

# TRAFFIC IMPACT ASSESSMENT

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## HAWTHORNE MOUNT POCONO RESORT

**Prepared for:  
Conditional Use Application**

**Paradise Township, Monroe County  
Pennsylvania**

**April 26, 2023**



*Horner & Canter Associates* A PROFESSIONAL CORPORATION  
TRANSPORTATION AND TRAFFIC ENGINEERING

# TRAFFIC IMPACT ASSESSMENT

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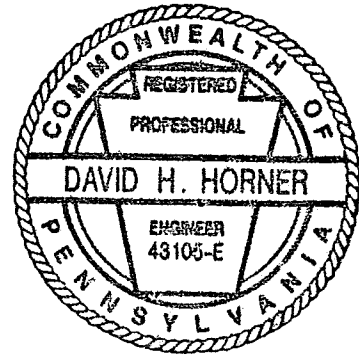
## HAWTHORNE MOUNT POCONO RESORT

PA Route 611

Paradise Township  
Monroe County  
Pennsylvania

Prepared by:

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April 26, 2023

A handwritten signature in black ink, appearing to read "David H. Horner", written over a horizontal line.

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File No. 21-039

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## INTRODUCTION

Horner & Canter Associates has prepared this Traffic Impact Assessment for the proposed Hawthorne Mount Pocono Resort to be located on the west side of PA Route 611 in Paradise Township, Monroe County, Pennsylvania (Figure 1). The proposed development will consist of two separate sections. The Resort Area will comprise 151 rental villas (including one existing residence) and a 94-room hotel upon full build-out. Access to the resort area is proposed via PA Route 611 at the existing intersection of PA Route 611/Trinity Hill Road/Meadowside Road. The Commercial Area will comprise 182,000 square feet of commercial/retail space with access proposed via a right-turn-in/right-turn-out only driveway intersecting PA Route 611 north of the existing signalized intersection of PA Route 611 and Woodland Road.

The assumed build-out year for the project is 2028. This traffic study evaluates both the 2028 assumed build-out year and the five-year post-development horizon year (2033).

### ***Scope of Study***

This Traffic Impact Assessment has been prepared in support of the Conditional Use application to specifically address the following conditional use standards related to traffic, access and parking:

- 1) Off-street parking and loading and access is in accordance with the minimum requirements under the Paradise Township Zoning Ordinance and will minimize interference with traffic on all streets;
- 2) Vehicular and pedestrian traffic does not create undue congestion or hazards prejudicial to the general area;
- 3) Traffic generated from the project will not have any adverse impact upon the public health, safety and welfare.

In this regard, the Traffic Impact Assessment includes the following scope in accordance with Section 160-20 of the Paradise Township Zoning Ordinance and PennDOT Publication 46 Traffic Engineering Manual:

- A site inspection and inventory of existing roadway features such as geometric layout, lane configurations, traffic control devices, and other pertinent physical characteristics.
- Conduct of Manual Turning Movement (MTM) counts for the weekday AM (7:00 AM - 9:00 AM), weekday PM (4:00 PM - 6:00 PM), and Saturday Midday (11:00 AM – 1:00 PM) peak periods at the following intersections which constitute the study area immediately impacted by the site:
  - PA Route 611/Trinity Hill Road/Meadowside Road
  - PA Route 611/Woodland Road
  - PA Route 611/Wiscasset Road/Stricklands Road

The scope of intersections includes those intersections that are adjacent to the site or have direct impact upon the access to the site as noted in the Paradise Township Zoning Ordinance Section 160-20 B.

- Crash analysis of the study area intersections.
- Projection of development-generated traffic volumes and distribution of this traffic to the study area roadway network.
- Establishment of future traffic volumes for the project build-out year (2028) including background traffic growth projections and the development-generated traffic.
- Establishment of future traffic volumes for the project build-out year (2033) including background traffic growth projections and the development-generated traffic.
- Analysis and assessment of existing, future No-Build and future Build traffic conditions at the study area intersections.
- Formulation of conclusions with regard to the traffic impact of the proposed development.
- Assessment of the parking and internal vehicular and pedestrian circulation with regard to minimizing interference with traffic on all streets.

## EXISTING CONDITIONS

The study area roadway network was inventoried with regard to the existing physical and operating characteristics as they affect traffic flow. The study area roadway network is described in further detail below.

The site fronts on **PA Route 611**, a State roadway extending in a general north-south direction. In the vicinity of the site, PA Route 611 provides two through travel lanes in each direction with left-turn in lanes at the study area intersections. The posted speed limit along PA Route 611 is 45 miles per hour.

**Trinity Hill Road** is a local roadway which generally parallels PA Route 611, intersecting PA Route 611 at two locations. In the vicinity of its southern intersection with PA Route 611, Trinity Hill Road provides one through travel lane in each direction with a posted speed limit of 35 miles per hour.

**Meadowside Road (TR 610)** is a local roadway intersecting PA Route 611 directly opposite the southern end of Trinity Hill Road. Meadowside Road extends in a general east-west direction to Woodland Road, providing one travel lane in each direction with a posted speed limit of 35 miles per hour.

**Wiscasset Road** is a local roadway intersecting PA Route 611 directly opposite **Stricklands Road**. Both roadways provide one travel lane in each direction with no posted speed limit. Stricklands Road is currently gated a few hundred feet beyond its intersection with PA Route 611.

**Woodland Road (TR 700)** is a local roadway extending in an east-west direction between PA Route 611 and Carlton Road, providing access to the Mount Airy Casino Resort. Woodland Road provides one through travel lane in each direction with a posted speed limit of 35 miles per hour in proximity to its intersection with PA Route 611.

The intersection of PA Route 611/Woodland Road is signalized. A reduced size copy of the Traffic Signal Permit plan for this intersection is provided for reference in Appendix A. The other study intersections are unsignalized with stop-sign control for the minor street approaches.

### ***Existing Traffic Volumes***

Since the peak hour traffic conditions reflect the critical periods for evaluation of operating conditions and traffic impact, existing traffic volumes were acquired at the study area intersections through the conduct of peak hour Manual Turning Movement (MTM) traffic counts conducted by our firm. The counts were conducted during the weekday AM (7:00 – 9:00 AM), weekday PM (4:00 – 6:00 PM) and Saturday midday (11:00 AM – 1:00 PM) peak periods in February/March 2023. These count periods were selected to capture both the peak hours of adjacent street traffic and the peak periods of the proposed development. The summarized MTM counts are provided for reference in Appendix B.

The resultant existing peak hour traffic volumes are presented in Figures 2, 3 and 4 for the respective peak periods.

### ***Bicycle and Pedestrian Facilities***

There are no sidewalks or designated bicycle facilities along the study area roadways.

### ***Public Transportation***

This area is served by the Monroe County Transit Authority Blue bus route, which includes a regular stop at the Mount Airy Casino Resort.

### ***Scheduled Roadway Improvements***

Based on a review of the Pennsylvania Transportation Improvement Program (TIP), there are no programmed roadway improvements in the study area.

### ***Existing Levels of Service***

The operating conditions of the study area intersections was determined through the conduct of a capacity/Level of Service (LOS) analysis using the methodologies contained in the Highway Capacity Manual (HCM 6<sup>th</sup> Edition). Level of Service (LOS) is a measure of the quality of the traffic flow and generally is expressed as follows:



- Level of Service
- A - Excellent - Free flow
  - B - Very Good - Minor adjustments in traffic flows
  - C - Good - Stable flow of traffic
  - D - Satisfactory flow - Occasional short periods with minor delays
  - E - CAPACITY FLOW- Regular delays
  - F - Forced Flow - Significant delays and queuing

At signalized intersections, LOS is based on the average delay to all motorists at the intersections. The volume-to-capacity (v/c) ratio represents the capacity sufficiency of the intersection based on its physical characteristics as well as traffic signal phasing/timing.

At unsignalized intersections, LOS is based on the average delay to controlled and yielding movements, such as exiting movements from a stop sign or the left-turn from a through street into a side street. The delay thresholds for various Levels of Service are contained in Appendix C.

The existing LOS findings are presented in Figure 5. The detailed capacity/LOS analysis worksheets are provided in Appendix D.

### ***Crash Analysis***

The most recent five years of available crash data was requested and received from PennDOT for the study area intersections. The Crash Summary Report and Crash Resumes are attached in Appendix E. Table 1 summarizes the total number of crashes over the 5-year period at each of the study area intersections:

<b>Table 1 Crash Data Summary (by intersection and by year)</b>						
<b>Crashes by Year</b>						
<b>Location</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
PA Route 611/Trinity Hill Road/Meadowside Road	0	0	0	1	1	2
PA Route 611/Woodland Road	1	4	3	3	2	13
PA Route 611/Wiscasset Road/Stricklands Road	0	0	0	0	0	0

Table 2 below summarizes the total crashes in the study area by crash type:

<b>Table 2 Summary by Crash Type</b>		
<b>Crash Type</b>	<b>Total</b>	<b>% of Total</b>
Angle	7	46.7%
Head On	3	20.0%
Rear-End	2	13.3%
Hit Fixed Object	2	13.3%
Sideswipe	1	6.7%

Based on the provided crash data as summarized herein, the crash rates in the study area do not reveal any substantive safety issues within the study area. There are no particular roadway conditions in the area that are contributing to the crash history.

## SITE TRAFFIC

The determination of the amount of traffic that a proposed development will generate can best be estimated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11<sup>th</sup> Edition*. This publication is a compilation of trip generation studies for a variety of land uses and is considered the primary data source for use of trip generation projections. For the proposed development, Land Use Code 310 – Hotel was selected as the most appropriate to represent the proposed 151 rental villas and the 94-room hotel. Land Use Code 820 – Shopping Center (>150k) was selected as the most appropriate to represent the proposed 182,000 square feet commercial area. Table 3 presents the projected development-generated traffic for the site based on the ITE database. The trip generation worksheets are provided in Appendix F.

<b>Table 3 Site Trip Generation Hawthorne Mount Pocono Resort</b>										
		<i>AM Peak Hour</i>			<i>PM Peak Hour</i>			<i>Saturday Peak Hour</i>		
	<i>Daily</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
<b>Resort Area:</b>										
Rental Villas (151 DU)	1847	52	42	94	54	56	110	54	65	119
Hotel Rooms (94 Rooms)	1150	33	25	58	34	35	69	33	41	74
<b>Sub-Total "New" Trips:</b>	<b>2997</b>	<b>85</b>	<b>67</b>	<b>152</b>	<b>88</b>	<b>91</b>	<b>179</b>	<b>87</b>	<b>106</b>	<b>193</b>
<b>Commercial Area:</b>										
Shopping Center (182,000 s.f.)	6736	95	58	153	297	322	619	416	385	801
-Pass-By Trips <sup>(1)</sup>	n/a	-0	-0	-0	-101	-109	-210	-108	-100	-208
<b>Sub-Total "New" Trips</b>	<b>n/a</b>	<b>95</b>	<b>58</b>	<b>153</b>	<b>196</b>	<b>213</b>	<b>409</b>	<b>308</b>	<b>285</b>	<b>593</b>
<b>Total "New" Trips</b>	<b>n/a</b>	<b>180</b>	<b>125</b>	<b>305</b>	<b>284</b>	<b>304</b>	<b>588</b>	<b>395</b>	<b>391</b>	<b>786</b>

<sup>(1)</sup>Pass-By Rates Per ITE Trip Generation Handbook, 3<sup>rd</sup> Edition: AM Peak 0%; PM Peak 34%; SAT Peak 26%

As noted in Table 3, a portion of retail traffic is "pass-by" traffic, which represents traffic that is already on the adjacent street network and stops at the site as part of a combined trip. This traffic component is not new to the roadway network.

The new development-generated traffic was distributed to the site access driveways and the study area roadway network based on existing traffic patterns. The site traffic distribution percentages are summarized below:

PA Route 611	
to/from the north	35%
to/from the south	55%
 Woodland Road/Meadowside	
to/from the east	<u>10%</u>
	100%

The pass-by trips are distributed separately based on the actual traffic on PA Route 611 during the respective peak periods. The total site trips are presented in Figures 6A, 6B, and 6C for the respective peak hours.

## **FUTURE 2028 CONDITIONS**

To assess the impact of the development-generated traffic volumes on the study area roadway network in the projected build-out year (2028), the future traffic volumes were determined. To account for regional growth that is expected to occur during the intervening period, a background traffic growth rate was applied to the existing traffic volumes. Based on PennDOT's Growth Factors Chart (August 2022 to July 2023), this area is expected to have 0.75 percent per year growth. Thus, a 3.8 percent growth factor (0.75 percent per year for five years) was applied to the existing 2023 traffic volumes.

The resultant 2028 No-Build traffic volumes are presented on Figures 7, 8 and 9 for the respective peak periods.

The total Build 2028 traffic volumes, which include the development-generated traffic volumes distributed to the proposed site accesses and to the study area roadway network, are presented in Figures 10, 11 and 12 for the three study peak periods, respectively.

An assessment of the future 2028 No-Build and Build operating conditions within the study area was completed. The assessment included a Level of Service (LOS) analysis of the study area intersections and the proposed site accesses in order to determine if the projected traffic volumes can be acceptably accommodated within the study area and whether any roadway or intersection improvements would be required. The future No-Build LOS results are presented in Figure 13. The future Build LOS results are presented in Figure 14. The detailed capacity analysis worksheets for the No-Build and Build conditions analyses are contained in Appendices G and H, respectively.

## **FUTURE 2033 CONDITIONS**

The five-years-after-build-out conditions (2033) were also evaluated. To account for regional growth that is expected to occur between 2023 and 2033 a background traffic growth rate was applied to the existing traffic volumes. Based on PennDOT's Growth Factors Chart (August 2022 to July 2023), this area is expected to have 0.75 percent per year growth. Thus, a 7.8 percent growth factor (0.75 percent per year for ten years) was applied to the existing 2023 traffic volumes.

The resultant 2033 No-Build traffic volumes are presented on Figures 15, 16 and 17 for the respective peak periods.

The total Build 2033 traffic volumes, which include the development-generated traffic volumes distributed to the proposed site accesses and to the study area roadway network, are presented in Figures 18, 19 and 20 for the three study peak periods, respectively.

An assessment of the future 2033 No-Build and Build operating conditions within the study area was completed. The assessment included a Level of Service (LOS) analysis of the study area intersections and the proposed site accesses in order to determine if the projected traffic volumes can be acceptably accommodated within the study area and whether any roadway or intersection improvements would be required. The future No-Build LOS results are presented in Figure 21. The future Build LOS results are presented in Figure 22. The detailed capacity analysis worksheets for the No-Build and Build conditions analyses are contained in Appendices I and J, respectively.

## ASSESSMENT

Based on the 2028 and 2033 No-Build and Build conditions analysis, each of the study area intersections and access intersections was assessed with regard to whether the traffic generated from the project will have any adverse impact upon the public health, safety and welfare. A summary of each study area intersection is provided below:

**PA Route 611/Trinity Hill Road/Meadowside Road** - This unsignalized intersection currently operates with all movements at acceptable LOS C or better during all three peak periods. Under 2028 and 2033 No-Build conditions the intersection will continue to operate similar to existing conditions.

Under Build conditions, the access to the Resort Area will be provided at this intersection, with a direct connection to PA Route 611 opposite Meadowside Road. Trinity Hill Road, which carries very little traffic, is recommended to be reconfigured to tie into the site access roadway in order to maintain a four-way intersection. The access intersection with PA Route 611 will require review and approval from PennDOT through the Highway Occupancy Permit (HOP) process. Through this process, the ultimate configuration and traffic control will be determined. There are several traffic control and configuration options which can be considered including stop-sign control for the minor approaches (as under existing conditions), traffic signalization, or a roundabout design.

The roundabout design is the preferred alternative as it results in highly acceptable LOS A conditions at this intersection and safely and efficiently accommodates U-turn maneuvers destined to the Commercial Area of the site from the south.

*It is concluded that the site-generated traffic can be safely and acceptably accommodated at this intersection with the understanding that the final design, configuration and traffic control is subject to the review and approval of PennDOT.*

**PA Route 611/Wiscasset Road/Stricklands Road** – This unsignalized intersection currently operates with all movements at acceptable LOS C or better during all three peak periods. Under 2028 and 2033 No-Build conditions the intersection will continue to operate similar to existing conditions.

Under 2028 and 2033 Build conditions the intersection will continue to operate with all movements at acceptable LOS C or better.

*It is concluded that the site-generated traffic can be safely and acceptably accommodated at this intersection with no improvements required.*

**PA Route 611/Woodland Road** - This signalized intersection currently operates at overall acceptable LOS A/B with all movements at acceptable LOS D or better during all three peak periods. Under 2028 and 2033 No-Build conditions the intersection will continue to operate similar to existing conditions.

Under 2028 and 2033 Build and Build conditions the intersection will continue to operate with all movements at acceptable LOS D or better.

*It is concluded that the site-generated traffic can be safely and acceptably accommodated at this intersection with no improvements required.*

**PA Route 611/Commercial Area Site Access** – The proposed site access driveway serving the Commercial Area of the proposed development is proposed to be right-turn-in/right-turn-out only with stop-sign control provided for the site access approach. The driveway will provide one ingress lane and one egress lane with lane widths and radii appropriate to accommodate the largest vehicle anticipated to use the driveway. The access intersection will operate at highly acceptable LOS B during all three peak periods.

*It is concluded that the site-generated traffic can be safely and acceptably accommodated at this proposed access intersection with the understanding that the final design, configuration and traffic control is subject to the review and approval of PennDOT.*



## **PARKING AND INTERNAL CIRCULATION**

The Conditional Use plans for the proposed Hawthorne Mount Pocono Resort were reviewed with regard to parking and internal circulation in conformance with the minimum requirements of the Paradise Township Zoning Ordinance and to assess whether it would result in any interference with traffic on all streets.

### ***Parking and Loading***

The Resort Area will comprise 151 rental villas and a 94-room hotel with 333 parking spaces at ultimate build-out. Based on the Institute of Transportation Engineers' (ITE) publication *Parking Generation, 5<sup>th</sup> Edition*, the site would need to accommodate a parking demand of 1.18 parking spaces per unit, or 289 spaces. It is confirmed that the proposed on-site parking supply will fully accommodate the anticipated peak period demand and, as a result, there will be no interference with off-site roadways, intersections or traffic flow.

The Commercial Area will comprise 182,000 square feet of commercial/retail space with 761 parking spaces at ultimate build-out. Based on the Institute of Transportation Engineers' (ITE) publication *Parking Generation, 5<sup>th</sup> Edition*, the site would need to accommodate a parking demand of 2.91 parking spaces per 1000 square feet, or 530 spaces. It is confirmed that the proposed on-site parking supply will fully accommodate the anticipated peak period demand and, as a result, there will be no interference with off-site roadways, intersections or traffic flow.

Loading for both the Resort Area and the Commercial Area will be fully accommodated internal to the site. No loading will occur on the area roadways; thus, the loading will minimize interference with traffic on all streets.

### ***Internal Circulation***

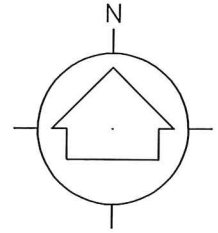
The Conditional Use plans were reviewed with regard to internal vehicular and pedestrian circulation, specifically as to ensure that vehicular and pedestrian traffic does not create undue congestion or hazards prejudicial to the general area. Full internal vehicular circulation is provided for each of the two site components which allows for full maneuverability within the site and no undue congestion or hazards on the adjacent street network. Pedestrian circulation will similarly

be fully accommodated on-site with no traversing of the adjacent roadway network or intersections necessary to accommodate the on-site pedestrian flow.

## CONCLUSIONS

The conduct of this Traffic Impact Assessment for the proposed Hawthorne Mount Pocono Resort to be located on the west side of PA Route 611 in Paradise Township, Monroe County, Pennsylvania has led to the following conclusions:

1. Off-street parking and loading and access is in accordance with the minimum requirements under the Paradise Township Zoning Ordinance and will minimize interference with traffic on all streets.
2. Vehicular and pedestrian traffic does not create undue congestion or hazards prejudicial to the general area.
3. Traffic generated from the project will not have any adverse impact upon the public health, safety and welfare.
4. The proposed site access locations, configuration and traffic control is subject to the review and approval of PennDOT as part of the Highway Occupancy Permit (HOP) process.



○ STUDY AREA INTERSECTIONS

FIGURE 1  
 SITE LOCATION MAP

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
 APRIL 2023

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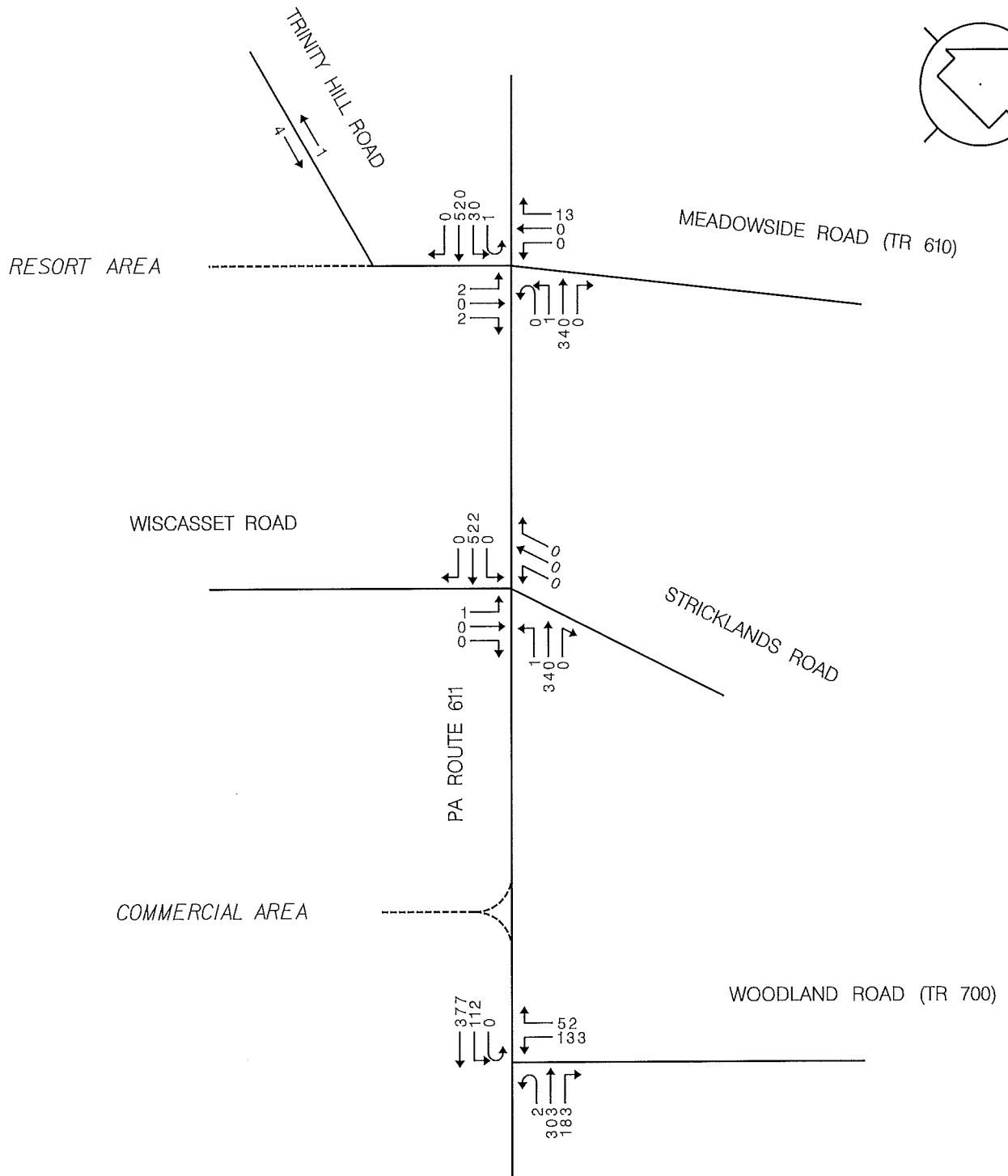


FIGURE 2  
 EXISTING FRIDAY AM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
 APRIL 2023

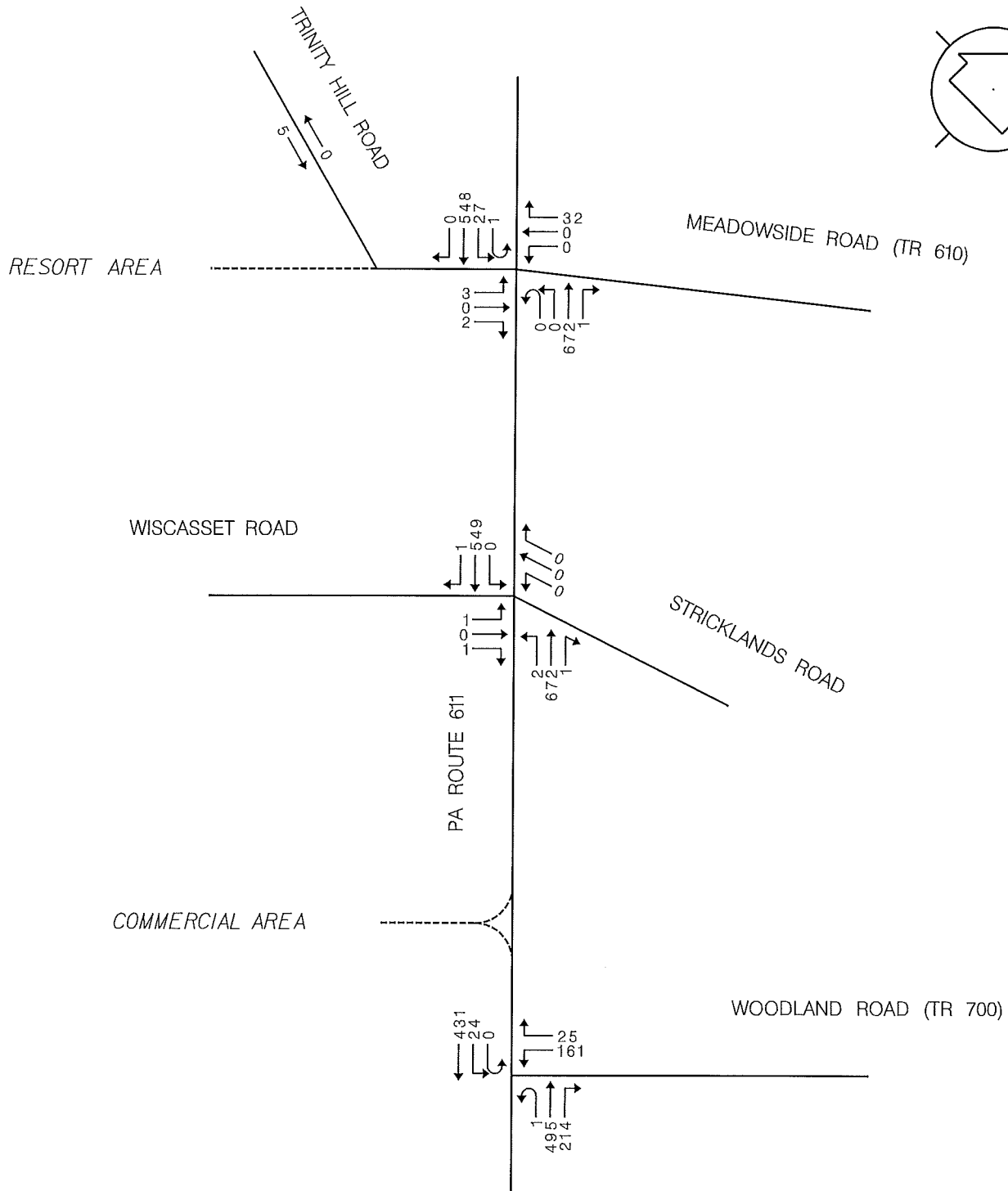


FIGURE 3  
 EXISTING FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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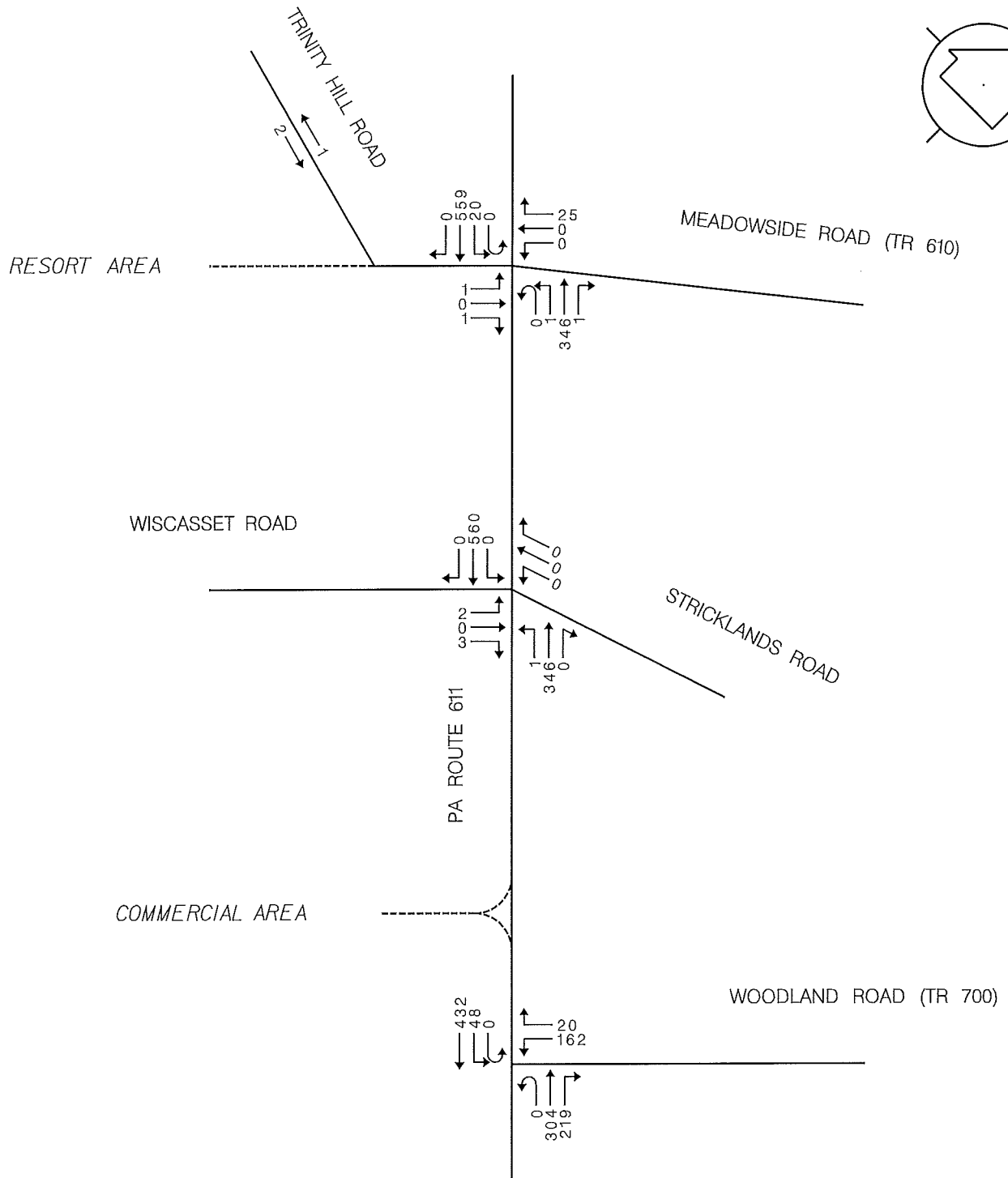
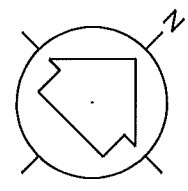
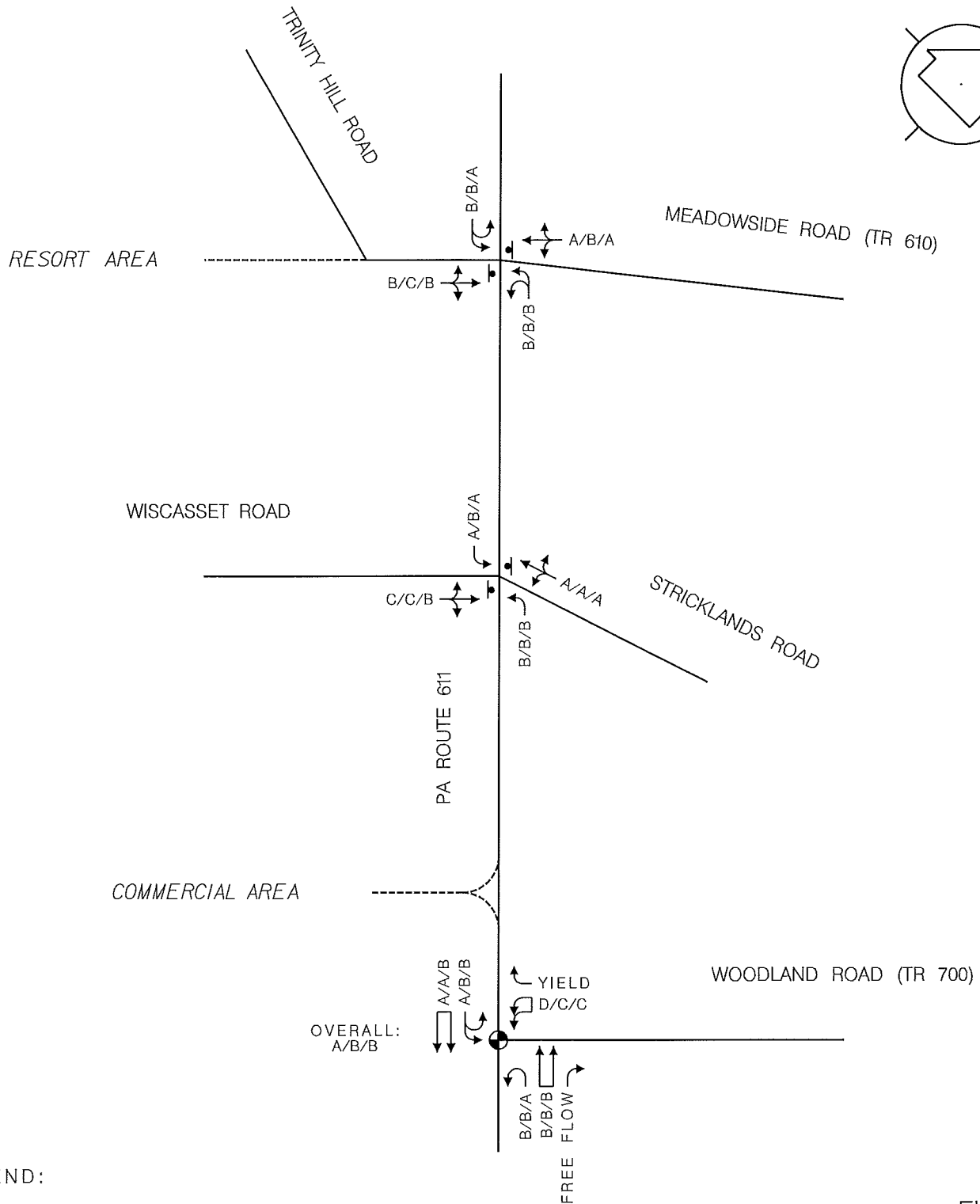


FIGURE 4  
 EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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LEGEND:

- ← AM/PM/SATURDAY PEAK HOUR
- ⊙ TRAFFIC SIGNAL
- ⊣ STOP SIGN

FIGURE 5  
 EXISTING LEVELS OF SERVICE

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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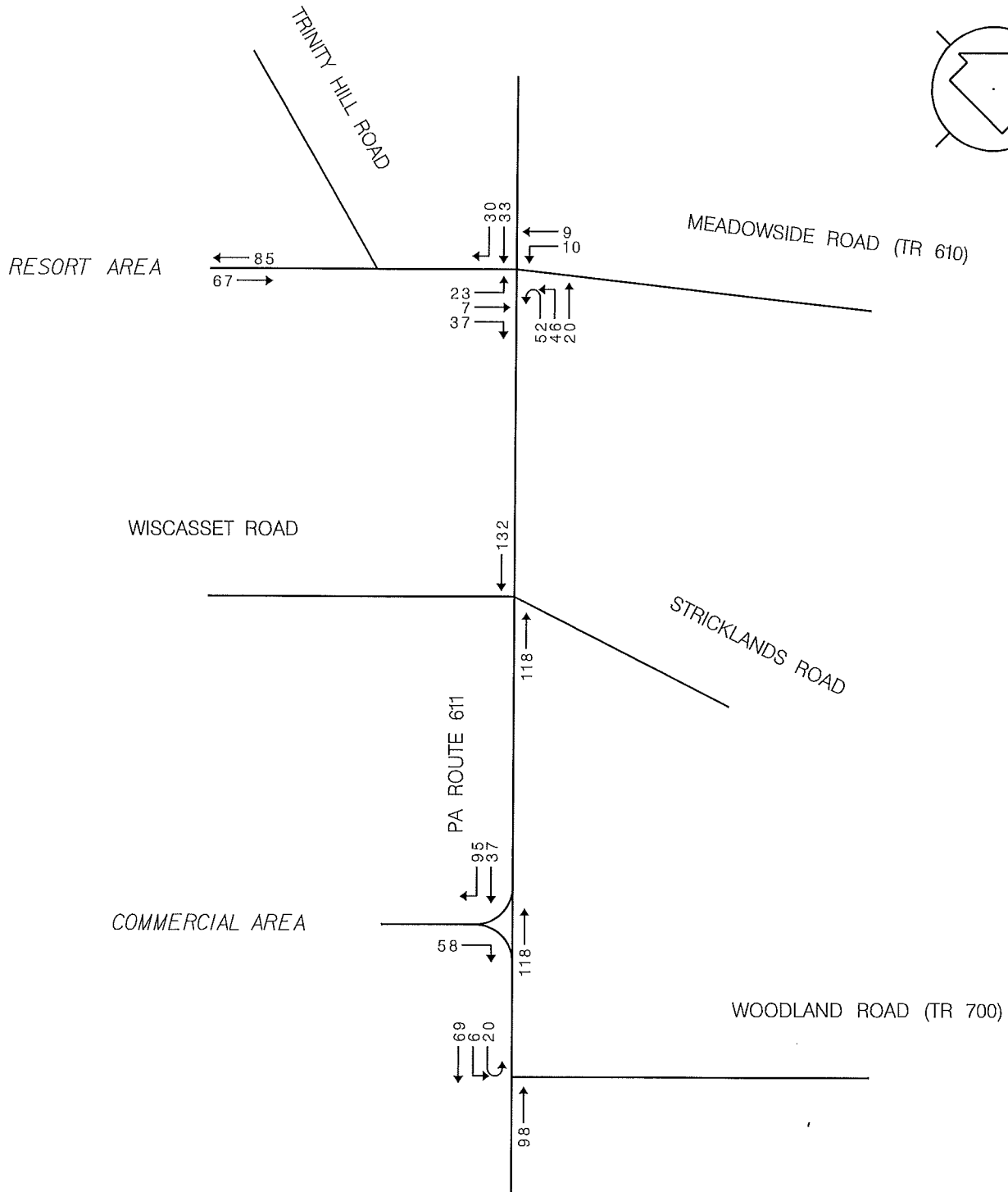


FIGURE 6A  
 FRIDAY AM SITE TRIPS

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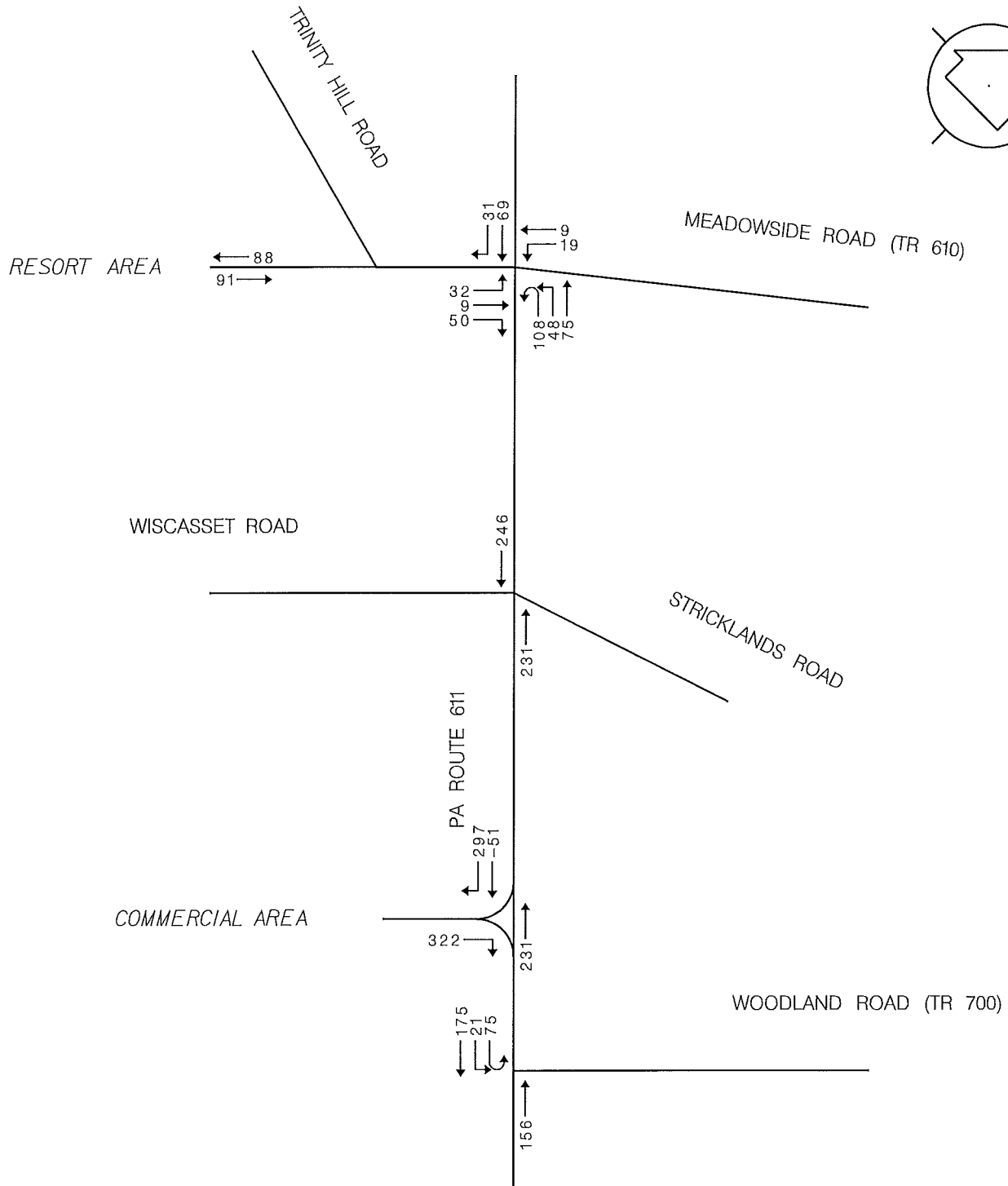


FIGURE 6B  
 FRIDAY PM SITE TRIPS

*HAWTHORNE MOUNT POCONO RESORT*

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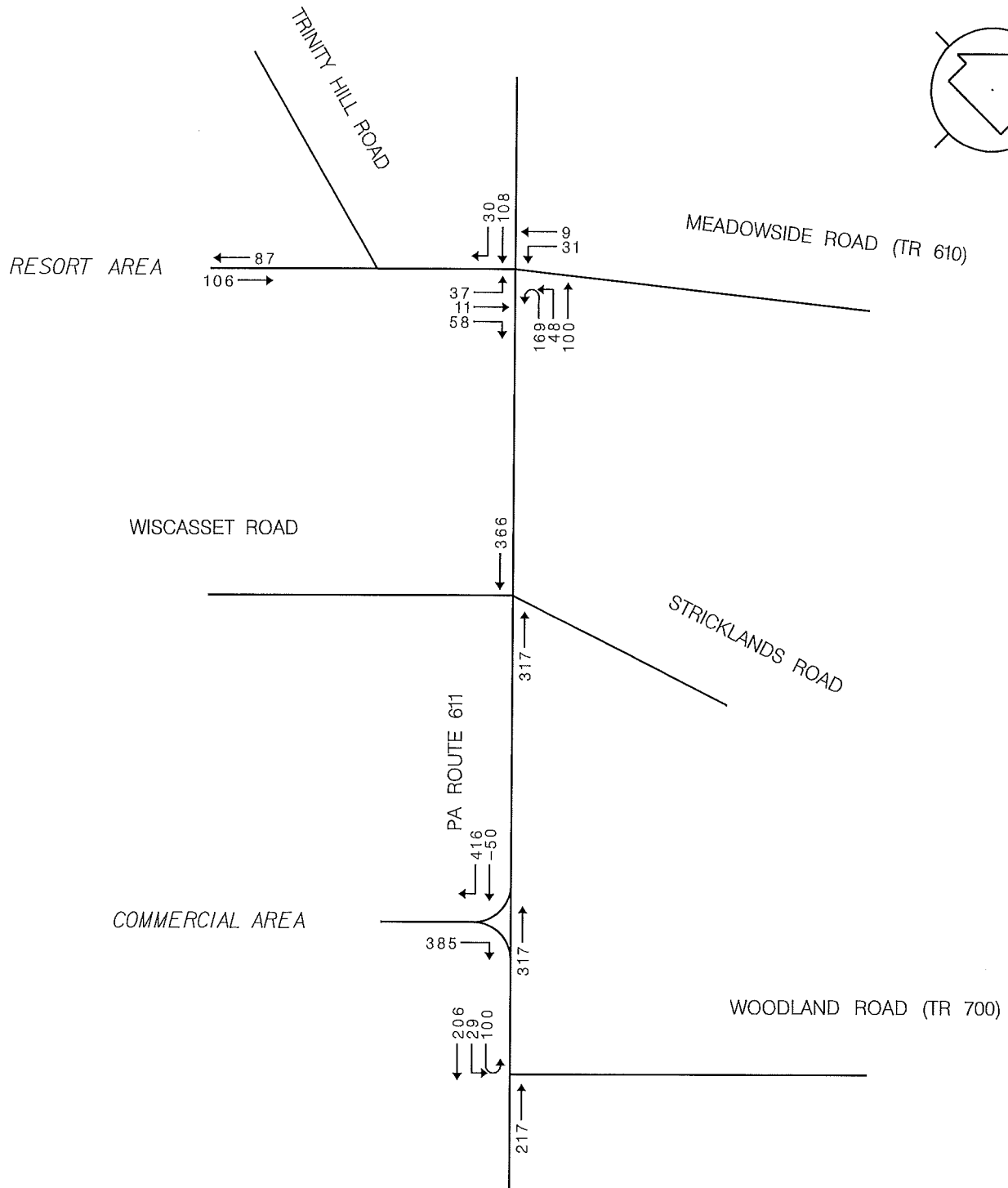


FIGURE 6C  
 SATURDAY MIDDAY SITE TRIPS

*HAWTHORNE MOUNT POCONO RESORT*

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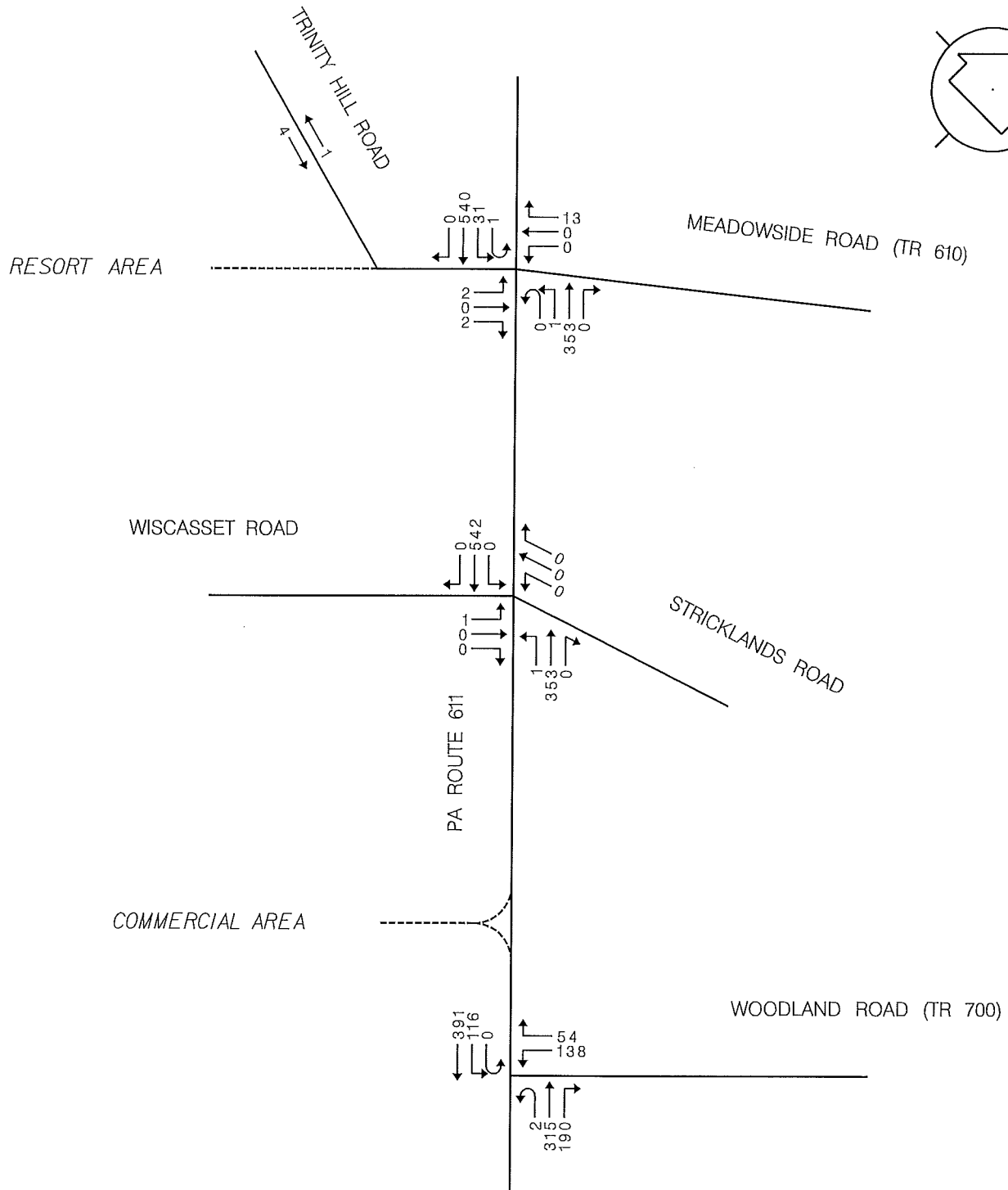


FIGURE 7  
 2028 NO-BUILD FRIDAY AM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

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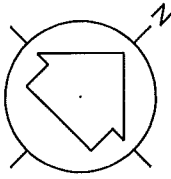
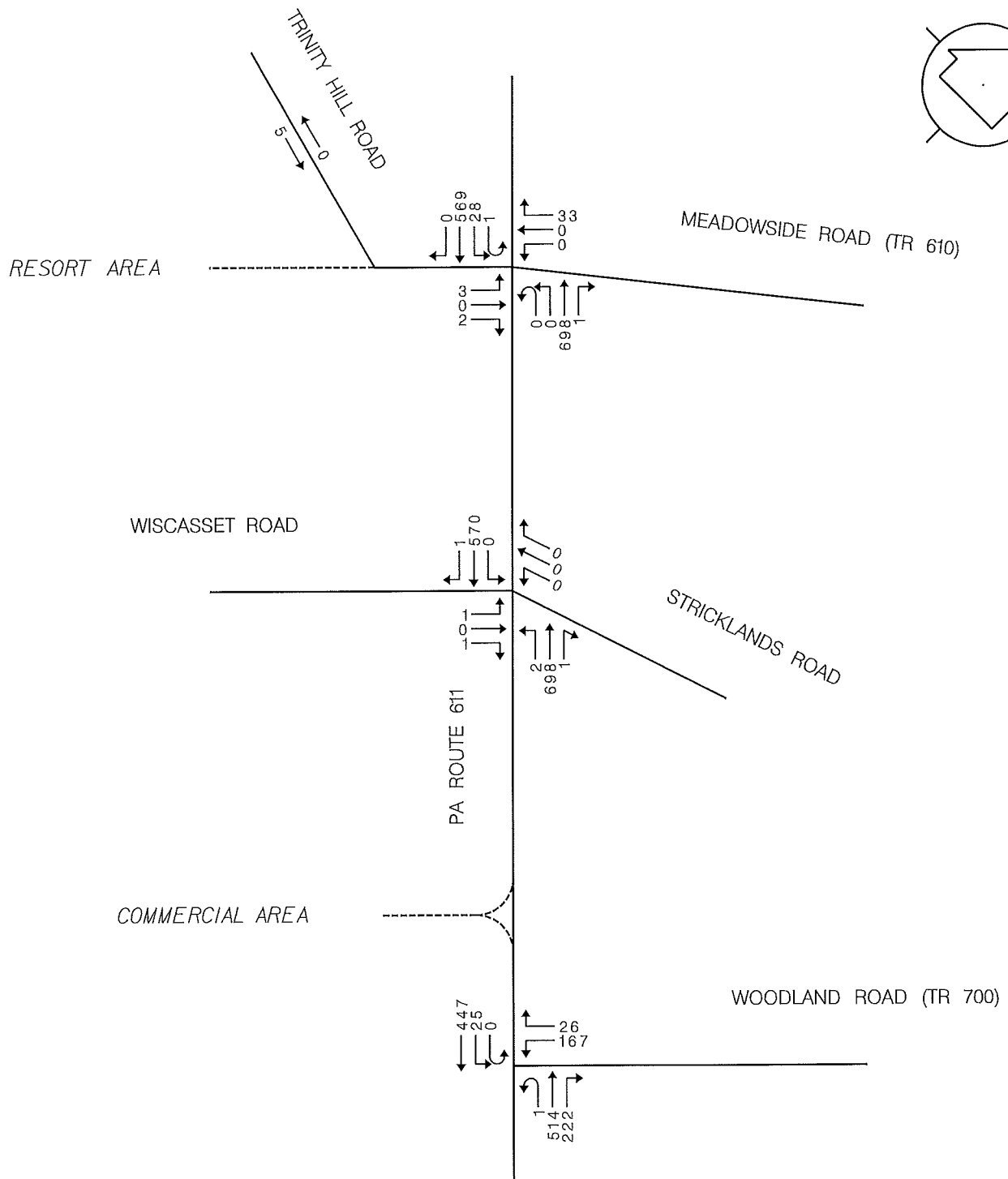


FIGURE 8  
 2028 NO-BUILD FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
 APRIL 2023

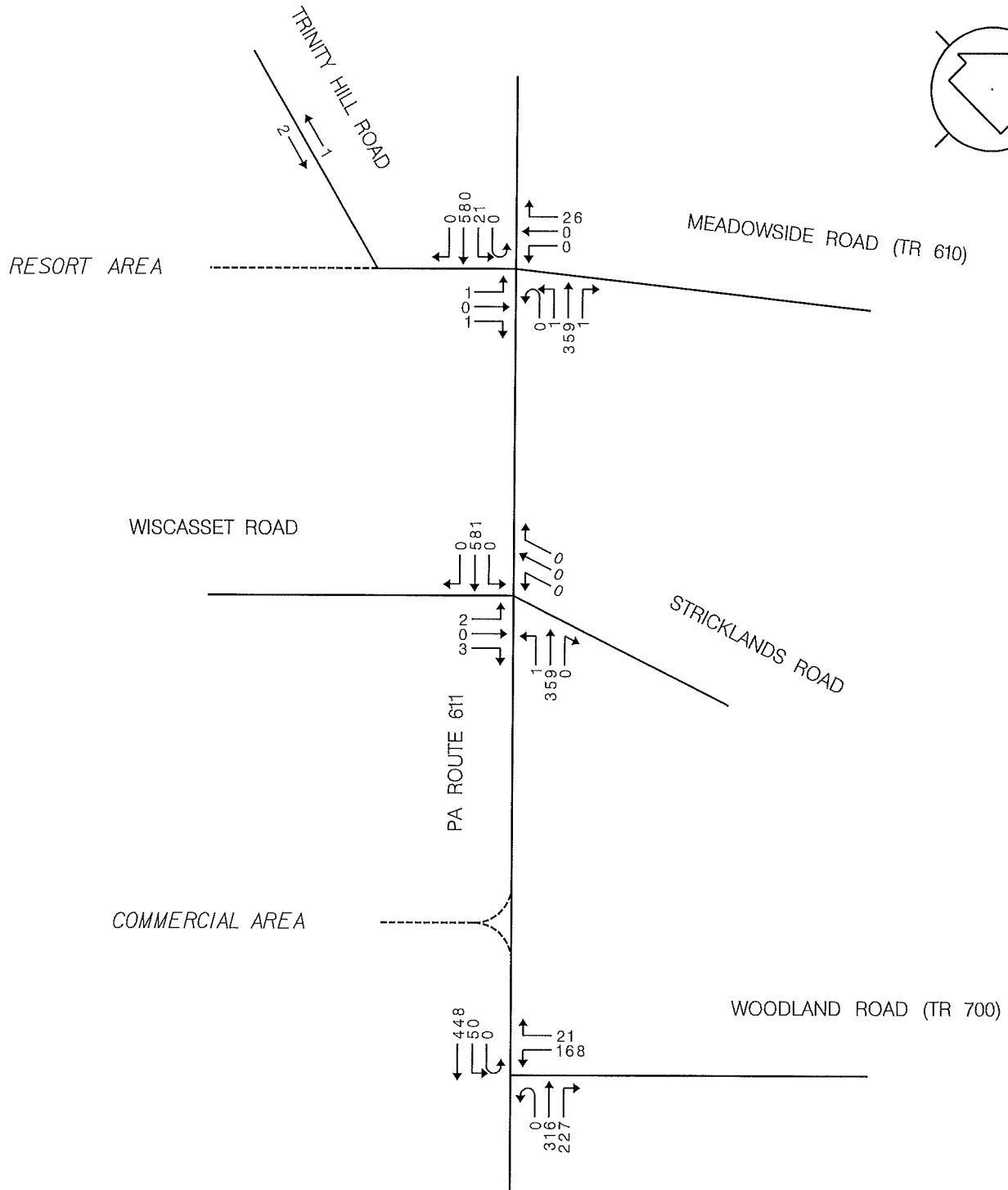


FIGURE 9  
 2028 NO-BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
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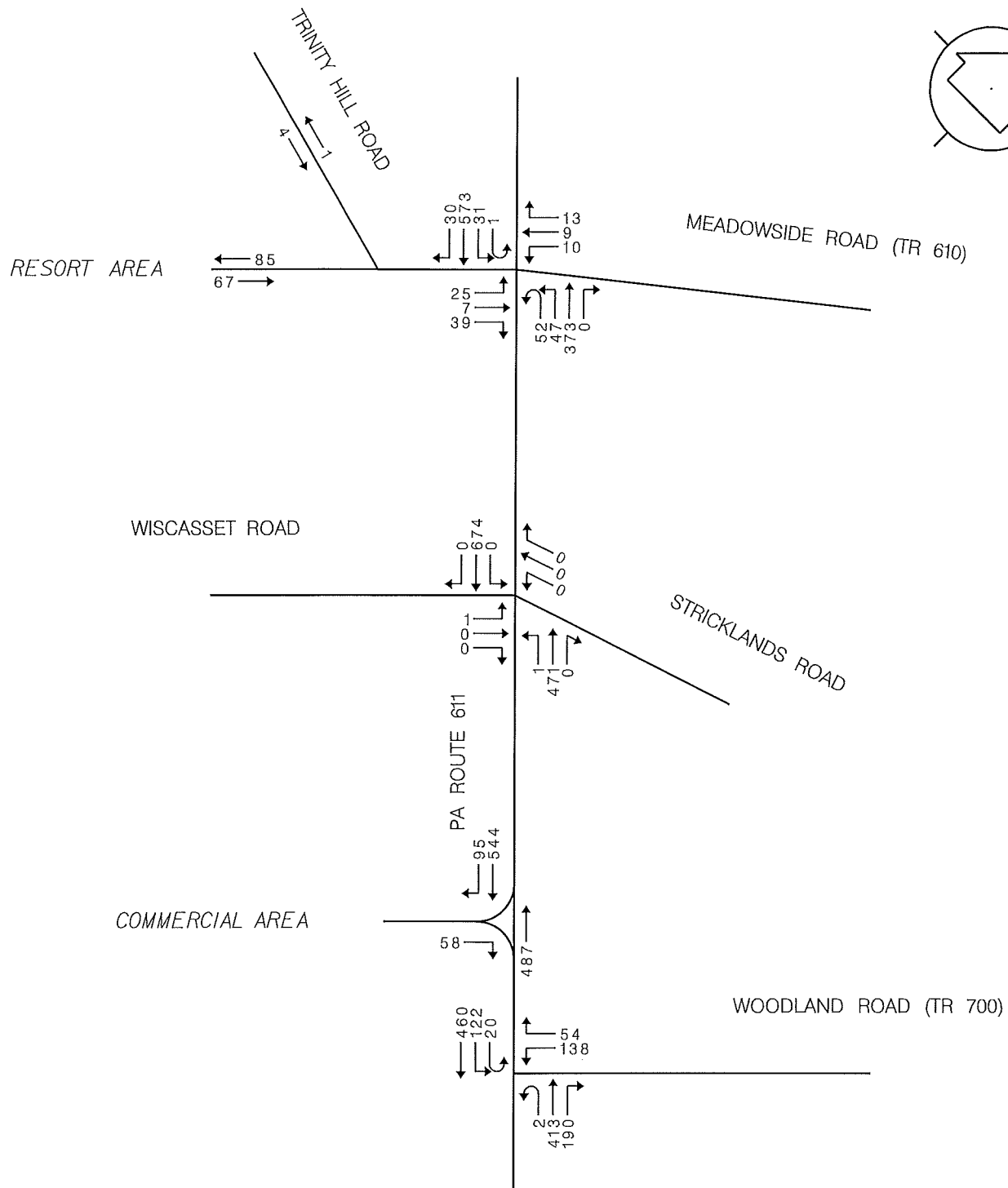


FIGURE 10  
 2028 BUILD FRIDAY AM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
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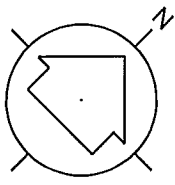
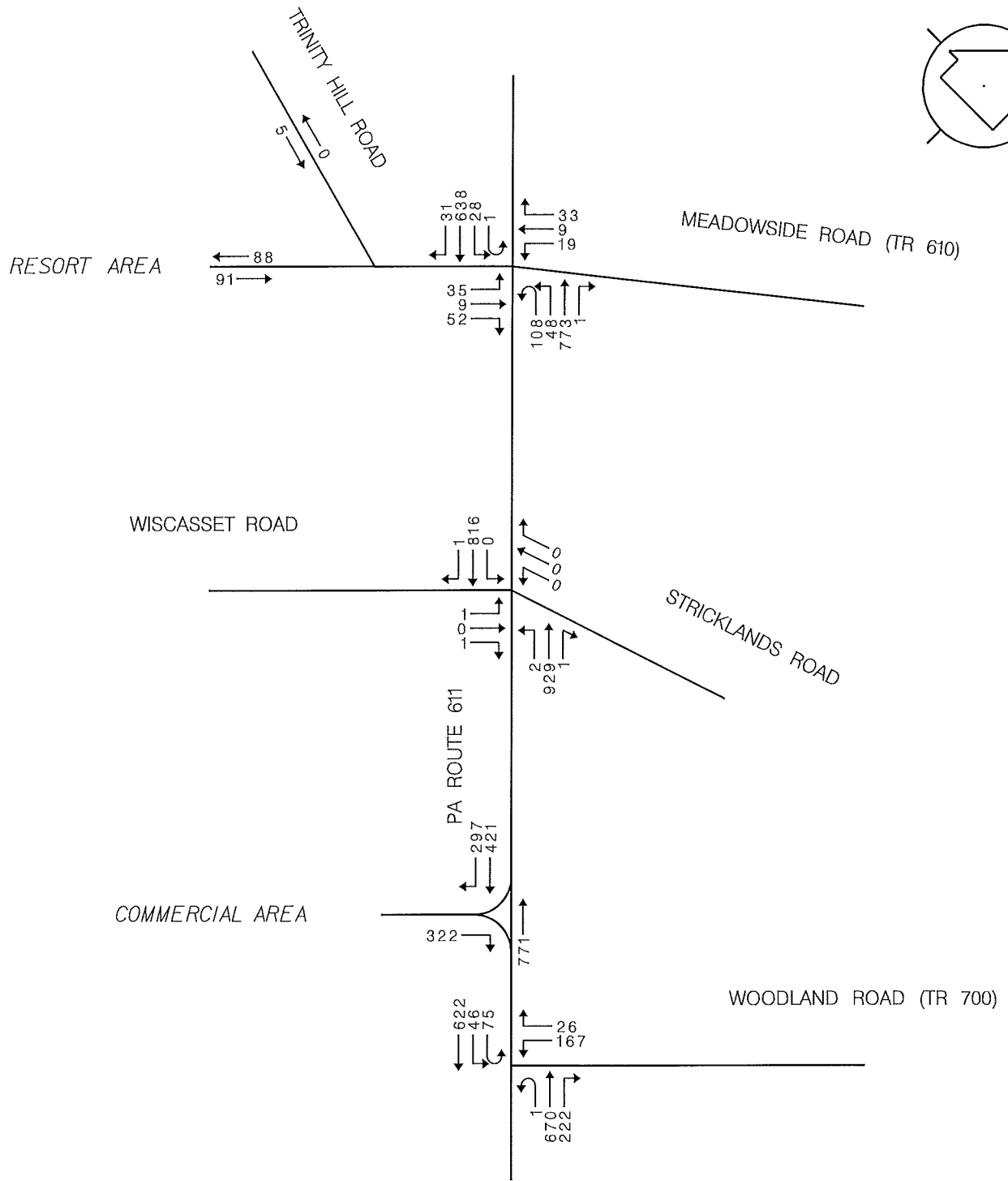


FIGURE 11  
 2028 BUILD FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*  
 PARADISE TOWNSHIP, MONROE COUNTY, PA



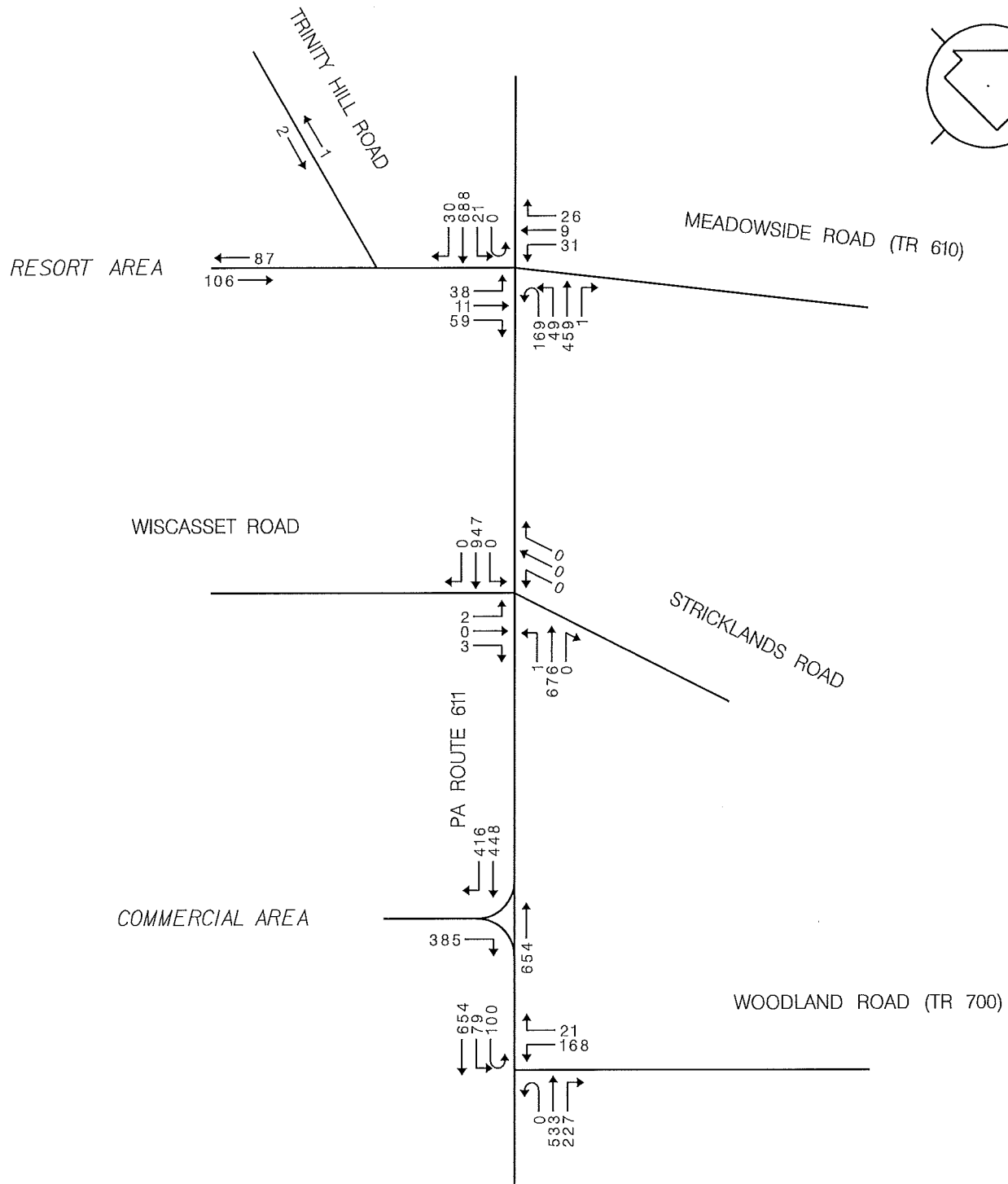
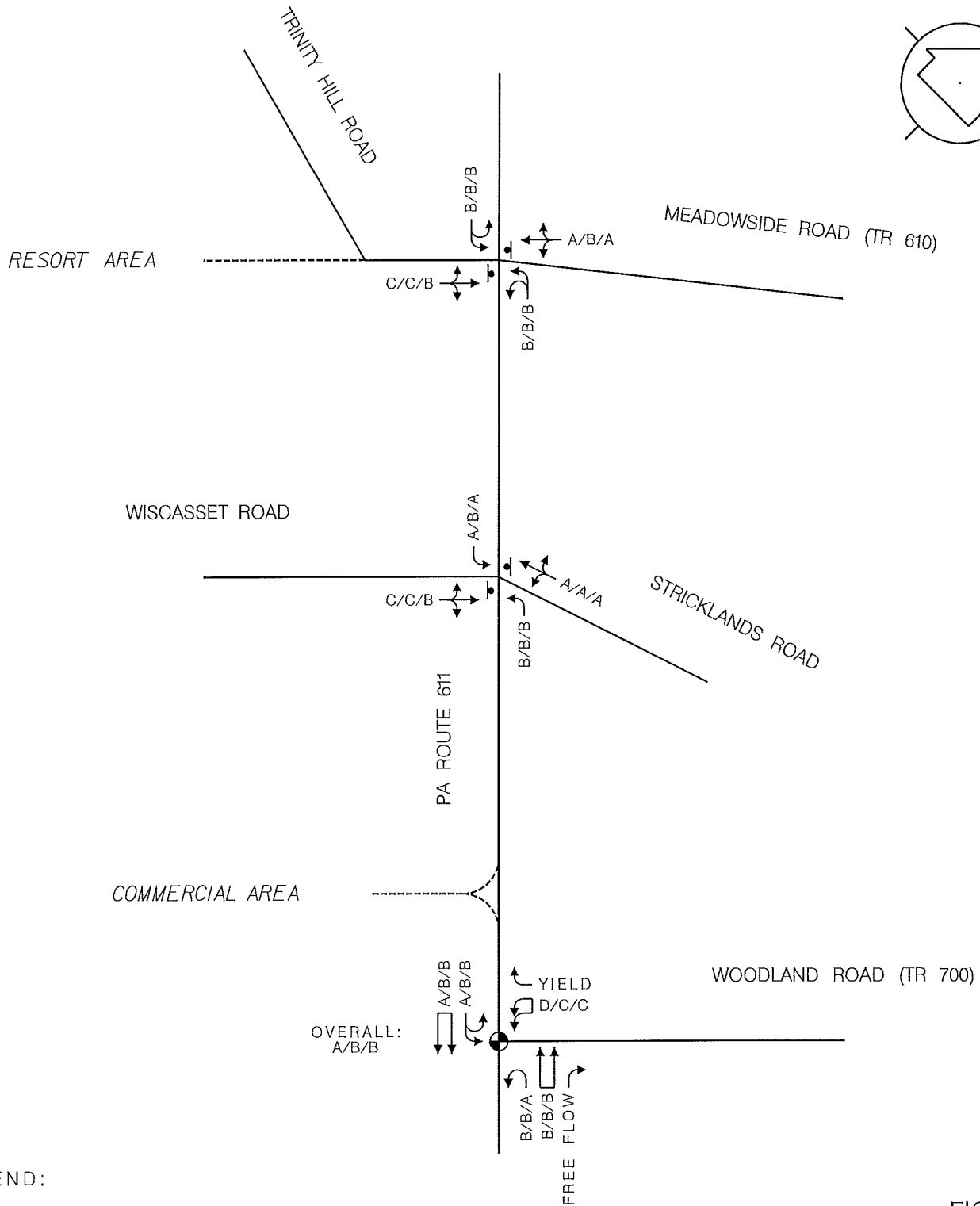


FIGURE 12  
 2028 BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
 APRIL 2023



LEGEND:

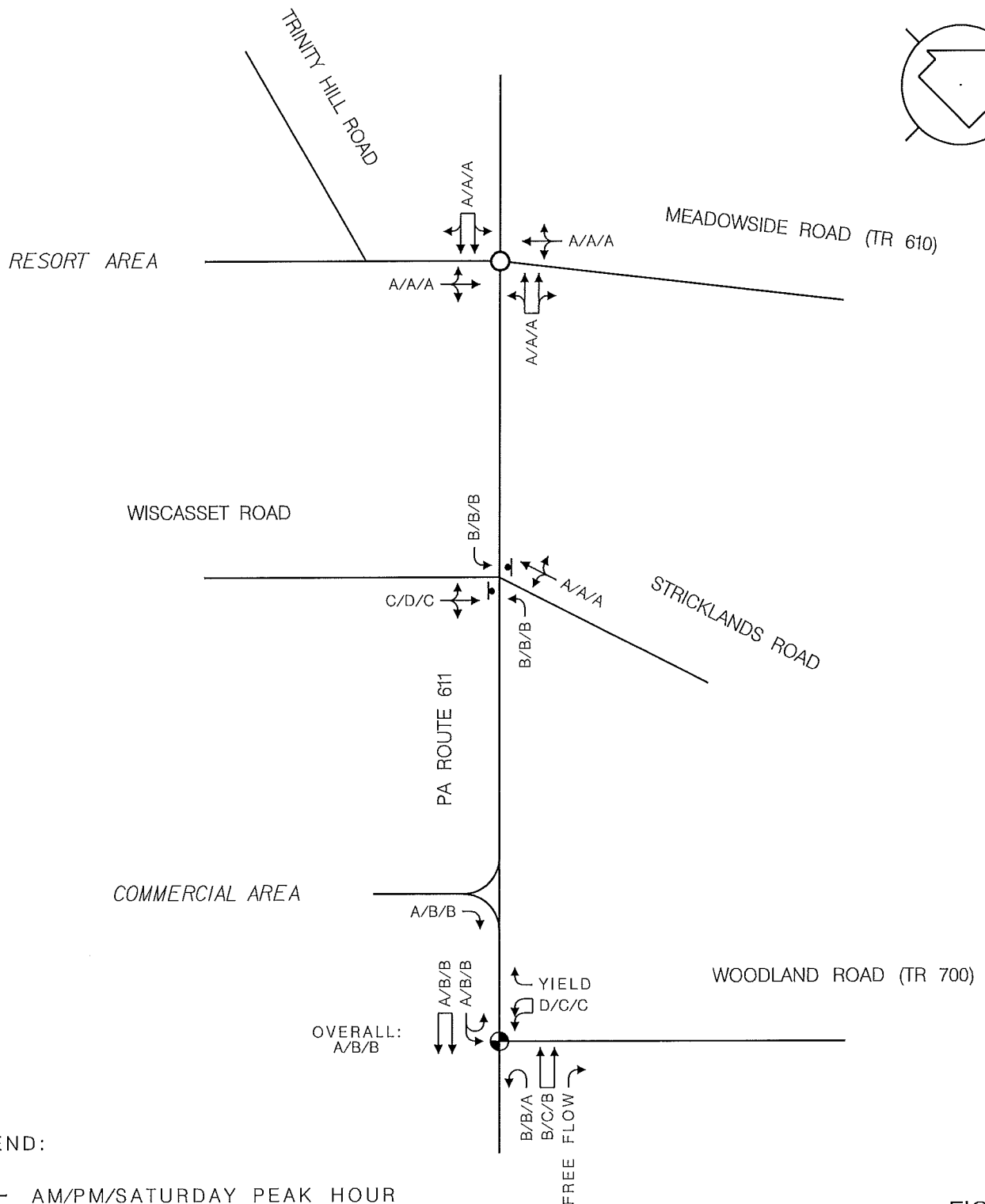
- ← AM/PM/SATURDAY PEAK HOUR
- ⊕ TRAFFIC SIGNAL
- ⊥ STOP SIGN

FIGURE 13  
2028 NO-BUILD LEVELS OF SERVICE

## HAWTHORNE MOUNT POCONO RESORT

PARADISE TOWNSHIP, MONROE COUNTY, PA

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LEGEND:

- ← AM/PM/SATURDAY PEAK HOUR
- ⊕ TRAFFIC SIGNAL
- ⊥ STOP SIGN
- ROUNDABOUT

FIGURE 14  
2028 BUILD LEVELS OF SERVICE

## HAWTHORNE MOUNT POCONO RESORT

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
APRIL 2023

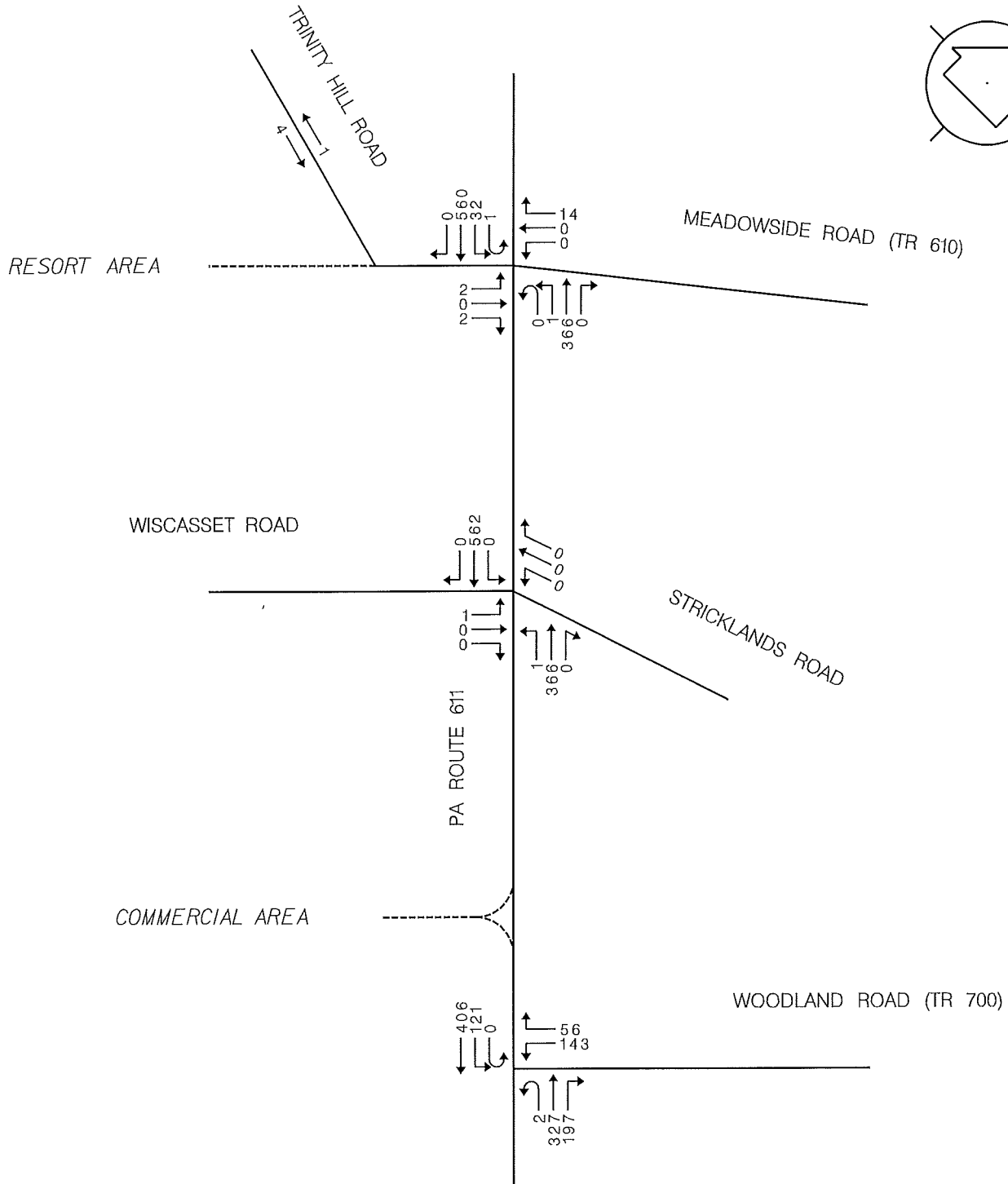


FIGURE 15  
 2033 NO-BUILD FRIDAY AM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
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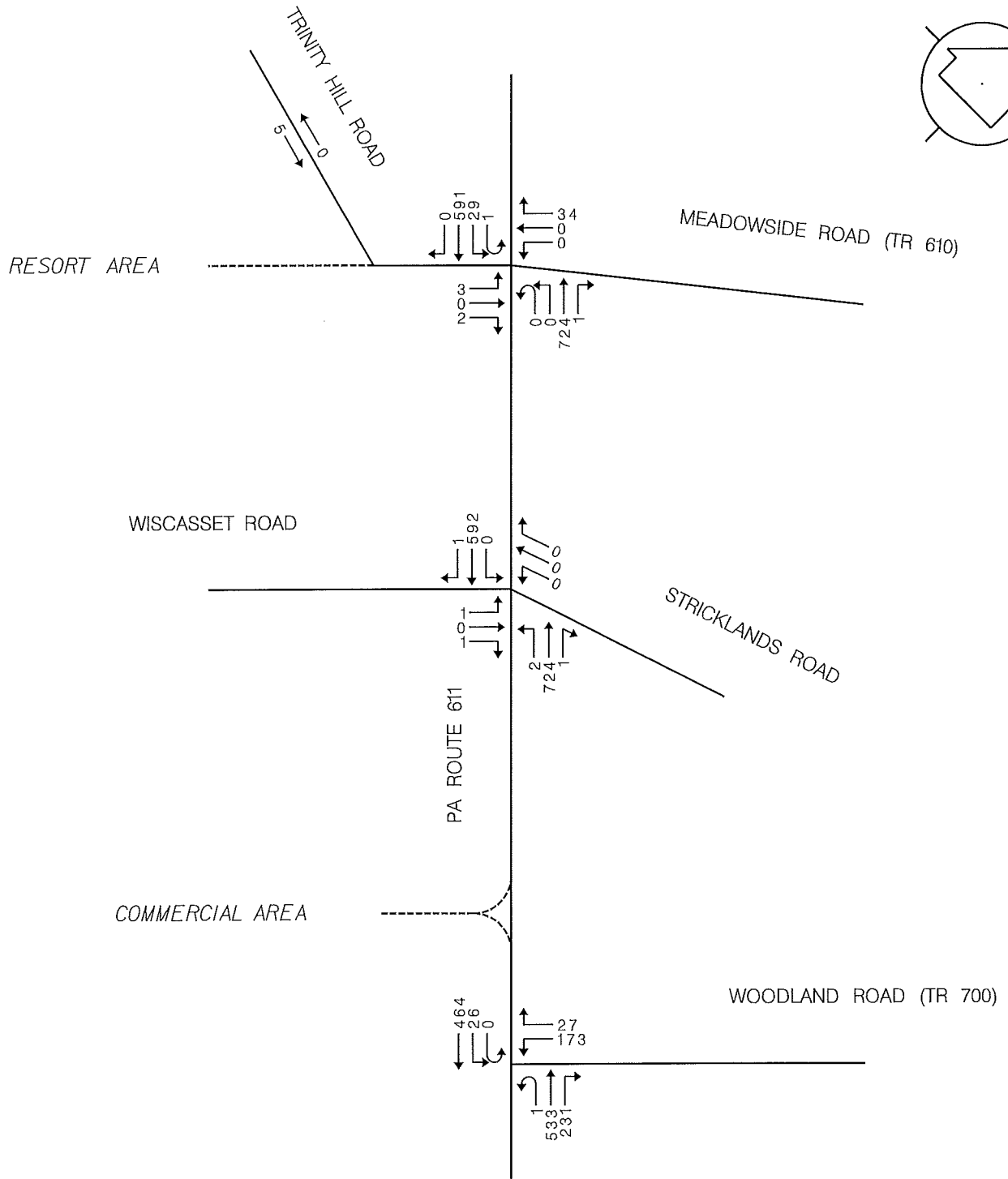


FIGURE 16  
 2033 NO-BUILD FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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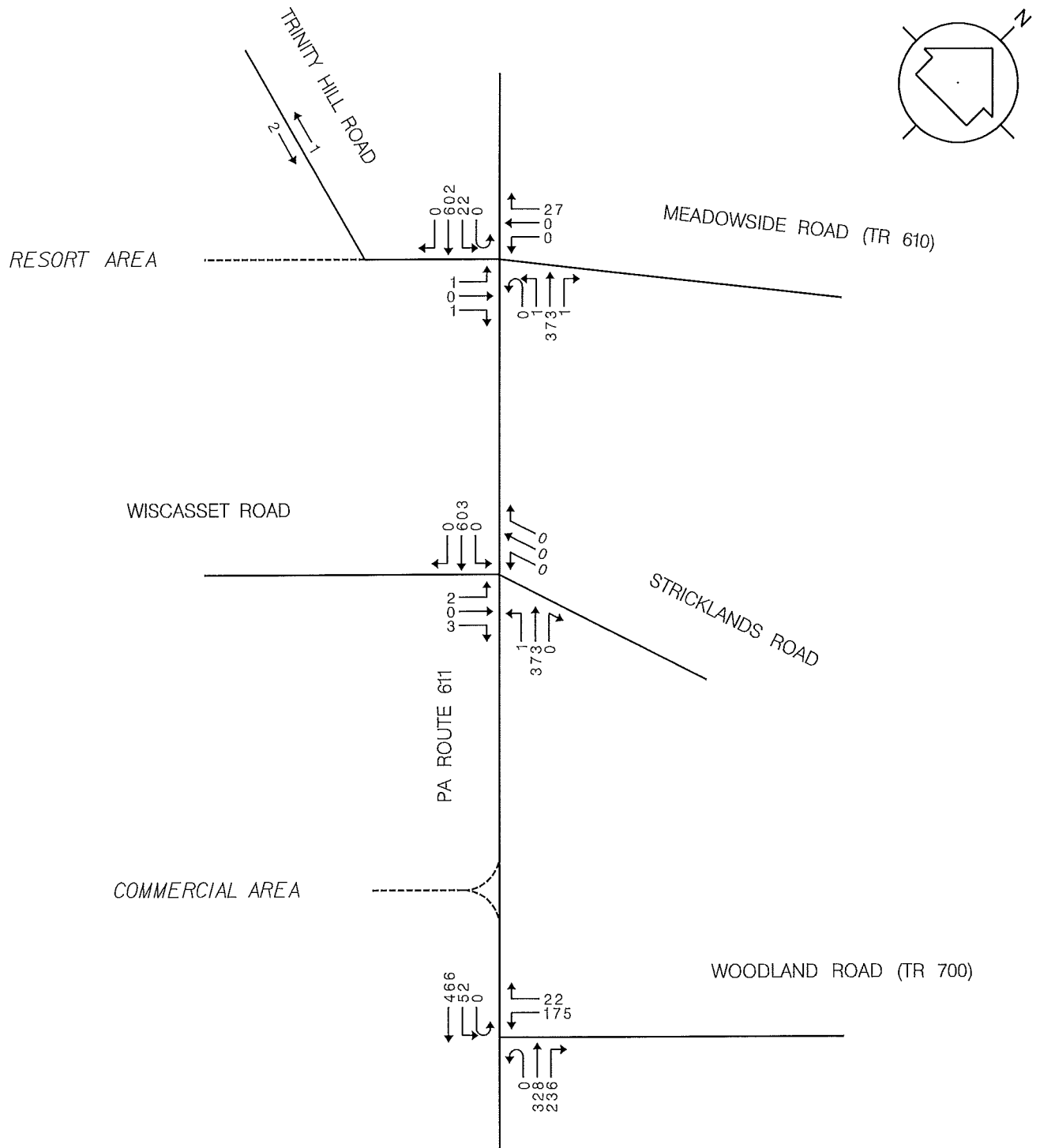


FIGURE 17  
 2033 NO-BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

21-039  
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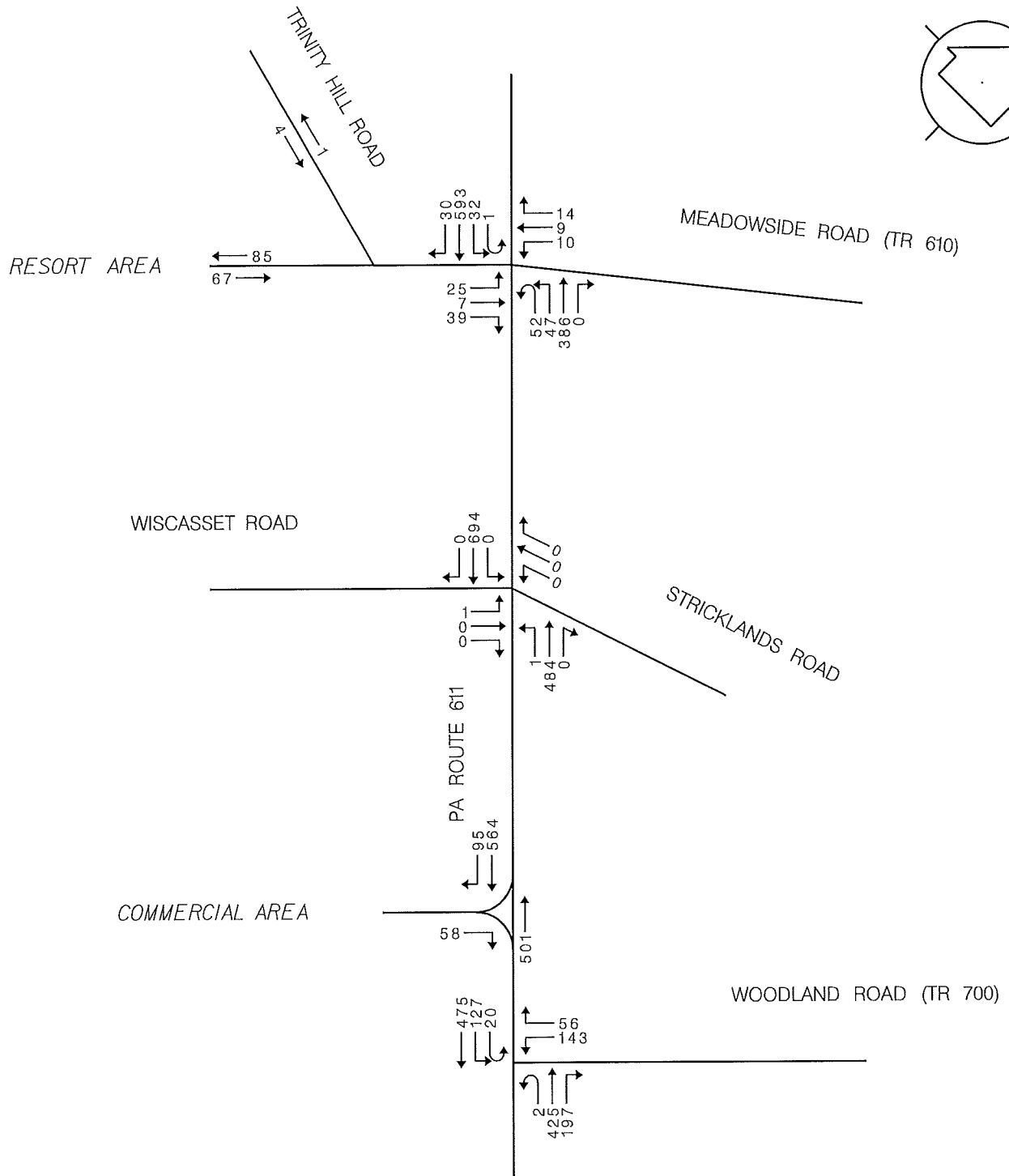


FIGURE 18  
 2033 BUILD FRIDAY AM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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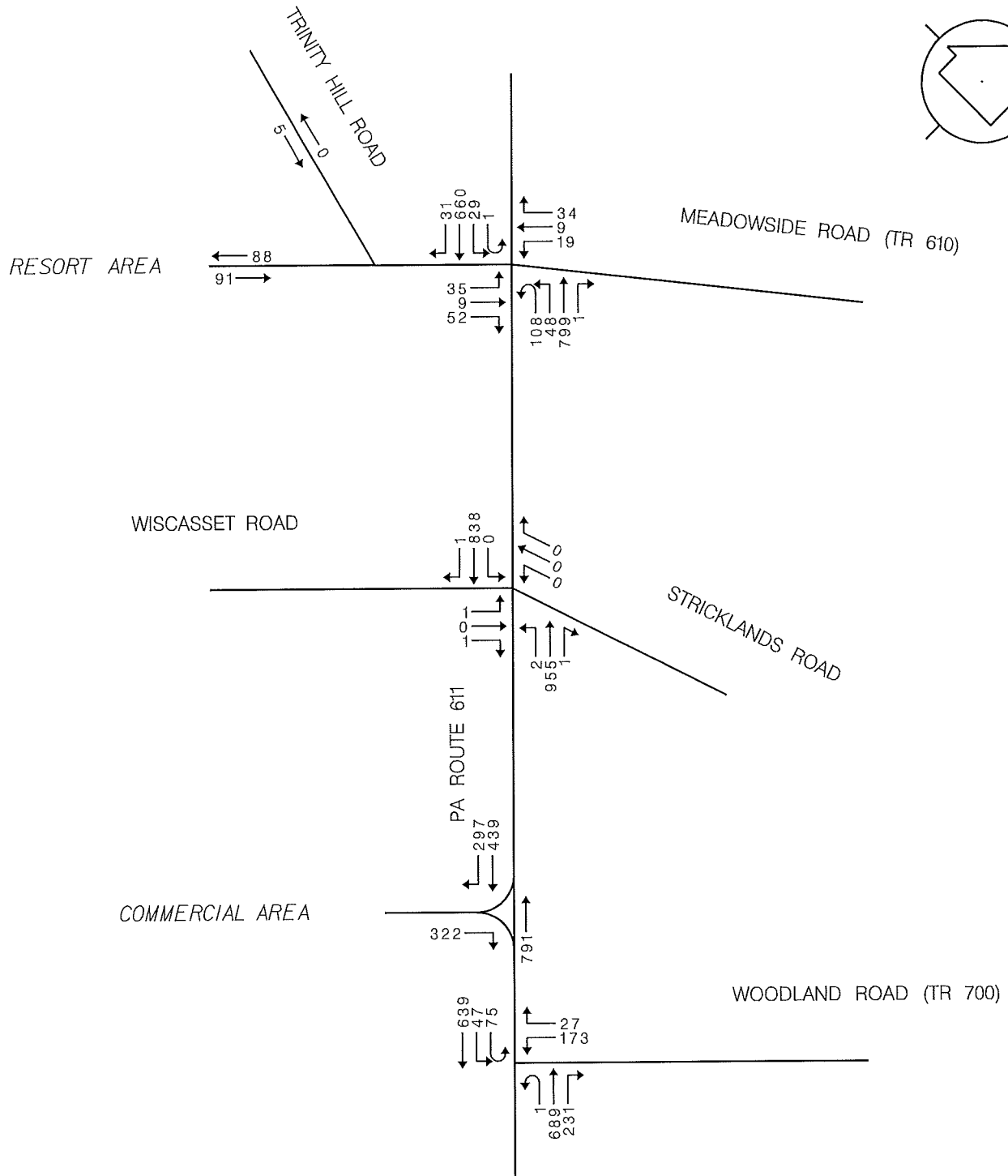


FIGURE 19  
 2033 BUILD FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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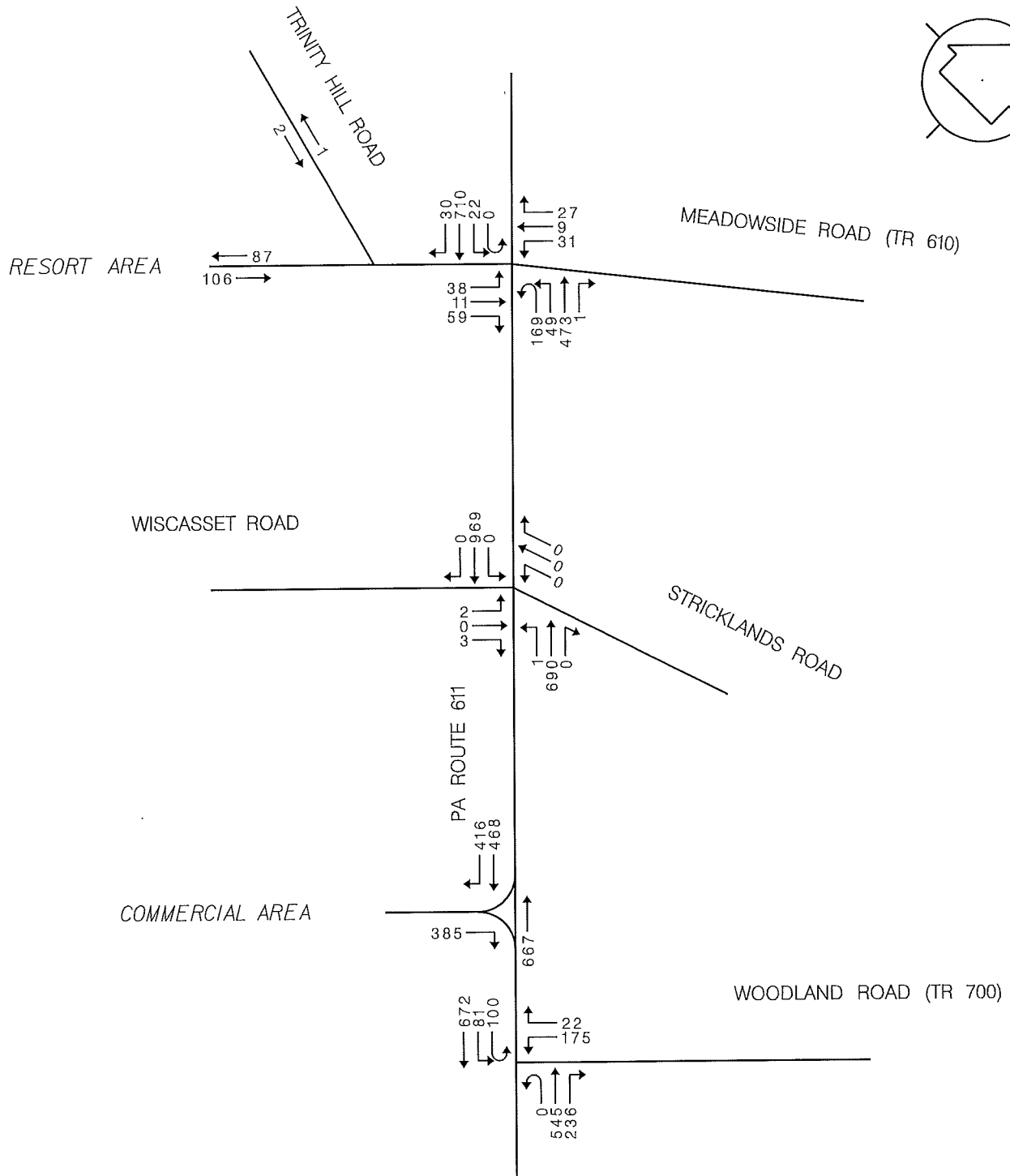


FIGURE 20  
 2033 BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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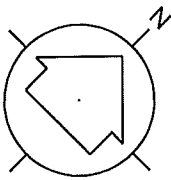
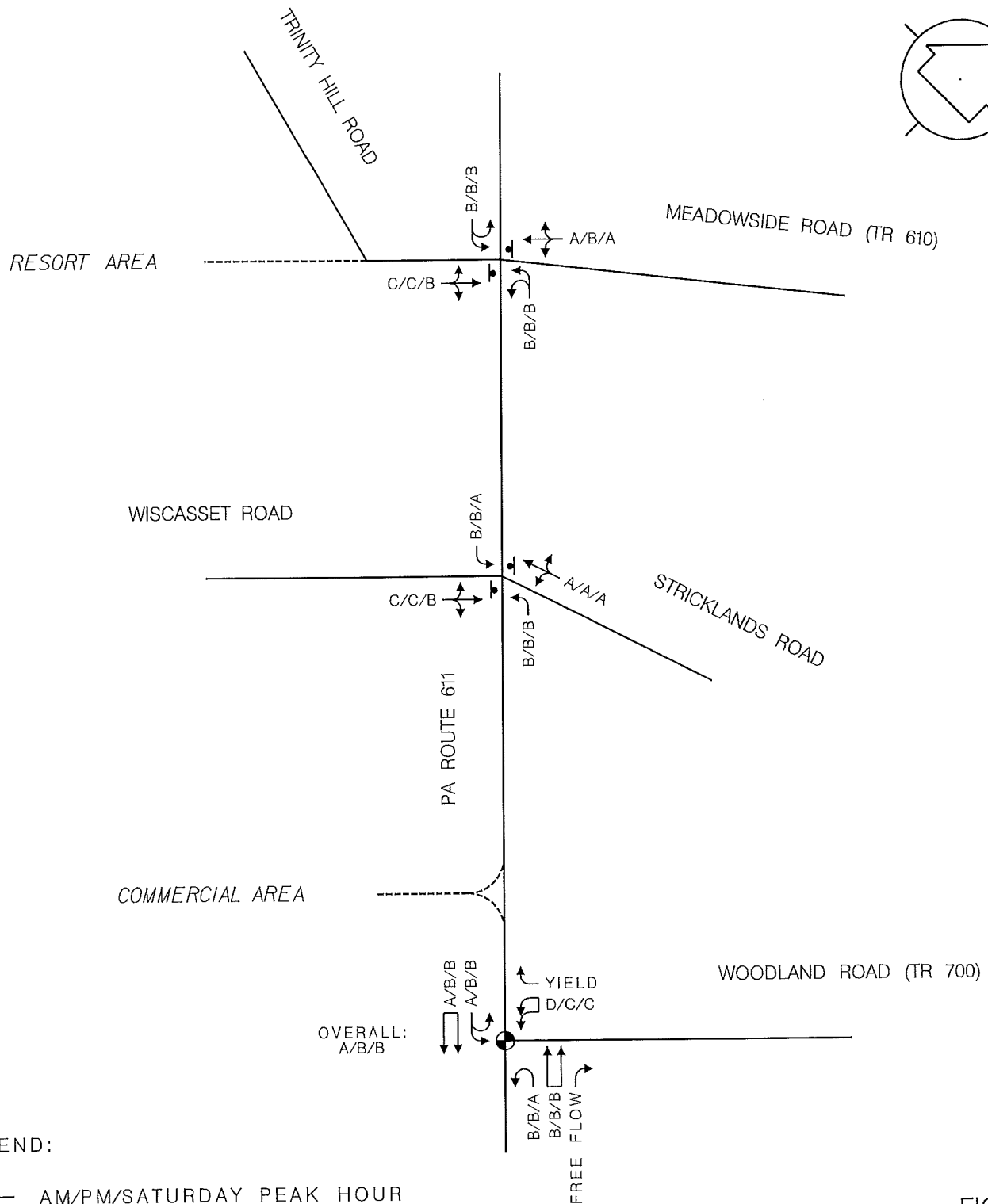
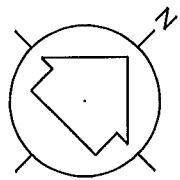
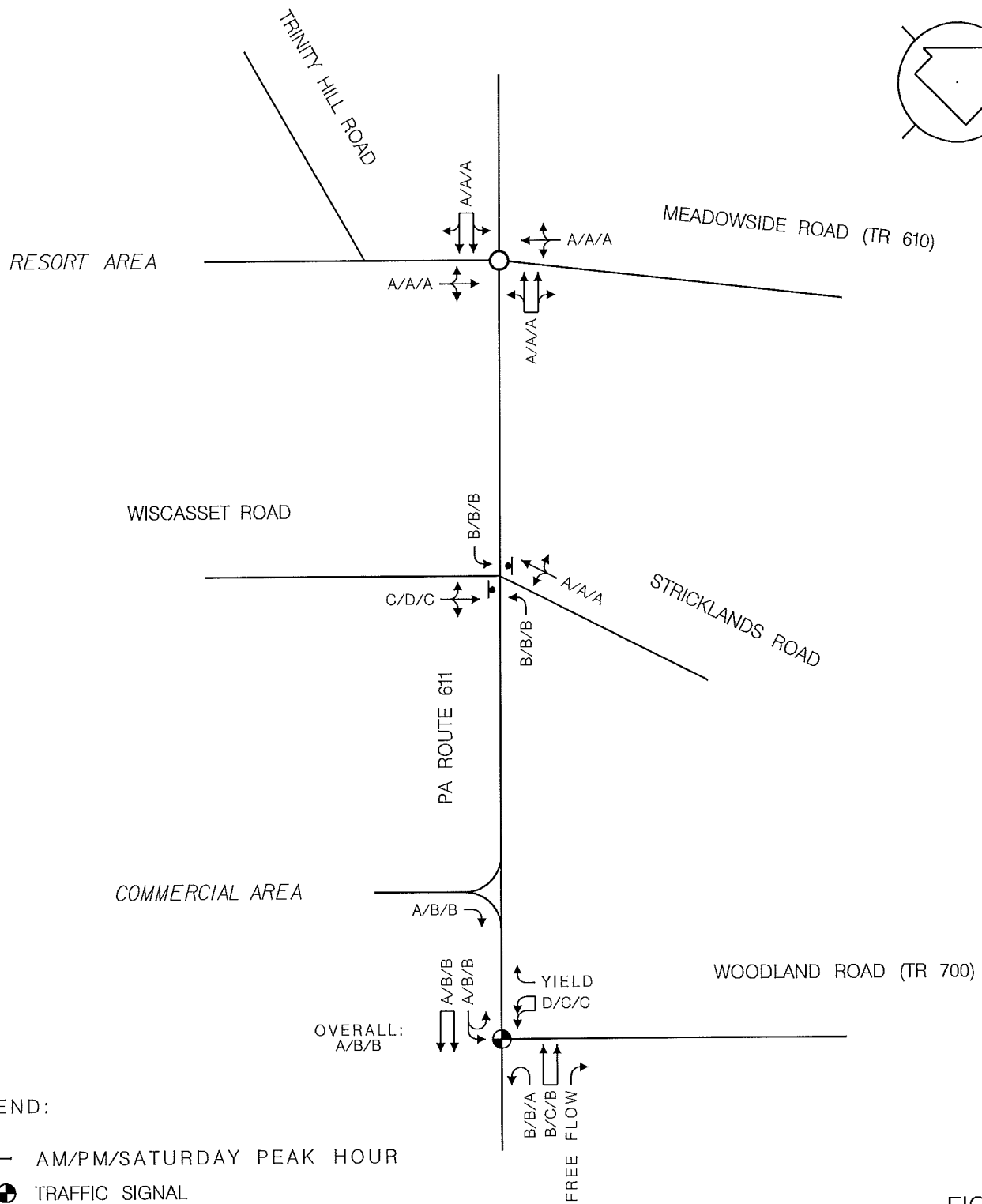


FIGURE 21  
2033 NO-BUILD LEVELS OF SERVICE

## HAWTHORNE MOUNT POCONO RESORT

PARADISE TOWNSHIP, MONROE COUNTY, PA

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LEGEND:

- ← AM/PM/SATURDAY PEAK HOUR
- ⊕ TRAFFIC SIGNAL
- ⊥ STOP SIGN
- ROUNDABOUT

FIGURE 22  
 2033 BUILD LEVELS OF SERVICE

*HAWTHORNE MOUNT POCONO RESORT*

PARADISE TOWNSHIP, MONROE COUNTY, PA

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