

Jim Hauser and Joyce Hinnefeld

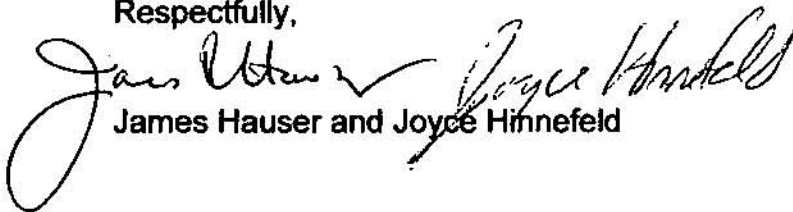
Tad Decker, Chairman
PA Gaming Control Board
POB 69060
Harrisburg PA 17106-9060

Dear Mr. Decker:

I'm writing to express my profound concern at the possibility of gambling being introduced to the city of Bethlehem. I believe that, though this may have some valuable financial benefits for Bethlehem, the impact of this on the community life of this unique city will be exceptionally destructive. Downtown Bethlehem is a relatively intact early American city, and it has managed to remain financially strong without sacrificing any of its unique qualities. The establishment of something so aesthetically out of keeping with the city, and something bound to alter the moral cohesion of the community, should be avoided despite whatever economic values the project has.

I urge you to reject the move to develop the Bethlehem Steel brown fields into something so out of keeping with the city's historical nature. Thank you for understanding this request and for doing whatever is in your power to stop this.

Respectfully,


James Hauser and Joyce Hinnefeld

April 21, 2006

PA Gaming Control Board
PO Box 69060
Harrisburg, PA 17106-9060

Dear Sir,

I'd like to add myself to the many others in my community who are opposed to a casino here in Bethlehem. I know that my taxes may be lowered if that would happen but I am much more concerned about others who will be harmed if this action would take place. Please do everything within your power to discourage this happening. Thanking you in advance.

In all sincerity,

*Sharon Warden
College of Educ
Lehigh University*

May 29,06

Office of the Clerk
PA Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106

Gentlemen:

P.S.

This is to inform you that as a life long citizen of Bethlehem, PA., we are distressed and very disappointed that gambling is being pushed in our city of Bethlehem without hearing from we the people at the voting poles. It seems that allowing the citizens of Bethlehem to vote their desires is the only fair way to solve this.

I oppose casinos in the safe, beautiful and historic city of Bethlehem!

Sincerely,

Marlene Kreidler

May 29, 2006

Dear Gaming Control Board,

I do not support the Sands Bethworks project. Please do not allow gambling in Bethlehem, Pa.

I have lived in Bethlehem for over fifty years. I love our community and do not want it to become a gambling town!

I worked at Bethlehem Steel and I understand the drive to clean up the Brownfields. But, gambling will change our beloved community forever. The Christmas City will become a crowded gambling town. I am very concerned for our young people and families where parents may be tempted and lose more than a few dollars.

Let us not be desensitized to the bad effects of GAMBLING not (GAMING). Please do not bring gambling to Bethlehem! Sincerely



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: SUE SPITZER

Address: _____

Telephone _____

Organization, if any: _____

Employer: GREGORY B. FALKENBACH

COMMENTS: (Please use second page if more space is required)

I AM NOT IN FAVOR OF THE SLOT CASINO'S COMING TO THE SOUTHSIDE OF BETHLEHEM. IT WILL NOT BE GOOD TO THE LONG TERM STATUS OF THE CITY. I BELIEVE THE CITY OF BETHLEHEM HAS THE POTENTIAL TO GROW & PROSPER ON IT'S OWN AS IT HAS SHOWN IN RECENT YEARS WITHOUT THE SLOT BUSINESS. I ALSO HAVE TO NOW DEAL WITH EXTREME TRAFFIC DAILY TRAVELING TO FROM WORK AND THE SOUTHSIDE SLOT WOULD MAKE IT WORSE.

April 11, 2006

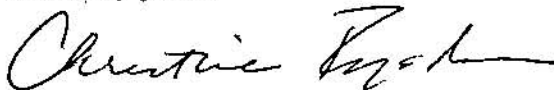
Tad Decker
Chairman
Pennsylvania Gaming Commission
PO Box 69060
Harrisburgh, PA 17106-9060

Dear Mr. Decker:

As a long time resident of Bethlehem, living near downtown, I oppose the placement of a slots parlor in Bethlehem. I am concerned about changing the character of our historic and vibrant community, and the loss of community control over its culture and environment. As a parent of a teenager and a recent college graduate, as well as an employee of Lehigh University, I fear that Bethlehem will no longer be a nurturing and attractive environment for the college students who are so important to the city's intellectual life and to its economy.

Bethlehem is now the most attractive place to live in the Lehigh Valley, with its combination of an interesting cultural life, festivals, a vibrant arts scene, decent schools, and an increasingly attractive downtown. Why debase such an attractive community with slots?

Sincerely yours,



Christine Roysdon



Township Council of Lower Saucon Township

Officials:
Glenn Kern, President
Priscilla deLeon, Vice Pres
Ron Horiszny
Tom Maxfield
Sandra Verger

April 10, 2006

Mr. Tad Decker, Chairman
Pennsylvania Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Re: Sands Bethworks Gaming Casino License Application

Dear Mr. Decker:

At their last regular meeting on April 5, 2006, the Lower Saucon Township Council discussed at some length the anticipated impacts to the Township if the Gaming Control Board decides to award a slots casino license to the Sands Bethworks Gaming applicant in the City of Bethlehem.

If a slots casino license is approved for the City of Bethlehem, Lower Saucon Township, which is contiguously located southeast of the City, anticipates that there will be severe impacts to the township, for example:

- Traffic to the casino, which the applicant's Local Impact Report estimates would have peak numbers of 14,000 weekdays and 36,000 Saturdays, does not address the traffic impacts to Routes 378 and 412 south of Bethlehem in Lower Saucon Township and Hellertown. Further, visitors to the casino, in order to avoid congestion on the Route 378 and 412 corridors, will choose to travel over the Township's 2-lane country roads, thus increasing traffic movements, accidents and deterioration on these roads.
- The increase in traffic generated by the casino would also tax the Township's volunteer emergency responders and equipment who would be called on to respond to an increased number of traffic accidents, car fires and, potential mass casualty incidents due to the predominance of bus traffic to the casino during peak travel times, which will further exacerbate their chronic shortages of sufficient day-time volunteers to respond to these incidents.
- Increases in traffic and in the number of people traveling through the township to the casino will increase DUI incidents, drug related crimes and criminal activity requiring additional staffing and equipment in our police department
- Decline in sales at Township retail and service businesses due to the casino, which will decrease tax revenues to the Township.

Based on this, the Lower Saucon Township Council unanimously adopted the following motion:

"We oppose the granting of a slots casino license in the City of Bethlehem due to the severity of impacts on the Township's roads, infrastructure, municipal services such as police, fire and emergency services, and the loss of tax revenue due to declining sales at local businesses which we anticipate will occur with the location of a casino in the City of Bethlehem, and which have not been adequately identified or quantified. We are concerned that if these "off-site" impacts are not adequately addressed up front, the burden of mitigating them will fall disproportionately on the shoulders of the taxpayers of Lower Saucon Township."

Sincerely,


Jack Cahalan
Township Manager

JC/lh

cc: Council
Senator Lisa Boscola
Representative Bob Freeman
Representative Karen Beyer
John Stoffa, Northampton County Executive
Mayor John Callahan, City of Bethlehem
J. Michael Schweder, Council President, City of Bethlehem
Mayor Richard Fluck, Borough of Hellertown
Anthony Branco, Council President, Borough of Hellertown
Allan Robertson, Chairman, Bethlehem Township Board of Commissioners
John Diacogiannis, Chairman, Hanover Township Board of Supervisors
Mayor Stephen Repasch, Borough of Fountain Hill
Lawrence Rapp, Council President, Borough of Fountain Hill
Mayor Gerald Yob, Borough of Freemansburg
Donald Lasso, Council President, Borough of Freemansburg
Jane Balum, Chair, Saucon Valley Partnership



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: TRISH GROBLEWSKI

Address:

Telephor... _____

Organization, if any: PERSONAL plus New Covenant Church No

Employer: St Lukes Hospital

COMMENTS: (Please use second page if more space is required)

I AM AGAINST the CASINOS + GAMBLE
coming to Bethlehem. IN my opinion
IT WILL NOT help the local community,
the economy of Bethlehem, the family or
SOCIAL aspects of the city of Bethlehem
To do the least possible damage I
believe it would be better in Allentown



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: MRS JOYE MARTIN

Address: 7

Telephone: com

Organization, if any: New Covenant Christian Community

Employer: Retired

COMMENTS: (Please use second page if more space is required)

As a citizen I strongly oppose gambling in the Lehigh Valley. - It will add more crime & more drugs tempt and influence the young adults in our community - The health & welfare of the younger generation to grow with integrity & decency who will be the future of this country should be more important than accumulating more money & more power for those who evidently have greed as their ~~choice~~ ^{choice} rather than concern for our youth & community at large

Jsh.



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: KATHLEEN A. BICKERT

Address: _____

Telephone: _____

Organization, if any: _____

Employer: GREGORY B. FALKENBACH, CLU, ChFC

COMMENTS: (Please use second page if more space is required)

PLEASE DO NOT ASSUME THAT THE AREA POLITICIANS SPEAK FOR THE MAJORITY OF CITIZENS. I AM WRITING TO EXPRESS MY VIEW THAT I VEHEMENTLY OPPOSE THE AWARDDING OF LICENSES FOR SLOT OPERATORS IN THE ALLENTOWN/BETHLEH AREA. I DO NOT THINK THAT WE SHOULD BE SHORT-SIGHT AS TO THE IMPACT THIS WOULD HAVE ON THE COMMUNI I DON'T THINK THIS IS THE MIRACLE CURE TO JUMP STAR THE ECONOMY AND WE MUST CONSIDER THE LONG-TERM CONSEQUENCES.

THANK YOU FOR YOUR CONSIDERATION.

Kathleen A Bickert



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: JOAN M. SMITH

Address: _____

Telephone: _____

Organization, if any: _____

Employer: LEHIGH UNIVERSITY

COMMENTS: (Please use second page if more space is required)

I came to Bethlehem 30 years ago after years of pain and sorrow. Bethlehem fell on me like a warm blanket of peace and safety. I've cherished my time in Bethlehem and believe the proposed casino initiative will jeopardize the place of rest the many lives of those who call "the House of Bread" their home.

Sincerely,

Joan M. Smith

MAY 30, 2006

DALE GRAFFIS

PENNSYLVANIA GAMING CONTROL BOARD
PO BOX 69060
HARRISBURG, PA 17106-9973

DEAR SIRs,

I WOULD LIKE TO LET YOU KNOW THAT I
FIRMLY OPPOSE THE SANDS BETHWORKS
PROPOSED CASINO IN BETHLEHEM. OUR CITY
DOES NOT NEED OUTSIDERS TO CREATE A
MONSTROSITY IN THE "CHRISTMAS CITY" WHICH
WILL BRING UNDESIRABLE CRIME, TRAFFIC,
AND THE OPPORTUNITY FOR LOW INCOME FAMILIES TO
LOSE THEIR LIFE SAVINGS TO OUT-OF-TOWNERS
WHO HAVE NO TION CONNECTION TO BETHLEHEM

PLEASE DO NOT ALLOW A CASINO TO BE BUILT
IN BETHLEHEM.

SINCERELY,

Dale Graffis



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: Janice S. Bonge

Address: _____

Telephot _____

Organization, if any: _____

Employer: retired

COMMENTS: (Please use second page if more space is required)

I am opposed to having a slot
casino in Bethlehem. I have lived
in Bethlehem for 34 years and it is
my strong belief that having a casino
in this lovely community will change
the nature and culture in a detrimental
way. Its proposed proximity to Lehigh
University will invite temptation that
has the possibility of corrupting the young
students. I strongly urge the Control
Board to choose another site than
Bethlehem.

Janice S Bonge

Drew J. Kuhn

Office of the Clerk
PA Gaming Control Board
PO Box 69060
Harrisburg, PA 17106

Dear Office of the Clerk,

On January 24, 2006, in his STATE OF THE CITY ADDRESS, Mayor John Callahan stated that Bethlehem is the "safest city in the Commonwealth of Pennsylvania with a population of over 300,000." In addition to a wonderful Police force, I believe the strong moral and religious character of Bethlehem contributes greatly to make Bethlehem a safe city. *Will Bethlehem remain a safe city? Will the introduction of a slots casino change our crime rates as it has in city after city in many other states? Within "three years after gambling casinos arrived, Atlantic City went from 50th to first in the nation in per-capita crime."*¹

Therefore, I sternly oppose any form of casino gambling in our community. I do not want my children, family, and neighborhood to be exposed to this kind of trend. I am also opposed to spreading the lie that casinos will generate needed revenue for our communities. Needed, yes! Generating revenue? How can anyone fall for the hope that our hard earned money draining into a gambling system will generate wealth? Only the select few will benefit at the cost of the industrious many who work hard for their money. At the cost of many a bank accounts, families, children, and safe straight lives will casinos bring tax revenue to the state.

Yours truly,


Drew J. Kuhn

¹ "Morgan Quinto Press, *Determining the Safest and Most Dangerous Ranking*"
<http://www.governmentguide.com/communityandhome/wherelive/factors.adp>

Jane M. Kuhn

Office of the Clerk
PA Gaming Control Board
PO Box 69060
Harrisburg, PA 17106

Dear Office of the Clerk,

On January 24, 2006, in his STATE OF THE CITY ADDRESS, Mayor John Callahan stated that Bethlehem is the "safest city in the Commonwealth of Pennsylvania with a population of over 300,000." In addition to a wonderful Police force, I believe the strong moral and religious character of Bethlehem contributes greatly to make Bethlehem a safe city. *Will Bethlehem remain a safe city? Will the introduction of a slots casino change our crime rates as it has in city after city in many other states? Within "three years after gambling casinos arrived, Atlantic City went from 50th to first in the nation in per-capita crime."*¹

Therefore, I sternly oppose any form of casino gambling in our community. I do not want my children, family, and neighborhood to be exposed to this kind of trend. I am also opposed to spreading the lie that casinos will generate needed revenue for our communities. Needed, yes! Generating revenue? How can anyone fall for the hope that our hard earned money draining into a gambling system will generate wealth? Only the select few will benefit at the cost of the industrious many who work hard for their money. At the cost of many a bank accounts, families, children, and safe straight lives will casinos bring tax revenue to the state.

Yours truly,


Jane M. Kuhn

¹ "Morgan Quinto Press, *Determining the Safest and Most Dangerous Ranking*"
<http://www.governmentguide.com/communityandhome/wherelive/factors.adp>

Matthew Miller

May 27, 2006

Pennsylvania Gaming Control Board
PO Box 69060
Harrisburg, PA 17106-9973

Re: My OPPOSITION to the Sands Bethworks project

Dear Gaming Control Board,

I am writing to voice my **OPPOSITION** to the Sands Bethworks project. I am absolutely **AGAINST** this form of gambling coming to Bethlehem. Please do not force this on me and the citizens of Bethlehem. Gambling of this sort brings with it an increase in social problems including crime and addiction. It is not good for the future of Bethlehem and I am against it.

Sincerely,



Matthew Miller

5-29-06

Pennsylvania Gaming Control Board,

"Righteousness exalts a nation, but sin is a reproach to any people." This is God's word found in Proverbs 14:34.

We are a family with two sons. Their ages are thirteen and five. We have had the privilege and blessing to live in a sending district to Bethlehem Christian School and also attended church at Calvary Baptist Church in Bethlehem, Pa. for fifteen years. As a mom spending much time over these years at Bethlehem Christian School and the churches involved in our school, I have grown to love Bethlehem, Pa. I truly enjoy this fine city and feel safe while I'm there many times during the week.

My words are simple but my thoughts and fears are sincere and from my heart as I think about what gambling will ultimately do to this fine city. Sure, casino gambling will bring money and employment, but the crime, addiction, poverty, suicide, broken families and ruined lives far, far outweigh the temporary and empty gain of quick cash. Is this what we really need and want for Bethlehem's citizens and families and for those of us who enjoy being in Bethlehem? Is this what God would have for Bethlehem, The Christmas City? I think not and I know that God would not!!

Thank You,
Lisa A. Smith

May 30, 2006

The Pennsylvania Gaming Control Board
P.O.Box 69060
Harrisburg, PA 17106-9060

Dear members of the board,

We are very concerned and frustrated by the many news reports and glossy "Las Vegas Sands" flyers that regularly find their way to our doorstep touting the benefits of casinos in Bethlehem. Yet the reality of law says that casinos may not benefit Bethlehem because there are no guarantees, from either government or Sands officials, that monies raised will be spent on property tax relief or the necessary improvements to things such as fire protection, police/emergency services and road improvements. All of these services are already struggling to meet present demand evidenced by our rising taxes and flagging services. Our schools have opted out of the benefits because any thinking person realizes there are none. Much of the casino owners campaign has been built on saving the historic buildings of Bethlehem Steel but they refuse to guarantee that any funds will be spent to save the now crumbling buildings. Who will pay for the rise of gambling, drug and sex addiction? Who will protect the residential heart of this city from the rise in violent crime? How will we attract young professionals and encourage the graduates of our fine local universities to stay if we promote businesses with a cradle to the grave minimum wage policy (except for those highly paid individuals that will be imported to manage the casinos and entertainment venues). We have yet to speak with anyone in town, business owner or neighbor, who supports the opening of casinos. All the fiscal, legal and moral realities appear stacked against it. So why is it that the approval of casinos in Bethlehem is represented in our newspapers and by certain elected officials as the proverbial "done deal"? Why haven't the citizens of Bethlehem been given their right to vote on

an issue that could change their city forever and by force? We and our neighbors bitterly resent the Las Vegas Sands and their spokesmen ramming this financial fix for Bethlehem down our throats. We very humbly ask you to turn their application down. Please also reprimand them for their arrogance in assuming that they could distort facts and assume the rights of an entire citizenry. If the FDA enforces legal ramifications for a company that misrepresents what a drug does to the human body, then why can't the PA Gaming Control Board pull this poisonous project because the Sands just wants to profit from our community and promise nothing. All the facts about casino gambling in our city seem to point to cleaning up after the Sands...this is how we got the polluted brown fields called "the former Bethlehem Steel plant" in the first place. Give us a chance to build a more diverse and interesting future. Ask our elected officials to invest in our people and not a corporation. They have been deaf to those opposing the casinos. Don't allow them to take our rights away. Please say "no" to casinos in Bethlehem.

Thank you for considering our point of view.

Your neighbors in Bethlehem,

Bill Hambor

William A. Hambor

Mary Hambor

Mary E. Hambor

Tim Hambor

Tim Hambor

Mr. & Mrs. Harry R. Sheather

May 28, 2006

Pennsylvania Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Dear Mr. Decker,

My husband and I would like to express our concern over the possibility of gaming coming to the Lehigh Valley. We feel that casinos or slots are not the best agent for needed development. The quick financial fix would be short lived. Crime, traffic, and social problems would be inevitable. Studies show no advantage to any community. Atlantic City is evidence on this.

If gaming must come to the area, the Allentown location would be the least harmful site as it is not as close to houses as the Bethlehem site is. Also there is better access and would cause fewer traffic jams than in Bethlehem, which already has problems at certain times of the day.

We strongly urge you to do what you can to stop gaming from coming to the Lehigh Valley.

Sincerely,

Elizabeth and Harry Sheather.

5/29/06

Dear Gaming Control Board,

I want to express my thoughts on the Las Vegas Sands proposal to build a casino in Bethlehem. As a resident, I am strongly opposed to this idea. This charming town, which is rebounding nicely on it's own, does not need or want a casino to give it a boost financially. We who live here wish to preserve our proud legacy of culture, education, arts and hard work, and not muddy that message by adding a casino. The history of our town, it's character, is something to be carefully guarded. We have law crime many churches, and families want to move here. We do not want to trade the "feel" of this city for economic gain.

I am also concerned about the brochure in the mail which I received from the Sands Bethlehem. It is clearly a lobbying effort to get residents to show their support. Yet the tear-off prepaid postcards (2) are postage-paid by the Gaming Control Board. This is an apparent conflict of interest, and as a resident taxpayer and voter, I am outraged. I ask you do not count any of these postcards as valid.

Thank you for the time and consideration
you have granted to the public in this pivotal time.

Sincerely,

Darlene Schmeck

Darlene Schmeck

March 2, 2006

Mr. Tad Decker, Chairman
PA Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Dear Mr. Decker:

I am writing this letter to express my *disagreement* with the proposal to locate casino gaming in Bethlehem, PA.

A native of Pennsylvania, I came to Bethlehem with my parents in 1944, living on the West Side until 1967, then marrying and moving to Bethlehem's South Side—the proposed casino location—where I have lived since then.

A graduate of Bethlehem public schools, Amherst College, and Bryn Mawr Graduate School of Social Service, I also studied in Europe for four years before returning to Bethlehem as a teacher for 7.5 years at both of our high schools, Liberty and Freedom. I was recruited in 1971 as a youth outreach worker and clinical social worker by the United Way agency *Family & Counseling Services of the Lehigh Valley*, from which I retired after 27 years in 1998. Among other activities, I served on the Bethlehem Area School Board for 12 years (1981 to 1993); and I was appointed to the *Mayor's South Side Task Force* by Mayor Ken Smith and, under Mayor Don Cunningham, served as chairman of that group for four years.

My two areas of strong concern in relation to casino gaming are (1) the emotional and social health of individuals and families residing in Bethlehem; and (2), the demand for additional South Side traffic and parking space caused by expected casino vehicles in neighborhoods already overburdened with existing and new development.

As a clinical social worker and supervisor for 27 years, I saw my share of families traumatized and hopeless in the face of marital dishonesty and concealment related to "gambling"—as we still called it in olden times. Most often, the mother would apply for counseling service, and I would never meet the father—the "identified gambler." Mother and children would come on their own for a few counseling sessions; then they would give up because the husband would refuse even to try.

Addictive gambling is a hard psychological compulsion which does not let go of its victims. And even when it appears to be overcome, the trust between marital partners is hard or impossible to restore. Trust is vital for every marriage. When it is betrayed, it is hard for the offender to regain credibility, even if he/she tries to earn it. Most of the work in counseling addictive gamblers lies in helping them recover trust in their relationship, and it is at best a very slow process, if not a hopeless one.

Finally, after months (or years) of gambling's drain on family incomes, basic family needs are shortchanged. Money has been paid—whether known or unknown by the spouse—to casino owners, not kept within the family budget. Home ownership is sometimes threatened, not to mention college savings plans, and divorce often emerges as the only means of escape for the spouse and children.

Meanwhile, the large presence of legal gambling in the community sends a persistent message to our children: "Wealth comes biggest and best through the 'spin of the wheel,' not through formal education and hard work. *Luck* is the answer, not labor." Is there a more direct way to undermine the work ethic with our children than through this message? I know of no parents who consciously try to indoctrinate their children with this lesson, but the glamorous presence of legal gambling in their everyday world and neighborhood does precisely this.

Finally, in a different zone, the issue of traffic should be noted. The new construction on the South Side for business spaces, for new and refurbished housing, and for educational facilities has already made its impact in the form of increased traffic. Lehigh University has already built three new, spacious garages within the past ten years; and the Northampton Community College is still searching for 150 student parking spaces for its new South Side facility on Third Street. Several times a day we have fairly serious traffic congestion in a number of South Side streets and intersections. There are other individuals who can speak more knowledgeably than I can on this topic, but I foresee a future need for even more bulldozing--for traffic and parking space--if we add the demands of casino traffic to the needs that are already emerging. The goal of most South Siders has been to restore "walking neighborhoods" rather than continuing the American habit of building our cities around cars instead of around people.

Thank you for the time and effort you are giving to this admittedly difficult project.

Sincerely,



Robert J. Thompson, MSS, ACSW
Clinical Social Worker & Supervisor (retired)

cc: All voting members of the PA Gaming Control Board

March 1, 2006

Mr. Tad Decker, Chairman
PA Gaming Control Board
P.O.Box 69060
Harrisburg, PA 17106-9060

Dear Mr. Decker,

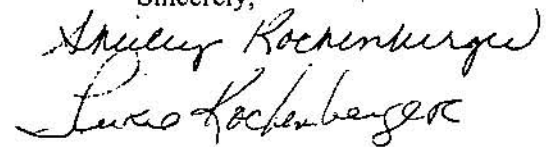
We are writing to voice our objection to bringing a slots parlor to the BethWorks site in South Bethlehem and we're asking you to vote against it.

Bethlehem is a community that is rich in culture and history and gambling does not fit in with that image. Those in favor of slots say we need them to jumpstart development of the former Bethlehem Steel lands, but development has been taking place for the last several years. It may not be fast enough to suit some of the city leaders pushing for the slots parlor, but it is development that enhances what Bethlehem has always stood for and is a wholesome addition to our city.

The negative impact of gambling on our city will be too late to reverse once it is established. It will increase traffic beyond what we can handle, have an unwholesome impact on our local colleges and students, bring more crime to the area and forever change the character of our beautiful city. Our smaller, local businesses will also suffer.

Slots are not welcome in Bethlehem! Please give careful consideration to these concerns before you give your stamp of approval to a slots parlor in Bethlehem and the Lehigh Valley in general. Thank you!

Sincerely,



Luke and Shirley Kochenberger

LU

DRAFT REGULATIONS COMMENT FORM

Please complete all of the fields below before printing:

DATE 05/24/2006

ADDRESS 1

SECTION # OR SUBJECT Gaming board selections for casinos

ADDRESS 2

FIRST NAME Lois Ann

CITY

LAST NAME Post

STATE PA

ORGANIZATION NAME

ZIP CODE

EMAIL-ADDRESS

COUNTY Northampton

TELEPHONE

COMMENTS

Regarding the selection of sites for Casinos:

I am strongly asserting that Bethlehem - Steel Works site is not the place for this enterprise!

This is a diverse cultural area which would not benefit from a casino presence. Many living here are low economic persons who will be tempted to waste hard earned money. There also is a big presence of a University within walking distance! They do not another temptation! I could list many more reasons, but over riding all is the fact that Bethlehem has a long history and tradition of a religious foundation. Most people would like that to remain our reputation.

Having said that, there is a great opportunity to have a casino in an unused site - in east Allentown, the old Bell Labs Building on Union Blvd. There are no neighborhoods close by; there is US 22 close by for travelers coming to gamble and motels very convenient. All of which is not a factor in Bethlehem!

May 30, 2006

Dear Sirs,

Please please do not
allow Las Vegas to invade
our Betlehem!!

Very sincerely,
Helen Snyder

DEAR PENNSYLVANIA GAMING CONTROL BOARD

I DO NOT SUPPORT THE
SANDS BETHWORKS PROJECT PROPOSED
FOR BETHLEHEM, PA.

THANK YOU.

SINCERELY,

RALPH R. MORRIS

May 29, 2006

Pennsylvania Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Dear Board Members:

When you make your decision about granting licenses to casino applicants, please keep in mind the following facts:

- There is significant opposition to a casino operation in Bethlehem.
- The recently-retired Bethlehem Fire Commissioner finds The Sands failed to provide information regarding possible emergency services at the casino site.
- The Sands has carpeted Bethlehem with glitzy brochures championing the "benefits" of its casino enterprise and, in the latest of these brochures, has attached two "Business Reply Mail" cards addressed to "Pennsylvania Gaming Control Board, Box 69060, Harrisburg, PA 17106-9973". These cards say that postage will be paid by addressee. Since you are the addressee, are you indeed paying the postage for the return of these cards? If so, there is something seriously out of line in this promotion.
- The Sands' references to historic preservation and celebration of the arts, culture, and heritage, are hollow attempts to appeal to people who care deeply about the well-earned reputation of this community as a place to be proud of.
- Bethlehem is healthy economically; its well-being does not depend on the Sands Corporation walking away with its pockets full.
- The citizens of Bethlehem are counting on the Gaming Control Board to make a careful decision based on concern for the well-being of people, both individually and collectively. We are keenly aware that, in human affairs, money talks and that the Sands Corporation has been profligate with its money. We hope your decision proves that some things cannot be bought.

Sincerely,

Shirley Cox

Shirley Cox

Matthew Miller

May 27, 2006

Pennsylvania Gaming Control Board
PO Box 69060
Harrisburg, PA 17106-9973

Re: My OPPOSITION to the Sands Bethworks project

Dear Gaming Control Board,

I am writing to voice my **OPPOSITION** to the Sands Bethworks project. I am absolutely **AGAINST** this form of gambling coming to Bethlehem. Please do not force this on me and the citizens of Bethlehem. Gambling of this sort brings with it an increase in social problems including crime and addiction. It is not good for the future of Bethlehem and I am against it.

Sincerely,

Matthew Miller



**Pennsylvania
Gaming Control Board**



**WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS**

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: RICHARD J. LIND MARY M. LIND

Address: _____

Telephone: _____

Organization, if any: _____

Employer: RETIRED

COMMENTS: (Please use second page if more space is required)

The Beth Woods site in Bethlehem is a very poor location for a casino. It is close to many schools and the traffic problems would be terrible. It would destroy the community of South Bethlehem.

*Very truly yours,
Richard J. Lind
Mary M. Lind*

May 30, 2006



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slots operators:

Name: Pauline M. Yuhasz

Address: _____

Telephone: _____

Organization, if any: United Methodist Church

Employer: Retired

COMMENTS: (Please use reverse side if more space is required)

I am opposed to gambling and SLOTS because of what it does to our young people and even seniors who gamble away their S.S. checks and then don't have money for their medications e.c.t.

Bethlehem^{PA} is considered "The Christmas City" and now they want to put slot machines in.

Putting slots in Bethlehem would be just the beginning of drastic change of a beautiful city with quaint shops and churches. I say NO to SLOTS.

~~I support~~ **DO NOT SUPPORT** the Sands Bethworks project that preserve the legacy of Bethlehem Steel while cleaning of the nation's largest Brownfields. This project means more than a gaming license - it means jobs, opportunity, and revitalization for the entire Lehigh Valley.

Sincerely,

Judy Houch

432 E LOCUST ST

City: BETHLEHEM

State: PA

Zip: _____

~~I support~~ **DO SUPPORT** the Sands Bethworks project that preserve the legacy of Bethlehem Steel while cleaning of the nation's largest Brownfields. This project means more than a gaming license - it means jobs, opportunity, and revitalization for the entire Lehigh Valley.

Sincerely,

Name: Judy Houch

Address: 432 E LOCUST ST

City: BETHLEHEM

State: PA

Zip: _____

May 29, 2006

PA. GAMING Control Board
PO Box 69060
HARRISBURG PA 17106

To Whom It May Concern:

I am sending the enclosed postcards, provided by the Sands Corporation for the purpose of convincing their guests to bring gambling into Bethlehem, to you.

I am writing to express my strong belief that slot parlors do not belong in Bethlehem PA. As a tax paying citizen I am outraged that our local elected officials are embracing such a plan.

The historical character and quality of life of our community will be negatively impacted by the building of a slot parlor in Southside Bethlehem. I do not support this plan.

Sincerely,

JOHN P. GUIDO

May 21, 2006

**Office of the Clerk
Pa. Gambling Control Board
PO BOX 69060
Harrisburg Pa. 17106**

To whom It may concern:

I am writing this letter to you to express my disapproval for the introduction of gambling being brought to the Bethlehem Area in Northampton County. I have three young children whose ages are 13, 10, and 8. I am concerned that if casino gambling is introduced into the Bethlehem area, I will have a hard time convincing my children that gambling is an irresponsible act, with no long term benefit. As a student of mathematics, I know the statistical probability for winning is in favor of the casino. Therefore, the only way to win is by not gambling. I am trying to raise my children in a good wholesome environment, which is why I decided to raise my children in Bethlehem. I believe that casino gambling is an act of self indulgence which eventually will lead to an increase in the local crime rate. I do not have the power to determine if casino gambling will be allowed in Bethlehem. But I can vow never to vote for any politician who allows casino gambling in our neighborhoods.

Sincerely,

John P. Guido

Signature

A handwritten signature in cursive script that reads "John P. Guido". The signature is written in dark ink and is positioned below the printed name and above the signature line.

May 30, 2006

I am opposed to the Las Vegas Sands building a casino on the former Bethlehem Steel property on East Third Street in Bethlehem, PA.

Bethlehem Steel has been a large part of my life since my birth in 1944. My father worked there for 36 years as well as many relatives and neighbors have. I worked there for 15 years and I have lived no more than 3 miles from the proposed Sands casino site for the past 40 years. I travel through and shop on the south side of Bethlehem many times each week.

Driving on the south side of town at times is difficult now. With an anticipated 30,000 people each day visiting the casino and surrounding proposed businesses, traffic will cripple the south side every day no matter how they improve the roads to get here.

The Sands and Beth Works are trying to snow the minds of needy politicians and job craving residents with promises of lots of work and business for both south and north side businesses in Bethlehem, through the construction and operation of the casino.

If you look beyond the hype you will see that all of the existing casinos are self contained. They will bring in their own construction people to build the casino and then bring in their own management to run it. Most casino workers are highly trained. They can't afford to hire off the street. They have their own rooms to rent and their own restaurants with discounted rates and free drinks to keep their patrons within their own walls. The cars and the busses will come, but the rest of the city will just watch them go by.

If the Sands didn't stand to make an enormous amount of money with this project, they wouldn't be investing their capital to sway the public to their side - the same public that will put billions of dollars into their slots. Who are the real losers?

Tom Ahern



May 29, 2006

Office of the Clerk
PA Gaming control Board
PO Box 290060
Harrisburg, PA 17106

Sirs:

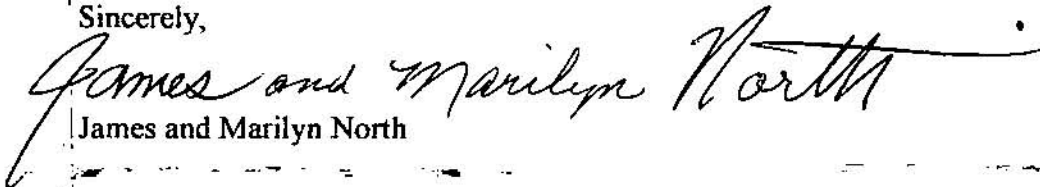
As residents of Bethlehem, we are very much opposed to casinos, especially a casino in Bethlehem.

The concept of a casino is completely alien to the historical nature of the City of Bethlehem. Bethlehem was founded upon Christian principles by the Moravians. These principles include the principle of performing honest work to earn money rather than trying to get something for nothing by gambling and the principle of being good stewards of what God has entrusted to us rather than losing money to gambling operators. Bethlehem has retained the name "Christmas City" as a result of this Christian heritage, and the Star of Bethlehem still shines over the city of Bethlehem from the top of South Mountain.

"Christmas City" and "Sin City" simply do not go together. It is painful to think of the Star of Bethlehem overlooking a gambling casino.

Please do not destroy this historical heritage of the City of Bethlehem.

Sincerely,


James and Marilyn North

Friday 3/3/06

Dear Mr. Decker,

Please consider not giving a gaming license to Bethlehem.

It is not appropriate in this residential area, with a college so close, for obvious reasons.

Thank you.

Sincerely,

Lernifred Alagna

Robin Ortwein-Kovaleski

February 28, 2006

Mr. Tad Decker, Chairman
PA Gaming Central Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Re: Slots Licenses

Dear Mr. Decker:

I am writing to express my opposition to a license for the Sands BethWorks casino project in Bethlehem, Pennsylvania. To me, Bethlehem is the Christmas City with a long rich history of people who work hard for what they achieve in life. A casino represents the very opposite of the work ethic I want to instill in our children.

A casino does not belong in the middle of a residential neighborhood. I realize that legislators in Harrisburg have chosen to bring the slots to Pennsylvania. However, I urge you to consider the negative impact a casino will have on a community such as Bethlehem, increased traffic in a residential neighborhood, increased crime towards property and people, negative financial impact on local businesses.

I urge you to consider licenses to more destination type locations and help preserve the quality of life in our community.

Very truly yours,



Robin Ortwein-Kovaleski

February 27, 2006

Tad Decker, Chairman
State Gaming Control Board
Harrisburg, PA 17106-9060

Dear Mr. Decker:

I have lived for over 68 years in Bethlehem, PA, a city which I believe should not be granted a license for slots and a casino.

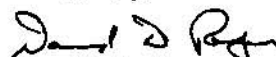
It is not only that I oppose the coming of casino gambling to Bethlehem on moral or aesthetic grounds, which I do. But more to the point, I believe that Bethlehem would not be a good location for the monetary success of the enterprise. I am thinking of the location and the traffic flow.

The traffic problem on the South Side of Bethlehem is already becoming difficult, as the business community there has been expanding its presence; the addition of the proposed casino would make traffic unmanageable even with the widening of Route 412 to the east of town. Traffic coming and going from the North and the West of the city will become a greater problem than it is at present.

The inadequate room for traffic will not only inconvenience the residents of Bethlehem, but will materially affect the number of people hoping to gamble at the casino site. If slot licenses are to be granted, I would like to see them granted for sites where the income can be maximized. I believe Allentown and the Pocono location have a better potential for long term success. These sites have better access, and the latter certainly has the advantage of already being a greater entertainment destination than either of the Lehigh Valley cities.

Thank you for considering this letter.

Sincerely,


David D. Roper

March 18, 2006

Mr. Tad Decker, Chairman
PA Gaming Control Board
P. O. Box 69060
Harrisburg, PA 17106-9060

Dear Mr. Decker:

**SLOTS ARE NOT
WELCOME IN
BETHLEHEM!!!!!!
!!!!!!!!!!!!**

Sincerely,

Nancy Porambo
Nancy Porambo

WELCOME IN

DEBRA R. SMITH

March 3, 2006

Tad Decker, Chairman
PA Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Dear Mr. Decker:

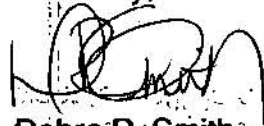
I am writing to express my opposition to a license for the Sands BethWorks Casino project in Bethlehem, Pennsylvania.

To me, Bethlehem is the Christmas City with a long rich history of people who work hard for what they achieve in life. A casino represents the very opposite of the work ethic I want to instill in our children.

A casino does not belong in the middle of a residential neighborhood. I realize that legislators in Harrisburg have chosen to bring the slots to Pennsylvania. However, I urge you to consider the negative impact a casino will have on a community such as Bethlehem—increased traffic in a residential neighborhood, increased crime towards property and people, and negative financial impact on local businesses.

I urge you to consider licenses to more destination-type locations and help preserve the quality of life in our community.

Sincerely,



Debra R. Smith

project in Bethlehem, Pennsylvania.

I am writing to express my opposition to a license for the Sands BethWorks Casino

Dear Mr. Decker:



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: GWENDOLYN-JANE ROMERIL

Address: _____

Telephone: _____

Organization, if any: _____

Employer: _____

COMMENTS: (Please use second page if more space is required)

I moved to Bethlehem because of its historic significance. It maintains its quiet beauty and charm even to this day. The architecture, the educational opportunities, the churches, the cultural heritage, all create an ideal community. People here care about their town and the people in it. Bethlehem is a thriving city with a small town feeling.

The advent of casinos and the atmosphere they bring are in direct opposition to the qualities our town now embodies. The noise, the traffic, the hordes of people who will come, the social consequences will change our town/city into something totally different than it is at present. The presence of casinos will tax our road system, our neighborhoods, our city employees (more litter, etc), and city government. The police will have no peace.

is detrimental to Bethlehem in every way.



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name:

Robert J. Romeril

Address:

Telephone:

Organization, if any:

I am not representing any organization

Employer:

Retired (Worked 41 years for Bethlehem Steel Corp)

COMMENTS: (Please use second page if more space is required)

100 lines

I am strongly opposed to slot machines/casinos in Bethlehem.

As for my qualifications to speak on and have an understanding of the needs of the City, I have lived in Bethlehem for 31 years. We raised our family of five children here. I have been active with the Boy Scouts, served on the Bethlehem Authority, and have been an active member of churches on both the south and north side of the City. In addition I have been a member of the Incorporated Trustees of the Diocese of Bethlehem, served as a governor of the Lehigh Valley Community Foundation, served as an officer and on the Board of the Bethlehem Historic District Association and served as President of the Greater Bethlehem Council of Churches.

Some of the reasons for my opposition are:

- The City of Bethlehem does not need slots to create a new identity- we have our own unique identity now. The Christmas City, which welcomes tens of thousands of visitors annually to the Bach Festival, Musikfest, Celtic Fest, the

Comments: Page 2 (continued)

- 3) The local neighborhood is low to middle income residents who already spend on the lottery - hope to get the easy access to gambling venue is likely to spend disaster for many.
- 4) My note is NO in Bethlehem, YES in Allentown

I, JOHN BONBLE verify that the information contained in this written comment is true and correct to the best of my knowledge and belief.

John W. Bonble



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name:

RICHARD J. KOVACH

Address:

Telephone

Organization, if any:

Employer:

ACCESS SERVICES, P.O. BOX 1100

COMMENTS: (Please use second page if more space is required)

I am opposed to putting a casino in Bethlehem or the surrounding area. I am a 3 year resident of Bethlehem and, in those years, I appreciated the fact that my children grew up in a community that had little crime, is safe and clean, and had a wholesome family environment. I'm afraid that with



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name:

Anne B. Kovach

Address:

Telephone:

Organization, if any:

Employer:

retired

COMMENTS: (Please use second page if more space is required)

I am against the proposed slots parlor or any other form of gambling/casino that may be proposed in the future for Bethlehem, Pa. I have been a resident of Bethlehem for 38 years. I am proud of our community, proud of its Moravian/Christian heritage, and proud it has not had the effects of gang and major drug-related crime as our neighboring cities. I want to be it that way. The long term effects of gambling are prostitution and social addictive behaviors in individuals and communities. Gambling and the cruce of the mor... it and the results of the mor... will not help but...



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slots operators:

Name: MARIE C. GUERRA

Address:

7

Telephon

Organization, if any -

Employer: SITE - BLAUVELT ENGINEERS

COMMENTS: (Please use reverse side if more space is required)

TRAFFIC CONCERNS: Right now we have an influx of new people from New Jersey and the roads are always crowded even in the afternoons.

CRIME: Between Bethlehem and Allentown there are now gangs, drugs and killings, we do need any more crime and the expense of connecting the problem.

LOCATION: The Casino in Bethlehem will be too close to Lehigh University and the



**Pennsylvania
Gaming Control Board**



**WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS**

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: JOHANNA F. BEES

Address: _____

Telephone: _____

Organization, if any: _____

Employer: _____

COMMENTS: (Please use second page if more space is required)

The Seal of the City of Bethlehem has a 5 pointed star representing Education, Religion, Industry (now H Tech), Music and Recreation.

Despite the decline of the once great Bethlehem Steel these points are still fully integrated in our fine city.

When the subject of a casino came to my attention I thought of the story of the Trojan Horse. Recently an editorial appeared in the morning call by Dexter Baker former CEO of Air Products.

Two minds with one thought but
world's apart on an educational level.
I thought wow!

Phanna Bees
anti gambling

HANOVER ENGINEERING ASSOCIATES, INC.

May 15, 2006

CERTIFIED MAIL 7004 2890 0002 7103 3268
RETURN RECEIPT REQUESTED

Michael P. Edmiston, Esquire
Director of Hearings and Appeals
Pennsylvania Gaming Control Board
P O Box 69060
Harrisburg, PA 17106

RE: Traffic Impact Study Evaluation
Written Comments
Sands BethWorks Gaming
Bethlehem, Pennsylvania
HEA Project LS06-28

Dear Attorney Edmiston:

Thank you for the opportunity you gave me to provide testimony at the Allentown Public Hearing on Friday, April 28, 2006. As Township Engineer for Lower Saucon Township, we have now finished our evaluation of the Traffic Impact Study presented by Sands BethWorks, Phase I for the Casino and retail development proposed in the City of Bethlehem, Northampton County.

We provide herewith one (1) copy of our completed report entitled:

“Traffic Impact Study Evaluation” prepared for Lower Saucon Township and prepared by Hanover Engineering Associates, Inc. dated May 12, 2006.

We provide this letter and report as part of the evidentiary record for the Board’s consideration when evaluating the Sands BethWorks’ application.

This report concludes that additional traffic impact evaluations should be undertaken by the applicant. The impacts of traffic on intersections outside the City of Bethlehem should be studied and the applicant should provide information on the source of funding that will be necessary for “mitigation” of those impacts.

Approval of this Casino without the identification of the source of funds for the increasing costs on impacted Municipalities will result in an unfair tax burden on those Municipalities.

Thank you for your inclusion of this letter and the Traffic Impact Evaluation included herewith as part of the record for these Hearings.

Respectfully,

HANOVER ENGINEERING ASSOCIATES, INC.


James B. Birdsall, PE
Township Engineer

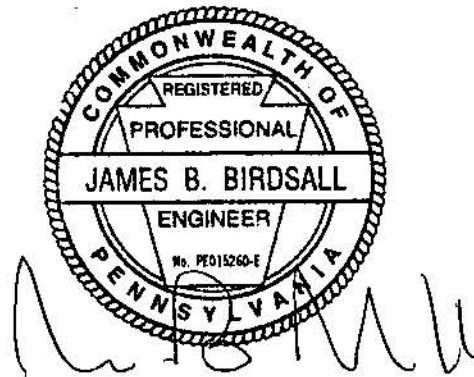
JBB:jlg/jlw

I:\Proj\LSauconTwp\LS06-28-SandsBethWorksTrafficStudy\Docs\05-15-06-TestimonyOpportunity.Jlg.doc

Enclosure

TRAFFIC IMPACT STUDY EVALUATION:

**Impacts of the Proposed
Sands Bethworks Phase 1 Casino / Retail Development
City of Bethlehem**



**Prepared for:
Lower Saucon Township
Northampton County, Pennsylvania**

**Prepared by:
Hanover Engineering Associates, Inc.
Bethlehem, Pennsylvania**

Dated May 12, 2006

TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	SITE GENERATED TRAFFIC	1
	A. Route 378 Corridor	3
	B. Route 412 Corridor	3
III.	INTERSECTION ANALYSIS.....	3
	A. Route 378 Intersections.....	3
	B. Route 412 Intersections.....	5
IV.	SUMMARY OF FINDINGS	8
	A. Route 378 Corridor	8
	B. Route 412 Corridor	9
V.	IMPACTS NOT CONSIDERED	10
VI.	ESTMATE OF COST FOR IMPROVING ROADS IN LOWER SAUCON TOWNSHIP	11
VII.	CONCLUSTIONS.....	11
	LIST OF EXHIBITS.....	Following Text

Sands Bethworks Traffic Distribution Plan
Trip Generation Comparison Chart
Casino Slot Machine Layout
Capacity and Level-of-Service Worksheets (Route 378 Intersections)
Capacity and Level-of Service Worksheets (Route 412 Intersections)

I. INTRODUCTION

In December 2005 a Traffic Impact Study (TIS) for the proposed Sands Bethworks Phase 1 Casino/Retail Development in Bethlehem City, Northampton County, Pennsylvania was prepared by Lublanecki Engineering, Inc. of Long Valley, New Jersey. Phase 1 of the proposed development will consist of two main components; a casino component and a retail component. A hotel, cinema, several restaurants, multi-purpose areas as well as parking facilities were also proposed. Phase 1 is expected to be completed in 2008.

The scope of the Sands Bethworks TIS included a very limited traffic impact area and failed to examine the potential impacts of roadways within and beyond of the City of Bethlehem. Lower Saucon Township, Northampton County immediately adjoins the southern boundary of the City of Bethlehem with the closest boundary being approximately one mile from the proposed site of the Sands Bethworks Casino.

The Sands Bethworks Traffic Study does not study the "spillover" of traffic that will be created by congested intersections in South Bethlehem. Individuals familiar with traffic patterns in South Bethlehem recognize that Hayes Street is a significant entrance and exit route for South Bethlehem and the Hayes Street traffic entering Lower Saucon Township has not been analyzed as part of the Sands Bethworks Traffic Study.

Several important roadways within the Township will carry traffic to and from the Sands Bethworks Development. This report was prepared to analyze the anticipated traffic impacts of the proposed development to intersections in Lower Saucon Township.

The following five intersections were analyzed as part of this report:

Route 378 Corridor

- SR 378 and North Mountain Drive/Puggy Lane
- SR 378 and Seidersville Road
- SR 378 and Black River Road

Route 412 Corridor

- SR 412 and Walnut Street (Borough of Hellertown)
- SR 412 and Polk Valley Road

II. SITE GENERATED TRAFFIC

Based on the information provided in the Sands Bethworks TIS, it is expected that during the weekday p.m. peak a total of 779 vehicles will enter the proposed casino/retail development while 672 vehicles will depart. The site generated weekday p.m. peak traffic volumes are summarized as follows:

PHASE 1 Weekday P.M. Peak Site Trip Generation		
Component	Enter	Exit
Casino	382	353
Retail	397	319
TOTAL	779	672

It is important to also note that the Sands Bethworks TIS only considered the impacts of Phase 1 and failed to clearly define project details needed to accurately assess the effects of Phase 1. The study lacked information regarding the proposed number of slot machines and casino/retail building square footage for the first phase. The study also assumes a high internal capture rate that minimizes the amount of site generated traffic and therefore minimizes the projected traffic impacts of Phase 1 on the surrounding area.

Based upon an article in a local newspaper, it is presumed that Phase 1 will have a casino component consisting of 3,000 slots. A comparison chart, provided at the end of this report, shows how Sand Bethworks casino trip generation compares to trip generation rates used in other traffic impact studies recently submitted to the Pennsylvania Gaming Board. This comparison chart shows that the Sands Bethworks TIS predicts 245 vehicles trips for each 1,000 slot machines for the typical weekday afternoon peak hour. The average prediction for 12 other similar casinos in Pennsylvania is 401 vehicle trips for each 1,000 slot machines. The Sands Bethworks TIS does not provide any justification for the predication of low traffic generation rates.

While different Casinos in different settings can be expected to result in different traffic generation rates, we do not see any justification for the Sands Bethworks to utilize a low traffic generation rate as compared to other Casinos studied in Pennsylvania. This Casino Complex will be accessible by public transportation and will be expected to have some private bus traffic but, it is not located in a downtown urban setting. It is anticipated that many customers will be approaching the Casino by personal vehicle, not public transportation or buses.

A casino slot machine layout figure, provided in Sands Bethworks Impact Report 5 for Emergency Services, shows an additional 72,000 sq.ft. area set aside for Phase 2 slot hall expansion. A copy of this figure also follows the text. The traffic impacts projected for Phase 2 was not studied in the Sands Bethworks TIS.

The combination of low predictions for traffic generation rates for slot machine casinos and the lack of an evaluation of Phase the 2 traffic increase may result in a serious underestimate of the traffic impact that is predicted to occur in South Bethlehem and surrounding municipalities.

A. Route 378 Corridor

The TIS predicts that 10% of the casino traffic and 10% of the retail traffic will originate from Route 378, south of Mountain Drive. This predicted distribution of traffic would add approximately 2,899 vehicles to the weekday Average Daily Traffic (ADT) and 145 vehicles during the weekday p.m. peak along the Route 378 Corridor in Lower Saucon Township. This new traffic would add approximately 6% to existing traffic volumes.

B. Route 412 Corridor

Route 412, south of I-78, is assigned 5% of the casino traffic and 15% of the retail traffic which would add approximately 3,346 vehicles to the weekday ADT and 145 additional vehicles to the weekday p.m. peak. This new traffic would add approximately 11% to existing traffic volumes.

III. INTERSECTION ANALYSIS

This report utilizes the prediction of traffic increase presented in the TIS and evaluates the capacity of the existing intersections in Lower Saucon Township for their ability to carry this additional traffic. The capacity analyses for this report were conducted in accordance with the methodology presented in the *Highway Capacity Manual* (HCM) through the use of the HCS+ software package. Highway capacity analysis uses Level of Service (LOS) to describe the operational conditions of an intersection. LOS ranges from "A" to "F", with "A" being the best operating condition and "F" being the worst. Generally, LOS "C" or better is desirable, but in areas with substantial traffic congestion or flows, LOS "D" is also considered acceptable.

Analyses for the following conditions were performed for each intersection:

- 2006 Existing Condition
- 2008 Base Condition (Background growth rate of 2% per year)
- 2008 With Development (The Phase 1 Casino/Retail)

Capacity/Level-of-Service analyses worksheets have been provided with this report.

A. Route 378 Intersections

Mountain Drive / Puggy Lane

Traffic volumes for the intersection of Route 378 at Mountain Drive / Puggy Lane were obtained from a 2005 traffic count prepared by Environmental Design and Engineering. Lane configuration and signal timing information were obtained from the 2001 Traffic Impact Study for Lehigh University prepared by the Newtown Engineering Group.

A predicted Phase 1 traffic volume of 145 vehicles along Route 378 represents an increase of north-south through traffic of approximately 6% during the weekday p.m. peak.

Route 378 and Mountain Drive / Puggy Lane WEEKDAY PM PEAK			
Approach	2006	2008 Base	2008 w/ Development
Eastbound	B	B	B
Westbound Left	C	C	C
Westbound Thru / Right	B	B	B
Northbound	A	A	A
Southbound	A	A	B
Overall Intersection	B	B	B

Seidersville Road

Traffic volumes for the intersection of Route 378 at Seidersville Road were obtained from the 1996 Saucon Valley Square Traffic Impact Study. Lane configuration and signal timing phasing was optimized to represent the maximum capacity of the intersection. Background traffic volumes were expanded by 2% per year to approximate current conditions.

The predicted Phase 1 traffic volume of 145 vehicles along Route 378 represents an 8% increase of north-south through traffic during the weekday p.m. peak.

Route 378 and Seidersville Road WEEKDAY PM PEAK *With Optimized Signal Timing (80s cycle)			
Approach	2006*	2008* Base	2008 w/ Development*
Eastbound	C	C	C
Westbound	C	C	C
Northbound Left	B	C	C
Northbound Thru / Right	B	B	B
Southbound Left	B	B	B
Southbound Thru / Right	B	C	C
Overall Intersection	B	C	C

Black River Road

Traffic volumes for the intersection of Route 378 at Black River Road were also obtained from the 1996 Saucon Valley Square Traffic Impact Study. Lane configuration and signal timing phasing were also optimized to represent the maximum capacity of the intersection.

The predicted Phase 1 traffic volume of 145 vehicles along Route 378 represents an 5% increase of north-south through traffic during the weekday p.m. peak.

Route 378 and Black River Road WEEKDAY PM PEAK *With Optimized Signal Timing (80s cycle)			
Approach	2006*	2008* Base	2008 w/ Development*
Eastbound	D	D	D
Westbound Left / Thru	C	C	C
Westbound Right	C	C	C
Northbound Left	B	C	C
Northbound Thru / Right	D	D	E
Southbound Left	D	D	D
Southbound Thru / Right	B	C	C
Overall Intersection	C	D	D

B. Route 412 Intersections

For the purposes of this analysis, 2 scenarios for traffic distribution were considered. Scenario 1 assumes that 80% of the Phase 1 traffic expected to travel north and south on Route 412, south of I-78, will pass through Hellertown Borough into Lower Saucon Township. During the p.m. peak hour, approximately 63 vehicles will travel north on Route 412 and 53 vehicles will travel south.

Scenario 2 assumes that 90% of the Phase 1 traffic will travel along this route. During the p.m. peak hour, approximately 71 vehicles will travel north on Route 412 and 60 vehicles will travel south.

Water Street (Borough of Hellertown)

This intersection is the most congested intersection along this Route 412 corridor. Since this report was prepared for Lower Saucon Township, no evaluation of this signalized intersection was included.

Based on the evaluation of the signalized intersection of Walnut Street and our general knowledge of traffic congestion in the area of Hellertown and Lower Saucon, we predict that the addition of the Phase 1 development traffic (approximately 145 north-south vehicles in the weekday p.m. peak hour) will increase delay currently experienced at this location.

Walnut Street (Borough of Hellertown)

Traffic volumes for Walnut Street were obtained from the 2006 Meadows Area Traffic Study prepared by Hanover Engineering, Inc. Currently this intersection has one approach lane in each direction; however a plan to install dedicated left turn lanes for each approach has been approved for construction. The analyses charts in this report are provided for both conditions.

During the weekday p.m. peak, the predicted Phase 1 traffic volume of 145 vehicles along Route 412 represents an increase of north-south through traffic of approximately 9% under scenario 1 and 10% under scenario 2.

Route 412 and Walnut Street (signalized) WEEKDAY PM PEAK (Existing with an one lane approach in each direction)				
Approach	2006	2008 Base	2008 Casino Scenario 1	2008 Casino Scenario 2
Eastbound	C	D	D	D
Westbound	C	C	C	C
Northbound	D	D	E	E
Southbound	B	B	B	B
Overall Intersection	C	C	D	D

Route 412 and Walnut Street (signalized) WEEKDAY PM PEAK (As proposed with a left turn lane in each direction)				
Approach	2006	2008 Base	2008 Casino Scenario 1	2008 Casino Scenario 2
Eastbound Left	C	C	C	C
Eastbound Thru /Right	C	C	C	C
Westbound Left	C	C	C	C
Westbound Thru /Right	C	C	C	C
Northbound Left	A	B	B	B
Northbound Thru /Right	B	B	B	C
Southbound Left	A	A	A	A
Southbound Thru /Right	B	B	B	B
Overall Intersection	B	B	B	B

Polk Valley Road

Traffic information for Polk Valley Road was also obtained from the previous referenced report by Hanover Engineering. Level-of-service summaries are provided for both the existing condition and the potential 4-way signalized intersection currently under consideration.

During the weekday p.m. peak, the predicted Phase 1 traffic volume of 145 vehicles along Route 412 represents an increase of north-south through traffic of approximately 12% under scenario 1 and 14% under scenario 2.

At SR 412 and Polk Valley (non-signalized) PM PEAK				
Approach	2006	2008 Base	2008 Casino Scenario 1	2008 Casino Scenario 2
Eastbound	n/a	n/a	n/a	n/a
Westbound	F	F (80)	F (113)	F (118)
Northbound	A	A	A	A
Southbound	A	A	B	B

At SR 412 and Polk Valley (Proposed Signalization) WEEKDAY PM PEAK *With Optimized Signal Timing (60s cycle)				
Approach	2006*	2008 Base*	2008 Casino Scenario 1*	2008 Casino Scenario 2*
Eastbound	C	C	C	C
Westbound Left / Thru	C	C	C	C
Westbound Right	C	C	C	C
Northbound Left	A	A	A	A
Northbound Thru / Right	A	A	A	A
Southbound Left	A	A	A	A
Southbound Thru / Right	A	A	A	A
Overall Intersection	A	A	A	A

IV. SUMMARY OF FINDINGS

A. Route 378 Corridor

Mountain Drive / Puggy Lane

Approaches at this intersection currently operate at LOS "C" or better and will continue to maintain existing LOS after the Phase 1 development in 2008.

Seidersville Road

With signal timing optimization, all approaches of this intersection operate at LOS "C" or better. In the 2008 base condition, background growth will cause the northbound left and southbound through/right movements to drop from a LOS "B" to "C". After the Phase 1 development, all approaches will continue to operate at LOS "C" or better.

Black River Road

With signal timing optimization, all approaches of this intersection operate at LOS "D" or better. Background growth will cause the northbound left and southbound through/right movements to drop from a LOS "B" to "C". After Phase 1 development, the northbound through/right movement will fall to a LOS "E". All other approaches will continue to operate at LOS "D" or better.

B. Route 412 Corridor

Walnut Street

All approaches currently operate at acceptable LOS. If this intersection remains as it is now, with one approach lane in each direction, then in 2008 the background growth will change the eastbound LOS from "C" to "D". The additional Phase 1 development traffic will cause the northbound approach LOS to drop from a "D" to "E" in 2008.

However if dedicated left turn lanes are installed at each approach, as shown on PennDOT's approved design, then the background growth will change the northbound left LOS from a "A" to "B". The Phase 1 development will then cause the northbound through /right LOS to drop from a "B" to "C" only under scenario 2 which assumes 90% of generated traffic will travel through this intersection.

Polk Valley Road

Currently the northbound and southbound approaches operate at LOS "A" while the westbound approach operates at LOS "F" with an average delay of 65 seconds. If this intersection remains unsignalized then the background growth will increase the westbound delay to 80 seconds. The traffic volume generated by the Phase 1 development will further increase the westbound delay in 2008 and the southbound approach LOS will drop from an "A" to "B".

With the addition of the traffic signal currently under consideration, all approaches will operate at a LOS "C" or better.

V. IMPACTS NOT CONSIDERED

The traffic generation and trip distribution methodologies utilized in the Sands Bethworks Traffic Impact Study underestimates predicted traffic increase, when compared to other similar studies done throughout the State. Further, the Sands Bethworks Traffic Impact Study fails to examine any potential impacts to key areas along Route 378 and Route 412 within or outside of the City of Bethlehem. Based upon our knowledge of the area, we predict that a significant number of vehicles will utilize Hayes Street, South Mountain Drive, Black River Road, Saucon Valley Road, and Mountain Drive North as alternate routes for approaching and leaving the Sands Bethworks Development. Increasing traffic volumes in South Bethlehem for traffic heading toward the Quakertown area and/or Coopersburg area will, in our opinion, utilize these routes. Portions of these routes are two-lane, 18-foot wide roads that are unsuitable for heavy traffic volumes.

Although the impacts of the through traffic north-south volume increases appear to be minimum, the potential impact of increased side street traffic resulting from the "spillover" traffic must be evaluated since the Sands Bethworks TIS did not provide predictions for this traffic. Intersections where these alternate routes connect to Route 378 are signalized, but increasing side-street traffic will have the potential for decreasing the intersection's "levels of service" and will increase the potential for congestion.

Many years ago, Lehigh University constructed a football stadium and convention hall in the south end of Bethlehem immediately adjacent to South Mountain Drive and Lower Saucon Township (the Stabler Complex). Over the past 20 years, events at this athletic and convention center area have caused extreme traffic congestion during the hours when people are approaching or leaving the complex. This traffic congestion has been occurring on the same roads that would be utilized as alternative routes for the Casino. During the congested periods, special traffic police management often has to be utilized to help control the traffic at unsignalized intersections and, even at one of the signalized intersections. The traffic backs up for miles in each direction on each of the approaching roads creating a gridlock that prevents fire and emergency vehicles from efficiently responding to fire or emergencies. Residents in the area are not able to conveniently come and go from their homes. Casino alternate route traffic through this area will create an additional burden to this congestion, especially if a special event or entertainment at the Sands Bethworks is occurring simultaneously with one or more events at the athletic and convention center (Stabler Complex) on the Campus of Lehigh University.

The Township has already been required to spend over \$400,000 to an intersection on South Mountain Drive to help accommodate this Stabler Complex traffic, even though the intersection was located at the intersection of two State roads and a City street.

VI. ESTIMATE OF COST FOR IMPROVING ROADS WITHIN LOWER SAUCON TOWNSHIP

The intersections and roadways in Lower Saucon Township that will be impacted by Casino traffic have not been studied as part of the Sands Bethworks Traffic Impact Study. Expected impacts, however, may create a need for intersection improvements and improvements along roadways on these alternate routes.

Improvements at signalized intersections typically include the construction of new approach lanes for stacking of traffic and new traffic signals. Such improvements cost \$500,000 to \$1,000,000 per intersection, for intersections of the type located in Lower Saucon Township.

Depending upon the alternate routes utilized by spillover traffic, three or four (3 or 4) intersections will need to be improved in Lower Saucon Township. Costs of intersection improvements, therefore, could range from \$1,500,000 to \$4,000,000.

In addition to intersection improvements, road widening, and/or shoulder and drainage improvements may be necessary to handle increases in traffic volume. Utilizing very rough estimates, drainage, shoulder and road improvements along alternative routes would cost \$2,000,000 to \$3,000,000.

To date, the Township does not know of any funding source that would be available to help with the financing of all or a portion of these improvements.

VII. CONCLUSIONS

The Sands Bethworks, Phase I Traffic Impact Study does not predict the full impact of traffic that would be generated by this project. Specifically, traffic generation is under predicted and trip distribution models do not evaluate traffic that will be diverted onto local roads in Lower Saucon Township. Further, intersections along State Route 378 and State Route 412, immediately south of the City of Bethlehem, have not been evaluated for a study of impacts the proposed Casino traffic will create.

Rough estimates of costs that may be needed to improve local roads and/or intersections along State Route 378 and State Route 412 range from \$3.5 million to \$7.0 million.

The Sands Bethworks Traffic Impact Study does not evaluate those impacts or provide any cost estimates for mitigation of impacts that are predicted to occur on these roads and at these intersections.

Lower Saucon Township has not been able to identify any source of funding for providing mitigation for these traffic impacts.

It is recommended that the Sands Bethworks Traffic Impact Study be provided to address these impacts and identify a source of funding for mitigation of these impacts prior to approval of the Casino.



LEGEND

→ 5% DIRECTION DISTRIBUTION OF TRAFFIC

73 WEEKDAY PM PEAK HOUR VOLUME

NETWORKS TRAFFIC DISTRIBUTION (PHASE 1)

LOWER SAUCON TOWNSHIP & SURROUNDING COMMUNITIES

NORTHAMPTON COUNTY

PENNSYLVANIA

PROJECT NO.

LS06-2

SHEET NO.

1 of 1

DRAWN BY:

JAM

CHECKED BY:

JBB

DATE:

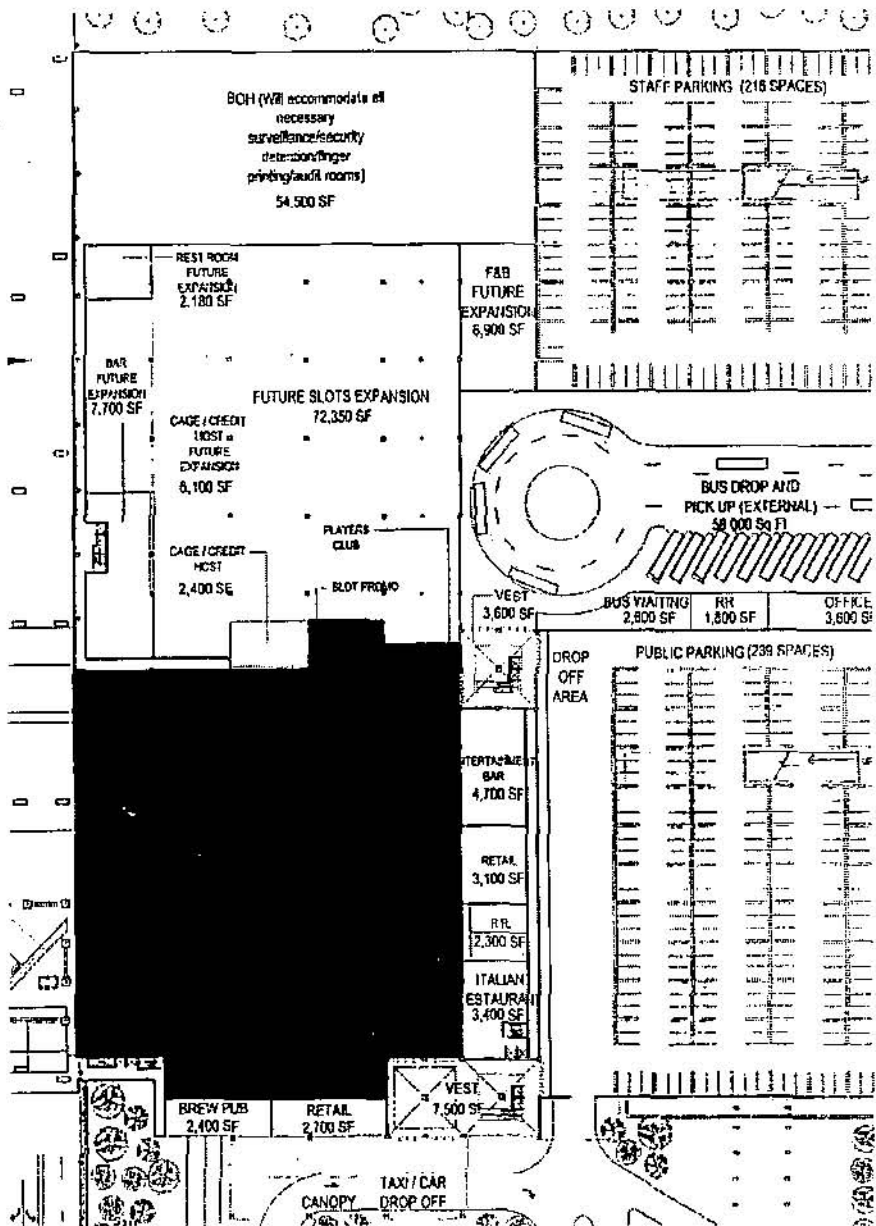
5-12-2006

SCALE:

1" = 2,000'

TRIP GENERATION COMPARISON CHART

Development Name	Hearing Location	# SLOTS	Retail Dining	Movie	Hotel	CASINO ONLY *				
						PM In /Out	# Trips Per 1000 Slots	SAT-MD In / Out	# Trips Per 1000 Slots	
Boyd-Gaming	Lehigh	5,000	Y	N	Y	1205/1205*	482	1669/1669*	668	Study 5 sim
Aztar Corp	Lehigh	5,000	Y	N	Y	n/a	n/a	n/a	n/a	Study doc
Beth Works	Lehigh	3,000	Y	Y	Y	382/353*	245	768/768*	512	Based on P
Crossroads	Gettysburg	3,000	N	Y	N	375/261*	212	764/394*	386	Based on
Presque Isle Downs	Erie	2,000	Y	N	N	1633/313	n/a	n/a	n/a	Based on C
Mt Airy #1 LLC	Poconos	3,000	Y	N	Y	592/428*	340	638/502*	380	Based on
Manor Investors L.P.	Poconos	5,000	Y	Y	Y	1800/1650*	690	1800/1650*	690	ITE Journa
Downs Racing L.P.	Poconos	2,000	Y	N	N	425/425*	425	652/492*	572	Case Stud
Woodland LLC	Fayette	500	Y	N	N	155/140*	590	170/150*	640	ITE Trip Ge
Mountainview	Harrisburg	3,000	Y	N	N	350/244	n/a	715/368	n/a	Studied 1
HSP Gaming	Philadelphia	5,000	Y	N	N	756/755*	302	n/a	n/a	Philly Gam
Keystone (Trump)	Philadelphia	5,000	Y	Y	Y	750/250*	200	688/562*	250	Profession
Philly Ent. & Dev.	Philadelphia	5,000	Y	N	Y	440/210*	130	690/425*	223	Based on P
Pinnacle Ent.	Philadelphia	5,000	Y	Y	Y	931/859	n/a	665/605	n/a	Studied 3
Riverwalk Casino	Philadelphia	5,000	Y	N	N	740/690	n/a	1010/900	n/a	Studied 3 f
Chester Downs	Philadelphia	5,000	Y	N	N	1100/800	n/a	1100/800	n/a	Studied 2
Greenwood Gaming	Philadelphia	3,000	Y	N	N	558/516*	358	476/280*	252	Studied 3 f
IOC Pittsburgh	Pittsburgh	5,000	Y	N	Y	1176/1280*	491	1652/1906*	712	Studied 1
PITG-Gaming	Pittsburgh	5,000	Y	N	N	1350/1050	n/a	n/a	n/a	ITE literatu
Station Square	Pittsburgh	4,000	Y	N	N	1298/1452	n/a	n/a	n/a	ITE Resear
Washington Trotting	Pittsburgh	3,000	Y	N	Y	930/840*	590	1020/900*	640	ITE Code 4



SURVEILLANCE CAMERAS

Slot Areas	123 PTZs
Progressive JP	1 Fixed Camera
STRT	38 Fixed Cameras
Caged Areas	3 Fixed Cameras
	1 PTZ Per Four C
	4 to 6 Fixed, 1 PT
	4 to 6 Fixed, 1 PT
	8 Fixed, 2 PTZs
	16 Fixed, 3 PTZs

All Cameras recorded on Digital record
30 to 60 frames per second.

⊙ Camera Location

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description Existing Condition Mountian Drive at Route 378										
Capacity Analysis										
	EB		WB			NB		SB		
Lane Group	LTR		L	TR		LTR		T		
Adjusted Flow Rate	41		201	85		940		1052		
Satflow Rate	1758		1322	1604		3119		3360		
Lost Time	2.0		2.0	2.0		2.0		2.0		
Green Ratio	0.25		0.25	0.25		0.57		0.57		
Lane Group Capacity	440		331	401		1767		1904		
v/c Ratio	0.09		0.61	0.21		0.53		0.55		
Flow Ratio	0.02		0.15	0.05		0.30		0.31		
Critical Lane Group	N		Y	N		N		Y		
Sum Flow Ratios	0.47									
Lost Time/Cycle	11.00									
Critical v/c Ratio	0.57									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB		SB		
Lane Group	LTR		L	TR		LTR		T		
Adjusted Flow Rate	41		201	85		940		1052		
Lane Group Capacity	440		331	401		1767		1904		
v/c Ratio	0.09		0.61	0.21		0.53		0.55		
Green Ratio	0.25		0.25	0.25		0.57		0.57		
Uniform Delay d_1	17.3		19.9	17.8		8.1		8.2		
Delay Factor k	0.11		0.19	0.11		0.50		0.50		
Incremental Delay d_2	0.1		3.2	0.3		1.2		1.2		
PF Factor	1.000		1.000	1.000		1.000		1.000		
Control Delay	17.4		23.1	18.1		9.2		9.4		
Lane Group LOS	B		C	B		A		A		
Approach Delay	17.4		21.6			9.2		9.4		
Approach LOS	B		C			A		A		
Intersection Delay	11.0		Intersection LOS					B		

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description 2008 Base Condition Mountian Drive at Route 378										
Capacity Analysis										
	EB		WB		NB		SB			
Lane Group	LTR		L	TR		LTR		T		
Adjusted Flow Rate	46		209	90		979		1094		
Satflow Rate	1750		1316	1610		3111		3360		
Lost Time	2.0		2.0	2.0		2.0		2.0		
Green Ratio	0.25		0.25	0.25		0.57		0.57		
Lane Group Capacity	438		329	403		1763		1904		
v/c Ratio	0.11		0.64	0.22		0.56		0.57		
Flow Ratio	0.03		0.16	0.06		0.31		0.33		
Critical Lane Group	N		Y	N		N		Y		
Sum Flow Ratios	0.48									
Lost Time/Cycle	11.00									
Critical v/c Ratio	0.59									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB		NB		SB			
Lane Group	LTR		L	TR		LTR		T		
Adjusted Flow Rate	46		209	90		979		1094		
Lane Group Capacity	438		329	403		1763		1904		
v/c Ratio	0.11		0.64	0.22		0.56		0.57		
Green Ratio	0.25		0.25	0.25		0.57		0.57		
Uniform Delay d_1	17.3		20.1	17.9		8.2		8.4		
Delay Factor k	0.11		0.22	0.11		0.50		0.50		
Incremental Delay d_2	0.1		4.0	0.3		1.3		1.3		
PF Factor	1.000		1.000	1.000		1.000		1.000		
Control Delay	17.4		24.1	18.2		9.5		9.6		
Lane Group LOS	B		C	B		A		A		
Approach Delay	17.4		22.3			9.5		9.6		
Approach LOS	B		C			A		A		
Intersection Delay	11.3		Intersection LOS						B	

CAPACITY AND LOS WORKSHEET									
General Information									
Project Description 2008 Build Condition Mountain Drive at Route 378									
Capacity Analysis									
	EB		WB		NB		SB		
Lane Group	LTR		L	TR		LTR		T	
Adjusted Flow Rate	46		209	90		1048		1158	
Satflow Rate	1750		1316	1610		3114		3360	
Lost Time	2.0		2.0	2.0		2.0		2.0	
Green Ratio	0.25		0.25	0.25		0.57		0.57	
Lane Group Capacity	438		329	403		1765		1904	
v/c Ratio	0.11		0.64	0.22		0.59		0.61	
Flow Ratio	0.03		0.16	0.06		0.34		0.34	
Critical Lane Group	N		Y	N		N		Y	
Sum Flow Ratios	0.50								
Lost Time/Cycle	11.00								
Critical v/c Ratio	0.62								
Lane Group Capacity, Control Delay, and LOS Determination									
	EB		WB		NB		SB		
Lane Group	LTR		L	TR		LTR		T	
Adjusted Flow Rate	46		209	90		1048		1158	
Lane Group Capacity	438		329	403		1765		1904	
v/c Ratio	0.11		0.64	0.22		0.59		0.61	
Green Ratio	0.25		0.25	0.25		0.57		0.57	
Uniform Delay d_1	17.3		20.1	17.9		8.5		8.6	
Delay Factor k	0.11		0.22	0.11		0.50		0.50	
Incremental Delay d_2	0.1		4.0	0.3		1.5		1.5	
PF Factor	1.000		1.000	1.000		1.000		1.000	
Control Delay	17.4		24.1	18.2		10.0		10.1	
Lane Group LOS	B		C	B		A		B	
Approach Delay	17.4		22.3		10.0		10.1		
Approach LOS	B		C		A		B		
Intersection Delay	11.6		Intersection LOS				B		

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Seidersville Rd at Route 378 2006 Base Optimized</i>										
Capacity Analysis										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		L	TR		L	TR	
Adjusted Flow Rate	150		153		22	778		98	950	
Satflow Rate	1494		1460		187	3260		1762	1849	
Lost Time	2.0		2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.25		0.25		0.46	0.46		0.61	0.61	
Lane Group Capacity	374		365		90	1508		507	1133	
v/c Ratio	0.40		0.42		0.24	0.52		0.19	0.84	
Flow Ratio	0.10		0.10		0.12	0.24		0.00	0.51	
Critical Lane Group	N		Y			N			Y	
Sum Flow Ratios	0.62									
Lost Time/Cycle	11.00									
Critical v/c Ratio	0.72									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		L	TR		L	TR	
Adjusted Flow Rate	150		153		22	778		98	950	
Lane Group Capacity	374		365		90	1508		507	1133	
v/c Ratio	0.40		0.42		0.24	0.52		0.19	0.84	
Green Ratio	0.25		0.25		0.46	0.46		0.61	0.61	
Uniform Delay d_1	25.0		25.1		13.0	15.2		10.9	12.3	
Delay Factor k	0.11		0.11		0.50	0.50		0.11	0.50	
Incremental Delay d_2	0.7		0.8		6.4	1.3		0.2	7.5	
PF Factor	1.000		1.000		1.000	1.000		1.000	1.000	
Control Delay	25.7		25.9		19.4	16.4		11.1	19.8	
Lane Group LOS	C		C		B	B		B	B	
Approach Delay	25.7		25.9		16.5		19.0			
Approach LOS	C		C		B		B			
Intersection Delay	19.0		Intersection LOS				B			

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Seidersville Rd at Route 378 2008 Base Optimized</i>											
Capacity Analysis											
	EB		WB		NB		SB				
Lane Group	LTR		LTR		L	TR		L	TR		
Adjusted Flow Rate	160		166		24	811		102	988		
Satflow Rate	1500		1452		187	3258		1762	1848		
Lost Time	2.0		2.0		2.0	2.0		2.0	2.0		
Green Ratio	0.25		0.25		0.46	0.46		0.61	0.61		
Lane Group Capacity	375		363		90	1507		494	1132		
v/c Ratio	0.43		0.46		0.27	0.54		0.21	0.87		
Flow Ratio	0.11		0.11		0.13	0.25		0.00	0.53		
Critical Lane Group	N		Y			N			Y		
Sum Flow Ratios	0.65										
Lost Time/Cycle	11.00										
Critical v/c Ratio	0.75										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB		NB		SB				
Lane Group	LTR		LTR		L	TR		L	TR		
Adjusted Flow Rate	160		166		24	811		102	988		
Lane Group Capacity	375		363		90	1507		494	1132		
v/c Ratio	0.43		0.46		0.27	0.54		0.21	0.87		
Green Ratio	0.25		0.25		0.46	0.46		0.61	0.61		
Uniform Delay d_1	25.2		25.4		13.2	15.4		11.5	12.9		
Delay Factor k	0.11		0.11		0.50	0.50		0.11	0.50		
Incremental Delay d_2	0.8		0.9		7.1	1.4		0.2	9.4		
PF Factor	1.000		1.000		1.000	1.000		1.000	1.000		
Control Delay	26.0		26.3		20.3	16.8		11.7	22.3		
Lane Group LOS	C		C		C	B		B	C		
Approach Delay	26.0		26.3		16.9		21.3				
Approach LOS	C		C		B		C				
Intersection Delay	20.4		Intersection LOS				C				

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description: <i>Seidersville Rd at Route 378 2008 Developed Optimized</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	LTR			LTR			L	TR		L	TR	
Adjusted Flow Rate	160			156			24	880		102	1081	
Satflow Rate	1500			1452			187	3261		1762	1849	
Lost Time	2.0			2.0			2.0	2.0		2.0	2.0	
Green Ratio	0.25			0.25			0.46	0.46		0.61	0.61	
Lane Group Capacity	375			363			90	1508		468	1133	
v/c Ratio	0.43			0.46			0.27	0.58		0.22	0.95	
Flow Ratio	0.11			0.11			0.13	0.27		0.00	0.58	
Critical Lane Group	N			Y				N			Y	
Sum Flow Ratios	0.70											
Lost Time/Cycle	11.00											
Critical v/c Ratio	0.81											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	LTR			LTR			L	TR		L	TR	
Adjusted Flow Rate	160			166			24	880		102	1081	
Lane Group Capacity	375			363			90	1508		468	1133	
v/c Ratio	0.43			0.46			0.27	0.58		0.22	0.95	
Green Ratio	0.25			0.25			0.46	0.46		0.61	0.61	
Uniform Delay d_1	25.2			25.4			13.2	15.8		12.6	14.5	
Delay Factor k	0.11			0.11			0.50	0.50		0.11	0.50	
Incremental Delay d_2	0.8			0.9			7.1	1.7		0.2	17.8	
PF Factor	1.000			1.000			1.000	1.000		1.000	1.000	
Control Delay	26.0			26.3			20.3	17.5		12.8	32.2	
Lane Group LOS	C			C			C	B		B	C	
Approach Delay	26.0			26.3			17.6			30.5		
Approach LOS	C			C			B			C		
Intersection Delay	25.1			Intersection LOS						C		

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Black River Rd at Rt 378, 2006 Base Optimized</i>											
Capacity Analysis											
	EB		WB			NB			SB		
Lane Group		LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate		200		129	172	31	967		251	1085	
Satflow Rate		1270		1783	1568	159	1784		1719	1805	
Lost Time		2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio		0.21		0.21	0.21	0.56	0.56		0.69	0.69	
Lane Group Capacity		270		379	333	90	1004		306	1241	
v/c Ratio		0.74		0.34	0.52	0.34	0.96		0.82	0.87	
Flow Ratio		0.16		0.07	0.11	0.19	0.54		0.09	0.60	
Critical Lane Group		Y		N	N		N		Y	N	
Sum Flow Ratios	0.82										
Lost Time/Cycle	8.00										
Critical v/c Ratio	0.91										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB			NB			SB		
Lane Group		LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate		200		129	172	31	967		251	1085	
Lane Group Capacity		270		379	333	90	1004		306	1241	
v/c Ratio		0.74		0.34	0.52	0.34	0.96		0.82	0.87	
Green Ratio		0.21		0.21	0.21	0.56	0.56		0.69	0.69	
Uniform Delay d_1		29.4		26.7	27.9	9.5	16.7		31.1	9.8	
Delay Factor k		0.30		0.11	0.12	0.50	0.50		0.36	0.50	
Incremental Delay d_2		10.4		0.5	1.4	10.2	20.8		16.1	8.7	
PF Factor		1.000		1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay		39.9		27.3	29.3	19.7	37.5		47.2	18.5	
Lane Group LOS		D		C	C	B	D		D	B	
Approach Delay	39.9		28.4			36.9			23.9		
Approach LOS	D		C			D			C		
Intersection Delay	30.1		Intersection LOS						C		

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Black River Rd at Rt 378, 2008 Base Optimized</i>										
Capacity Analysis										
	EB		WB			NB		SB		
Lane Group	LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate	210		135	180	32	1013		263	1137	
Satflow Rate	1219		1782	1568	159	1784		1719	1805	
Lost Time	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.21		0.21	0.21	0.56	0.56		0.69	0.69	
Lane Group Capacity	259		379	333	90	1004		306	1241	
v/c Ratio	0.81		0.36	0.54	0.36	1.01		0.86	0.92	
Flow Ratio	0.17		0.08	0.11	0.20	0.57		0.10	0.63	
Critical Lane Group	Y		N	N		Y		Y	N	
Sum Flow Ratios	0.84									
Lost Time/Cycle	10.00									
Critical v/c Ratio	0.96									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB		SB		
Lane Group	LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate	210		135	180	32	1013		263	1137	
Lane Group Capacity	259		379	333	90	1004		306	1241	
v/c Ratio	0.81		0.36	0.54	0.36	1.01		0.86	0.92	
Green Ratio	0.21		0.21	0.21	0.56	0.56		0.69	0.69	
Uniform Delay d_1	30.0		26.8	28.0	9.6	17.5		31.2	10.6	
Delay Factor k	0.35		0.11	0.14	0.50	0.50		0.39	0.50	
Incremental Delay d_2	17.4		0.6	1.8	10.6	30.6		21.1	12.0	
PF Factor	1.000		1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	47.4		27.4	29.8	20.2	48.1		52.3	22.6	
Lane Group LOS	D		C	C	C	D		D	C	
Approach Delay	47.4		28.8			47.3		28.2		
Approach LOS	D		C			D		C		
Intersection Delay	36.3		Intersection LOS					D		

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Black River Rd at Rt 378, 2008 Build Optimized</i>										
Capacity Analysis										
	EB		WB			NB		SB		
Lane Group	LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate	210		135	180	32	1081		263	1197	
Satflow Rate	1219		1782	1568	159	1785		1719	1806	
Lost Time	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.21		0.21	0.21	0.56	0.56		0.69	0.69	
Lane Group Capacity	259		379	333	90	1004		306	1242	
v/c Ratio	0.81		0.36	0.54	0.36	1.08		0.86	0.96	
Flow Ratio	0.17		0.08	0.11	0.20	0.61		0.10	0.66	
Critical Lane Group	Y		N	N		Y		Y	N	
Sum Flow Ratios	0.88									
Lost Time/Cycle	10.00									
Critical v/c Ratio	1.00									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB		SB		
Lane Group	LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate	210		135	180	32	1081		263	1197	
Lane Group Capacity	259		379	333	90	1004		306	1242	
v/c Ratio	0.81		0.36	0.54	0.36	1.08		0.86	0.96	
Green Ratio	0.21		0.21	0.21	0.56	0.56		0.69	0.69	
Uniform Delay d_1	30.0		26.8	28.0	9.6	17.5		32.0	11.6	
Delay Factor k	0.35		0.11	0.14	0.50	0.50		0.39	0.50	
Incremental Delay d_2	17.4		0.6	1.8	10.6	51.4		21.1	18.2	
PF Factor	1.000		1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	47.4		27.4	29.8	20.2	68.9		53.0	29.8	
Lane Group LOS	D		C	C	C	E		D	C	
Approach Delay	47.4		28.8			67.5		34.0		
Approach LOS	D		C			E		C		
Intersection Delay	46.4		Intersection LOS					D		

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description: <i>Walnut Street at Route 412, 2008 Base w/ ex. lane design</i>										
Capacity Analysis										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		LTR		LTR		LTR	
Adjusted Flow Rate	298		216		983		703			
Satflow Rate	1578		1221		1587		1807			
Lost Time	2.0		2.0		2.0		2.0			
Green Ratio	0.25		0.25		0.61		0.61			
Lane Group Capacity	395		305		962		1095			
v/c Ratio	0.75		0.71		1.02		0.64			
Flow Ratio	0.19		0.18		0.62		0.39			
Critical Lane Group	Y		N		Y		N			
Sum Flow Ratios	0.81									
Lost Time/Cycle	11.50									
Critical v/c Ratio	0.94									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		LTR		LTR		LTR	
Adjusted Flow Rate	298		216		983		703			
Lane Group Capacity	395		305		962		1095			
v/c Ratio	0.75		0.71		1.02		0.64			
Green Ratio	0.25		0.25		0.61		0.61			
Uniform Delay d_1	27.7		27.3		15.8		10.2			
Delay Factor k	0.31		0.27		0.50		0.50			
Incremental Delay d_2	8.1		7.4		34.7		2.9			
PF Factor	1.000		1.000		1.000		1.000			
Control Delay	35.8		34.7		50.4		13.0			
Lane Group LOS	D		C		D		B			
Approach Delay	35.8		34.7		50.4		13.0			
Approach LOS	D		C		D		B			
Intersection Delay	34.9		Intersection LOS				C			

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Walnut Street at Route 412, 2008 Base w/ prop. lane design</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	42	256		73	143		113	870		21	682	
Satflow Rate	1216	1669		907	1797		531	1861		315	1879	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.25	0.25		0.25	0.25		0.61	0.61		0.61	0.61	
Lane Group Capacity	304	417		227	449		322	1128		191	1139	
v/c Ratio	0.14	0.61		0.32	0.32		0.35	0.77		0.11	0.60	
Flow Ratio	0.03	0.15		0.08	0.08		0.21	0.47		0.07	0.36	
Critical Lane Group		Y			N			Y			N	
Sum Flow Ratios	0.62											
Lost Time/Cycle	11.50											
Critical v/c Ratio	0.73											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	42	256		73	143		113	870		21	682	
Lane Group Capacity	304	417		227	449		322	1128		191	1139	
v/c Ratio	0.14	0.61		0.32	0.32		0.35	0.77		0.11	0.60	
Green Ratio	0.25	0.25		0.25	0.25		0.61	0.61		0.61	0.61	
Uniform Delay d_1	23.3	26.6		24.5	24.4		7.9	11.6		6.6	9.7	
Delay Factor k	0.11	0.20		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d_2	0.2	2.7		0.8	0.4		3.0	5.1		1.2	2.3	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	23.5	29.3		25.3	24.9		10.9	16.8		7.8	12.1	
Lane Group LOS	C	C		C	C		B	B		A	B	
Approach Delay	28.5			25.0			16.1			11.9		
Approach LOS	C			C			B			B		
Intersection Delay	17.3			Intersection LOS						B		

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Walnut Street at Rt 412, 2008 Develop w/ex. design Scenario 1</i>										
Capacity Analysis										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		LTR		LTR			
Adjusted Flow Rate	298		216		1054		759			
Satflow Rate	1578		1221		1581		1806			
Lost Time	2.0		2.0		2.0		2.0			
Green Ratio	0.25		0.25		0.61		0.61			
Lane Group Capacity	395		305		958		1095			
v/c Ratio	0.75		0.71		1.10		0.69			
Flow Ratio	0.19		0.18		0.67		0.42			
Critical Lane Group	Y		N		Y		N			
Sum Flow Ratios	0.86									
Lost Time/Cycle	11.50									
Critical v/c Ratio	1.00									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		LTR		LTR			
Adjusted Flow Rate	298		216		1054		759			
Lane Group Capacity	395		305		958		1095			
v/c Ratio	0.75		0.71		1.10		0.69			
Green Ratio	0.25		0.25		0.61		0.61			
Uniform Delay d_1	27.7		27.3		15.8		10.7			
Delay Factor k	0.31		0.27		0.50		0.50			
Incremental Delay d_2	8.1		7.4		60.5		3.6			
PF Factor	1.000		1.000		1.000		1.000			
Control Delay	35.8		34.7		76.2		14.3			
Lane Group LOS	D		C		E		B			
Approach Delay	35.8		34.7		76.2		14.3			
Approach LOS	D		C		E		B			
Intersection Delay	47.0		Intersection LOS				D			

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Walnut Street at Rt 412, 2008 Develop w/ex.design Scenario 2</i>										
Capacity Analysis										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		LTR		LTR			
Adjusted Flow Rate	298		216		1063		766			
Satflow Rate	1578		1221		1581		1806			
Lost Time	2.0		2.0		2.0		2.0			
Green Ratio	0.25		0.25		0.61		0.61			
Lane Group Capacity	395		305		958		1095			
v/c Ratio	0.75		0.71		1.11		0.70			
Flow Ratio	0.19		0.18		0.67		0.42			
Critical Lane Group	Y		N		Y		N			
Sum Flow Ratios	0.86									
Lost Time/Cycle	11.50									
Critical v/c Ratio	1.01									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB		NB		SB			
Lane Group	LTR		LTR		LTR		LTR			
Adjusted Flow Rate	298		216		1063		766			
Lane Group Capacity	395		305		958		1095			
v/c Ratio	0.75		0.71		1.11		0.70			
Green Ratio	0.25		0.25		0.61		0.61			
Uniform Delay d_1	27.7		27.3		15.8		10.8			
Delay Factor k	0.31		0.27		0.50		0.50			
Incremental Delay d_2	8.1		7.4		64.0		3.7			
PF Factor	1.000		1.000		1.000		1.000			
Control Delay	35.8		34.7		79.7		14.5			
Lane Group LOS	D		C		E		B			
Approach Delay	35.8		34.7		79.7		14.5			
Approach LOS	D		C		E		B			
Intersection Delay	48.7		Intersection LOS				D			

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Walnut St at Rt 412, 2008 Develop w/prop design Scenario 1</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	42	256		73	143		113	941		21	738	
Satflow Rate	1216	1669		907	1797		466	1863		234	1879	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.25	0.25		0.25	0.25		0.61	0.61		0.61	0.61	
Lane Group Capacity	304	417		227	449		283	1129		142	1139	
v/c Ratio	0.14	0.61		0.32	0.32		0.40	0.83		0.15	0.65	
Flow Ratio	0.03	0.15		0.08	0.08		0.24	0.51		0.09	0.39	
Critical Lane Group		Y			N			Y			N	
Sum Flow Ratios	0.66											
Lost Time/Cycle	11.50											
Critical v/c Ratio	0.77											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	42	256		73	143		113	941		21	738	
Lane Group Capacity	304	417		227	449		283	1129		142	1139	
v/c Ratio	0.14	0.61		0.32	0.32		0.40	0.83		0.15	0.65	
Green Ratio	0.25	0.25		0.25	0.25		0.61	0.61		0.61	0.61	
Uniform Delay d_1	23.3	26.6		24.5	24.4		8.2	12.5		6.8	10.2	
Delay Factor k	0.11	0.20		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d_2	0.2	2.7		0.8	0.4		4.2	7.3		2.2	2.9	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	23.5	29.3		25.3	24.9		12.3	19.8		9.0	13.1	
Lane Group LOS	C	C		C	C		B	B		A	B	
Approach Delay	28.5			25.0			19.0			13.0		
Approach LOS	C			C			B			B		
Intersection Delay	18.8			Intersection LOS						B		

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Walnut St at Rt 412, 2008 Develop w/prop design Scenario 2</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	42	256		73	143		113	950		21	745	
Satflow Rate	1216	1669		907	1797		457	1863		224	1879	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.25	0.25		0.25	0.25		0.61	0.61		0.61	0.61	
Lane Group Capacity	304	417		227	449		277	1129		136	1139	
v/c Ratio	0.14	0.61		0.32	0.32		0.41	0.84		0.15	0.65	
Flow Ratio	0.03	0.15		0.08	0.08		0.25	0.51		0.09	0.40	
Critical Lane Group		Y			N			Y			N	
Sum Flow Ratios	0.66											
Lost Time/Cycle	11.50											
Critical v/c Ratio	0.77											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	42	256		73	143		113	950		21	745	
Lane Group Capacity	304	417		227	449		277	1129		136	1139	
v/c Ratio	0.14	0.61		0.32	0.32		0.41	0.84		0.15	0.65	
Green Ratio	0.25	0.25		0.25	0.25		0.61	0.61		0.61	0.61	
Uniform Delay d_1	23.3	26.6		24.5	24.4		8.2	12.7		6.8	10.3	
Delay Factor k	0.11	0.20		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d_2	0.2	2.7		0.8	0.4		4.4	7.6		2.4	2.9	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	23.5	29.3		25.3	24.9		12.6	20.3		9.2	13.2	
Lane Group LOS	C	C		C	C		B	C		A	B	
Approach Delay	28.5			25.0			19.5			13.1		
Approach LOS	C			C			B			B		
Intersection Delay	19.0			Intersection LOS						B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	NLJ			Intersection	Polk Valley Road at SR 412			
Agency/Co.	HEA			Jurisdiction	Lower Saucon Twp-Northampton			
Date Performed	3/8/2006			Analysis Year	2006			
Analysis Time Period	Existing PM Peak							
Project Description LS 05-90 Polk Valley Traffic Signal								
East/West Street: Polk Valley Road				North/South Street: SR 412				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		733	54	30	666			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.95	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	61	0	22		
Percent Heavy Vehicles	0	--	--	4	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				53		19		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.86	1.00	0.86		
Hourly Flow Rate, HFR (veh/h)	31	701	0	0	788	58		
Percent Heavy Vehicles	0	0	0	6	0	6		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		31		83				
C (m) (veh/h)		782		137				
v/c		0.04		0.61				
95% queue length		0.12		3.15				
Control Delay (s/veh)		9.8		65.2				
LOS		A		F				

Approach Delay (s/veh)	--	--	65.2	
Approach LOS	--	--	F	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	NLJ				Intersection	Polk Valley Road at SR 412		
Agency/Co.	HEA				Jurisdiction	Lower Saucon Twp-Northampton		
Date Performed	4/17/2006				Analysis Year	2006		
Analysis Time Period	2008 base							
Project Description LS 05-90 Polk Valley Traffic Signal								
East/West Street: Polk Valley Road					North/South Street: SR 412			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		762	56	31	693			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.95	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	63	0	23		
Percent Heavy Vehicles	0	-	-	4	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				55		20		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.86	1.00	0.86		
Hourly Flow Rate, HFR (veh/h)	32	729	0	0	819	60		
Percent Heavy Vehicles	0	0	0	6	0	6		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		32		86				
C (m) (veh/h)		760		126				
v/c		0.04		0.68				
95% queue length		0.13		3.70				
Control Delay (s/veh)		9.9		79.9				
LOS		A		F				

Approach Delay (s/veh)	--	--	79.9	
Approach LOS	--	--	F	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	NLJ			Intersection	Polk Valley Road at SR 412			
Agency/Co.	HEA			Jurisdiction	Lower Saucon Twp-Northampton			
Date Performed	4/17/2006			Analysis Year	2006			
Analysis Time Period	2008 Developed Scenario 1							
Project Description LS 05-90 Polk Valley Traffic Signal								
East/West Street: Polk Valley Road				North/South Street: SR 412				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		825	56	31	746			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.95	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	63	0	23		
Percent Heavy Vehicles	0	--	--	4	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				55		20		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.86	1.00	0.86		
Hourly Flow Rate, HFR (veh/h)	32	785	0	0	887	60		
Percent Heavy Vehicles	0	0	0	6	0	6		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		32		86				
C (m) (veh/h)		717		107				
v/c		0.04		0.80				
95% queue length		0.14		4.52				
Control Delay (s/veh)		10.3		113.3				
LOS		B		F				

Two-Way Stop Control

Approach Delay (s/veh)	--	--	113.3	
Approach LOS	--	--	F	

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	NLJ		Intersection	Polk Valley Road at SR 412			
Agency/Co.	HEA		Jurisdiction	Lower Saucon Twp-Northampton			
Date Performed	4/27/2006		Analysis Year	2006			
Analysis Time Period	2008 Developed Scenario 2						
Project Description LS 05-90 Polk Valley Traffic Signal							
East/West Street: Polk Valley Road			North/South Street: SR 412				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		833	56	31	753		
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.95	0.95	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	63	0	23	
Percent Heavy Vehicles	0	--	--	4	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				55		20	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.86	1.00	0.86	
Hourly Flow Rate, HFR (veh/h)	32	792	0	0	895	60	
Percent Heavy Vehicles	0	0	0	6	0	6	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		32		86			
C (m) (veh/h)		712		105			
v/c		0.04		0.82			
95% queue length		0.14		4.61			
Control Delay (s/veh)		10.3		118.1			
LOS		B		F			

Approach Delay (s/veh)	--	--	118.1	
Approach LOS	--	--	F	

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Polk Valley Road at Route 412, 2008 Base Condition w/Signal</i>										
Capacity Analysis										
	EB		WB			NB		SB		
Lane Group	LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate	93		73	47	26	692		75	568	
Satflow Rate	1525		1179	1620	736	1936		617	1892	
Lost Time	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.12		0.12	0.12	0.68	0.68		0.68	0.68	
Lane Group Capacity	178		138	189	503	1323		422	1293	
v/c Ratio	0.52		0.53	0.25	0.05	0.52		0.18	0.44	
Flow Ratio	0.06		0.06	0.03	0.04	0.36		0.12	0.30	
Critical Lane Group	N		Y	N		Y			N	
Sum Flow Ratios	0.42									
Lost Time/Cycle	12.00									
Critical v/c Ratio	0.52									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB		SB		
Lane Group	LTR		LT	R	L	TR		L	TR	
Adjusted Flow Rate	93		73	47	26	692		75	568	
Lane Group Capacity	178		138	189	503	1323		422	1293	
v/c Ratio	0.52		0.53	0.25	0.05	0.52		0.18	0.44	
Green Ratio	0.12		0.12	0.12	0.68	0.68		0.68	0.68	
Uniform Delay d_1	24.9		24.9	24.1	3.1	4.7		3.4	4.3	
Delay Factor k	0.13		0.13	0.11	0.50	0.50		0.50	0.50	
Incremental Delay d_2	2.8		3.8	0.7	0.2	1.5		0.9	1.1	
PF Factor	1.000		1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	27.7		28.8	24.8	3.3	6.2		4.3	5.4	
Lane Group LOS	C		C	C	A	A		A	A	
Approach Delay	27.7		27.2			6.1		5.3		
Approach LOS	C		C			A		A		
Intersection Delay	8.6		Intersection LOS					A		

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Polk Valley Road at Route 412, 2008 Developed Scenario 1</i>											
Capacity Analysis											
	EB		WB			NB			SB		
Lane Group	LTR		LT	R	L	TR		L	TR		
Adjusted Flow Rate	93		73	47	26	771		75	622		
Satflow Rate	1525		1179	1620	676	1941		535	1894		
Lost Time	2.0		2.0	2.0	2.0	2.0		2.0	2.0		
Green Ratio	0.12		0.12	0.12	0.68	0.68		0.68	0.68		
Lane Group Capacity	178		138	189	462	1326		366	1294		
v/c Ratio	0.52		0.53	0.25	0.06	0.58		0.20	0.48		
Flow Ratio	0.06		0.06	0.03	0.04	0.40		0.14	0.33		
Critical Lane Group	N		Y	N		Y			N		
Sum Flow Ratios	0.46										
Lost Time/Cycle	12.00										
Critical v/c Ratio	0.57										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB			NB			SB		
Lane Group	LTR		LT	R	L	TR		L	TR		
Adjusted Flow Rate	93		73	47	26	771		75	622		
Lane Group Capacity	178		138	189	462	1326		366	1294		
v/c Ratio	0.52		0.53	0.25	0.06	0.58		0.20	0.48		
Green Ratio	0.12		0.12	0.12	0.68	0.68		0.68	0.68		
Uniform Delay d_1	24.9		24.9	24.1	3.1	5.0		3.5	4.5		
Delay Factor k	0.13		0.13	0.11	0.50	0.50		0.50	0.50		
Incremental Delay d_2	2.8		3.8	0.7	0.2	1.9		1.3	1.3		
PF Factor	1.000		1.000	1.000	1.000	1.000		1.000	1.000		
Control Delay	27.7		28.8	24.8	3.4	6.9		4.8	5.8		
Lane Group LOS	C		C	C	A	A		A	A		
Approach Delay	27.7		27.2			6.7			5.7		
Approach LOS	C		C			A			A		
Intersection Delay	8.9		Intersection LOS						A		

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Polk Valley Road at Route 412, 2008 Developed Scenario 2</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	LTR			LT	R	L	TR		L	TR		
Adjusted Flow Rate	93			73	47	26	781		75	630		
Satflow Rate	1525			1179	1620	668	1942		525	1894		
Lost Time	2.0			2.0	2.0	2.0	2.0		2.0	2.0		
Green Ratio	0.12			0.12	0.12	0.68	0.68		0.68	0.68		
Lane Group Capacity	178			138	189	456	1327		359	1294		
v/c Ratio	0.52			0.53	0.25	0.06	0.59		0.21	0.49		
Flow Ratio	0.06			0.06	0.03	0.04	0.40		0.14	0.33		
Critical Lane Group	N			Y	N		Y			N		
Sum Flow Ratios	0.46											
Lost Time/Cycle	12.00											
Critical v/c Ratio	0.58											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	LTR			LT	R	L	TR		L	TR		
Adjusted Flow Rate	93			73	47	26	781		75	630		
Lane Group Capacity	178			138	189	456	1327		359	1294		
v/c Ratio	0.52			0.53	0.25	0.06	0.59		0.21	0.49		
Green Ratio	0.12			0.12	0.12	0.68	0.68		0.68	0.68		
Uniform Delay d_1	24.9			24.9	24.1	3.1	5.0		3.5	4.5		
Delay Factor k	0.13			0.13	0.11	0.50	0.50		0.50	0.50		
Incremental Delay d_2	2.8			3.8	0.7	0.2	1.9		1.3	1.3		
PF Factor	1.000			1.000	1.000	1.000	1.000		1.000	1.000		
Control Delay	27.7			28.8	24.8	3.4	7.0		4.8	5.8		
Lane Group LOS	C			C	C	A	A		A	A		
Approach Delay	27.7			27.2			6.8			5.7		
Approach LOS	C			C			A			A		
Intersection Delay	8.9			Intersection LOS						A		



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT
HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slots operators:

Name: Norma T. Ferauson

Address: _____

Telephone _____

Organization, if any _____

Employer: Retired

COMMENTS: (Please use reverse side if more space is required)

Since Bethlehem has such an historical and cultural heritage on which its tourism and ambiance is based, a casino seems inappropriate. Also, the proximity of several colleges, especially Lehigh University, makes a casino an easy temptation for students to lose more money than they can afford. Therefore, I urge you not to grant a license for a casino in Bethlehem.



Pennsylvania
Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: BARBARA M. STOUT MAPC

Address: _____

Telephone: _____

Organization, if any: _____

Employer: _____

COMMENTS: (Please use second page if more space is required)

I am strongly against slots coming to
Bethlehem PA - as I'm an Addictions Counselor
So I know first hand that it's almost
Impossible to "cure" addictions to gambling
as well as all the family pain +
disruptions this addiction truly causes.



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name:

Reed M. Warner

Address:

Telephone:

Organization, if any:

Employer:

COMMENTS: (Please use second page if more space is required)

Gambling would bring drugs, alcohol, prostitution, crime to our city - we could not be a Christ City. We would need more police officers - It's no way to raise families - Increase in traffic. It is very evil.

Reed M Warner



**Pennsylvania
Gaming Control Board**



**WRITTEN COMMENT TO BE INCLUDED IN THE
EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS**

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: Patricia S Cuskey

Address: _____

Telephone: _____

Organization, if any: _____

Employer: Retired

COMMENTS: (Please use second page if more space is required)

I do not want to see gambling, in any form, come in to city of Bethlehem. I personally have been exposed to the harm that can arise from compulsive and addictive gambling - Bethlehem is a beautiful town, rich in history and cultural offerings. I chose to live here because of these things. Let's keep it that way

Thank you



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: _____

Address: _____

A	Mrs William A Allen
---	---------------------

Telephone: _____

Organization, if any: Central Moravian Church

Employer: _____

COMMENTS: (Please use second page if more space is required)

*Gambling will destroy the
 historic nature of Bethlehem
 and set a bad practice
 for the many college students
 in our area.*



Pennsylvania Gaming Control Board



WRITTEN COMMENT TO BE INCLUDED IN THE EVIDENTIARY RECORD OF THE PUBLIC INPUT HEARINGS

I request that the following comments be made part of the public input hearing record and considered by the Pennsylvania Gaming Control Board prior to awarding licenses for slot operators:

Name: Dolores W CASKEY - James W Caskey (Lt Col USAF R)

Address: _____

Telephone: _____

Organization, if any: Retired

Employer: N/A

COMMENTS: (Please use second page if more space is required)

We are

~~am~~ *opposed to*

the SANDS Bethlehem casino proposal because (1) it will alter the character and essence of a historical city which is currently undergoing an exciting economic and social revival. (2) The fraud and corruption would far outweigh the touted financial and artistic gain which are not essential to our community (3) We have been there and done that, albeit on a much smaller scale. It has taken years to recover from Bethlehem's period of vice and prostitution. (4) As a retired city official (three terms on City Council) and my husband's 29 years as an Air Force career officer (during which time he supervised the account for the gambling facilities for US forces in a London, England club) we have personal experience with the tragedies and broken lives that can result from these activities. (5) We are already appalled at the manipulative and arrogant behavior of Sands officials BEFORE they get the permit. (6) We would be less than a mile