



East Hempfield and West Hempfield Townships

Truck Restriction Study Lancaster County, PA

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Prepared for
**East Hempfield and West Hempfield
Townships**

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TABLE OF CONTENTS

	<i>Page</i>
INTRODUCTION	1
OVERVIEW OF TRUCK RESTRICTION CRITERIA	1
ROADWAY CHARACTERISTICS	3
<i>General Roadway Characteristics</i>	3
<i>Pavement Conditions</i>	6
<i>Travel Counts</i>	7
<i>Existing Truck Restriction in the Area</i>	8
<i>Overall Sight Distance Evaluation</i>	9
<i>Crash Evaluation</i>	9
<i>Truck Turning Evaluation</i>	9
<i>Travel Time and Corridor Operations</i>	11
CONCLUSION AND RECOMMENDATIONS	13
APPENDIX A - <i>Study Maps</i>	
APPENDIX B - <i>Publication 212, Section 117 Excerpts and FHWA Vehicle Classification</i>	
APPENDIX C - <i>Traffic Count Data</i>	
APPENDIX D - <i>Truck Turning Templates</i>	
Also Included Under Separate Cover - <i>Crash Summary and “Heat” Map – This information is confidential pursuant to 75 Pa. C.S. 3754 and 23 U.S.C. 409 and may not be published, reproduced, released, or discussed without the written permission of the PA Department of Transportation.</i>	

Introduction

East Hempfield Township requested their traffic engineer, McMahon, a Bowman Company, evaluate and address concerns raised by residents surrounding truck traffic along several north/south corridors within the Township.

- Stony Battery Road; Township Roadway T-368
- Centerville Road; Township Roadway T-607
- Good Drive; Township Roadway T-506

Additionally, West Hempfield requested that Broad Street be evaluated.

- Broad Street; Township Roadway T-709

A map of the study area and the PennDOT Type 5 Maps are provided in **Appendix A**.

Roadway, safety, and mobility conditions along the noted corridor were evaluated to identify any safety, capacity, and/or operational concerns along each of the corridors. The focus of this evaluation was to determine if there is sufficient justification to restrict tractor trailers or certain other truck classifications, fully or partially, in accordance with the regulations as stated in PennDOT *Publication 212, "Official Traffic Control Devices"*, Chapter 212, Section 117. The corresponding and referenced pages from *Publication 212*, as well as, a summary of vehicle classification based on Federal Highway Administration's Vehicle Category Classification chart is provided in **Appendix B**.

Overview of Truck Restriction Criteria

Truck restrictions on roadways within Pennsylvania are based upon *Section 4902 of Title 75 (Vehicles)* of the Pennsylvania Code. This law allows local authorities to prohibit the operation of vehicles, regarding weight or size, from using a highway or bridge based upon an engineering and traffic study. These restrictions, however, do not apply to school buses, emergency vehicles, vehicles making local deliveries or pick-ups. The code states that the exemptions for local delivery or pick-up may NOT include traffic going to, or coming from, a site at which minerals or natural resources are developed, such as a quarry.

PennDOT *Publication 212* provides a summary of the guidelines to perform a truck restriction study along with the four main criteria required to restrict truck traffic. These criteria are as follows:

1. *Weight restrictions based on the condition of a bridge* can be applied when one or more of the following conditions are present:

- The safe load capacity of the bridge is exceeded by the load effect of any of the legal road configurations.
 - Engineering judgment indicates that the condition or material of construction of one or more components of a bridge is such that further use by heavy vehicles may damage, because of severe impact, fatigue, or other reasons; or
 - The bridge is damaged due to fire, a vehicle crash, or environmental deterioration, and engineering judgment indicates that a vehicle weight restriction is necessary to ensure an adequate level of safety.
2. *Weight restrictions based on the condition of the highway* can be applied when based upon an engineering evaluation focusing on structural analyses, testing, engineering judgement, or a combination thereof, when one or more of the following conditions are present:
- The highway pavement or shoulders have inadequate structural capacity or have been weakened due to deterioration, high traffic volumes, or climactic condition, and may be seriously damaged unless a restriction is imposed; or
 - An engineering evaluation of previous similar climactic conditions on the highway or, on similar highways, indicates that vehicles over a certain weight should have been prohibited.
3. *Size restriction based on the condition of a bridge or highway* when one or more of the following conditions are present based upon an engineering evaluation:
- A bridge has poor alignment, substandard horizontal or vertical clearance, or creates problems for vehicles with low ground clearance, or the restriction is otherwise necessary to protect the bridge from vehicle crashes or damage.
 - A highway has inadequate turning radii, horizontal width, or creates concerns for vehicles with low ground clearance at one or more locations.
4. *Weight and size restrictions based on traffic conditions* apply when the traffic on a highway or bridge may be prohibited or restricted when an engineering evaluation of the horizontal and vertical alignment, prevailing traffic speeds, compatibility of the various types of traffic, history of vehicle crashes or vehicular characteristics indicate that the movement of certain vehicles constitutes a safety hazard. Restrictions may include weight, height, width, or length of vehicles or their loads; types of cargo; speed or gearing; stopping requirements; specified travel lanes; and hours of operation.

Once conditions are met that justify restrictions to vehicles of certain weights and/or sizes, then area signs are erected notifying drivers of the restriction. These signs should be appropriately placed in a manner to notify drivers of the restriction and to allow for the use of an alternate travel route to avoid the route with the restriction.

Roadway Characteristics

A field evaluation was performed along each of the study corridors to document existing conditions. The focus of these evaluations was to travel the study corridor and observe the roadway geometrics, document existing pavement marking and signage, observe the presence of truck traffic, and generally to assess vehicle maneuverability and safety to determine if any of the criteria to restrict truck traffic, based upon the weight and/or size, is present based upon the roadway geometrics and characteristics.

General Roadway Characteristics

STONY BATTERY ROAD

Stony Battery Road, Township Roadway T-368 is defined as a major collector route per the PennDOT County Functional Classification map for Lancaster County. The study section included the section from Main Street through Marietta Pike. It should be noted that the section from Church Street through Marietta Pike is a state road. The typical section of the roadway consists of a single travel lane and shoulders in both directions from Marietta Pike. From Huntington Place to just north of Links Avenue, the typical section consists of single travel lane and shoulder with a center turn lane. From the area north of Links Avenue to Main Street, the typical section returns to a single travel lane and shoulders in both directions. Stony Battery Road has a posted speed limit of 35 MPH. It has curve warning signs along several of the turns/curves. These curve warning "chevron" signs are in advance of the curves located adjacent to Old Stony Battery Road (northbound), Brant Boulevard, and Broad Street. Curve warning signs with advisory 25 MPH speed plaques are located adjacent to the former QVC main driveway and curve warning signs with a 15 MPH advisory plaque at the curve just north of the intersection with Marietta Pike. The lane widths along Stony Battery Road varies between 11 and 12 feet with variable shoulders, with curbed and uncurbed sections. There is no sidewalk along the corridor except for a limited area adjacent to the intersection on Main Street and Stony Battery Road. The corridor is residential from Marietta Pike to Pinetree Way, a mix of residential and commercial from Pinetree Way to Ivy Drive where the corridor becomes more industrial in nature proceeding north. The corridor is a mix of residential and industrial from Ivy Drive to Kaufman Road and then residential in nature north of Kaufman Road.

The following intersections along the corridor operate with a traffic control signal:

- a. Stony Battery Road / Marietta Pike; Permit Number (87-27)
- b. Stony Battery Road / Church Street/ Corporate Boulevard; Permit Number (87-138)

The intersections along the corridor operate with stop-control on the minor street. Stony Battery Road is free flow for the entire length of the study corridor. Stony Battery Road has terrain defined as level, with no significant grades along the length of the corridor. Vertical grades measured along the centerline ranged from 2-4%. There is no mid-block or marked pedestrian crossings within the study corridor. There are no bridges within the corridor.

CENTERVILLE ROAD

Centerville Road, Township Roadway T-607, is defined as a minor arterial route per the PennDOT County Functional Classification map for Lancaster County. The study section included the section from Marietta Pike through Harrisburg Pike. The Typical section of the roadway consists of a single travel lane, and shoulders in both directions with turn lanes at key intersections from Marietta Pike to Gloucester Street. From Gloucester Street to the elementary school driveway, the typical section consists of a single travel lane and shoulder with a center turn lane. From the area north of the elementary school driveway to Harrisburg Pike, the typical section returns to a single travel lane and shoulders in both directions with turn lanes at key intersections.

Centerville Road has a posted speed limit of 25 MPH from Marietta Pike to just south of the Nolt Road intersection, it then changes to 35 MPH. In the southbound direction, the speed limit changes from 35 MPH to 25 MPH at the Elementary School. Centerville Road has curve warning signs along several of the turns/curves. There are curve warning signs at the curve adjacent to Nissley Road intersection and at the curve south of Nolt Road. These curve warning signs do not have speed advisory plaques. The lane widths along Centerville Road vary. The typical section is 11-foot lanes with shoulders that vary from one to two feet from Marietta Pike to Gloucester Street. North of Gloucester Street to north of the elementary school, the typical section consists of 12' lanes with variable shoulders. North of the elementary school the typical section is 11 to 12-foot with shoulders that vary from one to two feet. The corridor has terrain defined as level, with no significant grades from Marietta Pike to Hunters Path. From Hunters Path to Harrisburg Pike the vertical grades are more significant and were as high as 10% when measured along the centerline. The curb is variable, and there is no sidewalk along the corridor. The corridor is primarily residential from Marietta Pike to Harrisburg Pike.

The following intersections along the corridor operate with a traffic control signal:

- a. Centerville Road and Marietta Pike; Permit Number (6065)
- b. Centerville Road and Nolt Road; Permit Number (87-126)
- c. Centerville Road and Harrisburg Pike; Permit Number (6641)

The intersections along the corridor operate with stop-control on the minor streets.

GOOD DRIVE

Good Drive, Township Roadway T-506, is defined as a major collector route per the PennDOT County Functional Classification map for Lancaster County. The study section included the section from Columbia Avenue through Harrisburg Pike. The typical section of the roadway consists of a single travel lane, and shoulders in both directions with a median and turn lanes at key locations. Good Drive has a posted speed limit of 35 MPH. There is a rail crossing approximately 1000-feet north of the Marietta Avenue Intersection. There are curve warning signs posted for the curve at the intersection of Parklawn Court with 25 MPH speed advisory plaques in both directions. The lane widths along Good Drive are consistent. The typical section is 11-foot lanes with 2-foot shoulders. The median is a consistent 12-feet. The corridor has terrain defined as level, with no significant grades. The curb is consistent through the corridor and there is sidewalk along most of the corridor with a few missing links. The corridor is a mix of commercial and professional office buildings.

The following intersections along the corridor operate with a traffic control signal:

- a. Good Drive and Columbia Ave; Permit Number (3288)
- b. Good Drive and Lowes/Lidl Driveway; Permit Number (15684)
- c. Good Drive and Noll Drive; Permit Number (10587)
- d. Good Drive and Marietta Pike; Permit Number (8642)
- e. Good Drive and Orville Road; Permit Number (16606)
- f. Good Drive and LGH Driveway #3 Road; Permit Number (10588)
- g. Good Drive and Harrisburg Pike; Permit Number (3264)

The intersections along the corridor operate with stop-control on the minor streets.

BROAD STREET

Broad Street, West Hempfield Township Roadway T-709, is defined as a local roadway per the PennDOT County Functional Classification map for Lancaster County. The study section included the section from Spooky Nook Road to Stony Battery Road. The typical section of the roadway consists of a single 10-foot travel lane, and 1 to 2-foot shoulders in both directions. Broad Street has a posted speed limit of 25 MPH. The corridor is a residential neighborhood. Residential parking occurs along several sections of the roadway. The corridor has terrain defined as level, with no significant grades. There is no curb along the road. There is a small section of sidewalk along Broad Street, however, most of the corridor does not have sidewalk. The intersection of Broad Street and Prospect Road is stop-controlled on Broad Street. This intersection is skewed and has challenging geometry; however, sight distance is adequate given the stop-controlled nature of the intersection. The intersections along the corridor operate with stop-control on the minor streets. Broad Street between Spooky Nook Road and Prospect Road is part of the Green Route Detour of Route 283.

Pavement Conditions

STONY BATTERY ROAD

A joint East Hempfield/West Hempfield paving project is underway on Stony Battery Road. Was completed the Spring/Summer of 2023. Existing pavement deficiencies will be addressed by the project. The Limits of which are from Meadow Springs to Main Street.

CENTERVILLE ROAD

Pavement conditions throughout the corridor are in good condition.

GOOD DRIVE

Pavement conditions throughout the corridor are in good condition.

BROAD STREET

Pavement conditions throughout the corridor are in good condition.

Travel Counts

To determine the type of vehicles currently using the corridors, Automatic Traffic Recorder (ATR) counts were conducted over a one-week period at several locations within the corridor study area to determine average daily traffic (ADT) and truck traffic. Below is a summary of Traffic Data Collection efforts.

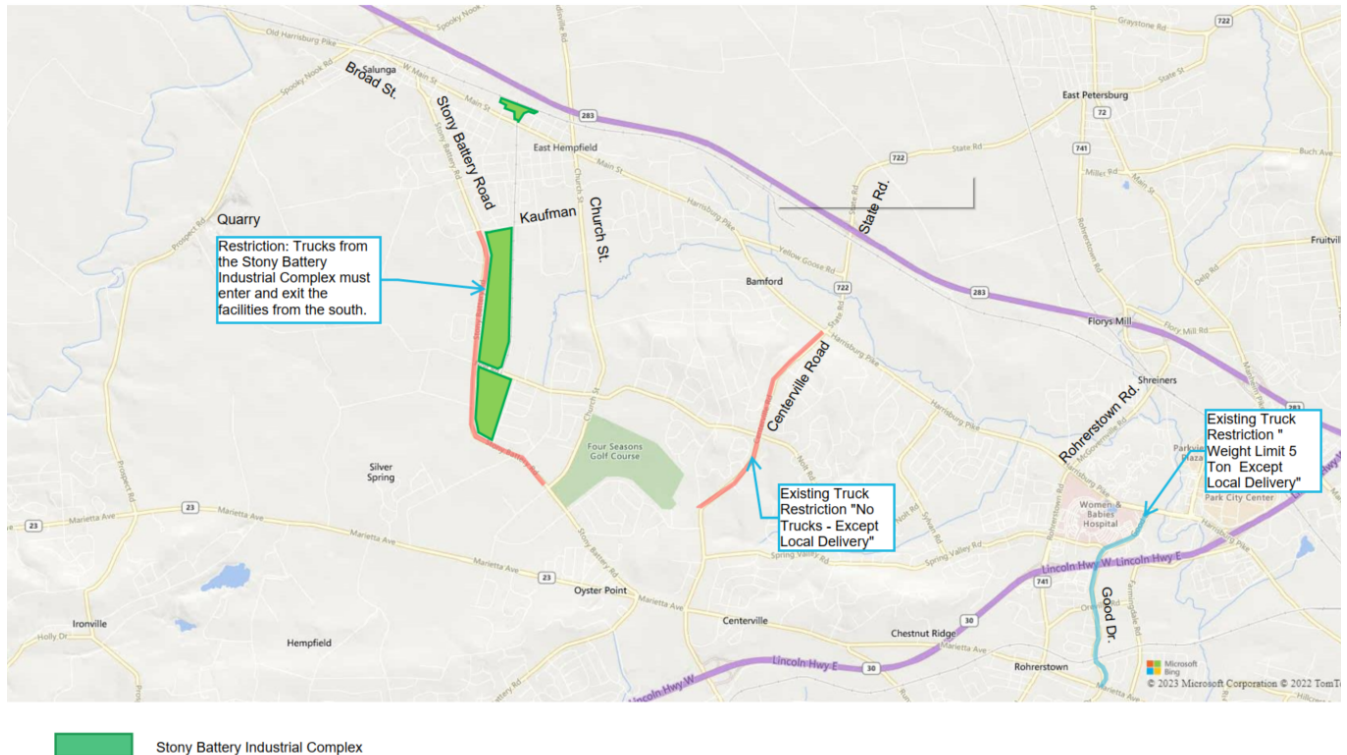
Table 1: Count Locations and ATR Summary

Location	Total ADT	T% ⁽²⁾ (# of Trucks)	Single Unit (Class 5-7)	Tractor Trailer (Class 8-13)
Good Drive South of Harrisburg Pike	9,138	5.1% (465)	444 (4.9%)	22 (0.2%)
Good Drive South of Community Way	9,812	5.4% (530)	506 (5.2%)	24 (0.2%)
Centerville Road South of Harrisburg Pike	9,618	8.2% (786)	771 (8.0%)	14 (0.2%)
Centerville Road North of Nolt Road	9,466	6.1% (580)	573 (6.0%)	8 (0.1%)
Centerville Road South of Knights Lane	8,551	7.3% (627)	593 (6.9%)	34 (0.4%)
Stony Battery Road North of Broad Street	3,787	10.0% (377)	318 (8.4%)	60 (1.6%)
Stony Battery Road South of Broad Street	6,356	9.3% (589)	491 (7.7%)	98 (1.6%)
Stony Battery Road North of Kauffman Road	6,316	12.1% (763)	654 (10.4%)	110 (1.7%)
Broad Street East of Holland Street	3,024	10.4% (313)	268 (8.9%)	45 (1.5%)

Detailed ATR count data is provided in **Appendix C**.

Existing Truck Restrictions

Figure 1: Location of Existing Truck Restrictions



STONY BATTERY ROAD

There is a truck restriction in place through a deed restriction for the industrial developments located at 620, 701, and 791 (For study purposes the "Stony Battery Industrial Complex") Stony Battery Road. All trucks must exit the developments and travel south.

CENTERVILLE ROAD

There is an existing truck restriction in place on Centerville Road from Marietta Pike to Harrisburg Pike. The existing truck restriction is signed in accordance with PennDOT Pub 236 "Handbook of Approved Signs"

GOOD DRIVE

There is a "Weight Limit 5 Ton Local Delivery Only" restriction in place on Good Drive.

BROAD STREET

There are no truck restrictions in place.

Overall Sight Distance Evaluation

STONY BATTERY ROAD

Based on field observations, travelling in both directions along Stony Battery Road, and based off a review of the crash data along the study corridor, no sight distance issues or limitations for vehicles travelling Stony Battery Road were observed. It should be noted that the intersection of Stony Battery Road and Marietta Pike has challenging geometrics. These geometrics, coupled by the structure and landscaping at the northwest quadrant of the intersection, limit the available sight distance.

CENTERVILLE ROAD

Based on field observations, travelling in both directions along Centerville Road, and based off a review of the crash data along the study corridor, no sight distance issues or limitations for vehicles travelling Stony Battery Road were observed.

GOOD DRIVE

Based on field observations, travelling in both directions along Good Drive, and based off a review of the crash data along the study corridor, no sight distance issues or limitations for vehicles travelling Good Drive were observed.

BROAD STREET

Based on field observations, travelling in both directions along Broad Street, and based off a review of the crash data along the study corridor, no sight distance issues or limitations for vehicles travelling Stony Battery Road were observed.

Crash Evaluation

As part of this evaluation, a crash evaluation was conducted. **This information is confidential pursuant to 75 Pa. C.S. 3754 and 23 U.S.C. 409 and may not be published, reproduced, released, or discussed without the written permission of the PA Department of Transportation.** As such, this information is published in a separate document.

Truck Turning Evaluation

Most of the intersections within the study area have been found, through visual inspection, to have adequate radii to accommodate trucks. Truck Turning Templates can be seen in **Appendix E**. Turning templates were evaluated at the intersection of Main Street and Stony Battery Road, with the corresponding observations provided:

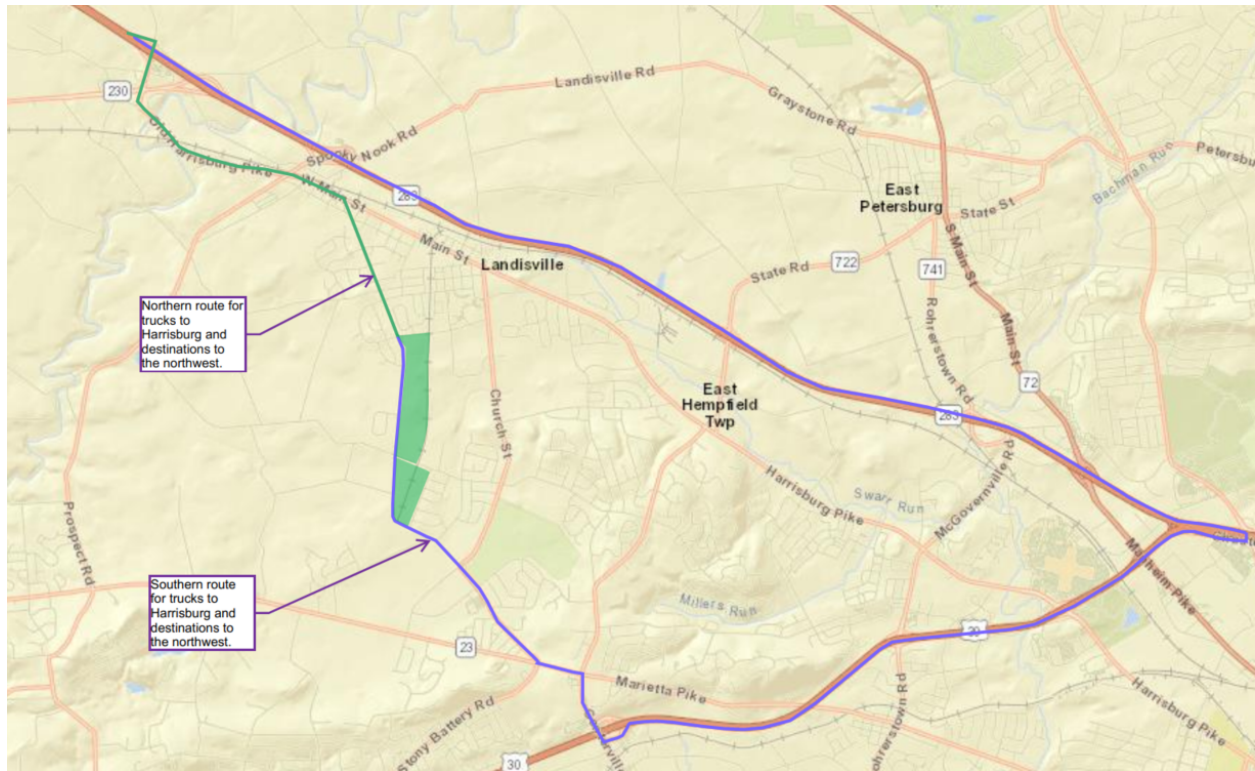
1. Stony Battery Road and Main Street

- This section of Stony Battery Road consists of a unique geometry as Stony Battery intersects Main Street at an acute angle.
- WB-67 Tractor Trailer turning movements using turning movement templates were evaluated for all movements. The following movements were found to be acceptable: eastbound right turn from Main Street onto Stony Battery Road and the northbound left turn from Stony Battery Road to Main Street. The westbound left turn from Main Street to Stony Battery and the northbound right turn from Stony Battery Road to Main Street were deemed deficient. Vehicles such as a WB-67 tractor trailer, cannot navigate the intersection without encroaching onto opposing lanes, private property, or without modification/widening to the existing cartways.

Travel Time and Corridor Operations

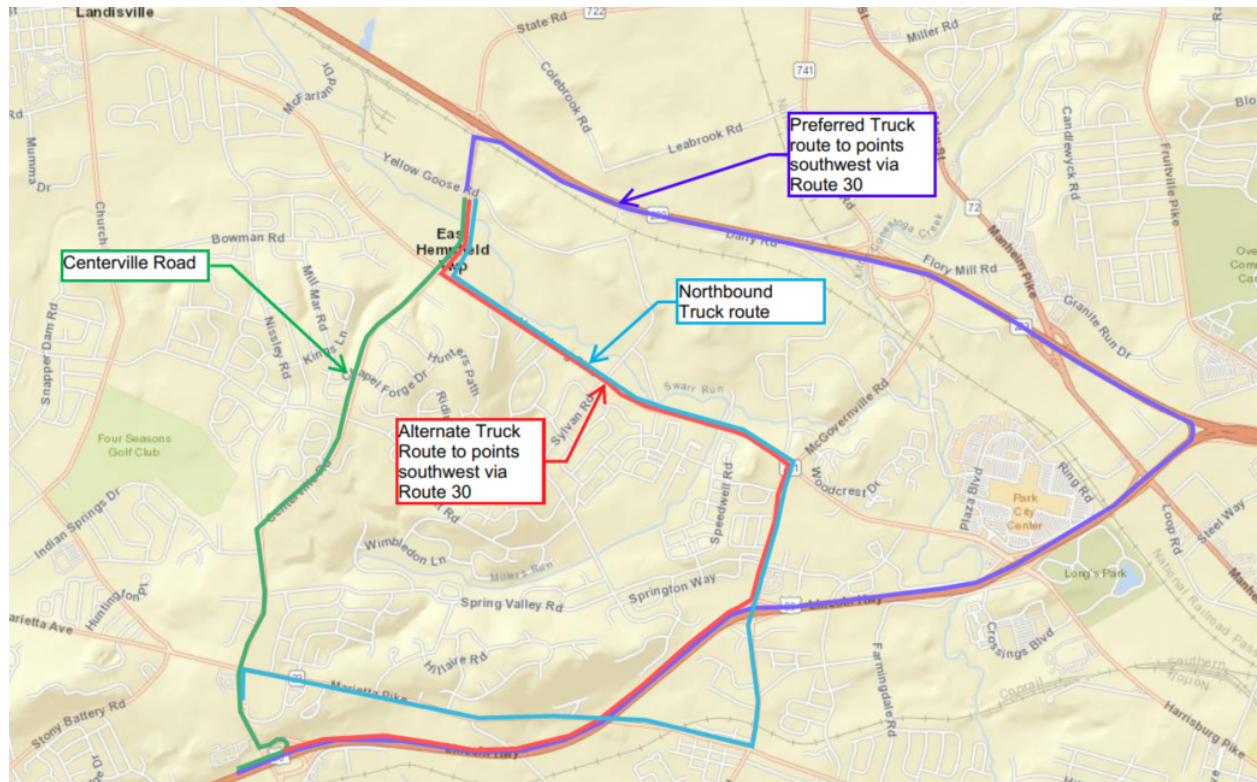
Travel time for trucks was evaluated for the corridors. These travel times were determined using a passenger vehicle during off-peak hours, as most trucking and logistics trips occur during off-peak hours.

STONY BATTERY ROAD



Travel time for trucks along the corridor was evaluated utilizing the central location of the Kaufman Road intersection. The current restriction requires trucks to proceed south from the Stony Battery Industrial Complex warehouses. For a truck with a destination of Harrisburg, the required route is to proceed south on Stony Battery Road to Marietta Pike, proceed eastbound along Marietta Pike to Centerville Road and southbound to Route 30. Then take Route 30 east to Route 283 west. This is a travel time of approximately 19 minutes in a passenger vehicle, likely longer in a tractor trailer. By comparison going north on Stony Battery to Main Street and then to South Esbenshade Road to westbound Route 283 is 8 minutes by Passenger vehicle, more than likely a little longer by tractor trailer but, still half of the estimated time. This significant difference in travel time is a factor in why trucks are utilizing northbound Stony Battery Road.

CENTERVILLE ROAD



Travel time for trucks along the corridor was evaluated utilizing the industrial sites located on Yellow Goose Road. The current restriction requires trucks destined for the southwest to proceed north on Centerville Road to Route 283 east to Route 30 west for points southwest. The Centerville Road interchange was utilized as the final destination for the evaluation. Utilizing State Road, Route 283, Route 30, the travel time of 9 minutes is very similar to the direct Centerville Road southbound route. An additional route for trucks that head south on State Road and come upon the truck restriction at the intersection of Centerville Road and Harrisburg Pike was also evaluated. This route utilized Harrisburg Pike eastbound to Rohrerstown Road to Route 30. This route also had similar travel times.

Conclusions and Recommendations

STONY BATTERY ROAD

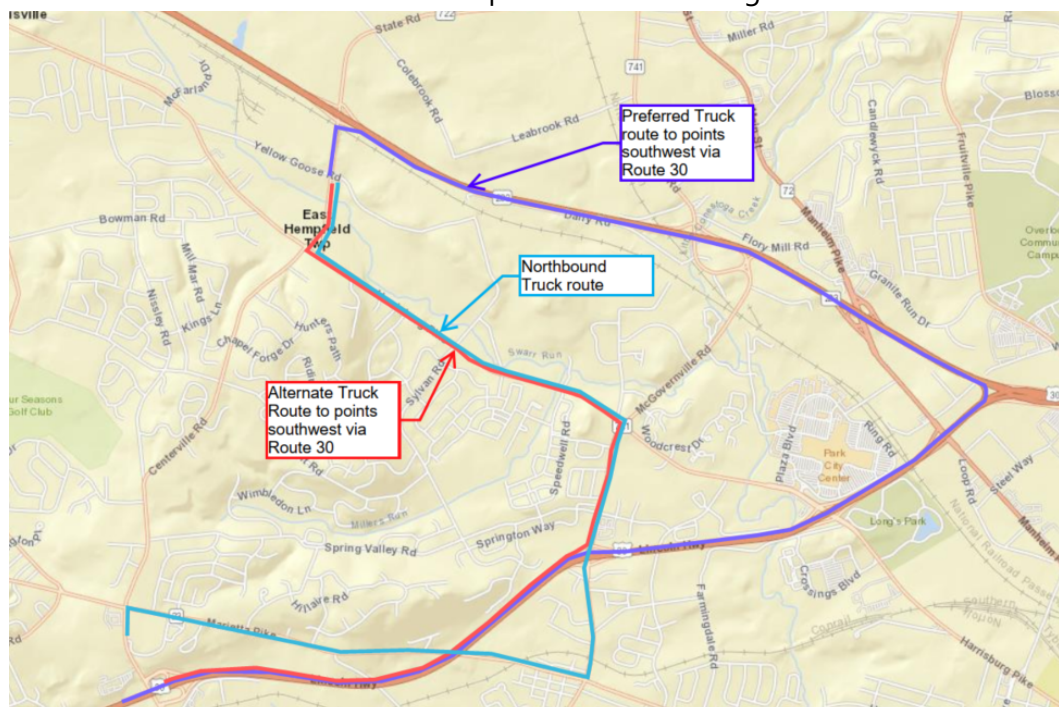
After an evaluation of existing roadway conditions, crash data, mobility needs of all legal road users, in accordance with PennDOT Publication 212 "Official Traffic Control Devices" (Chapter 212, Section 117), the following recommendations and next steps were developed for Stony Battery Road:

1. Based on the evaluation of the turning templates, a ban of trucks with 3 or more axels is recommended at the following locations to address physical constraints:
 - a. Stony Battery Road at Main Street:
 - i. The westbound left turn from Main Street to Stony Battery
 - ii. The northbound right turn from Stony Battery Road to Main Street
2. The Township should install turn restriction signs in advance of the intersection and routinely enforce these restrictions.
3. Complete the PennDOT TE-109 form entitled "ENGINEERING AND TRAFFIC STUDY FOR RESTRICTIONS AS TO WEIGHT, SIZE, KIND OR CLASS, OR TYPE OF LOAD, BASED ON HIGHWAY, BRIDGE, OR TRAFFIC CONDITIONS" and adopt the findings.
4. The Township should notify the operators of the buildings within the Stony Battery Industrial Complex of the turn restrictions.
5. No further truck restrictions are warranted. The recommended tractor trailer route for vehicles destined to and from the Stony Battery Industrial Complex should be defined in the following manner.
 - a. For destinations utilizing Route 30 eastbound or westbound, all truck traffic shall continue to use southbound Stony Battery Road.
 - b. For destinations utilizing Route 283 Eastbound, all truck traffic shall continue to use southbound Stony Battery Road.
 - c. For destinations utilizing Route 283 westbound, all truck traffic shall be permitted to use Stony Battery Road northbound and Main Street westbound.
6. Work with West Hempfield Township on a joint project to upgrade the intersection of Marietta Pike and Stony Battery Road to maximize sight distance and realign the intersection.

CENTERVILLE ROAD

After an evaluation of existing roadway conditions, crash data, mobility needs of all legal road users, in accordance with PennDOT Publication 212 "Official Traffic Control Devices" (Chapter 212, Section 117), the following recommendations and next steps were developed for Centerville Road:

1. This study validates previous attempts at restricting trucks along this corridor. The current restriction should remain based on the following:
 - a. The 10% vertical grade of Centerville Road, south of the intersection of Harrisburg Pike, is a contributing factor in several accidents.
 - b. The roadway is narrow with 11-foot lanes with shoulders that vary from one to two feet.
 - c. There are acceptable alternate routes with similar travel times.
 - d. The setting of the roadway is residential in nature.
 - e. It is recommended that the current truck restriction be signed as a ban of trucks with 3 or more axels, for ease of enforcement.
 - f. Complete the PennDOT TE-109 form entitled "ENGINEERING AND TRAFFIC STUDY FOR RESTRICTIONS AS TO WEIGHT, SIZE, KIND OR CLASS, OR TYPE OF LOAD BASED ON HIGHWAY, BRIDGE, OR TRAFFIC CONDITIONS" and adopt the findings.
 - g. The Township should sign the alternate truck routes noted below.
 - h. Work with area trucking companies to educate their drivers on the alternate routes and reinforce the importance of adhering to the restrictions.

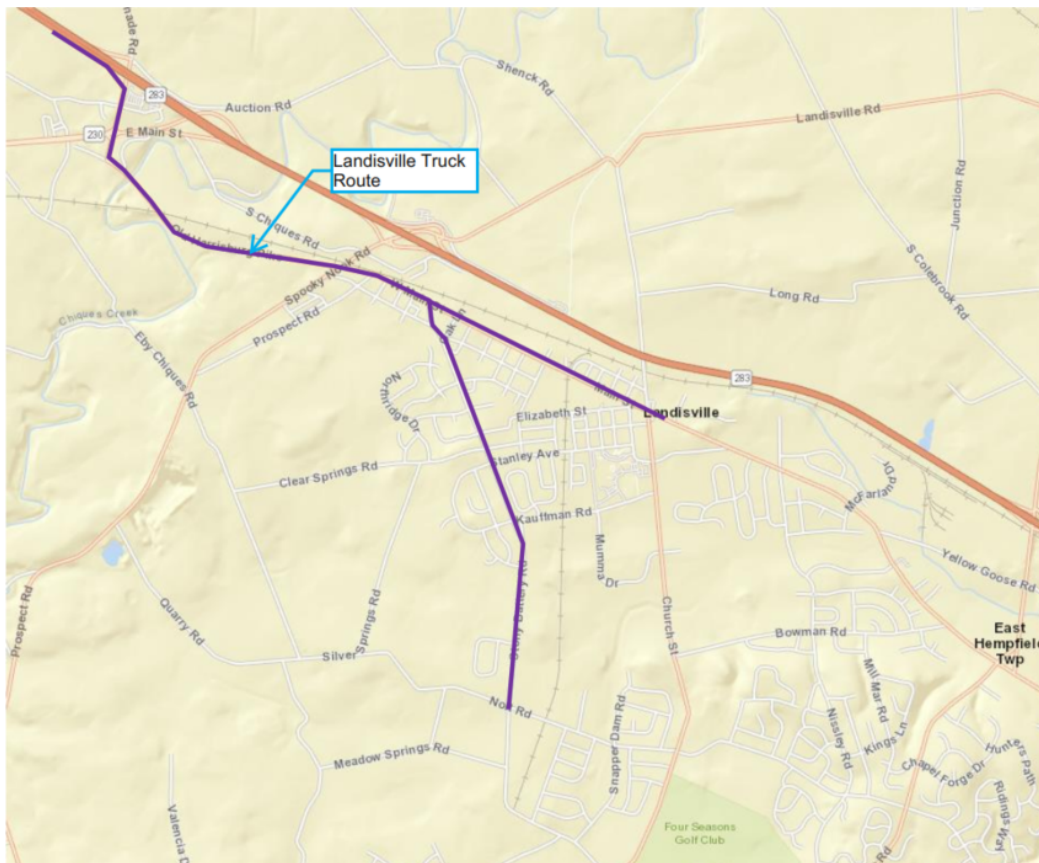


GOOD DRIVE

Remove the current restriction, as development, patterns and uses within the corridor have changed and the restriction in operation is not needed nor necessary.

BROAD STREET

After an evaluation of existing roadway conditions, crash data, mobility needs of all legal road users, in accordance with PennDOT Publication 212 "Official Traffic Control Devices" (Chapter 212, Section 117), the following recommendations were developed. We recommend that should West Hempfield Township wish to restrict trucks, an alternative route for trucks would be necessary. Broad Street is a unique issue, in that the Route 283 interchange in effect, funnels traffic destined for Salunga and Landisville onto Broad Street, which is a township road, and was not constructed nor intended to serve as such. An option to use Prospect Road as an alternate truck route for Broad Street was investigated. The sight distance was field measured at the intersection of Main Street and Prospect Road was deemed insufficient. A potential solution would be for East and West Hempfield Township to work collaboratively with PennDOT to designate a truck route for the Salunga/Landisville area that has trucks exit Route 283 at the Esbenshade Interchange. Have them utilize Main Street/Harrisburg Pike instead of the Spooky Nook Road/ Broad Street route many currently utilize.



Appendix A

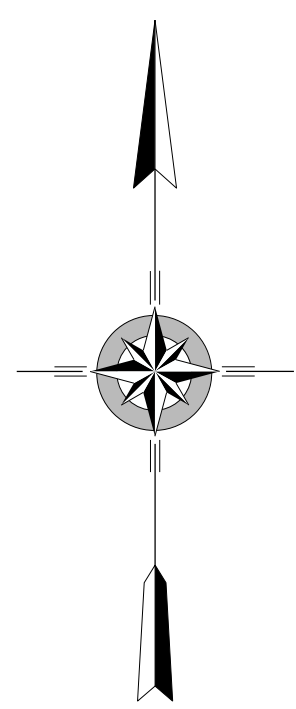
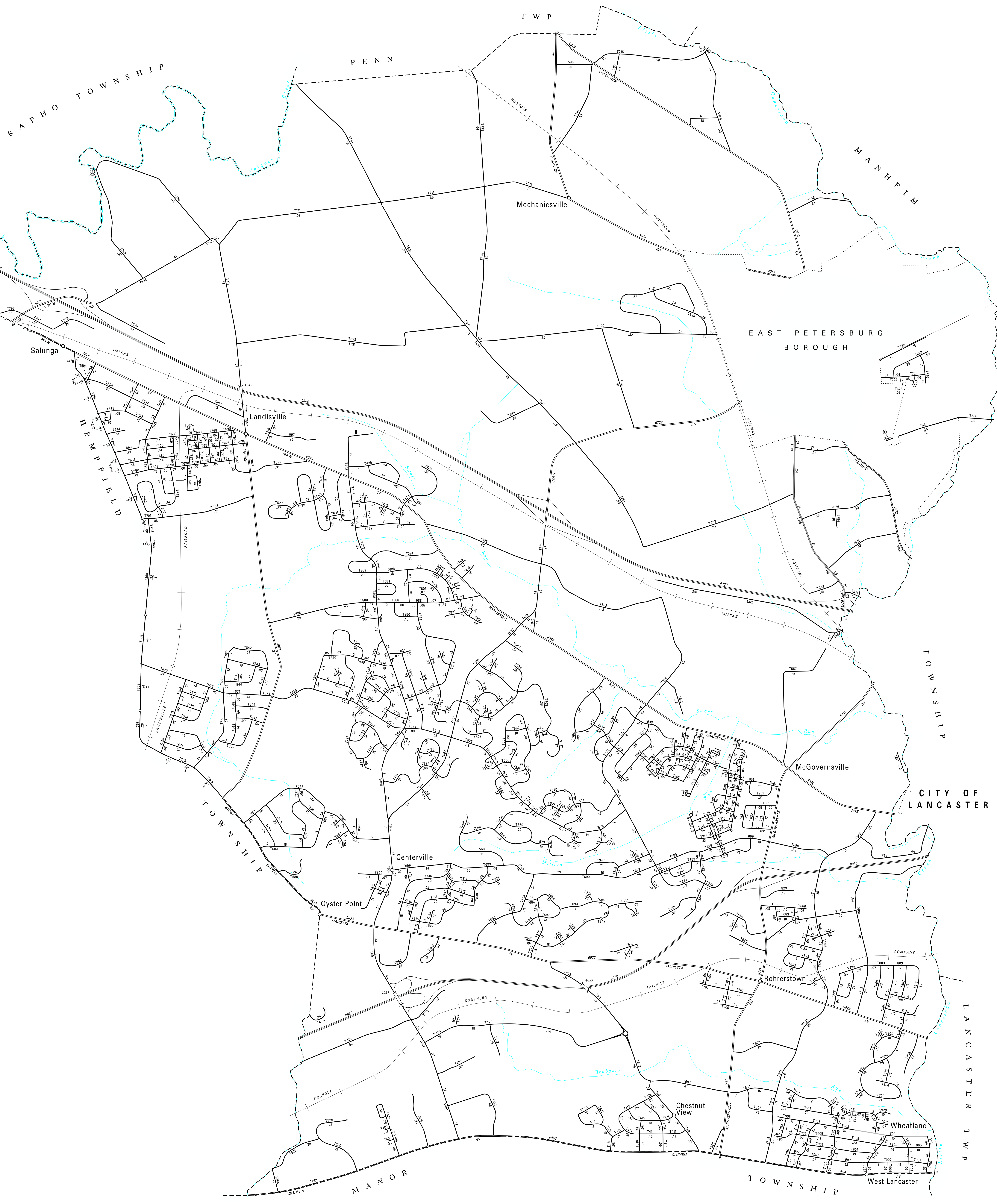
Study Maps

- LEGEND**
- LIMITED ACCESS HIGHWAY
 - STATE ROUTE AND NUMBER
 - STATE MAINTAINED BRIDGE ON TOWNSHIP ROAD
 - TOWNSHIP ROAD, NUMBER AND SEGMENT LENGTH IN MILES
 - IMPASSABLE TOWNSHIP ROAD
 - TURNBACK TOWNSHIP ROAD
 - OTHER ROAD
 - RAILROAD (IN SERVICE)
 - RAILROAD ABANDONED (TRACK RETAINED)
 - STATE BOUNDARY
 - COUNTY BOUNDARY
 - TOWNSHIP BOUNDARY
 - CITY OR BOROUGH BOUNDARY
 - MUNICIPAL BUILDING
 - SPLIT MILEAGE BETWEEN MUNICIPALITIES

TOTAL MILES	120.09*
Township Road System	27.88
State Highway System	147.97
Total	147.97

* Includes ACT 32 Turnback Mileage of 0.93

- 330 CHADWICK LA
- 332 LIMESTONE RIDGE
- 335 OAK LA
- 338 WOODVIEW DR
- 339 WUFFMAN PL
- 340 WISLER WAY
- 341 CLERY RD
- 342 WOODRIDGE BLVD
- 343 CLIFFSIDE DR
- 344 COLONY CIR
- 345 MOHAWK DR
- 346 BELLECREST RD
- 347 CHESTNUT VALLEY DR
- 348 BELLEVUE DR
- 349 JACOBS CREEK
- 350 HUNTINGTON DR
- 351 ELSHER DR
- 352 SPRINGTON WAY
- 353 ELIZABETH ST
- 354 WOODLOT LA
- 355 ROBERTSON RD
- 356 JASMINE LA
- 357 PERSIMMON DR
- 358 HARPLEY DR
- 359 HUNTERWAY DR
- 360 GLOUCESTER ST
- 361 GREEN ANNES CT
- 362 AILESBURG DR
- 363 HOSIEN DR
- 364 DORRVILLE RD
- 365 STONY BATTERY RD
- 366 BLOOMFIELD WAY
- 370 CHAMP BLVD
- 371 ALDRIDGE MILL RD
- 372 BRISMAN RD
- 373 HOLLAND ST
- 374 SILVER RD
- 376 BEECH LA
- 378 JUNCTION RD
- 381 WINDHIRE LA
- 382 VERANDA WAY
- 383 BANER DR
- 384 CROSSWAY
- 385 HAWKWAY
- 386 ORCHARD LA
- 387 CARROLL LA
- 388 VICKARY LA
- 396 SHENCK RD
- 402 SOUTH TREE DR
- 403 KNIGHTS LA
- 404 HAZEL DR
- 405 OLIVER DR
- 406 PARK CIRCLE DR
- 407 BELLEVUE CT
- 408 WISSELY RD
- 409 BRIMINGTON CT
- 410 URSAN DR
- 411 CHESTNUT VIEW DR
- 412 WAIPAIR DR
- 413 HEMLOCK RD
- 414 WESTBROOK DR
- 415 HELENA DR
- 416 CAROLINA DR
- 417 ROSIN DR
- 418 OUTFLAND DR
- 419 INDUSTRY DR
- 420 OLD TREE DR
- 421 PLANE TREE DR
- 422 WOODSIDE DR
- 423 WINDSOR DR
- 424 WINDSOR DR
- 425 ENGLISH BROOK DR
- 426 EDENBOROUGH CIR
- 427 KENSTAR DR
- 428 TODD LA
- 429 PARK PL
- 436 PENNINGTON DR
- 437 PENNINGTON CT
- 500 CHAMMETH DR
- 501 HARLEY CIR
- 502 WOLLEN WAY
- 503 HILL DR
- 504 EMBASSY DR
- 505 AMBASSADOR CIR
- 506 GOOD DR
- 507 STEPHENSON DR
- 508 HUNTERS PA
- 509 ARCHERS GLEN DR
- 511 FRINGLES PT
- 512 SPRING RIDGE CT
- 513 EAGLE NEST CT
- 514 STONEBRIDGE DR
- 515 INDUSTRY LA
- 516 SPORN AV
- 517 CLEEK AV
- 518 HAFY AV
- 519 STANDARDS DR
- 521 PADDOCK LA
- 523 SPRING LA
- 524 SPRING LA
- 525 BUCKLE LA
- 526 CUTLER CIR
- 527 MEADOW CREEK DR
- 528 CHRISTIE LA
- 529 WIND MEADOW CT
- 530 MILLER DR
- 531 GREENS AV
- 540 SPRINGROCK CT
- 548 BANK ST
- 552 CHURCH ST
- 557 ROBERTSON RD
- 560 ROOPS DR
- 561 ORCHARD CIR
- 562 WITCHER DR
- 563 WINDING WAY
- 564 FLEMING PL
- 565 KALKNER DR
- 566 ORCHARD PL
- 567 HILL DR
- 568 WESTMINSTER DR
- 569 WINDSONG LA
- 570 TREES DR
- 571 WINDING HILL DR
- 572 BROOKSIDE DR
- 573 SETTLERS CIR
- 575 HOLBEIN DR
- 576 CHAPEL FORGE DR
- 577 WINDSOR DR
- 578 VALLEY VIEW DR
- 579 WILLES NON LA
- 580 HUNTINGTON PL
- 581 ORVILLE DR
- 582 BROOK TER
- 583 SILVER SPRING RD
- 586 ROSEVILLE RD
- 588 BOWMAN DR
- 589 COCKLAND RD
- 591 CAMP MEETING RD
- 593 LONG DR
- 594 BRANDT BLVD
- 595 SPORN HOOK DR
- 596 BECKER DR
- 597 NADAV AV
- 598 LINES AV
- 599 ELIZABETH ST
- 600 BRIDGE ST
- 601 COLEROCK DR
- 602 BRADOCK DR
- 603 RUNNING PUMP RD
- 604 GOSPER DR
- 605 YE OLD MILL RD
- 607 CENTREVILLE RD
- 608 FARWINGDALE RD
- 610 MALIBU DR
- 611 SPRUCE ST
- 612 METZLER DR
- 615 STATE RD
- 617 SHREINER STATION DR
- 618 STILLWELL DR
- 620 HUNT CLUB LA
- 621 HOME LA
- 622 HARVEY DR
- 623 BARBARA ST
- 625 BIRNBY DR
- 626 WILLOW LAKE DR
- 627 WATKINS WAY
- 628 CLARKSON DR
- 629 BLACKSMITH WAY
- 630 PENNINGTON DR
- 631 PENNINGTON DR
- 632 MOLNAR CIR
- 633 SOUTH AV
- 643 SHAFER DAW RD
- 644 SETZ DR
- 645 DUTCH GOLD DR
- 646 SCHULZ LA
- 647 EAST AV
- 648 PARK LA
- 649 LANIA DR
- 650 LEISURE DR
- 651 DRIVER AV
- 652 MILY AV
- 653 WOLF DR
- 614 COUNTRY LA
- 615 COOPER AV
- 616 CONY RD
- 617 LYNX AV
- 618 INDIAN SPRINGS DR
- 619 LAKEVIEW DR
- 620 SHADOWN DR
- 621 MARCIA LA
- 622 BAYMAN RD
- 623 LYNX AV
- 624 PINE TREE WAY
- 625 FRANKFORD DR
- 626 SUNFLOWER CIR
- 627 BLUEGRASS CIR
- 628 GLOVER CIR
- 629 HONEYCREEK DR
- 630 PARK VIEW DR
- 631 HARVEST VIEW DR
- 632 SANDWOOD PA
- 633 FOREST RD
- 634 HILLSIDE RD
- 635 PIN OAK DR
- 636 CHESTNUT RIDGE DR
- 637 JAMES ST
- 638 STANLEY AV
- 639 SPRING VALLEY RD
- 700 PARKER DR
- 701 WOOD ST
- 702 SAMPSON AV
- 703 LAUREN RD
- 705 WALNUT ST
- 706 WATSON AV
- 707 LEASBROOK RD
- 709 SPURRY ST
- 711 LANDISVILLE RD
- 713 QUARRY RD
- 715 LITITZ RD
- 716 ELMWOOD AV
- 717 HARVEST AV
- 718 SALE DR
- 719 BELMOR AV
- 720 HENWOOD AV
- 722 CHURCH CIR
- 723 BARBER RD
- 724 IRWIN AV
- 725 HANCOCK DR
- 726 GENTRY DR
- 727 EDENBOROUGH DR
- 728 SPLIT BAIL DR
- 729 NEW ST
- 730 SPRINGDALE CT
- 731 HEARTSIDE LA
- 732 ANN AV
- 733 CHIGUES RD
- 800 STEINMAN DR
- 801 STEINMAN CT
- 802 WELLS GOSPE RD
- 803 WICKERSHAM LA
- 804 WICKLAW DR
- 805 BARK BLVD
- 806 BARRICK LA
- 807 BARRICK LA
- 808 DAKWOOD LA
- 809 NORTHMAN DR
- 810 HEATHER LA
- 811 IMPERIAL DR
- 812 DARBY LA
- 813 SHERRY LA
- 814 NORTHMAN CT
- 815 FLEETWOOD DR
- 816 HEMPFIELD DR
- 817 CONTINENTAL DR
- 818 BUNN DR
- 819 LAWRENCE BLVD
- 820 DEWEAT DR
- 821 ESSEX PL
- 822 DEVONSHIRE RD
- 823 LINDSEY LA
- 824 WILL WAR RD
- 825 COMMERCIAL AV
- 826 ENTERPRISE DR
- 827 REDBROCK DR
- 828 HIDDEN LA
- 829 BENTLEY AV
- 830 RICHARDSON DR
- 831 DENBY BLVD
- 832 KENNETH DR
- 833 RAINING DR
- 834 WOODS BLVD
- 835 INDOORA DR
- 836 BELMONT PL
- 837 ANN LA
- 838 CORVALL DR
- 839 LADDERBACK DR
- 840 CONY DR
- 841 OLD EAGLE RD
- 842 LACROSSE DR
- 843 NORTHSIDE DR
- 844 SOUTHVIEW DR
- 845 SUNRISE DR
- 846 DARYL DR
- 847 JONES DR
- 848 LAMBLEY DR
- 849 LITTLE MAC DR
- 850 WESTWOOD DR
- 851 TIONAL HILL LA
- 853 KENTON RD
- 854 ENTERPRISE CT
- 855 FINE AV
- 856 LINDWOOD AV
- 857 WINDSONG AV
- 858 RIDGEVIEW AV
- 859 CORNELL AV
- 860 WILSON AV
- 861 WELFLEND AV
- 862 HULANE TER
- 863 CONELTON BLVD
- 864 GLENBROOK AV
- 865 BARTWORTH AV
- 866 BRUBAKER RUN RD
- 867 CHARNAWAY AV
- 868 EISENHOWER BLVD
- 869 GLENBROOK CT
- 870 ROBERTSON RD
- 871 CARDINAL CT
- 872 KEAVER WAY
- 873 KATHY CT
- 874 GENSIE RD
- 875 OLD FORCE CYS
- 876 TALLWOOD LA
- 878 MEADOW HILL DR
- 879 WOODLAND FARM WAY
- 880 WOODBATH DR
- 881 WATKINS DR
- 882 JIMOTHY DR
- 883 COOPER CT
- 884 KELLEY DR
- 885 WIDE PARK DR
- 886 WEEBRIER WAY
- 887 SUNWOOD DR
- 888 BRYAN DR
- 889 MORGATE RD
- 890 OLD STATE RD
- 891 HARGREAVE RD
- 892 WALFELD DR
- 893 ESTELLE DR
- 894 WASHINGTON DR
- 895 HEMPFIELD AV



**EAST HEMPFIELD
SECOND CLASS TOWNSHIP MAP
LANCASTER COUNTY**

PREPARED BY THE
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND RESEARCH
GEOGRAPHIC INFORMATION DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MUNICIPAL CODE 36 214

THIS MAP IS PUBLISHED AS A SUPPLEMENTAL
DOCUMENTATION OF LIQUID FUELS TAX FUND MILEAGES
REVISED PER FORM 990 DATED 9-21-21

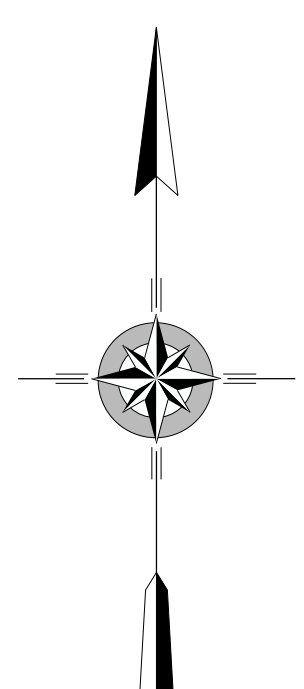
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TELEPHONE: (717) 763-6146

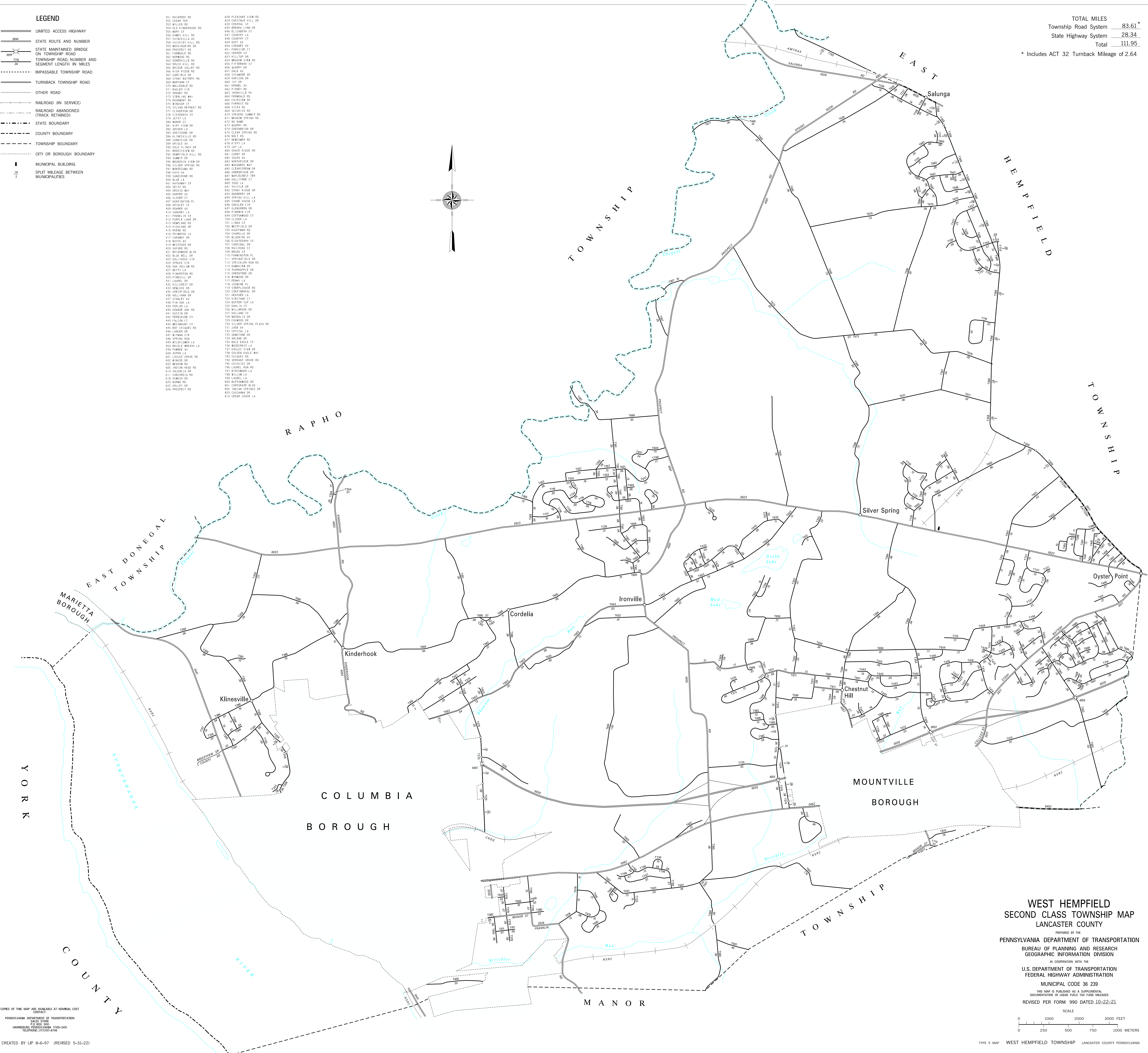
LEGEND

- LIMITED ACCESS HIGHWAY
- STATE ROUTE AND NUMBER ON TOWNSHIP ROAD
- STATE MAINTAINED BRIDGE ON TOWNSHIP ROAD
- TOWNSHIP ROAD, NUMBER AND SEGMENT LENGTH IN MILES
- IMPASSABLE TOWNSHIP ROAD
- TURNBACK TOWNSHIP ROAD
- OTHER ROAD
- RAILROAD (IN SERVICE)
- RAILROAD ABANDONED (TRACK RETAINED)
- STATE BOUNDARY
- COUNTY BOUNDARY
- CITY OR BOROUGH BOUNDARY
- MUNICIPAL BUILDING
- SPLIT MILEAGE BETWEEN MUNICIPALITIES

- 351 RAINBOW RD
- 352 CEDAR FISH
- 353 MILLER RD
- 354 OLD KINDEHOOK RD
- 355 MAIN ST
- 356 AMES HILL RD
- 357 CHICKADEE DR
- 358 CHICKADEE HILL RD
- 359 WOODLAND DR
- 360 PROSPECT RD
- 361 FARMHILL RD
- 362 NORMAN RD
- 363 DONNELL RD
- 364 DRUID HILL RD
- 365 BRIDGE HOLLOW RD
- 367 CANTON RD
- 368 STONY BARRIER RD
- 369 MAYTOWN CT
- 370 WALLEY RD
- 371 EAGLE CIR
- 372 DONNETT RD
- 373 STEVENSON WAY
- 374 EDGEMONT RD
- 375 SILVAN HERBERT RD
- 376 CLOVERCREST DR
- 377 LEBRON ST
- 378 JETTY LA
- 380 WAGON ST
- 381 KIRBY VIEW DR
- 382 JACOBI DR
- 383 CRENSHAW DR
- 384 HILTONVILLE RD
- 385 SUNNYSIDE RD
- 386 BRIDGE RD
- 387 GOLD FINCH DR
- 388 BRIDGEVIEW DR
- 389 HEMLOCK HILL RD
- 390 SUMMIT DR
- 391 MOUNTAIN VIEW DR
- 392 SILVER SPRING DR
- 393 WOLF CREEK RD
- 394 KAYE AV
- 395 SANDSTONE RD
- 396 BLUE LA
- 401 HATHAWAY ST
- 402 SET ST
- 403 ORCHARD WAY
- 404 HARPER AV
- 405 OLIVER CT
- 406 HUNTINGTON PL
- 407 GRISLEY ST
- 408 BOWSER AV
- 410 SANKER LA
- 411 FRANKLIN ST
- 412 PURPLE LAKE DR
- 413 HIGHLAND DR
- 414 HIGHLAND DR
- 415 PRIMROSE LA
- 416 HENRI DR
- 417 BOYSE AV
- 418 MCQUEEN DR
- 420 DAFORD RD
- 421 BAYVIEW BLVD
- 422 BLUE BELL DR
- 423 HOLLYWOOD CIR
- 424 SPRUCE CIR
- 425 OAK HOLLOW RD
- 427 BETTY LA
- 428 FOUNTAIN DR
- 429 PINEHILL DR
- 430 LAUREL DR
- 431 HILLCREST DR
- 432 NEWCOCK DR
- 433 CRENSHAW DR
- 434 HOLLYMAN DR
- 437 STANLEY AV
- 438 FOX CANYON LA
- 439 POPULAR LA
- 440 GRANDE OAK RD
- 441 DUSTIN DR
- 442 FOREBUSH CT
- 443 FALCON CT
- 444 WASHINGTON CT
- 445 EBV CHICKS RD
- 446 LAMER DR
- 447 WITMAN CIR
- 448 SPRING HUN
- 449 WILLOWER LA
- 450 BRIDGE MEADOW LA
- 451 PANTEE AV
- 452 KOPPE LA
- 453 LOCUST CROVE RD
- 454 WINDLE DR
- 455 MESSENGER DR
- 456 INDIAN RD RD
- 410 VALENCE DR
- 411 CONCORDIA RD
- 418 DOMINGO DR
- 420 BURNING DR
- 422 HOLLEY DR
- 424 PROSPECT RD
- 428 PLEASANT VIEW RD
- 429 CHESTNUT HILL DR
- 430 CENTRAL ST
- 431 BRENDA LYNN DR
- 432 ELIZABETH ST
- 433 COUNTRY LA
- 434 COUNTRY CT
- 435 CONNETT AV
- 436 WILLTOP DR
- 437 MESA VISTA DR
- 438 QUARRY DR
- 439 STEWART DR
- 440 HORTON DR
- 441 LVA DR
- 442 KENNEL AV
- 443 PINEY RD
- 444 HONVILLE PK
- 445 FEMALE RD
- 446 ADRIAN DR
- 447 FOREST RD
- 448 VISTA DR
- 449 SEASIDE DR
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TOTAL MILES
 Township Road System 83.61*
 State Highway System 28.34
 Total 111.95
 * Includes ACT 32 Turnback Mileage of 2.64



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 TELEPHONE (717) 781-6146

**WEST HEMPFIELD
 SECOND CLASS TOWNSHIP MAP
 LANCASTER COUNTY**
 PREPARED BY THE
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 BUREAU OF PLANNING AND RESEARCH
 GEOGRAPHIC INFORMATION DIVISION**
 IN COOPERATION WITH THE
**U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION**
 MUNICIPAL CODE 36 239
 THIS MAP IS PUBLISHED AS A SUPPLEMENTAL
 DOCUMENTATION OF LIQUID FUELS TAX FUND REVENUES
 REVISED PER FORM 990 DATED 10-22-21
 SCALE
 0 1000 2000 3000 FEET
 0 250 500 750 1000 METERS
 TYPE 5 MAP WEST HEMPFIELD TOWNSHIP LANCASTER COUNTY PENNSYLVANIA

Appendix B

Publication 212, Section 117 Excerpts and FHWA Vehicle Classification

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
Bureau of Highway Safety and Traffic Engineering



**OFFICIAL
TRAFFIC
CONTROL
DEVICES**

Publication 212

Pub 212 (3-06)

§ 212.117. Weight, size and load restrictions.

(a) *Weight restriction based on condition of bridge.* Traffic on a bridge may be prohibited or restricted by weight of vehicle, number of vehicles, or kinds or classes of vehicles when an engineering evaluation conducted by a professional engineer establishes the need. Engineering evaluation of a bridge or bridge component may be based on structural analysis and rating computations, testing, engineering judgment or a combination thereof. Restriction is warranted when one or more of the following conditions are present:

(1) The safe load capacity of the bridge is exceeded by the load effect of any of the legal load configurations. The capacity and load effects are to be determined in accordance with the *Bridge Safety Inspection Manual* ([Department Publication 238](#)).

(2) Engineering judgment indicates that the condition or material of construction of one or more portions or components of a bridge is such that further use by heavy vehicles may damage the bridge because of severe impact, fatigue or other reasons.

(3) The bridge is damaged due to fire, a vehicle crash or environmental deterioration, and engineering judgment indicates that a vehicle weight restriction is necessary to ensure an adequate level of safety.

(b) *Weight restriction based on condition of highway.* Traffic on a highway may be prohibited or restricted by weight of vehicle, or kinds or classes of vehicles when warranted by an engineering evaluation. Engineering evaluation may be based on structural analysis, testing, engineering judgment or a combination thereof. A restriction is warranted when one or more of the following conditions are present:

(1) The highway pavement or shoulders have inadequate structural capacity or have been weakened due to deterioration, high traffic volumes or climatic condition, and may be seriously damaged unless a restriction is imposed.

(2) An engineering evaluation of previous similar climatic conditions on the highway or on similar highways indicates that vehicles over a certain weight should have been prohibited.

(c) *Size restriction based on condition of bridge or highway.* Traffic on a bridge or highway may be restricted by size of vehicle or kinds or classes of vehicles when, after an engineering evaluation, one or more of the following conditions are found to be present:

(1) A bridge has poor alignment, substandard horizontal or vertical clearance, or creates problems for vehicles with low ground clearance, or the restriction is otherwise necessary to protect the bridge from vehicle crashes or damage.

(2) A highway has inadequate turning radii, horizontal width or creates concerns for vehicles with low ground clearance at one or more locations.

(d) *Weight and size restrictions based on traffic conditions.* Traffic on a highway or bridge may be prohibited or restricted by weight or size of vehicle, or kinds or classes of vehicles when, an engineering evaluation of the horizontal and vertical alignment, prevailing traffic speeds, compatibility of the various types of traffic, history of vehicle crashes or vehicular characteristics, indicates that the movement of certain vehicles constitutes a safety hazard. Restrictions may include weight; height, width or length of vehicles or their loads; types of cargo; speed or gearing; stopping requirements; specified travel lanes; and hours of operation.

(e) *Erection of signs.* Appropriate signs shall be erected within 25 feet of each end of a restricted portion of a highway or bridge whenever vehicles are prohibited under subsection (a), (b), (c) or (d). In the case of a restriction on a highway or bridge which does not begin or end at an intersection with an unrestricted highway, an advance information sign shall also be erected at the intersection nearest each end of the restricted highway or bridge to allow drivers to avoid the restricted highway or bridge.



































(f) *Alternate routes.* An alternate route shall be established whenever vehicles are prohibited under subsection (a) or (b) on either a numbered traffic route or a State-designated highway on the National Highway System, as established by the Federal Highway Administration, when the following apply:

(1) A reasonable alternate route exists which is not readily perceived by drivers.

(2) The alternate route can legally, safely, structurally and physically accommodate the weight and size of vehicles and their loads that are being detoured.

(3) Five or more vehicles per day are estimated to be prohibited from using the original route.

FHWA's 13 Vehicle Category Classification

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
			
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
			
Class 6 Three axle, single unit		Class 13 Seven or more axle, multi-trailer	
			
			

Source: Federal Highway Administration (TMG 2013).

Appendix C

Traffic Count Data

Table 1. Automatic Traffic Recorder Summary⁽¹⁾

Location	Total ADT	T% ⁽²⁾ (# of Trucks)	Single Unit (Class 5-7)	Tractor Trailer (Class 8-13)
Good Drive South of Harrisburg Pike	9,138	5.1% (465)	444 (4.9%)	22 (0.2%)
Good Drive South of Community Way	9,812	5.4% (530)	506 (5.2%)	24 (0.2%)
Centerville Road South of Harrisburg Pike	9,618	8.2% (786)	771 (8.0%)	14 (0.2%)
Centerville Road North of Nolt Road	9,466	6.1% (580)	573 (6.0%)	8 (0.1%)
Centerville Road South of Knights Lane	8,551	7.3% (627)	593 (6.9%)	34 (0.4%)
Stony Battery Road North of Broad Street	3,787	10.0% (377)	318 (8.4%)	60 (1.6%)
Stony Battery Road South of Broad Street	6,356	9.3% (589)	491 (7.7%)	98 (1.6%)
Stony Battery Road North of Kauffman Road	6,316	12.1% (763)	654 (10.4%)	110 (1.7%)
Broad Street East of Holland Street	3,024	10.4% (313)	268 (8.9%)	45 (1.5%)

(1) Based on automatic traffic recorder counts conducted January 18-26, 2023.

(2) Includes all counted FHWA Class 5 and above

Appendix D

Truck Turning Templates

TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



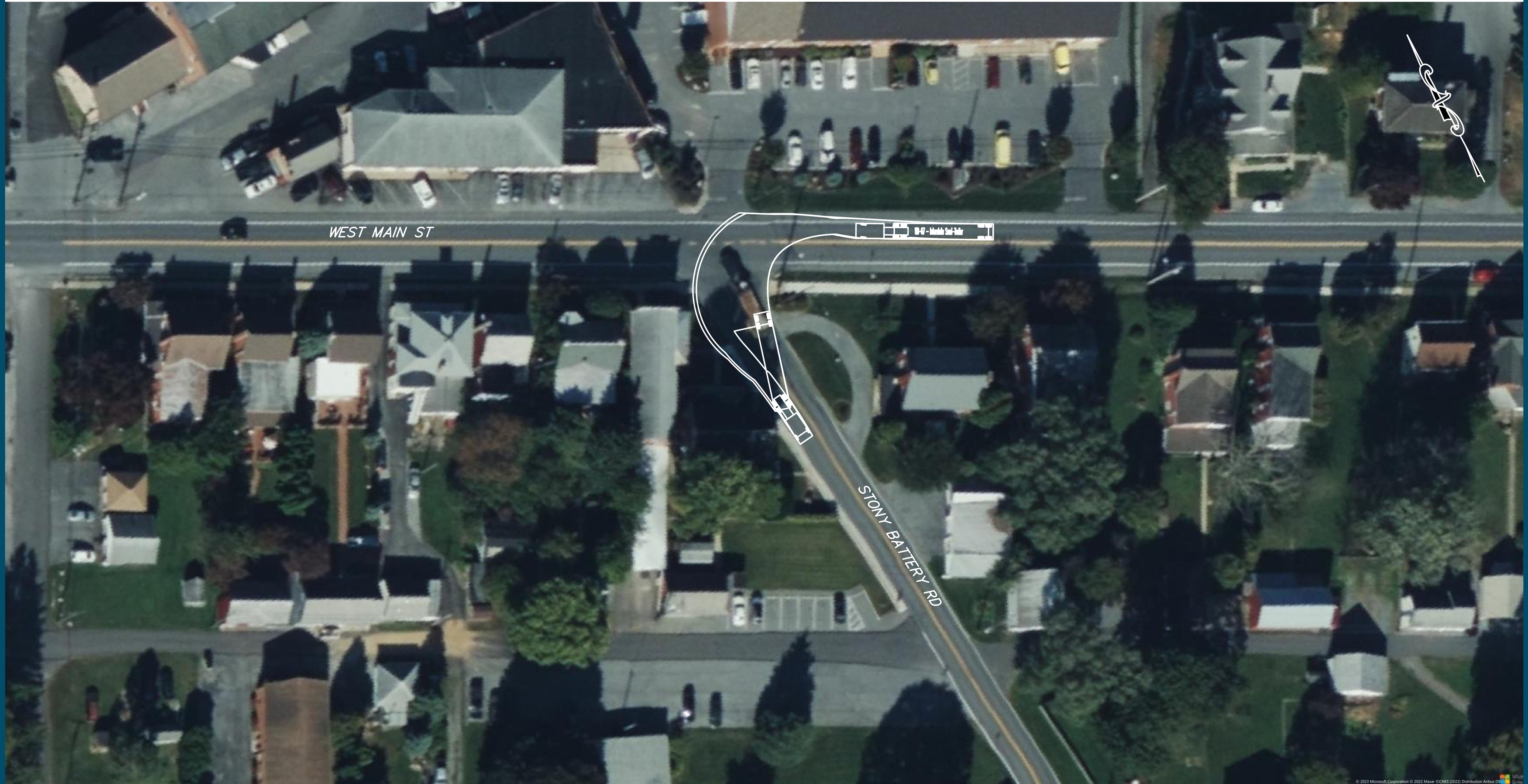
TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



TRUCK ROUTE STUDY



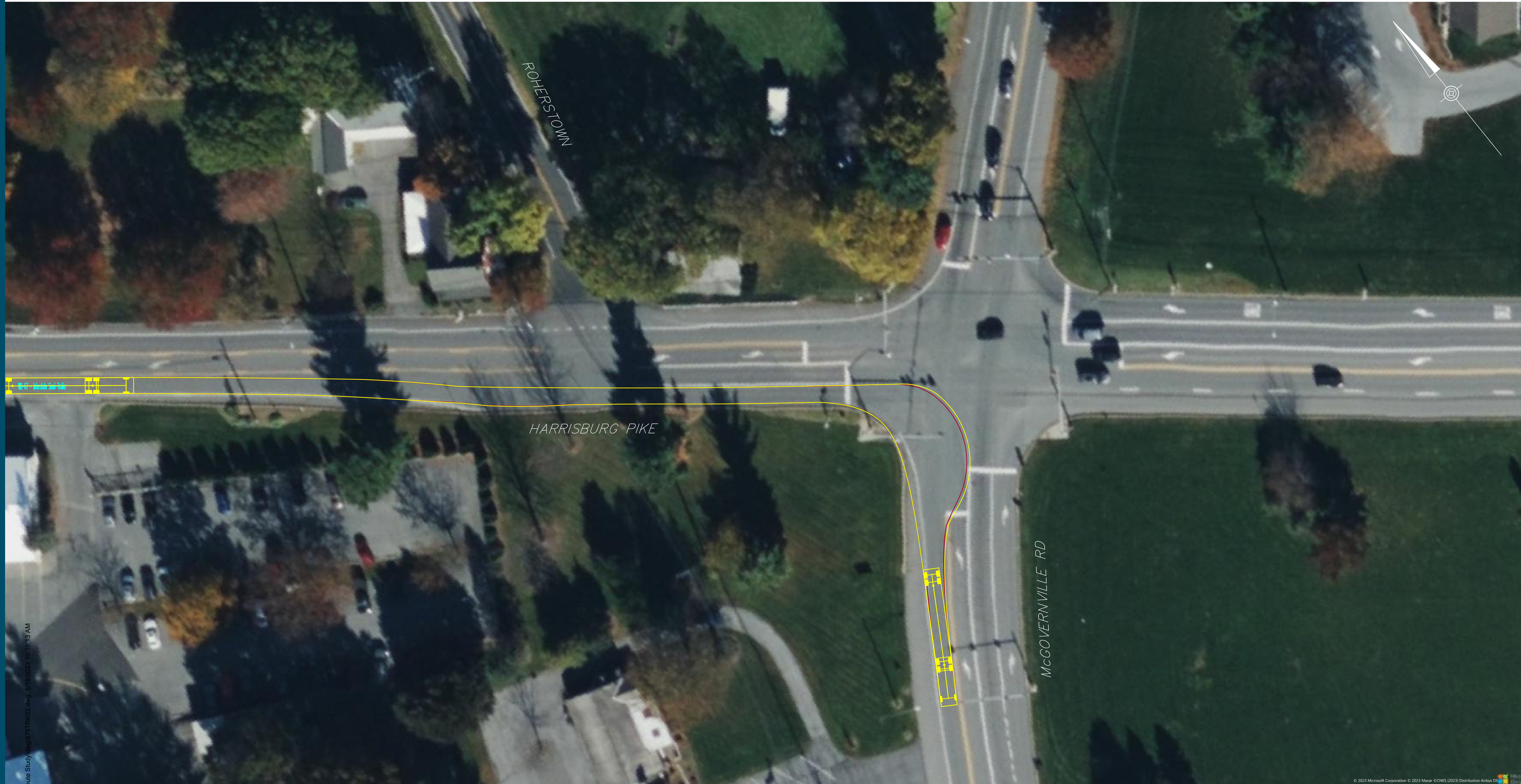
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TRUCK ROUTE STUDY



TRUCK ROUTE STUDY

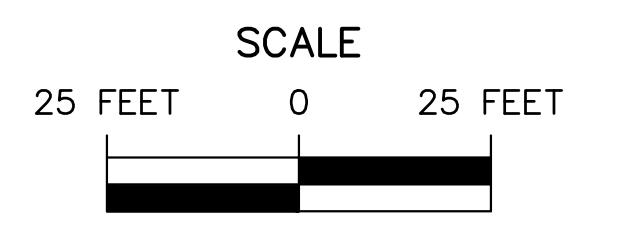


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HARRISBURG PIKE & McGOVERNVILLE ROAD RIGHT TURN



TRUCK ROUTE STUDY

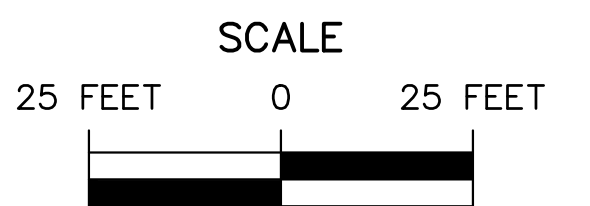


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HARRISBURG PIKE & McGOVERNVILLE ROAD LEFT TURN



TRUCK ROUTE STUDY



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MARIETTA AVE & ROHERSTOWN RD LEFT TURN

