5

Supplement No. 2

TRAFFIC FORECASTS PART I

INTERSTATE

PENNSYLVANIA

95

PREPARED FOR THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BY THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION

JUNE 1993

I-95 Intermodal Mobility Project: Heading for the Twenty-First Century

5

TRAFFIC FORECASTS PART 1

I-95 Intermodal Mobility Project

SUPPLEMENT NO.2

Prepared for

the

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

by the

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

The Bourse Building

21 South 5th Street

Philadelphia, PA. 19106

June 1993

HEADING FOR THE TWENTY-FIRST CENTURY

This report, prepared by the Delaware Valley Regional Planning Commission, was financed by the Pennsylvania Department of Transportation and the Federal Highway Administration. The authors, however, are solely responsible for its finding and conclusions, which may not represent the offical views or policies of the funding agencies.

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Information Services Center which includes the office of Regional Planning, and Finance and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.

The DVRPC logo is adapted from the official seal of the Commission 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 flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

TITLE	Date Published: June 1993
I-95 INTERMODAL MOBILITY PROJECT TRAFFIC FORECASTS PART 1 Supplement No. 2	Publication No. 93025

Geographic Area Covered:

Delaware Valley Region

Key Words:

1996 Traffic Forecasts, Daily Traffic Volumes, Peak Hour Traffic Volumes, Traffic Characteristics, Base Alternative, Micro-Computer Model.

ABSTRACT

This report documents the TRANPLAN based highway and public transit simulation model that DVRPC staff has prepared for use in the I-95 Intermodal Mobility Project. This model produces estimates of 1996 daily or peak hour travel patterns. The regional trip tables as well as the highway and transit networks were focused on the I-95 corridor and downloaded to a personal computer in TRANPLAN format. It is intended for use by the consultant to forecast the impact of various I-95 improvement and reconstruction strategies on travel patterns in the I-95 corridor.

For More Information Contact:

Delaware Valley Regional Planning Commission
Regional Information Services Center
The Bourse Building
21 South 5th Street
Philadelphia Pa. 19106
(215) 592-1800

TABLE OF CONTENTS

V. APPENDICES

LIST OF FIGURES

LIST OF TABLES

EXECUTIVE SUMMARY

This report documents the TRANPLAN based highway and public transit simulation model that DVRPC staff has prepared for use in the I-95 Intermodal Mobility Project. This model produces estimates of 1996 daily or peak hour travel patterns. It is intended for use by the consultant to forecast the impact of various I-95 improvement and reconstruction strategies on travel patterns in the I-95 corridor.

The 1996 forecasts produced by this model incorporate available socio-economic data from the 1990 census and have been extensively checked for compatibility with the current and year 2015 traffic volumes for the I-95 corridor that were previously prepared by DVRPC. Because of large computational requirements, the regional travel simulation model resident on DVRPC mainframe computer was used to convert updated zonal 1996 socio-economic data into interzonal estimates of highway and transit travel demand (trip tables). This mainframe process required execution of DVRPC's trip generation, trip distribution, and modal split models.

Once these estimates of 1996 travel demand were established, the regional trip tables as well as the highway and transit networks were focused on the I-95 corridor and downloaded to a personal computer in TRANPLAN format. This focusing process removed irrelevant network detail from areas of the region far away from the I-95 corridor. The resulting highway and transit assignment models were much smaller and therefore executed significantly faster in a PC environment.

These assignment models have been transmitted to EBASCO, the prime consultant, for use in ongoing analyses required for the I-95 Intermodal Mobility Project.

I. INTRODUCTION

As part of the I-95 Intermodal Mobility Project, DVRPC staff has created a personal computer based highway and public transit simulation model that produces 1996 travel volumes. This model will be used by EBASCO to forecast the impact of various I-95 improvement and reconstruction strategies on travel patterns in the I-95 corridor.

The 1996 forecasts produced by this model incorporate available socio-economic data from the 1990 census and have been extensively checked for compatibility with the current and year 2015 traffic volumes for the I-95 corridor that were previously prepared by DVRPC and presented in I-95 Intermodal Mobility Project Report No.5.[1]

This model development effort was a significant effort by DVRPC staff that is unique in several ways.

- DVRPC staff have made extensive use of micro-computer software (TRANPLAN) in developing and executing travel simulation models.
- A forecasting model has been created expressly for operational use by an outside consultant.
- A peak hour highway assignment model has been developed and calibrated.

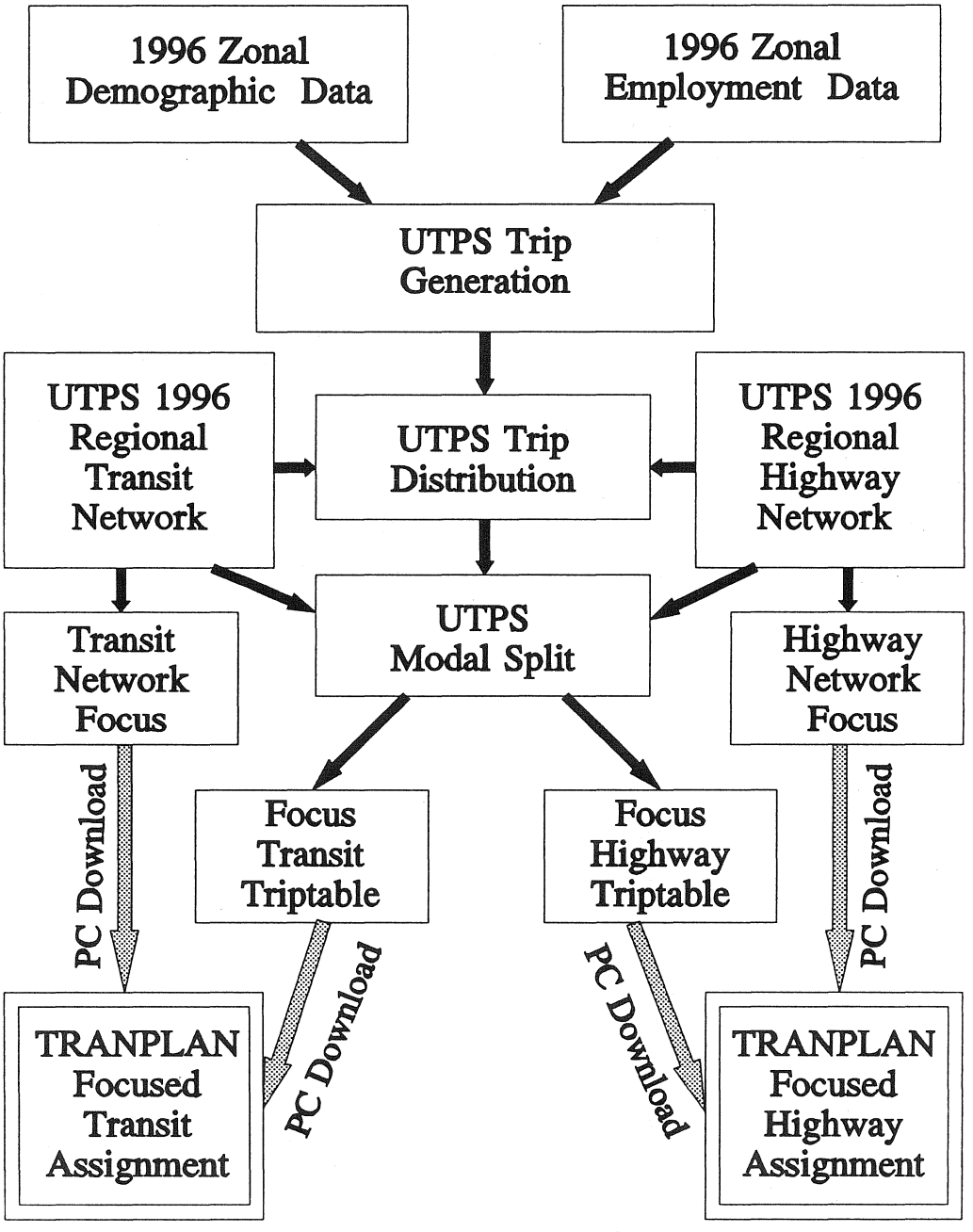
A flow chart of the overall 1996 simulation model process is given in Figure 1. Because of large computational requirements, the regional travel simulation model resident on the DVRPC mainframe computer was used to convert updated zonal 1996 socio-economic data into interzonal estimates highway and transit travel demand (trip tables). This mainframe process required execution of DVRPC's trip generation, trip distribution, and modal split models.

Once these estimates of 1996 travel demand were established, the regional trip tables as well as the highway and transit networks were focused on the I-95 corridor and downloaded to a personal computer in TRANPLAN format. This focusing process removed irrelevant network detail from areas of the region far away from the I-95 corridor. The network and trip tables associated with the resulting highway and transit assignment models were much smaller and therefore executed significantly faster in a PC environment.

---

[1]DVRPC, I-95 Intermodal Mobility Project Report No.5, Traffic Forecasts Part 1, Supplement No. 1, (1991). This will be referenced as the I-95 Intermodal Mobility Report No.5 in later notations.

Figure 1: 1996 Focused Highway and Transit Simulation Model for the I-95 Study Corridor



To validate the resulting forecast, the detailed outputs of the focused highway and transit assignment models were compared on a link by link basis with current traffic counts and the 2015 output of the regional assignment models presented in I-95 Intermodal Mobility Report No.5.

This report documents the 1996 travel simulation models and their outputs. Intermediate model outputs are presented and summarized by County Planning Area, County, State and the Region. These summaries place the I-95 focused data in a regional context and assist in interpreting the results. Finally, statistics associated with focused assignment model outputs are included. The overall outline of this report follows the steps in the simulation process with separate sections devoted to travel simulation model inputs, 1996 travel demand estimation, and the preparation of the assignment models.

II. TRAVEL SIMULATION MODEL INPUTS

In order to forecast 1996 travel patterns and prepare special micro-computer assignment models focused on the I-95 corridor, a number of significant data preparation activities were required. These activities tend to fall into the categories of areal system definition, estimation of socio-economic forecasts, and the preparation of the highway and public transit networks.

Areal Systems

Travel forecasting models require that estimates of demographic and employment data be made for small areas or zones. This requirement derives from the need to assign trip making associated with households and businesses to the streets and transit facilities serving them. For regional travel simulations, the traffic zone system is based on census tracts within the nine-county region. The census tracts defined for Center City Philadelphia and one suburban county, however, do not provide sufficient detail for the "grain" of the network, so block groups, the next smaller level of detail, are used to define the traffic zones in these areas. This results in 1,335 traffic zones for the entire DVRPC region, which encompasses an area of 3,833 square miles. Traffic zones are too numerous for most analytical purposes. It is convenient to define a system of aggregate districts. The county planning areas, shown in Figure 2, divide the region into 71 areas along boundaries that were suggested by DVRPC's member governments. These areas are for the most part consistent with the areas used by county planners for their own analyses. Throughout this report, selected inputs and intermediate outputs of the travel simulation models are summarized by county planning area.

Executing the regional highway and public transit assignment models on a micro-computer requires long computation times and large data storage areas. In order to reduce these requirements the regional assignment models were focused on the I-95 corridor by aggregating transportation analysis zones to county planning areas in portions of the region that are far removed from the I-95 corridor (see Figure 3). In these portions of the region, county planning areas replaced traffic zones thereby reducing the number of zonal interchanges to be assigned to the network. Unnecessary highway network detail was also removed to reduce the size of the network. Only the major roadways that feed travel to the I-95 corridor were retained. These modifications cut the computation time requirements for the assignment models by about 50 percent. This I-95 corridor focused area was defined to also include major parallel routes such as US 1, I-295 and the New Jersey Turnpike so that diversions from I-95 to these alternative routes could be studied.

Figure 2: County Planning Areas

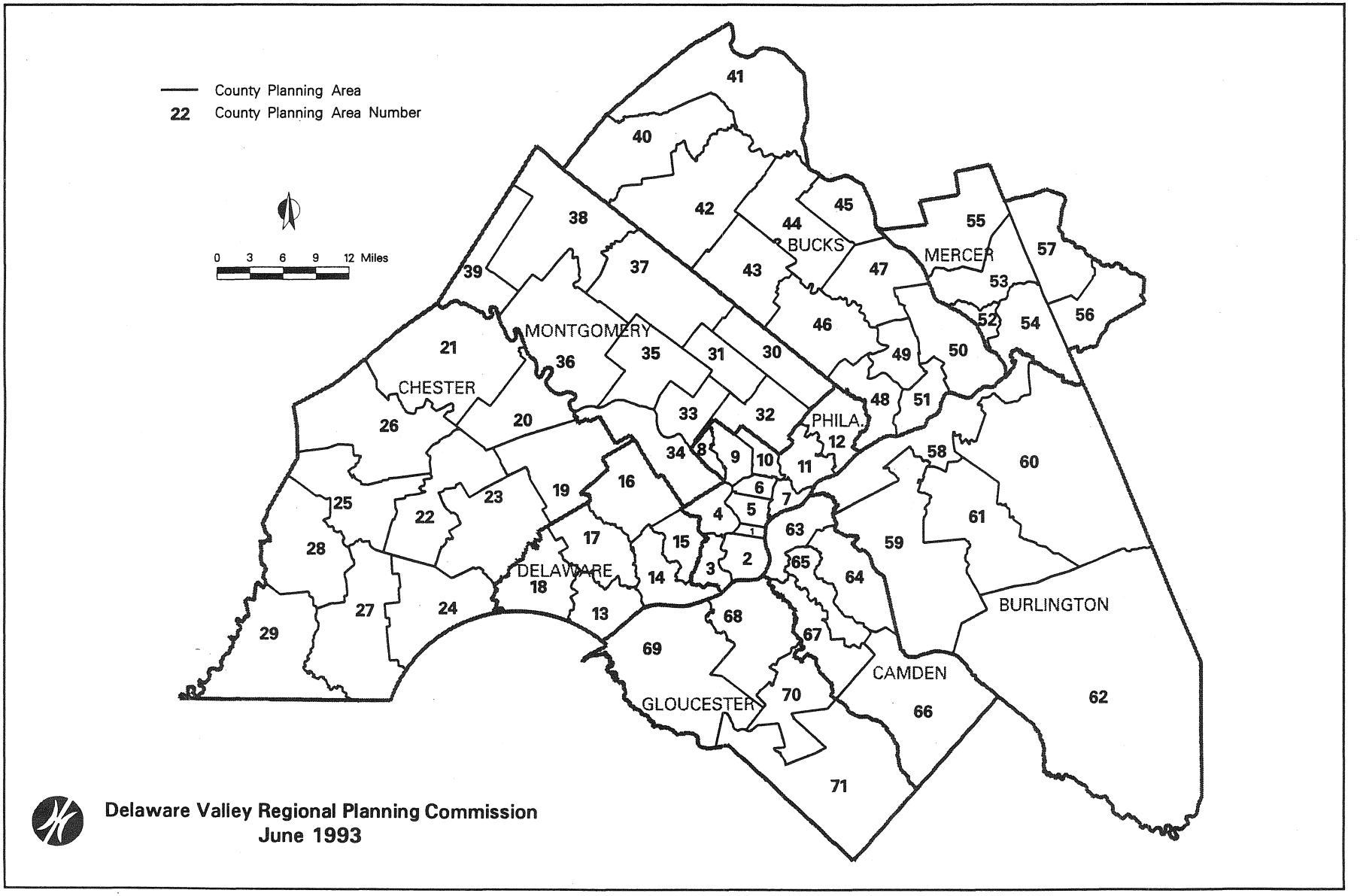
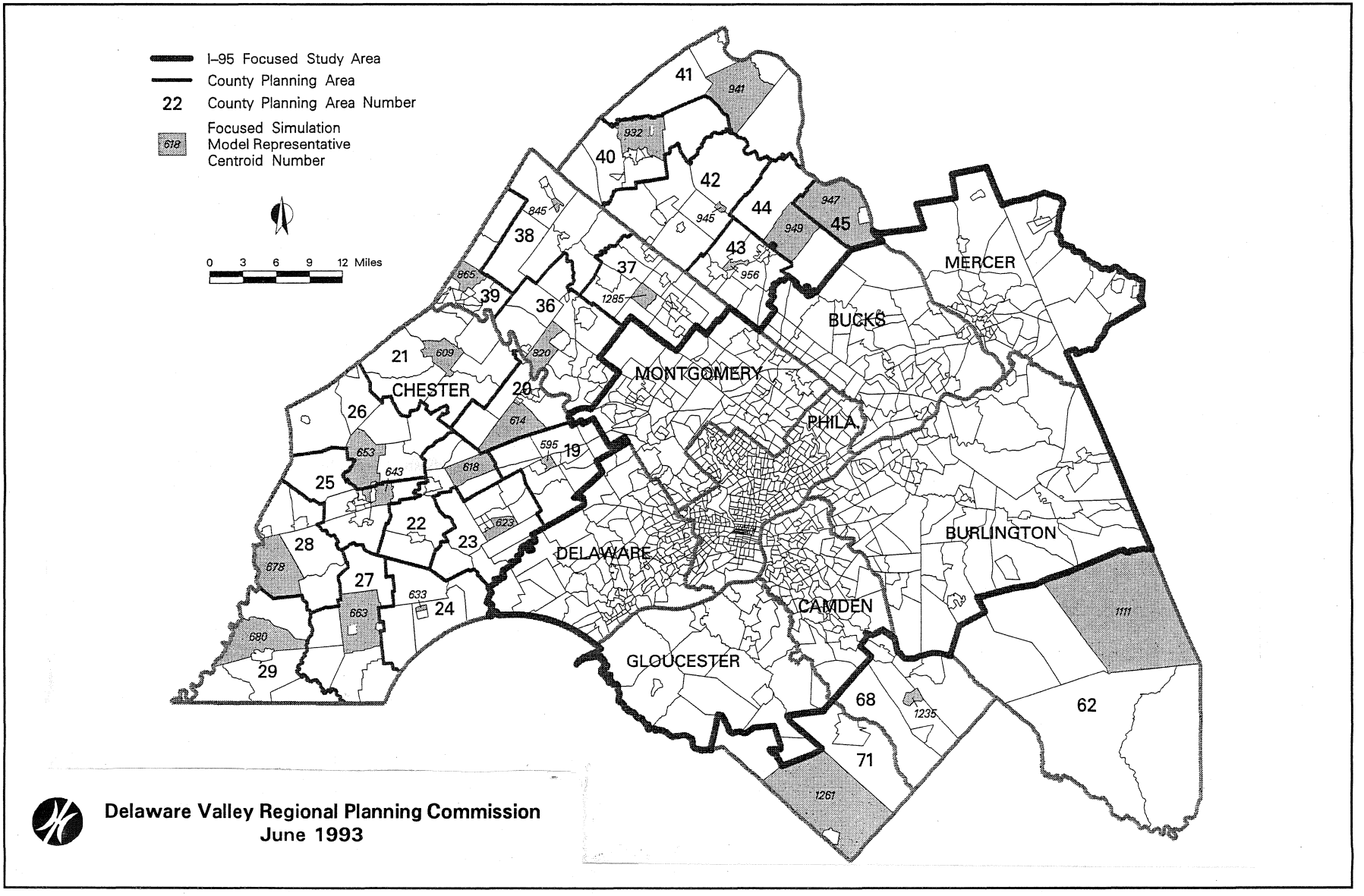


Figure 3: I-95 Cordon Focused Traffic Analysis Zones



Demographic and Employment Forecasts

The second step in simulating 1996 travel demand involved forecasting demographic and employment data for each zone in the region; this required tabulating available information from the 1990 census, adjusting existing long range forecasts to account for the trends in the 1990 census and estimating the 1996 value by interpolation. Generally, demographic information was available from the 1990 census at the tract level of detail. Census based 1990 employment by place of work was only available by MCD. Traffic zone level estimates were made by factoring the 1987 values based on Minor Civil Division level trends. Estimates for 1996 were made for each of the following variables required by the regional travel simulation model:

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

Overall, the region is projected to grow by 3.0% in population, 4.7% in the number of households, 11.3% in the number of autos, 7.4% in the number of employed residents, and 9.1% in the number of jobs that are located within the region. The number of households is growing somewhat faster than population because of declining household size. Auto ownership is projected to increase at almost four times the rate of population, a continuation of the trends of the 1980's. Employed residents and employment are expected to grow faster than population or households, reflecting the current economic recovery and continued trends toward multi-worker households.

By state, New Jersey is growing faster than Pennsylvania in all categories except auto ownership. The older urban areas, especially Philadelphia, are projected to be stable in population and employment. The fastest growth rates are found in new suburban areas located in Chester, Bucks, and Gloucester counties. Tables 1 and 2 present all of the socio-economic inputs to the travel simulation model, tabulated by county. Appendix A Tables A-1 and A-2 give the tabulations of the 1996 socio-economic inputs by county planning area.

The Highway and Transit Networks

The 1996 highway and public transportation networks used in this analysis were extensively updated from the 1987 networks that existed in DVRPC's files. A number of highway facilities that were opened after 1987 were added. These include the Mid-County and Vine expressways, the completion of NJ 55, and a number of smaller projects. Except for the planned interchange between I-95 and the Pennsylvania Turnpike which is included, this network can be thought of as the highway system as it existed in 1993. The regional highway network contains virtually every significant street segment within the nine-county area. Figure 4 displays a regional plot of the regional highway network.

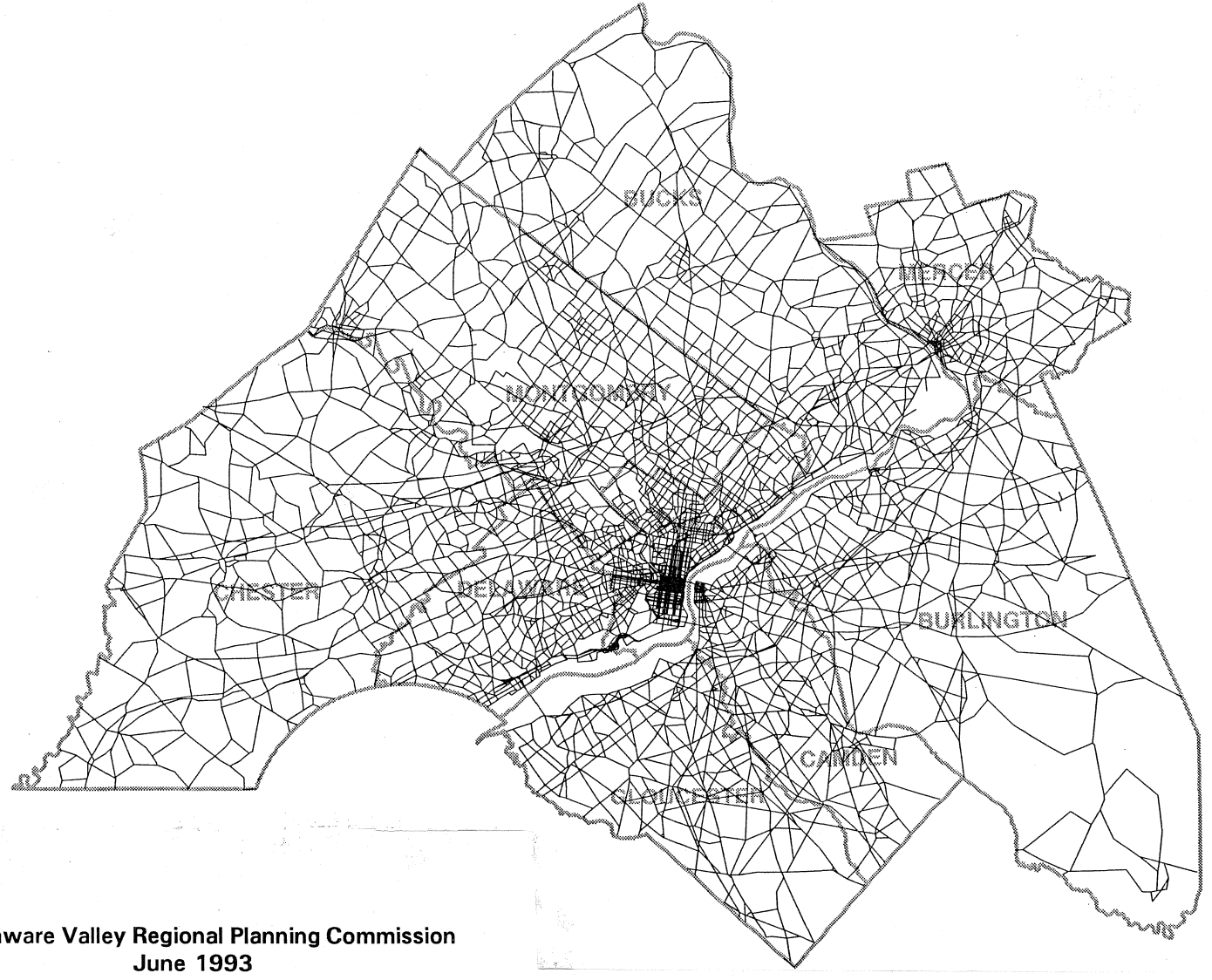
Table 1: 1996 Demographic Data for the Delaware Valley Region

County	Population	Dwelling Units	Total Autos	Household by Auto Ownership				Employed Residents
				0 Auto	1 Auto	2 Auto	3+ Auto	
Philadelphia	1,571,929	601,910	539,908	228,135	240,779	108,504	24,492	642,834
Delaware	549,279	216,528	393,608	21,998	62,725	82,286	49,519	294,905
Chester	406,015	147,145	291,978	7,573	35,744	68,074	35,754	218,916
Montgomery	700,800	268,057	493,560	17,531	81,299	114,879	54,348	378,349
Bucks	578,780	207,312	409,073	9,933	53,270	94,370	49,739	310,792
PENNA	**3,806,803**	**1,440,952**	**2,128,127**	**285,170**	**473,817**	**468,113**	**213,852**	**1,845,796**
Mercer	340,106	121,951	202,735	14,531	39,787	47,258	20,375	174,745
Burlington	415,883	146,600	281,497	6,646	42,430	65,117	32,407	224,592
Camden	523,391	187,219	306,450	23,636	62,562	70,213	30,808	252,325
Gloucester	249,195	85,982	161,875	5,348	23,654	39,131	17,849	124,948
NEW JERSEY	**1,528,575**	**541,752**	**952,557**	**50,161**	**168,433**	**221,719**	**101,439**	**776,610**
TOTAL	**5,335,378**	**1,982,704**	**3,080,684**	**335,331**	**642,250**	**689,832**	**315,291**	**2,622,406**

Table 2: 1996 Employment by Sector in the Delaware Valley Region

County	Agric.	Mining	Constr.	Manufac.	Transp.	Whole-Sale	Retail	F.I.R.E.	Service	Govmnt	Miltry	Total
Philadelphia	726	313	20,333	87,215	42,677	47,071	129,662	79,077	304,102	146,733	4,943	862,852
Delaware	1,695	383	14,675	33,267	10,243	11,278	44,267	17,547	82,031	22,191	103	237,680
Chester	8,203	380	14,261	32,851	8,365	11,930	32,011	17,612	62,825	17,962	80	206,480
Montgomery	5,968	478	29,591	82,795	15,989	30,106	83,141	46,667	161,729	30,305	739	487,508
Bucks	4,144	480	17,929	44,001	7,625	15,537	55,745	15,686	80,320	22,451	646	264,564
PENNA	**20,736**	**2,034**	**96,789**	**280,129**	**84,899**	**115,922**	**344,826**	**176,589**	**691,007**	**239,642**	**6,511**	**2,059,084**
Mercer	1,402	98	6,799	29,697	7,971	9,886	30,394	15,050	79,502	56,831	153	237,783
Burlington	2,171	61	11,345	23,286	8,308	12,237	35,845	15,901	54,408	20,629	16,217	200,408
Camden	1,148	178	13,331	29,546	10,243	19,549	45,015	17,387	77,459	26,682	346	240,884
Gloucester	3,060	91	6,312	12,986	4,141	5,725	20,566	4,058	23,872	11,729	91	92,631
NEW JERSEY	**7,781**	**428**	**37,787**	**95,515**	**30,663**	**47,397**	**131,820**	**52,396**	**235,241**	**115,871**	**16,807**	**771,706**
TOTAL	**28,517**	**2,462**	**134,576**	**375,644**	**115,562**	**163,319**	**476,646**	**228,985**	**926,248**	**355,513**	**23,318**	**2,830,790**

Figure 4: Regional Highway Network



Similarly, the transit network contains all transit routes and their morning peak service patterns. Walk and auto links connect residential and commercial zones with the appropriate stations and stops. The transit network was completely reviewed, and where necessary, recoded for this project to reflect transit routes, service levels and fare structures that were in effect in February of 1993. Figure 5 contains a plot of the regional transit network. Overall, the transit network is more radial in nature, being for the most part focused on the City of Philadelphia and it's central business district.

Network Coding Standards and Data Formats

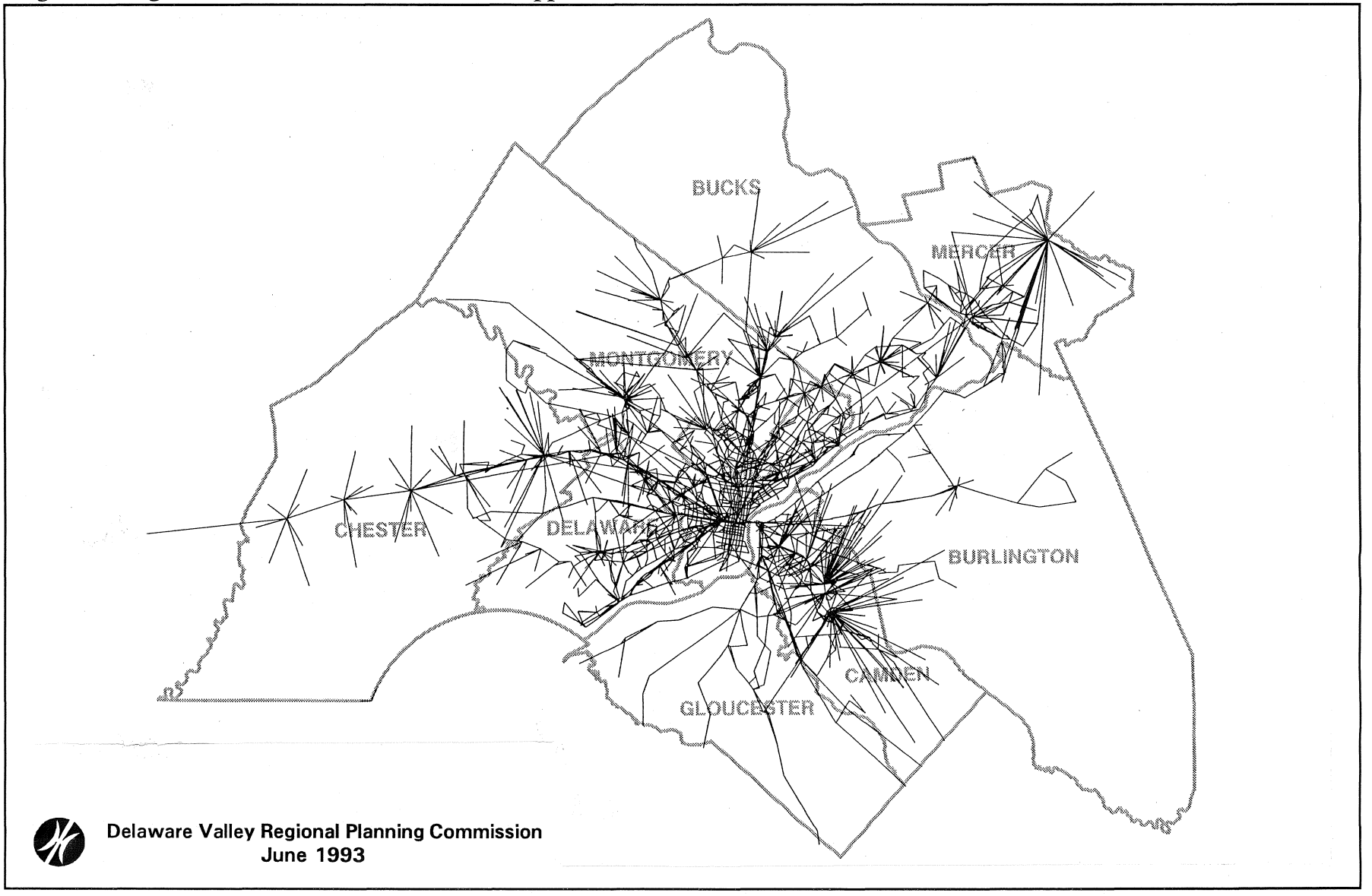
As part of the I-95 study, DVRPC staff developed procedures to convert both the highway and public transit networks to TRANPLAN format. Although the general network conventions and coding methodology are unchanged, the network data formats contained in DVRPC's documentation of the simulation process do not always agree with the new TRANPLAN formats.

Highway Network

The link and node field record descriptions used in the I-95 highway network are shown on Page 16. These network link and node records were created on DVRPC's mainframe computer from the network data bases associated with UTPS program UROAD. Although these field descriptions closely follow the recommendations in the TRANPLAN manual, the download methodology has been designed to accommodate any micro-computer package with an equilibrium assignment model. Coding conventions that tend to be unique to a particular package, such as bridge or turnpike tolls, have been converted to equivalent time using an appropriate $/hour parameter. Micro-computer packages other than TRANPLAN can be accommodated simply by rearranging the link and node information, and by focusing the network links on the corridor under study if the package is unable to process DVRPC's very large highway network. This focusing algorithm is described in detail in the next section. Descriptions of the network codes used to describe functional class, area type, and direction are also shown on Page 17.

For network links other than those used for approach, dummy, or toll purposes, speeds and capacities are inserted by TRANPLAN program HWYNET from a lookup table disaggregated by assignment group (functional class), area type, and the number of lanes. This feature allows conversion of a network from daily to peak hour simply by replacing the HWYNET look up table. Generally, daily capacities are defined by dividing the product of hourly capacity and number of lanes by the fraction of daily travel that occurs in the peak hour (2KD factor). Thus, if a two-lane road has a capacity of 1000 vehicles per hour (500 per lane) and 10 percent of the daily traffic volumes occurred during the peak hour, the daily capacity would be 10,000 vehicles per day. The peak hour assignment model utilizes the hourly capacity directly, although the daily speeds required adjustment during the peak hour assignment calibration. The daily and peak hour speed and capacity lookup tables used in the I-95 highway networks are given in appendix B.

Figure 5: Regional Transit Network with Auto Approaches



I-95 TRANPLAN Highway Network Record Descriptions

Record Columns	***Field Name***	***Contents***
		Link Field Record Contents
1-5	Anode	Anode
6-10	Bnode	Bnode
11	Assign	Functional Class
12-15	Distance	Distance in hundredths of a mile
17-20	Speed1/Time1	Daily Speed or Time[2]
25-26	Direction Code	Compass orientation of link
27-28	LG1	Area Type
29-30	LG2	Number of Lanes
31-32	LG3	County Planning Area
33-38	Capac1	Directional Daily Capacity[3]
74	DVRPC Way Code	1=One way 2 = Half of two way couplet[4]
		Node Field Record Contents
1	Record Id.	"N" denotes node record
2-6	Node	Node Number
9-17	X-coordinate	UTM in hundredths of a mile.
20-28	Y-coordinate	UTM in hundredths of a mile.

[2] This network format is intended to be a universal network description that can be input to any planning battery with an equilibrium assignment. To facilitate this, all turnpike of bridge tolls or toll plaza penalties in the UROAD format network are converted to equivalent time and hard coded in the "time1" field. Similarly, approach and dummy links are given an appropriate value in the "time1" field. All other links receive their speed (and capacity) during network building from a look up table stratified by assignment group, area type and number of lanes.

[3] For network links (assignment groups 1-6 and 8) daily capacities are input from a look up table by assignment group, area type and number of lanes. Approach and dummy links have a hard coded capacity of "0" to disable the capacity restraint algorithm.

[4] All links in the card image input to HWYNET are coded one way. Thus two-way links have two entries in the file, one from A to B, and the other from B to A. The code in column 74 is provided to assist in identifying two way links. If a "2" is coded, another record in the B to A direction is located elsewhere in the file.

Selected Highway Network Codes and Functional Class Codes

Code	*Correspondence*
	Functional Class
1	Freeway
2	Expressway
3	Principal Arterial
4	Secondary Arterial
5	Unused
6	Collector/Local
7	Approach Link
8	Ramp
9	Dummy Link

Code	*Correspondence*
	Area Type
1	CBD
2	Fringe
3	Urban
4	Suburban
5	Rural
6	Open Rural
	Direction Code
1	Predominately North
2	East
3	South
4	West

Public Transit Network

TRANPLAN format transit network record descriptions are presented below. The link and node records perform the same function as in the highway network. Since transit involves fixed route vehicles, modeling this service requires an additional record to model vehicle paths and service headways--the line record. This data record lists the nodes traversed by a given transit route. For example, the Market Frankford Line "A" service pattern traverses a series of stations (defined as nodes) with a given AM peak headway between trains. All paths through the transit network must traverse line cards. Wait times are calculated from the route headways.

As in the highway network, the TRANPLAN transit network was downloaded from the mainframe from the data bases associated with DVRPC's UTPS formatted transit network, after making adjustments needed for TRANPLAN coding conventions. The transit company and travel mode codes used in this network are also given below. A correspondence between line record number and operator route designation is given in Appendix C.

I-95 TRANPLAN Transit Network Record Descriptions

Record Columns	***Field Name***	***Contents***
	Link Field Record Contents	
1	Record Id.	"1" denotes link record
2-6	Anode	Anode
7-11	Bnode	Bnode
12-13	Mode	Transit submode
18-21	Distance	Distance in hundredths of a mile
22-24	Speed	Am peak speed MPH if time not coded)
25-27	Travel Time	Am peak time in tenths of a minute
31-33	Impedance	Weighted sum of time and fare
40	Direction Code	1 = one way; 2 = two way
63-66	Fare	Transit fare in tenths of a cent
	Line Field Record Contents	
1	Record Id.	"2" denotes line record
2-3	Company	Transit Operator Code
5-7	Line Card Number	Number denoting transit line
8	Card #	Sequence number of record
9	Direction Code	1 = one way; 2 = two way
25-69	Node String	Up to nine node numbers describing route path.
72	End Flag	"T" denotes end of line
76-80	Company Id.	Operator route designation (eg. R5)
	Node Field Record Contents	
1	Record Id.	"4" denotes node record
3-6	Node	Node Number
13-20	X-coordinate	UTM in tenths of a mile
23-30	Y-coordinate	UTM in tenths of a mile

Selected Transit Network Codes

Transit Company Number		Travel Modes	
SEPTA City Transit Division	1	Walk	1
SEPTA Suburban Transit Division	2	Auto Penalty	2
SEPTA Frontier Transit Division	3	Auto Connector	3
NJT Mercer Division	4	SEPTA Bus and Trolley	4
DRPA	6	NJT Bus	5
NJT All Other	7	Subway & Elevated	6
AMTRAK	8	Commuter Rail	7
SEPTA Regional Rail Division	9	PATCO	8

Focused Highway and Transit Networks

Although DVRPC has procured a special version of TRANPLAN which will accommodate DVRPC's regional simulation networks, the computation times and data storage requirements associated with running the highway and transit assignments are very large. For instance, executing the regional I-95 assignment for 15 iterations on DVRPC's 50 Mhz 486 (the fastest available) micro-computer requires 12 to 14 hours. The "paths" data set alone in the regional transit assignment requires 30 million bytes of disk storage, almost the total hard disk space available on most micro-computers. As traffic analyses typically require the simulation models to be run many times to test various alternatives and fine tune the results, these computer requirements should be reduced to accomplish the required analyses in a timely and cost effective manner.

Two basic strategies are available--reduce the number of zones and reduce the number of links in the network. The standard method to accomplish this is to extract a study area (a small area) out of the regional network, completely eliminating zones and network links outside of this area. External-local and through travel associated with the study area is accommodated by converting all network links that cross the study area boundary to cordon station centroids and loading external travel based on the points of entry and exit in the no-build alternative.

The focusing technique is inappropriate for the I-95 study because this roadway is regional in its impacts. Points of entry and exit from the study area may well be impacted by I-95 study alternatives. For this reason, DVRPC developed a new focusing method that reduces detail in the zone structure and networks outside of the detailed study area, but still maintains a skeleton network of major highways outside of the study area to feed traffic to the I-95 study area in response to the alternatives under consideration.

Highway Network Focusing

The number of zones to be assigned outside of the study area is reduced by compressing traffic zone interchanges to county planning areas. In this compression, a centroid within each planning area is chosen to represent the entire area (see Figure 3). After compression, all travel to, from, or within the planning area is associated with this centroid, and it is no longer necessary to build paths from or load travel from the other centroids within the area.

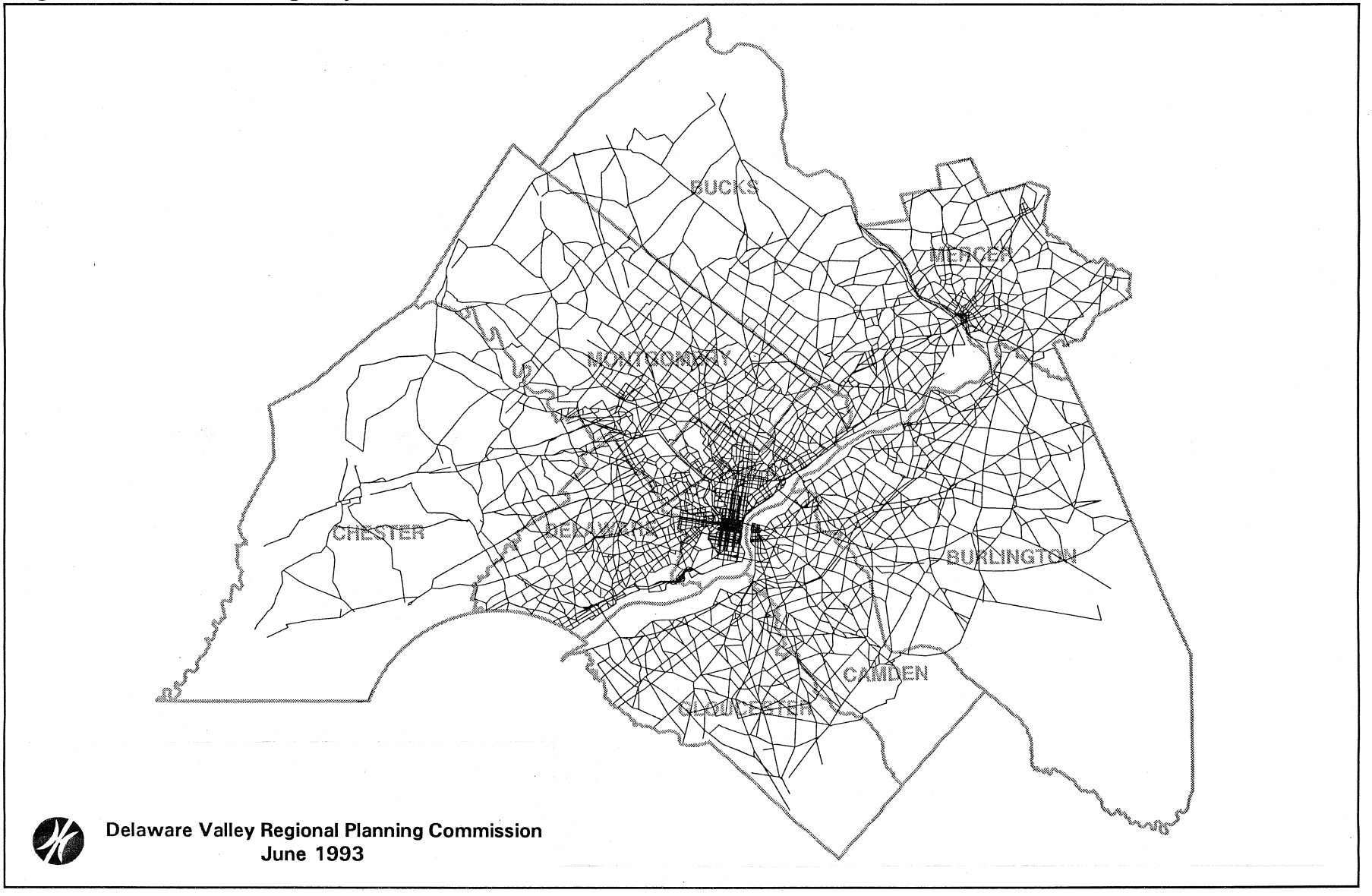
After the trip table compression, much of the highway network outside of the I-95 study corridor is unnecessary. In order to cull the network of these superfluous links, a single iteration, unrestrained highway assignment to the regional network is performed. Links needed to load the county planning areas will have volumes in this assignment and superfluous links zero volumes. To cull the network, a special version of the mainframe download program was created to eliminate zero volume links outside of the study area. To insure that this culling process retains the important roadways outside of the I-95 corridor, representative centroids were chosen to be near the most important highways within each county planning area. Figure 6 presents a plot of the focused I-95 network. Comparing this plot with the regional network in Figure 4 shows that a significant portion of the highway network outside of the I-95 corridor has been removed.

The retained links outside of the study area function as aggregate links that represent a number of roadways. These links cannot be restrained with the regional network capacities. In the focused network, capacity restraint on these links was turned off by coding the capacity to zero. Inside of the I-95 corridor, capacity restraint is unaffected by this focusing process as are the simulated traffic volumes. Overall, the focusing process cut the computation time for 15 iterations of equilibrium highway assignment by over 50 percent - to about 6 hours.

Public Transit Network Focusing

As the transit network is not capacity restrained, computation times are more reasonable. However, the line card information in the transit network creates large amounts of path detail as minimum paths transfer from one route to another. This detail tends to make the output data sets very large. As the number of minimum paths to be stored is proportional to the square of the number of zones, the initial compression to county planning areas greatly reduces data set size. Network culling for transit is limited to removing superfluous approach links from eliminated zones. As in the highway network, assignment results outside of the I-95 corridor can no longer be interpreted as facility volumes. However, within the study area, transit assignment results are unaffected by this focusing technique.

Figure 6: I-95 Focused Highway Network:



III. ESTIMATION OF 1996 TRAVEL DEMAND

The process used to generate 1996 travel forecasts for the I-95 Corridor was based on the focused regional travel simulation process developed by DVRPC's staff to evaluate long-range plans and corridor level studies. In 1985 this forecasting process was subjected to extensive validation and recalibration, based on the data from the 1980 Census Urban Transportation Planning Package (UTPP).[5] Available 1990 Census data was incorporated into the model runs, and the simulated output cross checked with the I-95 2015 travel forecasts prepared by DVRPC in January of 1991.

Basically, DVRPC's regional simulation process consists of applying the following models in sequence:

- Trip Generation - forecasts overall trip productions and attractions;
- Trip Distribution - estimates trip movements between traffic zones;
- Modal Split - divides trips into highway and transit components; and
- Travel Assignment - assigns trips to specific highway or transit facilities.

The following report sections document this 1996 travel simulation process. Intermediate model outputs are included summarized by County Planning Area, County, State and the Region to place the I-95 focused data in a regional context and to assist in interpreting the results. The travel assignment sections included in part IV of this report also present a series of comparisons between the focused assignment outputs and the current volumes and forecasts presented in I-95 Intermodal Mobility Project Report No.5.

Trip Generation

Both internal trips (those made within the region), and external trips (those which cross the boundary of the region), must be considered by any model purporting to simulate regional travel. Internal trip generation is based on the 1996 zonal forecasts of population and employment, whereas external trips are extrapolated from cordon line traffic counts based on population and employment growth inside and outside the DVRPC region. The latter also includes trips which pass through the Delaware Valley Region. Estimates of internal trip productions and attractions by zone are established on the basis of trip rates applied to the zonal estimates of demographic and employment data.[6]

---

[5]DVRPC, Testing and Adjusting DVRPC Travel Simulation Models with 1980 Census Data, (1985). This will be referenced as the Simulation Report in later notations.

[6]Simulation Report, Ch. III and IV.

Table 3: 1996 Trip Generation in the Delaware Valley Region

County	Work		Non-Work		Nonhome-Based		Light Truck		Heavy Truck		Taxi		External-Local	
	PROD.	ATTR.	PROD.	ATTR.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	PROD	ATTR.
Philadelphia	962,736	1,256,450	1,542,692	1,676,685	782,663	782,663	280,722	280,722	157,420	157,420	71,747	71,747	0	75,833
Delaware	459,617	341,339	1,132,140	998,416	389,044	389,044	125,498	125,498	74,787	74,787	12,600	12,600	0	112,680
Chester	337,926	298,344	941,762	827,842	316,183	316,183	109,668	109,668	64,826	64,826	9,446	9,446	0	100,388
Montgomery	588,323	699,063	1,542,106	1,836,047	704,371	704,371	218,156	218,156	138,011	138,011	22,884	22,884	0	103,162
Bucks	484,348	379,325	1,309,229	1,280,123	480,968	480,968	149,277	149,277	87,917	87,917	12,071	12,071	0	93,078
PENNA	**2,832,950**	**2,974,521**	**6,467,929**	**6,619,113**	**2,673,229**	**2,673,229**	**883,321**	**883,321**	**522,961**	**522,961**	**128,748**	**128,748**	**0**	**485,141**
Mercer	270,645	343,349	560,459	690,298	290,970	290,970	96,533	96,533	63,822	63,822	11,746	11,746	0	226,166
Burlington	349,546	263,766	899,311	812,142	311,455	311,455	106,104	106,104	63,457	63,457	9,233	9,233	0	94,066
Camden	394,159	345,155	967,609	978,133	377,917	377,917	118,690	118,690	71,690	71,690	12,563	12,563	0	75,671
Gloucester	193,704	133,915	528,829	469,645	181,514	181,514	60,496	60,496	34,220	34,220	4,029	4,029	0	86,544
NEW JERSEY	**1,208,054**	**1,086,185**	**2,956,208**	**2,950,218**	**1,161,856**	**1,161,856**	**381,823**	**381,823**	**233,189**	**233,189**	**37,571**	**37,571**	**0**	**482,447**
TOTAL	**4,041,004**	**4,060,706**	**9,424,137**	**9,569,331**	**3,835,085**	**3,835,085**	**1,265,144**	**1,265,144**	**756,150**	**756,150**	**166,319**	**166,319**	**0**	**967,588**

Trip generation totals by county and for the region are presented in Table 3. The first three categories--home based work, home based non-work, and non-home based--represent person trips internal to the region. The remaining categories cover trips which are not included in the person-trip models, such as truck and taxi trips and auto trips with one or both ends beyond the DVRPC region. These trips are classified as external-local auto, light truck, heavy truck, and taxis. Appendix A-3 presents county planning area tabulations of the trip generation outputs.

In total, 17.3 million person-trips and 3.2 million vehicle trips are projected to be made within the Delaware Valley region on an average weekday in 1996. Of these person trips, 4.1 million will be home based work trips, 9.5 million home based non-work, and 3.8 million non-home based. About 20 percent of total travel represents commutation to work.

In the summer of 1988, DVRPC conducted a complete review of cordon stations around the nine-county region. Altogether, 114 cordon stations were identified as significant regional entry/exit points for which a sufficient history of traffic counts existed. A composite growth factor was prepared for each external station, based on anticipated growth in travel across the cordon line. This factor was prepared by establishing growth trends for each station based on 1970, 1975, 1980, 1985, and 1990 traffic counts. The trends implicit in these counts were then extrapolated to 1996. Total cordon traffic is expected to grow to more than 1.3 million daily trips, which is 13 percent higher than that measured in 1990. Cordon traffic represents the fastest growing component in the vehicle-trip simulation model. The 1996 traffic estimates for each of the 114 cordon stations around the Delaware Valley Region are given in Appendix D.

Trip Distribution

Trip distribution is the process whereby the zonal trip ends established in the trip generation analysis are linked together to form origin and destination patterns in the trip table format. It is not sufficient to know how many trips will originate or be destined to a zone on a daily average; it is necessary to know between what pairs of zones these trips will occur. This is the function of the DVRPC distribution model, a gravity-type model.

The basic premise of the gravity-type distribution models is that the number of trips between a pair of zones is directly proportional to the number of trips produced in the origin zone times the number attracted to the destination zone, and inversely proportional to the highway and public transit travel times and costs, which measure physical separation between the origin and destination zones, raised to a specified exponential power.

For the simulation of 1996 travel demands, a series of seven gravity-type distribution models were applied at the zonal level. These models follow the trip purpose and vehicle type established in trip generation. The first three models were used to distribute the person-trips internal to the region by all modes of travel, and models four through seven were used to distribute certain vehicular trips by autos, trucks, and taxis. The through vehicle-trip distribution was prepared manually based on surveyed trip patterns between each pair of cordon stations, and did not require

an application of the distribution model. Average trip length and other selected characteristics of the seven trip distribution models are given below. Average trip lengths range from 9.48 minutes for light truck, where almost one-half of the trips are intrazonal, to 38.14 minutes for external-local vehicle travel where, by model construction, none of the trips begin and end in the cordon station.

General 1996 Trip Distribution Model Attributes

Model Number	Trip Category	Total Trips	Average Trip Length* (Minutes)	Standard Deviation of ATL* (Minutes)	Percent Intrazonal Trips
Persons Trip Models					
1	Home-Based Work	4,041,765	22.86	16.29	5.7%
2	Home-Based Nonwork	9,425,243	15.96	14.52	18.2%
3	Non-Home Based	3,835,211	14.01	11.70	23.6%
Vehicle Trips Models					
4	External-Local Auto	1,996,735	38.14	35.62	0%
5	Light Trucks	1,291,575	9.48	8.88	45.5%
6	Heavy Trucks	804,451	13.40	15.34	33.5%
7	Taxi	166,329	12.83	9.35	17.9%

* The interzonal travel times that are used in the calculation of average trip length and the standard deviation of the average trip length include a terminal time at both ends of the trip as well as the system travel time. Intrazonal travel times consist of an assumed intrazonal time plus twice the terminal time for the zone.

Overall, average trip times have increased slightly from 1990 as a result of disproportionate increases in travel in the suburban and rural parts of the region.

Modal Split

Once the distribution of internal person-trips in the Region is determined, trips must be allocated to either the highway or transit system. The modal split model subdivides highway trips into auto drivers and passengers. Those trips allocated to the transit system are ready for assignment to the transit network in order to generate individual facility volumes. Auto driver trips are added to the truck, taxi, and external vehicle trips in preparation for assignment to the highway network.

The model calculates the fraction of each person-trip interchange volume in the trip table which should be allocated to transit, and then assigns the residual to the highway side. The choice

between highway and transit usage is made on the basis of comparative cost, travel time, frequency of service, and other aspects of modal choice. In general, the better the transit service, the higher the fraction assigned to transit, though trip purpose and auto ownership also affect the allocation. The highway and transit networks and the transit service assumptions are listed in the Simulation Report mentioned earlier.[7]

As part of the modal split operations, the internal person-trip tables allocated to highway-oriented travel were converted into vehicular travel by the car occupancy model. The external-local auto driver trips, light and heavy truck trips, and taxi trips from the vehicular distribution models were added to the internal vehicle trips from the modal split model. The 1996 external-external travel (through trips) for autos and trucks were then combined with the other trip tables to form the total vehicle trip table.

The total vehicle trip table produced by these operations accounts for all daily automobile and truck travel. It does not, however, include trips made by public transit vehicles or school buses. In addition, vehicle trips to and from the transit system (auto approaches) are excluded from the trip table. The transit trip table produced by the modal split process represents all internal transit person trips except those made on dedicated school buses.

A regional summary of the results of the modal split process follows. Overall, transit's

1996 Regional Modal-Split Model Results

	Modal Split		
Trip Purpose	Total Person Trip (000's)	Transit Person Trip (000's)	% Transit
Home-Based Work	4,041.8	520.0	12.9%
Home-Based non-Work	9,425.2	269.4	2.9%
Non-Home Based	3,835.2	85.1	2.2%
Total	**17,302.2**	**874.6**	**5.1%**

	Auto Occupancy		
	Auto Person (000's)	Auto Driver (000's)	Auto Occupancy
Home-Based Work	3,521.7	3,076.6	1.15
Home-Based non-Work	9,155.8	5,436.2	1.68
Non-Home Based	3,750.0	2,967.9	1.26
Total	**16,427.6**	**11,480.7**	**1.43**

[7]Simulation Report, Ch. VII.

share of regional trips is projected to be 5.1 percent in 1996. This estimate reflects continuing growth in residential and commercial activity in suburban and rural areas unserved by transit. Actual transit ridership is projected to be slightly more than 874,000 trips on an average weekday out of a total person trip demand of 17.3 million daily trips, with the remainder utilizing the automobile, either as driver alone or as carpoolers. The modal split varies significantly by purpose, however, ranging from 12.9 percent for home-based work trips to 2.2 percent for non-home based travel.

The average automobile moving on the region's highways is projected to carry 1.43 persons. Persons are most likely to drive alone when traveling to or from work, averaging an occupancy of 1.15, and least likely when traveling between home and non-work destinations, when the occupancy is 1.68. Regional automobile trips are expected to total approximately 11.5 million trips per weekday, with commutation accounting for 26.8 percent of weekday automobile trips internal to the region.

Table 4 shows the percentage of trip productions allocated to transit by trip purpose and county. The corresponding modal split for trip attractions is shown in Table 5. Appendix A Tables A-4, A-5, and A-6 contain the corresponding county planning area tabulations of the 1996 simulation modal split output. Generally, the modal split is highest in Philadelphia (especially the CBD where 59 percent of trip ends are made by transit) and declines significantly in the low density suburban and rural portions of the region. In these suburban areas modal splits range from 2.5 down to almost zero percent transit.

Table 4: Percent of 1996 Person Trip Production Made by Transit by Trip Purpose

County	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	Total Person Trips	Total Transit Trips	Total Percent Transit
Philadelphia	962,981	328,504	34.1	1,543,123	192,023	12.4	782,711	70,363	9.0	3,288,815	590,890	18.0
Delaware	459,663	64,026	13.9	1,132,367	27,532	2.4	389,067	4,244	1.1	1,981,097	95,802	4.8
Chester	338,057	7,607	2.3	941,966	3,264	0.3	316,182	774	0.2	1,596,205	11,645	0.7
Montgomery	588,371	30,424	5.2	1,542,307	12,457	0.8	704,410	3,259	0.5	2,835,088	46,140	1.6
Bucks	484,393	12,175	2.5	1,309,309	2,730	0.2	480,985	516	0.1	2,274,687	15,421	0.7
PENNA	**2,833,465**	**442,736**	**15.6**	**6,469,072**	**238,006**	**3.7**	**2,673,355**	**79,156**	**3.0**	**11,975,892**	**759,898**	**6.3**
Mercer	270,652	9,847	3.6	560,499	3,061	0.5	290,978	740	0.3	1,122,129	13,648	1.2
Burlington	349,695	15,444	4.4	899,285	8,788	1.0	311,446	1,309	0.4	1,560,426	25,541	1.6
Camden	394,195	41,688	10.6	967,623	16,441	1.7	377,921	3,681	1.0	1,739,739	61,810	3.6
Gloucester	193,758	10,317	5.3	528,764	3,144	0.6	181,511	235	0.1	904,033	13,696	1.5
NEW JERSEY	**1,208,300**	**77,296**	**6.4**	**2,956,171**	**31,434**	**1.1**	**1,161,856**	**5,965**	**0.5**	**5,326,327**	**114,695**	**2.2**
TOTAL	**4,041,765**	**520,032**	**12.9**	**9,425,243**	**269,440**	**2.9**	**3,835,211**	**85,121**	**2.2**	**17,302,219**	**874,593**	**5.1**

Table 5: Percent of 1996 Person Trip Attraction Made by Transit by Trip Purpose

County	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	Total Person Trips	Total Transit Trips	Total Percent Transit
Philadelphia	1,263,432	446,782	35.4	1,619,810	227,429	14.0	804,971	75,503	9.4	3,688,213	749,714	20.3
Delaware	335,390	15,750	4.7	1,021,923	9,512	0.9	391,537	2,323	0.6	1,748,850	27,585	1.6
Chester	286,983	3,797	1.3	855,731	1,831	0.2	308,487	612	0.2	1,451,201	6,240	0.4
Montgomery	675,536	13,446	2.0	1,775,400	6,366	0.4	702,383	1,662	0.2	3,153,319	21,474	1.7
Bucks	377,084	1,914	0.5	1,234,272	970	0.1	475,221	177	0.0	2,086,577	3,061	0.1
PENNA	**2,938,425**	**481,689**	**16.4**	**6,507,136**	**246,108**	**3.8**	**2,682,599**	**80,277**	**3.0**	**12,128,160**	**808,074**	**6.7**
Mercer	315,104	10,529	3.3	591,844	3,086	0.5	290,726	717	0.2	1,197,674	14,332	1.2
Burlington	273,570	6,402	2.3	804,192	6,729	0.8	301,559	1,049	0.3	1,379,321	14,180	1.0
Camden	370,362	19,875	5.4	1,018,007	12,561	1.2	382,483	2,996	0.8	1,770,852	35,432	2.0
Gloucester	144,304	1,537	1.1	504,064	956	0.2	177,844	82	0.0	826,212	2,575	0.3
NEW JERSEY	**1,103,340**	**38,343**	**3.5**	**2,918,107**	**23,332**	**0.8**	**1,152,612**	**4,844**	**0.4**	**5,174,059**	**66,519**	**1.3**
TOTAL	**4,041,765**	**520,032**	**12.9**	**9,425,243**	**269,440**	**2.9**	**3,835,211**	**85,121**	**2.2**	**17,302,219**	**874,593**	**5.1**

IV. PREPARATION OF THE ASSIGNMENT MODELS

The final step in the travel forecasting process involves assigning trips to the highway and transit networks to obtain facility volumes. Because of their unique characteristics, the assignment procedures differ by mode and will be treated separately.

The regional simulation process estimates daily travel volumes on the facilities under study. The consultant requested that a peak hour highway assignment also be prepared. DVRPC staff developed and calibrated a new peak hour assignment model using the TRANPLAN version of the focused highway assignment and recent home interview survey data.

Highway Assignment

The procedure for the highway assignment in both the regional and focused assignments is based on the "equilibrium" restraining method. In an equilibrium assignment, the trips between zones are allocated to alternate paths in such a way that the travel time over each path is equal, and therefore, no faster path can be found, given prevailing congestion levels. For the daily focused I-95 assignment, 15 iterations of equilibrium capacity restraint were required to adequately forecast I-95 traffic volumes.

Once route assignments are made, link volumes, vehicle miles of travel and other assignment statistics can be calculated. For the focused assignment, these statistics are limited to the I-95 corridor as the aggregate nature of the highway network links outside of this corridor and coarse centroid loadings prohibit the calculation of link based statistics. Also, neither the regional nor the focused assignment consider VMT resulting from traffic volumes on local streets not included in the regional network. These roadways are numerous, perhaps two-thirds of the total roadway miles in the region. However, these missing streets typically carry small traffic volumes and contribute only about 12.5 percent of the total VMT that occurs in the region. The 1996 highway network, off-network and total VMT estimates by county are shown below. In total on an average day, about 93.2 million vehicle miles of travel takes place on the highways of the Delaware Valley Region.

Consistency Check of the Daily Highway Assignment

An extensive consistency check of the 1996 daily focused highway assignment was performed to insure that the travel forecasts that result from this TRANPLAN model are consistent with the UTPS based Year 2015 forecasts published in I-95 Intermodal Mobility Report No.5. This check compared the link volumes for selected links along I-95 and for important intersecting and parallel roadways.

1996 Regional Travel Simulation Highway VMT by County

County	Network VMT	Off-Network VMT	Total VMT
Bucks	9636.9	1,395.1	11,032.0
Chester	8,453.3	1,105.5	9,558.8
Delaware	8,244.3	1,266.3	9,510.6
Montgomery	13,898.5	1,658.0	15,556.5
Philadelphia	13,363.5	1,855.2	15,218.7
Sub-Total PA	53,596.5	7,280.1	60,876.6
Burlington	8,667.9	1,259.8	9,927.7
Camden	8,697.9	1,406.9	10,104.8
Gloucester	4,842.6	715.4	5,558.0
Mercer	5,759.9	968.1	6,728.0
Sub-Total NJ	27,968.3	4,350.3	32,318.6
Total Region	81,564.8	11,630.4	93,195.2

Statistical comparisons were made between the TRANPLAN focused assignment and estimated 1996 volumes. These 1996 volumes were prepared by straight line extrapolation between the current traffic counts and 2015 daily estimates presented in the I-95 Intermodal Mobility Report No.5. The results of this analysis are shown below.

Statistical Analysis of the I-95 Daily Assignment

Link Category	1996 Average Link Volume (000's) DVRPC Report	Focused TRANPLAN Assignment	Percent Diff.	R*
I-95 North of Vine	92.3	98.6	6.8%	0.92
I-95 South of Vine	104.2	107.5	3.2%	0.78
Parallel Roadways	35.8	36.3	1.4%	0.97
Intercity Roadways	33.6	32.4	3.7%	0.94
All Links	56.0	57.4	2.5%	0.96

* Correlation Coefficient between the links of the focused assignment and DVRPC report.

Generally, the TRANPLAN daily model produced results that are consistent with the DVRPC's published forecasts, with less than 3 percent different overall. Almost all link volumes produced

by the TRANPLAN focused assignment are somewhat larger than the volumes implied by the DVRPC report. This growth in traffic volumes for the most part resulted from the use of available 1990 Census data in the TRANPLAN model. The 1990 census data was not available when DVRPC's original forecast reported in the I-95 Intermodal Mobility Report No.5 was made.

Peak Hour Traffic Assignment Model

To analyze the impact of selective ramp closing and improvements as well as other measures related to the reconstruction of I-95, the consultant requested that DVRPC staff prepare a peak hour assignment model calibrated for 1996 travel. This peak hour model was developed from the daily assignment model by estimating a series of peak hour factors, stratified by area type of origin and trip purpose. A peak hour 1996 highway loading matrix was then estimated by multiplying the daily interzonal highway trip table by these peak hour factors.

A preliminary estimate of these peak hour factors was made from the time of travel information included in DVRPC's 1988 home interview survey. The maximum hour of highway travel was found to occur for trips arriving at their destination between 8:00 and 9:00 AM. The resulting peak hour factors are given above the diagonal in Table 6.

These factors were tested for the I-95 corridor by assigning the peak hour trip table to the focused highway network, and comparing the results with the AM Peak traffic estimates included in DVRPC's I-95 Report, again estimating 1996 traffic volumes by extrapolating between the current and 2015 AM peak volumes. As noted above, this peak hour network was identical to the daily focused network, except that peak hour roadway capacities were substituted for the daily values in the table lookup.

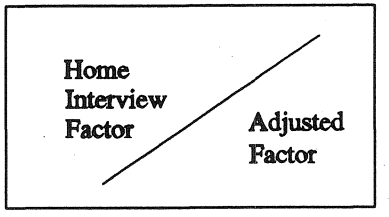
Upon examination of the assignment results, it was found that the I-95 traffic volumes output by the peak hour model were somewhat low, compared to the traffic counts and published volumes. To compensate for this under assignment, the peak hour factors from the home interview survey were increased by about 15 percent across the board. The resulting assignment adequately replicated the extrapolated 1996 values, but still required about 6 hours to complete the required 15 iterations of equilibrium restraint.

The final step in the development of the peak hour assignment model involved reducing the required computation time by reducing the number of iterations from 15 to 3. Generally, 3 iterations of capacity restraint will underestimate traffic volumes on I-95, particularly on the portion of this roadway between Vine Street and Philadelphia International Airport. This stretch of roadway provides a less congested but more circuitous route, vis-a-vie arterial facilities such as Broad Street. Capacity restraint is required to divert travel to I-95 from heavily congested parallel routes. The basic strategy used was to reduce the required number of iterations of restraint. This was accomplished by improving the efficiency of the starting point of the restraint algorithm. The initial speeds of I-95 links were increased, on a link by link basis, until the assignment results after 3 iterations matched the 15 iteration calibration result. For most I-95 links, this speed increase was

Table 6: Highway Peak-Hour Factors by Area Type and Trip Purpose*

Trip Type \ Area Type	C B D	Fringe	Urban	Suburban	Rural
Home Based Work	0.160 / 0.184	0.150 / 0.173	0.150 / 0.173	0.170 / 0.196	0.170 / 0.196
Home Based Non-Work	0.104 / 0.120	0.104 / 0.120	0.051 / 0.059	0.049 / 0.056	0.041 / 0.047
Non-Home Based	0.015 / 0.017	0.015 / 0.017	0.015 / 0.017	0.045 / 0.052	0.038 / 0.044

All other trip types (external/local, truck, taxi) are assigned a rate of 0.1



* Peak Hour is defined as all trips ending between 8 and 9 am

from 33 to about 45 mph. This 3-iteration process executed in a little over one hour on DVRPC's 50 MHZ micro-computer.

A statistical comparison of the 1996 peak hour assignment model results for I-95 links with the extrapolated values from DVRPC's I-95 study, is given below. As in the daily assignment, the peak-hour volume produced by the TRANPLAN assignment are somewhat higher than the volumes implied by straight line interpolation between current and 2015 link volumes in DVRPC's I-95 study report. As in the daily assignment, this volume increase may have resulted from the influence of 1990 census data on the TRANPLAN estimates.

Statistical Analysis of the 1996 I-95 Peak-Hour Assignment

	1996 Average Link Volume			
Link Category	DVRPC Report	Focused TRANPLAN Assignment	Percent Diff.	R*
I-95 North of Vine	4,158	4,628	11.3%	0.85
I-95 South of Vine	4,416	4,660	5.5%	0.66
All Links	4,165	4,500	8.1%	0.84

* Correlation Coefficient between the links of the focused assignment and DVRPC report.

Focused Daily Transit Assignment

The transit network assignment procedure accomplishes two major tasks. First, the transit person-trip table produced by the modal split model is "unlinked" to include any transfers that occur either between transit routes or between auto approaches and transit lines. An unlinked trip is defined as one taken aboard a single transit vehicle. Second, the unlinked transit trips are associated with specific transit facilities to produce the daily line, link, and station volumes. This assignment of transit trips is based on the minimum impedance paths constructed throughout the transit network. Unlike the highway network assignment, no capacity restraints are built into the transit network; it is assumed that sufficient buses and rail cars can be supplied to meet demand.

As in the highway assignment model, the transit assignment has been focused on the I-95 corridor and, therefore, can produce accurate facility level volumes only within this area. A comparison of 1996 simulated versus the most recent station boarding counts (1989) for Commuter Rail and Elevated facilities within the corridor, tabulated by line segment, is given below. Overall, 1996 simulated commuter rail volumes are about 16 percent higher than 1989 station counts, while

patronage on the Market Frankford line is projected to decline by about 3 percent. Overall, rail and elevated transit volumes within the corridor are projected to increase by about 1.6 percent over 1989 station boarding counts.

Transit Station Boardings in the I-95 Corridor

Line	Total Boarding* (Daily Volume) 1989 Count	1996 TRANPLAN Assignment
R1 Airport	860	1,049
R2 Marcus Hook**	2,932	3,865
R3 Media-Elwyn	3,964	4,136
R3 West Trenton	2,842	3,749
R7 Trenton	3,797	3,991
Subtotal Commuter Rail	14,395	16,790
Market-Frankford Elevated	51,724	50,368
Total Rail Transit	**66,119**	**67,158**

* Limited to boarding on station within the study area.

** Excluding Wilmington and Claymont Station.

APPENDIX A (A-1 TO A-6)

1996 SIMULATION MODEL INPUT BY COUNTY PLANNING AREA

Appendix A-1: 1996 Demographic Data by County Planning Area

County Planning Area	Population	Dwelling Units	Total Autos	Household by Auto Ownership				Employed Residents
				0 Auto	1 Auto	2 Auto	3+ Auto	
1	45,062	28,891	13,930	16,927	10,299	1,437	228	28,117
2	169,430	65,626	45,522	31,234	25,200	7,756	1,436	65,977
3	80,908	28,118	23,480	11,190	11,579	4,457	892	31,918
4	217,085	83,130	60,628	38,541	31,614	10,706	2,269	86,183
5	146,150	52,086	25,908	31,526	16,069	3,849	642	42,356
6	105,045	33,786	19,297	18,819	11,332	3,118	517	30,900
7	94,114	35,662	29,172	14,318	15,051	5,156	1,137	35,787
8	42,311	17,620	22,787	2,977	8,171	5,239	1,233	21,203
9	102,775	41,127	41,400	12,659	18,080	8,503	1,885	46,807
10	174,656	60,511	60,963	18,767	26,231	12,775	2,738	75,561
11	235,327	96,215	108,771	23,550	43,529	23,991	5,145	102,208
12	159,066	59,138	88,050	7,627	23,624	21,517	6,370	75,817
Philadelphia	1,571,929	601,910	539,908	228,135	240,779	108,504	24,492	642,834
13	100,387	37,112	60,613	6,297	10,997	12,470	7,348	50,273
14	99,083	39,879	74,712	2,896	11,665	16,181	9,137	54,122
15	165,782	64,955	101,833	9,516	23,098	21,993	10,348	89,474
16	114,236	45,931	94,566	2,326	10,860	19,342	13,403	62,894
17	47,537	19,765	40,577	846	4,829	8,519	5,571	25,705
18	22,254	8,886	21,307	117	1,276	3,781	3,712	12,437
Delaware	549,279	216,528	393,608	21,998	62,725	82,286	49,519	294,905
19	63,039	24,784	50,189	710	6,048	12,074	5,952	35,671
20	37,842	14,560	27,072	1,015	4,189	6,286	3,070	20,653
21	26,294	9,746	21,006	378	1,976	4,267	3,125	13,855
22	51,329	18,771	38,532	519	4,196	9,476	4,580	29,224
23	79,968	28,590	56,281	1,469	7,180	13,158	6,783	44,299
24	25,288	8,907	17,904	486	2,122	3,956	2,343	13,731
25	42,427	14,638	25,300	1,659	4,205	6,161	2,613	20,527
26	29,033	9,655	20,492	447	1,640	4,833	2,735	14,856
27	19,393	6,806	14,474	221	1,409	3,178	1,998	10,388
28	14,389	5,034	10,082	239	1,243	2,274	1,278	7,360
29	17,013	5,654	10,646	430	1,536	2,411	1,277	8,352
Chester	406,015	147,145	291,978	7,573	35,744	68,074	35,754	218,916
30	69,139	27,112	51,888	1,140	8,140	11,881	5,951	38,948
31	41,600	15,205	29,995	627	4,029	6,965	3,584	22,060
32	119,877	46,738	82,508	3,597	15,071	19,750	8,320	62,091
33	40,084	15,765	29,013	1,000	4,973	6,510	3,282	22,021
34	95,714	38,730	69,910	2,704	12,402	16,068	7,556	52,727
35	82,183	31,867	54,854	3,321	9,980	12,866	5,700	44,628
36	68,743	23,492	46,467	788	6,618	10,432	5,654	35,470
37	106,970	40,598	76,565	1,994	11,865	18,477	8,262	60,554
38	30,158	10,726	22,212	445	2,363	4,963	2,955	15,984
39	46,332	17,824	30,148	1,915	5,858	6,967	3,084	23,866
Montgomery	700,800	268,057	493,560	17,531	81,299	114,879	54,348	378,349

Continued

	40	31,626	11,502	21,939	653	3,161	5,183	2,505	16,433
	41	17,669	6,628	14,433	236	1,327	2,875	2,190	9,298
	42	42,755	15,645	31,233	666	3,947	7,189	3,843	23,247
	43	54,228	19,670	39,063	1,020	4,980	8,707	4,963	28,863
	44	17,186	6,098	13,792	83	1,124	2,768	2,123	9,118
	45	8,175	3,548	7,310	97	925	1,545	981	4,810
	46	98,697	33,637	71,941	1,220	6,648	15,648	10,121	54,365
	47	27,047	10,071	21,144	255	1,852	5,489	2,475	15,189
	48	80,617	29,474	53,280	1,722	9,446	12,991	5,315	43,582
	49	52,079	18,150	35,980	852	4,344	8,738	4,216	27,957
	50	78,455	28,719	55,641	1,294	7,607	13,637	6,181	42,587
	51	70,246	24,170	43,317	1,835	7,909	9,600	4,826	35,343
Bucks		578,780	207,312	409,073	9,933	53,270	94,370	49,739	310,792
PENNA		**3,806,803**	**1,440,952**	**2,128,127**	**285,170**	**473,817**	**468,113**	**213,852**	**1,845,796**
	52	90,970	30,679	34,135	9,310	11,716	7,357	2,296	38,506
	53	62,477	22,212	41,345	1,186	6,855	9,647	4,524	33,893
	54	90,213	34,240	62,717	2,341	10,446	14,562	6,891	49,492
	55	16,676	6,032	12,793	138	1,237	3,007	1,650	8,994
	56	35,774	13,906	24,892	662	4,767	6,144	2,333	20,713
	57	43,996	14,882	26,853	894	4,766	6,541	2,681	23,147
Mercer		340,106	121,951	202,735	14,531	39,787	47,258	20,375	174,745
	58	110,070	40,672	75,490	2,731	12,523	16,484	8,934	59,187
	59	171,136	62,990	124,713	1,953	16,767	29,988	14,282	95,807
	60	72,200	20,421	38,459	851	6,437	8,894	4,239	38,859
	61	43,882	16,668	30,056	950	5,607	6,999	3,112	21,682
	62	18,595	5,849	12,779	161	1,096	2,752	1,840	9,057
Burlington		415,883	146,600	281,497	6,646	42,430	65,117	32,407	224,592
	63	141,588	45,522	53,159	13,728	16,300	11,164	4,330	53,673
	64	113,760	42,260	82,822	1,987	10,938	19,612	9,723	60,761
	65	114,137	45,534	73,229	4,607	17,976	16,065	6,886	60,138
	66	57,728	18,996	35,773	955	5,325	9,024	3,692	28,071
	67	96,178	34,907	61,467	2,359	12,023	14,348	6,177	49,682
Camden		523,391	187,219	306,450	23,636	62,562	70,213	30,808	252,325
	68	83,900	30,438	55,298	2,247	9,225	12,975	5,991	42,881
	69	34,830	12,087	22,725	870	3,215	5,421	2,581	16,627
	70	78,908	25,988	50,502	1,190	6,391	13,041	5,366	40,334
	71	51,557	17,469	33,350	1,041	4,823	7,694	3,911	25,106
Gloucester		249,195	85,982	161,875	5,348	23,654	39,131	17,849	124,948
NEW JERSEY		**1,528,575**	**541,752**	**952,557**	**50,161**	**168,433**	**221,719**	**101,439**	**776,610**
TOTAL REGION		**5,335,378**	**1,982,704**	**3,080,684**	**335,331**	**642,250**	**689,832**	**315,291**	**2,622,406**

Appendix A-2: 1996 Employment by Sector and County Planning Area

Planning Area	Agric.	Mining	Constr.	Manufac.	Transp.	Whole-Sale	Retail	F.I.R.E	Service	Governt.	Miltry	TOTAL
1	122	116	6,804	12,779	15,298	8,553	37,502	55,666	106,976	44,373	467	288,656
2	40	10	1,970	10,891	3,545	5,370	9,183	1,845	18,599	18,066	3,936	73,455
3	20	33	953	4,750	2,765	2,825	3,192	673	4,441	3,257	0	22,909
4	132	0	1,474	4,625	4,704	3,011	11,614	6,494	43,177	15,082	94	90,407
5	103	52	2,615	11,072	3,435	6,164	7,976	3,074	38,672	21,314	0	94,477
6	15	0	603	8,136	2,227	3,611	4,522	938	11,714	6,091	16	37,873
7	0	32	1,132	10,866	2,469	6,081	5,607	955	7,670	3,945	87	38,844
8	37	0	364	2,395	418	1,003	2,095	407	4,441	1,228	0	12,388
9	43	23	784	1,600	680	766	3,995	1,527	16,106	5,268	35	30,827
10	32	23	474	3,186	1,859	1,398	4,921	1,382	12,220	3,271	35	28,801
11	97	0	2,057	7,390	2,728	4,387	20,291	4,045	25,675	13,308	240	80,218
12	85	24	1,103	9,525	2,549	3,902	18,764	2,071	14,411	11,530	33	63,997
Philadelphia	726	313	20,333	87,215	42,677	47,071	129,662	79,077	304,102	146,733	4,943	862,852
13	232	155	2,905	9,435	2,044	2,190	4,672	1,984	14,031	3,790	25	41,463
14	291	10	2,737	9,098	2,678	1,599	12,110	3,278	14,175	3,620	24	49,620
15	299	0	2,274	4,944	3,346	2,563	9,613	3,820	17,126	4,713	54	48,752
16	469	100	4,130	5,535	1,286	3,674	10,267	5,405	21,158	3,749	0	55,773
17	196	42	1,859	2,658	540	702	6,816	1,994	13,253	5,318	0	33,378
18	208	76	770	1,597	349	550	789	1,066	2,288	1,001	0	8,694
Delaware	1,695	383	14,675	33,267	10,243	11,278	44,267	17,547	82,031	22,191	103	237,680
19	374	72	2,843	10,471	1,989	4,901	9,451	5,011	17,367	3,554	0	56,033
20	201	11	960	2,649	1,048	994	2,461	1,456	6,296	2,312	44	18,432
21	236	0	657	334	138	46	854	65	3,344	730	0	6,404
22	504	65	2,407	7,553	1,728	1,763	5,307	1,705	6,730	1,677	5	29,444
23	654	112	2,802	4,780	1,075	1,164	5,444	2,818	13,664	5,830	0	38,343
24	2,166	0	908	858	259	395	2,120	573	3,363	467	0	11,109
25	242	8	1,735	4,012	1,187	1,215	3,130	5,256	6,845	1,940	24	25,594
26	341	13	414	694	187	671	1,685	346	1,120	376	0	5,847
27	1,424	78	460	680	288	253	411	123	1,317	513	0	5,547

Appendix A-2: 1996 Employment by Sector and County Planning Area (*Continued*)

Planning Area	Agric.	Mining	Constr.	Manufac.	Transp.	Whole-Sale	Retail	F.I.R.E	Service	Governt.	Miltry	TOTAL
28	800	0	564	573	248	384	526	36	834	220	0	4,185
29	1,261	21	511	247	218	144	622	223	1,945	343	7	5,542
Chester	8,203	380	14,261	32,851	8,365	11,930	32,011	17,612	62,825	17,962	80	206,480
30	917	0	2,807	8,718	858	2,534	6,507	3,207	11,542	3,012	450	40,552
31	267	0	1,677	8,883	1,099	2,374	3,393	5,667	12,318	1,156	0	36,834
32	457	0	2,750	3,357	1,362	1,972	11,241	8,648	28,436	4,836	194	63,253
33	312	132	2,187	5,670	2,182	2,495	7,969	4,262	13,047	2,080	0	40,336
34	688	131	4,231	13,610	4,770	8,840	18,841	13,992	34,566	5,229	0	104,898
35	444	87	2,853	7,208	1,355	3,661	7,697	3,514	22,416	6,831	57	56,123
36	534	79	5,103	6,981	1,730	3,219	5,445	1,742	12,644	2,904	0	40,381
37	1,052	27	4,345	19,599	1,151	3,432	15,644	3,418	13,319	1,917	7	63,911
38	720	7	1,440	1,500	438	847	1,442	398	3,242	289	0	10,323
39	577	15	2,198	7,269	1,044	732	4,962	1,819	10,199	2,051	31	30,897
Montgomery	5,968	478	29,591	82,795	15,989	30,106	83,141	46,667	161,729	30,305	739	487,508
40	335	0	1,339	2,559	150	463	3,200	979	3,905	926	0	13,856
41	460	0	282	214	110	52	460	97	755	278	0	2,708
42	523	61	2,488	4,234	451	1,118	1,771	790	5,916	878	0	18,230
43	1,101	144	2,092	4,621	481	960	5,006	1,568	10,036	3,784	12	29,805
44	357	14	849	1,423	195	348	1,998	311	2,491	535	7	8,528
45	72	61	451	123	34	168	872	167	1,002	343	0	3,293
46	527	67	1,999	5,944	1,111	3,047	6,608	2,241	9,082	5,347	581	36,554
47	331	27	1,326	1,723	311	475	1,689	932	7,735	966	0	15,515
48	189	20	2,002	6,795	2,138	5,421	12,561	5,162	15,781	3,299	0	53,368
49	58	18	1,666	728	170	442	11,747	852	6,018	1,211	0	22,910
50	183	68	1,890	9,136	1,231	1,243	6,707	1,376	8,236	2,229	46	32,345
51	8	0	1,545	6,501	1,243	1,800	3,126	1,211	9,363	2,655	0	27,452
Bucks	4,144	480	17,929	44,001	7,625	15,537	55,745	15,686	80,320	22,451	646	264,564
PENNA	**20,736**	**2,034**	**96,789**	**280,129**	**84,899**	**115,922**	**344,826**	**176,589**	**691,007**	**239,642**	**6,511**	**2,059,084**

Appendix A-2: 1996 Employment by Sector and County Planning Area (*Continued*)

Planning Area	Agric.	Mining	Constr.	Manufac.	Transp.	Whole-Sale	Retail	F.I.R.E	Service	Governt.	Miltry	TOTAL
52	110	41	1,775	7,004	2,168	2,339	5,888	3,244	12,555	30,767	60	65,951
53	190	0	1,421	7,329	1,609	2,482	9,822	4,592	19,022	13,136	84	59,687
54	254	0	1,145	3,784	1,925	1,598	6,058	2,153	10,020	6,177	0	33,114
55	239	7	608	648	111	773	1,304	518	3,180	611	0	7,999
56	239	0	591	4,531	591	1,277	3,582	969	5,418	2,498	0	19,696
57	370	50	1,259	6,401	1,567	1,417	3,740	3,574	29,307	3,642	9	51,336
Mercer	1,402	98	6,799	29,697	7,971	9,886	30,394	15,050	79,502	56,831	153	237,783
58	275	0	3,734	11,999	3,610	4,767	13,117	5,353	16,980	5,294	22	65,151
59	634	0	4,268	7,817	3,073	5,990	15,359	8,962	23,901	3,459	77	73,540
60	540	0	1,117	864	728	441	3,801	624	6,643	9,730	16,099	40,587
61	314	61	1,773	2,259	797	915	3,297	795	5,957	1,799	19	17,986
62	408	0	453	347	100	124	271	167	927	347	0	3,144
Burlington	2,171	61	11,345	23,286	8,308	12,237	35,845	15,901	54,408	20,629	16,217	200,408
63	204	40	4,045	13,065	4,238	10,139	13,171	3,358	24,070	14,589	188	87,107
64	238	14	4,087	7,327	1,391	5,339	12,887	8,334	27,582	4,390	76	71,665
65	269	17	1,901	2,849	1,909	1,571	9,284	3,564	11,755	4,315	0	37,434
66	313	76	1,640	2,350	1,027	454	4,463	849	6,223	1,392	0	18,787
67	124	31	1,658	3,955	1,678	2,046	5,210	1,282	7,829	1,996	82	25,891
Camden	1,148	178	13,331	29,546	10,243	19,549	45,015	17,387	77,459	26,682	346	240,884
68	538	23	1,807	4,886	1,872	3,223	11,831	1,935	11,176	4,912	91	42,294
69	1,586	35	2,103	3,588	963	1,280	2,136	406	3,782	2,924	0	18,803
70	260	33	1,233	3,082	646	786	4,543	1,166	6,216	2,665	0	20,630
71	676	0	1,169	1,430	660	436	2,056	551	2,698	1,228	0	10,904
Gloucester	3,060	91	6,312	12,986	4,141	5,725	20,566	4,058	23,872	11,729	91	92,631
New Jersey	**7,781**	**428**	**37,787**	**95,515**	**30,663**	**47,397**	**131,820**	**52,396**	**235,241**	**115,871**	**16,807**	**771,706**
TOTAL	**28,517**	**2,462**	**134,576**	**375,644**	**115,562**	**163,319**	**476,646**	**228,985**	**926,248**	**355,513**	**23,318**	**2,830,790**

Appendix A-3: 1996 Trip Generation by County Planning Area

County Planning Area	Work		Non-Work		Nonhome-Based		Light Truck		Heavy Truck		Taxi		External-Local	
	PROD.	ATTR.	PROD.	ATTR.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	PROD	ATTR.
1	26,083	428,193	41,555	235,824	106,790	106,790	32,670	32,670	14,681	14,681	30,313	30,313	0	13,338
2	101,003	100,584	132,102	154,840	77,910	77,910	29,979	29,979	18,534	18,534	4,701	4,701	0	7,888
3	49,135	33,359	71,215	61,235	29,053	29,053	11,704	11,704	6,513	6,513	1,530	1,530	0	4,204
4	127,386	132,310	170,715	168,880	86,023	86,023	32,456	32,456	18,903	18,903	7,314	7,314	0	9,749
5	61,670	139,016	82,879	121,764	62,866	62,866	24,204	24,204	14,034	14,034	8,132	8,132	0	5,586
6	46,712	55,140	59,300	70,296	35,727	35,727	14,514	14,514	8,521	8,521	2,599	2,599	0	2,887
7	54,870	56,186	82,091	76,806	38,456	38,456	16,342	16,342	9,209	9,209	2,530	2,530	0	3,078
8	32,685	17,926	64,474	44,955	19,178	19,178	7,024	7,024	3,893	3,893	858	858	0	1,966
9	72,078	44,647	121,325	92,530	42,512	42,512	15,672	15,672	9,203	9,203	2,173	2,173	0	3,796
10	115,877	41,808	161,767	91,873	43,997	43,997	18,028	18,028	9,661	9,661	2,559	2,559	0	4,206
11	156,739	116,047	277,139	209,952	107,432	107,432	41,096	41,096	22,869	22,869	5,686	5,686	0	8,020
12	118,498	91,234	278,130	347,730	132,719	132,719	37,033	37,033	21,399	21,399	3,352	3,352	0	11,115
Philadelphia	962,736	1,256,450	1,542,692	1,676,685	782,663	782,663	280,722	280,722	157,420	157,420	71,747	71,747	0	75,833
13	77,759	59,971	157,756	110,524	46,835	46,835	18,237	18,237	10,702	10,702	2,507	2,507	0	36,145
14	85,081	70,469	225,550	264,366	95,477	95,477	26,953	26,953	16,338	16,338	2,371	2,371	0	21,086
15	138,997	70,179	280,506	181,770	78,040	78,040	28,266	28,266	15,715	15,715	3,155	3,155	0	14,387
16	98,743	79,476	281,667	279,829	101,036	101,036	29,353	29,353	18,505	18,505	2,648	2,648	0	14,313
17	39,921	48,416	123,493	128,767	54,061	54,061	16,765	16,765	10,321	10,321	1,569	1,569	0	14,135
18	19,116	12,828	63,168	33,160	13,595	13,595	5,924	5,924	3,206	3,206	350	350	0	12,614
Delaware	459,617	341,339	1,132,140	998,416	389,044	389,044	125,498	125,498	74,787	74,787	12,600	12,600	0	112,680
19	55,694	80,169	160,665	216,017	81,014	81,014	23,931	23,931	15,419	15,419	2,488	2,488	0	9,266
20	31,887	26,711	85,596	61,369	25,283	25,283	9,378	9,378	5,383	5,383	945	945	0	4,569
21	21,295	9,278	66,485	35,555	13,192	13,192	5,457	5,457	2,852	2,852	303	303	0	10,345
22	45,327	43,060	129,912	131,142	50,024	50,024	16,871	16,871	9,603	9,603	1,130	1,130	0	7,565
23	67,554	55,461	182,187	145,900	56,909	56,909	19,318	19,318	11,534	11,534	1,975	1,975	0	14,827
24	21,175	16,160	53,409	39,966	16,305	16,305	6,536	6,536	3,884	3,884	503	503	0	15,071
25	31,814	36,860	84,849	96,464	35,861	35,861	11,874	11,874	7,512	7,512	1,168	1,168	0	10,229
26	22,871	8,526	67,294	38,434	14,421	14,421	5,706	5,706	2,692	2,692	273	273	0	8,847
27	16,031	8,024	46,206	21,976	8,255	8,255	3,897	3,897	2,108	2,108	256	256	0	5,626
28	11,371	6,101	31,920	17,346	6,529	6,529	3,064	3,064	1,652	1,652	179	179	0	5,845

Appendix A-3: 1996 Trip Generation by County Planning Area *(Continued)*

County Planning Area	Work		Non-Work		Nonhome-Based		Light Truck		Heavy Truck		Taxi		External-Local	
	PROD.	ATTR.	PROD.	ATTR.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	PROD	ATTR.
29	12,907	7,994	33,239	23,673	8,390	8,390	3,636	3,636	2,187	2,187	226	226	0	8,198
Chester	337,926	298,344	941,762	827,842	316,183	316,183	109,668	109,668	64,826	64,826	9,446	9,446	0	100,388
30	60,998	57,220	163,345	169,497	62,742	62,742	19,336	19,336	12,186	12,186	1,862	1,862	0	6,967
31	34,443	52,583	90,668	124,427	45,690	45,690	13,580	13,580	9,643	9,643	1,626	1,626	0	3,893
32	97,357	90,163	257,702	278,187	105,195	105,195	30,460	30,460	19,613	19,613	3,170	3,170	0	8,598
33	34,286	57,778	90,369	173,575	63,125	63,125	17,040	17,040	11,496	11,496	1,776	1,776	0	4,320
34	82,181	150,400	213,237	349,239	137,898	137,898	40,832	40,832	27,063	27,063	4,900	4,900	0	12,135
35	69,381	80,608	169,387	188,862	75,830	75,830	23,769	23,769	15,397	15,397	2,751	2,751	0	6,425
36	54,808	58,836	158,363	155,591	59,511	59,511	20,837	20,837	12,630	12,630	1,620	1,620	0	9,920
37	94,211	91,611	245,596	280,589	105,971	105,971	33,011	33,011	18,839	18,839	2,979	2,979	0	11,873
38	24,718	14,975	70,297	45,534	16,832	16,832	6,806	6,806	3,805	3,805	453	453	0	11,700
39	35,940	44,889	83,142	70,546	31,577	31,577	12,485	12,485	7,339	7,339	1,747	1,747	0	27,331
Montgomery	588,323	699,063	1,542,106	1,836,047	704,371	704,371	218,156	218,156	138,011	138,011	22,884	22,884	0	103,162
40	25,370	20,116	67,305	50,491	21,258	21,258	8,082	8,082	4,425	4,425	690	690	0	12,222
41	14,292	3,997	44,358	19,043	6,755	6,755	3,529	3,529	1,577	1,577	122	122	0	7,773
42	36,085	26,294	104,670	72,984	26,867	26,867	10,193	10,193	6,012	6,012	792	792	0	6,139
43	44,739	43,309	128,524	115,209	46,514	46,514	15,779	15,779	9,341	9,341	1,320	1,320	0	7,192
44	14,015	12,573	45,596	42,782	16,962	16,962	5,638	5,638	3,189	3,189	317	317	0	4,771
45	7,435	4,751	21,665	18,147	6,656	6,656	2,513	2,513	1,340	1,340	138	138	0	6,966
46	84,536	51,737	227,949	171,648	66,550	66,550	21,561	21,561	12,464	12,464	1,724	1,724	0	11,015
47	23,336	22,844	70,189	60,278	24,304	24,304	8,470	8,470	5,286	5,286	623	623	0	6,586
48	68,598	75,739	171,822	277,035	97,862	97,862	25,502	25,502	16,395	16,395	2,377	2,377	0	9,407
49	43,892	32,807	113,342	186,412	68,213	68,213	16,358	16,358	9,332	9,332	1,029	1,029	0	7,534
50	66,566	45,970	179,685	162,308	59,037	59,037	18,272	18,272	10,501	10,501	1,539	1,539	0	8,780
51	55,484	39,188	134,124	103,786	39,990	39,990	13,380	13,380	8,055	8,055	1,400	1,400	0	4,693
Bucks	484,348	379,325	1,309,229	1,280,123	480,968	480,968	149,277	149,277	87,917	87,917	12,071	12,071	0	93,078
PENNA	**2,832,950**	**2,974,521**	**6,467,929**	**6,619,113**	**2,673,229**	**2,673,229**	**883,321**	**883,321**	**522,961**	**522,961**	**128,748**	**128,748**	**0**	**485,141**
52	57,747	96,407	84,019	91,268	49,695	49,695	18,840	18,840	12,347	12,347	4,228	4,228	0	17,840
53	53,149	85,624	123,937	228,158	90,825	90,825	24,882	24,882	17,437	17,437	2,512	2,512	0	34,013

Appendix A-3: 1996 Trip Generation by County Planning Area *(Continued)*

County Planning Area	Work		Non-Work		Nonhome-Based		Light Truck		Heavy Truck		Taxi		External-Local	
	PROD.	ATTR.	PROD.	ATTR.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	ORIG.	DEST.	PROD	ATTR.
54	77,698	47,162	182,216	158,055	61,078	61,078	19,568	19,568	11,805	11,805	1,608	1,608	0	46,548
55	13,919	11,575	35,738	33,435	12,544	12,544	4,710	4,710	2,792	2,792	321	321	0	15,187
56	32,392	28,256	66,123	70,741	28,689	28,689	10,426	10,426	6,318	6,318	859	859	0	44,468
57	35,740	74,325	68,426	108,641	48,139	48,139	18,107	18,107	13,123	13,123	2,218	2,218	0	68,110
Mercer	270,645	343,349	560,459	690,298	290,970	290,970	96,533	96,533	63,822	63,822	11,746	11,746	0	226,166
58	92,670	93,084	239,437	299,176	110,745	110,745	32,358	32,358	20,154	20,154	2,904	2,904	0	22,853
59	149,206	106,165	397,725	322,575	125,653	125,653	42,350	42,350	23,767	23,767	3,569	3,569	0	23,646
60	60,284	33,794	115,506	90,699	37,147	37,147	16,716	16,716	11,704	11,704	1,813	1,813	0	33,815
61	33,465	26,083	106,536	82,567	31,908	31,908	11,395	11,395	6,251	6,251	826	826	0	7,172
62	13,921	4,640	40,107	17,125	6,002	6,002	3,285	3,285	1,581	1,581	121	121	0	6,580
Burlington	349,546	263,766	899,311	812,142	311,455	311,455	106,104	106,104	63,457	63,457	9,233	9,233	0	94,066
63	83,062	125,943	161,756	196,526	90,195	90,195	31,675	31,675	19,593	19,593	4,980	4,980	0	11,392
64	95,425	102,069	247,464	311,161	113,600	113,600	32,200	32,200	21,234	21,234	3,386	3,386	0	17,745
65	94,470	53,325	235,972	216,438	80,375	80,375	24,119	24,119	13,837	13,837	2,001	2,001	0	14,492
66	43,357	27,121	120,176	104,207	39,110	39,110	12,918	12,918	7,208	7,208	848	848	0	18,711
67	77,845	36,697	202,241	149,801	54,637	54,637	17,778	17,778	9,818	9,818	1,348	1,348	0	13,331
Camden	394,159	345,155	967,609	978,133	377,917	377,917	118,690	118,690	71,690	71,690	12,563	12,563	0	75,671
68	66,720	61,060	185,697	234,737	89,663	89,663	25,964	25,964	15,119	15,119	1,767	1,767	0	21,335
69	25,690	27,362	71,815	61,762	24,852	24,852	10,040	10,040	6,152	6,152	721	721	0	19,956
70	62,473	29,764	166,995	114,075	44,385	44,385	15,320	15,320	8,261	8,261	986	986	0	23,630
71	38,821	15,729	104,322	59,071	22,614	22,614	9,172	9,172	4,688	4,688	555	555	0	21,623
Gloucester	193,704	133,915	528,829	469,645	181,514	181,514	60,496	60,496	34,220	34,220	4,029	4,029	0	86,544
New Jersey	**1,208,054**	**1,086,185**	**2,956,208**	**2,950,218**	**1,161,856**	**1,161,856**	**381,823**	**381,823**	**233,189**	**233,189**	**37,571**	**37,571**	**0**	**482,447**
TOTAL	**4,041,004**	**4,060,706**	**9,424,137**	**9,569,331**	**3,835,085**	**3,835,085**	**1,265,144**	**1,265,144**	**756,150**	**756,150**	**166,319**	**166,319**	**0**	**967,588**

Appendix A-4: Percent of 1996 Person Trip Production Made by Transit by Trip Purpose and County Planning Area

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
1	26,090	15,771	60.4	41,567	20,702	49.8	106,797	35,891	33.6	174,454	72,364	41.5
2	101,035	39,035	38.6	132,146	24,231	18.3	77,916	4,998	6.4	311,097	68,264	21.9
3	49,152	18,573	37.8	71,237	10,246	14.4	29,056	1,364	4.7	149,445	30,183	20.2
4	127,426	53,949	42.3	170,769	31,998	18.7	86,028	7,795	9.1	384,223	93,742	24.4
5	61,687	29,120	47.2	82,903	20,202	24.4	62,869	7,075	11.3	207,459	56,397	27.2
6	46,727	19,473	41.7	59,318	10,057	17.0	35,729	1,886	5.3	141,774	31,416	22.2
7	54,887	20,668	37.7	82,115	11,242	13.7	38,459	2,103	5.5	175,461	34,013	19.4
8	32,692	7,749	23.7	64,488	4,395	6.8	19,179	543	2.8	116,359	12,687	10.9
9	72,097	20,098	27.9	121,358	9,792	8.1	42,515	1,303	3.1	235,970	31,193	13.2
10	115,905	35,395	30.5	161,810	15,852	9.8	44,000	1,967	4.5	321,715	53,214	16.5
11	156,777	49,969	31.9	277,218	26,315	9.5	107,438	4,306	4.0	541,433	80,590	14.9
12	118,506	18,704	15.8	278,194	6,991	2.5	132,725	1,132	0.9	529,425	26,827	5.1
Philadelphia	962,981	328,504	34.1	1,543,123	192,023	12.4	782,711	70,363	9.0	3,288,815	590,890	18.0
13	77,765	6,787	8.7	157,763	2,462	1.6	46,839	314	0.7	282,367	9,563	3.4
14	85,084	8,924	10.5	225,607	3,236	1.4	95,482	554	0.6	406,173	12,714	3.1
15	139,019	31,028	22.3	280,583	14,073	5.0	78,044	2,126	2.7	497,646	47,227	9.5
16	98,753	13,659	13.8	281,731	6,171	2.2	101,042	886	0.9	481,526	20,716	4.3
17	39,924	3,280	8.2	123,512	1,497	1.2	54,064	351	0.6	217,500	5,128	2.4
18	19,118	348	1.8	63,171	93	0.1	13,596	13	0.1	95,885	454	0.5
Delaware	459,663	64,026	13.9	1,132,367	27,532	2.4	389,067	4,244	1.1	1,981,097	95,802	4.8
19	55,697	1,632	2.9	160,697	496	0.3	81,019	143	0.2	297,413	2,271	0.8
20	31,888	945	3.0	85,598	483	0.6	25,285	66	0.3	142,771	1,494	1.0
21	21,299	0	0.0	66,496	0	0.0	13,193	0	0.0	100,988	0	0.0
22	45,332	661	1.5	129,916	232	0.2	50,028	41	0.1	225,276	934	0.4
23	67,560	2,951	4.4	182,186	1,302	0.7	56,912	397	0.7	306,658	4,650	1.5

Appendix A-4: Percent of 1996 Person Trip Production Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
24	21,191	42	0.2	53,409	13	0.0	16,303	1	0.0	90,903	56	0.1
25	31,823	954	3.0	84,849	507	0.6	35,864	109	0.3	152,536	1,570	1.0
26	22,882	191	0.8	67,276	93	0.1	14,421	6	0.0	104,579	290	0.3
27	16,066	15	0.1	46,385	13	0.0	8,245	0	0.0	70,696	28	0.0
28	11,376	216	1.9	31,929	125	0.4	6,528	11	0.2	49,833	352	0.7
29	12,943	0	0.0	33,225	0	0.0	8,384	0	0.0	54,552	0	0.0
Chester	338,057	7,607	2.3	941,966	3,264	0.3	316,182	774	0.2	1,596,205	11,645	0.7
30	61,001	2,141	3.5	163,372	565	0.3	62,745	116	0.2	287,118	2,822	1.0
31	34,444	1,364	4.0	90,684	451	0.5	45,691	114	0.2	170,819	1,929	1.1
32	97,362	8,920	9.2	257,751	3,434	1.3	105,201	630	0.6	460,314	12,984	2.8
33	34,288	2,108	6.1	90,383	757	0.8	63,127	228	0.4	187,798	3,093	1.6
34	82,194	9,507	11.6	213,273	4,626	2.2	137,906	1,442	1.0	433,373	15,575	3.6
35	69,384	2,825	4.1	169,411	1,030	0.6	75,834	252	0.3	314,629	4,107	1.3
36	54,811	613	1.1	158,373	225	0.1	59,514	34	0.1	272,698	872	0.3
37	94,218	1,767	1.9	245,613	723	0.3	105,978	181	0.2	445,809	2,671	0.6
38	24,723	0	0.0	70,297	0	0.0	16,834	0	0.0	111,854	0	0.0
39	35,946	1,179	3.3	83,150	646	0.8	31,580	262	0.8	150,676	2,087	1.4
Montgomery	588,371	30,424	5.2	1,542,307	12,457	0.8	704,410	3,259	0.5	2,835,088	46,140	1.6
40	25,374	0	0.0	67,307	0	0.0	21,260	0	0.0	113,941	0	0.0
41	14,304	0	0.0	44,345	0	0.0	6,751	0	0.0	65,400	0	0.0
42	36,088	0	0.0	104,677	0	0.0	26,870	0	0.0	167,635	0	0.0
43	44,742	676	1.5	128,527	191	0.1	46,516	47	0.1	219,785	914	0.4
44	14,016	118	0.8	45,598	32	0.1	16,963	4	0.0	76,577	154	0.2
45	7,436	78	1.0	21,665	24	0.1	6,656	3	0.0	35,757	105	0.3
46	84,541	1,753	2.1	227,965	361	0.2	66,553	55	0.1	379,059	2,169	0.6

Appendix A-4: Percent of 1996 Person Trip Production Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
47	23,337	290	1.2	70,191	76	0.1	24,305	8	0.0	117,833	374	0.3
48	68,602	3,422	5.0	171,839	791	0.5	97,866	195	0.2	338,307	4,408	1.3
49	43,895	1,671	3.8	113,357	342	0.3	68,214	68	0.1	225,466	2,081	0.9
50	66,570	1,860	2.8	179,698	425	0.2	59,039	64	0.1	305,307	2,349	0.8
51	55,488	2,307	4.2	134,140	488	0.4	39,992	72	0.2	229,620	2,867	1.2
Bucks	484,393	12,175	2.5	1,309,309	2,730	0.2	480,985	516	0.1	2,274,687	15,421	0.7
Penna.	**2,833,465**	**442,736**	**15.6**	**6,469,072**	**238,006**	**3.7**	**2,673,355**	**79,156**	**3.0**	**11,975,892**	**759,898**	**6.3**
52	57,748	5,671	9.8	84,028	2,087	2.5	49,696	462	0.9	191,472	8,220	4.3
53	53,150	1,391	2.6	123,947	278	0.2	90,827	76	0.1	267,924	1,745	0.7
54	77,700	1,516	2.0	182,230	401	0.2	61,080	50	0.1	321,010	1,967	0.6
55	13,919	62	0.4	35,739	14	0.0	12,545	6	0.0	62,203	82	0.1
56	32,394	240	0.7	66,123	48	0.1	28,690	15	0.1	127,207	303	0.2
57	35,741	967	2.7	68,432	233	0.3	48,140	131	0.3	152,313	1,331	0.9
Mercer	270,652	9,847	3.6	560,499	3,061	0.5	290,978	740	0.3	1,122,129	13,648	1.2
58	92,674	3,344	3.6	239,443	1,453	0.6	110,749	303	0.3	442,866	5,100	1.2
59	149,217	10,190	6.8	397,723	5,830	1.5	125,654	750	0.6	672,594	16,770	2.5
60	60,339	813	1.3	115,470	399	0.3	37,143	48	0.1	212,952	1,260	0.6
61	33,469	1,097	3.3	106,538	1,106	1.0	31,908	208	0.7	171,915	2,411	1.4
62	13,996	0	0.0	40,111	0	0.0	5,992	0	0.0	60,099	0	0.0
Burlington	349,695	15,444	4.4	899,285	8,788	1.0	311,446	1,309	0.4	1,560,426	25,541	1.6
63	83,067	14,810	17.8	161,767	6,955	4.3	90,197	2,153	2.4	335,031	23,918	7.1
64	95,430	7,663	8.0	247,474	3,115	1.3	113,602	713	0.6	456,506	11,491	2.5
65	94,474	9,693	10.3	235,982	3,419	1.4	80,375	520	0.6	410,831	13,632	3.3

Appendix A-4: Percent of 1996 Person Trip Production Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
66	43,374	2,331	5.4	120,156	746	0.6	39,108	59	0.2	202,638	3,136	1.5
67	77,850	7,191	9.2	202,244	2,206	1.1	54,639	236	0.4	334,733	9,633	2.9
Camden	394,195	41,688	10.6	967,623	16,441	1.7	377,921	3,681	1.0	1,739,739	61,810	3.6
68	66,725	3,594	5.4	185,701	732	0.4	89,664	115	0.1	342,090	4,441	1.3
69	25,691	322	1.3	71,815	57	0.1	24,852	4	0.0	122,358	383	0.3
70	62,487	4,316	6.9	166,973	1,582	0.9	44,384	84	0.2	273,844	5,982	2.2
71	38,855	2,085	5.4	104,275	773	0.7	22,611	32	0.1	165,741	2,890	1.7
Gloucester	193,758	10,317	5.3	528,764	3,144	0.6	181,511	235	0.1	904,033	13,696	1.5
New Jersey	**1,208,300**	**77,296**	**6.4**	**2,956,171**	**31,434**	**1.1**	**1,161,856**	**5,965**	**0.5**	**5,326,327**	**114,695**	**2.2**
TOTAL	**4,041,765**	**520,032**	**12.9**	**9,425,243**	**269,440**	**2.9**	**3,835,211**	**85,121**	**2.2**	**17,302,219**	**874,593**	**5.1**

Appendix A-5: Percent of 1996 Person Trip Attractions Made by Transit by Trip Purpose and County Planning Area

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
1	430,704	291,003	67.6	228,788	130,286	56.9	109,605	53,278	48.6	769,097	474,567	61.7
2	101,408	12,014	11.8	149,169	10,807	7.2	79,657	2,299	2.9	330,234	25,120	7.6
3	33,347	3,875	11.6	60,391	3,262	5.4	29,611	552	1.9	123,349	7,689	6.2
4	132,272	32,520	24.6	164,334	17,797	10.8	88,200	4,434	5.0	384,806	54,751	14.2
5	139,747	47,913	34.3	117,672	20,233	17.2	64,591	5,965	9.2	322,010	74,111	23.0
6	55,359	11,100	20.1	68,131	6,707	9.8	36,794	1,427	3.9	160,284	19,234	12.0
7	56,670	9,123	16.1	74,380	5,729	7.7	39,658	1,396	3.5	170,708	16,248	9.5
8	17,833	1,759	9.9	43,256	1,503	3.5	19,566	231	1.2	80,655	3,493	4.3
9	44,557	6,094	13.7	89,590	4,638	5.2	43,525	789	1.8	177,672	11,521	6.5
10	41,945	8,002	19.1	89,287	7,182	8.0	45,184	1,487	3.3	176,416	16,671	9.4
11	117,223	18,308	15.6	203,986	14,654	7.2	110,844	3,145	2.8	432,053	36,107	8.4
12	92,367	5,071	5.5	330,826	4,631	1.4	137,736	500	0.4	560,929	10,202	1.8
Phila.	1,263,432	446,782	35.4	1,619,810	227,429	14.0	804,971	75,503	9.4	3,688,213	749,714	20.3
13	58,923	3,593	6.1	114,795	1,328	1.2	45,531	243	0.5	219,249	5,164	2.4
14	69,573	1,548	2.2	275,065	910	0.3	96,371	141	0.1	441,009	2,599	0.6
15	69,505	7,404	10.7	186,299	5,352	2.9	79,532	1,446	1.8	335,336	14,202	4.2
16	77,482	1,647	2.1	277,326	1,238	0.4	102,677	221	0.2	457,485	3,106	0.7
17	47,424	1,532	3.2	133,343	684	0.5	54,434	264	0.5	235,201	2,480	1.1
18	12,483	26	0.2	35,095	0	0.0	12,992	8	0.1	60,570	34	0.1
Delaware	335,390	15,750	4.7	1,021,923	9,512	0.9	391,537	2,323	0.6	1,748,850	27,585	1.6
19	76,519	558	0.7	208,732	105	0.1	81,250	69	0.1	366,501	732	0.2
20	24,757	452	1.8	59,250	297	0.5	24,475	48	0.2	108,482	797	0.7
21	8,390	0	0.0	37,402	0	0.0	12,148	0	0.0	57,940	0	0.0
22	40,941	83	0.2	132,603	11	0.0	49,731	18	0.0	223,275	112	0.1
23	53,349	2,048	3.8	151,826	1,072	0.7	56,304	379	0.7	261,479	3,499	1.3

Appendix A-5: Percent of 1996 Person Trip Attractions Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
24	16,285	0	0.0	46,408	0	0.0	15,422	1	0.0	78,115	1	0.0
25	35,332	642	1.8	99,769	346	0.3	34,553	93	0.3	169,654	1,081	0.6
26	8,026	2	0.0	39,998	0	0.0	13,249	2	0.0	61,273	4	0.0
27	8,368	0	0.0	29,038	0	0.0	7,445	0	0.0	44,851	0	0.0
28	6,015	12	0.2	19,116	0	0.0	5,826	2	0.0	30,957	14	0.0
29	9,001	0	0.0	31,589	0	0.0	8,084	0	0.0	48,674	0	0.0
Chester	286,983	3,797	1.3	855,731	1,831	0.2	308,487	612	0.2	1,451,201	6,240	0.4
30	57,113	517	0.9	162,470	195	0.1	63,171	48	0.1	282,754	760	0.3
31	51,813	352	0.7	118,286	146	0.1	46,003	56	0.1	216,102	554	0.3
32	90,101	2,811	3.1	268,274	1,386	0.5	106,978	221	0.2	465,353	4,418	0.9
33	56,262	755	1.3	163,599	421	0.3	63,779	72	0.1	283,640	1,248	0.4
34	145,913	5,718	3.9	336,087	2,491	0.7	140,181	669	0.5	622,181	8,878	1.4
35	77,398	1,304	1.7	176,398	650	0.4	75,921	188	0.2	329,717	2,142	0.6
36	54,511	152	0.3	151,424	93	0.1	57,507	13	0.0	263,442	258	0.1
37	88,375	722	0.8	273,112	385	0.1	103,989	137	0.1	465,476	1,244	0.3
38	13,853	0	0.0	48,895	0	0.0	15,374	0	0.0	78,122	0	0.0
39	40,197	1,115	2.8	76,855	599	0.8	29,480	258	0.9	146,532	1,972	1.3
Montgomery	675,536	13,446	2.0	1,775,400	6,366	0.4	702,383	1,662	0.2	3,153,319	21,474	1.7
40	19,530	0	0.0	57,334	0	0.0	19,910	0	0.0	96,774	0	0.0
41	3,909	0	0.0	24,809	0	0.0	5,988	0	0.0	34,706	0	0.0
42	25,446	0	0.0	77,647	0	0.0	25,007	0	0.0	128,100	0	0.0
43	42,295	262	0.6	111,736	76	0.1	45,106	23	0.1	199,137	361	0.2
44	12,252	5	0.0	42,614	0	0.0	15,957	1	0.0	70,823	6	0.0
45	4,599	2	0.0	17,406	1	0.0	5,850	0	0.0	27,855	3	0.0
46	51,686	233	0.5	163,721	53	0.0	66,197	22	0.0	281,604	308	0.1

Appendix A-5: Percent of 1996 Person Trip Attractions Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
47	22,763	58	0.3	56,348	7	0.0	23,581	2	0.0	102,692	67	0.1
48	76,440	755	1.0	258,411	521	0.2	100,421	62	0.1	435,272	1,338	0.3
49	32,937	188	0.6	174,040	134	0.1	69,153	19	0.0	276,130	341	0.1
50	45,670	143	0.3	152,701	75	0.0	58,190	14	0.0	256,561	232	0.1
51	39,557	268	0.7	97,505	103	0.1	39,861	34	0.1	176,923	405	0.2
Bucks	377,084	1,914	0.5	1,234,272	970	0.1	475,221	177	0.0	2,086,577	3,061	0.1
Penna.	**2,938,425**	**481,689**	**16.4**	**6,507,136**	**246,108**	**3.8**	**2,682,599**	**80,277**	**3.0**	**12,128,160**	**808,074**	**6.7**
52	90,654	8,415	9.3	81,161	2,415	3.0	50,183	591	1.2	221,998	11,421	5.1
53	79,471	877	1.1	196,133	301	0.2	93,042	15	0.0	368,646	1,193	0.3
54	43,933	193	0.4	142,278	93	0.1	61,278	5	0.0	247,489	291	0.1
55	10,532	13	0.1	27,340	6	0.0	11,947	0	0.0	49,819	19	0.0
56	24,891	17	0.1	59,748	9	0.0	27,019	1	0.0	111,658	27	0.0
57	65,623	1,014	1.5	85,184	262	0.3	47,257	105	0.2	198,064	1,381	0.7
Mercer	315,104	10,529	3.3	591,844	3,086	0.5	290,726	717	0.2	1,197,674	14,332	1.2
58	95,022	1,255	1.3	283,923	1,090	0.4	107,756	227	0.2	486,701	2,572	0.5
59	112,468	3,786	3.4	327,542	4,318	1.3	124,482	574	0.5	564,492	8,678	1.5
60	34,099	528	1.5	87,489	302	0.3	34,077	42	0.1	155,665	872	0.6
61	27,010	833	3.1	83,511	1,019	1.2	29,980	206	0.7	140,501	2,058	1.5
62	4,971	0	0.0	21,727	0	0.0	5,264	0	0.0	31,962	0	0.0
Burlington	273,570	6,402	2.3	804,192	6,729	0.8	301,559	1,049	0.3	1,379,321	14,180	1.0
63	133,348	14,403	10.8	196,252	7,144	3.6	92,111	2,175	2.4	421,711	23,722	5.6
64	109,599	2,679	2.4	320,892	2,357	0.7	115,864	488	0.4	546,355	5,524	1.0
65	57,431	1,188	2.1	224,767	1,465	0.7	81,656	221	0.3	363,854	2,874	0.8

Appendix A-5: Percent of 1996 Person Trip Attractions Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person Trips	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit Trips	TOTAL Percent Transit
66	30,171	380	1.3	117,329	319	0.3	37,741	20	0.1	185,241	719	0.4
67	39,813	1,225	3.1	158,767	1,276	0.8	55,111	92	0.2	253,691	2,593	1.0
Camden	370,362	19,875	5.4	1,018,007	12,561	1.2	382,483	2,996	0.8	1,770,852	35,432	2.0
68	65,460	529	0.8	241,532	243	0.1	90,458	18	0.0	397,450	790	0.2
69	28,569	65	0.2	59,841	8	0.0	23,069	0	0.0	111,479	73	0.1
70	32,683	578	1.8	129,406	436	0.3	43,108	49	0.1	205,197	1,063	0.5
71	17,592	365	2.1	73,285	269	0.4	21,209	15	0.1	112,086	649	0.6
Gloucester	144,304	1,537	1.1	504,064	956	0.2	177,844	82	0.0	826,212	2,575	0.3
New Jersey	**1,103,340**	**38,343**	**3.5**	**2,918,107**	**23,332**	**0.8**	**1,152,612**	**4,844**	**0.4**	**5,174,059**	**66,519**	**1.3**
TOTAL	**4,041,765**	**520,032**	**12.9**	**9,425,243**	**269,440**	**2.9**	**3,835,211**	**85,121**	**2.2**	**17,302,219**	**874,593**	**5.1**

Appendix A-6: Percent of 1996 Total Person Trip Ends Made by Transit by Trip Purpose and County Planning Area

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person TRIPS	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit TRIPS	TOTAL Percent Transit
1	456,794	306,774	67.2	270,355	150,988	55.8	216,402	89,169	41.2	943,551	546,931	58.0
2	202,443	51,049	25.2	281,315	35,038	12.5	157,573	7,297	4.6	641,331	93,384	14.6
3	82,499	22,448	27.2	131,628	13,508	10.3	58,667	1,916	3.3	272,794	37,872	13.9
4	259,698	86,469	33.3	335,103	49,795	14.9	174,228	12,229	7.0	769,029	148,493	19.3
5	201,434	77,033	38.2	200,575	40,435	20.2	127,460	13,040	10.2	529,469	130,508	24.6
6	102,086	30,573	29.9	127,449	16,764	13.2	72,523	3,313	4.6	302,058	50,650	16.8
7	111,557	29,791	26.7	156,495	16,971	10.8	78,117	3,499	4.5	346,169	50,261	14.5
8	50,525	9,508	18.8	107,744	5,898	5.5	38,745	774	2.0	197,014	16,180	8.2
9	116,654	26,192	22.5	210,948	14,430	6.8	86,040	2,092	2.4	413,642	42,714	10.3
10	157,850	43,397	27.5	251,097	23,034	9.2	89,184	3,454	3.9	498,131	69,885	14.0
11	274,000	68,277	24.9	481,204	40,969	8.5	218,282	7,451	3.4	973,486	116,697	12.0
12	210,873	23,775	11.3	609,020	11,622	1.9	270,461	1,632	0.6	1,090,354	37,029	3.4
Philadelphia	2,226,413	775,286	34.8	3,162,933	419,452	13.3	1,587,682	145,866	9.2	6,977,028	1,340,604	19.2
13	136,688	10,380	7.6	272,558	3,790	1.4	92,370	557	0.6	501,616	14,727	2.9
14	154,657	10,472	6.8	500,672	4,146	0.8	191,853	695	0.4	847,182	15,313	1.8
15	208,524	38,432	18.4	466,882	19,425	4.2	157,576	3,572	2.3	832,982	61,429	7.4
16	176,235	15,306	8.7	559,057	7,409	1.3	203,719	1,107	0.5	939,011	23,822	2.5
17	87,348	4,812	5.5	256,855	2,181	0.8	108,498	615	0.6	452,701	7,608	1.7
18	31,601	374	1.2	98,266	93	0.1	26,588	21	0.1	156,455	488	0.3
Delaware	795,053	79,776	10.0	2,154,290	37,044	1.7	780,604	6,567	0.8	3,729,947	123,387	3.3
19	132,216	2,190	1.7	369,429	601	0.2	162,269	212	0.1	663,914	3,003	0.5
20	56,645	1,397	2.5	144,848	780	0.5	49,760	114	0.2	251,253	2,291	0.9
21	29,689	0	0.0	103,898	0	0.0	25,341	0	0.0	158,928	0	0.0
22	86,273	744	0.9	262,519	243	0.1	99,759	59	0.1	448,551	1,046	0.2
23	120,909	4,999	4.1	334,012	2,374	0.7	113,216	776	0.7	568,137	8,149	1.4

Appendix A-6: Percent of 1996 Total Person Trip Ends Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person TRIPS	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit TRIPS	TOTAL Percent Transit
24	37,476	42	0.1	99,817	13	0.0	31,725	2	0.0	169,018	57	0.0
25	67,155	1,596	2.4	184,618	853	0.5	70,417	202	0.3	322,190	2,651	0.8
26	30,908	193	0.6	107,274	93	0.1	27,670	8	0.0	165,852	294	0.2
27	24,434	15	0.1	75,423	13	0.0	15,690	0	0.0	115,547	28	0.0
28	17,391	228	1.3	51,045	125	0.2	12,354	13	0.1	80,790	366	0.5
29	21,944	0	0.0	64,814	0	0.0	16,468	0	0.0	103,226	0	0.0
Chester	625,040	11,404	1.8	1,797,697	5,095	0.3	624,669	1,386	0.2	3,047,406	17,885	0.6
30	118,114	2,658	2.3	325,842	760	0.2	125,916	164	0.1	569,872	3,582	0.6
31	86,257	1,716	2.0	208,970	597	0.3	91,694	170	0.2	386,921	2,483	0.6
32	187,463	11,731	6.3	526,025	4,820	0.9	212,179	851	0.4	925,667	17,402	1.9
33	90,550	2,863	3.2	253,982	1,178	0.5	126,906	300	0.2	471,438	4,341	0.9
34	228,107	15,225	6.7	549,360	7,117	1.3	278,087	2,111	0.8	1,055,554	24,453	2.3
35	146,782	4,129	2.8	345,809	1,680	0.5	151,755	440	0.3	644,346	6,249	1.0
36	109,322	765	0.7	309,797	318	0.1	117,021	47	0.0	536,140	1,130	0.2
37	182,593	2,489	1.4	518,725	1,108	0.2	209,967	318	0.2	911,285	3,915	0.4
38	38,576	0	0.0	119,192	0	0.0	32,208	0	0.0	189,976	0	0.0
39	76,143	2,294	3.0	160,005	1,245	0.8	61,060	520	0.9	297,208	4,059	1.4
Montgomery	1,263,907	43,870	3.5	3,317,707	18,823	0.6	1,406,793	4,921	0.3	5,988,407	67,614	1.1
40	44,904	0	0.0	124,641	0	0.0	41,170	0	0.0	210,715	0	0.0
41	18,213	0	0.0	69,154	0	0.0	12,739	0	0.0	100,106	0	0.0
42	61,534	0	0.0	182,324	0	0.0	51,877	0	0.0	295,735	0	0.0
43	87,037	938	1.1	240,263	267	0.1	91,622	70	0.1	418,922	1,275	0.3
44	26,268	123	0.5	88,212	32	0.0	32,920	5	0.0	147,400	160	0.1
45	12,035	80	0.7	39,071	25	0.1	12,506	3	0.0	63,612	108	0.2
46	136,227	1,986	1.5	391,686	414	0.1	132,750	77	0.1	660,663	2,477	0.4

Appendix A-6: Percent of 1996 Total Person Trip Ends Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person TRIPS	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit TRIPS	TOTAL Percent Transit
47	46,100	348	0.8	126,539	83	0.1	47,886	10	0.0	220,525	441	0.2
48	145,042	4,177	2.9	430,250	1,312	0.3	198,287	257	0.1	773,579	5,746	0.7
49	76,832	1,859	2.4	287,397	476	0.2	137,367	87	0.1	501,596	2,422	0.5
50	112,240	2,003	1.8	332,399	500	0.2	117,229	78	0.1	561,868	2,581	0.5
51	95,045	2,575	2.7	231,645	591	0.3	79,853	106	0.1	406,543	3,272	0.8
Bucks	861,477	14,089	1.6	2,543,581	3,700	0.1	956,206	693	0.1	4,361,264	18,482	0.4
PENNA	**5,771,890**	**924,425**	**16.0**	**12,976,208**	**484,114**	**3.7**	**5,355,954**	**159,433**	**3.0**	**24,104,052**	**1,567,972**	**6.5**
52	148,402	14,086	9.5	165,189	4,502	2.7	99,879	1,053	1.1	413,470	19,641	4.8
53	132,621	2,268	1.7	320,080	579	0.2	183,869	91	0.0	636,570	2,938	0.5
54	121,633	1,709	1.4	324,508	494	0.2	122,358	55	0.0	568,499	2,258	0.4
55	24,451	75	0.3	63,079	20	0.0	24,492	6	0.0	112,022	101	0.1
56	57,285	257	0.4	125,871	57	0.0	55,709	16	0.0	238,865	330	0.1
57	101,364	1,981	2.0	153,616	495	0.3	95,397	236	0.2	350,377	2,712	0.8
Mercer	585,756	20,376	3.5	1,152,343	6,147	0.5	581,704	1,457	0.3	2,319,803	27,980	1.2
58	187,696	4,599	2.5	523,366	2,543	0.5	218,505	530	0.2	929,567	7,672	0.8
59	261,685	13,976	5.3	725,265	10,148	1.4	250,136	1,324	0.5	1,237,086	25,448	2.1
60	94,438	1,341	1.4	202,959	701	0.3	71,220	90	0.1	368,617	2,132	0.6
61	60,479	1,930	3.2	190,049	2,125	1.1	61,888	414	0.7	312,416	4,469	1.4
62	18,967	0	0.0	61,838	0	0.0	11,256	0	0.0	92,061	0	0.0
Burlington	623,265	21,846	3.5	1,703,477	15,517	0.9	613,005	2,358	0.4	2,939,747	39,721	1.4
63	216,415	29,213	13.5	358,019	14,099	3.9	182,308	4,328	2.4	756,742	47,640	6.3
64	205,029	10,342	5.0	568,366	5,472	1.0	229,466	1,201	0.5	1,002,861	17,015	1.7
65	151,905	10,881	7.2	460,749	4,884	1.1	162,031	741	0.5	774,685	16,506	2.1

Appendix A-6: Percent of 1996 Total Person Trip Ends Made by Transit by Trip Purpose and County Planning Area *(Continued)*

County Planning Area	HBW Person Trips	HBW Transit Trips	HBW Percent Transit	HBNW Person Trips	HBNW Transit Trips	HBNW Percent Transit	NHB Person TRIPS	NHB Transit Trips	NHB Percent Transit	TOTAL Person Trips	TOTAL Transit TRIPS	TOTAL Percent Transit
66	73,545	2,711	3.7	237,485	1,065	0.4	76,849	79	0.1	387,879	3,855	1.0
67	117,663	8,416	7.2	361,011	3,482	1.0	109,750	328	0.3	588,424	12,226	2.1
Camden	764,557	61,563	8.1	1,985,630	29,002	1.5	760,404	6,677	0.9	3,510,591	97,242	2.8
68	132,185	4,123	3.1	427,233	975	0.2	180,122	133	0.1	739,540	5,231	0.7
69	54,260	387	0.7	131,656	65	0.0	47,921	4	0.0	233,837	456	0.2
70	95,170	4,894	5.1	296,379	2,018	0.7	87,492	133	0.2	479,041	7,045	1.5
71	56,447	2,450	4.3	177,560	1,042	0.6	43,820	47	0.1	277,827	3,539	1.3
Gloucester	338,062	11,854	3.5	1,032,828	4,100	0.4	359,355	317	0.1	1,730,245	16,271	0.9
New Jersey	**2,311,640**	**115,639**	**5.0**	**5,874,278**	**54,766**	**0.9**	**2,314,468**	**10,809**	**0.5**	**10,500,386**	**181,214**	**1.7**
TOTAL	**8,083,53**	**1,040,06**	**12.9**	**18,850,48**	**538,880**	**2.9**	**7,670,42**	**170,242**	**2.2**	**34,604,43**	**1,749,18**	**5.1**

APPENDIX B (B-1 TO B-2)

HIGHWAY NETWORK SPEED-CAPACITY LOOKUP TABLES

Appendix B-1: Focused Daily Highway Network Speed-Capacity Look-up Table[1]

AG = 1, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 3330
AG = 1, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 18750
AG = 1, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 37500
AG = 1, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 58500
AG = 1, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 80360
AG = 1, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 =100450
AG = 1, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 =120540
AG = 1, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 =140630
AG = 1, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 =160720
AG = 1, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 =180810
AG = 1, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 3330
AG = 1, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 18750
AG = 1, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 37500
AG = 1, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 58500
AG = 1, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 80360
AG = 1, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 =100450
AG = 1, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 =120540
AG = 1, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 =140630
AG = 1, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 =160720
AG = 1, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 =180810
AG = 1, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 3330,
AG = 1, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 18750
AG = 1, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 37500
AG = 1, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 58500
AG = 1, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 80360
AG = 1, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 =100450
AG = 1, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 =120540
AG = 1, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 =140630
AG = 1, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 =160720
AG = 1, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 =180810
AG = 1, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 3330,
AG = 1, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 17480
AG = 1, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 34960
AG = 1, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 54540
AG = 1, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 74920
AG = 1, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 = 93650
AG = 1, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 =112380
AG = 1, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 =131110
AG = 1, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 =149840
AG = 1, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 =168570
AG = 1, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 3530,
AG = 1, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 3530, CAP1 = 16030
AG = 1, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 3530, CAP1 = 32060
AG = 1, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 3530, CAP1 = 50010
AG = 1, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 3530, CAP1 = 68680
AG = 1, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 3530, CAP1 = 85850
AG = 1, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 3530, CAP1 =103020
AG = 1, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 3530, CAP1 =120190
AG = 1, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 3530, CAP1 =137360
AG = 1, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 3530, CAP1 =154530
AG = 2, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 2610
AG = 2, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 2610, CAP1 = 9220
AG = 2, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 2610, CAP1 = 18440
AG = 2, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 2610, CAP1 = 28800
AG = 2, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 2610, CAP1 = 39560
AG = 2, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 2610, CAP1 = 49450
AG = 2, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 2610, CAP1 = 59340
AG = 2, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 2610, CAP1 = 69230
AG = 2, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 2610, CAP1 = 79120
AG = 2, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 2610, CAP1 = 89010
AG = 2, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 2730
AG = 2, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 2730, CAP1 = 9220
AG = 2, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 2730, CAP1 = 18440
AG = 2, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 2730, CAP1 = 28800
AG = 2, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 2730, CAP1 = 39560
AG = 2, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 2730, CAP1 = 49450
AG = 2, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 2730, CAP1 = 59340
AG = 2, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 2730, CAP1 = 69230
AG = 2, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 2730, CAP1 = 79120
AG = 2, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 2730, CAP1 = 89010

[1]The last two digits for the speed (abbreviated as SPD1) are decimals. For example, 'SPD1 = 3330' should be read as speed equals to 33.30 mph.

Appendix B-1: Focused Daily Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 2, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2860
AG = 2, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2860, CAP1 = 8370
AG = 2, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2860, CAP1 = 16740
AG = 2, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2860, CAP1 = 26160
AG = 2, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2860, CAP1 = 35920
AG = 2, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2860, CAP1 = 44900
AG = 2, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2860, CAP1 = 53880
AG = 2, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2860, CAP1 = 62860
AG = 2, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2860, CAP1 = 71840
AG = 2, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2860, CAP1 = 80820
AG = 2, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2860
AG = 2, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2860, CAP1 = 7690
AG = 2, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2860, CAP1 = 15380
AG = 2, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2860, CAP1 = 24000
AG = 2, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2860, CAP1 = 32960
AG = 2, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2860, CAP1 = 41200
AG = 2, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2860, CAP1 = 49440
AG = 2, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2860, CAP1 = 57680
AG = 2, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2860, CAP1 = 65920
AG = 2, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2860, CAP1 = 74160
AG = 2, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 3000
AG = 2, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 3000, CAP1 = 8290
AG = 2, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 3000, CAP1 = 16580
AG = 2, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 3000, CAP1 = 25860
AG = 2, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 3000, CAP1 = 35520
AG = 2, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 3000, CAP1 = 44400
AG = 2, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 3000, CAP1 = 53280
AG = 2, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 3000, CAP1 = 62160
AG = 2, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 3000, CAP1 = 71040
AG = 2, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 3000, CAP1 = 79920
AG = 3, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 2020
AG = 3, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 2020, CAP1 = 5770
AG = 3, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 2020, CAP1 = 11540
AG = 3, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 2020, CAP1 = 18000
AG = 3, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 2020, CAP1 = 24720
AG = 3, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 2020, CAP1 = 30900
AG = 3, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 2020, CAP1 = 37080
AG = 3, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 2020, CAP1 = 43260
AG = 3, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 2020, CAP1 = 49440
AG = 3, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 2020, CAP1 = 55620
AG = 3, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 2100
AG = 3, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 2100, CAP1 = 6150
AG = 3, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 2100, CAP1 = 12300
AG = 3, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 2100, CAP1 = 19200
AG = 3, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 2100, CAP1 = 26360
AG = 3, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 2100, CAP1 = 32950
AG = 3, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 2100, CAP1 = 39540
AG = 3, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 2100, CAP1 = 46130
AG = 3, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 2100, CAP1 = 52720
AG = 3, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 2100, CAP1 = 59310
AG = 3, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 3, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 6560
AG = 3, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 13120
AG = 3, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 20460
AG = 3, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 28080
AG = 3, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 35100
AG = 3, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 42120
AG = 3, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 49140
AG = 3, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 56160
AG = 3, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 63180
AG = 3, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2500
AG = 3, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2500, CAP1 = 7210
AG = 3, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2500, CAP1 = 14420
AG = 3, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2500, CAP1 = 22500
AG = 3, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2500, CAP1 = 30920
AG = 3, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2500, CAP1 = 38650
AG = 3, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2500, CAP1 = 46380
AG = 3, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2500, CAP1 = 54110
AG = 3, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2500, CAP1 = 61840
AG = 3, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2500, CAP1 = 69570
AG = 3, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2610
AG = 3, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2610, CAP1 = 7770
AG = 3, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2610, CAP1 = 15540
AG = 3, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2610, CAP1 = 24240
AG = 3, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2610, CAP1 = 33280
AG = 3, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2610, CAP1 = 41600
AG = 3, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2610, CAP1 = 49920
AG = 3, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2610, CAP1 = 58240
AG = 3, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2610, CAP1 = 66560
AG = 3, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2610, CAP1 = 74880

Appendix B-1: Focused Daily Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 4, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1880
AG = 4, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1880, CAP1 = 3290
AG = 4, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1880, CAP1 = 6580
AG = 4, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1880, CAP1 = 10260
AG = 4, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1880, CAP1 = 14080
AG = 4, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1880, CAP1 = 17600
AG = 4, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1880, CAP1 = 21120
AG = 4, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1880, CAP1 = 24640
AG = 4, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1880, CAP1 = 28160
AG = 4, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1880, CAP1 = 31680
AG = 4, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1950
AG = 4, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1950, CAP1 = 3680
AG = 4, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1950, CAP1 = 7360
AG = 4, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1950, CAP1 = 11490
AG = 4, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1950, CAP1 = 15800
AG = 4, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1950, CAP1 = 19750
AG = 4, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1950, CAP1 = 23700
AG = 4, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1950, CAP1 = 27650
AG = 4, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1950, CAP1 = 31600
AG = 4, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1950, CAP1 = 35550
AG = 4, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2220
AG = 4, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2220, CAP1 = 4070
AG = 4, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2220, CAP1 = 8140
AG = 4, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2220, CAP1 = 12690
AG = 4, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2220, CAP1 = 17440
AG = 4, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2220, CAP1 = 21800
AG = 4, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2220, CAP1 = 26160
AG = 4, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2220, CAP1 = 30520
AG = 4, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2220, CAP1 = 34880
AG = 4, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2220, CAP1 = 39240
AG = 4, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2310
AG = 4, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2310, CAP1 = 4530
AG = 4, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2310, CAP1 = 9060
AG = 4, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2310, CAP1 = 14130
AG = 4, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2310, CAP1 = 19400
AG = 4, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2310, CAP1 = 24250
AG = 4, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2310, CAP1 = 29100
AG = 4, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2310, CAP1 = 33950
AG = 4, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2310, CAP1 = 38800
AG = 4, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2310, CAP1 = 43650
AG = 4, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 4, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 5290
AG = 4, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 10580
AG = 4, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 16500
AG = 4, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 22680
AG = 4, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 28350
AG = 4, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 34020
AG = 4, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 39690
AG = 4, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 45360
AG = 4, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 51030
AG = 5, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1450
AG = 5, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1450, CAP1 = 3130
AG = 5, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1450, CAP1 = 6260
AG = 5, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1450, CAP1 = 9750
AG = 5, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1450, CAP1 = 13400
AG = 5, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1450, CAP1 = 16750
AG = 5, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1450, CAP1 = 20100
AG = 5, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1450, CAP1 = 23450
AG = 5, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1450, CAP1 = 26800
AG = 5, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1450, CAP1 = 30150
AG = 5, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1640
AG = 5, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1640, CAP1 = 3510
AG = 5, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1640, CAP1 = 7020
AG = 5, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1640, CAP1 = 10950
AG = 5, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1640, CAP1 = 15040
AG = 5, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1640, CAP1 = 18800
AG = 5, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1640, CAP1 = 22560
AG = 5, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1640, CAP1 = 26320
AG = 5, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1640, CAP1 = 30080
AG = 5, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1640, CAP1 = 33840
AG = 5, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2000
AG = 5, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2000, CAP1 = 3410
AG = 5, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2000, CAP1 = 6820
AG = 5, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2000, CAP1 = 10650
AG = 5, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2000, CAP1 = 14640
AG = 5, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2000, CAP1 = 18300
AG = 5, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2000, CAP1 = 21960
AG = 5, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2000, CAP1 = 25620
AG = 5, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2000, CAP1 = 29280
AG = 5, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2000, CAP1 = 32940

Appendix B-1: Focused Daily Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 5, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2200
AG = 5, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2200, CAP1 = 4330
AG = 5, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2200, CAP1 = 8660
AG = 5, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2200, CAP1 = 13500
AG = 5, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2200, CAP1 = 18560
AG = 5, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2200, CAP1 = 23200
AG = 5, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2200, CAP1 = 27840
AG = 5, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2200, CAP1 = 32480
AG = 5, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2200, CAP1 = 37120
AG = 5, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2200, CAP1 = 41760
AG = 5, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 5, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 5030
AG = 5, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 10060
AG = 5, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 15690
AG = 5, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 21560
AG = 5, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 26950
AG = 5, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 32340
AG = 5, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 37730
AG = 5, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 43120
AG = 5, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 48510
AG = 6, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1760
AG = 6, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1760, CAP1 = 2960
AG = 6, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1760, CAP1 = 5920
AG = 6, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1760, CAP1 = 9240
AG = 6, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1760, CAP1 = 12680
AG = 6, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1760, CAP1 = 15850
AG = 6, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1760, CAP1 = 19020
AG = 6, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1760, CAP1 = 22190
AG = 6, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1760, CAP1 = 25360
AG = 6, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1760, CAP1 = 28530
AG = 6, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1820
AG = 6, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1820, CAP1 = 3330
AG = 6, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1820, CAP1 = 6660
AG = 6, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1820, CAP1 = 10380
AG = 6, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1820, CAP1 = 14240
AG = 6, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1820, CAP1 = 17800
AG = 6, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1820, CAP1 = 21360
AG = 6, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1820, CAP1 = 24920
AG = 6, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1820, CAP1 = 28480
AG = 6, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1820, CAP1 = 32040
AG = 6, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2070
AG = 6, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2070, CAP1 = 3700
AG = 6, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2070, CAP1 = 7400
AG = 6, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2070, CAP1 = 11550
AG = 6, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2070, CAP1 = 15880
AG = 6, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2070, CAP1 = 19850
AG = 6, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2070, CAP1 = 23820
AG = 6, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2070, CAP1 = 27790
AG = 6, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2070, CAP1 = 31760
AG = 6, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2070, CAP1 = 35730
AG = 6, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2140
AG = 6, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2140, CAP1 = 4130
AG = 6, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2140, CAP1 = 8260
AG = 6, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2140, CAP1 = 12870
AG = 6, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2140, CAP1 = 17680
AG = 6, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2140, CAP1 = 22100
AG = 6, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2140, CAP1 = 26520
AG = 6, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2140, CAP1 = 30940
AG = 6, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2140, CAP1 = 35360
AG = 6, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2140, CAP1 = 39780
AG = 6, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2220
AG = 6, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2220, CAP1 = 4810
AG = 6, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2220, CAP1 = 9620
AG = 6, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2220, CAP1 = 15000
AG = 6, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2220, CAP1 = 20600
AG = 6, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2220, CAP1 = 25750
AG = 6, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2220, CAP1 = 30900
AG = 6, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2220, CAP1 = 36050
AG = 6, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2220, CAP1 = 41200
AG = 6, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2220, CAP1 = 46350
AG = 8, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1450
AG = 8, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1450, CAP1 = 3130
AG = 8, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1450, CAP1 = 6260
AG = 8, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1450, CAP1 = 9750
AG = 8, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1450, CAP1 = 13400
AG = 8, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1450, CAP1 = 16750
AG = 8, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1450, CAP1 = 20100
AG = 8, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1450, CAP1 = 23450
AG = 8, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1450, CAP1 = 26800
AG = 8, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1450, CAP1 = 30150

Appendix B-1: Focused Daily Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 8, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1640
AG = 8, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1640, CAP1 = 3510
AG = 8, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1640, CAP1 = 7020
AG = 8, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1640, CAP1 = 10950
AG = 8, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1640, CAP1 = 15040
AG = 8, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1640, CAP1 = 18800
AG = 8, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1640, CAP1 = 22560
AG = 8, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1640, CAP1 = 26320
AG = 8, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1640, CAP1 = 30080
AG = 8, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1640, CAP1 = 33840
AG = 8, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2000
AG = 8, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2000, CAP1 = 3410
AG = 8, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2000, CAP1 = 6820
AG = 8, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2000, CAP1 = 10650
AG = 8, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2000, CAP1 = 14640
AG = 8, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2000, CAP1 = 18300
AG = 8, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2000, CAP1 = 21960
AG = 8, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2000, CAP1 = 25620
AG = 8, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2000, CAP1 = 29280
AG = 8, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2000, CAP1 = 32940
AG = 8, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2200
AG = 8, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2200, CAP1 = 4330
AG = 8, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2200, CAP1 = 8660
AG = 8, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2200, CAP1 = 13500
AG = 8, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2200, CAP1 = 18560
AG = 8, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2200, CAP1 = 23200
AG = 8, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2200, CAP1 = 27840
AG = 8, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2200, CAP1 = 32480
AG = 8, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2200, CAP1 = 37120
AG = 8, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2200, CAP1 = 41760
AG = 8, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 8, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 5030
AG = 8, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 10060
AG = 8, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 15690
AG = 8, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 21560
AG = 8, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 26950
AG = 8, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 32340
AG = 8, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 37730
AG = 8, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 43120
AG = 8, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 48510

Appendix B-2: Focused Peak-Hour Highway Network Speed-Capacity Lookup Table[2]

AG = 1, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 3330
AG = 1, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 1875
AG = 1, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 3750
AG = 1, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 5850
AG = 1, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 8036
AG = 1, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 = 10045
AG = 1, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 = 12054
AG = 1, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 = 14063
AG = 1, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 = 16072
AG = 1, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 = 18081
AG = 1, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 3330
AG = 1, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 1875
AG = 1, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 3750
AG = 1, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 5850
AG = 1, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 8036
AG = 1, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 = 10045
AG = 1, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 = 12054
AG = 1, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 = 14063
AG = 1, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 = 16072
AG = 1, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 = 18081
AG = 1, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 3330
AG = 1, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 1875
AG = 1, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 3750
AG = 1, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 5850
AG = 1, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 8036
AG = 1, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 = 10045
AG = 1, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 = 12054
AG = 1, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 = 14063
AG = 1, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 = 16072
AG = 1, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 = 18081
AG = 1, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 3330
AG = 1, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 3330, CAP1 = 1748
AG = 1, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 3330, CAP1 = 3496
AG = 1, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 3330, CAP1 = 5454
AG = 1, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 3330, CAP1 = 7492
AG = 1, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 3330, CAP1 = 9365
AG = 1, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 3330, CAP1 = 11238
AG = 1, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 3330, CAP1 = 13111
AG = 1, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 3330, CAP1 = 14984
AG = 1, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 3330, CAP1 = 16857
AG = 1, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 3530
AG = 1, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 3530, CAP1 = 1603
AG = 1, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 3530, CAP1 = 3206
AG = 1, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 3530, CAP1 = 5001
AG = 1, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 3530, CAP1 = 6868
AG = 1, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 3530, CAP1 = 8585
AG = 1, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 3530, CAP1 = 10302
AG = 1, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 3530, CAP1 = 12019
AG = 1, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 3530, CAP1 = 13736
AG = 1, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 3530, CAP1 = 15453
AG = 2, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 2610
AG = 2, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 2610, CAP1 = 922
AG = 2, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 2610, CAP1 = 1844
AG = 2, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 2610, CAP1 = 2880
AG = 2, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 2610, CAP1 = 3956
AG = 2, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 2610, CAP1 = 4945
AG = 2, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 2610, CAP1 = 5934
AG = 2, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 2610, CAP1 = 6923
AG = 2, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 2610, CAP1 = 7912
AG = 2, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 2610, CAP1 = 8901
AG = 2, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 2730
AG = 2, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 2730, CAP1 = 922
AG = 2, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 2730, CAP1 = 1844
AG = 2, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 2730, CAP1 = 2880
AG = 2, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 2730, CAP1 = 3956
AG = 2, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 2730, CAP1 = 4945
AG = 2, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 2730, CAP1 = 5934
AG = 2, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 2730, CAP1 = 6923
AG = 2, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 2730, CAP1 = 7912
AG = 2, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 2730, CAP1 = 8901
AG = 2, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2860
AG = 2, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2860, CAP1 = 837

[2] See footnote 1 on Page B-1.

Appendix B-2: Focused Peak-Hour Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 2, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2860, CAP1 = 1674
AG = 2, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2860, CAP1 = 2616
AG = 2, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2860, CAP1 = 3592
AG = 2, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2860, CAP1 = 4490
AG = 2, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2860, CAP1 = 5388
AG = 2, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2860, CAP1 = 6286
AG = 2, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2860, CAP1 = 7184
AG = 2, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2860, CAP1 = 8082
AG = 2, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2860
AG = 2, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2860, CAP1 = 769
AG = 2, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2860, CAP1 = 1538
AG = 2, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2860, CAP1 = 2400
AG = 2, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2860, CAP1 = 3296
AG = 2, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2860, CAP1 = 4120
AG = 2, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2860, CAP1 = 4944
AG = 2, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2860, CAP1 = 5768
AG = 2, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2860, CAP1 = 6592
AG = 2, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2860, CAP1 = 7416
AG = 2, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 3000
AG = 2, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 3000, CAP1 = 829
AG = 2, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 3000, CAP1 = 1658
AG = 2, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 3000, CAP1 = 2586
AG = 2, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 3000, CAP1 = 3552
AG = 2, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 3000, CAP1 = 4440
AG = 2, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 3000, CAP1 = 5328
AG = 2, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 3000, CAP1 = 6216
AG = 2, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 3000, CAP1 = 7104
AG = 2, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 3000, CAP1 = 7992
AG = 3, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 2020
AG = 3, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 2020, CAP1 = 577
AG = 3, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 2020, CAP1 = 1154
AG = 3, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 2020, CAP1 = 1800
AG = 3, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 2020, CAP1 = 2472
AG = 3, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 2020, CAP1 = 3090
AG = 3, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 2020, CAP1 = 3708
AG = 3, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 2020, CAP1 = 4326
AG = 3, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 2020, CAP1 = 4944
AG = 3, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 2020, CAP1 = 5562
AG = 3, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 2100
AG = 3, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 2100, CAP1 = 615
AG = 3, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 2100, CAP1 = 1230
AG = 3, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 2100, CAP1 = 1920
AG = 3, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 2100, CAP1 = 2636
AG = 3, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 2100, CAP1 = 3295
AG = 3, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 2100, CAP1 = 3954
AG = 3, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 2100, CAP1 = 4613
AG = 3, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 2100, CAP1 = 5272
AG = 3, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 2100, CAP1 = 5931
AG = 3, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 3, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 656
AG = 3, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 1312
AG = 3, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 2046
AG = 3, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 2808
AG = 3, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 3510
AG = 3, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 4212
AG = 3, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 4914
AG = 3, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 5616
AG = 3, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 6318
AG = 3, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2500
AG = 3, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2500, CAP1 = 721
AG = 3, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2500, CAP1 = 1442
AG = 3, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2500, CAP1 = 2250
AG = 3, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2500, CAP1 = 3092
AG = 3, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2500, CAP1 = 3865
AG = 3, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2500, CAP1 = 4638
AG = 3, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2500, CAP1 = 5411
AG = 3, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2500, CAP1 = 6184
AG = 3, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2500, CAP1 = 6957
AG = 3, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2610
AG = 3, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2610, CAP1 = 777
AG = 3, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2610, CAP1 = 1554
AG = 3, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2610, CAP1 = 2424
AG = 3, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2610, CAP1 = 3328
AG = 3, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2610, CAP1 = 4160
AG = 3, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2610, CAP1 = 4992
AG = 3, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2610, CAP1 = 5824
AG = 3, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2610, CAP1 = 6656
AG = 3, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2610, CAP1 = 7488
AG = 4, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1880
AG = 4, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1880, CAP1 = 329

Appendix B-2: Focused Peak-Hour Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 4, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1880, CAP1 = 658
AG = 4, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1880, CAP1 = 1026
AG = 4, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1880, CAP1 = 1408
AG = 4, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1880, CAP1 = 1760
AG = 4, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1880, CAP1 = 2112
AG = 4, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1880, CAP1 = 2464
AG = 4, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1880, CAP1 = 2816
AG = 4, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1880, CAP1 = 3168
AG = 4, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1950
AG = 4, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1950, CAP1 = 368
AG = 4, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1950, CAP1 = 736
AG = 4, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1950, CAP1 = 1149
AG = 4, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1950, CAP1 = 1580
AG = 4, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1950, CAP1 = 1975
AG = 4, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1950, CAP1 = 2370
AG = 4, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1950, CAP1 = 2765
AG = 4, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1950, CAP1 = 3160
AG = 4, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1950, CAP1 = 3555
AG = 4, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2220
AG = 4, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2220, CAP1 = 407
AG = 4, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2220, CAP1 = 814
AG = 4, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2220, CAP1 = 1269
AG = 4, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2220, CAP1 = 1744
AG = 4, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2220, CAP1 = 2180
AG = 4, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2220, CAP1 = 2616
AG = 4, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2220, CAP1 = 3052
AG = 4, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2220, CAP1 = 3488
AG = 4, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2220, CAP1 = 3924
AG = 4, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2310
AG = 4, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2310, CAP1 = 453
AG = 4, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2310, CAP1 = 906
AG = 4, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2310, CAP1 = 1413
AG = 4, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2310, CAP1 = 1940
AG = 4, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2310, CAP1 = 2425
AG = 4, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2310, CAP1 = 2910
AG = 4, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2310, CAP1 = 3395
AG = 4, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2310, CAP1 = 3880
AG = 4, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2310, CAP1 = 4365
AG = 4, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 4, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 529
AG = 4, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 1058
AG = 4, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 1650
AG = 4, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 2268
AG = 4, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 2835
AG = 4, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 3402
AG = 4, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 3969
AG = 4, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 4536
AG = 4, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 5103
AG = 5, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1450
AG = 5, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1450, CAP1 = 313
AG = 5, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1450, CAP1 = 626
AG = 5, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1450, CAP1 = 975
AG = 5, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1450, CAP1 = 1340
AG = 5, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1450, CAP1 = 1675
AG = 5, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1450, CAP1 = 2010
AG = 5, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1450, CAP1 = 2345
AG = 5, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1450, CAP1 = 2680
AG = 5, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1450, CAP1 = 3015
AG = 5, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1640
AG = 5, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1640, CAP1 = 351
AG = 5, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1640, CAP1 = 702
AG = 5, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1640, CAP1 = 1095
AG = 5, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1640, CAP1 = 1504
AG = 5, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1640, CAP1 = 1880
AG = 5, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1640, CAP1 = 2256
AG = 5, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1640, CAP1 = 2632
AG = 5, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1640, CAP1 = 3008
AG = 5, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1640, CAP1 = 3384
AG = 5, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2000
AG = 5, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2000, CAP1 = 341
AG = 5, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2000, CAP1 = 682
AG = 5, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2000, CAP1 = 1065
AG = 5, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2000, CAP1 = 1464
AG = 5, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2000, CAP1 = 1830
AG = 5, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2000, CAP1 = 2196
AG = 5, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2000, CAP1 = 2562
AG = 5, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2000, CAP1 = 2928
AG = 5, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2000, CAP1 = 3294
AG = 5, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2200
AG = 5, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2200, CAP1 = 433

Appendix B-2: Focused Peak-Hour Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 5, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2200, CAP1 = 866
AG = 5, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2200, CAP1 = 1350
AG = 5, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2200, CAP1 = 1856
AG = 5, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2200, CAP1 = 2320
AG = 5, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2200, CAP1 = 2784
AG = 5, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2200, CAP1 = 3248
AG = 5, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2200, CAP1 = 3712
AG = 5, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2200, CAP1 = 4176
AG = 5, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 503
AG = 5, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 5, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 1006
AG = 5, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 1569
AG = 5, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 2156
AG = 5, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 2695
AG = 5, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 3234
AG = 5, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 3773
AG = 5, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 4312
AG = 5, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 4851
AG = 6, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1760
AG = 6, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1760, CAP1 = 296
AG = 6, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1760, CAP1 = 592
AG = 6, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1760, CAP1 = 924
AG = 6, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1760, CAP1 = 1268
AG = 6, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1760, CAP1 = 1585
AG = 6, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1760, CAP1 = 1902
AG = 6, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1760, CAP1 = 2219
AG = 6, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1760, CAP1 = 2536
AG = 6, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1760, CAP1 = 2853
AG = 6, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1820
AG = 6, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1820, CAP1 = 333
AG = 6, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1820, CAP1 = 666
AG = 6, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1820, CAP1 = 1038
AG = 6, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1820, CAP1 = 1424
AG = 6, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1820, CAP1 = 1780
AG = 6, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1820, CAP1 = 2136
AG = 6, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1820, CAP1 = 2492
AG = 6, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1820, CAP1 = 2848
AG = 6, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1820, CAP1 = 3204
AG = 6, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2070
AG = 6, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2070, CAP1 = 370
AG = 6, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2070, CAP1 = 740
AG = 6, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2070, CAP1 = 1155
AG = 6, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2070, CAP1 = 1588
AG = 6, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2070, CAP1 = 1985
AG = 6, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2070, CAP1 = 2382
AG = 6, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2070, CAP1 = 2779
AG = 6, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2070, CAP1 = 3176
AG = 6, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2070, CAP1 = 3573
AG = 6, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2140
AG = 6, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2140, CAP1 = 413
AG = 6, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2140, CAP1 = 826
AG = 6, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2140, CAP1 = 1287
AG = 6, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2140, CAP1 = 1768
AG = 6, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2140, CAP1 = 2210
AG = 6, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2140, CAP1 = 2652
AG = 6, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2140, CAP1 = 3094
AG = 6, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2140, CAP1 = 3536
AG = 6, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2140, CAP1 = 3978
AG = 6, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2220
AG = 6, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2220, CAP1 = 481
AG = 6, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2220, CAP1 = 962
AG = 6, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2220, CAP1 = 1500
AG = 6, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2220, CAP1 = 2060
AG = 6, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2220, CAP1 = 2575
AG = 6, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2220, CAP1 = 3090
AG = 6, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2220, CAP1 = 3605
AG = 6, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2220, CAP1 = 4120
AG = 6, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2220, CAP1 = 4635
AG = 8, LG1 = 1, LG2 = 0, LG3 = 1-99, SPD1 = 1450
AG = 8, LG1 = 1, LG2 = 1, LG3 = 1-99, SPD1 = 1450, CAP1 = 313
AG = 8, LG1 = 1, LG2 = 2, LG3 = 1-99, SPD1 = 1450, CAP1 = 626
AG = 8, LG1 = 1, LG2 = 3, LG3 = 1-99, SPD1 = 1450, CAP1 = 975
AG = 8, LG1 = 1, LG2 = 4, LG3 = 1-99, SPD1 = 1450, CAP1 = 1340
AG = 8, LG1 = 1, LG2 = 5, LG3 = 1-99, SPD1 = 1450, CAP1 = 1675
AG = 8, LG1 = 1, LG2 = 6, LG3 = 1-99, SPD1 = 1450, CAP1 = 2010
AG = 8, LG1 = 1, LG2 = 7, LG3 = 1-99, SPD1 = 1450, CAP1 = 2345
AG = 8, LG1 = 1, LG2 = 8, LG3 = 1-99, SPD1 = 1450, CAP1 = 2680
AG = 8, LG1 = 1, LG2 = 9, LG3 = 1-99, SPD1 = 1450, CAP1 = 3015
AG = 8, LG1 = 2, LG2 = 0, LG3 = 1-99, SPD1 = 1640
AG = 8, LG1 = 2, LG2 = 1, LG3 = 1-99, SPD1 = 1640, CAP1 = 351

Appendix B-2: Focused Peak-Hour Highway Network Speed-Capacity Look-up Table *(Continued)*

AG = 8, LG1 = 2, LG2 = 2, LG3 = 1-99, SPD1 = 1640, CAP1 = 702
AG = 8, LG1 = 2, LG2 = 3, LG3 = 1-99, SPD1 = 1640, CAP1 = 1095
AG = 8, LG1 = 2, LG2 = 4, LG3 = 1-99, SPD1 = 1640, CAP1 = 1504
AG = 8, LG1 = 2, LG2 = 5, LG3 = 1-99, SPD1 = 1640, CAP1 = 1880
AG = 8, LG1 = 2, LG2 = 6, LG3 = 1-99, SPD1 = 1640, CAP1 = 2256
AG = 8, LG1 = 2, LG2 = 7, LG3 = 1-99, SPD1 = 1640, CAP1 = 2632
AG = 8, LG1 = 2, LG2 = 8, LG3 = 1-99, SPD1 = 1640, CAP1 = 3008
AG = 8, LG1 = 2, LG2 = 9, LG3 = 1-99, SPD1 = 1640, CAP1 = 3384
AG = 8, LG1 = 3, LG2 = 0, LG3 = 1-99, SPD1 = 2000
AG = 8, LG1 = 3, LG2 = 1, LG3 = 1-99, SPD1 = 2000, CAP1 = 341
AG = 8, LG1 = 3, LG2 = 2, LG3 = 1-99, SPD1 = 2000, CAP1 = 682
AG = 8, LG1 = 3, LG2 = 3, LG3 = 1-99, SPD1 = 2000, CAP1 = 1065
AG = 8, LG1 = 3, LG2 = 4, LG3 = 1-99, SPD1 = 2000, CAP1 = 1464
AG = 8, LG1 = 3, LG2 = 5, LG3 = 1-99, SPD1 = 2000, CAP1 = 1830
AG = 8, LG1 = 3, LG2 = 6, LG3 = 1-99, SPD1 = 2000, CAP1 = 2196
AG = 8, LG1 = 3, LG2 = 7, LG3 = 1-99, SPD1 = 2000, CAP1 = 2562
AG = 8, LG1 = 3, LG2 = 8, LG3 = 1-99, SPD1 = 2000, CAP1 = 2928
AG = 8, LG1 = 3, LG2 = 9, LG3 = 1-99, SPD1 = 2000, CAP1 = 3294
AG = 8, LG1 = 4, LG2 = 0, LG3 = 1-99, SPD1 = 2200
AG = 8, LG1 = 4, LG2 = 1, LG3 = 1-99, SPD1 = 2200, CAP1 = 433
AG = 8, LG1 = 4, LG2 = 2, LG3 = 1-99, SPD1 = 2200, CAP1 = 866
AG = 8, LG1 = 4, LG2 = 3, LG3 = 1-99, SPD1 = 2200, CAP1 = 1350
AG = 8, LG1 = 4, LG2 = 4, LG3 = 1-99, SPD1 = 2200, CAP1 = 1856
AG = 8, LG1 = 4, LG2 = 5, LG3 = 1-99, SPD1 = 2200, CAP1 = 2320
AG = 8, LG1 = 4, LG2 = 6, LG3 = 1-99, SPD1 = 2200, CAP1 = 2784
AG = 8, LG1 = 4, LG2 = 7, LG3 = 1-99, SPD1 = 2200, CAP1 = 3248
AG = 8, LG1 = 4, LG2 = 8, LG3 = 1-99, SPD1 = 2200, CAP1 = 3712
AG = 8, LG1 = 4, LG2 = 9, LG3 = 1-99, SPD1 = 2200, CAP1 = 4176
AG = 8, LG1 = 5, LG2 = 0, LG3 = 1-99, SPD1 = 2400
AG = 8, LG1 = 5, LG2 = 1, LG3 = 1-99, SPD1 = 2400, CAP1 = 503
AG = 8, LG1 = 5, LG2 = 2, LG3 = 1-99, SPD1 = 2400, CAP1 = 1006
AG = 8, LG1 = 5, LG2 = 3, LG3 = 1-99, SPD1 = 2400, CAP1 = 1569
AG = 8, LG1 = 5, LG2 = 4, LG3 = 1-99, SPD1 = 2400, CAP1 = 2156
AG = 8, LG1 = 5, LG2 = 5, LG3 = 1-99, SPD1 = 2400, CAP1 = 2695
AG = 8, LG1 = 5, LG2 = 6, LG3 = 1-99, SPD1 = 2400, CAP1 = 3234
AG = 8, LG1 = 5, LG2 = 7, LG3 = 1-99, SPD1 = 2400, CAP1 = 3773
AG = 8, LG1 = 5, LG2 = 8, LG3 = 1-99, SPD1 = 2400, CAP1 = 4312
AG = 8, LG1 = 5, LG2 = 9, LG3 = 1-99, SPD1 = 2400, CAP1 = 4851

APPENDIX C

FACILITIES INCLUDED IN THE 1996 TRANSIT NETWORK

Appendix C: Facilities Included in the 1996 Transit Network

Route	*Mode*	*Line Card*
SEPTA City Transit Division		
C	4	1
C	4	2
C	4	3
C	4	4
G	4	5
G	4	6
G	4	7
G	4	8
H	4	9
XH	4	10
J	4	11
J	4	12
K	4	13
K	4	14
K	4	15
L	4	16
L	4	17
L	4	18
L	4	19
L	4	20
P	4	21
P	4	22
R	4	23
R	4	24
R	4	25
U	4	26
X	4	27
FCNS	4	28
1	4	29
1	4	30
1	4	31
1	4	32
2	4	33
3	4	34
4	4	35
5	4	36
5	4	37
6	4	38
7	4	39
7	4	40
8	4	41
9	4	42
9	4	43
10	4	44
11	4	45
12	4	46
13	4	47
13	4	48
14	4	49
14	4	50
14	4	51
14	4	52
15	4	53
16	4	54
16	4	55
17	4	56
17	4	57
18	4	58
18	4	59
18	4	60
18	4	61
18	4	62
18	4	63
18	4	64
18	4	65
19	4	66
19	4	67
20	4	68
20	4	69
20	4	70
20	4	71
21	4	72
21	4	73
21	4	74
21	4	75
22	4	76
22	4	77
23	4	78
23	4	79
24	4	80
24	4	81
25	4	82
25	4	83
25	4	84
26	4	85
26	4	86
26	4	87
27	4	88
27	4	89
27	4	90
27	4	91
27	4	92

(Continued)

Route	*Mode*	*Line Card*	*Route*	*Mode*	*Line Card*
28	4	93	61	4	141
29	4	94	61	4	142
30	4	95	61	4	143
31	4	96	61	4	144
31	4	97	61	4	145
32	4	98	63	4	146
32	4	99	64	4	147
32	4	100	65	4	148
33	4	101	65	4	149
34	4	102	66	4	150
35	4	103	66	4	151
36	4	104	66	4	152
37	4	105	66	4	153
37	4	106	66	4	154
37	4	107	66	4	155
38	4	108	66	4	156
38	4	109	67	4	157
38	4	110	67	4	158
38	4	111	68	4	159
39	4	112	69	4	160
41	4	113	70	4	161
42	4	114	70	4	162
43	4	115	70	4	163
44	4	116	70	4	164
44	4	117	73	4	165
46	4	118	75	4	166
46	4	119	79	4	167
47	4	120	81	4	168
47	4	121	84	4	169
48	4	122	84	4	170
50	4	123	84	4	171
52	4	124	84	4	172
53	4	125	85	4	173
54	4	126	88	4	174
55	4	127	88	4	175
55	4	128	88	4	176
55	4	129	88	4	177
55	4	130	89	4	178
56	4	131	90	4	179
58	4	132	121	4	226
58	4	133	121	4	227
58	4	134	121	4	228
58	4	135	BSS	6	239
58	4	136	BSS	6	240
58	4	137	BSS	6	241
58	4	138	MFSE	6	242
59	4	139	MFSE	6	243
60	4	140			

(Continued)

Route	*Mode*	*Line Card*
SEPTA Suburban Transit Division		
101	4	193
101	4	194
102	4	195
102	4	196
103	4	197
104	4	198
104	4	199
104	4	200
104	4	201
105	4	202
105	4	203
106	4	204
106	4	205
107	4	206
107	4	207
108	4	208
109	4	209
110	4	210
110	4	211
110	4	212
111	4	213
111	4	214
111	4	215
112	4	216
112	4	217
112	4	218
113	4	219
113	4	220
114	4	221
115	4	222
118	4	223
118	4	224
120	4	225
NHSL	6	238
SEPTA Frontier Transit		
91	4	180
92	4	181
93	4	182
94	4	183
94	4	184
94	4	185
95	4	186
95	4	187
95	4	188
96	4	189
97	4	190
99	4	191
99	4	192
124	4	230
125	4	231
127	4	232
127	4	233
127	4	234
128	4	235
129	4	236
130	4	237
NJ Transit Mercer Division		
601	5	70
601	5	71
601	5	72
604	5	73
604	5	74
604	5	75
605	5	76
606	5	77
606	5	78
606	5	79
606	5	80
606	5	81
607	5	82
607	5	83
608	5	84
608	5	85
608	5	86
609	5	87
609	5	88
609	5	89
609	5	90
609	5	91
NJ Transit (Except Mercer Division)		
313/315	5	1
313/315	5	2
317	5	3
400	5	4
400	5	5

(Continued)

Route	*Mode*	*Line Card*
400	5	6
400	5	7
400	5	8
400	5	9
401	5	10
401	5	11
401	5	12
402	5	13
402	5	14
402	5	15
403	5	16
403	5	17
403	5	18
403	5	19
404	5	20
404	5	21
406	5	22
406	5	23
406	5	24
406	5	25
407	5	26
407	5	27
407	5	28
408	5	29
408	5	30
408	5	31
409	5	32
409	5	33
409	5	34
409	5	35
410	5	36
410	5	37
412	5	38
412	5	39
413	5	40
419	5	42
419	5	43
450	5	44
450	5	45
451	5	46
452	5	47
453	5	48
454	5	49
454	5	50
455	5	51
456	5	52
456	5	53
457	5	54
457	5	55
458	5	56
459	5	57
551/555	5	58
554	5	59

Delaware Port Authority

Lindenwold	8	141
Woodcrest	8	142

AMTRAK

AMTRAK	7	55

SEPTA Regional Rail Division

R3	7	1
R3	7	2
R3	7	3
R3	7	4
R3	7	5
R3	7	6
R6	7	12
R6	7	13
R6	7	14
R6	7	15
R6	7	16
R6	7	17
R2	7	18
R2	7	19
R2	7	20
R2	7	21
R2	7	22
R7	7	23
R7	7	24
R7	7	26
R7	7	27
R8	7	29
R8	7	30
R8	7	31
R8	7	32
R8	7	33
R8	7	34

(Continued)

Route	*Mode*	*Line Card*	*Route*	*Mode*	*Line Card*
R1	7	35			
R5	7	36			
R5	7	37			
R5	7	40			
R5	7	42			
R5	7	43			
R5	7	44			

APPENDIX D

YEAR 1996 DAILY TRAFFIC AT CORDON LINE STATIONS

Appendix D: Year 1996 Daily Traffic at Cordon Line Stations

Station No.	TAZ	Description	1990 ADT	1996 Forecast			
				ADT	Thru Trip	% of Thru	External Trip
PENNSYLVANIA							
Delaware County							
1	1336	Post Rd (US 13) at Delaware State Line, Marcus Hook Borough	6,877	8,083	162	2%	7,921
2	1337	Ridge Rd at Delaware State Line, Chichester Township	6,933	7,911	79	1%	7,832
3	1338	Naamans Creek Rd (PA 491) at Delaware Line, Lower Chichester Township	5,417	5,999	60	1%	5,939
4	1339	Interstate 95 between PA 491 and Delaware State Line, Lower Chichester Township	74,365	83,334	5,889	7%	77,445
5	1340	Carpenter Rd between Naamanwood Dr and Delaware State Line, Upper Chichester Township	4,922	5,263	53	1%	5,210
6	1341	Foulk Rd (PA 261) between Zebley Rd and Delaware State Line, Bethel Township	8,043	9,765	195	2%	9,570
7	1342	Wilmington-West Chester Pike (US 202) between Pyle Rd and Delaware State Line, Bethel Township	37,635	43,332	4,998	12%	38,335
8	1343	Beaver Valley Rd north of Delaware State Line, Birmingham Township	4,240	4,763	48	1%	4,715
9	1344	Smith Bridge Rd between Ridge Rd and Delaware State Line, Birmingham Township	1,184	1,375	14	1%	1,361
Chester County							
10	1345	Ridge Rd between Rocky Hill Rd and Smith Bridge Rd, Birmingham Township	1,140	1,556	16	1%	1,540
11	1346	Chadds Ford Rd (PA 100 [Brookfield-Cossart Rd]) north of Delaware State Line, Pennsbury Township	2,188	2,618	26	1%	2,592
12	1347	Kennett Pike (PA 52) between Rain Tree Rd and Delaware State LIne, Pennsbury Township	11,237	13,040	1,339	10%	11,702
13	1348	Old Kennett Rd between Ashland Dr and Delaware State Line, Kennett Township	1,462	1,739	17	1%	1,721
14	1349	Creek Rd (PA 82) north of Delaware State Line, Kennett Township	758	983	10	1%	973

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast			
				ADT	Thru Trip	% of Thru	External Trip
15	1350	Newport-Lancaster Pike (PA 41) between Kaolin Rd and Delaware State Line, Kennett Township	16,340	18,783	5,735	31%	13,048
16	1351	Limestone Rd between Southwood Rd and Chester Co Line, New Garden Township	9,128	10,561	2,640	25%	7,920
17	1352	New London Rd (PA 896) between Morgan Hollow Way and Elbow Lane, London-Britain Township	7,973	9,100	1,365	15%	7,735
18	1353	Lewisville-Chesterville Rd (PA 841 [Westgrove-Lewisville Rd]) between Oxford-Lewisville Rd and Maryland State Line, Elk Township	2,551	2,937	587	20%	2,350
19	1354	Chrome-Calvert Rd (PA 272) between Greenhouse Rd amd Maryland State Line, East Nottingham Township	4,677	5,190	1,297	25%	3,892
20	1355	Baltimore Pike (US 1) between West Ridge Rd and Maryland State Line, West Nottingham Township	7,555	10,074	1,263	13%	8,811
21	1356	Christine Rd (PA 272) between Glenroy Rd and Chester Co Line, West Nottingham Township	2,930	3,855	964	25%	2,892
22	1357	Forge Rd between Street Rd and Chester Co Line, Lower Oxford Township	642	737	7	1%	730
23	1358	Lancaster Pike (PA 472) between Street Rd and Chester Co Line, Lower Oxford Township	4,120	4,835	1,450	30%	3,384
24	1359	Newark Rd (PA 896) between Homeville Rd and Chester Co Line, Upper Oxford Township	1,658	2,043	613	30%	1,430
25	1360	Valley Ave (PA 372) west of railroad overpass and Chester Co Line, West Sadsbury Township	2,037	2,507	50	2%	2,457
26	1361	Newport-Lancaster Pike (PA 41) between Zook Rd and Chester Co Line, West Sadsbury Township	11,738	13,941	4,257	31%	9,684
27	1362	Lincoln Hwy (US 30) between Newlin Lane and Chester Co Line, West Sadsbury Township	13,300	15,087	945	6%	14,141
28	1363	Philadelphia Pike (PA 340) between Compass Rd (PA 10) and Chester Co Line, West Cain Township	3,135	3,739	299	8%	3,440

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast ADT	Thru Trip	% of Thru	External Trip
29	1364	Beaver Dam Rd between Cambridge Rd and Chester Co Line, Honey Brook Township	970	1,058	11	1%	1,047
30	1365	White Horse Pike (US 322) between Mill Rd and Chester Co Line, Honey Brook Township	6,439	7,762	466	6%	7,296
31	1366	Conestoga Ave (PA 10) between Reservoir Rd and Chester Co Line, Honey Brook Township	6,555	7,687	769	10%	6,918
32	1367	Morgantown Rd between Taborville Rd and Chester Co Line, Honey Brook Township	1,197	1,251	25	2%	1,226
33	1368	Pennsylvania Turnpike (I-76) between Downingtown, Interchange 23 and Morgantown, Interchange 22	30,059	34,043	7,331	22%	26,713
34	1369	Main St/Conestoga Rd (PA 23/PA 401) west of intersection in Berks Co	10,070	11,918	953	8%	10,965
35	1370	Pine Swamp Rd (PA 345) between Laurel Rd and Chester Co Line, Warwick Township	7,373	7,727	155	2%	7,572
36	1371	Water St (PA 82) west of intersection with Park Ave in Berks Co	756	954	57	6%	897
37	1372	Unionville Rd between Temple Rd and Chester Co LIne, North Coventry Township	1,132	1,310	13	1%	1,297
38	1373	Schuykill Rd (PA 724) east of Berks Co Line, North Coventry Township	4,502	5,275	172	3%	5,102
Montgomery County							
39	1374	Pottstown Bypass (US 422) east of Berks Co Line, West Pottsgrove Township	23,127	26,560	1,399	5%	25,161
40	1375	High St (Benjamin Franklin Hwy) east of Berks Co Line, West Pottsgrove Township	10,880	11,392	456	4%	10,936
41	1376	Manatawny St between Grosstown Rd and Montgomery Co LIne, West Pottsgrove Township	2,439	2,589	26	1%	2,563
42	1377	Farmington Rd between Gross Rd and Montgomery Co Line, Upper Pottsgrove Township	3,608	3,819	191	5%	3,628
43	1378	East Philadelphia Ave (PA 73) between PA 100 and Bartmen Ave, Douglass Township	13,213	14,010	981	7%	13,029

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast			
				ADT	Thru Trip	% of Thru	External Trip
44	1379	PA 100 between PA 73 and Mongomery Co. Line, Douglass Township	20,300	22,620	2,262	10%	20,358
45	1380	Hoffmansville Rd between Miller Rd and Montgomery Co Line, Douglass Township	1,826	2,032	20	1%	2,012
46	1381	Niantic Rd between Miller Rd and Montgomery Co Line, Douglass Township	1,418	1,787	18	1%	1,769
47	1382	Philadelphia and Kutztown Rd between Bethesda Church Rd and Montgomery Co. Line, Upper Hanover Township	895	1,003	10	1%	993
48	1383	Gravel Pike (PA 29) between Stauffer Rd and Montgomery Co Line, Upper Hanover Township	11,289	13,079	392	3%	12,686
Bucks County							
49	1384	PA Turnpike Northeast Ext (PA 9) between Quakertown, Interchange 32 and Lehigh Valley, Interchange 33, just north of Bucks Co Line, Milford Township	24,443	26,992	4,463	17%	22,529
50	1385	Allentown Rd between Grant Rd and Bucks Co Line, Milford Township	1,652	1,958	20	1%	1,939
51	1386	Old Bethlehem Pike between Blue Church Rd and Bucks Co Line, Springfield Township	3,472	3,853	39	1%	3,814
52	1387	Bethlehem Pike (PA 309) between Springfield St and Bucks Co Line, Springfield Township	29,025	30,885	927	3%	29,958
53	1388	State Rd between Tumblebrook Rd and Bucks Co Line, Springfield Township	1,398	1,639	82	5%	1,557
54	1389	Richardstown Pike between Highpoint Rd and Bucks Co Line, Springfield Township	2,834	3,172	190	6%	2,981
55	1390	Hellertown Rd (PA 412) between Highpoint Rd and Bucks Co Line, Springfield Township	4,351	5,004	514	10%	4,490
56	1391	Easton Rd (PA 611) between Spring Hill and Bucks Co Line, Riegelsville Borough	5,648	6,435	1,562	24%	4,874
57	1392	Riegelsville Bridge across Delaware River, Riegelsville Borough	2,867	3,436	344	10%	3,092
58	1393	Milford-Upper Black Eddy Bridge across Delaware River, Bridgeton Township	4,175	4,368	874	20%	3,495

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast ADT	Thru Trip	% of Thru	External Trip
59	1394	Frenchtown-Uhlerstown Bridge across Delaware River, Tinicum Townwship	4,231	4,489	673	15%	3,816
60	1395	Stockton-Centre Bridge across Delaware River, Solebury Township	4,138	4,581	458	10%	4,123
61	1396	New Hope-Lambertville Toll Bridge (US-202) over Delaware River, Solebury Township	8,293	10,215	334	3%	9,881
62	1397	Bridge St Bridge (PA 179) across Delaware River, New Hope Borough	14,276	15,136	494	3%	14,641
		PENNSYLVANIA TOTAL:	**523,036**	**593,186**	**61,056**	**10%**	**532,131**
NEW JERSEY							
Mercer County							
63	1398	River Rd (NJ 29) between Valley Rd and Mercer Co LIne, Hopewell Township	8,486	9,556	956	10%	8,601
64	1399	Brunswick Pine (CR 518) west of Mercer Co Line, Hunterdon Co	5,149	6,043	1,209	20%	4,834
65	1400	Harbourton-Rocktown Rd (CR 579) between Lambertville-Hopewell Rd (CR 518), Hopewell Township	3,865	4,381	219	5%	4,162
66	1401	NJ 31 just north of intersection with Lambertville-Hopewell Rd (CR 518), Hopewell Township	15,789	17,445	2,663	15%	14,782
67	1402	Hopewell-Wertsville Rd (CR 607) between Minnietown Lane and Mercer Co Line, Hopewell Township	1,947	2,281	228	10%	2,053
68	1403	Hopewell-Rocky Hill Rd (CR 518) between Hopewell-Amwell Rd and Mercer Co Line, Hopewell Township	11,105	13,210	2,642	20%	10,568
69	1404	Great Rd (CR 601) between Ridge View Rd and Cherry Valley Rd, Princeton Township	5,602	6,508	130	2%	6,378
70	1405	US 206, just north of Cherry Valley Rd, Somerset Co	21,507	24,038	1,202	5%	22,837
71	1406	Lincoln Hwy (NJ 27) just east of Mercer Co Line	11,365	12,334	247	2%	12,088
72	1407	Brunswick Pike (US 1) between Cranbury-Kingston Rd and Mercer/Middlesex Co Line, Middlesex Co.	60,625	67,125	2,864	4%	64,261

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast ADT	Thru Trip	% of Thru	External Trip
73	1408	Cranbury Rd (CR 615) between Rabbit Hill Rd and Mercer Co Line, West Windsor Township	5,293	5,748	57	1%	5,691
74	1409	Old Trenton Rd (CR 535 [Cranbury-Edinburg]) between One Mile Rd and Ansil Davison Rd at Mercer/Middlesex Co Line, East Windsor Township	7,485	8,982	180	2%	8,803
75	1410	US 130, just north of Old Cranbury Rd, East Windsor Township	22,148	25,842	1,878	7%	23,964
76	1411	North Main Street (CR 539), just north of Garden View Terrace, East Windsor Township	7,394	8,222	822	10%	7,400
77	1412	NJ Turnpike between Interchanges 8 and 8A, East Windsor Township	94,975	105,915	46,108	44%	59,807
78	1413	Freehold Rd, (NJ 33) between Mercer/ Middlesex Co Line and Applegarth Rd Middlesex Co	17,915	19,004	1,900	10%	17,104
79	1414	Etra Rd (CR 571) between Fieldsher Rd and Mercer/Monmouth Co Line, East Windsor Township	3,498	3,872	39	1%	3,833
80	1415	Old York Rd (CR 539) between Windsor-Perrineville Rd and Mercer Co Line, East Windsor Township	5,799	6,893	1,379	20%	5,514
81	1416	Interstate 195 west of Interchange 8, Washington Township	28,548	32,135	6,598	21%	25,537
82	1417	Robbinsville-Allentown Rd (CR 526) between Circle Dr and Mercer Co Line, Washington Township	8,754	10,660	533	5%	10,127
83	1418	Yardsville-Allentown Rd (CR 524) between Doctors Creek Rd and Mercer/ Monmouth Co Line, Hamilton Township	4,406	5,098	153	3%	4,945
Burlington County							
84	1419	Chesterfield-Arneytown Rd (CR 664) between Jacobtown-Arneytown Rd and Burlington Co Line, North Hanover Township	979	1,118	11	1%	1,107
85	1420	Monmouth Rd (CR 537) between Henry Rd and Burlington Co Line, North Hanover Township	7,429	8,221	164	2%	8,057

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast ADT	Thru Trip	% of Thru	External Trip
86	1421	Jacobstown-New Egypt Rd (CR 528) between Meany Rd and Province Line at Burlington Co Line, North Hanover Township	4,892	5,427	54	1%	5,373
87	1422	Cookstown-New Egypt Rd (CR 528 Spur) between Mary St and Burlington Co Line, North Hanover Township	4,689	5,172	52	1%	5,120
88	1423	NJ 70 between Lakehurst Rd (CR 530) and Burlington Co Line, Pemberton Township	9,820	10,668	775	7%	9,893
89	1424	Barnegat Rd (NJ 72) between Stephensons Rd and Burlington Co LIne, Woodland Township	6,364	7,787	488	6%	7,299
90	1425	Stage Rd west of Ishmael Rd, Bass River State Forest, Bass River Township	1,142	1,344	13	1%	1,331
91	1426	Hammonton Rd (CR 542) north of Lovelands Lane, Bass River Township	1,944	2,199	220	10%	1,979
92	1427	CR 563 between CR 542 and Burlington Co Line, Washington Township	1,607	2,085	21	1%	2,064
93	1428	Batsto-Bridgeport Rd (CR 542) between Elmwood-Batsto Rd and Burlington Co Line, Washington Township	2,606	2,871	29	1%	2,842
94	1429	US 206 north of Burlington Co Line, Shamong Township	10,537	12,527	2,539	20%	9,988
Camden County							
95	1430	Chew Rd (CR 536) west of Camden Co Line, Waterford Township	1,453	1,759	18	1%	1,741
96	1431	White Horse Pike (US 30) between Walker Rd and Camden Co Line, Winslow Township	12,574	13,754	1,275	9%	12,480
97	1432	Cedarbrook Rd (CR 561) between Laurel Ave and Camden Co Line, Winslow Township	4,964	5,240	52	1%	5,188
98	1433	Atlantic City Expressway at Mile Post 42, Winslow Township	49,216	54,758	5,768	11%	48,991
99	1434	Mays Landing Rd (CR 561 Spur) between Cains Mill Rd and Camden Co LIne, Winslow Township	5,526	6,292	63	1%	6,229
Gloucester County							
100	1435	Black Horse Pike (US 322) west of Gloucerster Co Line, Monroe Township	11,758	12,889	644	5%	12,245

(Continued)

Station No.	TAZ	Description	1990 ADT	1996 Forecast ADT	Thru Trip	% of Thru	External Trip
101	1436	Harding Hwy (US 40) just east of CR 557, Atlantic Co	12,416	13,905	4,172	30%	9,734
102	1437	Main Rd (CR 555) between Garden Rd and Mainlake Rd, Franklin Township	7,331	8,576	429	5%	8,147
103	1438	Old Delsea Dr (NJ 47) between Malaga Terr and Gloucester Co LIne, Franklin Township	10,656	11,014	551	5%	10,464
104	1439	NJ 55 Freeway south of Interchange with US 40, Franklin Township	15,747	20,881	3,132	15%	17,749
105	1440	Harding Hwy (US 40) west of Porchtown Rd at Gloucester Co Line, Franklin Township	15,880	18,579	5,574	30%	13,005
106	1441	Centerton-Glassboro Rd (CR 553) between Garrison Rd and Franklinville-Monroeville Rd, Franklin Township	5,052	6,691	67	1%	6,625
107	1442	Franklinville-Monroeville (CR 604) between Row Rd and Pinard Rd, Elk Township	1,612	2,222	22	1%	2,200
108	1443	Bridgeton Pike (NJ 77) between Oldmans Creek and Springtown-Pine Tavern Rd, Elk Township	4,349	5,216	261	5%	4,955
109	1444	Commissioners Rd (CR 581) between Springtown-Pine Tavern Rd and Gloucester Co Line, South Harrison Township	1,491	2,000	20	1%	1,980
110	1445	Woodstown-Mullica Hill Rd (NJ 45) between Oldmans Creek and Marl Rd, South Harrison Township	3,053	3,972	40	1%	3,932
111	1446	NJ Turnpike between Interchanges 2 and 1, Woolwich Township	33,934	36,085	29,421	82%	6,664
112	1447	Auburn Rd (CR 551) between Oldmans Creek and Moravian Church Rd, Woolwich Township	1,472	1,746	17	1%	1,729
113	1448	Interstate 295 between Old Ferry Rd Interchange and Straughs Mill Rd Interchange, Logan Township	28,904	30,796	4,702	15%	26,095
114	1449	US 1130 between Oldmans Creek and Center Square Rd, Logan Township	5,223	6,097	61	1%	6,036
		NEW JERSEY TOTAL	**636,275**	**717,188**	**132,661**	**18%**	**584,527**
		REGIONAL TOTAL	**1,159,311**	**1,310,375**	**193,717**	**15%**	**1,116,658**