

ESTIMATING AND MONITORING 1993 VMT IN THE DELAWARE VALLEY REGION



DELAWARE VALLEY
REGIONAL PLANNING COMMISSION

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**DELAWARE VALLEY
REGIONAL PLANNING COMMISSION**

The Bourse Building

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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 between the Office of the Executive Director, the Office of Public Affairs, and four line Divisions: Transportation Planning; Regional Planning; Regional Information Services Center which includes the office of Regional Planning; and Finance and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services, and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.



The DVRPC logo is adapted from the official seal of the Commission and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

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Geographic Area Covered:

The nine counties in the DVRPC region including Burlington, Camden, Gloucester, and Mercer in New Jersey and Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania

Key Words:

Vehicle-Miles Traveled (VMT), Highway Performance Monitoring System (HPMS), Sample traffic counts, Geographic Information System (GIS).

ABSTRACT

This report presents the estimates of daily vehicle-miles traveled in the nine-county Delaware Valley region. It includes a comparison of VMT estimates based on the HPMS counts (as generated by the states), DVRPC travel simulation model, and by the DVRPC enhanced HPMS method of traffic counts. These methods are analyzed and compared at the county and regional levels.

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EXECUTIVE SUMMARY

The Clean Air Act Amendments of 1990 (CAAA) require metropolitan areas that do not meet national ozone and/or carbon monoxide (CO) air quality standards to develop transportation control measures and prepare an emissions budget. These areas are also required to monitor actual emissions and compare them with the emissions budget to ensure attainment. Since a significant amount of these pollutants are emitted through automobile exhaust, the volume of emissions in a metropolitan area is measured and estimated according to automobile and truck use. More specifically, the volume of mobile source emissions is linked to the number of vehicle-miles traveled (VMT) in the region.

EPA requires that estimates of VMT for past years be based on Highway Performance Monitoring System (HPMS) sample traffic counts and/or regional travel simulation models. However, these methods of estimating VMT have disadvantages; HPMS does not monitor travel characteristics on local roads, and travel simulation models traditionally include only a small portion of the local roads and collectors. Therefore, the Delaware Valley Regional Planning Commission (DVRPC) developed a third method to estimate VMT. This enhanced method involved a new round of traffic counts taken by DVRPC, which included a randomly selected panel of roads in the Delaware Valley Region. This method followed the Federal Highway Administration HPMS field manual guidelines. The sample panel included the current HPMS stations as well as count locations on local roads and collectors. The sample size was compared to the states' existing HPMS samples (i.e., Pennsylvania and New Jersey) and additional locations were selected to supplement these existing samples. Moreover, the sample size was designed to yield a desired precision rate of 4.2 percent with a 90 percent confidence level for the region.

Traffic counting was performed by DVRPC at each location of the VMT sample network. At the end of a typical 48 hour recording period, the data were delivered to the office for processing.

A Geographic Information System (GIS) was used to facilitate data analysis. This required the sample panel to be geocoded and each traffic count station to be identified by geographic coordinates.

DVRPC examined various mathematical methods to determine the best and most accurate method of estimating total VMT by area type and facility class. The method that was selected required that the data be grouped by Annual Average Daily Traffic (AADT), area type, and facility type at the county level. The estimated VMT for each state's portion of the DVRPC region and for the Delaware

Valley Region as a whole was then calculated. These estimated VMT were compared to the estimated VMT reached by the HPMS and travel simulation methods. This comparison was performed at the county, state, and regional levels.

I. Introduction

The Clean Air Act Amendments of 1990 (CAAA) require that metropolitan areas which do not meet national ozone and/or carbon monoxide (CO) air quality standards to develop transportation control measures and prepare an emissions budget. These areas are also required to monitor actual emissions and compare them with the emissions budget in order to ensure attainment. Since a significant share of these pollutants are emitted through automobile exhaust, the volume of emissions in a metropolitan area is measured and estimated according to automobile and truck use. More specifically, the volume of mobile source emissions is linked to the number of vehicle-miles traveled (VMT) in the region. The Environmental Protection Agency's (EPA) guidance for Section 187 of the CAAA states that "while trip length and traffic flow characteristics also influence emissions and are to some extent sensitive to influence by clean air programs, the more VMT growth there is in an area, the more effort is required to reduce both per vehicle and stationary source emissions to attain the ambient standards by the required deadlines. Consequently, the air quality attainment plan is built largely around forecasted VMT."¹

EPA requires that estimates of VMT for past years be based on Highway Performance Monitoring System (HPMS) sample traffic counts for all functional classes. Tracking VMT using this historical data helps identify situations in which actual VMT growth rates exceed VMT forecasts used in attainment plans. A weakness of the HPMS is that it does not require that travel on rural and urban roads be monitored or that local roads' share of regional VMT be estimated. Only higher classification roadways (e.g. expressways, arterials and collectors) are counted in the HPMS sample panel, despite the fact that 12-18% of regional travel occurs on local roads. In addition, the relationships between speed, temperature, and emissions indicate that a disproportionate amount of emissions may be released on local roads. While HPMS is useful for determining regional VMT, it may not accurately estimate the contribution of local VMT to the overall amount.

EPA's guidance recommends a second method to compute VMT forecasts; this method is based on regional travel simulation models. The DVRPC travel simulation model follows the traditional steps of trip generation, trip distribution, modal split, and travel assignment. The model contains about 11% of the region's local roads, and was used to estimate VMT in the Delaware Valley Region for

¹United States Environmental Protection Agency. "Section 187 VMT Forecasting and Tracking Guidance." Washington, DC, January 1992.

1990, 1993, 1994, 1995, and 1996. DVRPC is required by EPA to validate its travel simulation models with actual traffic volumes.

DVRPC developed a third enhanced method to estimate VMT, which involved a new round of traffic counts taken by the Commission. DVRPC included local roads in the sample stratification, and designed the sample size with higher confidence and precision levels than those used by the states for HPMS. Traffic counts were taken on existing HPMS stations, and supplemented by additional counts on all functional classes including collectors and local roads.

Guidance from the EPA states that the VMT forecasts reached by the traffic simulation models must be within 5 percent of actual VMT numbers, as determined by traffic counts. The allowable margin of error will fall to 4 percent in 1995, and 3 percent in 1996. If VMT forecasts fall below actual VMT by the margin of error for any of these years, EPA will enforce contingency measures, which are designed to ensure compliance with national standards.

The purpose of this report is to present the estimates of daily vehicle-miles traveled in the nine-county Delaware Valley Region, determined by each of the methods described above. It includes a comparison of VMT determined by the HPMS counts (as generated by the states), by the DVRPC travel simulation model, and by the DVRPC enhanced HPMS method of traffic counts. These methods are analyzed and compared, and the absolute and percent of error found at both the county and state levels are presented in this report.

II. VMT Estimation Methods

This section of the report presents the three alternate VMT estimation methods in some detail. As noted above, these include state HPMS results, the DVRPC travel simulation model, and DVRPC's enhanced sample of traffic counts.

A. State VMT Estimates using HPMS Method

The first method used to determine regional VMT utilizes traffic counts from the state HPMS. FHWA requires that both Pennsylvania and New Jersey participate in the federal HPMS, a nationwide inventory system that includes all highway and non-local road mileage. The HPMS is an ongoing program, with annual reporting requirements for the states.

While FHWA sets standards for HPMS, the state highway departments are responsible for data collection. The state highway departments compile the data, and furnish the completed database to the FHWA. The data are submitted on several levels: areawide data consisting of statewide summaries for several data items (e.g. system length, population, net land area); "universe" data, which are a limited set of data items -- such as average daily traffic and number of lanes -- reported for the entire public road system; and standard sample section records, which contain the universe data plus additional data items related to the physical characteristics, condition, performance, use, and operation of the sampled sections of highways. These additional data are used as the basis for evaluating change in the conditions and operation of the nation's highways.

While the areawide and universe data sets are important to HPMS, the main purpose of the system is to provide a limited panel of randomly-selected road sample sections throughout each state. It is in the collection of this sample section data that most of the effort is concentrated.

1. Sample Section Panel Design

The HPMS sample panel is selected from the state's roadway network as a simple random sample. The states stratify their highway systems according to three variables: area type, functional classification, and volume group. The total number of highway sections in each stratum is determined, and then the sample panel size is found through application of a mathematical formula, given predetermined precision and confidence levels from the FHWA. The number of

sample sections depends upon the coefficient of variation, confidence level, desired precision rate, and the number of sections in each stratum.

The formula for determining the sample size for HPMS is as follows:

$$n = \frac{Z^2 C^2 / d^2}{1 + (1/N) [(Z^2 C^2 / d^2) - 1]}$$

- Where:
- n = Sample size of highway sections in a stratum;
 - Z = Value of the standard normal statistics for confidence level, 1.645 and 1.282 for confidence level 90% and 80%, respectively;
 - C = Coefficient of variation, S_x / \bar{X} ,
 S_x = standard deviation of traffic volumes in a stratum,
 \bar{X} = mean of traffic volumes in a stratum;
 - d = Desired precision rate, 5% for interstate, expressway, principal and minor arterials, and 10% for collectors; and
 - N = Universe stratum size, number of sections in a volume group of facility.

Once the sample size is determined, the sample sections are allocated throughout the state, and the location and date of the individual counts are specified. Locations selected and counted for HPMS will form the major element of the state's VMT monitoring efforts.

The sample sections are randomly selected from the universe of arterial and collector roads (excluding rural minor collector). Local roads are not included in the sampling process, and HPMS does not require states to monitor this functional class of road.

2. Estimation of Annual Average Daily Traffic Volumes

Each section in the HPMS sample panel is counted once every three years. Daily traffic on the sample section is recorded using an automatic counting machine for a time period of 48 hours to yield a continuous 24-hour count ("short counts"). It is important that the sample sections be distributed temporally

(over time) as well as spatially (over the total highway network). Traffic sections counted on the same day should be distributed by location and functional class.

After the volumes along each sample section are obtained, the raw counts are factored to determine annual average daily traffic (AADT). The AADT is calculated as:

$$AADT_{FL} = VOL_{FL} \times M_F \times D_F \times A_F \times G_F$$

Where: $AADT_{FL}$ = the annual average daily traffic at location L of functional class F

VOL_{FL} = the 24-hour axle volume at location L of functional class F

M_F, D_F = the applicable monthly and/or daily factor for functional class F

A_F = the applicable axle-correction factor for functional class F

G_F = the applicable growth factor for functional class F

All of the above factors are estimated by sampling techniques and represent additional areas of potential error in the VMT estimation process. The first two factors adjust the count for the day of week and the season during which the count is taken.

The purpose of the axle correction factor is to adjust the count to correct the over-counting of vehicles caused by multi-axles vehicles. The axle correction factor adjusts the raw count to the volume of vehicles. The factor is attributed to multi-axles applied for each functional classification.

Growth factors adjust traffic counts according to the growth in traffic over a certain time period during which actual counts have not been recorded. There are several methods that can be used to determine growth factors. Growth factors can be found on a point-specific basis (using the change in AADT at a specific sample section), or on a systems basis (using the change in vehicle miles traveled). There is no need to use the growth factor if the sample count was recorded during the current year.

3. VMT Estimation

The states derive VMT from the section-level AADT traffic volume estimates. The formula for determining daily vehicle miles of travel (DVMT) for a section is:

$$DVMT_S = (AADT_S \times Length_S \times Stratum \text{ Expansion Factor})$$

The VMT for a volume group is the sum of the VMT for the sections in that volume group. Similarly, the VMT for a given functional class is the sum of the VMT for volume groups within that functional class.

$$DVMT_F = \sum_{V=1}^n (DVMT_V)$$

To determine the total daily VMT for the region, the VMT figures for each of the functional classes are added.

$$DVMT_{\text{Region}} = \sum_{F=1}^n (DVMT_F)$$

The result of this calculation is the daily VMT for the region. The annual VMT of the region can be reached by multiplying regional DVMT by 365. Annual VMT can also be calculated for any sample strata for which average daily traffic figures are available.

Through these calculations and adjustments, the state determines the amount of vehicle miles traveled on its road network for a series of levels (state, regional, county, functional class, or volume group). The VMT is also used to fulfill CAAA requirements.

NJDOT prepares its VMT estimates at the state level. The sampling procedures are carried out at the individual Urbanized Area, aggregated Small Urban Areas, and statewide rural levels. The samples are not valid at the county level.

To determine the number of counts on non-HPMS facilities, NJDOT extends the proportion of sampled to universe mileage for each functional system to the county level; evaluates the current sample level; and adds samples to reach the same proportion of sample to universe mileage for each stratum. Using this sampling method, NJDOT monitored and estimated approximate VMT at the county level. This method was used in 1990 and 1991.

PennDOT calculates VMT based on traffic volumes collected over the years on every section of the highway system. The universe mileage, and volume and length of every section are included in the database.

B. VMT ESTIMATION USING DVRPC's TRAVEL SIMULATION MODEL

DVRPC computed VMT within the region based on the DVRPC travel simulation model. As part of the FY 1994 Conformity Demonstration, DVRPC recalibrated and validated its established travel simulation model. 1990 Census data for population and employment were incorporated and the model outputs were checked against actual transit and highway counts. A simulation of travel for 1996 was prepared based on the DVRPC board adopted socio-demographic projections and highway and transit networks that incorporate facilities anticipated to be opened to traffic. VMT estimates for 1993 were then made by interpolating the traffic growth trends established by the baseline 1990 and 1996 simulations.

1. DVRPC Travel Simulation Process

The travel simulation models at DVRPC follow the traditional steps of trip generation, trip distribution, modal split, and travel assignment. The process described in this section is shown in Figure 1. Shaded boxes in the figure show the four steps in the travel simulation.

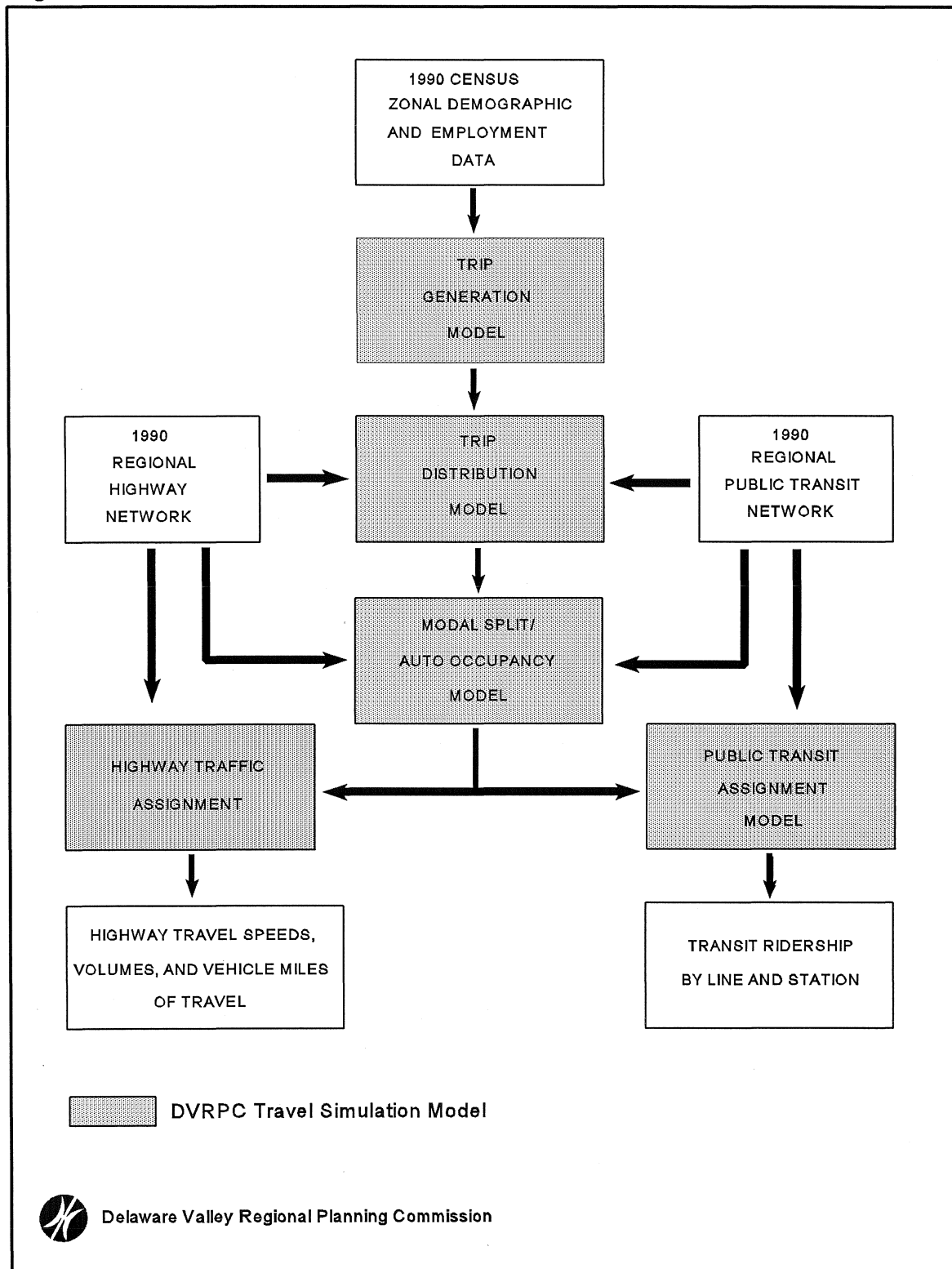
Trip Generation

Trip generation is the first step in the modeling process. Person, truck, and taxi travel is generated from census tract-level estimates of households and employment through the use of trip rates disaggregated by trip purpose (home based work, home based non-work, non-home based), auto ownership, and area type (CBD, fringe, urban, suburban, rural, and open rural). Estimates of external and through highway and transit travel are developed from population and employment estimates in counties surrounding the Delaware Valley region.

Trip Distribution

Travel from census tracts within the region is allocated to destinations within the region with a gravity model. This model assumes that the propensity to travel to a destination tract increases with the attractiveness of the destination (as measured by employment) and decreases as the difficulty of traveling between zones increases. This travel impedance is measured by travel time and cost for both the highway and transit modes.

Figure 1 : DVRPC TRAVEL SIMULATION PROCESS



Modal Split

The modal split model divides the travel between census tracts within the region into transit and highway components. Generally, the propensity to use public transit increases with the relative transit-to-highway service levels. The relative service levels are estimated through highway and transit out-of-vehicle time and in-vehicle time; highway operating costs and parking charges; and transit fares. In addition, auto ownership, transit submode, household income, trip purpose, and the consumer price index further define the trip-maker's choice between highway and transit. The auto occupancy model determines the average number of persons per automobile. This value is used to convert auto person trips to auto vehicle trips. Auto occupancy is estimated by trip purpose and trip length.

Highway Assignment

The final step in the process is to assign the estimated highway vehicle interchanges to specific facilities. This is accomplished by determining the best route (minimum time and cost) route through the highway network and on this basis allocating highway travel to individual links. Congestion levels are considered in determining the best route.

The procedure for the highway assignment is based on a minimum time path subject to the "equilibrium" capacity restraining method. In an equilibrium assignment, the trips between zones are allocated to alternate paths in such a way that the travel time over each path is equal, and therefore, no faster path can be found given prevailing congestion levels. Once route assignments are made, link volumes needed for VMT calculations are available.

2. Travel Simulation Model Assumptions

The travel simulation model requires a series of inputs that reflect the magnitude and distribution of socio-economic activity within the region and the transportation facilities that are assumed to be open to traffic.

Highway Network

The highway network used to estimate VMT contains all freeways and arterial roadway segments within the nine-county area currently opened to traffic. The network is very large, covering the 9,886 square kilometer (3,817 square mile) DVRPC region at an average density of about 12.2 one-way links per square mile. Overall, the network contains over 1400 traffic centroids, 12,500 nodes, and more than 34,000 network links for purposes of minimum path building and highway assignment.

This network contains more than 6,700 miles of highways, which constitute virtually all freeways and arterial facilities, and about 11 percent of the local roads. These local facilities are mostly minor streets within local communities, industrial parks, and residential subdivisions. Significant amounts of vehicular travel also occur on local streets not included in DVRPC's regional highway network. For purposes of VMT, this off-network VMT was estimated by county, based on the mileage of missing streets and an average off-network link traffic volume. Local roads usually carry small traffic volumes and, in total, are thought to contribute 12 to 18 percent of VMT, despite comprising about two thirds of the region's highway mileage.

Projected Socio-economic Trends

Table 1 presents state and regional totals of principal socio-economic inputs to the travel simulation models together with the resulting person and vehicle travel estimates. The results of the 1990 and 1996 simulations show a continuing growth of travel in the region. Population is projected to grow almost 3% in the 6 years between 1990 and 1996 to about 5.3 million persons. Over this time period, the number of households and auto ownership is expected to continue to grow faster than population (4.7 and 11.5% respectively). Employment across the region will also increase faster than population, reflecting a continuation of the current trend toward two-earner households. The regional employment increase is estimated to be about 5%. Growth rates are substantially larger in New Jersey than they are in Pennsylvania. These population and employment projections were interpolated from projections for the year 2000 adopted by DVRPC in June 1993.

Table 1
Selected Simulation Model Inputs and Outputs

| Input | Pennsylvania | | | New Jersey | | | Total Region | | |
|-----------------------------|--------------|--------|--------|------------|-------|--------|--------------|--------|--------|
| | 1990 | 1996 | % Diff | 1990 | 1996 | % Diff | 1990 | 1996 | % Diff |
| Population (000s) | 3,729 | 3,806 | 2.1% | 1,454 | 1,529 | 5.2% | 5,183 | 5,335 | 2.9% |
| Households (000s) | 1,383 | 1,441 | 4.2% | 511 | 542 | 6.1% | 1,894 | 1,983 | 4.7% |
| Vehicles Available (000s) | 1,910 | 2,134 | 11.7% | 861 | 956 | 11.0% | 2,771 | 3,090 | 11.5% |
| Employment (000s) | 1,968 | 2,059 | 4.6% | 726 | 767 | 5.6% | 2,694 | 2,826 | 4.9% |
| Output | | | | | | | | | |
| Person trip origins (000s) | 11,115 | 11,973 | 7.7% | 5,341 | 5,588 | 4.6% | 16,456 | 17,561 | 6.7% |
| Vehicle trip origins (000s) | 9,252 | 10,088 | 9.0% | 4,748 | 5,006 | 5.4% | 14,000 | 15,094 | 7.8% |

3. 1990 and 1996 Travel Simulations

In total, about 17.6 million person-trips are projected within the Delaware Valley region on an average weekday in 1996 (Table 1). Of these, 4.1 million will be home-based work trips. Average trip times and distances are projected to increase slightly as a result of disproportionate increases in travel in the suburban and rural parts of the region. Generally, regional vehicle trip origins are growing faster than either population or employment - almost 8% between 1990 and 1996. This growth results from declining household size, a significant projected increase in the number of multi-car households, and ongoing decentralization of regional residential and commercial activities from urban into suburban and rural areas.

The simulations project a slight decline in public transit's share of regional trips, from 5.3% in 1990 to 5.1% by the year 1996, primarily as a result of projected growth in residential and commercial activity in suburban and rural areas with little or no transit service. Actual transit ridership is projected to increase by 1.4% to slightly more than 885,000 trips on an average weekday, but total trip demand is expected to increase by 7.8%. Most of this increase in demand will be accommodated by private automobiles. The average automobile moving on the region's highways now carries 1.43 persons, and this is expected to change little over the planning period. Residents are most likely to drive alone when traveling to or from work, averaging an occupancy of 1.14. When traveling between home and non-work destinations, however, the vehicle occupancy rate increases to 1.68 persons per vehicle. According to DVRPC's travel assignment model, regional VMT is projected to grow by about 10.2% over this six year period to about 97.3 million VMT during an average weekday. VMT estimates for 1993 were made by interpolation. For each municipality within the region, the simulated VMT from the highway assignment was tabulated for 1990 and 1996. A fixed percentage of the VMT difference between 1996 and 1990 was added to the 1990 estimate to produce the 1993 estimate for that municipality. The resulting VMT estimates were then added to produce county, state, and regional totals.

The 1990 and 1993 VMT differences at the municipal level vary, depending on the rate of VMT growth in the underlying travel simulation. Some municipalities grow rapidly, many are stable, and some may decline in VMT as a result of changes in the underlying socio-demographic forecasts.

Table 2 displays the total VMT estimates for 1990 and 1993 summarized by county, state, and for the entire region. Table 3 displays the total VMT estimates

Table 2

| 1990 and 1993 Simulated Vehicle Miles of Travel by County | | |
|---|-----------------|-----------------|
| County | VMT (Thousands) | |
| | 1990 | 1993 |
| Bucks County | 10,601.2 | 11,229.7 |
| Chester County | 9,747.8 | 10,589.7 |
| Delaware County | 8,598.7 | 9,483.7 |
| Montgomery County | 15,634.5 | 16,758.9 |
| Philadelphia County | 15,696.7 | 16,043.6 |
| PA Total | 60,278.9 | 64,105.6 |
| Burlington County | 9,749.5 | 10,060.9 |
| Camden County | 10,212.2 | 10,475.0 |
| Gloucester County | 5,329.9 | 5,587.6 |
| Mercer County | 6,732.9 | 7,075.9 |
| NJ Total | 32,024.5 | 33,199.4 |
| Region Total | 92,303.4 | 97,305.0 |

Table 3

| 1993 Simulated Vehicle Miles of Travel by Area Type | |
|--|------------------------|
| Area Type | VTM (Thousands) |
| | 1993 |
| Rural | 9,755.2 |
| Urban | 54,350.4 |
| PA Total | 64,105.6 |
| Rural | 6,004.1 |
| Urban | 27,195.3 |
| NJ Total | 33,199.4 |
| Region Total | 97,305.0 |

for 1993 at the urban and rural levels. At the regional level, VMT is projected to grow by 5.4 percent between 1990 and 1993. Pennsylvania is projected to grow somewhat faster than New Jersey.

C. DVRPC Enhanced Sample of Traffic Counts

DVRPC developed an enhanced HPMS sample to estimate VMT in the Delaware Valley Region. The first step in the VMT estimation was to design the sampling procedures. The sampling plan consists of the random selection of a panel of road sections. These procedures followed the FHWA guidelines.²

The FHWA field manual requires that, for sampling purposes, the road network be stratified according to area type and functional classification of the roads; these classifications are stratified further according to pre-determined volume groups (using AADT as a measure of volume). The volume groups represent the universe data sets from which samples are taken. Stratifying the road network by functional class and volume ensures that counts will be taken on relatively homogenous groups of sections. This procedure reduces the overall sampling error and sample size requirement and increases the efficiency of traffic counting.

The DVRPC procedure varies from the HPMS field manual in three respects. First, samples were taken on rural minor collector and local roads. The federal monitoring system does not require that rural minor collector and rural and urban local roads undergo the stratification process; nor does the manual require that counts be taken on such roads. While local roads comprise the majority of road mileage in the Delaware Valley Region, preliminary studies suggest that only 12-18% of the total regional VMT is driven on these roads. However, this relatively small share of VMT may contribute disproportionately to the region's emissions. It is during the early minutes of car travel that the heaviest emissions are released. In order to examine the amount of emissions, it is necessary to determine the amount of VMT traveled on local roads, based on ground counts.

Second, counts were taken in the same year. The HPMS requires that the sample panel be counted in three years; one-third of the facilities are counted every year. Growth factors are applied to those roads that were not counted in the current year. DVRPC counted all roads in the sample panel in the same year.

²FHWA Order M 5600.1A , "Highway Performance Monitoring System: Field Manual for the continuing analytical and statistical database", FHWA, August 1993.

Finally, the DVRPC sampling method varies from the HPMS procedure in the sample size. The sample size was designed with a higher confidence level and precision level than those required by HPMS. These requirements increased the size of the sample panel, and enhanced the accuracy of the results.

1. Sample Size Design for VMT Estimation

DVRPC estimated the length and number of highway sections (links) by functional class, area type, and volume group based on the current highway system in each county, state, and in the region as a whole. The total road mileage in the region is 20,411. These roads were divided into two categories, urban or rural, depending on the area where they are located. For this project, DVRPC counted traffic along six functional classes in rural areas and six functional classes in urban areas (Table 4). Each functional classification is stratified further according to AADT. The HPMS field manual's recommended stratification for urban and rural areas is shown in Appendix A, along with DVRPC's stratification for local roads. DVRPC selected the number of highway sections that were required for each stratum using the FHWA formula shown on page 6. Appendix A contains the universe mileage for New Jersey and Pennsylvania, by county.

The sample was designed to yield a desired precision rate of 4.2% with a 90% confidence level at the regional level. The precision rate is the desired range within which a produced estimate will fall. The confidence level represents the probability that the count will fall within that range. The precision and confidence levels for each functional classification are more stringent than the level recommended by FHWA. Table 5 indicates the results of the sample design with calculations displayed by state and region, including functional class of facility.

The necessary sample size was compared to the existing HPMS samples (already being sampled by PennDOT and NJDOT). Additional locations were selected to supplement the states' existing samples. The additional samples, in effect, represented an enhanced HPMS for the Delaware Valley region. The additional sample locations were submitted to PennDOT and NJDOT for their review and approval. The sample incorporated the 1990 urban boundaries for the DVRPC region and also utilized the 1990 functional classification for all highway facilities in Pennsylvania and New Jersey. Appendix A shows the sample size by county and the regional links and actual traffic counts.

Table 4

| Highway Functional Classifications and Mileage | | |
|--|--------------------------------------|----------------|
| Code | Functional Class | Mileage |
| Rural Areas | | |
| 01 | Principal Arterial -- Interstate | 23.4 |
| 02 | Principal Arterial -- Other | 162.7 |
| 06 | Minor Arterial | 85.7 |
| 07 | Major Collector | 101.3 |
| 08 | Minor Collector | 66.8 |
| 09 | Local | 84.9 |
| Subtotal | | 524.8 |
| Urban Areas | | |
| 11 | Principal Arterial -- Interstate | 101.6 |
| 12 | Principal Arterial -- Other Freeways | 73.9 |
| 14 | Other Principal Arterial | 237.6 |
| 16 | Minor Arterial | 227.6 |
| 17 | Collector | 109.2 |
| 19 | Local | 31.0 |
| Subtotal | | 780.9 |
| TOTAL | | 1,305.7 |

Table 5

| Sample Design for Estimating VMT by Functional Class | | | |
|--|----------------|------------------|----------------|
| Major Highway Functional Class | Traffic Counts | Confidence Level | Precision Rate |
| Interstate/Expressway | 129 | 90% | 5.6% |
| Other Principal Arterial | 555 | 90% | 4.7% |
| Minor Arterial | 447 | 90% | 6.4% |
| Collector | 415 | 80% | 4.6% |
| Local | 235 | 80% | 7.6% |
| PA Total | 1,061 | 90% | 5.4% |
| NJ Total | 720 | 90% | 6.6% |
| Regional Level | 1,781 | 90% | 4.2% |

2. Selection of the Sample

After designing the sample, DVRPC selected the individual sample locations to be counted in each county by functional class. Once the sample requirement was determined at the state and county levels, DVRPC determined the sample requirement by area type (urban or rural) for each functional class. The criteria for this selection were the miles of road by area type for each functional class. It was also necessary to consider the sample requirement based on the area type of the county as a whole -- for example, Philadelphia is a totally urban county, so rural samples could not be chosen from it. Thus, rural samples had to be selected from those counties that contain rural areas; in Pennsylvania, this essentially limited rural samples to Bucks, Chester, and Montgomery counties. In the sample selection process, it was also desirable to select facilities which were locally owned and maintained, as well as State-owned routes. This selection was not available in all functional classes of roads, such as interstate and arterial roads.

The next step in the selection process was to identify the current HPMS samples which could be utilized for the VMT estimation. After identifying the existing HPMS samples, the remaining number of samples were determined for each functional class, county, and state. For this effort, a road map of each county was used in conjunction with a functional class map for that particular county. Samples were selected at random from every geographical section of the county based on area type and functional class of the facility. Where previous traffic volumes were available these were used to estimate current traffic volume to assist in selecting a range of volume groups for each functional class. In most cases, the estimated volume for the facility was used to develop a range of samples for each volume group within a functional class.

Utilizing the road and functional classification maps and taking into account the 1990 urban boundaries for each county and state, the candidate facilities were determined. The samples were randomly chosen to yield the required number of sections for each state, county, functional class, and area type. The selected samples were then located and identified by functional class on the appropriate county map. A listing of the selected samples was prepared for each county by functional class and area type, and this listing was used to prepare field sheets for setting traffic counting machines at each location.

3. Collecting and Processing of Traffic Counts

Several steps are involved in collecting and processing the data used to derive Average Annual Daily Traffic (AADT) estimates. The first step is collecting traffic counts. DVRPC uses automatic traffic recorders to collect traffic counts. This is the most common type of count collected by DVRPC when only the total number of all vehicles is sought for the purposes of traffic analysis. It consists of a counting unit installed by a field technician at a predetermined location and is anchored to a fixed object, such as utility pole, tree, sign pole, etc.

Two types of counting equipment were used by DVRPC: the paper tape counter and the more sophisticated electronic counter, which is considered state-of-the-art in traffic counting. The operational aspect of these two types is similar: both use a rubber hose stretched from one side of the road to the counter on the opposite side of the road. A clock mechanism set by the field operator determines the time for tallying the total number of vehicles counted at the end of prescribed intervals. A diaphragm switch, actuated by the tires of a vehicle passing over the hose, sends an air pulse to the recorder, which in turn activates the counting mechanism, or in the case of the electronic counter, activates the electronic memory. At the end of a counting interval, the data are either printed or stored electronically in the counter memory. Power for both types of counters is supplied by rechargeable batteries.

At the end of a typical forty-eight hour recording period, the data were delivered to the office for verification and processing. In the case of the paper tape counts, the data were entered into a spreadsheet program, while electronic counter data were downloaded onto a PC that arranges the data in a readable format.

Once the "raw" counts of the chosen samples were available in a standard and readable format, they were processed to derive estimates of average annual daily traffic (AADT) representative of any day throughout the year. Factors representing route type, month of the year, and /or day of the week were applied to 24-hour "raw" count total to adjust for daily and seasonal variations. Axle correction factors were also applied. Table 6 shows the axle correction factors used in the process.

Table 6

| Axle Correction Factors for Adjusting 24–Hour Counts | |
|---|----------------|
| Rural Areas | Factors |
| Principal Arterial – – Interstate | 0.91 |
| Principal Arterial – – Other | 0.93 |
| Minor Arterial | 0.95 |
| Major Collector | 0.97 |
| Minor Collector | 0.99 |
| Local | 1.00 |
| Urban Areas | Factors |
| Principal Arterial – – Interstate | 0.92 |
| Principal – – Other Freeways | 0.94 |
| Other Principal Arterial | 0.96 |
| Minor Arterial | 0.98 |
| Collector | 0.99 |
| Local | 1.00 |

After the counts were factored with the seasonal adjustment, an edit was performed to check each count for reasonableness. Any count that failed this edit was rejected from further analysis or processing. All of the functional classes sampled were edited.

Because some counts were rejected as unreasonable, the actual number of samples was less than the designed number of samples for some functional classes in certain counties. In some instances, where counts were rejected, other counts were substituted if available, and the new counts were made a part of the sample selection for that county and functional class. The samples were then aggregated by county, functional class, and total AADT. In many cases, counts were taken by direction due to the configuration of the highway at the sample location, and these were totaled to obtain a total AADT for each location.

A Geographic Information System (GIS) on a Personal Computer (PC) environment, was used to facilitate data analysis. This GIS system uses TransCAD software. Two geographic layers (DVRPC region highway streets and municipalities) that are part of the Information Systems for Transportation Planning project were used.³ In addition, since the traffic counts information has been stored on computer files on an IBM mainframe environment, a dBase® computer database file was designed to transfer the traffic counts information into the PC environment. Then, this dBase® computer file transferred the traffic counts information into the existing GIS layers in order to relate traffic counts with these geographic layers. For example, in order to display and plot the traffic count location and traffic volume on Market Street between 5th and 6th streets in center city Philadelphia, the municipality and highway streets database were used to determine the location. Then, the traffic count information for this location was transferred from dBase® to TransCAD computer file format.

Developing this GIS database, however, required some preliminary preparation.

- Since every count in the sample could only be identified by its descriptive location, the geographic coordinates of each location had to be determined and entered into the database. This was vital since GIS can identify a location only by its longitude and latitude.
- On many major facilities, the sample counts were taken by direction. These had to be converted to two-way counts.

³Delaware Valley Regional Planning Commission. "Geographic Information System for Transportation Planning." Publication No. 95007. Philadelphia, May 1995.

- To estimate sample VMT, a link distance was required for every sample count. Therefore, each sample count was examined individually and link distances were manually measured for all sample counts.
- To estimate universe VMT, universe link distances by functional class and counties were needed for the DVRPC region. The supplied mileage information was examined carefully by the DVRPC staff, and it was discovered that this initial mileage summary did not include all local mileage. This caused DVRPC to underestimate VMT for the five DVRPC counties in PA. After receiving the correct mileage for all local roads in PA, DVRPC resolved this problem.

After these preliminary preparations were completed, DVRPC developed the GIS database. All sample counts were geocoded based upon the FHWA functional classification. These counts were then sorted by county, functional class, and AADT. Appendix B contains the sample counts used in this study.

4. Vehicle Miles of Travel Estimation

DVRPC examined various mathematical methods to determine the best and most accurate method of estimating total VMT by area type and facility class. These methods are described in detail earlier in this report. The best results at the county level were obtained through the following steps:

1. Determine the estimated VMT for every sample count by multiplying the AADT times the link distance by functional class.
2. Aggregate the estimated VMTs and link distances for each volume group by functional class.
3. Divide the universe distance by the sample distance by functional class to obtain the sample expansion factor.
4. Estimate the total VMT by multiplying the aggregated VMTs for each volume group times the expansion factor by functional class.

After following these steps for each sample count, the estimated VMT was aggregated at three different geographic levels (i.e., county, state, and regional) by functional class. In order to aggregate the estimated VMT for the functional class 1 (i.e. Principal Arterial - Interstate, rural area) in Mercer County, NJ, the database was sorted by county, functional class, and AADT. Then, the volume group codes which are defined by the FHWA were entered into the database

(i.e., Volume Group Code 1 represents an AADT range of 0 - 9,999). After the volume group codes were entered for all traffic counts, the database was re-sorted by the county, functional class, and volume group code. Then, the estimated VMT was aggregated at the county level by functional class. Appendix A contains a list of volume groups by functional class.

The estimated VMT for the portion of the DVRPC region in each state was then calculated. The database was sorted by state and by functional class, and then VMT and link distances for each sample section were aggregated by functional class and by state. However, in order to estimate VMT at the state level by functional class, the total estimated VMT for each county by functional class was compared to the total estimated VMT at the state level by functional class. The total estimated VMT at the state level were adjusted to reflect the estimated VMT by functional class and by county at the state level. For example, the total estimated VMT for the urbanized local roads in DVRPC's five counties in PA was approximately 9.055 million. However, the total estimated VMT for the same functional class aggregated at the state level, was approximately 8.563 million. Therefore, the estimated VMT for the urbanized local roads in five counties in PA was factored by 0.95 (The calculation is as follow: $9,055,801 - 8,563,274 = 492,527$. Then, divide 492,527 by 9,055,801 = 0.05. The factor then was determined by simply $1 - 0.05 = 0.95$).

Tables 7 and 8 illustrate estimated VMT, grouped by area type and facility type at the state level. Table 7 shows the estimated VMT for the four counties in New Jersey and Table 8 shows the same for the five counties in Pennsylvania. These tables indicate that the functional class "Other Principal Arterial" (functional class 2 in rural areas and functional class 14 in urban areas) has the largest share of VMT in NJ and PA. This is because there are more highway links with high traffic volumes within this functional class than in the other functional class. Table 7 also indicates that Burlington County has the largest share of VMT (2.96 millions per day) in the rural areas among the four counties in NJ. However, Camden County has the largest share of VMT (10.03 million VMT per day) in urban areas, reflecting the relative distribution of area types within these counties.

Table 8 indicates that Philadelphia County has the largest share of VMT (15.16 million per day), and indicates that all of the highway links in Philadelphia County are in urban areas. Furthermore, it shows that Chester County has the largest share of VMT in rural areas among the five counties in PA. Table 8 also illustrates that the functional class "Other Principal Arterial" (functional class 2 in rural areas and functional class 14 in urban areas) has the largest share of VMT in both rural and urban areas.

Table 7

| 1993 Vehicle Miles of Travel Estimated Based on Sample Traffic Counts at the State Level (Thousands of VMT per Day) | | | | | | |
|--|-----------------------------------|-------------------------------|-----------------|----------------|----------------|-----------------|
| Highway Functional Class | | Vehicle Miles of Travel (VMT) | | | | |
| Code | Description | Burlington | Camden | Gloucester | Mercer | TOTAL |
| Rural Areas | | | | | | |
| 1 | Principal Arterial—Interstate | 373.0 | 0.0 | 203.1 | 227.8 | 803.9 |
| 2 | Principal Arterial—Other | 1,387.2 | 303.5 | 963.1 | 173.5 | 2,827.3 |
| 6 | Minor Arterial | 220.0 | 34.7 | 188.4 | 11.8 | 455.0 |
| 7 | Major Collector | 370.2 | 31.6 | 332.3 | 209.0 | 943.2 |
| 8 | Minor Collector | 93.1 | 24.1 | 35.4 | 41.7 | 194.4 |
| 9 | Local | 552.4 | 32.6 | 256.8 | 91.7 | 933.5 |
| | Sub—Total | 2,995.9 | 426.6 | 1,979.1 | 755.6 | 6,157.2 |
| Urban Areas | | | | | | |
| 11 | Principal Arterial—Interstate | 1,036.2 | 1,298.7 | 352.7 | 1,617.5 | 4,305.1 |
| 12 | Principal Arterial—Other Freeways | 569.8 | 1,006.1 | 1,092.1 | 1,105.0 | 3,772.9 |
| 14 | Other Principal Arterial | 2,504.2 | 2,553.7 | 648.4 | 1,881.2 | 7,587.5 |
| 16 | Minor Arterial | 1,690.9 | 2,899.4 | 1,089.7 | 1,663.1 | 7,343.1 |
| 17 | Collector | 616.7 | 637.6 | 311.1 | 454.0 | 2,019.4 |
| 19 | Local | 1,401.9 | 1,608.0 | 1,061.2 | 1,085.6 | 5,156.8 |
| | Sub—Total | 7,819.6 | 10,003.5 | 4,555.2 | 7,806.5 | 30,184.8 |
| TOTAL | | 10,815.5 | 10,430.1 | 6,534.3 | 8,562.1 | 36,342.0 |

Table 8

| 1993 Vehicle Miles of Travel Estimated Based on Sample Traffic Counts at the State Level (Thousands of VMT per Day) | | | | | | | |
|--|-----------------------------------|-------------------------------|-----------------|----------------|-----------------|-----------------|-----------------|
| Highway Functional Class | | Vehicle Miles of Travel (VMT) | | | | | |
| Code | Description | Bucks | Chester | Delaware | Montgomery | Philadelphia | TOTAL |
| Rural Areas | | | | | | | |
| 1 | Principal Arterial—Interstate | 0.0 | 287.9 | 0.0 | 0.0 | 0.0 | 287.9 |
| 2 | Principal Arterial—Other | 1,271.3 | 1,299.2 | 0.0 | 1,816.8 | 0.0 | 4,387.4 |
| 6 | Minor Arterial | 489.9 | 519.0 | 0.0 | 263.5 | 0.0 | 1,272.4 |
| 7 | Major Collector | 151.7 | 470.4 | 2.4 | 75.6 | 0.0 | 700.0 |
| 8 | Minor Collector | 387.8 | 340.3 | 0.0 | 45.7 | 0.0 | 773.8 |
| 9 | Local | 573.5 | 1,366.4 | 30.5 | 277.0 | 0.0 | 2,247.4 |
| | Sub—Total | 2,874.2 | 4,283.3 | 33.0 | 2,478.7 | 0.0 | 9,669.1 |
| Urban Areas | | | | | | | |
| 11 | Principal Arterial—Interstate | 1,234.4 | 415.4 | 1,527.8 | 2,194.0 | 3,203.9 | 8,575.6 |
| 12 | Principal Arterial—Other Freeways | 959.7 | 1,275.5 | 203.3 | 1,550.2 | 498.9 | 4,487.6 |
| 14 | Other Principal Arterial | 3,027.8 | 1,547.8 | 2,666.7 | 3,325.7 | 4,972.3 | 15,540.4 |
| 16 | Minor Arterial | 1,926.2 | 1,172.3 | 1,285.8 | 3,276.6 | 2,815.7 | 10,476.6 |
| 17 | Collector | 1,083.6 | 1,027.8 | 689.2 | 1,457.7 | 949.7 | 5,208.0 |
| 19 | Local | 1,178.7 | 867.2 | 1,363.1 | 2,437.3 | 2,716.9 | 8,563.3 |
| | Sub—Total | 9,410.5 | 6,306.0 | 7,736.1 | 14,241.5 | 15,157.4 | 52,851.5 |
| TOTAL | | 12,284.7 | 10,589.3 | 7,769.0 | 16,720.2 | 15,157.4 | 62,520.5 |

The VMT estimates at the regional level were calculated in the same manner as the state level. The database was sorted by functional class, and then VMT and link distances were aggregated by the functional class. The total estimated VMT at the regional level was compared to the total estimated VMT at the county level by functional class. The VMT at the regional level was adjusted to reflect the estimated VMT by county and functional class for the DVRPC region. For example, total estimated VMT for urbanized local roads in the DVRPC region was determined by sorting and grouping the data by volume group and functional class.

Tables 9 and 10 illustrate the estimated VMT, grouped by area type and functional class at the regional level. Table 9 shows the estimated VMT for the four counties in NJ and Table 10 shows the estimated VMT for the five counties in PA. These tables indicate that estimating VMT at the regional level produces results similar to VMT estimates at the state level.

In New Jersey, Burlington County has the largest share of VMT in rural areas, and Camden County has the largest share of VMT in urban areas. In Pennsylvania, Chester County has the largest share of VMT in rural areas, and Philadelphia County has the largest share of VMT in urban areas. These results are similar to the results obtained from estimated VMT at the state level.

An analysis of regional VMT estimates by functional class also indicates similar results to state VMT estimates. Results on the regional level indicate that "Other Principal Arterial" (functional class 2 in rural areas and functional class 14 in urban areas) has the largest share of VMT in rural and urban areas for both NJ and PA.

Table 9

| 1993 Vehicle Miles of Travel Estimated Based on Sample Traffic Counts at the Regional Level (Thousands of VMT per Day) | | | | | | |
|---|-------------------------------------|-------------------------------|----------|------------|---------|----------|
| Highway Functional Class | | Vehicle Miles of Travel (VMT) | | | | TOTAL |
| Code | Description | Burlington | Camden | Gloucester | Mercer | |
| Rural Areas | | | | | | |
| 1 | Principal Arterial – Interstate | 376.6 | 0.0 | 205.0 | 230.0 | 811.6 |
| 2 | Principal Arterial – Other | 1,426.5 | 312.1 | 990.4 | 178.4 | 2,907.3 |
| 6 | Minor Arterial | 234.0 | 36.9 | 200.4 | 12.6 | 483.8 |
| 7 | Major Collector | 385.3 | 32.9 | 345.8 | 217.5 | 981.6 |
| 8 | Minor Collector | 96.5 | 25.0 | 36.7 | 43.2 | 201.4 |
| 9 | Local | 536.4 | 31.6 | 249.3 | 89.1 | 906.5 |
| | Sub – Total | 3,055.1 | 438.6 | 2,027.6 | 770.8 | 6,292.2 |
| Urban Areas | | | | | | |
| 11 | Principal Arterial – Interstate | 1,047.5 | 1,312.9 | 356.6 | 1,635.2 | 4,352.2 |
| 12 | Principal Arterial – Other Freeways | 591.5 | 1,044.4 | 1,133.6 | 1,147.1 | 3,916.6 |
| 14 | Other Principal Arterial | 2,635.9 | 2,688.0 | 682.5 | 1,980.2 | 7,986.6 |
| 16 | Minor Arterial | 1,643.4 | 2,817.9 | 1,059.1 | 1,616.4 | 7,136.8 |
| 17 | Collector | 604.7 | 625.2 | 305.0 | 445.2 | 1,980.1 |
| 19 | Local | 1,434.5 | 1,629.9 | 1,097.2 | 1,107.0 | 5,268.6 |
| | Sub – Total | 7,957.4 | 10,118.3 | 4,634.1 | 7,931.0 | 30,640.8 |
| TOTAL | | 11,012.6 | 10,556.9 | 6,661.7 | 8,701.8 | 36,933.0 |

Table 10

| 1993 Vehicle Miles of Travel Estimated Based on Sample Traffic Counts at the Regional Level (Thousands of VMT per Day) | | | | | | |
|---|-----------------------------------|-------------------------------|-----------------|----------------|-----------------|-----------------|
| Highway Functional Class | | Vehicle Miles of Travel (VMT) | | | | |
| Code | Description | Bucks | Chester | Delaware | Montgomery | Philadelphia |
| Rural Areas | | | | | | |
| 1 | Principal Arterial—Interstate | 0.0 | 290.7 | 0.0 | 0.0 | 0.0 |
| 2 | Principal Arterial—Other | 1,307.3 | 1,336.0 | 0.0 | 1,868.3 | 0.0 |
| 6 | Minor Arterial | 521.0 | 551.9 | 0.0 | 280.2 | 0.0 |
| 7 | Major Collector | 157.8 | 489.5 | 2.5 | 78.7 | 0.0 |
| 8 | Minor Collector | 401.8 | 352.6 | 0.0 | 47.3 | 0.0 |
| 9 | Local | 556.8 | 1,326.9 | 29.7 | 269.0 | 0.0 |
| | Sub—Total | 2,944.8 | 4,347.5 | 32.2 | 2,543.5 | 0.0 |
| Urban Areas | | | | | | |
| 11 | Principal Arterial—Interstate | 1,247.9 | 420.0 | 1,544.5 | 2,218.0 | 3,238.9 |
| 12 | Principal Arterial—Other Freeways | 996.3 | 1,324.1 | 211.1 | 1,609.2 | 517.9 |
| 14 | Other Principal Arterial | 3,187.1 | 1,629.2 | 2,807.0 | 3,500.6 | 5,233.9 |
| 16 | Minor Arterial | 1,872.1 | 1,139.3 | 1,249.7 | 3,184.5 | 2,736.5 |
| 17 | Collector | 1,062.5 | 1,007.7 | 675.8 | 1,429.3 | 931.2 |
| 19 | Local | 1,204.3 | 886.0 | 1,388.3 | 2,492.3 | 2,778.0 |
| | Sub—Total | 9,570.1 | 6,406.4 | 7,876.5 | 14,434.0 | 15,436.4 |
| TOTAL | | 12,515.0 | 10,753.9 | 7,908.6 | 16,977.5 | 15,436.4 |
| | | | | | | 63,591.5 |

III. Comparison of the DVRPC Estimated VMT based on Traffic Counts and Travel Simulation

DVRPC compared the VMT estimates based on traffic counts and the estimates based on DVRPC's travel simulation model. However, it should be noted that the current DVRPC travel simulation contains the following percentages of actual roadway mileage (by functional class):

| | |
|----------------------------|-------|
| Freeways and expressways | 100% |
| Arterial streets | 100% |
| Collectors and local roads | 10.9% |

As the above statistics indicate, the current travel simulation does not include many local roads or geocoded highway links by functional class and area type. However, as a part of updating the 1990 travel simulation process, the network geocoding effort has already begun.⁴

The above statistics also show that only about 11% of local roads are included and coded in the travel simulation process. These local facilities are mostly minor streets within local communities, industrial parks, and residential subdivisions. Many of these local roads carry small to moderate traffic volumes. Therefore, for the purpose of estimating VMT using the travel simulation method, VMT estimates were calculated separately by county, based on the mileage of missing streets and an average off-network link traffic volume. This estimation also relied on DVRPC's past experience of estimating VMT on local roads using the FHWA and EPA guidelines.

Table 11 compares the estimated VMT based on traffic counts and on the DVRPC travel simulation for the five counties in PA. This table also shows estimated VMT for 1990 based on the 1990 to 1993 traffic growth rate. This table indicates that the difference between the VMT estimates based on 1993 traffic counts and the VMT estimates based on the DVRPC travel simulation ranges from -1.3% (Montgomery County) to 19.9% (Delaware County).

Table 11 also compares estimated VMT based on the 1993 enhanced traffic counts and on PA HPMS data methods. The table shows that the differences between the estimates based on the traffic counts and the estimates based on PA HPMS ranges from -1.8% (Philadelphia County) to -11.3% (Chester County). This

⁴Delaware Valley Regional Planning Commission. "Conformity of the Delaware Valley's Direction 2020 Transportation Plan." Philadelphia, July 1995.

comparison indicates that Chester County needs to have more highway links sampled to obtain more accurate HPMS data for the county. This is true also for Delaware County, which has a difference of approximately 11%.

Overall, however, Table 11 illustrates that the difference between the state-level VMT estimates based on the enhanced traffic counts, the DVRPC travel simulation, and PA HPMS is relatively small. The total difference between 1993 VMT estimates based on the DVRPC travel simulation and estimates based on the enhanced traffic count procedures is approximately 0.8%. The total difference between 1993 VMT estimates based on the PA HPMS and estimates based on the enhanced traffic counts is about -3.5%. These results indicate that, while there is very little difference in the results of the three estimation methods, two of the methods, the DVRPC travel simulation and PA HPMS methods, estimate VMT more accurately at the state than at the county level.

This comparison was not possible for NJ counties due to the unavailability of the state's HPMS data at the publication of this report.

Table 11

| Comparison of PA Vehicle Miles of Travel Estimated Based on DVRPC Sample Traffic Counts and Travel Simulation (Thousands of VMT Per Day) | | | | | | | | | |
|---|------|-----------------------------|----------------------------|------------|----------------------|---------|-------------------|---------|------------|
| County | Year | Vehicle Miles of Travel | | | Difference | | | | |
| | | DVRPC Traffic Counts (1) | DVRPC Travel Simulation | PA HPMS | Travel Simulation | | Traffic Counts | | PA HPMS |
| | | | | | Absolute | Percent | Absolute | Percent | |
| Bucks | 1990 | 11,607.3 | 10,601.2 | 11,445.6 | (1,006.1) | -8.7% | (161.7) | -1.4% | |
| | 1993 | 12,515.0 | 11,229.7 | 11,825.3 | (1,285.3) | -10.3% | (689.7) | -5.5% | |
| Chester | 1990 | 9,800.3 | 9,747.8 | 8,882.7 | (52.5) | -0.5% | (917.6) | -9.4% | |
| | 1993 | 10,753.9 | 10,589.7 | 9,534.3 | (164.2) | -1.5% | (1,219.6) | -11.3% | |
| Delaware | 1990 | 7,266.7 | 8,598.7 | 7,613.9 | 1,332.0 | 18.3% | 347.2 | 4.8% | |
| | 1993 | 7,908.6 | 9,483.7 | 8,768.2 | 1,575.1 | 19.9% | 859.6 | 10.9% | |
| Montgomery | 1990 | 15,740.1 | 15,634.5 | 15,304.4 | (105.6) | -0.7% | (435.7) | -2.8% | |
| | 1993 | 16,977.5 | 16,758.9 | 16,102.6 | (218.6) | -1.3% | (874.9) | -5.2% | |
| Philadelphia | 1990 | 15,254.1 | 15,696.7 | 15,342.1 | 442.6 | 2.9% | 88.0 | 0.6% | |
| | 1993 | 15,436.4 | 16,043.6 | 15,164.4 | 607.2 | 3.9% | (272.0) | -1.8% | |
| TOTAL | 1990 | 59,668.5 | 60,278.9 | 58,588.7 | 610.4 | 1.0% | (1,079.8) | -1.8% | |
| | 1993 | 63,591.4 | 64,105.6 | 61,394.8 | 514.2 | 0.8% | (2,196.6) | -3.5% | |

(1) 1990 VMT is estimated based on the 1990-1993 traffic growth rate.

Table 12 compares VMT estimates by area type for PA and NJ. This table indicates the following:

1. The difference between VMT estimates based on travel simulation and VMT estimates based on enhanced traffic counts by area type is larger in NJ than in PA.
2. The difference between the total estimated VMT based on travel simulation and total estimated VMT based on enhanced traffic counts at the regional level is relatively small (-1.6%).

A comparison of NJ traffic counts and NJ HPMS could not be made due to the unavailability of the data at both the county and area type levels.

Table 12

| Comparison of 1993 DVRPC, PA, and NJ Vehicle Miles of Travel by Area Type (Thousands of VMT Per Day) | | | | | | | | | |
|---|-------------------------|--------------|------------|---------------|--------|--------------|--------|------------|--------|
| Area Type | Vehicle Miles of Travel | | | Difference | | | | | |
| | DVRPC Traffic | DVRPC Travel | State HPMS | DVRPC Traffic | | DVRPC Travel | | State HPMS | |
| | Counts | Simulation | Data | Simulation | Counts | Simulation | Counts | Data | Counts |
| Pennsylvania | | | | | | | | | |
| | 9,669.1 | 9,755.2 | 7,530.7 | 86.1 | 0.9% | (2,138.4) | | | -22.1% |
| | 52,851.5 | 54,350.4 | 53,864.2 | 1,498.9 | 2.8% | 1,012.7 | | | 1.9% |
| Sub-Totals | 62,520.6 | 64,105.6 | 61,394.8 | 1,585.0 | 2.5% | (1,125.8) | | | -1.8% |
| New Jersey | | | | | | | | | |
| | 6,157.2 | 6,004.1 | N/A | (153.1) | -2.5% | N/A | | | N/A |
| | 30,184.8 | 27,195.3 | 29,376.0 | (2,989.5) | -9.9% | (808.8) | | | -2.7% |
| Sub-Totals | 36,342.0 | 33,199.4 | N/A | (3,142.6) | -8.6% | N/A | | | N/A |
| TOTAL | 98,862.6 | 97,305.0 | N/A | (1,557.6) | -1.6% | N/A | | | N/A |

IV. Findings and Conclusions

To determine the VMT for the region as required by the Clean Air Act Amendments of 1990 (CAAA), DVRPC has derived two sets of VMT figures using two methodologies: the travel simulation model and the enhanced HPMS method. The latter consists of the HPMS records supplemented by a number of counts collected at other locations in order to: 1) enlarge the sample size, and 2) have a more balanced representation of roads in rural and urban areas and at all functional classification levels, including the local system.

The results of the two VMT methodologies were compared. The analysis of the results revealed that :

- The enhanced counts method for the rural and urban areas of the Pennsylvania side of the region predicted a lower VMT than the one predicted by the simulation method (0.9% in the rural area, and 2.8% in the urban area, respectively). The reverse held true for the New Jersey side of the region, where VMT determined by the travel simulation was lower than VMT reached by the enhanced counts method by 2.5% in the rural area and by 9.9% in the urban area.
- In the region as a whole, the urban area accounted for a VMT of 83.0 million (enhanced method) versus 81.5 for the simulated VMT. The VMT in the rural area was approximately 15.8 million in both methods.
- The VMT's determined at the regional level showed a closer relationship between the two methods than the estimation calculated at the state level.

The two states' methods of determining VMT are based on actual counts taken for the HPMS project every three years and updated to a common year through application of a growth factor. While this method has been used until 1991 in New Jersey, PADOT estimates VMT on the basis of traffic volumes collected over the years and updated to the common year by a factor. The only shortcoming of this method is the lack of local street traffic count data that, although present in New Jersey at a minimum level, is practically nonexistent in the PADOT Roadway Management System.

From a comparison of the states' method and analysis of the DVRPC enhanced counts method, the following became apparent :

- Under the two states' methods, VMT in the rural area is considerably underestimated; in Pennsylvania's, VMT was underestimated by 22.0%. This information is not available for the New Jersey side of the region.
- The VMT for the Pennsylvania urban area, on the other hand, is over 2.0% higher than the DVRPC enhanced method. The VMT for the New Jersey urban area is 2.7% lower when the state HPMS calculation is compared with results from DVRPC's the enhanced method.

Appendix A
HPMS Field Manual's Prescribed Volume Groups and Precision Levels
Universal Mileage for New Jersey
Universal Mileage for Pennsylvania
Sample Size for Estimating 1993 State and Regional VMT
Regional Highway Links and Sample Traffic Counts for Estimating VMT

August 30, 1993

PRESCRIBED VOLUME GROUPS AND PRECISION LEVELS

Standard Sample Volume Groups and Precision Levels

RURAL AREAS

| Vol. Grp. | Interstate (90-5) | Other Principal Arterial (90-5) | Minor Arterial (90-10) |
|--------------|----------------------|---------------------------------------|------------------------------|
| 01 | 0- 9,999 | 0- 4,999 | 0- 2,499 |
| 02 | 10,000- 19,999 | 5,000- 9,999 | 2,500- 4,999 |
| 03 | 20,000- 29,999 | 10,000- 14,999 | 5,000- 9,999 |
| 04 | 30,000- 39,999 | 15,000- 19,999 | 10,000-19,999 |
| 05 | 40,000- 49,999 | 20,000- 29,999 | 20,000-29,999 |
| 06 | 50,000- 59,999 | 30,000- 39,999 | 30,000-39,999 |
| 07 | 60,000- 69,999 | 40,000- 49,999 | 40,000-49,999 |
| 08 | 70,000- 79,999 | 50,000- 59,999 | 50,000-59,999 |
| 09 | 80,000- 89,999 | 60,000- 69,999 | 60,000-69,999 |
| 10 | 90,000-104,999 | 70,000- 84,999 | 70,000-79,999 |
| 11 | 105,000-119,999 | 85,000- 99,999 | 80,000-89,999 |
| 12 | 120,000-134,999 | 100,000-114,999 | 90,000-99,999 |
| 13 | > or = 135,000 | > or = 115,000 | > or = 100,000 |

| Vol. Grp. | Major Collector (80-10) | Local (80-10) |
|--------------|-------------------------------|------------------|
| 01 | 0- 2,499 | 0-99 |
| 02 | 2,500- 4,999 | 100-199 |
| 03 | 5,000- 9,999 | 200-299 |
| 04 | 10,000-19,999 | 300-499 |
| 05 | 20,000-29,999 | 500-999 |
| 06 | 30,000-39,999 | 1,000-1,999 |
| 07 | 40,000-49,999 | 2,000-2,999 |
| 08 | 50,000-59,999 | 3,000-3,999 |
| 09 | 60,000-69,999 | 4,000-4,999 |
| 10 | 70,000-79,999 | 5,000-5,999 |
| 11 | 80,000-89,999 | 6,000-6,999 |
| 12 | 90,000-99,999 | 7,000-7,999 |
| 13 | > or = 100,000 | > or = 8,000 |

Standard Sample Volume Groups and Precision Levels

For URBANIZED AREAS \geq 200,000 Population
and Smaller Areas that are in NAAQS Nonattainment Areas

| Vol. Grp. | Interstate (90-10) | Other Freeways and Expressways (90-10) | Other Principal Arterial (90-10) |
|--------------|-----------------------|--|--|
| 01 | 0- 24,999 | 0- 24,999 | 0- 2,499 |
| 02 | 25,000- 49,999 | 25,000- 49,999 | 2,500- 4,999 |
| 03 | 50,000- 74,999 | 50,000- 74,999 | 5,000- 9,999 |
| 04 | 75,000- 99,999 | 75,000- 99,999 | 10,000-14,999 |
| 05 | 100,000-124,999 | 100,000-124,999 | 15,000-19,999 |
| 06 | 125,000-149,999 | 125,000-149,999 | 20,000-24,999 |
| 07 | 150,000-174,999 | 150,000-174,999 | 25,000-34,999 |
| 08 | 175,000-199,999 | 175,000-199,999 | 35,000-44,999 |
| 09 | 200,000-224,999 | 200,000-224,999 | 45,000-54,999 |
| 10 | 225,000-249,999 | 225,000-249,999 | 55,000-69,999 |
| 11 | 250,000-274,999 | 250,000-274,999 | 70,000-84,999 |
| 12 | 275,000-299,999 | 275,000-299,999 | 85,000-99,999 |
| 13 | > or = 300,000 | > or = 300,000 | > or = 100,000 |

| Vol. Grp. | Minor Arterial (90-10) | Collector (80-10) | Local (80-10) |
|--------------|------------------------------|----------------------|------------------|
| 01 | 0- 2,499 | 0- 999 | 0-99 |
| 02 | 2,500- 4,999 | 1,000- 1,999 | 100-199 |
| 03 | 5,000- 9,999 | 2,000- 4,999 | 200-499 |
| 04 | 10,000-14,999 | 5,000- 9,999 | 500-999 |
| 05 | 15,000-19,999 | 10,000-14,999 | 1,000-1,499 |
| 06 | 20,000-24,999 | 15,000-24,999 | 1,500-2,499 |
| 07 | 25,000-34,999 | 25,000-34,999 | 2,500-3,499 |
| 08 | 35,000-44,999 | 35,000-44,999 | 3,500-4,499 |
| 09 | 45,000-54,999 | 45,000-54,999 | 4,500-5,499 |
| 10 | 55,000-69,999 | 55,000-69,999 | 5,500-6,999 |
| 11 | 70,000-84,999 | 70,000-84,999 | 7,000-8,499 |
| 12 | 85,000-99,999 | 85,000-99,999 | 8,500-9,999 |
| 13 | > or = 100,000 | > or = 100,000 | > or = 10,000 |

Universal Mileage for New Jersey

| County | Functional Class | Universal Mileage |
|------------|--------------------------------------|-------------------|
| Burlington | Rural: Principal Arterial–Interstate | 13.05 |
| | Rural: Principal Arterial–Other | 64.99 |
| | Rural: Minor Arterial | 33.91 |
| | Rural: Major Collector | 133.08 |
| | Rural: Minor Collector | 45.10 |
| | Rural: Local | 697.71 |
| | Urban: Principal Arterial–Interstate | 20.38 |
| | Urban Principal Arterial–Other | 12.41 |
| | Urban: Other Principal Arterial | 89.90 |
| | Urban: Minor Arterial | 226.59 |
| | Urban: Collector | 117.35 |
| | Urban: Local | 985.45 |
| | Totals | 2,439.92 |
| Camden | Rural: Principal Arterial–Interstate | 0.00 |
| | Rural: Principal Arterial–Other | 15.38 |
| | Rural: Minor Arterial | 6.32 |
| | Rural: Major Collector | 11.57 |
| | Rural: Minor Collector | 9.40 |
| | Rural: Local | 45.72 |
| | Urban: Principal Arterial–Interstate | 17.90 |
| | Urban Principal Arterial–Other | 24.31 |
| | Urban: Other Principal Arterial | 85.04 |
| | Urban: Minor Arterial | 275.80 |
| | Urban: Collector | 172.84 |
| | Urban: Local | 1,156.72 |
| | Totals | 1,821.00 |

| County | Functional Class | Universal Mileage |
|--------------------------|--------------------------------------|----------------------|
| Gloucester | Rural: Principal Arterial–Interstate | 7.51 |
| | Rural: Principal Arterial–Other | 38.74 |
| | Rural: Minor Arterial | 25.86 |
| | Rural: Major Collector | 94.38 |
| | Rural: Minor Collector | 17.28 |
| | Rural: Local | 340.00 |
| | Urban: Principal Arterial–Interstate | 9.29 |
| | Urban Principal Arterial–Other | 25.56 |
| | Urban: Other Principal Arterial | 36.17 |
| | Urban: Minor Arterial | 140.27 |
| | Urban: Collector | 71.29 |
| | Urban: Local | 543.65 |
| Totals | | 1,350.00 |
| Mercer | Rural: Principal Arterial–Interstate | 9.95 |
| | Rural: Principal Arterial–Other | 8.96 |
| | Rural: Minor Arterial | 2.85 |
| | Rural: Major Collector | 52.73 |
| | Rural: Minor Collector | 23.32 |
| | Rural: Local | 131.46 |
| | Urban: Principal Arterial–Interstate | 29.47 |
| | Urban Principal Arterial–Other | 14.85 |
| | Urban: Other Principal Arterial | 94.52 |
| | Urban: Minor Arterial | 174.41 |
| | Urban: Collector | 97.19 |
| | Urban: Local | 654.40 |
| Totals | | 1,294.11 |
| New Jersey Totals | | 6,905.03 |

Universal Mileage for Pennsylvania

| County | Functional Class | Universal Mileage |
|---------------|--------------------------------------|-------------------|
| Bucks | Rural: Principal Arterial–Interstate | 0.00 |
| | Rural: Principal Arterial–Other | 77.01 |
| | Rural: Minor Arterial | 100.05 |
| | Rural: Major Collector | 77.98 |
| | Rural: Minor Collector | 204.15 |
| | Rural: Local | 769.00 |
| | Urban: Principal Arterial–Interstate | 30.72 |
| | Urban: Principal Arterial–Other | 23.83 |
| | Urban: Other Principal Arterial | 156.72 |
| | Urban: Minor Arterial | 166.96 |
| | Urban: Collector | 178.76 |
| | Urban: Local | 1,153.00 |
| Totals | | 2,938.18 |
| Chester | Rural: Principal Arterial–Interstate | 10.40 |
| | Rural: Principal Arterial–Other | 81.62 |
| | Rural: Minor Arterial | 94.15 |
| | Rural: Major Collector | 154.11 |
| | Rural: Minor Collector | 185.03 |
| | Rural: Local | 1,585.00 |
| | Urban: Principal Arterial–Interstate | 15.60 |
| | Urban: Principal Arterial–Other | 39.38 |
| | Urban: Other Principal Arterial | 77.45 |
| | Urban: Minor Arterial | 110.85 |
| | Urban: Collector | 217.57 |
| | Urban: Local | 616.02 |
| Totals | | 3,187.18 |

| County | Functional Class | Universal Mileage |
|---------------|--------------------------------------|----------------------|
| Delaware | Rural: Principal Arterial–Interstate | 0.00 |
| | Rural: Principal Arterial–Other | 2.67 |
| | Rural: Minor Arterial | 0.00 |
| | Rural: Major Collector | 1.96 |
| | Rural: Minor Collector | 0.00 |
| | Rural: Local | 33.00 |
| | Urban: Principal Arterial–Interstate | 25.60 |
| | Urban Principal Arterial–Other | 4.71 |
| | Urban: Other Principal Arterial | 132.02 |
| | Urban: Minor Arterial | 128.44 |
| | Urban: Collector | 182.28 |
| | Urban: Local | 1,203.00 |
| Totals | | 1,713.68 |
| Montgomery | Rural: Principal Arterial–Interstate | 0.00 |
| | Rural: Principal Arterial–Other | 71.66 |
| | Rural: Minor Arterial | 44.61 |
| | Rural: Major Collector | 37.86 |
| | Rural: Minor Collector | 38.35 |
| | Rural: Local | 346.00 |
| | Urban: Principal Arterial–Interstate | 38.75 |
| | Urban Principal Arterial–Other | 34.14 |
| | Urban: Other Principal Arterial | 188.29 |
| | Urban: Minor Arterial | 284.07 |
| | Urban: Collector | 296.29 |
| | Urban: Local | 1,875.00 |
| Totals | | 3,255.02 |

| County | Functional Class | Universal Mileage |
|----------------------------|--------------------------------------|----------------------|
| Philadelphia | Rural: Principal Arterial–Interstate | 0.00 |
| | Rural: Principal Arterial–Other | 0.00 |
| | Rural: Minor Arterial | 0.00 |
| | Rural: Major Collector | 0.00 |
| | Rural: Minor Collector | 0.00 |
| | Rural: Local | 0.00 |
| | Urban: Principal Arterial–Interstate | 34.51 |
| | Urban Principal Arterial–Other | 6.07 |
| | Urban: Other Principal Arterial | 218.68 |
| | Urban: Minor Arterial | 201.09 |
| | Urban: Collector | 142.05 |
| | Urban: Local | 1,810.00 |
| Totals | | 2,412.40 |
| Pennsylvania Totals | | 13,506.46 |

**Sample Size for Estimating 1993 State and Regional Vehicle Miles of Travel
(Number of Traffic Counts)**

| County | Highway Functional Class | | | | | TOTAL |
|-----------------|--------------------------|-----------------------------|-------------------|------------|------------|--------------|
| | Expressway/ Freeway | Other Principal Arterial | Minor Arterial | Collectors | Local | |
| Bucks | 14 | 70 | 62 | 61 | 27 | 234 |
| Chester | 13 | 76 | 61 | 63 | 26 | 239 |
| Delaware | 14 | 44 | 34 | 28 | 24 | 144 |
| Montgomery | 15 | 75 | 60 | 62 | 28 | 240 |
| Philadelphia | 17 | 66 | 53 | 38 | 30 | 204 |
| PA Total | 73 | 331 | 270 | 252 | 135 | 1,061 |
| Burlington | 13 | 68 | 64 | 62 | 27 | 234 |
| Camden | 14 | 56 | 37 | 33 | 25 | 165 |
| Gloucester | 15 | 53 | 39 | 38 | 24 | 169 |
| Mercer | 14 | 47 | 37 | 30 | 24 | 152 |
| NJ Total | 56 | 224 | 177 | 163 | 100 | 720 |
| TOTAL | 129 | 555 | 447 | 415 | 235 | 1,781 |

**Regional Highway Links and Sample Traffic Counts for Estimating
Vehicle Miles of Travel by Functional Class**

| Major Highway Functional Class | Regional Links | Sample Traffic Counts | | Percent of Total Links | |
|-----------------------------------|-------------------|-----------------------|--------------|------------------------|-------------|
| | | Design | Actual | Design | Actual |
| Expressway/Freeway | 337 | 129 | 130 | 38.3% | 38.6% |
| Other Principal Arterial | 3,641 | 555 | 516 | 15.2% | 14.2% |
| Minor Arterial | 4,032 | 447 | 448 | 11.1% | 11.1% |
| Collector | 5,124 | 415 | 388 | 8.1% | 7.6% |
| Local | 27,890 | 235 | 198 | 0.8% | 0.7% |
| TOTAL | 41,024 | 1,781 | 1,680 | 4.3% | 4.1% |

Appendix B
Sample Traffic Counts by County and by Functional Class

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|---------------------------------|------------------|------------------|-------|--------|--------------|----------|
| Tr 295 M.p. 54.8 | Rising Sun | Tr 656 | 31206 | 5 | 1 | 3.810 |
| Garden St. Pkwy. | Interchange 52 | Interchange 58 | 40253 | 5 | 2 | 6.000 |
| Garden St. Pkwy. | Interchange 48 | Interchange 50 | 40076 | 5 | 2 | 2.000 |
| Garden St. Pkwy. | Interchange 50 | Interchange 52 | 37100 | 5 | 2 | 2.000 |
| Pa-NJ Turnpike Connection | Tr 130 | Nj Turnpike | 26500 | 5 | 2 | 3.619 |
| Tr 38 M.p. 18.7 | Smithville Rd | Tr 206 | 23653 | 5 | 2 | 0.905 |
| Tr 206 M.p. 25.5 | Tr 530 | Tr 537 | 19801 | 5 | 2 | 3.429 |
| Tr 206 M.p. 26.3 | Tr 537 | Tr 670 | 18405 | 5 | 2 | 1.381 |
| Tr 206 M.p. 31.8 | Tr 68 | Tr 543 | 17922 | 5 | 2 | 1.714 |
| Tr 70 M.p. 15.5 | Tr 206 | Skeet Rd | 17709 | 5 | 2 | 2.667 |
| Tr 206 M.p. 17.0 | Tr 70 | Tr 648 | 17193 | 5 | 2 | 1.143 |
| Tr 206 M.p. 30.1 | Mt Pleasant Rd | Jobstown Rd | 16975 | 5 | 2 | 1.381 |
| Tr 70 M.p. 19.0 | Tr 206 | New Rd | 16424 | 5 | 2 | 1.238 |
| Tr 206 M.p. 8.5 | Hampden Rd | Stokes Rd | 15860 | 5 | 2 | 3.238 |
| Tr 206 M.p. 19.5 | Tr 642 | Tr 70 | 15372 | 5 | 2 | 1.333 |
| Tr 70 M.p. 23.5 | Burrs Mill Rd | Tr 72 | 9736 | 5 | 2 | 3.429 |
| Tr 70 M.p. 26.0 | Tr 72 | Four Mile Rd | 8554 | 5 | 2 | 0.952 |
| Tr 68 M.p. 7.5 | Tr 206 | White Pine Rd | 7615 | 5 | 2 | 1.048 |
| Tr 70 M.p. 33.4 | Lakehurst Rd | Burlington Co Li | 6810 | 5 | 2 | 0.190 |
| Tr 68 M.p. 3.3 | Mt Pleasant Rd | Tr 537 | 5339 | 5 | 2 | 0.571 |
| Tr 68 M.p. 0.75 | Saylors Pond Rd | High Bridge Rd. | 5325 | 5 | 2 | 0.619 |
| Tr 545/Trenton Rd | Tr 630 | Tr 530 | 12367 | 5 | 6 | 2.313 |
| Tr 616 / Wrightstown Rd | Mcguire Rd | Francis St | 10692 | 5 | 6 | 0.188 |
| Tr 541 / Mt Holly-Medford Rd | Tr 636 | Tr 616 | 9388 | 5 | 6 | 2.000 |
| Tr 9 M.p. 56.5 | Gs Parkway | Tr 542 | 9152 | 5 | 6 | 0.813 |
| Tr 9 M.p. 58.5 | Tr 654 | Ocean Co Line | 8993 | 5 | 6 | 2.500 |
| Tr 545/Wrightstown Rd | Tr 537 | Sykesville Rd | 8829 | 5 | 6 | 1.500 |
| Tr 537/Monmouth Rd | Tr 68 | Tr 545 | 7322 | 5 | 6 | 1.000 |
| Tr 537/Monmouth Rd | Tr 206 | Tr 670 | 7243 | 5 | 6 | 2.500 |
| Tr 72 / M.p. 2.3 | Tr 70 | Tr 563 | 6512 | 5 | 6 | 3.500 |
| Tr 616 / Wrightstown Rd | Service Center R | Browns Mill Rd | 6370 | 5 | 6 | 0.563 |
| Tr 669/Johnstown-Browns Mill Rd | Pointville Rd | Tr 530 | 5218 | 5 | 6 | 2.500 |
| Tr 72 M.p. 11.0 | Stephensons Rd | Ocean Co Line | 5018 | 5 | 6 | 0.688 |
| Tr 537 / Monmouth Rd | Meany Rd | Monmouth Co Line | 4643 | 5 | 6 | 0.438 |
| Tr 669/Juliustown-Browns Mill | Tr 616 | Ash Rd | 3581 | 5 | 6 | 0.625 |
| Tr 530/Lakehurst Rd | Tr 70 | Whitebogs Rd | 2521 | 5 | 6 | 1.313 |
| Tr 541/Stokes Rd | Tr 534 | Tr 206 | 1531 | 5 | 6 | 1.625 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|------------------|----------------------|------|--------|--------------|----------|
| Tr 630 | Tr 206 | Tr 668 | 7296 | 5 | 7 | 2.820 |
| Tr 644/Magnolia Rd | Tr 645 | Oak Pines Blvd | 6739 | 5 | 7 | 0.780 |
| Tr 530 | Tr 616 | Anderson Rd. | 6460 | 5 | 7 | 1.562 |
| Tr 528 (spur) | Mary St | Monmouth Co Line | 4987 | 5 | 7 | 0.813 |
| Tr 670 / Jacksonville-Jacobsto | Tr 628 | Tr 206 | 4509 | 5 | 7 | 2.120 |
| Tr 528 / Chesterfield-Arneytow | Tr 660 | Tr 677 | 4095 | 5 | 7 | 1.625 |
| Tr 534/Jackson Rd | Atsion Rd | Camden Co Line | 4075 | 5 | 7 | 1.625 |
| Tr 528 / Jacobstown-New Egypt | Meany Road | Monmouth County Line | 4059 | 5 | 7 | 0.625 |
| Tr 670 / Saylor's Pond Rd | Tr 537 | Tr 68 | 3836 | 5 | 7 | 1.570 |
| Tr 543 / Columbus Rd | Tr 660 | Tr 656 | 3780 | 5 | 7 | 1.875 |
| Junction Ave | Mt. Misery Rd | Gallagher Rd | 3748 | 5 | 7 | 0.938 |
| Tr 677/Chesterfield Crosswicks | Tr 660 | Tr 528 | 3143 | 5 | 7 | 0.857 |
| Tr 612 / W Bellabridge Rd | Vincetown Rd | Tr 641 | 3052 | 5 | 7 | 1.062 |
| Tr 669 / Juliustown Rd | Tr 206 | Tr 668 | 2828 | 5 | 7 | 1.940 |
| Tr 681/Vincetown-Columbus Rd | Tr 206 | Vincetown Rd | 2257 | 5 | 7 | 1.120 |
| Tr 542 / Batsto Bridgeport Rd | Tr 563 | Seaf Weeks Rd | 2113 | 5 | 7 | 1.875 |
| Tr 542 Batsto-Bridgeport Rd | Elmwood Batsto R | Atlantic Co Line | 2101 | 5 | 7 | 0.625 |
| Tr 532 | Vincetown Rd | Zimmerman Rd | 2097 | 5 | 7 | 0.688 |
| Tr 660/ Old York Rd | Mercer Co Line | Tr 677 | 2021 | 5 | 7 | 0.381 |
| Tr 668 / Arneys Mount Rd | Juliustown Rd | N Pemberton Rd | 1900 | 5 | 7 | 1.937 |
| Tr 612 / Elbowlane | Hartford Rd | Ark Rd | 1775 | 5 | 7 | 0.686 |
| Tr 563 / New Gretna-Chattswort | Tr 532 | Dukesbridge Rd | 1648 | 5 | 7 | 1.625 |
| Tr 620 / Medford India Hills R | Tr 534 | Tr 648 | 1622 | 5 | 7 | 1.830 |
| Columbus Rd / Mt Pleasant Rd | Tr 68 | Georgetown Rd | 1252 | 5 | 7 | 0.625 |
| Tr 612 / W Bellabridge Rd | Tr 541 | Conrail | 1081 | 5 | 7 | 0.437 |
| Tr 612 / Mt Laurel-Eayrestown | Ark Rd | Fostertown Rd | 950 | 5 | 7 | 1.750 |
| Tr 679/Maple Ave | Tr 633 | Tr 654 | 888 | 5 | 7 | 1.250 |
| Tr 660 | Tr 628 | Tr 661 | 657 | 5 | 7 | 2.250 |
| Tr 563/Greenbank-Chatsworth Rd | Tr 542 | Seaf Weeks Rd | 618 | 5 | 7 | 0.625 |
| Tr 616 Vincetown & Pemberton | Tr 530 | Tr 643 | 4884 | 5 | 8 | 0.375 |
| Tr 628 Jacksonville Rd | Tr 670 | Tr 630 | 3776 | 5 | 8 | 1.625 |
| Tr 545 Bordentown-Georgetown | Tr 660 | White Pine Rd | 3612 | 5 | 8 | 1.375 |
| Tr 668 Arney's Mount Rd | Tr 669 | Tr 630 | 3463 | 5 | 8 | 1.937 |
| Tr 653 | Tr 542 | Tr 679 | 2851 | 5 | 8 | 1.625 |
| Tr 636 Fostertown Rd | Tr 674 | Phillips Rd | 2082 | 5 | 8 | 0.875 |
| Tr 642 Ridge Rd | Tr 643 | Bridge Rd | 1932 | 5 | 8 | 0.688 |
| Tr 643 Ridge Rd | Tr 616 | Tr 642 | 1904 | 5 | 8 | 0.562 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-----------------------------|---------------------|-------------------------|-------|--------|--------------|----------|
| Retreat Rd | Tr 206 | Tr 642 | 1545 | 5 | 8 | 1.780 |
| Tr 665 Jacobstown-Cookstown | Tr 537 | Tr 666 | 1446 | 5 | 8 | 0.938 |
| Tr 678 Hedding-Kinkora Rd | Tr 130 | Tr 660 | 1030 | 5 | 8 | 0.875 |
| Tr 645 Magnolia-New Lisbon | Tr 644 | Tr 646 | 1026 | 5 | 8 | 1.875 |
| Big Hill Rd | Retreat Rd | Tr 70 | 932 | 5 | 8 | 2.812 |
| Tr 654 Greenbush Rd | Stage Rd | Garden State Pkw | 617 | 5 | 8 | 0.938 |
| Vincetown Rd. | Tr 612 | Tr 681 | 2099 | 5 | 9 | 2.048 |
| Tr 639-Oxmead Rd. | Nj Turnpike | Kings Rd. | 2060 | 5 | 9 | 1.238 |
| Tr 638 | Tr 541 | Tr 639 | 1032 | 5 | 9 | 1.524 |
| Tr 641-Lion Rd. | Freedom Rd. | Eayrestown Red Lion Rd. | 1019 | 5 | 9 | 1.714 |
| Tr 648-Flyatt Rd. | Hampton Gate Rd. | Tr 206 | 904 | 5 | 9 | 1.476 |
| Mansfield-Georgetown Rd. | Tr 206 | Tr 68 | 705 | 5 | 9 | 2.286 |
| Tr 678 | Nj Turnpike | Tr 206 | 539 | 5 | 9 | 1.238 |
| Patty Bowker Rd. | Vincetown Rd. | Tr 532 | 513 | 5 | 9 | 2.100 |
| Retreat Rd. | Big Hill Rd. | Burks Mill Rd. | 481 | 5 | 9 | 1.762 |
| Tr 663 | Tr 670 | Tr 669 | 458 | 5 | 9 | 1.190 |
| Barclay St. | S. Of Hanover Blvd. | Street End | 414 | 5 | 9 | 0.190 |
| Orr Rd | Ellisdale Rd | Extonville Rd | 331 | 5 | 9 | 0.758 |
| Warner Rd. | Tr 670 | Tr 537 | 208 | 5 | 9 | 2.095 |
| Harker Rd | Ellisdale Rd | Extonville Rd | 174 | 5 | 9 | 0.900 |
| Tr 295 M.p. 43.5 | Tr 626 | Creek Rd | 68776 | 5 | 11 | 2.667 |
| Tr 295 M.p. 49.0 | Tr 541 | Tr 656 | 50583 | 5 | 11 | 4.857 |
| NJ Turnpike | Interchange 4 | Interchange 5 | 44804 | 5 | 12 | 10.190 |
| Tr 130 M.p. 41.5 | Tr 626 | Tr 613 | 49334 | 5 | 14 | 1.250 |
| Tr 38 M.p. 5.0 | Tr 41 | Camden Co Line | 48625 | 5 | 14 | 1.375 |
| Tr 206 M.p. 38.0 | Mercer Co Line | Tr 130 | 47990 | 5 | 14 | 2.750 |
| Tr 73 M.p. 25.5 | Tr 295 | Tr 70 | 46776 | 5 | 14 | 1.188 |
| Tr 130 M.p. 55.3 | Tr 206 | Tr 295 | 46229 | 5 | 14 | 0.875 |
| Tr 38 M.p. 6.0 | Tr 608 | Tr 73 | 45888 | 5 | 14 | 0.500 |
| Tr 130 M.p. 40.5 | Tr 613 | Tr 605 | 45656 | 5 | 14 | 0.875 |
| Tr 38 M.p. 9.0 | Tr 295 | Tr 603 | 42980 | 5 | 14 | 1.125 |
| Tr 73 M.p. 24.0 | Tr 70 | S Maple Ave | 40476 | 5 | 14 | 0.688 |
| Tr70 M.p. 8.5 | Tr 73 | Tr 607 | 40419 | 5 | 14 | 0.250 |
| Tr 38 M.p. 10.3 | Tr 686 | Tr 295 | 39367 | 5 | 14 | 1.313 |
| Tr 70 M.p. 8.0 | Camden Co Line | Tr 73 | 36987 | 5 | 14 | 1.875 |
| Tr 130 M.p. 46.5 | Tr 413 | Tr 543 | 35924 | 5 | 14 | 0.500 |
| Tr 541 | Tr 295 | Tr 660 | 32528 | 5 | 14 | 1.429 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------|------------------|--------------------|-------|--------|-----------------|----------|
| Tr 130 M.p. 57.0 | Tr 206 | Old Highbridge R | 30121 | 5 | 14 | 1.000 |
| Tr 541 | Tr 295 | NJ Turnpike | 29965 | 5 | 14 | 1.333 |
| Tr 38 M.p. 14.7 | Tr 541 Alt | Tr 641 | 26507 | 5 | 14 | 1.000 |
| Tr 206 M.p. 35.5 | Tr 130 | NJ Turnpike | 25029 | 5 | 14 | 2.188 |
| Tr 38 M.p. 12.7 | Union Mills Rd | Tr 674 / Mt Laurel | 23394 | 5 | 14 | 0.667 |
| Tr 626 Rancocas Byp | Tr 625 | Tr 295 | 22825 | 5 | 14 | 0.563 |
| Tr 541 Burl Mt Holly Rd | Nj Turnpike | Burr Rd | 22486 | 5 | 14 | 0.938 |
| Tr 70 M.p. 13.5 | Hartford Rd | Tr 541 | 22301 | 5 | 14 | 1.125 |
| Tr 130 M.p. 51.3 | Potts Mill Rd. | Hornberger Ave | 20857 | 5 | 14 | 0.476 |
| Tr 130 M.p. 49.1 | Pa Tpke Conn | Neck Rd | 20713 | 5 | 14 | 1.938 |
| Tr 626 Mt Holly Rd | Tr 130 | Rittenhouse Cir | 20487 | 5 | 14 | 0.438 |
| Tr 541 | 3Rd Street | Tr 130 Nb | 18914 | 5 | 14 | 0.238 |
| Tr 543 North Broad St | Union Landing Rd | Taylor's Lane | 18575 | 5 | 14 | 0.750 |
| Tr 70 M.p. 15.0 | Tr 541 | Little Creek | 17820 | 5 | 14 | 0.938 |
| Tr 541 Bypass | Tr 537 | Tr 38 | 17750 | 5 | 14 | 0.363 |
| Tr 70 M.p. 11.8 | Troth Rd | Tr 618 | 17559 | 5 | 14 | 1.238 |
| Tr 626 Rancocas Rd | Tr 295 | Tr 637 | 16337 | 5 | 14 | 1.125 |
| Tr 541 Bypass | High St. | Tr 626 | 14011 | 5 | 14 | 0.762 |
| Tr 626 Rancocas Rd | Tr 541 Bypass | Lambert Rd | 12344 | 5 | 14 | 0.438 |
| Tr 543 North Broad St | Tr 607 | Tr 73 | 8717 | 5 | 14 | 0.750 |
| Tr 543 North Broad St | Tr 130 | Woodlawn Ave | 8342 | 5 | 14 | 1.563 |
| Tr 543 North Broad St | Tr 73 | Waterworks Rd | 7783 | 5 | 14 | 1.375 |
| Tr 626/Bridgeboro Rd | Tr 543 | Tr 626 (Split) | 2387 | 5 | 14 | 0.875 |
| Tr 607/North Maple Ave | Tr 674 | Tr 70 | 19625 | 5 | 16 | 1.438 |
| Tr 537/Marne Hwy | Tr 603 | Tr 615 | 18218 | 5 | 16 | 0.938 |
| Tr 619 / Taunton Lake Rd | Tr 620 | Tr 623 | 17766 | 5 | 16 | 0.875 |
| Tr 600 / Marlton Pike | Tr 70 | Tr 620 | 17637 | 5 | 16 | 1.125 |
| Tr 620 / Tuckerton Rd | Tr 623 | Jackson Rd | 14196 | 5 | 16 | 1.375 |
| Pine St | Mill St | Monroe St | 13531 | 5 | 16 | 0.150 |
| Tr 623 / Taunton Blvd | Tr 620 | Tr 619 | 13500 | 5 | 16 | 1.313 |
| Levitt Pkwy. | Tr 130 | Tr 630 | 11824 | 5 | 16 | 1.000 |
| Tr 537/Marne Hwy | Tr 674 | Tr 541 Bypass | 11815 | 5 | 16 | 1.563 |
| Tr 611 / Kings Hwy | Tr 537 | Tr 608 | 11764 | 5 | 16 | 1.125 |
| Mill St. | Pine St. | Branch St. | 11635 | 5 | 16 | 0.189 |
| Tr 541 / Madison Ave | Tr 537 | Tr 38 | 11562 | 5 | 16 | 0.750 |
| Tr 614/Westfield Rd | Tr 613 | Tr 615 | 11429 | 5 | 16 | 1.688 |
| Tr 541/burl Mt Holly Rd | 541 Bypass | Woodpecker Ln | 11369 | 5 | 16 | 0.375 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------------|------------------|------------------|-------|--------|--------------|----------|
| Tr 620 / E Main St | Tr 607 | Tr 619 | 11186 | 5 | 16 | 1.250 |
| Rising Sun Rd. | Tr 295 | Nj Turnpike | 10615 | 5 | 16 | 0.688 |
| Tr 607 / Church St | New Albany Rd | Tr 537 | 9580 | 5 | 16 | 1.118 |
| Tr 686/Hartford Rd | Tr 674 | Union Mills Rd | 9368 | 5 | 16 | 1.000 |
| Tr 613 / Bridge Boro Rd | Tr 636 | Hartford Rd | 9202 | 5 | 16 | 0.625 |
| Tr 608 / Lenola Rd | Tr 607 | Tr 537 | 8521 | 5 | 16 | 2.625 |
| Tr 603 / Main St | Tr 543 | Tr 130 | 8393 | 5 | 16 | 1.438 |
| Tr 607 / Cinnaminson Rd | Tr 543 | Tr 130 | 8088 | 5 | 16 | 1.250 |
| Tr 637 / Irick Rd | Tr 630 | Tr 626 | 7898 | 5 | 16 | 1.000 |
| Tr 618 / Evesboro-Medford Rd | Tr 674 | Elmwood Rd | 7520 | 5 | 16 | 2.250 |
| Tr 543 | Tr 541 | Bur Bristol Brid | 7338 | 5 | 16 | 0.500 |
| Tr 613 / Bridge Boro Rd | Tr 543 | Tr 130 Interchan | 7300 | 5 | 16 | 1.625 |
| Columbus St | Broad St | Tr 130 | 6612 | 5 | 16 | 0.500 |
| Tr 635 / Rancocas Rd | Tr 634 | Tr 630 | 6401 | 5 | 16 | 1.813 |
| Tr 636 / Creek Rd | Tr 613 | Tr 295 | 6296 | 5 | 16 | 3.500 |
| Tr 673 / Fellowship Rd | Tr 607 Church St | Tr 616 Church Rd | 5946 | 5 | 16 | 1.625 |
| Tr 686 / Hartford Rd | Tr 613 | Tr 615 | 5923 | 5 | 16 | 2.188 |
| Tr 670 / Jacksonville Rd | Tr 130 | Tr 660 | 5908 | 5 | 16 | 1.000 |
| Tr 616 / Church Rd | Tr 674 | Tr 603 | 5287 | 5 | 16 | 2.250 |
| Pine St. | Tr 38 | Bolds New Rd. | 5175 | 5 | 16 | 1.313 |
| Tr 674 / Evesboro Rd | Tr 636 | Ark Rd | 4893 | 5 | 16 | 1.000 |
| Tr 534 / Oakshade Rd | Tr 532 | Tr 620 | 4579 | 5 | 16 | 1.938 |
| Neck Rd | Tr 543 | Tr 660 | 3856 | 5 | 16 | 0.938 |
| Tr 606 | Tr 130 | Tr 603 | 3836 | 5 | 16 | 1.500 |
| Tr 660 / Fountain Ave | Tr 541 | Tr 670 | 3790 | 5 | 16 | 0.938 |
| Tr 621 / Park Ave | Camden Co Line | Fork Landing Rd | 3566 | 5 | 16 | 0.375 |
| Union Mill Rd | Tr 686 | Tr 603 | 2712 | 5 | 16 | 1.875 |
| Tr 636 / Fostertown Rd | Tr 38 | Tr 674 | 1889 | 5 | 16 | 0.375 |
| Tr 636 / Fostertown Rd | Tr 537 | Union Mill/Tr38 | 1331 | 5 | 16 | 0.875 |
| Tr 635 / Ark Rd | Fleetwood Ave | Marne Hwy | 10248 | 5 | 17 | 0.375 |
| Tr 605 / Fairview St | Tr 43 | Tr 130 | 9887 | 5 | 17 | 1.500 |
| Tr 528 / Crosswicks St | Tr 662 | Nj Turnpike | 8737 | 5 | 17 | 2.187 |
| New Albany Rd | Tr 608 Lenola Rd | Tr 607 Church St | 8160 | 5 | 17 | 1.000 |
| Tr 630/ Cooper St | Tr 543 | Tr 130 | 7061 | 5 | 17 | 1.562 |
| Van Sciver Pkwy | Tr 630 | Salem Rd | 5988 | 5 | 17 | 1.500 |
| Tr 624 | Tr 543 | Bridgeboro Rd | 3486 | 5 | 17 | 1.625 |
| Union Mills Rd | Ark Rd | Tr 38 | 3190 | 5 | 17 | 0.688 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------------------|--------------------|-------------------|-------|--------|--------------|----------|
| Union Landing Rd | Tr 543 | Tr 130 | 3081 | 5 | 17 | 1.375 |
| Tr 625 / Creek Rd | Tr 624 | Tr 130 | 2844 | 5 | 17 | 1.437 |
| Tr 662 / Burlington St. | Tr 545 | Tr 130 | 2600 | 5 | 17 | 1.937 |
| Tr 658 / Neck Rd | Tr 656 | Tr 130 | 1794 | 5 | 17 | 0.780 |
| Tr 563 | Jenkins Rd | Tr 679 | 1124 | 5 | 17 | 1.313 |
| Tr 656/ Pearl Blvd | Tr 541 | Bur Bristol Brid | 1030 | 5 | 17 | 0.500 |
| Pearl St | Wood St | Dilwyn St | 955 | 5 | 17 | 0.313 |
| Ward Ave | Charles Bossars Dr | Willow Rd | 3365 | 5 | 19 | 0.132 |
| Martin Ave | Alexander Ave | Center St. | 1656 | 5 | 19 | 0.310 |
| Collins Ln. | Fork Landing Rd. | North Coves Ave | 1566 | 5 | 19 | 0.200 |
| Park Ave | Elm Terrace | Linden Ave | 1385 | 5 | 19 | 0.048 |
| Lippincott Ave | Tr 534 | 4Th St. | 823 | 5 | 19 | 0.210 |
| Harvard Ave | Laurelton Ave | N. Stiles Ave | 549 | 5 | 19 | 0.110 |
| Delaware Ave | 4Th St. | 5Th St. | 428 | 5 | 19 | 0.100 |
| Sylvan St | Tr 613 | Butler St. | 352 | 5 | 19 | 0.055 |
| Lincoln St | Pilaski Ave | Chester Ave | 284 | 5 | 19 | 0.100 |
| Leach St | Filmore St. | Taylor St. | 255 | 5 | 19 | 0.050 |
| Penn St | 3Rd St. | 4Th St. | 210 | 5 | 19 | 0.050 |
| Salmon Ave | Pine Ave | Balley Ave | 196 | 5 | 19 | 0.045 |
| Oakland Ave | Woodland Ave | Germantown Ave | 144 | 5 | 19 | 0.200 |
| AC Expressway | Tr 73 | Atlantic Co. Line | 41874 | 7 | 2 | 1.830 |
| AC Expressway | Winslow Rd. | Tr 73 | 37474 | 7 | 2 | 1.437 |
| Tr 73 M.p. 10.5 | Tr 536 | Braddock Rd | 11529 | 7 | 2 | 1.052 |
| Tr 30 | Tr 722 | Tr 726 | 11353 | 7 | 2 | 1.436 |
| Tr 30 M.p. 27.8 | Walker Rd | Camden Co Line | 11101 | 7 | 2 | 2.516 |
| Tr 73 M.p. 6.5 | Ac Expressway | Winslow Rd | 9366 | 7 | 2 | 1.241 |
| Tr 536 Spur / Williamstown Rd | Lakedale Rd | Old Egg Harbor R | 10091 | 7 | 6 | 1.509 |
| Tr 536 / New Brooklyn Rd | Tr 720 | Central Ave | 4991 | 7 | 6 | 1.045 |
| Tr 561 Spur / Mays Landing Rd | Piney Hollow Rd | Atlantic Co Line | 4914 | 7 | 6 | 1.503 |
| Tr 530 / New Brooklyn Rd | Tr 73 | Old Egg Harbor R | 4819 | 7 | 6 | 1.013 |
| Tr 561 / Cedarbrook Rd | Tr 73 | Tr 710 | 4110 | 7 | 6 | 1.157 |
| Tr 561 / Cedarbrook Rd | Laurel Ave | Atl Co Line | 5894 | 7 | 7 | 0.444 |
| Tr 561 / Blue Anchor Rd | Tr 73 | 7Th Ave | 3602 | 7 | 7 | 0.686 |
| Tr 536 / Chew Rd | W Of Atl Co Line | Price Ave | 2731 | 7 | 7 | 1.653 |
| Tr 536 / Chew Rd | Tr 716 | Church Ave | 2549 | 7 | 7 | 0.307 |
| Tr 724 / Wiltseys Mill Rd | Tr 30 | Alt Co Line | 2360 | 7 | 7 | 1.045 |
| Tr 723 / Williamstown Rd | Glo Co Line | Ac Expressway | 3049 | 7 | 8 | 1.241 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------|--------------------------|------------------------|--------|--------|--------------|----------|
| Tr 723 / Fleming Pike | Tr 726 | Tr 561 | 2137 | 7 | 8 | 0.405 |
| Tr 726 / Spring Garden | Tr 721 | Tr 561 | 2119 | 7 | 8 | 0.640 |
| Hammontown Rd | Tr 561 | Camden Co. Line | 1459 | 7 | 9 | 0.800 |
| Tr 725 | Tr 561 | Tr 726 | 1373 | 7 | 9 | 1.000 |
| Pestleton Rd | Tr 536 | Wharton Ave | 1039 | 7 | 9 | 1.500 |
| Wharton Ave | Pestleton Rd. | Tr 716 | 858 | 7 | 9 | 1.480 |
| Central Ave | Tr 73 | Cedar St. | 740 | 7 | 9 | 1.520 |
| Church Ave | Tr 536 | Middle Ave | 670 | 7 | 9 | 0.500 |
| Spring Rd | Union Rd. | Tr 30 | 550 | 7 | 9 | 1.133 |
| Bates Mill / Ancora | Tr 722 | Tr 30 | 475 | 7 | 9 | 0.505 |
| Filtertown Rd | Tr 724 | Tr 73 | 333 | 7 | 9 | 1.400 |
| Walker Rd | Tr 30 | Union Rd. | 284 | 7 | 9 | 1.067 |
| Conard Ave | Tr 536 | Middle Ave | 265 | 7 | 9 | 0.500 |
| Tr 76 | Market St. | Kings Hwy. | 150000 | 7 | 11 | 0.392 |
| Tr 76 M.p. 2.5 | @ W.W. Bridge | | 106000 | 7 | 11 | 0.464 |
| Tr 295 M.p. 2.5 | Tr 76 | Tr 168 | 80000 | 7 | 11 | 1.111 |
| Tr 295 M.p. 26.3 | Nj 42 | Creek Rd | 79172 | 7 | 11 | 0.457 |
| Tr 295 M.p. 35.7 | Tr 70 | Burlington Co. Line | 78748 | 7 | 11 | 1.209 |
| Tr 295 M.p. 31.5 | Tr 30 | Tr 561 | 73000 | 7 | 11 | 2.516 |
| Tr 676 M.p. 0.4 | Tr 76 | Morgan Blvd | 64046 | 7 | 11 | 0.359 |
| Tr 676 M.p. 3.0 | Federal St | Pine St | 49270 | 7 | 11 | 0.163 |
| Tr 42 M.p. 7.7 | Grenloch Little | Gloucester Co Li | 75122 | 7 | 12 | 0.327 |
| AC Expressway | Tr 689 | Gloucester Co. Line | 43446 | 7 | 12 | 2.222 |
| NJ Turnpike | Interchange 3 | Interchange 4 | 40100 | 7 | 12 | 9.000 |
| AC Expressway | Williamstown-New Freedom | Malaga Rd. | 38794 | 7 | 12 | 3.430 |
| Tr 90 M.p. 11.2 | Tr 95 | Tr 130 | 34600 | 7 | 12 | 1.751 |
| Tr 30 M.p. 2.0 | Baird Blvd. | Federal St. | 67156 | 7 | 14 | 0.915 |
| Tr 38 M.p. 3.1 | Haddonfield Rd | Tr 616 | 56538 | 7 | 14 | 1.104 |
| Tr 73 M.p. 32.5 | Tr 130 | Hylton Rd. | 54667 | 7 | 14 | 0.797 |
| Tr 130 M.p. 35.0 | Tr 73 | Industrial Hwy. | 54108 | 7 | 14 | 0.536 |
| Tr 38 M.p. 2.1 | Tr 636 Lexington | Haddonfield Rd | 53225 | 7 | 14 | 1.431 |
| Tr 70 M.p. 5.7 | Nj Turnpike | Tr 673 | 51794 | 7 | 14 | 0.849 |
| Tr 70 M.p. 2.0 | Cornell Rd | Haddonfield Rd | 51489 | 7 | 14 | 0.776 |
| Tr 130 M.p. 27.2 | Tr 76 | W W Bridge Conne | 49954 | 7 | 14 | 0.915 |
| Tr 70 Mp 4.5 | King'S Hwy. | Tr 295 | 49259 | 7 | 14 | 1.509 |
| Tr 70 M.p. 7.0 | Old Orchard Rd | Burl Co Line | 49015 | 7 | 14 | 0.541 |
| Tr 38 M.p. 14.25 | Tr 616 | Burlington County Line | 46004 | 7 | 14 | 0.542 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------------|----------------------|-----------------|-------|--------|-----------------|----------|
| Tr 38 M.p. 1.25 | Tr 70 | Tr 636 | 42497 | 7 | 14 | 0.974 |
| Tr 130 M.p. 33.7 | Tr 90 | Tr 616 | 40293 | 7 | 14 | 0.889 |
| Tr 73 Mp 20.5 | Tr 693 Lafayette Ave | Cooper Rd | 36186 | 7 | 14 | 0.229 |
| Tr 73 M.p. 21.0 | Tr 671 | Dutchtown Rd | 36168 | 7 | 14 | 0.653 |
| Tr 130 Mp 30.7 | Tr 38 | Marlton Ave | 34627 | 7 | 14 | 0.477 |
| Tr 130 M.p. 25.5 | Tr 551 | Creek Rd | 33528 | 7 | 14 | 0.200 |
| Tr 73 M.p. 16.7 | Cherry Cir | Taunton Ave | 33424 | 7 | 14 | 0.248 |
| Tr 30 M.p. 9.1 | Ashland Ave | Nj Turnpike | 31167 | 7 | 14 | 0.621 |
| Tr 30 M.p. 10.3 | Chews Landing Rd | Jefferson Rd | 30906 | 7 | 14 | 0.722 |
| Tr 636 Cuthbert Ave | Tr 70 | Park Dr | 30888 | 7 | 14 | 0.484 |
| Tr 636 / Cuthbert Ave | Tr 38 | Tr 70 | 30810 | 7 | 14 | 0.536 |
| Tr 561 / Berlin Rd | Tr 295 | Morris Dr | 30797 | 7 | 14 | 0.890 |
| Tr 561 / Berlin Rd | Tr 295 | Brace Rd | 30484 | 7 | 14 | 0.804 |
| Tr 30 Mp 13.3 | Tr 686 | Linden Ave | 29784 | 7 | 14 | 0.640 |
| Tr 644 / Haddonfield Rd | Tr 38 | Chapel Rd | 28558 | 7 | 14 | 0.320 |
| Tr 168 Mp 7.0 | Nj Turnpike | Tr 295 | 27238 | 7 | 14 | 0.947 |
| Tr 168 Mp 8.5 | Tr 551 | W W Bridge Conn | 25404 | 7 | 14 | 1.464 |
| Tr 30 Mp 19.0 | Tr 73 | Atco Ave | 23966 | 7 | 14 | 1.189 |
| Tr 561 Berlin Rd | Tr 686 | White Horse Rd | 23082 | 7 | 14 | 0.722 |
| Tr 30 Mp 7.5 | Tr 551 | Tr 41 | 22910 | 7 | 14 | 0.996 |
| Tr 644 / Haddonfield Rd | Tr 70 | Maple Ave | 22025 | 7 | 14 | 0.810 |
| Tr 561 / Berlin Rd Haddonfie | Tansboro Rd | Franklin Ave | 21980 | 7 | 14 | 1.764 |
| Tr 168 Mp 6.25 | Nj Turnpike | Tr 573 | 21793 | 7 | 14 | 0.751 |
| Tr 154 Brace Rd Mp 1.1 | Tr 70 | Evans Mill Rd | 20396 | 7 | 14 | 0.817 |
| Tr 644 | Tr 38 | Church Rd. | 20297 | 7 | 14 | 0.601 |
| W.w. Bridge Conn | Tr 76 | Tr 130 | 20159 | 7 | 14 | 0.686 |
| Tr 168 Mp 3.2 | Tr 42 | Blenheim Rd | 18109 | 7 | 14 | 0.399 |
| Tr 30 Mp 14.8 | United States Av | Franklin Ave | 16976 | 7 | 14 | 0.981 |
| Tr 154 Mp 0.15 | Tr 561 | Kresson Rd. | 16391 | 7 | 14 | 0.307 |
| Tr 636 / Cuthbert Ave | Tr 30 | Macarthur Blvd | 16037 | 7 | 14 | 0.653 |
| Tr 168 Mp 1.5 | Grenloch Little | Cressmont Ave | 15723 | 7 | 14 | 1.111 |
| Tr 635 / Nicholson Rd | Tr 168 | Ward Ave | 14971 | 7 | 14 | 0.529 |
| Tr 644 | Tr 130 | Dover Lane | 14809 | 7 | 14 | 0.588 |
| Tr 73 Mp 14.5 | Tr 30 | Hayes Mill Rd | 13712 | 7 | 14 | 2.548 |
| Tr 30 Mp 5.1 | Tr 130 | Collins Ave | 12582 | 7 | 14 | 0.601 |
| W.w. Bridge Conn | Tr 168 | Tr 130 | 11370 | 7 | 14 | 0.261 |
| Tr 551/ 4th Street | Jefferson Ave | Van Hook St | 4953 | 7 | 14 | 0.261 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------------------|---------------|---------------------|-------|--------|--------------|----------|
| Tr 644 | Tr 73 | Tr 90 | 3966 | 7 | 14 | 0.412 |
| Tr 544 | Gibbsboro Rd. | Burlington Co. Line | 24365 | 7 | 16 | 0.771 |
| Tr 673 / Laurel Rd | Tr 30 | Warwick Rd | 20436 | 7 | 16 | 0.843 |
| Tr 544 | Tr 561 | Tr 673 | 20229 | 7 | 16 | 1.516 |
| Tr 670 | Tr 544 | Tr 678 | 20128 | 7 | 16 | 0.529 |
| Tr 673 | Tr 561 | Tr 544 | 19359 | 7 | 16 | 0.608 |
| Tr 683 / Chews Landing Rd | Tr 681 | Tr 759 | 18995 | 7 | 16 | 0.732 |
| Tr 689 / Crosskeys Rd | Ac Expressway | Tr 705 | 17779 | 7 | 16 | 0.445 |
| Tr 689 / Crosskeys Rd | Tr 30 | Tr 691 | 17343 | 7 | 16 | 1.261 |
| Tr 673 | Tr 544 | Tr 671 | 16647 | 7 | 16 | 1.583 |
| Tr 673 | Tr 70 | Greentree Rd. | 16227 | 7 | 16 | 0.183 |
| Tr 544 | Tr 30 | Park Ave | 16054 | 7 | 16 | 0.598 |
| Tr 706 / Erial Rd | Tr 534 | Peter Cheeseman | 15856 | 7 | 16 | 0.947 |
| Tr 530 Spur / Williamstown Rd | Ac Expressway | Tr 705 | 15274 | 7 | 16 | 0.856 |
| Tr 669 / Warwick Rd | Tr 677 | Jefferson Ave | 14888 | 7 | 16 | 0.441 |
| Tr 551 / Kings Hwy | Tr 168 | Wyoming Ave | 14794 | 7 | 16 | 1.104 |
| Tr 544 / Evesham Rd | Tr 168 | Tr 573 | 12012 | 7 | 16 | 0.699 |
| Tr 41 | Tr 70 | Caldwell Lane | 11753 | 7 | 16 | 0.549 |
| Tr 534 / Berlin Rd | Tr 42 | Tr 168 | 11702 | 7 | 16 | 0.647 |
| Tr 561 / Haddon Ave | Knight Ave | Tr 130 | 11604 | 7 | 16 | 0.668 |
| Tr 759 / Little Gloucester Rd | Tr 706 | Tr 688 | 11148 | 7 | 16 | 1.300 |
| Tr 534 / Blackwood Clementon | Tr 30 | Tr 691 | 9714 | 7 | 16 | 1.568 |
| Tr 604 / Newton Ave | Tr 168 | Federal St | 8250 | 7 | 16 | 0.359 |
| Tr 623 / Hampton Rd | Cuthbert Blvd | Chapel Ave | 7269 | 7 | 16 | 0.621 |
| Tr 691 New Freedom Rd | Tr 689 | Tr 534 | 6918 | 7 | 16 | 0.457 |
| Tr 675 / Cropwell Rd | Tr 73 | Victor Blvd | 6469 | 7 | 16 | 0.653 |
| Tr 675 / Cropwell Rd | Taunton Ave | Commerce Lane | 6331 | 7 | 16 | 0.797 |
| Euclid Ave | Linden Ave | Haddon Ave | 6105 | 7 | 16 | 0.196 |
| Tr 603 / Ferry Ave | Tr 168 | Tr 561 | 5861 | 7 | 16 | 0.804 |
| Tr 688 / Hickstown Rd | Tr 705 | Peter Cheeseman | 5703 | 7 | 16 | 0.836 |
| Marlowe Rd. | Cropwell Rd. | Brick Rd. | 4255 | 7 | 16 | 0.732 |
| Tr 713 / Cooper Rd | Tr 524 | Raritan Ave | 3376 | 7 | 16 | 0.425 |
| Tr 716 / Old White Horse Pike | Burnt Mill Rd | Bisbee Ave | 2661 | 7 | 16 | 2.365 |
| Tr 687 / Jarvis Rd | Tr 688 | Tr 706 | 2585 | 7 | 16 | 1.019 |
| Tr 710 / Atco Ave | Hayes Mill Rd | Tr 20 | 2302 | 7 | 16 | 0.490 |
| Tr 708 / Walker Ave | Minck Ave | Tr 73 | 13528 | 7 | 17 | 0.663 |
| Tr 628 / Park Blvd | Curtis Ave | Tr 644 | 8210 | 7 | 17 | 0.248 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|---------------------|---------------------------|-------|--------|--------------|----------|
| West End Ave | Tr 41 / 573 | Elm Ave | 6233 | 7 | 17 | 0.523 |
| Tr 704/chews Landing/williamst | Tr 687 | Tr 689 | 4881 | 7 | 17 | 1.634 |
| United States Ave | Tr 30 | Crowland St | 3516 | 7 | 17 | 0.392 |
| Euclid Ave | Tr 561 | Greenwwod Ave | 3493 | 7 | 17 | 0.196 |
| Remington Ave | Hylton Rd | Tipton Blvd | 3375 | 7 | 17 | 0.284 |
| Mouldy Rd | Tr 30 | Tr 669 | 2672 | 7 | 17 | 0.386 |
| Tr 628 | Tr 130 | Kaighn Ave | 1903 | 7 | 17 | 0.359 |
| Tr 715 / Maple Ave | Tr 534 | Raritan Ave | 1589 | 7 | 17 | 0.751 |
| 4th St | Federal St | Pine St | 1328 | 7 | 17 | 0.536 |
| Congress Rd | Collings Rd | Republic Rd | 1063 | 7 | 17 | 0.314 |
| Read Rd | Smiths Ave | Tr 41 / 573 | 1060 | 7 | 17 | 0.614 |
| Victor Blvd | Tr 561 | Tr 675 | 997 | 7 | 17 | 1.241 |
| Chelton Pkwy. | Durand Ave | Kingston Rd. | 864 | 7 | 17 | 0.131 |
| Higgins Ave | Tr 30 | Tr 534 | 851 | 7 | 17 | 0.470 |
| Magill Ave | Tr 30 | Browning Rd | 745 | 7 | 17 | 0.287 |
| 9th St. | Tr 168 | Central Ave | 2834 | 7 | 19 | 0.083 |
| Over Mill Rd. | Buttonwood Rd. | Longwood Dr. | 1774 | 7 | 19 | 0.042 |
| 4th St. | Evergreen Ave | Elm Ave | 895 | 7 | 19 | 0.042 |
| Columbia Ave | Tr 727 | Grand Ave | 830 | 7 | 19 | 0.167 |
| Saratoga Rd. | Liberty Dr. | Oak Dr. | 604 | 7 | 19 | 0.168 |
| Cypress Ave | Woodlynne Ave | 3Rd St. | 590 | 7 | 19 | 0.167 |
| Lakewood Ave | Tr 544 | Madison Ave | 437 | 7 | 19 | 0.063 |
| Valley Dr. | Willow Way | Glendale Dr. | 383 | 7 | 19 | 0.250 |
| Park Ave | Ava Ave | Gloucester Ave | 355 | 7 | 19 | 0.063 |
| Williams Ave | West Of David Place | Street End | 303 | 7 | 19 | 0.167 |
| Johnson Ave | Tr 573 | Patricia Ln. | 269 | 7 | 19 | 0.333 |
| Simpson Ave | Center Ave | West Of 1St Ave | 249 | 7 | 19 | 0.083 |
| Tr 295 Mp 12.5 | Tr 322 | Oak Grove Rd | 31610 | 15 | 1 | 2.476 |
| Tr 295 Mp 9.66 | Salem County Lin | Tr 620 (Center Square Rd) | 29011 | 15 | 1 | 1.381 |
| Tr 295 Mp 10.99 | Tr 620 | Tr 322 | 25300 | 15 | 1 | 1.619 |
| Nj Turnpike | Interchange 2 | Interchange 3 | 36100 | 15 | 2 | 12.860 |
| Nj Turnpike | Interchange 1 | Interchange 2 | 34800 | 15 | 2 | 5.000 |
| Tr 322 Mp 1.09 | Comm. Barry Bridge | Tr 130 | 27000 | 15 | 2 | 1.524 |
| Tr 55 Mp 44.43 | Tr 553 | Little Mill Rd | 22765 | 15 | 2 | 1.905 |
| Tr 322 Mp 15.8 | Hampton Blvd | Tr 55 | 15356 | 15 | 2 | 0.810 |
| Tr 130 Mp 13.68 | Tr 44 | Tr 295 | 14826 | 15 | 2 | 0.762 |
| Tr 322 Mp 15.13 | Tr 635 | Tr 55 | 14407 | 15 | 2 | 0.524 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|------------------|-------------------|-------|--------|-----------------|----------|
| Tr 322 / U.s 322 Mp 3.07 | Tr 130 | Tr 295 | 13601 | 15 | 2 | 1.762 |
| Tr 322 Mp 12.23 | Tr 45 | Tr 667 | 12807 | 15 | 2 | 1.476 |
| Tr 130 Mp 12.8 | Tr 322 | Tr 44 | 12403 | 15 | 2 | 1.238 |
| Tr 322 Mp 4.39 | Tr 295 | Tr 669 | 12291 | 15 | 2 | 0.857 |
| Tr 322 Mp 7.56 | Tr 551 | Nj Turnpike | 11621 | 15 | 2 | 1.095 |
| Tr 322 Mp 8.44 | Tr 607 | Nj Turnpike | 10457 | 15 | 2 | 0.667 |
| Tr 322 Mp 20.4 | Flanagan Ave | Tr 655 | 7337 | 15 | 2 | 1.524 |
| Tr 322 Mp 26.5 | Tr 659 | Tr 612 | 13625 | 15 | 6 | 0.571 |
| Tr 45 Mp 17.5 | Tr 322 | Tr 77 | 12487 | 15 | 6 | 0.380 |
| Tr 40 Mp 25.0 | Tr 613 | Little Ease Run | 10996 | 15 | 6 | 1.050 |
| Tr 322 Mp 27.0 | Malaga Rd | Luther Ave | 10270 | 15 | 6 | 0.476 |
| Tr 322 Mp 30.5 | Old Black Horse | Coles Mill Lane | 9843 | 15 | 6 | 0.760 |
| Tr 322 Mp 32.1 | Piney Hollow Rd | Atlantic Co. Lin | 9391 | 15 | 6 | 1.330 |
| Tr 40 Mp 32.1 | Tr 557 | Atlantic Co. Lin | 8323 | 15 | 6 | 1.330 |
| Tr 77 Mp 21.7 | Tr 581 | Tr 618 | 6289 | 15 | 6 | 1.810 |
| Tr 130 Mp 9.3 | Salem Co. Line | Center Square Rd. | 5410 | 15 | 6 | 0.570 |
| Tr 77 Mp 17.9 | Oldmans Creek | Springtown Pine | 4848 | 15 | 6 | 0.048 |
| Tr 553 / Centerton Glassboro R | Garrison Rd | Frank/Monroville | 4402 | 15 | 6 | 0.380 |
| Tr 45 Mp 15.9 | Swedesboro Rd | S.Branch Raccoon | 3792 | 15 | 6 | 0.760 |
| Tr 45 Mp 12.8 | Oldmans Creek | Marl Rd | 3019 | 15 | 6 | 0.570 |
| Tr 44 Mp 1.4 | Tr 130 | Tr 684 | 2156 | 15 | 6 | 0.857 |
| Tr 555 / Tuckahoe Rd | Tr 612 | Janvier Ave | 6665 | 15 | 7 | 1.333 |
| Tr 551 / Kings Highway | Tr 551 Spur | Tr 664 | 6350 | 15 | 7 | 1.143 |
| Tr 551 / Kings Highway | Tr 322 | Tr 538 | 6162 | 15 | 7 | 0.762 |
| Tr 605 / Kings Highway | Tr 630 | Tr 551 | 5207 | 15 | 7 | 0.857 |
| Tr 555/tuckahoe Rd | Tr 538 Coles Mil | Tr 659 (Marshall | 5100 | 15 | 7 | 0.476 |
| Tr 538/paulsboro-swedesboro | Tr 322 | Tr 551 Kemp Hwy | 5001 | 15 | 7 | 0.667 |
| Tr 555/mainlake Rd | Tr 40 | Weymouth Rd | 4921 | 15 | 7 | 1.238 |
| Tr 620/center Square Rd. | Tr 601 | Tr 295 | 4463 | 15 | 7 | 1.048 |
| Tr 620 / Center Square Rd | Tr 295 | Township Line | 3889 | 15 | 7 | 1.143 |
| Tr 659 | Tr 633 (Blue Bel | Tr 528 (Coles Mi | 3409 | 15 | 7 | 1.143 |
| Tr 538/coles Mill | Tr 612 | Pennsylvania Ave | 3216 | 15 | 7 | 2.286 |
| Tr 653/swedesboro Rd | Tr 130 | Tr 607 Tomlin St | 3165 | 15 | 7 | 0.762 |
| Tr 557/tuckahoe Rd | Tr 555 | Dutch Mills Rd | 3102 | 15 | 7 | 2.381 |
| Tr 551 Spur/mickleton Jefferso | Tr 551 | Union Rd | 2793 | 15 | 7 | 1.143 |
| Tr 605 / Woodstown Rd | Tr 608 | Tr 602 | 2652 | 15 | 7 | 1.381 |
| Tr 538/swedesboro/franklinvill | Tr 77 | Tr 641 Ellis Mil | 2174 | 15 | 7 | 0.524 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|---------------------|--------------------|-------|--------|--------------|----------|
| Tr 538 / Coles Mill Rd | Tr 659 | Blue Bell Rd | 2056 | 15 | 7 | 0.667 |
| Tr 641 | Tr 77 | Tr 538 | 1782 | 15 | 7 | 0.810 |
| Tr 538 / Swedesboro/franklinvi | Tr 45 | Tr 581 | 1777 | 15 | 7 | 1.286 |
| Tr 551 / Auburn Rd | Oldmans Creek | Moravian Church | 1632 | 15 | 7 | 0.190 |
| Weymouth Rd | Main Rd | Blue Bell Rd | 1167 | 15 | 7 | 0.571 |
| Tr 581 / Commissioner Rd | Springtown-Pine | Gloucester Co Li | 969 | 15 | 7 | 0.381 |
| Tr 607 / Tomlin Station Rd | Still Run Creek | Tr 130 | 967 | 15 | 7 | 0.619 |
| Tr 609 (min) Richwood Rd | Tr 603 | Tr 625 | 2783 | 15 | 8 | 0.857 |
| Tr 667/richwood Aura Rd | Jackson Rd | Tr 322 | 2518 | 15 | 8 | 0.333 |
| Winslow Rd. | Tr 659 | Camden Co. Line | 2353 | 15 | 8 | 2.286 |
| Tr 667/richwood Aura Rd | Tr 619 Woodstown | Tr 553 Central G | 1561 | 15 | 8 | 0.429 |
| Tr 604 / Franklinville/monroev | Row Rd 611 | Pinard Rd | 1533 | 15 | 8 | 0.571 |
| Tr 609 (min) Elmer Barnsboro R | Tr 623 | Tr 619 Woodstown | 1201 | 15 | 8 | 1.333 |
| Tr 662 (high Hill Rd.) | Center Square Rd. | Tr 295 | 2128 | 15 | 9 | 0.438 |
| High St. | Tr 607 | Tr 45 | 1421 | 15 | 9 | 2.063 |
| Walters Rd. | Tr 667 | Tr 322 | 1068 | 15 | 9 | 0.844 |
| Tr 622-ewan Rd. | Tr 77 | Tr 623 | 942 | 15 | 9 | 0.940 |
| Union Mill Rd. | Tr 551 | Tr 664 | 880 | 15 | 9 | 0.900 |
| Tr 607 (tomlin Station Rd.) | Tr 551 | Tr 322 | 646 | 15 | 9 | 1.350 |
| Tr 684 (rapaupo Rd.) | Warrington Mill Rd. | Tr 551 | 593 | 15 | 9 | 1.200 |
| Tr 668 (swedesford Harrsionvil | Nj Turnpike | Tr 614 | 394 | 15 | 9 | 0.047 |
| Tr 627 (old Jackson Rd.) | Tr 603 | Tr 667 | 329 | 15 | 9 | 1.782 |
| Tr 614 (davidson Rd.) | Russel Mill Rd. | Tr 605 | 242 | 15 | 9 | 1.500 |
| Tr 669 (meetinghouse Rd.) | Tr 653 | Tr 322 | 140 | 15 | 9 | 1.575 |
| Tr 295 Mp 22.56 | Tr 44 | Red Bank Ave Ramps | 55000 | 15 | 11 | 0.905 |
| Tr 295 Mp 20.58 | Mantua Creek | Church St | 49079 | 15 | 11 | 2.524 |
| Tr 295 Mp 25.27 | Tr 130 | Broadway | 45999 | 15 | 11 | 0.810 |
| Tr 295 Mp 18.0 | Timber Lane | Tr 678 | 45956 | 15 | 11 | 1.095 |
| Tr 42 Mp 11.52 | Tr 544 | Camden County Li | 86817 | 15 | 12 | 0.857 |
| Tr 55 Mp 54.93 | Tr 553 | Tr 47 | 43477 | 15 | 12 | 2.762 |
| Tr 55 Mp 52.0 | Tr 322 | Tr 553 | 28351 | 15 | 12 | 2.952 |
| Tr 55 Mp 38.93 | S Of U.S 40 Inte | Cumberland Co Li | 22544 | 15 | 12 | 0.524 |
| Tr 42 Mp 6.03 | Ac Expressway | Tr 651 | 47290 | 15 | 14 | 0.762 |
| Tr 42 Black Horse Pike M.p | Tr 655 | Tr 555 | 28177 | 15 | 14 | 1.333 |
| Tr 551 Broad St | Tr 644 | Tr 534 | 26944 | 15 | 14 | 0.286 |
| Tr 322 Mp 24.4 | Tr 42 | Tr 654 | 24585 | 15 | 14 | 0.286 |
| Tr 42 Mp 1.31 | Tr 689 | Tr 536 Spur | 23726 | 15 | 14 | 2.667 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------------|------------------|------------------|-------|--------|-----------------|----------|
| Tr 45 Mp 26.96 | Tr 295 | Tr 644 | 21326 | 15 | 14 | 1.191 |
| Tr 47 Delsea Dr Mp 63.6 | Tr 553 | Tr 651 | 20930 | 15 | 14 | 0.095 |
| Tr 553 Evergreen Rd | Cooper St | Barber Rd | 20703 | 15 | 14 | 0.190 |
| Tr 47 M.p 62.48 | Tr 322 W | Tr 322 E | 19193 | 15 | 14 | 0.381 |
| Tr 534 Cooper St | Tr 45 | Woodland Ave | 19105 | 15 | 14 | 0.190 |
| Tr 544 Clements Br Rd | Tr 42 | Tr 41 | 18886 | 15 | 14 | 0.190 |
| Tr 544 Clements Br Rd | Tr 621 | Tr 42 | 17823 | 15 | 14 | 0.762 |
| Tr 534 Cooper St | Tr 553 | Nj Turnpike | 15677 | 15 | 14 | 0.667 |
| Tr 130 Mp 24.48 | Tr 295 | Tr 45 | 15451 | 15 | 14 | 1.429 |
| Tr 536 Sicklerville Rd | Ac Expressway | Tr 42 | 15391 | 15 | 14 | 1.619 |
| Delaware St | Tr 295 | Myrtle La | 14857 | 15 | 14 | 0.524 |
| Tr 322 Mp 11.7 | Tr 45 | Milford Rd | 12615 | 15 | 14 | 2.095 |
| Tr 553 Woodbury/glassboro Rd | Elm St | Mantua Ave | 11768 | 15 | 14 | 0.190 |
| Tr 553 Woodbury/glassboro Rd | Mantua Creek | Barnsboro Blackw | 11597 | 15 | 14 | 0.238 |
| Tr 45 Mp 28.05 | Tr 130 | Tr 295 | 11108 | 15 | 14 | 0.905 |
| Tr 168 Blackhorse Pk Mp 0.3 | Camden Co Line | Tr 42 | 10354 | 15 | 14 | 0.952 |
| Tr 553 Glassboro/woodburyrd | Tr 55 | Tylers Mill Rd | 10188 | 15 | 14 | 0.381 |
| Tr 322 Mp 21.8 | Tr 655 | New St | 9081 | 15 | 14 | 1.142 |
| Tr 45 Mp 19.7 | Tr 667 | Tr 626 | 8591 | 15 | 14 | 1.100 |
| Tr 322 Mp 23.9 | Tr 654 | Prince Ave | 7841 | 15 | 14 | 0.714 |
| Tr 553/ Evergreen Ave | Hunter St | Red Bank Ave 644 | 18234 | 15 | 16 | 0.476 |
| Tr 47 Mp 73.0 | Nj Turnpike | Tr 644 Red Cedar | 18198 | 15 | 16 | 0.905 |
| Tr 47 Mp 71.4 | Tr 534 | Tr 665 | 13230 | 15 | 16 | 1.048 |
| Tr 45 Mp 22.0 | Tr 678 | Tr 632 | 13097 | 15 | 16 | 0.810 |
| Tr 41 Hiffulle Rd | Tr 621 Woodbury | Tr 630 Egg Harbo | 12151 | 15 | 16 | 1.571 |
| Tr 651 / Green Tree Rd | Tr 42 | Tr 630 | 12132 | 15 | 16 | 1.714 |
| Tr 40 Mp 26.1 | Tr 55 | Tr 47 Delsea Dri | 12099 | 15 | 16 | 0.857 |
| Tr 47 Mp 59.1 | Carpenter Ave | Howard St | 11667 | 15 | 16 | 1.286 |
| Tr 630 | Tr 654 | Tr 639 | 10500 | 15 | 16 | 0.857 |
| Tr 655 / Fries Mill Rd | Tr 42 | Tr 654 Glass Bor | 10204 | 15 | 16 | 1.524 |
| Tr 651 / Greentree Rd | Tr 553 | Pitman Rd | 9928 | 15 | 16 | 1.333 |
| Tr 47 / Nj 47 Mp 55.7 | Tr 655 Blackwood | Tr 538 Swedesbor | 8548 | 15 | 16 | 1.333 |
| Tr 678 / Berkley Rd | Tr 551 | Whiskey Mill Rd | 7948 | 15 | 16 | 0.952 |
| Tr 653 / Billingsport Rd | Tr 678 | Delaware Ave | 7231 | 15 | 16 | 1.238 |
| Tr 553 Alt / Broadway | Tr 635 | Cyrus Ave | 5636 | 15 | 16 | 0.667 |
| Tr 643 / Grove Rd | Tr 660 | Tr 656 | 5549 | 15 | 16 | 1.667 |
| Tr 610/ Academy Clayton Rd | Tr 612 | Tr 322 | 5342 | 15 | 16 | 1.429 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|--------------------|------------------|-------|--------|--------------|----------|
| Tr 642 | Tr 45 | Lafayette Ave | 5215 | 15 | 16 | 0.381 |
| Tr 610 / Academy Rd | Tr 606 East | Tr 655 Fries Mil | 4908 | 15 | 16 | 1.048 |
| Tr 653 | Harmony Rd | Tr 44 | 4903 | 15 | 16 | 0.520 |
| Tr 643 / Grove Rd | Tr 640 | Tr 642 | 4825 | 15 | 16 | 1.191 |
| Tr 553 Alt / Broadway | Tr 678 | New York Ave | 4490 | 15 | 16 | 1.048 |
| Tr 663/ Tanyard Rd | Tr 603 | Salina Rd | 4271 | 15 | 16 | 0.571 |
| Tr 678 / Harrison Ave | Tr 45 | Tr 632 | 4237 | 15 | 16 | 0.714 |
| Tr 676 / Mantua St | Indiana Ave | Bergen Ave | 4162 | 15 | 16 | 0.810 |
| Tr 47 Mp 51.9 | Malaga Terr | Cumberland Co. L | 3570 | 15 | 16 | 0.190 |
| Tr 551 Spur / Democrat Rd | Tr 680 | Birch Dr | 2680 | 15 | 16 | 0.429 |
| Tr 536 / Williamstown / New Br | Tr 659 Winslow M | Morgan Rd | 2511 | 15 | 16 | 1.429 |
| Tr 689 / New St | Tr 47 | Mantua Creek | 2205 | 15 | 16 | 0.952 |
| Winslow Rd | Orbane'S Lane | Malaga Rd | 2135 | 15 | 16 | 0.524 |
| Tr 551 Spur/ Mickleton/jeffers | Broad St | Tr 653 | 1076 | 15 | 16 | 1.286 |
| Joseph L Bowe Blvd | Tr 322 | Tr 553 Alt | 12948 | 15 | 17 | 0.762 |
| Tr 555 / Mainlake Rd | Garden Rd | Cumberland Count | 7971 | 15 | 17 | 0.381 |
| Tr 615 / West Blvd | Mill Branch Cree | Cumberland Co Li | 5540 | 15 | 17 | 1.048 |
| Mantua Ave | Tr 44 | 2Nd St | 3660 | 15 | 17 | 1.191 |
| Tr 661/madison Ave | Tr 615 | Tr 661 | 2126 | 15 | 17 | 0.429 |
| Tr 608/academy Rd | Tr 610 | Silver Lake Rd | 2108 | 15 | 17 | 0.714 |
| Clayton Ave | Tr 47 | Green St. | 1631 | 15 | 17 | 0.381 |
| Tr 637/glassboro Rd Academy | Oak St | Wilson Ave | 1474 | 15 | 17 | 1.143 |
| Tr 661 / Madison Ave | Tr 40 | Catawba Ave | 884 | 15 | 17 | 0.857 |
| Tr 680 | Friendship Rd. | Tr 551 | 2790 | 15 | 19 | 0.800 |
| Tr 648-ogden Ave | Tr 551 | Nj Turnpike | 2690 | 15 | 19 | 1.400 |
| Salina Rd. | Tr 47 | Tr 630 | 2247 | 15 | 19 | 1.200 |
| Friendship Rd. | Harmony Rd. | Tr 667 | 1985 | 15 | 19 | 1.050 |
| Crafton Ave | Oak Crest Ave | Highland Terrace | 694 | 15 | 19 | 0.150 |
| 6th St. | Beacon Ave | Billings Ave | 575 | 15 | 19 | 0.050 |
| Clonmell Rd. | N. Delaware St. | King St. | 423 | 15 | 19 | 0.075 |
| Grandview Ave | Franklin Ave | Mansfield Ave | 324 | 15 | 19 | 0.150 |
| Huff Ave | Swedes Borough Rd. | Morton Ave | 166 | 15 | 19 | 0.150 |
| Tr 195 Mp 5.84 | Interchange 5 | Interchange 6 | 28645 | 21 | 1 | 1.286 |
| Tr 195 Mp 8.0 | Interchange 7 | Interchange 8 | 25272 | 21 | 1 | 2.423 |
| Tr 33/130 Mp 66.3 | Hawkins Rd | Voelbel Rd | 31575 | 21 | 2 | 0.357 |
| Tr 33/130 Mp 64.0 | Woodside Rd | Gordon Rd | 29431 | 21 | 2 | 0.857 |
| Tr 31 Mp 9.5 | Mar Cor Woodsvill | Yard Rd | 22389 | 21 | 2 | 1.560 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|-------------------|--------------------------|-------|--------|-----------------|----------|
| Tr 206 Mp 56.5 | Somerset Co Line | Ewing St | 22011 | 21 | 2 | 1.269 |
| Tr 29 Mp 13.5 | Fiddlers Creek Rd | Church Rd | 9786 | 21 | 2 | 0.857 |
| Tr 29 Mp 16.5 | Hunterdon Co Line | Valley Rd | 8901 | 21 | 2 | 0.714 |
| Tr 31 Mp 12.2 | Hunterdon Co Line | Tr 518 | 7030 | 21 | 2 | 0.118 |
| Carter Rd | Rosedale Rd | Cold Soil Rd | 8761 | 21 | 6 | 0.393 |
| Robbistville-allentown Rd | Monmouth County L | Tr 195 Ramps | 7235 | 21 | 6 | 0.314 |
| Robbinsville-allentown Rd | Tr 195 Ramps | Spring Garden Rd | 6406 | 21 | 6 | 0.171 |
| Etra Rd | Fieldsher Rd | Mercer County Lin | 2915 | 21 | 6 | 0.566 |
| Dutch Neck Rd | Old Trenton Rd | Dutch Neck Rd | 876 | 21 | 6 | 0.583 |
| Lambertville-hopewell-rd | West Broad St | Hart St | 6024 | 21 | 7 | 0.538 |
| Windsor Rd | Tr 535 | South Lane | 5243 | 21 | 7 | 1.120 |
| Old York Rd | Windsor-Perrinevi | Mercer County Lin | 5159 | 21 | 7 | 0.923 |
| Harbourton Rd | Lambertville-Hope | Mercer County Lin | 3956 | 21 | 7 | 0.615 |
| Pennington-rockyhill Rd | Mores Mill Rd | Tr 569 | 3167 | 21 | 7 | 0.800 |
| Crusher Rd | Tr 654 | Tr 569 | 953 | 21 | 7 | 1.850 |
| Hopewell-wertsville Rd | Minnietown Lane | Mercer County Lan | 2147 | 21 | 8 | 0.385 |
| Tr 630 (windsor-perrineville R | Old York Rd. | Imlaystown Rd. | 2096 | 21 | 8 | 0.615 |
| Windsor-perrineville Rd | Old York Rd | Tr 630 | 2096 | 21 | 8 | 0.615 |
| Windsor Rd | Tr 130 | Perrineville Rd | 1714 | 21 | 8 | 0.154 |
| Perrineville Rd | Tr 641 | Voelbel Rd | 1495 | 21 | 8 | 1.110 |
| Sharon Rd | Gordon Rd | Monmouth County L | 1407 | 21 | 8 | 2.000 |
| Tr 632 / Blackwells Rd. | Tr 640 | City Rd. | 1812 | 21 | 9 | 1.292 |
| Tr 601 | Tr 518 | Tr 579 | 1426 | 21 | 9 | 1.200 |
| Tr 612 / Marshalls Woodsville | Tr 518 | Tr 31 | 1263 | 21 | 9 | 2.154 |
| Pennington-titusville Rd. | Tr 579 | Burd Rd. | 848 | 21 | 9 | 2.090 |
| Mookes Mill Mount Rose Rd. | Tr 654 | Tr 624 | 748 | 21 | 9 | 1.840 |
| Titus Mill Rd. | Tr 31 | Tr 624 | 653 | 21 | 9 | 1.970 |
| Cleveland Brook Rd. | Tr 569 | Mercer Co. Line | 426 | 21 | 9 | 1.077 |
| Harbourton/woodsville Rd. | Tr 579 | New Rd. | 338 | 21 | 9 | 2.000 |
| Bay Berry Rd. | Tr 624 | Tr 569 | 287 | 21 | 9 | 1.723 |
| Aunt Molly Rd. | Tr 518 | Tr 624 | 164 | 21 | 9 | 1.846 |
| Yard Rd. | Burd Rd. | Tr 31 | 161 | 21 | 9 | 1.108 |
| Tr 295 Mp 67.0 | Princeton Ave | Tr 1 | 78133 | 21 | 11 | 2.229 |
| Tr 295 Mp 71.2 | Tr 206 | Tr 195 | 53770 | 21 | 11 | 0.686 |
| Tr 95 Mp 3.2 | Tr 31 | Scotch Rd | 51758 | 21 | 11 | 1.326 |
| Tr 295 Mp 63.0 | Kuser Rd. | Mercerville-Edinburg Rd. | 43457 | 21 | 11 | 1.440 |
| Tr 195 Mp 4.0 | Interchange 4 | Interchange 5 | 30367 | 21 | 11 | 1.457 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------|---------------------|-------------------|-------|--------|-----------------|----------|
| Nj Turnpike | Interchange 8 | Interchange 8A | 96900 | 21 | 12 | 6.114 |
| Nj Turnpike | Burlington Co. Line | Interchange 7A | 91400 | 21 | 12 | 3.835 |
| Tr 1 Exp Mp 1.7 | Perry St | Olden Ave | 51369 | 21 | 12 | 1.040 |
| Tr 1 Expressway Mp 0.5 | Tr 29 | Broad St. | 35000 | 21 | 12 | 0.464 |
| Tr 29 Mp 3.5 | Market St | Tr 1 | 25730 | 21 | 12 | 0.321 |
| Tr 1 Exp Mp 3.4 | Whitehead Rd | Brunswick Pk | 23766 | 21 | 12 | 1.417 |
| Tr 29 Mp 5.5 | Lee Ave | Parkside Ave | 11553 | 21 | 12 | 0.500 |
| Tr 1 Mp 6.3 | Baker Basin Rd | Tr 295 Ramps | 43293 | 21 | 14 | 0.643 |
| Tr 1 | Broad St. | State Rd. | 32000 | 21 | 14 | 1.330 |
| Tr 31 Mp 5.4 | Tr 95 | Tr 546 | 28549 | 21 | 14 | 1.314 |
| Tr 130 Mp 62.0 | Tr 195 | Tr 526 | 28469 | 21 | 14 | 1.089 |
| Tr 130 Mp 58.7 | Burlington County | Arlington Ave | 28421 | 21 | 14 | 0.789 |
| Tr 130 Mp 69.1 | Rockybrook Rd | Middlesex County | 27129 | 21 | 14 | 1.036 |
| Tr 130 Mp 67.8 | Tr 571 | Hickory Cor Rd | 26264 | 21 | 14 | 0.743 |
| Tr 1 Alt Mp 4.1 | Whitehead Rd | Lake Dr | 22989 | 21 | 14 | 0.846 |
| Tr 31 Mp 8.5 | Franklin Ave | Yard Ave | 22080 | 21 | 14 | 0.566 |
| Tr 206 Mp 48.6 | Tr 295 | Manning Lane | 21585 | 21 | 14 | 1.077 |
| Tr 33 Mp 18.0 | Middlesex County | Probasco Dr | 20683 | 21 | 14 | 0.615 |
| Tr 206 Mp 47.0 | Darrah Lane | Eggert Crossing R | 20490 | 21 | 14 | 0.107 |
| Tr 571 | Tr 526 | Rabbit Hill Rd | 20333 | 21 | 14 | 1.000 |
| Tr 206 Mp 55.1 | Ewing St | Red Hill Rd | 18423 | 21 | 14 | 0.291 |
| Tr 206 Mp 52.0 | Province Line Rd | Tr 533 | 17954 | 21 | 14 | 0.931 |
| Tr 571 | Tr 1 | Cranburry Rd | 17883 | 21 | 14 | 1.326 |
| Tr 622 | Tr 31 | Parkway Ave | 17876 | 21 | 14 | 0.750 |
| Tr 524 | Tr 533 | Tr 195 | 17750 | 21 | 14 | 0.214 |
| Tr 524 | Tr 130 | Sunnybrae Rd | 17609 | 21 | 14 | 0.679 |
| Tr 571 Princeton Rd | Old Trenton Rd | Tr 130 | 17589 | 21 | 14 | 1.464 |
| Tr 634 | Scotch Rd | Lower Ferry Rd | 17470 | 21 | 14 | 0.543 |
| Tr 31 Mp 3.4 | Stuart Ave | Theresa St | 17230 | 21 | 14 | 0.829 |
| Tr 571 Stockton St | Tr 130 | Main St | 16694 | 21 | 14 | 0.789 |
| Tr 206 Mp 46.5 | Fairfield Ave | Eggerts Crossing | 16669 | 21 | 14 | 0.962 |
| Tr 579 Bear Tavern Rd | Tr 95 | West Upper Ferry | 16550 | 21 | 14 | 0.771 |
| Tr 31 Mp 4.3 | Tr 95 | Upper Ferry Rd | 16131 | 21 | 14 | 0.913 |
| Tr 206 Mp 50.5 | Province Line Rd | Tr 569 | 14915 | 21 | 14 | 1.321 |
| Tr 571/washington Ave | Tr 1 | Faculty Rd | 14091 | 21 | 14 | 0.929 |
| Tr 29 Mp 10.4 | Mountain View Rd | Tr 637 | 12256 | 21 | 14 | 0.464 |
| Tr 622 | E. State Rd | Tr 33 | 11646 | 21 | 14 | 0.196 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------|-------------------|-------------------|-------|--------|-----------------|----------|
| Tr 29 Mp 11.5 | Tr 546 | Maddock Rd. | 11644 | 21 | 14 | 0.981 |
| Tr 27 Mp 2.2 | East Of Mercer Co | | 11100 | 21 | 14 | 0.308 |
| Tr 620 | Tr 533 | Tr 295 | 10193 | 21 | 14 | 0.643 |
| Tr 33 Mp 4.0 | Mercerville-Edinb | Quaker Bridge Rd | 9570 | 21 | 14 | 0.357 |
| Tr 33 Mp 7.7 | Robinsville Rd | Tr 130 | 9298 | 21 | 14 | 0.393 |
| Tr 31 Mp 0.7 | Parkway Ave | Chelten Ave | 8121 | 21 | 14 | 0.446 |
| Quaker Bridge Rd | Tr 535 | Sloan Ave | 18939 | 21 | 16 | 0.923 |
| Whitehorse Rd | Findley Ave | Clinton Ave | 15706 | 21 | 16 | 0.964 |
| Stockton St | Ward St | Boro Boundary | 13728 | 21 | 16 | 0.794 |
| Hamilton Ave | Broad St | Kuser Rd | 13487 | 21 | 16 | 2.097 |
| Clinton Ave | Beatty St | Greenwood Ave | 13411 | 21 | 16 | 0.731 |
| Clinton Ave | Tr 533 | Park Ave | 12277 | 21 | 16 | 1.214 |
| Nottingham Way | Park Ave | Aberfoyl Ave | 12101 | 21 | 16 | 0.231 |
| Clarksville Rd | Tr 533 | North Post Rd | 11071 | 21 | 16 | 2.610 |
| Nottingham Way | Tr 535 | Sharps Ave | 10880 | 21 | 16 | 0.154 |
| Cedar Lane | New Kirk Ave | Kuser Ave | 10737 | 21 | 16 | 0.462 |
| Alexander Rd | Tr 1 | North Post Rd | 10472 | 21 | 16 | 1.420 |
| Witherspoon St. | Nassau St | Leigh Ave | 10425 | 21 | 16 | 0.385 |
| Scotch Rd | Parkway Ave | Fireside Ave | 9741 | 21 | 16 | 0.482 |
| Prospect St | State St | Pennington St | 9635 | 21 | 16 | 0.821 |
| Tr 535 Edinburch Rd | Middlesex Co Line | Princeton Rd | 9064 | 21 | 16 | 0.821 |
| Millstone Rd | Cranbury Rd | Middlesex Co Line | 7595 | 21 | 16 | 0.393 |
| Nottingham Way | Brown Dr | Tr 33 | 7315 | 21 | 16 | 0.308 |
| Pennington Rd | Blackwells Rd | Federal City Rd | 6329 | 21 | 16 | 0.994 |
| North Post Rd | Clarksville Rd | Wood Meadow La | 5919 | 21 | 16 | 0.440 |
| Tr 539 Main St | East Ward St | Stockton St | 4813 | 21 | 16 | 0.126 |
| Yardville-allentown Rd | Doctors Creek | Mercer County Lin | 3873 | 21 | 16 | 0.385 |
| Providence Line Rd | Tr 206 | Tr 583 | 3865 | 21 | 16 | 0.748 |
| North Post Rd | Village Rd | Hollow Rd | 3806 | 21 | 16 | 0.280 |
| Tr 633 Monmouth St | Woodside Ave | Manlove Ave | 3750 | 21 | 16 | 0.607 |
| Grovers Mill Rd | Hightstown Pl | Cranbury Rd | 3413 | 21 | 16 | 0.743 |
| Tr 175 | Tr 29 | Upper River Rd | 1887 | 21 | 16 | 0.475 |
| Snowden La | Abernathy Rd | Herrtown Rd | 1729 | 21 | 16 | 1.006 |
| Herron Town Rd | Snoden La | River Rd | 1558 | 21 | 16 | 0.743 |
| Sullivan Rd | Lower Ferry Rd | Tr 29 | 9424 | 21 | 17 | 0.962 |
| Eggerts Crossing Rd | Tr 636 | Bunker Hill Rd | 8576 | 21 | 17 | 0.577 |
| Federal City Rd | Tr 640 | Tr 31 | 8087 | 21 | 17 | 0.423 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------------|-------------------|--------------------|-------|--------|--------------|----------|
| Village Rd | Tr 533 | North Post Rd | 7596 | 21 | 17 | 1.850 |
| Quaker Bridge Rd | Tr 583 | Tr 533 | 7233 | 21 | 17 | 0.800 |
| Ward Ave | Tr 535 | Tr 606 | 6456 | 21 | 17 | 1.110 |
| Paxson Ave | Tr 533 | Tr 618 | 6152 | 21 | 17 | 1.190 |
| Cranbury Rd | Rabbit Hill Rd | Mercer County Lin | 4512 | 21 | 17 | 0.462 |
| Sharon Rd | Tr 33/130 | Sharon Mews Rd | 3059 | 21 | 17 | 0.385 |
| Tr 647 (nursery Rd.) | Tr 611 | Tr 579 | 2000 | 21 | 17 | 1.620 |
| Cypress Lane | Tr 533 | Tr 606 | 1605 | 21 | 17 | 1.420 |
| Reed Rd | Tr 546 | Tr 95 | 1317 | 21 | 17 | 1.230 |
| Wilburtha Rd | Tr 29 | Tr 634 | 1297 | 21 | 17 | 1.230 |
| Spring Garden Rd | Tr 526 | Sharon Rd | 425 | 21 | 17 | 1.170 |
| Bradford Ave | Arena Dr. | Damon Ave | 2679 | 21 | 19 | 0.385 |
| Hibben Rd. | Stockton Ave | Mercer St. | 1268 | 21 | 19 | 0.173 |
| Green St. | West Delaware Ave | Broener Place | 1171 | 21 | 19 | 0.173 |
| Bayard St. | Chestnut Ave | Whittaker Ave | 958 | 21 | 19 | 0.077 |
| Academy Ave | South Main Ave | Crawley Ave | 939 | 21 | 19 | 0.067 |
| Park Ave | Nottingham Way | Maple Shade Ave | 840 | 21 | 19 | 0.154 |
| Indiana Ave | Spruce St. | Pine St. | 825 | 21 | 19 | 0.115 |
| Plum St | Michigan Ave | Indiana Ave | 685 | 21 | 19 | 0.038 |
| Fogarty Dr. | Regina Ave | Collins Ave | 439 | 21 | 19 | 0.058 |
| Nassau St. | Paul Ave | Phillips Ave | 432 | 21 | 19 | 0.077 |
| Knowles St. | Tr 31 | W. Franklin Ave | 386 | 21 | 19 | 0.462 |
| Bloomfield Ave | Clearfield Ave | Columbia Ave | 300 | 21 | 19 | 0.167 |
| S. Stanworth Ave | E. Of Tr 206 | Stanworth Dr. | 276 | 21 | 19 | 0.077 |
| Tr 309 | Sunshine Dr | West Pumping Sta | 33915 | 17 | 2 | 0.553 |
| Tr 309 / West End Blvd. | Rich Hill Rd. | Tollgate Rd. | 38817 | 17 | 2 | 0.316 |
| Tr 309 | Cathill Rd | Lawn Ave | 36085 | 17 | 2 | 0.575 |
| Tr 309 | Zion Hill Rd | Reservior Rd | 33289 | 17 | 2 | 0.315 |
| Tr 309 | Mine Rd | Springfield St | 32231 | 17 | 2 | 0.601 |
| Tr 309 | Quaker Way | Tollgate Rd | 33423 | 17 | 2 | 0.674 |
| Tr 309 | Forrest Rd | Bethlehem Rd/Tr3 | 29104 | 17 | 2 | 0.383 |
| Pa 9 Tpke Ne Ext. | Interchange 32 | Lehigh County Line | 27809 | 17 | 2 | 1.610 |
| Tr 663 | Allentown Rd | Weiss Rd | 19428 | 17 | 2 | 0.595 |
| Tr 313 | Stump Rd | King Rd | 18560 | 17 | 2 | 0.698 |
| Tr 202 | Bycroft Rd | Tr 263 | 20647 | 17 | 2 | 0.672 |
| Tr 663 | Commerce Dr | Portzer Rd | 17576 | 17 | 2 | 0.642 |
| Tr 202 | Reeder Mill Rd | Shire Rd | 15921 | 17 | 2 | 0.639 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|----------------------------|-------------------|-------------------|-------|--------|--------------|----------|
| Tr 313 Dublin Pike | Old Bethlehem Rd | Schott Rd | 14050 | 17 | 2 | 0.481 |
| Tr 313-dublin Pike | Sterner Rd | Tr 563 | 11662 | 17 | 2 | 0.480 |
| Main St | Swamp Rd | Sawmill Rd | 13533 | 17 | 2 | 0.704 |
| Tr 611 Easton Rd | South Park Rd | Foellner La | 12797 | 17 | 2 | 0.571 |
| Tr 313 Broad St/doylestown | Tr 212 | 3Rd St | 12075 | 17 | 2 | 0.268 |
| Tr 663 | Saw Mill Rd | Brinkman Rd | 11807 | 17 | 2 | 0.755 |
| Tr 413 | Brownsburg Rd | Tr 232 | 11616 | 17 | 2 | 0.450 |
| Tr 611 | Rolling Hills Rd | Quarry Rd | 11076 | 17 | 2 | 0.722 |
| Tr 413 | Upper Mouintain | Tr 263 | 8591 | 17 | 2 | 0.440 |
| Tr 202 | Del. River Bridge | Nj State Line | 7955 | 17 | 2 | 0.430 |
| Tr 611 Easton Rd | Frogtown Rd | Harrow Rd | 7213 | 17 | 2 | 0.741 |
| Tr 413 | Paist Rd | Mechanicsville Rd | 6850 | 17 | 2 | 0.401 |
| Tr 532 | Del. River Bridge | Nj State Line | 6394 | 17 | 2 | 0.482 |
| Tr 611 River Rd | Tr 32 | Island Dr | 5960 | 17 | 2 | 0.483 |
| Tr 611 | Spring Hill Rd | Maple Rd | 5055 | 17 | 2 | 0.279 |
| Tr 611 | Marienstein Rd | Laurel Hill Rd | 4703 | 17 | 2 | 0.496 |
| Tr 413 | Danboro Pt Pleas | Bradshaw Rd | 6298 | 17 | 2 | 0.334 |
| Tr 263 | Del. River Bridge | Nj State Line | 4202 | 17 | 2 | 0.070 |
| Tr 611 Easton Rd | Laurel Hill Rd | Fairhill Rd | 4191 | 17 | 2 | 0.672 |
| Tr 413 | Dark Hollow Rd | Cabin Run | 3981 | 17 | 2 | 0.484 |
| Lower York Rd | Sugan Rd | Old York Rd | 13167 | 17 | 6 | 0.598 |
| Bethlehem Pike | Keystone Dr | Schoolhouse Rd | 11938 | 17 | 6 | 0.582 |
| Tr 113 | Bethlehem Pike | Keystone Dr | 8867 | 17 | 6 | 0.365 |
| Tr 113 Souderton Rd | Tr 313 | Old Bethlehem Rd | 6688 | 17 | 6 | 0.354 |
| Swamp Rd | Tr 232 | Penns Park Rd | 6082 | 17 | 6 | 0.700 |
| Tr 412-harrow Rd | Helen Rd | Tr 563 Mountain | 6003 | 17 | 6 | 0.611 |
| Tr 563-ridge Rd | Ridge Valley Rd | Lonely Rd | 5929 | 17 | 6 | 0.496 |
| Tr 212 | Raub Rd | E Pumping Statio | 5791 | 17 | 6 | 0.578 |
| Tr 152 Walnut St | Orchard Rd | Perkasie Rd | 5189 | 17 | 6 | 0.381 |
| Tr 32-river Road | Brownsburg Rd | Cedar Glen Rd | 5286 | 17 | 6 | 0.408 |
| Tr 152 | Skunk Hollow Rd | Upper Stump Rd | 5002 | 17 | 6 | 0.566 |
| Tr 32 | Tr 232 | Aquetong Rd | 4971 | 17 | 6 | 0.534 |
| Tr 563 Ridge Rd | Schwenk Mill Rd | Tr 313 Dublin Pi | 4763 | 17 | 6 | 0.376 |
| Tr 532 | Wrightstown Rd | Old Dolington Rd | 4296 | 17 | 6 | 0.368 |
| Tr 412 Hellertown Rd | Highpoint Rd | Northampton Cb L | 4212 | 17 | 6 | 0.453 |
| Swamp Rd | Dark Hollow Rd | Mozart Rd | 4168 | 17 | 6 | 0.687 |
| Tr 563 Mt. View Dr | Tr 313 (Dublin P | Sterner Rd | 3780 | 17 | 6 | 0.624 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-----------------------------|------------------|------------------|------|--------|--------------|----------|
| Tr 32-river Rd | Hill Rd | Jugtown Hill Rd | 3077 | 17 | 6 | 0.455 |
| Tr 563-mountain View Dr | Tr 412-Harrow Rd | Lake Nockamixon | 3089 | 17 | 6 | 0.623 |
| Tr 32 River Rd | Bridgeton Hill R | Trails End La | 2831 | 17 | 6 | 0.593 |
| Tr 32 River Rd | Cuttalossa Rd | Greenhill Rd | 2451 | 17 | 6 | 0.668 |
| Tr 212 Durham Rd | Rattlesnake Rd | Durham Furnace R | 1984 | 17 | 6 | 0.389 |
| Tr 32-river Rd | Tr611-Easton Rd | Narrow Hills Rd | 2033 | 17 | 6 | 0.385 |
| Tr 32 River Road | Geigel Hill Rd | Tinicum Creek Rd | 1998 | 17 | 6 | 0.546 |
| Tr 32 | Smithtown Rd | Dark Hollow Rd | 1657 | 17 | 6 | 0.426 |
| Tr 113 Bedminster Rd | Tr 313 | Bucks Rd | 4003 | 17 | 7 | 0.450 |
| 5th St | Cedar View Dr | Tr 313 (Dublin P | 3790 | 17 | 7 | 0.410 |
| Tr 232 | Williams Ave | Skoures La | 3749 | 17 | 7 | 0.597 |
| Delaware Rd | Tr 611 Easton Rd | Delaware River C | 3229 | 17 | 7 | 0.192 |
| Tr 232 | Great Oaks Dr | Pidcock Creek Rd | 3386 | 17 | 7 | 0.458 |
| Tr 212 Bethlehem Pike | Slifer Valley Rd | Pleasant View Rd | 2857 | 17 | 7 | 0.443 |
| Richlandtown Pike | Ebert Rd | Nemeth Rd | 2753 | 17 | 7 | 0.422 |
| Ridge Road | Butler La | Tr 313 (Dublin P | 2750 | 17 | 7 | 0.462 |
| Aquetong Rd | Upper Mountain R | Tr 202 | 1041 | 17 | 7 | 0.591 |
| Tr 232 | Aquetong Rd | Cornwell Dr | 2407 | 17 | 7 | 0.485 |
| Marienstein Rd | Tr 611 Easton Rd | Lonely Cottage D | 2254 | 17 | 7 | 0.658 |
| Tr 113 | Rolling Mills Rd | Spruce Mill Rd | 2029 | 17 | 7 | 0.483 |
| Aquetong Rd | Covered Bridge R | Old Windy Bush R | 1643 | 17 | 7 | 0.692 |
| Ridge Valley Rd | Game Land Rd | Tower Rd | 1580 | 17 | 7 | 0.587 |
| South Park Rd | Fink Dr | Tr 611 (Easton R | 1468 | 17 | 7 | 0.465 |
| Church Hill Rd | Frogtown Rd | Tr 611 Easton Rd | 1421 | 17 | 7 | 0.212 |
| Greenhill Rd | Sugan Rd | River Rd | 1130 | 17 | 7 | 0.681 |
| Carversville Wismer Rd | Tollgate Rd | Ferry Rd | 711 | 17 | 7 | 0.590 |
| Old Bethlehem Rd | Dogwood Lane | Mountain View Dr | 1604 | 17 | 7 | 0.735 |
| Mechanicsville Rd | Holkong Rd | Oak Dr | 5914 | 17 | 8 | 0.649 |
| Diamond St | Schoolhouse Rd | Orchard Rd | 4309 | 17 | 8 | 0.638 |
| Forrest Grove Rd | Lower Mountain R | Creamery Rd | 3813 | 17 | 8 | 0.652 |
| Old Bethlehem Pike | Blue Church Rd | Trolley Bridge R | 3344 | 17 | 8 | 0.514 |
| Dublin Maple Ave | Tr 313 | Frontier Rd | 2674 | 17 | 8 | 0.754 |
| Pineville Rd | Tr 232 | Buckmanville Rd | 2211 | 17 | 8 | 0.645 |
| Allentown Rd | Grant Rd | Limeport Rd | 2504 | 17 | 8 | 0.570 |
| Dark Hollow Rd | Carversville Wis | Schlentz Hill Rd | 2133 | 17 | 8 | 0.654 |
| Danboro Point Pleasant Pike | Ferry Rd | Moyer Rd | 2117 | 17 | 8 | 0.738 |
| Thatcher Rd | Tr 313 Doylestow | Union Rd | 1680 | 17 | 8 | 0.756 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------|-----------------------|-------------------|-------|--------|--------------|----------|
| Trumbauersville Rd | Esten Rd | Weistel Rd | 1744 | 17 | 8 | 0.574 |
| Wrightstown Rd | Highland Rd | Cooper Rd | 1496 | 17 | 8 | 0.548 |
| State Rd | Quarry Rd | Richlandtown Pik | 1339 | 17 | 8 | 0.662 |
| Deep Run Rd | Log Cabin Rd | Twin Oaks Dr | 944 | 17 | 8 | 0.538 |
| New Galena Rd | Tr 152 | Callowhill Rd | 846 | 17 | 8 | 0.671 |
| California Rd | Richlandtown Pik | Groversville Rd | 832 | 17 | 8 | 0.334 |
| Gallows Hill Rd | Hunter Rd | Tr 412 Harrow Rd | 814 | 17 | 8 | 0.631 |
| Geigel Hill Rd | Upper Tinicum Ch | Tr 32 River Rdr | 712 | 17 | 8 | 0.651 |
| Curly Hill Rd | Old Easton Rd | Valley Park Rd | 649 | 17 | 8 | 0.650 |
| Blue School Rd | Old Bethlehem Rd | Schwenk Mill Rd | 370 | 17 | 8 | 0.341 |
| Pidcock Creek Rd | Tr 232 | Covered Bridge R | 266 | 17 | 8 | 0.660 |
| Green St. | Tr 113 | Park Ave | 2080 | 17 | 9 | 0.237 |
| Three Mile Run Rd | Rockhill Rd N | Tunnel Rd | 1682 | 17 | 9 | 0.777 |
| Meeting House Rd | Church Rd | Broad St East | 993 | 17 | 9 | 0.284 |
| Creamery Rd | Allentown Rd | Trumbauersville | 635 | 17 | 9 | 0.426 |
| Walnut St | Cherry Rd | Main St N | 427 | 17 | 9 | 0.284 |
| Elm St N | Tr 212 | Prospect Ave | 464 | 17 | 9 | 0.237 |
| High St. | Tr 313 | Quail Dr. | 328 | 17 | 9 | 0.284 |
| Smith Rd. | Tr 413 | Forrest Grove Rd. | 295 | 17 | 9 | 1.477 |
| Edgewood Rd | Fern Rd | Delaware Rd | 289 | 17 | 9 | 0.284 |
| Tr 276 | Interchange 27 | Interchange 28 | 69116 | 17 | 11 | 5.114 |
| Tr 95 | Tr 413 | Tr 1 Bus. | 51722 | 17 | 11 | 3.476 |
| Tr 95 | Tr 332 | Taylorsville Rd | 50961 | 17 | 11 | 1.963 |
| Tr 276 | Interchange 28 | Interchange 29 | 33376 | 17 | 11 | 6.100 |
| Tr 276 | Interchange 29 | Nj State Line | 31718 | 17 | 11 | 1.326 |
| Tr 1 Exp | Highland Ave | Bridge & Walnut | 48813 | 17 | 12 | 0.379 |
| Tr 1 Exp | Old Lincoln Hwy | Tr 95 | 42662 | 17 | 12 | 1.259 |
| Tr 1 Exp | Oxford Valley Rd | Stony Hill Rd | 41679 | 17 | 12 | 1.664 |
| Tr 13 | Tyburn Rd | Newbold Rd | 26955 | 17 | 12 | 0.195 |
| Tr 611 Bypass | Tr 313 | Broad St | 22898 | 17 | 12 | 0.852 |
| Tr 309 | Church Rd | Swartley Rd | 41265 | 17 | 14 | 0.540 |
| Tr 1 | Delaware River Bridge | Nj State Line | 41400 | 17 | 14 | 0.685 |
| Tr 132 | Tr 1 | Richlieu Rd | 37717 | 17 | 14 | 0.516 |
| Tr 132 | Tr 13 | High Ave | 36680 | 17 | 14 | 0.529 |
| Tr 132 | Tr 532 | Lindberg St | 34860 | 17 | 14 | 0.482 |
| Tr 13 | Tr 276 | Airport Rd | 33700 | 17 | 14 | 0.269 |
| Tr 611 | Main St South | Edison Furlong R | 32238 | 17 | 14 | 0.593 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|----------------------|---------------------|-------|--------|-----------------|----------|
| Tr 532 | Franklin Ave | County Line Rd | 28860 | 17 | 14 | 0.491 |
| Tr 413 | Spruce St | Latches La | 27256 | 17 | 14 | 0.528 |
| New Falls Rd | Bristol Oxford V | Tr 413 | 26680 | 17 | 14 | 0.598 |
| Tr 263 | Tr 132 | Roberts Rd | 25985 | 17 | 14 | 0.525 |
| Tr 202 | Tr 611 | Burpee Rd | 22359 | 17 | 14 | 0.440 |
| Tr 1 Bus | Tr 95 | Woodbourne Rd | 22099 | 17 | 14 | 0.538 |
| Tr 232 | Knowles Ave | Rozel Ave | 22041 | 17 | 14 | 0.607 |
| Tr 413 Newtown Pike | Doublewoods Rd | Tollgate Rd | 21803 | 17 | 14 | 0.150 |
| Tr 263 | Old York Rd | Mill Rd | 18477 | 17 | 14 | 0.676 |
| Tr 313 | Ferry Rd | Neill Rd | 19417 | 17 | 14 | 0.556 |
| Tr 332 | Penns Tr | Old Newtown-Yardley | 20851 | 17 | 14 | 0.593 |
| Tr 202 | County Line Rd | School House Rd | 18375 | 17 | 14 | 0.703 |
| Tr 532 | Neshaminy Creek | Tr 413 Newtown By | 18272 | 17 | 14 | 0.378 |
| Tr 132 | Tr 611 | Spruce Rd | 17918 | 17 | 14 | 0.402 |
| Tr 13 | Bent Rd | Tr 132 | 16659 | 17 | 14 | 0.242 |
| Tr 532 Buck Rd | Bustleton Pike | Old Bristol Rd | 16017 | 17 | 14 | 0.514 |
| Tr 1 Bus. | Oxford Valley Rd | Spencer Ave | 16000 | 17 | 14 | 0.358 |
| Tr 13 | Franklin Ave | Tr 413 | 15583 | 17 | 14 | 0.525 |
| Tr 202 | Burnt House Hill Rd. | Tr 413 | 15468 | 17 | 14 | 0.422 |
| Trenton Ave | Big Oak Rd | Pennsylvania Ave | 17054 | 17 | 14 | 0.599 |
| Old Lincoln Hwy | Tr 1 | Rising Sun Ave | 15124 | 17 | 14 | 0.429 |
| Tr 232 Second Street Pike | New Rd | Bustleton Pike | 15094 | 17 | 14 | 0.361 |
| Tr 413 New Rodgers Rd | Lincoln Hwy | Highland Park Pl | 17795 | 17 | 14 | 0.628 |
| Tr 611 Main St | Tr 611 Byp | Sauerman Rd | 13365 | 17 | 14 | 0.302 |
| New Falls Rd | Levittown Pkwy | Parson Pl | 13545 | 17 | 14 | 0.612 |
| Tr 332 Jacksonville Rd | Tr 132 | Kirk Rd | 11945 | 17 | 14 | 0.590 |
| Tr 413 | Tr 413 Byp | Maple Lane | 11623 | 17 | 14 | 0.347 |
| Tyburn Rd | New Falls Rd | Tr 13 | 10378 | 17 | 14 | 0.635 |
| Tr 532 | Twist Dr | Rocksville Rd | 9465 | 17 | 14 | 0.670 |
| Tr 322 Newtown Yardley Rd/afto | Amain St | Newtown Yardley Rd | 7737 | 17 | 14 | 0.471 |
| Tr 152 | Fairview Cir | Cornwall Drive | 7268 | 17 | 14 | 0.568 |
| Tr 332 | Mirror Lake Rd | Langhorne YardeI | 5282 | 17 | 14 | 0.536 |
| Tr 32 River Rd | Richard Rd | Bedford Pl | 5167 | 17 | 14 | 0.619 |
| Tr 32 | I-95 Overpass | Florence Ave | 3146 | 17 | 14 | 0.450 |
| Tr 213 Bridgetown Pk | Westfield Rd | Bristol Rd | 19402 | 17 | 16 | 0.631 |
| Levittown Pkwy | Hood Blvd | Trenton Rd | 20023 | 17 | 16 | 0.471 |
| Woodbourne Rd | Lincoln Hwy | Trenton Rd | 17835 | 17 | 16 | 0.556 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------|------------------|------------------|-------|--------|--------------|----------|
| Bristol Rd | Galloway Rd | Neshaminy Blvd | 17591 | 17 | 16 | 0.626 |
| Oxford Valley Rd | New Falls Rd | Red Rose Way | 16879 | 17 | 16 | 0.721 |
| Tr 513 | Byberry Rdd | Galloway Rd | 16355 | 17 | 16 | 0.411 |
| Trenton Rd | Woodbourne Rd | Forsythia Dr | 15592 | 17 | 16 | 0.557 |
| State Rd. | Bellevue Ave | Tr 413 | 13991 | 17 | 16 | 0.211 |
| Bridge St | Harding Ave | Pennsylvania Ave | 13424 | 17 | 16 | 0.375 |
| Bristol Rd | Tr 232 | Davisville Rd | 13408 | 17 | 16 | 0.326 |
| County Line Rd | Tr 532 | Winding Lane | 13293 | 17 | 16 | 0.626 |
| Trenton Rd | Levittown Norway | Tyburn Rd | 12572 | 17 | 16 | 0.506 |
| Tr 232 | Tr 332 | Twining Ford Rd | 12223 | 17 | 16 | 0.482 |
| County Line Rd | Upper State Rd | Stump Rd | 14401 | 17 | 16 | 0.673 |
| County Line Rd | Kansas Rd | Park Rd | 11892 | 17 | 16 | 0.658 |
| Levittown Pkwy | Lakeside Dr | Pinewood Dr | 11880 | 17 | 16 | 0.734 |
| Tr 152 Main St North | Hamilton St | Hellberg Ave | 11444 | 17 | 16 | 0.619 |
| Bustleton Pike | Bristol Rd | Chinquapin Rd | 11243 | 17 | 16 | 0.605 |
| Bensalem Blvd | Tr 13 | Bridgewater Rd | 10973 | 17 | 16 | 0.620 |
| Tr 213 Bridgetown Pk | Hawthorne Ave | Old Lincoln Hwy | 10960 | 17 | 16 | 0.503 |
| State Rd | Station Ave | Street Rd | 10450 | 17 | 16 | 0.388 |
| Bristol Rd | Tr 263 | Meetinghouse Rd | 10335 | 17 | 16 | 0.586 |
| Bristol Pike | Tr 13 | Mill Creek | 10268 | 17 | 16 | 0.326 |
| Taylorsville Rd | Tr 95 | Mckinley Ave | 9779 | 17 | 16 | 0.439 |
| Bustleton Pike | Upper Holland Rd | Tanyard Rd | 9921 | 17 | 16 | 0.452 |
| Tr 532 | Tr 413 | Linton Hill Rd | 7805 | 17 | 16 | 0.428 |
| Edgely Ave | Tr 13 | Headly Ave | 9166 | 17 | 16 | 0.374 |
| Pine Grove Rd | Arborlea Ave | Trenton Ave | 8368 | 17 | 16 | 0.391 |
| Tr 513 (hulmeville Rd) | Tr 13 | Cornwells Ave | 8161 | 17 | 16 | 0.514 |
| Bristol Pike | Mill Creek Rd | Tyburn Rd | 7728 | 17 | 16 | 0.629 |
| Penns Trail | Washington Ave | Tr 332 Byp | 7678 | 17 | 16 | 0.568 |
| Winchester Ave | Tr 413(Newton Pk | Brendwood Dr | 6933 | 17 | 16 | 0.269 |
| Tyburn Road | New Ford Mill Rd | Penn Ave South | 3936 | 17 | 16 | 0.667 |
| Langhorne Yardley Rd | Mirror Lake Rd | Newton Yardley I | 3573 | 17 | 16 | 0.671 |
| Pennsylvania Ave | Tyburn Rd | Bristol Pike | 3468 | 17 | 16 | 0.162 |
| Holland Rd | Tr 332 Richboro | Lower Holland Rd | 10925 | 17 | 17 | 0.737 |
| Hood Blvd | Fairhurst Rs | New Falls Rd | 10263 | 17 | 17 | 0.519 |
| Almhouse Rd | Sunrise Way | Land Rd | 9479 | 17 | 17 | 0.655 |
| Bath Rd | Tr 413 | Norwy Ave | 9363 | 17 | 17 | 0.278 |
| Mill Creek Rd. | Levittown Pkwy. | Poet Ln. | 9038 | 17 | 17 | 0.237 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------|--------------------|------------------|-------|--------|--------------|----------|
| Hood Blvd | Levittown Pkwy | Olds Blvd | 6898 | 17 | 17 | 0.488 |
| New Ford Mill Rd | Bordentown Rd | Steel Rd | 6808 | 17 | 17 | 0.448 |
| Big Oak Rd | Oxford Valley Rd | Stoney Hill | 5955 | 17 | 17 | 0.475 |
| Trevoise Rd | Mill Rd | Lukens Rd | 5798 | 17 | 17 | 0.673 |
| Big Oak Rd | Tr13-Pine Grove | Makefield R | 5785 | 17 | 17 | 0.540 |
| Edison-furlong Rd | Woodcrest La | Pebble Hill Rd | 5101 | 17 | 17 | 0.398 |
| Neshaminy St | Bellevue Ave | Walnut St | 4646 | 17 | 17 | 0.702 |
| Stoney Hill Rd | Big Oak Rd | Oxford Valley Rd | 5320 | 17 | 17 | 0.723 |
| Dolington Rd | Quarry Commons D | Knoll Dr | 3145 | 17 | 17 | 0.495 |
| Fallsington-tullytown Rd | Lakeside Dr | Mill Creek Pkwy | 4763 | 17 | 17 | 0.660 |
| Old Dublin Pike | Tr 313 Swamp Rd | Pine Run Rd | 3684 | 17 | 17 | 0.301 |
| Lower Morrisville Rd | Tyburn Rd | Tr 13 | 2142 | 17 | 17 | 0.404 |
| Hulmeville Ave | Gillam Ave | Richardson Ave | 1046 | 17 | 17 | 0.583 |
| Kansas Rd | Street Rd | Wodock La | 2744 | 17 | 19 | 0.331 |
| Rocksville Rd | Tr 532 | Twist Dr | 2597 | 17 | 19 | 0.284 |
| Jefferson Ave | Garden St | Beaver Rd | 2562 | 17 | 19 | 0.189 |
| Mayflower Dr. | Don Allen Dr | Declaration Dr. | 1998 | 17 | 19 | 0.189 |
| Richardson Ave | Bellevue Ave | Tr 413 | 1960 | 17 | 19 | 0.142 |
| Harding Ave North | Prospect Ave | Bridge Ave | 1255 | 17 | 19 | 0.284 |
| Penn St | State St | Lincoln Ave | 663 | 17 | 19 | 0.284 |
| Fir Dr | Misty Meadows Rd | Tr 332 | 521 | 17 | 19 | 0.331 |
| Wrenwood Way | Oriole Rd | Tr 413 | 395 | 17 | 19 | 0.331 |
| Beulah Rd | Tr 202 | Blythewood Rd | 370 | 17 | 19 | 0.331 |
| Sandy Run Rd | Tr 332 | Dickinson Dr | 312 | 17 | 19 | 0.284 |
| Walters Rd | New Galena | Railroad Ave | 308 | 17 | 19 | 0.805 |
| Tr 76 | Interchange 22 | Interchange 23 | 30425 | 29 | 1 | 10.400 |
| Tr 1 | Old Baltimore Pike | Delaware Co Line | 36007 | 29 | 2 | 0.619 |
| Tr 1 | Bayard Rd | Greenwood Rd | 33824 | 29 | 2 | 0.619 |
| Tr 1 | Tr 52 | Savorys Mill Rd | 25902 | 29 | 2 | 0.734 |
| Tr 1 | Tr 41 | Newark Rd | 23843 | 29 | 2 | 1.621 |
| Tr 1 | Newark Rd | Tr 82 | 23496 | 29 | 2 | 2.284 |
| Tr 30 | Tr 10 | Compass Rd | 20330 | 29 | 2 | 0.331 |
| Tr 100 | Beeler Rd | Kutz Rd | 18341 | 29 | 2 | 0.447 |
| Tr 41 | Glen Willow Rd. | 3Rd Ave | 19203 | 29 | 2 | 0.531 |
| Tr 100 | Tr 23 | Cadmus Rd | 18353 | 29 | 2 | 0.345 |
| Tr 322 | Valley Creek Rd | Skelp Level Rd | 17016 | 29 | 2 | 0.506 |
| Tr 30 Byp | Airport Rd | Tr 30 Bus | 16247 | 29 | 2 | 2.784 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------|------------------|------------------------|-------|--------|--------------|----------|
| Tr 322 | Little Washingto | Guthriesville Rd | 15250 | 29 | 2 | 0.436 |
| Tr 322 | Buck Rd | Corner Ketch Rd | 15418 | 29 | 2 | 0.681 |
| Tr 41 | Kaolin Rd | Sunny Dell Rd | 15571 | 29 | 2 | 0.695 |
| Tr 41 | Tr 372 | Glen Run Rd | 14768 | 29 | 2 | 0.598 |
| Tr 41 | Friendship Churc | Highland Rd | 14576 | 29 | 2 | 0.752 |
| Tr 30 | Newlin Lane | Lancaster Co Lin | 15589 | 29 | 2 | 0.358 |
| Tr 41 | Faggs Manor Rd | Tr 10 | 14356 | 29 | 2 | 0.628 |
| Tr 41 | Tr 10 | Kauffman Rd | 14927 | 29 | 2 | 0.798 |
| Tr 1 | Tr 796 | Tr 841 | 13611 | 29 | 2 | 2.119 |
| Tr 41 | Tr 1 | Howell Moore Rd. | 13266 | 29 | 2 | 0.448 |
| Tr 100 | Tr 401 | Horseshoe Trail | 13284 | 29 | 2 | 0.315 |
| Tr 41 | Tr 796 | Tr 926 | 13770 | 29 | 2 | 0.357 |
| Tr 41 | Mosquito Rd. | Tr 841 | 13430 | 29 | 2 | 0.582 |
| Tr 100 | Birch Run Rd | Prizer Rd | 12741 | 29 | 2 | 0.534 |
| Tr 41 | Zook Rd | Lancaster Co Lin | 12819 | 29 | 2 | 0.355 |
| Tr 41 | Newark Rd | Penn Green | 13022 | 29 | 2 | 0.458 |
| Tr 100 | Fellowship R | Blackhorse Rd | 13072 | 29 | 2 | 0.374 |
| Tr 41 | New Baltimore Pi | Tr 1 | 12743 | 29 | 2 | 0.225 |
| Tr 41 | Walter Rd. | White Horse School Rd. | 13852 | 29 | 2 | 0.397 |
| Tr 1 | Tr 10 | Tr 896 | 14373 | 29 | 2 | 2.613 |
| Tr 322 | Culbertsson Run | Swinehardt Rd | 11846 | 29 | 2 | 0.402 |
| Tr 322 | Tr 82 | Icedale Rd | 11619 | 29 | 2 | 0.730 |
| Limestone Rd | Del State Ln | Southwood Rd | 10983 | 29 | 2 | 0.300 |
| Tr 41 | Kaolin Rd | Del State Line | 11509 | 29 | 2 | 0.640 |
| Tr 322 | Tr 10 | Broad St | 10132 | 29 | 2 | 0.451 |
| Tr 322 | Chestnut Tree Rd | Kupola Rd | 10636 | 29 | 2 | 0.640 |
| Tr 322 | Cambridge Rd | Poplar St | 9765 | 29 | 2 | 0.745 |
| Tr 1 | W Ridge Rd | Md State Line | 8018 | 29 | 2 | 0.294 |
| Tr 322 | Mill Rd | Lancaster Co Lin | 7290 | 29 | 2 | 0.304 |
| Tr 30 Bus | Octoraro | Old Wilmington | 6145 | 29 | 2 | 0.425 |
| Tr 23 | Sunrise Dr | Talbot Dr | 12264 | 29 | 6 | 0.456 |
| Tr 724 | Anderson Rd | Wells Rd | 11852 | 29 | 6 | 0.380 |
| Tr 23 | Daisy Point Rd | Tr 100 | 10754 | 29 | 6 | 0.406 |
| Tr 82 | Balt Pike | Tr 1 Byp | 9716 | 29 | 6 | 0.567 |
| Tr 10 | Sadsbury Rd | Octorado Rd | 8732 | 29 | 6 | 0.611 |
| Tr 10 | White Birch Ave | Tr 1 Byp | 8402 | 29 | 6 | 0.390 |
| Tr 10 | Tr 1 Byp | Reedville Rd | 7901 | 29 | 6 | 0.719 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|----------------------------|------------------|------------------|------|--------|--------------|----------|
| Tr 10 | Reservoir Rd | Lane Co Line | 7593 | 29 | 6 | 0.244 |
| Pa 23 Ridge | Grove Rd | Warwick Furnace | 7469 | 29 | 6 | 0.456 |
| Tr 10 | Tr 896 | Tr 926 | 7733 | 29 | 6 | 0.493 |
| Tr 896 | Tr 796 | Oxford Rd | 7032 | 29 | 6 | 0.612 |
| Tr 23 | Stanley Lee Dr | Warwick Rd | 7002 | 29 | 6 | 0.540 |
| Tr 896 | Morgan Hollow Rd | Elbow Ln | 6752 | 29 | 6 | 0.755 |
| Tr 10 | Cambridge Rd | Walnut Rd W | 6508 | 29 | 6 | 0.425 |
| Kaolin Rd. | Hillendale Rd. | Marshall Bridge | 6365 | 29 | 6 | 0.258 |
| Tr 23 | Tr 100 | Cook Rd | 6257 | 29 | 6 | 0.558 |
| Tr 82 | Reeceville Rd | Beaver Creek Rd | 6202 | 29 | 6 | 0.682 |
| Tr 10 | Street Rd | Faggs Manor-High | 6043 | 29 | 6 | 0.667 |
| Tr 23 | Ellis Woods Rd | Bethel Rd | 5859 | 29 | 6 | 0.397 |
| Tr 82 | Tr 322 | Germont Hollow R | 5732 | 29 | 6 | 0.726 |
| Tr 10 | Boot Jack Gumtre | Freeman Rd | 5434 | 29 | 6 | 0.289 |
| Tr 896 | Tr 841 | Den Rd | 5498 | 29 | 6 | 0.785 |
| Tr 10 | Tr 30 | Compass Rd | 5254 | 29 | 6 | 0.584 |
| Tr 23 | Frog Hollow Rd | Buckwater Rd | 5127 | 29 | 6 | 0.469 |
| Tr 82 | Berks Co Line | Tr 23 | 4331 | 29 | 6 | 0.499 |
| Tr 82 | Indian Run Rd | Fairview Rd | 4147 | 29 | 6 | 0.729 |
| Tr 10 | Tr 372 | Beale Dr. | 5152 | 29 | 6 | 0.647 |
| Tr 82 | Pa Tpke | Chestnut Tree Rd | 3882 | 29 | 6 | 0.615 |
| Tr 23 | Berks Co Ln | Tr 82 | 4040 | 29 | 6 | 0.514 |
| Tr 82 | Tr 841 | Highland Dairy R | 3634 | 29 | 6 | 0.356 |
| Tr 82 | Strasburg Rd | Crest Pl | 3357 | 29 | 6 | 0.649 |
| Tr 82 | Conestoga Rd | Lamney Rd | 3245 | 29 | 6 | 0.647 |
| Tr 82 | Green Valley Rd | Northwest Rd | 2884 | 29 | 6 | 0.448 |
| Tr 896 | Pusey Mill Rd | Tr 10 | 2783 | 29 | 6 | 0.513 |
| Tr 896 | Hood Rd | Baltimore Pike | 2820 | 29 | 6 | 0.378 |
| Tr 372 | Rr Overpass | Lane Co Line | 2214 | 29 | 6 | 0.561 |
| Tr 896 | Homeville Rd | Chester Co Line | 1633 | 29 | 6 | 0.672 |
| Tr 896 | Janney Rd | Street Rd | 1892 | 29 | 6 | 0.715 |
| Tr 162 | Highland Rd | Bradford Ave | 7772 | 29 | 7 | 0.705 |
| Tr 926 | Denton Hollow Rd | Brintons Mill | 7797 | 29 | 7 | 0.561 |
| Strasburg Rd | Tr 162 | Broad Run Rd | 6400 | 29 | 7 | 0.423 |
| Lincoln Ave | Chase St | Wheeler Ave | 4452 | 29 | 7 | 0.302 |
| Tr 272 (chrome Calvert Rd) | Greenhouse Rd | Md State Line | 5699 | 29 | 7 | 0.123 |
| Tr 401 | Berks Co. Line | Tr 82 | 4657 | 29 | 7 | 0.563 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------------------|-------------------|------------------|------|--------|--------------|----------|
| Tr 401 | Tr 100 | Blackhorse Rd | 4327 | 29 | 7 | 0.732 |
| Strasburg Rd | Tr 372 | Wagner Lyons Rd | 4041 | 29 | 7 | 0.585 |
| Tr 472 | 8Th St | Fulton Rd | 4087 | 29 | 7 | 0.496 |
| Tr 272 (christine Rd) | Glenroy Rd | Lanc Co Line | 3498 | 29 | 7 | 0.479 |
| Tr 340 | Tr 10 | Lanc Co Line | 3404 | 29 | 7 | 0.186 |
| Tr 472 | Street Rd | Lanc Co Line | 3943 | 29 | 7 | 0.477 |
| Buck Run Rd | Beaver Dam Rd | Spring Dell Rd | 3000 | 29 | 7 | 0.650 |
| Tr 401 | Hedge Rd | Tr 82 | 2135 | 29 | 7 | 0.396 |
| Tr 162 | Tr 82 | Scotts Rd | 2190 | 29 | 7 | 0.648 |
| Tr 282 | Marshall Rd | Brandywine Twp L | 1783 | 29 | 7 | 0.646 |
| Tr 926 | Tr 841 | Mosquito Rd | 1626 | 29 | 7 | 0.724 |
| Tr 100 | Delaware St. Line | Cossard Rd. | 1985 | 29 | 7 | 0.488 |
| Cedarville Rd | Miller Rd | Spiece Rd | 1182 | 29 | 7 | 0.662 |
| Tr 282 | Church Rd | Tr 82 | 947 | 29 | 7 | 0.646 |
| Tr 82 | Marshall Bridge | Del State Line | 736 | 29 | 7 | 0.627 |
| Tr 796 Kelton-jennersville Rd | New Baltimore Pi | Lewis Rd | 7150 | 29 | 8 | 0.422 |
| Little Conestoga Rd | Shoreline Dr | Pa Tpke | 5219 | 29 | 8 | 0.729 |
| White Horse Rd | Valley Park Rd | Ashenfelter Rd | 4396 | 29 | 8 | 1.008 |
| Barnsley-chrome Rd | New Balt Pike | Twin House Rd | 3419 | 29 | 8 | 0.594 |
| Tr 841 | Oxford-Lewisvill | Md State Line | 2556 | 29 | 8 | 0.662 |
| Pughtown Rd | Tr 100 | Bertolet School | 2564 | 29 | 8 | 0.327 |
| Old Wilmington Rd | Tr 30 Byp | Skiles Rd | 2702 | 29 | 8 | 0.713 |
| Harmonyville Rd | Laurelwood Rd | Cherry La | 1983 | 29 | 8 | 0.562 |
| Old Kennett Rd | Ashland Dr | Del State Line | 1922 | 29 | 8 | 0.497 |
| Oxford Rd | Tr 896 | Hutchinson Rd | 1805 | 29 | 8 | 0.233 |
| Northbrook Rd | Tr 842 | Beagle Rd | 1444 | 29 | 8 | 0.651 |
| Tr 842 | Brandywine Creek | Allerton Rd | 1711 | 29 | 8 | 0.361 |
| St Mathews Rd | Tr 401 | Miller Rd | 1256 | 29 | 8 | 0.697 |
| Bethel Rd | Tr 724 | Stony Run Rd | 1292 | 29 | 8 | 0.693 |
| Fairview Rd | Tr 82 | Indiantown Rd | 1243 | 29 | 8 | 0.641 |
| Tr 842 | Tr 82 | Newark Rd | 1209 | 29 | 8 | 0.649 |
| Chestnut Tree Rd | Rock Church Rd | Five Point Rd | 1052 | 29 | 8 | 0.657 |
| Tr 345-Pine Swamp Rd | Laurel Rd | Berks Co Line | 1012 | 29 | 8 | 0.760 |
| Hopewell Rd | Tr 1 | Tr 472 | 1020 | 29 | 8 | 0.443 |
| Tr 926 | Faggs Manor Rd | Fernwood Rd | 1556 | 29 | 8 | 0.250 |
| Old Stottsville Rd | Boro Line Rd | Highland Rd | 761 | 29 | 8 | 0.406 |
| Brandywine Creek Rd | Tr 162 | Valley Green Rd | 845 | 29 | 8 | 1.326 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|---------------------------|----------------------|----------------------|-------|--------|--------------|----------|
| Suplee Rd | Pleasant View Rd | Dampman Hill Rd | 685 | 29 | 8 | 0.683 |
| Forge Rd | Street Rd | Lanc Co Line | 722 | 29 | 8 | 0.675 |
| Penn Green Rd. | Auburn Dr. | Laurel Bridge Rd. | 926 | 29 | 8 | 0.754 |
| Fairview Rd | Hollow Rd | Horseshoe Trail | 642 | 29 | 8 | 0.565 |
| Park Rd | Pa Tpk | Tr 100 | 2865 | 29 | 9 | 0.568 |
| Catfish La | Tr 724 | Cedarville Rd | 1570 | 29 | 9 | 0.663 |
| Osborne Rd | Tr 322 | Fisherville Rd | 1456 | 29 | 9 | 0.473 |
| Woodchuck Way | Tr 1 | Turkey Hollow Rd | 925 | 29 | 9 | 0.426 |
| Kemp Rd | Hanover St | Kein St | 1045 | 29 | 9 | 0.568 |
| Summit Ave | Willow St | Tr 841 | 1060 | 29 | 9 | 0.189 |
| Morgantown Rd | Talbotville Rd | Lancaster Co Lin | 1029 | 29 | 9 | 0.568 |
| Goosetown Rd | Woodward Rd | 18Th Ave | 682 | 29 | 9 | 0.947 |
| Ridge Ave | Tr 41 | Price St | 680 | 29 | 9 | 0.095 |
| Polo Rd. | Church Rd. | Newark Rd. | 573 | 29 | 9 | 0.758 |
| Brick Lane | Tr 23 | Tr 401 | 506 | 29 | 9 | 0.568 |
| Frank Rd | Tr 322 | Shenton Rd | 442 | 29 | 9 | 0.417 |
| Old Newport Wilmington Rd | Tr 372 | Strasburg Rd | 405 | 29 | 9 | 0.322 |
| Cope Rd | Baltimore Pike | Perrone La | 651 | 29 | 9 | 0.379 |
| Horseshoe Trail | Tr 113 | Lower Pine Creek | 244 | 29 | 9 | 0.853 |
| Beaver Dam Rd | Cambridge Rd | Lancaster Co Lin | 647 | 29 | 9 | 0.095 |
| Reisler Rd | 5Th St | Tr 472 | 158 | 29 | 9 | 0.852 |
| Tr 76 | Interchange 23 | Interchange 24 | 32400 | 29 | 11 | 14.300 |
| Tr 202 | Tr 252 Wb On-Ramp | Contention Ln. | 77518 | 29 | 12 | 0.426 |
| Tr 202 | Tredyffrin Twp. Line | Cedar Hollow Rd. | 54840 | 29 | 12 | 0.612 |
| Tr 202 | Swedesford Rd. | Church Rd. | 44499 | 29 | 12 | 0.524 |
| Tr 30 Bypass | Creek Rd | Tr 322 | 41293 | 29 | 12 | 0.752 |
| Tr 202 | King Rd | Railroad Tracks | 37317 | 29 | 12 | 0.664 |
| Tr 100 Connector | Tr 202 | Chester Creek Bridge | 21675 | 29 | 12 | 0.440 |
| Tr 30 Bypass | Airport Rd. | Tr 82 | 20891 | 29 | 12 | 2.736 |
| Tr 202 | Old Wilmington P | Green Tree Dr | 46159 | 29 | 14 | 0.447 |
| Tr 30 | Whitford Rd. | Colebrook Rd. | 38306 | 29 | 14 | 0.733 |
| Tr 3 | Strasburg Rd | Kings Hwy | 37675 | 29 | 14 | 0.482 |
| Tr 100 | Ship Rd | Worthington Rd | 34874 | 29 | 14 | 0.693 |
| Tr 100 | Tr 100 Conn | Howard Rd | 34566 | 29 | 14 | 0.478 |
| Tr 100 | Tr 113 | Pa Tpke | 34291 | 29 | 14 | 0.694 |
| Tr 30 | Tr 202 | Ship Rd. | 27641 | 29 | 14 | 0.492 |
| Tr 3 | Tr 352 | Manley Rd | 26830 | 29 | 14 | 0.483 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|---------------------|-----------------|--------------------|-------|--------|-----------------|----------|
| Tr 30 | Manor Rd. | Paoli Pike | 25650 | 29 | 14 | 0.474 |
| Tr 252 | Contention Ln. | Valley Forge Rd. | 24971 | 29 | 14 | 0.410 |
| Tr 252 | Howellville Rd. | Chesterbrook Blvd. | 24361 | 29 | 14 | 0.242 |
| Tr 30 | Waterloo Rd. | Fairfield Rd. | 23459 | 29 | 14 | 0.480 |
| Tr 100 | Tr 724 | Tr 422 | 25071 | 29 | 14 | 0.662 |
| Tr 100 | Pa Tpke | Byers Rd | 22143 | 29 | 14 | 0.603 |
| Tr 30 | Lakeside Ave | Berwyn Paoli Rd. | 20249 | 29 | 14 | 0.458 |
| Tr 3 | Tr 926 | Dutton Mill Rd | 21614 | 29 | 14 | 0.588 |
| Tr 30 | Tr 352 | Malin Rd. | 19311 | 29 | 14 | 0.229 |
| Tr 3 | Tr 202 | Gay St | 20164 | 29 | 14 | 0.416 |
| Tr 252 | Del Co Line | Waterloo Rd | 17512 | 29 | 14 | 0.562 |
| Paoli Pike | Tr 202 | Fern Hill Rd | 17342 | 29 | 14 | 0.683 |
| Tr 30 Bus | Tr 82 | 3Rd Ave | 15803 | 29 | 14 | 0.416 |
| Tr 322 Bus | Tr 202 | Spruce St | 15589 | 29 | 14 | 0.586 |
| Tr 322 | Tr 30 Byp | Race St | 15755 | 29 | 14 | 0.573 |
| Tr 30 Bus | Bailey Rd | Barley Sheaf Rd | 15452 | 29 | 14 | 0.587 |
| Paoli Pike | Reservoir Rd | Boot Rd | 14554 | 29 | 14 | 0.687 |
| Tr 322 | Tr 100 | New St | 14194 | 29 | 14 | 0.314 |
| Tr 322 | Harmony Hill Rd | Sawmill Rd | 14186 | 29 | 14 | 0.379 |
| Tr 322 | Saunders La | Tr 202 Ramp | 14048 | 29 | 14 | 0.570 |
| Old Eagle School Rd | Tr 30 | Upper Gulph Rd | 13654 | 29 | 14 | 0.708 |
| Tr 30 Bus | Lloyd Ave | Aston Ave | 13756 | 29 | 14 | 0.630 |
| Tr 30 Bus | Tr 30 Byp | Woodbine Rd | 13535 | 29 | 14 | 0.433 |
| Paoli Pike | Taylor Ave | Township Line Rd | 12064 | 29 | 14 | 0.721 |
| Tr 352 | Tr 926 | Woodland Rd | 12655 | 29 | 14 | 0.328 |
| Bridge St | Main St | Starr St | 12179 | 29 | 14 | 0.327 |
| Downingtown Pk | Tr 162 | Ashbridge St | 10175 | 29 | 14 | 0.606 |
| Paoli Pike | Grubb Rd | Devon Rd | 8197 | 29 | 14 | 0.443 |
| Hanover St | Tr 724 | Cedarville Rd | 7813 | 29 | 14 | 0.378 |
| Tr 30 Bus | Airport Rd | Boulevard Dr | 6842 | 29 | 14 | 0.618 |
| Tr 113 | Woodland Dr | Whitford Rd | 20744 | 29 | 16 | 0.126 |
| Tr 23 | Hollow Rd | Davis Rd | 16903 | 29 | 16 | 0.546 |
| Tr 29 | Tr 202 | Tr 30 | 18335 | 29 | 16 | 0.262 |
| Tr 252 | Tr 202 | Brookmead Rd | 17873 | 29 | 16 | 0.543 |
| Tr 23 | Tr 113 | Rapps Dam Rd | 17578 | 29 | 16 | 0.573 |
| Boot Rd | Tr 29 | Tr 202 | 16284 | 29 | 16 | 0.573 |
| Tr 113 | Pa Tpke | Hunt Club Lane | 14828 | 29 | 16 | 0.412 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|---------------------------|---------------------|------------------|-------|--------|--------------|----------|
| Boot Rd | Tr100 | Burke Rd | 14190 | 29 | 16 | 0.700 |
| Tr 82 | Tr 30 | Manor Rd | 13528 | 29 | 16 | 0.655 |
| Tr 401 | Valley Hill Rd | Hillbrook Circle | 13148 | 29 | 16 | 0.582 |
| Tr 724 | Snyder Ave | Spring Lane | 12518 | 29 | 16 | 0.537 |
| Tr 100 | Bost Rd | Kirkland Ave | 11923 | 29 | 16 | 0.365 |
| Tr 52/100 | Birmingham Rd | Tigue Rd | 8566 | 29 | 16 | 0.455 |
| Tr 926 | Birmingham Rd | New St | 8534 | 29 | 16 | 0.423 |
| Devon State Rd | Valley Forge Rd | Spencer Rd | 7619 | 29 | 16 | 0.681 |
| Tr 352 | Paoli Pike | Monte Vista Dr | 6995 | 29 | 16 | 0.486 |
| First Ave | Modena Rd | Gap Rd | 6673 | 29 | 16 | 0.620 |
| King Rd | Phoenixville Pik | Ravine Rd | 6130 | 29 | 16 | 0.484 |
| Tr 724 | East Of Berks Co | Berks Co Line | 5249 | 29 | 16 | 0.613 |
| Tr 926 | Tr 352 | Powder Horn Dr | 4365 | 29 | 16 | 0.471 |
| Phoenixville Pike | Tr 401 | Swedesford Rd | 4328 | 29 | 16 | 0.491 |
| Gulph Rd | Thomas Jefferson | Trout Creek | 1398 | 29 | 16 | 0.633 |
| Upper Gulph Rd | Old Eagle School | Croton Rd | 11711 | 29 | 17 | 0.679 |
| Waterloo Rd/swedesford Rd | Tr 100 | Whitford Rd | 9468 | 29 | 17 | 1.042 |
| Westtown Rd | Tr 202 | Joeck Dr | 8303 | 29 | 17 | 0.545 |
| White Horse Rd | Pothouse Rd | Tr 23 | 7057 | 29 | 17 | 0.654 |
| Valley Rd | Central Ave | Hawthorne Place | 4402 | 29 | 17 | 0.674 |
| Swedesford Rd. | Valley Stream Pkwy. | Church Rd. | 8053 | 29 | 17 | 0.381 |
| Providence Rd | Warren Ave | Barr Rd | 4180 | 29 | 17 | 0.508 |
| Airport Rd | Tr 30 Bus | Tr 30 Bypass | 4158 | 29 | 17 | 0.570 |
| Sugartown Rd | Old Barn Lane | Spring Rd | 3677 | 29 | 17 | 0.696 |
| Coldstream Rd | Merlin Rd | Township Line Rd | 4373 | 29 | 17 | 0.501 |
| Greenhill Rd | Greenhill Ave | Tr 29 | 3317 | 29 | 17 | 0.442 |
| Concord Rd | Westbourne Rd | Timberline Trail | 2671 | 29 | 17 | 0.426 |
| Hares Hill Rd | Miller Rd | Tr 23 | 2590 | 29 | 17 | 0.515 |
| Tr 842 | Brandywine Creek | Blue Rock Rd | 2781 | 29 | 17 | 0.679 |
| Dorlans Mill Rd | Shelmyce Rd | Moore Rd | 2414 | 29 | 17 | 0.663 |
| Township Line Rd | Tr 100 | Kindra Dr | 1897 | 29 | 17 | 0.758 |
| Bailey Rd | Tr 340 | Fisherville Rd | 1813 | 29 | 17 | 0.095 |
| Brandywine Creek Rd | Tr52/100 | Blue Rock Rd | 823 | 29 | 17 | 0.677 |
| Merlin Rd | Western Rd | Crestview Rd | 713 | 29 | 17 | 0.424 |
| Barley Sheaf Rd | Tr 30 | Clothier St | 2944 | 29 | 19 | 0.474 |
| Lincoln Ave | Point Rd | Garfield St | 2471 | 29 | 19 | 0.663 |
| Pleasant Grove Rd E. | Tr 202/322 | Westwood Dr | 1235 | 29 | 19 | 0.379 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------|---------------------|---------------------|--------|--------|--------------|----------|
| Caswallen Dr | Fredrick Dr | Pottstown Pk | 613 | 29 | 19 | 0.284 |
| Virginia Dr | High St | Walnut St | 586 | 29 | 19 | 0.095 |
| Garris Rd | Tr 113 | Norwood Rd | 448 | 29 | 19 | 0.284 |
| Oakbourne Rd | Tr 202/322 | Goodwin La | 219 | 29 | 19 | 0.284 |
| Michelle Dr | Ship Rd | Lisa Dr | 150 | 29 | 19 | 0.189 |
| Smith Bridge Rd | Ridge Rd | Wildness Way | 1392 | 45 | 7 | 0.582 |
| Beaver Valley Rd | Delaware State Line | Tr 202 | 924 | 45 | 9 | 1.610 |
| Tr 95 | Stewart Ave | Tr 476 | 125600 | 45 | 11 | 0.987 |
| Tr 95 | Delaware St. Line | Chichester Ave | 92155 | 45 | 11 | 0.500 |
| Tr 95 | Tr 420 Ramp | Tr 420 Ramp | 90217 | 45 | 11 | 0.500 |
| Tr 95 | Tr 452 | Tr 322 | 99411 | 45 | 11 | 0.500 |
| Tr 95 | Chichester Ave | Tr 452 | 90605 | 45 | 11 | 0.505 |
| Tr 476 | Macdade Blvd. | Baltimore Pike | 71500 | 45 | 11 | 2.424 |
| Tr 476 | Baltimore Pike | Tr 1 Bypass | 68500 | 45 | 11 | 1.319 |
| Tr 476 | Tr 30 | Montgomery Co. Line | 67700 | 45 | 11 | 1.365 |
| Tr 476 | Tr 3 | Tr 30 | 64100 | 45 | 11 | 4.013 |
| Tr 476 | Tr 1 Bypass | Tr 3 | 60900 | 45 | 11 | 3.220 |
| Tr 476 | Tr 95 | Macdade Blvd. | 59300 | 45 | 11 | 0.503 |
| Tr 1 | Tr 476 | Collins Dr. | 49200 | 45 | 12 | 0.519 |
| Tr 1 | Tr 252 | Old State Rd. | 45398 | 45 | 12 | 0.680 |
| Tr 1 | Old State Rd. | Tr 476 | 54500 | 45 | 12 | 0.480 |
| Tr 1 | Baltimore Pike | Tr 252 | 33400 | 45 | 12 | 1.808 |
| Tr 3 | Tr 476 | Lawrence Rd. | 49488 | 45 | 14 | 0.347 |
| Tr 3 | New Ardmore Ave | Tr 476 | 35738 | 45 | 14 | 0.628 |
| Tr 202 | Oakland Rd | Dilworthtown Rd | 38626 | 45 | 14 | 0.530 |
| Tr 322 | Tr 95 | Tr 452 | 35509 | 45 | 14 | 0.426 |
| Tr 1 | Tr 202 | State Farm Rd. | 34149 | 45 | 14 | 0.446 |
| Tr 30 | Tr 476 | Radnor-Chester Rd. | 34018 | 45 | 14 | 0.324 |
| Tr 202 | Del State Line | Pyle Rd | 32266 | 45 | 14 | 0.452 |
| Baltimore Pike | North Ave | Norwinden Dr. | 29068 | 45 | 14 | 0.393 |
| Tr 1 | Lynn Blvd | West Chester Pike | 28241 | 45 | 14 | 0.204 |
| Tr 320 | Springfield Rd | Reed Rd | 28020 | 45 | 14 | 0.703 |
| Baltimore Pike | Pine Ridge Ave | Grandview Rd. | 27960 | 45 | 14 | 0.508 |
| Pa 3 | Tr 252 | Boot Rd | 27680 | 45 | 14 | 0.416 |
| Tr 322 | 9Th Street | Nj State Line | 27148 | 45 | 14 | 1.207 |
| Tr 252 | Palmer Mill Rd | Timberlake Rd | 20913 | 45 | 14 | 0.637 |
| Macdade Blvd | Arlington Ave | Swarthmore Ave | 25380 | 45 | 14 | 0.460 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-----------------------|-------------------|------------------|-------|--------|--------------|----------|
| Tr 452 | Duttons Mill Rd | Willers Rd | 24460 | 45 | 14 | 0.471 |
| Tr 13 | Tr 420 | Washington Ave | 24459 | 45 | 14 | 0.560 |
| Tr 352 | Tr 1 Balt Pike | Van Leer Ave | 23296 | 45 | 14 | 0.614 |
| Tr 30 | Ithan Ave | TR 320 | 22765 | 45 | 14 | 0.346 |
| Tr 452 | Lenni Rd | Baltimore Pike | 20006 | 45 | 14 | 0.586 |
| Baltimore Pike | Old Balt Pike/Me | Indian La/Lwyn R | 19620 | 45 | 14 | 0.350 |
| Tr 352 | Wyncroft Rd | Knowlton Rd | 19302 | 45 | 14 | 0.592 |
| Tr 420 | McDade Blvd | 16th Ave | 19278 | 45 | 14 | 0.163 |
| Tr 252 | Wyola Dr | Chester Co Ln | 18110 | 45 | 14 | 0.411 |
| Tr 1 | Tr 322 | Concord Rd. | 19906 | 45 | 14 | 0.444 |
| Tr 420 | Tr 320 | Spring Valley Rd | 17762 | 45 | 14 | 0.532 |
| Tr 352 | Sycamore Mills R | Green La | 17462 | 45 | 14 | 0.568 |
| Bishop Ave | Delmar Rd | Shipley La | 17304 | 45 | 14 | 0.406 |
| Macdade Blvd | Oak La | Lafayette Ave | 16184 | 45 | 14 | 0.577 |
| Springfield Rd | Norwinden Dr | School La | 17057 | 45 | 14 | 0.549 |
| Tr 352 | Farmers La | Chester Co Line | 15555 | 45 | 14 | 0.475 |
| Baltimore Pike | Runnemedede Ave | Willowbrook Ave | 15538 | 45 | 14 | 0.448 |
| Garrett Rd | Midvale Rd | Hazel Ave | 15152 | 45 | 14 | 0.569 |
| Lawrence Rd | Springhouse Rd | Canterbury Dr | 14966 | 45 | 14 | 0.264 |
| Tr 252 | Baltimore Pike | Monroe St | 14863 | 45 | 14 | 0.540 |
| Church Ln. | Cobbs Creek Pkwy. | Chester Ave. | 15527 | 45 | 14 | 0.120 |
| Macdade Blvd | Potter St | Madison St | 11770 | 45 | 14 | 0.598 |
| Ridge Rd | Us 322 | Highland Ave | 11062 | 45 | 14 | 0.267 |
| Tr 13 | Cedar Ave | Church La | 10839 | 45 | 14 | 0.303 |
| Tr 320 | Swarthmore Ave | Elm Ave | 10651 | 45 | 14 | 0.539 |
| Tr 320 | Tr 3 | Springfield Rd | 9317 | 45 | 14 | 0.517 |
| Tr 13 | Del State Ln | Blue Ball Ave | 7716 | 45 | 14 | 0.496 |
| Tr 252 | Rose Valley Rd | Copples La | 7266 | 45 | 14 | 0.542 |
| Ridge Rd | National Ave | Blueball | 6788 | 45 | 14 | 0.645 |
| Tr 291 | Hayes St | Yarnall St | 6363 | 45 | 14 | 0.479 |
| Tr 13 | Mcdowell | Vauclain St | 5141 | 45 | 14 | 0.249 |
| Tr 291-Industrial Hwy | Tr 95 Off Ramp | Bartram Ave | 23216 | 45 | 16 | 0.383 |
| Darby Rd | Benedict Ave | Fairchild Rd | 19572 | 45 | 16 | 0.366 |
| Lansdowne Ave | Scottsdale Rd | Providence Rd | 17761 | 45 | 16 | 0.451 |
| Oak Lane | McDade Blvd | Chester Pike | 14713 | 45 | 16 | 0.620 |
| Providence Rd | Woodlawn Ave | Beech Ave | 13902 | 45 | 16 | 0.543 |
| South Ave | Academy Ave | Armstrong Ave | 13873 | 45 | 16 | 0.743 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-----------------|------------------|------------------|-------|--------|--------------|----------|
| Swathmore Ave | Dupont Ave | McDade Blvd | 13048 | 45 | 16 | 0.411 |
| Eagle Rd | Earlington Rd | Merwood La | 13047 | 45 | 16 | 0.690 |
| Haverford Ave | Karakung Rd | Homestead Ave | 12405 | 45 | 16 | 0.391 |
| Concord Rd | Gerald Dr | Red Hill Rd | 12306 | 45 | 16 | 0.701 |
| Fairview Rd | Vauclain Ave | McDade Blvd | 11954 | 45 | 16 | 0.583 |
| Concord Rd | Mcdonald Blvd | Incinerator Rd | 11071 | 45 | 16 | 0.734 |
| Bryn Mawr Ave | Weldon La | Academy La | 10903 | 45 | 16 | 0.295 |
| Dutton Mill Rd | Pencoast Ave | Ronald Ave | 11601 | 45 | 16 | 0.375 |
| Conestoga Rd | Church Rd | Brookside Ave | 10703 | 45 | 16 | 0.378 |
| Providence Rd | Tr 3 | Runnymede Farms | 10411 | 45 | 16 | 0.505 |
| Drexel Ave | Steel Rd | Tr 1 | 10310 | 45 | 16 | 0.395 |
| Burmout Rd | State Rd | Woodland Ave | 9704 | 45 | 16 | 0.431 |
| Valley Brook Rd | Wawa Rd | Ivy Mill Rd | 9036 | 45 | 16 | 0.496 |
| Dutton Mill Rd | Preston Rd | Greenwood St | 9022 | 45 | 16 | 0.390 |
| Tr 491 | Pyle Rd | Shavertown Rd | 7790 | 45 | 16 | 0.414 |
| State Rd | Dora Dr | Valleyview Rd | 7726 | 45 | 16 | 0.535 |
| Springfield Rd | Elm Ave | Providence Rd | 7368 | 45 | 16 | 0.415 |
| Chichester Ave | Sommers La | Fury Rd | 7307 | 45 | 16 | 0.749 |
| Bryn Mawr Ave | Brookside Ave | Tr 3 | 7128 | 45 | 16 | 0.429 |
| Meetinghouse Rd | Rodgers Ave | Locust St | 6772 | 45 | 16 | 0.471 |
| Tr 320 | Clyde Rd | Larchwood La | 6676 | 45 | 16 | 0.406 |
| Concord Rd | Thorton Rd | Scott Rd | 5936 | 45 | 16 | 0.686 |
| Tr 491 | Larkin Rd | Bridge Rd | 6228 | 45 | 16 | 0.428 |
| Darby Rd | Tr 320 | 476 Overpass | 6211 | 45 | 16 | 0.551 |
| Tr 261 | Zebley Rd | Delaware State L | 7450 | 45 | 16 | 0.506 |
| Cheyney Rd | Patricia La | Glenview Rd | 4159 | 45 | 16 | 0.399 |
| Aston Mills Rd | Chester Creek Rd | Crozerville Rd | 3885 | 45 | 16 | 0.530 |
| Brooke Rd | Church Rd | Conestoga Rd | 2031 | 45 | 16 | 0.309 |
| Brookhaven Rd | Rose Valley Rd | Moore Rd | 11959 | 45 | 17 | 0.712 |
| Clifton Ave | Rively Ave | McDade Blvd | 9012 | 45 | 17 | 0.626 |
| Goshen Rd | Earles La | Hansell Rd | 5842 | 45 | 17 | 0.671 |
| Carpenter Rd | Naamans Creek Rd | New Castle Co Ln | 5686 | 45 | 17 | 0.763 |
| Knowlton Rd | Linville Rd | Chester Creek Rd | 4670 | 45 | 17 | 0.721 |
| Bethel Rd | Mill Rd | Peach St | 4136 | 45 | 17 | 0.688 |
| Eagle Rd | King Of Prussia | Paul Rd | 4806 | 45 | 17 | 0.645 |
| Brinton Lake Rd | Baltimore Pike | Mill Rd | 4249 | 45 | 17 | 0.383 |
| Lenni Rd | Tr 452 (Pennel R | Highland Ave | 4214 | 45 | 17 | 0.369 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------|-------------------|------------------|-------|--------|--------------|----------|
| Naamans Creek Rd | Tr 95 | New Castle Co Li | 4079 | 45 | 17 | 0.568 |
| Oakland Rd | Webb Rd | Brintons Bridge | 3795 | 45 | 17 | 0.568 |
| Smith Bridge Rd | Tr 202 | Sunset View Dr | 3727 | 45 | 17 | 0.453 |
| Barren Rd | Painter Rd | Timber Run Rd | 3613 | 45 | 17 | 0.744 |
| Gradyville Rd | Tr 352 | Delchester Rd | 3720 | 45 | 17 | 0.746 |
| Glenn Riddle Rd | Springhouse La | Brandywine Dr | 3230 | 45 | 17 | 0.516 |
| Beatty Rd | Creek Rd | Minshall Rd | 3133 | 45 | 17 | 0.544 |
| Valley Rd | Tr 1 (Baltimore | Darlington Rd | 1286 | 45 | 17 | 0.710 |
| Concord Rd | Glenn Mills Rd | Lovelee La | 1246 | 45 | 17 | 0.445 |
| Creek Rd | Locksley Rd | Station Dr | 1169 | 45 | 17 | 0.379 |
| Spring Valley Rd | Brinton Lake Rd | Tr 322 | 1163 | 45 | 17 | 0.758 |
| Bethel Rd | Tr 261 | Garnet Mine Rd | 1118 | 45 | 17 | 0.658 |
| Kirk Rd | Tr 261 | Garnet Mine Rd | 1059 | 45 | 17 | 1.040 |
| Darlington Rd | Tr 1 | New Darlington R | 832 | 45 | 17 | 0.736 |
| Loraine St | Rosemont Ave | Bryn Mawr Ave | 2860 | 45 | 19 | 0.114 |
| Albert Rd | Bridgewater Rd | Powell Rd | 2372 | 45 | 19 | 0.217 |
| Cleveland Ave | Printz Ave | Elmwood Ave | 1954 | 45 | 19 | 0.218 |
| Sycamore Ave | Glenwood Ave | Arch St | 1818 | 45 | 19 | 0.152 |
| Mount Alverno Rd | Hidden Hills Rd | Willow Gate La | 1771 | 45 | 19 | 0.151 |
| Tilghman St | 11Th St | 12Th St | 1684 | 45 | 19 | 0.075 |
| Ridge Rd | Olive St | Tr 252 | 1615 | 45 | 19 | 0.094 |
| Highland Ave | Hearth Rd | Media Line Rd | 1353 | 45 | 19 | 0.265 |
| Walnut Ave | Oak La | Radnor Rd | 1399 | 45 | 19 | 0.322 |
| 6th St | Pine St | Walnut St | 987 | 45 | 19 | 0.189 |
| Michell St | Park St | Ridley Ave | 772 | 45 | 19 | 0.094 |
| Crescent Dr. | Park Dr. | Stratford Rd. | 801 | 45 | 19 | 0.189 |
| New Darlington Rd | Valley Rd | Darlington Rd | 656 | 45 | 19 | 0.757 |
| Possum Hollow Rd | Fox La | Locus La | 611 | 45 | 19 | 0.189 |
| White Ave | Summit Ave | Simpson St | 588 | 45 | 19 | 0.208 |
| Elder Ave | Wycombe Ave | Union Ave | 579 | 45 | 19 | 0.142 |
| Strathaven Ave | Rutgers Ave | School La | 644 | 45 | 19 | 0.170 |
| Unity Terrace | Rutledge Ave | President Ave | 365 | 45 | 19 | 0.142 |
| Stackhouse Mill Rd | Valley Rd | Beverly La | 265 | 45 | 19 | 0.416 |
| Charmont Ave | Ridgeway Ave | Warwick Ave | 273 | 45 | 19 | 0.265 |
| Tr 9 - Pa Tpk. Ext | Tr 276 Junction | Interchange 31 | 40900 | 91 | 2 | 9.896 |
| Tr 422 | Township Line Rd. | Lewis Rd. | 41137 | 91 | 2 | 1.374 |
| Tr 422 | Yost Rd. | Tr 724 | 34685 | 91 | 2 | 0.646 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|----------------------|------------------|--------------------|-------|--------|--------------|----------|
| Tr 422 | W Pottsgrove Ram | Berks Co Line | 26952 | 91 | 2 | 0.549 |
| Tr 100 | High St | Manatawny Creek | 23773 | 91 | 2 | 0.669 |
| Tr 100 | Farmington Rd | State Rd | 22499 | 91 | 2 | 0.718 |
| Tr 73 | Tr 100 | Montgomery Ave | 20047 | 91 | 2 | 0.235 |
| Tr 100 | Tr 73 | County Line Rd | 18096 | 91 | 2 | 0.604 |
| Tr 363 | Tr 73 | Steelman Rd | 17309 | 91 | 2 | 0.331 |
| Tr 663 | Quakertown Pike | Ottis Rd | 12228 | 91 | 2 | 0.219 |
| Tr 363 | Township Line Rd | Woodlyn Ave | 17190 | 91 | 2 | 0.344 |
| Tr 73 | Store Rd | Evansburg Rd | 16595 | 91 | 2 | 0.533 |
| Tr 73 | Berks Rd | Weber Rd | 15003 | 91 | 2 | 0.532 |
| Ridge Pk | Sanatoga Rd | Township Line Rd | 14219 | 91 | 2 | 0.286 |
| Ridge Pike | Township Line Rd | Royersford Rd | 14130 | 91 | 2 | 0.295 |
| Tr 29 | Tr 73 | Salford Station Rd | 6879 | 91 | 2 | 0.569 |
| Tr 63 | Morwood Rd | Shelly Rd | 13726 | 91 | 2 | 0.716 |
| Tr 29 | Pottstown Ave | 11Th St | 11678 | 91 | 2 | 0.668 |
| Ridge Pike | Township Line Rd | Kline Rd | 11333 | 91 | 2 | 0.600 |
| Tr 29 | Palm Hill Rd | Stauffer Rd | 10825 | 91 | 2 | 0.269 |
| Ridge Pk. | Neiffer Rd | Kugler Rd | 10824 | 91 | 2 | 0.429 |
| Tr 29 | Walters Rd | Knight Rd | 9652 | 91 | 2 | 0.482 |
| Tr 73 | Middle Creek Rd | Layfield Rd | 9543 | 91 | 2 | 0.494 |
| Tr 63 | Barndt Rd | Ridge Rd | 11494 | 91 | 2 | 0.703 |
| Tr 663 | Moyer Rd | Mock Rd | 8277 | 91 | 2 | 0.552 |
| Tr 663 | Kings Rd | Hill Rd | 6362 | 91 | 2 | 0.398 |
| Tr 29/73 Gravel Pike | Old Gravel Rd | Zieglerville Rd | 13819 | 91 | 2 | 0.508 |
| Tr 73 | Colonial Rd | New Hanover Sq R | 6387 | 91 | 2 | 0.708 |
| Tr 663 | Little Rd | Deep Creek Rd | 7596 | 91 | 2 | 0.374 |
| Tr 663 | Jefferson Ave | East St | 7333 | 91 | 2 | 0.677 |
| Tr 73 | Neiffer Rd | Krause Rd | 6681 | 91 | 2 | 0.684 |
| Tr 663 | Dotter Rd | Tr 73 | 5539 | 91 | 2 | 0.704 |
| Tr 29 | Main St | Green St | 5403 | 91 | 2 | 0.211 |
| High St | Grosstown Rd | Berks Co Line | 12827 | 91 | 6 | 0.400 |
| Tr 113 | Morris Rd | Landis Rd | 10037 | 91 | 6 | 0.512 |
| Swamp Pike | Wagner Rd | Sanatoga Rd | 9396 | 91 | 6 | 0.909 |
| Industrial Hwy | Franklin St. | Hanover St. | 8832 | 91 | 6 | 0.379 |
| Township Line Rd | Buckwalter Rd | Souder Rd | 9042 | 91 | 6 | 0.639 |
| Allentown Rd. | Delp Rd. | Lower Rd. | 8613 | 91 | 6 | 0.673 |
| Tr 113 | Cross Rd | Sharon Ln | 7836 | 91 | 6 | 0.512 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------|-------------------|---------------------|------|--------|--------------|----------|
| Township Line Rd | Ridge Pike | Hefner Rd | 7503 | 91 | 6 | 0.426 |
| Tr 113 | Tr 73 | Cressman Rd | 7281 | 91 | 6 | 0.443 |
| Whitehall Rd | Tr 73 | Bean Rd | 4947 | 91 | 6 | 0.695 |
| Tr 563 | Morwood Rd | King Rd | 4625 | 91 | 6 | 0.680 |
| Stump Hall Rd | Tr 363 | Hollow Rd | 3175 | 91 | 6 | 0.636 |
| State Game Farm Rd | Delphi Rd | Meng Rd | 2442 | 91 | 6 | 0.383 |
| Allentown Rd. | Tr 563 | Clump Rd. | 2204 | 91 | 6 | 0.586 |
| Hoffmansville Rd | Sterner/Renninge | Berks Co Ln | 2113 | 91 | 6 | 0.758 |
| Phila/kutztown Rd | County Line Rd | Township Woods R | 795 | 91 | 6 | 0.710 |
| Buchert Rd | Klepler Rd | Valley Rd | 4846 | 91 | 7 | 0.508 |
| Farmington Rd | Evans Rd | Tr 100 | 4612 | 91 | 7 | 0.557 |
| Adams St | Jackson St | Prospect St | 4285 | 91 | 7 | 0.170 |
| Old Forty Foot Rd | Bridge Rd | Township Line Rd | 3207 | 91 | 7 | 0.714 |
| Manatawny St | Grosstown Rd | Pottstown Boro Line | 2375 | 91 | 7 | 0.361 |
| James Rd | 6Th St | Geryville Pike | 2258 | 91 | 7 | 0.719 |
| Evansburg Rd | Arcola Rd | Visitation Rd | 2071 | 91 | 7 | 0.730 |
| Pleasant View Rd | Bleim Rd | Groff Rd | 2005 | 91 | 7 | 0.476 |
| Stump Hall Rd | Cedars Rd | Skippack Rd | 1954 | 91 | 7 | 0.599 |
| Bleim Rd | New Hanover Sq Rd | Yerger Rd | 1941 | 91 | 7 | 0.643 |
| Old Skippack Rd | Shelley Rd | Freeman School Rd | 1962 | 91 | 7 | 0.685 |
| Geryville Pike | Magazine Rd | Upper Ridge Rd | 1950 | 91 | 7 | 0.720 |
| Perkiomenville Rd | Deep Creek Rd | Goezel Rd | 1510 | 91 | 7 | 0.506 |
| Upper Ridge Rd | Tr 63 | Geryville Rd | 1303 | 91 | 7 | 0.688 |
| Constitution Ave | Grosstown Ave | Berks County Lin | 1127 | 91 | 7 | 0.227 |
| Upper Ridge Rd | Tr 63 | Perkiomenville R | 1577 | 91 | 7 | 0.342 |
| Neiffer Rd | Big Rd | Keyser Rd | 600 | 91 | 7 | 0.671 |
| Cross Rd | Tr 113 | Bergeys Mill Rd | 2879 | 91 | 8 | 0.458 |
| Limerick Rd | Ridge Pike | Graterford Rd | 1288 | 91 | 8 | 0.694 |
| Schoolhouse Rd | Lower Rd | Forman Rd | 1780 | 91 | 8 | 0.590 |
| Niantic Rd | Co Line Rd | Miller Rd | 1558 | 91 | 8 | 0.284 |
| Lower Rd | Schoolhouse Rd | Forman Rd | 1206 | 91 | 8 | 0.713 |
| Forrest Rd | County Line Rd | Cowpath Rd | 1303 | 91 | 8 | 0.748 |
| Linfield Rd | Township Line Rd | Royersford Rd | 1131 | 91 | 8 | 0.579 |
| Limerick Center Rd | Airport Rd | Sanatoga Rd | 1142 | 91 | 8 | 0.594 |
| Fagleysville Rd | Big Red (Tr 73) | Keyser Rd | 888 | 91 | 8 | 0.613 |
| Green Hill Rd | Hoffmansville Rd | Hoffman Rd | 865 | 91 | 8 | 0.549 |
| Lederach Rd | Schwenksville Rd | Larson Rd | 693 | 91 | 8 | 0.530 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-----------------------|------------------|-------------------|-------|--------|--------------|----------|
| Mill Rd | Indian Creek Dr | Hunsicker Rd | 596 | 91 | 8 | 0.446 |
| Buck Rd | Frey Rd | Geryville Pike | 1817 | 91 | 9 | 1.136 |
| Franklin St | Diamond St | West St | 1623 | 91 | 9 | 0.568 |
| Collegeville Rd | Township Line Rd | Mill Rd | 1463 | 91 | 9 | 0.616 |
| Bergey Rd | Morwood Rd | Indian Creek Rd | 806 | 91 | 9 | 0.568 |
| Sunset Rd | Greaterford Rd | Limerick Rd | 833 | 91 | 9 | 0.616 |
| Snyders Rd | Gilbertsville Rd | Detweiler Rd | 423 | 91 | 9 | 0.900 |
| Heffentrager Dr | Geryville Pike | Upper Ridge Rd | 277 | 91 | 9 | 0.947 |
| Brinkman Rd | Geryville Pike | Finland Rd | 213 | 91 | 9 | 1.136 |
| Rittenhouse Rd | Hess Rd | Township Line Rd | 212 | 91 | 9 | 0.947 |
| Tr 76 | Fayette St. | Hollow Rd. | 96100 | 91 | 11 | 4.104 |
| Tr 476 | Tr 76 | Delaware Co. Line | 75016 | 91 | 11 | 0.775 |
| Tr 76 | Tr 202 | Tr 320 | 82032 | 91 | 11 | 2.600 |
| Tr 476 | Germantown Pike | Ridge Pike | 70800 | 91 | 11 | 0.894 |
| Tr 276 | Interchange 24 | Interchange 25 | 46500 | 91 | 11 | 6.800 |
| Tr 309 | Tr 276 | Highland Ave | 50744 | 91 | 12 | 0.758 |
| Tr 309 | Church Rd. | Pennsylvania Ave | 50714 | 91 | 12 | 0.970 |
| Tr 309 | Butler Pike | Norristown Rd. | 46545 | 91 | 12 | 0.808 |
| Tr 422 | Tr 363 | Egypt Rd. | 42259 | 91 | 12 | 3.089 |
| Tr 422 | Walnut St | Tr 29 | 39323 | 91 | 12 | 3.487 |
| Tr 202 | Towncenter Rd | Brandywine Lane | 41968 | 91 | 14 | 0.535 |
| | Us 30 | Lancaster Rd/54T | 37840 | 91 | 14 | 0.435 |
| Tr 309 | Hartman Rd | Park Dr | 35697 | 91 | 14 | 0.509 |
| Tr 63 | Detweiler Rd | Sumneytown Pike | 19199 | 91 | 14 | 0.552 |
| Tr 1 / City Line Ave | Rolling Rd. | Haverford Rd. | 32197 | 91 | 14 | 0.436 |
| Germantown Pike | Walton Rd | Hickory Rd | 32585 | 91 | 14 | 0.322 |
| Tr 611 | Susquehanna Rd | Edgehill Rd | 31481 | 91 | 14 | 0.283 |
| Tr 611 | Meetinghouse Rd. | Horsham Rd. | 26142 | 91 | 14 | 0.689 |
| Tr 309 Ogontz Ave | Easton Rd | Cheltenham Ave | 25771 | 91 | 14 | 0.357 |
| Tr 611 | Asbourne Rd | Stratford Rd | 20676 | 91 | 14 | 0.537 |
| Tr 202 | Tr 73 | Cherry Lane | 23150 | 91 | 14 | 0.463 |
| Tr 232 | Blake Ave | Robbins Ave | 22646 | 91 | 14 | 0.566 |
| Tr 202 | Airy St | Oak St | 11788 | 91 | 14 | 0.692 |
| Tr 422 | Township Line Rd | Yost Rd | 40227 | 91 | 2 | 2.141 |
| Tr 73 | Tr 202 | Cathcart Rd | 21153 | 91 | 14 | 0.410 |
| Tr 63 | Easton Rd | Fitzwatertown Rd | 20843 | 91 | 14 | 0.399 |
| Tr 30 / Lancaster Ave | City Line Ave | Remington Rd. | 12176 | 91 | 14 | 0.485 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------|----------------|------------------|-------|--------|--------------|----------|
| Germantown Pike | Swede Rd. | Stanbridge St. | 19566 | 91 | 14 | 0.492 |
| Egypt Rd | Park Ave | Perkiomen Creek | 18462 | 91 | 14 | 0.381 |
| Easton Rd | Cheltenham Ave | Tr 309 | 17844 | 91 | 14 | 0.557 |
| Germantown Pike | Sandra Ln. | Burnside Ave | 17621 | 91 | 14 | 0.606 |
| Germantown Pike | Chemical Rd | Butler Pike | 17567 | 91 | 14 | 0.227 |
| Tr 363 | Snyder Rd | Sumneytown Pike | 17034 | 91 | 14 | 0.519 |
| Tr 263 | Tr 611 | Terwood Rd | 16830 | 91 | 14 | 0.472 |
| Sumneytown Pike | Broad St. | Tr 363 | 16669 | 91 | 14 | 0.805 |
| Ridge Pike | Tr 113 | 5Th Ave | 16560 | 91 | 14 | 0.458 |
| Butler Pike | Tr 73 | Farm Dr | 16549 | 91 | 14 | 0.284 |
| Ridge Pike | Tr 363 | Egypt Rd. | 16524 | 91 | 14 | 0.262 |
| Tr 63 | Tr 202 | N Wales Rd | 16134 | 91 | 14 | 0.688 |
| Cheltenham Ave | Easton Rd | Ogontz Ave | 14703 | 91 | 14 | 0.616 |
| Tr 202 | Tr 63 | Knapp Rd | 14591 | 91 | 14 | 0.322 |
| Tr 73 | Forrest Ave | Foxcroft Rd | 13455 | 91 | 14 | 0.706 |
| Germantown Pike | Markley Ave | Plumlyn Ave | 13173 | 91 | 14 | 0.114 |
| Ridge Pike | Cross Keys Rd | Germantown Pike | 11570 | 91 | 14 | 0.465 |
| Butler Pike | Ridge Pike | Germantown Pike | 11213 | 91 | 14 | 0.549 |
| Tr 63 | Tennis Ave | Mckean Rd | 11134 | 91 | 14 | 0.426 |
| Tr 29 | Tr 113 | Washington St | 11050 | 91 | 14 | 0.607 |
| Tr 73 | Tr 113 | Cressman Rd | 10655 | 91 | 14 | 0.700 |
| Tr 29 | Tr 422 | Memonite Rd | 15622 | 91 | 14 | 0.674 |
| Tr 73 | Bethlehem Pike | E Valley Green R | 9869 | 91 | 14 | 0.666 |
| Tr 152 | Tr 463 | Chestnut Lane | 9664 | 91 | 14 | 0.286 |
| Tr 29 (bridge St) | Macdade Rd | Egypt Rd | 9147 | 91 | 14 | 0.473 |
| Tr 29 | Lexington Rd | Plank Rd | 8860 | 91 | 14 | 0.490 |
| Butler Pike | Morris Rd. | Maple St. | 14901 | 91 | 14 | 0.098 |
| Butler Pike | Stenton Ave | Township Line Rd | 8288 | 91 | 14 | 0.360 |
| Montgomery Ave | Sebine Ave | Meetinghouse Ln | 20402 | 91 | 16 | 0.426 |
| Tr 232 | Byberry | Warfield | 18112 | 91 | 16 | 0.576 |
| Tr 232 | Red Lion Rd | Alden Rd | 18086 | 91 | 16 | 0.620 |
| S Broad St | Whites Rd | Allentown Rd | 11883 | 91 | 16 | 0.568 |
| Morris Rd | Tr 202 | Cathcart Rd | 10579 | 91 | 16 | 0.601 |
| Tr 320 | Tr 76 | Upper Gulph Rd | 16473 | 91 | 16 | 0.643 |
| Tr 463 | Hartman Rd | Stump Rd | 16139 | 91 | 16 | 0.541 |
| S. Broad St. | Vine St. | Hancock St. | 16015 | 91 | 16 | 0.644 |
| Davisville Rd | Pennypack Cr | Turnpike Dr | 15614 | 91 | 16 | 0.448 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------------|-----------------|------------------|-------|--------|-----------------|----------|
| Bethlehem Pike | Church Rd | Valley Green Rd | 15606 | 91 | 16 | 0.571 |
| Tr 463 / Forty Foot Rd. | Funks Rd. | Koeffel Rd. | 14507 | 91 | 16 | 0.620 |
| Township Line Rd | Arch St | Tr 202 | 14396 | 91 | 16 | 0.630 |
| Norristown Rd | Tr 63 | Heman Rd | 14235 | 91 | 16 | 0.632 |
| Byberry Rd | Warminster Rd | Orangeman'S Rd | 14197 | 91 | 16 | 0.586 |
| Davisvile Rd | Byberry Rd | County Line Rd | 15447 | 91 | 16 | 0.300 |
| Bethlehem Pike | Butler Pike | Highland Ave | 15018 | 91 | 16 | 0.436 |
| Susquehanna Rd | Tr 152 | Mundock Rd | 13459 | 91 | 16 | 0.522 |
| Joshua Rd | Ridge Pike | Germantown Pike | 13437 | 91 | 16 | 0.555 |
| Tr 23 | Gulph Rd | Quarry Rd | 13349 | 91 | 16 | 0.463 |
| Morris Rd | Schultz Rd | West Point Pike | 13162 | 91 | 16 | 0.533 |
| Byberry Rd | Pine Rd | Philmont Ave | 13129 | 91 | 16 | 0.469 |
| Tr 113 | Tr 63 | Gruber Rd | 12767 | 91 | 16 | 0.391 |
| Blair Mill Rd | Crestview Rd | County Line Rd | 12331 | 91 | 16 | 0.422 |
| Whitehall Rd | Marshall St | Sterigere St | 12216 | 91 | 16 | 0.726 |
| Blair Mill Rd | Welsh Rd | Commerce Ave | 12102 | 91 | 16 | 0.689 |
| Pennsylvania Ave | Belmont Ave | Twining Rd | 13891 | 91 | 16 | 0.613 |
| Tr 23 | City Ave | Union Ave | 11847 | 91 | 16 | 0.688 |
| Allentown Rd | Tr 63 | Keeler Rd | 11561 | 91 | 16 | 0.565 |
| Park Ave | Ridge Pike | Oakdale Ave | 10550 | 91 | 16 | 0.226 |
| Broad St | Park Rd | Sullivan Dr | 10389 | 91 | 16 | 0.463 |
| Bethlehem Pike | Tr 309 | Norristown Rd | 9608 | 91 | 16 | 0.393 |
| Cannon Ave | Main St | 7Th St | 9478 | 91 | 16 | 0.644 |
| Cheltenham Ave | Paper Mill Rd | Willow Grove Ave | 9199 | 91 | 16 | 1.042 |
| Sandy Hill Rd | Belvar Rd | Hallowell Rd | 8652 | 91 | 16 | 0.609 |
| Pine Rd | Tr 63 | Byberry Rd | 8117 | 91 | 16 | 0.375 |
| Allentown Rd | S Broad St | Sumneytown Pike | 7926 | 91 | 16 | 0.454 |
| Susquehanna Rd | Tr 232 | Meetinghouse Rd | 7470 | 91 | 16 | 0.519 |
| Pawlings Rd | Audobon Rd | Chapel View Rd | 7320 | 91 | 16 | 0.761 |
| Tr 152 | Norristown Rd | Fort Washington | 9254 | 91 | 16 | 0.409 |
| Gulph Rd | Spring Mill Rd | Mt Moro Rd | 6304 | 91 | 16 | 0.402 |
| Swede St | Markley St | Oak St | 6164 | 91 | 16 | 0.500 |
| Tr 113 | Bechter Rd | Tr 29 | 5893 | 91 | 16 | 0.473 |
| Tr 113 (trappe Rd) | North Mennonite | Hopwood Rd | 5292 | 91 | 16 | 0.546 |
| Joshua Rd | Stenton Ave | Hill Rd | 5270 | 91 | 16 | 0.538 |
| Spring Mill Rd | Morris Ave | Gulph Rd | 5554 | 91 | 16 | 0.522 |
| Swedeland Rd | Tr 320 | S Gulph Rd | 2643 | 91 | 16 | 0.324 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------------|------------------|----------------|-------|--------|-----------------|----------|
| Welsh Rd | Easton Rd | Fitzwater Rd | 12644 | 91 | 17 | 0.226 |
| Flourtown Rd | Thomas Rd | Joshua Rd | 10870 | 91 | 17 | 0.637 |
| West Point Pike | Morris Rd | Oak St | 9719 | 91 | 17 | 0.320 |
| Cedar Rd | Fox Chase Rd | Shelmire St | 9271 | 91 | 17 | 0.416 |
| Highland Ave | Pine Tree Rd | Susquehanna Rd | 8775 | 91 | 17 | 0.900 |
| Marshall St | Burnside Ave | Whitehall Rd | 7755 | 91 | 17 | 0.586 |
| Croton Rd | Radnor Hill Rd | Warren Rd | 6378 | 91 | 17 | 0.329 |
| Koeffel Rd | Pennfield Dr | Winston St | 5591 | 91 | 17 | 0.265 |
| Ashbourne Rd | Mill Rd | Oaklane Rd | 5855 | 91 | 17 | 0.421 |
| Terwood Rd | Fairway Valley R | Welsh Rd | 5737 | 91 | 17 | 0.538 |
| Burnside Ave | Germantown Pike | Oakland Dr | 5609 | 91 | 17 | 0.383 |
| Eagleville Rd | Arcola Rd | Visitation Rd | 4826 | 91 | 17 | 0.590 |
| Old Arch Rd | Johnson Hwy | New Hope St | 4839 | 91 | 17 | 0.413 |
| Lower State Rd | Goodwin Ln | Limekiln Pike | 4315 | 91 | 17 | 0.945 |
| North Wales Rd | Tr 73 | Morris Rd | 4137 | 91 | 17 | 1.288 |
| Tennis Ave | Welsh Rd | Norristown Rd | 3991 | 91 | 17 | 0.602 |
| Lansdale Ave | Horsham Rd | Vilsmeier Rd | 4433 | 91 | 17 | 0.530 |
| Flint Hill Rd | B St | Mc Coys Ln | 3616 | 91 | 17 | 0.653 |
| Upper Gulph Rd | Montgomery Ave | County Line Rd | 3579 | 91 | 17 | 0.348 |
| Penllyn Blue Bell Pike | Deaver Dr | Stenton Ave | 3441 | 91 | 17 | 0.265 |
| E Vine St | Hatfield Valley | Maple Ave | 3205 | 91 | 17 | 0.284 |
| Pinetown Rd | Egypt Rd | Featherbed Ln | 3132 | 91 | 17 | 0.758 |
| Brook Rd | Tr 476 Overpass | Coldwell Ln | 2083 | 91 | 17 | 0.227 |
| Orangemans Rd | Byberry Rd | Pioneer Rd | 2042 | 91 | 17 | 0.663 |
| Township Line Rd | Butler Pike | Narcissa Rd | 2039 | 91 | 17 | 0.644 |
| Park Rd | Broad St | W Point Pike | 1895 | 91 | 17 | 0.487 |
| Roberts Rd | Montgomery Ave | Gulph Rd | 1456 | 91 | 17 | 0.696 |
| Sterigere St | Harding Blvd | Markley St | 584 | 91 | 17 | 0.170 |
| Lewis Ln | Tr 73 | Morris Rd | 2829 | 91 | 19 | 1.136 |
| Maple St | 4Th St | 9Th St | 2181 | 91 | 19 | 0.379 |
| Tomlinson Rd | Buck Rd | Sycamore Rd | 2132 | 91 | 19 | 0.426 |
| Reservoir Ave | Old Welsh Rd | Woodland Ave | 1885 | 91 | 19 | 0.758 |
| Ruth Rd | Sumneytown Pike | Clemens Rd | 1313 | 91 | 19 | 0.257 |
| College Ave | Greenwood Ave | 7Th Ave | 680 | 91 | 19 | 0.521 |
| Cathedral Dr | Poplar Rd | Alnwick Rd | 615 | 91 | 19 | 1.136 |
| Crosswicks Rd | Mill Rd | Beverly Rd | 414 | 91 | 19 | 0.473 |
| Highland Ave | Hunsburger Rd | Washington Ave | 325 | 91 | 19 | 0.379 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|--------------------------------|-----------------------|-----------------------|--------|--------|--------------|----------|
| Towamencin Ave | Pennsylvania Ave | York Ave | 308 | 91 | 19 | 0.237 |
| Tr 76 | Tr 1 | Montgomery Dr. | 174469 | 101 | 11 | 1.000 |
| Tr 76 | Spring Garden St | Tr 676 | 164542 | 101 | 11 | 0.500 |
| Tr 95 | Betsy Ross Bridge | | 127000 | 101 | 11 | 0.516 |
| Tr 95 | Academy Rd. | Woodhaven Rd. | 125000 | 101 | 11 | 2.091 |
| Walt Whitman Bridge | Tr 95 | Nj State Line | 102500 | 101 | 11 | 1.373 |
| Tr 676 | Tr 76 | 22Nd St. | 119470 | 101 | 11 | 0.526 |
| Tr 95 | Girard Ave Bridge | | 102000 | 101 | 11 | 0.978 |
| Tr 95 | Off Ramp To Cent | On Ramp From Air | 100871 | 101 | 11 | 0.500 |
| Tr 95 | Broad St. | Front St. | 95000 | 101 | 11 | 1.204 |
| Tr 76 | University Ave | South St. | 108673 | 101 | 11 | 0.495 |
| Ben Franklin Bridge | 5Th St. | Nj State Line | 88600 | 101 | 11 | 0.710 |
| Tr 95 | Callowhill St. | Slide Under Ramps | 75000 | 101 | 11 | 0.429 |
| Tr 676 | 22Nd St. | Broad St. | 120826 | 101 | 11 | 0.524 |
| Tr 676 | 7Th St. | Tr 95 | 72382 | 101 | 11 | 0.640 |
| Tr 76 | Passyunk Ave | Penrose Ave | 47941 | 101 | 11 | 0.199 |
| Tr 1 | Wissahickon Ave | Roberts Ave | 110000 | 101 | 12 | 0.448 |
| Tr 1 | Scotts Ln. | Fox St. | 100000 | 101 | 12 | 0.688 |
| Tr 1 | Broad St. Nb Off-Ramp | Old York Rd. Overpass | 75000 | 101 | 12 | 0.487 |
| Tr 63 | Thornton Rd | Academy Rd | 64273 | 101 | 12 | 0.523 |
| Tr 63 | Tr 1 | Thornton Rd | 58375 | 101 | 12 | 0.339 |
| Tr 63 | Academy Rd | Knights Rd | 55486 | 101 | 12 | 0.623 |
| Tr 1 | 5Th St. | Mascher St. | 66000 | 101 | 14 | 0.444 |
| Tr 611 (broad St) | Allegheny Ave | Tioga St | 48371 | 101 | 14 | 0.320 |
| Penrose Ave | Penrose Ave Bridge | Lanier Ave | 44213 | 101 | 14 | 0.242 |
| Tr 1 Inside | Oxford Circle | Devereaux Ave | 39127 | 101 | 14 | 0.522 |
| Tr 1 Roosevelt Blvd. (outsi | Woodhaven Rd. | Southampton Rd. | 48596 | 101 | 14 | 0.638 |
| Broad St. | Girard Ave | Montgomery Ave | 42378 | 101 | 14 | 0.316 |
| Tr 1 Roosevelt Blvd. (insid | Woodward St. | Welsh Rd. | 41710 | 101 | 14 | 0.487 |
| Ben Franklin Pkwy. | 21St St. | 22Nd St | 37300 | 101 | 14 | 0.459 |
| Tr 1 Inside | Tr 73 Cottman Ave | Borbeck/Ryan Ave | 39185 | 101 | 14 | 0.747 |
| Tr 1 Roosevelt Blvd. (outsi | Woodward St. | Welsh Rd. | 29817 | 101 | 14 | 0.487 |
| 26th St | Penrose Ave | Hartranft | 36832 | 101 | 14 | 0.657 |
| Tr 532 | Verree Rd | Lawlor St | 34429 | 101 | 14 | 0.546 |
| Grant Ave | Ashton Rd | Blue Grass Rd | 32631 | 101 | 14 | 0.437 |
| Tr 1 Inside | Conwell Ave | Red Lion Rd | 29600 | 101 | 14 | 0.494 |
| Tr 1 Roosevelt Blvd. (outside) | Conwell Ave | Red Lion Rd | 30492 | 101 | 14 | 0.494 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-------------------------------|----------------|------------------------|-------|--------|-----------------|----------|
| Tr 1 Roosevelt Blvd. (inside) | Woodhaven Rd. | Southampton Rd. | 30791 | 101 | 14 | 0.636 |
| Tr291 (broad St) | Bainbridge St | South St | 29694 | 101 | 14 | 0.455 |
| Ridge Ave | Bells Mill Rd | Northwestern Ave | 29351 | 101 | 14 | 0.389 |
| Island Ave | Essington Ave | Lindburgh Blvd | 28138 | 101 | 14 | 0.522 |
| Delaware Ave | South St | Bainbridge | 33963 | 101 | 14 | 0.624 |
| Tr 73 | Duncan Ave | Oxford Ave | 27861 | 101 | 14 | 0.578 |
| Bustleton Ave | Tustin St | Benton Ave | 25839 | 101 | 14 | 0.448 |
| Academy Rd | Grant Ave | Convent Ave | 25292 | 101 | 14 | 0.610 |
| Chestnut St | 34Th St | 36Th St | 42136 | 101 | 14 | 0.612 |
| Henry Ave | Lincoln Dr | Schoolhouse La | 23771 | 101 | 14 | 0.562 |
| Broad St | I-95 | Pattison Ave | 23027 | 101 | 14 | 0.440 |
| Market St | 37Th | 38Th | 25236 | 101 | 14 | 0.457 |
| Tr 13 | Grant Ave | Knights Rd | 22373 | 101 | 14 | 0.605 |
| Callowhill St | Lawrence St | 7Th St | 20157 | 101 | 14 | 0.230 |
| Henry Ave | Port Royal Ave | Summit Ave | 22644 | 101 | 14 | 0.582 |
| Aramingo Ave | Lehigh Ave | Thompson Avelehigh Ave | 19072 | 101 | 14 | 0.457 |
| Belmont Ave | Edgley Ave | Winnfield Ave | 18426 | 101 | 14 | 0.485 |
| Tr 13 | Glenview St | Disston St | 18515 | 101 | 14 | 0.505 |
| Delaware Ave | Callowhill St | Willow St | 20695 | 101 | 14 | 0.507 |
| Spring Garden | 2Nd St | 3Rd St | 18366 | 101 | 14 | 0.440 |
| Kelly Dr | Poplar Dr | Fairmount St | 18174 | 101 | 14 | 0.695 |
| Adams Ave | Rising Sun Ave | Tabor Rd | 21816 | 101 | 14 | 0.215 |
| Cobbs Creek Pkwy | Spruce St | Catherine St | 17215 | 101 | 14 | 0.326 |
| Rising Sun Ave | Geneva Ave | Adams Ave | 18011 | 101 | 14 | 0.652 |
| Market St | 3Rd St | 4Th St | 17145 | 101 | 14 | 0.327 |
| Tr 30 | 63 St | 57 St | 16349 | 101 | 14 | 0.655 |
| Levick St | Frankford Ave | Torresdale Ave | 16038 | 101 | 14 | 0.407 |
| Stenton Ave | Easton Rd | Washington Lane | 11926 | 101 | 14 | 0.527 |
| Oregon Ave | 24Th St | 20Th St | 18472 | 101 | 14 | 0.426 |
| Essington Ave | 70Th St | Bartram Ave | 14964 | 101 | 14 | 0.506 |
| Girard Ave | Frankford Ave | Cecil B Moore Av | 15572 | 101 | 14 | 0.498 |
| Tr13 (33rd St) | Girard Ave | Columbia Ave | 17585 | 101 | 14 | 0.465 |
| Walnut La | Henry Ave | Magdalena St | 14160 | 101 | 14 | 0.142 |
| 5th St | Arch St | Race St | 13726 | 101 | 14 | 0.323 |
| Tr 232 | Verree Rd | Rhawn St | 13838 | 101 | 14 | 0.727 |
| Kensington Ave | Glenwood Ave | Castor Ave | 13146 | 101 | 14 | 0.331 |
| Passyunk Ave | 24Th St | 20Th St | 13510 | 101 | 14 | 0.390 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|-----------------|------------------|------------------|-------|--------|-----------------|----------|
| Easton Rd | Cheltenham Ave | Pickering Ave | 13210 | 101 | 14 | 0.492 |
| Olney Ave | Cheltenham Ave | Church La | 13131 | 101 | 14 | 0.715 |
| Frankford Ave | Cheltenham Ave | Harbison Ave | 12877 | 101 | 14 | 0.389 |
| Washington La | Cheltenham Ave | Ogontz Ave | 12788 | 101 | 14 | 0.253 |
| Castor Ave | Aramingo Ave | Richmond St | 12006 | 101 | 14 | 0.467 |
| Germantown Ave | Bethlehem Pike | Mt Airy Ave | 10669 | 101 | 14 | 0.492 |
| 22nd St | Vine St | Spring Garden St | 10103 | 101 | 14 | 0.345 |
| Walnut St | 7Th St | 8Th St | 10153 | 101 | 14 | 0.531 |
| Godfrey Ave | 5Th St | Front St | 8025 | 101 | 14 | 0.485 |
| Germantown Ave | Cheltenham Ave | Church La | 7258 | 101 | 14 | 0.500 |
| Lehigh Ave | Ridge Ave | Chalmers Ave | 5822 | 101 | 14 | 0.487 |
| Chestnut St | 7Th St | 8Th St | 4207 | 101 | 14 | 0.170 |
| 34th St | Springarden St | Hamilton St | 10387 | 101 | 14 | 0.047 |
| Red Lion Rd | Northeast Ave | Jamison Ave | 29383 | 101 | 16 | 0.331 |
| Academy Rd | Red Lion Rd | Glenn St | 27907 | 101 | 16 | 0.433 |
| Evans St | Tr 1 | Byberry Circle | 25604 | 101 | 16 | 0.400 |
| Grays Ferry Ave | 47Th St | 34Th St | 23002 | 101 | 16 | 0.544 |
| Lincoln Dr | Elmen St | Greene St | 25338 | 101 | 16 | 0.621 |
| State Rd | Magee St | Unruh St | 22809 | 101 | 16 | 0.494 |
| Holme Ave | Holme Circle | Winchester Ave | 19004 | 101 | 16 | 0.446 |
| Haverford Ave | City Ave | Overbrook Ave | 17195 | 101 | 16 | 0.476 |
| Allegheny Ave | Ella St | Front St | 18100 | 101 | 16 | 0.485 |
| Whitaker Ave | Ruscomb St | Louden St | 17188 | 101 | 16 | 0.472 |
| Ridge Ave | Port Royal Ave | Summit Ave | 16445 | 101 | 16 | 0.355 |
| Allegheny Ave | I-95 | Aramingo Ave | 15345 | 101 | 16 | 0.468 |
| Castor Ave | Orthodox St | Adams Ave | 16177 | 101 | 16 | 0.587 |
| State Rd | Cottman Ave | Bleigh | 16281 | 101 | 16 | 0.463 |
| Knights Rd | Fairdale Rd | Chalfont Dr | 16018 | 101 | 16 | 0.579 |
| Rhawn St | Oxford Ave | Ridgeway St | 15631 | 101 | 16 | 0.369 |
| Ridge Ave | Hermit La | Dawson St | 15417 | 101 | 16 | 0.543 |
| Tacony St | Bridge St | Fraley St | 15306 | 101 | 16 | 0.261 |
| Verree Rd. | Rhawn St. | Tustin St. | 15141 | 101 | 16 | 0.638 |
| Ridge Ave | Hermitage St | Greene La | 14682 | 101 | 16 | 0.463 |
| Verree Rd | Red Lion Rd | Bustleton Ave | 14305 | 101 | 16 | 0.663 |
| Welsh Rd | Route 1 | Dewee St | 13691 | 101 | 16 | 0.407 |
| 63rd St | Tr 30 (Lancaster | Lebanon Ave | 14427 | 101 | 16 | 0.481 |
| Verree Rd | Bloomfield Ave | Marchman Rd | 15031 | 101 | 16 | 0.605 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|----------------|------------------|----------------|-------|--------|-----------------|----------|
| Bells Mill Rd | Sugar Loaf Rd | Germantown Ave | 13874 | 101 | 16 | 0.331 |
| Rhawn St | Tr 1 | Revere St | 13990 | 101 | 16 | 0.447 |
| Welsh Rd | Verree Rd | Rising Sun Ave | 13350 | 101 | 16 | 0.510 |
| 61st St | Passyunk Ave | Lindbergh Blvd | 13169 | 101 | 16 | 0.805 |
| Castor Ave | Levick St | Magee Ave | 13455 | 101 | 16 | 0.531 |
| Grant Ave | Tr 13 | Fordham Rd | 12851 | 101 | 16 | 0.508 |
| 5th St | Allegheny Ave | Erie Ave | 12218 | 101 | 16 | 0.549 |
| Allegheny Ave | Hunting Park Ave | 29Th St | 12201 | 101 | 16 | 0.513 |
| Castor Ave | Rhawn St | Solly Ave | 12201 | 101 | 16 | 0.408 |
| Upsal St | Stenton Ave | Lowber Ave | 11884 | 101 | 16 | 0.517 |
| State Rd | Linden Ave | Pennypack Ave | 11345 | 101 | 16 | 0.666 |
| Rhawn St | Frankford Ave | Torresdale Ave | 10893 | 101 | 16 | 0.333 |
| Pattison Ave | 7Th St | 3Rd St | 10356 | 101 | 16 | 0.397 |
| Willits Rd | Convent Ave | Holme Ave | 10257 | 101 | 16 | 0.505 |
| 70th St | Woodland Ave | Elmwood Ave | 10193 | 101 | 16 | 0.331 |
| Frankford Ave | Wheatsheaf St | Butler St | 9961 | 101 | 16 | 0.461 |
| Lindbergh Blvd | 63Rd St | 61St St | 9859 | 101 | 16 | 0.370 |
| Frankford Ave | Alleghney Ave | Clearfield St | 9486 | 101 | 16 | 0.284 |
| Torresdale Ave | Cheltenham Ave | Comly St | 9352 | 101 | 16 | 0.444 |
| Arch St | 11Th St | 12Th St | 8927 | 101 | 16 | 0.642 |
| Pine St | 12Th St | 10Th St | 8557 | 101 | 16 | 0.189 |
| 6th St | Callowhill St | Willow Ave | 7772 | 101 | 16 | 0.032 |
| 6th St | Allegheny Ave | Erie Ave | 7301 | 101 | 16 | 0.549 |
| Snyder Ave | Broad St | Hutchinson St | 14461 | 101 | 16 | 0.451 |
| Levick St | Castor Ave | Kindred St | 6896 | 101 | 16 | 0.274 |
| Haverford Ave | Cobbs Creek Pkwy | 62Nd St | 6755 | 101 | 16 | 0.462 |
| Frankford Ave | Laurel St | Widley St | 6389 | 101 | 16 | 0.144 |
| Queen La | Henry Ave | Fox St | 7928 | 101 | 16 | 0.663 |
| 5th St. | Callowhill St. | Willow St. | 6926 | 101 | 16 | 0.055 |
| Haverford Ave | 38Th St | 34Th St | 2909 | 101 | 16 | 0.303 |
| Windrim Ave | Germantown Ave | Wayne Ave | 15573 | 101 | 17 | 0.115 |
| Fairmont Ave | Ridge Ave | 25Th St | 10866 | 101 | 17 | 0.947 |
| Front St | Oregon Ave | Packer Ave | 8999 | 101 | 17 | 0.284 |
| Torresdale Ave | Unruh Ave | Princeton Ave | 9810 | 101 | 17 | 0.488 |
| Torresdale Ave | Pennypack St | Academy Rd | 9473 | 101 | 17 | 0.283 |
| Parkside Ave | Belmont Ave | Girard Ave | 8829 | 101 | 17 | 0.546 |
| Ridge Ave | Ingersoll Ave | Sedgley Ave | 9326 | 101 | 17 | 0.538 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|------------------|------------------|------------------|------|--------|--------------|----------|
| Pine Rd | Rhawn St | Hoffnagel St | 8764 | 101 | 17 | 0.379 |
| Bustleton Ave | Van Kirk St | Cheltenham Ave | 8862 | 101 | 17 | 0.437 |
| Wissahicken Ave | Sedgwick St | Allens La | 7475 | 101 | 17 | 0.438 |
| Rising Sun Ave | Broad St | 6Th St | 7563 | 101 | 17 | 0.820 |
| 19th St | 72Nd Ave | Cheltenham Ave | 6663 | 101 | 17 | 0.265 |
| Whitby Ave | Cobbs Creek Pkwy | 57Th St | 6610 | 101 | 17 | 0.749 |
| Ridge Ave | Broad St | Spring Garden St | 7372 | 101 | 17 | 0.597 |
| 6th St | Bainbridge St | South St | 5954 | 101 | 17 | 0.047 |
| Springfield Ave | 60Th St | 58Th St | 6181 | 101 | 17 | 0.208 |
| Allens La | Germantown Ave | Bryan St | 5979 | 101 | 17 | 0.439 |
| Cheltenham Ave | Harbison Ave | Cottage Ave | 5714 | 101 | 17 | 0.142 |
| 20th St | Callowhill St | Noble St | 5313 | 101 | 17 | 0.047 |
| 5th St | Bainbridge St | South St | 5078 | 101 | 17 | 0.047 |
| Willow Grove Ave | St Martins La | Lincoln Dr | 4901 | 101 | 17 | 0.237 |
| Buist Ave | 70Th St | 67Th St | 6588 | 101 | 17 | 0.331 |
| 10th St | Bainbridge St | South St | 4823 | 101 | 17 | 0.047 |
| 3rd St | Callowhill St | Noble St | 4403 | 101 | 17 | 0.047 |
| Lombard St | 2Nd St | Front St | 4039 | 101 | 17 | 0.095 |
| Columbia Ave | Ridge Ave | Broad St | 5112 | 101 | 17 | 0.371 |
| Front St. | Bainbridge St. | South St. | 4292 | 101 | 17 | 0.047 |
| 25th St | College Ave | Pennsylvania Ave | 2876 | 101 | 17 | 0.509 |
| 2nd St | Bainbridge St | South St | 4005 | 101 | 17 | 0.047 |
| Mt Pleasant Ave | Mitchner Ave | Cheltenham Ave | 3630 | 101 | 17 | 0.237 |
| Callowhill St | 16Th St | 15Th St | 4617 | 101 | 17 | 0.047 |
| Morris St | Broad St | Passyunk Ave | 3267 | 101 | 17 | 0.189 |
| Tasker Ave | 2Nd St | Front St | 4762 | 101 | 17 | 0.095 |
| Church La | Olney Ave | Musgrave St | 2748 | 101 | 17 | 0.208 |
| Highland Ave | Germantown Ave | Anderson St | 2149 | 101 | 17 | 0.189 |
| Greenwood Ave | Michener Ave | Cheltenham Ave | 2025 | 101 | 17 | 0.265 |
| Greene St | Sedgwick St | Lincoln Dr | 1870 | 101 | 17 | 0.284 |
| Rex Ave | Seminole St | Germantown Ave | 520 | 101 | 17 | 0.426 |
| 3rd St | Wyoming Ave | Roosevelt Blvd | 3991 | 101 | 19 | 0.142 |
| Arrott St | Large St | Oakland St | 4221 | 101 | 19 | 0.189 |
| Mifflin St | 11Th St | 8Th St | 3264 | 101 | 19 | 0.284 |
| Outlook Ave | Academy Rd | Kirkwood Rd | 2743 | 101 | 19 | 0.237 |
| Manatawna Ave | Ridge Pk | Old Line Rd | 2552 | 101 | 19 | 0.114 |
| Cresco Ave | Rhawn Rd | Welsh Rd | 2170 | 101 | 19 | 0.331 |

| LOCATION | FROM | TO | AADT | COUNTY | FUNCT. CLASS | DISTANCE |
|---------------|-----------------|-------------------|------|--------|-----------------|----------|
| Chelten Ave | 10Th St | 6Th St | 1977 | 101 | 19 | 0.331 |
| Darien St | Pattison Ave | Packer Ave | 1853 | 101 | 19 | 0.208 |
| Dungan Rd | Bleigh Ave | Faunce St | 2489 | 101 | 19 | 0.208 |
| Hartranft St. | 20Th St. | 18Th St. | 2549 | 101 | 19 | 0.237 |
| Sanger St | Mulberry St | Cottage St | 522 | 101 | 19 | 0.284 |
| 21 st st | Ridge Ave | North College Ave | 466 | 101 | 19 | 0.331 |
| 7th st | Oak Lane | 66Th Ave | 447 | 101 | 19 | 0.237 |
| 8th st | 66Th Ave | Chelton Ave | 432 | 101 | 19 | 0.284 |
| Brown St | 6Th St | Broad St | 430 | 101 | 19 | 0.142 |
| Cresson St | School House La | Coulter St | 288 | 101 | 19 | 0.331 |
| 10th st | Olney Ave | Clarkson St | 368 | 101 | 19 | 0.095 |
| Marion St | Queen La | Manheim St | 313 | 101 | 19 | 0.208 |

