

Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes					
	16 (23)	49 (32)	54 (43)	Wabash Road	
Route 272	↔	↔	↔		
28 (29)	↔			34 (48)	
317 (532)	↔			401 (498)	
2 (9)	↔			5 (8)	
	9 (11)	35 (53)	5 (10)	Route 272	
Wabash Road	↔	↔	↔		

➔ N
(Assumed)

2034 Traffic Summary

(Base Volumes)

AM (PM) Peak Hour Volumes					
	22 (24)	56 (38)	135 (128)	Wabash Road	
Route 272	↔	↔	↔		
29 (35)	↔			90 (155)	
587 (830)	↔			676 (817)	
3 (10)	↔			6 (9)	
	10 (12)	36 (54)	6 (11)	Route 272	
Wabash Road	↔	↔	↔		

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes					
	40 (47)	59 (49)	184 (270)	Wabash Road	
Route 272	↔	↔	↔		
55 (45)	↔			232 (200)	
708 (929)	↔			745 (935)	
4 (11)	↔			7 (10)	
	11 (13)	48 (57)	7 (12)	Route 272	
Wabash Road	↔	↔	↔		

Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Northbound						
	Approach	A	A	A	A	A	B
	Southbound						
	Approach	A	A	A	A	A	B
Wabash Road (T-669)	Westbound						
	Left/Thru/Right	B	B	B	B	B	A
	Eastbound						
	Approach	B	B	B	B	B	B



3. Route 272 northbound approach



4. Route 272 southbound approach

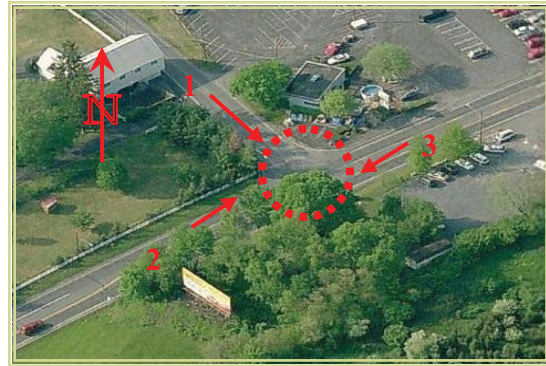
Intersection 13: Route 272 & Hill Road (T-846)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Eastern/Western

Existing 2010 Intersection Description:

Route 272 is a state owned roadway with approximately 24 feet of pavement made up of two travel lanes (one travel lane in each direction). There is also a 12 foot left turn lane on the northbound approach. The northbound approach has an upgrade of 2 percent while the southbound approach has a downgrade of 2 percent. The shoulders are approximately 8 feet in width and the posted speed limit is 45 mph for the roadway. Hill Road is a Township owned roadway with one travel lane in each direction and a pavement width of 20 feet. The westbound approach has an upgrade of 1 percent.



- 1 → Photo Location
⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - Signalize
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Hill Road eastbound approach

Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes	126 (65)	15 (12)	Hill Road
Route 272	↙	↘	
35 (90)	↘	10 (30)	
365 (706)	↘	587 (485)	
	Route 272		

2034 Traffic Summary

(Base Volumes)

AM (PM) Peak Hour Volumes	191 (113)	28 (20)	Hill Road
Route 272	↙	↘	
63 (162)	↘	16 (50)	
640 (1239)	↘	991 (922)	
	Route 272		

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes	274 (192)	57 (50)	Hill Road
Route 272	↙	↘	
107 (266)	↘	37 (89)	
782 (1581)	↘	1293 (1125)	
	Route 272		

➡ N
(Assumed)

Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Northbound						
	Approach	A	A	A	A	B	B
	Southbound						
	Thru/Right	-	-	A	A	C	B
Hill Road (T-846)	Eastbound						
	Approach	C	C	B	B	C	C



3. Route 272 northbound approach



4. Route 272 southbound approach

EAST COCALICO TOWNSHIP

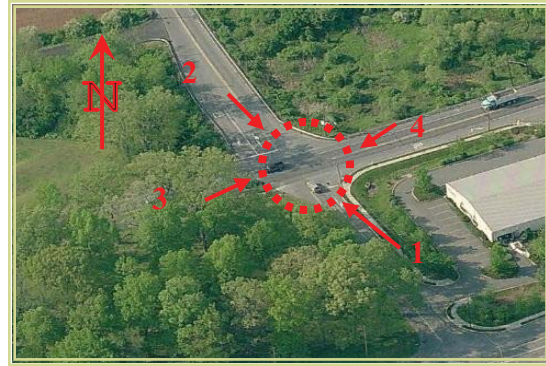
Intersection 14: Route 272 & Muddy Creek Road (T-816)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Eastern/Western

Existing 2010 Intersection Description:

Route 272 is a state owned roadway with approximately 24 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has an upgrade of 1 percent while the southbound approach has a downgrade of 2 percent. The shoulders are approximately 8 feet in width and the posted speed limit is 45 mph for the roadway. Muddy Creek Road is a Township owned roadway with one travel lane in each direction and a pavement width of 23 feet. The westbound approach has a downgrade of 9 percent and the eastbound approach has an upgrade of 5 percent.



- 1 → Photo Location
⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - Signalize
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Muddy Creek Road WB approach



2. Muddy Creek Road EB approach



Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes					
	57 (26)	4 (3)	1 (0)		Muddy Creek
Route 272	↔	↔	↔	↔	
7 (36)	↔			2 (10)	
320 (638)	↔			532 (528)	
3 (11)	↔			28 (47)	
					Route 272
	Muddy Creek	↔	↔	↔	
	73 (51)	0 (2)	16 (19)		

➔ N
(Assumed)

2034 Traffic Summary

(Base Volumes)

AM (PM) Peak Hour Volumes					
	60 (27)	5 (4)	2 (1)		Muddy Creek
Route 272	↔	↔	↔	↔	
8 (37)	↔			3 (11)	
586 (1147)	↔			927 (954)	
4 (15)	↔			56 (67)	
					Route 272
	Muddy Creek	↔	↔	↔	
	74 (53)	0 (2)	34 (57)		

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes					
	66 (30)	6 (5)	3 (2)		Muddy Creek
Route 272	↔	↔	↔	↔	
9 (45)	↔			4 (12)	
694 (1442)	↔			1201 (1144)	
5 (19)	↔			90 (78)	
					Route 272
	Muddy Creek	↔	↔	↔	
	77 (56)	1 (3)	44 (85)		

Level of Service Summary

Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Northbound						
	Left/Thru/Right	A	A	A	A	A	A
	Southbound						
	Left/Thru/Right	A	A	A	A	A	A
Muddy Creek Road (T-816)	Westbound						
	Approach	F	F	B	B	C	B
	Eastbound						
	Approach	C	C	B	B	B	B



3. Route 272 northbound approach



4. Route 272 southbound approach

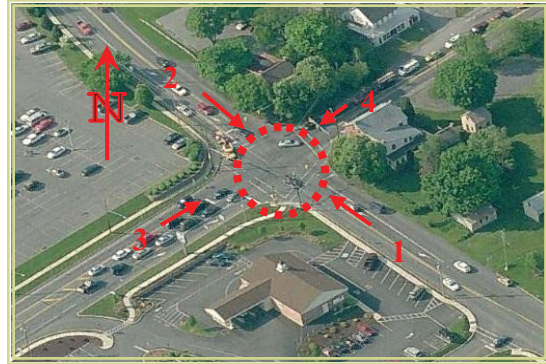
Intersection 15: Route 272 & Route 897

Intersection Type: Signalized “+” Intersection

Transportation Service Area: Eastern

Existing 2010 Intersection Description:

Route 897 is a state owned roadway with approximately 24 feet of pavement made up of two travel lanes (one travel lane in each direction). The westbound approach has an upgrade of 6 percent and the eastbound approach has a downgrade of 6 percent. The shoulders are between 2 and 3 feet in width. The posted speed limit is 35 mph for the west leg and 40 mph for the east leg. Route 272 is also a state owned roadway with one travel lane in each direction. The width of the pavement is 22 feet, with shoulders approximately 8 feet wide. The northbound and southbound approaches are level. The posted speed limit is 45 mph.



- 1 → Photo Location
⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - Construct an additional northbound left and westbound left, creating dual lanes
 - Construct an eastbound right turn lane
- To provide for anticipated future development traffic:
 - None



1. Route 897 westbound approach



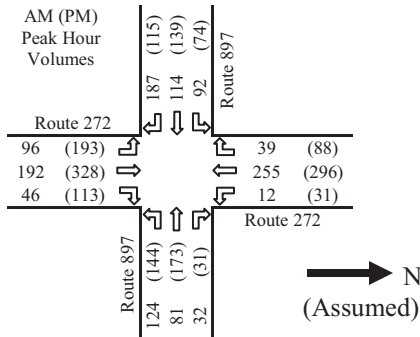
2. Route 897 eastbound approach



Welcome to East Cocalico Township

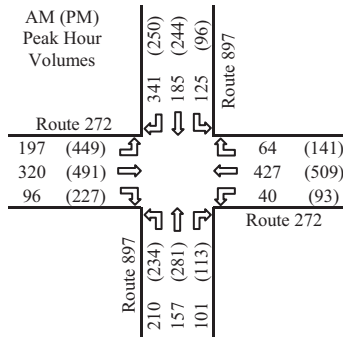
2010 Traffic Summary

(Existing Volumes)



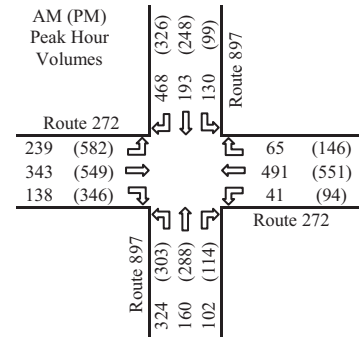
2034 Traffic Summary

(Base Volumes)



2034 Traffic Summary

(Development Volumes)



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Northbound						
	Approach	B	B	C	F	D	D
	Southbound						
	Approach	C	C	C	C	C	D
Route 897	Westbound						
	Approach	C	C	F	F	D	D
	Eastbound						
	Approach	D	C	F	F	D	D



3. Route 272 northbound approach



4. Route 272 southbound approach

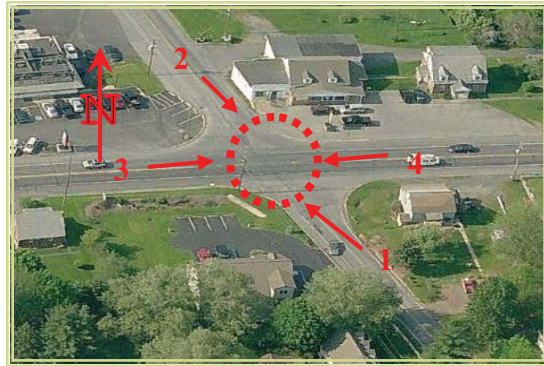
Intersection 16: Route 272 & Park Street (T-851)/Kurtz Road (T-849)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Western/Southern

Existing 2010 Intersection Description:

Route 272 is a state owned roadway with approximately 22 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has an upgrade of 2 percent while the southbound approach has a downgrade of 2 percent. The shoulders are between 9 and 11 feet in width and the posted speed limit is 45 mph for the roadway. Park Street is a Township owned roadway with one travel lane in each direction and a pavement width of 22 feet. The westbound approach has a downgrade of 7 percent. Kurtz Road is a Township owned roadway with one travel lane in each direction and a pavement width of 24 feet. The eastbound approach has an upgrade of 8 percent.



- 1 → Photo Location
⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - There is a current project underway to signalize the intersection and construct a eastbound right turn lane
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Park Street westbound approach



2. Kurtz Road eastbound approach



Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes		Kurtz Road	
Route 272	↓ ↓ ↓	29 (32)	4 (6)
31 (6)	↓	10 (11)	↓
423 (572)	↓	12 (12)	↓
10 (26)	↓	406 (512)	↓
Park Street		9 (20)	↓
↑ ↑ ↑		9 (4)	↓
Route 272		6 (8)	↓
		21 (21)	↓

➔ N
(Assumed)

2034 Traffic Summary

(Base Volumes)

AM (PM) Peak Hour Volumes		Kurtz Road	
Route 272	↓ ↓ ↓	30 (33)	5 (7)
32 (7)	↓	11 (12)	↓
814 (965)	↓	13 (13)	↓
11 (27)	↓	711 (1010)	↓
Park Street		10 (21)	↓
↑ ↑ ↑		10 (5)	↓
Route 272		7 (9)	↓
		22 (22)	↓

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes		Kurtz Road	
Route 272	↓ ↓ ↓	40 (60)	6 (14)
68 (18)	↓	25 (42)	↓
1032 (1276)	↓	53 (27)	↓
12 (28)	↓	985 (1228)	↓
Park Street		31 (80)	↓
↑ ↑ ↑		11 (6)	↓
Route 272		14 (10)	↓
		76 (59)	↓

Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Northbound						
	Left/Thru/Right	A	A	A	A	A	A
	Southbound						
	Left/Thru/Right	A	A	A	A	A	B
Park Street/Kurtz Road (T-849)	Westbound						
	Left/Thru/Right	C	C	C	C	C	C
	Eastbound						
	Approach	C	D	C	C	C	C



3. Route 272 northbound approach



4. Route 272 southbound approach

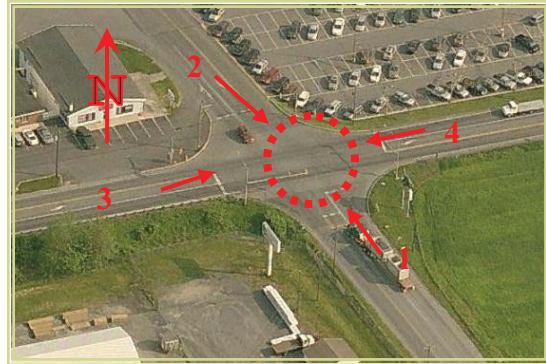
Intersection 17: Route 272 & Garden Spot Road

Intersection Type: Signalized “+” Intersection

Transportation Service Area: Western/Southern

Existing 2010 Intersection Description:

Route 272 is a state owned roadway with approximately 22 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has a downgrade of 2 percent while the southbound approach has an upgrade of 3 percent. The shoulders are between 9 and 11 feet in width and the posted speed limit is 45 mph for the roadway. Garden Spot Road has one travel lane in each direction and a pavement width of 24 feet. The westbound approach has an upgrade of 2 percent and the eastbound approach has an upgrade of 3 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Garden Spot Road WB approach



2. Garden Spot Road EB approach

Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes	(14) 11	(27) 17	(16) 18	Garden Spot Rd
Route 272	↔	↔	↔	
9 (12)	↔			26 (24)
344 (533)	↔			394 (486)
25 (23)	↔			19 (41)
Garden Spot Rd	↔	↔	↔	Route 272
	(27) 33	(22) 22	(34) 41	

➔ N
(Assumed)

2034 Traffic Summary

(Base Volumes)

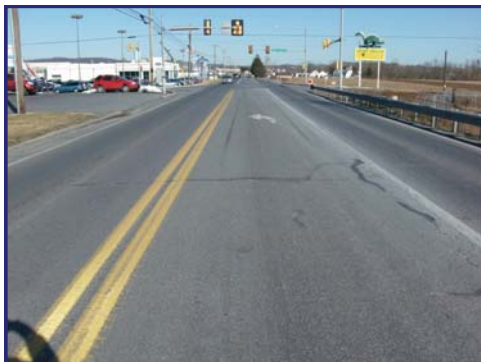
AM (PM) Peak Hour Volumes	(76) 90	(29) 19	(17) 19	Garden Spot Rd
Route 272	↔	↔	↔	
53 (60)	↔			27 (25)
617 (838)	↔			676 (809)
31 (29)	↔			20 (42)
Garden Spot Rd	↔	↔	↔	Route 272
	(30) 34	(23) 23	(35) 42	

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes	(89) 98	(30) 20	(18) 20	Garden Spot Rd
Route 272	↔	↔	↔	
70 (67)	↔			28 (26)
756 (920)	↔			737 (942)
32 (30)	↔			21 (43)
Garden Spot Rd	↔	↔	↔	Route 272
	(31) 35	(24) 24	(36) 43	

Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Northbound						
	Approach	A	A	A	B	A	B
	Southbound						
	Approach	A	A	A	A	A	A
Garden Spot Road	Westbound						
	Approach	C	C	C	C	C	C
	Eastbound						
	Approach	C	C	C	C	C	C



3. Route 272 northbound approach



4. Route 272 southbound approach

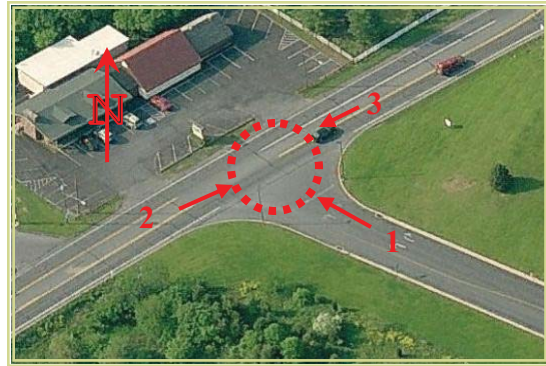
Intersection 18: Route 272 & Pepperidge Farm Driveway

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Eastern/Western

Existing 2010 Intersection Description:

Route 272 is a state owned roadway with approximately 22 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has an upgrade of 2 percent while the southbound approach has a downgrade of 2 percent. The shoulders are approximately 8 feet in width and the posted speed limit is 45 mph for the roadway. Pepperidge Farm Driveway has one travel lane in each direction and a pavement width of 24 feet. The westbound approach has a downgrade of 3 percent.



1 → Photo Location

⊗ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - Prohibit the westbound left turn
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - Realign with Hill Road to provide signalization



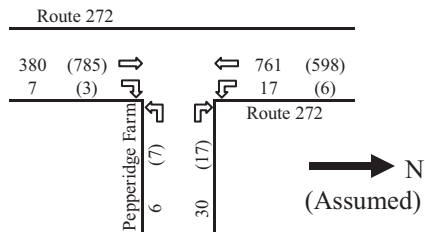
1. Pepperidge Farm WB approach

Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

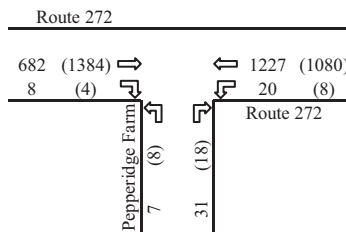
AM (PM)
Peak Hour
Volumes



2034 Traffic Summary

(Base Volumes)

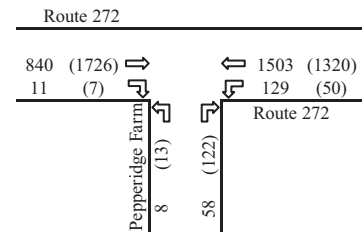
AM (PM)
Peak Hour
Volumes



2034 Traffic Summary

(Development Volumes)

AM (PM)
Peak Hour
Volumes



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Route 272	Southbound						
	Left	A	B	B	B	B	C
Pepperidge Farm Driveway	Westbound						
	Approach	C	D	B	C	B	F



2. Route 272 northbound approach



3. Route 272 southbound approach

EAST COCALICO TOWNSHIP

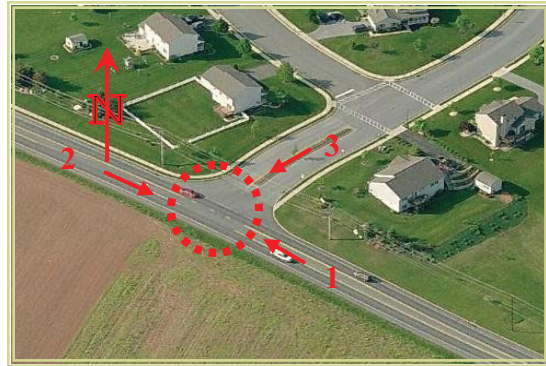
Intersection 19: Route 897 & Rosemont Drive (T-721)/Proposed Roadway

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Eastern

Existing 2010 Intersection Description:

Route 897 is a state owned roadway with approximately 20 feet of pavement made up of two travel lanes (one travel lane in each direction). There is an 11 foot left turn lane on the eastbound approach. The eastbound approach has a downgrade of 3 percent while the westbound approach has an upgrade of 9 percent. The shoulders are between 2 and 3 feet in width and the posted speed limit is 40 mph. Rosemont Drive is a Township owned roadway with one travel lane in each direction. The width of pavement is 32 feet and the southbound approach has a downgrade of 2 percent.



- 1 → Photo Location
⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - Should be signalized if a new roadway is constructed opposite Rosemont Drive
- To provide for anticipated future development traffic:
 - None

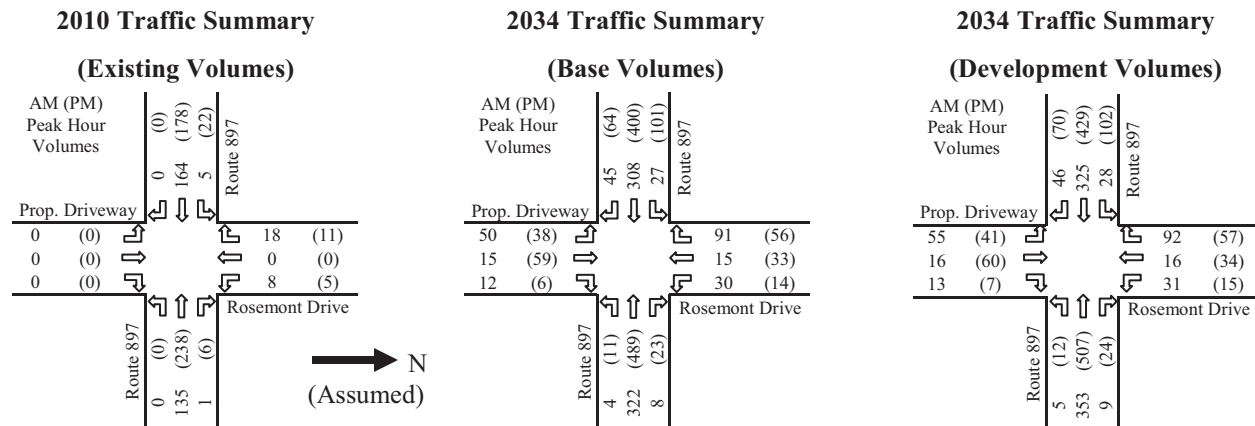


1. Route 897 westbound approach



2. Route 897 eastbound approach

Welcome to East Cocalico Township



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Rosemont Drive (T-721)/Proposed Driveway	Northbound						
	Left/Thru/Right	-	-	E	F	B	B
	Southbound						
	Left/Thru/Right	B	B	C	F	B	B
Route 897	Westbound						
	Left/Thru/Right	-	-	A	A	A	A
	Eastbound						
	Approach	-	-	-	-	A	A



3. Rosemont Drive SB approach

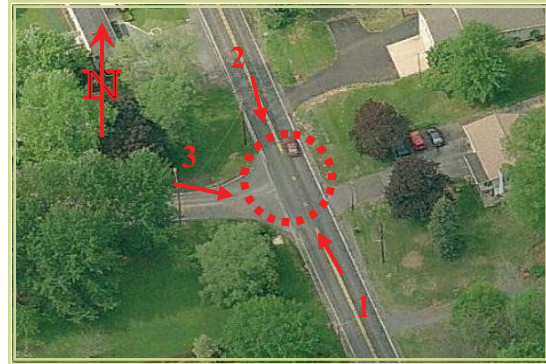
Intersection 20: Route 897 & Smokestown Road (S.R. 1034)

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Eastern/Western

Existing 2010 Intersection Description:

Route 897 is a state owned roadway with approximately 20 feet of pavement made up of two travel lanes (one travel lane in each direction). The eastbound approach has a downgrade of 2 percent while the westbound approach has an upgrade of 1 percent. The shoulders are between 2 and 3 feet in width and the posted speed limit is 35 mph. Smokestown Road is also a State owned roadway with one travel lane in each direction. The width of pavement is 20 feet and the shoulders are between 1 and 2 feet in width. The northbound approach has an upgrade of 7 percent and the posted speed limit is 40 mph.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



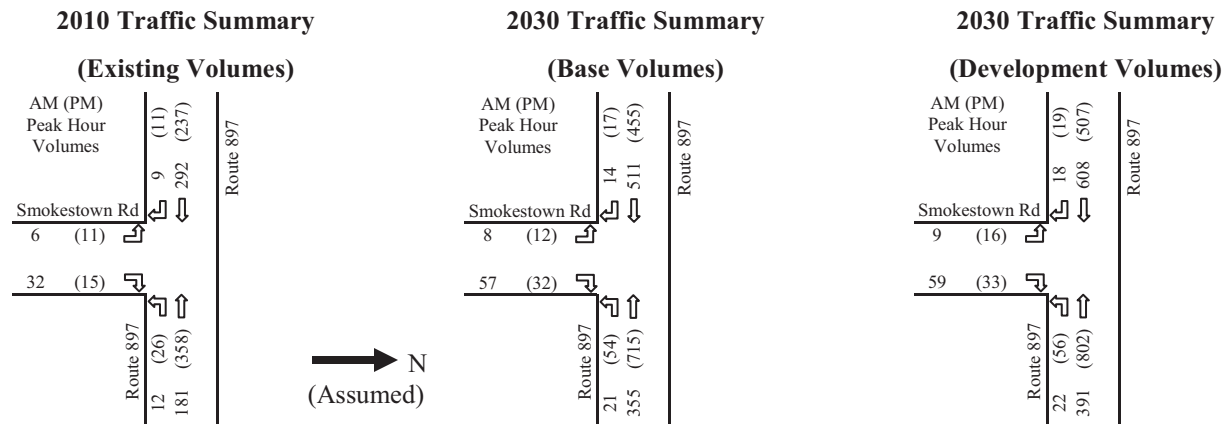
1. Route 897 westbound approach



2. Route 897 eastbound approach



Welcome to East Cocalico Township



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2030 Base		2030 New Development	
		AM	PM	AM	PM	AM	PM
Smokestown Road (S.R. 1034)	Northbound						
	Left/Right	B	B	B	C	C	D
Route 897	Westbound						
	Left/Thru	A	A	A	A	A	A



3. Smokestown Road NB approach

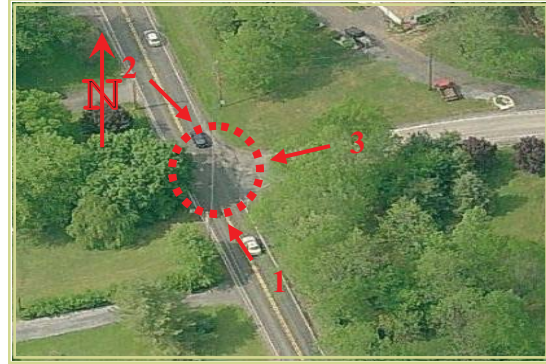
Intersection 21: Route 897 & Adamstown Road (T-965)

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Eastern/Western

Existing 2010 Intersection Description:

Route 897 is a state owned roadway with approximately 20 feet of pavement made up of two travel lanes (one travel lane in each direction). The eastbound approach has a downgrade of 4 percent while the westbound approach has an upgrade of 2 percent. The shoulders are between 2 and 3 feet in width and the posted speed limit is 35 mph. Adamstown Road is a Township owned roadway with one travel lane in each direction. The width of pavement is 20 feet and the southbound approach has a downgrade of 13 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Route 897 westbound approach

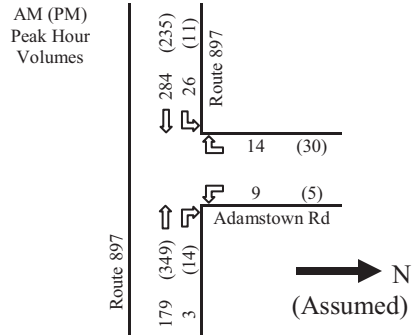


2. Route 897 eastbound approach

Welcome to East Cocalico Township

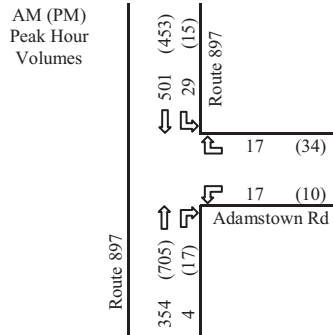
2010 Traffic Summary

(Existing Volumes)



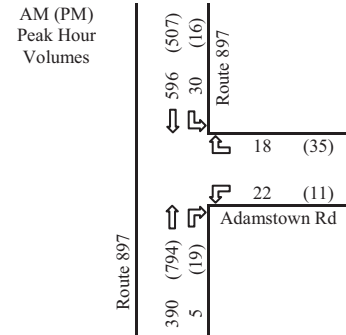
2034 Traffic Summary

(Base Volumes)



2034 Traffic Summary

(Development Volumes)



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Adamstown Road (T-965)	Southbound						
	Left/Right	B	B	C	C	C	D
Route 897	Eastbound						
	Left/Thru	A	A	A	A	A	A



3. Adamstown Road SB approach

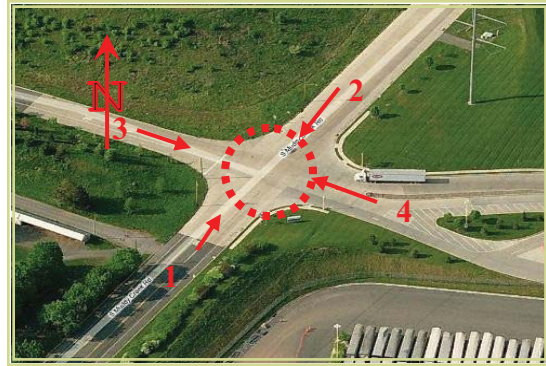
Intersection 22: Muddy Creek Road (S.R. 1059) & Trost Road (T-953)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Eastern/Southern

Existing 2010 Intersection Description:

Muddy Creek Road is a state owned roadway with approximately 23 feet of pavement made up of two travel lanes (one travel lane in each direction). The westbound approach has an upgrade of 2 percent while the eastbound approach has a downgrade of 2 percent. The shoulders are between 1 and 2 feet in width. The posted speed limit is 40 mph. Trost Road is a Township owned roadway with one travel lane in each direction. The width of pavement is 30 feet and the approach has an upgrade of 2 percent. The southbound approach is a private driveway and has an upgrade of 1 percent.

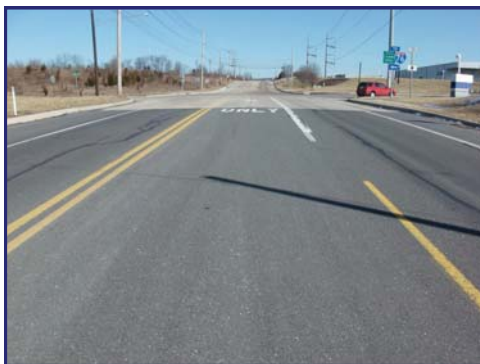


1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - Install all-way stop control and channelize the eastbound right turn lane



1. Muddy Creek Road WB approach



2. Muddy Creek Road EB approach

Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes					
		Trost Road		Muddy Creek	
12	(20)	↔	↔	56	(32)
46	(98)	↔	↔	26	(34)
3	(1)	↔	↔	8	(15)
		Private Driveway			
		Muddy Creek			
0	(2)	↔	↔	21	(17)
21	(17)	↔	↔	22	(24)
22	(24)	↔	↔		

➔ N
(Assumed)

2034 Traffic Summary

(Base Volumes)

AM (PM) Peak Hour Volumes					
		Trost Road		Muddy Creek	
28	(50)	↔	↔	57	(33)
47	(99)	↔	↔	27	(35)
37	(58)	↔	↔	9	(16)
		Private Driveway			
		Muddy Creek			
30	(59)	↔	↔	58	(63)
58	(63)	↔	↔	23	(25)
23	(25)	↔	↔		

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes					
		Trost Road		Muddy Creek	
187	(159)	↔	↔	58	(34)
48	(100)	↔	↔	28	(36)
113	(138)	↔	↔	10	(17)
		Private Driveway			
		Muddy Creek			
82	(100)	↔	↔	133	(160)
133	(160)	↔	↔	24	(26)
24	(26)	↔	↔		

Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Trost Road (T-953) / Private Driveway	Northbound						
	Approach	B	B	B	C	F	F
	Southbound						
	Left/Thru/Right	B	B	B	C	F	F
Muddy Creek Road (S.R. 1059)	Westbound						
	Left	A	A	A	A	A	A
	Eastbound						
	Left	A	A	A	A	A	A



3. Trost Road northbound approach



4. Private Driveway SB approach

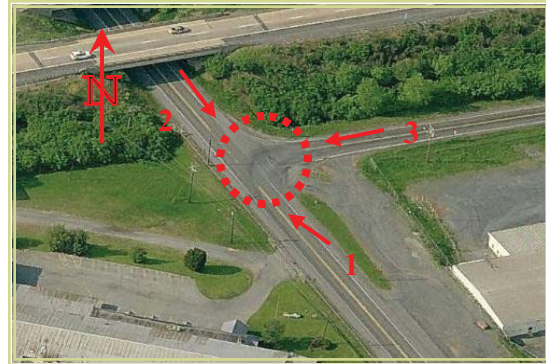
Intersection 23: Muddy Creek Road (S.R. 1059) & Stone Hill Road (T-862)

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Eastern

Existing 2010 Intersection Description:

Muddy Creek Road is a state owned roadway with approximately 20 feet of pavement made up of two travel lanes (one travel lane in each direction). The westbound approach has a downgrade of 2 percent while the eastbound approach has an upgrade of 2 percent. The shoulders are between 1 and 2 feet in width. The posted speed limit is 40 mph. Stone Hill Road is a Township owned roadway with one travel lane in each direction. The width of pavement is 24 feet and the southbound approach has an upgrade of 6 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - Install all-way stop control



1. Muddy Creek Road WB approach

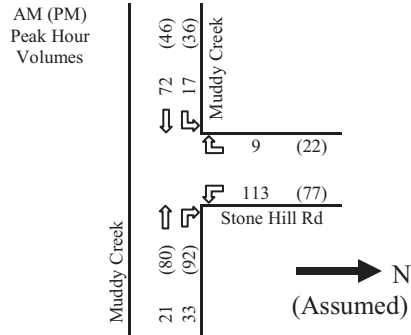


2. Muddy Creek Road EB approach

Welcome to East Cocalico Township

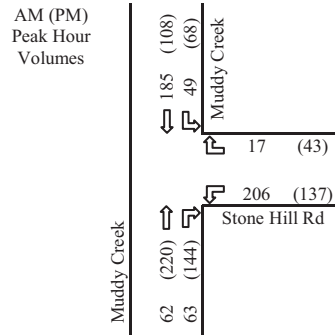
2010 Traffic Summary

(Existing Volumes)



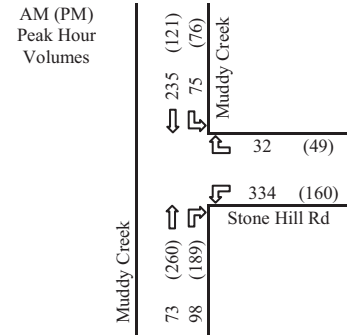
2034 Traffic Summary

(Base Volumes)



2034 Traffic Summary

(Development Volumes)



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Stone Hill Road (T-862)	Southbound						
	Left/Right	B	B	C	C	F	E
Muddy Creek Road (S.R. 1059)	Eastbound						
	Left/Thru	A	A	A	A	A	A



3. Stone Hill Road SB approach

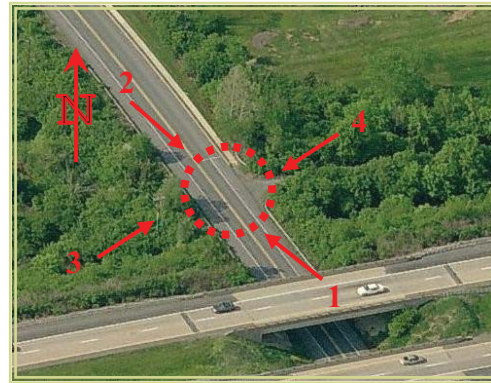
Intersection 24: Muddy Creek Road (S.R. 1059) & Proposed Roadway

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Eastern

Existing 2010 Intersection Description:

Muddy Creek Road is a state owned roadway with approximately 20 feet of pavement made up of two travel lanes (one travel lane in each direction). The shoulders are between 1 and 2 feet in width. The posted speed limit is 40 mph. The proposed roadway should be installed according to Township standards and should be stop controlled at its intersection with Muddy Creek Road.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Muddy Creek Road WB approach

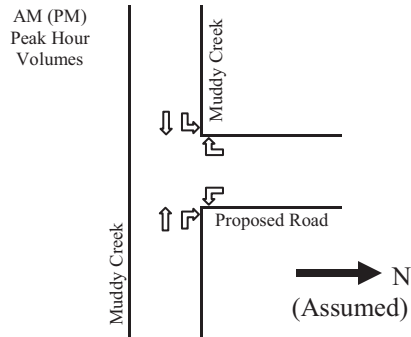


2. Muddy Creek Road EB approach

Welcome to East Cocalico Township

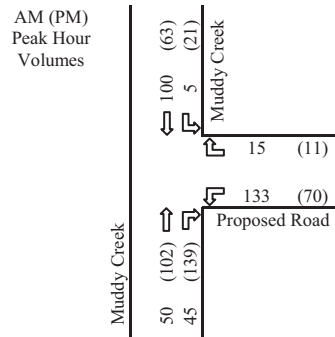
2010 Traffic Summary

(Existing Volumes)



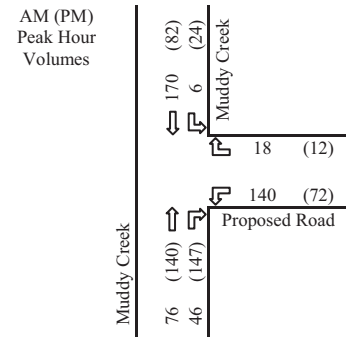
2034 Traffic Summary

(Base Volumes)



2034 Traffic Summary

(Development Volumes)



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Proposed Roadway	Southbound						
	Left/Right	-	-	B	B	B	B
Muddy Creek Road (S.R. 1059)	Eastbound						
	Left/Thru	-	-	A	A	A	A



3. Proposed Roadway looking NB



4. Proposed Roadway SB approach

EAST COCALICO TOWNSHIP

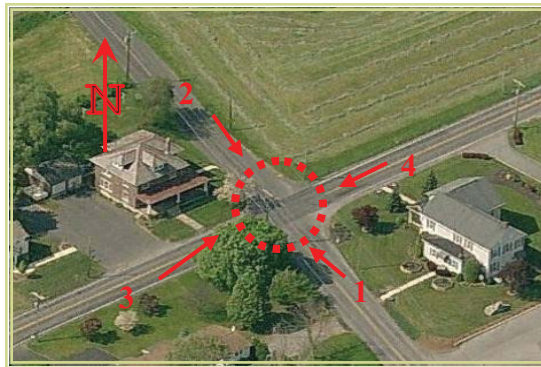
Intersection 25: Stevens Road (S.R. 1045) & Wabash Road (T-669)/ Indiantown Road (West Cocalico Township)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Western

Existing 2010 Intersection Description:

Stevens Road is a state owned roadway with approximately 20 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has an upgrade of 2 percent while the southbound approach has a downgrade of 2 percent. Wabash Road is a Township owned roadway with one travel lane in each direction. The width of pavement is 24 feet and the westbound approach has an upgrade of 2 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - Signalize
- To provide for anticipated future development traffic:
 - None



1. Wabash Road westbound approach



2. Indiantown Road EB approach



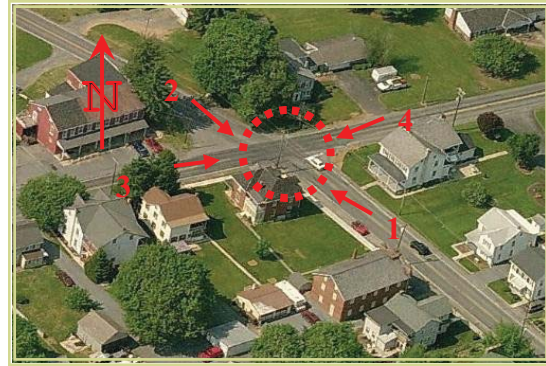
Intersection 26: Stevens Road (S.R. 1045)/Line Road (S.R. 1045) & Stevens Road (S.R. 1030)/West Main Street (West Cocalico Township)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Western

Existing 2010 Intersection Description:

Stevens Road is a state owned roadway with approximately 22 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has a downgrade of 3 percent while the westbound approach is level. Line Road is also a State owned roadway with one travel lane in each direction. The width of pavement is 20 feet and the southbound approach has an upgrade of 2 percent.



1 → Photo Location

⊗ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - Signalize
- To provide for anticipated future development traffic:
 - None



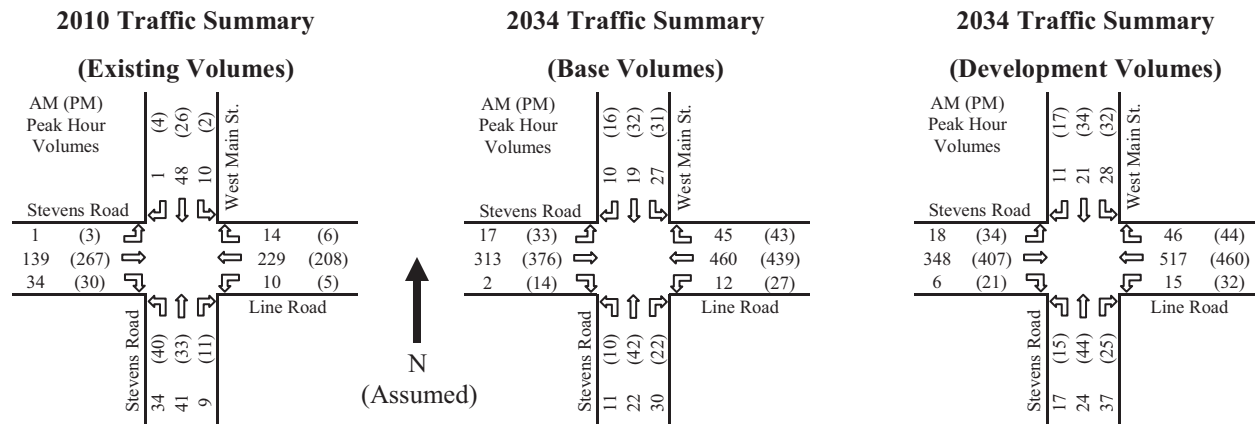
1. Stevens Road westbound approach



2. West Main Street EB approach



Welcome to East Cocalico Township



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Stevens Road (S.R. 1045)/West Main Street (West Cocalico Township)	Northbound						
	Left/Thru/Right	A	A	A	A	A	A
	Southbound						
	Left/Thru/Right	B	B	C	E	A	A
Line Road (S.R. 1045) & Stevens Road (S.R. 1030)	Westbound						
	Left/Thru/Right	B	C	C	D	B	B
	Eastbound						
	Left/Thru/Right	B	B	D	F	B	B



3. Stevens Road northbound approach



4. Line Road southbound approach

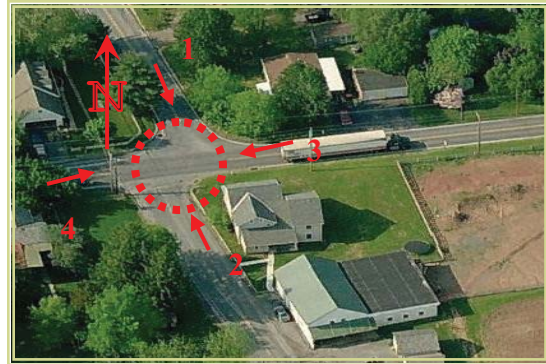
Intersection 27: Reamstown Road (T-700) & Park Street (T-851)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Southern

Existing 2010 Intersection Description:

Reamstown Road is a Township owned roadway with approximately 21 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has a downgrade of 1 percent while the southbound approach is level. The posted speed limit is 35 mph. Park Street is also a Township owned roadway with one travel lane in each direction. The width of pavement is 23 feet. The westbound approach has an upgrade of 9 percent and the eastbound approach has a downgrade of 9 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Park Street eastbound approach



2. Park Street westbound approach



Welcome to East Cocalico Township

2010 Traffic Summary			2034 Traffic Summary			2034 Traffic Summary		
(Existing Volumes)			(Base Volumes)			(Development Volumes)		
AM (PM) Peak Hour Volumes			AM (PM) Peak Hour Volumes			AM (PM) Peak Hour Volumes		
Reamstown Rd	9 (15) 3 (16) 12 (23)	Park Street	Reamstown Rd	1 (1) 1 (1) 1 (1)	Park Street	Reamstown Rd	7 (6) 16 (56) 3 (8)	Park Street
15 (31)	↓	↑	1 (1)	↓	↑	5 (9)	↓	↑
105 (109)	↓	↑	101 (105)	↓	↑	121 (129)	↓	↑
1 (5)	↓	↑	36 (39)	↓	↑	40 (51)	↓	↑
Park Street	3 (5) 4 (16) 18 (18)	Reamstown Rd	Park Street	34 (51) 1 (1) 5 (6)	Reamstown Rd	Park Street	50 (57) 53 (30) 9 (9)	Reamstown Rd
						</		

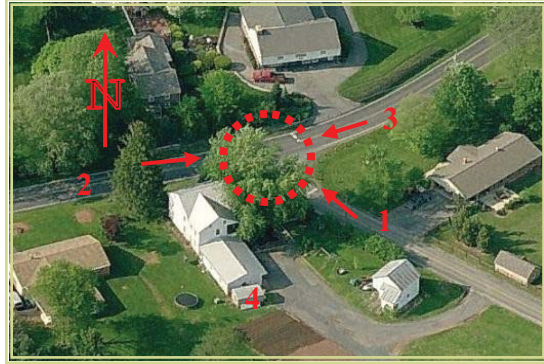
Intersection 28: Reamstown Road (T-700) & Lausch Road (T-963)

Intersection Type: Unsignalized “T” Intersection

Transportation Service Area: Southern

Existing 2010 Intersection Description:

Reamstown Road is a Township owned roadway with approximately 21 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has a downgrade of 4 percent while the southbound approach has an upgrade of 3 percent. The posted speed limit is 35 mph. Lausch Road is also a Township owned roadway with one travel lane in each direction. The width of pavement is 20 feet and the westbound approach has an upgrade of 2 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None

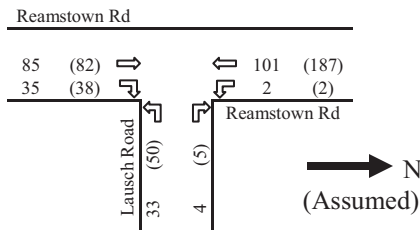


1. Lausch Road westbound approach

Welcome to East Cocalico Township

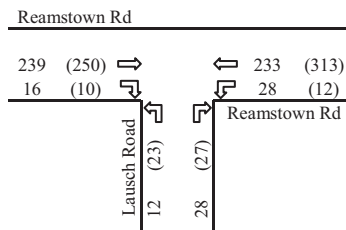
2010 Traffic Summary (Existing Volumes)

AM (PM)
Peak Hour
Volumes



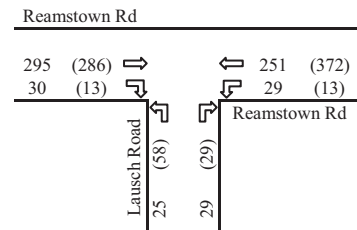
2034 Traffic Summary (Base Volumes)

AM (PM)
Peak Hour
Volumes



2034 Traffic Summary (Development Volumes)

AM (PM)
Peak Hour
Volumes



Level of Service Summary							
Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Reamstown Road (T-700)	Northbound						
	Thru/Right	A	A	A	B	B	B
	Southbound						
	Left/Thru	A	A	B	B	B	B
Lausch Road (T-963)	Westbound						
	Left/Right	A	A	A	A	A	B



2. Reamstown Road NB approach



3. Reamstown Road SB approach

EAST COCALICO TOWNSHIP

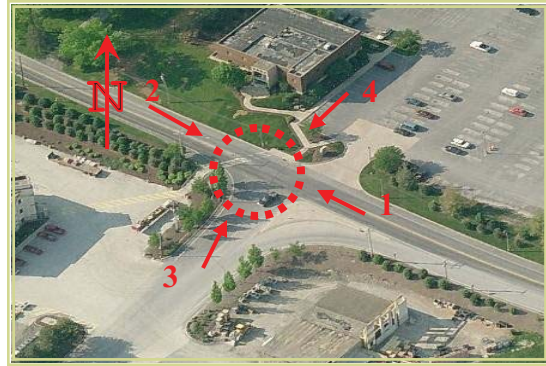
Intersection 29: Kurtz Road (T-849) & Denver Road (T-901)

Intersection Type: Unsignalized “+” Intersection

Transportation Service Area: Western

Existing 2010 Intersection Description:

Denver Road is a Township owned roadway with approximately 24 feet of pavement made up of two travel lanes (one travel lane in each direction). The northbound approach has a downgrade of 1 percent while the southbound approach has an upgrade of 1 percent. Kurtz Road is also a Township owned roadway with one travel lane in each direction. The width of pavement is 24 feet and the westbound approach has an upgrade of 5 percent and the eastbound approach (a private drive) has a downgrade of 3 percent.



1 → Photo Location

⊙ Intersection Location

Recommended Transportation Improvements:

- To provide for existing traffic at this intersection:
 - None
- To provide for anticipated future background traffic:
 - None
- To provide for anticipated future development traffic:
 - None



1. Denver Road southbound approach



2. Denver Road northbound approach

Welcome to East Cocalico Township

2010 Traffic Summary

(Existing Volumes)

AM (PM) Peak Hour Volumes	4 (7) 2 (12) 4 (19)	Private Drive
Denver Road	8 (2) 186 (152) 15 (9)	24 (0) 181 (217) 27 (11)
Kurtz Road	10 (19) 15 (2) 25 (19)	Denver Road

2034 Traffic Summary

(Base Volumes)

AM (PM) Peak Hour Volumes	1 (1) 1 (1) 1 (1)	Private Drive
Denver Road	1 (1) 175 (170) 1 (4)	1 (1) 169 (212) 1 (1)
Kurtz Road	4 (2) 1 (1) 2 (1)	Denver Road

2034 Traffic Summary

(Development Volumes)

AM (PM) Peak Hour Volumes	2 (2) 2 (2) 2 (2)	Private Drive
Denver Road	2 (2) 312 (279) 21 (12)	2 (2) 346 (281) 8 (21)
Kurtz Road	13 (15) 2 (2) 27 (10)	Denver Road

➔ N
(Assumed) *

* Denver Road is assumed Northbound/Southbound at this intersection only.

Level of Service Summary

Road Name	Approach/ Movement	2010 Existing		2034 Base		2034 New Development	
		AM	PM	AM	PM	AM	PM
Denver Road (T-901)	Northbound						
	Left/Thru/Right	A	A	A	A	A	A
	Southbound						
	Left/Thru/Right	A	A	A	A	A	A
Kurtz Road (T-849) / Private Drive	Westbound						
	Approach	B	B	B	B	C	C
	Eastbound						
	Left/Thru/Right	B	B	B	B	C	B



3. Kurtz Road westbound approach



4. Private Driveway EB approach

EAST COCALICO TOWNSHIP

APPENDIX B
ROADWAY SEGMENT SUMMARY SHEETS

Segment 1: Denver Road Bridge (T-901)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment includes a bridge over Stoney Run. The roadway is made up of 19 feet of bituminous pavement with three and a half foot gravel shoulders. The bridge has a much lower profile than the rest of Denver Road. It has a two-lane cross section with a thru lane in each direction.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing or background traffic volumes.

To provide for the anticipated future development traffic, the roadway should be widened to 12 foot lanes with 6 foot shoulders. This will enhance its classification to Community Collector.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Denver Road Bridge (T-901)	2010		
	5,434	0.43	C
	2034 Base		
	5,018	0.40	C
	2034 w/Development		
	7,735	0.61	D



Typical Denver Road Bridge Section



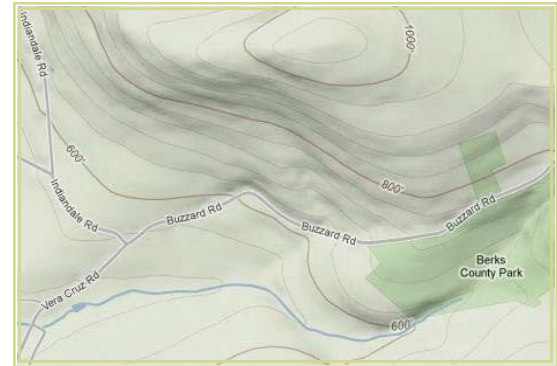
Segment 2: Buzzard Road (T-970)

Roadway Functional Classification: Local

Transportation Service Area: Eastern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Vinemont Road and the northern Township boundary. The roadway surface, which is made up of 19 feet of tar and chip with no shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 30 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Buzzard Road (T-970)	2010		
	220	0.05	A
	2034 Base		
	440	0.11	A
	2034 w/Development		
	462	0.11	A



Typical Buzzard Road Section

Segment 3: Indiandale Road (T-858)

Roadway Functional Classification: Local

Transportation Service Area: Eastern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Buzzard Road and the northern Township boundary. The roadway surface, which is made up of 16 feet of tar and chip with no shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Indiandale Road (T-858)	2010		
	176	0.04	A
	2034 Base		
	445	0.10	A
	2034 w/Development		
	472	0.11	A



Typical Indiandale Road Section

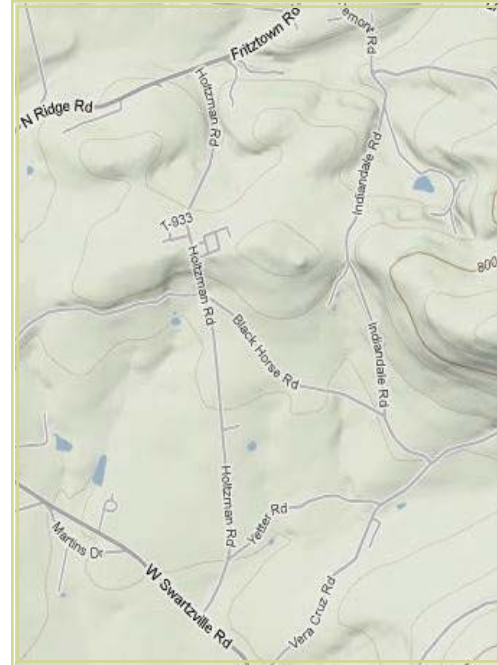
Segment 4: Holtzman Road (T-856)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Eastern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Route 897 and the northern Township boundary. The roadway surface, which is made up of 20 feet of bituminous pavement with no shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Holtzman Road (T-856)	2010		
	1,361	0.18	B
	2034 Base		
	2,227	0.29	C
	2034 w/Development		
	2,268	0.30	C



Typical Holtzman Road Section

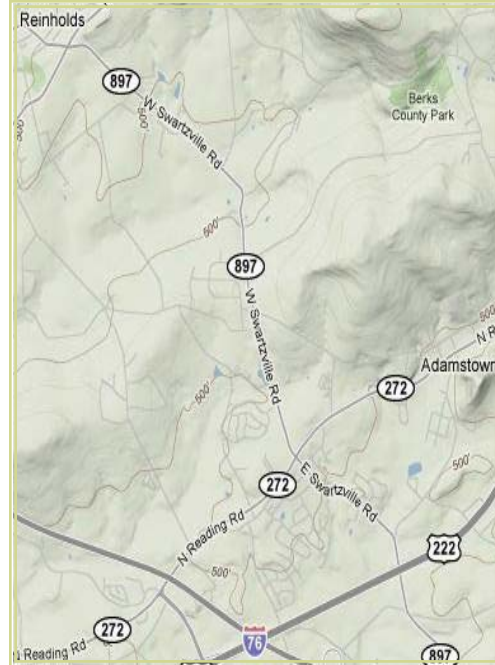
Segment 5: State Route 897

Roadway Functional Classification: Community Arterial

Transportation Service Area: Eastern/Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Route 272 and the western Township boundary. The roadway surface, which is made up of 26 feet of bituminous pavement with 3 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there is a traffic signal at its intersection with Route 272.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing or background traffic volumes.

To provide for the anticipated future development traffic, the roadway will need to be 36 feet wide, including shoulders.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
State Route 897	2010		
	5,081	0.28	A
	2034 Base		
	10,197	0.40	C
	2034 w/Development		
	11,497	0.46	D



Typical Route 897 Section



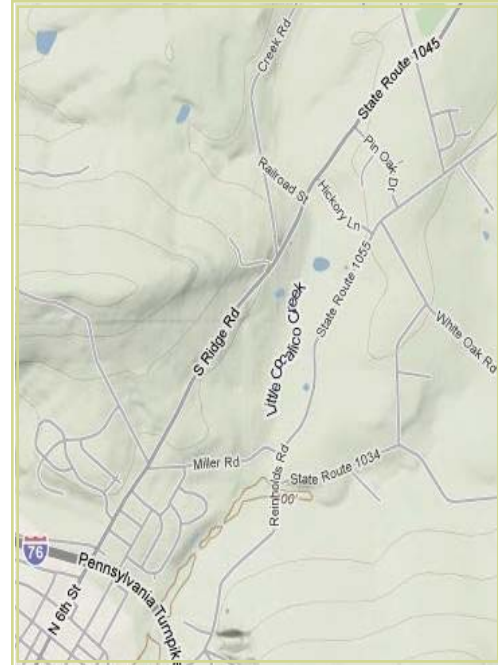
Segment 6: Reinholds Road (S.R. 1055)

Roadway Functional Classification: Community Collector

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Smokestown Road and the western Township boundary. The roadway surface, which is made up of 26 feet of bituminous pavement with 3 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Reinholds Road (S.R. 1055)	2010		
	1,442	0.12	A
	2034 Base		
	2,100	0.18	B
	2034 w/Development		
	2,168	0.18	B



Typical Reinholds Road Section

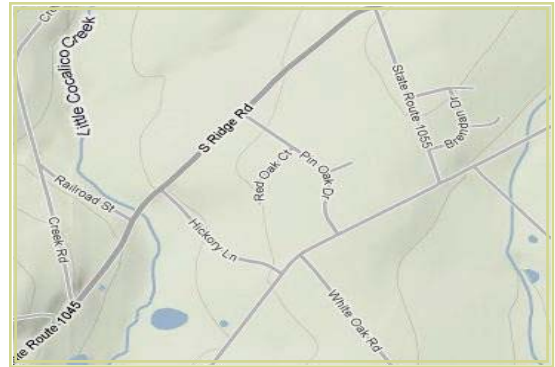
Segment 7: Pin Oak Drive (T-873)

Roadway Functional Classification: Local

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Reinholds Road and the western Township boundary. The roadway surface, which is made up of 36 feet of bituminous pavement with no shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, on-street parking, a posted speed limit of 25 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Pin Oak Drive (T-873)	2010		
	221	0.04	A
	2034 Base		
	270	0.05	A
	2034 w/Development		
	270	0.05	A



Typical Pin Oak Drive Section

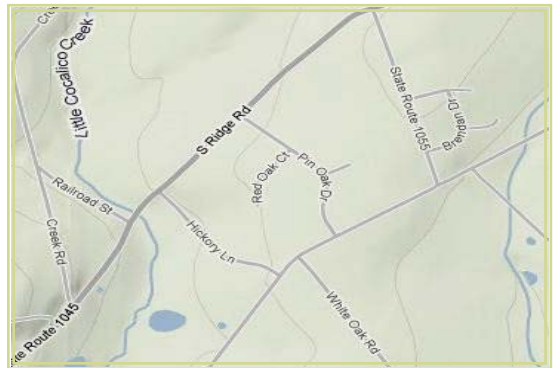
Segment 8: Hickory Lane (T-842)

Roadway Functional Classification: Local

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Reinholds Road and the western Township boundary. The roadway surface, which is made up of 27 feet of bituminous pavement with no shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, no posted speed limit and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Hickory Lane (T842)	2010		
	217	0.04	A
	2034 Base		
	481	0.09	A
	2034 w/Development		
	636	0.12	A



Typical Hickory Lane Section

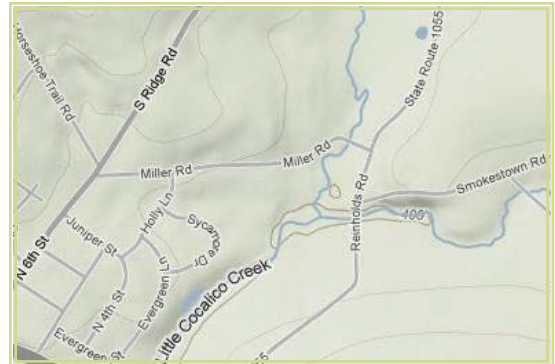
Segment 9: Miller Road (T-966)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Reinholds Road and the western Township boundary. The roadway surface, which is made up of 16 feet of bituminous pavement with no shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Miller Road (T-966)	2010		
	615	0.12	A
	2034 Base		
	1,289	0.24	B
	2034 w/Development		
	1,347	0.25	B



Typical Miller Road Section

Segment 10: Reinholds Road (S.R. 1055)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Smokestown Road and the western Township boundary. The roadway surface, which is made up of 23 feet of bituminous pavement with 2 foot shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Reinholds Road (S.R. 1055)	2010		
	1,702	0.20	B
	2034 Base		
	2,629	0.31	C
	2034 w/Development		
	2,680	0.32	C



Typical Reinholds Road Section

Segment 11: Church Street (S.R. 1051)

Roadway Functional Classification: Community Arterial

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Route 272 and the western Township boundary. The roadway surface, which is made up of 35 feet of bituminous pavement with 6 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 25 mph and there is a traffic signal at its intersection with Route 272.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Church Street (S.R. 1051)	2010		
	7,117	0.38	C
	2034 Base		
	10,259	0.40	C
	2034 w/Development		
	10,973	0.43	C



Typical Church Street Section

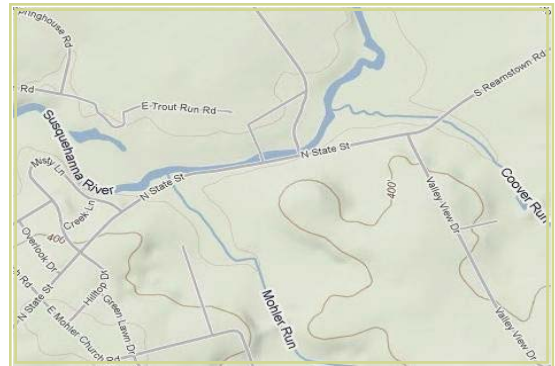
Segment 12: Reamstown Road (T-700)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Church Road and the southern Township boundary. The roadway surface, which is made up of 21 feet of bituminous pavement with no shoulders, is in fair condition. The traveled way is starting to show signs of rutting. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Reamstown Road (T-700)	2010		
	2,205	0.22	B
	2034 Base		
	3,005	0.30	C
	2034 w/Development		
	3,070	0.30	C



Typical Reamstown Road Section

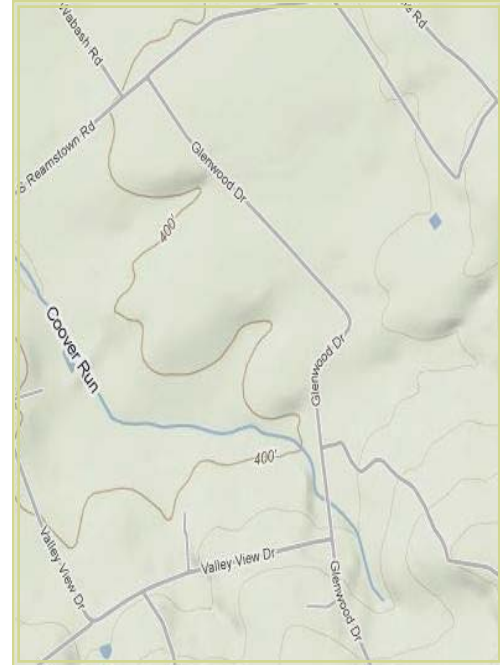
Segment 13: Glenwood Drive (T-670)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with State Road and the southern Township boundary. The roadway surface, which is made up of 20 feet of bituminous pavement with no shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Glenwood Drive (T-670)	2010		
	978	0.14	A
	2034 Base		
	1,476	0.21	B
	2034 w/Development		
	1,513	0.22	B



Typical Glenwood Drive Section

Segment 14: Ridge Avenue (T-937)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Church Road and the southern Township boundary. The roadway surface, which is made up of 23 feet of bituminous pavement with no shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Ridge Avenue (T-937)	2010		
	789	0.08	A
	2034 Base		
	1,275	0.13	A
	2034 w/Development		
	1,297	0.13	A



Typical Ridge Avenue Section

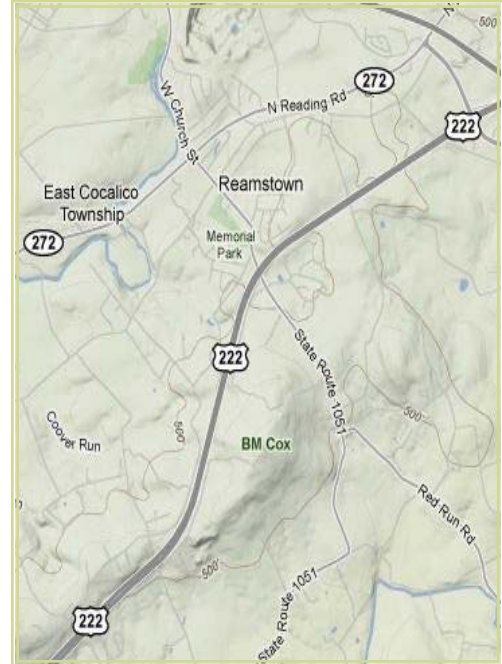
Segment 15: Church Street (S.R. 1051)

Roadway Functional Classification: Community Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Napierville Road and the southern Township boundary. The roadway surface, which is made up of 23 feet of bituminous pavement with 1 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Church Street (S.R. 1051)	2010		
	3,145	0.25	B
	2034 Base		
	5,423	0.43	C
	2034 w/Development		
	5,468	0.43	C



Typical Church Street Section

Segment 16: Napierville Road (T-674)

Roadway Functional Classification: Local

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Church Road and the southern Township boundary. The roadway surface, which is made up of 20 feet of bituminous pavement with no shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Napierville Road (T-674)	2010		
	461	0.10	A
	2034 Base		
	1,018	0.22	B
	2034 w/Development		
	1,047	0.23	B



Typical Napierville Road Section

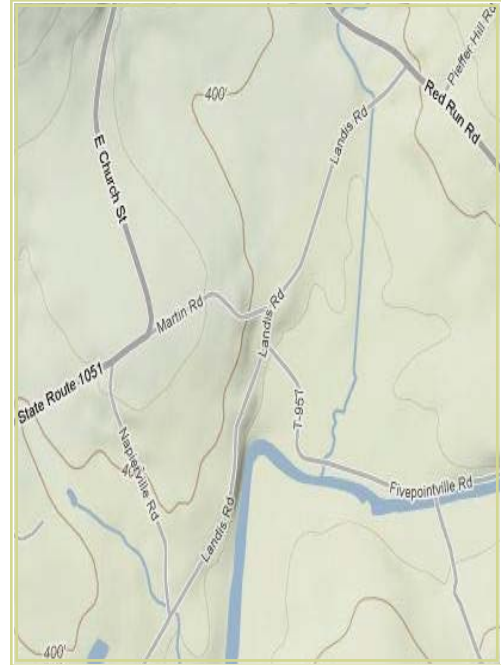
Segment 17: Martin Road (T-957)

Roadway Functional Classification: Local

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersections with Landis Road and the southern Township boundary. The roadway surface, which is made up of 16 feet of bituminous pavement with no shoulders, is in poor condition. The traveled way has patching, cracking and rutting. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 25 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Martin Road (T-957)	2010		
	199	0.06	A
	2034 Base		
	340	0.11	A
	2034 w/Development		
	348	0.11	A



Typical Martin Road Section

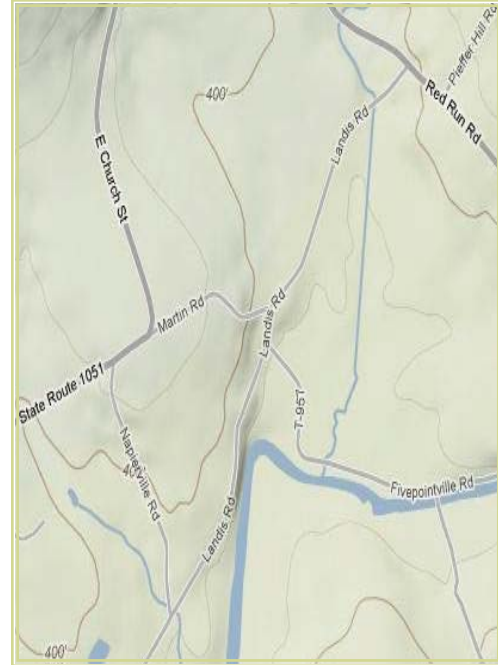
Segment 18: Landis Road (T-878)

Roadway Functional Classification: Neighborhood Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Napierville Road and the eastern Township boundary. The roadway surface, which is made up of 18 feet of bituminous pavement with no shoulders, is in fair condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Landis Road (T-878)	2010		
	653	0.12	A
	2034 Base		
	1,380	0.25	B
	2034 w/Development		
	1,390	0.26	B



Typical Landis Road Section

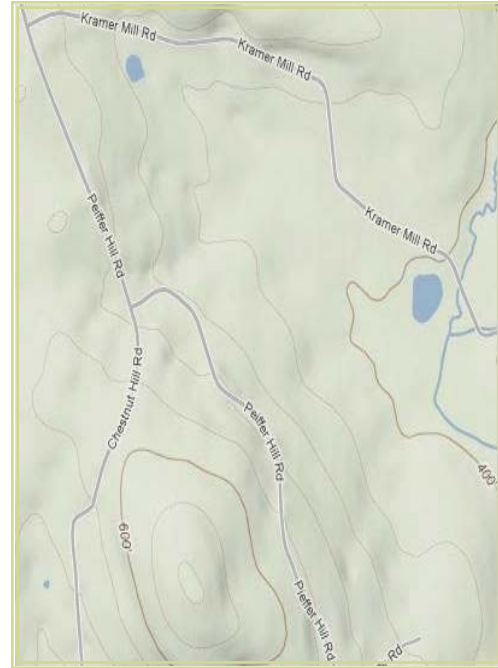
Segment 19: Pieffer Hill Road (T-850)

Roadway Functional Classification: Local

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Mill Road and the eastern Township boundary. The roadway surface, which is made up of 22 feet of bituminous pavement with no shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Pieffer Hill Road (T-850)	2010		
	171	0.04	A
	2034 Base		
	435	0.11	A
	2034 w/Development		
	470	0.12	A



Typical Pieffer Hill Road Section

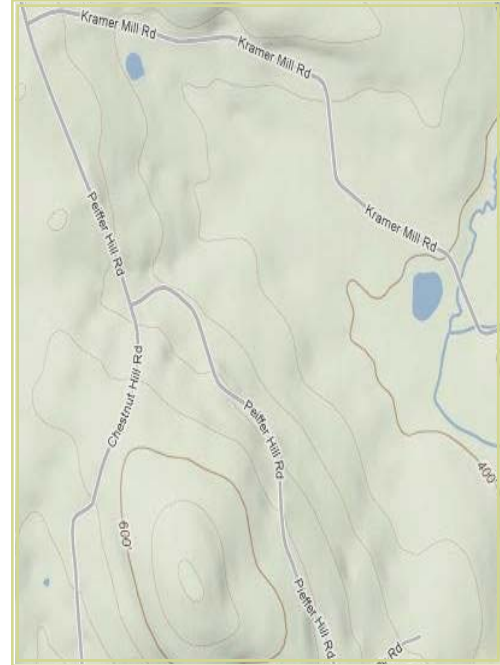
Segment 20: Kramer Mill Road (T-876)

Roadway Functional Classification: Local

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Pieffer Hill Road and the eastern Township boundary. The roadway surface, which is made up of 17 feet of bituminous pavement with no shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Kramer Mill Road (T-876)	2010		
	360	0.07	A
	2034 Base		
	520	0.10	A
	2034 w/Development		
	590	0.11	A



Typical Kramer Mill Road Section



Segment 21: Muddy Creek Road (S.R. 1059)

Roadway Functional Classification: Community Collector

Transportation Service Area: Eastern/Southern

Existing 2010 Roadway Characteristics:

This segment provides a connection between Route 272 and the eastern Township boundary and provides access to Colonel George Howard Boulevard. The roadway surface, which is made up of 24 feet of bituminous pavement with 2 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 40 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Muddy Creek Road (S.R. 1059)	2010		
	1,026	0.11	A
	2034 Base		
	2,539	0.26	B
	2034 w/Development		
	3,292	0.34	C



Typical Muddy Creek Road Section

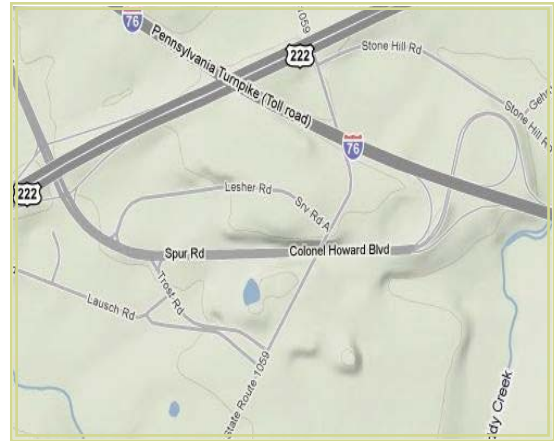
Segment 22: Spur Rd. / Col. George Howard Blvd. away from Turnpike

Roadway Functional Classification: Regional Arterial

Transportation Service Area: Eastern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersections with Route 272 & the Pennsylvania Turnpike (Interstate 76) and provides access to US Route 222. The roadway surface, which is made up of 47 feet of concrete pavement with 10 foot shoulders, is in fair condition. It has a two-lane cross section with both thru lanes in the same direction, a center median, a posted speed limit of 50 mph and there are traffic signals at its intersections with Route 272, US Route 222 Southbound Ramps and US Route 222 Northbound Ramps.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing or background traffic volumes.

To provide for the anticipated future development traffic, additional thru lanes will need constructed.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Spur Road / Colonel George Howard Boulevard away from Turnpike	2010		
	7,921	0.19	B
	2034 Base		
	21,044	0.43	C
	2034 w/Development		
	22,005	0.45	D



Typical Spur Rd. / CGH Blvd. (away from Turnpike)



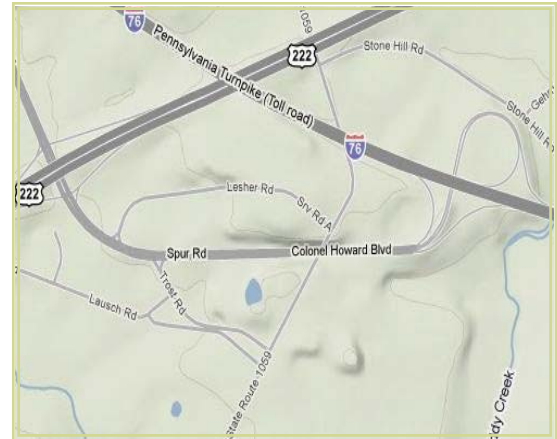
Segment 23: Spur Road / Col. George Howard Blvd. Towards Turnpike

Roadway Functional Classification: Regional Arterial

Transportation Service Area: Eastern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersections with Route 272 and the Pennsylvania Turnpike (Interstate 76) and provides access to US Route 222. The roadway surface, which is made up of 37 feet of concrete pavement with 11 foot shoulders, is in fair condition. It has a two-lane cross section with both thru lanes in the same direction, a center median, a posted speed limit of 50 mph and there are traffic signals at its intersections with Route 272, US Route 222 Southbound Ramps and US Route 222 Northbound Ramps.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Spur Road / Colonel George Howard Boulevard towards Turnpike	2010		
	9,895	0.17	B
	2034 Base		
	23,469	0.33	C
	2034 w/Development		
	27,298	0.39	C



Typ. Spur Rd. / CGH Blvd. (towards Turnpike)

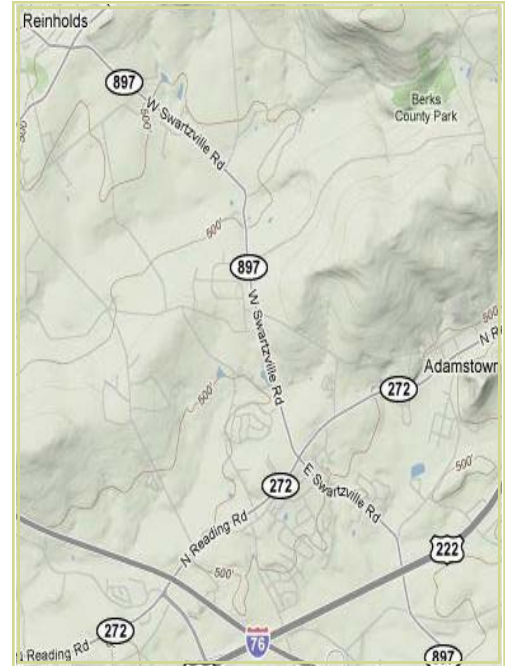
Segment 24: S.R. 0897

Roadway Functional Classification: Community Arterial

Transportation Service Area: Eastern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Route 272 and the eastern Township boundary. The roadway surface, which is made up of 26 feet of bituminous pavement with 3 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 40 mph and there is a traffic signal at its intersection with Route 272.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing traffic volumes.

To provide for the anticipated future background traffic, additional thru lanes will need constructed.

No roadway improvements are recommended based on future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
S.R. 0897	2010		
	5,192	0.41	C
	2034 Base		
	10,210	0.51	D
	2034 w/Development		
	11,534	0.58	D



Typical Route 897 Section



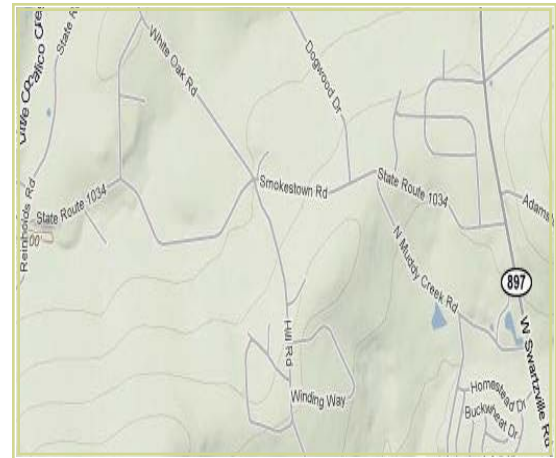
Segment 25: Smokestown Road (S.R. 1034)

Roadway Functional Classification: Community Collector

Transportation Service Area: Western

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersections with Route 897 and Reinholds Road. The roadway surface, which is made up of 22 feet of bituminous pavement with 2 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 40 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing, background or future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Smokestown Road (S.R. 1034)	2010		
	857	0.09	A
	2034 Base		
	1,348	0.14	A
	2034 w/Development		
	1,425	0.15	A



Typical Smokestown Road Section

Segment 26: S.R. 0272

Roadway Functional Classification: Regional Arterial

Transportation Service Area: Western/Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Colonel George Howard Boulevard and the southern Township boundary and provides access between Adamstown Borough and Ephrata Borough. The roadway surface, which is made up of 43 feet of bituminous pavement with 10 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 45 mph and there are traffic signals at its intersections with Colonel George Howard Boulevard, Church Road, Wabash Road and Garden Spot Road.



Recommended Transportation Improvements:

To provide for the existing traffic volumes, additional thru lanes need to be constructed.

No roadway improvements are recommended based on background traffic volumes.

To provide for the anticipated future development traffic, additional thru lanes will need constructed.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
S.R. 0272	2010		
	13,987	0.49	D
	2034 Base		
	24,906	0.76	E
	2034 w/Development		
	31,356	0.95	E



Typical Route 272 Section

Segment 27: S.R. 0272

Roadway Functional Classification: Regional Arterial

Transportation Service Area: Eastern/Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersection with Colonel George Howard Boulevard and the northern Township boundary and provides access between Adamstown Borough and Ephrata Borough. The roadway surface, which is made up of 38 feet of bituminous pavement with 8 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 45 mph and there are traffic signals at its intersections with Colonel George Howard Boulevard and Route 897.



Recommended Transportation Improvements:

To provide for the existing traffic volumes, additional thru lanes need to be constructed.

No roadway improvements are recommended based on background traffic volumes.

To provide for the anticipated future development traffic, additional thru lanes will need constructed.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
S.R. 0272	2010		
	10,524	0.48	D
	2034 Base		
	19,218	0.74	E
	2034 w/Development		
	25,702	0.99	E



Typical Route 272 Section

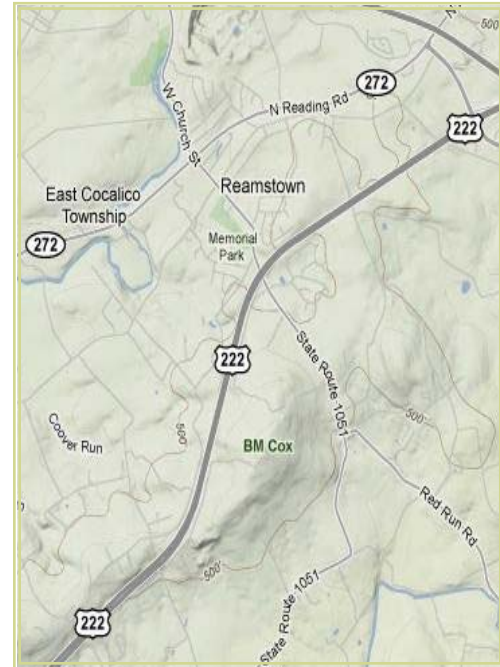
Segment 28: Church Street (S.R. 1051)

Roadway Functional Classification: Community Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersections with Route 272 & Red Run Road. The roadway surface, which is made up of 24 feet of bituminous pavement with 2 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there is a traffic signal at its intersection with Route 272.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing or background traffic volumes.

To provide for the anticipated future development traffic, the roadway will need to be 30 feet wide, including shoulders.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Church Street (S.R. 1051)	2010		
	3,718	0.32	C
	2034 Base		
	5,093	0.43	C
	2034 w/Development		
	5,212	0.44	D



Typical Church Street Section

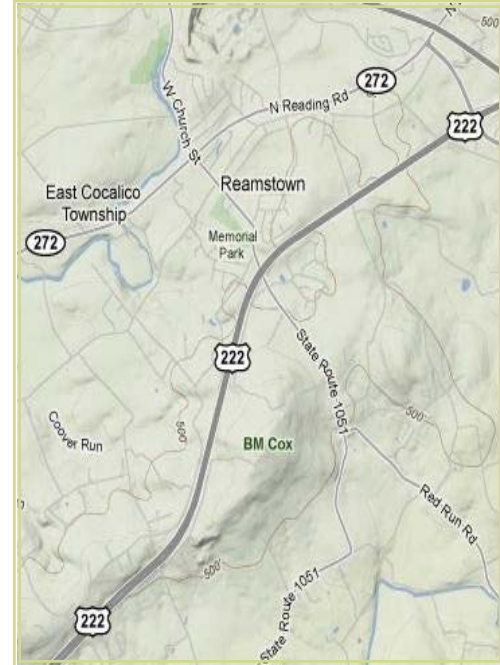
Segment 29: Church Street (S.R. 1051)

Roadway Functional Classification: Community Collector

Transportation Service Area: Southern

Existing 2010 Roadway Characteristics:

This segment is a connector between its intersections with Napierville Road and Red Run Road. The roadway surface, which is made up of 23 feet of bituminous pavement with 1 foot shoulders, is in good condition. It has a two-lane cross section with a thru lane in each direction, a posted speed limit of 35 mph and there are no traffic signals at any of its intersections.



Recommended Transportation Improvements:

No roadway improvements are recommended based on existing traffic volumes.

To provide for the anticipated future background traffic, the roadway will need to be 32 feet wide, including shoulders.

No roadway improvements are recommended based on future traffic volumes.

Segment Volume to Capacity Summary			
Roadway (ownership)	ADT	V/C	LOS
Church Street (S.R. 1051)	2010		
	2,114	0.29	C
	2034 Base		
	3,743	0.51	D
	2034 w/Development		
	3,799	0.52	D



Typical Church Street Section

APPENDIX C
LAND USE ASSUMPTIONS

TSA	TAZ	AM Enter New Trips	AM Exit New Trips	AM Total New Trips	PM Enter New Trips	PM Exit New Trips	PM Total New Trips
1	26	2	4	6	5	3	8
	32	42	147	189	153	85	238
	34	24	72	96	80	47	127
	39	10	45	55	43	22	65
	47	72	19	91	17	50	67
	subtotal	150	287	437	298	207	505
2	53	16	6	22	16	16	32
	55	11	33	44	35	21	56
	61	7	5	12	11	10	21
	76	11	6	17	10	10	20
	80	2	4	6	4	3	7
	93	16	55	71	54	31	85
	111	5	1	6	1	5	6
	115	29	103	132	111	62	173
	116	4	2	6	3	3	6
	subtotal	101	215	316	245	161	406
3	125	234	149	383	519	587	1106
	136	12	34	46	36	21	57
	153	9	26	35	26	16	42
	subtotal	255	209	464	581	624	1205
Total		506	711	1217	1124	992	2116

TSA	TAZ	AM Enter New Trips	AM Exit New Trips	AM Total New Trips	PM Enter New Trips	PM Exit New Trips	PM Total New Trips
1	29	15	45	60	49	29	78
	36	25	17	42	30	28	58
	40	13	4	17	3	7	10
	41	140	38	178	37	109	146
	43	89	26	115	20	54	74
	44	188	56	244	85	176	261
	45	282	77	359	66	197	263
	46	50	14	64	11	33	44
	48	3	2	5	2	4	6
	subtotal	805	279	1084	303	637	940
2	50	1	3	4	4	2	6
	61	25	16	41	44	46	90
	75	19	56	75	61	36	97
	76	12	8	20	20	20	40
	93	51	26	77	74	86	160
	94	47	30	77	92	96	188
	97	77	66	143	65	60	125
	98	45	12	57	10	29	39
	100	66	18	84	15	45	60
	102	186	50	236	42	123	165
	103	229	90	319	165	237	402
	104	37	10	47	19	51	70
	105	156	43	199	36	104	140
	108	10	29	39	30	18	48
	111	17	9	26	21	24	45
	119	151	36	187	27	149	176
	120	73	20	93	17	51	68
	121	12	3	15	2	13	15
	122	44	29	73	70	69	139
	subtotal	1258	554	1812	814	1259	2073
3	124	19	55	74	61	36	97
	126	106	29	135	24	70	94
	127	200	54	254	47	138	185
	128	124	34	158	30	89	119
	131	8	2	10	2	9	11
	132	7	21	28	23	14	37
	133	16	58	74	57	31	88
	134	10	29	39	30	18	48
	147	45	22	67	61	74	135
	148	11	31	42	33	19	52
	150	64	50	114	11	13	24
	152	7	21	28	20	12	32
	154	16	3	19	4	14	18
	158	14	2	16	3	13	16
	subtotal	647	411	1058	406	550	956
Total		2710	1244	3954	1523	2446	3969

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