TRAFFIC MONITORING PROGRAM FOR SELECTED HIGHWAY CORRIDORS

Phase III

December 1993

Delaware Valley Regional Planning Commission

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The Bourse Building
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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

TITLE	Date Published: December 1993
Traffic Monitoring Program for Selected Highway Corridors Phase III	
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Geographic Area Covered:

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

Key Words:

Traffic, traffic count, highway corridor, traffic demand, Annual Average Daily Traffic (AADT)

ABSTRACT

This report summarizes findings of Phase III of a three-year traffic monitoring effort concerned with thirty-one regional highway corridors of the Delaware Valley. It describes general methodology, provides prevailing corridor characteristics, offers a summary of the findings and includes a listing of all counts taken during the three years of the project.

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning 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.

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EXECUTIVE SUMMARY

This report presents the results of the last stage of a three-year traffic monitoring program conducted by the Delaware Valley Regional Planning Commission (DVRPC). The study measured traffic volumes for thirty-one corridors in the Delaware Valley region. Traffic data were collected by vehicle-counting equipment, which was installed by DVRPC field personnel at the same location in each corridor once per year for three consecutive years. Each counter was set for a minimum of 48 continuous hours during each testing period. DVRPC computed average traffic growth rates and trends by preparing a comparative analysis of the three-year counts for each location.

The latest traffic survey revealed that, in spite of a poor national economic climate, all corridors showed increases in traffic over the duration of the study. The measured growth rates for included corridors ranged between one and four percent per year. These relatively high rates can be attributed to a still growing suburban commuting trend, a moderately positive rate of land development, a high rate of car-ownership rate, and a stable supply of energy at reasonable prices.

Seven Pennsylvania and five New Jersey corridors of the thirty-one monitored by DVRPC have experienced average annual growth in traffic of three percent or greater. These above-average corridors are: PA 213 (3.0%) and PA 532 (3.2%) in Bucks County; PA 724/PA23 (3.3%), PA 41 (3.1%) and PA 113 (3.2%) in Chester County; PA 29 (3.3%) and PA 73 (3.0%) in Montgomery County; County Route (CR) 671 (3.9%) and CR 705 (4.0%) in Camden County; CR 689 (3.1%) in Gloucester County; NJ 31 (3.1%) and CR 535 (3.2%) in Mercer County.

Several corridors posted average rates of growth (2.0 to 2.9%), including: County Line/Allentown roads and Langhorne-Yardley Road (increases of 2.5% each) in Bucks County; PA 252 (2.3%) and PA 352 (2.5%) in Chester County; PA 452 and PA 352 (2.0% each) in Delaware County; PA 23 (2.8%) in Montgomery County; CR 634/CR 541 (2.9%), CR 616 and CR 607 (2.5% each) in Burlington County; CR 689 (2.8%) and CR 655 (2.5%) in Gloucester County; NJ 33 (2.9%) and CR 571 (2.5%) in Mercer County. The corridors most affected by the recent opening of I-476, also known as the Blue Route, Delaware County's PA 252 and PA 420, compiled growth rates of 1.8 and 1.0 percent, respectively.

Finally, a detailed analysis of the Phase III results revealed that the traffic volume during the morning peak hour (7:00 to 8:00 a.m.) accounts for between 5.8 and 13.3 percent of the total daily volume at the monitored locations. The evening peak period (5:00 to 6:00 p.m.) accounts for between 7.4 and 12.5 percent of the 24-hour total. Overall, traffic during the peak hours during the final year of the study was approximately 3.0 percent higher than the peak-hour volume in the previous year.

I. INTRODUCTION

One of the main activities in transportation planning and travel management is the measuring of traffic. In the case of surface movements on roads and highways, this monitoring operation is conducted through the collection of vehicle counts at selected points of a network and at predetermined, specific time intervals.

The Delaware Valley Regional Planning Commission (DVRPC), since its inception in 1960 under the name of PennJersey Transportation Study (PJTS), has undertaken a traffic counting porogram that includes surveillance on roads in Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester and Mercer counties in New Jersey (see Figure 1). In Fiscal Year 1990 DVRPC, in cooperation with the two state's departments of transportation and the county member governments, initiated a three-year monitoring cycle for thirty-one corridors in the region. In the following two years, DVRPC personnel continued to collect traffic statistics for the same corridors.

The main objective of such a monitoring study is to develop a traffic trend for each corridor, a valuable tool used particularly in short range planning. An additional purpose for conducting the three-year study was to provide the member governments with means to facilitate the allocation of resources in a systematic and effective way.

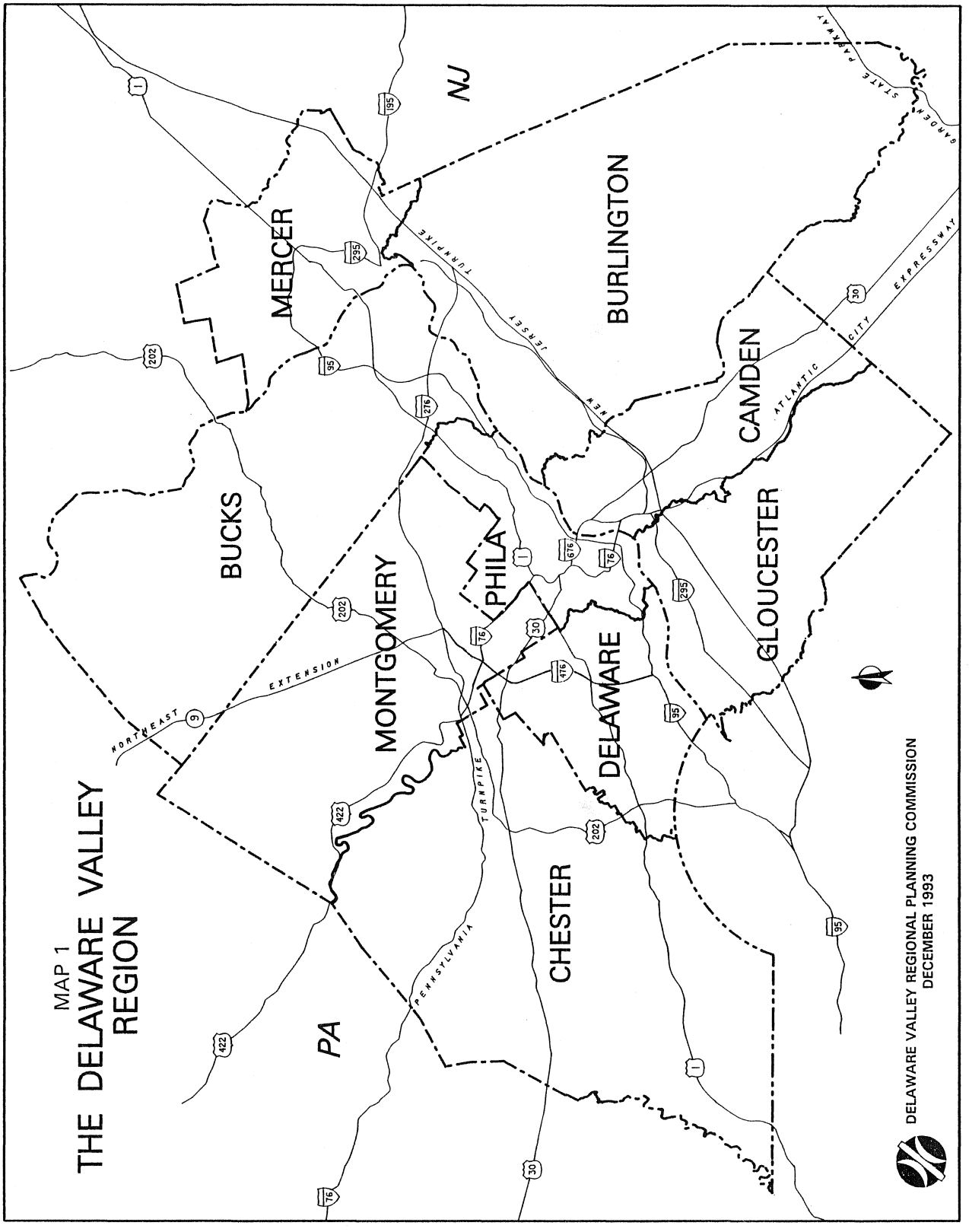
This report documents the results of the final year's counting effort and assesses the average traffic trends for all corridors on the basis of the three-year cycle. Section II of this report describes the general criteria followed in the selection of the candidate corridors for the program. It also outlines the methodology and data collection procedures employed to compile the traffic data.

Section III contains corridor descriptions outlining the physical and operational characteristics of the main roadway facility while considering the land use being served.

Section IV consists of a brief discussion of the findings for each corridor with respect to the third year's average daily traffic and the observed percentage range of the morning and evening peak hour traffic.

Section V includes the conclusions derived from the three-year traffic monitoring effort and presents an estimated traffic trend for each corridor.

Finally, the last section includes two appendices containing figures and tables displaying the final year's traffic counts by county and corridor.


MAP 1
THE DELAWARE VALLEY REGION
PA
NJ
BUCKS
MERCER
BURLINGTON
CAMDEN
GLOUCESTER
MONTGOMERY
PHILA
CHESTER
DELAWARE
NORTHEAST EXTENSION
PENNSYLVANIA TURNPIKE
NEW JERSEY TURNPIKE
ATLANTIC CITY EXPRESSWAY
GARDEN STATE PARKWAY
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

II. GENERAL METHODOLOGY AND DATA COLLECTION PROCEDURES

This section describes the general methodology used in preparing the three-year analysis for the regional traffic monitoring program. It outlines the criteria used in corridor selection as well as the various procedures employed in gathering the relevant traffic count data.

Corridor Selection Criteria

The Delaware Valley Regional Planning Commission met with member governments at both state and county levels to obtain their recommendations on the corridors that should be included in the traffic monitoring program. Based upon their recommendations, the following criteria were established to aid in the selection process:

1. Corridors characterized by new and anticipated traffic growth ascribed to traffic generation associated with existing and impending land development.

2. Areas where traffic monitoring would provide valuable information on those corridors currently being studied or under consideration for improvements.

3. Based upon a review of recent historical data, those corridors with an apparent change in regional traffic patterns attributed to increased growth and planned future developments.

4. Corridors recommended by more than one member government that cross county boundaries and provide for intercounty and regional travel.

5. Corridors which are equitably distributed over the nine-county region to insure homogenity of growth estimations while considering the availability of the resources necessary for the monitoring effort.

Data Acquisition

Automatic traffic recorder (ATR) counts were collected on the principal facilities as well as major intersecting and parallel routes, when appropriate within each of the selected corridors. These short-term (48-hour) traffic counts were then expanded to represent current annual average daily traffic (AADT) using seasonal adjustment factors supplied to DVRPC by the Pennsylvania and New Jersey Departments of Transportation (DOTs).

The procedure used to complete the inventory of route and land use characterisitics in each corridor involved both primary and secondary source data. The physical and operational characteristics of each route were extracted from the most recent editions of the straight line diagrams (SLD), also prepared by the two state's DOTs. The land use characteristics for corridors not included in the SLD were obtained from an actual field survey of the corridors by DVRPC staff.

Traffic Counting Procedure

Traffic counts were collected by DVRPC personnel by using recorders which are anchored to a fixed object (such as an utility pole, tree or guardrail) and coupled to a pneumatic road tube stretched across the roadway. The counter is activated by the pressure change in the tube as vehicles pass over it. At a preset time interval (usually one hour) the machine records the total count for that interval. The count is recorded on a paper tape or stored in memory as a four digit character numeral and also as a four character binary coded symbol.

When a count is completed (usually after a 48-hour period) the information is retrieved from the counter and delivered to the office where the data is transferred to a LOTUS-123 spreadsheet. At this point the count can be rearranged to a much more readable format thus facilitating the subsequent analysis.

Corridors' Traffic Growth

Traffic counts taken in the third year of the monitoring program were added to the database containing the first two year's counts. Using a designated map and link number system, the counts for corresponding highway segments were matched to the first two years effort. These counts were then considered in the determination of each corridor's growth.

The file with all three year's counts was then downloaded to a micro-computer and imported to a LOTUS-123 work file. The LOTUS-123 report writer program was used to generate the listings by county and corridor identification appearing in the Appendix.

III. CORRIDOR CHARACTERISTICS

As previously noted, the regional traffic monitoring program was developed through the close cooperation and assistance of the DVRPC member governments, both at the state and county levels. The DVRPC staff met with state and county representatives who provided lists of candidate corridors within their respective jurisdictions. The state and county planners were requested to identify and prioritize the corridors which qualified on the basis of the selection criteria outlined in Section II of this report.

Following the transmittal of candidate corridors by the member governments, DVRPC staff reviewed the prioritized list on the basis of selection criteria and available resources. In total, thirty-one corridor facilities including major intersecting and parallel routes were selected for monitoring. These constitute approximately 90 percent of the corridors recommended by the member governments for the monitoring program. Within the corridors, approximately 700 traffic counts were collected in Fiscal Year 1990. The same locations, with the exception of one corridor in Gloucester County, were counted again the following year. Phase III of this monitoring effort was carried out, for the most part, during calendar year 1992. A few counts had to be retaken due to malfunctioning equipment and vandalism. The selected monitoring corridors are shown, by county, in Table 1 along with a corridor identification, the principal corridor facility, and the general corridor limits. A detailed description of the main highway characteristics and generalized land use in the immediate corridors is also provided. It is important to note that the characteristics described are the prevailing features along the entire length of each corridor and that individual links may have different route and land use attributes for relatively short distances.

Table 1

Corridors in Pennsylvania

County	ID	Route	Limits
Bucks	BK-1	County Line Rd./Allentown Rd.	Montgomery Co.-Lehigh Co.
	BK-2	PA 213	PA 532 - US 1 Business
	BK-3	Langhorne-Yardley Rd.	PA 413 - PA 32
	BK-4	PA 532	County Line Rd. - PA 332
Chester	CH-1	PA 724/PA 23	Berks Co. - PA 252
	CH-2	PA 252	I-76 - Delaware Co.
	CH-3	PA 352	Delaware Co. - PA 3
	CH-4	PA 41	PA 926 - Delaware State
	CH-5	PA 113	PA 401 - US 30 Business
Delaware	DE-1	PA 452	US 13 - PA 352
	DE-2	PA 252	Baltimore Pike - Chester Co.
	DE-3	PA 352	MacDade Blvd. - Chester Co.
	DE-4	PA 420	PA 291 - PA 320
Montgomery	MO-1	PA 23	PA 252 - Bridgeport
	MO-2	PA 29	Berks Co. - Schuylkill River
	MO-3	PA 73	PA 363 - Berks Co.

Corridors in New Jersey

County	ID	Route	Limits
Burlington	BL-1	CR 634/541, Sunset/ Burlington - Mt. Holly Rd.	US 130 - NJ 70
	BL-2	CR 616, Church Rd.	Camden Co. - CR 541
	BL-3	CR 607, Church St./Maple Ave.	US 130 - NJ 70
Camden	CA-1	CR 671, Kresson Rd.	Berlin Rd. - Burlington Co.
	CA-2	CR 689, Cross Keys Rd.	Gloucester Co. - CR 561
	CA-3	CR 705, Sicklerville Rd.	NJ 42 - CR 536
	CA-4	CR 544, Evesham Rd.	Gloucester Co. - Burlington Co.
Gloucester	GL-1	CR 551, Kings Hwy	CR 620 - NJ 45
	GL-2	CR 689	US 130 - CR 605
	GL-3	CR 654, Cross Keys-Williamstown Rd.	US 322 - NJ 47
	GL-4	CR 655, Fries Mill Rd.	NJ 42 - NJ 47
Mercer	ME-1	NJ 31	CR 634 - CR 546
	ME-2	NJ 33	US 130 - Olden Ave.
	ME-3	CR 535	Middlesex Co. - NJ 33
	ME-4	CR 571	NJ 27 - US 130

Bucks County Corridors

As shown in Appendix A, Map A-1, there are four highway corridors in Bucks County, which are identified as BK-1 through BK-4. The general route and land use characteristics of each corridor are described as follows:

BK-1 County Line Road/Allentown Road

The combined corridor of County Line Road and Allentown Road flows in a north-south direction from the Lehigh County Line, where Limeport Road intersects County Line Road, to the Montgomery County Line where County Line Road intersects Bethlehem Road. Approximately sixteen miles in length the corridor passes through West Rockhill and Milford Townships and is crossed by roads such as Souderton Road, PA 563 (Ridge Road), Trumbauersville Road and PA 663.

Because of the openness of the land in this area, this corridor is mostly accessible by stop signs and, in a few cases, traffic lights. County Line Road and Allentown Road both provide one lane in each direction and no shoulder is available on either side of this corridor. There is a median which consists of a double yellow line. Only in the town of Telford is parking available. Widening of the road is feasible along the whole corridor except for the area in Telford. On the northern half of the corridor, Allentown Road becomes very winding and also quite narrow.

For most of this corridor motorists travel at 40 miles per hour although travelling at the posted speed limit on this road is risky. In addition, the one-lane bridges that are frequently found on Allentown Road make driving a dangerous proposition for the motorist and for oncoming traffic.

BK-2 PA 213

This traffic corridor is approximately 7.1 miles long and connects PA 532 and US 1, Lincoln Highway. It crosses through Langhorne Borough in addition to Lower Southampton, Northampton, and Middletown townships. The major intersecting roads along this corridor are PA 532, PA 413, US 1 Expressway, and US 1 Lincoln Highway.

Route PA 213, from the intersection with PA 532, is a two-way, one-lane by direction road through the Borough of Langhorne, until it reaches the US 1 Expressway east of Langhorne. At that point, PA 213 becomes a two-way four-lane highway with raised concrete divider to the end of the highway at US 1, Lincoln Highway. Shoulder widths fluctuate between three feet, along the western sections,

and ten feet on the four-lane eastern portion of the corridor. A left turning lane is provided for the intersection with US 1 Expressway, Flowers Mill Road, Wheeler Way, Woodbourne Road, and Oxford Valley Mall entrance.

Posted speeds on PA 213 vary from 35 to 45 miles per hour. This facility serves large commercial developments on both the east and west ends of the corridor. The area in the proximity of Langhorne Borough is primarily residential, with some small shopping areas in the immediate vicinity. The portion of PA 213 from US 1 Expressway to US 1, Lincoln Highway, is a heavily travelled section serving major commercial and light industrial facilities, and also providing access to Oxford Valley Mall, a major traffic generator.

BK-3 Langhorne-Yardley Road

The BK-3 corridor, is made up of Langhorne-Yardley Road and a small portion of PA 332, Afton Avenue. Passing through Middletown and Lower Makefield townships it stretches approximately 6.4 miles from Langhorne Borough in the south to Yardley Borough and PA 32 in the north. The major intersecting routes along this corridor are PA 413, Woodbourne Road, Stony Hill Road, PA 332, and PA 32.

Langhorne-Yardley Road is almost entirely a one-lane by direction facility with a third turning lane available at major intersections. Shoulders generally vary from one to three feet for the entire length, and widening is feasible throughout the entire length.

Traffic conditions are light to moderate, except during peak periods when levels of congestion are encountered. Posted speeds vary from 25 miles per hour in Yardley Borough to 35 and 45 miles per hour elsewhere in the corridor.

Langhorne-Yardley Road mainly serves residential developments along its entire length. Much of the adjacent land is already developed or under construction. There are some small shopping attractions at the north end of the corridor in Yardley. The residential characteristics of the corridor lend themselves to largely work and shopping related trip characteristics, with very little commercial or industrial activity along the corridor.

BK-4 PA 532

The PA 532 corridor, also known locally as Bustleton Pike and Buck Road, extends 7.6 miles north from County Line Road. Beginning at the Philadelphia County Line, the corridor travels northward through primarily residential developments in Lower Southampton, Northampton and Newtown townships, finally terminating in the

Borough of Newtown. Major intersecting routes are PA 132, PA 232, PA 213, Bristol Road, Holland Road, and PA 413, Newtown Bypass.

The section of PA 532 known as Bustleton Pike, beginning at County Line Road, is a two-way four-lane facility until the intersection with PA 213. At this intersection PA 532, under the name of Buck Road, becomes a two-way, one-lane by direction road with an additional turning lane at major intersections. The intersection with PA 413, Newtown Bypass, is accommodated with one through lane and two turning lanes. The main facility exhibits three-foot wide shoulders, and widening is feasible along the two-lane portion.

Posted speeds range from 35 to 45 mph throughout the corridor. Levels of traffic vary from moderate to heavy throughout the corridors, and traffic light controls are present at all major intersections.

Chester County Corridors

Map A-2 portrays the five corridors in Chester County which are identified as CH-1 through CH-5. Prevailing route and land use characteristics for each corridor are described below:

CH-1 PA 724/PA 23

The combined corridor of PA 724 (Schuylkill Road) and PA 23 (Valley Forge Road) travels in an east-west direction through East Coventry, East Vincent, East Pikeland and Schuylkill townships as well as the Phoenixville Borough. It begins at the intersection of PA 724 and PA 100 (Pottstown By-Pass) in North Coventry Township and ends along PA 23 in Valley Forge National Park. Along the way it crosses some important roads such as Hanover Street, US 422, Sanatoga Road, and PA 29 (Main Street.)

On both PA 724 and PA 23 traffic is served by one lane in each direction. This corridor is controlled by traffic lights and stop signs. There is a shoulder along the whole length of the corridor except between US 422 and Sanatoga Road, where a sidewalk is present, and within the Borough of Phoenixville. Parking is permitted only in segments between Kimberton Road and PA 29. Widening of this corridor can be accomplished throughout with the exception of the portion through Phoenixville. The prevailing median in this corridor consists of a double yellow line that separates traffic by direction.

For the most part the speed limit of this corridor is 45 miles per hour. The land served by this corridor is mostly open. Some residential and commercial usage occurs in and around the Phoenixville area.

CH-2 PA 252

This corridor is made up of a section of PA 252, roughly 7.6 miles in length, that extends from the Delaware County Line to I-76, the Pennsylvania Turnpike. It passes through Easttown and Tredyffrin townships and is known locally as Darby-Paoli Road, Bear Hill Road, Swedesford Road and Valley Forge Road. Major intersecting routes are Sugartown Road, US 30, Swedesford Road, Howellville Road, and US 202.

Existing shoulders vary in width from five to eight feet. Traffic separation is controlled by a yellow line, with raised concrete between Howelville Road and US 30, while the flow control is exercised by traffic lights at major intersections. No parking

is allowed along the corridor and widening is deemed feasible for most of its length. At the intersection with US 30 the corridor underpasses the railroad line where the facility is narrowed to one lane by direction due to the existing width of the supporting structure. Regularly posted signs restrict the speed limit to 40 miles per hour. Traffic is moderate to heavy throughout the corridor. Route PA 252 serves a primarily residential area, except for the portion from US 30 to Valley Forge Road which is a mix of industrial and commercial establishments, including the Valley Forge Music Fair.

CH-3 PA 352

This is an extremely short corridor comprising a 1.3 mile length of PA 352, Chester Road. Stretching from the Delaware County Line to PA 3, it represents an extension of the PA 352 corridor of Delaware County. The corridor is totally within Westtown Township and intersects PA 926 and PA 3, which are considered the major crossing routes.

The main road is a one-lane by direction facility with a three-foot shoulder. Traffic lights provide control at the PA 926 and PA 3 intersections. No parking was observed and widening is deemed feasible.

The posted speed is 40 miles per hour, and traffic conditions are moderate to heavy throughout the length of the corridor. The corridor serves a residential area with significant commercial developments which exist at the intersection with PA 3.

CH-4 PA 41

This corridor, PA 41 Gap Newport Road, extends approximately 9.9 miles from the Delaware State Line to PA 926. The corridor crosses portions of Kennett, New Garden, London Grove, and Londonderry townships as well as Avondale Borough. The route intersects Baltimore Pike, US 1, PA 841, and PA 926.

The facility has an eight-foot shoulder. Parking is permitted in Avondale Borough only. Traffic separation is by a yellow dividing line, and signals control traffic at all major intersections.

Traffic conditions are light to moderate throughout the corridor.The posted speed on PA 41 varies from 35 to 55 miles per hour. The area served by PA 41 is a combination of agricultural, rural and residential uses with some commercial activity in Avondale Borough.

CH-5 PA 113

This corridor, PA 113, extends in a southwest to northeast direction from US 30 Business (Lancaster Avenue) in Downingtown through East Caln and Uwchlan townships to PA 401 in West Pikeland Township. The facility is crossed by several major routes such as PA 100 (Pottstown Pike) and US 30 (Downingtown Bypass.)

Route PA 113 serves traffic with one lane in each direction except for a segment located near Woodmount Road. At this point the road opens up to two lanes in the easterly direction. A shoulder on the side of the road varies from three to six feet throughout the entire length of PA 113. Parking is not available along the corridor. The median consists of a double yellow line, and widening is considered feasible along PA 113. The corridor is mostly accessible by stop signs and a few traffic lights.

Traffic in this corridor flows at a posted speed of 45 miles per hour, with the exception of the Downingtown area where the limit is posted at 40 miles per hour. The land use is predominantly residential with some business pockets near PA 100.

Delaware County Corridors

Map A-3 illustrates the four corridors in Delaware County identified as DE-1 through DE-4. Prevailing route and land use characteristics for each corridor are described below:

DE-1 PA 452

This corridor begins at Chestnut Street in the borough of Marcus Hook and extends approximately for 7.3 miles to meet PA 352 at the northern end.

The prevailing number of lanes in this corridor is one by direction with no approach lanes. Interstate 95 is located between Laughead Avenue and US 322 (Conchester Road.) Along this portion of PA 452 four lanes of moving traffic (two by direction) are provided to accommodate the heavier traffic to and from I-95. Route PA 452 continues towards the north with two moving lanes of traffic in a residential area. Varying approach lanes and controls by traffic lights are provided at major intersections. A yellow line median divides traffic by direction and a shoulder extending to 4 feet is available. No parking is allowed.

Posted speed ranges along this corridor vary from 35 to 45 miles per hour, and traffic conditions vary from moderate to heavy. Traffic conditions are heavy throughout the southern stretch of PA 452. The general area type consists of a mixture of commercial and residential settings.

DE-2 PA 252

This corridor begins at Baltimore Pike and extends approximately 7.6 miles to the northern Delaware County Line. Two major roadways, US 1 Media Bypass and PA 3 West Chester Pike, intersect this corridor.

A curb extending to a ten foot shoulder is found along the sides of PA 252. Various approach lanes and traffic signals are found at major intersections. Two moving lanes of traffic, separated by a yellow line median, serve the section south of the intersection with PA 3, West Chester Pike. The area north of the intersection provides four moving lanes to traffic. Parking is not allowed along the entire corridor's length.

The corridor serves a combination of residential and commercial settings, as well as Delaware County Community College. Traffic conditions vary between

moderate and heavy throughout the entire corridor. The posted speed ranges from 35 to 45 miles per hour.

DE-3 PA 352

Having a length of approximately 7 miles, this road extends from 21st Avenue in Chester City northward to Forge Road on the Edgemont Township line.

At its southernmost limit this corridor starts with two moving lanes of traffic and parking is provided on both sides. The road changes to four lanes with a turning lane after Upland Avenue and then back to two lanes after US 1. The section of PA 352 north of Upland Avenue has no provision for parking.

DE-4 TR 420

The PA 420 corridor begins at PA 291, Essington Avenue, in Tinicum Township and extends approximately 5.6 miles to PA 320, Sproul Road in Springfield Township.

This corridor starts at PA 291 with four moving lanes of traffic, no approach lanes, and eight to ten foot wide shoulders. After the intesection with US 13, PA 420 becomes a two-lane roadway with varying approach lanes as it proceeds north. A yellow line median divides the traffic by direction and the shoulder width ranges from a curb to five feet. Traffic lights are present at major intersections and the only parking available is found in the portion between US 13, Chester Pike and MacDade Boulevard.

The prevailing land use in this corridor is a mixture of residential and commercial developments. Functionally because of the surrounding land use that is served by this corridor, PA 420 is one of the most active and congested corridors of Delaware County.

Montgomery County Corridors

Map A-4 shows the three corridors to be monitored in Montgomery County (MO-1 through MO-3.) Land use and prevailing route characteristics for each corridor are described below.

MO-1 PA 23

The main facility of this corridor, PA 23 (Valley Forge Road), extends in an east-west direction from US 202 in Upper Merion to PA 252 (Valley Creek Rd.) in the Valley Forge National Historical Park. It runs almost parallel to the Pennsylvania Turnpike while intersecting New Gulph Road, US 422 (Pottstown Expressway), Allendale Road, and Henderson Road.

Route PA 23 provides one traffic lane by direction, separated by a yellow line median. No shoulders are evident along this arterial and yet parking is allowed. Traffic reaches high levels of congestion particularly during the peak hours of the day.

The land use of this area is residential with scattered commercial businesses. It should be noted that a majority of the corridor area is designated as the Valley Forge National Park. The park area is characterized by open land with no visible structures which would impede widening of the road.

MO-2 PA 29

This corridor represented by PA 29 (Gravel Pike Road) can be described as beginning at Egypt Road near the Schuylkill River and ending at the Berks County Line. In between it passes through Upper Providence, Lower Frederick, Marlborough and Upper Hanover townships. Major intersecting routes include PA 113 (3rd Avenue), Schwenksville Road, Hill Road, and PA 663 (Pottstown Avenue.)

One traffic lane by direction separated by a double yellow line median handles the traffic volumes along this corridor. A shoulder is available but is usually occupied by parked vehicles. Widening of the road is considered feasible along the corridor except in the residential areas where sidewalks are present.

Posted speed limits were seen to vary between 25 and 45 mph and some traffic congestion was observed during peak hours. The land use is open with scattered residential communities.

MO-3 PA 73

The last corridor in Montgomery County extends in an east to west direction starting in Douglass Township at the intersection with PA 100 and ending in Worcester Township at the intersection with PA 363. Route PA 73 takes on many names along this corridor including East Philadelphia Avenue, Big Road, Skippack Pike, and Main Street (at the point where PA 29 runs together with PA 73.) Along its length this facility intersects with many major routes including PA 663 (Layfield Road), PA 29 (Gravel Pike Road) and PA 113 (Old Skippack Road.)

Route PA 73 provides one lane in each direction throughout the corridor. A shoulder on the side of the road is evident along the corridor and appears to be approximately five feet wide. A double yellow line is used as a median for the majority of the corridor, except in the area near Schwenksville. It is also only in this area that parking is allowed on the side of the road. The corridor is accessible by stop signs and traffic lights.

The speed limit along this corridor is posted as high as 50 miles per hour near PA 113 and as low as 25 miles per hour in between PA 29 and Park Avenue where the town of Schwenksville is located. A significant amount of traffic is consistently present in this regional corridor.

The area surrounding the corridor ranges from open farmland near the intersection at PA 663 to residential in Gilbertsville.

Burlington County Corridors

The route and land use characteristics for the three corridors on Map A-5 for Burlington County (BL-1 through BL-3) are as follows:

BL-1 CR 541/CR 634 Burlington - Mt.Holly Road/Sunset Road

Beginning at the NJ 70 circle in Medford Township this combined corridor of CR 541 (Burlington - Mt.Holly Road) and CR 634 (Sunset Road) extends through Lumberton, Hainesport, Mt.Holly, and Westampton Townships, finally ending in Burlington Township. Along the way it intersects major routes such as NJ 70, CR 616, NJ 38, the New Jersey Turnpike, and I-295.

Route CR 541, between the NJ 70 Circle and NJ 38, is a two-way, one-lane by direction facility with a three to five foot shoulder while the northern section becomes a two-lane by direction facility.

The posted speed limit in this segment varies between 35 and 50 mph while traffic is light to moderate.

The land use is a mixture of older residential developments, new residential developments and agricultural land. Some commercial land uses are found near I-295 and at the northern stretches of the corridor.

BL-2 CR 616 Church Road

In Burlington County this section of CR 616 (Church Road), stretching approximately 8.6 miles from the Camden County Line to CR 541 in Medford Township, is oriented in an east-west direction. Passing through Maple Shade, Mount Laurel, Evesham and Medford townships this facility intersects major routes such as NJ 73, CR 607, CR 674, CR 603 and CR 541.

The arterial is one lane by direction with widening at intersections. Shoulder width varies from three to five feet while posted speed limits vary between 40 and 50 mph. The land use served by this corridor is primarily residential at the eastern section and commercial at the western end, respectively.

BL-3 CR 607 Church Street/Maple Avenue

The BL-3 corridor represented by CR 607, extends 8.8 miles from NJ 70 in Evesham Township to US 130 in Cinnaminson Township. As it passes through

Evesham, Mt. Laurel, Moorestown and Cinnaminson Route CR 607 intersects NJ 70, CR 674, CR 616, NJ 38, CR 611, CR 537, and US 130.

Route CR 607 is a prevailing two-way one-lane by direction roadway with an additional turning lane at major intersections. The segment of CR 607 between CR 674 and NJ 38 is a four-lane facility. Directional separation is accomplished throughout by a yellow line. The road has a generally narrow shoulder, ranging from a curb to a 6 feet maximum. Traffic light controls are present at all major intersections.

Traffic is moderate throughout the entire corridor and posted speeds range from 35 mph in Cinamminson to 45 mph, south of CR 616.

Residential development is occuring on the south end of the corridor and will obviously increase travel demand on the route in the near future. Some industrial development is present on the north end of the corridor.

Camden County Corridors

The Camden County corridors identified as CA-1, CA-2, CA-3, and CA-4 and shown on Map A-6, are described in terms of route and land use characteristics below:

CA-1 CR 671 Kresson Road

The CA-1 corridor runs for 6.5 miles, almost entirely within the Cherry Hill Township, between CR 561, Haddonfield-Berlin Rd. and the Burlington County line. The eastern 1.5 miles crosses Voorhees Township to the intersection with CR 685 and NJ 73. Major intersecting routes include Brace Road, Springdale Road, Cropwell Road, Evesham Road, Gibbsboro-Milford Road and NJ 73.

Route CR 671 is entirely one-lane by direction with an additional turning lane at major intersections. Kresson Road has five-foot shoulders with no shoulder in some segments, although widening is deemed feasible throughout the corridor. Traffic control is carried out by traffic signals at all major intersections and directional separation is by yellow line. No parking was observed at any locations of the corridor.

Traffic tends to be moderate with Cherry Hill East High School as a major traffic generator and much development occuring on the east end of the corridor which will increase current traffic levels. Posted speeds vary from 35 to 50 mph.

Kresson Road serves primarily a suburban residential area with some small shopping areas and a large mall at its intersection with CR 544, Evesham Road.

CA-2 CR 689 Cross Keys Road

The corridor limits of this 5.5 mile corridor are CR 561 (Tansboro Road) in the north and Johnson Road in the south. Some other major crossroads along this segment of CR 689 include CR 705 (Sicklerville Road), CR 706 (New Brooklyn Road), CR 688 (Turnersville Road), and CR 697 (Clementon-New Freedom Road.)

Traffic flow along this corridor is held to one lane by direction though at certain intersections, such as CR 705, it does open up to two lanes. A shoulder on the side of CR 689 is evident and is estimated to be about three feet wide, supporting the fact that it is feasible to widen the road if necessary. The corridor is easily accessible by traffic lights and stop signs. There is no parking available and a double yellow line median is used to separate traffic.

The speed limit along this corridor is not posted, but due to the openness of the land in this area traffic is flowing at 45 miles per hour. Most of the surrounding land is either open or residential with scattered business establishments.

CA-3 CR 705 Sicklerville Road

Route CR 705 in Camden County extends approximately 7.5 miles in an east-west direction from Malaga Road in the east to CR 688 (Hickstown Road) in the west. While crossing Gloucester and Winslow Townships this corridor intersects such major routes as CR 687 (Jarvis Road), CR 704 (Erial Williamstown Road), CR 536 (Williamstown New Freedom Road), and CR 706 (New Brooklyn Blackwood Road.)

Sicklerville Road is characterized by a single-lane in each direction, separated by a yellow line median. However, at some intersections an additional turning lane is available. The shoulder width varies between three and ten feet while parking is not allowed. This corridor is easily accessible through the use of traffic lights and stop signs.

No speed limit was posted along this corridor with the exception of a 25 mph school zone between CR 536 and Andrews Road.

The prevailing land use that surrounds this corridor is residential and agricultural. The segment between CR 704 and CR 536 contains local businesses and a shopping center.

CA-4 CR 544 Evesham Road

Route CR 544 (Evesham Road) is a relatively long corridor which extends 9.2 miles from the Gloucester County Line to the Burlington County Line. This road acts as a boundary between several townships and boroughs that include Runnemede, Magnolia, Somerdale and Lawnside boroughs; Gloucester, Cherry Hill and Voorhees townships. Within it's limits the corridor intersects NJ 168 (Black Horse Pike), US 30 (White Horse Pike), CR 561 (Haddonfield-Berlin Road), CR 673 (Springdale Road), CR 675 (Cropwell Road) and CR 671 (Kresson Road.)

The segment of CR 544 between Gloucester County Line and Cropwell Road is generally made up of one lane by direction. Beyond this segment, the corridor serves traffic with two lanes by direction and an additional turning lane at intersections. Shoulders vary from curbs to ten feet in some segments while posted speed limits vary from 35 to 40 mph. Parking was observed only in Runnemede and Magnolia boroughs.

Gloucester County Corridors

The four corridors of Gloucester County (see Map A-7), GL-1 through GL-4, are described below according to their prevailing route and land use characteristics:

GL-1 CR 551 Kings Highway

This north-south corridor extends from NJ 45 (Mantua Avenue) to CR 620 (Center Square Road) spanning approximately 11.5 miles. Within the limits of the corridor, CR 551 intersects with such major routes as CR 666 (Swedesboro Monroeville Road), NJ Spur 51 (Mickleton-Jefferson Road) and CR 648 (Ogden Station Road.)

The prevailing number of traffic lanes is one by direction with a shoulder width varying between three to ten feet. Access to this route is provided by stop signs and signalized intersections.

GL-2 CR 689 Glassboro-Cross Keys Road

The CR 689 (Glassboro-Cross Keys Road) corridor travels in an east-west direction between NJ 47 in Glassboro and the Camden County line. The distance between these limits is approximately 5 miles. The corridor intersects such major routes as US 322, NJ 47, CR 655, CR 654, CR 555, and NJ 42.

This facility is one lane by direction for its entire length. The corridor features traffic lights at major intersections, such as with US 322/NJ 47, CR 655, CR 654/CR 555 and at NJ 42. The route has a four foot shoulder throughout and widening is feasible. No parking exists along the route.

Posted speeds are 25 mph in Glassboro and 50 mph elsewhere along the corridor.

Beginning at US 322/NJ 47 in Glassboro, the corridor is residential in character and as it progresses eastward shows many new residential developments with some scattered commercial/industrial businesses as well as orchards and agricultural activity still being conducted.

GL-3 CR 654 Cross Keys - Williamstown Road

In this corridor CR 654 (Cross Keys - Williamstown Road) in Gloucester County travels approximately 7.5 miles in an east-west direction through Washington and

Monroe townships. The corridor limits are set at CR 635 (Grenloch Hurfville Road) at the one end and CR 536 (Poplar Street) at the other end. Within these limits CR 654 is intersected by such major routes as CR 651 (Greentree Road) and CR 655 (Fries Mill Road.)

Access to this corridor is provided by traffic lights, stop signs and a six leg intersection which includes CR 654, CR 555 (Blackwood Road) and Cr 689 (Cross Keys Berlin Road) at the same crossing point. A shoulder width of approximately three feet is present throughout the entire corridor. CR 654 is predominantly served by one lane by directionwith the exception of the section between Chapel Heights Road and CR 630 (Egg Harbor Road) where two lanes by direction are available.

The segment that is made of two lanes by direction experiences an increase in traffic because of a shopping center and a hospital. The remainder of the corridor is characterized by a posted speed limit which varies between 45 to 50 mph with the exception of the area located between CR Spur 536 and CR 536 where it is marked at 25 mph.

For the most part the land use of this area is open and residential. However, there is a commercial area located between CR Spur 536 and CR 536.

GL-4 CR 655 Fries Mill Road

This north-south facility begins at NJ 42 (Black Horse Pike) and extends for approximately 10 miles before coming to an end at NJ 47 (Delsea Drive.) It passes through Franklin, Clayton, Monroe and Washington townships. Major intersecting routes include CR 538 (Coles Mill Road), CR 610 (Clayton Williamstown Road), NJ 322 (Glassboro Williamstown Road) and CR 654 (Cross Keys - Williamstown Road.)

The prevailing number of traffic lanes on this route is one by direction, with a double yellow line acting as the median. Parking is not permitted, despite the existence of a three foot shoulder. This characteristic makes the widening of the road a viable concept. The presence of stop signs and traffic lights make the corridor easily accessible.

Most of the existing land use in this area is vacant with scattered sections classified as residential. There is a short segment between NJ 42 and CR 658 which is categorized as commercial and business. It should be noted that along this area the roadway widens to two lanes by direction with a wider shoulder. These characteristics are necessary to handle the increase in traffic that is caused by the existing generators.

Mercer County Corridors

The four corridors in Mercer County (ME-1 through ME-4) are shown on Map A-8. Their characteristics are briefly discussed below:

ME-1 NJ 31

The southern limit of this facility is at Parkway Avenue in the City of Trenton, and the northern limit is at the Pennington Circle in the Borough of Pennington. Approximately 5.8 miles in length, this corridor is intercepted by Interstate 95.

This four lane roadway, with no approach lanes and no parking on either side, is divided by a yellow line median. The shoulder extends to a maximum of 8 feet and widening is deemed feasible. Traffic signals are located at each major intersection.

Traffic conditions are moderate with a posted speeds of 35 to 40 miles per hour being seen in the southern section and 40 to 45 mph along the rest of the facility.

The southern end of NJ 31 serves a mixture of residential and commercial settings while the northern end caters to a residential setting. Trenton State College is located along this corridor.

ME-2 NJ 33

Route NJ 33 is approximately 6.6 miles long and runs in a northeasterly direction between the City of Trenton and US 130. This corridor begins at North Olden Avenue and ends at US 130.

For the most part this corridor facility is comprised of two lanes by direction with no shoulder while parking is available. A yellow line median is used to separate traffic and traffic lights located at each major intersection control the flow. However towards the northern end of this corridor the facility changes to being one lane by direction with an additional turning lane provided at intersections.

Traffic conditions range from heavy in the southern end to light towards the northern end of this corridor. The posted speeds range from 40 to 45 mph.

The general area type is residential with moderate traffic conditions in the southern section of the corridor. In the region between CR 646 and Nottingham Way the general area type turns to commercial. As one moves further north along the corridor the commercialization becomes heavier before reverting to a rural setting.

ME-3 CR 535

The approximate distance of CR 535 is 9.4 miles and runs from NJ 33 on the southern end to One Mile Road on the northern end.

The southern section of the corridor, ranging from Mercer County Community College to Mercer County Area Vocational Technological School, is a four-lane (two by direction) roadway with no approach lanes. It is bounded by a shoulder that is, on average, three feet in width and no parking is provided. Along the stretch of South Post Road and Hughes Street on the northern half, CR 535 changes into two lanes with varying approach lanes. Along this length, the shoulder extends from two feet to six feet and a yellow line serves as a median. Once again parking is not available. Traffic signals are located at each major intersection.

The posted speed varies from 40 to 45 mph in the southern half of the corridor to 40 to 50 mph in the northern section. Traffic conditions are generally light.

The general area type is basically residential for the whole corridor with the northern section being essentially rural in character.

ME-4 CR 571

The western limit of this 8.9 mile corridor is Nassau Street in Princeton and the eastern limit is US 130.

This major arterial starts at Princeton University with one lane by direction divided by a yellow line median. There is a six foot shoulder and no parking is available. All the major intersections have an approach lane. At CR 638 (Clarksville Road) the roadway becomes two lanes by direction with no approach lanes. Once again there is no parking. Finally, in the proximity of the intersection of CR 535 (Old Trenton Road) and CR 511, CR 51 returns to a two lane highway with one approach lane. The road offers a six foot shoulder and a yellow line median with no parking.

Traffic ranges from moderate to light along this corridor while posted speeds vary between 30 and 40 mph in the Princeton area and between 45 and 50 mph in the eastern sector.

The eastern end of CR 571 consists of a mixture of urban, residential and rural communities. Throughout the rest of the corridor the general land use alternates between residential and commercial.

IV. FINDINGS

The traffic volumes derived from the three-year effort of the monitoring program are presented in Appendix B. The estimated counts are displayed for the main facility of each corridor and its major intersecting roads. The municipality wherein each highway segment is located is also indicated for quick reference.

It should be noted that very few 1991 and 1992 counts did not compare statistically with previous year records. In cases where significant differences occurred, the discrepancy can be attributed to one or more of the following reasons:

1. a mechanical failure of the counting device in the first year of the program, or
2. an actual change in traffic pattern observed during a year when traffic diversion was due to temporary construction, also known as the detour effect, or
3. a questionable count estimated in the first and/or second year of the monitoring program.

Whenever a question arose on the validity of a count, staff reviewed the collection of data and, based on the experience gained through repeated observations, decided whether to include or discard the count in the overall computation of a corridor's traffic trend estimation. Extreme cases of a negative trend or exceptionally high growth in traffic were therefore eliminated from the analysis.

Bucks County Corridors

BK-1 County Line/Allentown Roads

The traffic counts resulting from the three year monitoring effort for the corridor represented by the combination of County Line Road and Allentown Road are shown in Table B-1. This corridor consists of 23 locations. A review of Table B-1 indicates a range of 1,300 vehicles per day (vpd) on County Line Road between TR 563 and Allentown Road in West Rockhill to 10,300 vehicles on County Line Road between Bethlehem Pike and TR 113 in Hilltown. The AM peak hour traffic volume (K Factor) along this corridor varied between 5.7 and 10.5 percent, while the evening peak traffic ranged from 8.6 to 14.4 percent. The most important roads crossing this corridor are PA 113 (18,900 vpd), PA 663 (18,400 vpd) and PA 152 (11,500 vpd).

BK-2 PA 213

Table B-2 presents the traffic counts for the corridor served by PA 213. As displayed in the table the volumes for this facility have a range that spans from the approximate 8,200 vehicles counted between Woodbourne Road and US 1 Business to 25,800 vehicles recorded between Flowers Mill Road and the TR 95 Overpass. The amount of traffic counted in the morning along this corridor varied between 5.7 and 10.8 percent of the daily traffic. The evening traffic ranged between a low of 6.9 and a high of 9.7 percent of the daily count. The major intersecting roads are US 1 Business (24,700 vpd), Woodbourne Road (19,600 vpd), and PA 413 (19,100 vpd).

BK-3 Langhorne-Yardley Road

As shown in Table B-3, the most recent daily traffic volumes for the corridor served by Langhorne-Yardley Road vary between 4,000 vehicles between Heacock Road and PA 332 in Lower Makefield to a high of 9,100 vehicles between Flowers Mill Road and Old Bridgetown Pike. During the morning, peak hour traffic in this corridor varied from 6.3 to 10.4 percent of the daily count. The corresponding evening peak range was found to be between 9.6 and 12.5 percent. The most significant roads to cross this corridor include PA 413 (20,800 vpd), Main Street (15,200 vpd), and Woodbourne Road (12,000 vpd).

BK-4 PA 532

Table B-4 displays the traffic counts taken during the third year of the monitoring program for the corridor served by PA 532. As shown on this table the highest volume counted on this facility was at a location between PA 132 and Old Bridgetown Pike, with 31,400 vehicles per day. The lowest volume was recorded between PA 413 Bypass and PA 332 with an average daily traffic of 10,200 vehicles. A range of 4.4 to 8.3 percent of the daily traffic was counted during the AM peak period. In the evening rush, the peak travel ranged between 6.4 and 9.0 percent. Several major roads cross PA 532. Among the most important are PA 132 (39,000 vpd), PA 413 Bypass (25,700 vpd), and County Line Road (14,600 vpd).

Chester County Corridors

CH-1 PA 724/PA23

Table B-5 displays the traffic counts taken during Phase III of the monitoring program for the corridor served by the combination of PA 724 and PA 23. The highest traffic volume counted on PA 23 was recorded on the segment between Kimberton Road and Bridge Street. At this location, 24,100 vehicles used PA 23 on an average day of the week. On the other hand, the lowest count on PA 23 occurred between PA 724 and Hares Hill Road with a record of 6,500 vehicles per day. Volumes on PA 724 ranged from a high as 13,700 vehicles per day between Spring Lane and PA 23, to a low of 7,500 vehicles per day between Sheep Hill Road and PA 100. The AM peak hour traffic along this corridor varied between 6.1 and 10.3 percent of the 24 hour volume, while the range for the PM peak hour was 7.4 to 10.3 percent. Major roads intersecting the PA 724/PA 23 corridor include PA 100 (26,900 vpd), and Hanover Street (8,400 vpd) crossing PA 724, and Bridge Street (more than 14,000 vpd) and Main Street (more than 8,900 vpd) crossing PA 23.

CH-2 PA 252

The latest traffic counts for the corridor represented by PA 252 are shown in Table B-6. A review of this table reveals a volume range that extends from a low of 7,900 daily vehicles between Adams Drive and US 202 to a high of almost 25,700 vehicles per day counted between Cassatt Road and Howellville Road. Traffic during the morning peak varies between 7.2 percent and 10.7 percent of the daily traffic. In the evening, the peak hour traffic ranges between 8.0 percent and 11.1 percent of the daily count. The most significant routes crossing this corridor are US 30 with an average daily traffic of over 26,600 vehicles and Howellville Road counted with a 24-hour volume of 12,000 vehicles.

CH-3 PA 352

The results of the last phase of a monitoring effort for the CH-3 corridor are listed in Table B-7. As one of the shortest corridors counted in this program, PA 352 is the natural extension of a longer corridor listed under the same route number in Delaware County. The range of traffic volumes counted on PA 352 varied between 14,200 and 18,200 vehicles per day. The reconstruction of the southern side of the intersection of PA 352 with PA 3, undertaken during the last of the three traffic monitoring years, has considerably increased the capacity of this crossing. In the last year the volume counted at this location resulted in an average of 14,200 vehicles compared to 11,900 recorded in the first year of the monitoring program. The

volumes registered during the peak hours varied between a minimum of 8.7 percent and a maximum of 10.2 percent in the morning period, and between 8.7 and 9.0 percent for the evening peak hour. The highest traffic volumes approaching PA 352 were counted on both sides of PA 3, from Waterview Road (30,800 vpd) and from Dutton Mill Road (26,600 vpd).

CH-4 PA 41

As shown in Table B-8 the traffic volumes recorded during the last year of the monitoring program for the PA 41 corridor varied between 12,400 vehicles from Kaolin Road to the Delaware State Line, to 19,400 daily vehicles counted between Old Baltimore Pike and Penn Green Road., The amount of traffic counted in the morning peak along this corridor varied between 6.1 and 7.4 percent of the daily count while the afternoon rush hour was represented by values ranging between 6.8 and 7.5 percent. The most important crossing roads of the PA 41 corridor consist of US 1, contributing with a volume of over 23,900 vehicles a day and Limestone Road approaching PA 41 with a total volume of 9,700 vehicles tallied during a 24-hour period.

CH-5 PA 113

Table B-9 presents the results of the latest effort in traffic monitoring for the corridor served by PA 113. The magnitude of traffic counted on the segments of this corridor puts emphasis on its regional importance. The most used link of PA 113 is located between Woodland Drive and PA 100, where a 24-hour count of 23,900 vehicles was recorded. The lowest volume has been reported between US 30 Business and US 30 Bypass. At this location approximately 11,600 vehicles crossed the counting equipment during an average day of the week. During the morning peak hour traffic on PA 113 varied between 8.3 and 10.4 percent of the total daily volume. In the afternoon the range narrowed down to between 8.6 and 9.2 percent of the daily volume. The corridor is crossed by the following facilities listed in order of decreasing daily volume: US 30 Bypass, with 45,700 vehicles; PA 100, reporting an ADT of 38,500; US 30 Business, recording over 14,500 vehicles; and PA 401 with a daily volume of approximately 10,000 vehicles.

Delaware County Corridors

DE-1 PA 452

The findings for the 21 locations counted in this corridor, represented by PA 452, are shown in Table B-10. The volumes recorded on this road, in the last of the three years of traffic monitoring, ranged from a high of 24,900 vehicles between US 322 and Dutton Mill Road, to a low of 10,200 ADT recorded between Ridge Road and Laughead Avenue. Traffic counted during the morning peak hour varied from 6.0 to 8.4 percent of the daily volume. In the evening rush, the peak travel ranged between 7.2 and 9.1 percent. The most important roads crossing this corridor are Concord Road, with 14,800 vehicles; Dutton Mill Road with a count of 13,000 vehicles; and US 13 reporting 7,300 ADT.

DE-2 PA 252

Table B-11 presents the findings for the corridor of PA 252. The highest volume on this road was reported on the segment that extends north of PA 3, (West Chester Pike), to Saw Mill Road. Here more than 31,000 vehicles were counted during an average weekday. Significant volumes, ranging between 19,300 and 25,400 vehicles per day, were also recorded on the southern portion that extends from State Road to Gradyville Road. The morning peak hour of traffic consisted of between 6.0 and 12.5 percent of the daily total, while the evening peak ranged between 6.2 and 12.5 percent of this amount. Major routes that were monitored at their intersection with PA 252 included Baltimore Pike (24,000 vpd), Providence Road (10,200 vpd) and State Road, with an average daily count of 9,300 vehicles.

DE-3 PA 352

The results of the third year of traffic monitoring for the corridor represented by PA 352 are recorded in Table B-12. Traffic volumes on this road ranged between 18,200 vehicles per day between Chelton Road and Upland Road, and 29,000 vehicles counted between Coeburn Boulevard and Dutton Mill Road. A range of 5.6 to 9.5 percent of the daily traffic was counted during the morning peak period. A much narrower variation, ranging between 7.1 and 9.7 percent of the daily traffic was reported for the evening peak hour. Of all road crossing PA 352 during the three year monitoring effort, the most significant are Brookhaven Road (18,100 ADT), Dutton Mill Road (11,100 ADT), and Upland Road (6,700 ADT).

DE-4 PA 420

As shown in Table B-13, counts were taken at 33 locations along the PA 420 corridor. A review of this table indicates that the highest volume was counted on the segment located north of I-95, between the interstate and Ward Avenue. A daily volume of more than 35,000 vehicles was reported for this location. On the other hand, the lowest record of PA 420 was encountered between PA 291 and I-95 with a total daily count of 19,800 vehicles. The AM peak hour traffic ranged from a low of 4.9 to a high of 10.2 percent of the daily volume. The PM peak traffic varied between 5.4 and 10.0 percent of the 24-hour total. The major roads crossing the PA 420 corridor which were monitored during the effort are PA 320, at the northern end of the corridor (34,600 vpd), Baltimore Pike (32,500 vpd), MacDade Boulevard (22,700 vpd) and PA 291 (16,100 vpd).

Montgomery County Corridors

MO-1 PA 23

Traffic estimates for the third year of the monitoring program for this corridor are listed in Table B-14. Of the thirteen locations counted, the road segment between US 422 and Outer Line Drive in Upper Merion Township exhibited the highest daily volume of traffic (17,100). The least amount of traffic counted on PA 23 was 5,100 vehicles recorded between Allendale Road and General Stueben Drive. The morning peak hour traffic on this corridor shows a variation that ranges between 7.3 and 13.3 percent of the daily count. The range for the evening peak hour traffic is narrower, with values between 8.2 and 11.9 percent. The most significant intersecting roads are Henderson Road (11,000 vpd), Allendale Road (9,500 vpd) and PA 252 (7,600 vpd).

MO-2 PA 29

Table B-15 presents the traffic volumes counted along the corridor represented by PA 29. As indicated in this table, the range in traffic volume on this facility varies from a low of 5,400 ADT between Hendricks Road and Salford Station Road to a high of 16,200 vehicles between Perkiomen Avenue and PA 73. The wider range of the morning peak hour traffic, reported between 5.5 and 10.6 percent of the daily volumes, was narrowed to between 7.9 and 9.7 percent during the highest evening traffic hour. Among the major facilities crossing the corridor are Main Street (17,800 vpd), Ridge Pike (12,700 vpd) and Germantown Pike (11,900 vpd).

MO-3 PA 73

Traffic counts taken along this third Montgomery County corridor are presented in Table B-16. The highest volume counted on this corridor lies between PA 100 and Bartman Road (21,800 vpd). The lowest daily volume was registered at a location between Gerloff Road and Swamp Creek Road (6,200 vpd). The morning peak percentage ranged from a low of 6.2 percent to 10.5 percent, while the evening range of 7.2 percent to 9.7 percent is much narrower. The three roads with the greatest volumes crossing this corridor are PA 363 (36,900 vpd), PA 100 (20,200 vpd) and PA 663 (17,200 vpd).

Burlington County Corridor

BL-1 CR 634/541

As shown in Appendix B, Table B-17, the most recent daily traffic volumes for the combined corridor of CR 634 and CR 541 range between a low of 8,500 vehicles on the segment of CR 541 between CR 636 and Reeves Station Road to a high of 35,800 ADT on CR 541 between CR 634 and I-295. This corridor generated AM peak hour volumes ranging between 6.0 percent and 8.3 percent, while the evening peak traffic varied from a low of 7.5 percent to a high of 9.7 percent of the daily traffic. The most significant volumes on intersecting roads were counted on NJ 38 (29,300 vpd), CR 630 (14,800 vpd) and CR 633, Salem Road (14,000 vpd).

BL-2 CR 616

Table B-18 presents the findings for the corridor represented by CR 616. As the table indicates there is a widespread range of daily volumes ranging from a low of 4,300 vehicles recorded between CR 541 and Wilkens Station Road, and 21,800 vehicles counted between NJ 41 and I-295. For this corridor, a range of 7.3 percent to 11.1 percent of the daily traffic was counted in the morning period. The afternoon peak range is narrower, recorded between a low of 8.0 percent and a high of 10.3 percent. Crossing this corridor with significant volumes are CR 673 (17,600 vpd), CR 674 (11,900 vpd) and CR 686, Hartford Road (11,100 vpd).

BL-3 CR 607

The results of the final increment of the three year traffic monitoring effort for the CR 607 corridor are displayed in Table B-19. This corridor, comprising 18 locations, showed daily counts at the low end of 10,400 ADT between New Albany Road and Flynn Avenue and at the higher end of 19,500 ADT between CR 616 and CR 674, Greentree Road. The morning peak hour share of daily traffic was discovered to be between 7.1 percent and 9.2 percent. The corresponding afternoon numbers were 9.4 to 11.5 percent. Roadways with the highest volumes crossing CR 607 include US 130 (58,900 vpd), CR 674 (20,900 vpd) and Pleasant Valley Avenue (11,000 vpd).

Camden County Corridors

CA-1 CR 671

Table B-20 displays the traffic counts taken during the third year of a traffic monitoring program along the corridor designated as CR 671, Kresson Road. A review of the table reveals that the highest daily traffic volume (23,500 ADT) is encountered on the portion of CR 671 between Browning Lane and Marlkress Road. The smallest volume (8,800 ADT) occurred between CR 544 and CR 685. The wider range of the morning peak hour traffic, reported between 6.9 and 11.6 percent, was narrowed to between 8.0 and 9.5 percent during the highest evening peak. The major routes crossing this corridor are Brace Road (22,400 vpd), CR 544 (20,800 vpd) and CR 673 (17,100 vpd).

CA-2 CR 689

The latest traffic counts for the corridor represented by CR 689 are shown in Table B-21. There are a total of 13 counts within the corridor limits. The highest of these was registered at a location between CR 688 and CR 691 where approximately 18,300 vehicles use the road on an average day. The lowest volume was recorded on CR 689 between CR 704 and CR 706. Here the volume was only 11,700 vehicles per day. In this corridor, 6.3 percent to 8.6 percent of the daily traffic occurrs in the morning while 8.4 percent to 9.4 percent is reported in the afternoon. Major facilities crossing this corridor include CR 688 (6,600 vpd), CR 691 (6,200 vpd) and CR 706 (5,900 vpd).

CA-3 CR 705

Table B-22 has been included in the Appendix to show the traffic data collected for the corridor represented by CR 705. A review of this table reveals that traffic on this route fluctuates from 10,000 vehicles per day between Andrews Road and CR 706 to 16,000 ADT between CR 688 and Garwood Road. Traffic during the morning peak varies between 6.1 and 8.3 percent of the daily traffic. In the evening, the peak hour traffic varies between 7.9 and 9.2 percent of the daily count. The most significant roads to cross this corridor are CR 536 Spur (19,800 vpd), Seven Causeways Road (10,800 vpd) and CR 688, Hickstown Road (7,000 vpd).

CA-4 CR 544

The traffic counts taken at the 22 locations that constitute the corrdor served by CR 544 are presented in Table B-23. A review of this table reveals that the lowest count on CR 544 is on the segment located between Burnt Mill Road and CR 561, with a volume of 11,100 daily vehicles. The highest count appears to be between CR 671 and NJ 73 with 20,800 vehicles per day. The amount of traffic counted in the morning peak along this corridor varied between 6.1 and 8.2 percent, while the afternoon rush hour was represented by values ranging between 6.8 and 7.5 percent of the daily traffic. The most heavily travelled intersecting roads are the White Horse Pike (33,300 vpd), CR 561 (27,000 vpd) and NJ 168 (26,800 vpd).

Gloucester County Corridors

GL-1 CR 551

Table B-24 summarizes the results of the latest traffic monitoring effort for the CR 551 corridor. The total number of counts taken for the area served by this facility is 26. Considered to be one of the longest corridors monitored in New Jersey, it crosses the municipalities of Woolwich, East Greenwich, West Deptford, Swedesboro and Woodbury. The volumes counted most recently on CR 551 vary from 2,200 vehicles per day, recorded between CR 602 and CR 620, to 14,000 vehicles reported at the northern end of the corridor, between CR 656 and CR 660, the latter also known as Jessup Road. The morning peak hour traffic of this corridor shows a variation that ranges between 6.0 and 10.0 percent of the daily volumes. The range for the evening peak hour traffic is, on the other hand narrower, with values between 7.6 and 8.7 percent of the 24-hour counts. Of the facilities crossing the CR 551 corridor, the three heaviest travelled roadways are NJ 45 (28,000 ADT), US 322 (10,800 ADT), and CR 656 (9,200 ADT).

GL-2 CR 689

The traffic counts resulting from the last monitoring effort for the corridor represented by CR 689 are displayed in Table B-25. This corridor, comprising 11 locations, showed a range of traffic for CR 689 that varies from a low of 3,800 vehicles per day, recorded between Flanagan Avenue and CR 658, to a high of 11,900 vehicles on the segment between NJ 42 and the Camden County Line. The range of the morning peak hour traffic was between 6.9 and 7.6 percent while the evening rush traffic increased to 7.9 and 8.7 percent, respectively, of the daily volumes. The two major routes crossing this corridor are NJ 42 with a daily volume of 24,600 vehicles and NJ 47 reporting a traffic count of 23,700 vehicles per day.

GL-3 CR 654

Table B-26 displays the latest traffic counts collected by DVRPC field personnel along the CR 654 corridor. As indicated in the table both the highest and lowest volumes on CR 654 occur in Washington Township. While the former was recorded on a segment of CR 654 between CR 634 and CR 655 with 15,000 vehicles per day, the latter occurred on the portion between CR 635 and CR 651 with a daily count of 8,000 vehicles. The wider range of the morning peak hour traffic, reported between 5.8 and 7.5 percent of the daily volumes, was narrowed to between 7.7 and 8.9 percent, respectively, during the hour of highest evening traffic. Ten roads cross the CR 654 corridor, all contributing a significant amount of traffic. The three most

important ones are: CR 639, with 14,800 vehicles per day; CR 651, with 13,500 vehicles; and US 322, with an average daily traffic of 12,100 vehicles.

GL-4 CR 655

As shown in Table B-27, the most recent daily traffic volumes for CR 655 range between a low of 3,600 vehicles per day in Franklin Township, and a high of 9,200 daily vehicles, counted in Washington Township. The lowest count was recorded between CR 657 and CR 538 while the highest volume was reported on the segment of CR 655 between NJ 42 and CR 654. From 6.1 to 9.1 percent of the daily counts was observed in the morning peak hour. In the evening, on the other hand, the range increased to values of 7.7 and 9.4 percent of the 24-hour volumes, respectively. The three most important routes crossing this corridor were identified as NJ 42 (36,600 ADT), NJ 47 (11,500 ADT) and US 322 (8,800 ADT).

Mercer County Corridors

ME-1 NJ 31

Table B-28 has been compiled to display the latest traffic counts taken by DVRPC for the NJ 31 corridor. The table includes 19 counts, eight of which were taken directly on NJ 31. The range of traffic using this road varies between 7,400 daily vehicles, at a location between CR 636 and Parkway Avenue, and 27,900 vehicles, counted between CR 546 and I-295 in Hopewell Township. Traffic on the links of NJ 31 during the morning peak hour represent volumes that vary between 6.6 and 8.2 percent of the daily totals. A higher peak hour volume has been observed during the evening rush, increasing the percentages for this period to 8.1 and 9.8, respectively. From Table B-28 it is also apparent that the three routes crossing NJ 31 with the highest volumes are: North Olden Avenue, with 18,700 vehicles per day; Ewingville Road, with 15,400 vehicles; and CR 636, also known as Parkside Avenue, with total 24-hour traffic volume of 12,800 vehicles.

ME-2 NJ 33

The results of traffic monitoring for the corridor represented by NJ 33 are shown in Table B-29. A review of the 20 counts included in this table indicates that volumes on NJ 33 fluctuate from a low of 10,400 vehicles per day, at a location between CR 526 and US 130, to a high of 25,100 vehicles, reported on the segment limited by I-295 and Nottingham Way. The percentage of traffic using NJ 33 during the morning rush hour varied between 6.0 and 7.6 percent of the 24-hour count. Higher percentages were reported for the evening rush hour. During this period the range increased to 8.3 and 9.8 percent of the daily volumes. A further review of Table B-29 implies the importance of this travel corridor by exposing the four roads with the highest traffic volume crossing NJ 33. They are: Mercerville-White Horse Road (18,800 ADT); CR 526 (16,200 ADT); Nottingham Way (15,700 ADT); and Yardville-Hamilton Square, with an average daily traffic of 14,600 vehicles.

ME-3 CR 535

The most recent traffic counts performed in the corridor represented by CR 535 are listed in Table B-30. The highest volume taken by DVRPC on this roadway was reported between CR 526 and CR 641 where the equipment recorded 18,800 vehicles passing during 24 consecutive hours of an average day. On the other hand, the lowest volume was registered between CR 533 and Paxson Avenue at 10,000 daily vehicles. Ranges of peak hour travel along CR 535 were assessed at 7.8 to 11.7 percent for the morning period and 8.9 to 11.1 percent of the daily counts for the

evening interval. The major facilities intercepting the CR 535 corridor have been placed in to following descending order of volume: CR 533 (19,600 ADT); Hughes Drive (14,100 ADT); and Nottingham Way (13,600 ADT).

ME-4 CR 571

As shown in Table B-31, 18 traffic counts were gathered for the monitoring of the CR 571 corridor. With volumes consistently above the 15,500 vehicles per day mark, this corridor includes portions of Princeton as well as East and West Windsor townships. A review of the 10 counts taken on CR 571 leads to the conclusion that this corrdor serves both through travel as well as local traffic. The most used portion of CR 571 extends from CR 638 to CR 526. At this location, 23,500 vehicles were recorded during an average day of the week. The lowest volume, on the other hand, was registered in the Princeton area, between US 1 and Faculty Road, with an ADT of 15,500 vehicles. Peak hour traffic was determined in the range of 7.1 to 8.7 percent of the 24-hour volumes for the morning period, while the eveing traffic during the peak hour fell in the range of 7.0 to 9.7 percent of daily counts. Nassau Street, with a daily count of 16,300 vehicles, and CR 638, with 13,400 vehicles per day, were labelled as the most significant roads crossing the CR 572 corridor.

V. CONCLUSIONS

The three-year growth rates for the thirty-one corridors considered in this analysis are provided in Table 2 (Pennsylvania counties) and Table 3 (New Jersey counties). Each table identifies each county's corridors, the main facility in the corridor, the corridor limits and the estimated percentage growth rate as derived from the results of the monitoring effort for each corridor.

Detailed final year traffic counts for the sixteen corridors considered in the Pennsylvania portion of the region are displayed in Appendix B, Tables B-1 through B-16. The New Jersy corridor results for the remaining fifteen corridors are shown in Tables B-17 through B-31.

The results and analysis of the three-year monitoring program lead to the following conclusions:

- Comparison of the three counts for each location revealed all thirty-one corridors showing increases in traffic volume since 1990, in spite of the slow growth trends affecting the national economy.

- Overall, the traffic growth trend for the corridors considered in this study has been estimated at a rate between one and four percent.

- Seven of the sixteen Pennsylvania corridors have shown an average growth rate of three percent or higher during the three-year period. Five of the fifteen corridors in New Jersey fell in the same category. Comparable rates for the late 1980s period varied from 3.0 to 4.5 percent.

- The five Pennsylvania corridors with the highest trends in traffic growth rates are represented by PA 532 (3.2%) in Bucks County, PA 724/PA 23 (3.3%), PA 41 (3.1%) and PA 113 (3.2%) in Chester County, and PA 29 (3.3%) in Montgomery County. The New Jersey counterpart includes CR 671 (3.9%) and CR 705 (4.0%) in Camden County, CR 689 (3.1%) in Gloucester County, NJ 31 (3.1%) and CR 535 (3.2%) in Mercer County.

- Peak hour travel during the morning rush hour, generally occurring between 7:00 and 8:00 a.m., has been determined in the range between 5.8 and 13.3 percent of the total daily count. The evening peak hour, normally between 5:00 and 6:00 p.m., accounted for a variation ranging between 7.4 and 12.5 percent of the 24-hour traffic.

Table 2

Growth Rate Summary (Pennsylvania Corridors)

CORRIDOR I.D.	MAIN ROUTE(S)	CORRIDOR LIMITS FROM	TO	ESTIMATED AVERAGE GROWTH RATE
Bucks County				
BK-1	County Line/Allentown Rds.	Montgomery Co.	Lehigh Co.	2.5 %
BK-2	PA 213	PA 532	US 1 Business	3.0 %
BK-3	Langhorne-Yardley	PA 413	PA 32	2.5 %
BK-4	PA 532	County Line	PA 332	3.2 %
Chester County				
CH-1	PA 724/PA 23	Berks Co.	PA 252	3.3 %
CH-2	PA 252	Penna. Tpke.	Delaware Co.	2.3 %
CH-3	PA 352	Delaware Co.	PA 3	2.5 %
CH-4	PA 41	PA 926	Delaware State	3.1 %
CH-5	PA 113	PA 401	US 30 Business	3.2 %
Delaware County				
DE-1	PA 452	US 13	PA 352	2.0 %
DE-2	PA 252	Baltimore Pike	Chester Co.	1.8 %
DE-3	PA 352	MacDade Blvd.	Chester Co.	2.0 %
DE-4	PA 420	PA 291	PA 320	1.0 %
Montgomery County				
MO-1	PA 23	PA 252	Bridgeport	2.8 %
MO-2	PA 29	Berks Co.	Schuylkill Riv.	3.3 %
MO-3	PA 73	PA 363	Berks Co.	3.0 %

Table 3

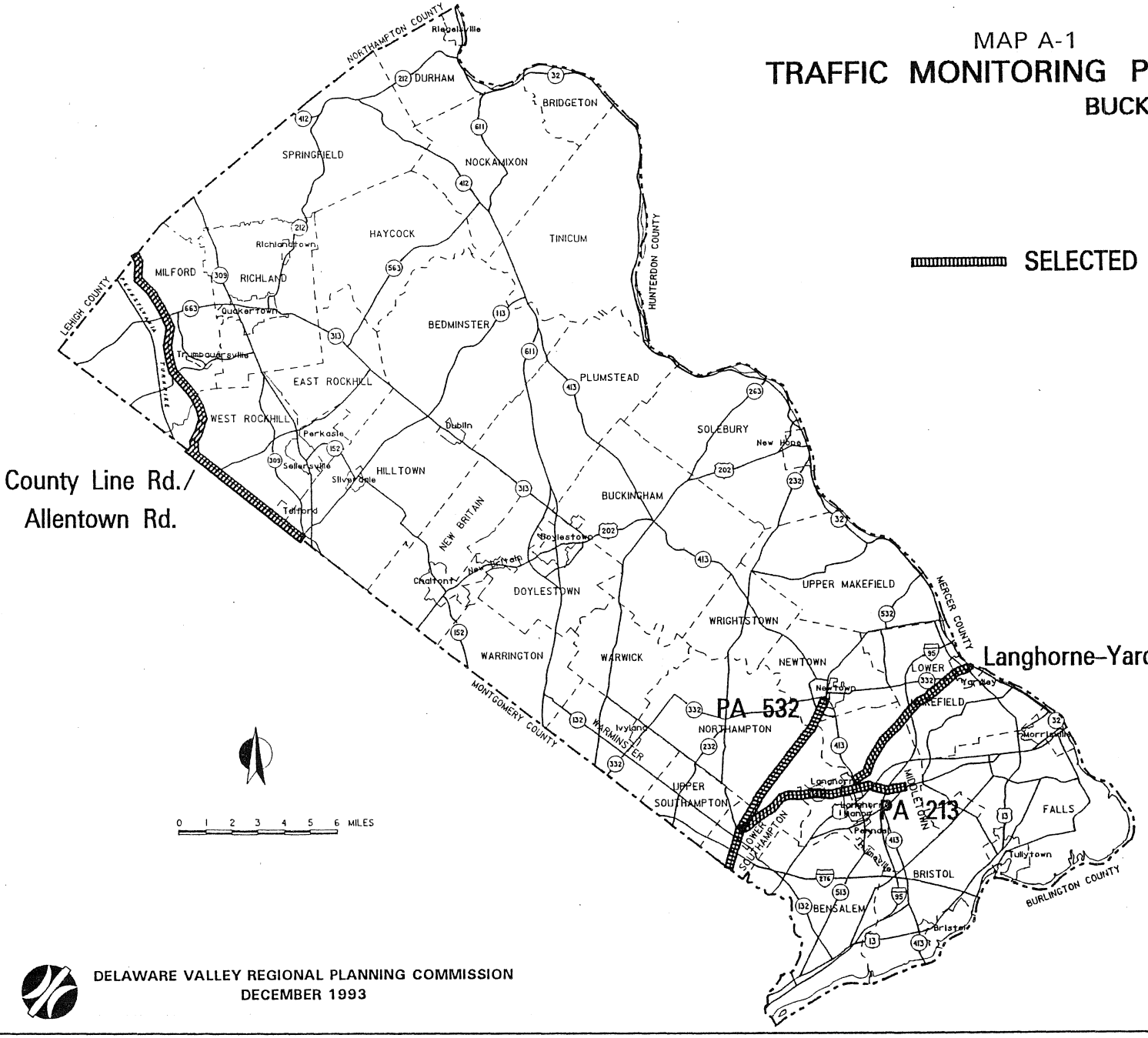
Growth Rate Summary (New Jersey Corridors)

CORRIDOR I.D.	MAIN ROUTE(S)	CORRIDOR LIMITS FROM	TO	ESTIMATED AVERAGE GROWTH RATE
Burlington County				
BL-1	CR 634/541	US 130	NJ 70	2.9 %
BL-2	CR 616	Camden Co.	CR 541	2.5 %
BL-3	CR 607	US 130	NJ 70	2.5 %
Camden County				
CA-1	CR 671	Berlin Road	Burlington Co.	3.9 %
CA-2	CR 689	Gloucester Co.	CR 561	2.8 %
CA-3	CR 705	NJ 42	CR 536	4.0 %
CA-4	CR 544	Gloucester Co.	Burlington Co.	2.2 %
Gloucester County				
GL-1	CR 551	CR 620	NJ 45	2.9 %
GL-2	CR 689	US 130	CR 605	3.1 %
GL-3	CR 654	US 322	NJ 47	2.8 %
GL-4	CR 655	NJ 42	NJ 47	2.5 %
Mercer County				
ME-1	NJ 31	CR 634	CR 546	3.1 %
ME-2	NJ 33	US 130	Olden Ave.	2.9 %
ME-3	CR 535	Middlesex Co.	NJ 33	3.2 %
ME-4	CR 571	NJ 27	US 130	2.5 %

- A detailed analysis of the data revealed that, overall, travel during the peak hours increased by approximately three percent during the period of the last two years of traffic monitoring.

APPENDIX A - MAPS

MAP A-1
TRAFFIC MONITORING PROGRAM
BUCKS COUNTY

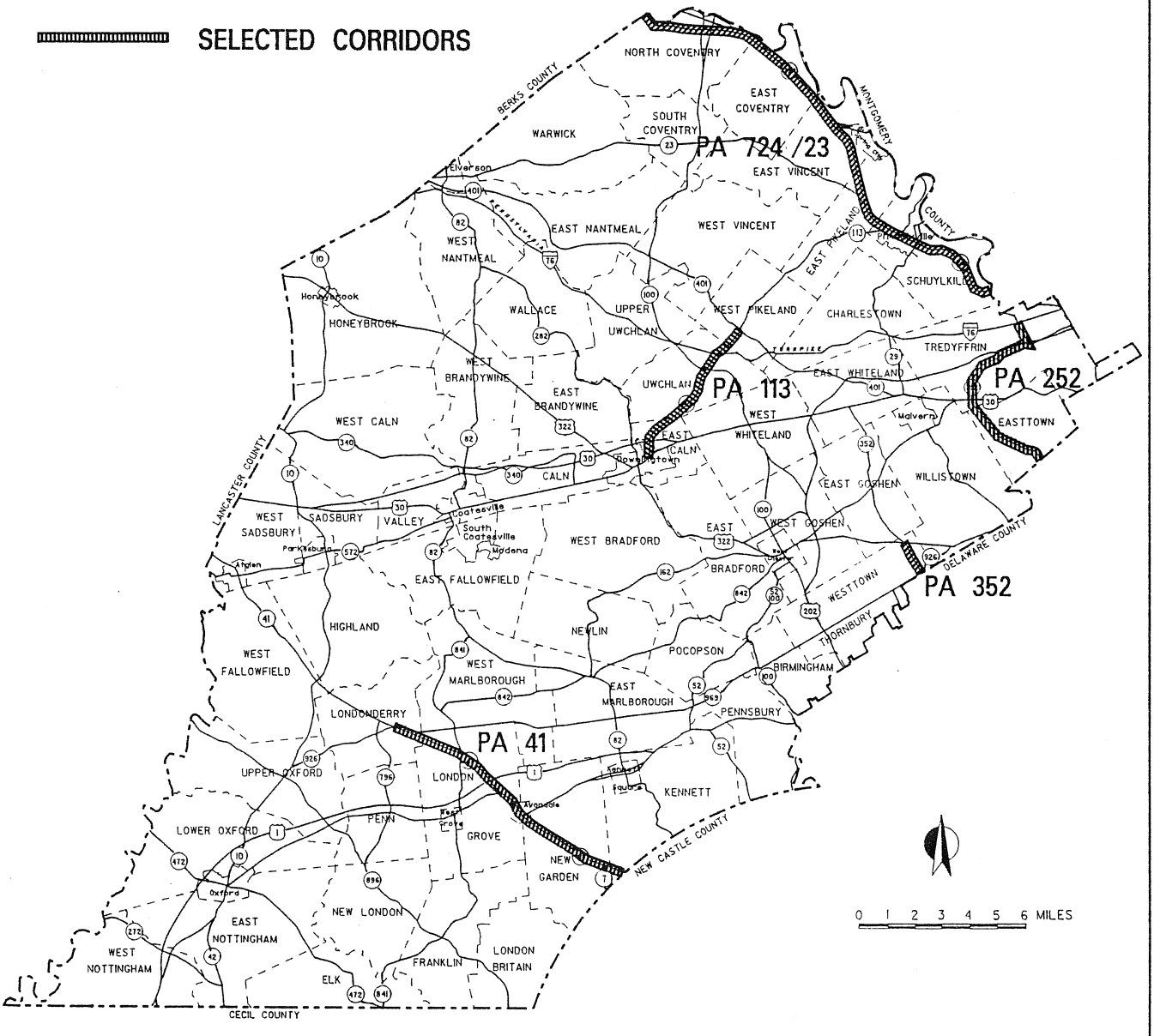


DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

MAP A-2

TRAFFIC MONITORING PROGRAM

CHESTER COUNTY



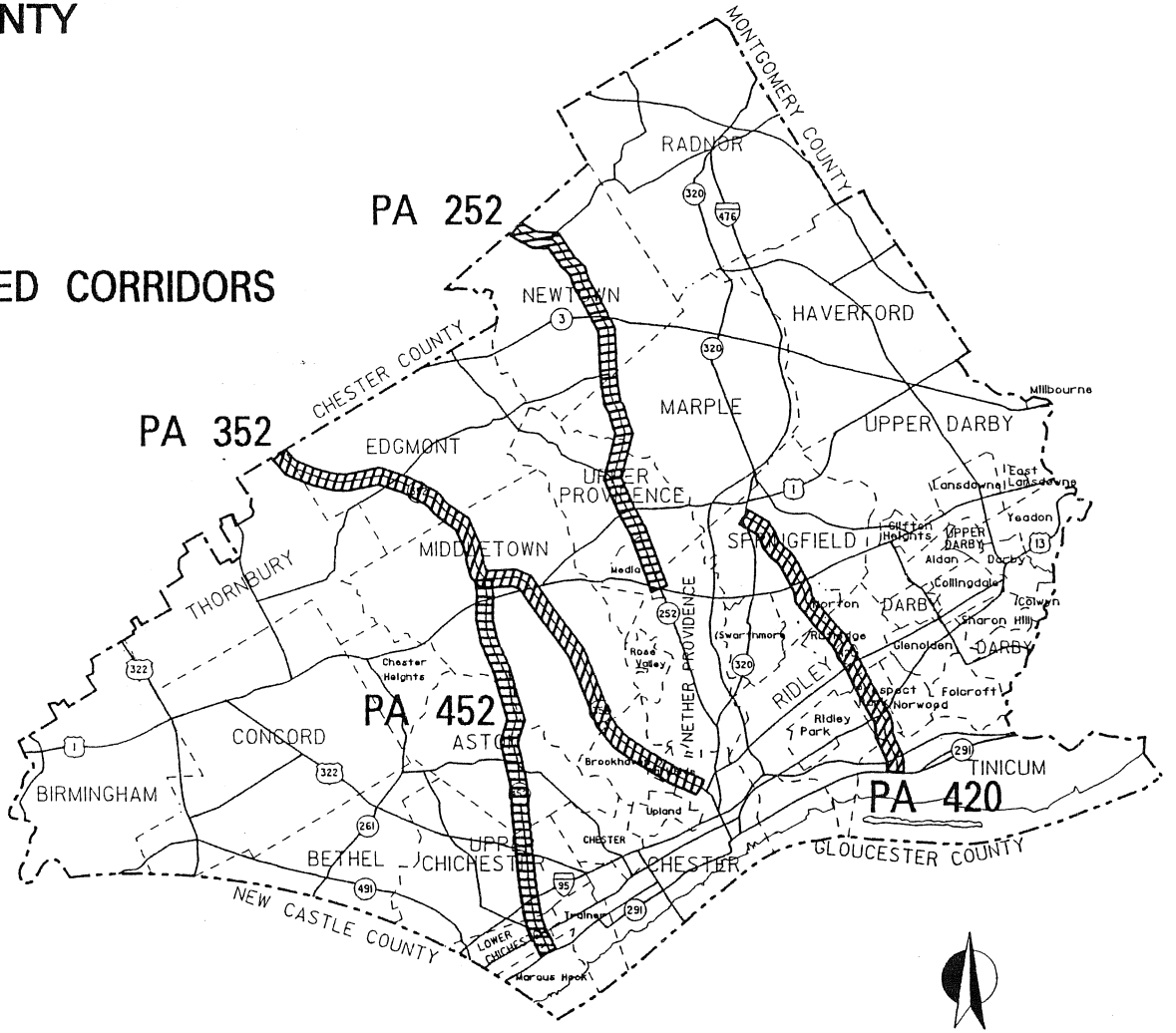
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

MAP A-3

TRAFFIC MONITORING PROGRAM

DELAWARE COUNTY

SELECTED CORRIDORS



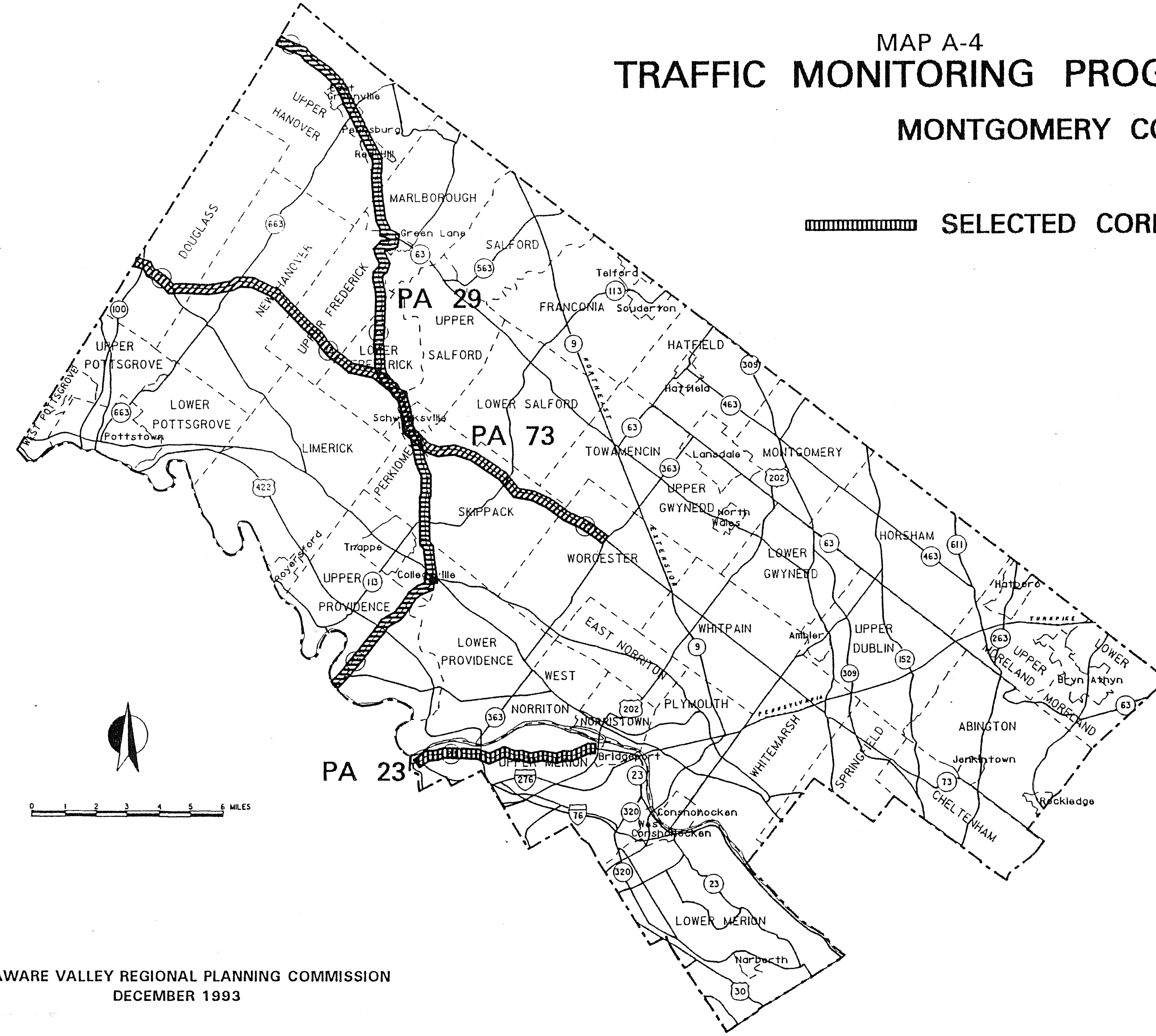
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

MAP A-4

TRAFFIC MONITORING PROGRAM

MONTGOMERY COUNTY

SELECTED CORRIDORS

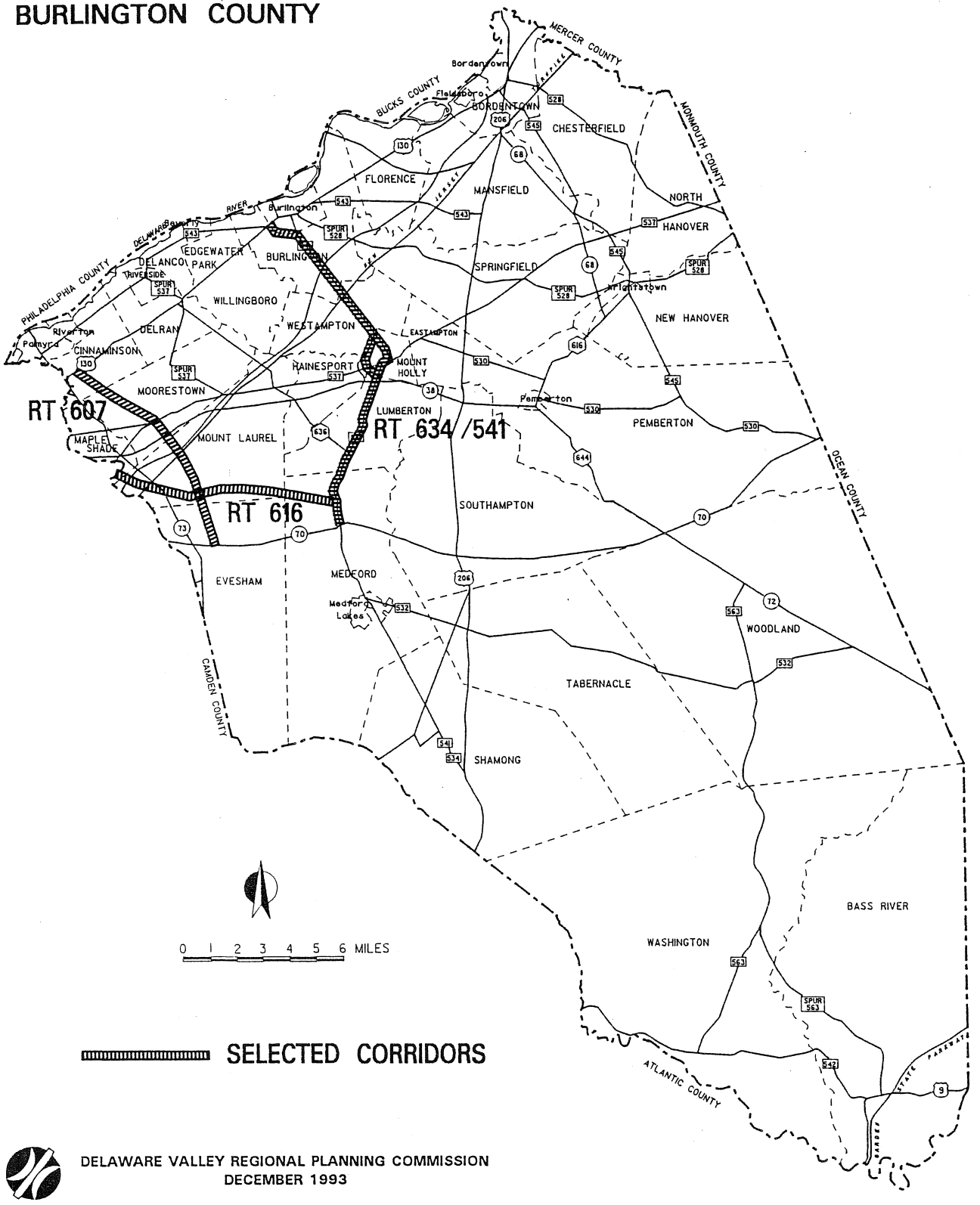


DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

MAP A-5

TRAFFIC MONITORING PROGRAM

BURLINGTON COUNTY

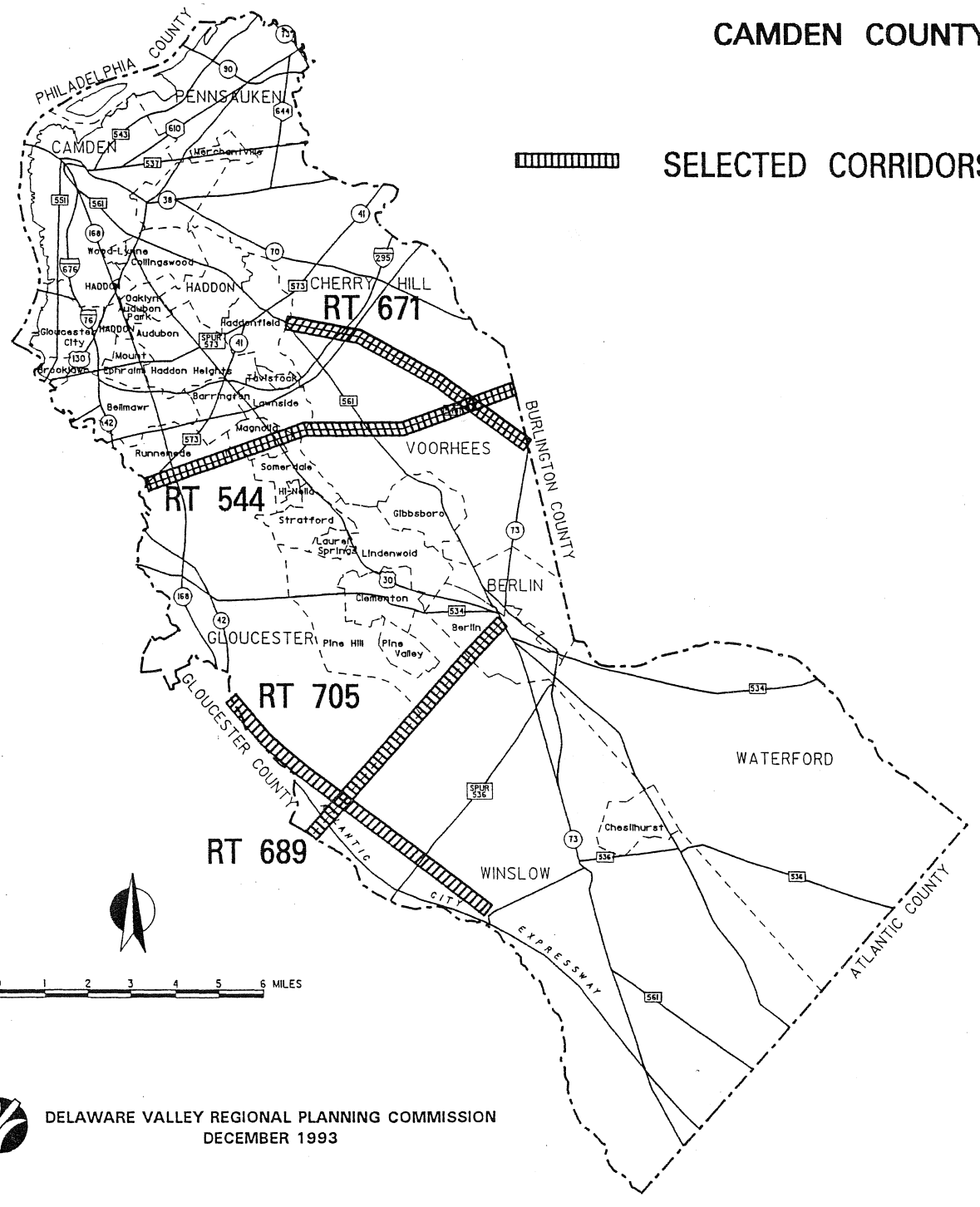


DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

MAP A-6

TRAFFIC MONITORING PROGRAM

CAMDEN COUNTY

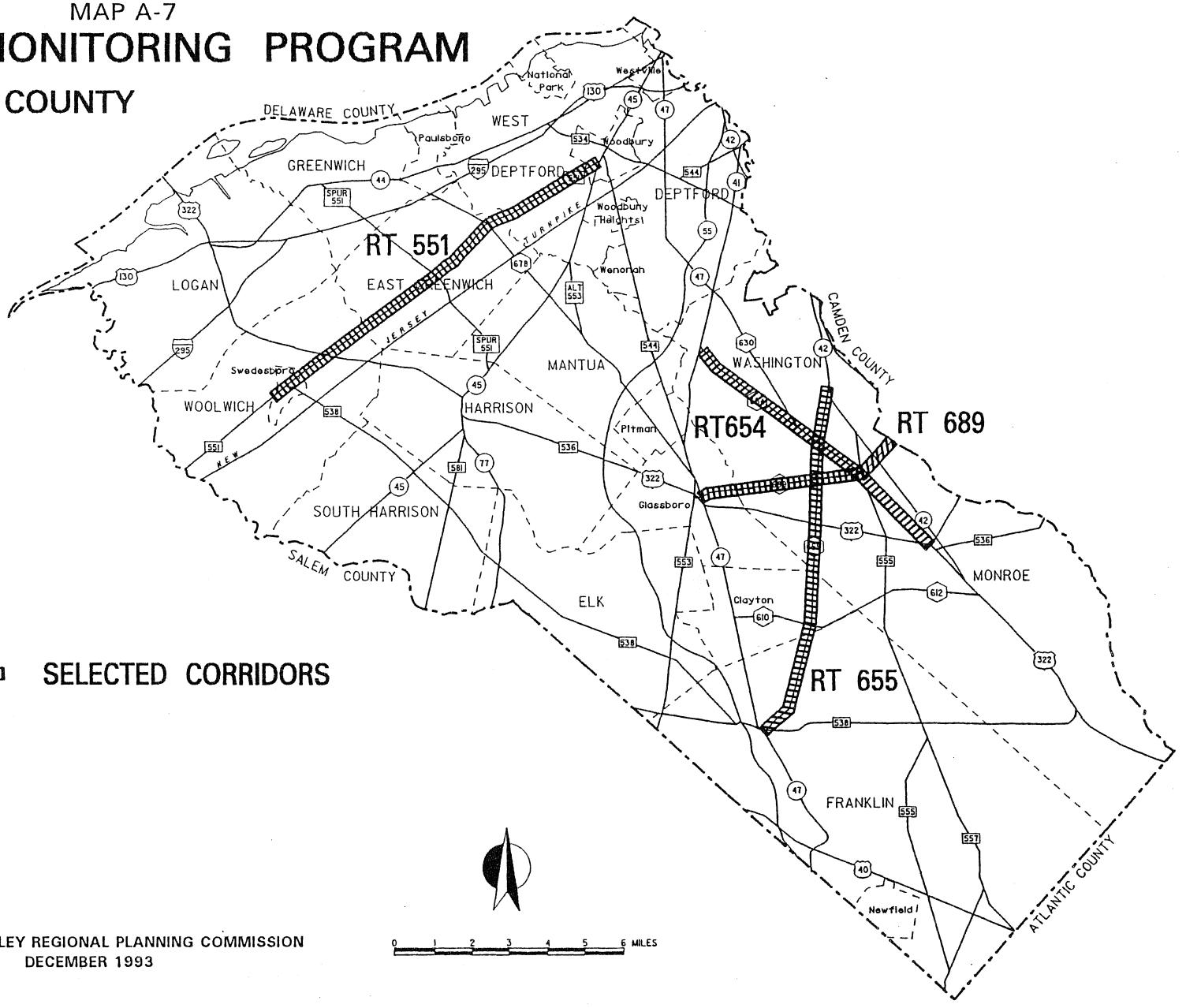


DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

MAP A-7

TRAFFIC MONITORING PROGRAM

GLOUCESTER COUNTY



SELECTED CORRIDORS

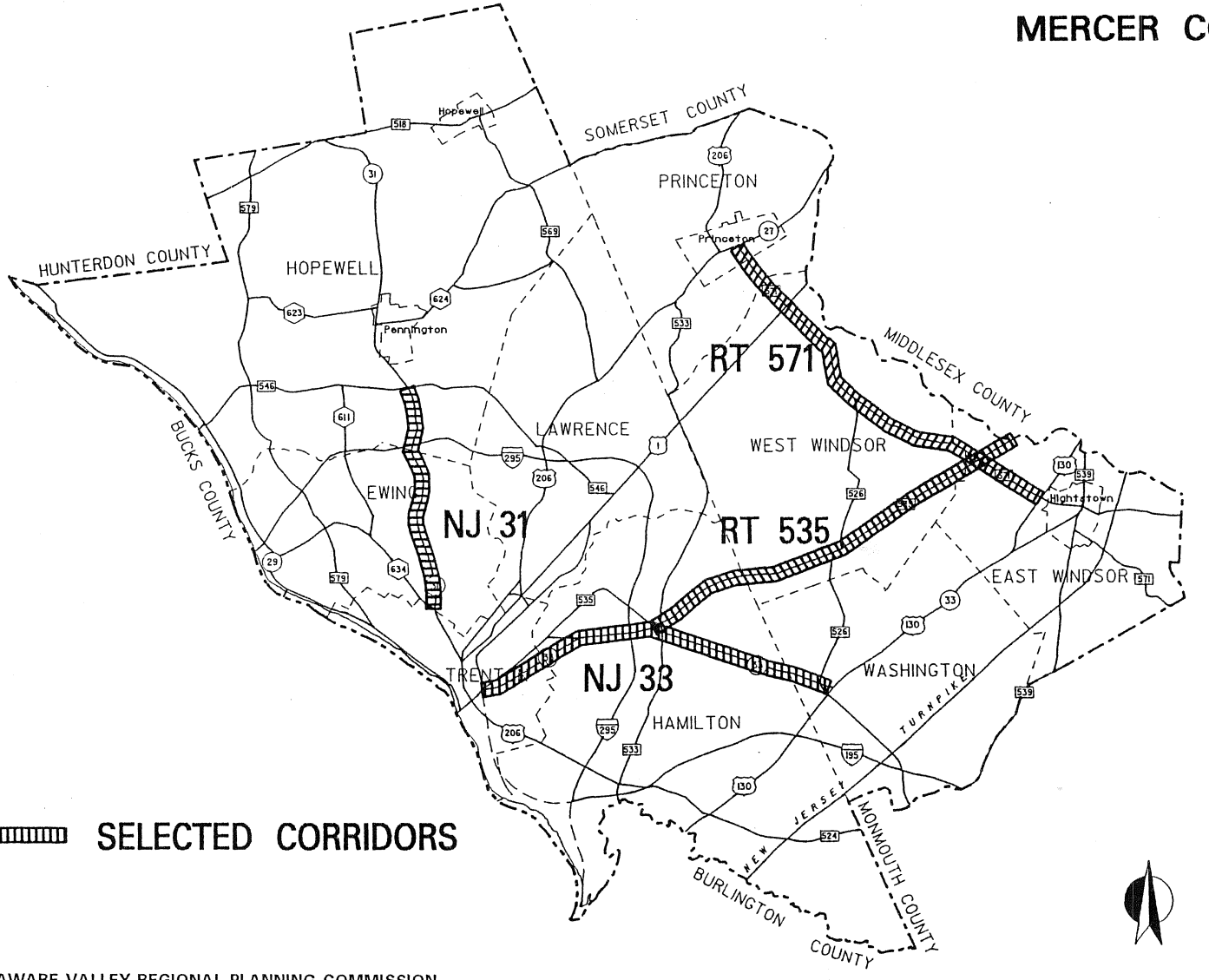
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

0 1 2 3 4 5 6 MILES

MAP A-8

TRAFFIC MONITORING PROGRAM

MERCER COUNTY



DELAWARE VALLEY REGIONAL PLANNING COMMISSION
DECEMBER 1993

APPENDIX B - TABLES

TABLE B-1

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Bucks County
CORRIDOR: BK-1 County Line Rd/Allentown Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
County Line Rd	Bethlehem Pk	TR 113	Hilltown	10601	10277	10257
County Line Rd	Reliance Ave	Summit St	Telford	9583	10207	10390
County Line Rd	TR 152, State Rd	Clymer Ave	West Rockhill	3584	4378	4488
County Line Rd	TR 563, Ridge Rd	Allentown Rd	West Rockhill	1223	1235	1275
Allentown Rd	TR 563, Ridge Rd	County Line Rd	Salford	1941	2001	2495
Allentown Rd	County Line Rd	Thousand Acre Rd	West Rockhill	2564	2592	2773
Allentown Rd	Sterners Rd	Cedar Hollow Rd	West Rockhill	1714	1822	1989
Allentown Rd	Kumry Rd	Foulkes Mill Rd	Milford	1528	1667	1537
Allentown Rd	Baumans Rd	Brick Tavern Rd	Milford	2097	2194	2155
Allentown Rd	Rosedale Rd	Limeport Rd	Milford	3070	2644	2805
Allentown Rd	Limeport Rd	Lehigh Co. Line	Milford	2236	2317	2538
TR 152, State Rd	County Line Rd	Quarry Rd	Telford	9702	10738	11506
TR 113	County Line Rd	School Lane	Souderton	18247	18280	18924
TR 113	County Line Rd	Cherry Rd	Hilltown	8647	17534	14332
TR 563, Ridge Rd	County Line Rd	Thousand Acre Rd	West Rockhill	4457	4664	4783
TR 563, Ridge Rd	Allentown Rd	County Line Rd	Salford	5431	5663	5798
Ridge Valley Rd	Allentown Rd	Game Land Rd	West Rockhill	1366	1409	1663
Ridge Valley Rd	Allentown Rd	Sterners Rd	West Rockhill	1914	1976	1999
Trumbauersville Rd	Allentown Rd	Benner School Rd	Milford	1605	1909	1951
E. Broad St	Allentown Rd	Tollgate Rd	Trumbauersville	5894	6288	6585
TR 663	Allentown Rd	Milford Sq. Pk	Milford	18995	18217	18393
TR 663	Allentown Rd	Mill Hill Rd	Milford	17417	17455	17783
Steinsburg Rd	Myers Rd	Cassel Rd	Milford	881	909	1030

TABLE B-2

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Bucks County
CORRIDOR: BK-2 PA 213

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 213	TR 532, Buck Rd	Woodbine Ave	Lower Southampton	16083	16626	16771
TR 213	Bristol Rd	Vernasa Dr	Lower Southampton	15094	15274	15222
TR 213	Old Bridgetown Pk	Woodbridge Blvd	Lower Southampton	13026	13271	13252
TR 213	TR 413	Hill Ave	Langhorne	13572	13846	13929
TR 213	TR 413	Flowers Mill Rd	Middletown	16698	16746	16819
TR 213 EB	Flowers Mill Rd	TR 95 Overpass	Middletown	12225	12363	12249
TR 213 WB	Flowers Mill Rd	TR 95 Overpass	Middletown	13557	13643	13547
TR 213 EB	Woodbourne Rd	TR 1 Bus	Middletown	4741 *	7027 *	3376
TR 213 WB	Woodbourne Rd	TR 1 Bus	Middletown	4172 *	6566 *	4803
Bristol Rd	TR 213	TR 532	Lower Southampton	10607	10692	10784
Bristol Rd	TR 213	Meadowbrook Rd	Lower Southampton	13080	14167	13621
Old Bridgetown Pk	TR 213	Langhorne Ave	Lower Southampton	2234	3066	3142
Old Lincoln Hwy	TR 213	Scotsville Rd	Middletown	5855	6925	8293
TR 413	TR 213	Gillam Ave	Langhorne	16410	18184	19065
Woodbourne Rd	TR 1 Bus	Trenton Rd	Middletown	19077	18938	19647
Woodbourne Rd NB	TR 213	4th St	Middletown	7537 *	4952 *	8506
Woodbourne Rd SB	TR 213	4th St	Middletown	6943 *	4557 *	8161
TR 1 Bus EB	Woodbourne Rd	TR 213	Middletown	11115	11341	11208
TR 1 Bus WB	Woodbourne Rd	TR 213	Middletown	10499	10601	10995
TR 1 Bus EB	Highland Pkwy	Woodbourne Rd	Middletown	11731	12160	12359
TR 1 Bus WB	Highland Pkwy	Woodbourne Rd	Middletown	12006	12120	12296

* ATR counts affected by closing of bridge over Mill Creek

TABLE B-3

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Bucks County
CORRIDOR: BK-3 Langhorne-Yardley Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
Langhorne-Yardley Rd	Flowers Mill Rd	Old Bridgetown Pk	Middletown	7629	9794 *	9139
Langhorne-Yardley Rd	Woodbourne Rd	Township Line Rd	Middletown	5129	7608 *	5459
Langhorne-Yardley Rd	Heacock Rd	TR 332	Lower Makefield	3844	3922	3975
TR 332	Mirror Lake Rd	Langhorne-Yardley Rd	Lower Makefield	4746	5205	5232
TR 332	Lehigh Dr	Main St	Yardley	7984	8803	8841
TR 413	Winchester Ave	Old Bridgetown Pk	Langhorne	18975	18778	19454
TR 413	TR 213, Maple Ave	Winchester Ave	Langhorne	20951	20750	20793
Woodbourne Rd	Langhorne-Yardley Rd	Big Oak Rd	Middletown	11467	14463 *	11969
Woodbourne Rd	Langhorne-Yardley Rd	Village Rd	Middletown	7326	14929 *	8110
Stony Hill Rd	TR 332	Langhorne-Yardley Rd	Lower Makefield	7660	7728	8277
Stony Hill Rd	Heacock Rd	Langhorne-Yardley Rd	Lower Makefield	9029	9404	9203
Heacock Rd	South Hill Rd	Edgewood Rd	Lower Makefield	5100	5155	6151
Mirror Lake Rd	TR 332	Langhorne-Yardley Rd	Lower Makefield	3551	5077 *	4413
Main St	TR 332	Dolington Rd	Yardley	11410	12137	11560
Main St	TR 332	Reading Ave	Yardley	18379 *	14830	15166
TR 32, Delaware Ave	TR 332	Florence Ave	Yardley	3883	3879	3917
TR 32, Delaware Ave	TR 332	Letchworth Ave	Yardley	4671	4636	4679

* ATR counts affected by bridge closing on Mill Creek and construction of Newtown Bypass

TABLE B-4

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Bucks County
CORRIDOR: BK-4 PA 532

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 532 NB	TR 132	PA Tpke	Lower Southampton	14947	15785	15663
TR 532 SB	TR 132	PA Tpke	Lower Southampton	15714	15947	15277
TR 532 NB	TR 132	Bridgetown Pk	Lower Southampton	15129	15669	15775
TR 532 SB	TR 132	Bridgetown Pk	Lower Southampton	14777	16714	15664
TR 532	Bridgetown Pk	Bristol Rd	Lower Southampton	12560	12638	13878
TR 532	Bristol Rd	Bristol Rd	Lower Southampton	12113	12466	13832
TR 532	Middle Holland Rd	Mill Pond Rd	Northampton	16397	16348	16562
TR 532	Heron Rd	Kings Way	Northampton	9370	9801	10224
TR 532	TR 413 Byp	TR 332	Newtown	8779	8855	10170
TR 132 EB	TR 532	Lindberg St	Lower Southampton	18310	18655	18094
TR 132 WB	TR 532	Lindberg St	Lower Southampton	19577	19587	19415
TR 132 EB	TR 532	Central Ave	Lower Southampton	18530	18703	18746
TR 132 WB	TR 532	Central Ave	Lower Southampton	19786	19726	19587
County Line Rd EB	TR 532	Brookside Dr	Lower Southampton	7744	7860	7971
County Line Rd WB	TR 532	Brookside Dr	Lower Southampton	6547	6555	6654
E. Holland Rd	TR 532	Old Jordan Rd	Northampton	3755	4361	5318
E. Holland Rd	TR 532	Stony Ford Rd	Northampton	2876	3362	4388
Holland Rd	TR 532	Churchville La	Northampton	10328	10329	10546
TR 413 Byp EB	TR 532	TR 332	Newtown	9013	9675	10296
TR 413 Byp WB	TR 532	TR 332	Newtown	8109	9143	9414
TR 413 Byp EB	TR 532	TR 413	Newtown	13197	13173	13194
TR 413 Byp WB	TR 532	TR 413	Newtown	12264	12318	12500

TABLE B-5

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Chester County
CORRIDOR: CH-1 PA 724 / PA 23

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 23	Jug Hollow Rd	TR 252	Schuylkill	18246	18466	19011
TR 23	White Horse Rd	Pawlings Rd	Schuylkill	17854	19556	19606
TR 23	Main St	White Horse Rd	Phoenixville	18789	19477	19059
TR 23	Bridge St	Main St	Phoenixville	12383	13175	13538
TR 23	Kimberton Rd	Bridge St	Phoenixville	23265	22334	24069
TR 23	TR 724	Hares Hill Rd	East Pikeland	5629	5281	6478
TR 724	Spring La	TR 23	East Pikeland	12730	13112	13710
TR 724	Bridge St	New St	East Vincent	11327	12096	11905
TR 724	Bethel Rd	Reitnour Rd	East Vincent	13366	12647	13404
TR 724	Wells Rd	Bethel Rd	East Coventry	10666	11194	11736
TR 724	TR 422 Conn	Old Schuylkill Rd	North Coventry	6309	12776	13448
TR 724	Hanover St	Walnut St	North Coventry	8545	8252	8973
TR 724	TR 100	Hanover St	North Coventry	9603	9254	9445
TR 724	Sheep Hill Rd	TR 100	North Coventry	7258	7597	7488
TR 252	TR 23	Yellow Spring Rd	Schuylkill	6407	6527	6657
White Horse Rd	TR 23	Pothouse Rd	Schuylkill	6181	6412	6481
White Horse Rd	TR 23	2nd Ave	Schuylkill	833	851	885
Main St	TR 23	Pothouse Rd	Phoenixville	7863	7935	8927
Bridge St	TR 23	Main St	Phoenixville	13582	14018	14048
Bridge St	Pothouse Rd	TR 23	Phoenixville	7667	7955	8103
Kimberton Rd	Pothouse Rd	TR 23	Phoenixville	11862	7903	8050
Hanover St	TR 724	TR 422	North Coventry	8344	8205	8393
Hanover St	TR 724	Cedarville Rd	North Coventry	7394	7040	7307
TR 100 NB	TR 724	TR 422	North Coventry	12698	13247	13621
TR 100 SB	TR 724	TR 422	North Coventry	13224	12996	13262
TR 100 NB	TR 724	Cedarville Rd	North Coventry	7529	7749	8183
TR 100 SB	TR 724	Cedarville Rd	North Coventry	8607	8288	8418

TABLE B-6

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Chester County
CORRIDOR: CH-2 PA 252

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 252	Waterloo Rd	Wayland Rd	Easttown	19962	21092	21305
TR 252	Argyle Rd	Mill Rd	Easttown	19768	20868	20941
TR 252	TR 30	Sugartown Rd	Tredyffrin	17356	17454	17521
TR 252	Howellville Rd	TR 30	Tredyffrin	24305	24306	24373
TR 252	Cassatt Rd	Howellville Rd	Tredyffrin	24128	24441	25677
TR 252	Valley Forge Rd	Contention La	Tredyffrin	9100	9215	9309
TR 252	Adams Dr	TR 202	Tredyffrin	7786	7842	7948
TR 252	Yellow Spring Rd	Adams Dr	Tredyffrin	7291	7881	8058
TR 30	TR 252	Paoli Pk	Tredyffrin	25866	27871	26628
TR 30	TR 252	Glenn Ave	Tredyffrin	20366	20626	20610
Howellville Rd	TR 202	TR 252	Tredyffrin	11598	11723	12001
Swedesford Rd	TR 252	Bodine Rd	Tredyffrin	3508	3737	3876

TABLE B-7

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Chester County
CORRIDOR: CH-3 PA 352

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 352	TR 926	Farmers La	Westtown	14776	12626*	17115
TR 352	TR 926	TR 3	Westtown	11908	0*	14195
TR 352	TR 3	Goshen Rd	Westtown	13759	12242	18152
TR 926	TR 352	Penns Grant Dr	Westtown	7842	9523	9269
TR 926	TR 352	Dutton Mill Rd	Westtown	4490	6420	4906
TR 3 EB	TR 352	Waterview Rd	Westtown	12925	11530	15093
TR 3 WB	TR 352	Waterview Rd	Westtown	12130	11103	15721
TR 3 EB	TR 352	Dutton Mill Rd	Westtown	10503	13774	13288
TR 3 WB	TR 352	Dutton Mill Rd	Westtown	10734	13863	13385

* Traffic patterns in this corridor were affected by the closing of the TR 352/TR 3 intersection due to a realignment project.

TABLE B-8

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Chester County
CORRIDOR: CH-4 PA 41

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 41	Kaolin Rd	Del. State Line	Kennett	10609	11312	12354
TR 41	Old Baltimore Pk	Penn Green Rd	New Garden	14544	14162	14972
TR 41	New Baltimore Pk	Old Baltimore Pk	London Grove	18194	18232	19413
TR 41	TR 1	New Baltimore Pk	London Grove	12258	12568	13576
TR 41	TR 841	TR 1	London Grove	13441	14099	14275
TR 41	Mosquito Rd	TR 841	London Grove	13058	13901	14627
Kaolin Rd	TR 41	Chandler Mill Rd	New Garden	4989	5536	5629
Limestone Rd	TR 41	Del. State Line	New Garden	9573	9852	9768
Old Baltimore Pk	TR 41	Newark Rd	New Garden	8816	8765	9150
TR 1 NB	TR 841	TR 41	London Grove	9397	9350	9035
TR 1 SB	TR 841	TR 41	London Grove	9080	9750	9639
TR 1 NB	TR 41	Glen Willow Rd	London Grove	11779	12222	12251
TR 1 SB	TR 41	Glen Willow Rd	London Grove	11162	11586	11661
TR 841	Hannum Mill Rd	TR 41	London Grove	1153	1281	1333
TR 841	TR 41	TR 1	London Grove	1112	1168	1173
TR 926	TR 41	Whitehouse Sch. Rd	Londonderry	1131	1374	1538
TR 926	TR 796	TR 41	Londonderry	1082	1121	1157

TABLE B-9

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Chester County
CORRIDOR: CH-5 PA 113

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 113	TR 30 Bus	TR 30 Byp	Downingtown	12899	10990	11585
TR 113	TR 30 Byp	Garris Rd	East Caln	20136	22198	23378
TR 113	Garris Rd	Whitford Hills	East Caln	20324	20595	21651
TR 113	Woodland Dr	TR 100	Uwchlan	21273	22893	23869
TR 113	Hunt Club La	TR 401	West Pikeland	13731	13209	14281
TR 30 Bus	TR 322	Uwchlan Ave	Downingtown	13329	12500	13036
TR 30 Bus	Uwchlan Ave	Woodbine Rd	Downingtown	12825	12820	14818
TR 30 Byp EB	Norwood Rd	TR 113	Downingtown	20486	21165	23273
TR 30 Byp WB	Norwood Rd	TR 113	Downingtown	21598	22681	22541
TR 30 Byp EB	TR 113	TR 30	East Caln	13301	13973	15096
TR 30 Byp WB	TR 113	TR 30	East Caln	13358	13737	15437
Garris Rd	TR 113	Norwood Rd	East Caln	298	376	505
Woodland Dr	TR 113	Northwood Dr	Uwchlan	1229	1687	1883
Whitford Rd	TR 113	Crump Rd	Uwchlan	3967	3540	3680
TR 100 NB	TR 113	PA Turnpike Entr.	Uwchlan	15158	15889	19382
TR 100 SB	TR 113	PA Turnpike Entr.	Uwchlan	14909	15751	19114
TR 401	Tally-Ho La	TR 113	West Pikeland	9611	9319	9640
TR 401	TR 113	Byers Rd	West Pikeland	7250	6816	7263

TABLE B-10

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Delaware County
CORRIDOR: DE-1 PA 452

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
Market St	TR 13, Post Rd	Ridge Rd	Marcus Hook	10898	10730	10603
TR 452	Ridge Rd	Laughead Ave	Lower Chichester	9750	9824	10192
TR 452	Laughead Ave	TR 95	Upper Chichester	6683	11912	12893
TR 452	Meetinghouse Rd	TR 322	Upper Chichester	19010	20468	20953
TR 452	TR 322	Duttons Mill Rd	Aston	24000	24105	24904
TR 452	Marianville Rd	Concord Rd	Aston	16772	16800	18901
TR 452	Knowlton Rd	Mt. Alverno	Aston	16320	16315	16374
TR 452	TR 352	TR 1	Middletown	10550	10760	10892
TR 13, Post Rd	Market St	Hewes Ave	Marcus Hook	4398	5742	5999
TR 13, Post Rd	Market St	Yates Ave	Marcus Hook	5946	7228	7302
Ridge Rd	Market St	Hewes Ave	Lower Chichester	6244	6842	6669
TR 95 NB On Ramp	TR 452	TR 95 NB	Upper Chichester	4290	3244	4807
TR 95 SB On-Ramp	TR 452	TR 95 SB	Upper Chichester	5774	3787	4625
TR 95 NB Off-Ramp	TR 95	TR 452	Upper Chichester	5040	3671	3671
TR 95 SB Off-Ramp	TR 95	TR 452	Upper Chichester	3814	3449	3347
Duttons Mill Rd	TR 452	Pancoast Ave	Aston	9930	11195	13014
Concord Rd	TR 452	Tryens Rd	Aston	12427	12680	13381
Concord Rd	TR 452	Village Rd	Aston	14308	14570	14770
Knowlton Rd	TR 452	Archer La	Aston	4137	4182	4007
Glen Riddle Rd	TR 452	Palmers La	Middletown	2555	2408	4038
Lenni Rd	TR 452	Highpoint Dr	Middletown	4404	4231	4357

TABLE B-11

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Delaware County
CORRIDOR: DE-2 PA 252

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 252 NB	State Rd	Meetinghouse La	Media	10461	10593	10795
TR 252 SB	State Rd	Meetinghouse La	Media	10291	10304	10495
TR 252	Kirk La	Sandy Bank Rd	Upper Providence	19995	18535	19326
TR 252 NB	Palmers Mill Rd	Providence Rd	Upper Providence	12328	12500	12414
TR 252 SB	Palmers Mill Rd	Providence Rd	Upper Providence	12444	12474	12594
TR 252	Cedar Grove Rd	Palmers Mill Rd	Marple	22510	22519	23671
TR 252 NB	West Chester Pk	Gradyville Rd	Newtown	10515	10694	10986
TR 252 SB	West Chester Pk	Gradyville Rd	Newtown	10331	10641	10669
TR 252 NB	Goshen Rd	West Chester Pk	Newtown	15789	15811	16367
TR 252 SB	Goshen Rd	West Chester Pk	Newtown	17298	15412	15299
TR 252 NB	Saw Mill Rd	Goshen Rd	Newtown	15830	15935	15777
TR 252 SB	Saw Mill Rd	Goshen Rd	Newtown	15525	15556	15582
TR 252	Del. County Line	St. Davids Rd	Newtown	21770	21795	21880
Baltimore Pk	Radnor St	TR 252	Media	20307	21805	21874
Baltimore Pk	Beatty Rd	Pine Ridge Rd	Upper Providence	23743	23910	23964
Monroe St	6th St	TR 252	Media	8003	8032	7982
State Rd	TR 252	Overhill Rd	Providence/Media	8711	8665	9296
Kirk La	Orange St	TR 252	Upper Providence	4416	4580	5134
Rose Tree La	TR 252	State Rd	Upper Providence	5451	5494	5480
Rose Tree La	Hunt Club La	TR 252	Upper Providence	5818	5781	7582
Providence Rd	Gordons Rd	TR 252	Upper Providence	10003	10128	10206
Palmers Mill Rd	TR 252	Martins Run	Marple	1684	1708	1722
Media Line Rd	TR 252	Gradyville Rd	Marple	4356	4765	4671
Gradyville Rd	TR 252	Cedar Grove Rd	Newtown/Marple	3247	3203	3359
Gradyville Rd	Bishop Hollow Rd	TR 252	Newtown	3953	4000	4026
Goshen Rd	TR 252	Earles La	Newtown	7520	7532	8144
Goshen Rd	Echo Valley La	TR 252	Newtown	4923	4905	5155

TABLE B-12

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Delaware County
CORRIDOR: DE-3 PA 352

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 352	Chelton Rd	Upland Rd	Parkside	18714	18514	18211
TR 352 NB	Trimble Blvd	Meadowbrook La	Brookhaven	11308	11728	11961
TR 352 SB	Trimble Blvd	Meadowbrook La	Brookhaven	12199	12108	12071
TR 352 NB	Coeburn Blvd	Dutton Mill Rd	Brookhaven	12047	14261	14767
TR 352 SB	Coeburn Blvd	Dutton Mill Rd	Brookhaven	14247	14274	14147
TR 352 NB	Knowlton La	Copes Rd	Middletown	11751	12345	13624
TR 352 SB	Knowlton La	Copes Rd	Middletown	12325	13002	14271
TR 352 NB	Rose Tree Rd	Van Leer Ave	Middletown	11160	11220	11210
TR 352 SB	Rose Tree Rd	Van Leer Ave	Middletown	11262	11336	11119
TR 352	Forge Rd	Glen Mills Rd	Middletown	17256	17574	18130
Upland Rd	TR 352	Mt. Vernon Ave	Brookhaven	6638	6609	6655
Brookhaven Rd	Mt. Vernon Ave	TR 352	Brookhaven	11762	11902	11850
Brookhaven Rd	TR 352	Waterville Rd	Brookhaven	18824	19539	20621
Dutton Mill Rd	TR 352	Shepherd St	Brookhaven	10697	10737	11122
Glen Riddle Rd	Mt. Alverno Rd	TR 352	Middletown	4956	5397	5005
Barron Rd	TR 352	Van Leer Ave	Middletown	4092	4154	4439
Forge Rd	TR 352	Painter Rd	Middletown	714	909	800
Forge Rd	Wilson Ave	TR 352	Middletown	1010	1060	987

TABLE B-13

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Delaware County
CORRIDOR: DE-4 PA 420

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 420 NB	TR 291	TR 95	Tinicum	4709	9649	9777
TR 420 SB	TR 291	TR 95	Tinicum	10083	10118	10007
TR 420 NB	TR 95	Ward Ave	Tinicum	16697	16848	16669
TR 420 SB	TR 95	Ward Ave	Tinicum	18390	17844	17812
TR 420 NB	TR 13, Chester Pk	MacDade Blvd	Tinicum	10385	11347	11380
TR 420 SB	TR 13, Chester Pk	MacDade Blvd	Tinicum	10708	11297	11247
TR 420 NB	MacDade Blvd	6th St	Ridley	11453	11541	11530
TR 420 SB	MacDade Blvd	6th St	Ridley	11764	11775	11716
TR 420 NB	Morton Ave	Baltimore Pk	Springfield	11066	11182	11374
TR 420 SB	Morton Ave	Baltimore Pk	Springfield	11911	11861	11880
TR 420 NB	TR 320	Orchard Rd	Springfield	9576	9712	9763
TR 420 SB	TR 320	Orchard Rd	Springfield	9256	9352	9433
TR 291 EB	Sellers Ave	TR 420	Tinicum	4672	5229	5251
TR 291 WB	Sellers Ave	TR 420	Tinicum	6721	6475	6458
TR 291 EB	TR 420	Jansen Ave	Tinicum	6657	6637	6744
TR 291 WB	TR 420	Jansen Ave	Tinicum	9762	9533	9375
TR 95 NB On-Ramp	TR 420 NB	TR 95 NB	Tinicum	2016	2026	2151
TR 95 SB On-Ramp	TR 420 SB	TR 95 SB	Tinicum	5674	5474	5324
TR 95 NB Off-Ramp	TR 95 NB	TR 420 SB	Tinicum	2565	2335	2932
TR 95 SB Off-Ramp	TR 95 SB	TR 420 NB	Tinicum	7499	7994	7670
MacDade Blvd EB	Sutton Ave	TR 420	Ridley	10817	11296	11149
MacDade Blvd WB	Sutton Ave	TR 420	Ridley	12048	12095	11530
MacDade Blvd WB	TR 420	Maple Ave	Ridley	11263	10453	11275
MacDade Blvd EB	TR 420	Maple Ave	Ridley	10458	11286	10559
Franklin Ave	TR 420	Amosland Rd	Ridley	8988	9101	9145

TABLE B-13 (Continued)

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Delaware County
CORRIDOR: DE-4 PA 420 (continued)

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
Baltimore Pk EB	TR 420	Thomson Ave	Springfield	12781	13029	13051
Baltimore Pk WB	TR 420	Thomson Ave	Springfield	13160	13382	13279
Baltimore Pk EB	TR 420	Leamy Ave	Springfield	16242	16288	16218
Baltimore Pk WB	TR 420	Leamy Ave	Springfield	16147	16315	16353
TR 320 NB	TR 420	Kennerly Rd	Springfield	10018	10278	10365
TR 320 SB	TR 420	Kennerly Rd	Springfield	10207	10275	10313
TR 320 NB	TR 420	TR 1	Springfield	17337	17050	17326
TR 320 SB	TR 420	TR 1	Springfield	17225	17322	17353

TABLE B-14

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Montgomery County
CORRIDOR: MO-1 PA 23

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 23	TR 252	North Gulph Rd	Upper Merion	13619	14362	14706
TR 23	TR 422	Outer Line Dr	Upper Merion	15531	15954	17135
TR 23	Beidler Rd	Fifth Ave	Upper Merion	10850	10923	10778
TR 23	Allendale Rd	General Stueben Dr	Upper Merion	5265	5204	5052
TR 23	Mark La	Hansen Rd	Upper Merion	11352	11521	11681
TR 23	Anderson Rd	Henderson Rd	Upper Merion	6917	6950	7025
TR 23	DeKalb St	Dannehower Br Ramp	Bridgeport	7729	8751	8873
TR 23	Depot St	Mill St	Bridgeport	11234	11235	14260
TR 252	TR 23	Baptist Rd	Upper Merion	6936	7281	7556
Beidler Rd	TR 23	Vandenburg Dr	Upper Merion	4360	4075	4543
Allendale Rd	TR 23	Third Ave	Upper Merion	8622	9406	9457
Henderson Rd	Spring Ridge Rd	Hawthorne Rd	Upper Merion	7663	7320	8144
Henderson Rd	TR 23	Crossfield Rd	Upper Merion	11100	11159	11033

TABLE B-15

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Montgomery County
CORRIDOR: MO-2 PA 29

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 29	Walnut St	Schuylkill River	Upper Providence	13888	15177	15677
TR 29	Brower Rd	Hasson Rd	Upper Providence	6752	7997	8263
TR 29	Main St	Park Ave	Collegeville	13430	13564	15175
TR 29	TR 113	Trappe Rd	Perkiomen	10517	11410	12990
TR 29	Maple Ave	Otts Rd	Perkiomen	8385	9510	9554
TR 29	Perkiomen Ave	TR 73	Schwenksville	14966	15800	16232
TR 29	Spring Mount Rd	Woodland Rd	Schwenksville	11990	12012	13554
TR 29	TR 73	Zieglersville Rd	Lower Frederick	11227	11808	12652
TR 29	Hendricks Rd	Salford Station Rd	Lower Frederick	4627	4859	5440
TR 29	TR 63, Main St	Green St	Green Lane	4974	5083	5521
TR 29	Park Rd	Lumber St	Green Lane	11836	11862	13478
TR 29	2nd St	Walters Rd	Upper Hanover	9216	9397	10587
TR 29	5th St	6th St	Pennsburg	11815	11892	11543
TR 29	TR 663	Front St	Pennsburg	11922	11990	12460
TR 29	Water Rd	Mill Hill Rd	Upper Hanover	9076	9106	10038
TR 29	Stauffer Rd	County Line Rd	Upper Hanover	8110	9245	9273
Egypt Rd	TR 29	Meadows Rd	Upper Providence	5198	5378	6941
Black Rock Rd	TR 29	TR 113	Upper Providence	3367	4822	5053
Black Rock Rd	Troutman Rd	Longford Rd	Upper Providence	2039	2849	3565
Ridge Pk EB	Pechins Mill Rd	Cross Keys Rd	Lower Providence	4801	5692	6380
Ridge Pk WB	Pechins Mill Rd	Cross Keys Rd	Lower Providence	5116	6190	6284
Main St	8th St	9th St	Collegeville	14046	16830	17782
Germantown Pk	Cross Keys Rd	River Rd	Lower Providence	9094	9225	11867
TR 113	TR 29	Betcher Rd	Perkiomen	4954	5688	6928
TR 113	TR 29	Creek Rd	Perkiomen	7364	8418	8660

TABLE B-15 (Continued)

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Montgomery County
CORRIDOR: MO-2 PA 29 (continued)

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
Bridge St	Kulp St	Church Rd	Perkiomen	1845	2542	3182
Limerick Rd	4th St	Township Rd	Perkiomen	3616	3985	3986
State Game Farm Rd	Smith Rd	Delphi Rd	Lower Frederick	2359	2425	2640
Schwenksville Rd	Hefflin Rd	Cedar Rd	Upper Salford	2010	3846	3778
TR 73	Gerloff Rd	Swamp Creek Rd	Lower Frederick	5204	5796	6213
TR 73	Plank Rd	Haldeman Rd	Skippack	8392	8441	8424
TR 63, Main St	5th St	Upper Ridge Rd	Green Lane	9007	9451	9670
TR 663	TR 29	Seminary St	Pennsburg	8796	9433	10509

TABLE B-16

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Montgomery County
CORRIDOR: MO-3 PA 73

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 73	Montgomery Ave	Douglass Rd	Douglass	19878	20209	20327
TR 73	PA 100	Bartman Rd	Douglass	26491	21762	21832
TR 73	Gilbertsville Rd	Congo Rd	Douglass	15898	17411	17316
TR 73	TR 663	Middle Creek Rd	New Hanover	7964	8387	9031
TR 73	TR 663	Church Rd	New Hanover	5622	6378	7199
TR 73	Renninger Rd	Township Line Rd	New Hanover	6807	7270	7875
TR 73	Gerloff Rd	Swamp Creek Rd	Lower Frederick	5204	5796	6213
TR 73	Plank Rd	Haldeman Rd	Skippack	8392	8441	8510
TR 73	TR 113	Cressman Rd	Skippack	6263	7444	8541
TR 73	TR 113	Store Rd	Skippack	13684	16063	16750
TR 73	TR 363	Hollow Rd	Worcester	13530	15945	16429
TR 73	TR 363	Schultz Rd	Worcester	11699	13848	14296
TR 100 NB	TR 73	Jackson Rd	Douglass	8883	9656	10190
TR 100 SB	TR 73	Jackson Rd	Douglass	8858	9945	10020
TR 100 NB	County Line Rd	TR 73	Douglass	8068	8802	8924
TR 100 SB	County Line Rd	TR 73	Douglass	8554	9482	9741
Gilbertsville Rd	TR 73	Virmay Ave	Douglass	4205	4724	5022
Swamp Pk	TR 73	Oak St	Douglass	8396	9422	10395
TR 663	Dotter Rd	Miles Rd	New Hanover	6715	6716	6914
TR 663	TR 73	Hoffmansville Rd	New Hanover	8483	8702	10280
Cross Rd	TR 73	Garages Rd	Skippack	1667	1810	2009
TR 113	TR 73	Mensch Rd	Skippack	6680	7986	8320
TR 113	TR 73	Cressman Rd	Skippack	6546	7391	7798
Old Forty Foot Rd	TR 73	Township Line Rd	Skippack	1685	1911	2859
TR 363	Heebner Rd	Hickory Hill Rd	Worcester	17145	17689	18326
TR 363	Morris Rd	Fisher Rd	Worcester	15872	17647	18541

TABLE B-17

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Burlington County
CORRIDOR: BL-1 Co Rts 634/541

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 541	TR 616, Church Rd	TR 70	Medford	11685	11630	12207
TR 541	TR 636	Reeves Station Rd	Lumberton	8447	8428	8516
TR 541	TR 612	TR 636	Lumberton	9086	9023	9115
TR 541	TR 541 Spur Ext	Lumberton Rd	Lumberton	10585	10502	10547
TR 541 Spur NB	TR 38	TR 537, Marne Hwy	Lumberton	7307	7357	7501
TR 541 Spur SB	TR 38	TR 537, Marne Hwy	Lumberton	6987	7802	8019
TR 541 Spur NB	TR 541	TR 626, Rancocas Rd	Mt. Holly	6033	6010	6021
TR 541 Spur SB	TR 541	TR 626, Rancocas Rd	Mt. Holly	6716	6740	6787
TR 541 NB	TR 630	TR 541 Spur	Burlington	10075	10649	10637
TR 541 SB	TR 630	TR 541 Spur	Westampton	11841	12571	12596
TR 541 NB	TR 638, Burrs Rd	TR 630	Burlington	11974	11833	11860
TR 541 SB	TR 638, Burrs Rd	TR 630	Westampton	13049	10351	10501
TR 541 NB	Elbow Lane	TR 295	Burlington	15340	13332	14756
TR 541 SB	Elbow Lane	TR 295	Burlington	14516	14483	15209
TR 541 NB	TR 634	TR 295	Burlington	15900	15491	17857
TR 541 SB	TR 634	TR 295	Burlington	17451	15931	17884
TR 541 NB	TR 660, Fountain Ave	TR 634	Burlington	9918	11096	11247
TR 541 SB	TR 660, Fountain Ave	TR 634	Burlington	8650	8753	9453
TR 634, Sunset Rd	TR 633	Burlington Hts. Rd	Burlington	13382	12603	13263
TR 634, Sunset Rd	Van Sciver Pkwy	TR 633	Burlington	12315	13623	13767
TR 636, Fostertown	TR 541	Reeves Rd	Lumberton	627	858	952
TR 636, Fostertown	TR 612	TR 541	Lumberton	2716	2624	3227
TR 38 EB	Industrial Blvd	TR 541 Spur	Lumberton	10695	10646	11415
TR 38 WB	Industrial Blvd	TR 541 Spur	Lumberton	11481	11453	11834
TR 38 EB	TR 541 Spur	TR 541	Lumberton	13364	13907	14418

TABLE B-17 (Continued)

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Burlington County
CORRIDOR: BL-1 Co Rts 634/541 (continued)

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 38 WB	TR 541 Spur	TR 541	Lumberton	14078	14544	14824
TR 541 NB	Woodpecker La	TR 541 Spur	Mt. Holly	7033	6942	7649
TR 541 SB	Woodpecker La	TR 541 Spur	Mt. Holly	8664	8786	8783
TR 630, Woodlane Rd	TR 541	Greennich Dr	Westampton	11144	13577	11780
TR 630, Woodlane Rd	TR 541	Kings Rd	Westampton	15380	15420	14461
Burlington Byp NB	TR 660, Fountain Ave	TR 541	Burlington	4017	3885	4235
Burlington Byp SB	TR 660, Fountain Ave	TR 541	Burlington	3884	3905	4131
TR 633, Salen Rd	John F. Kennedy Way	TR 634	Burlington	8468	8752	9105
TR 633, Salem Rd	TR 634	Woodland Rd	Burlington	13081	10025	13958

TABLE B-18

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Burlington County
CORRIDOR: BL-2 Co Rt 616 Church Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 616	TR 41	TR 295	Mt. Laurel	23535	20869	21769
TR 616	TR 295	TR 673, Fellowship	Mt. Laurel	17630	20816	21120
TR 616	TR 673, Springdale	TR 73	Mt. Holly	13089	14076	15146
TR 616	Academy Rd	TR 607	Mt. Laurel	12665	12653	12699
TR 616	TR 607	TR 674	Evesham	10600	12336	12408
TR 616/TR 674	TR 616	TR 616	Evesham	17311	17005	17288
TR 616	Cemetery La	TR 603, Moorestown	Mt. Laurel	5186	5171	5264
TR 616	Sharp Rd	TR 686	Medford	8054	8249	8209
TR 616	TR 603	Sharp Rd	Mt. Laurel	8924	9114	9277
TR 616	TR 686	TR 635, Ark Rd	Medford	6598	6630	6687
TR 616	TR 635, Ark Rd	TR 541	Medford	7977	8251	8301
TR 616	TR 541	Wilkens Station Rd	Medford	3975	3920	4289
TR 673	Camden Co. Line	TR 616	Mt. Laurel	19040	15878	17621
TR 673	TR 616	TR 73	Mt. Laurel	14176	14020	13994
TR 674	TR 616	Academy Dr	Mt. Laurel	10997	11901	11892
TR 616	TR 674	Academy Dr	Evesham	4065	4593	4767
TR 603	TR 616	Green Brook Dr	Mt. Laurel	2925	3529	3611
TR 603	TR 612, Elbo La	TR 616	Mt. Laurel	5604	5888	7060
TR 686, Hartford Rd	TR 616	Jennings Rd	Medford	8456	10607	11053
TR 686, Hartford Rd	TR 616	TR 612, Elbo La	Medford	7016	7486	7768

TABLE B-19

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Burlington County
CORRIDOR: BL-3 Co Rt 607, Church St & Maple Ave

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 607	North Locust Ave	TR 70	Evesham	13273	18193	18453
TR 607	TR 674	North Locust Ave	Evesham	18940	18710	18909
TR 607	TR 616	TR 674, Greentree Rd	Evesham	19101	19113	19489
TR 607	Academy Rd	TR 616	Mt. Laurel	16597	17145	17582
TR 607	TR 673	TR 295	Mt. Laurel	14469	14503	14823
TR 607	West Main St	TR 38	Moorestown	14979	14882	15061
TR 607	New Albany Rd	Flynn Ave	Moorestown	10329	10405	10355
TR 607	Moorestown Dr	New Albany Rd	Moorestown	8438	8594	10907
TR 607	TR 130	Fork Landing Rd	Cinnaminson	20215	17304	17522
TR 674, Greentree Rd	TR 73	TR 607	Mt. Laurel	14277	14421	14755
TR 674, Greentree Rd	TR 607	TR 618, Evesboro	Mt. Laurel	21164	20489	20875
Pleasant Valley Ave	TR 673	TR 607	Mt. Laurel	9639	9778	11033
New Albany Rd	TR 607	TR 608, Lenola Rd	Moorestown	8986	8977	9000
New Albany Rd	TR 607	TR 603, Moorestown	Moorestown	7022	7255	7395
TR 130 NB	TR 73	TR 607	Cinnaminson	31122	29435	30097
TR 130 SB	TR 73	TR 607	Cinnaminson	30399	27985	28798
TR 130 NB	TR 607	TR 603	Cinnaminson	23707	24128	24565
TR 130 SB	TR 607	TR 603	Cinnaminson	22462	23118	25265

TABLE B-20

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Camden County
CORRIDOR: CA-1 Co Rt 671 Kresson Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 671	TR 561	Brace Rd	Cherry Hill	10687	13636	13936
TR 671	Brace Rd	Browning La	Cherry Hill	15452	16589	18171
TR 671	Browning La	Marlkress Rd	Cherry Hill	21429	21650	23463
TR 671	TR 672	TR 673	Cherry Hill	18072	17985	18856
TR 671	TR 673	Cropwell Rd	Cherry Hill	17214	18975	19091
TR 671	TR 675	TR 544	Cherry Hill	11230	11332	11347
TR 671	TR 544	TR 685	Voorhees	7897	8622	8814
Brace Rd	TR 671	TR 561	Cherry Hill	15060	16524	16640
Brace Rd	TR 671	Evans Mill Rd	Cherry Hill	21226	22302	22408
TR 672, Marlkress Rd	TR 671	TR 70	Cherry Hill	7052	7924	8041
TR 673, Springdale	TR 671	TR 544	Cherry Hill	14513	15999	16230
TR 673, Springdale	TR 671	TR 70	Cherry Hill	16461	16520	17118
TR 675, Cropwell Rd	TR 544	TR 671	Cherry Hill	9173	9293	9453
TR 675, Cropwell Rd	TR 671	Partridge La	Cherry Hill	10960	11171	11928
TR 544, Evesham Rd	Cropwell Rd	TR 671	Voorhees	17065	18529	19017
TR 544, Evesham Rd	TR 671	TR 73	Voorhees	19983	20569	20830

TABLE B-21

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Camden County
CORRIDOR: CA-2 Co Rt 689 Cross Keys Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 689	TR 705	Johnson Rd	Winslow	14515	14643	15274
TR 689	TR 705	TR 704	Winslow	11296	12984	13211
TR 689	TR 704	TR 706	Winslow	11334	11415	11732
TR 689	TR 706	Kearsley Rd	Winslow	12822	12823	13018
TR 689	TR 688	TR 691	Winslow	26908	17271	18343
TR 689	TR 691	TR 561	Berlin	11611	13578	13678
TR 704	TR 689	Wiley Rd	Winslow	3505	3640	3933
TR 704	TR 689	Jarvis Rd	Gloucester	3998	4056	4013
TR 706, New Brooklyn	TR 689	TR 536 Spur	Winslow	5354	5378	5861
TR 706, New Brooklyn	TR 689	Jarvis Rd	Gloucester	5267	5311	5403
TR 688, Turnerville	TR 689	Jarvis Rd	Pine Hill	6572	6393	6601
TR 691	TR 689	TR 720	Winslow	6127	5735	6214
TR 691	TR 689	TR 683	Pine Hill	7840	5604	5875

TABLE B-22

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Camden County
CORRIDOR: CA-3 Co Rt 705 Sicklerville Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 705	Andrews Rd	TR 706	Winslow	9492	10347	10002
TR 705	TR 536 Spur	Andrews Rd	Winslow	12523	14410	14077
TR 705	TR 704	TR 536 Spur	Winslow	9901	9987	10101
TR 705	TR 689	TR 704	Winslow	11397	10714	12764
TR 705	Jarvis Rd	TR 689	Gloucester	10524	10812	11116
TR 705	TR 688	Garwood Rd	Gloucester	12853	14922	16040
Seven Causeways Rd	TR 706	Malaga Rd	Winslow	9198	9998	10776
TR 706	Andrews Rd	TR 705	Winslow	2572	3659	3684
TR 536 Spur	TR 705	TR 704	Winslow	19067	19758	19766
TR 536 Spur	TR 705	TR 706	Winslow	13713	13849	13797
TR 704	TR 705	Church Rd	Winslow	3985	4064	4179
TR 687, Jarvis Rd	TR 705	TR 704	Gloucester	3603	3920	4213
TR 688, Hickstown Rd	TR 705	Peter Cheeseman La	Gloucester	6420	6757	7010

TABLE B-23

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Camden County
CORRIDOR: CA-4 Co Rt 544 Evesham Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 544	Clements Bridge Rd	TR 168, BHP	Gloucester	10782	12822	12388
TR 544	TR 168, BHP	Schubert Ave	Gloucester	18777	19703	19889
TR 544	Albertson Ave	TR 30, WHP	Magnolia	11669	11661	12031
TR 544	TR 30, WHP	Park Ave	Magnolia	15996	15914	16105
TR 544	Burnt Mill Rd	TR 561	Voorhees	10302	10363	11106
TR 544	TR 561	TR 673	Voorhees	17098	17836	18618
TR 544	TR 673	Cropwell Rd	Voorhees	16809	16777	16781
TR 544	Cropwell Rd	TR 671	Voorhees	17065	18529	19017
TR 544	TR 671	TR 73	Voorhees	19983	20569	20830
Clements Bridge Rd	TR 544	TR 168, BHP	Runnemede	6941	11095	11929
TR 168, BHP	TR 544	TR 683	Gloucester	21178	21311	22543
TR 168, BHP	Clements Bridge Rd	TR 544	Runnemede	26770	26816	26800
TR 30, WHP	TR 544	Somerdale Ave	Magnolia	30206	32398	33323
TR 30, WHP	Warwick Rd	TR 544	Magnolia	30160	30408	30513
TR 670, Burnt Mill	TR 544	Somerdale Ave	Voorhees	19436	19510	19899
TR 670, Burnt Mill	TR 561	TR 544	Cherry Hill	20852	21297	21200
TR 678	Echelon Rd	TR 561	Voorhees	13382	11341	12441
TR 561	TR 544	TR 673	Voorhees	21146	22143	22410
TR 561	Rue Du Bois	TR 544	Cherry Hill	25803	26122	27029
TR 673	TR 561	TR 544	Voorhees	18831	19322	19343
TR 673	TR 544	Queen Anne Rd	Cherry Hill	16078	16347	16964
Cooper Rd	TR 544	Gibbsboro-Marlton Rd	Voorhees	7718	8434	9119

TABLE B-24

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Gloucester County
CORRIDOR: GL-1 Co Rt 551 Kings Hwy

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 551	TR 602	TR 620	Woolwich	1155	2161	2218
TR 551	TR 620	TR 662	Woolwich	2381	2794	2965
TR 551	TR 653	TR 322	Woolwich	6719	6947	7075
TR 551	TR 322	TR 672, Pancoast Rd	Woolwich	6251	6176	6420
TR 551	TR 664	TR 551 Spur	East Greenwich	7500	7583	7998
TR 551	TR 551 Spur	TR 667	East Greenwich	6694	7205	7405
TR 551	TR 667	TR 678	East Greenwich	6518	7152	7306
TR 551	TR 678	TR 648	East Greenwich	8755	9959	10935
TR 551	TR 656	TR 660, Jessup Rd	West Deptford	11411	13777	14001
TR 605	TR 620	TR 551	Swedesboro	5461	5867	5976
TR 538, Glen Echo	TR 551	TR 538	Swedesboro	2795	2800	3035
TR 653, Swedesboro	TR 551	TR 322	Woolwich	4589	4778	5056
TR 322	TR 551	NJ Tpke	Woolwich	9063	10182	10759
TR 322	TR 653	TR 551	Woolwich	7459	8395	8791
TR 551 Spur	TR 130	TR 680, Harmony Rd	East Greenwich	1800	2026	2250
TR 680, Harmony Rd	Friendship Rd	TR 551 Spur	Gloucester	2783	2981	3006
TR 667	TR 551	Jessup Mill Rd	East Greenwich	4267	4492	4634
TR 667	Friendship Rd	TR 551	East Greenwich	5782	5747	5769
TR 678	TR 551	NJ Tpke	East Greenwich	8474	8500	8618
TR 678	TR 667	TR 551	East Greenwich	6655	7060	7486
TR 648	TR 551	NJ Tpke	West Deptford	2435	2424	2505
TR 643, Grove Rd	TR 656	Atlantic Pkwy	West Deptford	6933	6987	7043
TR 656	TR 551	Jessup Blvd	West Deptford	9229	9095	9166
TR 656	Nolte Dr	TR 643, Grove Rd	West Deptford	6929	6932	7113
TR 45	TR 551	Jessup Blvd	Woodbury	19499	20879	21022
TR 45	TR 534	TR 551	Woodbury	27221	27827	27959

TABLE B-25

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Gloucester County
CORRIDOR: GL-2 Co Rt 689 Glassboro-Cross Keys Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT*	SECOND YEAR AADT	THIRD YEAR AADT
TR 689	TR, 42 BHP	Camden County Line	Washington	0*	10983	11868
TR 689	TR 658	TR 655	Washington	0	6974	7257
TR 689	Flanagan Ave	TR 658	Washington	0	3564	3830
TR 689, Cross Keys Rd	TR 47	Lewis Ave	Glassboro	0	5822	5971
TR 42 NB, BHP	Prosser Rd	TR 689	Monroe	0	11478	11906
TR 42 SB, BHP	TR 689	Prosser Rd	Monroe	0	12630	12674
TR 42 NB, BHP	TR 689	Laurel Ave	Washington	0	11320	11677
TR 42 SB, BHP	Laurel Ave	TR 689	Washington	0	10822	10331
TR 47, Delsea Dr	TR 322 (High St)	TR 689	Glassboro	0	17793	18233
TR 47, Delsea Dr	TR 322 (West St)	TR 689	Glassboro	0	22883	23653
TR 658	TR 634	TR 689	Washington	0	3337	3793

* This corridor was monitored at the request of Gloucester County as a replacement for a corridor represented by CR 620, Center Square Rd, which was monitored only in the first year.

TABLE B-26

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Gloucester County
CORRIDOR: GL-3 Co Rt 654 Cross Keys-Williamstown Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 654	TR 635	TR 651	Washington	7621	7963	8003
TR 654	TR 651	TR 639	Washington	10318	10397	10643
TR 654	TR 639	TR 630	Washington	9550	9850	10060
TR 654	TR 634	TR 655	Washington	14373	14798	15010
TR 654	TR 655	TR 689	Washington	10276	10321	10548
TR 654	TR 689	Grandview Ave	Monroe	7952	8056	8287
TR 654	Grandview Ave	TR 322	Monroe	8245	8828	8966
TR 635	TR 47	TR 654	Washington	4169	4860	5044
TR 635	TR 654	TR 630	Washington	5694	6070	6325
TR 651	TR 639	TR 654	Washington	7920	8020	8267
TR 651	TR 654	TR 630	Washington	13597	13415	13470
TR 639	TR 651	TR 654	Washington	6538	7132	7271
TR 639	TR 654	TR 630	Washington	13007	14809	14766
TR 630	TR 639	TR 654	Washington	10395	10427	10544
TR 634	TR 654	TR 658	Washington	5972	8183	8343
TR 689	TR 655	TR 654	Washington	6425	6554	6701
TR 689	TR 654	TR 42	Washington	9655	9722	10091
TR 555	TR 654	TR 322	Monroe	7413	7466	7622
TR 555	TR 42	TR 654	Washington	7124	7579	8293
TR 322	TR 555	TR 654	Monroe	10711	10610	10762
TR 322	TR 654	TR 422	Monroe	11987	11872	12068
Main St	TR 654	TR 536	Monroe	10887	11063	11157
TR 610, Clayton Ave	TR 612	TR 322	Monroe	5258	5237	5675

TABLE B-27

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Gloucester County
CORRIDOR: GL-4 Co Rt 655 Fries Mill Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 655	TR 612	TR 47, Delsea Dr	Franklin	3609	3617	3841
TR 655	TR 657	TR 538	Franklin	3386	3429	3611
TR 655	TR 610	Washington Ave	Clayton	4295	4236	4341
TR 655	Pine Rd	TR 610	Clayton	5556	5525	5708
TR 655	TR 322	Stanger Ave	Monroe	5364	5709	5836
TR 655	TR 658	TR 322	Monroe	8227	7778	7885
TR 655	TR 654	TR 689	Washington	7462	7455	7511
TR 655	TR 42	TR 654	Washington	7228	8999	9184
TR 47, Delsea Dr	TR 612	TR 655	Franklin	8288	8327	8586
TR 47, Delsea Dr	TR 655	Leonard Cake Rd	Franklin	11297	11335	11487
TR 538, Coles Mill	TR 657	TR 655	Franklin	4165	4198	4329
TR 538, Coles Mill	TR 655	Carmelia Rd	Franklin	3752	3745	3895
TR 657	TR 538	TR 655	Franklin	856	856	862
TR 610	TR 606, East Ave	TR 655	Clayton	5931	5330	5415
TR 610	TR 655	Lakeview Ave	Clayton	4471	4511	4602
TR 322	York Ave	TR 655	Monroe	7677	7495	7767
TR 322	TR 655	New St	Monroe	9487	8507	8785
TR 658	TR 689	TR 655	Monroe	1862	1873	2027
TR 42 NB, BHP	TR 639, Ganttown Rd	TR 655	Washington	14754	18096	18463
TR 42 SB, BHP	TR 639, Ganttown Rd	TR 655	Washington	17577	17809	18111
TR 42 NB, BHP	TR 655	TR 555, Williamstown	Washington	15109	14750	15404
TR 42 SB, BHP	TR 655	TR 555, Williamstown	Washington	13632	13632	15538

TABLE B-28

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Mercer County
CORRIDOR: ME-1 NJ 31

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 31	TR 634, Parkway Ave	Prospect St	Trenton	10892	10357	10982
TR 31	TR 636, Parkside Ave	Parkway Ave	Ewing	6943	7094	7433
TR 31	North Olden Ave	TR 636, Parkside Ave	Ewing	9832	10131	11331
TR 31	Thurston Ave	North Olden Ave	Ewing	17373	16217	17619
TR 31	Upper Ferry Rd	Carlton Ave	Ewing	18250	17977	18566
TR 31	TR 95	Upper Ferry Rd	Ewing	16036	15093	15758
TR 31	TR 546	TR 295	Hopewell	26055	26079	27036
TR 31	TR 631, Ingleside	TR 546	Hopewell	22317	21308	21963
Parkway Ave	TR 636, Parkside Ave	TR 31	Ewing	6118	6144	6173
Parkway Ave	TR 31	Prospect St	Ewing	5237	5316	5532
TR 636, Parkside Ave	TR 31	North Olden Ave	Ewing	9167	9702	10709
TR 636, Parkside Ave	TR 31	Parkway Ave	Ewing	11120	11610	12835
North Olden Ave	Parkway Ave	TR 31	Ewing	17895	18024	18720
North Olden Ave	TR 31	TR 636, Parkside Ave	Ewing	16850	16891	18499
Upper Ferry Rd	Lower Ferry Rd	TR 31	Ewing	5922	6622	6714
Ewingville Rd	TR 31	Federal City Rd	Hopewell	15179	15329	15382
TR 546	TR 631, Ingleside	TR 31	Hopewell	5287	6089	6454
TR 546	TR 31	TR 632, Blackwell Rd	Hopewell	6109	5155	5608
Main Street	Penn'gton-Lawrenc'le	TR 546	Hopewell	6008	5963	5969

TABLE B-29

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Mercer County
CORRIDOR: ME-2 NJ 33

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 33	Olden Ave	Nottingham Way	Hamilton	14125	14497	15064
TR 33	Ward Ave Ext	Klockner Ave	Hamilton	23724	20330	22177
TR 33	Klockner Ave	TR 295	Hamilton	20290	20049	20872
TR 33	TR 295	Nottingham Way	Hamilton	24314	23755	25078
TR 33	Nottingham Way	Mercerville-W.H. Rd	Hamilton	11398	11526	11586
TR 33	Mercerville-W.H. Rd	W.H. Ham. Sq. Rd	Hamilton	20858	20991	21417
TR 33	Yardville-Ham. Sq.	Nottingham Way	Hamilton	17156	13945	17536
TR 33	Nottingham Way	TR 526	Washington	18923	20169	20490
TR 33	TR 526	TR 130	Washington	9347	9964	10369
Nottingham Way	E. State St	TR 33	Hamilton	16918	15659	15697
Ward Ave Exit	E. State St	Nottingham Way	Hamilton	5364	5176	5358
Klockner Ave	E. State St	TR 33	Hamilton	9630	9756	10273
Mercerville-W.H. RD	TR 33	Klockner Rd	Hamilton	17694	17795	18775
W.H. Hamilton Sq. Rd	TR 33	Klockner Rd	Hamilton	11736	11661	11687
W.H. Hamilton Sq. Rd	Nottingham Way	TR 33	Hamilton	6896	7480	8066
Yardville Ham. Sq.	TR 33	Klockner Rd	Hamilton	13392	13207	14561
Yardville Ham. Sq.	Nottingham Way	TR 33	Hamilton	5352	4956	5273
Nottingham Way	Yardville Ham. Sq.	TR 33	Hamilton	5987	5832	6222
TR 526	TR 33	TR 130	Washington	12845	15226	16187
TR 526	Hutchinson Rd	TR 33	Washington	6054	5989	6713

TABLE B-30

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Mercer County
CORRIDOR: ME-3 Co Rt 535 Old Trenton Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 535	TR 295	Nottingham Way	Hamilton	11675	11735	12206
TR 535	TR 533	Paxson Ave	Hamilton	12498	9669	9963
TR 535	Paxson Ave	Hughes Dr	Hamilton	12993	13833	14297
TR 535	Hughes Dr	South Post Rd	Hamilton	18372	16178	16756
TR 535	South Post Rd	TR 526	West Windsor	13563	12912	13213
TR 535	TR 526	TR 641, Windsor Rd	West Windsor	18070	18264	18815
TR 535	Dorchester Dr	TR 571	East Windsor	15464	12028	12892
TR 535	TR 571	One Mile Rd	East Windsor	9799	9873	10370
TR 533	Sloan Ave	TR 535	Hamilton	18561	18680	19458
TR 533	Nottingham Way	TR 33	Hamilton	18790	18964	19561
Nottingham Way	TR 33	TR 535	Hamilton	22639	13508	13554
Hughes Dr	Paxson Ave	TR 535	Hamilton	13411	13500	14116
Hughes Dr	TR 535	Flock Rd	Hamilton	12076	11911	12167
TR 526	Conover Rd	TR 535	West Windsor	7048	7245	7300
TR 526	TR 535	Line Rd	West Windsor	7236	5599	5750
TR 641	TR 535	TR 33	West Windsor	4673	4680	4690

TABLE B-31

GROWTH MONITORING PROGRAM FOR FY 1992
CORRIDOR TRAFFIC COUNTS

COUNTY: Mercer County
CORRIDOR: ME-4 Co Rt 571 Highstown-Princeton Rd

FACILITY	FROM	TO	MUNICIPALITY	FIRST YEAR AADT	SECOND YEAR AADT	THIRD YEAR AADT
TR 571	Nassau St	College Rd	Princeton	16946	16812	17273
TR 571	Faculty Rd	TR 1	West Windsor	15034	15087	15508
TR 571	TR 1	Fairview Ave	West Windsor	16053	16012	16401
TR 571	TR 615, Cranbury Rd	TR 638	West Windsor	22190	22286	22815
TR 571	TR 638	TR 526	West Windsor	23150	23103	23476
TR 571	TR 526	Rabbit Hill Rd	West Windsor	17666	17602	17938
TR 571	Nostrand Rd	TR 535	East Windsor	18587	18873	19444
TR 571	TR 535	One Mile Rd	East Windsor	17676	17728	18119
TR 571	One Mile Rd	TR 130	East Windsor	20630	20889	21364
TR 571	TR 130	Dutch Neck Rd	East Windsor	15517	15446	15610
Nassau St	University Place	TR 571	Princeton	20077	19891	20855
Nassau St	TR 571	Chestnut St	Princeton	15758	16186	16265
TR 615, Cranbury Rd	TR 571	North Mill Rd	West Windsor	6171	6218	6316
TR 638, Clarksville	TR 571	Harris Rd	West Windsor	13243	13321	13444
TR 638, Clarksville	North Mill Rd	TR 571	West Windsor	6067	6054	6429
TR 607, Hendrickson	TR 638	North Mill Rd	West Windsor	152	177	186
North Mill Rd	TR 638	TR 526	West Windsor	1690	1657	1880
TR 526, South Mill	TR 571	West Village Rd	West Windsor	7050	7136	7160