



Delaware Valley Regional Planning Commission



1960-2000 HIGHWAY TRAFFIC TRENDS IN THE DELAWARE VALLEY REGION

FEBRUARY 2002

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February 2002



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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty, and intercity agency which provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC provides technical assistance and services, conducts high priority studies that respond to the request and demands of member state and local governments, fosters cooperation among various constituents to forge a consensus on diverse regional issues, determines and meets the needs of the private sector, and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. This report was primarily funded by the Pennsylvania Department of Transportation and the Federal Highway Administration (FHWA). The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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EXECUTIVE SUMMARY

The former Penn Jersey Transportation Study (PJTS) conducted the first large-scale travel data collection in the Delaware Valley in 1960. Since 1965, the year the Delaware Valley Regional Planning Commission (DVRPC) was established, the DVRPC has continued monitoring and analyzing the travel patterns of the nine county region. This report presents the results of the latest traffic counting survey, conducted in 2000, and assesses highway travel trends by comparing the 2000 traffic volumes with those collected in 1960 and 1995. Traffic counts were gathered by DVRPC along two cordon lines (inner and outer), ten screen lines (seven screen lines and three screen line extensions), and two turnpikes within the DVRPC's nine county boundaries.

The major findings are:

<u>Screen Lines</u> - The ten regional screen lines recorded a total traffic volume of 3.3 million vehicles per day. Comparable year 2000 traffic volume (those where consistent counts were taken in 1960, 1995, and 2000, thus permitting meaningful comparison) of 2.1 million vehicles represents a 0.9 percent annual increase over the comparable traffic count of 2.0 million in 1995. There has been an increase of nearly 100 percent since the comparable baseline count of 1.0 million taken in 1960. The Crosswicks Creek screen lines had the smallest volumes with an annual average of 236,600 vehicles per day, while the Upper Schuylkill segments had the highest volumes with a combined volume of about 715,000. Overall growth was spread evenly among screen lines.

Inner Cordon - In 2000 a little more than 2.5 million total vehicles per day crossed the inner cordon of the region. The compound rate of increase was about 1.5 percent annually from the 1995 count of 2.37 million vehicles per day. Volumes between Pennsylvania and New Jersey were nearly evenly split with 1.28 versus 1.25 million respectively, though compound annual growth rates were greater on the New Jersey side (1.9%) than on the Pennsylvania side (1.1%).

<u>Outer Cordon</u> - The outer cordon, defined by the perimeter of the nine county region, recorded nearly 1.38 million vehicles per day. The compound rate of growth of was about 2.6 percent annually from the 1995 count of 1.2 million. The Pennsylvania share of the volume was a 44 percent (608,000 AADT) while the New Jersey share was 56 percent (776,000 AADT). The compound annual increase in Pennsylvania (1.5%) is half the New Jersey rate (3.6%). One third of the regional share crossing the outer cordon of the region (31.3%) occurred entering or leaving Mercer County.

<u>Pennsylvania Turnpike</u> - Traffic volumes on the Pennsylvania Turnpike (632,316 AADT) have increased a compound average of 2.9 percent annually since 1995, the same compound annual average increase since 1985. This continues the growth in traffic volume permitted by the completion of the Mid-County Junction. The largest growth has taken place along the Northeast Extension, where I-476 continues to stimulate growth on its southern section.

<u>New Jersey Turnpike</u> - Generally speaking, the total volumes for the New Jersey Turnpike (794,157 AADT) are about 25 percent greater than those for the Pennsylvania Turnpike. The compound average rate of 3.9 percent since 1995 has increased from the 3.1 percent rate since 1985. The volumes at Cranbury-Jamesburg and Pennsylvania Turnpike interchanges describe the growing interaction between northern New Jersey and southern New York.

<u>Regional Trends</u> - Comparable traffic on the Pennsylvania side of the region increased since 1995 at a compound average of 1.0 percent annually, slowing from the 1985 compound average of 2.0 percent annually. The New Jersey side recorded a higher 1995 to 2000 compound average of 2.1 percent annually, slowing from the 1985 compound average of 2.4 percent annually. This difference in general growth rates between facilities in each state may be a function of space for new development on the New Jersey side and facilities with unused capacity. The Delaware River bridge crossings have slowed in the last five years to an compound annual average of 0.5 percent from a fifteen year compound annual average of 1.3 percent.

<u>Hourly Variation</u> - No major changes were evident in the curves depicting the hourly distribution of traffic crossing the screen lines, although as noted previously, total traffic has generally increased in the region. A common feature of all these variations is a broader P.M. peak and where there has been robust growth across a screen line, a flattening of the afternoon "trough". Year 2000 A.M. peak hour values range from 6.4 to 8.8 percent of the daily traffic volume, while P.M. peak volumes range from 7.2 to 9.1 percent of the daily traffic volume.

I. INTRODUCTION

The first large-scale data collection conducted in the Delaware Valley was performed by the former Penn Jersey Transportation Study (PJTS) in 1960. Since 1965, the year the Delaware Valley Regional Planning Commission (DVRPC) was established, the DVRPC has monitored and analyzed the travel patterns of the nine county region. Every five years a survey of highway traffic counts is conducted along selected screen lines, cordon lines, river crossings and turnpikes throughout the region. The findings are then compared with the results of previous efforts in order to assess traffic growth and determine trends within selected highway corridors and subareas.

Map 1 on the following page shows the locations of the two cordon lines (inner in green and outer in blue), ten screen lines (seven screen lines and three screen line extensions all in red), and two turnpikes (both in black) within the DVRPC's nine county boundaries. This includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester and Mercer counties in New Jersey. Specific Berks County municipalities were added in 1990 as a consequence of the addition of the Pottstown Urbanized Area by the Bureau of the Census, which slightly extended the boundary of the region.

This report presents the findings of the 2000 survey effort and compares the latest data with the information documented in previously published reports in a consistent format. Only station counts occurring in 1960, 1995 and 2000 have been included in the accompanying tables, consequently only similar data is compared between time periods. Both "Total" and "Comparable" volumes are shown where appropriate with complete data set totals for both in the Appendix B. One change in this report is to illustrate comparable changes by calculating the compound annual average change. The formula used to calculate this rate differs from a simple average in that it takes into account the changing base to which the calculations apply on an annual basis.

In addition to highway construction, the region has experienced changes to its network of secondary and local roads. Once lightly traveled rural roads have been transformed into busy arterials, and new roads have appeared in what was previously undeveloped open space. Conversely, some roads and bridges have been closed or greatly reduced in importance, as they have been superseded by newer facilities. The list of all traffic count stations for 1995 and 2000 appears in Appendix B. The sequence of county level information follows a clockwise convention used in the regional travel simulation beginning with Delaware County and finishing with Gloucester County.



The information shown in the text and tables are derived from station counts in both 1995 and 2000. The station listing in Appendix B is comprehensive with every attempt made to maintain the comparability of the 2000 counts with those collected previously. In some cases, cordons and screen lines have been shifted slightly to avoid new subdivisions or highway interchanges. There were also four screen line stations unavailable in 2000 due to construction. A new screen line (D-4) with 19 new stations along the Montgomery/Bucks County line was added. The outer cordon of Pennsylvania and New Jersey had 36 new stations counted for the first time, and one Gloucester County station closed. The stations along the inner cordon line have remained constant since 1995 with no additions or subtractions to its totals. The growth shown for the inner cordon line is consistent with the previous count and does not arise from the addition of more stations to the screen line or cordon.

This report includes a description of the data collection process and survey method; a comparison of traffic volumes for the years 1960, 1995, and 2000 by screen line, cordon line, and turnpike; a review of hourly traffic distribution; a regional summary; and finally, an appendix containing three sections depicting tables, figures, and a listing of the 1995-2000 traffic counts for all the survey stations. In addition to describing traffic trends, the 2000 survey results provide essential information for projects ranging from the refinement and updating of the travel simulation process and congestion management studies to air quality, environmental impacts, and traffic demand control measures or strategies.

II. DATA COLLECTION PROCEDURE

Traffic counts were taken by DVRPC field personnel with the exception of Delaware River Bridges and New Jersey and Pennsylvania toll roads. A traffic counting work program was prepared in 1999 with traffic counts taken the following year. A few counts were repeated in 2001 to compensate for either counting equipment malfunction, vandalism or to offset impacts of improvement projects underway at surveying time. In total, approximately 500 counts were gathered at selected stations on screen lines, cordon lines, river crossings and turnpike segments. In general, the DVRPC counting equipment was set up at each location for a minimum of 48 continuous hours of a weekday (Monday through Friday), and checked for satisfactory performance. These raw counts were factored to account for truck traffic and seasonal variation in order to reach the Annual Average Daily Traffic (AADT). Counts for 1995, 2000, as well as the A-B-C Delaware river screen lines for all the years are factored for truck traffic and seasonal variation providing a consistent AADT comparison across these categories. Additional Counts were provided by the New Jersey Expressway Authority, Burlington-Bristol Bridge Commission, Delaware River Joint Toll Commission, Delaware River Port Authority, New Jersey Turnpike Authority, and the Pennsylvania Turnpike Commission.

III. HIGHWAY TRAFFIC VOLUMES

To determine the Delaware Valley's highway traffic trend, counts were taken in 2000, during an average weekday along two cordon lines (inner and outer), ten screen lines (seven screen lines and three screen line extensions), and two turnpikes. This information is presented in four differing formats: Complete listings, graphic comparisons, tables summarizing data, and explanatory text. A listing of the complete 1995 and 2000 traffic count volumes is presented in Appendix B, complete with subtotals and notes where appropriate. Appendix A has a series of figures which graphically summerize comparable time series traffic counts by screen line, by bridge, by county, etc. Embedded within the text are tables summarizing statistical information and figures which display the comparable long term trends using colored charts. The salient details of this numerical and graphic information are described in the accompanying text. The text describes the data in the tables and figures, particularly where specific points deserve elaboration. All data is described in terms of total volume or comparable volume to assure the validity of the analysis.

A. Pennsylvania and New Jersey Screen Line Counts

A screen line represents a sequence of locations that define a natural or man-made barrier where the counting of crossing vehicles can readily be accomplished. A numerical summary of all screen line counts is shown in Table 1 and all comparable counts of the screen lines are shown in Figure 4 at the end of this section. A total of 3.3 million vehicles were counted crossing the screen lines during a comparable average weekday in 2000. Comparable year 2000 traffic volume (those where consistent station counts were taken in 1960, 1995, and 2000permit meaningful comparisons) of 2.1 million AADT represents a 0.9 percent compound annual average increase over the comparable traffic volume of 2.0 million AADT in 1995. Since 1960, comparable traffic over the last 40 years has increased by about 100 percent.

Screen Line A-B-C (Delaware River Bridge Crossings)

The Delaware River screen line, designated as the A-B-C screen line, is regionally important since it describes the trends of interstate travel between New Jersey and Pennsylvania. The A-B-C screen line is made up of twelve bridges located between the Washington Crossing Bridge, joining Bucks and Mercer Counties in the north, and the Commodore Barry Bridge (US 322) in the south, linking Delaware County with Gloucester County. Table 2 summarizes the bridge crossings on the A-B-C screen line and Figure 1 graphically charts the historic trend. Between 1960 and 2000 the comparable traffic across the A-B-C screen line has grown a compound average of 1.1

percent per year, while between 1995 and 2000 compound averaged growth has been about 0.5 percent per year. This screen line had a total increase of almost 14,000 AADT from 1995 to 2000.

The Walt Whitman and the Ben Franklin bridges had a combined AADT of 200,000 and constitute nearly 50 percent of the comparable traffic volume. These two bridges, while passing the largest traffic volumes along this screen line, have flat cross-river traffic growth. In fact four of the twelve bridges crossing the Delaware River (Bridge Street, Betsy Ross, Tacony-Palmyra, and Burlington-Bristol bridges) have shown small declines in traffic volumes since 1995. The current bridge peak capacities limit traffic volume growth, unless the traffic volume spreads outside the traditional peak hours.

There have, however, been traffic volume increases at the remaining eight bridges. In fact almost all of this increase in traffic volume has occurred at three bridges crossing the Delaware River. The Commodore Barry bridge had the largest percent increase since 1995 with 14.1 percent and a total increase in AADT of about 4,400 vehicles. The Scudders Falls Bridge had a 6.5 percent increase over 1995 and a total volume increase of about 3,300 AADT. The PA/NJ Turnpike bridge increased 9.8 percent since 1995 and had a total increase of about 3,200 vehicles. Taken together these three bridges account for 80 percent of the total increase shown along the screen line from 1995 to 2000. The Turnpike PA/NJ bridge echos the travel trend in the north part of the region with increasing travel between the northern suburbs and northern New Jersey and the New York area. The complete counts for Screen line A-B-C are shown in Appendix B and summarized in Table 2, historic comparisons are shown in Figure 1 and comparable counts of all the screen lines are shown in Figure 4 at the end of this section.

Screen Line D-1 (Upper Schuylkill River)

Screen line D-1 extends from the old Betzwood Bridge in Montgomery County southeast to the US 1 Roosevelt Expressway Bridge in Philadelphia. This screen line represented by ten river crossings has counts since 1960 making long term comparisons possible. the compound annual average change between 1960 and 2000 is about 3.0 percent per year and between 1995 and 2000 is about 1.4 percent per year. The vehicular volume crossing this screen line is 16.6 percent of the regional share.

The exception to this growth in volume is the (I-476) Mid-County Expressway bridge, which experienced a decrease of about 2,400, perhaps owing to construction in the vicinity. The Mid-County Expressway bridge still managed the second highest volume along this segment of the screen line, even with the decrease in traffic volume. The

leading contributors to the increase in traffic volume are the US 1 Roosevelt Expressway Bridge with a 6,000 vehicle increase, the Fayette Street bridge with about 5,900 additional, and the PA I-276 Turnpike Bridge with a 5,000 vehicle increase. Together these three bridges account for a third of the increase in vehicles crossing the D-1 Screen line in 2000. A list of all counts is presented in Appendix B and summarized in Table 1 with historic comparisons of the Upper Schuylkill River and North Philadelphia screen lines shown in Figure 2.

Screen Lin	G			Percent		Percent	Annual C	thange ⁵
Segment	Description	1960 ¹	1995	of Total	2000	of Total	1960-00	1995-00
A/B/C ²	Delaware River	266,719	513,903	16.8%	527,804	15.8%	1.7%	0.5%
D-1 Ext. ³	Upper Schuylkill	na	156,714	5.1%	160,982	4.8%	na	0.5%
D-1	Upper Schuylkill	168,321	515,684	16.8%	554,053	16.6%	3.0%	1.4%
D-2	North Philadelphia	428,100	510,250	16.7%	522,991	15.6%	0.5%	0.5%
D-3 ³	Lower Schuylkill	na	616,224	20.1%	606,590	18.1%	na	-0.3%
D-4 ⁴	Montgomery/Bucks	na	na	na	170,864	5.1%	na	na
E Ext. ³	Pennsauken Creek	na	154,214	5.0%	169,940	5.1%	na	2.0%
ш	Pennsauken Creek	126,300	371,214	12.1%	397,899	11.9%	2.9%	1.4%
F Ext. ³	Crosswicks Creek	na	100,606	3.3%	115,550	3.5%	na	2.8%
ш	Crosswicks Creek	44,200	121,936	4.0%	121,059	3.6%	2.6%	-0.1%
Total Volui	me	1,033,640	3,060,745	100.0%	3,347,732	100.0%	na	na
Comparab	le Volume	1,033,640	2,032,987	na	2,123,806	na	1.8%	0.9%
	-		: ا					

Table 1. 1960-1995-2000 Comparison of Screen Line Traffic Volumes Annual Average Daily Traffic (AADT)

1960 counts expressed as Annual Average Weekday Traffic (AAWT).

² Counts for A/B/C Delaware River Screen lines are expressed as AADT for all years.

³ Not counted in 1960.

⁴ First counted in 2000.

⁵ Compound annual average used in calculation.

na = not available.

					Perce	nt Change	Annua	al Change ¹
Bridge	Type	1960	1995	2000	1960-00	1995-00	1960-00	1995-00
Commodore Barry (US 322)	Toll	not open	31,592	36,036	na	14.1%	na	2.7%
Chester Ferry		2,639	na	na	na	na	na	na
Walt Whitman (I-76)	Toll	59,086	97,090	100,350	69.8%	3.4%	1.3%	0.7%
Ben Franklin (I-676, US 30)	Toll	69,104	96,242	98,734	42.9%	2.6%	0.9%	0.5%
Betsy Ross (NJ 90)	Toll	not open	37,126	36,066	na	-2.9%	na	-0.6%
Tacony-Palmyra (PA/NJ 73)	Toll	46,602	53,597	51,756	11.1%	-3.4%	0.3%	-0.7%
Burlington-Bristol (PA413)	Toll	18,733	24,664	22,650	20.9%	-8.2%	0.5%	-1.7%
PA/NJ Turnpike (I-276)	Toll	10,499	33,271	36,523	247.9%	9.8%	3.2%	1.9%
Trenton Freeway (US 1)	Toll	15,833	48,508	48,543	206.6%	0.1%	2.8%	0.0%
Bridge St (US Bus 1)	Free	18,922	13,403	13,272	-29.9%	-1.0%	-0.9%	-0.2%
Calhoun Street	Free	18,271	20,343	21,776	19.2%	7.0%	0.4%	1.4%
Scudders Falls (I-95)	Free	not open	51,958	55,314	na	6.5%	na	1.3%
Yardley		7,030	na	na	na	na	na	na
Washington Crossing	Free	na	6,109	6,784	na	11.0%	na	2.1%
Total Volume		266,719	513,903	527,804	na	na	na	na

Table 2. 1960-1995-2000 Comparison of Delaware River Bridge Crossings Screen Lines (A-B-C) Annual Average Daily Traffic (AADT)

¹ Compound annual average used in calculation. na = not available

0.4%

1.1%

1.8%

55.8%

400,388

393,227

257,050

Comparable Volume



Figure 1. 1960, 1995, 2000 Traffic Volumes for Delaware River Bridge Crossings (Scroon Lines A. B. and C)

Screen Lines A, B, C Traffic Volumes (AADT)

	<u>1960</u>	<u>1995</u>	<u>2000</u>
Total Volume	266,719	513,903	527,804
Comparable Volume	257,050	393,227	400,388

Compound Annual Percent Change

1960-2000	1.1% per year
1995-2000	0.4% per year

Screen Line D-2 (North Philadelphia)

Screen Line D-2 follows the railroad tracks of SEPTA and AMTRAK, starting at the Strawberry Mansion Bridge and crossing North Philadelphia to the Delaware River at a point south of the Betsy Ross Bridge. The D-2 Screen line has the largest number of crossing points (37 locations) of all screen lines. D-2 also has been counted since 1960, thus permitting long term comparisons. Since 1960 the D-2 screen line has had a compound annual average increase of about 0.5 percent, and since 1995 it has had a compound annual average increase of about 0.5 percent. The consistency of the annual rate of increase over the 40 year time span may be due to the large volume of vehicles (428,100) recorded using the facility in 1960. This volume surpasses other station counts in 1960, and has not had to grow as much to reach the relatively large volume (523,000 or 15.6 percent of the regional total) in 2000. The comparable 2000 count of 523,000 vehicles is a 2 percent increase over the 1995 counts (510,000 AADT), and is only 22 percent larger than the 1960 count (428,000 AAWT).

There were 12 facilities with decreases in traffic volume since 1995: Kelly Drive, Castor Avenue, Fox, Carlisle, Westmoreland, 19th, 9th, 6th, B, G, I, and K Streets. These decreases, however, were all relatively small and all offset by the remaining 25 stations. The 5th Street station had a 52 percent increase from 1995 to 2000 the largest percent change on the screen line. The largest total increases in AADT occurred at I-95 with about 5,200, Richmond Street with about 4,500, 2nd Street with about 3,200, PA 611 with about 3,100, Germantown Avenue with about 2,700. The facilities within the screen line with the highest volumes are I-95 (163,000 AADT) and PA 611 Broad Street (53,000 AADT).

Their combined traffic volume adds to over 40 percent of the year 2000 total counted along this screen line. A list of all counts is presented in Appendix B and summarized in Table 1 with historic comparisons of the Schuylkill River and North Philadelphia screen lines shown in Figure 2.

Screen Line D-3 (Lower Schuylkill River)

Screen Line D-3 represents the lower section of the Schuylkill River that stretches from the Strawberry Mansion Bridge to the Girard Point Bridge (I-95) crossing in South Philadelphia. A historic comparison of the Schuylkill River and North Philadelphia screen lines is shown in Figure 2. D-3's importance lies in traffic entering and exiting the Central Business District (CBD) of Philadelphia. It includes sixteen bridges that extend from the Strawberry Mansion Bridge to the Girard Point Bridge of I-95.



Figure 2. 1960, 1995, 2000 Traffic Volumes for Upper Schuylkill River and North Philadelphia Screen Lines (D-1 and D-2)

D Screen Lines Traffic Volume (AADT)

	<u>1960</u>	<u>1995</u>	<u>2000</u>
Total Volume	596,421	1,798,872	1,844,616
Comparable Volume	596,421	1,025,934	1,077,044

Compound Annual Percent Change

1960-2000	1.5% per year
1995-2000	1.0% per year

The segment has about 18 percent of the regional share of traffic and a total weekday count of 606,000 vehicles in 2000. This volume however, represents an slight decrease of 6 percent from the 1995 count of 616,000 vehicles. There was no count in 1960, so long term comparisons are not possible. The D-3 segment of the Lower Schuylkill River screen line was not counted in 1960 making long term comparisons impossible. In the short run the compound annual average change has been a 0.3 percent reduction in AADT.

Only 6 of the 16 bridges showed increases in the years between 1995 and 2000: Platt, Grays Ferry, Spring Garden, Strawberry Mansion, West River, and Girard Point bridges. Notable increases include the Platt Bridge with nearly 24 percent increase of 10,000 AADT, Grays Ferry with an increase of almost 4,700 AADT, and Spring Garden with an increase of 3,400 AADT since 1995. Large decreases include I-676 with a loss of 8,900 AADT and Passyunk with a loss of nearly 9,700 AADT. The most heavily traveled crossings of the sixteen stations that make up the D-3 screen line are the Girard Point Bridge of I-95 (116,200 AADT), the I-676 Vine Expressway Bridge (117,600 AADT), the I-76 Schuylkill Expressway Bridge (82,000 AADT) and the PA 291 Platt Bridge (53,200 AADT). The four bridges together account for a year 2000 weekday count of over 369,000 vehicles, or 61 percent of the screen line traffic. A list of all counts is presented in Appendix B and summarized in Table 1 with historic comparisons of the Schuylkill River and North Philadelphia screen lines shown in Figure 2.

Screen Line D-4 (Bucks / Montgomery Line)

A fourth screen line (D-4) was added in 2000. It follows the Montgomery/Bucks County line (County Line Road) south and east from Lancaster County to the inner cordon line (where PA 611 meets the inner cordon). Since no previous counts have been made, neither long nor short term comparisons are possible. This screen line represented by 19 stations which divide Bucks and Montgomery Counties posited vehicular traffic of about 171,000 AADT. The importance of this screen line lies in tracking traffic making intra-suburban trips. Suburban growth and generalized commuting patterns suggest that vehicular traffic will grow on this screen line in the next couple of years. A list of all counts is presented in Appendix B and summarized in Table 1 and comparable counts of all the screen lines are shown in Figure 4 at the end of this section.

Screen Line E Extension (Pennsauken Creek)

This screen line, which follows the Burlington/Camden border, was extended in 1980 from the Atlantic County line to the inner cordon line along Pennsauken Creek. This extension has 13 stations, which are comparable only in the short term and

consequently are not included in the totals for Figure 3. Since 1995 the screen line extension has had a compound annual average change of 2.0 percent per year.

The facility with the greatest absolute and relative increase in traffic is Kresson Road (CR 671) with nearly 6,000 additional daily automobiles recorded in 2000 for a 106 percent increase since 1995. NJ 70 (48,400 AADT) with a total increase of 1.5 percent and NJ 73 (42,000 AADT) with a total increase of 13.2 percent since 1995, comprise 53 percent of the daily traffic crossing this screen line. There are only 3 facilities on the E extension screen line showing declines: US 206, Evesham, and Jackson Roads. Collectively their decline is less than 1,800 AADT, so they are more than offset by increases in the other 10 facilities. A list of all counts is presented in Appendix B, summarized in Table 1, Pennsauken and Crosswicks Creek screen lines are compared in Figure 3 and comparable counts of all the screen lines are shown in Figure 4 at the end of this section.

Screen Line E (Pennsauken Creek)

Screen line E follows the Burlington/Camden border, from the Delaware river and terminating at the inner cordon line, located between CR 674 and NJ 70. This line was established in 1960 thus permitting long and short term comparison. Between 1960 and 2000 the 17 stations in Screen line E had a compound annual average increase of 2.9 percent. The compound average change since 1995 has been 1.4 percent annually, the second highest rate of growth in the region. Comparable crossings in 2000, counted at 398,000 vehicles per day, show a compound annual average increase of 7 percent since 1995's count of 371,000. Within these numbers, 5 of the 17 facilities showed declines. River and Springdale Roads, Burlington Pike, Park and Kaighn Avenues have all shown declines, some rather steep, e.g.: Burlington Pike dropped from about 53, 600 to about 40,500 AADT, a 5.4 percent compound annual average decline.

Generally speaking, however, strong gains in the other 12 facilities offset these declines. I-295 had the greatest absolute increase since 1995 with almost 20,000 additional daily vehicles, while Coles Avenue had a relative increase of 52 percent, though the absolute growth was only about 2,500 AADT. The New Jersey Turnpike gained nearly 8,000 AADT since 1995. The most traveled roads crossing this screen line are I-295 (99,000 AADT), the NJ Turnpike (approximately 51,600 AADT), and NJ 38 (46,800 AADT), which together constitute 50 percent of the vehicular traffic. A list of all counts is presented in Appendix B and summarized in Table 1 and comparable counts of all the screen lines are shown in Figure 4 at the end of this section.

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Screen Line F Extension (Crosswicks Creek)

In 1980 this segment was extended from the inner cordon to the Monmouth County line boundary, consequently it is not eligible for long range comparison. Similar to the original F screen line it is comprised of only a few stations (5). Since 1995 these five facilities have had an annual average rate of change equal to 2.8 percent, by far the great increases across the screen lines in the region (the next greatest being half that rate). Traffic across this screen line reflects increasing volumes traveling between suburbs to northern New Jersey suburban employment sites.

Traffic along the segment F extension has increased 15 percent since 1995, the greatest increase of all screen lines. There have been no declining facilities along this screen line segment, as would be expected given the strong numbers. The New Jersey Turnpike dominates this segment with a 2000 AADT of 109,000 which is a 14.1 percent increase over 1995's count of about 95,300. Volume along this facility constitutes 94 percent of the total traffic. A list of all counts is presented in Appendix B, summarized in Table 1 and comparable counts of all the screen lines are shown in Figure 4 at the end of this section.

Screen Line F (Crosswicks Creek)

Screen line F follows the Crosswicks Creeks in New Jersey. This screen line, with only 4 stations, was established in 1960 and follows the Burlington Mercer county line from the Delaware River to the inner cordon between Groveville Road and the New Jersey Turnpike. Since 1960, the compound average annual change has declined 0.7 percentand since 1995 has declined 0.1 percent. Half of the 4 facilities (US 206 and 130) had absolute declines exceeding the increases posted by the other half of the facilities.

In 2000, the comparable traffic crossing this screen line was 121,000 vehicles per day, a decline from 1995's total of about 122,000. Of the four stations counted, I-295 carried the most traffic with a year 2000 count of 62,200 AADT, up 37 percent from 1995's count of 45,500 AADT. US 206, however, declined 16,000 AADT (34 percent) since 1995. Any growth on this segment has occurred as a consequence of I-295, as the other three stations have declined or had a negligible absolute increases in traffic (e.g.: Groveville Road with a 22 percent increase from 1995 to 2000, but for a total of only 340 AADT). A list of all counts is presented in Appendix B and summarized in Table 1, with historic comparisons for Pennsauken and Crosswicks Creek shown in Figure 3. and comparable counts of all the screen lines are shown in Figure 4 at the end of this section



Figure 3. 1960, 1995, 2000 Traffic Volumes for Pennsauken Creek and Crosswicks Creek Screen lines (E & F)

Screen lines E and F Traffic Volume (AADT)

	<u>1960</u>	<u>1995</u>	<u>2000</u>
Total Volume	170,500	747,970	804,448
Comparable Volume	170,500	493,150	518,958

Compound Annual Percent Change

1960-2000	2.8% per year
1995-2000	1.0% per year



Figure 4. 1960, 1995, 2000 Total Traffic Volumes for all Delaware Valley Screen Lines

Delaware Valley Screen Line Traffic Volumes (AADT)

	<u>1960</u>	<u>1995</u>	<u>2000</u>
Total Volume	1,033,640	3,060,745	3,347,732
Comparable Volume	1,033,640	2,032,987	2,123,806

Compound Annual Percent Change

1960-2000 1.8% per year

1995-2000 0.9% per year

B. Inner Cordon Line Counts

The Inner Cordon Line, designated by the former Penn Jersey Transportation Study (PJTS) in 1960, encloses the most heavily urbanized portion of the Delaware Valley region (see Map 1). In 1975 a new outer cordon was designated surrounding the ninecounty regional boundary, turning the original PJTS cordon into the "new" inner cordon where it remains. While comprising approximately one-third of the land area in the region, it contains approximately three-quarters of its total population. The 91 Pennsylvania stations and the 91 New Jersey stations of the cordon have remained constant since 1960 permitting both long and short term comparison of the data. A summary of traffic volumes crossing the Inner Cordon Line broken out by county is presented in Table 3. Figure 5 displays the changes in traffic for Pennsylvania and New Jersey both separately and combined that occurred in 1960, 1995, and 2000.

In 2000 a little more than 2.5 million total vehicles per day crossed the inner cordon of the region. This volume compares to the 1995 counts of 2.34 million and 1960 counts of 411,000. The compound annual average change for the inner cordon since 1960 has been 4.6 percent and since 1995 has been about 1.5 percent. The compound annual average change between the New Jersey and Pennsylvania portions of the region are almost identical. The increase between 1960 and 2000 in daily traffic is about 4.5 percent per year in Pennsylvania and 4.6 percent in New Jersey. It is worth noting the growth of the total daily traffic volume for both Bucks and Mercer counties since 1960. These two counties have shown ongoing growth in their share of the total traffic volume. This reflects the growing travel volumes between the region and northern New Jersey and New York. Complete station counts are shown in Appendix B and Inner Cordon data is summarized in Table 3.

Each county's contribution to the total crossing volume is discussed below:

1. Delaware County

There are 17 stations along the Delaware County Inner Cordon Line. The total share of this cordon line in the regional has risen from the 1995 count of 9.0 percent to the 2000 count of 9.2 percent. The compound annual average change since 1960 has been 4.1 percent, the lowest rate across the inner cordon. This reflects in part the relatively high volume of daily traffic in Delaware County in 1960. The compound annual average growth rate since 1995 of 2.0 percent, on the other hand, is the third strongest performer in the region. This may be attributed in part to growing employment and housing development in the western parts of Delaware County and Chester County. The daily traffic volume in 2000 was 231,400 AADT up from the 1995 count of 209,800 and the 1960 count of 46,500.

		Percent		Percent		Percent	Annu	al Change ²
County	1960 ¹	of Total	1995	of Total	2000	of Total	1960-00	1995-00
Delaware	46,538	11.3%	209,752	9.0%	231,406	9.2%	4.1%	2.0%
Chester	30,319	7.4%	226,546	9.7%	236,393	9.4%	5.3%	0.9%
Montgomery	99,026	24.1%	510,873	21.9%	515,510	20.5%	4.2%	0.2%
Bucks	44,882	10.9%	269,164	11.5%	299,766	11.9%	4.9%	2.2%
PA Total	220,765	53.7%	1,216,335	52.0%	1,283,075	51.0%	4.5%	1.1%
Mercer	69,020	16.8%	419,857	18.0%	454,699	18.1%	4.8%	1.6%
Burlington	59,864	14.6%	324,825	13.9%	351,657	14.0%	4.5%	1.6%
Camden	20,735	5.0%	150,920	6.5%	163,971	6.5%	5.3%	1.7%
Gloucester	40,493	9.9%	225,964	9.7%	261,446	10.4%	4.8%	3.0%
NJ Total	190,112	46.3%	1,121,566	48.0%	1,231,773	49.0%	4.8%	1.9%
Region Totals	410,877	100.0%	2,337,901	100.0%	2,514,849	100.0%	4.6%	1.5%

1960 counts expressed as Annual Average Weekday Traffic (AAWT)

² Compound annual average used in calculation.

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1960 - 2000 Highway Traffic Trends in the Delaware Valley Region

 Table 3.
 1960-1995-2000 Comparison of Traffic Crossing the DVRPC inner Cordon Line

 Annual Average Daily Traffic (AADT)

A review of the stations identifies I-95 (105,200 AADT), US 322 (25,250 AADT), and US 1 (22,300 AADT) as the facilities with the highest counts in 2000. These three facilities logged 66 percent of the total volume across the Delaware County inner cordon line. Every facility showed an increase since 1995 except for Naaman's Creek and Post Roads which in total lost 643 AADT, The 1995 and 2000 counts for the Inner Cordon Line of Delaware County are summarized in Table 3 and shown in their entirety in Appendix B.

2. Chester County

The Chester County Inner Cordon Line consists of 14 stations. Its share of total cordon line traffic decreased slightly from the 1995 count of 9.7 percent in 2000 to 9.4 percent. The compound annual average change since 1960 has been 5.3 percent, while the compound annual average change since 1995 has leveled off to 0.9 percent per which is relatively flat compared to the rest of the inner cordon. The daily traffic volume in 2000 was approximately 236,400 AADT, while in 1995 the total was 226,500, both volumes significantly up from 1960's count of about 30,300 AADT.

The major contributors to the Chester County total are: US 202 (62,000 AADT), I-76, PA Turnpike (41,600 AADT), and PA 29, Morehall Road (26,000 AADT, up from 19,700 in 1995). Their combined total is 55 percent of the 2000 total count. The US 202 traffic is down from almost 70,000 AADT, largely due to the widening project along the corridor prompting drivers to shift their patterns. The complete 1995 and 2000 records for this inner cordon are shown in Appendix B.

3. Montgomery County

With 35 stations, Montgomery County has more locations on the Inner Cordon Line than any other county in the region. The share of total daily traffic crossing the Montgomery County inner cordon has decreased from about 24 percent in 1960 to about 20 percent of the regional total in the 2000. The comparable 2000 traffic on this screen line was 515,500 AADT, this volume is up from the 1995 count of 510,900 and the 1960 count of 99,000. The compound annual average change from 1960 to 2000 is 4.2 percent while the compound annual average from 1995 to 2000 is 0.2 percent.

The most important routes crossing the Montgomery county portion of the Inner Cordon Line are US 422 (57,000 AADT), PA 309 (48,100 AADT), and I-476 (47,600 AADT). Their total of 152,700 AADT is 29 percent of the cordon volume. The listing of all 1995 and 2000 station counts for the Inner Cordon Line of Montgomery County appears in Appendix B.

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4. Bucks County

The Bucks County portion of the inner cordon intercepted traffic crossing at 25 locations. The total volume at these stations is 300,000 AADT or 11.9 percent of the total share for the entire inner cordon line. Bucks County has a compound annual average since 1960 of 4.9 percent, and a compound annual average since 1995 of 2.2 percent. The 1995-2000 interval for Montgomery County shows the highest compound annual average on the Pennsylvania inner cordon.

The most important facility on this segment of the inner cordon is the PA 332, Newtown-Yardley Road with a 2000 traffic count of about 42,400 vehicles a day. The second largest volume facilities are PA 132 and PA 611 which each have 2000 traffic counts of about 27,000 AADT. Together these three facilities account for a third of the traffic volume across the Bucks County inner cordon line. The largest percentage increase of the last five years is at Woodside Road with a relative growth of 278 percent, but an absolute growth of only 2022 vehicles. The greatest absolute growth occurred at PA 611, Easton Road with an daily increase of 4,454 vehicles. A detailed listing of the 1995 and 2000 Bucks County stations appears in Appendix B.

5 Mercer County

The Mercer County portion of the Inner Cordon Line, with 25 stations, reported the highest 2000 volume of all the New Jersey counties. The total traffic counted in 2000 of 454,700 AADT constitutes a 18.1 percent share of the region's total inner cordon volume. Since 1960 this cordon has had an compound annual average growth of 4.8 percent while the compound average since 1995 has been 1.6 percent annually.

The most traveled facilities crossing the inner cordon line in Mercer County are: I-295 (63,300 AADT), I-95 (58,300 AADT), US 1 (53,700 AADT), and I-195 (50,100 AADT). These four stations accounted for 49 percent of Mercer County's total AADT. While there have been sharp declines at facilities such as Old Trenton Road (7,900 AADT decline) and Princeton Pike (5,500 AADT decline), these are the exceptions and they have been more than offset by gains. A complete listing of all station counts for Mercer County is presented in Appendix B.

6. Burlington County

The 33 stations located in Burlington County in 2000 account for a 14 percent share of the total volume, about the same as in 1995 (13.9 percent). The volume counted along this cordon line in 2000 was 351,600 AADT, an increase from 1995's count of 324,800 AADT, and up from 1960's count of approximately 60,000. Traffic counted in 2000 has grown at a compound annual average rate of 4.5 percent per year since 1960 and 1.6 percent per year since 1995.

The most traveled routes along this inner cordon line are NJ Turnpike (108,800 AADT), NJ 70 (27,000 AADT), NJ 38 (22,500 AADT), and CR 620, East Main Street (13,000 AADT). These four facilities constitute almost half the total volume crossing the inner cordon in Burlington County. A review of all facility counts is in Appendix B and a summary account is in Table 3.

7. Camden County

Camden County includes ten stations on the Inner Cordon Line. The 2000 daily volume of 164,000 AADT constitutes the smallest total regional share with only 6.5 percent of the regional total. The 2000 count, however, is 9 percent higher than the count taken in 1995 (151,000 AADT) and almost 8 times the volume recorded in 1960 (20,700). The 2000 count has a compound annual average since 1960 of 5.3 percent, and a compound annual average since 1995 this change has been a 1.7 percent average annual increase. In spite of Camden County's relatively small regional share of traffic, it is at or near the top in in both the long term and the short term growth.

Approximately 60 percent of the 2000 traffic crossing this Inner Cordon Line is carried by four facilities: AC Expressway (59,000 AADT), US 30 (22,500 AADT), and NJ 73 (17,300 AADT). Generally speaking all but two of the facilities have shown growth. The two evidencing decline, NJ 73 and CR 720, have lost only about 2,400 AADT. A number of the facilities such as CR 704, 705, 706 have all shown strong absolute and relative increases. A list of the Camden County inner cordon line counts is shown in Appendix B and summarized in Table 3.

8. Gloucester County

The 23 stations that intercepted traffic crossing the Gloucester County Inner Cordon Line showed a total of 261,400 AADT in 2000, 226,000 in 1995, and 40,500 in 1960. Gloucester's total regional share increased from 9.7 percent in 1995 to 10.4 percent in 2000. The compound annual average change from 1960 to 2000 was 4.8 percent, while the short term 1995 to 2000 was a compound annual average increase of 3.0 percent.

Three facilities accounted for 49 percent of the traffic crossing the inner cordon in Gloucester County: I-295 (51,300 AADT), and the NJ Turnpike (42,900 AADT) and NJ 55 (34,600 AADT) with increases since 1995 of 27, 17 and 39 percent respectively. While 5 facilities had declining traffic volumes (Black Horse Pike, NJ 47, Silver Lake, Aura, and Crown Point Roads), none of these had decreases large enough to offset the gains. The complete station counts are listed in Appendix B and summarized in Table 3.

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Figure 5. 1960, 1995, 2000 Daily Traffic Volumes for the Inner Cordon line

Inner Cordon Screen Line Traffic Volume (AADT)

	1960	1995	2000			
PA Total	220,765	1,216,335	1,283,075			
NJ Total	190,112	1,121,566	1,231,773			
Region Total	410,877	2,337,901	2,514,849			
Compound Annual Percent Change						
	<u>PA</u>	<u>NJ</u>	Region			
1960-00	4.5%	4.8%	4.6%			
1995-00	1.1%	1.9%	1.5%			

C. Outer Cordon Line Counts

In Fiscal Year 1976 the DVRPC's study area was expanded from the 1960 PJTS original cordon line to the nine-county boundary. The entire nine-county region had become the new study area with a territory of approximately 3,817 square miles. Traffic counts were taken at stations along the nine-county boundary, and a new cordon line was designated as the Outer Cordon Line. In 1990 the cordon was pushed outward slightly to include three municipalities in Berks County defined by the US Census as part of the Pottstown urbanized area. Surveying efforts were conducted in 1975, 1985, 1990, 1995 and 2000. It is also worth noting that unlike the inner cordon line, the number and location of the counting stations has been altered considerably since 1975. Consequently, totals are in comparable numbers, with only consistent station counts used in this analysis.

In 2000 the outer cordon registered a 1,384,382 AADT compared to the 1995 total of 1,215,933 and 1975's total of 464,227. The comparable 2000 volume increased by 14 percent over the 1995 count and is three times the 1975 count. In 1995, New Jersey had 72 stations on the Outer Cordon Line, with 60 percent of the total volume, while Pennsylvania had 83 stations providing 40 percent of volume. A complete listing of these counts is in Appendix B, summarized in Table 4, and Figure 6 shows historic comparisons of traffic volumes for the Outer Cordon Lines between 1960, 1995, and 2000.

1. Delaware County

The Outer Cordon Line in Delaware County accounts for a 2000 total of 175,000 AADT, this is an increase from 1995's total of 166,700 AADT. The total regional share of traffic has declined to 12.6 percent in 2000 from 13.7 percent in 1995. The compound annual average change since 1975 has been 1.7 percent, while the compound average growth since 1995 is a rate of 1.0 percent annualy. This segment of the outer cordon is dominated by I-95. The largest 2000 volumes in Delaware County are carried by I-95 (105,200 AADT), and US 202 (34,900 AADT). A full 80 percent of the traffic is accounted for by these two roads. A full listing of the Delaware County stations is presented in Appendix B and summarized in Table 4.

2. Chester County

Chester County displayed the largest total volume of 2000 traffic for all Pennsylvania counties. Chester County's 2000 traffic volume of 204,500 AADT is 13 percent greater than the 1995 total of 181,200 AADT. Between 1995 and 2000, traffic increased at a compound annual average of 2.5 percent a year, a slight increase from the 25 year rate
		Percent		Percent		Percent	Annu	al Change ³
County	1975 ¹	of Total	1995	of Total	2000	of Total	1975-00	1995-00
Delaware	87,588	18.9%	166,747	13.7%	174,985	12.6%	1.7%	1.0%
Chester	80,757	17.4%	181,200	14.9%	204,516	14.8%	2.4%	2.5%
Montgomery ²	14,300	3.1%	88,762	7.3%	89,167	6.4%	4.7%	0.1%
Bucks	36,900	7.9%	127,940	10.5%	139,144	10.1%	5.5%	1.7%
PA Total	219,545	47.3%	564,649	46.4%	607,812	43.9%	2.6%	1.5%
Mercer	130,232	28.1%	367,720	30.2%	433,654	31.3%	3.1%	3.4%
Burlington	30,144	6.5%	52,756	4.3%	62,230	4.5%	1.8%	3.4%
Camden	20,351	4.4%	71,176	5.9%	73,401	5.3%	3.3%	0.6%
Gloucester	63,955	13.8%	159,632	13.1%	207,285	15.0%	3.0%	5.4%
NJ Total	244,682	52.7%	651,284	53.6%	776,570	56.1%	2.9%	3.6%
Region Totals	464,227	100.0%	1,215,933	100.0%	1,384,382	100.0%	2.8%	2.6%

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¹ 1975 counts expressed as Annual Average Weekday Traffic (AAWT). 2

Since 1990 this includes portion extended into Berks County.

Compound annual average used in calculation.

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Table 4. 1975-1995-2000 Comparison of Traffic Crossing the DVRPC Outer Cordon Line Annual Average Daily Traffic (AADT) of 2.4 percent compounded annually. While traffic is increasing across the outer cordon of Chester County, it is doing so at a lesser rate than the increase across the entire regional cordon.

The I-76 Pennsylvania Turnpike (39,100 AADT), US 30 (18,300 AADT), and PA 41 (15,300 AADT) are the most traveled facilities of the Chester County portion of the Outer Cordon Line. Together they represent a third of the traffic across the cordon. The participating stations are presented in Appendix B and summarized in Table 4.

3. Montgomery/Berks County

Since 1975 the compound annual average change across the Montgomery/Berks County Outer Cordon Line has been 4.7 percent. This has declined to nearly zero annual growth since 1995 with a compound annual average of about 0.1 percent. The share of total regional traffic has also declined from 7.3 percent of the total in 1995 to 6.4 percent of the total in 2000. The 2000 total count of 89,300 AADT is the same as the 1995 count as 88,800 AADT but 6.2 times the volume recorded in 1975 (14,300 AAWT). Six of the eleven stations experienced minor declines in AADT since 1995 (US 422, PA 562, PA 100, PA 29, Benjamin Franklin Highway, Kutztown Road). The major facilities of this cordon line are US 422 (25,500 AADT) and PA 100 (17,600 AADT). These two facilities account for almost half of the volume along this part of the outer cordon. The Montgomery/Berks County outer cordon stations are presented in their entirety in Appendix B and summarized in Table 4.

4. Bucks County

Traffic crossing the outer cordon in Bucks County was counted in 2000 at 139,100 AADT up from 1995's total of 127,900. The year 2000 total contributed 10.1 percent of the regional outer cordon share, a slight decline from 1995's regional share of total 10.5 percent. Since 1995, traffic increased by 1.7 percent a year while since 1975 there has been a 5.5 percent compound annual average change. The I-476 Northeast Extension of the Pennsylvania Turnpike (38,300 AADT) and PA 309 (32,500 AADT) comprise nearly half of the volume along this segment of the cordon line. The full station counts of this cordon line are presented in Appendix B and summarized in Table 4.

5. Mercer County

Mercer County exhibits the highest total county traffic total of the outer cordon in the region. It is important to recognize the role of the north New Jersey and New York

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areas in attracting travelers from the Delaware Valley region who cross this cordon line. The 2000AADT of 433,600 crossing the Mercer County cordon accounted for 31 percent of the regional total, while the 1995 AADT of 367,700 accounted for a regional share of 30 percent. The compound annual average since 1975 is 3.1 percent, and that rate has increased between 1995 and 2000 to 3.4 percent. Most of this traffic is accommodated on the New Jersey Turnpike (123,900 AADT), US 1 (74,600 AADT), I-195 (37,500 AADT), and US 130 (29,600 AADT). These three facilities constitute about 55 percent of the total volume. Only four facilities along this segment of cordon line have shown any weakening (CR 518, CR 535, CR 539, CR524), but the drop in numbers for these four is minor. A listing of all stations appear in Appendix B and is summarized in Table 4.

6. Burlington County

In 2000, Burlington County outer cordon total of 62,200 AADT is greater than the 1995 total of 52,700 AADT. Burlington County's share of the regional total in 2000 share was 4.5 percent an increase from 1995's share of 4.3 percent. The compound average annual change since 1975 is a 1.8 percent and the year rate since 1995 increased to 3.4 percent. The facilities with the largest volumes are the two pieces of the Garden State Parkway, which were not used in these comparisons as they were not counted in 1995. The most important facilities other than the Garden State Parkway are US 206 (12,100 AADT), and US 9 (10,300 AADT). These two counts make up about a third of the total used in this comparison. All the traffic counts of the Burlington County stations appear in Appendix B and are summarized in Table 4.

7. Camden County

This segment of the Outer Cordon Line had 71,200 AADT in 1995 and 73,400 AADT in 2000. Camden County's outer cordon share has declined from 1995's 5.9 percent to 2000's 5.3 percent. Growing at a compound annual average since 1975 of 3.3 percent, the compound annual average slowed between 1995 and 2000 to 0.6 percent. The volume is increasing but slower than the region as a whole. The majority of this cordon traffic is carried by the Atlantic City Expressway (49,200 AADT), which also exhibited a traffic growth of 6 percent since 1995 (49,000 AADT). Another significant facility crossing this cordon line is US 30, where a volume of about 12,300 AADT was recorded in 2000. Both of these facilities constitute over 80 percent of the traffic volume across the County's outer cordon. Casino business and the shore activities rely a great deal on the direct and fast connection provided by this expressway. A list of the Camden County stations is shown in Appendix B and summarized in Table 4.

8. Gloucester County

In 2000 Gloucester County registered a 207,300 AADT which is up from the 1995 total of 159,600 AADT and the 1975 total of 64,000 AADT. The 2000 share is 15 percent of Outer Cordon Line of the region which is up from 1995's share of 13.1 percent of the regional total. The compound annual average from 1975 to 2000 is about 3.0 percent, while the five year compound average has risen to 5.4 percent. This is the highest five year rate of change within the region. The New Jersey Turnpike (42,900 AADT), I-295 (49,700 AADT), and NJ 55 (35,100 AADT) account for 57 percent of all traffic leaving and entering Gloucester County in 2000. In fact Gloucester only had two facilities with losses in AADT since 1995 (US 40 and NJ 45), but these losses are small (about 1270 AADT). Complete counts are in Appendix B and summarized in Table 4.



Figure 6. 1960, 1995, 2000 Daily Traffic Volumes for the Outer Cordon Line

New Jersey and Pennsylvania Outer Cordon Traffic Volume (AADT)

	<u>1975</u>	<u>1995</u>	<u>2000</u>
PA Total	219,545	564,649	607,812
NJ Total	244,682	651,284	776,570
Region Total	464,227	1,215,933	1,384,382

Compound Annual Percent Change

	<u>PA</u>	<u>NJ</u>	<u>Region</u>
1975-00	2.6%	2.9%	2.8%
1995-00	1.5%	3.6%	2.6%

D. Turnpike Counts

Much of the through-traffic in the region is accommodated by the two toll facilities that serve the Delaware Valley: the Pennsylvania and New Jersey turnpikes. The respective commissions have supplied complete interchange to interchange counts, which are laid out in Appendix B and summarized graphically in Figure 7. A brief analysis of the findings follows.

Pennsylvania Turnpike

The traffic statistics for this facility were provided by the Pennsylvania Turnpike Commission and reflect Annual Average Daily Traffic (AADT) derived from total annual counts collected and processed by that agency. The trend in traffic volume on individual links is displayed in Figure 7. The range of five-year growth varied from a compound annual average low of 2.1 percent on the link between Valley Forge (Interchange 24) and Norristown (Interchange 25), to the high of 3.4 percent between the Mid-County Junction (Interchange 25A) and Fort Washington (Interchange 26).

The highest turnpike volume is found between the Mid-County Junction (Interchange 25A) and Fort Washington (Interchange 26) where over 105,600 AADT was registered in 2000. In 1995 the count at this location was 92,500 AADT, while in 1960 the count was 18,200 AADT. Overall, traffic on this section of the turnpike increased about 4.8 times since 1960 and over 14 percent between 1995 and 2000. Since 1990 when I-476, Mid-County Expressway opened, this segment of the Pennsylvania Turnpike has had the highest AADT year in and year out.

The other segments between Philadelphia (Interchange 28) and the Mid-County Junction (Interchange 25A) also have recorded growth. Each of these segment's growth is attributable to the completion of I-476 which has stimulated growth on the southern most section of the Northeast Extension. A schematic showing the traffic using the segment of the Pennsylvania Turnpike within the region and its trend since 1960 is presented in Figure 7 at the end of this section.

New Jersey Turnpike

The 2000 AADT's for the New Jersey Turnpike were obtained from the New Jersey Turnpike Authority. The traffic volumes for sections between the Delaware Memorial Bridge (Interchange 1) and Cranbury-Jamesburg (Interchange 8A) are detailed in Appendix B and displayed graphically in Figure 8. Travel on New Jersey turnpike segments has not increased as much as in Pennsylvania during the 1995-2000 period. The peak volumes in New Jersey, however, have been greater than in Pennsylvania.

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Three New Jersey interchange segments exceed 100,000 AADT, while only one Pennsylvania interchange segment exceeds 100,000 AADT.

The turnpike segment between Hightstown-Freehold (Interchange 8) and Cranbury-Jamesburg (Interchange 8A) exhibited the highest year 2000 volume. The count shows an 123,900 AADT on this section of the turnpike, up nearly 20,000 AADT from the count recorded in 1995. The interaction between northern New Jersey and New York is evident by the amount of traffic using the turnpike at interchanges 6 (Pennsylvania Turnpike) to 8A (Cranbury-Jamesburg). A schematic showing the traffic using the segment of the New Jersey Turnpike within the region and its trend since 1960 is presented in Figure 8 at the end of this section.





E. Regional Highway Traffic Trends

In order to provide an assessment of traffic trends at a regional scale, the screen line volumes were added to the inner and outer cordon line volumes and the Delaware River crossings. Table 5 summarizes these comparable totals by screen lines, inner cordon, outer cordon, and Delaware River Bridges for 1985, 1995, and 2000. Overall, the region's traffic, as surveyed at comparable stations through each 5 year interval increased from 5.7 million in 1985 to 7.3 million in 1995 to 8.0 million AADT in 2000. The regional compound annual average change has slowed from 2.2 percent since 1985 to 1.7 percent over the last five years.

A review of Table 5 indicates that traffic on the Pennsylvania side of the region has increased decreasingly, slowing from a compound annual average of 2.1 percent to 1.3 percent since 1985 and 1995 respectively. The New Jersey side had a higher compound annual average change which also slowed, but at a lesser rate than Pennsylvania. New Jersey had 2.6 percent compound annual average growth since 1985 slowed to about 2.5 percent from 1995 to 2000. Table 5 also shows that the compound annual average for the combined Pennsylvania screen lines increased slightly from 0.7 percent from 1985 to present, to 0.8 percent over the last five years. New Jersey screen line volumes are collectively lower than in year 2000 than in 1985, though they have been increasing since 1995's dip.

The Inner cordon for both Pennsylvania (3.1% to 1.1%) and New Jersey (4.6% to 1.9%) showed reductions in their rates of change for the last five years, perhaps signaling the shift of residences and employment from the traditional core of the region out to more suburban settings. The outer cordon lines in Pennsylvania have decreased from 3.7 percent to 1.5 percent while the outer cordon in New Jersey has maintained a 3.3 percent compound annual average increase. Turnpikes for both Pennsylvania and New Jersey have shown the strongest overall performance, with facilities either remaining constant (2.9% for Pennsylvania) or increasing (3.1% to 3.9% for New Jersey). Both compound annual average rates are greater than any other facility or the region collectively. The traffic intercepted crossing the Delaware River bridges slowed from 1.3 percent a year for 1985 to present to 0.5 percent for the last five years 1995 to 2000.

	Annual Ave	rage Daily [¬]	Iraffic (AAD	F	
Description	1985	1995	2000	Annua 1985-00	al Change ² 1995-00
PENNSYI VANIA					
All Screenlines	1,438.4	1,539.8	1,604.9	0.7%	0.8%
Inner Cordon	817.5	1,216.3	1,283.1	3.1%	1.1%
Outer Cordon	354.0	564.6	607.8	3.7%	1.5%
PA Total	2,609.9	3,320.7	3,495.8	2.0%	1.0%
Delaware River Bridges	436.6	513.9	527.8	1.3%	0.5%
NEW JERSEY					
All Screenlines	658.8	493.1	518.9	-1.6%	1.0%
Inner Cordon	626.6	1,121.6	1,231.8	4.6%	1.9%
Outer Cordon	474.3	661.0	776.6	3.3%	3.3%
NJ Total	1,759.7	2,275.7	2,527.3	2.4%	2.1%
Region Total	4,806.2	6,110.3	6,550.9	2.1%	1.4%

Table 5. 1960-1995-2000 Cordon and Screen Line Summary Comparison¹

¹ Only consistent station data is compared between time periods.

² Compound annual average used in calculation.

IV. HOURLY VARIATION AND PEAK HOUR VALUES

Hourly Variation

The hourly variation in distribution of daily traffic is important and useful information. This variation is an indication of the way a facility is used. The 2000 data is displayed graphically in Appendix A for each screen line and cordon line (Figures 9 through 24) with the 1995 hourly variations shown for comparison. Each data point represents the total bi-directional traffic crossing the screen line or cordon for the hour ending at the specified time. The D-4 screen line is not shown in this report since the D-4 Bucks/Montgomery County screen line was just added and no historic data is available for comparison. The F Extension of Crosswicks Creek is included, but no hourly data was made available by the New Jersey Turnpike Authority so about 90 percent of the total trips are absent. Table 6 summarizes the percent of total traffic carried over a specified facility during the A.M. and P.M. peak hours for both 2000 and 1995. These peaks are defined as between 7 A.M. and 8 A.M. in the morning and between 5 P.M. and 6 P.M. in the afternoon. While these are traditionally viewed as the peak commuting hours during the average work week, there are facilities where the peak volume hour may be different.

No major changes are evident in the general shape of the curves depicting the hourly distribution of traffic crossing the screen lines , although general increases occurred in 24-hour traffic from 1995 and 2000. A common factor in all graphs are the pronounced A.M. and P.M. peaks, corresponding with traffic flows going to and coming from work. There is also minimal traffic during the middle of the night and something of a "trough" during the middle of the day between the A.M. and P.M. peaks. This trough has shown some growth in a number of high volume facilities flattening this out somewhat in a number of cases. Typically, the morning peak falls between 7 A.M. and 8 A.M., although in some locations it falls during the following hour. The afternoon peak (5 P.M. and 6 P.M.) is higher and broader than the morning peak, largely due to the addition of non-work trips to the traffic mix during that time. Discussion of the variation observed at each of the screen lines and outer cordon stations follow.

Peak Hour Variations

In addition to travel information for an average weekday, peak hour traffic was also analyzed. Also referred to as a K-factor, the peak hour volume is expressed as a percent of the daily traffic. The results of the traffic data collected in 2000 showed an A.M. peak period range of 6.4 percent to 8.8 percent of the daily traffic volume compared to a 1995 A.M. range of 5.6 to 8.1 percent. The figures in the 2000 P.M. peak period ranged from 7.2 to 9.1 percent compared to a 1995 P.M. range of 6.9 to 8.5 percent.

	A.M. Pea	ak Hours	P.M. Pea	ak Hours
	1995	2000	1995	2000
Screenline				
D-1Ext	7.4%	7.4%	8.3%	8.1%
D-1	7.5%	7.0%	8.0%	7.7%
D-2	7.1%	6.9%	7.5%	7.3%
D-3	6.4%	6.4%	6.9%	7.2%
D-4	na	7.2%	na	8.4%
E Ext	6.5%	7.6%	8.3%	7.9%
E	6.5%	7.6%	8.2%	8.2%
F Ext ²	7.1%	7.4%	8.4%	9.1%
F	8.7%	8.8%	7.4%	8.4%
Pennsylvania Outer Cordon				
Delaware	6.7%	7.2%	7.7%	8.0%
Chester	6.5%	6.7%	7.7%	7.7%
Montgomery/Berks	7.4%	6.9%	8.1%	8.0%
Bucks	7.1%	7.7%	8.5%	8.3%
New Jersey Outer Cordon				
Mercer	8.1%	8.3%	8.4%	8.0%
Burlington	7.2%	7.0%	7.7%	8.1%
Camden	5.6%	6.5%	7.6%	7.7%
Gloucester	6.2%	6.7%	7.3%	7.3%

Table 6. 1995 and 2000 Percent of Total Traffic During the Peak Hours¹

1 A.M. peak hour 7-8 a.m., P.M. peak hour 5-6 p.m.

2 NJ Turnpike hourly counts not available for 1995 nor 2000

A. Screen Lines

D-1 (Upper Schuylkill)

This screen Line (Figure 9) shows the twin peaked characteristics typical of suburban highways used heavily for work commutes. The 7.4 percent growth from 1995 to 2000 is almost evenly distributed over the 24 hour time period. Larger increases have occurred, however, during the time period from 11 A.M. to about 6 P.M. While the percent of total traffic during the peak hour has declined (7.5% down to 7.0 percent in the A.M., and 7.9 percent to 7.7 percent in the P.M.) the gains are large but offset by even larger total increases.

D-1 Extension (Upper Schuylkill)

Figure 10 shows how closely the growth has occurred to the previous 24 hour marks. The peaks have remained at or close to the 1995 share of the whole traffic volume (7.4 and 8.1 percent of the total traffic volume), even with a small total expansion (approximately 2.7 percent). One noticeable change has been the spread of the P.M. peak to include the hours ending at 5:00 P.M. as well as 6:00 P.M.

D-2 (North Philadelphia)

Figure 11 is an urban screen line, showing little increase in the peak level since 1995. While the there has been total traffic growth of about 2.5 percent, this growth has occurred in the off peak mid-day "trough", with some spread in the post-P.M. peak. The mid-day 'trough is now a bit shallower indicating that the total growth is happening there while the P.M. peak has shrunk since 1995 from 7.8 to 7.6 percent of the total traffic volume.

D-3 (Lower Schuylkill)

Figure 12 has shown a distinct flattening of its peak with the mid-day volumes approaching the peak volumes. The hourly increase from 1995 to 2000 has occurred between the hours of 7 A.M. and 6 P.M. The afternoon peak has increased its share of the total traffic volume from 7.0 to 7.3 percent.

E (Pennsauken Creek)

Screen line E, as shown in Figure 13, has seen its total increase of about 7.4 percent over 1995. As shown, the hourly increases have kept pace with the totals. The exception to this is the sharp increase in percent share of the total in the morning peak, rising from 6.5 to 7.6 percent. Two points are also worth noting: the mid-day "trough" prior to lunch is quite pronounced in comparison to others where a rise leading to a flattening is occurring, and the hourly decrease in 2000 traffic between the night hours of 11 P.M. and 4 A.M.

E Extension (Pennsauken Creek)

The E Extension screen line had one of the greatest increases in total traffic, a 10.8 percent increase since 1995. It is no surprise in Figure 14, consequently, that an overall increase in visibly evident throughout the 24 hour day. The morning and afternoon peaks, however, have not increased their share of the total (7.3 and 7.9 percent in 2000) since the total increase was so great.

F (Crosswicks Creek)

Figure 15 reflects the characteristics of developing suburban areas, characteristics which include well defined peaks. This screen line is notable for having its morning peak exceed its afternoon peak. The percent share in both 1995 and 2000 is higher in the P.M.

F Extension (Crosswicks Creek)

There was no New Jersey Turnpike hourly data available, consequently about 90 percent of the total hourly trips are not included. This means that there is no scaling on the X axis and the numbers shown are rather small. Figure 16 reflects the characteristics of developing suburban areas, characteristics which include well defined peaks. This screen line has a notable "hump" prior to the afternoon peak. The percent share in both 1995 and 2000 is generally higher, though during the middle of the night 2000 volumes appear to fall below 1995 totals.

B. Outer Cordon

Delaware County

Delaware County (Figure 17) has experienced a 10 percent total increase in traffic volume since 1995. This increase has occurred during the peaks and throughout the mid-day. The percent share of the peak volume, in both the morning and afternoon has grown.

Chester County

Chester County (figure 18) has been experiencing moderate growth of 4.3 percent in its traffic volume since 1995. Its peak share of this growth has kept pace, growing slightly in the morning peak and remaining steady in the afternoon peak. The rise in the midday volumes has smoothed the decline between the peaks.

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Montgomery/Berks Counties

The traffic volumes along the Montgomery/Berks cordon line have changed marginally since 1995. Figure 19 shows how closely the 2000 and 1995 hourly distributions have clung to one another. The peak shares have declined somewhat 7.3 to 6.9 percent in the morning and 8.1 to 8.0 percent in the afternoon peaks. Growth is occurring in the evening hours, perhaps reflecting night life in the Pottstown urbanized area.

Bucks County

Traffic growth along this cordon line (see figure 20) has spread over the day, with a strengthening of the peaks, a broadening of the afternoon peak, with declines in traffic volume during the hours of 11 P.M. to 3 A.M. The spread of the afternoon peak is a trend to watch, suggesting growth in the commuting pattern across the cordon.

Mercer County

This segment of the cordon line has experienced one of the highest growths in traffic volumes since 1995 (17.9 percent). Figure 21 shows the notable increase in the peak periods of the morning and afternoon, with the morning showing an increase in the percent share (8.1 to 8.4 percent) since 1995. The minor mid-day peak, barely visible in 1995, has grown appreciably.

Burlington County

The Burlington County cordon (Figure 22) has experience an 18 percent growth in total traffic since 1995. The peaks have been enhanced, though their share of the total has decreased mildly in the A.M. and marginally increased in the P.M. The real growth in hourly traffic has occurred in the evenings and particularly in the leveling of the mid-day "trough". It is during the mid-day that volumes have clearly increased from a depression in the figure into a raised flat surface with the hint of a mid-day peak.

Camden County

This cordon segment (Figure 23) displays the most unique changes since 1995. While total growth has been a modest 3.1 percent, this growth has occurred with an unusual hourly distribution. 2000 volumes are less in the midnight to 4 A.M. than they were in 1995, also the morning peak is earlier, shifting back from 9 A.M. to 8 A.M. The afternoon peak has spread from a point to a "dome", and a pronounced mid-day peak has greatly reduced the trough typical the mid-day.

Gloucester County

This segment (Figure 24) shows the highest rate of growth of any outer cordon segment with both peak and mid-day traffic again almost doubling since 1995, where it had nearly doubled since 1990. While the mid-day "trough" has become somewhat more pronounced, this is a result of the peaks strengthening. There is also considerable growth in the evening hours where 1995's dip has become something of a rise.

APPENDIX A

Hourly Variations Figures	A-1 - A-10
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Figure 10. Hourly Traffic Variation for Screen Line D-1 (Upper Schuylkill Extension)



Figure 12. Hourly Traffic Variation for Screen Line D-3 (Lower Schuylkill)









Figure 16. Hourly Traffic Variation for Screen Line F Extension (Crosswicks Creek)





Figure 18. Hourly Traffic Variation for the Outer Cordon (Chester County)





Figure 20. Hourly Traffic Variation for the Outer Cordon (Bucks County)





Figure 22. Hourly Traffic Variation for the Outer Cordon (Burlington County)







APPENDIX B

Complete Screenline / Cordon Counts B-1 - B-15

PENNSYLVANIA SCREEN LINES, 92 STATIONS STATION LOCATION / DESCRIPTION

SCREEN LII	NE A-B-C (DELAWARE RIVER CROSSINGS)	1995 AADT	2000 AADT	95-00 CHANGE	COMPOUND ANNUAL
					PERCENT
		24 500	20.020	4 4 4 0 /	CHANGE
		31,592	36,036	14.1%	2.7%
	(CHESTER FERRY)	na 07.000	na 100.250	na 2 49/	na 0.7%
		97,090	100,350	3.4%	0.7%
	DEIN FRANKLIN (1-070, US 30) RETSV DOSS (NI 00)	90,242	96,734 36.066	2.0%	0.5%
		52 507	50,000	-2.9%	-0.0%
	RUDUNGTON RDISTOL (DA 412)	24 664	22,650	-3.4%	-0.7%
	$DA/NITTIPNPIKE (I_276)$	24,004	22,030	-0.2 /0	-1.7 %
	TRENTON EREEWAY (US 1)	48 508	48 543	0.1%	0.0%
	BRIDGE STREET (US BUS 1)	40,000	13 272	-1.0%	-0.2%
		20 343	21 776	7.0%	-0.2%
	SCUDDERS FALLS (I-95)	51 958	55 314	6.5%	1.4%
	(YARDI FY)	01,000 na	00,014 na	0.070 na	na
	WASHINGTON CROSSING	6 109	6 784	11.0%	2 1%
	TOTAL	513,903	527,804	na	2.170 na
		513,903	527.804	2.7%	0.5%
		010,000	•,•••	,0	0.070
SEGMENT I	D-1 EXTENSION (UPPER SCHUYLKILL RIVER)				
SL - 601	US 422 POTTSTOWN BYP	29 176	28 335	-2.9%	-0.6%
SL - 602	PA 100 BRIDGE	28 523	32 173	12.8%	2 4%
SL - 603	HANOVER ST BRIDGE	12,080	8.379	-30.6%	-7.1%
SL - 604	KEIM ST BRIDGE	13.257	9.532	-28.1%	-6.4%
SL - 605	US 422. POTTSTOWN BYP	39.849	44.311	11.2%	2.1%
SL - 606	LINFIELD RD BRIDGE	4.093	6.056	48.0%	8.1%
SL - 607	MAIN ST BRIDGE	14.669	-	na	na
SL - 608	PA 113, BLACK ROCK RD BRIDGE	5,198	5,595	7.6%	1.5%
SL - 609	PA 29, BRIDGE ST	17,385	17,802	2.4%	0.5%
SL - 610	PAWLINGS RD BRIDGE	7,153	8,799	23.0%	4.2%
	TOTAL	171,383	160,982	na	na
	COMPARABLE VOLUME	156,714	160,982	2.7%	0.5%
SEGMENT L	D-1 (UPPER SCHUYLKILL RIVER)				
SL - 611		76 515	00 745	18.6%	3 5%
SL - 612	US 202 DANNEHOWER BRIDGE	26 291	27 257	3.7%	0.7%
SL - 613	US 202, DEKALB ST BRIDGE	19 026	27,207	20.4%	3.8%
SL - 614	I-276 PA TPKE BRIDGE	49 528	54 689	10.4%	2.0%
SL - 615	I-476 MID - COUNTY EXPY BRIDGE	105 577	103 145	-2.3%	-0.5%
SL - 616	FAYETTE ST BRIDGE	32 373	38 344	18.4%	3.4%
SL - 617	GREEN LANE BELMONT AVE BRIDGE	25,737	26,197	1.8%	0.4%
SL - 618	US 1. CITY AVE BRIDGE	58,415	60,409	3.4%	0.7%
SL - 619	FALLS BRIDGE	9.255	12.086	30.6%	5.5%
SL - 620	US 1. ROOSEVELT EXPY BRIDGE	112.967	118.269	4.7%	0.9%
	TOTAL	515.684	554.053	na	na
	COMPARABLE VOLUME	515,684	554,053	7.4%	1.4%
		•			

SEGMENT D-2 (NORTH PHILADELPHIA)

SL - 623	SCOTTS LINE	1,147	1,430	24.6%	4.5%
SL - 624	HENRY AVE	15,695	16,278	3.7%	0.7%
SL - 625	US 13, HUNTING PARK AVE	13,709	14,214	3.7%	0.7%
SL - 626	FOX ST	10,521	10,421	-1.0%	-0.2%
SL - 627	22ND ST	9,549	9,778	2.4%	0.5%
SL - 628	21ST ST	2,480	2,525	1.8%	0.4%
SL - 629	20TH ST	1,580	1,664	5.3%	1.0%
SL - 630	19TH ST	1,986	1,012	-49.0%	-12.6%
SL - 631	17TH ST	8,458	9,113	7.7%	1.5%
SL - 632	161H ST	1,610	2,775	72.3%	11.5%
SL - 033		2,177	2,071	ZZ.1%	4.2%
SL - 635	PA 611 BROAD ST	50 183	53 308	-7.0%	-1.4 /0
SL - 636	PARK AVE	1 810	1 920	6.1%	1.2 %
SL - 637	13TH ST	1,118	1,444	29.1%	5.2%
SL - 638	GERMANTOWN AVE	11,738	14,425	22.9%	4.2%
SL - 639	11TH ST	862	927	7.5%	1.5%
SL - 640	GOODMAN ST	1,308	-	na	na
SL - 641	WESTMORELAND ST	3,058	2,759	-9.8%	-2.0%
SL - 642	9TH ST	2,260	2,178	-3.6%	-0.7%
SL - 643	SEDGELY AVE	6,834	7,079	3.6%	0.7%
SL - 644	6TH ST	10,525	7,639	-27.4%	-6.2%
SL - 645	5TH ST	7,762	11,795	52.0%	8.7%
SL - 646	2ND ST	12,078	15,255	26.3%	4.8%
SL - 647	FRONT ST	13,195	13,664	3.6%	0.7%
SL - 648	B ST	19,887	14,736	-25.9%	-5.8%
SL - 649	GST	6,490	4,033	-37.9%	-9.1%
SL - 650	IST	12,671	11,236	-11.3%	-2.4%
SL - 651	K SI	4,856	4,175	-14.0%	-3.0%
SL - 652		7,547	9,395	24.5%	4.5%
SL - 653		17,615	14,478	-17.8%	-3.8%
SL - 034		10,909	11,404	5.1% 5.5%	1.0%
SL - 656		24,936	20,330	3.3%	0.6%
SL - 657	RICHMOND ST	13 844	18 401	32.9%	5.9%
02 007	TOTAL	511.558	522,991	na	na
	COMPARABLE VOLUME	510.250	522.991	2.5%	0.5%
		,	- ,		
SEGMENT	D-3 (LOWER SCHUYLKILL RIVER)				
SL - 658	STRAWBERRY MANSION BRIDGE	13,188	13,196	0.1%	0.0%
SL - 659	US 13, GIRARD AVE BRIDGE	27,885	-	na	na
SL - 660	SPRING GARDEN ST BRIDGE	20,123	23,526	16.9%	3.2%
SL - 661	WEST RIVER DR BRIDGE	18,501	18,591	0.5%	0.1%
SL - 662	I-676, VINE ST EXPY BRIDGE	126,541	117,614	-7.1%	-1.5%
SL - 663	J F KENNEDY BLVD BRIDGE	13,880	13,618	-1.9%	-0.4%
SL - 664	MARKET ST BRIDGE	23,017	22,617	-1.7%	-0.4%
SL - 665		15,098	14,151	-6.3%	-1.3%
SL - 666		21,714	19,104	-12.0%	-2.5%
SL - 007		25,995	22,791	-12.3%	-2.0%
SL - 000		84,552 22,202	02,100 22,109	-2.9%	-0.6%
SL - 009	GRAVS FERRY AVE BRIDGE	55,295 22 721	52,130 27 /20	-0.0%	-0.170 2.00/
SL - 671	PASSYLINK AVE BRIDGE	22,134	21,420 20 288	-20.0%	5.0%
SL - 672	PA 291. PLATT BRIDGE	42,973	53,171	23.7%	4.4%
SL - 673	I-95. GIRARD POINT BRIDGE	114.680	116.199	1.3%	0.3%
02 010	TOTAL	644.109	606.590	na	0.070 na
	COMPARABLE VOLUME	616.224	606,590	-1.6%	-0.3%
			• -		

SEGMENT D-4 (BUCKS / MONTGOMERY LINE)

SL - 674	SLEEPY HOLLOW RD	-	1,191	na	na
SL - 675	GERYVILLE PIKE	-	3,269	na	na
SL - 676	PA 663	-	13,672	na	na
SL - 677	UPPER RIDGE RD	-	1,915	na	na
SL - 678	ALLENTOWN RD	-	4,710	na	na
SL - 679	PA 563 RIDGE RD	-	7,847	na	na
SL - 680	CAT HILL RD	-	2,297	na	na
SL - 681	CHURCH RD	-	11,338	na	na
SL - 682	PA 113, SOUDERTON RD	-	16,358	na	na
SL - 683	BETHLEHEM PIKE	-	16,965	na	na
SL - 684	FAIRHILL RD	-	1,065	na	na
SL - 685	PA 309	-	29,233	na	na
SL - 686	CHURCH RD	-	1,722	na	na
SL - 687	TOWNSHIP LINE RD	-	10,272	na	na
SL - 688	PA 202	-	17,604	na	na
SL - 689	UPPER STATE RD	-	10,336	na	na
SL - 690	PA 152	-	6,035	na	na
SL - 691	LOWER STATE RD	-	11,322	na	na
SL - 692	FOLLY RD	-	3,714	na	na
	TOTAL		170,864	na	na
	COMPARABLE VOLUME		na	na	na

NEW JERSE	EY SCREEN LINES, 39 STATIONS	1995 AADT	2000 AADT	95-00 CHANGE	
SEGMENT	E (PENNSAUKEN CREEK)				PERCENT
SI - 693	CR 543 RIVER RD	9 216	9 060	-1 7%	-0.3%
SL - 694	NATIONAL HWY	4 352	5 413	24.4%	4.5%
SL - 695	US 130. BURLINGTON PIKE	53.628	40.549	-24.4%	-5.4%
SL - 696	OLD HADDONFIELD RD	1.727	2.320	34.3%	6.1%
SL - 697	CR 644. HADDONFIELD RD	15.740	18,458	17.3%	3.2%
SL - 698	NJ 90	21.759	23.551	8.2%	1.6%
SL - 699	PARK AVE	5.582	4.034	-27.7%	-6.3%
SL - 700	CR 537. MAPLE AVE	10.649	12.092	13.6%	2.6%
SL - 701	COLES AVE	4,924	7,499	52.3%	8.8%
SL - 702	MILL RD	2.762	3.415	23.6%	4.3%
SL - 703	NJ 38, KAIGHN AVE	49,945	46,897	-6.1%	-1.3%
SL - 704	NJ 41 KINGS HWY	19,916	21,115	6.0%	1.2%
SL - 705	CR 616, CHURCH RD	18,548	22,956	23.8%	4.4%
SL - 706	I-295	78,703	99,030	25.8%	4.7%
SL - 707	NJ TPKE	42,989	51,615	20.1%	3.7%
SL - 708	CR 673, SPRINGDALE RD	17,131	15,634	-8.7%	-1.8%
SL - 709	CR 674, GREEN TREE RD	13,643	14,261	4.5%	0.9%
	TOTAL	371,214	397,899	na	na
	COMPARABLE VOLUME	371,214	397,899	7.2%	1.4%
SEGMENT	E EXTENSION (PENNSAUKEN CREEK)				
SL - 710	NJ 70, MARLTON PK	47,720	48,420	1.5%	0.3%
SL - 711	CROPWELL RD	11,864	12,225	3.0%	0.6%
SL - 712	BRICK RD	6,522	7,730	18.5%	3.5%
SL - 713	CR 544, EVESHAM RD	24,892	23,202	-6.8%	-1.4%
SL - 714	CR 671, KRESSON RD	5,450	11,238	106.2%	15.6%
SL - 715	NJ 73	36,932	41,810	13.2%	2.5%
SL - 716	TAUNTON AVE	1,686	2,533	50.2%	8.5%
SL - 717	CR 536 SPUR, HOPEWELL RD	4,047	8,112	100.5%	14.9%
SL - 718	COOPER RD	2,154	2,229	3.5%	0.7%
SL - 719	JACKSON RD	378	327	-13.5%	-2.9%
SL - 720	CR 534, JACKSON RD	4,198	4,555	8.5%	1.6%
SL - 721	BURNT HOUSE RD	778	-	na	na
SL - 722	US 206	7,593	7,559	-0.5%	-0.1%
	TOTAL	154,214	169,940	na	na
	COMPARABLE VOLUME	153,436	169,940	10.8%	2.1%
SEGMENT	F (CROSSWICKS CREEK)				
SL - 723	I-295	45,541	62,197	36.6%	6.4%
SL - 724	US 206	47,156	31,190	-33.9%	-7.9%
SL - 725	US 130	28,178	26,372	-6.4%	-1.3%
SL - 726	GROVEVILLE RD	1,060	1,300	22.6%	4.2%
	TOTAL	121,935	121,059	na	na
	COMPARABLE VOLUME	121,935	121,059	-0.7%	-0.1%
SEGMENT	FEXTENSION (CROSSWICKS CREEK)				
SL - 727	NJ TPKE	95,351	108,815	14.1%	2.7%
SL - 728	CR 660, CHURCH ST	4,041	4,236	4.8%	0.9%
SL - 729	IRON BRIDGE RD	169	299	77.2%	12.1%
SL - 730	EXTONVILLE RD	257	656	155.3%	20.6%
SL - 731	PROVINCE LINE RD	788	1,544	96.0%	14.4%
	TOTAL	100,606	115,550	na	na
	COMPARABLE VOLUME	100,606	115,550	14.9%	2.8%

PENNSYLV DELAWARI	ANIA INNER CORDON, 91 STATIONS E COUNTY	1995 AADT	2000 AADT	95-00 CHANGE	COMPOUND ANNUAL PERCENT
					CHANGE
IC - 275	PA 352, MIDDLETOWN RD	14,641	17,751	21.2%	3.9%
IC - 276	CREEK RD	1,280	2,175	69.9%	11.2%
IC - 277	GLEN MILLS RD	857	2,888	237.0%	27.5%
IC - 278	US 1, BALTIMORE PK	20,024	22,334	11.5%	2.2%
IC - 279	SMITH BRIDGE RD	2,877	4,526	57.3%	9.5%
IC - 280	CONCORD RD	5,466	6,142	12.4%	2.4%
IC - 281	US 322, CONCHESTER RD	23,133	25,253	9.2%	1.8%
IC - 282	GARNET MINE RD	1,614	2.034	26.0%	4.7%
IC - 283	BETHEL RD	1,052	1,533	45.7%	7.8%
IC - 284	KIRK RD	1.148	2.058	79.3%	12.4%
IC - 285	PA 491, NAAMANS CREEK RD	6,729	7,591	12.8%	2.4%
IC - 286	PA 261, FOULK RD	7.300	7.542	3.3%	0.7%
IC - 287	CARPENTER RD	5.210	7.544	44.8%	7.7%
IC - 288	I-95. DELAWARE EXPY	102.353	105.230	2.8%	0.6%
IC - 289	PA 491, NAAMANS CREEK RD	3.573	3.361	-5.9%	-1.2%
IC - 290	RIDGE RD	5,995	7,355	22.7%	4.2%
IC - 291	US 13 POST RD	6,520	6,089	-6.6%	-1.4%
10 201	ΤΟΤΑΙ	209,772	231,406	0.070 na	na
	COMPARABLE VOLUME	209,772	231,406	10.3%	2.0%
CHESTER (COUNTY				
IC - 261	YELLOW SPRINGS RD	1.610	2.531	57.2%	9.5%
IC - 262	I-76. PA TPKE	35,775	41.647	16.4%	3.1%
IC - 263	N VALLEY RD	5,145	7,353	42.9%	7.4%
IC - 264	SWEDESFORD RD	9,104	12,334	35.5%	6.3%
IC - 265	US 202	69,438	62,081	-10.6%	-2.2%
IC - 266	PA 29. MOREHALL RD	19,680	26.014	32.2%	5.7%
IC - 267	PA 401, CONESTOGA RD	10,835	10.821	-0.1%	0.0%
IC - 268	US 30 LINCOLN HWY	19,098	20 128	5.4%	1 1%
IC - 269	KING RD	8,342	9 283	11.3%	2.2%
IC - 270	PAOLIPK	14 121	13 146	-6.9%	-1 4%
IC - 271	BOOT RD	1 265	2 609	106.2%	15.6%
IC - 272	STRASBURG RD	2 180	2,000	68.5%	11.0%
IC - 273		2,100	18 9/6	-22.7%	-5.0%
IC - 273		5 /27	5 812	7 1%	-5.078
10 - 274		226 546	226 202	7.170	1.470
	COMPARABLE VOLUME	226,546	236,393	4.3%	0.9%
MONTGOM	ERY COUNTY				
IC - 226	COUNTY LINE RD	14,684	15,932	8.5%	1.6%
IC - 227	PA 463. HORSHAM RD	14,985	18,137	21.0%	3.9%
IC - 228	NORRISTOWN RD	15.058	14.287	-5.1%	-1.0%
IC - 229	PA 63. WELSH RD	18,145	18,142	0.0%	0.0%
IC - 230	PA 152. LIMEKILN PK	9,780	10,451	6.9%	1.3%
IC - 231	BUTI FR PK	10,425	9,717	-6.8%	-1.4%
IC - 232	TENNIS AVE	4.836	4,984	3.1%	0.6%
IC - 233	PA 309, FT WASHINGTON EXPY	45.034	48,109	6.8%	1.3%
IC - 234	BETHI EHEM PK	14 538	16,758	15.3%	2.9%
IC - 235	DAGER RD	4,411	5,396	22.3%	4.1%
IC - 236	PEN AMBI ER RD	2 368	2 473	22.0%	
IC - 237	MORRIS RD	£,000 6 224	9 007	ΔΔ 7%	7 7%
IC - 238	PA 73 SKIPPACK PK	2 <u>4</u> 200	16 146	-33 30/	_7 8%
IC - 230		15 270	13 //6	-00.0 %	-7.070
IC - 240		12 220	0 8/2	-76 20/0	-2.J/0 _5 Q0/
IC - 240		10,000	17 61 Q	6 Q0/2	-0.3/0
IC - 241		44,007	10 123	0.9% _0 1%	-2 0%
10 - 242		11.170	10.120	-3.4/0	-2.0/0

IC - 243	US 202, DEKALB PK	26,230	22,672	-13.6%	-2.9%
IC - 244	YOST RD	5,238	3,322	-36.6%	-8.7%
IC - 245	TOWNSHIP LINE RD	12,389	12,230	-1.3%	-0.3%
IC - 246	NORTH WALES RD	4,915	4,912	-0.1%	0.0%
IC - 247	GERMANTOWN PK	22,147	22,109	-0.2%	0.0%
IC - 248	WHITEHALL RD	10,791	10,916	1.2%	0.2%
IC - 249	BURNSIDE AVE	5,710	5,909	3.5%	0.7%
IC - 250	TROOPER RD	18,214	11,768	-35.4%	-8.4%
IC - 251	PA 363, PARK AVE	13,378	12,485	-6.7%	-1.4%
IC - 252	RIDGE PK	17,072	19,486	14.1%	2.7%
IC - 253	SUNNYSIDE AVE	2,350	3,140	33.6%	6.0%
IC - 254	PARK AVE	10,625	9,249	-12.9%	-2.7%
IC - 255	EGYPT RD	15,022	16,976	13.0%	2.5%
IC - 256	AUDUBON RD	7,090	9,418	32.8%	5.8%
IC - 257	US 422, POTTSTOWN EXPY	47,882	56,998	19.0%	3.5%
IC - 258	PA 23, VALLEY FORGE RD	13,188	14,105	7.0%	1.4%
IC - 259	GULPH RD	2,070	2,000	-3.4%	-0.7%
IC - 260	PA 252, VALLEY CREEK RD	7,502	7,215	-3.8%	-0.8%
	TOTAL	510,873	515,510	na	na
	COMPARABLE VOLUME	510,873	515,510	0.9%	0.2%
BUCKS CO	UNTY				
IC - 201	PA 32, RIVER RD	3,158	2,787	-11.8%	-2.5%
IC - 202	UPPER RIVER RD	8,282	9,821	18.6%	3.5%
IC - 203	DOLINGTON RD	4,218	4,692	11.2%	2.2%
IC - 204	WOODSIDE RD	728	2,750	277.8%	30.5%
IC - 205	QUARRY RD	2,591	2,921	12.7%	2.4%
IC - 206	PA 332, NEWTOWN - YARDLEY RD	37,590	42,362	12.7%	2.4%
IC - 207	WOODBOURNE RD	11,908	16,520	38.7%	6.8%
IC - 208	FULLING MILL RD	2,608	3,086	18.3%	3.4%
IC - 209	PA 413, NEWTOWN PK	19,854	19,822	-0.2%	0.0%
IC - 210	STONY FORD RD	1,505	3,422	127.4%	17.9%
IC - 211	PA 532, BUCK RD	11,691	12,521	7.1%	1.4%
IC - 212	OLD JORDAN RD	2,012	2,918	45.0%	7.7%
IC - 213	HOLLAND RD	10,116	11,934	18.0%	3.4%
IC - 214	BUSTLETON PK	10,861	9,908	-8.8%	-1.8%
IC - 215	PA 232, SECOND STREET PK	14,373	13,988	-2.7%	-0.5%
IC - 216	HAIBORO RD	8,140	7,901	-2.9%	-0.6%
IC - 217	BRISTOL RD	13,843	16,132	16.5%	3.1%
IC - 218	PA 332, JACKSONVILLE RD	11,555	12,587	8.9%	1.7%
IC - 219	MEARNS RD	10,058	10,051	-0.1%	0.0%
IC - 220	PA 263, YORK RD	25,275	23,947	-5.3%	-1.1%
IC - 221	PA 132, STREET RD	25,155	27,249	8.3%	1.6%
IC - 222		5,727	7,097	23.9%	4.4%
IC - 223		2,909	3,674	26.3%	4.8%
IC - 224		2,454	4,669	90.3%	13.7%
IC - 225	PA 611, EASTON RD	22,553	27,007	19.7%	3.7%
		269,164	299,766	na	na
	COMPARABLE VOLUME	2/1,159	301,766	11.3%	2.2%
NEW JERSEY INNER CORDON, 91 STATIONS		1995	2000	95-00	COMPOUND
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		AADT	AADT	CHANGE	ANNUAL
MERCER CO	DUNTY				PERCENT
					CHANGE
IC - 401	NJ 29, DANIEL BRAY HWY	11,740	11,762	0.2%	0.0%
IC - 402	CR 579, BEAR TAVERN RD	4,403	7,368	67.3%	10.8%
IC - 403	SCOTCH RD	7,918	9,732	22.9%	4.2%
IC - 404	REED RD	3,211	4,208	31.1%	5.6%
IC - 405	I-95, NJ TPKE	61,190	58,305	-4.7%	-1.0%
IC - 406	NJ 31, PENNINGTON RD	16,229	16,337	0.7%	0.1%
IC - 407	FEDERAL CITY RD	10,638	14,560	36.9%	6.5%
IC - 408	US 206, LAWRENCEVILLE RD	17,700	21,664	22.4%	4.1%
IC - 409	CR 583, PRINCETON PK	15,446	9,889	-36.0%	-8.5%
IC - 410	CR 546, FRANKLIN CORNER RD	12,081	12,366	2.4%	0.5%
IC - 411	US 1, BRUNSWICK PK	50,590	53,711	6.2%	1.2%
IC - 412	I-295	60,541	63,274	4.5%	0.9%
IC - 413	CR 608, LAWRENCE STATION RD	2,875	3,829	33.2%	5.9%
IC - 414	CR 533, QUAKER BRIDGE RD	25,229	26,197	3.8%	0.8%
IC - 415	CR 535, OLD TRENTON RD	22,778	14,871	-34.7%	-8.2%
IC - 416		1,971	1,547	-21.5%	-4.7%
IC - 417	HUTCHINSON RD	4,864	5,689	17.0%	3.2%
IC - 418	NJ 33, FREEHOLD RD	21,775	26,981	23.9%	4.4%
IC - 419	KUSER RD	680	1,761	158.9%	21.0%
IC - 420	I-195	34,432	50,138	45.6%	7.8%
IC - 421	US 130	23,713	26,922	13.5%	2.6%
IC - 422	EDGEBROOK RD	748	259	-65.3%	-19.1%
IC - 423	CR 524, YARDVILLE - ALLENTOWN RD	3,607	5,142	42.6%	7.3%
IC - 424	CROSSWICKS - HAMILTON SQUARE RD	2,798	2,937	5.0%	1.0%
IC - 425	CR 672, S BROAD ST	2,700	5,251	94.5%	14.2%
		419,857	454,699	na	na
	COMPARABLE VOLUME	419,857	454,699	8.3%	1.6%
BURLINGTO	ON COUNTY				
10 400		0.616	C 450	25.00/	E 60/
IC - 420	CR 520, BORDENTOWN - CHESTERFIELD RD	0,010	6,439	-23.0%	-0.0%
IC - 427		05 251	5,609	50.7%	0.0%
IC - 420		90,301	100,015	14.1% 50.2%	2.1%
IC - 429		0.020	1,070	15 10/	2.0%
IC - 430		9,020	10,365	10.1%	2.9%
IC 431		2 030	2 662	-3.0%	-0.7 /0
IC - 432		2,930	3,003	24.7%	4.5%
IC - 433		2 072	1,345	-20.7 /0	-0.0 %
IC - 434		5,075	3,324	12 70	2.4%
IC - 435		0,010	7,000	10.5%	2.4 /0
IC - 430		2,412	2,002	6.2%	1.0%
IC - 437		14,219	15,097	0.2%	1.2%
IC - 430	CR 631 DOWELL PD	10,005	11,404	0.3%	1.0%
IC - 439		4,010	4,025	-12.7 /0	-2.7 /0
IC - 440		5 960	6 109	-14.3%	-3.0 %
IC - 441	CR 612, EATRESTOWN RD	11 200	11 209	4.270	0.0%
IC - 442		2 022	2 054	0.1%	0.0%
IC - 443		2,023	2,004 2,270	1.0% 207 50/	0.3% 20 /0/
IC - 444		2 10/	2,210	201.2%	52.4% 5 10/
IC - 440	ARK PD	2,194	∠,040 3 720	29.0% 16 70/	0.4% 2.10/
IC - 440		0,107	0,120	0.1 /0 2 ∩0/	0.1/0 0.40/
IC - 447		3,213 6 062	3,031 7 026	2.0%	0.4%
IC - 440	CR 612 ELBOLA	2 640	1,200 3 010	১.৩% ∕\Ջ 10/	U.0% Q 20/
10 - 449		2,040 5 171	7 007	+0.170 16 10/	0.2 /0 7 00/
IC - 450		2,474 2 122	14 502	70.20/	1.3% 10/ 10/
10 - 401		0,100	14,080	19.5%	12.4/0

IC -434 CR 819, WILLOW BEND RD 7,288 7,012 3,5% -0,7% IC -435 CR 819, MARLTON PKWY 12,845 13,392 3,3% 0,8% IC -436 BRADDOCK MILL RD 3,303 4,113 24,5% 4,5% IC -437 SYCAMORE AVE 6,635 2,917 56,60% -15,2% IC -437 SYCAMORE AVE 6,635 2,917 76,60% -1,52% IC -437 SYCAMORE AVE 6,635 3,16,57 na na ComPARABLE VOLUME 324,825 351,657 na na IC -430 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC -460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC -463 CR 536, SHUR, TAUNTON RD 6,663 8,653 30,55% 1.2% <th>IC - 452 IC - 453</th> <th>NJ 70 CR 620 E MAIN ST</th> <th>27,325 12 647</th> <th>27,092 13 289</th> <th>-0.9% 5.1%</th> <th>-0.2% 1.0%</th>	IC - 452 IC - 453	NJ 70 CR 620 E MAIN ST	27,325 12 647	27,092 13 289	-0.9% 5.1%	-0.2% 1.0%
10.10 1.2.845 13.322 4.375 0.875 1C - 456 BRADDOCK MILL RD 3.303 4,113 24.5% 4.5% 1C - 456 BRADDOCK MILL RD 6.230 7,230 16.0% 3.0% 1C - 457 SYCAMORE AVE 6.635 2,917 -56.0% -15.2% 1C - 458 HOPEWELL RD 6.230 7,230 16.0% 3.0% 1C - 459 CR 534, JACKSON RD 12,629 13.374 5.9% 1.2% 1C - 460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% 1C - 460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% 1C - 462 CR 561, TANSBORO RD 3,643 4,699 29.0% 5.2% 1C - 464 CR 700, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9.5% 1C - 465 CR 704, CHEWS LANDING - BLACKWOOD RD 5,873 9,225 57.6% 9.5% 1C - 464 CR 705, SICKLERVILLE RD 11,245 14,308 27.2%	IC - 454		7 268	7 012	-3.5%	-0.7%
IC -430 BRADDOCK MILL RD 13,303 4,113 24,5% 4,5% IC -437 SYCAMORE AVE 6,633 2,917 7,66,0% -16,2% IC -437 SYCAMORE AVE 6,633 2,917 7,66,0% -16,2% IC -437 SYCAMORE AVE 6,633 2,917 7,66,0% -16,2% IC -437 SYCAMORE AVE 6,633 324,825 351,657 na na IC -439 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC -460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC -461 NJ 73 TANSBORO RD 3,643 4,699 29,0% 5.2% IC -463 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 5,76% 9,5% IC -464 CR 705, SICKLERVILLE RD 11,245 14,308 27,2% 4,9% IC -465 CR 705, SICKLERVILLE RD 11,245 14,308 27,2% 4,9% IC -466 CR 705, SICKLERVILLE RD 11,245	IC - 454	CR 619, WILLOW BEIND KD	12.845	13 302	-3.378	-0.7 %
IC -430 DRADUOLA MILL RD 3,003 4,113 24,3% 4,3% IC -453 HOPEWELL RD 6,230 7,230 16,0% 3,0% IC -458 HOPEWELL RD 6,230 7,230 16,0% 3,0% IC -458 HOPEWELL RD 324,825 351,657 na na COMPARABLE VOLUME 324,825 351,657 na na Comparable VOLUME 324,825 351,657 na na Comparable VOLUME 324,825 351,657 na na Comparable VOLUME 324,825 351,657 na na Comparable VOLUME 19,697 17,343 12,0% -2.5% IC -461 CR 561, TANBORO RD 3,643 4,699 29,0% 5.2% IC -462 CR 561, TANBORO RD 8,019 7,734 -2.9% -0.6% IC -466 CR 706, CHEWS LANDING - BLACKWOOD RD 5,675 55,9% 9.3% IC -467 CR 705, SICKLERVILLE RD 11,245	10 - 455		12,045	13,392	4.3 /0	0.0%
IC -430 S1CAMORE AVE 0,035 2,917 -30.0% -10.2% IC -430 NOPEWELLRD 6,230 7,230 16.0% 3.0% TOTAL 324,825 351,657 na na COMPARABLE VOLUME 324,825 351,657 na na IC -459 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC -460 US 30, WHTE HORSE PK 21,934 22,461 2.4% 0.5% IC -461 NJ 73 19,697 17,343 -12.0% -2.5% IC -462 CR 536 SPUR, TAUNTON RD 6,653 8,563 30.5% 5.5% IC -464 CR 706, CHEWS LANDING - BLACKWOOD RD 5,673 9,255 57.6% 9.5% IC -466 CR 706, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC -468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% 1.7% GOUCESTER COUNTY IC -469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% 1.5% IC -470 CR 655, TICEAHOHED 7,284 7,988	IC - 456		3,303	4,113	24.5%	4.5%
IC - 430 HOPEWELL RD 6,230 7,230 16,0% 3,0% COMPARABLE VOLUME 324,825 351,657 na na COMPARABLE VOLUME 324,825 351,657 na na CAMDEN COUNTY IC - 459 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC - 460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC - 461 N 73 DE ST 19,697 17,343 -120% -2.5% IC - 462 CR 561, TANSBORO RD 3,643 4,699 29,0% 5.2% IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9.5% IC - 465 CR 704, CHEWS LANDING - MULLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC - 467 CR 705, SICKLERVILLE RD 11,245 14,308 2.7% 4.0% 1.7% GL - 467 CR 705, SICKLERVILLE RD 7,284 7,328 8.8% 1.7% IC - 470 CR 655, TICKAHOE RE 7,284	IC - 457		6,635	2,917	-56.0%	-15.2%
TOTAL 324,825 351,657 na na na CAMDEN COUNTY 324,825 351,657 8.3% 1.6% CAMDEN COUNTY IC - 459 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC - 450 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC - 461 N 73 19,697 17,343 12,0% -2.5% IC - 462 CR 536 SPUR, TAUNTON RD 6,663 36,633 30.5% 5.5% IC - 463 CR 561, TANSBORO RD 3,643 4,699 2.9.5% -0.6% IC - 466 CR 706, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 5.9% 9.3% IC - 466 CR 705, SICKLERVILLE RD 150,920 163,971 na na C-467 CA (CROSS KEYS - WILLIAMSTOWN RD 7,298 8.98% 1.7% GLOUCESTER COUNTY IC - 469 N 142, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 655, TICKAHOE RD 7.284 7.998<	IC - 458		6,230	7,230	16.0%	3.0%
COMPARABLE VOLUME 324,825 351,657 8.3% 1.6% CAMDEN COUNTY IC - 459 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC - 460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC - 461 N 73 19,697 17,343 -1.20% -2.5% IC - 462 CR 561, TANBSORO RD 3,643 4,699 29,0% 5.2% IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9.5% IC - 466 CR 706, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC - 467 CR 706, SICKLERVILLE RD 11,245 14,308 27.2% 4.9% IC - 467 CR 706, SICKLERVILLE RD 150,920 163,971 na na COMPARABLE VOLUME 150,920 163,971 na na C - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,928 8,986 12.4% 2.4% IC - 471 CR 655, FRIES MILL RD 7,224 7		TOTAL	324,825	351,657	na	na
CAMDEN COUNTY IC - 459 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC - 460 US 30, WHITE HORSE PK 21,934 22,461 2,4% 0.5% IC - 460 US 30, WHITE HORSE PK 21,934 22,461 2,4% 0.5% IC - 462 CR 536 SPUR, TAUNTON RD 6,563 8,563 30.5% 5.5% IC - 463 CR 720, BERLIN - NEW FREEDOM RD 8,019 7,787 -2.9% -0.6% IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9,5% IC - 466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 5.9% 9.3% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 655, TUCKAHOE RD 7,294 7,928 8.8% 1.7% IC - 475		COMPARABLE VOLUME	324,825	351,657	8.3%	1.6%
IC - 459 CR 534, JACKSON RD 12,629 13,374 5.9% 1.2% IC - 460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC - 462 CR 536 SPUR, TAUNTON RD 6.563 8.663 30.5% 5.5% IC - 462 CR 720, BERLIN - NEW FREEDOM RD 3.643 4.699 29.0% 5.2% IC - 465 CR 706, CHEWS LANDING - WILLIAMSTOWN RD 4.642 7.239 55.9% 9.5% IC - 466 CR 705, SICKLERVILLE RD 11.245 14,308 27.2% 4.9% IC - 468 ATLANTIC CITY EXPY 56.675 56.942 4.0% 0.8% IC - 468 ATLANTIC CITY EXPY 56.675 56.942 4.0% 0.8% IC - 469 NJ 42, BLACK HORSE PK 25.977 24.061 7.4% 1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7.998 8.986 12.4% 2.4% IC - 471 CR 555, TUCKAHOE RD 7.928 8.8% 1.7% 1.6% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9.396 9.466 0.7% 0.1% IC -	CAMDEN C	ΟυΝΤΥ				
IC -460 US 30, WHITE HORSE PK 21,934 22,461 2.4% 0.5% IC -461 NJ 73 19,697 17,343 -12.0% -2.5% IC -462 CR 536 SPUR, TAUNTON RD 6,563 8,563 30.5% 5.5% IC -463 CR 720, BERLIN - NEW FREEDOM RD 8,019 7,787 -2.9% -0.6% IC -465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9.5% IC -466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC -466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 14,642 14,308 27.2% 4.9% IC -466 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% TOTAL TOTAL 150,920 163,971 na na C -469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% 1.5% IC -470 CR 654, CROS KEYS - WILLIAMSTOWN RD 7,928 8.8% 1.7% IC -471 CR 655, TOKCAHOE RD 7,284 7,928 8.8% 1.7% IC -472 US 322, GLASSBORO - WILL	IC - 459	CR 534, JACKSON RD	12,629	13,374	5.9%	1.2%
IC -461 NJ 73 19,697 17,343 -12.0% -2.5% IC -462 CR 536 SPUR, TAUNTON RD 6,563 8,563 30.5% 5.5% IC -463 CR 561, TANSBORO RD 3,643 4,699 29.0% 5.2% IC -464 CR 720, BERLIN - NEW FREEDOM RD 8,019 7,787 -2.9% -0.6% IC -466 CR 704, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9,5% IC -466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9,3% IC -467 CR 705, SICKLERVILLE RD 11,245 14,308 27.2% 4.9% IC -467 CR 704, CHEWS LANDING - BLACKWOOD RD 150,920 163,971 na na IC -467 CR 647 CNSK SKEYS - WILLIAMSTOWN RD 7,928 8,986 1.7% GLOUCESTER COUNTY IC -470 CR 645, CROSS KEYS - WILLIAMSTOWN RD 7,928 8,986 1.4% 1.7% IC -471 CR 655, FRIES MILL RD 7,928 8,986 1.4% 1.7% IC -472 US 35,7WCAHOR RD 4,629 5,055 9,2% 1.8%	IC - 460	US 30, WHITE HORSE PK	21,934	22,461	2.4%	0.5%
IC - 462 CR 536 SPUR, TAUNTON RD 6,563 8,563 30.5% 5.5% IC - 463 CR 561, TANSBOR ORD 3,643 4,699 29.0% 5.2% IC - 464 CR 720, BERLIN - NEW FREEDOM RD 8,019 7,787 -2.9% -0.6% IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9,5% IC - 466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9,3% IC - 466 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% IC - 469 N J 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 469 N J 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 471 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 7,928 8.8% 1.7% 1.6% 1.7% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 9,319 9.022 -3.1%	IC - 461	NJ 73	19,697	17,343	-12.0%	-2.5%
IC - 463 CR 561, TANSBORO RD 3,643 4,699 29.0% 5.2% IC - 464 CR 720, BERLIN - NEW FREEDOM RD 8,019 7,787 -2.9% -0.6% IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9,5% IC - 466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9,3% IC - 466 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% TOTAL 150,920 163,971 na na na COMPARABLE VOLUME 150,920 163,971 na na na CH 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% GLOUCESTER COUNTY IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 1.7% IC - 471 CR 555, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% 0.6%	IC - 462	CR 536 SPUR, TAUNTON RD	6,563	8,563	30.5%	5.5%
IC - 464 CR 720, BERLIN - NEW FREEDOM RD 8,019 7,787 -2.9% -0.6% IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9.5% IC - 465 CR 706, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC - 467 CR 705, SICKLERVILLE RD 11,245 14,308 27.2% 4.9% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% TOTAL 150,920 163,971 na na na COMPARABLE VOLUME 150,920 163,971 8.6% 1.7% GLOUCESTER COUNTY IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 US 322, GLASSBORO O WILLIAMSTOWN RD 9,396 9.466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7%	IC - 463	CR 561, TANSBORO RD	3,643	4,699	29.0%	5.2%
IC - 465 CR 706, CHEWS LANDING - BLACKWOOD RD 5,873 9,255 57.6% 9.5% IC - 466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC - 466 CR 705, SICKLERVILLE RD 11,245 14,308 27.2% 4.9% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% TOTAL 150,920 163,971 na na na COMPARABLE VOLUME 150,920 163,971 8.6% 1.7% GLOUCESTER COUNTY IC - 469 N J 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8.986 1.2% 0.1% IC - 471 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 474 CR 650, FRIES MILL RD 3,315 3,228 -2.6% -0.5%	IC - 464	CR 720, BERLIN - NEW FREEDOM RD	8,019	7,787	-2.9%	-0.6%
IC - 466 CR 704, CHEWS LANDING - WILLIAMSTOWN RD 4,642 7,239 55.9% 9.3% IC - 467 CR 705, SICKLERVILLE RD 11,245 14,308 27.2% 4.9% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% TOTAL 150,920 163,971 na na na COMPARABLE VOLUME 150,920 163,971 na na IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% GLOUCESTER COUNTY CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 655, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 N 47 9,311 9,022 -3.1% -0.6% IC - 476 R 635, FRIES MILL RD <td< td=""><td>IC - 465</td><td>CR 706, CHEWS LANDING - BLACKWOOD RD</td><td>5,873</td><td>9,255</td><td>57.6%</td><td>9.5%</td></td<>	IC - 465	CR 706, CHEWS LANDING - BLACKWOOD RD	5,873	9,255	57.6%	9.5%
IC - 467 CR 705, SICKLERVILLE RD 11,245 14,308 27,2% 4,9% IC - 468 ATLANTIC CITY EXPY 56,675 58,942 4.0% 0.8% TOTAL TOTAL 150,920 163,971 na na COMPARABLE VOLUME 150,920 163,971 na na IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 655, TUCKAHOE RD 7.284 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 ROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 477 CR 608, SILVER LAKE RD 1,292 1,231 4.7%<	IC - 466	CR 704, CHEWS LANDING - WILLIAMSTOWN RD	4.642	7.239	55.9%	9.3%
IC - 468 ATLANTIC CITY EXPY TOTAL 56,675 58,942 4.0% 0.8% TOTAL 150,920 163,971 na na COMPARABLE VOLUME 150,920 163,971 na na GLOUCESTER COUNTY 56,675 58,942 4.0% 0.8% IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 655, TUCKAHOE RD 7.244 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO N WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 3.1% -0.6% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 657, RICHMOND - AURA RD 1,292 1,231 -4.7% <t< td=""><td>IC - 467</td><td>CR 705. SICKLERVILLE RD</td><td>11.245</td><td>14.308</td><td>27.2%</td><td>4.9%</td></t<>	IC - 467	CR 705. SICKLERVILLE RD	11.245	14.308	27.2%	4.9%
TOTAL TotAL <tht>TotAL TotAL <t< td=""><td>IC - 468</td><td>ATLANTIC CITY EXPY</td><td>56 675</td><td>58 942</td><td>4.0%</td><td>0.8%</td></t<></tht>	IC - 468	ATLANTIC CITY EXPY	56 675	58 942	4.0%	0.8%
COMPARABLE VOLUME 150,920 163,971 8.6% 1.7% GLOUCESTER COUNTY IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 555, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9.466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 474 CR 665, RICH KRD 3,311 9,022 -3.1% -0.6% IC - 477 CR 608, SILVER LAKE RD 3,315 3.228 -2.6% -0.5% IC - 477 N J 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 67, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO		τοται	150,920	163,971	na	na
GLOUCESTER COUNTY IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 555, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 471 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 1,626 6,210 34.2% 6.1% IC - 478 CR 653, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 480 CR 667, RICHMOND - AURA RD 1,908 2,305 20.8% 3.9% IC - 481 CR 618, RICHWOOD - HARRISONVILLE RD 3,330 4,278 26.5% </td <td></td> <td>COMPARABLE VOLUME</td> <td>150,920</td> <td>163,971</td> <td>8.6%</td> <td>1.7%</td>		COMPARABLE VOLUME	150,920	163,971	8.6%	1.7%
IC - 469 NJ 42, BLACK HORSE PK 25,977 24,061 -7.4% -1.5% IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,998 8,986 12.4% 2.4% IC - 471 CR 555, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 607, RICHMOND - AURA RD <td< td=""><td>GLOUCEST</td><td>ER COUNTY</td><td></td><td></td><td></td><td></td></td<>	GLOUCEST	ER COUNTY				
IC - 470 CR 654, CROSS KEYS - WILLIAMSTOWN RD 7,988 8,986 12.4% 2.4% IC - 471 CR 555, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 471 CR 555, TUCKAHOE RD 9,396 9,466 0.7% 0.1% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 653, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 478 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 480 CR 607, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD <td>IC - 469</td> <td>NJ 42, BLACK HORSE PK</td> <td>25,977</td> <td>24,061</td> <td>-7.4%</td> <td>-1.5%</td>	IC - 469	NJ 42, BLACK HORSE PK	25,977	24,061	-7.4%	-1.5%
IC - 471 CR 555, TUCKAHOE RD 7,284 7,928 8.8% 1.7% IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 R 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 478 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 480 CR 667, RICHMOND - AURA RD 1,908 2,305 20.8% 3.9% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,058 1,417 33.9% 6.0% IC - 482 CR 609, ELMER - BARNESBORO RD	IC - 470	CR 654, CROSS KEYS - WILLIAMSTOWN RD	7,998	8,986	12.4%	2.4%
IC - 472 US 322, GLASSBORO - WILLIAMSTOWN RD 9,396 9,466 0.7% 0.1% IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 475 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,058 1,417 33.9% 6.0% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 N	IC - 471	CR 555, TUCKAHOE RD	7,284	7,928	8.8%	1.7%
IC - 473 CR 610, CLAYTON - WILLIAMSTOWN RD 4,629 5,055 9.2% 1.8% IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 618 RICHWOOD - HARRISONVILLE RD	IC - 472	US 322, GLASSBORO - WILLIAMSTOWN RD	9,396	9,466	0.7%	0.1%
IC - 474 CR 655, FRIES MILL RD 4,074 5,137 26.1% 4.7% IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829<	IC - 473	CR 610, CLAYTON - WILLIAMSTOWN RD	4,629	5,055	9.2%	1.8%
IC - 475 NJ 47 9,311 9,022 -3.1% -0.6% IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 486 NJ TPKE 36,829 <	IC - 474	CR 655, FRIES MILL RD	4,074	5,137	26.1%	4.7%
IC - 476 BROAD ST 790 972 23.0% 4.2% IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42.912 16.5% 3.1% IC - 486 NJ TPKE 36,829 42.912 16.5% 3.1% IC - 487 CR 653, PAULSBORO - SWEDESBORO RD	IC - 475	NJ 47	9,311	9,022	-3.1%	-0.6%
IC - 477 CR 608, SILVER LAKE RD 3,315 3,228 -2.6% -0.5% IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 485 NJ 7PKE 36,829 42,912 16.5% 3.1% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 480 I-295	IC - 476	BROAD ST	790	972	23.0%	4.2%
IC - 478 CR 553, CENTERTON - GLASSBORO RD 4,626 6,210 34.2% 6.1% IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 490 I-295	IC - 477	CR 608, SILVER LAKE RD	3,315	3,228	-2.6%	-0.5%
IC - 479 NJ 55 FRWY 24,861 34,574 39.1% 6.8% IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD	IC - 478	CR 553, CENTERTON - GLASSBORO RD	4,626	6,210	34.2%	6.1%
IC - 480 CR 667, RICHMOND - AURA RD 1,292 1,231 -4.7% -1.0% IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD <td< td=""><td>IC - 479</td><td>NJ 55 FRWY</td><td>24,861</td><td>34,574</td><td>39.1%</td><td>6.8%</td></td<>	IC - 479	NJ 55 FRWY	24,861	34,574	39.1%	6.8%
IC - 481 CR 619, WOODSTOWN - GLASSBORO RD 1,908 2,305 20.8% 3.9% IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na na COMPARABLE VOLUME 225,964 261,446 <	IC - 480	CR 667, RICHMOND - AURA RD	1,292	1,231	-4.7%	-1.0%
IC - 482 CR 609, ELMER - BARNESBORO RD 1,058 1,417 33.9% 6.0% IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 481	CR 619, WOODSTOWN - GLASSBORO RD	1,908	2,305	20.8%	3.9%
IC - 483 CR 641, ELLIS MILL RD 2,175 2,623 20.6% 3.8% IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 482	CR 609, ELMER - BARNESBORO RD	1,058	1,417	33.9%	6.0%
IC - 484 CR 618 RICHWOOD - HARRISONVILLE RD 3,330 4,278 28.5% 5.1% IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 485 NJ 7PKE 36,829 42,912 16.5% 3.1% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 483	CR 641, ELLIS MILL RD	2,175	2,623	20.6%	3.8%
IC - 485 NJ 45, MAIN ST 13,437 16,767 24.8% 4.5% IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 484	CR 618 RICHWOOD - HARRISONVILLE RD	3,330	4,278	28.5%	5.1%
IC - 486 NJ TPKE 36,829 42,912 16.5% 3.1% IC - 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 485	NJ 45. MAIN ST	13,437	16,767	24.8%	4.5%
IC 487 CR 551, KINGS HWY 6,591 6,967 5.7% 1.1% IC 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 486	NJ TPKF	36,829	42,912	16.5%	3.1%
IC - 488 CR 653, PAULSBORO - SWEDESBORO RD 5,816 6,644 14.2% 2.7% IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 487	CR 551, KINGS HWY	6,591	6.967	5.7%	1.1%
IC - 489 CR 671, LOCKE AVE 1,096 1,411 28.7% 5.2% IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 488	CR 653 PAULSBORO - SWEDESBORO RD	5,816	6 644	14.2%	2.7%
IC - 490 I-295 40,358 51,275 27.1% 4.9% IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 489	CR 671 LOCKE AVE	1 096	1 411	28.7%	5.2%
IC - 491 US 130, CROWN POINT RD 9,813 8,977 -8.5% -1.8% TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 490	L205	40 358	51 275	27.1%	Δ.2.70 Δ.0%
TOTAL 225,964 261,446 na na COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%	IC - 491	US 130. CROWN POINT RD	9.813	8,977	-8.5%	-1.8%
COMPARABLE VOLUME 225,964 261,446 15.7% 3.0%		TOTAL	225,964	261,446	0.070 na	na
		COMPARABLE VOLUME	225,964	261,446	15.7%	3.0%

PENNSYLV	ANIA OUTER CORDON, 83 STATIONS E COUNTY	1995 AADT	2000 AADT	95-00 CHANGE	COMPOUND ANNUAL PERCENT
					CHANGE
OC - 1	US 13, POST RD	6,520	6,089	-6.6%	-1.4%
OC - 2	RIDGE RD	5,995	7,815	30.4%	5.4%
OC - 3	PA 491, NAAMANS CREEK RD	3,573	3,361	-5.9%	-1.2%
OC - 4	I-95, DELAWARE EXPY	102,353	105,230	2.8%	0.6%
OC - 5	CARPENTER RD	5,424	7,544	39.1%	6.8%
OC - 6	ZEBLEY RD	-	4,849	na	na
OC - 7	PA 261, FOULK RD	8,176	7,181	-12.2%	-2.6%
OC - 8	EBRIGHT RD	-	3,378	na	na
OC - 9	US 202, WILMINGTON - W CHESTER PIKE	32,532	34,945	7.4%	1.4%
OC - 10	BEAVER VALLEY RD	681	602	-11.5%	-2.4%
OC - 11	SMITH BRIDGE RD	947	1,556	64.3%	10.4%
OC - 12	RIDGE RD	546	661	21.0%	3.9%
		166,747	183,213	na	na
	COMPARABLE VOLUME	166,747	174,986	4.9%	1.0%
CHESTER (COUNTY				
OC - 13	PA 100, CHADDS FORD RD	2,026	2,103	3.8%	0.8%
OC - 14	PA 52, KENNETT PK	10,665	12,242	14.8%	2.8%
OC - 15	CENTER MILL RD	-	346	na	na
OC - 16	OLD KENNETT RD	1,961	2,180	11.2%	2.1%
OC - 17	PA 82, CREEK RD	766	974	27.2%	4.9%
OC - 18	EWART RD	-	2,128	na	na
OC - 19	PA 41, GAP - NEWPORT RD	11,637	13,454	15.6%	2.9%
OC - 20	LIMESTONE RD	11,819	11,544	-2.3%	-0.5%
OC - 21	NEWARK RD	-	4,911	na	na
OC - 22	YEATMANS STATION RD	-	1,175	na	na
OC - 23	PA 896, NEW LONDON RD	6,466	6,963	7.7%	1.5%
OC - 24	ELKTON RD	-	1,555	na	na
OC - 25	PA 841, WEST GROVE - LEWISVILLE RD	3,047	3,156	3.6%	0.7%
OC - 26	STATE RD	-	420	na	na
OC - 27	PA 272, CHROME - CALVERT RD	6,006	6,725	12.0%	2.3%
OC - 28	US 1, CONOWINGO RD	7,324	8,234	12.4%	2.4%
OC - 29	FREEMONT RD	534	628	17.5%	3.3%
OC - 30	PA 272, CHRISTINE RD WEST	4,290	4,511	5.2%	1.0%
OC - 31	FORGE RD	763	659	-13.6%	-2.9%
OC - 32	PA 472, LANCASTER PK	4,387	5,865	33.7%	6.0%
00 - 33		-	290	na	na F ox
00 - 34	PA 896, NEWARK RD	1,992	2,582	29.6%	5.3%
00 - 35		-	448	10 EV	na 4.00/
00 - 36		2,401	2,005	-18.5%	-4.0%
00-37		3,752	2,099	-28.1%	-0.4%
00 - 30	STRASHIDG DD	10,005	1 / 20	-4.5%	-0.9%
00-39		15 920	19 296	15 5%	11a 2 0%
00 - 40		3 624	4 114	13.5%	2.5%
00 - 41	REAVER DAM PD	5,024	572	-19.6%	-1.3%
00 - 42		712	849	-19.0%	-4.3/0
00 - 43	LIS 322 WHITE HORSE PK	7 348	11 885	61 7%	10.1%
00 - 45	PA 10, CONESTOGA RD	7 397	7 592	2.6%	0.5%
00 - 46	MORGANTOWN RD	914	1 814	98.4%	14 7%
00 - 47	I-76. PA TPKF	32 628	39 152	20.4%	3.7%
00 - 48	PA 401, CONESTOGA RD	4 256	4 341	20.0%	0.1%
OC - 49	PA 23. MAIN ST	3,975	7.364	85.3%	13.1%
OC - 50	PA 82. WATER ST	866	924	6.7%	1.3%
OC - 51	PA 345. PINE SWAMP RD	1.417	1.077	-24.0%	-5.3%
OC - 52	UNIONVILLE RD	787	758	-3.7%	-0.8%
OC - 53	PA 724, SCHUYLKILL RD	5.545	4.834	-12.8%	-2.7%
	TOTAL	181,200	218,127	na	na
	COMPARABLE VOLUME	181,200	204,516	12.9%	2.5%

BERKS COUNTY

OC - 54	US 422, POTTSTOWN BYP	26,844	25,468	-5.1%	-1.0%
OC - 55	BENJAMIN FRANKLIN HWY	11,040	10,918	-1.1%	-0.2%
OC - 56	PINE FORGE RD	772	906	17.4%	3.3%
OC - 57	PA 562, READING AVE	7,285	7,116	-2.3%	-0.5%
OC - 58	PA 73, W PHILADELPHIA AVE	9,115	11,232	23.2%	4.3%
OC - 59	PA 100	17,794	17,629	-0.9%	-0.2%
	TOTAL	72,850	73,268	na	na
	COMPARABLE VOLUME	72,850	73,268	0.6%	0.1%
MONTGOM	ERYCOUNTY				
OC - 60	HOFFMANSVILLE RD	2,143	1,994	-7.0%	-1.4%
OC - 61	NIANTIC RD	1,660	2,218	33.6%	6.0%
OC - 62	PHILADELPHIA - KUTZTOWN RD	1,663	1,261	-24.2%	-5.4%
OC - 63	PA 29, GRAVEL PK	10,446	10,426	-0.2%	0.0%
OC - 64	WASSER RD	-	188	na	na
	TOTAL	15,912	16,087	na	na
	COMPARABLE VOLUME	15,912	15,899	-0.1%	0.0%
BUCKS CO	UNTY				
OC - 65	GERYVILLE PK	-	2,493	na	na
OC - 66	SPINNERSTOWN RD	-	2,259	na	na
OC - 67	I-476, PA TPKE NE EXT	30,825	38,295	24.2%	4.4%
OC - 68	CASSELL RD	-	503	na	na
OC - 69	ALLENTOWN RD	2,648	3,099	17.0%	3.2%
OC - 70	OLD BETHLEHEM PK	3,524	3,512	-0.3%	-0.1%
OC - 71	PA 309, BETHLEHEM PK	35,864	32,466	-9.5%	-2.0%
OC - 72	STATE RD	1,341	2,366	76.5%	12.0%
OC - 73	RICHLANDTOWN PK	2,762	4,822	74.6%	11.8%
OC - 74	PA 412 HELLERTOWN RD	5,089	5,022	-1.3%	-0.3%
OC - 75	SPRINGTOWN RD	-	787	na	na
OC - 76	DURHAM RD	-	668	na	na
OC - 77	PA 611 EASTON RD	5,231	5,786	10.6%	2.0%
OC - 78	RIEGELSVILLE BRIDGE	3,532	4,055	14.8%	2.8%
OC - 79	MILFORD - UPPER BLACK EDDY BRIDGE	5,184	4,284	-17.4%	-3.7%
OC - 80	FRENCHTOWN - UHLERSTOWN BRIDGE	5,586	4,644	-16.9%	-3.6%
OC - 81	CENTER BRIDGE - STOCKTON BRIDGE	4,681	5,064	8.2%	1.6%
OC - 82	US 202 BRIDGE	8,514	9,779	14.9%	2.8%
OC - 83	PA 179, NEW HOPE - LAMBERTVILLE BRIDGE	13,159	15,949	21.2%	3.9%
	TOTAL	127,940	145,855	na	na
	COMPARABLE VOLUME	127,940	139,145	8.8%	1.7%

NEW JERSE	Y OUTER CORDON, 72 STATIONS	1995	2000	95-00	COMPOUND
		AADT	AADT	CHANGE	ANNUAL
MERCER CO	DUNTY				PERCENT
					CHANGE
OC - 84	NJ 29, RIVER RD	10,201	12,571	23.2%	4.3%
OC - 85	HUNTER RD	-	-	na	na
OC - 86	CR 518, LAMBERTVILLE - HOPEWELL TPKE	6,451	5,843	-9.4%	-2.0%
OC - 87	CR 579, HARBOURTON - ROCKTOWN RD	4,511	5,126	13.6%	2.6%
OC - 88	NJ 31	15,030	16,138	7.4%	1.4%
OC - 89	CR 607, HOPEWELL - WERTZVILLE RD	2,261	3,751	65.9%	10.7%
OC - 90	CR 518, HOPEWELL - ROCKY HILL RD	11,815	14,120	19.5%	3.6%
OC - 91	CR 601, GREAT RD	7,508	9,170	22.1%	4.1%
OC - 92	US 206	21,480	22,826	6.3%	1.2%
OC - 93	PRINCETON AVE	-	5.190	na	na
OC - 94	CR 605. RIVER RD	-	2.764	na	na
OC - 95	NJ 27. LINCOLN HWY	11.765	11,755	-0.1%	0.0%
OC - 96	US 1. BRUNSWICK PK	61.303	74.571	21.6%	4.0%
OC - 97	CR 615. CRANBURY RD	4.836	5.783	19.6%	3.6%
OC - 98	SOUTHEIELD RD	-	4 311	na	na
00 - 99	CR 535 OLD TRENTON RD	10 236	8 739	-14.6%	-3.1%
00 - 100		27 097	29 589	9.2%	1.8%
00 - 100	CR 539 NI MAINI ST	8 090	7 798	-3.6%	-0.7%
00 - 101		105 859	123 000	17.0%	-0.776
00 - 102		20 554	24 009	17.076	2.2/0
00 - 103		20,004	24,090	17.270 EC 09/	3.2% 0.4%
00 - 104		2,075	4,509	50.9%	9.4%
00 - 105		-	0,000 07 5 4 5	11a 57 70/	0.5%
00 - 106		23,815	37,545	57.7%	9.5%
00 - 107	CR 520, ROBBINSVILLE - ALLENTOWN RD	8,308	13,014	63.9%	10.4%
00 - 108	CR 524, YARDVILLE - ALLENTOWN RD	3,727	2,208	-40.8%	-9.9%
00 - 109		-	1,555	na	na
		367,720	453,160	na	na
	COMPARABLE VOLUME	367,720	433,655	17.9%	3.4%
BURLINGTO	ON COUNTY				
OC - 110	ELLISDALE RD	-	540	na	na
OC - 111	CR 664. CHESTERFIELD - ARNEYTOWN RD	1.019	1.371	34.5%	6.1%
OC - 112	CR 537. MONMOUTH RD	4.963	7.061	42.3%	7.3%
OC - 113	CR 528, JACOBSTOWN - NEW EGYPT RD	4,986	4,125	-17.3%	-3.7%
OC - 114	CR 616. COOKSTOWN - NEW EGYPT RD	4,963	5.128	3.3%	0.7%
OC - 115	BUNTING BRIDGE RD	-	1,607	na	na
OC - 116	NJ 70	7,274	9,928	36.5%	6.4%
OC - 117	NJ 72. BARNEGAT RD	6.079	7.038	15.8%	3.0%
OC - 118	ANDREWS RD	-	30	na	na
OC - 119	GARDEN STATE PKWY	-	66 800	na	na
00 - 120	STAGE RD	1 5 1 2	1 878	24.2%	4.4%
00 - 120		9 731	10 340	6.3%	1.7%
00 - 121	CR 563 GREEN BANK - CHATSWORTH PD	681	722	7 1%	1.2/0
00 - 122	GARDEN STATE PKWY	001	57 700	7.470	1.470
00 - 123	CR 542 NESCO - BATSTO RD	1 965	2 502	11a 27 20/	11a 2 00/
00 - 124		0 583	12 128	21.570	4.570 A Q0/
00-120	τοται	5,000 52 756	188 007	20.0%	4.0%
		52,750	62 230	18 0%	11d 2,10/
		52,750	02,230	10.0%	5.470

CAMDEN COUNTY

OC - 126	CR 536, CHEW RD	3,106	1,042	-66.5%	-19.6%
OC - 127	UNION RD	-	404	na	na
OC - 128	US 30, WHITE HORSE PK	10,981	12,310	12.1%	2.3%
OC - 129	CR 724, WILTSEYS MILL RD	-	2,111	na	na
OC - 130	CR 561, CEDARBROOK RD	5,514	5,430	-1.5%	-0.3%
OC - 131	ATLANTIC CITY EXPY	46,286	49,063	6.0%	1.2%
OC - 132	CR 561 SPUR MAYS LANDING RD	5,289	5,556	5.1%	1.0%
	TOTAL	71,176	75,916	na	na
	COMPARABLE VOLUME	71,176	73,401	3.1%	0.6%
GLOUCEST	ER COUNTY				
No Number	CR 557, TUCKAHOE RD	2,224	-	na	na
OC - 133	US 322, BLACK HORSE PK	9,961	12,263	23.1%	4.2%
OC - 134	JACKSON RD	-	541	na	na
OC - 135	US 40, HARDING HWY	8,546	8,345	-2.3%	-0.5%
OC - 136	CR 555, MAIN RD	8,796	9,262	5.3%	1.0%
OC - 137	CR 615, WEST BLVD	-	5,381	na	na
OC - 138	NJ 47, DELSEA DR	6,100	10,172	66.8%	10.8%
OC - 139	NJ 55 FRWY	22,084	35,100	58.9%	9.7%
OC - 140	US 40, HARDING HWY	10,282	12,593	22.5%	4.1%
OC - 141	WILLOW GROVE RD	-	766	na	na
OC - 142	CR 553, CENTERTON - GLASSBORO RD	4,673	5,124	9.6%	1.9%
OC - 143	CR 604, FRANKLINVILLE - MONROEVILLE RD	1,657	1,676	1.1%	0.2%
OC - 144	CR 609, ELMER - BARNSBORO RD	-	1,407	na	na
OC - 145	NJ 77, BRIDGETON PK	4,167	5,530	32.7%	5.8%
OC - 146	CR 694, MONROEVILLE RD	-	1,897	na	na
OC - 147	CR 581, COMMISSIONERS RD	1,273	1,472	15.7%	3.0%
OC - 148	CR 617, MULLICA HILL RD	-	789	na	na
OC - 149	NJ 45, WOODSTOWN - MULLICA HILL RD	4,249	3,183	-25.1%	-5.6%
OC - 150	CR 605, WOODSTOWN RD	-	2,958	na	na
OC - 151	NJ TPKE	36,829	42,912	16.5%	3.1%
OC - 152	CR 551, AUBURN RD	1,956	1,979	1.2%	0.2%
OC - 153	I-295	34,064	49,728	46.0%	7.9%
OC - 154	CR 601, PEDRICKTOWN - CENTER SQUARE RD	-	1,393	na	na
OC - 155	US 130, CROWN POINT RD	4,995	7,946	59.1%	9.7%
	TOTAL	161,856	222,417	na	na
	COMPARABLE VOLUME	159,632	213,376	33.7%	6.0%

PENNSYLV	ANIA TURNPIKE	1995	2000	95-00	COMPOUND
Botwoon		AADI	AADT	CHANGE	
Interchange	s				CHANGE
23 and 24	DOWNINGTOWN AND VALLEY FORGE	35 775	41 647	16 4%	3.1%
24 and 25	VALLEY FORGE AND NORRISTOWN	49,528	54,869	10.8%	2.1%
25 and 25A	NORRISTOWN AND MID-COUNTY	60,759	71,765	18.1%	3.4%
25A and 26	MID-COUNTY AND FORT WASHINGTON	92.516	105.584	14.1%	2.7%
26 and 27	FORT WASHINGTON AND WILLOW GROVE	84.791	95.778	13.0%	2.5%
27 and 28	WILLOW GROVE AND PHILADELPHIA	75,096	84,119	12.0%	2.3%
28 and 29	PHILADELPHIA AND DELAWARE VALLEY	36,121	41,046	13.6%	2.6%
29 and 30	DELAWARE VALLEY AND TURNPIKE BRIDGE	33,271	37,435	12.5%	2.4%
	TOTAL	467,857	532,243	na	na
	COMPARABLE VOLUME	467,857	532,243	13.8%	2.6%
	NORTHEAST EXTENSION				
25A and 31	MID-COUNTY AND LANSDALE	44,567	56,542	26.9%	4.9%
31 and 32	LANSDALE AND QUAKERTOWN	35,063	43,531	24.2%	4.4%
	TOTAL	79,630	100,073	na	na
	COMPARABLE VOLUME	79,630	100,073	25.7%	4.7%
NEW JERSE	EY TURNPIKE				
Between					
Interchange	S				
1 and 2	DELAWARE MEMEORIAL BRIDGE & SWEDESBORO	36,829	42,912	16.5%	3.1%
2 and 3	SWEDESBORO AND WOODBURY	38,212	45,126	18.1%	3.4%
3 and 4	WOODBURY AND CAMDEN	42,989	51,615	20.1%	3.7%
4 and 5	CAMDEN AND BURLINGTON	56,204	65,964	17.4%	3.3%
5 and 6	BURLINGTON AND PENNSYLVANIA TURNPIKE	61,363	68,203	11.1%	2.1%
6 and 7	PENNSYLVANIA TURNPIKE AND BORDENTOWN	84,483	97,566	15.5%	2.9%
7 and 7A	BORDENTOWN AND TRENTON	95,351	108,815	14.1%	2.7%
7A and 8	TRENTON AND HIGHTSTOWN	102,609	119,170	16.1%	3.0%
8 and 8A	HIGHTSTOWN AND CRANBURY	105,859	123,900	17.0%	3.2%
	TOTAL	623,899	723,271	na	na
	COMPARABLE VOLUME	623,899	723,271	15.9%	3.0%
0 0 - 0		07.000	00 50 4	40.50	0.404
b and 6A		27,986	32,591	16.5%	3.1%
6A and 30	FLORENCE AND PA TURNPIKE/DEL RIVER BRIDGE	33,271	38,295	15.1%	2.9%
		61,257	70,886	na	na
		61,257	10,886	15.7%	3.0%

1960 - 2000 Highway Traffic Trends in the Delaware Valley Region

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Geographic Area Covered: Delaware Valley region comprised of five counties in Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia); and four counties in New Jersey (Burlington, Camden, Gloucester and Mercer).

Key Words: Traffic count, cordon line, screen line, traffic trend, vehicle trip, Annual Weekday Traffic (AAWT), Annual Average Daily Traffic (AADT), traffic growth, peak hour volume, hourly traffic distribution

ABSTRACT

This report assesses trends in highway traffic crossings selected screen lines, cordon lines, and using major bridges in the region, as well as the PA and NJ Turnpikes. Average weekday traffic counts collected in 2000 are compared with similar data collected through 1960-1995.

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