

2000 – 2015 TRAVEL TRENDS IN THE DELAWARE VALLEY REGION



MARCH 2017



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy.

We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in 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. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

Table of Contents

- Executive Summary 1**
- I. Introduction 3**
- II. County, Regional, and National Trends 9**
- III. Screenlines and Cordons 13**
 - Screenline A-B-C (Delaware River) 14
 - Screenline D-1 (Upper Schuylkill River) 17
 - Screenline D-2 (North Philadelphia) 20
 - Screenline D-3 (Lower Schuylkill River) 23
 - Screenline D-4 (Montgomery/Bucks County Line) 26
 - Screenline E (Pennsauken Creek) 29
 - Screenline F (Crosswicks Creek) 32
 - Inner Cordon 35
 - Outer Cordon 38
- IV. Turnpikes and Interstates 41**

Figures

• Figure 1: Major Roads Crossing Screenlines and Cordons	5
• Figure 2: Rail Lines Crossing Screenlines and Cordons.....	6
• Figure 3: Bus Routes Crossing Screenlines and Cordons	7
• Figure 4: VMT Trends.....	11
• Figure 5: 2000–2015 Traffic Volumes for the Delaware River Bridge Crossings Screenlines (A-B-C).....	15
• Figure 6: Burlington-Bristol Bridge Speed Histogram.....	16
• Figure 7: 2000-2015 Average Daily Traffic Volumes for Screenline D-1	18
• Figure 8: Screenline D-1 Time-of-Day Variation	18
• Figure 9: 2000–2015 Traffic Volumes for D-2	21
• Figure 10: Screenline D-2 Time-of-Day Variation	21
• Figure 11: Screenline D-2 Speed Histogram.....	22
• Figure 12: 2000-2015 Traffic Volumes for D-3	24
• Figure 13: Screenline D-3 Time-of-Day Variation	24
• Figure 14: Screenline D-3 Speed Histogram.....	25
• Figure 15: 2000–2015 Traffic Volumes for D-4	27
• Figure 16: Screenline D-4 Time-of-Day Variation	27
• Figure 17: Screenline D-4 Speed Histogram.....	28
• Figure 18: 2000–2015 Traffic Volumes for E.....	30
• Figure 19: Screenline E Time-of-Day Variation.....	30
• Figure 20: Screenline E Speed Histogram	31
• Figure 21: 2000–2015 Traffic Volumes for Screenline F.....	33
• Figure 22: Screenline F Time-of-Day Variation	33
• Figure 23: Screenline F Speed Histogram	34
• Figure 24: 2000–2015 Daily Traffic Volumes for the Inner Cordon.....	36
• Figure 25: Inner Cordon Time-of-Day Variation	36
• Figure 26: Inner Cordon Speed Histogram	37
• Figure 27: 2000–2015 Daily Traffic Volumes for the Outer Cordon	39
• Figure 28: Outer Cordon Time-of-Day Variation	39

- **Figure 29:** Outer Cordon Speed Histogram40
- **Figure 30:** Pennsylvania Turnpike43
- **Figure 31:** New Jersey Turnpike44
- **Figure 32:** I-95 Delaware Expressway45
- **Figure 33:** I-195.....46
- **Figure 34:** I-295.....47
- **Figure 35:** Mid-County Expressway (I-476)48
- **Figure 36:** Schuylkill Expressway (I-76).....49

Tables

- **Table 1:** 2000-2015 Cordon and Screenline Summary Comparison — Average Annual Daily Traffic (AADT)..... 10
- **Table 2:** 2000–2015 Change in VMT — Average Daily VMT (000s)..... 10
- **Table 3:** Burlington-Bristol Bridge Percent of Traffic by Vehicle Type..... 15
- **Table 4:** Screenline A-B-C Traffic Volumes 15
- **Table 5:** Average Weekday Transit Passengers Crossing Screenline A-B-C 15
- **Table 6:** Screenline D-1 Traffic Volumes 18
- **Table 7:** Screenline D-1 Percent of Traffic During Peak Hours 18
- **Table 8:** Screenline D-1 Percent of Traffic by Vehicle Type 19
- **Table 9:** Average Weekday Transit Passengers Crossing Screenline D-1 19
- **Table 10:** Screenline D-2 Traffic Volumes 21
- **Table 11:** Screenline D-2 Percent of Traffic During Peak Hours 21
- **Table 12:** Screenline D-2 Percent of Traffic by Vehicle Type 22
- **Table 13:** Average Weekday Transit Passengers Crossing Screenline D-2 22
- **Table 14:** Screenline D-3 Traffic Volumes 24
- **Table 15:** Screenline D-3 Percent of Traffic During Peak Hours 24
- **Table 16:** Screenline D-3 Percent of Traffic by Vehicle Type 25
- **Table 17:** Average Weekday Transit Passengers Crossing Screenline D-3 25
- **Table 18:** Screenline D-4 Traffic Volumes 27
- **Table 19:** Screenline D-4 Percent of Traffic During Peak Hours 27
- **Table 20:** Screenline D-4 Percent of Traffic by Vehicle Type 28
- **Table 21:** Average Weekday Transit Passengers Crossing Screenline D-4 28
- **Table 22:** Screenline E Traffic Volumes 30
- **Table 23:** Screenline E Percent of Traffic During Peak Hours 30
- **Table 24:** Screenline E Percent of Traffic by Vehicle Type 31
- **Table 25:** Average Weekday Transit Passengers Crossing Screenline E..... 31
- **Table 26:** Screenline F Traffic Volumes..... 33
- **Table 27:** Screenline F Percent of Traffic During Peak Hours..... 33

- **Table 28:** Screenline F Percent of Traffic by Vehicle Type34
- **Table 29:** Average Weekday Transit Passengers Crossing Screenline F34
- **Table 30:** Inner Cordon Traffic Volumes36
- **Table 31:** Inner Cordon Percent of Traffic During Peak Hours36
- **Table 32:** Inner Cordon Percent of Traffic by Vehicle Type37
- **Table 33:** Average Weekday Transit Passengers Crossing Inner Cordon37
- **Table 34:** Outer Cordon Traffic Volumes.....39
- **Table 35:** Outer Cordon Percent of Traffic During Peak Hours.....39
- **Table 36:** Outer Cordon Percent of Traffic by Vehicle Type40
- **Table 37:** Average Weekday Transit Passengers Crossing Outer Cordon.....40
- **Table 38:** Turnpikes (two-way volume in thousands)50

Appendix

Appendix A. Complete Screenline and Cordon Counts..... A-1

Executive Summary

Since 1965, the year the Delaware Valley Regional Planning Commission (DVRPC) was established, DVRPC has continued to monitor and analyze the travel patterns of the nine-county region. This report presents the results of the latest travel survey, conducted in 2015, and assesses highway travel trends by comparing the 2015 volumes with those collected in 2000, 2005, and 2010. Traffic counts were gathered by DVRPC along two cordon lines, seven screenlines, and seven expressways within DVRPC's nine-county boundaries, at over 500 stations.

The 2015 data was collected a little over five years since the end of the "Great Recession" that lasted from December 2007 to June 2009, the worst economic downturn since the Great Depression of 1929. Most of the data collected in 2015 reflect a return to more normal, e.g. positive, growth trends. Overall, traffic in the region increased by 6.8 percent between 2010 and 2015. Traffic volumes increased by 6.5 percent in the Pennsylvania part of the region and by 7.3 percent in the New Jersey part of the region. However, the screenline that monitors traffic flows on the twelve bridges crossing the Delaware River declined by 7.0 percent during this period.

This report also presents and analyzes data on the vehicle classification and travel speeds of highways, as well as public transit ridership. The vehicle class and speed data was collected at 200 of the traffic monitoring stations. The vast majority of sampled roads are classified as arterials and collectors, with one lane in each direction (DVRPC's traffic counting equipment is not able to accurately classify vehicles on roads with more than two lanes by direction). The data shows that the overwhelming majority (92 percent) of vehicles using the sampled roads are cars, buses, light trucks, and motorcycles. Heavy trucks comprise only eight percent of the traffic on the sampled regional roadways.

In terms of speeds, over the course of an entire weekday (12:00 am to 12:00 am), the average speed across all sampled roads is about 42 miles per hour, which is comparable to the average speed in 2010. However, the data at any given time on any given day for any specific road may deviate considerably from these regional averages, due to the design of the road and its posted speed; local travel patterns; and weather, accidents, or construction activity.

Public transit ridership data was collected for all major transit routes crossing the screenlines and cordons. Overall ridership increased by 4.8 percent between 2010 and 2015. Amtrak ridership increased by about 2.7 percent. SEPTA bus ridership is up by 6.4 percent, SEPTA rail by 6.2 percent, and SEPTA trolley by 10.7 percent. However, both NJ Transit bus and PATCO ridership declined.

I. Introduction

The 2015 update of the Travel Trends report presents the latest survey data on travel activity in the Delaware Valley region. **Figure 1** shows the major roadways that cross the two cordon lines (inner and outer), seven screenlines, and seven interstate highways within DVRPC's nine-county boundaries, which include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. Three Berks County municipalities were added to the region in 1990 for transportation planning purposes as a consequence of the expansion of the Pottstown Urbanized Area.

Beginning in 2010, the survey was expanded to include additional data on highway travel (vehicle classification and travel speeds), as well as data on other modes of transportation (public transit ridership). The transit data includes the name of the transit provider, and the daily ridership crossing each of the screenlines and cordons. Daily ridership is based on counts of passenger boardings and alightings at every station along each route. **Figures 2 and 3** show the rail and bus routes, respectively, that cross the screenlines and cordons.

The vehicle classification data breaks down the type of vehicles (cars, buses, light trucks, and heavy trucks) using the roads. The speed data consists of the average speed of all vehicles, by direction and time of day, for each sampled road for an entire weekday. It should be noted that the vehicle class and speed sample data does not include any interstates and only one of the bridges crossing the Delaware River. Nevertheless, this data does provide valuable information and insight into the way in which regional roads are being used.

This report also includes a section that looks at regional and national travel trends. In light of the recovery period following the economic downturn between 2007 and 2009, it compares how the DVRPC region has fared compared to the rest of the nation in terms of highway travel and puts the events of the last five years in context. Finally, the complete traffic count data set is included in **Appendix A**.

Most of the roadway traffic data (traffic counts, vehicle class, and speed data) were collected in 2014 and 2015 by DVRPC field personnel using pneumatic tubes. A few counts were repeated in early 2016 to compensate for counting equipment malfunction and vandalism, or to offset the impacts of improvement projects underway at surveying time. In total, approximately 500 counts were gathered at selected stations. In general, DVRPC counting equipment was set up at each location for a minimum of 48 continuous hours of a typical weekday (Monday through Friday) and checked for satisfactory performance. These raw counts were then factored to account for truck traffic and seasonal variation, and to convert weekday traffic volumes to Annual Average Daily Traffic (AADT). Unless otherwise noted, all traffic volumes in this report represent AADT volumes.

The data on toll roads, Delaware River bridges, and public transit ridership was provided by the following agencies:

- South Jersey Transportation Authority;
- Burlington-Bristol Bridge Commission;
- Delaware River Joint Toll Bridge Commission;
- Delaware River Port Authority;
- New Jersey Turnpike Authority;
- Pennsylvania Turnpike Commission;

- Southeastern Pennsylvania Transportation Authority (SEPTA);
- New Jersey Transit (NJT); and
- AMTRAK.

This report would not have been possible without their cooperation, and DVRPC would like to thank them for their generous assistance.

Also, thanks are due to the New Jersey and Pennsylvania departments of transportation for their assistance in providing the data needed to develop seasonal and axle adjustment factors to estimate AADT.

Figure 1: Major Roads Crossing Screenlines and Cordons



Figure 2: Rail Lines Crossing Screenlines and Cordons

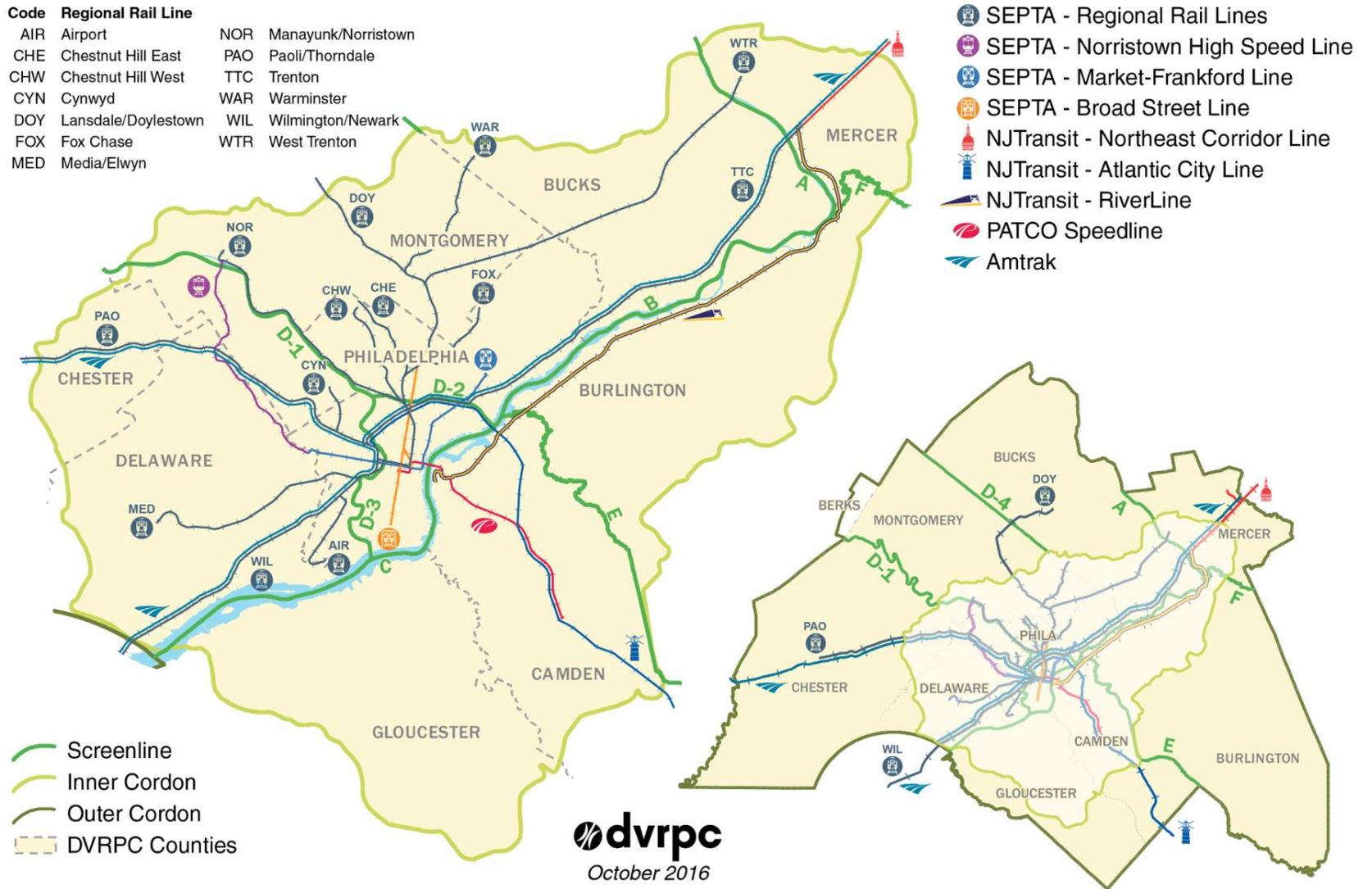
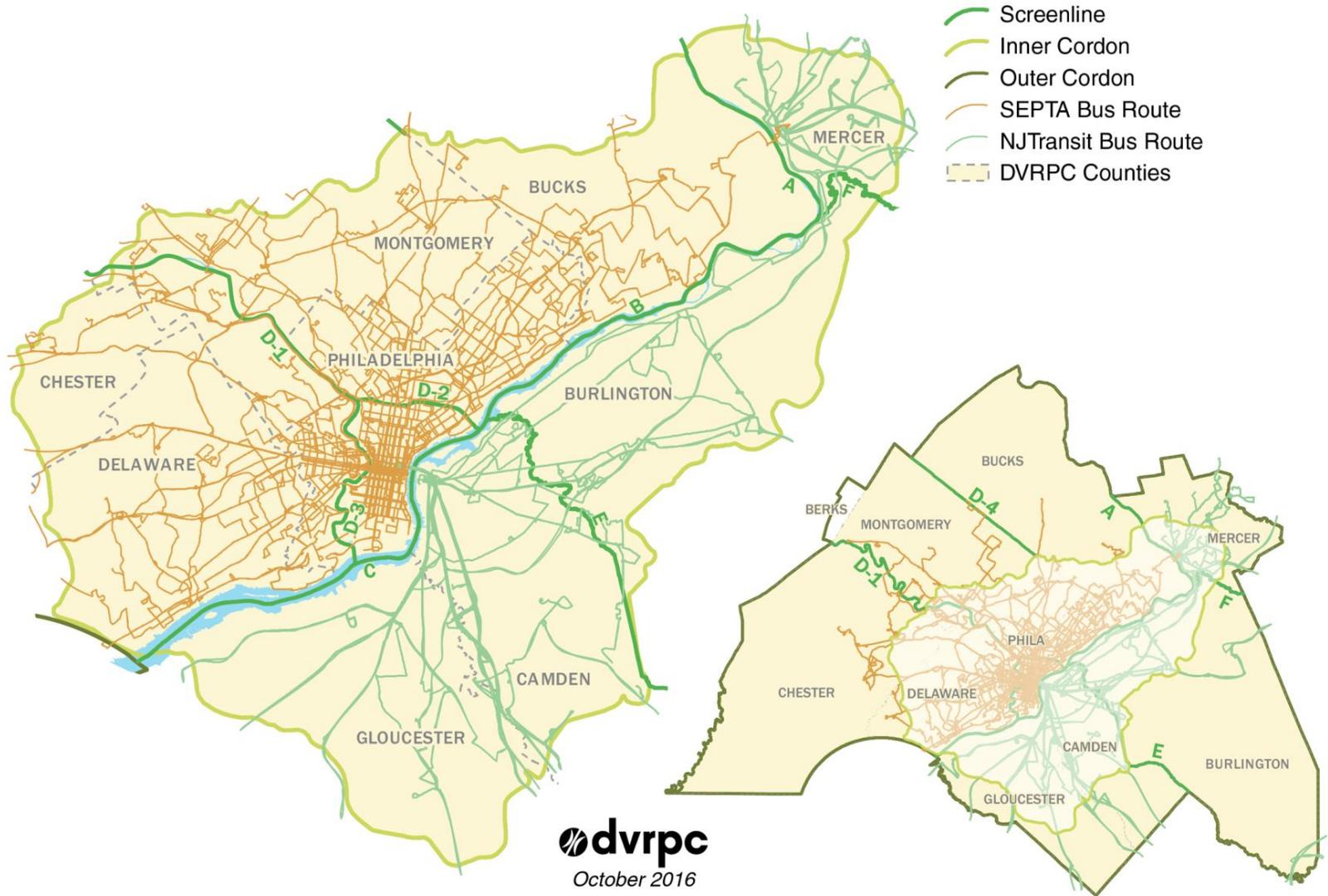


Figure 3: Bus Routes Crossing Screenlines and Cordons



dvrpc
October 2016

II. County, Regional, and National Trends

In order to provide an assessment of traffic trends at a regional scale, the screenline volumes were added to the cordon line volumes and the Delaware River crossings. **Table 1** presents the traffic volumes for individual screenlines and cordons, and at the state and regional levels for the years 2000, 2005, 2010, and 2015. At the regional and individual state levels, the amount of traffic crossing the screenlines, cordons, and bridges steadily increased between 2000 and 2005. For the region as a whole, traffic increased by 6.6 percent during this five year time period, and by 8.4 percent in Pennsylvania, and by 4.2 percent in New Jersey. However, with the onset of the “Great Recession” in late 2007, the growth trends turned negative. For the 2005 to 2010 time period, highway volumes decreased by 5.3 percent for the entire region. For the Pennsylvania part of the region, the decrease was 7.5 percent, and for the New Jersey part of the region, the decrease was 2.2 percent.

Traffic rebounded during the post-recession period between 2010 and 2015. For the region as a whole, traffic increased by 6.8 percent, by 6.5 percent in Pennsylvania and 7.3 percent in New Jersey. The average annual growth rates were very similar throughout the region for this time period. Traffic increased by 1.3 percent, 1.3 percent and 1.4 percent per year for the region, Pennsylvania, and New Jersey, respectively. An exception to the return to positive growth is traffic crossing the Delaware River Bridges between Pennsylvania and New Jersey, which decreased by 7.0 percent between 2010 and 2015. This is even more of a decline than during 2005 to 2010 when the recession occurred. Possible reasons for this include toll increases in 2011 and 2015, and construction work.

Table 2 presents daily vehicle miles of travel (VMT) at the county and regional level. As with the AADT data displayed in Table 1, VMT also increased between 2000 and 2005, and then decreased during the 2005 to 2010 time period as a result of the recession. But for the post-recession period between 2010 and 2015, VMT only increased in the New Jersey part of the region. It grew by 5.8 percent in New Jersey, but decreased by 2.2 percent in Pennsylvania.

Figure 4 compares the overall trend in annual VMT for both the DVRPC region and the nation as a whole between 2000 and 2015.¹ Leading up to the recession, the growth pattern in the DVRPC region was very similar to the national trend. But the impact of the recession on travel patterns was more pronounced in the DVRPC region, and the post-recession recovery has lagged the nation as a whole. Between 2010 and 2014, the years that national data is currently available, VMT increased by 2.0 percent nationwide, while in the DVRPC region, VMT only increased by 0.7 percent between 2010 and 2015.

¹ Source: PennDOT, NJDOT, US DOT

Table 1: 2000-2015 Cordon and Screenline Summary Comparison — Average Annual Daily Traffic (AADT)

Description	2000	2005	2010	2015	Percent Change		Average Annual Change	
					2005 to 2010	2010 to 2015	2005 to 2010	2010 to 2015
PENNSYLVANIA								
All Screenlines (D1, D2, D3, D4)	2,059,011	2,240,749	2,040,576	2,216,237	-8.9%	8.6%	-1.9%	1.7%
Inner Cordon	1,283,075	1,376,415	1,321,710	1,363,687	-4.0%	3.2%	-0.8%	0.6%
Outer Cordon	636,362	695,082	625,473	666,092	-10.0%	6.5%	-2.1%	1.3%
PA Total	3,978,448	4,312,246	3,987,759	4,246,016	-7.5%	6.5%	-1.6%	1.3%
Delaware River Bridges	528,716	569,905	565,780	526,204	-0.7%	-7.0%	-0.1%	-1.4%
NEW JERSEY								
All Screenlines (E, F)	804,448	838,851	803,069	893,041	-4.3%	11.2%	-0.9%	2.1%
Inner Cordon	1,232,673	1,304,990	1,325,220	1,377,827	1.6%	4.0%	0.3%	0.8%
Outer Cordon	906,872	923,889	872,417	948,054	-5.6%	8.7%	-1.1%	1.7%
NJ Total	2,943,993	3,067,730	3,000,706	3,218,922	-2.2%	7.3%	-0.4%	1.4%
Regional Total	6,922,441	7,379,976	6,988,465	7,464,938	-5.3%	6.8%	-1.1%	1.3%

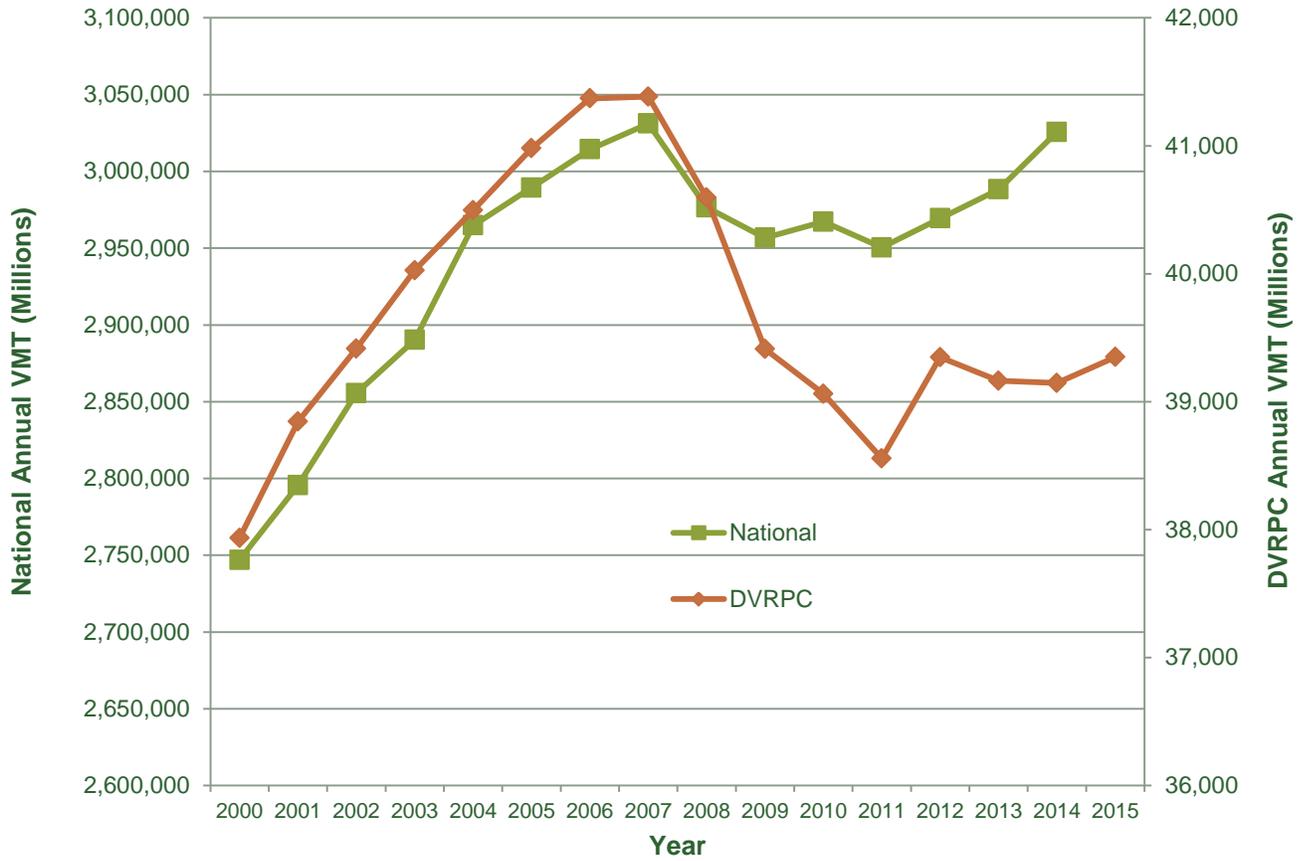
Source: Delaware Valley Regional Planning Commission, 2015

Table 2: 2000–2015 Change in VMT — Average Daily VMT (000s)

Description	2000	2005	2010	2015	Percent Change		Average Annual Change	
					2005 to 2010	2010 to 2015	2005 to 2010	2010 to 2015
PENNSYLVANIA								
Bucks	12,926.8	13,696.1	13,128.5	12,670.3	-4.1%	-3.5%	-0.8%	-0.7%
Chester	10,920.8	11,832.0	11,940.0	11,586.0	0.9%	-3.0%	0.2%	-0.6%
Delaware	9,321.6	10,180.6	9,265.9	8,859.3	-9.0%	-4.4%	-1.9%	-0.9%
Montgomery	17,866.0	19,109.5	18,045.3	17,637.1	-5.6%	-2.3%	-1.1%	-0.5%
Philadelphia	15,177.5	16,316.4	15,116.4	15,253.8	-7.4%	0.9%	-1.5%	0.2%
PA Total	66,212.7	71,134.6	67,496.2	66,006.5	-5.1%	-2.2%	-1.0%	-0.4%
NEW JERSEY								
Burlington	12,170.9	13,365.5	12,454.6	12,728.7	-6.8%	2.2%	-1.4%	0.4%
Camden	10,684.0	10,855.2	10,545.9	10,983.7	-2.8%	4.2%	-0.6%	0.8%
Gloucester	6,615.8	7,430.7	7,468.5	7,996.3	0.5%	7.1%	0.1%	1.4%
Mercer	8,247.4	9,488.2	9,052.4	10,088.1	-4.6%	11.4%	-0.9%	2.2%
NJ Total	37,718.1	41,139.6	39,521.4	41,796.9	-3.9%	5.8%	-0.8%	1.1%
Regional Total	103,930.8	112,274.2	107,017.5	107,803.3	-4.7%	0.7%	-1.0%	0.1%

Source: Delaware Valley Regional Planning Commission, and Federal Highway Administration, Highway Performance Monitoring System (HPMS), 2015

Figure 4: VMT Trends



Source: United States Department of Transportation, and Delaware Valley Regional Planning Commission, 2015

III. Screenlines and Cordons

A screenline represents a sequence of locations that define a natural or man-made barrier where the counting of crossing vehicles can readily be accomplished. The screenlines used by DVRPC capture the flow of traffic into and out of the Philadelphia Central Business District (CBD),² across the Delaware River between the states of New Jersey and Pennsylvania, and across the Schuylkill River, the Bucks/Montgomery county line in Pennsylvania, the Burlington/Mercer county line in New Jersey, and the Burlington/Camden county line in New Jersey.

The Inner Cordon Line encloses the most heavily urbanized portion of the Delaware Valley region. While only comprising approximately one-third of the land area in the region, it contains three quarters of its total population. The Inner Cordon consists of 91 traffic monitoring stations in Pennsylvania and 91 stations in New Jersey.

In 1976, the study area was expanded to the Outer Cordon Line, encompassing nine counties (Bucks, Chester, Montgomery, Delaware, and Philadelphia in Pennsylvania, and Mercer, Burlington, Camden, and Gloucester in New Jersey) and approximately 3,817 square miles.

In 1990, the study area was pushed further outward to include three municipalities in Berks County designated by the U.S. Census as part of the Pottstown Urbanized Area.

The first survey was conducted in 1960. Data from the last four surveys (2000, 2005, 2010, and 2015) are included in this report.

² Delaware Valley Regional Planning Commission. *1980-2010 Travel Trends in the Philadelphia Central Business District*. September 2013.

Screenline A-B-C (Delaware River)

The Delaware River screenline is regionally important because it monitors the flow of traffic between the States of New Jersey and Pennsylvania. It consists of the following twelve bridges:

- Washington Crossing Bridge;
- Scudder Falls (I-95) Bridge;
- Calhoun Street Bridge;
- Bridge Street (US Business 1) Bridge;
- Trenton Freeway (US 1) Bridge;
- PA/NJ Turnpike (I-276) Bridge;
- Burlington-Bristol (PA 413) Bridge;
- Tacony-Palmyra (PA/NJ 73) Bridge;
- Betsy Ross (NJ 90) Bridge;
- Ben Franklin (I-676, US 30) Bridge;
- Walt Whitman (I-76) Bridge; and
- Commodore Barry Bridge (US 322).

Unlike the other screenlines and cordons, DVRPC relies on the agencies that operate these bridges and toll facilities for traffic count data. Some of the statistics that DVRPC tracks for the other screenlines, such as time-of-day traffic variation, were unavailable for these bridges for 2015. The data that was available are presented in **Tables 3, 4 and 5**, and **Figures 5 and 6**.

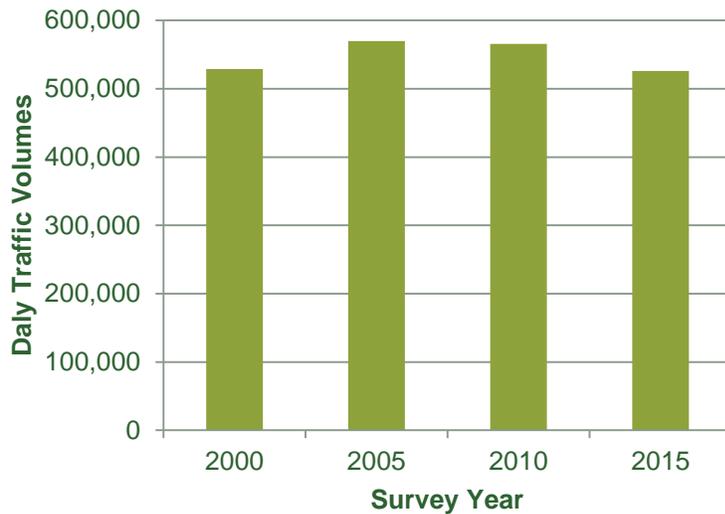
In 2015, daily traffic crossing the Delaware River was 526,204 vehicles per day (vpd), a 7.0 percent decrease from 2010. Eight of the twelve Delaware River bridges experienced lower traffic in 2015 than in 2010. The largest percentage decreases were on the Tacony-Palmyra Bridge (-40.6 percent), the Bridge Street (US 1 Business) Bridge (-21.9 percent), and the Betsy Ross Bridge (-16.3 percent). Four bridges experienced increases: Washington Crossing (+7.2 percent), the PA Turnpike (+6.9 percent), the Walt Whitman (+2.2 percent), and the Scudder Falls (+0.3 percent).

Speed and vehicle classification data was available for only one of the twelve bridges comprising this screenline, the Burlington-Bristol Bridge. The average speed of all vehicles crossing this bridge is 38.8 miles per hour. As shown in **Figure 6**, only about 9 percent of vehicles cross this bridge at 25 mph or slower. Approximately 76 percent of vehicles are traveling between 26 and 45 miles per hour. The remaining 15 percent of vehicles have speeds greater than 45 miles per hour.

Vehicle classification data is displayed in **Table 3**. Cars and light trucks (2-axle, 4-tire single unit trucks) account for about 94 percent, and heavy trucks comprise 4.8 percent of all vehicles traversing the Burlington-Bristol Bridge. Only 1.1 percent of crossing vehicles are tractor-trailers.

Public transit ridership crossing the A-B-C screenline each day is displayed in **Table 5**. The total number of transit passengers crossing the Delaware River each day is 62,224. The PATCO line, running between Philadelphia and Lindenwold, New Jersey, carries 31,053 passengers per day. AMTRAK's Northeast Corridor route carries 23,737 passengers each day. New Jersey Transit bus service carries 4,142, SEPTA rail service carries 3,109, and SEPTA bus service carries 183 passengers.

Figure 5: 2000–2015 Traffic Volumes for the Delaware River Bridge Crossings Screenlines (A-B-C)



Source: Delaware River Port Authority, Delaware River Joint Toll Bridge

Table 4: Screenline A-B-C Traffic Volumes

Year	Volume
2000	528,716
2005	569,905
2010	565,780
2015	526,204
2000-2005 Change	7.8%
2005-2010 Change	-0.7%
2010-2015 Change	-7.0%
2000-2015 Change	-0.5%

Source: Delaware River Port Authority, Delaware River Joint Toll Bridge Commission, 2015

Table 3: Burlington-Bristol Bridge Percent of Traffic by Vehicle Type

Vehicle Type	2015
Motorcycle	0.3%
Passenger Car	81.0%
2-Axle, 4-Tire Single-Unit Truck	13.2%
School & Commercial Bus	0.7%
2-Axle, 6-Tire Single-Unit Truck	3.2%
3-Axle Single-Unit Truck	0.5%
4-Axle Single-Unit Truck	0.1%
4- or Less Axle Single Trailer Truck	0.4%
5-Axle Single Trailer Truck	0.7%
6- or More Axle Single Trailer Truck	0.0%
5-Axle Multitrailer Truck	0.0%
6-Axle Multitrailer Truck	0.0%
7- or More Axle Multitrailer Truck	0.0%
All Trucks and Buses	18.7%
Heavy Trucks	4.8%
Tractor-Trailers	1.1%

Source: Delaware Valley Regional Planning Commission, 2015

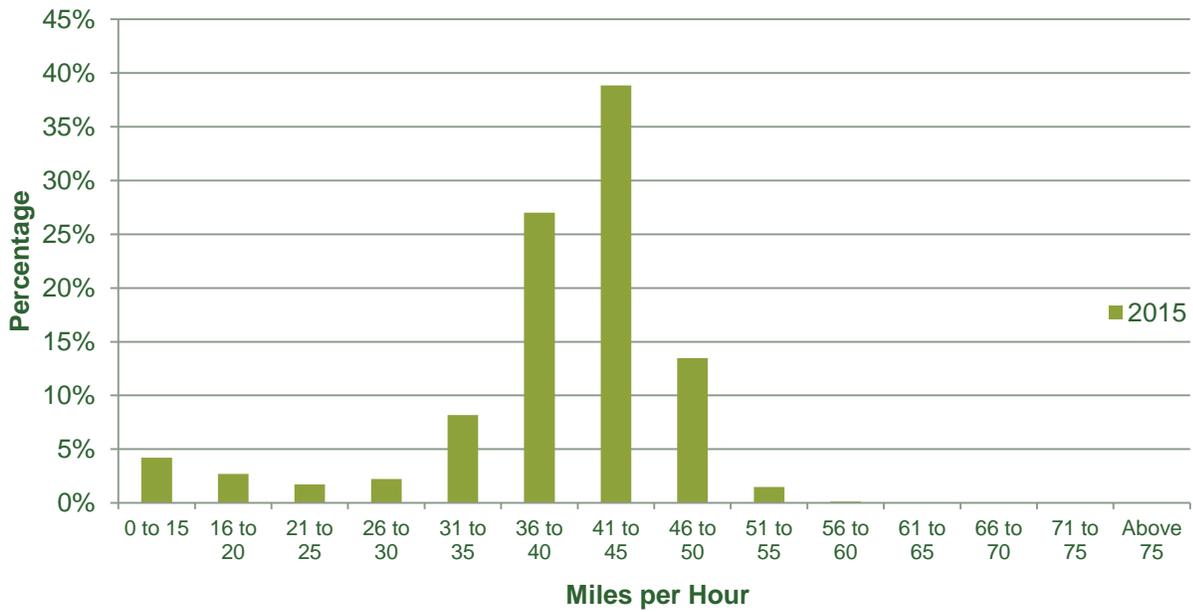
*Note – 2015 vehicle classification data only available for one bridge (Burlington-Bristol). No 2010 vehicle classification data available.

Table 5: Average Weekday Transit Passengers Crossing Screenline A-B-C

Carrier	2010	2015
SEPTA Bus	161	183
SEPTA Rail	3,191	3,109
New Jersey Transit Bus	6,562	4,142
AMTRAK	23,102	23,737
PATCO	31,590	31,053
Total	64,606	62,224

Source: Southeastern Pennsylvania Transportation Authority, New Jersey Transit, AMTRAK, Port Authority Transit Corporation, 2015

Figure 6: Burlington-Bristol Bridge Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

*Note – 2015 speed data only available for one bridge (Burlington-Bristol). No 2010 speed data available.

Screenline D-1 (Upper Schuylkill River)

Screenline D-1 extends south and east from the Berks County, Pennsylvania, boundary to the US 1 Roosevelt Expressway Bridge in Philadelphia. This screenline consists of 20 traffic monitoring stations and includes several high volume roads such as I-476, US 1, and US 422. As a result, Screenline D-1 has the highest daily traffic volume of all of the screenlines.

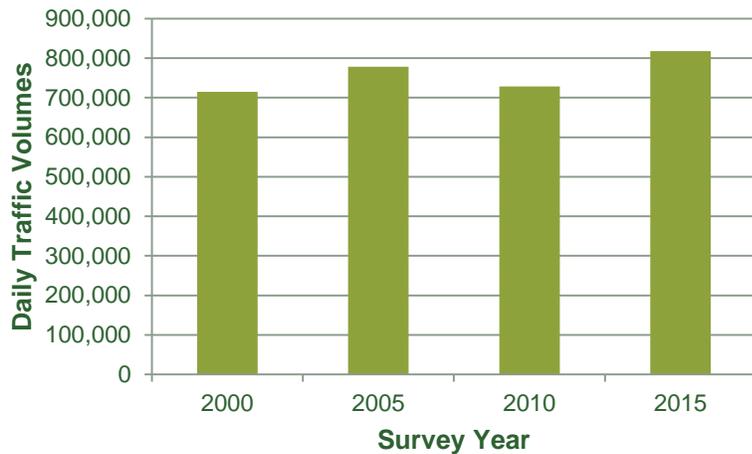
Figure 7 and **Table 6** display the trend in average daily traffic volumes crossing the D-1 screenline. Between 2000 and 2005, traffic volumes increased from 715,035 to 778,321 vehicles per day. However, in 2010, traffic crossing D-1 decreased to 728,664 vehicles per day, a decline of 6.4 percent. Then in 2015, traffic increased by about 12.2 percent to 817,413. This is about 22 percent of the total of all seven screenlines combined.

Figure 8 shows the time-of-day distribution of traffic crossing this screenline. There are pronounced peaks during both the morning and afternoon rush hours. During the AM peak period, volumes in the southbound direction are higher than volumes in the northbound direction. The reverse occurs during the PM peak period, with higher volumes occurring in the northbound direction. As shown in **Table 7**, the percent of daily traffic that occurs during the AM and PM peak hours has remained relatively stable since 2000, with about 7 percent occurring during the AM peak hour and almost 8 percent during the PM peak hour.

Vehicle classification data is displayed in **Table 8**. Relatively few trucks cross this screenline. Cars and light trucks (2-axle, 4-tire single unit trucks) account for about 93 percent of all vehicles. Most of the remaining vehicles are panel trucks and single-unit trucks with two axles. Less than 3 percent of crossing vehicles are tractor-trailers.

Public transit ridership data for Screenline D-1 is displayed in **Table 9**. Eleven SEPTA bus routes and the Norristown High Speed Line (NHSL) heavy rail service cross the D-1 Screenline. Most of the passengers crossing D-1 are traveling on SEPTA buses.

Figure 7: 2000-2015 Average Daily Traffic Volumes for Screenline D-1



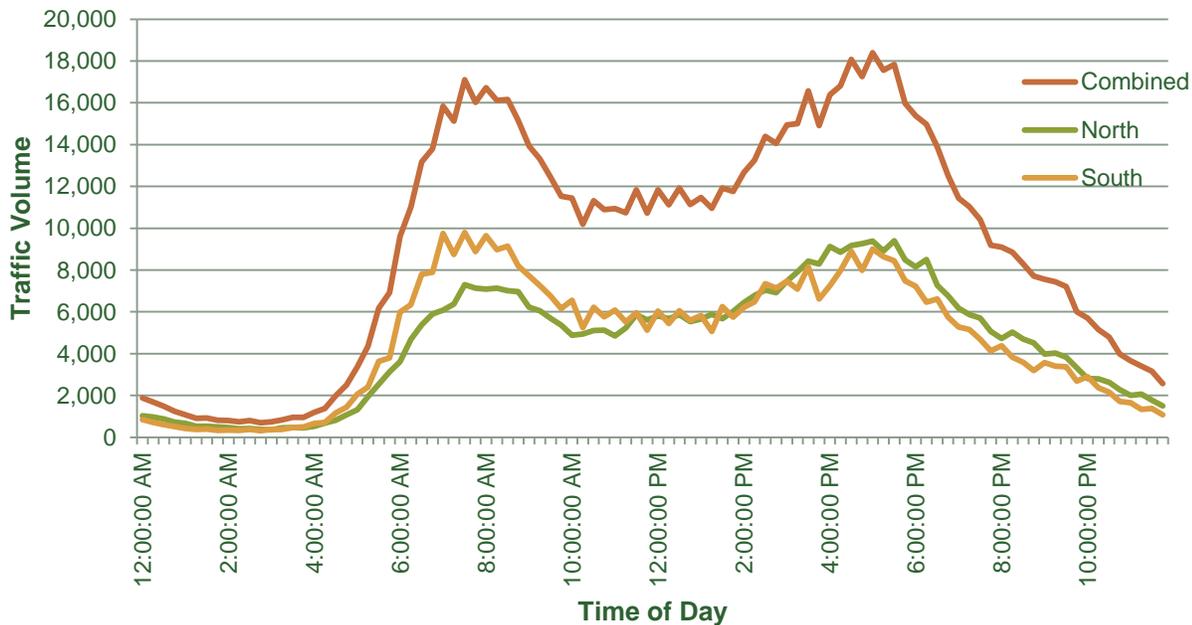
Source: Delaware Valley Regional Planning Commission, 2015

Table 6: Screenline D-1 Traffic Volumes

Year	Volume
2000	715,035
2005	778,321
2010	728,664
2015	817,413
2000-2005 Change	8.9%
2005-2010 Change	-6.4%
2010-2015 Change	12.2%
2000-2015 Change	14.3%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 8: Screenline D-1 Time-of-Day Variation



Source: Delaware Valley Regional Planning Commission, 2015

Table 7: Screenline D-1 Percent of Traffic During Peak Hours

AM Peak Hour				PM Peak Hour			
2000	2005	2010	2015	2000	2005	2010	2015
7.1%	7.3%	7.1%	7.1%	7.8%	8.1%	8.0%	7.8%

Source: Delaware Valley Regional Planning Commission, 2015

Table 8: Screenline D-1 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	1.0%	0.6%
Passenger Car	79.0%	76.9%
2-Axle, 4-Tire Single-Unit Truck	14.0%	16.2%
School & Commercial Bus	1.0%	0.3%
2-Axle, 6-Tire Single-Unit Truck	4.0%	2.6%
3-Axle Single-Unit Truck	0.1%	0.7%
4-Axle Single-Unit Truck	0.1%	0.3%
4- or Less Axle Single Trailer Truck	0.1%	0.6%
5-Axle Single Trailer Truck	0.1%	1.7%
6- or More Axle Single Trailer Truck	0.1%	0.1%
5-Axle Multitrailer Truck	0.1%	0.0%
6-Axle Multitrailer Truck	0.1%	0.0%
7- or More Axle Multitrailer Truck	0.1%	0.0%
All Trucks and Buses	19.8%	22.5%
Heavy Trucks	4.8%	5.9%
Tractor-Trailers	0.6%	2.5%

Source: Delaware Valley Regional Planning Commission, 2015

Table 9: Average Weekday Transit Passengers Crossing Screenline D-1

Carrier	2010	2015
SEPTA Bus	11,519	13,639
SEPTA Rail	2,442	2,747
TOTAL	13,961	16,386

Source: Southeastern Pennsylvania Transportation Authority, 2015

Screenline D-2 (North Philadelphia)

Screenline D-2 follows the SEPTA and AMTRAK railroad tracks from the Schuylkill River in the west to the Delaware River in the east. It runs between Westmoreland Street and Allegheny Avenue west of Broad Street, between Sedgley Avenue and Glenwood Avenue east of Broad Street, and meets the Delaware River just south of the Betsy Ross Bridge. This screenline monitors the flow of traffic between the central core and the northern part of the region. It has 37 traffic monitoring locations, the highest number of all of the screenlines. Daily traffic crossing the D-2 screenline is displayed in **Table 10** and **Figure 9**, and was approximately 525,017 vehicles per day in 2015. This represents a 5.1 percent increase from 2010. The total vehicular volume crossing this screenline is approximately 14 percent of the regional total (sum of the seven screenlines).

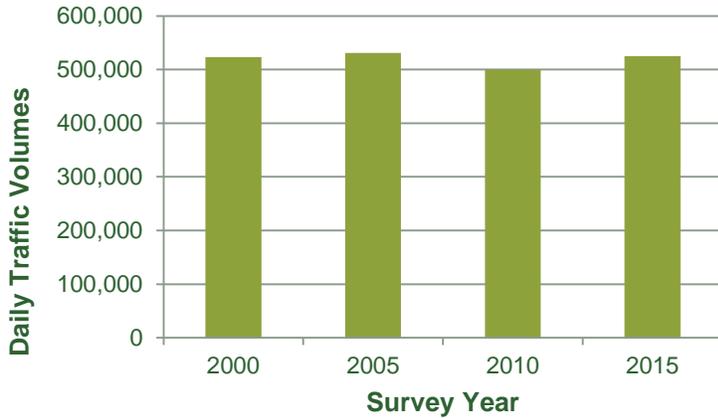
The time-of-day distribution of traffic is displayed in **Figure 10**. The peak directions are southbound toward the central business district in the morning, and northbound toward Cheltenham, Northwest Philadelphia, Northeast Philadelphia, Jenkintown, Willow Grove, Manayunk, and points beyond the Pennsylvania Turnpike in Montgomery and Bucks counties in the afternoon. As shown in **Table 11**, approximately 6.7 percent of daily traffic occurs during the morning peak hour, and 7.4 percent occurs during the afternoon peak hour.

Speed and vehicle classification data was collected at 12 of the 37 traffic monitoring stations. The histogram of the speeds of vehicles crossing D-2 is displayed in **Figure 11**. The average speed is 31.3 miles per hour, the slowest of all of the screenlines. Less than 8 percent of vehicles were observed to be traveling greater than 45 miles per hour. The lower speeds are due to several factors. This screenline is located close to downtown Philadelphia, and cuts across some of the most densely developed parts of the region. Several of the roads crossing this screenline are major routes serving downtown, and experience high levels of congestion during morning and afternoon peak hours. Also, although higher speed roadways such as I-95 cross this screenline, their speed data was not available.

Vehicle classification data is displayed in **Table 12**. Approximately 87 percent of the vehicles crossing D-2 are cars and light trucks, and only 1.2 percent of observed vehicles are tractor-trailers.

Transit ridership crossing Screenline D-2 is shown in **Table 13**. Over 237,000 transit passengers cross D-2 every day, second only to Screenline D-3. SEPTA bus service carries 36,462 passengers per day, and AMTRAK's Northeast Corridor line, which links Philadelphia with Boston, New York, Baltimore, and Washington, DC, carries 23,730 passengers per day. Most of the transit passengers crossing D-2 are using SEPTA rail, with 176,979 passengers per day in 2015. These include the Manayunk / Norristown, Chestnut Hill East, Chestnut Hill West, Fox Chase, Warminster, West Trenton, Trenton, and Lansdale / Doylestown regional rail lines, and the Broad Street and Market Frankford subway lines.

Figure 9: 2000–2015 Traffic Volumes for D-2



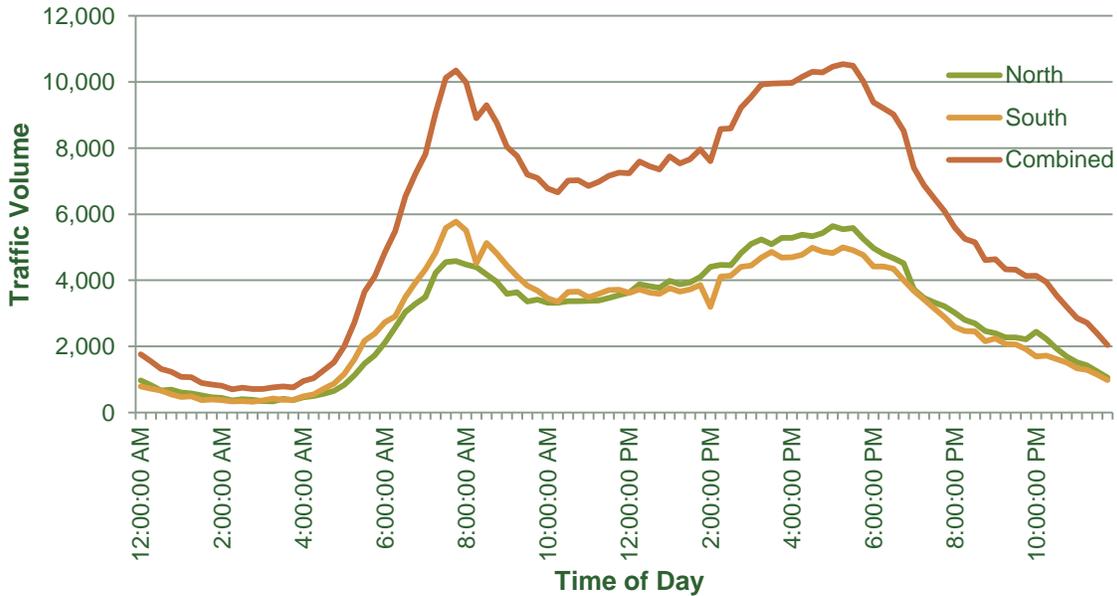
Source: Delaware Valley Regional Planning Commission, 2015

Table 10: Screenline D-2 Traffic Volumes

Year	Volume
2000	522,991
2005	530,743
2010	499,486
2015	525,017
2000-2005 Change	1.5%
2005-2010 Change	-5.9%
2010-2015 Change	5.1%
2000-2015 Change	0.4%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 10: Screenline D-2 Time-of-Day Variation



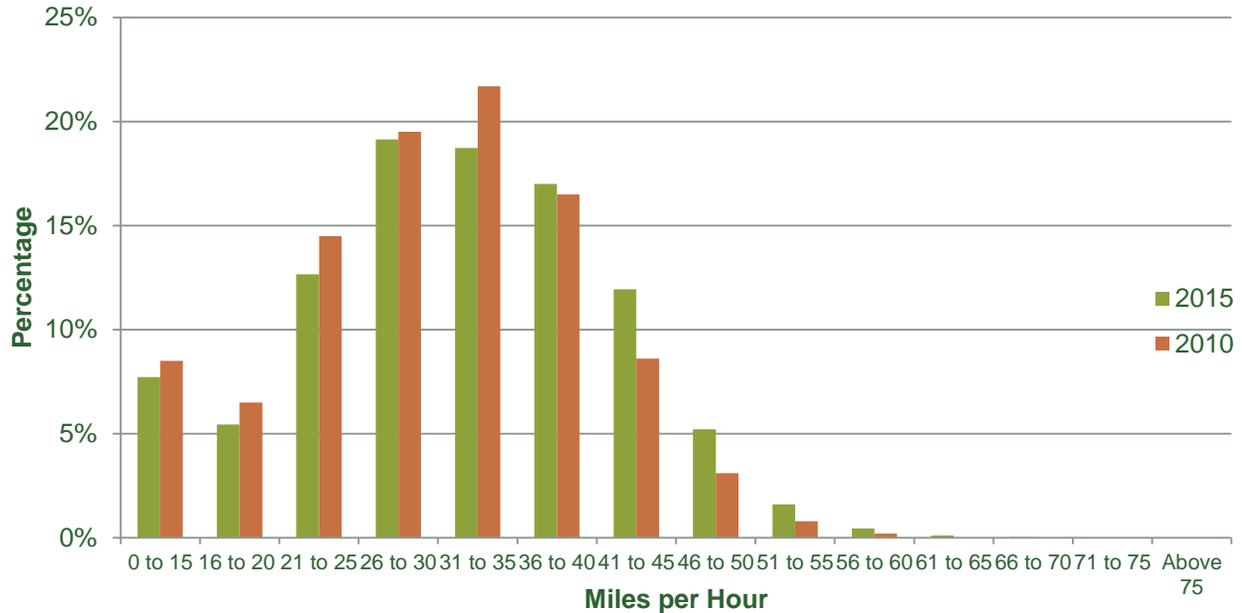
Source: Delaware Valley Regional Planning Commission, 2015

Table 11: Screenline D-2 Percent of Traffic During Peak Hours

	AM Peak Hour				PM Peak Hour			
	2000	2005	2010	2015	2000	2005	2010	2015
	6.9%	6.9%	6.5%	6.7%	7.3%	7.6%	7.1%	7.4%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 11: Screenline D-2 Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Table 12: Screenline D-2 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	0.8%	2.1%
Passenger Car	79.9%	69.3%
2-Axle, 4-Tire Single-Unit Truck	13.5%	18.1%
School & Commercial Bus	1.6%	3.3%
2-Axle, 6-Tire Single-Unit Truck	2.3%	4.7%
3-Axle Single-Unit Truck	0.6%	1.1%
4-Axle Single-Unit Truck	0.0%	0.2%
4- or Less Axle Single Trailer Truck	0.9%	1.0%
5-Axle Single Trailer Truck	0.3%	0.2%
6- or More Axle Single Trailer Truck	0.1%	0.1%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	19.3%	28.6%
Heavy Trucks	4.2%	7.2%
Tractor-Trailers	1.3%	1.2%

Source: Delaware Valley Regional Planning Commission, 2015

Table 13: Average Weekday Transit Passengers Crossing Screenline D-2

Carrier	2010	2015
SEPTA Bus	34,592	36,462
SEPTA Rail	176,659	176,979
AMTRAK	23,093	23,730
TOTAL	234,344	237,171

Source: Southeastern Pennsylvania Transportation Authority, AMTRAK, 2015

Screenline D-3 (Lower Schuylkill River)

Screenline D-3 represents the lower section of the Schuylkill River that extends from the Strawberry Mansion Bridge in the north to the Girard Point Bridge (I-95) crossing in South Philadelphia. This screenline monitors the flow of traffic entering and exiting the core of the region from the west. It includes the following seventeen bridges:

- Strawberry Mansion Bridge,
- AMTRAK Northeast Corridor Bridge,
- Girard Avenue Bridge,
- Spring Garden Street Bridge,
- West River Drive Bridge,
- I-676 Vine Expressway Bridge,
- John F. Kennedy Boulevard Bridge,
- Market Street Bridge,
- Chestnut Street Bridge,
- Walnut Street Bridge,
- South Street Bridge,
- I-76 Schuylkill Expressway Bridge,
- University Avenue Bridge,
- Grays Ferry Avenue Bridge,
- Passyunk Avenue Bridge,
- Platt Memorial Bridge (PA-291), and the
- I-95 Girard Point Bridge.

Daily traffic crossing the D-3 screenline was 647,432 vehicles per day in 2015 (**Figure 12** and **Table 14**). This represents a 7.0 percent increase from 2010. The total vehicular volume crossing this screenline is approximately 18 percent of the regional total.

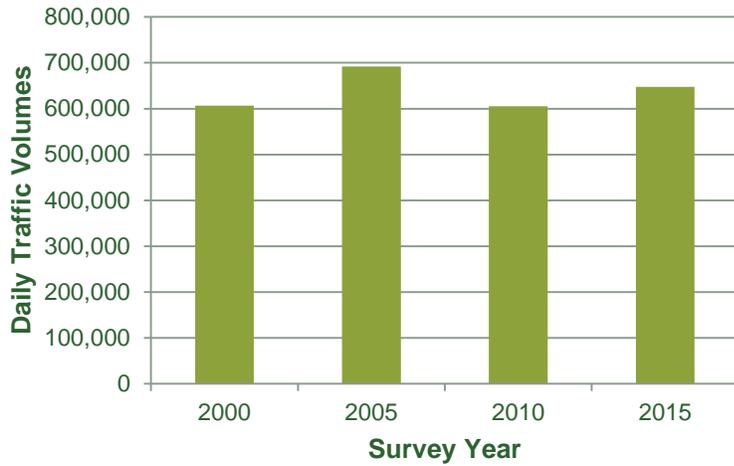
Figure 13 shows the time-of-day distribution of traffic crossing D-3. The morning and afternoon peaks and the midday off-peak are clearly identifiable. There is very little difference between the eastbound and westbound flow of traffic throughout the day, indicating no clear peak direction. **Table 15** shows that 6.8 percent of daily traffic occurs during the AM peak hour, and 6.6 percent occurs during the PM peak hour.

Speed and vehicle classification data was collected at seven of the sixteen bridges crossing D-3. A histogram of the speeds of vehicles crossing this screenline is displayed in **Figure 14**. The average speed of vehicles is 34.1 miles per hour. However, speeds during the morning and afternoon peaks can be substantially lower as a result of congestion.

Vehicle classification data is displayed in **Table 16**. The vast majority of vehicles crossing this screenline are cars and light trucks (94 percent). Only 1.1 percent of vehicles are tractor-trailers.

Table 17 shows the transit ridership for this screenline. A little over 244,000 transit passengers cross D-3 every day, the most of any of the screenlines. The data for 2015 includes 23,728 AMTRAK rail passengers commuting to Philadelphia each day, 34,289 passengers on SEPTA bus routes, 40,597 passengers on SEPTA Trolley routes, and 145,536 passengers on SEPTA rail.

Figure 12: 2000-2015 Traffic Volumes for D-3



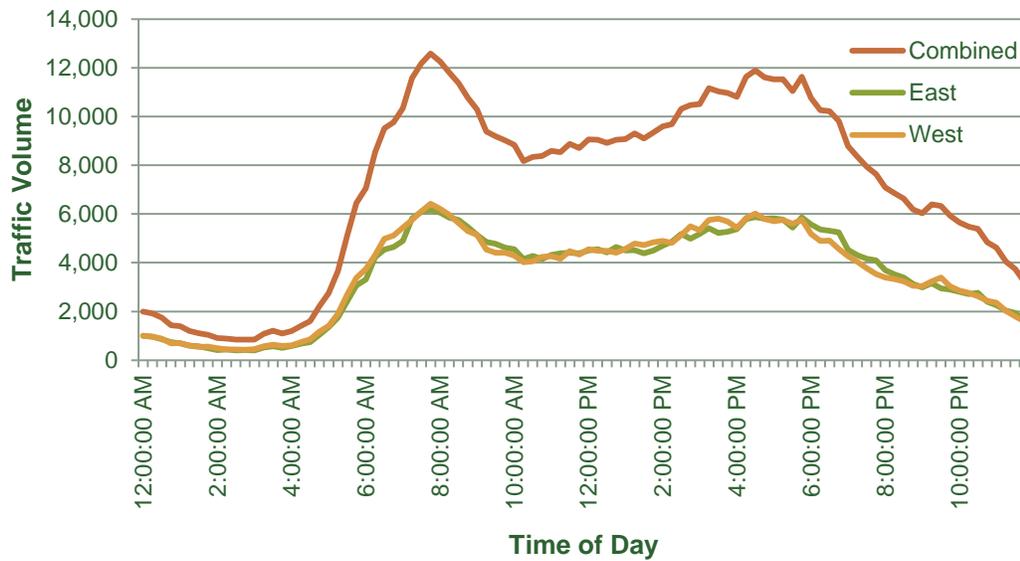
Source: Delaware Valley Regional Planning Commission, 2015

Table 14: Screenline D-3 Traffic Volumes

Year	Volume
2000	606,590
2005	692,103
2010	605,020
2015	647,432
2000-2005 Change	14.1%
2005-2010 Change	-12.6%
2010-2015 Change	7.0%
2000-2015 Change	6.7%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 13: Screenline D-3 Time-of-Day Variation



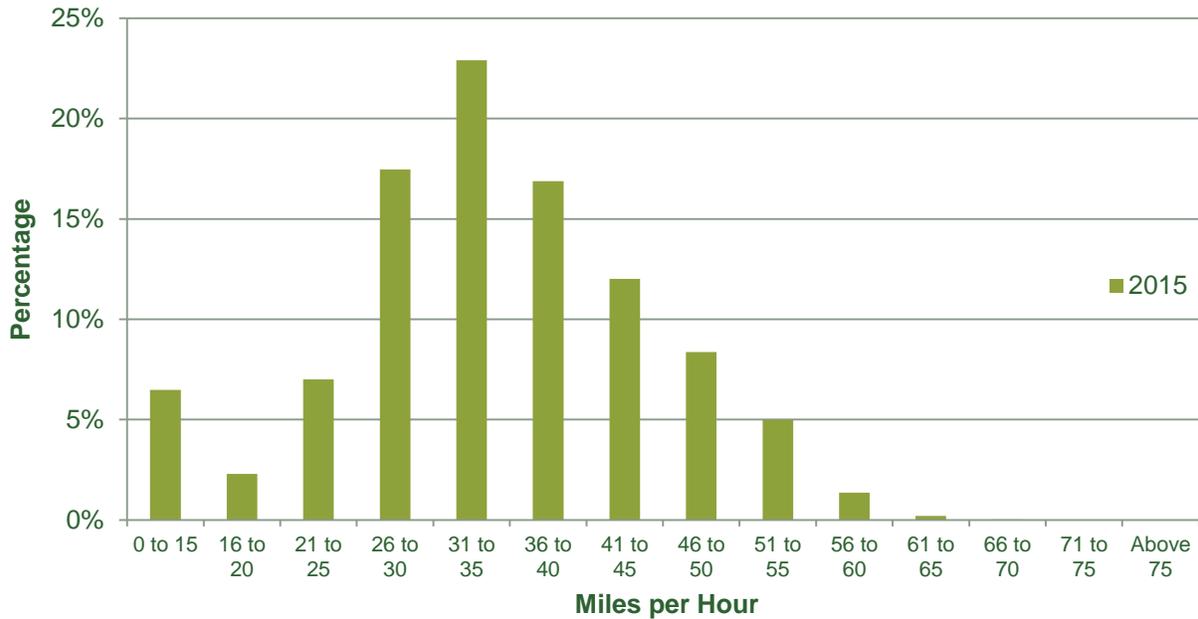
Source: Delaware Valley Regional Planning Commission, 2015

Table 15: Screenline D-3 Percent of Traffic During Peak Hours

AM Peak Hour				PM Peak Hour			
2000	2005	2010	2015	2000	2005	2010	2015
6.4%	6.5%	6.5%	6.8%	7.2%	7.0%	6.9%	6.6%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 14: Screenline D-3 Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Note: only 2015 speed data available

Table 16: Screenline D-3 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	2.3%	0.9%
Passenger Car	82.9%	83.2%
2-Axle, 4-Tire Single-Unit Truck	10.1%	10.7%
School & Commercial Bus	1.2%	1.2%
2-Axle, 6-Tire Single-Unit Truck	1.3%	2.1%
3-Axle Single-Unit Truck	0.8%	0.7%
4-Axle Single-Unit Truck	0.4%	0.1%
4- or Less Axle Single Trailer Truck	0.7%	0.8%
5-Axle Single Trailer Truck	0.3%	0.2%
6- or More Axle Single Trailer Truck	0.1%	0.1%
5-Axle Multitrailer Truck	0.1%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	14.9%	15.9%
Heavy Trucks	3.6%	4.0%
Tractor-Trailers	1.2%	1.1%

Source: Delaware Valley Regional Planning Commission, 2015

Table 17: Average Weekday Transit Passengers Crossing Screenline D-3

Carrier	2010	2015
SEPTA Bus	33,706	34,289
SEPTA Trolley	36,679	40,597
SEPTA Rail	128,946	145,536
AMTRAK	23,093	23,728
TOTAL	222,424	244,150

Source: Southeastern Pennsylvania Transportation Authority, AMTRAK, 2015

Screenline D-4 (Montgomery/Bucks County Line)

Screenline D-4 follows the Montgomery/Bucks County border (County Line Road) south and east from Lehigh County in Pennsylvania to the point where PA 611 intersects the Inner Cordon Line. This screenline is represented by nineteen traffic monitoring stations.

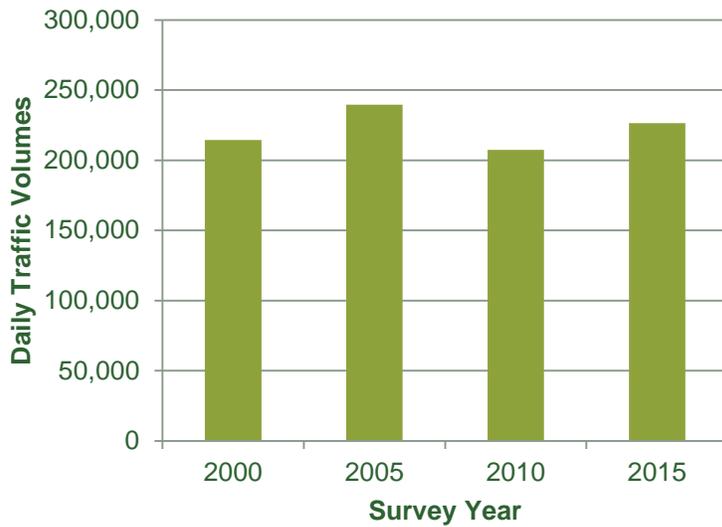
Daily traffic crossing the D-4 screenline was 226,375 vehicles per day in 2015 (**Figure 15** and **Table 18**). This represents a 9.1 percent increase from 2010. This screenline cuts through a predominantly suburban and rural part of the region. Because of this, the volume of traffic crossing D-4 is the lowest of all of the screenlines and comprises only 6 percent of the regional screenline total.

Speed and vehicle classification data was collected at seven of the 19 traffic monitoring stations. The speed data is displayed in **Figure 17**. The average speed for vehicles crossing D-4 is 47.6 miles per hour. The histogram displays a wide range of speeds, with two peaks at 36 to 40 mph, and 56 to 60 mph. Doylestown Road/Butler Avenue is representative of the lower peak. It is a two-lane road that crosses the screenline in a more urban and developed area (Montgomeryville/Lansdale). The higher speed range is reflected by roads such as PA 309. It is a four-lane facility with a median barrier, wider paved shoulders, and observed speeds between 55 and 60 mph throughout most of the day.

Vehicle classification data is displayed in **Table 20**. As with several of the other screenlines, the vast majority of vehicles crossing D-4 are passenger cars and light trucks (91.7 percent). However, a relatively higher percentage of tractor-trailers (1.5 percent) and heavy trucks (6.8 percent) were observed crossing D-4, as compared to the other screenlines.

The number of transit passengers crossing Screenline D-4 is displayed in **Table 21**. Indicative of the suburban nature of this screenline, there are only 2,652 transit passengers crossing D-4 between Bucks and Montgomery counties each day, mostly on SEPTA buses. This is the lowest number of transit passengers crossing any of the screenlines.

Figure 15: 2000–2015 Traffic Volumes for D-4



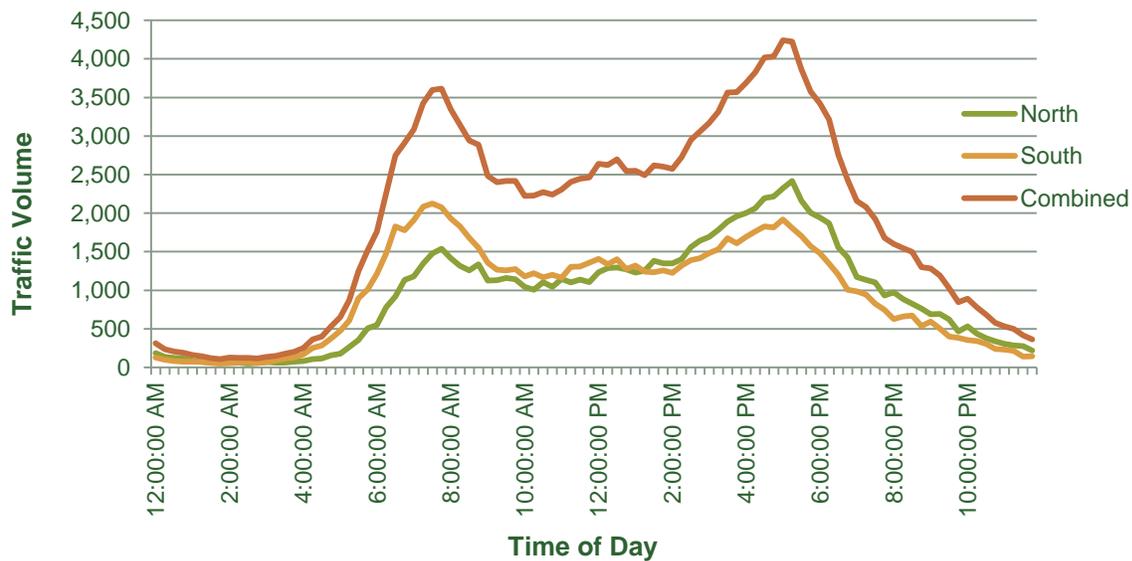
Source: Delaware Valley Regional Planning Commission, 2015

Table 18: Screenline D-4 Traffic Volumes

Year	Volume
2000	214,395
2005	239,582
2010	207,406
2015	226,375
2000-2005 Change	11.7%
2005-2010 Change	-13.4%
2010-2015 Change	9.1%
2000-2015 Change	5.6%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 16: Screenline D-4 Time-of-Day Variation



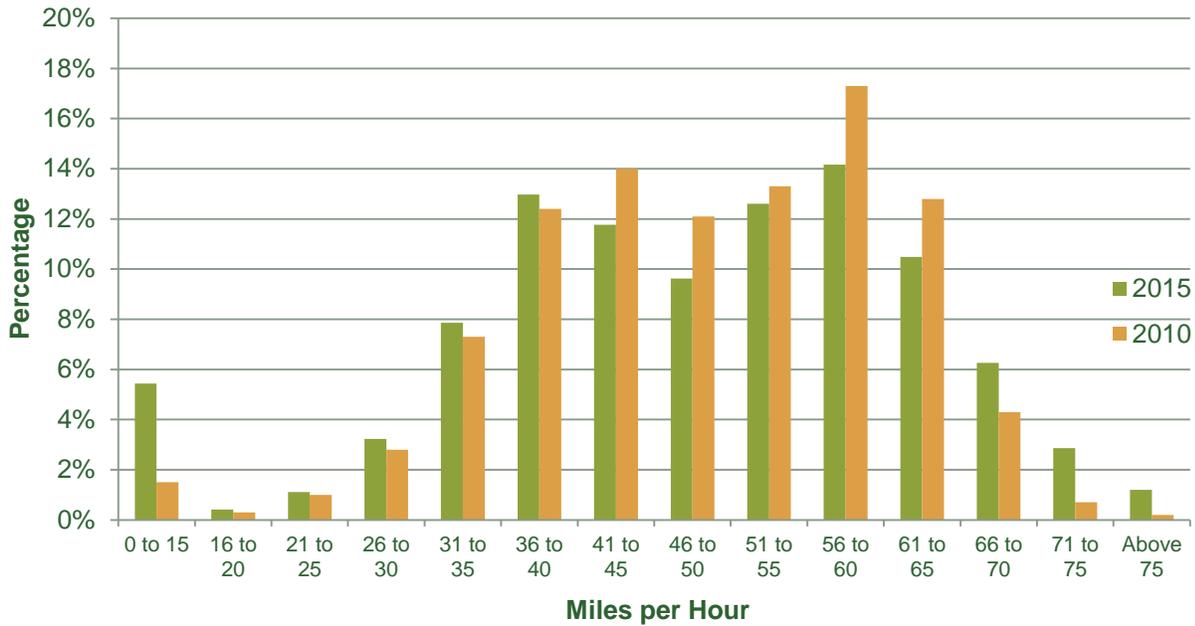
Source: Delaware Valley Regional Planning Commission, 2015

Table 19: Screenline D-4 Percent of Traffic During Peak Hours

AM Peak Hour				PM Peak Hour			
2000	2005	2010	2015	2000	2005	2010	2015
7.2%	7.3%	8.1%	7.4%	8.3%	8.6%	8.5%	8.6%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 17: Screenline D-4 Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Table 20: Screenline D-4 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	0.3%	0.6%
Passenger Car	75.9%	76.9%
2-Axle, 4-Tire Single-Unit Truck	15.8%	14.8%
School & Commercial Bus	1.0%	0.8%
2-Axle, 6-Tire Single-Unit Truck	4.3%	4.4%
3-Axle Single-Unit Truck	0.5%	0.8%
4-Axle Single-Unit Truck	0.2%	0.1%
4- or Less Axle Single Trailer Truck	0.8%	0.6%
5-Axle Single Trailer Truck	1.3%	0.8%
6- or More Axle Single Trailer Truck	0.1%	0.0%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	23.8%	22.5%
Heavy Trucks	7.1%	6.8%
Tractor-Trailers	2.2%	1.5%

Source: Delaware Valley Regional Planning Commission, 2015

Table 21: Average Weekday Transit Passengers Crossing Screenline D-4

Carrier	2010	2015
SEPTA Bus	119	1,439
SEPTA Rail	983	1,213
TOTAL	1,102	2,652

Source: Southeastern Pennsylvania Transportation Authority, 2015

Note: The 2010 SEPTA Bus count only includes Route 132. The 2015 count includes data for all of the buses crossing D-4 (Routes 22, 24, 55, 132, and 150)

Screenline E (Pennsauken Creek)

Screenline E generally follows the border between Burlington and Camden counties in New Jersey, from the Delaware River east to the Atlantic County, New Jersey border. Daily traffic crossing Screenline E was 621,851 vehicles per day in 2015 (**Figure 18** and **Table 22**). This represents a 9.3 percent increase from 2010. The total vehicular volume crossing this screenline is approximately 17 percent of the regional total.

Figure 19 shows the time-of-day distribution of traffic for Screenline E. Both the north and southbound directions are nearly identical throughout the day, indicating no clear peak direction. The midday off-peak appears to extend from 10:00 AM until 2:00 PM.

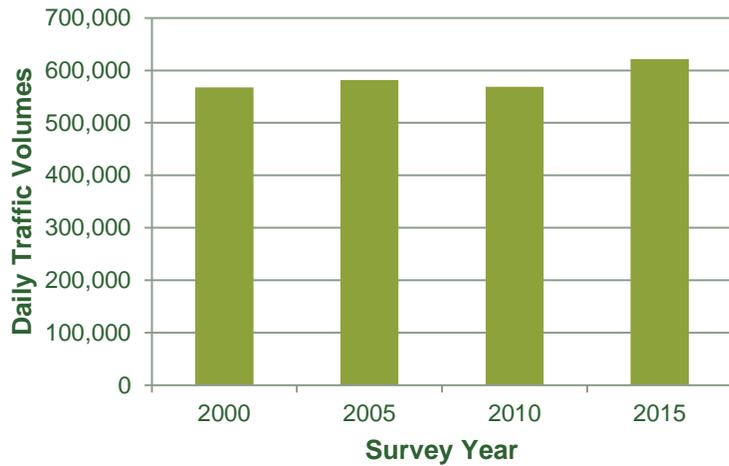
Table 23 shows the percentage of daily traffic that occurs in the AM and PM peak hours. Approximately 7.4 percent of daily traffic occurs during the AM peak hour of 7:00 to 8:00 AM, and 8.2 percent occurs during the PM peak hour of 5:00 to 6:00 PM.

Vehicle classification and speed data was collected at nine of the twenty-nine traffic monitoring stations. The average speed of vehicles crossing Screenline E on these roads is 44.6 miles per hour. The speed histogram (**Figure 20**) is relatively symmetric, e.g., approximately the same percentage of traffic is traveling in each corresponding bin on either side of the mean. It somewhat resembles the speed histograms for the Inner and Outer Cordons, which are discussed in later sections of this report.

Vehicle classification data is displayed in **Table 24**. As with the other screenlines, the majority of traffic (91.7 percent) crossing this screenline on the sampled facilities are passenger cars and light trucks. Tractor-trailers only comprise 1.6 percent of traffic.

Table 25 shows the daily transit passenger trips crossing Screenline E. Approximately 7,660 transit passengers cross Screenline E each weekday. Most are passengers on New Jersey Transit's River Line (4,839), which links the suburbs and cities on the New Jersey side of the Delaware River (Burlington, Cinnaminson, and Palmyra) with Camden, and via transfer with Philadelphia. There are also 2,823 passengers who ride New Jersey Transit buses across Screenline E each day.

Figure 18: 2000–2015 Traffic Volumes for E



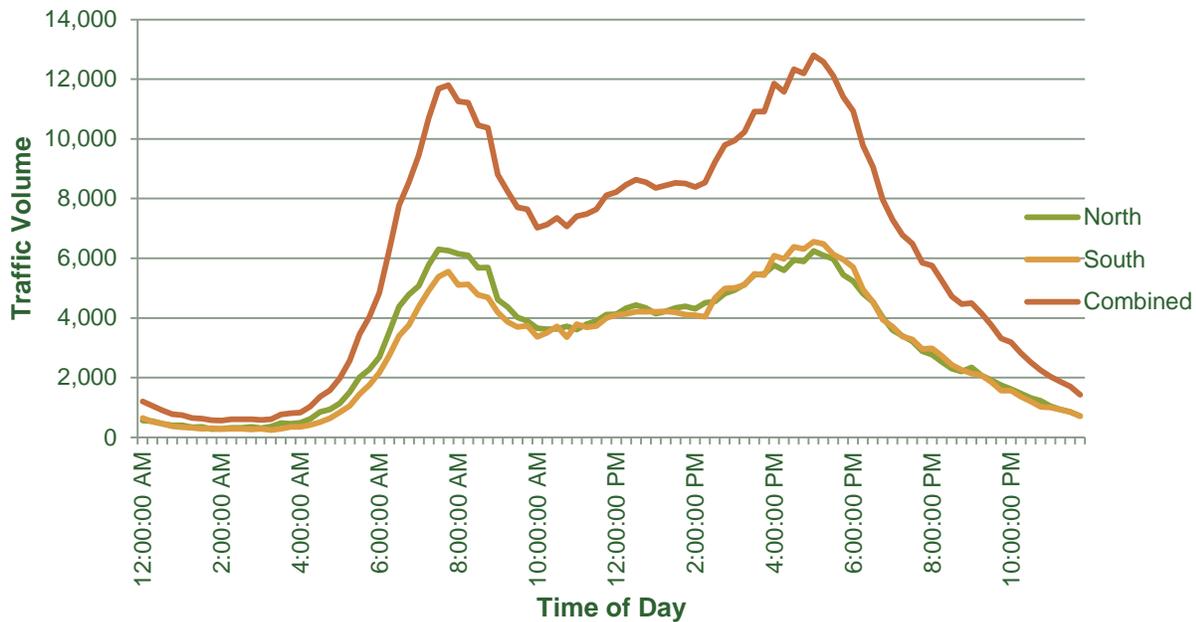
Source: Delaware Valley Regional Planning Commission, 2015

Table 22: Screenline E Traffic Volumes

Year	Volume
2000	567,839
2005	581,479
2010	569,032
2015	621,851
2000-2005 Change	2.4%
2005-2010 Change	-2.1%
2010-2015 Change	9.3%
2000-2015 Change	9.5%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 19: Screenline E Time-of-Day Variation



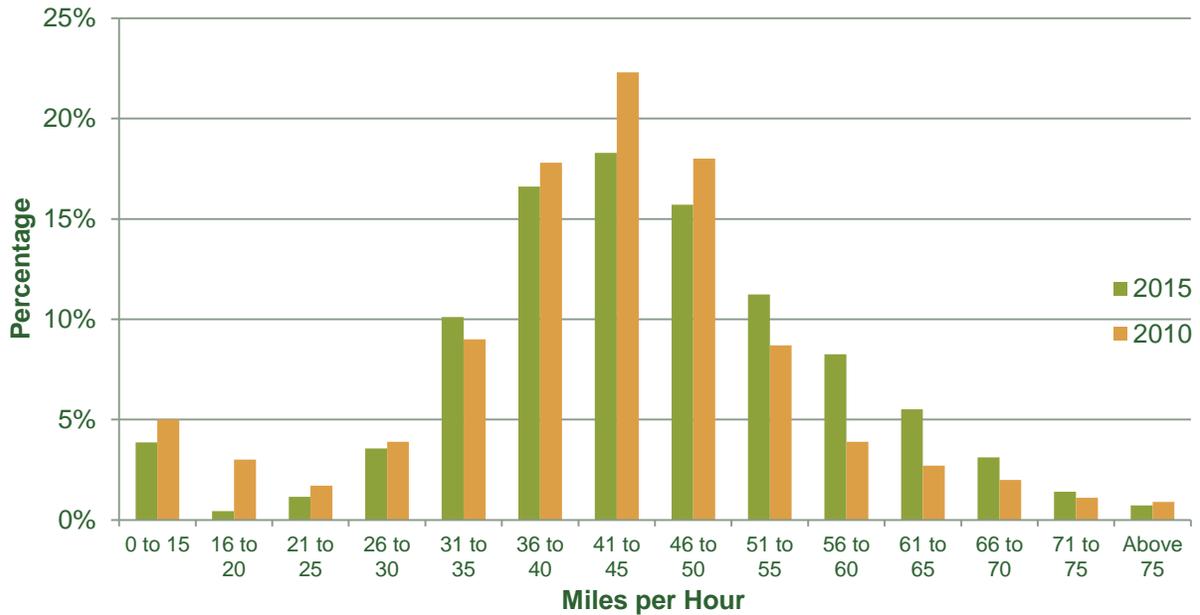
Source: Delaware Valley Regional Planning Commission, 2015

Table 23: Screenline E Percent of Traffic During Peak Hours

	AM Peak Hour				PM Peak Hour			
	2000	2005	2010	2015	2000	2005	2010	2015
	7.4%	7.2%	7.3%	7.4%	8.10%	8.10%	8.30%	8.2%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 20: Screenline E Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Table 24: Screenline E Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	3.0%	0.6%
Passenger Car	76.9%	76.1%
2-Axle, 4-Tire Single-Unit Truck	14.3%	15.6%
School & Commercial Bus	0.8%	0.8%
2-Axle, 6-Tire Single-Unit Truck	2.8%	4.6%
3-Axle Single-Unit Truck	0.5%	0.6%
4-Axle Single-Unit Truck	0.1%	0.1%
4- or Less Axle Single Trailer Truck	0.9%	0.9%
5-Axle Single Trailer Truck	0.7%	0.6%
6- or More Axle Single Trailer Truck	0.1%	0.1%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	20.1%	23.3%
Heavy Trucks	5.0%	6.8%
Tractor-Trailers	1.7%	1.6%

Source: Delaware Valley Regional Planning Commission, 2015

Table 25: Average Weekday Transit Passengers Crossing Screenline E

Carrier	2010	2015
NJ Transit Bus	2,882	2,823
NJ Transit Rail	4,601	4,839
TOTAL	7,483	7,662

Source: New Jersey Transit, 2015

Screenline F (Crosswicks Creek)

This screenline follows the border between Burlington and Mercer counties in New Jersey, from the Delaware River to the Monmouth County border. It has nine traffic monitoring locations and tracks the flow of traffic between Mercer County and the rest of the DVRPC region. Daily traffic crossing Screenline F was approximately 271,190 vehicles per day in 2015 (**Figure 21** and **Table 26**). This represents a 15.9 percent increase from 2010, the largest percentage gain of all of the screenlines. The total vehicular volume crossing this screenline is approximately 7 percent of the regional total.

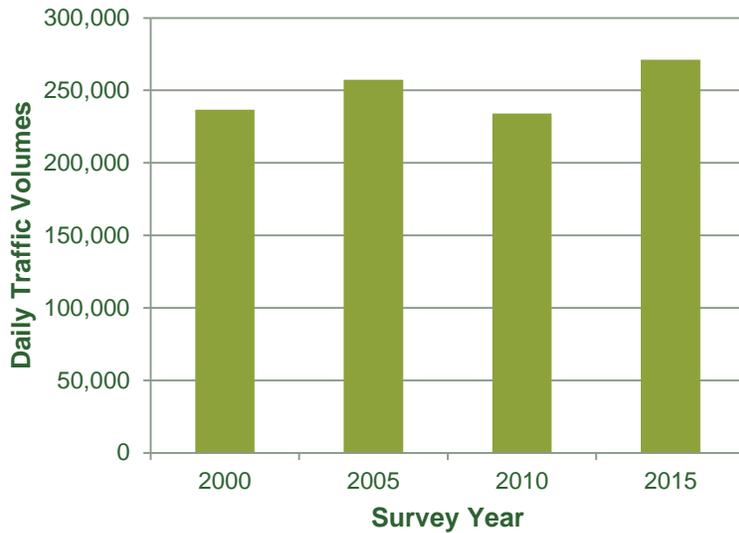
Figure 22 shows the time-of-day distribution for F. Screenline F is distinguishable from the other screenlines for a number of reasons. It is characterized by well-defined, and relatively compressed, morning and afternoon peaks. It has very clear peak directions, with most traffic moving north toward employment opportunities in Trenton, northern New Jersey and New York in the morning, and south in the afternoon. Approximately 7.5 percent of the daily traffic crossing this screenline occurs in the AM peak hour, and 7.7 percent occurs in the PM peak hour. **Table 27** shows that for Screenline F, the percentage of daily traffic occurring in the AM and PM peak hours has decreased more than any of the other screenlines between 2010 and 2015.

Vehicle classification and speed data was collected at three of the nine traffic monitoring locations. A histogram of the speeds of vehicles crossing F is displayed in **Figure 23**. The average speed for vehicles crossing Screenline F is 51.4 miles per hour, which is the highest of all of the screenlines. US 206 is a good example of one of the roads crossing F, with observed speeds that stay between 50 and 55 miles per hour throughout the day.

Vehicle classification data is displayed in **Table 28**. Screenline F is very similar to the other screenlines. Most of the traffic crossing F (93.9 percent) is either passenger cars or light trucks. Only 1.4 percent of vehicles are tractor-trailers.

Table 29 displays the average weekday transit passengers crossing Screenline F. Screenline F has the second lowest number of transit passengers each day (4,245 daily passengers). This screenline runs parallel to Screenline E, but further north, toward Trenton. Therefore, it is traversed by several of the same transit routes as Screenline E, in particular New Jersey Transit's River Line and Bus Routes 409 and 418.

Figure 21: 2000–2015 Traffic Volumes for Screenline F



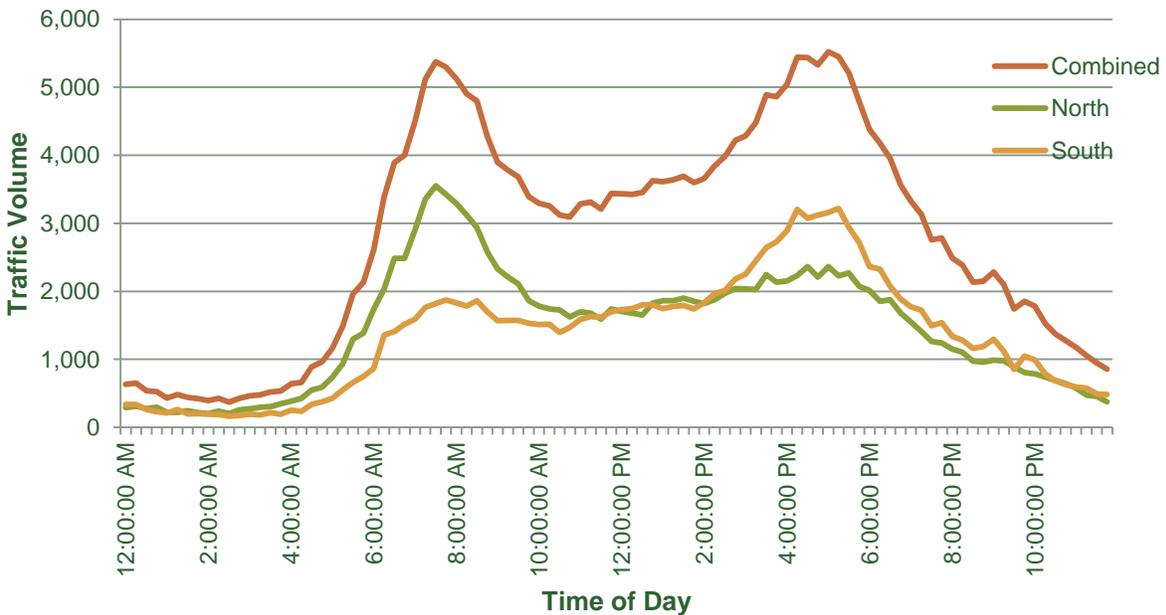
Source: Delaware Valley Regional Planning Commission, 2015

Table 26: Screenline F Traffic Volumes

Year	Volume
2000	236,609
2005	257,372
2010	234,037
2015	271,190
2000-2005 Change	8.8%
2005-2010 Change	-9.1%
2010-2015 Change	15.9%
2000-2015 Change	14.6%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 22: Screenline F Time-of-Day Variation



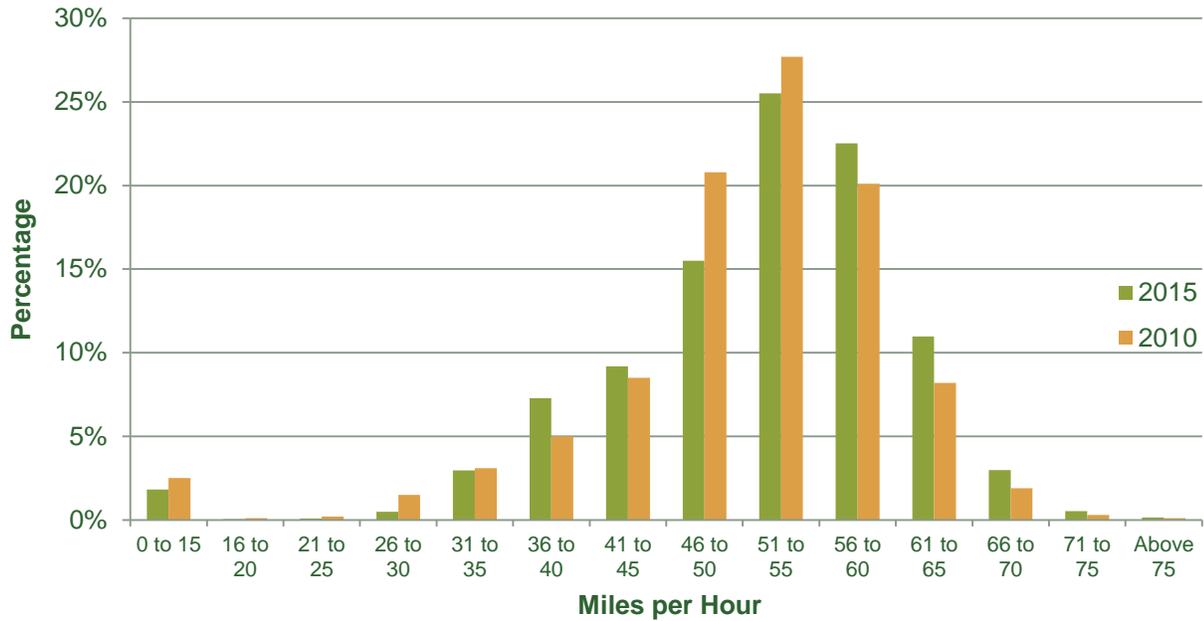
Source: Delaware Valley Regional Planning Commission, 2015

Table 27: Screenline F Percent of Traffic During Peak Hours

AM Peak Hour				PM Peak Hour			
2000	2005	2010	2015	2000	2005	2010	2015
8.1%	7.9%	8.9%	7.5%	8.7%	8.7%	9.3%	7.7%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 23: Screenline F Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Table 28: Screenline F Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	0.3%	0.5%
Passenger Car	80.8%	81.6%
2-Axle, 4-Tire Single-Unit Truck	13.4%	12.3%
School & Commercial Bus	0.4%	0.5%
2-Axle, 6-Tire Single-Unit Truck	2.8%	3.0%
3-Axle Single-Unit Truck	0.4%	0.7%
4-Axle Single-Unit Truck	0.0%	0.0%
4- or Less Axle Single Trailer Truck	0.7%	0.6%
5-Axle Single Trailer Truck	0.9%	0.7%
6- or More Axle Single Trailer Truck	0.1%	0.0%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	18.9%	17.9%
Heavy Trucks	5.1%	5.0%
Tractor-Trailers	1.8%	1.4%

Source: Delaware Valley Regional Planning Commission, 2015

Table 29: Average Weekday Transit Passengers Crossing Screenline F

Carrier	2010	2015
NJ Transit Bus	294	285
NJ Transit Rail	3,683	3,960
TOTAL	3,977	4,245

Source: New Jersey Transit, 2015

Inner Cordon

A summary of the traffic movements crossing the Inner Cordon is presented in **Table 30**. **Figure 24** displays changes in traffic that occurred along the Pennsylvania and New Jersey portions of the Inner Cordon in 2000, 2005, 2010, and 2015.

In 2015, approximately 2.74 million vehicles crossed the Inner Cordon daily. Since 2000 total growth for the entire Inner Cordon has increased by 225,248 vehicles per day, or 9.0 percent. However, for the 2010 to 2015 time period, volume increased by only 3.6 percent. The average annual growth for this same five-year period was 0.7 percent.

Although the total amount of traffic increased between 2010 and 2015, it actually decreased for roads crossing the Inner Cordon in Bucks, Camden, and Delaware counties. In Camden County, traffic decreased by 16.6 percent, from 170,816 vpd in 2010 to 142,420 vpd in 2015. Traffic decreased by 5.9 percent in Delaware County, from 247,957 vpd in 2010 to 233,346 vpd in 2015, and in Bucks County, traffic decreased by 3.3 percent from 298,797 vpd in 2010 to 288,891 vpd in 2015.

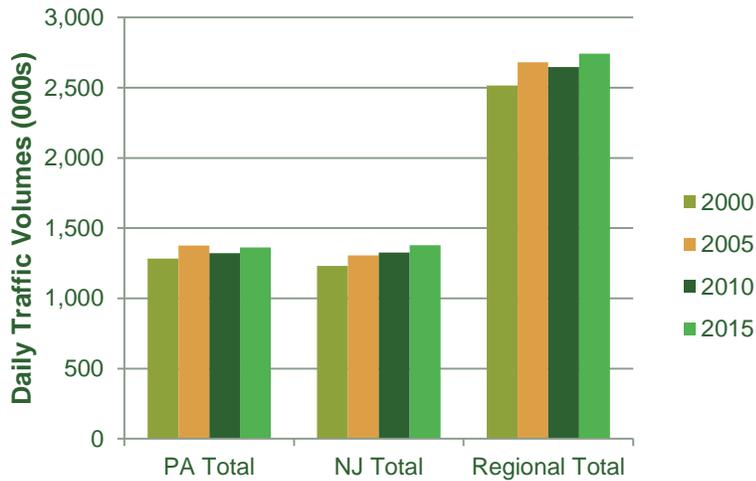
Figure 25 shows the time-of-day distribution for the Inner Cordon. As shown in **Table 31**, 7.5 percent of daily traffic occurs during the AM peak hour, and 8.2 percent occurs during the PM peak hour. These percentages vary from county to county. For the AM peak hour, it varies from 6.6 percent for the portion of the Inner Cordon in Bucks County, Pennsylvania to 8.3 percent in Chester County, Pennsylvania. For the PM peak hour, it varies from 7.4 percent for the Inner Cordon in Gloucester County, New Jersey, to 8.7 percent in Mercer County, New Jersey.

Figure 26 displays the speed data for vehicles crossing the Inner Cordon. The average speed for all vehicles crossing the Inner Cordon is 42.2 miles per hour. However, speed can vary substantially by road, direction of travel, and time of day.

Table 32 displays the vehicle classification data for roads crossing the Inner Cordon. Approximately 91.8 percent of vehicles were passenger cars and light trucks, and only 1.4 percent were tractor-trailers.

Transit ridership crossing the Inner Cordon is displayed in **Table 33**. AMTRAK carries 48,666 passengers per day, SEPTA carries 23,348 passengers, and New Jersey Transit buses carry 5,712.

Figure 24: 2000–2015 Daily Traffic Volumes for the Inner Cordon



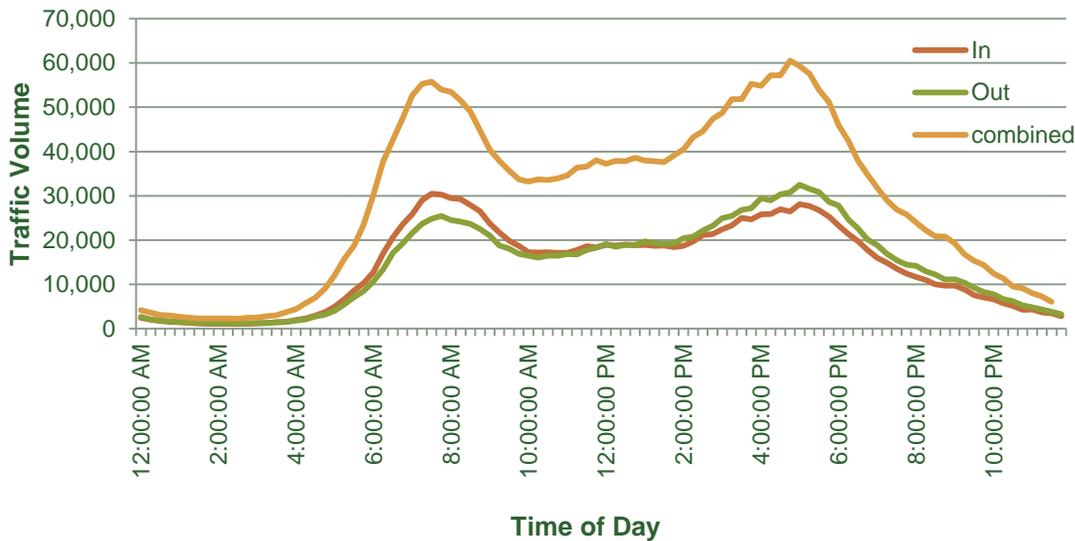
Source: Delaware Valley Regional Planning Commission, 2015

Table 30: Inner Cordon Traffic Volumes

Year	Volume
2000	2,516,266
2005	2,681,405
2010	2,646,930
2015	2,741,514
2000-2005 Change	6.6%
2005-2010 Change	-1.3%
2010-2015 Change	3.6%
2000-2015 Change	9.0%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 25: Inner Cordon Time-of-Day Variation



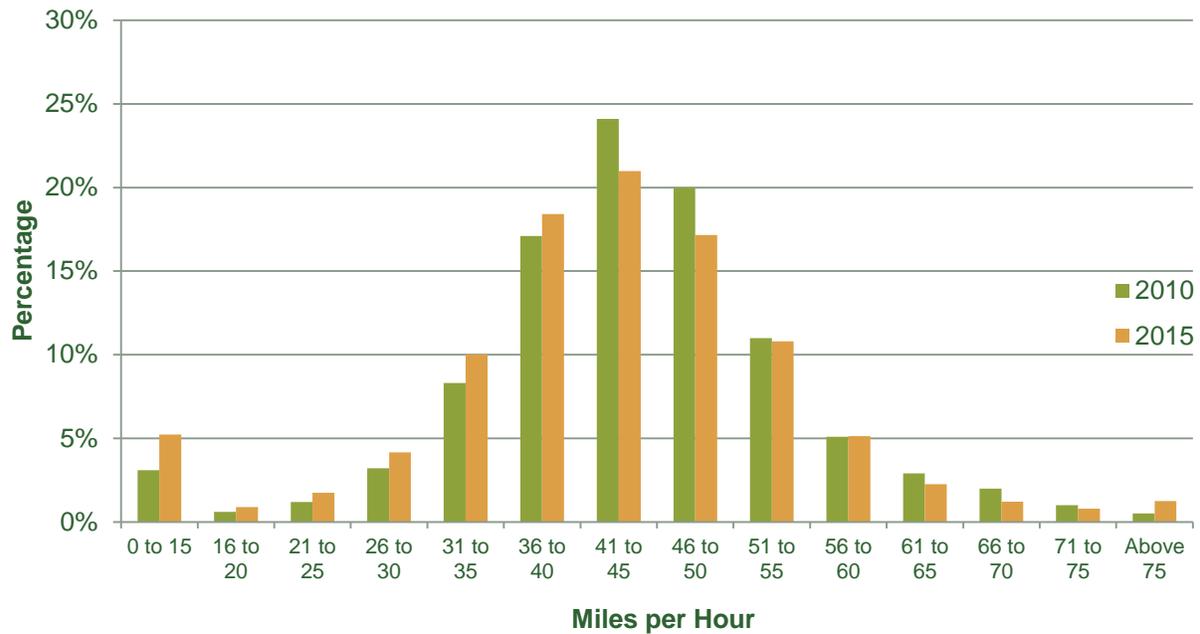
Source: Delaware Valley Regional Planning Commission, 2015

Table 31: Inner Cordon Percent of Traffic During Peak Hours

AM Peak Hour				PM Peak Hour			
2000	2005	2010	2015	2000	2005	2010	2015
NA	NA	7.5%	7.5%	NA	NA	8.4%	8.2%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 26: Inner Cordon Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Table 32: Inner Cordon Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	0.5%	0.8%
Passenger Car	77.1%	77.8%
2-Axle, 4-Tire Single-Unit Truck	15.7%	14.1%
School & Commercial Bus	0.8%	0.9%
2-Axle, 6-Tire Single-Unit Truck	3.6%	4.2%
3-Axle Single-Unit Truck	0.5%	0.7%
4-Axle Single-Unit Truck	0.2%	0.2%
4- or Less Axle Single Trailer Truck	0.8%	0.8%
5-Axle Single Trailer Truck	0.7%	0.5%
6- or More Axle Single Trailer Truck	0.1%	0.0%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	22.4%	21.4%
Heavy Trucks	5.9%	6.5%
Tractor-Trailers	1.6%	1.4%

Source: Delaware Valley Regional Planning Commission, 2015

Table 33: Average Weekday Transit Passengers Crossing Inner Cordon

Carrier	2010	2015
AMTRAK NE Corridor	42,266	44,190
AMTRAK Keystone	4,309	4,476
SEPTA Rail	14,393	16,747
SEPTA Bus	5,875	6,601
NJ Transit Bus	6,050	5,712
NJ Transit Rail	Not Available	Not Available
TOTAL	72,893	77,726

Source: Southeastern Pennsylvania Transportation Authority, New Jersey Transit, AMTRAK, 2015

Outer Cordon

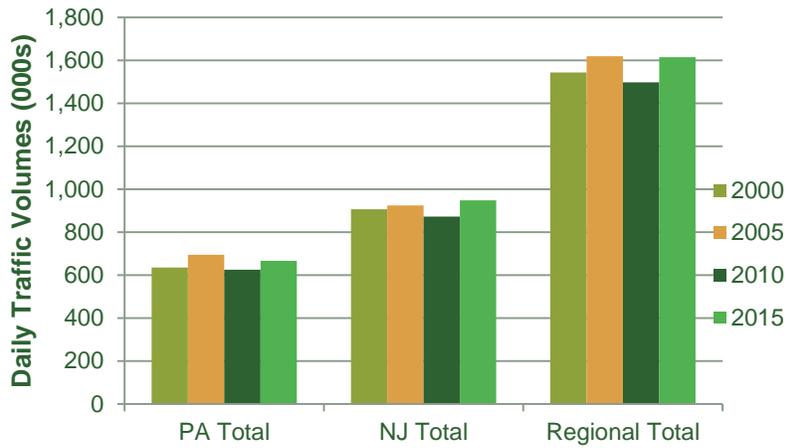
In 2015, approximately 1.61 million vehicles crossed the Outer Cordon per day. Since 2000, there has been a 5.5 percent increase in traffic crossing the Outer Cordon. New Jersey's 73 stations along the Outer Cordon account for 58.7 percent of the total volume, while Pennsylvania's 84 stations account for the remaining 41.3 percent. In terms of average annual growth rate, the entire Outer Cordon increased from a growth rate of -1.5 percent between 2005 and 2010, to a rate of +1.5 percent between 2010 and 2015. A summary of traffic crossing the Outer Cordon Line by county and state is presented in **Table 34** and **Figure 27**.

Time-of-day data is displayed in **Figure 28** and the percentage of daily traffic occurring in the AM and PM peak hours is shown in **Table 35**. For the entire Outer Cordon, 7.4 percent of traffic occurs during the AM peak hour and 8.0 percent occurs during the PM peak hour. A histogram of the speeds of vehicles crossing the Outer Cordon is shown in **Figure 29**. The average speed for all vehicles is 47.1 miles per hour.

Vehicle classification data for the Outer Cordon is shown in **Table 36**. Approximately 2.5 percent of vehicles crossing the Outer Cordon are tractor-trailers. This is about twice as high as the percentage of tractor-trailers crossing the Inner Cordon. But in terms of the actual number of vehicles, roughly the same number of tractor-trailers cross the Outer Cordon (40,354) as cross the Inner Cordon (38,381) each day.

Table 37 displays public transit ridership crossing the Outer Cordon. Approximately 55,720 passengers cross the Outer Cordon every weekday. AMTRAK's Northeast Regional and Keystone passenger rail service carries 48,037, or 86.2 percent, of these passengers. The Northeast Regional service connects Philadelphia with New York and Boston to the north, and with Wilmington, Baltimore, and Washington to the south. The Keystone service connects Philadelphia with Harrisburg. The remaining transit passengers crossing the Outer Cordon are carried by New Jersey Transit (3,014) and SEPTA rail (4,326).

Figure 27: 2000–2015 Daily Traffic Volumes for the Outer Cordon



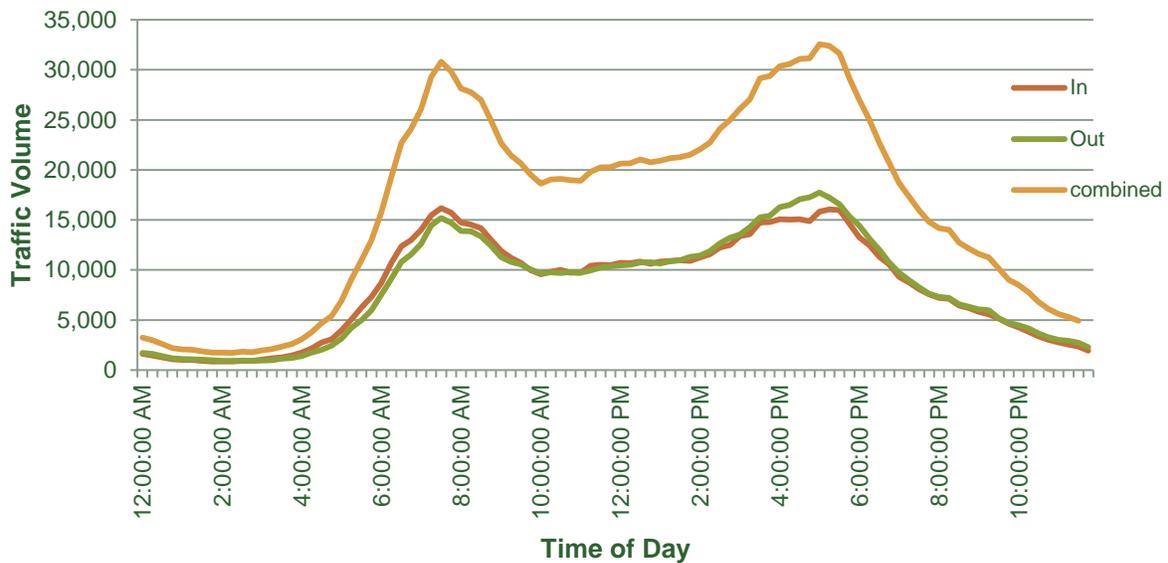
Source: Delaware Valley Regional Planning Commission, 2015

Table 34: Outer Cordon Traffic Volumes

Year	Volume
2000	1,529,623
2005	1,618,971
2010	1,497,890
2015	1,614,146
2000-2005 Change	5.8%
2005-2010 Change	-7.5%
2010-2015 Change	7.8%
2000-2015 Change	5.5%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 28: Outer Cordon Time-of-Day Variation



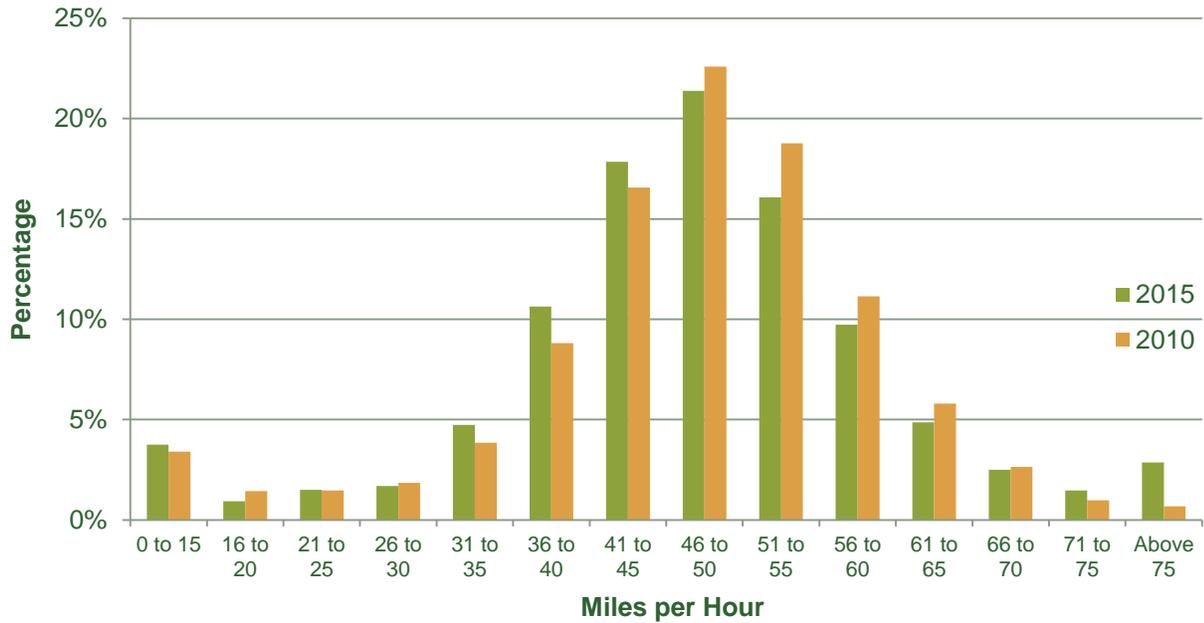
Source: Delaware Valley Regional Planning Commission, 2015

Table 35: Outer Cordon Percent of Traffic During Peak Hours

AM Peak Hour				PM Peak Hour			
2000	2005	2010	2015	2000	2005	2010	2015
NA	NA	7.3%	7.4%	NA	NA	8.2%	8.0%

Source: Delaware Valley Regional Planning Commission, 2015

Figure 29: Outer Cordon Speed Histogram



Source: Delaware Valley Regional Planning Commission, 2015

Table 36: Outer Cordon Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015
Motorcycle	0.4%	0.9%
Passenger Car	71.6%	69.9%
2-Axle, 4-Tire Single-Unit Truck	17.4%	17.4%
School & Commercial Bus	1.2%	1.6%
2-Axle, 6-Tire Single-Unit Truck	5.1%	6.3%
3-Axle Single-Unit Truck	0.7%	1.1%
4-Axle Single-Unit Truck	0.3%	0.3%
4- or Less Axle Single Trailer Truck	0.8%	0.8%
5-Axle Single Trailer Truck	2.3%	1.7%
6- or More Axle Single Trailer Truck	0.1%	0.0%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	28.0%	29.2%
Heavy Trucks	9.3%	10.2%
Tractor-Trailers	3.2%	2.5%

Source: Delaware Valley Regional Planning Commission, 2015

Table 37: Average Weekday Transit Passengers Crossing Outer Cordon

Carrier	2010	2015
AMTRAK NE Corridor	43,617	43,957
AMTRAK Keystone	3,949	4,080
SEPTA Rail	3,679	4,326
SEPTA Bus	122	343
NJ Transit Bus	3,138	3,014
NJ Transit Rail	Not Available	Not Available
TOTAL	54,505	55,720

Source: Southeastern Pennsylvania Transportation Authority, New Jersey Transit, AMTRAK, 2015

IV. Turnpikes and Interstates

Much of the through traffic in the region is carried by the two toll facilities that serve the Delaware Valley: the Pennsylvania and New Jersey Turnpikes. The respective commissions have supplied interchange-to-interchange counts, which are shown in **Figure 30** through **Figure 36**, and **Table 38**. A brief analysis of the findings is described below.

Pennsylvania Turnpike and Northeast Extension

The traffic statistics for this facility were provided by the Pennsylvania Turnpike Commission and reflect AADT volumes derived from annual counts collected and processed by that agency. The growth in traffic volumes on individual links is displayed in **Figure 30**.

Within the DVRPC region, the Pennsylvania Turnpike carried between 41,700 and 120,100 vehicles on an average day in 2015. Daily volumes on the Turnpike increased between 2010 and 2015 despite annual toll increases. Volumes increased by 2.5 percent overall with an annual growth of 0.5 percent. The range of annual growth varies from -0.4 percent between Virginia Drive (Interchange 340) and Willow Grove (Interchange 343) to 3.4 percent on the segment between SR-29 (Interchange 320) and Valley Forge (Interchange 326). The relatively large increase between interchanges 320 and 326 can be attributed to the new Interchange 320 which opened in December 2012. The Northeast Extension carried between 50,200 and 64,500 vpd in 2015. This section of the Turnpike had a negative average annual growth rate of -0.3 percent between 2010 and 2015 and this is most likely due to the reconstruction and widening activities on this roadway that began in 2013.

New Jersey Turnpike

The 2015 traffic volumes for the New Jersey Turnpike were obtained from the New Jersey Turnpike Authority. **Figure 31** presents a schematic of the facility for sections between the Delaware Memorial Bridge (Interchange 1) and Cranbury-Jamesburg (Interchange 8A). The New Jersey Turnpike carried between 48,500 and 141,500 vehicles on an average day in 2015. The Turnpike Extension carried between 38,400 and 42,500 vehicles per day in 2015.

Traffic volumes on the New Jersey Turnpike increased by almost 20 percent between 2010 and 2015 with an annual growth of 3.7 percent. The biggest increase was between Trenton-Hamilton (Interchange 7A) and Hightstown-Freehold (Interchange 8), where the average annual growth rate was 4.3 percent between 2010 and 2015. The Delaware Memorial Bridge (Interchange 1) had an average annual growth rate of 3.4 percent. The relatively large growth on the New Jersey Turnpike can be attributed to the widening between Interchanges 6 and 9, which was completed in November 2014. Three additional lanes were added in each direction between Interchange 6 and 8A and one lane in each direction between Interchange 8A and 9.

I-95 Delaware Expressway

2015 daily traffic volumes on I-95 between the Delaware/Pennsylvania state line and Exit 8 (Lawrence—Princeton Pike / CR 583) in New Jersey are displayed in **Figure 32**.

Within the DVRPC region, daily two-way volume on the Delaware Expressway varied between a low of 56,600 vpd between Exits 40 and 44 in Middletown Township in Bucks County, Pennsylvania, and a high of 169,600 vpd between the Vine Expressway and Girard Avenue in Philadelphia.

I-195

2015 daily traffic volumes on I-195 between the I-295 interchange in Trenton and the Allentown/CR-524 interchange are displayed in **Figure 33**.

The highest two-way volumes on I-195 (84,500 vpd) were recorded between Exit 1 (Bordentown—White Horse) and Exit 2 (Yardville—US 206). Volumes gradually decrease as one travels eastward, with the lowest volume (62,500 vpd) between Exit 7 (Washington—Allentown) and Exit 8 (Allentown / CR-524).

I-295

2015 daily traffic volumes on I-295 between Exit 10 (Swedesboro—Center Square Road) and Exit 67 (New Brunswick / Trenton—Brunswick Pike) are displayed in **Figure 34**.

Two-way daily volumes within the DVRPC region vary between a low of 41,200 vpd between Exits 7 (Auburn—Pedricktown Road) and 10 (Swedesboro—Center Square Road), and a high of 168,500 vpd between Exits 31 (Woodcrest Station) and 32 (Haddonfield / Voorhees / Gibbsboro – Haddonfield – Berlin Road).

I-476 Mid-County Expressway

2015 daily traffic volumes on I-476 between I-95 Delaware Expressway in Chester and Exit 19 (Plymouth Meeting – Germantown Pike) are displayed in **Figure 35**.

Two-way daily volumes within the DVRPC region vary between a low of 82,100 vpd between I-95 and Exit 1 (MacDade Boulevard/East 22nd Street) and a high of 120,900 vpd at the Schuylkill River crossing, between Exit 16 (Philadelphia – Valley Forge – Schuylkill Expressway) and Exit 18 (Conshohocken – Norristown).

I-76 Schuylkill Expressway

2015 daily traffic volumes on I-76 between I-276 and the Walt Whitman Bridge crossing the Delaware River are displayed in **Figure 36**.

Two-way daily volumes within the DVRPC region vary between a low of 58,200 vpd between Exits 349 (Broad Street / PA 611) and 350 (Packer Avenue), to a high of 149,900 vpd between Exits 341 (Montgomery Drive / M.L. King Drive) and 342 (Girard Avenue / US 13).

Figure 30: Pennsylvania Turnpike

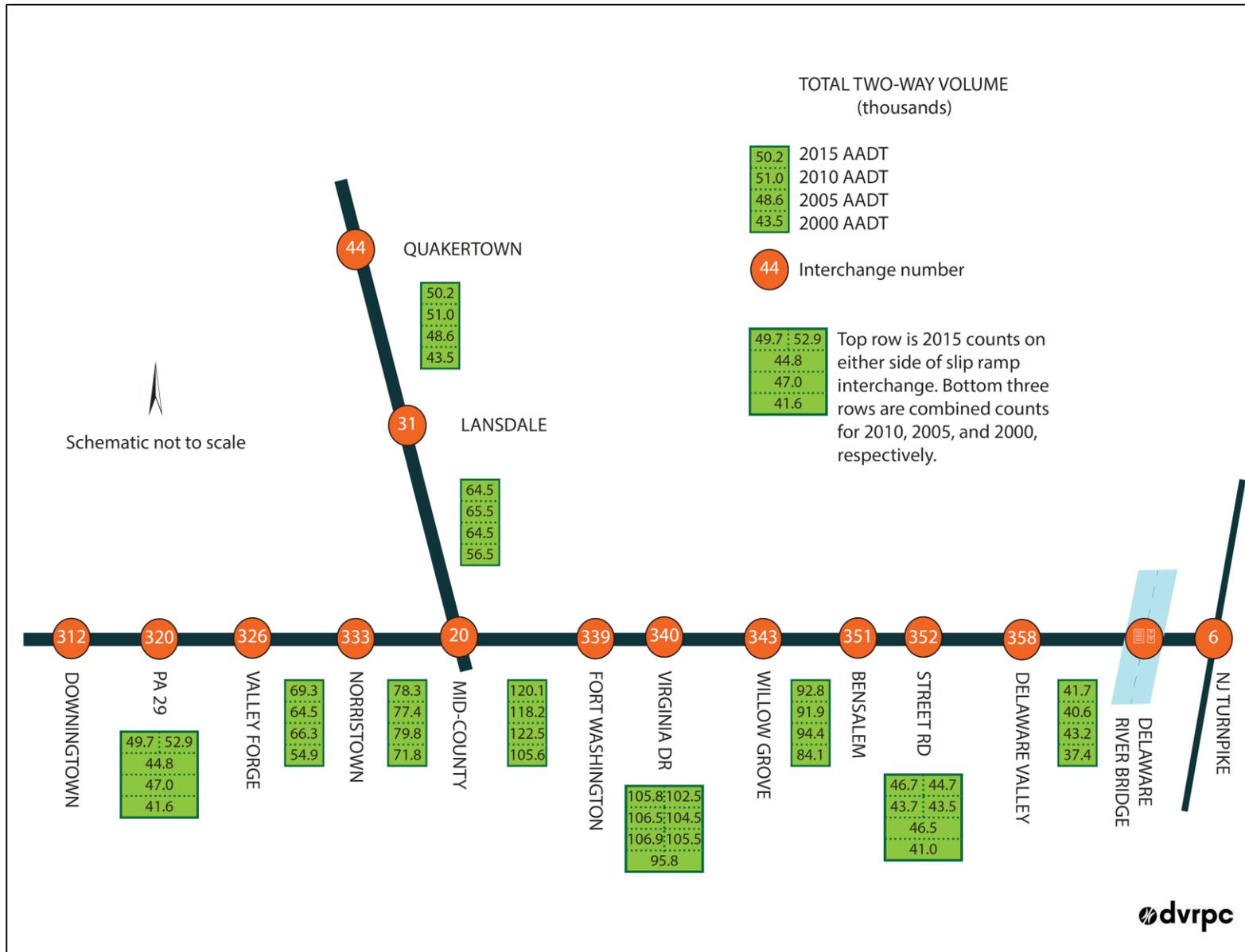


Figure 31: New Jersey Turnpike



Figure 32: I-95 Delaware Expressway

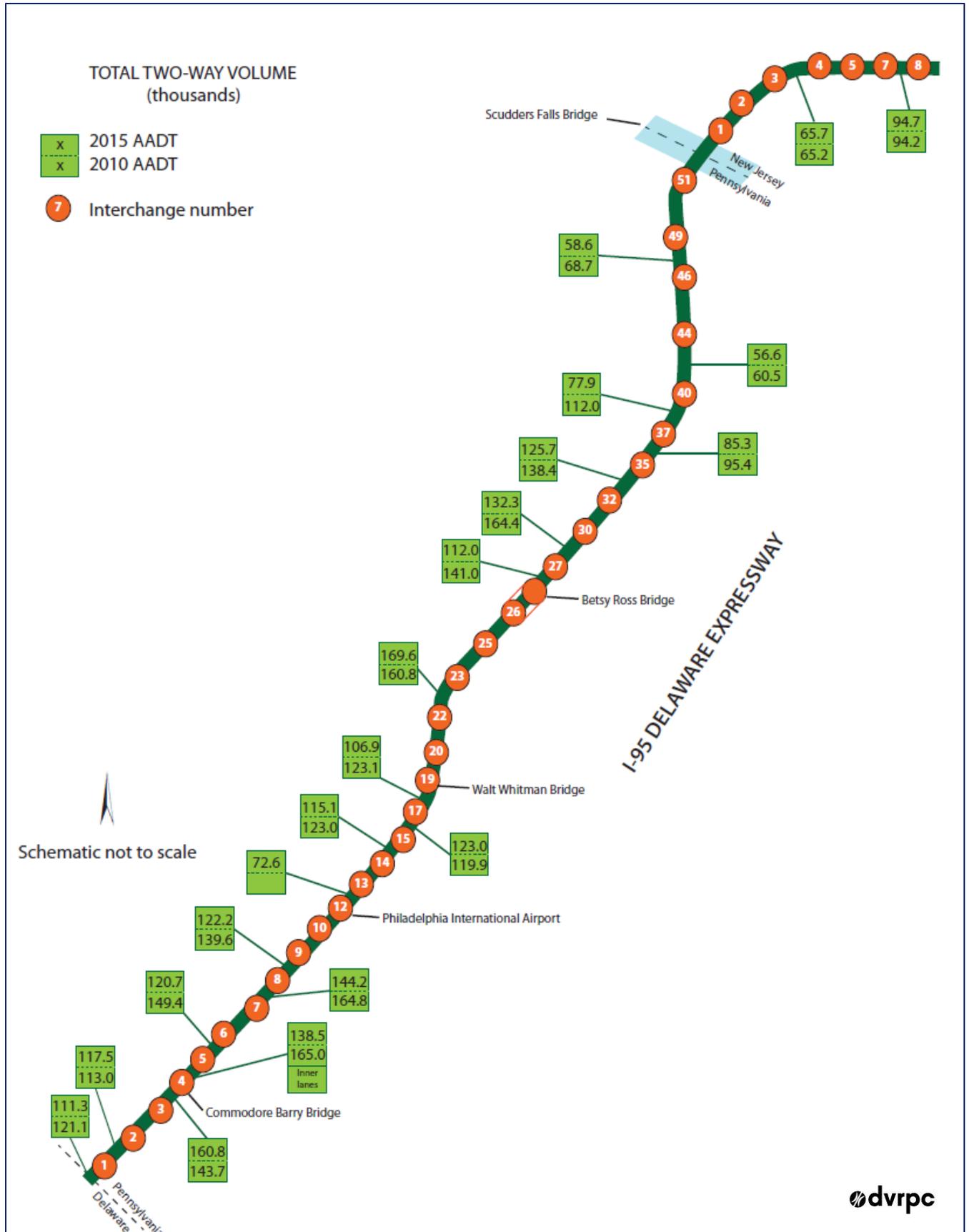


Figure 33: I-195

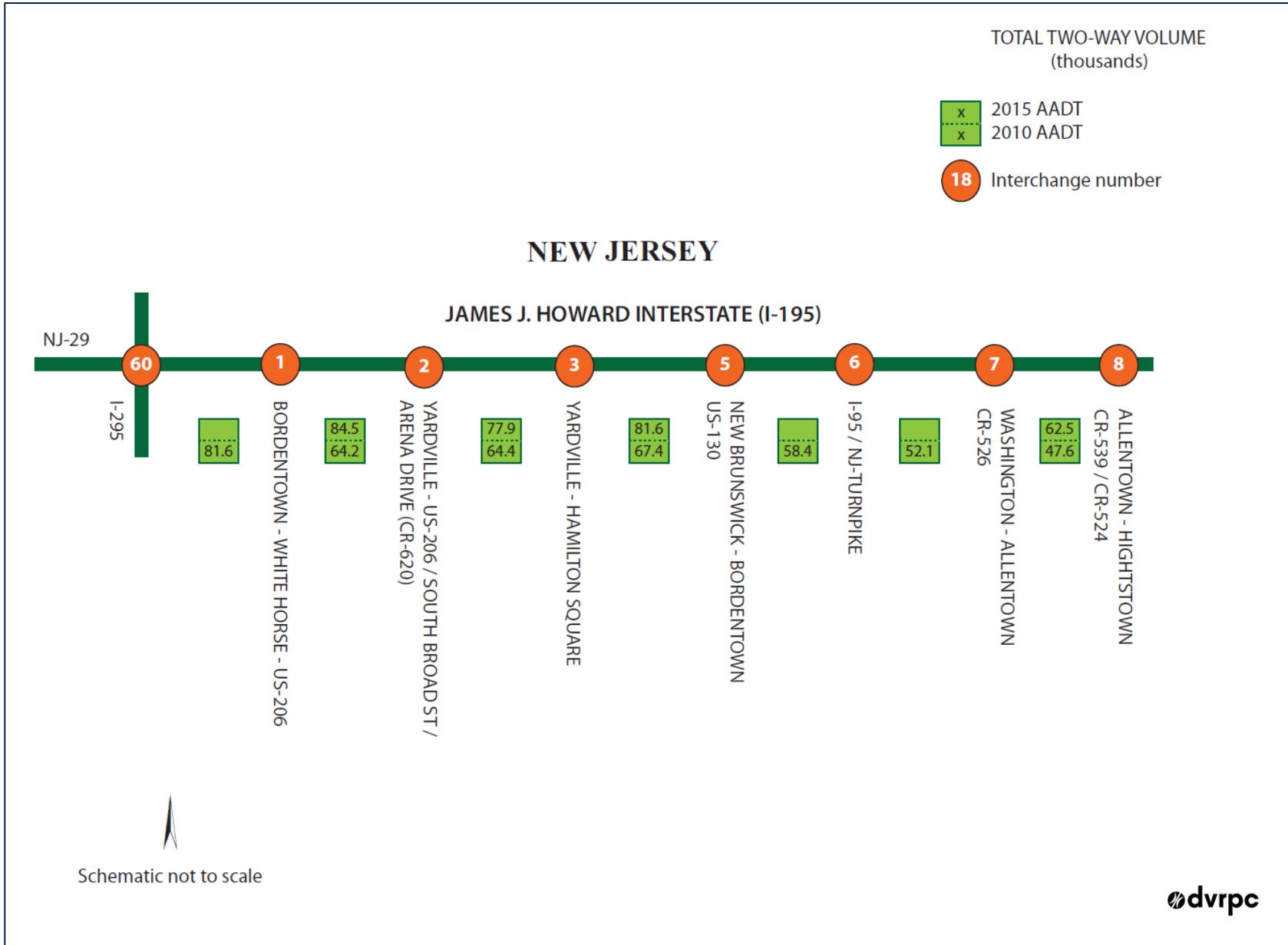


Figure 34: I-295

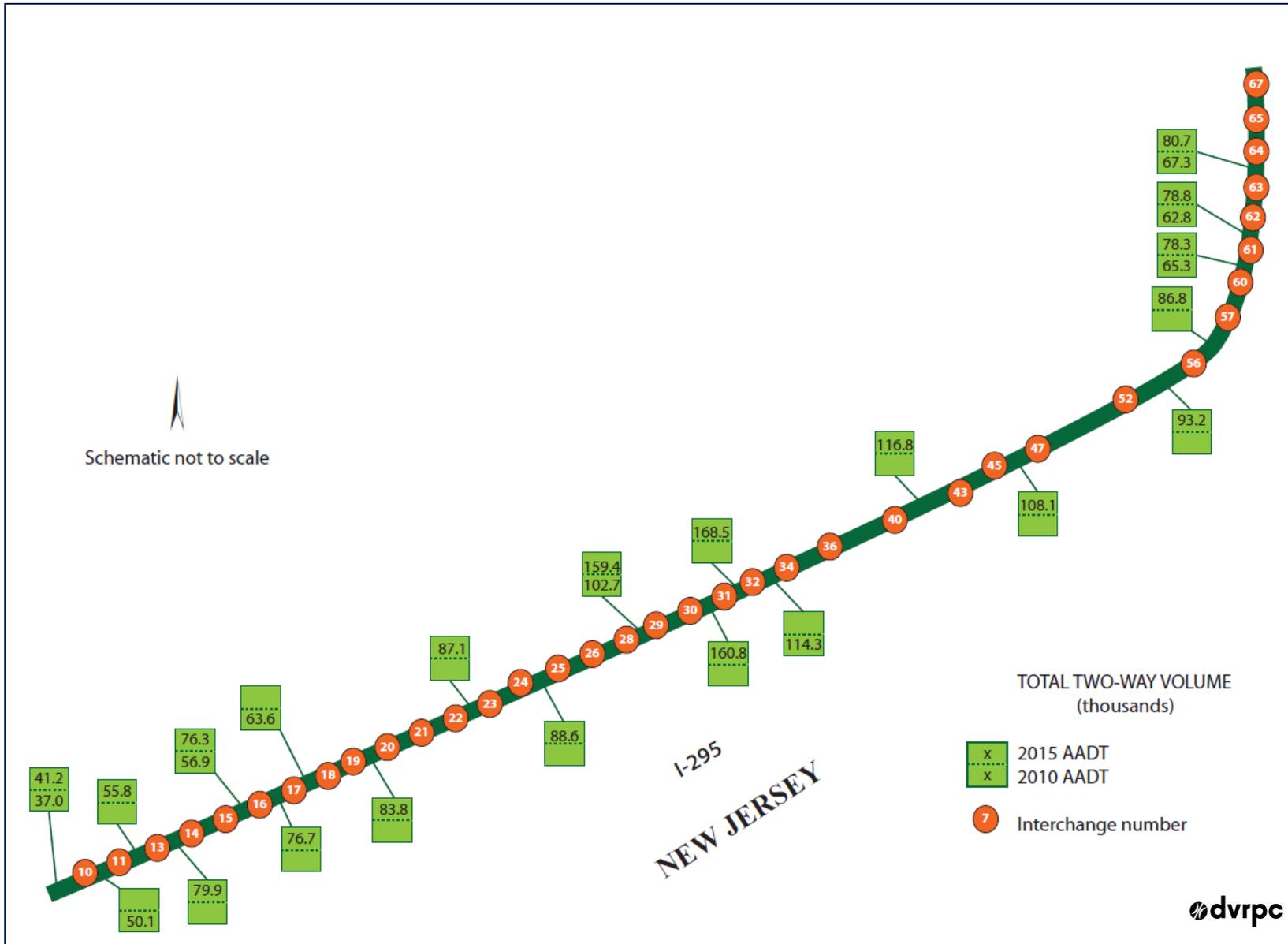


Figure 35: Mid-County Expressway (I-476)



Figure 36: Schuylkill Expressway (I-76)

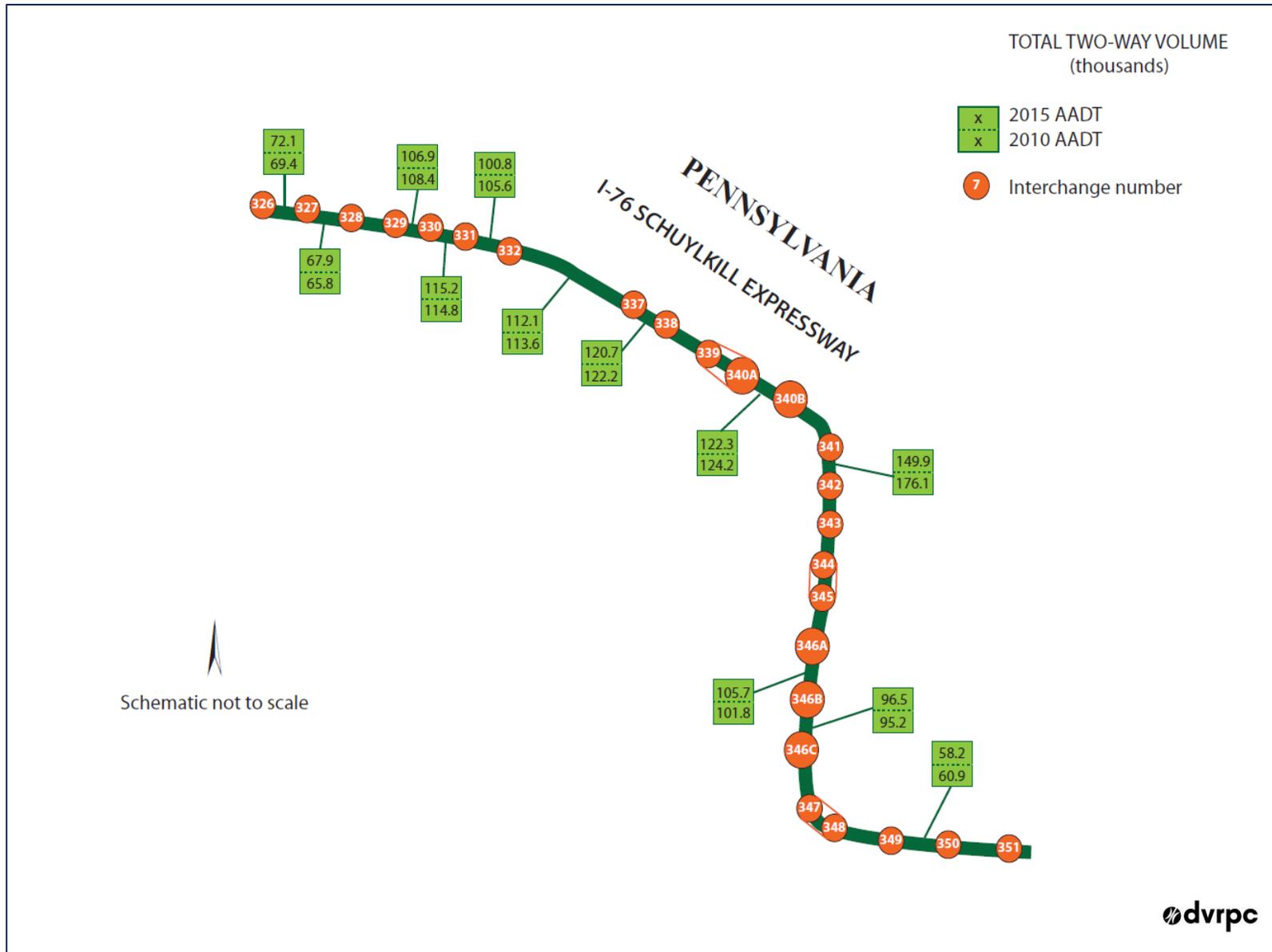


Table 38:
Turnpikes (two-way volume in thousands)

Turnpike	From Exit	To Exit	Volume (thousands)				Percentage Change			Average Annual Change		
			2000	2005	2010	2015	2000 to 2005	2005 to 2010	2010 to 2015	2000 to 2005	2005 to 2010	2010 to 2015
Pennsylvania Turnpike	312	320	41.6	47.0	44.8	49.7	13.0%	-4.7%	10.9%	2.5%	-1.0%	2.1%
	320	326	41.6	47.0	44.8	52.9	13.0%	-4.7%	18.1%	2.5%	-1.0%	3.4%
	326	333	54.9	66.3	64.5	69.3	20.8%	-2.7%	7.4%	3.8%	-0.5%	1.4%
	333	20	71.8	79.8	77.4	78.3	11.1%	-3.0%	1.2%	2.1%	-0.6%	0.2%
	20	339	105.6	122.5	118.2	120.1	16.0%	-3.5%	1.6%	3.0%	-0.7%	0.3%
	339	340	95.8	106.9	106.5	105.8	11.6%	-0.4%	-0.7%	2.2%	-0.1%	-0.1%
	340	343	95.8	105.5	104.5	102.5	10.1%	-0.9%	-1.9%	1.9%	-0.2%	-0.4%
	343	351	84.1	94.4	91.9	92.8	12.2%	-2.6%	1.0%	2.3%	-0.5%	0.2%
	351	352	41.0	46.5	43.7	46.7	13.4%	-6.0%	6.9%	2.5%	-1.2%	1.3%
	352	358	41.0	46.5	43.5	44.7	13.4%	-6.5%	2.8%	2.5%	-1.3%	0.5%
Northeast Extension	358	359	37.4	43.2	40.6	41.7	15.5%	-6.0%	2.7%	2.9%	-1.2%	0.5%
	20	31	56.5	64.5	65.5	64.5	14.2%	1.6%	-1.5%	2.7%	0.3%	-0.3%
New Jersey Turnpike	31	44	43.5	48.6	51.0	50.2	11.7%	4.9%	-1.6%	2.2%	1.0%	-0.3%
	1	2	42.9	36.4	41.0	48.5	-15.2%	12.6%	18.2%	-3.2%	2.4%	3.4%
	2	3	45.1	40.6	43.9	51.9	-10.0%	8.1%	18.3%	-2.1%	1.6%	3.4%
	3	4	51.6	53.2	52.9	61.5	3.1%	-0.6%	16.2%	0.6%	-0.1%	3.1%
	4	5	66.0	67.4	65.4	78.7	2.1%	-3.0%	20.3%	0.4%	-0.6%	3.8%
	5	6	68.2	73.5	70.2	83.5	7.8%	-4.5%	19.0%	1.5%	-0.9%	3.5%
	6	7	97.6	101.9	95.6	113.5	4.4%	-6.2%	18.8%	0.9%	-1.3%	3.5%
	7	7A	108.8	114.1	101.7	124.6	4.9%	-10.9%	22.5%	1.0%	-2.3%	4.1%
	7A	8	119.2	129.9	111.2	137.4	9.0%	-14.4%	23.5%	1.7%	-3.1%	4.3%
	8	8A	123.9	135.6	114.9	141.5	9.4%	-15.3%	23.1%	1.8%	-3.3%	4.2%
Turnpike Extension	6	6A	32.6	38.9	34.1	38.4	19.3%	-12.3%	12.7%	3.6%	-2.6%	2.4%
	6A	359	38.3	42.2	38.1	42.5	10.2%	-9.7%	11.7%	2.0%	-2.0%	2.2%

Source: Pennsylvania Turnpike Commission, New Jersey Turnpike Authority, 2015

Appendix A. Complete Screenline and Cordon Counts

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
PENNSYLVANIA SCREENLINES, 92 STATIONS (+12 Bridges)							
SCREENLINE A-B-C (DELAWARE RIVER BRIDGES)							
	COMMODODE BARRY (US 322)	31,592	36,036	38,588	38,038	36,865	
	WALT WHITMAN (I-76)	97,090	100,350	115,522	105,316	118,450	
	BEN FRANKLIN (I-676, US 30)	96,242	98,734	106,090	101,342	79,255	
	BETSY ROSS (NJ 90)	37,126	36,066	39,800	33,779	30,837	
	TACONY - PALMYRA (PA/NJ 73)	53,597	51,756	48,147	60,000	33,194	
	BURLINGTON - BRISTOL (PA 413)	24,664	22,650	23,973	24,000	23,822	X
	PA/NJ TURNPIKE (I-276)	33,271	37,435	43,179	40,629	43,448	
	TRENTON FREEWAY (US 1)	48,508	48,543	53,301	59,076	58,064	
	BRIDGE STREET (US BUS 1)	13,403	13,272	16,674	20,100	28,688	
	CALHOUN STREET	20,343	21,776	18,507	18,400	20,704	
	SCUDDER FALLS (I-95)	51,958	55,314	59,251	58,200	51,545	
	WASHINGTON CROSSING	<u>6,109</u>	<u>6,784</u>	<u>6,873</u>	<u>6,900</u>	<u>5,792</u>	
	TOTAL	513,903	528,716	569,905	565,780	530,664	
SEGMENT D-1 EXTENSION (UPPER SCHUYLKILL RIVER)							
	SL - 601 US 422, POTTSTOWN BYP	29,176	28,335	27,484	30,162	27,604	
	SL - 602 PA 100 BRIDGE	28,523	32,173	33,646	30,446	32,963	X
	SL - 603 HANOVER ST BRIDGE	12,080	8,379	14,170	13,093	14,181	X
	SL - 604 KEIM ST BRIDGE	13,257	9,532	9,583	8,744		
	SL - 605 US 422, POTTSTOWN BYP	39,849	44,311	50,603	49,111	45,270	
	SL - 606 LINFIELD RD BRIDGE	4,093	6,056	7,416	10,669	7,888	
	SL - 607 MAIN ST BRIDGE	14,669		15,612	17,058	18,376	X
	SL - 608 PA 113, BLACK ROCK RD BRIDGE	5,198	5,595	7,321	6,565	6,725	X
	SL - 609 PA 29, BRIDGE ST	17,385	17,802	18,216	17,971	20,095	X
	SL - 610 PAWLINGS RD BRIDGE	<u>7,153</u>	<u>8,799</u>	<u>8,897</u>	<u>11,038</u>	<u>12,749</u>	
	TOTAL	171,383	160,982	192,948	194,856	185,851	
SEGMENT D-1 (UPPER SCHUYLKILL RIVER)							
	N/A OLD BETZWOOD BRIDGE						
	SL - 611 US 422, POTTSTOWN EXPY BRIDGE	76,515	90,745	102,162	88,782	90,791	
	SL - 612 US 202, DANNEHOWER BRIDGE	26,291	27,257	28,870	25,267	26,028	X
	SL - 613 US 202, DEKALB ST BRIDGE	19,026	22,912	19,581	16,891	18,359	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
SL - 614	I-276, PA TPKE BRIDGE	49,528	54,689	66,275	64,477	69,252	
SL - 615	I-476, MID - COUNTY EXPY BRIDGE	105,577	103,145	113,394	105,890	175,053	
SL - 616	FAYETTE ST BRIDGE	32,373	38,344	38,373	33,601	51,283	
SL - 617	GREEN LANE BELMONT AVE BRIDGE	25,737	26,197	24,776	23,472	25,099	
SL - 618	US 1, CITY AVE BRIDGE	58,415	60,409	56,524	48,762	53,741	
SL - 619	FALLS BRIDGE	9,255	12,086	18,229	13,293	11,622	X
SL - 620	US 1, ROOSEVELT EXPY BRIDGE	112,967	118,269	117,189	113,373	110,334	
	TOTAL	515,684	554,053	585,373	533,808	631,562	
SEGMENT D-2 (NORTH PHILADELPHIA)							
SL - 621	KELLY DR	29,768	27,275	27,033	20,589	22,426	X
SL - 622	RIDGE AVE	12,191	12,865	13,672	12,789	11,343	X
SL - 623	SCOTTS LINE	1,147	1,430	1,763	2,376	1,996	
SL - 624	HENRY AVE	15,695	16,278	15,115	16,085	15,262	X
SL - 625	US 13, HUNTING PARK AVE	13,709	14,214	14,342	14,419	14,882	X
SL - 626	FOX ST	10,521	10,421	11,327	10,990	13,165	
SL - 627	22ND ST	9,549	9,778	7,218	7,411	6,315	X
SL - 628	21ST ST	2,480	2,525	2,453	2,244	2,243	
SL - 629	20TH ST	1,580	1,664	1,342	1,271	1,540	
SL - 630	19TH ST	1,986	1,012	642	852	967	
SL - 631	17TH ST	8,458	9,113	8,114	8,215	7,389	X
SL - 632	16TH ST	1,610	2,775	1,703	1,767	1,637	
SL - 633	15TH ST	2,177	2,671	2,038	1,807	2,808	
SL - 634	CARLISLE ST	862	802	759	894	1,402	
SL - 635	PA 611, BROAD ST	50,183	53,308	40,018	31,937	33,484	
SL - 636	PARK AVE	1,810	1,920	1,576	1,744	1,954	
SL - 637	13TH ST	1,118	1,444	814	974	1,230	
SL - 638	GERMANTOWN AVE	11,738	14,425	13,143	11,342	14,842	
SL - 639	11TH ST	862	927	559	455	445	
SL - 640	GOODMAN ST	1,308		158	2,459	1,306	
SL - 641	WESTMORELAND ST	3,058	2,759	2,212	2,173	2,381	
SL - 642	9TH ST	2,260	2,178	2,326	1,876	2,058	
SL - 643	SEDGELY AVE	6,834	7,079	10,282	5,060	6,163	X
SL - 644	6TH ST	10,525	7,639	6,887	6,325	5,647	
SL - 645	5TH ST	7,762	11,795	11,192	9,372	12,434	
SL - 646	2ND ST	12,078	15,255	12,653	7,953	14,286	
SL - 647	FRONT ST	13,195	13,664	14,949	18,309	16,648	X

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
SL - 648	B ST	19,887	14,736	10,227	17,308	18,532	
SL - 649	G ST	6,490	4,033	6,609	6,762	6,097	
SL - 650	I ST	12,671	11,236	12,886	12,439	12,963	
SL - 651	K ST	4,856	4,175	3,599	4,549	6,596	
SL - 652	KENSINGTON AVE	7,547	9,395	10,988	9,013	8,267	
SL - 653	CASTOR AVE	17,615	14,478	14,473	12,933	16,985	X
SL - 654	FRANKFORD AVE	10,909	11,464	14,317	14,538	12,810	X
SL - 655	ARAMINGO AVE	24,958	26,338	33,086	25,963	32,769	X
SL - 656	I-95, DELAWARE EXPY	158,317	163,520	184,329	180,247	175,973	
SL - 657	RICHMOND ST	13,844	18,401	15,939	14,047	17,772	X
	TOTAL	511,558	522,991	530,743	499,486	525,017	
SEGMENT D-3 (LOWER SCHUYLKILL RIVER)							
SL - 658	STRAWBERRY MANSION BRIDGE	13,188	13,196	16,421	16,317	15,307	
SL - 659	US 13, GIRARD AVE BRIDGE	27,885		32,986	30,309	35,474	X
SL - 660	SPRING GARDEN ST BRIDGE	20,123	23,526	22,919	19,171	17,197	
SL - 661	WEST RIVER DR BRIDGE	18,501	18,591	21,656	17,714	20,841	
SL - 662	I-676, VINE ST EXPY BRIDGE	126,541	117,614	134,643	111,705	110,780	
SL - 663	J F KENNEDY BLVD BRIDGE	13,880	13,618	15,007	11,102	12,530	
SL - 664	MARKET ST BRIDGE	23,017	22,617	20,451	15,676	13,968	X
SL - 665	CHESTNUT ST BRIDGE	15,098	14,151	14,036	13,076	10,466	X
SL - 666	WALNUT ST BRIDGE	21,714	19,104	18,086	14,978	13,086	X
SL - 667	SOUTH ST BRIDGE	25,995	22,791	19,143	20,416	21,499	X
SL - 668	I-76, SCHUYLKILL EXPY BRIDGE	84,552	82,106	98,263	89,392	99,927	
SL - 669	UNIVERSITY AVE BRIDGE	33,293	32,198	30,972	27,383	28,256	
SL - 670	GRAYS FERRY AVE BR	22,734	27,420	32,437	25,660	21,801	X
SL - 671	PASSYUNK AVE BRIDGE	39,935	30,288	45,565	39,507	44,375	
SL - 672	PA 291, PLATT BRIDGE	42,973	53,171	56,713	47,694	58,581	X
SL - 673	I-95, GIRARD POINT BRIDGE	<u>114,680</u>	<u>116,199</u>	<u>112,805</u>	<u>104,920</u>	<u>123,344</u>	
	TOTAL	644,109	606,590	692,103	605,020	647,432	
SEGMENT D-4 (BUCKS / MONTGOMERY LINE)							
SL - 674	SLEEPY HOLLOW RD		1,191	1,141	1,176	1,097	
SL - 675	GERYVILLE PIKE		3,269	3,570	3,835	4,102	
SL - 676	PA 663		13,672	18,177	15,110	18,741	X
	I-476 PA TPKE NE EXT		43,531	48,581	50,960	50,200	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
SL - 677	UPPER RIDGE RD		1,915	2,699	2,259	2,141	
SL - 678	ALLENTOWN RD		4,710	4,871	1,093	4,026	X
SL - 679	PA 563 RIDGE RD		7,847	6,836	7,561	6,545	
SL - 680	CAT HILL RD		2,297	2,035	1,830	1,969	
SL - 681	CHURCH RD		11,338	12,389	9,986	12,680	
SL - 682	PA 113, SOUDERTON RD		16,358	20,579	17,922	17,387	
SL - 683	BETHLEHEM PIKE		16,965	17,513	9,371	15,960	X
SL - 684	FAIRHILL RD		1,065	1,334	1,190	1,232	
SL - 685	PA 309		29,233	35,076	29,556	34,829	X
SL - 686	CHURCH RD		1,722	2,240	2,121	2,228	X
SL - 687	TOWNSHIP LINE RD		10,272	11,146	7,275	10,293	
SL - 688	PA 202		17,604	17,746	16,639	14,421	X
SL - 689	UPPER STATE RD		10,336	9,846	9,848	6,285	X
SL - 690	PA 152		6,035	6,965	5,126	5,734	
SL - 691	LOWER STATE RD		11,322	11,413	8,940	10,888	
SL - 692	FOLLY RD		<u>3,714</u>	<u>5,425</u>	<u>5,607</u>	<u>5,617</u>	
	TOTAL		214,395	239,582	207,406	226,375	

NEW JERSEY SCREENLINE, 39 STATIONS

SEGMENT E (PENNSAUKEN CREEK)

SL - 693	CR 543, RIVER RD	9,216	9,060	6,739	5,074	5,783	X
SL - 694	NATIONAL HWY	4,352	5,413	4,647	4,285	3,888	
SL - 695	US 130, BURLINGTON PIKE	53,628	40,549	40,407	42,588	44,749	
SL - 696	OLD HADDONFIELD RD	1,727	2,320	2,232	1,911	1,819	
SL - 697	CR 644, HADDONFIELD RD	15,740	18,458	15,282	15,754	16,162	
SL - 698	NJ 90	21,759	23,551	26,204	21,229	21,724	X
SL - 699	PARK AVE	5,582	4,034	3,722	3,344	3,606	
SL - 700	CR 537, MAPLE AVE	10,649	12,092	10,924	7,647	9,525	X
SL - 701	COLES AVE	4,924	7,499	6,582	6,521	6,135	
SL - 702	MILL RD	2,762	3,415	3,568	4,307	3,091	
SL - 703	NJ 38, KAIGHN AVE	49,945	46,897	49,118	44,349	50,662	X
SL - 704	NJ 41 KINGS HWY	19,916	21,115	23,224	22,406	23,984	
SL - 705	CR 616, CHURCH RD	18,548	22,956	20,230	20,397	20,179	
SL - 706	I-295	78,703	99,030	107,354	112,324	144,492	
SL - 707	NJ TPKE	42,989	51,615	53,166	52,922	61,489	
SL - 708	CR 673, SPRINGDALE RD	17,131	15,634	19,656	17,717	16,893	X

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
SL - 709	CR 674, GREEN TREE RD	<u>13,643</u>	<u>14,261</u>	<u>14,082</u>	<u>13,599</u>	<u>13,884</u>	
	TOTAL	371,214	397,899	407,137	396,371	448,065	
SEGMENT E EXTENSION (PENNSAUKEN CREEK)							
SL - 710	NJ 70, MARLTON PK	47,720	48,420	47,778	44,330	47,484	X
SL - 711	CROPWELL RD	11,864	12,225	13,810	13,056	12,045	
SL - 712	BRICK RD	6,522	7,730	8,072	8,952	6,064	
SL - 713	CR 544, EVESHAM RD	24,892	23,202	24,863	27,943	22,090	X
SL - 714	CR 671, KRESSON RD	5,450	11,238	8,113	9,269	8,843	
SL - 715	NJ 73	36,932	41,810	39,922	40,306	48,224	X
SL - 716	TAUNTON AVE	1,686	2,533	3,119	3,980	3,207	
SL - 717	CR 536 SPUR, HOPEWELL RD	4,047	8,112	9,034	8,112	7,807	X
SL - 718	COOPER RD	2,154	2,229	2,453	2,818	2,397	
SL - 719	JACKSON RD	378	327	404	218	67	
SL - 720	CR 534, JACKSON RD	4,198	4,555	5,378	4,629	5,194	
SL - 722	US 206	7,593	7,559	11,396	9,047	10,364	X
	TOTAL	153,436	169,940	174,342	172,660	173,786	
SEGMENT F (CROSSWICKS CREEK)							
SL - 723	I-295	45,541	62,197	76,482	76,157	90,407	
SL - 724	US 206	47,156	31,190	30,621	21,268	20,573	X
SL - 725	US 130	28,178	26,372	27,964	25,923	25,725	X
SL - 726	GROVEVILLE RD	<u>1,060</u>	<u>1,300</u>	<u>1,055</u>	<u>1,224</u>	<u>1,063</u>	
	TOTAL	121,935	121,059	136,122	124,571	137,768	
SEGMENT F EXTENSION (CROSSWICKS CREEK)							
SL - 727	NJ TPKE	95,351	108,815	114,111	101,703	124,623	
SL - 728	CR 660, CHURCH ST	4,041	4,236	5,494	5,765	6,989	X
SL - 729	IRON BRIDGE RD	169	299	226	436	379	
SL - 730	EXTONVILLE RD	257	656	472	595	472	
SL - 731	PROVINCE LINE RD	788	1,544	947	967	959	X
	TOTAL	100,606	115,550	121,250	109,467	133,422	

PENNSYLVANIA INNER CORDON, 91 STATIONS

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
DELAWARE COUNTY							
IC - 275	PA 352, MIDDLETOWN RD	14,641	17,751	17,341	17,386	15,977	X
IC - 276	CREEK RD	1,280	2,175	1,956	2,154	2,101	
IC - 277	GLEN MILLS RD	857	2,888	3,176	3,592	3,392	
IC - 278	US 1, BALTIMORE PK	20,024	22,334	27,628	23,058	23,086	X
IC - 279	SMITH BRIDGE RD	2,877	4,526	5,045	5,613	5,504	
IC - 280	CONCORD RD	5,466	6,142	6,686	6,617	6,888	
IC - 281	US 322, CONCHESTER RD	23,133	25,253	28,656	24,560	22,436	X
IC - 282	GARNET MINE RD	1,614	2,034	1,899	1,844	1,930	
IC - 283	BETHEL RD	1,052	1,533	1,786	1,459	2,870	
IC - 284	KIRK RD	1,148	2,058	2,488	2,140	2,513	
IC - 285	PA 491, NAAMANS CREEK RD	6,729	7,591	8,606	7,381	7,280	X
IC - 286	PA 261, FOULK RD	7,300	7,542	9,584	8,657	9,869	
IC - 287	CARPENTER RD	5,210	7,544	9,656	7,345	4,558	X
IC - 288	I-95, DELAWARE EXPY	102,353	105,230	107,174	121,050	111,308	
IC - 289	PA 491, NAAMANS CREEK RD	3,573	3,361	3,547	2,851	2,726	
IC - 290	RIDGE RD	5,995	7,355	8,870	6,881	5,758	X
IC - 291	US 13, POST RD	<u>6,520</u>	<u>6,089</u>	<u>7,060</u>	<u>5,369</u>	<u>5,150</u>	
	TOTAL	209,772	231,406	251,158	247,957	233,346	
CHESTER COUNTY							
IC - 261	YELLOW SPRINGS RD	1,610	2,531	2,326	1,640	2,352	
IC - 262	I-76, PA TPKE	35,775	41,647	47,056	44,837	52,880	
IC - 263	N VALLEY RD	5,145	7,353	6,897	6,091	6,236	X
IC - 264	SWEDES FORD RD	9,104	12,334	9,283	9,141	12,977	X
IC - 265	US 202	69,438	62,081	87,361	80,438	62,939	
IC - 266	PA 29, MOREHALL RD	19,680	26,014	26,232	22,479	29,076	X
IC - 267	PA 401, CONESTOGA RD	10,835	10,821	9,928	9,749	10,093	
IC - 268	US 30, LINCOLN HWY	19,098	20,128	19,925	17,076	17,422	X
IC - 269	KING RD	8,342	9,283	8,059	7,813	8,594	
IC - 270	PAOLI PK	14,121	13,146	10,192	11,323	13,219	X
IC - 271	BOOT RD	1,265	2,609	2,905	2,619	3,255	
IC - 272	STRASBURG RD	2,189	3,689	3,769	3,284	4,459	
IC - 273	PA 3, WEST CHESTER PK	24,517	18,946	25,124	22,248	20,180	X
IC - 274	PA 926, STREET RD	<u>5,427</u>	<u>5,812</u>	<u>6,449</u>	<u>6,327</u>	<u>7,106</u>	X

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
TOTAL		226,546	236,393	265,506	245,065	250,788	
MONTGOMERY COUNTY							
IC - 226	COUNTY LINE RD	14,684	15,932	19,715	16,506	16,583	X
IC - 227	PA 463, HORSHAM RD	14,985	18,137	15,654	21,092	25,101	
IC - 228	NORRISTOWN RD	15,058	14,287	13,716	13,598	17,049	
IC - 229	PA 63, WELSH RD	18,145	18,142	19,241	16,906	15,905	X
IC - 230	PA 152, LIMEKILN PK	9,780	10,451	11,893	10,978	10,677	
IC - 231	BUTLER PK	10,425	9,717	10,345	10,725	9,527	X
IC - 232	TENNIS AVE	4,836	4,984	6,025	5,180	5,831	
IC - 233	PA 309, FT WASHINGTON EXPY	45,034	48,109	38,982	42,908	70,423	
IC - 234	BETHLEHEM PK	14,538	16,758	16,485	15,922	15,376	X
IC - 235	DAGER RD	4,411	5,396	5,740	5,160	4,550	X
IC - 236	PEN AMBLER RD	2,368	2,473	3,708	3,634	3,752	
IC - 237	MORRIS RD	6,224	9,007	14,243	12,081	10,493	X
IC - 238	PA 73, SKIPPACK PK	24,209	16,146	17,613	15,837	15,722	X
IC - 239	PENLLYN - BLUE BELL PK	15,279	13,446	12,501	11,248	13,450	
IC - 240	UNION MEETING RD	13,339	9,843	8,703	7,513	9,639	
IC - 241	I-476, PA TPKE NE EXT	44,567	47,648	64,529	65,483	64,450	
IC - 242	JOLLY RD	11,178	10,123	9,907	9,431	8,214	X
IC - 243	US 202, DEKALB PK	26,230	22,672	27,522	24,927	24,092	X
IC - 244	YOST RD	5,238	3,322	3,546	3,559	3,013	
IC - 245	TOWNSHIP LINE RD	12,389	12,230	11,552	10,861	12,006	X
IC - 246	NORTH WALES RD	4,915	4,912	3,704	4,314	6,074	
IC - 247	GERMANTOWN PK	22,147	22,109	24,611	19,918	25,635	X
IC - 248	WHITEHALL RD	10,791	10,916	13,138	12,310	16,754	
IC - 249	BURNSIDE AVE	5,710	5,909	6,610	6,357	8,359	
IC - 250	TROOPER RD	18,214	11,768	12,986	12,735	14,172	X
IC - 251	PA 363, PARK AVE	13,378	12,485	15,790	14,843	14,178	X
IC - 252	RIDGE PK	17,072	19,486	19,218	17,691	17,342	X
IC - 253	SUNNYSIDE AVE	2,350	3,140	3,080	2,928	2,711	
IC - 254	PARK AVE	10,625	9,249	8,670	8,567	10,172	
IC - 255	EGYPT RD	15,022	16,976	21,154	19,462	19,927	X
IC - 256	AUDUBON RD	7,090	9,418	7,645	9,195	9,630	
IC - 257	US 422, POTTSTOWN EXPY	47,882	56,998	69,021	58,294	68,832	
IC - 258	PA 23, VALLEY FORGE RD	13,188	14,105	13,257	11,737	13,106	X
IC - 259	GULPH RD	2,070	2,000	2,060	1,542	1,793	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
IC - 260	PA 252, VALLEY CREEK RD	7,502	7,215	6,507	6,448	6,124	X
	TOTAL	510,873	515,510	559,071	529,891	590,662	
BUCKS COUNTY							
IC - 201	PA 32, RIVER RD	3,158	2,787	2,469	2,383	3,080	
IC - 202	UPPER RIVER RD	8,282	9,821	10,568	9,372	9,613	X
IC - 203	DOLINGTON RD	4,218	4,692	5,490	4,738	6,253	
IC - 204	WOODSIDE RD	728	2,750	1,606	1,643	2,065	
IC - 205	QUARRY RD	2,591	2,921	2,776	2,192	2,073	
IC - 206	PA 332, NEWTOWN - YARDLEY RD	37,590	42,362	37,936	42,935	36,391	X
IC - 207	WOODBOURNE RD	11,908	16,520	12,236	10,588	16,520	
IC - 208	FULLING MILL RD	2,608	3,086	2,706	2,038	2,630	
IC - 209	PA 413, NEWTOWN PK	19,854	19,822	19,978	16,758	17,809	X
IC - 210	STONY FORD RD	1,505	3,422	3,930	3,519	3,678	
IC - 211	PA 532, BUCK RD	11,691	12,521	10,624	10,312	10,239	X
IC - 212	OLD JORDAN RD	2,012	2,918	2,110	1,746	1,868	
IC - 213	HOLLAND RD	10,116	11,934	11,118	9,685	10,087	
IC - 214	BUSTLETON PK	10,861	9,908	10,323	10,485	10,042	
IC - 215	PA 232, SECOND STREET PK	14,373	13,988	14,192	13,586	11,711	X
IC - 216	HATBORO RD	8,140	7,901	7,858	9,052	9,909	
IC - 217	BRISTOL RD	13,843	16,132	16,869	19,211	19,151	X
IC - 218	PA 332, JACKSONVILLE RD	11,555	12,587	15,655	15,089	15,831	X
IC - 219	MEARNS RD	10,058	10,051	7,962	10,083	11,730	
IC - 220	PA 263, YORK RD	25,275	23,947	22,699	31,548	18,469	X
IC - 221	PA 132, STREET RD	25,155	27,249	35,693	30,893	25,351	X
IC - 222	NORRISTOWN RD	5,727	7,097	6,734	4,942	5,182	
IC - 223	DELMONT AVE	2,909	3,674	3,439	3,912	4,437	
IC - 224	VALLEY RD	2,454	4,669	4,871	4,999	5,158	
IC - 225	PA 611, EASTON RD	<u>22,553</u>	<u>27,007</u>	<u>30,838</u>	<u>27,089</u>	<u>29,614</u>	
	TOTAL	269,164	299,766	300,680	298,797	288,891	
NEW JERSEY INNER CORDON, 91 STATIONS							
MERCER COUNTY							
IC - 401	NJ 29, DANIEL BRAY HWY	11,740	11,762	12,120	14,671	14,185	X
IC - 402	CR 579, BEAR TAVERN RD	4,403	7,368	7,319	2,547	5,317	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
IC - 403	SCOTCH RD	7,918	9,732	7,727	17,954	15,908	
IC - 404	REED RD	3,211	4,208	3,392	3,205	3,173	
IC - 405	I-95	61,190	58,305	56,667	65,202	65,721	
IC - 406	NJ 31, PENNINGTON RD	16,229	16,337	19,250	16,456	20,381	X
IC - 407	FEDERAL CITY RD	10,638	14,560	14,203	14,216	13,870	
IC - 408	US 206, LAWRENCEVILLE RD	17,700	21,664	19,720	17,654	16,079	X
IC - 409	CR 583, PRINCETON PK	15,446	9,889	10,523	9,803	10,775	
IC - 410	CR 546, FRANKLIN CORNER RD	12,081	12,366	13,021	12,594	11,220	
IC - 411	US 1, BRUNSWICK PK	50,590	53,711	47,943	45,824	54,602	X
IC - 412	I-295	60,541	63,274	69,731	76,903	83,298	
IC - 413	CR 608, LAWRENCE STATION RD	2,875	3,829	4,334	5,368	5,075	
IC - 414	CR 533, QUAKER BRIDGE RD	25,229	26,197	25,793	25,142	26,974	X
IC - 415	CR 535, OLD TRENTON RD	22,778	14,871	17,127	15,846	17,065	
IC - 416	LINE RD	1,971	1,547	1,959	1,917	1,726	
IC - 417	HUTCHINSON RD	4,864	5,689	5,643	5,555	5,593	
IC-418	NOTTINGHAM WAY - From Burtis Ave to Crest Ave				8,598	8,454	
IC - 419	NJ 33, FREEHOLD RD	21,775	26,981	21,788	16,647	18,075	X
IC - 420	KUSER RD	680	1,761	1,749	2,025	2,435	
IC - 421	I-195	34,432	50,138	60,882	67,374	77,790	
IC - 422	US 130	23,713	26,922	27,379	30,398	33,059	
IC - 423	EDGEBROOK RD	748	259	2,593	2,676	3,087	
IC - 424	CR 524, YARVILLE - ALLENTOWN RD	3,607	5,142	6,178	6,556	6,739	X
IC - 425	CROSSWICKS - HAMILTON SQUARE RD	2,798	2,937	4,065	4,572	4,886	
IC - 426	CR 672, S BROAD ST	<u>2,700</u>	<u>5,251</u>	<u>3,550</u>	<u>4,885</u>	<u>1,661</u>	
	TOTAL	419,857	454,699	464,656	494,592	527,148	
BURLINGTON COUNTY							
IC - 427	CR 528, BORDENTOWN - CHESTERFIELD RD	8,616	6,459	7,220	7,619	7,868	
IC - 428	CR 545, GEORGETOWN RD	3,721	5,609	6,512	7,165	7,811	
IC - 429	NJ TPKE	95,351	108,815	114,111	101,703	124,623	
IC - 430	CR 660, OLD YORK RD	712	1,070	1,098	1,107	935	
IC - 431	NJ 68	9,020	10,385	12,658	11,811	14,869	X
IC - 432	MANSFIELD - GEORGETOWN RD	896	864	1,401	3,211	3,996	
IC - 433	CR 543, MT PLEASANT RD	2,938	3,663	4,467	4,310	4,950	
IC - 434	COLUMBUS - JOBSTOWN RD	1,834	1,345	1,477	1,517	1,571	
IC - 435	CR 670, JACKSONVILLE - JOBSTOWN RD	3,073	3,324	3,907	3,868	4,130	
IC - 436	CR 537, MONMOUTH RD	6,816	7,685	10,095	9,545	9,184	X

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
IC - 437	CR 669, JULIUSTOWN RD	2,412	2,882	2,394	2,532	2,778	
IC - 438	US 206	14,219	15,097	17,327	14,746	15,610	X
IC - 439	CR 630, WOODLANE RD	10,605	11,484	10,746	13,320	12,997	
IC - 440	CR 621, POWELL RD	4,610	4,025	4,230	4,480	3,473	
IC - 441	NJ 38, SOUTH PEMBERTON RD	26,201	22,465	32,718	29,100	26,615	X
IC - 442	CR 612, EAYRESTOWN RD	5,860	6,108	8,061	6,888	6,712	
IC - 443	CR 541, MAIN ST	11,300	11,308	13,451	13,237	11,268	X
IC - 444	CR 641, CHESTNUT ST	2,023	2,054	1,742	1,673	1,793	
IC - 445	CR 640, CREEK RD	557	2,270	1,944	1,827	2,683	
IC - 446	CR 636, MASONVILLE - FOSTERTOWN RD	2,194	2,848	4,548	4,260	4,023	
IC - 447	ARK RD	3,187	3,720	4,494	4,629	5,488	
IC - 448	CR 686, HARTFORD RD	9,213	9,397	9,594	10,691	11,610	X
IC - 449	CR 603, MOORESTOWN - MT LAUREL RD	6,962	7,236	8,775	9,234	8,465	
IC - 450	CR 612, ELBO LA	2,640	3,910	4,620	4,879	4,873	
IC - 451	CR 616, CHURCH RD	5,474	7,997	8,172	8,377	7,619	
IC - 452	CR 618, EVESBORO - MEDFORD RD	8,138	14,593	16,746	18,466	19,200	X
IC - 453	NJ 70	27,325	27,092	28,902	25,410	31,169	X
IC - 454	CR 620, E MAIN ST	12,647	13,289	13,416	11,923	12,082	
IC - 455	CR 619, WILLOW BEND RD	7,268	7,012	8,788	8,684	7,025	
IC - 456	CR 619, MARLTON PKWY	12,845	13,392	14,457	13,933	14,728	X
IC - 457	BRADDOCK MILL RD	3,303	4,113	5,368	4,571	5,377	
IC - 458	SYCAMORE AVE	6,635	2,917	2,809	3,980	3,155	
IC - 459	HOPEWELL RD	<u>6,230</u>	<u>7,230</u>	<u>8,153</u>	<u>7,557</u>	<u>9,403</u>	
	TOTAL	<u>324,825</u>	<u>351,657</u>	<u>394,401</u>	<u>376,254</u>	<u>408,083</u>	
CAMDEN COUNTY							
IC - 460	CR 534, JACKSON RD	12,629	13,374	12,589	11,994	11,512	
IC - 461	US 30, WHITE HORSE PK	21,934	22,461	22,020	22,088	19,341	X
IC - 462	NJ 73	19,697	17,343	17,545	20,466	18,036	X
IC - 463	CR 536 SPUR, TAUNTON RD	6,563	8,563	10,021	9,271	9,213	
IC - 464	CR 561, TANSBORO RD	3,643	4,699	3,369	4,035	2,405	
IC - 465	CR 720, BERLIN - NEW FREEDOM RD	8,019	7,787	10,495	9,388	6,798	X
IC - 466	CR 706, CHEWS LANDING - BLACKWOOD RD	5,873	9,255	11,592	9,282	8,467	
IC - 467	CR 704, CHEWS LANDING - WILLIAMSTOWN RD	4,642	7,239	8,619	10,418	10,222	
IC - 468	CR 705, SICKLERVILLE RD	11,245	14,308	15,034	14,531	13,067	X
IC - 469	ATLANTIC CITY EXPY	<u>56,675</u>	<u>59,842</u>	<u>50,127</u>	<u>59,343</u>	<u>43,359</u>	
	TOTAL	<u>150,920</u>	<u>164,871</u>	<u>161,411</u>	<u>170,816</u>	<u>142,420</u>	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
GLOUCESTER COUNTY							
IC - 470	NJ 42, BLACK HORSE PK	25,977	24,061	27,636	28,051	25,812	X
IC - 471	CR 654, CROSS KEYS - WILLIAMSTOWN RD	7,998	8,986	9,434	10,095	9,359	
IC - 472	CR 555, TUCKAHOE RD	7,284	7,928	12,447	10,892	11,197	X
IC - 473	US 322, GLASSBORO - WILLIAMSTOWN RD	9,396	9,466	10,539	12,021	13,081	X
IC - 474	CR 610, CLAYTON - WILLIAMSTOWN RD	4,629	5,055	7,239	5,904	5,343	
IC - 475	CR 655, FRIES MILL RD	4,074	5,137	6,018	5,695	6,459	
IC - 476	NJ 47	9,311	9,022	7,795	8,207	7,865	X
IC - 477	BROAD ST	790	972	1,177	1,156	1,225	
IC - 478	CR 608, SILVER LAKE RD	3,315	3,228	4,115	3,779	4,147	
IC - 479	CR 553, CENTERTON - GLASSBORO RD	4,626	6,210	5,389	5,310	4,580	
IC - 480	NJ 55 FWY	24,861	34,574	39,928	45,948	44,357	X
IC - 481	CR 667, RICHMOND - AURA RD	1,292	1,231	1,316	1,058	1,247	
IC - 482	CR 619, WOODSTOWN - GLASSBORO RD	1,908	2,305	2,703	2,762	2,931	
IC - 483	CR 609, ELMER - BARNESBORO RD	1,058	1,417	1,720	2,485	1,745	
IC - 484	CR 641, ELLIS MILL RD	2,175	2,623	4,991	5,221	6,113	
IC - 485	CR 618 RICHWOOD - HARRISONVILLE RD	3,330	4,278	5,948	6,662	7,396	
IC - 486	NJ 45, MAIN ST	13,437	16,767	17,689	12,936	19,303	X
IC - 487	NJ TPKE	36,829	42,912	36,398	40,991	48,454	
IC - 488	CR 551, KINGS HWY	6,591	6,967	7,534	8,345	9,711	X
IC - 489	CR 653, PAULSBORO - SWEDESBORO RD	5,816	6,644	5,986	3,596	7,361	
IC - 490	CR 671, LOCKE AVE	1,096	1,411	3,201	2,607	3,337	
IC - 491	I-295	40,358	51,275	52,863	50,087	49,003	
IC - 492	US 130, CROWN POINT RD	9,813	8,977	12,456	9,750	10,150	X
	TOTAL	225,964	261,446	284,522	283,558	300,176	
PENNSYLVANIA OUTER CORDON, 83 STATIONS							
DELAWARE COUNTY							
OC - 001	US 13, POST RD	6,520	6,089	7,060	5,369	5,150	
OC - 002	RIDGE RD	5,995	7,815	8,870	6,881	5,758	
OC - 003	PA 491, NAAMANS CREEK RD	3,573	3,361	3,547	2,851	2,726	
OC - 004	I-95, DELAWARE EXPY	102,353	105,230	107,174	121,050	111,308	
OC - 005	CARPENTER RD	5,424	7,544	9,661	6,915	6,374	X
OC - 006	MARSH RD - From Hettering Rd to Ryans Run				1,193	1,707	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
OC - 007	ZEBLEY RD		4,849	4,138	3,523	3,938	
OC - 008	PA 261, FOULK RD	8,176	7,181	8,342	8,573	8,087	X
OC - 009	EBRIGHT RD		3,378	4,013	3,424	3,204	X
OC - 010	US 202, WILMINGTON - W CHESTER PIKE	32,532	34,945	41,904	29,129	41,834	X
OC - 011	BEAVER VALLEY RD	681	602	498	625	574	
OC - 012	SMITH BRIDGE RD	947	1,556	1,095	1,341	1,306	
OC - 013	RIDGE RD	546	661	792	866	1,120	
	TOTAL	166,747	183,213	197,094	191,740	193,086	
CHESTER COUNTY							
OC - 014	PA 100, CHADDS FORD RD	2,026	2,103	2,335	2,104	2,941	X
OC - 015	PA 52, KENNETT PK	10,665	12,242	12,935	10,664	12,194	X
OC - 016	CENTER MILL RD		346	447	524	666	
OC - 017	OLD KENNETT RD	1,961	2,180	2,723	2,876	3,044	
OC - 018	PA 82, CREEK RD	766	974	973	1,020	1,059	
OC - 019	EWART RD		2,128	2,604	2,571	2,503	X
OC - 020	PA 41, GAP - NEWPORT RD	11,637	13,454	14,168	11,044	10,844	X
OC - 021	LIMESTONE RD	11,819	11,544	16,176	12,561	12,277	X
OC - 022	NEWARK RD		4,911	5,299	5,562	5,192	
OC - 023	YEATMANS STATION RD		1,175	1,302	1,145	1,368	
OC - 024	PA 896, NEW LONDON RD	6,466	6,963	7,825	6,289	7,059	X
OC - 025	ELKTON RD		1,555	1,818	1,279	1,892	
OC - 026	PA 841, WEST GROVE - LEWISVILLE RD	3,047	3,156	2,233	4,412	3,933	
OC - 027	STATE RD		420	566	566	763	
OC - 028	PA 272, CHROME - CALVERT RD	6,006	6,725	6,967	5,592	6,066	X
OC - 029	US 1, CONOWINGO RD	7,324	8,234	8,532	8,779	9,717	X
OC - 030	FREEMONT RD	534	628	775	366	549	
OC - 031	PA 272, CHRISTINE RD WEST	4,290	4,511	5,102	4,591	5,227	X
OC - 032	FORGE RD	763	659	760	783	834	
OC - 033	PA 472, LANCASTER PK	4,387	5,865	5,562	5,257	5,664	X
OC - 034	STREET RD		290	323	246	273	
OC - 035	PA 896, NEWARK RD	1,992	2,582	2,579	2,150	2,214	X
OC - 036	SCHOFF RD		448	479	448	500	
OC - 037	PA 372, GERMANTOWN AVE	2,461	2,005	1,902	1,902	2,362	
OC - 038	ZION HILL RD	3,752	2,699	1,403	1,678	1,565	
OC - 039	PA 41, NEWPORT - LANCASTER PK	16,005	15,279	15,423	9,107	10,693	X
OC - 040	US 30, LINCOLN HWY	15,830	18,286	22,243	15,994	2,241	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
OC - 041	STRASBURG RD		1,489	1,642	1,578	18,329	X
OC - 042	PA 340, PHILADELPHIA PK	3,624	4,114	4,620	4,239	6,120	
OC - 043	BEAVER DAM RD	712	572	718	336	438	
OC - 044	MAIN ST		849	724	645	775	
OC - 045	US 322, WHITE HORSE PK	7,348	11,885	8,114	6,674	7,704	X
OC - 046	PA 10, CONESTOGA RD	7,397	7,592	8,510	6,582	8,181	X
OC - 047	MORGANTOWN RD	914	1,814	1,947	2,072	2,468	
OC - 048	I-76, PA TPKE	32,628	39,152	46,215	45,245	48,808	
OC - 049	PA 401, CONESTOGA RD	4,256	4,341	6,166	5,871	7,125	
OC - 050	PA 23, MAIN ST	3,975	7,364	8,060	5,771	7,585	X
OC - 051	PA 82, WATER ST	866	924	926	743	828	
OC - 052	HARMONYVILLE RD - From Park Rd to Pine Swamp Rd				210	247	
OC - 053	PA 345, PINE SWAMP RD	1,417	1,077	1,303	982	1,194	X
OC - 054	UNIONVILLE RD	787	758	985	855	546	
OC - 055	PA 724, SCHUYLKILL RD	5,545	4,834	5,817	5,916	6,728	X
	TOTAL	181,200	218,127	239,201	207,230	230,716	
BERKS COUNTY							
OC - 056	US 422, POTTSTOWN BYP	26,844	25,468	33,454	27,639	26,343	
OC - 057	BENJAMIN FRANKLIN HWY	11,040	10,918	11,975	9,102	11,010	X
OC - 058	PINE FORGE RD	772	906	869	849	928	
OC - 059	PA 562, READING AVE	7,285	7,116	7,747	8,076	9,070	
OC - 060	PA 73, W PHILADELPHIA AVE	9,115	11,232	9,416	9,681	9,614	X
OC - 061	PA 100	17,794	17,629	17,745	15,968	17,573	X
	TOTAL	72,850	73,268	81,206	71,315	74,538	
MONTGOMERY COUNTY							
OC - 062	HOFFMANSVILLE RD	2,143	1,994	2,233	2,408	2,688	
OC - 063	NIANTIC RD	1,660	2,218	2,907	2,524	2,870	X
OC - 064	PHILADELPHIA - KUTZTOWN RD	1,663	1,261	1,607	1,226	1,839	
OC - 065	PA 29, GRAVEL PK	10,446	10,426	11,824	9,988	10,791	X
OC - 066	WASSER RD				131	82	
	TOTAL	15,912	15,899	18,571	16,277	18,270	
BUCKS COUNTY							

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
OC - 067	GERYVILLE PK		2,493	2,791	2,872	3,433	
OC - 068	SPINNERSTOWN RD		2,259	2,719	2,591	2,774	
OC - 069	I-476, PA TPKE NE EXT	30,825	38,295	48,581	46,081	44,939	
OC - 070	CASSELL RD		503	577	789	500	
OC - 071	ALLENTOWN RD	2,648	3,099	3,244	3,030	3,310	X
OC - 072	OLD BETHLEHEM PK	3,524	3,512	3,768	3,371	4,430	
OC - 073	PA 309, BETHLEHEM PK	35,864	32,466	37,834	28,011	35,700	
OC - 074	STATE RD	1,341	2,366	1,705	1,437	1,573	
OC - 075	RICHLANDTOWN PK	2,762	4,822	3,923	3,874	3,716	
OC - 076	PA 412 HELLERTOWN RD	5,089	5,022	5,984	5,001	5,115	X
OC - 077	SPRINGTOWN RD		787	997	783	878	
OC - 078	DURHAM RD		668	656	558	674	
OC - 079	PA 611 EASTON RD	5,231	5,786	5,002	4,825	4,805	X
OC - 080	RIEGELSVILLE BRIDGE	3,532	4,055	3,840	3,277	2,835	X
OC - 081	MILFORD - UPPER BLACK EDDY BRIDGE	5,184	4,284	4,088			
OC - 082	FRENCHTOWN - UHLERSTOWN BRIDGE	5,586	4,644	4,119	7,985	7,375	
OC - 083	CENTER BRIDGE - STOCKTON BRIDGE	4,681	5,064	4,846	3,842	3,554	X
OC - 084	US 202 BRIDGE	8,514	9,779	11,145	9,472	11,397	
OC - 085	PA 179, NEW HOPE - LAMBERTVILLE BRIDGE	13,159	15,949	13,191	11,111	12,474	X
	TOTAL	127,940	145,855	159,010	138,911	149,482	

NEW JERSEY OUTER CORDON, 72 STATIONS

MERCER COUNTY

OC - 086	NJ 29, RIVER RD	10,201	12,571	10,721	9,689	4,103	X
OC - 087	CR 518, LAMBERTVILLE - HOPEWELL TPKE	6,451	5,843	4,887	4,509	7,867	
OC - 088	CR 579, HARBOURTON - ROCKTOWN RD	4,511	5,126	7,390	7,100	29,379	
OC - 089	NJ 31	15,030	16,138	15,333	15,279	7,221	X
OC - 090	CR 607, HOPEWELL - WERTZVILLE RD	2,261	3,751	3,407	3,130	141,465	
OC - 091	CR 518, HOPEWELL - ROCKY HILL RD	11,815	14,120	11,122	9,731	2,348	X
OC - 092	CR 601, GREAT RD	7,508	9,170	9,129	10,470	29,210	
OC - 093	US 206	21,480	22,826	20,616	19,690	3,762	X
OC - 094	PRINCETON AVE		5,190	7,888	6,747	3,780	X
OC - 095	CR 605, RIVER RD		2,764	4,928	5,332	68,247	
OC - 096	NJ 27, LINCOLN HWY	11,765	11,755	14,002	12,130	7,635	X
OC - 097	US 1, BRUNSWICK PK	61,303	74,571	84,210	75,503	6,133	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
OC - 098	MILLSTONE RD - From Stults Dr to Joanne St				8,564	2,032	
OC - 099	CR 615, CRANBURY RD	4,836	5,783	6,930	6,212	10,398	X
OC - 100	SOUTHFIELD RD		4,311	4,219	3,865	3,935	
OC - 101	CR 535, OLD TRENTON RD	10,236	8,739	11,163	11,085	7,267	X
OC - 102	US 130	27,097	29,589	25,209	28,158	15,598	X
OC - 103	CR 539, N MAIN ST	8,090	7,798	6,966	7,075	2,310	
OC - 104	NJ TPKE	105,859	123,900	135,596	114,949	9,357	
OC - 105	PROBASCO RD - From Wycoff Mills Rd to Twin Rivers Dr N				1,942	9,170	
OC - 106	NJ 33, FREEHOLD RD	20,554	24,098	27,467	28,032	18,746	X
OC - 107	CR 571, ETRA RD	2,873	4,509	4,097	3,708	3,977	
OC - 108	HERBERT RD		5,685	3,441	3,304	5,960	X
OC - 109	I-195	23,815	37,545	47,972	47,632	11,244	
OC - 110	CR 526, ROBBINSVILLE - ALLENTOWN RD	8,308	13,614	8,115	7,397	93,682	X
OC - 111	CR 524, YARDVILLE - ALLENTOWN RD	3,727	2,208	5,224	4,943	9,476	
OC - 112	OLD YORK RD		<u>1,555</u>	<u>1,840</u>	<u>1,927</u>	<u>6,505</u>	
	TOTAL	367,720	453,160	481,872	458,102	520,807	
BURLINGTON COUNTY							
OC - 113	ELLISDALE RD		540	490	435	377	
OC - 114	CR 664, CHESTERFIELD - ARNEYTOWN RD	1,019	1,371	2,435	1,650	1,676	
OC - 115	CR 537, MONMOUTH RD	4,963	7,061	6,984	6,585	7,458	X
OC - 116	CR 528, JACOBSTOWN - NEW EGYPT RD	4,986	4,125	4,401	3,966	3,863	
OC - 117	CR 616, COOKSTOWN - NEW EGYPT RD	4,963	5,128	5,072	4,792	4,919	X
OC - 118	BUNTING BRIDGE RD		1,607	1,449	1,495	1,528	
OC - 119	NJ 70	7,274	9,928	9,829	10,135	12,560	X
OC - 120	NJ 72, BARNEGAT RD	6,079	7,038	7,779	5,977	7,610	X
OC - 121	GARDEN STATE PKWY		42,277	47,676	38,780	37,327	
OC - 122	STAGE RD	1,512	1,878	1,197	826	908	
OC - 123	US 9, NEW YORK RD	9,731	10,340	10,103	9,548	10,179	X
OC - 124	CR 563, GREEN BANK - CHATSWORTH RD	681	732	904	687	747	
OC - 125	GARDEN STATE PKWY		49,267	55,559	46,790	44,441	
OC - 126	CR 542, NESCO - BATSTO RD	1,965	2,502	2,416	2,005	2,664	X
OC - 127	US 206	9,583	12,128	12,288	9,047	10,364	X
	TOTAL	52,756	155,921	168,582	142,719	146,621	

CAMDEN COUNTY

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	speed / veh class
OC - 128	CR 536, CHEW RD	3,106	1,042	930	974	747	X
OC - 129	UNION RD		404	486	221	435	
OC - 130	US 30, WHITE HORSE PK	10,981	12,310	12,766	10,957	10,677	X
OC - 131	CR 724, WILTSEYS MILL RD		2,111	2,701	2,849	2,339	
OC - 132	CR 561, CEDARBROOK RD	5,514	5,430	4,733	5,225	4,056	X
OC - 133	ATLANTIC CITY EXPY	46,286	49,063	44,199	47,317	37,247	
OC - 134	CR 561 SPUR MAYS LANDING RD	<u>5,289</u>	<u>5,556</u>	<u>5,000</u>	<u>5,492</u>	<u>5,101</u>	
	TOTAL	71,176	75,916	70,815	73,035	60,602	
GLOUCESTER COUNTY							
OC - 135	US 322, BLACK HORSE PK	9,961	12,263	11,467	12,634	12,051	X
OC - 136	JACKSON RD				330	271	
OC - 137	US 40, HARDING HWY	8,546	8,345	9,426	7,356	9,039	X
OC - 138	CR 555, MAIN RD	8,796	9,262	10,374	9,841	9,920	X
OC - 139	CR 615, WEST BLVD		5,381	4,744	4,961	4,831	
OC - 140	NJ 47, DELSEA DR	6,100	10,172	7,169	7,170	7,356	X
OC - 141	NJ 55 FRWY	22,084	35,100	37,177	31,610	38,354	X
OC - 142	US 40, HARDING HWY	10,282	12,593	11,331	8,975	10,853	X
OC - 143	WILLOW GROVE RD		766	744	881	981	
OC - 144	CR 553, CENTERTON - GLASSBORO RD	4,673	5,124	5,677	5,180	5,362	X
OC - 145	DUTCH ROW RD - From Garrison Rd to CR 604				1,725	1,727	
OC - 146	CR 604, FRANKLINVILLE - MONROEVILLE RD	1,657	1,676	2,211	2,151	1,793	
OC - 147	CR 609, ELMER - BARNSBORO RD		1,407	1,343	1,516	1,353	
OC - 148	NJ 77, BRIDGETON PK	4,167	5,530	5,886	5,415	5,524	X
OC - 149	CR 694, MONROEVILLE RD		1,897	2,725	2,693	2,666	
OC - 150	CR 581, COMMISSIONERS RD	1,273	1,472	917	1,318	1,042	
OC - 151	CR 617, MULLICA HILL RD		789	766	777	654	
OC - 152	NJ 45, WOODSTOWN - MULLICA HILL RD	4,249	3,183	3,764	3,876	3,610	X
OC - 153	CR 605, WOODSTOWN RD		2,958	3,743	3,460	3,034	
OC - 154	NJ TPKE	36,829	42,912	36,398	40,991	48,454	
OC - 155	CR 551, AUBURN RD	1,956	1,979	2,112	2,493	2,713	X
OC - 156	I-295	34,064	49,728	37,175	37,034	41,245	
OC - 157	CR 601, PEDRICKTOWN - CENTER SQUARE RD		1,393	1,702	1,212	1,286	
OC - 158	US 130, CROWN POINT RD	4,995	7,946	5,769	4,964	5,905	X
	TOTAL	159,632	221,875	202,620	198,561	220,024	

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT
PENNSYLVANIA TURNPIKE						
Between Interchanges						
312 and 320	Downington and Phoenixville / Malvern	35,775	41,647	47,056	44,837	49,700
320 and 326	Phoenixville / Malvern and Valley Forge					52,900
326 and 333	Valley Forge and Norristown	49,528	54,869	66,275	64,477	69,300
333 and 20	Norristown and Mid-County	60,759	71,765	79,836	77,393	78,300
20 and 339	Mid-County and Fort Washington	92,516	105,584	122,537	118,174	120,100
339 and 340	Fort Washington and Virginia Drive	84,791	95,778	108,069	105,465	105,800
340 and 343	Virginia Drive and Willow Grove					102,500
343 and 351	Willow Grove and Bensalem	75,096	84,119	94,409	91,887	92,800
351 and 352	Bensalem and Street Road	36,121	41,046	46,469	37,205	46,700
352 and 358	Street Road and Delaware Valley					44,700
358 and 359	Delaware Valley and Turnpike Bridge	<u>33,271</u>	<u>37,435</u>	<u>43,179</u>	<u>40,629</u>	<u>41,700</u>
	TOTAL	467,857	532,243	607,830	580,067	804,500
I-476 / Northeast Extension						
20 and 31	Mid-County and Lansdale	44,567	56,542	64,529	65,483	64,500
31 and 44	Lansdale and Quakertown	<u>35,063</u>	<u>43,531</u>	<u>48,581</u>	<u>50,960</u>	<u>50,200</u>
	TOTAL	79,630	100,073	113,110	116,443	114,700
NEW JERSEY TURNPIKE						
Between Interchanges						
1 and 2	Delaware Memeorial Bridge and Swedesboro	36,829	42,912	36,398	40,991	48,500
2 and 3	Swedesboro and Woodbury	38,212	45,126	40,614	43,890	51,900
3 and 4	Woodbury and Camden	42,989	51,615	53,166	52,922	61,500
4 and 5	Camden and Burlington	56,204	65,964	67,408	65,446	78,700
5 and 6	Burlington and Pennsylvania Turnpike	61,363	68,203	73,550	70,198	83,500
6 and 7	Pennsylvania Turnpike and Bordentown	84,483	97,566	101,950	95,644	113,500
7 and 7A	Bordentown and Trenton	95,351	108,815	114,111	101,703	124,600
7A and 8	Trenton and Hightstown	102,609	119,170	129,917	111,177	137,400
8 and 8A	Hightstown and Cranbury	<u>105,859</u>	<u>123,900</u>	<u>135,596</u>	<u>114,949</u>	<u>141,500</u>
	TOTAL	623,899	723,271	752,710	696,920	841,100

speed / veh class

Screenline/Cordon Line AADT Volumes 1995 - 2015

		1995	2000	2005	2010	2015	
		AADT	AADT	AADT	AADT	AADT	speed / veh class
NJ Turnpike Extension							
6 and 6A	New Jersey Turnpike mainline and Florence	27,986	32,591	38,930	34,132	38,400	
6A and 30	Florence and PA Turnpike/Del River Bridge	<u>33,271</u>	<u>38,295</u>	<u>42,254</u>	<u>38,080</u>	<u>42,500</u>	
	TOTAL	61,257	70,886	81,184	72,212	80,900	

2000–2015 Travel Trends

In the Delaware Valley Region

Publication Number: 16006

Date Published: March 2017

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

Key Words:

Traffic count, traffic volume, daily transit passengers, cordon line, screenline, Annual Average Daily Traffic (AADT), vehicles per day (vpd), vehicle miles of travel (VMT), traffic growth, peak hour volume, vehicle trips, person trips, vehicle classification, time-of-day variation, speed histogram.

Abstract:

This report assesses trends in auto vehicle trips and transit passenger trips crossing selected screenlines, and cordon lines in the Delaware Valley region. Data collected in 2015 is compared to the years 2000, 2005, and 2010.

Staff Contact:

Brad S. Lane

Senior Transportation Engineer

☎ (215) 238-2886

✉ blane@dvrpc.org

Delaware Valley Regional Planning Commission

190 N. Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520

Phone: (215) 592-1800

Fax: (215) 592-9125

Internet: www.dvrpc.org



DVRPC, 8TH FLOOR
190 N. INDEPENDENCE MALL WEST
PHILADELPHIA, PA 19106-1520
(215) 592-1800
WWW.DVRPC.ORG