

**HANOVER ENGINEERING ASSOCIATES, LLC.**

252 Brodhead Road, Suite 100  
Bethlehem, Pennsylvania 18017-8944  
610-691-5644  
FAX 610-691-6968

September 13, 2005

Ms. Reda Briglia, Secretary  
Paradise Township  
R.D. 1, Box 490-A  
Cresco, PA 18326

RE: Mount Airy Lodge  
Slots Casino and Resort  
Traffic Impact Study and  
Preliminary Roadway Plans  
HEA Project PARA05-13

Dear Reda:

On August 24, 2005 we received the following items regarding the proposed Mount Airy Lodge Slots Casino and Resort:

1. A Traffic Impact Report dated August 15, 2005, as prepared by Traffic Planning and Design, Inc.
2. Plans labeled "Mount Airy #1 L.L.C. Preliminary Roadway Improvement Project", dated August 23, 2005, consisting of an Index Sheet and Sheets C1 through C17.

We have completed an initial review of these items (not to be considered as a typical Preliminary Plan review since these plans lack many of the typical details contained in a Preliminary Subdivision or Land Development Plan) and offer the following comments:

**TRAFFIC IMPACT REPORT**

Our review of the Traffic Impact Report was limited to a review of the narrative portion of the report, since an in-depth review of the technical items in the report should be completed by the Pennsylvania Department of Transportation. This technical review should be done by the Department of Transportation because State highways are involved in all of the intersection analyses.

In general, the Traffic Impact Report appears to provide a reasonable evaluation of the potential traffic impact that will be generated by this development.

In regard to this report we offer the following:

1. The report contains no recommendation for the improvement of Carlton Road (SR 1011) from Woodland Road (SR 1013) to SR 940. We believe that this portion of Carlton Road should be improved to the same specifications as Woodland Road.

2. During the initial discussion of development related roadway improvements, the reconfiguration of the Carlton Road - Woodland Road intersection was discussed. These discussions involved the reconstruction of the intersection to provide stop control for eastbound Carlton Road, with Woodland Road and the eastern portion of Carlton Road constituting the through movement. The report provides no discussion of this improvement option.
3. The proposed taper lengths indicated in the report may be inadequate. These taper lengths should be reviewed closely upon the submission of detailed plans.
4. The proposed taper for the widening of westbound Woodland Road at the eastern Mount Airy driveway appears to be too short. An approximately 245-foot taper is provided, but the required length for this taper would appear to be 420 feet. This taper should also be reviewed closely when detailed plans are submitted.
5. During initial discussions with the Pennsylvania Department of Transportation personnel from Engineering District 5-0, there was discussion of the Department of Transportation requiring traffic impact analysis of areas as far away from the proposed development site as the Interstate 80 and 380 interchanges that will provide access to this site. The report does not provide analysis or discussion of those interchanges. The Department of Transportation may require these analyses.

#### PRELIMINARY ROADWAY IMPROVEMENT PLANS

1. The plan set that we received does not contain a plan showing the proposed improvements to the intersection of Carlton Road and SR 940. The Preliminary Plan submission should include that plan.
2. The plans contain no grading plans for grading that may be required to tie in the proposed roadway improvements to the existing grading adjacent to the roadway. The profiles show substantial cuts and fills in some areas that will require significant regrading of land adjacent to the improved roadway. A field view should be done to ensure that the cuts and fills do not create any adverse drainage conditions or problems with access to existing properties adjacent to the roadway.
3. A detailed stormwater report and storm sewer design should be required. All storm sewer details such as pipe sizes, lengths, slopes, and pipe types must be included in the plans.

Ms. Reda Briglia, Secretary  
Paradise Township

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September 13, 2005

4. The submission of official Preliminary Plans for this development should contain details on items such as signing and delineation on concrete islands, dimensions on taper lengths, pavement marking hatch details, and any other details necessary to complete a technical review of the plans.
5. The lane control signs on westbound Woodland Road approaching Route 611 should be mounted overhead on a mast arm. The mast arm mounted signs are more effective than the shoulder mounted signs.
6. Some utility poles and other items appear to be located in the proposed roadway or shoulder areas. Relocation of these items should be noted on the plans.
7. As noted in Item 4 under the Traffic Impact Report comments, there is no proposal for the improvement of Carlton Road between Woodland Road and SR 940. It would seem to make little sense to improve Woodland Road between the Mount Airy Lodge site and Carlton Road, and allow the short section of Carlton Road connecting to SR 940 to remain in the existing condition. We recommend that this section of roadway be improved to the same standards as Woodland Road.

This letter should not be construed as our total comments on this development since a detailed review of the completed Preliminary Plan may result in additional comments or requirements.

If you have any questions regarding these items, please contact the undersigned.

Respectfully,

HANOVER ENGINEERING ASSOCIATES, INC.



Robert C. Mack

RCM:rcm

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cc: Mr. Brick Linder, P.E. - via fax  
Mr. John M. Pyne, P.E. - via fax  
Mr. Albert J. Magnotta, Jr., P.E., P.L.S., President, Ceco Associates, Inc. - via fax

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
www.dot.state.pa.us



Engineering District 5-0  
1713 Lhigh Street  
Allentown, Pennsylvania 18103

September 22, 2005

**MONROE COUNTY, PARADISE TOWNSHIP  
SR 1013, SEGMENT 0030, OFFSET 0136 & 1294  
PRELIMINARY REVIEW – PRE 5449  
MOUNT AIRY LODGE REDEVELOPMENT**

Mr. Robert Mc Nicholos, Sr.  
Mount Airy #1 L.L.C.  
42 Woodland Road  
Mount Pocono, PA 18344

Dear Mr. Nicholos:

We have reviewed the preliminary plan and Traffic Impact Study (TIS) (dated August 16, 2005) associated with the above referenced development. Our preliminary comments are as follows:

**PRELIMINARY PLAN**

1. Provide 12-ft. travel lanes and 8-ft. shoulders along SR 1013. Eliminate the proposed curbing adjacent to the through travel lanes. Note, however, that 14-ft curbed auxiliary/right turn lanes are acceptable.
2. Revise the configuration of the proposed site driveways to be in accordance with Chapter 441, Figure 10.
3. Provide a site plan showing the entire property limits.
4. Maintain the current 40 mph posted speed limit on SR 1013. Revise the proposed signing, deceleration lane lengths, and transition lengths accordingly.
5. Provide turning template exhibits to show that the proposed driveway configurations will accommodate buses on all turning movements.
6. Provide preliminary plans to show the proposed improvements to SR 0611 and SR 0940 outlined in the TIS.

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**MONROE COUNTY, PARADISE TOWNSHIP  
SR 1013, SEGMENT 0030, OFFSET 0136 & 1294  
PRELIMINARY REVIEW – PRE 5449  
MOUNT AIRY LODGE REDEVELOPMENT  
SEPTEMBER 22, 2005  
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**TRAFFIC IMPACT STUDY**

7. Include in the scope of study the analysis of the I-80 Ramps with SR 0611 (Scot Run Interchange) and the '5-point intersection' (SR 0611/SR 0940/SR 0196) in Mount Pocono Borough.
8. Correct the traffic volumes in the figures and the analyses to reflect the balancing of traffic volumes. When adjusting the raw traffic counts so that they balance between intersections, always adjust up, or increase the volumes. It was found that raw traffic counts were decreased at various intersections. Re-work all volumes, carry thru all figures, and re-analyze the intersections.
9. Level of service (LOS) drops occur as a result of the proposed development. The applicant is responsible for mitigating all traffic impacts attributable to the proposed development to "no-build" levels of service. All alternatives must be explored (i.e., signalization, turning lanes, etc.) to mitigate these LOS drops. Provide the delay in seconds that correlate to the Levels of Service F identified in the Level of Service Summary Tables.
10. Provide traffic accident data and analyses for the study area intersections for a minimum of the latest three-year period.
11. Provide an explanation as to why the Truck Percents as given in the ITMS Report (10% for SR 0611) are much higher than the percent heavy vehicle values used in the HCS analysis.
12. Correct the peak hour factors that were input into the Woodland Road & School Access intersection. It appears that they were switched between the east and west directions for the Friday PM analysis. Check all intersections for the correct input of the peak hour factors.
13. Provide the marketing study that was used for the trip distribution gravity model as referenced in the Trip Distribution section of the report.
14. Revise the right turn/deceleration lane warrant study to reflect Department standards outlined in AASHTO.
15. The Department will require the developers to participate in Mount Pocono Borough's 5-Points Intersection Improvement project. Details can be coordinated with the Borough.

**MONROE COUNTY, PARADISE TOWNSHIP  
SR 1013, SEGMENT 0030, OFFSET 0136 & 1294  
PRELIMINARY REVIEW – PRE 5449  
MOUNT AIRY LODGE REDEVELOPMENT  
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16. Provide Paradise Township review comments for this development along with the approval letter for the closing of the Strickland's Road approach to the SR 0611 / Woodland Road / Big Daddy's intersection. Department review comments may change based on the TIS review comments made by the Township.
17. Due to the limited trip generation data available for casino resort developments in Pennsylvania, there is a concern relative to the uncertainty of the estimates. As a result, the Department will require an after study be performed once the development becomes fully operational and regular traffic patterns have been established.

The comments made are based on the preliminary plan and TIS that was provided. The Department reserves the right to make additional comments when the revised report and plans are submitted for review.

Upon resubmission, **please return the plan markup and a point-by-point response letter** addressing each of the above comments.

If you have any questions or require additional information, please write or contact the **District Permit Office at (610) 798-4173.**

Very truly yours,



Brian J. Boyer  
District Permit Manager  
Engineering District 5-0

050/BJB/jb

Enclosure (s)

**MONROE COUNTY, PARADISE TOWNSHIP  
SR 1013, SEGMENT 0030, OFFSET 0136 & 1294  
PRELIMINARY REVIEW' – PRE 5449  
MOUNT AIRY LODGE REDEVELOPMENT  
SEPTEMBER 22, 2005  
PAGE 4**

cc: D.R. Toomey, P.E., District Traffic and Operations Engineer /TRF  
B.J. Boyer, District Permit Manager/PERMITS  
D.L. Adams, E.I.T., Assistant District Permit Manager/PERMITS  
D. L. Bouch, Monroe County Permit Supervisor

J.P. Dimmerling, P.E., Pennoni Associates, Inc.  
R. Briglia, Paradise Township  
D. Steen, Mount Pocono Borough

**A.J. Magnotta, Jr., P.E., Ceco Associates Inc.**

J:\MAINTENANCE\TRAFFIC\PERMITS\Monroe\Review Letters\33-Mount Airy Lodge Prelim.doc

# HANOVER ENGINEERING ASSOCIATES

252 Brodhead Road, Suite 100  
Bethlehem, Pennsylvania 18017-8944  
610-691-5644  
FAX 610-691-6968

ATTACHMENT

31.2

October 14, 2005

Ms. Reda Briglia, Secretary  
Paradise Township  
R.D. 1, Box 490-A  
Cresco, PA 18326

RE: Mount Airy Lodge  
Slots Casino and Resort  
Technical Details Meeting  
HEA Project PARA05-13

Dear Reda:

On Tuesday, September 27, 2005 we met with the Engineers for Mount Airy 1 L.L.C. to discuss technical items related to the plans and traffic impact statement for the Mount Airy Lodge Development project. Enclosed is a copy of minutes for that meeting as prepared by John Pyne of Traffic Planning and Design.

We have reviewed these minutes and find them to be accurate.

At that meeting we received a copy of the Pennsylvania Department of Transportation Preliminary Review letter dated September 22, 2005. We also received, from Traffic Planning and Design, a one-half size copy of the Roadway Plans for Woodland Road, which show the contour lines for the proposed grading associated with the roadway improvements. We will review this proposed grading

During the subject meeting we reviewed and discussed the PENNDOT letter and our comment letter dated September 13, 2005. It was agreed that all comments in both letters can be addressed.

This letter should not be construed as our total comments on this Development since a detailed review of the completed Preliminary Plan may result in additional comments or requirements.

If you have any questions regarding these items, please contact the undersigned.

Respectfully,

HANOVER ENGINEERING ASSOCIATES, INC.



Robert C. Mack

RCM:rcm

I:\Proj\ParadiseTwp\Para05-13-MtAiryLodgeResort\Docs\MeetingNotesLtrToTwp9-29-05.doc

cc: Mr. Brick Linder, P.E.  
Mr. John M. Pyne, P.E.  
Mr. John J. Pocius, P.E., P.L.S., Ceco Associates, Inc.

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**MEETING MINUTES**  
**Mount Airy Lodge Redevelopment**  
**September 27, 2005**

**Subject:** Meeting with Hanover Engineering  
Mount Airy Lodge Redevelopment  
Woodland Road (SR 1013)  
Paradise Township, Monroe County, PA

**Meeting Date:** September 27, 2005 – 9:30 A.M.

**Place:** Hanover Engineering Associates, Inc. – Bethlehem Office

**Attendees:** Bob Mack – Hanover Engineering  
John Pocius – CECO Associates Inc.  
Dan Bitterlich – Traffic Planning and Design, Inc. (TPD)  
John Pyne – Traffic Planning and Design, Inc. (TPD)

**Prepared By:** John Pyne

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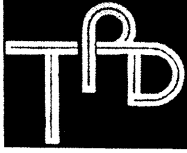
A meeting was held to discuss the Hanover Engineering review letter dated September 13, 2005, and the PennDOT District 5-0 review letter dated September 22, 2005. These letters outlined review comments related to the Traffic Impact Study (August 16, 2005), and the Preliminary Roadway Improvements plans for Woodland Road (August 23, 2005) both prepared by TPD. The following items were discussed:

- John Pyne asked Bob Mack if the design for Woodland Road that we submitted was acceptable if the roadway was turned back from PennDOT to Paradise Township. PennDOT commented that 12 foot lanes and 8 foot shoulders should be provided, and the 40 mph speed limit should be maintained. John Pyne indicated that the design of the roadway with respect to curb (no shoulder), speed limit (35 mph for curbed section), width, and alignment was developed for several factors including ROW, safety, lateral constraints, and traffic calming. John Pyne further indicated that the design meets AASHTO criteria. Bob Mack indicated that from a traffic perspective, that the design was acceptable with respect to the curb and reduced posted speed, but noted that he could not speak for the Township Supervisors. It was agreed upon that the roadway design with shoulder (PennDOT comment) could lead to increased speeds along Woodland Road.
- John Pocius reported that Paradise Township and Mount Airy #1 LLC are beginning to work out the developer's agreement, as well as advancing the turnback process. John Pocius noted that the developer's agreement would have to be finalized in principal prior to turnback of Woodland Road.
- Bob Mack indicated that he would like to see resurfacing and shoulder improvements (if necessary) to Carlton Road from Woodland Road to Route 940. John Pyne and John Pocius indicated that we would look into providing this improvement within the width of the existing pavement.

- Bob Mack indicated that he would like to see an improvement to the alignment of the intersection of Carlton Road and Woodland Road. John Pyne indicated that ROW constraints prohibit full realignment of the intersection. Bob Mack indicated that given that constraint, he would be looking for some improvement to the geometry within the existing ROW to improve turning movements and sight distance from Woodland Road to Carlton Road. John Pyne indicated that we thought we could accomplish an improvement within the existing ROW, and that TPD would prepare a concept plan and submit it to Bob Mack for review. John Pocius noted that improved striping at the intersection could be an option to help with the alignment issue.
- Dan Bitterlich discussed with Bob Mack that the lane shift taper lengths proposed are adequate, since shifting of lanes on Woodland Road will take place symmetrically about the proposed centerline. Since Woodland Road is being shifted off of its current alignment in some sections, the centerline of the roadway will change from existing conditions. Bob Mack agreed with the taper lengths as proposed.
- Bob Mack stated that the lane control signage for the westbound Woodland Road approach to Route 611 should be mounted on an overhead lane use control mast arm instead of the roadside sign proposed. It was agreed that the overhead lane use control mast arm would be installed.
- Bob Mack stated that Traffic Impact Study comments would be furnished by PennDOT, and that he would not do an in-depth independent review unless so directed by the Township. John Pyne indicated that the PennDOT review letter contained Traffic Impact Study comments, all of which we felt could be addressed.
- Bob Mack stated that he would like to see the design for improvements to the intersection of Route 940 and Carlton Road. John Pyne reported that TPD was meeting with the surveyor for the project this week to scope out the survey. John Pyne further reported that the preliminary design for that intersection, as well as the Route 611/Woodland Road intersection would begin shortly and would be submitted to Paradise Township and PennDOT concurrently.
- Bob Mack stated that he will find out from the Township who will be reviewing the stormwater design for the project. John Pocius stated that the stormwater design will be coordinated between CECO Associates and TPD, which will advance after the conditional use hearing on October 19<sup>th</sup>.

These comments reflect our understanding of the issues discussed at the meeting. If any attendee does not agree with these minutes or would like to add to them, please contact us as soon as possible.

Cc: Meeting Attendees



## TRAFFIC PLANNING AND DESIGN, INC.

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Pottstown, PA 19464

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• E-mail: [TrafficExperts@trafficpd.com](mailto:TrafficExperts@trafficpd.com)

• [www.trafficpd.com](http://www.trafficpd.com)

### MEMORANDUM

To: Albert J. Magnotta, P.E., P.L.S., President, CECO Associates

Cc: John J. Pocius, P.E., P.L.S., CECO Associates  
Dave J. Osborne, P.E., CECO Associates

From: John M. Pyne, P.E., Traffic Planning and Design, Inc. (TPD)

Date: December 15, 2005

Re: Mount Airy #1, LLC  
Paradise Township, Monroe County, PA  
TPD# CECO.A.00008  
Responses to PennDOT District 5-0 Review Letter (September 22, 2005)

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Traffic Planning & Design, Inc. (TPD) has reviewed the September 22, 2005 PennDOT review letter regarding the Traffic Impact Study (TIS) (dated August 16, 2005) and Preliminary Roadway Improvement Plan for Woodland Road (dated August 23, 2005). The comments (in boldface) and TPD's responses are provided on a point-by-point basis, as described below. A formal response letter with the revised study and plans will be submitted to PennDOT District 5-0 and Paradise Township concurrent with the Land Development submission to Paradise Township.

- 1. Provide 12-ft. travel lanes and 8-ft. shoulders along SR 1013. Eliminate the proposed curbing adjacent to the through travel lanes. Note, however, that 14-ft curbed auxiliary/right turn lanes are acceptable.**

Mount Airy #1, LLC is currently working with Paradise Township and PennDOT through the Commonwealth's "turn back program" to transfer ownership of Woodland Road (SR 1013) from PennDOT to Paradise Township. On December 13, 2005, the Paradise Township Board of Supervisor's vote to allow PennDOT to start filling out the forms for the "turnback". As such, the design of the roadway is being closely coordinated with Paradise Township and it's consultants to ensure that it meets Township and AASHTO standards. Based on Township's desire to reduce speeds along Woodland Road, one of the major objectives of designing the improved roadway was to reduce speeds along Woodland Road, and design the roadway properly for a reduced speed limit (where applicable) that would coincide with the horizontal and vertical constraints that exist for the roadway. As such, the section of Woodland Road from Route 611 to just east of the proposed site was designed for a 35 m.p.h. speed limit (except where noted for advisory speed limits) with curb (which is acceptable for a 35 m.p.h. posted speed limit). This design was found to be acceptable by the Township Traffic Engineer, but will require a more detailed review by the Paradise Township Board of Supervisors through the Subdivision and Land Development Process (see meeting minutes prepared by TPD, dated September 27, 2005, transmitted to Paradise Township by Hanover Engineering Associates on October 14, 2005). We recognize that if Woodland Road is not "turned back" to Paradise Township, that the reduced speed limit and curbing proposed may not be acceptable to PennDOT. Further coordination with Paradise Township, PennDOT, and Mount Airy #1, LLC will be necessary. It should be noted that the section of Woodland Road just east of the site to Carlton Road will remain uncurbed and posted at 40 m.p.h., and will be improved to PennDOT's "3R" Criteria, with 11-foot wide travel lanes and 5-foot wide shoulders.

**2. Revise the configuration of the proposed site driveways to be in accordance with Chapter 441, Figure 10.**

The proposed site driveway is designed according to Chapter 441, Figure 10, with the exception of the “flared” curb on the enter and exit radii. As shown on the attached turning template exhibit, trucks and buses can make the desired movements. Therefore, it is our opinion that the intent of the “flared” curb is met since the heavy vehicles can make the desired movements. We recognize that if Woodland Road is not turned back to Paradise Township that the site driveways will have to be modified slightly to accommodate this change.

**3. Provide a site plan showing the entire property limits.**

Will comply. A site plan will be included with the submission.

**4. Maintain the current 40 mph posted speed limit on SR 1013. Revise the proposed signing, deceleration lane lengths, and transition lengths accordingly.**

See response to Comment #1.

**5. Provide turning templates exhibits to show that the proposed driveway configurations will accommodate buses on all turning movements.**

Will comply. The turning template exhibit will be included in the submission.

**6. Provide preliminary plans to show the proposed improvements to SR 0611 and SR 0940 outlined in the TIS.**

Will comply. Preliminary Plans for the following intersections will be included in the submission:

- SR 0611/Woodland Road/Big Daddy’s Restaurant
- SR 0611/SR 0314 (Western Leg)
- SR 0940/Carlton Road (SR 1011)/Caesar’s Resort Driveway
- Carlton Road (SR 1011)/Woodland Road

**TRAFFIC IMPACT STUDY**

**7. Include in the scope of study the analysis of the I-80 Ramps with SR 0611 (Scot Run Interchange) and the ‘5-point intersection’ (SR 0611/SR0940/SR0196) in Mount Pocono Borough.**

Will comply. The I-80 ramps with SR 0611 (Scot Run Interchange) will be included in a future update to the traffic impact study. Based on a conversation with PennDOT 5-0 on November 10, 2005, TPD proposed to count the interchange in February to account for winter traffic, being that winter and summer months are the key times of the year to study traffic in the area. This proposal was found to be acceptable by PennDOT.

On October 4, 2005, Mount Airy #1, LLC and it’s consultants met with representatives of Mount Pocono Borough and Pennoni Associates to discuss Mount Airy #1, LLC’s role in the ‘5-point intersection’ project. Mount Airy #1, LLC will continue to work with the Borough and Pennoni to quantify the developments incremental impact on the intersection and the improvements currently

proposed. A more detailed analysis of this impact will be provided at a future date. Mount Airy #1, LLC has agreed to participate in the improvement program to the intersection.

8. **Correct the traffic volumes in the figures and the analyses to reflect the balancing of traffic volumes. When adjusting the raw traffic counts so that they balance between intersections, always adjust up, or increase volumes. It was found that the raw traffic counts were decreased at various intersections. Re-work all volumes, carry thru all figures, and re-analyze the intersections.**

The raw traffic counts at the intersection of Woodland Road & the School Access did not match the volumes presented in the figures and analyses during the Friday P.M. peak hour due to the fact that there was a problem with the counter resulting in no traffic volumes being recorded during the period of 5:00-6:30 P.M. Since the count was performed during the end of the school year, counts were not able to be taken again prior to submission of the original TIS (August 16, 2005). This being the case, TPD utilized the turning movements to/from the School Access from 4:00-5:00 P.M., and balanced the through volumes on Woodland Road with the adjacent intersections.

Since receiving PennDOT's comments, the Pocono Mountain School District is back in session. Therefore, an additional count was completed at the intersection of Woodland Road and School Access on Tuesday, November 29, 2005 between 2:00-8:00 P.M. Based on the new count at the intersection all traffic volumes were re-worked/balanced and all study area intersections were re-analyzed. It should be noted that the traffic volumes at the intersection were recorded for the peak period (2:00-4:00 P.M.) of school traffic for planning purposes, however, for purposes of accessing the impact of the Mount Airy Lodge Redevelopment, the traffic volumes for the highest one hour period between 4:00-8:00 P.M. were utilized in preparing the revised traffic impact study, which happened to be from 4:00-5:00 P.M. This will be reflected in the next submission.

9. **Level of service (LOS) drops occur as a result of the proposed development. The applicant is responsible for mitigating all traffic impacts attributable to the proposed development to "no-build" levels of service. All alternatives must be explored (i.e. signalization, turning lanes, etc.) to mitigate these LOS drops. Provide the delay in seconds that correlate to the Levels of Service F identified in the Level of Service Summary Tables.**

As outlined in the traffic impact study, Mount Airy #1, LLC is proposing extensive roadway improvements in conjunction with redevelopment of the Mount Airy Lodge. The levels of service (including delays for LOS F movements at signalized intersections) for the study area intersections, and a detailed description of the sites level of service impacts are outlined in the traffic impact study. The study will be revised to include the delay for LOS F movements at unsignalized intersections. For deficient levels of service at the unsignalized intersections in the study area, traffic signal warrants are not satisfied as described in detail in the TIS. Following a review of this submission, level of service waiver requests will be prepared for all unmitigated approaches/movements (if applicable).

10. **Provide traffic accident data and analyses for the study area intersections for a minimum of the latest three-year period.**

Will comply. The crash data has been compiled and analyzed, and will be included in the revised Traffic Impact Study.

- 11. Provide an explanation as to why the Truck Percents as given in the ITMS Report (10% for SR 0611) are much higher than the percent heavy vehicle values used in the HCS analysis.**

The truck percentage of 10% presented in the ITMS Report is based upon 24-hour counts. The traffic counts utilized in preparing the traffic impact study were conducted during the Friday evening (4:00-8:00 P.M.) and Saturday evening (3:00-7:00 P.M.) peak hours of adjacent street traffic, and heavy vehicles were counted. Therefore, since the counts conducted recorded heavy vehicle traffic (ranging between 2-7% for Route 611), it is our opinion that these percentages are representative of traffic conditions during the time periods analyzed.

- 12. Correct the peak hour factors that were input into the Woodland Road & School Access intersection. It appears that they were switched between the east and west directions for the Friday PM analysis. Check all intersections for correct peak hour factors.**

All peak hour factors have been corrected/verified, which will be reflected in the next submission.

- 13. Provide the marketing study that was used for the trip distribution gravity model as referenced in the Trip Distribution section of this report.**

Due to the sensitive nature of the gaming industry, unfortunately the marketing study cannot be provided at this time. The gravity model was developed based on market projections for revenue within a 200-mile radius. The market projections for revenue were converted by TPD into % of trips from each area to assist in developing the trip distribution percentages. TPD then assigned travel routes to/from Mount Airy Lodge to develop the trip assignment. Appendix E of the Traffic Impact Study contains this analysis. If further explanation is required, Mount Airy #1, LLC proposes to meet with PennDOT 5-0 to discuss the methodologies employed to develop the trip distribution percentages.

- 14. Revise the right-turn/deceleration lane warrant study to reflect the Department standards outlined in AASHTO.**

Will comply. All right-turn deceleration lane and taper lengths have been revised to reflect PennDOT standards outlined in AASHTO. The TIS and design plans have been prepared/revised accordingly, which will be reflected in the next submission.

- 15. The Department will require the developers to participate in the Mount Pocono Borough's 5-Points Intersection Improvement project. Details can be coordinated with the Borough.**

Will comply. See response to Comment #7.

- 16. Provide Paradise Township review comments for this development along with the approval letter for closing of the Strickland's Road approach to the SR 0611/Woodland Road/Big Daddy's intersection. Department review comments may change based on the TIS review comments made by the Township.**

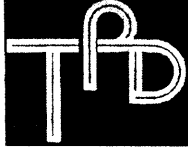
Will comply.

- 17. Due to the limited trip generation data available for casino resort developments in Pennsylvania, there is a concern relative to the uncertainty of the estimates. As a result, the**

**Department will require an after study be performed once the development becomes fully operational and regular traffic patterns have been established.**

Will comply.

Please feel free to contact me with any questions or comments.



## TRAFFIC PLANNING AND DESIGN, INC.

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Pottstown, PA 19464

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### MEMORANDUM

To: Albert J. Magnotta, P.E., P.L.S., President, CECO Associates

Cc: John J. Pocius, P.E., P.L.S., CECO Associates  
Dave J. Osborne, P.E., CECO Associates

From: John M. Pyne, P.E., Traffic Planning and Design, Inc. (TPD)

Date: December 15, 2005

Re: Mount Airy #1, LLC  
Paradise Township, Monroe County, PA  
TPD# CECO.A.00008  
Responses to Hanover Engineering Review Letter (September 13, 2005)

---

Traffic Planning & Design, Inc. (TPD) has reviewed the September 13, 2005 Hanover Engineering Associates review letter regarding the Traffic Impact Study (TIS) (dated August 16, 2005) and Preliminary Roadway Improvement Plan for Woodland Road (dated August 23, 2005) prepared by TPD for the above-referenced project. The comments (in boldface) and TPD's responses are provided on a point-by-point basis, as described below. A formal response letter with the revised study and plans will be submitted to Paradise Township as part of the Land Development submission.

### TRAFFIC IMPACT REPORT

- 1. The report contains no recommendation for the improvement of Carlton Road (SR 1011) from Woodland Road to SR 940. We believe this portion of Woodland Road should be improved to the same specifications as Woodland Road.**

Will comply. As discussed at the September 27, 2005 meeting between Mount Airy #1, LLC's consultants and Hanover Engineering, it was agreed that Mount Airy #1, LLC would perform resurfacing and shoulder improvements (if necessary) to Carlton Road between Woodland Road and Route 940 within the existing pavement. Please see the attached meeting minutes.

- 2. During the initial discussion of development related roadway improvements, the reconfiguration of the Carlton Road – Woodland Road intersection was discussed. These discussions involved the reconstruction of the intersection to provide stop control for eastbound Carlton Road, with Woodland Road and the eastern portion of Carlton Road constituting the through movement. The report provides no discussion of this improvement option.**

Will comply. As discussed at the September 27, 2005 meeting between Mount Airy #1, LLC's consultants and Hanover Engineering, it was agreed that Mount Airy #1, LLC would prepare a plan depicting an improvement to the geometry of the intersection within the existing ROW.

- 3. The proposed taper lengths indicated in the report may be inadequate. These taper lengths should be reviewed closely upon submission of the detailed plans.**



This issue was discussed/resolved at the September 27, 2005 meeting. The lane shift tapers were designed appropriately for the widening scheme. It should be noted that the deceleration lane tapers will be revised to reflect PennDOT standards as outlined in AASHTO. Please see the attached meeting minutes.

4. **The proposed taper for the widening of westbound Woodland Road at the eastern Mount Airy driveway appears to be too short. An approximately 245-foot taper is provided, but the required length for this taper would appear to be 420 feet. This taper should also be reviewed closely when detailed plans are submitted.**

Please see response to Comment #3.

5. **During initial discussions with the Pennsylvania Department of Transportation personnel from Engineering District 5-0, there was discussion of the Department of Transportation requiring traffic impact analysis of areas as far away from the proposed development site as the Interstate 80 and 380 interchanges that will provide access to this site. The report does not provide analysis or discussion of those interchanges. The Department of Transportation may require these analyses.**

PennDOT District 5-0 directed in their September 22, 2005 review letter that the study be expanded to include the I-80 Ramps with SR 0611 (Scot Run Interchange) and the '5-point intersection' (SR 0611/SR0940/SR0196) in Mount Pocono Borough. The review letter and TPD's responses to the comment are attached for reference. The I-80 ramps with SR 0611 (Scot Run Interchange) will be analyzed as part of a future version of the Traffic Impact Study since it was important to count the interchange during the winter months to account for seasonal traffic. Mount Airy #1, LLC has coordinated with Mount Pocono Borough, and will continue to coordinate with the Borough on participating in the 5-point intersection improvement program in the Borough.

#### **PRELIMINARY ROADWAY IMPROVEMENT PLANS**

1. **The plan set that we received does not contain a plan showing the proposed improvements to the intersection of Carlton Road and SR 940. The Preliminary Plan submission should include that plan.**

Will comply. This plan will be submitted as part of the Land Development submission. In addition to the updated Woodland Road Improvement Plans, Preliminary Plans for the following intersections will be included in that submission:

- SR 0611/Woodland Road/Big Daddy's Restaurant
  - SR 0611/SR 0314 (Western Leg)
  - SR 0940/Carlton Road (SR 1011)/Caesar's Resort Driveway
  - Carlton Road (SR 1011)/Woodland Road
2. **The plans contain no grading plans for grading that may be required to tie in the proposed roadway improvements to the existing grading adjacent to the roadway. The profiles show substantial cuts and fills in some areas that will require significant regrading of land adjacent to the improved roadway. A field view should be done to ensure that the cuts and fills do not create any adverse drainage conditions or problems with access to existing properties adjacent to the roadway.**

Will comply. The updated Woodland Road Improvement Plans will include the grading plans.

3. **A detailed stormwater report and storm sewer design should be required. All storm sewer details such as pipe sizes, lengths, slopes, and pipe types must be included on the plans.**

Will comply. The stormwater report will be submitted as part of the Land Development submission. The updated Woodland Road Improvement Plans will show the proposed drainage design.

4. **The submission of official Preliminary Plans for this development should contain details on items such as signing and delineation on concrete islands, dimensions on taper lengths, pavement marking hatch details, and any other details necessary to complete a technical review of the plans.**

Will comply. The updated Woodland Road Improvement Plans will include these features and details.

5. **The lane control signs on westbound Woodland Road approaching Route 611 should be mounted overhead on a mast arm. The mast arm mounted signs are more effective than the shoulder mounted signs.**

Will comply. The updated Woodland Road Improvement Plans will show the proposed mast arm mounted signs.

6. **Some utility poles and other items appear to be located in the proposed roadway or shoulder areas. Relocation of these items should be noted on the plan.**

Will comply.

7. **As noted in Item 4 under the Traffic Impact Report comments, there is no proposal for the improvement of Carlton Road between Woodland Road and SR 940. It would seem to make little sense to improve Woodland Road between the Mount Airy Lodge site and Carlton Road, and allow the short section of Carlton Road connecting to SR 940 to remain in the existing condition. We recommend that this section of roadway be improved to the same standards as Woodland Road.**

Will comply. See response to Comment #1 (Traffic Impact Report)

Please feel free to contact me with any questions or comments.