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WHITE PAPER

Designating a Regional Freight-Intensive Truck Network: Primary Routes

July 2025

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Introduction

DVRPC's Freight Program seeks to understand regional truck movements and centers of freight activity to identify a hierarchy of components that form a regional freight-intensive truck network. The network will identify key roads used regularly to support truck movement and act as a planning tool to frame outreach, discussion, and decision-making related to freight mobility, collaboration, and goods movement education across the region.

Identifying a network of freight-intensive corridors is a critical component of DVRPC's upcoming *Regional Freight Plan*. This network will support the development of recommendations to address local concerns from freight activity. Additionally, it can assist local planners in clearly communicating to stakeholders the connections between economic development, land use planning, and truck routing, which illustrates the complex issues involved when evaluating new freight-reliant developments.

The Freight Program previously developed a framework for identifying local truck networks, which was adapted with minor modifications for this regional exercise. The analysis presented in this document is based on data-driven identification of freight-intensive corridors combined with input from county stakeholders that filled gaps in local conditions. DVRPC engaged county and city planners to review initial data findings and gather background information on geometric constraints, such as height and weight restrictions. These consultations were critical in developing a well-informed, comprehensive network of regionally significant freight corridors.

Truck Network Components

Previous DVRPC work has already outlined four critical truck network components for the region. These components include the Limited Access Network, Intermodal Connectors (known previously as Last-mile connectors), Primary Truck Routes, and Secondary Truck Routes. Together, these routes connect freight centers within the region to the highway system, international gateways, and the wider world. Outlining a methodology for identifying these components is an important step in producing a region-wide freight plan and planning for safety and quality-of-life improvements along routes with heavy truck traffic.

The following section outlines the definition of each network component, criteria for inclusion in the network, and the data sources used for analysis.

Limited Access Network

This component of the truck network represents the highest level of the truck-appropriate routes and is composed of regionally- and nationally significant through routes. These include all Primary Highway Freight System (PHFS) components of the network, as well as major limited-access facilities or state and U.S. routes that serve regional travel. These facilities are often high-speed facilities that have limited interaction with pedestrians and other non-vehicular modes. The points at which this network interchanges with the surface street network are significant ingress/egress points for freight traffic to access the surface transportation system.

Criteria:

- These routes should consist of roads with limited access designed for the express movement of goods and people.
- Definition for Analysis
    - Federal/State/Local Designation: FHWA Primary Highway Freight System (PHFS)
    - Functional Classification: Principal Arterial - Interstate, Principal Arterial - Other freeways and expressways

Intermodal Connectors

Intermodal connectors serve to link intermodal terminals and high-intensity freight centers to the rest of the freight network. These roads experience high volumes of heavy freight traffic and will need to accommodate significant tractor-trailer volumes.

Criteria:

- These routes should consist of roads that are designated as official NHS Intermodal Connectors by the FHWA.
- Definition for Analysis
    - National Highway System (NHS) Intermodal Connectors

Primary Routes

Primary truck routes create a needed redundancy and serve to move trucks from the Limited Access Network to lower-level routes and final origin/destinations. These routes will require special consideration for the design of transit, bike, and pedestrian activity because they are likely to carry higher volumes of trucks, including tractor-trailers.

Criteria:

- These routes should consist of roads which carry significant truck traffic (greater than 5 percent) and serving many of the region's freight centers and intermodal gateways.
- Definition for Analysis
  - Functional Classification: Principal Arterials - Other
  - INRIX Trip Segment Count above the 98th percentile (>19,000 truck trips over four months)
  - AADTT is greater than 5 percent of total AADT
  - Designated Speed Limit: Greater than 30 mph
  - Segments with beginning and end linked to segments captured by the above criteria.

Secondary Routes

Secondary truck routes fill the gaps in the network, providing key connections to commercial corridors and individual freight generators. Although at a lower intensity than the Primary Truck Routes, this network will need to accommodate trucks that continue to serve commercial and industrial generators. As such, additional consideration should be given to the design of transit, bike, and pedestrian facilities that coexist on these routes. The methodology and results for defining a set of secondary routes for each county will be detailed in a future report.

Analysis of Regional Truck Activity

The Freight Program evaluated regional truck activity by using a methodology that incorporates both internal and external data sources in addition to qualitative assessments of local context. A detailed decision tree and descriptions of each step are enumerated in this section.

Data Sources

DVRPC's Freight Program acquired the data sources listed below to analyze regional truck movements. The largest and most complex data set required for this analysis was a four-month sample of 2023 INRIX Trip Data for all trucks within the region. The dataset contains GPS trace data from actual truck trips from January, April, August, and October. These months were chosen to be representative of different seasonal conditions. DVRPC's Planning Innovation section was instrumental in acquiring, cleaning, and querying INRIX data for this analysis. The remaining data were existing datasets maintained by DVRPC and available on the Data Center website.

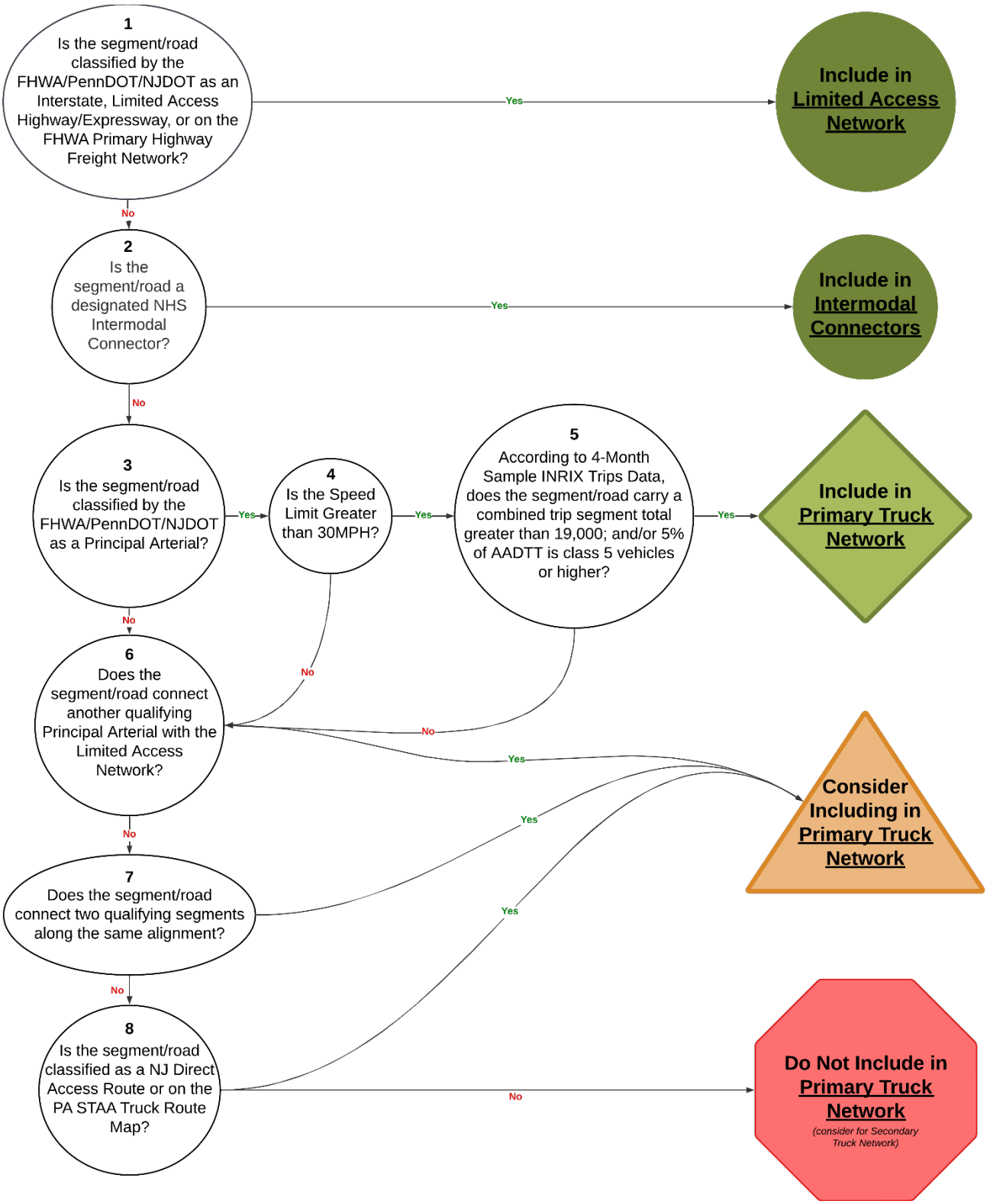
Data used:

- INRIX Trips data
- RITIS AADT/AADTT counts
- DVRPC Freight Centers
- PennDOT Functional Class (includes speed limit)
- NJDOT Functional Class (includes speed limit)
- DVRPC Class Counts
- PA STAA Truck Routes
- NJ Direct Access Routes
- Weight and Height Restrictions

Process

The following decision tree, seen in Figure 1, depicts the critical steps and decision points for identifying if a road segment should be considered as a Regional Freight-Intensive Truck Network component.

Figure 1: Primary Network Identification Steps



Source: DVRPC (2025)

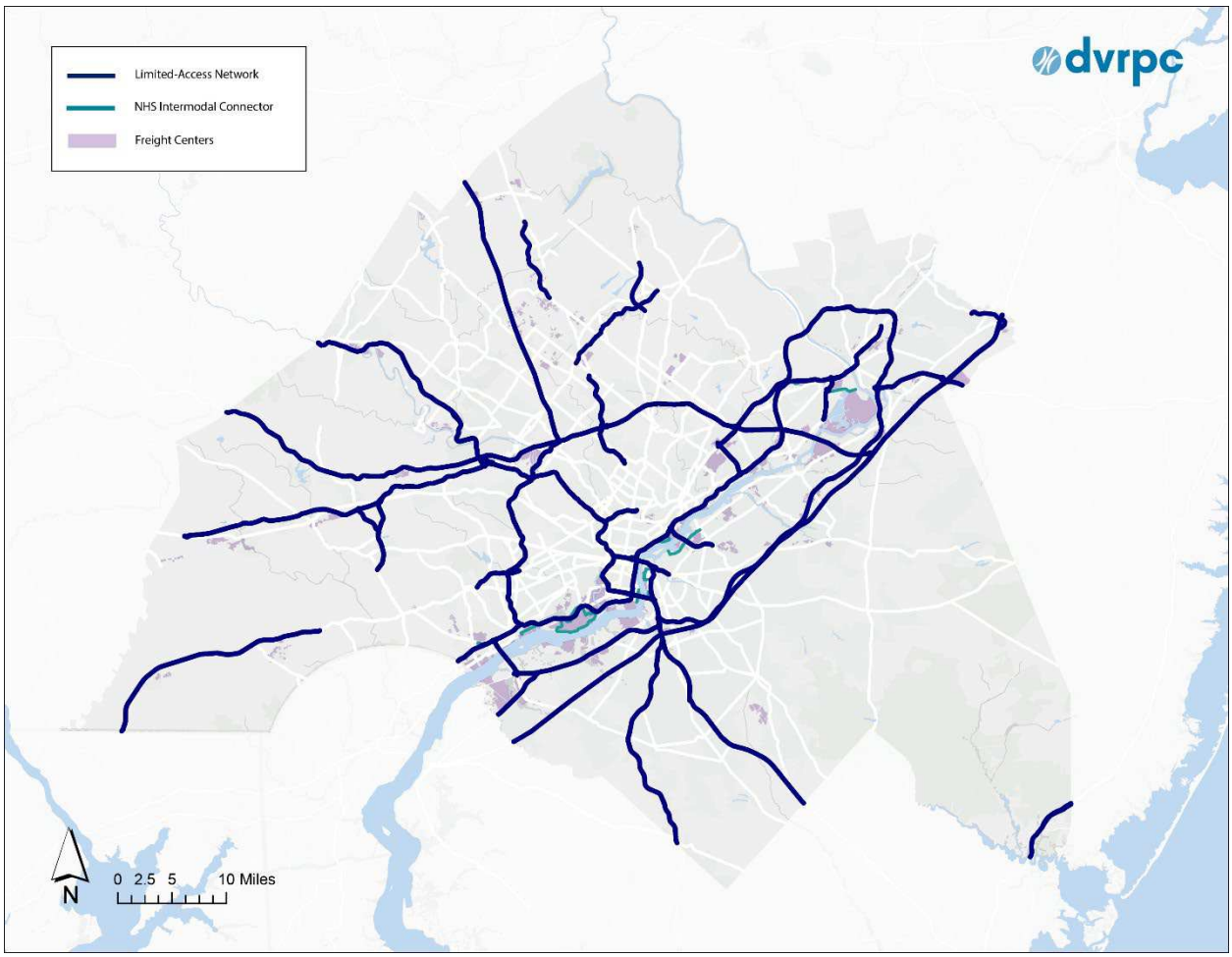
STEP 1: The Limited Access Network

The first step in designating a primary truck network for the region is determining which routes are federally designated as necessary for freight movement. This high-level network, called the Limited Access Network (Figure 2), consists of both interstate and other highways designed for the express movement of goods and people. All segments designated by the federal government as the FHWA Primary Highway Freight System (PHFS) and/or the National Highway System (NHS) are included in this network, as well as any other segment designated "Interstate" or "Principal Arterial - Other Freeways and Expressways" by either the PennDOT or NJDOT.

STEP 2: Intermodal Connectors

After determining the Limited Access Network, federally designated freight Intermodal Connectors are considered. This level of the network consists of roads connecting major intermodal facilities, such as Philadelphia International Airport and PhilaPort's Packer Avenue Marine Terminal, with the NHS. This information is updated when there is an addition or change to existing designations and can be found on FHWA's website.

Figure 2: Regional Limited Access Network and Intermodal Connectors



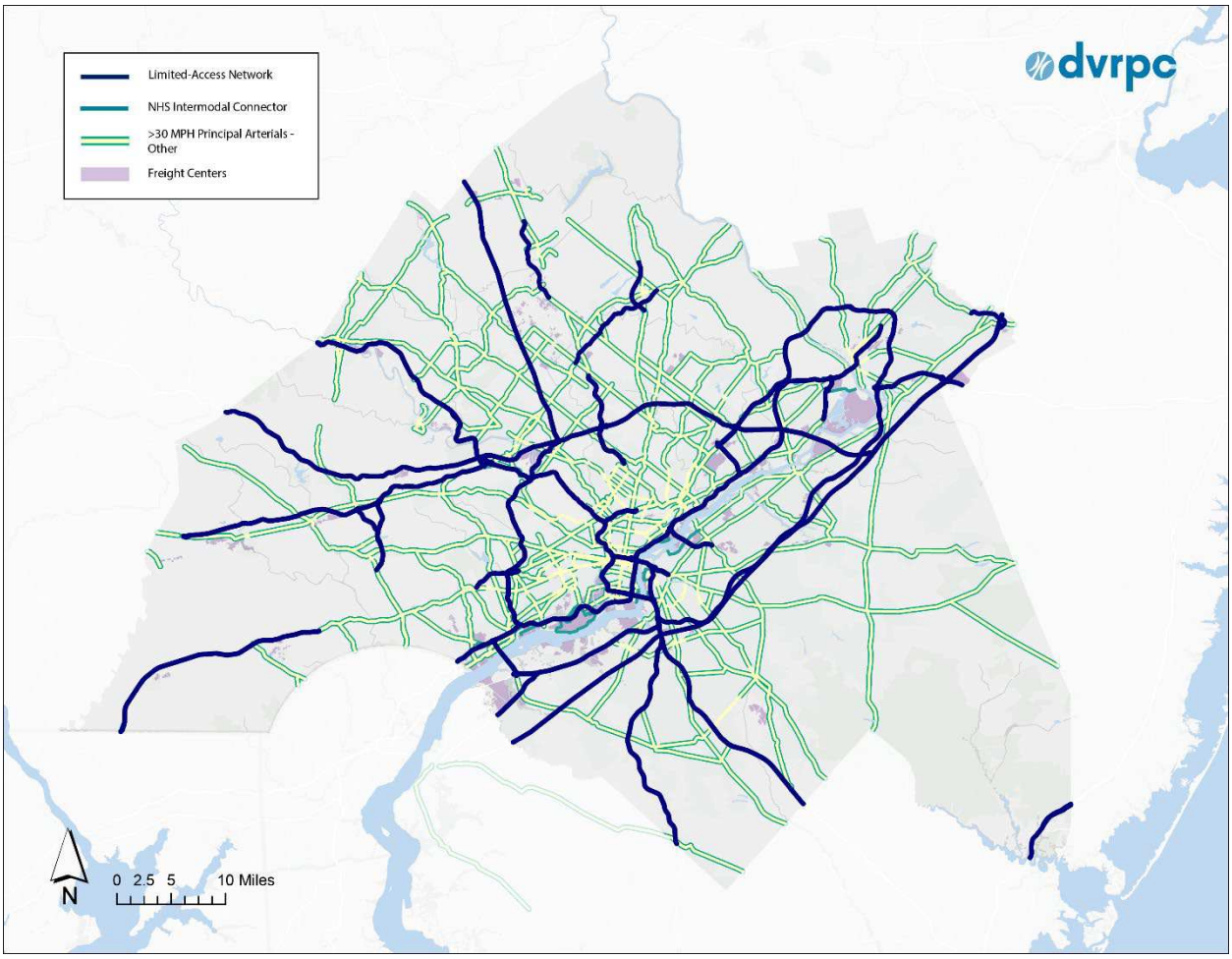
STEP 3: Principal Arterials

The next step in the process is to determine the Primary Truck Routes, the roads which carry high amounts of truck traffic and connect major freight centers with the Limited Access Network (Figure 3). The first criteria for inclusion in this part of the network is having a PennDOT/NJDOT functional classification of "Principal Arterial – Other." These segments are typically characterized as carrying cross-regional or through traffic while being open access unlike interstates and other highways.

STEP 4: Speed Limit Greater than 30 mph

Another important criterion is having a speed limit above 30 mph. The optimal base speed for non-limited access and urban arterials, as outlined in both AASHTO's "A Policy on Geometric Design of Highways and Streets[1]" as well as PennDOT and NJDOT Design Guidelines, is 30 mph. Segments with these characteristics ensure a primary network composed of roads better able to accommodate freight movements that are less likely to interact with local traffic. The Freight Program used GIS software and PennDOT and NJDOT Functional classification layers (these include speed limits where available) to isolate road segments with a classification of "Principal Arterial – Other" and a recorded speed limit of 30 mph or greater.

Figure 3: Principal Arterials with ≥30 mph Speed Limit

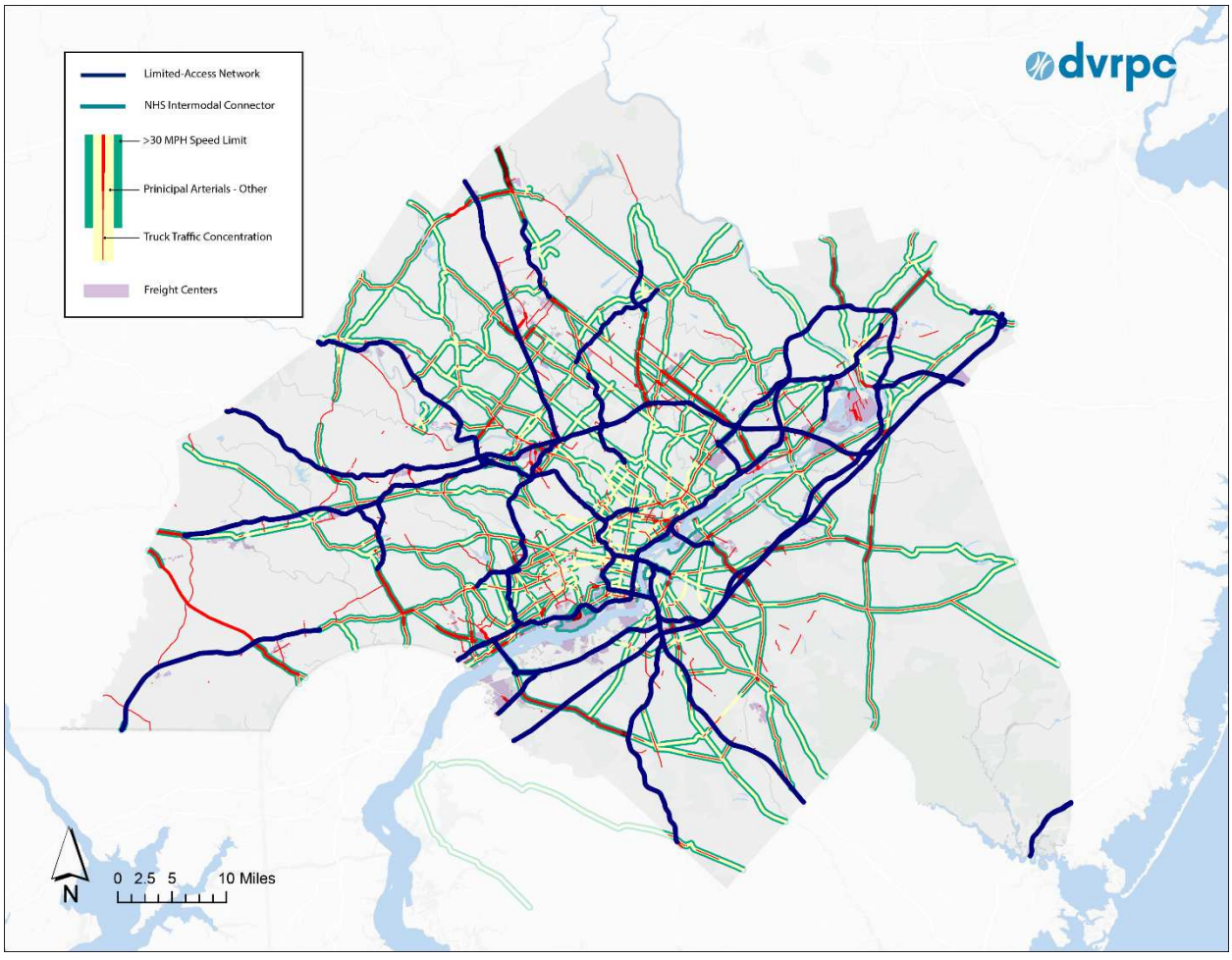


[1] *A Policy on Geometric Design of Highways and Streets*, 6th ed. (American Association of State Highway and Transportation Officials, 2011).

STEP 5: INRIX Analysis

INRIX Trips Data is analyzed to identify which of these road segments contained high truck concentrations (Figure 4). The four-month sample of INRIX data was aggregated and symbolized using natural breaks into five clusters. The cutoff point for qualification as a primary truck route are those with four-month sample truck concentration of greater than 19,000 trip segments, or the top 3 clusters in the set, representing the top 98th percentile of road segments for truck traffic. These provide connections to nearly every DVRPC designated freight center as well as other areas of significant commercial activity attracting freight. Segments that also had a truck percentage (FHWA Vehicle Class 5 or higher) of 5 percent or greater were reviewed for inclusion in the primary network, based on Annual Average Daily Traffic (AADT), where available.

Figure 4: Potential Primary Route Qualifying Segments



STEPS 6-8:

Principal arterials that were not captured in the above criteria were also considered if they connect a qualifying segment with the Limited Access Network or connect two qualifying primary network segments with each other. Qualifying segments were also verified against each state's most recent truck routing map[2] and documented height and weight restrictions.

ADDITIONAL CONSIDERATIONS:

Minor arterials and major collectors with four-month INRIX sample concentrations of greater than 19,000 trip segments were also given special consideration where they provide connectivity between two qualifying segments. Additional segments that do not meet the primary network criteria were considered on a case-by-case basis.

[2] These maps are provided by each state as a part of requirements outlined in the Surface Transportation Assistance Act of 1982.

Results

A general overview of the results of the above-outlined process is provided in this section. Each county's Limited Access Network, Intermodal Connectors, and Primary Routes are shown on their respective maps, in addition to any nearby freight centers (Figures 6-14 in appendix). Any special considerations or notes are detailed alongside each map and a table of all Primary Routes is included at the end of this section.

Regional Overview

At the regional level (Figure 5 below), the methodology utilized by DVRPC resulted in a cross-regional network of freight-intensive corridors. The densest concentration of corridors with significant truck activity are along the Delaware River, where many of the region's largest freight centers and international gateways are located. Some primary routes are redundant with the Limited Access Network and provide additional capacity and sometimes direct connections to freight centers. Most of the region's freight centers are located either directly adjacent to, or within a few miles of the Limited Access Network, Intermodal Connectors, or Primary Routes.

Figure 5: Regional Freight-Intensive Truck Network

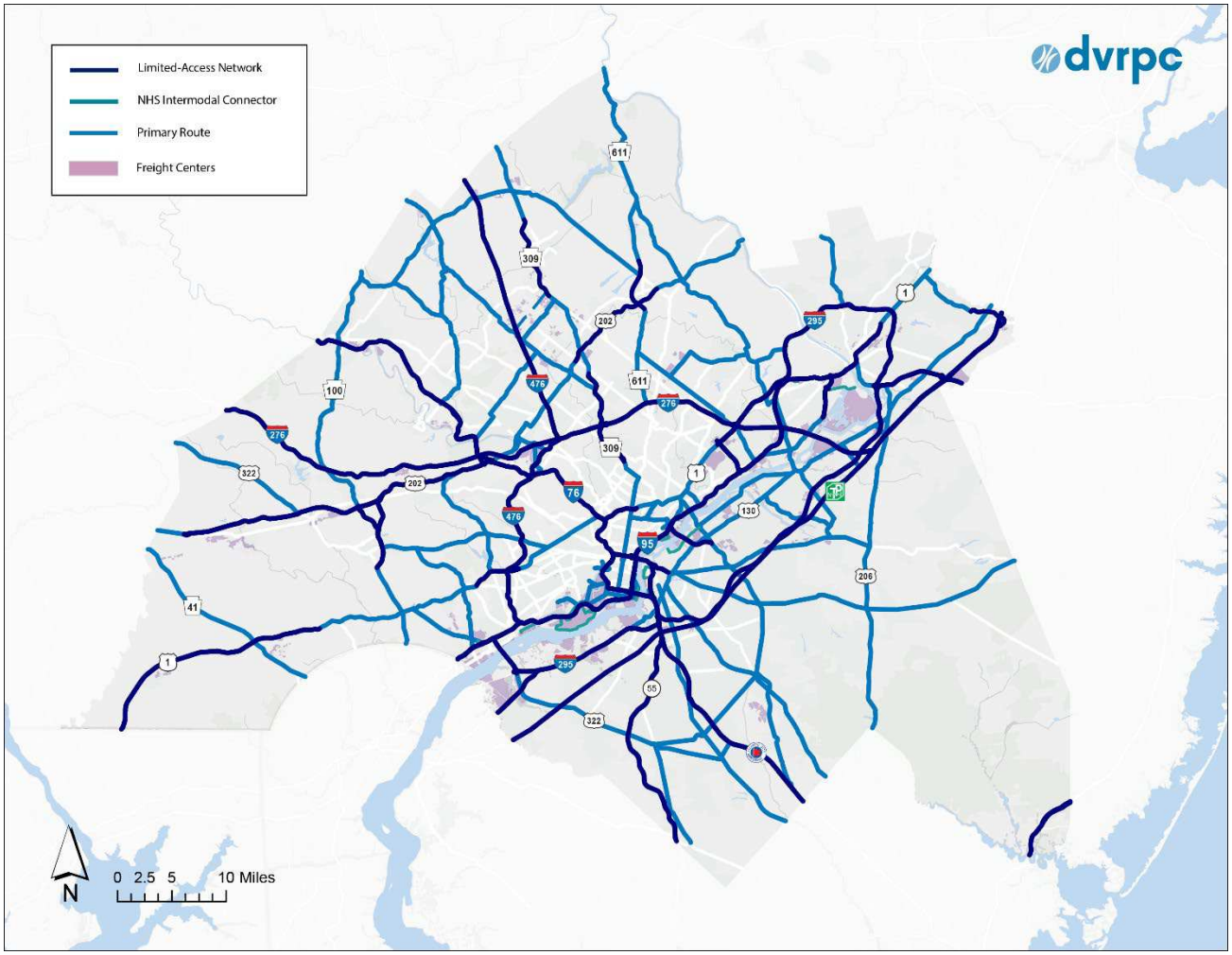


Table 1: Freight-Intensive Corridors

Segment ID	Segment Name	Begin	End	County
BC01	US 13/Bristol Pike	PA 132/Street Road	Fallsington Avenue	Bucks
BC02	PA 413	Burlington-Bristol Bridge	PA 611	Bucks
BC03	PA 132/Street Road	I-95	PA 611	Bucks
BC04	PA 332/Richboro Road/Almshouse Road/Jacksonville Road	PA 132/Street Road	Newtown Bypass	Bucks
BC05	PA 332/Newtown Bypass	PA 413	I-295	Bucks
BC06	PA 611/Easton Road	West County Line Road	Doylestown Bypass	Bucks
BC07	US 202/York Road	Swamp Road	Delaware River (Hunterdon County Line)	Bucks
BC08	PA 611	Doylestown Bypass	Northampton County Line	Bucks
BC09	PA 309/Bethlehem Pike	Sellersville Bypass	Lehigh County Line	Bucks
BC10	PA 663/John Fries Highway	PA 309/Bethlehem Pike	Montgomery County Line	Bucks
BC11	PA 313/Doylestown Pike/Dublin Pike/Swamp Road	PA 309/Bethlehem Pike	Doylestown Bypass	Bucks
BR01	US 206	I-195 (Mercer County Line)	US 130/US 206	Burlington
BR02	US 206	US 130/US 206	Atlantic County Line	Burlington
BR03	US 130	Pennsauken Creek/NJ 73 (Camden County Line)	Crosswicks Creek (Mercer County Line)	Burlington
BR04	NJ 73	Tacony-Palmyra Bridge (Philadelphia County Line)	Braddock Mill Road (Camden County Line)	Burlington/Camden
BR05	CR 543/Broad Street/Burlington Avenue	NJ 73	US 130	Burlington
BR06	NJ 38	South Branch Pennsauken Creek/Mill Road (Camden County Line)	US 206	Burlington
BR07	CR 626/Beverly Rancocas Road	US 130	Mount Holly Bypass	Burlington
BR08	CR 541/NJ 413/Burlington-Mt Holly Road/Mt Holly Bypass	NJ 38	Burlington-Bristol Bridge (Bucks County Line)	Burlington

Segment ID	Segment Name	Begin	End	County
BR09	CR 656/Florence Columbus Road	US 130	Burlington Columbus Road	Burlington
BR10	Rising Sun Road/Connector Road	US 130	US 206	Burlington
BR11	NJ 70	South Branch Pennsauken Creek/Conestoga Road (Camden County Line)	Ocean County Line	Burlington
CA01	NJ 70	NJ 38	South Branch Pennsauken Creek/Conestoga Road (Burlington County Line)	Camden
CA02	US 30/White Horse Pike	US 130/Crescent Boulevard	Atlantic County Line	Camden
CA03	US 130/Crescent Boulevard	Big Timber Creek (Gloucester County Line)	Pennsauken Creek/NJ 73 (Burlington County Line)	Camden
CA04	NJ 73	Braddock Mill Road (Burlington County Line)	Atlantic City Expressway	Camden
CA05	NJ 168/Black Horse Pike	Ferry Avenue	College Drive (Gloucester County Line)	Camden
CA06	NJ 38	Admiral Wilson Boulevard/US 130	South Branch Pennsauken Creek/Mill Road (Burlington County Line)	Camden
CA07	CR 689/Berlin-Cross Keys Road	NJ 73	Gloucester County Line	Camden
CA08	Williamstown Road	Atlantic City Expressway	Fourmile Branch Creek (Gloucester County Line)	Camden
CH01	PA 352/Sproul Road	PA 926/Street Road (Delaware County Line)	PA 3/West Chester Pike	Chester
CH02	PA 41/Gap Newport Pike	Pine Creek (Lancaster County Line	State Line Road (New Castle County Line)	Chester
CH03	US 30/Lincoln Highway	Coatesville-Downingtown Bypass	County Line Road (Lancaster County Line)	Chester
CH04	PA 3/West Chester Pike	Adams Boulevard (Delaware County Line)	West Chester Bypass	Chester
CH05	US 1/Baltimore Pike	Brandywine Creek (Chester County Line)	Kennett-Oxford Bypass	Chester
CH06	US 202/US 322	West Chester Bypass	Dilworthtown Road (Delaware County Line)	Chester
CH07	PA 252/Darby Paoli Road	White Horse Road (Delaware County Line)	US 202	Chester
CH08	US 322/Horseshoe Pike	US 202	Lancaster County Line	Chester

Segment ID	Segment Name	Begin	End	County
CH08	US 322/West Chester Bypass/ Downingtown Pike/Horseshoe Pike	US 202	Lancaster County Line	Chester
CH09	PA 100/Pottstown Pike	Schuylkill River (Montgomery County Line)	US 30/Lincoln Highway	Chester
D01	PA 452/PA 352/Pennell Road	I-95	PA 926/Street Road (Chester County Line)	Delaware
D02	US 322/Conchester Highway	I-95	US 1/Baltimore Pike	Delaware
D03	US 1/Township Line Road	Cobbs Creek	Media Bypass	Delaware
D04	PA 3/West Chester Pike	US 1	Adams Boulevard (Chester County Line)	Delaware
D05	US 1/Baltimore Pike	Media Bypass	Brandywine Creek (Chester County Line)	Delaware
D06	US 202/US 322/Wilmington Pike	Dilworthtown Road (Chester County Line)	State Line Road (New Castle County Line)	Delaware
D07	PA 252	Media Bypass	White Horse Road (Chester County Line)	Delaware
D08	Hock Road	Darby Creek (Philadelphia County Line)	Primos Avenue	Delaware
G01	Sicklerville Road	Fourmile Branch Creek (Camden County Line)	US 322	Gloucester
G02	CR 689/Glassboro-Cross Keys Road/Cross Keys Bypass/Berlin-Cross Keys Road	US 322	Camden County Line	Gloucester
G03	US 130	Big Timber Creek (Camden County Line)	I-295	Gloucester
G04	US 322/Swedesboro Road/Mullica Hill Bypass/Glassboro Road/Black Horse Pike	Commodore Barry Bridge	Cains Mill Road (Atlantic County Line)	Gloucester
G05	NJ 42/Black Horse Pike	College Drive (Camden County Line)	Sicklerville Road	Gloucester
G06	NJ 47/Delsea Drive	US 322	US 40	Gloucester
ME01	NJ 31/Pennington Road	I-295	Lambertville-Hopewell Road (Hunterdon County Line)	Mercer
ME02	US 1/Brunswick Pike	Trenton Freeway	Millstone River (Middlesex County Line)	Mercer
ME03	NJ 29/NJ 129	US 1 (Trenton Freeway)	I-195	Mercer

Segment ID	Segment Name	Begin	End	County
ME04	Princeton-Hightstown Road	US 1/Brunswick Pike	Hightstown Bypass	Mercer
ME05	US 130/Robbinsville Road	Crosswicks Creek (Burlington County Line)	Millstone River (Middlesex County Line)	Mercer
MO01	PA 309/Ogontz Avenue	Cheltenham Avenue	PA 309 (Limited Access)	Montgomery
MO02	Conshohocken Road	Fayette Street	Ridge Pike	Montgomery
MO03	Fayette Street	Conshohocken Road	Front Street	Montgomery
MO04	Matsonford Road	Front Street	I-476/I-76 On-Ramp	Montgomery
MO05	Ridge Pike	Conshohocken Road	I-476 On-Ramp	Montgomery
MO06	Lafayette Street	Conshohocken Road	Barbadoes Street	Montgomery
MO07	Barbadoes Street	Main Street	Lafayette Street	Montgomery
MO08	Main Street	Cherry Street	US 202/Markley Street	Montgomery
MO09	Cherry Street	Main Street	Lafayette Street	Montgomery
MO10	US 202/Dekalb Street	Bridgeport Bypass	Lafayette Street	Montgomery
MO11	US 202/Markley Street/Johnson Highway/Dekalb Pike	US 202/I-76 Interchange	Dekalb Pike/Business US 202	Montgomery
MO12	PA 363/S. Trooper Road/Ridge Pike/S. Valley Forge Road	US 422	Sumneytown Pike	Montgomery
MO13	PA 63/Sumneytown Pike	PA 309	PA 29	Montgomery
MO14	PA 29/Gravel Pike	US 422	Tollgate Road (Berks County Line)	Montgomery
MO15	PA 309/Bethlehem Pike	PA 309 (Fort Washington Expressway)	PA 309 (Sellersville Bypass)	Montgomery
MO16	PA 63/PA 463/Forty Foot Road	Sumneytown Pike	Bethlehem Pike	Montgomery
MO17	PA 73/Big Road	PA 29/Gravel Pike	PA 100	Montgomery
MO18	PA 100/Pottstown Pike	Schuylkill River (Chester County Line)	County Line Road (Berks County Line)	Montgomery
MO19	PA 663/John Fries Highway/Layfield Road	PA 73/Big Road	Bucks County Line	Montgomery
MO20	PA 611/Easton Road	Maryland Road	West County Line Road	Montgomery
P01	Broad Street/Old York Road/PA 611	Intrepid Avenue	W. Cheltenham Avenue/PA 309	Philadelphia
P02	Roosevelt Boulevard/US 1	N 5th Street	Woodhaven Road	Philadelphia
P03	S. 84th Street	Bartram Avenue	Darby Creek	Philadelphia
P04	Whitaker Avenue	US 1	Erie Avenue	Philadelphia
P05	Gray's Ferry Avenue	Washington Avenue	Woodland Avenue	Philadelphia

Segment ID	Segment Name	Begin	End	County
P06	Passyunk Avenue	Essington Avenue	S. 28th Street	Philadelphia
P07	Essington Avenue	Passyunk Avenue	Bartram Avenue	Philadelphia
P08	S. 26th Street	I-76	Penrose Avenue	Philadelphia
P09	Penrose Avenue	Pattison Avenue	Bartram Avenue	Philadelphia
P10	Bartram Avenue	Penrose Avenue	Island Avenue	Philadelphia
P11	Pattison Avenue	Penrose Avenue	S. Front Street	Philadelphia
P12	S. Front St	Pattison Avenue	Oregon Avenue	Philadelphia
P13	Oregon Avenue	S. Columbus Boulevard	S. Front Street	Philadelphia
P14	S. Columbus Boulevard	Washington Avenue	S. Front Street	Philadelphia
P15	S. 11th St	Pattison Avenue	S. Broad Street	Philadelphia
P16	S. 34th Street	Civic Center Boulevard	Wharton Street	Philadelphia
P17	Aramingo Avenue	Harbison Avenue	Castor Avenue	Philadelphia
P18	Adams Avenue	Torresdale Avenue	Aramingo Avenue	Philadelphia
P19	Erie Avenue	PA 611/Broad Street	Torresdale Avenue	Philadelphia
P20	US 1/City Avenue	I-76	Cobbs Creek (Philadelphia/Delaware County Lines)	Philadelphia
P21	New State Road	Tacony-Palmyra Bridge	State Road	Philadelphia
P22	State Road	Cottman Avenue/PA 73	Longshore Avenue	Philadelphia
P23	Levick Street	Tacony-Palmyra Bridge	Harbison Avenue	Philadelphia
P24	Harbison Avenue	Roosevelt Boulevard/US 1	Aramingo Avenue	Philadelphia
P25	Cottman Avenue/PA 73	I-95	Roosevelt Boulevard/US 1	Philadelphia
P26	W. Cheltenham Avenue	PA309	Old York Road	Philadelphia/ Montgomery
P27	Bridge Street	Harbison Avenue	Ramsay Road	Philadelphia
P28	Tacony-Palmyra Bridge	New State Road	Burlington County Line	Philadelphia
P29	Torresdale Avenue	Erie Avenue	Adams Avenue	Philadelphia
P30	S. 61st Street	Passyunk Avenue	Lindbergh Boulevard	Philadelphia

Conclusion

Designating a Regional Freight-Intensive Truck Network represents a critical step toward enhancing the efficiency, safety, and sustainability of goods movement throughout the DVRPC region. By clearly defining truck networks through robust data analysis, including INRIX Trips data and stakeholder consultations, planners and policymakers now have an essential tool to guide infrastructure investment and land-use decisions. The resulting comprehensive network prioritizes routes with significant freight activity, balancing the needs of truck traffic with the quality-of-life considerations important to local communities.

DVRPC is committed to an ongoing collaborative approach with local planners, county officials, and community stakeholders to be prepared for the continuing evolution of regional economies and freight activity. Future phases of this work will expand upon this analysis by identifying secondary routes and providing detailed guidance to local governments. This comprehensive network will enable informed decision-making that addresses both the needs of freight transportation and the broader goals of sustainable, community-focused local planning.

Appendix

Figure 6: Bucks County Freight-Intensive Truck Network

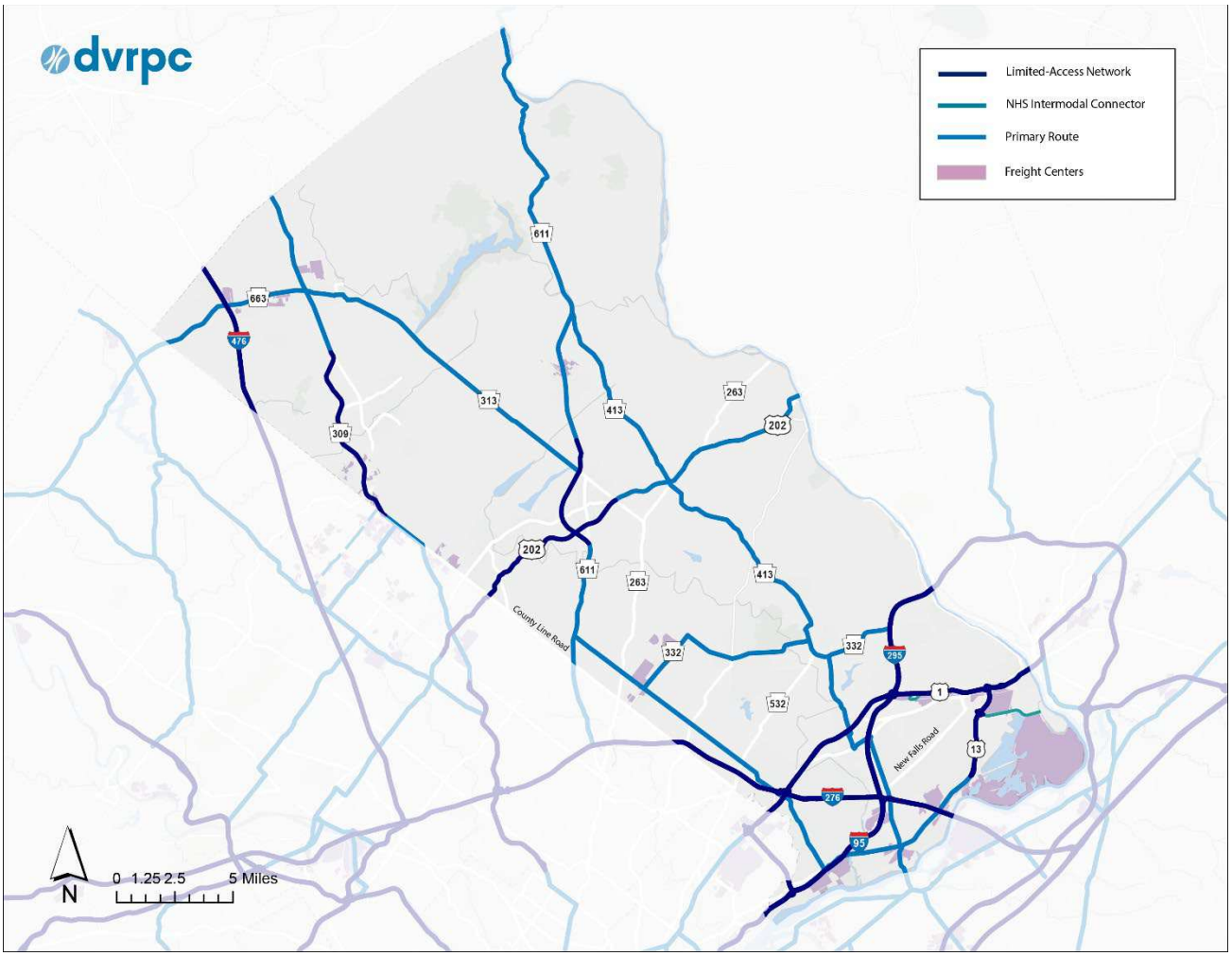


Figure 7: Burlington County Freight-Intensive Truck Network

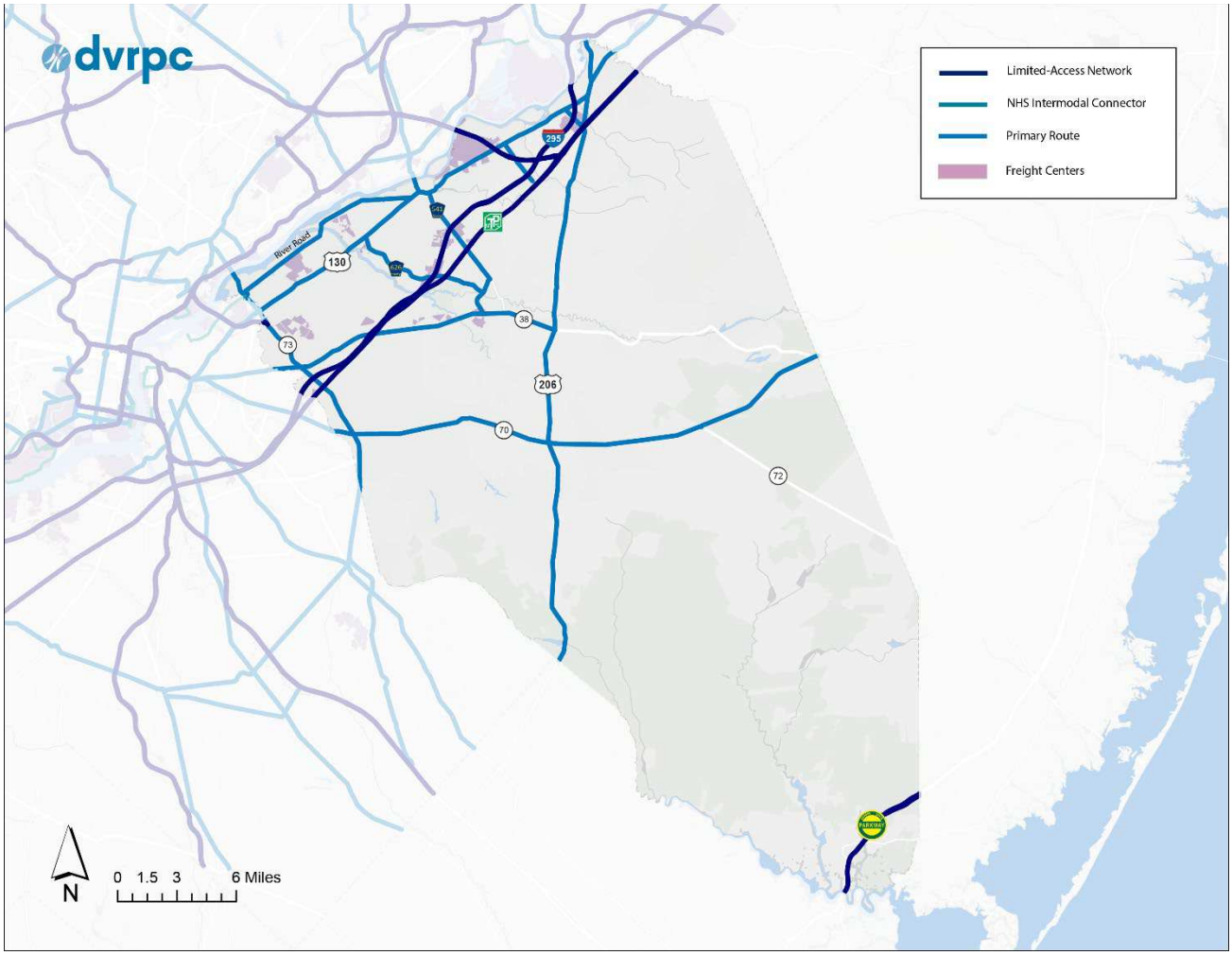


Figure 8: Camden County Freight-Intensive Truck Network

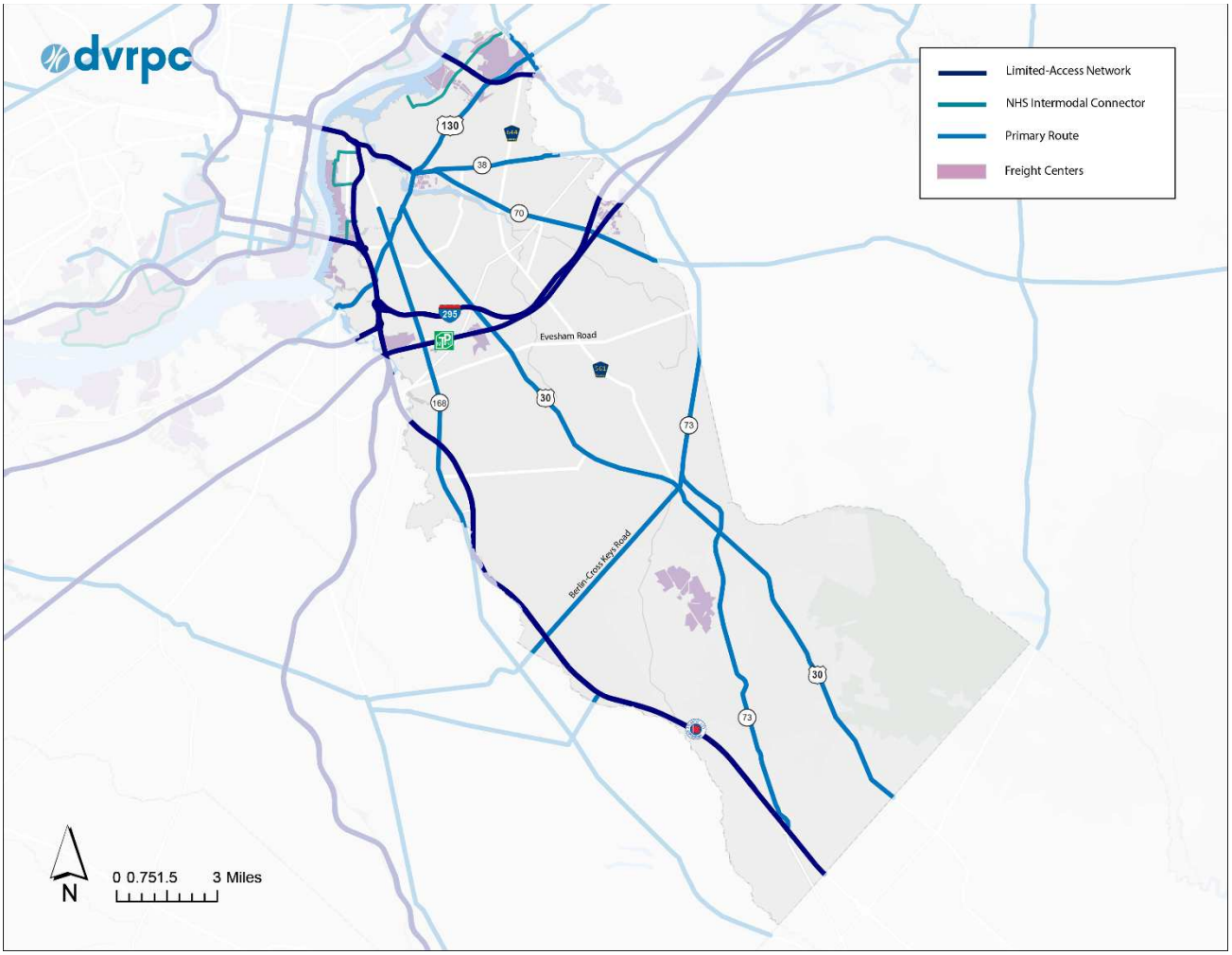


Figure 9: Chester County Freight-Intensive Truck Network

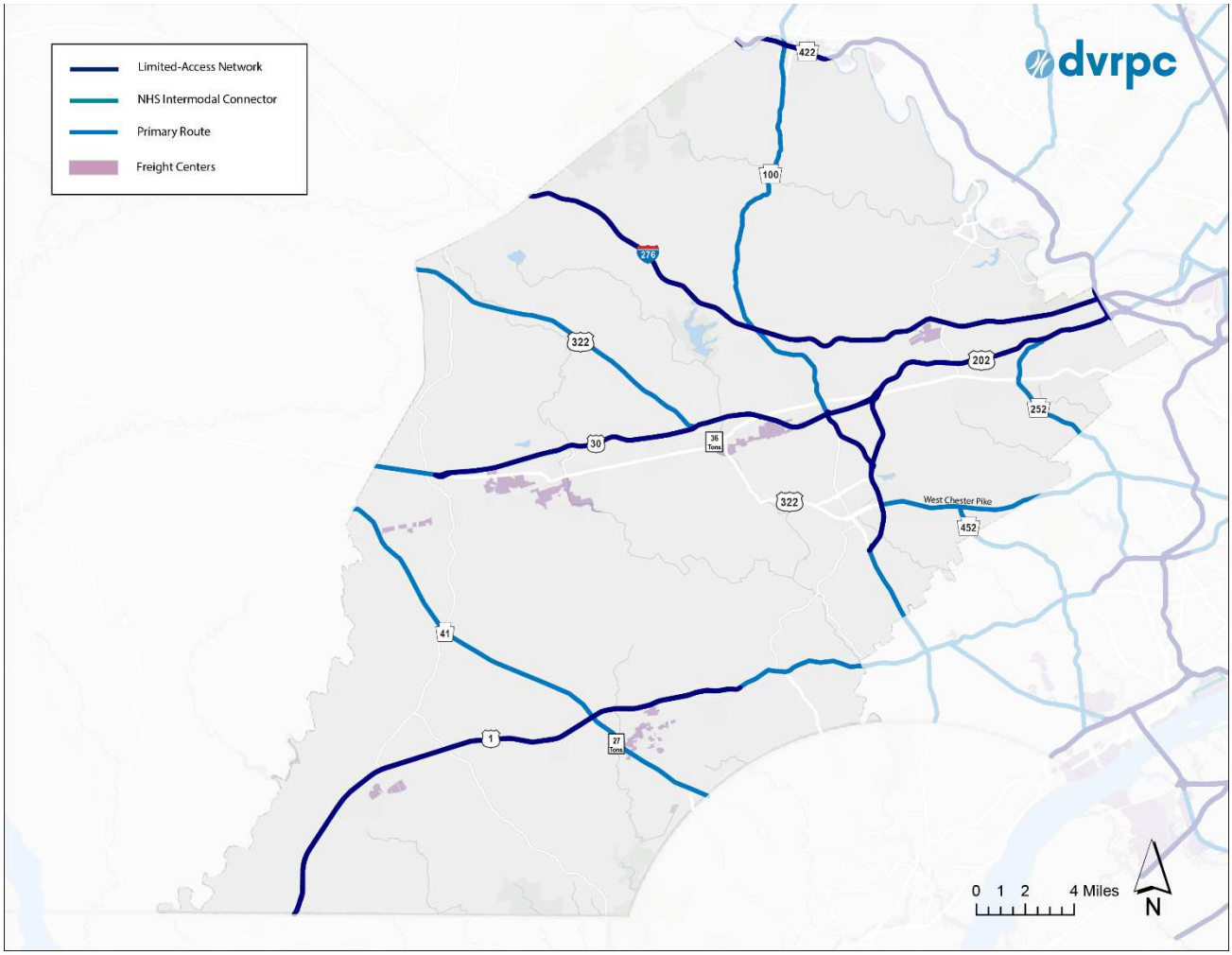


Figure 10: Delaware County Freight-Intensive Truck Network

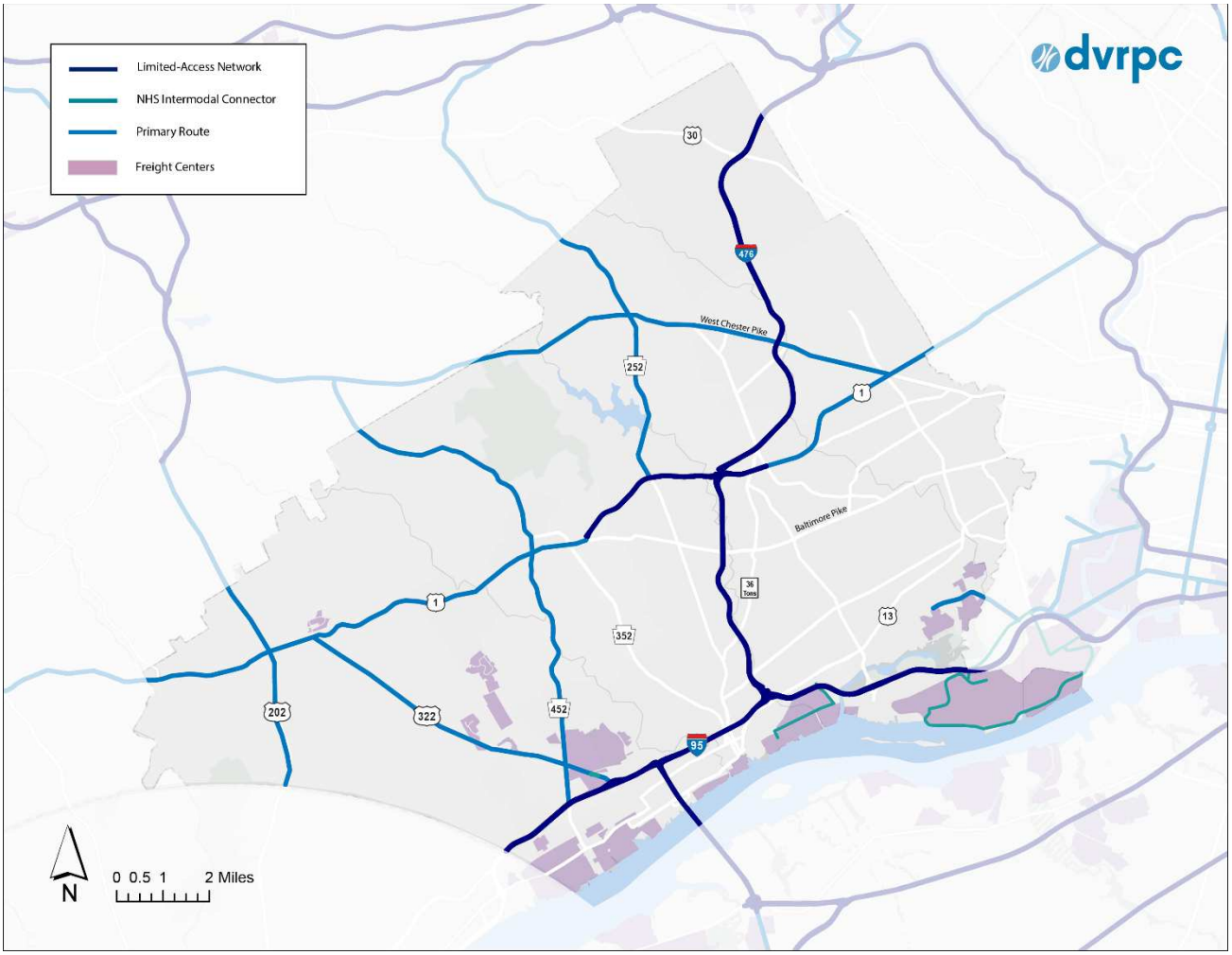


Figure 11: Gloucester County Freight-Intensive Truck Network

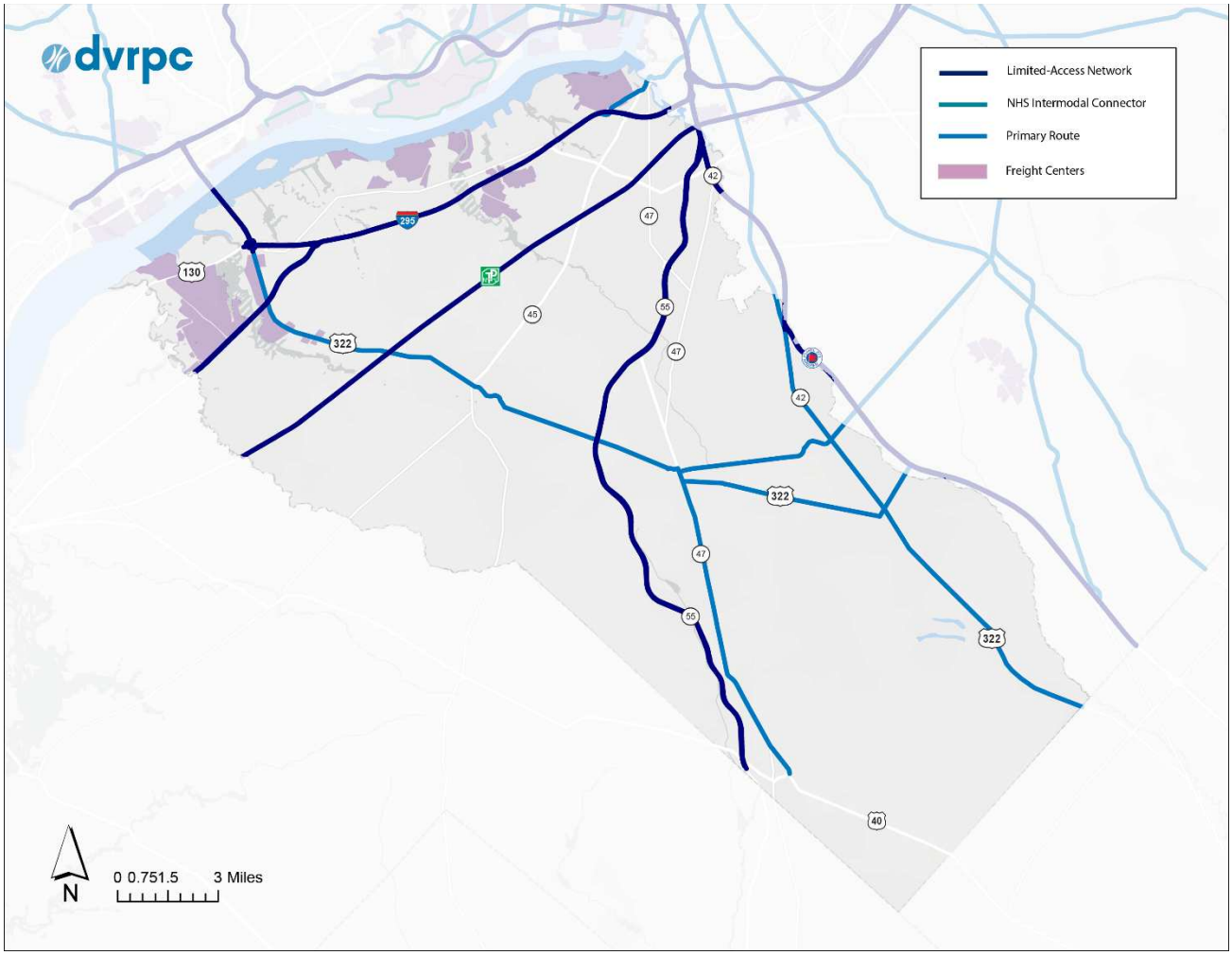


Figure 12: Mercer County Freight-Intensive Truck Network

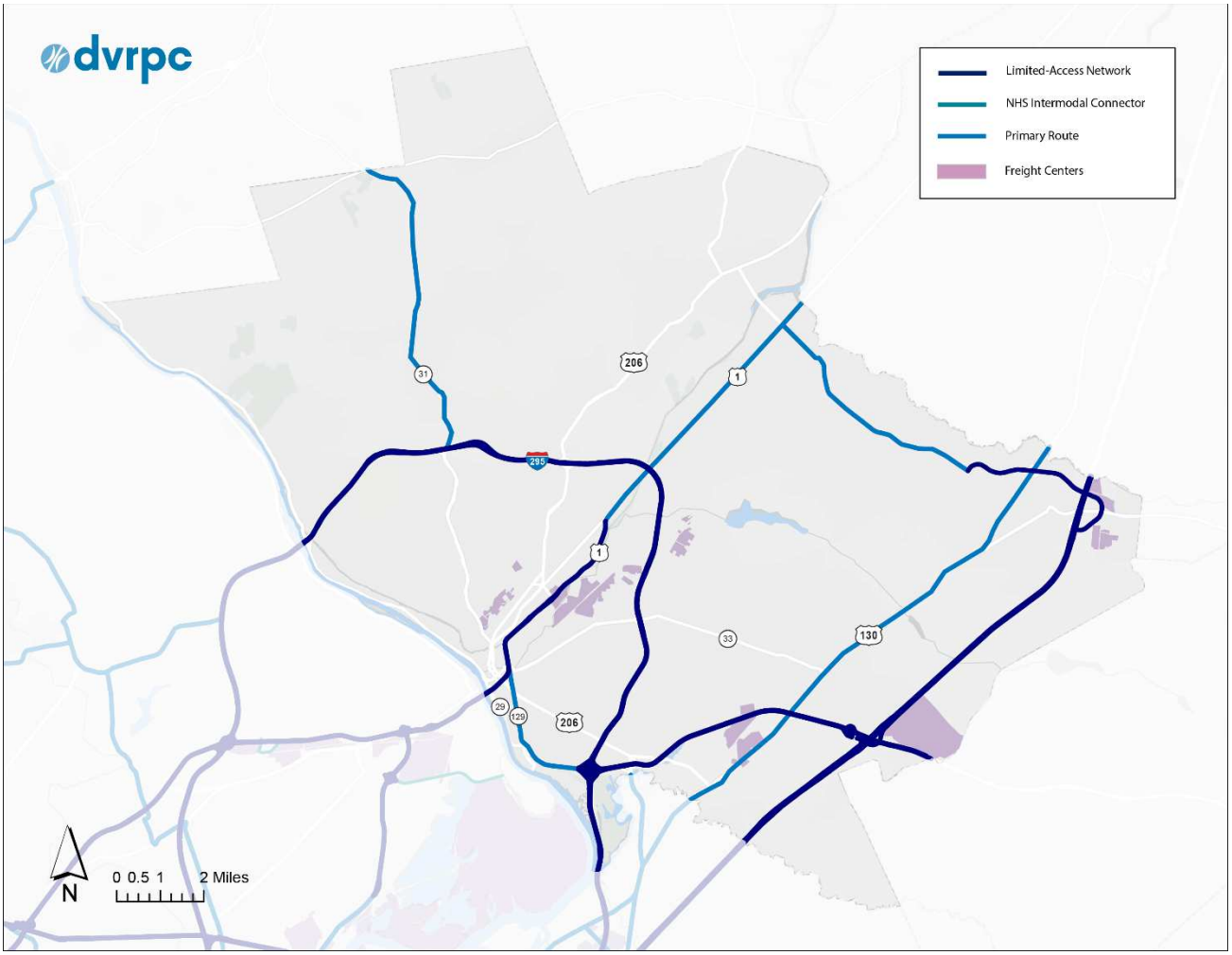
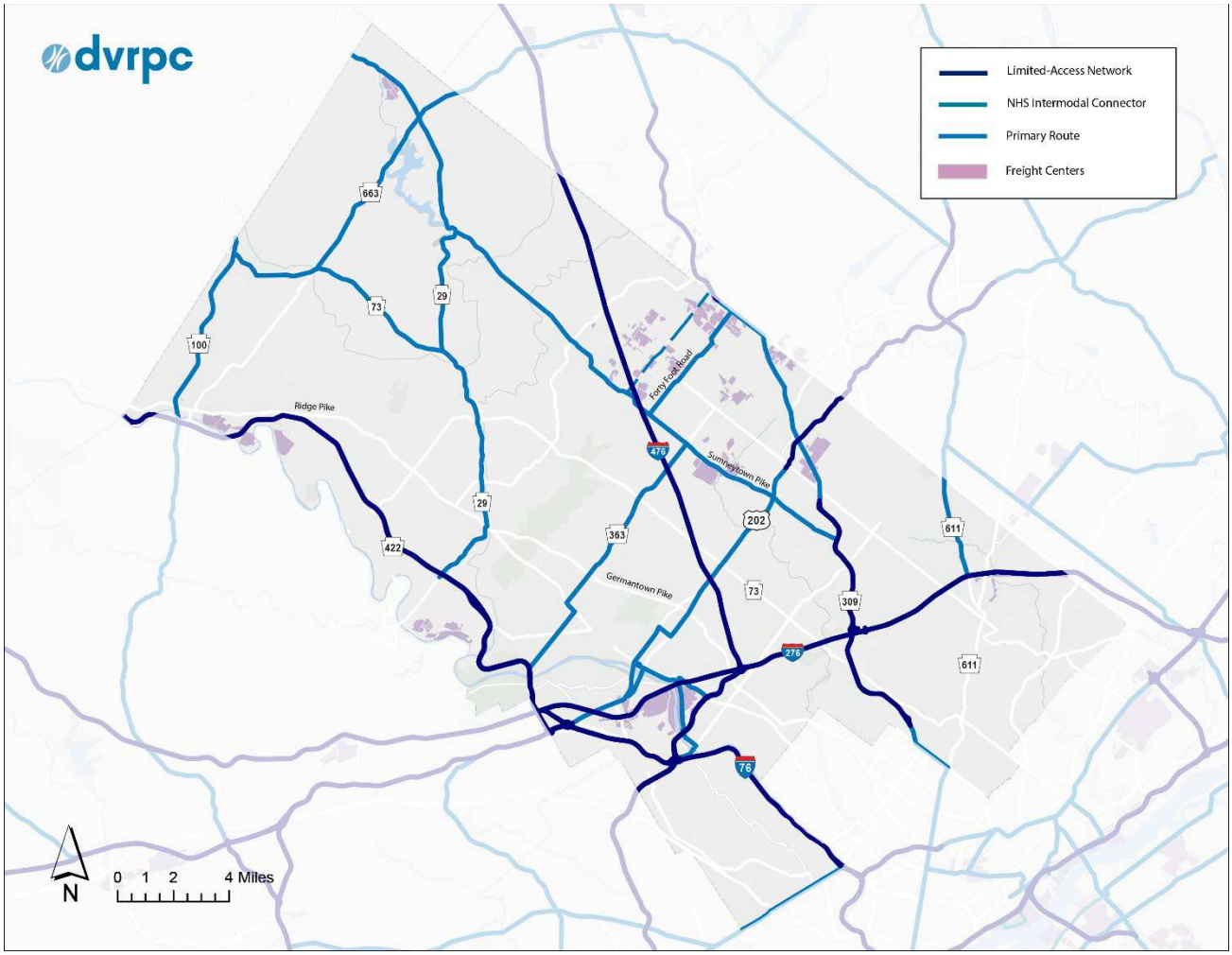
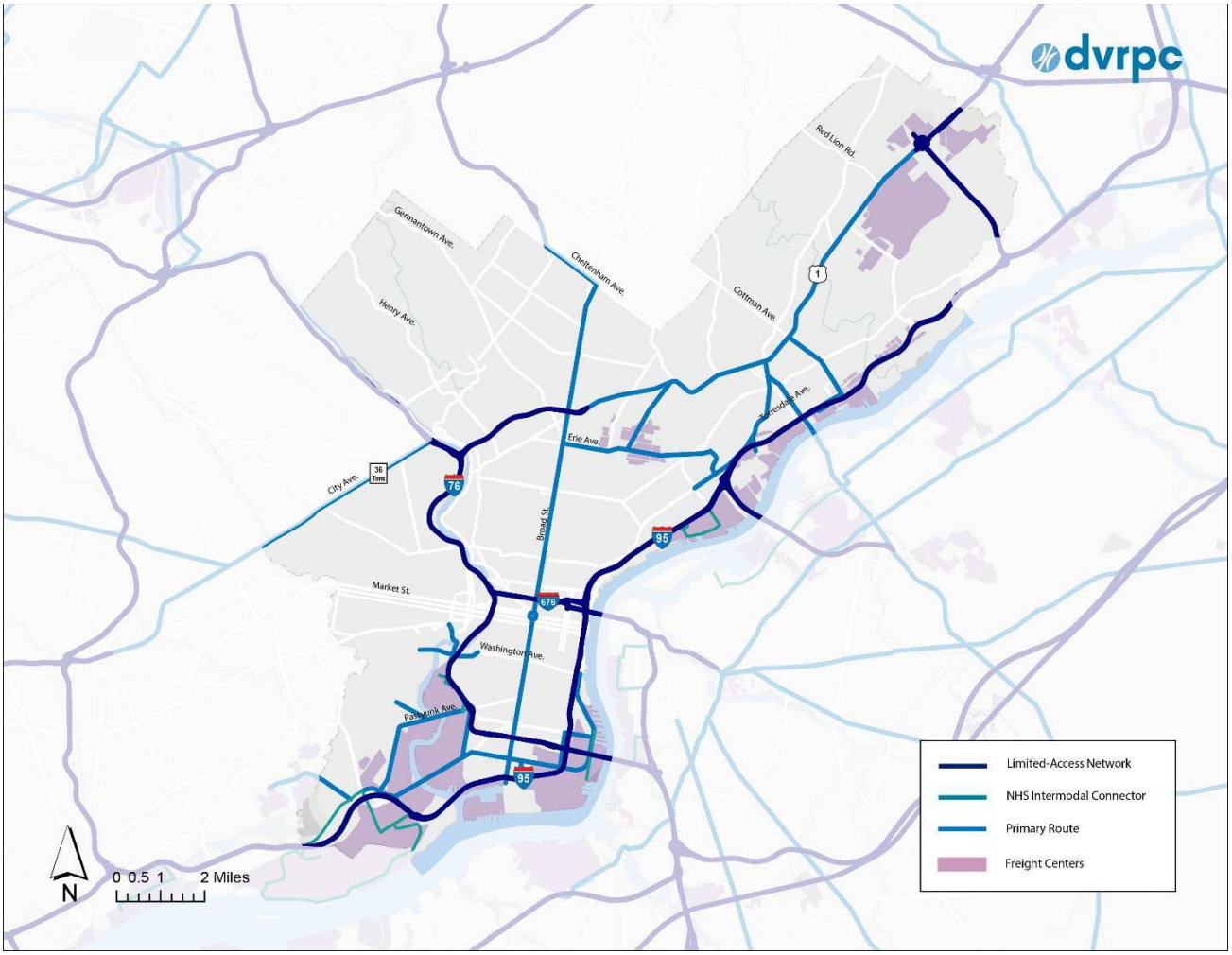


Figure 13: Montgomery County Freight-Intensive Truck Network



Note: Wambold Road is part of the *PA 63(Sumneytown Pike)/PA 309 Connector* project currently under construction north of Allentown Road. It is represented on the map by a dashed line.

Figure 14: Philadelphia Freight-Intensive Truck Network



Designating a Regional Freight-Intensive Truck Network: Primary Routes

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Abstract:
DVRPC's Freight Program analyzed regional truck movements and freight centers to create a network of freight-intensive truck corridors, a key part of the upcoming Regional Freight Plan. This network will help planners address local quality-of-life concerns related to freight impacts and clearly illustrate the relationships between economic development, land use, and truck routing. Building upon an existing local framework, the analysis combined data-driven methods with essential input from county and city planners on local context and restrictions.

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DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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