



Lehigh Valley Planning Commission

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BECKY A. BRADLEY, AICP
Executive Director

TRANSPORTATION PLANNING COMMITTEE MEETING

Thursday, September 25th, 2025, at 5:30 pm

AGENDA

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2025> OR VIA PHONE
610-477-5793 Conf ID: 651 626 091#.

Roll Call

Courtesy of the Floor

Old Business

1. *INFORMATION ITEMS*: Metropolitan Transportation Plan: Data Updates, including land use, congestion, safety
 - a. Regional Trail Gap Analysis Update (EG)
 - b. Population and Employment Projections Update (SK)
 - c. Congestion Management Process Update (SK)
 - d. Rebuild and Calibration of the Regional Travel Demand, Incorporation of Performance Measures (SK)
 - e. Roadway Functional Classification System Update (FU, SK, MG)
2. *INFORMATION ITEM*: Lehigh County Industrial Land Use Guide (FU)
3. *INFORMATION ITEM*: US Route 22 Plan (BB)
4. *INFORMATION ITEM*: Lehigh Valley Government Academy: Calculating Traffic Impacts Workshops (BB)

New Business

1. *INFORMATION & DISCUSSION ITEM*: Pennsylvania Turnpike Exit Network Expansion

Status Reports

1. *PACKET ITEM*: PennDOT Transportation Alternative Set-Aside + Multimodal Transportation Fund Project Status Report
2. *PACKET ITEM*: PennDOT Bridge Projects Status Report

Adjournment

Next Transportation Committee Meeting:

In-person or Virtual
Thursday, October 23rd, 2025, at 5:30 pm



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

Lehigh Valley Update of the Roadway Functional Classification System

**Researched, Analyzed, Documented and Recommendations Prepared by the Lehigh
Valley Planning Commission in Consultation with the Pennsylvania Department of
Transportation**

September 10, 2025

Executive Summary

Functional road classification is the process by which roads are grouped into classes according to the character of service they are intended to provide. Roadway segments are analyzed for traffic volume, roadway design, community characteristics and other factors based on functional importance within the transportation network. For example, a road that carries more vehicles per day, like US Route 22 or State Route 378, will have a higher functional classification and generally be designed with less access points, wider shoulders, and higher speeds. Roadways with lower functional classifications will have less traffic and different design criteria, such as allowance for more driveways or curb cuts and slower speeds. Generally, every 10 years, Metropolitan Planning Organizations around the country review the classifications of each roadway that is part of the surface transportation network. The process and procedures to designate functional classification changes are set forth of the Code of Federal Regulations (23 CFR 470§105(b)).

The Lehigh Valley Planning Commission (LVPC), on behalf of the Lehigh Valley Transportation Study (LVTS), completed a comprehensive data collection, analysis and documentation of all state-owned and local roadways throughout the region. This work concludes the need to revise the functional classification system of 8,235 unique roadways. These recommendations are a direct result of the intense and increasing economic and population growth in the region, as well as the rising connectivity of the Lehigh Valley to the adjacent major metropolitan statistical areas in New Jersey, and New York and Philadelphia. The last update to the Lehigh Valley's roadway functional classification system was in 2015. The LVPC, in consultation with the Pennsylvania Department of Transportation (PennDOT), prepared the following reclassifications of roadways for consideration and adoption by the LVTS to support a series of critical planning and investment activities, including the update of the Metropolitan Transportation Plan (currently, *FutureLV: The Regional Plan*) and the Transportation Improvement Program, in addition, to supporting other transportation plans and programs such as the Lehigh and Northampton Transportation Authority's Enhanced Bus/Bus Rapid Transit implementation.

Overview of Roadway Functional Classification

Functional classification is the process of grouping streets and highways into classes based on the type of service they provide. The system establishes a logical hierarchy, from local roads serving neighborhood access, to collectors linking local areas, to arterials and highways that carry regional traffic.

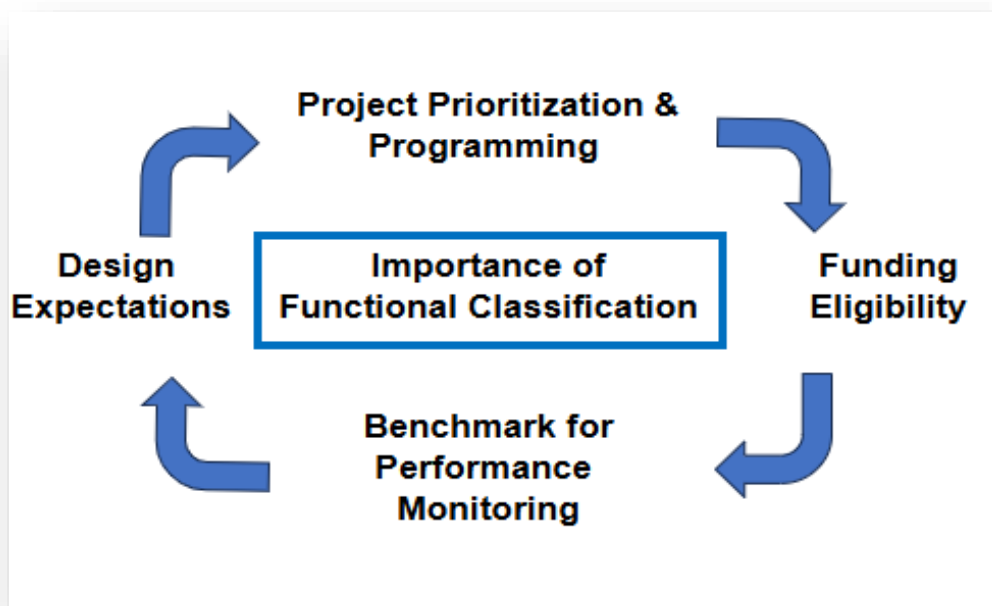
The primary purpose of this system is to ensure that major activity centers — such as population hubs, colleges and universities, employment districts, shopping areas, hospitals and industrial centers — are connected by a roadway network designed to move people and goods efficiently, safely and logically.

Roads serve two primary functions: providing mobility for through-traffic or offering access to local parcels. Mobility is typically achieved by arterial roads and the interstate system, allowing higher speeds and efficient traffic flow. In contrast, local roads provide access to adjacent land through lower-speed, lower-volume traffic. Between these two are collector roads, which combine mobility and access, linking local roads with arterial routes. The classification is based on whether a road emphasizes mobility, access, or a combination of both. There are seven functional road classifications within the transportation network. These are Interstate, Other

Freeways and Expressways, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local.

Functional Classification by Average Annual Daily Traffic		
Functional Classification	Average Annual Daily Traffic (AADT)	
	Rural AADT	Urban AADT
Interstate	12,000-34,000	34,000-1,29,000
Other Freeways and Expressways	4,000-18,500	13,000-55,000
Other Principal Arterial	2,000-8,500	7,000-27,000
Minor Arterial	1,500-6,000	3,000-14,000
Major Collector	300-2,600	1,100-6,300
Minor Collector	150-1,100	1,100-6,300
Local	15-400	80-700

Functional classifications are used in a multitude of manners, ranging from planning to highway design to funding. Classifications of roads are utilized in the prioritization and programming of projects. These classifications also define road roles, design expectations (speed and capacity), funding eligibility and benchmarks for performance monitoring. Traffic safety programs that identify and mitigate crashes utilize functional classifications. Lastly, updating functional classification ensures that federal funds are allocated where they are most needed.



Functional Classification Update Methodology

This functional classification update draws on extensive data about population and employment density, land use patterns, traffic volumes, and major trip-generating destinations.

Since the last update of roadway classifications in 2015, both Lehigh and Northampton counties have experienced significant growth. Between 2015 and 2024, the approved residential units and non-residential square footage, have increased by 112% and 33.5% respectively, both leading to higher traffic volumes. In 2015, the total daily vehicle miles traveled (DVMT) of both counties was almost 13.9 million, whereas in 2023, the DVMT was almost 14.8 million – and increase of nearly 1 million DVMT in just one decade. The opening of new traffic generators in the region have further increased demand on the road network.

In 2025, the functional classification of all roads was assessed through Geographic Information System (GIS) queries based on the annual average daily traffic (AADT), to determine if changes are needed. Initial findings reveal that some roads have exceed current AADT classification thresholds. Current analyses, combined with continued population and economic growth, underscore why this update was needed to effectively manage congestion, maintain system efficiency, and enhance network cohesion and connectivity.

To guide this update, LVPC followed the procedures outlined in Section 4 of the Federal Highway Administration's (FHWA) *Highway Functional Classification Concepts, Criteria and Procedures (2023 Edition)* and PennDOT's *Procedures for Revisions to Functional Classification, National Highway System, and Intermodal Connectors (2025 Edition)*.

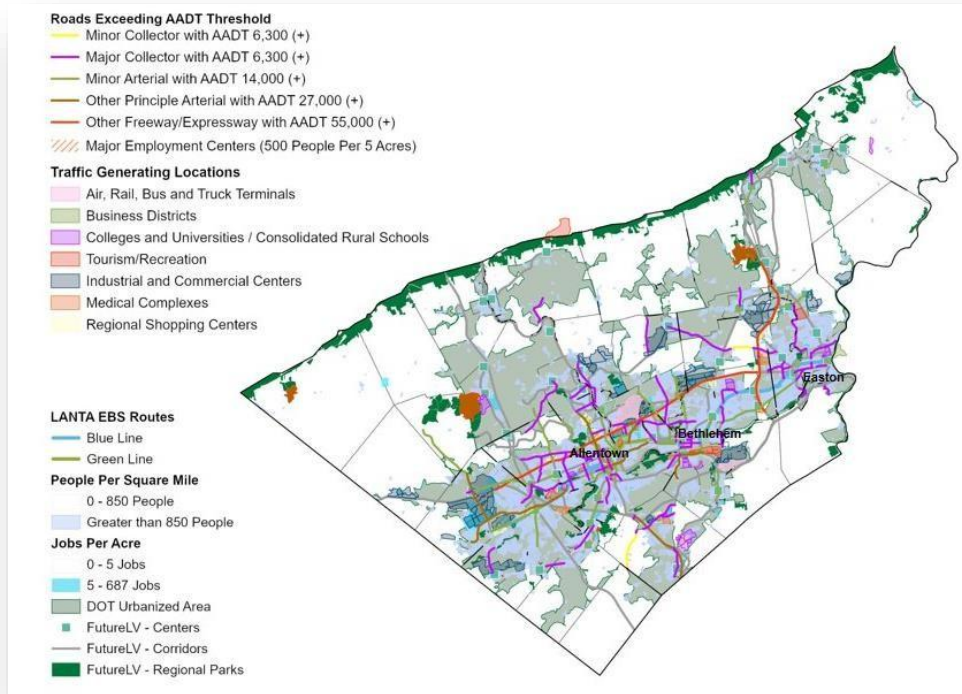
Identification of Traffic Generators

A central step in the analysis was identifying major traffic generators — locations that produce or attract large numbers of trips. Using FHWA guidance, LVPC identified 88 significant generators within the Lehigh Valley. These were grouped into categories that include:

- Central business districts
- Air, rail, bus and truck terminals
- Regional shopping centers and malls
- Colleges, universities and consolidated schools
- Hospital and medical complexes
- Industrial and commercial centers
- Military installations
- Stadiums, fairgrounds and event venues
- Regional parks and recreation areas

Beyond these core categories, LVPC incorporated additional datasets into the analysis. These included LANTA's Enhanced Bus Routes and the growth management framework from *FutureLV: The Regional Plan*, which identifies regional centers and corridors, major parks, preservation areas and development zones. By layering these elements together, the team was able to better understand how roadway networks support both current travel patterns and long-term land use goals.

To make the results accessible and easy to interpret, the traffic generators were mapped using graduated symbols and colors that correspond to their specific categories. This visual approach allows decision-makers and the public to clearly see how different land uses interact with transportation infrastructure.



Ranking and Mapping of Traffic Generators

LVPC's Data Team created an internal ArcGIS Online overlay analysis tool, nicknamed the "Muddy Map." This tool layers every relevant dataset —population density, employment hubs, land use and traffic generators — onto a single interactive platform.

The "muddy" appearance occurs when multiple datasets overlap in the same location, with darker shading representing areas of intense daily activity. These concentrations were compared to population and employment data to verify the accuracy of the findings.

The LVPC Data Team also incorporated Average Annual Daily Traffic (AADT) data from PennDOT's Traffic Information Repository (TIRe). This allowed staff to identify road segments that had reached or exceeded volume thresholds for their existing classification. When a roadway carries more vehicles than its current classification is intended to support, it may warrant an upgrade to a higher classification so that the network better matches actual demand.

To add and Mapping of evaluation, LVPC reviewed PennDOT crash data to determine whether safety concerns aligned with roadways flagged for potential reclassification. Corridors where higher traffic volumes and safety issues overlapped were given particular attention, as these locations demonstrate both capacity and operational challenges.

Connecting Traffic Generators Through Functional Classification

This integrated analysis produced an initial list of roadway segments with potential for reclassification. In developing this list, LVPC considered:

- The existing federal functional classification of state routes
- National Highway System (NHS) designation
- Typical travel distances and trip purposes
- The regional “travel shed” each roadway serves

By combining these factors, LVPC could identify candidate corridors for upgrading or downgrading within the classification system. The LVPC analysis did not identify any candidate corridors for downgrade and 31 roadways for upgrade.

LVTs, PennDOT and Public Coordination and Engagement

Throughout the process, LVPC provided regular updates to the Lehigh Valley Transportation Study (LVTs) Technical and Coordinating Committees. Between February and June, three presentations were delivered that covered:

1. Project kickoff and explanation of why functional classification updates are important to the region
2. Methodology and early findings, including initial examples of potential roadway upgrades
3. Progress updates and discussion of candidate corridors

These committee meetings were advertised, and the public was invited to participate. After these public meetings, LVPC advanced the work to PennDOT. In July, staff met with PennDOT District 5 and shared the initial list of proposed reclassification candidates with the Bureau of Planning and Research (BPR) at PennDOT Central Office.

During this review, each candidate roadway was evaluated against PennDOT’s Design Manual, Part 2 (DM-2) standards, which outline functional classification guidance and design parameters. Both PennDOT District 5 and Central Office provided detailed comments and recommendations. LVPC staff addressed each comment, refined the analysis, and developed a final draft list of corridors eligible for functional classification changes. Supporting maps and documentation are included in the Roadway Functional Classification System Location Details and Recommendations section of this report.

Next Steps

The next steps in the Lehigh Valley roadway functional classification update process are to discuss the LVPC recommended and PennDOT coordinated changes with the LVTs. Once LVTs Technical and Coordinating Committees act to advance changes, a letter of concurrence will be sought from the PennDOT District 5 Executive and changes forwarded to USDOT. Additional involvement with the American Association of State Highway and Transportation Officials (AASHTO) will also be required, if it is determined that any roadways would be recommended for upgrade to an Interstate.

Roadway Functional Classification System Location Details and Recommendations

The comprehensive Lehigh Valley roadway functional classification system analysis again has resulted in a significant number of recommended changes. These are summarized in the maps and charts below. In addition to the summary of recommendations for, are explanations for classification changes for specific roadway segments, with details on existing and proposed functional class, extent of roadway proposed for reclassification, municipal and county locations and justification of changes.

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
1	39	100	200 (1108-2715)	Yes	Yes	0.304	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13,876	SR 0100 SH	Upper MacungieTwp	PA Route 100 (Segment 200-340, ending at PA Route 309) is a key north-south corridor in western Lehigh County, linking high-density residential areas with I-78 and US Route 22. Currently classified as a Minor Arterial, three segments already exceed the AADT threshold and three more are nearing it. The corridor serves both commuters and freight, channeling traffic north toward key interchanges and employment centers. South of Tilghman Street, it is already designated as an Other Principal Arterial; extending this classification northward would create a continuous corridor, improving functional continuity and reinforcing regional significance. The corridor also faces geometric and topographic challenges, including steep slopes, offset alignments, braking issues for heavy vehicles near Claussville and Curtainsville Roads, difficulties at Moore Lane, curve issues, and a steep decline north of Herbert Road. Given its traffic demand, complexity, and regional role, reclassifying the highlighted segments from Minor Arterial to Other Principal Arterial better reflects its current and emerging function.
	39	100	210	No	Yes	0.5843	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13876	SR 0100 SH	Upper MacungieTwp	
	39	100	0220 (0000-2274)	No	Yes	0.431	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13,876	SR 0100 SH	Upper MacungieTwp	
	39	100	0220 (2274-3352)	No	Yes	0.204	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	13,876	SR 0100 SH	Upper MacungieTwp	
	39	100	0230 (0000-1736)	No	Yes	0.329	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	13,876	SR 0100 SH	Lowhill Twp	
	39	100	0230 (1736-2421)	No	Yes	0.13	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,889	SR 0100 SH	Lowhill Twp	
	39	100	240	No	Yes	0.4656	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11889	SR 0100 SH	Lowhill Twp	
	39	100	250	No	Yes	0.4093	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11889	SR 0100 SH	Lowhill Twp	
	39	100	0260 (0000-1653)	No	Yes	0.313	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	14,687	SR 0100 SH	Lowhill Twp	
	39	100	0260 (1653-2743)	No	Yes	0.207	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	14,216	SR 0100 SH	Lowhill Twp	
	39	100	0270 (0000-1042)	No	Yes	0.197	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	14,216	SR 0100 SH	Lowhill Twp	
	39	100	0270 (1042-2946)	No	Yes	0.361	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10,839	SR 0100 SH	Lowhill Twp	
	39	100	280	No	Yes	0.4784	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10839	SR 0100 SH	Lowhill Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
1	39	100	290	No	Yes	0.464	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10839	SR 0100 SH	Lowhill Twp	Please see Justification on the preceding page.
	39	100	300	No	Yes	0.2944	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10839	SR 0100 SH	Lowhill Twp	
	39	100	0310 (0000-0167)	No	Yes	0.032	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10,839	SR 0100 SH	Lowhill Twp	
	39	100	0310 (0167-3008)	No	Yes	0.538	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,303	SR 0100 SH	Lowhill Twp	
	39	100	0320 (0000-1701)	No	Yes	0.322	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,303	SR 0100 SH	Lowhill Twp	
	39	100	0320 (1701-2960)	No	Yes	0.239	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,303	SR 0100 SH	Heidelberg Twp	
	39	100	330	No	Yes	0.3397	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11304	SR 0100 SH	Heidelberg Twp	
	39	100	340	No	Yes	0.3748	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10444	SR 0100 SH	Heidelberg Twp	
Total Mileage, Other Principle Arterial: 7.017416																
2	39	1002	30	No	Yes	0.6747	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15826	Tilghman St	Upper Macungie Twp	SR 1002 (Tilghman Street, Segment 30–151) is a key east-west corridor in Lehigh County, serving Upper Macungie, South Whitehall Townships, and Allentown City. Currently classified as Minor Arterial, several segments have exceeded or are nearing their AADT thresholds. The corridor traverses’ areas of high population and employment density, including Ruppsville, Upper Macungie, and Krocksville, and serves as a connector to Downtown Allentown. As the eastern portion of Tilghman Street
	39	1002	40	No	Yes	0.4559	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15826	Tilghman St	Upper Macungie Twp	
	39	1002	50	No	Yes	0.5051	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	7249	Tilghman St	Upper Macungie Twp	
	39	1002	51	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	0060 (0000-1990)	No	Yes	0.377	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15,826	Tilghman St	Upper Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
2	39	1002	0060 (1990-3224)	No	Yes	0.234	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	22,961	Tilghman St	Upper Macungie Twp	is already classified as an Other Principal Arterial, extending this classification ensures functional continuity. Given its traffic volumes, regional connectivity, and critical role in serving local businesses, industries, and communities, we recommend reclassifying SR 1002 (Segment 30–151) as Other Principal Arterial.
	39	1002	61	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	0070 (0000-1465)	No	Yes	0.277	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	22,961	Tilghman St	Upper Macungie Twp	
	39	1002	0070 (1465-1896)	No	Yes	0.082	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18,950	Tilghman St	Upper Macungie Twp	
	39	1002	71	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	80	No	Yes	0.1586	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	9475	Tilghman St	Upper Macungie Twp	
	39	1002	81	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	90	No	Yes	0.1576	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17746	Tilghman St	Upper Macungie Twp	
	39	1002	0100 (0000-0166)	No	Yes	0.031	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17,746	Tilghman St	Upper Macungie Twp	
	39	1002	0100 (0166-1675)	No	Yes	0.286	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17,746	Tilghman St	South Whitehall Twp	
	39	1002	0110 (0000-1276)	No	Yes	0.242	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17,746	Tilghman St	South Whitehall Twp	
	39	1002	0110 (1276-2366)	No	Yes	0.206	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	19,526	Tilghman St	South Whitehall Twp	
	39	1002	0120 (0000-0917)	Add	Yes	0.174	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	19,526	Tilghman St	South Whitehall Twp	
	39	1002	0120 (0917-1806)	Add	Yes	0.168	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	19,526	Tilghman St	South Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
2	39	1002	121	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	Please see Justification on the preceding page.
	39	1002	130	No	Yes	0.6822	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	20101	Tilghman St	South Whitehall Twp	
	39	1002	140	No	Yes	0.6428	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	20101	Tilghman St	South Whitehall Twp	
	39	1002	0150 (0000-0126)	Add	Yes	0.024	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16,411	Tilghman St	South Whitehall Twp	
	39	1002	0150 (0126-0310)	Add	Yes	0.132	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12,860	Tilghman St	Allentown City	
	39	1002	151	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
Total Mileage, Other Principle Arterial: 5.50991																
3	39	2055	10	No	Yes	0.1323	Urban Major Collector	17	5	Other Principal Arterials	14	3	18159	Eighth St	Allentown City	009A (segment 10), SR 2055 (segments 10-20), and A015 (segments 10-70)—collectively North and South 8th Street and Mack Blvd—form a vital north-south corridor through Allentown’s Downtown Business District, connecting major traffic generators including the Allentown Transportation Center, Downtown Allentown, and St. Luke’s Sacred Heart Hospital. Currently classified as a Major Collector, most segments exceed the 6,300 AADT threshold, qualifying for reclassification to Minor Arterial, while two segments (SR 2055, 10-20) support reclassification to Other Principal Arterial Serving
	39	2055	20	No	Yes	0.3722	Urban Major Collector	17	5	Other Principal Arterials	14	3	18159	Eighth St	Allentown City	
	39	009A	10	No	Yes	0.1174	Urban Major Collector	17	5	Minor Arterial	16	4	2190	Eighth St	Allentown City	
	39	A015	30	No	Yes	0.2057	Urban Major Collector	17	5	Minor Arterial	16	4	7067	Eighth St	Allentown City	
	39	A015	40	No	Yes	0.4112	Urban Major Collector	17	5	Minor Arterial	16	4	6444	Eighth St	Allentown City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
3	39	A015	50	No	Yes	0.1969	Urban Major Collector	17	5	Minor Arterial	16	4	6444	Eighth St	Allentown City	areas of high population and employment density, the corridor is a critical connector through the city's core, with proximity to major development along Lehigh Street and Downtown revitalization. It also supports regional mobility by channeling traffic toward I-78 and serving as a major commuter route. Given its traffic volumes, land use context, and expanding role in regional connectivity and urban development, we recommend reclassifying SR 009A (10) and A015 (10-70) from Major Collector to Minor Arterial, and SR 2055 (10-20) from Major Collector to Other Principal Arterial.
	39	A015	60	No	Yes	0.0984	Urban Major Collector	17	5	Minor Arterial	16	4	5641	Eighth St	Allentown City	
	39	A015	70	No	Yes	0.1174	Urban Major Collector	17	5	Minor Arterial	16	4	4059	Eighth St	Allentown City	
	39	A015	0010	No	Yes	1.040	Urban Major Collector	17	5	Minor Arterial	16	4	8,327	Mack Blvd	Allentown City	
	39	A015	20	No	Yes	1.030	Urban Major Collector	17	5	Minor Arterial	17	4	8,327	Eighth St	Allentown City	
Total Mileage, Minor Arterial: 3.217058																
Total Mileage, Other Principle Arterial: .504489																
4	39	6222	20	No	Yes	0.1274	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8646	Hamilton Blvd	Upper Macungie Twp	SR 6222 (Hamilton Boulevard, Segment 20-100) is an east-west corridor in Lehigh County, serving Lower Macungie, Upper Macungie Township and the broader Trexlertown and Dorneyville areas. Currently classified as a Minor Arterial, several segments of the corridor have exceeded or are approaching their AADT thresholds. The corridor traverses
	39	6222	30	No	Yes	0.7185	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8646	Hamilton Blvd	Upper Macungie Twp	
	39	6222	40	No	Yes	0.5265	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13128	Hamilton Blvd	Upper Macungie Twp	
	39	6222	0050 (0000-1389)	No	Yes	0.263	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13,128	Hamilton Blvd	Upper Macungie Twp	
	39	6222	0050 (1389-2570)	No	Yes	0.224	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12,817	Hamilton Blvd	Upper Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
4	39	6222	60	No	Yes	0.4724	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	areas of significant residential and employment density and supports LANTA's Enhanced Bus Service via the Blue Route. Hamilton Boulevard also provides direct access to major regional destinations, shopping, recreational centers. It serves as a critical connector to US 222, I-476 (Northeast Extension), and I-78, facilitating both commuter and commercial traffic. Given its high traffic volumes, multimodal function, and importance to mobility and economic activity, we recommend reclassifying SR 6222 (up to I-476) as an Other Principal Arterial.
	39	6222	64	No	Yes	0.3186	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	70	No	Yes	0.4189	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	80	No	Yes	0.2996	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	90	No	Yes	0.5259	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	0100 (0000-0780)	No	Yes	0.148	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16,122	Hamilton Blvd	Lower Macungie Twp	
	39	6222	0100 (0780-2359)	No	Yes	0.299	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15,925	Hamilton Blvd	Lower Macungie Twp	
Total Mileage, Other Principle Arterial: 4.341864																
5	39	3001	0040 (0694-1730)	No	Yes	0.196	Urban Major Collector	17	5	Minor Arterial	16	4	8,616	Main St	Alburtis Boro	SR 3001 (Main Street and Spring Creek Road, Segment 40-70) is a north-south corridor in western Lehigh County, serving Lower Macungie Township and the Borough of Alburtis. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for its existing functional classification. It plays a critical role in channeling both freight and commuter traffic to and from PA Route 100. The corridor provides direct access to major industrial and logistics facilities. This road
	39	3001	50	No	Yes	0.4774	Urban Major Collector	17	5	Minor Arterial	16	4	8616	Spring Creek Rd	Lower Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
5	39	3001	60	No	Yes	0.4602	Urban Major Collector	17	5	Minor Arterial	16	4	8616	Spring Creek Rd	Lower Macungie Twp	also has design considerations, requiring an update for the safety purposes. In addition, Spring Creek Road serves as a vital connector between Lower Macungie Township and the Borough of Alburtis, supporting both local and regional mobility. Given its high traffic volumes, freight significance, safety concerns and importance to regional connectivity and economic activity, we recommend reclassifying SR 3001 as a Minor Arterial.
	39	3001	70	No	Yes	0.5752	Urban Major Collector	17	5	Minor Arterial	16	4	5774	Spring Creek Rd	Lower Macungie Twp	
Total Mileage, Minor Arterial: 1.708768																
6	39	DAVN	10	No	Add	0.380	Urban Local Road	NA	NA	Urban Major Collector	17	5	3469	East Macungie Rd	Upper Milford Twp	DAVN and CZVK (East Macungie Road, Segment 10) is a north-south corridor in Lehigh County, serving Lower Macungie Township and connecting PA Route 100 and the Buckeye Partners pipeline. It is also used as an evacuation route for the pipeline company. Currently classified as a Local Road, East Macungie Road carries significant commuter traffic, serving residential communities such as East Texas and Lower Macungie Township, as well as Eyer Middle School, Shoemaker, and Macungie Elementary Schools. SR 2017 (Brookside Road, Segment 10-90) is a north-south
	39	CZVK	10	No	Add	0.320	Urban Local Road	NA	NA	Urban Major Collector	17	5	300	East Macungie Rd	Lower Macungie Twp	
	39	2017	0010 (0000-1156)	No	Yes	0.219	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8,455	Brookside Rd	Lower Macungie Twp	
	39	2017	0010 (1156-1367)	No	Yes	0.04	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	11,585	Brookside Rd	Lower Macungie Twp	
	39	2017	0010 (1367-2014)	No	Yes	0.122	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8,555	Brookside Rd	Lower Macungie Twp	
	39	2017	20	No	Yes	0.556	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	
	39	2017	30	No	Yes	0.4782	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
6	39	2017	40	No	Yes	0.5338	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	corridor in Lehigh County, serving Lower Macungie Township and connecting US Route 222 and PA Route 100. Currently a Minor Arterial, Brookside Road carries significant commuter traffic and provides access to residential, commercial, and institutional areas. Given its functional role, proximity to major generators, and exceeding AADT, we recommend reclassifying DAVN and CZVK from Local Road to Major Collector and SR 2017 from Minor Arterial to Other Principal Arterial .
	39	2017	50	No	Yes	0.3885	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	
	39	2017	60	No	Yes	0.4187	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8837	Brookside Rd	Lower Macungie Twp	
	39	2017	70	No	Yes	0.5906	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13092	Brookside Rd	Lower Macungie Twp	
	39	2017	80	No	Yes	0.3008	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13092	Brookside Rd	Lower Macungie Twp	
	39	2017	90	No	Yes	0.2441	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	5056	Brookside Rd	Lower Macungie Twp	
Total Mileage, Major Collector: 0.70000																
Total Mileage, Other Principle Arterial: 3.891841																
7	39	3008	10	No	Yes	0.4748	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	SR 3008 (Cetronia Road, Segment 10-70) is a critical connector in western Lehigh County, located between I-78, US Route 222, PA Route 309, and PA Route 100. Currently classified as a Major Collector, one segment of the corridor have exceeded, and has doubled the AADT thresholds for their existing classification. The segment which exceeded and doubled the AADT threshold plays a vital role in connecting high residential neighborhoods with regional roadways and economic hubs, facilitating both commuter and commercial travel. The rest of the segments continues to support significant traffic volumes and provides critical local connectivity between residential communities and commercial corridors. Given the corridor's traffic volumes,
	39	3008	20	No	Yes	0.4852	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	
	39	3008	30	No	Yes	0.5301	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	
	39	3008	40	No	Yes	0.4999	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	
	39	3008	50	No	Yes	0.4961	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
7	39	3008	60	No	Yes	0.7155	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	strategic location, and essential role in regional and local mobility, we recommend reclassifying segments 10-70 (0000-0383) of Cetronia Road as a Minor Arterial and segment 70 (0383-3671) as Other Principal Arterial.
	39	3008	0070 (0000-0383)	No	Yes	0.073	Urban Major Collector	17	5	Minor Arterial	16	4	9,289	Cetronia Rd	Upper Macungie Twp	
	39	3008	0070 (0383-1616)	No	Yes	0.234	Urban Major Collector	17	5	Other Principal Arterials	14	3	15,337	Cetronia Rd	S Whitehall Twp	
	39	3008	0070 (1616-3671)	No	Yes	0.388	Urban Major Collector	17	5	Other Principal Arterials	14	3	15,337	Cetronia Rd	S Whitehall Twp	
Total Mileage, Minor Arterial: 3.274607																
Total Mileage, Other Principle Arterial: 0.62200																
8	39	A016	10	No	Yes	1.4338	Urban Major Collector	17	5	Minor Arterial	16	4	8854	Broadway	South Whitehall Twp	A016 (Broadway, Segment 10) is an east-west corridor in Lehigh County, serving South Whitehall Township and the Dorneyville area. Currently a Major Collector, the segment 10 of A016 has significantly exceeded its AADT limit. Currently a Major Collector, this segment is eligible for the next functional classification based on AADT. Broadway provides direct access to major regional recreational centers and a college, and traverses high-density residential areas, supporting significant commuter and local

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
8	39	2008	0020 (0870-1005)	No	Yes	0.026	Urban Major Collector	17	5	Minor Arterial	16	4	4791	Broadway	South Whitehall Twp	traffic. Given its traffic volume, proximity to major trip generators, and role in connectivity, we recommend reclassifying Broadway from Major Collector as a Minor Arterial. SR 2008 (Broadway, Segment 20-30) is an east-west corridor in Lehigh County, serving South Whitehall Township and the Dorneyville area. Currently a Major Collector, both segments of SR 2008 are eligible for the next functional classification based on AADT. Broadway provides direct access to major regional recreational centers and a college, and
	39	2008	30	No	Yes	0.4655	Urban Major Collector	17	5	Minor Arterial	16	4	4791	Broadway	South Whitehall Twp	traverses high-density residential areas, supporting significant commuter and local traffic. Given its traffic volume, proximity to major trip generators, and role in connectivity, we recommend reclassifying Broadway from Major Collector as a Minor Arterial.
Total Mileage, Minor Arterial:1.925311																
9	39	A035	10	No	Yes	0.3118	Urban Major Collector	17	5	Minor Arterial	16	4	7225	Parkway Rd	South Whitehall Twp	Parkway Road (A035, Segment 10-14) and Springhouse Rd (A035, Segment 20-30) is a north-south connector in Lehigh County, serving South Whitehall Township.

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
9	39	A035	14	No	Yes	0.1852	Urban Major Collector	17	5	Minor Arterial	16	4	7160	Parkway Rd	South Whitehall Twp	Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. The roadway channelizes traffic between Walbert Avenue and West Tilghman Street—both of which serve as critical access points to regional corridors such as US Route 22 and PA Route 309. Parkway and Springhouse Road also traverse areas of population and employment density, supporting consistent volumes of commuter and local traffic throughout the day. Given its high traffic volumes, its function as a connector to major arterial routes, and its location within densely developed residential areas, we recommend reclassifying Parkway Road and Springhouse Road (A035) as Minor Arterial.
	39	A035	20	No	Yes	0.2614	Urban Major Collector	17	5	Minor Arterial	16	4	7160	Springhouse Rd	South Whitehall Twp	
	39	A035	30	No	Yes	0.8147	Urban Major Collector	17	5	Minor Arterial	16	4	7160	Springhouse Rd	South Whitehall Twp	
Total Mileage, Minor Arterial: 1.573103																
10	39	1006	10	No	Yes	0.3328	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	SR 1006 (Walbert Avenue, Segment 10-60) is an east-west corridor in Lehigh County, serving South Whitehall Township and the surrounding residential communities. Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. Walbert Avenue functions as a critical connector between PA Route 309
	39	1006	20	No	Yes	0.4031	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	
	39	1006	30	No	Yes	0.5268	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
10	39	1006	40	No	Yes	0.6163	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	channelizing traffic to and from major residential neighborhoods and regional employment centers. The corridor provides direct access to retail centers and medical facilities. Given its consistently high commuter traffic, exceeded AADT, we recommend reclassifying these segments of SR 1006 (Walbert Avenue) as Minor Arterial.
	39	1006	50	No	Yes	0.5863	Urban Major Collector	17	5	Minor Arterial	16	4	8123	Walbert Ave	South Whitehall Twp	
	39	1006	60	No	Yes	0.2875	Urban Major Collector	17	5	Minor Arterial	16	4	8123	Walbert Ave	South Whitehall Twp	
Total Mileage, Minor Arterial: 2.752734																
11	48	4001	14	No	Yes	0.2248	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	SR 4001 (Blue Mountain Drive, Segment 14-110) is a north-south corridor in Northampton County, serving Lehigh Township and the greater Blue Mountain region. Currently a Major Collector, five segments exceed the AADT threshold and are proposed for reclassification. Blue Mountain Drive connects US Route 145, PA Routes 248 and 946, residential communities, and public facilities to regional corridors, and provides critical access to Blue Mountain Ski Resort, a major winter recreational destination. The corridor traverses mountainous terrain with steep grades and sharp curves, supporting two-way travel with elevated risk of serious head-on collisions. Given its high traffic, strategic access to recreational and governmental facilities, growing residential areas, and safety considerations along a challenging alignment, we recommend reclassifying all identified segments as a Minor
	48	4001	20	No	Yes	0.4528	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	30	No	Yes	0.2984	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	40	No	Yes	0.7066	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	50	No	Yes	0.188	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	60	No	Yes	0.5299	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	70	No	Yes	0.6243	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	80	No	Yes	0.4203	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	0090 (0000-2502)	No	Yes	0.474	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	0090 (2502-3654)	No	Yes	0.218	Rural Major Collector	7	5	Minor Arterial	6	4	2529	Blue Mountain Dr	Lehigh Twp	

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11	48	4001	100	No	Yes	0.3065	Rural Major Collector	7	5	Minor Arterial	6	4	2529	Blue Mountain Dr	Lehigh Twp	Arterial.
	48	4001	104	No	Yes	0.4811	Rural Major Collector	7	5	Minor Arterial	6	4	2529	Blue Mountain Dr	Lehigh Twp	
Total Mileage, Minor Arterial: 4.924807																
12	39	1019	70	No	Yes	0.4393	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16619	Cedar Crest Blvd	South Whitehall Twp	SR 1019 (Cedar Crest Boulevard, Segment 70-130) is a critical north-south corridor in Lehigh County, serving South Whitehall and North Whitehall Townships and surrounding communities. Currently a Minor Arterial, one segment exceeds the AADT threshold while others are nearing it. The corridor provides direct access to key traffic generators and essential services, connecting US Route 22 to Tilghman Street and channeling significant commuter traffic through commercial, institutional, and residential areas. Its southern end, anchored by dense residential development and intersecting Tilghman Street—an Other Principal Arterial—makes it a critical feeder route. Given its increasing traffic, proximity to major generators, and strategic role in regional connectivity, we recommend reclassifying these segments as an Other Principal Arterial.
	39	1019	80	No	Yes	0.4517	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0090 (0000-1982)	No	Yes	0.375	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0090 (1982-1997)	No	Yes	0.003	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13355	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0090 (1997-2956)	No	Yes	0.182	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13355	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	100	No	Yes	0.4207	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13463	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	110	No	Yes	0.4392	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0120 (0000-2179)	No	Yes	0.413	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0120 (2179-2348)	No	Yes	0.032	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	6835	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0130 (0000-0186)	No	Yes	0.035	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	6119	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0130 (0186-3712)	No	Yes	0.668	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	6119	Cedar Crest Blvd	North Whitehall Twp	
Total Mileage, Other Principle Arterial: 3.458909																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
13	48	512	0300 (0000-0568)	No	Yes	0.108	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	9720	Moorestown Rd	Plainfield Twp	SR 0512 (South Broadway, Moorestown Road and Lehigh Avenue Segment 300-340) is a north-south corridor in Northampton County, serving Plainfield Township, Borough of Wind Gap and surrounding communities. Currently classified as a Minor Arterial, these segments of the corridor are proposed for reclassification, with six segments having exceeded the AADT threshold for their current classification and the remaining segments eligible for reclassification to the next highest functional class. South Broadway provides direct connectivity to PA Route 33 and PA Route 512, facilitating substantial commuter and local traffic. The corridor serves several key destinations and activity centers, including Wind Gap Plaza, and others. Given the corridor's elevated traffic volumes, direct access to major transportation routes, proximity to commercial and healthcare services, we recommend reclassifying these identified segments of SR 0512 as Other Principal Arterial to better reflect its role in the regional transportation network and to support future infrastructure improvements.
	48	512	0300 (0568-1774)	No	Yes	0.228	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	11883	Broadway	Plainfield Twp	
	48	512	0300 (1774-2104)	No	Yes	0.062	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17188	Broadway	Plainfield Twp	
	48	512	0310 (0000-0474)	No	Yes	0.090	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17187	Broadway	Plainfield Twp	
	48	512	0310 (0474-1656)	No	Yes	0.224	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17187	Broadway	Wind Gap Boro	
	48	512	0320 (0000-0622)	No	Yes	0.118	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17187	Broadway	Wind Gap Boro	
	48	512	0320 (0622-1676)	No	Yes	0.196	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14631	Broadway	Wind Gap Boro	
	48	512	330	No	Yes	0.426	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14631	Broadway	Wind Gap Boro	
	48	512	340	No	Yes	0.396	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	9933	Lehigh Ave	Wind Gap Boro	
Total Mileage, Other Principle Arterial: 1.848																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
14	48	4025	24	No	Yes	0.5587	Urban Major Collector	17	5	Minor Arterial	16	4	7774	North Broad St	Upper Nazareth Twp, Bushkill Twp	SR 4025 (North Broad Street, Segment 24) is a north-south corridor in Northampton County, serving Upper Nazareth Township + surrounding areas. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for its existing functional classification. The corridor supports significant volumes of commuter traffic and provides direct connectivity to the Borough of Nazareth and PA Route 191. In addition to exceeding AADT thresholds, upgrading SR 4025 would maintain functional continuity along the Route 191 corridor, which is already classified as a Minor Arterial. This continuity is essential for network efficiency and accurate roadway classification. Given its elevated traffic volumes, the presence of surrounding high-density land uses, and its function as a connector to PA Route 191, we recommend reclassifying SR 4025 (North Broad Street) as Minor Arterial.
Total Mileage, Minor Arterial: 0.55869																
15	48	2018	10	Add	Yes	0.418	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	SR 2018 (Freemansburg Avenue, Segment 10-110) is an east-west corridor in Northampton County, serving the growing communities of Bethlehem Township, Palmer Township, and Wilson Borough. Currently a Minor Arterial, it carries traffic volumes and land use
	48	2018	20	Add	Yes	0.463	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	
	48	2018	30	Add	Yes	0.326	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	
	48	2018	0040 (0000-1679)	Add	Yes	0.318	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	
	48	2018	0040 (1679-2499)	Add	Yes	0.155	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
15	48	2018	50	Add	Yes	0.272	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	demands that exceed its functional classification. The roadway is a major regional connector, feeding traffic from PA Route 33 and US Route 22, intersecting William Penn Highway, and providing access to dense residential neighborhoods, commercial centers, and institutional facilities. It also features several transit stops and supports two-way travel on largely single-lane segments, contributing to frequent congestion and elevated crash rates. Freemansburg Avenue channels traffic to and from downtown Easton and other urban cores. All segments exceed AADT thresholds for their current classification, with half surpassing Minor Arterial thresholds. Given its high volumes, multimodal activity, crash frequency, and regional importance, we recommend reclassifying SR 2018 (Freemansburg Avenue) as an Other Principal Arterial.
	48	2018	62	Add	Yes	0.692	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16210	Freemansburg Ave	Bethlehem Twp	
	48	2018	63	NA	NA	0.000	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	48	2018	64	Add	Yes	0.269	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16210	Freemansburg Ave	Bethlehem Twp	
	48	2018	72	Add	Yes	0.522	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	
	48	2018	0080 (0000-1438)	Add	Yes	0.272	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	
	48	2018	0080 (1438-2579)	Add	Yes	0.216	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Palmer Twp	
	48	2018	90	Add	Yes	0.581	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Palmer Twp	
	48	2018	100	Add	Yes	0.463	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Palmer Twp	
	48	2018	0110 (0000-2003)	Add	Yes	0.379	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Palmer Twp	
	48	2018	0110 (2003-2020)	Add	Yes	0.004	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Wilson Boro	
Total Mileage, Other Principle Arterial: 5.35000																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
16	48	2028	0110 (2255-3002)	No	Yes	0.142	Urban Major Collector	17	5	Other Principal Arterials	14	3	12572	Greenwood Ave	Palmer Twp	SR 2028 (Greenwood Avenue, Segment 110-130) is a north-south corridor in Northampton County, serving as a key connector to major regional route, like William Penn Highway. Currently classified as a Major Collector, this corridor significantly exceeds the AADT threshold for its functional class, with volumes nearly double the allowable limit. Greenwood Avenue supports regional mobility by connecting to LANTA's EBS Blue Route and providing access to several retail locations, as well as serving Easton Area High School, which generate periodic spikes in activity. Given its critical role in linking residential, commercial, educational, and multimodal assets with regional highway infrastructure, and its exceeded AADT, we recommend reclassifying SR 2028 (Greenwood Avenue) as an Other Principal Arterial to more accurately reflect its importance and function within the regional transportation network.
	48	2028	120	No	Yes	0.256	Urban Major Collector	17	5	Other Principal Arterials	14	3	12572	Greenwood Ave	Palmer Twp	
	48	2028	130	No	Yes	0.316	Urban Major Collector	17	5	Other Principal Arterials	14	3	12572	Greenwood Ave	Palmer Twp	
Total Mileage, Other Principle Arterial: 0.71400																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
17	48	008A	10	No	Yes	0.9662	Urban Major Collector	17	5	Minor Arterial	16	4	4132	Oakland Rd	Bethlehem Twp	008A (Segment 10) and 2028 (Segment 10-20) (Oakland Road) is an east-west corridor in Northampton County that provides a vital connection between Freedom High School, Northampton Community College, and the surrounding high-density residential neighborhoods. Oakland Road plays a critical role in supporting daily travel demand generated by two major educational institutions, which results in sustained vehicular and pedestrian activity throughout the day. It also connects directly to Easton Avenue, a key arterial that supports LANTA's EBS Blue Route, thereby reinforcing the corridor's multimodal significance. Given its traffic volumes, multimodal connections, and documented crash history, we recommend reclassifying SR 008A and SR 2028(Oakland Road) as a Minor Arterial to better reflect its functional role within the regional transportation system.
	48	2028	20	No	Yes	0.68	Urban Major Collector	17	5	Minor Arterial	16	4	6583	Oakland Rd	Bethlehem Twp	
	48	2028	10	No	Yes	0.44	Urban Major Collector	17	5	Minor Arterial	16	4	6583	Oakland Rd	Bethlehem Twp	
Total Mileage, Minor Arterial: 2.086246																
18	48	0412	0050	Add	Yes	0.516	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12581	Main St	Hellertown Boro	SR 0412 (Hellertown Main Street, Segment 50-80 and Hellertown Rd, Segment 90) is a north-south

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
18	48	0412	0060	Add	Yes	0.354	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12581	Main St	Hellertown Boro	corridor in Northampton County that plays a vital role in channeling traffic between Interstate 78 and key industrial, commercial, and multimodal destinations in the southern Lehigh Valley. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its functional class, signaling the need for an updated classification. Hellertown Main Street provides direct access to numerous high-volume industrial, distribution facilities and restaurants. These major freight generators, combined with adjacent railroad infrastructure and supporting commercial uses contribute to continuous and heavy traffic volumes throughout the day. Given its function as a direct connection to I-78, its service to a major employment hub, its sustained high traffic volumes, we propose reclassifying SR 0412 (Hellertown Main Street and Hellertown Road) as an Other Principal Arterial.
	48	0412	0070	Add	Yes	0.519	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14950	Main St	Hellertown Boro	
	48	0412	0080	Add	Yes	0.464	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14950	Main St	Hellertown Boro	
	48	0412	0090 (0000-0339)	Add	Yes	0.064	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13220	Hellertown Rd	Bethlehem City	
	48	0412	0090 (0339-1082)	Add	Yes	0.651	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13421	Hellertown Rd	Bethlehem City	
Total Mileage, Other Principle Arterial: 2.56800																
19	48	3020	10 (0000-0345)	No	Yes	0.7019	Urban Major Collector	17	5	Minor Arterial	16	4	4593	Main St	Bath Boro	SR 3020 (Newburg Road, Segment 10-140) is a rural east-west corridor in Northampton County that plays a significant role in connecting suburban communities to key regional roadways, including US Route 22 and PA Route 33. Currently classified as a Major and Minor Collector, Newburg Road has exceeded the AADT threshold for
	48	3020	0010 (0345-3600)	No	Yes	0.616	Urban Major Collector	17	5	Minor Arterial	16	4	4593	Main St	Bath Boro	
	48	3020	0010 (3600-3710)	No	Yes	0.021	Urban Major Collector	17	5	Minor Arterial	16	4	4593	Newburg Rd	East Allen Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
19	48	3020	0020 (0000-0136)	No	Yes	0.026	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	its classification across nearly all segments—by an average margin of 3,100 vehicles per day—indicating a level of usage more consistent with higher functional classes. The corridor supports a diverse mix of land uses. It also functions as a critical freight and commuter route, channeling daily traffic between the Borough of Bath and surrounding residential areas into regional highways. Given its elevated AADT levels, its service to a mix of land uses, its importance as a freight and commuter link, we propose reclassifying SR 3020 (Newburg Road) as a Minor Arterial to more accurately reflect its growing role within the regional transportation network.
	48	3020	0020 (0136-1739)	No	Yes	0.304	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0020 (1739-2825)	No	Yes	0.206	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0020 (2825-3135)	No	Yes	0.058	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (0000-0948)	No	Yes	0.180	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (0948-1101)	No	Yes	0.029	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (1101-1248)	No	Yes	0.028	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (1248-1349)	No	Yes	0.019	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (1349-2159)	No	Yes	0.153	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0040 (0000-0605)	No	Yes	0.115	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (0605-0708)	No	Yes	0.020	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (0708-0843)	No	Yes	0.026	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
19	48	3020	0040 (0843-1051)	No	Yes	0.039	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	Please see Justification on the preceding page.
	48	3020	0040 (1051-1565)	No	Yes	0.097	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (1565-1698)	No	Yes	0.025	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (1698-2100)	No	Yes	0.076	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0050	No	Yes	0.455	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0060	No	Yes	0.563	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0070	No	Yes	0.447	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0080 (0000-1265)	No	Yes	0.240	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0080 (1265-2360)	No	Yes	0.207	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0090 (0000-1227)	No	Yes	0.232	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0090 (1227-2545)	No	Add	0.250	Urban Minor Collector	18	6	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0100	No	Add	0.471	Urban Minor Collector	18	6	Minor Arterial	16	4	9646	Newburg Rd	Lower Nazareth Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
19	48	3020	0110	No	Add	0.687	Urban Minor Collector	18	6	Minor Arterial	16	4	9646	Newburg Rd	Lower Nazareth Twp	Please see Justification on the preceding page.
	48	3020	0120	No	Yes	0.529	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0130	No	Yes	0.394	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0140	No	Yes	0.540	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Palmer Twp	
Total Mileage, Minor Arterial: 7.754877																
20	48	A067	10	No	Yes	1.5951	Urban Major Collector	17	5	Minor Arterial	16	4	7496	Jacksonville Rd	Hanover Twp	A067 (Jacksonville Road, Segment 10-20) is a north-south corridor serving Hanover Townships in Northampton County. Currently classified as a Major Collector, this corridor has exceeded the AADT threshold for its existing functional classification. Jacksonville Road serves as a key commuter corridor, particularly in Hanover Township, connecting dense residential neighborhoods with Schonersville Road and other regional routes. While primarily residential in character, the corridor includes several commercial establishments near

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
20	48	A067	20	No	Yes	1.4555	Urban Major Collector	17	5	Minor Arterial	16	4	7496	Jacksonville Rd	Hanover Twp	Schonersville Road that generate consistent traffic throughout the day. It plays an important role in regional mobility by channeling commuter traffic from nearby housing developments and linking local and regional roadways. Given A067's exceeded traffic volumes, its function in connecting high-density residential areas to major regional routes, and the presence of both residential and commercial activity centers, we recommend upgrading A067 to Minor Arterial to better reflect its actual role within the regional transportation network.
Total Mileage, Minor Arterial: 3.050649																
21	39	A078	0010	No	Yes	0.370	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Hanover Township	A078 (Catasauqua Road, Segment 10-50) is an east-west corridor in Lehigh County, serving Hanover Township and Bethlehem. Currently a Major Collector, these segments exceed the AADT threshold. The roadway channels traffic from US Route 22, Airport Road, PA Route 378, and Schoenersville Road, and provides access to Lehigh Valley International Airport, Lehigh Valley Hospital–Muhlenberg Campus, Westgate Mall, and nearby medical and commercial facilities. Running alongside high-density
	39	A078	0020	No	Yes	0.100	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Bethlehem City	
	39	A078	0030	No	Yes	0.500	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Bethlehem City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
21	39	A078	0040	No	Yes	0.400	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Bethlehem City	residential areas, it sustains consistent demand. We recommend upgrading A078 to Other Principal Arterial. Similarly, SR 1020 (Catasauqua Road, Segment 10) serves the same corridor and community. Also, a Major Collector, it exceeds the AADT threshold, channelizes traffic from the same major routes, and provides access to the same regional destinations while paralleling dense residential neighborhoods. We recommend upgrading SR 1020 to Other Principal Arterial.
	39	A078	0050	No	Yes	0.500	Urban Major Collector	17	5	Other Principal Arterials	14	3	14,294	Catasauqua Rd	Bethlehem City	
	39	1020	0010	No	Yes	0.266	Urban Major Collector	17	5	Other Principal Arterials	14	3	12,529	Catasauqua Rd	Bethlehem City	
Total Mileage, Arterial: 2.13600																
22	39	008A	10	Add	Yes	0.4193	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	008A (American Parkway NE, Segment 10-60) is a north-south corridor in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its existing functional classification and warrants consideration for reclassification to Other Principal Arterial. The corridor provides critical connectivity between Airport Road in Hanover Township and Hamilton Street in the City of Allentown. It supports regional mobility by linking major employment and activity centers, including Coca-Cola Park, nearby industrial facilities, and downtown Allentown. Given its elevated traffic volumes, its function as a
	39	008A	20	Add	Yes	0.5408	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	
	39	008A	30	Add	Yes	0.1263	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	
	39	008A	40	Add	Yes	0.67	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
22	39	008A	50	Add	Yes	0.6369	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	connector between key regional corridors, and its proximity to high-employment and high-activity areas, we recommend upgrading SR 008A (American Parkway NE) from Minor Collector to Other Principal Arterial to more accurately reflect its role in the transportation network.
	39	008A	60	Add	Yes	0.2187	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	
Total Mileage, Arterial: 2.611974																
23	39	A056	2	Add	Yes	0.224	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Mosser St	Allentown City	A056 (Martin Luther King Jr. Drive, Segment 2-44) is an east-west corridor located in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, the corridor has either exceeded or is approaching the AADT threshold for its existing classification, warranting consideration for an upgrade to Other Principal Arterial. The corridor provides direct connectivity between S. 24th Street and Union Street and plays a key role in channelizing traffic through central Allentown. It supports regional access to major traffic generators including large warehouse and industrial facilities, recreation centers, and Downtown Allentown. Given its traffic volumes, its function as a connector to high-activity areas, and its role in supporting regional mobility, we recommend reclassifying SR A056 (Martin Luther King Jr. Drive) as Other Principal Arterial to better reflect its operational characteristics and
	39	A056	4	Add	Yes	0.0856	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Martin Luther King Jr Dr	Allentown City	
	39	A056	6	Add	Yes	0.118	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Martin Luther King Jr Dr	Salisbury Twp	
	39	A056	10	Add	Yes	0.782	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Martin Luther King Jr Dr	Allentown City	
	39	A056	20	Add	Yes	1.0155	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13439	Martin Luther King Jr Dr	Allentown City	
	39	A056	30	Add	Yes	0.2784	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15926	Martin Luther King Jr Dr	Allentown City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal- Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
23	39	A056	40	Add	Yes	0.0883	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15926	Martin Luther King Jr Dr	Allentown City	importance within the transportation network.
Total Mileage, Arterial: 2.591751																
24	39	A070	10	No	Yes	0.158	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	A070 (Pennsylvania Avenue, Segment 10-150) is a north-south corridor located in Lehigh County, serving Hanover Township and Bethlehem City. Currently classified as a Major Collector, it has exceeded its AADT threshold and can be considered for upgrade to Minor Arterial. The corridor channelizes traffic from Catasauqua Road to West Broad Street. It also connects population to high activity centers, LANTAs EBS Blue Route and the Lehigh Shopping Center. The corridor also runs through dense residential areas. Given that this corridor supports traffic from other major corridors and high activity centers, and its exceeded AADT volume, we propose Pennsylvania Avenue be upgraded to Minor Arterial.
	39	A070	20	No	Yes	0.0989	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	30	No	Yes	0.0775	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	40	No	Yes	0.0915	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	50	No	Yes	0.0548	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	60	No	Yes	0.0551	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	70	No	Yes	0.05	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	80	No	Yes	0.1167	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	90	No	Yes	0.1056	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
24	39	A070	100	No	Yes	0.1238	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	Please see Justification on the preceding page.
	39	A070	110	No	Yes	0.1451	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	114	No	Yes	0.1287	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	120	No	Yes	0.0523	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	130	No	Yes	0.1565	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	140	No	Yes	0.0493	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	150	No	Yes	0.1001	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
Total Mileage, Minor Arterial: 1.563987																
25	48	A102	10	No	Yes	0.2557	Urban Major Collector	17	5	Minor Arterial	16	4	9489	Illicks Mill Rd	Hanover Twp	A102 (Illicks Mill Road, Segment 10-20) is an important east-west corridor in the City of Bethlehem, extending into Bethlehem City and Hanover Township in Northampton County. It functions as a strategic cut-through between Schoenersville Road and PA Route 512, carrying substantial traffic volumes and serving residential, recreational, institutional, and commercial areas Supporting a range of trip

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
25	48	A102	20	No	Yes	0.9464	Urban Major Collector	17	5	Minor Arterial	16	4	9489	Illicks Mill Rd	Bethlehem City	purposes, the corridor plays a key role in local and regional connectivity. Recent counts show its AADT exceeds the threshold for its current Major Collector classification. Given its demand, jurisdictional connectivity, linkage to key corridors, and diverse land use context, we recommend reclassifying A102 from Major Collector to Minor Arterial to better reflect its regional role.
Total Mileage, Minor Arterial: 1.202139																
26	39	A167	10	No	Yes	1.2849	Urban Major Collector	17	5	Minor Arterial	16	4	8692	North Irving St	Hanover Twp	A167 (Segment 10) and SR 1005 (Segment 10), locally known as North Irving Street and Irving Street, form a key north–south corridor through Hanover Township and Allentown in Lehigh County. Serving industrial and commercial areas near Lehigh Valley International Airport, the corridor carries substantial truck and passenger traffic, providing access to employment centers, distribution facilities, and airport-

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
26	39	1005	10	No	Yes	0.5101	Urban Major Collector	17	5	Minor Arterial	16	4	1445	Irving St	Allentown City	related services. It also connects directly to American Parkway and Union Boulevard, reinforcing its role in freight movement and regional mobility. Currently classified as a Major Collector, recent AADT volumes exceed the threshold for this designation. Given its traffic demand, freight context, and strategic regional connectivity, we recommend reclassifying Irving Street from Major Collector to Minor Arterial.
Total Mileage, Minor Arterial: 1.795044																
27	39	1015	10	No	Yes	0.4927	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16440	Front St	Allentown City	SR 1015 (Fullerton Avenue, Segment 10-60) is a key north–south corridor in Lehigh County, traversing Whitehall Township and the City of Allentown. The corridor connects major regional routes, including US Route 22 and American Parkway, and channels traffic through densely developed residential and mixed-use areas. It supports high local and regional volumes and links employment centers, commercial zones, and regional transportation infrastructure. Currently classified as a Minor Arterial, several segments exceed the maximum AADT for this classification, with others also qualifying for an upgrade. Given its traffic demand, regional connectivity, and role in linking neighborhoods to major economic and transportation nodes, we recommend
	39	1015	20 (0000-0479)	No	Yes	0.091	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16440	Fullerton Ave	Allentown City	
	39	1015	20 (0479-3024)	No	Yes	0.424	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16440	Fullerton Ave	Whitehall Twp	
	39	1015	21	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1015	30 (0000-0142)	No	Yes	0.027	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16,440	Fullerton Ave	Whitehall Twp	
	39	1015	30 (0142-1079)	No	Yes	0.391	Urban Minor Arterial	16	4	Other Principal Arterials	15	3	14,758	Fullerton Ave	Whitehall Twp	
	39	1015	40	No	Yes	0.3436	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14758	Third St	Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
27	39	1015	50	No	Yes	0.29	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14758	Third St	Whitehall Twp	reclassifying SR 1015 (Fullerton Avenue) as an Other Principal Arterial.
	39	1015	60	No	Yes	0.3441	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14758	First Av	Whitehall Twp	
Total Mileage, Arterial: 2.403443																
28	39	2029	110 (0901-2956)	No	Add	0.5606	Rural Minor Collector	8	6	Minor Arterial	6	4	3376	Limeport Pk	Lower Milford Twp	SR 2029 (Limeport Pike, Segment 110-230) is a north–south connector through Lower Milford and Upper Saucon Townships in Lehigh County, linking rural residential areas and agricultural lands to PA Route 309. The corridor parallels I-476, providing a key alternative for local and subregional travel, and serves low-density residential, agricultural, and recreational areas. Despite its rural character, Limeport Pike supports consistent two-way traffic for residents, commuters, and local service providers. Many segments exceed the AADT thresholds for its current Major Collector classification. Given its strategic location, regional access role, and growing traffic volumes, we recommend reclassifying SR 2029 from Major and Minor Collector to Minor Arterial to reflect its function and support future infrastructure needs.
	39	2029	120	No	Add	0.4385	Rural Minor Collector	8	6	Minor Arterial	6	4	3376	Limeport Pk	Lower Milford Twp	
	39	2029	130	No	Add	0.4169	Rural Minor Collector	8	6	Minor Arterial	6	4	3376	Limeport Pk	Lower Milford Twp	
	39	2029	140	No	Yes	0.3547	Rural Major Collector	7	5	Minor Arterial	6	4	3289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (0000-2657)	No	Yes	0.503	Rural Major Collector	7	5	Minor Arterial	6	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (2657-2768)	No	Yes	0.021	Urban Major Collector	17	5	Minor Arterial	16	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (2768-2951)	No	Yes	0.035	Rural Major Collector	7	5	Minor Arterial	6	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (2951-3083)	No	Yes	0.025	Urban Major Collector	17	5	Minor Arterial	16	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (3083-3423)	No	Yes	0.064	Rural Major Collector	7	5	Minor Arterial	6	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (3423-3789)	No	Yes	0.007	Urban Major Collector	17	5	Minor Arterial	16	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0160 (0000-3091)	No	Yes	0.585	Urban Major Collector	17	5	Minor Arterial	16	4	5,810	Limeport Pk	Lower Milford Twp	
	39	2029	0160 (3091-3465)	No	Yes	0.071	Rural Major Collector	7	5	Minor Arterial	6	4	5,810	Limeport Pk	Lower Milford Twp	
	39	2029	0160 (3465-3647)	No	Yes	0.05	Urban Major Collector	17	5	Minor Arterial	16	4	5,810	Limeport Pk	Lower Milford Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal- Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
28	39	2029	0170 (0000-0649)	No	Yes	0.035	Urban Major Collector	17	5	Minor Arterial	16	4	5,751	Limeport Pk	Lower Milford Twp	Please see Justification on the preceding page.
	39	2029	0170 (0649-0954)	No	Yes	0.058	Rural Major Collector	7	5	Minor Arterial	6	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0170 (0954-1090)	No	Yes	0.026	Urban Major Collector	17	5	Minor Arterial	16	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0170 (1090-1219)	No	Yes	0.024	Rural Major Collector	7	5	Minor Arterial	6	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0170 (1219-1368)	No	Yes	0.116	Urban Major Collector	17	5	Minor Arterial	16	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0180 (0000-0230)	No	Yes	0.044	Urban Major Collector	17	5	Minor Arterial	16	4	6,662	Limeport Pk	Upper Saucon Twp	
	39	2029	0180(0230-0296)	No	Yes	0.013	Rural Major Collector	7	5	Minor Arterial	6	4	6,662	Limeport Pk	Upper Saucon Twp	
	39	2029	0180 (0296-3233)	No	Add	0.555	Rural Minor Collector	8	6	Minor Arterial	6	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	190	No	Add	0.3465	Rural Minor Collector	8	6	Minor Arterial	6	4	6839	Limeport Pk	Upper Saucon Twp	
	39	2029	0200 (0000-2007)	No	Add	0.38	Rural Minor Collector	8	6	Minor Arterial	6	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	0200 (2007-3368)	No	Add	0.258	Urban Minor Collector	18	6	Minor Arterial	16	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	210	No	Add	0.5284	Urban Minor Collector	18	6	Minor Arterial	16	4	6839	Limeport Pk	Upper Saucon Twp	
	39	2029	0220 (0000-1540)	No	Add	0.292	Urban Minor Collector	18	6	Minor Arterial	16	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	230	No	Add	0.415	Urban Major Collector	17	5	Minor Arterial	16	4	3,415	Limeport Pk	Upper Saucon Twp	
Total Mileage, Minor Arterial: 6.222754																

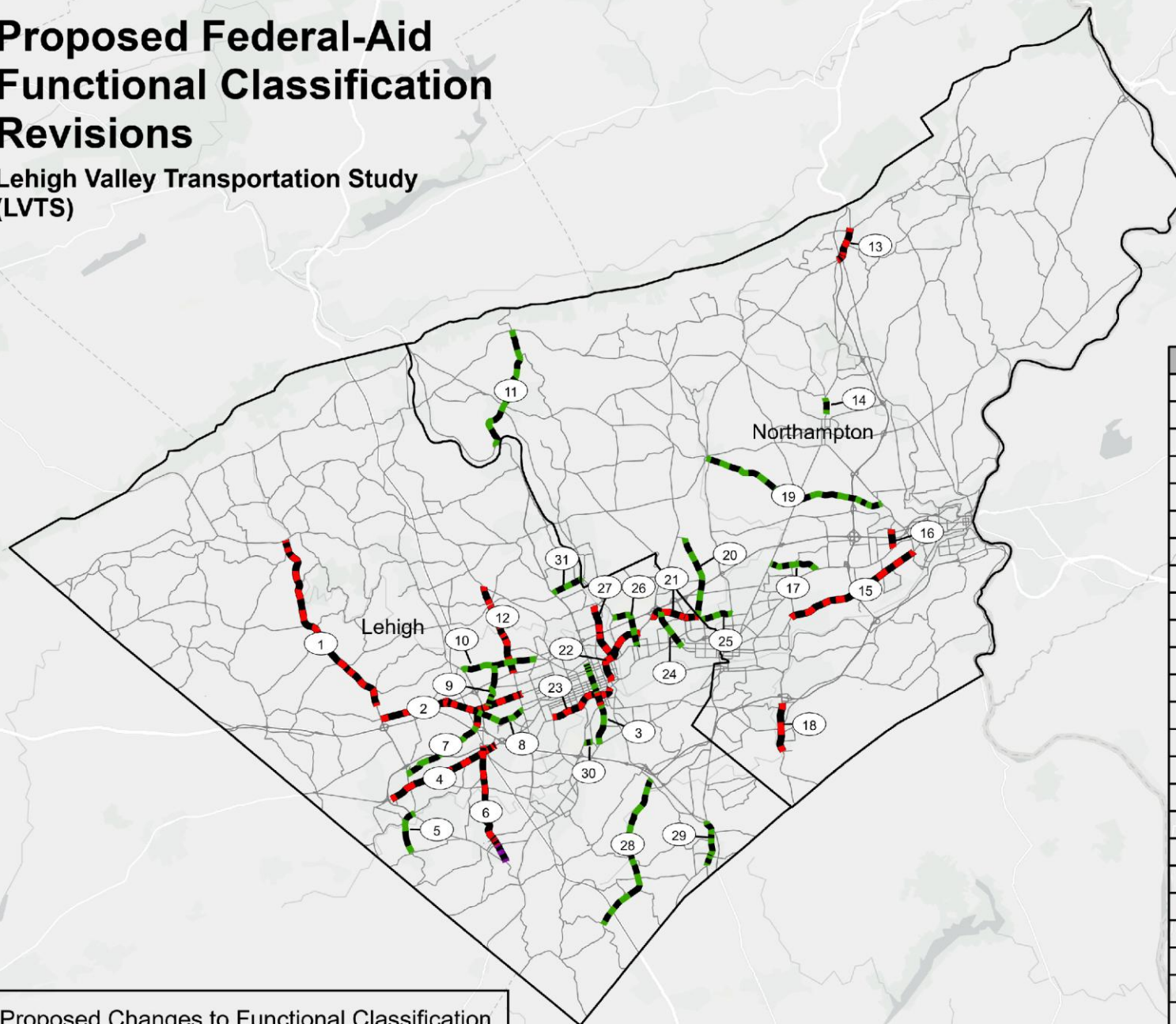
Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
29	39	2045	0020 (0243-2320)	No	Yes	0.393	Urban Major Collector	17	5	Minor Arterial	16	4	7,684	Main St	Coopersburg Boro	SR 2045 (N Main Street, Segment 20-50) serves as a primary north-south route through Coopersburg Borough and Upper Saucon Township in Lehigh County, connecting local roadways to PA Route 309 and providing essential access between residential neighborhoods, institutional uses, and community facilities. The corridor plays an important role in supporting both local circulation and regional commuting patterns. Currently classified as a Major Collector, N Main Street has experienced traffic volumes that exceed the functional classification threshold, with all but one segment surpassing the AADT limit. Given the consistent AADT exceedances, the corridor's importance in facilitating subregional connectivity, and growing capacity needs, we propose the reclassification of SR 2045 from Major Collector to Minor Arterial to more accurately reflect its current and future role within the regional transportation network
	39	2045	0020 (2320-2749)	No	Yes	0.081	Urban Major Collector	17	5	Minor Arterial	16	4	6,325	Main St	Coopersburg Boro	
	39	2045	30	No	Yes	0.2658	Urban Major Collector	17	5	Minor Arterial	16	4	9682	Main St	Coopersburg Boro	
	39	2045	0040 (0000-0615)	No	Yes	0.116	Urban Major Collector	17	5	Minor Arterial	16	4	9,682	Main St	Coopersburg Boro	
	39	2045	0040 (0615-1513)	No	Yes	0.17	Urban Major Collector	17	5	Minor Arterial	16	4	9,682	Main St	Upper Saucon Twp	
	39	2045	0040 (1513-2962)	No	Yes	0.275	Urban Major Collector	17	5	Minor Arterial	16	4	7,839	Main St	Upper Saucon Twp	
	39	2045	50	No	Yes	0.4982	Urban Major Collector	17	5	Minor Arterial	16	4	5501	Main St	Upper Saucon Twp	
Total Mileage, Minor Arterial: 1.799016																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
30	39	004A	10	No	Yes	0.3107	Urban Major Collector	17	5	Minor Arterial	16	4	13167	Downyflake Ln	Allentown City	SR 004A (Downy Flake Lane, Segment 10) is an east–west connector in the City of Allentown, linking I-78 via Lehigh Street to the urban core + providing access between regional highways, industrial and commercial zones + adjacent residential areas. The corridor supports both passenger + commercial traffic, serving major employment centers, retail destinations + freight facilities. Currently classified as a Major Collector, its AADT is nearly double the threshold for this designation. Configured as a two-lane roadway, it functions as a vital freight and commuter link, channeling traffic between arterial routes and supporting concentrated industrial, retail + institutional land uses. Given its sustained volumes, regional connectivity, and role in economic and freight movement, we recommend reclassifying SR 004A from Major Collector to Minor Arterial.
Total Mileage, Minor Arterial: 0.31074																
31	39	1014	12	No	Yes	0.3571	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	Whitehall Twp	SR 1014 (Lehigh Street, Segment 12-40) is a key north–south route in Whitehall Township, Lehigh County, passing through Coplay and North Catasauqua. It connects regional arterials, including MacArthur and Mechanicsville Roads, and serves residential neighborhoods, commercial areas, and recreational destinations. Supporting both commuter and non-commuter trips the corridor s
	39	1014	22	No	Yes	0.2394	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
31	39	1014	30	No	Yes	0.368	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	Whitehall Twp	AADT exceeds the threshold for its current Major Collector classification. It links higher-order arterials, community facilities, and dense suburban areas, facilitating sustained traffic across multiple land use types. Given its volumes, connectivity, land use context, and operational role, we recommend reclassifying SR 1014 from Major Collector to Minor Arterial.
	39	1014	40	No	Yes	0.2765	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	N Catasauqua Borough	
Total Mileage, Minor Arterial: 1.240959																

Proposed Federal-Aid Functional Classification Revisions

Lehigh Valley Transportation Study
(LVTS)



Proposed Changes to Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Map ID	Road Name
1	SR 0100
2	Tilghman St
3	Eighth St, Mack Blvd
4	Hamilton Blvd
5	Spring Creek Rd, Main St
6	Brookside Rd
7	Cetronia Rd
8	Broadway
9	Parkway Rd, Springhouse Rd
10	Walbert Ave
11	Blue Mountain Dr
12	Cedar Crest Blvd
13	Moorestown Rd, Broadway, Lehigh Ave
14	North Broad St
15	Freemansburg Ave
16	Greenwood Ave
17	Oakland Rd
18	Main St, Hellertown Rd
19	Newburg Rd, Main St
20	Jacksonville Rd
21	Catasauqua Rd
22	American Pkwy
23	Mosser St, Martin Luther King Jr Dr
24	Pennsylvania Ave
25	Illicks Mill Rd
26	North Irving St, Irving St
27	Front St, Fullerton Ave, Third St, First Ave
28	Limeport Pk
29	Main St
30	Downyflake Ln
31	Lehigh St



Proposed Federal-Aid Functional Classification Revision

SR 0100

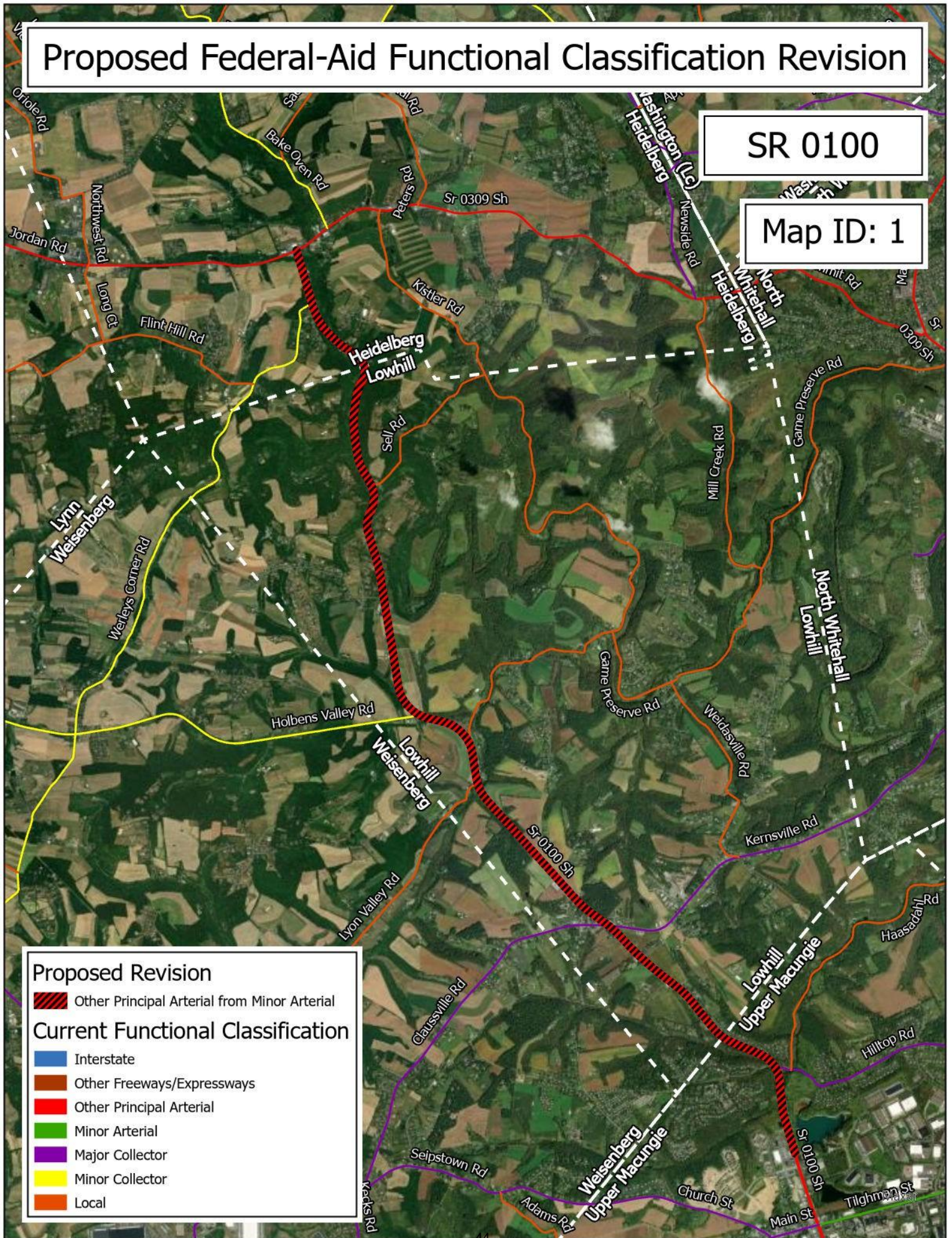
Map ID: 1

Proposed Revision

 Other Principal Arterial from Minor Arterial

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Map ID 1: Route 100

Existing Functional Class - Minor Arterial

Proposed Functional Class - Other Principal Arterial

Extent: From PA Route 309 to Route 100

County: Lehigh

Municipalities: Lowhill, Upper Macungie and Heidelberg Township

Justification: PA Route 100 (Segment 200-340, ending at PA Route 309) is a key north-south corridor in western Lehigh County, linking high-density residential areas with I-78 and US Route 22. Currently classified as a Minor Arterial, three segments already exceed the AADT threshold and three more are nearing it. The corridor serves both commuters and freight, channeling traffic north toward key interchanges and employment centers. South of Tilghman Street, it is already designated as an Other Principal Arterial; extending this classification northward would create a continuous corridor, improving functional continuity and reinforcing regional significance. The corridor also faces geometric and topographic challenges, including steep slopes, offset alignments, braking issues for heavy vehicles near Claussville and Curtainsville Roads, difficulties at Moore Lane, curve issues, and a steep decline north of Herbert Road. Given its traffic demand, complexity, and regional role, reclassifying the highlighted segments from Minor Arterial to Other Principal Arterial better reflects its current and emerging function.

Proposed Federal-Aid Functional Classification Revision

Tilghman St

Map ID: 2

Proposed Revision

 Other Principal Arterial from Minor Arterial

Current Functional Classification


 Interstate

 Other Freeways/Expressways

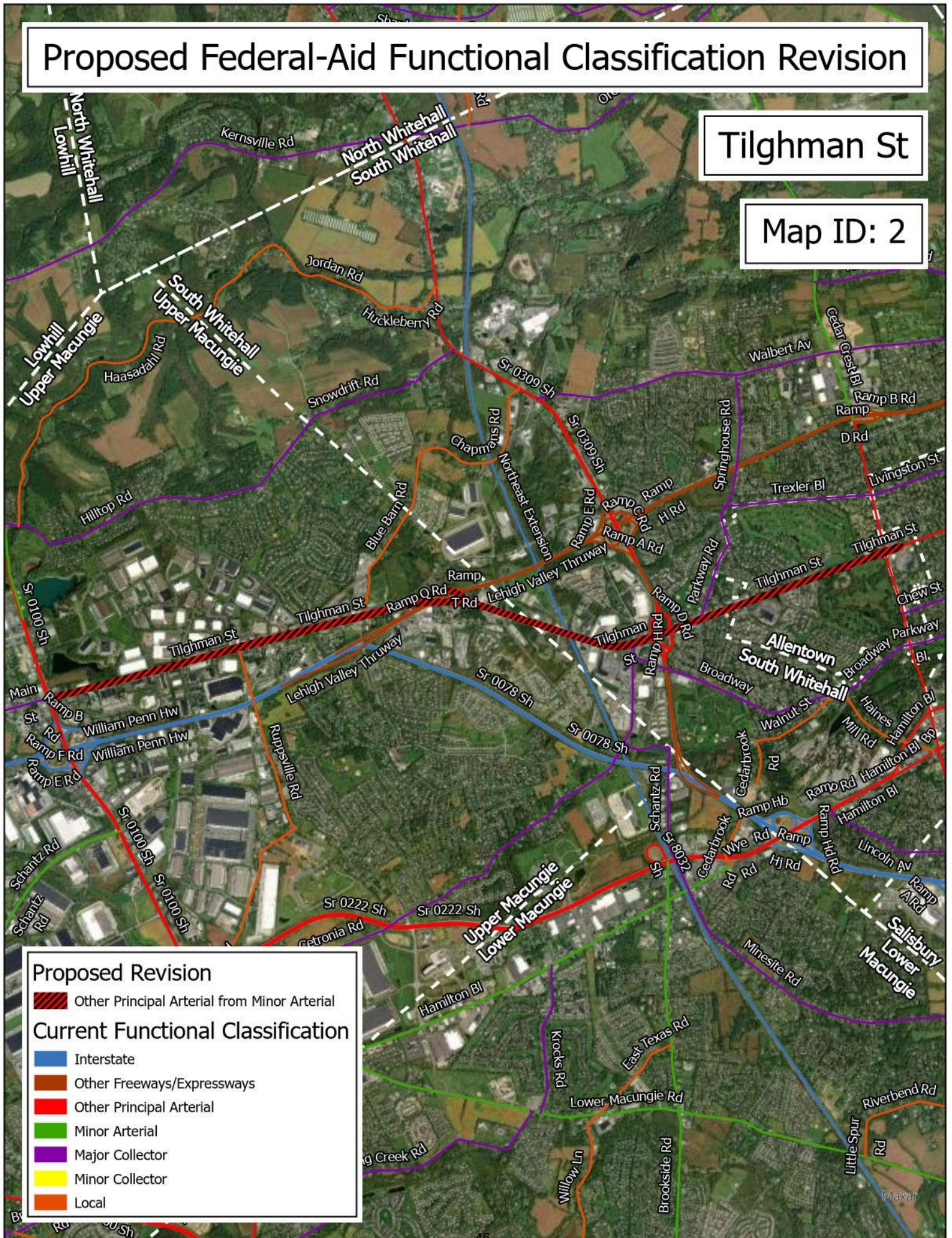
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 2: SR 1002 – Tilghman Street

Existing Functional Class - Minor Arterial

Proposed Functional Class - Other Principal Arterial

Extent: From Route 100 to Cedar Crest Blvd

County: Lehigh

Municipalities: Upper Macungie, S Whitehall Township and Allentown City

Justification: SR 1002 (Tilghman Street, Segment 30–151) is a key east-west corridor in Lehigh County, serving Upper Macungie, South Whitehall Townships, and Allentown City. Currently classified as Minor Arterial, several segments have exceeded or are nearing their AADT thresholds. The corridor traverses areas of high population and employment density, including Ruppsville, Upper Macungie, and Krocksville, and serves as a connector to Downtown Allentown. As the eastern portion of Tilghman Street is already classified as an Other Principal Arterial, extending this classification ensures functional continuity. Given its traffic volumes, regional connectivity, and critical role in serving local businesses, industries, and communities, we recommend reclassifying SR 1002 (Segment 30–151) as Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Eighth St, Mack Blvd

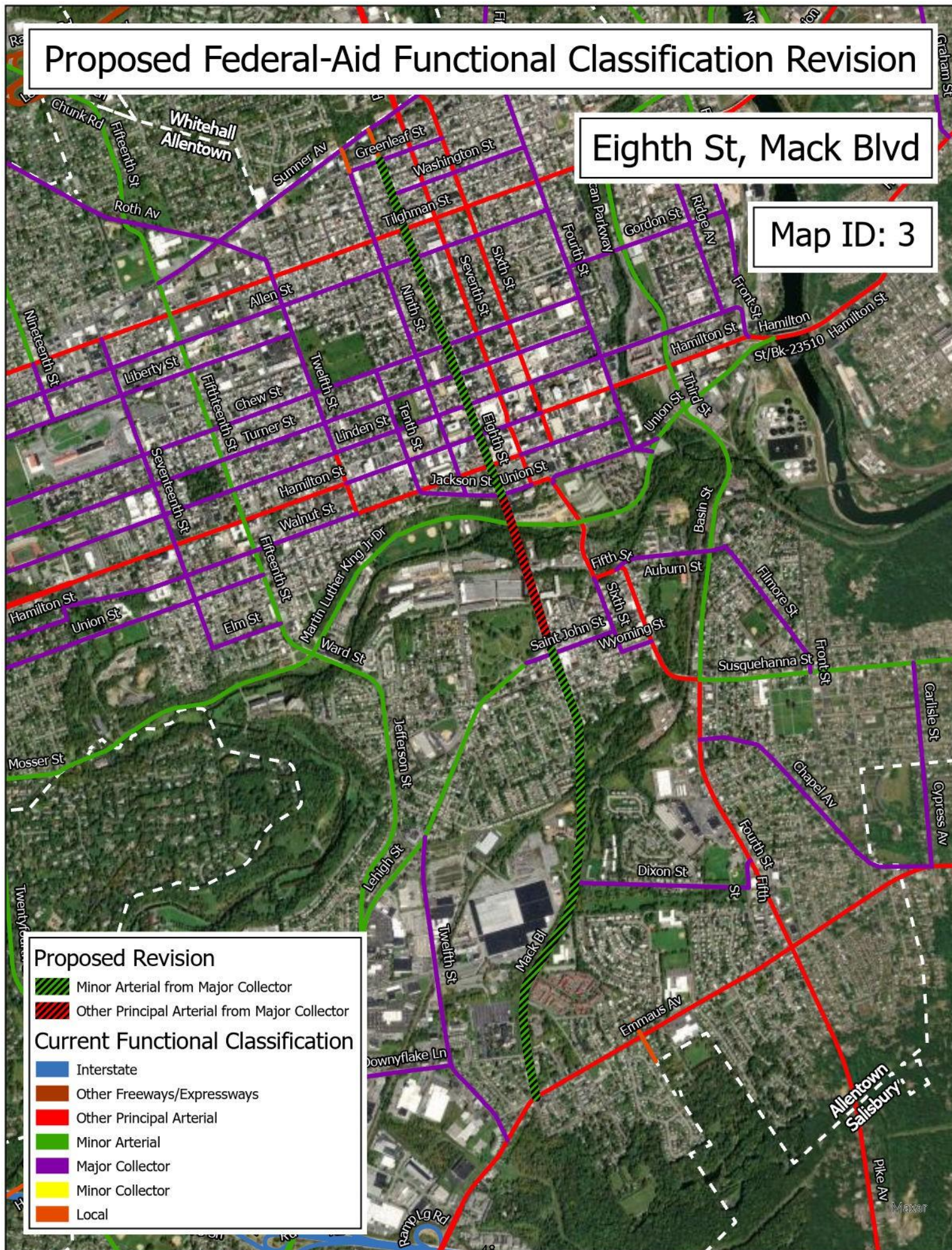
Map ID: 3

Proposed Revision

- Minor Arterial from Major Collector
- Other Principal Arterial from Major Collector

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Map ID 3: SR 2055, 009A, A015 – Eighth St, Mack Blvd

Existing Functional Class (SR 2055) – Major Collector

Proposed Functional Class (SR 2055) - Other Principal Arterial and Minor Arterial

Existing Functional Class (009A, A015) – Major Collector

Proposed Functional Class (009A, A015) - Minor Arterial

Extent: From Greenleaf St to Emmaus Ave

County: Lehigh

Municipalities: Allentown City

Justification: 009A (segment 10), SR 2055 (segments 10-20), and A015 (segments 10-70)—collectively North and South 8th Street and Mack Blvd—form a vital north-south corridor through Allentown’s Downtown Business District, connecting major traffic generators including the Allentown Transportation Center, Downtown Allentown, and St. Luke’s Sacred Heart Hospital. Currently classified as a Major Collector, most segments exceed the 6,300 AADT threshold, qualifying for reclassification to Minor Arterial, while two segments (SR 2055, 10-20) support reclassification to Other Principal Arterial. Serving areas of high population and employment density, the corridor is a critical connector through the city’s core, with proximity to major development along Lehigh Street and Downtown revitalization. It also supports regional mobility by channeling traffic toward I-78 and serving as a major commuter route. Given its traffic volumes, land use context, and expanding role in regional connectivity and urban development, we recommend reclassifying SR 009A (10) and A015 (10-70) from Major Collector to Minor Arterial, and SR 2055 (10-20) from Major Collector to Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Hamilton Blvd


Map ID: 4

Proposed Revision

 Other Principal Arterial from Minor Arterial

Current Functional Classification


 Interstate

 Other Freeways/Expressways

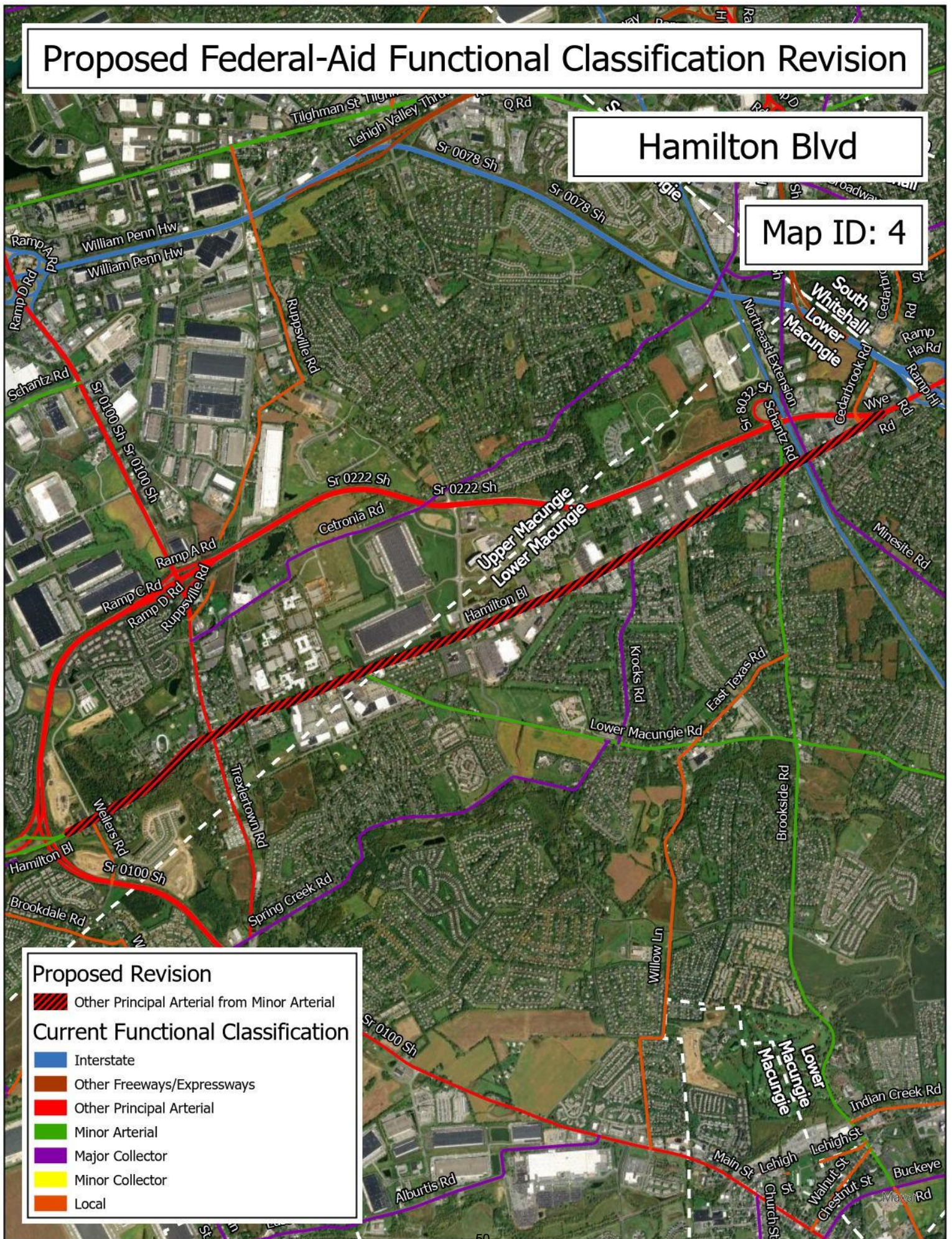
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 4: SR 6222 – Hamilton Blvd

Existing Functional Class – Minor Arterial

Proposed Functional Class - Other Principal Arterial

Extent: From Trexlertown Bypass to US 222

County: Lehigh

Municipalities: Upper and Lower Macungie Township

Justification: SR 6222 (Hamilton Boulevard, Segment 20-100) is an east-west corridor in Lehigh County, serving Lower Macungie, Upper Macungie Township and the broader Trexlertown and Dorneyville areas. Currently classified as a Minor Arterial, several segments of the corridor have exceeded or are approaching their AADT thresholds. The corridor traverses areas of significant residential and employment density and supports LANTA's Enhanced Bus Service via the Blue Route. Hamilton Boulevard also provides direct access to major regional destinations, shopping, recreational centers. It serves as a critical connector to US 222, I-476 (Northeast Extension), and I-78, facilitating both commuter and commercial traffic. Given its high traffic volumes, multimodal function, and importance to mobility and economic activity, we recommend reclassifying SR 6222 (up to I-476) as an Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Spring Creek Rd, Main St

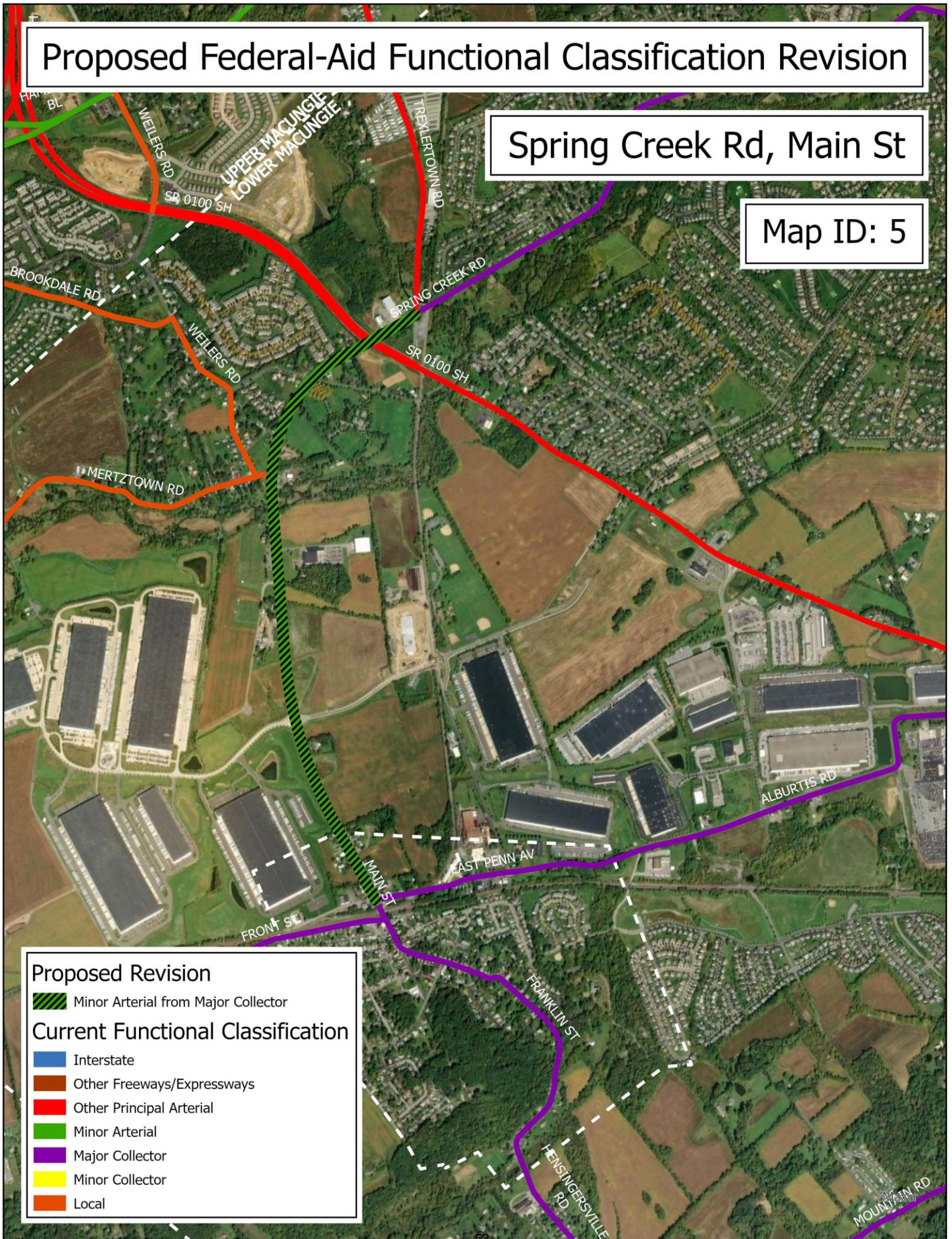
Map ID: 5

Proposed Revision

 Minor Arterial from Major Collector

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Map ID 5: SR 3001 – Main St, Spring Creek Road

Existing Functional Class – Major Collector

Proposed Functional Class - Minor Arterial

Extent: From East Penn Ave to Trexlertown Road

County: Lehigh

Municipalities: Alburtis Borough and Lower Macungie Township

Justification: SR 3001 (Main Street and Spring Creek Road, Segment 40-70) is a north-south corridor in western Lehigh County, serving Lower Macungie Township and the Borough of Alburtis. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for its existing functional classification. It plays a critical role in channeling both freight and commuter traffic to and from PA Route 100. The corridor provides direct access to major industrial and logistics facilities. This road also has design considerations, requiring an update for the safety purposes. In addition, Spring Creek Road serves as a vital connector between Lower Macungie Township and the Borough of Alburtis, supporting both local and regional mobility. Given its high traffic volumes, freight significance, safety concerns and importance to regional connectivity and economic activity, we recommend reclassifying SR 3001 as a Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Brookside Rd

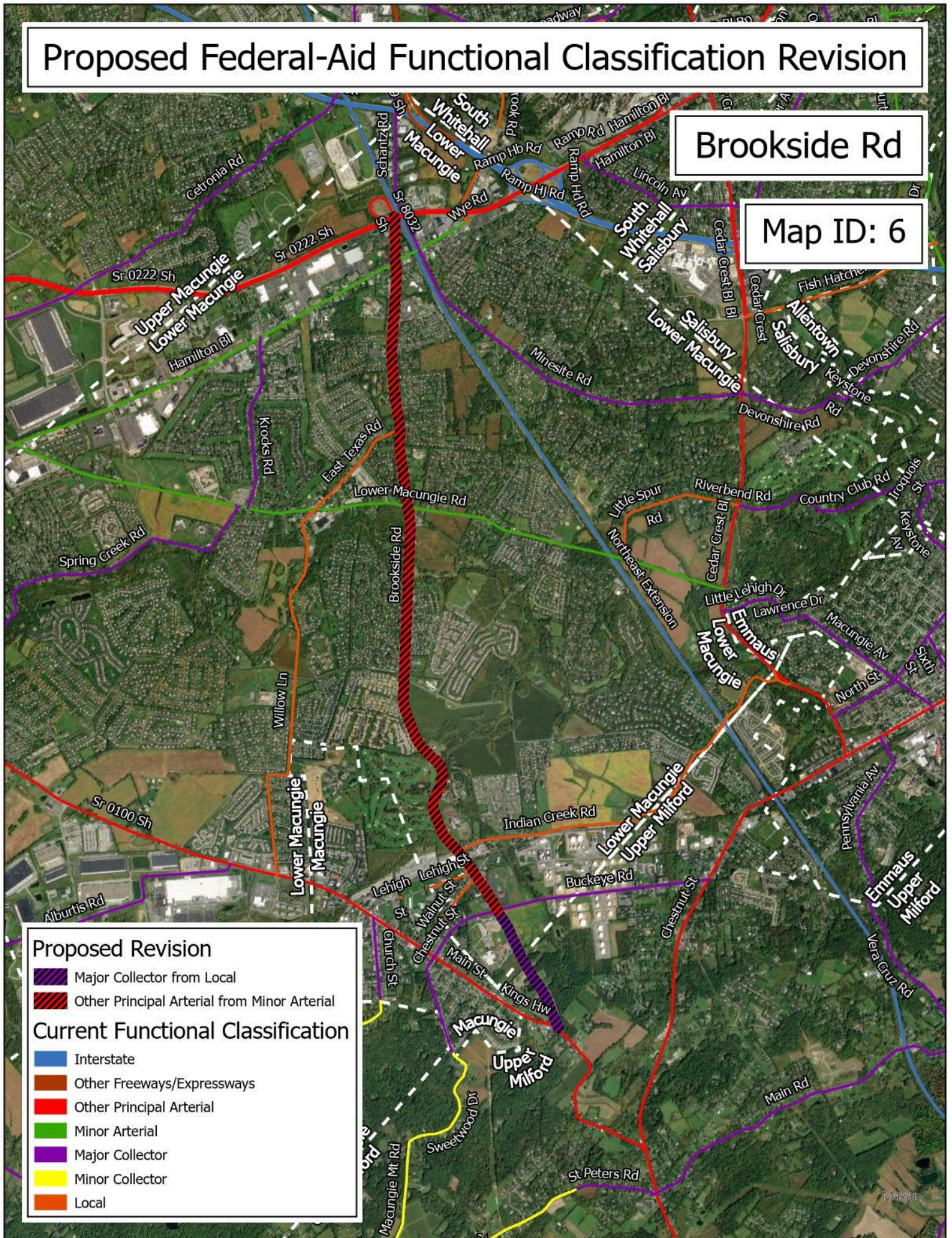
Map ID: 6

Proposed Revision

- Major Collector from Local
- Other Principal Arterial from Minor Arterial

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Map ID 6: SR 2017, DAVN, CZVK – Brookside Road, East Macungie Road

Existing Functional Class (SR 2017) – Minor Arterial

Proposed Functional Class (SR 2017) – Other Principal Arterial

Existing Functional Class (DAVN, CZVK) – Local

Proposed Functional Class (DAVN, CZVK) – Major Collector

Extent: From Kings Highway to US 222

County: Lehigh

Municipalities: Upper Milford and Lower Macungie Township

Justification: DAVN and CZVK (East Macungie Road, Segment 10) is a north-south corridor in Lehigh County, serving Lower Macungie Township and connecting PA Route 100 and the Buckeye Partners pipeline. It is also used as an evacuation route for the pipeline company. Currently classified as a Local Road, East Macungie Road carries significant commuter traffic, serving residential communities such as East Texas and Lower Macungie Township, as well as Eyer Middle School, Shoemaker, and Macungie Elementary Schools.

SR 2017 (Brookside Road, Segment 10-90) is a north-south corridor in Lehigh County, serving Lower Macungie Township and connecting US Route 222 and PA Route 100. Currently a Minor Arterial, Brookside Road carries significant commuter traffic and provides access to residential, commercial, and institutional areas. Given its functional role, proximity to major generators, and exceeding AADT, we recommend reclassifying DAVN and CZVK from Local Road to Major Collector and SR 2017 from Minor Arterial to Other Principal Arterial

Proposed Federal-Aid Functional Classification Revision

Centronia Rd

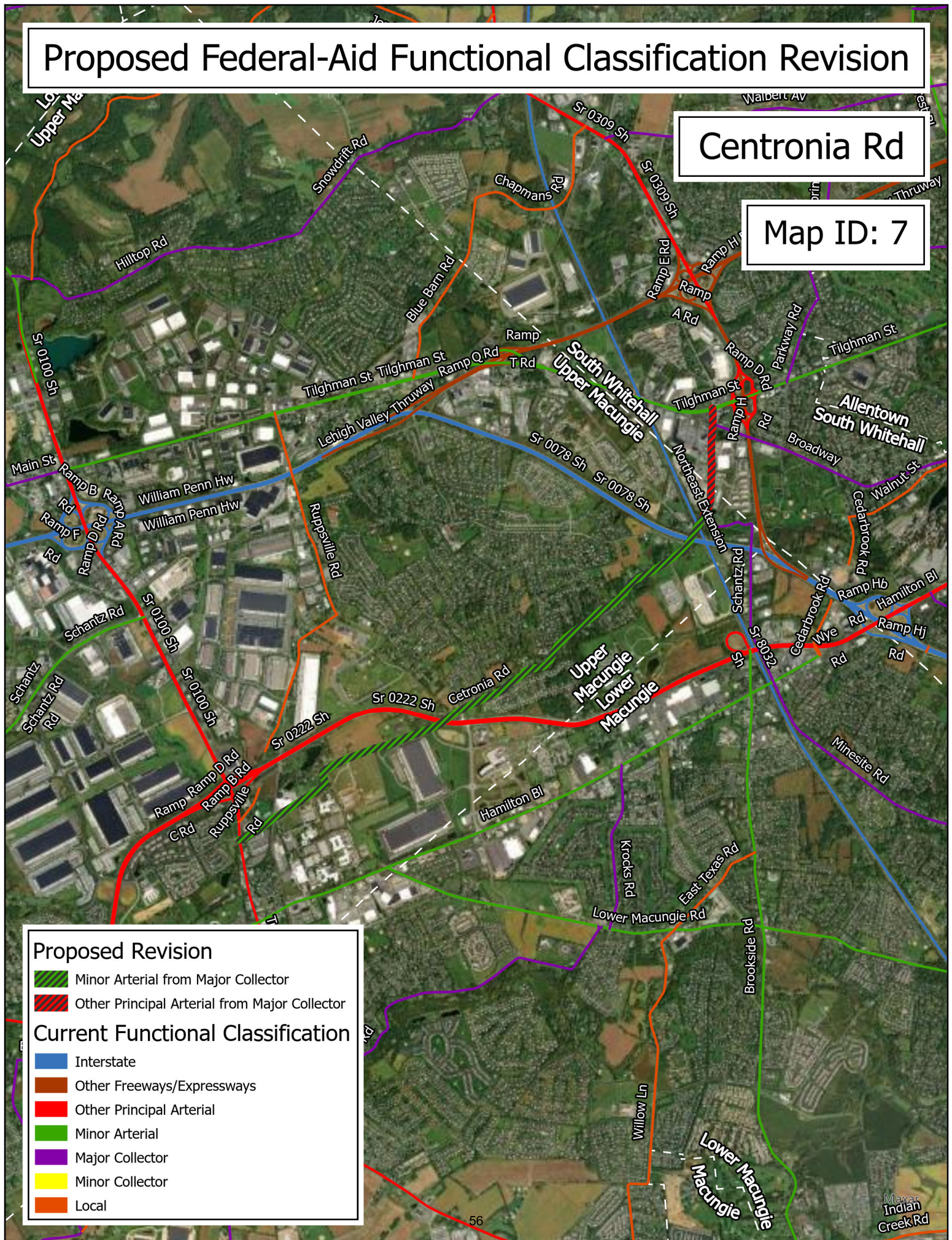
Map ID: 7

Proposed Revision

- Minor Arterial from Major Collector
- Other Principal Arterial from Major Collector

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Map ID 7: SR 3008 – Cetronia Road

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial and Other Principal Arterial

Extent: From Trexlertown Road to Tilghman St

County: Lehigh

Municipalities: Upper Macungie Township and S Whitehall Township

Justification: SR 3008 (Cetronia Road, Segment 10-70) is a critical connector in western Lehigh County, located between I-78, US Route 222, PA Route 309, and PA Route 100. Currently classified as a Major Collector, one segment of the corridor have exceeded, and has doubled the AADT thresholds for their existing classification. The segment which exceeded and doubled the AADT threshold plays a vital role in connecting high residential neighborhoods with regional roadways and economic hubs, facilitating both commuter and commercial travel. The rest of the segments continues to support significant traffic volumes and provides critical local connectivity between residential communities and commercial corridors. Given the corridor's traffic volumes, strategic location, and essential role in regional and local mobility, we recommend reclassifying segments 10-70 (0000-0383) of Cetronia Road as a Minor Arterial and segment 70 (0383-3671) as Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Broadway

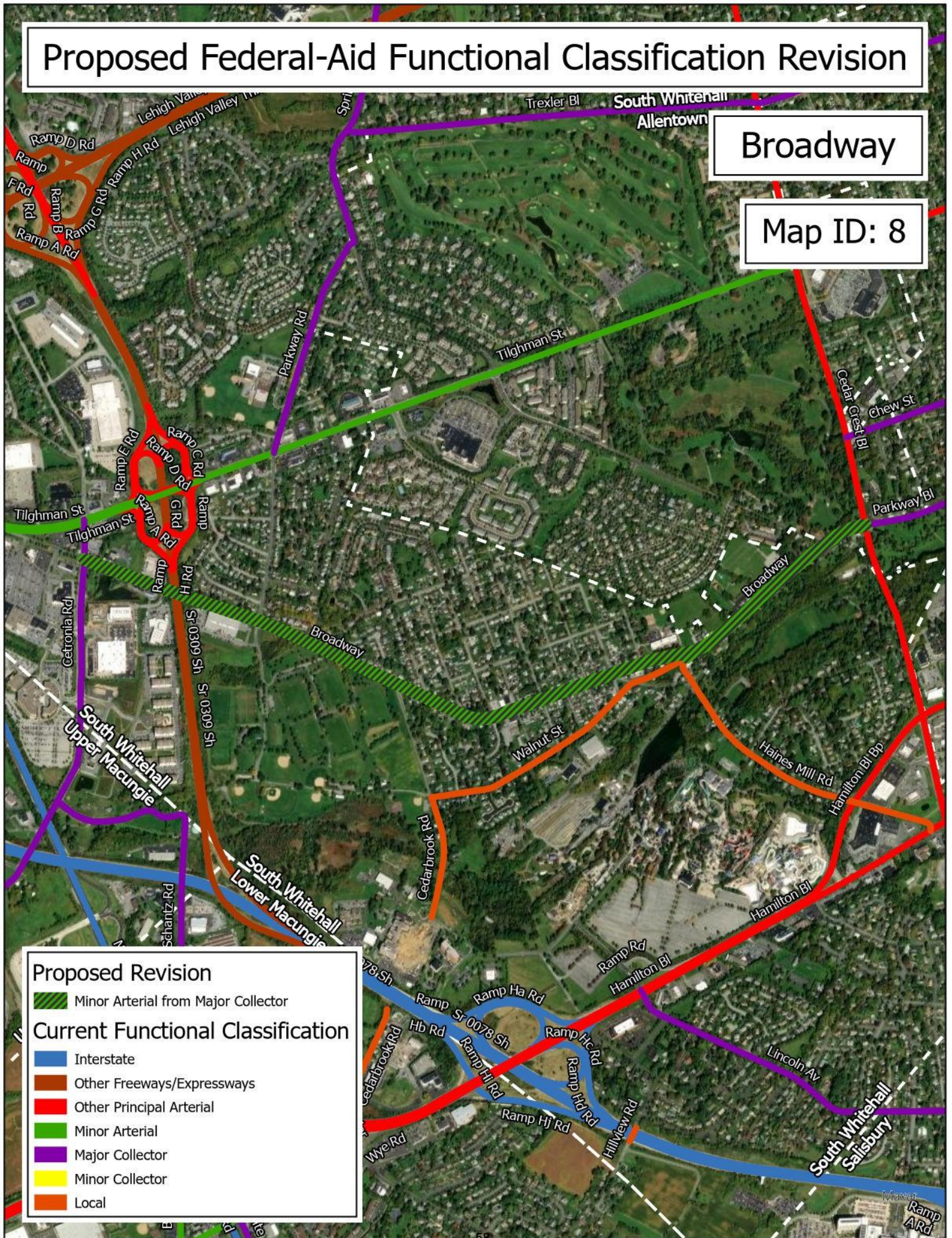
Map ID: 8

Proposed Revision

Minor Arterial from Major Collector

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Map ID 8: SR 2008, A016 – Broadway

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Cetronia Road to Cedar Crest Blvd

County: Lehigh

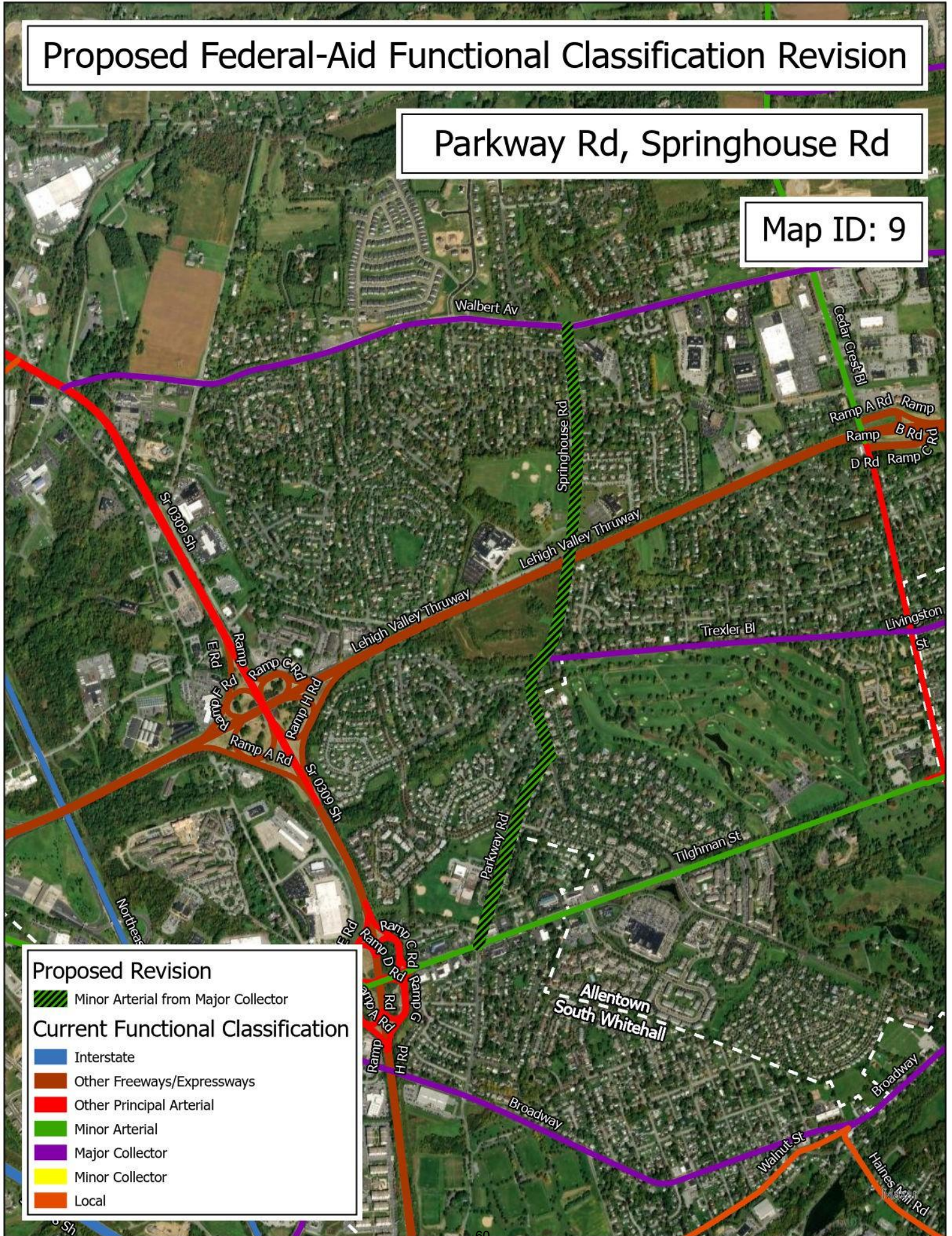
Municipalities: S Whitehall Township

Justification: A016 (Broadway, Segment 10) and SR 2008 (Broadway, Segment 20-30) is an east-west corridor in Lehigh County, serving South Whitehall Township and the Dorneyville area. Currently a Major Collector, the segment 10 of A016 has significantly exceeded its AADT limit. Currently a Major Collector, both segments of SR 2008 are eligible for the next functional classification based on AADT. Broadway provides direct access to major regional recreational centers and a college, and traverses high-density residential areas, supporting significant commuter and local traffic. Given its traffic volume, proximity to major trip generators, and role in connectivity, we recommend reclassifying Broadway from Major Collector as a Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Parkway Rd, Springhouse Rd

Map ID: 9



Map ID 9: A035 – Parkway Road, Springhouse Road

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Walbert Ave to Tilghman St

County: Lehigh

Municipalities: S Whitehall Township


Justification: Parkway Road (A035, Segment 10-14) and Springhouse Rd (A035, Segment 20-30) is a north-south connector in Lehigh County, serving South Whitehall Township. Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. The roadway channelizes traffic between Walbert Avenue and West Tilghman Street—both of which serve as critical access points to regional corridors such as US Route 22 and PA Route 309. Parkway and Springhouse Road also traverse areas of population and employment density, supporting consistent volumes of commuter and local traffic throughout the day. Given its high traffic volumes, its function as a connector to major arterial routes, and its location within densely developed residential areas, we recommend reclassifying Parkway Road and Springhouse Road (A035) as Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Walbert Ave

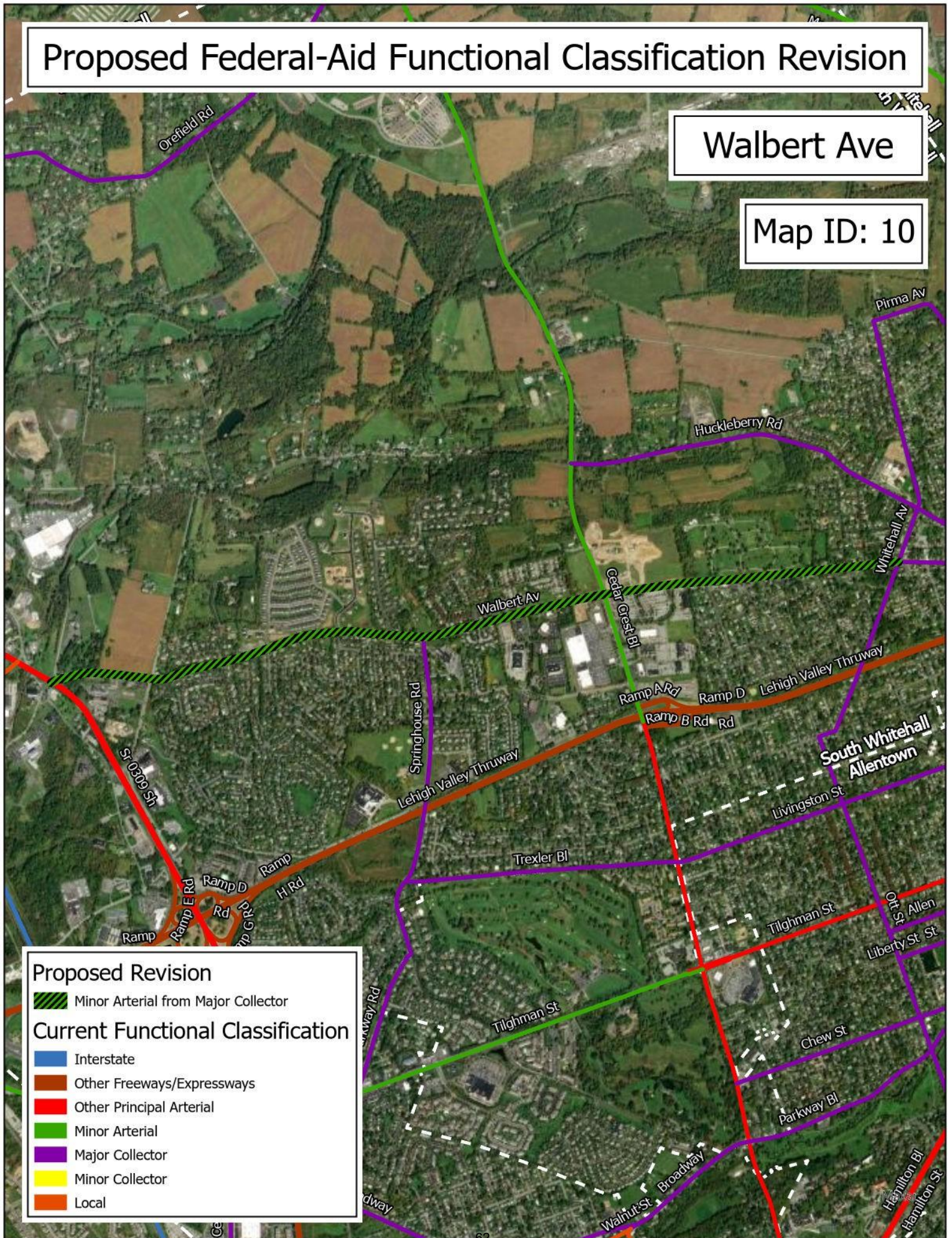
Map ID: 10

Proposed Revision

 Minor Arterial from Major Collector

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Map ID 10: SR 1006 – Walbert Avenue

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Whitehall Ave to PA Route 309

County: Lehigh

Municipalities: S Whitehall Township


Justification: SR 1006 (Walbert Avenue, Segment 10-60) is an east-west corridor in Lehigh County, serving South Whitehall Township and the surrounding residential communities. Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. Walbert Avenue functions as a critical connector between PA Route 309, channelizing traffic to and from major residential neighborhoods and regional employment centers. The corridor provides direct access to retail centers and medical facilities. Given its consistently high commuter traffic, exceeded AADT, we recommend reclassifying these segments of SR 1006 (Walbert Avenue) as Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Blue Mountain Dr

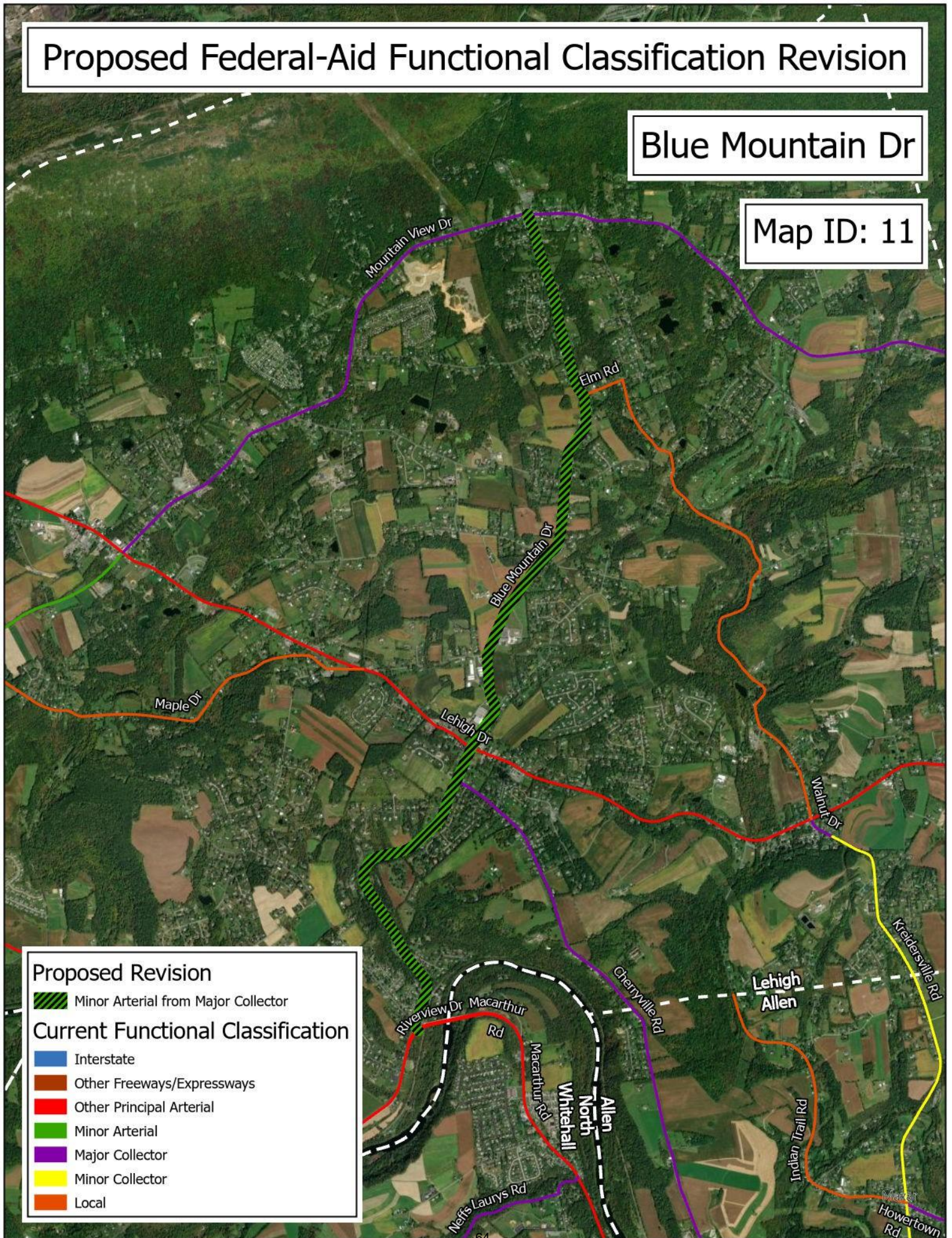
Map ID: 11

Proposed Revision

 Minor Arterial from Major Collector

Current Functional Classification

 Interstate
 Other Freeways/Expressways
 Other Principal Arterial
 Minor Arterial
 Major Collector
 Minor Collector
 Local



Map ID 11: SR 4001 – Blue Mountain Drive

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From MacArthur Road to Mountain View Drive

County: Northampton

Municipalities: Lehigh Township

Justification: SR 4001 (Blue Mountain Drive, Segment 14-110) is a north-south corridor in Northampton County, serving Lehigh Township and the greater Blue Mountain region. Currently a Major Collector, five segments exceed the AADT threshold and are proposed for reclassification. Blue Mountain Drive connects US Route 145, PA Routes 248 and 946, residential communities, and public facilities to regional corridors, and provides critical access to Blue Mountain Ski Resort, a major winter recreational destination. The corridor traverses mountainous terrain with steep grades and sharp curves, supporting two-way travel with elevated risk of serious head-on collisions. Given its high traffic, strategic access to recreational and governmental facilities, growing residential areas, and safety considerations along a challenging alignment, we recommend reclassifying all identified segments as a Minor Arterial.

Proposed Federal-Aid Functional Classification Revision


Cedar Crest Blvd


Map ID: 12

Proposed Revision

 Other Principal Arterial from Minor Arterial

Current Functional Classification


 Interstate

 Other Freeways/Expressways

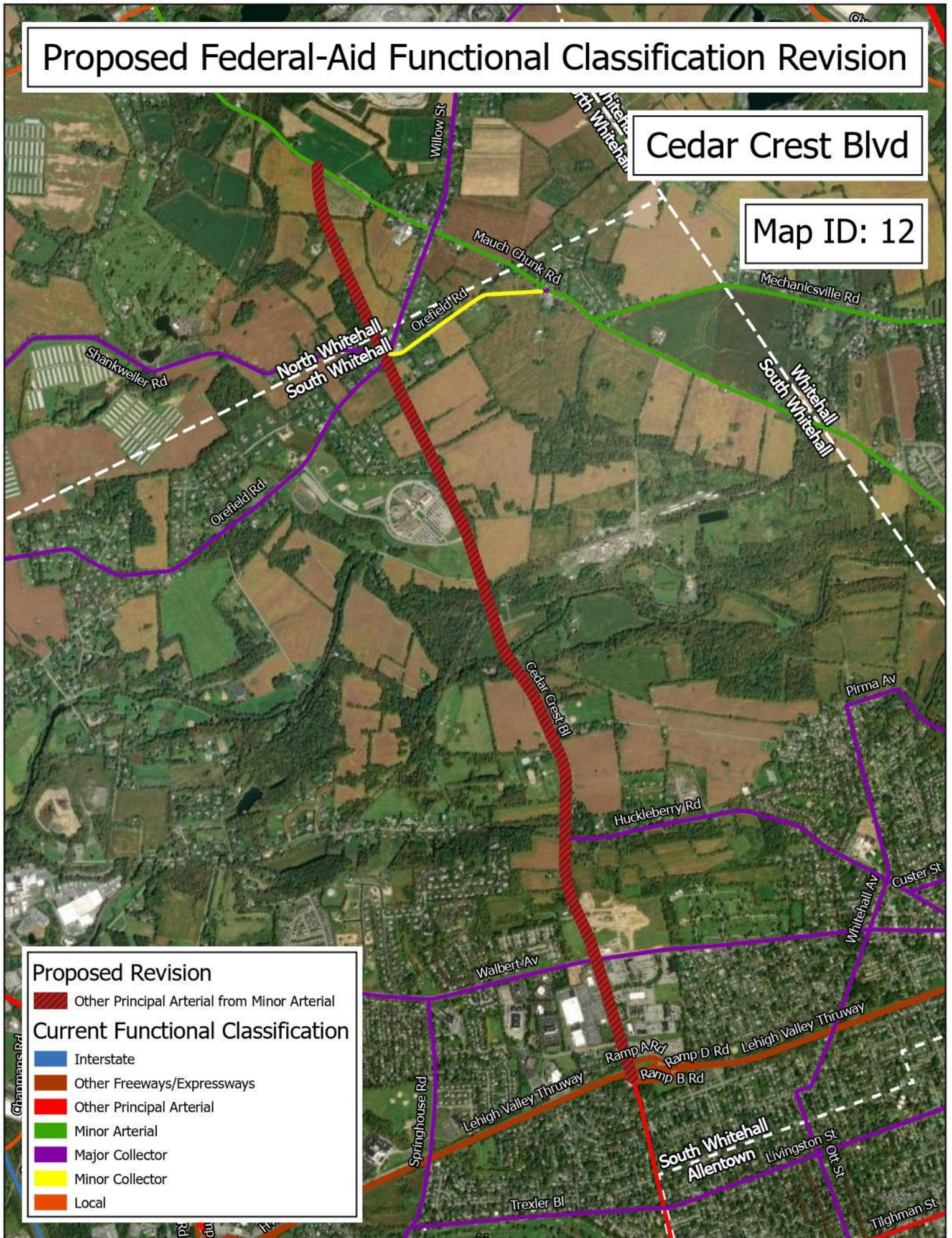
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 12: SR 1019 – Cedar Crest Blvd

Existing Functional Class— Minor Arterial

Proposed Functional Class— Other Principal Arterial

Extent: From Mauch Chunk Road to Lehigh Valley Thruway

County: Lehigh

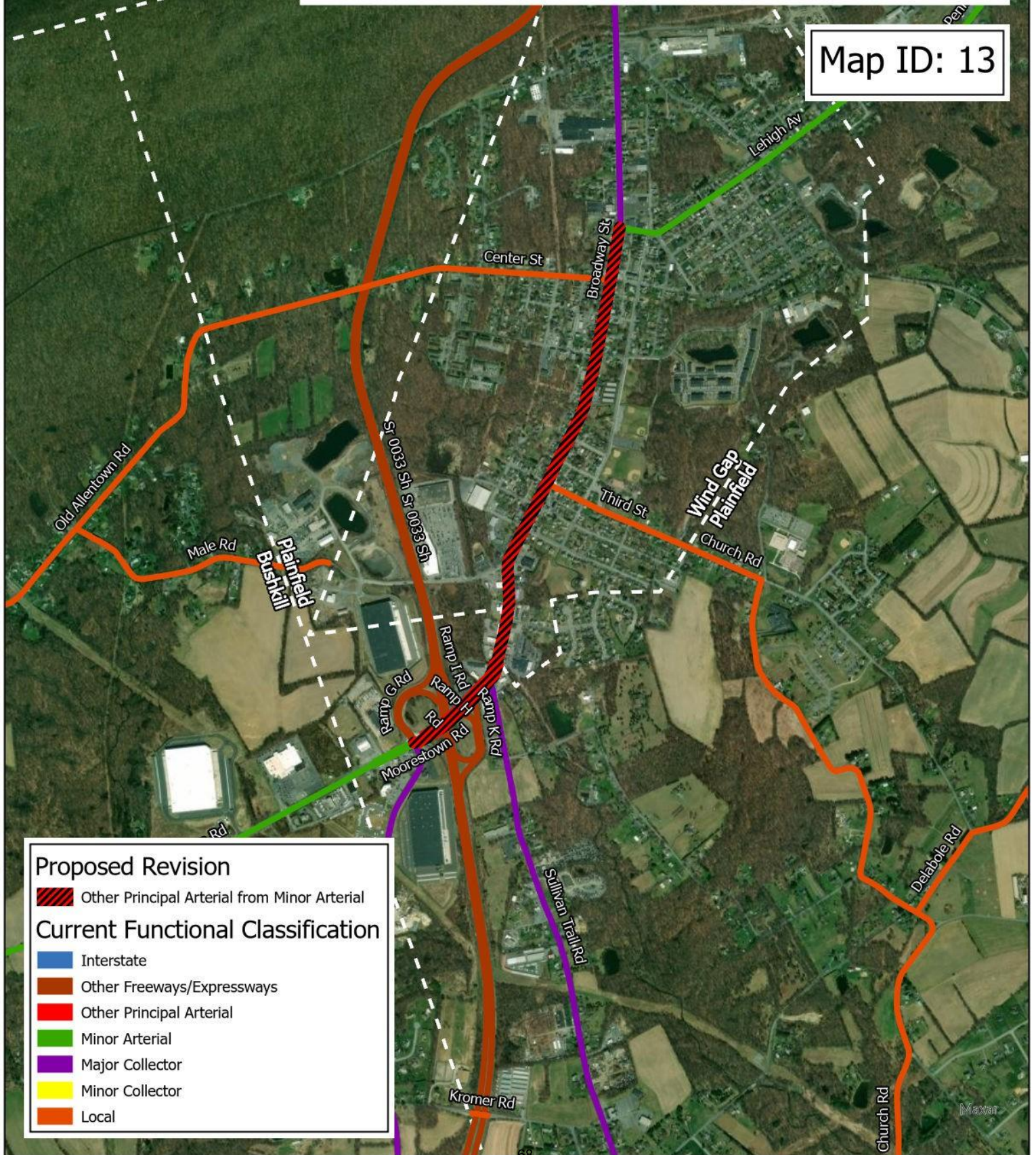
Municipalities: S Whitehall and N Whitehall Township

Justification: SR 1019 (Cedar Crest Boulevard, Segment 70-130) is a critical north-south corridor in Lehigh County, serving South Whitehall and North Whitehall Townships and surrounding communities. Currently a Minor Arterial, one segment exceeds the AADT threshold while others are nearing it. The corridor provides direct access to key traffic generators and essential services, connecting US Route 22 to Tilghman Street and channeling significant commuter traffic through commercial, institutional, and residential areas. Its southern end, anchored by dense residential development and intersecting Tilghman Street—an Other Principal Arterial—makes it a critical feeder route. Given its increasing traffic, proximity to major generators, and strategic role in regional connectivity, we recommend reclassifying these segments as an Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Moorestown Rd, Broadway, Lehigh Ave

Map ID: 13



Map ID 13: SR 512 – Moorestown Road, Broadway, Lehigh Avenue

Existing Functional Class– Minor Arterial

Proposed Functional Class– Other Principal Arterial

Extent: From PA Route 33 to Park Avenue

County: Northampton

Municipalities: Plainfield Township and Wind Gap Borough

Justification: SR 0512 (South Broadway, Moorestown Road and Lehigh Avenue Segment 300-340) is a north-south corridor in Northampton County, serving Plainfield Township, Borough of Wind Gap and surrounding communities. Currently classified as a Minor Arterial, these segments of the corridor are proposed for reclassification, with six segments having exceeded the AADT threshold for their current classification and the remaining segments eligible for reclassification to the next highest functional class. South Broadway provides direct connectivity to PA Route 33 and PA Route 512, facilitating substantial commuter and local traffic. The corridor serves several key destinations and activity centers, including Wind Gap Plaza, and others. Given the corridor's elevated traffic volumes, direct access to major transportation routes, proximity to commercial and healthcare services, we recommend reclassifying these identified segments of SR 0512 as Other Principal Arterial to better reflect its role in the regional transportation network and to support future infrastructure improvements.

Proposed Federal-Aid Functional Classification Revision

North Broad St

Map ID: 14

Cherry Hill Rd

Bushkill-Center Rd

Jacobsburg Rd

Bushkill
Upper Nazareth

Upper Nazareth
Nazareth

North Broad St

East Lawn Rd

Liberty St

New St

Maxar

Proposed Revision

Minor Arterial from Major Collector

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Map ID 14: SR 4025– N Broad Street

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Jacobsburg Road to Porter Street

County: Northampton

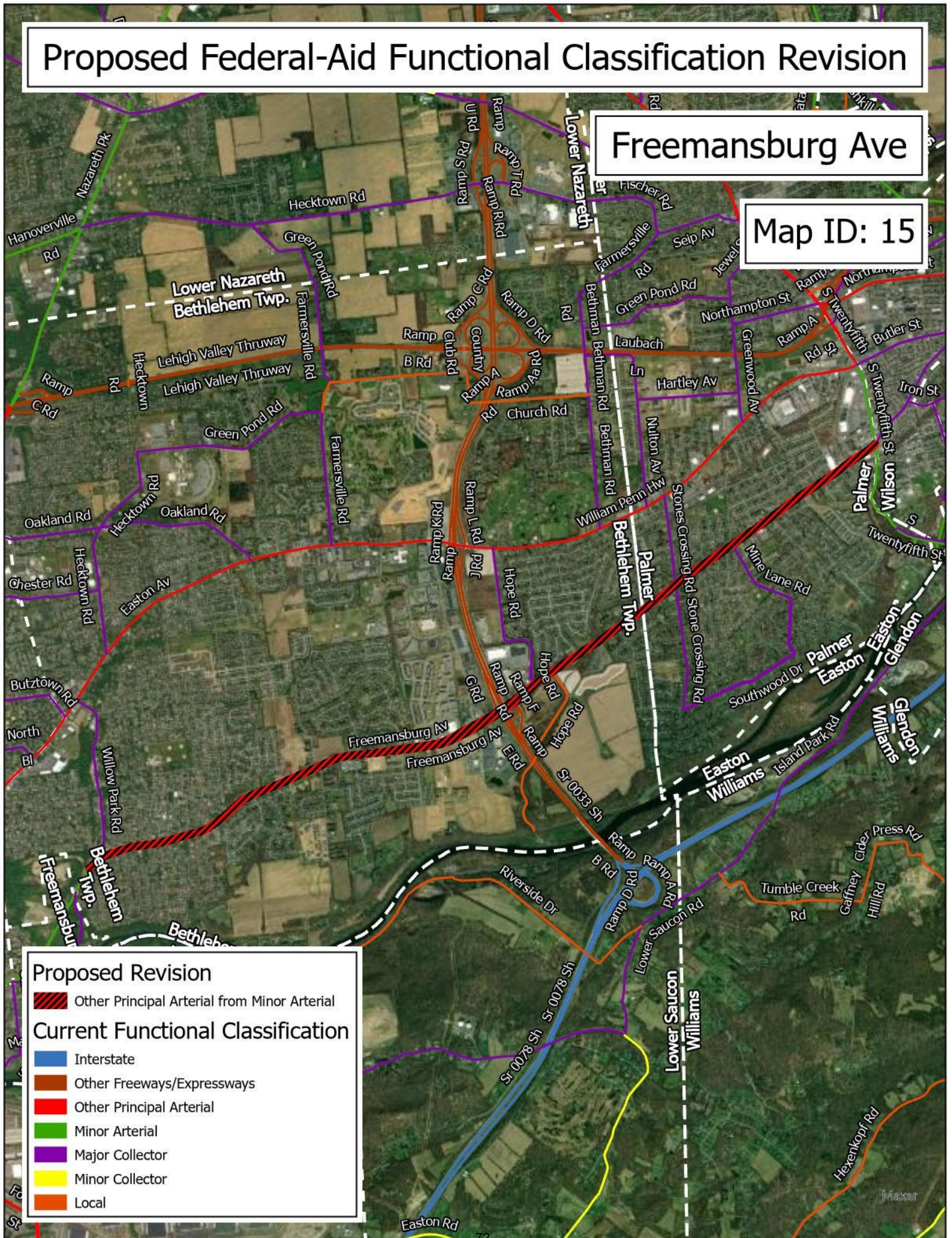
Municipalities: Upper Nazareth Township, Bushkill Township

Justification: SR 4025 (North Broad Street, Segment 24) is a north-south corridor in Northampton County, serving the Borough of Upper Nazareth and surrounding areas. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for their existing functional classification. The corridor supports significant volumes of commuter traffic and provides direct connectivity to the Borough of Nazareth and PA Route 191. In addition to exceeding AADT thresholds, upgrading SR 4025 would maintain functional continuity along the Route 191 corridor, which is already classified as a Minor Arterial. This continuity is essential for network efficiency and accurate roadway classification. Given its elevated traffic volumes, the presence of surrounding high-density land uses, and its function as a connector to PA Route 191, we recommend reclassifying SR 4025 (North Broad Street) as Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Freemansburg Ave

Map ID: 15



Map ID 15: SR 2018– Freemansburg Avenue

Existing Functional Class– Minor Arterial

Proposed Functional Class– Other Principal Arterial

Extent: From S 25th Street to Willow Park Road

County: Northampton

Municipalities: Bethlehem and Palmer Township and Wilson Borough

Justification: SR 2018 (Freemansburg Avenue, Segment 10-110) is an east-west corridor in Northampton County, serving the growing communities of Bethlehem Township, Palmer Township, and Wilson Borough. Currently a Minor Arterial, it carries traffic volumes and land use demands that exceed its functional classification. The roadway is a major regional connector, feeding traffic from PA Route 33 and US Route 22, intersecting William Penn Highway, and providing access to dense residential neighborhoods, commercial centers, and institutional facilities. It also features several transit stops and supports two-way travel on largely single-lane segments, contributing to frequent congestion and elevated crash rates. Freemansburg Avenue channels traffic to and from downtown Easton and other urban cores. All segments exceed AADT thresholds for their current classification, with half surpassing Minor Arterial thresholds. Given its high volumes, multimodal activity, crash frequency, and regional importance, we recommend reclassifying SR 2018 (Freemansburg Avenue) as an Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Greenwood Ave

Map ID: 16

Proposed Revision

 Other Principal Arterial from Major Collector


Current Functional Classification


 Interstate

 Other Freeways/Expressways

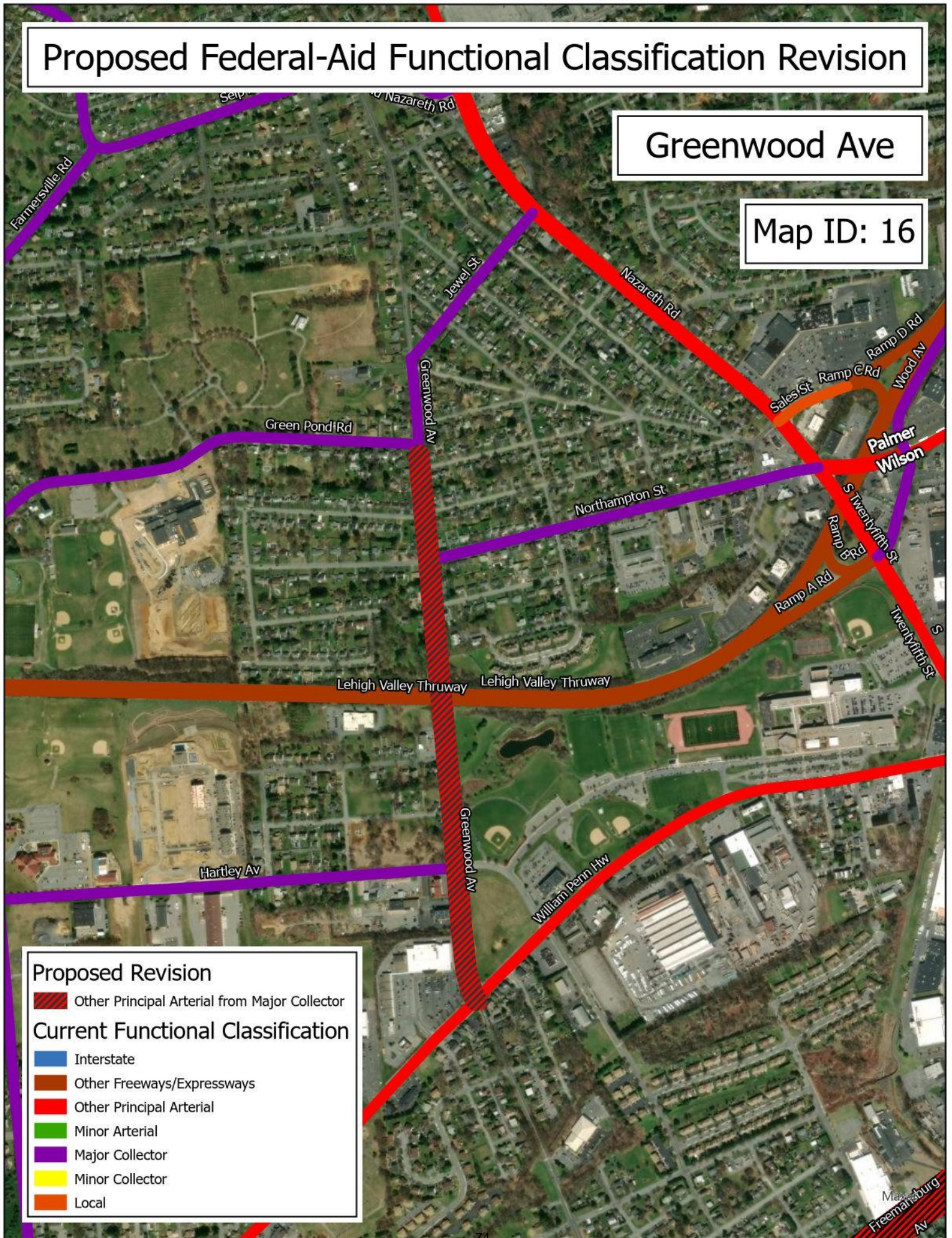
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 16: SR 2028– Greenwood Avenue

Existing Functional Class– Major Collector

Proposed Functional Class– Other Principal Arterial

Extent: From Green Pond Road to William Penn Highway

County: Northampton

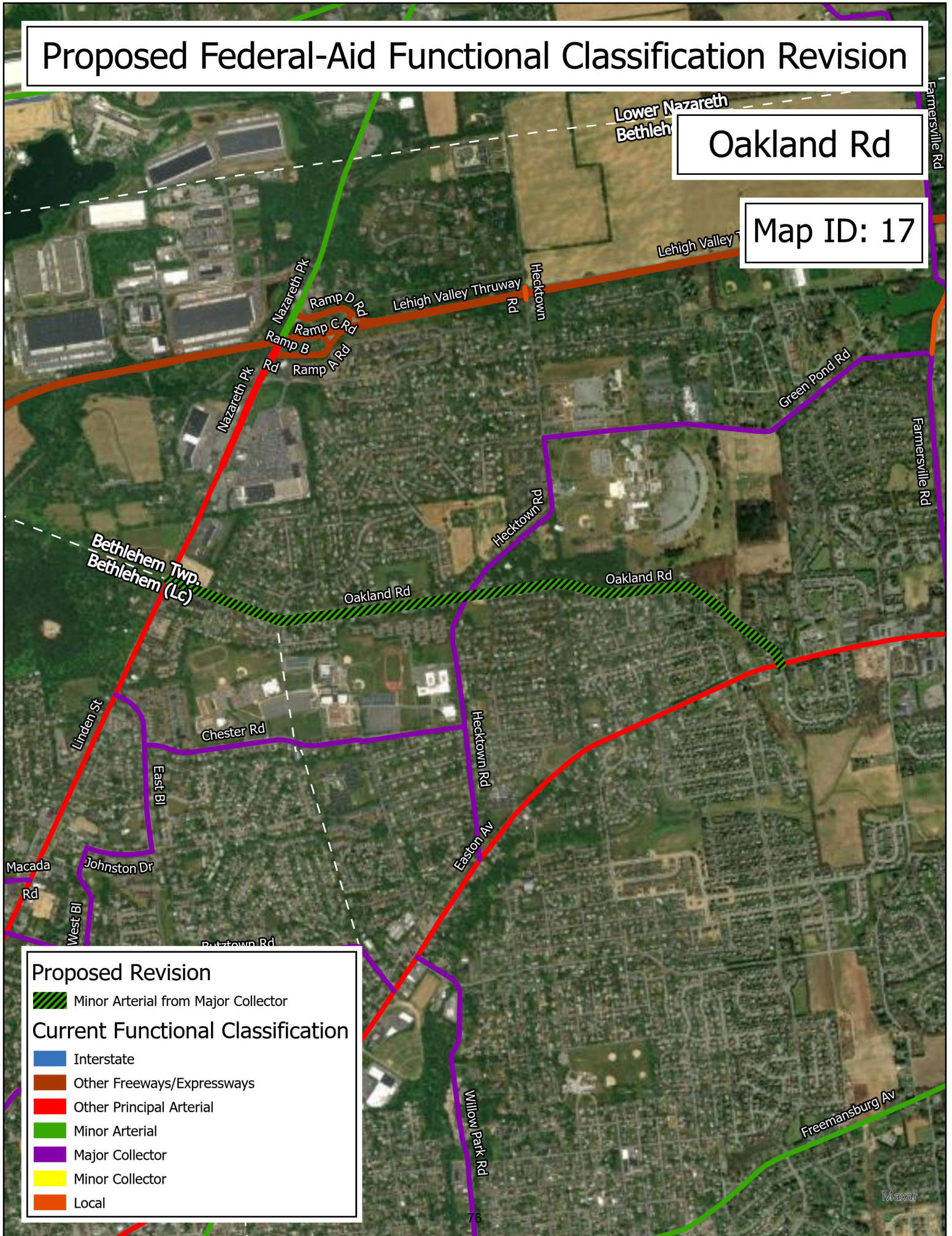
Municipalities: Palmer Township

Justification: SR 2028 (Greenwood Avenue, Segment 110-130) is a north-south corridor in Northampton County, serving as a key connector to major regional route, like William Penn Highway. Currently classified as a Major Collector, this corridor significantly exceeds the AADT threshold for its functional class, with volumes nearly double the allowable limit. Greenwood Avenue supports regional mobility by connecting to LANTA's EBS Blue Route and providing access to several retail locations, as well as serving Easton Area High School, which generate periodic spikes in activity. Given its critical role in linking residential, commercial, educational, and multimodal assets with regional highway infrastructure, and its exceeded AADT, we recommend reclassifying SR 2028 (Greenwood Avenue) as an Other Principal Arterial to more accurately reflect its importance and function within the regional transportation network.

Proposed Federal-Aid Functional Classification Revision

Oakland Rd

Map ID: 17



Map ID 17: SR 2028, 008A– Oakland Road

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Linden St to Easton Avenue

County: Northampton

Municipalities: Bethlehem Township

Justification: 008A (Segment 10) and 2028 (Segment 10-20) (Oakland Road) is an east-west corridor in Northampton County that provides a vital connection between Freedom High School, Northampton Community College, and the surrounding high-density residential neighborhoods. Oakland Road plays a critical role in supporting daily travel demand generated by two major educational institutions, which results in sustained vehicular and pedestrian activity throughout the day. It also connects directly to Easton Avenue, a key arterial that supports LANTA's EBS Blue Route, thereby reinforcing the corridor's multimodal significance. Given its traffic volumes, multimodal connections, and documented crash history, we recommend reclassifying SR 008A and SR 2028(Oakland Road) as a Minor Arterial to better reflect its functional role within the regional transportation system.

Proposed Federal-Aid Functional Classification Revision

Main St, Hellertown Rd

Map ID: 18

Proposed Revision

 Other Principal Arterial from Minor Arterial


Current Functional Classification


 Interstate

 Other Freeways/Expressways

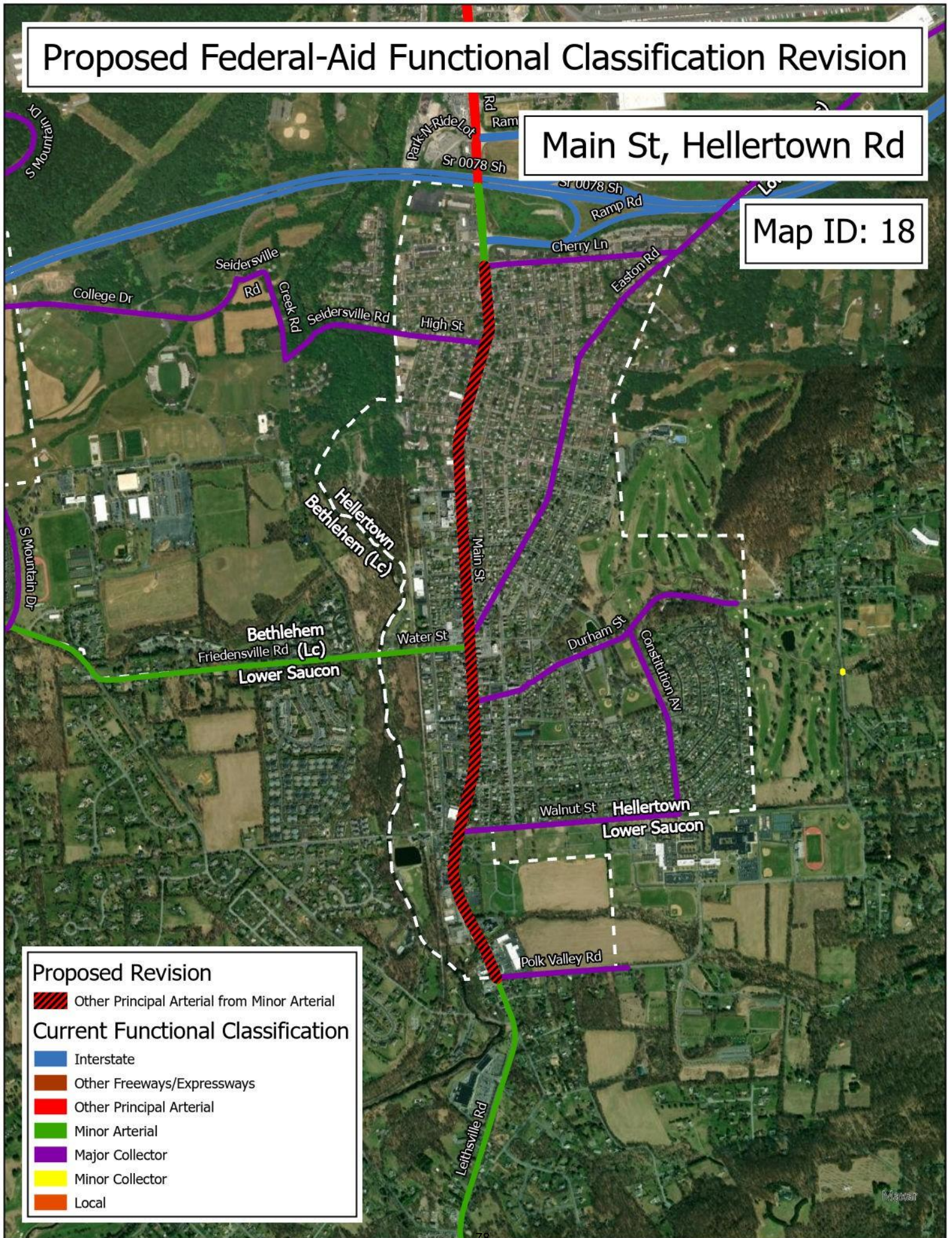
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 18: SR 0412– Main Street, Hellertown Road

Existing Functional Class– Minor Arterial

Proposed Functional Class– Other Principal Arterial

Extent: From Cherry Lane to Polk Valley Road

County: Northampton

Municipalities: Hellertown Borough, Bethlehem City

Justification: SR 0412 (Hellertown Main Street, Segment 50-80 and Hellertown Rd, Segment 90) is a north-south corridor in Northampton County that plays a vital role in channeling traffic between Interstate 78 and key industrial, commercial, and multimodal destinations in the southern Lehigh Valley. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its functional class, signaling the need for an updated classification. Hellertown Main Street provides direct access to numerous high-volume industrial, distribution facilities and restaurants. These major freight generators, combined with adjacent railroad infrastructure and supporting commercial uses contribute to continuous and heavy traffic volumes throughout the day. Given its function as a direct connection to I-78, its service to a major employment hub, its sustained high traffic volumes, we propose reclassifying SR 0412 (Hellertown Main Street and Hellertown Road) as an Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

Newburg Rd, Main St

Map ID: 19

Proposed Revision

 Minor Arterial from Major and Minor Collector

Current Functional Classification

 Interstate

 Other Freeways/Expressways

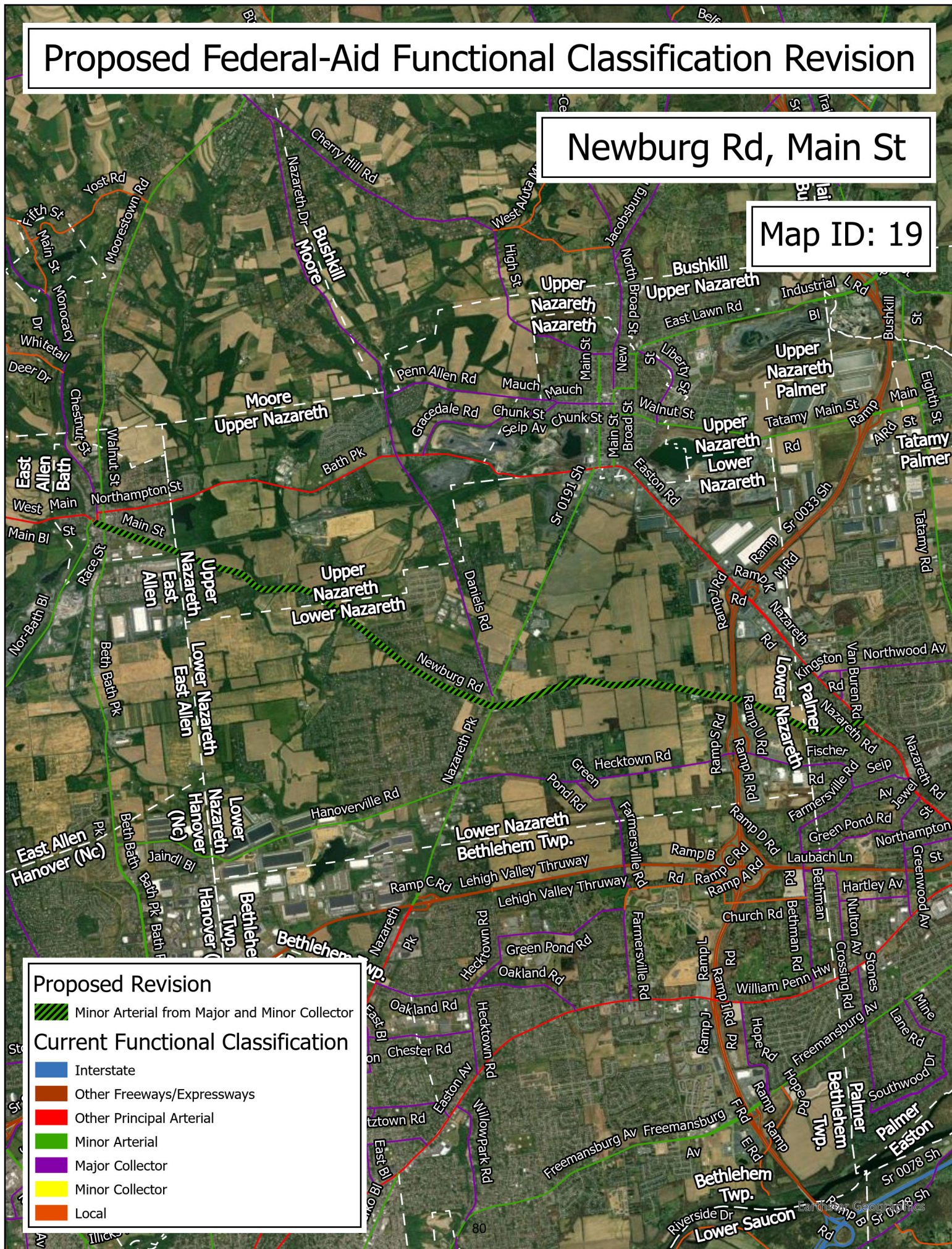
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 19: SR 3020– Newburg Road

Existing Functional Class– Major and Minor Collector

Proposed Functional Class– Minor Arterial

Extent: From Van Buren Road to Chestnut Street

County: Northampton

Municipalities: Lower and Upper Nazareth, East Allen, Palmer Township and Bath Borough

Justification: SR 3020 (Newburg Road, Segment 10-140) is a rural east-west corridor in Northampton County that plays a significant role in connecting suburban communities to key regional roadways, including US Route 22 and PA Route 33. Currently classified as a Major and Minor Collector, Newburg Road has exceeded the AADT threshold for its classification across nearly all segments—by an average margin of 3,100 vehicles per day—indicating a level of usage more consistent with higher functional classes. The corridor supports a diverse mix of land uses. It also functions as a critical freight and commuter route, channeling daily traffic between the Borough of Bath and surrounding residential areas into regional highways. Given its elevated AADT levels, its service to a mix of land uses, its importance as a freight and commuter link, we propose reclassifying SR 3020 (Newburg Road) as a Minor Arterial to more accurately reflect its growing role within the regional transportation network.

Proposed Federal-Aid Functional Classification Revision

Jacksonville Rd

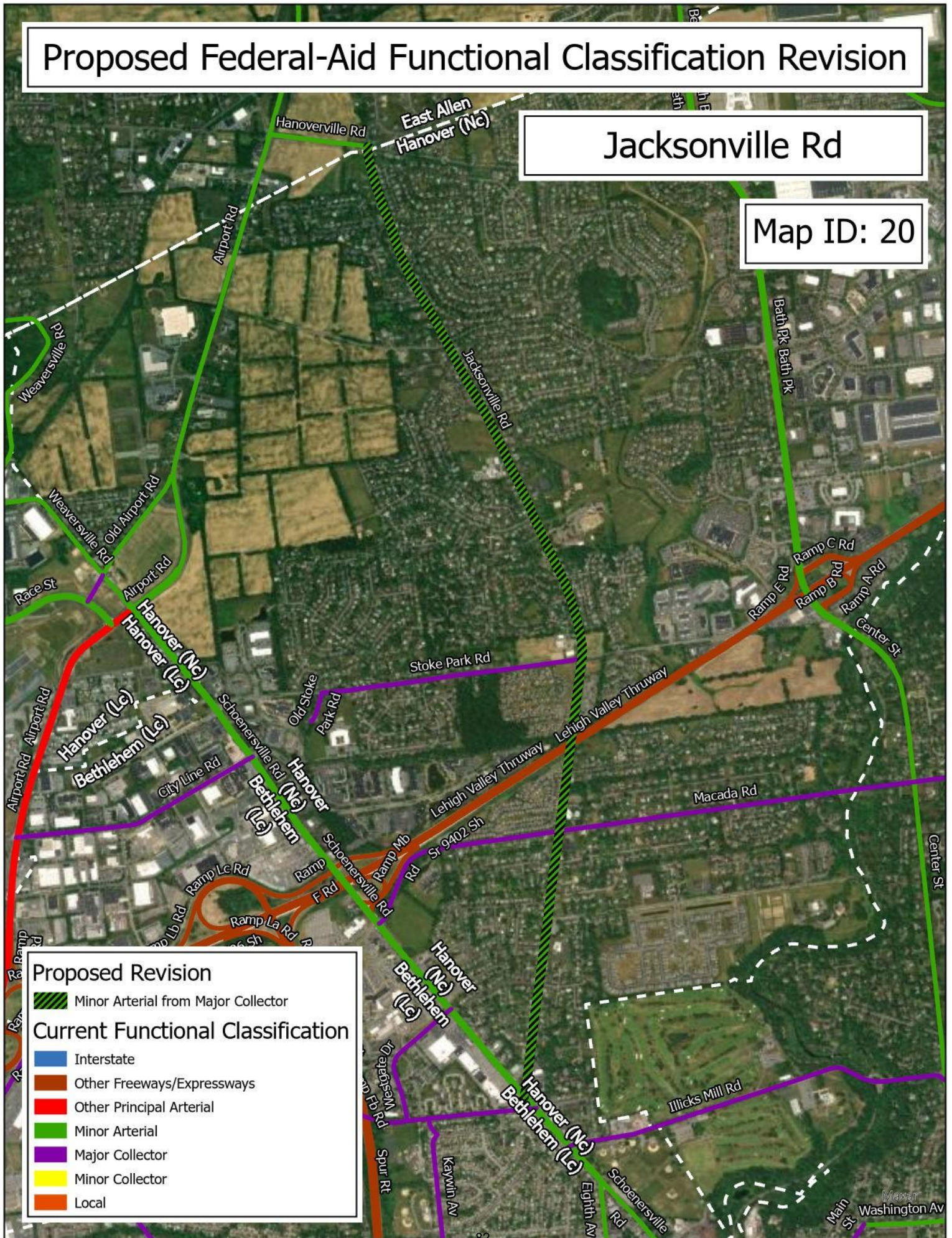
Map ID: 20

Proposed Revision

Minor Arterial from Major Collector

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Map ID 20: A067– Jacksonville Road

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Hanoverville Road to Schonersville Road

County: Northampton

Municipalities: Hanover Township

Justification: A067 (Jacksonville Road, Segment 10-20) is a north-south corridor serving Hanover Townships in Northampton County. Currently classified as a Major Collector, this corridor has exceeded the AADT threshold for its existing functional classification. Jacksonville Road serves as a key commuter corridor, particularly in Hanover Township, connecting dense residential neighborhoods with Schonersville Road and other regional routes. While primarily residential in character, the corridor includes several commercial establishments near Schonersville Road that generate consistent traffic throughout the day. It plays an important role in regional mobility by channeling commuter traffic from nearby housing developments and linking local and regional roadways. Given A067's exceeded traffic volumes, its function in connecting high-density residential areas to major regional routes, and the presence of both residential and commercial activity centers, we recommend upgrading A067 to Minor Arterial to better reflect its actual role within the regional transportation network.

Proposed Federal-Aid Functional Classification Revision

Catasauqua Rd

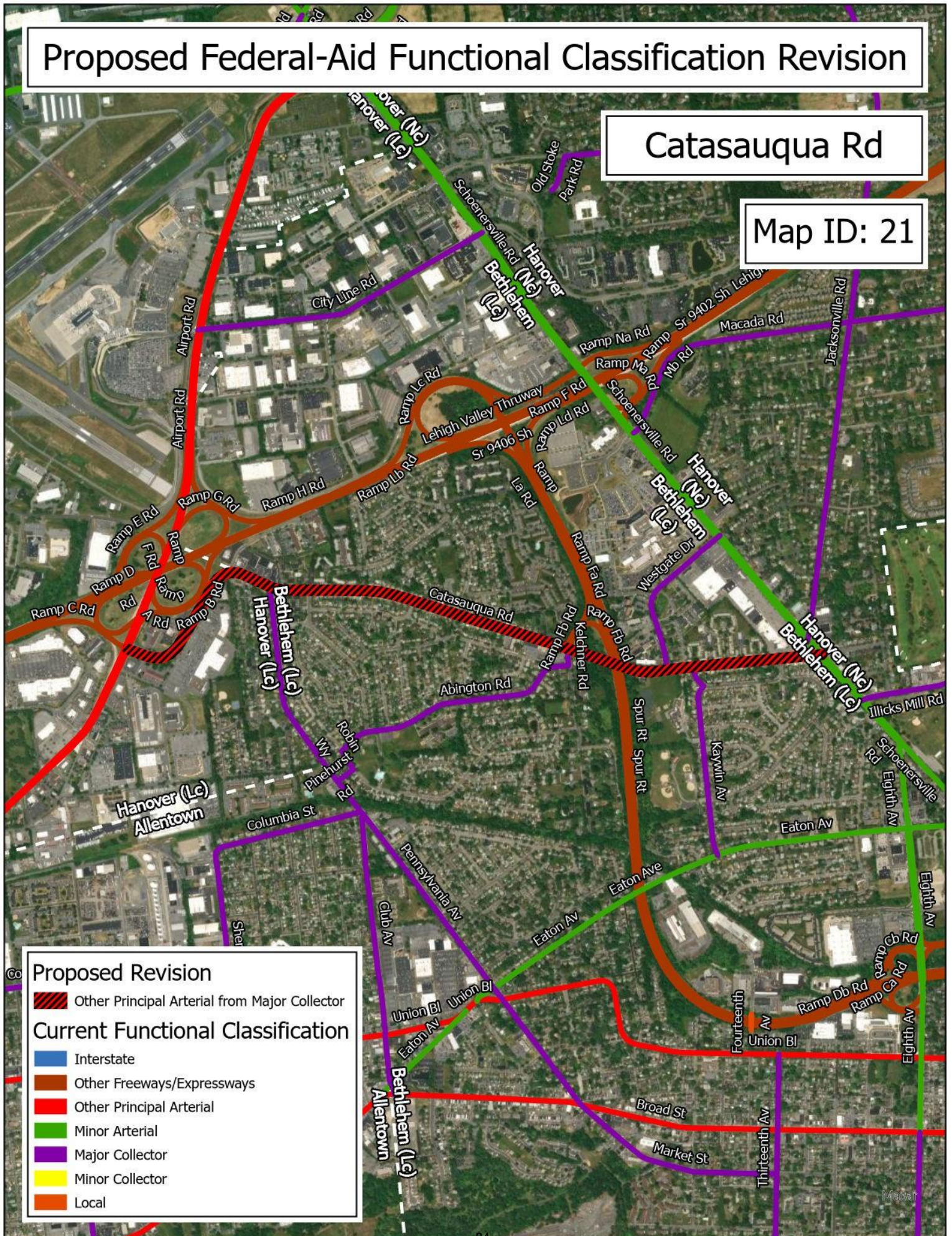
Map ID: 21

Proposed Revision

 Other Principal Arterial from Major Collector

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Map ID 21: A078– Catasauqua Road

Existing Functional Class– Major Collector

Proposed Functional Class– Other Principal Arterial

Extent: From Airport Road to PA Route 378

County: Lehigh

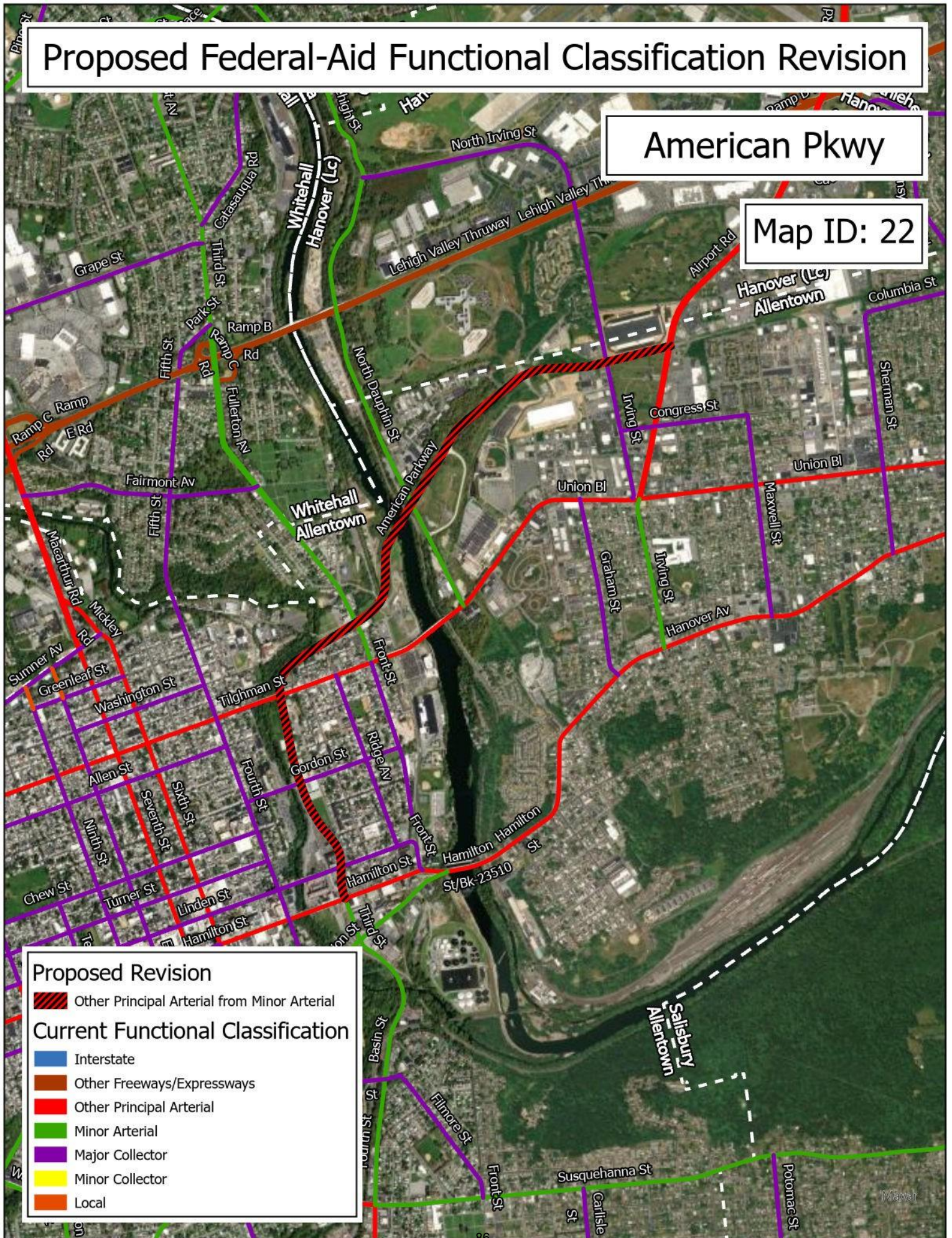
Municipalities: Hanover Township and Bethlehem City

Justification: A078 (Catasauqua Road, Segment 10-50) is an east-west corridor in Lehigh County, serving Hanover Township and Bethlehem. Currently a Major Collector, these segments exceed the AADT threshold. The roadway channels traffic from US Route 22, Airport Road, PA Route 378, and Schoenersville Road, and provides access to Lehigh Valley International Airport, Lehigh Valley Hospital–Muhlenberg Campus, Westgate Mall, and nearby medical and commercial facilities. Running alongside high-density residential areas, it sustains consistent demand. We recommend upgrading A078 to Other Principal Arterial. Similarly, SR 1020 (Catasauqua Road, Segment 10) serves the same corridor and community. Also, a Major Collector, it exceeds the AADT threshold, channelizes traffic from the same major routes, and provides access to the same regional destinations while paralleling dense residential neighborhoods. We recommend upgrading SR 1020 to Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision

American Pkwy

Map ID: 22



Map ID 22: 008A– American Parkway

Existing Functional Class– Minor Arterial

Proposed Functional Class– Other Principal Arterial

Extent: From Airport Road to Hamilton Street

County: Lehigh

Municipalities: Allentown City

Justification: 008A (American Parkway NE, Segment 10-60) is a north-south corridor in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its existing functional classification and warrants consideration for reclassification to Other Principal Arterial. The corridor provides critical connectivity between Airport Road in Hanover Township and Hamilton Street in the City of Allentown. It supports regional mobility by linking major employment and activity centers, including Coca-Cola Park, nearby industrial facilities, and downtown Allentown. Given its elevated traffic volumes, its function as a connector between key regional corridors, and its proximity to high-employment and high-activity areas, we recommend upgrading SR 008A (American Parkway NE) from Minor Collector to Other Principal Arterial to more accurately reflect its role in the transportation network.

Proposed Federal-Aid Functional Classification Revision

Mosser St, Martin Luther King Jr Dr

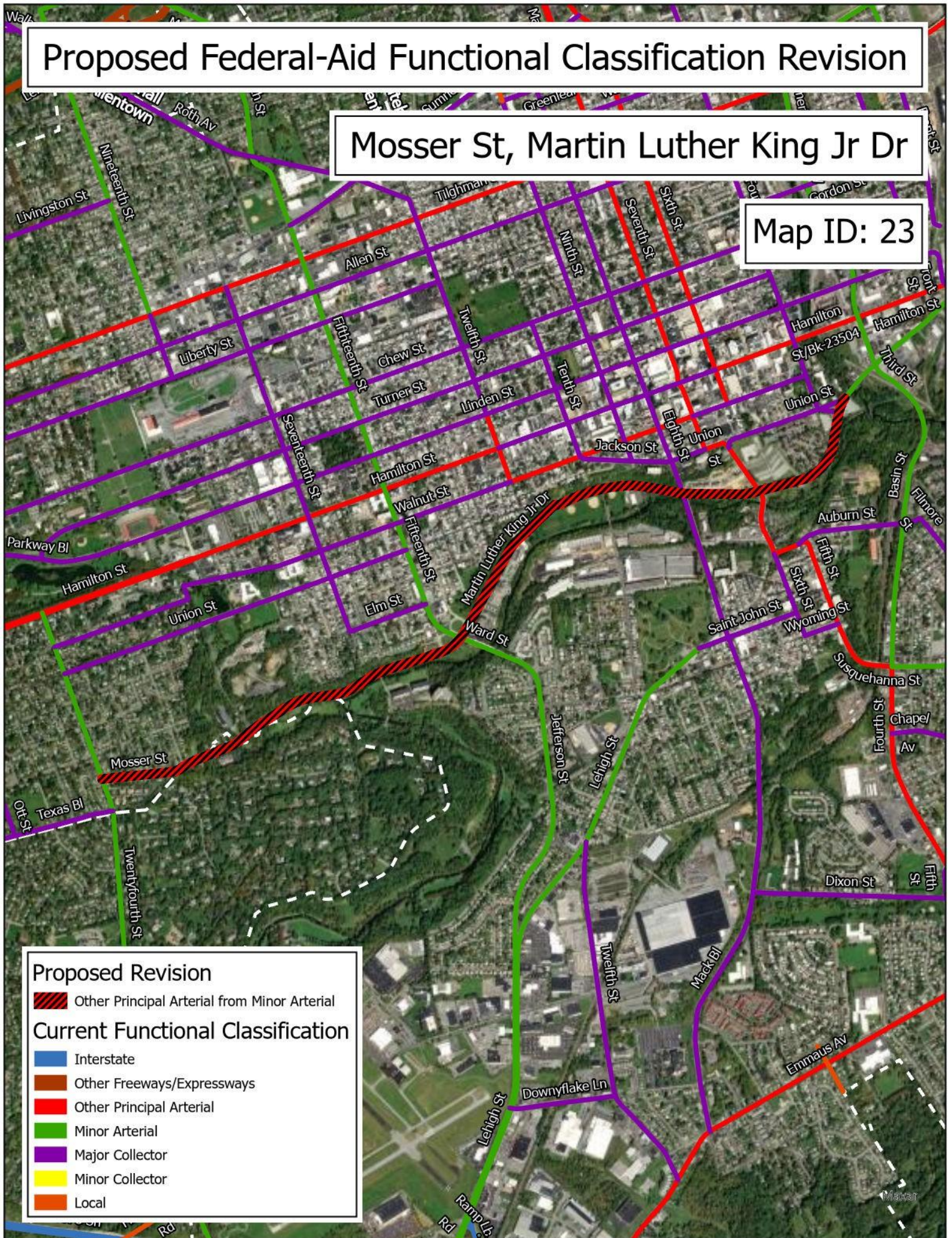
Map ID: 23

Proposed Revision

 Other Principal Arterial from Minor Arterial

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Map ID 23: A056 – Martin Luther King Jr. Drive, Mosser Street

Existing Functional Class– Minor Arterial

Proposed Functional Class– Other Principal Arterial

Extent: From S 24th Street to Union Street

County: Lehigh

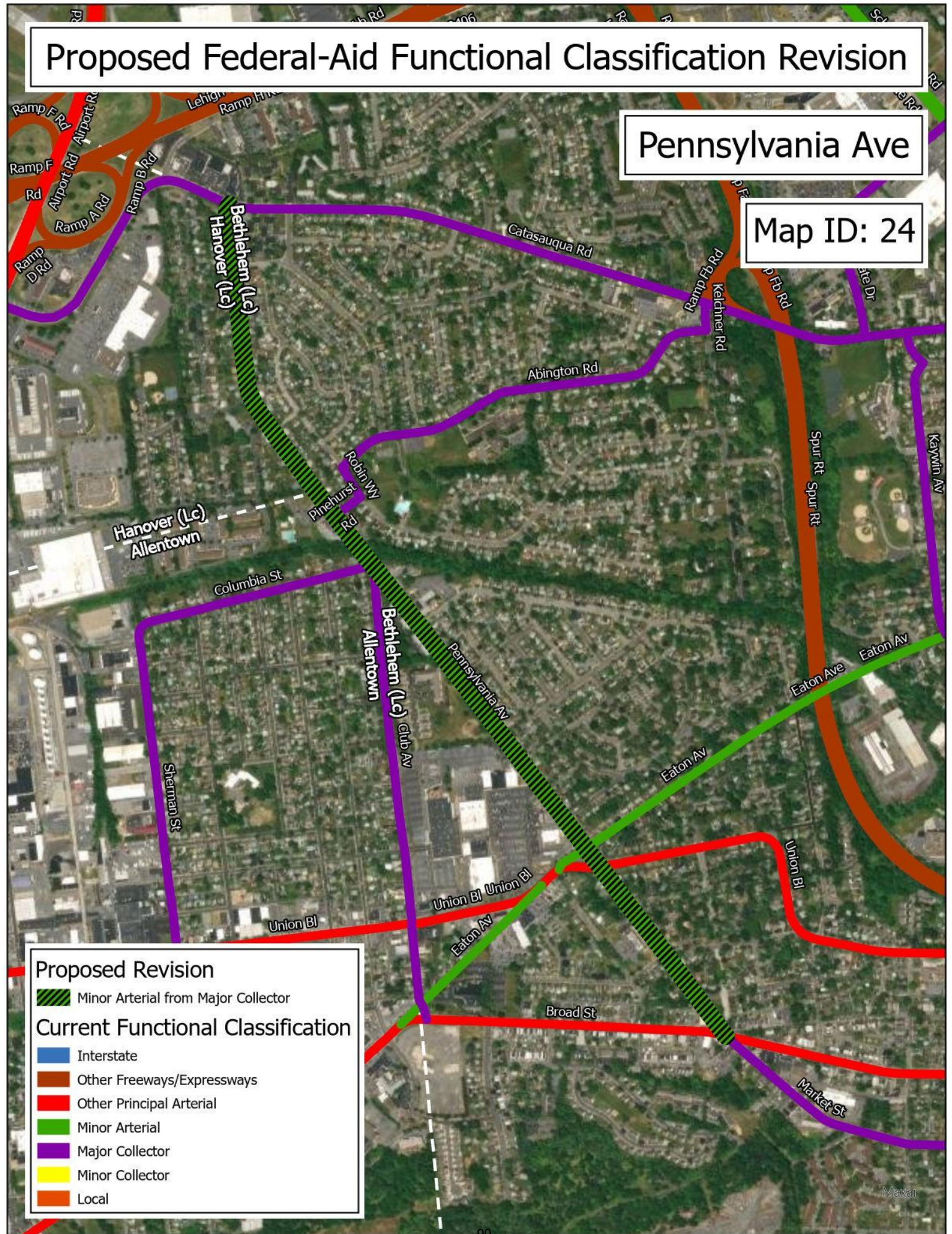
Municipalities: Allentown City, Salisbury Township

Justification: A056 (Martin Luther King Jr. Drive, Segment 2-44) is an east-west corridor located in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, the corridor has either exceeded or is approaching the AADT threshold for its existing classification, warranting consideration for an upgrade to Other Principal Arterial. The corridor provides direct connectivity between S. 24th Street and Union Street and plays a key role in channelizing traffic through central Allentown. It supports regional access to major traffic generators including large warehouse and industrial facilities, recreation centers, and Downtown Allentown. Given its traffic volumes, its function as a connector to high-activity areas, and its role in supporting regional mobility, we recommend reclassifying SR A056 (Martin Luther King Jr. Drive) as Other Principal Arterial to better reflect its operational characteristics and importance within the transportation network.

Proposed Federal-Aid Functional Classification Revision

Pennsylvania Ave

Map ID: 24



Map ID 24: A070 – Pennsylvania Avenue

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Catasauqua Road to Broad Street

County: Lehigh

Municipalities: Bethlehem City, Hanover Township


Justification: A070 (Pennsylvania Avenue, Segment 10-150) is a north-south corridor located in Lehigh County, serving Hanover Township and Bethlehem City. Currently classified as a Major Collector, it has exceeded its AADT threshold and can be considered for upgrade to Minor Arterial. The corridor channelizes traffic from Catasauqua Road to West Broad Street. It also connects population to high activity centers, LANTAs EBS Blue Route and the Lehigh Shopping Center. The corridor also runs through dense residential areas. Given that this corridor supports traffic from other major corridors and high activity centers, and its exceeded AADT volume, we propose Pennsylvania Avenue be upgraded to Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Illicks Mill Rd

Map ID: 25

Proposed Revision

 Minor Arterial from Major Collector


Current Functional Classification


 Interstate

 Other Freeways/Expressways

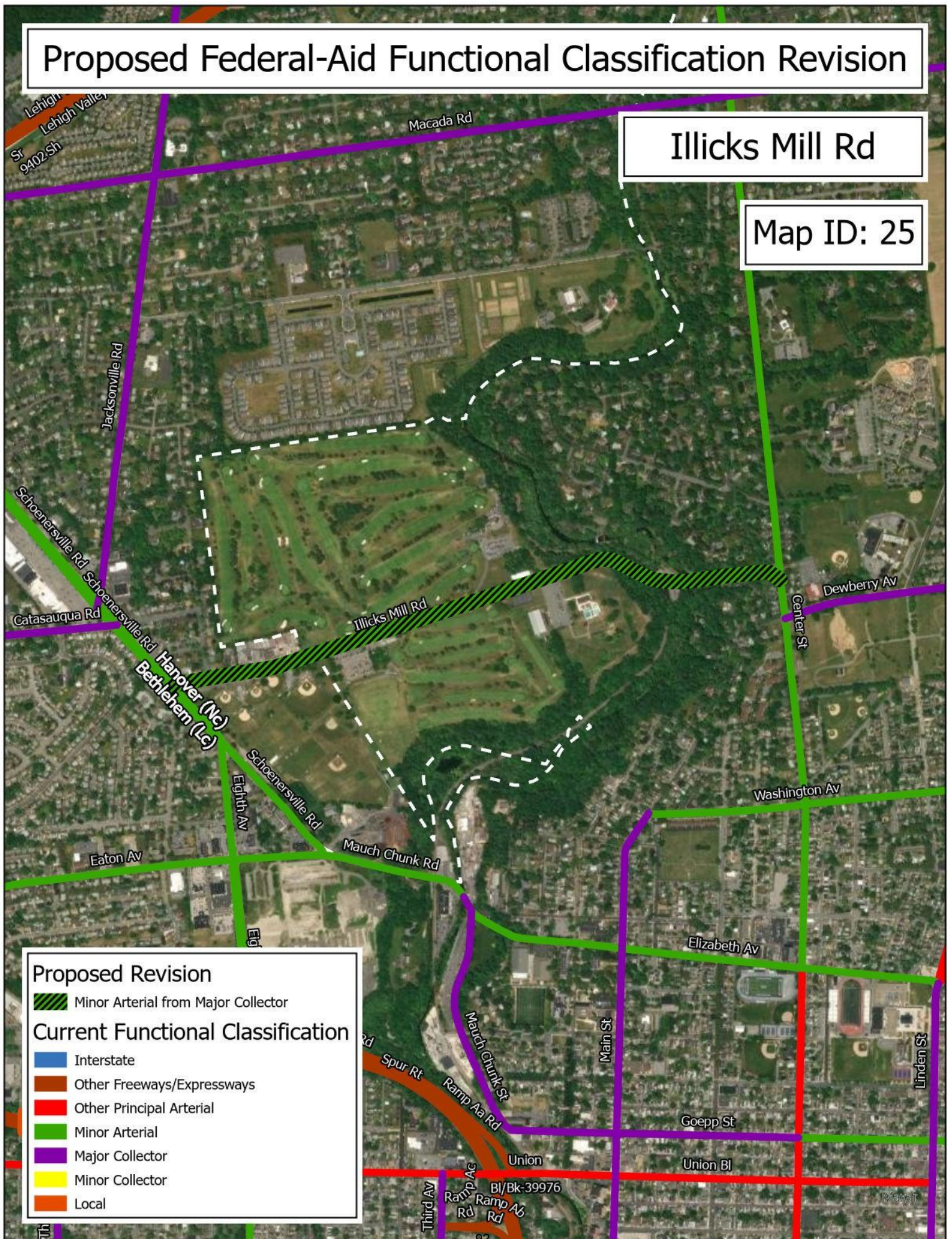
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 25: A102 – Illicks Mill Road

Existing Functional Class— Major Collector

Proposed Functional Class— Minor Arterial

Extent: From Center Street to Schonersville Road

County: Northampton

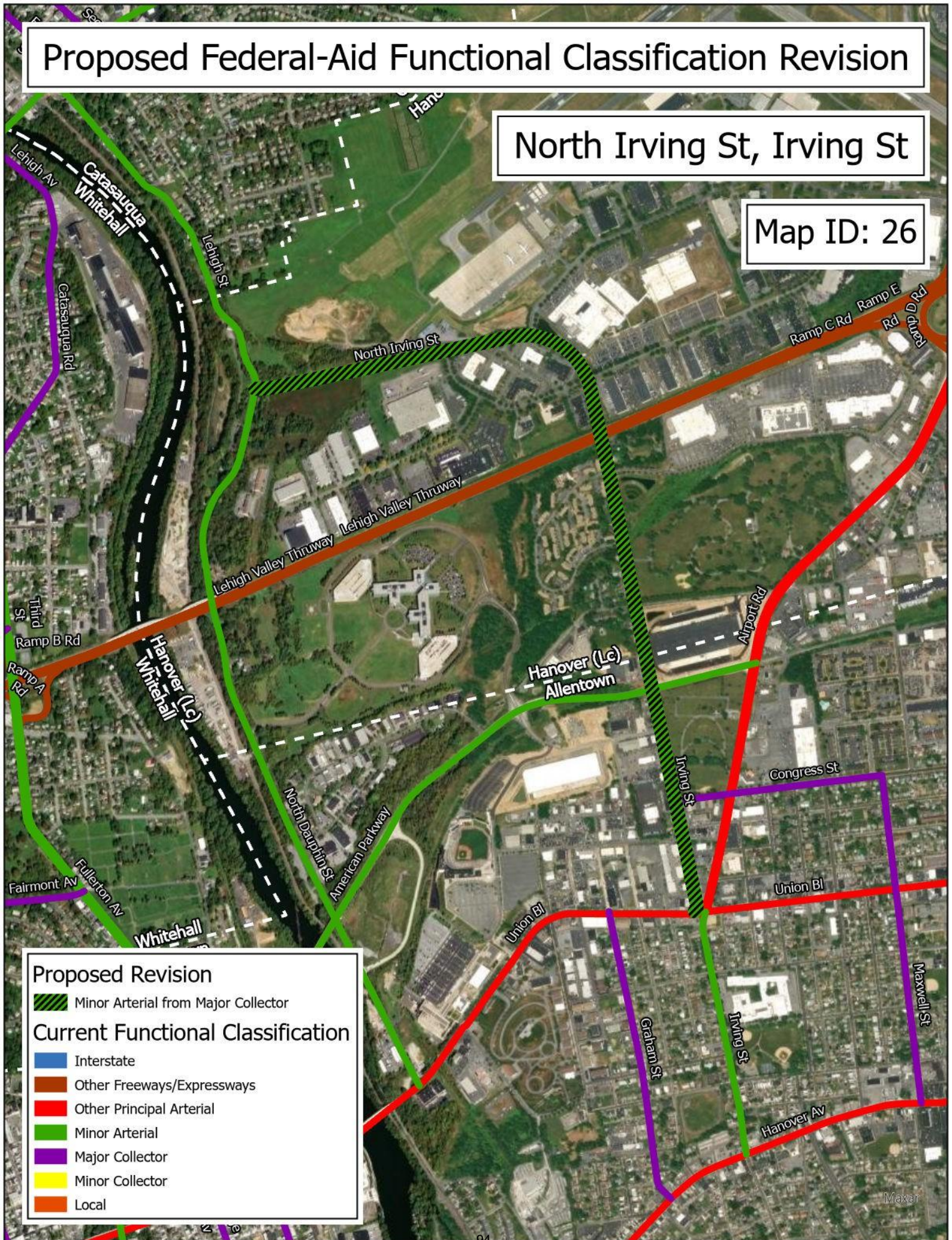
Municipalities: Bethlehem City, Hanover Township

Justification: A102 (Illicks Mill Road, Segment 10-20) is an important east-west corridor in the City of Bethlehem, extending into Bethlehem City and Hanover Township in Northampton County. It functions as a strategic cut-through between Schoenersville Road and PA Route 512, carrying substantial traffic volumes and serving residential, recreational, institutional, and commercial areas. Supporting a range of trip purposes, the corridor plays a key role in local and regional connectivity. Recent counts show its AADT exceeds the threshold for its current Major Collector classification. Given its demand, jurisdictional connectivity, linkage to key corridors, and diverse land use context, we recommend reclassifying A102 from Major Collector to Minor Arterial to better reflect its regional role.

Proposed Federal-Aid Functional Classification Revision

North Irving St, Irving St

Map ID: 26



Map ID 26: SR 1005, A167 – Irving Street

Existing Functional Class— Major Collector

Proposed Functional Class— Minor Arterial

Extent: From Lehigh Street to Union Boulevard

County: Lehigh

Municipalities: Allentown City, Hanover Township

Justification: A167 (Segment 10) and SR 1005 (Segment 10), locally known as North Irving Street and Irving Street, form a key north–south corridor through Hanover Township and Allentown in Lehigh County. Serving industrial and commercial areas near Lehigh Valley International Airport, the corridor carries substantial truck and passenger traffic, providing access to employment centers, distribution facilities, and airport-related services. It also connects directly to American Parkway and Union Boulevard, reinforcing its role in freight movement and regional mobility. Currently classified as a Major Collector, recent AADT volumes exceed the threshold for this designation. Given its traffic demand, freight context, and strategic regional connectivity, we recommend reclassifying Irving Street from Major Collector to Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Front St, Fullerton Ave, Third St, First Ave


Map ID: 27

Proposed Revision

 Other Principal Arterial from Minor Arterial

Current Functional Classification


 Interstate

 Other Freeways/Expressways

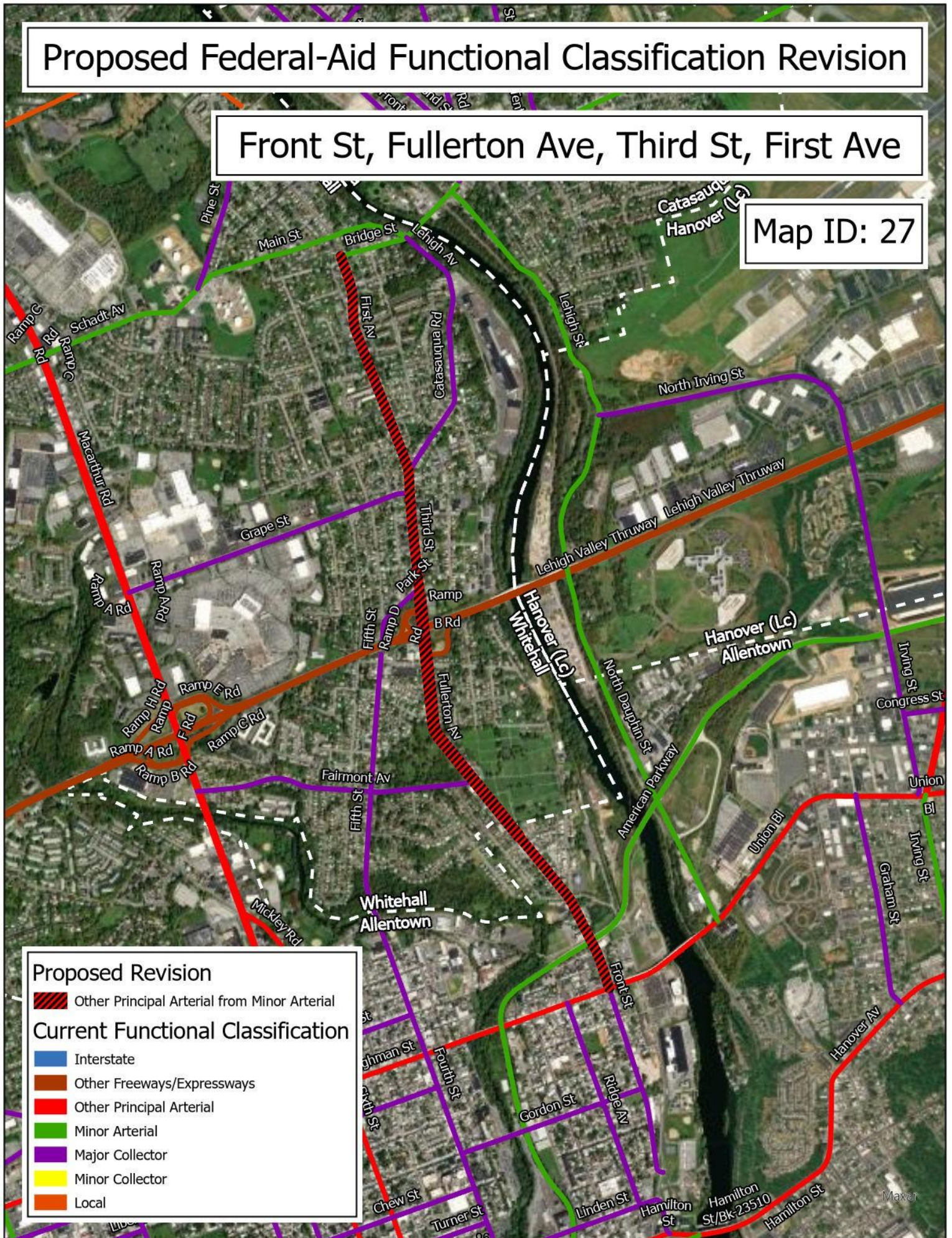
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 27: SR 1015 – Fullerton Avenue, Front St, First Ave and Third St

Existing Functional Class– Minor Arterial

Proposed Functional Class– Other Principal Arterial

Extent: From Bridge Street to Tilghman Street

County: Lehigh

Municipalities: Allentown City, Whitehall Township

Justification: SR 1015 (Fullerton Avenue, Segment 10-60) is a key north–south corridor in Lehigh County, traversing Whitehall Township and the City of Allentown. The corridor connects major regional routes, including US Route 22 and American Parkway, and channels traffic through densely developed residential and mixed-use areas. It supports high local and regional volumes and links employment centers, commercial zones, and regional transportation infrastructure. Currently classified as a Minor Arterial, several segments exceed the maximum AADT for this classification, with others also qualifying for an upgrade. Given its traffic demand, regional connectivity, and role in linking neighborhoods to major economic and transportation nodes, we recommend reclassifying SR 1015 (Fullerton Avenue) as an Other Principal Arterial.

Proposed Federal-Aid Functional Classification Revision


Limeport Pk

Map ID: 28

Proposed Revision

 Minor Arterial from Major and Minor Collector

Current Functional Classification

 Interstate

 Other Freeways/Expressways

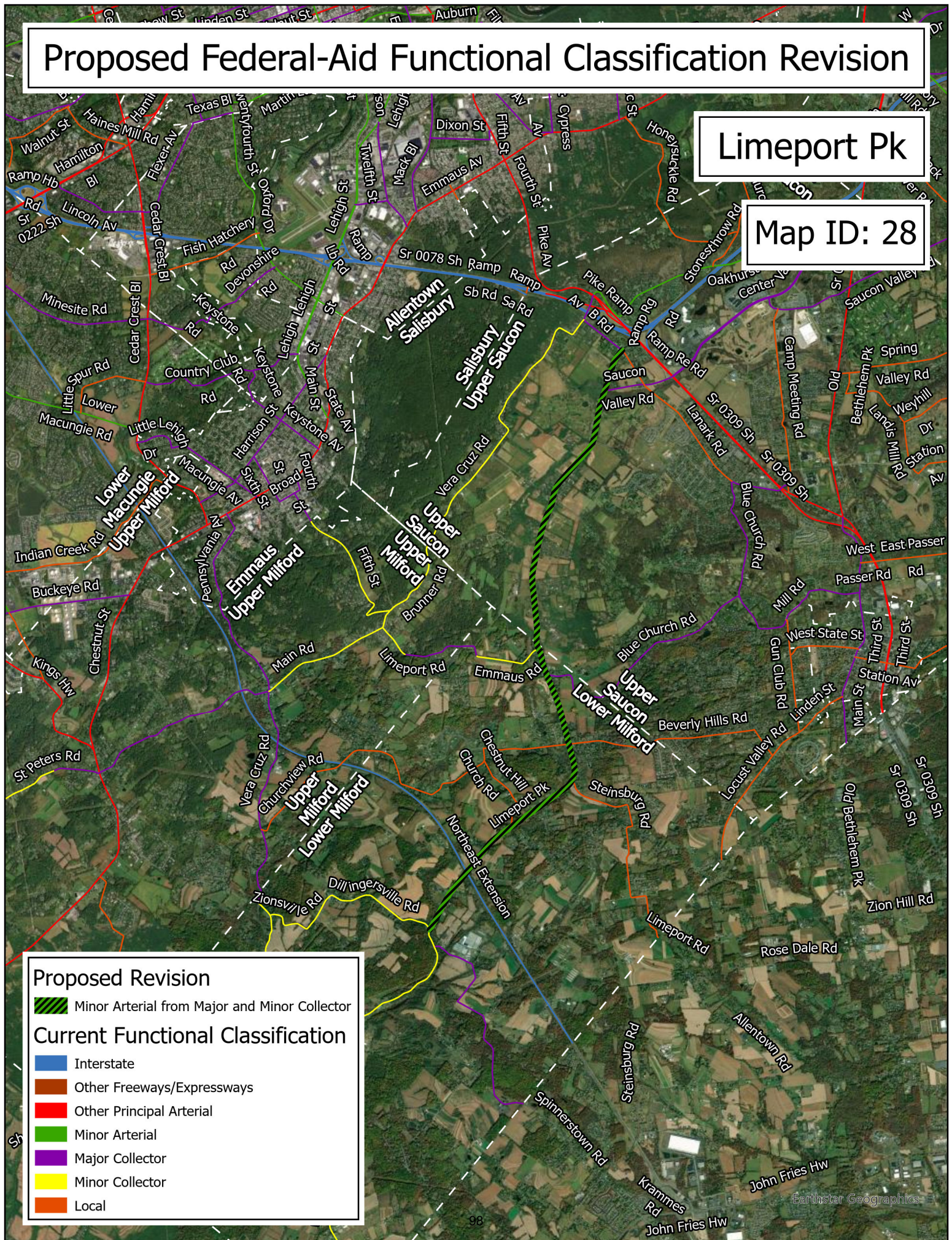
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



Map ID 28: SR 2029 – Limeport Pike

Existing Functional Class— Major and Minor Collector

Proposed Functional Class— Minor Arterial

Extent: From Lanark Road to Dillingersville Road

County: Lehigh

Municipalities: Lower Milford and Upper Saucon Township


Justification: SR 2029 (Limeport Pike, Segment 110-230) is a north–south connector through Lower Milford and Upper Saucon Townships in Lehigh County, linking rural residential areas and agricultural lands to PA Route 309. The corridor parallels I-476, providing a key alternative for local and subregional travel, and serves low-density residential, agricultural, and recreational areas. Despite its rural character, Limeport Pike supports consistent two-way traffic for residents, commuters, and local service providers. Many segments exceed the AADT thresholds for its current Major Collector classification. Given its strategic location, regional access role, and growing traffic volumes, we recommend reclassifying SR 2029 from Major and Minor Collector to Minor Arterial to reflect its function and support future infrastructure needs.

Proposed Federal-Aid Functional Classification Revision

Main St

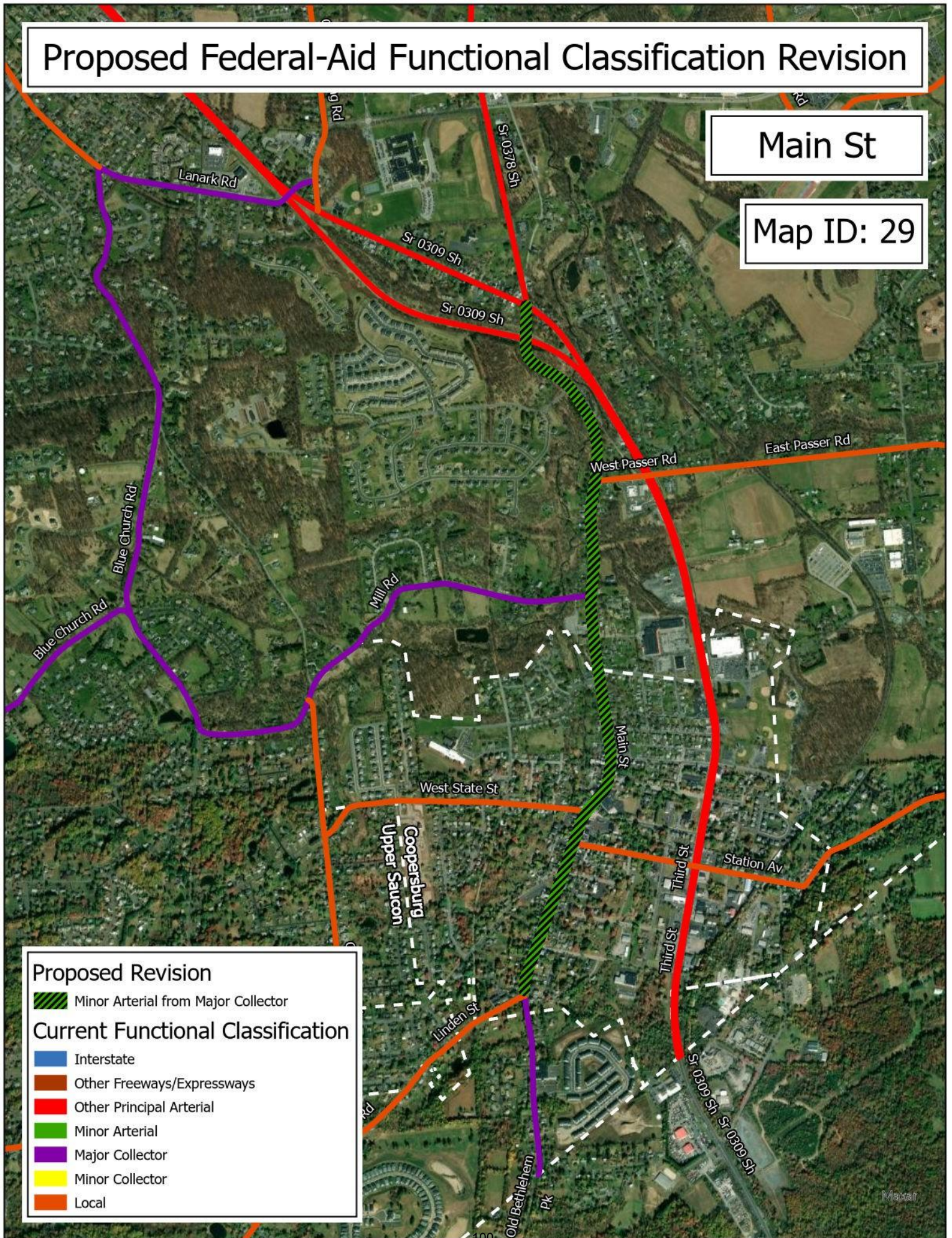
Map ID: 29

Proposed Revision

 Minor Arterial from Major Collector

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Map ID 29: SR 2045 – N Main Street

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From PA Route 309 to Linden Street

County: Lehigh

Municipalities: Coopersburg Borough and Upper Saucon Township

Justification: SR 2045 (N Main Street, Segment 20-50) serves as a primary north-south route through Coopersburg Borough and Upper Saucon Township in Lehigh County, connecting local roadways to PA Route 309 and providing essential access between residential neighborhoods, institutional uses, and community facilities. The corridor plays an important role in supporting both local circulation and regional commuting patterns. Currently classified as a Major Collector, N Main Street has experienced traffic volumes that exceed the functional classification threshold, with all but one segment surpassing the AADT limit. Given the consistent AADT exceedances, the corridor's importance in facilitating subregional connectivity, and growing capacity needs, we propose the reclassification of SR 2045 from Major Collector to Minor Arterial to more accurately reflect its current and future role within the regional transportation network

Proposed Federal-Aid Functional Classification Revision

Downyflake Ln

Map ID: 30

Downyflake Ln

Twelfth St

Mack Bl

Lehigh St Lehigh St


Emmaus Av

Ramp Lg Rd

Emmaus Av

Meyer

Proposed Revision

 Minor Arterial from Major Collector

Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local

Map ID 30: 004A – Downyflake Lane

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From Lehigh Street to 12th Street

County: Lehigh

Municipalities: Allentown City

Justification: SR 004A (Downy Flake Lane, Segment 10) is a key east–west connector in the City of Allentown, linking I-78 via Lehigh Street to the urban core and providing access between regional highways, industrial and commercial zones, and adjacent residential areas. The corridor supports both passenger and commercial traffic, serving major employment centers, retail destinations, and freight facilities. Currently classified as a Major Collector, its AADT is nearly double the threshold for this designation. Configured as a two-lane roadway, it functions as a vital freight and commuter link, channeling traffic between arterial routes and supporting concentrated industrial, retail, and institutional land uses. Given its sustained volumes, regional connectivity, and role in economic and freight movement, we recommend reclassifying SR 004A from Major Collector to Minor Arterial.

Proposed Federal-Aid Functional Classification Revision

Lehigh St

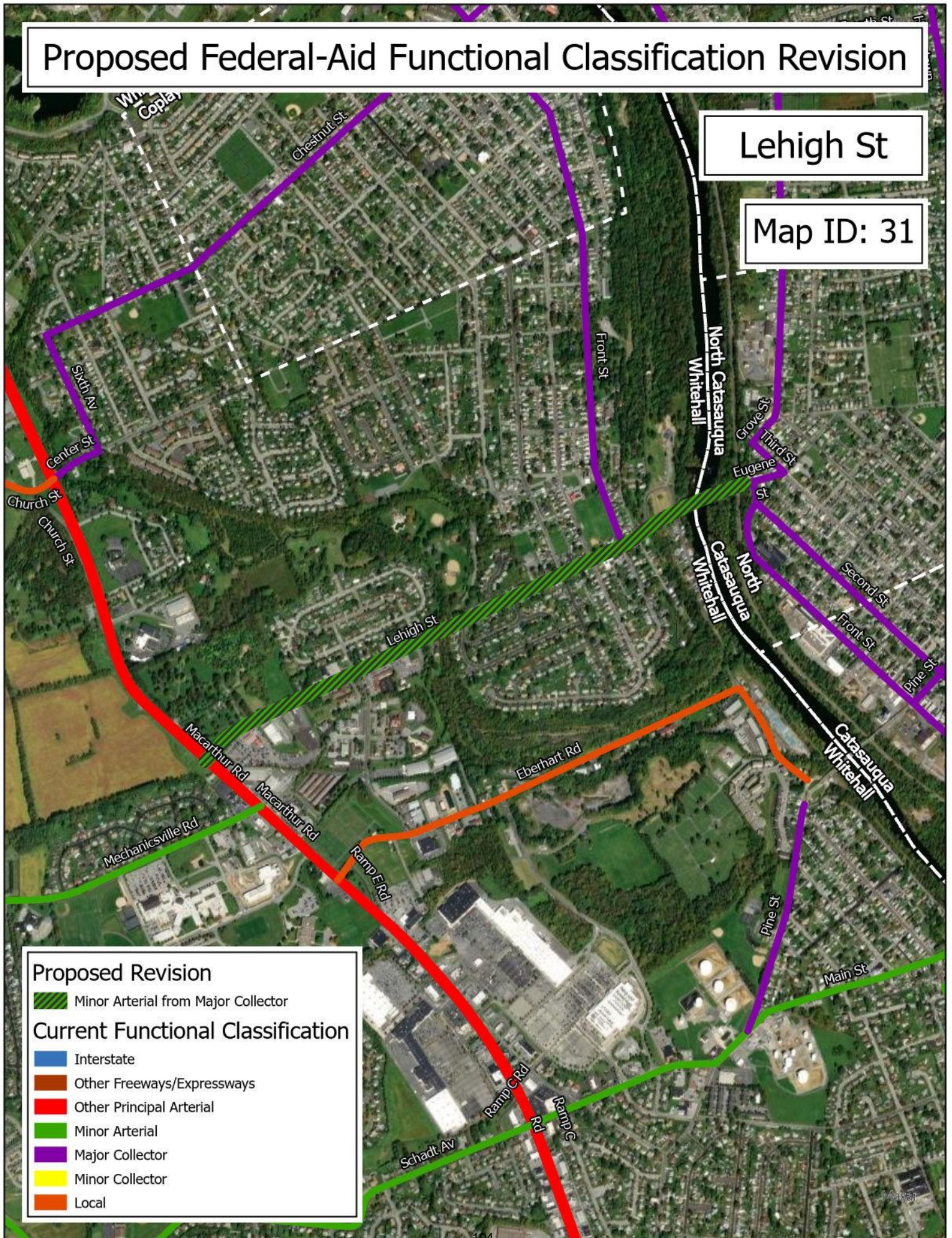
Map ID: 31

Proposed Revision

Minor Arterial from Major Collector

Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Map ID 31: SR 1014 – Lehigh Street

Existing Functional Class– Major Collector

Proposed Functional Class– Minor Arterial

Extent: From 2nd Street to MacArthur Street

County: Lehigh

Municipalities: Whitehall Township, North Catasauqua Borough

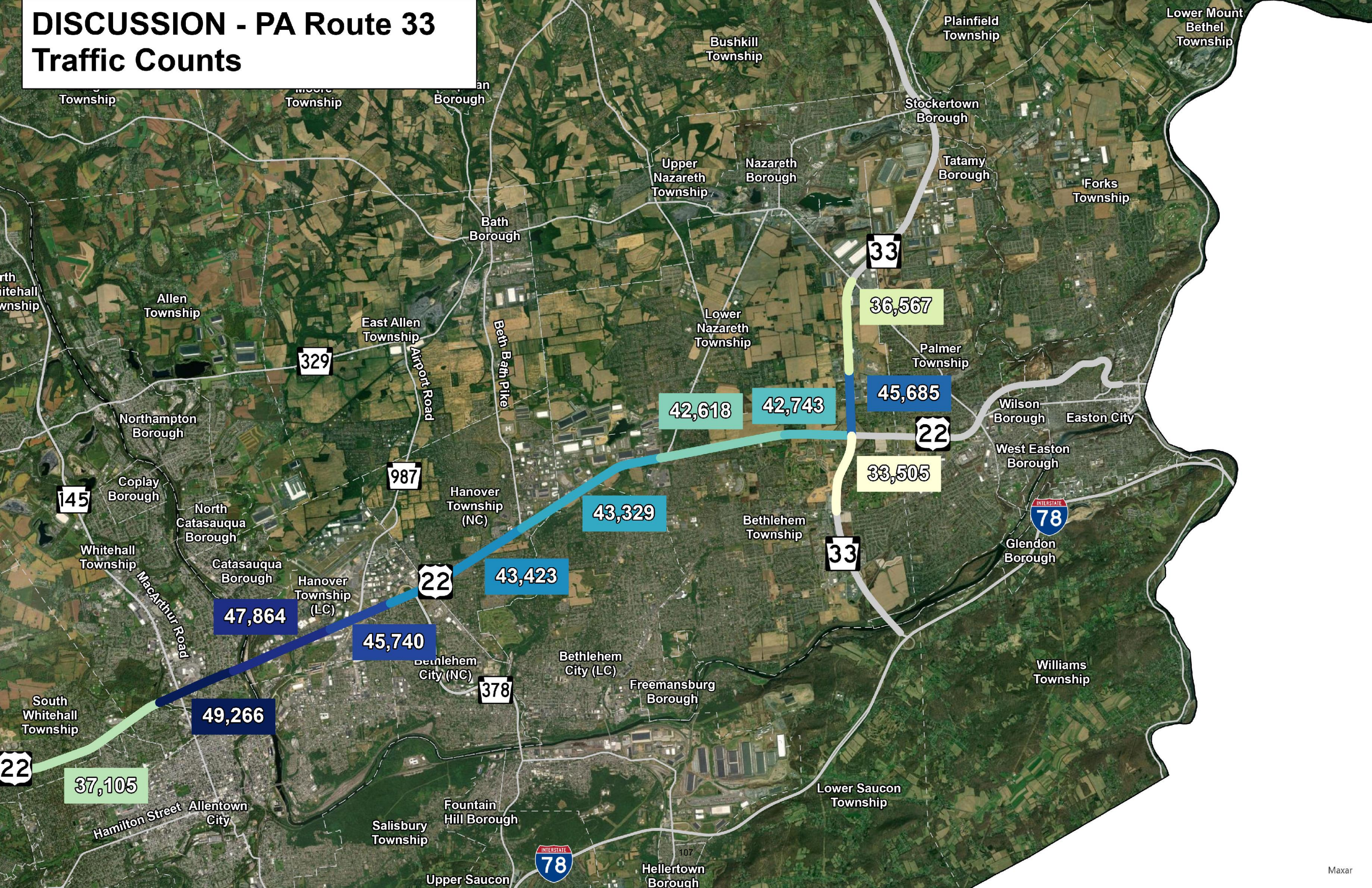
Justification: SR 1014 (Lehigh Street, Segment 12-40) is a key north–south route in Whitehall Township, Lehigh County, passing through Coplay and North Catasauqua. It connects regional arterials, including MacArthur and Mechanicsville Roads, and serves residential neighborhoods, commercial areas, and recreational destinations. Supporting both commuter and non-commuter trips, the corridor’s AADT exceeds the threshold for its current Major Collector classification. It links higher-order arterials, community facilities, and dense suburban areas, facilitating sustained traffic across multiple land use types. Given its volumes, connectivity, land use context, and operational role, we recommend reclassifying SR 1014 from Major Collector to Minor Arterial.

DISCUSSION - US Route 22 Traffic Counts



DISCUSSION - PA Route 33

Traffic Counts



Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025

Transportation Alternatives Set-Aside Projects

Two Rivers Trail Gap 9A South Section, Northampton County (C-C. Barry)

MPMS 119824 – est. let February 12, 2026

- Project scope extension was approved to include south section
- Designer working on plan development and activities to obtain required clearances

Bogert's Bridge Rehabilitation, City of Allentown (C-C. Barry)

MPMS 118404 – let May 8, 2025

- Contract was awarded to H & P Construction, Inc. on July 2, 2025
- NTP issued on August 8, 2025
- Anticipated completion date is August 28, 2026

100 Steps Restoration Project, Borough of Slatington (C-C. Barry)

MPMS 118439 – est. let January 15, 2026

- Sponsor wants to continue with project
- New designer working to address constructability review comments

Easton Pedestrian Safety Project Phase 3, City of Easton (C-C. Barry)

MPMS 118435 – let May 8, 2025

- Contract was awarded to Grace Industries, Inc. on June 9, 2025
- NTP issues on August 4, 2025
- Letter of amendment executed on May 27, 2025, to meet low bid
- Anticipated completion date is July 17, 2026

Community Bike Works, Community Bike Works (C-A. Wolfe)

MPMS 121551 –let October 24, 2024 (bike education project, no physical construction)

- Reimbursement agreement executed on May 19, 2025
- Notified sponsor that they can begin incurring costs for the project on May 19, 2025
- Received an additional LVTS funding, letter of amendment drafted, awaiting eSTIP approval of amendment for funding to be programmed before submitting

Coopersburg Streetscape Phase 9, Borough of Coopersburg (C-C. Barry)

MPMS 121552 – est. let TBD

- Plan development underway along with activities to obtain required clearances

Allentown School Zone Traffic Safety Upgrades, City of Allentown (C-A. Wolfe)

MPMS 121550 – est. let December 10, 2026

- Michael Baker was selected for design
- Plan development underway along with activities to obtain required clearances
- LVTS awarded an additional LVTS funding, letter of adjustment is drafted in RAS, awaiting eSTIP approval of amendment for funding to be programmed before submitting

Lehigh Canal Abbott Street Bridge, City of Easton (C-A. Wolfe)

MPMS 121553 – est. let September 3, 2026

- Plan development underway along with activities to obtain required clearances

**Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025**

**Downtown Easton Intersection Redesign, City of Easton (C-A. Wolfe)
MPMS 122839 – est. let TBD**

- Kick-off meeting scheduled for August 8, 2025

**Albert Street D&L Trail, City of Allentown (C-A. Wolfe)
MPMS 122785 – est. let TBD**

- Kick-off meeting scheduled for August 8, 2025

**South Bethlehem, City of Bethlehem (C-C. Barry)
MPMS 122782 – est. let TBD**

- Kick-off meeting to be scheduled once City finalizes selection of design firm

**CAT Bike Education 2025, CAT (C-A. Wolfe)
MPMS 122781 – est. let September 25, 2025 (bike education project, no physical construction)**

- Virtual kick-off meeting held July 8, 2025
- Environmental clearance obtained July 1, 2025
- Right-of-way clearance obtained July 14, 2025
- Utility clearance obtained July 7, 2025
- Reimbursement agreement drafted in RAS awaiting eSTIP approval of amendment for funding to be programmed before submitting, eSTIP was approved on August 6, 2025

Multimodal Transportation Fund Projects

**Main Street/SR 873 & Walnut Street Improvements, Slatington Borough (C-L. Montgomery)
MPMS 113099 – let April 10, 2025**

- Project combined with the District's Walnut Street Bridge project (MPMS 94680)
- Contract awarded to Richard E. Pierson Construction Co. on May 1, 2025
- Notice to proceed issued July 7, 2025
- Anticipated completion date is July 11, 2028

**Iron Works Catasauqua Streetscape, Catasauqua Borough (C-C. Barry)
MPMS 115798 – est. let TBD (paper let)**

- Sponsor working on Environmental Document

**Wilson Borough Improvements, Wilson Borough (C-C. Barry)
MPMS 115769 – est. let December 11, 2025 (paper let)**

- Sponsor continues working on ROW acquisition, condemnation will be needed

**Allentown 15th Street Traffic Signal Improvements, City of Allentown (C-C. Barry)
MPMS 116846 – est. let TBD (paper let)**

- Plan development ongoing along with activities to obtain required ROW clearance

**S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)
MPMS 119779 – est. let October 22, 2026 (paper let)**

- Plan development ongoing along with activities to obtain required clearances

**Bethlehem Township Emergency Traffic Signal (C-C. Barry)
MPMS 121738 – est. let April 1, 2027 (paper let)**

- Plan development ongoing along with activities to obtain utility clearance

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025

Coplay Multimodal Street Improvements (C-C. Barry)

MPMS TBD – est. let TBD (paper let)

- Plan development underway along with activities to obtain required clearances

Pearl Street Safety Improvements (C-C. Barry)

MPMS 122908 – est. let TBD (paper let)

- Sponsor obtained TPD for design
- Plan development beginning along with activities to obtain required clearances
- Reimbursement agreement being drafted

King's Route 309 Business Park Roundabout (C-C. Barry)

MPMS 122279 – est. let November 6, 2025

- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement with Commonwealth Legal for signatures

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025

<u>ACRONYM REFERENCE</u>	
ADA	AMERICAN WITH DISABILITIES ACT
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
MPMS	MULTIMODAL PROJECT MANAGEMENT SYSTEM
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RRFB	RECTANGULAR RAPID FLASHING BEACON
SHPO	STATE HISTORIC PRESERVATION OFFICE
SOI	STATEMENT OF INTEREST
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TBD	TO BE DETERMINED
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING SEPTEMBER 17, 2025**

SR 145 over Jordan Creek Bridge Replacement (C-J. Crawford)

City of Allentown and Whitehall Township, Lehigh County

MPMS 110076 – est. let November 1, 2029

- Coordination continuing with LANta regarding their bus stops and Enhanced Bus Service (EBS) project
- Coordination with the municipalities regarding the Jordan Creek Greenway Trail anticipated later this Fall
- Design team continuing to work on Preliminary TCP submission, including operational analysis of adjacent intersections during each stage, to be submitted with Safety Review and TS&L after finalization of stream restoration and H&H
- Stream rehabilitation measures design completed, coordination continues with PADEP and PAFBC to finalize; after concurrence with the agencies, H&H will be finalized
- Final TS&L and proposed geotechnical investigations will be finalized upon review of H&H

SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)

City of Bethlehem, Lehigh and Northampton Counties

MPMS 93630 – est. let August 13, 2026

- ROW plan was completed, appraisals and property owner coordination ongoing
- Highway, Traffic Control, pavement design, pavement marking plan and lighting progressing
- Coordination with Norfolk Southern, PUC and utilities continues
- Structure and foundation designs are continuing for bridge, wall and sign structures
- Environmental Site Assessment field work initiated, Norfolk Southern denying access for testing, coordination ongoing
- Finalizing permits for COE Section 408 and DEP internal comments
- NPDES Pre-Application meeting held with agencies
- Coordination with USCG and FHWA continues
- Follow-up Consulting Party Meeting is being planned early fall 2025
- Draft Pre-Bid Construction Schedule prepared, refinement continues
- Drainage repair work north of the site on SR 378 SB within PennDOT's Legal ROW has been added to the project, survey and design initiated
- City preparing grants for City owned construction costs for reimbursement
- Sidewalk, lighting and stormwater agreements initiated for City to maintain

Fifth Street (SR 1029) Bridge Replacement (C-C. Frey)

Whitehall Township, Lehigh County

MPMS 94873 – est. let April 1, 2027

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures
- Design team and DUA have determined the Northampton Borough Municipal Authority (NBMA) waterline will need to be relocated due to proximity to the proposed Fifth Street Bridge abutment foundations. Meeting to be scheduled with NBMA this fall
- Foundation Report almost complete; anticipated to be submitted in October 2025
- Final Structure Plan being developed for a December 2025 submission
- Phase II ESA work completed on 2 parcels. Phase III ESA investigation needed on both parcels. Phase II ESA documentation and Phase III testing plan to be submitted later this year. Phase III testing will be scheduled sometime in 2026.
- Gap ROW Plan for 2 parcels on the north side of SR 22 that involve relocations currently under review
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a maintenance agreement being prepared for official signature this fall

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING SEPTEMBER 17, 2025**

Lower Saucon Road (SR 2001) over E Branch of Saucon Creek (C-J. Crawford)
Lower Saucon Township, Northampton County
MPMS 119940 – est let December 10, 2026

- Bog Turtle Programmatic Agreement submitted June 27, 2025 to USFWS for concurrence
- Bat Habitat Assessment submitted August 15, 2025, to USFWS for concurrence; after concurrence CE document can be finalized/approved
- DfV submitted July 7, 2025, for final review/approval

Church Road (SR 1016) over Trib to Little Bushkill Creek (C-E. Berg)
Plainfield Township, Northampton County
MPMS 12106 – est let June 10, 2027

- Preliminary H&H Report comments received August 22, 2025
- Preliminary TS&L resubmitted August 27, 2025
- Section 106 Coordination in progress
- Virtual Public Plans Display in progress (August 1, 2025, to September 1, 2025)
- CE in progress

Fish Hatchery Road (SR 2010) over Little Lehigh Creek (C-M. McGuire)
City of Allentown, Lehigh County
MPMS 119933 – est let July 29, 2027

- Section 106 Coordination regarding bridge parapets in progress
- Public presentation to Allentown City Council was completed on June 18, 2025
- Preliminary right of way plans are under review
- TS&L plans and report are under review

Powder Valley Road (SR 2025) over Indian Creek (C-J. Crawford)
Upper Milford Township, Lehigh County
MPMS 109237 – est. let April 19, 2026

- Project moving forward as superstructure replacement to avoid water surface elevation changes on adjacent properties
- Bid opening scheduled September 25, 2025, for core borings at abutments, to verify existing foundations for superstructure replacement

Hecktown Road (SR 2027) Bridge over Route 22 (C-R. Himmelwright)
Bethlehem Township, Northampton County
MPMS 89614 –actual let August 21, 2025

- Contract was awarded to H&K Group, Inc. on August 27, 2025
- NTP anticipated on October 6, 2025
- Anticipated completion date is December 7, 2027

Limeport Pike (SR 2029) over Hosensack Creek (C-M. Fallon)
Lower Milford Township, Lehigh County
MPMS 119936 – est let April 22, 2027

- Phase I Bog Turtle Study approved by USFWS June 12, 2025
- Safety submission approved May 29, 2025
- H&H resubmitted December 27, 2024, comments received June 23, 2025
- Preliminary ROW approved June 11, 2025
- Design Field View submitted August 22, 2025
- Public Display Website active July 18 through August 18, 2025

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING SEPTEMBER 17, 2025**

**South Walnut Street (SR 7408) Bridge over Trout Creek (C-J. Besz)
Slatington Borough, Lehigh County
MPMS 94680 – actual let April 10, 2025**

- Awarded to Richard E. Pierson Construction Co., Inc. on May 1, 2025
- Notice to Proceed was issued on July 7, 2025
- Anticipated completion is July 11, 2028

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING SEPTEMBER 17, 2025**

<u>ACRONYM REFERENCE</u>	
ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ACOE	ARMY CORPS OF ENGINEERS
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CBR	CONSTANT BIT RATE
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DFV	DESIGN FIELD VIEW
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LCCD	LEHIGH COUNTY CONSERVATION DISTRICT
LGTS	LINE, GRADE AND TYPICAL SECTION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SEPS	SUBSURFACE EXPLORATION PLANNING SUBMISSION
SFV	SCOPE AND FIELD VIEW
SHPO	STATE HISTORIC PRESERVATION OFFICE
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE