

# Exit 302

## -- Option 1

### OVERVIEW

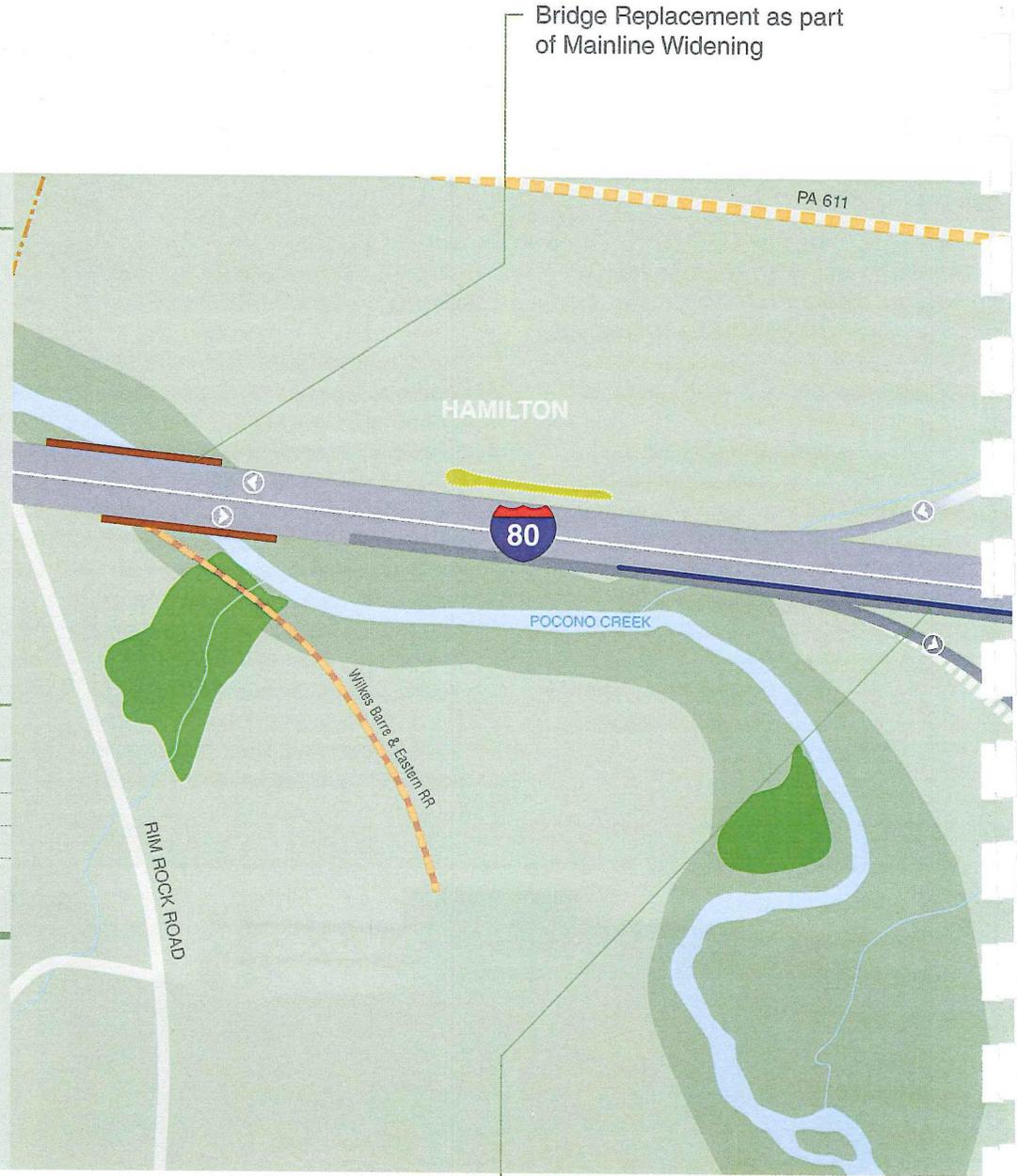
- Separates eastbound I-80 weave from mainline by constructing collector-distributor road
- Requires replacement of the two PA 33 bridges over I-80
- Increases radii on eastbound I-80 loop ramps to meet current design criteria
- Existing decision distance on southbound PA 33 on-ramp to westbound I-80 remains unchanged
- Existing interchange configuration remains mostly unchanged
- Traffic at PA 33/PA 611 intersection not affected

### ESTIMATED COST (X 1,000) \*

Engineering Design	\$ 1,349
Construction	\$ 13,488
<b>Total</b>	<b>\$ 14,837</b>

\* Excludes mainline widening, right-of-way, utility relocation and environmental mitigation costs.

- I-80 Proposed Mainline
- Bridge
- Waterways
- I-80 Proposed Ramp
- Proposed Barrier
- Historic Roadway
- Existing Road
- Field Wetlands
- Historic Railroad
- Proposed Ramp Elimination
- NWI Wetlands
- FEMA 100 Year Floodplain
- Municipalities Boundary



Proposed Eastbound I-80 Collector-Distributor Road

Bridge Replacements to Accommodate Collector-Distributor Road

EXIT 302

PA 611

STROUDSBURG

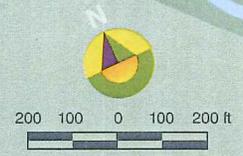
80

POCONO CREEK

PA 33

PA 33

WOODS WAY



Reconstruction of Eastbound I-80 Off-Ramp

Reconstruction of Eastbound I-80 On-Ramp to Increase Radius

Proposed Barrier to Separate Mainline and Collector-Distributor Road

Reconstruction of Eastbound I-80 Off-Ramp to Increase Radius

# Exit 302

## -- Option 2

### OVERVIEW

- Eliminates eastbound I-80 weave by constructing new eastbound I-80 off-ramp at Rim Rock Road and removing existing eastbound I-80 off-ramp to northbound PA 33
- Separates northbound and southbound PA 33 movements to westbound I-80 by relocating northbound PA 33 on-ramp to westbound I-80
- Improves decision distance by realigning southbound PA 33 on-ramp to westbound I-80 and relocating exit point further south on PA 33
- Removes some traffic from PA 33/PA 611 intersection by relocating westbound I-80 off-ramp to southbound PA 33/PA 611 further east on PA 611
- Requires replacement of northbound PA 33 bridge over I-80

### ESTIMATED COST (X 1,000) \*

Engineering Design	\$ 1,012
Construction	\$ 10,112
<b>Total</b>	<b>\$ 11,124</b>

\* Excludes mainline widening, right-of-way, utility relocation and environmental mitigation costs.

- I-80 Proposed Mainline
- Bridge
- Waterways
- I-80 Proposed Ramp
- Proposed Barrier
- Historic Roadway
- Existing Road
- Field Wetlands
- Historic Railroad
- Proposed Ramp Elimination
- NWI Wetlands
- FEMA 100 Year Floodplain
- Municipalities Boundary



Proposed Eastbound I-80 Off-Ramp

Extension of westbound I-80 On-Ramp Acceleration Lane

Relocation of westbound I-80 On-Ramp

Relocation of westbound I-80 On-Ramp

Relocation of westbound I-80 Off-Ramp



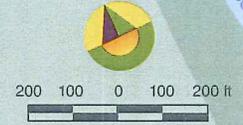
Bridge Replacement as part of Mainline Widening

Extension of Existing Eastbound I-80 On-Ramp Acceleration Lane

Bridge Replacement as part of Mainline Widening

Removal of Existing Eastbound I-80 Off-Ramp

Bridge Replacement to Accommodate New Ramps



# Exit 302

## -- Option 3

### OVERVIEW

- Separates eastbound I-80 weave from mainline by constructing collector-distributor road
- Increases radii on eastbound I-80 loop ramps to meet current design criteria
- Eliminates short decision distance on southbound PA 33 on-ramp to westbound I-80 by relocating ramp further east on PA 611
- Removes some traffic from PA 33/PA 611 intersection by relocating westbound I-80 on and off-ramps further east on PA 611
- Requires replacement of the two PA 33 bridges over I-80

### ESTIMATED COST (X 1,000) \*

Engineering Design	\$ 1,741
Construction	\$ 17,402
<b>Total</b>	<b>\$ 19,143</b>

\* Excludes mainline widening, right-of-way, utility relocation and environmental mitigation costs.

- I-80 Proposed Mainline
- Bridge
- Waterways
- I-80 Proposed Ramp
- Proposed Barrier
- Historic Roadway
- Existing Road
- Field Wetlands
- Historic Railroad
- Proposed Ramp Elimination
- NWI Wetlands
- FEMA 100 Year Floodplain
- Municipalities Boundary



Bridge Replacement as part of Mainline Widening

Extension of Existing Eastbound I-80 Off-Ramp Deceleration Lane

Extension of Existing Westbound I-80 On-Ramp Acceleration Lane

Proposed Barrier to Separate Mainline and Collector-Distributor Road

Relocation of Westbound I-80 On-Ramp

Relocation of Westbound I-80 Off-Ramp

EXIT 302

PA 611

HAMILTON

STROUDSBURG

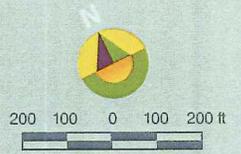
80

POCONO CREEK

PA 33

PA 33

WOODS WAY



Proposed Eastbound I-80 Collector-Distributor Road

Reconstruction of Eastbound I-80 On-Ramp to Increase Radius

Bridge Replacements to Accommodate Collector-Distributor Road

Proposed Barrier to Separate Mainline and Collector-Distributor Road

Reconstruction of Eastbound I-80 Off-Ramp

Reconstruction of Eastbound I-80 Off-Ramp to Increase Radius

# Exit 302

## -- Option 4 (Low Cost Option)

### OVERVIEW

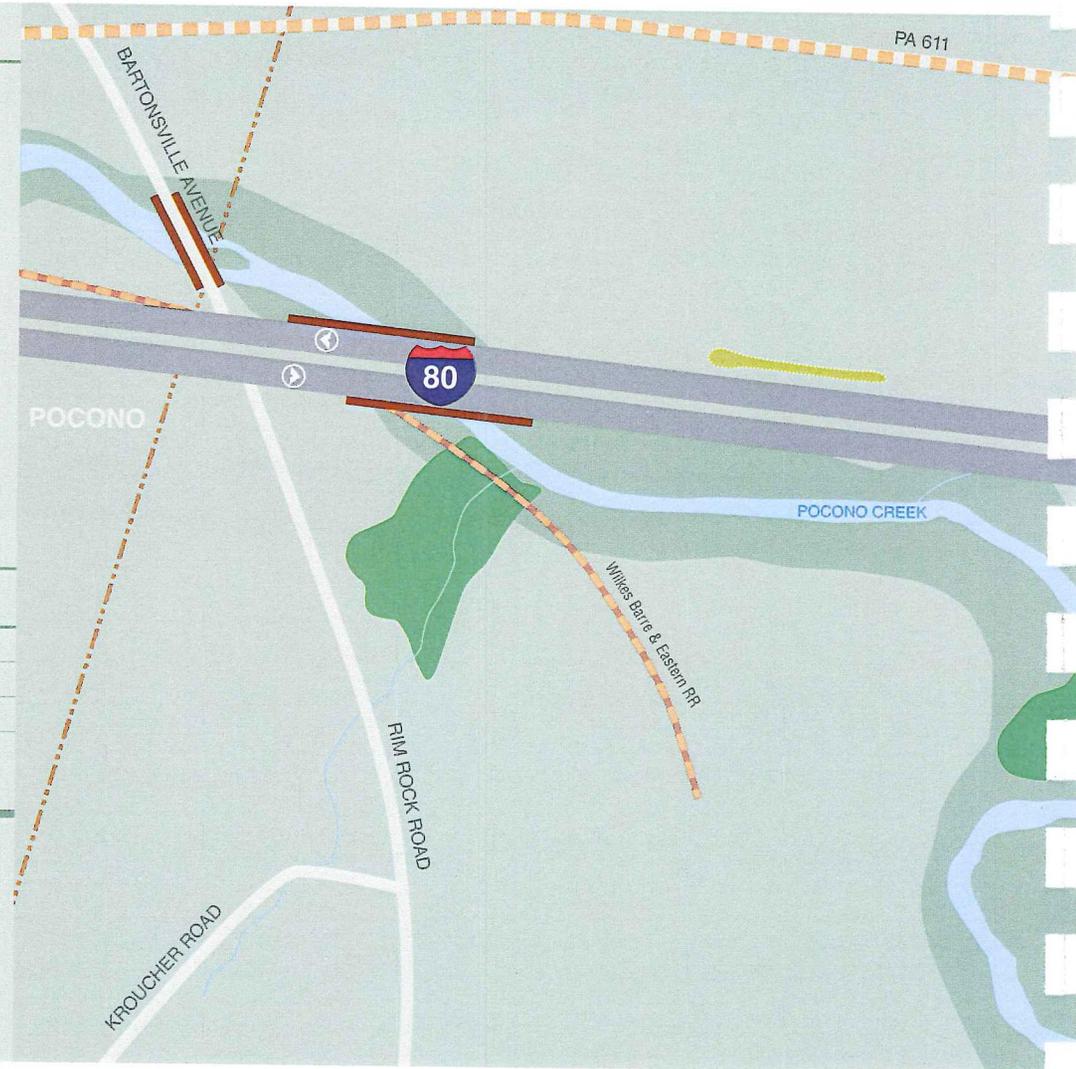
- Provides a two-lane non-barrier collector-distributor road for eastbound I-80 weaving movements separated from the two mainline through lanes
- Widens eastbound I-80 into the existing median area to avoid replacing PA 33 bridges over I-80

### ESTIMATED COST (X 1,000) \*

Engineering Design	\$ 133
Construction	\$ 1,323
Total	\$ 1,456

\* Excludes mainline widening, right-of-way, utility relocation and environmental mitigation costs.

- |  |  |   |
|--|--|---|
|  I-80 Proposed Mainline    |  Bridge                   |  Waterways         |
|  I-80 Proposed Ramp        |  Proposed Barrier         |  Historic Roadway  |
|  Existing Road             |  Field Wetlands           |  Historic Railroad |
|  Proposed Ramp Elimination |  NWI Wetlands             |   |
|  Municipalities Boundary   |  FEMA 100 Year Floodplain |   |



Widening into Median Area  
to Accommodate Collector-  
Distributor Road

EXIT 302

PA 611

HAMILTON

STROUDSBURG

80

POCONO CREEK

PA 33

PA 33

WOODS WAY

200 100 0 100 200 ft

Non-Barrier Collector-Distributor  
Road

Striped Area with Rumble Strips

Exit 302 Summary

Ramps		Option 1		Option 2			Option 3		Option 4	
		2 Lanes LOS	3 Lanes LOS	2 Lanes LOS	3 Lanes LOS	4 Lanes LOS	2 Lanes LOS	3 Lanes LOS	2 Lanes LOS	
<b>I-80 Eastbound</b>										
Ramp D	Off-ramp to C-D Road	F	D		C		F	D	F	
Ramp H	On-ramp from C-D Road	F	C		C		F	C	F	
Weave Section between Ramp F and Ramp G		C					C		C	
Ramp E	Off-Ramp to Rim Rock Road				D					
<b>I-80 Westbound</b>										
Ramp A	Off-ramp (lane drop) to PA 33 NB	No Improvements WB								
Ramp BC	Lane addition from PA 33 SB									
Ramp B	On-Ramp from PA 33 SB					F	D	F	C	
Ramp C	Lane addition from PA 33 NB									

Intersections		Option 1			Option 2			Option 3		
		Exist	Imp 1	Imp 2	Exist	Imp 1	Imp 2	Exist	Imp 1	Imp 2
		LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS
<b>PA 611 &amp; PA 33</b>										
	EB PA 611	F	E	D	D	E	D	D	D	
	WB PA 611	F	E	D	F	E	D	D	D	
	NB PA 33	F	E	D	E	E	C	F	C	
	SB Lowes Driveway	F	E	D	F	E	D	F	D	
	<b>INTERSECTION</b>	F	E	D	F	E	D	E	D	
<b>PA 611 &amp; Ramp A (I-80 WB off-ramp)</b>										
	EB PA 611					B			C	C
	WB PA 611					D		C	F	B
	NB Ramp A				F	E		F	F	D
	<b>INTERSECTION</b>					D			E	C
<b>PA 611 &amp; Rim Rock Road (T-625)</b>										
	EB PA 611				F	E	D			
	WB PA 611				F	E	D			
	NB Rim Rock Road				F	E	D			
	SB Rim Rock Road				F	E	D			
	<b>INTERSECTION</b>				F	E	D			
<b>Ramp E (I-80 EB off-ramp) &amp; Rim Rock Road (T-625)</b>										
	EB Ramp E				F	C				
	NB Rim Rock Road					B				
	SB Rim Rock Road					B				
	<b>INTERSECTION</b>					B				