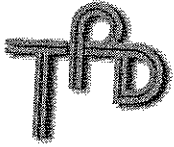


APPENDIX H
SIGNAL WARRANT ANALYSIS WORKSHEETS

SIGNAL WARRANT 3 – PEAK HOUR VOLUMES

ROUTE 611 & ROUTE 314 (WESTERN)



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,078

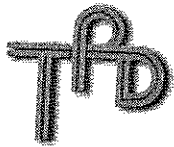
Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 692

Minor Street Approaches

Eastbound: Route 314 (west)
 Number of Lanes: 1
 Total Approach Volume: 141

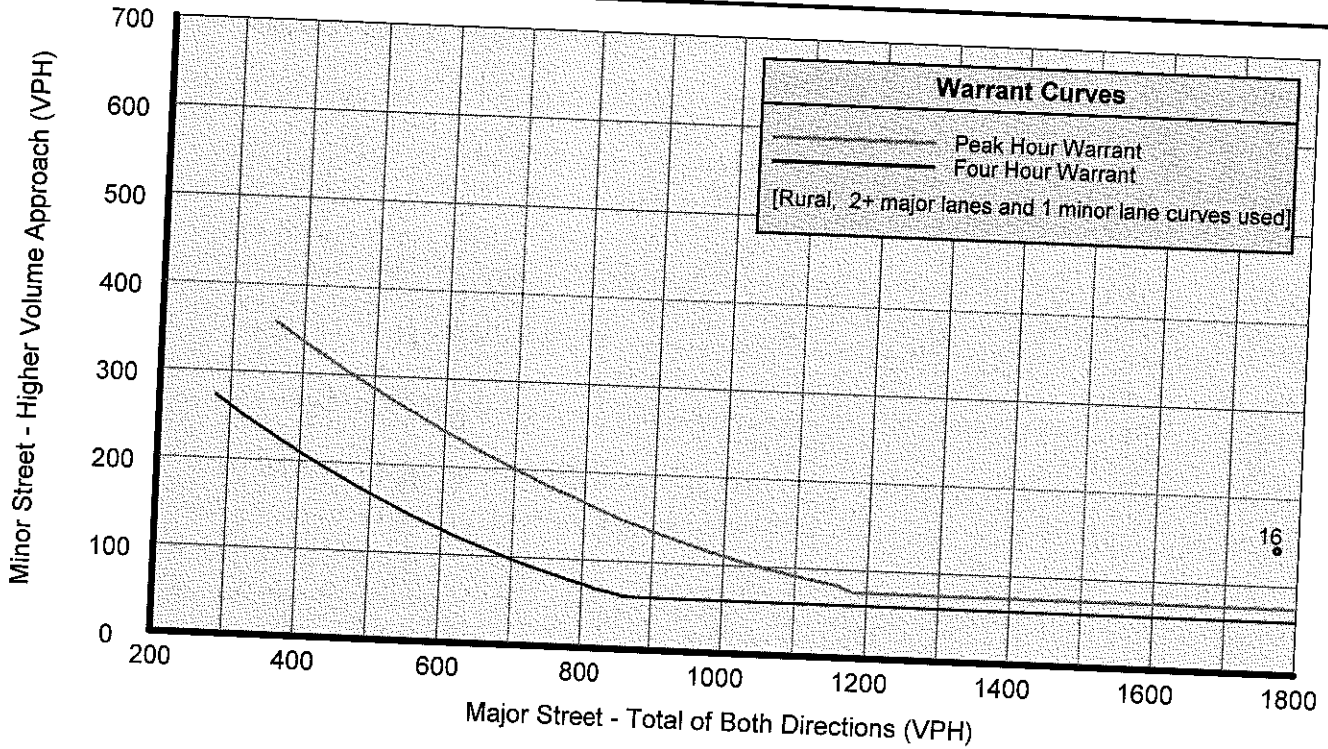
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated



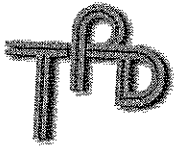
Signal Warrants - Summary

Study Name : 2005 Existing FRI
 Study Date : 09/14/06
 Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,770	141	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 872

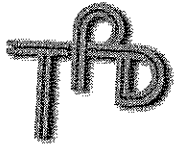
Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 601

Minor Street Approaches

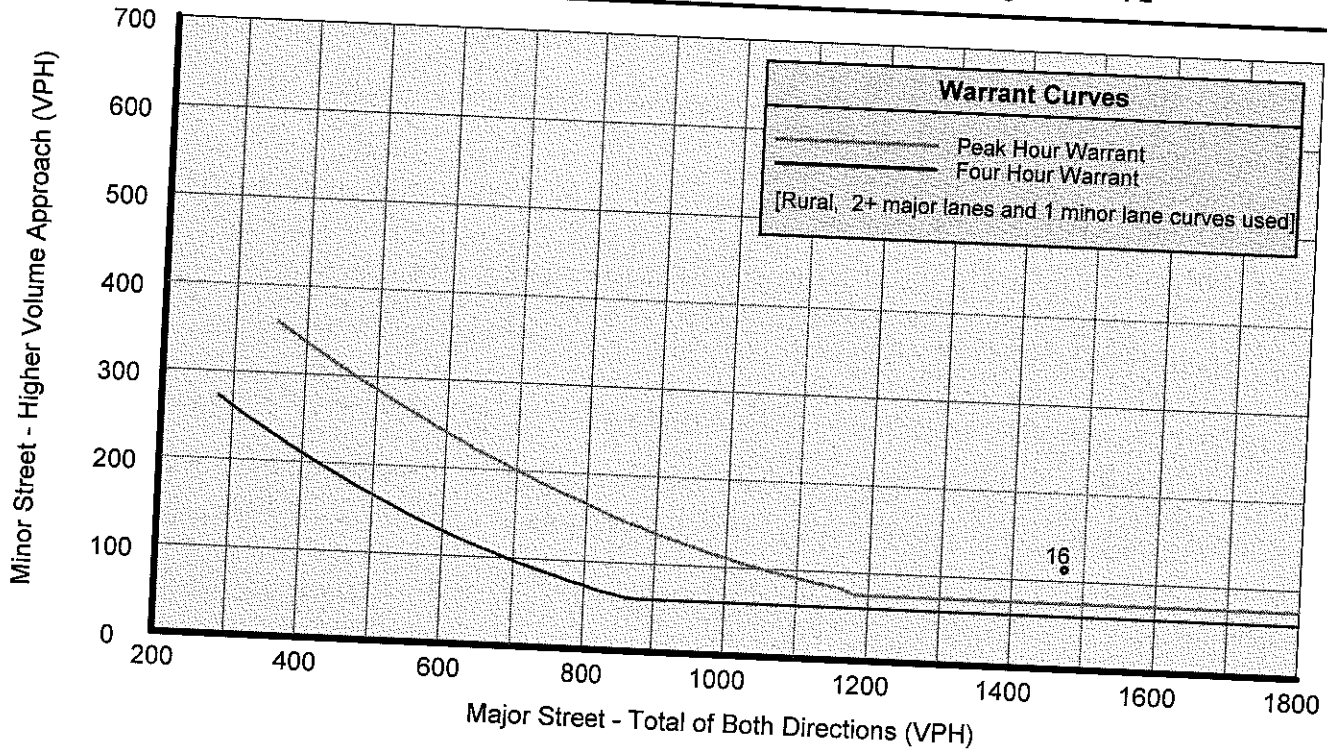
Eastbound: Route 314 (west)
 Number of Lanes: 1
 Total Approach Volume: 113

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

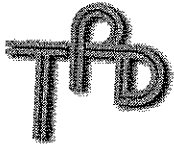


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,473	113	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,476

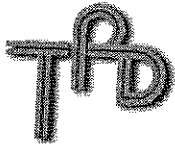
Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,003

Minor Street Approaches

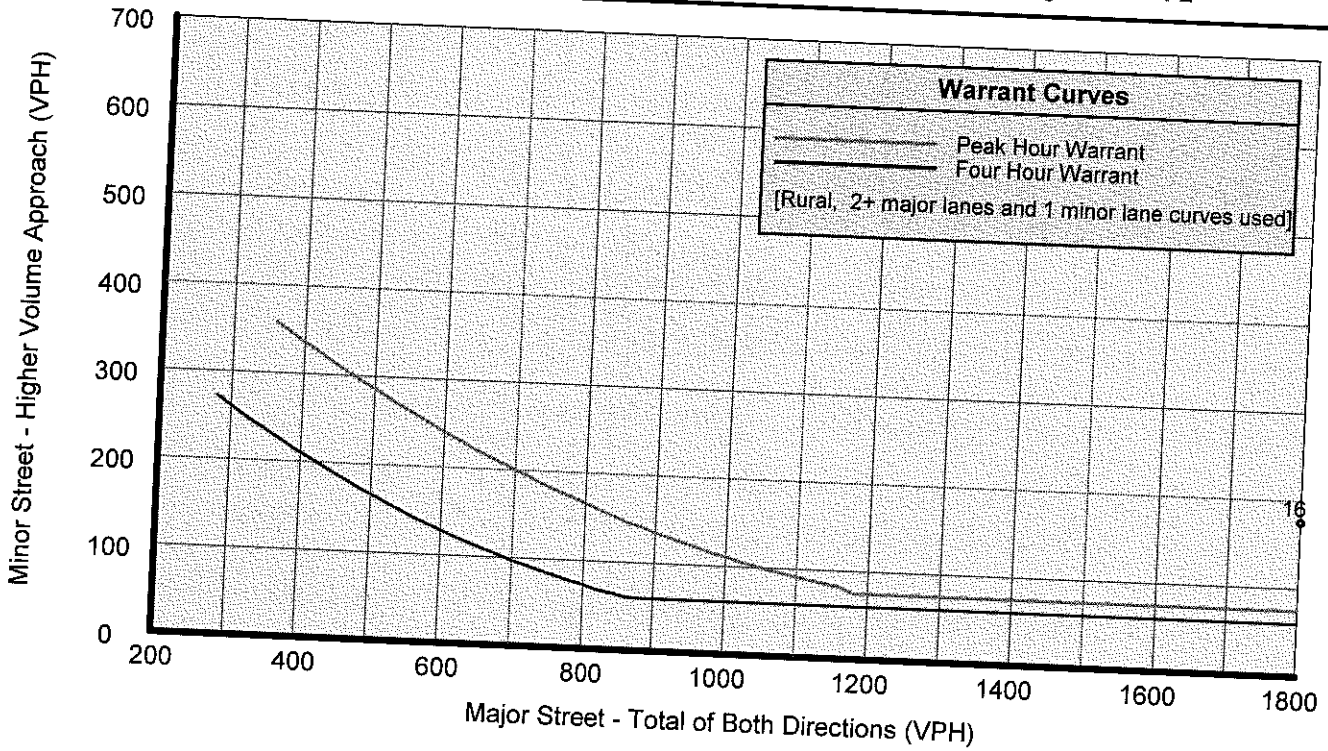
Eastbound: Route 314 (west)
 Number of Lanes: 1
 Total Approach Volume: 175

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

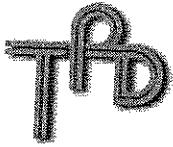


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,479	175	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,285

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 990

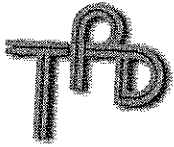
Minor Street Approaches

Eastbound: Route 314 (west)
Number of Lanes: 1

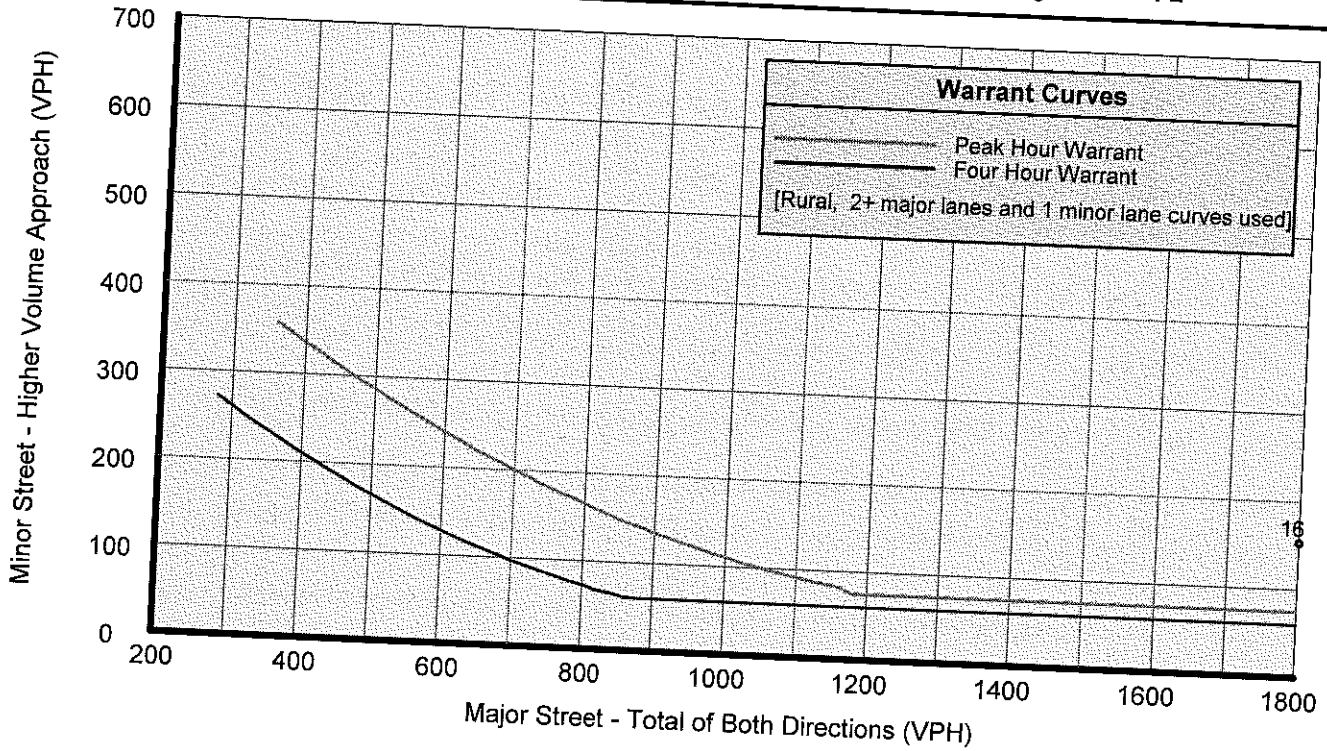
Total Approach Volume: 153

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

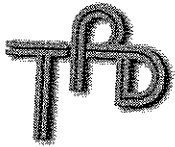


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,275	153	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,749

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,179

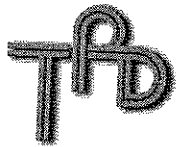
Minor Street Approaches

Eastbound: Route 314 (west)
 Number of Lanes: 1

Total Approach Volume: 211

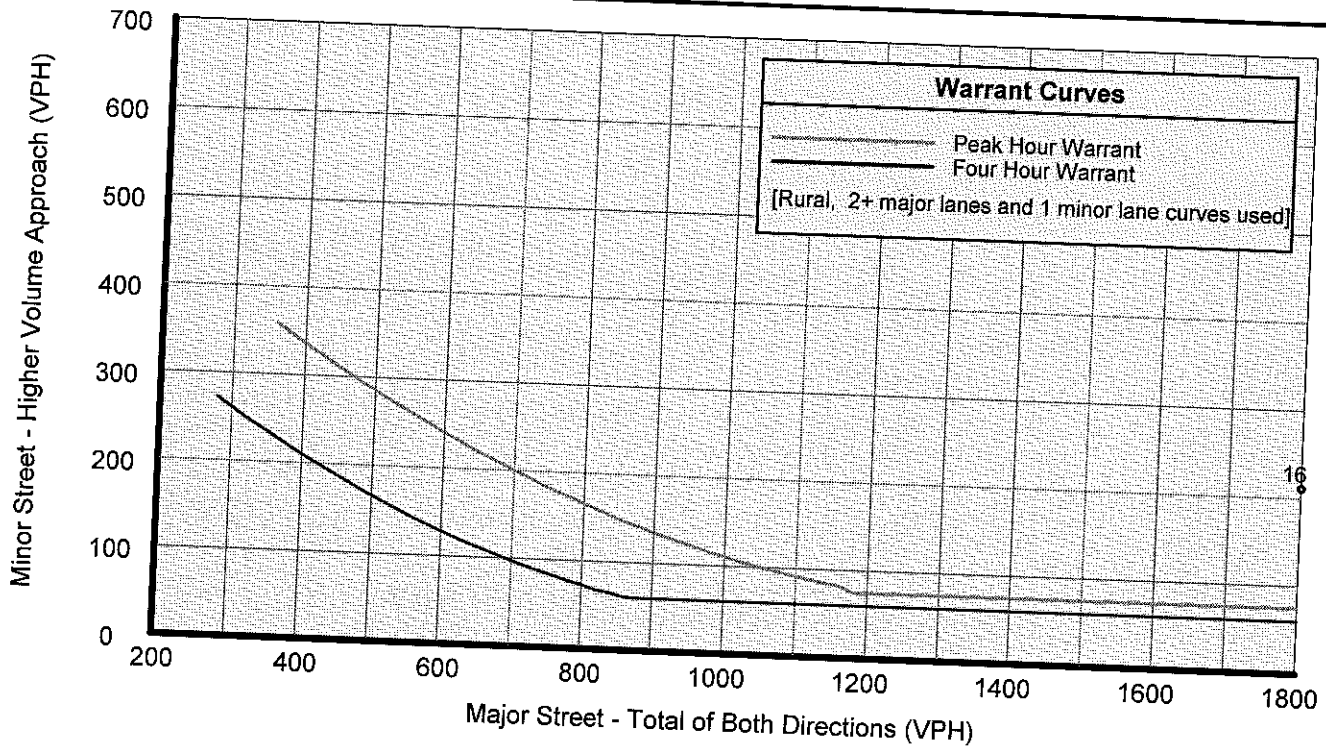
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated



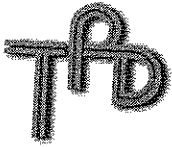
Signal Warrants - Summary

Study Name : 2007 Projected FRI
 Study Date : 09/14/06
 Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,928	211	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,749

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,179

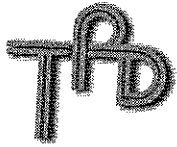
Minor Street Approaches

Eastbound: Route 314 (west)
Number of Lanes: 1

Total Approach Volume: 211

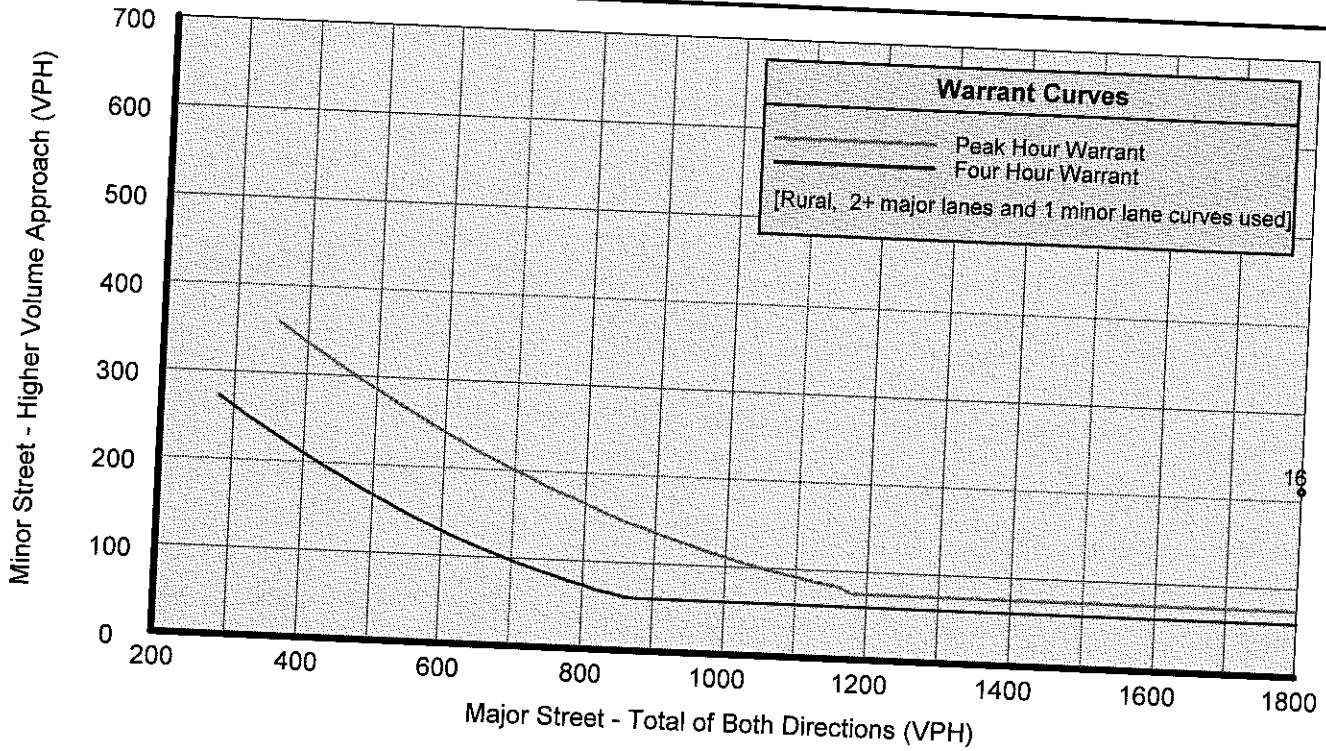
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated



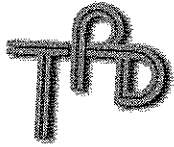
Signal Warrants - Summary

Study Name : 2007 Projected SAT
 Study Date : 09/14/06
 Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,928	211	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,749

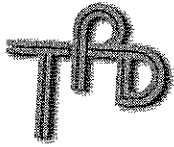
Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,179

Minor Street Approaches

Eastbound: Route 314 (west)
 Number of Lanes: 1
 Total Approach Volume: 211

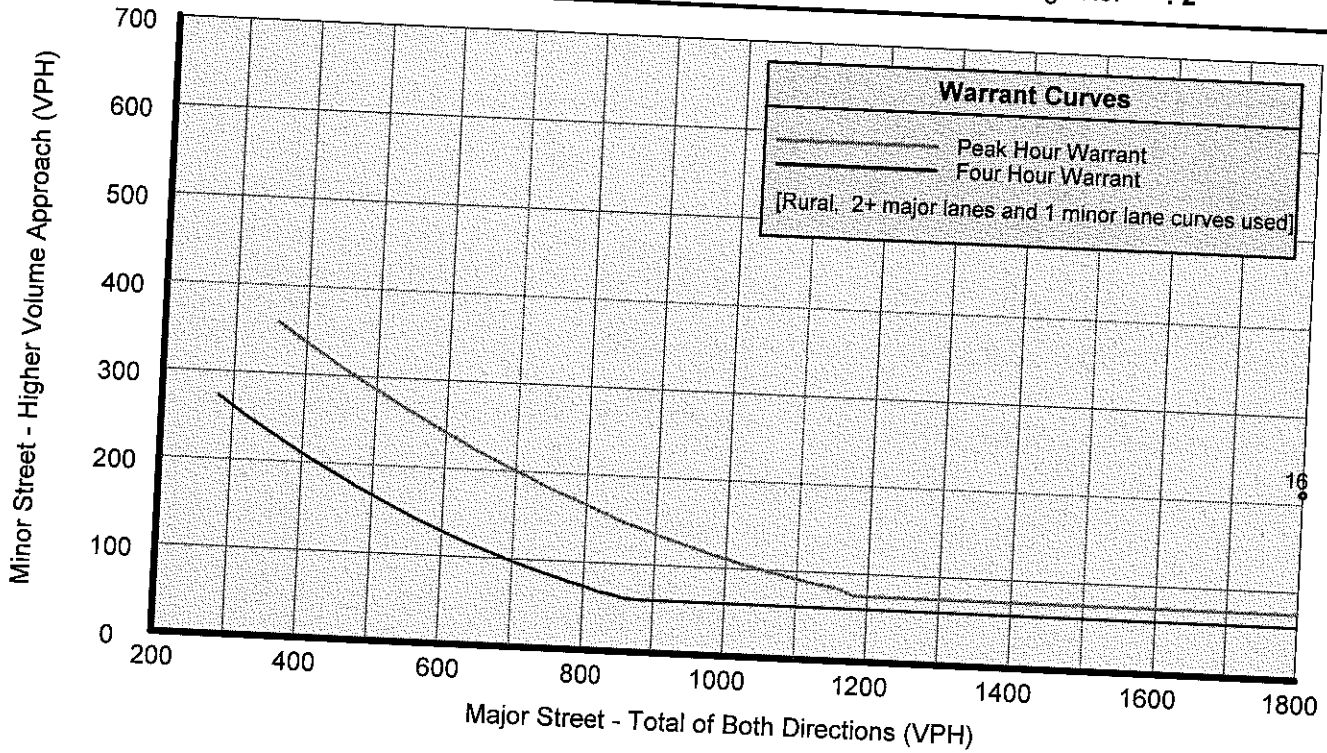
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated



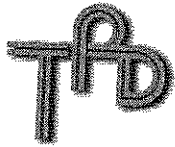
Signal Warrants - Summary

Study Name : 2017 Base FRI
 Study Date : 09/14/06
 Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,928	211	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,510

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,143

Minor Street Approaches

Eastbound: Route 314 (west)
Number of Lanes: 1

Total Approach Volume: 182

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes **Not Evaluated**

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes **Not Evaluated**

Warrant 3 - Peak Hour **Satisfied**

Warrant 3A - Peak Hour Delay **Not Satisfied**
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes **Satisfied**
 Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes **Not Evaluated**

Warrant 5 - School Crossing **Not Evaluated**

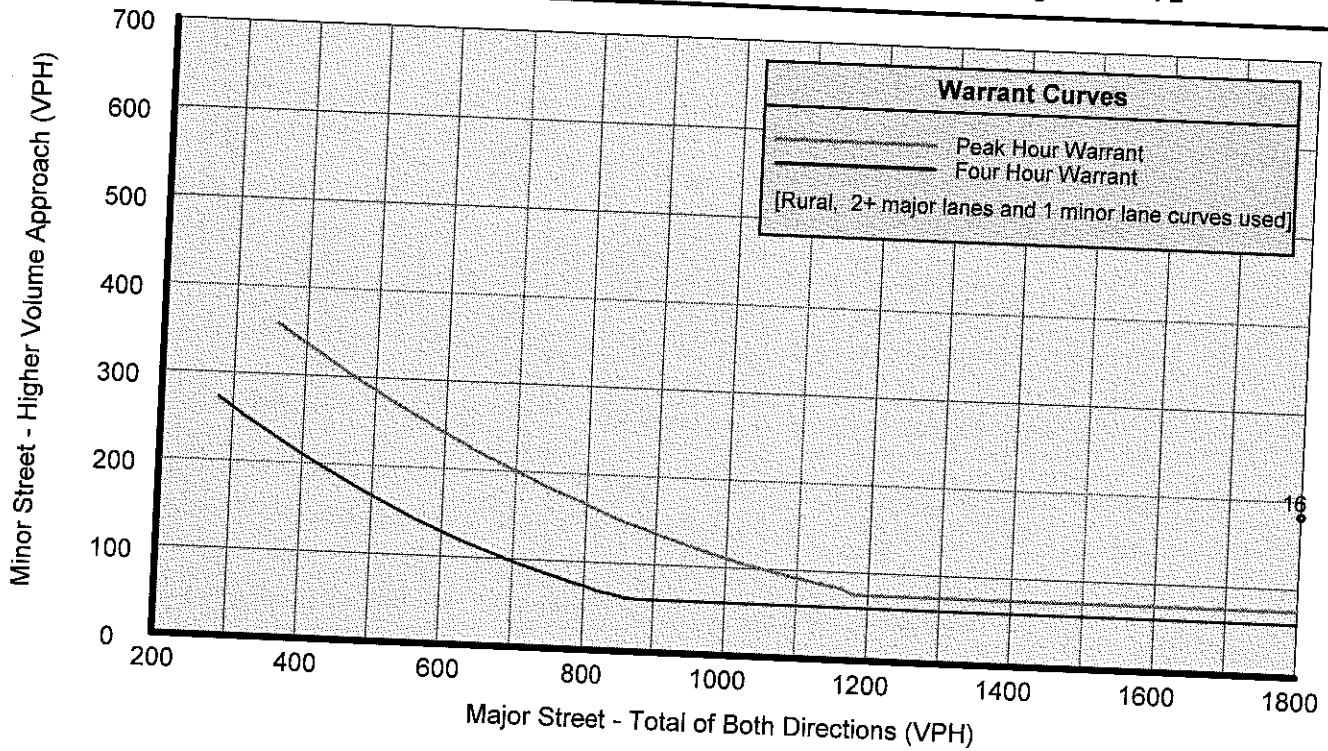
Warrant 6 - Coordinated Signal System **Not Evaluated**

Warrant 7 - Crash Experience **Not Evaluated**

Warrant 8 - Roadway Network **Not Evaluated**



Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,653	182	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
17:00	0	0	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 2,074

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,436

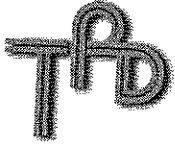
Minor Street Approaches

Eastbound: Route 314 (west)
Number of Lanes: 1

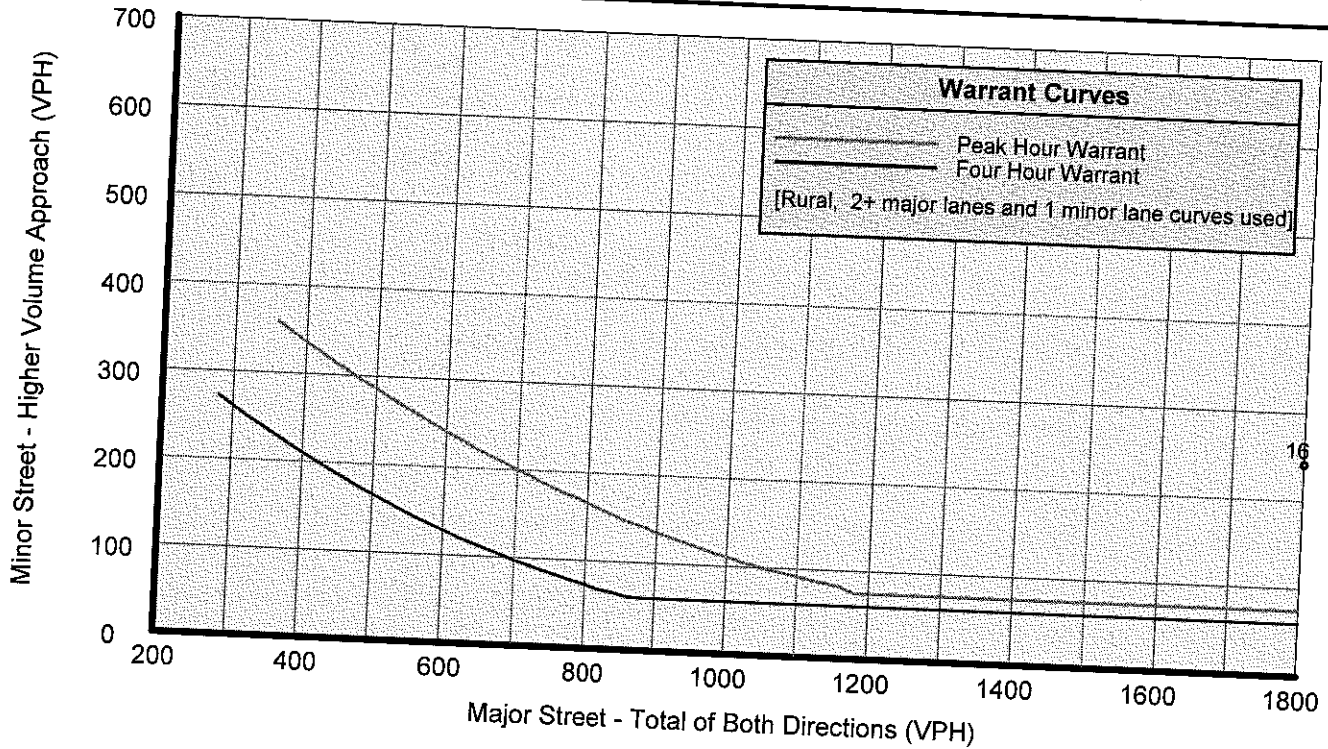
Total Approach Volume: 241

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

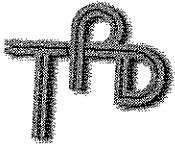


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	3,510	241	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,861

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,444

Minor Street Approaches

Eastbound: Route 314 (west)
 Number of Lanes: 1
 Total Approach Volume: 214

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes

Warrant 1A - Minimum Vehicular Volume **Not Evaluated**
 Warrant 1B - Interruption of Continuous Traffic **Not Evaluated**
 Warrant 1 A&B - Combination of Warrants **Not Evaluated**

Warrant 2 - Four Hour Volumes

..... **Not Evaluated**

Warrant 3 - Peak Hour

..... **Satisfied**

Warrant 3A - Peak Hour Delay **Not Satisfied**
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes **Satisfied**
 Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes

..... **Not Evaluated**

Warrant 5 - School Crossing

..... **Not Evaluated**

Warrant 6 - Coordinated Signal System

..... **Not Evaluated**

Warrant 7 - Crash Experience

..... **Not Evaluated**

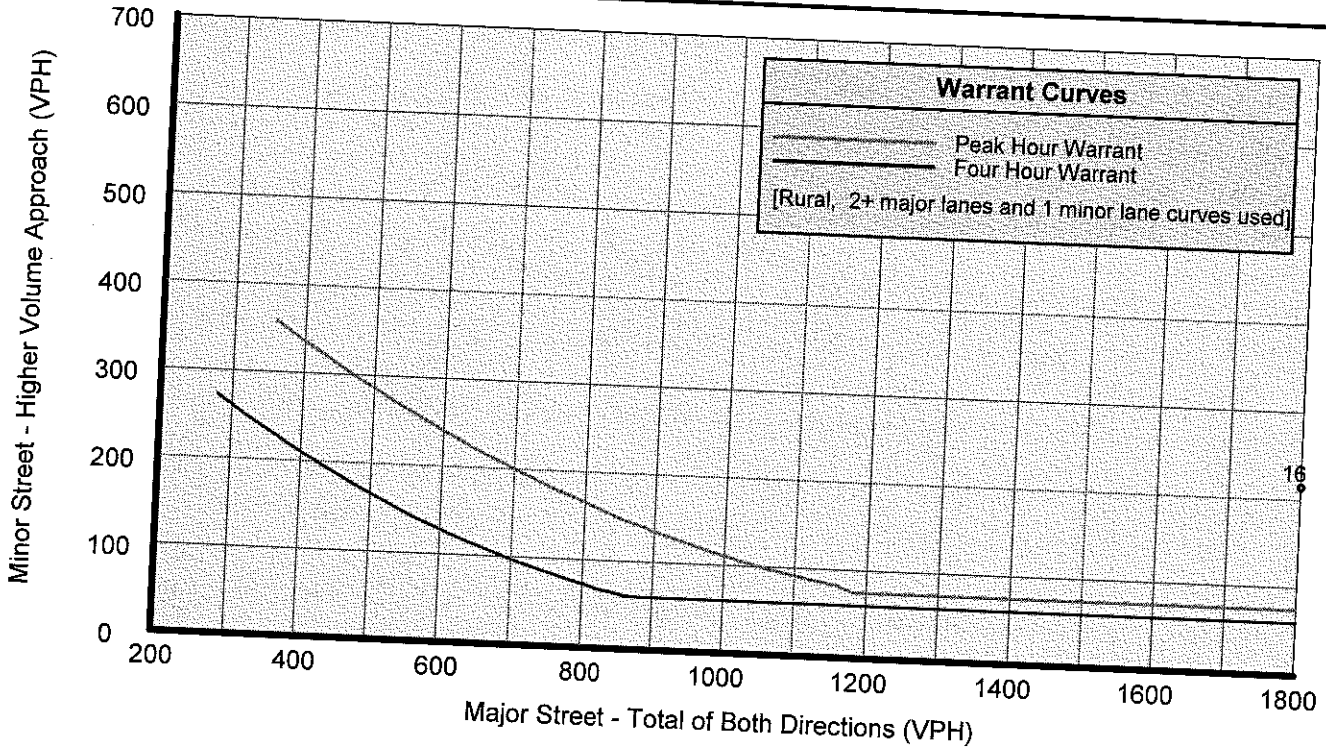
Warrant 8 - Roadway Network

..... **Not Evaluated**



Signal Warrants - Summary

Study Name : 2017 Projected SAT
 Study Date : 09/14/06
 Page No. : 2

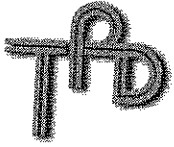


Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	3,305	214	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

ROUTE 611 & GRANGE ROAD/GREEN SPRINGS DRIVEWAY





Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 799

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 670

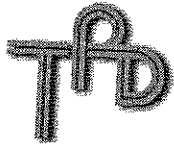
Minor Street Approaches

Westbound: Grange Road
Number of Lanes: 1

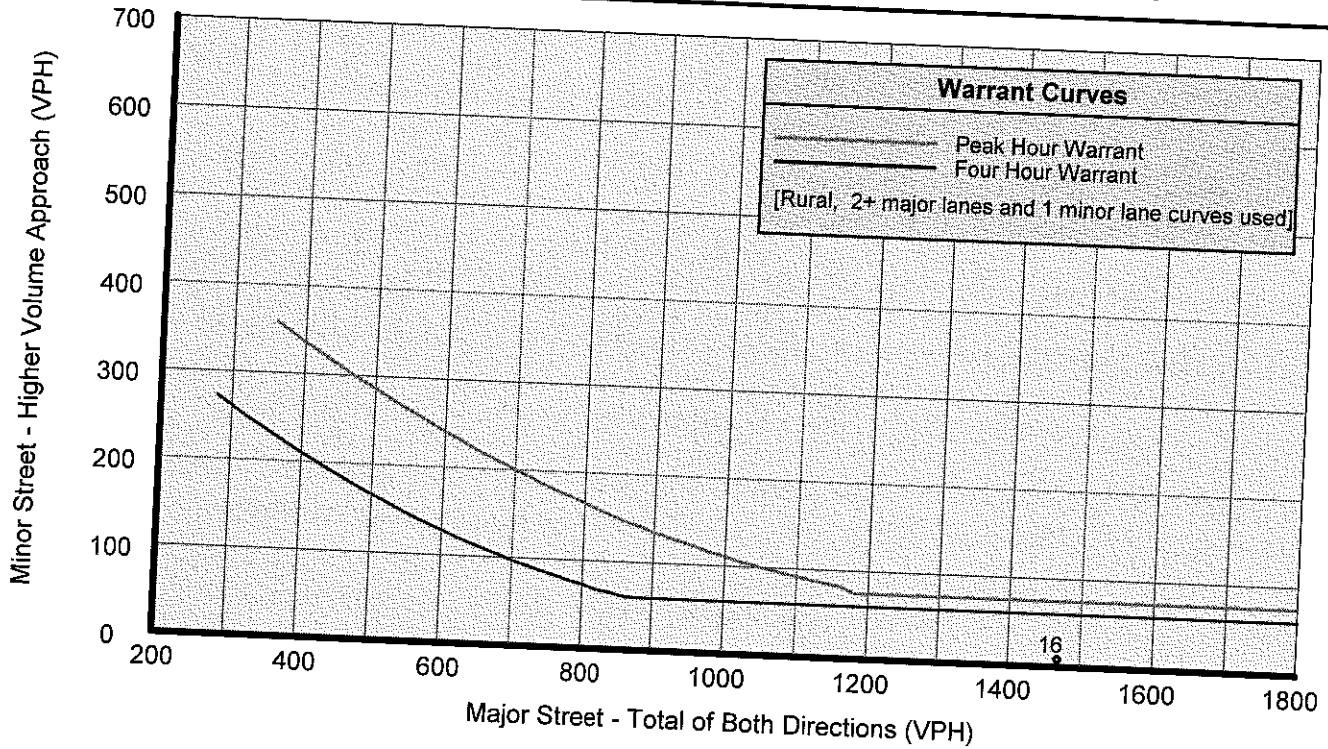
Total Approach Volume: 9

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Not Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Not Satisfied
Volumes do not exceed minimums for any hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

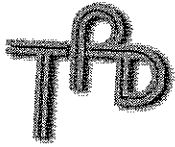


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,469	9	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 714

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 545

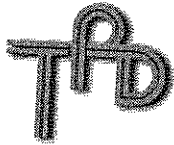
Minor Street Approaches

Westbound: Grange Road
 Number of Lanes: 1

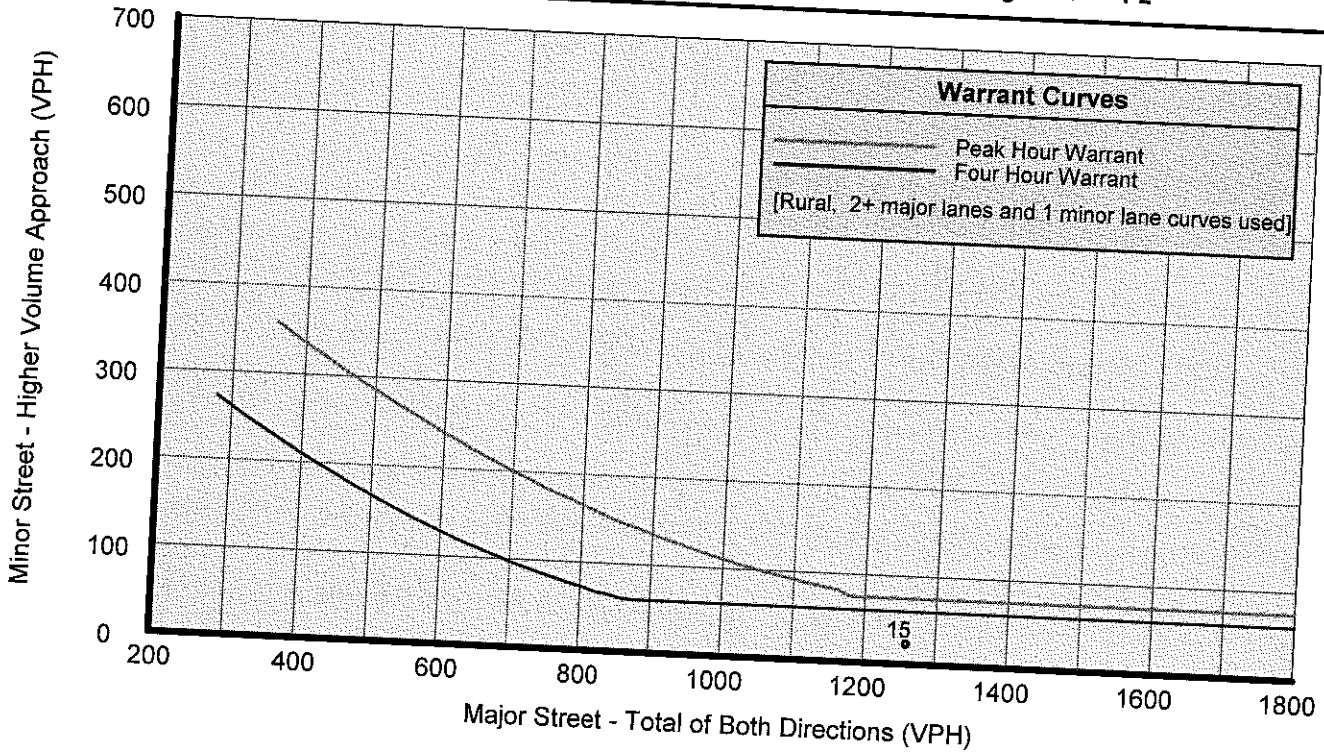
Total Approach Volume: 23

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Not Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Not Satisfied
Volumes do not exceed minimums for any hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

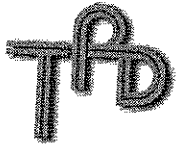


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	1,259	23	WB	420-Yes	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	0	0	EB	420-No	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,155

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 978

Minor Street Approaches

Eastbound: Green Springs Driveway
 Number of Lanes: 1

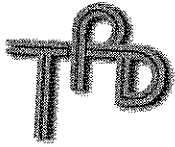
Total Approach Volume: 44

Westbound: Grange Road
 Number of Lanes: 1

Total Approach Volume: 35

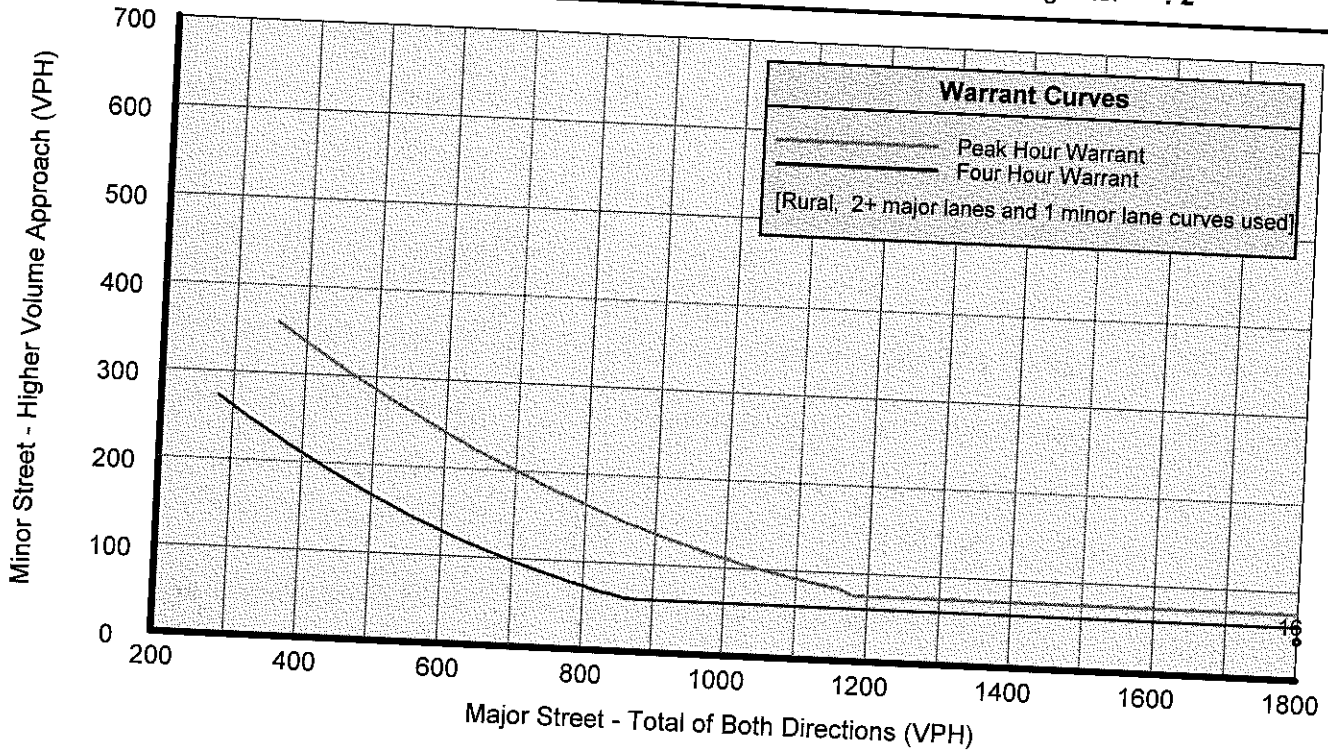
Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated
- Warrant 2 - Four Hour Volumes Not Evaluated
- Warrant 3 - Peak Hour Not Satisfied
 - Warrant 3A - Peak Hour Delay Not Satisfied
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes Not Satisfied
 Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes Not Evaluated
- Warrant 5 - School Crossing Not Evaluated
- Warrant 6 - Coordinated Signal System Not Evaluated
- Warrant 7 - Crash Experience Not Evaluated
- Warrant 8 - Roadway Network Not Evaluated



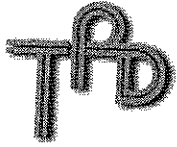
Signal Warrants - Summary

Study Name : 2007 Base FRI
 Study Date : 08/03/06
 Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,133	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,078

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 883

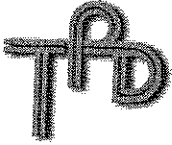
Minor Street Approaches

Eastbound: Green Springs Driveway
 Number of Lanes: 1
 Total Approach Volume: 61

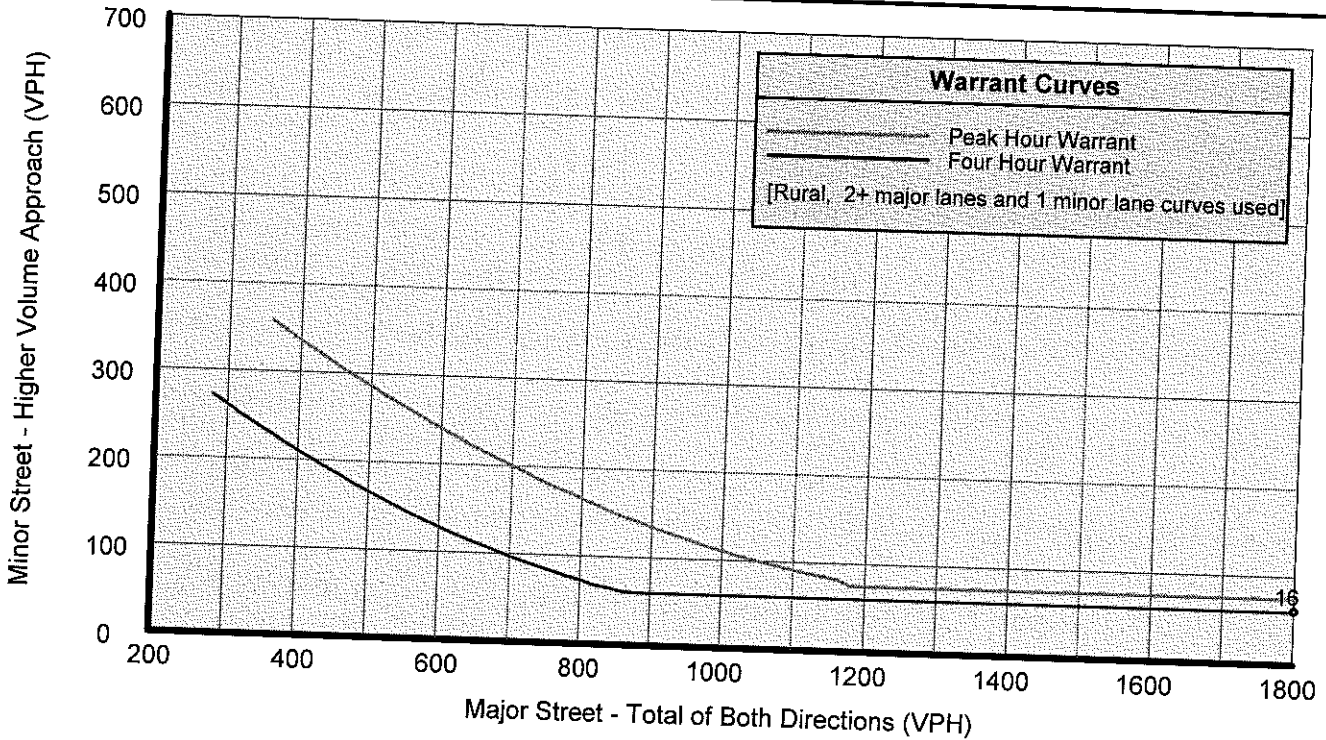
Westbound: Grange Road
 Number of Lanes: 1
 Total Approach Volume: 52

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Evaluated
Warrant 1A - Minimum Vehicular Volume	Not Evaluated
Warrant 1B - Interruption of Continuous Traffic	Not Evaluated
Warrant 1 A&B - Combination of Warrants	Not Evaluated
Warrant 2 - Four Hour Volumes	Not Evaluated
Warrant 3 - Peak Hour	Not Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Not Satisfied
Volumes do not exceed minimums for any hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated



Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,961	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,219

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,067

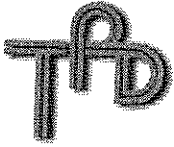
Minor Street Approaches

Eastbound: Green Springs Driveway
 Number of Lanes: 1
 Total Approach Volume: 44

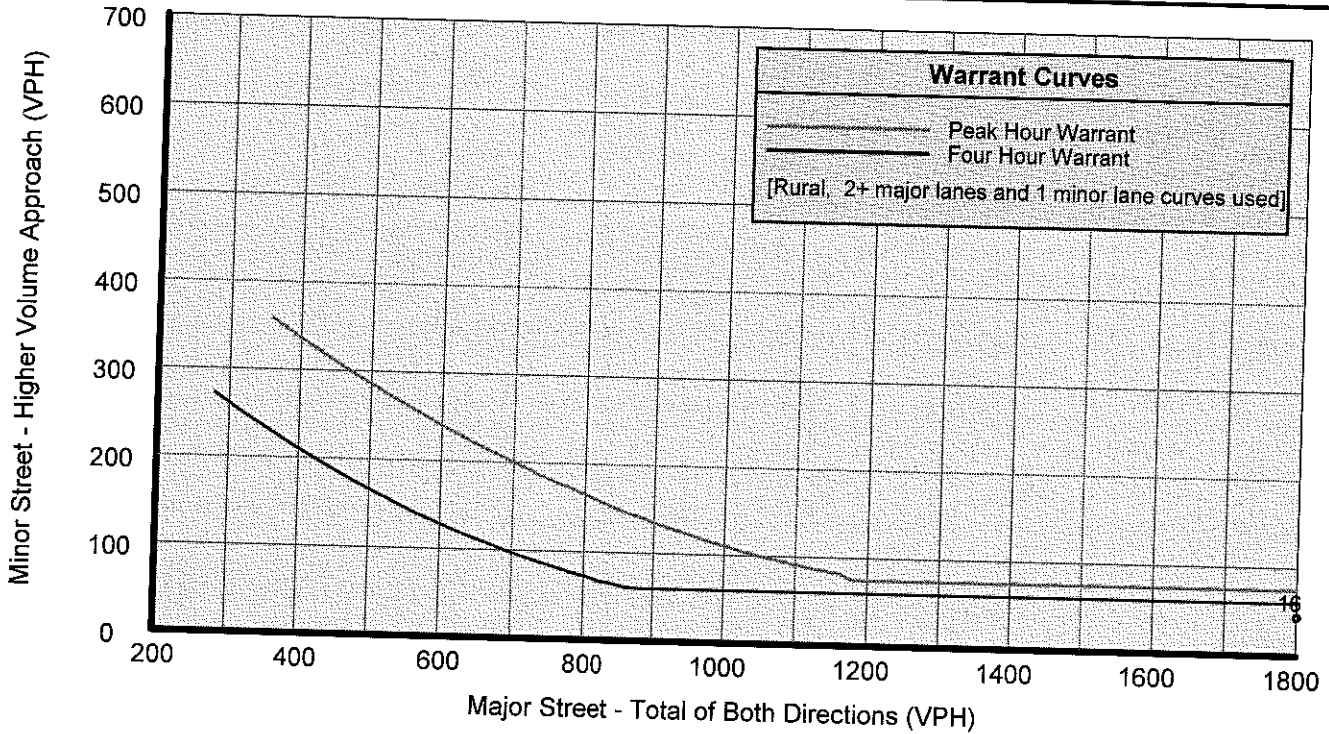
Westbound: Grange Road
 Number of Lanes: 1
 Total Approach Volume: 35

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated
- Warrant 2 - Four Hour Volumes Not Evaluated
- Warrant 3 - Peak Hour Not Satisfied
 - Warrant 3A - Peak Hour Delay Not Satisfied
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes Not Satisfied
 Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes Not Evaluated
- Warrant 5 - School Crossing Not Evaluated
- Warrant 6 - Coordinated Signal System Not Evaluated
- Warrant 7 - Crash Experience Not Evaluated
- Warrant 8 - Roadway Network Not Evaluated

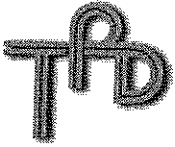


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,286	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	Major
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,155

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,015

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1

Total Approach Volume: 61

Westbound: Grange Road
Number of Lanes: 1

Total Approach Volume: 52

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

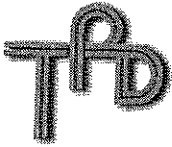
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

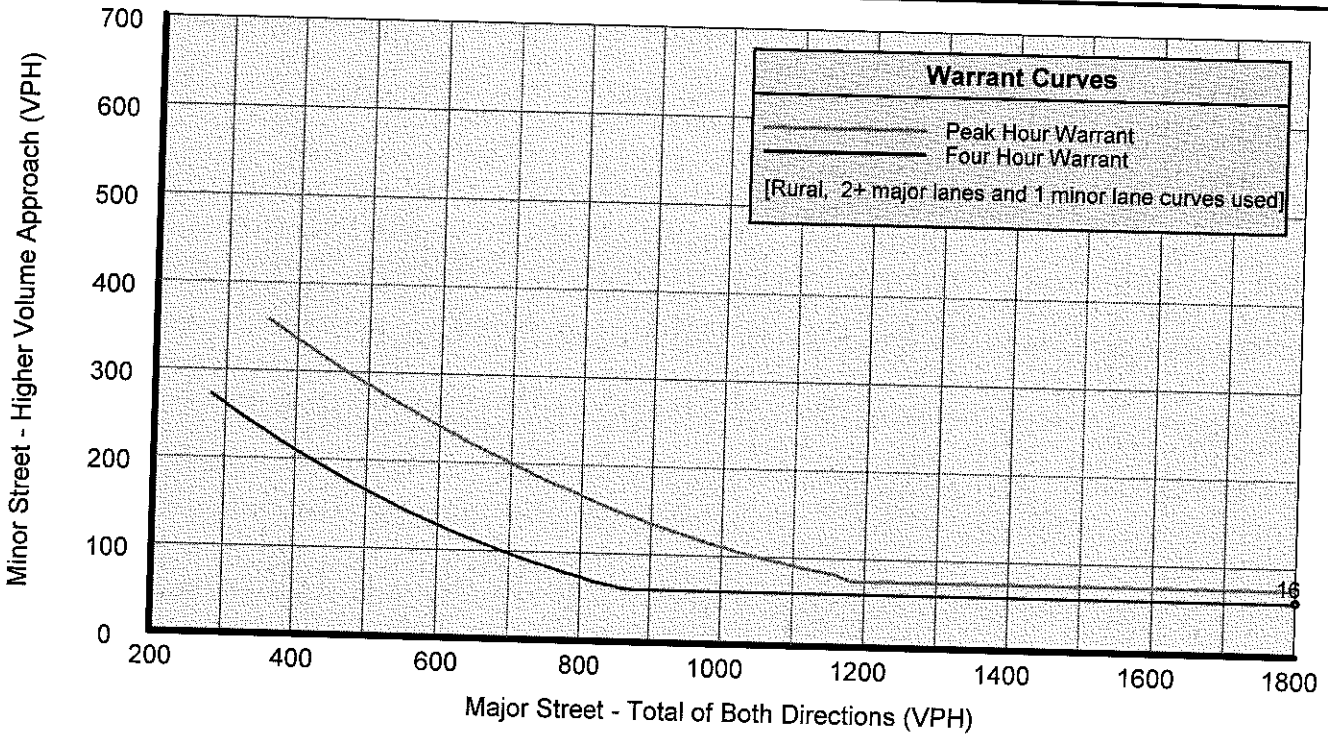
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

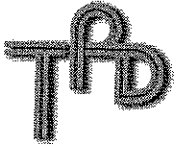


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,170	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,359

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,148

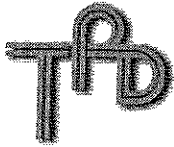
Minor Street Approaches

Eastbound: Green Springs Driveway
 Number of Lanes: 1
 Total Approach Volume: 44

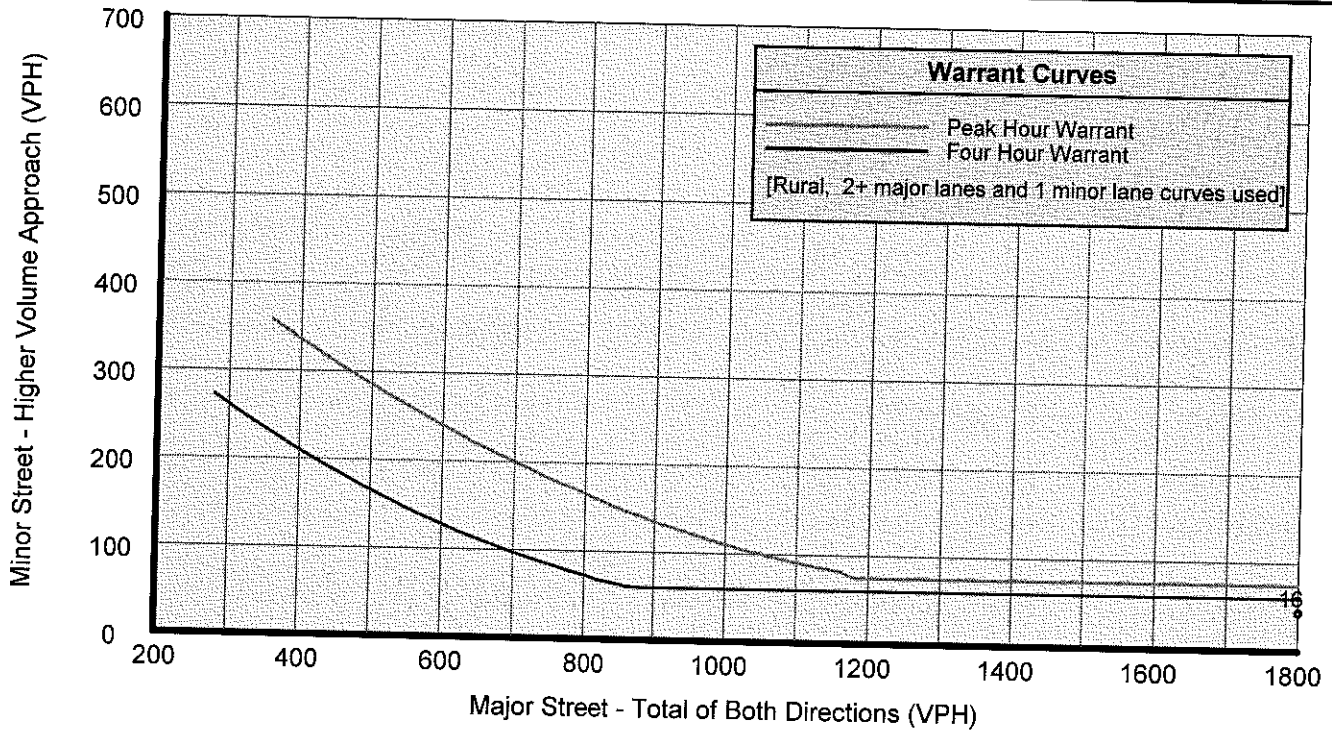
Westbound: Grange Road
 Number of Lanes: 1
 Total Approach Volume: 38

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume** Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic** Not Evaluated
 - Warrant 1 A&B - Combination of Warrants** Not Evaluated
- Warrant 2 - Four Hour Volumes** Not Evaluated
- Warrant 3 - Peak Hour** Not Satisfied
 - Warrant 3A - Peak Hour Delay** Not Satisfied
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes** Not Satisfied
 Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes** Not Evaluated
- Warrant 5 - School Crossing** Not Evaluated
- Warrant 6 - Coordinated Signal System** Not Evaluated
- Warrant 7 - Crash Experience** Not Evaluated
- Warrant 8 - Roadway Network** Not Evaluated

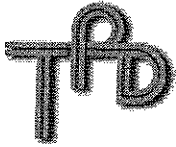


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,507	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Base SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,258

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,058

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1

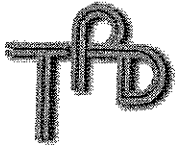
Total Approach Volume: 61

Westbound: Grange Road
Number of Lanes: 1

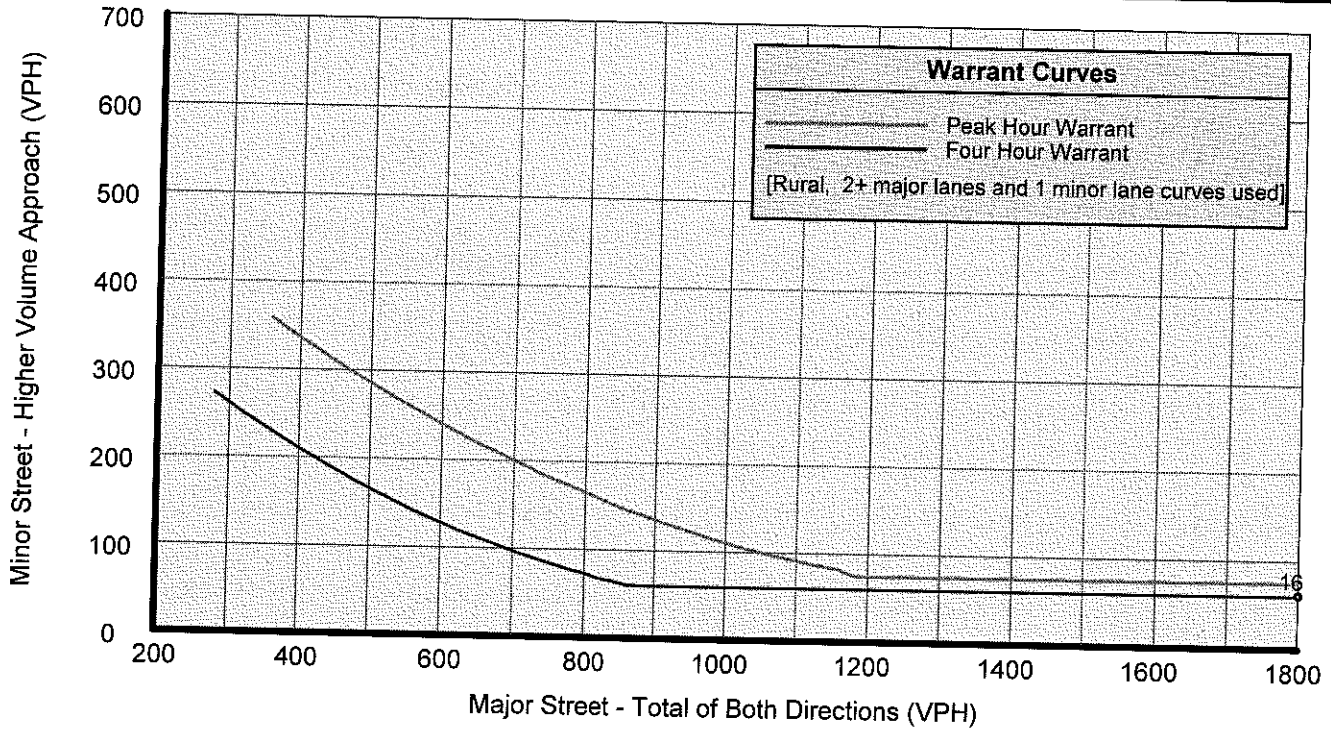
Total Approach Volume: 57

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume** Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic** Not Evaluated
 - Warrant 1 A&B - Combination of Warrants** Not Evaluated
- Warrant 2 - Four Hour Volumes** Not Evaluated
- Warrant 3 - Peak Hour** Not Satisfied
 - Warrant 3A - Peak Hour Delay** Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes** Not Satisfied
Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes** Not Evaluated
- Warrant 5 - School Crossing** Not Evaluated
- Warrant 6 - Coordinated Signal System** Not Evaluated
- Warrant 7 - Crash Experience** Not Evaluated
- Warrant 8 - Roadway Network** Not Evaluated

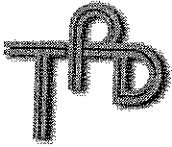


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,316	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

*Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,423*

*Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,237*

Minor Street Approaches

*Eastbound: Green Springs Driveway
Number of Lanes: 1*

Total Approach Volume: 44

*Westbound: Grange Road
Number of Lanes: 1*

Total Approach Volume: 38

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied
Volumes do not exceed minimums for any hour.

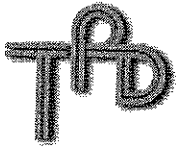
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

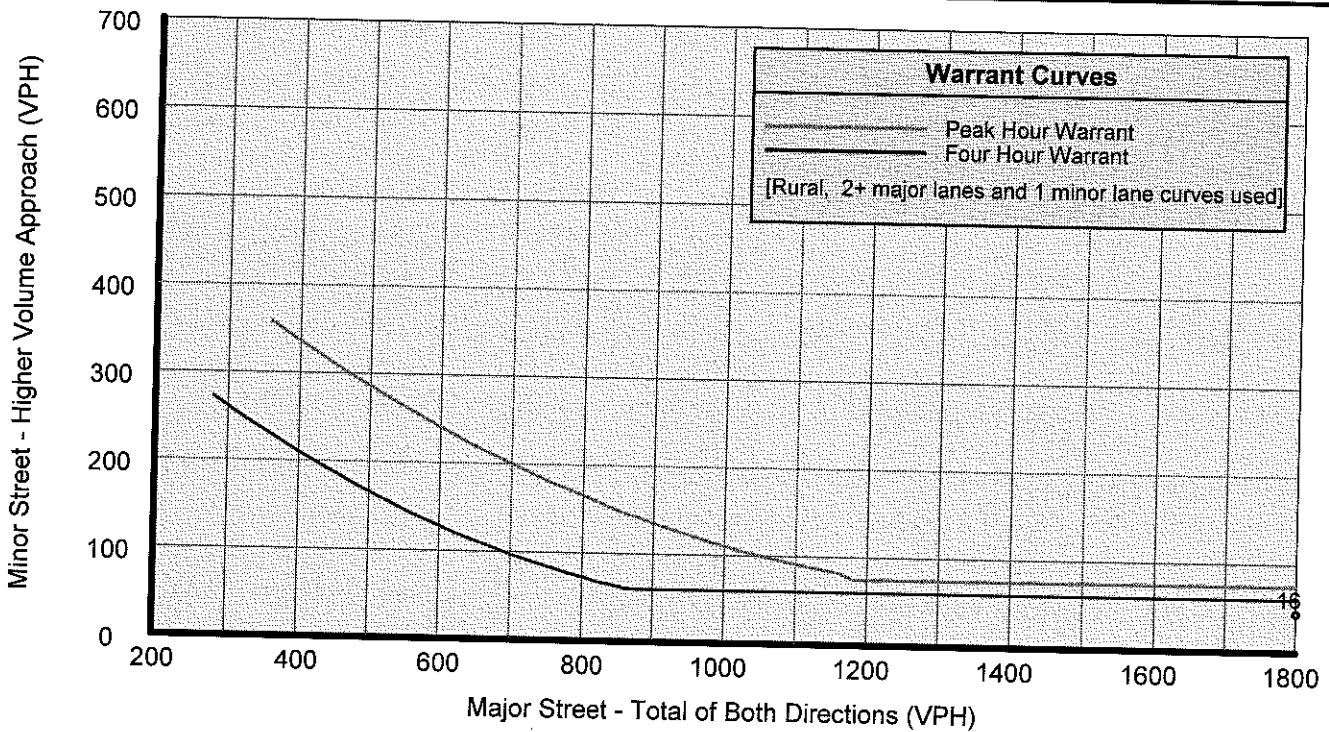
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

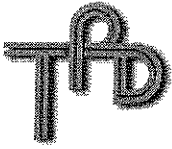


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,660	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

*Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,334*

*Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,153*

Minor Street Approaches

*Eastbound: Green Springs Driveway
Number of Lanes: 1*

Total Approach Volume: 61

*Westbound: Grange Road
Number of Lanes: 1*

Total Approach Volume: 57

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

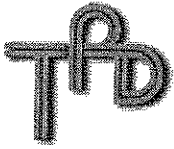
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

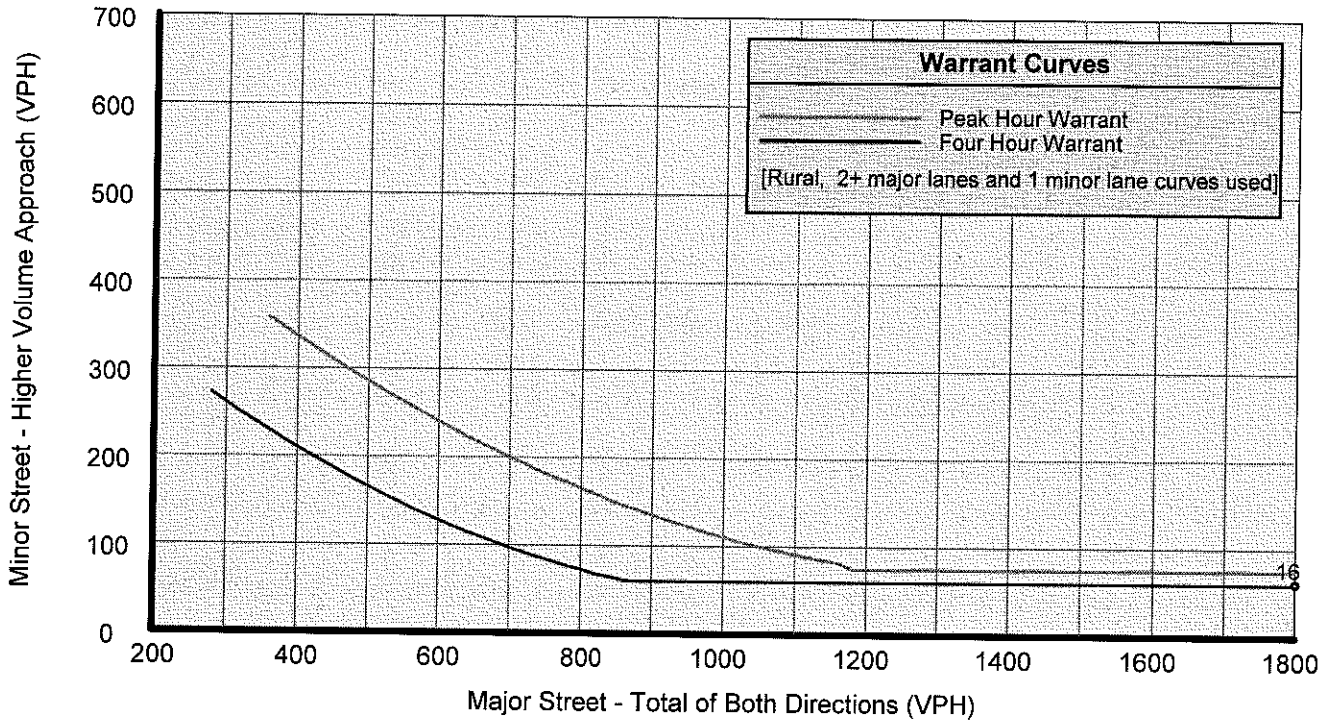
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/03/06

Page No. : 2

Signal Warrants - Summary

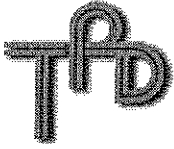


Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,487	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

ROUTE 611 & MEADOWSIDE ROAD/TRINITY HILL ROAD





Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 793

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 660

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 3

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 12

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

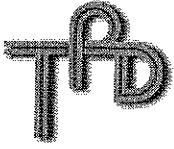
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

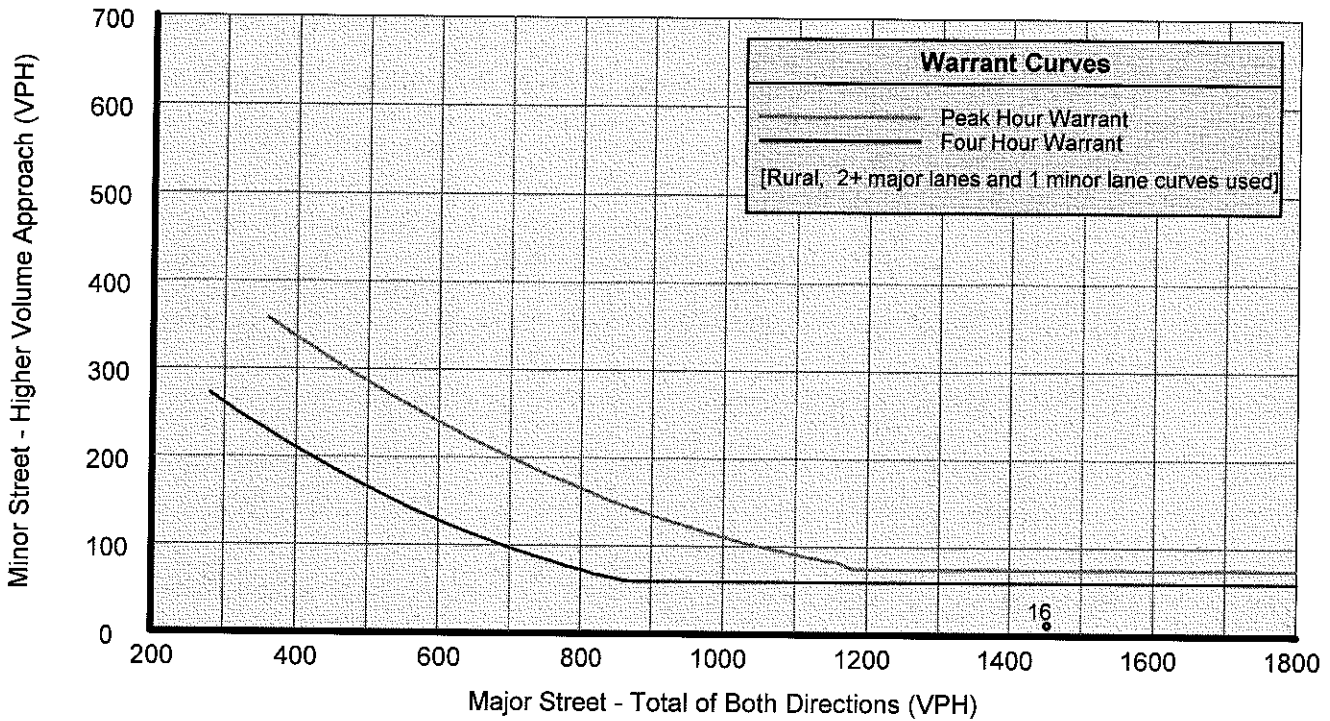
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

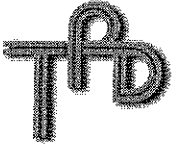


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,453	12	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing SAT

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 712

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 553

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 4

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 17

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes **Not Evaluated**

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes **Not Evaluated**

Warrant 3 - Peak Hour **Not Satisfied**

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

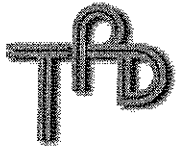
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

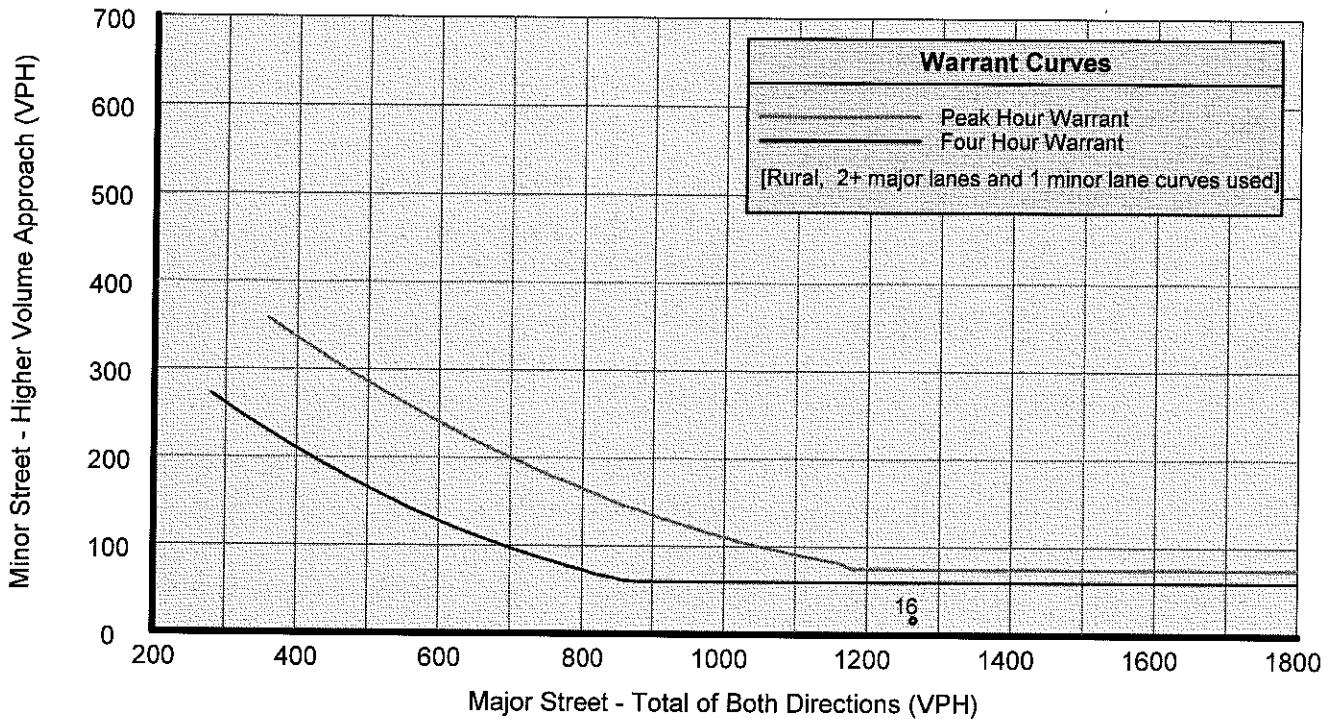
2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing SAT

Study Date : 08/03/06

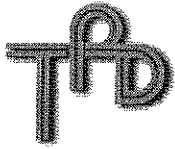
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,265	17	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,149

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 960

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 3

Westbound: Meadows Road
Number of Lanes: 1

Total Approach Volume: 12

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

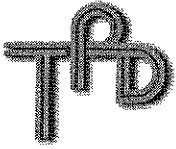
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

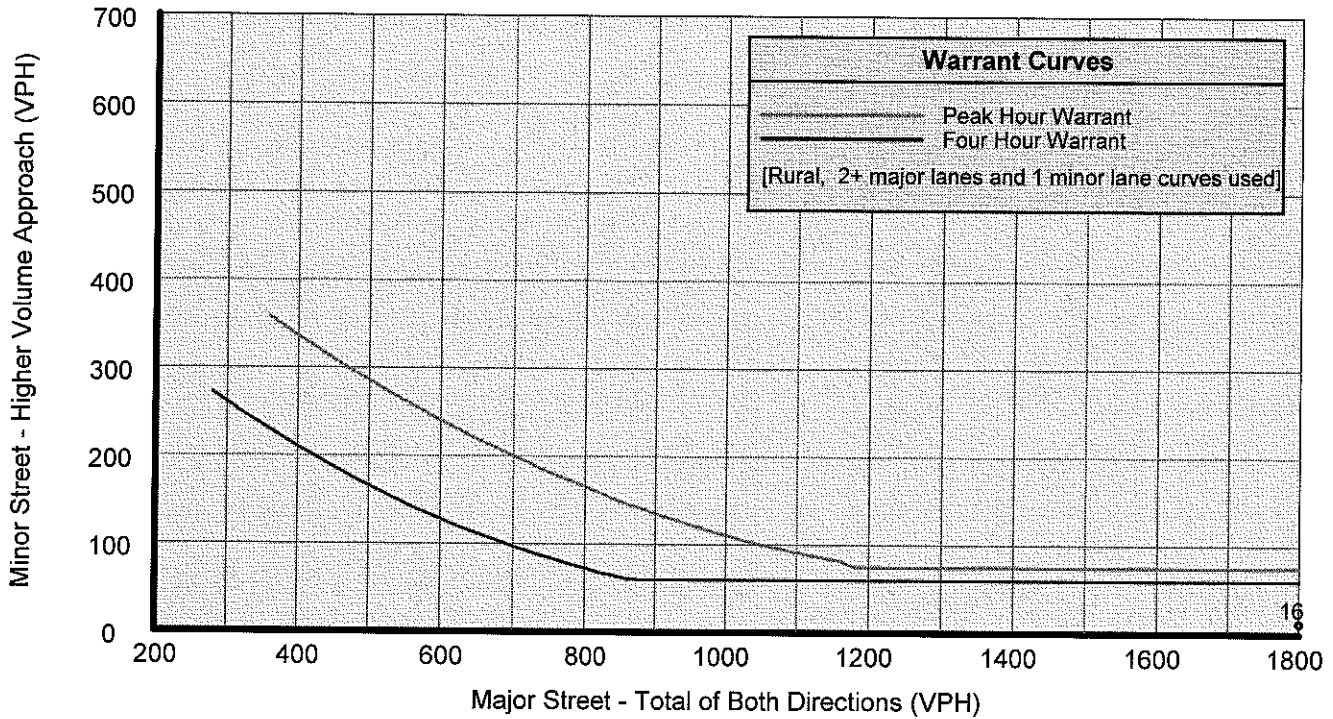
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

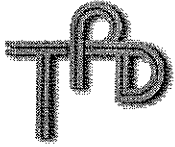


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,109	12	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,077

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 938

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

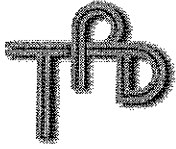
Total Approach Volume: 4

Westbound: Meadowside Road
Number of Lanes: 1

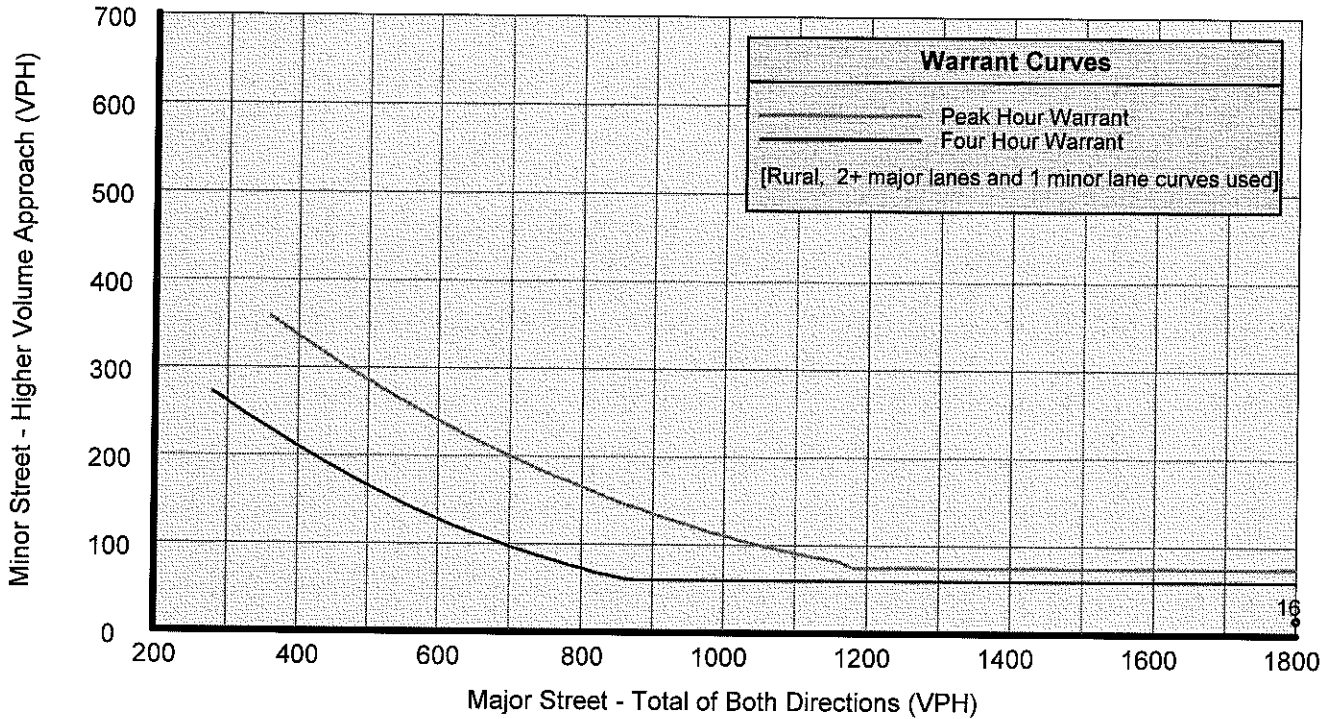
Total Approach Volume: 17

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** **Not Evaluated**
 - Warrant 1A - Minimum Vehicular Volume **Not Evaluated**
 - Warrant 1B - Interruption of Continuous Traffic **Not Evaluated**
 - Warrant 1 A&B - Combination of Warrants **Not Evaluated**
- Warrant 2 - Four Hour Volumes** **Not Evaluated**
- Warrant 3 - Peak Hour** **Not Satisfied**
 - Warrant 3A - Peak Hour Delay **Not Satisfied**
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes **Not Satisfied**
 Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes **Not Evaluated**
- Warrant 5 - School Crossing **Not Evaluated**
- Warrant 6 - Coordinated Signal System **Not Evaluated**
- Warrant 7 - Crash Experience **Not Evaluated**
- Warrant 8 - Roadway Network **Not Evaluated**

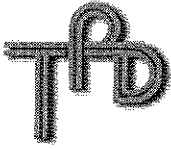


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,015	17	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,351

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,128

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 4

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 15

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

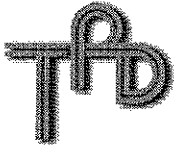
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

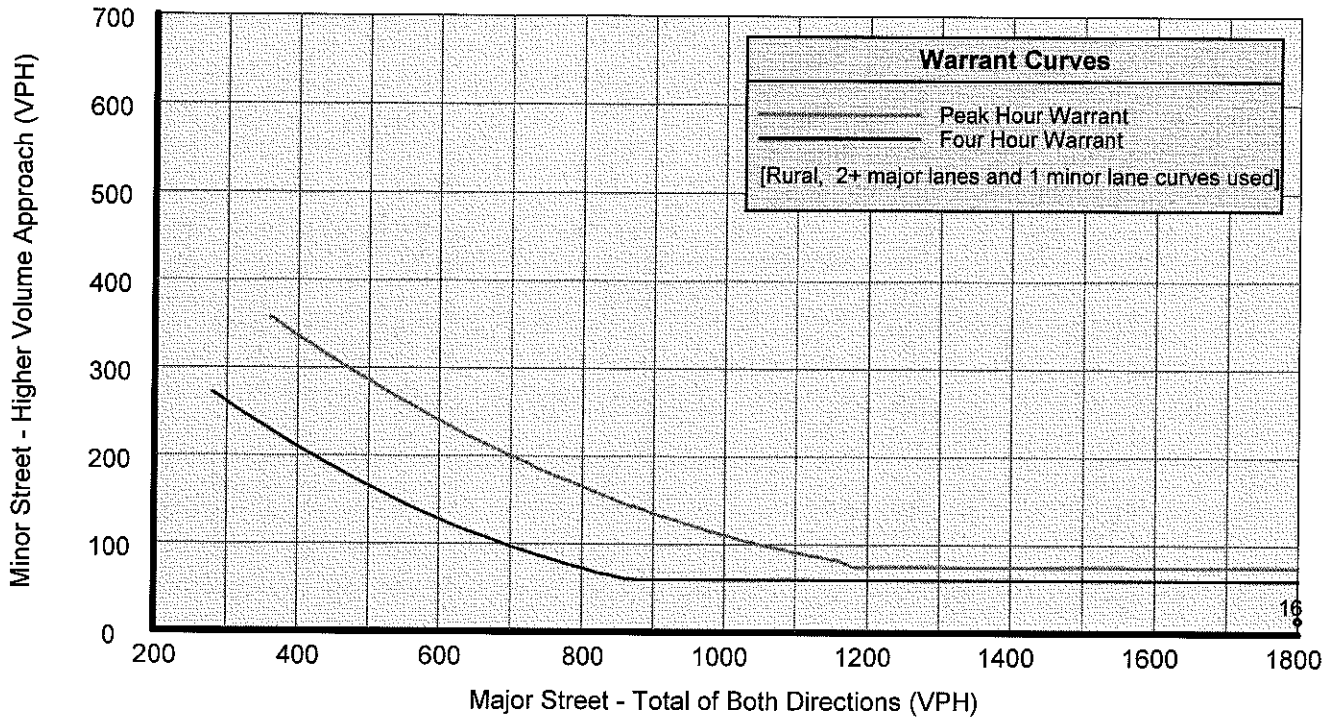
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/03/06

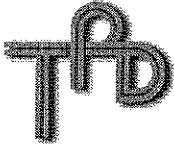
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,479	15	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,147

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,033

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 4

Westbound: Meadows Road
Number of Lanes: 1

Total Approach Volume: 23

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

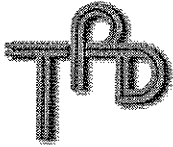
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

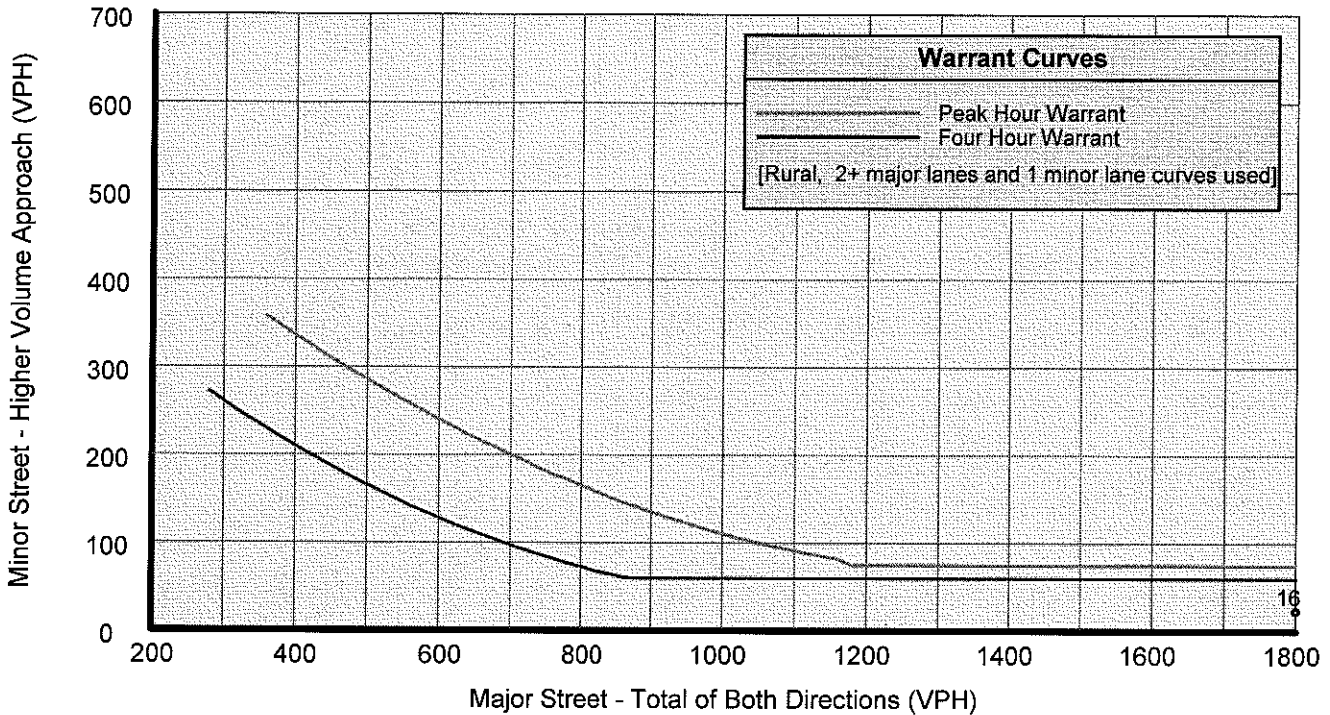
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/03/06

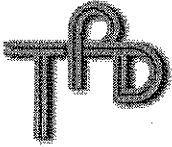
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,180	23	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,351

Southbound: Route 611
 Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 1,128

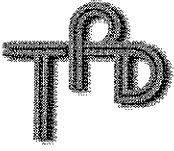
Minor Street Approaches

Eastbound: Trinity Hill Road
 Number of Lanes: 1
 Total Approach Volume: 4

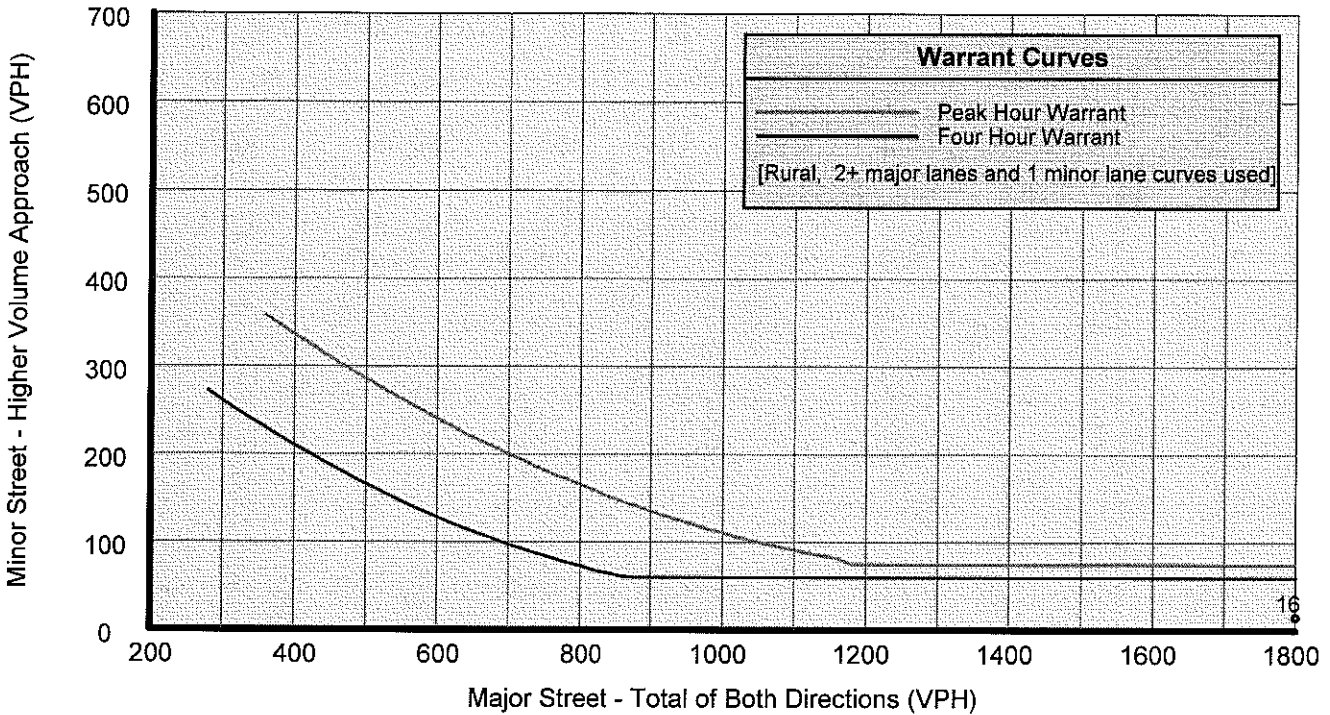
Westbound: Meadowside Road
 Number of Lanes: 1
 Total Approach Volume: 15

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume** Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic** Not Evaluated
 - Warrant 1 A&B - Combination of Warrants** Not Evaluated
- Warrant 2 - Four Hour Volumes** Not Evaluated
- Warrant 3 - Peak Hour** Not Satisfied
 - Warrant 3A - Peak Hour Delay** Not Satisfied
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes** Not Satisfied
 Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes** Not Evaluated
- Warrant 5 - School Crossing** Not Evaluated
- Warrant 6 - Coordinated Signal System** Not Evaluated
- Warrant 7 - Crash Experience** Not Evaluated
- Warrant 8 - Roadway Network** Not Evaluated

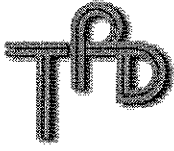


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,479	15	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Base SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,256

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,077

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 5

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 22

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

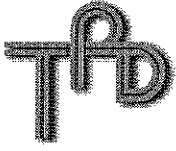
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

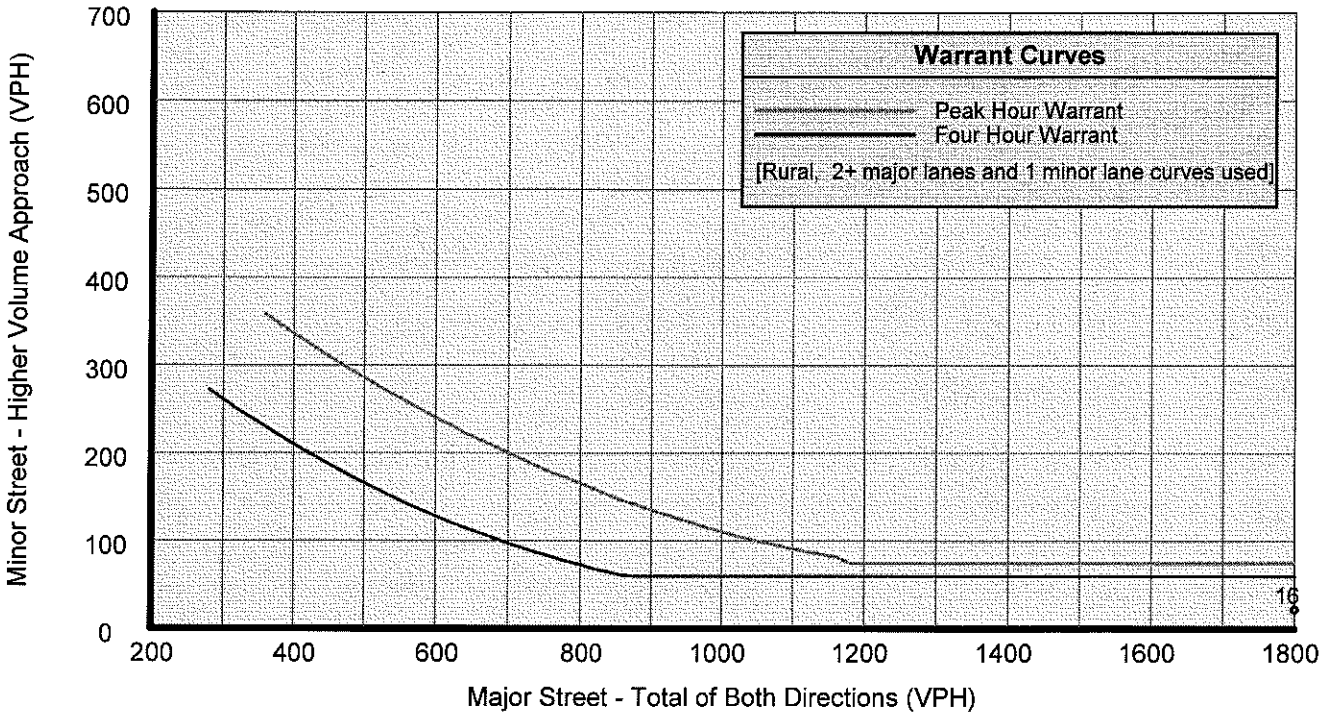
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

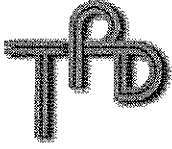


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,333	22	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611

Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,411

Southbound: Route 611

Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,217

Minor Street Approaches

Eastbound: Trinity Hill Road

Number of Lanes: 1

Total Approach Volume: 4

Westbound: Meadows Road

Number of Lanes: 1

Total Approach Volume: 19

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

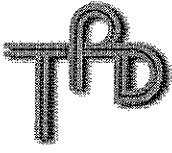
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

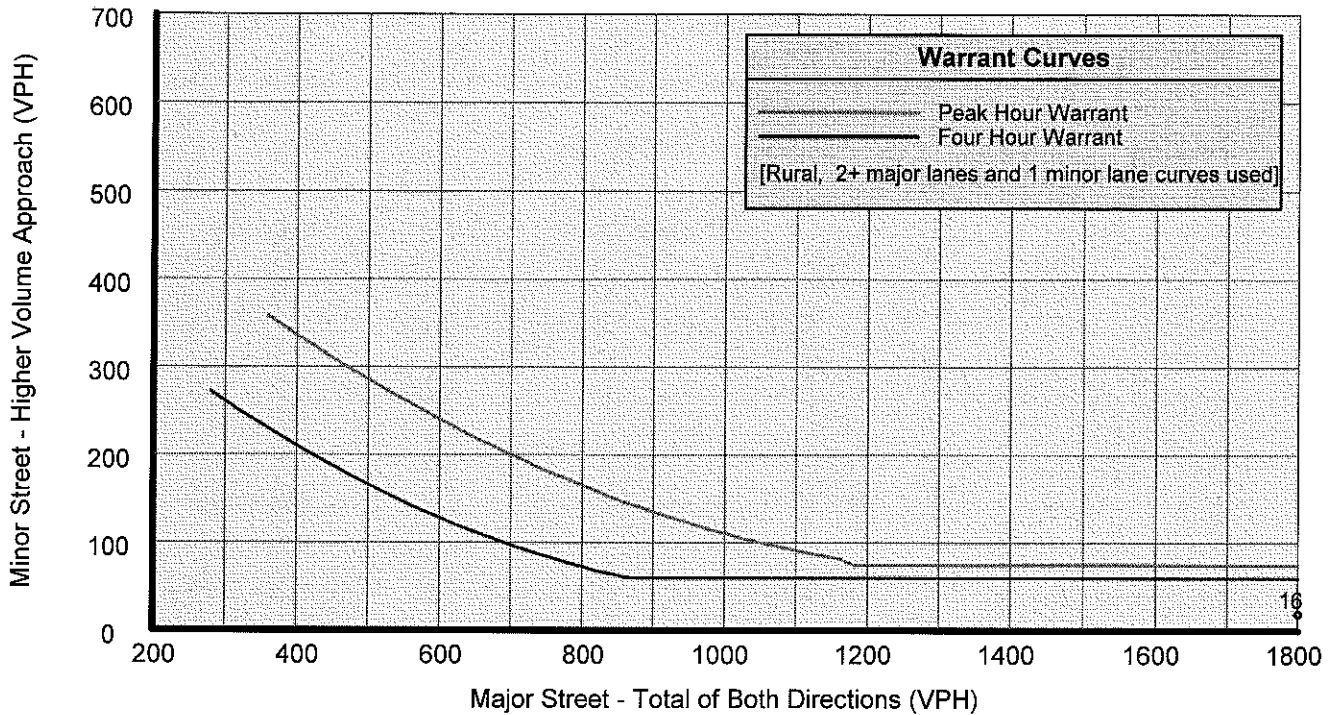
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI

Study Date : 08/03/06

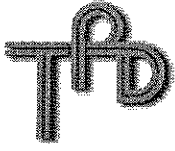
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,628	19	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611

Number of Lanes: 2

Approach Speed: 45

Total Approach Volume: 1,326

Southbound: Route 611

Number of Lanes: 2

Approach Speed: 45

Total Approach Volume: 1,172

Minor Street Approaches

Eastbound: Trinity Hill Road

Number of Lanes: 1

Total Approach Volume: 5

Westbound: Meadowside Road

Number of Lanes: 1

Total Approach Volume: 28

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

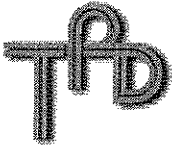
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

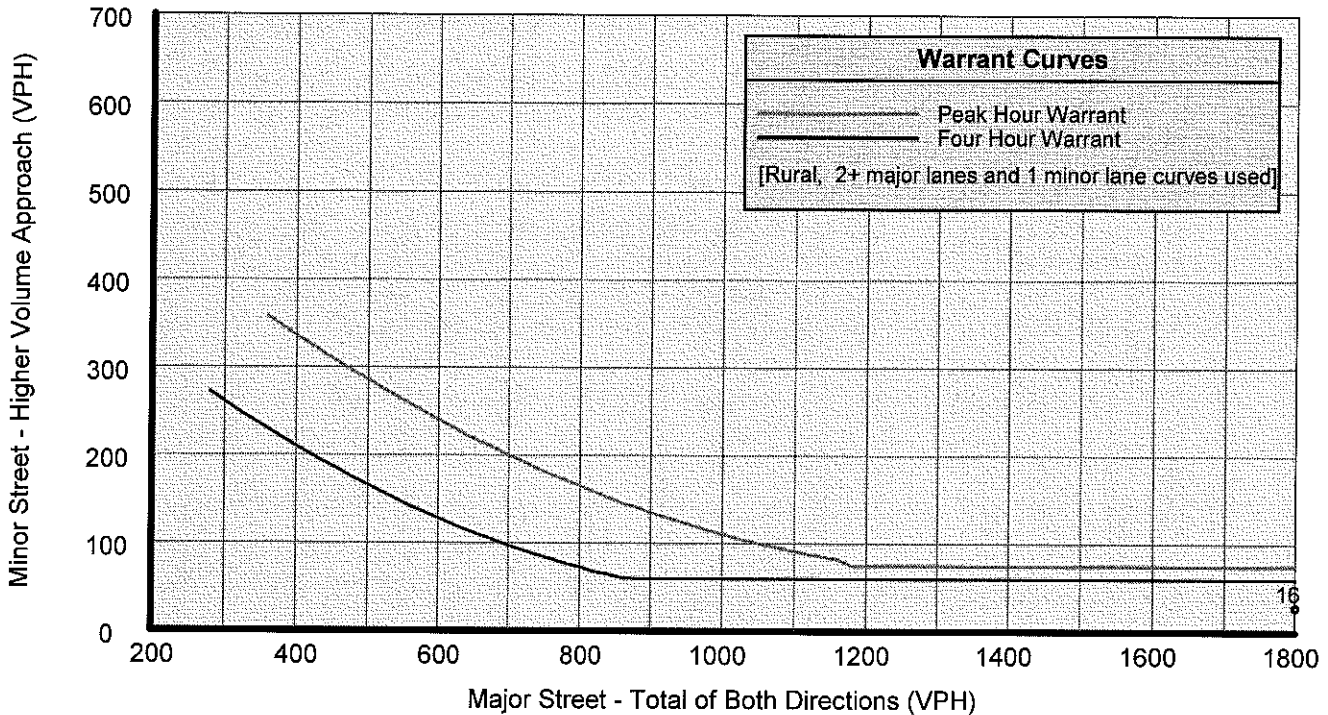
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/03/06

Page No. : 2

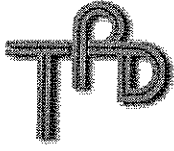
Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,498	28	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

WOODLAND ROAD & EASTERN SITE DRIVEWAY



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 146

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 206

Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 214

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

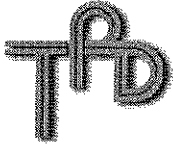
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

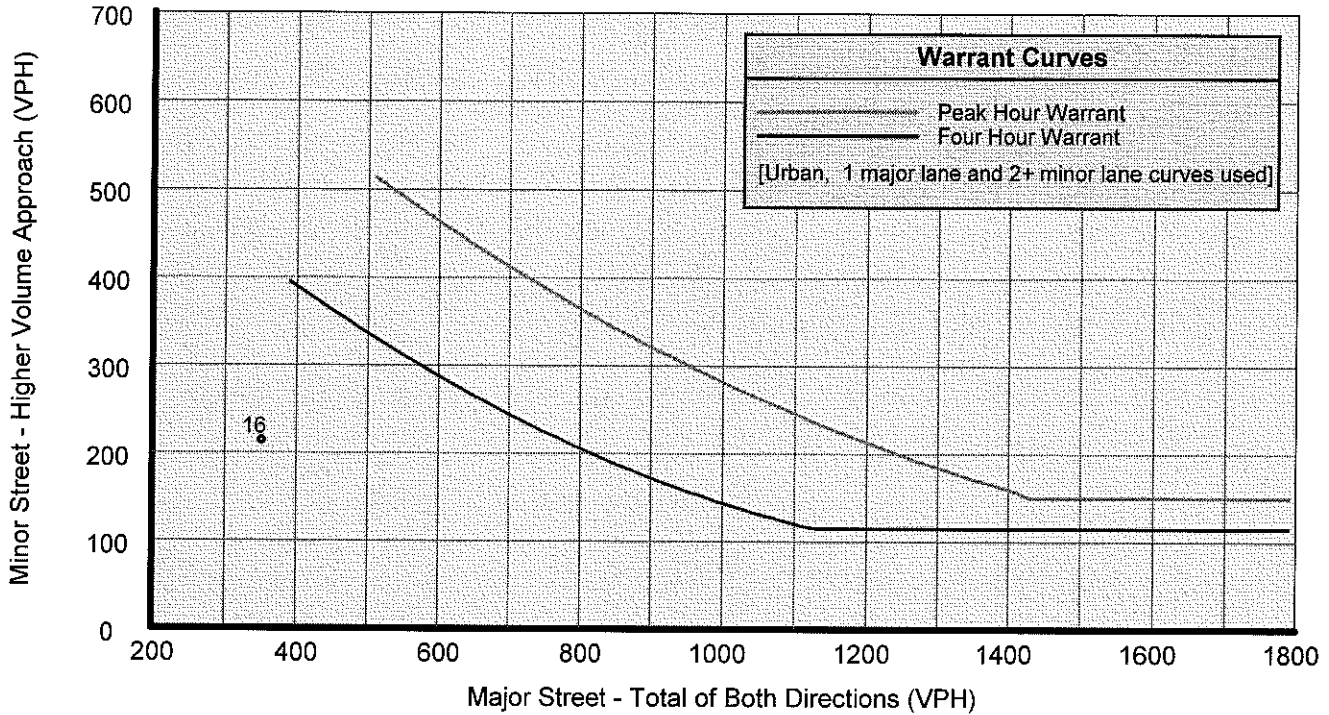
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/04/06

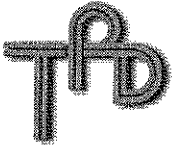
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	352	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/04/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 103

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 159

Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 251

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

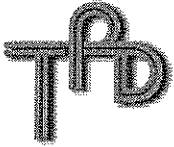
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

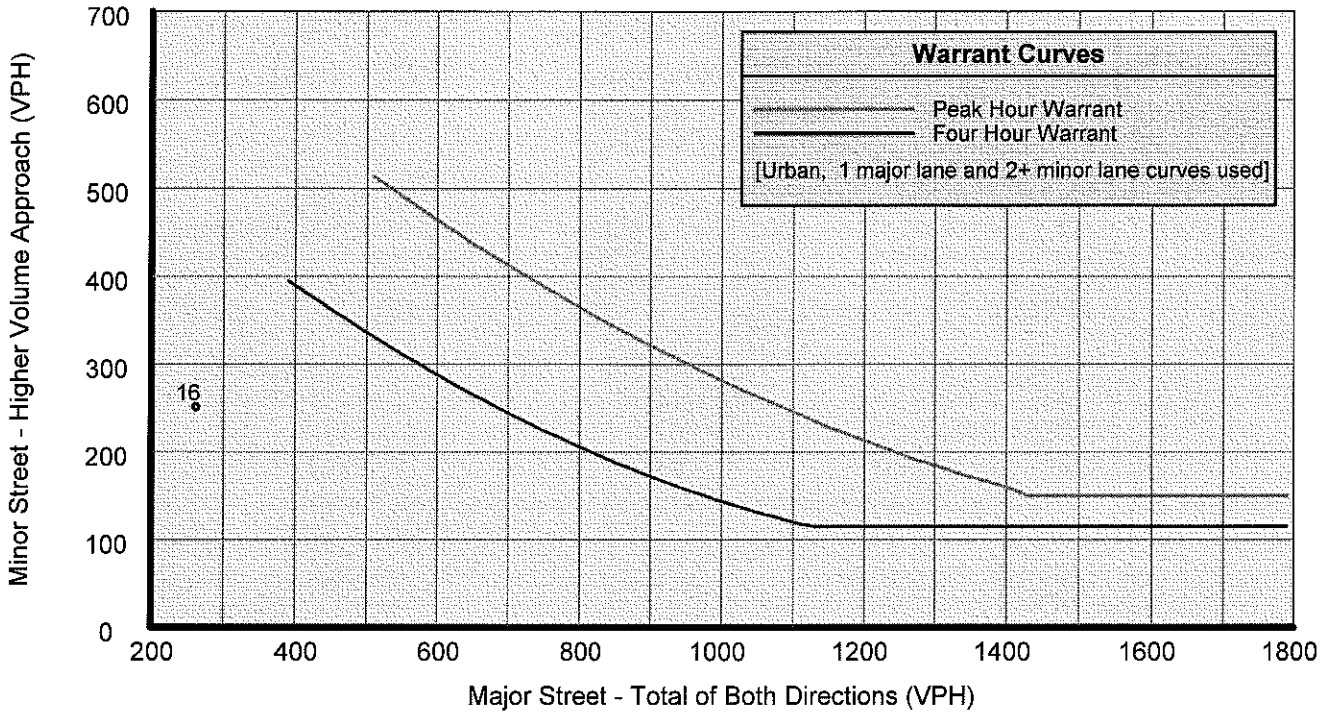
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/04/06

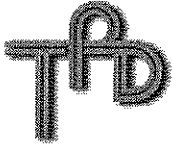
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	262	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 173

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 241

Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 214

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

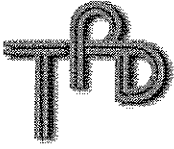
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

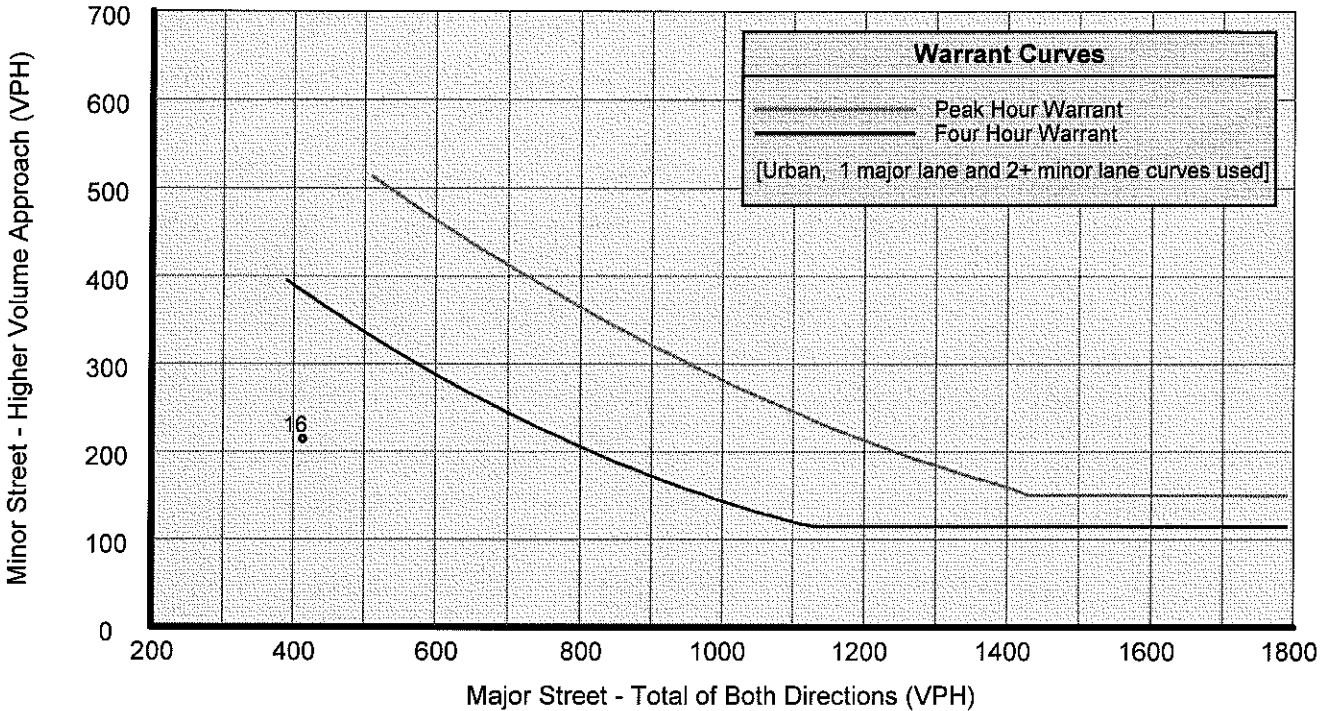
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

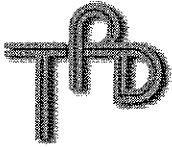


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	414	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 121

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 176

Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 251

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

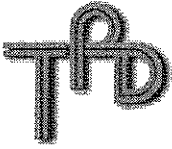
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

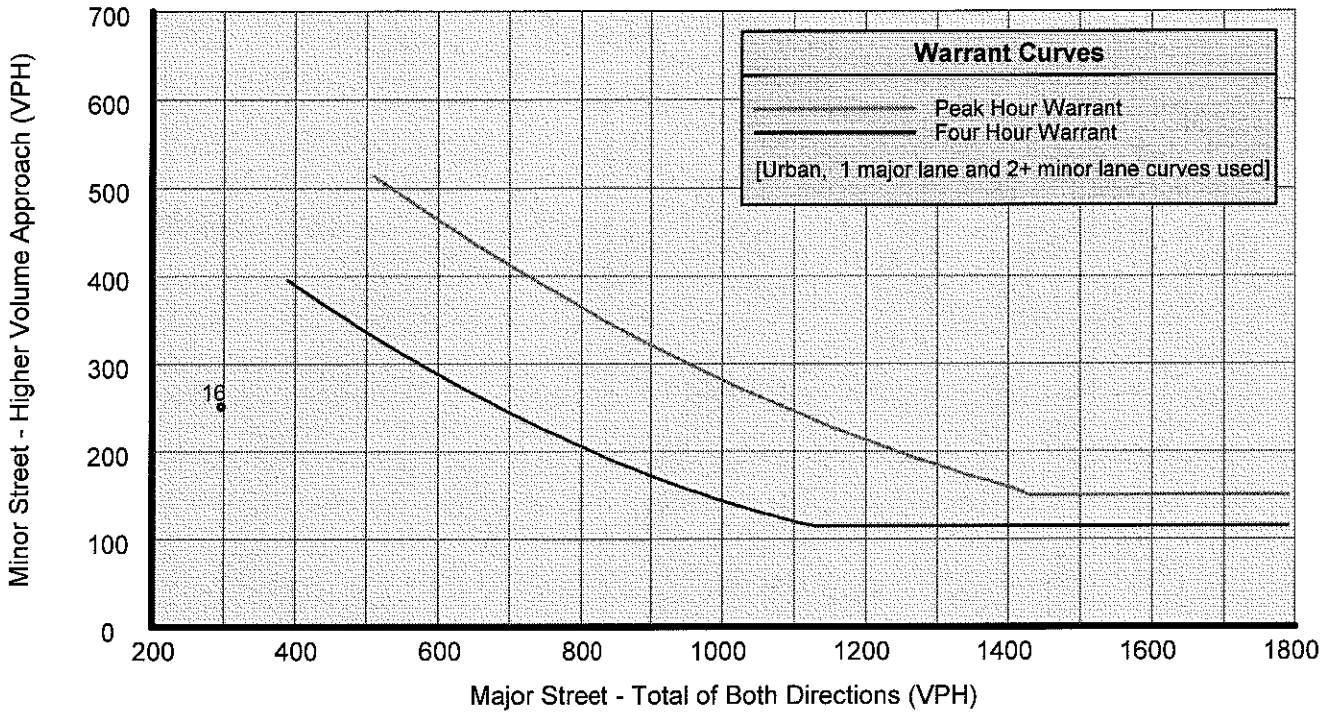
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/04/06

Page No. : 2

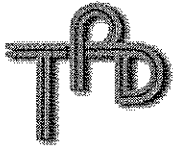
Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	297	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---

WOODLAND ROAD & WESTERN SITE DRIVEWAY



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/04/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 246

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 332

Minor Street Approaches

Northbound: Western Site Driveway
Number of Lanes: 2

Total Approach Volume: 214

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

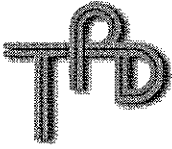
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

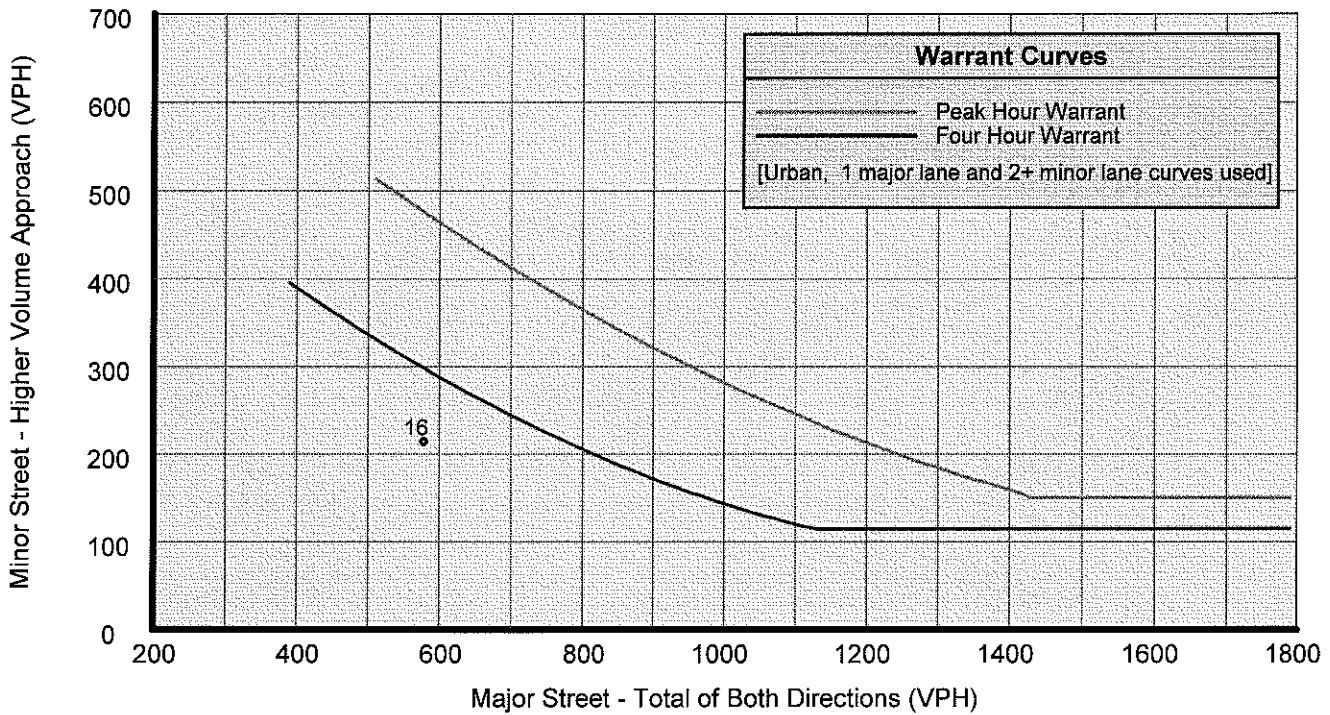
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/04/06

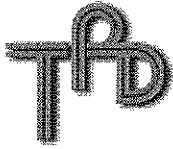
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	578	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 208

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 311

Minor Street Approaches

Northbound: Western Site Driveway
Number of Lanes: 2
Total Approach Volume: 251

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

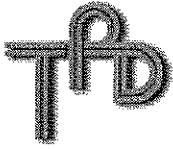
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

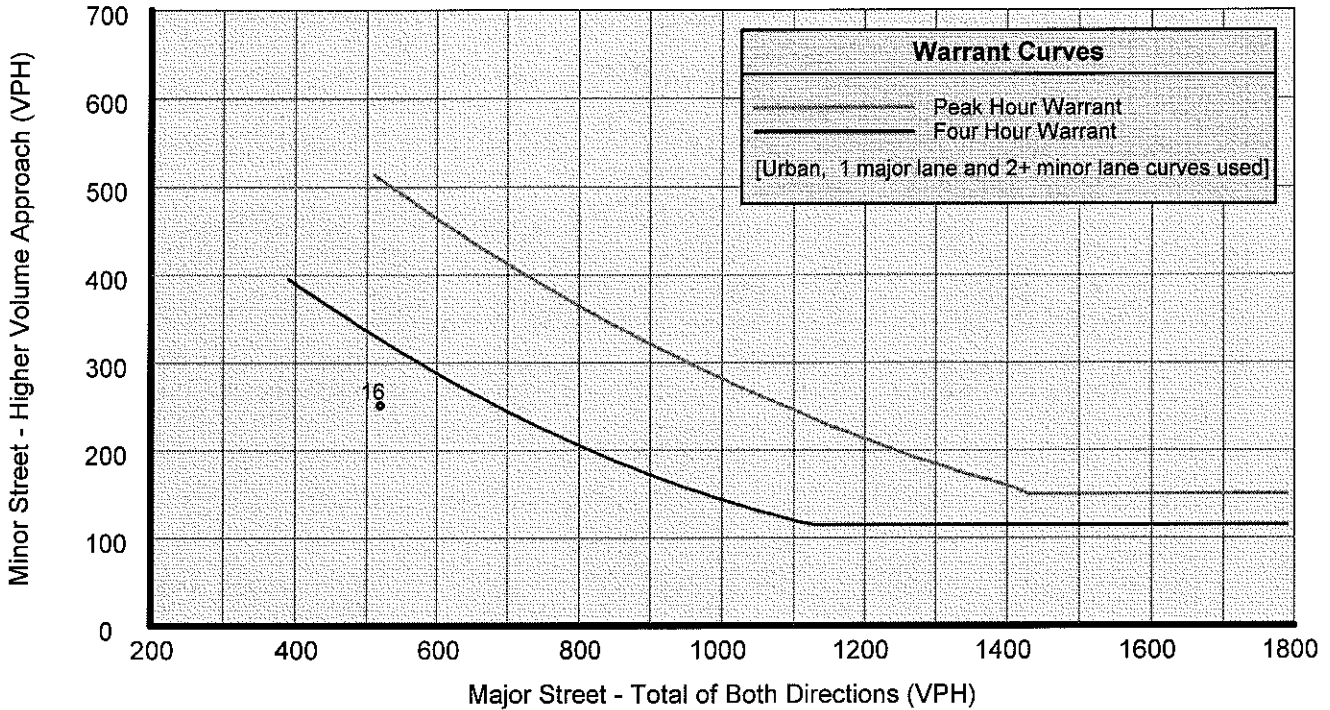
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/04/06

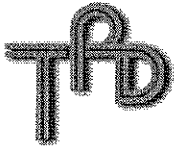
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	519	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 273

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 367

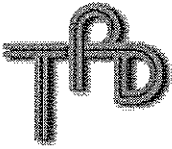
Minor Street Approaches

Northbound: Western Site Driveway
Number of Lanes: 2

Total Approach Volume: 214

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated**
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated
- Warrant 2 - Four Hour Volumes Not Evaluated**
- Warrant 3 - Peak Hour Not Satisfied**
 - Warrant 3A - Peak Hour Delay Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes Not Satisfied
Volumes do not exceed minimums for any hour.
- Warrant 4 - Pedestrian Volumes Not Evaluated
- Warrant 5 - School Crossing Not Evaluated
- Warrant 6 - Coordinated Signal System Not Evaluated
- Warrant 7 - Crash Experience Not Evaluated
- Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

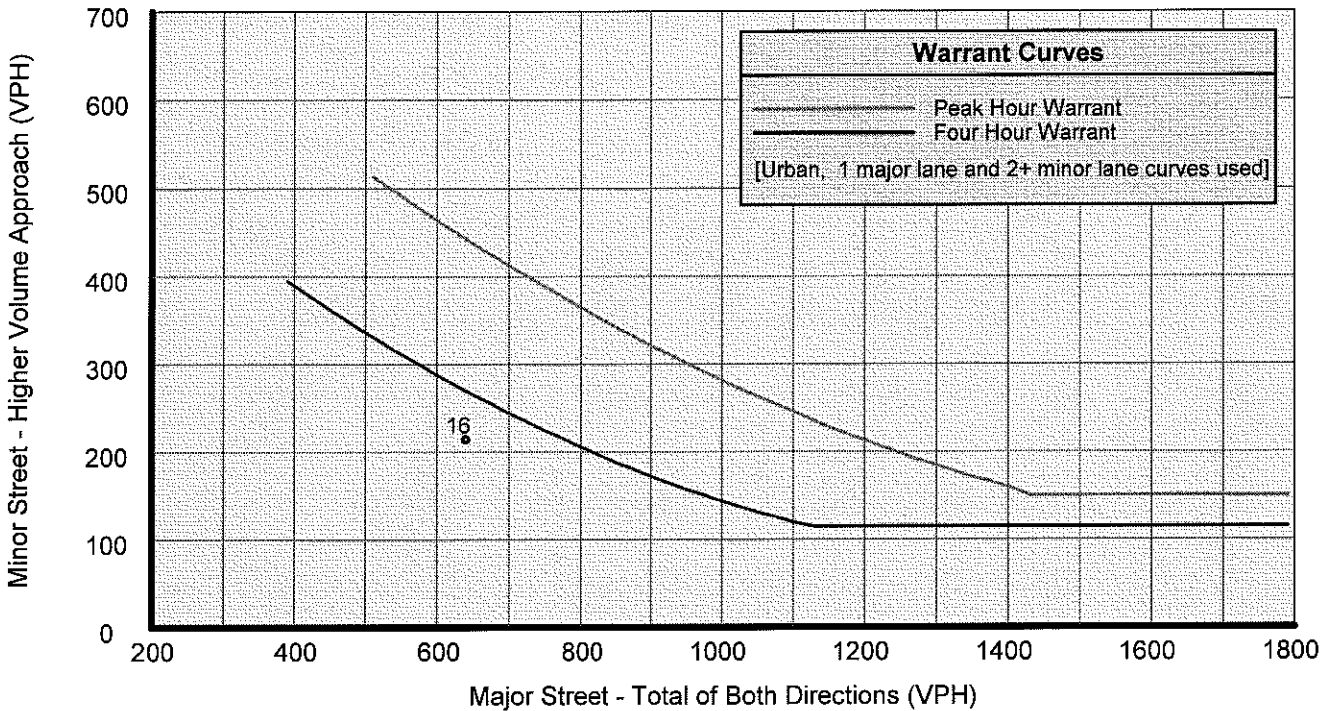
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI

Study Date : 08/04/06

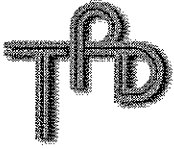
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	640	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-Yes	160-Yes	Both
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 226

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 328

Minor Street Approaches

Northbound: Western Site Driveway
Number of Lanes: 2

Total Approach Volume: 251

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Evaluated

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

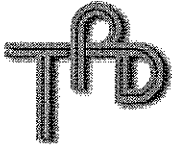
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

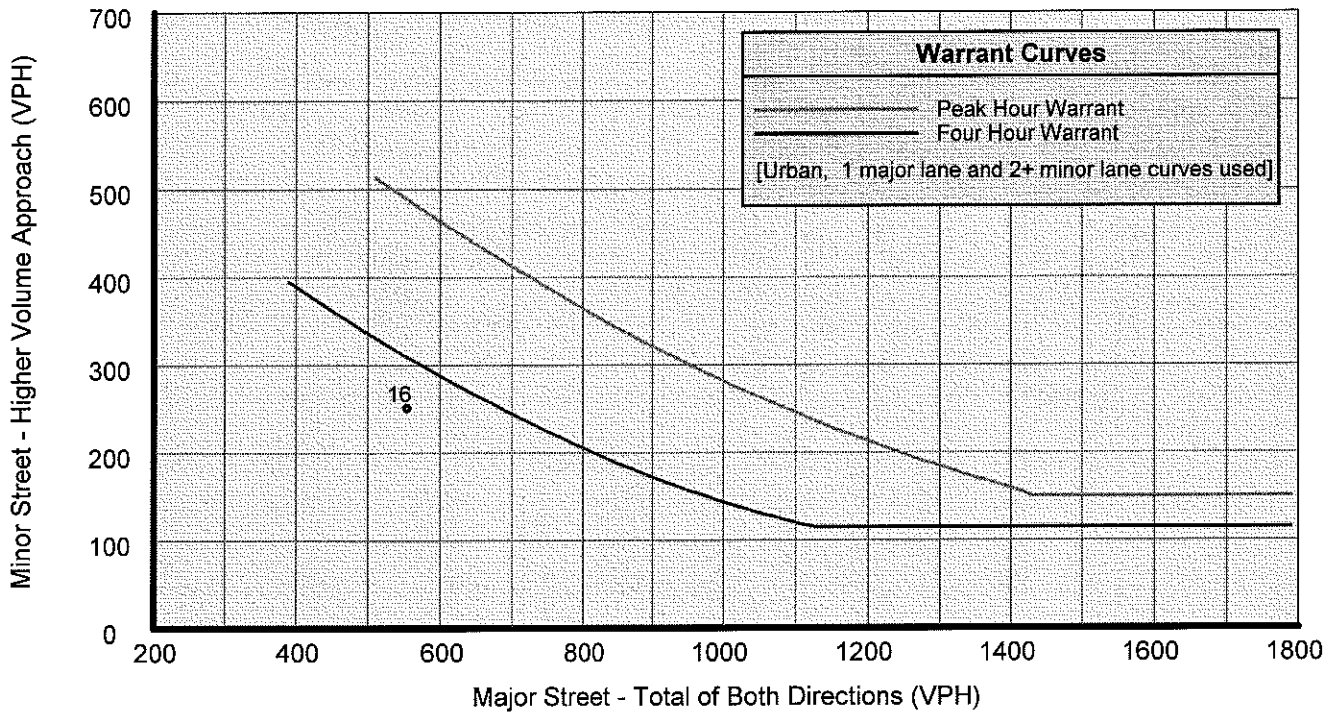


Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/04/06
Page No. : 2

Signal Warrants - Summary

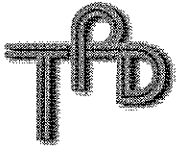


Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	554	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
18:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---

SIGNAL WARRANT 2 – FOUR HOUR VOLUMES

ROUTE 611 & GRANGE ROAD/GREEN SPRINGS DRIVEWAY



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Minor Street Approaches

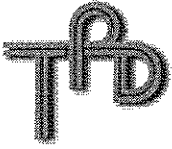
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 2,670

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,979

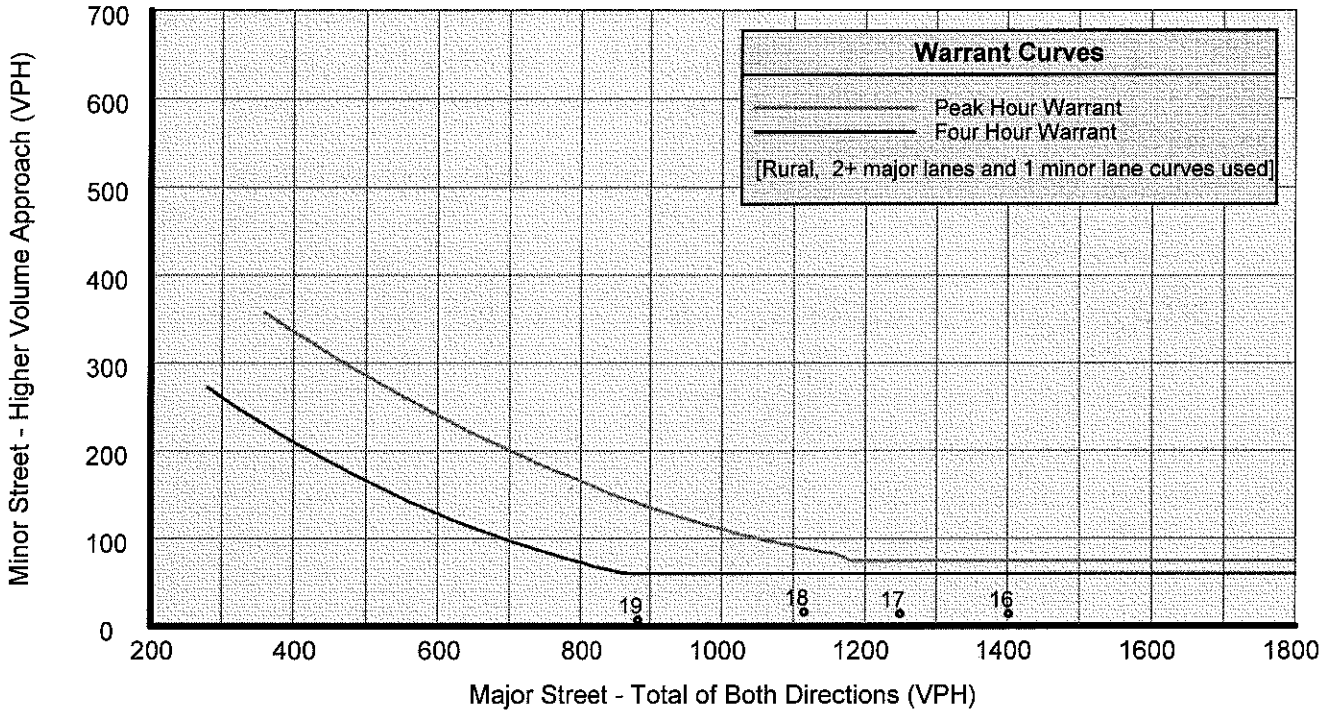
Westbound: Grange Road
Number of Lanes: 1
Total Approach Volume: 51

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated

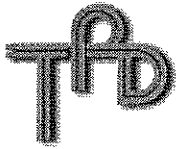


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,402	14	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,249	14	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,115	16	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	883	7	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing SAT

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Minor Street Approaches

Northbound: Route 611

Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 2,515

Southbound: Route 611

Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,966

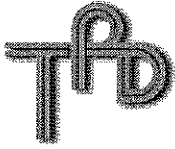
Westbound: Grange Road

Number of Lanes: 1

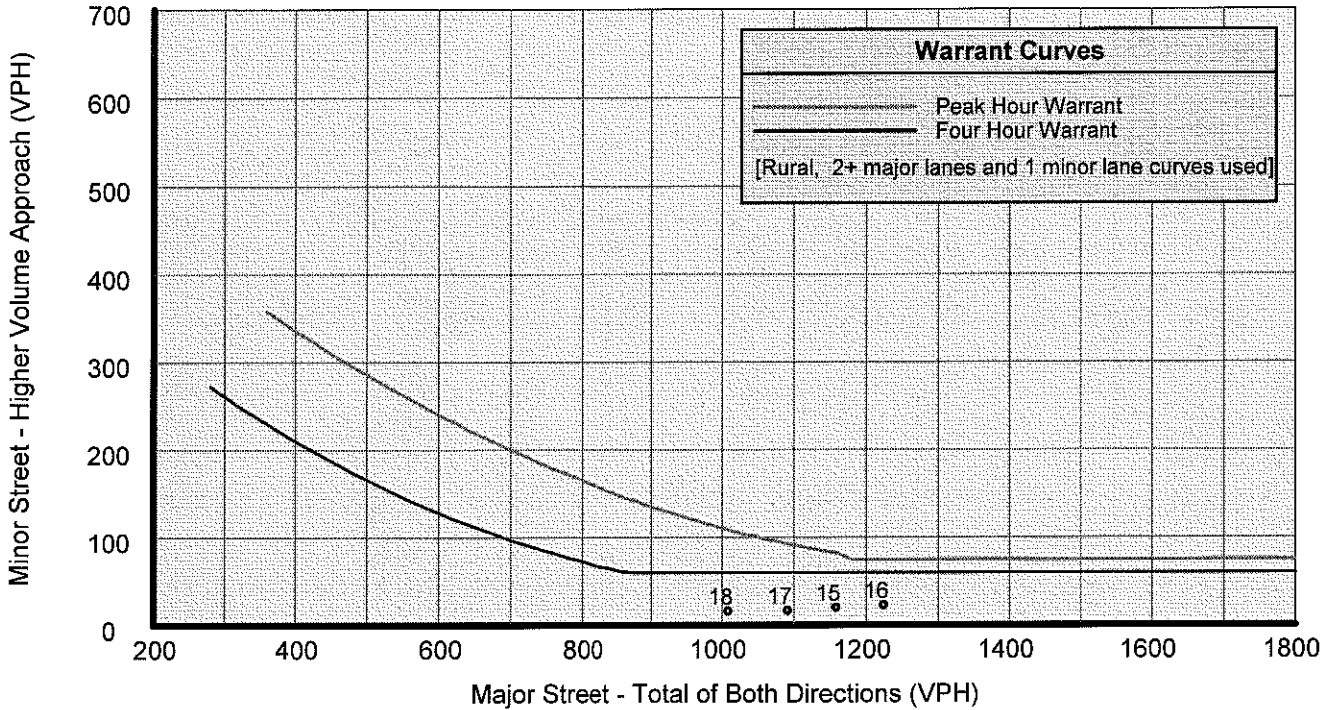
Total Approach Volume: 76

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated
- Warrant 2 - Four Hour Volumes Not Satisfied
 - Number of hours (0) volumes exceed minimum < minimum required (4).
- Warrant 3 - Peak Hour Not Evaluated
 - Warrant 3A - Peak Hour Delay Not Evaluated
 - Warrant 3B - Peak Hour Volumes Not Evaluated
- Warrant 4 - Pedestrian Volumes Not Evaluated
- Warrant 5 - School Crossing Not Evaluated
- Warrant 6 - Coordinated Signal System Not Evaluated
- Warrant 7 - Crash Experience Not Evaluated
- Warrant 8 - Roadway Network Not Evaluated

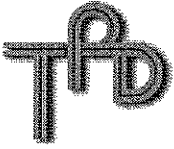


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	1,158	20	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	1,224	23	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,091	17	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,008	16	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

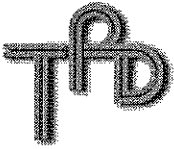
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,070
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,176

Minor Street Approaches

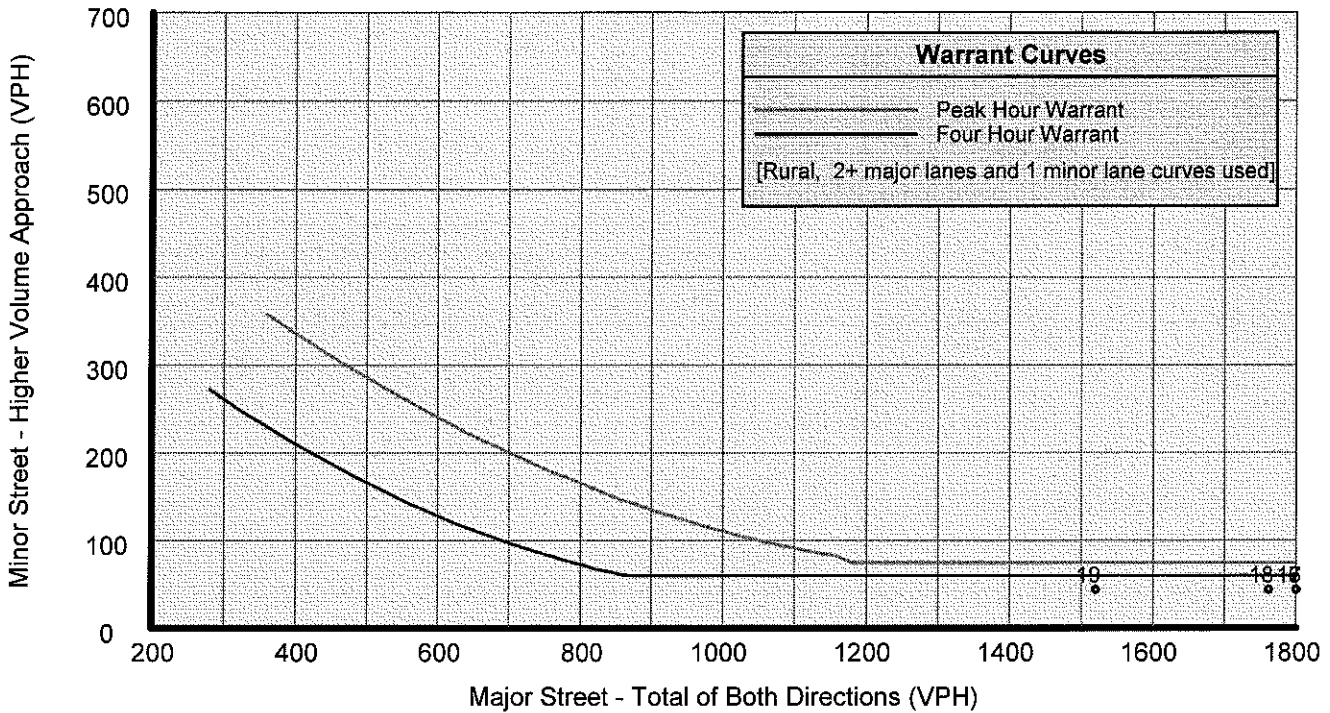
Eastbound: Green Springs Driveway
Number of Lanes: 1
Total Approach Volume: 176
Westbound: Grange Road
Number of Lanes: 1
Total Approach Volume: 155

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume** Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic** Not Evaluated
 - Warrant 1 A&B - Combination of Warrants** Not Evaluated
- Warrant 2 - Four Hour Volumes** Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).
- Warrant 3 - Peak Hour** Not Evaluated
 - Warrant 3A - Peak Hour Delay** Not Evaluated
 - Warrant 3B - Peak Hour Volumes** Not Evaluated
- Warrant 4 - Pedestrian Volumes** Not Evaluated
- Warrant 5 - School Crossing** Not Evaluated
- Warrant 6 - Coordinated Signal System** Not Evaluated
- Warrant 7 - Crash Experience** Not Evaluated
- Warrant 8 - Roadway Network** Not Evaluated

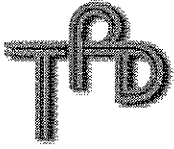


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,062	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,902	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,762	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,520	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,954

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,456

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1

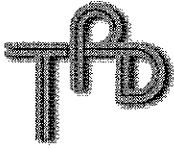
Total Approach Volume: 244

Westbound: Grange Road
Number of Lanes: 1

Total Approach Volume: 191

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated
- Warrant 2 - Four Hour Volumes Not Satisfied
 - Number of hours (4) volumes exceed minimum >= minimum required (4).
- Warrant 3 - Peak Hour Not Evaluated
 - Warrant 3A - Peak Hour Delay Not Evaluated
 - Warrant 3B - Peak Hour Volumes Not Evaluated
- Warrant 4 - Pedestrian Volumes Not Evaluated
- Warrant 5 - School Crossing Not Evaluated
- Warrant 6 - Coordinated Signal System Not Evaluated
- Warrant 7 - Crash Experience Not Evaluated
- Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

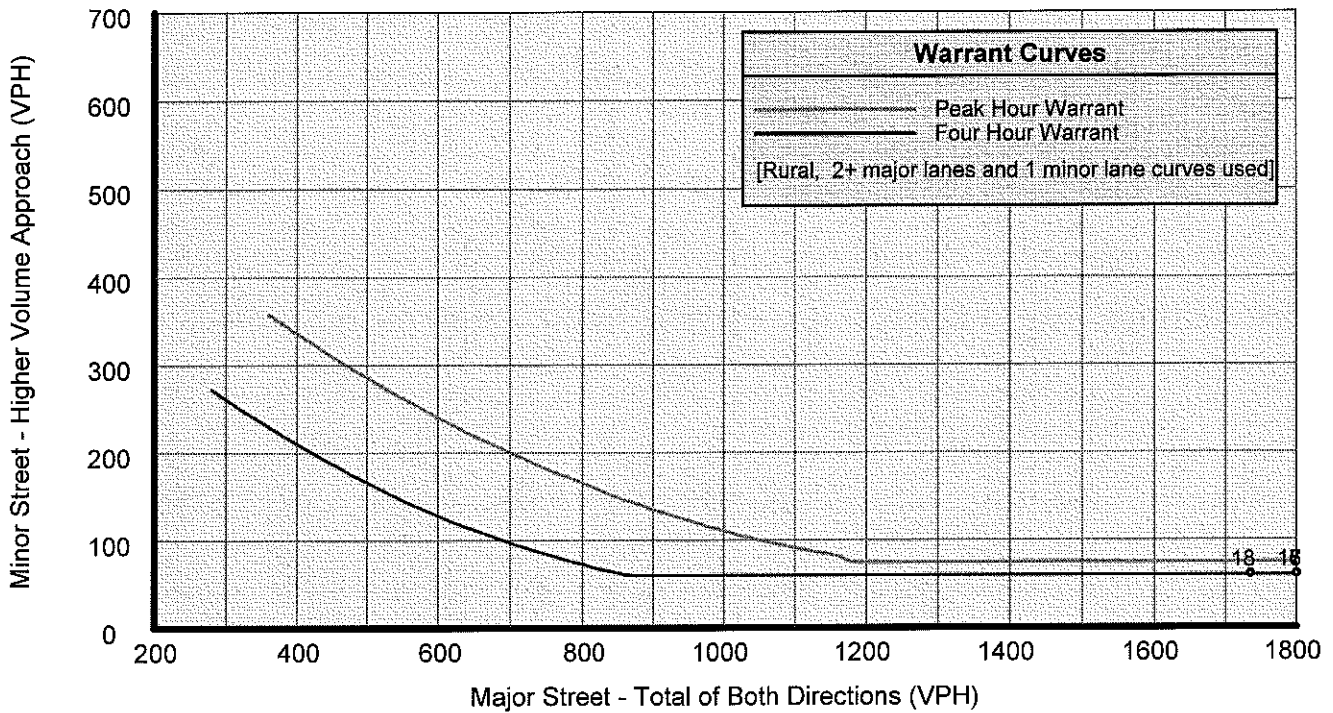
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base SAT

Study Date : 08/03/06

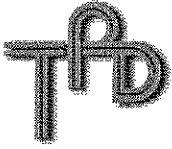
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	1,892	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
16:00	1,961	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	1,822	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
18:00	1,735	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611

Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,326

Southbound: Route 611

Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,532

Minor Street Approaches

Eastbound: Green Springs Driveway

Number of Lanes: 1

Total Approach Volume: 176

Westbound: Grange Road

Number of Lanes: 1

Total Approach Volume: 155

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated

- Warrant 2 - Four Hour Volumes Satisfied
 - Number of hours (0) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour Not Evaluated
 - Warrant 3A - Peak Hour Delay Not Evaluated
 - Warrant 3B - Peak Hour Volumes Not Evaluated

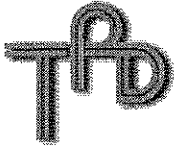
- Warrant 4 - Pedestrian Volumes Not Evaluated

- Warrant 5 - School Crossing Not Evaluated

- Warrant 6 - Coordinated Signal System Not Evaluated

- Warrant 7 - Crash Experience Not Evaluated

- Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

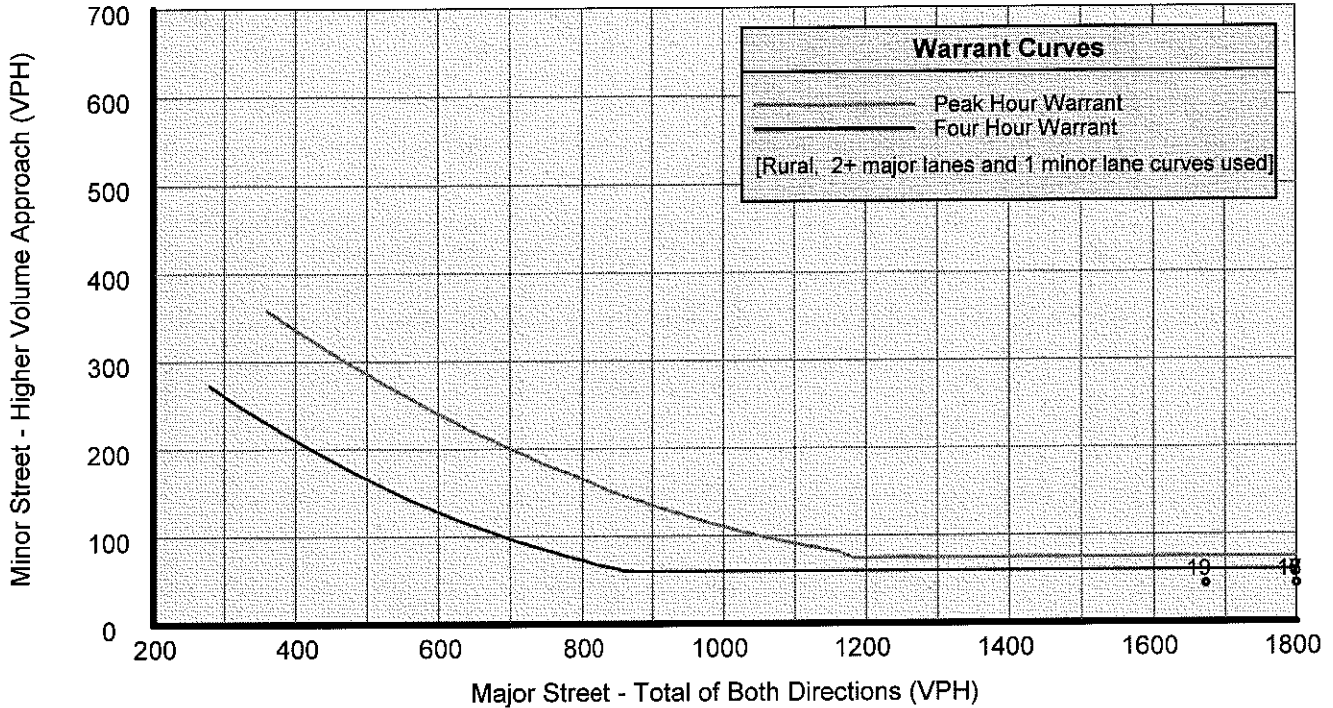
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/03/06

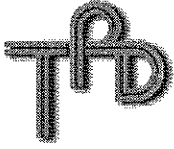
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,215	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,055	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,915	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,673	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

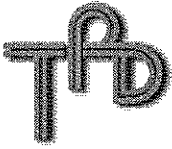
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,258
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,836

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1
Total Approach Volume: 244
Westbound: Grange Road
Number of Lanes: 1
Total Approach Volume: 191

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

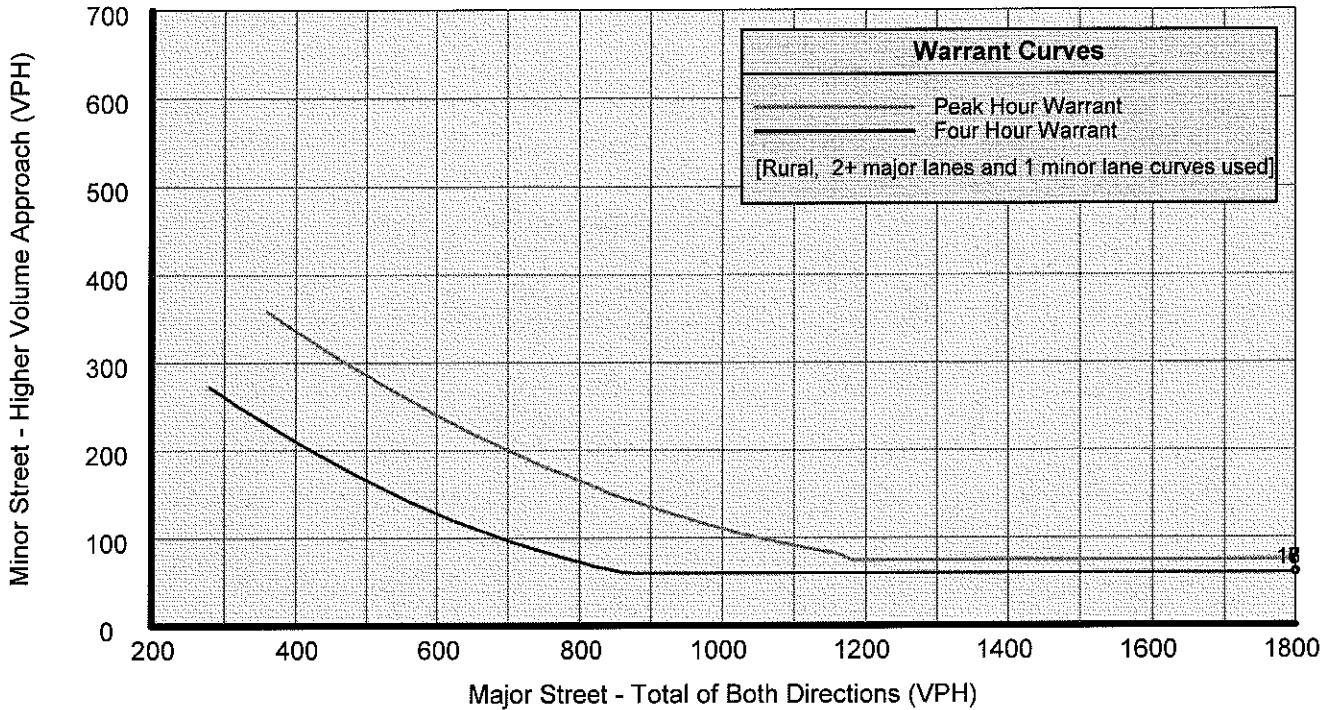
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/03/06

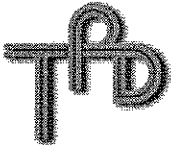
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,063	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
16:00	2,132	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	1,993	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
18:00	1,906	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Base FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,749

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,679

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1

Total Approach Volume: 176

Westbound: Grange Road
Number of Lanes: 1

Total Approach Volume: 169

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

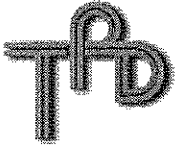
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

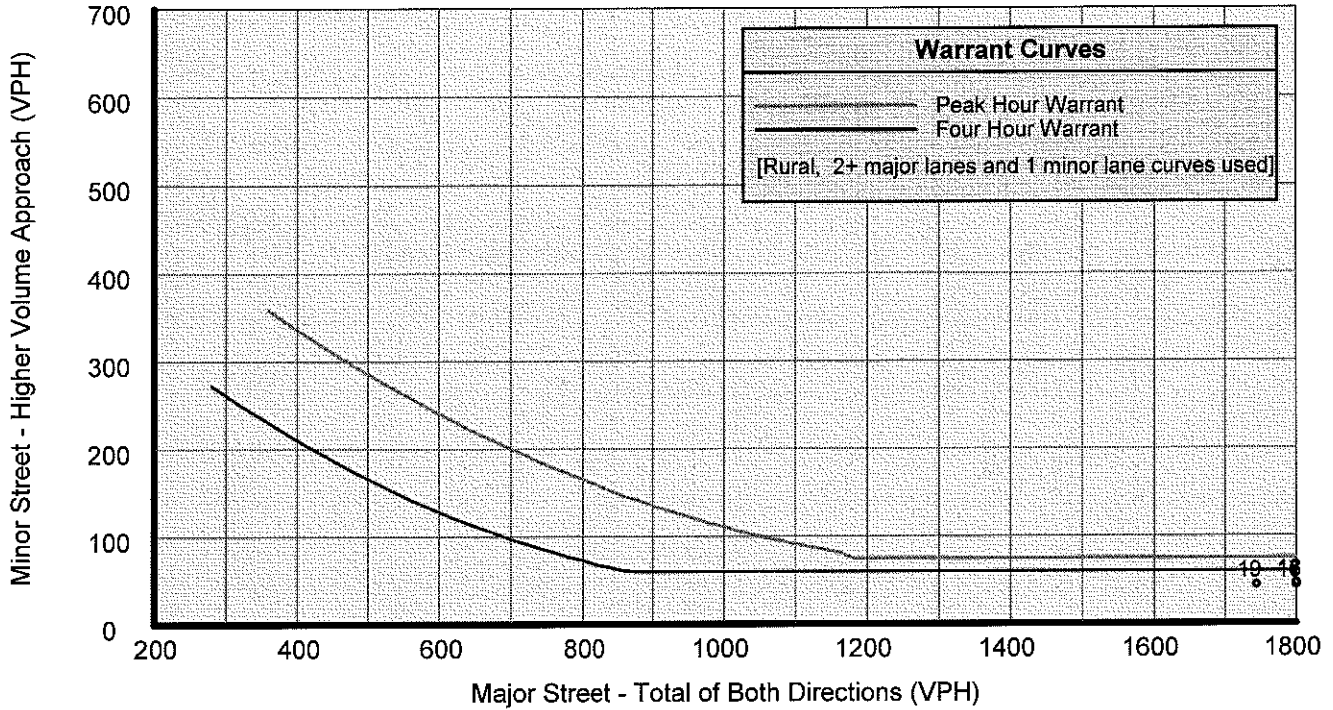
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

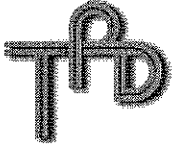


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,418	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,220	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,046	46	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,744	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Base SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,591

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,957

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1

Total Approach Volume: 244

Westbound: Grange Road
Number of Lanes: 1

Total Approach Volume: 210

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Satisfied
Number of hours (4) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

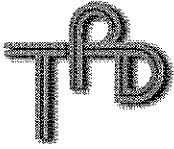
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

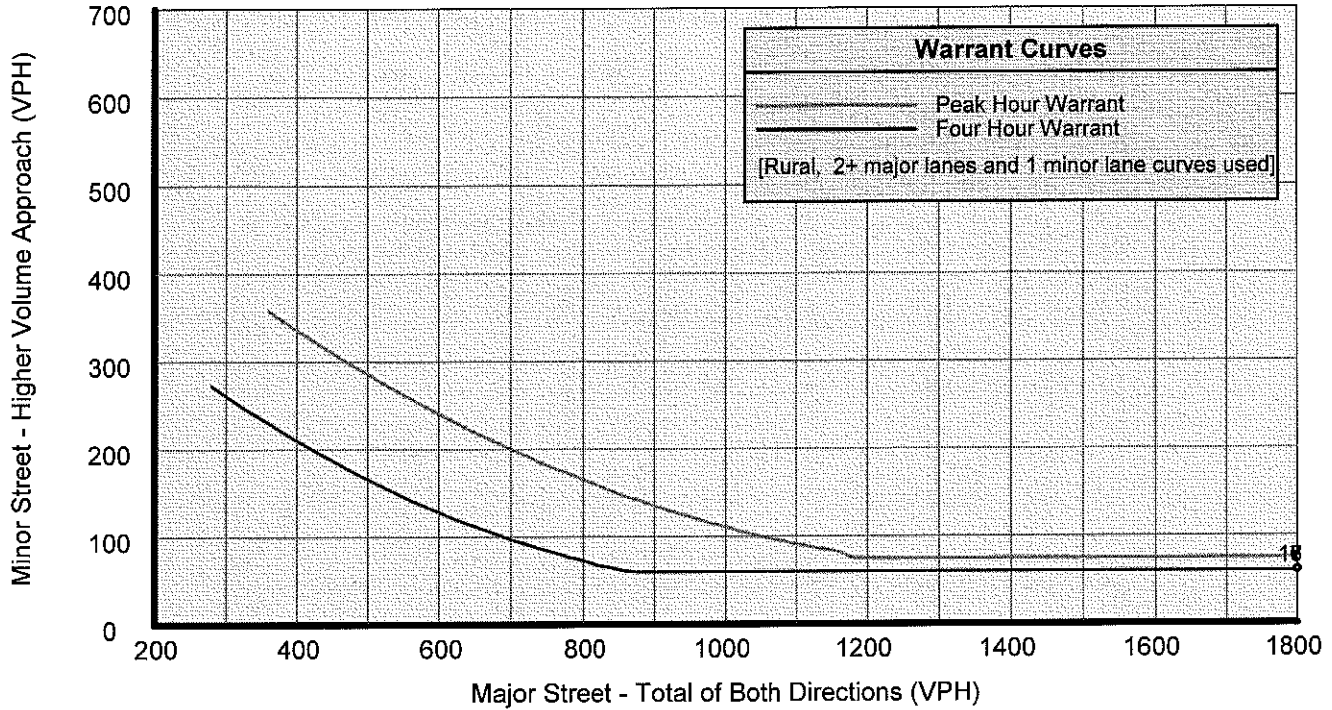
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

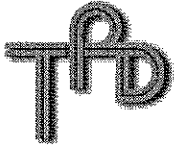


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,187	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
16:00	2,271	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	2,099	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
18:00	1,991	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 5,005

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,035

Minor Street Approaches

Eastbound: Green Springs Driveway
Number of Lanes: 1

Total Approach Volume: 176

Westbound: Grange Road
Number of Lanes: 1

Total Approach Volume: 169

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

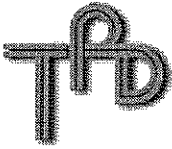
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

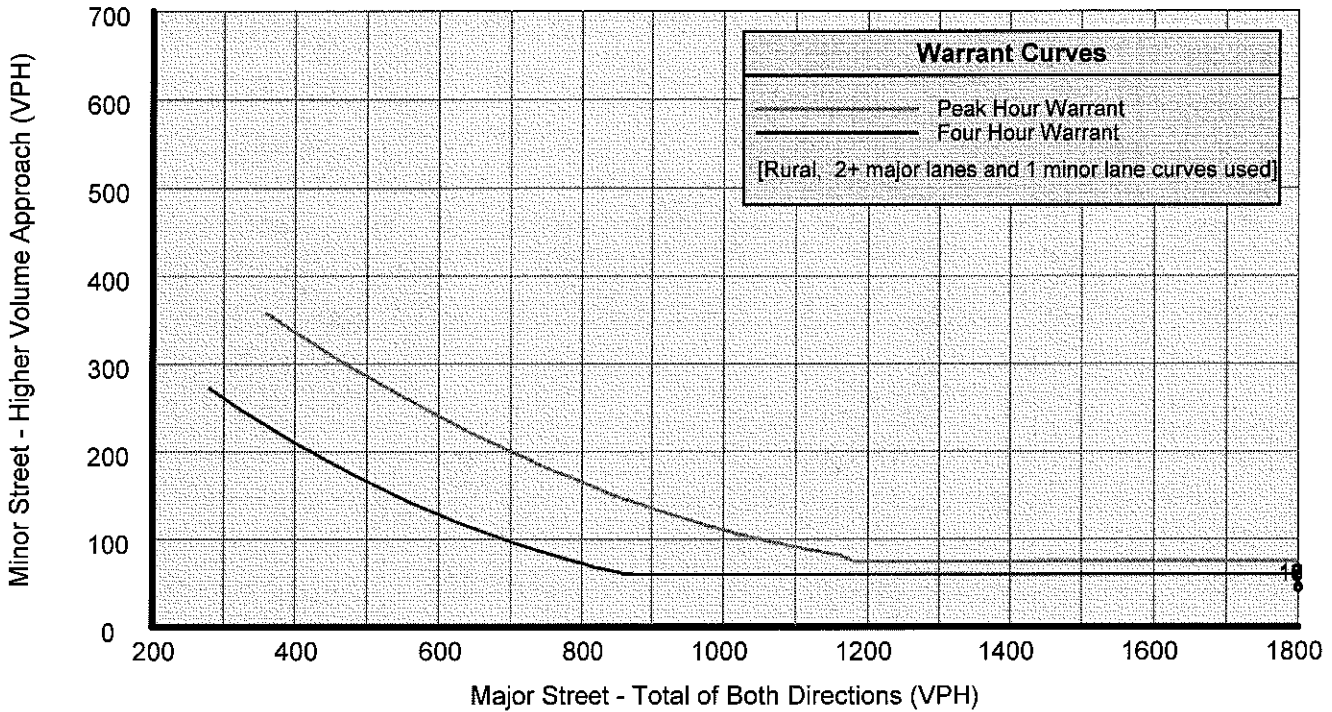
Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

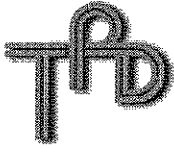


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,571	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,373	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,199	46	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,897	44	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

*Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,895*

*Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,337*

Minor Street Approaches

*Eastbound: Green Springs Driveway
Number of Lanes: 1*

Total Approach Volume: 244

*Westbound: Grange Road
Number of Lanes: 1*

Total Approach Volume: 210

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Satisfied

Number of hours (4) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

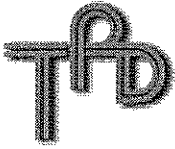
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

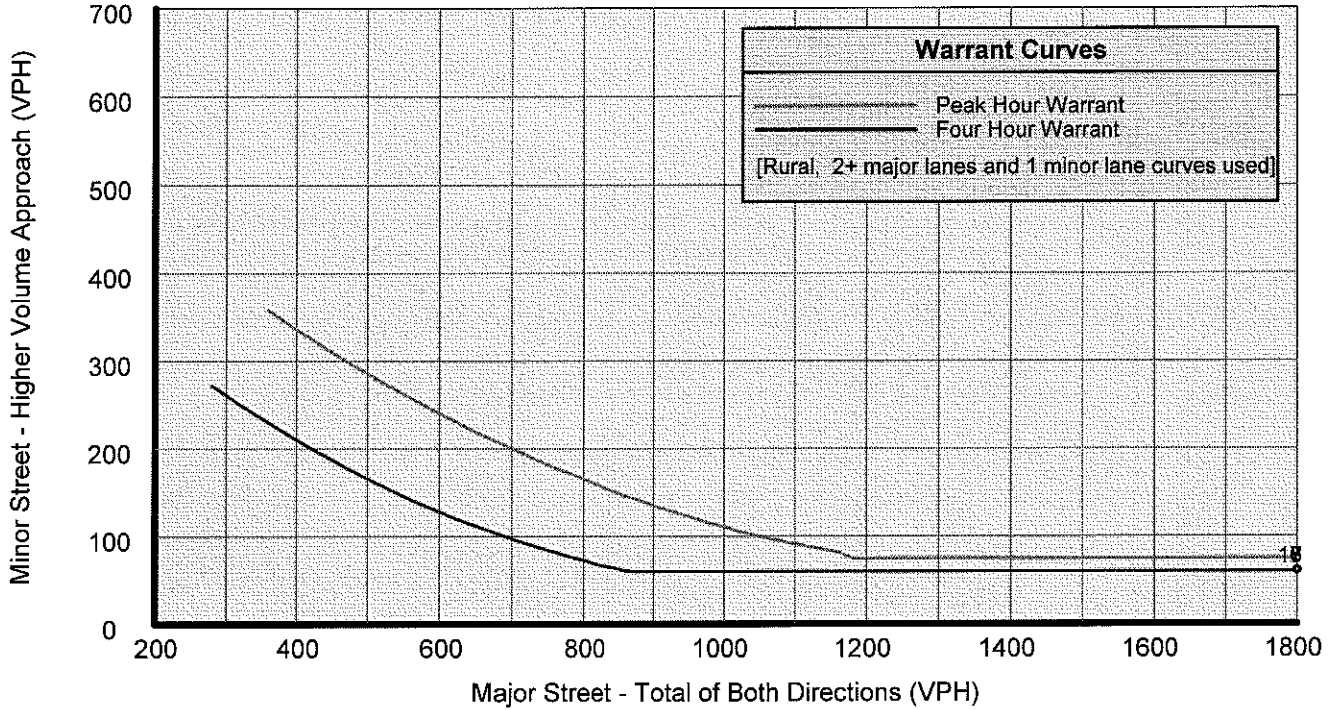
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/03/06

Page No. : 2

Signal Warrants - Summary



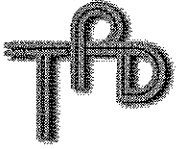
Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,358	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
16:00	2,442	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	2,270	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
18:00	2,162	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

ROUTE 611 & MEADOWSIDE ROAD/TRINITY HILL ROAD

Four Hour Warrant Analysis - Route 611 & Meadowside Road/Trinity Hill Road

Condition	Time Period	Eastbound			Westbound			Northbound			Southbound			Major Total	Minor Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2005 Existing FRI	4 PM - 5 PM	0	1	2	1	1	9	2	706	1	4	662	1	1376	11
	5 PM - 6 PM	0	0	3	1	0	5	3	754	0	4	480	0	1241	6
	6 PM - 7 PM	0	0	2	1	0	3	1	626	2	3	482	1	1115	4
	7 PM - 8 PM	0	1	1	0	0	2	4	550	0	3	326	0	883	2
Total		10			23			2649			1966				
2005 Existing SAT	3 PM - 4 PM	1	0	1	1	2	0	4	613	4	8	518	0	1147	3
	4 PM - 5 PM	2	0	2	2	4	11	3	586	1	3	534	3	1130	17
	5 PM - 6 PM	0	2	3	2	0	5	1	611	1	4	473	1	1091	7
	6 PM - 7 PM	0	2	2	1	0	11	2	524	2	8	414	0	950	12
Total		15			39			2352			1966				
2007 Base FRI	4 PM - 5 PM	0	1	2	1	1	9	2	1058	1	4	962	1	2028	11
	5 PM - 6 PM	0	0	3	1	0	5	3	1108	0	4	772	0	1887	6
	6 PM - 7 PM	0	0	2	1	0	3	1	975	2	3	774	1	1756	4
	7 PM - 8 PM	0	1	1	0	0	2	4	895	0	3	611	0	1513	2
Total		10			23			4049			3135				
2007 Base SAT	3 PM - 4 PM	1	0	1	1	2	0	4	972	4	8	901	0	1889	3
	4 PM - 5 PM	2	0	2	2	4	11	3	944	1	3	917	3	1871	17
	5 PM - 6 PM	0	2	3	2	0	5	1	970	1	4	854	1	1831	7
	6 PM - 7 PM	0	2	2	1	0	11	2	879	2	8	792	0	1683	12
Total		15			39			3783			3491				
2007 Projected FRI	4 PM - 5 PM	0	1	2	1	1	9	2	1122	1	4	1051	1	2181	11
	5 PM - 6 PM	0	0	3	1	0	5	3	1172	0	4	861	0	2040	6
	6 PM - 7 PM	0	0	2	1	0	3	1	1039	2	3	863	1	1909	4
	7 PM - 8 PM	0	1	1	0	0	2	4	959	0	3	700	0	1666	2
Total		10			23			4305			3491				
2007 Projected SAT	3 PM - 4 PM	1	0	1	1	2	0	4	1048	4	8	996	0	2060	3
	4 PM - 5 PM	2	0	2	2	4	11	3	1020	1	3	1012	3	2042	17
	5 PM - 6 PM	0	2	3	2	0	5	1	1046	1	4	949	1	2002	7
	6 PM - 7 PM	0	2	2	1	0	11	2	955	2	8	887	0	1854	12
Total		15			39			4087			3871				
2017 Base FRI	4 PM - 5 PM	0	1	3	1	1	12	3	1237	1	5	1130	1	2377	14
	5 PM - 6 PM	0	0	4	1	0	6	4	1300	0	5	894	0	2203	7
	6 PM - 7 PM	0	0	3	1	0	4	1	1134	3	4	897	1	2040	5
	7 PM - 8 PM	0	1	1	0	0	3	5	1035	0	4	694	0	1738	3
Total		13			29			4723			3635				
2017 Base SAT	3 PM - 4 PM	1	0	1	1	3	0	5	1128	5	10	1032	0	2180	4
	4 PM - 5 PM	3	0	3	3	5	14	4	1093	1	4	1053	4	2159	22
	5 PM - 6 PM	0	3	4	3	0	6	1	1125	1	5	974	1	2107	9
	6 PM - 7 PM	0	3	3	1	0	14	3	1012	3	10	897	0	1925	15
Total		21			50			4381			3990				
2017 Projected FRI	4 PM - 5 PM	0	1	3	1	1	12	3	1301	1	5	1219	1	2530	14
	5 PM - 6 PM	0	0	4	1	0	6	4	1364	0	5	983	0	2356	7
	6 PM - 7 PM	0	0	3	1	0	4	1	1198	3	4	986	1	2193	5
	7 PM - 8 PM	0	1	1	0	0	3	5	1099	0	4	783	0	1891	3
Total		13			29			4979			3991				
2017 Projected SAT	3 PM - 4 PM	1	0	1	1	3	0	5	1204	5	10	1127	0	2351	4
	4 PM - 5 PM	3	0	3	3	5	14	4	1169	1	4	1148	4	2330	22
	5 PM - 6 PM	0	3	4	3	0	6	1	1201	1	5	1069	1	2278	9
	6 PM - 7 PM	0	3	3	1	0	14	3	1088	3	10	992	0	2096	15
Total		21			50			4685			4370				



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing FRI

Study Date : 08/03/06

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 2,649

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,966

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 10

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 23

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

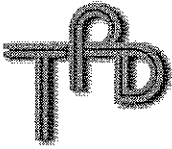
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

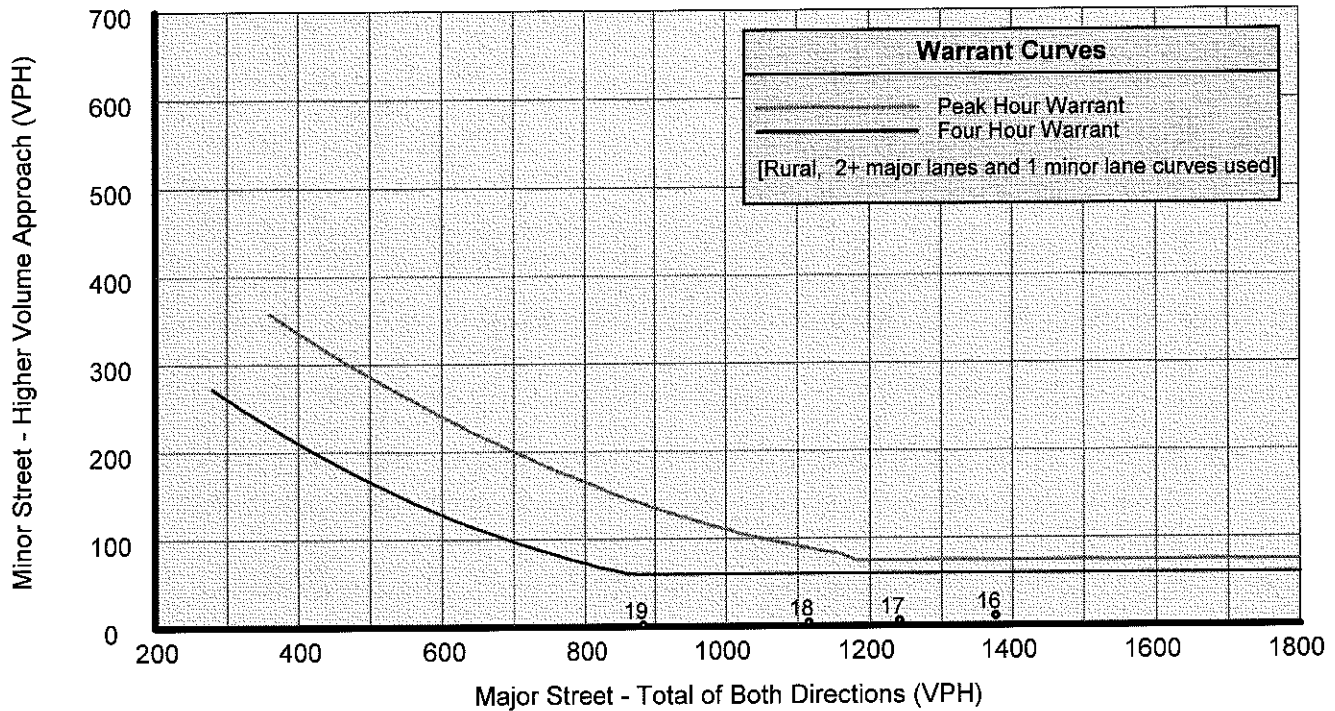
2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing FRI

Study Date : 08/03/06

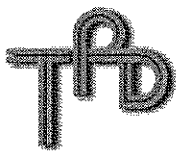
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	1,376	11	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,241	6	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,115	4	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	883	2	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

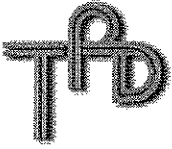
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 2,352
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 1,966

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1
Total Approach Volume: 15
Westbound: Meadowside Road
Number of Lanes: 1
Total Approach Volume: 39

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes ... Not Evaluated
Warrant 1A - Minimum Vehicular Volume ... Not Evaluated
Warrant 1B - Interruption of Continuous Traffic ... Not Evaluated
Warrant 1 A&B - Combination of Warrants ... Not Evaluated
Warrant 2 - Four Hour Volumes ... Not Satisfied
Warrant 3 - Peak Hour ... Not Evaluated
Warrant 4 - Pedestrian Volumes ... Not Evaluated
Warrant 5 - School Crossing ... Not Evaluated
Warrant 6 - Coordinated Signal System ... Not Evaluated
Warrant 7 - Crash Experience ... Not Evaluated
Warrant 8 - Roadway Network ... Not Evaluated



Traffic Planning and Design, Inc.

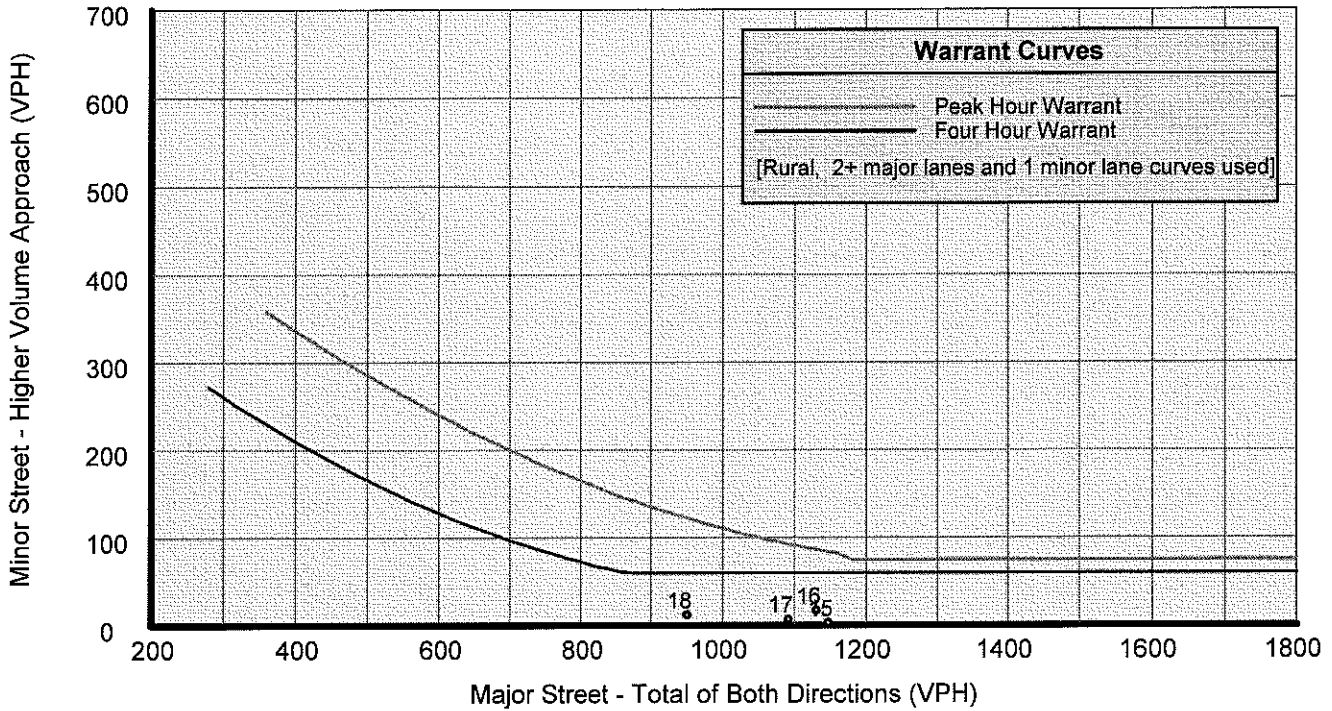
2500 East High Street
Pottstown, PA 19464

Study Name : 2005 Existing SAT

Study Date : 08/03/06

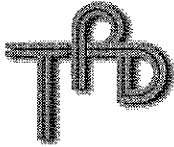
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	1,147	3	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	1,130	17	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,091	7	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	950	12	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,049

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,135

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 10

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 23

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

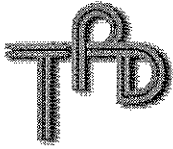
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

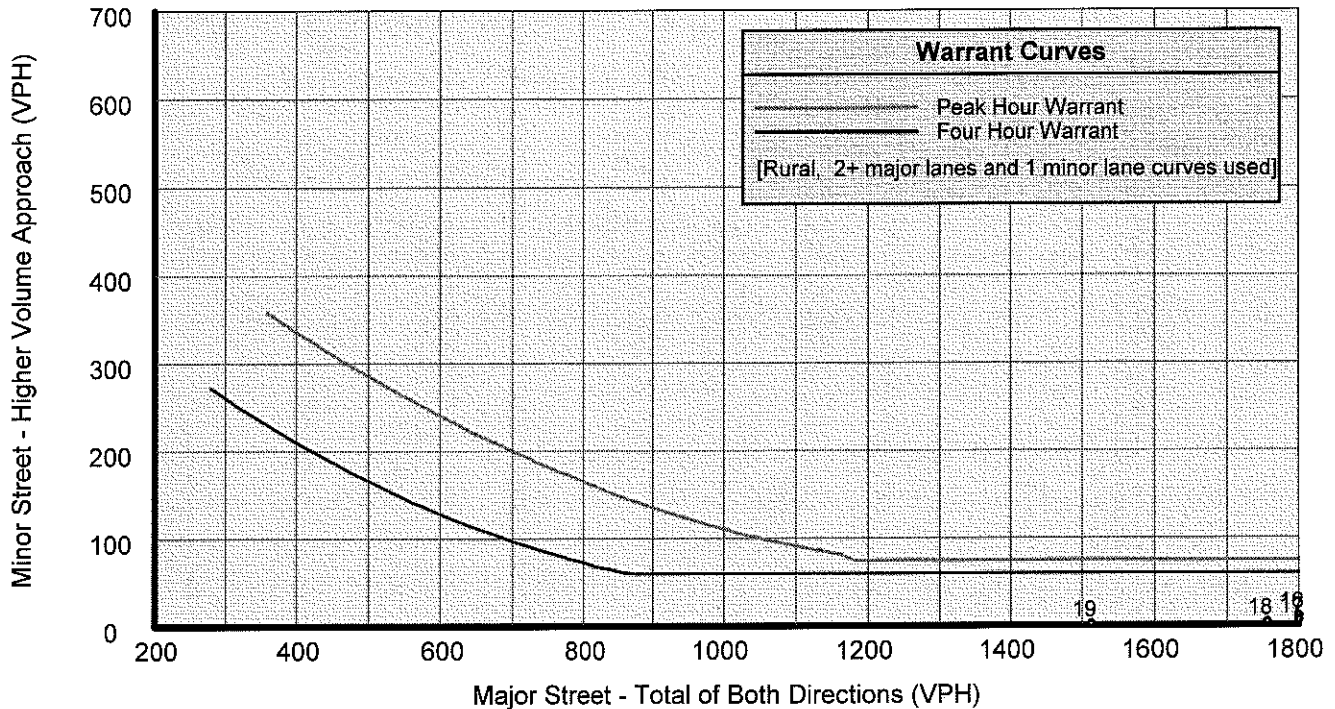
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base FRI

Study Date : 08/03/06

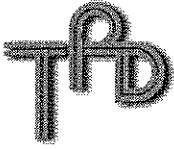
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,028	11	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,887	6	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,756	4	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,513	2	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,783

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,491

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 15

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 39

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

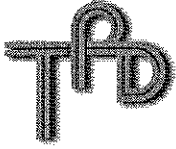
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

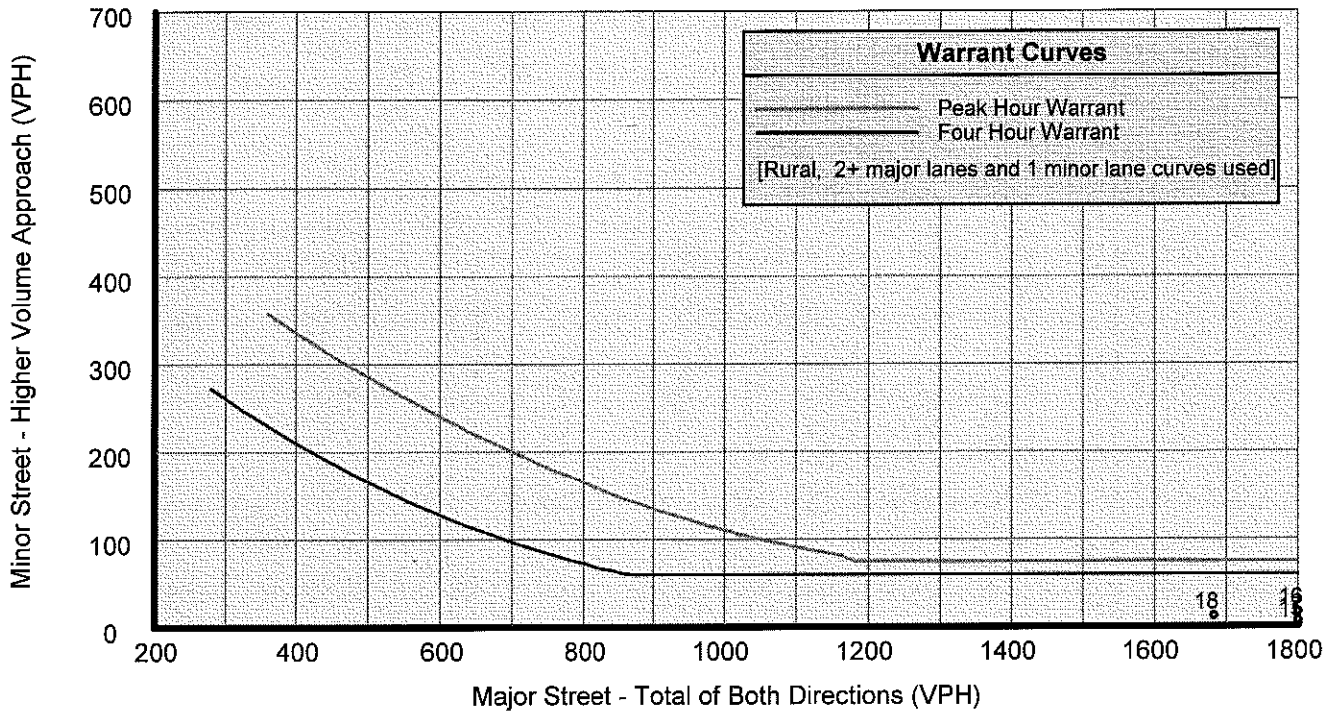
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Base SAT

Study Date : 08/03/06

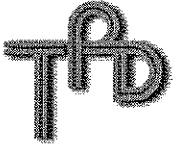
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	1,889	3	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	1,871	17	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,831	7	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,683	12	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,305

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,491

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

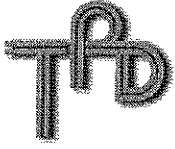
Total Approach Volume: 10

Westbound: Meadowside Road
Number of Lanes: 1

Total Approach Volume: 23

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated
- Warrant 2 - Four Hour Volumes Not Satisfied
 - Number of hours (0) volumes exceed minimum < minimum required (4).
- Warrant 3 - Peak Hour Not Evaluated
 - Warrant 3A - Peak Hour Delay Not Evaluated
 - Warrant 3B - Peak Hour Volumes Not Evaluated
- Warrant 4 - Pedestrian Volumes Not Evaluated
- Warrant 5 - School Crossing Not Evaluated
- Warrant 6 - Coordinated Signal System Not Evaluated
- Warrant 7 - Crash Experience Not Evaluated
- Warrant 8 - Roadway Network Not Evaluated

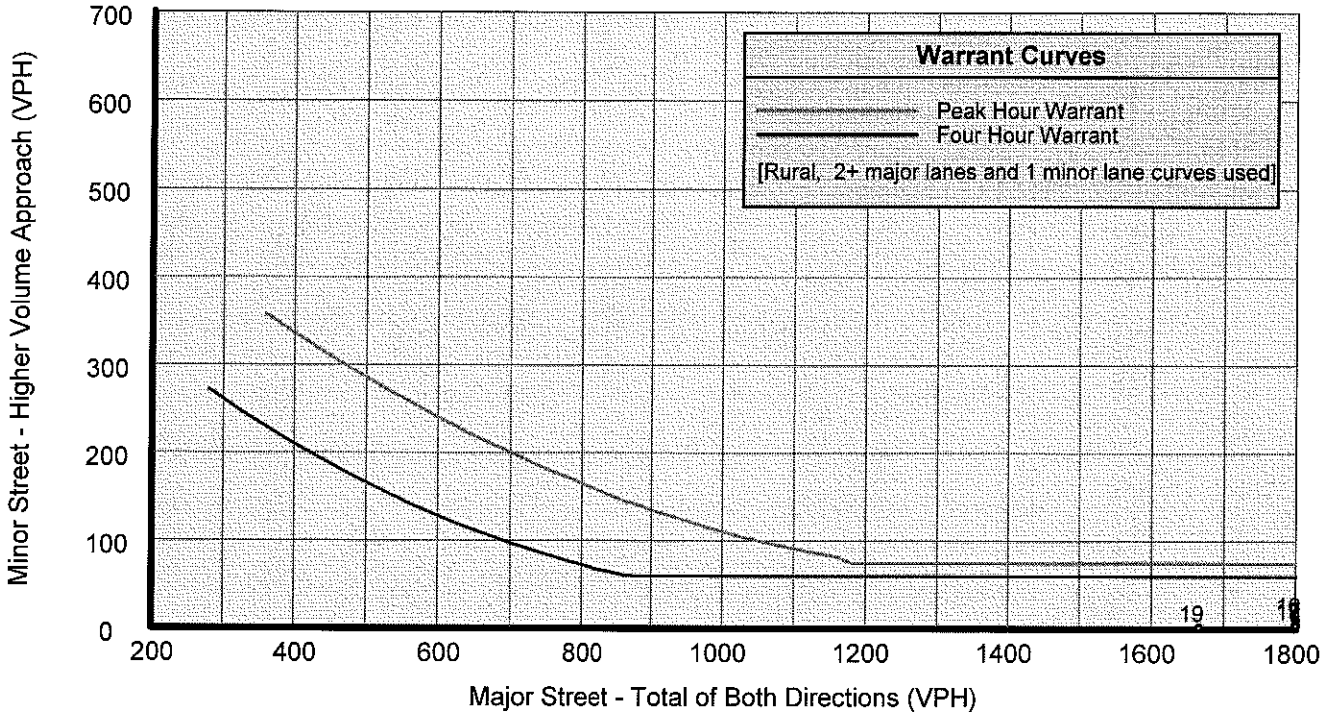


Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

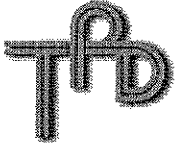
Study Name : 2007 Projected FRI
Study Date : 08/03/06
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,181	11	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,040	6	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,909	4	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,666	2	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

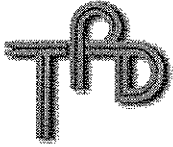
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,087
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,871

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1
Total Approach Volume: 15
Westbound: Meadowside Road
Number of Lanes: 1
Total Approach Volume: 39

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

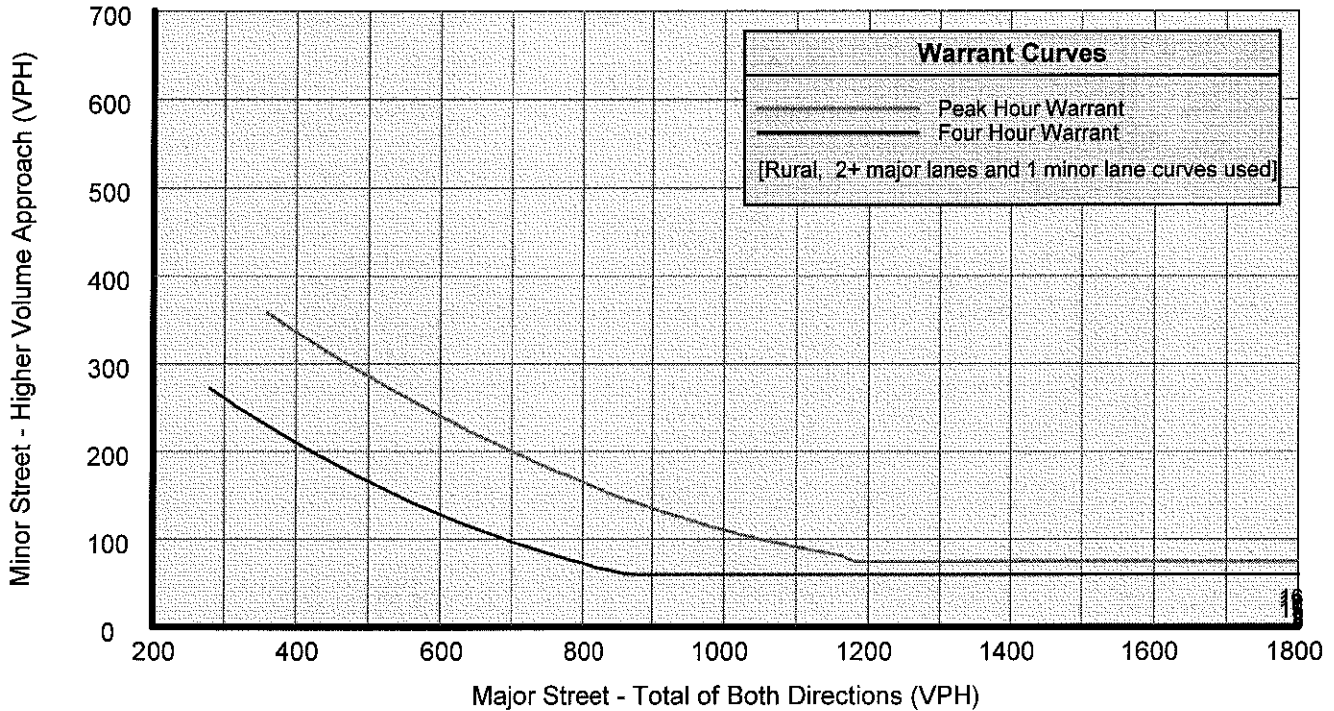
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/03/06

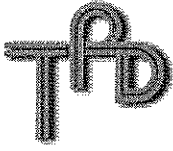
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,060	3	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	2,042	17	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,002	7	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,854	12	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Base FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

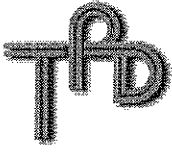
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,723
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,635

Minor Street Approaches

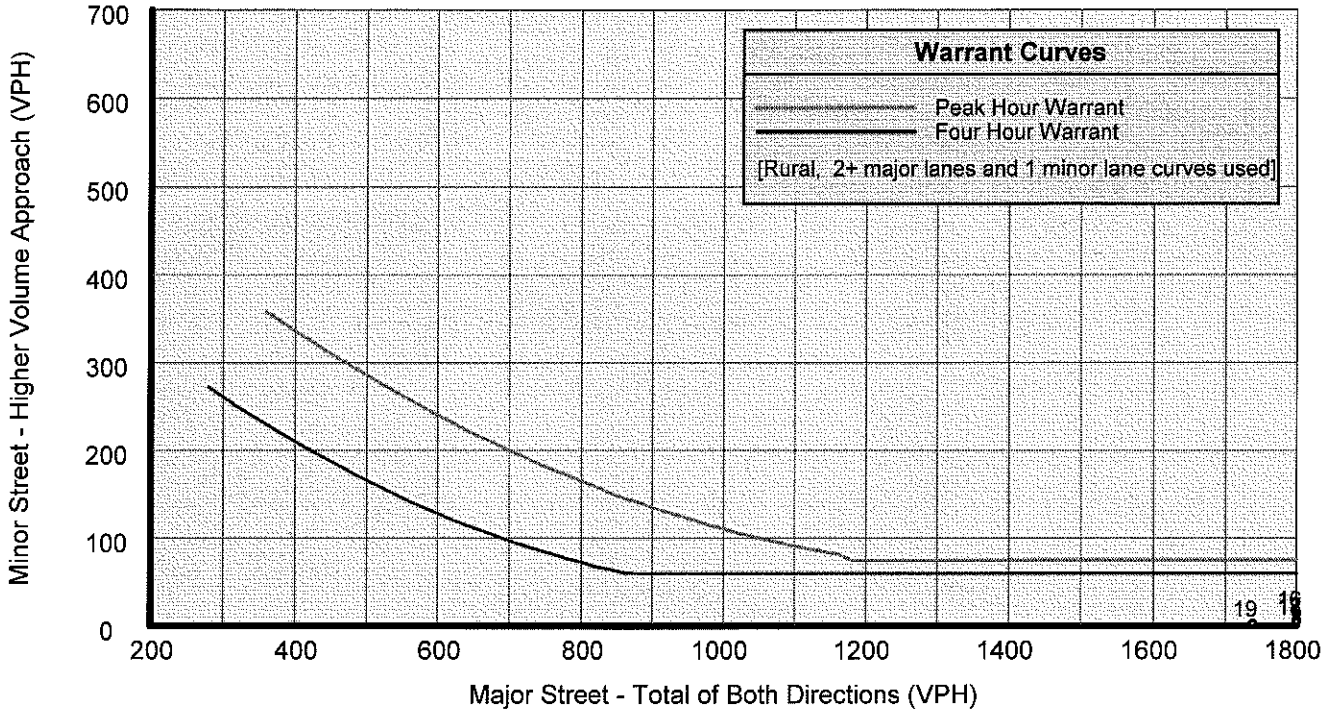
Eastbound: Trinity Hill Road
Number of Lanes: 1
Total Approach Volume: 13
Westbound: Meadows Road
Number of Lanes: 1
Total Approach Volume: 29

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated

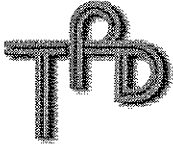


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,377	14	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,203	7	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,040	5	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,738	3	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Base SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

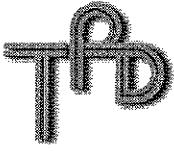
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,381
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,990

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1
Total Approach Volume: 21
Westbound: Meadowside Road
Number of Lanes: 1
Total Approach Volume: 50

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated

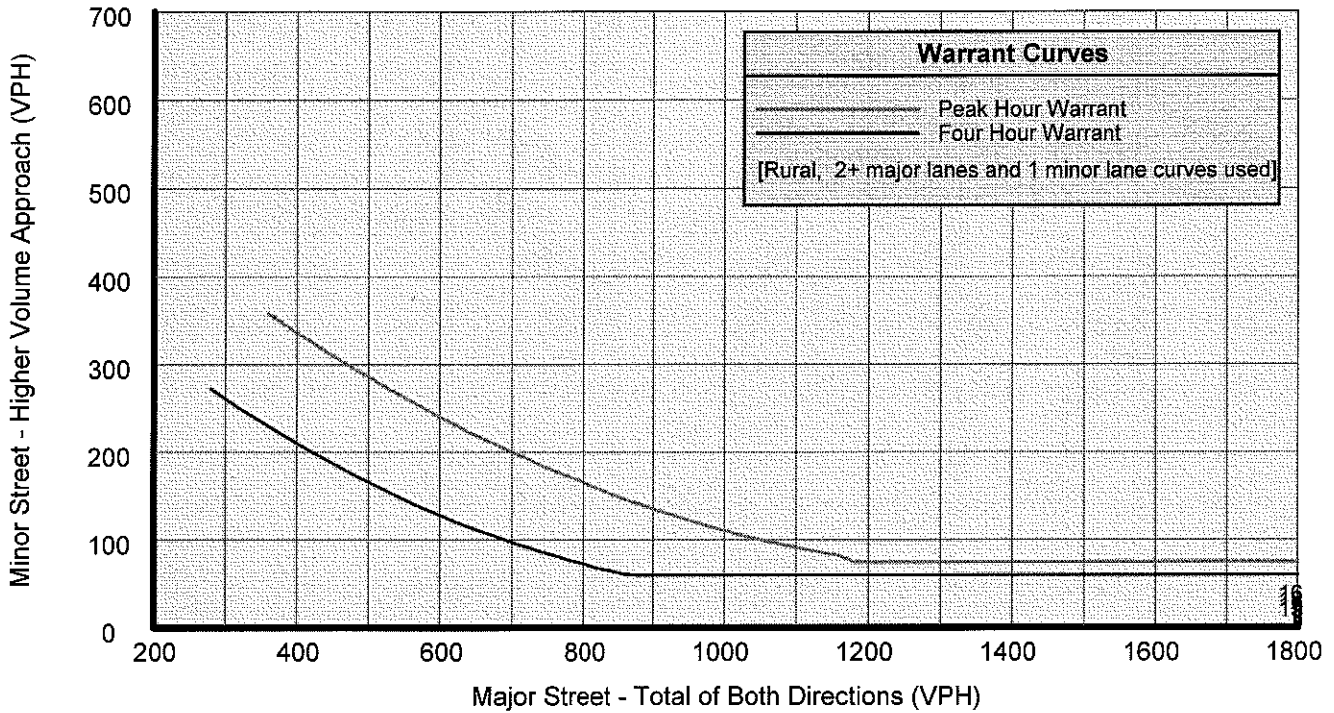


Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

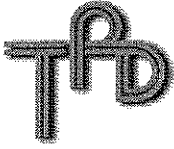
Study Name : 2017 Base SAT
Study Date : 08/03/06
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,180	4	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	2,159	22	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,107	9	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	1,925	15	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

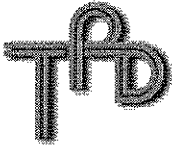
Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,979
Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,991

Minor Street Approaches

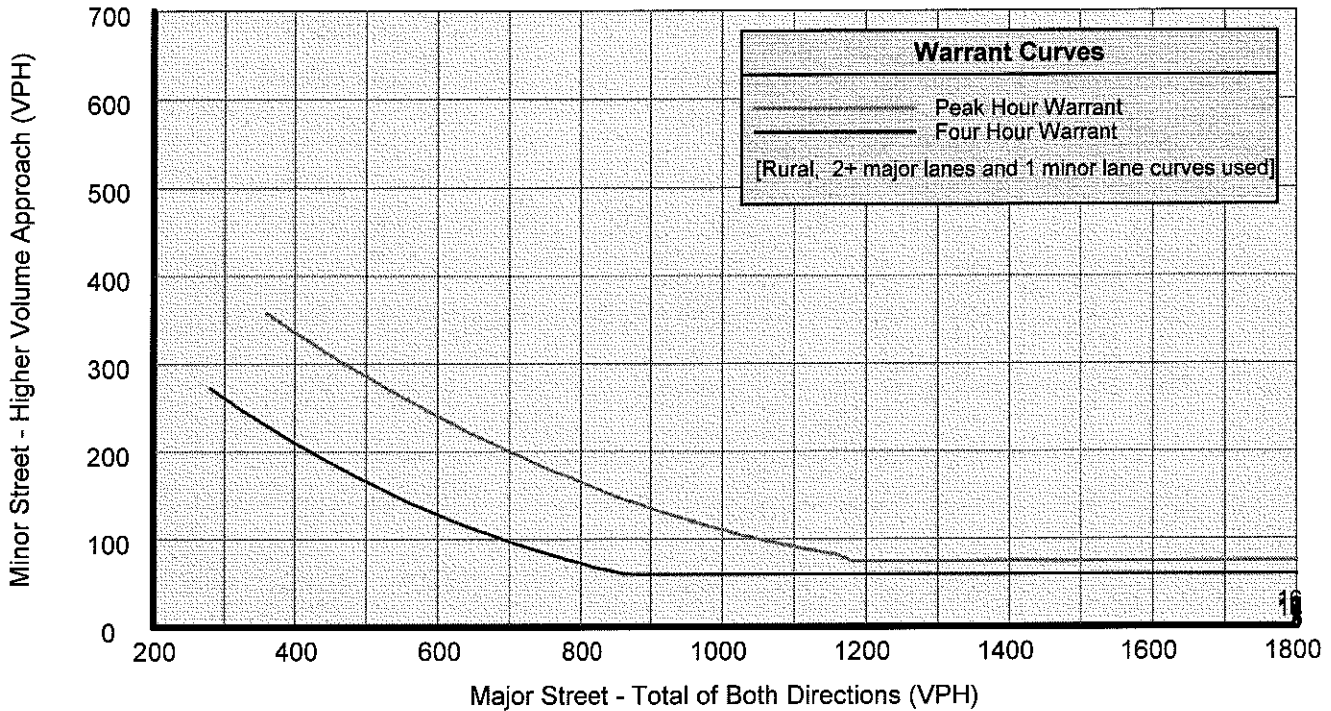
Eastbound: Trinity Hill Road
Number of Lanes: 1
Total Approach Volume: 13
Westbound: Meadowside Road
Number of Lanes: 1
Total Approach Volume: 29

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes ... Not Evaluated
Warrant 1A - Minimum Vehicular Volume ... Not Evaluated
Warrant 1B - Interruption of Continuous Traffic ... Not Evaluated
Warrant 1 A&B - Combination of Warrants ... Not Evaluated
Warrant 2 - Four Hour Volumes ... Not Satisfied
Warrant 3 - Peak Hour ... Not Evaluated
Warrant 3A - Peak Hour Delay ... Not Evaluated
Warrant 3B - Peak Hour Volumes ... Not Evaluated
Warrant 4 - Pedestrian Volumes ... Not Evaluated
Warrant 5 - School Crossing ... Not Evaluated
Warrant 6 - Coordinated Signal System ... Not Evaluated
Warrant 7 - Crash Experience ... Not Evaluated
Warrant 8 - Roadway Network ... Not Evaluated

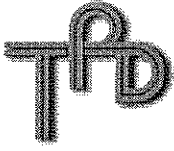


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
16:00	2,530	14	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,356	7	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,193	5	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,891	3	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/03/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,685

Southbound: Route 611
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 4,370

Minor Street Approaches

Eastbound: Trinity Hill Road
Number of Lanes: 1

Total Approach Volume: 21

Westbound: Meadows Road
Number of Lanes: 1

Total Approach Volume: 50

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated

Warrant 1A - Minimum Vehicular Volume Not Evaluated

Warrant 1B - Interruption of Continuous Traffic Not Evaluated

Warrant 1 A&B - Combination of Warrants Not Evaluated

Warrant 2 - Four Hour Volumes Not Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Evaluated

Warrant 3A - Peak Hour Delay Not Evaluated

Warrant 3B - Peak Hour Volumes Not Evaluated

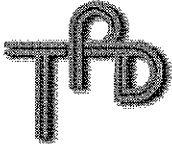
Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

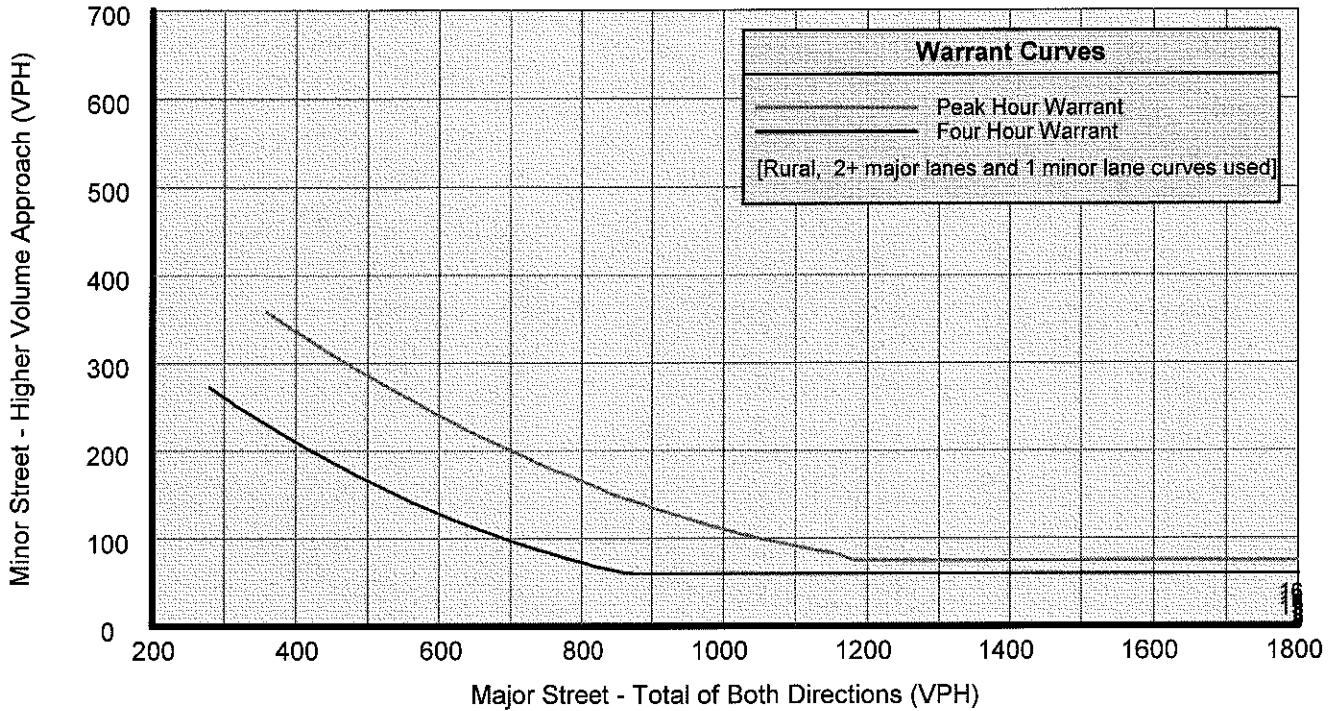


Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/03/06
Page No. : 2

Signal Warrants - Summary



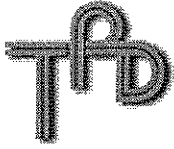
Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,351	4	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	2,330	22	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	2,278	9	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,096	15	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

WOODLAND ROAD & EASTERN SITE DRIVEWAY

Four Hour Warrant Analysis - Woodland Road & Eastern Driveway

Condition	Time Period	Eastbound			Westbound			Northbound			Southbound			Major Total	Minor Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2005 Existing FRI	4 PM - 5 PM	-	95	-	0	67	-	0	-	-	-	-	-	162	0
	5 PM - 6 PM	-	68	-	0	87	-	0	-	-	-	-	-	155	0
	6 PM - 7 PM	-	91	-	0	96	-	0	-	-	-	-	-	187	0
	7 PM - 8 PM	-	53	-	0	44	-	0	-	-	-	-	-	97	0
Total			307		294		0		0		0				
2005 Existing SAT	3 PM - 4 PM	-	52	-	0	60	-	0	-	-	-	-	-	112	0
	4 PM - 5 PM	-	55	-	0	62	-	0	-	-	-	-	-	117	0
	5 PM - 6 PM	-	56	-	0	61	-	0	-	-	-	-	-	117	0
	6 PM - 7 PM	-	66	-	0	51	-	0	-	-	-	-	-	117	0
Total		229		234		0		0		0					
2007 Base FRI	4 PM - 5 PM	-	114	-	0	82	-	0	-	-	-	-	-	196	0
	5 PM - 6 PM	-	86	-	0	103	-	0	-	-	-	-	-	189	0
	6 PM - 7 PM	-	110	-	0	112	-	0	-	-	-	-	-	222	0
	7 PM - 8 PM	-	70	-	0	58	-	0	-	-	-	-	-	128	0
Total		380		355		0		0		0					
2007 Base SAT	3 PM - 4 PM	-	56	-	0	65	-	0	-	-	-	-	-	121	0
	4 PM - 5 PM	-	59	-	0	67	-	0	-	-	-	-	-	126	0
	5 PM - 6 PM	-	60	-	0	66	-	0	-	-	-	-	-	126	0
	6 PM - 7 PM	-	71	-	0	55	-	0	-	-	-	-	-	126	0
Total		246		253		0		0		0					
2007 Projected FRI	4 PM - 5 PM	-	144	-	58	106	-	184	-	30	-	-	-	308	214
	5 PM - 6 PM	-	116	-	58	127	-	184	-	30	-	-	-	301	214
	6 PM - 7 PM	-	140	-	58	136	-	184	-	30	-	-	-	334	214
	7 PM - 8 PM	-	100	-	58	82	-	184	-	30	-	-	-	240	214
Total		500		663		856		0		0					
2007 Projected SAT	3 PM - 4 PM	-	91	-	64	91	-	216	-	35	-	-	-	246	251
	4 PM - 5 PM	-	94	-	64	93	-	216	-	35	-	-	-	251	251
	5 PM - 6 PM	-	95	-	64	92	-	216	-	35	-	-	-	251	251
	6 PM - 7 PM	-	106	-	64	81	-	216	-	35	-	-	-	251	251
Total		386		613		1004		0		0					
2017 Base FRI	4 PM - 5 PM	-	138	-	0	99	-	0	-	0	-	-	-	237	0
	5 PM - 6 PM	-	103	-	0	125	-	0	-	0	-	-	-	228	0
	6 PM - 7 PM	-	133	-	0	137	-	0	-	0	-	-	-	270	0
	7 PM - 8 PM	-	84	-	0	69	-	0	-	0	-	-	-	153	0
Total		458		430		0		0		0					
2017 Base SAT	3 PM - 4 PM	-	68	-	0	80	-	0	-	0	-	-	-	149	0
	4 PM - 5 PM	-	73	-	0	82	-	0	-	0	-	-	-	155	0
	5 PM - 6 PM	-	75	-	0	81	-	0	-	0	-	-	-	156	0
	6 PM - 7 PM	-	88	-	0	68	-	0	-	0	-	-	-	156	0
Total		305		311		0		0		0					
2017 Projected FRI	4 PM - 5 PM	-	168	-	58	123	-	184	-	30	-	-	-	349	214
	5 PM - 6 PM	-	133	-	58	149	-	184	-	30	-	-	-	340	214
	6 PM - 7 PM	-	163	-	58	161	-	184	-	30	-	-	-	382	214
	7 PM - 8 PM	-	114	-	58	93	-	184	-	30	-	-	-	265	214
Total		578		758		856		0		0					
2017 Projected SAT	3 PM - 4 PM	-	104	-	64	106	-	216	-	35	-	-	-	274	251
	4 PM - 5 PM	-	108	-	64	108	-	216	-	35	-	-	-	280	251
	5 PM - 6 PM	-	110	-	64	107	-	216	-	35	-	-	-	281	251
	6 PM - 7 PM	-	123	-	64	94	-	216	-	35	-	-	-	281	251
Total		445		671		1004		0		0					



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 500

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 683

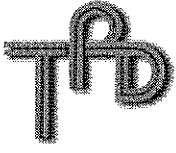
Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 856

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

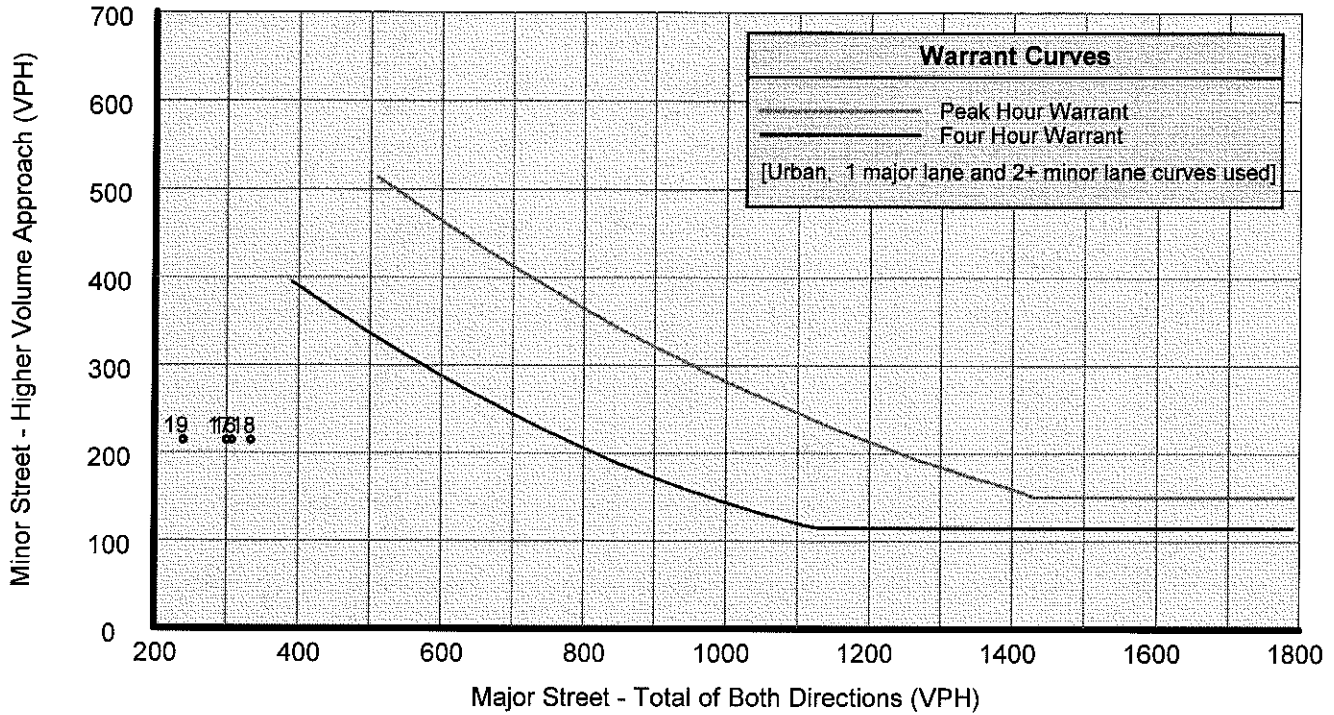
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/04/06

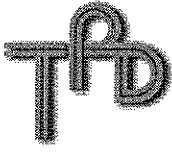
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	308	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	301	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	334	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	240	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 386

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 613

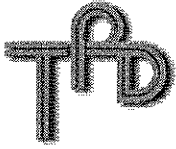
Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

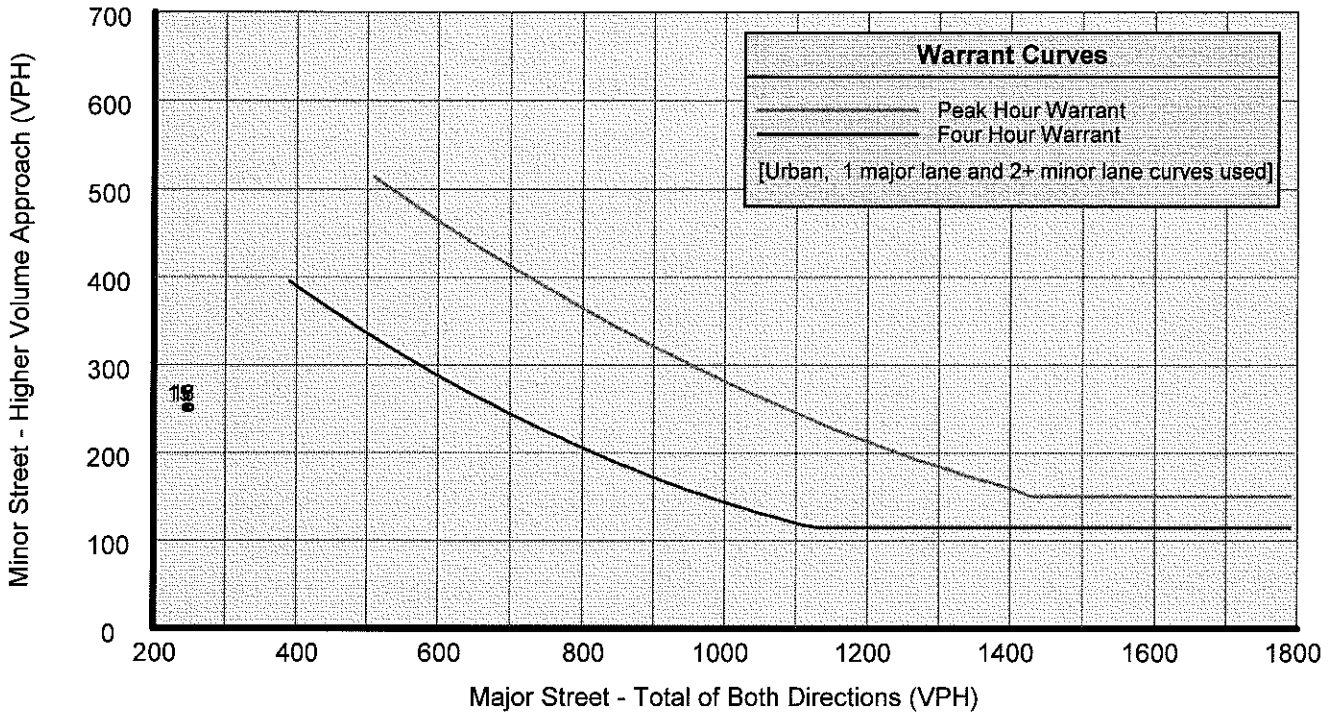
Total Approach Volume: 1,004

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated

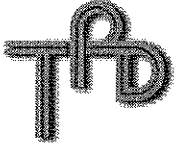


Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	246	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
16:00	251	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	251	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	251	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 578

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 758

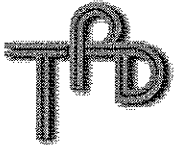
Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 856

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

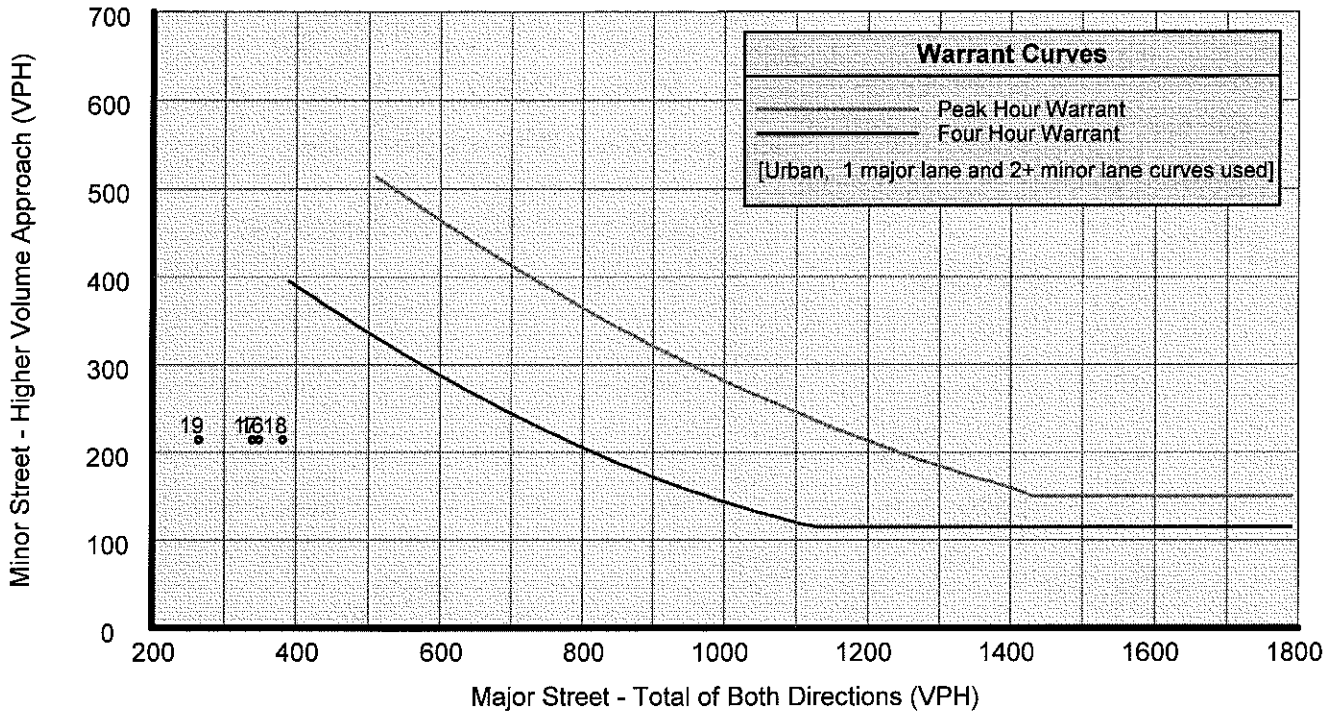
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI

Study Date : 08/04/06

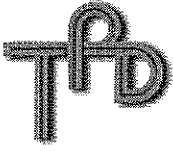
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	349	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	340	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	382	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	265	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 445

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 671

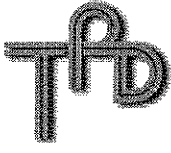
Minor Street Approaches

Northbound: Eastern Site Driveway
Number of Lanes: 2

Total Approach Volume: 1,004

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

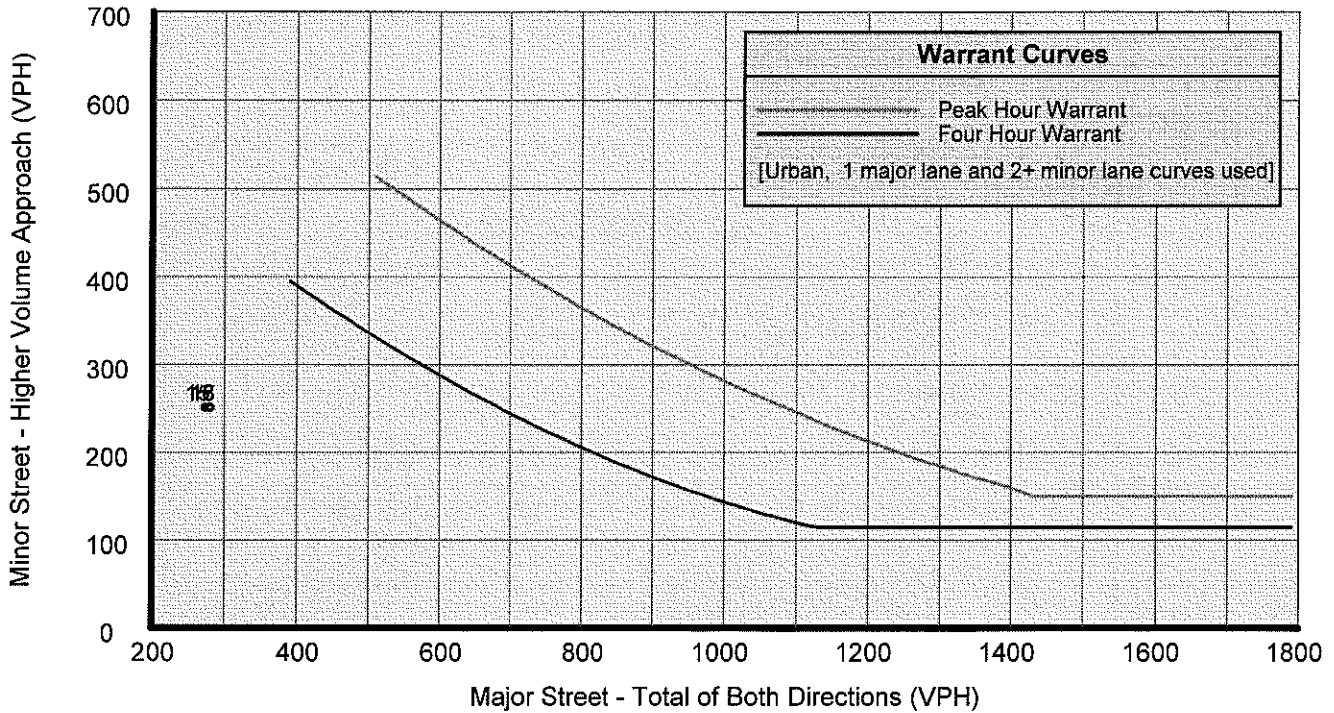
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/04/06

Page No. : 2

Signal Warrants - Summary



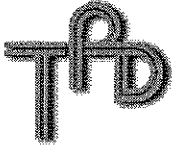
Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	274	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
16:00	280	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	281	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	281	251	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---

WOODLAND ROAD & WESTERN SITE DRIVEWAY

Four Hour Warrant Analysis - Woodland Road & Western Driveway

Condition	Time Period	Eastbound			Westbound			Northbound			Southbound			Major Total	Minor Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2005 Existing FRI	4 PM - 5 PM	-	95	-	0	67	-	0	-	-	0	-	-	162	0
	5 PM - 6 PM	-	68	-	0	87	-	0	-	-	0	-	-	155	0
	6 PM - 7 PM	-	91	-	0	96	-	0	-	-	0	-	-	187	0
	7 PM - 8 PM	-	53	-	0	44	-	0	-	-	0	-	-	97	0
Total				307	294		0		0		0				
2005 Existing SAT	3 PM - 4 PM	-	52	-	0	60	-	0	-	-	0	-	-	112	0
	4 PM - 5 PM	-	55	-	0	62	-	0	-	-	0	-	-	117	0
	5 PM - 6 PM	-	56	-	0	61	-	0	-	-	0	-	-	117	0
	6 PM - 7 PM	-	66	-	0	51	-	0	-	-	0	-	-	117	0
Total				229	234		0		0		0				
2007 Base FRI	4 PM - 5 PM	-	114	-	0	82	-	0	-	-	0	-	-	196	0
	5 PM - 6 PM	-	86	-	0	103	-	0	-	-	0	-	-	189	0
	6 PM - 7 PM	-	110	-	0	112	-	0	-	-	0	-	-	222	0
	7 PM - 8 PM	-	70	-	0	58	-	0	-	-	0	-	-	128	0
Total				380	355		0		0		0				
2007 Base SAT	3 PM - 4 PM	-	56	-	0	65	-	0	-	-	0	-	-	121	0
	4 PM - 5 PM	-	59	-	0	67	-	0	-	-	0	-	-	126	0
	5 PM - 6 PM	-	60	-	0	66	-	0	-	-	0	-	-	126	0
	6 PM - 7 PM	-	71	-	0	55	-	0	-	-	0	-	-	126	0
Total				246	253		0		0		0				
2007 Projected FRI	4 PM - 5 PM	-	244	-	24	266	-	184	-	30	-	-	-	534	214
	5 PM - 6 PM	-	216	-	24	287	-	184	-	30	-	-	-	527	214
	6 PM - 7 PM	-	240	-	24	296	-	184	-	30	-	-	-	560	214
	7 PM - 8 PM	-	200	-	24	242	-	184	-	30	-	-	-	466	214
Total				900	1187		856		0		0				
2007 Projected SAT	3 PM - 4 PM	-	196	-	26	281	-	216	-	35	-	-	-	503	251
	4 PM - 5 PM	-	199	-	26	283	-	216	-	35	-	-	-	508	251
	5 PM - 6 PM	-	200	-	26	282	-	216	-	35	-	-	-	508	251
	6 PM - 7 PM	-	211	-	26	271	-	216	-	35	-	-	-	508	251
Total				806	1221		1004		0		0				
2017 Base FRI	4 PM - 5 PM	-	138	-	0	99	-	0	-	0	-	-	-	237	0
	5 PM - 6 PM	-	103	-	0	125	-	0	-	0	-	-	-	228	0
	6 PM - 7 PM	-	133	-	0	137	-	0	-	0	-	-	-	270	0
	7 PM - 8 PM	-	84	-	0	69	-	0	-	0	-	-	-	153	0
Total				458	430		0		0		0				
2017 Base SAT	3 PM - 4 PM	-	69	-	0	80	-	0	-	0	-	-	-	149	0
	4 PM - 5 PM	-	73	-	0	82	-	0	-	0	-	-	-	155	0
	5 PM - 6 PM	-	75	-	0	81	-	0	-	0	-	-	-	156	0
	6 PM - 7 PM	-	88	-	0	68	-	0	-	0	-	-	-	156	0
Total				305	311		0		0		0				
2017 Projected FRI	4 PM - 5 PM	-	268	-	24	283	-	184	-	30	-	-	-	575	214
	5 PM - 6 PM	-	233	-	24	309	-	184	-	30	-	-	-	566	214
	6 PM - 7 PM	-	263	-	24	321	-	184	-	30	-	-	-	608	214
	7 PM - 8 PM	-	214	-	24	253	-	184	-	30	-	-	-	491	214
Total				978	1262		856		0		0				
2017 Projected SAT	3 PM - 4 PM	-	209	-	26	296	-	216	-	35	-	-	-	531	251
	4 PM - 5 PM	-	213	-	26	298	-	216	-	35	-	-	-	537	251
	5 PM - 6 PM	-	215	-	26	297	-	216	-	35	-	-	-	538	251
	6 PM - 7 PM	-	228	-	26	284	-	216	-	35	-	-	-	538	251
Total				865	1279		1004		0		0				



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

*Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 900*

*Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 1,187*

Minor Street Approaches

*Northbound: Western Site Driveway
Number of Lanes: 2*

Total Approach Volume: 856

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated**
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated
 - Warrant 1 A&B - Combination of Warrants Not Evaluated

- Warrant 2 - Four Hour Volumes Not Satisfied**
 - Number of hours (0) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour Not Evaluated**
 - Warrant 3A - Peak Hour Delay Not Evaluated
 - Warrant 3B - Peak Hour Volumes Not Evaluated

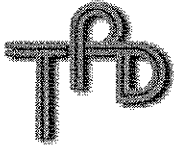
- Warrant 4 - Pedestrian Volumes Not Evaluated**

- Warrant 5 - School Crossing Not Evaluated**

- Warrant 6 - Coordinated Signal System Not Evaluated**

- Warrant 7 - Crash Experience Not Evaluated**

- Warrant 8 - Roadway Network Not Evaluated**



Traffic Planning and Design, Inc.

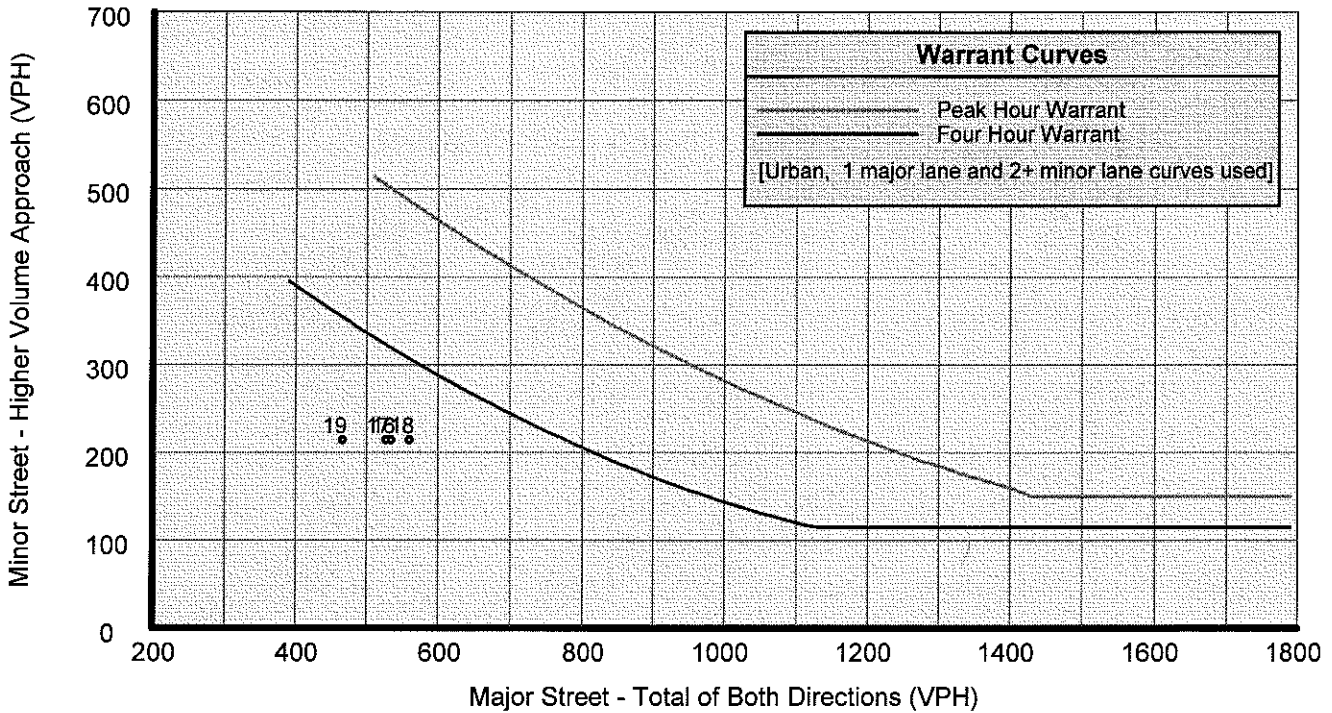
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected FRI

Study Date : 08/04/06

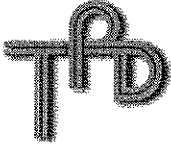
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	534	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	527	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	560	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	466	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road

Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 806

Westbound: Woodland Road

Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 1,221

Minor Street Approaches

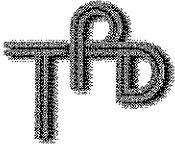
Northbound: Western Site Driveway

Number of Lanes: 2

Total Approach Volume: 1,004

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated**
 - Warrant 1A - Minimum Vehicular Volume Not Evaluated**
 - Warrant 1B - Interruption of Continuous Traffic Not Evaluated**
 - Warrant 1 A&B - Combination of Warrants Not Evaluated**
- Warrant 2 - Four Hour Volumes Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).
- Warrant 3 - Peak Hour Not Evaluated**
 - Warrant 3A - Peak Hour Delay Not Evaluated**
 - Warrant 3B - Peak Hour Volumes Not Evaluated**
- Warrant 4 - Pedestrian Volumes Not Evaluated**
- Warrant 5 - School Crossing Not Evaluated**
- Warrant 6 - Coordinated Signal System Not Evaluated**
- Warrant 7 - Crash Experience Not Evaluated**
- Warrant 8 - Roadway Network Not Evaluated**



Traffic Planning and Design, Inc.

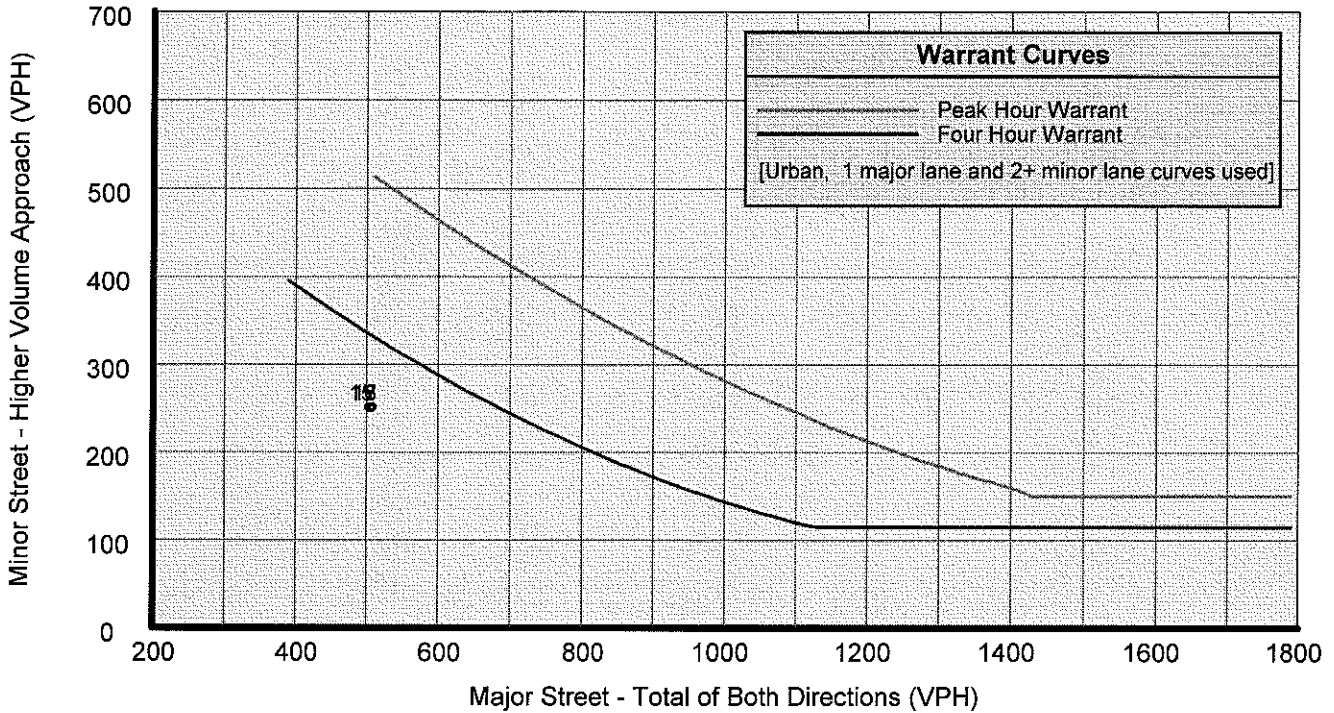
2500 East High Street
Pottstown, PA 19464

Study Name : 2007 Projected SAT

Study Date : 08/04/06

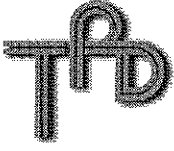
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	503	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
16:00	508	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	508	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	508	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 978

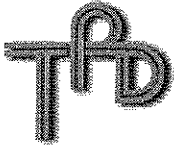
Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 1,262

Minor Street Approaches

Northbound: Western Site Driveway
Number of Lanes: 2
Total Approach Volume: 856

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

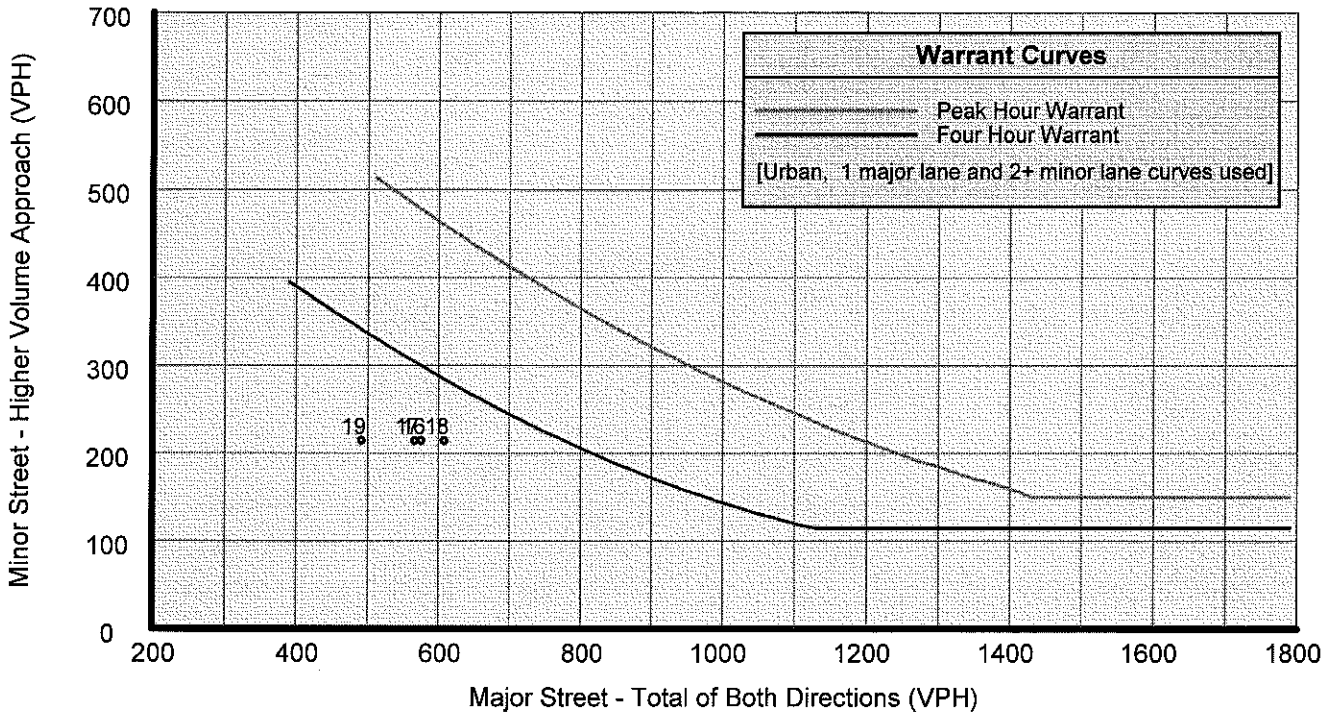
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected FRI

Study Date : 08/04/06

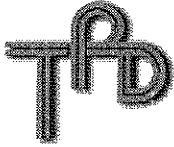
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
16:00	575	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	566	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	608	214	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-Yes	160-Yes	Both
19:00	491	214	NB	500-No	200-Yes	Minor	750-No	100-Yes	Minor	600-No	160-Yes	Minor
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---



Traffic Planning and Design, Inc.

2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT
Study Date : 08/04/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 865

Westbound: Woodland Road
Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 1,279

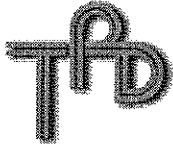
Minor Street Approaches

Northbound: Western Site Driveway
Number of Lanes: 2

Total Approach Volume: 1,004

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Evaluated
Warrant 1A - Minimum Vehicular Volume Not Evaluated
Warrant 1B - Interruption of Continuous Traffic Not Evaluated
Warrant 1 A&B - Combination of Warrants Not Evaluated
Warrant 2 - Four Hour Volumes Not Satisfied
Warrant 3 - Peak Hour Not Evaluated
Warrant 3A - Peak Hour Delay Not Evaluated
Warrant 3B - Peak Hour Volumes Not Evaluated
Warrant 4 - Pedestrian Volumes Not Evaluated
Warrant 5 - School Crossing Not Evaluated
Warrant 6 - Coordinated Signal System Not Evaluated
Warrant 7 - Crash Experience Not Evaluated
Warrant 8 - Roadway Network Not Evaluated



Traffic Planning and Design, Inc.

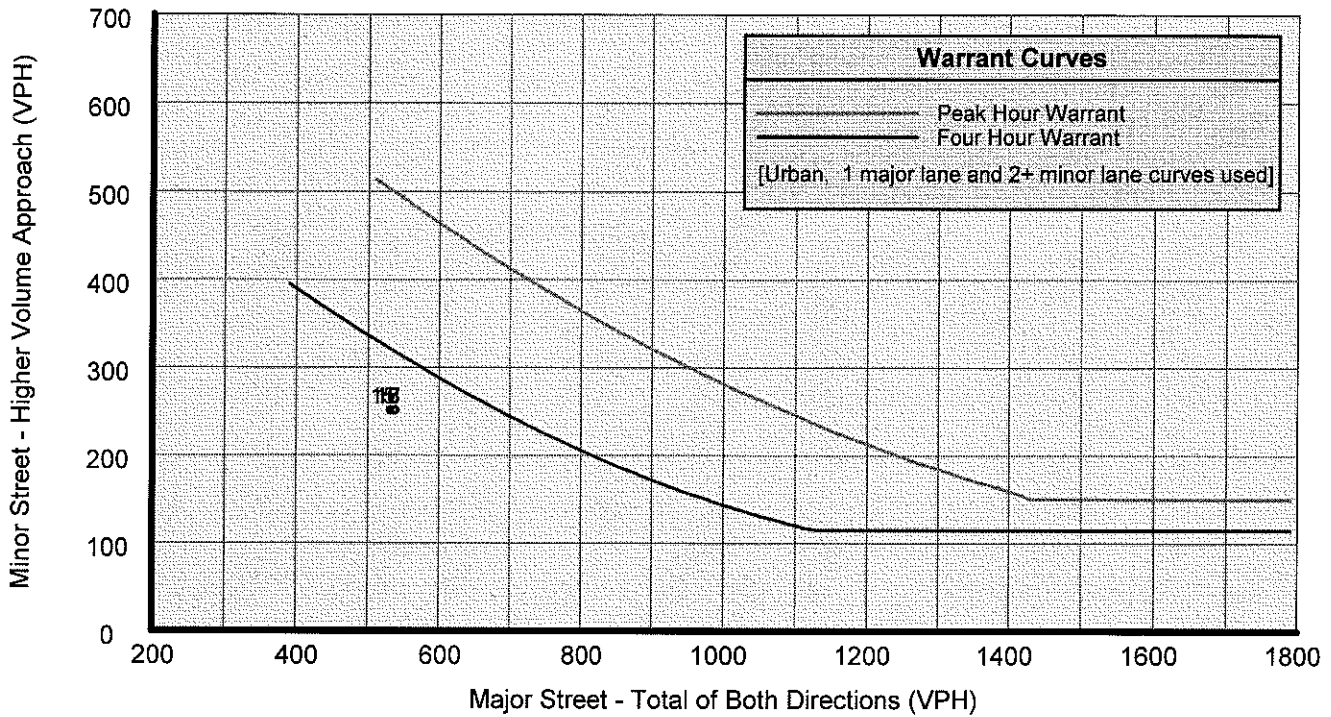
2500 East High Street
Pottstown, PA 19464

Study Name : 2017 Projected SAT

Study Date : 08/04/06

Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
08:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
09:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
11:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
12:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
13:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
14:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
15:00	531	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
16:00	537	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
17:00	538	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
18:00	538	251	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
19:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
20:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
21:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---

APPENDIX I
AUXILARY LANE ANALYSIS WORKSHEETS

LEFT-TURN LANE WARRANTS

Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"

M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Eastern Site Driveway
Movement:	Left Turns into Eastern Site Driveway
Analysis Period:	2007 Projected Conditions, Friday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	206	
Opposing Volume (V_O) =	276	
Number of Left Turns =	58	$t_w = 1.09$
Speed Limit =	40	$t_A = 17.48$
Proportion of Left Turns =	0.28	$\lambda = 10.71$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	3	0	276	9.52	0.5	4.76
1-2	29	3	276	69.50	1.5	104.24
2-3	45	29	276	43.94	2.5	109.85

Total 122.96 218.86

Unblocked Time = 2998.54

$\mu = 999.51$

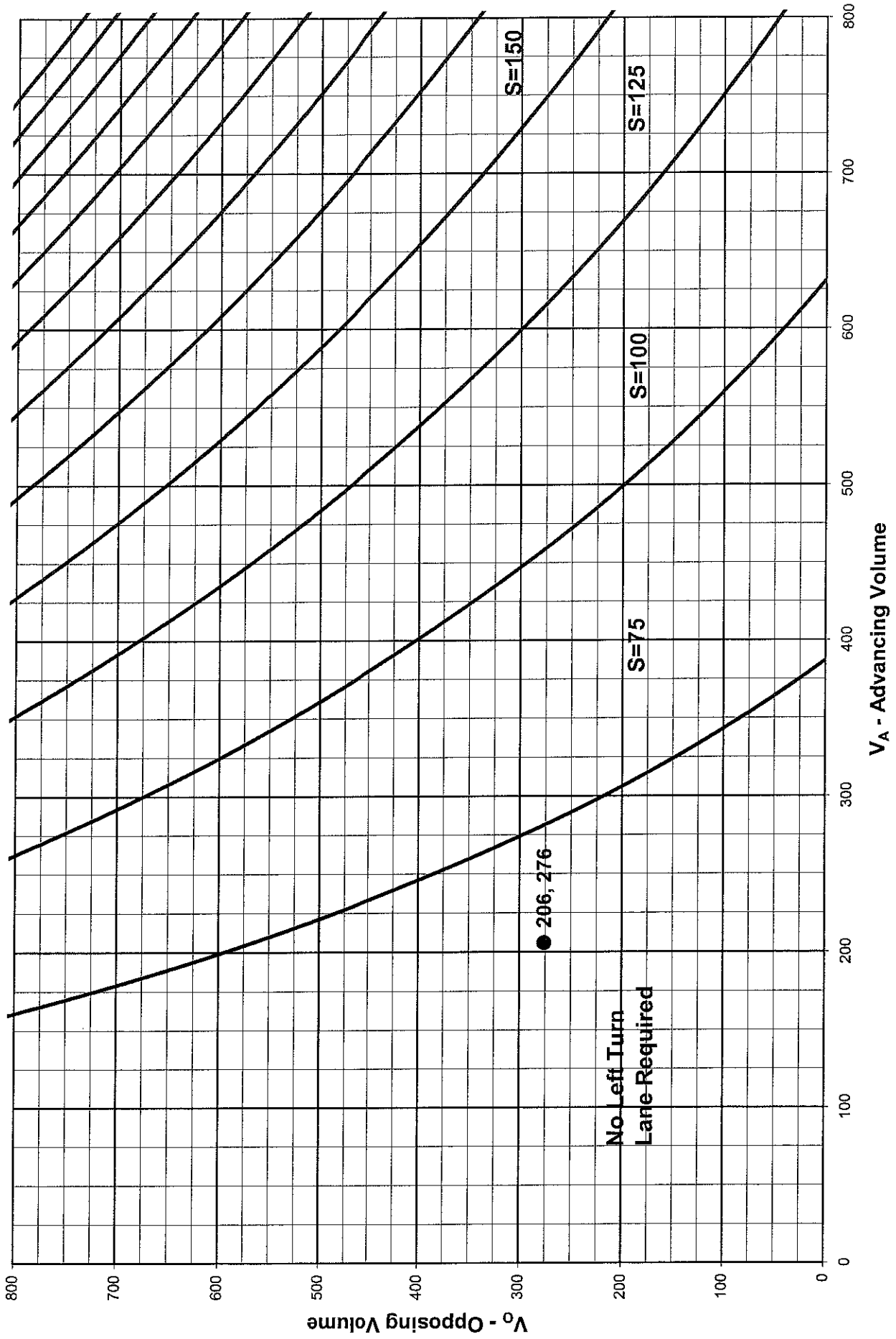
Left turn lane warrants are for $\rho >$ than

8.00E-06 for 40 mph

$\rho =$	0.0107
75 foot lane $\rho^3 =$	1.23E-06
100 foot lane $\rho^4 =$	1.32E-08
125 foot lane $\rho^5 =$	1.41E-10
150 foot lane $\rho^6 =$	1.51E-12
175 foot lane $\rho^7 =$	1.62E-14

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections V = 40 m.p.h.; L = 28%

Woodland Road and Eastern Site Driveway, 2007 Projected Conditions, Friday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"
M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Western Site Driveway
Movement:	Left Turns into Western Site Driveway
Analysis Period:	2007 Projected Conditions, Friday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	332	
Opposing Volume (V_O) =	626	
Number of Left Turns =	24	$t_w = 2.97$
Speed Limit =	40	$t_A = 10.84$
Proportion of Left Turns =	0.07	$\lambda = 14.99$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	7	0	626	42.04	0.5	21.02
1-2	37	7	626	190.50	1.5	285.76
2-3	59	37	626	134.68	2.5	336.71
Total				367.22		643.48

Unblocked Time = 2309.58

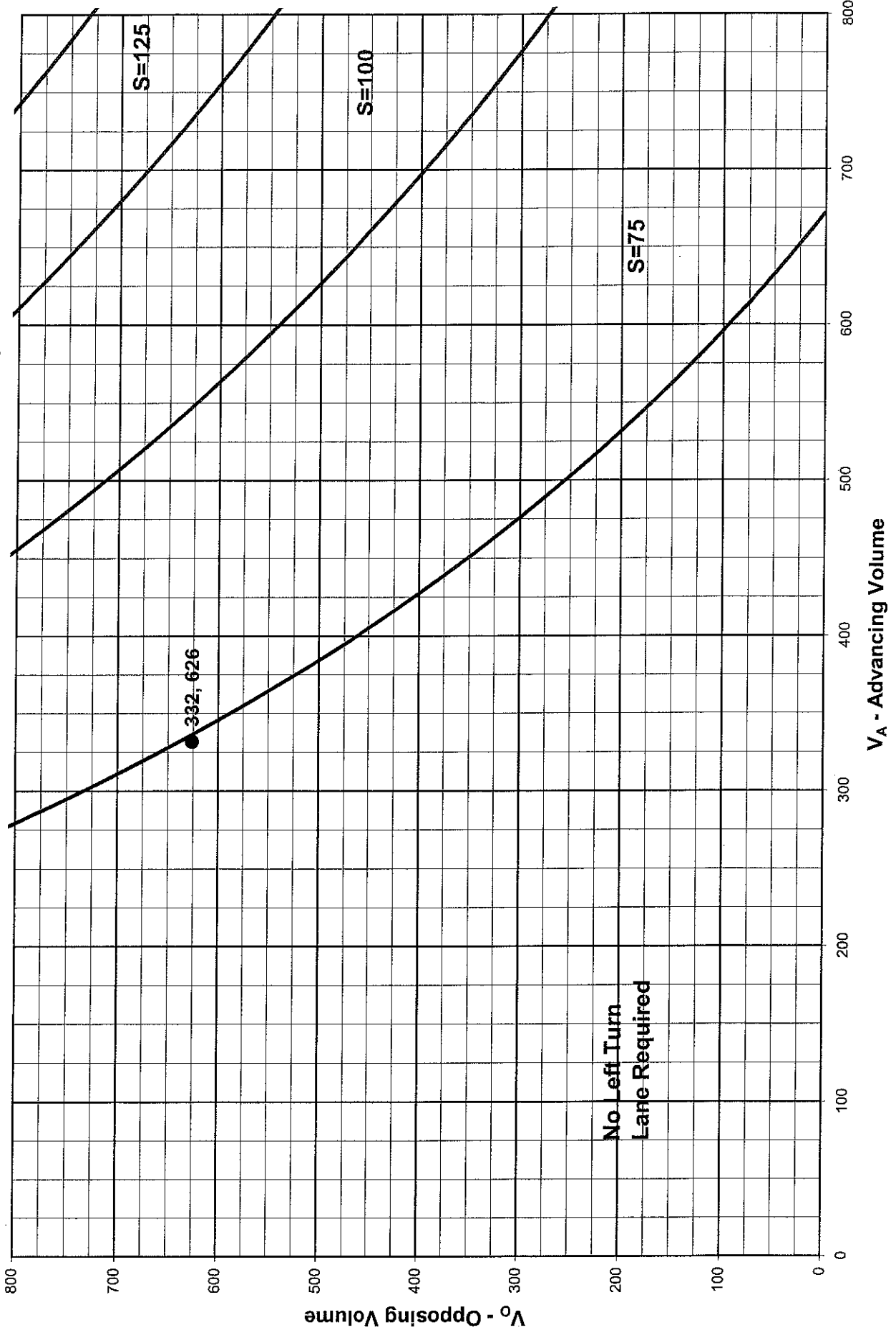
$\mu = 769.86$

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0195
75 foot lane $\rho^3 =$	7.39E-06
100 foot lane $\rho^4 =$	1.44E-07
125 foot lane $\rho^5 =$	2.80E-09
150 foot lane $\rho^6 =$	5.46E-11
175 foot lane $\rho^7 =$	1.06E-12

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections $V = 40$ m.p.h.; $L = 7\%$

Woodland Road and Western Site Driveway, 2007 Projected Conditions, Friday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"
M.D. Harmelink

PROJECT INFORMATION

TPD Project Number: CECO.A.00008
 Intersection: Woodland Road and Eastern Site Driveway
 Movement: Left Turns into Eastern Site Driveway
 Analysis Period: 2007 Projected Conditions, Saturday P.M. Peak Hour
 Analyst: EMM

INPUTS

Advancing Volume (V_A) =	159	
Opposing Volume (V_O) =	243	
Number of Left Turns =	64	$t_w = 0.95$
Speed Limit =	40	$t_A = 22.64$
Proportion of Left Turns =	0.40	$\lambda = 7.21$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	3	0	243	7.56	0.5	3.78
1-2	27	3	243	59.25	1.5	88.87
2-3	43	27	243	36.91	2.5	92.28

Total 103.72 184.94

Unblocked Time = 3066.87

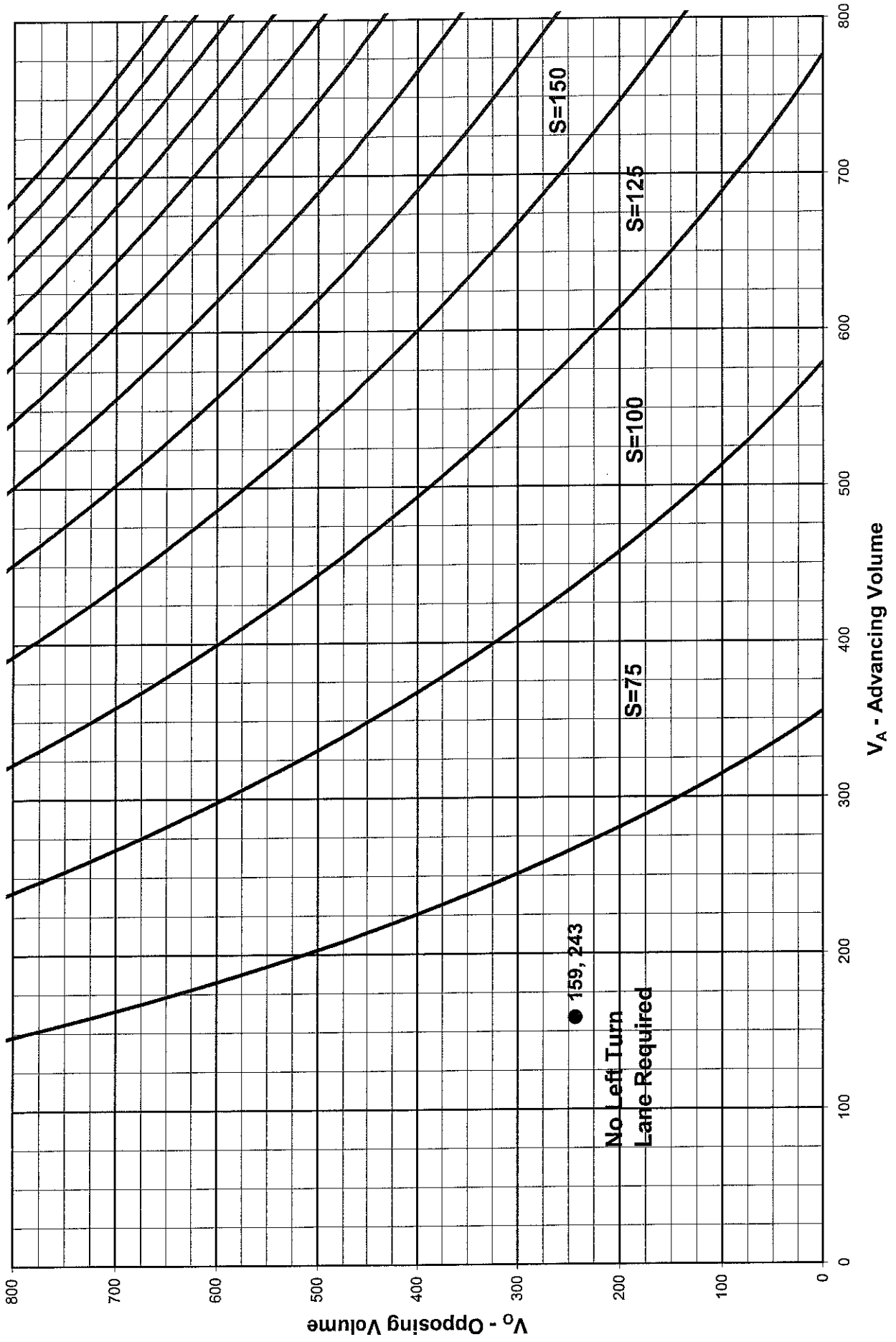
$\mu =$ 1022.29

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0071
75 foot lane $\rho^3 =$	3.51E-07
100 foot lane $\rho^4 =$	2.48E-09
125 foot lane $\rho^5 =$	1.75E-11
150 foot lane $\rho^6 =$	1.23E-13
175 foot lane $\rho^7 =$	8.71E-16

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections $V = 40$ m.p.h.; $L = 40\%$

Woodland Road and Eastern Site Driveway, 2007 Projected Conditions, Saturday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"

M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Western Site Driveway
Movement:	Left Turns into Western Site Driveway
Analysis Period:	2007 Projected Conditions, Saturday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	311	
Opposing Volume (V_O) =	616	
Number of Left Turns =	26	$t_w = 2.91$
Speed Limit =	40	$t_A = 11.58$
Proportion of Left Turns =	0.08	$\lambda = 14.84$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	7	0	616	40.83	0.5	20.41
1-2	37	7	616	186.83	1.5	280.24
2-3	58	37	616	131.75	2.5	329.38

Total 359.41 630.04

Unblocked Time = 2328.48

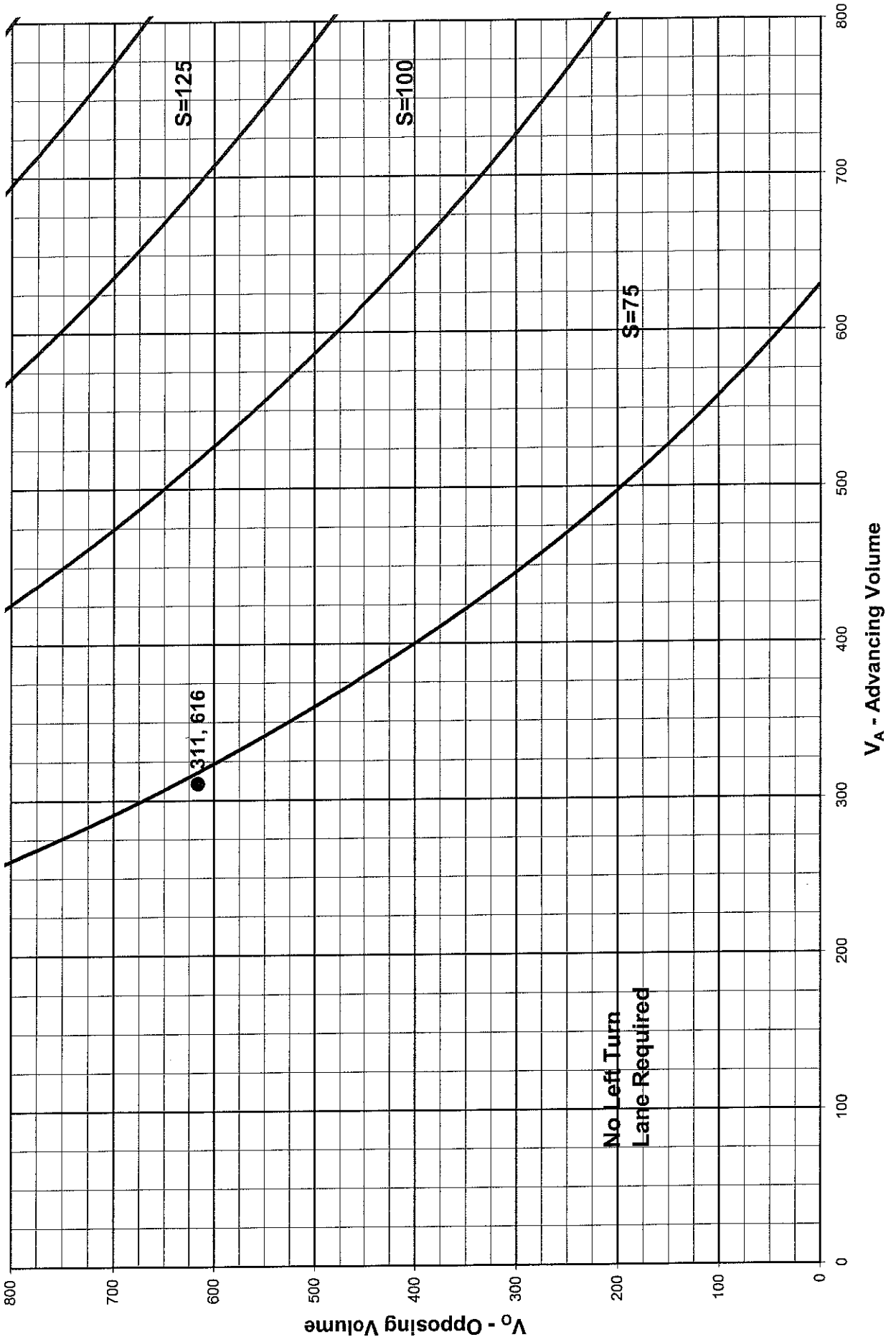
$\mu = 776.16$

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0191
75 foot lane $\rho^3 =$	6.98E-06
100 foot lane $\rho^4 =$	1.34E-07
125 foot lane $\rho^5 =$	2.55E-09
150 foot lane $\rho^6 =$	4.88E-11
175 foot lane $\rho^7 =$	9.32E-13

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections $V = 40$ m.p.h.; $L = 8\%$

Woodland Road and Western Site Driveway, 2007 Projected Conditions, Saturday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"
M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Eastern Site Driveway
Movement:	Left Turns into Eastern Site Driveway
Analysis Period:	2017 Projected Conditions, Friday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	241	
Opposing Volume (V_O) =	303	
Number of Left Turns =	58	$t_w = 1.22$
Speed Limit =	40	$t_A = 14.94$
Proportion of Left Turns =	0.24	$\lambda = 13.78$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	4	0	303	11.28	0.5	5.64
1-2	29	4	303	78.08	1.5	117.12
2-3	46	29	303	49.93	2.5	124.82
			Total	139.29		247.58

Unblocked Time = 2943.14

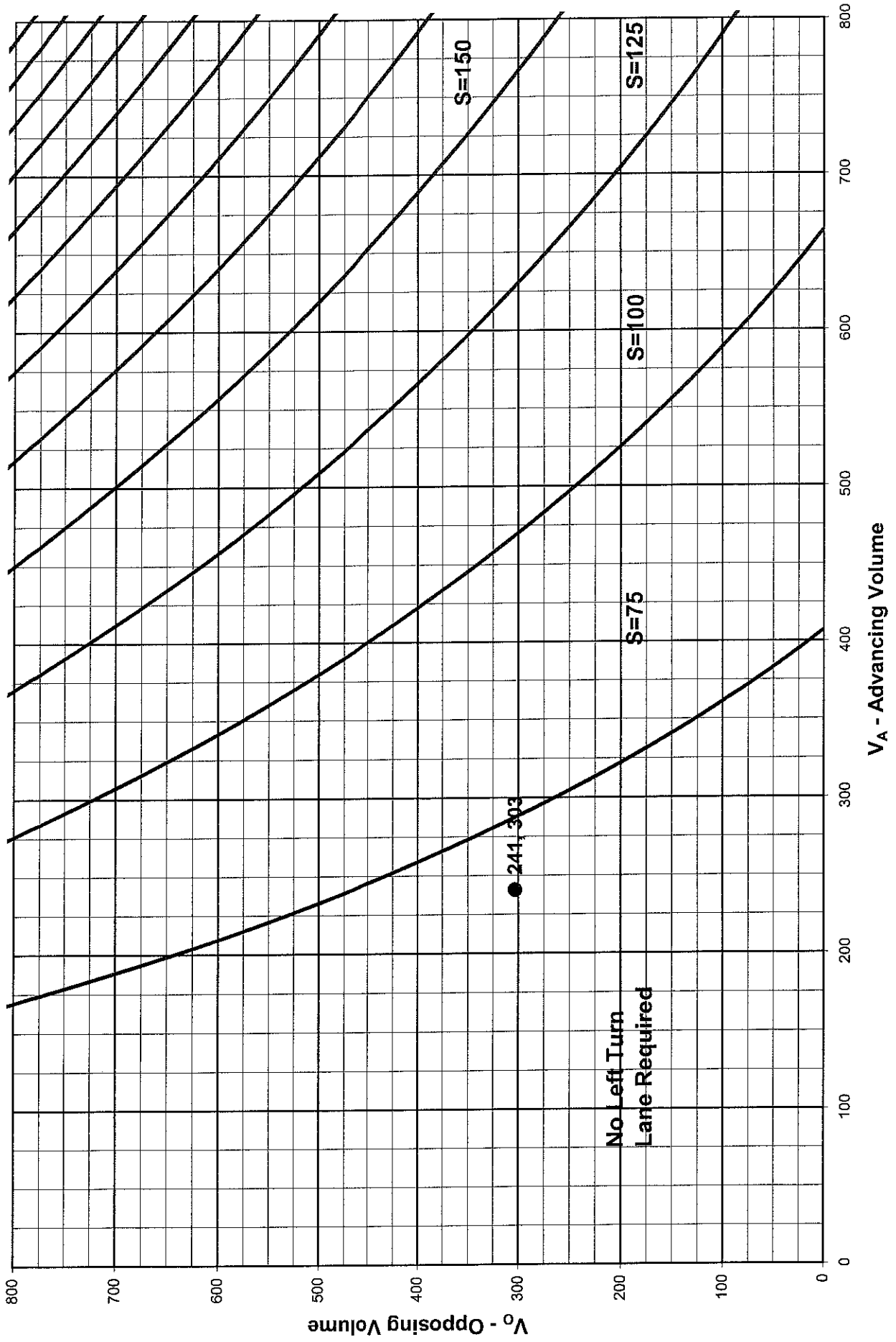
$\mu = 981.05$

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0140
75 foot lane $\rho^3 =$	2.77E-06
100 foot lane $\rho^4 =$	3.90E-08
125 foot lane $\rho^5 =$	5.47E-10
150 foot lane $\rho^6 =$	7.69E-12
175 foot lane $\rho^7 =$	1.08E-13

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections V = 40 m.p.h.; L = 24%

Woodland Road and Eastern Site Driveway, 2017 Projected Conditions, Friday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"

M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Western Site Driveway
Movement:	Left Turns into Western Site Driveway
Analysis Period:	2017 Projected Conditions, Friday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	367	
Opposing Volume (V_O) =	653	
Number of Left Turns =	24	$t_w = 3.14$
Speed Limit =	40	$t_A = 9.81$
Proportion of Left Turns =	0.07	$\lambda = 17.29$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	7	0	653	45.38	0.5	22.69
1-2	38	7	653	200.47	1.5	300.70
2-3	60	38	653	142.69	2.5	356.72

Total 388.54 680.11

Unblocked Time = 2258.73

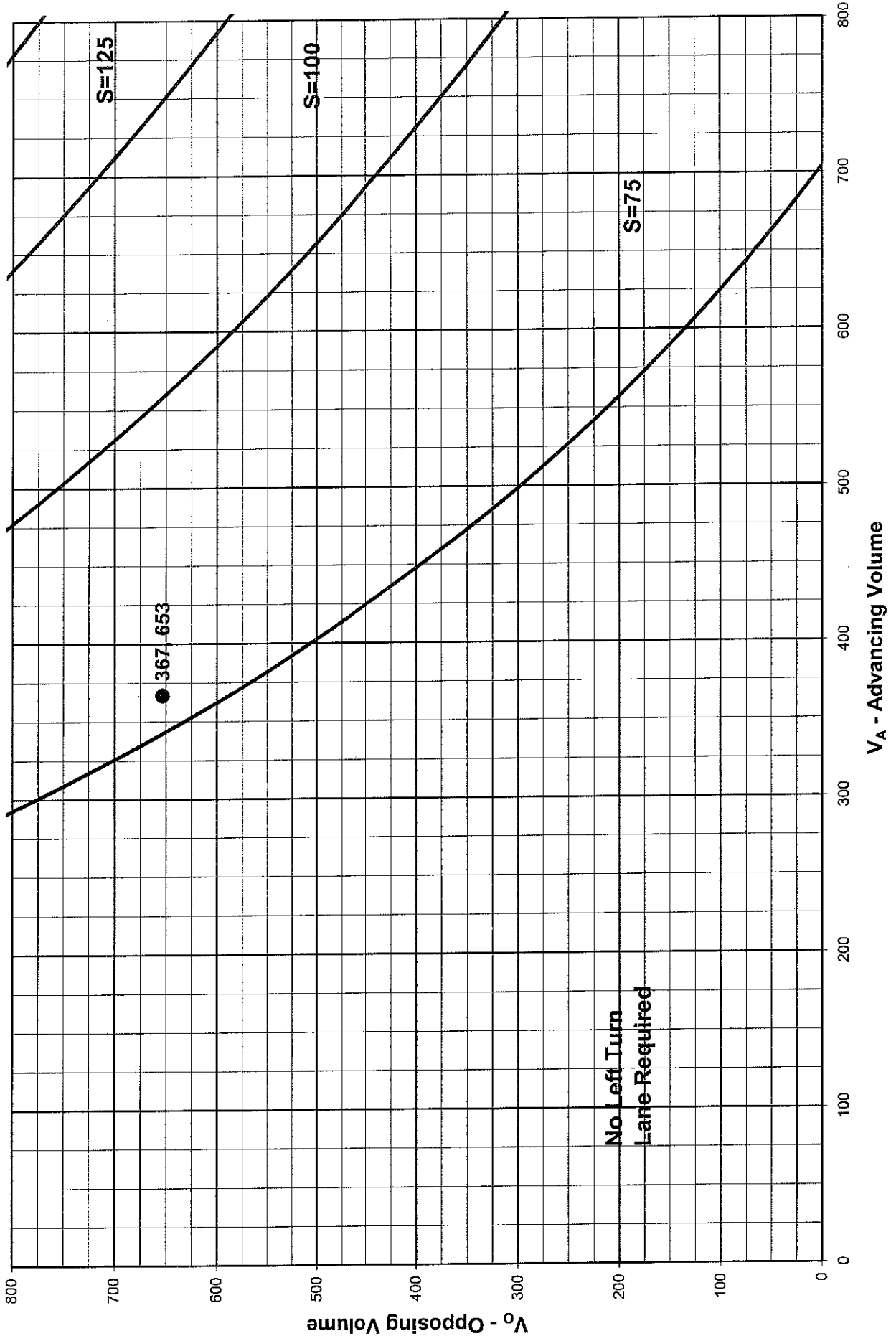
$\mu = 752.91$

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0230	
75 foot lane $\rho^3 =$	1.21E-05	satisfied
100 foot lane $\rho^4 =$	2.78E-07	
125 foot lane $\rho^5 =$	6.39E-09	
150 foot lane $\rho^6 =$	1.47E-10	
175 foot lane $\rho^7 =$	3.37E-12	

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections V = 40 m.p.h.; L = 7%

Woodland Road and Western Site Driveway, 2017 Projected Conditions, Friday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"

M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Eastern Site Driveway
Movement:	Left Turns into Eastern Site Driveway
Analysis Period:	2017 Projected Conditions, Saturday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	176	
Opposing Volume (V_O) =	261	
Number of Left Turns =	64	$t_w = 1.03$
Speed Limit =	40	$t_A = 20.45$
Proportion of Left Turns =	0.36	$\lambda = 8.74$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	3	0	261	8.61	0.5	4.30
1-2	28	3	261	64.80	1.5	97.20
2-3	44	28	261	40.71	2.5	101.76
			Total	114.11		203.27

Unblocked Time = 3029.51

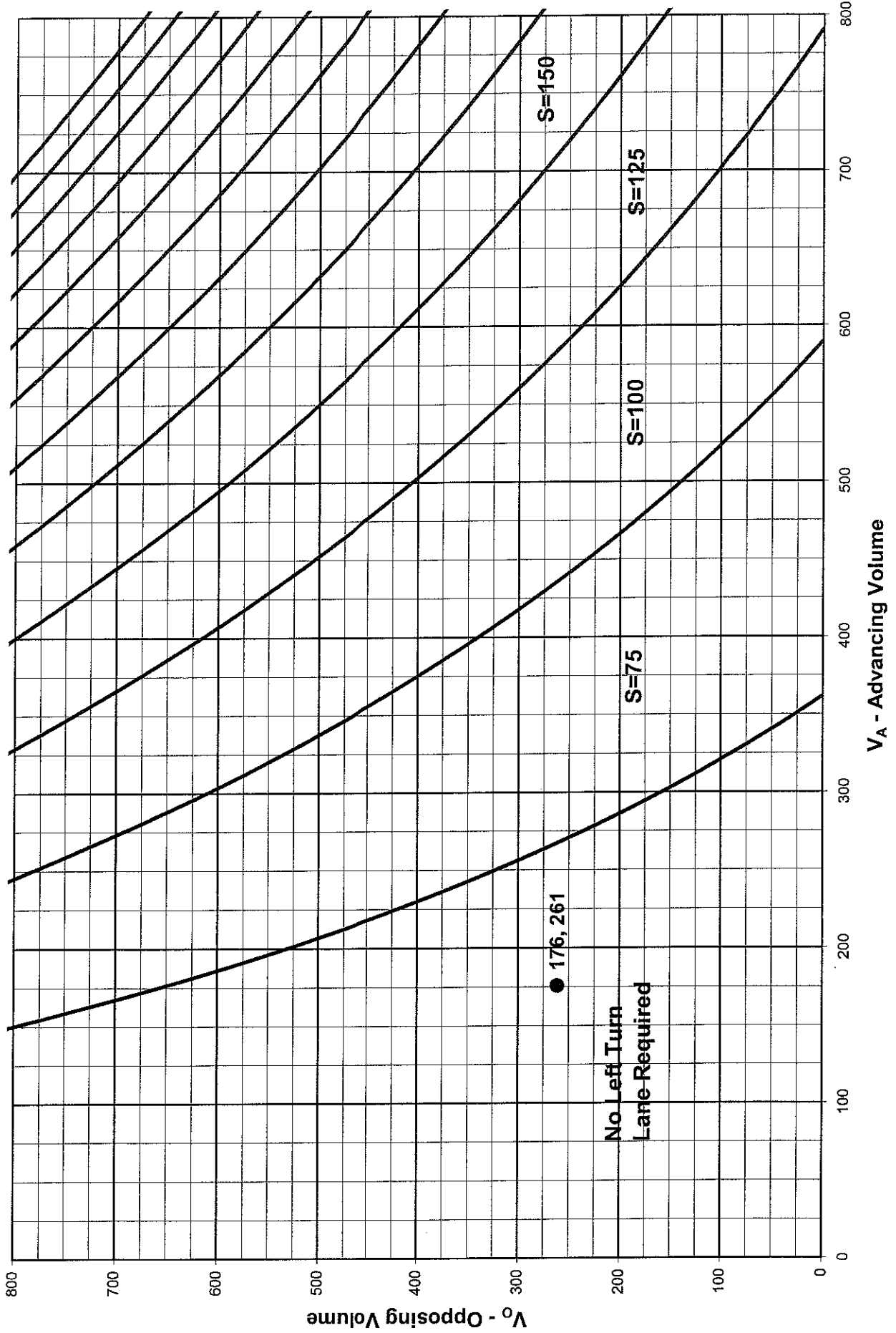
$\mu = 1009.84$

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0087
75 foot lane $\rho^3 =$	6.48E-07
100 foot lane $\rho^4 =$	5.61E-09
125 foot lane $\rho^5 =$	4.86E-11
150 foot lane $\rho^6 =$	4.20E-13
175 foot lane $\rho^7 =$	3.64E-15

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections $V = 40$ m.p.h.; $L = 36\%$

Woodland Road and Eastern Site Driveway, 2017 Projected Conditions, Saturday P.M. Peak Hour



Unsignalized Intersection Left-Turn Storage Lane Warrant Analysis

Based on Highway Research Record 211

"Volume Warrants for Left-Turn Storage Lanes At Unsignalized Grade Intersection"
M.D. Harmelink

PROJECT INFORMATION

TPD Project Number:	CECO.A.00008
Intersection:	Woodland Road and Eastern Site Driveway
Movement:	Left Turns into Eastern Site Driveway
Analysis Period:	2017 Projected Conditions, Saturday P.M. Peak Hour
Analyst:	EMM

INPUTS

Advancing Volume (V_A) =	328	
Opposing Volume (V_O) =	634	
Number of Left Turns =	26	$t_w = 3.02$
Speed Limit =	40	$t_A = 10.98$
Proportion of Left Turns =	0.08	$\lambda = 16.09$

Headway range, sec	Percent Headways in each range		Opposing Volume	Number of Headways in Range	Average Headway, sec	Duration, sec
0-1	7	0	634	43.02	0.5	21.51
1-2	37	7	634	193.45	1.5	290.17
2-3	59	37	634	137.04	2.5	342.61
Total				373.51		654.29

Unblocked Time = 2294.48

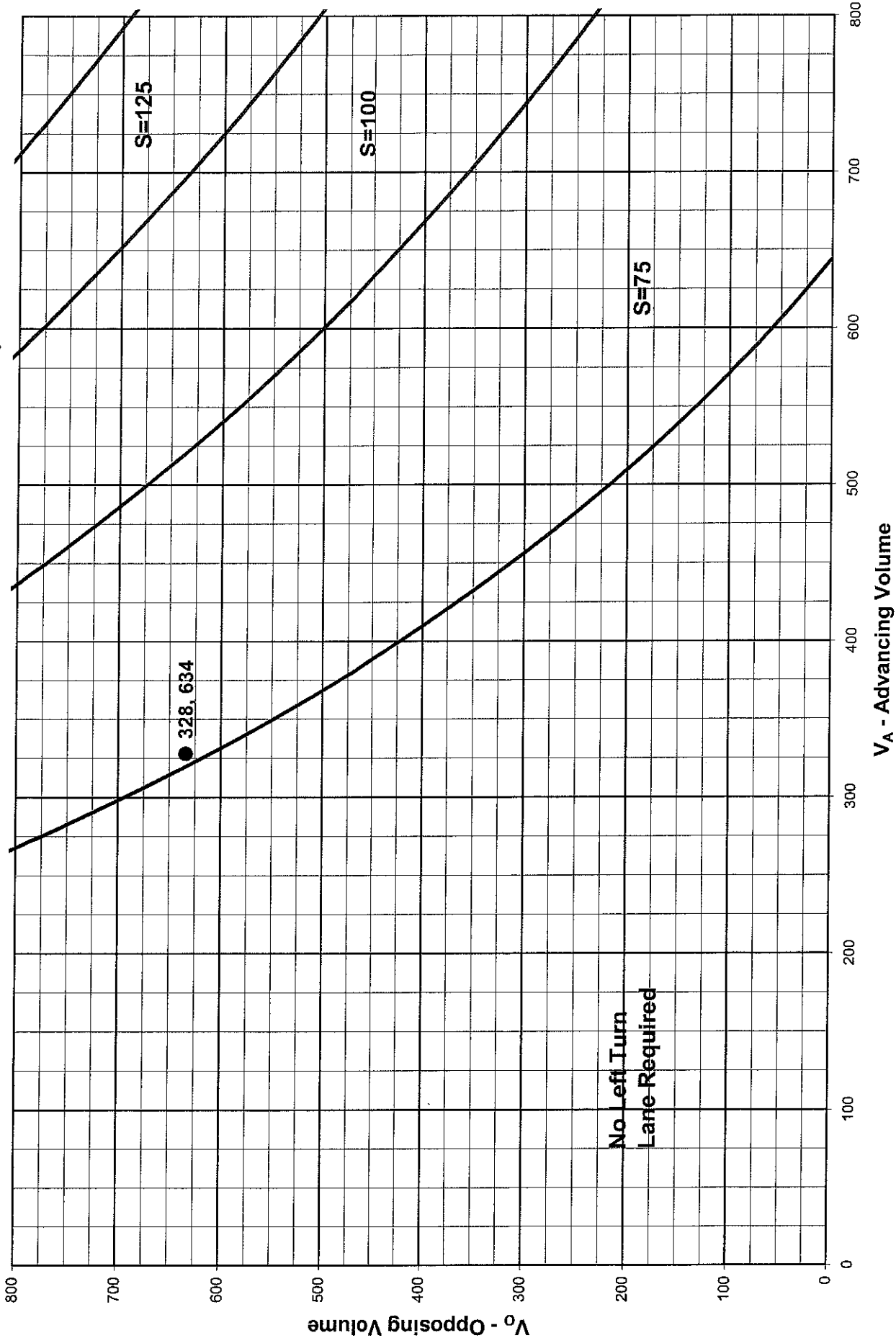
$\mu = 764.83$

Left turn lane warrants are for $\rho >$ than
8.00E-06 for 40 mph

$\rho =$	0.0210	
75 foot lane $\rho^3 =$	9.32E-06	satisfied
100 foot lane $\rho^4 =$	1.96E-07	
125 foot lane $\rho^5 =$	4.13E-09	
150 foot lane $\rho^6 =$	8.68E-11	
175 foot lane $\rho^7 =$	1.83E-12	

Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections $V = 40$ m.p.h.; $L = 8\%$

Woodland Road and Eastern Site Driveway, 2017 Projected Conditions, Saturday P.M. Peak Hour

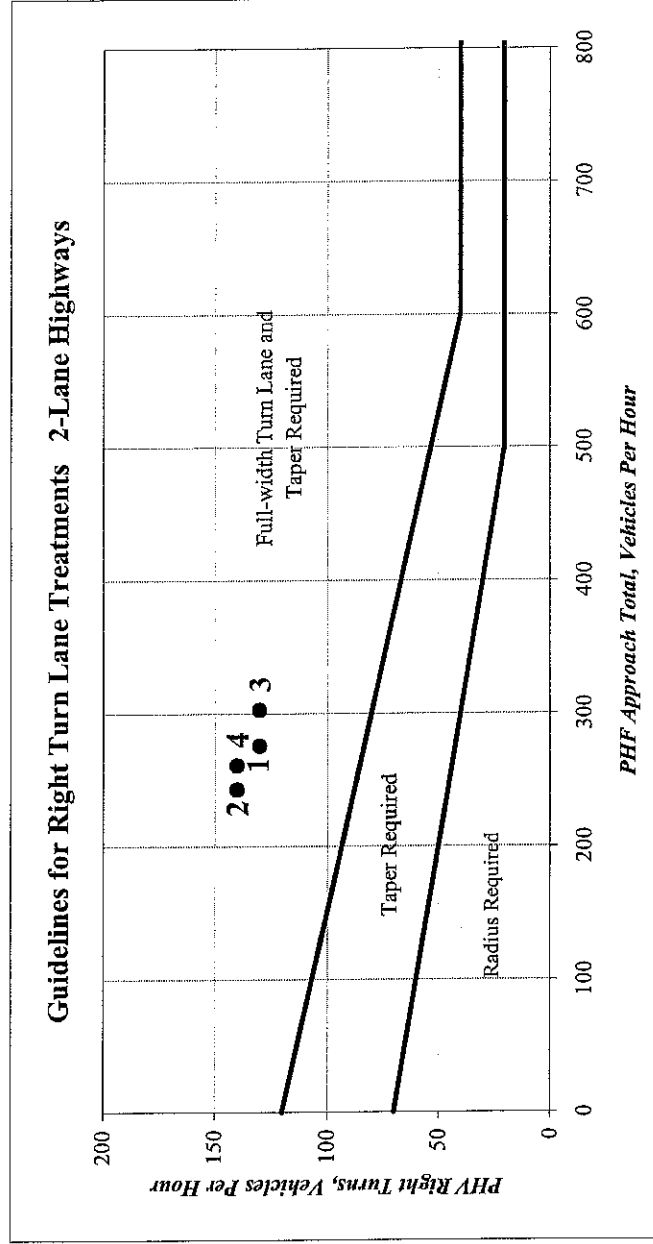


RIGHT-TURN DECELERATION LANE WARRANTS

Guidelines for Right Turn Treatments
Two-Lane Highways
 NCHRP Report 279
 "Intersection Channelization Guide"

Project Number: CECO.A.00008
 Intersection: Woodland Road & Eastern Site Driveway
 Movement: Right Turns from Eastbound Woodland Road into Eastern Site Driveway
 Analyst: EMM

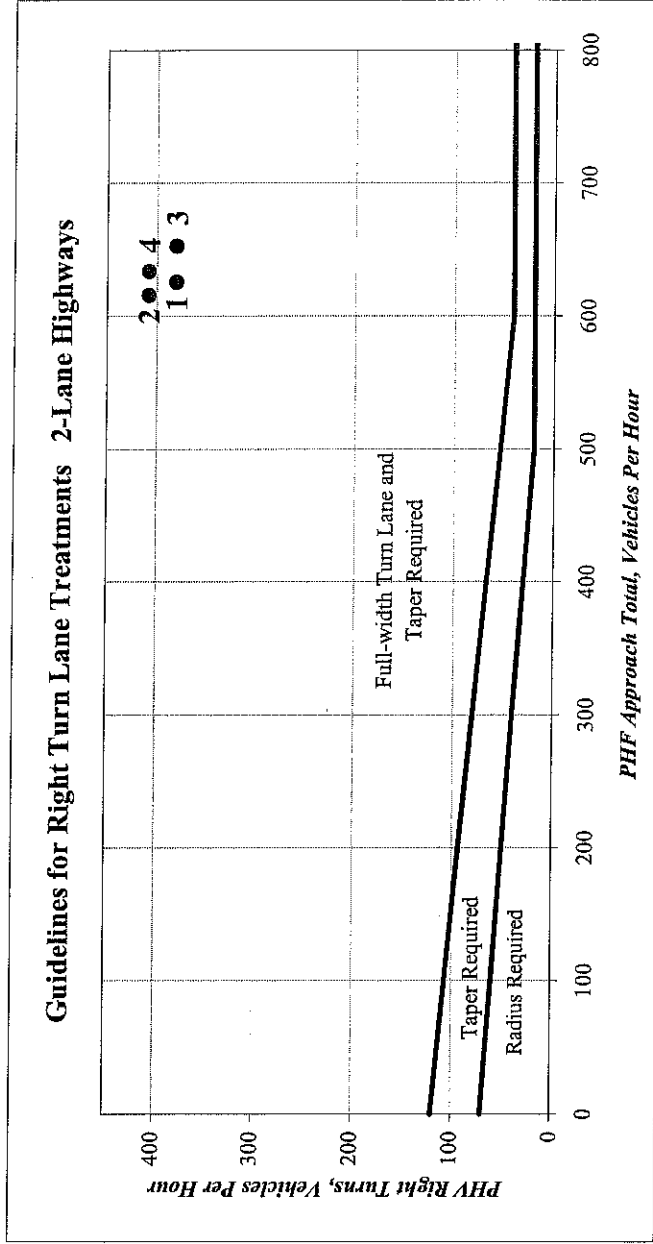
Condition	PHV Approach Total	PHV Right Turns	Taper Threshold	Full Lane Threshold	Treatment
1 2007 Projected FRI	276	130	42	83	Full-width Lane and Taper Required
2 2007 Projected SAT	243	140	46	88	Full-width Lane and Taper Required
3 2017 Projected FRI	303	130	40	80	Full-width Lane and Taper Required
4 2017 Projected SAT	261	140	44	85	Full-width Lane and Taper Required



Guidelines for Right Turn Treatments
Two-Lane Highways
 NCHRP Report 279
 "Intersection Channelization Guide"

Project Number: CECA.A.00008
 Intersection: Woodland Road & Western Site Driveway
 Movement: Right Turns from Eastbound Woodland Road into Western Site Driveway
 Analyst: EMM

Condition	PHV Approach Total	PHV Right Turns	Taper Threshold	Full Lane Threshold	Treatment
1 2007 Projected FRI	626	380	20	40	Full-width Lane and Taper Required
2 2007 Projected SAT	616	408	20	40	Full-width Lane and Taper Required
3 2017 Projected FRI	653	380	20	40	Full-width Lane and Taper Required
4 2017 Projected SAT	634	408	20	40	Full-width Lane and Taper Required



APPENDIX J
95TH PERCENTILE QUEUE LENGTH SUMMARY

**TABLE J-1
95TH PERCENTILE QUEUE LENGTHS
FRIDAY P.M. PEAK HOUR**

Intersection	Approach/ Movement		Storage Length	2005	2007	2007	2017	2017
				Existing	Base	Projected*	Base	Projected*
Route 611 & I-80 (Interchange #299)	EB	L	---	464'	569'	442'	708'	524'
	EB	R	50'	25'	25'		25'	
	NB	T	---	251'	684'	185'	833'	233'
	SB	T	---	281'	708'	829'	867'	1015'
Route 611 & Route 314 (Eastern Leg)	WB	L	---	160'	200'	369'	247'	410'
	WB	R	72'	30'	45'	94'	61'	105'
	NB	T/R	---	459'	702'	941'	879'	1229'
	SB	L	175'	44'	59'	88'	78'	109'
	SB	T	---	145'	236'	269'	299'	398'
Route 611 & Route 314 (Western Leg)	EB	L	50'	32'	**	**	**	**
	EB	R	---	41'	98'	159'	205'	323'
	NB	L	143'	50'	121'	229'	313'	529'
Route 611 & Woodland Road/ Strickland's Road/ Big Daddy's Driveway	EB	L/T/R	---	25'	25'	25'	25'	25'
	WB	L	250'	131'	190'	170'	206'	184'
	WB	L/T	---			180'		194'
	WB	R	250'			34'		44'
	NB	L	73'	25'	25'	25'	25'	25'
	NB	T	---	253'	417'	285'	650'	405'
	NB	R	350'			25'		25'
	SB	L	183'	27'	35''	59'	46'	66'
	SB	T/R	---	154'	242'	167'	349'	210'
	SWB	L/T/R	---	25'	25'	---	25'	---
Route 611 & Meadowside Road/ Trinity Hill Road	EB	L/T/R	---	25'	25'	25'	25'	25'
	WB	L/T/R	---	25'	25'	25'	25'	32'
	NB	L	100'	25'	25'	25'	25'	25'
	SB	L	100'	25'	25'	25'	25'	25'
Route 611 & Grange Road/ Green Springs Driveway	EB	L/T/R	---	---	112'	136'	166'	**
	WB	L/T/R	---	25'	92'	111'	148'	164'
	NB	L	100'	---	25'	25'	25'	25'
	SB	L	100'	25'	25'	25'	25'	25'

* = With Site-Related Recommendations

** = Unable to Calculate

Existing Storage Length (Proposed Storage Length)

TABLE J-1 (CONTINUED)

Intersection	Approach/ Movement		Storage Length	2005	2007	2007	2017	2017
				Existing	Base	Projected*	Base	Projected*
Woodland Road & Pocono Mountain School Road	WB	L	100'	25'	25'	25'	25'	25'
	NB	L/R	---	25'	25'	69'	28'	76'
Woodland Road & Bowman Road	WB	L	100'	25'	25'	25'	25'	25'
	NB	L/R	---	25'	31'	42'	35'	45'
Woodland Road & Meadowside Road	EB	L	100'	25'	25'	25'	25'	25'
	SB	L/R	---	25'	25'	25'	25'	25'
Woodland Road & Carlton Road	EB	L/T	---	25'	25'	44'	35'	70'
	NB	L	---	25'	25'	25'	25'	25'
Route 940 & Carlton Road/ Caesar's Resort Driveway	EB	L	---	25'	318'	269'	442'	421'
	EB	T/R	---	---				
	WB	L	100'	25'	203'	47'	512'	67'
	WB	T/R	---	---		91'		117'
	NB	L/T/R	---	132'	86'	115'	110'	166'
	SB	L/T/R	---	25'	25'	25'	25'	25'
Route 940 & Route 390	EB	L	---	34'	341'	302'	564'	830'
	EB	T	---	---				
	WB	T/R	---	---	204	210'	244'	261'
	SB	L	50'	25'	52'	53'	54'	51'
	SB	R	---	69'				
Route 940 & Route 191/ Red Rock Road	EB	L/T/R	---	25'	25'	25'	25'	25'
	WB	L/T/R	---	25'	25'	25'	25'	25'
	NB	L/T/R	---	25'	25'	25'	25'	25'
	SB	L/T/R	---	25'	43'	46'	88'	93'
Woodland Road & Eastern Site Driveway	WB	L	100'	---	---	25'	---	25'
	NB	L	---	---	---	49'	---	58'
	NB	R	---	---	---	25'	---	25'
Woodland Road & Western Site Driveway	WB	L	100'	---	---	25'	---	25'
	NB	L	---	---	---	82'	---	100'
	NB	R	---	---	---	25'	---	25'

Existing Storage Length (Proposed Storage Length)

* = With Site-Related Recommendations

TABLE J-2
95TH PERCENTILE QUEUE LENGTHS
SATURDAY P.M. PEAK HOUR

Intersection	Approach/ Movement		Storage Length	2005	2007	2007	2017	2017
				Existing	Base	Projected*	Base	Projected*
Route 611 & I-80 (Interchange #299)	EB	L	---	211'	350'	300'	441'	397'
	EB	R	50'	25'	25'		25'	
	NB	T	---	264'	743'	198'	916'	264'
	SB	T	---	177'	601'	694'	738'	912'
Route 611 & Route 314 (Eastern Leg)	WB	L	---	72'	75'	169'	89'	211'
	WB	R	72'	25'	28'	38'	30'	43'
	NB	T/R	---	232'	443'	520'	590'	809'
	SB	L	175'	25'	25'	31'	26'	39'
	SB	T	---	75'	138'	148'	184'	180'
Route 611 & Route 314 (Western Leg)	EB	L	50'	25'	47'	**	94'	**
	EB	R	---	25'	28'	39'	43'	61'
	NB	L	143'	25'	25'	34'	36'	54'
Route 611 & Woodland Road/ Strickland's Road/ Big Daddy's Driveway	EB	L/T/R	---	25'	25'	25'	25'	25'
	WB	L	250'	61'	63'	163'	81'	171'
	WB	L/T	---			166'		175'
	WB	R	250'			26'		26'
	NB	L	73'	25'	25'	25'	25'	25'
	NB	T	---	203'	382'	290'	506'	410'
	NB	R	350'			25'		25'
	SB	L	183'	25'	25'	37'	25'	37'
	SB	T/R	---	100'	187'	161'	238'	193'
	SWB	L/T/R	---	25'	25'	---	25'	---
Route 611 & Meadowside Road/ Trinity Hill Road	EB	L/T/R	---	25'	25'	25'	25'	**
	WB	L/T/R	---	25'	60'	92'	131'	180'
	NB	L	100'	25'	25'	25'	25'	25'
	SB	L	100'	25'	25'	25'	25'	25'
Route 611 & Grange Road/ Green Springs Driveway	EB	L/T/R	---	---	94'	123'	147'	176'
	WB	L/T/R	---	25'	137'	163'	210'	233'
	NB	L	100'	---	25'	25'	25'	25'
	SB	L	100'	25'	25'	25'	25'	25'

* = With Site-Related Recommendations

** = Unable to Calculate

Existing Storage Length (Proposed Storage Length)

TABLE J-2 (CONTINUED)

Intersection	Approach/ Movement		Storage Length	2005	2007	2007	2017	2017
				Existing	Base	Projected*	Base	Projected*
Woodland Road & Pocono Mountain School Road	WB	L	100'	25'	25'	25'	25'	25'
	NB	L/R	---	25'	25'	25'	25'	25'
Woodland Road & Bowman Road	WB	L	100'	25'	25'	25'	25'	25'
	NB	L/R	---	25'	25'	36	25'	40'
Woodland Road & Meadowside Road	EB	L	100'	25'	25'	25'	25'	25'
	SB	L/R	---	25'	25'	25'	25'	25'
Woodland Road & Carlton Road	EB	L/T	---	25'	25'	27'	25'	37'
	NB	L	---	25'	25'	25'	25'	25'
Route 940 & Carlton Road/ Caesar's Resort Driveway	EB	L	---	25'	224'	191'	297'	238'
	EB	T/R	---	---				
	WB	L	100'	25'	172'	41'	231'	49'
	WB	T/R	---	---		86'		108'
	NB	L/T/R	---	50'	33'	44'	36'	46'
	SB	L/T/R	---	25'	25'	25'	25'	25'
Route 940 & Route 390	EB	L	---	25'	183'	118'	308'	207'
	EB	T	---	---				
	WB	T/R	---	---	198'	153'	234'	184'
	SB	L	50'	25'	105'	75'	171'	154'
	SB	R	---	43'				
Route 940 & Route 191/ Red Rock Road	EB	L/T/R	---	25'	25'	25'	25'	25'
	WB	L/T/R	---	25'	25'	25'	25'	25'
	NB	L/T/R	---	25'	25'	25'	25'	25'
	SB	L/T/R	---	25'	49'	52'	94'	100'
Woodland Road & Eastern Site Driveway	WB	L	100'	---	---	25'	---	25'
	NB	L	---	---	---	49'	---	53'
	NB	R	---	---	---	25'	---	25'
Woodland Road & Western Site Driveway	WB	L	100'	---	---	25'	---	25'
	NB	L	---	---	---	83'	---	92'
	NB	R	---	---	---	25'	---	25'

Existing Storage Length (Proposed Storage Length)

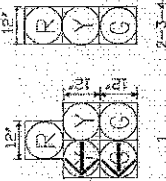
* = With Site-Related Recommendations

APPENDIX K
SIGNAL DIAGRAMS

CONDITION DIAGRAM ONLY
 GENERAL NOTES

Installation, operation and maintenance of this traffic signal to be in accordance with Pennsylvania Department of Transportation Regulations on Official Traffic Control Devices.
 No modifications of this installation are permitted unless prior approval is granted, in writing, by the Department.
 All maintenance necessary for proper visibility of the signals, including trimming trees, is the responsibility of the Permittee.
 All signs and pavement markings indicated on this permit are to be installed and maintained by the Permittee, unless otherwise indicated, except the longitudinal pavement markings on State highways which will be maintained by the Department.
 Install post mounted signals with the signal heads a minimum of 2 feet behind the face of the curb or edge of the shoulder. Support poles for overhead signals shall have a minimum horizontal clearance of 2 feet.
 The bottom of signal heads on poles erected over the roadway are not to be less than 13 feet nor more than 19 feet above the roadway. The bottom of post mounted signal heads are to be not less than 8 feet nor more than 15 feet above the sidewalk or pavement grade.
 The minimum horizontal distance between signal heads measured at right angles to the approach is to be 8 feet.
 In addition to this signal permit, the Permittee will obtain a Highway Occupancy Permit prior to any openings being made.
 The existing approach to the intersection complies with the provisions of Act 172.
 Prevention of Damage to Underground Utilities: Prior to construction consult with utility companies to resolve any problems which may be created due to the location of utilities.
 Place pavement markings in accordance with the Department of Transportation Pavement Marking Handbook.

SIGNAL INDICATIONS



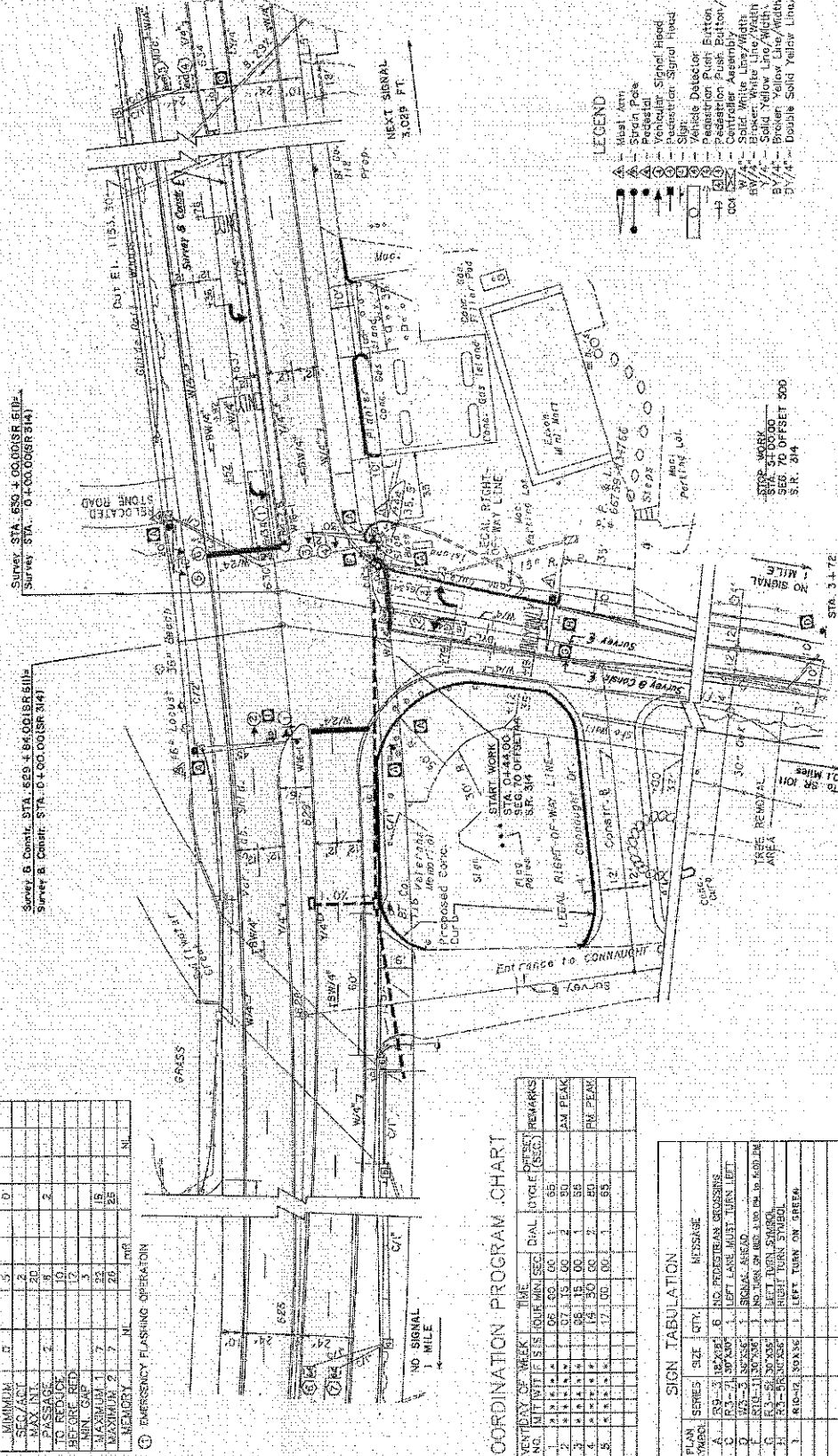
PHASING, TIMING and COLOR SEQUENCE CHART

PHASE	1	2	3	4
SIGNALS	RY	RY	RY	RY
INTERVALS	2	2	2	2
SEQUENCE	1	2	3	4
PASSAGE	1	2	3	4
TO REDUCE	1	2	3	4
BEFORE RED	1	2	3	4
MIN. GAP	1	2	3	4
MAXIMUM 1	1	2	3	4
MAXIMUM 2	1	2	3	4
MEMORY	1	2	3	4

EMERGENCY FLASHING OPERATOR

NO. 1	65	100	150
NO. 2	65	100	150
NO. 3	65	100	150
NO. 4	65	100	150

"POCONO TOWNSHIP"



COORDINATION PROGRAM .CHART

EVENT/NO.	TYPE	TIME	DIAL	OFFSET	REMARKS
1	START	06:00	00	1	
2	STOP	07:15	00	2	
3	START	08:30	00	3	
4	STOP	09:45	00	4	

SIGN TABULATION

PLAN SYMBOL	SERIES	SIZE	QTY.	MESSAGE
A	53-3	12" X 24"	6	NO. PROCEED ON CROSSINGS
B	53-7	12" X 24"	1	LEFT LANE MUST TURN LEFT
C	53-5	12" X 24"	1	SIGNALS AHEAD
D	53-1	24" X 36"	1	NO. TURN ON RED LIGHT ON RED LIGHT
E	53-2	24" X 36"	1	LEFT TURN SIGNAL
F	53-3	24" X 36"	1	RIGHT TURN SIGNAL
G	53-4	24" X 36"	1	LEFT TURN ON GREEN

County: MONROE
 Municipality: POCONO TOWNSHIP
 Intersection: SR 611 AND SR 314 WESTBOUND
 Reviewed: [Signature] 9/21/02
 Municipal Engineer
 Reviewed: [Signature] 10/21/04
 District Traffic Signals Div.
 Recommended: [Signature]
 District Traffic Engineer
 Date: 10/21/04
 Scale: 1" = 40'

UNOFFICIAL

UNOFFICIAL

UNOFFICIAL

UNOFFICIAL

UNOFFICIAL

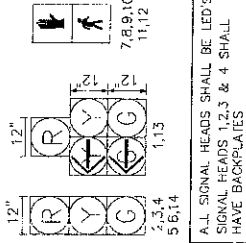
UNOFFICIAL

PHASING, TIMING and COLOR SEQUENCE CHART

PHASE	1-4B	2-4B	3-4B	4-4B
INTERVALS	15.0	15.0	15.0	15.0
OFFSET	0.0	0.0	0.0	0.0
SEQUENCE	1	2	3	4
START	0.0	0.0	0.0	0.0
END	15.0	15.0	15.0	15.0

OPERATION: BOLLIES
 * IF FOLLOWED BY 246
 * IF FOLLOWED BY 247
 * IF FOLLOWED BY 248
 * IF FOLLOWED BY 249
 * IF FOLLOWED BY 250
 * IF FOLLOWED BY 251
 * IF FOLLOWED BY 252
 * IF FOLLOWED BY 253
 * IF FOLLOWED BY 254
 * IF FOLLOWED BY 255
 * IF FOLLOWED BY 256
 * IF FOLLOWED BY 257
 * IF FOLLOWED BY 258
 * IF FOLLOWED BY 259
 * IF FOLLOWED BY 260
 * IF FOLLOWED BY 261
 * IF FOLLOWED BY 262
 * IF FOLLOWED BY 263
 * IF FOLLOWED BY 264
 * IF FOLLOWED BY 265
 * IF FOLLOWED BY 266
 * IF FOLLOWED BY 267
 * IF FOLLOWED BY 268
 * IF FOLLOWED BY 269
 * IF FOLLOWED BY 270
 * IF FOLLOWED BY 271
 * IF FOLLOWED BY 272
 * IF FOLLOWED BY 273
 * IF FOLLOWED BY 274
 * IF FOLLOWED BY 275
 * IF FOLLOWED BY 276
 * IF FOLLOWED BY 277
 * IF FOLLOWED BY 278
 * IF FOLLOWED BY 279
 * IF FOLLOWED BY 280

SIGNAL INDICATIONS



A.L. SIGNAL HEADS SHALL BE LED'S
 SIGNAL HEADS 1, 2, 3 & 4 SHALL
 HAVE BACKPLATES

UNOFFICIAL

UNOFFICIAL

GENERAL NOTES

Installation, operation and maintenance of this signal shall be in accordance with Pennsylvania Department of Transportation Regulations on Traffic Control Devices.

No modifications of this installation are permitted unless prior approval is granted, in writing, by the Department.

All signs and pavement markings, including trees, is the responsibility of the Permittee. All signs and pavement markings on this drawing are considered part of the permit and are to be installed and maintained by the Permittee, unless otherwise indicated.

Markings on State Highways which will be maintained by the Department.

Install post-mounted signals with the signal heads a minimum of 2 feet behind the face of the curb or edge of the shoulder.

Support posts for post-mounted signals shall have a minimum diameter of 4 inches.

The bottom of signal heads and signs erected over the roadway are not to be less than 13 feet nor more than 19 feet above the roadway.

The bottom of post-mounted signal heads are to be not less than 5 feet above the top of the sidewalk or pavement grade.

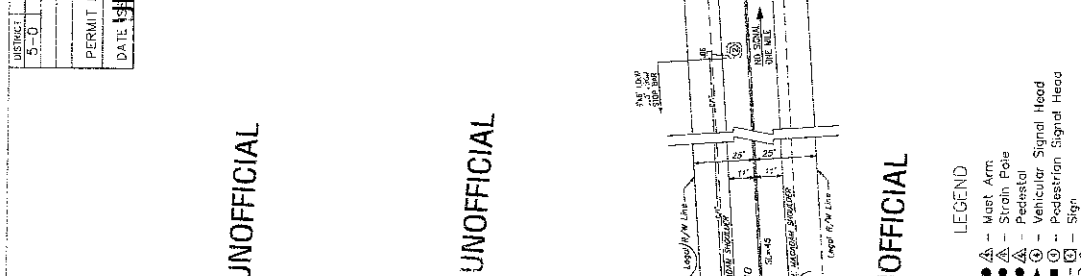
The minimum horizontal distance between signal heads measured at right angles to the approach is to be 8 feet.

In addition to this signal permit, the Permittee shall obtain a Traffic Control Permit prior to any opening being made in or under any portion of a State Highway, if applicable.

This drawing cannot be used as a construction drawing unless the Permittee obtains a Traffic Control Permit from the Department of Public Works. Prior to construction consult with utility companies to resolve any problems which may be created due to the location of utilities.

Place pavement markings in accordance with the Department of Transportation's Manual on Uniform Traffic Control Devices (MUTCD) 2003 Edition, Part 9.

Maintenance and protection of traffic by this installation and maintenance of this traffic signal to be in accordance with Publication 2033a, Work Zone Traffic Control.



03-4 78x16

Required with each background	Required with each background & reflective lenses
R - 8.4	R - 5.7
0 - 7.8	0 - 7.8
1 - 6.8	1 - 5.1
2 - 5.1	2 - 5.1
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3
4 - 3.3	4 - 3.3
5 - 3.3	5 - 3.3
6 - 3.3	6 - 3.3
7 - 3.3	7 - 3.3
8 - 3.3	8 - 3.3
9 - 3.3	9 - 3.3
0 - 3.3	0 - 3.3
1 - 3.3	1 - 3.3
2 - 3.3	2 - 3.3
3 - 3.3	3 - 3.3

SHEET	SECTION	DATE
8-0	611	05
COUNTY: MONROE		
MUNICIPALITY: PARADISE TOWNSHIP		
PROJECT: SR 611, SR 1013 (WOODLAND ROAD) AND T-612 (STICKLAND ROAD)		
PERMIT NO. 45-208-003 SHEET 2 OF 2		
DATE ISSUED: 9-8-91 DATE REVISED: 10/20/95		

GENERAL NOTES

Installation, operation and maintenance of this traffic signal to be in accordance with the Department of Transportation Regulations on Official Traffic Control Devices.

No modifications of this installation are permitted unless prior approval is granted in writing, by the Department.

All maintenance necessary for proper visibility of the signals, including trimming trees and cleaning lenses, shall be the responsibility of the permittee.

All signs and pavement markings indicated on this drawing are considered part of the permit and are to be installed and maintained by the Permittee, unless otherwise indicated, except the longitudinal pavement markings on State highways which will be maintained by the Department.

The bottom of signal heads and signs are to be 15 feet above the top of the roadway. The bottom of post mounted signal heads are to be not less than 8 feet nor more than 15 feet above the sidewalk or pavement grade.

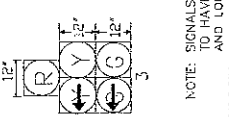
The minimum horizontal distance between signal heads measured at right angles to the approach shall be 8 feet.

Permittee will obtain a Highway Occupancy Permit prior to any openings being made in or under any portion of a State Highway. This drawing cannot be used as a construction drawing unless the Permittee complies with the provisions of Act 172.

Prevention of Damage to Underground Utilities. Map to be constructed in accordance with utility codes due to the location of utilities. Place pavement markings in accordance with the Department of Transportation Pavement Marking Handbook.

County:	MONROE
Municipality:	PARADISE TOWNSHIP
Intersection:	SR 611, SR 1013 (WOODLAND ROAD) AND T-612 (STICKLAND ROAD)
Reviewed:	<i>[Signature]</i> 9-24-91 Municipal Official Date
Reviewed:	<i>[Signature]</i> 2-22-92 District Traffic Signals Div. Date
Recommended by:	<i>[Signature]</i> 9/1/92 District Traffic Engineer Date
Scale:	1" = 40'

SIGNAL INDICATIONS



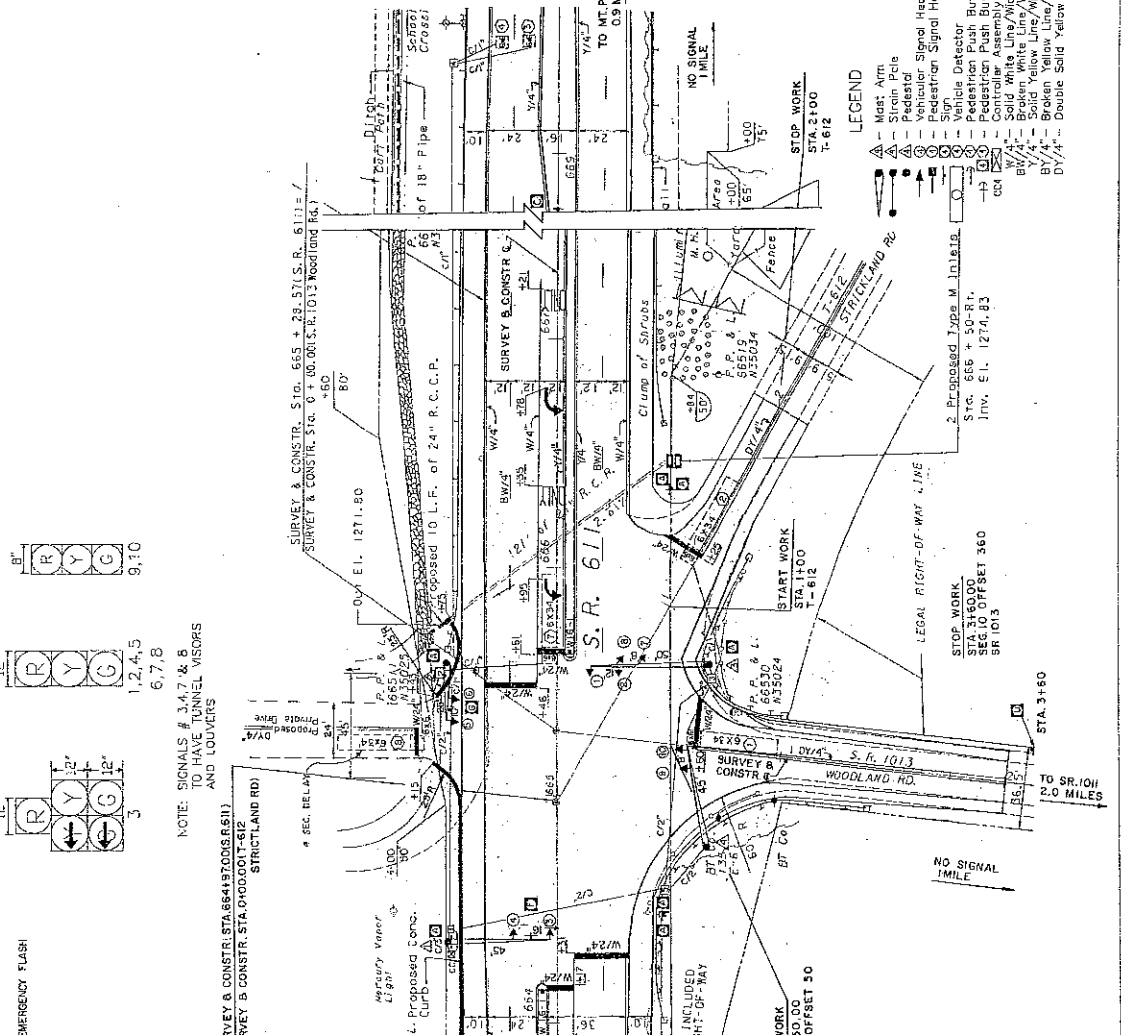
PHASING, TIMING and COLOR SEQUENCE CHART

PHASE	1	2	3	4	5	6	7	8	9	10	11
SIGNALS	R	G	R	R	R	R	R	R	R	R	R
INTERVALS	3	4	5	6	7	8	9	10	11	12	13
OPERATION	R	G	R	R	R	R	R	R	R	R	R
FLASHING											
MINIMUM	0	10	2	4	2	7	7	7	7	7	7
SEC. ACT.	2	20	2	4	2	7	7	7	7	7	7
MAX. INITIAL	2	20	2	4	2	7	7	7	7	7	7
PASSAGE	13	13	13	13	13	13	13	13	13	13	13
TO REFLECT	17	17	17	17	17	17	17	17	17	17	17
BEFORE RED	2	2	2	2	2	2	2	2	2	2	2
MINIMUM 2	7	7	7	7	7	7	7	7	7	7	7
MAXIMUM 2	7	7	7	7	7	7	7	7	7	7	7
MEMORY	7	7	7	7	7	7	7	7	7	7	7

PHASE 1 TO FOLLOW PHASE 3, 4 OR 5 ONLY

776 Slips

Masonry Wall



LEGEND

- ▲ Mast Arm
- Pedestal
- Vehicular Signal Head
- Pedestrian Signal Head
- Vehicle Detector
- Pedestrian Push Button/Sign
- Broken White Line/Width
- Solid Yellow Line/Width
- Broken Yellow Line/Width
- Solid Yellow Line/Width
- Double Solid Yellow Line/Width

COORDINATION PROGRAM CHART

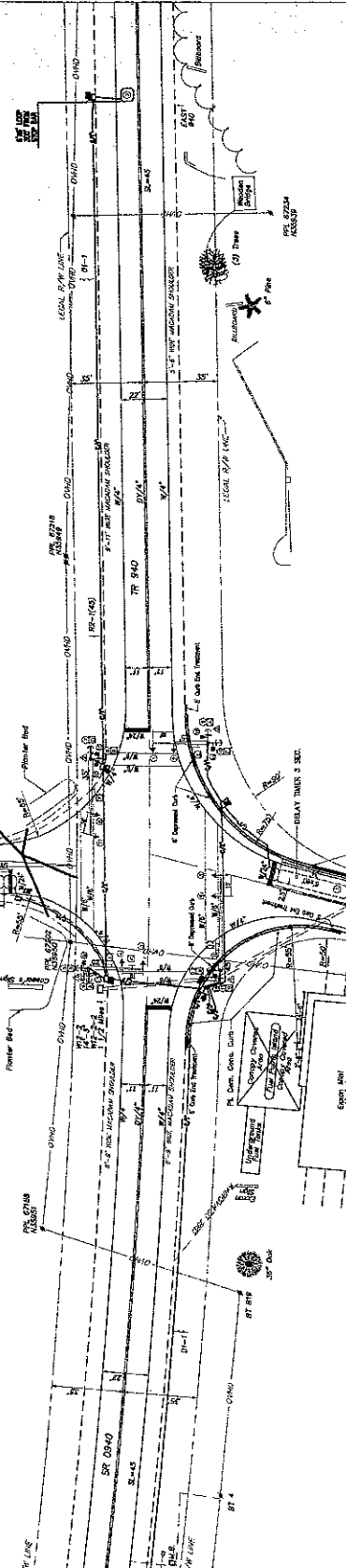
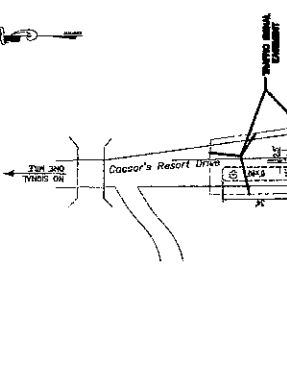
EVERY DAY OF WEEK	TIME	MESSAGE	DIAL	CYCLE	DIFF. (SEC.)	REMARKS
1	07:00	NO PEDESTRIAN CROSSING	1	100	0	AM PEAK
2	07:15	LEFT LANE MUST TURN LEFT	2	80	0	
3	07:30	NO TURN ON RED	3	100	0	
4	07:45	LEFT, YIELD ON GREEN	4	100	0	
5	08:00		5	100	0	
6	08:15		6	100	0	
7	08:30		7	100	0	
8	08:45		8	100	0	
9	09:00		9	100	0	
10	09:15		10	100	0	
11	09:30		11	100	0	
12	09:45		12	100	0	
13	10:00		13	100	0	
14	10:15		14	100	0	
15	10:30		15	100	0	
16	10:45		16	100	0	
17	11:00		17	100	0	
18	11:15		18	100	0	
19	11:30		19	100	0	
20	11:45		20	100	0	
21	12:00		21	100	0	
22	12:15		22	100	0	
23	12:30		23	100	0	
24	12:45		24	100	0	
25	1:00		25	100	0	
26	1:15		26	100	0	
27	1:30		27	100	0	
28	1:45		28	100	0	
29	2:00		29	100	0	
30	2:15		30	100	0	
31	2:30		31	100	0	
32	2:45		32	100	0	
33	3:00		33	100	0	
34	3:15		34	100	0	
35	3:30		35	100	0	
36	3:45		36	100	0	
37	4:00		37	100	0	
38	4:15		38	100	0	
39	4:30		39	100	0	
40	4:45		40	100	0	
41	5:00		41	100	0	
42	5:15		42	100	0	
43	5:30		43	100	0	
44	5:45		44	100	0	
45	6:00		45	100	0	

SIGN TABULATION

PLAN	SERIES	SIZE	QTY.	MESSAGE
A	R-2	18X36	7	NO PEDESTRIAN CROSSING
B	L-1	18X36	2	LEFT LANE MUST TURN LEFT
C	R-10-1	24X36	1	SIGNAL AHEAD
D	R-10-1	24X36	1	NO TURN ON RED
E	R-10-1	24X36	1	LEFT, YIELD ON GREEN
F	R-10-1	24X36	1	LEFT, YIELD ON GREEN

GENERAL NOTES
 Installation, operation and maintenance of traffic signals shall be in accordance with Pennsylvania Department of Transportation Regulations on Official Traffic Control Devices.
 No modifications to this installation or permit shall be made without the written approval of the District Traffic Control Devices.
 All maintenance necessary for proper visibility of the signals, including trimming trees, is the responsibility of the Permittee. Indicated on this drawing are considered part of the permit and are to be broken/and maintained by the Permittee, unless otherwise indicated. Signs and signalization pavement markings shall be maintained by the Department.
 Install post mounted signals with the signal heads a minimum of 2 feet behind the face of the signal mast arm. Signal support poles for overhead signals shall have a minimum horizontal clearance of 2 feet. The bottom of signal heads are not to be less than 7 feet above the roadway. The bottom of post mounted signal heads are to be not less than 8 feet nor more than 15 feet above the sidewalk or pavement grade.

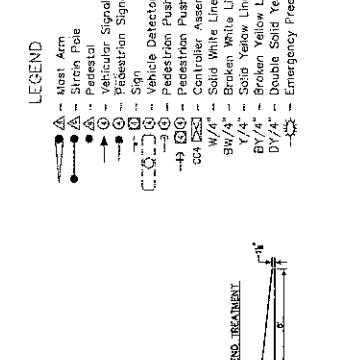
The minimum horizontal distance between signal heads measured at right angles to the approach is to be 8 feet.
 In addition to this signal permit, the Permittee shall obtain a Highway Occupancy Permit for any work on a State Highway in or under any portion of a State Highway.
 If applicable, existing signals to be used as a construction flag shall be used as a Permittee. The Permittee shall be responsible for the prevention of damage to Underground Utilities. Prior to construction contact with utility owners to be created due to the location of utilities.
 Please pavement markings in accordance with the Department of Transportation Permitting Manual Sections 10-3000 to 10-3020. Signs and signalization shall be maintained and projection of traffic signal to be in accordance with Publication 2004, Work Zone Traffic Control.



LEGEND

- Mast Arm
- Strain Pole
- Post
- Vehicle Signal Head
- Preest/Fun Signal Head
- Sign
- Vehicle Detector
- Pedestrian Push Button/Sign
- Contrailer Assembly
- Solid White Line/Width
- SW/4" - Solid White Line/Width
- BY/4" - Broken Yellow Line/Width
- DY/4" - Double Solid Yellow Line/Width
- Emergency Preemption Detector

County: Monroe
 Municipality: Paradise Township
 Intersection: SR 940 & SR 1011 (Carlton Road)
 Reviewed: _____ Date: _____
 Municipal Official: _____ Date: _____
 District Traffic Signals Div.: _____ Date: _____
 Recommended: _____ Date: _____
 District Traffic Engineer: _____ Date: _____



ALL SIGNAL HEADS SHALL BE LED'S
 SIGNAL HEADS 12.3 & 4 SHALL HAVE BACKPLATES

SIGN TABULATION

PLAN	SERIES	SIZE	QTY	MESSAGE	REMARKS
1	R10-38	54x12	2	RD. PUSH BUTTON FOR WALK SIGNAL	
2	R10-38	54x12	6	RD. PUSH BUTTON FOR WALK SIGNAL	
3	R10-32	30x28	1	LEFT TURN WALK ON GREEN	
4	R10-32	30x28	2	SIGNAL AHEAD	
5	D5-4	78x18	2	Scale 940	

* White Reflectorized Legend and Border on Green
 Nonreflectorized Background, with Stiffeners

APPENDIX L
CRASH DATA SUMMARY

Route 611 (SR0611) at I-80 Ramps

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County Route 0611(S) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Between Segment 0410 Offset 1134 and Segment 0410 Offset 599) or (In County 45 On State Route 0940(P) 1/1/1999 to 12/31/2004)

Date Range:

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999002334	45	01/09/1999	SAT	18:51	DAYLIGHT	ICE	CLEAR	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 1366 VEH: 1 SMALL TRUCK TRAVELING NORTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OVER/UNDER COMPENSATION CURVE UNKNOWN												
1999011336	45	02/04/1999	THR	07:12	DAWN	WET	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: OTHER ROADWAY FACTOR Y-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T575 FRANTZ HILL RD T577 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 2 AUTOMOBILE TRAVELING SOUTH IN OTHER STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION REAR-END												
1999025277	45	03/08/1999	MON	06:50	DAWN	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 2302 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 SUV TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION REAR-END												
1999074523	45	03/18/1999	TUE	16:30	DAYLIGHT	DRY	CLEAR	0	2	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION REAR-END												
1999029479	45	04/05/1999	MON	15:57	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION REAR-END												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999039148	45	04/20/1999	TUE	11:03	DAYLIGHT	WET	RAIN	0	0	0	2	PROP DMG ONLY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 0935 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999046030	45	05/15/1999	SAT	21:20	DARK	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 2669 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE MAKING A U-TURN VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING ILLEGAL U-TURN VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999047807	45	06/13/1999	SUN	10:28	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 1641 T628 SCOTRUN AV VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 VAN TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999059278	45	06/15/1999	TUE	19:43	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED REAR-END
ENV RDWY FACTORS: NONE Y-INT 0611 / 0321 / 1246 T628 BROOKDALE RD T628 FRANTZ HILL RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999079082	45	08/03/1999	TUE	15:38	DAYLIGHT	DRY	CLEAR	0	2	0	3	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 0247 VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999131561	45	09/30/1999	THR	07:55	DAYLIGHT	WET	CLEAR	0	0	0	2	PROP DMG ONLY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999119092	45	10/20/1999	WED	13:40	DAYLIGHT	WET	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: SOFT SHOULDER OR DROP OFF MIDB 0611 / 0320 / 2327 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT CONCRETE / LONGIT BARRIER HIT GUARD / GUIDE RAIL DVR ACTIONS: NO CONTRIBUTING ACTION												
1999112359	45	10/25/1999	MON	22:04	DARK	DRY	CLEAR	0	1	0	1	MINOR INJURY NON-COLLISION
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0611 / 0300 / 1257 VEH: 1 SUV TRAVELING NORTH IN RIGHT LANE AVOIDING VEH EVENTS: OVERTURN/ROLL OVER DVR ACTIONS: NO CONTRIBUTING ACTION												
1999112361	45	10/29/1999	FRI	16:19	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 1 VAN TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 HIT CONCRETE / LONGIT BARRIER DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999119097	45	11/07/1999	SUN	12:55	DAYLIGHT	DRY	CLEAR	0	1	0	3	MINOR INJURY ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 1591 T628 SCOTRUN AV VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 HIT UNIT 03 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 VAN TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING EAST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999136629	45	11/16/1999	TUE	13:40	DAYLIGHT	DRY	CLEAR	0	3	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT TREE OR SHRUBBERY DVR ACTIONS: NO CONTRIBUTING ACTION												
1999119463	45	11/18/1999	THR	19:25	DARK	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0611 / 0310 / 0382 VEH: 1 AUTOMOBILE TRAVELING NORTH IN UNKNOWN GOING STRAIGHT VEH EVENTS: HIT DEER DVR ACTIONS: NO CONTRIBUTING ACTION												
1999123064	45	11/27/1999	SAT	02:01	DARK	WET	RAIN	0	3	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0321 / 1246 T628 BROOKDALE RD T628 FRANTZ HILL RD VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION												
1999140209	45	12/20/1999	MON	06:30	DAWN	ICE	RAIN	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 2006 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
1999140210	45	12/20/1999	MON	07:20	DAWN	ICE	RAIN	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 1021 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 02 HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000001718	45	01/12/2000	WED	08:28	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 0611 / 0321 / 0359 T339 SCOTRUN RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 BUS TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000015602	45	01/13/2000	THR	13:40	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT TREE OR SHRUBBERY DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY												
2000005962	45	01/21/2000	FRI	19:14	DARK	ICE PATCH	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0282 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: SPEEDING OVER/UNDER COMPENSATION CURVE												
2000004715	45	01/28/2000	FRI	07:45	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY ANGLE
ENV RDWY FACTORS: NONE Y-INT 0611 / 0320 / 1240 0611 / 0321 / 1246 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000008006	45	01/31/2000	MON	10:10	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 1641 T628 SCOTRUN AV VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER_ID/QUERY_ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000008724	45	02/01/2000	TUE	07:32	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 0509 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000012070	45	02/16/2000	WED	17:57	DARK	DRY	CLEAR	0	0	0	1	UNK IF INJURED NON-COLLISION
MIDB 0611 / 0310 / 0838 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY THROWN/FALLING OBJ DVR ACTIONS: NO CONTRIBUTING ACTION												
2000035357	45	03/10/2000	FRI	13:56	DAYLIGHT	DRY	CLEAR	0	1	0	3	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 T339 SCOTRUN DR VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 SMALL TRUCK TRAVELING NORTH IN RIGHT LANE SLOWING OR STOPPING IN LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000030758	45	03/16/2000	THR	15:22	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000038041	45	04/21/2000	FRI	21:06	DARK	WET	RAIN	0	1	0	2	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 0192 8006 RAMP RD VEH: 1 VAN TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173
and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P)
Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In
County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and
Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between
Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000037538	45	05/02/2000	TUE	15:43	DAYLIGHT	DRY	CLEAR	0	1	0	3	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0321 / 0359 T339 SCOTRUN RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE SLOWING OR STOPPING IN LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 VAN TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000065364	45	06/12/2000	MON	16:20	DAYLIGHT	WET	RAIN	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 0611 / 0321 / 0359 T339 SCOTRUN RD VEH: 1 VAN TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000062294	45	07/06/2000	THR	14:39	DAYLIGHT	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1270 0611 / 0321 / 1246 T628 BROOKDALE RD VEH: 1 VAN TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000074790	45	07/26/2000	WED	17:40	DAYLIGHT	WET	RAIN	0	5	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 2413 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000073902	45	07/30/2000	SUN	15:05	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0282 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE PARKED VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000074791	45	07/30/2000	SUN	15:05	DAYLIGHT	DRY	CLEAR	0	3	0	2	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0282 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000081853	45	08/08/2000	TUE	20:38	DARK	DRY	CLEAR	0	2	0	2	MODERATE INJURY ANGLE
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 0184 VEH: 1 AUTOMOBILE TRAVELING WEST IN NOT APPLICABLE UNKNOWN VEH EVENTS: HIT UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY VEH: 2 MOTORCYCLE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000081852	45	08/19/2000	SAT	21:38	DARK	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 0428 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVER INEXPERIENCED												
2000086712	45	08/21/2000	MON	14:28	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 2513 VEH: 1 LARGE TRUCK TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: OVER/UNDER COMPENSATION CURVE												
2000092086	45	08/30/2000	WED	17:30	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED HEAD-ON
ENV RDWY FACTORS: NONE Y-INT 0611 / 0321 / 1246 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY VEH: 2 BUS TRAVELING NORTH IN RIGHT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkely/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000098561	45	09/19/2000	TUE	10:44	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0611 / 0310 / 2678 0611 / 0311 / 2649 T628 TOWNSHIP 0628 RT ANGLE VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: TURNING FROM WRONG LANE VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000116772	45	09/25/2000	MON	09:47	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0191 / 0350 / 0000 0940 / 0410 / 1261 ANGLE VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 2 VAN TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP												
2000116773	45	09/27/2000	WED	16:55	DAYLIGHT	DRY	CLEAR	0	3	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0320 / 1271 0611 / 0321 / 1246 T628 BROOKDALE RD ANGLE VEH: 1 VAN TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000131910	45	10/09/2000	MON	22:20	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 ANGLE VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000131570	45	10/12/2000	THR	18:44	DARK	DRY	CLEAR	0	4	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 0237 REAR-END VEH: 1 AUTOMOBILE TRAVELING WEST IN NOT APPLICABLE UNKNOWN VEH EVENTS: HIT UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000112224	45	10/25/2000	WED	08:47	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE Y-INT 0611 / 0320 / 1271 T628 BROOKDALE RD REAR-END VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000134658	45	12/03/2000	SUN	19:00	DARK	DRY	CLEAR	0	2	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 1894 UNKNOWN VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 HIT UTILITY POLE ALC TEST: 07 DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION												
2000134653	45	12/07/2000	THR	12:06	DAYLIGHT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 1196 NON-COLLISION VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: OTHER NON-COLLISION DVR ACTIONS: NO CONTRIBUTING ACTION												
2000140424	45	12/14/2000	THR	07:15	DAYLIGHT	UNK	SLEET	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE MIDB 0611 / 0331 / 0050 ANGLE VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 HIT TREE OR SHRUBBERY DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY VEH: 2 SMALL TRUCK TRAVELING NORTH IN RIGHT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000140429	45	12/18/2000	MON	12:13	DAYLIGHT	DRY	CLEAR	0	3	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE Y-INT 0611 / 0321 / 1246 T628 BROOKDALE RD T628 FRANTZ HILL RD ANGLE VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001203136	45	01/06/2001	SAT	15:40	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 2141 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001203195	45	01/12/2001	FRI	07:04	DAWN	DRY	CLEAR	0	2	0	2	MODERATE INJURY REAR-END
ENV RDWY FACTORS: NONE Y-INT 0611 / 0320 / 1271 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001203196	45	01/14/2001	SUN	09:36	DAYLIGHT	WET	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: OTHER ROADWAY FACTOR MIDB 0611 / 0311 / 0082 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT CONCRETE / LONGIT BARRIER HIT GUARD / GUIDE RAIL DVR ACTIONS: NO CONTRIBUTING ACTION												
2001221466	45	01/16/2001	TUE	22:41	STREET LT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0191 / 0350 / 0050 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE AVOIDING VEH EVENTS: HIT TREE OR SHRUBBERY DVR ACTIONS: NO CONTRIBUTING ACTION												
2001212404	45	02/12/2001	MON	15:37	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY REAR-END ALC TEST: 95
ENV RDWY FACTORS: NONE Y-INT 0611 / 0321 / 1246 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE PASSING/OVERTAKING VEH VEH EVENTS: HIT UNIT 02 HIT SNOW BANK DVR ACTIONS: CARELESS PASSING OR LANE CHANGE AFFECTED BY PHYSICAL CONDITION CARELESS PASSING OR LANE CHANGE VEH: 2 SUV TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001213551	45	03/04/2001	SUN	14:55	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0282 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001214065	45	03/09/2001	FRI	09:05	DAYLIGHT	WET	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0310 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2001201604	45	03/13/2001	TUE	17:20	DAYLIGHT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY UNKNOWN
ENV RDWY FACTORS: NONE T-INT 0611 / 0321 / 1246 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 02 HIT UNIT 03 DVR ACTIONS: DRIVER INEXPERIENCED												
2001215810	45	03/13/2001	TUE	17:01	DAYLIGHT	WET	CLEAR	0	0	0	1	PROP DMG ONLY NON-COLLISION
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T628 BROOKDALE RD T628 FRANTZ HILL RD VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: OTHER NON-COLLISION HIT UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION HIT UNIT 03												
2001241371	45	04/19/2001	THR	15:49	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 1584 VEH: 1 SMALL TRUCK TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001249760	45	04/25/2001	WED	16:40	DAYLIGHT	DRY	CLEAR	0	4	0	3	MINOR INJURY ANGLE
ENV RDWY FACTORS: NONE T-INT 0191 / 0350 / 0000 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 HIT UNIT 03 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001241372	45	04/28/2001	SAT	11:43	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 0935 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS SPEEDING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001246228	45	05/20/2001	SUN	00:46	DARK	DRY	UNK	0	0	0	2	PROP DMG ONLY ANGLE ALC TEST: 00
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0024 0611 / 0321 / 0021 T628 SCOTT RUN AV VEH: 1 AUTOMOBILE TRAVELING WEST IN NOT APPLICABLE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001249611	45	05/27/2001	SUN	13:42	DAYLIGHT	WET	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 2669 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2001259538	45	07/09/2001	MON	15:13	DAYLIGHT	DRY	CLEAR	0	4	0	2	MINOR INJURY ANGLE
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 1366 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER EXIT FROM HIGHWAY VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001261353	45	07/14/2001	SAT	18:00	DAYLIGHT	DRY	CLEAR	0	3	0	2	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 1 SUV TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (in County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (in County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (in County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (in County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001264518	45	08/06/2001	MON	02:12	DARK	DRY	CLEAR	0	0	0	2	PROP DMG ONLY HEAD-ON
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 0687 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN ONCOMING TRAFFIC LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION DRIVING WRONG SIDE OF ROADWAY VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001272120	45	08/14/2001	TUE	21:10	DARK	DRY	CLEAR	0	0	0	2	UNK IF INJURED ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 SMALL TRUCK TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001280258	45	10/09/2001	TUE	04:07	DARK	DRY	CLEAR	0	1	1	1	MINOR INJURY PEDESTRIAN
ENV RDWY FACTORS: UNKNOWN MIDB 0611 / 0321 / 0284 VEH: 1 VAN TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001280205	45	10/10/2001	WED	15:13	DAYLIGHT	DRY	CLEAR	0	0	0	3	UNK IF INJURED HEAD-ON
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 0201 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY THROWN/FALLING OBJ DVR ACTIONS: NO CONTRIBUTING ACTION												
2001278697	45	10/17/2001	WED	17:09	DAYLIGHT	DRY	CLEAR	0	0	0	3	UNK IF INJURED REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 1 SUV TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001278698	45	10/17/2001	WED	16:55	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY REAR-END
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 2413 VEH: 1 SUV TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2002207350	45	02/14/2002	THR	10:29	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED ANGLE
ENV RDWY FACTORS: NONE Y-INT 0611 / 0300 / 1641 T628 SCOTRUN AV VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2003202837	45	01/03/2003	FRI	15:09	DAYLIGHT	SNOW	SLEET	0	2	0	2	MODERATE INJURY ANGLE
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 2463 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003200087	45	01/11/2003	SAT	16:35	DAYLIGHT	DRY	CLEAR	0	5	0	2	MAJOR INJURY ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0331 / 0000 T629 WISCASSET RD VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 SUV TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 OVERTURN/ROLL OVER DVR ACTIONS: NO CONTRIBUTING ACTION												
2003218639	45	01/19/2003	SUN	11:37	DAYLIGHT	DRY	CLEAR	0	3	0	2	MODERATE INJURY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 1591 T628 SCOTRUN AV VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2003212038	45	01/30/2003	THR	03:12	DARK	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 1226 SAME DIR SIDESW VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS												
2003207180	45	02/15/2003	SAT	15:46	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD REAR-END VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE CHANGING LANES OR MERGING VEH EVENTS: HIT UNIT 02 DVR ACTIONS: CARELESS PASSING OR LANE CHANGE VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003210935	45	03/23/2003	SUN	16:05	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T628 BROOKDALE RD T628 FRANTZ HILL RD ANGLE VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003206272	45	04/08/2003	TUE	11:14	DAYLIGHT	WET	RAIN	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 1785 REAR-END VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003201599	45	05/09/2003	FRI	17:07	DAYLIGHT	DRY	CLEAR	0	3	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 0611 / 0321 / 0359 T339 SCOTRUN DR ANGLE VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 VAN TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER_ID/QUERY_ID:
drkely/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2003208854	45	05/09/2003	FRI	17:39	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 0838 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT CURB DVR ACTIONS: MAKING IMPROPER/CARELESS TURN												
2003208853	45	05/13/2003	TUE	15:14	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY UNKNOWN
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0611 / 0300 / 0729 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT DEER DVR ACTIONS: NO CONTRIBUTING ACTION												
2003215294	45	05/19/2003	MON	15:30	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY NON-COLLISION
ENV RDWY FACTORS: NONE 4WAY 0611 / 0300 / 1591 T628 SCOTRUN AV VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: OTHER NON-COLLISION DVR ACTIONS: UNKNOWN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY THROWN/FALLING OBJ DVR ACTIONS: NO CONTRIBUTING ACTION												
2003215289	45	05/27/2003	TUE	00:48	DARK	DRY	CLEAR	0	0	0	1	PROP DMG ONLY UNKNOWN
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0611 / 0300 / 2263 VEH: 1 VAN TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT DEER DVR ACTIONS: NO CONTRIBUTING ACTION												
2003223236	45	06/09/2003	MON	10:48	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE AVOIDING VEH EVENTS: HIT EMBANKMENT OVERTURN/ROLL OVER DVR ACTIONS: SPEEDING OVER/UNDER COMPENSATION CURVE												
2004008373	45	06/24/2003	TUE	11:40	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE 4WAY 0940 / 0410 / 1234 RED ROCK RD (SR 1006) VEH: 1 AUTOMOBILE TRAVELING SOUTH IN OTHER TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2003217784	45	07/13/2003	SUN	12:55	DAYLIGHT	DRY	CLEAR	0	1	0	1	MODERATE INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 0382 VEH: 1 MOTORCYCLE TRAVELING SOUTH IN LEFT LANE CHANGING LANES OR MERGING VEH EVENTS: HIT GUARD / GUIDE RAIL OTHER NON-COLLISION DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS CARELESS PASSING OR LANE CHANGE												
2003222662	45	07/21/2003	MON	16:18	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 0087 VEH: 1 AUTOMOBILE TRAVELING WEST IN NOT APPLICABLE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003227129	45	09/06/2003	SAT	22:25	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 0328 8006 / 0250 / 0000 VEH: 1 VAN TRAVELING EAST IN NOT APPLICABLE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP IMPROPER ENTRANCE TO HIGHWAY VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003241781	45	11/25/2003	TUE	20:12	DARK	DRY	CLEAR	0	0	0	1	PROP DMG ONLY UNKNOWN
ENV RDWY FACTORS: DEER IN ROADWAY T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT DEER DVR ACTIONS: NO CONTRIBUTING ACTION												
2003241047	45	12/02/2003	TUE	03:19	DARK	ICE	SNOW	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) MIDB 0611 / 0320 / 0915 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: NO CONTRIBUTING ACTION												
2004203384	45	01/17/2004	SAT	17:28	DARK	DRY	CLEAR	0	2	0	2	MODERATE INJURY HEAD-ON
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 2178 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN NOT APPLICABLE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY DRIVING WRONG SIDE OF ROADWAY VEH: 2 SUV TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004099300	45	01/22/2004	THR	09:27	DAYLIGHT	DRY	CLEAR	0	1	0	1	MODERATE INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0191 / 0340 / 1191 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT TREE OR SHRUBBERY HIT DITCH DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS OVERTURN/ROLL OVER												
2004201166	45	02/06/2004	FRI	15:45	DAYLIGHT	UNK	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0310 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE PASSING/OVERTAKING VEH VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: CARELESS PASSING OR LANE CHANGE												
2004202010	45	02/19/2004	THR	21:37	DARK	DRY	CLEAR	0	0	0	1	PROP DMG ONLY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 1799 VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT EMBANKMENT OVERTURN/ROLL OVER DVR ACTIONS: DRIVING USING HAND-HELD PHONE												
2004207015	45	03/18/2004	THR	07:44	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED SAME DIR SIDESW
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0310 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 HIT EMBANKMENT DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 OVERTURN/ROLL OVER DVR ACTIONS: NO CONTRIBUTING ACTION HIT GUARD / GUIDE RAIL												
2004099010	45	03/23/2004	TUE	20:37	DARK	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0940 / 0410 / 1149 VEH: 1 SUV TRAVELING SOUTH IN SHOULDER RIGHT NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT TREE OR SHRUBBERY DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS OVER/UNDER COMPENSATION CURVE												
2005012428	45	04/09/2004	FRI	15:15	DAYLIGHT	DRY	CLEAR	0	2	0	2	MAJOR INJURY ANGLE
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY UNKNOWN VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004204306	45	04/23/2004	FRI	22:43	DARK	WET	RAIN	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 2422 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT BOULDER / OBST IN ROADWAY HIT TREE OR SHRUBBERY DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION ALC TEST: 22												
2004206905	45	05/26/2004	WED	22:23	DARK	WET	RAIN	0	0	0	2	PROP DMG ONLY OPP DIR SIDESW
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 1366 VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY VEH: 2 VAN TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004074294	45	05/27/2004	THR	08:00	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY ANGLE
ENV RDWY FACTORS: NONE 4WAY 0940 / 0410 / 1234 T635 RED ROCK RD VEH: 1 BUS TRAVELING WEST IN OTHER TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN PROCEED W/O CLEARANCE AFT STOP VEH: 2 VAN TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2004211268	45	07/01/2004	THR	18:32	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE MIDB 0611 / 0310 / 0310 VEH: 1 SUV TRAVELING NORTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT GUARD / GUIDE RAIL OVERTURN/ROLL OVER DVR ACTIONS: DRIVER WAS DISTRACTED												
2004210168	45	07/11/2004	SUN	13:03	DAYLIGHT	DRY	CLEAR	0	3	0	2	MODERATE INJURY REAR-END
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 0611 / 0321 / 0359 T339 SCOTRUN RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
<u>2004211802</u>	45	07/23/2004	FRI	18:43	DAYLIGHT	DRY	CLEAR	0	6	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE Y-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T628 BROOKDALE RD ANGLE VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 01 HIT EMBANKMENT DVR ACTIONS: NO CONTRIBUTING ACTION OVERTURN/ROLL OVER												
<u>2005019462</u>	45	08/08/2004	SUN	09:45	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING WEST IN SHOULDER LEFT GOING STRAIGHT VEH EVENTS: HIT OTHER FIXED OBJECT HIT TREE OR SHRUBBERY DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS DRIVING TOO FAST FOR CONDITIONS HIT TREE OR SHRUBBERY												
<u>2004212067</u>	45	08/19/2004	THR	20:26	DARK	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T628 BROOKDALE RD REAR-END VEH: 1 VAN TRAVELING NORTH IN LEFT LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>2004212069</u>	45	08/25/2004	WED	18:01	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0311 / 0310 REAR-END VEH: 1 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE SLOWING OR STOPPING IN LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>2004212242</u>	45	08/31/2004	TUE	14:52	DAYLIGHT	DRY	CLEAR	0	1	0	3	MODERATE INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 1813 REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004212262	45	09/02/2004	THR	15:06	DAYLIGHT	DRY	CLEAR	0	3	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 0328 8006 / 0250 / 0000 VEH: 1 AUTOMOBILE TRAVELING EAST IN NOT APPLICABLE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004212654	45	09/02/2004	THR	20:30	DAYLIGHT	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 T339 SCOTRUN DR VEH: 1 AUTOMOBILE TRAVELING SOUTH IN CENTER TURN LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004213403	45	09/03/2004	FRI	16:17	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0611 / 0321 / 1246 T628 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE CHANGING LANES OR MERGING VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: CARELESS PASSING OR LANE CHANGE VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004215136	45	09/28/2004	TUE	07:03	DAYLIGHT	WET	RAIN	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0331 / 0480 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE CHANGING LANES OR MERGING VEH EVENTS: HIT UNIT 02 DVR ACTIONS: CARELESS PASSING OR LANE CHANGE												
2004214185	45	10/01/2004	FRI	11:26	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T577 BROOKDALE RD VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 SUV TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004215137	45	10/01/2004	FRI	17:52	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0611 / 0330 / 0000 LC TO T628 RD REAR-END VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004216967	45	10/30/2004	SAT	20:05	DARK	WET	FOG	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0611 / 0321 / 0459 UNKNOWN VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT DEER DVR ACTIONS: NO CONTRIBUTING ACTION												
2004216959	45	11/02/2004	TUE	13:51	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 1271 0611 / 0321 / 1246 T628 BROOKDALE RD ANGLE VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004215901	45	11/15/2004	MON	14:27	DAYLIGHT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE Y-INT 0611 / 0300 / 1641 T628 SCOTRUN AV HIT FIXED OBJ VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT FENCE OR WALL HIT TRAFFIC SIGN DVR ACTIONS: NO CONTRIBUTING ACTION												
2004215729	45	11/19/2004	FRI	18:27	DARK	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0320 / 1137 REAR-END VEH: 1 SUV TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 ALC TEST: 04 DVR ACTIONS: TAILGATING VEH: 2 VAN TRAVELING NORTH IN LEFT LANE SLOWING OR STOPPING IN LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004215988	45	11/21/2004	SUN	12:10	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0320 / 0387 T339 SCOTRUN DR VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004219235	45	11/26/2004	FRI	22:01	DARK	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0300 / 2313 T535 SHINE HILL RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004319140	45	12/20/2004	MON	13:48	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0321 / 0718 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004217561	45	12/28/2004	TUE	13:16	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0300 / 2104 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN CENTER TURN LANE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER EXIT FROM HIGHWAY VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) at I-80 Ramps



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER_ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 611 (SR0611) at I-80 Ramps

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0611(P) Between Segment 0300 Offset 88 and Segment 0330 Offset 599) or (In County 45 On State Route 0611(S) Between Segment 0301 Offset 88 and Segment 0331 Offset 599) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

Date Range: 1/1/1999 to 12/31/2004

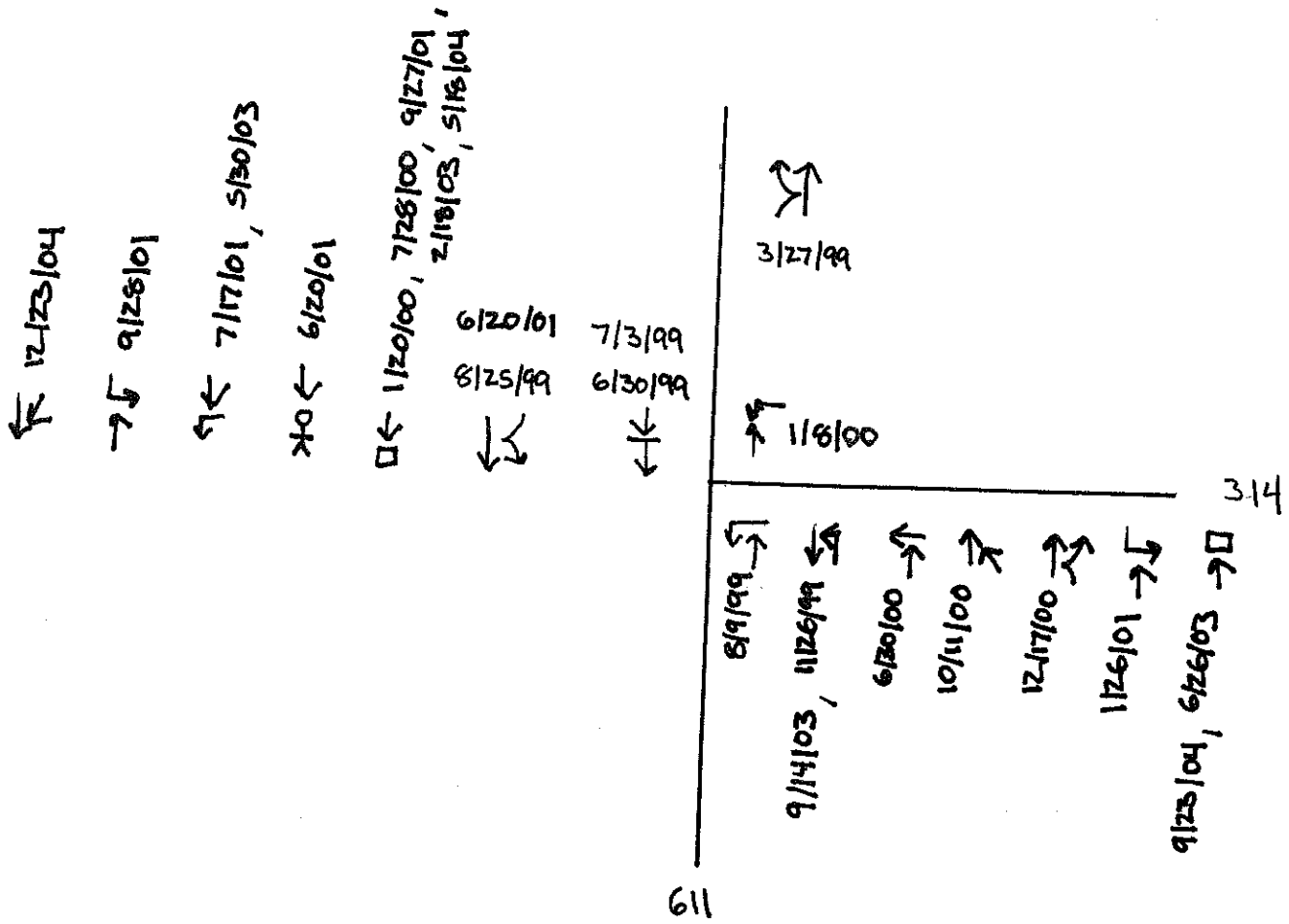
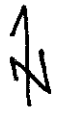
Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464
 (610) 326-3100 FAX (610) 326-9410

JOB LECO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 611 (SR 0611) &
 Route 314 (SR 0314), Eastern leg



Legend:

- ↖ = Angle
- = Rear-End
- ↔ = Same Direction Sideswipe
- ⊠ = Hit Fixed Object
- ♀ = Pedestrian

Crashes Summarized for 1999-2001 & 2003-2004

Route 611 (SR0611) and Route 314, Western-Leg (SR0314)

Eastern

Date Range: 1/1/1999 to 12/31/2004

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131 and Segment 0350 Offset 331) or (In County Interest: 45 On State Route 0611(S) Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

USER ID/QUERY ID:
drkelly/0020060317001



PENNDOT

MONTH OF YEAR		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
CRASHES		3	1	2	1	2	5	3	5	5	2	1	2
PCT		9%	3%	6%	3%	6%	15%	9%	15%	15%	6%	3%	6%

DAY OF WEEK		SUN	MON	TUE	WED	THUR	FRI	SAT
CRASHES		4	2	3	6	6	7	4
PCT		12%	6%	9%	18%	18%	21%	12%

HOUR OF DAY		00	07	08	09	10	11	14	15	16	17	18	19	20	21	22
CRASHES		1	6	2	1	1	2	4	1	2	1	1	1	1	3	3
PCT		3%	18%	6%	3%	3%	6%	12%	6%	3%	3%	3%	3%	3%	9%	9%

YEAR	CRASHES	PCT
1999	7	21%
2000	6	18%
2001	8	25%
2003	6	18%
2004	5	15%
TOTAL	32	100%

COLLISION TYPE		CRASHES	PCT
ANGLE		17	53%
REAR END		7	21%
SAME DIR SS		4	12%
HIT FIX OBJ		2	6%
PEDESTRIAN		1	3%
UNKNOWN		1	3%
TOTAL		32	100%

CRASH SEVERITY LEVEL		CRASHES	PCT
MAJOR		1	3%
MODERATE		2	6%
MINOR		9	28%
UNK IF INJURED		7	21%
PDO		13	40%
TOTAL		32	100%

SEVERITY COUNT		FATALITIES	PERSONS
MAJOR		0	0
MODERATE		1	1
MINOR		2	2
UNK SEVERITY		12	12
UNK IF INJURED		0	0
TOTAL		11	11

DRIVER ACTIONS		ACTIONS	PCT
NO CONTRIBUTING ACTION		27	84%
OTHER IMPROPER DRIVING		7	21%
IMPROPER/CARELESS TURN		5	15%
PROCEED W/O CLEARANCE		5	15%
RUNNING RED LIGHT		5	15%
TOO FAST FOR CONDITION		4	12%
TAILGATING		3	9%
CARELESS PASS/IN CHNG		1	3%
DRIVER WAS DISTRACTED		1	3%
IMPROPER EXIT FROM HWY		1	3%
RUNNING STOP SIGN		1	3%
SUDDEN SLOWING/STOP		1	3%
TOTAL		32	100%

VEHICLE TYPE		VEHICLES	PCT
AUTOMOBILE		46	73%
SMALL TRUCK		5	7%
VAN		5	7%
LARGE TRUCK		2	3%
SUV		2	3%
MOTORCYCLE		1	1%
BUS		1	1%
UNK VEHICLE		1	1%
TOTAL		63	100%

ROAD CONDITION		CRASHES	PCT
DRY		23	71%
WET		8	25%
SNOW		1	3%
TOTAL		32	100%

ILLUMINATION		CRASHES	PCT
DAYLIGHT		20	62%
DARK		10	31%
DUK		2	6%
TOTAL		32	100%

WEATHER		CRASHES	PCT
CLEAR		27	84%
RAIN		4	12%
SNOW		1	3%
TOTAL		32	100%

ENVIR/ROADWAY FACTORS		FACTORS	PCT
NONE		30	93%
GLARE		1	3%
UNKNOWN		1	3%
TOTAL		32	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CHART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) and Route 314, Western Leg (SR0314)

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131 and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 109 and Segment 0351 Offset 309)
Date Range: 1/1/1999 to 12/31/2004
Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131
Interest: and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999029481	45	03/27/1999	SAT	14:53	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0350 / 0331 VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE UNKNOWN VEH EVENTS: HIT UNIT 02 DVR ACTIONS: IMPROPER EXIT FROM HIGHWAY VEH: 2 VAN TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT CURB DVR ACTIONS: NO CONTRIBUTING ACTION HIT BOULDER / OBST IN ROADWAY												
1999059883	45	06/30/1999	WED	11:00	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0351 / 0209 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999063798	45	07/03/1999	SAT	20:30	DUSK	DRY	CLEAR	0	2	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 VAN TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999079537	45	08/09/1999	MON	16:19	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: GLARE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 02 HIT CONCRETE / LONGIT BARRIER DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: RUNNING STOP SIGN												
1999086658	45	08/25/1999	WED	21:34	DARK	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131 and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999104460	45	10/08/1999	FRI	07:12	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0314 / 0070 / 0000 0611 / 0350 / 0231 ANGLE VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999820114	45	11/26/1999	FRI	21:25	DARK	WET	RAIN	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0209 ANGLE VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000001448	45	01/08/2000	SAT	08:57	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE VEH: 1 SUV TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: RUNNING RED LIGHT VEH: 2 AUTOMOBILE TRAVELING WEST IN LEFT TURN LANE TURNING LEFT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000003897	45	01/20/2000	THR	14:12	DAYLIGHT	SNOW	SNOW	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT OTHER FIXED OBJECT DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2000062291	45	06/30/2000	FRI	10:20	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING RED LIGHT VEH: 2 VAN TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER_ID/QUERY_ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131
Interest: and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000073901	45	07/28/2000	FRI	14:30	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000112220	45	10/11/2000	WED	18:17	DUSK	DRY	CLEAR	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE 4WAY 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE VEH: 1 BUS TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000139681	45	12/17/2000	SUN	09:10	DAYLIGHT	WET	RAIN	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 SAME DIR SIDESW VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: CARELESS PASSING OR LANE CHANGE VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001200402	45	01/26/2001	FRI	07:35	DAYLIGHT	DRY	CLEAR	0	0	0	3	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 ANGLE VEH: 1 SUV TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 HIT UNIT 03 HIT CURB DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT TURN LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001259801	45	06/20/2001	WED	22:31	DARK	DRY	CLEAR	0	1	1	1	MINOR INJURY
ENV RDWY FACTORS: UNKNOWN Y-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 PEDESTRIAN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131
Interest: and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001259903	45	06/20/2001	WED	22:31	DARK	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE Y-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE AVOIDING VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001259933	45	07/17/2001	TUE	08:56	DAYLIGHT	WET	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 LARGE TRUCK TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING RED LIGHT HIT TRAFFIC ISLAND / CHANNELIZATION DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 HIT GUARD / GUIDE RAIL DVR ACTIONS: NO CONTRIBUTING ACTION												
2001273202	45	08/19/2001	SUN	00:00	DARK	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0350 / 0131 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS ALC TEST: 99												
2001272383	45	08/29/2001	WED	07:11	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001269327	45	09/27/2001	THR	07:26	DAYLIGHT	DRY	CLEAR	0	0	0	3	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 VEH: 1 VAN TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS DRIVER WAS DISTRACTED VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 SMALL TRUCK TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131
Interest: and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001269330	45	09/28/2001	FRI	19:19	DARK	WET	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT TURN LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003212272	45	02/18/2003	TUE	11:55	DAYLIGHT	WET	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0351 / 0159 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT OTHER FIXED OBJECT DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2003223234	45	05/30/2003	FRI	17:50	DAYLIGHT	WET	RAIN	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0350 / 0231 DISCOVERY RD ANGLE VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING RED LIGHT VEH: 2 LARGE TRUCK TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003213483	45	06/26/2003	THR	16:19	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0350 / 0261 REAR-END VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003221932	45	08/23/2003	SAT	22:09	DARK	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 ANGLE VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT TURN LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131
Interest: and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2003224562	45	09/04/2003	THR	14:19	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE												
T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE												
VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
VEH EVENTS: STRUCK BY UNIT 02												
DVR ACTIONS: RUNNING RED LIGHT												
VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT TURN LANE TURNING LEFT												
VEH EVENTS: HIT UNIT 01												
DVR ACTIONS: RUNNING RED LIGHT												
2003226802	45	09/14/2003	SUN	20:28	DARK	WET	RAIN	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE												
4WAY 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE												
VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT TURN LANE TURNING LEFT												
VEH EVENTS: STRUCK BY UNIT 02												
DVR ACTIONS: MAKING IMPROPER/CARELESS TURN												
VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE CHANGING LANES OR MERGING												
VEH EVENTS: HIT UNIT 01												
DVR ACTIONS: NO CONTRIBUTING ACTION												
2004207200	45	03/28/2004	SUN	15:30	DAYLIGHT	DRY	CLEAR	0	2	0	2	MAJOR INJURY
ENV RDWY FACTORS: NONE												
T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE												
VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT												
VEH EVENTS: STRUCK BY UNIT 02												
DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP												
VEH: 2 MOTORCYCLE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT												
VEH EVENTS: HIT UNIT 01												
DVR ACTIONS: NO CONTRIBUTING ACTION												
2004204667	45	04/26/2004	MON	21:15	DARK	WET	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE												
T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 ANGLE												
VEH: 1 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT												
VEH EVENTS: STRUCK BY UNIT 02												
DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS												
VEH: 2 AUTOMOBILE TRAVELING EAST IN NOT APPLICABLE UNKNOWN												
VEH EVENTS: HIT UNIT 01												
DVR ACTIONS: NO CONTRIBUTING ACTION												
2004206443	45	05/18/2004	TUE	07:36	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE												
T-INT 0314 / 0070 / 0000 0611 / 0350 / 0231 0611 / 0351 / 0209 REAR-END												
VEH: 1 VAN TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT												
VEH EVENTS: HIT UNIT 02												
DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS												
VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE												
VEH EVENTS: STRUCK BY UNIT 01												
DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Western Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131 and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD_SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 611 (SR0611) and Route 314, Western Leg (SR0314)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 131 and Segment 0350 Offset 331) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 109 and Segment 0351 Offset 309)

Date Range: 1/1/1999 to 12/31/2004

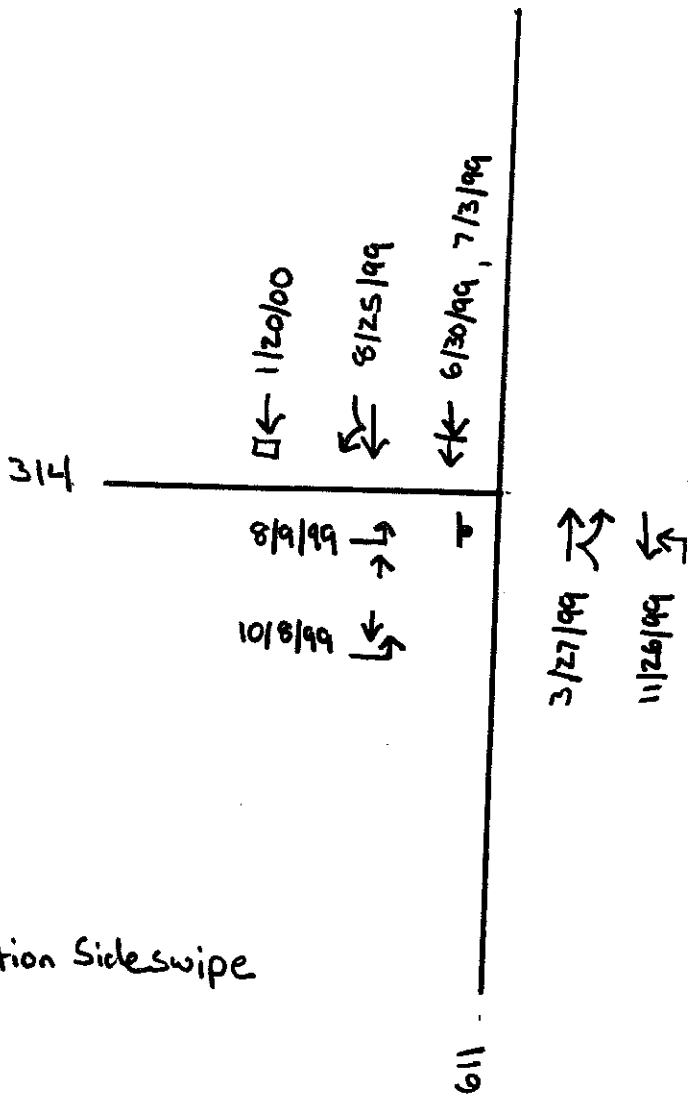
Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464
 (610) 326-3100 FAX (610) 326-9410

JOB CECO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 611 (SR 0611) &
 Route 314, Western Leg (SR 0314)



Legend:
 T = Stop-Sign
 ↗↗ = Same Direction Sideswipe
 ↔ = Rear-End
 ↗ = Angle
 ⊥ = Hit Fixed Object

Western
Route 611 (SR0611) and Route 314, Eastern Leg (SR0314)

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 1294 and Segment 0360 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 1253 and Segment 0361 Offset 100)

USER ID/QUERY ID:
 drkelly/ 0020060317001



MONTH OF YEAR

	JAN	FEB	MAR	SEP	NOV
CRASHES	1	3	2	1	1
PCT	12%	37%	25%	12%	12%
TOTAL	8 100%				

DAY OF WEEK

	MON	TUE	WED	THR	SAT
CRASHES	1	4	1	1	1
PCT	12%	50%	12%	12%	12%
TOTAL	8 100%				

HOUR OF DAY

	07	08	13	15	19
CRASHES	1	1	3	1	2
PCT	12%	12%	37%	12%	25%
TOTAL	8 100%				

YEAR

	1999	2000	2003	TOTAL
CRASHES	3	3	2	8
PCT	37%	37%	25%	100%

COLLISION TYPE

	CRASHES	PCT
REAR END	5	62%
HIT FIX OBJ	2	25%
ANGLE	1	12%
TOTAL	8	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MODERATE	1	12%
MINOR	2	25%
UNK IF INJURED	4	50%
PDO	1	12%
TOTAL	8	100%

SEVERITY COUNT

	FATALITIES	MAJOR	MODERATE	MINOR	UNK SEVERITY	UNK IF INJURED	PERSONS
	0	0	1	3	0	5	0

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	7	87%
OTHER IMPROPER DRIVING	4	50%
DRIVER INEXPERIENCED	1	12%
DRIVER WAS DISTRACTED	1	12%
TURN FROM WRONG LANE	1	12%
TOTAL	8	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	9	64%
VAN	3	21%
SMALL TRUCK	2	14%
TOTAL	14	100%

ROAD CONDITION

	CRASHES	PCT
DRY	6	75%
WET	2	25%
TOTAL	8	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	6	75%
DARK	2	25%
TOTAL	8	100%

WEATHER

	CRASHES	PCT
CLEAR	7	87%
RAIN	1	12%
TOTAL	8	100%

ENVI/ROADWAY FACTORS

	FACTORS	PCT
NONE	7	87%
SUBSTANCE ON RDWY	1	12%
TOTAL	8	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) and Route 314, Eastern Leg (SR0314)

Print Date: 3/17/2006:

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete.
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete.
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest:
(In County 45 On State Route 0611(P) Between Segment 0350 Offset 1294 and Segment 0360 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 1253 and Segment 0361 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006:

Route 611 (SR0611) and Route 314, Eastern Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 1294
Interest: and Segment 0360 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 1253 and Segment 0361 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999006457	45	02/02/1999	TUE	08:47	DAYLIGHT	WET	RAIN	0	0	0	1	UNK IF INJURED
ENV RDWY FACTORS: SUBSTANCES ON ROADWAY MIDB 0611 / 0361 / 0100 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL HIT CONCRETE / LONGIT BARRIER HIT EMBANKMENT DVR ACTIONS: NO CONTRIBUTING ACTION												
1999011338	45	02/09/1999	TUE	15:23	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE Y-INT 0314 / 0060 / 1815 0611 / 0360 / 0000 0611 / 0361 / 0000 ANGLE VEH: 1 VAN TRAVELING SOUTH IN RIGHT LANE MAKING A U-TURN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: TURNING FROM WRONG LANE VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999011335	45	02/13/1999	SAT	13:30	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE Y-INT 0314 / 0060 / 1815 0611 / 0360 / 0000 0611 / 0361 / 0000 REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVER WAS DISTRACTED VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000025913	45	03/14/2000	TUE	13:33	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE Y-INT 0314 / 0060 / 1815 0611 / 0361 / 0000 REAR-END VEH: 1 SMALL TRUCK TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000102848	45	09/25/2000	MON	19:31	DARK	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0361 / 0098 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT EMBANKMENT DVR ACTIONS: DRIVER INEXPERIENCED												
2000120065	45	11/09/2000	THR	07:36	DAYLIGHT	WET	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0060 / 1815 0611 / 0361 / 0000 REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Eastern Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0350 Offset 1294
Interest: and Segment 0360 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0351 Offset 1253 and Segment 0361 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2003202427	45	01/15/2003	WED	19:39	DARK	DRY	CLEAR	0	2	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0314 / 0060 / 1815 0611 / 0360 / 0000 0611 / 0361 / 0000 REAR-END VEH: 1 VAN TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003208395	45	03/25/2003	TUE	13:50	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED
ENV RDWY FACTORS: NONE T-INT 0314 / 0060 / 1815 0611 / 0361 / 0000 0611 REAR-END VEH: 1 VAN TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Route 314, Eastern Leg (SR0314)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 1294 and Segment 0360 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 1253 and Segment 0361 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD_SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 611 (SR0611) and Route 314, Eastern Leg (SR0314)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0350 Offset 1294 and Segment 0360 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0351 Offset 1253 and Segment 0361 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

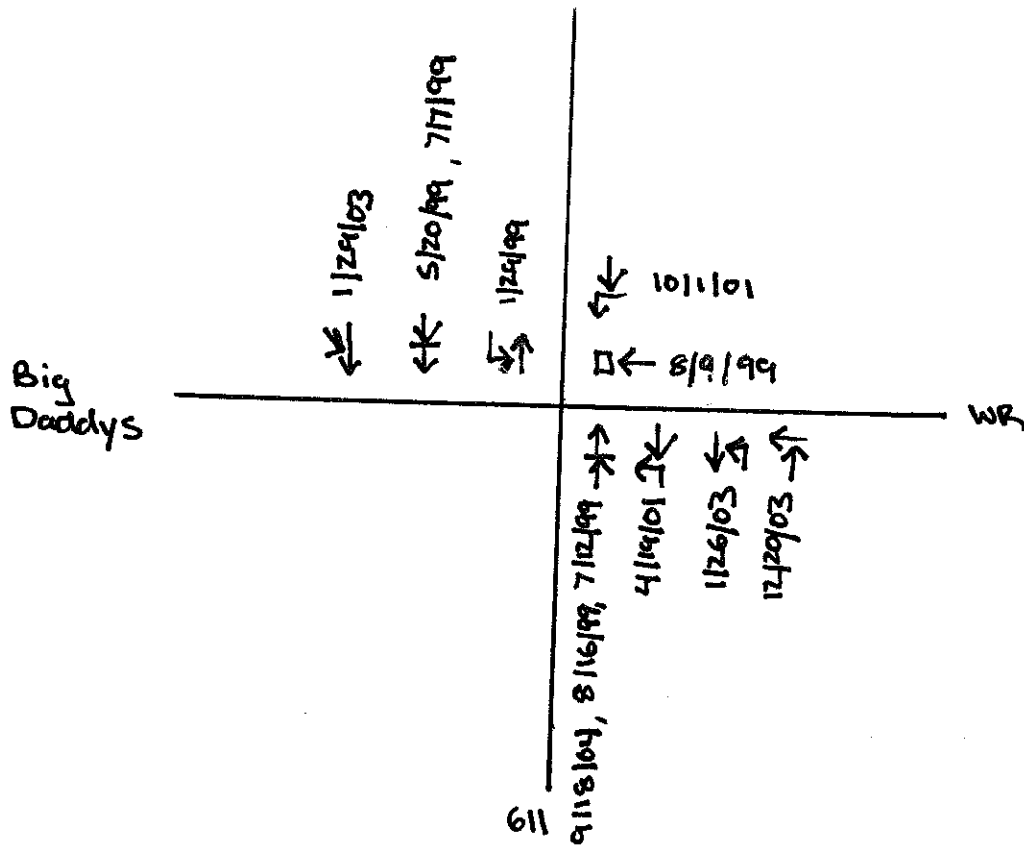
Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464
 (610) 326-3100 FAX (610) 326-9410

JOB CELO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 611 (SR 0611) &
 Woodland Road (SR 1013)



Legend:

↘ = Angle

→→ = Rear End

→□ = Hit Fixed Object

Crashes Summarized for 1999-2001 & 2003-2004

Route 611 (SR0611) and Woodland Road (SR1013)

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279 and Segment 0370 Offset 100) or (In County Interest: 45 On State Route 0611(S) Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)

USER ID/QUERY ID:
dfkelly/ 0020060317001



MONTH OF YEAR

	JAN	APR	MAY	JUL	AUG	SEP	OCT	DEC
CRASHES	3	1	1	2	2	1	1	1
PCT	25%	8%	8%	16%	16%	8%	8%	8%

DAY OF WEEK

	SUN	MON	WED	THR	FRI	SAT
CRASHES	1	4	2	2	1	2
PCT	8%	33%	16%	16%	8%	15%

HOUR OF DAY

	06	09	10	12	13	14	16	18	19	21
CRASHES	1	3	1	1	1	1	1	1	1	1
PCT	8%	25%	8%	8%	8%	8%	8%	8%	8%	8%

YEAR

YEAR	CRASHES	PCT
1999	6	50%
2001	2	16%
2003	3	25%
2004	1	8%
TOTAL	12	100%

COLLISION TYPE

	CRASHES	PCT
ANGLE	6	50%
REAR END	5	41%
HIT FIX OBJ	1	8%
TOTAL	12	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
FATAL	1	8%
MODERATE	2	16%
MINOR	5	41%
PDO	4	33%
TOTAL	12	100%

SEVERITY COUNT

FATALITIES	PERSONS
MAJOR	1
MODERATE	0
MINOR	4
UNK SEVERITY	10
UNK IF INJURED	0
TOTAL	1

DRIVER ACTIONS

ACTIONS	PCT
NO CONTRIBUTING ACTION	10
OTHER IMPROPER DRIVING	5
IMPROPER/CARELESS TURN	3
DRIVER WAS DISTRACTED	2
AFFECTED PHYSICAL COND	1
FAILR MAINT PROP SPEED	1
IMPROPER ENTRANCE HWY	1
IMPROPER EXIT FROM HWY	1
TAILGATING	1
TOO FAST FOR CONDITION	1
TOTAL	12

VEHICLE TYPE

VEHICLE TYPE	VEHICLES	PCT
AUTOMOBILE	13	54%
VAN	5	20%
SMALL TRUCK	3	12%
MOTORCYCLE	1	4%
SUV	1	4%
UNK VEHICLE	1	4%
TOTAL	24	100%

ROAD CONDITION

	CRASHES	PCT
DRY	10	83%
SNOW	1	8%
WET	1	8%
TOTAL	12	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	8	66%
STREET LIGHTS	2	16%
DARK	1	8%
DAWN	1	8%
TOTAL	12	100%

WEATHER

	CRASHES	PCT
CLEAR	11	91%
SNOW	1	8%
TOTAL	12	100%

ENVI/ROADWAY FACTORS

FACTORS	PCT
NONE	11
SLIPPERY ICE/SNOW	1
TOTAL	12

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 611 (SR0611) and Woodland Road (SR1013)

Print Date: 3/17/2006:

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: dkelly
Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279 and Segment 0370 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)
Date Range: 1/1/1999 to 12/31/2004

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006:

Route 611 (SR0611) and Woodland Road (SR1013)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279

Interest: and Segment 0370 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999013479	45	01/29/1999	FRI	19:39	STREET LT	DRY	CLEAR	0	2	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0370 / 0000 0611 / 0371 / 0000 1013 / 0010 / 0000 T612 STRICKLANDS RD ANGLE VEH: 1 SMALL TRUCK TRAVELING SOUTH IN LEFT TURN LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 ALC TEST: 18 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 VAN TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999056546	45	05/20/1999	THR	09:41	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0611 / 0371 / 0100 REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999078766	45	07/07/1999	WED	13:00	DAYLIGHT	DRY	CLEAR	0	0	0	3	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0370 / 0000 0611 / 0371 / 0000 1013 / 0010 / 0000 T612 STRICKLANDS RD REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS DRIVER WAS DISTRACTED VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999078569	45	07/12/1999	MON	10:20	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0370 / 0000 1013 / 0010 / 0000 T612 STRICKLANDS RD REAR-END VEH: 1 VAN TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999094574	45	08/09/1999	MON	09:35	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0371 / 0000 1013 / 0010 / 0000 T612 STRICKLANDS RD HIT FIXED OBJ VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT GUARD / GUIDE RAIL DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION AFFECTED BY PHYSICAL CONDITION												

Route 611 (SR0611) and Woodland Road (SR1013)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279
Interest: and Segment 0370 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
<u>1999095574</u>	45	08/16/1999	MON	12:45	DAYLIGHT	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0370 / 0000 0611 / 0371 / 0000 1013 / 0010 / 0000 T612 STRICKLANDS RD REAR-END VEH: 1 VAN TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>2001400370</u>	45	04/19/2001	THR	16:37	DAYLIGHT	DRY	CLEAR	1	2	0	2	FATAL ANGLE
ENV RDWY FACTORS: NONE T-INT 0611 / 0370 / 0000 0611 / 0371 / 0000 1013 / 0010 / 0000 T612 STRICKLANDS RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING NORTH IN LEFT TURN LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 HIT CURB DVR ACTIONS: IMPROPER EXIT FROM HIGHWAY												
<u>2001015975</u>	45	10/01/2001	MON	06:30	DAWN	DRY	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE MIDB 0611 / 0360 / 2351 VEH: 1 AUTOMOBILE TRAVELING WEST IN ONCOMING TRAFFIC LANE BACKING UP VEH EVENTS: HIT UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY VEH: 2 MOTORCYCLE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>2003080627</u>	45	01/26/2003	SUN	18:20	DARK	SNOW	SNOW	0	1	0	2	MINOR INJURY ANGLE
ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) T-INT 0611 / 0370 / 0000 0611 / 0371 / 0000 1013 / 0010 / 0000 STRICKLANDS RD CONNAUGHT LABS DR VEH: 1 UNK VEHICLE TRAVELING NORTH IN LEFT TURN LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>2003083048</u>	45	01/29/2003	WED	14:50	DAYLIGHT	WET	CLEAR	0	0	0	2	PROP DMG ONLY ANGLE
ENV RDWY FACTORS: NONE 4WAY 0611 / 0370 / 0000 0611 / 0371 / 0000 1013 / 0010 / 0000 CONNAUGHT LABS RD STRICKLANDS RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE CHANGING LANES OR MERGING ALC TEST: 32 VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS FAILURE TO MAINTAIN PROPER SPEED VEH: 2 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE LEAVING A PARKED POSITION VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Woodland Road (SR1013)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279
Interest: and Segment 0370 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004072843	45	12/20/2003	SAT	09:07	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE												
T-INT 0611 / 0370 / 0000 0611 / 0370 / 0001 0611 / 0371 / 0000 1013 / 0010 / 0000 STRICKLANDS RD ANGLE												
VEH: 1 VAN TRAVELING NORTH IN LEFT LANE GOING STRAIGHT												
VEH EVENTS: HIT UNIT 02 HIT GUARD / GUIDE RAIL												
DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS												
VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE												
VEH EVENTS: STRUCK BY UNIT 01												
DVR ACTIONS: NO CONTRIBUTING ACTION												
2005083219	45	09/18/2004	SAT	21:00	STREET LT	DRY	CLEAR	0	4	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE												
T-INT 0611 / 0370 / 0000 0611 / 0370 / 0001 0611 / 0371 / 0000 1013 / 0010 / 0000 CONNAUGHT LABS RD REAR-END												
VEH: 1 SUV TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT												
VEH EVENTS: HIT UNIT 02												
DVR ACTIONS: DRIVER WAS DISTRACTED												
VEH: 2 VAN TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE												
VEH EVENTS: STRUCK BY UNIT 01												
DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Woodland Road (SR1013)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279 and Segment 0370 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 611 (SR0611) and Woodland Road (SR1013)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0360 Offset 2279 and Segment 0370 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0361 Offset 2293 and Segment 0371 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

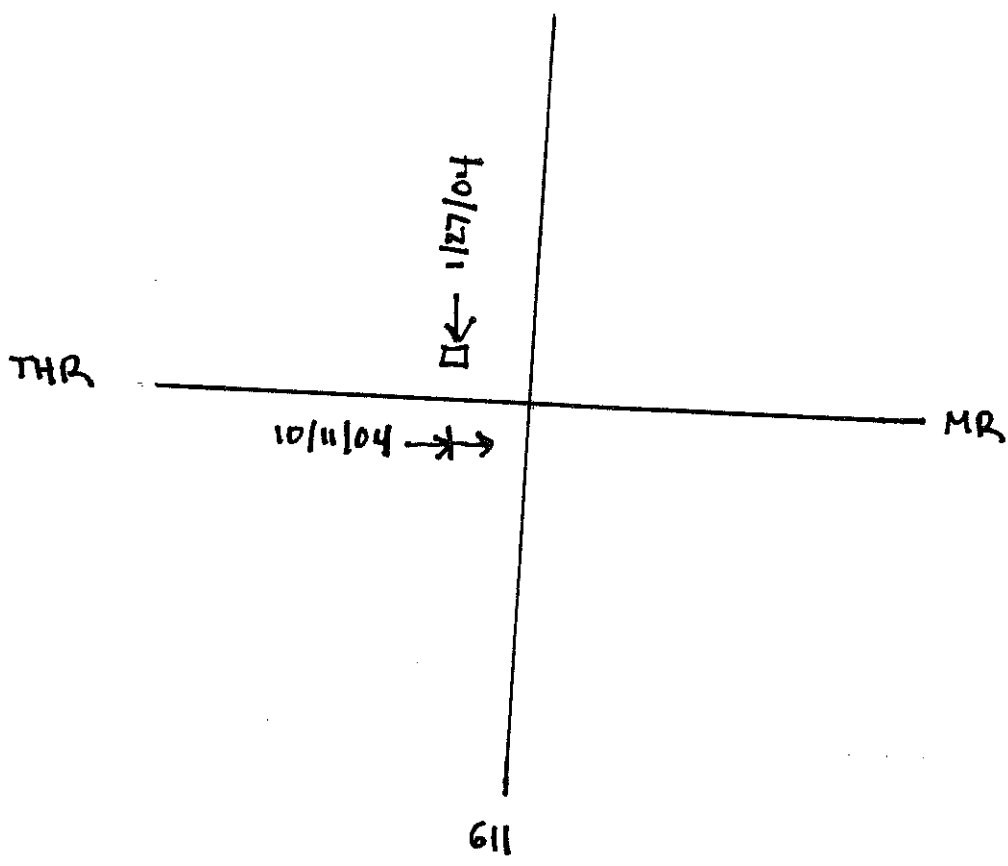
Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464
 (610) 326-3100 FAX (610) 326-9410

JOB LECO. A . 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 611 (SR 0611) &
 Meadowside Road /
 Trinity Hill Road



Legend:
 →→ = Rear-End
 □← = Hit Fixed Object

Route 611 (SR0611) and Meadowside Road/Trinity Hill Road

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0370 Offset 2408 and Segment 0380 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0371 Offset 2382 and Segment 0381 Offset 100)

USER ID/QUERY ID:
drkelly/0020060317001

MONTH OF YEAR

CRASHES	JAN	OCT
PCT	50%	50%
	1	2
	50%	100%

DAY OF WEEK

CRASHES	MON	TUE
PCT	50%	50%
	1	2
	50%	100%

HOUR OF DAY

CRASHES	10	14
PCT	50%	50%
	1	2
	50%	100%

YEAR

CRASHES	PCT
2004	2 100%
TOTAL	2 100%

COLLISION TYPE

HIT FIX OBJ	CRASHES	PCT
REAR END	1	50%
TOTAL	2	100%

CRASH SEVERITY LEVEL

MODERATE	CRASHES	PCT
PDO	1	50%
TOTAL	2	100%

SEVERITY COUNT

FATALITIES	PERSONS
MAJOR	0
MODERATE	0
MINOR	1
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

NO. CONTRIBUTING ACTION	ACTIONS	PCT
SPEEDING	1	50%
TAILGATING	1	50%
TOO FAST FOR CONDITION	1	50%
TOTAL	2	100%

VEHICLE TYPE

VEHICLES	PCT
AUTOMOBILE	3 100%
TOTAL	3 100%

ROAD CONDITION

CRASHES	PCT
DRY	1 50%
SLUSH	1 50%
TOTAL	2 100%

ILLUMINATION

CRASHES	PCT
DAYLIGHT	2 100%
TOTAL	2 100%

WEATHER

CRASHES	PCT
CLEAR	2 100%
TOTAL	2 100%

ENVIR/ROADWAY FACTORS

FACTORS	PCT
NONE	1 50%
SLIPPERY ICE/SNOW	1 50%
TOTAL	2 100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §§754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) and Meadowside Road/Trinity Hill Road

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest:

(In County 45 On State Route 0611(P) Between Segment 0370 Offset 2408 and Segment 0380 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0371 Offset 2382 and Segment 0381 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) and Meadowside Road/Trinity Hill Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0370 Offset 2408
Interest: and Segment 0380 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0371 Offset 2382 and Segment 0381 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004098971	45	01/27/2004	TUE	14:56	DAYLIGHT	SLUSH	CLEAR	0	1	0	1	MODERATE INJURY
ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) M/DB 0611 / 0380 / 0064 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT OTHER FIXED OBJECT OVERTURN/ROLL OVER ALC TEST: 00 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2005023220	45	10/11/2004	MON	10:24	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0611 / 0380 / 0000 T610 MEADOWSIDE RD REAR-END VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING SPEEDING VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Meadows Road/Trinity Hill Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0370 Offset 2408
and Segment 0380 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0371 Offset 2382 and Segment 0381 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 611 (SR0611) and Meadows Road/Trinity Hill Road

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of interest: (In County 45 On State Route 0611(P) Between Segment 0370 Offset 2408 and Segment 0380 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0371 Offset 2382 and Segment 0381 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

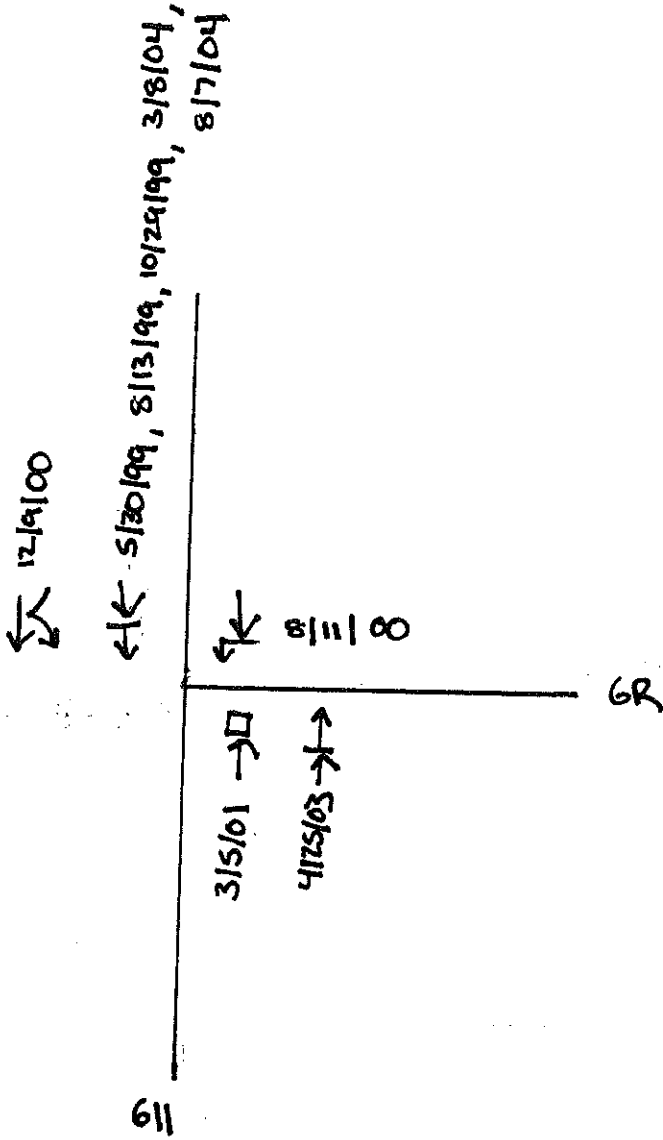
TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464

(610) 326-3100

FAX (610) 326-9410

JOB CELO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 611 (SR 0611) &
 Grange Road



Legend:

↔ = Same Direction Sideswipe

↔ = Recur-End

↓ = Angle

→□ = Hit Fixed Object

(Cross) on S

Route 611 (SR0611) and Grange Road

Date Range: 1/1/1999 to 12/31/2004

Area of (In County 45 On State Route 0611(P) Between Segment 0380 Offset 3294 and Segment 0390 Offset 100) or (In County Interest: 45 On State Route 0611(S) Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

USER ID/QUERY ID:
drkelly/ 0020060317001

PENNDOT

MONTH OF YEAR

CRASHES	MAR	APR	MAY	AUG	OCT	DEC
PCT	20%	20%	10%	30%	10%	10%
	2	2	1	3	1	1
	10%	20%	10%	30%	10%	10%
	1	2	1	3	1	1
	10%	20%	10%	30%	10%	10%

DAY OF WEEK

CRASHES	SUN	MON	FRI	SAT
PCT	10%	20%	50%	20%
	1	2	5	2
	10%	20%	50%	20%
	1	2	5	2
	10%	20%	50%	20%

HOUR OF DAY

CRASHES	05	11	12	14	15	16
PCT	10%	20%	10%	20%	20%	100%
	1	2	1	2	2	10
	10%	20%	10%	20%	20%	100%

YEAR

CRASHES	PCT
1999	3 30%
2000	2 20%
2001	2 20%
2003	1 10%
2004	2 20%
TOTAL	10 100%

COLLISION TYPE

CRASHES	PCT
REAR END	6 60%
ANGLE	2 20%
HIT FIX OBJ	1 10%
SAME DIR SS	1 10%
TOTAL	10 100%

CRASH SEVERITY LEVEL

CRASHES	PCT
FATAL	3 30%
MODERATE	3 30%
UNK IF INJURED	1 10%
PDO	3 30%
TOTAL	10 100%

SEVERITY COUNT

FATALITIES	PERSONS
MAJOR	3
MODERATE	0
MINOR	6
UNK SEVERITY	6
UNK IF INJURED	0
TOTAL	2

DRIVER ACTIONS

ACTIONS	PCT
NO CONTRIBUTING ACTION	9 90%
TAILGATING	4 40%
OTHER IMPROPER DRIVING	2 20%
TOO FAST FOR CONDITION	2 20%
AFFECTED PHYSICAL COND	1 10%
CARELESS PASS/IN CHNG	1 10%
IMPROPER/CARELESS TURN	1 10%
PROCEED W/O CLEARANCE	1 10%
TOTAL	10 100%

VEHICLE TYPE

VEHICLES	PCT
AUTOMOBILE	11 52%
VAN	5 23%
SUV	3 14%
SMALL TRUCK	1 4%
LARGE TRUCK	1 4%
TOTAL	21 100%

ROAD CONDITION

CRASHES	PCT
DRY	8 80%
SNOW	1 10%
WET	1 10%
TOTAL	10 100%

ILLUMINATION

CRASHES	PCT
DAYLIGHT	9 90%
DAWN	1 10%
TOTAL	10 100%

WEATHER

CRASHES	PCT
CLEAR	8 80%
SNOW	2 20%
TOTAL	10 100%

ENVR/ROADWAY FACTORS

FACTORS	PCT
NONE	9 90%
SLIPPERY ICE/SNOW	1 10%
TOTAL	10 100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) and Grange Road

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: dirkelly

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0360 Offset 3294 and Segment 0390 Offset 100) or (In County 45 On State Route 0811(S) Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 611 (SR0611) and Grange Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0380 Offset 3294
Interest and Segment 0390 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999056558	45	05/30/1999	SUN	16:20	DAYLIGHT	DRY	CLEAR	0	4	0	3	MODERATE INJURY
ENV RDWY FACTORS: NONE MIDB 0611 / 0391 / 0070 REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT ALC TEST: 99 VEH EVENTS: HIT UNIT 02 DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION TAILGATING VEH: 2 VAN TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 VAN TRAVELING NORTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999096024	45	08/13/1999	FRI	16:00	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0611 / 0391 / 0000 GRANGE RD REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SUV TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999128795	45	10/29/1999	FRI	14:40	DAYLIGHT	DRY	CLEAR	0	1	0	3	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0391 / 0000 GRANGE RD REAR-END VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 STRUCK BY UNIT 03 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS DRIVING TOO FAST FOR CONDITIONS VEH: 2 VAN TRAVELING SOUTH IN LEFT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS TAILGATING												
2000400698	45	08/11/2000	FRI	12:04	DAYLIGHT	DRY	CLEAR	1	2	0	2	FATAL
ENV RDWY FACTORS: NONE T-INT 0611 / 0391 / 0000 GRANGE RD ANGLE VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 LARGE TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Grange Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0380 Offset 3294 and Segment 0390 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000152302	45	12/09/2000	SAT	14:02	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0611 / 0391 / 0000 GRANGE RD VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001400108	45	03/05/2001	MON	15:46	DAYLIGHT	SNOW	SNOW	1	1	0	1	FATAL
ENV RDWY FACTORS: NONE 4WAY 0611 / 0390 / 0000 GRANGE RD VEH: 1 VAN TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UTILITY POLE HIT GUARD / GUIDE RAIL DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2001400198	45	04/13/2001	FRI	11:03	DAYLIGHT	DRY	CLEAR	1	3	0	2	FATAL
ENV RDWY FACTORS: NONE 4WAY 0611 / 0390 / 0000 GRANGE RD VEH: 1 AUTOMOBILE TRAVELING IN UNKNOWN UNKNOWN VEH EVENTS: HIT UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 2 AUTOMOBILE TRAVELING IN UNKNOWN UNKNOWN VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003210431	45	04/25/2003	FRI	05:48	DAWN	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0611 / 0390 / 0000 GRANGE RD VEH: 1 SUV TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: CARELESS PASSING OR LANE CHANGE VEH: 2 SUV TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004202629	45	03/08/2004	MON	15:20	DAYLIGHT	WET	SNOW	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) MIDB 0611 / 0391 / 0100 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 VAN TRAVELING SOUTH IN LEFT LANE AVOIDING VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 611 (SR0611) and Grange Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0611(P) Between Segment 0380 Offset 3294
Interest: and Segment 0390 Offset 100) or (In County 45 On State Route 0611(S)
Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004211032	45	08/07/2004	SAT	11:20	DAYLIGHT	DRY	CLEAR	0	0	0	2	UNK IF INJURED

ENV RDWY FACTORS: NONE

T-INT 0611 / 0390 / 0000 GRANGE RD

REAR-END

VEH: 1 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE SLOWING OR STOPPING IN LANE

VEH EVENTS: STRUCK BY UNIT 02

DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT

VEH EVENTS: HIT UNIT 01

DVR ACTIONS: TAILGATING

Route 611 (SR0611) and Grange Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0380 Offset 3294 and Segment 0390 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

CRN	CO	DATE	DAY TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	----------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 611 (SR0611) and Grange Road

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0611(P) Between Segment 0380 Offset 3294 and Segment 0390 Offset 100) or (In County 45 On State Route 0611(S) Between Segment 0381 Offset 3268 and Segment 0391 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

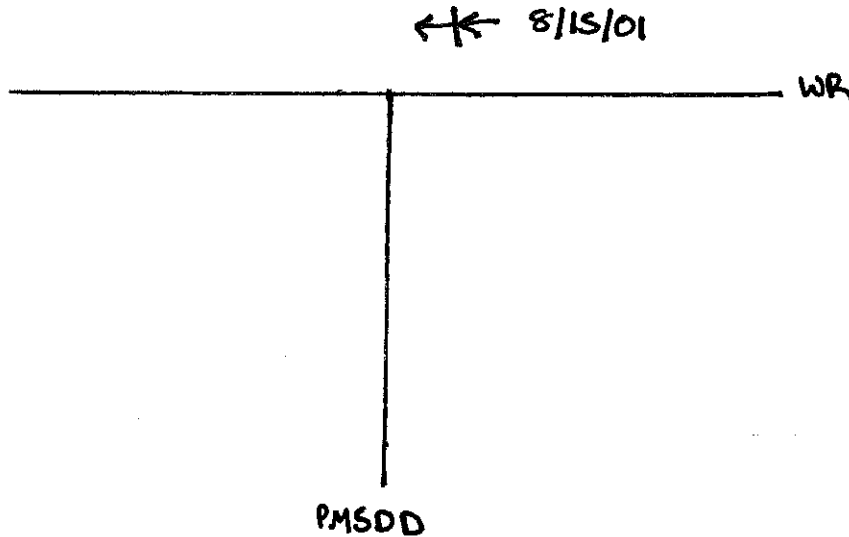
TRAFFIC PLANNING AND DESIGN, INC.
SANATOGA COMMONS
2500 EAST HIGH STREET • SUITE 650
POTTSTOWN, PENNSYLVANIA 19464

(610) 326-3100

FAX (610) 326-9410

JOB CELO. A. 00008
SHEET NO. 1 OF 1
CALCULATED BY EMM DATE 3/27/06
CHECKED BY _____ DATE _____
SCALE Crash Data Summary

Woodland Road (SR 1013) &
Pocono Mountain School District Driveway



Legend:

←→ = Near-End

Woodland Road (SR1013) and Pocono Mountain School District Driveway



USER ID/QUERY ID:
dkelly/0020060317001

Date Range: 1/1/1999 to 12/31/2004
 Area of Interest: (In County 45 On State Route 1013(F) Between Segment 0010 Offset 2108 and Segment 0010 Offset 2309) or (In County 45 On State Route 1013(S) Between Segment 0011 Offset 2109 and Segment 0011 Offset 2309)

MONTH OF YEAR

AUG	
CRASHES	1
PCT	100%

DAY OF WEEK

WED	
CRASHES	1
PCT	100%

HOUR OF DAY

CRASHES	1
PCT	100%

YEAR

YEAR	CRASHES	PCT
2001	1	100%
TOTAL	1	100%

COLLISION TYPE

COLLISION TYPE	CRASHES	PCT
REAR END	1	100%
TOTAL	1	100%

CRASH SEVERITY LEVEL

SEVERITY LEVEL	CRASHES	PCT
MODERATE	1	100%
TOTAL	1	100%

SEVERITY COUNT

SEVERITY	PERSONS
FATALITIES	0
MAJOR	0
MODERATE	1
MINOR	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

ACTION	ACTIONS	PCT
NO CONTRIBUTING ACTION	1	100%
TOO FAST FOR CONDITION	1	100%
TOTAL	1	100%

VEHICLE TYPE

VEHICLE TYPE	VEHICLES	PCT
AUTOMOBILE	1	50%
MOTORCYCLE	1	50%
TOTAL	2	100%

ROAD CONDITION

ROAD CONDITION	CRASHES	PCT
DRY	1	100%
TOTAL	1	100%

ILLUMINATION

ILLUMINATION	CRASHES	PCT
DAYLIGHT	1	100%
TOTAL	1	100%

WEATHER

WEATHER	CRASHES	PCT
CLEAR	1	100%
TOTAL	1	100%

ENVI/ROADWAY FACTORS

ENVI/ROADWAY FACTOR	FACTORS	PCT
NONE	1	100%
TOTAL	1	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Woodland Road (SR1013) and Pocono Mountain School District Driveway

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (in County 45 On State Route 1013(P) Between Segment 0010 Offset 2109 and Segment 0010 Offset 2309) or (in County 45 On State Route 1013(S) Between Segment 0011 Offset 2109 and Segment 0011 Offset 2309)
Date Range: 1/1/1999 to 12/31/2004
Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Woodland Road (SR1013) and Pocono Mountain School District Driveway



Sorted by Crash Date

USER ID/QUERY ID:
drkelly/ 0020060317001

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2109 and Segment 0010 Offset 2309) or (In County 45 On State Route 1013(S) Between Segment 0011 Offset 2109 and Segment 0011 Offset 2309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2002011157	45	08/15/2001	WED	17:15	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY

ENV RDWY FACTORS: NONE

T-INT 1013 / 0010 / 2209 POCONO MOUNTAIN SC

REAR-END

VEH: 1 MOTORCYCLE TRAVELING WEST IN ONCOMING TRAFFIC LANE SLOWING OR STOPPING IN LANE

VEH EVENTS: HIT UNIT 02 COLLISION OTHER NON FIXED OBJECT

DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS

VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE

VEH EVENTS: STRUCK BY UNIT 01

DVR ACTIONS: NO CONTRIBUTING ACTION

Woodland Road (SR1013) and Pocono Mountain School District Driveway



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2109 and Segment 0010 Offset 2309) or (In County 45 On State Route 1013(S) Between Segment 0011 Offset 2109 and Segment 0011 Offset 2309)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Woodland Road (SR1013) and Pocono Mountain School District Driveway

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2109 and Segment 0010 Offset 2309) or (In County 45 On State Route 1013(S) Between Segment 0011 Offset 2109 and Segment 0011 Offset 2309)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

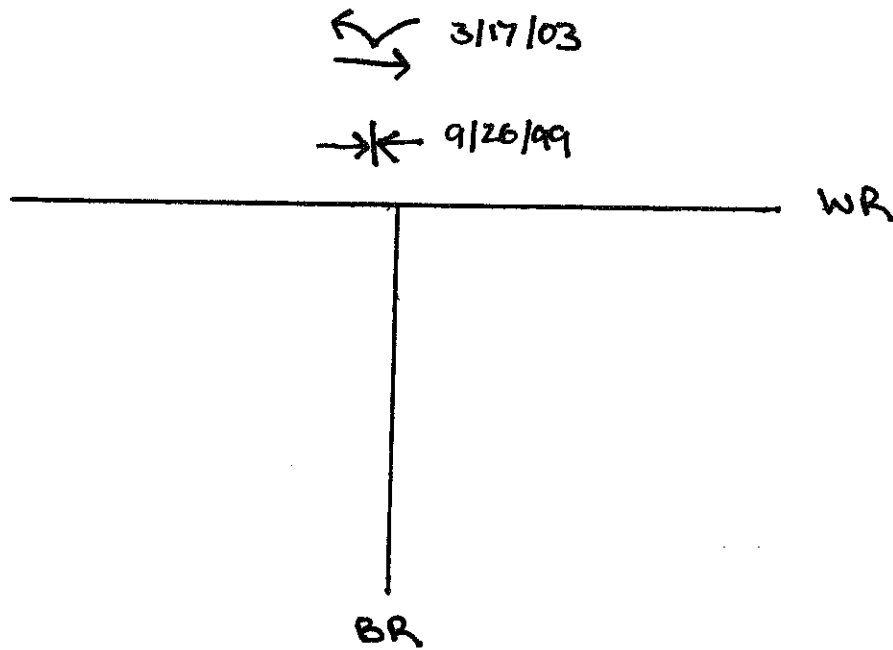
TRAFFIC PLANNING AND DESIGN, INC.
SANATOGA COMMONS
2500 EAST HIGH STREET • SUITE 650
POTTSTOWN, PENNSYLVANIA 19464

(610) 326-3100

FAX (610) 326-9410

JOB CELO. A. 00008
SHEET NO. 1 OF 1
CALCULATED BY EMM DATE 3/27/06
CHECKED BY _____ DATE _____
SCALE Crash Data Summary

Woodland Road (SR 1013) &
Bowman Road



Legend:

↔ = Opposite Direction Sideswipe

→|← = Head-On

Crashes Summarized From 1999-2001 & 2003-2004

Woodland Road (SR1013) and Bowman Road

Date Range: 1/1/1998 to 12/31/2004
 Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2803 and Segment 0020 Offset 100)

USER ID/QUERY ID:
 drkelly/ 0020060317001



MONTH OF YEAR

	MAR	SEP
CRASHES	1	1
PCT	50%	50%
TOTAL	2	2

DAY OF WEEK

	SUN	MON
CRASHES	1	1
PCT	50%	50%
TOTAL	2	2

HOUR OF DAY

	07	14
CRASHES	1	1
PCT	50%	50%
TOTAL	2	2

YEAR

	CRASHES	PCT
1999	1	50%
2003	1	50%
TOTAL	2	100%

COLLISION TYPE

	CRASHES	PCT
HEAD ON	1	50%
OPP DIR SS	1	50%
TOTAL	2	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MAJOR	1	50%
PDO	1	50%
TOTAL	2	100%

SEVERITY COUNT

	FATALITIES	MAJOR	MODERATE	MINOR	UNK SEVERITY	UNK IF INJURED	PERSONS
	0	1	1	0	0	0	0

DRIVER ACTIONS

	NO CONTRIBUTING ACTION	WRONG SIDE OF ROADWAY	DRIVER WAS DISTRACTED	TOTAL	ACTIONS	PCT
	2	2	1	2	2	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	2	50%
MOTORCYCLE	1	25%
SMALL TRUCK	1	25%
TOTAL	4	100%

ROAD CONDITION

	CRASHES	PCT
DRY	2	100%
TOTAL	2	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	2	100%
TOTAL	2	100%

WEATHER

	CRASHES	PCT
CLEAR	2	100%
TOTAL	2	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	2	100%
TOTAL	2	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Woodland Road (SR1013) and Bowman Road

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2803 and Segment 0020 Offset 100)
Date Range: 1/1/1999 to 12/31/2004
Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3764 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Woodland Road (SR1013) and Bowman Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (in County 45 On State Route 1013(P) Between Segment 0010 Offset 2803
Interest: and Segment 0020 Offset 100)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
<u>1999117077</u>	45	09/26/1999	SUN	14:50	DAYLIGHT	DRY	CLEAR	0	2	0	2	MAJOR INJURY
ENV RDWY FACTORS: NONE T-INT 1013 / 0020 / 0000 T563 BOWMAN RD VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY VEH: 2 MOTORCYCLE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT FENCE OR WALL DVR ACTIONS: NO CONTRIBUTING ACTION HEAD-ON												
<u>2003015738</u>	45	03/17/2003	MON	07:21	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 1013 / 0020 / 0000 0563 BOWMAN RD VEH: 1 SMALL TRUCK TRAVELING WEST IN ONCOMING TRAFFIC LANE NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVER WAS DISTRACTED DRIVING WRONG SIDE OF ROADWAY VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE NEGOTIATING CURVE - LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION OPP DIR SIDESW												

Woodland Road (SR1013) and Bowman Road



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2803

and Segment 0020 Offset 100)

USER ID/QUERY ID:
drkelly/ 0020060317001

CRN	CO	DATE	DAY TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	----------	----------	-----------	---------	-----	-----	-----	-----	--------------

Woodland Road (SR1013) and Bowman Road

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 1013(P) Between Segment 0010 Offset 2803 and Segment 0020 Offset 100)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.

SANATOGA COMMONS

2500 EAST HIGH STREET • SUITE 650

POTTSTOWN, PENNSYLVANIA 19464

(610) 326-3100

FAX (610) 326-9410

Woodland Road (SR 1013) &
Carlton Road (SR 1011)

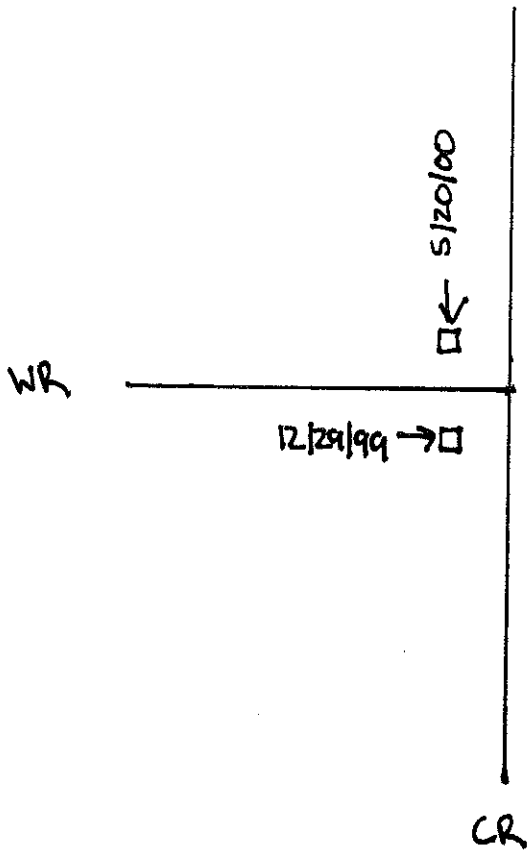
JOB LECO. A. 00008

SHEET NO. 1 OF 1

CALCULATED BY EMM DATE 3/27/06

CHECKED BY _____ DATE _____

SCALE Crash Data Summary



Legend:

→□ = Hit Fixed object

Carlton Road (SR 1011) 1000 2000 3000 4000

Woodland Road (SR1013) and Carlton Road (SR1011)

Date Range: 1/1/1998 to 12/31/2004

Area of Interest: (In County 45 On State Route 1011(P) Between Segment 0040 Offset 3334 and Segment 0050 Offset 100) or (In County 45 On State Route 1013(P) Between Segment 0040 Offset 2360 and Segment 0040 Offset 2460)

USER ID/QUERY ID:
arkelly/ 0020060317001



MONTH OF YEAR

	MAY	DEC
CRASHES	1	1
PCT	50%	50%
TOTAL	2	2

DAY OF WEEK

	WED	SAT
CRASHES	1	1
PCT	50%	50%
TOTAL	2	2

HOUR OF DAY

	01	14
CRASHES	1	1
PCT	50%	50%
TOTAL	2	2

YEAR

	CRASHES	PCT
1999	1	50%
2000	1	50%
TOTAL	2	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	2	100%
TOTAL	2	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MINOR	2	100%
TOTAL	2	100%

SEVERITY COUNT

	FATALITIES	MAJOR	MODERATE	MINOR	UNK SEVERITY	UNK IF INJURED	PERSONS
	0	0	0	2	0	0	0

DRIVER ACTIONS

	AFFECTED PHYSICAL COND	OTHER IMPROPER DRIVING	TOTAL	ACTIONS	PCT
	1	1	2	1	50%
	1	1	2	1	50%
	2	2	4	2	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	2	100%
TOTAL	2	100%

ROAD CONDITION

	CRASHES	PCT
WET	2	100%
TOTAL	2	100%

ILLUMINATION

	CRASHES	PCT
DARK	1	50%
DAYLIGHT	1	50%
TOTAL	2	100%

WEATHER

	CRASHES	PCT
CLEAR	1	50%
RAIN	1	50%
TOTAL	2	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	2	100%
TOTAL	2	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Woodland Road (SR1013) and Carlton Road (SR1011)

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1998, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: arkelly
Area of Interest: (In County 45 On State Route 1011(P) Between Segment 0040 Offset 3334 and Segment 0050 Offset 100) or (In County 45 On State Route 1013(P) Between Segment 0040 Offset 2360 and Segment 0040 Offset 2460)
Date Range: 1/1/1999 to 12/31/2004
Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Woodland Road (SR1013) and Carlton Road (SR1011)



Sorted by Crash Date

USER ID/QUERY ID:
drkeily/ 0020060317001

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 1011(P) Between Segment 0040 Offset 3334 and Segment 0050 Offset 100) or (In County 45 On State Route 1013(P) Between Segment 0040 Offset 2360 and Segment 0040 Offset 2460)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999151580	45	12/29/1999	WED	14:45	DAYLIGHT	WET	CLEAR	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 1011 / 0050 / 0000 1013 / 0040 / 2460 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE AVOIDING VEH EVENTS: HIT TRAFFIC SIGN DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS HIT FIXED OBJ												
2000068264	45	05/20/2000	SAT	01:30	DARK	WET	RAIN	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 1011 / 0050 / 0100 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT TREE OR SHRUBBERY OVERTURN/ROLL OVER ALC TEST: 16 DVR ACTIONS: AFFECTED BY PHYSICAL CONDITION AFFECTED BY PHYSICAL CONDITION AFFECTED BY PHYSICAL CONDITION												

Woodland Road (SR1013) and Carlton Road (SR1011)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 1011(P) Between Segment 0040 Offset 3334
Interest: and Segment 0050 Offset 100) or (In County 45 On State Route 1013(P)
Between Segment 0040 Offset 2360 and Segment 0040 Offset 2460)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Woodland Road (SR1013) and Carlton Road (SR1011)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 1011(P) Between Segment 0040 Offset 3334 and Segment 0050 Offset 100) or (In County 45 On State Route 1013(P) Between Segment 0040 Offset 2360 and Segment 0040 Offset 2460)

Date Range: 1/1/1999 to 12/31/2004

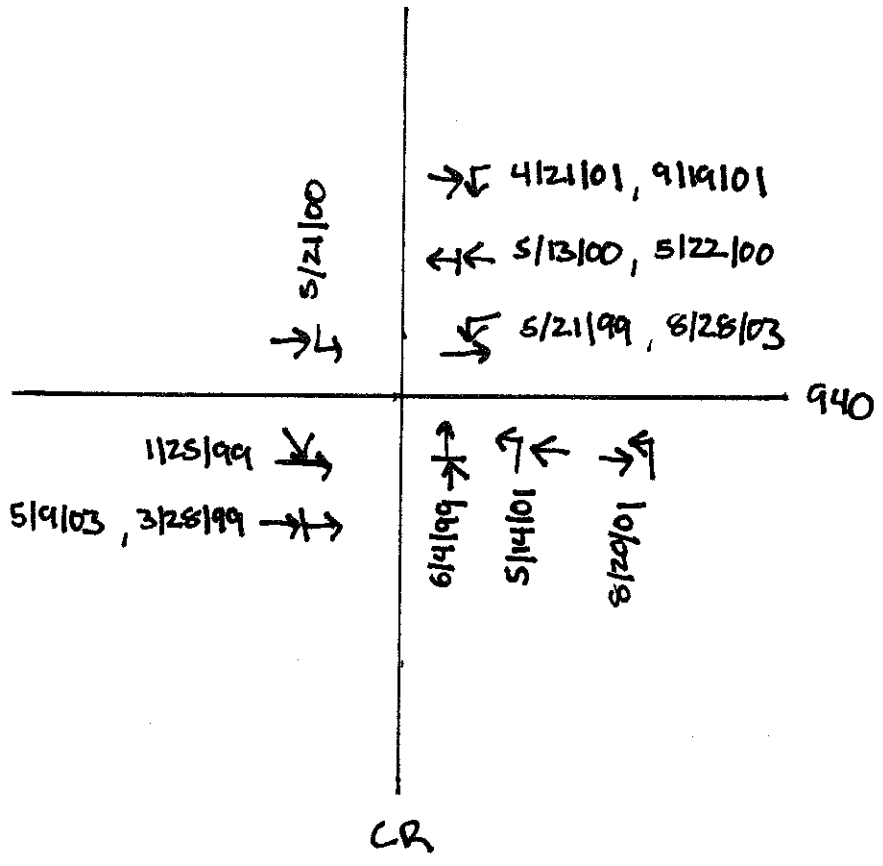
Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464
 (610) 326-3100 FAX (610) 326-9410

JOB LECO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 940 (SR 0940) &
 Carlton Road (SR 1011)



Legend:

- $\swarrow \rightarrow$ = Angle
- $\rightarrow \rightarrow$ = Rear-End

Route 940 (SR0940) and Carlton Road (SR1011)

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3188 and Segment 0380 Offset 100) or (In County Interest: 45 On State Route 1011(P) Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)

USER ID/QUERY ID:
dkelly/ 002006037001



MONTH OF YEAR

	JAN	MAR	APR	MAY	JUN	AUG	SEP
CRASHES	1	1	1	6	1	2	1
PCT	7%	7%	7%	46%	7%	15%	7%
							13
							100%

DAY OF WEEK

	SUN	MON	WED	THR	FRI	SAT
CRASHES	2	4	1	1	3	2
PCT	15%	30%	7%	7%	23%	15%
						13
						100%

HOUR OF DAY

	06	07	11	12	14	17	18	20	23
CRASHES	1	2	2	1	1	1	1	3	1
PCT	7%	15%	15%	7%	7%	7%	7%	23%	7%
									13
									100%

YEAR

YEAR	CRASHES	PCT
1999	4	30%
2000	3	23%
2001	4	30%
2003	2	15%
TOTAL	13	100%

COLLISION TYPE

	CRASHES	PCT
ANGLE	8	61%
REAR END	5	38%
TOTAL	13	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
FATAL	1	7%
MODERATE	4	30%
MINOR	3	23%
PDO	5	38%
TOTAL	13	100%

SEVERITY COUNT

	PERSONS
FATALITIES	1
MAJOR	1
MODERATE	5
MINOR	8
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	13	100%
IMPROPER/CARELESS TURN	4	30%
OTHER IMPROPER DRIVING	4	30%
DRIVER WAS DISTRACTED	2	15%
PROCEED W/O CLEARANCE	2	15%
IMPROPER ENTRANCE HWY	1	7%
TAILGATING	1	7%
TOO FAST FOR CONDITION	1	7%
TOTAL	13	100%

VEHICLE TYPE

VEHICLE TYPE	VEHICLES	PCT
AUTOMOBILE	19	70%
SMALL TRUCK	2	7%
LARGE TRUCK	2	7%
VAN	2	7%
MOTORCYCLE	1	3%
SUV	1	3%
TOTAL	27	100%

ROAD CONDITION

	CRASHES	PCT
DRY	10	76%
WET	3	23%
TOTAL	13	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	9	69%
DARK	2	15%
STREET LIGHTS	2	15%
TOTAL	13	100%

WEATHER

	CRASHES	PCT
CLEAR	10	76%
RAIN	2	15%
SNOW	1	7%
TOTAL	13	100%

ENVI/ROADWAY FACTORS

	FACTORS	PCT
NONE	13	100%
TOTAL	13	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 940 (SR0940) and Carlton Road (SR1011)

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3198 and Segment 0380 Offset 100) or (In County 45 On State Route 1011(P) Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)
Date Range: 1/1/1999 to 12/31/2004
Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 940 (SR0940) and Carlton Road (SR1011)



Sorted by Crash Date

USER ID/QUERY ID:
drkelly/ 0020060317001

Date Range: 1/1/1999 to 12/31/2004

Area of (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3198
Interest and Segment 0380 Offset 100) or (In County 45 On State Route 1011(P)
Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
<u>1999012432</u>	45	01/25/1999	MON	07:50	DAYLIGHT	WET	SNOW	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 LARGE TRUCK TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: TAILGATING VEH: 2 LARGE TRUCK TRAVELING EAST IN RIGHT LANE UNKNOWN VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>1999036273</u>	45	03/28/1999	SUN	12:00	DAYLIGHT	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>1999074402</u>	45	05/21/1999	FRI	11:35	DAYLIGHT	DRY	CLEAR	0	2	0	3	MODERATE INJURY
ENV RDWY FACTORS: NONE 4WAY 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 HIT UNIT 03 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>1999068557</u>	45	06/04/1999	FRI	20:32	DARK	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 MOTORCYCLE TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
<u>2000064654</u>	45	05/13/2000	SAT	20:08	DARK	WET	RAIN	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Carlton Road (SR1011)



Sorted by Crash Date

USER ID/QUERY ID:
drkelly/ 0020060317001

Date Range: 1/1/1999 to 12/31/2004

Area of (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3198
Interest: and Segment 0380 Offset 100) or (In County 45 On State Route 1011(P)
Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000068792	45	05/21/2000	SUN	14:00	DAYLIGHT	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 VAN TRAVELING SOUTH IN NOT APPLICABLE UNKNOWN VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000068360	45	05/22/2000	MON	11:50	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0940 / 0370 / 3248 VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVER WAS DISTRACTED OTHER IMPROPER DRIVING ACTIONS VEH: 2 VAN TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001246654	45	04/21/2001	SAT	20:10	STREET LT	WET	RAIN	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001257626	45	05/14/2001	MON	17:50	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 SUV TRAVELING NORTH IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001010818	45	08/20/2001	MON	23:45	STREET LT	DRY	CLEAR	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0940 / 0370 / 3298 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING NORTH IN OTHER TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP VEH: 2 AUTOMOBILE TRAVELING EAST IN ONCOMING TRAFFIC LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Carlton Road (SR1011)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3198
Interest: and Segment 0380 Offset 100) or (In County 45 On State Route 1011(P)
Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2002011577	45	09/19/2001	WED	07:45	DAYLIGHT	DRY	CLEAR	0	2	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0940 / 0370 / 3298 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING EAST IN ONCOMING TRAFFIC LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004008288	45	05/09/2003	FRI	18:40	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE 4WAY 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2003096717	45	08/28/2003	THR	06:37	DAYLIGHT	DRY	CLEAR	1	3	0	2	FATAL
ENV RDWY FACTORS: NONE T-INT 0940 / 0380 / 0000 1011 / 0050 / 1497 VEH: 1 AUTOMOBILE TRAVELING WEST IN ONCOMING TRAFFIC LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVER WAS DISTRACTED MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Carlton Road (SR1011)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID:QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3198 and Segment 0380 Offset 100) or (In County 45 On State Route 1011(P) Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)

CRN	CO	DATE	DAY TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	----------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 940 (SR0940) and Carlton Road (SR1011)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 0940(P) Between Segment 0370 Offset 3198 and Segment 0380 Offset 100) or (In County 45 On State Route 1011(P) Between Segment 0050 Offset 1397 and Segment 0050 Offset 1497)
Date Range: 1/1/1999 to 12/31/2004
Criteria: PERSON_TYPE = '1' AND STATE_ROAD = '1'

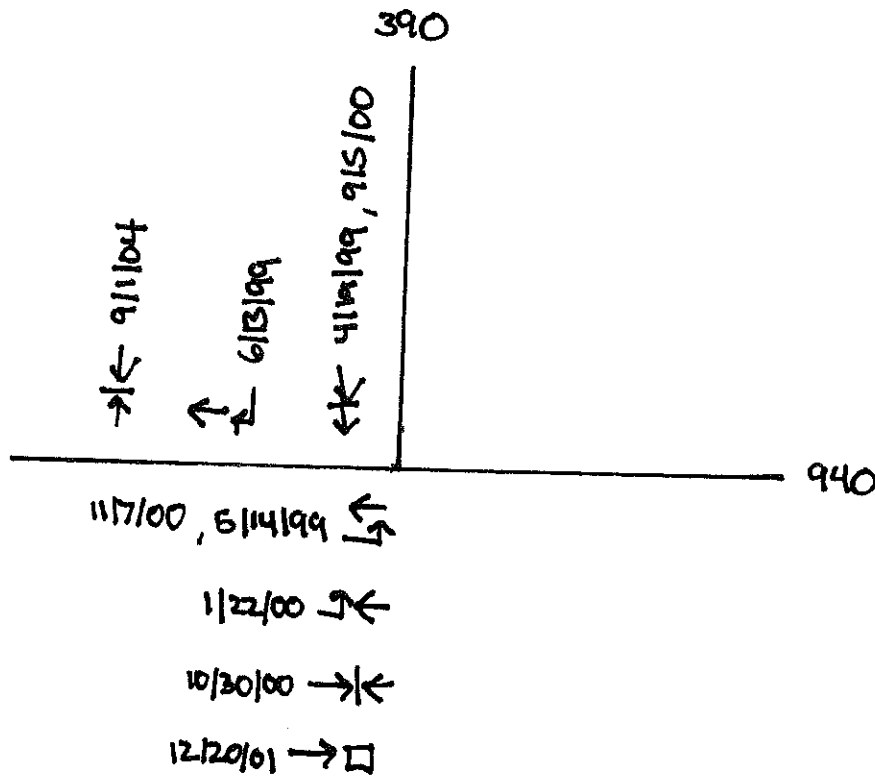
TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464

(610) 326-3100

FAX (610) 326-9410

JOB LECO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 940 (SR 0940) ↓
 Route 390 (SR 0390) ↓



Legend:

- ↔ = Angle
- ↔↔ = Head-On
- ↔↔ = Rear-End
- = Hit Fixed Object

Route 940 (SR0940) and Route 390 (SR0390)

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0390(P) Between Segment 0010 Offset 0 and Segment 0010 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0390 Offset 913 and Segment 0390 Offset 1245)

USER ID/QUERY ID:
dkrkelly/0022060317001



MONTH OF YEAR

	JAN	APR	MAY	JUN	SEP	OCT	NOV	DEC
CRASHES	1	1	1	1	2	1	1	1
PCT	11%	11%	11%	11%	22%	11%	11%	11%
TOTAL	9							
TOTAL PCT	100%							

DAY OF WEEK

	SUN	MON	TUE	WED	THR	FRI	SAT
CRASHES	1	2	2	1	1	1	1
PCT	11%	22%	22%	11%	11%	11%	11%
TOTAL	9						
TOTAL PCT	100%						

HOUR OF DAY

	02	08	11	12	17	18	19
CRASHES	1	1	1	1	3	1	1
PCT	11%	11%	11%	11%	33%	11%	11%
TOTAL	9						
TOTAL PCT	100%						

YEAR

YEAR	CRASHES	PCT
1999	3	33%
2000	4	44%
2001	1	11%
2004	1	11%
TOTAL	9	100%

COLLISION TYPE

	CRASHES	PCT
ANGLE	4	44%
HEAD ON	2	22%
REAR END	2	22%
HIT FIX OBJ	1	11%
TOTAL	9	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MODERATE	3	33%
MINOR	4	44%
PDO	2	22%
TOTAL	9	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
MAJOR	0
MODERATE	7
MINOR	6
UNK SEVERITY	1
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	8	88%
IMPROPER/CARELESS TURN	5	55%
OTHER IMPROPER DRIVING	1	11%
RUNNING STOP SIGN	1	11%
TOO FAST FOR CONDITION	1	11%
WRONG SIDE OF ROADWAY	1	11%
TOTAL	9	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	13	68%
SMALL TRUCK	4	21%
LARGE TRUCK	1	5%
SUV	1	5%
TOTAL	19	100%

ROAD CONDITION

	CRASHES	PCT
DRY	8	88%
UNK	1	11%
TOTAL	9	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	5	55%
DARK	2	22%
DUSK	2	22%
TOTAL	9	100%

WEATHER

	CRASHES	PCT
CLEAR	9	100%
TOTAL	9	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	8	88%
GLARE	1	11%
TOTAL	9	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 940 (SR0940) and Route 390 (SR0390)

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 0390(P) Between Segment 0010 Offset 0 and Segment 0010 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0390 Offset 913 and Segment 0390 Offset 1245)
Date Range: 1/1/1999 to 12/31/2004
Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CDART - CRASH SUMMARY REPORT (01-06)

Print Date: 3/17/2006

Route 940 (SR0940) and Route 390 (SR0390)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0390(P) Between Segment 0010 Offset 0 and Segment 0010 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0390 Offset 913 and Segment 0390 Offset 1245)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999054848	45	04/19/1999	MON	08:40	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: GLARE T-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999057709	45	05/14/1999	FRI	17:16	DAYLIGHT	DRY	CLEAR	0	0	0	3	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 VEH: 1 SMALL TRUCK TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 HIT UNIT 03 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
1999074405	45	06/13/1999	SUN	19:50	DUSK	DRY	CLEAR	0	1	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING RIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 SMALL TRUCK TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000014608	45	01/22/2000	SAT	12:00	DAYLIGHT	UNK	CLEAR	0	4	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE T-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 SUV TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000108949	45	09/05/2000	TUE	17:40	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE T-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS VEH: 2 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Route 390 (SR0390)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0390(P) Between Segment 0010 Offset 0 and
Interest Segment 0010 Offset 100) or (In County 45 On State Route 0940(P) Between
Segment 0390 Offset 913 and Segment 0390 Offset 1245)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2000131937	45	10/30/2000	MON	18:10	DARK	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 HEAD-ON VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2000136145	45	11/07/2000	TUE	17:07	DUSK	DRY	CLEAR	0	3	0	3	MODERATE INJURY
ENV RDWY FACTORS: NONE Y-INT 0390 / 0010 / 0000 0940 / 0390 / 1013 ANGLE VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 HIT UNIT 03 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2002011583	45	12/20/2001	THR	02:00	DARK	DRY	CLEAR	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE Y-INT 0940 / 0390 / 1013 0390 / 0010 / 0000 HIT FIXED OBJ VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT EMBANKMENT FIRE IN VEHICLE DVR ACTIONS: MAKING IMPROPER/CARELESS TURN												
2005040901	45	09/01/2004	WED	11:55	DAYLIGHT	DRY	CLEAR	0	2	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0390 / 0010 / 0041 HEAD-ON VEH: 1 AUTOMOBILE TRAVELING NORTH IN ONCOMING TRAFFIC LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY VEH: 2 LARGE TRUCK TRAVELING SOUTH IN RIGHT LANE SLOWING OR STOPPING IN LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Route 390 (SR0390)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0390(P) Between Segment 0010 Offset 0 and

Segment 0010 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0390 Offset 913 and Segment 0390 Offset 1245)

USER ID/QUERY ID:
drkelly/ 0020060317001

CRN	CO	DATE	DAY TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	----------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 940 (SR0940) and Route 390 (SR0390)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0390(P) Between Segment 0010 Offset 0 and Segment 0010 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0390 Offset 913 and Segment 0390 Offset 1245)

Date Range: 1/1/1999 to 12/31/2004

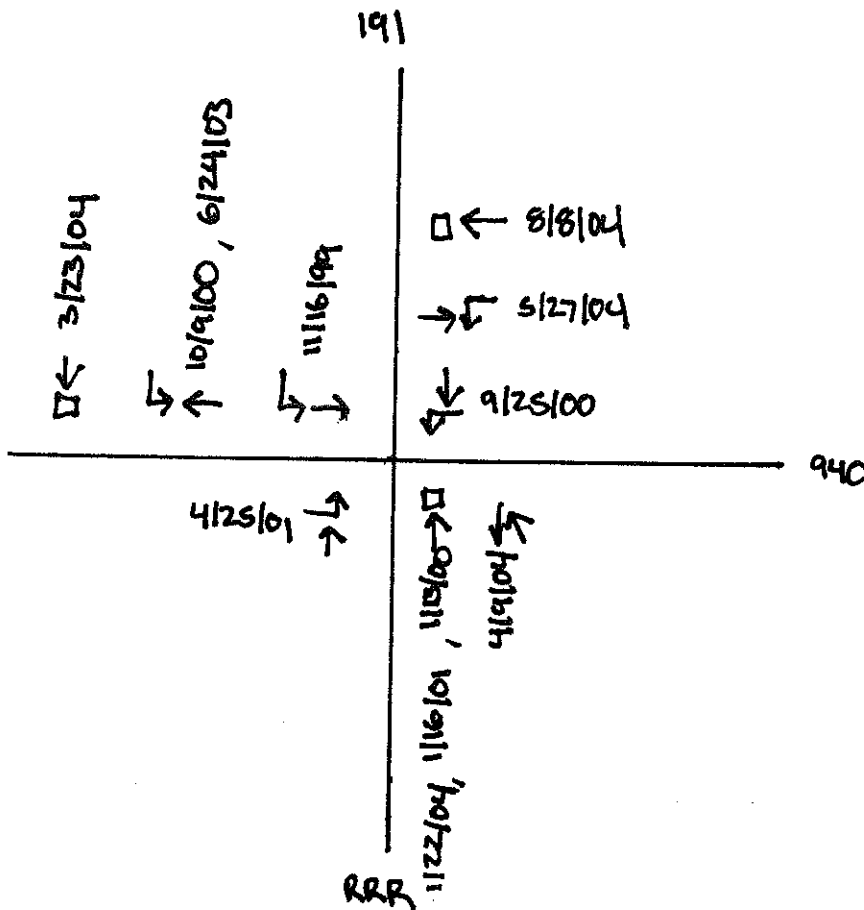
Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'

TRAFFIC PLANNING AND DESIGN, INC.
 SANATOGA COMMONS
 2500 EAST HIGH STREET • SUITE 650
 POTTSTOWN, PENNSYLVANIA 19464
 (610) 326-3100 FAX (610) 326-9410

JOB LECO. A. 00008
 SHEET NO. 1 OF 1
 CALCULATED BY EMM DATE 3/27/06
 CHECKED BY _____ DATE _____
 SCALE Crash Data Summary

Route 940 (SR0940) ↙
 Route 191 (SR0191) ↗
 Red Rock Road



Legend:

↗ = Angle

→□ = Hit Fixed Object

Route 940 (SR0940) and Route 191 (SR0191)

Date Range: 1/1/1999 to 12/31/2004

Area of Interest: (In County 45 On State Route 0191(F) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

USER ID/QUERY ID:
dirkelly/ 902006037001

PENNDOT

MONTH OF YEAR

	JAN	MAR	APR	MAY	JUN	AUG	SEP	OCT	NOV
CRASHES	3	1	2	1	1	1	1	1	1
PCT	25%	8%	16%	8%	8%	8%	8%	8%	8%
	12								
PCT	100%								

DAY OF WEEK

	SUN	MON	TUE	WED	THR	FRI
CRASHES	1	2	4	1	3	1
PCT	8%	16%	33%	8%	25%	8%
	12					
PCT	100%					

HOUR OF DAY

	08	09	11	13	15	16	20	22
CRASHES	1	3	1	2	1	1	1	2
PCT	8%	25%	8%	16%	8%	8%	8%	16%
	12							
PCT	100%							

YEAR

	CRASHES	PCT
1999	1	8%
2000	3	25%
2001	2	16%
2003	1	8%
2004	5	41%
TOTAL	12	100%

COLLISION TYPE

	CRASHES	PCT
ANGLE	7	58%
HIT FIX OBJ	5	41%
TOTAL	12	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MAJOR	1	8%
MODERATE	3	25%
MINOR	4	33%
PDO	4	33%
TOTAL	12	100%

SEVERITY COUNT

	FATALITIES	MAJOR	MODERATE	MINOR	UNK SEVERITY	UNK IF INJURED	PERSONS
	0	1	5	8	0	0	0

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	7	58%
IMPROPER/CARELESS TURN	4	33%
PROCEED W/O CLEARANCE	4	33%
TOO FAST FOR CONDITION	3	25%
OTHER IMPROPER DRIVING	2	16%
IMPROPER ENTRANCE HWY	1	8%
OVER/UNDER COMP CURVE	1	8%
RUNNING STOP SIGN	1	8%
UNKNOWN	1	8%
WRONG SIDE OF ROADWAY	1	8%
TOTAL	12	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	15	75%
VAN	2	10%
BUS	1	5%
SMALL TRUCK	1	5%
SUV	1	5%
TOTAL	20	100%

ROAD CONDITION

	CRASHES	PCT
DRY	11	91%
SNOW	1	8%
TOTAL	12	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	9	75%
STREET LIGHTS	2	16%
DARK	1	8%
TOTAL	12	100%

WEATHER

	CRASHES	PCT
CLEAR	11	91%
SNOW	1	8%
TOTAL	12	100%

ENVI/ROADWAY FACTORS

	FACTORS	PCT
NONE	11	91%
DEER IN ROADWAY	1	8%
TOTAL	12	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 940 (SR0940) and Route 191 (SR0191)

Print Date: 3/17/2006

CDART - CRASH SUMMARY REPORT (01-06)

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001
User ID: drkelly
Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)
Date Range: 1/1/1999 to 12/31/2004

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

Route 940 (SR0940) and Route 191 (SR0191)

Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001



Area of (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173
Interest: and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P)
Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1999136629	45	11/16/1999	TUE	13:40	DAYLIGHT	DRY	CLEAR	0	3	0	2	MODERATE INJURY
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 HIT TREE OR SHRUBBERY DVR ACTIONS: NO CONTRIBUTING ACTION												
2000015602	45	01/13/2000	THR	13:40	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: NONE MIDB 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT TREE OR SHRUBBERY DVR ACTIONS: DRIVING WRONG SIDE OF ROADWAY												
2000116772	45	09/25/2000	MON	09:47	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 2 VAN TRAVELING WEST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP												
2000131910	45	10/09/2000	MON	22:20	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: RUNNING STOP SIGN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2001221466	45	01/16/2001	TUE	22:41	STREET LT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
ENV RDWY FACTORS: DEER IN ROADWAY MIDB 0191 / 0350 / 0050 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE AVOIDING VEH EVENTS: HIT TREE OR SHRUBBERY DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Route 191 (SR0191)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2001249760	45	04/25/2001	WED	16:40	DAYLIGHT	DRY	CLEAR	0	4	0	3	MINOR INJURY
ENV RDWY FACTORS: NONE T-INT 0191 / 0350 / 0000 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 HIT UNIT 03 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION VEH: 3 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE STOPPED IN TRAFFIC LANE VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004008373	45	06/24/2003	TUE	11:40	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
ENV RDWY FACTORS: NONE 4WAY 0940 / 0410 / 1234 RED ROCK RD (SR 1006) VEH: 1 AUTOMOBILE TRAVELING SOUTH IN OTHER TURNING LEFT VEH EVENTS: HIT UNIT 02 DVR ACTIONS: PROCEED W/O CLEARANCE AFT STOP MAKING IMPROPER/CARELESS TURN VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												
2004099300	45	01/22/2004	THR	09:27	DAYLIGHT	DRY	CLEAR	0	1	0	1	MODERATE INJURY
ENV RDWY FACTORS: NONE MIDB 0191 / 0340 / 1191 VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT TREE OR SHRUBBERY HIT DITCH DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS OVERTURN/ROLL OVER												
2004099010	45	03/23/2004	TUE	20:37	DARK	DRY	CLEAR	0	1	0	1	MINOR INJURY
ENV RDWY FACTORS: NONE MIDB 0940 / 0410 / 1149 VEH: 1 SUV TRAVELING SOUTH IN SHOULDER RIGHT NEGOTIATING CURVE - RIGHT VEH EVENTS: HIT TREE OR SHRUBBERY DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS OVER/UNDER COMPENSATION CURVE												
2005012428	45	04/09/2004	FRI	15:15	DAYLIGHT	DRY	CLEAR	0	2	0	2	MAJOR INJURY
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: IMPROPER ENTRANCE TO HIGHWAY UNKNOWN VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: NO CONTRIBUTING ACTION												

Route 940 (SR0940) and Route 191 (SR0191)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2004074294	45	05/27/2004	THR	08:00	DAYLIGHT	DRY	CLEAR	0	1	0	2	MODERATE INJURY ANGLE
ENV RDWY FACTORS: NONE 4WAY 0940 / 0410 / 1234 T635 RED ROCK RD VEH: 1 BUS TRAVELING WEST IN OTHER TURNING LEFT VEH EVENTS: STRUCK BY UNIT 02 DVR ACTIONS: MAKING IMPROPER/CARELESS TURN PROCEED W/O CLEARANCE AFT STOP VEH: 2 VAN TRAVELING EAST IN RIGHT LANE GOING STRAIGHT VEH EVENTS: HIT UNIT 01 DVR ACTIONS: DRIVING TOO FAST FOR CONDITIONS												
2005019462	45	08/08/2004	SUN	09:45	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY HIT FIXED OBJ
ENV RDWY FACTORS: NONE 4WAY 0191 / 0350 / 0000 0940 / 0410 / 1261 VEH: 1 AUTOMOBILE TRAVELING WEST IN SHOULDER LEFT GOING STRAIGHT VEH EVENTS: HIT OTHER FIXED OBJECT HIT TREE OR SHRUBBERY DVR ACTIONS: OTHER IMPROPER DRIVING ACTIONS DRIVING TOO FAST FOR CONDITIONS HIT TREE OR SHRUBBERY												

Route 940 (SR0940) and Route 191 (SR0191)



Sorted by Crash Date

Date Range: 1/1/1999 to 12/31/2004

USER ID/QUERY ID:
drkelly/ 0020060317001

Area of (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173

Interest: and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P)
Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURE	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
-----	----	------	-----	------	----------	-----------	---------	-----	-----	-----	-----	--------------

Route 940 (SR0940) and Route 191 (SR0191)

Sorted by Crash Date

NOTES:

- 1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:
- 2 2002 crash records are incomplete
Currently, 2002 crash data that is available in CDART does not represent all crashes that occurred in calendar year 2002. All fatal crashes for 2002, however, are present.
- 3 2005 crash records are incomplete
Data for the current year, 2005, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.
- 4 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2003, 2004

REPORT PARAMETERS:

Query ID: 0020060317001

User ID: drkelly

Area of Interest: (In County 45 On State Route 0191(P) Between Segment 0340 Offset 1173 and Segment 0350 Offset 100) or (In County 45 On State Route 0940(P) Between Segment 0410 Offset 1134 and Segment 0410 Offset 1261)

Date Range: 1/1/1999 to 12/31/2004

Criteria:

PERSON_TYPE = '1' AND STATE_ROAD = '1'