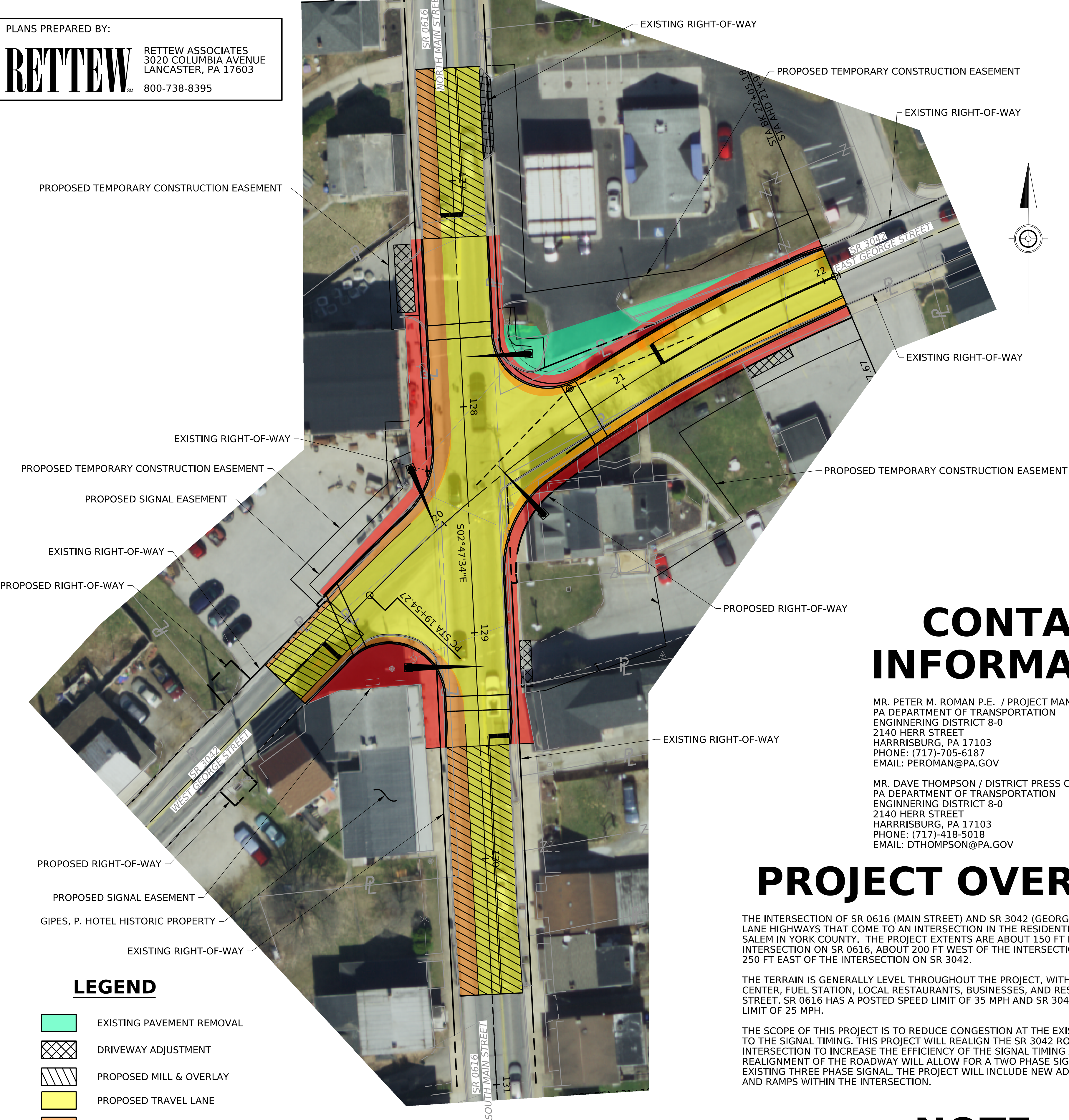


PLANS PREPARED BY:

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LEGEND

EXISTING PAVEMENT REMOVAL

DRIVEWAY ADJUSTMENT

PROPOSED MILL & OVERLAY

PROPOSED TRAVEL LANE

PROPOSED SHOULDER / PARKING

PROPOSED SIDEWALK

TRAFFIC SIGNAL POLE

## CONTACT INFORMATION

MR. PETER M. ROMAN P.E. / PROJECT MANAGER  
PA DEPARTMENT OF TRANSPORTATION  
ENGINEERING DISTRICT 8-0  
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PHONE: (717)-705-6187  
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MR. DAVE THOMPSON / DISTRICT PRESS OFFICER  
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HARRRISBURG, PA 17103  
PHONE: (717)-418-5018  
EMAIL: DTHOMPSON@PA.GOV

## PROJECT OVERVIEW

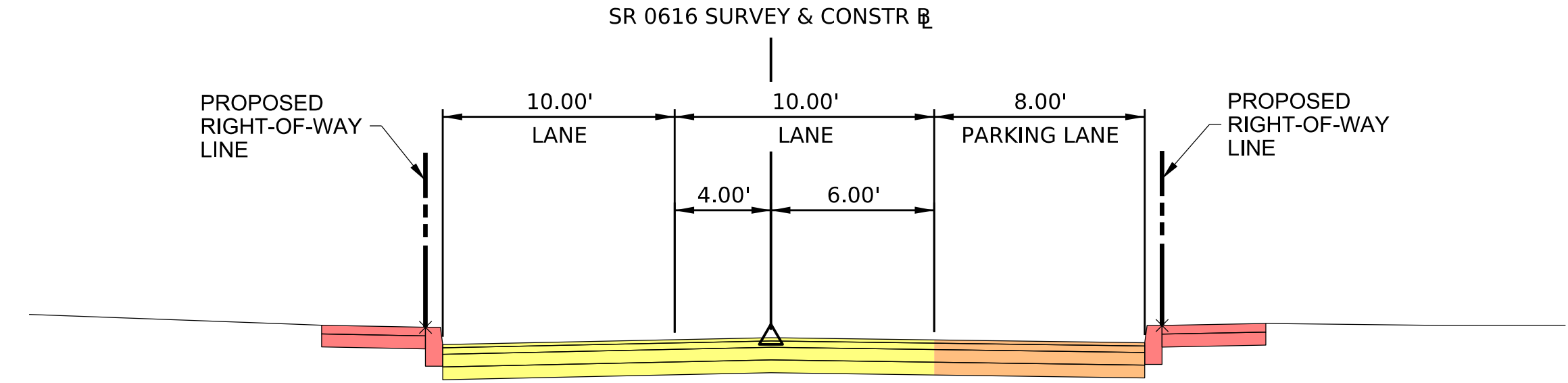
THE INTERSECTION OF SR 0616 (MAIN STREET) AND SR 3042 (GEORGE STREET) ARE BOTH TWO-LANE HIGHWAYS THAT COME TO AN INTERSECTION IN THE RESIDENTIAL BOROUGH OF NEW SALEM IN YORK COUNTY. THE PROJECT EXTENTS ARE ABOUT 150 FT NORTH AND SOUTH OF THE INTERSECTION ON SR 0616, ABOUT 200 FT WEST OF THE INTERSECTION ON SR 3042 AND ABOUT 250 FT EAST OF THE INTERSECTION ON SR 3042.

THE TERRAIN IS GENERALLY LEVEL THROUGHOUT THE PROJECT, WITH THE LOCAL COMMUNITY CENTER, FUEL STATION, LOCAL RESTAURANTS, BUSINESSES, AND RESIDENCES LINING THE STREET. SR 0616 HAS A POSTED SPEED LIMIT OF 35 MPH AND SR 3042 HAS A POSTED SPEED LIMIT OF 25 MPH.

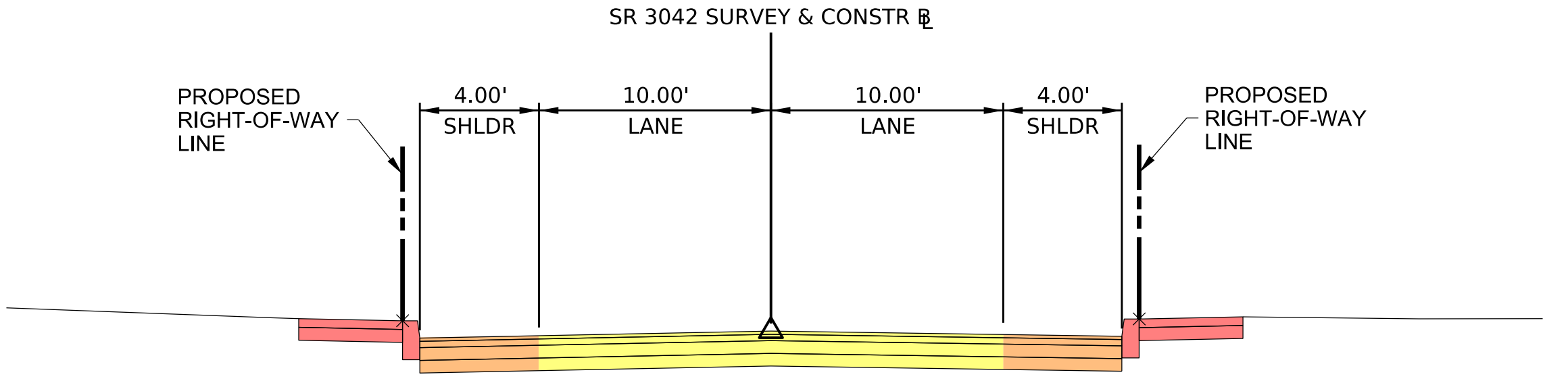
THE SCOPE OF THIS PROJECT IS TO REDUCE CONGESTION AT THE EXISTING INTERSECTION DUE TO THE SIGNAL TIMING. THIS PROJECT WILL REALIGN THE SR 3042 ROADWAY THROUGH THE INTERSECTION TO INCREASE THE EFFICIENCY OF THE SIGNAL TIMING AT THE INTERSECTION. REALIGNMENT OF THE ROADWAY WILL ALLOW FOR A TWO PHASE SIGNAL TO REPLACE THE EXISTING THREE PHASE SIGNAL. THE PROJECT WILL INCLUDE NEW ADA COMPLIANT SIDEWALKS AND RAMPS WITHIN THE INTERSECTION.

## NOTE

THE P. GIPE'S HOTEL AT 20 S. MAIN STREET IS CLASSIFIED AS A SECTION 4(F) HISTORIC RESOURCE. A SECTION 4(F) DE MINIMIS USE MAY BE REQUIRED FOR PROJECT IMPLEMENTATION.



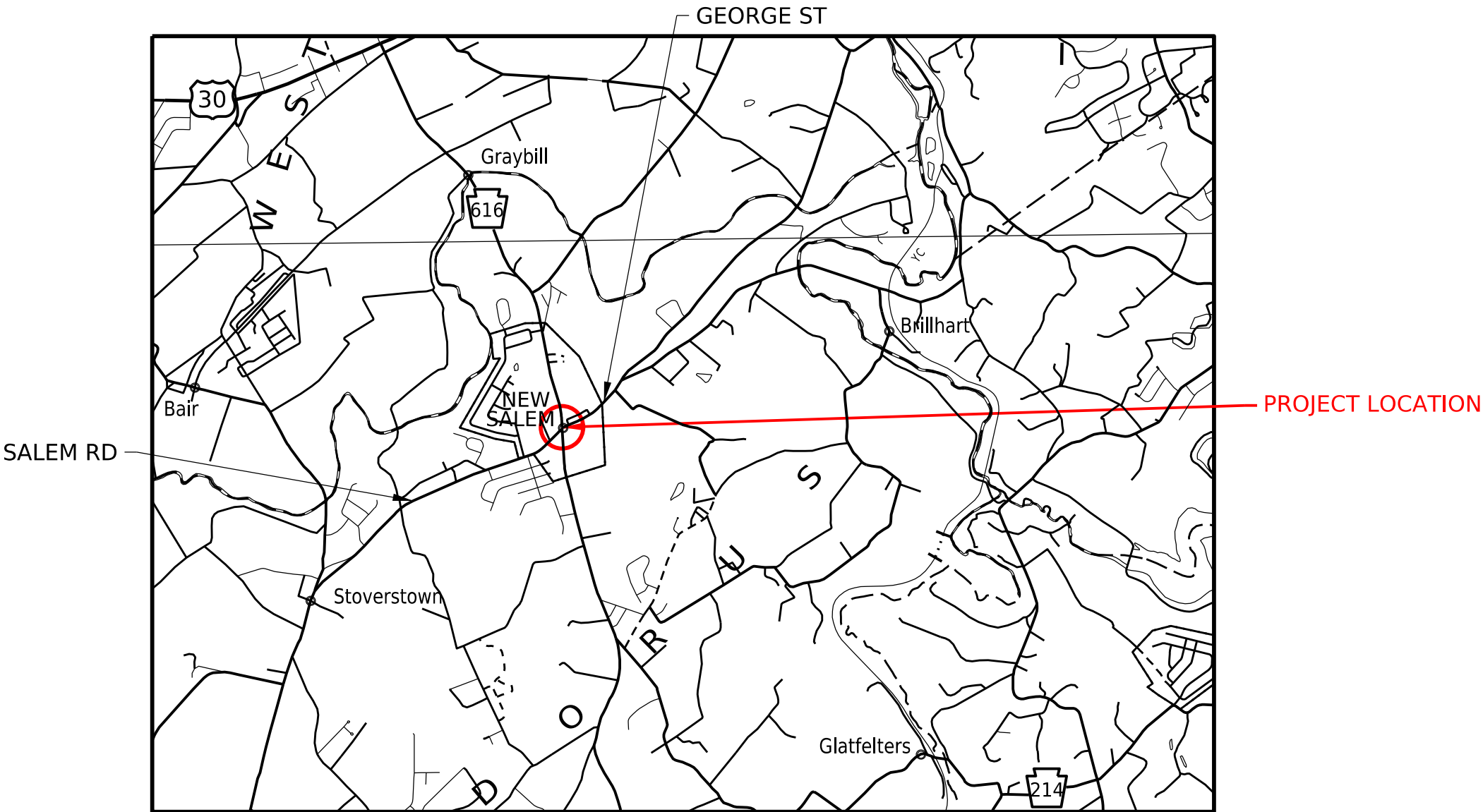
SR 0616 FULL DEPTH RECONSTRUCTION TYPICAL SECTION



SR 3042 FULL DEPTH RECONSTRUCTION TYPICAL SECTION

## TYPICAL SECTIONS

MILESTONE	DATE (ANTICIPATED)
PRELIMINARY DESIGN / ENVIRONMENTAL	2025 - 2026
FINAL DESIGN / ROW / UTILITIES	2027
CONSTRUCTION	2028



## PROJECT MAP





**STAGE 1-4**  
SR 3042 DETOUR IN EFFECT

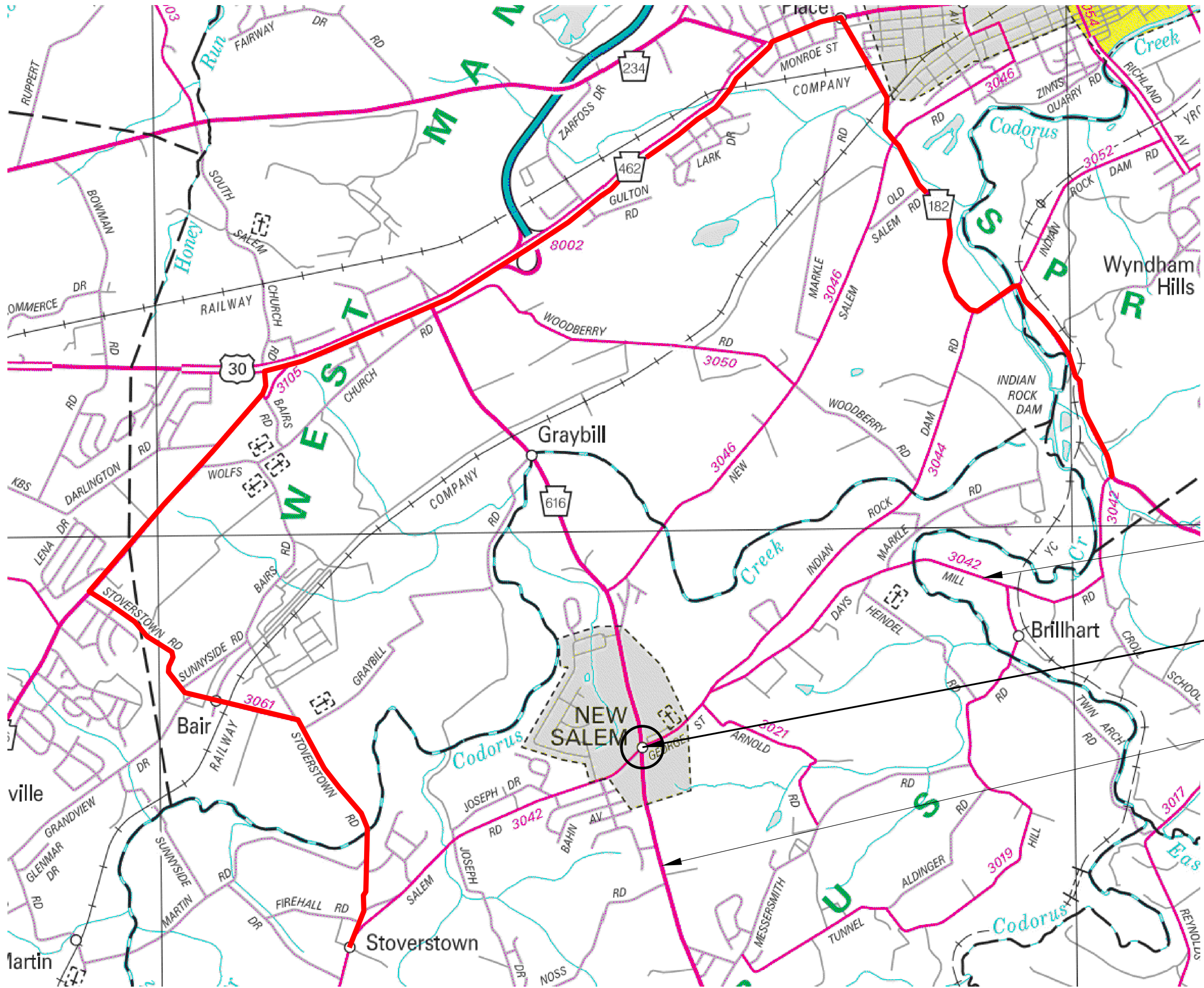
**LEGEND**

STAGE 1

STAGE 2

STAGE 3

STAGE 4



**SR 3042 THROUGH DETOUR MAP**

**LEGEND**

STAGE 5

STAGE 6



**STAGE 5-6**  
SR 0616 FLAGGING OPERATIONS WILL BE UTILIZED

SR 3042

PROJECT LOCATION

SR 0616



# LEVELS OF SERVICE

Alternatives	Control Type Description	PM Peak Hour Level of Service & Delay Times (sec)									
		Overall		NB		SB		EB		WB	
Existing 2025	3-Phase Signalized	F	117.18	E	57.39	F	157.29	E	79.28	F	138.78
1	2-Phase Signalized	D	49.77	C	31.39	D	52.92	D	43.44	E	63.99
2	2-Phase Signalized with Warranted Turn Lanes	C	27.11	C	29.18	C	25.83	C	28.17	C	28.63
3	Roundabout (Single Lane)	F	56.91	C	15.13	F	112.40	C	23.80	E	43.96
4	4-Phase Signalized	F	338.09	F	407.98	F	404.20	F	231.45	F	273.07
5	2-Phase Signalized with NB and SB Lt Turn Lanes	D	45.30	C	26.95	D	52.22	C	34.13	E	58.07

2045 PM LEVELS OF SERVICE

Level of Service Criteria <sup>(1)</sup>	
Level of Service	Signalized Intersections Control or Signal Delay (sec/veh)
A	≤10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	>80.0

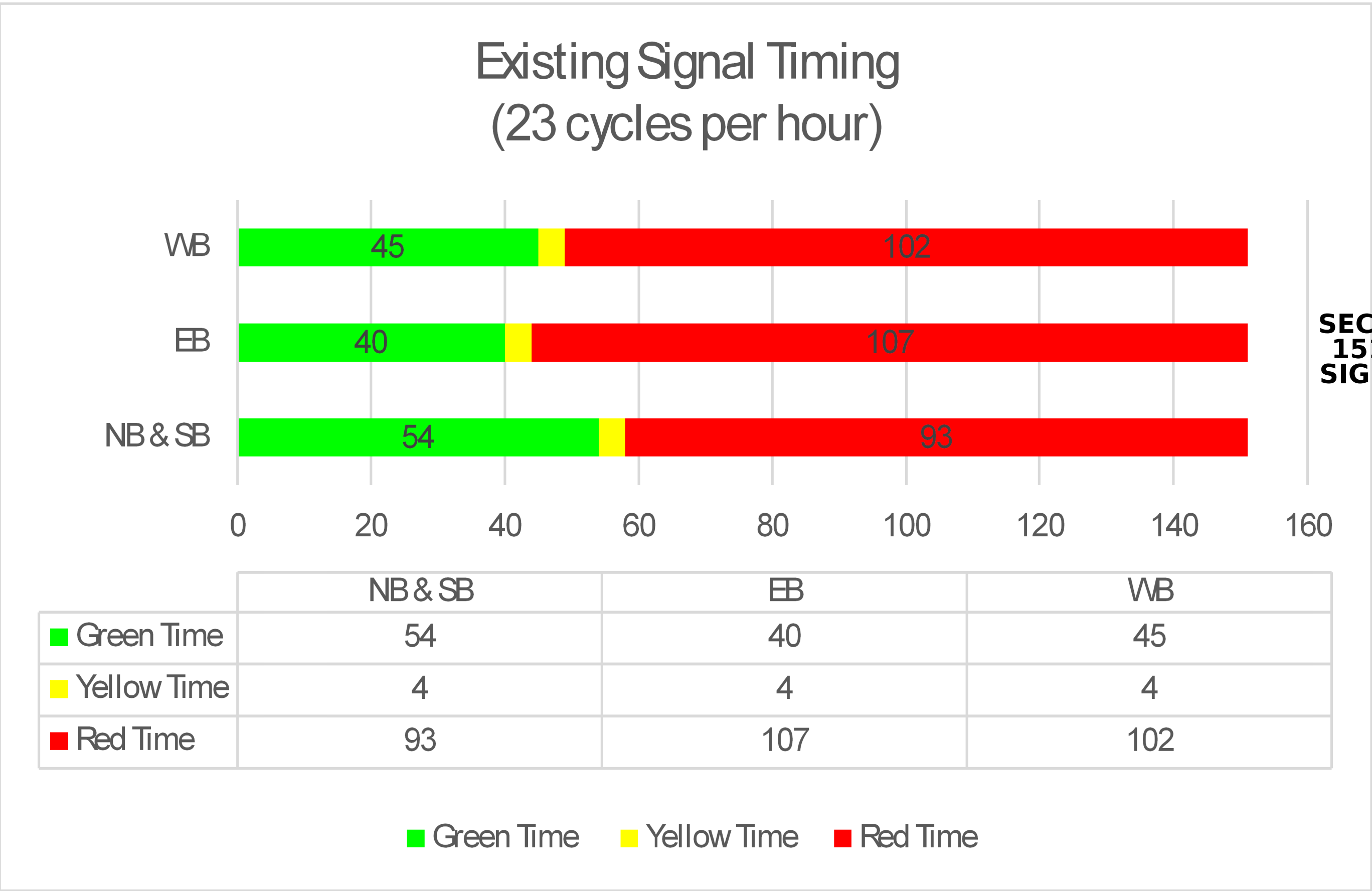
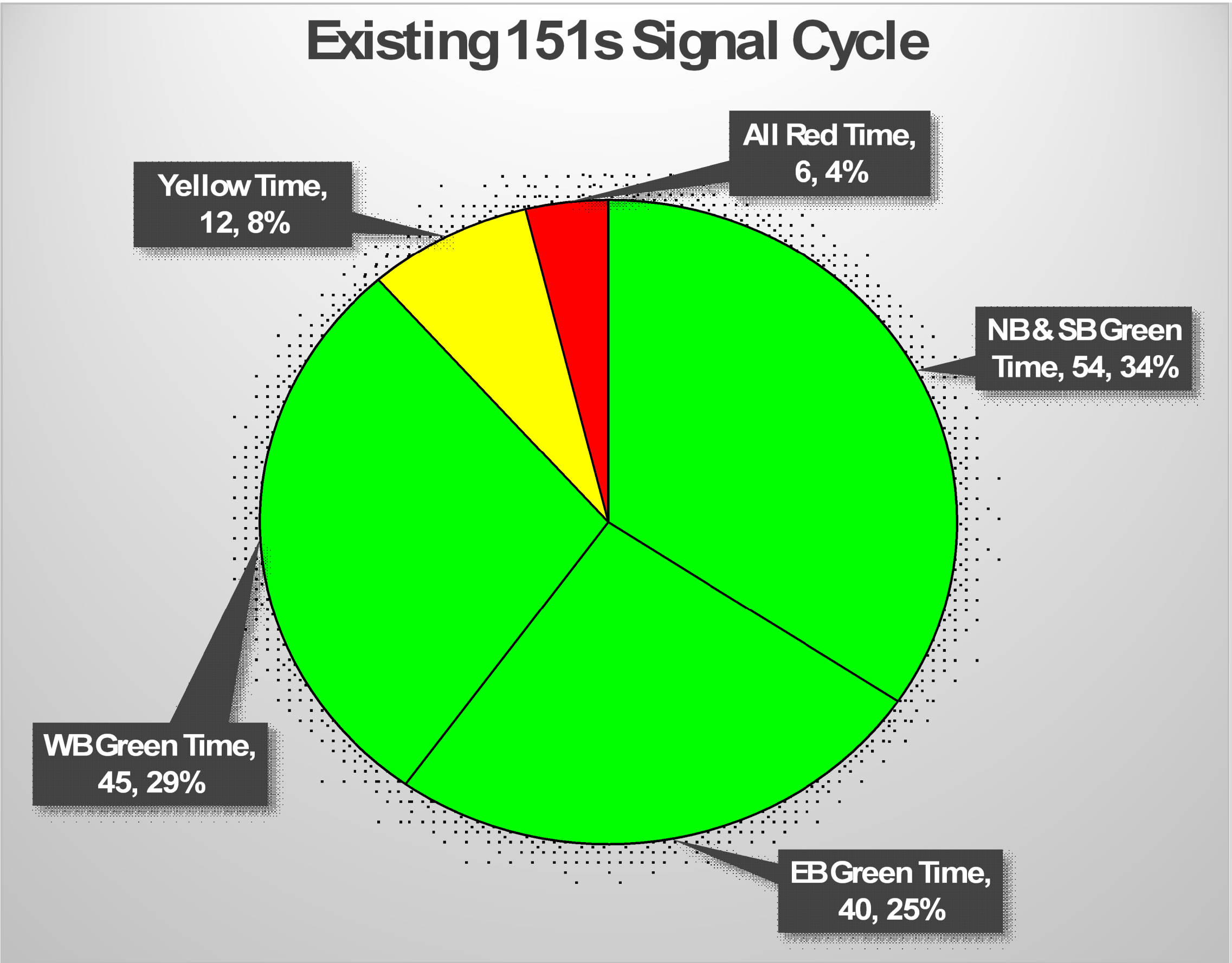
<sup>1</sup> = Obtained from Exhibit 19-1 of the Transportation Research Board’s *Highway Capacity Manual*, 7<sup>th</sup> Edition

ALTERNATIVE 1 WAS CHOSEN BECAUSE IT SIGNIFICANTLY IMPROVED DELAY TIMES AND HAD MINIMAL IMPACTS TO THE INTERSECTION WHEN COMPARED TO THE OTHER ALTERNATIVES.

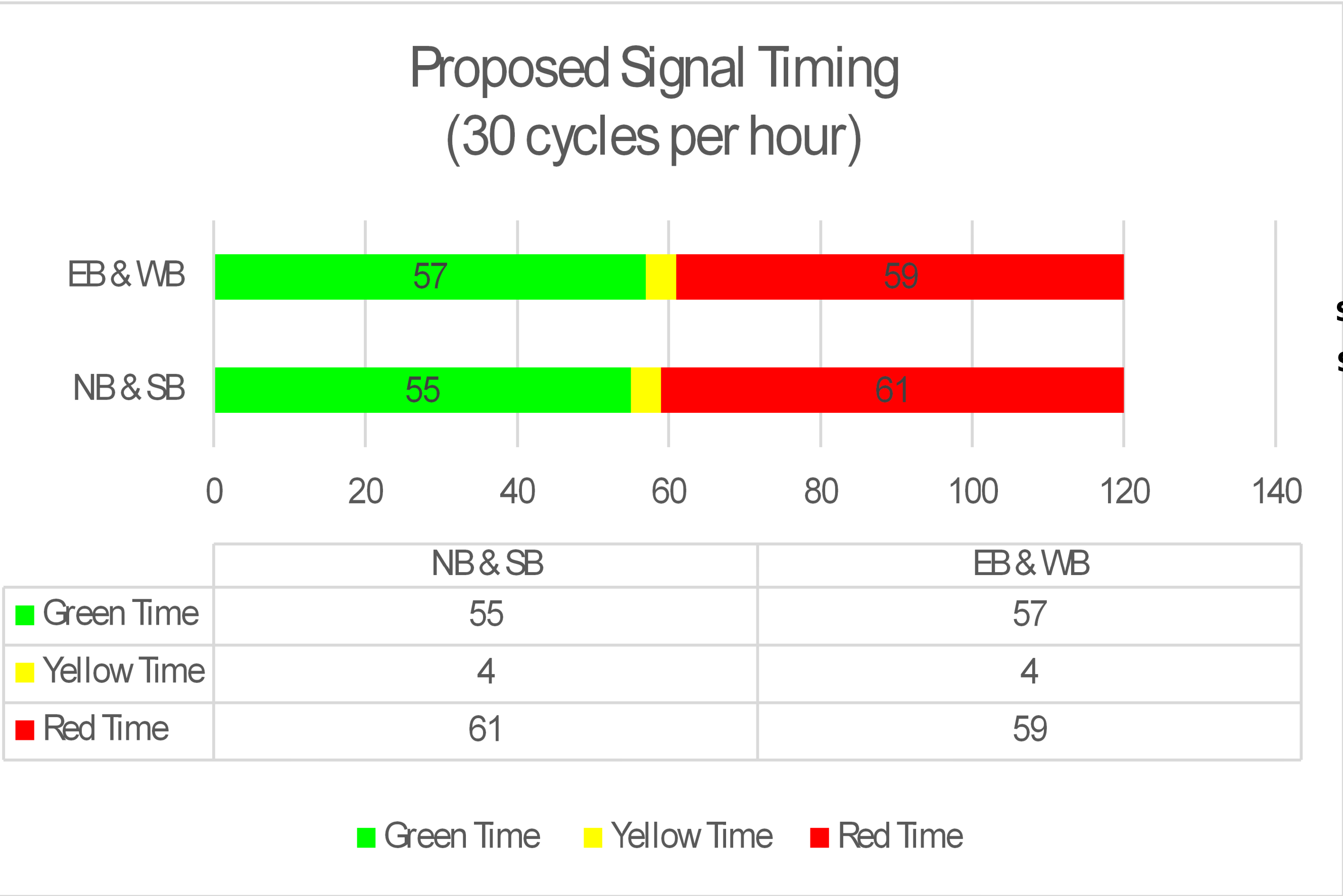
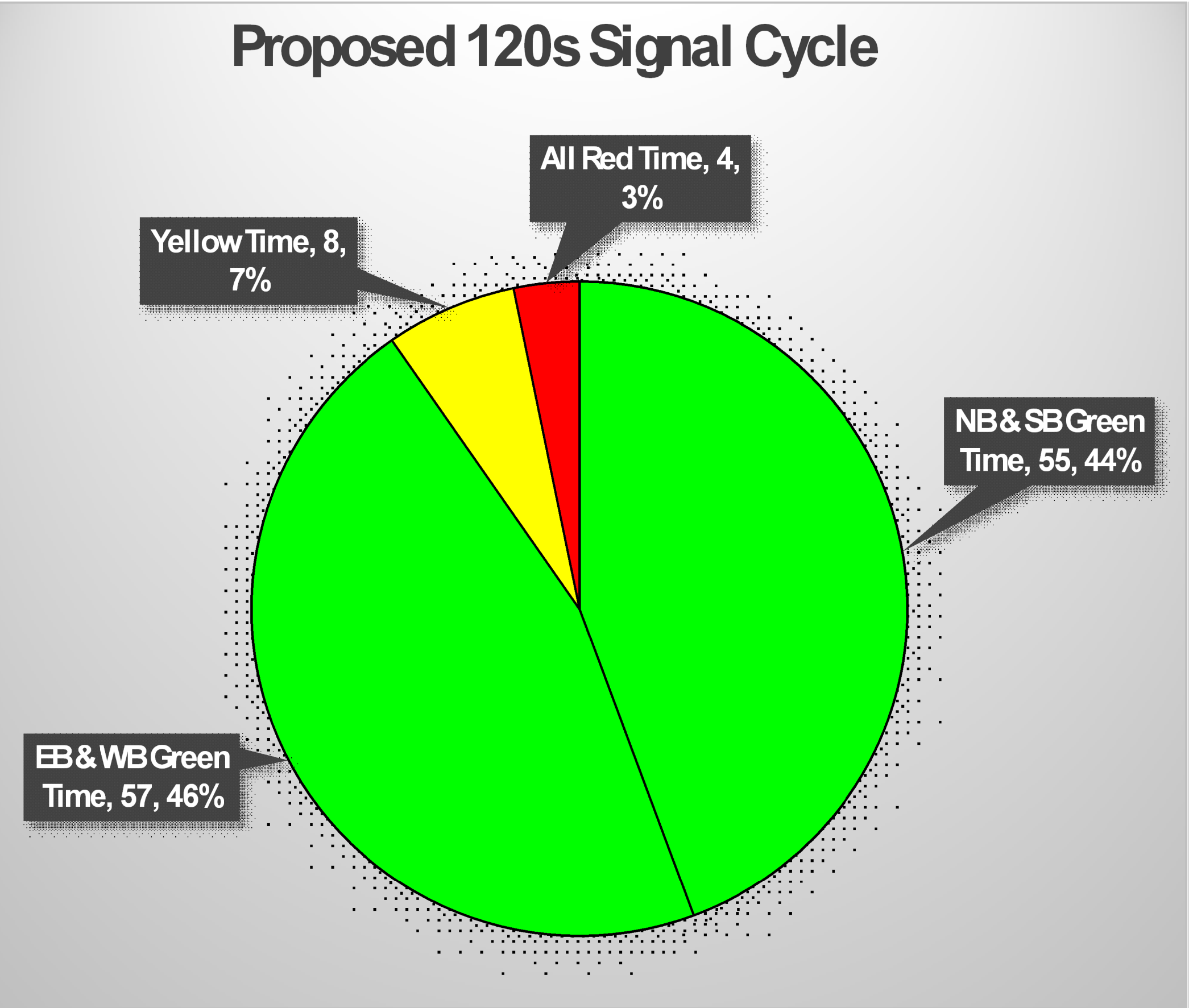


# EXISTING VS PROPOSED SIGNAL CYCLE TIMING

EXISTING SIGNAL



PROPOSED SIGNAL  
RECOMMENDED  
2 PHASE SIGNAL





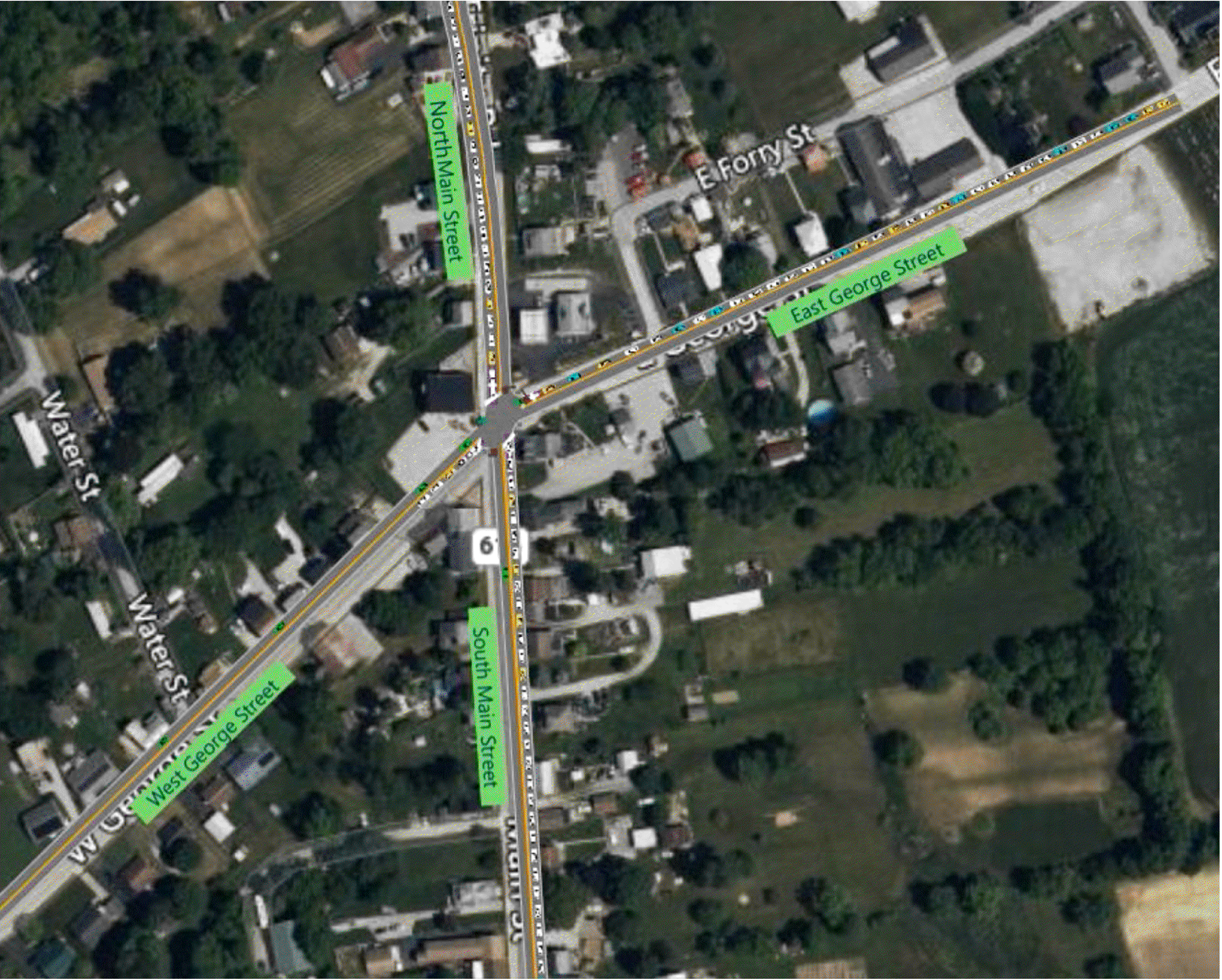
PLANS PREPARED BY:

**RETTEW**<sup>SM</sup>

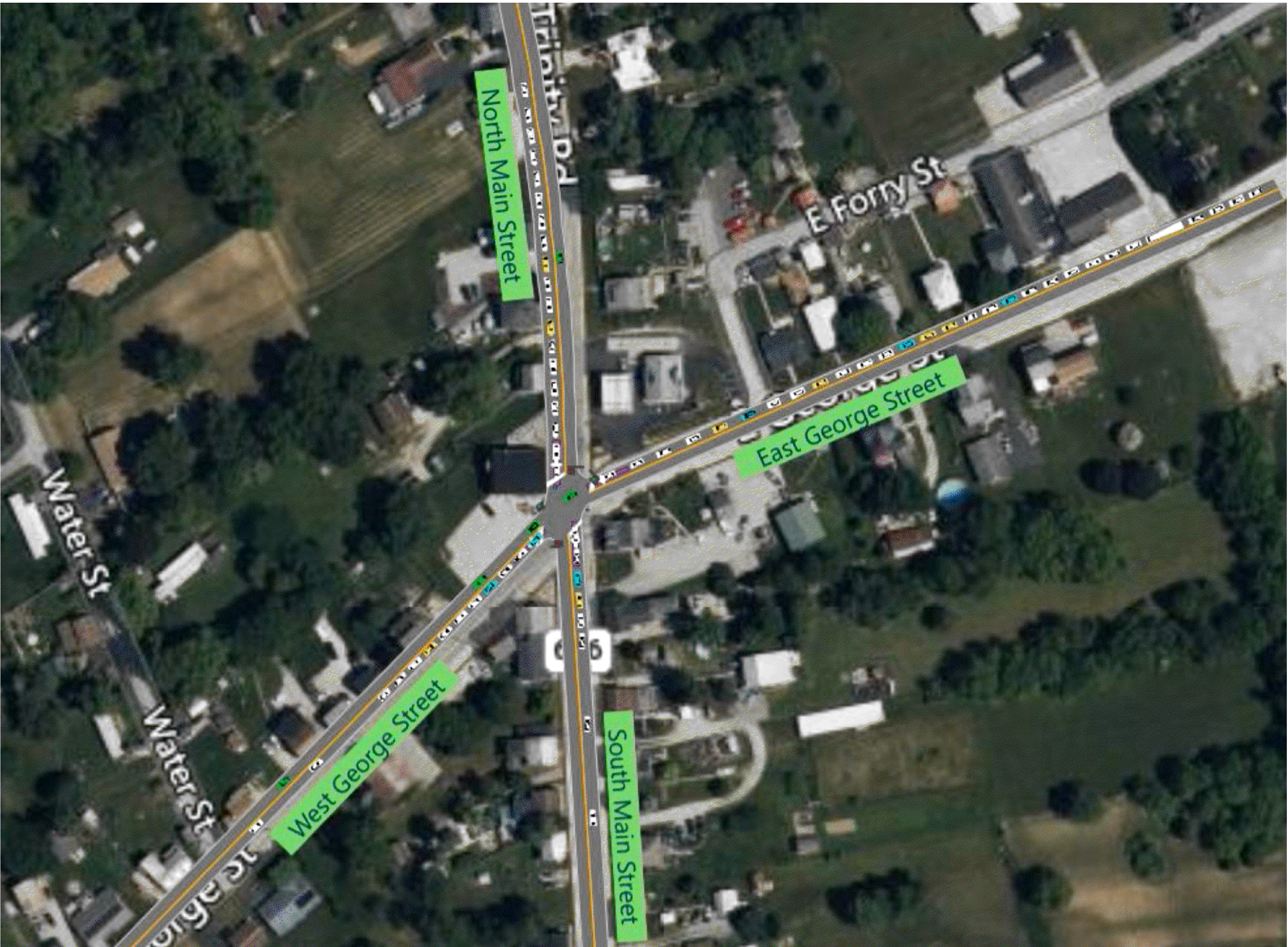
RETTEW ASSOCIATES  
3020 COLUMBIA AVENUE  
LANCASTER, PA 17603  
800-738-8395

# PM PEAK HOUR

(TRAFFIC QUEUING COMPARISON)



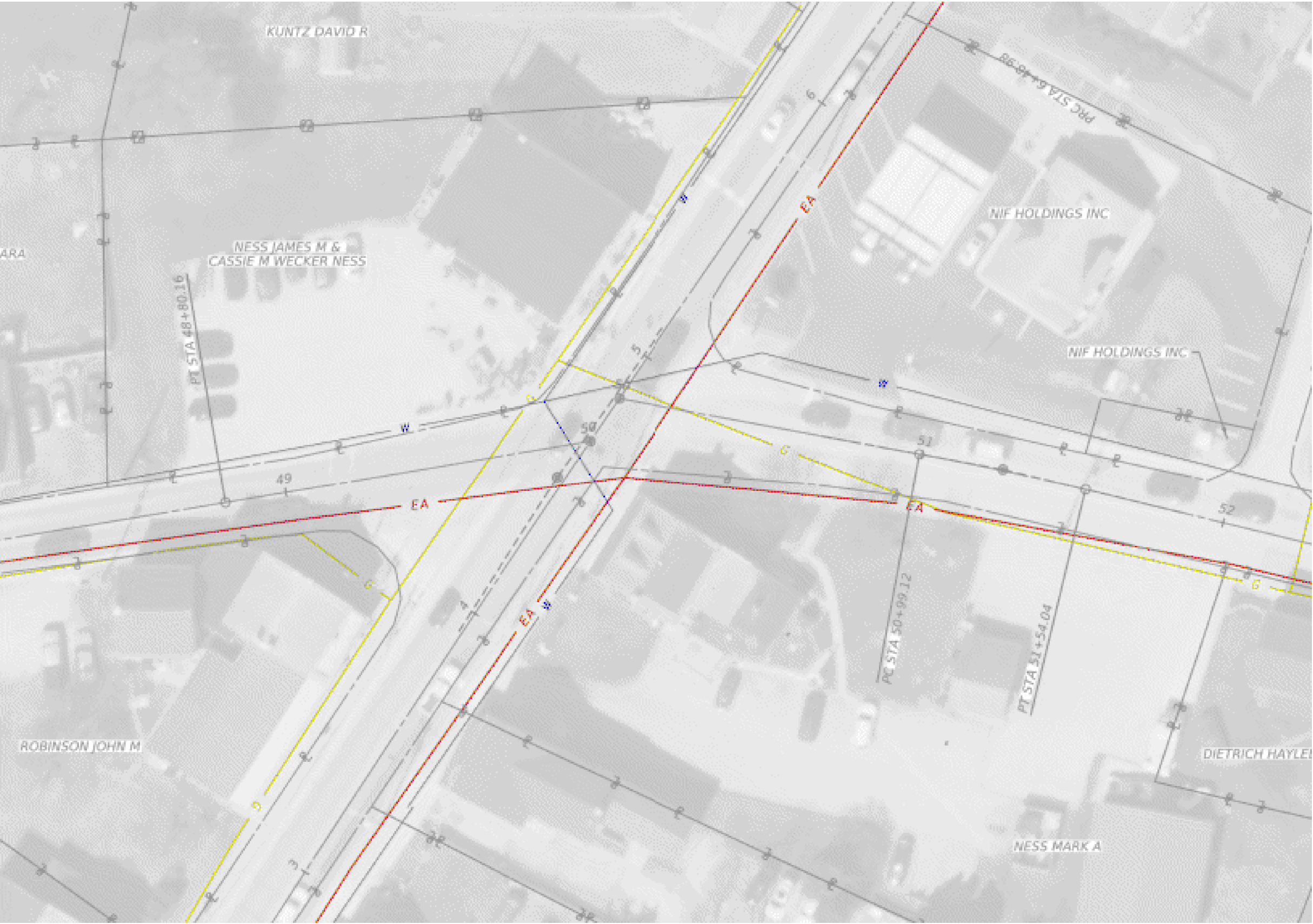
EXISTING PM PEAK HOUR



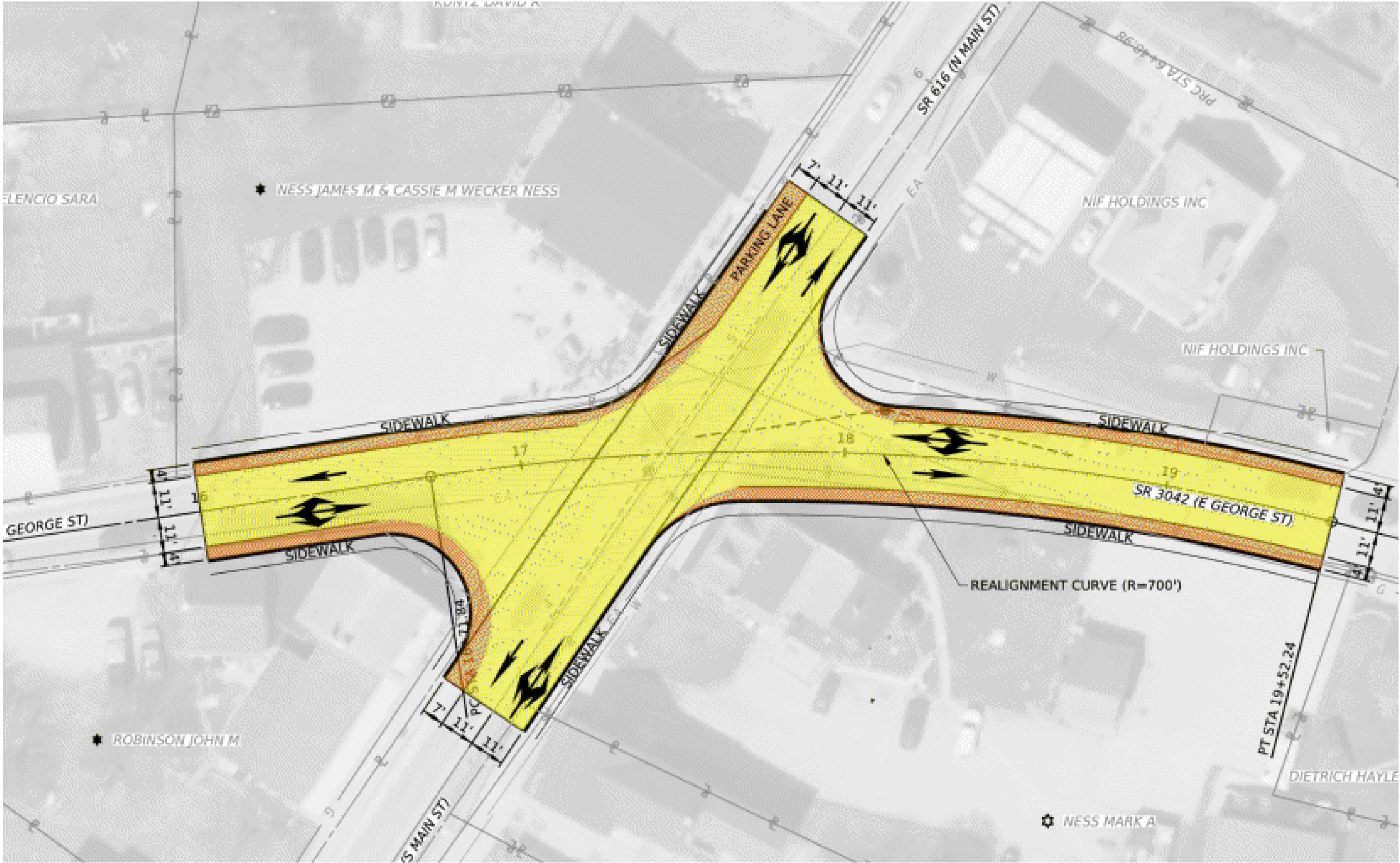
ALTERNATIVE 1 - 2 PHASE SIGNAL PM PEAK HOUR



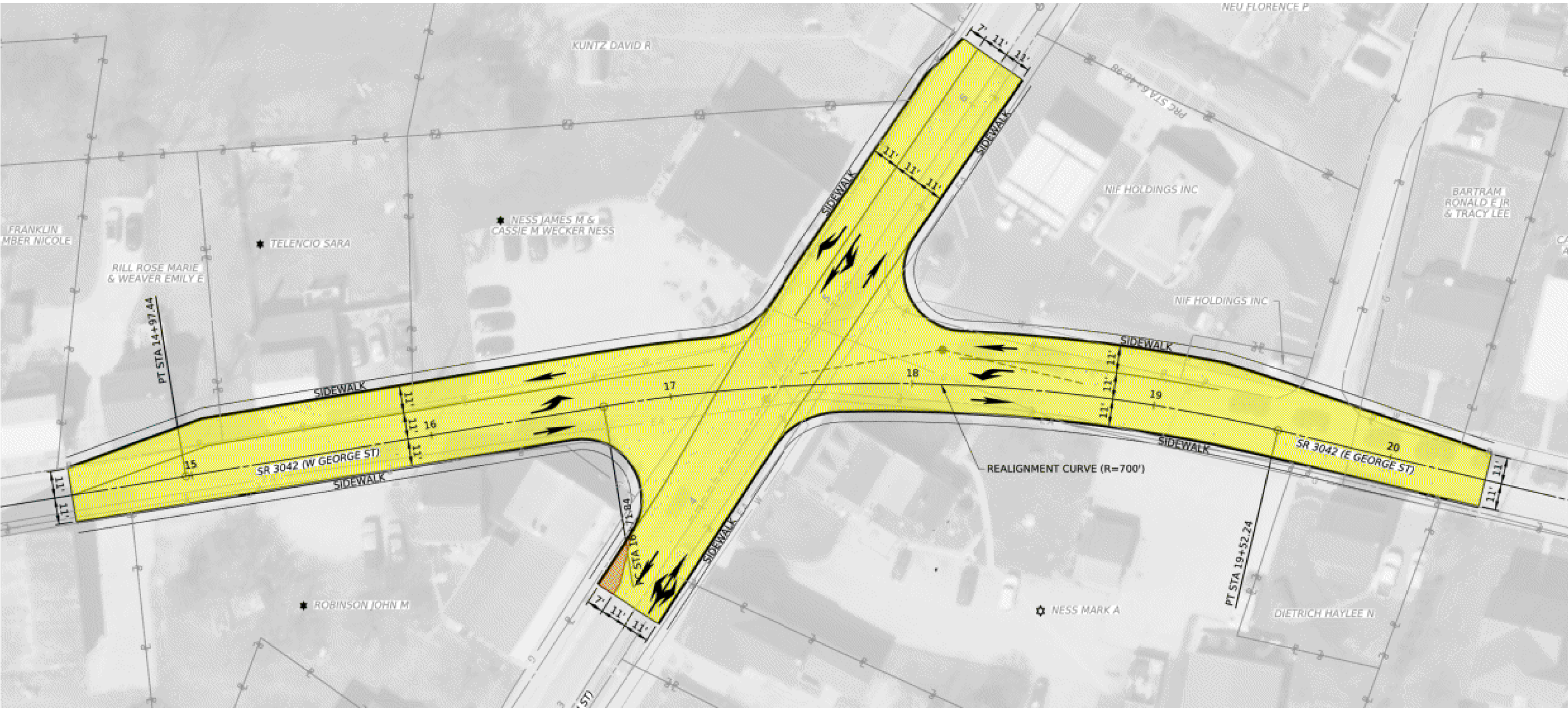
# ALTERNATIVE ANALYSIS BOARD



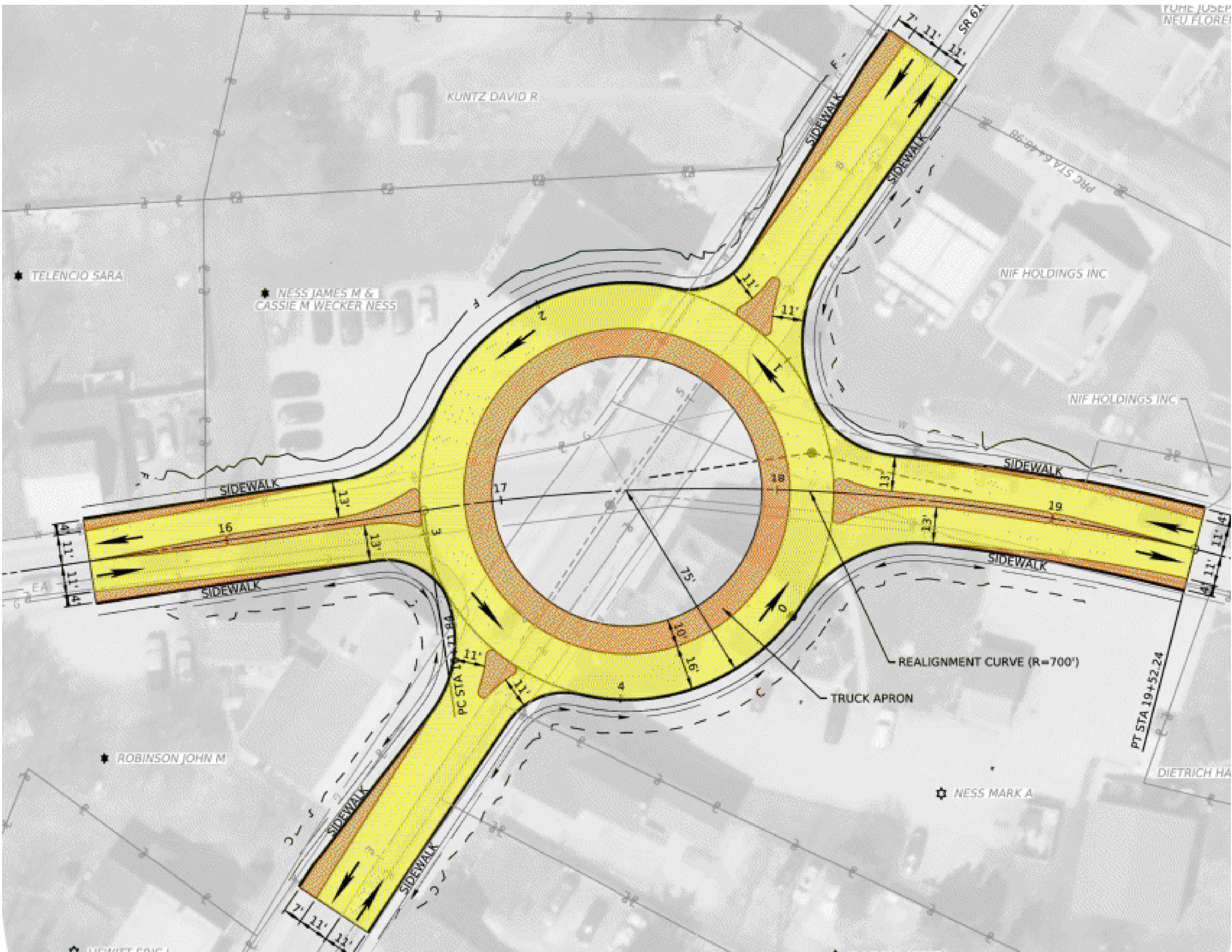
**EXISTING CONDITIONS (3 PHASE SIGNAL)**



**ALTERNATIVE 1 (2 PHASE SIGNAL)**



**ALTERNATIVE 2 (2 PHASE SIGNAL W/ TURN LANES)**



**ALTERNATIVE 3 (SINGLE LANE ROUNDABOUT)**