



Traffic Trends Report

for selected Lehigh Valley locations



March 2014

Planning for the future of Lehigh and Northampton Counties

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Lehigh Valley Transportation Study

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Introduction

The Lehigh Valley Planning Commission (LVPC) annually conducts approximately 100 traffic counts throughout Lehigh and Northampton counties under a contract with the Pennsylvania Department of Transportation (PennDOT). Statewide, 8,000 traffic counts are performed annually. The counts are useful in monitoring traffic flows, determining traffic background growth rates, calibrating the regional travel demand forecasting model, projecting future traffic volumes, determining road design, allocating Federal funds, determining priorities for improvement projects, assessing air quality impacts, and maintaining congestion management systems. In addition, commercial realtors and developers utilize the data for marketing properties.

The Traffic Counting Process

Traffic counts can typically be categorized as either a volume or classification count. Volume counts depict the total volume of vehicles passing a given location. Classification counts show the total volume of vehicles but include a breakdown by type of vehicle (i.e. passenger cars; minivan/pick-up trucks; motorcycles; 3, 4, and 5 axle single unit trucks; 3, 4, and 5 axle double unit trucks; trucks of 6 or more axles; tandem trucks; school buses; and commercial buses). Directional volumes are obtained on some but not all counts. Counts are generally performed on principal arterial and minor arterial roads in urban locations, although some counts are conducted for urban collector roads and roads in rural areas.

Volume and classification count data may be obtained from machine, manual, or embedded loop counts. Machine count data is collected by the placement of road tubes across travel lanes that register passing vehicles into a recording device. Machine counts are taken over a 24-hour period, excluding holidays and special events (e.g. Musikfest, Allentown Fair, etc.), to represent more typical daily travel conditions. Manual count data is collected by one or more persons counting both the amount of vehicles and types of vehicles passing a given point. These counts are generally performed where machine counts cannot be installed

due to vertical and horizontal geometry limitations, the presence of on-street parking, or safety constraints in the roadway. Manual counts are conducted Tuesday through Thursday from 10:00 a.m. to 6:00 p.m., excluding holidays and special events. Embedded loop counts are permanent metal wire loops embedded in the road surface that register passing traffic. These loops are found on higher volume roads such as Route 22, Route 33, Route 378, Route 309, and I-78.

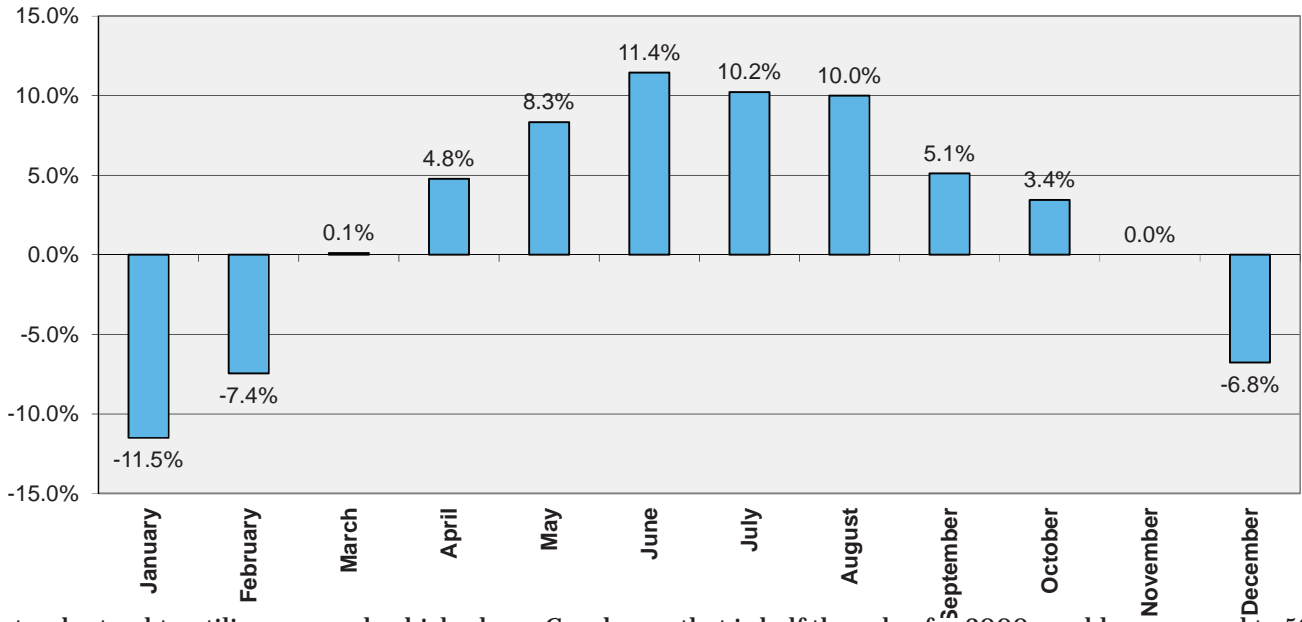
Raw data collected from these counts are factored to an Annual Average Daily Traffic (AADT) count, which removes any daily, monthly, or seasonal bias from the raw data. For example, a raw traffic count conducted in July reflects an artificially high volume since July typically experiences higher traffic volumes than other months. Consequently, the raw July traffic volume count would be factored down to account for this seasonal variation. Graph 1 depicts the monthly variation in traffic. Transportation facilities are classified by the relative importance of their movement and access functions. Freeways, expressways, and major arterials primarily provide mobility for traffic while collector and local roads primarily provide access to adjacent land uses.

These traffic counts are taken on a 1, 3, 5, or 10 year cycle. Urban and rural arterials generally carry higher volumes of traffic and therefore are counted more frequently on a 1, 3, or 5 year cycle. Urban and rural collectors generally carry lower volumes of traffic and are counted on a less frequent cycle of 5 or 10 years. Routes 22 and 33, for example, are counted every year.

Factors Affecting Travel Growth

Travel growth is driven by obvious indicators such as the growth in the economy, population, households, and employment. The most reliable indicator of travel growth is the economy. For decades, increases in daily vehicle miles traveled (DVMT) closely mirrored increases in gross domestic product (GDP). The correlation between the two has not been as strong since the late 1990s. This could be attributed to factors including the aging population, households with fewer children, women fully penetrating the workforce, and a higher percentage of minorities and im-

Graph 1:
Monthly Variation of Traffic

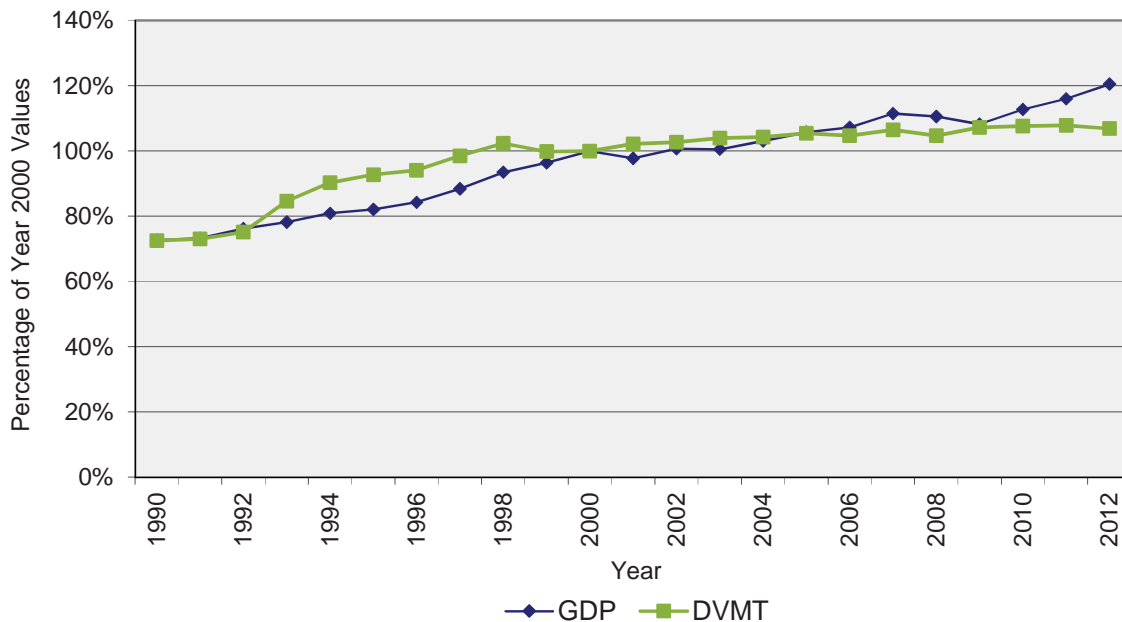


migrants who tend to utilize personal vehicles less. Graph 2 displays DVMT vs. GDP from 1990-2012 for the Lehigh Valley. The values for the graph are indexed to the year 2000, meaning each value represents a percentage of the DVMT and GDP amount in 2000. A GDP or DVMT value

that is half the value for 2000 would correspond to 50 percent on the y-axis.

Other indicators that affect travel growth include gasoline prices, income, vehicle registrations, licensed drivers, and

Graph 2:
Lehigh Valley DVMT vs GDP: 1990 - 2012



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land use. There is a lagging inverse relationship between gas prices and DVMT. As gas prices increase, DVMT tends to decrease several months later, although the correlation between the two variables is relatively small. Also, as incomes rise, higher automobile ownership rates result, more vehicle trips are generated, and public transportation is used less. The distribution and type of land use development patterns also affect the amount and type of traffic. For example, retail establishments generate more trips than warehousing facilities, which tend to produce a higher percentage of truck trips. The locating of retail, employment, and residential centers in suburban areas has resulted in suburb-to-suburb commutes. This commuting pattern has slowly been replacing the suburb-to-city commute that was prevalent as recently as the 1960's.

National and Local Travel

Nationwide, cumulative travel for 2010, 2011 and 2012 was estimated at 2.97, 2.93, and 2.94 trillion vehicle miles, respectively. According to Federal Highway Administration

(FHWA), 2013 cumulative travel increased to an estimated of 2.97 trillion vehicle miles. The saturation of travel growth and increase in gas prices beginning at the end of 2010 may be contributors to the 2011 DVMT decrease while the 2012 and 2013 DVMT increase may be a result of the stabilizing economy. Within Lehigh and Northampton counties, travel decreased by 0.9% from 13,792,000 DVMT in 2011 to 13,666,000 DVMT in 2012, the latest available information. Looking at previous years, DVMT decreased by 1.64% between 2007 and 2008, increased by 2.42% between 2008 and 2009, and also increased by 0.42% between 2009 and 2010. The decrease was most likely attributed to the economic downturn of 2008, while the increases were probably caused by an economic rebound.

Table 1 shows traffic volumes and growth rates for major roads which were counted this year in the Lehigh Valley for a variety of years ranging from 1992 to 2013. Data for the traffic count locations depicted in this table are available for the years noted. Since the time span between counts varies, the growth rate has been annualized for each of the

Table 1
Traffic Volumes & Growth Rates

ROUTE / LOCATION	Year Count (A)	Year Count (B)	Year Count (C)	Annual % Growth (A to B)	Annual % Growth (B to C)
Route 22 - Hanover Twp. (Lehigh Co.)	1992	2003	2013		
Between Fullerton Ave. & Airport Rd.	71,200	89,700	93,310	2.4%	0.4%
Route 22 - South Whitehall Twp.	1995	2003	2013		
Between Cedar Crest Blvd. & 15th Street	72,370	81,400	80,420	1.6%	-0.2%
Route 100 - Upper Macungie Twp.	1999	2005	2013		
Between I-78 & Tilghman St.	17,755	21,350	26,010	3.4%	2.7%
Route 309 - Upper Saucon Twp.	1995	2005	2013		
Between I-78 & Center Valley Pkwy.	34,023	40,450	44,360	1.9%	1.2%
Route 22 - Bethlehem Twp.	1999	2004	2013		
Between Route 512 & Route 191	57,163	66,450	72,660	3.2%	1.0%
Route 22 - Easton City	1998	2006	2013		
Between 13th Street & 4th Street	39,360	39,700	29,850	0.1%	-3.5%
Route 378 - Lower Saucon Twp.	1999	2002	2013		
Between Colesville Rd. & I-78	17,050	18,900	22,280	3.6%	1.6%
Route 33 - Bethlehem Twp.	Prior to 33 construction	2002	2013		
Between William Penn Hwy. & Route 22		22,687	57,060	N/A	13.8%
Tilghman Street - Allentown City	No count	2000	2013		
Between Front St. & Dauphin St.	before 2000	27,700	23,710	N/A	-1.1%
Airport Road - Hanover Twp. (Lehigh Co.)	1999	2004	2013		
Between City Line Rd. & Grove Rd.	18,601	21,300	21,050	2.9%	-0.2%
Schoenersville Rd. - Bethlehem City (Lehigh Co.)	1995	2005	2013		
Between Rose Lawn Dr. & Macada Rd.	19,350	18,307	20,960	-0.5%	1.8%

Source: PennDOT, Roadway Management Information System (RMS), Lehigh Valley Planning Commission (LVPC).

time periods depicted. The greatest recent average annual rate of traffic growth occurred on Route 33 in Bethlehem Township at 13.8% from 2002 to 2013.

Tables 2A and Table 2B depict traffic volumes within Lehigh and Northampton Counties, respectively, from counts conducted in 2013 by the LVPC. Fifty-seven (57) counts were conducted in Lehigh County and forty-one (41) counts were conducted in Northampton County. Within each county, locations with the highest traffic volumes are sorted in descending order. Maps 1 and 2 depict the locations of these

traffic counts. Most count locations are within the urbanized area of the region and are on interstate, expressway, or arterial roads, although several counts were conducted in rural areas. As evident in the tables, arterial roadways carry a greater amount of traffic than collectors; their purpose is to provide the highest degree of mobility among the two. High speed limits and access control contribute to greater capacity on these roads. Route 22 in Hanover Township (Lehigh County) and Route 33 in Bethlehem Township are the most heavily travelled roads in the Lehigh Valley among those counted in 2013.



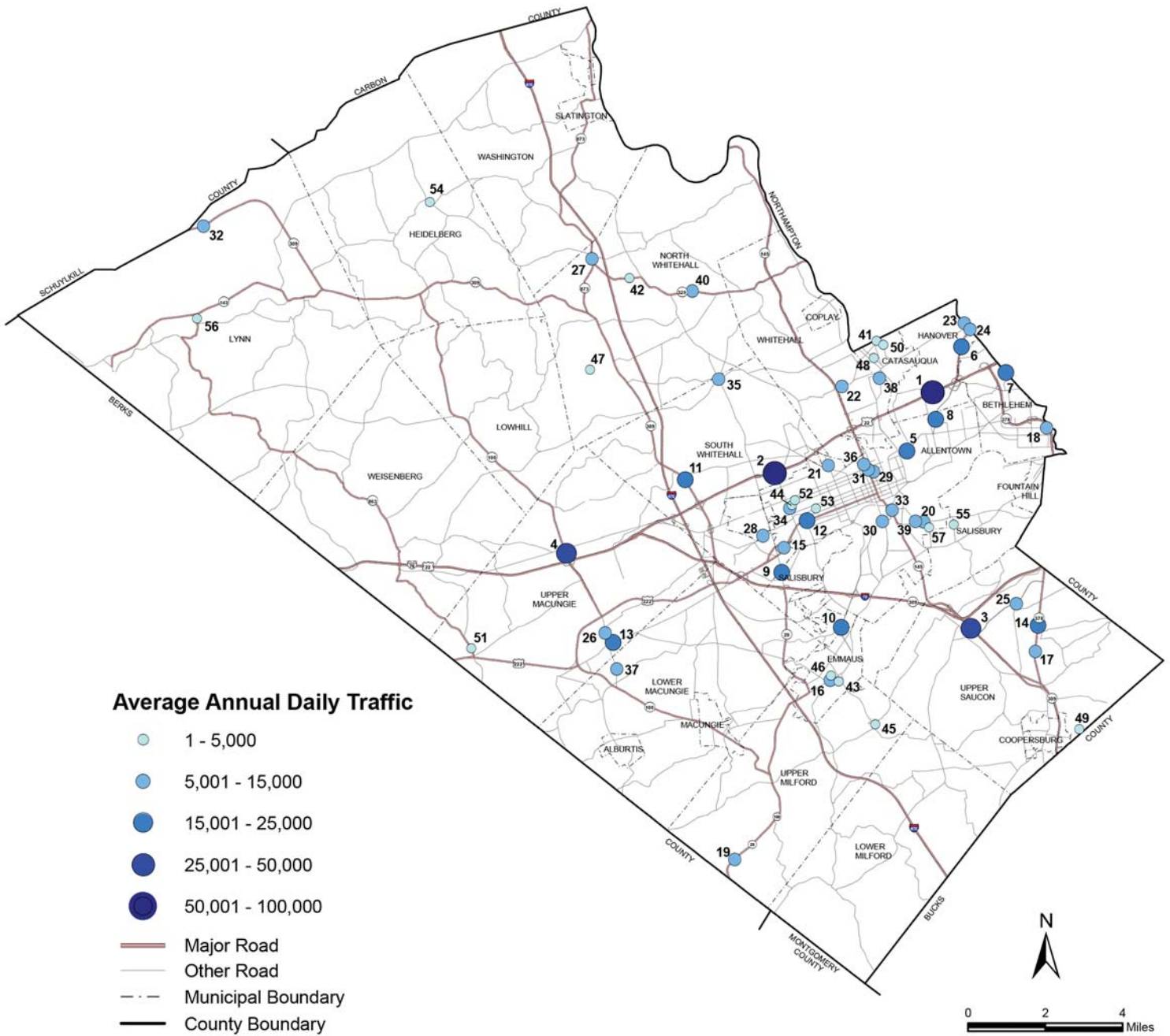
Traffic Trends Report for selected Lehigh Valley locations

**Table 2A
Lehigh County 2013 Traffic Count Data Summary**

Map No.	Street Name	Location	Municipality	Functional Class	AADT*
1	US 22	Fullerton Ave / Airport Rd	Hanover Twp	Arterial	93,310
2	US 22	Cedar Crest Blvd. / 15th Street	South Whitehall	Arterial	80,420
3	Route 309	I-78 / Center Valley Pkwy	Upper Saucon	Arterial	44,360
4	Route 100	I-78 / Tilghman St.	Upper Macungie	Arterial	26,010
5	Tilghman Street	Front St. / Dauphin St.	Allentown	Arterial	23,710
6	Airport Road	City Line Road / Grove Road	Hanover Twp	Arterial	21,050
7	Schoenersville Road	Rose Lawn Dr. / Macada Rd.	Bethlehem City	Arterial	20,960
8	Airport Road	Congress St. / American Pkwy	Allentown	Arterial	20,180
9	Cedar Crest Blvd	Catherine Ave. / Lindberg Ave.	Salisbury	Arterial	20,050
10	Lehigh Street	Grace Ct. / Regent Way	Salisbury	Arterial	18,850
11	SR 309	Ridgeview Dr. / Walbert Ave.	South Whitehall	Arterial	17,830
12	Hamilton Street	24th St. / Berks St.	Allentown	Arterial	16,820
13	Hamilton Blvd	Trexler Cir. / Continental Way	Upper Macungie	Arterial	15,530
14	SR 378	Spring Valley Rd. / Saucon Creek Rd.	Upper Saucon	Arterial	15,350
15	Hamilton Blvd	Shopping Center Dr. / U-Turn	South Whitehall	Arterial	14,830
16	Chestnut St	7th St. / 6th St.	Emmaus	Arterial	14,610
17	SR 378	Preston Ln. / Landis Mill Rd	Upper Saucon	Arterial	13,670
18	Union Blvd.	3rd Ave. / 2nd Ave.	Bethlehem City	Arterial	12,960
19	Chestnut St	Yeakels Mill Rd. / Toll Gate Rd.	Upper Milford	Arterial	12,630
20	Susquehanna Street	Constitution Drive/Bradford Street	Allentown	Arterial	12,600
21	15th Street	Tremont St. / Hedge St.	Allentown	Arterial	12,150
22	Schadt Ave	Mickley Ave. / Wolf St.	Whitehall	Arterial	11,790
23	Weaversville Road	Victoria Dr. / Colonial Rd.	Hanover	Arterial	10,770
24	Schoenersville Rd	Aiport Rd. / Old Airport Rd.	Hanover	Arterial	9,920
25	Center Valley Parkway	Saucon Valley Rd. / Saucon Creek Rd.	Upper Saucon	Arterial	9,840
26	Trexlertown Road	Railroad St. / Cetronia Rd.	Upper Macungie	Arterial	9,750
27	Main Street	Unionville St. / Park Ave.	North Whitehall	Arterial	9,650
28	Broadway Street	Haines Mill Rd. / Springhouse Rd.	South Whitehall	Arterial	9,430
29	6th Street	W. Liberty St. / W. Allen St.	Allentown	Arterial	9,190
30	Lehigh Street	8th St. / Lumber St.	Allentown	Arterial	7,300
31	8th Street	Allen St. / Tilghman St.	Allentown	Arterial	6,950
32	Route 309	Gun Club Rd. / County Line	Lynn	Arterial	6,720
33	5th Street	Auburn St. / Lehigh St.	Allentown	Arterial	6,710
34	Ott Street	Scott St. / Warren St.	Allentown	Arterial	6,570
35	Cedar Crest Blvd.	Orefield Rd. / Shankweiler Rd.	South Whitehall	Arterial	6,560
36	Washington Street	8th St. / 7th St.	Allentown	Arterial	6,300
37	Trexlertown Road	Spring Creek Rd. / Church Ln.	Lower Macungie	Arterial	6,300
38	Lehigh Ave	Jazz Ct. / Race St.	Whitehall	Arterial	5,920
39	Front Street	Long St. / Filmore St.	Allentown	Arterial	5,690
40	Old Post Rd	Heights Dr. / Crest St.	North Whitehall	Arterial	5,510
41	Walnut Street	American St. / Milton St.	Catasauqua	Arterial	5,000
42	Bellview Rd	Cider Press Rd. / Old Post Rd.	North Whitehall	Arterial	3,890
43	Broad Street	Moyer St. / Perkiomen St.	Emmaus	Arterial	3,560
44	Liberty Street	26th St. / Glenwood St.	Allentown	Arterial	3,240
45	Brunner Road	Sickle Rd. / S. 5th St.	Upper Milford	Collector	3,220
46	6th Street	Walnut St. / Long St.	Emmaus	Arterial	2,850
47	Old Packhouse Road	Orchard Rd. / Country Ln.	North Whitehall	Collector	1,660
48	2nd Street	Hickory St. / Peach St.	Catasauqua	Arterial	1,420
49	Station Ave.	Magargee Ln. / Bucks County Line	Upper Saucon	Collector	1,400
50	St. John Street	Bridge St. / Pine St.	Catasauqua	Arterial	1,290
51	Independent Road	Schantz Rd. / Folk Rd.	Upper Macungie	Collector	1,160
52	Allen Street	25th St. / Muhlenberg St.	Allentown	Arterial	970
53	Turner Street	22nd St. / Boone St.	Allentown	Arterial	860
54	Church Road	Railroad St. / Best Station Rd.	Heidleberg	Collector	630
55	Potomac Street	Tioga St. / Juniata St.	Salisbury	Arterial	350
56	Behler Rd.	Allemaengel Rd. / Rt. 143	Lynn	Collector	330
57	Carlisle Street	Tioga S. / Brownstone St.	Allentown	Arterial	230

*Annual Average Daily Traffic (AADT) - A calculated value representing the total of all vehicles counted in a year divided by 365 days.

Traffic Count Locations Lehigh County



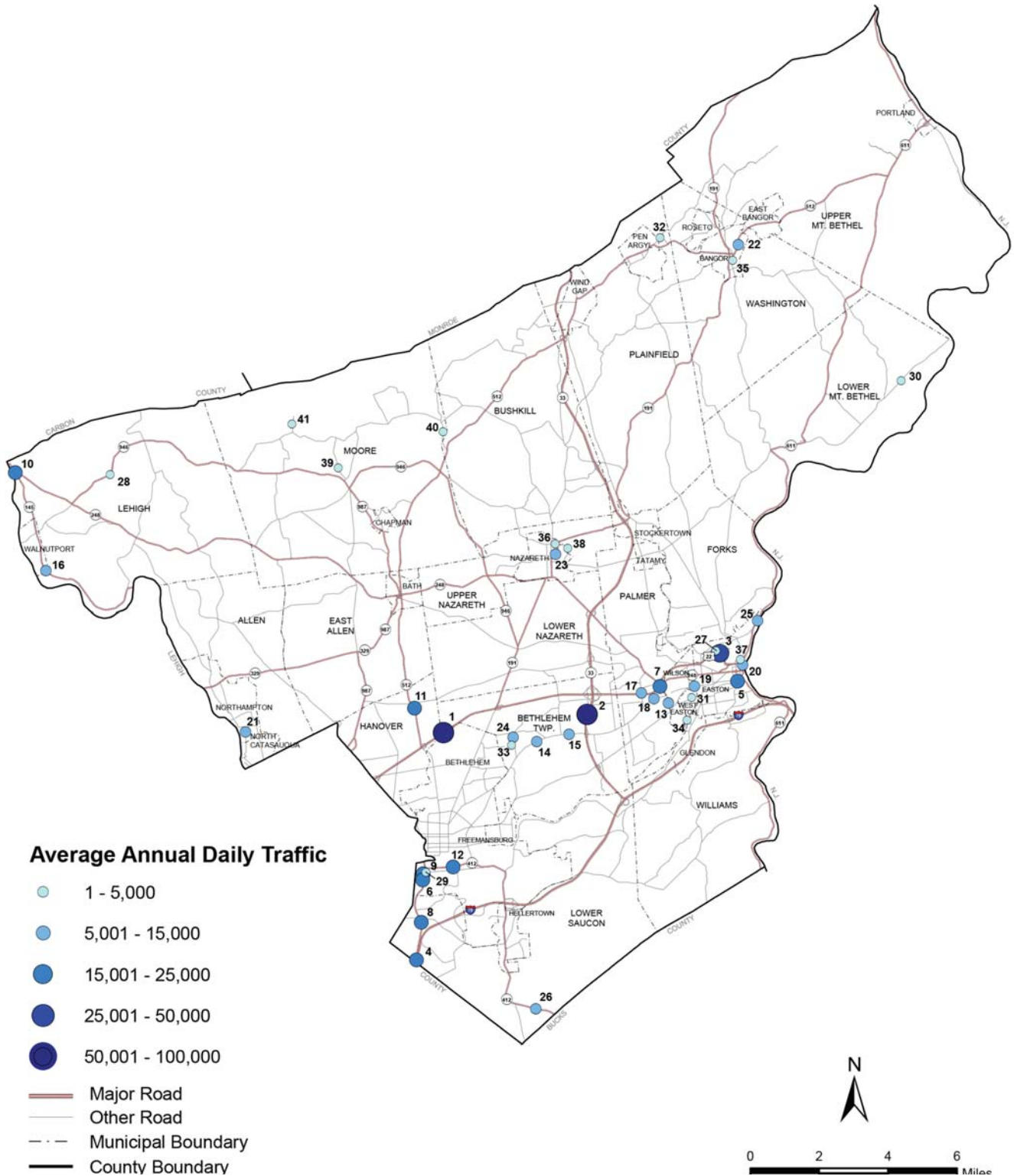
Traffic Trends Report for selected Lehigh Valley locations

**Table 2B
Northampton County 2013 Traffic Count Data Summary**

Map No.	Street Name	Location	Municipality	Functional Class	AADT*
1	US 22	Route 512 / Route 191	Bethlehem Twp	Arterial	72,660
2	Route 33	William Penn Hwy / US 22	Bethlehem Twp	Arterial	57,060
3	US 22	13th St. / 4th St.	Easton	Arterial	29,850
4	SR 378	Colesville Rd. / I-78	Lower Saucon	Arterial	22,280
5	3rd Street	Smith Ave. / Washington St.	Easton	Arterial	19,370
6	Wyandotte St	Broadway / 4th St.	Bethlehem City	Arterial	19,240
7	S. 25th Street	Wood Ave. / Rt. 248	Palmer	Arterial	19,100
8	SR 378	Saucon Valley Sq. / Raders Ln.	Lower Saucon	Arterial	17,130
9	Wyandotte St.	Itaska St. / Sheets St.	Bethlehem City	Arterial	17,120
10	Lehigh Dr	Rt. 145 / Rt. 873	Lehigh	Arterial	16,720
11	RT 512	Southland Dr. / Hanoverville Rd.	Hanover	Arterial	16,080
12	3rd Street	Buchanan St. / Founders Way	Bethlehem City	Arterial	15,500
13	S. 25th Street	Home Depot Plz. / Birch St.	Palmer	Arterial	14,770
14	Easton Ave	Scherman Blvd. / Washington St.	Bethlehem Twp	Arterial	12,880
15	William Penn Hwy.	Meyer Ln. / Church Rd.	Bethlehem Twp	Arterial	12,420
16	Best Ave	Linda Dr. / View Dr.	Lehigh	Arterial	11,580
17	Greenwood Ave	Washington St. / Charlotte Ave.	Palmer	Arterial	11,290
18	William Penn Hwy.	Milford St. / North St.	Palmer	Arterial	10,900
19	Butler St	16th St. / 15th St.	Wilson	Arterial	9,190
20	Bushkill St.	Spring Garden St. / Green St.	Easton	Arterial	7,300
21	Main Street	2nd St. / 4th St.	Northampton	Arterial	7,180
22	Central Ave	Erdman Rd. / Capital Ave.	Bangor	Arterial	7,170
23	Center St	Whitfield St. / Pine St.	Nazareth	Arterial	6,420
24	Hecktown Road	Dartmouth Dr. / Oakland Square Dr.	Bethlehem Twp	Arterial	6,320
25	Route 611	Taylor Ave. / Old River Rd.	Easton	Arterial	6,219
26	Route 412	Courtney Ct. / Rosalie Dr.	Lower Saucon	Arterial	5,620
27	Bushkill Dr.	13th St. / Detrich St.	Easton	Arterial	3,850
28	Mt. View Drive	Wood Dr. / Butternut Dr.	Lehigh	Arterial	3,090
29	4th St.	Wyandotte St / Broadway	Bethlehem City	Arterial	2,590
30	Belvidere Road	Richmond Rd. / Kaylor Rd.	L. Mount Bethel	Collector	2,580
31	Main Street	Adamson St./ East St.	W. Easton	Arterial	2,040
32	2nd Street	Nottle Ave. / Franklin St.	Plainfield	Arterial	1,660
33	Chester Road	Gradwohl St. / Hecktown Rd.	Bethlehem Twp	Arterial	1,530
34	Lehigh Dr	Hugh Moore Brdg. / W. Easton Line	W. Easton	Arterial	1,400
35	S. Main Street	Murray St./ Railroad Tracks	Bangor	Arterial	1,390
36	High Street	Pine St. / Whitfield St.	Nazareth	Arterial	1,070
37	Bushkill Dr	3rd St. / Rt. 611	Easton	Arterial	860
38	Liberty Street	Mitchell Ave. / Charles Ave.	Upper Nazareth	Arterial	670
39	Delps Road	Point Philips Rd. / S. Oaks Rd.	Moore	Collector	600
40	Bushkill Drive	Best Rd. / Bushkill Center Rd.	Moore	Collector	470
41	Moser Road	W. Scenic Dr. / Delps Rd.	Moore	Collector	400

*Annual Average Daily Traffic (AADT) - A calculated value representing the total of all vehicles counted in a year divided by 365 days.

Traffic Count Locations Northampton County



Traffic Trends Report for selected Lehigh Valley locations

Table 3 depicts the growth in traffic from 2002 through 2012 by functional road classification for both the State and the Lehigh Valley. Most roads selected for this comparison were located in urbanized areas. During the 10-year period, traffic on statewide urban interstate routes, including I-78, grew by 18.3%. Urban principal arterials and expressways grew by 4.4 % statewide. Lehigh Valley growth among these types of routes (10.8%) has surpassed the statewide average due to the intensity of residential and commercial development abutting these corridors. Route 22 and portions of Route 33 are classified as expressways. Routes classified as urban principal arterials include Route 309,

Route 145, Route 100, and Route 222. Statewide, urban minor arterials, collectors, and local roads grew by 4.4% while similar Lehigh Valley roads grew by 10.8%. This report also includes growth rates for rural minor arterials, collectors, and local roads. Statewide, traffic grew by 8.3% on these types of roads from 2002 through 2012. In the Lehigh Valley, a 14.2% growth rate was achieved on similar roads. This growth resulted from the “urbanization” of areas once considered rural as development pressures expanded further away from the central cities and suburban areas into these once remote areas.

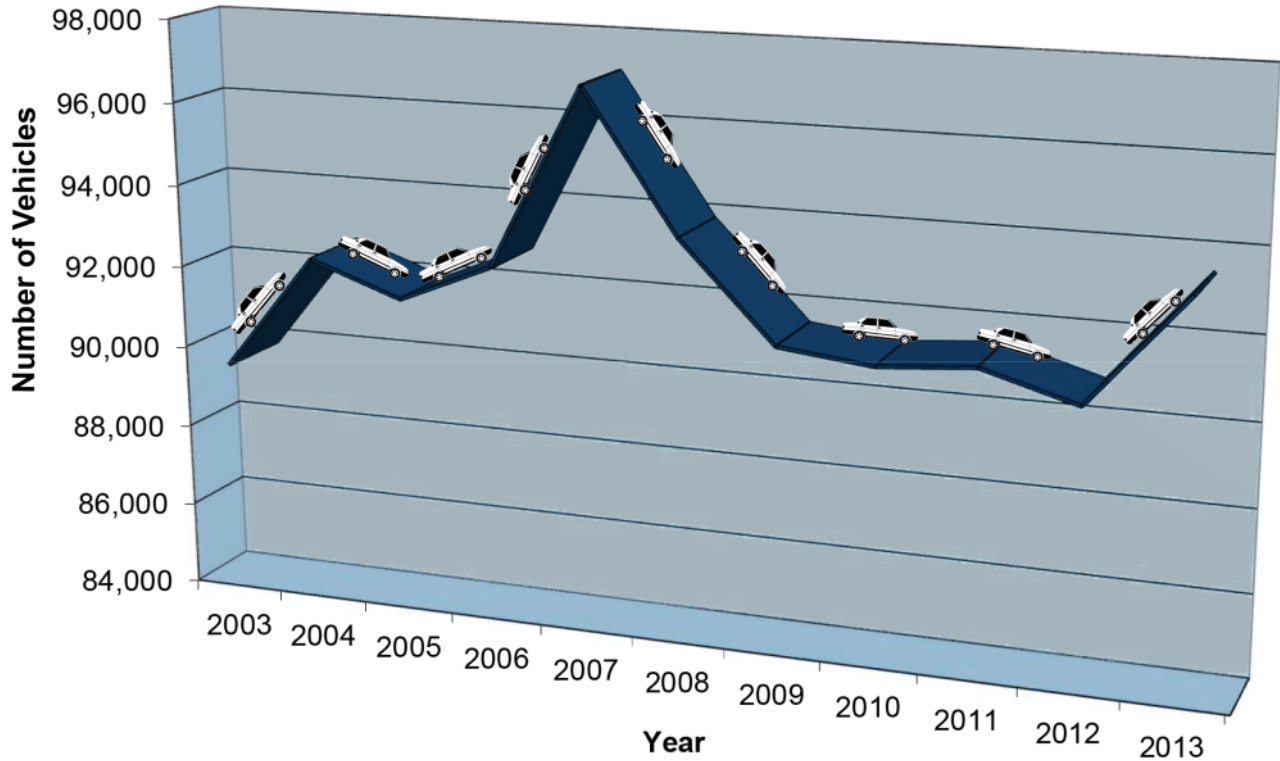
Table 3
Statewide vs. Lehigh Valley Growth Rate Comparison by Road Type

Functional Road Classification	Statewide 2002 - 2012 % Growth	Lehigh Valley 2002 - 2012 % Growth
Urban Interstate	18.3%	18.3%
Urban Principal Arterial & Expressways	4.4%	10.8%
Urban Minor Arterials, Collectors, and Local Roads	4.4%	10.8%
Rural Minor Arterials, Collectors, and Local Roads	8.3%	14.2%

Source: 2012 Pennsylvania Traffic Data, PennDOT, Lehigh Valley Planning Commission.

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US 22 between Fullerton Avenue and Airport Road (AADT)



Nationwide Cumulative Traffic

