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July 14, 2023

Liudmila (Mila) Carter
Assistant Township Manager and Director of Zoning & Planning
Westtown Township
1039 Wilmington Pike
West Chester, PA 19382

RE: Stokes Estate – Conditional Use Application
Response to Traffic Review Letter
Al Federico comments dated June 29, 2023
Westtown Township, Chester County
TRG Project No. 278.012.21

Dear Ms. Carter:

This letter addresses the comments outlined in Al Federico's Traffic Review Letter dated June 29, 2023, regarding the Stokes Estate Conditional Use Application located in Westtown Township, Chester County. The following addresses the sight distance comment in Mr. Federico's letter.

Conditional Use Plan Comment – (Sight Distance)

1. *PennDOT stopping sight distances should be provided at the intersections of Road "A" and Shiloh Road; and Road "D" and Shiloh Road {§149-908C}.*
 - a. *As previously commented, provide a speed study supporting the assumed travel speeds. It is noted that the Westtown-East Goshen Regional Police Department the operating speeds along Shiloh Road vary from the posted speed by more than ten miles per hour. {PA 67 §441.8(h)(2)(ii)}*

A speed survey was performed on Shiloh Road in an area between Oakbourne Road and Hunt Drive from July 10 to July 12, 2023. The speed limit on Shiloh Road is 30 mph. The speed survey found the average speed (50th percentile) to be 36 mph in both the northbound and southbound directions. The 85th percentile speed was determined to be 42 mph in the northbound direction and 41 mph in the southbound direction between Oakbourne Road and Hunt Drive. Copies of the speed study are attached with this letter.

Liudmila (Mila) Carter
July 14, 2023
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b. If desirable sight distances cannot be achieved provide documentation demonstrating that it is impossible to achieve the desirable value by locating the driveway at any point within the property frontage boundaries. {PA 67 §441.8(h)(2)(iv)}

The sight distance provided at Road A and D exceeds the requirements noted in Westtown Township SALDO Section 149-908.C, (Stopping sight distance at all intersections shall be in accordance with PennDOT standards.) even assuming a higher than design speed of 45 mph. The stopping sight distance at the Road A and Road D intersections with Shiloh Road are documented on the attached Shiloh Road Sight Distance Analysis Plan prepared by DL Howell.

The driveways for Road A and D are situated at the only two logical locations along the property's frontage, directly opposite Hunt Drive and Oakbourne Road to meet Township SALDO requirements for intersection spacing and to maximize sight distance for motorists. (PennDOT Chapter 441.8.h.(2) (iv))

I trust this letter adequately addresses the comments. If you have any questions, please feel free to give me a call.

Very truly yours,
Transportation Resource Group, Inc.



Jon A. Seitz, P.E., PTOE
Principal

JAS/vaw
cc: Al Federico, Albert Federico Consulting, LLC
Attachments

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Shiloh Rd
Location: 165 ft S of Oakbourne Rd
Counter: 39602

Site Code: 1
Station ID:
A to B NB
Latitude: 39° 94775.0000 North
Longitude: 75° 55539.0000 West

NB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	85th Percent	95th Percent	
07/10/23		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	2	3	3	6	8	20	22	22	35	36	36	18	4	4	4	0	0	0	0	0	0	0	0	0	0	0	111	41	44
	13:00	1	2	2	8	8	22	35	35	33	33	2	15	2	2	0	1	0	0	0	0	0	0	0	0	0	0	119	40	44
	14:00	0	1	1	8	8	20	37	44	44	44	6	28	6	6	0	0	0	0	0	0	0	0	0	0	0	0	144	42	44
	15:00	0	0	0	1	1	24	51	51	43	43	8	25	8	8	0	1	0	0	0	0	0	0	0	0	0	0	153	42	45
	16:00	1	2	4	4	4	21	52	52	50	50	7	34	7	7	0	0	0	0	0	0	0	0	0	0	0	0	171	42	44
	17:00	0	0	0	2	2	11	41	41	38	38	11	49	11	11	0	2	0	0	0	0	0	0	0	0	0	0	154	43	47
	18:00	0	0	0	3	3	17	38	49	49	49	6	29	6	6	0	0	0	0	0	0	0	0	0	0	0	0	142	42	44
	19:00	0	3	2	2	2	12	22	29	29	29	6	17	6	6	0	0	0	0	0	0	0	0	0	0	0	0	91	42	46
	20:00	0	1	4	4	4	24	30	45	45	45	4	29	4	4	0	0	0	0	0	0	0	0	0	0	0	0	137	42	44
	21:00	0	0	1	1	1	8	13	23	23	23	4	14	4	4	1	1	2	0	0	0	0	0	0	0	0	0	66	43	49
	22:00	0	0	0	0	0	1	8	8	8	8	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	20	40	47	
	23:00	0	0	0	0	0	0	4	4	2	2	2	2	2	3	3	0	0	0	0	0	0	0	0	0	0	11	47	49	
Total		4	12	39	180	353	400	261	63	4.8%	30.3%	19.8%	4.8%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1319			
Percent		0.3%	0.9%	3.0%	13.6%	26.8%	30.3%	19.8%	4.8%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																														
PM Peak																														
Vol.		2	3	8	24	52	50	49	11	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	21:00	21:00	21:00	21:00	21:00	21:00	21:00	21:00	16:00			
Vol.		2	3	8	24	52	50	49	11	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	21:00	21:00	21:00	21:00	21:00	21:00	21:00	21:00	16:00			

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NB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	07/11/23	0	0	0	1	0	0	0	2	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	39	48
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	48	49
	02:00	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	51	53
	03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39	39
	04:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	42	44
	05:00	0	0	0	3	1	1	8	2	2	8	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	18	43	47	
	06:00	0	0	0	1	5	16	16	15	16	16	8	8	3	3	3	1	1	0	0	0	0	0	0	0	0	0	49	42	47	
	07:00	1	1	0	5	11	33	71	33	71	38	38	38	38	3	3	1	1	1	1	0	0	0	0	0	0	0	165	42	44	
	08:00	0	0	0	7	31	71	90	71	90	57	57	57	57	7	7	1	1	0	0	0	0	0	0	0	0	0	264	42	44	
	09:00	0	0	0	0	23	37	48	37	48	25	25	25	25	4	4	0	0	0	0	0	0	0	0	0	0	0	137	41	44	
	10:00	0	0	0	1	9	32	60	32	60	38	38	38	38	5	5	1	1	0	0	0	0	0	0	0	0	0	146	42	44	
	11:00	0	0	0	9	19	58	66	58	66	66	66	66	34	3	3	0	0	0	0	0	0	0	0	0	0	0	189	41	44	
	12 PM	0	0	0	2	15	37	50	37	50	66	66	66	43	6	6	1	1	0	0	0	0	0	0	0	0	0	154	43	44	
	13:00	0	3	3	1	10	39	50	39	50	50	50	50	38	4	4	0	0	0	0	0	0	0	0	0	0	0	145	42	44	
	14:00	0	1	1	3	12	34	47	34	47	47	47	47	43	4	4	0	0	0	0	0	0	0	0	0	0	0	134	43	46	
	15:00	0	1	1	4	21	50	64	50	64	64	64	64	29	9	9	1	1	0	0	0	0	0	0	0	0	0	179	42	45	
	16:00	0	1	1	4	19	36	82	36	82	82	82	82	43	9	9	1	1	0	0	0	0	0	0	0	0	0	195	42	45	
	17:00	0	6	6	11	35	56	66	56	66	66	66	66	42	7	7	0	0	0	0	0	0	0	0	0	0	0	190	42	44	
	18:00	0	0	0	3	11	41	43	41	43	56	56	56	32	6	6	1	1	0	0	0	0	0	0	0	0	0	137	42	44	
	19:00	0	0	0	4	18	47	48	47	48	48	48	48	25	7	7	1	1	0	0	0	0	0	0	0	0	0	150	42	45	
	20:00	1	0	0	0	12	24	23	24	23	23	23	23	10	4	4	1	1	1	1	0	0	0	0	0	0	0	76	42	47	
	21:00	0	0	0	0	4	15	17	15	17	17	17	17	5	3	3	1	1	0	0	0	0	0	0	0	0	0	45	42	47	
	22:00	0	0	0	0	1	7	19	7	19	19	19	19	4	3	3	0	0	0	0	0	0	0	0	0	0	0	34	42	47	
	23:00	0	0	0	1	2	4	1	4	1	1	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14	43	44	
	Total	2	13	13	60	260	621	864	621	864	507	507	507	507	99	99	12	12	2	2	0	0	0	0	0	0	0	2440			
	Percent	0.1%	0.5%	0.5%	2.5%	10.7%	25.5%	35.4%	25.5%	35.4%	20.8%	20.8%	20.8%	20.8%	4.1%	4.1%	0.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	07:00	07:00	07:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	02:00	02:00	07:00	07:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	08:00		
	Vol.	1	1	1	9	31	90	90	71	90	57	57	57	57	7	7	1	1	1	1	1	1	1	1	1	1	1	264			
	PM Peak	20:00	17:00	17:00	17:00	17:00	16:00	16:00	15:00	15:00	16:00	16:00	16:00	16:00	14:00	14:00	12:00	12:00	20:00	20:00	20:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16:00			
	Vol.	1	6	6	11	35	82	82	50	50	82	82	82	43	11	11	1	1	1	1	1	1	1	1	1	1	1	195			

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Latitude: 39° 94775.0000 North
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NB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	81	85th	95th
		15	20	25	30	35	40	45	50	55	60	65	70	75	80	85th	Percent	Percent
07/12/23	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	4	52	54
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	33	34
03:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	43	44	
04:00	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	52	53	
05:00	0	0	2	2	3	7	7	2	3	0	0	0	0	0	19	45	48	
06:00	0	0	0	4	16	16	16	19	1	0	1	1	0	0	58	43	45	
07:00	0	0	3	12	20	55	55	42	9	1	0	0	0	0	142	43	46	
08:00	1	1	6	31	47	104	9	50	9	0	0	0	0	0	249	42	44	
09:00	1	0	7	12	40	50	9	27	9	1	0	0	0	0	147	42	46	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	1	19	62	128	235	143	31	4	1	1	0	0	0	627			
Percent	0.3%	0.2%	3.0%	9.9%	20.4%	37.5%	22.8%	4.9%	0.6%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	09:00	08:00	08:00	08:00	08:00	07:00	00:00	06:00	06:00	06:00	06:00	08:00	08:00			
Vol.	1	1	7	31	47	104	50	9	1	1	1	1	1	249	249			
PM Peak																		
Vol.																		
Total	8	26	118	502	1102	1499	911	193	21	5	1	1	0	0	4386			
Percent	0.2%	0.6%	2.7%	11.4%	25.1%	34.2%	20.8%	4.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
15th Percentile : 30 MPH																		
50th Percentile : 36 MPH																		
85th Percentile : 42 MPH																		
95th Percentile : 45 MPH																		
Stats																		
10 MPH Pace Speed : 31-40 MPH																		
Number in Pace : 2601																		
Percent in Pace : 59.3%																		
Number of Vehicles > 30 MPH : 3732																		
Percent of Vehicles > 30 MPH : 85.1%																		
Mean Speed(Average) : 37 MPH																		

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	07/11/23	0	0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	57	58	
	01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	47	49	*	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	34	0	
	04:00	0	0	0	0	0	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	39	48	0	
	05:00	0	0	0	0	0	0	0	6	6	8	8	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	22	39	44	0	
	06:00	0	0	0	0	0	0	0	7	7	17	17	13	13	0	0	1	1	1	1	0	0	0	0	0	0	0	53	42	44	0	
	07:00	0	0	0	0	0	0	0	31	31	39	39	21	21	4	4	1	1	0	0	0	0	0	0	0	0	0	116	42	44	0	
	08:00	0	0	0	0	0	0	0	34	34	65	65	38	38	10	10	2	2	0	0	0	0	0	0	0	0	0	164	43	46	0	
	09:00	0	0	0	0	0	0	0	42	42	50	50	29	29	7	7	0	0	0	0	0	0	0	0	0	0	0	178	41	44	0	
	10:00	0	0	0	0	0	0	0	28	28	47	47	29	29	7	7	1	1	0	0	0	0	0	0	0	0	0	133	42	45	0	
	11:00	0	0	0	0	0	0	0	30	30	55	55	33	33	7	7	0	0	0	0	0	0	0	0	0	0	0	153	42	44	0	
	12 PM	0	0	0	0	0	0	0	38	38	58	58	35	35	12	12	0	0	0	0	0	0	0	0	0	0	0	169	43	46	0	
	13:00	0	0	0	0	0	0	0	22	22	53	53	25	25	6	6	2	2	0	0	0	0	0	0	0	0	0	131	42	47	0	
	14:00	0	0	0	0	0	0	0	25	25	64	64	21	21	6	6	0	0	0	0	0	0	0	0	0	0	0	127	41	44	0	
	15:00	0	0	0	0	0	0	0	51	51	75	75	39	39	2	2	0	0	0	0	0	0	0	0	0	0	0	207	41	43	0	
	16:00	0	0	0	0	0	0	0	71	71	117	117	55	55	12	12	0	0	0	0	0	0	0	0	0	0	0	288	42	44	0	
	17:00	0	0	0	0	0	0	0	41	41	70	70	49	49	7	7	0	0	0	0	0	0	0	0	0	0	0	332	40	44	0	
	18:00	0	0	0	0	0	0	0	37	37	56	56	18	18	5	5	1	1	0	0	0	0	0	0	0	0	0	156	40	44	0	
	19:00	0	0	0	0	0	0	0	31	31	41	41	12	12	2	2	0	0	1	1	0	0	0	0	0	0	0	108	39	43	0	
	20:00	0	0	0	0	0	0	0	27	27	29	29	10	10	1	1	0	0	0	0	0	0	0	0	0	0	0	88	39	43	0	
	21:00	0	0	0	0	0	0	0	6	6	11	11	9	9	3	3	1	1	0	0	0	0	0	0	0	0	0	42	43	48	0	
	22:00	0	0	0	0	0	0	0	10	10	7	7	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	29	42	44	0	
	23:00	0	0	0	0	0	0	0	4	4	4	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	13	45	56	0	
	Total	1	18	337	942	448	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2525	0.0%	0.0%	0.0%	
	Percent	0.0%	0.7%	13.3%	37.3%	17.7%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	10:00	2	9	28	65	38	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	08:00	08:00	08:00	08:00
	PM Peak	17:00	1	5	41	145	55	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1700	17:00	17:00	17:00	17:00
	Vol.	17:00	1	5	18	71	21	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332	13:00	13:00	13:00	13:00

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

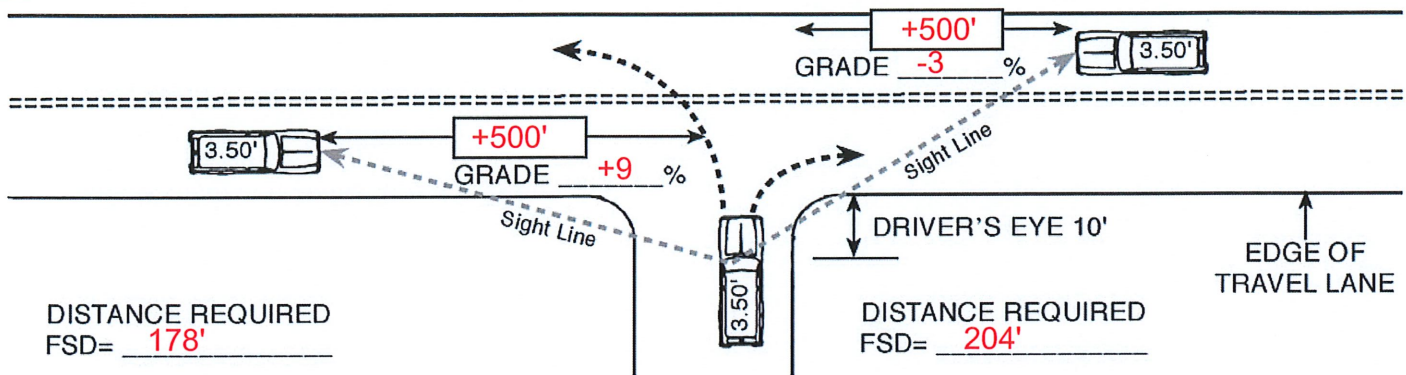
APPLICANT Fox Clearing, LLC APPLICATION NO. _____

S.R. -- SEG. -- OFFSET -- LEGAL SPEED LIMIT 30 MPH

MEASURED BY JAS DATE 1/22/2023

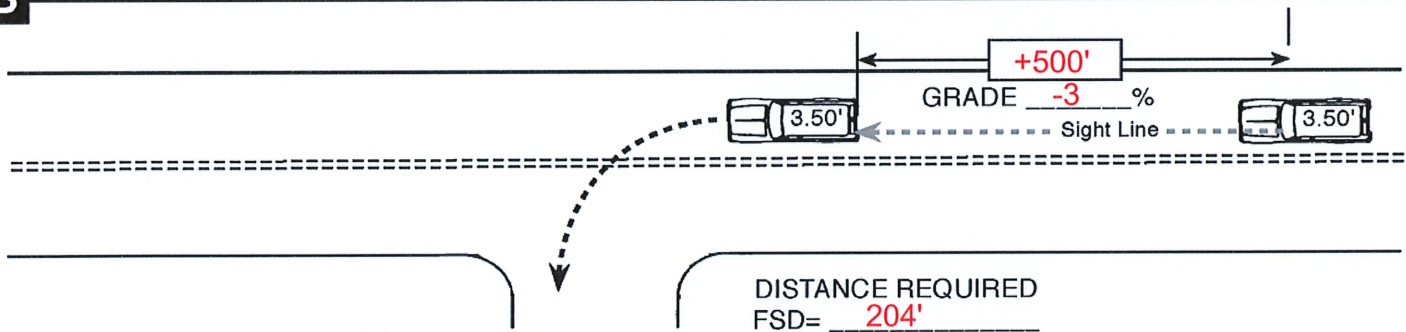
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed _____

A Shiloh Road / Road A (Opposite Hunt Drive)



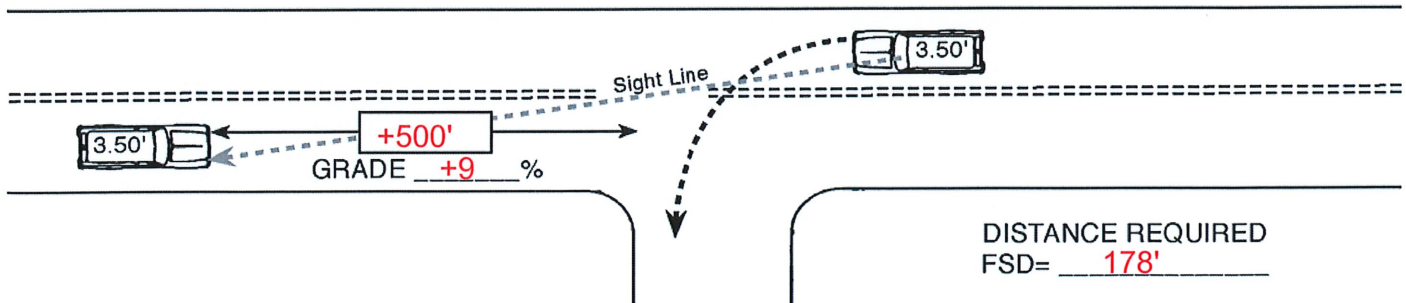
THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION
CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.

B



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN
CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE
AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.

C



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN
INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

APPLICANT Fox Clearing, LLC APPLICATION NO. _____

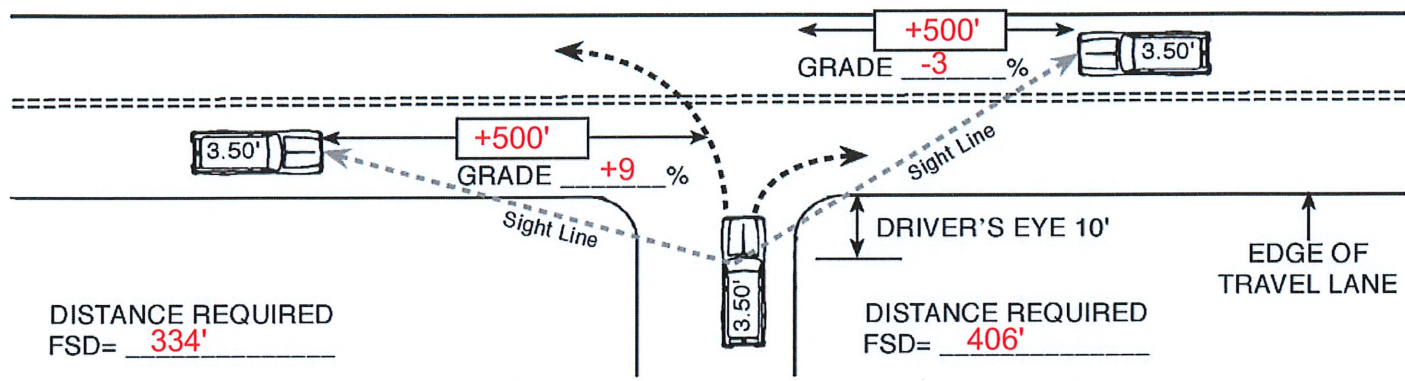
S.R. -- SEG. -- OFFSET -- LEGAL SPEED LIMIT 30 MPH**

MEASURED BY JAS DATE 1/22/2023

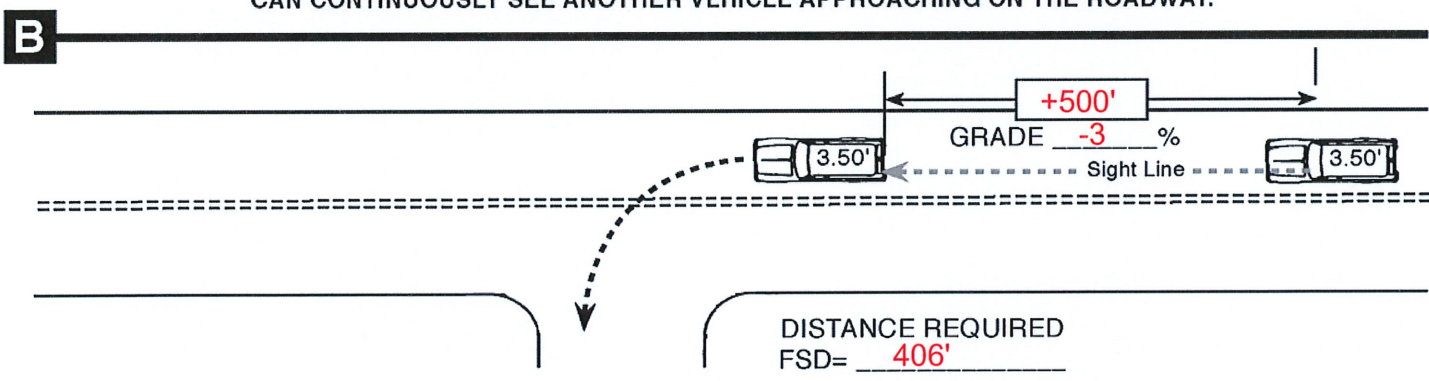
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed 42 mph NB
41 mph SB

A Shiloh Road / Road A (Opposite Hunt Drive)

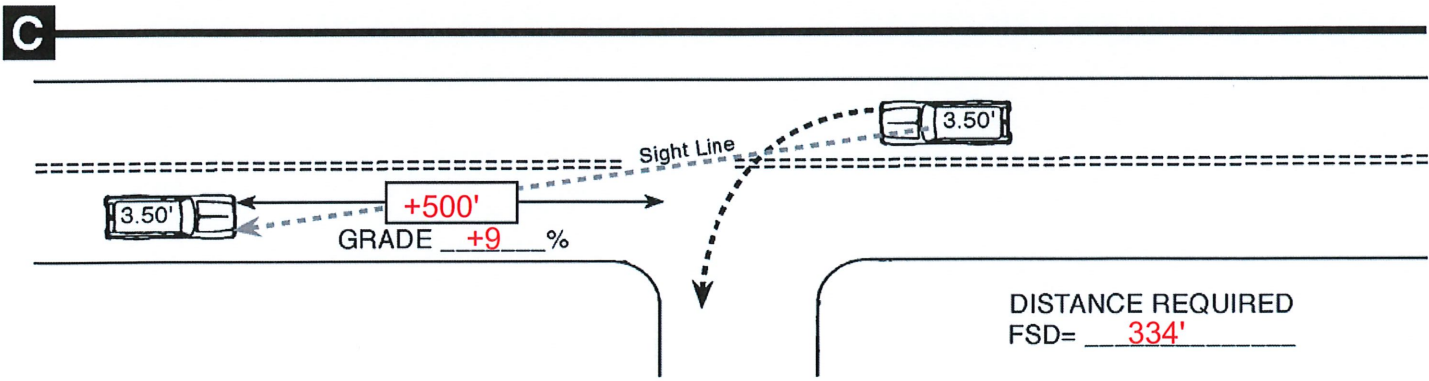
PERFORMED AT 45 mph



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

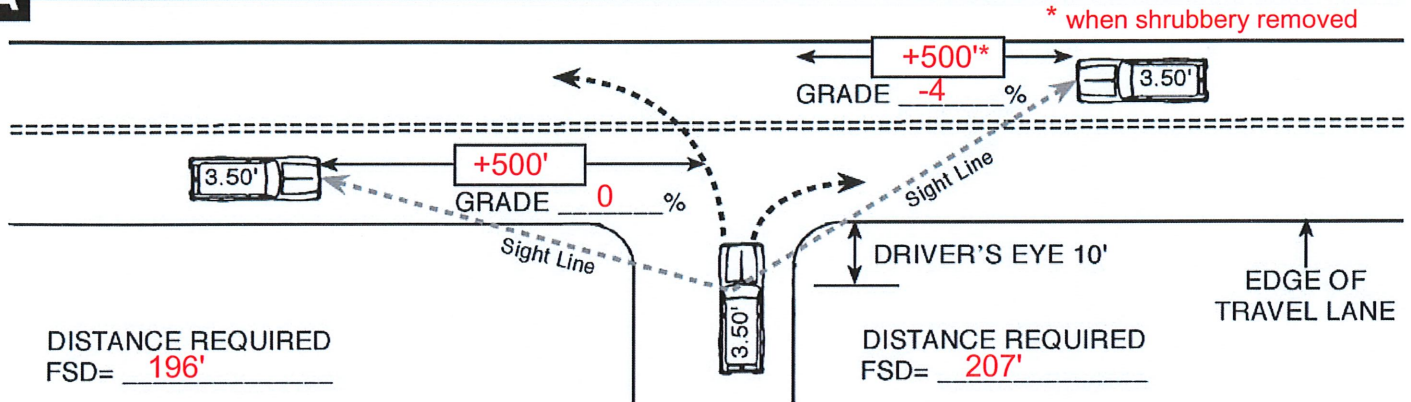
APPLICANT Fox Clearing, LLC APPLICATION NO. _____

S.R. -- SEG. -- OFFSET -- LEGAL SPEED LIMIT 30 MPH

MEASURED BY JAS DATE 1/22/2023

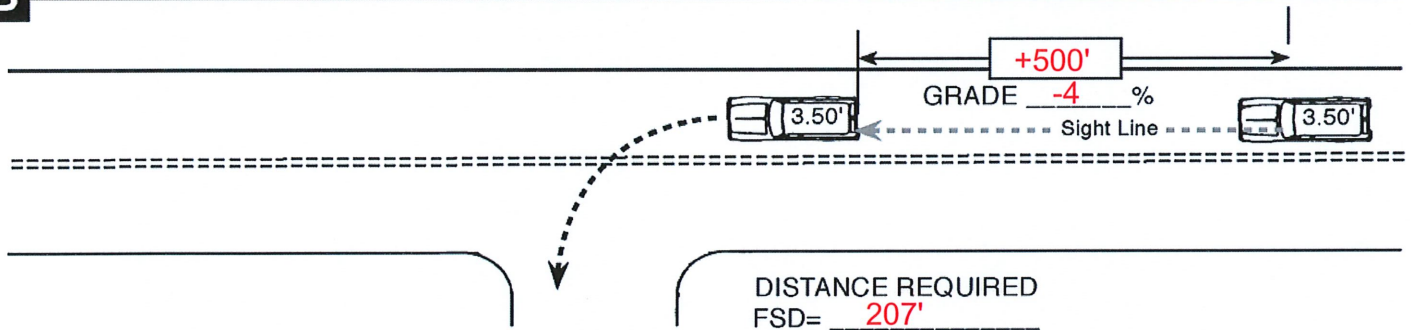
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed _____

A Shiloh Road / Road D (Opposite Oakbourne Road)



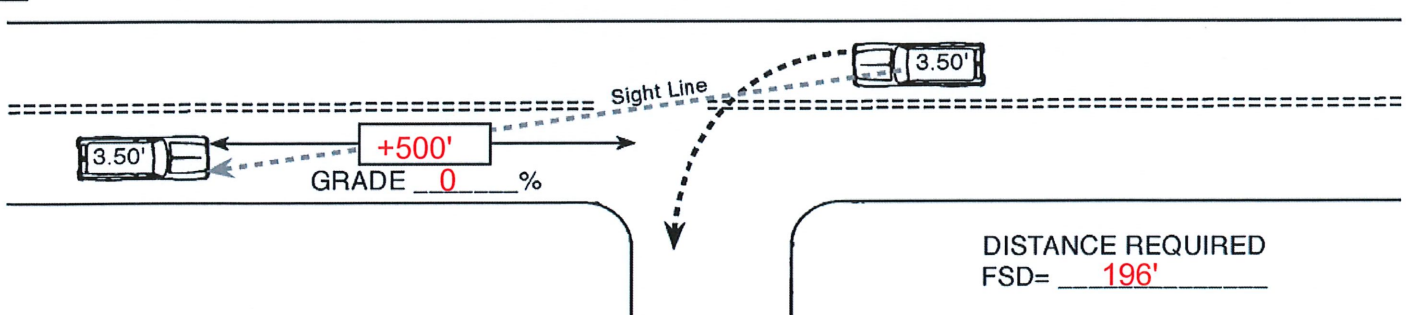
THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.

B



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.

C



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

(FOR LOCAL ROADS, USE PENNDOT PUB 70)

APPLICANT Fox Clearing, LLC APPLICATION NO. _____

S.R. -- SEG. -- OFFSET -- LEGAL SPEED LIMIT 30 MPH**

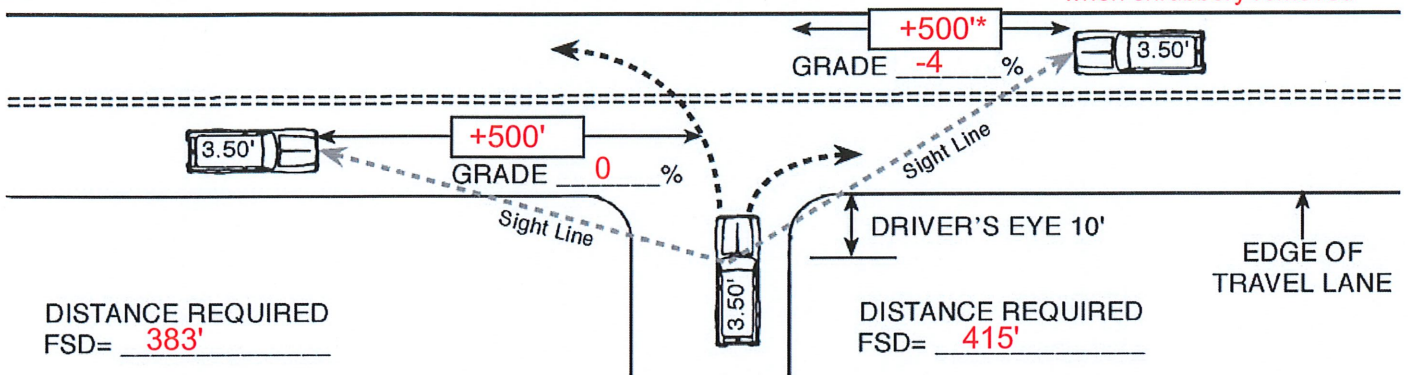
MEASURED BY JAS DATE 1/22/2023

FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed 41 mph SB

A Shiloh Road / Road D (Opposite Oakbourne Road)

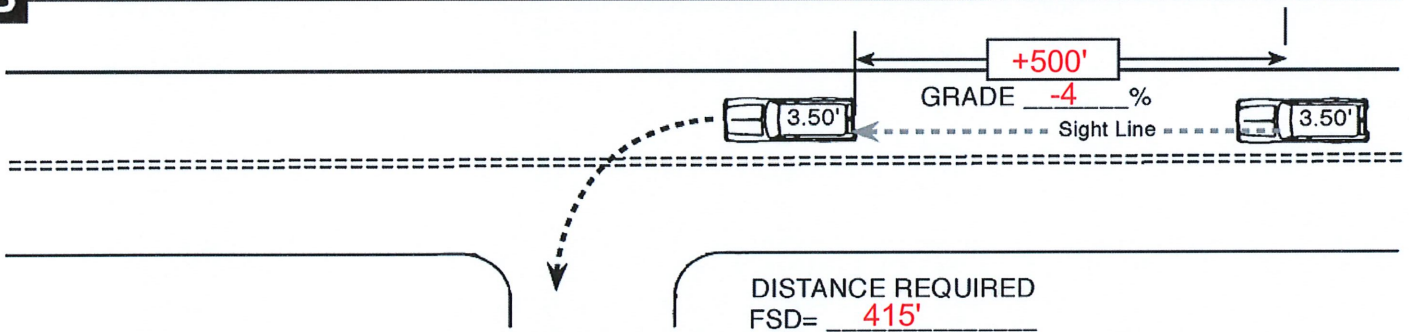
PERFORMED AT 45 mph

* when shrubbery removed



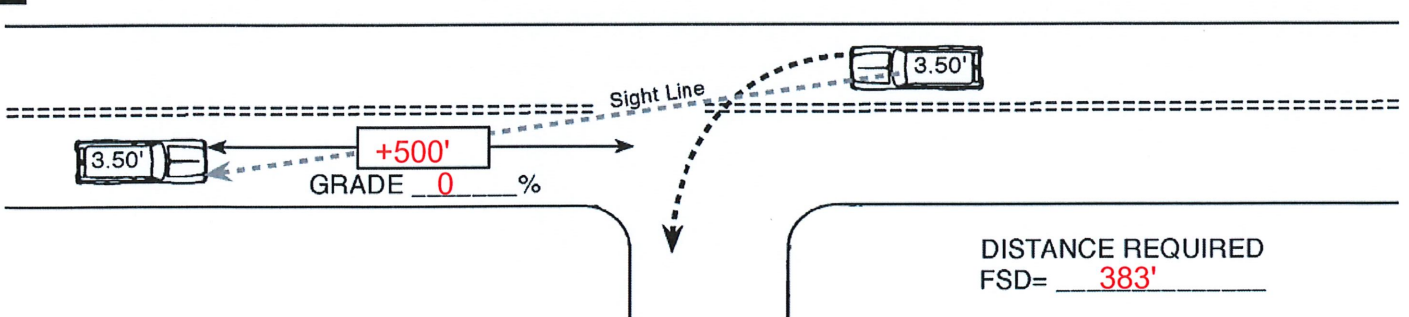
THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.

B



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.

C



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.