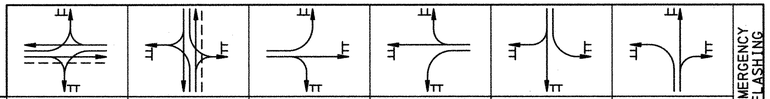
APPROVED:
Jason C. Burley 05/21/08
DIST. TRAFFIC ENGR DATE

J:\MUTO\00013 (SR 4025-007)\CADD\Plans\permit.dgn
5/9/2008 8:54:41 AM vdeflorio
Traffic Planning and Design, Inc.

PERMIT NUMBER: 87-260	SHEET 4	OF 4
DATE ISSUED: 01 MAY 07	DATE REVISED:	

T-273

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM



PHASE	2+6				4+8				PRE-EMP PHASE A				PRE-EMP PHASE B				PRE-EMP PHASE C				PRE-EMP PHASE D				EMERGENCY FLASHING
SIGNAL \ INTERVAL	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
1,2	G	G	Y	R	R	R	R	R	SELECTIVE CLEARANCE	G	Y①	R①	SELECTIVE CLEARANCE	R	R	R	SELECTIVE CLEARANCE	R	R	R	SELECTIVE CLEARANCE	R	R	R	Y
3,4	G	G	Y	R	R	R	R	R		R	R	R		G	Y①	R①		R	R	R		R	R	R	Y
5,6,7	R	R	R	R	G	G	Y	R		R	R	R		R	R	R		R	R	R		G	Y	R	R
8,9,10	R	R	R	R	G	G	Y	R		R	R	R		R	R	R		G	Y	R		R	R	R	R
11,12	M	FH	H	H	H	H	H	H		H	H	H		H	H	H		H	H	H		H	H	H	OFF
13,14	H	H	H	H	M	FH	H	H		H	H	H		H	H	H		H	H	H		H	H	H	OFF
FAIL-SAFE LAMP	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF

FIXED			4.5	2			4	2		▲	4.5	2		▲	4.5	2		▲	4	2		▲	4	2
MINIMUM	12				3																			
SEC / ACT	3																							
MAXIMUM INITIAL	28																							
PASSAGE	6				3																			
TIME BEFORE REDUCTION	14																							
TIME TO REDUCTION	14																							
MINIMUM GAP	3																							
MAXIMUM 1	56				23																			
MAXIMUM 2																								
PEDESTRIAN ②	14	16			11	12																		
MEMORY	MIN-RECALL				NON-LOCK																			

▲ FOR DURATION OF PRE-EMPTION

• 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

① SIGNAL TO INDICATE G WHEN RETURNING TO NORMAL OPERATION

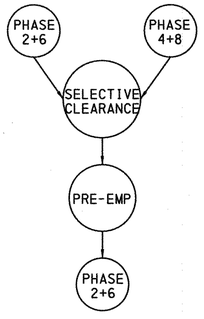
OPERATION NOTES

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



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.

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GENERAL NOTES

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CLOVERLEAF ROAD (SR 4025)
AND
SCHWANGER ROAD (T-843)

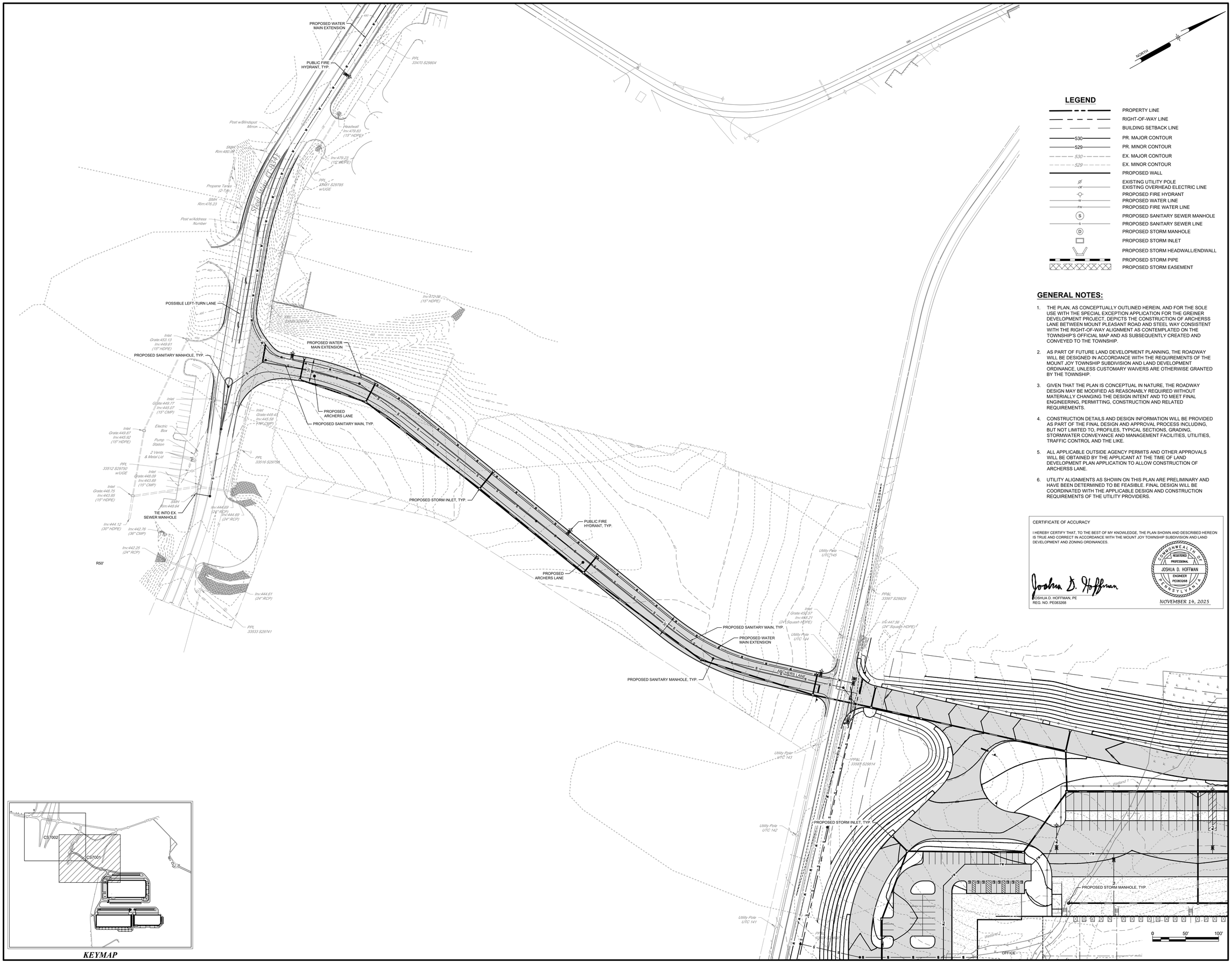
REVIEWED:
Robert Wanstall 5/15/08
MUNICIPAL OFFICIAL DATE

APPROVED:
Jason C. Bewley 05/21/08
DIST TRAFFIC ENGR DATE

J:\MUTO\00013 (SR 4025-007)\CADD\Plan\8 permit.dgn 5/9/2008 2:46:42 PM vdellorfo Traffic Planning and Design, Inc.

Appendix I:

Concept Plans & Estimates



KEYMAP

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK LINE
- 530 PR. MAJOR CONTOUR
- 529 PR. MINOR CONTOUR
- 530 EX. MAJOR CONTOUR
- 529 EX. MINOR CONTOUR
- PROPOSED WALL
- EXISTING UTILITY POLE / OE EXISTING OVERHEAD ELECTRIC LINE
- PROPOSED FIRE HYDRANT
- W PROPOSED WATER LINE
- FW PROPOSED FIRE WATER LINE
- S PROPOSED SANITARY SEWER MANHOLE
- S PROPOSED SANITARY SEWER LINE
- D PROPOSED STORM MANHOLE
- PROPOSED STORM INLET
- PROPOSED STORM HEADWALL/ENDWALL
- PROPOSED STORM PIPE
- PROPOSED STORM EASEMENT

GENERAL NOTES:

1. THE PLAN, AS CONCEPTUALLY OUTLINED HEREIN, AND FOR THE SOLE USE WITH THE SPECIAL EXCEPTION APPLICATION FOR THE GREINER DEVELOPMENT PROJECT, DEPICTS THE CONSTRUCTION OF ARCHERSS LANE BETWEEN MOUNT PLEASANT ROAD AND STEEL WAY CONSISTENT WITH THE RIGHT-OF-WAY ALIGNMENT AS CONTEMPLATED ON THE TOWNSHIP'S OFFICIAL MAP AND AS SUBSEQUENTLY CREATED AND CONVEYED TO THE TOWNSHIP.
2. AS PART OF FUTURE LAND DEVELOPMENT PLANNING, THE ROADWAY WILL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MOUNT JOY TOWNSHIP SUBDIVISION AND LAND DEVELOPMENT ORDINANCE, UNLESS CUSTOMARY WAIVERS ARE OTHERWISE GRANTED BY THE TOWNSHIP.
3. GIVEN THAT THE PLAN IS CONCEPTUAL IN NATURE, THE ROADWAY DESIGN MAY BE MODIFIED AS REASONABLY REQUIRED WITHOUT MATERIALLY CHANGING THE DESIGN INTENT AND TO MEET FINAL ENGINEERING, PERMITTING, CONSTRUCTION AND RELATED REQUIREMENTS.
4. CONSTRUCTION DETAILS AND DESIGN INFORMATION WILL BE PROVIDED AS PART OF THE FINAL DESIGN AND APPROVAL PROCESS INCLUDING, BUT NOT LIMITED TO, PROFILES, TYPICAL SECTIONS, GRADING, STORMWATER CONVEYANCE AND MANAGEMENT FACILITIES, UTILITIES, TRAFFIC CONTROL AND THE LIKE.
5. ALL APPLICABLE OUTSIDE AGENCY PERMITS AND OTHER APPROVALS WILL BE OBTAINED BY THE APPLICANT AT THE TIME OF LAND DEVELOPMENT PLAN APPLICATION TO ALLOW CONSTRUCTION OF ARCHERSS LANE.
6. UTILITY ALIGNMENTS AS SHOWN ON THIS PLAN ARE PRELIMINARY AND HAVE BEEN DETERMINED TO BE FEASIBLE. FINAL DESIGN WILL BE COORDINATED WITH THE APPLICABLE DESIGN AND CONSTRUCTION REQUIREMENTS OF THE UTILITY PROVIDERS.

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE, THE PLAN SHOWN AND DESCRIBED HEREON IS TRUE AND CORRECT IN ACCORDANCE WITH THE MOUNT JOY TOWNSHIP SUBDIVISION AND LAND DEVELOPMENT AND ZONING ORDINANCES.

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — JOSHUA D. HOFFMAN — ENGINEER — PE083268

Joshua D. Hoffman

JOSHUA D. HOFFMAN, PE
REG. NO. PE083268

NOVEMBER 14, 2025

PENNONI ASSOCIATES INC.
5072 Ritter Road, Suite 102
Mechanicsburg, PA 17055
T 717.975.9461 F 717.975.6480

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

GREINER DEVELOPMENT PROJECT

2843 MOUNT PLEASANT ROAD
MOUNT JOY, PENNSYLVANIA

OFFSITE IMPROVEMENTS PLAN

FRANKLIN B. GREINER, JR.
2843 MOUNT PLEASANT ROAD
MOUNT JOY, PENNSYLVANIA 17552

NO.	DATE	REVISIONS	BY

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR PERSONS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATES, AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT	ETHDE25003
DATE	2025-11-14
DRAWING SCALE	1" = 50'
DRAWN BY	TLR
APPROVED BY	JDH

CS7001

SHEET 1 OF 2

U:\Accounts\ETHDE\ETHDE25003 - Mt. Joy Township Site\DESIGN\civil\ETHDE25003-CS7R.dwg PLOTTED 4/30/2014 1:23 PM, BY: Tammy Sieber PLOTSTYLE: Pennoni NCS.ctb

DESIGNERS OPINION OF PROBABLE COST

TYPE OF ESTIMATE: CONCEPTUAL

PROJECT: **Greiner Tract EDP**
MUNICIPALITY: Mt. Joy Township, Lancaster County, PA
TPD JOB #: ETHD.00004

PLAN TITLE: Concept A
PLAN DATE: 11/12/2025
ROAD(S): Steel Way & Proposed Archers Lane Extension
DESCRIPTION OF WORK: Radius improvement at intersection of Cloverleaf Road and Steel Way, widening of Steel Way for left turn lane, and construction of Archers Lane extension
ESTIMATE DATE: **11/12/2025**
PREPARED BY: JS
CHECKED BY: RC
SOURCE FOR UNIT COSTS: Penn DOT Publication 287, Bulletin 50 Construction Cost Catalog (ECMS) (11/12/23 to 11/12/25)
Costs are based on PennDOT Statewide Average for previous 2 years of data, low 3 bidders

DISCLAIMER: *TPD IS FURNISHING THIS COST ESTIMATE AS REQUESTED BY THE CLIENT. PLEASE NOTE THAT ESTIMATED COSTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS, LOCAL OR REGIONAL DIFFERENCES, CHANGES TO THE PLANS, AND/ OR CHANGES IN UNIT COSTS. COST ESTIMATES ARE PROVIDED FOR USE IN BUDGETING, BUT IN NO WAY SHOULD THIS ESTIMATE BE CONSTRUED AS A FINAL COST FOR THE PROJECT. FINAL COSTS ARE CONTINGENT ON ACTUAL BIDS FROM CONTRACTORS.*
TPD WILL NOT BE HELD RESPONSIBLE FOR DIFFERENCES BETWEEN THIS COST ESTIMATE AND BID COSTS.

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
GRADING AND PREPARATION				
CLEARING AND GRUBBING	AC	1.14	$9,000.00	$10,290
CLASS 1 EXCAVATION	CY	6,080	$34.00	$206,709
SAWCUT	LF	1,207	$2.85	$3,439
SUBTOTAL GRADING AND PREPARATION				**$220,438**
PAVEMENT ITEMS				
SUPERPAVE **WEARING COURSE**, 2" DEPTH	SY	6,761	$19.25	$130,142
SUPERPAVE **BINDER COURSE**, 2.5" DEPTH	SY	5,474	$27.75	$151,912
SUPERPAVE **BASE COURSE**, 6" DEPTH	SY	5,474	$29.00	$158,755
SUBBASE 6" DEPTH (NO. 2A)	SY	5,474	$18.50	$101,275
MILLING OF BITUMINOUS PAVEMENT SURFACE,2" DEPTH	SY	1,286	$10.70	$13,763
BITUMINOUS TACK COAT	SY	13,521	$0.82	$11,087
SUBTOTAL PAVEMENT ITEMS				**$566,935**
CURBING ITEMS				
PLAIN CEMENT CONCRETE CURB	LF	2,858	$69.00	$197,215
GUIDERAIL (TYPE 31-S)	LF	80	$35.50	$2,835
SUBTOTAL CURBING ITEMS				**$200,050**

DRAINAGE ITEMS				
TYPE C INLET	EA	12	$3,000.00	**$36,000**
18" HDPE	LF	915	$165.00	**$150,975**
HEADWALL	EA	2	$4,600.00	**$9,200**
SUBTOTAL DRAINAGE ITEMS				**$196,175**
SIGNS AND LANE MARKINGS				
LUMP SUM ESTIMATE FOR SIGNS AND LANE MARKINGS	LS	1	$23,009.55	$23,010
SUBTOTAL SIGNS AND LANE MARKINGS				**$23,010**
LANDSCAPING ITEMS				
TOPSOIL, FURNISHED AND PLACED	CY	85	$63.00	$5,341
SEEDING & SOIL SUPPLEMENTS INCLUDING MULCH	ACRE	0.16	$2,500.00	$398
SUBTOTAL LANDSCAPING ITEMS				**$5,739**
SUBTOTAL PAY ITEMS				**$1,212,346**
PRIVATE CONSTRUCTION COST REDUCTION (20%)				$242,469
OTHER ITEMS				
MAINTENANCE AND PROTECTION OF TRAFFIC (6%)	LS	1	$58,193	$58,193
EROSION AND SEDIMENTATION CONTROL (3%)	LS	1	$29,096	$29,096
SUBTOTAL OTHER ITEMS				**$87,289**
TOTAL: PAY ITEMS -COST REDUCTION+ OTHER ITEMS				**$1,057,166**
CONTINGENCY (25% FOR PRELIMINARY)				$264,291
TOTAL ESTIMATE FOR CONSTRUCTION*				**$1,321,457**

**** Does <u>not</u> include:***

Surveying/Engineering/Permitting/Legal Fees

Acquisition Costs for Right-of-Way/Easements/Releases

Utility pole relocation, underground utility relocation/exploration

Construction Inspection

Construction Management

or any other items not specifically listed above.

LEGEND

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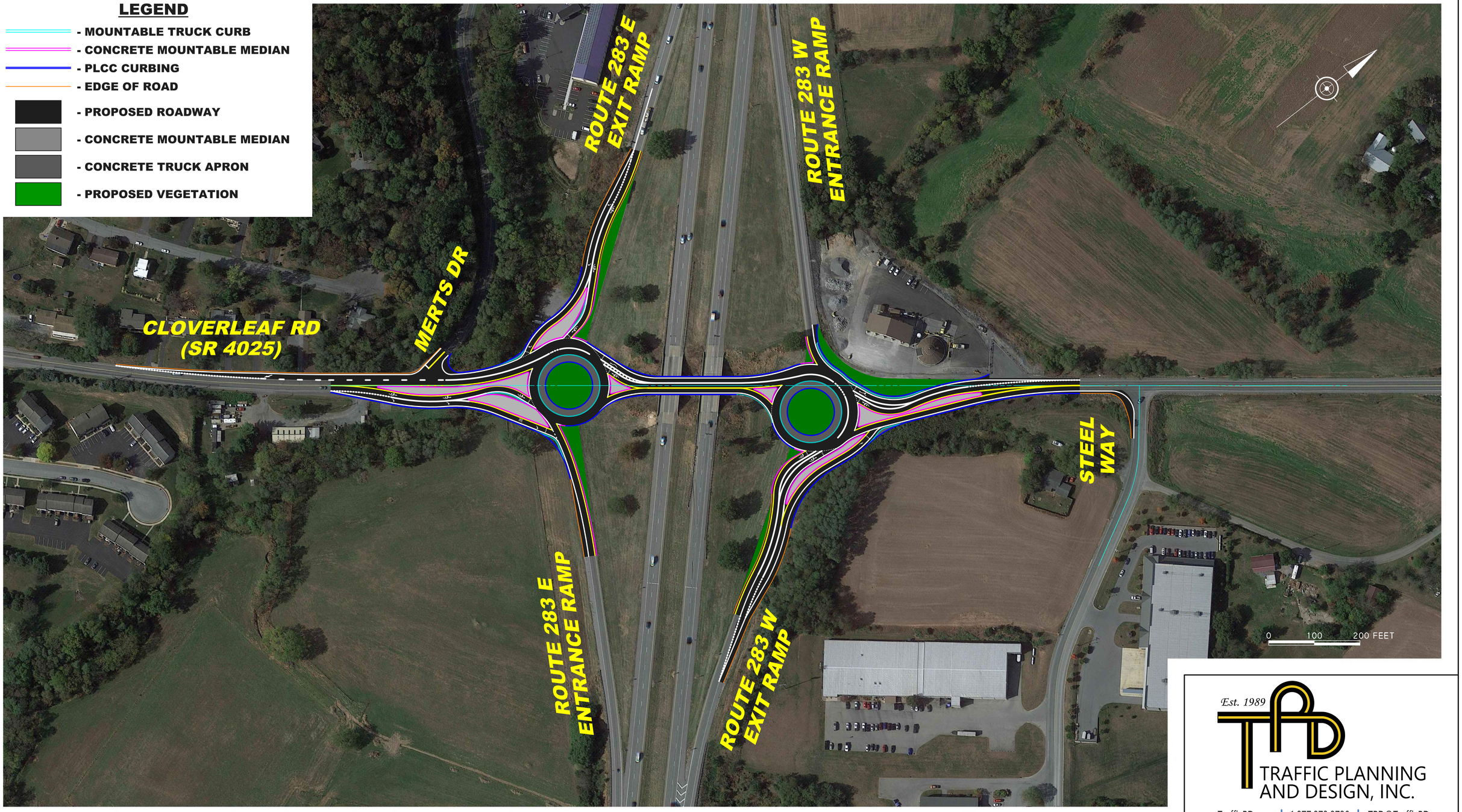

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	4025	--	1 OF 5
MT. JOY TOWNSHIP				

CONCEPT PLAN

01/05/2023

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LEGEND

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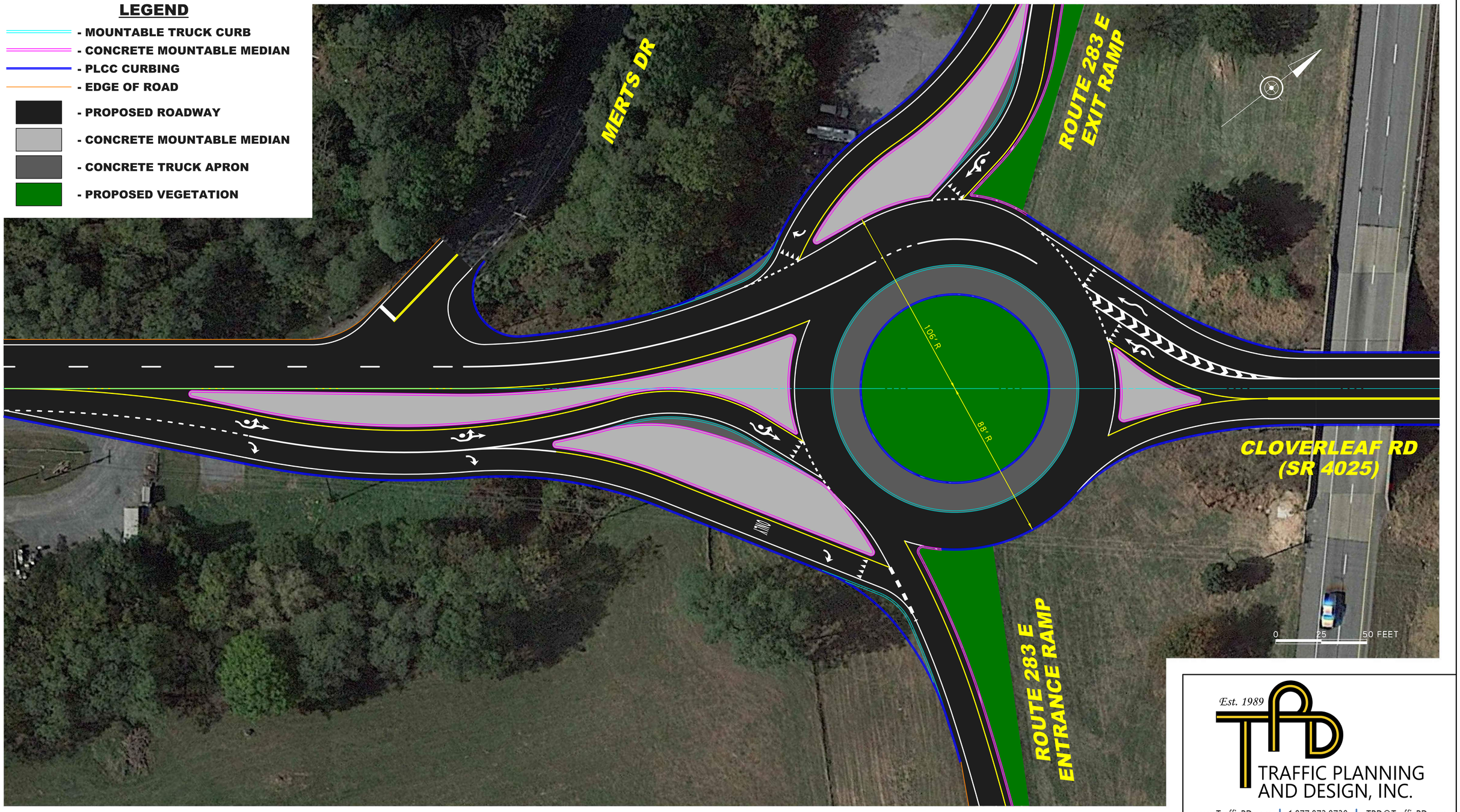

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8-0	LANCASTER	4025	--	2 OF 5
MT. JOY TOWNSHIP				

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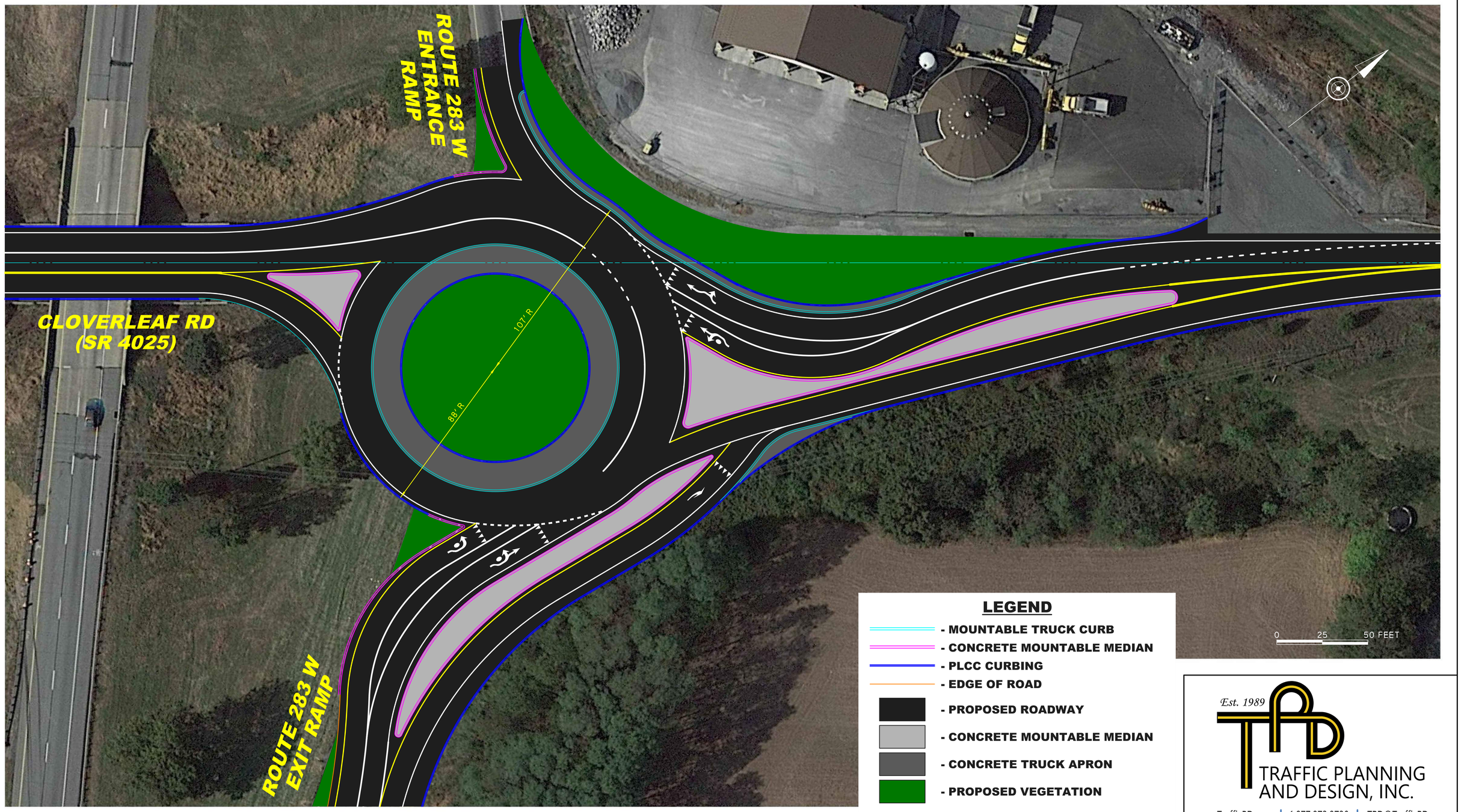

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8-0	LANCASTER	4025	--	3 OF 5
MT. JOY TOWNSHIP				

CONCEPT PLAN

01/05/2023

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8-0	LANCASTER	4025	--	4 OF 5
MT. JOY TOWNSHIP				

CONCEPT PLAN

01/05/2023

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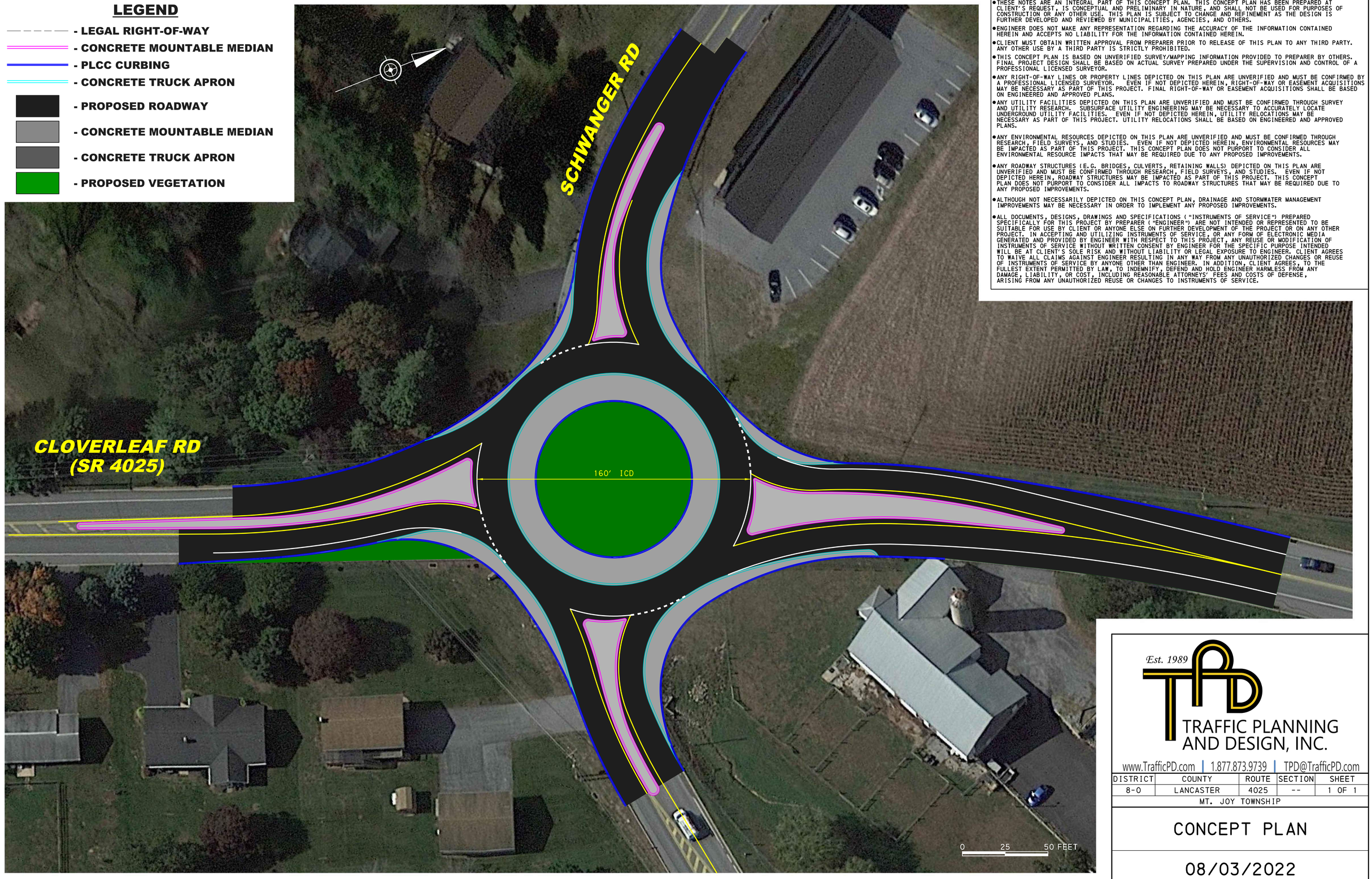
LEGEND

- LEGAL RIGHT-OF-WAY
- CONCRETE MOUNTABLE MEDIAN
- PLCC CURBING
- CONCRETE TRUCK APRON
- PROPOSED ROADWAY
- CONCRETE MOUNTABLE MEDIAN
- CONCRETE TRUCK APRON
- PROPOSED VEGETATION



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MT. JOY TOWNSHIP				

CONCRETE PLAN

08/03/2022

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LEGEND

- LEGAL RIGHT-OF-WAY
- TOWNSHIP LEGAL RIGHT-OF-WAY
- PROPOSED EDGE OF ROAD
- PROPOSED GUIDERAIL
- PROPOSED DRAINAGE
- PROPOSED ROADWAY

CLOVERLEAF ROAD (SR 4025)
(POSTED SPEED LIMIT 40 MPH)

LEGAL RIGHT-OF-WAY

100' TURN LANE TAPER

150' RIGHT TURN LANE

15 16 17 18 19 20 21 22

5' 12'

R 45'

R 60'

R 30'

R 100'

4.7'

13.9'

23'

ERADICATE CONFLICTING PAVEMENT MARKINGS

TOWNSHIP LEGAL RIGHT-OF-WAY

STEEL WAY (T834)
(POSTED SPEED LIMIT 30 MPH)

25 0 25 FEET

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