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February 21, 2020

Mr. Albert Federico, P.E., PTOE
Albert Federico Consulting, LLC
133 Rutgers Avenue
Swarthmore, PA 19081

RE: Robinson Tract Residential Development – Traffic Diversions
Westtown Township, Chester County, PA
McMahon Project No. 816451.11

Dear Mr. Federico:

As requested, this letter provides additional information and clarification regarding the methodology utilized to develop the traffic diversions presented in the *Transportation Impact Study for the Robinson Tract*, last revised December 2, 2019.

Orvis Way: West Pleasant Grove Road to Stetson School Collector Road

In conjunction with the Arborview (Fair Share Properties) development, Orvis Way connects West Pleasant Grove Road to Stetson School. In accordance with the Township approved *Arborview Transportation Impact Assessment*, prepared by Traffic Planning & Design and dated January 26, 2015, and based on our review of those assumptions and traffic data collected in the fall of 2019, traffic in the area is estimated to divert to utilize Orvis Way as follows:

- **Diversion A:** 5 percent of the eastbound left-turns from Street Road (S.R. 0926) to northbound U.S. Route 202 (Wilmington Pike) will divert via New Street and West Pleasant Grove Road to Orvis Way, per the Arborview study.
- **Diversion B:** 10 percent of the northbound U.S. Route 202 (Wilmington Pike) jughandle volume onto Stetson School will divert via West Pleasant Grove Road to Orvis Way, per the Arborview study.
- **Diversion C:** 25 percent of the eastbound right-turns exiting Stetson School to southbound U.S. Route 202 (Wilmington Pike) to eastbound Street Road (S.R. 0926) will divert to Orvis Way and utilize West Pleasant Grove Road to New Street to eastbound Street Road (S.R. 0926). This diversion was decreased from the approved Arborview

study as the majority of traffic currently making this movement during the peak hours is generated by Stetson Middle School, and the school service area ends just to the west of New Street.

Table 1 below provides a comparison of the resulting diverted traffic volumes from the approved Arborview study versus the current Robinson Tract TIS.

Table 1. Orvis Way Diverted Traffic Volume Comparison

| | Arborview Study ⁽¹⁾ | Robinson Tract TIS ⁽²⁾ |
|--------------|---------------------------------------|------------------------------------------|
| Diversion A | AM: 25 PM: 21 | AM: 28 PM: 24 |
| Diversion B | AM: 4 PM: 2 | AM: 2 PM: 2 |
| Diversion C | AM: 30 PM: 23 | AM: 8 PM: 16 |
| Total | AM: 59 PM: 46 | AM: 38 PM: 42 |

(1) As shown in Figures 9 and 10 of the *Arborview Transportation Impact Assessment*, prepared by Traffic Planning and Design, Inc., and dated January 26, 2015.

(2) As shown in Appendix K of the *Transportation Impact Assessment for the Robinson Tract*, prepared by McMahan Associates, Inc., and last revised December 2, 2019.

Robinson Tract: Street Road (S.R. 0926) to West Pleasant Grove Road Collector Road

Based on the vision for this Collector Road by Westtown Township, the submitted Transportation Impact Study incorporates diversions for several existing movements, as detailed below, as an alternative to the congested Wilmington Pike (U.S. Route 202) and Street Road (PA 926) intersection for local traffic. Travel time comparisons were completed for each peak hour and for each diversion route individually in order to determine an appropriate percentage of vehicles, beyond site traffic, to utilize the Collector Road that would result in more balanced travel times along the route options. This was completed in an iterative process, resulting in the percentage diversions listed below.

As shown in the travel time calculations provided in Appendix K, the travel times are not perfectly balanced, in favor of the existing base route, in order to provide a conservative estimate of traffic operations at the off-site study intersections. The travel time comparisons alone support diverting more traffic from the existing base routes to the Collector Road. Diverting more traffic would further reduce development traffic impact at the Wilmington Pike (U.S. Route 202) and Street Road (S.R. 0926) intersection. Regardless of travel times, some drivers will not deviate from their existing route for various reasons.

Additionally, it is noted that existing travel patterns were considered when evaluating the Collector Road traffic diversion potential. Specifically, traffic currently traveling south along U.S. Route 202 (Wilmington Pike) has two route options within the study area to travel westbound along Street Road (S.R. 0926). During the weekday morning peak hour, 45 percent utilizes West Pleasant Grove Road and 55 percent utilizes Street Road (S.R. 0926) directly. In the weekday afternoon peak hour when

congestion is greater, 62 percent utilizes West Pleasant Grove Road and 38 percent utilizes Street Road (S.R. 0926) directly. As delay and travel times increase, drivers are more likely to utilize alternate route options, but some continue on their primary course regardless.

- **Diversion D:** This diversion further increases Diversion A (above under Orvis Way discussion), by diverting an additional 5 percent of the weekday morning and an additional 25 percent of the weekday afternoon eastbound left-turns from Street Road (S.R. 0926) to northbound U.S. Route 202 (Wilmington Pike) which will divert via the Collector Road to West Pleasant Grove Road to Orvis Way.
- **Diversion E:** 25 percent of the southbound U.S. Route 202 (Wilmington Pike) right-turns to West Pleasant Grove Road will divert to Orvis Way and utilize West Pleasant Grove Road to the Collector Road.
- **Diversion F:** 66 percent (two-thirds) of the northbound Bridlewood Boulevard right-turns will divert to the Collector Road to West Pleasant Grove to Orvis Way to northbound U.S. Route 202 (Wilmington Pike).
- **Diversion G:** 50 percent of the southbound U.S. Route 202 (Wilmington Pike) right-turns to westbound Street Road (S.R. 0926) will divert to Orvis Way and utilize West Pleasant Grove Road to the Collector Road to eastbound Street Road (S.R. 0926).
- **Diversion H:** 250 vehicles (approximately 16 percent) of the southbound U.S. Route 202 (Wilmington Pike) through traffic was diverted to West Pleasant Grove Road to the Collector Road to Bridlewood Boulevard back to U.S. Route 202 (Wilmington Pike) southbound. Based on a travel time comparison (without implementation of PennDOT’s US 202/PA 926 intersection improvements), during the weekday afternoon peak hour in the southbound direction when U.S. Route 202 (Wilmington Pike) congestion is highest, the travel time along the Collector Road system may be shorter than staying on U.S. Route 202 (Wilmington Road).

Table 2 below provides a summary of the approximate travel distances, between the base route and the diverted route. Additional details regarding travel distance is provided in Appendix K of the submitted TIS, which is also attached.

Table 2. Approximate Travel Distance

| Diversion | Base Route | Diverted Route |
|------------------|-------------------|-----------------------|
| Diversion D | 6,800' | 6,200' |
| Diversion E | 7,200' | 6,700' |
| Diversion F | 6,800' | 6,200' |
| Diversion G | 6,800' | 6,200' |
| Diversion H | 7,700' | 10,300' |

If there are any questions or if additional information is needed, please feel free to contact me at nkline@mcmahonassociates.com or (610) 594-9995.

Sincerely,



Nicole R. Kline-Elsier, P.E., PTOE
Regional Service Leader - Traffic

NRKE

cc: Robert Pingar, P.E., Westtown Township
Will Ethridge, Westtown Township
Andrew Semon, Toll Brothers
Michael Downs, P.E., Toll Brothers
Gregg Adelman, Esq., Kaplin Stewart
Jeff Madden, Eastern States Engineering

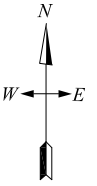
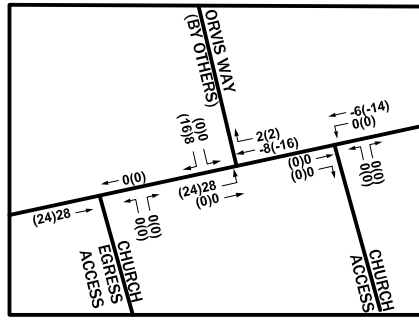
Appendix K

Traffic Diversions

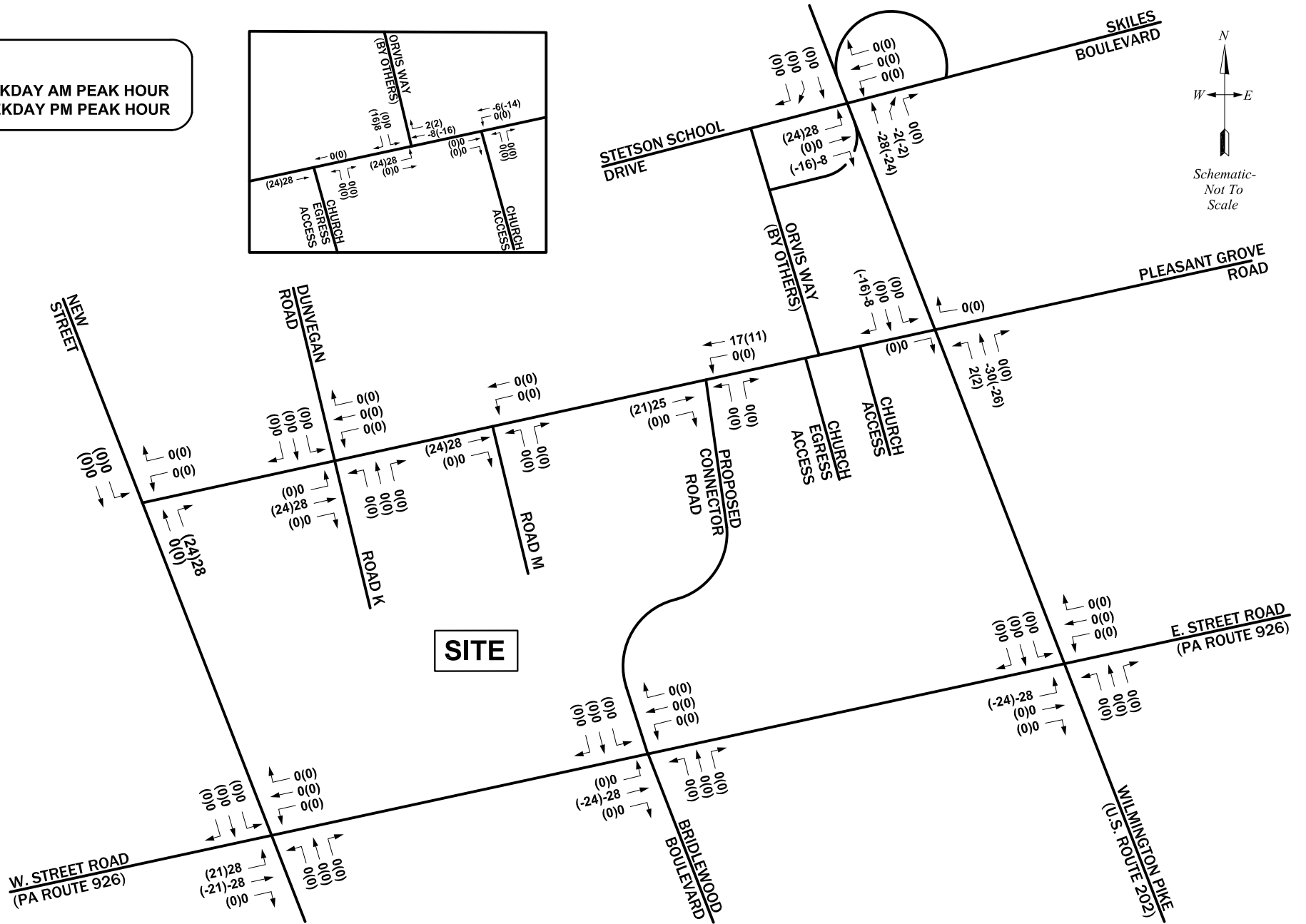
Without Development Diversions

LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR



Schematic-
Not To
Scale



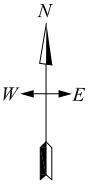
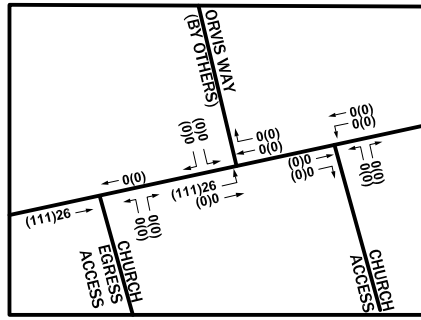
Diversions A, B, and C
ROBINSON TRACT
 WESTTOWN TOWNSHIP, CHESTER COUNTY, PA



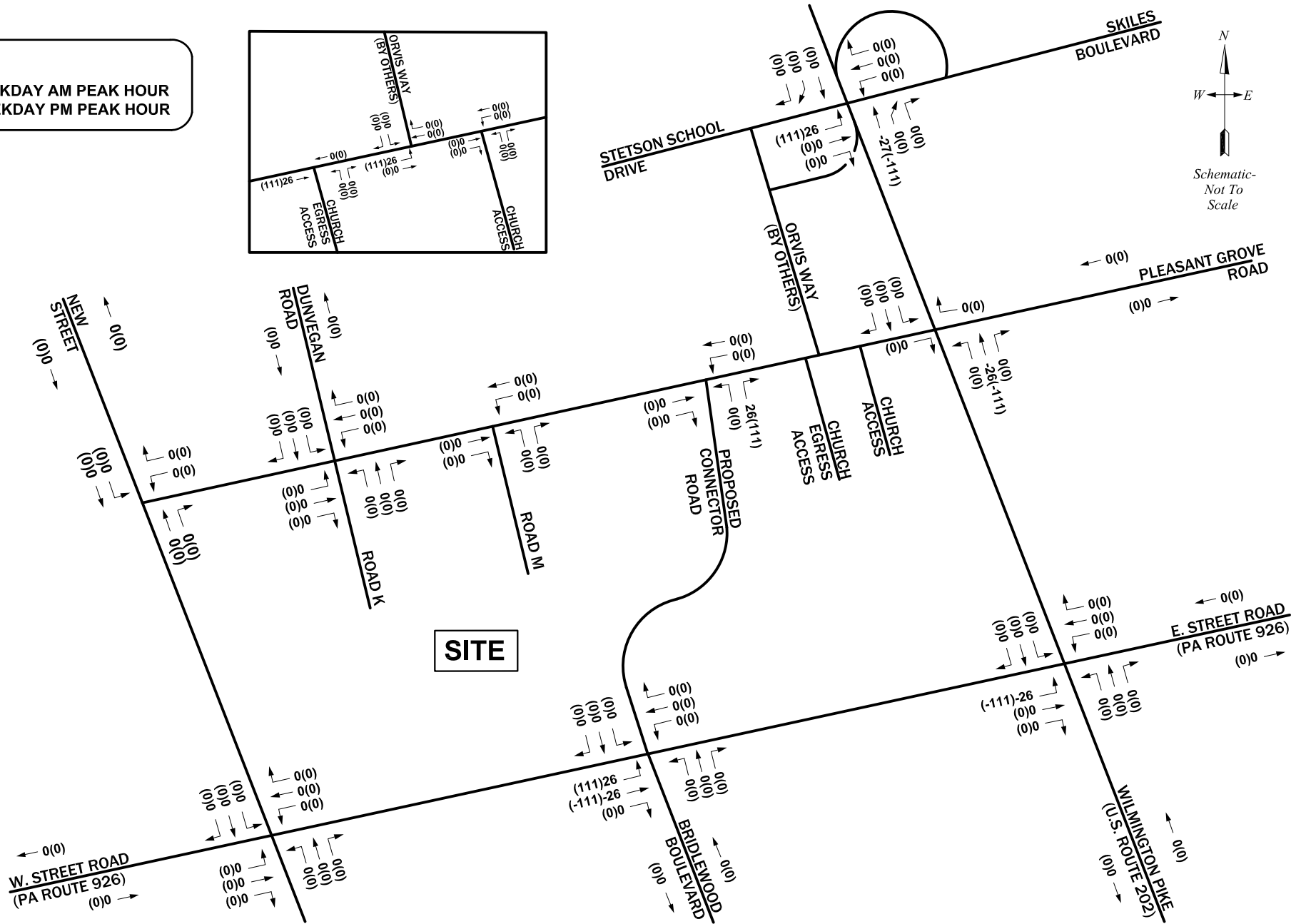
With Development Diversions

LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR



Schematic-
Not To
Scale



2025 with Development Diversions
 Diversion D - SR 926 EBL to NB US 202

ROBINSON TRACT

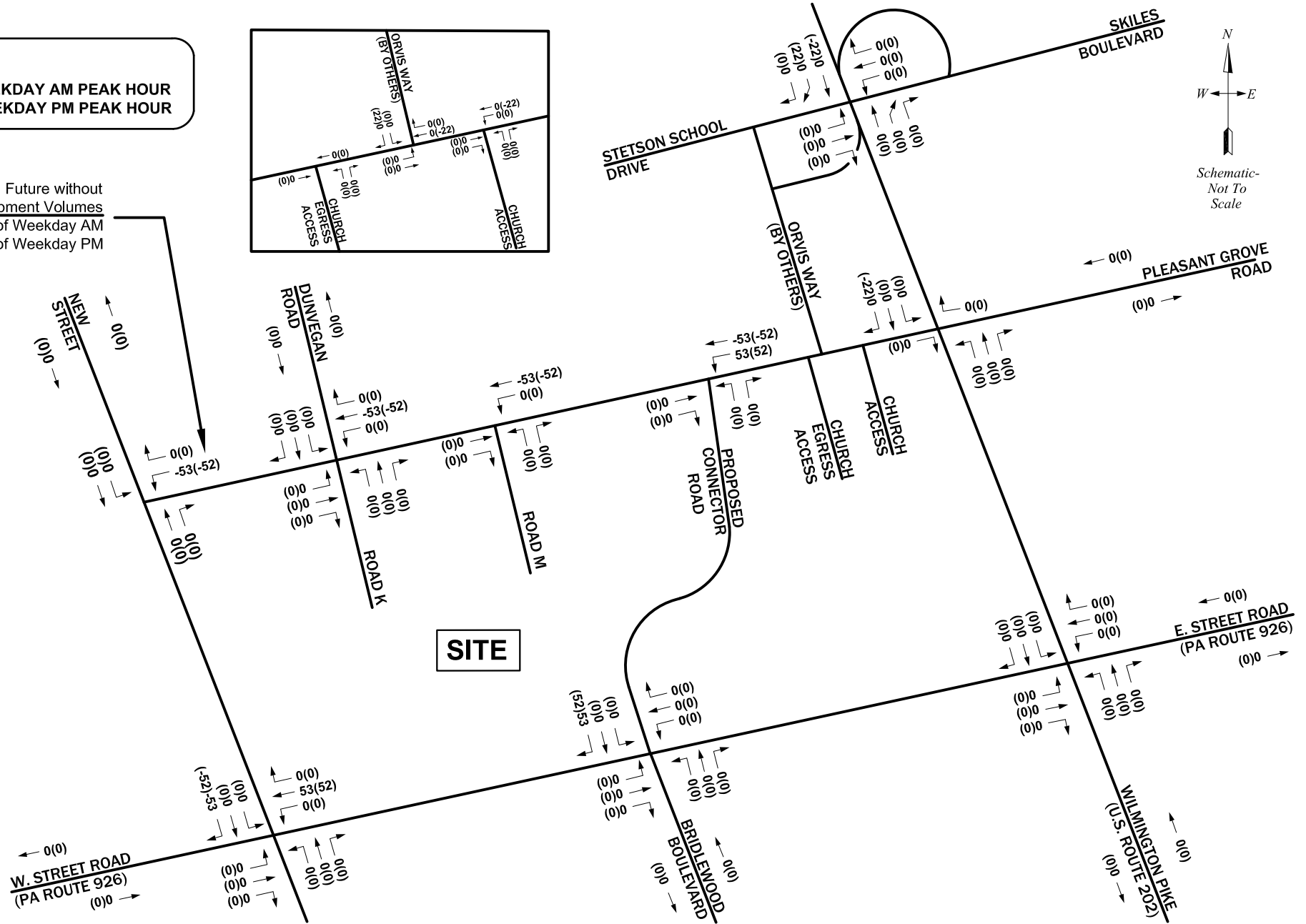
WESTTOWN TOWNSHIP, CHESTER COUNTY, PA



LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR

Future without
Development Volumes
25% of Weekday AM
25% of Weekday PM

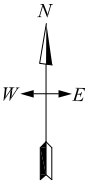
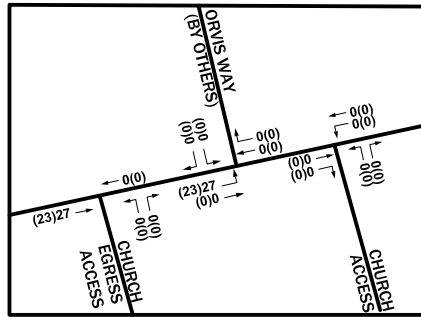


2025 with Development Diversions
 Diversion E - SBR US 202 to W. Pleasant Grove Road / New Street
ROBINSON TRACT
 WESTTOWN TOWNSHIP, CHESTER COUNTY, PA

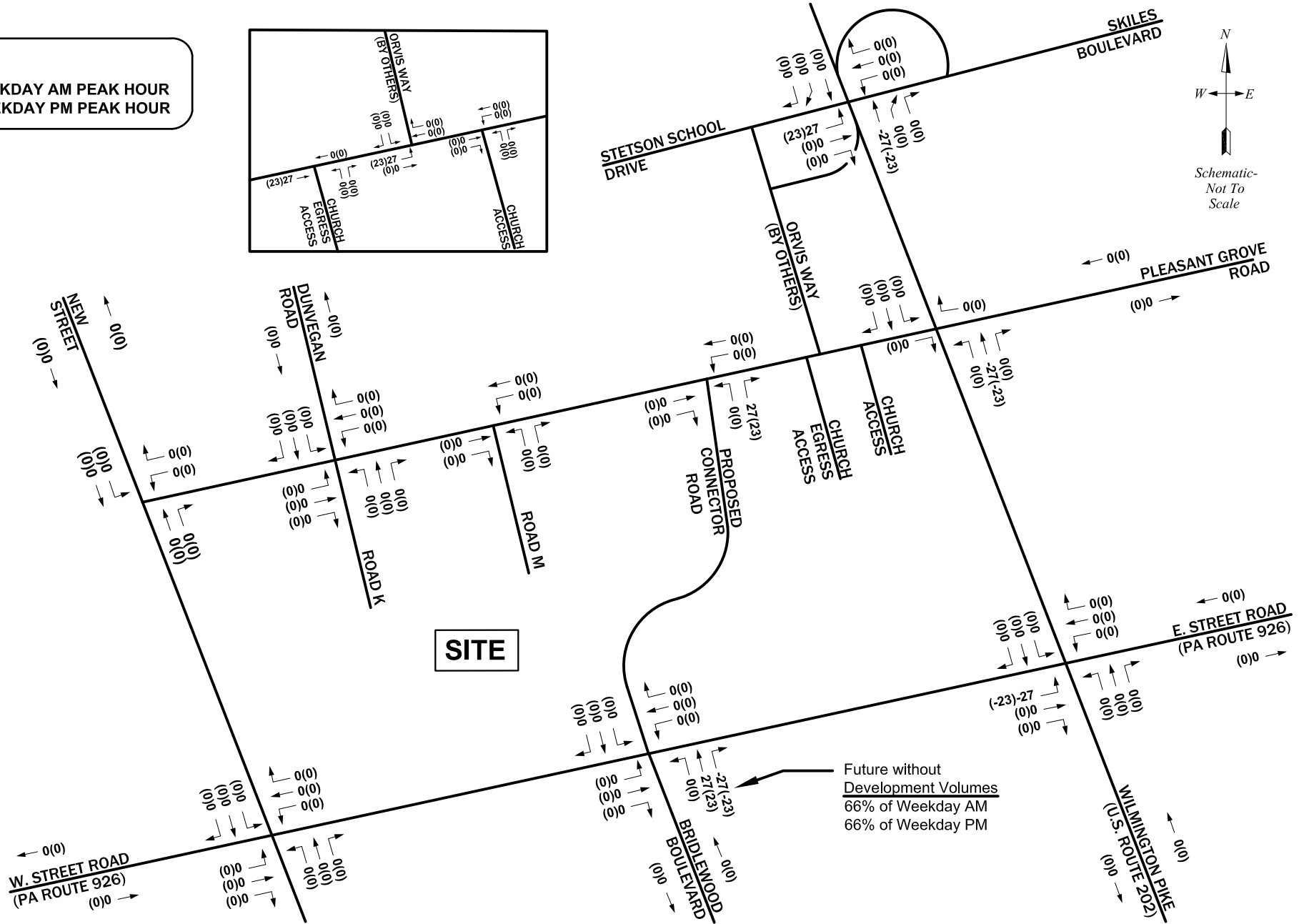


LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR



Schematic-
Not To
Scale

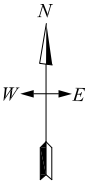
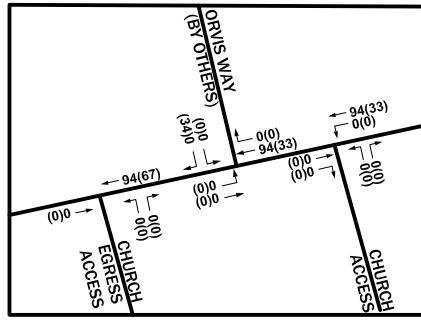


2025 with Development Diversions
 Diversion F - NBR Bridlewood Blvd to US 202 NB
ROBINSON TRACT
 WESTTOWN TOWNSHIP, CHESTER COUNTY, PA

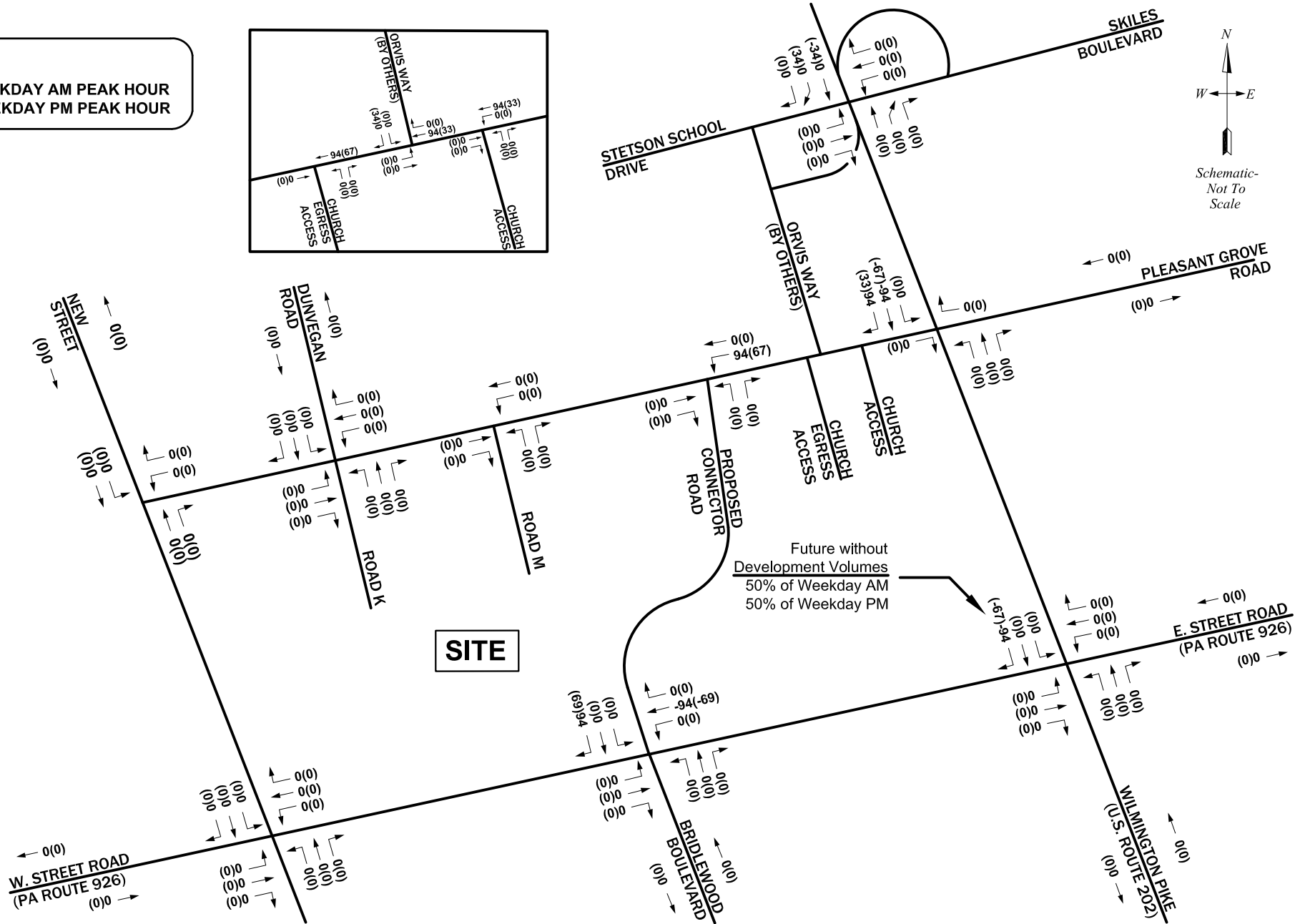


LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR



Schematic-
Not To
Scale



2025 with Development Diversions
Diversions G - SBR US 202 to WB SR 926

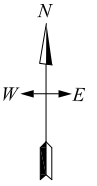
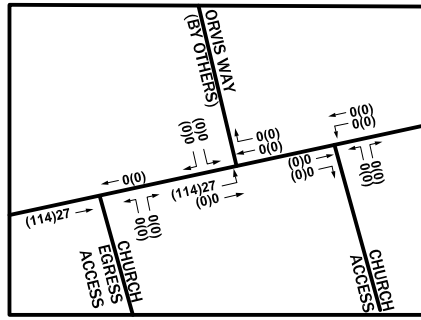
ROBINSON TRACT

WESTTOWN TOWNSHIP, CHESTER COUNTY, PA

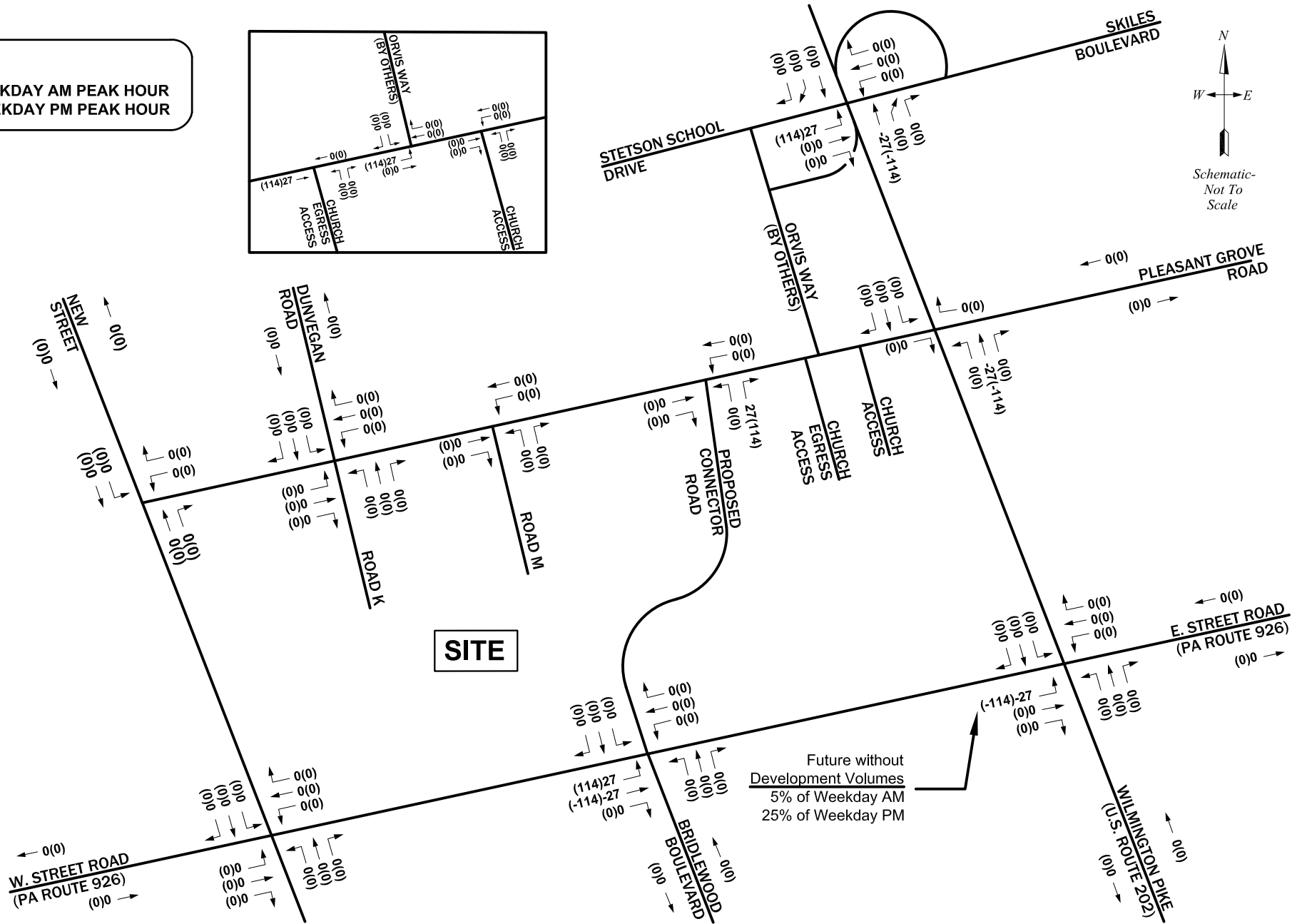


LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR



Schematic-
Not To
Scale



2030 with Development Diversions
Diversions D - SR 926 EBL to NB US 202

ROBINSON TRACT

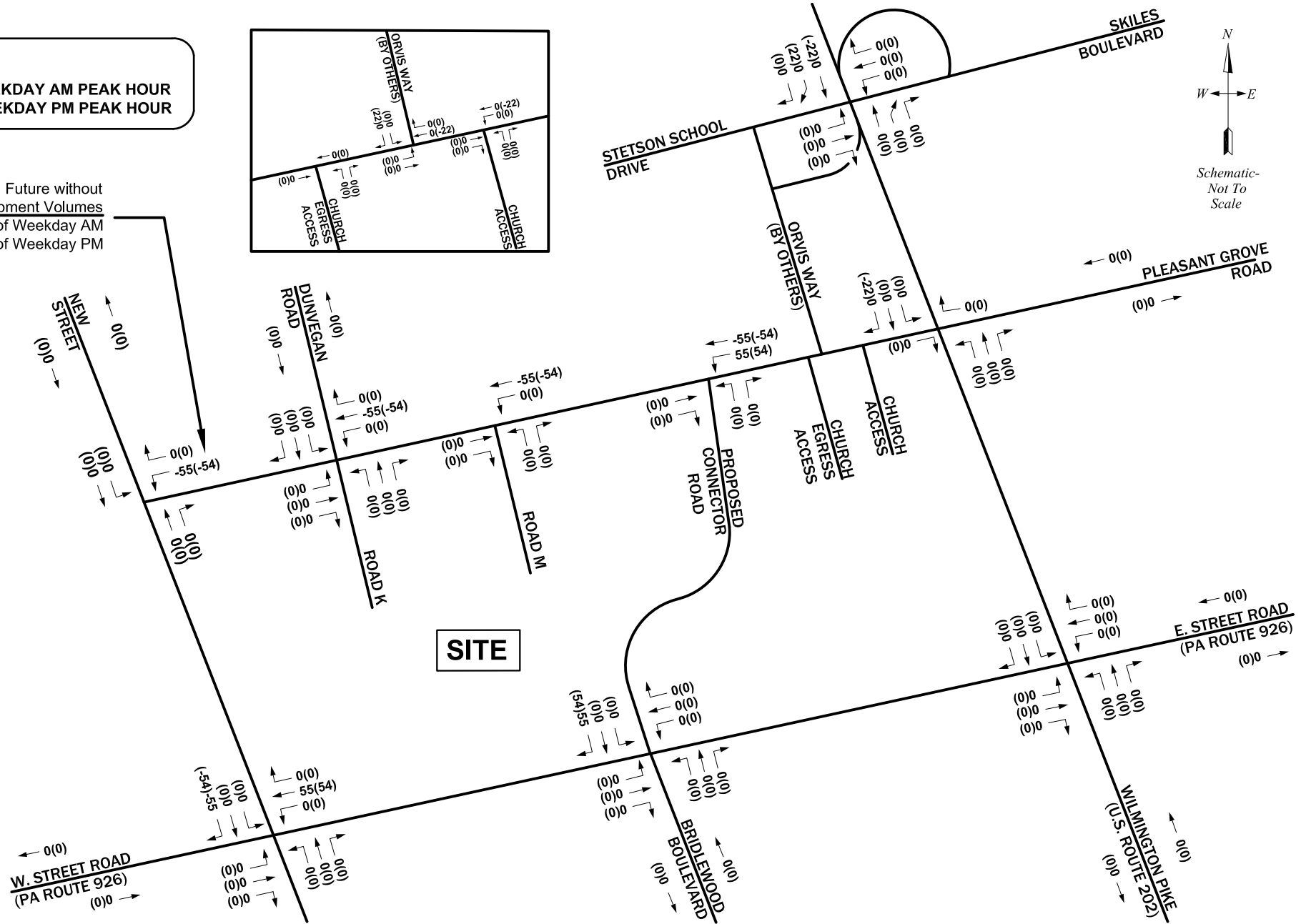
WESTTOWN TOWNSHIP, CHESTER COUNTY, PA



LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR

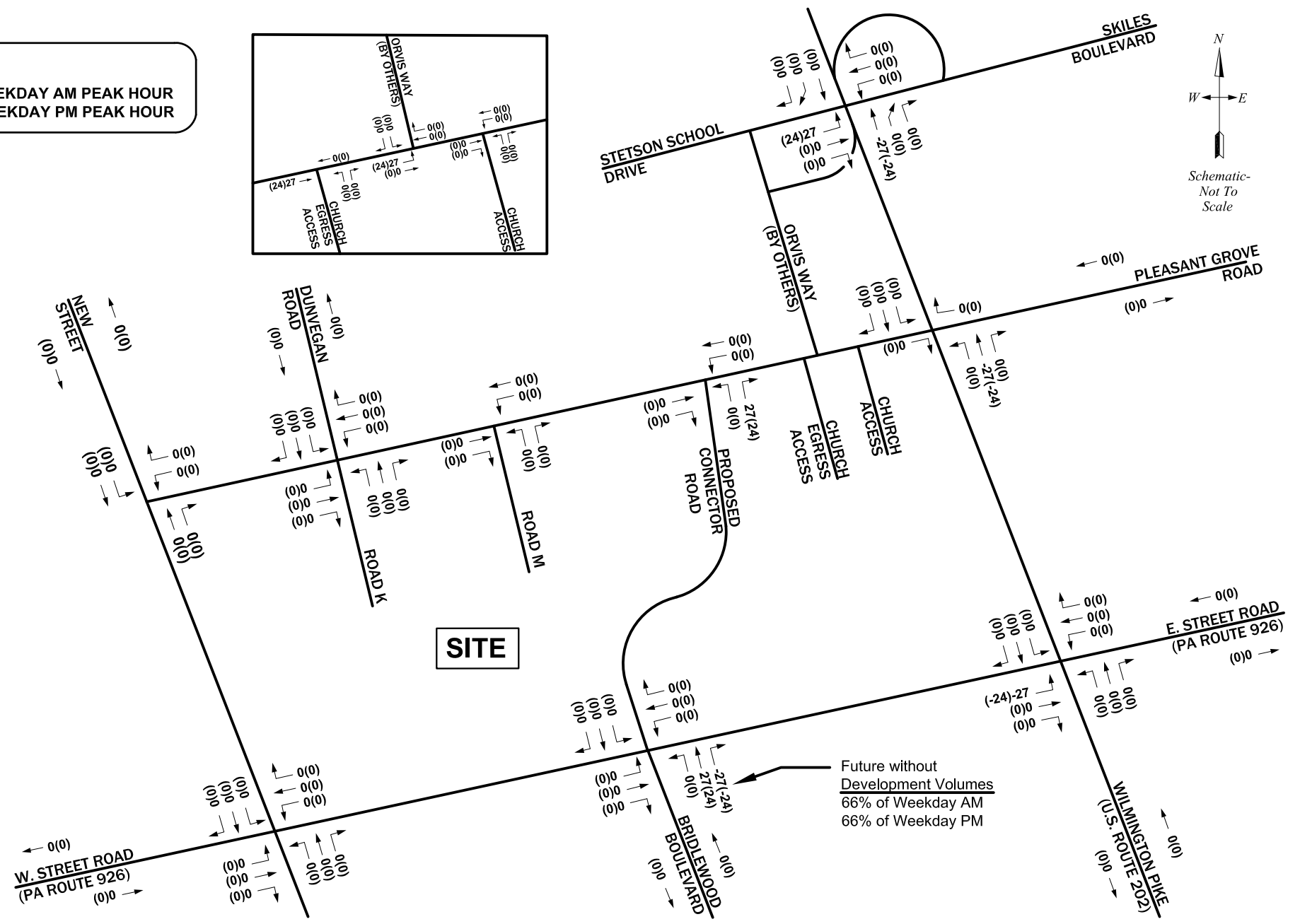
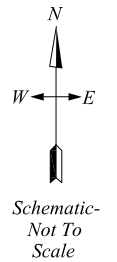
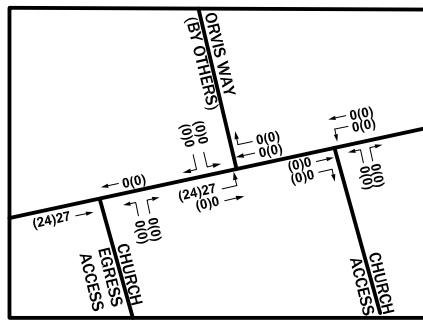
Future without
Development Volumes
25% of Weekday AM
25% of Weekday PM



2030 with Development Diversions
 Diversion E - SBR US 202 to W. Pleasant Grove Road / New Street
ROBINSON TRACT
 WESTTOWN TOWNSHIP, CHESTER COUNTY, PA



LEGEND:
 10 WEEKDAY AM PEAK HOUR
 (10) WEEKDAY PM PEAK HOUR

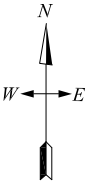
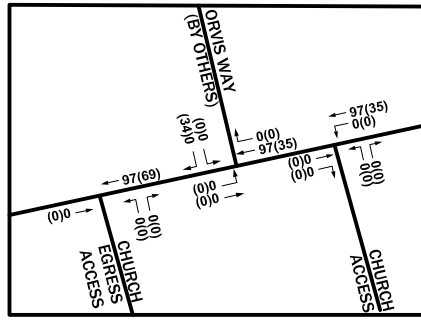


2030 with Development Diversions
 Diversion F - NBR Bridlewood Blvd to US 202 NB
ROBINSON TRACT
WESTTOWN TOWNSHIP, CHESTER COUNTY, PA

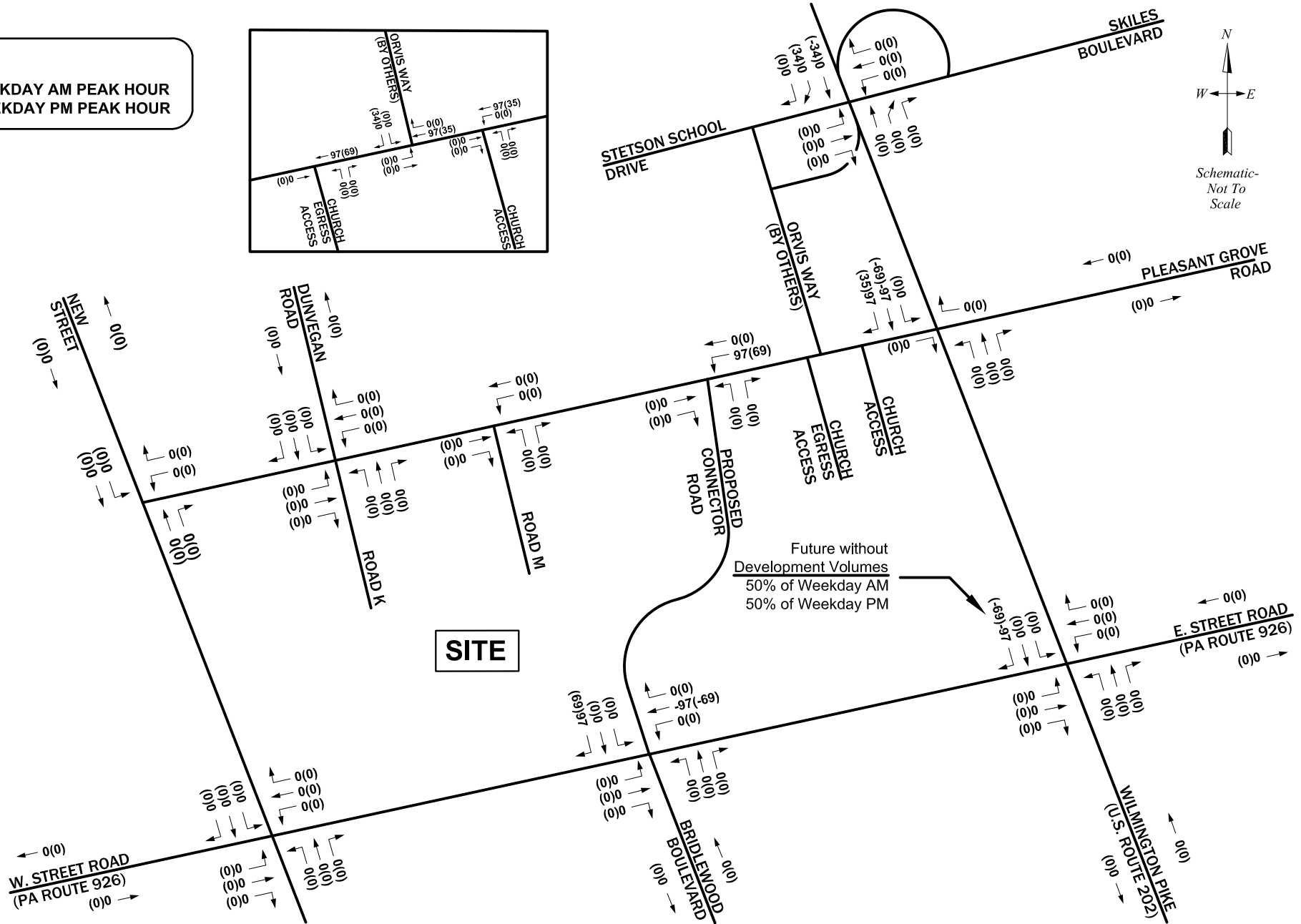


LEGEND:

- 10 WEEKDAY AM PEAK HOUR
- (10) WEEKDAY PM PEAK HOUR



Schematic-
Not To
Scale



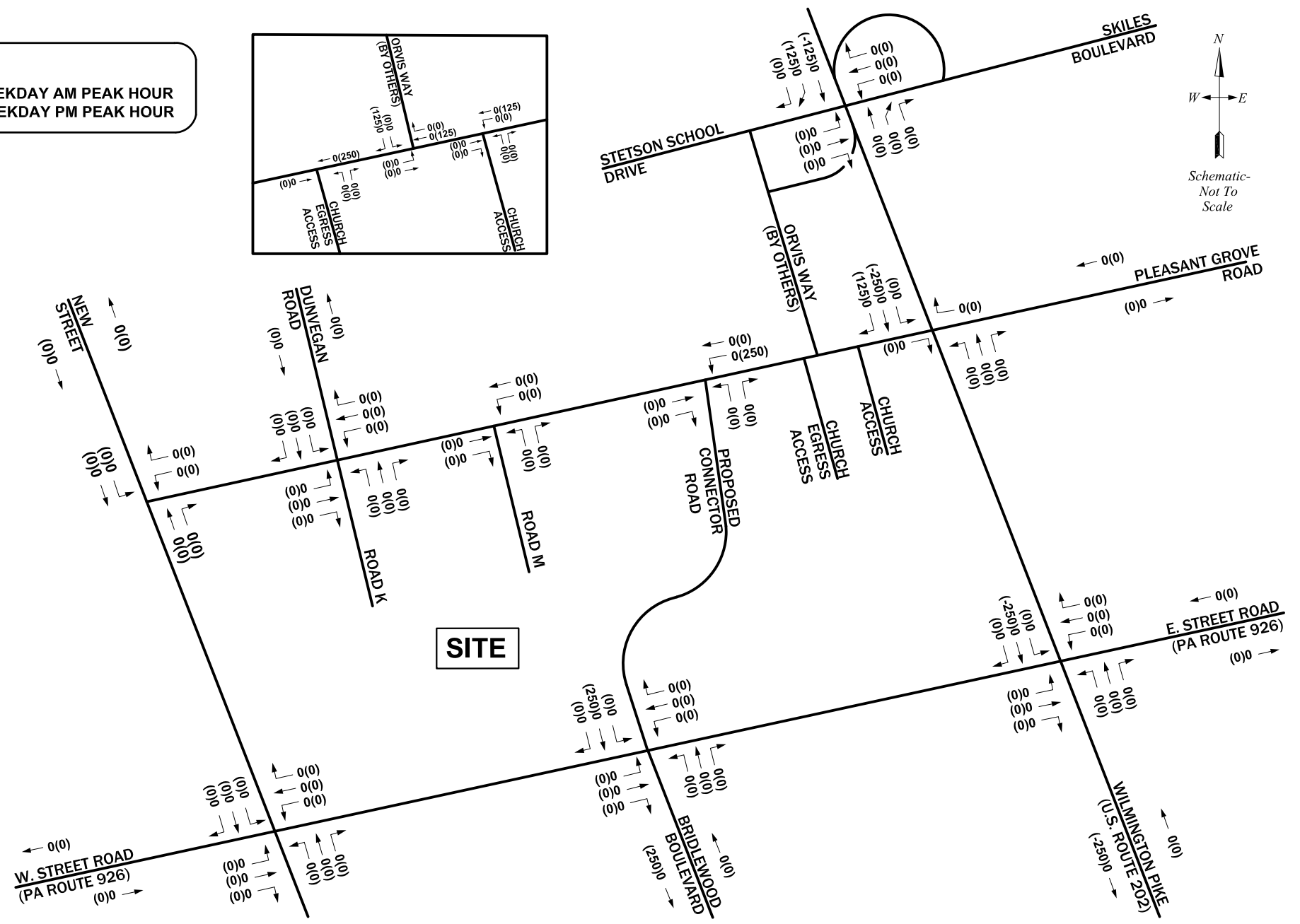
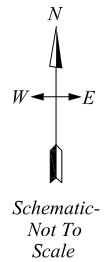
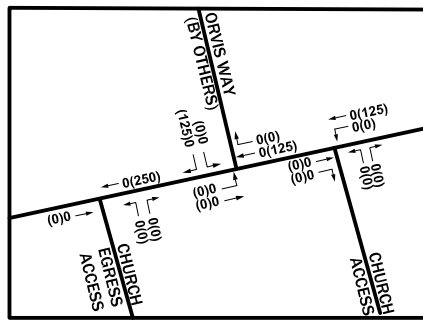
2030 with Development Diversions
Diversions G - SBR US 202 to WB SR 926

ROBINSON TRACT

WESTTOWN TOWNSHIP, CHESTER COUNTY, PA



LEGEND:
 10 WEEKDAY AM PEAK HOUR
 (10) WEEKDAY PM PEAK HOUR



2025 & 2030 with Development Diversions
 Diversion H - US 202 Southbound Through Traffic
ROBINSON TRACT
 WESTTOWN TOWNSHIP, CHESTER COUNTY, PA



TRAVEL TIME COMPARISON
2030 Future with Development Conditions

| DIVERSION D | | | | | |
|---------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| EB PA 926 LEFT-TURNS ONTO US 202 NB WILL DIVERT VIA NEW STREET TO WEST PLEASANT GROVE ROAD TO ORVIS WAY | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | EBT @ Collector / PA 926 | | | 1.8 | 7.0 |
| | PA 926 Collector to US 202 | 2300 | 45 | 35 | 35 |
| | EBL @ US 202/PA 926 | | | 187.2 | 167.0 |
| | US 202 PA 926 TO SKILES | 4300 | 45 | 65 | 65 |
| | NBT @ US 202 / SKILES | | | 52.2 | 30.6 |
| | TOTAL | | | 341.2 | 304.6 |
| DIVERTED | EBL @ PA 926 / Collector | | | 0.2 | 6.1 |
| | Collector PA 926 to Pleasant Grove | 4200 | 35 | 82 | 82 |
| | NBR @ Pleasant Grove / Collector | | | 9.5 | 11.2 |
| | Pleasant Grove Collector to Orvis | 400 | 35 | 8 | 8 |
| | EBL @ Pleasant Grove / Orvis | | | 10.3 | 10.9 |
| | Orvis Pleasant Grove to Skiles | 1100 | 25 | 30 | 30 |
| | EBL @ US 202 / Skiles | | | 78.5 | 53.9 |
| TOTAL | | | 218.1 | 201.7 | |

| DIVERSION E | | | | | |
|------------------------------------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| SB US 202 RIGHT-TURN TO WEST PLEASANT GROVE ROAD TO COLLECTOR ROAD TO PA 926 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | Pleasant Grove Collector to New | 3700 | 35 | 72 | 72 |
| | WBL @ New / Pleasant Grove | | | 13 | 13.8 |
| | New Pleasant Grove to PA 926 | 3400 | 35 | 66 | 66 |
| | SBR @ PA 926 / New | | | 37.1 | 39 |
| | TOTAL | | | 188.4 | 191.1 |
| DIVERTED | WBL @ Pleasant Grove / Collector | | | 9.1 | 11.3 |
| | Collector Pleasant Grove to PA 926 | 4200 | 35 | 82 | 82 |
| | SBR @ PA 926 / Collector | | | 52.1 | 49.9 |
| | PA 926 Collector to New | 2400 | 45 | 36 | 36 |
| | WBT @ PA 926 / New | | | 2.9 | 0.9 |
| TOTAL | | | 182.3 | 180.3 | |

| DIVERSION F | | | | | |
|-------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| NB BRIDLEWOOD RIGHT-TURN TO PA 926 TO NB US 202 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | NBR @ PA 926 / Bridlewood | | | 33.4 | 27.0 |
| | PA 926 Bridlewood to US 202 | 2300 | 35 | 45 | 45 |
| | EBL @ US 202 / PA 926 | | | 187.2 | 167.0 |
| | US 202 PA 926 to Skiles | 4300 | 45 | 65 | 65 |
| | NBT @ US 202 / Skiles | | | 52.2 | 30.6 |
| | TOTAL | | | 382.8 | 334.6 |
| DIVERTED | NBT @ PA 926 / Bridlewood | | | 33.4 | 27 |
| | Collector PA 926 to Pleasant Grove | 4200 | 35 | 82 | 82 |
| | NBR @ Pleasant Grove / Collector | | | 9.5 | 11.2 |
| | Pleasant Grove Collector to Orvis | 400 | 35 | 7.8 | 7.8 |
| | EBL @ Pleasant Grove / Orvis | | | 10.3 | 10.9 |
| | Orvis Pleasant Grove to Skiles | 1100 | 25 | 30 | 30 |
| | EBL @ US 202 / Skiles | | | 78.5 | 53.9 |
| TOTAL | | | 251.3 | 222.6 | |

TRAVEL TIME COMPARISON
2030 Future with Development Conditions

| DIVERSION G | | | | | |
|-----------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| SB US ROUTE 202 RIGHT-TURN TO WB PA 926 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | SBT @ US 202 / Pleasant Grove | | | 0 | 0 |
| | US 202 Pleasant Grove to PA 926 | 3100 | 45 | 47 | 47 |
| | SBR @ US 202 / PA 926 | | | 103.1 | 359.3 |
| | PA 926 US 202 to Collector | 2300 | 45 | 35 | 35 |
| | WBT @ PA 926 / Collector | | | 3.0 | 8.6 |
| | TOTAL | | | 187.9 | 449.7 |
| DIVERTED | SBR @ US 202 / Pleasant Grove | | | 0 | 0 |
| | Pleasant Grove US 202 to Collector | 600 | 35 | 12 | 12 |
| | WBL @ Pleasant Grove / Collector | | | 9.1 | 11.3 |
| | Collector Pleasant Grove to PA 926 | 4200 | 35 | 82 | 82 |
| | SBR @ PA 926 / Collector | | | 52.1 | 49.9 |
| | TOTAL | | | 154.7 | 154.7 |

| DIVERSION H | | | | | |
|-----------------------------------------------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| US 202 SBT DIVERTS FROM US 202 AND USES ORVIS, COLLECTOR, AND BRIDLEWOOD BACK TO US 202 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | SBT @ US 202 / Skiles | | | 29.2 | 20.5 |
| | US 202 PA 926 to Skiles | 4320 | 45 | 66 | 66 |
| | SBT @ US 202 / PA 926 | | | 98.3 | 379.4 |
| | US 202 Bridlewood to PA 926 | 2770 | 45 | 42 | 42 |
| | TOTAL | | | 235 | 507.4 |
| DIVERTED (PM ONLY) | SBR @ US 202 / Skiles | | | 9.9 | 10.6 |
| | Orvis Pleasant to Skiles | 1100 | 25 | 30 | 30 |
| | SBR @ Pleasant Grove / Orvis | | | 14.0 | 17.6 |
| | Pleasant Grove Orvis to Collector | 400 | 35 | 8 | 7.8 |
| | WBL @ Pleasant Grove / Collector | | | 9.1 | 11.3 |
| | Collector Pleasant Grove to PA 926 | 4200 | 35 | 82 | 81.8 |
| | SBT @ PA 926 / Collector | | | 52.1 | 49.9 |
| Bridlewood US 202 to PA 926 | 4150 | 25 | 113 | 113.2 | |
| TOTAL | | | 317.9 | 322.2 | |

TRAVEL TIME COMPARISON
2030 Future with Development Conditions
With PennDOT Improvements at Wilmington Pike (U.S. Route 202) and Street Road (S.R. 0926)

| DIVERSION D | | | | | |
|------------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| EB PA 926 LEFT-TURNS ONTO US 202 NB WILL DIVERT VIA NEW STREET TO WEST PLEASANT GROVE ROAD TO ORVIS WAY | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | EBT @ Collector / PA 926 | | | 1.8 | 7.0 |
| | PA 926 Collector to US 202 | 2300 | 45 | 35 | 35 |
| | EBL @ US 202/PA 926 | | | 63.6 | 61.2 |
| | US 202 PA 926 TO SKILES | 4300 | 45 | 65 | 65 |
| | NBT @ US 202 / SKILES | | | 52.2 | 30.6 |
| | TOTAL | | | | 217.6 |
| DIVERTED | EBL @ PA 926 / Collector | | | 0.2 | 6.1 |
| | Collector PA 926 to Pleasant Grove | 4200 | 35 | 82 | 82 |
| | NBR @ Pleasant Grove / Collector | | | 9.5 | 11.2 |
| | Pleasant Grove Collector to Orvis | 400 | 35 | 8 | 8 |
| | EBL @ Pleasant Grove / Orvis | | | 10.3 | 10.9 |
| | Orvis Pleasant Grove to Skiles | 1100 | 25 | 30 | 30 |
| | EBL @ US 202 / Skiles | | | 78.5 | 53.9 |
| TOTAL | | | | 218.1 | 201.7 |

| DIVERSION E | | | | | |
|------------------------------------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| SB US 202 RIGHT-TURN TO WEST PLEASANT GROVE ROAD TO COLLECTOR ROAD TO PA 926 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | Pleasant Grove Collector to New | 3700 | 35 | 72 | 72 |
| | WBL @ New / Pleasant Grove | | | 13 | 13.8 |
| | New Pleasant Grove to PA 926 | 3400 | 35 | 66 | 66 |
| | SBR @ PA 926 / New | | | 37.1 | 39 |
| | TOTAL | | | | 188.4 |
| DIVERTED | WBL @ Pleasant Grove / Collector | | | 9.1 | 11.3 |
| | Collector Pleasant Grove to PA 926 | 4200 | 35 | 82 | 82 |
| | SBR @ PA 926 / Collector | | | 52.1 | 49.9 |
| | PA 926 Collector to New | 2400 | 45 | 36 | 36 |
| | WBT @ PA 926 / New | | | 2.9 | 0.9 |
| TOTAL | | | | 182.3 | 180.3 |

| DIVERSION F | | | | | |
|-------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| NB BRIDLEWOOD RIGHT-TURN TO PA 926 TO NB US 202 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | NBR @ PA 926 / Bridlewood | | | 33.4 | 27.0 |
| | PA 926 Bridlewood to US 202 | 2300 | 35 | 45 | 45 |
| | EBL @ US 202 / PA 926 | | | 63.6 | 61.2 |
| | US 202 PA 926 to Skiles | 4300 | 45 | 65 | 65 |
| | NBT @ US 202 / Skiles | | | 52.2 | 30.6 |
| | TOTAL | | | | 259.2 |
| DIVERTED | NBT @ PA 926 / Bridlewood | | | 33.4 | 27 |
| | Collector PA 926 to Pleasant Grove | 4200 | 35 | 82 | 82 |
| | NBR @ Pleasant Grove / Collector | | | 9.5 | 11.2 |
| | Pleasant Grove Collector to Orvis | 400 | 35 | 7.8 | 7.8 |
| | EBL @ Pleasant Grove / Orvis | | | 10.3 | 10.9 |
| | Orvis Pleasant Grove to Skiles | 1100 | 25 | 30 | 30 |
| | EBL @ US 202 / Skiles | | | 78.5 | 53.9 |
| TOTAL | | | | 251.3 | 222.6 |

TRAVEL TIME COMPARISON
2030 Future with Development Conditions
With PennDOT Improvements at Wilmington Pike (U.S. Route 202) and Street Road (S.R. 0926)

| DIVERSION G | | | | | |
|-----------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| SB US ROUTE 202 RIGHT-TURN TO WB PA 926 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | SBT @ US 202 / Pleasant Grove | | | 0 | 0 |
| | US 202 Pleasant Grove to PA 926 | 3100 | 45 | 47 | 47 |
| | SBR @ US 202 / PA 926 | | | 56.3 | 301.8 |
| | PA 926 US 202 to Collector | 2300 | 45 | 35 | 35 |
| | WBT @ PA 926 / Collector | | | 3.0 | 8.6 |
| | TOTAL | | | 141.1 | 392.2 |
| DIVERTED | SBR @ US 202 / Pleasant Grove | | | 0 | 0 |
| | Pleasant Grove US 202 to Collector | 600 | 35 | 12 | 12 |
| | WBL @ Pleasant Grove / Collector | | | 9.1 | 11.3 |
| | Collector Pleasant Grove to PA 926 | 4200 | 35 | 82 | 82 |
| | SBR @ PA 926 / Collector | | | 52.1 | 49.9 |
| | TOTAL | | | 154.7 | 154.7 |

| DIVERSION H | | | | | |
|-----------------------------------------------------------------------------------------|--------------------------------------|--------------------------|-------------------------------|------------------------|------------------------|
| US 202 SBT DIVERTS FROM US 202 AND USES ORVIS, COLLECTOR, AND BRIDLEWOOD BACK TO US 202 | | | | | |
| | SEGMENT / INTERSECTION | DISTANCE (ft) | TRAVEL SPEED (mph) | Time AM (s) | Time PM (s) |
| BASE | SBT @ US 202 / Skiles | | | 29.2 | 20.5 |
| | US 202 PA 926 to Skiles | 4320 | 45 | 66 | 66 |
| | SBT @ US 202 / PA 926 | | | 56.3 | 301.8 |
| | US 202 Bridlewood to PA 926 | 2770 | 45 | 42 | 42 |
| | TOTAL | | | 193 | 429.8 |
| DIVERTED (PM ONLY) | SBR @ US 202 / Skiles | | | 9.9 | 10.6 |
| | Orvis Pleasant to Skiles | 1100 | 25 | 30 | 30 |
| | SBR @ Pleasant Grove / Orvis | | | 14.0 | 17.6 |
| | Pleasant Grove Orvis to Collector | 400 | 35 | 8 | 7.8 |
| | WBL @ Pleasant Grove / Collector | | | 9.1 | 11.3 |
| | Collector Pleasant Grove to PA 926 | 4200 | 35 | 82 | 81.8 |
| | SBT @ PA 926 / Collector | | | 52.1 | 49.9 |
| Bridlewood US 202 to PA 926 | 4150 | 25 | 113 | 113.2 | |
| TOTAL | | | 317.9 | 322.2 | |