LACKAWANNA/LUZERNE METROPOLITAN PLANNING ORGANIZATION

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Congestion Management Process – 2015 Report

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Introduction

Background & Methodology

This document follows the methodology outlined in the Lakawanna Luzerne Transportation Study (LLTS) Metropolitan Planning Organization (MPO) Congestion Management Process – 2015 Methodology Update. The methodology was used in order to determine congested corridors and intersections and to select mitigation projects to be included in the Long Range Transportation Plan (LRTP) for prioritization. The methodology is a six-phase process: preliminary project screening, corridor assessment, planning for implementation, in-depth corridor analysis, project implementation, and project evaluation. This Congestion Management Process – 2015 Annual Report outlines the first three phases of the process for 23 corridors and intersections in both Lackawanna and Luzerne Counties. The methodology has just been updated for 2015 and the analysis methods, including time-of-day data, differ from the previous report; therefore, this Annual Report will serve primarily as baseline data for future monitoring and analysis.

Phase 1 – Preliminary Project Screening

Introduction

The Preliminary Project Screening focuses on analyzing the volume-to-capacity ratio (V/C) data for all state-owned highway segments within the LLMPO region. The data was primarily analyzed using the most current available ArcView shapefiles with traffic count data from the Geographic Information Division of PennDOT's Bureau of Planning and Research as an indicator of congestion. The list, based on Geographic Information System (GIS) data, was presented to PennDOT, the LLMPO, and other stakeholders for a planning partner evaluation to add or eliminate corridors and intersections from the 2015 study list.

High Level V/C Analysis

During stakeholder coordination, acceptable V/C thresholds were determined for this annual report. Initially, all roadways with a V/C greater than 0.60 were considered for analysis; however, this threshold was deemed too low because too many segments would require study. The LLMPO agreed that a V/C greater than 0.85 should be studied as part of this annual report. Corridors with a V/C from 0.85 to 0.90 are considered "acceptable", from 0.90 to 1.00 are "approaching congestion," and greater than 1.00 are "congested".

Location Maps for each corridor studied in this report, as well as the ID number given for ease of reference, are included in **Appendix A**.

Planning Partner Evaluation

A meeting was held September 3, 2014 at PennDOT District 4-0 in Dunmore, PA with the following stakeholder attendees:

Table 1. List of Stakeholders in Attendance at September 3, 2014 Meeting

Name	Title	Organization/Unit	Telephone	Email
Nancy Snee	Interim Executive Director	Luzerne County Planning Comm.	570-825-1564	nancy.snee@luzernecounty.org
Steve Pitoniak	Trans. Planning Mgr./Sr. Planner	Lackawanna County Planning	570-963-6900	pitoniaks@lackawanncounty.org
Chris Chapman	Transportation Planner	Lackawanna County Planning	570-892-0224	chapmanch@lackawannacounty.org
Dean Roberts	TPM PennDOT	PennDOT Central Office	717-783-2259	deroberts@pa.gov
Marie Bishop	Planning and Programming Mgr.	PennDOT District 4-0	570-963-3134	mabishop@pa.gov
John Frankhoshy	Planning and Programming Spc.	PennDOT District 4-0	570-963-4075	jsfrankhoshy@pa.gov
Steve Fisher	Transportation Planner	PennDOT District 4-0	570-963-41171	stfisher@pa.gov
Robert Watts	Consultant Project Manager	McCormick Taylor	814-861-4948	rjwatts@mccormicktaylor.com
Jesse Smith	ITS/Traffic Designer	Drive Engineering	215-450-8720	jesse@driveengineering.com
Allie Slizofski	ITS/Traffic Engineer	Drive Engineering	215-870-6707	allie@driveengineering.com
Raquel Mocelo	ITS/Traffic Designer	Drive Engineering	609-352-2384	raquel@driveengineering.com

The key stakeholders, particularly those from the county planning side, were able to identify projects that were already underway or otherwise not appropriate for consideration for this annual report. A subsequent stakeholder meeting was held on December 4, 2014 to further evaluate the corridor listings and identify projects that should be added to or eliminated from consideration in the Phase 2 – Corridor Assessment analysis. Minutes from the September 3, 2014 and December 4, 2014 meetings are included in **Appendix B**.

Additional concerns were raised about several corridors at the April 2, 2015 Transportation Issues Forum. Issues that were presented at this forum are incorporated into the project data sheets. The issues raised were documented and a summary is also included in **Appendix B**.

Prepare Congested Corridor Project Listing

After the V/C analysis and stakeholder input, a project listing was compiled. The list contains fifteen (15) corridors within the LLMPO with V/C ratios greater than or equal to 0.85. The list also contains an additional eight (8) corridors that have V/C ratios below the 0.85 threshold but, at the judgment of the LLMPO, were included for further study. The Congested Corridor Project Listing of all 23 congested corridors selected for further study are listed below in **Table 2**.

Table 2. List of Congested Corridors and Corresponding Traffic Data

ID	Municipality	County	State Route	Street Name	From Street	To Street	AADT	V/C	Level of Congestion
1	Clarks Green Borough	Lackawanna	0407	S Abington Road	Venard Street	Cook Street	10,402	0.60 to 0.80*	Acceptable
2	Dunmore Borough	Lackawanna	0347	Blakely Street	Drinker Street	Jessup Street	18,467	1.2	Congested
3	Dunmore Borough	Lackawanna	6011	Blakely Street	Cherry Street	Potter Street	13,542	0.88	Acceptable
4	Jessup Borough	Lackawanna	1016	Constitution Avenue	Bridge Street	Main Avenue	3,877	>0.60*	Acceptable
5	Moosic Borough/Scranton City	Lackawanna	3016	Davis Street	North Main Street	Montage Moutain Road	17,142	0.94 to 1.25	Congested
6	Old Forge Borough	Lackawanna	3013	Main Avenue	Drakes Street	Taylor Lane	11,312	0.60 to 0.80*	Acceptable
7	Olyphant Borough	Lackawanna	0347	Burke By-Pass	Spruce Street	Susquehanna Avenue	8,850	0.60 to 0.80*	Acceptable
8	Scranton City	Lackawanna	3011	Keyser Avenue	Dalton Street	Morgan Highway	15,796	0.97 to 1.09	Congested
9	Scranton City	Lackawanna	3013	Main Avenue	Eynon Street	Lackawanna Avenue	14,089	0.60 to 0.80*	Acceptable
10	Scranton City	Lackawanna	3013/6011	N Main St/Main Ave	Providence Road	Market Street	16,724	0.85 to 0.87	Acceptable
11	Throop Borough	Lackawanna	0347	Cypress Street	Simpson Street	Meade Street	9,101	>0.60*	Acceptable
12	County-wide	Lackawanna	0081	I-81	Countywide			0.94 to 1.25	Congested
13	Dallas Borough	Luzerne	0309	S Memorial Highway	Caverton Road	Center Street	14,504	0.81 to 0.90	Approaching
14	Hazleton City	Luzerne	0093	Broad Street	Diamond Street	Poplar Street	12,412	>0.60*	Acceptable
15	Hazleton City	Luzerne	0309	Church Street	S.R. 0309	West 22nd Street	16,349	0.87 to 0.99	Approaching
16	Larksville Borough	Luzerne	0011	Main Street	Gaylord Avenue	Woodward Hill Road	19,823	1.45	Congested
17	Nanticoke Borough	Luzerne	2002	Main Street	Market Street	Loomis Street	15,589	0.81 to 0.99	Approaching
18	Pittston City	Luzerne	2004	Main Street	Plank Street	Fort Jenkins Bridge	8,722	0.60 to 0.80*	Acceptable
19	Plains Township	Luzerne	2004	North River Street	North Street	River Street	15,564	0.90 to 0.98	Approaching
20	Wilkes-Barre City	Luzerne	2004	South River Street	Academy Street	North Street	12,875	0.86	Acceptable
22	Wilkes-Barre Township	Luzerne	6309	Wilkes-Barre Township Boulevard	Blackman Street	Mundy Street	11,356	0.86 to 1.38	Congested
23	County-wide	Luzerne	0081	I-81	Countywide			0.88 to 1.08	Congested

*Note: Included based on LLMPO judgement or local knowledge.

Phase 2 – Corridor Assessment

Introduction

Each of the corridors in the Congested Corridor Project Listing were analyzed using existing volume and geometric data, travel speed and progression analysis based on travel time data, and a thorough field analysis of operational and geometric issues.

Travel Time Runs

For this annual report, the travel time data collection process consisted of driving each corridor three times in each direction during the midweek PM peak period (Tuesday to Thursday from 4 PM to 6 PM). The data was collected between January and April 2015 to capture midweek typical volumes, congestion, speeds, delay, and progression. The Modified Maximum Car Method was used to better mimic the 85th percentile speed.

This study utilized a software platform called Tru-Traffic 10. Tru-Traffic 10, when coupled with a Global Positioning System (GPS) receiver, tracks speed and progression of each travel time run. The GPS receiver logs latitude and longitude data, which is collected once per second, to produce data points for use in the analysis. GPS-enabled video was also captured for each travel time run to allow for further study during the data analysis process. This video can also be used to develop side-by-side before-and-after presentations to visually depict the efficacy of completed congestion mitigation projects.

Field Analysis

Concurrently with the travel time data collection, field observations were performed. These observations documented specific operational deficiencies, aside from poor travel times, of each corridor. Please refer to **Table 3** for the deficiencies observed.

From the table on the next page, the top five congestion issues along the non-interstate roadways are:

1. Left-turning traffic impedes the progression of the through movements,
2. Outdated traffic signal timings,
3. Poor traffic signal coordination,
4. Excessive lost time at signalized intersections with three or more crossing roadways, and
5. Progression and queuing due to on-street parking and transit vehicles.

On I-81, the roadway capacity is inadequate to handle the traffic demand during the AM and PM weekday peak periods. This inadequacy was noticed specifically between Interchange 175 and Interchange 185. Also, Interchange 178 is has a cloverleaf configuration, which requires incoming and outgoing traffic to weave.

Project Data Sheets detailing field observations and the key performance measures, including annual average daily travelers (AADT), V/C ratio, Delay (seconds), number of stops, and average stop duration for each roadway segment are included in **Appendix C**.

Table 3. List of Congested Corridors with Observed Operational Deficiencies

ID	Municipality	County	State Route	Street Name	From Street	To Street	AADT	V/C	Level of Congestion	Deficiency(ies)
1	Clarks Green Borough	Lackawanna	0407	S Abington Road	Venard Road	Cook Street	10,402	0.60 to 0.80*	Acceptable	None
2	Dunmore Borough	Lackawanna	0347	Blakely Street	Drinker Street	Jessup Street	18,467	1.2	Congested	Volume of left-turning vehicles blocking through movements.
3	Dunmore Borough	Lackawanna	6011	Blakely Street	Cherry Street	Potter Street	13,542	0.88	Acceptable	Volume of left-turning vehicles blocking through movements.
4	Jessup Borough	Lackawanna	1016	Constitution Avenue	Bridge Street	Main Avenue	3,877	>0.60*	Acceptable	Stop-controlled intersections at Hill Streets and at Main Street create excessive queuing and driver confusion.
5	Moosic Borough/ Scranton City	Lackawanna	3016	Davis Street	N Main Street	Montage Moutain Rd	17,142	0.94 to 1.25	Congested	Volume of left-turning vehicles blocking through movements.
6	Old Forge Borough	Lackawanna	3013	Main Avenue	Drakes Lane	Taylor Lane	11,312	0.60 to 0.80*	Acceptable	Volume of left-turning vehicles blocking through movements.
7	Olyphant Borough	Lackawanna	0347	Burke By-pass	Spruce Street	Susquehanna Avenue	8,850	0.60 to 0.80*	Acceptable	Significant amount of lost time is experienced at the signalized intersection of S Valley Avenue and Burke By-Pass/Garfield St/E Scott St due to large number of signalized approaches. Proximity of highway-railroad grade crossing to signalized intersection of S Valley Avenue and Burke By-Pass/Garfield St/E Scott St may warrant additional traffic control measures to avoid or clear queuing on tracks.
8	Scranton City	Lackawanna	3011	Keyser Avenue	Dalton Street	Morgan Highway	15,796	0.97 to 1.09	Congested	Volume of left-turning vehicles blocking through movements.
9	Scranton City	Lackawanna	3013	Main Avenue	Eynon Street	Lackawanna Avenue	14,089	0.60 to 0.80*	Acceptable	Volume of left-turning vehicles blocking through movements.
10	Scranton City	Lackawanna	3013/ 6011	N Main St/ Main Ave	Providence Road	Market Street	16,724	0.85 to 0.87	Acceptable	Volume of left-turning vehicles blocking through movements.
11	Throop Borough	Lackawanna	0347	Cypress Street	Simpson Street	Meade Street	9,101	>0.60*	Acceptable	Outdated signal timing.
12	County-wide	Lackawanna	0081	I-81	Countywide			0.94 to 1.25	Congested	Roadway capacity is inadequate during peak periods, specifically from the southern border with Luzerne County to the Central Scranton Expressway (Interchange 185).
13	Dallas Borough	Luzerne	0309	S Memorial Highway	Caverton Road	Center Street	14,504	0.81 to 0.90	Approaching	Outdated signal timing.
14	Hazleton City	Luzerne	0093	Broad Street	Diamond Street	Poplar Street	12,412	>0.60*	Acceptable	Underutilized roadway capacity. Transit Blockages.
15	Hazleton City	Luzerne	0309	Church Street	S.R. 0309	W 22nd Street	16,349	0.87 to 0.99	Approaching	Volume of left-turning vehicles blocking through movements. Inadequate capacity noticed between Diamond Street and Broad Street.
16	Larksville Borough	Luzerne	0011	Main Street	Gaylord Avenue	Woodward Hill Road	19,823	1.45	Congested	Volume of left-turning vehicles blocking through movements.
17	Nanticoke Borough	Luzerne	2002	Main Street	Market Street	Loomis Street	15,589	0.81 to 0.99	Approaching	Volume of left-turning vehicles blocking through movements.
18	Pittston City	Luzerne	2004	Main Street	Plank Street	Fort Jenkins Bridge	8,722	0.60 to 0.80*	Acceptable	Volume of left-turning vehicles blocking through movements.
19	Plains Township	Luzerne	2004	N River Street	North Street	River Street	15,564	0.90 to 0.98	Approaching	Excessive delay and lack of left-turn capacity at the five-legged intersection of North River Street and the S.R. 309 Northbound Ramps/Maffett Street.
20	Wilkes-Barre City	Luzerne	2004	S River Street	Academy Street	North Street	12,875	0.86	Acceptable	Southbound right-turn lane at the intersection with Market street is underutilized.
21	Wilkes-Barre City	Luzerne	K072	Wilkes-Barre Blvd	Northampton Street	Conyngham Street	21,600	1.31	Congested	Outdated signal timing.
22	Wilkes-Barre Township	Luzerne	6309	W-B Twp Boulevard	Blackman Street	Mundy Street	11,356	0.86 to 1.38	Congested	Volume of left-turning vehicles blocking through movements.
23	County-wide	Luzerne	0081	I-81	Countywide			0.88 to 1.08	Congested	Roadway capacity is inadequate during peak periods, specifically from the PA Turnpike NE Extension Exit (Interchange 175) to the northern border with Lackawanna County. The cloverleaf configuration of the PA 315/Avoca/Wilkes-Barre/Scranton International Airport (Interchange 178) causes slow-down due to weaving of traffic.

*Note: Included based on LLMPO judgement or local knowledge.

Data Analysis

The data collected during the travel time runs was analyzed to determine average cumulative run time, travel time at free-flow-speed, delay, percent-time-spent-delayed, average number of stops per run, and average duration of stops per run. These calculations and values are included in the project data sheets and will serve as a baseline for future annual report updates, providing a comparison of trends within the analyzed corridors.

The Data Analysis Sheets summarizing the values for each roadway segment are included in **Appendix D**.

Identify Potential Congestion Mitigation Measures

Suggested mitigation measures, categorized by the expected time horizon of implementation, are identified by corridor in **Table 4**. The mitigation measures are listed as short-, mid-, and long- term improvements. Short-term improvements can be implemented in one to three years, mid-term improvements can be implemented in three to five years, and long-term improvements can be implemented in five to ten years.

To combat the top five congestion issues along the non-interstate roadways above, the suggested mitigation measures include:

1. Widening or restriping to accommodate auxiliary left-turn lanes,
2. Perform traffic counts and capacity analyses, implement new traffic signal timings, and measure the effects of the changes,
3. Install GPS time clocks or a physical interconnect between signals along a corridor to provide better progression,
4. Consider a roundabout in place of a traffic signal with three or more crossing roadways, and
5. Widening or restriping to accommodate parking buffers or bus pull-out areas.

On I-81, an additional mainline lane in each direction would likely provide the adequate roadway capacity for mobility and regional growth. The reconfiguration of Interchange 178 to either a partial cloverleaf, a diamond, or a single-point urban interchange would eliminate the weaving condition and improve mobility.

Table 4. List of Congested Corridors and Mitigation Strategies

ID	Municipality	County	State Route	Street Name	From Street	To Street	AADT	V/C	Level of Congestion	Cause of Congestion	Mitigation Measure	Improvement Term		
												Short	Mid	Long
1	Clarks Green Borough	Lackawanna	0407	S Abington Road	Venard Road	Cook Street	10,402	0.60 to 0.80*	Acceptable	Outdated signal timing	Signal retiming	x		
2	Dunmore Borough	Lackawanna	0347	Blakely Street	Drinker Street	Jessup Street	18,467	1.2	Congested	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
3	Dunmore Borough	Lackawanna	6011	Blakely Street	Cherry Street	Potter Street	13,542	0.88	Acceptable	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
4	Jessup Borough	Lackawanna	1016	Constitution Avenue	Bridge Street	Main Avenue	3,877	>0.60*	Acceptable	Stop Intersections at Hill and Main Sts create long queues	Study alternate intersections (possible roundabout at Hill St)		x	
											Alternate intersection at Hill St and signalization at Main St			x
5	Moosic Borough/ Scranton City	Lackawanna	3016	Davis Street	N Main Street	Montage Moutain Rd	17,142	0.94 to 1.25	Congested	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
6	Old Forge Borough	Lackawanna	3013	Main Avenue	Drakes Lane	Taylor Lane	11,312	0.60 to 0.80*	Acceptable	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			
7	Olyphant Borough	Lackawanna	0347	Burke By-pass	Spruce Street	Susquehanna Avenue	8,850	0.60 to 0.80*	Acceptable	Intersection configuration and highway-railroad grade crossing	Signal retiming	x		
											Study for signal upgrade or roundabout		x	
8	Scranton City	Lackawanna	3011	Keyser Avenue	Dalton Street	Morgan Highway	15,796	0.97 to 1.09	Congested	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
9	Scranton City	Lackawanna	3013	Main Avenue	Eynon Street	Lackawanna Avenue	14,089	0.60 to 0.80*	Acceptable	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
10	Scranton City	Lackawanna	3013/ 6011	N Main St/ Main Ave	Providence Road	Market Street	16,724	0.85 to 0.87	Acceptable	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
11	Throop Borough	Lackawanna	0347	Cypress Street	Simpson Street	Meade Street	9,101	>0.60*	Acceptable	Outdated signal timing	Signal retiming	x		
12	County-wide	Lackawanna	0081	I-81	Countywide			0.94 to 1.25	Congested	Over capacity	Additional lanes			x
13	Dallas Borough	Luzerne	0309	S Memorial Highway	Caverton Road	Center Street	14,504	0.81 to 0.90	Approaching	Outdated signal timing	Signal retiming	x		
14	Hazleton City	Luzerne	0093	Broad Street	Diamond Street	Poplar Street	12,412	>0.60*	Acceptable	Lanes underutilized, transit blockages	Lane re-assignment	x		
15	Hazleton City	Luzerne	0309	Church Street	S.R. 0309	W 22nd Street	16,349	0.87 to 0.99	Approaching	Left turn blocking through movements, lack of capacity	Signal retiming	x		
											Signal upgrades, auxiliary lanes, removal of signs, evaluation of one-way flow			x
16	Larksville Borough	Luzerne	0011	Main Street	Gaylord Avenue	Woodward Hill Road	19,823	1.45	Congested	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
17	Nanticoke Borough	Luzerne	2002	Main Street	Market Street	Loomis Street	15,589	0.81 to 0.99	Approaching	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
18	Pittston City	Luzerne	2004	Main Street	Plank Street	Fort Jenkins Bridge	8,722	0.60 to 0.80*	Acceptable	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, auxiliary lanes			x
19	Plains Township	Luzerne	2004	N River Street	North Street	River Street	15,564	0.90 to 0.98	Approaching	5 legged intersection and lack of capacity at ramps	Signal retiming	x		
											Alt intersection configurations for ramps			x
20	Wilkes-Barre City	Luzerne	2004	S River Street	Academy Street	North Street	12,875	0.86	Acceptable	Underutilized SB right lane and signal timing	Signal timing and lane reconfigurations	x		
21	Wilkes-Barre City	Luzerne	K072	Wilkes-Barre Blvd	Northampton Street	Conyngham Street	21,600	1.31	Congested	Outdated signal timing	Signal retiming	x		
22	Wilkes-Barre Township	Luzerne	6309	W-B Twp Boulevard	Blackman Street	Mundy Street	11,356	0.86 to 1.38	Congested	Left turn blocking through movements	Signal retiming	x		
											Signal upgrades, alternate configuration at Pine/Sherman, auxiliary lanes			x
23	County-wide	Luzerne	0081	I-81	Countywide			0.88 to 1.08	Congested	Over capacity	Additional lanes			x
										IC 178 Cloverleaf Configuration	Reconfigure to remove weaving condition			x

*Note: Included based on LLMPO judgement or local knowledge.

Phase 3 – Planning for Implementation

Owner/Agency Coordination

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Project Programming

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Phase 4 – In-Depth Corridor Analysis

Identify Causes of Delay

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Identify Mitigation Measures

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Update Project Funding/Programming

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Phase 5 – Project Implementation

Assist with Design/Construction

The following is a list of relevant projects currently under design and/or construction, along with a brief description of their status. Moving forward, current data should be collected and summarized in this section.

- Main Street (K-107) from Lackawanna Avenue to Gino Merli Drive in Blakely Borough, Lackawanna County, project underway
- Main Street (K-107) from Boulevard Avenue to Lackawanna Avenue in Dickson City, Lackawanna County, county project reconstructing two intersections
- Blakely Street (S.R. 0347) from Green Ridge/Potter Streets to University Drive in Dunmore Borough, Lackawanna County, construction fall 2014
- Blakely Street (S.R. 6011) from Cherry Street to Green Ridge/Potter Streets in Dunmore Borough, Lackawanna County, construction fall 2014
- Keyser Avenue (S.R. 3011) from Continental Road to Market Street in Scranton City, Lackawanna County, under construction for widening
- Moosic Street (S.R. 0307) in Scranton City, Lackawanna County, part of new bridge reconstruction
- Harrison Avenue (S.R. 6011) in Scranton City, Lackawanna County, part of new bridge reconstruction
- Memorial Highway (S.R. 0415)/Main and Church Streets (S.R. 1045)/Lake Street (S.R. 1047)/Machell Avenue in Dallas Borough, Luzerne County, construction of roundabout in 2016
- Broad Street (S.R. 0093) from Diamond Street to Poplar Street in Halzeton City, Luzerne County, under construction, should be restudied once construction is complete
- Hildebrandt Road and PA Route, project is underway

Implementation Observation

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Phase 6 – Project Evaluation

Monitor Project

The following is a list of recently completed projects and a brief description of noticeable benefits. Moving forward, much more data should be collected and actual performance measures documented (i.e., delay has been reduced by 10 seconds, average number of stops has been reduced by 4 stops, etc.)

- SR 0006/K197 in Downtown Central Business District- traffic flow has improved since US 6 was built
- SR 0006 State Street from-Weis Market to Winola Road- corridor has been widened, signalized and retimed
- Montage Mountain Road- used mostly for events, Davis street interchange has been rebuilt which improved congestion
- SR 0011 Jefferson Avenue from Mulberry Street to CS Expressway- corridor has been retimed with downtown signal system (the signal upgrade was completed in 2014 but the signal timings are still being finalized)
- SR 0006 Northern Boulevard from Layton Road to Weis Market- construction is complete
- SR 6011 Main Avenue and Market Street- redone
- Church Street (S.R. 0309) from 22nd street to 15th street- church at corner of Broad, no left arrow on Broad but now there is, Broad street corridor has been redone, should validate project
- River Road and 8th Street- new 8th Street bridge and the intersection has been revamped and completed.

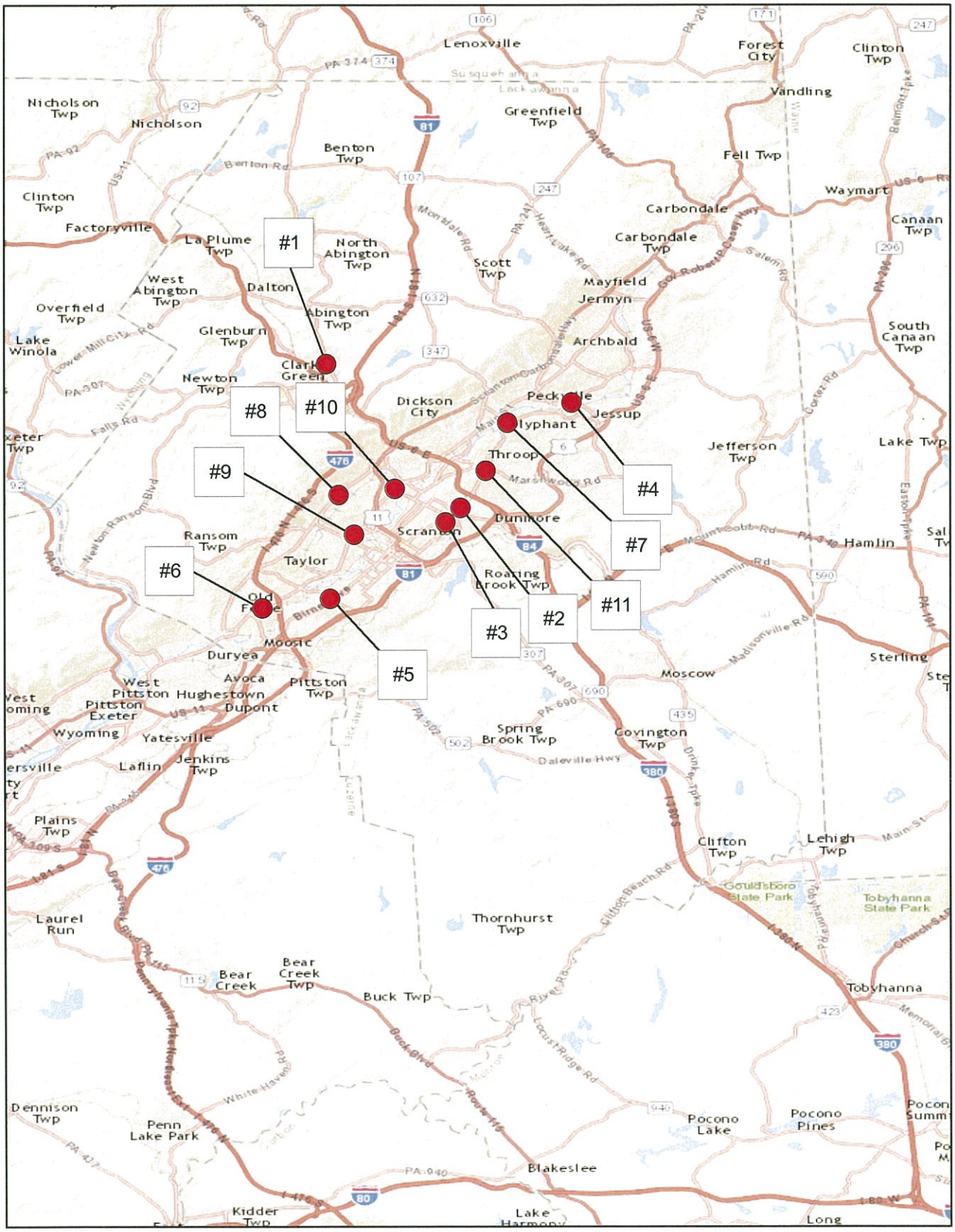
Evaluate Project

-- This section may be updated in subsequent reports in accordance with the 2015 Methodolgy --

Appendix A- Location Maps

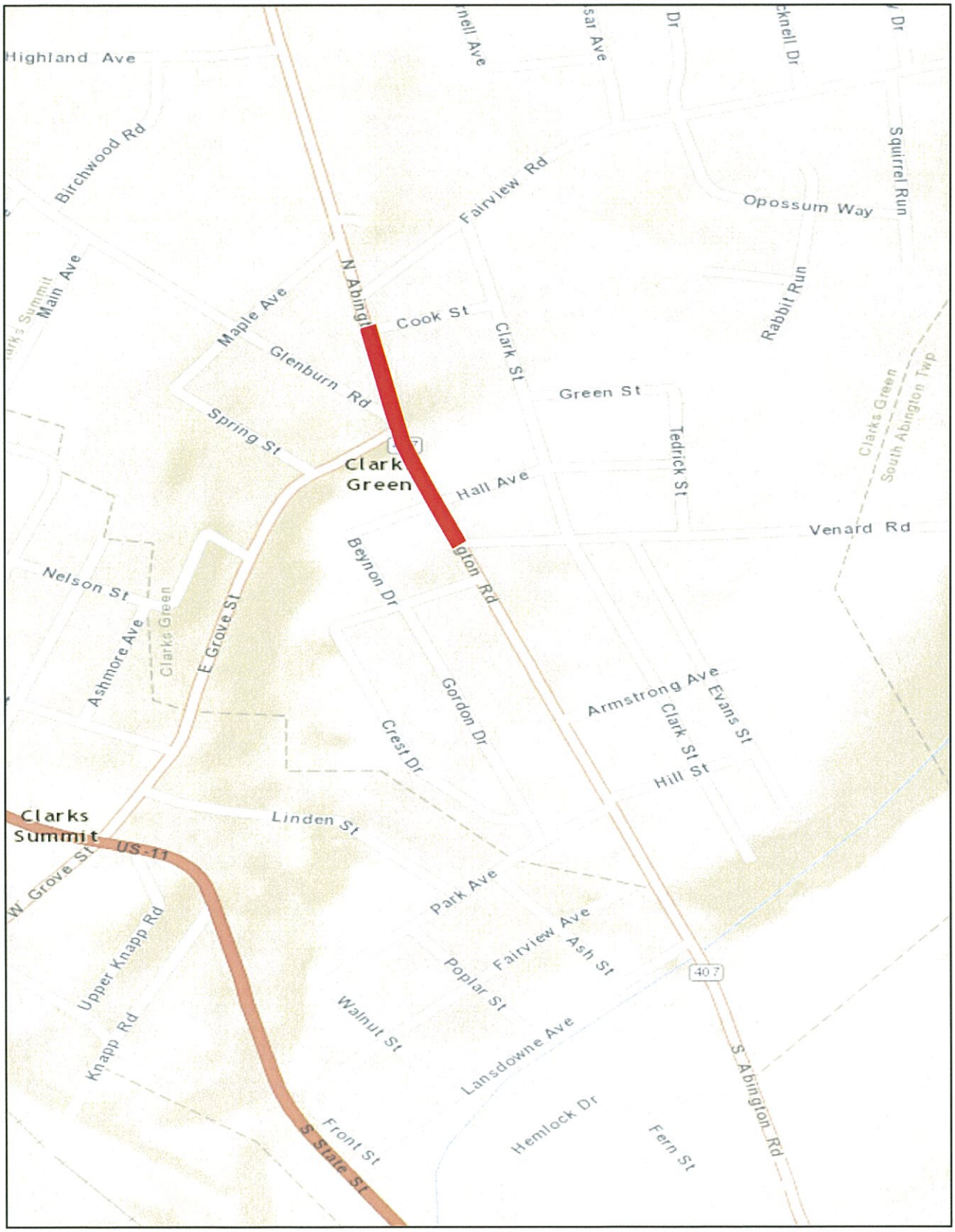
Non-Interstate Locations

Lackawanna County, PA
Scale: 1" = 5.00 mi



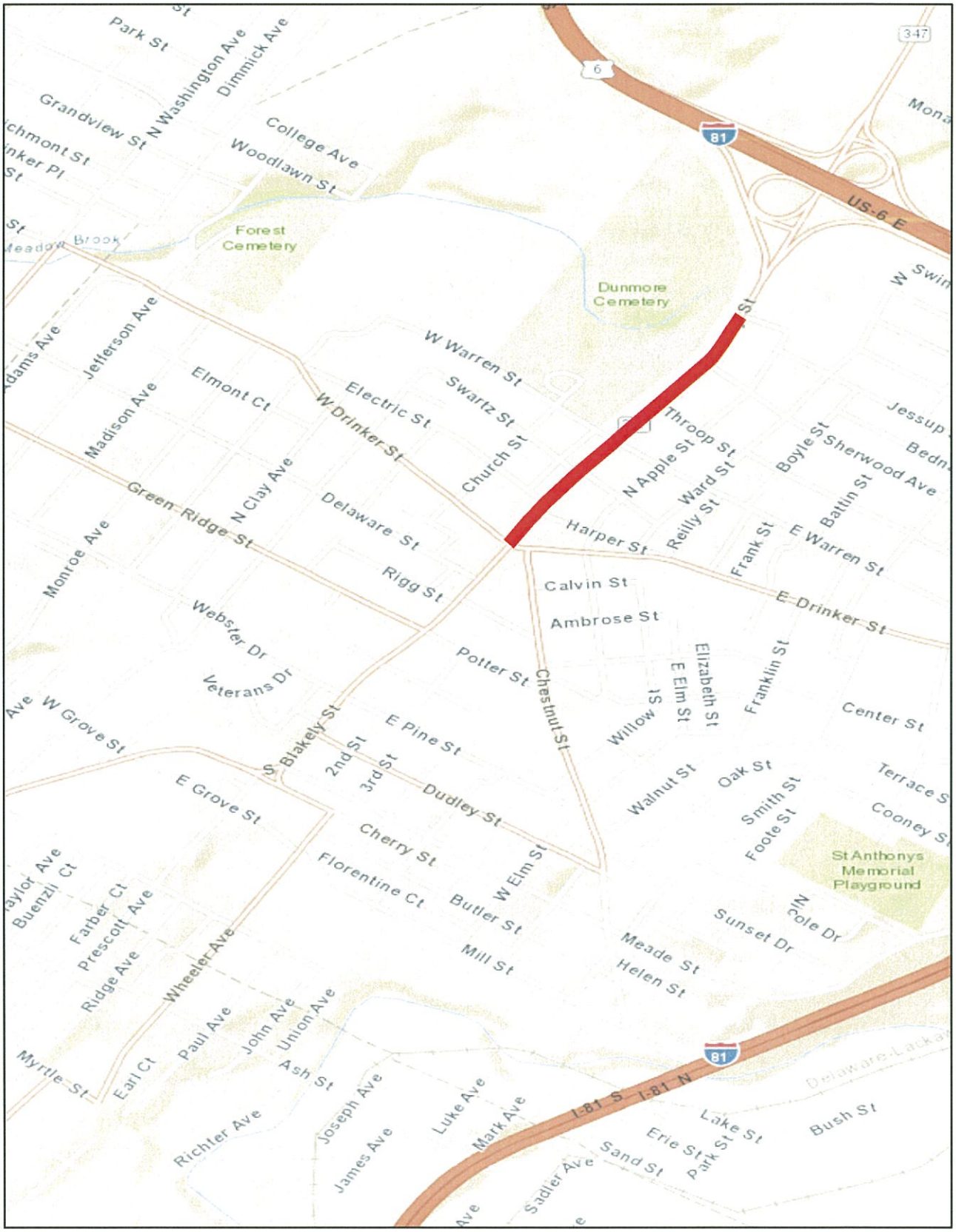
ID #1: South Abington Road

Clarks Green Borough, Lackawanna County, PA
Scale: 1" = 0.125 mi



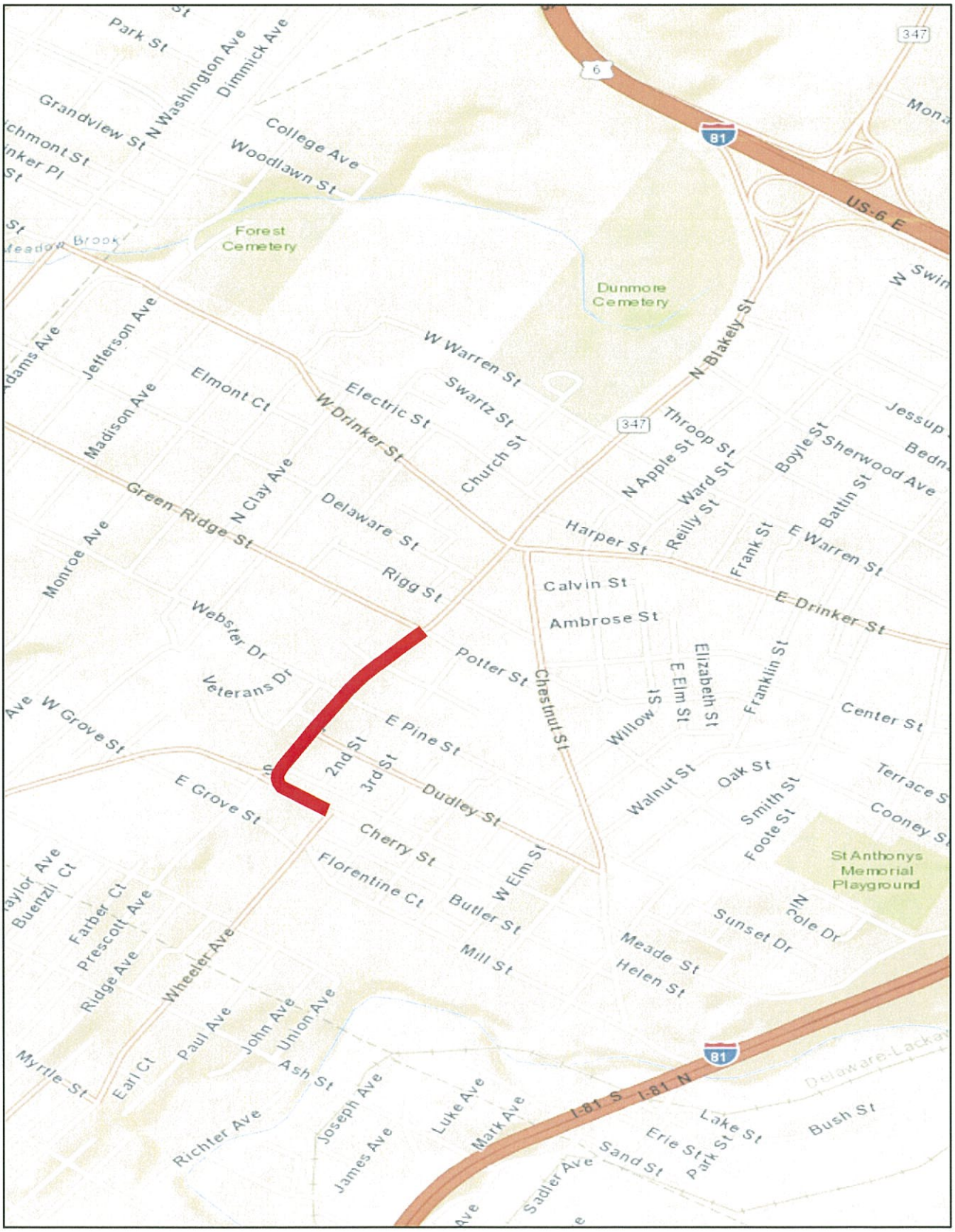
ID #2: Blakely Street

Dunmore Borough, Lackawanna County, PA
Scale: 1" = 0.25 mi



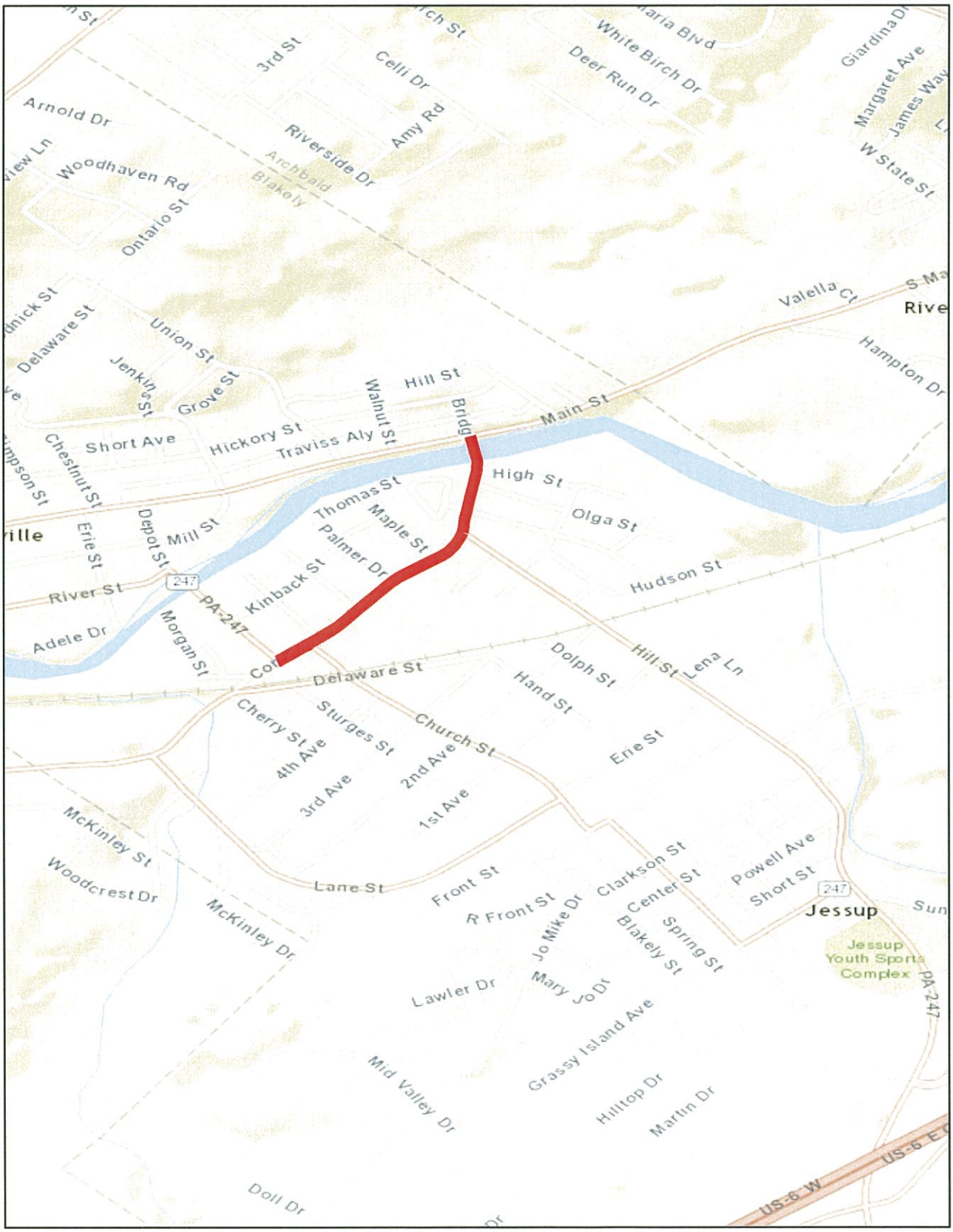
ID #3: Blakely Street

Dunmore Borough, Lackawanna County, PA
Scale: 1" = 0.25 mi



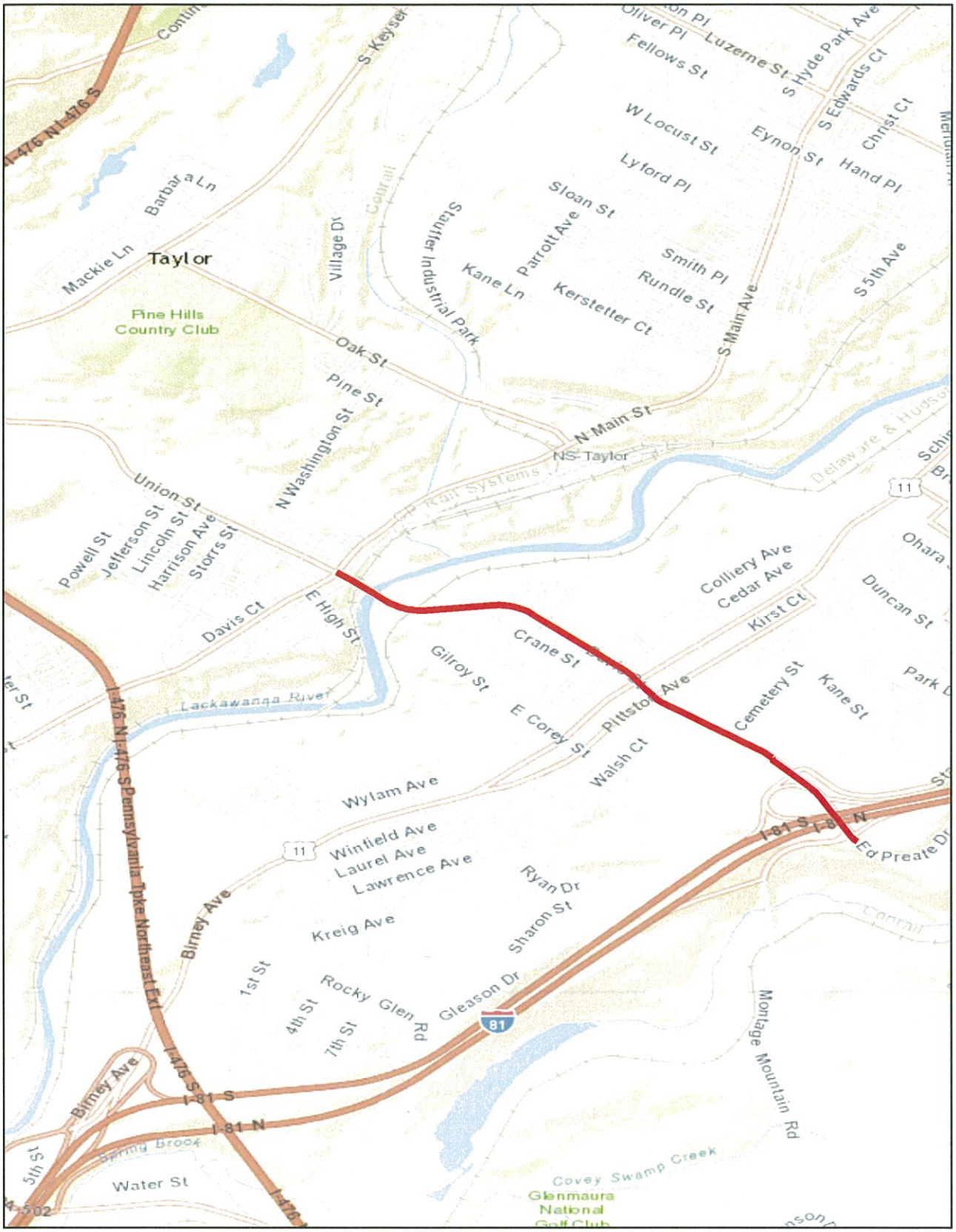
ID #4: Constitution Avenue

Jessup Borough, Lackawanna County, PA
Scale: 1" = 0.25 mi



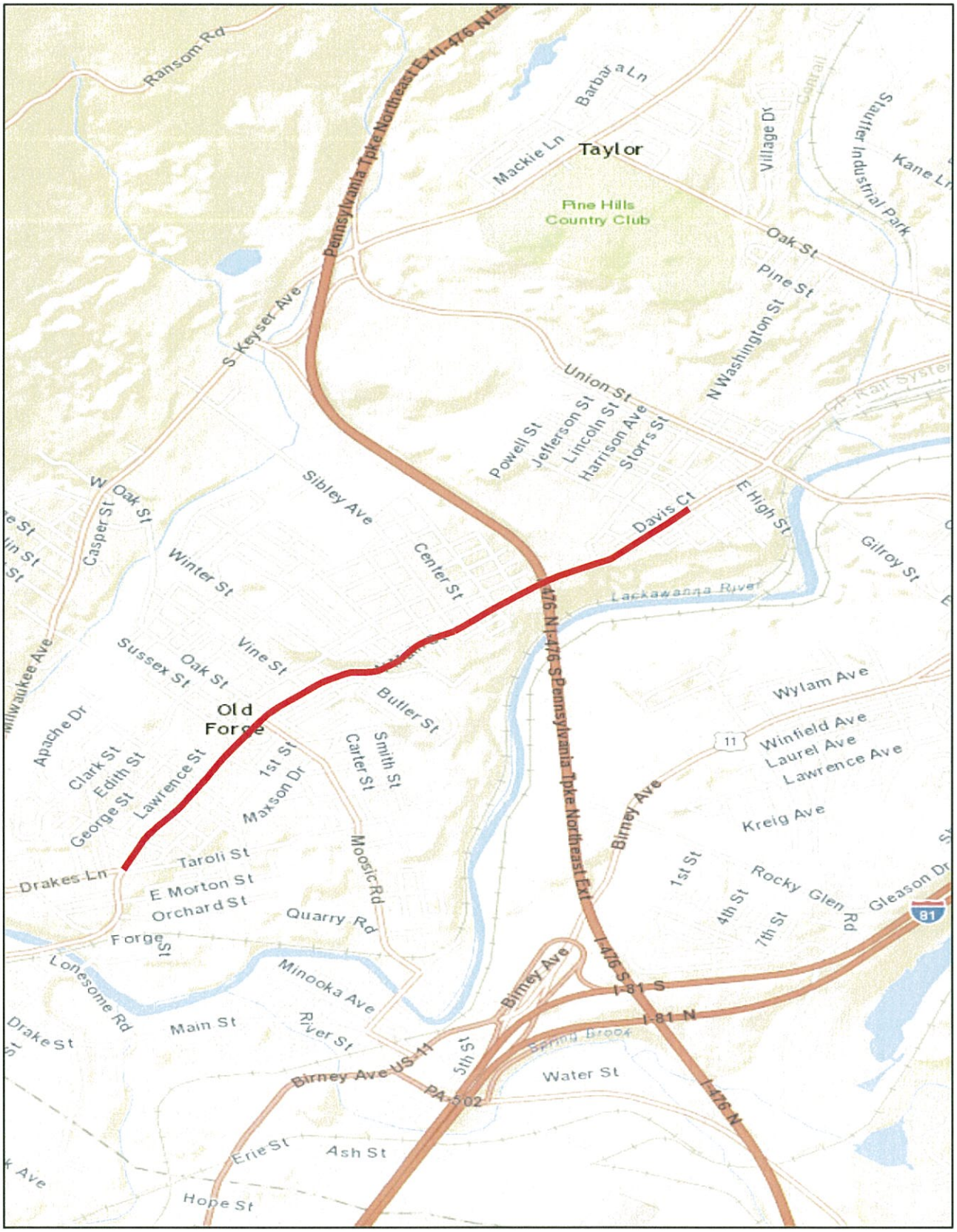
ID #5: Davis Street

Moosic Borough / Scranton City, Lackawanna County, PA
Scale: 1" = 0.50 mi



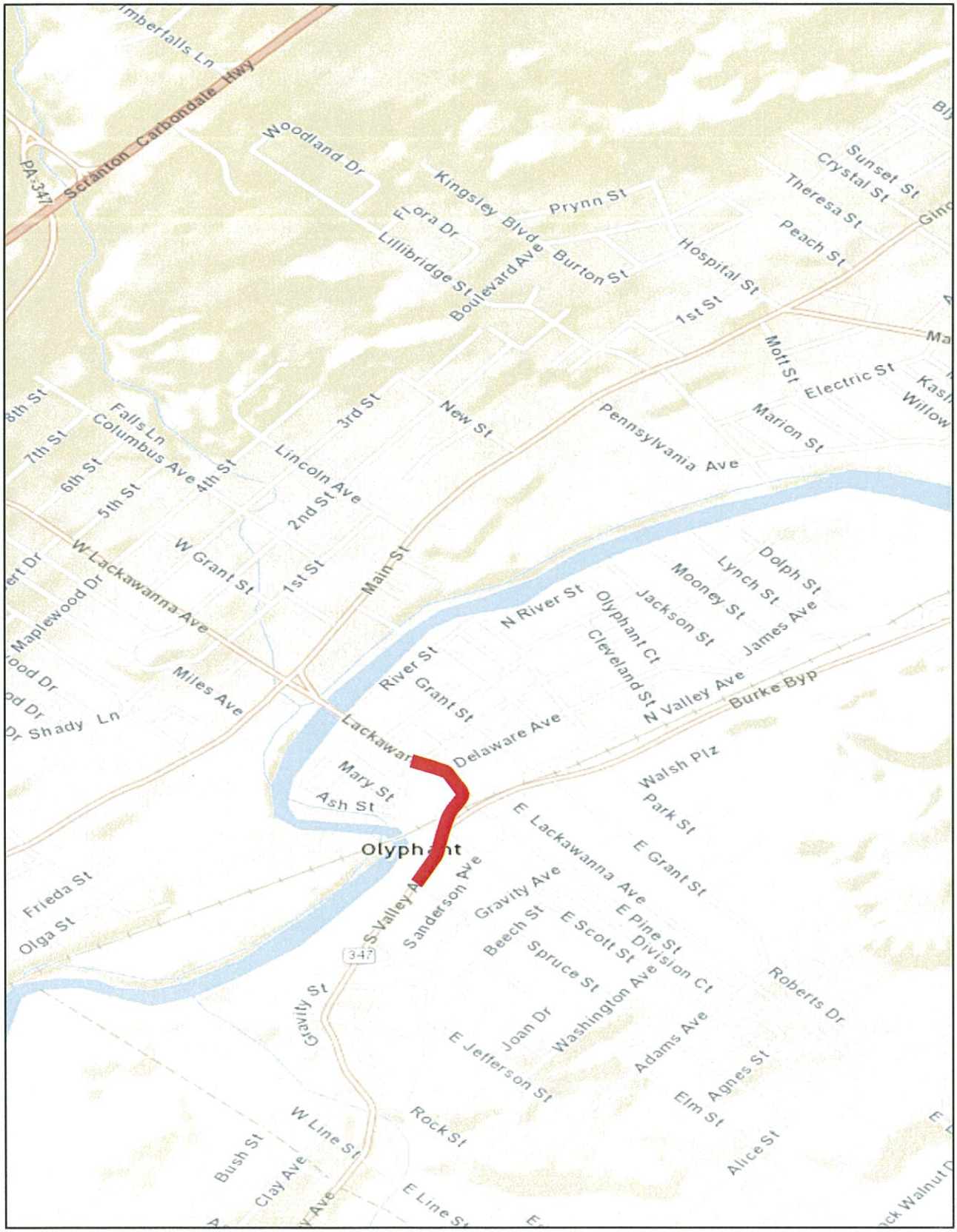
ID #6: Main Avenue

Old Forge Borough, Lackawanna County, PA
Scale: 1" = 0.50 mi



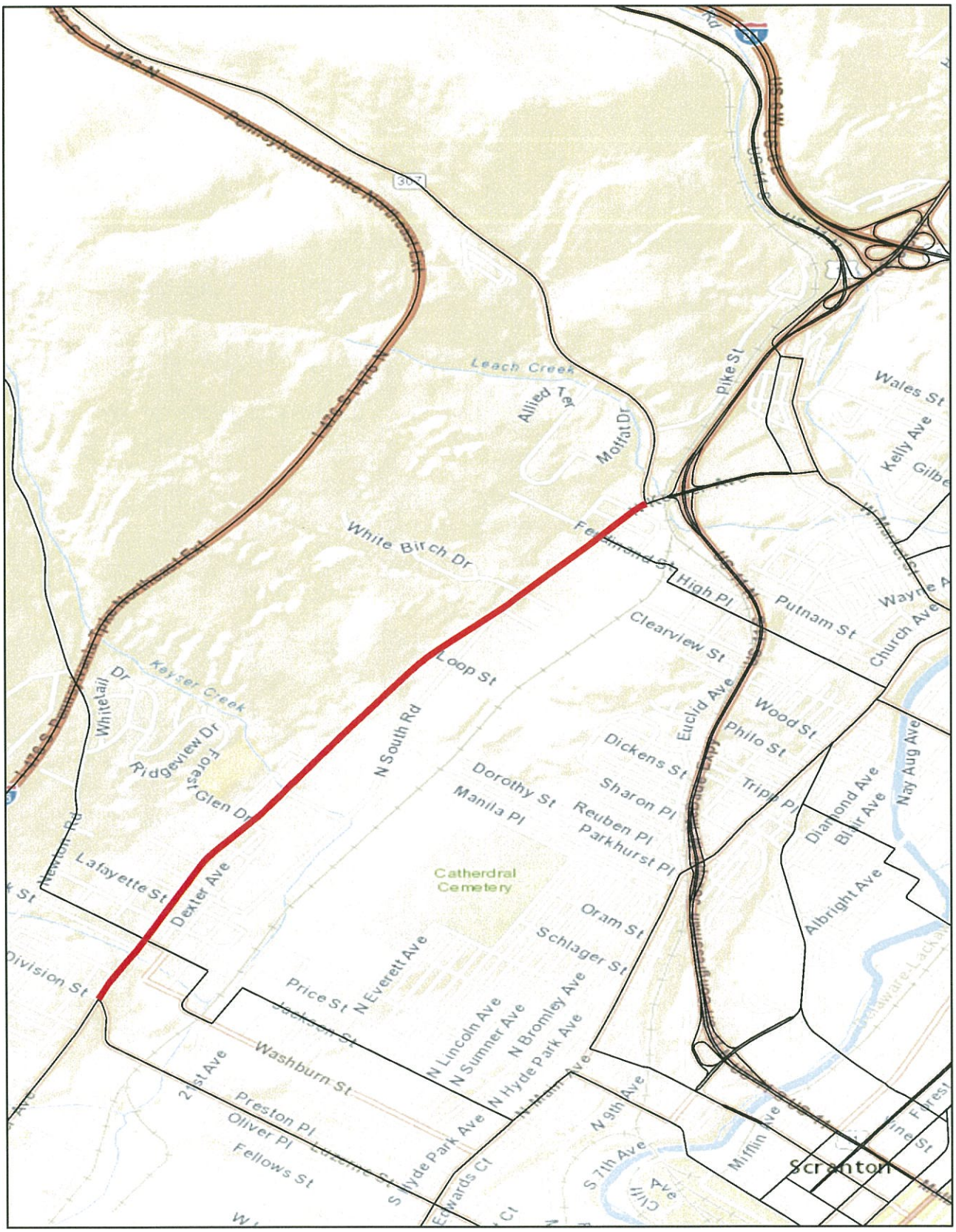
ID #7: Burke By-Pass

Olyphant Borough, Lackawanna County, PA
Scale: 1" = 0.25 mi



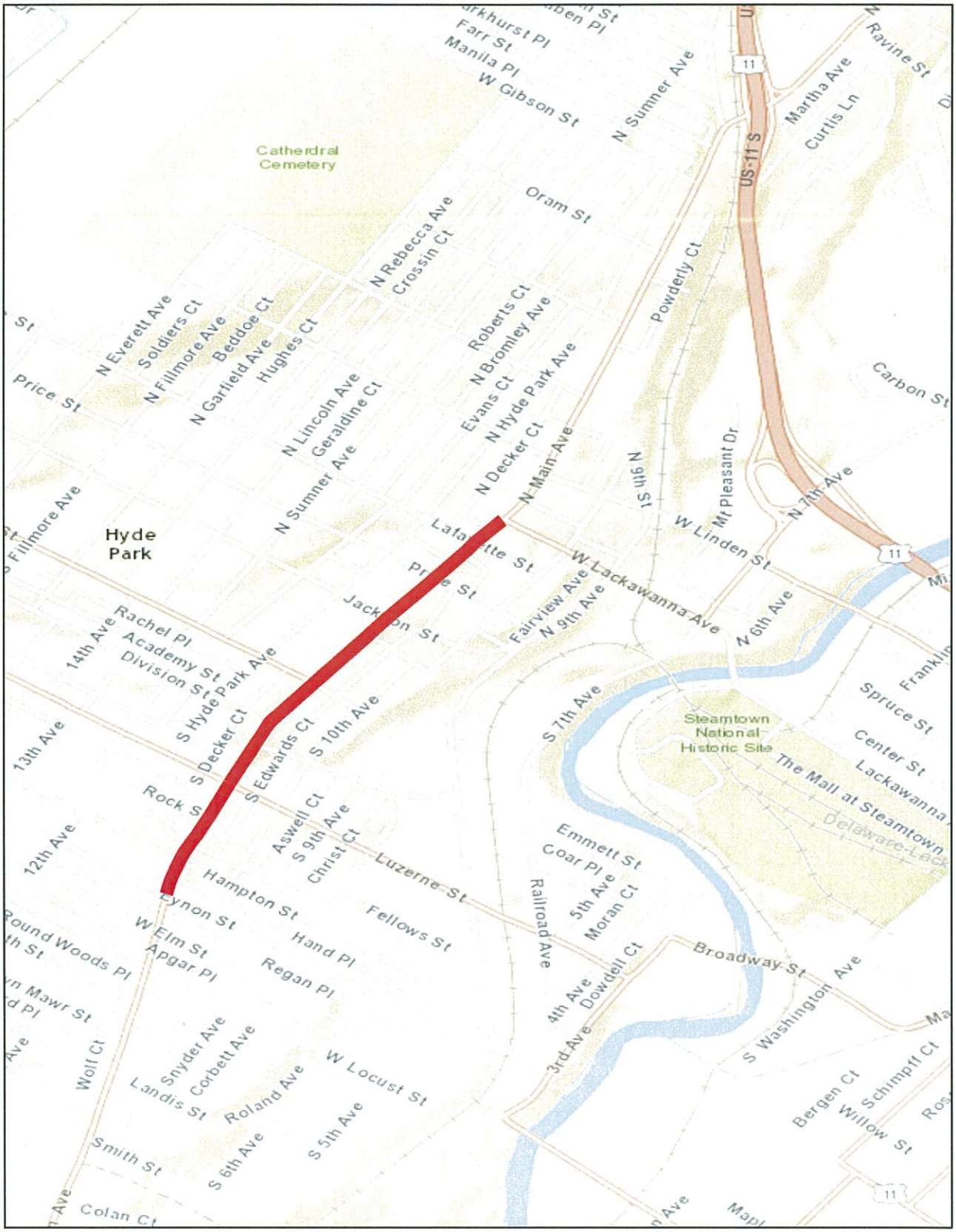
ID #8: Keyser Avenue

Scranton City, Lackawanna County, PA
Scale: 1" = 0.50 mi



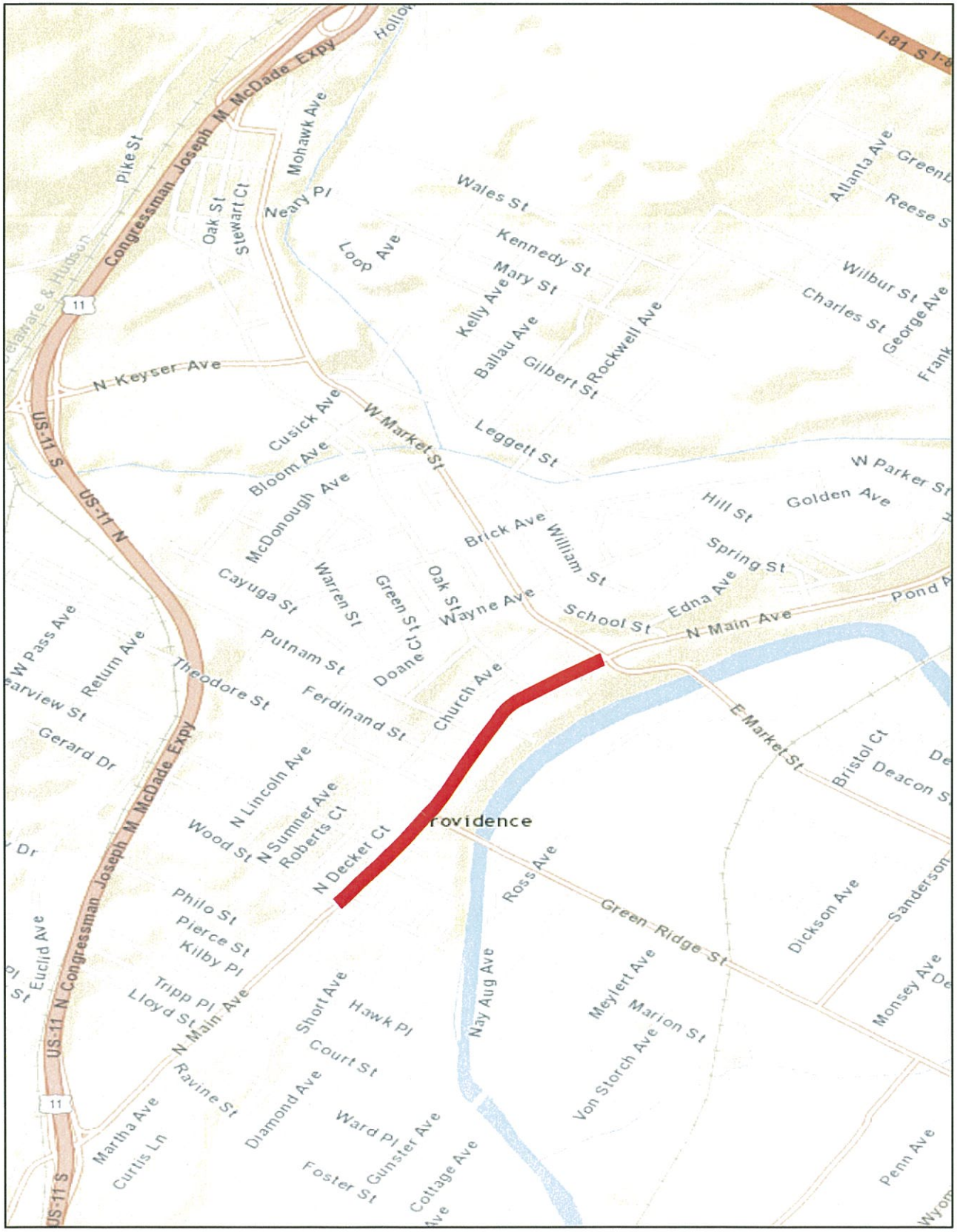
ID #9: Main Avenue

Scranton City, Lackawanna County, PA
Scale: 1" = 0.25 mi



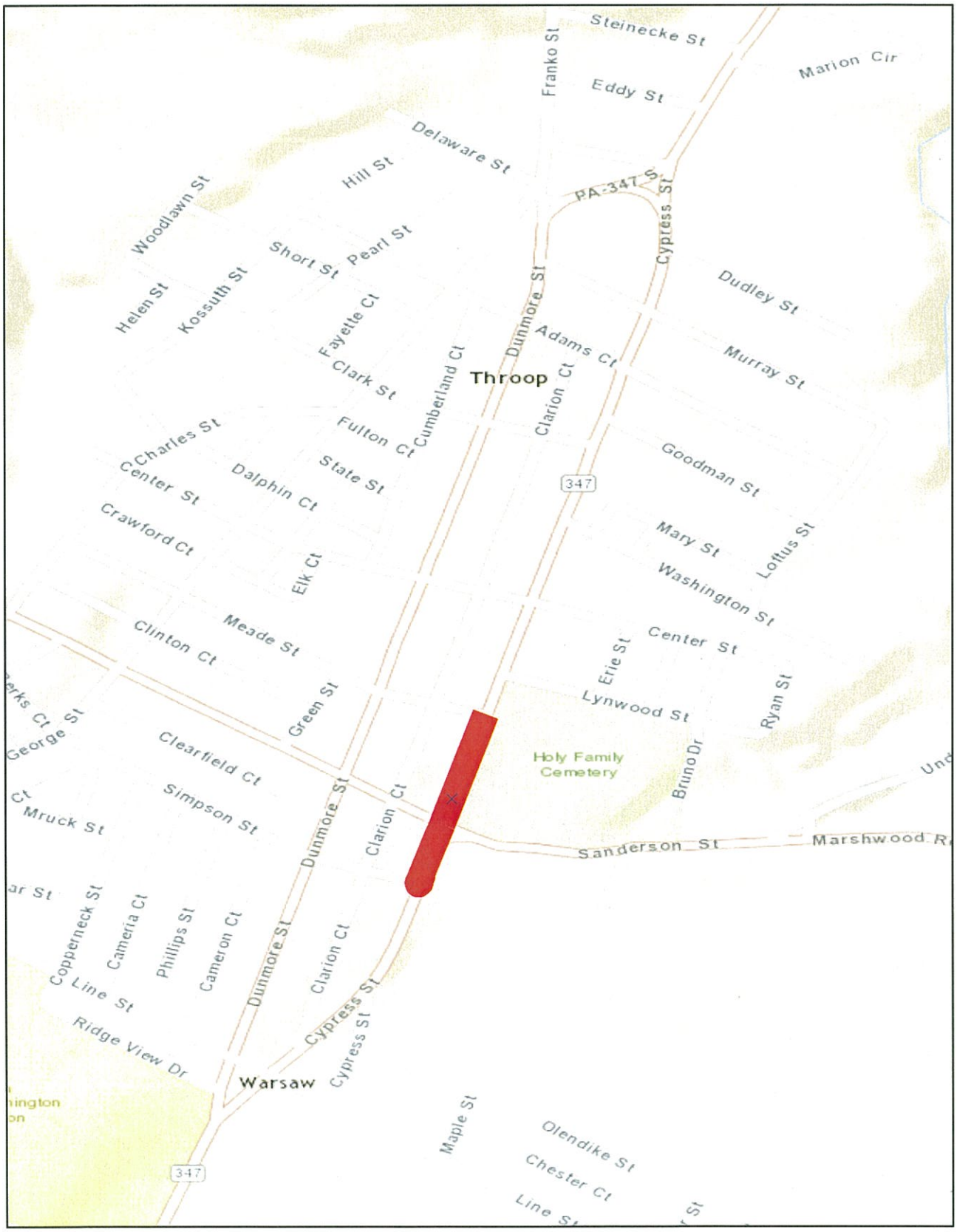
ID #10: North Main Street / Main Avenue

Scranton City, Lackawanna County, PA
Scale: 1" = 0.25 mi



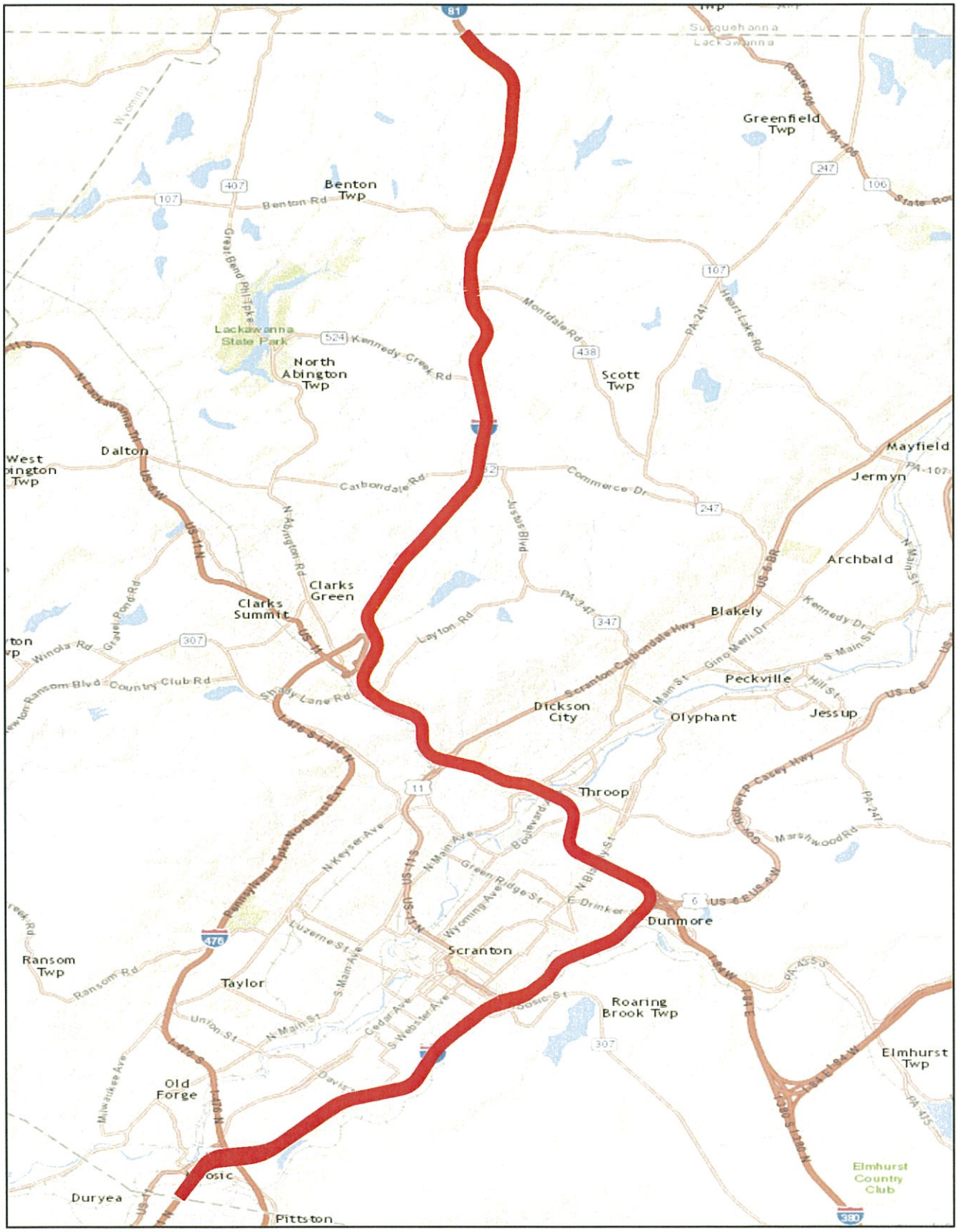
ID #11: Cypress Street

Throop Borough, Lackawanna County, PA
Scale: 1" = 0.25 mi



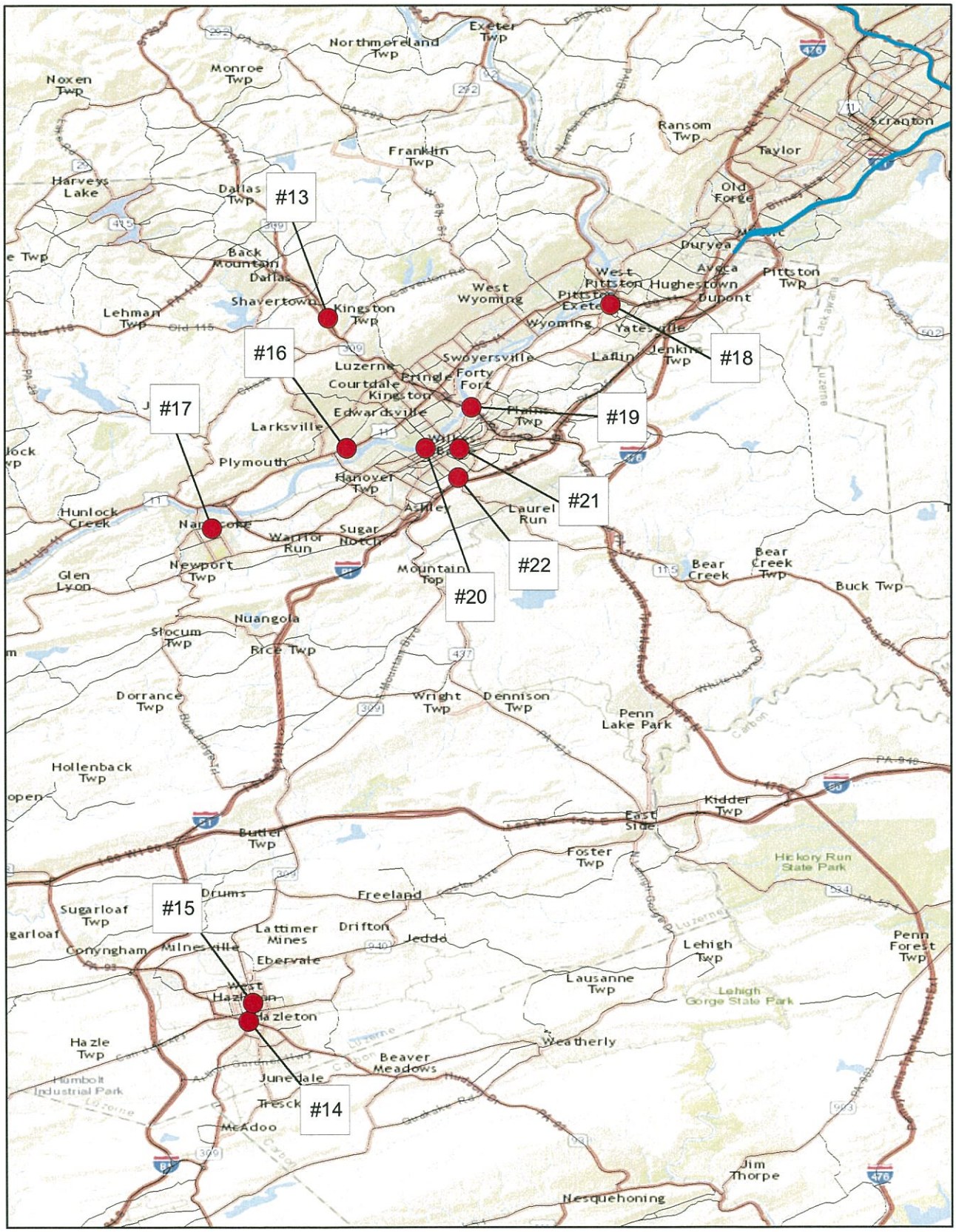
ID #12: Interstate 81

Lackawanna County, PA
Scale: 1" = 2.50 mi



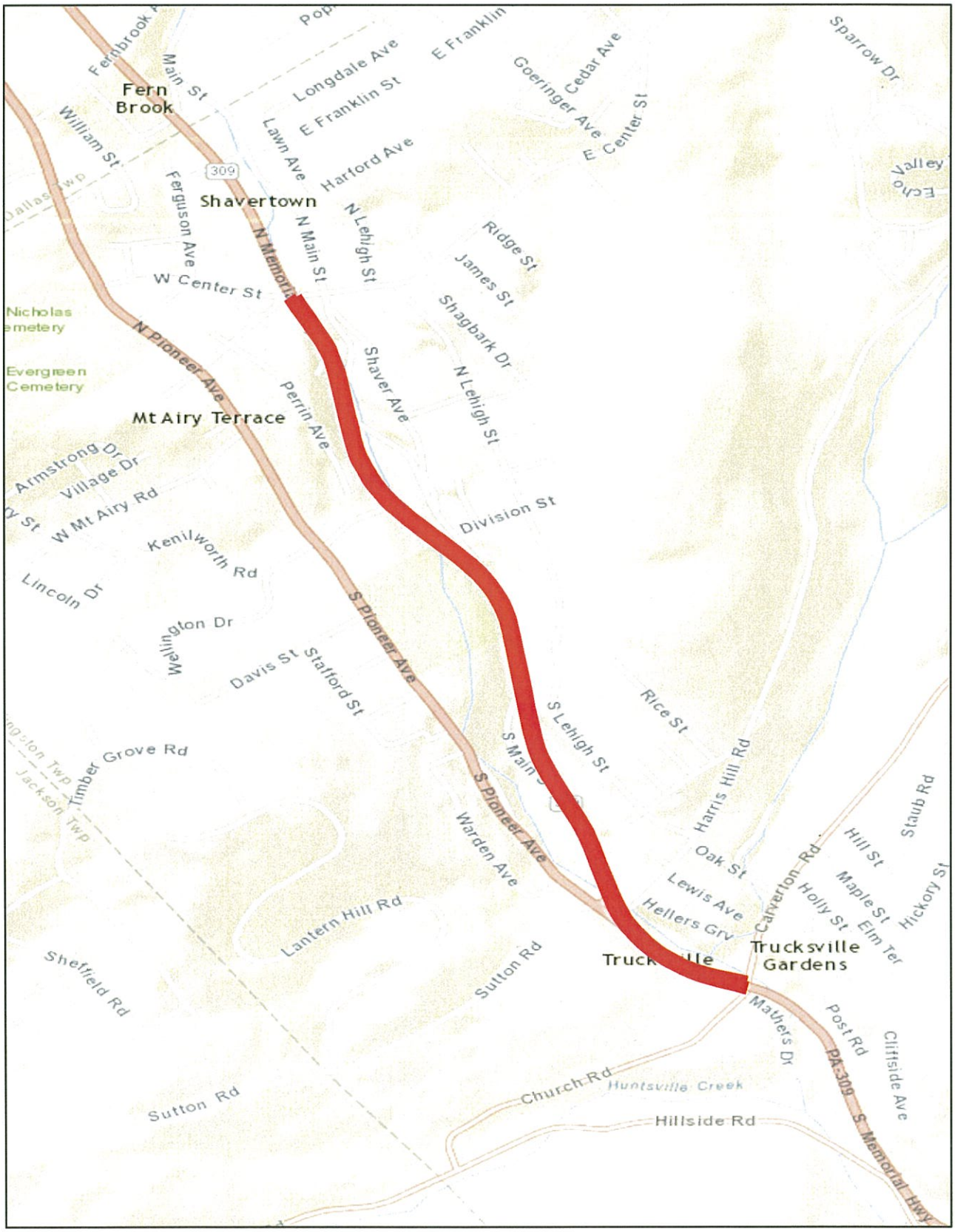
Non-Interstate Locations

Luzerne County, PA
Scale: 1" = 5.00 mi



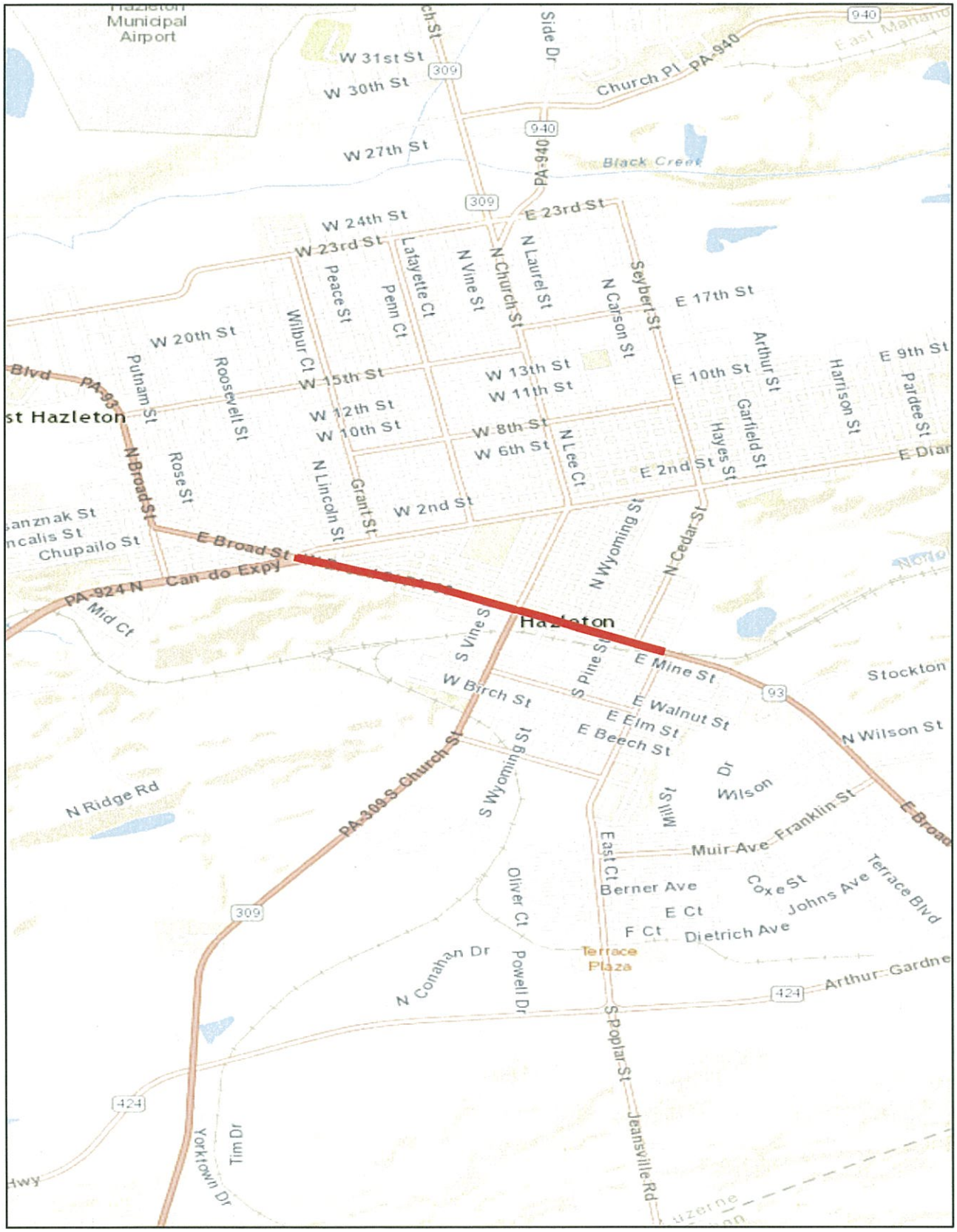
ID #13: South Memorial Highway

Dallas Borough, Luzerne County, PA
Scale: 1" = 0.25 mi



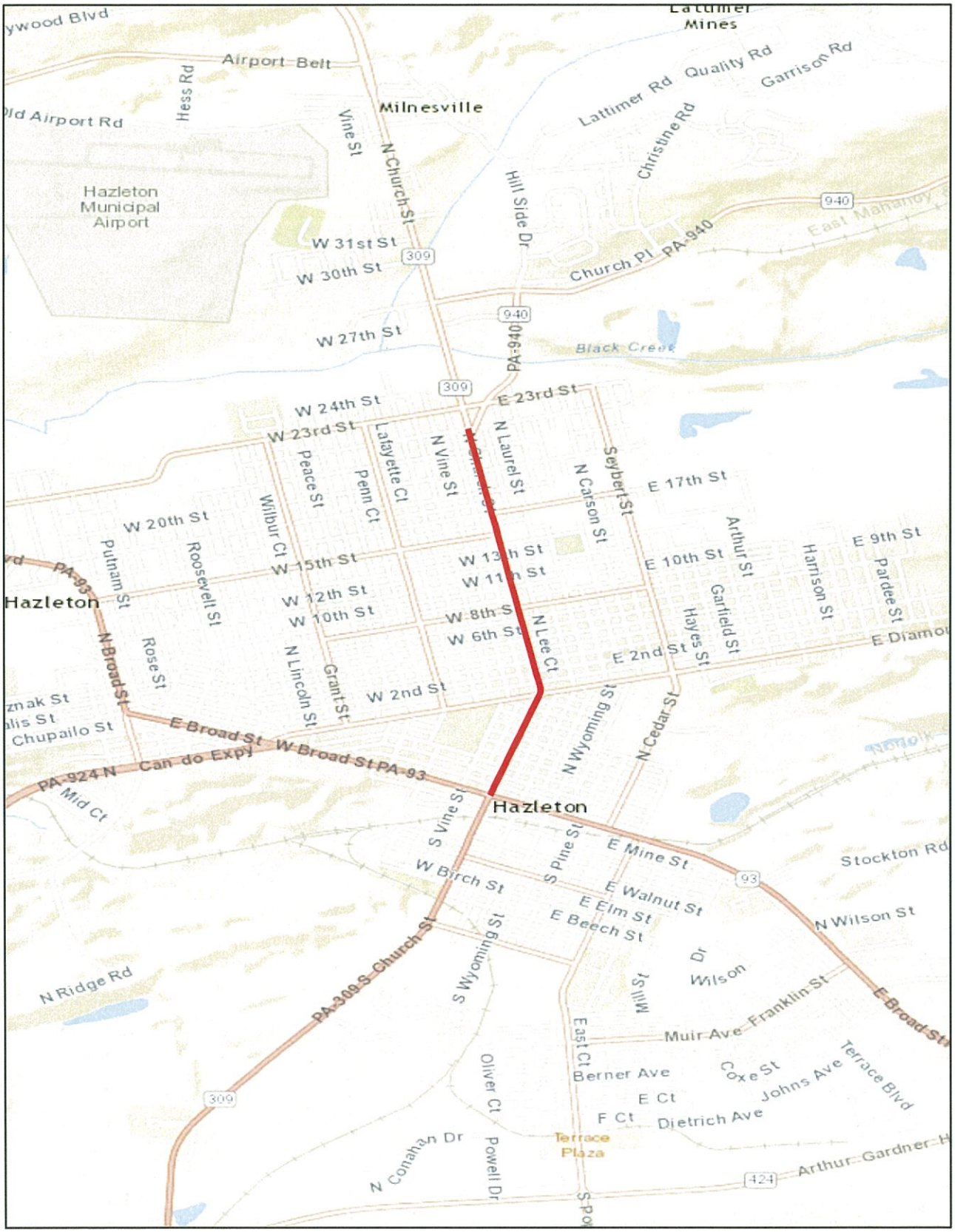
ID #14: Broad Street

Hazleton City, Luzerne County, PA
Scale: 1" = 0.50 mi



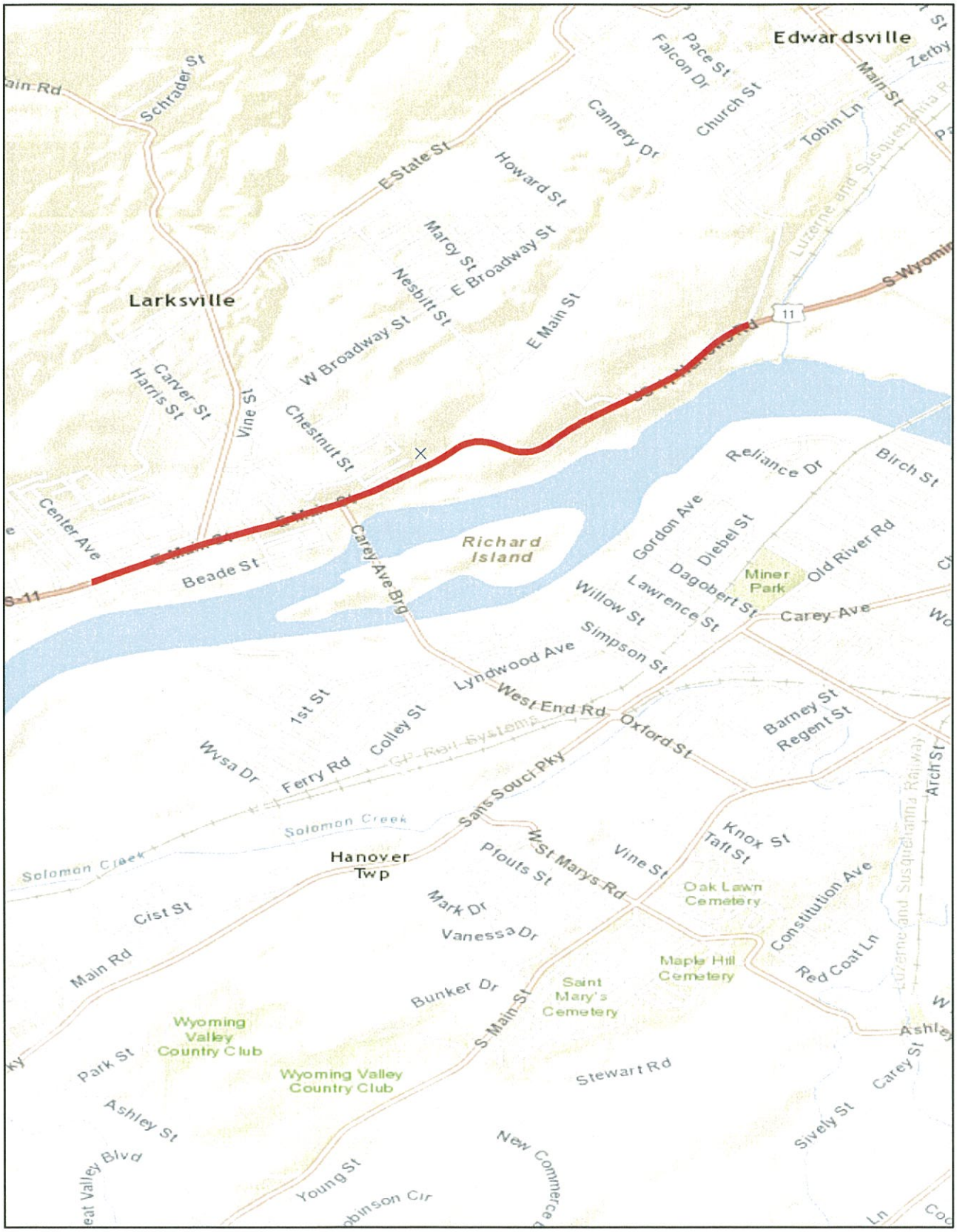
ID #15: Church Street

Hazleton City, Luzerne County, PA
Scale: 1" = 0.50 mi



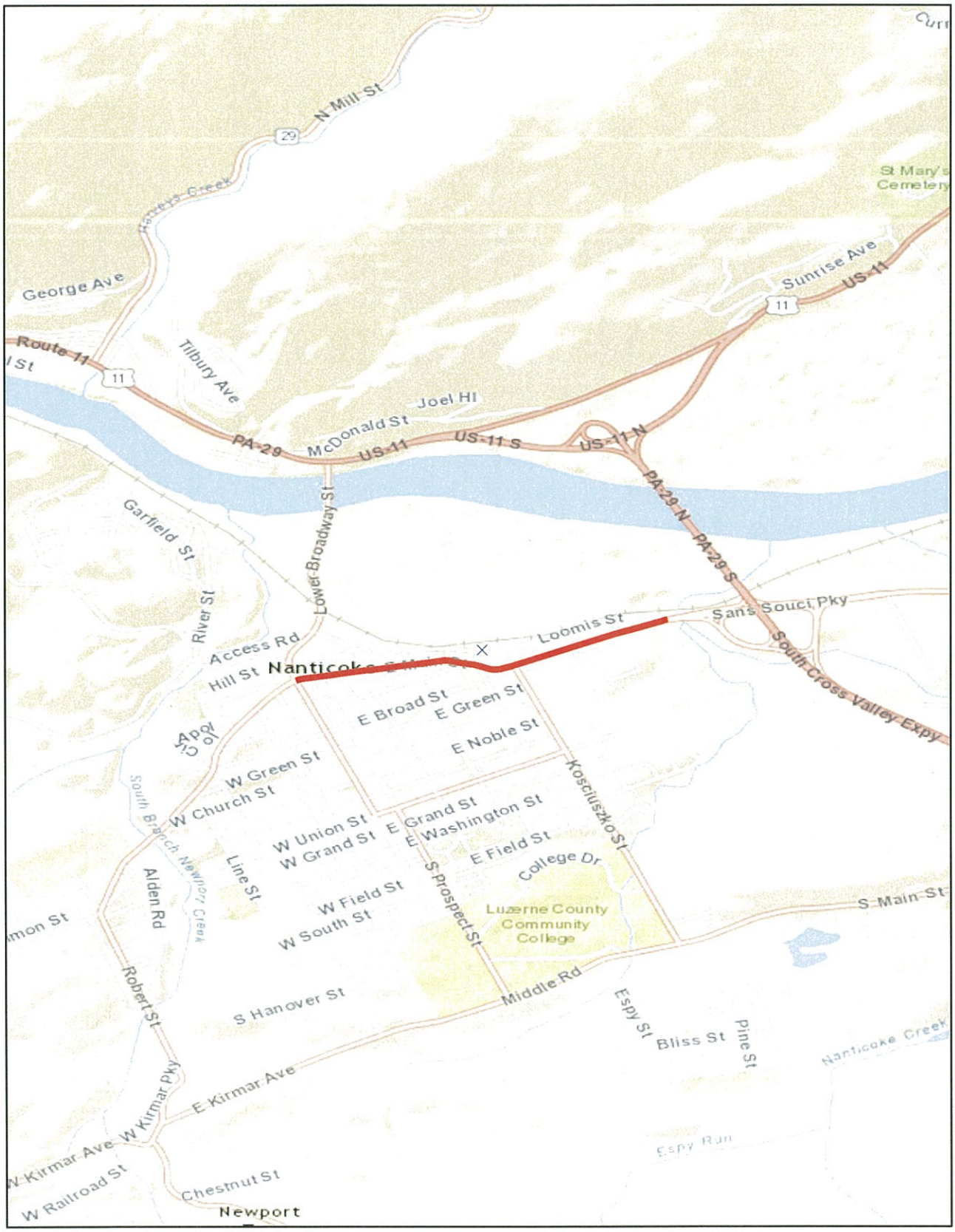
ID #16: Main Street

Larksville Borough, Luzerne County, PA
Scale: 1" = 0.50 mi



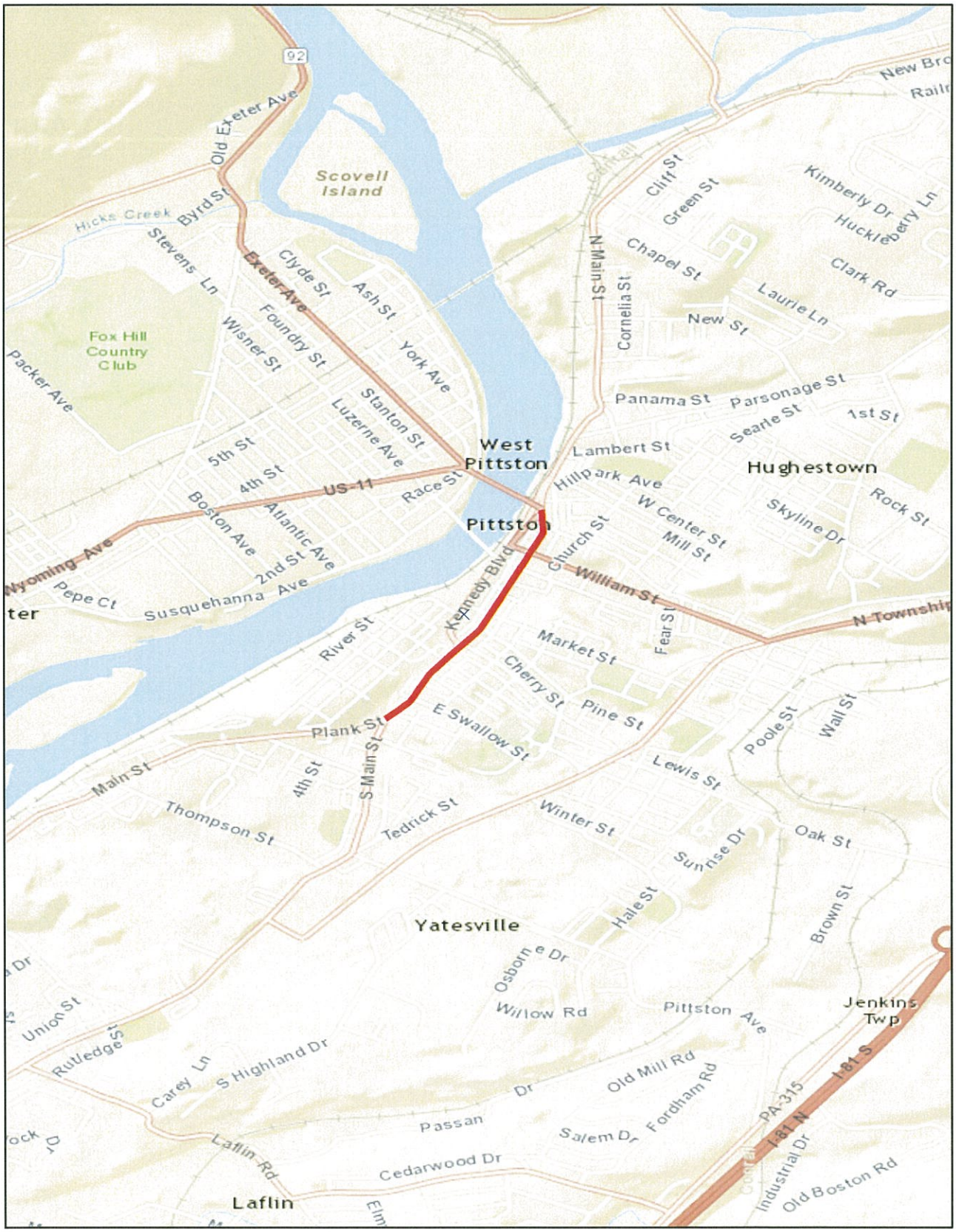
ID #17: Main Street

Nanticoke Borough, Luzerne County, PA
Scale: 1" = 0.50 mi



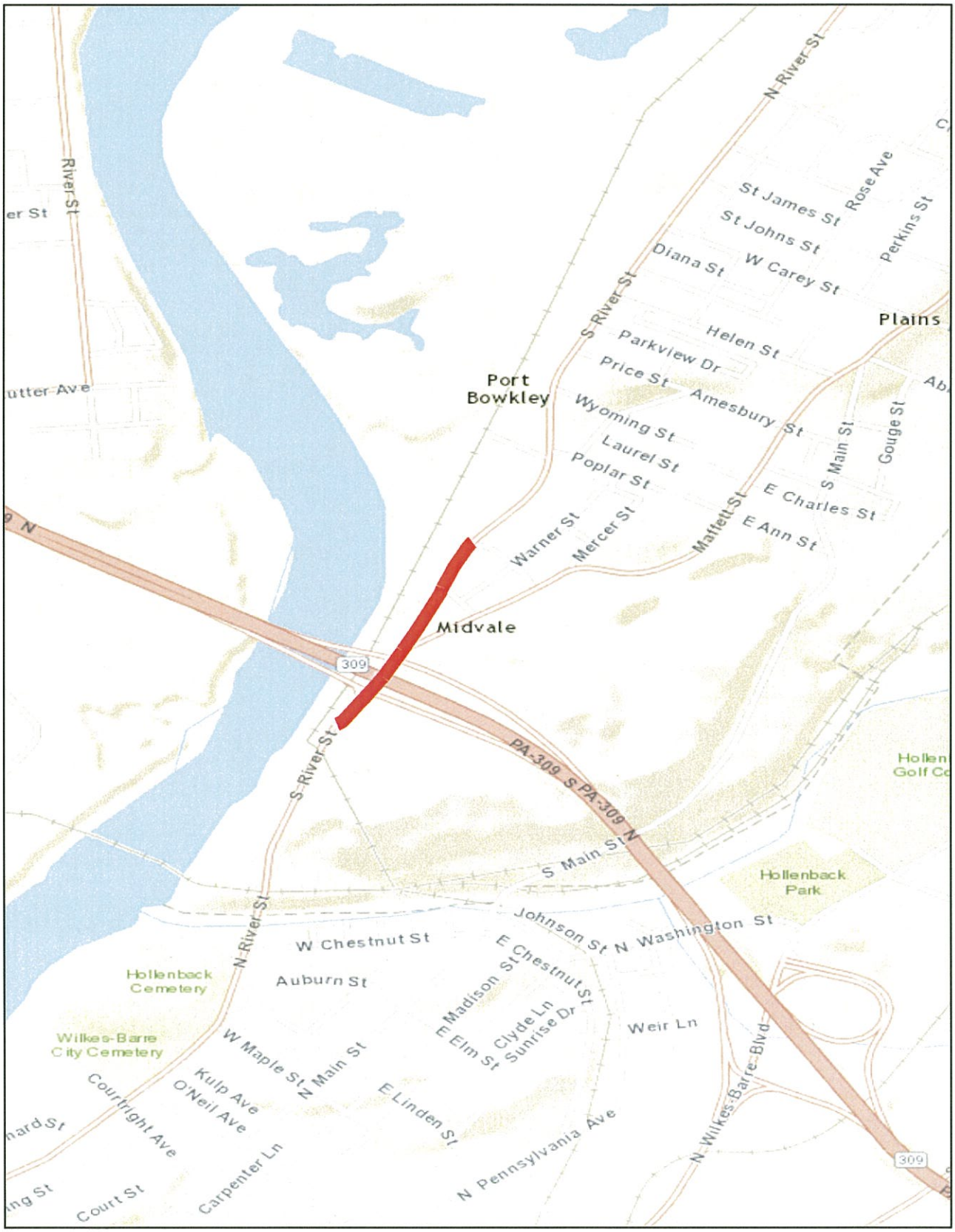
ID #18: Main Street

Pittston City, Luzerne County, PA
Scale: 1" = 0.50 mi



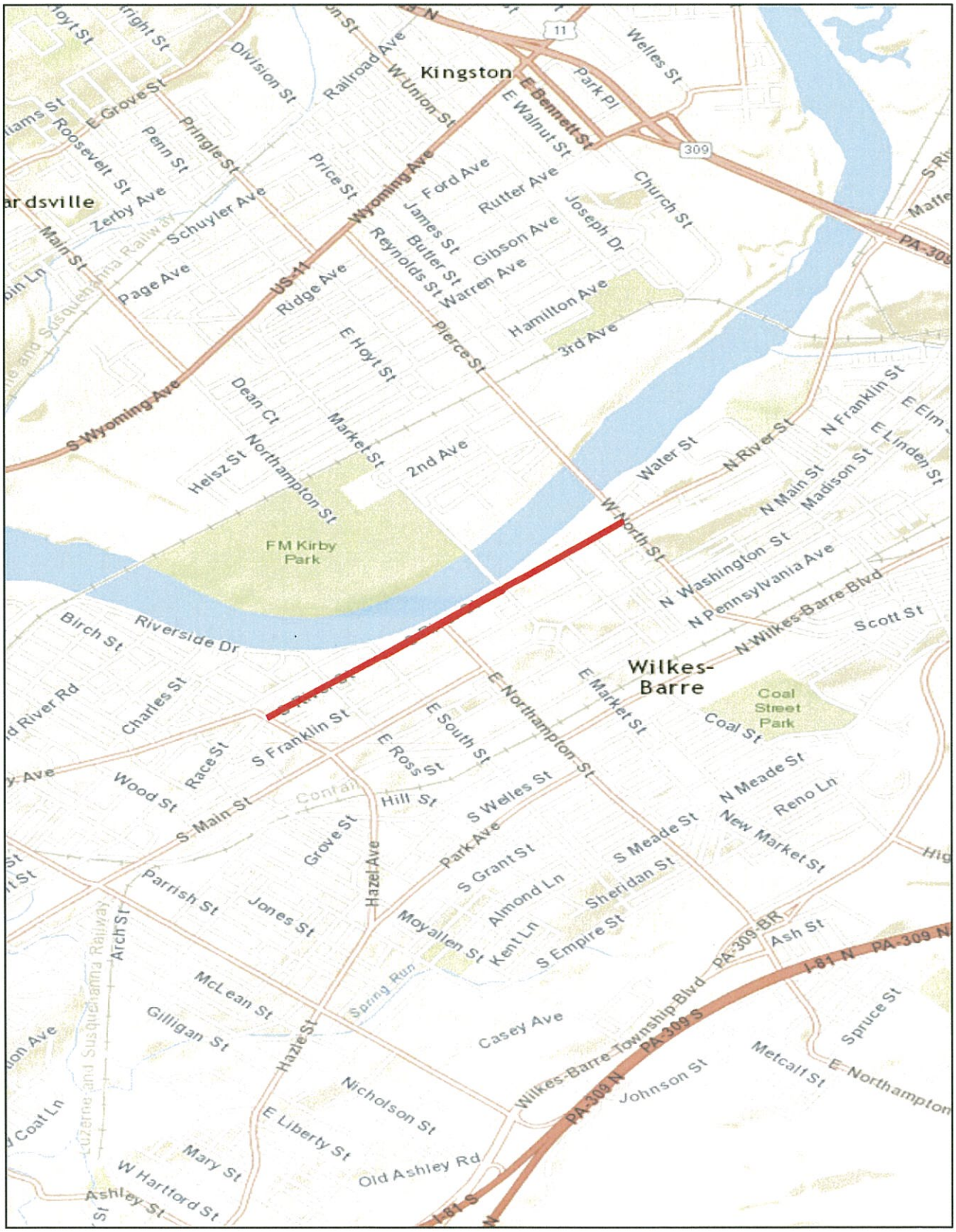
ID #19: North River Street

Plains Township, Luzerne County, PA
Scale: 1" = 0.25 mi



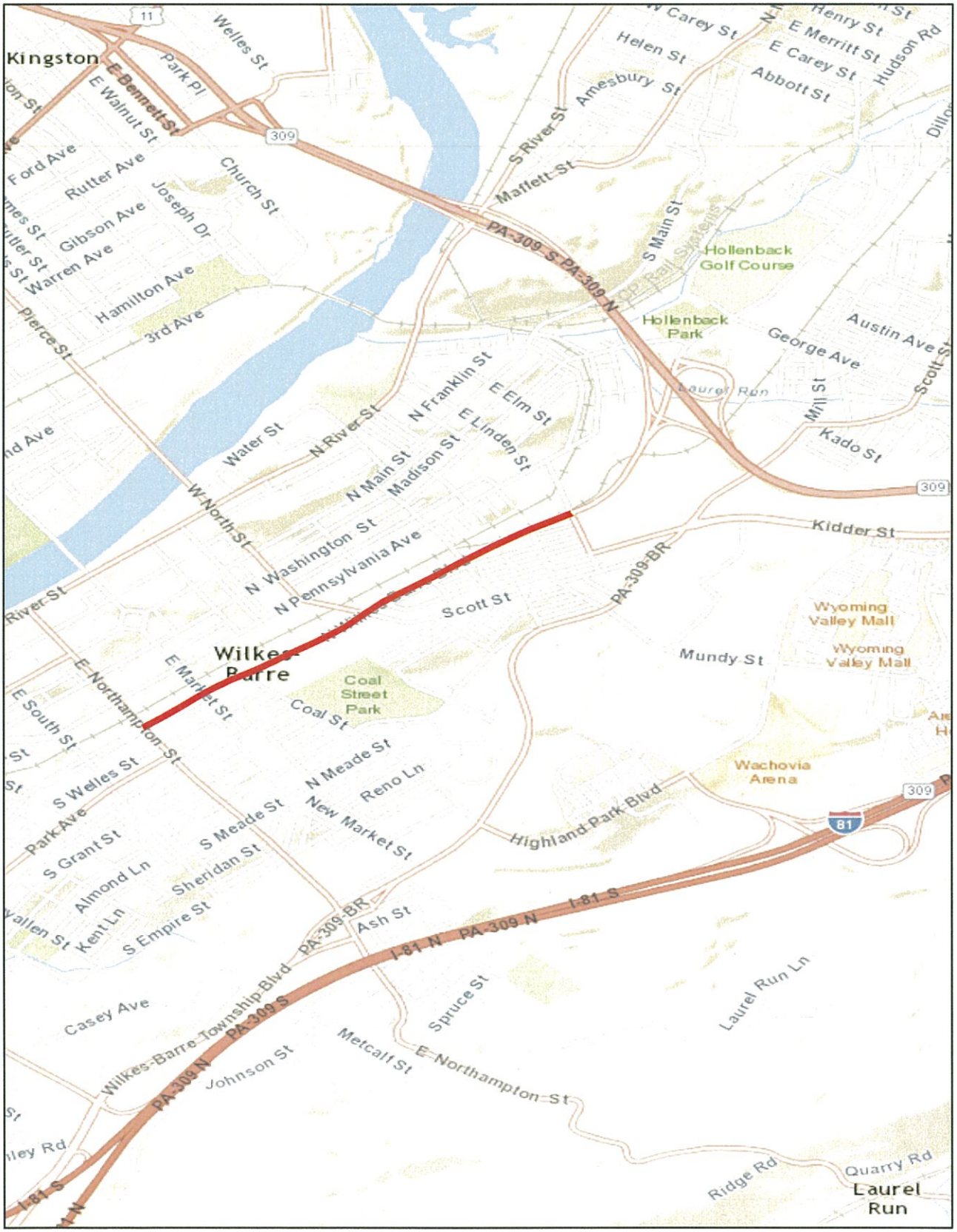
ID #20: South River Street

Wilkes-Barre City, Luzerne County, PA
Scale: 1" = 0.50 mi



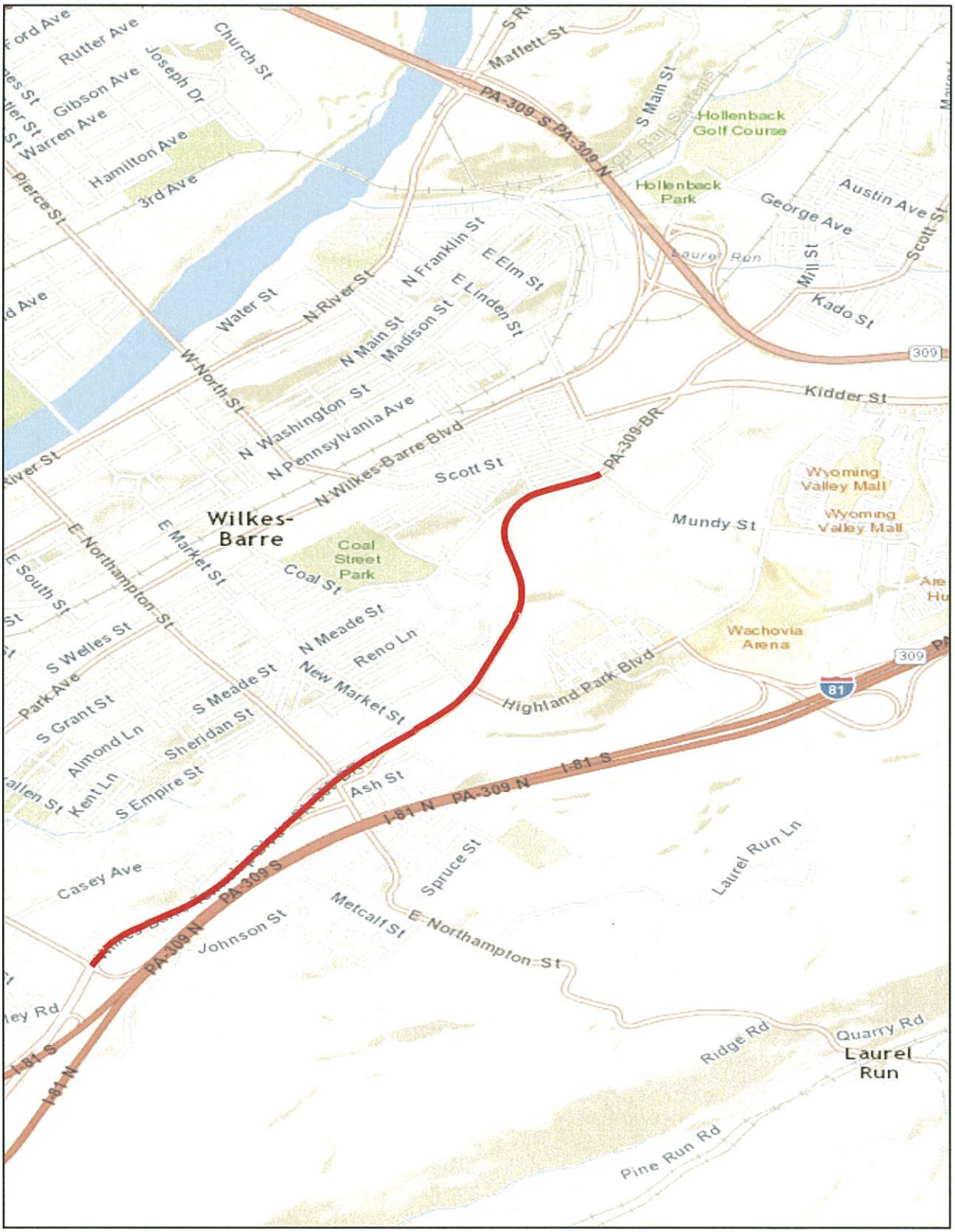
ID #21: Wilkes-Barre Boulevard

Wilkes-Barre City, Luzerne County, PA
Scale: 1" = 0.50 mi



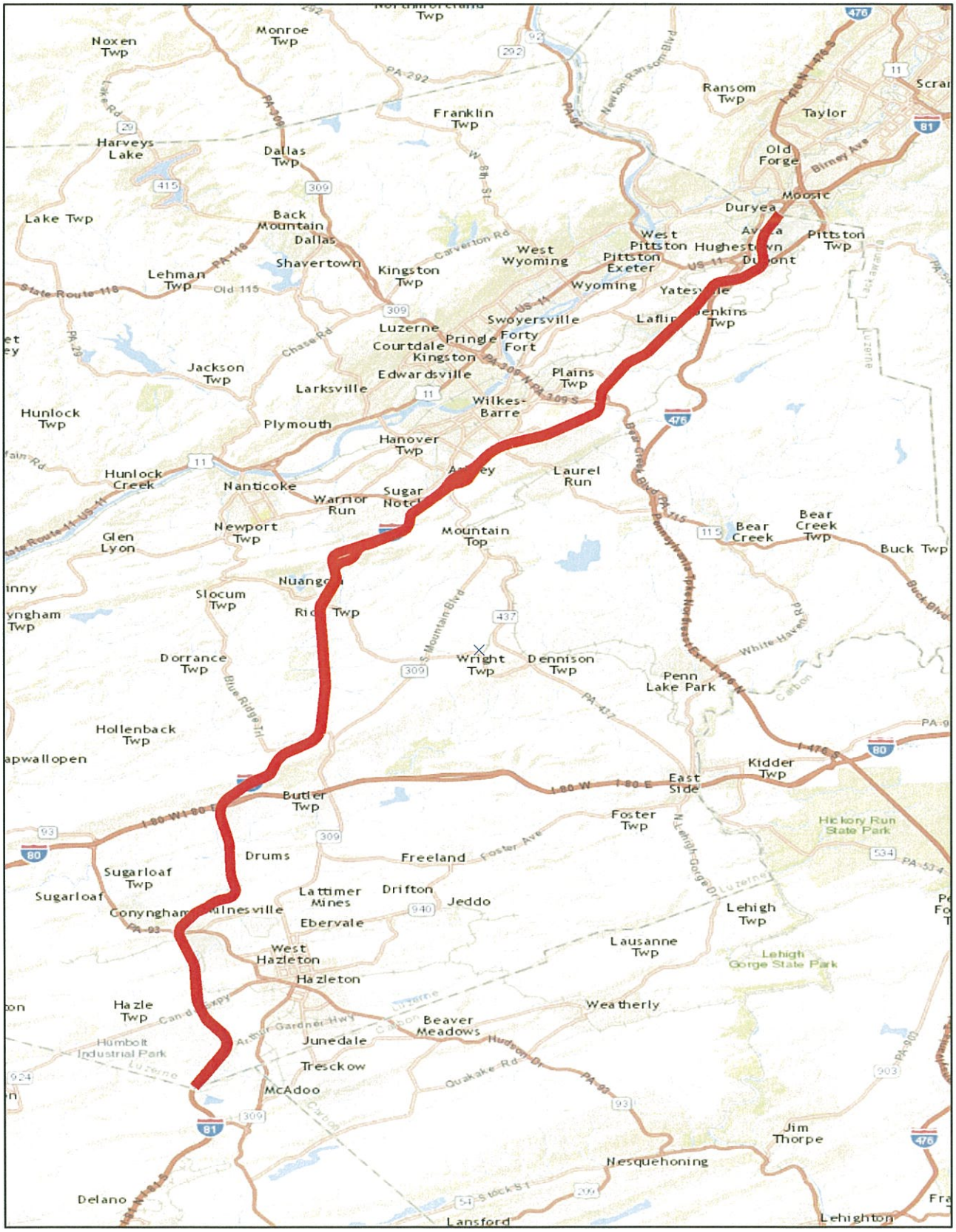
ID #22: Wilkes-Barre Township Boulevard

Wilkes-Barre Township, Luzerne County, PA
Scale: 1" = 0.50 mi



ID #23: Interstate 81

Luzerne County, PA
Scale: 1" = 5.00 mi



Appendix B - Meeting Minutes and Handouts

LACKAWANNA & LUZERNE COUNTIES CONGESTION MANAGEMENT PROCESS
2015 UPDATE

KICK-OFF MEETING

SUMMARY

DATE: September 3, 2014
TIME: 10:00 am
LOCATION: Pennsylvania Department of Transportation
District 4-0
Dunmore, PA

ATTENDEES:

Name	Organization/Unit	Telephone	Email
Nancy Snee	Luzerne Co. Planning Comm.	570-825-1564	nancy.snee@luzernecounty.org
Steve Pitoniak	Lackawanna Co. Planning	570-963-6900	pitoniaks@lackawannacounty.org
Chris Chapman	Lackawanna Co. Planning	570-892-0224	chapmanch@lackawannacounty.org
Dean Roberts	PennDOT Central Office	717-783-2259	deroberts@pa.gov
Marie Bishop	PennDOT District 4-0	570-963-3134	mabishop@pa.gov
John Frankosky	PennDOT District 4-0	570-963-4075	jfrankosky@pa.gov
Steve Fisher	PennDOT District 4-0	570-963-4171	stfisher@pa.gov
Robert Watts	McCormick Taylor	814-861-4948	rjwatts@mccormicktaylor.com
Jesse Smith	Drive Engineering Corp	215-450-8720	jesse@driveengineering.com
Allie Slizofski	Drive Engineering Corp	215-870-6707	allie@driveengineering.com
Raquel Mocelo	Drive Engineering Corp	609-352-2384	raquel@driveengineering.com

REFERENCE: Lackawanna & Luzerne County
Congestion Management Plan Update
Project Kick-off Meeting

The purpose of this meeting was to discuss the outcomes and goals of the Congestion Management Plan update for Lackawanna and Luzerne Counties. The following is a summary of the meeting, with action items in **boldface**.

1. Robert Watts began the kick-off meeting with introductions. He then went over the overall goals and objectives for the Long Range Plan and Congestion Management Plan.
2. Jesse Smith opened the project discussion by describing the processes that can be used to measure congestion. Data from travel time runs and ADT can be used to determine performance measures of the corridors to set a level of priority. Goals will then be developed for monitoring the congestion in the future. All of this information will be presented to the

MPO, technical committee and planning committee. Any input from this presentation will then be compiled into the Congestion Management Plan (CMP) report.

a. Traffic counts and speed delay runs were previously done by the county. Peak periods should be defined with performance measures. ATR data should be used to determined peak periods.
b. Steve Pitoniak mentioned that Interstate 81 is handled by PennDOT central office. It was recommended that the interstate corridors should remain in the list as long as it is acknowledged that it has to be funded.
c. Mr. Watts mentioned method of pulling information from PennDOT like the V/C ratio data and put it on a map to produce a list of corridors. Will issue map with the meeting minutes.
d. Mr. Pitoniak recommended that the completion date be pushed back to February since some projects are still under construction. *(Revised Schedule Attached)*

3. Nancy Snee and Mr. Pitoniak went over the list of corridors to discuss which have been taken care of and can come off the list.
   a. Lackawanna County Corridors
      1. K107 Main Street from Lackawanna Avenue to Gino Merli Drive- Remove from CMP, *project underway*
      2. SR 0006/K197 in Downtown Central Business District- Remove, *traffic flow has improved since US 6 was built*
      3. SR 0006 State Street from-Weis Market to Winola Road- Remove, *corridor has been widened, signalized and retimed*
      4. K107 Main Street from Boulevard Avenue to Lackawanna Avenue- Remove, *county project, reconstructing 2 intersections*
      5. SR 0347/6011 Blakely Street from Jessup Avenue to Cherry Street- Remove, *construction will start this fall*
      6. SR 1016 Constitution Avenue from Bridge Street to Main Avenue- *Keep and consider realignment, Casey Highway creates a lot of AM and PM congestion, impacted by 2 new industrial parks, approximately 6,000 employees*
      7. Montage Road- *Remove, used mostly for events, Davis street interchange has been rebuilt which improved congestion*
      8. SR 3013 Main Avenue from Drakes Lane to Taylor Line- *Keep*
      9. SR 0011 Jefferson Avenue from Mulberry Street to CS Expressway- *Remove, corridor has been retimed with downtown signal system*
      10. SR 3013 Main Avenue from Eynon Street to Lackawanna Avenue- *Keep, work has not been done other than repaving*
      11. SR 3011 Keyser Avenue from Continental Road to Market Street- *Remove, under construction for widening*
      12. SR 0006 Northern Boulevard from Layton Road to Weis Market- *Remove, construction is complete*
      13. SR 10081 I-81- *Keep but no in-depth study for CMP*
   b. Lackawanna County Intersections

1. SR 4021 Grove Street and South Abington Road- *Keep*
2. SR 6011 Green Ridge Street to Monroe Avenue- *Remove*
3. SR 0347 Burke by-pass at South Valley Avenue- *Keep, AM and PM peak congestion from Casey Highway*
4. SR 6011 Main Avenue and Market Street- Remove, *redone*
5. SR 3027/6011 Moosic Street and Harrison Avenue- *Remove, part of new bridge reconstruction*
6. SR 3047 Cypress Street Dunmore Street/Sanderson Avenue- *Keep, this is a one block connector between a one way couplet and connects to industrial parks that have been in decline, but could be increasing employees in the future.*

c. Luzerne County Corridors
   1. SR 309 Business from Blackman Street to Mundy Street- *Keep, backup South on 309 at evening peak, may be solved by signal retiming, the construction of Highland Park Boulevard decreased the amount of traffic between the Coal St./Highland Park/PA 6309 intersection and Mundy Street. Mundy Street used to be the main route to the mall and other shopping areas, but the construction of Highland Park Blvd. changed that.*
   2. Wilkes-Barre Boulevard from Northampton Street to Conyngham Street- *Remove, no major problems, AM and PM are most heavily traveled times*
   3. Central Business District- *Keep, signalization project years ago, East to West gets congested potentially due to N-S priority.*
   4. Church Street(SR 309) from 22nd street to 15th street- *Keep, church at corner of Broad, no left arrow on broad but now there is, Broad street corridor has been redone, should validate project*
   5. Broad Street from Diamond street to poplar street- *Keep, under construction almost done, should be restudied after construction is completed*
   6. Main Street from Chestnut Street to Hanover Street- *Remove, corner of Main and Carey Avenue Bridge, new bridge and intersection have been constructed*
   7. Main Street from SR 2024 to Fort Jenkins Bridge- *Keep*
   8. I -81 from Exit 175 Lackawanna County Line- *Keep but no in-depth study for CMP*

d. Luzerne County Intersections
   1. River Road and 8th Street- *Remove, new 8th street bridge and the intersection has been revamped and completed.*
   2. Dallas Corners- *Remove, project in process to turn it into a roundabout.*
   3. Hildebrandt Road and PA Route- *Remove, project is underway*
   4. PA Route 309 and Dallas Village Shop Center- *Remove, there is now a traffic signal there*
   5. River Road and North Cross Valley Ramps- *Keep, may need to be revisited, V/C may be an issue*

4. The performance measure process was discussed along with outcomes and goals of the CMP

a. District should have ROP plan, which will have useful incident management information. **PennDOT will give copy of ROP to give to Mr. Smith.**
b. Mr. Pitoniak mentioned that last time there was a fiscal constraint, but we now have the opportunity to move some projects up on the priority list that were too expensive to do before. This would be part of long range plan and not part of the CMP
c. Trail networks are being established, information can be received from Lackawanna Heritage Valley. **Ms. Snee will contact someone who did a recent map of the trail networks for Luzerne County**. A map of trails and trail heads are in the previous long range plan**. New map including Lackawanna and Luzerne coming out sometime in September, and Mr. Pitoniak will check on status of that map**.
d. The use of bus information such as bus drivers reporting problematic intersections and possible data from bus system was discussed. Mr. Watts has contact information from Ms. Snee. Allie Slizofski suggested a symposium that would be for anyone who would want to get involved, where stations are used with a map of each corridor and everyone can voice their concerns.
e. **Mr. Smith and Mr. Watts will work on a rough V/C map and distribute it to everyone. Mr. Smith and/or Mr. Watts will meet with Ms. Snee , Mr. Pitoniak, and a representative from the PennDOT 4-0 Traffic Unit to further review priority corridor list. Mr. Smith will update the schedule to reflect extension of the project until the end of February.**

ACTION ITEMS:

Description	**Responsible Party**	**Target Date**
PennDOT will provide Mr. Smith with a copy of the ROP	Ms. Bishop	10/3/2014
Investigate availability of Luzerne County trail mapping and provide to Mr. Smith	Ms. Snee	10/3/2014
Investigate availability of Lackawanna County trail mapping and provide to Mr. Smith	Mr. Pitoniak	10/3/2014
Update rough v/c map for distribution	Mr. Watts/ Mr. Smith	9/19/2014
Meeting to review v/c map and establish priority routes	Mr. Watts/ Mr. Smith	10/15/2014

These minutes are the recorder's representation of the statements and conclusions made at the meeting. Any required or requested revisions should be submitted in writing within seven days of receipt.

Prepared by:
Drive Engineering Corp

Jesse

Jesse E. Smith, TSOS
Project Manager

Lackawanna & Luzerne Counties Congestion Management Process 2015 Update
Lackawanna County - Corridors with V/C over 0.80, excluding Interstate 81

From 12/4/14 Meeting

Municipality	County	State Route No.	Street Name	From Street	To Street	V/C	Keep or Remove	Remarks
Scranton City	Lackawanna	6006	SCRANTON-CARBONDALE HW	SR11	SR8013 (0750/1028)	1.19 to 1.67	Remove	No Reasonable/Affordable Mitigation
Scranton City	Lackawanna	6006	SCRANTON-CARBONDALE HW	SR11	SR8013 (0010/0755)	0.96 to 1.35	Remove	No Reasonable/Affordable Mitigation
Clarks Summit Borough	Lackawanna	0006	S STATE ST	Winola Rd	Grove St	1.30	Remove	No Reasonable/Affordable Mitigation
Moosic Borough	Lackawanna	3016	DAVIS ST	Pittston Ave	Montage Mtn Rd	1.21 to 1.25	Keep	Combine With SR 3016 Scranton City
Dunmore Borough	Lackawanna	0347	BLAKELY ST	Drinker St	Jessup St	1.20	Keep	
Scranton City	Lackawanna	8033	RAMP B RD	Scanton-Carbondale Hwy	Scanton-Carbondale Hwy	1.10	Remove	No Reasonable/Affordable Mitigation
Scranton City	Lackawanna	3011	KEYSER AV	Dalton St	Morgan Hwy	0.97 to 1.09	Keep	
Carbondale City	Lackawanna	6006	SCRANTON-CARBONDALE HW	Meredith St	Salem Ave	0.86 to 1.04	Remove	No Reasonable/Affordable Mitigation
Carbondale City	Lackawanna	6006	BROOKLYN ST	Meridith St	Salem Ave	1.04	Remove	No Reasonable/Affordable Mitigation
Dunmore Borough	Lackawanna	8024	RAMP RD	SR8024	SR8009	0.95	Keep	
Scranton City	Lackawanna	3016	DAVIS ST	N Main St	Pittston Ave	0.94	Keep	Combine With SR 3016 Moosic Borough
Moosic Borough	Lackawanna	0011	BIRNEY AV	Rocky Glen Rd	Rail Road St	0.92	Remove	No Reasonable/Affordable Mitigation
South Abington Twp	Lackawanna	8041	RAMP F RD	Northern Blvd	Turnpike Ramp Rd	0.92	Remove	No Reasonable/Affordable Mitigation
Dunmore Borough	Lackawanna	6011	WHEELER AV/ S BLAKELY AVE	Cherry St	Potter St	0.91	Remove	No Reasonable/Affordable Mitigation
Clarks Summit Borough	Lackawanna	0006	N STATE ST	Old State Rd	Winola Rd	0.90	Remove	No Reasonable/Affordable Mitigation
Dunmore Borough	Lackawanna	6011	BLAKELY ST	Cherry St	Potter St	0.88	Keep	
Scranton City	Lackawanna	8033	RAMP F RD	Scranton Expressway	NC Ramp A Rd	0.88	Remove	No Reasonable/Affordable Mitigation
Dunmore Borough	Lackawanna	8009	RAMP RD	SR8009	O'Neill HW	0.88	Remove	No Reasonable/Affordable Mitigation
Taylor Borough	Lackawanna	3011	KEYSER AV	Oak St	Continental St	0.88	Remove	No Reasonable/Affordable Mitigation
Scranton City	Lackawanna	3013	N MAIN ST	Providence Rd	Green Ridge St	0.87	Keep	Combine With SR 6011 Scranton City
Scranton City	Lackawanna	6011	MAIN AV	Green Ridge St	Market St	0.85	Keep	Combine With SR 3013 Scranton City
Scranton City	Lackawanna	3102	RIVER ST	SR81	River St	0.85	Remove	v/c < 0.85
Scranton City	Lackawanna	6011	GREEN RIDGE ST	Blakely Street	Main Ave	0.81 to 0.84	Remove	v/c < 0.85
Moosic Borough	Lackawanna	0011	BIRNEY AV	Carrol St	Spring Brook Ave	0.83	Remove	v/c < 0.85
Blakely Borough	Lackawanna	0247	GINO MERLI DR	NC Gino Merli Dr	Main St	0.83	Remove	v/c < 0.85
Dunmore Borough	Lackawanna	0347	ONEILL HW	Ramp Rd	Kenworth Ent Rd	0.80	Remove	v/c < 0.85

Lackawanna-Luzerne Transportation Study
Metropolitan Planning Organization
Transportation Issues Forum

Thursday, April 2, 2015
Specific Projects Ideas Combined
CONGESTION ISSUES

TIF or ONLINE	Problem/Issue	Location	New Project?	SR/Segment	Notes	Action
TIF	Congested corridor	Davis Street from I-81	CMP			Forward to CMP
ONLINE	Traffic congestion	Davis St Corridor - Scranton				
TIF	Congestion	Moosic	CMP			Forward to CMP
TIF	Signal timing improvements	Davis Street	CMP			Forward to CMP
TIF	Signal timing improvements	Blackman Street	CMP		Project in development to address Blackman Street at PA 309/ I-81 Off Ramp	Forward to CMP
TIF	Signal timing improvements	Drinker Street	CMP		Project in development to address Drinker Street at Meade Street & I-81 Ramps	Forward to CMP
TIF	Congestion	Off ramp from I-81 into Wilkes-Barre at the Cross Valley Expressway backs up onto I-81	CMP			Forward to CMP
TIF	Congestion	Off ramp from Cross Valley Expressway onto Kidder Street/Monday Street	CMP			Forward to CMP
TIF	Congestion	Kidder Street turning left onto Cross Valley Expressway – I-81 to Reda Park Exit 168 (Highland Park)	CMP			Forward to CMP
TIF	Congestion	Cross Valley South onto Exit 1 onto Scott Street backs up onto Cross Valley South	CMP			Forward to CMP
TIF	Congestion	Truck traffic on Route 29 N&S between Dallas and Tunkhannock -also backs up onto 309 N at Rock Cut	CMP			Forward to CMP
TIF	Congestion due to rail crossing	Beginning of Sans Souci Parkway and corner of Oxford Street – Carey Avenue and West End Road in Hanover Township	CMP			Forward to CMP
ONLINE	Traffic congestion	Main Ave Corridor - Scranton	CMP			Forward to CMP
ONLINE	Congested and unsafe	I-81 Corridor Scranton to W-B	CMP			Forward to CMP

Appendix C – Project Data Sheets

Project Data Sheet

County	LACKAWANNA	Municipality	CLARKS GREEN BOROUGH
Route #	0407	Route Name	S. ABINGTON RD
From Route/ Street	VENARD RD	To Route/Street	COOK ST

Corridor Description SR 407 IS A URBAN MINOR ARTERIAL. THIS CORRIDOR IS PRIMARILY A 2 LANE SECTION WITH A TRAFFIC SIGNAL AT THE INTERSECTION OF GROVE STREET. LAND USE ALONG THIS CORRIDOR IS PRIMARILY RESIDENTIAL BUT SEVERAL COMMERCIAL SITES EXIST NEAR THE INTERSECTION WITH GROVE STREET.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	10402									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.8									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	7.84									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0.16									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	0.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0									
	% Change		*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	6									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0									
	% Change		*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Corridor seems to function well, CVS relocation may have reduced traffic.

Project Data Sheet Cont'd.

County	LACKAWANNA	Municipality	CLARKS GREEN BOROUGH
Route #	0407	Route Name	S. ABINGTON RD
From Route/ Street	VENARD RD	To Route/Street	COOK ST

Corridor Description: SR 407 IS A URBAN MINOR ARTERIAL. THIS CORRIDOR IS PRIMARILY A 2 LANE SECTION WITH A TRAFFIC SIGNAL AT THE INTERSECTION OF GROVE STREET. LAND USE ALONG THIS CORRIDOR IS PRIMARILY RESIDENTIAL BUT SEVERAL COMMERCIAL SITES EXIST NEAR THE INTERSECTION WITH GROVE STREET.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal retiming

Project Data Sheet

County	LACKAWANNA	Municipality	DUNMORE BOROUGH
Route #	0347	Route Name	BLAKELY ST
From Route/ Street	DRINKER ST	To Route/Street	JESSUP ST

Corridor Description SR 347 IS AN URBAN ARTERIAL. THE ROADWAY SECTION IS PRIMARILY A 2 LANE SECTION WITH ON-STREET PARKING AND 2 SIGNALIZED INTERSECTIONS. LAND USE ALONG THE CORRIDOR IS PRIMARILY RESIDENTIAL BUT SOME COMMERCIAL USES EXIST AT EACH END OF THE CORRIDOR.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	18467									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	1.2									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	110.38									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	34.38									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	2.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration(sec)	NB/EB Value	30.74									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	17									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	Municipality	DUNMORE BOROUGH
Route #	0347	Route Name	BLAKELY ST
From Route/ Street	DRINKER ST	To Route/Street	JESSUP ST

Corridor Description: SR 347 IS AN URBAN ARTERIAL. THE ROADWAY SECTION IS PRIMARILY A 2 LANE SECTION WITH ON-STREET PARKING AND 2 SIGNALIZED INTERSECTIONS. LAND USE ALONG THE CORRIDOR IS PRIMARILY RESIDENTIAL BUT SOME COMMERCIAL USES EXIST AT EACH END OF THE CORRIDOR.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	DUNMORE BOROUGH
Route #	6011	Route Name	BLAKELY ST
From Route/ Street	CHERRY ST	To Route/Street	POTTER ST

Corridor Description SR 6011 IS AN URBAN PRINCIPAL ARTERIAL. THE SECTION OF ROADWAY BETWEEN POTTER AND PINE STREETS IS A 3 LANE SECTION WITH A TWLTL AND NO ON-STREET PARKING. THE SECTION OF ROADWAY BETWEEN PINE AND CHERRY STREET IS A 2 LANE SECTION WITH ON-STREET PARKING ALONG THE EAST SIDE. THERE IS ONE TRAFFIC SIGNAL ALONG THIS SECTION AT POTTER STREET. LAND USE ALONG THE CORRIDOR IS PRIMARILY COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	13542									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.88									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	54.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	62.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	2.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	30.74									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	17									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	**Municipality**	DUNMORE BOROUGH
Route #	6011	**Route Name**	BLAKELY ST
From Route/ Street	CHERRY ST	**To Route/Street**	POTTER ST

Corridor Description

SR 6011 IS AN URBAN PRINCIPAL ARTERIAL. THE SECTION OF ROADWAY BETWEEN POTTER AND PINE STREETS IS A 3 LANE SECTION WITH A TWLTL AND NO ON-STREET PARKING. THE SECTION OF ROADWAY BETWEEN PINE AND CHERRY STREET IS A 2 LANE SECTION WITH ON-STREET PARKING ALONG THE EAST SIDE. THERE IS ONE TRAFFIC SIGNAL ALONG THIS SECTION AT POTTER STREET. LAND USE ALONG THE CORRIDOR IS PRIMARILY COMMERCIAL.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	JESSUP BOROUGH
Route #	1016	Route Name	CONSTITUTION AVE/ HILL ST
From Route/ Street	BRIDGE ST	To Route/Street	MAIN ST

Corridor Description SR 1016 IS AN URBAN ARTERIAL. THIS CORRIDOR CONSISTS OF A TWO LANE SECTION AND NO ON-STREET PARKING. THERE ARE 3 STOP CONTROLLED INTERSECTIONS THROUGHOUT THE CORRIDOR. PRIMARY LAND USE ALONG THE CORRIDOR IS RESIDENTIAL WITH SEVERAL COMMERCIAL USES SCATTERED THROUGHOUT.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	3877									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.6									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	81.19									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	35.19									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	4.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	16.28									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	6.33									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Stop Intersections at Hill and Main Sts create long queues and confusion among drivers

Project Data Sheet Cont'd.

County	LACKAWANNA	Municipality	JESSUP BOROUGH
Route #	1016	Route Name	CONSTITUTION AVE/ HILL ST
From Route/ Street	BRIDGE ST	To Route/Street	MAIN ST

Corridor Description: SR 1016 IS AN URBAN ARTERIAL. THIS CORRIDOR CONSISTS OF A TWO LANE SECTION AND NO ON-STREET PARKING. THERE ARE 3 STOP CONTROLLED INTERSECTIONS THROUGHOUT THE CORRIDOR. PRIMARY LAND USE ALONG THE CORRIDOR IS RESIDENTIAL WITH SEVERAL COMMERCIAL USES SCATTERED THROUGHOUT.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Alternate intersection (possible roundabout) at Hill St & Signalization at Main St

Project Data Sheet

County	LACKAWANNA	Municipality	MOOSIC BOROUGH/ SCRANTON CITY
Route #	3016	Route Name	DAVIS ST
From Route/ Street	N MAIN ST	To Route/Street	MONTAGE MTN RD

Corridor Description SR 3016 IS AN URBAN PRINCIPAL ARTERIAL. SR 3016 BETWEEN MAIN STREET AND BIRNEY AVE IS A 2 LANE SECTION WITH PRIMARILY RESIDENTIAL LAND USE. SR 3016 BETWEEN BIRNEY AVE AND PITTSTON AVE IS A 4 LANE SECTION WITH COMERCIAL LAND USES. SR 3016 BETWEEN PITTSTON AVE AND MATHEW AVE IS A 2 LANE SECTION WITH COMMERCIAL AND INSTITUTIONAL LAND USES. SR 3016 FROM MATTHEW AVE TO MONTAGE MTN RD IS A 4 LANE SECTION WITH COMMERCIAL USES AND LIMITED ACCESS FOR INTERCHANGE RAMPS. 5 TRAFFIC SIGNALS EXIST ON THIS CORRIDOR.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	17142									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	1.25									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	127.75									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	8.6									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	4.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	28.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	24									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	**Municipality**	MOOSIC BOROUGH/ SCRANTON CITY
Route #	3016	**Route Name**	DAVIS ST
From Route/ Street	N MAIN ST	**To Route/Street**	MONTAGE MTN RD

Corridor Description SR 3016 IS AN URBAN PRINCIPAL ARTERIAL. SR 3016 BETWEEN MAIN STREET AND BIRNEY AVE IS A 2 LANE SECTION WITH PRIMARILY RESIDENTIAL LAND USE. SR 3016 BETWEEN BIRNEY AVE AND PITTSTON AVE IS A 4 LANE SECTION WITH COMERCIAL LAND USES. SR 3016 BETWEEN PITTSTON AVE AND MATHEW AVE IS A 2 LANE SECTION WITH COMMERCIAL AND INSTITUTIONAL LAND USES. SR 3016 FROM MATTHEW AVE TO MONTAGE MTN RD IS A 4 LANE SECTION WITH COMMERCIAL USES AND LIMITED ACCESS FOR INTERCHANGE RAMPS. 5 TRAFFIC SIGNALS EXIST ON THIS CORRIDOR.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	OLD FORGE BOROUGH
Route #	3013	Route Name	MAIN AVE
From Route/ Street	DRAKES LANE	To Route/Street	SIBLEY AVE

Corridor Description SR 3013 IS AN URBAN MINOR ARTERIAL. SR 3013 IS A 2 LANE SECTION WITH NO ON-STREET PARKING. THERE ARE 3 SIGNALIZED INTERSECTION THROUGHOUT THE CORRIDOR. LAND USE ALONG THE CORRIDOR MIXED RESIDENTIAL AND COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	11312									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.8									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	103.65									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	113.32									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	2									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	43.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	60.59									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	**Municipality**	OLD FORGE BOROUGH
Route #	3013	**Route Name**	MAIN AVE
From Route/ Street	DRAKES LANE	**To Route/Street**	SIBLEY AVE

Corridor Description SR 3013 IS AN URBAN MINOR ARTERIAL. SR 3013 IS A 2 LANE SECTION WITH NO ON-STREET PARKING. THERE ARE 3 SIGNALIZED INTERSECTION THROUGHOUT THE CORRIDOR. LAND USE ALONG THE CORRIDOR MIXED RESIDENTIAL AND COMMERCIAL.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	OLYPHANT BOROUGH
Route #	0347	Route Name	S. VALLEY AVE/LACKAWANNA AVE
From Route/ Street	SPRUCE ST	To Route/Street	SUSQUEHANNA AVE

Corridor Description: SR 347 IS AN URBAN PRINCIPAL ARTERIAL. SR 347 IS 2 LANE SECTION ON -STREET PARKING NORTH OF GARFIELD AVE. LAND USE ALONG THIS CORRIDOR IS MIXED USE RESIDENTIAL AND COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	8850									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.8									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	34.25									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	33.72									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	1									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	18.46									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	22									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Intersection configuration with Burke By-pass/ Garfield St./ E. Scott St. including number of legs and close proximity to
		railroad crossing creates large amount of lost time at this intersection.

Project Data Sheet Cont'd.

County	LACKAWANNA	Municipality	OLYPHANT BOROUGH
Route #	0347	Route Name	S. VALLEY AVE/LACKAWANNA AVE
From Route/ Street	SPRUCE ST	To Route/Street	SUSQUEHANNA AVE

Corridor Description: SR 347 IS AN URBAN PRINCIPAL ARTERIAL. SR 347 IS 2 LANE SECTION ON -STREET PARKING NORTH OF GARFIELD AVE. LAND USE ALONG THIS CORRIDOR IS MIXED USE RESIDENTIAL AND COMMERCIAL.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Intersection improvements to be studied for upgraded traffic sign or alternate intersection type (possibe roundabout)

Project Data Sheet

County	LACKAWANNA	Municipality	SCRANTON CITY
Route #	3011	Route Name	KEYSER AVE
From Route/ Street	DALTON ST	To Route/Street	MORGAN HWY

Corridor Description SR 3011 IS AN URBAN PRINCIPAL ARTERIAL. SR 3011 IS A 2 LANE SECTION THROUGHOUT THE CORRIDOR WITH THE EXCEPTION OF THE SECTION FROM FERDINAND ST TO MORGAN HIGHWAY WHICH IS 3 LANES TO ACCOMMODATE LEFT TURNING MOVEMENTS. 4 SIGNALIZED INTERSECTIONS EXIST ON THIS CORRIDOR. LAND USES ALONG THIS CORRIDOR ARE SPLIT BETWEEN RESIDENTIAL AND COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	15796									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	1.09									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	-5.31									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	-50.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	1									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0									
	% Change		*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration(sec)	NB/EB Value	11									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0									
	% Change		*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	**Municipality**	SCRANTON CITY
Route #	3011	**Route Name**	KEYSER AVE
From Route/ Street	DALTON ST	**To Route/Street**	MORGAN HWY

Corridor Description SR 3011 IS AN URBAN PRINCIPAL ARTERIAL. SR 3011 IS A 2 LANE SECTION THROUGHOUT THE CORRIDOR WITH THE EXCEPTION OF THE SECTION FROM FERDINAND ST TO MORGAN HIGHWAY WHICH IS 3 LANES TO ACCOMMODATE LEFT TURNING MOVEMENTS. 4 SIGNALIZED INTERSECTIONS EXIST ON THIS CORRIDOR. LAND USES ALONG THIS CORRIDOR ARE SPLIT BETWEEN RESIDENTIAL AND COMMERCIAL.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	SCRANTON CITY
Route #	3013	Route Name	MAIN AVE
From Route/ Street	ENYON ST	To Route/Street	LACKAWANNA AVE

Corridor Description SR 3013 IS AN URBAN MINOR ARTERIAL. SR 3013 IS PRIMARILY A 2 LANE SECTION WITH IN STRET PARKING ON BOTH SIDES WITH THE EXCEPTION OF THE SECTION FROM OXFORD TO ROCK STREET WHICH IS 4 LANES TO ACCOMMODATE TURNING MOVEMENTS. 4 TRAFFIC SIGNALS EXIST ON THE CORRIDOR. LAND USE ALONG THE CORRIDOR IS MIXED RESIDENTIAL AND COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	14089									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.8									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	99.77									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	119.65									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	2.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	2.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	26.67									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	33.91									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	Municipality	SCRANTON CITY
Route #	3013	Route Name	MAIN AVE
From Route/ Street	ENYON ST	To Route/Street	LACKAWANNA AVE

Corridor Description: SR 3013 IS AN URBAN MINOR ARTERIAL. SR 3013 IS PRIMARILY A 2 LANE SECTION WITH IN STRET PARKING ON BOTH SIDES WITH THE EXCEPTION OF THE SECTION FROM OXFORD TO ROCK STREET WHICH IS 4 LANES TO ACCOMMODATE TURNING MOVEMENTS. 4 TRAFFIC SIGNALS EXIST ON THE CORRIDOR. LAND USE ALONG THE CORRIDOR IS MIXED RESIDENTIAL AND COMMERCIAL.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	SCRANTON CITY
Route #	3013/6011	Route Name	N MAIN ST/MAIN AVE
From Route/ Street	PROVIDENCE RD	To Route/Street	MARKET ST

Corridor Description SR 3013/6011 IS AN URBAN MINOR ARTERIAL. THE CORRIDOR IS PRIMARILY A 2 LANE SECTION WITH LIMITED ON STREET PARKING. 3 TRAFFIC SIGNALS EXIST ON THE CORRIDOR. LAND USE ALONG THE CORRIDOR IS PRIMARILY COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	16724									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.87									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	54.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	62.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	1.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	2									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration(sec)	NB/EB Value	24.71									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	25.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LACKAWANNA	**Municipality**	SCRANTON CITY
Route #	3013/6011	**Route Name**	N MAIN ST/MAIN AVE
From Route/ Street	PROVIDENCE RD	**To Route/Street**	MARKET ST

Corridor Description SR 3013/6011 IS AN URBAN MINOR ARTERIAL. THE CORRIDOR IS PRIMARILY A 2 LANE SECTION WITH LIMITED ON STREET PARKING. 3 TRAFFIC SIGNALS EXIST ON THE CORRIDOR. LAND USE ALONG THE CORRIDOR IS PRIMARILY COMMERCIAL.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LACKAWANNA	Municipality	THROOP BOROUGH
Route #	0347	Route Name	CYPRESS ST/ DUNMORE ST
From Route/ Street	SIMPSON ST	To Route/Street	MEADE ST

Corridor Description SR 347 IS AN URBAN PRINCIPAL ARTERIAL. SR 347 IS A ONE WAY PAIR WITH A SHARED THRU/RIGHT AND SEPARATE LEFT TURN LANE IN EACH DIRECTION. THERE ARE 2 SIGNALS ON THIS CORRIDOR WHERE 347 CROSS SANDERSON ST. LAND USE IN THIS AREA IS PRIMARILY RESIDENTIAL WITH LIMITED COMMERCIAL USES.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	9101									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.6									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	18.87									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	19.18									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	0.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	72									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	48									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Outdated signal timing.

Project Data Sheet Cont'd.

County	LACKAWANNA	Municipality	THROOP BOROUGH
Route #	0347	Route Name	CYPRESS ST/ DUNMORE ST
From Route/ Street	SIMPSON ST	To Route/Street	MEADE ST

Corridor Description: SR 347 IS AN URBAN PRINCIPAL ARTERIAL. SR 347 IS A ONE WAY PAIR WITH A SHARED THRU/RIGHT AND SEPARATE LEFT TURN LANE IN EACH DIRECTION. THERE ARE 2 SIGNALS ON THIS CORRIDOR WHERE 347 CROSS SANDERSON ST. LAND USE IN THIS AREA IS PRIMARILY RESIDENTIAL WITH LIMITED COMMERCIAL USES.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal retiming.

Project Data Sheet

County	LUZERNE	Municipality	DALLAS BOROUGH
Route #	0309	Route Name	S MEMORIAL HWY
From Route/ Street	CAVERTON RD	To Route/Street	CENTER ST

Corridor Description SR 309 IS AN URBAN PRINCIPAL ARTERIAL. SR 309 IS A 5 LANE SECTION THROUGH THIS CORRIDOR WITH TWO THROUGH LANES IN EACH DIRECTION AND A TWLTL. 4 TRAFFIC SIGNALS EXIST IN THIS CORRIDOR. LAND USE IN THIS CORRIDOR IS PRIMARILY COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	14504									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.9									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	0									
	% Change		*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0									
	% Change		*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	1.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	0.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	12.94									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	18									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Outdated signal timing.

Project Data Sheet Cont'd.

County	LUZERNE	Municipality	DALLAS BOROUGH
Route #	0309	Route Name	S MEMORIAL HWY
From Route/ Street	CAVERTON RD	To Route/Street	CENTER ST

Corridor Description: SR 309 IS AN URBAN PRINCIPAL ARTERIAL. SR 309 IS A 5 LANE SECTION THROUGH THIS CORRIDOR WITH TWO THROUGH LANES IN EACH DIRECTION AND A TWLTL. 4 TRAFFIC SIGNALS EXIST IN THIS CORRIDOR. LAND USE IN THIS CORRIDOR IS PRIMARILY COMMERCIAL.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal retiming.

Project Data Sheet

County	LUZERNE	Municipality	HAZLETON CITY
Route #	0093	Route Name	BROAD ST
From Route/ Street	DIAMOND ST	To Route/Street	POPLAR ST

Corridor Description SR 93 IS AN URBAN PRINCIPAL ARTERIAL. SR 93 IS A 5 LANE SECTION WITH 2 LANES IN EACH DIRECTION AND ALTERANTING CENTER TURN LANES. ON-STREET PARKING EXISTS AT VARIOUS SECTIONS THROUGHOUT THE CORRIDOR. 10 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USE IS PRIMARILY COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	12412									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.6									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	143.01									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	164.63									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	4.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	3.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	24.89									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	41.52									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Appears to be lots of capacity in the roadway section but lanes are underutilized . Transit Blockages.

Project Data Sheet Cont'd.

County	LUZERNE	Municipality	HAZLETON CITY
Route #	0093	Route Name	BROAD ST
From Route/ Street	DIAMOND ST	To Route/Street	POPLAR ST

Corridor Description: SR 93 IS AN URBAN PRINCIPAL ARTERIAL. SR 93 IS A 5 LANE SECTION WITH 2 LANES IN EACH DIRECTION AND ALTERANTING CENTER TURN LANES. ON-STREET PARKING EXISTS AT VARIOUS SECTIONS THROUGHOUT THE CORRIDOR. 10 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USE IS PRIMARILY COMMERCIAL.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smtih	Lane reassignment.

Project Data Sheet

County	LUZERNE	Municipality	HAZLETON CITY
Route #	0309	Route Name	CHURCH ST
From Route/ Street	BROAD ST	To Route/Street	W 22ND ST

Corridor Description SR 309 IS AN URBAN PRINCIPAL ARTERIAL. SR 309 FROM BROAD STREET TO DIAMOND AVE IS A 2 LANE SECTION WITH NO ON-STREET PARKING. SR 309 FROM DIAMOND AVE TO 22ND ST IS A 3 LANE SECTION WITH 1 LANE IN EACH DIRECTION, A TWLTL, AND NO ON-STREET PARKING. 6 TRAFFIC SIGNALS EXIST ON THIS CORRIDOR. LAND USES ARE RESIDENTIAL AND COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	16349									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.99									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	143.01									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	164.63									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	4.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	3.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	24.89									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	41.52									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements. Diamond to Broad St has an overall lack of capacity in getting vehicles onto Broad St.
		Meeting with the City indicates one way pair as a possible long term solution.

Project Data Sheet Cont'd.

County	LUZERNE	**Municipality**	HAZLETON CITY
Route #	0309	**Route Name**	CHURCH ST
From Route/ Street	BROAD ST	**To Route/Street**	W 22ND ST

Corridor Description SR 309 IS AN URBAN PRINCIPAL ARTERIAL. SR 309 FROM BROAD STREET TO DIAMOND AVE IS A 2 LANE SECTION WITH NO ON-STREET PARKING. SR 309 FROM DIAMOND AVE TO 22ND ST IS A 3 LANE SECTION WITH 1 LANE IN EACH DIRECTION, A TWLTL, AND NO ON-STREET PARKING. 6 TRAFFIC SIGNALS EXIST ON THIS CORRIDOR. LAND USES ARE RESIDENTIAL AND COMMERCIAL.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Corridor Improvements to extend from 22nd St to Broad St, project includes signal upgrades,
		removal of obselete/ unwarranted signals, aux lane additions and evalaution of one way traffic flow utilizing
		the street and an adjacent street to improve traffic flow.

Project Data Sheet

County	LUZERNE	Municipality	LARKSVILLE BOROUGH
Route #	0011	Route Name	MAIN ST/ NARROWS RD
From Route/ Street	GAYLORD AVE	To Route/Street	WOODWARD HILL RD

Corridor Description SR 11 IS AN URBAN PRINCIPAL ARTERIAL. SR 11 IS A FOUR LANE SECTION FROM WOODWARD HILL RD TO MAIN STREET AND 3 LANE SECTION FROM MAIN STREET TO GAYLORD AVE INCLUDING A TWLTL. 2 SIGNALIZED INTERSECTIONS EXIST IN THIS SECTION. LAND USES IN THE SECTION ARE PRIMARILY COMMERCIAL WITH SOME RESIDENTIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	19823									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	1.45									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	34.76									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	36.91									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	2.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	2.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	70.4									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	63.91									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LUZERNE	**Municipality**	LARKSVILLE BOROUGH
Route #	0011	**Route Name**	MAIN ST/ NARROWS RD
From Route/ Street	GAYLORD AVE	**To Route/Street**	WOODWARD HILL RD

Corridor Description SR 11 IS AN URBAN PRINCIPAL ARTERIAL. SR 11 IS A FOUR LANE SECTION FROM WOODWARD HILL RD TO MAIN STREET AND 3 LANE SECTION FROM MAIN STREET TO GAYLORD AVE INCLUDING A TWLTL. 2 SIGNALIZED INTERSECTIONS EXIST IN THIS SECTION. LAND USES IN THE SECTION ARE PRIMARILY COMMERCIAL WITH SOME RESIDENTIAL.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Signal Upgrades and Auxilary Lanes

Project Data Sheet

County	LUZERNE	Municipality	NANTICOKE BOROUGH
Route #	2002	Route Name	MAIN ST
From Route/ Street	MARKET ST	To Route/Street	LOOMIS ST

Corridor Description: SR 2002 IS AN URBAN MINOR ARTERIAL. SR 2002 IS A TWO LANE SECTION WITH AREAS OF ON-STREET PARKING. 2 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE A MIX OF RESIDENTIAL AND COMMERCIAL USES.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	15589									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.99									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	26.97									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	25.76									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	0.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	17									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	11									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LUZERNE	Municipality	NANTICOKE BOROUGH
Route #	2002	Route Name	MAIN ST
From Route/ Street	MARKET ST	To Route/Street	LOOMIS ST

Corridor Description: SR 2002 IS AN URBAN MINOR ARTERIAL. SR 2002 IS A TWO LANE SECTION WITH AREAS OF ON-STREET PARKING. 2 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE A MIX OF RESIDENTIAL AND COMMERCIAL USES.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Corridor Improvemnts along corridor to be studied for install of aux lanes at intersections and upgrade traffic signals

Project Data Sheet

County	LUZERNE	Municipality	PITTSTON CITY
Route #	2004	Route Name	MAIN ST
From Route/ Street	PLANK ST	To Route/Street	FORT JENKINS BRIDGE

Corridor Description SR 2004 IS AN URBAN MINOR ARTERIAL. SR 2004 FROM PLANK ST TO COLUMBUS AVE IS 2 LANE TWO WAY SECTION WITH NO ON-STREET PARKING. SR 2004 FROM COLUMBUS AVE TO JENKINS BRIDGE IS A 2 LANE ONE WAY SECTION WITH SECTIONS OF ON STREET PARKING ON BOTH SIDES. 5 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES ARE MIXED BETWEEN RESIDENTIAL AND COMMERCIAL USES.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	8722									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.8									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	104.72									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	39.44									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	2.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	34									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	22.56									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LUZERNE	**Municipality**	PITTSTON CITY
Route #	2004	**Route Name**	MAIN ST
From Route/ Street	PLANK ST	**To Route/Street**	FORT JENKINS BRIDGE

Corridor Description SR 2004 IS AN URBAN MINOR ARTERIAL. SR 2004 FROM PLANK ST TO COLUMBUS AVE IS 2 LANE TWO WAY SECTION WITH NO ON-STREET PARKING. SR 2004 FROM COLUMBUS AVE TO JENKINS BRIDGE IS A 2 LANE ONE WAY SECTION WITH SECTIONS OF ON STREET PARKING ON BOTH SIDES. 5 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES ARE MIXED BETWEEN RESIDENTIAL AND COMMERCIAL USES.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Traffic Signal Upgrades and configuration changes

Project Data Sheet

County	LUZERNE	Municipality	PLAINS TOWNSHIP
Route #	2004	Route Name	N RIVER ST
From Route/ Street	WATERFRONT B.P. DR	To Route/Street	HAINES ST

Corridor Description: SR 2004 IS A TWO-LANE SECTION BETWEEN THE TWO INTERSECTIONS LISTED AS LIMITS. AUXILIARY LANES EXIST AT INTERSECTIONS. LAND USES IN THE AREA ARE COMMERCIAL AND INDUSTRIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	15564									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.98									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	39.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	36.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	4.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	4									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	28.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	29									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	5 legged intersection at SR 309 interchange and lack of left turn capacity on ramps.

Project Data Sheet Cont'd.

County	LUZERNE	Municipality	PLAINS TOWNSHIP
Route #	2004	Route Name	N RIVER ST
From Route/ Street	WATERFRONT B.P. DR	To Route/Street	HAINES ST

Corridor Description: SR 2004 IS A TWO-LANE SECTION BETWEEN THE TWO INTERSECTIONS LISTED AS LIMITS. AUXILIARY LANES EXIST AT INTERSECTIONS. LAND USES IN THE AREA ARE COMMERCIAL AND INDUSTRIAL.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Study alternate intersection configuraions for SR 2004 River St & SR 309 Ramps, project could include
		signal upgrades, aux lane, structure modifications, possible relocation of Maffet St

Project Data Sheet

County	LUZERNE	Municipality	WILKES-BARRE CITY
Route #	2004	Route Name	S RIVER ST
From Route/ Street	ACADEMY ST	To Route/Street	NORTH ST

Corridor Description SR 2004 FROM ACADEMY ST TO SOUTH ST IS A 2 LANE SECTION WITH ON STREET PARKING ALONG THE WEST SIDE. SR 2004 FROM SOUTH ST TO NORTH ST IS A 4 LANE SECTION . 7 SIGNALIZED INTERSECTIONS EXIST IN THE CORRIDOR. LAND USES IN THE CORRIDOR ARE MIXED BETWEEN RESIDENTIAL AND COMMERCIAL.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	12875									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	0.86									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	39.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	36.41									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	4.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	4									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	28.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	29									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	At Market St, underutilized SB right lane could be reconfigured to reduce delay.

Project Data Sheet Cont'd.

County	LUZERNE	Municipality	WILKES-BARRE CITY
Route #	2004	Route Name	S RIVER ST
From Route/ Street	ACADEMY ST	To Route/Street	NORTH ST

Corridor Description: SR 2004 FROM ACADEMY ST TO SOUTH ST IS A 2 LANE SECTION WITH ON STREET PARKING ALONG THE WEST SIDE. SR 2004 FROM SOUTH ST TO NORTH ST IS A 4 LANE SECTION . 7 SIGNALIZED INTERSECTIONS EXIST IN THE CORRIDOR. LAND USES IN THE CORRIDOR ARE MIXED BETWEEN RESIDENTIAL AND COMMERCIAL.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smith	Traffic Signal Upgrades and configuration changes

Project Data Sheet

County	LUZERNE	Municipality	WILKES-BARRE CITY
Route #	K072	Route Name	WILKES-BARRE BLVD
From Route/ Street	NORTHAMPTON ST	To Route/Street	CONYNHAM ST

Corridor Description WILKES BARRE BLVD FROM NORTHAMPTON ST TO CONYNHAM ST IS A 5 LANE SECTION WITH ALTERNATING CENTER TURN LANES. 6 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE COMMERCIAL OR HIGH DENSITY RESIDENTIAL HOUSING.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	11356									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	1.38									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	38.78									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	120.57									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	1.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	3.7									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	30.59									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	32.16									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Signal timing could be updated for current traffic.

Project Data Sheet Cont'd.

County	LUZERNE	Municipality	WILKES-BARRE CITY
Route #	K072	Route Name	WILKES-BARRE BLVD
From Route/ Street	NORTHAMPTON ST	To Route/Street	CONYNHAM ST

Corridor Description: WILKES BARRE BLVD FROM NORTHAMPTON ST TO CONYNHAM ST IS A 5 LANE SECTION WITH ALTERNATING CENTER TURN LANES. 6 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE COMMERCIAL OR HIGH DENSITY RESIDENTIAL HOUSING.

Transit Routes:

Trails:

Mitigation Measures

Date	Initials	Description
May-15	J. Smtih	Signal retiming entire corridor.

Project Data Sheet

County	LUZERNE	Municipality	WILKES-BARRE TOWNSHIP
Route #	6309	Route Name	WILKES-BARRE TOWNSHIP BLVD
From Route/ Street	BLACKMAN ST	To Route/Street	MUNDY ST

Corridor Description SR 6309 FROM BLACKMAN ST TO NORTHAMPTON ST IS A 3 LANE SECTION WITH A TWLTL. NORTHAMPTON ST TO WILKES PLAZA DRIVE IS A 5 LANE SECTION. SR 6309 FROM WILKES PLAZA DRIVE TO MUNDY ST IS A 3 LANE SECTION. 8 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE PRIMARILY COMMERCIAL BUT RESIDENTIAL USES DO OCCUR BETWEEN SPRING ST AND MUNDY ST.

Performance Meaures

		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	Value	11356									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
V/C	Value	1.38									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
Delay (sec)	NB/EB Value	38.48									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	124.48									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT # of Stops	NB/EB Value	3.5									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	1.3									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
TT Average Stop Duration (sec)	NB/EB Value	18.57									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
	SB/WB Value	96.92									
	% Change		*-100%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*

Field Observations

Date	Intitials	Description
Dec-14	J. Smith	Corridor added to project listing for monitoring.
Apr-15	J. Smith	Left turns blocking thru movements.

Project Data Sheet Cont'd.

County	LUZERNE	**Municipality**	WILKES-BARRE TOWNSHIP
Route #	6309	**Route Name**	WILKES-BARRE TOWNSHIP BLVD
From Route/ Street	BLACKMAN ST	**To Route/Street**	MUNDY ST

Corridor Description SR 6309 FROM BLACKMAN ST TO NORTHAMPTON ST IS A 3 LANE SECTION WITH A TWLTL. NORTHAMPTON ST TO WILKES PLAZA DRIVE IS A 5 LANE SECTION. SR 6309 FROM WILKES PLAZA DRIVE TO MUNDY ST IS A 3 LANE SECTION. 8 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE PRIMARILY COMMERCIAL BUT RESIDENTIAL USES DO OCCUR BETWEEN SPRING ST AND MUNDY ST.

Transit Routes

Trails

Mitigation Measures

Date	Initials	Description
May-15	J. Smtih	Signal upgrades along entire corridor, study alternative intersection configuration at Pine/Sherman St
		and addition of aux lanes at Mundy St intersection

Appendix D – Data Analysis Sheets

County	LACKAWANNA	Municipality	CLARKS GREEN
Route #	407	Route Name	S. ABINGTON
From Route/ Street	VENARD RD	To Route/Street	COOK ST

Corridor Description: SR 407 IS A URBAN MINOR ARTERIAL. THIS CORRIDOR IS PRIMARILY A 2 LANE SECTION WITH A TRAFFIC SIGNAL AT THE INTERSECTION OF GROVE STREET. LAND USE IN THIS CORRIDOR IS PRIMARILY RESIDENTIAL BUT SEVERAL COMMERCIAL SITES EXIST NEAR THE INTERSECTION WITH GROVE STREET.

NB/EB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	1065
Avg. Cumulative Run Time(sec)	33
Travel Time at Free Flow Speed (sec)	25.16
Delay (sec)	7.84
Percent Time Spent Delayed	24%

SB/WB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	1065
Avg. Cumulative Run Time(sec)	25
Travel Time at Free Flow Speed (sec)	25.16
Delay (sec)	-0.16
Percent Time Spent Delayed	0%

NB/EB TT RUNS - # of Stops

Average Number of Stops per Run*	1

SB/WB TT RUNS - # of Stops

Average Number of Stops per Run*	0

** All values less than 1.0 were rounded up to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	6
Average Duration of Stops (sec)	6

SB/WB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	0
Average Duration of Stops (sec)	0

County	LACKAWANNA	Municipality	DUNMORE
Route #	347	Route Name	BLAKELY ST
From Route/ Street	DRINKER ST	To Route/Street	JESSUP ST

Corridor Description: SR 347 IS AN URBAN ARTERIAL. THE ROADWAY SECTION IS PRIMARILY A 2 LANE SECTION WITH ON-STREET PARKING AND 2 SIGNALIZED INTERSECTIONS. LAND USE ALONG THE CORRIDOR IS PRIMARILY RESIDENTIAL BUT SOME COMMERCIAL USES EXIST AT EACH END OF THE CORRIDOR.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5445
Avg. Cumulative Run Time(sec)	239
Travel Time at Free Flow Speed (sec)	128.62
Delay (sec)	110.38
Percent Time Spent Delayed	46%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5445
Avg. Cumulative Run Time(sec)	163
Travel Time at Free Flow Speed (sec)	128.62
Delay (sec)	34.38
Percent Time Spent Delayed	21%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1

** All values less than 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	83
Average Duration of Stops (sec)	30.74

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	17
Average Duration of Stops (sec)	17.00

County	LACKAWANNA	Municipality	DUNMORE
Route #	6011	Route Name	BLAKELY ST
From Route/ Street	CHERRY ST	To Route/Street	POTTER ST

Corridor Description: SR 6011 IS AN URBAN PRINCIPAL ARTERIAL. THE SECTION OF ROADWAY BETWEEN POTTER AND PINE STREETS IS A 3 LANE SECTION WITH A TWLTL AND NO ON-STREET PARKING. THE SECTION OF ROADWAY BETWEEN PINE AND CHERRY STREET IS A 2 LANE SECTION WITH ON-STREET PARKING ALONG THE EAST SIDE. THERE IS ONE TRAFFIC SIGNAL I N THIS SECTION AT POTTER STREET. LAND USE ALONG THE CORRIDOR IS PRIMARILY COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	3073
Avg. Cumulative Run Time(sec)	127
Travel Time at Free Flow Speed (sec)	72.59
Delay (sec)	54.41
Percent Time Spent Delayed	43%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	3073
Avg. Cumulative Run Time(sec)	135
Travel Time at Free Flow Speed (sec)	72.59
Delay (sec)	62.41
Percent Time Spent Delayed	46%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	2

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	42
Average Duration of Stops (sec)	24.71

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	51
Average Duration of Stops (sec)	25.50

County	LACKAWANNA	Municipality	JESSUP
Route #	1016	Route Name	CONSTITUTION AVE
From Route/ Street	BRIDGE ST	To Route/Street	MAIN ST

Corridor Description: SR 1016 IS AN URBAN ARTERIAL. THIS CORRIDOR CONSISTS OF A TWO LANE SECTION NO ON-STREET PARKING. THERE ARE 3 STOP CONTROLLED INTERSECTIONS THROUGHOUT THE CORRIDOR. PRIMARY LAND USE ALONG THE CORRIDOR IS RESIDENTIAL WITH SEVERAL COMMERCIAL USES SCATTERED THROUGHOUT.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	2659
Avg. Cumulative Run Time(sec)	144
Travel Time at Free Flow Speed (sec)	62.81
Delay (sec)	81.19
Percent Time Spent Delayed	56%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	2659
Avg. Cumulative Run Time(sec)	98
Travel Time at Free Flow Speed (sec)	62.81
Delay (sec)	35.19
Percent Time Spent Delayed	36%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	4.3

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	70
Average Duration of Stops (sec)	16.28

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	19
Average Duration of Stops (sec)	6.33

County	LACKAWANNA	Municipality	MOOSIC
Route #	3016	Route Name	DAVIS ST
From Route/ Street	N MAIN ST	To Route/Street	MONTAGE MTN RD

Corridor Description: SR 3016 IS AN URBAN PRINCIPAL ARTERIAL. SR 3016 BETWEEN MAIN STREET AND BIRNEY AVE IS A 2 LANE SECTION WITH PRIMARILY RESIDENTIAL LAND USE. SR 3016 BETWEEN BIRNEY AVE AND PITTSTON AVE IS A 4 LANE SECTION WITH COMMERCIAL LAND USES. SR 3016 BETWEEN PITTSTON AVE AND MATTHEW AVE IS A 2 LANE SECTION WITH COMMERCIAL AND INSTITUTIONAL LAND USES. SR 3016 FROM MATTHEW AVE TO MONTAGE MTN RD IS A 4 LANE SECTION WITH COMMERCIAL USES AND LIMITED ACCESS FOR INTERCHANGE RAMPS. 5 TRAFFIC SIGNALS EXIST WITHIN THIS CORRIDOR.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	9197
Avg. Cumulative Run Time(sec)	345
Travel Time at Free Flow Speed (sec)	217.25
Delay (sec)	127.75
Percent Time Spent Delayed	37%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	9161
Avg. Cumulative Run Time(sec)	225
Travel Time at Free Flow Speed (sec)	216.40
Delay (sec)	8.60
Percent Time Spent Delayed	4%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	4.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	133
Average Duration of Stops (sec)	28.30

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	24
Average Duration of Stops (sec)	24.00

County	LACKAWANNA	Municipality	OLD FORGE
Route #	3013	Route Name	MAIN AVE
From Route/ Street	DRAKES LN	To Route/Street	SIBLEY AVE

Corridor Description: SR 3013 IS AN URBAN MINOR ARTERIAL. SR 3013 IS A 2 LANE SECTION WITH NO ON-STREET PARKING. THERE ARE 3 SIGNALIZED INTERSECTION THROUGHOUT THE CORRIDOR. LAND USE ALONG THE CORRIDOR MIXED RESIDENTIAL AND COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	6661
Avg. Cumulative Run Time(sec)	261
Travel Time at Free Flow Speed (sec)	157.35
Delay (sec)	103.65
Percent Time Spent Delayed	40%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	6675
Avg. Cumulative Run Time(sec)	271
Travel Time at Free Flow Speed (sec)	157.68
Delay (sec)	113.32
Percent Time Spent Delayed	42%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	2

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.7

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	87
Average Duration of Stops (sec)	43.50

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	103
Average Duration of Stops (sec)	60.59

County	LACKAWANNA	Municipality	OLYPHANT
Route #	347	Route Name	MAIN AVE
From Route/ Street	SPRUCE ST	To Route/Street	SUSQUEHANNA AVE

Corridor Description: SR 347 IS AN URBAN PRINCIPAL ARTERIAL. SR 347 IS 2 LANE SECTION ON -STREET PARKING NORTH OF GARFIELD AVE. LAND USE ALONG THIS CORRIDOR IS MIXED USE RESIDENTIAL AND COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	1344
Avg. Cumulative Run Time(sec)	66
Travel Time at Free Flow Speed (sec)	31.75
Delay (sec)	34.25
Percent Time Spent Delayed	52%

SB/WB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	1324
Avg. Cumulative Run Time(sec)	65
Travel Time at Free Flow Speed (sec)	31.28
Delay (sec)	33.72
Percent Time Spent Delayed	52%

NB/EB TT RUNS - # of Stops

Average Number of Stops per Run*	1.3

SB/WB TT RUNS - # of Stops

Average Number of Stops per Run*	1

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	24
Average Duration of Stops (sec)	18.46

SB/WB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	22
Average Duration of Stops (sec)	22.00

County	LACKAWANNA	Municipality	SCRANTON
Route #	3011	Route Name	KEYSER AVE
From Route/ Street	DALTON ST	To Route/Street	MORGAN HWY

Corridor Description: SR 3011 IS AN URBAN PRINCIPAL ARTERIAL. SR 3011 IS A 2 LANE SECTION THROUGHOUT THE CORRIDOR WITH THE EXCEPTION OF THE SECTION FROM FERDINAND ST TO MORGAN HIGHWAY WHICH IS 3 LANES TO ACCOMMODATE LEFT TURNING MOVEMENTS. 4 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE SPLIT BETWEEN RESIDENTIAL AND COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	12078
Avg. Cumulative Run Time(sec)	280
Travel Time at Free Flow Speed (sec)	285.31
Delay (sec)	-5.31
Percent Time Spent Delayed	0%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	12086
Avg. Cumulative Run Time(sec)	235
Travel Time at Free Flow Speed (sec)	285.50
Delay (sec)	-50.50
Percent Time Spent Delayed	0%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	1

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	0

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	11
Average Duration of Stops (sec)	11.00

PL

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	0
Average Duration of Stops (sec)	0.00

County	LACKAWANNA	Municipality	SCRANTON
Route #	3013	Route Name	MAIN AVE
From Route/ Street	ENYON ST	To Route/Street	LACKAWANNA AVE

Corridor Description: SR 3013 IS AN URBAN MINOR ARTERIAL. SR 3013 IS PRIMARILY A 2 LANE SECTION WITH IN STRET PARKING ON BOTH SIDES WITH THE EXCEPTION OF THE SECTION FROM OXFORN TO ROCJK STREET WHICH IS 4 LANES TO ACCOMMODATE TUERING MOVEMENT. 4 TRAFFIC SIGNALS EXIST IN THE CORRIDOR. LAND USE ALONG THE CORRIDOR IS MIXED RESIDENTIAL AND COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	4243
Avg. Cumulative Run Time(sec)	200
Travel Time at Free Flow Speed (sec)	100.23
Delay (sec)	99.77
Percent Time Spent Delayed	50%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	4248
Avg. Cumulative Run Time(sec)	220
Travel Time at Free Flow Speed (sec)	100.35
Delay (sec)	119.65
Percent Time Spent Delayed	54%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	72
Average Duration of Stops (sec)	26.67

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	78
Average Duration of Stops (sec)	33.91

County	LACKAWANNA	Municipality	SCRANTON
Route #	3013/6011	Route Name	N MAIN ST/MAIN AVE
From Route/ Street	PROVIDENCE RD	To Route/Street	MARKET ST

Corridor Description: SR 3013 & 6011 ARE URBAN MINOR ARTERIALS. THE CORRIDOR IS PRIMARILY A 2 LANE SECTION WITH LIMITED ON STREET PARKING. 3 TRAFFIC SIGNALS EXIST ALONG THE CORRIDOR. LAND USE IN THE CORRIDOR IS PRIMARILY COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	3073
Avg. Cumulative Run Time(sec)	127
Travel Time at Free Flow Speed (sec)	72.59
Delay (sec)	54.41
Percent Time Spent Delayed	43%

SB/WB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	3073
Avg. Cumulative Run Time(sec)	135
Travel Time at Free Flow Speed (sec)	72.59
Delay (sec)	62.41
Percent Time Spent Delayed	46%

NB/EB TT RUNS - # of Stops

Average Number of Stops per Run*	1.7

SB/WB TT RUNS - # of Stops

Average Number of Stops per Run*	2

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	42
Average Duration of Stops (sec)	24.71

SB/WB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	51
Average Duration of Stops (sec)	25.50

County	LACKAWANNA	Municipality	THROOP
Route #	347	Route Name	CYPRESS ST /DUNMORE ST
From Route/ Street	SIMPSON ST	To Route/Street	MEADE ST

Corridor Description: SR 347 IS AN URBAN PRINCIPAL ARTERIAL. SR 347 IS A ONE WAY PAIR WITH A SHARE THRU/RIGHT AND SEPARATE LEFT TURN LANE IN EACH DIRECTION. THERE ARE 2 SIGNALS ON THIS CORRIDOR WHERE 347 CROSS SANDERSON ST. LAND USE IN THIS AREA IS PRIMARILY RESIDENTIAL WITH LIMITED COMMERCIAL USES.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	799
Avg. Cumulative Run Time(sec)	45
Travel Time at Free Flow Speed (sec)	18.87
Delay (sec)	26.13
Percent Time Spent Delayed	58%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	812
Avg. Cumulative Run Time(sec)	39
Travel Time at Free Flow Speed (sec)	19.18
Delay (sec)	19.82
Percent Time Spent Delayed	51%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	1

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1

**All values under 1.0 are rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	72
Average Duration of Stops (sec)	72.00

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	48
Average Duration of Stops (sec)	48.00

County	LUZERNE	Municipality	DALLAS
Route #	309	Route Name	S MEMORIAL HWY
From Route/ Street	CALVERTON RD	To Route/Street	CENTER ST

Corridor Description: SR 309 IS AN URBAN PRINCIPAL ARTERIAL. SR 309 IS A 5 LANE SECTION THROUGH THIS CORRIDOR WITH TWO THROUGH LANES IN EACH DIRECTION AND A TWLTL. 4 TRAFFIC SIGNALS EXIST IN THIS CORRIDOR. LAND USE IN THIS CORRIDOR IS PRIMARILY COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	7424
Avg. Cumulative Run Time(sec)	159
Travel Time at Free Flow Speed (sec)	175.37
Delay (sec)	-16.37
Percent Time Spent Delayed	0%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	7446
Avg. Cumulative Run Time(sec)	148
Travel Time at Free Flow Speed (sec)	175.89
Delay (sec)	-27.89
Percent Time Spent Delayed	0%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1

** All values less than 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	22
Average Duration of Stops (sec)	12.94

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	18
Average Duration of Stops (sec)	18.00

County	LUZERNE	Municipality	HAZLETON CITY
Route #	93	Route Name	BROAD ST
From Route/ Street	DIAMOND ST	To Route/Street	POPLAR ST

Corridor Description: SR 93 IS AN URBAN PRINCIPAL ARTERIAL. SR 93 IS A 5 LANE SECTION WITH 2 LANES IN EACH DIRECTION AND ALTERANTING CENTER TURN LANES. ON-STREET PARKING EXISTS AT VARIOUS SECTIONS THROUGHOUT THE CORRIDOR. 10 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USE IS PRIMARILY COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5503
Avg. Cumulative Run Time(sec)	273
Travel Time at Free Flow Speed (sec)	129.99
Delay (sec)	143.01
Percent Time Spent Delayed	52%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5519
Avg. Cumulative Run Time(sec)	295
Travel Time at Free Flow Speed (sec)	130.37
Delay (sec)	164.63
Percent Time Spent Delayed	56%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	4.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	3.3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	117
Average Duration of Stops (sec)	24.89

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	137
Average Duration of Stops (sec)	41.52

County	LUZERNE	Municipality	HAZLETON CITY
Route #	309	Route Name	CHURCH ST
From Route/ Street	SR 309/BROAD ST	To Route/Street	W 22ND ST

Corridor Description: SR 309 IS AN URBAN PRINCIPAL ARTERIAL. SR 309 FROM BROAD STREET TO DIAMOND AVE IS A 2 LANE SECTION NO ON-STREET PARKING. SR 309 FROM DIAMOND AVE TO 22ND ST IS A 3 LANE SECTION WITH 1 LANE IN EACH DIRCTION AND A TWLTL AND NO ON-STREET PARKING. 6 TRAFFIC SIGNAL EXIST IN THIS CORRIDOR. LAND USES ARE RESIDENTIAL AND COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	7076
Avg. Cumulative Run Time(sec)	257
Travel Time at Free Flow Speed (sec)	167.15
Delay (sec)	89.85
Percent Time Spent Delayed	35%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	7068
Avg. Cumulative Run Time(sec)	408
Travel Time at Free Flow Speed (sec)	166.96
Delay (sec)	241.04
Percent Time Spent Delayed	59%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	5

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	51
Average Duration of Stops (sec)	18.89

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	213
Average Duration of Stops (sec)	42.60

County	LUZERNE	Municipality	LARKSVILLE
Route #	11	Route Name	MAIN ST
From Route/ Street	GAYLORD AVE	To Route/Street	WOODWARD HILL RD

Corridor Description: SR 11 IS AN URBAN PRINCIPAL ARTERIAL. SR 11 IS A FOUR LANE SECTION FROM WOODWARD HILL RD TO MAIN STREET AND 3 LANE SECTION FROM MAIN STREET TO CAREY AVE INCLUDING A TWLTL. 2 SIGNALIZED INTERSECTIONS EXIST IN THIS SECTION. LAND USES IN THE SECTION ARE PRIMARILY COMMERCIAL WITH SOME RESIDENTIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	10678
Avg. Cumulative Run Time(sec)	287
Travel Time at Free Flow Speed (sec)	252.24
Delay (sec)	34.76
Percent Time Spent Delayed	12%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	10672
Avg. Cumulative Run Time(sec)	289
Travel Time at Free Flow Speed (sec)	252.09
Delay (sec)	36.91
Percent Time Spent Delayed	13%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.5

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	176
Average Duration of Stops (sec)	70.40

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	147
Average Duration of Stops (sec)	63.91

County	LUZERNE	Municipality	NANTICOKE
Route #	2002	Route Name	MAIN ST
From Route/ Street	MARKET ST	To Route/Street	LOOMIS ST

Corridor Description: SR 2002 IS AN URBAN MINOR ARTERIAL. SR 2002 IS A TWO LANE SECTION WITH AREAS OF ON-STREET PARKING. 2 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE A MIX OF RESIDENTIAL AND COMMERCIAL USES.

NB/EB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	3134
Avg. Cumulative Run Time(sec)	101
Travel Time at Free Flow Speed (sec)	74.03
Delay (sec)	26.97
Percent Time Spent Delayed	27%

SB/WB TT RUNS - % Below Posted Speed

Posted Speed Limit (mph)	35
Travel Distance (ft)	3143
Avg. Cumulative Run Time(sec)	100
Travel Time at Free Flow Speed (sec)	74.24
Delay (sec)	25.76
Percent Time Spent Delayed	26%

NB/EB TT RUNS - # of Stops

Average Number of Stops per Run*	1

SB/WB TT RUNS - # of Stops

Average Number of Stops per Run*	1

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	17
Average Duration of Stops (sec)	17.00

SB/WB TT RUNS - Average Duration of Stops

Cumulative Duration of Stops	11
Average Duration of Stops (sec)	11.00

County	LUZERNE	Municipality	PITTSTON
Route #	2004	Route Name	MAIN ST
From Route/ Street	PLANK ST	To Route/Street	JENKINS BR

Corridor Description: SR 2004 IS AN URBAN MINOR ARTERIAL. SR 2004 FROM PLANK ST TO COLUMBUS AVE IS 2 LANE TWO WAY SECTION WITH NO ON-STREET PARKING. SR 2004 FROM COLUMBUS AVE TO JENKINS BRIDGE IS A 2 LANE ONE WAY SECTION WITH SECTIONS OF ON STREET PARKING ON BOTH SIDES. 5 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES ARE MIXED BETWEEN RESIDENTIAL AND COMMERCIAL USES.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5769
Avg. Cumulative Run Time(sec)	241
Travel Time at Free Flow Speed (sec)	136.28
Delay (sec)	104.72
Percent Time Spent Delayed	43%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	4003
Avg. Cumulative Run Time(sec)	134
Travel Time at Free Flow Speed (Sec)	94.56
Delay (sec)	39.44
Percent Time Spent Delayed	29%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	2.5

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	85
Average Duration of Stops (sec)	34.00

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	29.33
Average Duration of Stops (sec)	22.56

County	LUZERNE	Municipality	PLAINS
Route #	2004	Route Name	N RIVER ST
From Route/ Street	WATERFRONT BUSINESS PARK DR	To Route/Street	HAINES ST

Corridor Description SR 2004 IS AN URBAN PRINCIPAL ARTERIAL. SR 2004 IS A 2 LANE SECTION THROUGHOUT THE CORRIDOR WITH THE EXCEPTION OF THE SECTION CROSSING UNDER THE CROSS VALLEY EXPRESSWAY WHICH IS 5 LANEs TO ACCOMMODATE TURNING MOVEMENTS AT THE INTERCHANGE RAMPS. 3 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE ENTIRELY COMMERCIAL. THE 2015 STUDY HAD AN ERROR IN THE DATA COLLECTION FROM THE SEGMENT FROM WATERFRONT BUSINESS PARK DR TO CROSS VALLEY EB RAMP AND THAT SEGMENT WAS NOT INCLUDED IN THIS STUDY.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	1585
Avg. Cumulative Run Time(sec)	49
Travel Time at Free Flow Speed (sec)	37.44
Delay (sec)	11.56
Percent Time Spent Delayed	24%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	1585
Avg. Cumulative Run Time(sec)	134
Travel Time at Free Flow Speed (sec)	37.44
Delay (sec)	96.56
Percent Time Spent Delayed	72%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	3.5

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	144
Average Duration of Stops (sec)	41.14

PL

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	92
Average Duration of Stops (sec)	70.77

County	LUZERNE	Municipality	WILKES BARRE
Route #	2004	Route Name	S RIVER ST
From Route/ Street	ACADEMY ST	To Route/Street	NORTH ST

Corridor Description: SR 2004 FROM ACADEMY ST TO SOUTH ST IS A 2 LANE SECTION WITH ON STREET PARKING ALONG THE WEST SIDE. SR 2004 FROM SOUTH ST TO NORTH ST IS A 4 LANE SECTION . 7 SIGNALIZED INTERSECTIONS EXIST IN THE CORRIDOR. LAND USES IN THE CORRIDOR ARE MIXED BETWEEN RESIDENTIAL AND COMMERCIAL.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5858
Avg. Cumulative Run Time(sec)	289
Travel Time at Free Flow Speed (sec)	138.38
Delay (sec)	39.41
Percent Time Spent Delayed	14%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	5843
Avg. Cumulative Run Time(sec)	267
Travel Time at Free Flow Speed (sec)	138.02
Travel Time at Free Flow Speed	36.41
Percent Time Spent Delayed	14%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	4.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	4

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	133
Average Duration of Stops (sec)	28.30

PL

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	116
Average Duration of Stops (sec)	29.00

County	LUZERNE	Municipality	WILKES-BARRE CITY
Route #	K072	Route Name	WILKE BARRE BLVD
From Route/ Street	NORTHAMPTON ST	To Route/Street	CONYNGHAM ST

Corridor Description: WILKES BARRE BLVD FROM NORTHAMPTON ST TO CONYNHAM ST IS A 5 LANE SECTION WITH ALTERNATING CENTER TURN LANES. 6 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE COMMERCIAL OR HIGH DENSITY RESIDENTIAL HOUSING.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	7206
Avg. Cumulative Run Time(sec)	209
Travel Time at Free Flow Speed (sec)	170.22
Delay (sec)	38.78
Percent Under Posted Speed	19%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	7215
Avg. Cumulative Run Time(sec)	291
Travel Time at Free Flow Speed (sec)	170.43
Delay (sec)	120.57
Percent Under Posted Speed	41%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.7

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	3.7

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	52
Average Duration of Stops (sec)	30.59

PL

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	119
Average Duration of Stops (sec)	32.16

County	LUZERNE	Municipality	WILKES-BARRE
Route #	6309	Route Name	BUSINESS 309
From Route/ Street	BLACKMAN ST	To Route/Street	MUNDY ST

Corridor Description: SR 6309 FROM BLACKMAN ST TO NORTHAMPTON ST IS A 3 LANE SECTION WITH A TWLTL. NORTHAMPTON ST TO WILKES PLAZA DRIVE IS A 5 LANE SECTION. SR 6309 FROM WILKES PLAZA DRIVE TO MUNDY ST IS A 3 LANE SECTION. 8 SIGNALIZED INTERSECTIONS EXIST IN THIS CORRIDOR. LAND USES IN THIS CORRIDOR ARE PRIMARILY COMMERCIAL BUT RESIDENTIAL USE DOES OCCUR BETWEEN SPRING ST AND MUNDY ST.

NB/EB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	12468
Avg. Cumulative Run Time(sec)	333
Travel Time at Free Flow Speed (sec)	294.52
Delay (sec)	38.48
Percent Time Spent Delayed	12%

SB/WB TT RUNS - % Below Posted Speed	
Posted Speed Limit (mph)	35
Travel Distance (ft)	12468
Avg. Cumulative Run Time(sec)	419
Travel Time at Free Flow Speed (sec)	294.52
Delay (sec)	124.48
Percent Time Spent Delayed	30%

NB/EB TT RUNS - # of Stops	
Average Number of Stops per Run*	3.5

SB/WB TT RUNS - # of Stops	
Average Number of Stops per Run*	1.3

** All values under 1.0 will be rounded to 1.0 for analysis purposes*

NB/EB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	65
Average Duration of Stops (sec)	18.57

PL

SB/WB TT RUNS - Average Duration of Stops	
Cumulative Duration of Stops	126
Average Duration of Stops (sec)	96.92