

REPORT

OF A

SURVEY OF TRANSPORTATION

ON THE

STATE HIGHWAYS OF PENNSYLVANIA

BY

**THE BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE**

AND

THE DEPARTMENT OF HIGHWAYS

OF THE

COMMONWEALTH OF PENNSYLVANIA

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APPENDIX I

▼ COMMODITIES TRANSPORTED

The kinds of commodities hauled on the highways of Pennsylvania vary, to a great extent, with the type of industries in the several sections. Products of manufacture, as shown in Table 41 form the principal class of commodities transported over the highways. This class includes a large number of individual commodities and is the most important part of the commodity movement on practically every highway.

Table 41—Classification of commodities carried by motor truck¹

Class of commodities	Net cargo tonnage		
		Per cent	
Products of manufacture		60.3	
Products of mines		13.1 ²	
Products of animals		10.9	
Products of agriculture		9.0	
Products of forests		6.7 ²	
Total		100.0	

¹ Based on an analysis of 216,000 net tons of commodities.

² Short-haul movements occurring only on certain areas.

The more important commodity items in products of manufacture are gasoline, groceries, and used household furniture. These are commodities which are hauled on practically all of the State highways; and together they constitute over 14 per cent of all motor truck tonnage. The average length of haul of these commodities varies greatly. The transportation of gasoline is a short haul movement. Used household furniture, on the other hand, is consistently hauled longer distances than any other commodity. Most of the trucks hauling this commodity travel over 50 miles per trip, the predominant length of trip being between 100 and 150 miles. The average net load of used household furniture is approximately 3,000 pounds and of gasoline 4,000 pounds.

Products of mines are the next most important class of commodities from the standpoint of per-

centage of total net tonnage. The important commodities in this class are clay, gravel, sand, stone, and coal. The transportation of these commodities depends largely upon the location of pits, quarries, and mines and is naturally confined to certain areas. In such areas the movement of these commodities is an important part of the total net tonnage. For example, on route 228, northeast of Pittsburgh, coal constitutes 64.6 per cent of the total motor truck net tonnage. Trucks engaged in this movement carry an average net load of 8,300 pounds over an average distance of 16 miles. On route 281, between Morrisville and Trenton, N. J., 48.6 per cent of the motor truck tonnage hauled is sand and gravel. This is a short-haul movement of 3 miles, the net loads averaging 10,970 pounds. Although these products of mines are a considerable part of the motor truck tonnage in certain areas, their relative importance in highway transportation is lessened by the fact that they occur as motor-truck commodities in a very limited number of areas and are hauled for short distances only.

Products of animals, composing 10.9 per cent of total tonnage, are the third largest class of commodities. Of this class milk and cream are the principal individual commodities. Their total tonnage is 60.2 per cent of the tonnage of products of animals and 6.3 per cent of all motor truck tonnage. Milk, cream and other dairy products, although their tonnage is not great, are hauled on practically all routes of the highway system. The balance of the net tonnage of products of animals is composed chiefly of meat and packing house products.

Products of agriculture of some kind are hauled on all highways, even though their tonnage is but 9.0 per cent of total net tonnage. The most important commodities in this class are fresh fruits and vegetables which together constitute 5.4 per cent of all motor truck tonnage and 60.0 per

cent of products of agriculture. They form one of the most important individual commodity movements on nearly every highway. The average net load of fruits and vegetables weighs approximately 2,000 pounds and is hauled between 20 and 30 miles. There are some products of agriculture which are grown and hauled only in certain areas. Raw tobacco, for instance, composes 14.0 per cent of the total net tonnage of commodities on route 148, north of Lancaster. These special movements, however, do not form an appreciable proportion of the total tonnage.

Products of forest, the least important class of commodities, are, like products of mines, restricted to certain areas. They constitute a considerable part of the total net tonnage on a very few routes. One of these is route 4, southwest of Wilkes-Barre, where the tonnage of products of forests is 38.8 per cent. of the total motor truck tonnage. The movement of products of forests is limited in most cases to 25 miles, most of the hauls being under 20 miles. Net loads range from 2,000 to 4,000 pounds.

Table 42 shows the classification of motor trucks according to the nature of their origin and destination based on data obtained with respect to 215,045 loaded trucks.

The importance of retail deliveries to consumers is indicated by the fact that 21.9 per cent of all loaded trucks originate at retail establishments and the same proportion terminate at consumers. Movements to and from retail establishments, wholesale establishments and con-

sumers, which may be classed as the distribution of consumption goods comprise 56.3 per cent of the origins and 50.1 per cent of the destinations.

Manufacturing companies are also important sources and destinations of motor trucks; this movement is composed of the transfer of goods in process between manufacturing plants and the delivery of finished materials. Farms are the origin of 7.8 per cent and the destination of 6.9 per cent of all trucks. Movement to and from terminals constitutes approximately 6 per cent of the truck movement. Construction and repair jobs, which are the destination of 11.0 per cent of all trucks, are the principal destinations in the movement of building materials.

Table 42—Types or origin and destination of loaded trucks

Types of origin or destination	Loaded trucks by types of origin	Loaded trucks by types of destination
	Per cent	Per cent
Retail establishments	21.9	28.0
Wholesale establishments	20.9	10.2
Original source of supply ¹	6.0	1.1
Manufacturing companies	18.4	12.9
Terminals ²	6.0	6.3
Farms	7.8	6.9
Consumers ³	13.5	21.9
Storage ⁴	1.9	0.8
Construction and repairs	3.0	11.0
Miscellaneous	0.6	0.9
Total	100.0	100.0

¹ Includes mines, quarries, sand and gravel pits, and gas and oil wells.

² Railroad and motor truck terminals.

³ Residences, institutions, hotels and restaurants.

⁴ Warehouses and stock and junk yards.

HIGHWAY TRANSPORTATION SURVEY

MOTOR VEHICLE TRAFFIC AT TRANSPORT SURVEY STATIONS—Continued

County	Route no.	(New) Station No.	Average daily number of motor vehicles—1924				Forecast of aver- age daily traffic 1930	County	Route no.	(New) Station No.	Average daily number of motor vehicles—1924				Forecast of aver- age daily traffic 1930
			Passen- ger cars		Total	Maxi- mum					Passen- ger cars		Total	Maxi- mum	
			Trucks								Trucks				
Westmoreland	P 7 & 836	825	72	756	827	8,100	1,250		S 124	1,810	80	782	872	2,230	1,820
	P 7	1,278	74	778	852	8,200	1,290		1,811	128	1,117	1,240	8,410	9,020	
	S 171	326	10	79	89	830	130		1,812	116	1,044	1,150	8,150	1,880	
		1,279	8	88	91	940	140		1,813	159	1,722	1,911	5,260	8,110	
	S 172 & 835	827	85	268	808	1,140	460		S 125	1,814	21	190	211	860	840
	S 178	328	44	825	849	1,390	560		P 126	840	186	2,335	2,521	6,980	4,100
		1,280	86	268	804	1,140	460		1,815	137	1,712	1,849	5,090	8,010	
	S 254	1,281	80	291	821	1,200	480		1,816	216	2,668	2,914	8,010	4,740	
	P 835	329	12	58	70	260	110		P 127	841	161	1,108	1,269	8,490	2,060
		1,282	88	319	852	1,320	530		842	56	508	564	1,550	920	
	P 68	78	144	1,138	1,280	8,460	2,200		843	298	2,664	2,987	8,180	4,810	
		830	28	614	642	1,730	1,100		844	144	1,310	1,454	4,000	2,380	
		1,284	23	490	518	1,390	860		845	79	661	734	2,020	1,190	
	S 60	1,284	95	756	851	2,300	1,460		P 128	79	156	1,961	2,117	8,870	8,440
		831	61	833	894	2,410	1,530		1,820	244	8,068	8,297	9,070	5,360	
	S 62	832	68	1,088	1,149	8,100	1,970		1,821	159	1,983	2,142	8,890	8,480	
		1,285	68	1,167	1,235	8,830	2,120		1,822	128	1,542	1,665	4,550	2,710	
		1,286	48	818	666	2,340	1,490		S 190	843	66	415	490	1,820	790
		1,287	53	903	956	2,580	1,640		1,823	12	118	125	840	200	
	P 117	833	61	832	893	2,410	1,530		1,824	8	77	85	290	840	
		1,288	92	896	988	2,670	1,700		1,825	140	899	1,039	2,860	1,600	
	S 118	1,289	122	1,195	1,817	8,560	2,260		1,826	96	610	706	1,940	1,160	
		834	40	545	585	1,580	1,000		1,827	41	262	303	880	490	
	S 118	835	44	656	700	1,890	1,200		S 216	844	246	1,168	1,414	8,900	2,300
		1,290	53	732	785	2,120	1,850		845	245	26	91	116	820	820
	S 118	1,291	42	580	622	1,680	1,070		S 216	1,328	879	1,797	2,176	8,980	8,540
		1,292	36	491	527	1,420	900		1,329	248	1,175	1,423	8,910	2,310	
	P 119	836	136	2,036	2,222	6,000	8,810		1,330	809	1,467	1,776	4,880	2,860	
		1,293	65	1,004	1,069	2,990	1,830		1,331	61	569	630	1,730	1,020	
	S 118	1,294	99	1,517	1,616	4,360	2,770		S 230	1,332	16	151	187	460	270
		1,295	82	1,268	1,350	8,640	2,920		1,333	71	659	730	2,010	1,190	
	P 120	837	126	1,943	2,069	5,650	8,550		1,334	77	711	789	2,170	1,290	
		1,297	127	1,962	2,089	5,640	8,550		1,335	67	617	684	1,880	1,110	
	S 186	838	69	694	768	2,060	1,310		1,336	119	1,099	1,218	3,350	1,940	
	P 187	1,299	70	548	618	1,670	1,060		1,337	67	617	684	1,880	1,110	
	S 188	1,300	84	888	922	2,490	1,580		P 246	84	745	809	2,220	1,320	
	S 288	1,301	9	90	99	270	170		S 347	126	1,268	1,384	9,810	2,250	
	P 9	1,302	132	1,288	1,490	5,370	2,410		1,338	213	2,128	2,341	6,440	8,910	
		1,303	17	168	188	690	270		1,339	105	1,058	1,158	8,180	1,840	
	S 11	1,304	12	116	128	480	190		1,340	50	501	551	1,520	900	
	S 18	1,304	10	98	103	390	960		1,341	52	520	572	1,570	930	
	P 232	1,306	11	100	111	420	160		S 342	10	97	107	290	170	
	P 241	1,306	11	100	111	420	160		1,343	80	743	823	2,260	1,340	
	P 123	1,307	50	1,195	1,245	3,470	2,020		P 1,344	38	442	480	1,320	780	
		1,308	39	875	911	2,500	1,480		S 1,345	59	544	608	1,660	960	
	S 124	839	109	988	1,097	3,020	1,780		1,346	33	304	337	930	550	
		1,309	72	656	728	2,000	1,180		S 374	15	143	158	430	260	

APPENDIX III

Average Daily Density of Loaded and Empty Truck Traffic by Capacity Groups

Station	Average daily trucks by capacity groups												
	Average daily trucks			1-1½ tons		2-2½ tons		3-4 tons		5-5½ tons		6-7½ tons	
	Total	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
1	457	301	156	181	100	64	24	30	18	25	14	1	—
2	166	103	63	61	34	16	12	15	10	11	7	—	—
3	369	228	140	134	90	56	24	24	19	14	7	—	—
4	275	163	112	101	63	35	24	16	14	11	11	—	—
5	234	135	99	67	46	37	23	11	9	20	16	—	—
6	130	85	44	57	29	16	7	7	5	6	8	—	—
7	320	190	130	108	73	43	24	19	13	19	14	—	—
8	70	46	24	28	16	12	4	5	3	1	1	1	1
9	32	19	13	13	8	3	2	2	1	1	1	—	—
10	40	21	19	9	7	2	2	4	4	4	4	—	—
11	372	240	132	148	82	46	26	30	16	16	8	—	—
12	84	54	30	40	18	9	10	15	4	12	1	—	—
13	183	127	55	79	35	19	10	15	7	12	1	—	—
14	102	73	29	47	18	10	5	7	4	14	3	—	—
15	268	171	97	119	62	21	11	17	12	12	12	—	—
16	98	64	34	49	26	7	5	7	4	1	1	—	—
17	126	82	44	65	35	11	6	5	4	1	1	—	—
18	70	39	31	29	25	14	7	7	1	1	1	—	—
19	134	91	43	59	29	14	7	7	4	4	3	—	—
20	65	43	23	23	15	7	7	7	1	1	1	—	—
21	889	537	351	227	142	80	49	88	55	148	90	7	5
22	144	89	61	51	33	14	12	12	9	1	1	—	—
23	46	31	15	15	9	6	3	1	1	—	—	—	—
24	243	234	109	108	56	48	18	31	14	45	2	9	1
25	68	43	23	30	17	7	8	18	15	21	1	—	—
26	154	91	63	58	35	23	23	23	15	15	15	—	—
27	138	97	51	68	40	18	8	8	8	8	8	—	—
28	94	57	37	46	29	9	7	7	2	1	1	—	—
29	147	97	50	78	38	12	5	5	4	4	4	—	—
30	909	590	318	402	224	131	56	47	33	12	11	—	—
31	353	213	139	118	68	26	12	57	48	9	6	—	—
32	232	157	75	103	49	27	13	19	9	9	8	—	—
33	135	93	43	64	31	15	5	5	5	5	5	—	—
34	762	474	288	283	173	82	49	55	29	21	21	—	—
35	534	356	178	199	98	53	28	42	21	6	5	—	—
36	536	339	203	217	120	57	33	21	21	6	5	—	—
37	97	60	28	57	25	10	2	2	1	4	3	—	—
38	129	85	44	65	33	13	7	7	3	3	3	—	—
39	180	123	57	106	48	11	5	4	4	4	4	—	—
40	171	94	77	57	44	22	18	13	6	14	9	—	—
41	106	69	37	50	28	12	7	7	5	5	5	—	—
42	165	93	72	68	44	22	15	11	11	11	11	—	—
43	106	61	45	41	29	13	10	10	10	10	10	—	—
44	90	57	33	40	21	7	4	4	4	5	4	—	—
45	118	66	53	33	24	13	6	6	6	6	6	—	—
46	96	68	30	53	19	7	7	7	1	1	1	—	—
47	94	63	41	40	31	11	11	10	10	5	9	—	—
48	364	250	104	204	81	29	11	29	29	5	9	—	—
49	818	218	100	164	73	28	17	15	12	5	5	—	—
50	140	93	47	66	39	23	11	11	12	15	12	—	—
51	196	123	73	65	39	23	11	19	7	15	3	1	1
52	85	55	39	36	19	9	4	4	4	15	3	—	—
53	103	73	33	56	26	12	5	5	5	15	3	—	—
54	70	45	25	56	19	17	5	5	5	15	3	—	—
55	183	119	64	77	44	17	9	9	7	14	7	—	—
56	390	257	133	183	75	33	21	31	7	11	9	—	—
57	95	62	34	42	21	10	7	7	1	1	1	—	—
58	278	242	136	177	101	38	20	21	5	5	4	—	—
59	208	133	75	107	60	20	11	10	5	5	4	—	—
60	76	48	28	57	23	6	5	5	5	1	1	—	—
61	164	109	65	91	45	11	9	9	9	1	1	—	—
62	124	87	57	47	21	20	11	11	7	12	4	—	—
63	829	236	104	140	68	37	17	22	7	12	1	—	—
64	128	86	55	51	18	14	8	8	7	10	5	—	—
65	148	97	45	63	29	16	7	7	7	10	5	—	—
66	260	188	73	114	48	38	14	15	5	12	5	1	1
67	356	218	133	181	102	24	16	11	1	15	1	1	1
68	90	57	28	50	19	5	3	18	1	11	5	—	—
69	298	202	98	158	65	25	16	18	11	11	5	—	—

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Average Daily Density of Loaded and Empty Truck Traffic by Capacity Groups—Continued

Station	Average daily trucks			Average daily trucks by capacity groups											
				1-1½ tons		2-2½ tons		3-4 tons		5-5½ tons		6-7½ tons			
	Total	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
301	74	50	24	29	16	15	7	5	1	1	—	—	—	—	—
302	16	12	4	11	8	1	1	—	—	—	—	—	—	—	—
303	13	12	1	7	—	—	—	5	1	—	—	—	—	—	—
304	46	32	16	15	7	12	2	—	—	—	—	—	—	—	—
305	68	41	27	29	17	7	5	4	4	1	1	—	—	—	—
306	28	19	9	15	7	1	1	2	1	1	—	—	—	—	—
307	43	27	16	15	18	8	9	4	—	—	—	—	—	—	—
308	83	59	24	35	16	12	4	12	4	—	—	—	—	—	—
309	120	77	43	60	34	5	3	7	4	5	9	—	—	—	—
310	58	30	28	24	24	5	3	1	—	—	1	—	—	—	—
311	62	34	28	24	18	6	7	4	—	—	—	—	—	—	—
312	114	64	50	49	39	10	6	3	8	9	2	—	—	—	—
313	30	16	14	11	9	3	3	1	1	1	1	—	—	—	—
314	32	15	17	11	13	5	3	—	—	1	1	—	—	—	—
315	79	48	31	40	24	5	4	2	8	1	—	—	—	—	—
316	132	83	49	59	34	14	8	10	6	—	1	—	—	—	—
317	28	17	11	13	8	3	2	1	1	—	—	—	—	—	—
318	79	43	33	27	22	10	9	4	3	2	2	—	—	—	—
319	94	55	39	37	24	11	8	8	2	4	5	—	—	—	—
320	181	104	77	61	34	29	27	9	2	12	5	4	—	—	—
321	33	18	15	13	9	3	3	2	2	1	1	—	—	—	—
322	50	29	21	24	16	9	8	2	1	1	1	—	—	—	—
323	121	61	60	34	36	15	12	7	9	5	4	—	—	—	—
324	166	105	61	59	54	11	4	5	3	—	—	—	—	—	—
325	72	48	24	39	19	6	3	2	2	1	—	—	—	—	—
326	10	7	3	7	3	—	—	—	—	—	—	—	—	—	—
327	85	21	14	16	10	2	1	3	2	1	1	—	—	—	—
328	44	27	17	18	12	2	1	7	4	—	—	—	—	—	—
329	12	10	3	10	2	—	—	—	—	—	—	—	—	—	—
330	28	18	12	10	9	3	2	2	1	1	—	—	—	—	—
331	61	35	26	23	17	7	5	4	3	2	1	—	—	—	—
332	63	37	26	23	15	10	7	3	3	1	1	—	—	—	—
333	93	57	35	45	28	8	4	3	3	1	1	—	—	—	—
334	40	23	17	16	10	4	3	2	2	1	1	—	—	—	—
335	44	25	19	15	12	7	5	2	2	1	1	—	—	—	—
336	136	79	57	49	35	15	11	8	5	5	2	3	1	—	—
337	132	73	59	42	34	18	12	7	5	6	5	2	—	—	—
338	69	42	27	29	17	7	6	4	3	2	2	—	—	—	—
339	109	71	38	52	28	6	5	3	2	4	4	—	—	—	—
340	126	124	63	73	38	29	9	15	12	7	5	—	—	—	—
341	161	99	62	75	47	13	9	9	4	2	2	—	—	—	—
342	56	36	20	24	18	6	4	4	2	2	1	—	—	—	—
343	66	45	20	33	16	8	3	3	2	1	—	—	—	—	—
344	246	148	98	94	57	24	18	18	13	12	10	—	—	—	—
345	26	13	12	4	5	1	—	2	6	5	2	—	—	—	—
346	64	39	33	21	21	8	3	2	5	4	4	—	—	—	—
347	126	76	50	59	31	9	4	11	11	4	4	—	—	—	—
348	274	180	94	98	48	40	20	26	17	20	9	—	—	—	—
349	154	85	69	47	40	21	15	11	9	6	6	—	—	—	—
350	274	186	88	100	50	37	16	23	11	23	9	—	—	—	—
351	873	254	118	145	68	50	28	22	14	22	13	8	2	—	—

APPENDIX IV

Sections of the primary highway system on which the density of motor truck traffic in 1924 was more than 200 per day

Highway section	Route No.	Miles	Daily truck traffic
Harrisburg-Lemoyne	94	1	906
Philadelphia-Chester-Delaware Line	132-150	10	661
Philadelphia-Media	130	7	637
Scranton-Wilkes-Barre	5	17	553
Philadelphia-Willow Grove	151	6	473
Pittsburgh-Springdale	70	15	468
Scranton-Carbondale	6	14	466
Philadelphia-Morrisville	281	13	446
Pittsburgh-Bridgeville	108	5	420
Philadelphia-Coatesville	142	36	411
Wilkes-Barre-Pittston	4-308	7	396
Pittsburgh-East Pittsburgh	120	6	346
Sunbury-Shamokin	161	15	329
Easton-Bethlehem	150	6	297
Scranton-Factoryville	9	11	294
Jct. 4 & 808-Shickshinny	4	18	224
Reading-Womelsdorf	149	13	276
Harrisburg-Clarks Ferry	1	18	271
Altoona-Hollidaysburg	56	4	268
Harrisburg-Elizabethtown	129	16	264
Lock Haven-Mill Hall	59	3	259
Springdale-Butler County Line	70	11	242
Philadelphia-Spring House	159	8	241
Pottsville-Middleport	162	6	238
Reading-Allentown	157	33	233
Hamburg-Pottsville	140-141	21	226
Bridgewater-Washington County Line	108	4	219
Uniontown-Fairchance	116	5	217
Lewistown-Jct. 29 & 192	29	6	212
Reading-Adamstown	148	11	212
Pottsville-Tower City	199	20	206
Reading-Hamburg	160	14	206
Total miles		374	

APPENDIX V

Sections of the primary highway system on which the density of loaded 5 to 7½-ton truck traffic in 1924
was 5 or more per day

Highway section	Route No.	Miles	Daily 5-7½-ton Loaded Trucks
Philadelphia—Chester	180	7	81
Philadelphia—Morrisville	281	13	79
Chester—Delaware Line	139	3	62
Philadelphia—Lansdowne	130	1	56
Philadelphia—Paoli	142	16	51
Paoli—Downington	142	12	42
Pittsburgh—Tarentum	70	19	28
Downington—Coatesville	142	7	24
Philadelphia—Willow Grove	151	6	23
Pittsburgh—East Pittsburgh	120	6	21
Lansdowne—Media	130	6	17
Beaver—Beaver Falls	77	5	16
Scranton—Wilkes-Barre	5	17	16
Easton—Bethlehem	159	6	14
Philadelphia—Allentown	153	41	14
Pittsburgh—Bridgeville	108	5	14
Reading—Temple	157	4	14
Norristown—Collegeville	146	8	13
Reading—Pottstown	146	16	13
Harrisburg—Clarks Ferry	1	13	12
Lancaster—Coatesville	142-215	27	12
Philadelphia—Norristown	145	8	12
Easton—Riegelsville	156	7	11
East Pittsburgh—Irwin	120	9	11
Etna—Bakerstown	72	12	11
Lewistown—junction with road to Shraders	29	6	11
Myerstown—Hershey	139-149	18	11
Wilkes-Barre—West Nanticoke	4	9	11
Willow Grove—Doylestown	151	13	11
Altoona—Hollidaysburg	56	4	10
Harrisburg—Lemoyne	34	1	10
Lancaster—York	128	20	10
Scranton—Blakely	6	6	10 ¹
Tarentum—Freeport	70	8	10 ¹
Reading—Myerstown	149	20	9
Scranton—Dalton	9	7	9
Collegeville—Pottstown	146	12	8
Doylestown—Riegelsville	156	23	8
Lancaster—Harrisburg	129	34	8
Philadelphia—Morrisville	150	17	8
West Chester—junction with Rt. 142	143	7	8
West Nanticoke—Shickshinny	4	10	8
Reading—Shillington	148	3	7
Bakerstown—Butler	72	16	6
Beaver—Ohio Line	204	14	6
Beaver Falls—New Castle	77	19	6
Chambersburg—Caledonia Park	43	9	6
Chester—junction with Rt. 130	225	4	6
Irwin—Greensburg	120	9	6
Media—Kennett Square	131	19	6
Norristown—Bridgeport	143	1	6
Pittston—junction with Rt. 4	368	7	6
Carbondale—Blakely	6	9	5
Norristown—junction with Rt. 153	178	10	5
Pottsville—Orwigsburg	140-141	8	5
Reading—Tuckerton	160	3	5 ¹
Scranton—Moscow	168	10	5
Temple—Kutztown	157	10	5
West Chester—junction with Rt. 131	135	7	5
Total miles		644	

¹Estimated.

APPENDIX VII

Average Daily Density of Loaded Truck Traffic by Gross Weight Groups (81 Weight Stations)

Station	Daily loaded trucks by gross weight					
	Total	Under 6,000 Pounds	6,000-11,999 Pounds	12,000-17,999 Pounds	18,000-23,999 Pounds	24,000 pounds and over
1	301	146	99	34	18	4
2	103	43	31	14	12	3
3	228	111	70	31	14	2
4	163	85	49	21	7	1
5	135	63	23	26	16	7
6	86	50	21	8	6	1
7	190	89	57	23	15	6
8	46	20	15	6	5	0
9	19	9	7	2	1	
10	21	13	7	1		
11	240	128	63	35	19	8
12	54	35	18	5	1	
13	127	66	32	16	10	3
14	73	37	19	9	6	2
15	171	106	31	15	11	6
16	64	45	10	7	2	
17	82	55	19	7	1	
18	39	27	7	4	1	
19	91	52	20	12	6	
20	43	28	10	6	1	
21	537	200	98	76	94	79
22	88	43	16	11	10	3
23	31	16	8	6	1	
24	234	93	59	40	23	19
25	43	28	10	4	1	
26	91	45	35	11		
27	87	58	24	5		
28	57	40	14	3		
29	97	68	22	3		
30	590	345	160	64		
31	213	106	39	20		
32	157	92	35	20		
33	92	55	23	9		
34	474	263	105	54		
35	356	174	79	56		
36	333	206	68	32		
37	69	47	19	8		
38	85	57	16	7		
39	123	94	22	5		
40	94	49	26	16		
41	69	45	17	6		
42	96	48	31	14		
43	61	33	20	7		
44	57	35	12	3		
45	65	31	21	9		
46	68	45	16	5		
47	53	30	18	5		
48	260	182	53	18		
49	213	132	56	18		
50	93	56	20	10		
51	123	59	28	19		
52	55	31	13	7		
53	73	45	20	6		
54	45	31	10	3		
55	119	64	30	14		
56	267	159	51	26		
57	62	34	16	8		
58	249	158	54	21		
59	133	95	29	8		
60	48	32	10	5		
61	109	83	19	7		
62	87	41	23	15		
63	225	128	49	29		
64	86	43	20	13		
65	97	58	19	12		
66	182	96	46	25		
67	218	161	43	11		
68	37	26	9	1		
69	202	126	50	19		
70	101	66	26	7		
71	90	69	14	6		
72	73	41	21	3		
73	40	24	12	3		
74	44	31	9	2		
75	104	51	18	5		
76	42	22	12	6		
77	57	31	10	7		
78	83	63	15	4		
79	109	54	27	14		
1348	180	83	55	26		
1350	186	91	48	29		