Prepared for Pennsylvania Turnpike Commission



Delaware Valley Regional Planning Commission

# Pennsylvania Turnpike Proposed I-476 Northeast Extension Slip Ramp Traffic Study

September 2003



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Prepared for Pennsylvania Turnpike Commission by the:



Delaware Valley Regional The B Planning Commission The B

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215.592.1800 www.dvrpc.org 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 Turnpike Commission. 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 Pennsylvania Turnpike Commission has contracted with the Delaware Valley Regional Planning Commission to develop traffic forecasts for slip ramps planned for implementation at Schultz Road, PA 113/Schoolhouse Road, and Township Line and Union Meeting Roads in Montgomery County, Pennsylvania. The ramps are designed to provide access to the major trip generators between current interchanges at Mid-County, Lansdale, and Quakertown. They are a part of an ongoing program to use Electronic Toll Collection and slip ramps to improve the productivity of this important highway facility. Currently, slip ramps are operating at Virginia Drive in the Fort Washington Office Center adjacent to the Fort Washington Interchange.

A total of five Build Alternatives were tested; a No-Build Alternative was developed for comparison to these build scenarios. As the turnpike commission wanted to measure the effect of widening the turnpike northeast extension from four to six lanes between the Lansdale and Mid-County interchanges, each of these build options was run with a widened turnpike. The effects of the slip ramps on traffic on the turnpike, the adjoining interchanges and on the surrounding highway network were analyzed.

The 2025 traffic forecasts for the Schultz Road slip ramps are approximately 4,500 vehicles per day (vpd); an average over the Build alternatives of 4,450 for the northbound off-ramp and 4,590 for the southbound on-ramp. Traffic volumes on the PA 113 ramps are roughly 3,600 vpd for the northbound off-ramp and southbound on-ramp, and about 800 vpd for the remaining northbound on-ramp and the southbound off-ramp. The northbound off-ramp and southbound on-ramp at Schoolhouse Road (the alternate location to PA 113) are slightly higher at 3,900 vpd, while the north oriented ramps average a smaller volume compared to the PA 113 slip ramps, at 500 vehicles. The proposed ramp configuration at Township Line Road are southbound on and off ramps carrying volumes of 4,220 vpd and 3,920 vpd, respectively. At Union Meeting Road, the northbound off-ramp averages 4,140 vehicles per day. The northbound on-ramp at Union Meeting Road carries roughly 3,840 vpd in alternatives 2 and 4, and averages 4,150 vpd in alternatives 3 and 5.

Traffic at the adjoining interchanges, Mid-County, Lansdale, and Quakertown, is forecast to increase whether or not the slip ramps are constructed, although the presence of slip ramps produces some variation in the future forecasts. At the Mid-County Interchange, current traffic volumes of 61,418 vpd are projected to increase to 71,210 vpd in the No-Build Alternative. The presence of any slip ramps increases this volume to roughly 74,630 vpd for alternatives 2 through 5, while Alternative 1 has a slightly lower volume of 73,410 vpd. The Lansdale Interchange also increases, rising from a current volume of 25,746 vpd to a No-Build forecast of 41,320 vehicles. The building of proposed slip ramps along the Northeast Extension would reduce this volume to about 39,000 vpd, or an average decrease of 6 percent from the No-Build Alternatives offer only a small change from the No-Build forecast of 25,570 vehicles. Most alternatives offer only a small change from the No-Build scenario at this interchange, with the greatest change being a 4 percent, or 1,000 vehicle, decrease in Alternative 3.

With the slip ramps constructed, traffic volumes on local roadways in the immediate vicinity of the slip ramps experience large increases. Traffic volumes on Schultz Road, where the slip ramps will provide direct access to local corporate centers, increase from 4,550 vpd in the No-Build Alternative, doubling to 9,300 vpd in alternatives 4 and 5, and increasing to just under 8,700 vehicles in Alternative 1. PA 113 is to carry 28,900 vpd west, and 29,270 vpd east of the proposed ramp location, increasing from No-Build volumes of 26,590 vpd and 25,710 vpd, respectively. Volume on Schoolhouse Road north of the proposed ramps increase from a No-Build of 10,510 vpd to a Build of 13,470 vpd, while south of the ramps the increase is from 9,860 vpd to 11,160 vpd. Township Line Road has a No-Build volume of 18,850 vpd at the ramp location, while the Build Alternative volumes range from 18,810 vpd to 21,040, depending on the ramp alternative. Like Township Line Road, Union Meeting Road has a uniform No-Build volume at the ramp location. Union Meeting Road increases from a No-Build volume at the ramp location. Union Meeting Road increases from a No-Build forecast of 10,100 vpd to an average 11,800 vpd north of the ramps and 11,000 vehicles south toward Township Line Road.

By constructing the slip ramps at these proposed study areas, motorists can utilize the Northeast Extension for more of their travel. Thus, many trips which must now use the existing interchanges along the corridor and travel congested arterials to their destinations, are diverted to the slip ramps providing congestion relief for many facilities in the corridor. Unlike facilities in the immediate vicinity of the ramps, these roadways show lower forecasts in the Build versus No-Build alternatives.

#### I. INTRODUCTION

The Pennsylvania Turnpike Commission (PTC) is proceeding with the implementation of Turnpike slip ramps at selected locations between existing interchanges. The ramps utilize electronic toll collection (E.T.C.), complementing the installation of this technology at the existing full service interchanges. The ramps connect the turnpike directly to the local street network and relieve congestion at existing interchanges by providing additional ramp capacity removed from existing interchange locations. They are designed to provide direct turnpike access to major trip generators, such as office parks, providing additional traffic relief to the road system between existing interchanges and these destinations. Currently, westbound turnpike off- and on-ramps are open at Virginia Drive to serve the Fort Washington Office Center (east of the Fort Washington interchange) and a concurrent study examines the feasibility of locations on the Pennsylvania Turnpike at PA 29, Morehall Road in Chester County.

In 1996 a traffic study was performed to assess the potential of slip ramps at several locations along the turnpike mainline and I-476, Northeast Extension (see <u>Pennsylvania Turnpike</u> <u>Proposed Slip Ramp Traffic Study</u>, DVRPC report #98003, January, 1998 and <u>Supplement No.</u> <u>1</u>, report #99017, July 1999). Between the Quakertown and Mid-County Interchanges, these locations in the Lansdale area included: PA 363, Valley Forge Road, Schultz Road, and Morris Road. Traffic forecasts for the turnpike, the ramps, adjoining interchanges and local roadway network were prepared for a current year opening (1995) and for a future year (2020). Based on the results of the traffic analysis, engineering feasibility, cost and the input of local governments and citizens, options along this section of the turnpike selected for further study included: PA 113 and Schoolhouse Road, Schultz Road, and Township Line and Union Meeting roads. A 2025 Plan had recently been adopted, providing an updated vision of transportation in the DVRPC region. Computerized traffic simulation was performed on the alternatives and forecasts of the slip ramps were developed.

Section II of this report describes the existing physical characteristics of the I-476 slip ramp study areas. Included are a brief description of existing land use and the physical characteristics in the vicinity of the proposed slip ramps and the surrounding roadway network. Current traffic volumes on the Pennsylvania Turnpike and other roadways affected by the slip ramp proposal are also presented in this section.

A discussion of the five alternatives for slip ramps is presented in Section III. A no-build situation was developed to establish a baseline for comparison. Then alternatives were run using the proposed ramps from the study areas in different combinations. Finally, the PTC is examining the potential of widening the turnpike between the Lansdale and Mid-County interchanges to six lanes. Each of the build alternatives were run with a six lane turnpike to gauge the effect of the widening on ramp volumes.

Section IV presents a discussion of the travel forecasting procedure, including the socioeconomic inputs and focused simulation preparation. Analysis of year 2025 simulated travel estimates for the proposed slip ramps and the connecting street and highway network under each alternative is discussed in Section V. Conclusions are discussed in Section VI.

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#### II. DESCRIPTION OF THE I-476, NE EXTENSION SLIP RAMP STUDY AREAS

The Pennsylvania Turnpike provides approximately 84 miles of limited access freeway facilities within the Delaware Valley Region. This roadway provides high level freeway services to major portions of Chester, Montgomery and Bucks counties, as well as to Philadelphia and Delaware counties via the Schuylkill and Mid-County expressways. The main portion of the Turnpike (I-76 & I-276) extends about 58 miles from the western cordon station at the Chester / Lancaster county boundary to the New Jersey Turnpike across the Delaware River. The Northeast Extension (I-476) portion provides an additional 25 miles of freeway facility from the Mid-County Expressway Interchange, just east of Norristown, to the Bucks / Lehigh county boundary just south of Allentown. In total, there are 10 existing full interchanges within the DVRPC region, eight on the Turnpike mainline and two on the Northeast Extension. In addition, E-Z Pass only ramps connect the westbound turnpike with Virginia Drive in the Fort Washington Industrial Park, just east of the Fort Washington Interchange.

There are three study areas along the Turnpike Northeast Extension (I-476) where future slip ramps are being studied; Schultz Road in Worcester and Upper Gwynedd townships, PA 113/Schoolhouse Road in Franconia Township, and Township Line/Union Meeting Roads in Whitpain and Plymouth townships. The Schultz Road proposed slip ramps are intended to provide traffic relief for the existing Lansdale Interchange and the surrounding areas. Ramps at Township Line Road and Union Meeting Road would relieve the Norristown and Mid-County Interchanges. PA 113/Schoolhouse Road slip ramps are intended to provide local Turnpike access between the Lansdale and Quakertown interchanges.

# 1. Existing Highway Facilities and Land Use

Map 1 on the following page displays the three study areas for the I-476, Northeast Extension slip ramps. All ramp configurations studied as part of the alternatives are displayed on the inset maps, although not all ramp variations would be constructed. The Northeast Extension between the Lansdale and Mid-County interchanges is currently four lanes (two by direction); although all of the alternatives examined as part of this project envision a six lane cross section.

Schultz Rd is located in eastern Worcester Township, where Morris Rd is the township boundary between Worcester and Upper Gwynedd townships. The ramps connect to Broad Street east of I-476 and would relieve traffic that currently utilizes the Lansdale Interchange and major arterials such as Sumneytown Pike and Allentown Road. Land use in the ramp study area is predominantly residential; however, Merck Pharmaceuticals' corporate campus straddles Broad Street and Ford Motor Company has a plant at the base of the ramp location.

PA 113 (Souderton Pike) north of the Lansdale interchange is a two lane major arterial located north of Harleysville Borough and traverses north through Franconia Township to Souderton Borough in Montgomery County. Traveling in a roughly east-west alignment, Schoolhouse Rd



runs northwest from the lower part of Franconia Township, under I-476, and intersects with PA 113 just southwest of I-476. These two sites would provide access to I-476 from future development planned along Schoolhouse Road. The area is mainly considered rural with pockets of suburban development.

Township Line Road and Union Meeting Road are located at the boundary of Whitpain and Plymouth Townships just north of Plymouth Meeting. The ramps in this study area would provide immediate turnpike access to business centers along Township Line and Union Meeting roads. Unlike the PA 113 study area this study area is solidly developed with suburban residential uses mixed with commercial and industrial parks. Major arterial facilities include US 202 in a north-south alignment, PA 73 (Skippack Pike), and Germantown Avenue, generally following and east-west orientation.

#### 2. Existing Traffic Volumes

Figures 1, 2, and 3 display the current traffic volumes on roadways in the study areas. Detailed traffic counts for all locations are shown in Appendix A.

The Pennsylvania Turnpike Northeast Extension (I-476) carries approximately 56,500 vehicles per day (vpd) between the Mid-County and Lansdale interchanges, and just over 43,500 vpd between the Lansdale and Quakertown interchanges. The Lansdale Interchange handles approximately 26,000 vpd while the Quakertown Interchange registers just under 15,000 vpd.

Current traffic levels on Schultz Rd (Figure 1) are 3,200 vpd at the proposed ramp location increasing to about 8,400 vpd and 15,400 vpd north of Morris Road and continuing toward Sumneytown Pike. Morris Rd ranges from 8,100 vpd north of PA 363 to 18,800 vehicles just southeast of Bethel Rd. On the west side of I-476, Skippack Pike (PA 73) carries roughly 14,700 vehicles south of the intersection with Schultz Rd, growing to 16,500 north of Valley Forge Road (PA 363). Sumneytown Pike (PA 63), the major north-south arterial east of I-476, carries 31,700 just south of the Lansdale Interchange. Further south, Sumneytown Pike averages 18,900 vehicles north of Broad St and 15,800 vehicles south of the intersection. Volumes on Valley Forge Rd (PA 363) are just over 14,600 vpd south of the intersection with PA 63.

As shown on figure 2, PA 113 ranges from just under 12,200 vpd west of PA 63 to about 20,000 vehicles east of Allentown Rd, while averaging about 19,700 vehicles in the vicinity of the proposed ramps. Allentown Rd carries just under 6,700 vehicles north and about 10,000 vpd south of PA 113. Schoolhouse Rd volumes range from about 2,100 vpd north of PA 113 to just over 3,700 south of PA 113. Vehicle counts north of the proposed Schoolhouse Road ramp location are just under 5,200 and about 4,800 on the south side of the ramp location. PA 63, Sumneytown Pike, carries an almost constant 17,000 vehicles daily through Harleysville.



Figure 1 PA Turnpike Proposed Slip Ramps at Schultz Road Current Traffic Counts

8/CJG 10-18-



Figure 2 PA Turnpike Proposed Slip Ramps at PA 113 and Schoolhouse Road Current Traffic Counts

SB/CJG 10-18-0



Figure 3 PA Turnpike Proposed Slip Ramps at Township Line and Union Meeting Roads Current Traffic Counts

SB / CJG 10-18-

Township Line Rd averages 16,000 vpd, while Union Meeting Rd carries just under 7,800 vehicles at their respective proposed ramp locations (Figure 3). Volumes on Township Line Rd are about 19,700 west of and just over 27,000 vpd east of the intersection with Union Meeting Road. Traffic volumes remain above 20,000 until the intersection with Walton Road declining to less than 6,000 vpd on the east side of this intersection. Union Meeting Road volumes increase approaching PA 73, Skippack Pike, reaching 9,600 vpd south of that facility. Traffic is lighter on PA 73 (19,300 vpd) west of Union Meeting Road than east of the intersection (23,150). Germantown Pike volumes range from 36,600 in the vicinity of Plymouth Meeting Mall to 26,500 south of the intersection with U.S. 202. U.S. 202 carries 19,500 vehicles south of Germantown Pike and has a lower daily average of approximately 17,000 vehicles on either side of the intersection with Township Line Rd. Walton Road, which provides access from Norristown and Mid-County interchanges via Germantown Pike to offices along Township Line and Union Meeting roads, currently carries 20,000 vpd near Germantown, increasing to 23,800 closer to Township Line Road. Arch St carries 10,200 vehicles south of Township Line Rd and 6,400 vehicles north of the intersection. Jolly Rd averages 3,300 vehicles west of Union Meeting Rd.

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#### III. IMPROVEMENT ALTERNATIVES

Discussion between PTC planners, Urban Engineers (project consultants to the Turnpike Authority) and DVRPC staff, as well as input from the Montgomery County Planning Commission, led to the development of five improvement alternatives for the construction of slip ramps for the Pennsylvania Turnpike in the three study areas. The Build Alternatives tested different combinations of ramp proposals with a six-lane cross-section for the turnpike mainline between the Turnpike Mainline and the Lansdale Interchange. Together with a No-Build (do nothing) option, these comprise the range of alternatives that were evaluated.

The ramp improvements for each alternative are listed below.

No-Build Alternative:	No Ramps		
<b>Build Alternative 1:</b>	Northbound off-ramp at Schultz Road Southbound on-ramp at Schultz Road		
Build Alternative 2:	Northbound off-ramp at Schoolhouse Road Northbound on-ramp at Schoolhouse Road Southbound off-ramp at Schoolhouse Road Southbound on-ramp at Schoolhouse Road Northbound off-ramp at Union Meeting Road		
	Northbound on-ramp at Union Meeting Road Southbound off-ramp at Township Line Road Southbound on-ramp at Township Line Road		
Build Alternative 3:	Northbound off-ramp at PA 113 Northbound on-ramp at PA 113 Southbound off-ramp at PA 113 Southbound on-ramp at PA 113 Northbound off-ramp at Union Meeting Road Northbound on-ramp at Union Meeting Road		

Build Alternative 4:	Northbound off-ramp at Schultz Road Southbound on-ramp at Schultz Road		
	Northbound off-ramp at Union Meeting Road Northbound on-ramp at Union Meeting Road		
	Southbound off-ramp at Township Line Road Southbound on-ramp at Township Line Road		
Build Alternative 5:	Northbound off-ramp at Schultz Road Southbound on-ramp at Schultz Road		
	Northbound off-ramp at Union Meeting Road Northbound on-ramp at Union Meeting Road		

Alternative 1 has only on and off ramps servicing turnpike traffic in the Schultz Road area. Alternative 2 has four slip ramps at Schoolhouse Road and two ramps (on and off) southbound at Township Line Road and northbound at Union Meeting Road. Alternative 3 is similar to Alternative 2 except the four slip ramp pattern is moved to PA 113 and the two southbound ramps at Township Line Road are left out. Alternatives 4 and 5 are very similar in that there are the two ramps at Schultz Road as in Alternative 1, and both have the two northbound ramps at Union Meeting Road. The difference is that Alternative 4 has two ramps at Township Line Road (as in Alternative 2), while Alternative 5 does not test these ramps.

# IV. TRAVEL FORECASTING PROCEDURE

The process used to simulate traffic for the Pennsylvania Turnpike slip ramps and surrounding highway network is a straightforward application of DVRPC's focused travel simulation process (see Figure 4 for flow chart). The travel simulation models in use at DVRPC follow the traditional steps of trip generation, trip distribution, modal split and travel assignment. They utilize computer programs included in the TRANPLAN microcomputer based package. A brief description of the DVRPC focused simulation model and its inputs follows.

#### 1. Socio-Economic Estimates

Travel forecasting models require that estimates of demographic and employment data be made for small areas or zones. This requires estimates for each of the following variables:

- population;
- households, stratified by auto ownership;
- employed residents;
- total automobiles; and
- employment, stratified into twelve Standard Industrial Classification groups.

This requirement derives from the need to allocate trip making behavior associated with households and businesses (ie. land use) to the streets and transit facilities serving them. For regional travel simulations, the traffic zone system is based on census tracts within the nine-county region. The census tracts defined for Center City Philadelphia and one suburban county, however, do not provide sufficient detail for the "grain" of the network, so block groups, the next smaller level of detail, are used to define the traffic zones in these areas. This results in 1,395 traffic zones for the entire DVRPC region, which encompasses an area of 3,833 square miles. DVRPC has prepared Year 2025 forecasts of the socio-economic inputs to the travel simulation process for all traffic zones in the nine-county region. These projections form the basis for the travel projections included in this report.

Together with the Montgomery County Planning Commission, DVRPC staff contacted municipal planners in the study area to garner input on the DVRPC adopted 2025 forecasts of population and employment. In this manner, the municipalities could contribute relevant development information which had become available since the 2025 forecasts were adopted. Table 1 displays these forecasts.

# 2. Regional Travel Simulation Models

Regional travel simulation models are used to forecast future travel patterns, as well as quantify the effects of various transportation projects and policies. They utilize a system of traffic zones and rely on demographic and employment data, land use, and transportation network characteristics to simulate trip making patterns throughout the region.

Figure 4 Focused DVRPC Regional Travel Simulation Process





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Schultz Road Study Area	Population <u>Forecasts</u>	Employment <u>Forecasts</u>
Lansdale Borough	16,071	9,950
North Wales Borough	3,650	1,250
Towamencin Township	21,700	11,200
Upper Gwynedd Township	16,350	17,300
Worcester Township	9,950	3,750
Study Area Total	67,721	43,450
PA 113 / Schoolhouse Road Study Area		
Franconia Township	18,450	8,250
Lower Salford Township	18,450	6,750
Souderton Borough	6,730	3,400
Telford Borough	2,600	1,350
Study Area Total	46,230	19,750
Township Line Road / Union Meeting Road <u>Study Area</u>		
East Norriton Township	13,345	8,750
Plymouth Township	16,045	32,000
Whitemarsh Township	18,751	14,380
Whitpain Township	<u>22,550</u>	<u>21,000</u>
Study Area Total	70,691	76,130

#### Table 1: Revised 2025 Population and Employment Forecasts Based on Municipal Input

Trip generation is the first step in the modeling process. Person, truck, and taxi trips are generated from traffic zone level forecasts of households and employment. This step of the process is carried out by the use of trip rates disaggregated by trip purpose (home base work, home base non-work, non-home base), auto ownership, and area type (CBD, CBD fringe, urban, suburban, rural and open rural). Estimates of external-local and through highway travel are developed from population and employment estimates in counties surrounding the Delaware Valley Region.

In the trip distribution step, travel from traffic zones within the region is allocated to destinations within the region with a gravity model. This model assumes that the propensity to travel to a zone of destination increases with the attractiveness of the destination (as measured by employment) and decreases as the difficulty of traveling to that zone increases. The travel effort (impedance) is measured by travel time and cost for both highway and transit modes.

The modal split model divides the travel between traffic zones within the region into transit and highway components. Generally, the tendency to use public transit increases with the relative transit-to-highway service levels. These relative service levels are estimated through highway and transit out-of-vehicle time, highway operating costs and parking charges, and transit fares. In addition, auto ownership, transit submode, household income, trip purpose, and the consumer price index further define the trip maker's choice between highway and transit.

The final step in the process is to assign the estimated highway vehicle trips to specific facilities. This is accomplished by determining the best route (or minimum time) through the highway network and allocating trips to roadways. Because congestion levels must be considered in determining the best route, a capacity restrained assignment, based on the "equilibrium" traffic assignment technique, is used for this purpose.

#### 3. Focused Simulation Process

The regional assignments do not give the detailed forecasts of local streets not included in the regional highway network. These are often of great interest to local planners and elected officials. In order to improve the forecasting level provided and to accommodate these special needs, an enhanced assignment technique focused on a detailed study area is used to produce corridor level highway and transit forecasts. This focused simulation process allows the use of DVRPC regional simulation models and increases the accuracy and detail of the travel forecasts within the detailed study area. At the same time, all existing and proposed highway and transit facilities and their impact on both regional and interregional travel patterns become an integral part of the simulation process.

A focused approach was used to estimate traffic volumes based on the highway service levels provided by the slip ramp alternatives. Simulation zones inside the study area were subdivided, creating 34 new traffic zones. By this process, traffic from existing and proposed land use developments might be loaded more effectively on the network.

#### 4. Validation of the Highway Assignment

The final step in the preparation of the focused simulation process is the validation of the simulated highway assignment output using current traffic counts taken on roadways serving the study area. The focused simulation model was executed with inputs reflective of 1997 conditions and the results compared with recent traffic counts collected by DVRPC. Based on this analysis, the focused model produced reasonable daily traffic volumes.

To establish the current travel demand for the area under influence of the proposed roadway access improvements, DVRPC gathered information from a traffic counting effort conducted by field personnel. Automatic Traffic Recorder equipment was set at 82 locations for a minimum of forty-eight (48) continuous hours, while Pennsylvania Turnpike mainline and interchange volumes were obtained from the Pennsylvania Turnpike Commission. These traffic counts were then tabulated on a peak period and daily basis and factored to represent annual average daily traffic (AADT). These daily traffic counts form the basis for the validation of the travel simulation model.

#### 5. Future Trip Table Preparation

For this study, the focused 2025 trip table was prepared by disaggregating the socio-economic inputs to the DVRPC trip generation model and surcharging these data to reflect the additional population and employment identified by the Montgomery County effort. Following this, the DVRPC model from trip generation through traffic assignment was executed for the no-build scenario and each of the improvement alternatives. The resulting travel matrix includes all travel patterns throughout the Delaware Valley Region. Travel to and from all parts of Bucks, Chester, Delaware and Montgomery counties, Philadelphia, and New Jersey via the Delaware River bridges is included as are trips to/from the remainder of Pennsylvania and the state of Delaware.

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#### V. PROJECTED TRAFFIC VOLUMES

Projected average daily traffic volumes for selected highway links within the study area are presented and analyzed in this part of the report. Slip ramp volumes are given with forecasts for the existing interchanges and selected local highway facilities in the vicinity of the ramps.

#### 1. 2025 Traffic Analysis of the No-Build Alternative

Current traffic volumes and year 2025 traffic forecasts on study area roadways under the No-Build Alternative are presented in Figures 5, 6, and 7. I-476 turnpike volumes between the Mid-County and Lansdale interchanges are forecast to grow from 56,550 to 91,280 vehicles per day (vpd), while the volume from the Lansdale to the Quakertown interchanges grows from 43,530 to 68,100 vpd, increases of 61 percent and 56 percent, respectively. At the Quakertown Interchange, volumes increase from 14,902 currently to 25,570 vpd, or 72 percent. This is partly due to the smaller current number and the proximity of this interchange to rapidly developing areas of the Lehigh Valley Region. The Lansdale Interchange growth is more in line with the turnpike northeast extension increase, rising from 25,746 to 41,320 vpd, or 60.5 percent. The Mid-County Interchange shows a small 16 percent increase from 61,418 to 71,210 daily vehicles. The majority of growth at this end of the Northeast Extension can be seen in a 60 percent (25,846 to 41,420 vehicles) increase at the Norristown Interchange.

#### A. Schultz Road

The largest traffic generators in the Schultz Road slip ramp study area (Figure 5) are the Merck Pharmaceuticals complex on Broad Street, and to a lesser degree the Ford Motor Company facility located at the intersection of Broad Street and Morris Road. Turnpike traffic traveling to these industrial parks exits at the Lansdale Interchange and travels eastbound on Sumneytown Pike (PA 63). No-Build traffic volumes on PA 63, east of the Lansdale Interchange to Forty Foot Road, are to increase 11,200 vpd or 35 percent from a current 31,700 vpd to 42,900 vpd. Volume on PA 63, both west of the intersection with Valley Forge Road (PA 363) and continuing east to the Broad Street intersection, has an average increase of 46 percent, or about 8,900 vehicles.

Traffic on Forty Foot Road has an increase from a current level of about 19,430 vpd to about 29,400 vpd in the future No-Build Alternative, an increase of 51 percent. Valley Forge Road's greatest increases are 60 percent (13,795 vpd to 22,110 vpd) south of the intersection with PA 63, and 61 percent (14,625 vpd to 23,480 vpd) north of PA 73, Skippack Pike. Broad Street has an average increase of about 23 percent, with the greatest growth being 54 percent (8,429 to 12,990 vehicles) from Garfield Ave south to Morris Road.

Schultz Road is to increase from 3,205 to 4,550 vpd or 42 percent from Morris Road to I-476. Morris Road growth declines from west to east as it moves under I-476 and away from the Lansdale Interchange; the greatest increase, 52 percent (8,158 to 12,360 vpd) occurring west of Valley Forge Road, and the smallest increase registering southeast of Berks Road at 23 percent,

PA Turnpike Proposed Slip Ramps at Schultz Road Current Traffic Counts and 2025 No-Build Alternative Average Daily Traffic Volumes 2025 No-Build Alternative AADT Current Traffic Count AADT 5 1AO Forty Foot Rd Lansdale Int. 31 Toll Booth 9,400 19,430 PA TPKE NE Ext. 31,689 19,481 25,32 σ 50 22.110 17,124 16,514 13,795 24 22.000 | - 476 14,123 A,376 18,907 PA 363 14,625 Valley Forge Rd ₹<sub>A</sub> 89( 18,088 28,275 45,640 Z 28,275 お ,640 17,690 18,950 12,990 14,355 4.550 15,443 8,429 Broad St 3,205 Morris Rd 14,710 Q 22 15,847 381 1230 13,008 00 4,380 Berks Rd 3,518 15,880 Sumneytown Pike 13,695  $\infty$ 55 570 14,080 West Point 8.240 Pike 11,016 Bethel Rd 18,788 23 6,347 ,74( NORTHBOUND SOUTHBOUND Delaware Valley Regional Planning Commission μ September 2003 SCHEMATIC NOT TO SCALE

Figure 5

or 3,670 vehicles. Skippack Pike (PA 73) experiences generally even growth in traffic along it's route parallel with I-476. PA 73 increases from 16,514 to 22,240 vpd west, and averages an increase of just over 4,500 vpd east of Valley Forge Road, for growth rates of 35 percent and 31 percent, respectively.

#### B. PA 113 / Schoolhouse Road

As displayed on Figure 6 traffic counts on Souderton Pike (PA 113), both current and No-Build volumes, tend to remain constant as PA 113 moves westward from Godshall Road to the intersection with Sumneytown Pike (PA 63), while the percent growth tends to increase moving along PA 113 in the same manner. PA 113 traffic volume growth remains relatively constant at about 31 to 33 percent, increasing from roughly 20,000 vpd to 26,000 vpd, west of the intersection with Godshall Road and moving westward though the intersection with Schoolhouse Road to Maple Avenue. PA 113 volume growth increases to 47 percent (13,689 vpd to 20,140 vpd) west of Maple Avenue toward PA 63. West of PA 63, Souderton Pike traffic volume increases from 12,196 vpd to 18,570 vpd, or 52 percent.

Allentown Road increases from a current volume of 6,692 vpd to 11,630 vpd in the No-Build Alternative north of PA 113, and from 10,036 vpd to 17,190 vpd south of PA 113 toward Halteman Road. Continuing southward to Lower Road, Allentown Road increases from 8,403 vpd to 14,400 vpd, an increase of 5,997 vehicles. Allentown Road traffic volume growth rates remain consistent from north of PA 113 to Lower Road at approximately 70 percent.

In the No-Build Alternative, Schoolhouse Road is to have an average percent growth well over 100 percent. The growth rates are the highest at the intersections farthest from I-476. Traffic volumes increase 127 percent, from 2,110 vpd to 4,780 vpd, north of PA 113, and 128 percent, from 3,749 vpd to 8,560 vpd, between PA 113 and Kulp Road. South of Lower Road, Schoolhouse Road increases 117 percent, or from 3,679 vpd to 7,980 vpd. Volumes increase the least between Kulp Road and Halteman Road from 5,171 vpd to 10,510 vpd, or 103 percent.

Halteman Road increases from 518 vpd to 1,560 vpd in the southwest-northeast direction linking Schoolhouse Road and Allentown Road, while Lower Road, having the same orientation as Halteman Road, increases from 1,490 vpd to 3,170 vpd. Sumneytown Pike (PA 63), having a north-south orientation, increases 37 percent, or 6,338 vehicles, from 17,172 vpd to 23,510 vpd north of PA 113, and 36 percent, or 5,914 vpd, south toward Maple Avenue where volumes increase from 16,646 vpd to 22,560 vpd. Volumes on PA 63 at Kulp Road increase from 16,974 vpd to 22,840 vpd north of the intersection, and from 17,867 vpd to 23,290 vpd south of Kulp Road for growth rates of 35 percent and 30 percent, respectively. Kulp Road, linking PA 63 and Schoolhouse Road, averages an increase of about 100 percent, going from an average of 2,500 vehicles to 5,000 vpd.

Figure 6 PA Turnpike Proposed Slip Ramps at PA 113 and Schoolhouse Road CurrentTraffic Counts and 2025 No-Build Alternative Average Daily Traffic Volumes



#### C. Township Line Road and Union Meeting Road

Township Line Road averages under 20 percent growth rate from the intersection with Union Meeting Road westward toward US 202 (Figure 7). Growth rates on Township Line Road east of Union Meeting Road are generally double those west of the intersection. The traffic growth from Union Meeting Road to Jolly Road is 16 percent (from 19,673 vpd to 22,990 vpd) and is typical of growth rates westward along Township Line Road, while the section from Union Meeting Road to Pennlyn-Blue Bell Pike and Pennlyn-Blue Bell Pike to Walton Road increase from 27,027 vpd and 22,105 vpd, and 35,300 vpd and 30,220 vpd, or 31 percent and 37 percent, respectively. Growth rates on Township Line Road, east from Walton Road, remain roughly constant at about 30 percent, while volume levels decrease sharply to a current count of 5,868 vpd and a forecast of 7,620 vpd. Union Meeting Road from PA 73 south to Jolly Road increases 33 percent, or about 3,220 vehicles, with volumes rising from 9,619 vpd to 12,840 vpd. Between Jolly Road and Township Line Road current volumes increase from 7,778 vpd to 10,100 vpd, a growth rate of just under 30 percent.

The volume increase on Skippack Pike (PA 73) is 5,500 vehicles, from 19,291 vpd to 24,790 vpd, west of Union Meeting Road, and 6,200 vehicles, 23,159 vpd to 29,370 vpd, east of that intersection toward Schoolhouse Road. East of Schoolhouse Road, PA 73 increases 5,180 vpd, or roughly 23 percent, growing from a current volume of 22,190 vpd to 27,370 vpd. Germantown Pike south of US 202 increases 31 percent, from a current volume of 26,563 vpd to 34,860 vpd. North of Walton Road volumes increase 24 percent from 30,054 vpd to 37,280 vpd; while volumes are slightly higher south of this intersection, rising from 36,635 vpd to 47,490 vpd, or about 30 percent. US 202 north of Township Line Road grows 135 percent, or about 23,500 vehicles, increasing from 17,394 vpd to 40,930 vpd. South of Jolly Road US 202 increases from 24,989 vpd to 55,780 vpd, or about 123 percent. Walton Road east of Germantown Pike increases from 20,134 vpd to 23,850 vpd, while west of Township Line Road the volume increase is from 23,771 vpd to 28,560 vpd. Jolly Road from Arch Street to Union Meeting Road has an increase of 33 percent, rising from a current volume of 3,346 vpd to 4,440 vpd.



Figure 7 PA Turnpike Proposed Slip Ramps at Township Line and Union Meeting Roads Current Traffic Counts and 2025 No-Build Alternative Average Daily Traffic Volumes

#### 2. 2025 Traffic Analysis of Build Alternatives at the Slip Ramp Locations

Year 2025 traffic forecasts for the five Build alternatives are presented in Figure 8 through 13. On these figures, the No-Build forecasts are repeated from Figures 5 through 7; here it appears under the line representing the roadway. Alternatives 1, 4, and 5 are on Figures 8, 10, and 12, and alternatives 2 and 3 are posted on Figures 9, 11, and 13. The first number above the line is the forecast with the lowest alternative designation for the given alternative groups, followed by the next build alternative of that group in ascending order. All Build alternative have a six lane Pennsylvania Turnpike Northeast Extension from the Mid-County Interchange to the Lansdale Interchange.

#### A. Schultz Road

Build alternatives 1, 4, and 5 tested slip ramps in the Schultz Road study area. Alternative 1 proposes two ramps; a southbound on-ramp and a northbound off-ramp, directly connecting to Schultz Road. Alternative 4 has the pair of ramps (on and off) at Schultz Road along with two southbound (on and off) ramps at Township Line Road, and two northbound (on and off) ramps at Union Meeting Road. Alternative 5 is very similar to Alternative 4 except that the southbound on and off slip ramps at Township Line Road are excluded.

Proposed slip ramps in this study area are designed to provide direct access to Merck Pharmaceuticals Corporate Campus on Broad Street, and to a lesser degree the Ford Motor Company Plant at the corner of Broad Street and Morris Road, at the same time relieving congestion at the Lansdale Interchange and on Sumneytown Pike (PA 63). Figure 8 shows that in alternatives 4 and 5, Turnpike Northeast Extension (I-476) volumes south of the proposed slip ramp locations increase from a No-Build volume of 45,640 vpd to about 49,350 vpd both northbound and southbound. Volumes north of the slip ramps decreases on average 1,000 vehicles in both alternatives to 44,780 vpd and 44,690 vpd respectively. Alternative 1 has a slightly smaller volume change, increasing to 48,600 vpd northbound and 48,800 vpd southbound, and having a constant 44,360 vpd in both directions north of the proposed ramp sites toward the Lansdale Interchange. For the Lansdale Interchange, volumes decrease from a No-Build forecast of 41,320 vehicles to about 39,000 vpd in alternatives 4 and 5, with the greatest decline being provided in Alternative 1 at 38,770 vpd.

Volumes for the proposed slip ramps to Schultz Road are slightly less in the northbound vs the southbound direction. Proposed northbound off-ramp volumes are over 4,500 vpd, while southbound on-ramps average 4,680 vpd for alternatives 4 and 5. Alternative 1 volumes are 4,260 vpd for the northbound off-ramp, and 4,400 vpd for the southbound on-ramp. This minimal difference between the forecast volumes in alternatives 1, 4, and 5, demonstrates that these ramps operate independently from the ramps proposed for the Township Line Road Study Area.

Traffic volumes on Schultz Road between the ramps and the intersection with Morris Road roughly double in alternatives 4 and 5 to approximately 9,300 vpd, while Alternative 1 has a slightly lower increase from the No-Build volume of 4,550 vpd to 8,650 vpd. The percent



Figure 8 PA Turnpike Proposed Slip Ramps at Schultz Road 2025 No-Build Alternative and Build Alternatives 1, 4, & 5 Average Daily Traffic Volumes

Alternative 1 proposes two ramps (on and off) at Schultz Road.

Alternative 4 proposes two ramps (on and off) at Schultz Road, two ramps (on and off) at Township Line Road, and two ramps (on and off) at Union Meeting Road. Alternative 5 proposes two ramps (on and off) at Schultz Road and two ramps (on and off) at Union Meeting Road.



Figure 9 PA Turnpike Proposed Slip Ramps at Schultz Road

Alternative 2 proposes four ramps (on and off) at Schoolhouse Road, two ramps (on and off) at Township Line Road, and two ramps (on and off) at Union Meeting Road. Alternative 3 proposes four ramps (on and off) at PA 113 and two ramps (on and off) at Union Meeting Road.

change for the No-Build forecast for Broad Street volumes decreases moving east from the proposed slip ramps, in the three alternatives. Along Morris Road east to Garfield Avenue, Broad Street volumes increase to about 15,600 vpd in all three alternative from a No-Build volume of 12,990 vpd, for a difference of 2,600 vehicles. West of PA 63, Broad Street increases from 18,950 vpd to about 21,300 vpd, and from 17,690 vpd to roughly 19,430 vpd east of the intersection; this results in differences of 2,300 vpd and 1,740 vpd, respectively.

Sumneytown Pike (PA 63), west of the Lansdale Interchange ramps, has a slight gain over the No-Build volume: This increase is from 36,300 vpd to an average of 37,350 vpd for the three alternatives. This reduction results from the attraction of traffic to the Northeast Extension following the reduction of congestion at the Lansdale Interchange that results from the slip ramps constructed at Schultz Road. East of the interchange volumes in alternatives 4 and 5 decrease from 42,900 vpd to 40,350 vpd, while Alternative 1 shows a greater decline to 39,910 vpd. This trend continues south until the intersection with Valley Forge Road (PA 363). Between PA 363 and Broad Street, Sumneytown Pike has a uniform gain over the No-Build volume for alternatives 4, and 5, increasing from 27,740 vpd to roughly 28,500 vpd. Alternative 1 has the greatest increase at 28,800 vpd. PA 63 south of Broad Street shows a slight increase over the No-Build volume of 24,230 vehicles to 24,780 vpd and 24,800 vpd in alternatives 4 and 5. Again Alternative 1 has the greatest increase at 25,090 vehicles. Morris Road north of Schultz Road increases from 18,810 vpd to a uniform 24,000 vpd for alternatives 1,4, and 5. South of Schultz Road alternatives 4 and 5 show a gain of 2,500 vehicles to 20,500 vpd over the No-Build forecast, while Alternative 1 has a slightly lower volume of 20,370 vpd. PA 73 north of Valley Forge Road (PA 363) increases from 22,240 vpd to 23,830 vpd for alternatives 1 and 4, and 23,680 for Alternative 5. At the intersection with Schultz Road, PA 73 has a minimal average increase from 19,270 vpd to 19,670 vpd, or 400 vehicles. This may be due to the severing of Schultz Road in the Build Alternative, concentrating the effects of the ramps to I-476. Valley Forge Road (PA 363) west of PA 73 minimal increase from a No-Build volume of 25,890 vpd to about 26,500 vpd, an average gain of 800 vehicles in the three alternatives, while close to PA 63 alternatives 1, 4, and 5 show greater increases from the No-Build volumes. West of PA 63 traffic volumes gain about 2,600 vehicles (22,110 vpd to 24,700 vpd).

#### B. PA 113 / Schoolhouse Road

Alternative 2 has coupled ramps providing all movements between the Northeast Extension and Schoolhouse Road and ramps providing all movements in the Township Line Road Study Area. In Alternative 3, these ramps were shifted from Schoolhouse Road to PA 113 itself. In addition, only the northbound off and on ramp to Union Meeting Road was included in the Township Line Road Study Area. Figures 10 and 11 display the forecast volumes for the five build alternatives in this study area.

I-476, Pennsylvania Turnpike volumes north of the PA 113 ramps increase, from a No-Build forecast of 68,100 vpd, to 69,700 vpd (2 percent) in Alternative 2, and 70,760 vpd (4 percent) in Alternative 3. South of the Schoolhouse Road ramps volumes increase from 68,100 vpd to about 76,400 vpd for a 12 percent increase over the No-Build volume in the two alternatives.




Alternative 1 proposes two ramps (on and off) at Schultz Road.

Alternative 4 proposes two ramps (on and off) at Schultz Road, two ramps (on and off) at Township Line Road, and two ramps (on and off) at Union Meeting Road. Alternative 5 proposes two ramps (on and off) at Schultz Road and two ramps (on and off) at Union Meeting Road.





Alternative 2 proposes four ramps (on and off) at Schoolhouse Road, two ramps (on and off) at Township Line Road, and two ramps (on and off) at Union Meeting Road. Alternative 3 proposes four ramps (on and off) at PA 113 and two ramps (on and off) at Union Meeting Road.

The Lansdale Interchange declines from 41,320 vpd in the No-Build Alternative, to 39,290 vpd (5 percent) in Alternative 2, and 38,160 vpd (8 percent), in Alternative 3 (see Figure 9). In alternatives 2 and 3, the Quakertown Interchange experiences a 2 percent and 4 percent decline in volume (600 and 1,020 vehicles, respectively), from the No-Build scenario.

Traffic forecasts for the proposed slip ramps at Schoolhouse Road were developed in Alternative 2. The northbound on-ramp has 460 vpd, and the southbound off-ramp has 530 vpd. The greatest volumes are on the south oriented ramps; volume on the northbound off-ramp is 3,860 vpd, while the southbound on-ramp volume is higher at 3,970 vpd. Alternative 3 produced the volumes on the proposed slip ramps located at PA 113. The forecast volumes are 770 vpd on the northbound on-ramp and 870 vpd on the southbound off-ramp. Both the northbound off-ramp and the southbound on-ramp project a volume of 3,600 vpd. As with Alternative 2, an overwhelming number of vehicles using the slip ramps will travel between the ramps and interchanges to the south.

In Alternative 2, PA 113 west of Schoolhouse Road, experiences almost no change from the No-Build volume, 26,140 vpd compared to 26,250 vpd. PA 113 from Schoolhouse Road east to the I-476 overpass does have a small increase in volume of 950 vehicles, or about 4 percent. In Alternative 3, these same locations show a volume increase of 1,920 vpd west of Schoolhouse Road, and a gain of 2,310 vpd east heading toward the proposed ramps, for increases of 7 percent and 9 percent, respectively. PA 113, from the proposed ramps to Allentown Road, has an increase of 4 percent, or 1,000 vehicles, in Alternative 2, and a 14 percent increase or a gain of 3,560 vpd in Alternative 3. East of Allentown Road this trend continues with Alternative 3 showing an increase from 26,210 vpd in the No-Build to 29,270 vpd. This is a gain of just over 2,900 vehicles or 12 percent.

In Alternative 3, Schoolhouse Road has an average 5 percent increase over the No-Build, north of the proposed slip ramps to Kulp Road, and south of Halteman Road to Lower Road. Increases in volume for these two sections of Schoolhouse Road are 510 vpd and 450 vpd, respectively. As shown in Alternative 2, Schoolhouse Road has a considerable increase in volume north of the proposed ramps, and a significant increase over the No-Build volume, from Halteman Road south to Lower Road. From the proposed ramps north to Kulp Road, the volume increases from 10,510 vpd to 13,470 vpd, increasing 28 percent over the No-Build scenario; however, the greatest increase in volume along Schoolhouse Road is 6,140 vpd or 62 percent between Halteman Road to the ramps, while south to Lower Road an increase from a No-Build volume of 9,860 vpd to 11,160 vpd, or 13 percent, is evident. Schoolhouse Road between Kulp Road and PA 113 has a 9 percent increase in volume in Alternative 3, and a 2,640 vpd gain in Alternative 2, which is a 31 percent increase over the No-Build forecast.

Allentown Road north of PA 113 experiences an increase from the No-Build volume of 11,630 vpd to about 13,550 vpd, or approximately 16 percent, in both alternatives 2 and 3. South of PA 113 in Alternative 3, Allentown Road shows a minimal gain of 470 vehicles, or 2 percent, from the No-Build; while in Alternative 2, this section increases from a No-Build forecast of 17,190 vpd to 19,900 vpd, a rise of 16 percent. South of Halteman Road, Allentown Road shows a very minimal decrease in volume in both alternatives 2 and 3. Sumneytown Pike (PA 63) yields no

significant increases or decreases in either alternative. North of PA Souderton Pike, PA 63 increases from a No-Build volume of 23,510 vpd to about 24,300 vpd, or roughly 3 percent, in both alternative 2 and 3. From Kulp Road south on PA 63, the greatest overall decreases occur. Volumes decline in alternatives 2 and 3 by 560 vpd and 940 vpd, or 2 percent and 4 percent, respectively. Kulp Road, from Schoolhouse Road west toward PA 63, increases from a No-Build count of 4,420 vpd to 5,150 vpd in Alternative 2, and decreases by 210 vehicles in Alternative 3. On the east side of I-476, Halteman Road experiences an increase of 2,480 vpd, or 158 percent, in Alternative 2; to a lesser degree, a gain of 7 percent, or 110 vpd in Alternative 3.

#### C. Township Line Road and Union Meeting Road

Four of the five build alternatives include slip ramps in the Township Line Road Study Area. Build alternatives 2 and 4 include both northbound on and off ramps to Union Meeting Road and southbound on and off ramps connecting to Township Line Road. In Alternative 2 these were tested with the ramps at Schoolhouse Road; in Alternative 4 the Schultz Road ramps are included. Build alternatives 3 and 5 contain only the on and off ramps to Union Meeting Road. In Alternative 3 these were grouped with ramps at PA 113 while Alternative 5 included the ramps at Schultz Road.

The design for the proposed slip ramps at these locations is intended to provide direct access to local industrial parks via I-476. I-476 volumes, both north and south of the proposed ramps at Township Line Road and Union Meeting Road, average an increase of 8 percent when ramps are constructed, going from a No-Build volume of 91,280 vpd and increasing to approximately 99,100 vpd, in alternatives 2, 4, and 5. In Alternative 3, I-476 volumes have slightly less of an increase averaging 47,800 vpd, or about 5 percent, both north and south of the proposed ramps. For all alternatives, traffic volumes at the Mid-County Interchange increase about 3 percent to 5 percent, with Alternative 1 having the least amount of increase at 2,200 vpd. The Norristown Interchange increases from 41,420 vpd to about 42,400 vpd, in alternatives 1, 2 and 3 increase roughly 340 vpd , which is less than 1 percent. Lansdale Interchange alternative volumes are discussed above in parts A and B, of this chapter.

As shown on Figures 12 and 13, Alternative 2 northbound slip ramp volumes at Union Meeting Road are 4,060 vpd for the off-ramp and 3,890 vpd for the on-ramp. Southbound ramps at Township Line Road are 3,960 vpd for the off-ramp and 4,150 vpd for the on-ramp. Only northbound ramps are proposed in Alternative 3. The northbound off-ramp is forecast to carry 4,220 vpd, while the on-ramp volume is 4,100 vehicles. In Alternative 4, volumes are 4,170 vpd and 3,800 vpd for the proposed northbound off and on ramps at Union Meeting Road, and 3,920 vpd and 4,220 vpd for the corresponding proposed southbound off and on ramps at Township Line Road. As in Alternative 3, Alternative 5 proposes only the northbound ramps at Union Meeting Road. In this alternative the off-ramp is to carry 4,210 vpd, and the on-ramp to have a volume of 4,200 vpd.





Alternative 1 proposes two ramps (on and off) at Schultz Road.

Alternative 4 proposes two ramps (on and off) at Schultz Road, two ramps (on and off) at Township Line Road, and two ramps (on and off) at Union Meeting Road. Alternative 5 proposes two ramps (on and off) at Schultz Road and two ramps (on and off) at Union Meeting Road.



Figure 13 PA Turnpike Proposed Slip Ramps at Township Line and Union Meeting Roads 2025 No-Build Alternative and Build Alternatives 2 and 3 Average Daily Traffic Volumes

Alternative 2 proposes four ramps (on and off) at Schoolhouse Road, two ramps (on and off) at Township Line Road, and two ramps (on and off) at Union Meeting Road. Alternative 3 proposes four ramps (on and off) at PA 113 and two ramps (on and off) at Union Meeting Road.

In alternatives 3 and 5, where no ramps connect to Township Line Road, this facility from US 202 east to Union Meeting Road has less than a one percent difference from the No-Build volumes. Township Line Road east of US 202, increases 6 percent over the No-Build scenario, going from 16,290 vpd to about 17,300 vpd in both alternatives 2 and 4. Alternatives 2 and 4 also have very similar volume changes west and east of the proposed ramps on Township Line Road. From Arch Street east to the proposed ramps, volume increases an average 3,360 vpd, about 12 percent, while the volume east, from the ramps to Union Meeting Road experiences approximately a 16 percent overall increase, translating to roughly 3,200 vpd. Township Line Road east of the intersection with Union Meeting Road increases from 35,300 vpd to about 36,350 vpd, or roughly 3 percent, in all alternatives. Union Meeting Road, from the proposed ramps north to Jolly Road, increases 17 percent, from 10,100 vpd to an average 11,840 vpd, in all alternatives. The volume on Union Meeting Road south to Township Line Road has the smallest increase (8 percent), from a no-build of 10,100 vpd to 10,890 vpd, in Alternative 4, while alternatives 3 and 5 both experience a 9 percent increase, or roughly 850 vehicles. Alternative 2 has the greatest increase of 12 percent or 1,240 vpd.

Skippack Pike (PA 73) has a less than one percent increase or decrease from the No-Build volume east and west of the intersection with Union Meeting Road. Germantown Pike, from US 202 south to Walton Road, also experiences relatively no change in an of the Build alternatives. In alternatives 2 and 4, Germantown Pike has less than a one percent decrease in volume from the No-Build, while in alternatives 3 and 5 the reverse occurs and there is an increase of less than one percent. In Alternative 4, Arch Street north of Township Line Road to Jolly Road increases two percent, gaining 190 vpd, from the No-Build volume of 7,780 vpd. Arch Street experiences no significant changes from the No-Build volume in any of the other alternatives. Walton Road east of Germantown Pike decreases in alternatives 2 through 5 with the greatest decrease being two percent, or 520 vpd, in Alternative 3.

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## VI. CONCLUSIONS

The construction of E-Z Pass slip ramps along I-476 at Schultz Road are designed to provide turnpike access midway between the Mid-County and Lansdale interchanges. Besides allowing easier access to the corporate campus of Merck Pharmaceuticals and Ford Motor Company, local area residents gain access to the turnpike without traveling to the Lansdale Interchange. Proposed slip ramps at the PA 113/Schoolhouse Road study area are intended to provide turnpike access to future development in upper Montgomery and Bucks counties near the Quakertown Interchange. Slip Ramps proposed at Township Line Road and Union Meeting Road are intended to give traffic direct access to local industrial parks between the Mid-County and Lansdale interchanges.

At the direction of the Pennsylvania Turnpike Commission, alternatives were tested providing ramps to and from the north as well as ramps for all movements at the three study areas. In addition, a six lane cross-sections of the turnpike northeast extension between the Mid-County and Lansdale interchanges was included. All alternatives show the Northeast Extension volumes increase between the Mid-County and Quakertown interchanges, with the exception being in alternatives 1, 4, and 5 where the section of I-476 between the proposed slip ramps at Schultz Road and the Lansdale Interchange decrease. In all alternative volumes for the Mid-County and Norristown interchanges increase, while the Lansdale Interchange decreases roughly 2,500 vpd. For Build alternatives 1, 4, and 5, the Quakertown Interchange experiences relatively no change from the No-Build forecast volumes, while alternatives 2 and 3 produce a decrease of approximately 3 percent.

Careful analysis of the simulation output for pairing specific ramps in different study areas suggests that the ramps operate independently; that is, the majority of traffic using the ramps does not come from the other ramps. Ramp volumes at the Schultz Road proposed northbound off-ramp and southbound on-ramp are forecast at approximately 4,600 vehicles per day (vpd) in alternatives 4, and 5, while Alternative 1 yields a volume of about a few hundred less vehicles. Ramps at PA 113 in Alternative 3, will have approximately 3,600 vpd for both the southbound on-ramp and the northbound off-ramp, and under 900 vpd for the north oriented ramps. Schoolhouse Road, like PA 113, will have all four movements. The northbound off-ramp and the southbound on-ramp are to carry roughly 3,900 vpd, and both the northbound on-ramp and southbound off-ramp are to about 500 vehicles per day. Township Line Road in alternatives 2 and 4, have proposed southbound on and off ramps that carry volumes of 4,200 vpd and 3,900 vpd respectively. Volumes at Union Meeting Road are similar in alternatives 2 and 4, with the northbound off-ramp averaging just over 4,100 vpd, while the northbound on-ramp would carry 3,800 vehicles. Alternatives 3 and 5 volumes are slightly higher with the northbound off-ramp carrying 4,200 vpd and the northbound on-ramp averaging 4,150 vpd.

While all ramp alternatives show increases in traffic in the immediate vicinity of the slip ramps, the additional traffic dissipates quickly on area roadways. The construction of slip ramps increases traffic on the turnpike northeast extension, while providing relief for parallel facilities near the slip ramp locations. This is the case, for example, on Sumneytown Pike (PA 63) where traffic from the Lansdale Interchange is removed to the Schultz Road slip ramps.

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\* DVRPC Traffic Counts

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Weather : Counted by: Board # : Other :	Urban	#17 (WB	)			KCI Technologies, 3220 Tillman Drive, Bensalem, PA 1	Inc. Suite 215 9020			Site Code : 000000000000 Start Date: 04/23/2001 File I.D. : C:\PROGRAM FI
Street name	: Sumney	town Pk	(WB)	Cross s	treet:Just	west of Lansdale IC ,				Page : 1
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week	
Time	04/23	04/24	04/25	04/26	04/27	Avg.	04/28	04/29	Avg.	Each * Equals 25 Vehicles
12:00 am	*	126	131	*	*	128	*		128	*****
01:00		64	58	*		61	*		61	**
02:00		51	37	*	*	44		•	44	**
03:00		45	34			40		•	40	**
04:00	*	60	72			66	*	*	66	***
05:00		171	171	*		171	*	*	171	******
06:00	*	480	468	*		474	*		474	***********
07:00		709	754			732		*	732	*************************
08:00		634	664	*		649			649	*********
09:00		623	550	*		586			586	****************
10:00		535	564	*		550	*		550	***************
11:00	594	650	*	*	•	622		•	622	*****
12:00 pm	640	637				638			638	*****
01:00	600	688		*		644		*	644	******************
02:00	750	773	. *			762		*	762	*********************************
03:00	1066	1111	*	*		1088		*	1088	*********************************
04:00	1289	1297				1293		*	1293	********************************
05:00	1506	1450				1478			1478	**********************************
06:00	1072	1217	*			1144			1144	******************************
07:00	600	731	*		*	666			666	**********************
08:00	579	517				548			548	*************
09:00	424	475		*		450		*	450	***************
10:00	268	332				300		*	300	*********
11:00	160	252				206			206	*******
Totals	9548	13628	3503	0	0	13340	0	0	13340	
% Avg. WkDa	71.5%	102.1%	26.2%	.0%	.0%					
% Avg. Day	71,5%	102.1%	26.2%	.0%	.0%		.0%	.0%		
AM Peak	11:00	07:00	07:00			07:00			07:00	
Volume	594	709	754			732			732	
PM Peak	05:00	05:00				05:00			05:00	
Volume	1506	1450				1478			1478	

ADTS

SEASONAL FACTOR:	0.955	AADT: 12,299
AXLE CORR. FACTOR:	0.945	

Weather : Counted by: Board # : Other :	Urban	#17 EB	d mins &			KCI Technologie 3220 Tillman Drive Bensalem, PA	es, Inc. 2, Suite 215 19020			Site Code : 000000000000 Start Date: 04/23/2001 File I.D. : C:\PROGRAM FI
Street name	: Sumney	Town PK	(EB)	Cross s	street:Just	west of Lansdale IC	Cak	Curri	Magle	Page : 1
Begin	Mon.	Tues.	wed.	Thur.	FEL.	weekday	Sat.	Sun.	week	Pach * Provala 25 Vehicles
11me	04/23	04/24	04/25	04/20	04/27	AVG.	04/28	04/29	Avg.	Bach * Equais 25 Venicies
12:00 am		10	23			54			24	
01:00	-	4.5	40			40			40	
02:00		50	40			4.5			47	
03:00		144	130			127			127	
05.00		EAA	535			634			524	
05:00		1222	1220			1220			1220	
07-00		1470	1421			1446	÷.		1446	*******************************
08:00		1225	1246			1236			1236	**********
09:00		816	799			808			808	
10.00		691	643	*		667			667	******
11:00	608	715	.045			662			662	
11.00	000	140				002			002	
12:00 pm	679	630				654			654	**********
01+00	612	695		*		654			654	*****
02:00	631	703				667			667	*********************
03:00	812	765				788			788	*****
04:00	650	788				719			719	**********
05:00	854	810				832		*	832	********
06:00	570	575				572		*	572	******
07:00	418	437		*	*	428		+	428	*********
08:00	355	332		*		344			344	*****
09:00	200	255		*		228		*	228	*******
10:00	170	182	*			176			176	******
11:00	133	114				124			124	*****
Totals	6692	13440	6293	0	0	13215	0	0	13215	
% Avg. WkDa	50.6%	101.7%	47.6%	.0%	.0%					
% Avg. Day	50.6%	101.7%	47.6%	.0%	.0%		.0%	.0%		
AM Peak	11:00	07:00	07:00			07:00			07:00	
Volume	608	1470	1421			1446			1446	
PM Peak	05:00	05:00				05+00			05+00	
Volume	854	810				832			832	
	0.04	5+0							0.52	

ADTs

SEASONAL FACTOR:	0.955	AADT: 12,129
AXLE CORR. FACTOR:	0.945	

Weather : Counted by: Board # : Other :	Urban	#18 (EE	3)			32	KCI Tec 20 Tillm Bensa	chnologi man Driv lem, PA	es, In e, Sui 1902	c. te 2 D	15				Site Star File	Code t Date I.D.	: 00000000000 : 04/30/2001 : C:\PROGRAM FI
Street name	:Sumney	/town Pk	EB Cr	oss str	eet: (Just	east	of Lans	dale IC	) .						Page		1
Begin	Mon.	04/30	Tues.		Wed.		Thur.		Fri.		W	leekday	Avg.	Sat.		Sun.	
Time																	
12:00 am			134	121	177	150					•	156	136			*	
01:00	*		103	98	111	101					•	107	100		*	*	
02:00		-	60	55	99	88	•		*		•	80	72		•		
03:00	^	*	92	84	102	91			*		*	97	88	*		*	
04:00	*		202	182	200	177			*			201	180	•	*		
05:00	*	*	540	506	599	540	*	. *	*		*	570	523	•			1. C.
06:00	*	*	1291	1253	*	*		*	*		*	1291	1253		*	*	
07:00			1516	1440		*			*		*	1516	1440	. *			
08:00	*	*	1392	1303		*			*		*	1392	1303	*	*	*	
09:00			1060	1005		*		*	*		*	1060	1005		*		
10:00	897	863	891	847	*	*	*	*	*		*	894	855		*	*	
11:00	941	934	927	877					*		*	934	906		*		
12:00 pm	1027	996	901	834					*		*	964	915				
01:00	968	939	1023	978			*	*			*	996	958		*		*
02:00	1088	1047	1043	1000		*			*		*	1066	1024		*		
03:00	1168	1109	1150	1100		*			*		*	1159	1104				
04:00	1241	1192	1154	1108								1198	1150		*		*
05:00	1404	1376	1375	1329				*	*		*	1390	1352				*
06:00	1229	1181	1152	1098								1190	1140		*		
07:00	839	805	744	691								792	748				
08:00	668	634	678	605					*		*	673	620		*		
09:00	522	492	561	509								542	500				
10:00	412	395	475	434					*		*	444	414		*	+	*
11:00	252	238	288	268					*		*	270	253				
Totals	12656	12201	18752	17725	1288	1147	0	0	0		0	18982	18039	0	0	0	0
roturb	2	24857	3	6477	24	35		0	, in the second s	0		3	7021		0		0
Avg. Dav	66.61	67.6%	98.7%	98.28	5 7%	6.38	01	01	0%	18	0%			03	01	01	01
nig. buy	00101	07.00	20111	50180												101	
AM Peaks	11:00	11:00	07:00	07:00	05:00 (	5:00						07:00	07:00				
Volume	941	934	1516	1440	599	540						1516	1440				
PM Peaks	05:00	05:00	05:00	05:00								05:00	05:00				
Volume	1404	1376	1375	1329								1390	1352				
ADTs																	

SEASONAL FACTOR:	0.932	AADT:	16,516
AXLE CORR. FACTOR:	0.945		

Weather :						KCI Technologies,	Inc.			
Counted by:						3220 Tillman Drive, S	uite 215			Site Code : 00000000000
Board # :						Bensalem, PA 19	020			Start Date: 04/23/2001
Other :	Urban	#18 (WB	3			Designation of the Astro				File I.D. : C:\PROGRAM FI
Street name	:Sumner	vtown Pk	(WB)	Cross s	treet:Just	east of Lansdale IC .				Page : 1
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week	
Time	04/23	04/24	04/25	04/26	04/27	Avg.	04/28	04/29	Ava.	Each * Equals 25 Vehicles
12:00 am		171	142	*	*	156	*		156	*****
01:00		97	106	*	*	102	*	*	102	****
02:00		96	99		*	98			98	****
03:00		98	97		*	98	*		98	****
04:00	*	161	182		*	172	*		172	******
05:00		402	387	+	*	394	*		394	********
05:00		1078	1009			1044			1044	*********
07.00		1692	1617			1650			1650	
09.00		1200	1200		2	1344			1244	
00:00		1209	1200			1244			1299	
10.00		883	849		<u>_</u>	866			220	
10:00		770	169			770			770	
11:00	119	800			÷	790			790	
12:00 pm	843	836				840			840	********************************
01:00	744	834	*	*	*	789	*	*	789	********************************
02:00	878	881	*		*	880			880	***************************************
03:00	1228	1205	*	*	*	1216	*		1216	*********************************
04:00	1240	1212			*	1226	*		1226	***************************************
05:00	1273	1318			*	1296	*		1296	**********************************
06:00	892	1017	*		*	954	*		954	*********
07:00	606	635			*	620			620	*******************
08:00	515	439		*		477	*		477	*********
09:00	433	430	*		*	432			432	***********
10:00	260	298	*		*	279	*		279	******
11:00	228	261	*		*	244			244	********
Totals	9919	16813	6537	0	0	16637	0	0	16637	
Avg, WkDa	59.6%	101.0%	39.2%	\$0.	.0%					
& Avg. Day	59.6%	101.0%	39.2%	.0%	.0%		.0%	.0%		
			57120							
AM Peak	11:00	07:00	07:00			07:00			07:00	
Volume	779	1682	1617			1650			1650	
PM Peak	05:00	05:00				05:00			05:00	
Volume	1273	1318				1296			1296	
		-0.0								

ADTs

SEASONAL FACTOR:	0.945	AADT: 15,173
AXLE CORR. FACTOR:	0.945	

3220 Tillman Drive, Suite 215

Bensalem, PA 19020

Title1	: Su	mnevto	wn Pk					10		Site		Urban#19				
Title?	· 111	et west o	of Valley	Forge	Rd								Dat	e	0.	4/16/01
Title3	:	st west (	or vancy	IOIGO	itu -				File:							sumwvf
Interval	Mon	16	Tue	17	We	d 18	Th	1 19	Fri	20	Sat 2	21	Sun	22	Weekda	ay Avg.
Begin	ND	CD	NP	CD	NP	CD	NP	CD	NR	SD	NR	CD	NR	CB	NB	SB
12 AM	IND	30	IND *	30	ND #	30	120	50	124	64	*	30	*	30	107	57
12:AM					<u>_</u>		120	26	52	40					51	20
01:00			<u> </u>				30	30	34	40					22	30
02.00							20	33	24	52					30	45
03:00							47	50	53	01					40	78
04:00		*	*	*			110	275	133	284					121	270
05:00							229	213 66A	275	620					256	616
07:00		*	*			*	506	694	556	730	*		*	*	531	712
07:00							560	692	550	620	*				550	656
08.00							405	603	500	634					497	663
10:00						*	546	580	*	*					546	580
11:00		*				*	590	620	*						590	620
12:PM							620	646							620	646
01:00		*	*	*	410	414	620	580							515	497
02:00			*		712	603	682	648							697	625
03:00			*		858	632	904	622		*					881	627
04:00			*		924	606	938	624	*						931	615
05:00		*	*	*	1,010	636	969	721		*					989	678
06:00		*		*	802	670	910	648		*					856	659
07:00		*	*		586	582	603	533							594	557
08:00		*	*	*	570	307	528	456		*	*		*	*	549	381
09:00			*		442	258	430	274			+		*		436	266
10:00					238	164	249	209	*		*	*	*	*	243	186
11:00		*	*	*	160	112	175	140		*	*				167	126
Totals	0	0	0	0	6,712	4,984	11,041	10,544	2,418	3,182	0	0	0	0	10,958	10,273
Combined		0		0	1	1,696	2	1,585	5	5,600		0		0	2	1,231
Split %	0.0	.0	0.0	.0	57.4	42.6	51.2	48.8	43.2	56.8	0.0	.0	0.0	.0	51.6	48.4
AM																
Peak Hr	*						11:00	07:00	08:00	07:00		*	*		11:00	07:00
Volume	*		*		*	*	590	694	559	730		*		*	590	712
РМ																
PeakHr	*				05:00	06:00	05:00	05:00	*	*	*				05:00	05:00
Volume	*				1.010	670	969	721		*	*	*	*	*	080	678
+ ofume					1,010	010	101	1 40 1							101	070

SEASONAL FACTOR:	0.955	AADT: 19,480
AXLE CORR. FACTOR:	0.945	

1

Weather : Counted by: Board # : Other : Street name	Urban #2	0 own Pk	Cross	street	• het wee	3: n Valle	KCI Te 220 Till Bens	echnolog lman Dri salem, F and Br	ve, Sui A 1902	ic. ite 215 20				Sit Sta Fil Pag	e Code : irt Date: .e I.D. :	00000000000 04/16/2001 C:\PROGRAM F
Begin	Mon.	04/16	Tues.	BUTEEL	Wed.	II VOLL	Thur		Fri.		leekday	Avg.	Sat.	103	Sun.	
12:00 am	*						113	41	142	50	128	46				*
01:00	*			*			47	31	50	28	48	30			*	*
02:00	*		*	*		*	17	26	25	31	21	28	*			*
03:00				*			39	33	35	42	37	38	*		*	*
04:00				*		*	50	67	46	94	48	80				
05:00				*			88	276	82	267	85	272	*			*
06:00							256	719	283	699	270	709	*	+		*
7:00				*		*	489	668	496	838	492	753				*
08:00	*	*				*	426	807	402	807	414	807	*			*
00:00							463	700	473	681	468	690				*
0:00				*		*	455	561	*	*	455	561				
11:00	*	•				*	681	575	*	*	681	575				
2:00 pm				*			639	674			639	674				*
01:00					561	582	648	611	*	*	604	596	*			
02:00	*	*	*	*	720	623	687	635	*	*	704	629				*
03:00	*	*	*	*	837	609	940	604	*	*	888	606	*			*
04:00					1002	501	940	514	*		971	508	+			*
05:00	*	*			1084	514	1039	583	*	*	1062	548	*			*
06:00				*	928	515	902	516		.*	915	516	*			*
07:00	*	*		*	626	461	669	438		*	648	450	*		*	*
08:00					530	311	539	348	*		534	330				*
09:00	*	*		*	393	218	422	258		*	408	238	*	*	*	*
10:00	*			*	226	135	256	175	*		241	155				*
11:00			*		165	99	163	122	*	*	164	110	*	*		*
Totals	0	0	0	0	7072	4568	10968	9982	2034	3537	10925	9949	0	0	0	0
		0		0	1	1640		20950		5571	2	0874		0		0
Avg. Day	.0%	.0%	.0%	.0%	64.7%	45.9%	100.3%	100.3%	18.6%	35.5%			.0%	.0%	.0%	.0%
AM Peaks Volume							11:00 681	08:00 807	07:00 496	07:00 838	11:00 681	08:00 807				
DM Doske					05.00	07:00	05.00	12.00			05:00	12.00				
Volume					1084	623	1039	674			1062	674				
ADTs																

SEASONAL FACTOR:	0.955	AADT: 18,907
AXLE CORR. FACTOR:	0.945	

Weather : Counted by: Board # :	Urban	#21				33	KCI T 220 Til Ben	echnolog lman Dri salem, F	ies, Ir ve, Sui PA 1902	nc. Lte 215 10				Site	Code	: 000000000000 : 04/16/2001
Street name	Sumnes	town Pk	Cross	street	· inst (	east of	Broad	St						Page	1.0.	1
Begin	Mon.	04/16	Tues.	001000	Wed	1055 01	Thur		Fri.	P	leekday	Avg.	Sat.	1 digit	Sun.	<u> </u>
12:00 am				*	<u></u>		67	75	82	73	74	74		*		
01-00		*		*			21	27	29	24	25	26		*		
02:00					*		13	16	20	21	16	18	*			
03:00					*		31	27	27	35	29	31		*	*	
04:00	+	*		*			45	56	37	79	41	68	*	*	*	
05:00				*	*		92	239	95	199	94	219	*	*	*	
05:00							324	539	327	532	326	536			*	
07:00			*	*			503	510	486	607	494	558	*	*	*	
08:00		*		*	*		483	552	473	533	478	542		*		
09:00	*			*			395	508	400	528	398	518	*			
10:00				*	*		342	468	*	*	342	468	*	*		
11:00	+	*		*	*		527	524	*	•	527	524	*	*		
12:00 pm							553	660	*		553	660			*	
01:00				*	514	528	572	542	*		543	535	*	*	*	
02:00	*			*	553	513	576	564	*	*	564	538	*	*		
03:00				*	642	560	715	553	*		678	556	*		*	*
04:00		*		*	656	502	662	544	*	*	659	523	*	*	*	•
05:00		*		*	676	532	665	592	*		670	562	*	*	*	•
06:00			•	*	679	480	642	497	*	*	660	488	*		*	
07:00	*	*	•	*	443	400	464	409	*		454	404	*		*	
08:00	•				417	306	428	313	*		422	310		*		
09:00		*	•	*	339	194	366	223	*		352	208	•	*		
10:00			•		187	114	222	151	*		204	132			*	
11:00			•		135	95	158	105			146	100				
Totals	0	0	0	0	5241	4224 9465	8866	8694 17560	1976	4607	8749	7347	U	0	0	0
Avg. Day	.0%	.0%	.0%	.0%	59.9%	49.1%	101.3%	101.1%	22.5%	30.6%			.0%	.0%	.0%	.0%
AM Peaks Volume							11:00 527	08:00 552	07:00 486	07:00 607	11:00 527	07:00 558				
PM Peaks Volume					06:00 679	03:00 560	03:00 715	12:00 660			03:00 678	12:00 660				
ADTs																

SEASONAL FACTOR:	0.955	AADT: 15,847
AXLE CORR. FACTOR:	0.945	

3220 Tillman Drive, Suite 215 Bensalem, PA 19020

Title1	: Sk	ippack	Pike							Site	e:	Urban#14					
Title2	: Ju	st west	of Valley	Forge	Rd								Dat	te:	04/09/01		
Title3	:																
Interval	Mon	9	Tue	10	Wee	111	Thu	112	Fri	13	Sat 1	4	Sun 15		Weekday Avg.		
Begin	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	
12:AM	*	*	*	*	*	*	0	122	2	144	*			*	1	133	
01:00	*					*	0	56	1	78					0	67	
02:00	*	*			*	*	0	46	1	73	*		*		0	59	
03:00	*	*	*		*	+	1	56	4	59	*	*			2	57	
04:00	*	*					2	119	2	78					2	98	
05:00	*					*	8	450	10	350					9	400	
06:00	*				+	*	9	1,201	20	906	*		+	+	14	1,053	
07:00	*	*	*		*	*	27	1,315	32	991	*	*	*	*	29	1.153	
08:00		*				*	31	1,061	32	863	*	*			31	962	
09:00							42	865	54	826	*				48	845	
10:00	*		*				66	816	48	852					57	834	
11:00	*	*			236	192	86	810	40	966					120	656	
12:PM	*				298	572	94	836	44	984					145	797	
01:00	*	*			96	855	86	854	143	964	*				108	891	
02:00	*	*			54	937	56	980	244	1.051	*				118	989	
03:00					48	1,172	26	1.222	*	*					37	1,197	
04:00					26	1.354	12	1.502							19	1,428	
05:00		*			12	1.438	6	1.496	*		*				9	1.467	
06:00					8	1.025	8	1.158	*						8	1.091	
07:00		*			2	740	19	802		*	*	*			10	771	
08:00					2	567	10	636							6	601	
09:00					1	464	9	546							5	505	
10:00				*	0	388	6	402	*						3	395	
11:00					0	265	8	296		*					4	280	
Totals	0	0	0	0	783	9,969	612	17,647	677	9,185	0	0	0	0	785	16,729	
Combined		0		0	10	0,752	1	8,259	9	0,862		0		0	1	7,514	
Split %	0.0	.0	0.0	.0	7.3	92.7	3.4	96.6	6.9	93.1	0.0	.0	0.0	.0	4.5	95.5	
AM																	
Peak Hr		100	*		11:00	11:00	11:00	07:00	09:00	07:00		*	*	*	11:00	07:00	
Volume	*	*	*	*	236	192	86	1,315	54	991	*	*	*	*	120	1,153	
PM																	
PeakHr		*	*		12:00	05:00	12:00	04:00	02:00	02.00			*		12:00	05:00	
Volume	*		*		209	1 429	04	1 502	244	1.051			*	*	145	1 467	
volume	· · · ·		*	ार्ग 	298	1,438	94	1,502	244	1,051	- <b>T</b>	α.	· · ·	· · · ·	145	1,40/	

SEASONAL FACTOR:	0.982	AADT: 16,514
AXLE CORR. FACTOR:	0.921	

3220 Tillman Drive, Suite 215

Bensalem, PA 19020

Title1	: Sk	ippack	Pike							Site	e:	Urban#15				
Title2	: Be	tween V	Valley Fo	rge and	l Berks								Dat	te:	04/09/01	
Title3	:															
Interval	Mon	9	Tue	10	Wee	d 11	Thu	12	Fri	13	Sat 14		Sun 15		Weekday Avg.	
Begin	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:AM	*	*	*				12	58	27	85	*	*	*	*	19	71
01:00	*						10	25	22	55			+		16	40
02:00	*	*					19	16	21	47			*		20	31
03:00	*	*					18	17	20	26				*	19	21
04:00	*	*					54	24	42	26	*			*	48	25
05:00	*	*	*	*			243	92	192	104					217	98
06:00							820	191	590	160					705	175
07:00	*						1,004	340	718	258		*	*		861	299
08:00							834	279	592	250	*	*	*	*	713	264
09:00	*			*			504	292	482	274	*			*	493	283
10:00	*	*					435	322	459	324			+	*	447	323
11:00	*		*	*	376	308	414	322	430	402					406	344
12:PM					366	375	450	378	474	456					430	403
01:00	*	*	*		391	410	384	428	460	492					411	443
02:00	*	*			407	432	472	438	472	627					450	499
03:00	*	*			436	648	436	638	*	*					436	643
04:00					402	858	450	936	*	*	*				426	897
05:00	+				445	995	470	1,056	*	*	*	*	+		457	1,025
06:00	*				360	642	414	639		*			*	*	387	640
07:00	*		*		254	371	334	383		*			*	+	294	377
08:00			*		180	327	228	314	*	*	*	*	*	*	204	320
09:00	*	+			174	252	195	302	*		*		*		184	277
10:00	*				142	198	151	178		*					146	188
11:00	*				68	104	101	145	*	*	*	*			84	124
Totals	0	0	0	0	4,001	5,920	8,452	7,813	5,001	3,586	0	0	0	0	7,873	7,810
Combined		0		0	9	9,921	10	5,265	8	3,587		0		0	15	,683
Split %	0.0	.0	0.0	.0	40.3	59.7	52.0	48.0	58.2	41.8	0.0	.0	0.0	.0	50.2	49,8
AM																
Peak Hr					11:00	11:00	07:00	07:00	07:00	11:00		*	*	*	07:00	11:00
Volume					376	308	1,004	340	718	402	*		*	*	861	344
PM																
PeakHr					05:00	05:00	02:00	05:00	12:00	02:00	*				05:00	05:00
Volume			*		445	005	472	1.056	474	627		*	*	*	457	1.025
volume					440	995	412	1,050	4/4	027					431	1,025

SEASONAL FACTOR:	0.982	AADT: 14,710
AXLE CORR. FACTOR:	0.921	

Title1	: Sk	ippack	Pike						Site	ð:	Urban#16					
Title2	: Ju	st east o	of Berks F	Road									Dat	te:	04	1/09/01
Title3	:															
Interval	Mon	9	Tue	10	We	d 11	Thu	1 12	Fr	i 13	Sat	14	Sun	15	Weekda	y Avg.
Begin	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:AM		*	*	*	*	*	11	54	26	86	*	*	*	*	18	70
01:00		*	*				9	23	20	53	*	*	*	*	14	38
02:00			*	*	*	*	20	14	22	49		*	*	*	21	31
03:00			*	*	*	*	18	16	15	24	*	*	*	*	16	20
04:00			*		*	*	50	22	40	29		*	*	*	45	25
05:00				*	*	*	218	88	166	94	*		*		192	91
06:00		*	*	+	*	*	706	203	522	166		*	*	*	614	184
07:00			*	*		*	914	331	648	254		*	*	+	781	292
08:00			*	*			768	286	538	240		*	*	*	653	263
09:00						*	468	288	476	257	*	*	*		472	272
10:00			*	*	120	86	435	308	428	326	*	*			327	240
11:00		*	*		407	326	380	310	416	381			*	*	401	339
12:PM			*	*	340	358	402	372	451	438		*	*		397	389
01:00			*	*	383	412	387	400	435	466			*	*	401	426
02:00		*	*	*	389	417	434	434	496	570			*	*	439	473
03:00				*	408	576	424	580	*	*		*			416	578
04:00	*	*	*		396	746	420	818	*	*		*			408	782
05:00	*	*	*	*	400	827	428	895	*	*		*	*	*	414	861
06:00			*	*	342	558	406	580	*	*	*	*	*	*	374	569
07:00					247	344	312	336		*		+	*	*	279	340
08:00	*	*	*	*	171	302	220	307	*	*	*	*	*	*	195	304
09:00		*	*	*	168	242	193	293	*			*	*	*	180	267
10:00			*		148	185	150	172	*			*	*	*	149	178
11:00	.*	*	*	*	66	97	93	146	*	*		*	*	*	79	121
Totals	0	0	0	0	3,985	5,476	7,866	7,276	4,699	3,433	0	0	0	0	7,285	7,153
Combined		0		0		9,461	1:	5,142		8,132		0		0	14	,438
Split %	0.0	.0	0.0	.0	42.1	57.9	51.9	48.1	57.8	42.2	0.0	.0	0.0	.0	50.5	49.5
AM																
Peak Hr	*		*		11:00	11:00	07:00	07:00	07:00	11:00					07:00	11:00
Volume	*		*		407	326	914	331	648	381					781	339
PM																
PeakHr					03:00	05:00	02:00	05:00	02:00	02:00					02:00	05:00
Volume	*		*		408	827	434	805	406	570					430	861
volume					400	02/	4.54	032	490	570			-		439	001

KCI Technologies, Inc.
3220 Tillman Drive, Suite 215
Bensalem, PA 19020

SEASONAL FACTOR:	0.982	AADT: 13,695
AXLE CORR. FACTOR:	0.921	

Weather : Counted by: Board # : Other :							KCI Te 3220 Bens	chnolog ) Tillma Suite salem, P	jies, In In Drive 215 PA 1902	1C.				Site Star File	Code : t Date: I.D. :	000000000000 04/16/2001 C:\PROGRAM FI
Street name	:Valley	Forge	Road Cross	str	eet:just	sout	h of Sk	tippack	Pk ,					Page		1
Begin	Mon.	04/16	Tues.		Wed.		Thur.		Fri.		leekday	Avg.	Sat.		Sun.	
Time																
12:00 am	*	*	*	*	*	*	79	52	85	70	82	61	*			*
01:00		*	*	*			32	32	36	47	34	40	*			*
02:00	*	*			*		26	30	24	33	25	32	*		*	*
03:00	*	*		*		*	33	40	33	27	33	34	*			
04:00	*	*	*		*	*	58	71	64	68	61	70	*	*	*	*
05:00		*		*	*		215	238	219	227	217	232	*			*
06:00	*			*		*	625	609	567	608	596	608	*			*
07:00						*	812	753	788	784	800	768	*			*
08:00				*		*	745	739	673	719	709	729	*			
09:00	*	*		*	*	*	531	574	597	600	564	587				
10:00				*			447	466	*		447	466	*	*	*	*
11:00		*		*	*	*	511	460	*	*	511	460				
12:00 pm		*		*	470	478	479	453			474	466				
01:00	*			*	504	472	514	511	*	*	509	492	*			
02:00					575	584	598	546		*	586	565	*		*	*
03:00		*			735	662	696	640	*	*	716	651		*	*	
04:00	*	*		*	848	760	864	687	*	*	856	724	*	*	*	•
05:00		*			896	736	842	792	*		869	764		*	*	*
06:00	*	*		*	730	569	754	577	*		742	573	*	*	*	*
07:00	•			*	476	450	486	426		*	481	438			*	*
08:00				*	379	339	348	353			364	346		*	*	
09:00	*				287	273	336	277			312	275		*	*	*
10:00		*			233	188	198	210			216	199			*	
11:00	*	*		*	147	96	125	109	*	*	136	102	*	*	*	
Totals	0	0	0	0	6280	5607	10354	9645	3086	3183	10340	9682	0	0	0	0
		0	0		118	87	1	9999		6269	2	0022		0		0
Avg. Day	.0%	.0%	.0% .	0%	60.7% 5	7.9%	100.1%	99.6%	29.8%	32.8%			.0%	.0%	.0%	.0%
AM Peaks Volume							07:00 812	07:00 753	07:00 788	07:00 784	07:00 800	07:00 768				
PM Peaks Volume					05:00 0 896	4:00 760	04:00 864	05:00 792			05:00 869	05:00 764				
ADTs																

SEASONAL FACTOR:	0.982	AADT: 18,088
AXLE CORR. FACTOR:	0.921	

Weather : Counted by: Board # : Other :	Urban	#23				3	KCI Te 220 Til Ben	echnolog lman Dri salem, E	ve, Su A 190	nc. ite 215 20				Site Star File	Code t Date I.D.	: 000000000000 : 04/16/2001 : C:\PROGRAM FI
Street name	:valley	Porge	Rd Cross	stre	word Word	een sk	Ippack a	and Mori	15 ,	1	lookdau	Date:	Cat	Page	Cun	<u> </u>
Begin	MON.	04/16	lues.		wea.		inur		PIL	· ·	veekday	Avg.	Sac.		Sun.	
12:00 am							61	60	70	85	66	72				
01:00							25	36	34	40	30	38				
02:00							28	23	26	16	27	20			*	
03:00	*						33	40	33	33	33	36	*			
04:00							66	52	86	49	76	50				
05:00							207	169	222	168	214	168				
06:00							EEE	452	548	479	552	466				
07.00							629	572	627	562	633	567				
07.00							607	572	641	502	633	530				
08:00							472	337	405	323	470	450	-	÷.		
10.00						- 0	301	300	405	4/4	201	300	-			
11:00	-						122	399			301	377				
11:00							433	378			433	376				
12:00 pm	*		*		443	418	445	433	*		444	426		*	*	
01:00	*			*	438	382	436	444			437	413			*	
02:00	*	*			505	453	548	435	*		526	444		*	*	
03:00					563	519	558	558			560	538		*	*	
04:00					645	513	668	545	*		656	529	*		*	
05:00				*	680	488	625	519			652	504		*		
06:00					590	433	568	432	*		579	432	*		*	
07:00					385	354	392	325			388	340				
08:00					301	289	310	311	*		306	300		*	+	
09.00					249	250	283	215			266	232			*	
10:00				*	216	150	178	162	*		197	156		*		
11:00		*			137	112	125	124	*		131	118				
Totals	0	0	0	0	5152	4361	8644	7665	2672	2429	8640	7615	0	0	0	0
Totals	č	0	0		5256	9513		16309	2012	5101	1	6255		0		0
Avg, Day	.0%	.0%	.0%	.0%	59.6%	57.2%	100.0%	100.6%	30.9%	31.9%			.0%	.0%	.0%	.0%
AM Peaks							07:00	07:00	07:00	07:00	07:00	07:00				
- Sa Minu							000		57 BL 7	236	000	201				
PM Peaks Volume					05:00 680	03:00 519	04:00 668	03:00 558			04:00 656	03:00 538				
ADTs																

SEASONAL FACTOR:	0.955	AADT: 14,625
AXLE CORR. FACTOR:	0.939	

Weather : Counted by: Board # : Other :	Urban	#24				3	KCI Te 220 Till Bens	chnol man E alem,	logie Drive PA	s, In , Sui 1902	c. te 0	215				Si St Fi	te Code art Date le I.D.	: 0 : 0 : V	00000000000 4/16/2001 FMORGAR
Street name	:Valley	' Forge	Rd Cro	ss stre	et:bet	ween Mc	orris and	Garf	field							Pa	ige	1	1
Begin	Mon.	04/16	Tues.		Wed	•	Thur.			Fri.		W	leekday	Avg.	Sat.		Sun.		
Time														25,013					
12:00 am		*	55	39	53	34			*	*			54	36	*		•		•
01:00			37	25	24	23	•		•	*		*	30	24	*		•		
02:00	- *		27	21	29	17	•		*	*		*	28	19	*		*		•
03:00	*		23	33	43	35			*	*		*	33	34	*		*		•
04:00		*	51	39	48	34			*	*		*	50	36	*		•		
05:00	*	*	194	109	189	105	*		*	*		*	192	107					
06:00	*		587	406	485	384			*	*		*	536	395	*		•		
07:00	*	*	697	569	575	644	*		*	*		*	636	606	*		•		•
08:00	*		646	549	592	599	*		*	*		*	619	574	*				
09:00	*		515	418	424	366	*		*	*			470	392	*				
10:00			409	341	353	368			*	*		*	381	354	*				*
11:00	×		414	383			•		*	*		*	414	383	*		•		*
12:00 pm	378	423	419	379	*		•			*			398	401	*		•		
01:00	428	407	450	359					*	*		*	439	383	*		*		
02:00	401	396	455	394			*		*	*		*	428	395	*		•		•
03:00	497	474	614	552	*							*	556	513	*				.*
04:00	519	554	558	584	*	*	*		*	*		*	538	569	*				*
05:00	490	572	665	554						*		*	578	563			•		.*
06:00	439	467	457	541	*		*		*	*		*	448	504	*				
07:00	360	303	356	394			•		*			*	358	348	*		*		*
08:00	254	258	255	232	*				+	*		*	254	245					
09:00	199	212	189	219		*			*	*			194	216					
10:00	167	170	184	147					*	*		*	176	158					
11:00	98	77	95	110	*				*				96	94					
Totals	4230	4313	8352	7397	2815	2609	0		0	0		0	7906	7349	0	0	0 0		0
		8543	1	5749		5424		0			0		1	5255		0		0	
Avg. Day	53.5%	58.6%	105.6%	100.6%	35.6%	35.51	.0%	. 0	*	.0%		.0%			.0%	.01	.0%		.0%
M Doaks			07.00	07.00	00.00	07.00							07.00	07.00					
Volume			697	569	592	644							636	606					
DM Decks	04.00	05.00	05.00	04.00									05.00	04.00					
Volume	519	05:00 572	665	584									578	569					
ADTS																			

SEASONAL FACTOR:	0.955	AADT: 14,123
AXLE CORR. FACTOR:	0.939	

Weather :						22	KCI Te	chnologi	ies, In	C.				Site	Code	00000000000
Counced by:						361	Beng	alom DI	1002	0				Star	t Date:	04/16/2001
Board # :	thebase	40F					Bens	alem, Pr	1 1902	0				pil.	T D	UPONDCIM
Other :	Urban	#20	nd Cr	and alter	or both	inen Car	Et al d	od Cump	and second					Dage	5 1.40.4	1 I
Screet name	:valle)	Forge	RG CI	USS SLIE	et ibetv	een Gar.	mbuur al	nu summe	Bud	*	tooledare	8110	Cak	rage	Cum	<u> </u>
segin	MOIL.	04/16	Tues	•	wed.		inur.		PII.	. 10	reekday	Avg.	Sac.		sun.	
ime		14	10			2.0			12.			40		<u>_</u>		
.2:00 am			48	92	41	39		2		- 2	44	40				2
11:00			26	23	34	15		-			29	19				
12:00			27	24	22	20	-				43	24		- 2		2
13:00			35	21	47	32					41	20		- C		2
14:00			44	45	42	30					43	38		- 0		2
)5:00			126	161	129	165	-				128	163		- C		
)6:00			348	477	321	435					334	456		- C		
07:00		•	439	701	467	664	•	*			453	682		1		÷
)8:00		*	412	568	417	612		*		*	414	590				
09:00	*		442	435	395	413		*			418	424			•	
10:00		•	378	385	392	358				*	385	372	•			•
11:00	*		455	376	*	*	*	*	*	*	455	376	•			*
12:00 pm			434	389		*		*			434	389		*		*
01:00	462	458	399	399				*			430	428		*		
02:00	454	424	437	444	*			*		*	446	434	*	*		
03:00	549	482	643	506	*	*	*	*		*	596	494	*			*
04:00	578	473	667	450	*	*	*	*		*	622	462				
05:00	637	455	637	540		*		*			637	498	*	*		*
06:00	506	411	597	431	+	*		*	*		552	421				
07:00	361	359	433	348		*	*	*		*	397	354	*	*		*
08:00	294	250	245	304	*	*	*				270	277				
09:00	235	202	229	195		*	*				232	198	*			
10:00	186	154	154	183		*		*			170	168				
11:00	88	88	109	75	*						98	82				
Totals	4350	3756	7764	7522	2305	2783	0	0	0	0	7652	7413	0	0	0	0
		8106		15286		5088		0		0	1	5065		0		0
Avg Dav	56 99	50 68	101 48	101 48	30.1%	37 5%	03	03	0.5	0.8			03	01	0.8	.0*
avg. bay	30.0%	50.04	101.4*	101.40	30.1*	37.3%		.04		. • •						
AM Peaks			11:00	07:00	07:00	07:00					11:00	07:00				
volume			455	701	467	664					455	682				
PM Peaks	05:00	03:00	04:00	05:00							05:00	05:00				
Volume	637	482	667	540							637	498				
ADTs																

SEASONAL FACTOR:	0.955	AADT: 13,795
AXLE CORR. FACTOR:	0.945	

3220 Tillman Drive, Suite 215 Bensalem, PA 19020

							20 011	ouroring a		0.1						
Title1	: \	/alley F	orge Rd`										Site	e:	Ur	ban#26
Title2	; ji	ust north	h of Sum	neytown									Dat	te:	04	4/16/01
Title3	:															
Interval	Mo	n 16	Tu	e 17	Wee	d 18	Thu	19	Fri 2	20	Sat 2	21	Sun	22	Weekda	ay Avg.
Begin	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:AM	*	*	38	51	40	38	*	*	*	*	*	*	*	*	39	44
01:00	*		26	28	17	34	*	*	*	*			*	*	21	31
02:00			32	24	28	22	*	*	*	*			*	*	30	23
03:00			18	34	30	28							*	*	24	31
04:00			53	44	36	58				*			*	*	44	51
05:00	*	*	162	112	161	102		*		*	*			*	161	107
06:00		*	523	312	494	301	*		*	*	*			*	508	306
07:00		*	742	589	726	628	*	*					*	*	734	608
08:00			678	469	756	454		*							717	461
09:00			538	556	534	500	*	*	*	*	*		*	*	536	528
10:00			464	495	412	482	*	*	*	*				*	438	488
11:00			502	560	*	*	*	*	*	*	*		*	*	502	560
12:PM	200	213	510	565	*	*	*	*	*	*	*		*	*	355	389
01:00	538	595	504	518	*	*	*	*	*	*	*		*	*	521	556
02:00	521	580	636	570		*				*				*	578	575
03:00	586	657	641	734	*	*	*	*		*	*		*	*	613	695
04:00	568	712	600	800	*	*								*	584	756
05:00	556	751	713	843	*	*	*	*	*	*	*				634	797
06:00	515	656	612	804	*	*	*	*	*	*			*	*	563	730
07:00	438	502	486	576	*	*		*		*	*		*	*	462	539
08:00	274	375	396	379	*	*	*	*					*	*	335	377
09:00	238	292	268	252	*	*	*			*	*		*	*	253	272
10:00	134	188	174	188	*	*	*	*	*	*	*		*	*	154	188
11:00	89	92	65	90	*	*	*	*	*	*	*	*	*	*	77	91
Totals	4,657	5,613	9,381	9,593	3,234	2,647	0	0	0	0	0	0	0	0	8,883	9,203
Combined	10	0,270	1	8,974		5,881		0		0		0		0	11	8,086
Split %	45.3	54.7	49.4	50.6	55.0	45.0	0.0	.0	0.0	.0	0.0	.0	0.0	.0	49.1	50.9
AM																
Peak Hr	*		07:00	07:00	08:00	07:00		*				*	*	*	07:00	07:00
Volume	*		742	589	756	628		*		*	•				734	608
PM																
PeakHr	03.00	05:00	05:00	05:00											05.00	05.00

SEASONAL FACTOR:	0.955	AADT: 17,124
AXLE CORR. FACTOR:	0.945	

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634

797

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843

Volume

586

751

713

3220 Tillman Drive, Suite 215

	F	ORT	/ Foo	TR	>		Ben	salem, P	A 1902	0						
Title1	: 1	orty-Fo	rt Rd										Site	e:	t	rban#5
Title2	: J	ust nort	h of Sumr	neytown	Pk								Da	te:	04	4/23/01
Title3	•															
Interval	Mon 23		Tue	Tue 24		d 25	Thu 26		Fri 27		Sat 28		Sun 29		Weekda	ay Avg.
Begin	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:AM	89	55	102	92	88	76	*	*	*	*	*		*	*	93	74
01:00	48	42	76	50	79	62	*	*	*						67	51
02:00	64	48	78	40	76	44	*		*						72	44
03:00	88	54	92	51	86	56	*	*	*	*					88	53
04:00	151	98	138	105	161	100	*	*	*	*		*			150	101
05:00	311	160	319	188	300	193	*	*							310	180
06:00	710	454	710	468	685	452	*		*						701	458
07:00	1.022	591	1.044	570	1.030	626									1.032	595
08:00	812	566	796	623	802	600									803	596
09.00	588	516	622	604	572	574									594	564
10:00	520	484	515	541	520	512	*			*					518	512
11:00	552	560	548	600	0	0	*		*		*			*	366	386
12-PM	678	566	677	502	*	*									677	570
01:00	528	578	597	612		*	*			*			*		555	505
02:00	616	622	606	657		*	*	*	*						611	630
02.00	720	695	703	657											716	660
03:00	/30	085	/02	000		1		- Q.	- B						/10	706
04:00	090	790	072	802											084	790
05:00	820	798	848	/9/		1					-			1	837	797
06:00	660	740	600	724				- D					-		630	732
07:00	443	502	454	577											448	539
08:00	426	466	410	384						- <u>-</u>					418	425
09:00	306	302	276	298											291	300
10:00	186	203	194	246		*	*		*	*	*	*			190	224
11:00	146	126	158	174		*	*	*	*	*	*	*		*	152	150
Totals	11,196	10,006	11.219	10,448	4,399	3,295	0	0	0	0	0	0	0	0	11,003	10,059
Combined	2	1,202	21602	1,667	1	7,694		0		0		0		0	2	1,062
Split %	52.8	47.2	51.8	48.2	57.2	42.8	0.0	.0	0.0	.0	0.0	.0	0.0	.0	52.2	47.8
AM																
Peak Hr	07:00	07:00	07:00	08:00	07:00	07:00				+		*	*	*	07:00	08:00
Volume	1,022	591	1,044	623	1,030	626	*			*	*	*	*	•	1,032	596
PM																
PeakHr	05:00	05:00	05:00	04:00		*		*		*	*			+	05:00	05:00
Volume	826	798	848	802							*	*	*	*	837	797

SEASONAL FACTOR:	0.955	AADT: 19,430
AXLE CORR. FACTOR:	0.939	

3220 Tillman Drive, Suite 215

Bensalem, PA 19020

Title1	: Morris Road									Site	<b>D</b> :	Urban#8				
Title2	: J	ust west	of Valle	y Forge	Rd								Dat	te:	04	4/16/01
Title3	:															
Interval	Moi	Mon 16		Tue 17		Wed 18		Thu 19		Fri 20		Sat 21		22	Weekday Avg.	
Begin	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:AM	*	*	22	6	32	9	*	*		*	*	*	*	*	27	7
01:00	*	*	13	1	6	3									9	2
02:00			4	6	3	2	*		*						3	4
03:00			8	1	8	1	.*.	*	*	*		*			8	1
04:00		*	9	12	6	13	*	*	*	*	*	*			7	12
05:00			17	70	14	57	*	*	*	*	*				15	63
06:00	*	*	119	444	114	442	*	*	*	*					116	443
07:00		*	234	662	242	650	*	*	*		*				238	656
08:00			200	563	226	596	*	*	*		*				213	579
09:00			133	256	112	236	*	*	*	*	*	*			122	246
10:00			109	152	116	112	*	+	*	*		*			112	132
11:00	46	50	158	128	*	*	*	*		*		+			102	89
12:PM	198	147	174	140	*	*			*		(*)				186	143
01:00	158	147	167	116	*	*	*	*	*	*	*				162	131
02:00	204	127	247	174	*	*	*	*	*	*	*				225	150
03:00	440	177	554	187		*			*	*	*			*	497	182
04:00	608	190	659	186	*	*	+	+	*						633	188
05:00	700	219	772	248	*	*	*	*	*	*	*				736	233
06:00	362	196	422	198	*	*	*					*			392	197
07:00	208	104	207	115		*	*	*	*	*	*	*			207	109
08:00	132	58	139	66	*	*	+	+	*	*		*	٠		135	62
09:00	126	60	145	49	*	*									135	54
10:00	70	46	84	61	*										77	53
11:00	32	19	88	14	*	*	*	*	*	*					60	16
Totals	3,284	1,540	4,684	3,855	879	2,121	0	0	0	0	0	0	0	0	4,417	3,752
Combined	3	4,824		8,539	1	3,000		0		0		0		0	8	8,169
Split %	68.1	31.9	54.9	45.1	29.3	70.7	0.0	.0	0.0	.0	0.0	.0	0.0	.0	54.1	45.9
AM																
Peak Hr	11:00	11:00	07:00	07:00	07:00	07:00						*			07:00	07:00
Volume	46	50	234	662	242	650	*	*	*		*	*	*	*	238	656
PM																
PeakHr	05:00	05:00	05:00	05:00		*	*	*	*		*	*			05:00	05:00
Volume	700	219	772	248					*			*	*	*	736	233
+ onume	100	213	114	470											120	Sec. J

SEASONAL FACTOR:	0.967	AADT: 8,158
AXLE CORR. FACTOR:	0.988	

3220 Tillman Drive, Suite 215

Bensalem, PA 19020

Title2 : Between Valley Forge Road and			Date:		04	4/02/01
Title3 : Schultz Rd/Broad						
Interval Mon 2 Tue 3 Wed 4 Thu 5	Fri 6	Sat 7	Sun 8		Weekda	ıy Avg.
Begin SB NB SB NB SB N	B SB NB	SB NB	SB	NB	SB	NB
12:AM * * * * * * 21	73 21 92		*	*	21	82
01:00 * * * * * * 16 2	28 20 35			*	18	31
02:00 * * * * * * * 10	18 14 20		•	*	12	19
03:00 * * * * * * * 21 2	24 36 26		*	*	28	25
04:00 * * * * * * * 38 1	4 46 11	* *	*		42	12
05:00 * * * * * * 187 4	43 179 44	* *	*		183	43
06:00 * * * * * * * 760 15	52 768 138	* *	*	*	764	145
07:00 * * * * * * * 1.070 26	52 1,044 305	* *	*	*	1,057	283
08:00 * * * * * * 930 25	58 882 250	• •	*	*	906	254
09:00 * * * * * * 494 24	46 496 261	• •	+	*	495	253
10:00 * * * * 31 22 264 23	80 * *	• •	•	*	147	126
11:00 * * * * 292 323 266 32	20 * *	• •		*	279	321
12:PM * * * * 274 368 316 36	54 * *	• •	*	*	295	366
01:00 * * * * 290 306 298 31	16 * *	• •	*	*	294	311
02:00 * * * * 430 398 368 44	42 * *	• •	*	*	399	420
03:00 * * * * 326 827 337 75	91 * *	* *	*	*	331	809
04:00 * * * * 358 890 358 89	94 * *	* *	*	*	358	892
05:00 * * * * 400 983 390 1.01	15 * *		*		395	999
06:00 * * * * 320 593 346 60	)8 * *		*	*	333	600
07:00 * * * * 181 361 254 36	52 * *			*	217	361
08:00 * * * * 131 276 128 27	72 * *	• •	*	*	129	274
09:00 * * * * 114 258 104 24	45 * *	• •	•	*	109	251
10:00 * * * * 150 144 131 13	35 * *	• •	*	*	140	139
11:00 * * * * 70 200 81 17	77 * *	* *	*	*	75	188
Totals 0 0 0 0 3,367 5,949 7,188 7,28	39 3,506 1,182	0 0	0	0	7,027	7,204
Combined 0 0 9,316 (14,477)	4,688	0	1	0	14,231	
Split % 0.0 .0 0.0 .0 36.1 63.9 49.7 50.	3 74.8 25.2	0.0 .0	0.0	.0	49.4	50.6
AM						
Peak Hr * * * * 11:00 11:00 07:00 11:0	0 07:00 07:00			*	07:00	11:00
Volume * * * * 292 323 1,070 324	0 1,044 305	• •		*	1,057	321
PM						
PeakHr * * * * 02:00 05:00 05:00 05:0	0 * *				02:00	05:00
Volume * * * * 430 983 390 1.01	5 * *				399	999

SEASONAL FACTOR:	0.965	AADT: 13,621
AXLE CORR. FACTOR:	0.975	

3220 Tillman Drive, Suite 215 Bensalem PA 19020

							Ben	salem, P	A 1902	0						
Title1	: 1	Morris R	load										Site	2:	Ur	ban#10
Title2	: I	Between	Schultz a	nd Berk	cs								Dat	te:	04	4/02/01
Title3	:															
Interval	Mo	on 2	Tu	ue 3 Wed 4			Thu	Thu 5 Fri 6			Sat	7	Sun	8	Weekda	ay Avg.
Begin	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:AM		*	37	7	46	20	*	*	*	*	*	*		*	41	13
01:00			19	3	23	8	*	*	*						21	5
02:00	*		14	2	14	6						*	*	*	14	4
03:00		*	21	0	18	10				*		+	*	*	19	5
04:00			32	2	28	18						*	*	*	30	10
05:00	*	*	169	6	190	51	*	*	*	*			*		179	28
06:00	*	*	812	14	804	104		*	*	*			*	*	808	59
07:00	*	*	1,097	52	1,172	204	*			*				*	1.134	128
08:00		*	897	186	1.024	250						*	*	*	960	218
09:00		*	464	200	0	0						*		*	232	100
10:00			332	240	*		*					*		*	332	240
11:00	166	140	341	320	*		*	*		*					253	230
12:PM	324	282	344	330	*	*	*								334	306
01:00	288	316	310	350					*			+			299	333
02:00	425	405	473	480	*	*	*	*	*	*		*			449	442
03:00	556	542	532	624	*	*	*	*	*			*	*	*	544	583
04:00	534	666	596	701	*	*	*	*	*	*		*	*	*	565	683
05:00	584	683	596	862	*	*	*		*	*				*	590	772
06:00	400	420	415	450	+								*		407	435
07:00	187	227	194	235	*								*	*	190	231
08:00	132	196	130	208	*		*							*	131	202
09:00	89	172	95	233	*	*	*		*						92	202
10:00	74	88	69	135	*	*						*			71	111
11:00	144	22	138	58	*	*					*	+			141	40
Totals	3,903	4,159	8,127	5,698	3,319	671	0	0	0	0	0	0	0	0	7,836	5,380
Combined		8,062	$\subset 1$	3,825	3	3,990		0		0		0		0	1	3,216
Split %	48.4	51.6	58.8	41.2	83.2	16.8	0.0	.0	0.0	.0	0.0	.0	0.0	.0	59.3	40.7
AM																
Peak Hr	11:00	11:00	07:00	11:00	07:00	08:00							*		07:00	10:00
Volume	166	140	1,097	320	1,172	250	*					*	•		1,134	240
PM																
PeakHr	05:00	05:00	04:00	05:00											05:00	05:00
Volume	584	683	596	862						*		*			590	772

SEASONAL FACTOR:	0.965	AADT: 13,008
AXLE CORR. FACTOR:	0.975	

3220 Tillman Drive, Suite 215

Bensalem, PA 19020

Title 2   Between Berks Rd and Betwel Dr   Date:   Date: <th colspan<="" th=""><th>Title1</th><th>. IVI</th><th>onis re</th><th>au</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Site</th><th>ð:</th><th>Url</th><th>oan#11</th></th>	<th>Title1</th> <th>. IVI</th> <th>onis re</th> <th>au</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Site</th> <th>ð:</th> <th>Url</th> <th>oan#11</th>	Title1	. IVI	onis re	au										Site	ð:	Url	oan#11
Title3 :   Interval Mon ∠ Tue 3 Wed 4 Thu 5 Fri 6 Sat 7 Sun 8 Weckday Avg.   Begin SB NB SB SB SB SB SB<	Title2	: Be	etween I	Berks Rd	and Be	thel Dr								Dat	te:	04	1/02/01	
Interval     Mon 2     Tue 3     Wed 4     Thu 5     Fri 6     Sat 7     Sun 8     Weekday Avg.       Begin     SB     NB     SB     SB     SB     SB     SB<	Title3	:																
Begin SB NB	Interval	Mon 2		Tue 3		Wed 4		Thu 5		Fri 6		Sat 7		Sun 8		Weekda	ıy Avg.	
12:AM   •   •   •   500   390   42   65   •   •   •   466   52     01:00   •   •   23   22   36   28   •   •   290   25     02:00   •   •   15   16   10   18   •   •   12   17     03:00   •   •   141   90   142   190   •   141   90     06:00   •   •   141   90   142   100   •   141   90     06:00   •   •   •   1128   344   1.147   384   •   •   1.137   344     07:00   •   •   •   1.072   400   1.032   435   •   •   1.052   417     09:00   •   •   •   568   286   597   290   •   •   532   348     10:00   •   •   362   336   342   360   •   •   •   1.052	Begin	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
01:00   •   •   •   •   23   22   36   28   •   •   •   29   25     02:00   •   •   •   13   16   10   18   •   •   12   17     03:00   •   •   •   13   13   34   30   •   •   34   13     04:00   •   •   •   •   141   90   •   •   141   90     05:00   •   •   •   •   •   •   1.137   344   •   •   1.137   364     07:00   •   •   •   •   •   1.072   400   1.032   435   •   •   1.052   417     09:00   •   •   •   118   96   344   272   20   •   •   535   348     11:00   •   •   322   400   379   400   •   •   348   558     10:00   •   • <t< td=""><td>12:AM</td><td></td><td>*</td><td>*</td><td>*</td><td></td><td>*</td><td>50</td><td>39</td><td>42</td><td>65</td><td>*</td><td>*</td><td>*</td><td>*</td><td>46</td><td>52</td></t<>	12:AM		*	*	*		*	50	39	42	65	*	*	*	*	46	52	
02:00   •   •   •   •   15   16   10   18   •   •   12   17     03:00   •   •   •   13   34   30   •   •   34   21     05:00   •   •   •   141   90   142   109   •   •   141   90     06:00   •   •   •   1.128   344   1.147   384   •   •   1.137   364     07:00   •   •   •   1.128   344   1.147   384   •   •   1.137   364     08:00   •   •   1.128   344   1.147   384   •   •   1.137   364     09:00   •   •   1.18   96   342   360   •   •   1.052   441     09:00   •   •   1.652   336   342   360   •   •   352   348     11:00   •   138   386   57   775   57   • <td< td=""><td>01:00</td><td>*</td><td></td><td></td><td>*</td><td>*</td><td>*</td><td>23</td><td>22</td><td>36</td><td>28</td><td></td><td></td><td>*</td><td>*</td><td>29</td><td>25</td></td<>	01:00	*			*	*	*	23	22	36	28			*	*	29	25	
03:00   •   •   •   •   10   12   25   19   •   •   •   17   15     04:00   •   •   •   34   13   34   30   •   •   141   99     05:00   •   •   •   •   678   338   717   342   •   •   697   340     07:00   •   •   •   1.128   344   1.147   384   •   •   1.137   344     09:00   •   •   •   1.1072   400   1.032   435   •   •   1.052   417     09:00   •   •   118   96   344   272   •   •   2.31   184     11:00   •   •   362   336   342   360   •   •   •   355   340   00   •   •   353   360   •   •   •   353   360   •   •   •   353   360   •   •   •   353 <td>02:00</td> <td>*</td> <td></td> <td></td> <td></td> <td></td> <td>*</td> <td>15</td> <td>16</td> <td>10</td> <td>18</td> <td>*</td> <td></td> <td>*</td> <td>*</td> <td>12</td> <td>17</td>	02:00	*					*	15	16	10	18	*		*	*	12	17	
04:00   • <td>03:00</td> <td></td> <td></td> <td></td> <td>*</td> <td>*</td> <td>+</td> <td>10</td> <td>12</td> <td>25</td> <td>19</td> <td></td> <td>*</td> <td>*</td> <td>*</td> <td>17</td> <td>15</td>	03:00				*	*	+	10	12	25	19		*	*	*	17	15	
05:00   • <td>04:00</td> <td></td> <td></td> <td></td> <td>*</td> <td>*</td> <td>*</td> <td>34</td> <td>13</td> <td>34</td> <td>30</td> <td></td> <td></td> <td></td> <td></td> <td>34</td> <td>21</td>	04:00				*	*	*	34	13	34	30					34	21	
06:00   • <td>05:00</td> <td>*</td> <td></td> <td>*</td> <td>*</td> <td>*</td> <td>*</td> <td>141</td> <td>90</td> <td>142</td> <td>109</td> <td></td> <td></td> <td>*</td> <td>*</td> <td>141</td> <td>99</td>	05:00	*		*	*	*	*	141	90	142	109			*	*	141	99	
07:00   •   •   •   •   1,128   344   1,147   384   •   •   •   1,137   364     08:00   •   •   •   1,072   400   1,032   435   •   •   1,052   417     09:00   •   •   •   568   597   290   •   •   582   288     10:00   •   •   362   336   342   360   •   •   •   352   348     12:PM   •   •   322   400   379   400   •   •   •   350   400     01:00   •   •   338   366   •   •   •   348   577     02:00   •   •   398   507   371   609   •   •   •   3438   588     03:00   •   •   680   774   650   725   •   •   •   653   9895     05:00   •   •   710   1,028   675 <t< td=""><td>06:00</td><td>*</td><td></td><td>*</td><td>*</td><td>*</td><td>*</td><td>678</td><td>338</td><td>717</td><td>342</td><td>*</td><td>*</td><td>*</td><td>*</td><td>697</td><td>340</td></t<>	06:00	*		*	*	*	*	678	338	717	342	*	*	*	*	697	340	
08:00   • <td>07:00</td> <td>*</td> <td></td> <td></td> <td>*</td> <td>*</td> <td></td> <td>1,128</td> <td>344</td> <td>1,147</td> <td>384</td> <td></td> <td></td> <td>*</td> <td>*</td> <td>1,137</td> <td>364</td>	07:00	*			*	*		1,128	344	1,147	384			*	*	1,137	364	
09:00   • <td>08:00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>*</td> <td>1,072</td> <td>400</td> <td>1,032</td> <td>435</td> <td></td> <td>*</td> <td>*</td> <td></td> <td>1,052</td> <td>417</td>	08:00						*	1,072	400	1,032	435		*	*		1,052	417	
10:00   *   *   *   118   96   344   272   *   *   *   231   184     11:00   *   *   362   336   342   360   *   *   *   352   348     12:PM   *   *   322   400   379   400   *   *   *   350   400     01:00   *   *   338   389   338   366   *   *   *   348   377     02:00   *   *   398   507   371   609   *   *   348   578     03:00   *   *   540   918   538   873   *   *   *   539   895     05:00   *   *   710   1,028   675   1,018   *   *   *   4498   668   749   6632   1,023   668   *   *   *   1498   668   750   88   113   271   *   *   *   139   273   1000   * <td>09:00</td> <td></td> <td></td> <td>*</td> <td>*</td> <td></td> <td></td> <td>568</td> <td>286</td> <td>597</td> <td>290</td> <td></td> <td></td> <td>*</td> <td>٠</td> <td>582</td> <td>288</td>	09:00			*	*			568	286	597	290			*	٠	582	288	
11:00   *   *   362   336   342   360   *   *   *   352   348     12:PM   *   322   400   379   400   *   *   *   350   400     01:00   *   358   389   338   366   *   *   334   558     03:00   *   *   680   774   650   725   *   *   *   665   749     04:00   *   *   540   918   538   873   *   *   *   665   749     04:00   *   *   475   658   522   678   *   *   498   668   712   1028   675   1.018   *   *   1292   128   170   268   112   285   375   8.103   3.782   *   *   1131   278   1339   273   133   139   273   139   139   273   139   139   273   139   139   273   139   139   2	10:00			*		118	96	344	272	*				*	*	231	184	
12:PM   •   •   322   400   379   400   •   •   •   350   400     01:00   •   •   388   389   338   366   •   •   •   348   377     02:00   •   •   398   507   371   609   •   •   •   384   357     03:00   •   •   660   774   650   725   •   •   •   665   749     04:00   •   •   540   918   538   873   •   •   6625   749     04:00   •   •   475   658   522   678   •   •   692   1,023     06:00   •   •   475   658   522   678   •   •   1285   375     09:00   •   •   135   276   143   271   •   •   139   273     10:00   •   •   169   114   275   •   •   139   13	11:00			*		362	336	342	360					*	*	352	348	
01:00   *   *   358   389   338   366   *   *   *   348   377     02:00   *   *   398   507   371   609   *   *   *   384   558     03:00   *   *   540   918   538   873   *   *   *   539   895     04:00   *   *   540   918   538   873   *   *   *   539   895     05:00   *   *   710   1.028   675   1.018   *   *   *   498   668     07:00   *   *   2256   366   315   384   *   *   *   285   375     08:00   *   1192   288   170   268   *   *   1181   278     09:00   *   169   108   169   114   *   *   *   169   111     Totals   0   0   0   43.27   56.8   52.0   48.0	12:PM					322	400	379	400	*	*		*	*	*	350	400	
02:00   *   *   *   398   507   371   609   *   *   *   384   558     03:00   *   *   660   774   650   725   *   *   *   665   749     04:00   *   *   540   918   538   873   *   *   *   5650   749     05:00   *   7110   1.028   675   1.018   *   *   665   749     06:00   *   475   658   522   678   *   *   498   668     07:00   *   226   366   315   384   *   *   285   375     08:00   *   1135   276   143   271   *   *   1139   273     09:00   *   135   276   143   271   *   *   *   1139   273     10:00   *   98   169   114   *   *   *   *   169   111     Totals	01:00					358	389	338	366		*					348	377	
03:00   •   •   •   680   774   650   725   •   •   •   •   665   749     04:00   •   •   540   918   538   873   •   •   •   539   895     05:00   •   •   710   1.028   675   1.018   •   •   •   692   1.023     06:00   •   •   475   658   522   678   •   •   •   498   668     07:00   •   •   2256   366   315   384   •   •   •   285   375     08:00   •   •   192   288   170   268   •   •   •   181   278     09:00   •   •   135   276   143   271   •   •   •   139   213   139   139   139   139   139   139   139   139   111   169   111   •   •   •   169   111   •   • <td>02:00</td> <td></td> <td>.*</td> <td>*</td> <td></td> <td>398</td> <td>507</td> <td>371</td> <td>609</td> <td>*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>384</td> <td>558</td>	02:00		.*	*		398	507	371	609	*						384	558	
04:00   *   *   *   540   918   538   873   *   *   *   539   895     05:00   *   *   710   1.028   675   1.018   *   *   *   6692   1.023     06:00   *   *   475   658   522   678   *   *   *   498   6692   1.023     06:00   *   *   475   658   522   678   *   *   *   498   6692   1.023     07:00   *   *   256   366   315   384   *   *   285   375     08:00   *   *   192   288   170   268   *   *   139   273     10:00   *   *   98   186   100   205   *   *   139   273     11:00   *   169   114   *   *   169   111     Totals   0   0   0   43.2   56.8   52.0   48.0   68.7 </td <td>03:00</td> <td></td> <td></td> <td>*</td> <td>*</td> <td>680</td> <td>774</td> <td>650</td> <td>725</td> <td>*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>665</td> <td>749</td>	03:00			*	*	680	774	650	725	*						665	749	
05:00   *   *   *   710   1,028   675   1,018   *   *   *   *   692   1,023     06:00   *   *   475   658   522   678   *   *   *   498   668     07:00   *   *   256   366   315   384   *   *   *   285   375     08:00   *   *   192   288   170   268   *   *   181   278     09:00   *   *   135   276   143   271   *   *   *   139   273     10:00   *   *   169   108   169   114   *   *   *   169   111     Totals   0   0   0   43.83   6.330   8.775   8.103   3.782   1.720   0   0   0   8.679   8.072     Combined   0   0   0   43.2   56.8   52.0   48.0   68.7   31.3   0.0   0   0 <td< td=""><td>04:00</td><td></td><td></td><td>*</td><td>*</td><td>540</td><td>918</td><td>538</td><td>873</td><td>*</td><td>.*</td><td></td><td></td><td>*</td><td>*</td><td>539</td><td>895</td></td<>	04:00			*	*	540	918	538	873	*	.*			*	*	539	895	
06:00   *   *   *   475   658   522   678   *   *   *   498   668     07:00   *   *   256   366   315   384   *   *   *   498   668     07:00   *   *   192   288   170   268   *   *   *   181   278     09:00   *   *   135   276   143   271   *   *   *   139   273     10:00   *   *   169   108   169   114   *   *   *   169   111     Totals   0   0   0   48.13   6.30   8.775   8.103   3.782   1.720   0   0   0   8.679   8.072     Combined   0   0   0   11.143   16.878   5.502   0   0   0   0   16.751     Split %   0.0   .0   0.0   .0   750   08:00   07:00   08:00    07:00   08:00	05:00			*		710	1.028	675	1.018					*	*	692	1.023	
07:00   *   *   *   256   366   315   384   *   *   *   *   285   375     08:00   *   *   192   288   170   268   *   *   *   *   *   181   278     09:00   *   *   135   276   143   271   *   *   *   *   139   273     10:00   *   *   98   186   100   205   *   *   *   *   *   169   111     Totals   0   0   0   4,813   6,330   8,775   8,103   3,782   1,720   0   0   0   8,679   8,072     Combined   0   0   0.43.2   56.8   52.0   48.0   68.7   31.3   0.0   0.0   0   51.8   48.2     AM    *   *   *   *   *   *   *   07:00   08:00   *   *   *   07:00   08:00     Volume   *	06:00			*		475	658	522	678				*	*	*	498	668	
08:00   *   *   *   192   288   170   268   *   *   *   *   181   278     09:00   *   *   *   135   276   143   271   *   *   *   *   *   139   273     10:00   *   *   98   186   100   205   *   *   *   *   *   99   199   195     11:00   *   *   169   108   169   114   *   *   *   *   169   111     Totals   0   0   0   4,813   6,330   8,775   8,103   3,782   1,720   0   0   0   8,679   8,072     Combined   0   0   11,143   16,878   5,502   0   0   0   16,751     Split %   0.0   0   0   43.2   56.8   52.0   48.0   68.7   31.3   0.0   0.0   0   51.8   48.2     AM   *   *   *   3	07:00					256	366	315	384							285	375	
09:00   *   *   *   135   276   143   271   *   *   *   *   139   273     10:00   *   *   98   186   100   205   *   *   *   *   *   99   195     11:00   *   *   *   169   108   169   114   *   <	08:00			*	*	192	288	170	268	*				*	*	181	278	
10:00   *   *   *   98   186   100   205   *   *   *   *   99   195     11:00   *   *   *   169   108   169   114   * <t< td=""><td>09:00</td><td></td><td></td><td></td><td>*</td><td>135</td><td>276</td><td>143</td><td>271</td><td></td><td></td><td></td><td></td><td></td><td>*</td><td>139</td><td>273</td></t<>	09:00				*	135	276	143	271						*	139	273	
11:00   *   *   *   169   108   169   114   *   169   111 <t< td=""><td>10:00</td><td></td><td></td><td></td><td></td><td>98</td><td>186</td><td>100</td><td>205</td><td>*</td><td></td><td></td><td></td><td></td><td></td><td>99</td><td>195</td></t<>	10:00					98	186	100	205	*						99	195	
Totals   0   0   0   4.813   6.330   8.775   8.103   3.782   1.720   0   0   0   0   8.679   8.072     Combined   0   0   11.143   16.878   5.502   0   0   0   0.51.8   48.2     Split %   0.0   .0   0.0   .0   43.2   56.8   52.0   48.0   68.7   31.3   0.0   .0   0.0   .0   51.8   48.2     AM   Peak Hr   *   *   *   11:00   11:00   07:00   08:00   07:00   08:00   *   *   *   07:00   08:00     Volume   *   *   *   11:30   11:28   400   1.147   435   *   *   *   07:00   08:00     PM   PeakHr   *   *   05:00   05:00   05:00   05:00   *   *   *   *   05:00   05:00   05:00   05:00   05:00   05:00   05:00   05:00   05:00   05:00   05:00   05:00   1.028 <td>11:00</td> <td></td> <td></td> <td></td> <td>*</td> <td>169</td> <td>108</td> <td>169</td> <td>114</td> <td>*</td> <td></td> <td></td> <td></td> <td>*</td> <td></td> <td>169</td> <td>111</td>	11:00				*	169	108	169	114	*				*		169	111	
Combined   0   0   11.143   16.878   5.502   0   0   16.751     Split %   0.0   .0   0.0   .0   43.2   56.8   52.0   48.0   68.7   31.3   0.0   .0   0.0   .0   51.8   48.2     AM   Peak Hr   *   *   *   11:00   11:00   07:00   08:00   07:00   08:00   *   *   *   07:00   08:00     Volume   *   *   *   11:00   11:00   07:00   08:00   07:00   08:00   *   *   *   07:00   08:00     PM   PeakHr   *   *   *   05:00   05:00   05:00   05:00   *   *   *   *   05:00   05:00   05:00   05:00   05:00   05:00   *   *   *   *   05:00   05:00   05:00   1.018   *   *   *   *   *   05:00   05:00   05:00   1.018   *   *   *   *   05:00   05:00   05:00   1.028	Totals	0	0	0	0	4,813	6,330	8,775	8,103	3,782	1,720	0	0	0	0	8,679	8,072	
Split %   0.0   .0   0.43.2   56.8   52.0   48.0   68.7   31.3   0.0   .0   0.0   .0   51.8   48.2     AM   Peak Hr   *   *   *   11:00   11:00   07:00   08:00   07:00   08:00   *   *   *   07:00   08:00     Volume   *   *   *   362   336   1.128   400   1.147   435   *   *   *   07:00   08:00   *   *   *   07:00   08:00   *   *   *   1.137   417     PM   PeakHr   *   *   *   05:00   05:00   05:00   05:00   *   *   *   *   05:00   05:00   05:00   05:00   1.018   *   *   *   *   *   692   1.023	Combined		0		0	1	1.143	(10)	5,878		5,502		0		0	16	5,751	
AM Peak Hr * * * * 11:00 11:00 07:00 08:00 07:00 08:00 * * * * 07:00 08:00 Volume * * * 362 336 1.128 400 1.147 435 * * * 1.137 417 PM PeakHr * * * 05:00 05:00 05:00 * * * * * 05:00 05:00 Volume * * * 710 1.028 675 1.018 * * * * * 692 1.023	Split %	0.0	.0	0.0	.0	43.2	56.8	52.0	48.0	68.7	31.3	0.0	.0	0.0	.0	51.8	48.2	
Peak Hr   *   *   *   11:00   07:00   08:00   07:00   08:00   *   *   *   07:00   08:00     Volume   *   *   *   362   336   1,128   400   1,147   435   *   *   1,137   417     PM   *   *   *   05:00   05:00   05:00   *   *   *   *   05:00   05:00     Volume   *   *   *   710   1,028   675   1,018   *   *   *   *   692   1,023	AM																	
Volume   *   1,137   417     PM   *	Peak Hr	*		*		11.00	11:00	07.00	08.00	07:00	08.00					07:00	08:00	
PM     PeakHr   *   *   05:00   05:00   05:00   *   *   *   *   05:00   05:00     Volume   *   *   *   710   1,028   675   1,018   *   *   *   *   692   1,023	Not an					262	226	1 1 20	400	1 1 47	125					1 1 27	417	
PM PeakHr * * * 05:00 05:00 05:00 * * * * * 05:00 05:00 05:00 Volume * * * 710 1,028 675 1,018 * * * * * * 692 1,023	volume			5	÷.	302	330	1,128	400	1,147	455					1,157	417	
PeakHr     *     *     05:00     05:00     05:00     *     *     *     *     05:00     05:00       Volume     *     *     *     710     1,028     675     1,018     *     *     *     692     1,023	PM																	
Volume * * * * 710 1.028 675 1.018 * * * * * * * 692 1.023	PeakHr	*		*	*	05:00	05:00	05:00	05:00	*			*		*	05:00	05:00	
	Volume	*		*		710	1.028	675	1,018							692	1,023	

SEASONAL FACTOR:	0.965	AADT:	15,880
AXLE CORR. FACTOR:	0.975		
3220 Tillman Drive, Suite 215

Title1	: Me	orris Ro	ad				1						Site	e:	Urban#12		
Title2	: Jus	st east o	f Bethel/	West P	oint								Dat	te:	04/02/01		
Title3	:																
Interval	Mon	2	Tue	3	We	d 4	Th	u 5	Fri	i 6	Sat	7	Sun 8		Weekday Avg.		
Begin	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	
12:AM			*	*	•	*	47	51	66	48	*	*	*	*	56	49	
01:00		*	*		*	*	25	24	30	36	*	*	*	*	27	30	
02:00			*	*	*	*	22	19	27	9	*	*	*	*	24	14	
03:00			*	*	*	*	24	20	30	30	*	*	*		27	25	
04:00			*	*			30	37	33	40	*			+	31	38	
05:00		*	*	*	*	*	140	162	144	148	*	*	*	*	142	155	
06:00			*	*	*	*	593	749	602	754	*	*	*	*	597	751	
07:00			*		*	*	726	1,300	770	1,230	*	*			748	1,265	
08:00					*	*	651	1,134	574	1,088	*	*	*		612	1,111	
09:00			*	*	*	*	360	598	*		*	*		*	360	598	
10:00	*		*	*	196	206	346	404			*		*	*	271	305	
11:00					394	348	430	365					*	*	412	356	
12:PM					463	382	492	396			*		*	*	477	389	
01:00					424	350	452	368		*	*		*		438	359	
02:00			*	*	566	420	658	436							612	428	
03:00				*	814	752	846	773		*	*	*	*	*	830	762	
04:00			*		1,076	671	1,027	696	*		*		*	*	1,051	683	
05:00					1,180	829	1,162	768		*			*	*	1,171	798	
06:00			*		722	514	697	591	*		*	*	+		709	552	
07:00		*	*	*	396	302	433	347	*					+	414	324	
08:00			*	*	337	192	329	169				*	*	*	333	180	
09:00					330	128	308	148	*		*		*	*	319	138	
10:00					202	88	238	102	*		*		*	*	220	95	
11:00					118	163	109	167					*	*	113	165	
Totals	0	0	0	0	7,218	5,345	10,145	9,824	2,276	3,383	0	0	0	0	9,994	9,570	
Combined		0		0	12	2,563	(19	9,969	5	5,659		0		0	19	,564	
Split %	0.0	.0	0.0	.0	57.5	42.5	50.8	49.2	40.2	59.8	0.0	.0	0.0	.0	51.1	48.9	
AM																	
Peak Hr	*			*	11:00	11:00	07:00	07:00	07:00	07:00					07:00	07:00	
Volume	*		*	*	394	348	726	1,300	770	1,230	•	*	•	•	748	1,265	
PM																	
PeakHr	*			*	05:00	05:00	05:00	03:00						*	05:00	05:00	
Volume	*		*		1.180	820	1.162	772							1 171	708	
volume	*	- <b>T</b>	+	1.00	1,180	829	1,102	113	200			130.01	0.00	1.00	1.1/1	139	

SEASONAL FACTOR:	0.965	AADT: 18,788
AXLE CORR. FACTOR:	0.975	

3220 Tillman Drive, Suite 215

Title1	: Garfield Avenue												Site	20	Urban#6	
Title2	: Va	allev Fo	rge Rd to	Broad	St								Dat	te:	03	/12/01
Title3	:	13 10 10 <b>1</b> . 10 10 10														
Interval	Mon	12	Tue	13	We	d 14	Thu	115	Fri	16	Sat 17		Sun 18		Weekday Avg.	
Begin	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:AM							18	-14	0	7					9	7
01:00			*	*	*	*	7	-5	0	3			*	*	3	3
02:00							4	-4	0	3				+	2	3
03:00				*		*	7	-3	0	3				+	3	3
04:00			*				6	0	2	6					4	3
05:00			*			*	37	-3	44	-6				*	40	*
06:00							414	-16	424	-34					419	
07:00			*	*	*		968	-52	901	-61		*			934	*
08:00				+		+	552	-38	514	-54			*	*	533	*
09:00			*		*	*	146	-46	151	-56			*	*	148	*
10:00					*	*	80	-30	112	-46				+	96	*
11:00					100	-49	132	-68	*					*	116	*
12:PM					148	-72	143	-69							145	
01:00			*	*	86	-36	90	-38			*	*	*		88	*
02:00		*			164	-90	140	-68						*	152	*
03:00				*	368	-268	354	-262	*			*		*	361	*
04:00		*	*	*	340	-282	400	-322			*			*	370	*
05:00					434	-348	435	-341							434	*
06:00					257	-162	250	-162						*	253	
07:00	*			+	136	-78	109	-62	*					*	122	*
08:00					100	-50	100	-57							100	*
09:00				*	80	-36	69	-37						*	74	
10:00				+	32	-17	8	12					+	+	20	12
11:00				*	28	-18	-0	12		*					14	12
Totals	0	0	0	0	2,273	-1,506	4,469	-1,673	2,148	-235	0	0	0	0	4,440	43
Combined		0		0		767	1 2	2,796	İ	1,913		0		0	4	,483
Split %	0.0	.0	0.0	.0	296.3	•	159.8	*	112.3	*	0.0	.0	0.0	.0	99.0	1.0
AM																
Peak Hr		*	*		11:00	11:00	07:00	07:00	07:00	12:00	*				07:00	12:00
Volume	*	*	•	٠	100	0	968	0	901	7	*	•		•	934	7
PM																
PeakHr					05:00	05:00	05:00	10:00							05:00	10:00
Volume	*				434	0	435	12		*	*				434	12
, orume					454	0	1455	14							454	12

SEASONAL FACTOR:	0.990	AADT: 4,376
AXLE CORR. FACTOR:	0.989	

3220 Tillman Drive, Suite 215

Bensal	em, PA	19020	

Title1	: Ga	arfield A	Venue						Y				Site		Ur	ban#7
Title2	: Ju	st east o	f Broad	Street									Dat	e:	03/	12/01
Title3	:															
Interval	Mon	12	Tue	13	We	ed 14	Thu	15	Fri	16	Sat 1	7	Sun	18	Weekday	Avg.
Begin	А	в	Α	в	А	в	А	в	А	в	А	в	А	в	А	в
12:AM	*	*		*	*	*	22	-9	31	-30	*		*		26	*
01:00		*	*	+	*	*	6		11	-11	*			*	8	*
02:00			*		*		11	-2	8	-7	*				9	*
03:00			*	*			8	-4	8	-8					8	*
04:00			*	*	*		11	-9	8	-8	*	*			9	*
05:00	*			*	*	*	45	-30	46	-41	*	*	*		45	*
06:00		*	*	*	*	*	218	-154	205	-180	*	*		*	211	*
07:00	*	*		+	*	*	444	-256	416	-368	+	*		*	430	*
08:00	*		*	*		*	367	-222	340	-296	*	*			353	*
09:00				*			182	-99	170	-137	*				176	
10:00	*	*	*	*		*	115	-60	123	-98					119	
11:00		*	*	*	178	-78	168	-84	*	*	*	*			173	*
12:PM	*	*	*	*	204	-84	197	-93		*	*		*		200	*
01:00			*		134	-70	151	-68				*			142	*
02:00	*		*	*	166	-64	173	-72			*	*	*		169	*
03:00			*	*	314	-102	272	-102	*		*	*		*	293	*
04:00	*		*	*	354	-124	374	-122	+	*	*				364	*
05:00	*	*	*	*	516	-158	428	-183	*	*	*	*	*	*	472	*
06:00	*	*		*	280	-103	283	-221	*	*	*	*		*	281	
07:00				+	144	-78	142	-128	*	•					143	
08:00	*	*		*	128	-42	128	-114	*	*	*				128	
09:00	*	*	*	*	92	-30	70	-62	*	*	*	*	*	*	81	
10:00			*	*	44	-18	49	-44	*	*	*	*	*	*	46	*
11:00		.*	*	*	39	-16	34	-32			*			*	36	
Totals	0	0	0	0	2,593	-967	(3.898)	-2,170	1,366	-1,184	0	0	0	0	3,922	0
Combined		0		0		1,626	ر	-728		182		0		0	3.	922
Split %	0.0	.0	0.0	.0	159.5	•	225.6		750.5	*	0.0	.0	0.0	.0	100	.0
AM																
Peak Hr	*		*		11:00	11:00	07:00	07:00	07:00	07:00					07:00	
Volume	•	٠	•	٠	178	0	444	0	416	0	•	*	•	٠	430	•
PM																
PeakHr			*		05:00	05:00	05:00	05:00					*		05:00	
Volume	*	*	*		516	0	428	0	*			*		*	472	•

SEASONAL FACTOR:	0.990	AADT: 3,817
AXLE CORR. FACTOR:	0.989	

3220 Tillman Drive, Suite 215

Title1	: Sc	: Schultz Road												ti -	Urban#13		
Title2	: I-4	76 to N	forris Roa	ad									Dat	e:	03/12/01		
Title3	:																
Interval	Mon	12	Tue	13	We	114	Thu	115	Fr	i 16	Sat 1	7	Sun 18		Weekday Avg.		
Begin	А	в	А	в	А	в	А	в	Α	в	A	в	Α	В	Α	в	
12:AM			*			*	7	5	7	10	*		*	*	7	7	
01:00		*	*			*	12	16	12	14	*	*	*	*	12	15	
02:00			+				9	10	12	6	*		*		10	8	
03:00			*	+			44	20	52	20	*				48	20	
04:00							46	4	45	4					45	4	
05:00			*				104	15	96	16					100	15	
06:00			*				290	133	280	114					285	123	
07:00			*	*		*	161	154	108	94	*	*		*	134	124	
08:00			*	*			80	62	60	33	*			*	70	47	
09:00			*			*	36	26	60	10	*		*		48	18	
10:00					18	29	45	31	62	8				•	41	22	
11:00			*		74	56	54	36	*		*				64	46	
12:PM		+	*		72	74	53	34	+						62	54	
01:00			*	*	101	38	76	45	*	*		*	*		88	41	
02:00					202	70	168	46							185	58	
03:00			*	*	162	218	110	192			*	*			136	205	
04:00			*	*	138	154	82	136			*				110	145	
05:00				•	158	142	154	130			*	*	*	*	156	136	
06:00		*	*	*	118	76	82	60	*	*	*	*	*	*	100	68	
07:00		*	*	*	64	48	40	36	*	*		*	*		52	42	
08:00				•	39	30	36	18	•	•	•		•	•	37	24	
09:00		*	*	*	29	19	16	14	*			*	*		22	16	
10:00		*	*	*	126	12	120	11	*		*	*	*	*	123	11	
11:00		*		*	80	122	104	124	*	*	*		*	*	92	123	
Totals	0	0	0	0	1,381	1,088	1,929	1,358	794	329	0	0	0	0	2,027	1,372	
Combined		0		0	3	2,469	$\subset$	3,287		1,123		0		0	3	3,399	
Split %	0.0	.0	0.0	.0	55.9	44.1	58.7	41.3	70.7	29.3	0.0	.0	0.0	.0	59.6	40.4	
AM																	
Peak Hr		*			11:00	11:00	06:00	07:00	06:00	06:00	*			*	06:00	07:00	
Volume	•	*	•	٠	74	56	290	154	280	114		•	•	٠	285	124	
PM																	
PeakHr			•		02:00	03:00	02:00	03:00			*				02:00	03:00	
Volume					202	218	168	192							185	205	

SEASONAL FACTOR:	1.019	AADT: 3,205
AXLE CORR. FACTOR:	0.957	

3220 Tillman Drive, Suite 215

	-	Bensal	lem,	PA	19020	
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Title1	: Br	oad Stre	eet										Site	22	U	rban#2
Title2	: Be	tween N	Morris Rd	and G	arfield								Dat	e:	04	1/02/01
Title3	:															
Interval	Mon	2	Tue	3	We	d 4	Th	u 5	Fr	i 6	Sat	7	Sun	8	Weekday Avg.	
Begin	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:AM	*	*			*	*	71	18	79	20					75	19
01:00							21	10	24	20					22	15
02:00	*						13	5	12	6	*	*	*	*	12	5
03:00							18	6	20	11		+	*	*	19	8
04:00			*		*		20	14	15	20			*		17	17
05:00			*			*	64	54	75	55	*			*	69	54
06:00			*		*		228	338	212	324	*	*	*	*	220	331
07:00							418	502	388	454	*			*	403	478
08:00							362	419	345	414	*			*	353	416
09:00							226	212	*	*	+	+		+	226	212
10:00					179	130	175	138		*	*	*	*	*	177	134
11:00	*				232	170	195	202				*			213	186
12:PM					225	206	212	168	*	*		*	*	*	218	187
01:00					187	210	212	176		+		+	*	*	199	193
02:00					307	200	292	194	*	*		*	*	*	299	197
03:00					472	354	416	335		*		*	*	*	444	344
04:00			*	*	478	258	506	237	*	*	*	*	*		492	247
05:00	*		*		580	286	564	287			*				572	286
06:00					330	208	340	201		*	*				335	204
07:00					184	114	186	128		*	*	*	*	*	185	121
08:00					138	84	124	72		*		*			131	78
09:00	*				87	68	80	68		*		+	*		83	68
10:00		*			70	44	72	50	*	*	*	*	*	*	71	47
11:00			*		72	106	57	108	+	*	*	*	*		64	107
Totals	0	0	0	0	3,541	2,438	4,872	3,942	1,170	1,324	0	0	0	0	4,899	3,954
Combined		0		0	-	5,979	C	8,814	2	2,494		0		0	8	3,853
Split %	0.0	.0	0.0	.0	59.2	40.8	55.3	44.7	46.9	53.1	0.0	.0	0.0	.0	55.3	44.7
AM																
Peak Hr		*			11:00	11:00	07:00	07:00	07:00	07:00					07:00	07:00
Volumo					222	170	410	502	200	454					403	479
volume					232	170	410	502	200	4.54					403	4/0
PM																
PeakHr		*			05:00	03:00	05:00	03:00	*	+			*	*	05:00	03:00
Volume	*	*			580	354	564	335		*			*		572	344

SEASONAL FACTOR:	0.967	AADT: 8,429
AXLE CORR. FACTOR:	0.989	

3220 Tillman Drive, Suite 215

Tritle2     Title3     Date::::::::::::::::::::::::::::::::::::	Title1	: E	Broad St	reet										Site	e:	Urban#3		
Tritle3     :     Star 7     Star 7     Star 8     Werk 4x     Werk 4x       Begin     WB     EB     EB     WB     EB     WB	Title2	: J	ust sout	h of Sumr	neytown	Pk								Dat	te:	04	1/02/01	
Interval     Mon ⊥     Tue ∃     Wed ↓     Thu 5     Fri 6     Sat 7     Sun 8     Weekday Ayz       Begin     WB     EB     EB     WB     EB     EB <th>Title3</th> <th>:</th> <th></th>	Title3	:																
Begin     WB     EB     ED     ED     ED     ED	Interval	Mo	n 2	Tu	e 3	We	d 4	Thu	5	Fri	6	Sat	7	Sun	8	Weekda	y Avg.	
12:AM       •       48       193       32       188       •       10       10       •       <	Begin	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
01:00       *       18       24       27       *       *       *       *       *       1       21       25         02:00       *       20       16       22       20       *       *       *       *       *       11       18         03:00       *       42       21       49       24       *       *       *       *       *       43       22         04:00       *       42       21       49       24       *       *       *       *       *       45       22         04:00       *       42       21       49       24       *       *       *       *       *       45       22         05:00       *       768       190       798       205       *	12:AM	*		48	193	32	188		*	+		*		*	*	40	190	
02:00       •       •       •       •       •       •       •       1       18         03:00       •       42       21       49       24       •       •       •       •       •       34       22         05:00       •       42       21       49       24       •       •       •       •       •       44       22         05:00       •       768       190       798       205       •       •       •       •       •       •       747       0       •       1,199       352       66       •       •       •       •       1,199       352       66       •       •       •       •       1,199       352       269       •       •       •       •       •       1,042       369       •       •       •       •       •       1,042       369       0       •       •       422       269       •       •       •       •       •       1,042       369       363       269       •       •       •       •       •       422       269       •       •       •       •       •       •       •       <	01:00			18	24	24	27			*	*		*	*		21	25	
03:00       •       •       32       23       36       22       •	02:00			20	16	22	20	*	*		*	*	*	*	*	21	18	
04:00       •       42       21       49       24       •	03:00			32	23	36	22	*	*	*	*	*	*	*		34	22	
05:00       •       •       768       190       798       205       •       •       •       •       •       •       •       •       •       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       783       190       332       180       •       •       •       •       •       •       11.42       300       •       •       •       •       •       1222       269       •       •       •       •       •       1222       269       •       •       •       •       1222       122       •       •       •       •       1222       100       1222       120       1338       269       •       •       •       •       138       66       000       1000       439       318       416       328       •       •       •       •       •       424       383       140       120       120       1479       736       0100       120       1	04:00			42	21	49	24	*	*	*	*			*		45	22	
06:00       •       •       768       100       798       205       •       •       •       •       •       1,199       352         06:00       •       1,149       294       1,044       324       •       •       •       •       •       1,199       352         09:00       •       422       269       •       •       •       •       •       422       269         10:00       •       338       269       •       •       •       •       •       •       4338       269         11:00       372       474       400       530       •       •       •       •       •       •       •       •       •       •       4338       269         11:00       372       474       400       530       •       •       •       •       •       •       •       427       338       269         10:00       439       318       416       328       •       •       •       •       •       427       323         02:00       422       966       •       •       •       •       •       •       421 <td>05:00</td> <td></td> <td>*</td> <td>230</td> <td>50</td> <td>250</td> <td>63</td> <td>*</td> <td>*</td> <td>*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>240</td> <td>56</td>	05:00		*	230	50	250	63	*	*	*						240	56	
07:00       •       •       1,159       338       1,240       367       •       •       •       •       •       1,199       352       339         08:00       •       1,040       294       1,044       324       •       •       •       •       •       1,042       309         09:00       •       422       269       •       •       •       •       •       422       269         10:00       *       338       269       •       •       •       •       •       338       269         11:00       372       474       400       530       422       •       •       •       •       •       338       269         10:00       439       318       416       328       •       •       •       •       •       427       333         02:00       408       461       438       438       448       438       448       438       448       438       4427       323       427       326       421       942       942       942       942       942       942       942       942       942       942       942       942 </td <td>06:00</td> <td>*</td> <td>*</td> <td>768</td> <td>190</td> <td>798</td> <td>205</td> <td>*</td> <td>*</td> <td>*</td> <td>*</td> <td></td> <td></td> <td>*</td> <td></td> <td>783</td> <td>197</td>	06:00	*	*	768	190	798	205	*	*	*	*			*		783	197	
08:00       •       •       1.040       294       1.044       324       •       •       •       •       •       •       •       422       309         09:00       •       •       422       269       •       •       •       •       •       •       422       269         11:00       372       474       400       530       •       •       •       •       •       •       •       438       269         11:00       372       474       400       530       •       •       •       •       •       •       •       •       •       •       338       269       •	07:00	*	+	1,159	338	1,240	367	+	*	*	*		*			1,199	352	
09:00       *       422       269       *       *       *       422       269         10:00       *       338       269       *       *       *       *       422       269         11:00       372       474       400       530       *       *       *       *       *       338       269         11:00       372       474       400       530       *       *       *       *       *       *       *       338       269         10:00       439       318       416       328       *       *       *       *       *       *       427       323       323       323       323       323       443       448       447       324       942       *       *       *       *       *       4421       942       4421       942       4421       942       4424       982       *       *       *       *       *       *       424       982       66:00       347       522       337       556       *       *       *       *       *       424       982       66:00       348       182       238       176       *	08:00			1,040	294	1.044	324		*	*			*			1,042	309	
10:00       *       *       338       269       *       *       *       *       *       338       269         11:00       372       474       400       530       *       *       *       *       *       338       269         11:00       372       474       400       530       *       *       *       *       *       338       502         12:PM       522       397       598       422       *       *       *       *       *       427       323         02:00       408       461       468       435       *       *       *       *       *       433       448         03:00       489       776       470       696       *       *       *       *       *       421       942         05:00       421       968       *       *       *       *       *       421       942         05:00       421       968       *       *       *       *       *       421       942         05:00       421       952       337       556       *       *       *       *       *       *	09:00		*	422	269	•	*	*	*	+						422	269	
11:00       372       474       400       530       *       *       *       *       *       *       *       *       *       *       *       *       502       376       506       409         12:PM       522       397       598       422       *       *       *       *       *       *       560       409         01:00       439       318       416       328       *       *       *       *       *       427       323         02:00       408       461       468       435       *       *       *       *       *       421       421       942       942       952       427       1.012       *       *       *       *       *       421       942       982       983       342       539       *       *       *       *       421       942       982       983       983       342       539       *       *       *       *       *       421       982       983       983       983       *       *       *       *       *       *       *       421       982       983       983       179       993	10:00		*	338	269			*	*	*	*		*			338	269	
12:PM       522       397       598       422       *       *       *       *       *       *       *       *       409         01:00       439       318       416       328       *       *       *       *       *       *       427       323         02:00       408       461       468       435       *       *       *       *       *       427       323         02:00       489       776       470       696       *       *       *       *       *       421       942         03:00       421       952       427       1.012       *       *       *       *       *       421       942         05:00       321       952       427       1.012       *       *       *       *       *       *       421       942         05:00       328       260       400       *       *       *       *       *       *       *       *       *       *       *       424       952       117       10:0       *       *       *       *       *       *       *       *       *       * <td< td=""><td>11:00</td><td>372</td><td>474</td><td>400</td><td>530</td><td></td><td></td><td></td><td></td><td>*</td><td></td><td></td><td></td><td></td><td></td><td>386</td><td>502</td></td<>	11:00	372	474	400	530					*						386	502	
01:00       439       318       416       328       *       <	12:PM	522	397	598	422			*			*		*		*	560	409	
02:00       408       461       468       435       * * * * * * * * * * * * * * * * * * *	01:00	439	318	416	328			*		*	*		*			427	323	
03:00       489       776       470       696       * * * * * * * * * * * * * * * * * * *	02:00	408	461	468	435			*	*	*				*		438	448	
04:00       422       916       421       968       * * * * * * * * * * * * * * * * * * *	03:00	489	776	470	696			*	*	*	*		*			479	736	
05:00       421       952       427       1.012       * * * * * * * * * * * * * * * * * * *	04:00	422	916	421	968			*	*	*	*		*			421	942	
06:00       347       522       337       556       *       <	05:00	421	952	427	1,012			*	*	*	*					424	982	
07:00       260       328       260       400       * * * * * * * * * * * * * * * * * * *	06:00	347	522	337	556			*	*	*			*			342	539	
08:00       248       182       238       176       *       <	07:00	260	328	260	400			*	*	*	*		+			260	364	
09:00       148       120       157       114       * * * * * * * * * * * * * * * * * * *	08:00	248	182	238	176		*	*	*	*						243	179	
10:00       107       86       146       92       * * * * * * * * * * * * * * * * * * *	09:00	148	120	157	114				*	*			*		*	152	117	
11:00       119       182       105       172       *       <	10:00	107	86	146	92			*	*	*	*	*	*	*	*	126	89	
Totals       4.302       5.714       8.560       7.588       3.495       1.240       <	11:00	119	182	105	172		*	*	*	*	*		*		*	112	177	
Combined       10.016       16.148       4.735       0       0       0       0       16.091         Split %       43.0       57.0       53.0       47.0       73.8       26.2       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       53.2       46.8         AM       Peak Hr       11:00       07:00       11:00       07:00       07:00       *       *       *       *       *       *       0       0.0       0	Totals	4,302	5,714	8,560	7,588	3,495	1,240	0	0	0	0	0	0	0	0	8,555	7,536	
Split %       43.0       57.0       53.0       47.0       73.8       26.2       0.0	Combined	10	0,016	(10	5,148	4	4,735		0		0		0		0	16	091	
AM Peak Hr 11:00 11:00 07:00 11:00 07:00 07:00 * * * * * * * * * * * * 07:00 11:00 Volume 372 474 1.159 530 1.240 367 * * * * * * * * * * * * 1.199 502 PM PeakHr 12:00 05:00 12:00 05:00 * * * * * * * * * * * * * * 12:00 05:00	Split %	43.0	57.0	53.0	47.0	73.8	26.2	0.0	.0	0.0	.0	0.0	.0	0.0	.0	53.2	46.8	
Peak Hr         11:00         11:00         07:00         07:00         *	AM																	
Volume         372         474         1,159         530         1,240         367         *         *         *         *         *         *         1,199         502           PM         PeakHr         12:00         05:00         *         *         *         *         *         *         *         1,199         502	Peak Hr	11:00	11:00	07:00	11:00	07:00	07:00							*		07:00	11:00	
PM PeakHr 12:00 05:00 12:00 05:00 * * * * * * * * * * * * * * * * * *	Volume	372	474	1,159	530	1,240	367			*					*	1,199	502	
PeakHr         12:00         05:00         12:00         05:00         *         *         *         *         *         *         *         12:00         05:00	PM																	
	PeakHr	12:00	05:00	12:00	05:00											12:00	05:00	
Volume 522 952 598 1.012 * * * * * * * * * * * * * * * * * * *	Volume	522	952	598	1.012			*								560	982	

SEASONAL FACTOR:	0.967	AADT: 15,443
AXLE CORR. FACTOR:	0.989	

3220 Tillman Drive, Suite 215

Title1	: B	road St	reet				Y						Site	e:	Urban#4	
Title2	: Jı	ust north	n of Sumr	leytown	Pk								Dat	e:	04	/02/01
Title3	;															
Interval	Mo	n 2	Tu	e 3	We	d 4	Thu	5	Fri	6	Sat	7	Sun	8	Weekda	y Avg.
Begin	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:AM	*		35	127	24	125	*	*	*	*			*	*	29	126
01:00	*	*	16	38	15	51	*		*				*		15	44
02:00	*	*	8	18	4	15			*				*	*	6	16
03:00		*	10	25	10	19			*			*	*	*	10	22
04:00			2	32	17	28		*	*						9	30
05:00	*		24	176	84	100	*	*	*	*			*		54	138
06:00		*	72	623	326	388	*	*	*	*			*	*	199	505
07:00		*	359	960	825	756	*	+	*				*	*	592	858
08:00			674	550	742	634								*	708	592
09:00			401	345		*			*	*			+	*	401	345
10:00	94	75	326	348	*	*	*	*	*				*	*	210	211
11:00	398	420	372	467		*	*		*						385	443
12:PM	506	448	448	452	*	*							*		477	450
01:00	434	354	418	373					*	*		*	*	*	426	363
02:00	431	412	456	468	*	*	*		*	*			*	*	443	440
03:00	480	628	479	592	*	*	*			.*			*		479	610
04:00	486	807	466	811	*	*	*	*	*				*	*	476	809
05:00	560	852	520	892	*	*							*	*	540	872
06:00	429	594	386	580	*	*	*			*			*	*	407	587
07:00	324	334	294	412					*						309	373
08:00	214	282	214	238		*	*						*	*	214	260
09:00	160	179	116	198	*	*	*		*	*			*	*	138	188
10:00	96	100	102	144	*	*	*		*	*					99	122
11:00	68	126	56	134	*		*						*		62	130
Totals	4,680	5,611	6,254	9,003	2,047	2,116	0	0	0	0	0	0	0	0	6,688	8,534
Combined	10	,291		5.257	4	4,163		0		0		0		0	15	,222
Split %	45.5	54.5	41.0	59.0	49.2	50.8	0.0	.0	0.0	.0	0.0	.0	0.0	.0	43.9	56.1
AM																
Peak Hr	11:00	11:00	08:00	07:00	07:00	07:00			*						08:00	07:00
Volume	308	420	674	960	825	756									708	858
· orunic	570	120	0/4	700	025	100										
PM																
PeakHr	05:00	05:00	05:00	05:00	*					•	•		*	*	05:00	05:00
Volume	560	852	520	892	*	*			*		+			*	540	872

SEASONAL FACTOR:	0.965	AADT: 14,355
AXLE CORR. FACTOR:	0.975	

3220 Tillman Drive, Suite 215

Title1	: ]	Berks Ro	bad										Site	e:	Urban#1		
Title2	: 1	Between	Morris R	d and S	kippack								Da	te:	04	4/09/01	
Title3	:																
Interval	M	on 9	Tu	e 10	We	d 11	Thu	12	Fri	13	Sat	14	Sun	15	Weekda	y Avg.	
Begin	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
12:AM			14	6	13	1	*	*	*	*	*	*	*	*	13	3	
01:00			1	1	3	2	*	*					*	*	2	1	
02:00	*		0	2	4	1	*	*	*	*		*	*	*	2	1	
03:00	.*		4	2	4	1	*					*	*	*	4	1	
04:00	*		8	8	9	4	*	*	*						8	6	
05:00		*	24	22	26	26	*	*	*	*		+	*	*	25	24	
06:00		*	114	156	101	142	*	*	*	*			*	*	107	149	
07:00			216	220	188	199			*			*	*	*	202	209	
08:00	*	*	193	156	188	148	*					*	*	*	190	152	
09:00	*		81	98	76	75						*			78	86	
10:00		*	50	46	*	*	*	*	*	*			*	*	50	46	
11:00	53	44	62	49	*	*	*	*	*	*		*	*	*	57	46	
12:PM	67	53	71	62	*	*	*	*	*	*		*	*	*	69	57	
01:00	49	53	63	65	*	*	*	*	*	*			*		56	59	
02:00	100	82	98	77	*	*	*	*	*	*		+	+	*	99	79	
03:00	192	99	197	88		*	*	*		*			*	*	194	93	
04:00	254	128	232	125	*	*	*	*							243	126	
05:00	254	169	270	192	*	*	*				*		*	*	262	180	
06:00	123	96	144	116		*		*	٠	*	*	*	*	*	133	106	
07:00	68	46	85	42	*	*	*								76	44	
08:00	48	30	52	36	*	*	*	*	*	*	*	*			50	33	
09:00	40	14	34	26	*	*	*	*	*	*	*		*		37	20	
10:00	22	8	18	18	*	*	*	*	*	*	*		*		20	13	
11:00	21	12	25	10	*	*	*	*	*	*	*	*	*	*	23	11	
Totals	1,291	834	2,056	1,623	612	599	0	0	0	0	0	0	0	0	2,000	1,545	
Combined		2,125	$\subset$	3,679		1,211		0		0		0		0	a	,545	
Split %	60.8	39.2	55.9	44.1	50.5	49.5	0.0	.0	0.0	.0	0.0	.0	0.0	.0	56.4	43.6	
AM																	
Peak Hr	11:00	11:00	07:00	07:00	07:00	07:00									07:00	07:00	
Volume	53	44	216	220	188	199		*	*	*		*	*		202	209	
PM																	
PeakHr	04:00	05:00	05:00	05:00		+									05:00	05:00	
Valuma	254	160	270	102		*									262	190	

SEASONAL FACTOR:	0.967	AADT: 3,518
AXLE CORR. FACTOR:	0.989	

3220 Tillman Drive, Suite 215

							Ben	salem, P	A 1902	0						
Title1	: 1	Bethel R	oad						· .				Site	e:	Ur	ban#27
Title2	: 1	Between	Morris a	nd Skip	pack								Da	te:	04	4/09/01
Title3																
Interval	M	on 9	Tu	e 10	We	d 11	Thu	12	Fri	13	Sat	14	Sun	15	Weekda	ay Avg.
Begin	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:AM	*	*	18	14	15	14	*	*	*		*	*	*	*	16	14
01:00		*	10	7	9	8		*	*						9	7
02:00	*	*	1	7	4	7	*	*	*						2	7
03:00	*	*	6	6	5	6	*	*	*	*					5	6
04:00		*	7	10	7	16	*	*	*						7	13
05:00	*	*	34	46	34	35		*							34	40
06:00			160	204	174	231			*			*			167	217
07:00			350	451	304	418		*							327	434
08:00	*	*	260	356	280	346								*	270	351
09:00	*	*	158	149	*	*	*	*		*					158	149
10:00	29	37	120	116											74	76
11:00	144	122	134	140		*		*	*						139	131
12:PM	116	113	110	146		*	*	*	*	*					113	129
01:00	134	143	114	164		*	*	*	*	*					124	153
02:00	128	192	163	195			*	*	*						145	193
03:00	230	228	237	251			*								233	230
04:00	322	324	320	321								*		*	321	322
05:00	360	378	366	410										*	363	304
06:00	209	220	222	285								*		*	215	252
07:00	108	134	113	155		*						*			110	144
08:00	69	00	86	98						*		*		*	77	98
09:00	57	52	52	76			*	*		*					54	64
10:00	19	60	54	54			*	*	*	*					36	57
11:00	29	32	36	32		*	*	*	*	*				*	32	32
Totals	1,954	2,134	3,131	3,693	832	1,081	0	0	0	0	0	0	0	0	3,031	3,522
Combined		4,088	$\subset$	6,824	ġ	1,913		0		0		0		0	6	5,553
Split %	47.8	52.2	45.9	54.1	43.5	56.5	0.0	.0	0.0	.0	0.0	.0	0.0	.0	46.3	53.7
AM																
Beak He	11.00	11.00	07.00	07.00	07.00	07.00	140		140	21					07.00	07.00
Peak Hr	11:00	11:00	07:00	07:00	204	418						- <u>-</u>	Ĩ	<u> </u>	07:00	07:00
volume	144	122	350	451	304	410	,T.,	50	1.71	100		æ	(T)	(The second seco	527	434
PM																
PeakHr	05:00	05:00	05:00	05:00		+		*	*	*		*	*	*	05:00	05:00
Volume	360	378	366	410							•	*	*		363	394

SEASONAL FACTOR:	0.979	AADT: 6,347
AXLE CORR. FACTOR:	0.950	

3220 Tillman Drive, Suite 215

Title1	: V	Vest Por	int Pike				1.						Site:		Urban#28	
Title2	: E	Between	Morris R	d and G	arfield								Da	te:	04	1/09/01
Title3	:															
Interval	Mo	on 9	Tue	: 10	Wee	d 11	Thu	12	Fri	13	Sat	14	Sun	15	Weekda	y Avg.
Begin	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:AM		*	26	32	28	31	*	+	*	*		+			27	31
01:00		*	12	12	6	16			*	*					9	14
02:00	*	*	12	9	11	12			*	*	*	+			11	10
03:00	*	*	8	14	7	9			*	*		*		*	7	11
04:00	*	*	22	14	28	14			*	*					25	14
05:00		*	91	72	104	85			*	*			+		97	78
06:00		*	514	234	510	250			*	*		*		*	512	242
07:00	*	*	784	500	772	445			*	*		*	*	*	778	472
08:00	*	*	672	384	659	401				*			*	*	665	392
09:00		+	304	230							*				304	230
10:00	152	105	243	210											197	157
11:00	238	258	224	272				*	*	*					231	265
12:PM	256	232	271	223					*	*					263	227
01:00	266	236	292	246						*					279	241
02:00	285	261	276	275						*					280	268
03:00	384	502	398	516											391	509
04:00	462	584	457	572					*						459	578
05:00	577	616	594	594						*				*	585	605
06:00	315	368	392	404					*	*		*		*	353	386
07:00	172	224	204	242						*					188	233
08:00	148	138	151	180		*			*	*					149	159
09:00	73	109	100	136			*			*		*	*		86	122
10:00	84	49	86	80	. <b>.</b> .										85	64
11:00	53	56	62	62		*	*		*	*		*	*		57	59
Totals	3,465	3,738	6,195	5,513	2,125	1,263	0	0	0	0	0	0	0	0	6,038	5,367
Combined	3	7,203		,708	3	3,388		0		0		0		0	11	,405
Split %	48.1	51.9	52.9	47.1	62.7	37.3	0.0	.0	0.0	.0	0.0	.0	0.0	.0	52.9	47.1
AM																
Peak Hr	11:00	11:00	07:00	07:00	07:00	07:00						*	*	*	07:00	07:00
Volume	238	258	784	500	772	445		*		*	*			*	778	472
PM																
PeakHr	05:00	05:00	05:00	05:00		*	*	*							05:00	05:00
Volume	577	616	594	594	*	*		*		*	*	*	*	*	585	605

SEASONAL FACTOR:	0.965	AADT: 11,016
AXLE CORR. FACTOR:	0.975	

DATE: 03/20/2001

 ROAD: TR 113 SOUDERTON-HARLEYSVILLE PK
 FROM: OAK DR
 TO: MAIN ST

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 0113/0270/1000
 FC: 7

 PROJECT: 142-191-6
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 40
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30661
 COUNTER: 9993
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	y Thursday 1 03/22/01	03	Friday //23/01	Saturday 03/24/01	/ I
1 AM		6	2 56				
2 AM		4	6 40				
3 AM		3	0 14				
4 AM		3	5 40				
5 AM		8	6 83				
6 AM		22	3 241				
7 AM		56	7 575				
8 AM		91	2 901				
9 AM		81	0 774				
10 AM		67	2 710				
11 AM	662	61	7 629				
12 PM	781	71	7				
1 PM	712	63	9				
2 PM	701	68	4				
3 PM	815	75	2				
4 PM	991	93	0				
5 PM	1,017	98	3				
6 PM	1,128	1,09	5				
7 PM	888	83	8				
8 PM	600	56	0				
9 PM	518	55	3				
10 PM	418	36	5				
11 PM	224	20	4				
12 AM	101	12	6				
		12,50	6				
SEASONAL FACTOR:	1.019 AAD	T: <b>12,196</b>	AM PEAK %:	7.3	HOUR	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	8.8	HOUR	ENDING:	6:00 PM

DATE: 03/20/2001

 ROAD: TR 113 SOUDERTON-HARLEYSVILLE PK
 FROM: SUMNEYTOWN PK TO: PARK AVE

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 0113/0280/1000
 FC: 7

 PROJECT: 142-191-5
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 25
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30660
 COUNTER: 9948
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	ay Thu 01 03	irsday /22/01	l 03	Friday /23/01	Saturday 03/24/07	/ 1
1 AM		(	69	71				
2 AM		2	40	44				
3 AM		2	46	44				
4 AM		1(	08	120				
5 AM		26	62	288				
6 AM		65	53	630				
7 AM		1,09	90	1,052				
8 AM		1,12	22	1,114				
9 AM		83	34	852				
10 AM		67	70	690				
11 AM		64	43	674				
12 PM	700	68	32	713				
1 PM	770	66	64					
2 PM	826	77	75					
3 PM	978	92	20					
4 PM	1,246	1,00	03					
5 PM	1,260	1,21	12					
6 PM	1,082	99	98					
7 PM	798	74	41					
8 PM	514	46	60					
9 PM	482	49	99					
10 PM	305	27	76					
11 PM	162	17	74					
12 AM	94		96					
		14,03	37					
SEASONAL FACTOR:	1.019 AAD	T: <b>13,689</b>	AM PEAK	K %:	8.	HOUR	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK	K %:	8.6	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

ROAD: TR 113 SOUDERTON-HARLEYSVILLE PKFROM: SCHOOLHOUSE RD TO: MAPLE AVECOUNTY: MONTGOMERYMCD: 187 - FRANCONIA TOWNSHIPSR/SEG/OFF: 0113/0300/0500FC: 7PROJECT: 142-191-4COUNT DIR: BOTHTRAFFIC DIR: BOTHSPEED LIMIT: 40LOOP OR CLASS:STATION ID:DVRPC FILE #: 30659COUNTER: 9949WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	y Thursday 1 03/22/01	03	Friday /23/01	Saturday 03/24/01	/
1 AM		6	8 89				
2 AM		5	9 50				
3 AM		6	2 62				
4 AM		11	6 125				
5 AM		31	4 338				
6 AM		75	4 785				
7 AM		1,43	2 1,392				
8 AM		1,48	0 1,502				
9 AM		1,15	6 1,132				
10 AM		99	4 1,021				
11 AM		95	8 1,003				
12 PM	1,046	98	6 982				
1 PM	1,146	1,00	5				
2 PM	1,144	1,02	3				
3 PM	1,452	1,29	9				
4 PM	1,714	1,67	8				
5 PM	1,770	1,76	2				
6 PM	1,487	1,30	3				
7 PM	1,158	1,05	6				
8 PM	818	79	4				
9 PM	714	69	5				
10 PM	447	41	3				
11 PM	226	22	0				
12 AM	138	13	2				
		19,75	9				
SEASONAL FACTOR:	1.019 AAD	T: <b>19,269</b>	AM PEAK %:	7.5	HOUR E	NDING:	8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	8.9	HOUR E	NDING:	5:00 PM

FROM: CREAMERY RD

# **DVRPC – Travel Monitoring**

DATE: 03/20/2001

WEATHER: F

TO:

**ROAD:** TR 113 SOUDERTON-HARLEYSVILLE PK SCHOOLHOUSE RD

COUNTY: MONTGOMERY MCD: 187 - FRANCONIA TOWNSHIP SR/SEG/OFF: 0113/0310/0500 FC: 7

PROJECT: 142-191-3 COUNT DIR: BOTH TRAFFIC DIR: BOTH SPEED LIMIT: 40 LOOP OR CLASS:

STATION ID:	DVRPC FILE #: 30658	COUNTER: 9995

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	riday 23/01	Saturday 03/24/01	,
1 AM		92	110				
2 AM		78	71				
3 AM		47	44				
4 AM		80	90				
5 AM		156	192				
6 AM		488	536				
7 AM		1,108	1,154				
8 AM		1,703	1,668				
9 AM		1,452	1,448				
10 AM		1,108	1,118				
11 AM		1,070	1,067				
12 PM	1,140	1,098	1,083				
1 PM	1,047	1,096					
2 PM	1,179	1,028					
3 PM	1,298	1,332					
4 PM	1,615	1,413					
5 PM	1,722	1,578					
6 PM	1,850	1,748					
7 PM	1,394	1,238					
8 PM	946	870					
9 PM	764	793					
10 PM	618	607					
11 PM	330	314					
12 AM	168	186	_				
		20,683					
SEASONAL FACTOR:	1.019 AAD	T: <b>20,170</b> A	AM PEAK %:	8.2	HOUF	R ENDING:	8:00 AM
AXLE CORR. FACTOR:	.957	F	PM PEAK %:	8.5	HOUF	R ENDING:	6:00 PM

DATE: 03/20/2001

FROM: ALLENTOWN RD TO:

**ROAD:** TR 113 SOUDERTON-HARLEYSVILLE PK MEETINGHOUSE RD

 COUNTY:
 MONTGOMERY
 MCD:
 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF:
 0113/0330/0500
 FC:
 7

 PROJECT:
 142-191-2
 COUNT DIR:
 BOTH
 TRAFFIC DIR:
 BOTH
 SPEED LIMIT:
 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #:
 30657
 COUNTER:
 9786
 WEATHER:
 F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	ay Thursday 01 03/22/01	03	Friday /23/01	Saturday 03/24/01	<b>,</b>
1 AM		7	70 68				
2 AM		5	50 48				
3 AM		6	6 71				
4 AM		14	14 154				
5 AM		39	94 436				
6 AM		95	50 941				
7 AM		1,50	02 1,541				
. 8 AM		1,40	06 1,412				
9 AM		1,10	01 1,092				
10 AM		1,03	39 1,042				
11 AM	1,129	1,02	1,049				
12 PM	1,048	98	39				
1 PM	1,152	96	58				
2 PM	1,267	1,09	95				
3 PM	1,552	1,44	14				
4 PM	1,690	1,59	91				
5 PM	1,817	1,68	36				
6 PM	1,464	1,31	14				
7 PM	1,008	93	38				
8 PM	774	71	16				
9 PM	701	66	66				
10 PM	376	34	14				
11 PM	200	18	30				
12 AM	100	11	12				
		19,78	37				
SEASONAL FACTOR:	1.019 AAD	T: <b>19,296</b>	AM PEAK %:	7.6	HOUR	ENDING:	7:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	8.5	HOUR	ENDING:	5:00 PM

**ROAD:** TR 113 SOUDERTON-HARLEYSVILLE PK

DATE: 04/16/2001

WEATHER: F

FROM: GODSHALL RD TO: ALLENTOWN RD COUNTY: MONTGOMERY MCD: 187 - FRANCONIA TOWNSHIP SR/SEG/OFF: 0113/0340/1000 FC: 7 PROJECT: 142-191-1 COUNT DIR: BOTH TRAFFIC DIR: BOTH SPEED LIMIT: 40 LOOP OR CLASS:

STATION ID: DVRPC FILE #: 30656 COUNTER:

Hour Ending	Monday 04/16/01	Tuesday 04/17/01	Wednesday 04/18/01	Thu 04/	rsday Frid /19/01 04/20/	ay 01
1 AM		130	) 115			
2 AM		64	63			
3 AM		63	54			
4 AM		120	) 122			
5 AM		358	378			
6 AM		854	807			
7 AM		1,559	1,552			
8 AM		1,568	1,582			
9 AM		1,164	1,163			
10 AM	1,083	1,079	)			
11 AM	1,196	1,174	ļ			
12 PM	1,122	1,162	2			
1 PM	1,146	1,106	6			
2 PM	1,234	1,248	}			
3 PM	1,390	1,416	6			
4 PM	1,540	1,592	2			
5 PM	1,778	1,790	)			
6 PM	1,434	1,493	3			
7 PM	1,188	1,204	Ļ			
8 PM	824	902	2			
9 PM	680	761				
10 PM	386	482	2			
11 PM	257	258	3			
12 AM	124	158	3			
		21,705	5			
SEASONAL FACTOR:	.963 AADT:	20,003	AM PEAK %:	7.2	HOUR ENDING	: 8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	8.2	HOUR ENDING	: 5:00 PN

DATE: 03/21/2001

 ROAD:
 TR 63
 SUMNEYTOWN PK
 FROM:
 CARRIE LA
 TO:
 GROFFS MILL RD

 COUNTY:
 MONTGOMERY
 MCD:
 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF:
 0063/0112/0200
 FC:
 12

 PROJECT:
 142-191-16
 COUNT DIR:
 BOTH
 TRAFFIC DIR:
 BOTH
 SPEED LIMIT:
 40
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #:
 30671
 COUNTER:
 9988
 WEATHER:
 F

Hour Ending	Wednesday 03/21/01	Thursda 03/22/0	ay Friday 01 03/23/01	Sat 03/	urday /24/01	Sunday 03/25/01	
1 AM		10	06 121				
2 AM		6	65 69				
3 AM		4	7 55				
4 AM		6	57 75				
5 AM		19	94 217				
6 AM		66	6 636				
7 AM		1,21	7 1,222				
8 AM		1,32	.4 1,318				
9 AM	1,011	1,07	6				
10 AM	871	93	3				
11 AM	847	90	8				
12 PM	896	96	62				
1 PM	980	1,01	4				
2 PM	866	90	9				
3 PM	973	1,11	3				
4 PM	1,284	1,35	57				
5 PM	1,420	1,55	50				
6 PM	1,364	1,45	53				
7 PM	1,050	1,19	8				
8 PM	774	84	6				
9 PM	619	64	8				
10 PM	473	52	21				
11 PM	270	30	9				
12 AM	172	17	'8				
		18,66	51				
SEASONAL FACTOR:	.98 AADT	: 17,172	AM PEAK %:	7.1	HOUR EN	DING:	8:00 AM
AXLE CORR. FACTOR:	.939		PM PEAK %:	8.3	HOUR EN	DING:	5:00 PM

DATE: 04/03/2001

 ROAD: TR 63 SUMNEYTOWN PK
 FROM: TR 113
 TO: MAPLE AVE

 COUNTY: MONTGOMERY
 MCD: 202 - LOWER SALFORD TOWNSHIP
 SR/SEG/OFF: 0063/122/2000
 FC: 12

 PROJECT: 142-191-17
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 35
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30672
 COUNTER: 9870
 WEATHER: F

Hour Ending	Tuesday 04/03/01	Wednesda 04/04/0	y Thursday 1 04/05/01	F 04/	Friday /06/01	Saturday 04/07/01	
1 AM		11	2 126				
2 AM		8	2 84				
3 AM		5	9 70				
4 AM		7	3 76				
5 AM		14	0 144				
6 AM		45	2 464				
7 AM		1,07	0 1,098				
8 AM		1,18	7 1,111				
9 AM		99	2 976				
10 AM		97	6 944				
11 AM		99	3 988				
12 PM		1,10	8 1,074				
1 PM		1,16	0 1,128				
2 PM		1,10	7				
3 PM	1,170	1,18	2				
4 PM	1,288	1,22	4				
5 PM	1,284	1,30	4				
6 PM	1,336	1,36	6				
7 PM	1,094	1,11	7				
8 PM	920	97	2				
9 PM	709	76	1				
10 PM	612	61	4				
11 PM	356	32	3				
12 AM	194	18	9				
		18,56	3				
SEASONAL FACTOR:	.955 AAI	DT: <b>16,646</b>	AM PEAK %:	6.4	HOUR E	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.939		PM PEAK %:	7.4	HOUR E	ENDING:	6:00 PM

DATE: 03/20/2001

 ROAD:
 TR 63
 SUMNEYTOWN PK
 FROM:
 MAPLE AVE
 TO:
 KULP RD

 COUNTY:
 MONTGOMERY
 MCD:
 202 - LOWER SALFORD TOWNSHIP
 SR/SEG/OFF:
 0063/0122/3000
 FC:
 12

 PROJECT:
 142-191-18
 COUNT DIR:
 BOTH
 TRAFFIC DIR:
 BOTH
 SPEED LIMIT:
 35
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #:
 30673
 COUNTER:
 9989
 WEATHER:
 F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	y Thursday 1 03/22/01	F 03/	Friday /23/01	Saturday 03/24/01	,
1 AM		10	2 122				
2 AM		7	5 83				
3 AM		7	2 78				
4 AM		7	8 73				
5 AM		15	5 143				
6 AM		50	8 489				
7 AM		1,10	8 1,150				
8 AM		1,34	2 1,315				
9 AM		1,19	3 1,117				
10 AM		1,00	3 1,060				
11 AM		96	1 1,066				
12 PM	1,176	1,05	8 1,167				
1 PM	1,198	1,15	2				
2 PM	1,098	1,00	9				
3 PM	1,205	1,15	4				
4 PM	1,375	1,26	5				
5 PM	1,394	1,27	3				
6 PM	1,461	1,39	9				
7 PM	1,295	1,18	8				
8 PM	884	80	1				
9 PM	694	61	3				
10 PM	552	48	3				
11 PM	327	26	7				
12 AM	192	18	7				
		18,44	6				
SEASONAL FACTOR:	.98 AAE	DT: <b>16,974</b>	AM PEAK %:	7.3	HOUR	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.939		PM PEAK %:	7.6	HOUR	ENDING:	6:00 PM

DATE: 03/21/2001

 ROAD: TR 63 SUMNEYTOWN PK
 FROM: KULP RD TO: HUNSBERGER LA

 COUNTY: MONTGOMERY
 MCD: 202 - LOWER SALFORD TOWNSHIP
 SR/SEG/OFF: 0063/0132/1000
 FC: 12

 PROJECT: 142-191-19
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 35
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30674
 COUNTER: 37
 WEATHER: F

Hour Ending	Wednesday 03/21/01	Thursda 03/22/0	ay Friday 01 03/23/01	Sat 03/	urday Sund /24/01 03/25/	lay /01
1 AM		13	33 150			
2 AM		8	33 92			
3 AM		8	32 92			
4 AM		6	65 66			
5 AM		13	36 136			
6 AM		43	38 462			
7 AM		1,14	48 1,099			
8 AM		1,36	63 1,301			
9 AM		1,15	54 1,271			
10 AM	1,052	1,08	55			
11 AM	934	1,03	38			
12 PM	1,054	1,15	58			
1 PM	1,208	1,21	19			
2 PM	1,056	1,11	18			
3 PM	1,010	1,15	59			
4 PM	1,255	1,32	25			
5 PM	1,231	1,38	32			
6 PM	1,338	1,46	62			
7 PM	1,211	1,28	34			
8 PM	860	88	34			
9 PM	639	62	26			
10 PM	492	55	50			
11 PM	294	33	38			
12 AM	193	2^	16			
		19,4 <i>°</i>	16			
SEASONAL FACTOR:	.98 AAD	T: <b>17,867</b>	AM PEAK %:	7.	HOUR ENDING	: 8:00 AM
AXLE CORR. FACTOR:	.939		PM PEAK %:	7.5	HOUR ENDING	: 6:00 PM

DATE: 03/20/2001

ROAD: SCHOOLHOUSE RDFROM: INDIAN CREEK RDTO: SOUDERTON-HARLEYSVILLE PKCOUNTY: MONTGOMERYMCD: 187 - FRANCONIA TOWNSHIPSR/SEG/OFF: 1007/0050/0500FC: 8PROJECT: 142-191-7COUNT DIR: BOTHTRAFFIC DIR: BOTHSPEED LIMIT: 40LOOP OR CLASS:STATION ID:DVRPC FILE #: 30662COUNTER: 9950WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	Friday /23/01	Saturday 03/24/01	
1 AM		11	14				
2 AM		4	6				
3 AM		1	5				
4 AM		3	4				
5 AM		16	11				
6 AM		30	28				
7 AM		186	208				
8 AM		256	244				
9 AM		150	140				
10 AM		70	83				
11 AM		69	88				
12 PM	86	95	104				
1 PM	72	83					
2 PM	72	64					
3 PM	112	82					
4 PM	212	171					
5 PM	224	206					
6 PM	255	256					
7 PM	158	142					
8 PM	86	80					
9 PM	48	57					
10 PM	36	37					
11 PM	23	15					
12 AM	10	14	-				
		2,098					
SEASONAL FACTOR:	1.016 AAE	DT: <b>2,110</b> A	M PEAK %:	12.2	HOUR E	NDING:	8:00 AM
AXLE CORR. FACTOR:	.99	F	M PEAK %:	12.2	HOUR E	NDING:	6:00 PM

**DATE:** 03/20/2001

 ROAD:
 SCHOOLHOUSE RD
 FROM:
 SOUDERTON-HARLEYSVILLE PK
 TO:
 KULP RD

 COUNTY:
 MONTGOMERY
 MCD:
 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF:
 1007/0040/1000
 FC:
 8

 PROJECT:
 142-191-8
 COUNT DIR:
 BOTH
 TRAFFIC DIR:
 BOTH
 SPEED LIMIT:
 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #:
 30663
 COUNTER:
 9787
 WEATHER:
 F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	y Thursday 1 03/22/01	F 03/	riday 23/01	Saturday 03/24/01	
1 AM		19	9 21				
2 AM		1	7 15				
3 AM		14	4 12				
4 AM		10	0 11				
5 AM		39	9 31				
6 AM		9	0 80				
7 AM		35	6 349				
8 AM		428	3 386				
9 AM		274	4 258				
10 AM		14	1 134				
11 AM		11	6 120				
12 PM	149	11	9 146				
1 PM	154	14	0				
2 PM	152	14	2				
3 PM	248	22	1				
4 PM	352	292	2				
5 PM	402	42	9				
6 PM	388	33	6				
7 PM	222	18	3				
8 PM	136	10	3				
9 PM	80	124	4				
10 PM	65	7	5				
11 PM	39	30	6				
12 AM	23	1	8				
		3,72	7				
SEASONAL FACTOR:	1.016 AAI	DT: <b>3,749</b>	AM PEAK %:	11.5	HOUR E	NDING:	8:00 AM
AXLE CORR. FACTOR:	.99		PM PEAK %:	11.5	HOUR E	NDING:	5:00 PM

**DATE:** 03/20/2001

 ROAD: SCHOOLHOUSE RD
 FROM: KULP RD
 TO: HALTEMAN RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 1007/0040/1500
 FC: 8

 PROJECT: 142-191-9
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30664
 COUNTER: 9766
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	Friday /23/01	Saturday 03/24/01	,
1 AM		14	15				
2 AM		9	14				
3 AM		13	13				
4 AM		34	30				
5 AM		70	56				
6 AM		322	302				
7 AM		587	567				
8 AM		510	435				
9 AM	193	206	226				
10 AM	166	154	177				
11 AM	188	184					
12 PM	230	212					
1 PM	218	208					
2 PM	316	274					
3 PM	404	358					
4 PM	566	546					
5 PM	579	591					
6 PM	339	327					
7 PM	206	179					
8 PM	121	151					
9 PM	98	87					
10 PM	74	57					
11 PM	26	26					
12 AM	20	22	_				
		5,141					
SEASONAL FACTOR:	1.016 AAI	DT: <b>5,171</b>	AM PEAK %:	11.4	HOUR E	ENDING:	7:00 AM
AXLE CORR. FACTOR:	.99	F	PM PEAK %:	11.5	HOUR E	ENDING:	5:00 PM

DATE: 03/20/2001

 ROAD:
 SCHOOLHOUSE RD
 FROM:
 HALTEMAN RD
 TO:
 LOWER RD

 COUNTY:
 MONTGOMERY
 MCD:
 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF:
 1007/0030/0500
 FC:
 8

 PROJECT:
 142-191-10
 COUNT DIR:
 BOTH
 TRAFFIC DIR:
 BOTH
 SPEED LIMIT:
 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #:
 30665
 COUNTER:
 9867
 WEATHER:
 F

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	Friday 23/01	Saturday 03/24/01	,
1 AM		17	18				
2 AM		10	20				
3 AM		11	15				
4 AM		14	12				
5 AM		43	34				
6 AM		104	92				
7 AM		416	410				
8 AM		577	518				
9 AM		378	358				
10 AM	170	184	176				
11 AM	146	156	160				
12 PM	210	192					
1 PM	231	210					
2 PM	210	186					
3 PM	342	302					
4 PM	407	374					
5 PM	534	520					
6 PM	522	453					
7 PM	272	234					
8 PM	168	147					
9 PM	110	136					
10 PM	88	80					
11 PM	45	38					
12 AM	24	24	-				
		4,806					
SEASONAL FACTOR:	1.016 AAD	T: <b>4,834</b> A	M PEAK %:	12.	HOUR E	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.99	Ρ	M PEAK %:	10.8	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

 ROAD:
 SCHOOLHOUSE RD
 FROM:
 LOWER RD
 TO:
 CASSEL RD

 COUNTY:
 MONTGOMERY
 MCD:
 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF:
 1007/0020/1000
 FC:
 8

 PROJECT:
 142-191-11
 COUNT DIR:
 BOTH
 TRAFFIC DIR:
 BOTH
 SPEED LIMIT:
 40
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #:
 30666
 COUNTER:
 9866
 WEATHER:
 F

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	riday 23/01	Saturday 03/24/01	
1 AM		13	16				
2 AM		6	18				
3 AM		9	9				
4 AM		16	20				
5 AM		43	32				
6 AM		120	112				
7 AM		386	348				
8 AM		446	428				
9 AM		244	226				
10 AM	120	110	134				
11 AM	106	123	112				
12 PM	152	117					
1 PM	164	140					
2 PM	158	144					
3 PM	221	195					
4 PM	332	325					
5 PM	463	404					
6 PM	335	314					
7 PM	200	192					
8 PM	106	99					
9 PM	75	110					
10 PM	56	59					
11 PM	31	29					
12 AM	24	14	_				
		3,658					
SEASONAL FACTOR:	1.016 AAI	DT: <b>3,679</b> A	M PEAK %:	12.2	HOUR I	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.99	F	PM PEAK %:	11.	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

ROAD: ALLENTOWN RDFROM: INDIAN CREEK RDTO: SOUDERTON-HARLEYSVILLE PKCOUNTY: MONTGOMERYMCD: 187 - FRANCONIA TOWNSHIPSR/SEG/OFF: 1001/0170/1500FC: 7PROJECT: 142-191-12COUNT DIR: BOTHTRAFFIC DIR: BOTHSPEED LIMIT: 25LOOP OR CLASS:STATION ID:DVRPC FILE #: 30667COUNTER: 9765WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	y Thursday 1 03/22/01	l 03	Friday /23/01	Saturday 03/24/01	,
1 AM		3	0 40				
2 AM		5	4 26				
3 AM		1	4 14				
4 AM		2	0 22				
5 AM		6	6 50				
6 AM		21	9 236				
7 AM		48	6 467				
8 AM		61	8 597				
9 AM		41	9 416				
10 AM		27	4 275				
11 AM	284	26	2 290				
12 PM	312	27	2 259				
1 PM	328	27	0				
2 PM	346	33	0				
3 PM	392	39	8				
4 PM	588	56	0				
5 PM	679	65	8				
6 PM	706	66	2				
7 PM	482	39	8				
8 PM	247	23	4				
9 PM	268	24	6				
10 PM	180	18	4				
11 PM	136	11	3				
12 AM	102	7	5				
		6,86	2				
SEASONAL FACTOR:	1.019 AA	DT: <b>6,692</b>	AM PEAK %:	9.	HOUR I	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	9.6	HOUR I	ENDING:	6:00 PM

**DATE:** 03/20/2001

 ROAD: ALLENTOWN RD
 FROM: SOUDERTON-HARLEYSVILLE PK
 TO: HALTEMAN RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 1001/0160/0500
 FC: 7

 PROJECT: 142-191-13
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30668
 COUNTER: 9833
 WEATHER: F

Hour Ending	Tuesda 03/20/0	y Wedne 1 03/	esday 21/01	Thursday 03/22/01	F 03/	riday 23/01	Saturday 03/24/01	
1 AM			74	60				
2 AM			40	59				
3 AM			36	45				
4 AM			110	94				
5 AM			358	369				
6 AM			628	602				
7 AM			938	944				
8 AM			832	871				
9 AM			526	579				
10 AM	48	0	480	566				
11 AM	52	8	541	516				
12 PM	58	2	524					
1 PM	59	4	516					
2 PM	57	5	588					
3 PM	76	2	683					
4 PM	72	6	751					
5 PM	86	6	802					
6 PM	67	6	588					
7 PM	40	0	394					
8 PM	28	8	290					
9 PM	26	3	268					
10 PM	17	0	146					
11 PM	13	0	118					
12 AM	7	0	60					
		1(	),291					
SEASONAL FACTOR:	1.019 A	ADT: 10,0	36 AN	1 PEAK %:	9.1	HOUR	ENDING:	7:00 AM
AXLE CORR. FACTOR:	.957		PM	1 PEAK %:	7.8	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

 ROAD: ALLENTOWN RD
 FROM: HALTEMAN RD
 TO: LOWER RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 1001/0150/2000
 FC: 7

 PROJECT: 142-191-14
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30669
 COUNTER: 9946
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	ay Thursday 01 03/22/01	03.	Friday /23/01	Saturday 03/24/01	
1 AM		6	58 56	;			
2 AM		3	38 42				
3 AM		2	26 46	;			
4 AM		ç	94 76	;			
5 AM		25	58 272				
6 AM		48	34 472				
7 AM		77	<b>'</b> 2 754				
8 AM		65	54 714				
9 AM		42	26 439	)			
10 AM	378	38	34 444				
11 AM	434	40	0 380	)			
12 PM	522	39	93				
1 PM	499	46	8				
2 PM	521	50	)3				
3 PM	676	58	36				
4 PM	694	65	58				
5 PM	818	76	64				
6 PM	599	53	37				
7 PM	374	33	80				
8 PM	262	25	54				
9 PM	249	22	24				
10 PM	152	13	36				
11 PM	132	10	)6				
12 AM	69	5	54				
		8,61	7				
SEASONAL FACTOR:	1.019 AA	DT: 8,403	AM PEAK %:	9.	HOUR	ENDING:	7:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	8.9	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

 ROAD: ALLENTOWN RD
 FROM: LOWER RD
 TO: BANBURY RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 1001/0130/0500
 FC: 7

 PROJECT: 142-191-15
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 40
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30670
 COUNTER: 9835
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	y Thursday 1 03/22/01	F 03/	Friday 23/01	Saturday 03/24/01	
1 AM		6	8 62				
2 AM		6	6 54				
3 AM		3	9 33				
4 AM		8	6 79				
5 AM		18	6 191				
6 AM		45	3 437				
7 AM		76	4 745				
8 AM		83	1				
9 AM		51	6				
10 AM	459	43	7				
11 AM	455	41	7				
12 PM	532	43	0				
1 PM	578	58	4				
2 PM	515	49	1				
3 PM	692	66	8				
4 PM	768	78	0				
5 PM	964	97	2				
6 PM	770	72	4				
7 PM	499	46	1				
8 PM	291	31	7				
9 PM	312	29	4				
10 PM	182	17	7				
11 PM	168	15	4				
12 AM	114	10	6				
		10,02	1				
SEASONAL FACTOR:	1.019 AAI	DT: <b>9,772</b>	AM PEAK %:	8.3	HOUR E	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	9.7	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

ROAD: KULP RDFROM: SUMNEYTOWN PK TO: PARK AVECOUNTY: MONTGOMERYMCD: 202 - LOWER SALFORD TOWNSHIPSR/SEG/OFF: LOCFC: 8PROJECT: 142-191-20COUNT DIR: BOTHTRAFFIC DIR: BOTHSPEED LIMIT: 35LOOP OR CLASS:STATION ID:DVRPC FILE #: 30675COUNTER: 9629WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesda 03/21/0	ay Thursday 01 03/22/01	, I 03,	Friday /23/01	Saturday 03/24/01	
1 AM			4 8				
2 AM			3 4				
3 AM			6 7	,			
4 AM		1	1 14				
5 AM		2	.3 17				
6 AM		З	36 36	;			
7 AM		12	20 128	1			
8 AM		22	24 200	)			
9 AM	232	22	2 219	1			
10 AM	118	13	80				
11 AM	136	12	21				
12 PM	135	14	8				
1 PM	176	15	54				
2 PM	146	11	3				
3 PM	174	18	8				
4 PM	235	21	7				
5 PM	279	26	6				
6 PM	352	34	7				
7 PM	214	25	51				
8 PM	140	19	8				
9 PM	116	12	28				
10 PM	70	6	51				
11 PM	42	2	23				
12 AM	13	1	4				
		3,00	8				
SEASONAL FACTOR:	1.016 AA	DT: <b>3,026</b>	AM PEAK %:	7.4	HOUR	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.99		PM PEAK %:	11.5	HOUR	ENDING:	6:00 PM

DATE: 03/20/2001

 ROAD: KULP RD
 FROM: YODER RD
 TO: SCHOOLHOUSE RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 1010/0010/0500
 FC: 8

 PROJECT: 142-191-21
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 40
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30676
 COUNTER: 9868
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	riday 23/01	Saturday 03/24/01	
1 AM		9	5				
2 AM			4				
3 AM		5	3				
4 AM		2	5				
5 AM		9	8				
6 AM		48	37				
7 AM		228	232				
8 AM		230	210				
9 AM	108	104	100				
10 AM	64	71					
11 AM	79	94					
12 PM	97	92					
1 PM	102	101					
2 PM	134	106					
3 PM	178	133					
4 PM	208	210					
5 PM	284	267					
6 PM	142	132					
7 PM	90	84					
8 PM	67	66					
9 PM	48	42					
10 PM	40	21					
11 PM	11	9					
12 AM	4	6	_				
		2,069					
SEASONAL FACTOR:	1.016 AAE	DT: <b>2,081</b> A	M PEAK %:	11.1	HOUR I	ENDING:	8:00 AM
AXLE CORR. FACTOR:	.99	F	PM PEAK %:	12.9	HOUR	ENDING:	5:00 PM

DATE: 03/20/2001

 ROAD: HALTEMAN RD
 FROM: SCHOOLHOUSE RD TO: ALLENTOWN RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: LOC
 FC: 8

 PROJECT: 142-191-22
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 45
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30677
 COUNTER: 9834
 WEATHER: F

Hour Ending	Tuesday 03/20/01	Wednesday 03/21/01	Thursday 03/22/01	F 03/	<sup>-</sup> riday 9 /23/01	Saturday 03/24/01	
1 AM		4	5				
2 AM			1				
3 AM		1	1				
4 AM		3	2				
5 AM		4	3				
6 AM		16	14				
7 AM		76	67				
8 AM		33	36				
9 AM	25	22	26				
10 AM	19	18	21				
11 AM	23	26					
12 PM	34	24					
1 PM	26	31					
2 PM	32	24					
3 PM	56	48					
4 PM	59	53					
5 PM	62	64					
6 PM	31	27					
7 PM	18	16					
8 PM	15	11					
9 PM	7	6					
10 PM	9	5					
11 PM	1	2					
12 AM	2	1	_				
		515					
SEASONAL FACTOR:	1.016 AA	ADT: <b>518</b> A	M PEAK %:	14.8	HOUR EN	DING:	7:00 AM
AXLE CORR. FACTOR:	.99	Р	M PEAK %:	12.4	HOUR EN	DING:	5:00 PM

DATE: 03/21/2001

ROAD: LOWER RDFROM: SCHOOLHOUSE RD TO: ALLENTOWN RDCOUNTY: MONTGOMERYMCD: 187 - FRANCONIA TOWNSHIPSR/SEG/OFF: 1012/0010/1000FC: 8PROJECT: 142-191-23COUNT DIR: BOTHTRAFFIC DIR: BOTHSPEED LIMIT: 40LOOP OR CLASS:STATION ID:DVRPC FILE #: 30678COUNTER: 9990WEATHER: F

Hour Ending	Wednesday 03/21/01	Thursday 03/22/01	Friday 03/23/01	Sat 03/	urday /24/01 (	Sunday 03/25/01	
1 AM		2	2 4				
2 AM		3	2				
3 AM		4	2				
4 AM		11	8				
5 AM		23	33				
6 AM		40	45				
7 AM		64	68				
8 AM		122	. 129				
9 AM	104	89	)				
10 AM	56	55	5				
11 AM	43	60	)				
12 PM	69	65	5				
1 PM	82	90	)				
2 PM	58	66	5				
3 PM	92	126	5				
4 PM	113	122	2				
5 PM	93	141					
6 PM	107	139	)				
7 PM	77	83	5				
8 PM	66	74	ļ				
9 PM	34	42	<u>)</u>				
10 PM	21	36	;				
11 PM	13	16	;				
12 AM	8	8	<u>}</u>				
		1,481					
SEASONAL FACTOR:	1.016 AADT:	1,490	AM PEAK %:	8.2	HOUR EN	DING: 8:	00 AM
AXLE CORR. FACTOR:	.99		PM PEAK %:	9.5	HOUR EN	DING: 5:	00 PM

DATE: 03/21/2001

 ROAD: LOWER RD
 FROM: ALLENTOWN RD
 TO: GODSHALL RD

 COUNTY: MONTGOMERY
 MCD: 187 - FRANCONIA TOWNSHIP
 SR/SEG/OFF: 1012/0030/0500
 FC: 8

 PROJECT: 142-191-24
 COUNT DIR: BOTH
 TRAFFIC DIR: BOTH
 SPEED LIMIT: 40
 LOOP OR CLASS:

 STATION ID:
 DVRPC FILE #: 30679
 COUNTER: 9992
 WEATHER: F

Hour Ending	Wednesday 03/21/01	7 Thur 03/2	sday 22/01	Friday 03/23/01	Satu 03/	urday 24/01	Sunday 03/25/01	
1 AM			27	34				
2 AM			32	21				
3 AM			28	28				
4 AM			32	31				
5 AM			103	120				
6 AM			241	249				
7 AM			258	272				
8 AM			449	421				
9 AM	298	3	292					
10 AM	181		168					
11 AM	169	)	188					
12 PM	205	5	207					
1 PM	248	3	251					
2 PM	212	2	268					
3 PM	413	3	429					
4 PM	384	ŀ	408					
5 PM	402	2	421					
6 PM	371		419					
7 PM	202	2	211					
8 PM	131		154					
9 PM	95	5	89					
10 PM	80	)	103					
11 PM	67	,	60					
12 AM	35	;	47					
		4	l,885					
SEASONAL FACTOR:	1.016 A	ADT: <b>4,91</b>	4 AN	/I PEAK %:	9.2	HOUR EN	DING:	8:00 AM
AXLE CORR. FACTOR	.99		٩N	/I PEAK %:	8.8	HOUR EN	DING:	3:00 PM

Counted by: Board #: 2 Street name Location:	Chris I : Dekall West of	Pavlik Pike Germant	own Pk	. NB		5	Urbar 30 Walr Phi	ut St., 1a., PF	ers, In 14th F 19106	nc. Moor			Sit Sta Fil	e Code rt Date e I.D.	: 000000000012 : 03/26/2001 : DEKALBWOFGERI
													Pag	e	: 1
Begin	03/26	Mon.	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	Sun.
T1me	int.	Total	inc.	Total	Inc.	Total	int.	Total	int.	Total	AVg.		Total	Inc.	Total
12:00 am				÷.				10		100	91		÷		2.0
01:00		î						24		49	40		÷.		
02:00		· ·						10		42	30		÷		
04-00								25		3.4	30				
05:00								65		46	56				
06+00								223		204	21.4				
07.00								466		404	435				
08.00								636		588	612				
09-00								586		526	556				
10:00								536		490	513				
11:00								657		527	592				
12:00 pm				*				807		742	774				
01:00		*						768		744	756				
02:00								706		691	698				
03:00		*				727		675			701		*		
04:00						707		678			692				
05:00						800		760			780				
06:00		*				782		730			756				
07:00		*				629		561			595				
08:00		*		*		472		397		*	434				
09:00		*				314		266			290				
10:00						229		242			236		*		
11:00		*		*		133		152			142		*		*
Totals		0		0		4793		10098		5231	10060		0		0
Avg. WkDay		.0%		.0%		47.6%		100.3%		52.0%			.08		.0%
AM Peaks Volume								11:00 657		08:00 588	08:00 612				
PM Peaks Volume						05:00 800		12:00 807		01:00 744	05:00 780				
ADTS															

SEASONAL FACTOR:	0.972	AADT: 9,275
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 1	Chris H	Pavlik				5	Urban 30 Waln	ut St.	ers, In 14th F	loor			Sit	e Code	: 000000000012
Location: We	est of G	ermantc	wn Pk.	SB			Phi	1a., P/	1 19109				Fil	rt Date e I.D.	DEKALBWOFGEF
Begin	03/26	Mon.	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	Sun.
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total
12:00 am								91		27	59				*
01:00								55		20	38				
02:00						*		38		13	26				
03:00						*		24		16	20				*
04:00						*		38		23	30				
05:00						*		45		40	42				*
06:00		*						138		128	133				
07:00						*		478		451	464				*
08:00								809		768	788				*
09:00		*				*		801		686	744				*
10:00								782		703	742				
11:00								711		714	712				•
12:00 pm								906		916	911				
01:00				+		*		1003		954	978		*		*
02:00								831		854	842				
03:00						689		816			752		*		*
04:00		*		*		762		721			742		*		*
05:00						738		702			720				
06:00				*		760		721			740		*		*
07:00						717		656			686				
08:00				*		572		470			521				
09:00						383		136			260				
10:00						293		102			198				*
11:00						168		62			115				
Totals		0		0		5082		11136		6313	11263		0		0
Avg. WkDay		.08		.08		45.1%		98.8%		56.0%			.0%		.0%
AM Peaks								08:00		08:00	08:00				
Volume								809		768	788				
PM Peaks						04:00		01:00		01:00	01:00				
Volume						762		1003		954	978				
ADTS															

SEASONAL FACTOR:	0.972	AADT: 10,229													
AXLE CORR. FACTOR:	0.945														
Counted by: Board #: 3 Street name Location : 1	Chris H : Dekalt West of	Pavlik Pike Townshi	p Line			5	Urbar 30 Walr Phi	i Engine iut St., ila., P/	ers, In 14th F 19106	nc. Ploor			Sit Sta Fil	e Code rt Date e I.D.	: 000000000000 : 03/26/2001 : DEKALBWOFTWP
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Begin	03/26	Mon.	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	Sun.
12:00 am	1110.	tocar *	Inc.	iotai *	inc.	. TOLAL	Inc.	230	inc.	256	243		Total	inc.	TOTAL
01:00								124		168	146				
02:00								76		103	90				
03:00								50		78	64				
04:00		*		*				39		60	50				
05:00								60		54	57				
06:00								110		98	104				
07:00								432		384	408		*		
08:00						*		939		858	898				
09:00				*				1247		1143	1195		*		
10:00				*				1070		969	1020				
11:00				+		*		1061		996	1028				
12:00 pm								1219		1063	1141				
01:00						*		1504		1411	1458				
02:00						*		1403		1372	1388				*
03:00		*				*		1282		1286	1284				*
04:00								1160			1160				
05:00						1238		1192			1215				*
06:00						1335		1250			1292		*		*
07:00						1282		1173			1228				
08:00		*		*		1010		942			976				*
09:00		*				770		684			727				
10:00		*				570		468			519				*
11:00		*				403		442			422		*		*
Totals		0		0		6608		18157		10299	18113		0		0
Avg. WkDay		.08		.08		36.4%		100.2%		56.8%			.08		.08
AM Peaks								09:00		09:00	09:00				
Volume								1247		1143	1195				
PM Peaks						06:00		01:00		01:00	01:00				
Volume						1335		1504		1411	1458				
ADTs															

SEASONAL FACTOR:	0.972	AADT: 16,678
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 4 Street name: Location: Ea	Chris F Dekalb st of T	avlik Pike Ownship	Line	Rđ. NB		Urban Engine 530 Walnut St., Phila., PF	ers, Inc. 14th Floor 19106		Site Code : 00000000011 Start Date: 03/26/2001 File I.D. : DEKALBEOFTWPN Page : 1			
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week	A 1010		
Time	03/26	03/27	03/28	03/29	03/30	Avg.	03/31	04/01	Avg.	Each * Equals 25 Vehicles		
12:00 am	*			107	126	116	•		116	*****		
01:00	*			51	56	54	*		54	**		
02:00	*			38	48	43			43	**		
03:00	*			26	45	36	*		36			
04:00	*			26	26	26	*		26			
05:00	*		•	36	46	41		•	41	••		
06:00	*			112	70	91	*		91	****		
07:00	*		•	316	302	309			309	******		
08:00	•		*	511	420	466	*		466	******		
09:00	*			532	488	510			510	******		
10:00	*		*	471	456	464			464	**********		
11:00				614	499	556	•		556	**********		
12:00 pm			*	722	672	697			697	*****		
01:00		*		792	708	750			750	***************************************		
02:00				698	734	716		×.	716	**********************		
03:00				668		668	*		668	************		
04:00		*	661	662		662		*	662	*******************		
05:00	*	*	670	612	*	641			641	*****************		
06:00			806	722		764		*	764	**********************************		
07:00		*	626	580		603			603	******		
08:00			489	452		470			470	**************		
09:00	*	*	356	296	.*	326	*		326	**********		
10:00	*	*	244	250	*	247	*		247	******		
11:00	*		146	166	•	156	*	*	156	*****		
Totals	0	0	3998	9460	4696	9412	0	0	9412			
% Avg. WkDa	.08	.0%	42.48	100.5%	49.8%							
% Avg. Day	.08	.08	42.4%	100.5%	49.8%		.0%	.0%				
AM Peak				11:00	11:00	11:00			11:00			
Volume				614	499	556			556			
PM Peak			06:00	01:00	02:00	06:00			06:00			
Volume			806	792	734	764			764			

SEASONAL FACTOR:	0.972	AADT: 8,689
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 5 Street name Location: 1	Chris I : Dekall East of	Pavlik D Pike Townshi	ip Line	Rd, SB		Urban Engin 530 Walnut St. Phila., P	eers, Inc. , 14th Floor A 19106			Site Code : 000000000011 Start Date: 03/26/2001 File I.D. : DEKALBEOFTWPS
Begin	Mon	Tues	Wed	Thur.	Fri	Weekday	Sat	Sun	Week	Page : 1
Time	03/26	03/27	03/28	03/29	03/30	Avg.	03/31	04/01	Avg.	Each * Equals 25 Vehicles
12:00 am	*	*	*	60	52	56	*	*	56	**
01:00				32	48	40			40	**
02:00		*	*	16	21	18	*		18	
03:00				32	14	23			23	
04:00				46	34	40			40	••
05:00			*	126	109	118	*		118	
06:00				385	352	368			368	*********
07:00				704	612	658			658	******
08:00				714	590	652			652	* * * * * * * * * * * * * * * * * * * *
09:00				620	562	591			591	******
10:00				610	564	587			587	******
11:00				766	654	710			710	*****
12:00 pm				808	644	726			726	*****
01:00	*		*	688	636	662			662	*********************
02:00			*	696		696			696	* * * * * * * * * * * * * * * * * * * *
03:00			606	608		607			607	*******************
04:00			582	548		565			565	* * * * * * * * * * * * * * * * * * * *
05:00			604	560		582	*		582	* * * * * * * * * * * * * * * * * * * *
06:00			518	468		493			493	**************
07:00			397	338		368		*	368	******
08:00		+	310	248		279	*		279	*******
09:00			244	210		227	*		227	
10:00	*		146	118	+	132	*		132	*****
11:00	*	*	84	76		80			80	• • •
Totals	0	0	3491	9477	4892	9278	0	0	9278	
% Avg. WkDa	.08	.08	37.6%	102.1%	52.7%					
% Avg. Day	.08	.08	37.6%	102.1%	52.7%		.08	.08		
AM Peak				11:00	11:00	11:00			11:00	
Volume				766	654	710			710	
PM Peak			03:00	12:00	12:00	12:00			12:00	
Volume			606	808	644	726			726	

ADTs

SEASONAL FACTOR:	0.972	AADT: 8,705
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 4 Street name Location:	Chris H : Dekalb South of	Pavlik p Pike 5 Jolly	Rd.			5	Urbar 30 Walr Phi	n Engine nut St. ila., PJ	ers, In 14th F 19106	ic. Noor			Sit Sta Fil	e Code rt Date e I.D.	: 000000000014 : 04/02/2001 : DEKALBSOFJOLI
Begin	04/02	Mon.	04/03	Tues.	04/04	Wed.	04/05	Thur.	04/06	Fri.	Weekday	04/07	Sat.	04/08	Sun.
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total
12:00 am				224		228					226				
01:00				127		113					120				
02:00				80		80					80				
03:00				60		68					64				
04:00				69		/1		1			70				
05:00				164		164					163				
06:00				636		1003					652				
07:00				1646		1693					1670				
08:00				2271		2234					2252				
09:00				1/86		1850					1818				
10:00				1380		1454					1417				÷.
11:00		0.50		1490		1208					1532				
12:00 pm				1749		1990				*	1870		*		
01:00				1928				-		•	1928				•
02:00		1612		1629							1620		*		
03:00		1698		1834							1766		*		
04:00		1798		1896		*		*		*	1847				
05:00		2190		2064							2127				
06:00		1953		2059							2006				•
07:00		1450		1566				*			1508				
08:00		1137		1106							1122				*
09:00		907		927				-			917				
10:00		695		739							717				*
11:00		343		430		*		*		*	386			_	*
Totals		13783		27866		12179		0		0	27878		0		0
Avg. WkDay		49.48		99.9%		43.6%		.08		.0%			.0%		.0%
AM Peaks Volume				08:00 2271		08:00 2234					08:00 2252				
PM Peaks Volume		05:00 2190		05:00 2064		12:00 1990					05:00 2127				
ADTS															

SEASONAL FACTOR:	0.955	AADT: 24,989
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 5 Street name Location: No	Chris H : Dekalt orth of	Pavlik D Pike Jolly F	۱d.		Urban Engineers, Inc. 530 Walnut St., 14th Floor Phila., PA 19106								Site Code : 00000000013 Start Date: 04/02/2001 File I.D. : DEKALBNOFJOLL			
Begin	04/02	Mon.	04/03	Tues.	04/04	Wed.	04/05	Thur.	04/06	Fri.	Weekday	04/07	Pag Sat.	e 04/08	: 1 Sun.	
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total	
12:00 am		•		98		76		*		*	87				•	
01:00				79		86					82					
02:00				57		58		•			58					
03:00				116		128					122		*			
04:00		•		431		465				•	448		*		*	
05:00				1290		1326				•	1308		*		*	
06:00				1849		1783					1816				*	
07:00				1833		1837		*			1835				*	
08:00				1454		1476				*	1465		*		*	
09:00				1367		1467		*		•	1417				*	
10:00		*		1560		1768		*		*	1664					
11:00				1788		*					1788					
12:00 pm		1590		1549		*					1570					
01:00		1524		1650							1587					
02:00		1661		1686							1674					
03:00		1726		1648		*		*			1687					
04:00		1739		1754							1746				*	
05:00		1472		1653		*		*			1562		*		*	
06:00		1121		1110				*			1116					
07:00		986		992		*				*	989		*		*	
08:00		790		846		*					818				*	
09:00		433		530				*		*	482				*	
10:00		276		302							289					
11:00		158		144							151		*		*	
Totals		13476		25786		10470		0		0	25761		0		0	
Avg. WkDay		52.3%		100.1%		40.6%		.0%		.08			.08		.08	
AM Peaks Volume				06:00 1849		07:00 1837					07:00 1835					
PM Peaks Volume		04:00 1739		04:00 1754							04:00 1746					
ADTS																

SEASONAL FACTOR:	0.955	AADT: 23,123
AXLE CORR. FACTOR:	0.939	

Counted by: Board #: 5 Street name Location:	Chris I : Rte. 7 West of	Pavlik 73 Union M	leeting		Urban Engineers, Inc. 530 Walnut St., 14th Floor Phila., PA 19106								Site Code : 000000000018 Start Date: 04/02/2001 File I.D. : 73WOFUNIONMEE		
Begin	04/02	Mon. Total	04/03	Tues.	04/04 Tot	Wed.	04/05	Thur.	04/06	Fri. Total	Weekday Avg	04/07	Sat. Total	04/08	Sun. Total
12:00 am	2010-1	*	Angi	*	Antes	*	inci	59	Antes.	76	68		*		*
01:00								40		56	48				
02:00						*		32		41	36				
03:00								56		64	60				
04:00						.*		192		182	187				
05:00								692		698	695				
06:00						*		1356		1306	1331				
07:00								1572		1575	1574				
08:00						*		1331		1288	1310				
09.00								1029		970	1000				
10.00								1180		1156	1168				
11:00								1489		1339	1414		*		×
12:00 pm						•		1362		1368	1365				
01:00						1248		1300		1264	1271				
02:00						1318		1404			1361				*
03:00						1563		1573		*	1568				•
04:00						1586		1570		*	1578				
05:00						1395		1439			1417				
06:00		*				1075		1192			1134		*		
07:00						808		838			823				
08:00						652		633		*	642		*		•
09:00						506		568			537		*		*
10:00						287		288		*	288		*		
11:00						136		181			158				*
Totals		0		0		10574		21376		11383	21033		0		0
Avg. WkDay		.08		.0%		50.2%		101.6%		54.1%			.08		.08
AM Peaks								07:00		07:00	07:00				
Volume								1572		1575	1574				
PM Peaks						04:00		03:00		12:00	04:00				
Volume						1586		1573		1368	1578				

SEASONAL FACTOR:	0.955	AADT: 19,291
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 1 Street name: Location: Be	Chris I Rte. 7	Pavlik 73 Inion &	School	EB		Urban Engine 530 Walnut St., Phila., PA	ers, Inc. 14th Floor 19106			Site Code : 000000000017 Start Date: 04/02/2001 File I.D 734UNIONSCHOO
booucronn by	- un u un u		Demoor			14 M				Page : 1
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week	
Time	04/02	04/03	04/04	04/05	04/06	Avg.	04/07	04/08	Avg.	Each * Equals 25 Vehicles
12:00 am		•		18	35	26		•	26	
01:00			*	19	17	18	*		18	
02:00		•		20	18	19			19	
03:00	*		*	39	44	42		*	42	**
04:00				145	173	159	•		159	*****
05:00	*			642	610	626	*		626	******************
06:00			*	1000	967	984	*		984	***************************************
07:00				1120	1084	1102	*		1102	***********************************
08:00				710	762	736			736	*****************************
09:00				584	626	605	*		605	*********************
10:00				770	803	786	*		786	*********************************
11:00				854	836	845			845	*********************************
12:00 pm				776	854	815			815	*********
01:00		*	808	910	856	858	*		858	**********************************
02:00			900	938	*	919		*	919	**********************************
03:00	*	*	1209	1334		1272			1272	*********************************
04:00			1225	1262		1244			1244	**********************************
05:00			864	854		859			859	***************************************
06:00			657	648		652			652	**********************
07:00	*		406	368		387		*	387	**********
08:00			303	335		319		*	319	********
09:00			193	262		228			228	********
10:00		*	120	122	*	121	*		121	*****
11:00			45	64		54			54	
Totals	0	0	6730	13794	7685	13676	0	0	13676	
% Avg. WkDa	.0%	.08	49.28	100.8%	56.1%					
% Avg. Day	.08	.0%	49.2%	100.8%	56.1%		.0%	.08		
AM Peak				07:00	07:00	07:00			07:00	
Volume				1120	1084	1102			1102	
PM Peak			04:00	03:00	01:00	03:00			03:00	
Volume			1225	1334	856	1272			1272	

SEASONAL FACTOR:	0.955	AADT: 12,449
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 3 Street name Location:	Chris F : Rte. 7 Between	Pavlik 3 Union &	Schoo	1 WB		Urban Enginee 530 Walnut St., Phila., PA	rs, Inc. 14th Floor 19106			Site Code : 000000000017 Start Date: 04/02/2001 File I.D. : 73&UNIONSCHOO Page : 1
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week	
Time	04/02	04/03	04/04	04/05	04/06	Avg.	04/07	04/08	Avq.	Each * Equals 25 Vehicles
12:00 am			•	62	84	73		*	73	•••
01:00				28	27	28	*		28	
02:00				18	36	27			27	*
0.3:00		*		20	33	26	*	*	26	
04:00				39	37	38	*	*	38	••
05:00		*	*	172	177	174		*	174	******
06:00				454	448	451	*		451	*****
07:00		*	*	898	862	880			880	*******************************
08:00			*	863	912	888			888	*********************************
09:00			*	702	648	675			675	***********
10:00		•	*	544	520	532			532	*****************
11:00	•		*	696	648	672	*		672	**********************
12:00 pm				716	724	720			720	* * * * * * * * * * * * * * * * * * * *
01:00			*	618	668	643			643	**********
02:00		*	*	647	644	646	*	*	646	* * * * * * * * * * * * * * * * * * * *
03:00			766	878	•	822	*		822	******
04:00			856	912		884	*		884	***************************************
05:00		-	927	930		928	*		928	*********************************
06:00			747	836		792	•		792	******
07:00			576	632		604			604	********************
08:00			400	454		427			427	**********
09:00			351	342		346			346	*********
10:00			245	264		254			254	******
11:00			152	142	*	147		•	147	******
Totals	0	0	5020	11867	6468	11677	0	0	11677	
% Avg. WkDa	.0%	.08	42.9%	101.6%	55.3%					
% Avg. Day	.08	.08	42.98	101.6%	55.3%		.0%	.08		
AM Peak				07:00	08:00	08:00			08:00	
Volume				898	912	888			888	
PM Peak			05:00	05:00	12:00	05:00			05:00	
Volume			927	930	724	928			928	

ADTs

SEASONAL FACTOR:	0.955	AADT: 10,710
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 5 Street name Location:	Chris F Rte. 7 South of	avlik 3 School	Rd.			5	Urban 30 Waln Phi	ut St., la., PA	ers, In 14th F 19106	c. loor			Sit Sta Fil	e Code rt Date e I.D.	: 000000 : 04/16/ : 73SOFS	0000019 2001 CHOOL
Bogin	04/16	Mon	04/17	Thing	04/19	Mod	04/19	mhur	04/20	Peri	Wookday	04/21	Pag	e 04/22	: 1	
Time	Int.	Total	Int.	Total	Tnt.	Total	Tht.	Total	Int.	Total	Ava	04/21	Total	U4/22 Int	Total	
12:00 am		*		*			ALL I	66	21101	73	70		*	2310 -	*	
01:00								37		60	48					
02:00								47		40	44				+	
03:00								64		72	68					
04:00								248		276	262					
05:00						*		856		874	865					
06:00								1510		1498	1504					
07:00		*				*		1588		1629	1608					
08:00						*		1232		1308	1270					
09:00		•				*		1157		1308	1232					
10:00						*		1366		1438	1402					
11:00						*		1556		1614	1585				*	
12:00 pm						1497		1576		1555	1543					
01:00		•				1406		1548		1496	1483				•	
02:00						1712		1748			1730					
03:00						1984		2011			1998				*	
04:00						1931		2004			1968				*	
05:00		•		•		1655		1854			1754				*	
06:00						1197		1295			1246				*	
07:00				•		918		849			884		*		*	
08:00						711		782			746		*			
09:00						465		630			548		*		*	
10:00						284		379			332		*		*	
11:00				*		131		185		*	158		*		*	
Totals		0		0		13891		24588		13241	24348		0		0	
Avg. WkDay		.08		.0%		57.0%		100.9%		54.3%			.08		.08	
AM Peaks								07:00		07:00	07:00					
Volume								1588		1629	1608					
PM Peaks						03:00		03:00		12:00	03:00					
Volume						1984		2011		1555	1998					
ADTS																

SEASONAL FACTOR:	0.955	AADT: 22,190
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 2	Chris P	Pavlik				5	Urbar 30 Walr	Engine	ers, In 14th F	ic. 'loor			Sit	e Code	: 00000000024		
Street name	: German	town Pi	ke				Phi	la., PA	19106				Start Date: 04/16/2001				
Location:	Between	DeKalb	& Arch	EB									File I.D. : GERMANTOWN202				
				a bitologi									Pag	e	: 1		
Begin	04/16	Mon.	04/17	Tues.	04/18	Wed.	04/19	Thur.	04/20	Fri.	Weekday	04/21	Sat.	04/22	Sun.		
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total		
12:00 am		*		*				56		49	52				*		
01:00		*						33		49	41		*				
02:00		*				*		35		28	32		*		*		
03:00		*						44		58	51		*				
04:00		*						147		138	142						
05:00		*		*		*		528		538	533						
06:00		*						1174		1214	1194						
07:00		*						1541		1507	1524		•				
08:00		*						1038		1030	1034						
09:00						*		876		866	871				*		
10:00		*						912		987	950						
11:00		*				*		1063		1076	1070				.*		
12:00 pm								1341		1378	1360						
01:00		*				1118		1117		1159	1131				•		
02:00		*				1041		1077		1026	1048						
03:00						1103		1120			1112						
04:00		*				1046		1067		*	1056						
05:00		*				992		1017			1004						
06:00				*		863		944			904				•		
07:00						765		792			778						
08:00		*				557		606		*	582				•		
09:00		*				336		377		*	356						
10:00						200		222			211						
11:00				*		123		120		*	122						
Totals		0		0		8144		17247		11103	17158		0		0		
Avg. WkDay		.08		.0%		47.4%		100.5%		64.7%			.08		.08		
AM Peaks								07:00		07:00	07:00						
Volume								1541		1507	1524						
PM Peaks						01:00		12:00		12:00	12:00						
Volume						1118		1341		1378	1360						

SEASONAL FACTOR:	0.955	AADT: 15,565
AXLE CORR. FACTOR:	0.945	

Counted by: Chris Pavlik Board #: 4 Street name: Germantown Pike Location: Between DeKalb & Arch WB						5	Urban 30 Waln Phi	Engine ut St., la., PF		Site Code : 00000000024 Start Date: 04/16/2001 File I.D. : GERMANTOWN20 Page : 1					
Begin	04/16	Mon.	04/17	Tues.	04/18	Wed.	04/19	Thur.	04/20	Fri.	Weekday	04/21	Sat.	04/22	Sun.
12:00 am		*	AHC.	i iotar		*	1110.	97	1110.0	124	106		iocai *	1115-1	*
01:00								47		45	46		*		
02:00								37		41	39				
03+00								28		32	30				
04:00								18		19	18				
05:00								49		62	56				
06:00		*						177		184	180				
07:00								470		510	490				
08:00		+				*		641		776	708				
09:00						-		604		695	650				
10:00								636		621	628				
11:00								553		679	616				
12:00 pm		*						790		935	862				
01:00						*		801		919	860				*
02:00								795		815	805				*
03:00						624		770		931	775				*
04:00						750		824			787				*
05:00		*				1093		1119			1106				*
06:00						1084		1194			1139				*
07:00						768		855		*	812				*
08:00						534		688			611		*		*
09:00						469		472		. *	470				
10:00		*				355		324			340		*		*
11:00						196		207		*	202		*		*
Totals		0		0		5873		12186		7388	12336		0		0
Avg. WkDay		.08		.08		47.6%		98.7%		59.8%			.08		.0%
AM Peaks								08:00		08:00	08:00				
Volume								641		776	708				
PM Peaks						05:00		06:00		12:00	06:00				
Volume						1093		1194		935	1139				
ADTs															

SEASONAL FACTOR:	0.955	AADT: 10,998
AXLE CORR. FACTOR:	0.945	

Counted by: Board #: 1 Street name Location:	Chris P : German South of	Pavlik Itown Pi Arch W	ke lestbour	nd		5	Urbar 30 Walr Phi	n Engine nut St., lla., PA	ers, In 14th F 19106	ic. 'loor			Sit Sta Fil Pag	e Code rt Date e I.D. e	: 00000000025 : 04/16/2001 : GERMANTOWNSOF : 1
Begin	04/16	Mon.	04/17	Tues.	04/18	Wed.	04/19	Thur.	04/20	Fri.	Weekday	04/21	Sat.	04/22	Sun.
12.00 pm	Inc.	Total	inc.	Total	Inc.	Total	int.	TOLAL	inc.	TOLAL	AVQ.		Total	inc.	Total
01.00 an								6.9		76	72				
02.00								46		71	58				
02:00								40		41	42		*		
04:00								98		95	96				
05.00								244		227	236				
06:00								682		694	688				
07:00								967		996	982				
08:00								966		970	968				
09:00								994		938	966				
10:00								834		939	886		*		
11:00								1180		1208	1194				
12:00 pm								1257		1326	1292				
01:00								1140		1144	1142		*		
02:00						*		1170		1206	1188		*		
03:00						1140		1178			1159		*		*
04:00				*		1530		1530			1530		*		
05:00				*		1548		1570		*	1559		*		
06:00		•		*		1145		1162			1154		*		
07:00		*		*		878		1002			940				
08:00						722		711			716				
09:00		*		*		590		534			562		*		
10:00				*		388		374		•	381		*		
11:00				*		208	_	219			214		*		
Totals		0		0		8149		18058		10019	18113		0		0
Avg. WkDay		.0%		.0%		44.9%		99.7%		55.3%			.08		.0%
AM Peaks								11:00		11:00	11:00				
Volume								1180		1208	1194				
PM Peaks						05:00		05:00		12:00	05:00				
Volume						1548		1570		1326	1559				

SEASONAL FACTOR:	0.967	AADT: 17,270
AXLE CORR. FACTOR:	0.989	

Counted by: Board #: 3 Street name Location: 5		5	Urban 30 Waln Phi	Engine ut St., la., P	ers, In 14th F 19106		Site Code : 00000000025 Start Date: 04/16/2001 File I.D. : GERMANSOFARCH Page								
Begin	04/16	Mon.	04/17	Tues.	04/18	Wed.	04/19	Thur.	04/20	Fri.	Weekday	04/21	Sat.	04/22	Sun.
12:00 am	2446.1	*	4446.1	*	4446.	*	4416.1	90	1116.0	81	86		*	44.6.1	*
01:00				*		*		31		39	35		*		
02:00								34		36	35				
03:00				- 1 k.				33		34	34		*		
04:00								52		82	67				
05:00				*				214		195	204				*
06:00								664		708	686				
07:00								1275		1236	1256				
08:00		*		*		+		1267		1232	1250		*		
09:00				*				823		801	812				
10:00				. * .				720		793	756				
11:00				*		•		821		860	840				
12:00 pm				*		*		987		1016	1002				
01:00								989		1082	1036				
02:00						873		912		890	892				•
03:00						907		920		*	914				
04:00				*		896		878		•	887				
05:00						813		833			823				
06:00				*		848		814		*	831		•		*
07:00						633		705		•	669				
08:00						554		566			560				
09:00						408		506			457		•		
10:00						224		242			233				
11:00						159		162		*	160				*
Totals		0		0		6315		14538		9085	14525		0		0
Avg. WkDay		.08		.08		43.4%		100.0%		62.5%			.0%		.0%
AM Peaks Volume								07:00 1275		07:00 1236	07:00 1256				
PM Peaks Volume						03:00 907		01:00 989		01:00 1082	01:00 1036				
ADTs															

SEASONAL FACTOR:	0.967	AADT: 13,904
AXLE CORR. FACTOR:	0.989	

Counted by: Board #: 1 Street name Location:	Chris F : German North of	Pavlik ntown Pi Waltor	ke Eastbo	ound		5	Urbar 30 Walr Phi	ut St.	eers, Ir , 14th F A 19106	Site Code : 00000000026 Start Date: 04/23/2001 File I.D. : GERMANTOWNNOF						
		UL DACA CARLERA		10100									Pad	e	: 1	
Begin	04/23	Mon. Total	04/24	Tues. Total	04/25	Wed. Total	04/26	Thur.	04/27	Fri. Total	Weekday	04/28	Sat. Total	04/29	Sun. Total	
12:00 am	4051	*		53		67	Anter	*		*	60		*		*	
01:00				44		32					38					
02:00				32		36					34		+		*	
03:00				28		29					28					
04:00				113		99					106					
05:00				394		350		*			372					
06:00				1110		1068		*			1089					
07:00				1544		1504					1524					
08:00				1352		1387					1370		*			
09:00				810		972		*			891					
10:00		*		912		*		*			912					
11:00				994		*		*			994					
12:00 pm				1131		*		*			1131					
01:00		1108		1092							1100				*	
02:00		972		982		*		*			977				*	
03:00		1076		1089		*		*			1082					
04:00		1013		1064		*		*		*	1038				*	
05:00		897		966				*			932				*	
06:00		851		888				*		*	870				*	
07:00		821		747		*		*			784				*	
08:00		537		528				*			532					
09:00		418		356		*		*			387				*	
10:00		238		221		*		*		*	230					
11:00		128		142		*		*		*	135				*	
Totals		8059		16592		5544		0		0	16616		0		0	
Avg. WkDay		48.5%		99.8%		33.3%	33	.08		.08			.08		.08	
AM Peaks Volume				07:00 1544		07:00 1504					07:00 1524					
PM Peaks Volume		01:00 1108		12:00 1131							12:00 1131					
ADTS																

SEASONAL FACTOR:	0.955	AADT: 14,879
AXLE CORR. FACTOR:	0.939	

Counted by: Board #: 5 Street name: Location: N	Chris I German North of	Pavlik ntown Pi É Waltor	ike n Rd. We	estbound	L	Urban Engine 530 Walnut St., Phila., Pf	eers, Inc. 14th Floor 19106	Site Code : 00000000026 Start Date: 04/30/2001 File I.D. : GERMANTOWNNOF Page : 1				
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week			
Time	04/30	05/01	05/02	05/03	05/04	Avg.	05/05	05/06	Avg. Each * Equals 25 Vehicles			
12:00 am		52	68		*	60			60 **			
01:00	*	43	42		*	42			42 **			
02:00	*	29	36			32			32 *			
03:00	*	32	38			35	*		35 *			
04:00		132	149			140			140 ******			
05:00		396	488			442			442 ***************			
06:00		1072	1036			1054		*	1054 ************************************			
07:00		1196	1270	*		1233			1233 ***********************************			
08:00	*	1108	1056			1082			1082 ************************************			
09:00		812	843	*		828			828 ***********************************			
10:00	*	894	940			917	*		917 ************************************			
11:00		1090	1186			1138		•	1138 ***********************************			
12:00 pm	993	1051	1012			1019			1019 ***********************************			
01:00	960	945	*			952			952 ********************************			
02:00	1140	1147				1144			1144 **********************************			
03:00	1344	1359	*			1352			1352 ************************************			
04:00	1556	1613				1584		*	1584 ************************************			
05:00	1142	1258				1200			1200 ***********************************			
06:00	848	907		*		878		*	878 ***********************************			
07:00	690	781	*	*		736			736 *******************************			
08:00	603	651		*		627			627 ********************			
09:00	362	408	*			385			385 ***********			
10:00	174	208			*	191			191 *******			
11:00	104	156				130		*	130 *****			
Totals	9916	17340	8164	0	0	17201	0	0	17201			
% Avg. WkDa	57.6%	100.8%	47.48	.08	.08							
% Avg. Day	57.6%	100.8%	47.48	.08	.08		.08	.08				
AM Peak		07:00	07:00			07:00			07:00			
Volume		1196	1270			1233			1233			
PM Peak	04:00	04:00	12:00			04:00			04:00			
Volume	1556	1613	1012			1584			1584			

ADT's

SEASONAL FACTOR:	0.932	AADT: 15,175
AXLE CORR. FACTOR:	0.939	

Counted by: Chris Pavlik Board #: 4 Street name: Germantown Pike Location: South of Walton Eastbound						Urban Engine 530 Walnut St., Phila., PA	eers, Inc. 14th Floor A 19106	Site Code : 00000000027 Start Date: 04/30/2001 File I.D. : GERMANTOWNSOF Page : 1				
Begin	Mon.	Tues.	Wed.	Thur.	Fri.	Weekday	Sat.	Sun.	Week	Pack & Paula 25 Vakialas		
12.00 am	04/30	124	170	05/03	05/04	AVG .	05/05	05/06	AVQ.	Each - Eduars 25 Venicles		
12:00 am	0	124	100			131			131			
01:00	0	30	62			45			36			
02:00	0	27	3.4			20			20			
04:00	0	59	58			39			39	**		
05.00	0	206	178			128			128	*****		
05:00	0	798	793			527			527			
07:00	0	1503	1558			1020			1020	******		
08.00	0	1668	1668			1112			1112	*********************************		
09.00	0	1373	1426			933			933	*********************************		
10.00	ő	1199	1214			804			804			
11:00	õ	1168	1151			773	*		773	*****		
12:00 pm	0	1336	1393			910			910	*****		
01:00	1368	1295	1382			1348	*	*	1348	**********************************		
02:00	1270	1268				1269	*	*	1269	*********************************		
03:00	1260	1284	*	*		1272	. *		1272	**********************************		
04:00	1294	1345				1320			1320	*********************************		
05:00	1216	1266				1241		*	1241	********************************		
06:00	1122	1158				1140		*	1140	*******************************		
07:00	1138	1132	*			1135	•	*	1135	***************************************		
08:00	908	986				947			947	*********************************		
09:00	600	702				651		*	651	**********************		
10:00	446	456	*			451		*	451			
11:00	236	252	*			244	*	*	244	********		
Totals	10858	20709	11117	0	0	17494	0	0	17494			
% Avg. WkDa	62.0%	118.3%	63.5%	.0%	.08							
% Avg. Day	62.0%	118.3%	63.5%	.0%	.08		.0%	.0%				
AM Peak		08:00	08:00			08:00			08:00			
Volume		1668	1668			1112			1112			
PM Peak	01:00	04:00	12:00			01:00			01:00			
volume	1368	1345	1393			1348			1348			

AD/Ts

SEASONAL FACTOR:	0.932	AADT: 18,123
AXLE CORR. FACTOR:	0.939	

Counted by: Board #: 1 Street name Location: Se		5	Urbar 30 Walr Phi	ut St., la., PA	ers, In 14th F 19106	nc. Noor		Site Code : 00000000002 Start Date: 04/23/2001 File I.D. : GERMANTOWNSD Page - 1							
Begin	04/23	Mon. Total	04/24	Tues. Total	04/25	Wed. Total	04/26	Thur.	04/27	Fri. Total	Weekday Avg.	04/28	Sat. Total	04/29	Sun. Total
12:00 am						*		99			99		*		*
01:00								64			64		+		* <sup>1</sup>
02:00								54			54				*
03:00						*		64			64				
04:00						*		115			115				
05:00						*		504			504				
06:00								1244			1244		*		
07:00						*		1575			1575				*
08:00						*		1412			1412		+		
09:00		*						1053			1053		*		*
10:00						1008		1068			1038				*
11:00						1242					1242				
12:00 pm						1193					1193				
01:00						1150					1150				
02:00		*				1320					1320				
03:00						1317					1317				
04:00						1546					1546				
05:00						1555					1555				
06:00						1159					1159				
07:00						932					932				
08:00		*				804					804				
09:00						670					670				
10:00						325				+	325				
11:00		*				209					209				*
Totals		0		0		14430		7252		0	20644		0		0
Avg. WkDay		.0%		.0%		69.9%		35.1%		.08			.08		.0%
AM Peaks Volume						11:00 1242		07:00 1575			07:00 1575				
PM Peaks Volume						05:00 1555					05:00 1555				
ADTS															

SEASONAL FACTOR:	0.955	AADT: 18,512
AXLE CORR. FACTOR:	0.939	

Counted by: Board #: 4 Street name Location:		Urban Engineers, Inc. 530 Walnut St., 14th Floor Phila., PA 19106							Site Code : 000000000005 Start Date: 04/16/2001 File I.D. : TWPSOF202							
Bernin	04/110		04/17	100	04/10	11-1	04/10	ent.	04/00	m	11-1-1-1	04/01	Pag	e	: 1	
Time	04/16 Tht.	Total	U4/1/	Tues. Total	04/18 Tht.	Total	04/19 Tht	Total	04/20 Tht	Total	Ava	04/21	Total	04/22 Tnt	Total	
12:00 am				118		127	21101	*	20027	*	122		*	211121		
01:00		*		50		48					49					
02:00				24		18					21					
03:00				17		14					16					
04:00		*		27		30					28					
05:00		*		51		44		*			48				*	
06:00		*		196		198					197					
07:00		*		728		722					725					
08:00				1180		1188					1184					
09:00				1107		1161		. *			1134		-		*	
10:00		*		831		746					788				*	
11:00		*		743		673		*		*	708		*		*	
12:00 pm		*		1043		*					1043		*		*	
01:00		1299		1156				*			1228				*	
02:00		1087		1016		*		*		*	1052				*	
03:00		1070		949							1010					
04:00		1164		1104				*		*	1134				*	
05:00		1188		1203							1196					
06:00		1168		1175				*			1172		*			
07:00		936		937							936				*	
08:00		704		642							673		*			
09:00		499		472		*		*		*	486		*			
10:00		317		307							312				*	
11:00		170		191				*		*	180				*	
Totals		9602		15267		4969		0		0	15442		0		0	
Avg. WkDay		62.1%		98.8%		32.1%		.08		.08			.08		.08	
AM Peaks Volume				08:00 1180		08:00 1188					08:00 1184					
PM Peaks Volume		01:00 1299		05:00 1203							01:00 1228					
ADTS																

SEASONAL FACTOR:	0.965	AADT: 14,364
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 3 Street name Location:	Chris I : Townsh North of	Pavlik nip Line E Arch	Rd.	Urban Engineers, Inc. 530 Walnut St., 14th Floor Phila., PA 19106										Site Code : 0000000000 Start Date: 04/16/2001 File I.D. : TWPNOFARCH Page 1				
Begin	04/16	Mon.	04/17	Tues.	04/18	Wed.	04/19	Thur.	04/20	Fri.	Weekday	04/21	Sat.	04/22	Sun.			
12:00 am	1110.	iocai *	THC.	10041	Inc.	121	1110.	iotai *	1116.	TOLAT	114		TOLAL *	Inc.	TOLAT			
01.00				41		43					12							
02.00				14		16					15		+					
03-00				22		22					22							
04:00				36		3.8					37							
05.00				101		70					90							
06:00				434		427					430							
07.00				1185		1180					1182							
08.00				1362		1442					1402							
09.00				1134		1174					1154							
10.00				946		828				-	887							
11:00				926		870				*	898							
12:00 pm				1481							1481							
01:00		1573		1457						*	1515							
02:00		1337		1100							1218							
03:00		1348		1161							1254							
04:00		1508		1437				*		*	1472		*		*			
05:00		1676		1612						*	1644							
06:00		1379		1345						*	1362		*		*			
07:00		967		962							964							
08:00		775		699		*		*		*	737							
09:00		530		510				*			520				*			
10:00		293		298							296							
11:00		173		190							182		*		*			
Totals		11559		18559		6240		0		0	18918		0		0			
Avg. WkDay		61.1%		98.1%		32.9%		.08		.0%			80.		.08			
AM Peaks				08:00		08:00					08:00							
Volume				1362		1442					1402							
PM Peaks		05:00		05:00							05:00							
Volume		1676		1612							1644							
ADTS																		

SEASONAL FACTOR:	0.965	AADT:	17,462
AXLE CORR. FACTOR:	0.975		

Counted by: Board #: 3 Street Name Location:	Chris I : Townsh Between	Pavlik hip Line Arch &	Rd. Jolly		Urban Engineers, Inc. 530 Walnut St., 14th Floor Phila., PA 19106							Site Code : 00000000003 Start Date: 04/30/2001 File I.D. : TWPLINEJOLLY& Page				
Begin	04/30	Mon.	05/01	Tues.	05/02	Wed.	05/03	Thur.	05/04	Fri.	Weekday	05/05	Sat.	05/06	Sun.	
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total	
12:00 am				51		52		*		*	52					
01:00				20		31					26					
02:00				15		23					19					
03:00				21		24					22					
04:00		*		42		41					42					
05:00				192		194					193					
06:00		*		788		787					788					
07:00				1370		1324					1347					
08:00				1242		1285					1264					
09:00				899		872					886					
10:00				764		726					745					
11:00		•		1129		1180		•			1154					
12:00 pm				1370		1424					1397					
01:00				1240		*					1240		*		*	
02:00		1116		1102							1109					
03:00		1254		1231						*	1242		*		*	
04:00		1423		1530							1476					
05:00		1410		1430				*			1420		*		*	
06:00		1016		1053				*			1034		*			
07:00		813		736		*					774				*	
08:00		572		588		*					580		*		*	
09:00		324		401				*			362					
10:00		171		211				*			191		*		*	
11:00		117		118		*		*			118				*	
Totals		8216		17543		7963		0		0	17481		0		0	
Avg. WkDay		47.0%		100.3%		45.5%		.0%		.08			.08		.0%	
AM Peaks Volume				07:00 1370		07:00 1324					07:00 1347					
PM Peaks Volume		04:00 1423		04:00 1530		12:00 1424					04:00 1476					
ADTS																

SEASONAL FACTOR:	0.931	AADT: 15,924
AXLE CORR. FACTOR:	0.975	

Counted by: Board # 2 Street name: Location: Be	Chris Townsh tween U	Pavlik ip Line Mnion Me	Rd. eting &	Jolly	Urban Engineers, Inc. 530 Walnut St., 14th Floor Phila., PA 19106								Site Code : 000000000001 Start Date: 04/16/2001 File I.D. : TWPLINEUNION& Page : 1			
Begin	04/16	Mon.	04/17	Tues.	04/18	Wed.	04/19	Thur.	04/20	Fri.	Weekday	04/21	Sat.	04/22	Sun.	
12.00 am	Inc.	Total	inc.	Total	inc.	Total	inc.	Total	int.	Total	AVQ.		Total	int.	Total	
12:00 am				24		30					24					
02:00				20		17				<u>_</u>	1.9					
03.00				28		33					30					
04:00				68		49					58					
05:00				305		290					298					
06:00		*		1032		1007					1020					
07:00				1889		1906					1898					
08:00				1553		1651					1602				*	
09:00				1036		1008					1022				*	
10:00				910		873		*			892				*	
11:00		•		1502						•	1502		*		*	
12:00 pm				1610							1610					
01:00		1373		1264							1318					
02:00		1422		1153						<b>*</b>	1288					
03:00		1739		1573		*		*		*	1656		*		*	
04:00		2271		2124				•		*	2198				•	
05:00		1802		1773		*				*	1788		*		*	
06:00		1250		1144		*				*	1197					
07:00		840		708							774		*			
08:00		554		502						*	528					
09:00		370		313							342		*		•	
10:00		210		197							204					
11:00		125		124		6011				•	124		*		*	
Totals		11920		20909		9911		0		0	21446		0		0	
Avg. WkDay		55.7%		97.5%		32.2%		.08		.08			.08		.0%	
AM Peaks				07:00		07:00					07:00					
Volume				1889		1906					1898					
PM Peaks		04:00		04:00							04:00					
Volume		2271		2124							2198					
ADTS																

SEASONAL FACTOR:	0.965	AADT: 19,673
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 5 Street name	Chris F	Pavlik nip Line	Rd.			5	Urbar 30 Walr Phi	n Engine nut St., ila., PA	ers, In 14th F 19106	lc. loor			Sit	e Code rt Date	: 000000 : 04/16/	000002 2001
Location:Be	cween un	lion Mee	cing &	Penniyr	8								Fil	e 1.D.	: TWPLIN	JNION&P
Berin	04/16	Mon	04/17	Thee	04/18	Mod	04/19	Thur	04/20	Pri	Weekday	04/21	Sat	04/22	Sun	
Time	Int.	Total	Int.	Total	Tnt.	Total	Int	Total	Int	Total	Ava	04722	Total	Int	Total	
12:00 am		*		51		47		*		*	49		*		*	
01:00				36		28					32					
02:00				40		38					39		*			
03:00				62		61				*	62					
04:00				223		192					208					
05:00		*		909		871				*	890				*	
06:00				2380		2388					2384					
07:00				2870		2892				+	2881		*			
08:00				1900		1955				*	1928					
09:00				1312		1304				*	1308					
10:00				1417		1331					1374					
11:00				2100		*				*	2100					
12:00 pm				1990							1990					
01:00		1820		1624		*					1722					
02:00		1906		1771							1838					
03:00		2390		2222							2306					
04:00		2508		2452							2480		*		*	
05:00		1924		1953				*		•	1938		*			
06:00		1326		1284				•		•	1305		*		*	
07:00		944		842				*		× .	893				*	
08:00		662		588		•					625		*		*	
09:00		414		345		•					380				*	
10:00		214		218		•					216		*			
11:00		135		136		*	_				136				*	
Totals		14243		28725		11107		0		0	29084		0		0	
Avg. WkDay		48.9%		98.7%		38.1%		.0%		.08			.08		.08	
AM Peaks				07:00		07:00					07:00					
Volume				2870		2892					2881					
PM Peaks		04:00		04:00							04:00					
Volume		2508		2452							2480					
ADTS																

SEASONAL FACTOR:	0.965	AADT: 27,027
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 3 Street name Location: 1		5	Urbar 30 Walr Phi	Engine ut St., la., P/	ers, In 14th F 19106	loor		Site Code : 000000000006 Start Date: 03/26/2001 File I.D. : TWPBLUEBELL&W Page							
Begin Time	03/26 Int.	Mon. Total	03/27 Int.	Tues. Total	03/28 Int.	Wed. Total	03/29 Int.	Thur. Total	03/30 Int.	Fri. Total	Weekday Avg	03/31	Sat. Total	04/01 Int.	Sun. Total
12:00 am		*		140		165		*		*	152		*		*
01:00				94		80					87				
02:00				36		45				*	40				
03:00		*		24		26				*	25		*		*
04:00				36		34				•	35				
05:00		*		56		40				*	48		*		*
06:00				159		137		*			148				
07:00				777		794				•	786				•
08:00				1876		1876					1876				
09:00				2154		2156					2155				
10:00				1491		1489				•	1490				•
11:00		•		987		1068		•		•	1028				
12:00 pm				1242		1250					1246				
01:00		*		1718		1728					1723				
02:00		1525		1697		*		*		*	1611		*		•
03:00		1273		1357							1315				
04:00		1448		1512		*					1480		*		*
05:00		1754		1807				*		•	1780				
06:00		1950		2001							1976				*
07:00		1529		1488							1508				
08:00		953		896							924		*		*
09:00		624		625							624				
10:00		396		472							434				
11:00		306		302		*		*		*	304		*		*
Totals		11758		22947		10888		0		0	22795		0		0
Avg. WkDay		51.5%		100.6%		47.7%		.0%		.08			.08		.0%
AM Peaks Volume				09:00 2154		09:00 2156					09:00 2155				
PM Peaks		06:00		06:00		01:00					06:00				
ADTS		2750		2001		2.780					2010				

SEASONAL FACTOR:	0.988	AADT: 22,105
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 1 Street Name Location:	Chris F : Townsh South of	Pavlik nip Line Walton	Rd. Rd.			5	Urbar i30 Walr Phi	i Engine ut St. la., Pi	ers, In 14th F 19106	c. loor			Sit Sta Fil	e Code rt Date e I.D.	: 000000000007 : 03/26/2001 : TWPSOFWALTON
Begin	03/26	Mon.	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	Sun.
12:00 am	Inc.	10041	Inc.	28	1116+	24	Inc.	10ca1	inc.	TOLAL	26		iotai *	Anc.	TOLAL
01.00				19		17					18				
02:00				13		7					10				
03:00				1		4					2				
04:00				7		9		*			8				
05:00				10		8					9				
06:00				49		42					46				
07:00				292		310					301		*		
08:00				676		664					670				
09:00				528		594					561		*		
10:00				259		282		*			270				
11:00				284		252				•	268				
12:00 pm		*		367		380					374				*
01:00		*		392		416				*	404		*		
02:00		328		336							332		*		*
03:00		379		416		*		*			398		*		*
04:00		456		443		*					450				*
05:00		599		618							608		*		
06:00		530		558		*		· ·			544				
07:00		352		310				•			331				
08:00		212		204		*					208		*		
09:00		93		126		÷.					110				1
10:00		82		91		Č		÷		1.0	86				
 Totals		3074		6092		3009		0		0	6088		0		0
Avg. WkDay		50.4%		100.0%		49.4%		.08		.0%			.08		.0%
AM Peaks Volume				08:00 676		08:00 664					08:00 670				
PM Peaks Volume		05:00 599		05:00 618		01:00 416					05:00 608				
ADTS															

SEASONAL FACTOR:	0.988	AADT: 5,868
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 1 Street name	Chris F : Union	Pavlik Meeting	Rđ.			5	Urban 30 Waln Phi	ut St., la., P	ers, In 14th F 19106	c. loor			Sit	e Code rt Date	: 000000000016 : 04/02/2001
Location:	West of	Rte. 7	3					E					Fil	e I.D.	: UNIONWOF73
													Pag	e	: 1
Begin	04/02	Mon.	04/03	Tues.	04/04	Wed.	04/05	Thur.	04/06	Fri.	Weekday	04/07	Sat.	04/08	Sun.
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.	_	Total	Int.	Total
12:00 am				10		10					10				
01:00				5		6		- Č			6				
02:00				8		8					8				
03:00				11		15		- 2			13				
04:00				33		29					31		1		
05:00				192		192					192				
06:00				689		695		- ÷			692				
07:00				1214		1155					1184				
08:00				817		806					812				
09:00				364		368					366				
10:00				328		332					330				
11:00				599		661					630				
12:00 pm		575		645		*					610				
01:00		492		510				*			501				*
02:00		509		532		*		*			520				*
03:00		802		926				*		*	864		*		*
04:00		1404		1307				*			1356				*
05:00		894		948				*			921		*		•
06:00		408		411				*			410				*
07:00		202		219				*			210		*		*
08:00		149		108				*			128				
09:00		94		102				*		•	98		*		*
10:00		42		59				*			50		*		
11:00		41		31		*		*		•	36		.*		•
Totals		5612		10068		4277		0		0	9978		0		0
Avg. WkDay		56.2%		100.9%		42.8%		.08		.08			.08		.08
AM Peaks				07:00		07:00					07:00				
Volume				1214		1155					1184				
PM Peaks		04:00		04:00							04:00				
Volume		1404		1307							1356				
ADTS															

SEASONAL FACTOR:	0.967	AADT: 9,619
AXLE CORR. FACTOR:	0.988	

Board #: 2 Street name Location:	: Union East of	Meeting Twp. Li	Rd. ne Rd.	530 Walnut St., 14th Floor Phila., PA 19106									Site Code : 00000000011 Start Date: 04/02/2001 File I.D. : UNIONEOFTWP			
1976) - 1976 - 1976 - 19	1419/03/07	1999.000	12.5-240345										Pag	e	: 1	
Begin	04/02	Mon.	04/03	Tues.	04/04	Wed.	04/05	Thur.	04/06	Fri.	Weekday	04/07	Sat.	04/08	Sun.	
12.00 am	1110 -	TOLAL	Inc.	10141	1116.	11	Inc.	TOLAL *	1116.	TOLAT	10		Total	IIIC.	TOCAL	
01.00				12							10					
02:00				15		10					12					
03.00				20		14		*			17					
04:00				64		57					60					
05.00				274		267					270					
06:00				810		836					823					
07:00				930		922					926					
08.00				465		475		*			470					
09.00				282		291					286					
10.00				134		139					436					
11:00		582		546		*					564					
12:00 pm		524		507							516					
01:00		448		473				*			460					
02:00		503		529				*			516					
03:00		830		876						*	853					
04:00		792		834							813		*			
05:00		443		423							433					
06:00		297		217							257		*			
07:00		163		155							159					
08:00		124		117						*	120					
09:00		80		72						*	76					
10:00		39		49						*	44		*			
11:00		13		19				*		*	16		*		*	
Totals		4838		8133		3329		0		0	8146		0		0	
Avg. WkDay		59.3%		99.8%		40.8%		.0%		.08			.0%		.0%	
AM Peaks		11:00		07:00		07:00					07:00					
Volume		582		930		922					926					
PM Peaks		03:00		03:00							03:00					
Volume		830		876							853					
ADTs																

SEASONAL FACTOR:	0.967	AADT: 7,778
AXLE CORR. FACTOR:	0.989	

Counted by: Board #: 2 Street name Location:	Chris H : Jolly East of	Pavlik Rd. Dekalb	Pike			5	Urbar 30 Walr Phi	Engine ut St., la., PA	ers, Ir 14th F 19106	nc. Ploor			Sit Sta Fil Pag	e Code rt Date e I.D. e	: 00000000030 : 04/09/2001 : JOLLYEOFDEKAL : 1
Begin	04/09	Mon.	04/10	Tues.	04/11	Wed.	04/12	Thur.	04/13	Fri.	Weekday	04/14	Sat.	04/15	Sun.
12.00 am	int.	Total	inc.	Total	inc.	Total	inc.	Total	int.	Total	AVQ.		Total	int.	TOTAL
12:00 am				10		14		-			12				
02.00				14		19		÷.			15				
03.00				16		10					12				
04:00				108		101					104				
05:00				472		490					481				
06:00				1490		1489					1490		*		
07:00				1615		1522					1568				
08:00				623		590					606		*		
09:00				305		337					321				
10:00				481		649					565				
11:00				911							911				
12:00 pm				790							790				
01:00		•		525							525				
02:00		648		530				*			589		*		*
03:00		1045		908				*			976				
04:00		1120		1240				*			1180		*		*
05:00		451		627							539				•
06:00		231		331				*			281		*		*
07:00		125		172						•	148				
08:00		52		124				*			88		*		*
09:00		32		60		*		*			46		*		*
10:00		13		18				*			16				
11:00		6		10		*		*		*	8		*		*
Totals		3723		11383		5225		0		0	11276		0		0
Avg. WkDay		33.0%		100.9%		46.3%		.0%		.08			.08		.0%
AM Peaks Volume				07:00 1615		07:00 1522					07:00 1568				
PM Peaks Volume		04:00 1120		04:00 1240							04:00 1180				
ADTS															

SEASONAL FACTOR:	0.967	AADT: 10,875
AXLE CORR. FACTOR:	0.988	

Counted by: Board #: 4 Street name Location: 1	Chris I : Jolly West of	Pavlik Rd. Union M	leeting	Rd.		e	Urbar 530 Walr Phi	Engine ut St., la., PF	ers, In 14th F 19106	nc. 'loor			Sit Sta Fil Pag	e Code rt Date e I.D.	: 00000000029 : 04/09/2001 : JOLLYWOFUNION : 1
Begin	04/09	Mon.	04/10	Tues.	04/11 Int	Wed.	04/12 Tot	Thur.	04/13	Fri. Total	Weekday	04/14	Sat. Total	04/15 Int.	Sun. Total
12:00 am		*		2	20.2.1	3	21121	*		*	2		*		*
01:00				1		0					0				
02:00				3		1		*			2				*
03:00				6		12					9				
04:00				6		5					6		*		*
05:00				8		13					10				*
06:00				60		65		*			62				*
07:00				324		331					328		*		
08:00				652		657					654		*		*
09:00		*		317		306					312				•
10:00				70		104					87		*		
11:00		•		104		100		*		•	102		*		
12:00 pm				285		226					256				
01:00				220		*		*			220		*		*
02:00				105		•		*			105		*		
03:00		118		104						*	111		*		
04:00		252		198		*		*			225				
05:00		589		558		•					574		*		*
06:00		241		312				*			276				
07:00		101		78				*			90		*		
08:00		34		46		•		*		*	40		*		
09:00		14		17				*			16				
10:00		18		17		•				*	18		*		<u>.</u>
11:00		5		6		•		*		*	6				•
Totals		1372		3499		1823		0		0	3511		0		0
Avg. WkDay		39.0%		99.6%		51.9%		.08		.0%			.08		.08
AM Peaks Volume				08:00 652		08:00 657					08:00 654				
PM Peaks Volume		05:00 589		05:00 558		12:00 226					05:00 574				
ADTS															

SEASONAL FACTOR:	0.967	AADT: 3,346
AXLE CORR. FACTOR:	0.989	

# **DVRPC – Travel Monitoring**

**DATE:** 08/27/2001

ROAD: JOLLY RDFROM: BEACON HILL LATO: TOWNSHIP LINE RDCOUNTY: MONTGOMERYMCD: 211 - PLYMOUTH TOWNSHIPSR/SEG/OFF: LOCFC: 19PROJECT: 142-191COUNT DIR: BOTHTRAFFIC DIR: BOTHSPEED LIMIT: 25LOOP OR CLASS:STATION ID:DVRPC FILE #: 30822COUNTER: 9767WEATHER: F

Hour Ending	Monda 08/27/0	y Tuesday 1 08/28/01	Wednesday 08/29/01	Thur: 08/3	sday Frida 0/01 08/31/0	iy 1
1 AM		3	3			
2 AM		2	1			
3 AM		3	6			
4 AM		7	4			
5 AM		20	19			
6 AM		89	105			
7 AM	36	2 418				
8 AM	35	2 383				
9 AM	18	0 158				
10 AM	12	7 120				
11 AM	202	2 168				
12 PM	21	1 234				
1 PM	19	0 194				
2 PM	14	4 140				
3 PM	21	7 216				
4 PM	374	4 382				
5 PM	43	0 436				
6 PM	17	5 210				
7 PM	113	8 140				
8 PM	10	0 90				
9 PM	4	9 49				
10 PM	22	2 32				
11 PM	2	1 24				
12 AM	1	01	_			
		3,529				
SEASONAL FACTOR:	.916	AADT: <b>3,197</b> A	M PEAK %:	11.8	HOUR ENDING:	7:00 AM
AXLE CORR. FACTOR	: .989	P	M PEAK %:	12.4	HOUR ENDING:	5:00 PM

Board #: 5						5	30 Walr	ut St.,	14th F	loor			Sit	e Code	: 000000000
Street Name:	: Arch S	it.	1000				Phi	1a., PA	19106				Sta	rt Date	: 04/23/2001
Jocation: We	est of 1	ownsnip	Line					1					Fil	e 1.D.	: ARCHWOFTWP
Begin	04/23	Mon.	04/24	Tues.	04/25	Wed.	04/26	Thur.	04/27	Fri.	Weekday	04/28	Sat.	04/29	Sun.
'ime	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total
2:00 am				22		8				*	15		•		•
1:00				11		20		*		*	16		*		
2:00				17		11				*	14				•
3:00		•		20		20					20				
4:00				88		87					88				
)5:00				376		323				•	350				
6:00				768		717				*	742				
7:00				841		824		*		*	832				
00:8(		*		602		569		*		*	586				*
00:00				493							493				
.0:00		*		617							617				*
1:00		724		686		•		*			705				
2:00 pm		652		733							692		*		
1:00		601		682				*			642		*		*
2:00		686		752							719		*		
3:00		820		870						*	845				
4:00		1023		972							998		*		
5:00		750		698							724				*
6:00		537		468							502		*		
7:00		387		366							376				
8:00		274		284							279		*		
9:00		161		137				•			149		*		
0:00		78		105							92		*		
1:00		42		47				•		•	44				*
Totals		6735		10655		2579		0		0	10540		0		0
wg. WkDay		63.9%		101.0%		24.4%		.08		.0%			.08		.0%
M Peaks		11:00		07:00		07:00					07:00				
olume		724		841		824					832				
M Peaks		04:00		04:00							04:00				
olume		1023		972							998				

SEASONAL FACTOR:	0.967	AADT: 10,190
AXLE CORR. FACTOR:	0.989	

Counted by: Board #: 4 Street name Location: Ea	Chris H : Arch S ast of T	Pavlik St. Swp. Lin	Urban Engineers, Inc. 530 Walnut st., 14th Floor Phila., PA 19106											Site Code : 000000000 Start Date: 04/09/2001 File I.D. : ARCHEOFTWF Page : 1				
Begin	04/09	Mon.	04/10	Tues.	04/11	Wed.	04/12	Thur.	04/13	Fri.	Weekday	04/14	Sat.	04/15	Sun.			
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total			
12:00 am								27		48	38							
01:00								26		22	24							
02:00								14		17	16							
03:00				*		•		11		14	12				•			
04:00		•						16		12	14		•					
05:00								56		47	52							
06:00								236		159	198		*					
07:00								443		346	394				*			
08:00				*				498		353	426		*		*			
09:00				*				313		307	310		*					
10:00								300		313	306		*					
11:00								417		402	410		*		*			
12:00 pm								547		550	548							
01:00						466		478		524	489							
02:00						386		426			406		*					
03:00				*		396		396			396		*					
04:00						530		543		*	536							
05:00						576		600			588							
06:00						373		384			378							
07:00						314		295		*	304							
08:00						214		237		*	226							
09:00				*		162		194		*	178							
10:00				*		140		123		*	132		*					
11:00						64		79		*	72							
Totals		0		0		3621		6659		3114	6453		0		0			
Avg. WkDay		.08		.08		56.1%		103.1%		48.2%			.0%		.0%			
AM Peaks Volume								08:00		11:00 402	08:00							
										(m, m, m)								
PM Peaks						05:00		05:00		12:00	05:00							
Volume						576		600		550	588							
ADTS																		

SEASONAL FACTOR:	0.967	AADT: 6,368
AXLE CORR. FACTOR:	0.989	

Counted by: Board #: 1 Street name Location: 1	Chris P Walton North of	avlik Rd. German	itown Pi	ke		5	Urbar 30 Walr Phi	n Engine nut St., ila., PA	ers, In 14th F 19106	ic. Noor			Sit Sta Fil Pag	e Code rt Date e I.D.	: 00000000023 : 04/09/2001 : WALTONNOFGERM : 1
Begin	04/09	Mon.	04/10	Tues.	04/11	Wed.	04/12	Thur.	04/13	Fri.	Weekday	04/14	Sat.	04/15	Sun.
12:00 am	THC.	TOLAL *	IIIC .	TOLAL	inc.	10141	IIIC.	10041	inc.	123	116		iocar *	1116.	*
01:00								46		72	59				
02:00								53		59	56				
03:00								44		48	46				*
04:00								78		62	70				*
05:00						*		333		240	286				
06:00		*				*		1234		833	1034				*
07:00								1844		1278	1561		*		•
08:00		*				•		1941		1372	1656				*
09:00		*		<u>.</u>		·		1274		1060	1167				
10:00						- C		1100		1047	1074				•
11:00				.*				1191		1111	1151				
12:00 pm		*				1324		1315		1237	1292				
01:00				*		1247		1222		1300	1256				
02:00		*				1129		1222			1176				
03:00						1254		1362			1308		•		*
04:00				*		1391		1550			1470				
05:00				*		1494		1626			1560				
06:00				*		1188		1140			1164		•		*
07:00						883		850			866				
08:00						587		652			620				
09:00				- 0		536		616		-	576				2
10:00						430		367			398				2
Totals		0		0		11677		21399		9842	20184		0		0
Avg. WkDay		.0%		.08		57.8%		106.0%		48.7%			.0%		.0%
AM Peaks Volume								08:00 1941		08:00 1372	08:00 1656				
PM Peaks Volume						05:00 1494		05:00 1626		01:00 1300	05:00 1560				
ADTS															

SEASONAL FACTOR:	0.965	AADT: 20,134
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 4 Street name Location:	Chris F : Walton West of	Pavlik 1 Rd. Twp. Li	ne Rd.	SB		5	Urbar 30 Walr Phi	n Engine nut St., ila., P#	ers, Ir 14th F 19106	nc. Ploor			Sit Sta Fil Pag	e Code rt Date e I.D.	: 000000000021 : 03/26/2001 : WALTONWOFTWPS : 1
Begin	03/26	Mon.	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	Sun.
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total
12:00 am				62		84					73				
01:00				54		65					60				
02:00				18		19					18				•
03:00				20		17					18		•		
04:00				11		15		.*.			13				
05:00				24		25				•	24		*		•
06:00				83		85		*			84				
07:00				381		384		*			382				•
08:00		*		809		794		*			802		*		
09:00				1031		954		*			992				
10:00				820		833					826		*		
11:00		*		546		617		•			582				
12:00 pm				605		604					604				
01:00		*		864		969		*		*	916				
02:00				804							804				
03:00		574		612		*		*		*	593				*
04:00		737		744				*			740				
05:00		924		980		*					952		*		
06:00		1200		1154		*					1177				
07:00		860		904		*				*	882				*
08:00		552		482						*	517				
09:00		318		334		*		*		*	326				
10:00		199		216							208				
11:00		151		159		*		*		*	155				
Totals		5515		11717		5465		0		0	11748		0		0
Avg. WkDay		46.9%		99.7%		46.5%		.0%		.0%			.08		.0%
AM Peaks Volume				09:00 1031		09:00 954					09:00 992				
PM Peaks Volume		06:00		06:00		01:00					06:00				
ADTS		1000													

SEASONAL FACTOR:	0.988	AADT: 11,287
AXLE CORR. FACTOR:	0.975	

Counted by: Board #: 2	Chris H	Pavlik				5	Urbar 30 Walr	n Engine nut St.,	eers, Ir , 14th F	nc. Floor			Sit	e Code	: 000000000021
Street name	: Walton	Rd.	no Rd	ND			Phi	la., P/	A 19106				Sta	rt Date	: 03/26/2001
LOCALIONI	West of	Twb: pr	ne ku.	ND									Pan	e I.D.	· 1
Begin	03/26	Mon.	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	Sun.
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total
12:00 am		*		59		54				*	56		*		*
01:00				28		27					28				
02:00				20		24					22		*		
03:00				21		22		*			22				*
04:00				21		24					22				
05:00		*		77		80		*			78		*		
06:00				534		534					534		*		
07:00		*		1095		1106				*	1100				
08:00				1158		1284					1221				
09:00				890		908					899				
10:00				556		600					578				*
11:00				664		651				•	658		*		
12:00 pm				816		800					808				
01:00				924		600					762				•
02:00		755		720		*					738		*		
03:00		799		807							803				
04:00		968		948							958				*
05:00		966		988		*					977				
06:00		870		861						*	866				*
07:00		560		487							524				
08:00		395		400							398				· · · · ·
09:00		307		342							324				
10:00		262		248							255				
_11:00		115		112		*		*		*	114				*
Totals		5997		12776		6714		0		0	12745		0		0
Avg. WkDay		47.0%		100.2%		52.6%		.0%		.08			.0%		.0%
AM Peaks				08:00		08:00					08:00				
Volume				1158		1284					1221				
PM Peaks		04:00		05:00		12:00					05:00				
Volume		968		988		800					977				
ADTS															

SEASONAL FACTOR:0.989AADT:12,484AXLE CORR. FACTOR:0.988

Counted by: Board #: 5 Street name Location: 1	Chris Pavli : Walton Rd. East of Twp.	k Line	e Rđ.			5	Urbar 30 Walr Phi	n Engine nut St., ila., PA	ers, In 14th F 19106	loor			Sit Sta Fil	e Code rt Date e I.D.	: 0000000002 : 03/26/2001 : WALTONEOFTW
Begin	03/26 Mc	n. (	03/27	Tues.	03/28	Wed.	03/29	Thur.	03/30	Fri.	Weekday	03/31	Sat.	04/01	: <u>1</u> Sun.
Time	Int. Tot	al	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.	100.00	Total	Int.	Total
12:00 am		*		82		73		· · ·		*	78		*		
01:00		*		39		42					40		*		
02:00		*		22		21		*		*	22				
03:00		*		14		15		*			14				
04:00				16		19				*	18				
05:00				31		35					33				
06:00				192		202					197				
07:00				741		734		*			738				
08:00				1075		1026		*			1050				
09:00				1010		968					989				
10:00				552		552		*			552				
11:00				446		456		•			451				•
12:00 pm				665		632					648				
01:00				646		644		*			645				*
02:00				560				*			560				*
03:00	5	35		590		*		+			562				*
04:00	8	14		852							833				
05:00	11	12		1046				*			1079				*
06:00	9	87		1064							1026				
07:00	6	78		630				*:			654				*
08:00	3	99		373		*				*	386				*
09:00	2	59		298							278				
10:00	2	38		267		*				*	252				*
11:00	1	29		153							141				
Totals	51	51		11364		5419		0		0	11246		0		0
Avg. WkDay	45.	88	1	101.0%		48.1%		.0%		.0%			.0%		.0%
AM Peaks Volume				08:00 1075		08:00 1026					08:00 1050				
PM Peaks	05:	00		06:00		01:00					05:00				
ADTs	**			1004		244					10/0				

SEASONAL FACTOR:	0.989	AADT:	11,104
AXLE CORR. FACTOR:	0.988		

Counted by: Board #: 1 Street name Location: E	Chris F Norris	Pavlik town Rd Malton F	l. td.				Urbar 30 Walr Phi	ut St. la., P	eers, In 14th F A 19106	loor			Sit Sta Fil	e Code rt Date e I.D.	: 00000000028 : 04/09/2001 : NORRISTOWN
Bogin	04/09	Mon	04/10	THE	04/11	Wed	04/12	Thur	04/13	Pri.	Weekday	04/14	Sat	04/15	: 1 Sun
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.	0.47 2.4	Total	Int.	Total
12:00 am				13		10		*		*	12				*
01:00				4		6		*			5				
02:00				3		4		*			4				*
03:00				8		7		*		. <b>*</b> .	8				
04:00				10		12					11				
05:00				72		62		*			67				
06:00				252		246					249		*		
07:00				374		360					367				•
08:00				352		341		*		*	346				
09:00				222		240		*			231				•
10:00				188		218		*		*	203				
11:00				211		•				•	211		•		
12:00 pm				232							232				
01:00				228							228				
02:00		247		262				*			254				
03:00		296		276		*		*		*	286		*		
04:00		406		407							406				
05:00		315		356		•				*	336				*
06:00		183		232		*					208				
07:00		143		170							156				<u>*</u>
08:00		81		93							87				
09:00		64		63							64		*		<u>.</u>
10:00		26		36		· · ·					31				
11:00		26		28		*		•			27				*
Totals		1787		4092		1506		0		0	4029		0		0
Avg. WkDay		44.3%		101.5%		37.3%		.08		.08			.08		.0%
AM Peaks Volume				07:00 374		07:00 360					07:00 367				
PM Peaks Volume		04:00 406		04:00 407							04:00 406				
ADTS															

SEASONAL FACTOR:	0.965	AADT: 3,850													
AXLE CORR. FACTOR:	0.975														
Counted by: Board #: 4 Street name	Chris F	Rd.	<u>_</u>			5	Urban 30 Waln Phi	Engine ut St., la., PA	ers, In 14th F 19106	loor			Sit	e Code rt Date	: 00000000002 : 04/02/2001
--	----------	--------	----------	-------	-------	-------	-------------------------	------------------------------	----------------------------	-------	---------	-------	-------	-------------------	-------------------------------
Location:	North of	Rte. /	3										Pil	e 1.D.	: SCHOOLNOF/3
Begin	04/02	Mon.	04/03	Tues.	04/04	Wed.	04/05	Thur.	04/06	Fri.	Weekday	04/07	Sat.	04/08	Sun.
Time	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Int.	Total	Avg.		Total	Int.	Total.
12:00 am		*		*				23		28	26				*
01:00				*				8		8	8				
02:00				*				0		5	2				
03:00								0		4	2				
04:00								7		7	7				
05:00						*		8		8	8				*
06:00						*		68		56	62		*		
07:00						*		313		277	295				
08:00		*		*				434		402	418				
09:00						*		550		525	538				*
10:00						*		227		224	226				
11:00								176		173	174				
12:00 pm				*				234		222	228				
01:00						*		188		145	166				
02:00				*		*		247		141	194		*		*
03:00						*		241		164	202				*
04:00						404		395			400				
05:00						680		703			692				*
06:00						649		614			632				*
07:00		*		*		312		316			314				
08:00				-		215		191		*	203				*
09:00						93		101		*	97				*
10:00		*				72		72			72		*		*
11:00						48		42		*	45		*		*
Totals		0		0		2473		5158		2389	5011		0		0
Avg. WkDay		.08		.0%		49.3%		102.9%		47.6%			.0%		.08
AM Peaks								09:00		09:00	09:00				
Volume								550		525	538				
PM Peaks						05:00		05:00		12:00	05:00				
Volume						680		703		222	692				
ADTS															

SEASONAL FACTOR:	0.965	AADT: 4,853
AXLE CORR. FACTOR:	0.975	

Publication No. : 03033

## Date Published: September 2003

**Geographic Area Covered:** East Norriton, Franconia, Lower Salford, Plymouth, Towamencin, Upper Gwynedd, Whitemarsh, Whitpain, and Worcester townships and Lansdale, North Wales, Souderton and Telford boroughs in Montgomery County, Pennsylvania.

**Key Words:** Pennsylvania Turnpike, Highway Network, Traffic Simulation Model, Traffic Demand Forecasting, Alternative Analysis, Traffic Volumes, E-Z Pass, slip ramp.

## ABSTRACT

This report present traffic counts and socio-economic data necessary to prepare 2025 forecasts for the No-Build and 5 Build alternatives for slip ramps in the Schultz Road, PA 113, and Township Line Road study areas. It was prepared at the request of the Pennsylvania Turnpike Commission, which is studying the implementation of E-Z Pass only ramps at these locations. The DVRPC regional travel simulation model was used to estimate future traffic volumes for five alternatives.

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