

**ORDINANCE NO. 337**

**AN ORDINANCE OF THE TOWNSHIP OF ANTRIM,  
FRANKLIN COUNTY, PENNSYLVANIA,  
ESTABLISHING SPEED LIMITS ON HYKES ROAD (T# 351)**

**WHEREAS**, Section 1527 of the Second Class Township Code, as amended, (53 P.S 66527) authorizes the Board of Supervisors of Second Class Townships to adopt ordinances to secure the safety of persons or property within the Township; and

**WHEREAS**, the Pennsylvania Vehicle Code provides that Establishing speed limits pursuant to subchapter F of Chapter 33 of the Vehicle Code is presumed to be a reasonable exercise of police power by local authorities (75 PA C.S.A. §6109(a)(10)); and

**WHEREAS**, the Vehicle Code provides that local authorities may exercise the powers granted in the Code only by duly enacted ordinances of their governing bodies (75 Pa. C.S.A. §6102-b); and

**WHEREAS**, the Vehicle Code authorized local authorities on highways under their respective jurisdiction to establish reasonable and safe maximum speed limits (75 Pa. C.S.A. § 3363); and

**WHEREAS**, the Township desires to set a speed limit on Hykes Road (T# 351) from the Williamsport Pike (SR 3001) intersection to the Greenmount Road (T# 350) at 35 miles per hour.

**WHEREAS**, the Township desires to set a speed limit on Hykes Road (T# 351) from Greenmount Road (T#350) to Molly Pitcher Highway (SR 0011) at 25 miles per hour.

**NOW, THEREFORE, BE IT ENACTED AND ORDAINED**, by the Board of Supervisors of the Township of Antrim, Franklin County, Pennsylvania, pursuant to the authority as described above and in accordance with the Traffic Study in Exhibit A and Exhibit B attached hereto and incorporated herein by reference, that Section 8 of Chapter 139 of the Code of the Township of Antrim, shall be amended by the addition of the following inserted in alphabetical order:

<u>Street</u>	<u>Location</u>	<u>Maximum Speed Limit</u>
Hykes Road (T# 351)	From Williamsport Pike (S.R. 3001) to Greenmount Road (T# 350)	35
Hykes Road (T# 351)	From Greenmount Road (T# 350) to Molly Pitcher Highway (SR 0011)	25

The penalty for violating this ordinance shall be as set forth in the Pennsylvania Vehicle Code, as amended.

This ordinance shall take effect in accordance with the law.

ENACTED AND ORDAINED this, 28 day of October, 2014 by the Board of Supervisors of the Township of Antrim, Franklin County, Pennsylvania in lawful session, duly assembled.

Attest:

Jennifer Becknell  
Jennifer Becknell, Secretary

~~SUPERVISORS OF ANTRIM TOWNSHIP~~

Pat Heraty  
Pat Heraty, Chairman

John G. Vall

ROD

James Abgers

# SPEED RESTRICTIONS ENGINEERING AND TRAFFIC STUDY

PLEASE TYPE OR PRINT ALL INFORMATION IN BLUE OR BLACK INK



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION  
www.dot.state.pa.us

## A - LOCATION INFORMATION

COUNTY Franklin		MUNICIPALITY Antrim Township	
SR# T#351	SEGMENT N/A	STREET NAME Hykes Road	
SEGMENT/OFFSET N/A	TO SEGMENT/OFFSET N/A	<input checked="" type="checkbox"/> ASCENDING <input type="checkbox"/> DESCENDING <input type="checkbox"/> BOTH	
OTHER LOCATION INFORMATION: Raising Speed Limit from 25MPH to 35MPH from the intersection of Greenmount Road to the Western end of Hykes Road at the intersection of Williamsport Pike.			

## B - REFERENCE INFORMATION

REFERENCE Chapter 212	SECTION(S) 212.108
REFERENCE MUTCD	SECTION(S) 2B.13 and 2B.18
REFERENCE PUB 46	SECTION(S) Chapter 11.3 and 2.4.6
REFERENCE Vehicle Code Title 75 Pa. C.S.	SECTION(S) §3362, 3363, 3364 and 6109 (a)(5)(10)

## C - STUDY ELEMENTS

### FROM PUB 212 APPENDIX:

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Crash Analysis (1)                   | <input type="checkbox"/> Sight Distance (16)  | <input checked="" type="checkbox"/> Other: Area is considered "Rural" |
| <input checked="" type="checkbox"/> Roadside Development (13) | <input type="checkbox"/> Speed Data (17)      |   |
| <input type="checkbox"/> Roadside Instructions (14)           | <input type="checkbox"/> Traffic Volumes (20) |   |

## D - ATTACHMENTS LISTING

Check those that apply and attach to this form in the order listed below:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> 1. 10-Day Response Letter                  | <input type="checkbox"/> 7. Crash Extract                                  | <input type="checkbox"/> 13. Traffic/Pedestrian Volumes |
| <input type="checkbox"/> 2. Letter or Memo Requesting Study         | <input type="checkbox"/> 8. Crash Rate                                     | <input type="checkbox"/> 14. STAMPP Identification Data |
| <input type="checkbox"/> 3. Location Map                            | <input type="checkbox"/> 9. Collision Diagram Plot                         | <input type="checkbox"/> 15. Speed Limit                |
| <input type="checkbox"/> 4. Straight Line Diagram                   | <input type="checkbox"/> 10. Speed Study                                   | <input type="checkbox"/> 16. Traffic Signal Permit Plan |
| <input type="checkbox"/> 5. Photographs                             | <input type="checkbox"/> 11. Warrant Analysis                              | <input type="checkbox"/> 17. Other _____                |
| <input type="checkbox"/> 6. Field View Drawing or Condition Diagram | <input type="checkbox"/> 12. Multi-Way Stop or Truck Restriction Worksheet |   |

### Confidential - Traffic Engineering and Safety Study

This document is the property of the Commonwealth of Pennsylvania, Department of Transportation. The data and information contained herein are part of a traffic engineering and safety study. This safety study is only provided to those official agencies or persons who have responsibility in the highway transportation system and may only be used by such agencies or persons for traffic safety related planning or research. The document and information are 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 Pennsylvania Department of Transportation.

EXHIBIT A

**E - SITE OBSERVATION CHECKLIST****Operational Checklist:**

1. Do obstructions block a driver's view of pedestrians or approaching vehicles? ☐ YES ☒ NO ☐ N/A
2. Do drivers respond correctly to signals, signs, or other traffic control devices? ☒ YES ☐ NO ☐ N/A
3. Is there evidence of crashes (skid marks, property damage, tree/bush damage, broken glass/vehicle parts, etc.)? ☐ YES ☒ NO ☐ N/A
4. Are there violations of parking or other traffic regulations? ☐ YES ☒ NO ☐ N/A
5. Do drivers appear confused about routes, street names, or other guidance information? ☐ YES ☒ NO ☐ N/A
6. Have you observed the location during peak hours for volume, crashes, and traffic operations? ☒ YES ☐ NO ☐ N/A
7. Are there traffic flow deficiencies or traffic conflict patterns associated with turning movements? ☐ YES ☒ NO ☐ N/A
8. Are there significant delays and/or congestion? ☐ YES ☒ NO ☐ N/A
9. Are there vehicle/pedestrians conflicts? ☐ YES ☒ NO ☐ N/A
10. Are there other traffic flow deficiencies or traffic conflict patterns? ☐ YES ☒ NO ☐ N/A

**Physical Checklist:**

1. Can sight obstructions be removed or lessened? ☐ YES ☐ NO ☒ N/A
2. Do the street alignments or widths adequately accommodate the type of traffic using the roadway? ☒ YES ☐ NO ☐ N/A
3. Are curb radii adequate for turning vehicles? ☐ YES ☐ NO ☒ N/A
4. Are pedestrian crosswalks properly located? ☐ YES ☐ NO ☒ N/A
5. Are signs adequate as to usefulness, message, size, conformity, and placement? ☒ YES ☐ NO ☐ N/A
6. Are traffic signals adequate as to placement, visibility, glare, conformity, number of signal heads, and timing? ☐ YES ☐ NO ☒ N/A
7. Are pavement markings adequate as to their conformance to standards and location? ☒ YES ☐ NO ☐ N/A
8. Is channelization (islands or pavement markings) adequate for reducing conflict areas, separating traffic flows, and defining movements? ☐ YES ☐ NO ☒ N/A
9. Does the existing legal parking layout affect sight distance for through or turning vehicles? ☐ YES ☐ NO ☒ N/A
10. Is the pavement condition free of potholes, washboard, slick surface, etc.? ☒ YES ☐ NO ☐ N/A

**F - SITE DATA**

DATE DATA COLLECTED

8/19/2014

PERSON CONDUCTING STUDY

Mike Condo

TITLE

Road Master

THIS REQUEST FOR A SPEED RESTRICTION IS BASED ON: (CHECK APPROPRIATE SECTION)

- A. ☒ Section 3362 and 3363 of Pa. Vehicle Code & Section 212.108 of Title 67 (Speed Restrictions)
- B. ☐ Section 3364 of Pa. Vehicle Code & Section 212.108 of Title 67 (Minimum Speed Limits)
- C. ☐ Section 3365(a) the Pa. Vehicle Code & Section 212.109 of Title 67 (Bridge Speed Limits) - SEPARATE STUDY REQUIRED, USE TE-115.
- D. ☐ Section 3365(c) the Pa. Vehicle Code & Section 212.110 of Title 67 (Hazardous Grade Speed Limits) - SEPARATE STUDY REQUIRED, USE TE-116.

1. The existing speed limit is 25 MPH.2. The requested speed limit is 35 MPH.

3. The 20 \_\_\_\_\_ ADT is \_\_\_\_\_ vehicles.

☐ Actual ☐ Estimated

4. The area is a(n):

☐ Business District☐ Residence District☐ Urban District☒ Rural District☐ Interstate Highway☐ Adjacent to an Urban District \_\_\_\_\_

5. The request for a speed change is being made by:

☒ Local Authorities Antrim Township (list name)☐ PennDOT

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**F - SITE DATA (CONTINUED)**

6. a. 85th percentile speed \_\_\_\_\_ MPH. No. of vehicles \_\_\_\_\_

b. Safe running speed is:

**North Bound/East Bound**

Run No. 1 \_\_\_\_\_ MPH.

Run No. 2 \_\_\_\_\_ MPH.

Run No. 3 \_\_\_\_\_ MPH.

Run No. 4 \_\_\_\_\_ MPH.

Run No. 5 \_\_\_\_\_ MPH.

Total 0divided by  
= NaN MPH.**South Bound/West Bound**

Run No. 1 \_\_\_\_\_ MPH.

Run No. 2 \_\_\_\_\_ MPH.

Run No. 3 \_\_\_\_\_ MPH.

Run No. 4 \_\_\_\_\_ MPH.

Run No. 5 \_\_\_\_\_ MPH.

Total 0divided by  
= NaN MPH.Average Safe Running Speed is 0 MPH.

NOTE (1): Safe Running samples should normally consist of at least 100 observations although 50 observations is acceptable on low volume highways.

NOTE (2): Use Safe Running Speed when the 85th percentile speed cannot be obtained.

7. Does a major portion of the highway have insufficient stopping sight distance if traveling at the 85th percentile speed or the safe running speed? ..... ☐ YES ☐ NO8. Is the available corner sight distance on side roads less than the necessary stopping sight distance values for through vehicles? ..... ☐ YES ☐ NO9. Are the majority of crashes related to excessive speed? ..... ☐ YES ☐ NO

Actual Crash Rate: \_\_\_\_\_

Applicable crash rate from homogenous table published by BHSTE annually: \_\_\_\_\_

10. Provide sketch of area indicating:

- a. Spacing of intersections and driveways
- b. Roadside development-to include schools, commercial properties, residences, etc
- c. Location of inadequate stopping or corner sight distance

11. Describe the surface features of the roadway to include: Surface-vertical and horizontal alignment, width, shoulders, crown, etc.:

Newly Paved

12. The signs necessary to legalize the reduced speed zone will be purchased, erected and maintained by:

- ☐ Local Municipality \_\_\_\_\_ (list name)
- ☐ Department \_\_\_\_\_
- ☐ Other \_\_\_\_\_ (list name)

13. Signs to be installed (list each type separately):

- a. Sign Nomenclature Number from Pub. 236M \_\_\_\_\_
- b. Number of signs to be installed \_\_\_\_\_
- c. Sign Message \_\_\_\_\_

14. Has the municipality agreed to purchase, erect and maintain the signs necessary to legalize the above Speed Restriction? .... ☐ YES ☐ NO**G - REMARKS**

The section of Road in question does not have residences, other than a farm house and a couple houses at the intersection of Williamsport Pike. Therefore it is recommended that the zone in question have a speed limit of 35 MPH, as it is considered "rural".

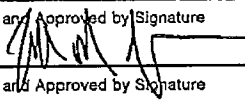
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## H - ENGINEERING JUDGEMENT

Post speed limit at 35 MPH between the intersections of Greenmount Road and Williamsport Pike.

## I - APPROVALS

Comments:

Reviewed and Approved by Signature 	Name/Title Mike Condo Roadmaster	Date 8/19/14
Reviewed and Approved by Signature	Name/Title	Date

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# **SPEED RESTRICTIONS ENGINEERING AND TRAFFIC STUDY**

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**pennsylvania**  
DEPARTMENT OF TRANSPORTATION  
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A - LOCATION INFORMATION		
COUNTY <b>Franklin</b>	MUNICIPALITY <b>Antrim Township</b>	
GR# <b>TS 351</b>	SEGMENT <b>N/A</b>	STREET NAME <b>Hykes Road</b>
SEGMENT/OFFSET <b>N/A</b>	TO SEGMENT/OFFSET <b>N/A</b>	<input type="checkbox"/> ASCENDING <input type="checkbox"/> DESCENDING <input checked="" type="checkbox"/> BOTH
OTHER LOCATION INFORMATION: <b>From the area of Route 11 to Greenmount Road</b>		

B - REFERENCE INFORMATION	
REFERENCE <b>Chapter 212</b>	SECTION(S) <b>212.108</b>
REFERENCE <b>MUTCD</b>	SECTION(S) <b>2B.13 and 2B.18</b>
REFERENCE <b>PUB 46</b>	SECTION(S) <b>Chapter 11.3 and 2.4.6</b>
REFERENCE <b>Vehicle Code Title 75 Pa. C.S.</b>	SECTION(S) <b>§3362, 3363, 3364 and 6109 (a)(5)(10)</b>

C - STUDY ELEMENTS	
FROM PUB 212 APPENDIX:	
<input checked="" type="checkbox"/> Crash Analysis (1) <input checked="" type="checkbox"/> Roadside Development (13) <input type="checkbox"/> Roadside Instructions (14)	<input type="checkbox"/> Sight Distance (16) <input checked="" type="checkbox"/> Speed Data (17) <input type="checkbox"/> Traffic Volumes (20)
<input type="checkbox"/> Other: _____	

D - ATTACHMENTS LISTING		
Check those that apply and attach to this form in the order listed below:		
<input type="checkbox"/> 1. 10-Day Response Letter <input checked="" type="checkbox"/> 2. Letter or Memo Requesting Study <input checked="" type="checkbox"/> 3. Location Map <input type="checkbox"/> 4. Straight Line Diagram <input checked="" type="checkbox"/> 5. Photographs <input type="checkbox"/> 6. Field View Drawing or Condition Diagram	<input type="checkbox"/> 7. Crash Extract <input type="checkbox"/> 8. Crash Rate <input type="checkbox"/> 9. Collision Diagram Plot <input type="checkbox"/> 10. Speed Study <input type="checkbox"/> 11. Warrant Analysis <input type="checkbox"/> 12. Multi-Way Stop or Truck Restriction Worksheet	<input type="checkbox"/> 13. Traffic/Pedestrian Volumes <input type="checkbox"/> 14. STAMPP Identification Data <input type="checkbox"/> 15. Speed Limit <input type="checkbox"/> 16. Traffic Signal Permit Plan <input type="checkbox"/> 17. Other _____

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EXHIBIT B

## E - SITE OBSERVATION CHECKLIST

### Operational Checklist:

1. Do obstructions block a driver's view of pedestrians or approaching vehicles? ☐ YES ☒ NO ☐ N/A
2. Do drivers respond correctly to signals, signs, or other traffic control devices? ☒ YES ☐ NO ☐ N/A
3. Is there evidence of crashes (skid marks, property damage, tree/bush damage, broken glass/vehicle parts, etc.)? ☐ YES ☒ NO ☐ N/A
4. Are there violations of parking or other traffic regulations? ☒ YES ☐ NO ☐ N/A
5. Do drivers appear confused about routes, street names, or other guidance information? ☐ YES ☒ NO ☐ N/A
6. Have you observed the location during peak hours for volume, crashes, and traffic operations? ☒ YES ☐ NO ☐ N/A
7. Are there traffic flow deficiencies or traffic conflict patterns associated with turning movements? ☐ YES ☒ NO ☐ N/A
8. Are there significant delays and/or congestion? ☐ YES ☒ NO ☐ N/A
9. Are there vehicle/pedestrians conflicts? ☐ YES ☒ NO ☐ N/A
10. Are there other traffic flow deficiencies or traffic conflict patterns? ☐ YES ☒ NO ☐ N/A

### Physical Checklist:

1. Can sight obstructions be removed or lessened? ☐ YES ☐ NO ☒ N/A
2. Do the street alignments or widths adequately accommodate the type of traffic using the roadway? ☒ YES ☐ NO ☐ N/A
3. Are curb radii adequate for turning vehicles? ☐ YES ☐ NO ☒ N/A
4. Are pedestrian crosswalks properly located? ☐ YES ☐ NO ☒ N/A
5. Are signs adequate as to usefulness, message, size, conformity, and placement? ☒ YES ☐ NO ☐ N/A
6. Are traffic signals adequate as to placement, visibility, glare, conformity, number of signal heads, and timing? ☒ YES ☐ NO ☐ N/A
7. Are pavement markings adequate as to their conformance to standards and location? ☒ YES ☐ NO ☐ N/A
8. Is channelization (islands or pavement markings) adequate for reducing conflict areas, separating traffic flows, and defining movements? ☐ YES ☐ NO ☒ N/A
9. Does the existing legal parking layout affect sight distance for through or turning vehicles? ☐ YES ☐ NO ☒ N/A
10. Is the pavement condition free of potholes, washboard, slick surface, etc.? ☒ YES ☐ NO ☐ N/A

## F - SITE DATA

DATE DATA COLLECTED

9/15/14

PERSON CONDUCTING STUDY

Mike Condo

TITLE

Road Master

THIS REQUEST FOR A SPEED RESTRICTION IS BASED ON: (CHECK APPROPRIATE SECTION)

- A. ☒ Section 3362 and 3363 of Pa. Vehicle Code & Section 212.108 of Title 67 (Speed Restrictions)
- B. ☒ Section 3364 of Pa. Vehicle Code & Section 212.108 of Title 67 (Minimum Speed Limits)
- C. ☐ Section 3365(a) the Pa. Vehicle Code & Section 212.109 of Title 67 (Bridge Speed Limits) - SEPARATE STUDY REQUIRED, USE TE-115.
- D. ☐ Section 3365(c) the Pa. Vehicle Code & Section 212.110 of Title 67 (Hazardous Grade Speed Limits) - SEPARATE STUDY REQUIRED, USE TE-115.

1. The existing speed limit is \_\_\_\_\_ MPH.

2. The requested speed limit is \_\_\_\_\_ MPH.

3. The 20 \_\_\_\_\_ ADT is \_\_\_\_\_ vehicles.

☐ Actual ☐ Estimated

4. The area is a(n):

☐ Business District

☒ Urban District

☐ Interstate Highway

☐ Adjacent to an Urban District \_\_\_\_\_

☒ Residence District

☒ Rural District

5. The request for a speed change is being made by:

☒ Local Authorities

☐ PennDOT

Antrim Township (list name)

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# F - SITE DATA (CONTINUED)

6. a. 85th percentile speed \_\_\_\_\_ MPH. No. of vehicles \_\_\_\_\_

b. Safe running speed is:

*See Martin & Martin study*

North Bound/East Bound	South Bound/West Bound
Run No. 1 _____ MPH.	Run No. 1 _____ MPH.
Run No. 2 _____ MPH.	Run No. 2 _____ MPH.
Run No. 3 _____ MPH.	Run No. 3 _____ MPH.
Run No. 4 _____ MPH.	Run No. 4 _____ MPH.
Run No. 5 _____ MPH.	Run No. 5 _____ MPH.
Total <u>0</u>	Total <u>0</u>
divided by	divided by
= <u>NaN</u> MPH.	= <u>NaN</u> MPH.

Average Safe Running Speed is 0 MPH.

NOTE (1): Safe Running samples should normally consist of at least 100 observations although 50 observations is acceptable on low volume highways.

NOTE (2): Use Safe Running Speed when the 85th percentile speed cannot be obtained.

7. Does a major portion of the highway have insufficient stopping sight distance if traveling at the 85th percentile speed or the safe running speed? ☒ YES ☐ NO

8. Is the available corner sight distance on side roads less than the necessary stopping sight distance values for through vehicles? ☒ YES ☐ NO

9. Are the majority of crashes related to excessive speed? ☐ YES ☒ NO

Actual Crash Rate: \_\_\_\_\_

Applicable crash rate from homogenous table published by BHSTE annually: \_\_\_\_\_

10. Provide sketch of area indicating: *See study*  
a. Spacing of intersections and driveways  
b. Roadside development-to include schools, commercial properties, residences, etc  
c. Location of inadequate stopping or corner sight distance

11. Describe the surface features of the roadway to include: Surface-vertical and horizontal alignment, width, shoulders, crown, etc.

*New Superpass 22' wide*

12. The signs necessary to legalize the reduced speed zone will be purchased, erected and maintained by:

☒ Local Municipality *Antim* (list name)  
☐ Department  
☐ Other \_\_\_\_\_ (list name)

13. Signs to be installed (list each type separately):

a. Sign Nomenclature Number from Pub. 236M \_\_\_\_\_  
b. Number of signs to be installed \_\_\_\_\_  
c. Sign Message \_\_\_\_\_

14. Has the municipality agreed to purchase, erect and maintain the signs necessary to legalize the above Speed Restriction? ☒ YES ☐ NO

# G - REMARKS

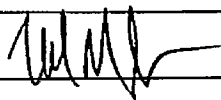
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#### H - ENGINEERING JUDGEMENT

The section between Route 11 and Greenmount road is residential and Therefore should be 25 however, from Greenmount to Williamsport pike it Meets rural guidelines to be 35 mph. See Martin & Martin Study as well.

#### I - APPROVALS

Comments:

Reviewed and Approved by Signature 	Name/Title Roadmaster	Date 9/15/64
Reviewed and Approved by Signature	Name/Title	Date

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