

APPENDIX A

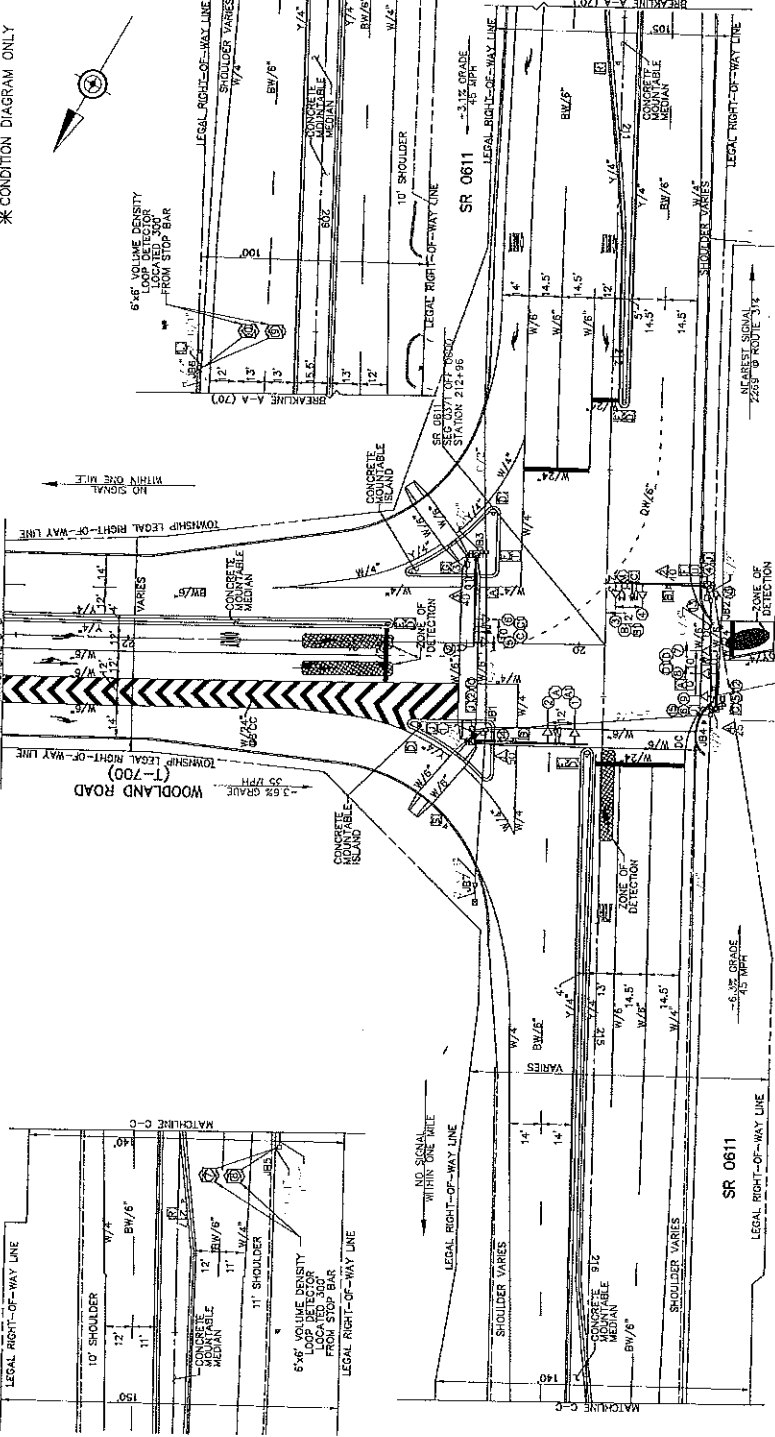
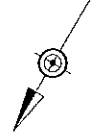
Traffic Signal Plans

DISTRICT 5-0 COUNTY MONROE ROUTE SECTION SHEET
 PARADISE TOWNSHIP SR 0611
 PERMIT NO. 45-208-003 SHEET 2 OF 3
 DATE ISSUED: 9-18-91 DATE REVISED: 2-24-09

GENERAL NOTES

INSTALLATION, OPERATION, AND MAINTENANCE OF ALL SIGNALS TO BE IN ACCORDANCE WITH THE REGULATIONS OF THE STATE DEPARTMENT OF TRANSPORTATION AND THE REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES. NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED WITHOUT THE WRITTEN APPROVAL OF THE STATE DEPARTMENT OF TRANSPORTATION. ALL MAINTENANCE, INCLUDING TRIMMING, SHALL BE THE RESPONSIBILITY OF THE PERMITTEE. ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REGULATIONS OF THE STATE DEPARTMENT OF TRANSPORTATION, UNLESS OTHERWISE INDICATED. EXCEPT THE PAVEMENT MARKINGS INDICATED ON THIS DRAWING, ALL OTHER PAVEMENT MARKINGS WHICH WILL BE MAINTAINED BY THE DEPARTMENT OF TRANSPORTATION. INSTALL POST MOUNTED SIGNALS WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE OVERHEAD SIGNALS. ALL SIGNALS SHALL HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET. THE BOTTOM OF SIGNAL HEADS AND SIGNS EXCEPT OVERHEAD SIGNALS SHALL BE AT LEAST 19 FEET ABOVE THE ROADWAY TO THE TOP OF THE POST MOUNTED SIGNAL HEADS ARE NOT TO BE LESS THAN 19 FEET ABOVE THE ROADWAY TO THE TOP OF THE SIDEWALK OR PAVEMENT GRADE. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS MEASURED AT RIGHT ANGLES TO THE APPROACH IS TO BE 15 FEET. IN ADDITION TO THE SIGNAL PERMITS, THE PERMITTEE WILL ALSO OBTAIN A HIGHWAY OCCUPANCY PERMIT FROM THE STATE DEPARTMENT OF TRANSPORTATION. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION PROGRAM OF ACTS TO BE PERFORMED BY THE PERMITTEE OR ANY OTHER COMPANY TO RESOLVE ANY PROBLEMS WHICH MAY BE ENCOUNTERED AT THE LOCATION OF UTILITIES. PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH THE REGULATIONS OF TRANSPORTATION. THE PERMITTEE SHALL MAINTAIN AND MAINTENANCE OF THIS INSTALLATION AND MAINTENANCE OF THE SIGNALS SHALL BE IN ACCORDANCE WITH PUB. L. 424, WORK ZONE TRAFFIC CONTROL.

* CONDITION DIAGRAM ONLY

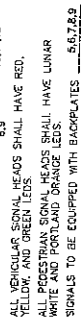


SIGN TABULATION

PLAN SYMBOL	SERIES	SIZE	QTY	MESSAGE
1	D3-4	80" x 48"	2	STREET SIGN "ROAD 611"
2	D3-4	78" x 48"	2	STREET SIGN "WOODLAND Rd"
3	R10-12	30" x 36"	1	LEFT TURN YIELD ON GREEN
4	Q4-1-3	18" x 18"	5	OBJECT MARKER
5	R4-7	24" x 30"	3	KEEP RIGHT SIGN
6	R10-3	18" x 18"	2	NO PEDESTRIAN CROSSING SIGN
7	R10-3B	9" x 12"	2	EDUCATIONAL PUSH BUTTON SIGN
8	R10-3B	9" x 12"	4	EDUCATIONAL PUSH BUTTON SIGN
9	R3-7R	30" x 30"	1	RIGHT LANE MUST TURN RIGHT
10	R3-5L	30" x 36"	1	OPTIONAL LEFT TURN SIGN
11	R3-5R	30" x 36"	2	RIGHT TURN SIGN
12	R3-7L	30" x 30"	2	LEFT LANE MUST TURN LEFT
13	R1-2	36" x 48"	1	YIELD
14	R9-3-1L	18" x 12"	1	USE CROSSWALK
15	R9-3-1R	18" x 12"	1	USE CROSSWALK

ALL SIGNS TO UTILIZE REFLECTORIZED TYPE II OR TYPE VI SHEETING
 * OVERSIGNS TO BE MOUNTED FLAT SHEET ALUMINUM WITH STIFFENERS AND LEGS AND BORDER TO BE WITH REFLECTORIZED TYPE IX SHEETING
 ON GREEN REFLECTORIZED TYPE III OR TYPE VI SHEETING

- LEGEND**
- ▲ 25' x 4' MAST ARM / LENGTH
 - SIGNAL HEAD / NUMBER
 - REFLECTORIZED NUMBER
 - W / IDENTIFYING NUMBER
 - IDENTIFYING LETTER
 - LOOP SENSOR / SIZE
 - VIDEO DETECTOR
 - AREA OF VIDEO DETECTOR
 - CURE RAMP
- EMERGENCY PRE-EMPTION DETECTOR
 - FLASHING PULSE OPERATION
 - CONTROLLER CABINET
 - JUNCTION BOX
 - CONDUIT
 - LUMINAIRE / IDENTIFYING LENGTH
 - DOUBLE YELLOW LINE / 4" WITH BROKEN YELLOW LINE / 4" WITH SOLID WHITE LINE / 6" WITH SOLID WHITE LINE / 8" WITH SOLID YELLOW LINE / 24" WIDTH
 - FENCE RAIL
 - UTILITY POLE



ALL VEHICULAR SIGNAL HEADS SHALL HAVE RED, YELLOW, AND GREEN LENS.
 ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE LUNAR WHITE AND PORTLAND DRINK LENS.
 SIGNALS TO BE EQUIPPED WITH BACKPLATES 5.6, 7.8, 9

COUNTY: MONROE
 MUNICIPALITY: PARADISE TOWNSHIP
 INTERSECTION: SR 0611 & 7-200 (WOODLAND ROAD)
 DESIGNED: [Signature]
 CHECKED: [Signature]
 DATE: 7/14/99
 RECOMMENDED: [Signature]
 DATE: 4/6/99
 DISTRICT TRAFFIC ENGINEER: [Signature]
 DATE: 4/6/99
 SCALE: 1" = 25'

3

APPENDIX B

Traffic Counts

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 BTD #: Location 3
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Trinity Hill Road/Meadowside Road
 Count Date: 2/24/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 30°F

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Right	Thru	Left	Thru	Right	U-Turn	Right	Thru	Left	Thru	Right
7:00 AM	0	0	57	1	110	0	0	0	0	1	0	4
7:15 AM	0	0	100	3	124	1	0	0	0	0	0	2
7:30 AM	0	0	78	3	129	0	0	0	0	1	0	1
7:45 AM	0	0	79	2	110	0	0	0	0	0	0	4
8:00 AM	0	0	77	6	109	0	0	0	0	0	0	3
8:15 AM	0	0	82	9	122	0	0	0	1	0	0	4
8:30 AM	0	1	87	6	148	0	0	0	0	0	0	4
8:45 AM	0	0	94	9	141	0	0	0	1	0	0	2

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Right	Thru	Left	Thru	Right	U-Turn	Right	Thru	Left	Thru	Right
4:00 PM	0	0	212	6	134	0	0	0	0	0	0	6
4:15 PM	0	0	140	9	136	0	0	0	0	0	0	5
4:30 PM	0	0	152	8	142	0	0	0	0	0	0	15
4:45 PM	0	0	168	4	136	0	0	0	1	0	0	6
5:00 PM	0	0	163	6	126	0	0	0	0	0	0	10
5:15 PM	0	0	165	8	127	0	0	0	1	0	0	9
5:30 PM	0	0	154	9	137	0	0	0	1	0	0	9
5:45 PM	0	3	138	10	90	0	0	0	0	0	0	7

AM PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
8:00 AM to 9:00 AM	U-Turn	Right	Thru	Left	Thru	Right	U-Turn	Right	Thru	Left	Thru	Right
	0	0	340	30	520	0	0	0	0	0	0	13
<i>PHF</i>	0.91			0.89			0.50			0.81		
<i>HV %</i>	0.0%			6.7%			0.0%			0.0%		
	5.5%			5.2%			0.0%			50.0%		
	0.0%			0.0%			0.0%			0.0%		
	0.0%			0.0%			0.0%			0.0%		

PM PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
4:00 PM to 5:00 PM	U-Turn	Right	Thru	Left	Thru	Right	U-Turn	Right	Thru	Left	Thru	Right
	0	0	672	27	548	0	0	0	0	0	0	32
<i>PHF</i>	0.79			0.96			0.63			0.53		
<i>HV %</i>	0.0%			0.0%			0.0%			0.0%		
	2.1%			4.4%			0.0%			50.0%		
	0.0%			0.0%			0.0%			0.0%		
	0.0%			0.0%			0.0%			0.0%		

Client: David Homer, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 3
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Trinity Hill Road/Meadowside Road
 Count Date: 2/24/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 30°F

HEAVY VEHICLES

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	6	0	0	0	0	0
7:15 AM	0	0	9	0	0	4	0	0	0	0	0	0
7:30 AM	0	0	9	1	0	4	0	0	0	0	0	0
7:45 AM	0	0	6	0	0	5	0	0	0	0	0	2
8:00 AM	0	0	6	0	1	3	0	0	0	0	0	0
8:15 AM	0	0	7	0	0	4	0	1	0	0	0	2
8:30 AM	0	0	4	0	0	12	0	0	0	0	0	0
8:45 AM	0	0	5	0	0	8	0	0	0	0	0	0

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	9	0	0	5	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	4	0	1	0	0	0	0
4:30 PM	0	0	1	0	0	7	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	8	0	0	0	0	0	0
5:00 PM	0	0	2	0	1	2	0	0	0	0	0	0
5:15 PM	0	0	3	0	0	3	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	3	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	3	0	0	0	0	0	0

AM PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
8:00 AM to 9:00 AM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
PHF	0	0	22	0	0	2	27	0	0	0	0	2
	0.79			0.60			0.25			0.25		

PM PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
4:00 PM to 5:00 PM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
PHF	0	0	14	0	0	0	24	0	0	0	0	0
	0.39			0.75			0.25			0.00		

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 3
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Trinity Hill Road/Meadowside Road
 Count Date: 2/24/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 30°F



PEDESTRIANS & BICYCLES

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0

AM PEAK HOUR¹

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8:00 AM to 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR¹

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM to 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 3
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Trinity Hill Road/Meadowside Road
 Count Date: 2/25/2023
 Day of Week: Saturday
 Weather: Clouds & Sun, 20°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	72	0	0	3	99	0	0	1	0	0
11:15 AM	0	1	89	0	0	5	134	0	0	0	0	4
11:30 AM	0	0	80	0	0	7	149	0	0	1	0	7
11:45 AM	0	0	85	0	0	5	148	0	0	0	0	5
12:00 PM	0	0	92	1	0	3	128	0	0	0	0	9
12:15 PM	0	0	81	0	0	4	128	0	0	0	0	4
12:30 PM	0	1	92	1	0	5	140	0	0	0	0	4
12:45 PM	0	0	91	1	0	11	129	0	0	0	0	7

MID PEAK HOUR 11:15 AM to 12:15 PM PHF	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	346	1	0	20	559	0	0	1	0	25
HY %	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%
			0.94			0.93				0.50		0.69

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 3
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Trinity Hill Road/Meadowside Road
 Count Date: 2/25/2023
 Day of Week: Saturday
 Weather: Clouds & Sun, 20°F

HEAVY VEHICLES

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Left	Thru	U-Turn	Right	Thru	U-Turn	Right	Thru	U-Turn	Right	Thru
11:00 AM	0	0	1	0	0	2	0	0	0	0	0	0
11:15 AM	0	0	2	0	0	2	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	3	0	0	2	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	3	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	2	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM PHF	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound		
	U-Turn	Left	Thru	U-Turn	Right	Thru	U-Turn	Right	Thru	U-Turn	Right	Thru
	0	0	6	0	0	8	0	0	0	0	0	0
	0.50			0.67			0.00			0.00		

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 3
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Trinity Hill Road/Meadowside Road
 Count Date: 2/25/2023
 Day of Week: Saturday
 Weather: Clouds & Sun, 20°F

PEDESTRIANS & BICYCLES

Start Time	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound																				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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

MID PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Trinity Hill Road Eastbound			Meadowside Road Westbound																				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
11:15 AM to 12:15 PM	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

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: David Homer, P.E., PTOE
 Project #: 1197_2_HCA
 BID #: Location 2
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Wiscasset Road/Stricklands Road
 Count Date: 2/24/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 30°F

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 611 Northbound				Route 611 Southbound				Wiscasset Road Eastbound				Stricklands Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	59	0	0	0	111	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	101	0	0	0	126	0	0	1	0	0	0	0	0	0
7:30 AM	0	1	79	0	0	0	130	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	76	0	0	0	109	1	0	1	0	1	0	0	0	0
8:00 AM	0	0	79	0	0	0	109	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	80	0	0	0	123	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	88	0	0	0	148	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	93	0	0	0	142	0	0	0	0	0	0	0	0	0

Start Time	Route 611 Northbound				Route 611 Southbound				Wiscasset Road Eastbound				Stricklands Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	206	0	0	0	133	0	0	0	0	1	0	0	0	0
4:15 PM	0	0	144	0	0	0	135	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	146	0	0	0	143	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	176	1	0	0	138	1	0	0	0	0	0	0	0	0
5:00 PM	0	1	165	0	0	0	126	1	0	0	0	0	0	1	0	0
5:15 PM	0	0	166	0	0	0	124	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	151	0	1	1	137	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	147	0	0	0	92	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Route 611 Northbound				Route 611 Southbound				Wiscasset Road Eastbound				Stricklands Road Westbound			
8:00 AM to 9:00 AM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	340	0	0	0	522	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.92				0.88				0.25				0.00			
<i>HV %</i>	0.0%				6.5%				0.0%				5.4%			
	0.0%				0.0%				0.0%				0.0%			

PM PEAK HOUR	Route 611 Northbound				Route 611 Southbound				Wiscasset Road Eastbound				Stricklands Road Westbound			
4:00 PM to 5:00 PM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	672	1	0	0	549	1	0	0	0	1	0	0	0	0
<i>PHF</i>	0.81				0.96				0.50				0.00			
<i>HV %</i>	0.0%				2.1%				0.0%				4.2%			
	0.0%				0.0%				0.0%				0.0%			

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 2
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Wiscasset Road/Stricklands Road
 Count Date: 2/24/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 30°F

HEAVY VEHICLES

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	6	0	0	0	2	1	0	0	0	1	0	0	0	0
8:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound						
8:00 AM to 9:00 AM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	22	0	0	0	28	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.79			0.58			0.00			0.00						

PM PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound						
4:00 PM to 5:00 PM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	14	0	0	0	23	0	0	0	0	0	0	0	0	0
<i>PHF</i>	0.39			0.82			0.00			0.00						

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 2
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Wiscasset Road/Stricklands Road
 Count Date: 2/24/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 30°F

PEDESTRIANS & BICYCLES

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
8:00 AM to 9:00 AM	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
4:00 PM to 5:00 PM	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 BYD #: Location 2
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Wiscasset Road/Stricklands Road
 Count Date: 2/25/2023
 Day of Week: Saturday
 Weather: Clouds & Sun, 20°F

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	1	73	0	0	99	1	0	0	0	0	0
11:15 AM	0	1	87	0	0	134	0	0	0	0	0	0
11:30 AM	0	0	82	0	0	149	0	0	0	0	0	0
11:45 AM	0	0	82	0	0	148	0	0	0	0	0	0
12:00 PM	0	0	95	0	0	129	0	0	0	0	0	0
12:15 PM	0	1	81	0	0	129	0	0	0	0	0	0
12:30 PM	0	0	93	0	0	141	0	0	0	1	0	0
12:45 PM	0	1	93	1	0	130	0	0	0	0	0	1

MID PEAK HOUR

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:15 AM to 12:15 PM	0	1	346	0	0	560	0	0	0	0	0	0
PHF	0.0%	0.91	2.0%	0.0%	0.0%	0.94	0.0%	0.0%	0.0%	0.0%	0.00	0.0%
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.42	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 2
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Wiscasset Road/Stricklands Road
 Count Date: 2/25/2023
 Day of Week: Saturday
 Weather: Clouds & Sun, 20°F

HEAVY VEHICLES

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	0	0	2	0	0	0	0	0	0
11:15 AM	0	0	2	0	0	2	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	3	0	0	3	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	2	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	3	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	2	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM PHF	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	7	0	0	10	0	0	0	0	0	0
	0.58			0.83			0.00			0.00		

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 2
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Wiscasset Road/Stricklands Road
 Count Date: 2/25/2023
 Day of Week: Saturday
 Weather: Clouds & Sun, 20°F

PEDESTRIANS & BICYCLES

Start Time	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound																							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
11:00 AM	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
11:15 AM	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
11:30 AM	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
11:45 AM	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
12:00 PM	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
12:15 PM	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
12:30 PM	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
12:45 PM	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

MID PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Wiscasset Road Eastbound			Stricklands Road Westbound																							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
11:15 AM to 12:15 PM	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

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 1
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Woodland Road
 Count Date: 3/3/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 40°F

PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right	
	Left	0	63	51	0	37	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	58	60	0	25	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	71	26	0	12	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	72	33	0	18	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	73	43	0	19	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	71	39	0	31	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	86	58	0	27	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	73	43	0	35	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0			0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right	
	Left	0	123 <th>48 <td>0</td> <td>7</td> <td>105</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </th>	48 <td>0</td> <td>7</td> <td>105</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	0	7	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	116	60	0	9	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	130	54	0	6	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	129	53	0	3	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	130	52	0	4	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	113	36	0	4	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	117	56	0	2	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0			0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0			0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right	
	Left	0	303	183	0	112	377	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85						0.89						0.73											
HV %	0.0%						9.8%						6.8%											

PM PEAK HOUR 4:00 PM to 5:00 PM	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right	
	Left	0	495	214	0	24	431	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96						0.96						0.79											
HV %	0.0%						8.3%						2.5%											

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location I
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Woodland Road
 Count Date: 3/3/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 40°F

HEAVY VEHICLES

Start Time	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right	
	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
7:00 AM	0	0	0	6	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	4	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	4	1	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	11	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	5	1	3	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	7	1	1	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	6	4	4	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	7	3	3	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Start Time	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right		U-Turn		Thru		Right	
	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
4:00 PM	0	0	0	4	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	2	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	2	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn	Thru	Left	Thru	Right	Thru	U-Turn	Thru	Left	Thru	Right	Thru	U-Turn	Thru	Left	Thru	Right	Thru	U-Turn	Thru	Left	Thru	Right	Thru
8:00 AM to 9:00 AM <i>PHF</i>	0	25	0	25	11	24	0	0	11	0.63	0.00	0	0	0	9	0	0	0	0	0	0.75	0	0	3

PM PEAK HOUR	Route 611 Northbound						Route 611 Southbound						Woodland Road Westbound											
	U-Turn	Thru	Left	Thru	Right	Thru	U-Turn	Thru	Left	Thru	Right	Thru	U-Turn	Thru	Left	Thru	Right	Thru	U-Turn	Thru	Left	Thru	Right	Thru
4:00 PM to 5:00 PM <i>PHF</i>	0	12	0	12	5	7	0	0	2	0.56	0.00	0	0	0	4	0	0	0	0	0	0.42	0	0	1

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 LTD #: Location 1
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Woodland Road
 Count Date: 3/3/2023
 Day of Week: Friday
 Weather: Clouds & Sun, 40°F



PEDESTRIANS & BICYCLES

Start Time	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8:00 AM to 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM to 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 BTID #: Location 1
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Woodland Road
 Count Date: 3/4/2023
 Day of Week: Saturday
 Weather: Cloudy, 40°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	65	51	1	4	107	0	0	0	38	0
11:15 AM	0	0	68	53	0	6	109	0	0	0	51	0
11:30 AM	0	0	77	60	0	11	123	0	0	0	42	0
11:45 AM	0	0	87	60	0	3	105	0	0	0	45	0
12:00 PM	0	0	73	51	0	5	92	0	0	0	42	0
12:15 PM	0	0	73	49	0	11	109	0	0	0	42	0
12:30 PM	0	0	70	58	0	13	101	0	0	0	34	0
12:45 PM	0	0	88	61	0	19	130	0	0	0	44	0

MID PEAK HOUR 12:00 PM to 1:00 PM PHF HV %	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	304	219	0	48	432	0	0	0	162	0
	0.0%	0.0%	0.88	0.5%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.88	0.0%
			0.7%				2.1%				0.6%	0.0%
												5.0%

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 BTID #: Location 1
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Woodland Road
 Count Date: 3/4/2023
 Day of Week: Saturday
 Weather: Cloudy, 40°F



HEAVY VEHICLES

Start Time	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	2	1	1	1	3	0	0	0	0	0
11:15 AM	0	0	2	0	0	5	0	0	0	2	0	0
11:30 AM	0	0	5	2	0	0	0	0	0	1	0	0
11:45 AM	0	0	1	0	0	5	0	0	0	1	0	0
12:00 PM	0	0	1	0	0	3	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	2	0	0	0	1	0	0
12:30 PM	0	0	1	0	0	2	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0

MID PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM to 12:00 PM	0	0	10	3	1	13	0	0	0	0	4	0
<i>PHF</i>	0.46			0.75			0.00			0.42		

Client: David Horner, P.E., PTOE
 Project #: 1197_2_HCA
 BTID #: Location 1
 Location: Paradise Township, PA
 Street 1: Route 611
 Street 2: Woodland Road
 Count Date: 3/4/2023
 Day of Week: Saturday
 Weather: Cloudy, 40°F

PEDESTRIANS & BICYCLES

Start Time	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1

MID PEAK HOUR	Route 611 Northbound			Route 611 Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
12:00 PM to 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

APPENDIX C

Level of Service Delay Thresholds

Level of Service Criteria

Level of Service at intersections is defined in terms of DELAY. Delay is a measure of driver discomfort, frustration, and lost travel time, thus the rating of delay from highly acceptable LOS A to unacceptable LOS F.

At traffic signals, delay is a complex measure and is dependent on a number of variables including signal progression, the cycle length, the green-time ratio, clearance times, trucks, pedestrians, parking, and signal phasing.

At unsignalized intersections, delay is dependent on the available gaps in the two-way flow of the uninterrupted traffic movement, intersection width, and queuing.

Intersection LOS

	<u>Signalized</u>	<u>Unsignalized</u>
LOS A	Less than 10.0 sec/veh	Less than 10.0 sec/veh
B	10.0 to 20.0 sec/veh	10.0 to 15.0 sec/veh
C	20.0 to 35.0 sec/veh	15.0 to 25.0 sec/veh
D	35.0 to 55.0 sec/veh	25.0 to 35.0 sec/veh
E	55.0 to 80.0 sec/veh	35.0 to 50.0 sec/veh
F	Greater than 80.0 sec/veh	Greater than 50.0 sec/veh

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

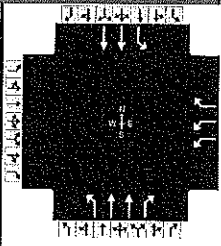
- **LEVEL-OF-SERVICE A** describes operations with very low delay, i.e., less than 10.0 sec per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
- **LEVEL-OF-SERVICE B** describes operations with delay in the range of 10.0 to 20.0 sec per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
- **LEVEL-OF-SERVICE C** describes operations with delay in the range of 20.0 to 35.0 sec per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- **LEVEL-OF-SERVICE D** describes operations with delay in the range of 35.0 to 55.0 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- **LEVEL-OF-SERVICE E** describes operations with delay in the range of 55.0 to 80.0 sec per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
- **LEVEL-OF-SERVICE F** describes operations with delay in excess of 80.0 sec per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

APPENDIX D

Existing Capacity/LOS Analysis Worksheets

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	AM Peak Hour	PHF	0.89		
Urban Street	PA Route 611	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_ea.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				133		52	2	303	183	112	377	

Signal Information												
Cycle, s	92.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	14.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0		
				Red	2.5	2.5	3.0	0.0	0.0	0.0		

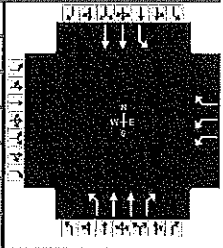
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				21.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				6.6		11.2	5.5	6.7
Green Extension Time (g _e), s				0.2		2.1	0.0	2.1
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	5	2	12	1		6
Adjusted Flow Rate (v), veh/h				149		58	2	340	206	126		424
Adjusted Saturation Flow Rate (s), veh/h/ln				1710			979	1621		1863		1919
Queue Service Time (g _s), s				3.6			0.1	5.2		2.5		3.7
Cycle Queue Clearance Time (g _c), s				3.6			0.1	5.2		2.5		3.7
Green Ratio (g/C)				0.15			0.52	0.52		0.62		0.68
Capacity (c), veh/h				502			584	1674		738		2607
Volume-to-Capacity Ratio (X)				0.298			0.004	0.203		0.171		0.162
Back of Queue (Q), ft/ln (95 th percentile)				68.2			0.9	80.4		40.3		51.8
Back of Queue (Q), veh/ln (95 th percentile)				2.6			0.0	3.0		1.5		2.0
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh				35.0			10.8	12.0		7.6		5.2
Incremental Delay (d ₂), s/veh				0.1			0.0	0.0		0.0		0.0
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0
Control Delay (d), s/veh				35.1		0.0	10.8	12.0	0.0	7.6		5.2
Level of Service (LOS)				D		A	B	B	A	A		A
Approach Delay, s/veh / LOS	0.0			25.3		C	7.5		A	5.8		A
Intersection Delay, s/veh / LOS				9.6						A		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	PM Peak Hour	PHF	0.96		
Urban Street	PA Route 611	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_ep.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				161		25	1	495	214	24	431	

Signal Information				Signal Timing (s)													
Cycle, s	106.0	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	28.0	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0							
				Red	2.5	2.5	3.0	0.0	0.0	0.0							

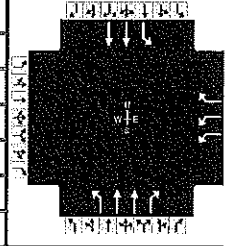
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				6.9		14.4	3.7	8.6
Green Extension Time (g _e), s				0.4		2.7	0.0	2.7
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	0.52	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement				3		18	5	2	12	1	6		
Adjusted Flow Rate (v), veh/h				168		26	1	516	223	25	449		
Adjusted Saturation Flow Rate (s), veh/h/ln				1763			956	1705		1892	1975		
Queue Service Time (g _s), s				3.9			0.1	10.4		0.7	5.6		
Cycle Queue Clearance Time (g _c), s				3.9			0.1	10.4		0.7	5.6		
Green Ratio (g/C)				0.26			0.45	0.45		0.54	0.59		
Capacity (c), veh/h				915			496	1528		531	2329		
Volume-to-Capacity Ratio (X)				0.183			0.002	0.338		0.047	0.193		
Back of Queue (Q), ft/ln (95 th percentile)				74.1			0.6	176.3		12.2	98.6		
Back of Queue (Q), veh/ln (95 th percentile)				2.9			0.0	6.9		0.5	3.9		
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00	0.00		
Uniform Delay (d ₁), s/veh				30.5			16.2	19.0		12.3	10.0		
Incremental Delay (d ₂), s/veh				0.0			0.0	0.0		0.0	0.0		
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0	0.0		
Control Delay (d), s/veh				30.6		0.0	16.2	19.1	0.0	12.4	10.0		
Level of Service (LOS)				C		A	B	B	A	B	A		
Approach Delay, s/veh / LOS	0.0			26.4			13.3			10.1			B
Intersection Delay, s/veh / LOS	14.0						B						

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	SAT Peak Hour	PHF	0.85		
Urban Street	PA Route 611	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_es.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				162		20	0	304	219	48	432	

Signal Information				Signal Phases								
Cycle, s	106.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	7.0	48.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	5.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	2.5	2.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

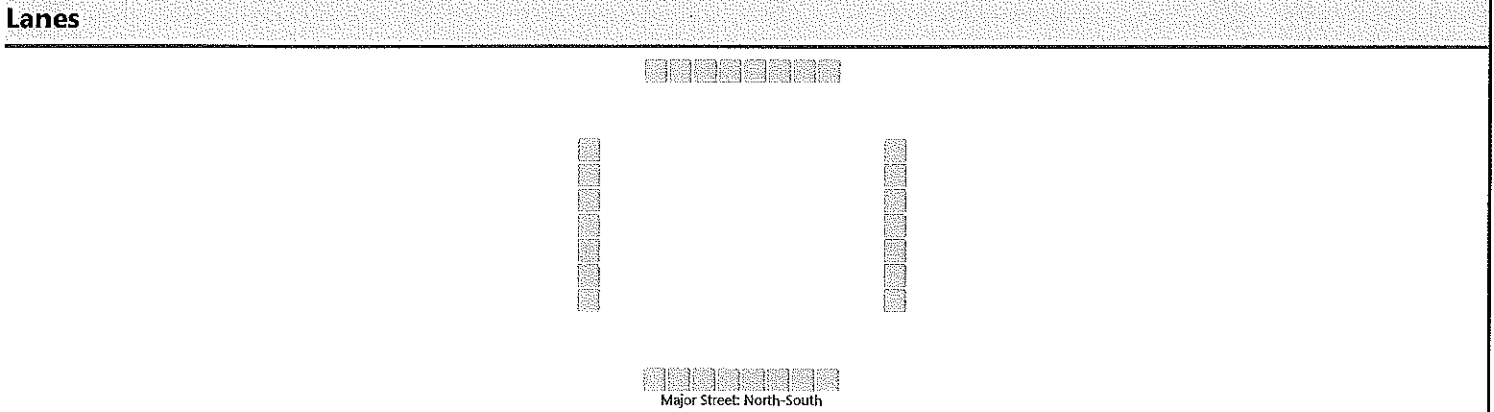
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.4		14.8	4.4	9.4
Green Extension Time (g _e), s				0.4		2.5	0.0	2.5
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	5	2	12	1		6
Adjusted Flow Rate (v), veh/h				191		24	0	358	258	56		508
Adjusted Saturation Flow Rate (s), veh/h/ln				1789			905	1719		1976		1975
Queue Service Time (g _s), s				4.4			0.0	6.8		1.4		6.4
Cycle Queue Clearance Time (g _c), s				4.4			0.0	6.8		1.4		6.4
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59
Capacity (c), veh/h				928			68	1540		649		2329
Volume-to-Capacity Ratio (X)				0.205			0.000	0.232		0.087		0.218
Back of Queue (Q), ft/ln (95 th percentile)				83.3			0	115		26.7		113.5
Back of Queue (Q), veh/ln (95 th percentile)				3.3			0.0	4.6		1.1		4.5
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh				30.7			0.0	18.0		12.1		10.1
Incremental Delay (d ₂), s/veh				0.0			0.0	0.0		0.0		0.0
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0
Control Delay (d), s/veh				30.7		0.0	0.0	18.0	0.0	12.2		10.2
Level of Service (LOS)				C		A		B	A	B		B
Approach Delay, s/veh / LOS	0.0			27.4			10.5			10.4		
Intersection Delay, s/veh / LOS				13.0						B		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2023			North/South Street	Route 611		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		2	0	2		0	0	13	0	1	340	0	1	30	520	0
Percent Heavy Vehicles (%)		0	0	50		0	0	15	0	0		0	0	7		
Proportion Time Blocked																
Percent Grade (%)	-3				2											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

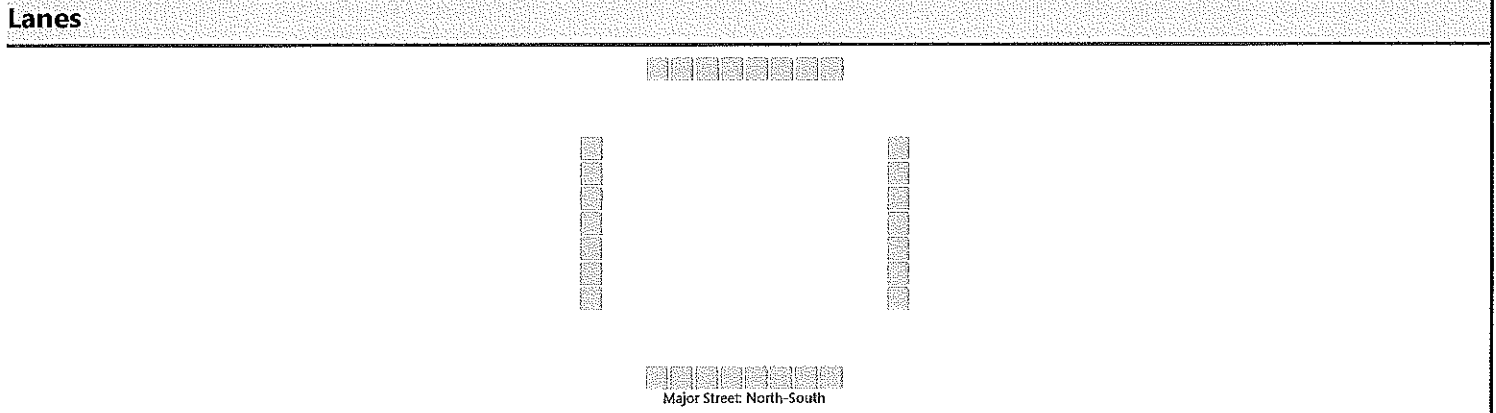
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2			6.4	5.2		
Critical Headway (sec)		7.50	5.90	6.80		8.50	6.90	6.60		5.20			6.40	5.34		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4			2.5	3.4		
Follow-Up Headway (sec)		3.40	4.00	3.60		3.40	4.00	3.25		3.40			2.50	3.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4				14				1				34	
Capacity, c (veh/h)			376				857				604				716	
v/c Ratio			0.01				0.02				0.00				0.05	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.1	
Control Delay (s/veh)			14.7				9.3				11.0				10.3	
Level of Service (LOS)			B				A				B				B	
Approach Delay (s/veh)	14.7				9.3				0.0				0.6			
Approach LOS	B				A				B				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2023			North/South Street	Route 611		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



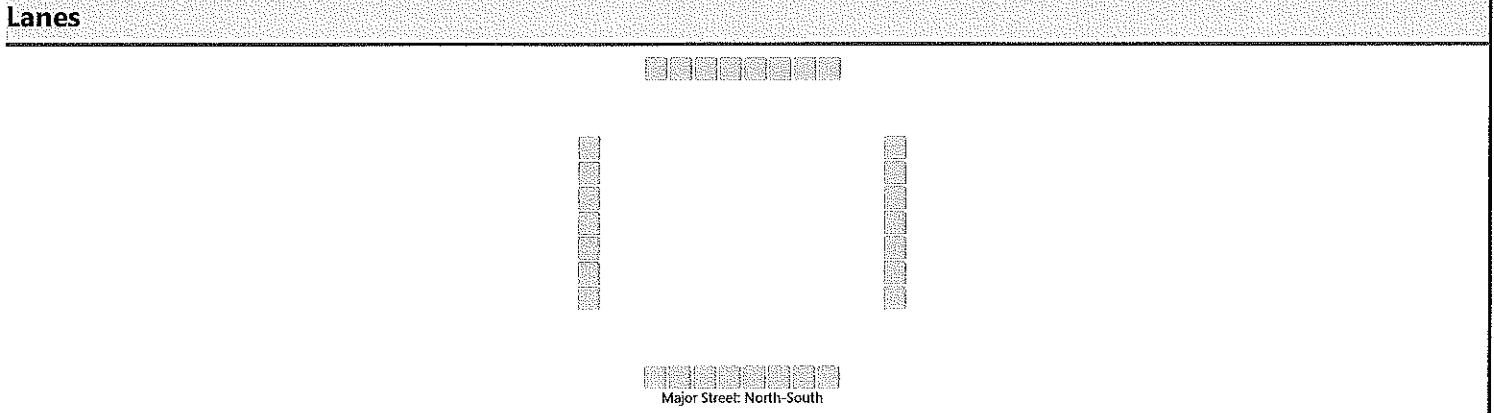
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		3	0	2		0	0	32	0	0	672	1	1	27	548	0
Percent Heavy Vehicles (%)		0	0	50		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways																
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2			6.4	5.2		
Critical Headway (sec)		7.50	5.90	6.80		8.50	6.90	6.30		5.20			6.40	5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4			2.5	3.4		
Follow-Up Headway (sec)		3.40	4.00	3.60		3.40	4.00	3.10		3.40			2.50	3.40		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			6				36			0				31		
Capacity, c (veh/h)			238				702			574				495		
v/c Ratio			0.02				0.05			0.00				0.06		
95% Queue Length, Q ₉₅ (veh)			0.1				0.2			0.0				0.2		
Control Delay (s/veh)			20.5				10.4			11.3				12.8		
Level of Service (LOS)			C				B			B				B		
Approach Delay (s/veh)		20.5				10.4				0.0				0.6		
Approach LOS		C				B										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2023			North/South Street	Route 611		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	25	0	1	346	1	0	20	559	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

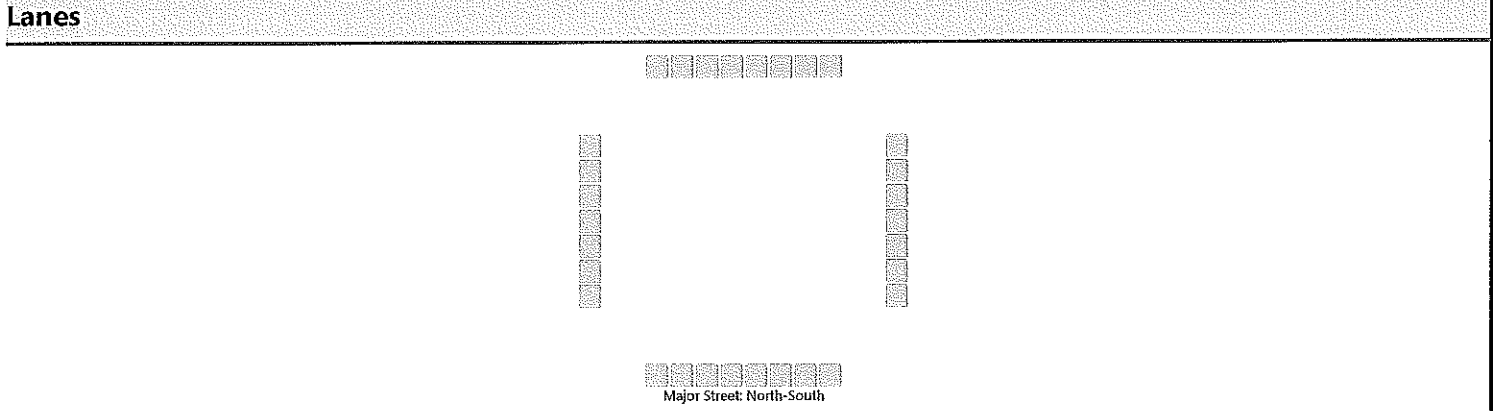
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				26				1				20	
Capacity, c (veh/h)			413				918				601				747	
v/c Ratio			0.00				0.03				0.00				0.03	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.1	
Control Delay (s/veh)			13.8				9.0				11.0				10.0	
Level of Service (LOS)			B				A				B				A	
Approach Delay (s/veh)		13.8				9.0				0.0				0.3		
Approach LOS		B				A										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2023			North/South Street	Route 611		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



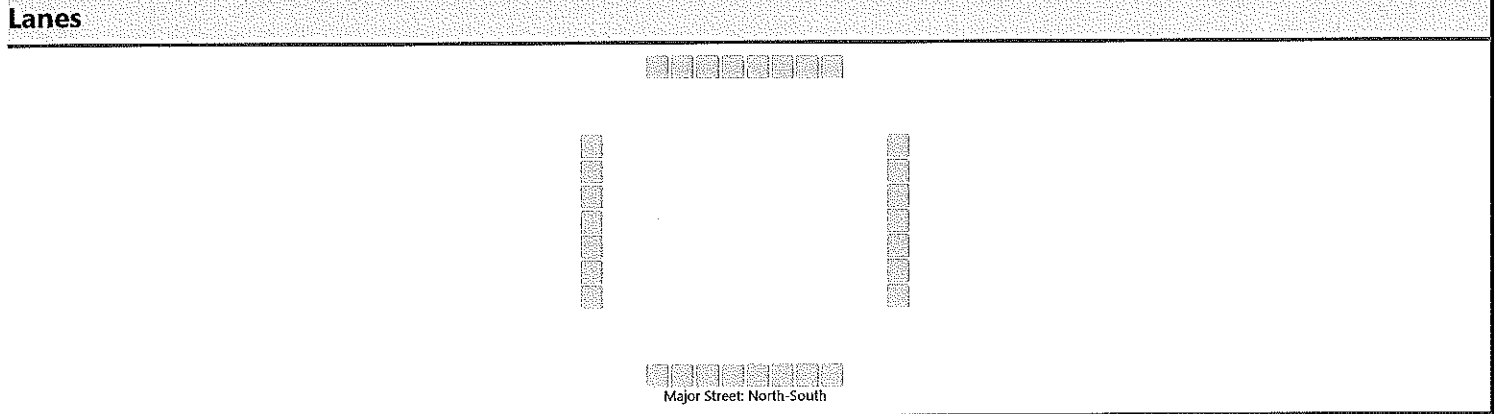
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	0		0	0	0	0	1	340	0	0	0	522	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways																
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			1				0			1				0		
Capacity, c (veh/h)			307							603				735		
v/c Ratio			0.00							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0		
Control Delay (s/veh)			16.8							11.0				9.9		
Level of Service (LOS)			C							B				A		
Approach Delay (s/veh)		16.8								0.0				0.0		
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2023			North/South Street	Route 611		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement									1U	1	2	3	4U	4	5	6
Priority		10	11	12		7	8	9								
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	0	0	2	672	1	0	0	549	1
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

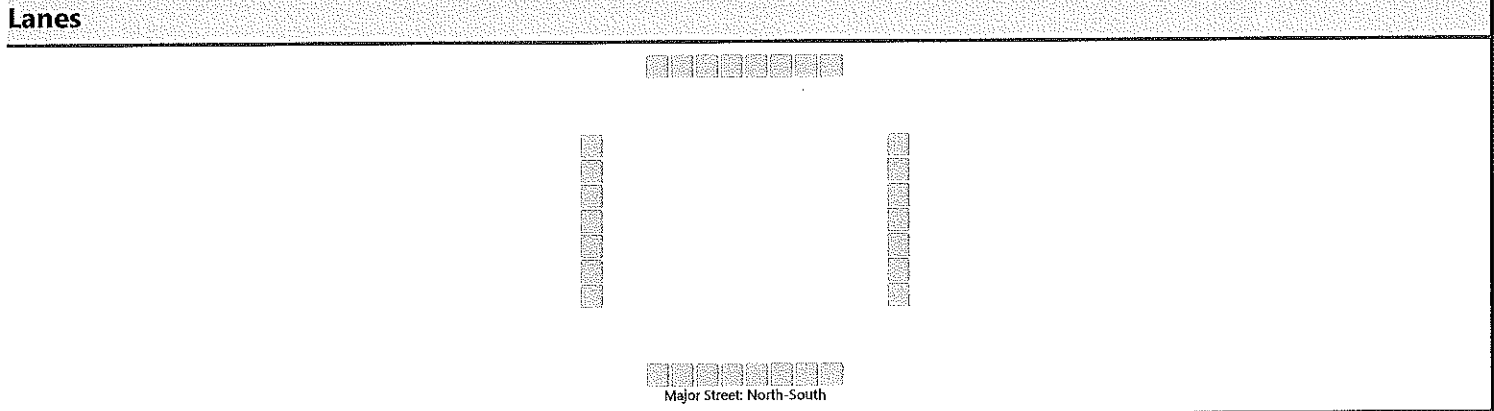
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				0			2				0		
Capacity, c (veh/h)			330							576				501		
v/c Ratio			0.01							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0		
Control Delay (s/veh)			16.0							11.3				12.2		
Level of Service (LOS)			C							B				B		
Approach Delay (s/veh)		16.0								0.0				0.0		
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2023			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		2	0	3		0	0	0	0	1	346	0	0	0	560	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				0				1				0	
Capacity, c (veh/h)			495								600				748	
v/c Ratio			0.01								0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0								0.0				0.0	
Control Delay (s/veh)			12.3								11.0				9.8	
Level of Service (LOS)			B								B				A	
Approach Delay (s/veh)		12.3								0.0				0.0		
Approach LOS		B														

APPENDIX E

Crash Data

Pennsylvania Crash Information Tool



Date Range: 01/01/2016 to 12/31/2021 *

CRASH SEVERITY LEVEL BY YEAR

	2016		2017		2018		2019		2020		ALL YEARS	
	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES
SUSPECTED SERIOUS INJURY	0	1	0	0	0	0	0	1	2			
SUSPECTED MINOR INJURY	0	2	1	1	0	1	1	1	4			
POSSIBLE INJURY	0	0	0	0	0	0	0	1	1			
UNKNOWN SEVERITY	1	1	0	0	2	0	0	4				
PROPERTY DMG ONLY	0	0	2	2	2	0	0	4				
TOTAL	1	4	3	3	4	3	4	15				

CRASH DESCRIPTION TYPES BY YEAR

	2016		2017		2018		2019		2020		ALL YEARS	
	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES
ANGLE	1	4	0	1	1	1	1	1	7			
HEAD ON	0	0	2	0	1	1	1	3				
HIT FIXED OBJECT	0	0	0	0	1	1	1	2				
REAR END	0	0	0	0	2	0	0	2				
SAME DIRECTION SIDESWIPE	0	0	1	0	0	0	0	1				
TOTAL	1	4	3	3	4	3	4	15				

PERSON INJURY SUMMARY BY YEAR

	2016		2017		2018		2019		2020		ALL YEARS	
	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS
FATALITIES	0	0	0	0	0	0	0	0	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	1	0	0	0	0	0	1	2			
SUSPECTED MINOR INJURIES	0	4	1	0	0	3	8					
POSSIBLE INJURIES	0	4	0	0	0	1	5					
UNKNOWN SEVERITY	2	1	0	2	1	6						
UNKNOWN IF INJURED	0	1	0	0	0	0	1					

* **PLEASE NOTE:** Years which do not appear in the report contain zero crashes for this request.

* Complete records of reportable crashes are available in PCIT for the following years: 2002 - 2021

* Crash information for 2022 to 2023 is incomplete at the time of this printing. As such, data for 2022 to 2023 is not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

Pennsylvania Crash Information Tool

Print Date: 04/17/2023

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

- 1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the "Suspected Serious Injury", "Suspected Minor Injury" and "Possible Injury" categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

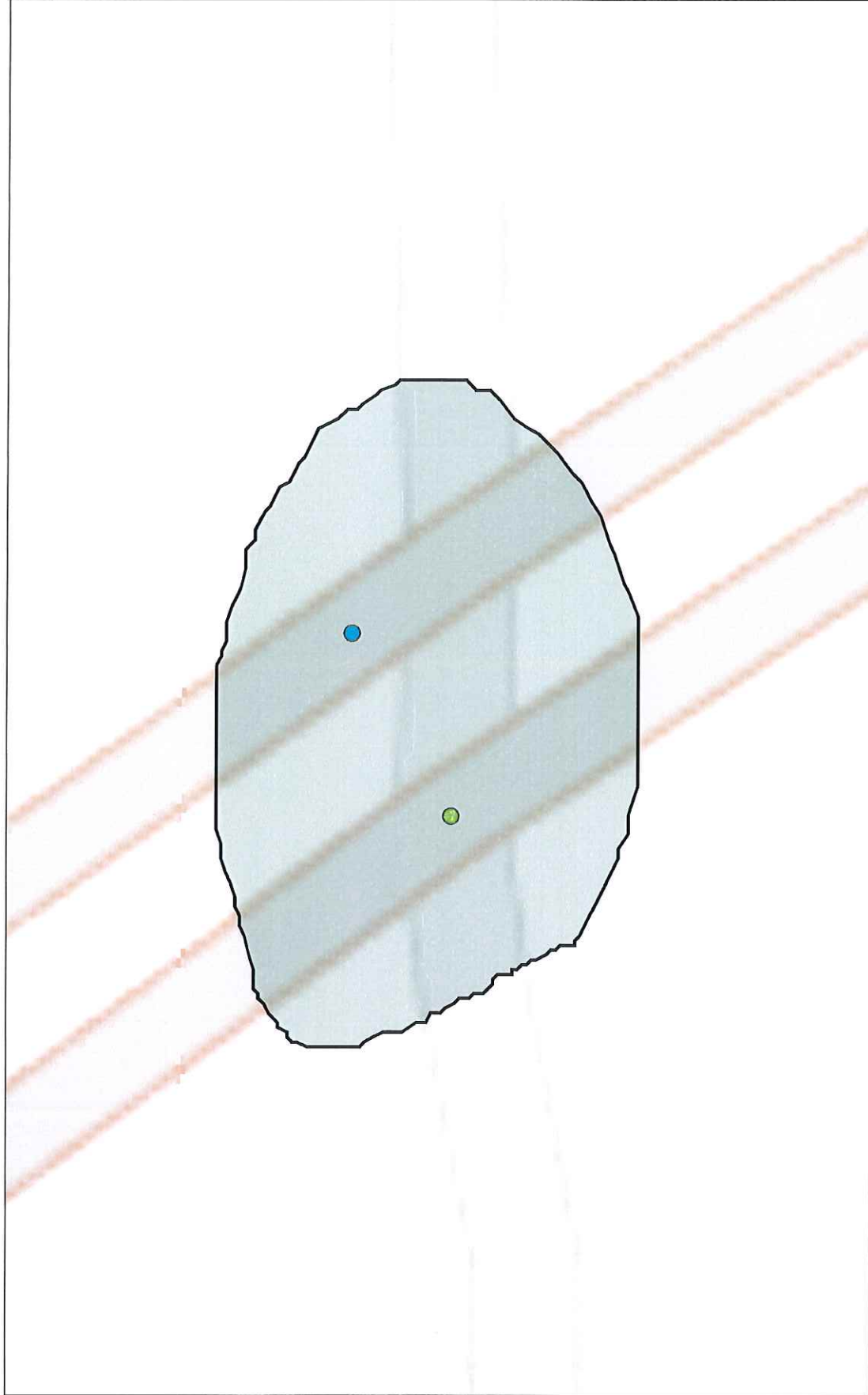
REPORT PARAMETERS:

Date Range: 01/01/2016 to 12/31/2021

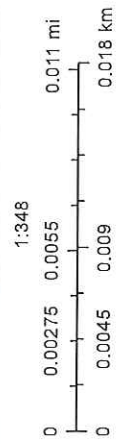
Selected Shapes: Freehand Polygon - 5208.287037 Square Feet, Freehand Polygon - 10394.697906 Square Feet, Freehand Polygon - 14020.152977 Square Feet

Filter Characteristics:

This report counts the number of crashes.



April 17, 2023



- Multiple Crashes
- Fatal Crashes
- Injury Crashes
- Unknown Crashes
- Property Damage Only
- Freehand Polygon - 5208.287037 Square Feet
- Freehand Polygon - 10394.687936 Square Feet
- Freehand Polygon - 14020.152977 Square Feet

CRN: 2019046173
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0371
.....
OFFSET: 2487
.....
CRASH_YEAR: 2019
.....
CRASH_MONTH: April
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Angle
.....
ILLUMINATION_DESC: Dark - no street lights
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: ,Clear
.....
MAX_SEVERITY_DESC: Not injured
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 0
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.10820000000004
.....
DEC_LONG: -75.3398
.....
AVG_DAILY_TFC: 7491
.....
IS_INJURY_CRASH: 0
.....

CRN: 2020036957

COUNTY: MONROE

ROUTE: 0611

SEGMENT: 0370

OFFSET: 2499

CRASH_YEAR: 2020

CRASH_MONTH: April

FATAL_OR_MAJ_INJ: 0

COLLISION_DESC: Hit fixed object

ILLUMINATION_DESC: Dark - no street lights

ROAD_CONDITION_DESC: Wet

WEATHER_DESC: , Snow

MAX_SEVERITY_DESC: Possible Injury

FATAL_COUNT: 0

TOT_INJ_COUNT: 2

PED_COUNT: 0

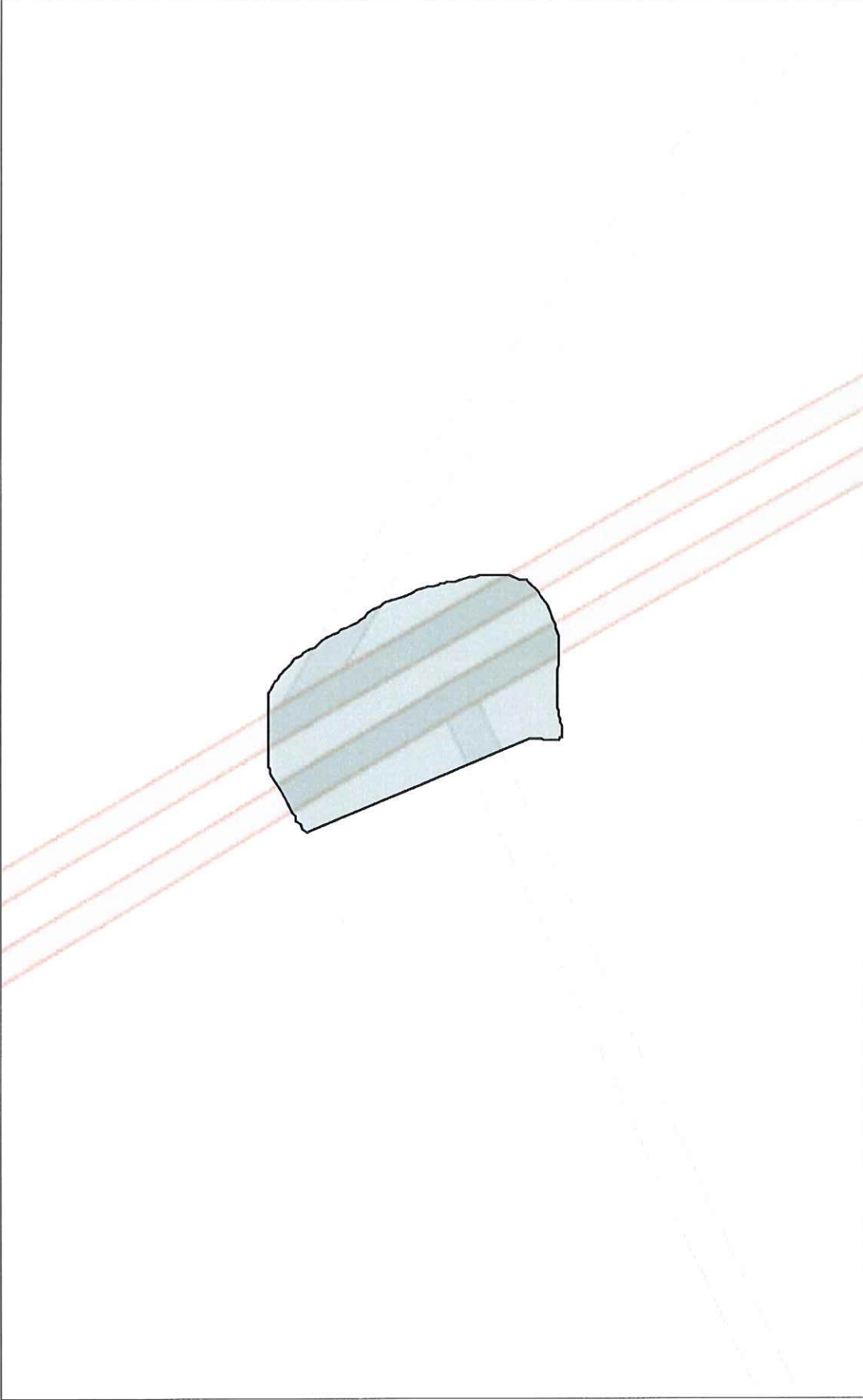
VEHICLE_COUNT: 1

DEC_LAT: 41.1083

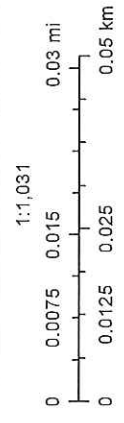
DEC_LONG: -75.33970000000001

AVG_DAILY_TFC: 8247

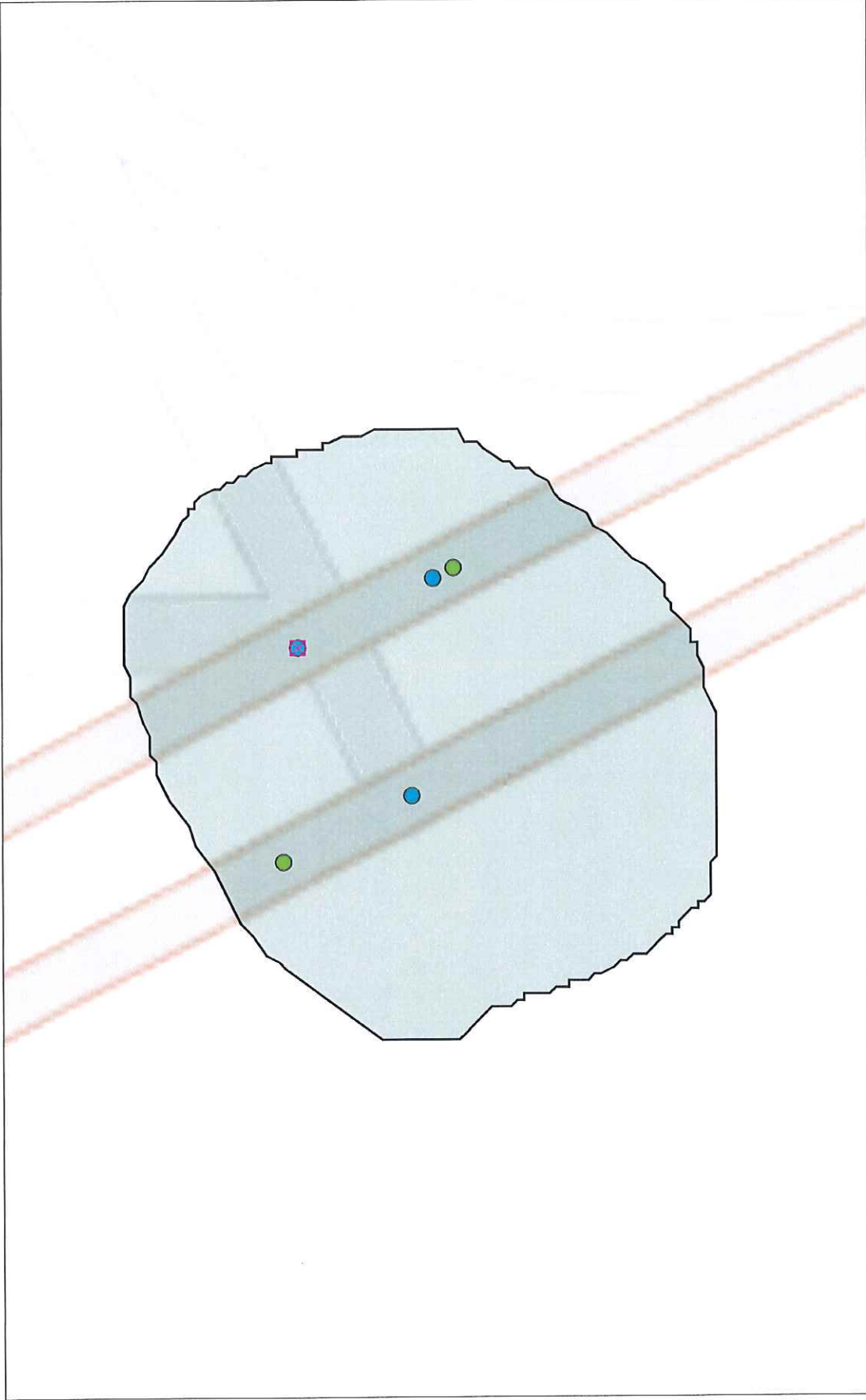
IS_INJURY_CRASH: 1



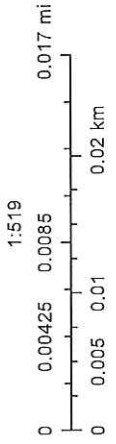
April 17, 2023



- Multiple Crashes
- Fatal Crashes
- Injury Crashes
- Unknown Crashes
- Property Damage Only
- Freehand Polygon - 5206.267037 Square Feet
- Freehand Polygon - 10394.697906 Square Feet
- Freehand Polygon - 14020.152977 Square Feet



April 17, 2023



- Fatal Crashes
- Injury Crashes
- Property Damage Only
- Multiple Crashes
- Unknown Crashes
- Freehand Polygon - 14020.152977 Square Feet
- Freehand Polygon - 5208.287037 Square Feet
- Freehand Polygon - 10394.697906 Square Feet
- Freehand Polygon - 14020.152977 Square Feet

CRN: 2016052489

COUNTY: MONROE

ROUTE: 0611

SEGMENT: 0370

OFFSET: 0

CRASH_YEAR: 2016

CRASH_MONTH: February

FATAL_OR_MAJ_INJ: 0

COLLISION_DESC: Angle

ILLUMINATION_DESC: Dark - street lights

ROAD_CONDITION_DESC: Dry

WEATHER_DESC: , Clear

MAX_SEVERITY_DESC: Injury/ Unknown Severity

FATAL_COUNT: 0

TOT_INJ_COUNT: 2

PED_COUNT: 0

VEHICLE_COUNT: 2

DEC_LAT: 41.1022

DEC_LONG: -75.3353

AVG_DAILY_TFC: 7104

IS_INJURY_CRASH: 1

CRN: 2017038326
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2017
.....
CRASH_MONTH: March
.....
FATAL_OR_MAJ_INJ: 1
.....
COLLISION_DESC: Angle
.....
ILLUMINATION_DESC: Dark - street lights
.....
ROAD_CONDITION_DESC: Slush
.....
WEATHER_DESC: , Clear
.....
MAX_SEVERITY_DESC: Suspected Serious Injury
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 6
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.1022
.....
DEC_LONG: -75.3353
.....
AVG_DAILY_TFC: 7514
.....
IS_INJURY_CRASH: 1
.....

CRN: 2017042597

COUNTY: MONROE

ROUTE: 0611

SEGMENT: 0370

OFFSET: 0

CRASH_YEAR: 2017

CRASH_MONTH: April

FATAL_OR_MAJ_INJ: 0

COLLISION_DESC: Angle

ILLUMINATION_DESC: Dark - no street lights

ROAD_CONDITION_DESC: Dry

WEATHER_DESC: Clear

MAX_SEVERITY_DESC: Injury/ Unknown Severity

FATAL_COUNT: 0

TOT_INJ_COUNT: 1

PED_COUNT: 0

VEHICLE_COUNT: 2

DEC_LAT: 41.1022

DEC_LONG: -75.3353

AVG_DAILY_TFC: 7563

IS_INJURY_CRASH: 1

CRN: 2017061703

COUNTY: MONROE

ROUTE: 0611

SEGMENT: 0371

OFFSET: 11

CRASH_YEAR: 2017

CRASH_MONTH: May

FATAL_OR_MAJ_INJ: 0

COLLISION_DESC: Angle

ILLUMINATION_DESC: Daylight

ROAD_CONDITION_DESC: Dry

WEATHER_DESC: ,Clear

MAX_SEVERITY_DESC: Suspected Minor Injury

FATAL_COUNT: 0

TOT_INJ_COUNT: 1

PED_COUNT: 0

VEHICLE_COUNT: 2

DEC_LAT: 41.1022

DEC_LONG: -75.33550000000001

AVG_DAILY_TFC: 7397

IS_INJURY_CRASH: 1

CRN: 2017122912
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2017
.....
CRASH_MONTH: October
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Angle
.....
ILLUMINATION_DESC: Daylight
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: ,Clear
.....
MAX_SEVERITY_DESC: Suspected Minor Injury
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 2
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.1022
.....
DEC_LONG: -75.3353
.....
AVG_DAILY_TFC: 7563
.....
IS_INJURY_CRASH: 1
.....

CRN: 2018130510
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2018
.....
CRASH_MONTH: November
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Head-on
.....
ILLUMINATION_DESC: Dark - street lights
.....
ROAD_CONDITION_DESC: Wet
.....
WEATHER_DESC: ,Rain
.....
MAX_SEVERITY_DESC: Not injured
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 0
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.1022
.....
DEC_LONG: -75.3353
.....
AVG_DAILY_TFC: 7446
.....
IS_INJURY_CRASH: 0
.....

CRN: 2018138666
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0371
.....
OFFSET: 49
.....
CRASH_YEAR: 2018
.....
CRASH_MONTH: November
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Sideswipe (same dir.)
.....
ILLUMINATION_DESC: Daylight
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: Clear
.....
MAX_SEVERITY_DESC: Not injured
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 0
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 4
.....
DEC_LAT: 41.1023
.....
DEC_LONG: -75.33550000000001
.....
AVG_DAILY_TFC: 7349
.....
IS_INJURY_CRASH: 0
.....

CRN: 2018062832
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2018
.....
CRASH_MONTH: June
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Head-on
.....
ILLUMINATION_DESC: Dusk
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: Clear
.....
MAX_SEVERITY_DESC: Suspected Minor Injury
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 1
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 3
.....
DEC_LAT: 41.1022
.....
DEC_LONG: -75.3353
.....
AVG_DAILY_TFC: 7514
.....
IS_INJURY_CRASH: 1
.....

CRN: 2019028259

COUNTY: MONROE

ROUTE: 0611

SEGMENT: 0370

OFFSET: 0

CRASH_YEAR: 2019

CRASH_MONTH: February

FATAL_OR_MAJ_INJ: 0

COLLISION_DESC: Rear-end

ILLUMINATION_DESC: Dark - street lights

ROAD_CONDITION_DESC: Dry

WEATHER_DESC: , Clear

MAX_SEVERITY_DESC: Injury/ Unknown Severity

FATAL_COUNT: 0

TOT_INJ_COUNT: 1

PED_COUNT: 0

VEHICLE_COUNT: 2

DEC_LAT: 41.1023

DEC_LONG: -75.3354

AVG_DAILY_TFC: 8247

IS_INJURY_CRASH: 1

CRN: 2019069068
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2019
.....
CRASH_MONTH: June
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Rear-end
.....
ILLUMINATION_DESC: Dusk
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: , Clear
.....
MAX_SEVERITY_DESC: Injury/ Unknown Severity
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 1
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.1023
.....
DEC_LONG: -75.3354
.....
AVG_DAILY_TFC: 8247
.....
IS_INJURY_CRASH: 1
.....

CRN: 2019087674
COUNTY: MONROE
ROUTE: 0611
SEGMENT: 0370
OFFSET: 0
CRASH_YEAR: 2019
CRASH_MONTH: August
FATAL_OR_MAJ_INJ: 0
COLLISION_DESC: Hit fixed object
ILLUMINATION_DESC: Dark - street lights
ROAD_CONDITION_DESC: Dry
WEATHER_DESC: ,Clear
MAX_SEVERITY_DESC: Not injured
FATAL_COUNT: 0
TOT_INJ_COUNT: 0
PED_COUNT: 0
VEHICLE_COUNT: 1
DEC_LAT: 41.1023
DEC_LONG: -75.3354
AVG_DAILY_TFC: 8247
IS_INJURY_CRASH: 0

CRN: 2020053846
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2020
.....
CRASH_MONTH: June
.....
FATAL_OR_MAJ_INJ: 0
.....
COLLISION_DESC: Head-on
.....
ILLUMINATION_DESC: Daylight
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: ,Clear
.....
MAX_SEVERITY_DESC: Suspected Minor Injury
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 2
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.1023
.....
DEC_LONG: -75.3354
.....
AVG_DAILY_TFC: 8247
.....
IS_INJURY_CRASH: 1
.....

CRN: 2020086938
.....
COUNTY: MONROE
.....
ROUTE: 0611
.....
SEGMENT: 0370
.....
OFFSET: 0
.....
CRASH_YEAR: 2020
.....
CRASH_MONTH: October
.....
FATAL_OR_MAJ_INJ: 1
.....
COLLISION_DESC: Angle
.....
ILLUMINATION_DESC: Dark - street lights
.....
ROAD_CONDITION_DESC: Dry
.....
WEATHER_DESC: ,Clear
.....
MAX_SEVERITY_DESC: Suspected Serious Injury
.....
FATAL_COUNT: 0
.....
TOT_INJ_COUNT: 2
.....
PED_COUNT: 0
.....
VEHICLE_COUNT: 2
.....
DEC_LAT: 41.1023
.....
DEC_LONG: -75.3354
.....
AVG_DAILY_TFC: 8206
.....
IS_INJURY_CRASH: 1
.....

APPENDIX F

Trip Generation Worksheets

Land Use: 310 Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

Hotel (310)

Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday

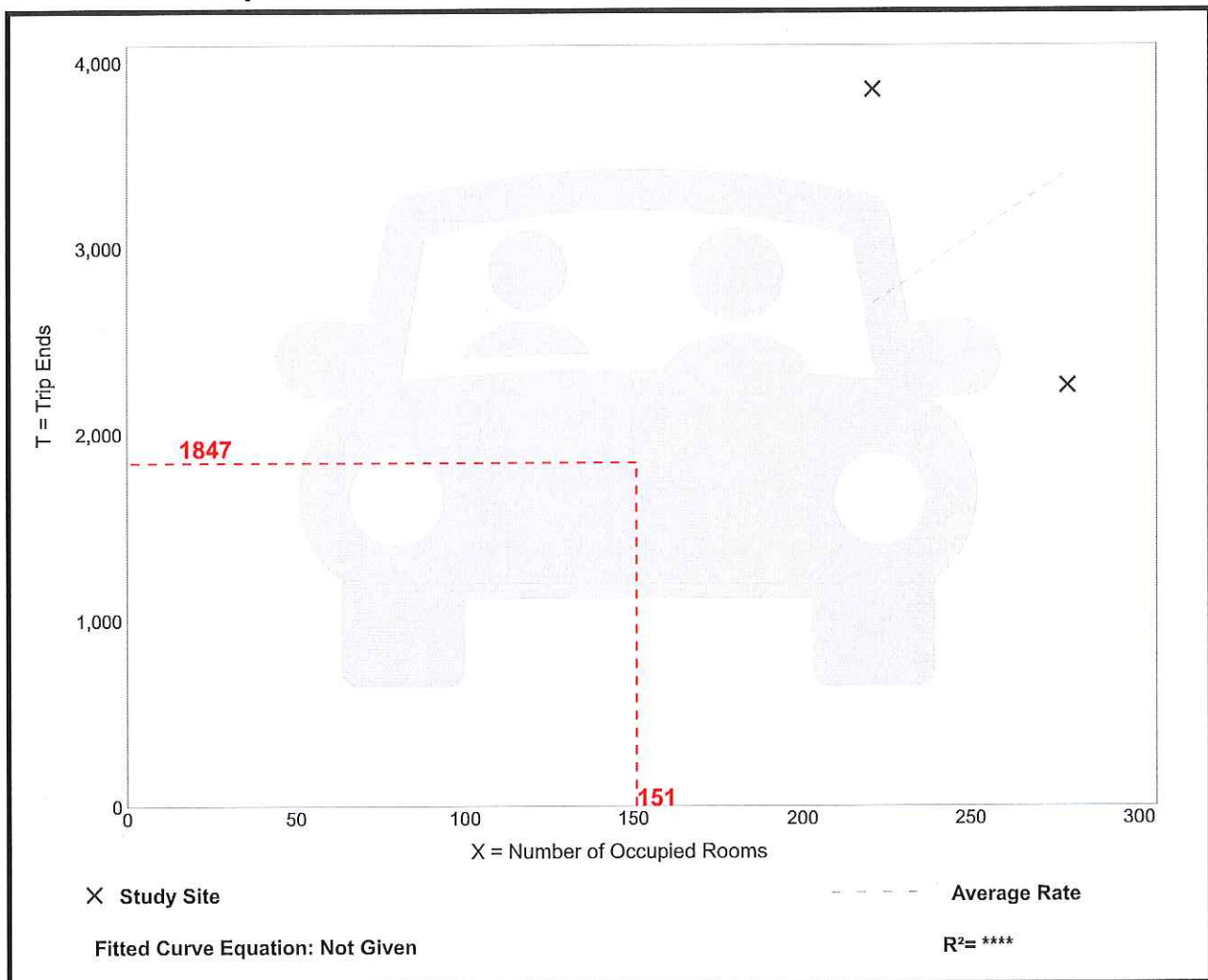
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Occupied Rooms: 250
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
12.23	8.10 - 17.44	*

Data Plot and Equation

Caution – Small Sample Size



Hotel (310)

Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

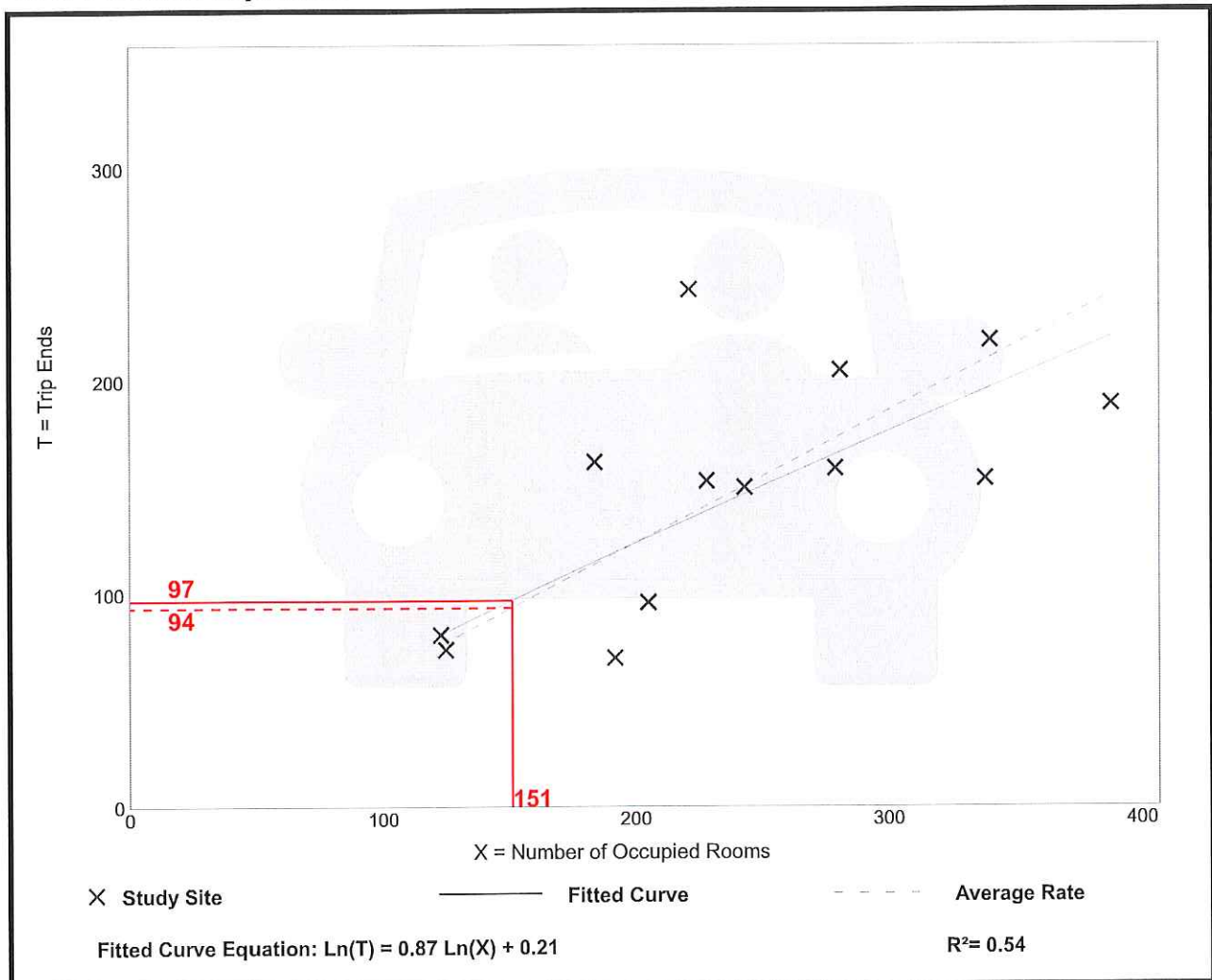
Setting/Location: General Urban/Suburban

Number of Studies: 13
 Avg. Num. of Occupied Rooms: 242
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.62	0.36 - 1.10	0.19

Data Plot and Equation



Hotel (310)

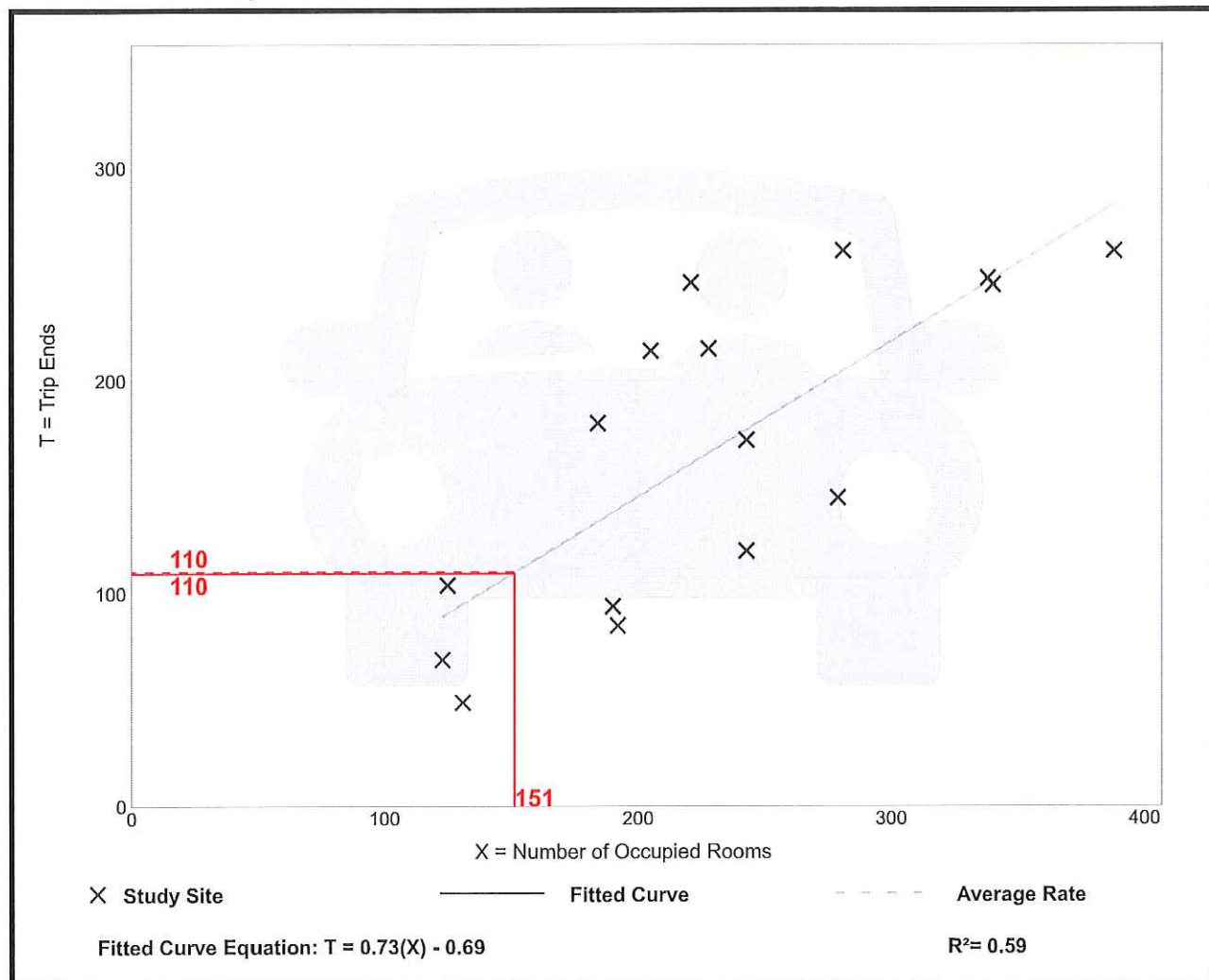
Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. Num. of Occupied Rooms: 232
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.73	0.37 - 1.11	0.21

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Occupied Rooms
On a: Saturday, Peak Hour of Generator

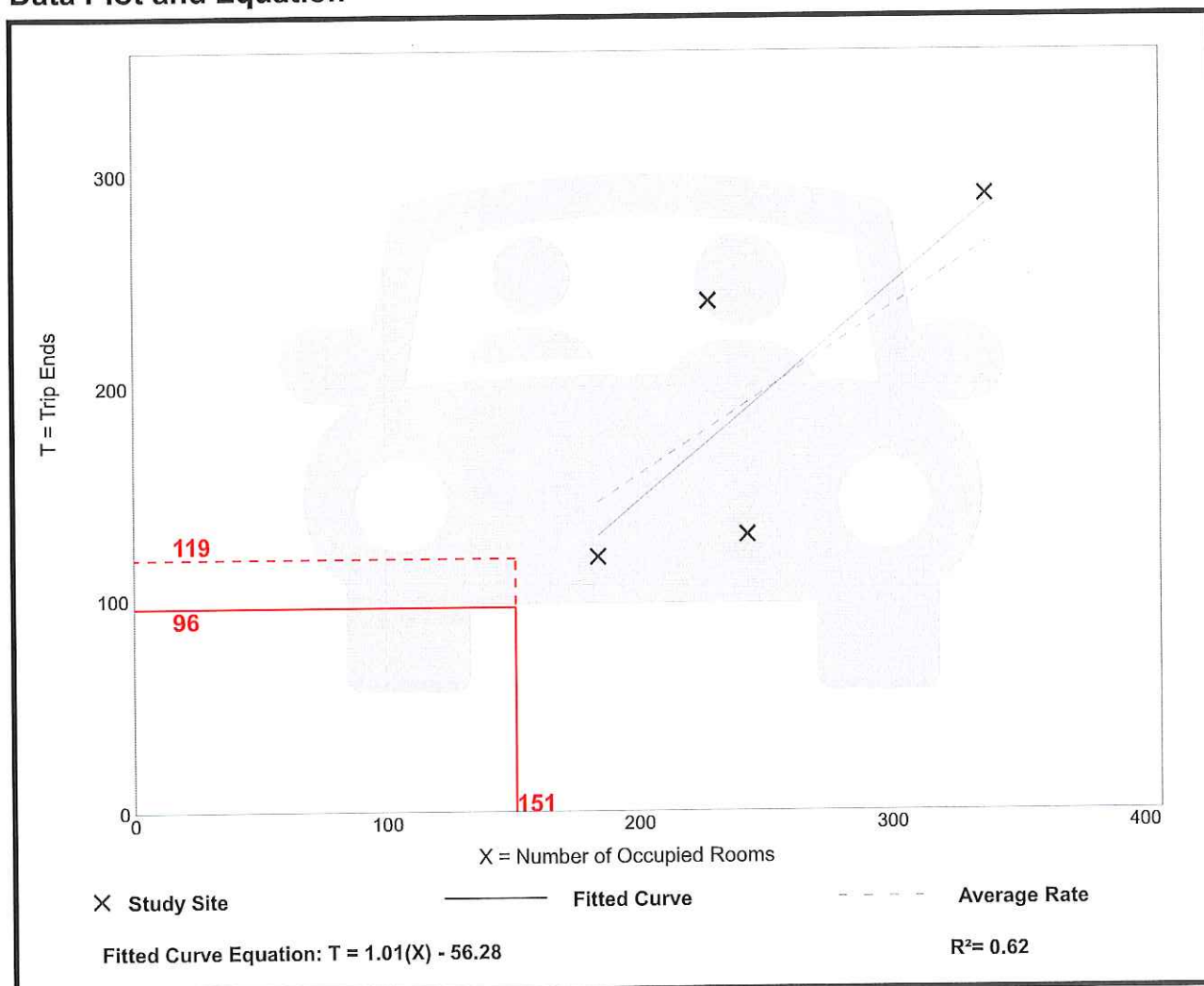
Setting/Location: General Urban/Suburban
 Number of Studies: 4
 Avg. Num. of Occupied Rooms: 248
 Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.79	0.53 - 1.05	0.22

Data Plot and Equation

Caution – Small Sample Size



Hotel (310)

Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday

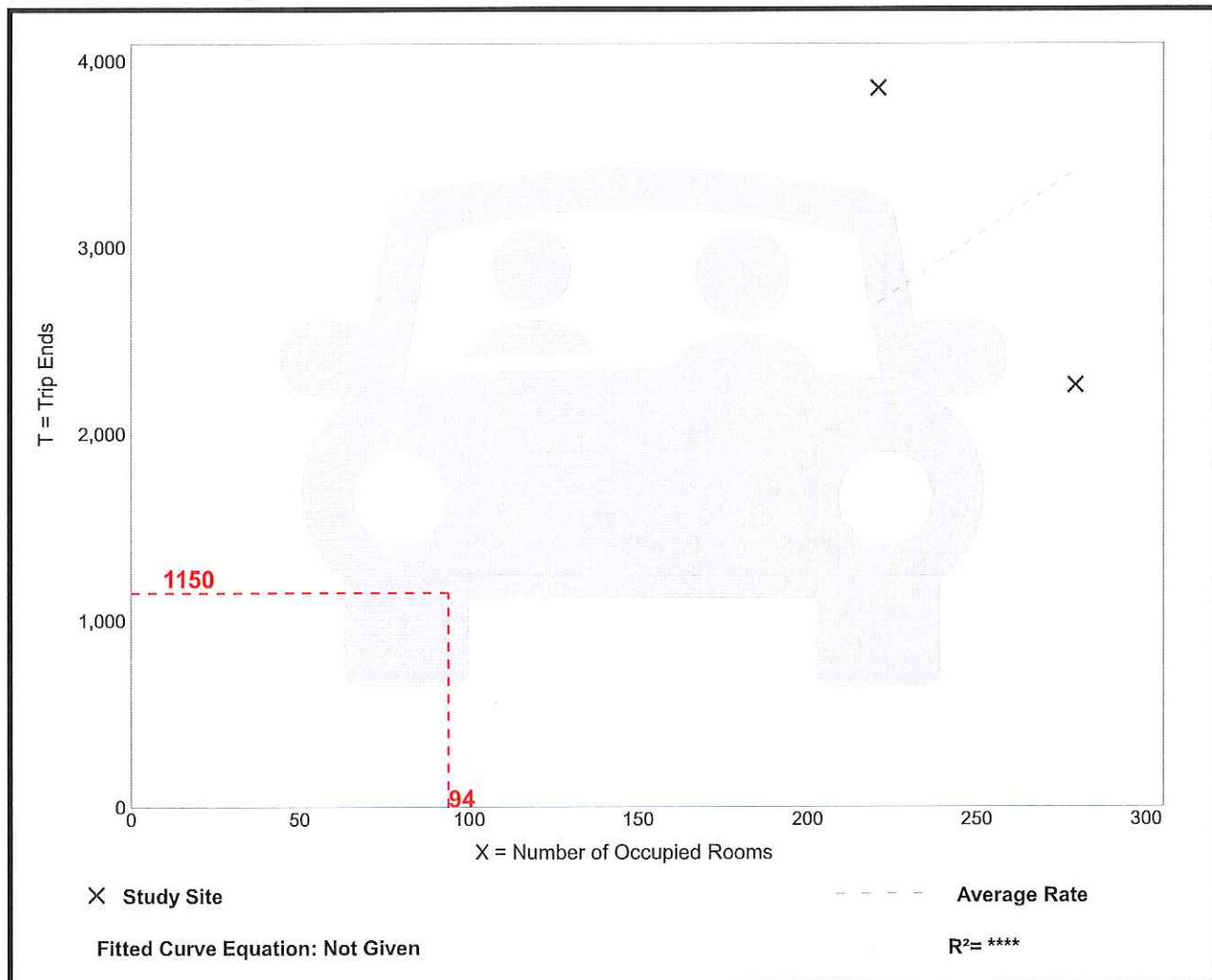
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Occupied Rooms: 250
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
12.23	8.10 - 17.44	*

Data Plot and Equation

Caution – Small Sample Size



Hotel (310)

Vehicle Trip Ends vs: Occupied Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

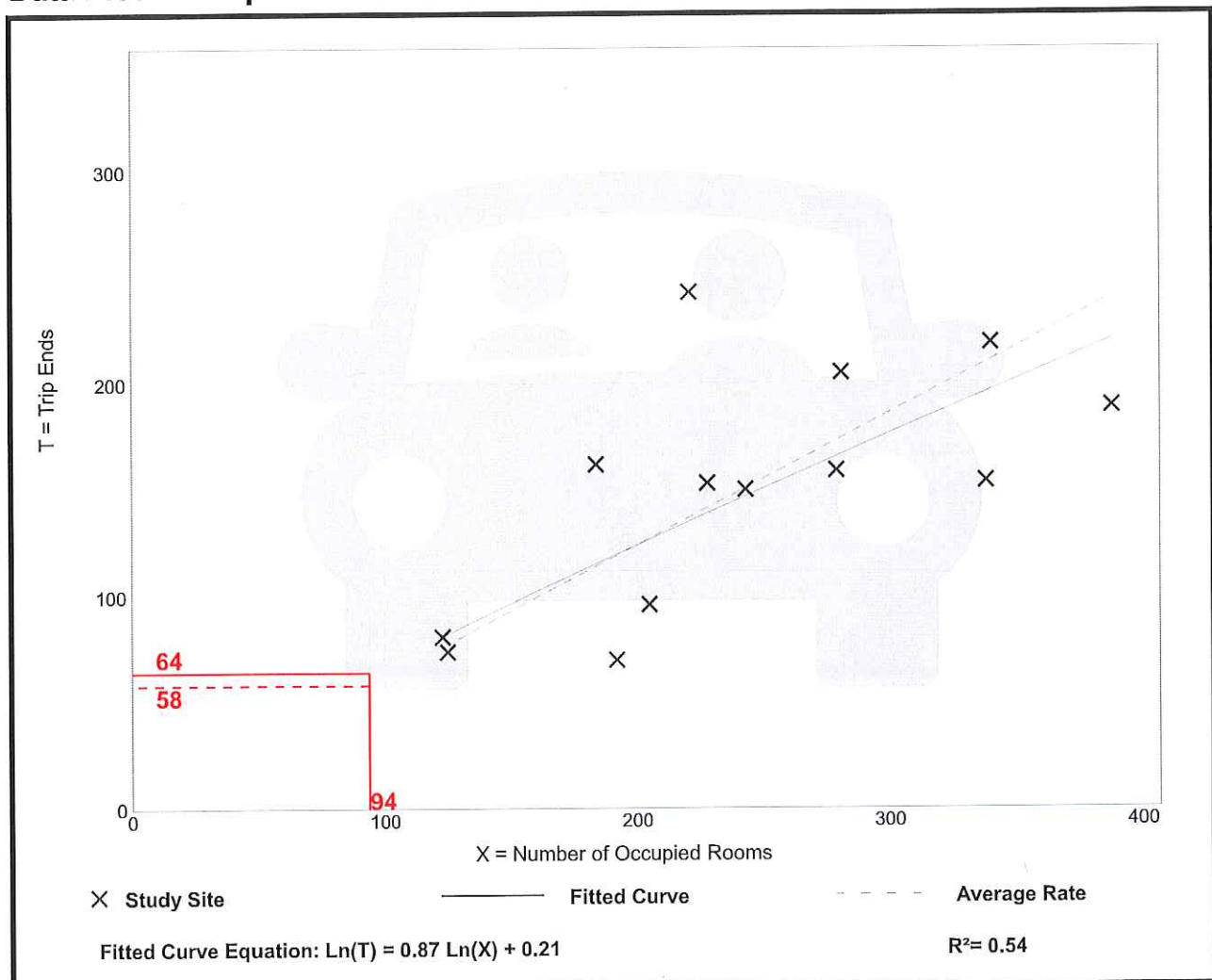
Avg. Num. of Occupied Rooms: 242

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.62	0.36 - 1.10	0.19

Data Plot and Equation



Hotel (310)

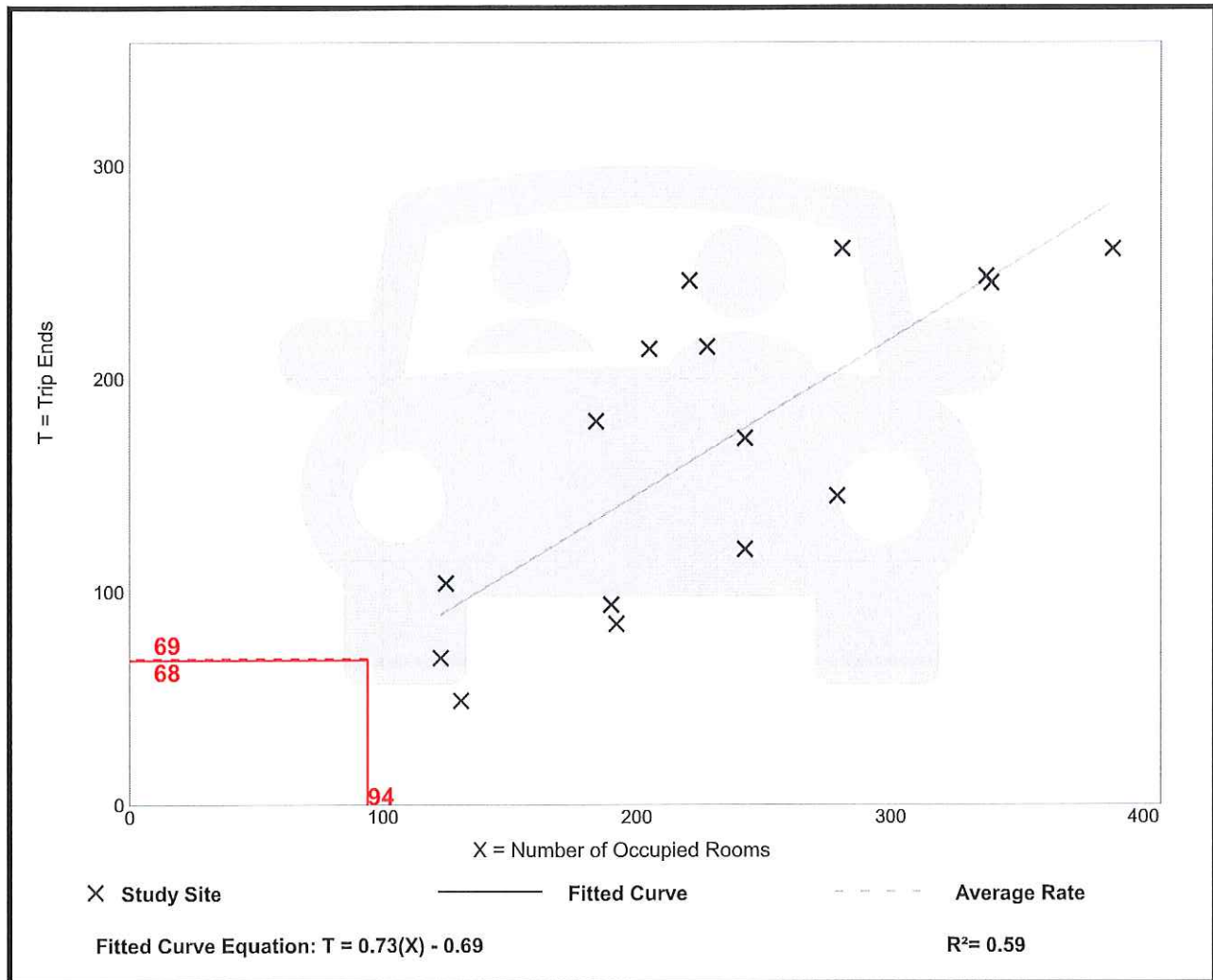
Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. Num. of Occupied Rooms: 232
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.73	0.37 - 1.11	0.21

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Occupied Rooms
On a: Saturday, Peak Hour of Generator

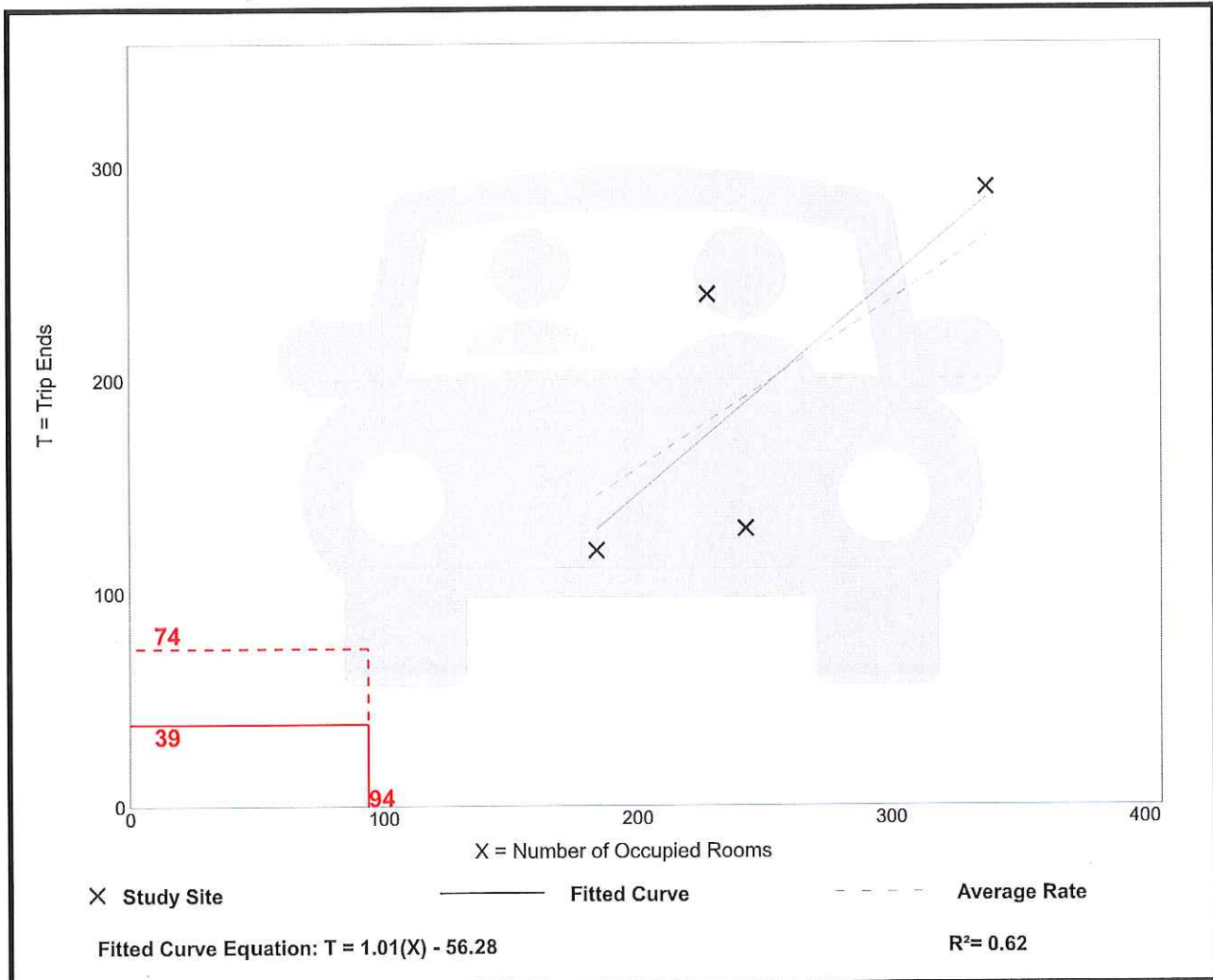
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Occupied Rooms: 248
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.79	0.53 - 1.05	0.22

Data Plot and Equation

Caution – Small Sample Size



Land Use: 820

Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Shopping Center (>150k) (820)

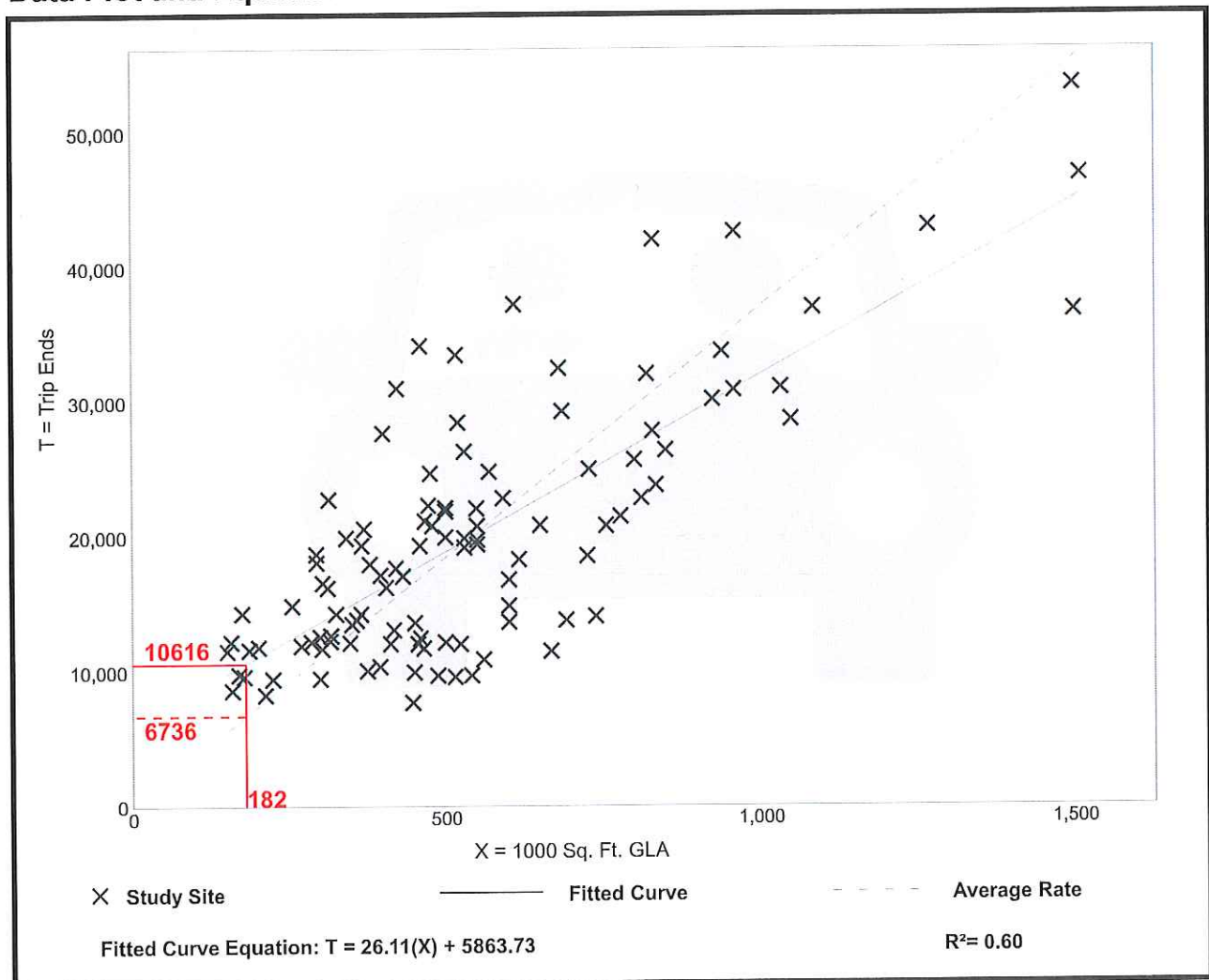
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



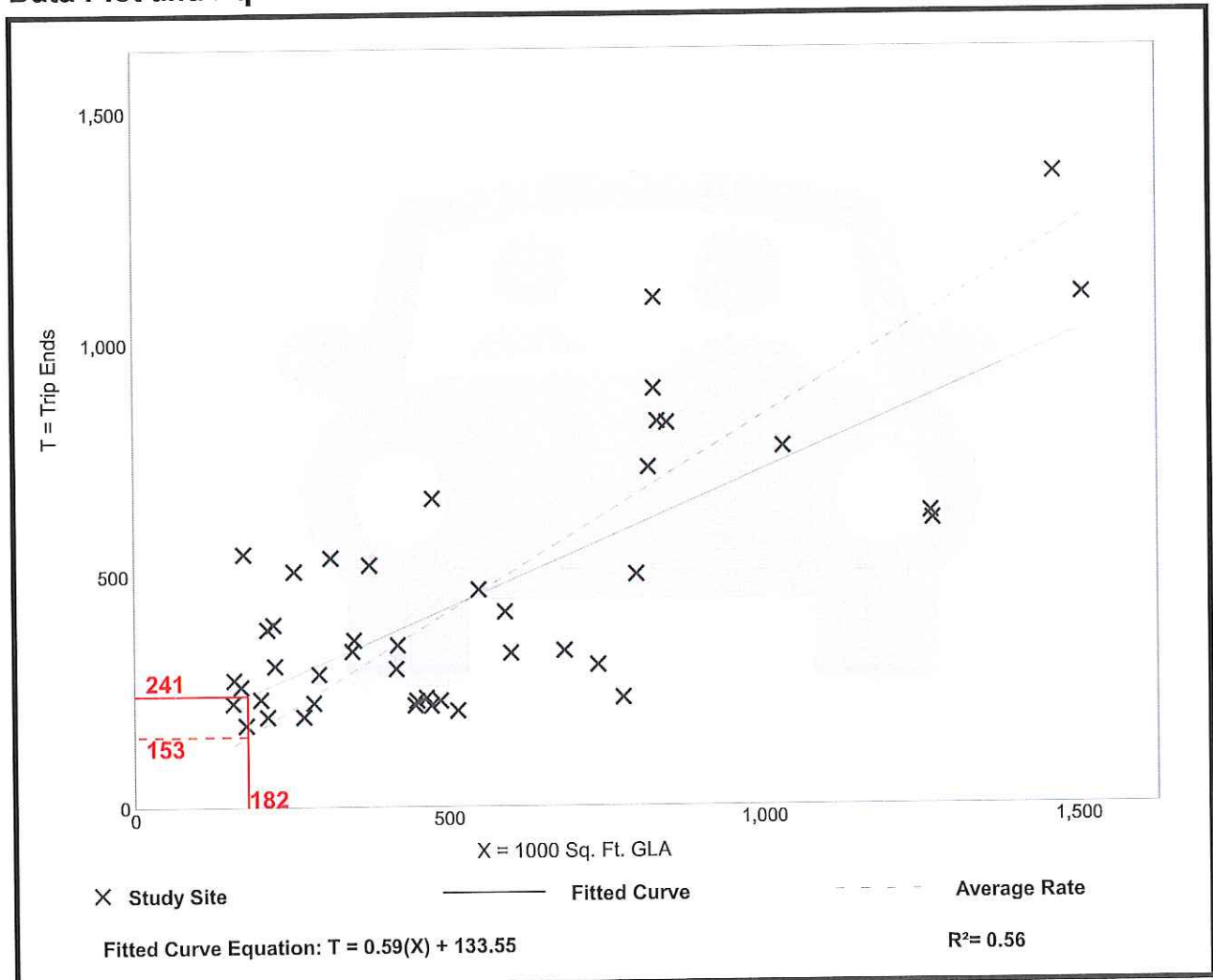
Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 44
 Avg. 1000 Sq. Ft. GLA: 546
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



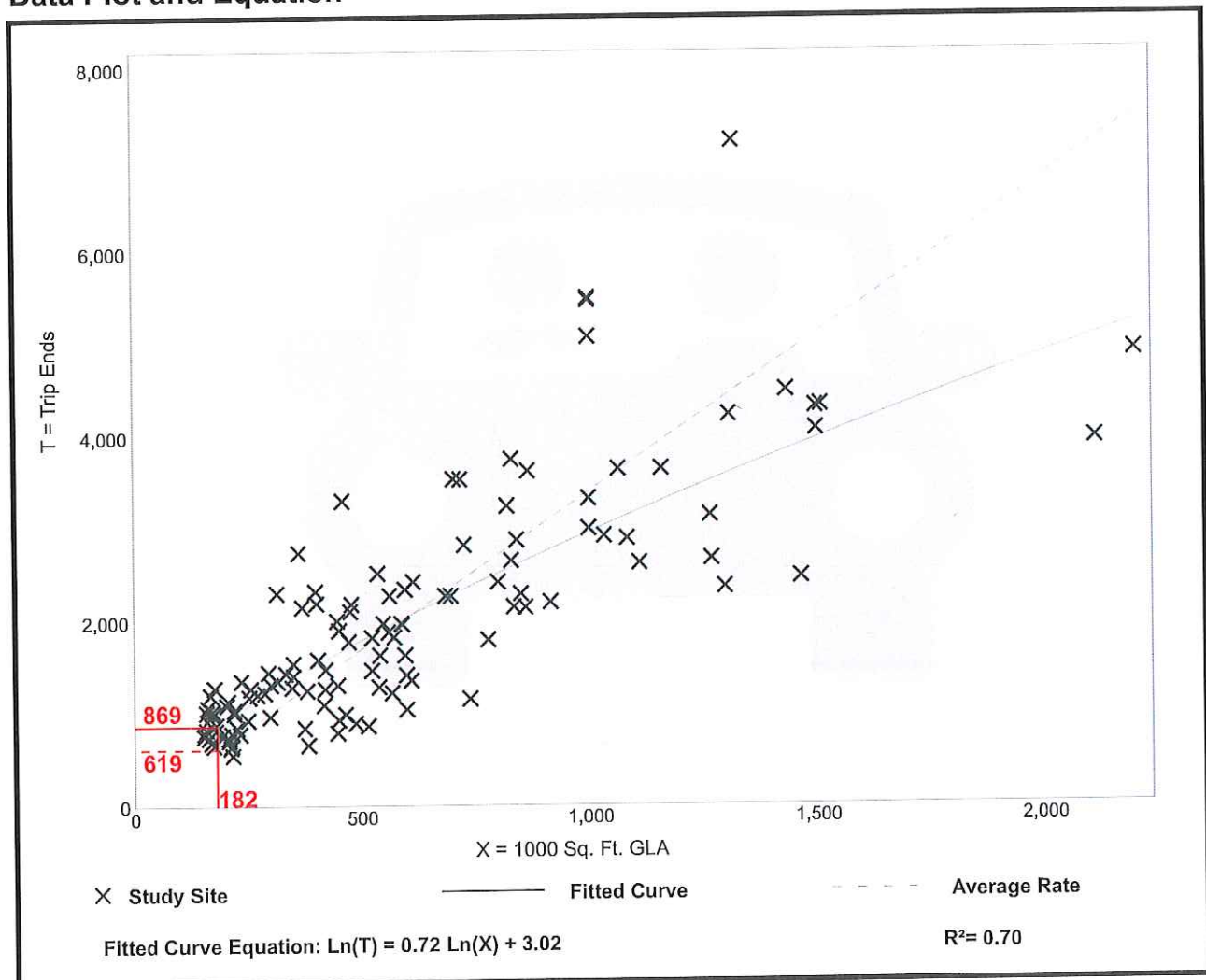
Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 126
 Avg. 1000 Sq. Ft. GLA: 581
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Shopping Center (>150k) (820)

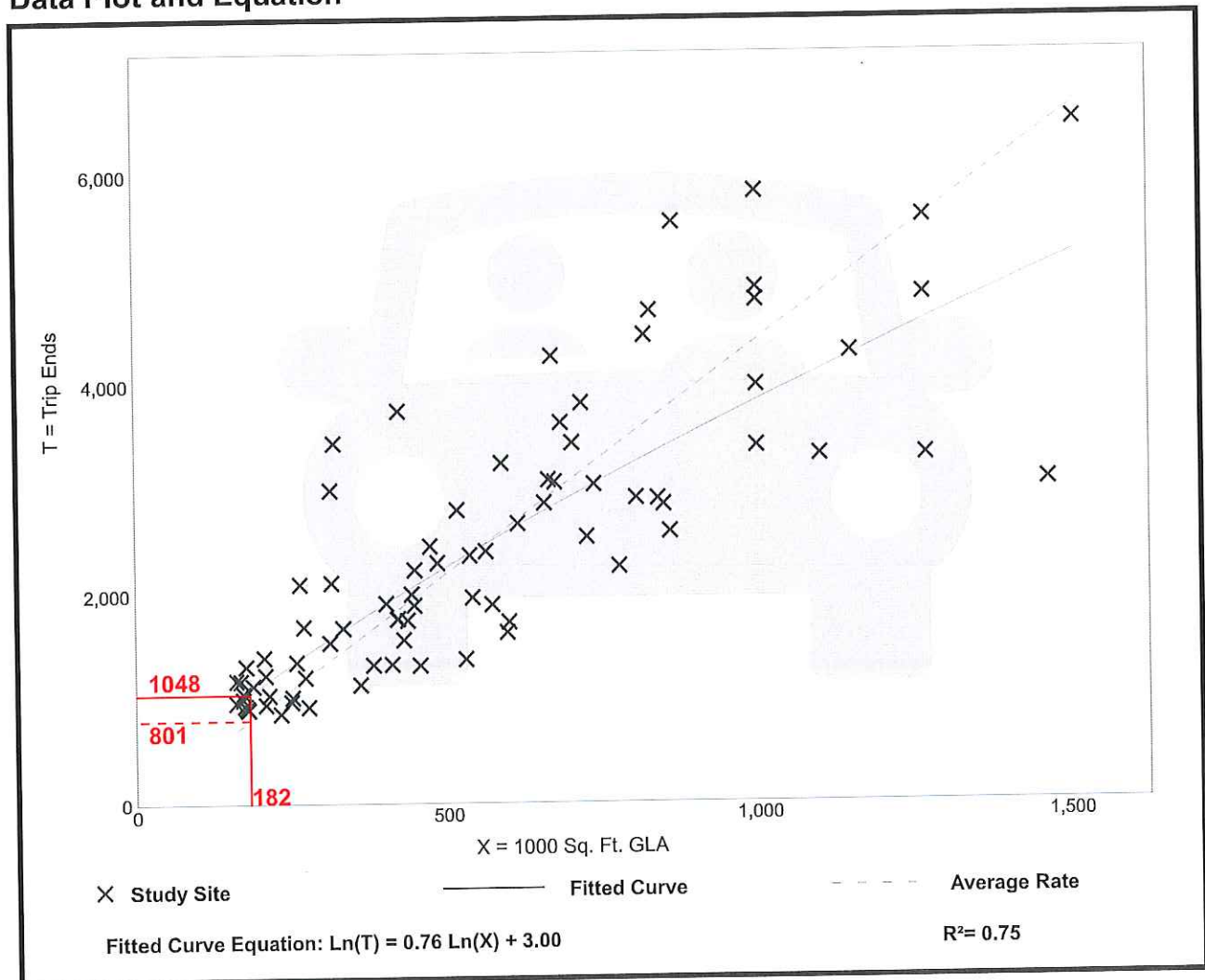
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 81
Avg. 1000 Sq. Ft. GLA: 559
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.40	2.09 - 10.75	1.41

Data Plot and Equation

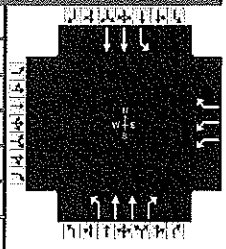


APPENDIX G

2028 No-Build Capacity/LOS Analysis Worksheets

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Horner & Canter Assoc			Duration, h	0.250	
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other	
Jurisdiction	Paradise Twp	Time Period	AM Peak Hour	PHF	0.89	
Urban Street	PA Route 611	Analysis Year	2028 No-Build	Analysis Period	1 > 7:00	
Intersection	611/Woodland Road	File Name	611_Woodland Road_28na.xus			
Project Description	21-039 Hawthorne Mt Pocono Resort					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				138		54	2	315	190	116	391	

Signal Information				Signal Timing (s)								
Cycle, s	92.0	Reference Phase	2	Green	7.0	48.0	14.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	5.5	5.5	4.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.5	2.5	3.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On									

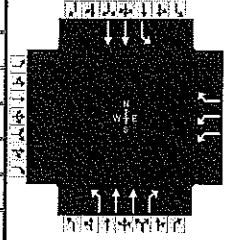
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				21.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				6.7		11.6	5.6	6.8
Green Extension Time (g _e), s				0.3		2.2	0.0	2.2
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				155		61	2	354	213	130		439			
Adjusted Saturation Flow Rate (s), veh/h/ln				1710			965	1621		1863		1919			
Queue Service Time (g _s), s				3.7			0.1	5.5		2.6		3.8			
Cycle Queue Clearance Time (g _c), s				3.7			0.1	5.5		2.6		3.8			
Green Ratio (g/C)				0.15			0.52	0.52		0.62		0.68			
Capacity (c), veh/h				502			576	1674		728		2607			
Volume-to-Capacity Ratio (X)				0.309			0.004	0.211		0.179		0.168			
Back of Queue (Q), ft/ln (95 th percentile)				70.8			0.9	83.8		42		54.3			
Back of Queue (Q), veh/ln (95 th percentile)				2.7			0.0	3.2		1.6		2.1			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh				35.1			10.8	12.1		7.6		5.3			
Incremental Delay (d ₂), s/veh				0.1			0.0	0.0		0.0		0.0			
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				35.2		0.0	10.8	12.1	0.0	7.6		5.3			
Level of Service (LOS)				D		A	B	B	A	A		A			
Approach Delay, s/veh / LOS	0.0			25.3			C			7.6			A		
Intersection Delay, s/veh / LOS	9.7						A								

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other
Jurisdiction	Paradise Twp	Time Period	PM Peak Hour	PHF	0.96
Urban Street	PA Route 611	Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	611/Woodland Road	File Name	611_Woodland Road_28np.xus		
Project Description	21-039 Hawthorne Mt Pocono Resort				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				167		26	1	514	222	25	447	

Signal Information				Signal Timing (s)											
Cycle, s	106.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	28.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0					
				Red	2.5	2.5	3.0	0.0	0.0	0.0					

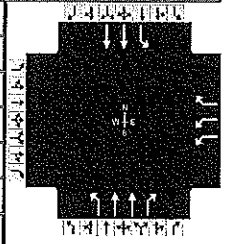
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.1		14.9	3.7	8.8
Green Extension Time (g _e), s				0.4		2.8	0.0	2.8
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	0.55	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				174		27	1	535	231	26		466			
Adjusted Saturation Flow Rate (s), veh/h/ln				1763			942	1705		1892		1975			
Queue Service Time (g _s), s				4.1			0.1	10.9		0.7		5.8			
Cycle Queue Clearance Time (g _c), s				4.1			0.1	10.9		0.7		5.8			
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59			
Capacity (c), veh/h				915			490	1528		520		2329			
Volume-to-Capacity Ratio (X)				0.190			0.002	0.350		0.050		0.200			
Back of Queue (Q), ft/ln (95 th percentile)				77			0.6	184.8		12.7		103.1			
Back of Queue (Q), veh/ln (95 th percentile)				3.0			0.0	7.3		0.5		4.1			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh				30.6			16.2	19.2		12.4		10.0			
Incremental Delay (d ₂), s/veh				0.0			0.0	0.1		0.0		0.0			
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				30.6		0.0	16.2	19.2	0.0	12.4		10.0			
Level of Service (LOS)				C		A	B	B	A	B		B			
Approach Delay, s/veh / LOS	0.0			26.5			C			13.4			B		
Intersection Delay, s/veh / LOS	14.1						B								

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	SAT Peak Hour	PHF	0.85		
Urban Street	PA Route 611	Analysis Year	2028 No-Build	Analysis Period	1 > 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_28ns.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				168		21	0	316	227	50	448	

Signal Information				Signal Phases										
Cycle, s	106.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	28.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0	0.0			
				Red	2.5	2.5	3.0	0.0	0.0	0.0	0.0			

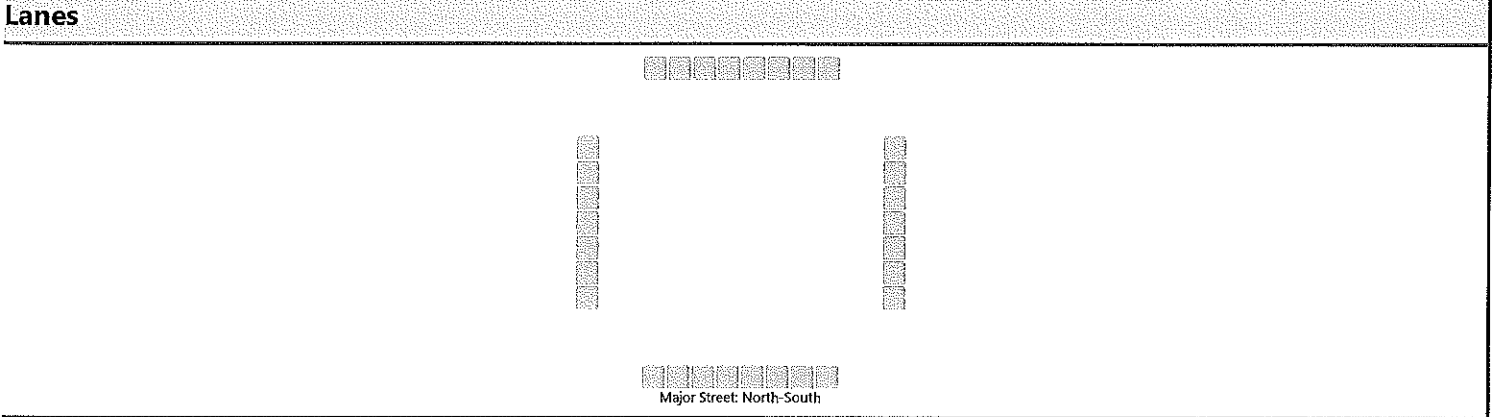
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.6		15.4	4.5	9.7
Green Extension Time (g _e), s				0.4		2.6	0.0	2.6
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB				
	L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement				3		18	5	2	12	1		6		
Adjusted Flow Rate (v), veh/h				198		25	0	372	267	59		527		
Adjusted Saturation Flow Rate (s), veh/h/ln				1789			890	1719		1976		1975		
Queue Service Time (g _s), s				4.6			0.0	7.1		1.5		6.7		
Cycle Queue Clearance Time (g _c), s				4.6			0.0	7.1		1.5		6.7		
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59		
Capacity (c), veh/h				928			68	1540		640		2329		
Volume-to-Capacity Ratio (X)				0.213			0.000	0.241		0.092		0.226		
Back of Queue (Q), ft/ln (95 th percentile)				86.8			0	120.2		27.9		118.7		
Back of Queue (Q), veh/ln (95 th percentile)				3.4			0.0	4.8		1.1		4.7		
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00		
Uniform Delay (d ₁), s/veh				30.8			0.0	18.1		12.2		10.2		
Incremental Delay (d ₂), s/veh				0.0			0.0	0.0		0.0		0.0		
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0		
Control Delay (d), s/veh				30.8		0.0	0.0	18.1	0.0	12.2		10.2		
Level of Service (LOS)				C		A		B	A	B		B		
Approach Delay, s/veh / LOS	0.0			27.4			C	10.6			B	10.4		B
Intersection Delay, s/veh / LOS	13.1						B							

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - No-Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



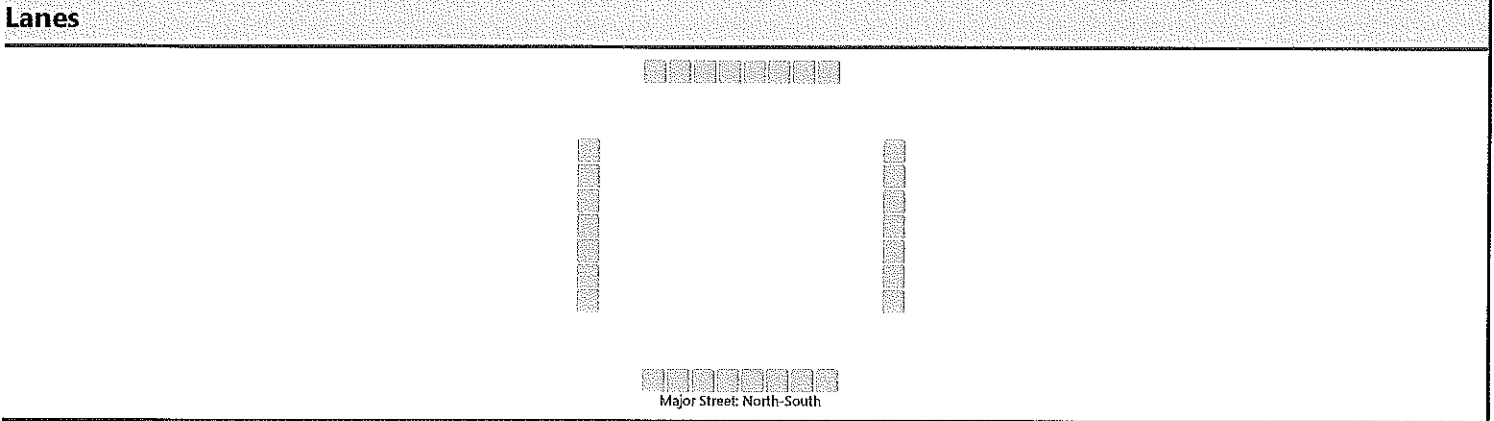
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		2	0	2		0	0	13	0	1	353	0	1	31	540	0
Percent Heavy Vehicles (%)		0	0	50		0	0	15	0	0			0	7		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways																
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2			6.4	5.2		
Critical Headway (sec)		7.50	5.90	6.80		8.50	6.90	6.60		5.20			6.40	5.34		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4			2.5	3.4		
Follow-Up Headway (sec)		3.40	4.00	3.60		3.40	4.00	3.25		3.40			2.50	3.47		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			4				14				1				35	
Capacity, c (veh/h)			360				849				591				706	
v/c Ratio			0.01				0.02				0.00				0.05	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.2	
Control Delay (s/veh)			15.1				9.3				11.1				10.4	
Level of Service (LOS)			C				A				B				B	
Approach Delay (s/veh)		15.1				9.3				0.0				0.6		
Approach LOS		C				A										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	PM Peak Hour - No-Build			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR				LTR			L	T	TR		L	T	TR	
Volume (veh/h)		3	0	2		0	0	33	0	0	698	1	1	28	569	0	
Percent Heavy Vehicles (%)		0	0	50		0	0	0	0	0			0	0			
Proportion Time Blocked																	
Percent Grade (%)		-3				2											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

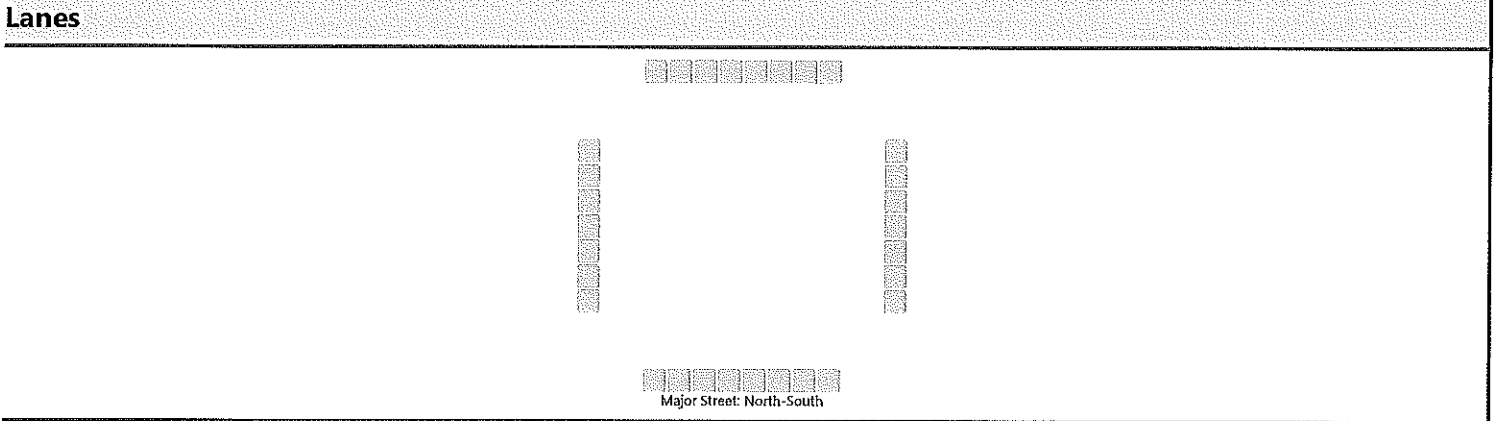
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2			6.4	5.2			
Critical Headway (sec)		7.50	5.90	6.80		8.50	6.90	6.30		5.20			6.40	5.20			
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4			2.5	3.4			
Follow-Up Headway (sec)		3.40	4.00	3.60		3.40	4.00	3.10		3.40			2.50	3.40			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				37				0				33			
Capacity, c (veh/h)		223				688				560				481			
v/c Ratio		0.03				0.05				0.00				0.07			
95% Queue Length, Q ₉₅ (veh)		0.1				0.2				0.0				0.2			
Control Delay (s/veh)		21.6				10.5				11.4				13.0			
Level of Service (LOS)		C				B				B				B			
Approach Delay (s/veh)		21.6				10.5				0.0				0.6			
Approach LOS		C				B											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - No-Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	26	0	1	359	1	0	21	580	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

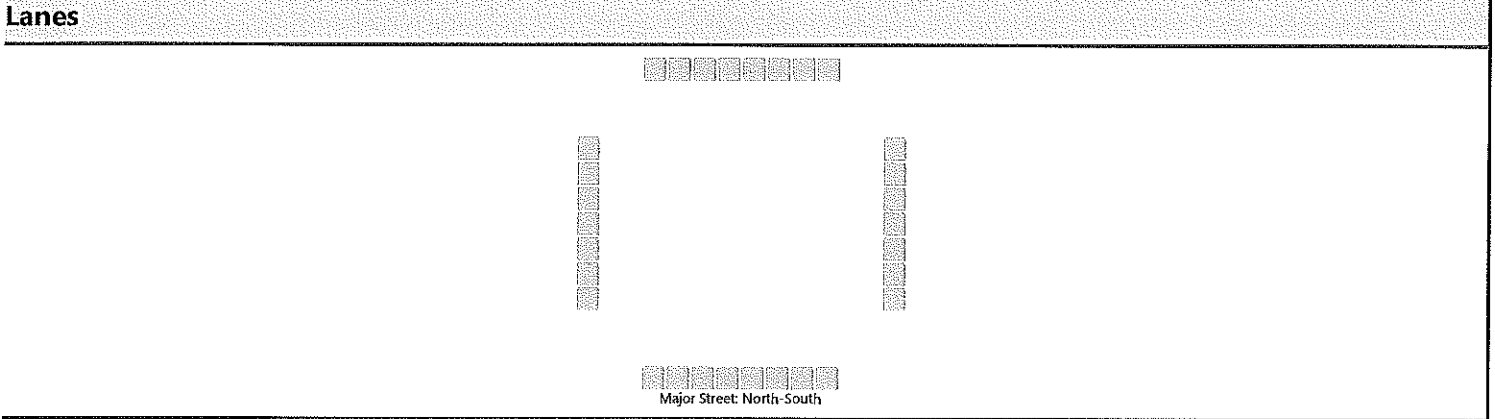
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				27				1				21		
Capacity, c (veh/h)		396				910				588				737		
v/c Ratio		0.01				0.03				0.00				0.03		
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.0				0.1		
Control Delay (s/veh)		14.1				9.1				11.1				10.0		
Level of Service (LOS)		B				A				B				B		
Approach Delay (s/veh)		14.1				9.1				0.0				0.4		
Approach LOS		B				A										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - No-Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



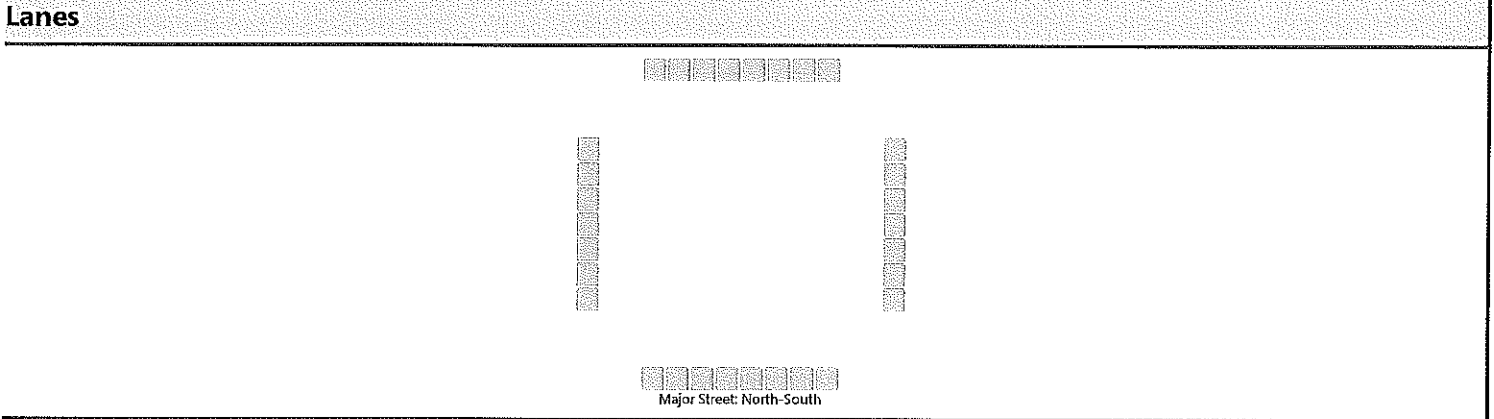
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	0		0	0	0	0	1	353	0	0	0	542	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways																
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			1				0			1				0		
Capacity, c (veh/h)			293							590				725		
v/c Ratio			0.00							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0		
Control Delay (s/veh)			17.3							11.1				10.0		
Level of Service (LOS)			C							B				A		
Approach Delay (s/veh)		17.3								0.0				0.0		
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	PM Peak Hour - No-Build			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement									1U	1	2	3	4U	4	5	6
Priority		10	11	12		7	8	9								
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	0	0	2	698	1	0	0	570	1
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

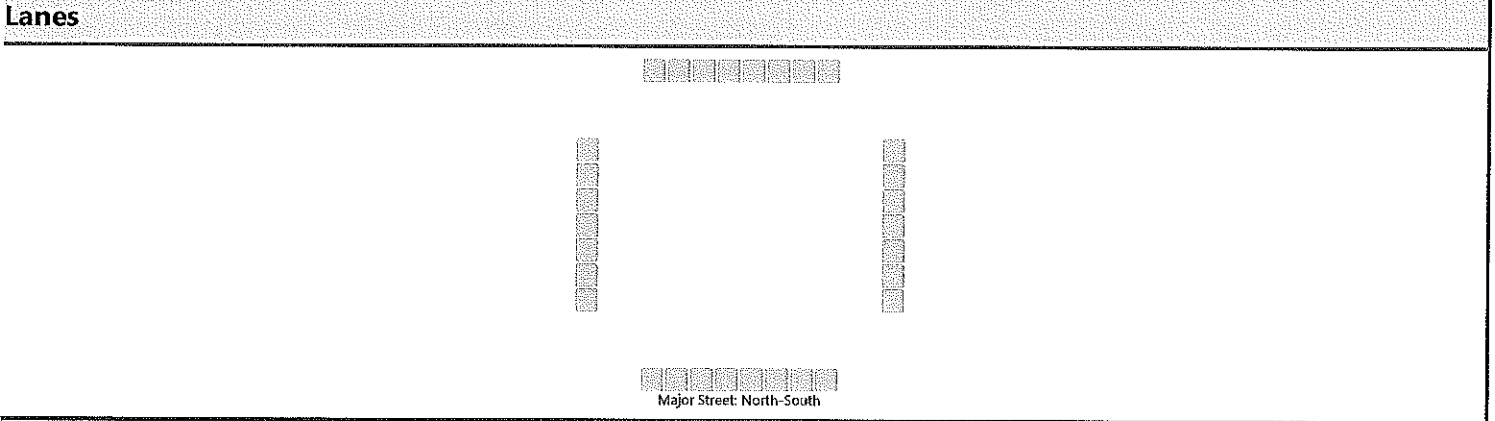
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				0				2				0	
Capacity, c (veh/h)			312								563				487	
v/c Ratio			0.01								0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0								0.0				0.0	
Control Delay (s/veh)			16.6								11.4				12.4	
Level of Service (LOS)			C								B				B	
Approach Delay (s/veh)		16.6								0.0				0.0		
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - No-Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR				LTR			L	T	TR		L	T	TR	
Volume (veh/h)		2	0	3		0	0	0	0	1	359	0	0	0	581	0	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0			
Proportion Time Blocked																	
Percent Grade (%)		-3				2											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2			
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20			
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4			
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40			

Delay, Queue Length, and Level of Service

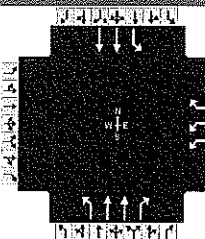
Flow Rate, v (veh/h)		5				0				1				0			
Capacity, c (veh/h)		478								587				738			
v/c Ratio		0.01								0.00				0.00			
95% Queue Length, Q ₉₅ (veh)		0.0								0.0				0.0			
Control Delay (s/veh)		12.6								11.1				9.9			
Level of Service (LOS)		B								B				A			
Approach Delay (s/veh)		12.6								0.0				0.0			
Approach LOS		B															

APPENDIX H

2028 Build Capacity/LOS Analysis Worksheets

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	AM Peak Hour	PHF	0.89		
Urban Street	PA Route 611	Analysis Year	2028 Build	Analysis Period	1> 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_28ba.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				138		54	2	413	190	142	460	

Signal Information				EB			WB			NB			SB		
Cycle, s	92.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	14.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0					
				Red	2.5	2.5	3.0	0.0	0.0	0.0					

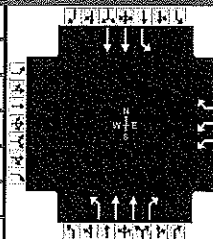
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				21.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				6.7		11.6	6.3	7.6
Green Extension Time (g _e), s				0.3		2.7	0.0	2.7
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	5	2	12	1	6	
Adjusted Flow Rate (v), veh/h				155		61	2	464	213	160	517	
Adjusted Saturation Flow Rate (s), veh/h/ln				1710			898	1621		1863	1919	
Queue Service Time (g _s), s				3.7			0.1	7.4		3.3	4.6	
Cycle Queue Clearance Time (g _c), s				3.7			0.1	7.4		3.3	4.6	
Green Ratio (g/C)				0.15			0.52	0.52		0.62	0.68	
Capacity (c), veh/h				502			542	1674		656	2607	
Volume-to-Capacity Ratio (X)				0.309			0.004	0.277		0.243	0.198	
Back of Queue (Q), ft/ln (95 th percentile)				70.8			0.9	113.9		52.3	65.2	
Back of Queue (Q), veh/ln (95 th percentile)				2.7			0.0	4.3		1.9	2.5	
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh				35.1			10.8	12.6		8.0	5.4	
Incremental Delay (d ₂), s/veh				0.1			0.0	0.0		0.1	0.0	
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0	0.0	
Control Delay (d), s/veh				35.2		0.0	10.8	12.6	0.0	8.1	5.4	
Level of Service (LOS)				D		A	B	B	A	A	A	
Approach Delay, s/veh / LOS	0.0			25.3			8.6			6.0		
Intersection Delay, s/veh / LOS				9.8						A		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other
Jurisdiction	Paradise Twp	Time Period	PM Peak Hour	PHF	0.96
Urban Street	PA Route 611	Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	611/Woodland Road	File Name	611_Woodland Road_28bp.xus		
Project Description	21-039 Hawthorne Mt Pocono Resort				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				167		26	1	670	222	121	622	

Signal Information				Signal Timing (s)											
Cycle, s	106.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	7.0	48.0	28.0	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	3.0	0.0	0.0	0.0					

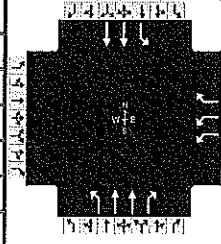
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.1		18.1	6.5	11.5
Green Extension Time (g _e), s				0.4		3.8	0.0	3.9
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				174		27	1	698	231	126		648			
Adjusted Saturation Flow Rate (s), veh/h/ln				1763			796	1705		1892		1975			
Queue Service Time (g _s), s				4.1			0.1	15.1		3.5		8.5			
Cycle Queue Clearance Time (g _c), s				4.1			0.1	15.1		3.5		8.5			
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59			
Capacity (c), veh/h				915			424	1528		440		2329			
Volume-to-Capacity Ratio (X)				0.190			0.002	0.457		0.286		0.278			
Back of Queue (Q), ft/ln (95 th percentile)				77			0.6	239.8		65.3		150.9			
Back of Queue (Q), veh/ln (95 th percentile)				3.0			0.0	9.4		2.5		5.9			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh				30.6			16.2	20.3		13.9		10.6			
Incremental Delay (d ₂), s/veh				0.0			0.0	0.1		0.1		0.0			
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				30.6		0.0	16.2	20.4	0.0	14.1		10.6			
Level of Service (LOS)				C		A	B	C	A	B		B			
Approach Delay, s/veh / LOS	0.0			26.5			C			15.3			B		
Intersection Delay, s/veh / LOS	14.8						B								

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other
Jurisdiction	Paradise Twp	Time Period	SAT Peak Hour	PHF	0.85
Urban Street	PA Route 611	Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	611/Woodland Road	File Name	611_Woodland Road_28bs.xus		
Project Description	21-039 Hawthorne Mt Pocono Resort				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				168		21	0	533	227	179	654	

Signal Information				Signal Timing (s)											
Cycle, s	106.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	7.0	48.0	28.0	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	3.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.6		16.1	8.8	13.5
Green Extension Time (g _e), s				0.4		4.1	0.0	4.2
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB					
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				198		25	0	627	267	211		769			
Adjusted Saturation Flow Rate (s), veh/h/ln				1789			710	1719		1976		1975			
Queue Service Time (g _s), s				4.6			0.0	13.1		5.8		10.5			
Cycle Queue Clearance Time (g _c), s				4.6			0.0	13.1		5.8		10.5			
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59			
Capacity (c), veh/h				928			68	1540		493		2329			
Volume-to-Capacity Ratio (X)				0.213			0.000	0.407		0.427		0.330			
Back of Queue (Q), ft/ln (95 th percentile)				86.8			0	214		108.9		186.1			
Back of Queue (Q), veh/ln (95 th percentile)				3.4			0.0	8.5		4.3		7.3			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh				30.8			0.0	19.7		14.2		11.0			
Incremental Delay (d ₂), s/veh				0.0			0.0	0.1		0.2		0.0			
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				30.8		0.0	0.0	19.8	0.0	14.5		11.0			
Level of Service (LOS)				C		A		B	A	B		B			
Approach Delay, s/veh / LOS	0.0			27.4			C			13.9			B		
Intersection Delay, s/veh / LOS				14.3						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Roundabouts Report

General Information				Site Information				
Analyst	DHH				Intersection	611/Trinity Hill Rd/Site		
Agency or Co.	Horner & Canter Assoc				E/W Street Name	Trinity Hill Rd/Site Acc		
Date Performed	4/20/2023				N/S Street Name	Route 611		
Analysis Year	2028				Analysis Time Period (hrs)	0.25		
Time Analyzed	AM Peak Hour - Build				Peak Hour Factor	0.92		
Project Description	21-039 Hawthorne Mt Pocon...				Jurisdiction	Paradise Twp		

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	25	7	39	0	10	9	13	52	47	373	0	1	31	573	30
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	15	3	3	7	0	0	7	5	0
Flow Rate (v _{pc}), pc/h	0	28	8	44	0	11	10	16	58	53	434	0	1	36	654	33
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)		4.3276			4.3276		4.6453	4.3276		4.6453	4.3276		
Follow-Up Headway (s)		2.5352			2.5352		2.6667	2.5352		2.6667	2.5352		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		80			37		256	289		340	384		
Entry Volume, veh/h		78			34		241	272		325	366		
Circulating Flow (v _c), pc/h	760			574			73			132			
Exiting Flow (v _e), pc/h	44			96			479			767			
Capacity (c _{pc}), pc/h		744			872		1262	1335		1196	1269		
Capacity (c), veh/h		723			808		1189	1257		1140	1211		
v/c Ratio (x)		0.11			0.04		0.20	0.22		0.28	0.30		

Delay and Level of Service													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh		6.1			4.9		4.8	4.7		5.8	5.8		
Lane LOS		A			A		A	A		A	A		
95% Queue, veh		0.4			0.1		0.8	0.8		1.2	1.3		
Approach Delay, s/veh	6.1			4.9			4.8			5.8			
Approach LOS	A			A			A			A			
Intersection Delay, s/veh LOS	5.4						A						

HCS7 Roundabouts Report

General Information				Site Information				
Analyst	DHH				Intersection	611/Trinity Hill Rd/Site		
Agency or Co.	Horner & Canter Assoc				E/W Street Name	Trinity Hill Rd/Site Acc		
Date Performed	4/20/2023				N/S Street Name	Route 611		
Analysis Year	2028				Analysis Time Period (hrs)	0.25		
Time Analyzed	PM Peak Hour - Build				Peak Hour Factor	0.89		
Project Description	21-039 Hawthorne Mt Pocon...				Jurisdiction	Paradise Twp		

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	35	9	52	0	19	9	33	108	48	773	1	1	28	638	31
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	0	3	3	2	0	0	0	4	0
Flow Rate (V _{PCE}), pc/h	0	41	10	60	0	22	10	37	125	56	886	1	1	31	746	35
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)		4.3276			4.3276		4.6453	4.3276		4.6453	4.3276		
Follow-Up Headway (s)		2.5352			2.5352		2.6667	2.5352		2.6667	2.5352		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		111			69		502	566		382	431		
Entry Volume, veh/h		108			68		491	554		369	416		
Circulating Flow (v _c), pc/h	925			1109			83			213			
Exiting Flow (v _{ex}), pc/h	42			101			965			953			
Capacity (C _{PCE}), pc/h		647			553		1251	1323		1110	1185		
Capacity (c), veh/h		628			546		1224	1295		1071	1143		
v/c Ratio (x)		0.17			0.12		0.40	0.43		0.34	0.36		

Delay and Level of Service													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh		7.8			8.2		6.9	7.0		6.8	6.8		
Lane LOS		A			A		A	A		A	A		
95% Queue, veh		0.6			0.4		2.0	2.2		1.5	1.7		
Approach Delay, s/veh	7.8			8.2			6.9			6.8			
Approach LOS	A			A			A			A			
Intersection Delay, s/veh LOS	7.0						A						

HCS7 Roundabouts Report

General Information				Site Information				
Analyst	DHH				Intersection	611/Trinity Hill Rd/Site		
Agency or Co.	Horner & Canter Assoc				E/W Street Name	Trinity Hill Rd/Site Acc		
Date Performed	4/20/2023				N/S Street Name	Route 611		
Analysis Year	2028				Analysis Time Period (hrs)	0.25		
Time Analyzed	SAT Peak Hour - Build				Peak Hour Factor	0.98		
Project Description	21-039 Hawthorne Mt Pocon...				Jurisdiction	Paradise Twp		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	38	11	59	0	31	9	26	169	49	459	1	0	21	688	30
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	0	3	3	2	0	0	0	1	0
Flow Rate (v _{eqs}), pc/h	0	40	12	62	0	33	9	27	178	52	478	1	0	21	709	31
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway (s)		2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

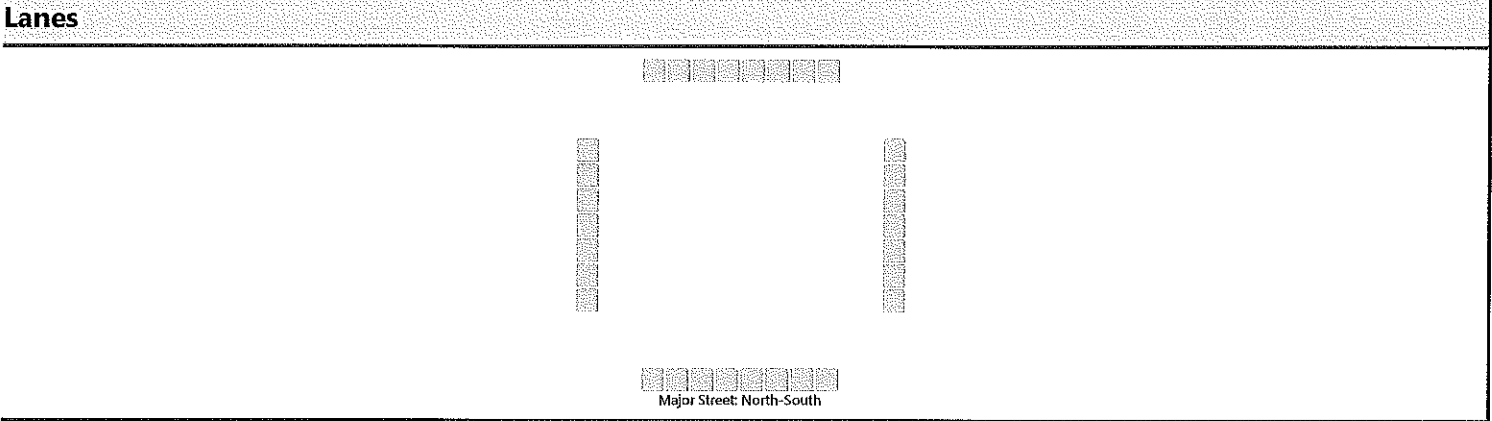
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		114			69		333	376		358	403	
Entry Volume, veh/h		111			68		326	367		354	400	
Circulating Flow (v _c), pc/h	941			748			73			272		
Exiting Flow (v _{ex}), pc/h	34			92			545			982		
Capacity (C _{prca}), pc/h		638			752		1262	1335		1051	1127	
Capacity (c), veh/h		620			739		1234	1304		1041	1116	
v/c Ratio (x)		0.18			0.09		0.26	0.28		0.34	0.36	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.0			5.8		5.3	5.2		6.9	6.8	
Lane LOS		A			A		A	A		A	A	
95% Queue, veh		0.6			0.3		1.1	1.2		1.5	1.6	
Approach Delay, s/veh	8.0			5.8			5.3			6.9		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.2						A					

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	0		0	0	0	0	1	471	0	0	0	674	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

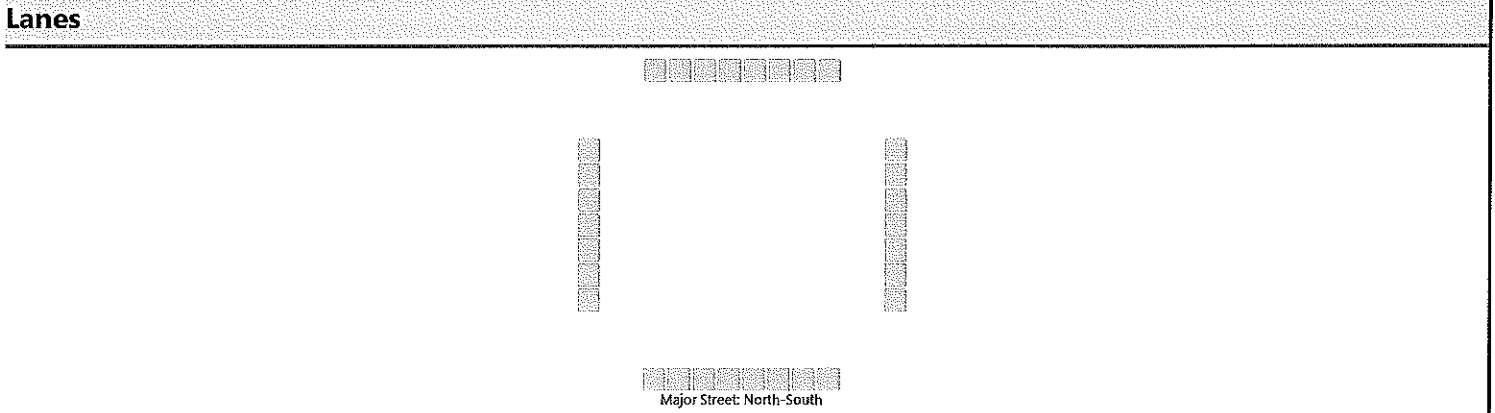
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1				0				1				0	
Capacity, c (veh/h)			207								509				637	
v/c Ratio			0.01								0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0								0.0				0.0	
Control Delay (s/veh)			22.5								12.1				10.6	
Level of Service (LOS)			C								B				B	
Approach Delay (s/veh)		22.5								0.0				0.0		
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	PM Peak Hour - Build			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR				LTR			L	T	TR		L	T	TR	
Volume (veh/h)		1	0	1		0	0	0	0	2	929	1	0	0	816	1	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0			
Proportion Time Blocked																	
Percent Grade (%)		-3				2											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

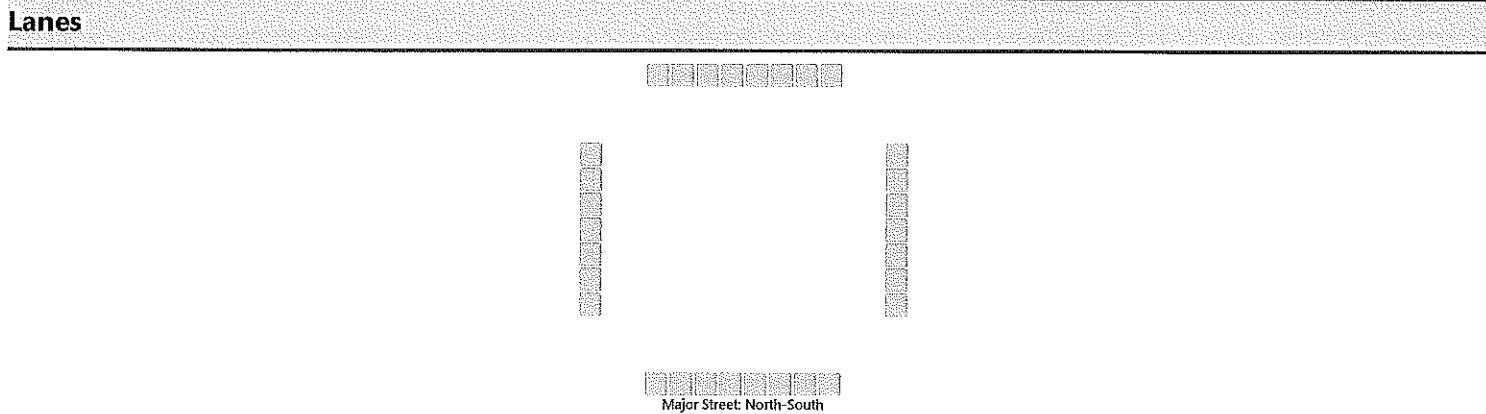
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2			0				2				0			
Capacity, c (veh/h)			171							425				373			
v/c Ratio			0.01							0.01				0.00			
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0			
Control Delay (s/veh)			26.3							13.5				14.7			
Level of Service (LOS)			D							B				B			
Approach Delay (s/veh)		26.3								0.0				0.0			
Approach LOS		D															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR				LTR			L	T	TR		L	T	TR	
Volume (veh/h)		2	0	3		0	0	0	0	1	676	0	0	0	947	0	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0			
Proportion Time Blocked																	
Percent Grade (%)		-3				2											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

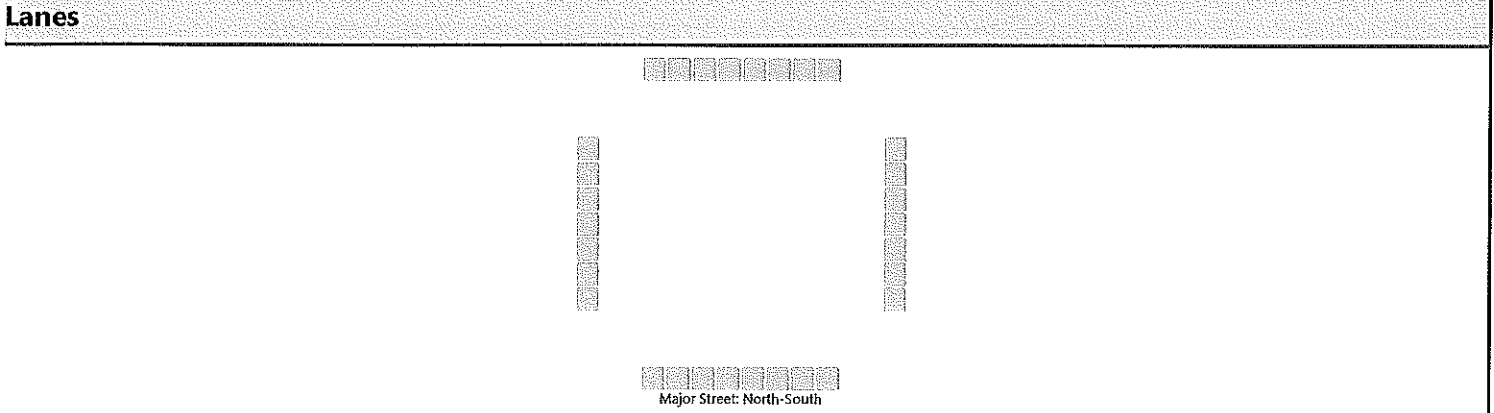
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5			0				1				0			
Capacity, c (veh/h)			234							400				532			
v/c Ratio			0.02							0.00				0.00			
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.0			
Control Delay (s/veh)			20.7							14.0				11.8			
Level of Service (LOS)			C							B				B			
Approach Delay (s/veh)		20.7								0.0				0.0			
Approach LOS		C								B				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Site Access		
Agency/Co.	Horer & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Commercial Site Access		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	1	
Configuration				R							T				T	R	
Volume (veh/h)				58							487				544	95	
Percent Heavy Vehicles (%)				3													
Proportion Time Blocked																	
Percent Grade (%)	-3																
Right Turn Channelized	No												No				
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)				6.1													
Critical Headway (sec)				5.86													
Base Follow-Up Headway (sec)				3.1													
Follow-Up Headway (sec)				3.13													

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				63													
Capacity, c (veh/h)				806													
v/c Ratio				0.08													
95% Queue Length, Q ₉₅ (veh)				0.3													
Control Delay (s/veh)				9.8													
Level of Service (LOS)				A													
Approach Delay (s/veh)	9.8																
Approach LOS	A																

HCS7 Two-Way Stop-Control Report

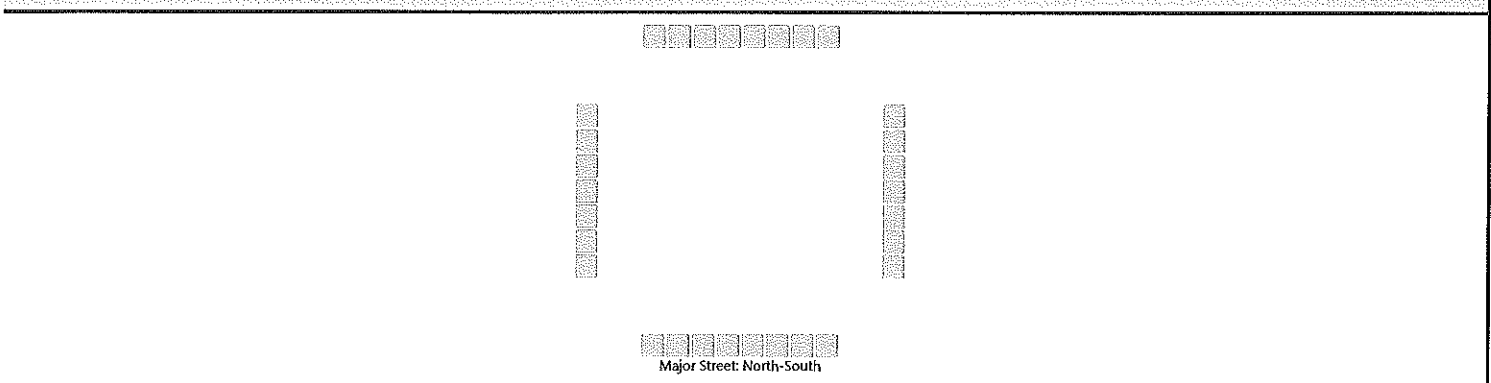
General Information

Analyst	DHH
Agency/Co.	Horner & Canter Assoc
Date Performed	4/20/2023
Analysis Year	2028
Time Analyzed	PM Peak Hour - Build
Intersection Orientation	North-South
Project Description	21-039 Hawthorne Mt Pocono Resort

Site Information

Intersection	Rt 611/Site Access
Jurisdiction	Paradise Twp
East/West Street	Commercial Site Access
North/South Street	Route 611
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0		0	2	0		0	2	1
Configuration				R							T				T	R
Volume (veh/h)				322							771				421	297
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	-3															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

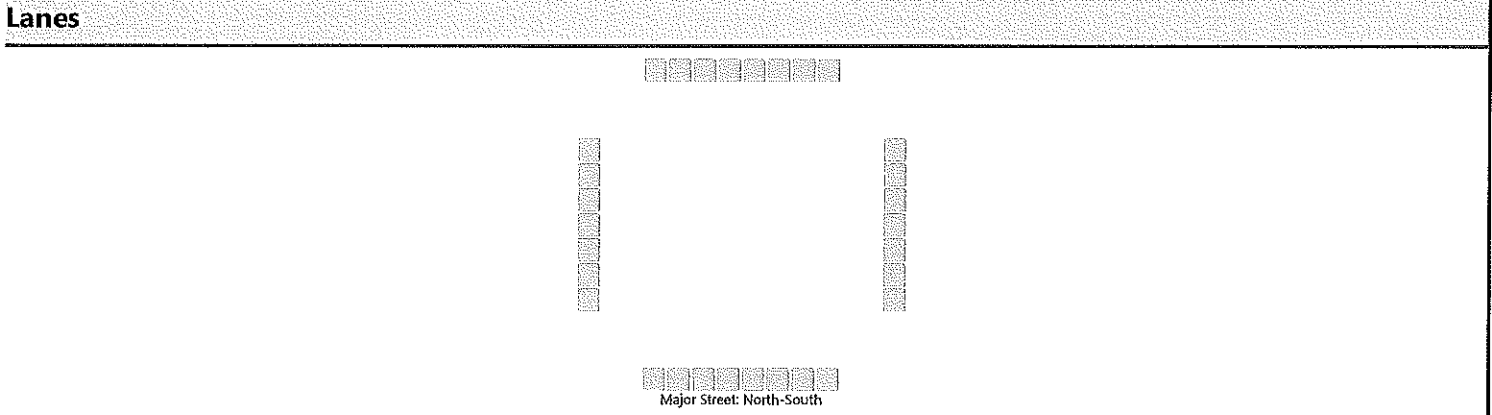
Base Critical Headway (sec)				6.1												
Critical Headway (sec)				5.86												
Base Follow-Up Headway (sec)				3.1												
Follow-Up Headway (sec)				3.13												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				358												
Capacity, c (veh/h)				869												
v/c Ratio				0.41												
95% Queue Length, Q ₉₅ (veh)				2.0												
Control Delay (s/veh)				12.0												
Level of Service (LOS)				B												
Approach Delay (s/veh)	12.0															
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Commercial Site Access		
Analysis Year	2028			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				385							654				448	416
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		-3														
Right Turn Channelized		No												No		
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.1												
Critical Headway (sec)				5.86												
Base Follow-Up Headway (sec)				3.1												
Follow-Up Headway (sec)				3.13												

Delay, Queue Length, and Level of Service

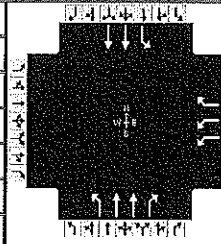
Flow Rate, v (veh/h)				393												
Capacity, c (veh/h)				874												
v/c Ratio				0.45												
95% Queue Length, Q ₉₅ (veh)				2.4												
Control Delay (s/veh)				12.4												
Level of Service (LOS)				B												
Approach Delay (s/veh)		12.4														
Approach LOS		B														

APPENDIX I

2033 No-Build Capacity/LOS Analysis Worksheets

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	AM Peak Hour	PHF	0.89		
Urban Street	PA Route 611	Analysis Year	2033 No-Build	Analysis Period	1> 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_33na.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				143		56	2	327	197	121	406	

Signal Information				Signal Phases										
Cycle, s	92.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	14.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0				
				Red	2.5	2.5	3.0	0.0	0.0	0.0				

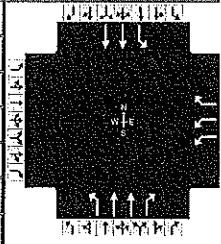
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				21.0		56.0	15.0	71.0
Change Period, (Y+Rc), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (gs), s				6.9		12.0	5.8	7.0
Green Extension Time (ge), s				0.3		2.3	0.0	2.3
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				161		63	2	367	221	136		456			
Adjusted Saturation Flow Rate (s), veh/h/ln				1710			950	1621		1863		1919			
Queue Service Time (gs), s				3.9			0.1	5.7		2.8		4.0			
Cycle Queue Clearance Time (gc), s				3.9			0.1	5.7		2.8		4.0			
Green Ratio (g/C)				0.15			0.52	0.52		0.62		0.68			
Capacity (c), veh/h				502			569	1674		719		2607			
Volume-to-Capacity Ratio (X)				0.320			0.004	0.219		0.189		0.175			
Back of Queue (Q), ft/ln (95 th percentile)				73.4			0.9	87.5		44		56.7			
Back of Queue (Q), veh/ln (95 th percentile)				2.8			0.0	3.3		1.6		2.2			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d1), s/veh				35.1			10.8	12.1		7.6		5.3			
Incremental Delay (d2), s/veh				0.1			0.0	0.0		0.0		0.0			
Initial Queue Delay (d3), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				35.3		0.0	10.8	12.2	0.0	7.7		5.3			
Level of Service (LOS)				D		A	B	B	A	A		A			
Approach Delay, s/veh / LOS	0.0			25.3			C			7.6			A		
Intersection Delay, s/veh / LOS	9.7						A								

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	PM Peak Hour	PHF	0.96		
Urban Street	PA Route 611	Analysis Year	2033 No-Build	Analysis Period	1 > 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_33np.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				173		27	1	533	231	26	464	

Signal Information				Signal Timing (s)											
Cycle, s	106.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	28.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0					
				Red	2.5	2.5	3.0	0.0	0.0	0.0					

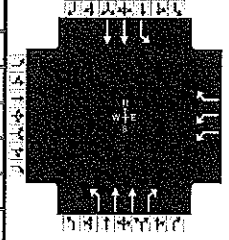
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.2		15.5	3.7	9.1
Green Extension Time (g _e), s				0.4		2.9	0.0	3.0
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	0.58	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				180		28	1	555	241	27		483			
Adjusted Saturation Flow Rate (s), veh/h/ln				1763			926	1705		1892		1975			
Queue Service Time (g _s), s				4.2			0.1	11.4		0.7		6.1			
Cycle Queue Clearance Time (g _c), s				4.2			0.1	11.4		0.7		6.1			
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59			
Capacity (c), veh/h				915			483	1528		510		2329			
Volume-to-Capacity Ratio (X)				0.197			0.002	0.363		0.053		0.207			
Back of Queue (Q), ft/ln (95 th percentile)				79.9			0.6	192.3		13.3		107.4			
Back of Queue (Q), veh/ln (95 th percentile)				3.1			0.0	7.6		0.5		4.2			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh				30.6			16.2	19.3		12.5		10.1			
Incremental Delay (d ₂), s/veh				0.0			0.0	0.1		0.0		0.0			
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				30.7		0.0	16.2	19.3	0.0	12.5		10.1			
Level of Service (LOS)				C		A	B	B	A	B		B			
Approach Delay, s/veh / LOS	0.0			26.5			C			13.5			B		
Intersection Delay, s/veh / LOS	14.2						B								

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other
Jurisdiction	Paradise Twp	Time Period	SAT Peak Hour	PHF	0.85
Urban Street	PA Route 611	Analysis Year	2033 No-Build	Analysis Period	1> 7:00
Intersection	611/Woodland Road	File Name	611_Woodland Road_33ns.xus		
Project Description	21-039 Hawthorne Mt Pocono Resort				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				175		22	0	328	236	52	466	

Signal Information				Signal Timing (s)										
Cycle, s	106.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	48.0	28.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0	0.0			
				Red	2.5	2.5	3.0	0.0	0.0	0.0	0.0			

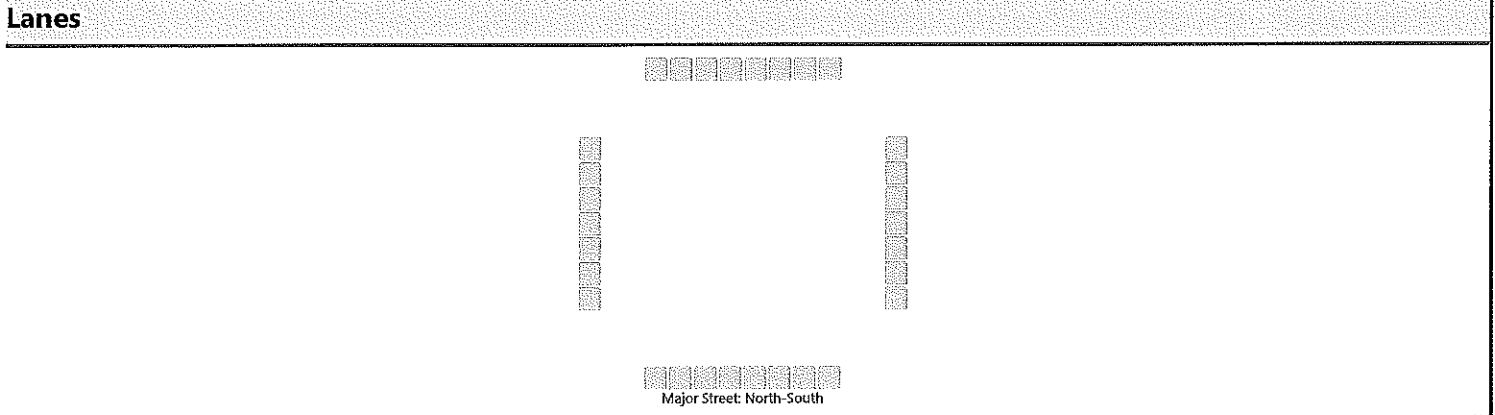
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.8		16.0	4.6	10.0
Green Extension Time (g _e), s				0.5		2.8	0.0	2.8
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	5	2	12	1		6
Adjusted Flow Rate (v), veh/h				206		26	0	386	278	61		548
Adjusted Saturation Flow Rate (s), veh/h/ln				1789			873	1719		1976		1975
Queue Service Time (g _s), s				4.8			0.0	7.4		1.6		7.0
Cycle Queue Clearance Time (g _c), s				4.8			0.0	7.4		1.6		7.0
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59
Capacity (c), veh/h				928			68	1540		631		2329
Volume-to-Capacity Ratio (X)				0.222			0.000	0.251		0.097		0.235
Back of Queue (Q), ft/ln (95 th percentile)				90.7			0	125.3		29		123.9
Back of Queue (Q), veh/ln (95 th percentile)				3.6			0.0	5.0		1.1		4.9
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh				30.8			0.0	18.2		12.2		10.3
Incremental Delay (d ₂), s/veh				0.0			0.0	0.0		0.0		0.0
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0
Control Delay (d), s/veh				30.9		0.0	0.0	18.2	0.0	12.3		10.3
Level of Service (LOS)				C		A		B	A	B		B
Approach Delay, s/veh / LOS	0.0			27.4		C	10.6		B	10.5		B
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - No-Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		2	0	2		0	0	14	0	1	366	0	1	32	560	0
Percent Heavy Vehicles (%)		0	0	50		0	0	15	0	0			0	7		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

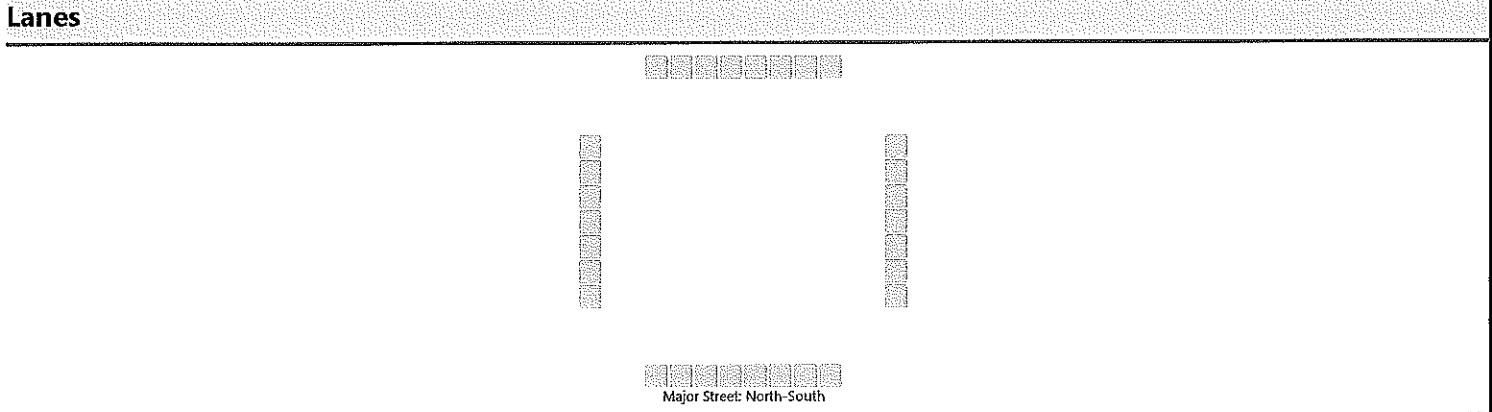
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2			6.4	5.2		
Critical Headway (sec)		7.50	5.90	6.80		8.50	6.90	6.60		5.20			6.40	5.34		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4			2.5	3.4		
Follow-Up Headway (sec)		3.40	4.00	3.60		3.40	4.00	3.25		3.40			2.50	3.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4				15				1				36	
Capacity, c (veh/h)			345				840				578				695	
v/c Ratio			0.01				0.02				0.00				0.05	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.2	
Control Delay (s/veh)			15.6				9.4				11.2				10.5	
Level of Service (LOS)			C				A				B				B	
Approach Delay (s/veh)		15.6				9.4				0.0				0.6		
Approach LOS		C				A										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	PM Peak Hour - No-Build			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		3	0	2		0	0	34	0	0	724	1	1	29	591	0
Percent Heavy Vehicles (%)		0	0	50		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	-3				2											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

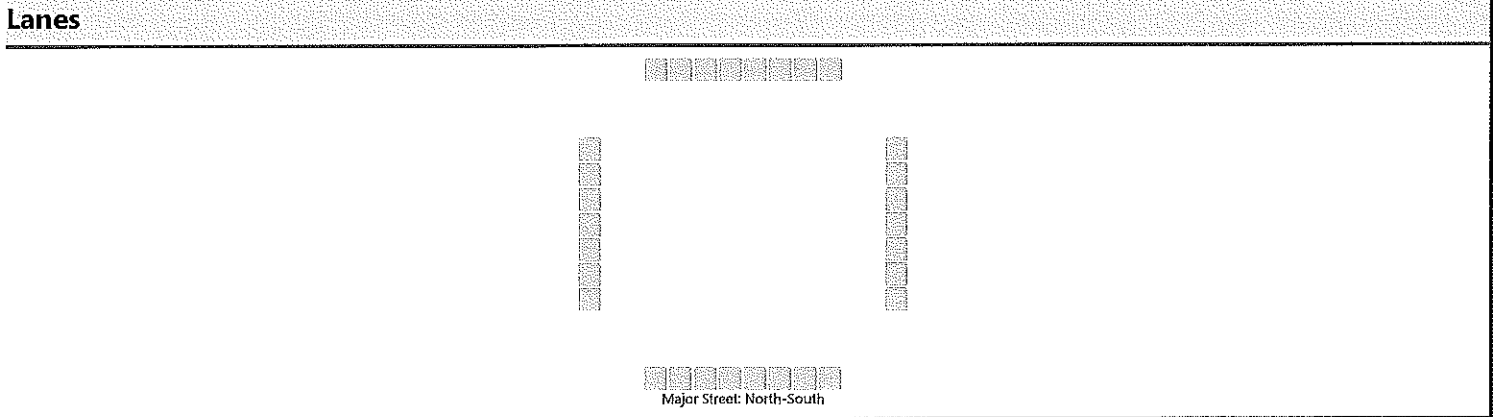
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2			6.4	5.2		
Critical Headway (sec)		7.50	5.90	6.80		8.50	6.90	6.30		5.20			6.40	5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4			2.5	3.4		
Follow-Up Headway (sec)		3.40	4.00	3.60		3.40	4.00	3.10		3.40			2.50	3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6				38				0				34	
Capacity, c (veh/h)			208				675				546				466	
v/c Ratio			0.03				0.06				0.00				0.07	
95% Queue Length, Q ₉₅ (veh)			0.1				0.2				0.0				0.2	
Control Delay (s/veh)			22.8				10.7				11.6				13.3	
Level of Service (LOS)			C				B				B				B	
Approach Delay (s/veh)	22.8				10.7				0.0				0.6			
Approach LOS	C				B				B				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Trinity Hill Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Meadowside/Trinity Hill		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - No-Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	27	0	1	373	1	0	22	602	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

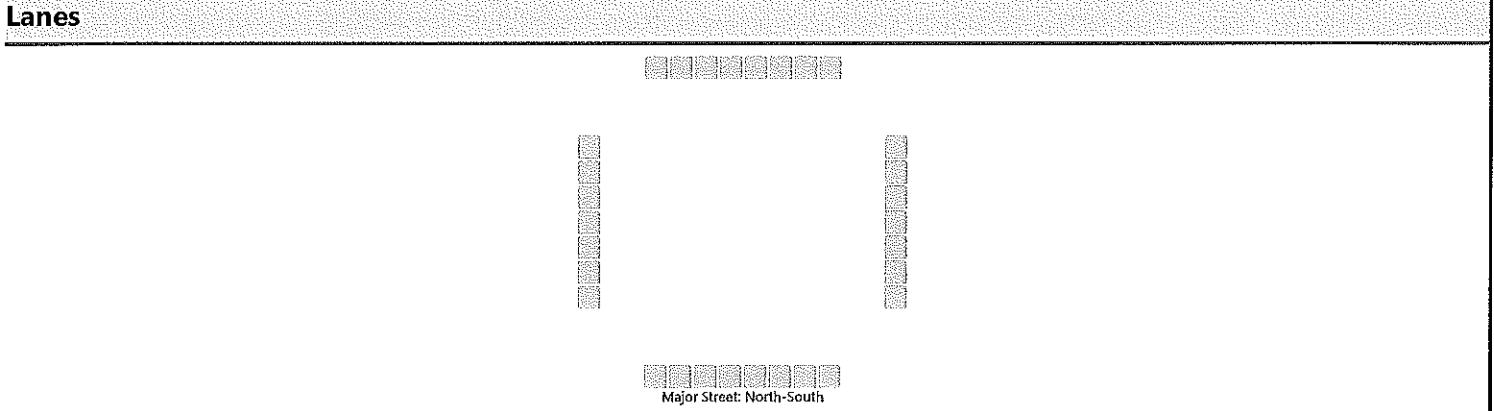
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				28				1				22	
Capacity, c (veh/h)			378				902				575				727	
v/c Ratio			0.01				0.03				0.00				0.03	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.1	
Control Delay (s/veh)			14.6				9.1				11.3				10.1	
Level of Service (LOS)			B				A				B				B	
Approach Delay (s/veh)		14.6				9.1				0.0				0.4		
Approach LOS		B				A										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - No-Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	0		0	0	0	0	1	366	0	0	0	562	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	-3				2											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

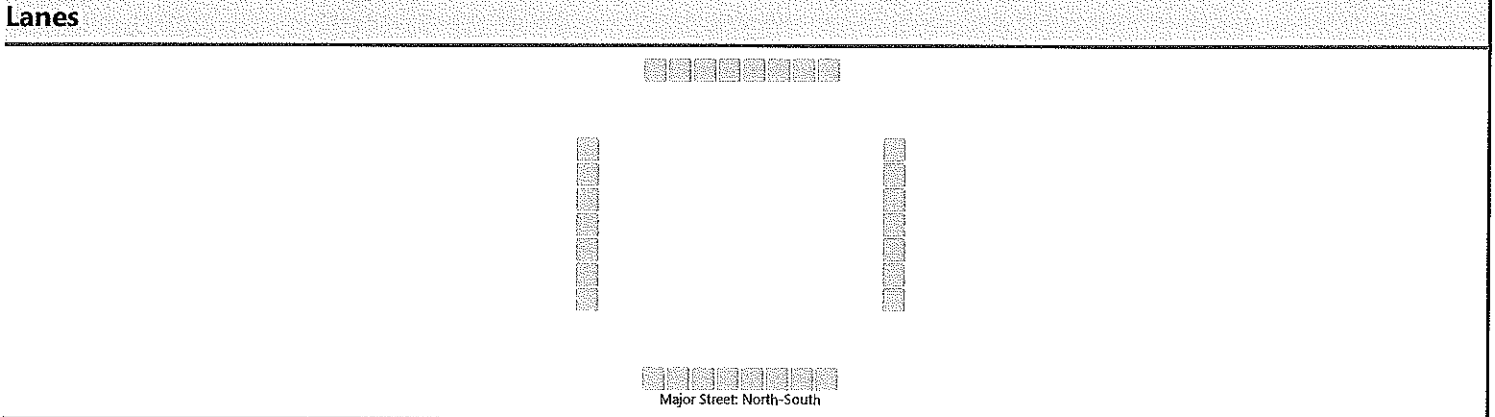
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1				0				1				0	
Capacity, c (veh/h)			279								577				715	
v/c Ratio			0.00								0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0								0.0				0.0	
Control Delay (s/veh)			18.0								11.3				10.0	
Level of Service (LOS)			C								B				B	
Approach Delay (s/veh)	18.0								0.0				0.0			
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Rt 611/Wiscasset Rd
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Paradise Twp
Date Performed	4/20/2023	East/West Street	Wiscasset/Stricklands
Analysis Year	2033	North/South Street	Route 611
Time Analyzed	PM Peak Hour - No-Build	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	21-039 Hawthorne Mt Pocono Resort		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	0	0	2	724	1	0	0	592	1
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	-3				2											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

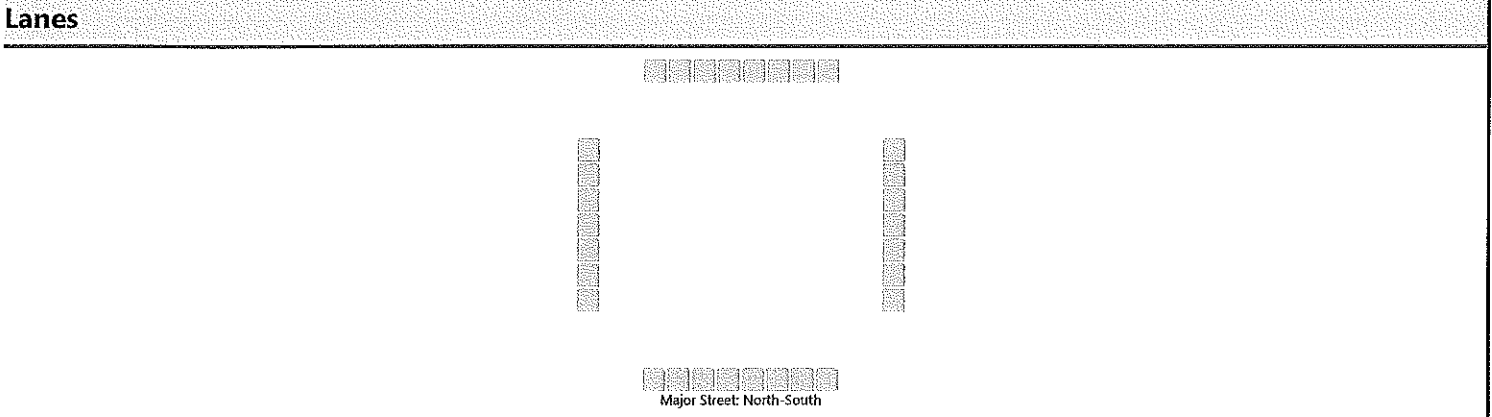
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				0				2				0	
Capacity, c (veh/h)			295								549				472	
v/c Ratio			0.01								0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0								0.0				0.0	
Control Delay (s/veh)			17.3								11.6				12.6	
Level of Service (LOS)			C								B				B	
Approach Delay (s/veh)	17.3								0.0				0.0			
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - No-Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		2	0	3		0	0	0	0	1	373	0	0	0	603	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	-3				2											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

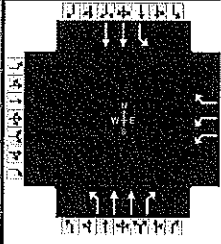
Flow Rate, v (veh/h)			5				0			1				0		
Capacity, c (veh/h)			461							574				727		
v/c Ratio			0.01							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0		
Control Delay (s/veh)			12.9							11.3				9.9		
Level of Service (LOS)			B							B				A		
Approach Delay (s/veh)	12.9								0.0				0.0			
Approach LOS	B															

APPENDIX J

2033 Build Capacity/LOS Analysis Worksheets

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Horner & Canter Assoc			Duration, h	0.250		
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other		
Jurisdiction	Paradise Twp	Time Period	AM Peak Hour	PHF	0.89		
Urban Street	PA Route 611	Analysis Year	2033 Build	Analysis Period	1 > 7:00		
Intersection	611/Woodland Road	File Name	611_Woodland Road_33ba.xus				
Project Description	21-039 Hawthorne Mt Pocono Resort						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				143		56	2	425	197	147	475	

Signal Information				Signal Timing (s)											
Cycle, s	92.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	7.0	48.0	14.0	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	3.0	0.0	0.0	0.0					

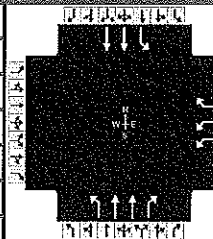
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				21.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				6.9		12.0	6.4	7.8
Green Extension Time (g _e), s				0.3		2.8	0.0	2.8
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3		18	5	2	12	1		6			
Adjusted Flow Rate (v), veh/h				161		63	2	478	221	165		534			
Adjusted Saturation Flow Rate (s), veh/h/ln				1710			884	1621		1863		1919			
Queue Service Time (g _s), s				3.9			0.1	7.7		3.4		4.8			
Cycle Queue Clearance Time (g _c), s				3.9			0.1	7.7		3.4		4.8			
Green Ratio (g/C)				0.15			0.52	0.52		0.62		0.68			
Capacity (c), veh/h				502			535	1674		648		2607			
Volume-to-Capacity Ratio (X)				0.320			0.004	0.285		0.255		0.205			
Back of Queue (Q), ft/ln (95 th percentile)				73.4			0.9	117.9		54.4		67.7			
Back of Queue (Q), veh/ln (95 th percentile)				2.8			0.0	4.4		2.0		2.6			
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh				35.1			10.8	12.6		8.0		5.4			
Incremental Delay (d ₂), s/veh				0.1			0.0	0.0		0.1		0.0			
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh				35.3		0.0	10.8	12.7	0.0	8.1		5.4			
Level of Service (LOS)				D		A	B	B	A	A		A			
Approach Delay, s/veh / LOS	0.0			25.3			C			8.7			A		
Intersection Delay, s/veh / LOS	9.8						A								

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other
Jurisdiction	Paradise Twp	Time Period	PM Peak Hour	PHF	0.96
Urban Street	PA Route 611	Analysis Year	2033 Build	Analysis Period	1> 7:00
Intersection	611/Woodland Road	File Name	611_Woodland Road_33bp.xus		
Project Description	21-039 Hawthorne Mt Pocono Resort				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				173		27	1	689	231	122	639	

Signal Information				Signal Timing (s)										
Cycle, s	106.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	7.0	48.0	28.0	0.0	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.5	5.5	4.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	3.0	0.0	0.0	0.0				

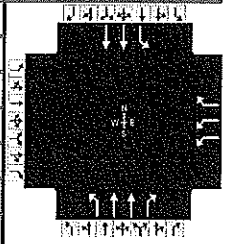
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.2		18.6	6.5	11.8
Green Extension Time (g _e), s				0.4		4.0	0.0	4.0
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	5	2	12	1		6
Adjusted Flow Rate (v), veh/h				180		28	1	718	241	127		666
Adjusted Saturation Flow Rate (s), veh/h/ln				1763			783	1705		1892		1975
Queue Service Time (g _s), s				4.2			0.1	15.6		3.5		8.8
Cycle Queue Clearance Time (g _c), s				4.2			0.1	15.6		3.5		8.8
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59
Capacity (c), veh/h				915			419	1528		432		2329
Volume-to-Capacity Ratio (X)				0.197			0.002	0.470		0.295		0.286
Back of Queue (Q), ft/ln (95 th percentile)				79.9			0.6	246.9		65.9		155.9
Back of Queue (Q), veh/ln (95 th percentile)				3.1			0.0	9.7		2.5		6.1
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh				30.6			16.2	20.4		14.1		10.6
Incremental Delay (d ₂), s/veh				0.0			0.0	0.1		0.1		0.0
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0
Control Delay (d), s/veh				30.7		0.0	16.2	20.5	0.0	14.2		10.7
Level of Service (LOS)				C		A	B	C	A	B		B
Approach Delay, s/veh / LOS	0.0			26.5			15.4			11.2		
Intersection Delay, s/veh / LOS				14.9						B		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	Apr 20, 2023	Area Type	Other
Jurisdiction	Paradise Twp	Time Period	SAT Peak Hour	PHF	0.85
Urban Street	PA Route 611	Analysis Year	2028 Build	Analysis Period	1 > 7:00
Intersection	611/Woodland Road	File Name	611_Woodland Road_33bs.xus		
Project Description	21-039 Hawthorne Mt Pocono Resort				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				175		22	0	545	236	181	672	

Signal Information				Signal Timing (s)													
Cycle, s	106.0	Reference Phase	2	Green	7.0	48.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	5.5	5.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.5	2.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		5.3	1.0	4.0
Phase Duration, s				35.0		56.0	15.0	71.0
Change Period, (Y+R _c), s				7.0		8.0	8.0	8.0
Max Allow Headway (MAH), s				3.1		3.0	3.0	3.0
Queue Clearance Time (g _s), s				7.8		16.4	8.9	13.9
Green Extension Time (g _e), s				0.5		4.3	0.0	4.3
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				3		18	5	2	12	1		6	
Adjusted Flow Rate (v), veh/h				206		26	0	641	278	213		791	
Adjusted Saturation Flow Rate (s), veh/h/ln				1789			697	1719		1976		1975	
Queue Service Time (g _s), s				4.8			0.0	13.4		5.9		10.9	
Cycle Queue Clearance Time (g _c), s				4.8			0.0	13.4		5.9		10.9	
Green Ratio (g/C)				0.26			0.45	0.45		0.54		0.59	
Capacity (c), veh/h				928			68	1540		486		2329	
Volume-to-Capacity Ratio (X)				0.222			0.000	0.416		0.438		0.339	
Back of Queue (Q), ft/ln (95 th percentile)				90.7			0	218.8		110.4		192.6	
Back of Queue (Q), veh/ln (95 th percentile)				3.6			0.0	8.7		4.3		7.6	
Queue Storage Ratio (RQ) (95 th percentile)				0.00			0.00	0.00		0.00		0.00	
Uniform Delay (d ₁), s/veh				30.8			0.0	19.8		14.3		11.1	
Incremental Delay (d ₂), s/veh				0.0			0.0	0.1		0.2		0.0	
Initial Queue Delay (d ₃), s/veh				0.0			0.0	0.0		0.0		0.0	
Control Delay (d), s/veh				30.9		0.0	0.0	19.9	0.0	14.6		11.1	
Level of Service (LOS)				C		A		B	A	B		B	
Approach Delay, s/veh / LOS	0.0			27.4			13.9			11.8			B
Intersection Delay, s/veh / LOS	14.4						B						

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Roundabouts Report

General Information				Site Information				
Analyst	DHH				Intersection	611/Trinity Hill Rd/Site		
Agency or Co.	Horner & Canter Assoc				E/W Street Name	Trinity Hill Rd/Site Acc		
Date Performed	4/20/2023				N/S Street Name	Route 611		
Analysis Year	2033				Analysis Time Period (hrs)	0.25		
Time Analyzed	AM Peak Hour - Build				Peak Hour Factor	0.92		
Project Description	21-039 Hawthorne Mt Pocon...				Jurisdiction	Paradise Twp		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	25	7	39	0	10	9	14	52	47	386	0	1	32	593	30
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	15	3	3	7	0	0	7	5	0
Flow Rate (V _{PCE}), pc/h	0	28	8	44	0	11	10	18	58	53	449	0	1	37	677	33
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway (s)		2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		80			39		263	297		352	396	
Entry Volume, veh/h		78			36		248	280		335	378	
Circulating Flow (v _c), pc/h	784			589			74			132		
Exiting Flow (v _{ex}), pc/h	45			96			496			790		
Capacity (C _{PCE}), pc/h		729			861		1261	1333		1196	1269	
Capacity (c), veh/h		708			795		1188	1256		1140	1210	
v/c Ratio (x)		0.11			0.05		0.21	0.22		0.29	0.31	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.3			5.0		4.9	4.8		5.9	5.9	
Lane LOS		A			A		A	A		A	A	
95% Queue, veh		0.4			0.1		0.8	0.9		1.2	1.3	
Approach Delay, s/veh	6.3			5.0			4.8			5.9		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	5.5						A					

HCS7 Roundabouts Report

General Information

Site Information

Analyst	DHH		Intersection	611/Trinity Hill Rd/Site
Agency or Co.	Horne & Canter Assoc		E/W Street Name	Trinity Hill Rd/Site Acc
Date Performed	4/20/2023		N/S Street Name	Route 611
Analysis Year	2033		Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour - Build		Peak Hour Factor	0.89
Project Description	21-039 Hawthorne Mt Pocon...		Jurisdiction	Paradise Twp

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	35	9	52	0	19	9	34	108	48	799	1	1	29	660	31
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	0	3	3	2	0	0	0	4	0
Flow Rate (v _{pc}), pc/h	0	41	10	60	0	22	10	38	125	56	916	1	1	33	771	35
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway (s)		2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		111			70		516	582		395	445	
Entry Volume, veh/h		108			69		505	570		381	429	
Circulating Flow (v _c), pc/h	952			1139			85			213		
Exiting Flow (v _{ex}), pc/h	44			101			996			978		
Capacity (C _{pcd}), pc/h		632			539		1248	1321		1110	1185	
Capacity (c), veh/h		614			532		1222	1293		1071	1143	
v/c Ratio (x)		0.18			0.13		0.41	0.44		0.36	0.38	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.0			8.4		7.1	7.2		7.0	6.9	
Lane LOS		A			A		A	A		A	A	
95% Queue, veh		0.6			0.4		2.1	2.3		1.6	1.8	
Approach Delay, s/veh	8.0			8.4			7.1			6.9		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.1						A					

HCS7 Roundabouts Report

General Information				Site Information				
Analyst	DHH				Intersection	611/Trinity Hill Rd/Site		
Agency or Co.	Horner & Canter Assoc				E/W Street Name	Trinity Hill Rd/Site Acc		
Date Performed	4/20/2023				N/S Street Name	Route 611		
Analysis Year	2033				Analysis Time Period (hrs)	0.25		
Time Analyzed	SAT Peak Hour - Build				Peak Hour Factor	0.98		
Project Description	21-039 Hawthorne Mt Pocon...				Jurisdiction	Paradise Twp		

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	38	11	59	0	31	9	27	169	49	473	1	0	22	710	30
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	0	3	3	2	0	0	0	1	0
Flow Rate (V _{PCE}), pc/h	0	40	12	62	0	33	9	28	178	52	492	1	0	22	732	31
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

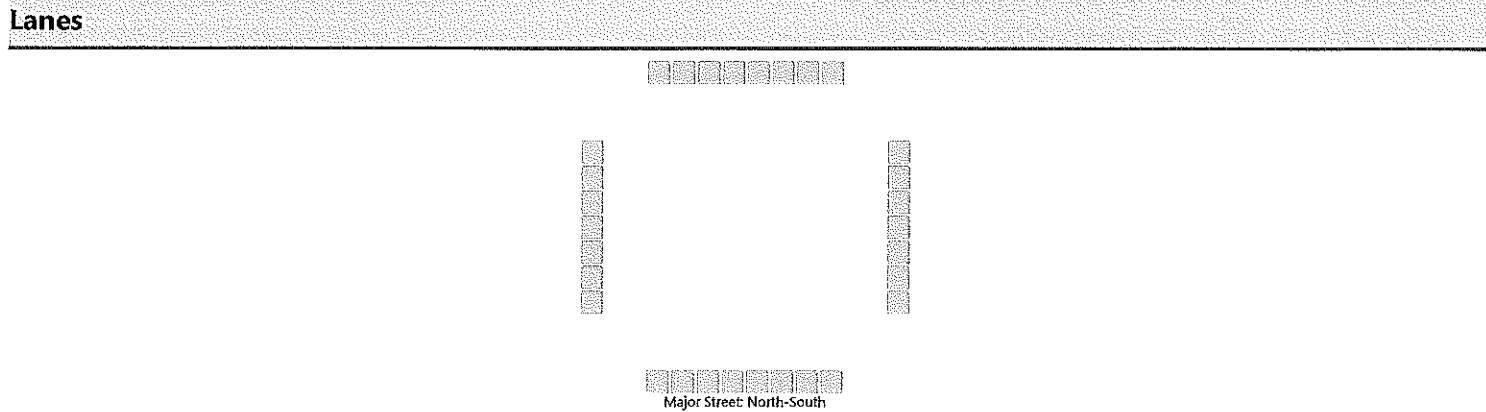
Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)		4.3276			4.3276		4.6453	4.3276		4.6453	4.3276		
Follow-Up Headway (s)		2.5352			2.5352		2.6667	2.5352		2.6667	2.5352		

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		114			70		340	383		369	416	
Entry Volume, veh/h		111			69		332	375		366	412	
Circulating Flow (v _c), pc/h	965			762			74			272		
Exiting Flow (v _e), pc/h	35			92			560			1005		
Capacity (C _{PCE}), pc/h		625			743		1261	1333		1051	1127	
Capacity (c), veh/h		607			730		1233	1303		1041	1116	
v/c Ratio (x)		0.18			0.09		0.27	0.29		0.35	0.37	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.2			5.9		5.3	5.3		7.1	6.9	
Lane LOS		A			A		A	A		A	A	
95% Queue, veh		0.7			0.3		1.1	1.2		1.6	1.7	
Approach Delay, s/veh	8.2			5.9			5.3			7.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.3						A					

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	0		0	0	0	0	1	484	0	0	0	694	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

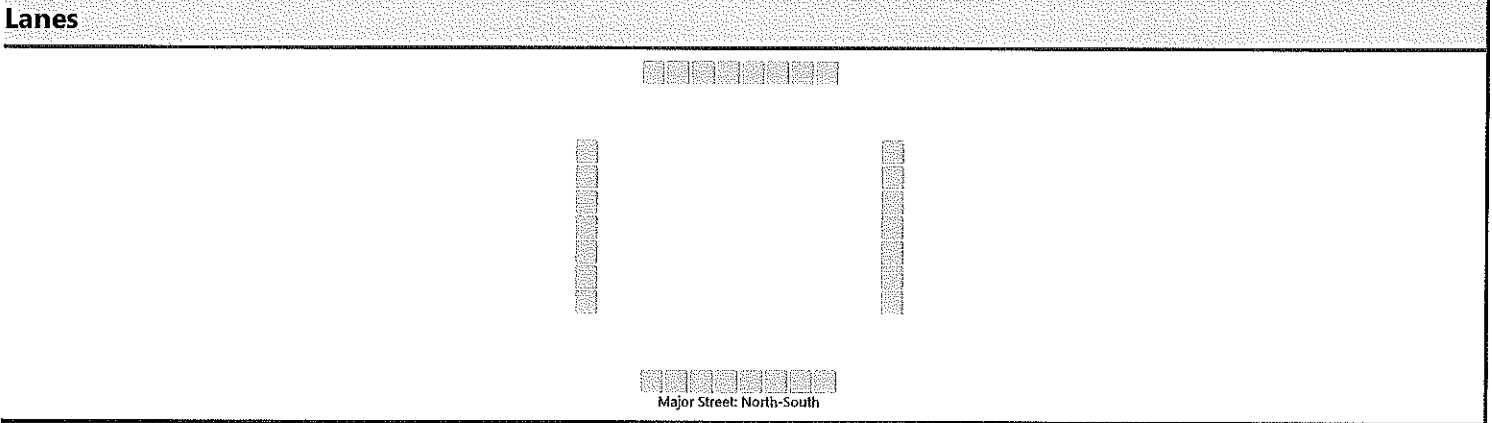
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1				0			1				0			
Capacity, c (veh/h)			197							498				628			
v/c Ratio			0.01							0.00				0.00			
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0			
Control Delay (s/veh)			23.4							12.2				10.7			
Level of Service (LOS)			C							B				B			
Approach Delay (s/veh)		23.4								0.0				0.0			
Approach LOS		C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	PM Peak Hour - Build			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		0	0	0	0	2	955	1	0	0	838	1
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	-3				2											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

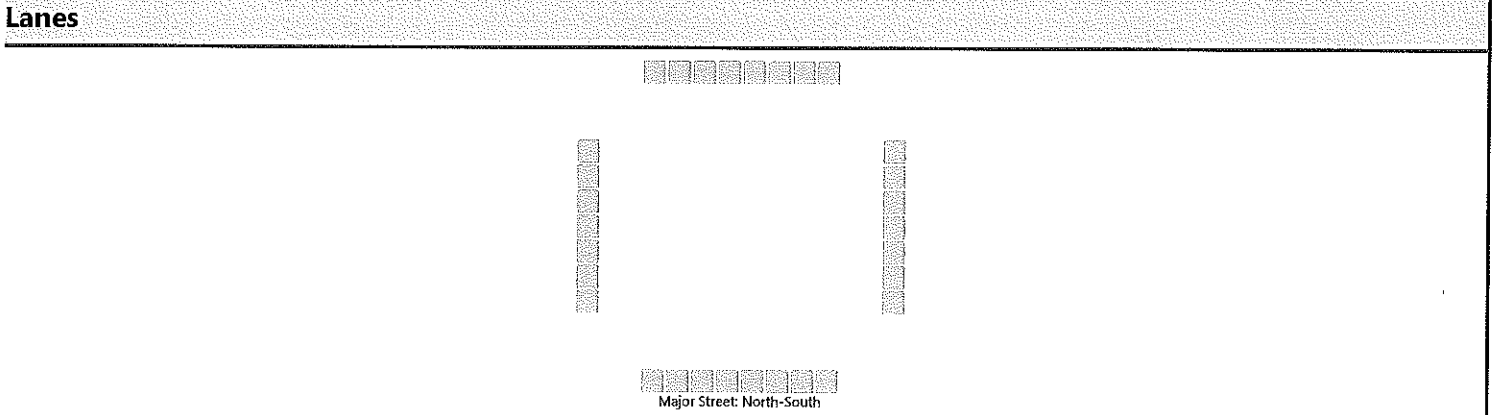
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				0			2				0		
Capacity, c (veh/h)			161							414				362		
v/c Ratio			0.01							0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0		
Control Delay (s/veh)			27.6							13.7				15.0		
Level of Service (LOS)			D							B				B		
Approach Delay (s/veh)	27.6								0.0				0.0			
Approach LOS	D															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Wiscasset Rd		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Wiscasset/Stricklands		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



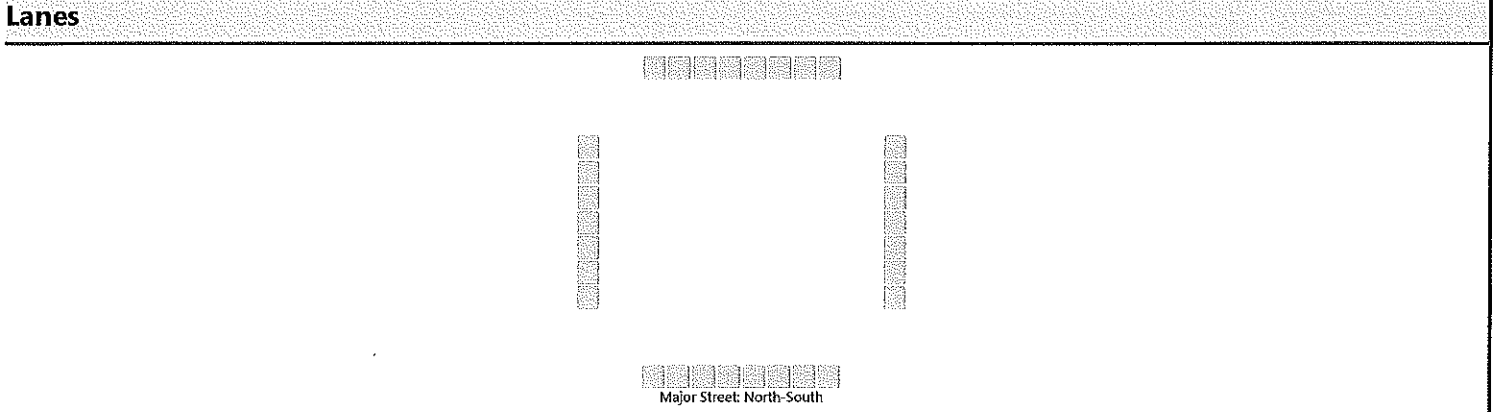
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		2	0	3		0	0	0	0	1	690	0	0	0	969	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		-3				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways																
Base Critical Headway (sec)		8.1	6.5	6.1		8.1	6.5	6.1		5.2				5.2		
Critical Headway (sec)		7.50	5.90	5.80		8.50	6.90	6.30		5.20				5.20		
Base Follow-Up Headway (sec)		3.4	4.0	3.1		3.4	4.0	3.1		3.4				3.4		
Follow-Up Headway (sec)		3.40	4.00	3.10		3.40	4.00	3.10		3.40				3.40		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			5				0			1				0		
Capacity, c (veh/h)			225							391				524		
v/c Ratio			0.02							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.0		
Control Delay (s/veh)			21.4							14.2				11.9		
Level of Service (LOS)			C							B				B		
Approach Delay (s/veh)		21.4								0.0				0.0		
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Commercial Site Access		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	AM Peak Hour - Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				58							501				564	95
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	-3															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

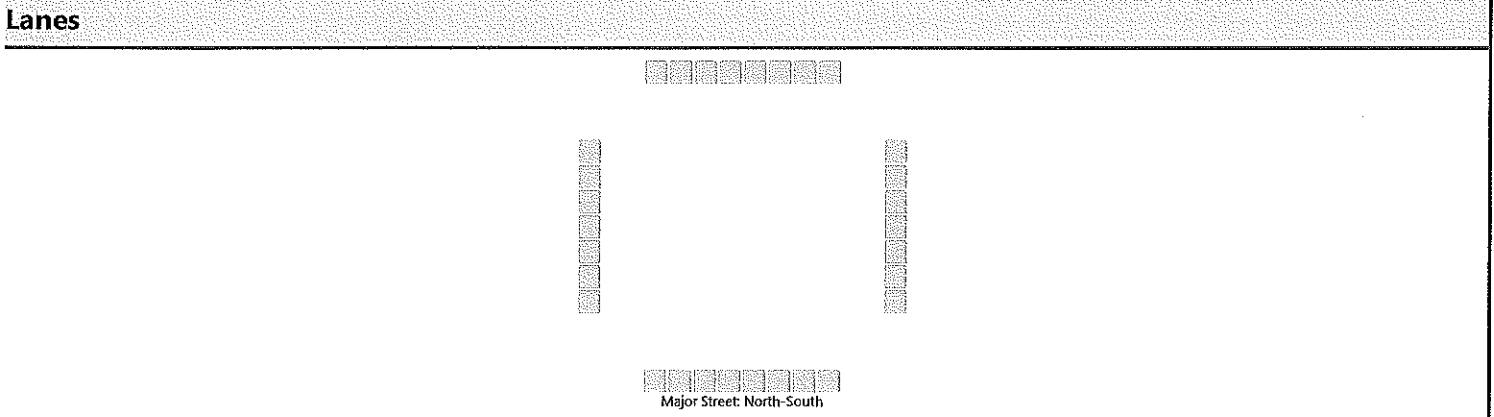
Base Critical Headway (sec)				6.1												
Critical Headway (sec)				5.86												
Base Follow-Up Headway (sec)				3.1												
Follow-Up Headway (sec)				3.13												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				63												
Capacity, c (veh/h)				796												
v/c Ratio				0.08												
95% Queue Length, Q ₉₅ (veh)				0.3												
Control Delay (s/veh)				9.9												
Level of Service (LOS)				A												
Approach Delay (s/veh)	9.9															
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Commercial Site Access		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	PM Peak Hour - Build			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				322							791				439	297
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		-3														
Right Turn Channelized		No												No		
Median Type Storage		Undivided														

Critical and Follow-up Headways

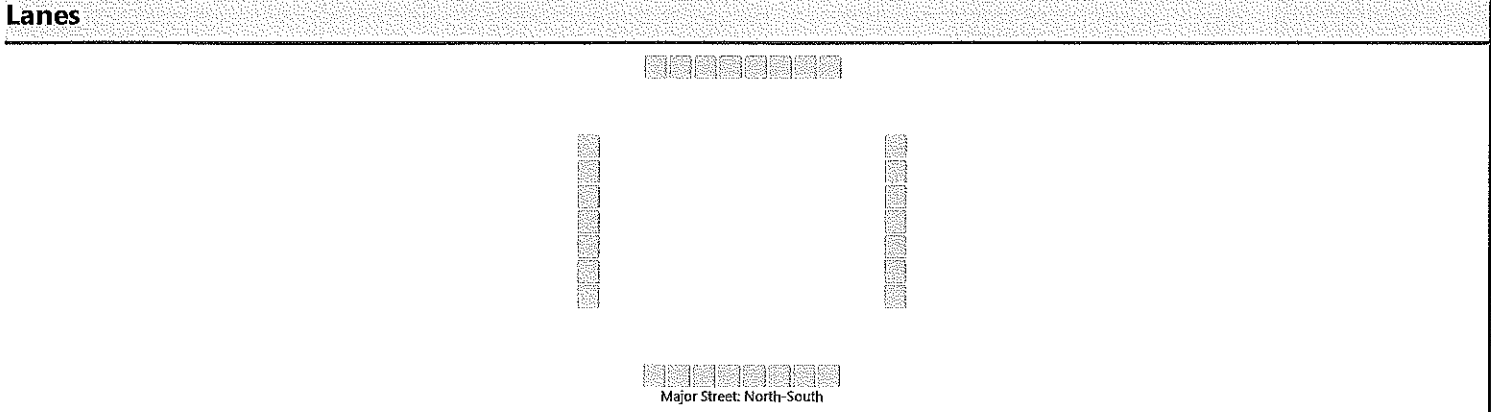
Base Critical Headway (sec)				6.1												
Critical Headway (sec)				5.86												
Base Follow-Up Headway (sec)				3.1												
Follow-Up Headway (sec)				3.13												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				358												
Capacity, c (veh/h)				858												
v/c Ratio				0.42												
95% Queue Length, Q ₉₅ (veh)				2.1												
Control Delay (s/veh)				12.2												
Level of Service (LOS)				B												
Approach Delay (s/veh)		12.2														
Approach LOS		B														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Rt 611/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Paradise Twp		
Date Performed	4/20/2023			East/West Street	Commercial Site Access		
Analysis Year	2033			North/South Street	Route 611		
Time Analyzed	SAT Peak Hour - Build			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	21-039 Hawthorne Mt Pocono Resort						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				385							667				468	416
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		-3														
Right Turn Channelized		No											No			
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.1												
Critical Headway (sec)				5.86												
Base Follow-Up Headway (sec)				3.1												
Follow-Up Headway (sec)				3.13												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				393												
Capacity, c (veh/h)				863												
v/c Ratio				0.45												
95% Queue Length, Q ₉₅ (veh)				2.4												
Control Delay (s/veh)				12.6												
Level of Service (LOS)				B												
Approach Delay (s/veh)		12.6														
Approach LOS		B														