DVRPC CMP Focus Roadway Corridor Congestion Analysis
Travel Time Index Summary: August 2019 versus August 2021

For the past 19 months, the COVID-19 pandemic has altered traffic conditions in the DVRPC region, as well as nationally, making it more challenging to understand evolving travel trends and for recommending appropriate strategies for managing congestion. This summary analysis identifies which CMP roadway corridors during the weekday peak time periods were the most congested in August 2021, and which ones experienced the most change in congestion comparing August 2021 to August 2019 and pre-pandemic conditions. Some commuters that may have taken transit prior to the pandemic may now for health or other reasons be driving to work, leading to more vehicles on the roadway, and causing more congestion than before the pandemic. Using the TTI measure during the PM peak period, about 22% of the CMP corridors experienced more congestion in August 2021 compared to August 2019. However, the measure indicates for the total region, that there is less congestion in August 2021 compared to August 2019 with the TTI measure dropping on average from 1.26 in 2019 to 1.17 in 2021, or 7.1%.

Archived GPS vehicle probe data from the RITIS Probe Data Analytics (PDA) Suite was used to analyze weekly peak hour congestion using the Travel Time Index (TTI) performance measure comparing August 2019 to August 2021. The TTI measure is defined as the ratio of the peak hour average travel time to the free-flow travel time (uncongested travel time). The higher the TTI is, then the greater congestion.

The top ten CMP corridors that experienced the most congestion in August 2021 and the top ones that experienced the greatest increase in congestion comparing August 2019 to August 2021 were analyzed separately by state within the DVRPC region during the 7:00-8:00 AM and 5:00-6:00 PM peak hours. Tables 1 through 4 list the CMP corridors with the most congestion in August 2021 during the AM and PM peak hour; Tables 5 through 8 list the top corridors with the greatest increase and percent change increase in congestion comparing August 2021 to 2019 for the Pennsylvania portion of the DVRPC region; and Tables 9 through 12 indicate the same for the New Jersey portion of the DVRPC region. Figures 1 and 2 show mapping of the most congested CMP corridors using the TTI measure for August 2019 and 2021, respectively, and Figure 3 shows the change in TTI. Additional analysis (see Tables 13 and 14) include all the CMP corridors average weekly and monthly TTI including the absolute and percent change analyzed separately by state, along with the rankings of most congested corridors and most absolute and percent change. A rank of one indicates the most congested, or most absolute or percent change increase.

CMP corridors in the Pennsylvania portion of the DVRPC region that experienced the most congestion in August 2021 during the peak hours include I-95 from Academy Road to Frankford Avenue, I-676 (Vine Street Expressway), I-76 from I-676 to US 1 and Market Street from I-95 (Penn's Landing) to Broad Street in Philadelphia; I-76 from US 1 to I-476 in Montgomery County; and I-95 from US 322 to the PA-DE State Line in Delaware County (see Tables 1 and 2). In the New Jersey portion of the DVRPC region, top locations include NJ 55 from NJ 42 to NJ 47 in Gloucester County; NJ 42 from the AC Expressway to I-295 in Camden and Gloucester Counties; I-76 from the Walt Whitman Bridge to I-295, I-295 from NJ 42 to NJ 70, NJ 168 (Black Horse Pike) from I-295 to NJ 42 and I-676 from I-76 to the Benjamin Franklin Bridge in Camden County; and US 1 from Alexander Road to the Mercer-Middlesex County Line in Mercer County (see Tables 3 and 4).

CMP corridors that experienced the most change and percent change increase in TTI comparing August 2019 to August 2021 in the Pennsylvania portion of the DVRPC region include Market Street from I-95 (Penn's Landing) to Broad Street, I-676 Vine Street Expressway, I-76 from I-676 to US 1 (City Avenue), PA 611 (Broad Street) from Girard Avenue to PA 309 and I-95 from Academy Road to Frankford Avenue in Philadelphia; and I-95 from US 322 to the PA-DE State Line in Delaware County (see Tables 5 through 8).

CMP corridors that experienced the greatest change and percent change increase in TTI in the New Jersey portion of the DVRPC region include US 1 from Alexander Road to the Mercer-Middlesex County Line in Mercer County; NJ 55 from NJ 42 to NJ 47 in Gloucester County; I-76 from the Walt Whitman Bridge to I-295 and I-295 from US 130 to NJ 70 in Camden County; and I-295 from NJ 70 to CR 541 and the NJ Turnpike from Exit 3 to Exit 5 in Camden and Burlington Counties (see Tables 9 through 12).

10/15/2021

CMP Corridors with the Highest August 2021 TTI
Pennsylvania Portion of the DVRPC Region

Table 1: Top Ten CMP Corridors during the 7:00-8:00 AM Peak Hour

CMP ID	Corridor	Direction	County	2021[1]	2019
027	I-95 from PA 90 (Betsy Ross Br) to Frankford Ave	SB	Philadelphia	2.77	2.65
018	I-76 from US 30 (Girard Ave) to US 1 (City Ave)	EB	Philadelphia	2.00	1.51
078	Market St from I-95 (Penn's Landing) to Broad St	EB	Philadelphia	2.00	1.06
117	I-676 (Vine Street Expy) from I-76 to I-95	WB	Philadelphia	1.80	1.56
026	I-95 from Academy Rd to PA 90 (Betsy Ross Br)	SB	Philadelphia	1.74	1.99
019	I-76 from US 1 (City Ave) to I-476	WB	Montgomery	1.63	1.83
017	I-76 from I-676 to US 30 (Girard Ave)	EB	Philadelphia	1.53	1.27
018	I-76 from US 30 (Girard Ave) to US 1 (City Ave)	WB	Philadelphia	1.53	2.32
117	I-676 (Vine Street Expy) from I-76 to I-95	EB	Philadelphia	1.43	1.11
041	US 1 from I-76 to PA 611	SB	Philadelphia	1.42	1.60

Table 2: Top Ten CMP Corridors during the 5:00-6:00 PM Peak Hour

CMP ID	Corridor	Direction	County	2021[1]	2019
117	I-676 (Vine Street Expy) from I-76 to I-95	EB	Philadelphia	3.94	3.48
117	I-676 (Vine Street Expy) from I-76 to I-95	WB	Philadelphia	3.72	2.69
017	I-76 from I-676 to US 30 (Girard Ave)	EB	Philadelphia	3.09	2.73
078	Market St from I-95 (Penn's Landing) to Broad St	EB	Philadelphia	2.71	1.33
032	I-95 from US 322 to PA-DE State Line	NB	Delaware	2.47	2.79
013	I-476 from US 1 to Baltimore Pk (Swarthmore)	SB	Delaware	2.46	2.61
018	I-76 from US 30 (Girard Ave) to US 1 (City Ave)	EB	Philadelphia	2.44	2.20
017	I-76 from I-676 to US 30 (Girard Ave)	WB	Philadelphia	2.38	1.73
027	I-95 from PA 90 (Betsy Ross Br) to Frankford Ave	NB	Philadelphia	2.37	1.67
026	I-95 from Academy Rd to PA 90 (Betsy Ross Br)	SB	Philadelphia	2.18	1.48

New Jersey Portion of the DVRPC Region

Table 3: Top Ten CMP Corridors during the 7:00-8:00 AM Peak Hour

CMP ID	Corridor	Direction	County	2021[1]	2019
258	NJ 55 from NJ 42 to NJ 47	NB	Gloucester	2.05	2.52
211	NJ 42 from AC Expressway to I-295	NB	Camden, Gloucester	1.24	1.86
218	US 1 from Alexander Rd to County Line	NB	Mercer	1.21	0.96
208	I-295 from NJ 42 to NJ 70	NB	Camden	1.17	1.05
218	US 1 from Alexander Rd to County Line	SB	Mercer	1.17	1.13
269	NJ 70 from NJ 73 to Eayrestown Rd	WB	Burlington	1.17	1.11
269	NJ 70 from NJ 73 to Eayrestown Rd	EB	Burlington	1.15	1.05
212	NJ 168 (Black Horse Pk) from I-295 to NJ 42	NB	Camden	1.14	1.43
221	US 206 from CR 604 (Elm Rd) to County Line	NB	Mercer	1.11	1.10
240	US 322 from I-295 to NJ Turnpike (Exit 2)	EB	Gloucester	1.10	1.09

Table 4: Top Ten CMP Corridors during the 5:00-6:00 PM Peak Hour

CMP ID	Corridor	Direction	County	2021[1]	2019
228	I-76 from Walt Whitman Bridge to I-295	EB	Camden	2.91	2.65
208	I-295 from NJ 42 to NJ 70	SB	Camden	2.09	1.84
258	NJ 55 from NJ 42 to NJ 47	NB	Gloucester	1.93	1.37
212	NJ 168 (Black Horse Pk) from I-295 to NJ 42	SB	Camden	1.68	1.87
227	I-676 from I-76 to Benjamin Franklin Bridge	SB	Camden	1.68	2.02
269	NJ 70 from NJ 73 to Eayrestown Rd	EB	Burlington	1.52	1.49
240	US 322 from I-295 to NJ Turnpike (Exit 2)	EB	Gloucester	1.48	1.30
236	US 130 from US 30 to I-76	SB	Camden	1.45	1.66
273	NJ 73 from NJ 70 to US 30	SB	Camden, Burlington	1.45	1.48
211	NJ 42 from AC Expressway to I-295	SB	Camden, Gloucester	1.40	1.47

CMP ID highlighted in blue indicates a corridor that is in both the 7:00-8:00 AM and 5:00-6:00 PM peak hour top ten lists

[1] *Sorted from high to low by 2021 TTI where a higher TTI indicates greater congestion*

August 2019 vs August 2021 TTI Comparison: Pennsylvania Portion of the DVRPC Region
7:00-8:00 AM Peak Hour

Table 5: Top Ten CMP Corridors with the Greatest Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta[2]	% Change
078	Market St from I-95 (Penn's Landing) to Broad St	EB	Philadelphia	0.94	88.7
018	I-76 from US 30 (Girard Ave) to US 1 (City Ave)	EB	Philadelphia	0.49	32.5
117	I-676 (Vine Street Expy) from I-76 to I-95	EB	Philadelphia	0.32	28.8
101	PA 611 (Broad St) from US 1 to PA 309	SB	Philadelphia	0.27	29.0
017	I-76 from I-676 to US 30 (Girard Ave)	EB	Philadelphia	0.26	20.5
100	PA 611 (Broad St) from Girard St to US 1	SB	Philadelphia	0.26	28.9
117	I-676 (Vine Street Expy) from I-76 to I-95	WB	Philadelphia	0.24	15.4
101	PA 611 (Broad St) from US 1 to PA 309	NB	Philadelphia	0.23	22.3
019	I-76 from US 1 (City Ave) to I-476	EB	Montgomery	0.20	17.2
035	US 1 from US 202 to US 322	NB	Delaware	0.19	21.6

Table 6: Top Ten CMP Corridors with the Greatest Percent Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta	% Change[3]
078	Market St from I-95 (Penn's Landing) to Broad St	EB	Philadelphia	0.94	88.7
018	I-76 from US 30 (Girard Ave) to US 1 (City Ave)	EB	Philadelphia	0.49	32.5
101	PA 611 (Broad St) from US 1 to PA 309	SB	Philadelphia	0.27	29.0
100	PA 611 (Broad St) from Girard Ave to US 1	SB	Philadelphia	0.26	28.9
117	I-676 (Vine Street Expy) from I-76 to I-95	EB	Philadelphia	0.32	28.8
101	PA 611 (Broad St) from US 1 to PA 309	NB	Philadelphia	0.23	22.3
035	US 1 from US 202 to US 322	NB	Delaware	0.19	21.6
017	I-76 from I-676 to US 30 (Girard Ave)	EB	Philadelphia	0.26	20.5
067	US 202 from I-76 to DeKalb St	NB	Montgomery	0.17	18.5
019	I-76 from US 1 (City Ave) to I-476	EB	Montgomery	0.20	17.2

CMP ID highlighted in blue indicates a corridor that is in both top ten lists for absolute and percent change in TTI for the 7:00-8:00 AM peak hour

5:00-6:00 PM Peak Hour

Table 7: Top Ten CMP Corridors with the Greatest Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta[2]	% Change
078	Market St from I-95 (Penn's Landing) to Broad St	EB	Philadelphia	1.38	103.8
117	I-676 (Vine Street Expy) from I-76 to I-95	WB	Philadelphia	1.03	38.3
026	I-95 from Academy Rd to PA 90 (Betsy Ross Br)	SB	Philadelphia	0.70	47.3
027	I-95 from PA 90 (Betsy Ross Br) to Frankford Ave	NB	Philadelphia	0.70	41.9
017	I-76 from I-676 to US 30 (Girard Ave)	WB	Philadelphia	0.65	37.6
032	I-95 from US 322 to PA-DE State Line	SB	Delaware	0.59	56.7
117	I-676 (Vine Street Expy) from I-76 to I-95	EB	Philadelphia	0.46	13.2
020	I-76 from I-476 to I-76 Turnpike	WB	Montgomery	0.41	31.3
017	I-76 from I-676 to US 30 (Girard Ave)	EB	Philadelphia	0.36	13.2
067	US 202 from I-76 to DeKalb St	SB	Montgomery	0.35	30.2

Table 8: Top Ten CMP Corridors with the Greatest Percent Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta	% Change[3]
078	Market St from I-95 (Penn's Landing) to Broad St	EB	Philadelphia	1.38	103.8
032	I-95 from US 322 to PA-DE State Line	SB	Delaware	0.59	56.7
026	I-95 from Academy Rd to PA 90 (Betsy Ross Br)	SB	Philadelphia	0.70	47.3
027	I-95 from PA 90 (Betsy Ross Br) to Frankford Ave	NB	Philadelphia	0.70	41.9
117	I-676 (Vine Street Expy) from I-76 to I-95	WB	Philadelphia	1.03	38.3
017	I-76 from I-676 to US 30 (Girard Ave)	WB	Philadelphia	0.65	37.6
020	I-76 from I-476 to I-76 Turnpike	WB	Montgomery	0.41	31.3
067	US 202 from I-76 to DeKalb St	SB	Montgomery	0.35	30.2
100	PA 611 (Broad St) from Girard St to US 1	NB	Philadelphia	0.29	23.6
101	PA 611 (Broad St) from US 1 to PA 309	NB	Philadelphia	0.29	23.6

CMP ID highlighted in blue indicates a corridor that is in both top ten lists for absolute and percent change in TTI for the 5:00-6:00 PM peak hour

[2] *Sorted from high to low by TTI change (or delta), where delta is defined as August 2021 TTI minus August 2019 TTI*
[3] *Sorted from high to low by TTI percent change, where change is defined as the difference of August 2021 TTI minus 2019 TTI divided by 2019 TTI*

August 2019 vs August 2021 TTI Comparison: New Jersey Portion of the DVRPC Region
7:00-8:00 AM Peak Hour

Table 9: Top Ten CMP Corridors with the Greatest Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta[2]	% Change
218	US 1 from Alexander Rd to County Line	NB	Mercer	0.25	26.0
209	I-295 from NJ 70 to CR 541	SB	Camden, Burlington	0.14	15.2
203	I-295 from CR 656 to I-195	NB	Burlington	0.12	12.6
208	I-295 from NJ 42 to NJ 70	NB	Camden	0.12	11.4
233	US 130 from I-295 to I-95	SB	Burlington	0.10	11.0
269	NJ 70 from NJ 73 to Eayrestown Rd	EB	Burlington	0.10	9.5
220	US 206 from I-295 to CR 604 (Elm Rd)	SB	Mercer	0.08	8.4
273	NJ 73 from NJ 70 to US 30	SB	Camden, Burlington	0.08	8.3
202	NJ Turnpike from Exit 7A to Exit 8	SB	Mercer	0.07	7.4
214*	Sicklerville Rd/536 Spur from AC Exp to NJ 42	NB	Camden	0.07	7.3

Table 10: Top Ten CMP Corridors with the Greatest Percent Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta	% Change[3]
218	US 1 from Alexander Rd to County Line	NB	Mercer	0.25	26.0
209	I-295 from NJ 70 to CR 541	SB	Camden, Burlington	0.14	15.2
203	I-295 from CR 656 to I-195	NB	Burlington	0.12	12.6
208	I-295 from NJ 42 to NJ 70	NB	Camden	0.12	11.4
233	US 130 from I-295 to I-95	SB	Burlington	0.10	11.0
269	NJ 70 from NJ 73 to Eayrestown Rd	EB	Burlington	0.10	9.5
273	NJ 73 from NJ 70 to US 30	SB	Camden, Burlington	0.08	8.4
220	US 206 from I-295 to CR 604 (Elm Rd)	SB	Mercer	0.08	8.3
293	CR 689 from NJ 42 to AC Exp	WB	Camden	0.07	7.7
214	Sicklerville Rd/536 Spur from AC Exp to NJ 42	NB	Camden	0.07	7.4

CMP ID highlighted in blue indicates a corridor that is in both top ten lists for absolute and percent change in TTI for the 7:00-8:00 AM peak hour

5:00-6:00 PM Peak Hour

Table 11: Top Ten CMP Corridors with the Greatest Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta[2]	% Change
258	NJ 55 from NJ 42 to NJ 47	NB	Gloucester	0.56	40.9
228	I-76 from Walt Whitman Bridge to I-295	EB	Camden	0.26	9.8
208	I-295 from NJ 42 to NJ 70	SB	Camden	0.25	13.6
206	NJ Turnpike from Exit 4 to Exit 5	NB	Burlington	0.22	23.7
205	NJ Turnpike from Exit 3 to Exit 4	NB	Camden	0.20	21.5
240	US 322 from I-295 to NJ Turnpike (Exit 2)	EB	Gloucester	0.18	13.8
207	I-295 from US 130 to NJ 42 (Exit 26)	SB	Camden	0.17	16.0
218	US 1 from Alexander Rd to County Line	SB	Mercer	0.16	13.3
258	NJ 55 from NJ 42 to NJ 47	SB	Gloucester	0.15	15.3
259*	NJ 55 from NJ 47 to US 322	SB	Gloucester	0.13	13.4

Table 12: Top Ten CMP Corridors with the Greatest Percent Change Increase in TTI

CMP ID	Corridor	Direction	County	Delta	% Change[3]
258	NJ 55 from NJ 42 to NJ 47	NB	Gloucester	0.56	40.9
206	NJ Turnpike from Exit 4 to Exit 5	NB	Burlington	0.22	23.7
205	NJ Turnpike from Exit 3 to Exit 4	NB	Camden	0.20	21.5
207	I-295 from US 130 to NJ 42	SB	Camden	0.17	16.0
258	NJ 55 from NJ 42 to NJ 47	SB	Gloucester	0.15	15.3
240	US 322 from I-295 to NJ Turnpike (Exit 2)	EB	Gloucester	0.18	13.8
208	I-295 from NJ 42 to NJ 70	SB	Camden	0.25	13.6
259	NJ 55 from NJ 47 to US 322	SB	Gloucester	0.13	13.4
218	US 1 from Alexander Rd to County Line	SB	Mercer	0.16	13.3
269	NJ 70 from NJ 73 to Eayrestown Rd	WB	Burlington	0.13	10.7

CMP ID highlighted in blue indicates a corridor that is in both top ten lists for absolute and percent change in TTI for the 5:00-6:00 PM peak hour

Top tenth CMP corridor tied with other corridors, please see Tables 13 and 14 for the remaining list of corridors

Data Source: University of Maryland CATT Lab RITIS-PDA Suite. DVRPC GIS web mapping is available here to identify the location of the CMP corridors. Select the CMP Focus Roadway Facilities tab to access the CMP corridors. If you have a RITIS-PDA Suite login, the CMP corridors can be accessed using the PDA analysis tools that provide access to the segment sets. In the Display Options button, type "CMP TMC" to get a list of the CMP corridor segment sets.

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
Pennsylvania Portion of the DVRPC Region																		
001: I-76 Turnpike from PA 29 to I-76 (Valley Forge) - EB	Chester	Yes	0.96	0.92	0.92	0.91	0.96	0.96	0.96	0.96	0.93	0.96	0.03	3.2	80	72	289	233
001: I-76 Turnpike from PA 29 to I-76 (Valley Forge) - WB	Chester	Yes	0.91	0.91	0.92	0.90	0.94	0.95	0.95	0.96	0.91	0.95	0.04	4.4	66	55	313	257
002: I-276 Turnpike from I-76 (Valley Forge) to I-476 NE Ext (Plymouth Meeting) - EB	Montgomery	Yes	4.98	0.92	0.93	0.96	0.97	0.96	0.96	0.96	1.95	0.96	-0.99	-50.8	335	335	9	233
002: I-276 Turnpike from I-76 (Valley Forge) to I-476 NE Ext (Plymouth Meeting) - WB	Montgomery	Yes	0.94	0.95	0.95	0.93	0.95	0.95	0.96	0.97	0.94	0.96	0.02	2.1	87	92	277	233
003: I-276 Turnpike from I-476 NE Ext (Plymouth Meeting) to PA 309 (Fort Washington) - EB	Montgomery	Yes	0.95	0.95	0.96	0.96	1.33	0.95	0.96	0.95	0.96	1.05	0.09	9.4	22	19	260	104
003: I-276 Turnpike from I-476 NE Ext (Plymouth Meeting) to PA 309 (Fort Washington) - WB	Montgomery	Yes	1.35	1.09	1.10	1.08	0.99	0.97	0.98	1.01	1.16	0.99	-0.17	-14.7	298	304	64	188
004: I-276 Turnpike from PA 309 (Fort Washington) to PA 611 (Hatboro) - EB	Montgomery	Yes	0.91	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.03	3.3	80	68	301	257
004: I-276 Turnpike from PA 309 (Fort Washington) to PA 611 (Hatboro) - WB	Montgomery	Yes	3.20	1.88	1.86	1.99	0.96	0.96	0.96	0.97	2.23	0.96	-1.27	-57.0	338	338	4	233
005: I-276 Turnpike from PA 611 (Hatboro) to US 1 - EB	Bucks, Montgomery	Yes	0.91	0.92	0.91	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.03	3.3	80	68	301	257
005: I-276 Turnpike from PA 611 (Hatboro) to US 1 - WB	Bucks, Montgomery	Yes	1.17	1.17	1.02	1.06	0.95	0.95	0.95	0.96	1.11	0.95	-0.16	-14.4	287	300	96	257
006: I-276 Turnpike from US 1 to New Jersey Line - EB	Bucks	Yes	0.92	0.92	0.91	0.92	0.93	0.93	0.93	0.92	0.92	0.93	0.01	1.1	105	104	301	296
006: I-276 Turnpike from US 1 to New Jersey Line - WB	Bucks	Yes	0.91	0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.91	0.94	0.03	3.3	80	68	313	279
007: I-476 (Turnpike NE Ext) from Quakertown to Lansdale - NB	Bucks, Montgomery	Yes	0.91	0.92	0.93	0.91	0.87	0.88	0.88	0.87	0.92	0.88	-0.04	-4.3	187	196	301	332
007: I-476 (Turnpike NE Ext) from Quakertown to Lansdale - SB	Bucks, Montgomery	Yes	0.94	0.93	0.94	0.93	0.88	0.87	0.88	0.89	0.94	0.88	-0.06	-6.4	214	225	277	332
008: I-476 (Turnpike NE Ext) from Lansdale to Plymouth Meeting - NB	Montgomery	Yes	0.91	0.92	0.92	0.90	0.95	0.95	0.95	0.96	0.91	0.95	0.04	4.4	66	55	313	257
008: I-476 (Turnpike NE Ext) from Lansdale to Plymouth Meeting - SB	Montgomery	Yes	0.98	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.0	123	122	277	279
009: I-476 from I-276 Turnpike (Plymouth Meeting) to I-76 (Conshohocken) - NB	Montgomery	Yes	0.95	0.94	0.94	0.95	1.09	0.94	0.95	0.96	0.95	0.99	0.04	4.2	55	58	273	188
009: I-476 from I-276 Turnpike (Plymouth Meeting) to I-76 (Conshohocken) - SB	Montgomery	Yes	1.28	1.34	1.33	1.75	0.98	0.97	0.98	1.13	1.43	1.02	-0.41	-28.7	328	328	18	147
010: I-476 from I-76 (Conshohocken) to US 30 (Villanova) - NB	Delaware, Montgomery	Yes	0.92	0.93	0.93	0.94	0.93	0.93	0.93	0.94	0.93	0.93	0.00	0.0	123	122	289	296
010: I-476 from I-76 (Conshohocken) to US 30 (Villanova) - SB	Delaware, Montgomery	Yes	0.93	0.93	0.92	0.94	0.95	0.94	0.97	0.96	0.93	0.96	0.03	3.2	80	72	289	233
011: I-476 from US 30 (Villanova) to US 3 (Broomall) - NB	Delaware	Yes	0.97	0.98	0.99	0.98	0.95	0.95	0.95	0.97	0.98	0.96	-0.02	-2.0	159	164	237	233
011: I-476 from US 30 (Villanova) to US 3 (Broomall) - SB	Delaware	Yes	0.91	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.91	0.95	0.04	4.4	66	55	313	257
012: I-476 from US 3 (Broomall) to US 1 - NB	Delaware	Yes	1.17	1.15	1.16	1.14	1.03	1.03	1.02	1.06	1.16	1.04	-0.12	-10.3	265	264	64	117
012: I-476 from US 3 (Broomall) to US 1 - SB	Delaware	Yes	0.96	1.00	1.00	0.97	0.96	0.95	0.99	1.09	0.98	1.00	0.02	2.0	87	98	237	170
013: I-476 from US 1 to Baltimore Pk (Swarthmore) - NB	Delaware	Yes	2.51	2.33	2.57	2.27	1.16	1.16	1.12	1.25	2.42	1.17	-1.25	-51.7	337	336	2	23
013: I-476 from US 1 to Baltimore Pk (Swarthmore) - SB	Delaware	Yes	1.13	1.27	1.38	1.35	0.96	0.96	1.09	1.35	1.28	1.09	-0.19	-14.8	308	306	28	58
014: I-476 from Baltimore Pk (Swarthmore) to I-95 - NB	Delaware	Yes	1.90	2.04	2.24	1.95	1.24	1.15	1.09	1.29	2.03	1.19	-0.84	-41.4	332	332	7	21
014: I-476 from Baltimore Pk (Swarthmore) to I-95 - SB	Delaware	Yes	1.02	1.03	1.07	1.12	0.97	0.96	0.97	1.16	1.06	1.02	-0.04	-3.8	187	190	145	147
015: US 13 from US 1 to I-95 - NB	Bucks	No	0.91	0.93	0.92	0.92	0.90	0.91	0.90	0.91	0.92	0.91	-0.01	-1.1	142	154	301	322
015: US 13 from US 1 to I-95 - SB	Bucks	No	1.01	1.02	1.01	1.03	0.95	0.97	0.94	0.95	1.02	0.95	-0.07	-6.9	226	236	201	257
016: I-76 from Walt Whitman Bridge to I-676 (Vine Street Expy) - EB	Philadelphia	Yes	1.19	0.97	0.98	0.99	1.09	1.10	1.04	1.16	1.03	1.10	0.07	6.8	28	29	182	54
016: I-76 from Walt Whitman Bridge to I-676 (Vine Street Expy) - WB	Philadelphia	Yes	1.14	1.25	1.08	1.12	1.28	1.04	1.00	1.30	1.15	1.16	0.01	0.9	105	117	71	26
017: I-76 from I-676 (Vine Street Expy) to US 30 (Girard Ave) - EB	Philadelphia	Yes	1.60	1.20	1.09	1.19	1.65	1.35	1.47	1.65	1.27	1.53	0.26	20.5	6	8	31	7
017: I-76 from I-676 (Vine Street Expy) to US 30 (Girard Ave) - WB	Philadelphia	Yes	0.98	1.00	1.01	1.03	1.04	1.21	1.01	1.11	1.01	1.09	0.08	7.9	23	21	212	58
018: I-76 from US 30 (Girard Ave) to US 1 (City Ave) - EB	Philadelphia	Yes	1.71	1.43	1.40	1.48	2.00	1.96	1.68	2.37	1.51	2.00	0.49	32.5	3	2	17	2
018: I-76 from US 30 (Girard Ave) to US 1 (City Ave) - WB	Philadelphia	Yes	2.24	2.38	2.47	2.19	1.43	1.54	1.49	1.65	2.32	1.53	-0.79	-34.1	331	330	3	7
019: I-76 from US 1 (City Ave) to I-476 - EB	Montgomery	Yes	1.17	1.11	1.16	1.18	1.20	1.32	1.42	1.49	1.16	1.36	0.20	17.2	10	10	64	11
019: I-76 from US 1 (City Ave) to I-476 - WB	Montgomery	Yes	1.77	1.82	1.94	1.78	1.49	1.48	1.64	1.89	1.83	1.63	-0.20	-10.9	310	270	10	6
020: I-76 from I-476 to I-76 Turnpike - EB	Montgomery	Yes	1.22	1.16	1.27	1.46	1.13	1.18	1.51	1.62	1.28	1.36	0.08	6.3	23	37	28	11
020: I-76 from I-476 to I-76 Turnpike - WB	Montgomery	Yes	1.32	1.25	1.34	1.30	1.37	1.29	1.37	1.30	1.30	1.33	0.03	2.3	69	86	24	13
021: I-295 from PA 29 (Delaware River) to US 1 - NB	Bucks	Yes	0.96	0.96	0.98	0.97	0.93	0.95	0.94	0.94	0.97	0.94	-0.03	-3.1	169	178	249	279
021: I-295 from PA 29 (Delaware River) to US 1 - SB	Bucks	Yes	0.93	0.95	0.94	0.93	0.91	0.93	0.94	0.93	0.94	0.93	-0.01	-1.1	140	154	277	296
022: I-295 from US 1 to BUS 1 (Lincoln Hwy) - NB	Bucks	Yes	0.93	0.94	0.93	0.94	0.95	0.96	0.95	0.96	0.94	0.96	0.02	2.1	87	92	277	233
022: I-295 from US 1 to BUS 1 (Lincoln Hwy) - SB	Bucks	Yes	0.90	0.92	0.92	0.92	0.92	0.93	0.92	0.93	0.92	0.93	0.01	1.1	105	104	301	296
023: I-295/I-95 from BUS 1 (Lincoln Hwy) to PA 132 (Street Rd) - NB	Bucks	Yes	0.89	0.88	0.88	0.89	0.96	0.96	0.95	0.97	0.89	0.96	0.07	7.9	32	21	327	233

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
023: I-295/I-95 from BUS 1 (Lincoln Hwy) to PA 132 (Street Rd) - SB	Bucks	Yes	0.88	0.90	0.89	0.89	0.94	0.94	0.93	0.94	0.89	0.94	0.05	5.6	51	46	327	279
024: I-95 from PA 132 (Street Rd) to PA 63 - NB	Bucks	Yes	0.91	0.91	0.91	0.91	0.97	0.96	0.97	0.98	0.91	0.97	0.06	6.6	41	33	313	219
024: I-95 from PA 132 (Street Rd) to PA 63 - SB	Bucks	Yes	1.01	1.00	1.43	0.96	0.95	0.94	0.94	0.96	1.10	0.95	-0.15	-13.6	282	294	108	257
025: I-95 from PA 63 to Academy Rd - NB	Bucks	Yes	0.93	0.91	0.94	0.92	0.95	0.96	0.95	0.98	0.93	0.96	0.03	3.2	80	72	289	233
025: I-95 from PA 63 to Academy Rd - SB	Bucks	Yes	1.06	1.36	1.47	0.95	0.92	0.92	0.92	0.95	1.21	0.93	-0.28	-23.1	323	323	47	296
026: I-95 from Academy Rd to PA 90 (Betsy Ross Bridge) - NB	Philadelphia	Yes	0.98	0.94	0.99	1.12	1.09	1.20	0.96	1.04	1.01	1.07	0.06	5.9	36	38	212	72
026: I-95 from Academy Rd to PA 90 (Betsy Ross Bridge) - SB	Philadelphia	Yes	1.75	1.42	1.86	2.92	1.29	1.53	1.86	2.29	1.99	1.74	-0.25	-12.6	319	283	8	5
027: I-95 from PA 90 (Betsy Ross Bridge) to Frankford Ave - NB	Philadelphia	Yes	0.97	0.94	1.03	0.98	0.99	0.96	0.95	1.05	0.98	0.99	0.01	1.0	105	109	237	188
027: I-95 from PA 90 (Betsy Ross Bridge) to Frankford Ave - SB	Philadelphia	Yes	2.49	2.42	2.74	2.96	2.35	2.57	3.05	3.12	2.65	2.77	0.12	4.5	17	53	1	1
028: I-95 from Frankford Ave to I-76 (Walt Whitman Bridge) - NB	Philadelphia	Yes	0.93	0.92	1.02	0.98	0.95	0.94	0.94	1.11	0.96	0.99	0.03	3.1	69	76	260	188
028: I-95 from Frankford Ave to I-76 (Walt Whitman Bridge) - SB	Philadelphia	Yes	0.94	0.92	0.93	0.91	1.01	0.95	1.06	0.98	0.93	1.00	0.07	7.5	32	25	289	170
029: I-95 from I-76 (Walt Whitman Bridge) to PA 291 (Philadelphia Airport) - NB	Philadelphia	Yes	0.99	1.14	0.97	1.03	0.96	0.96	1.02	1.07	1.03	1.00	-0.03	-2.9	169	172	182	170
029: I-95 from I-76 (Walt Whitman Bridge) to PA 291 (Philadelphia Airport) - SB	Philadelphia	Yes	0.96	0.95	0.96	0.95	0.96	0.95	0.96	0.98	0.96	0.96	0.00	0.0	123	122	260	233
030: I-95 from PA 291 (Philadelphia Airport) to I-476 - NB	Delaware, Philadelphia	Yes	0.95	1.02	0.96	0.96	0.95	0.95	0.95	0.97	0.97	0.96	-0.01	-1.0	142	143	249	233
030: I-95 from PA 291 (Philadelphia Airport) to I-476 - SB	Delaware, Philadelphia	Yes	0.98	0.97	1.01	0.98	0.94	0.95	0.95	0.95	0.99	0.95	-0.04	-4.0	187	193	228	257
031: I-95 from I-476 to US 322 (Commodore Barry Bridge) - NB	Delaware	Yes	1.05	1.15	1.14	1.33	1.12	1.01	1.03	1.24	1.17	1.10	-0.07	-6.0	223	222	60	54
031: I-95 from I-476 to US 322 (Commodore Barry Bridge) - SB	Delaware	Yes	1.27	1.27	1.34	1.44	0.98	0.98	0.99	1.01	1.33	0.99	-0.34	-25.6	325	325	21	188
032: I-95 from US 322 (Commodore Barry Bridge) to County Boundary - NB	Delaware	Yes	1.10	1.23	1.16	1.73	1.08	1.04	0.96	1.35	1.31	1.11	-0.20	-15.3	310	308	22	48
032: I-95 from US 322 (Commodore Barry Bridge) to County Boundary - SB	Delaware	Yes	0.98	0.97	0.97	1.54	0.89	0.89	0.90	0.90	1.12	0.90	-0.22	-19.6	315	319	88	326
033: US 1 from Cypress St (Kennett Square) to PA 52 (Kennett Pk) South - NB	Delaware	No	0.97	1.02	1.04	1.05	0.97	0.98	0.97	0.98	1.02	0.98	-0.04	-3.9	187	192	201	205
033: US 1 from Cypress St (Kennett Square) to PA 52 (Kennett Pk) South - SB	Delaware	No	0.95	0.95	0.96	0.97	0.96	0.94	0.94	0.98	0.96	0.96	0.00	0.0	123	122	260	233
034: US 1 from PA 52 (Kennett Pk) South to US 202 - NB	Chester, Delaware	No	0.93	0.92	0.93	1.05	0.90	0.90	0.93	1.10	0.96	0.96	0.00	0.0	123	122	260	233
034: US 1 from PA 52 (Kennett Pk) South to US 202 - SB	Chester, Delaware	No	0.94	0.93	0.94	0.96	0.89	0.91	0.92	0.98	0.94	0.93	-0.01	-1.1	140	154	277	296
035: US 1 from US 202 to US 322 - NB	Delaware	No	0.96	0.84	0.84	0.89	1.04	1.10	1.06	1.08	0.88	1.07	0.19	21.6	11	7	331	72
035: US 1 from US 202 to US 322 - SB	Delaware	No	1.08	1.03	1.03	1.01	1.16	1.17	1.15	1.18	1.04	1.17	0.13	12.5	16	16	173	23
036: US 1 from US 322 to PA 352 - NB	Delaware	No	1.04	1.04	1.05	1.12	0.99	1.02	0.98	0.98	1.06	0.99	-0.07	-6.6	226	230	145	188
036: US 1 from US 322 to PA 352 - SB	Delaware	No	1.01	1.01	1.01	1.02	0.98	1.00	1.00	1.01	1.01	1.00	-0.01	-1.0	142	143	212	170
037: US 1 from PA 352 to I-476 - NB	Delaware	Yes	0.95	0.94	0.96	0.96	0.95	0.95	0.94	0.96	0.95	0.95	0.00	0.0	123	122	273	257
037: US 1 from PA 352 to I-476 - SB	Delaware	Yes	0.98	1.02	1.07	1.12	0.97	0.96	0.97	1.00	1.05	0.98	-0.07	-6.7	226	231	157	205
038: US 1 from I-476 to PA 3 - EB	Delaware	No	1.02	1.02	1.00	1.08	1.03	1.04	1.01	1.11	1.03	1.05	0.02	1.9	87	101	182	104
038: US 1 from I-476 to PA 3 - WB	Delaware	No	1.12	1.14	1.19	1.36	1.05	1.06	1.07	1.09	1.20	1.07	-0.13	-10.8	271	269	49	72
039: US 1 from PA 3 to US 30 (Girard Ave) - NB	Delaware, Montgomery	No	1.20	1.15	1.15	1.36	1.07	1.03	1.06	1.20	1.22	1.09	-0.13	-10.7	271	267	43	58
039: US 1 from PA 3 to US 30 (Girard Ave) - SB	Delaware, Montgomery	No	1.03	1.05	1.04	1.08	0.99	0.96	0.98	0.99	1.05	0.98	-0.07	-6.7	226	231	157	205
040: US 1 (City Ave) from US 30 (Girard Ave) to I-76 - EB	Montgomery, Philadelphia	No	1.08	1.19	1.23	1.24	1.19	1.14	1.17	1.28	1.19	1.20	0.01	0.8	105	121	54	19
040: US 1 (City Ave) from US 30 (Girard Ave) to I-76 - WB	Montgomery, Philadelphia	No	1.07	1.10	1.14	1.09	1.20	1.13	1.14	1.18	1.10	1.16	0.06	5.5	44	48	108	26
041: US 1 from I-76 to PA 611 - NB	Philadelphia	Yes	0.95	0.95	0.97	1.05	0.93	0.93	0.93	1.01	0.98	0.95	-0.03	-3.1	169	178	237	257
041: US 1 from I-76 to PA 611 - SB	Philadelphia	Yes	1.21	1.67	1.80	1.70	1.37	1.45	1.28	1.57	1.60	1.42	-0.18	-11.3	302	275	13	10
042A: US 1 (Roosevelt Blvd) from PA 611 to PA 73 - NB	Philadelphia	No	0.96	0.91	0.90	0.95	0.97	0.96	0.97	1.01	0.93	0.98	0.05	5.4	51	50	289	205
042A: US 1 (Roosevelt Blvd) from PA 611 to PA 73 - SB	Philadelphia	No	1.20	1.30	1.39	1.57	1.09	1.14	1.24	1.29	1.37	1.19	-0.18	-13.1	302	289	19	21
042B: US 1 (Roosevelt Blvd) Frontage from PA 611 to PA 73 - NB	Philadelphia	No	1.02	0.98	0.98	1.00	1.00	0.95	0.98	0.99	1.00	0.98	-0.02	-2.0	159	164	222	205
042B: US 1 (Roosevelt Blvd) Frontage from PA 611 to PA 73 - SB	Philadelphia	No	1.19	1.18	1.18	1.25	1.02	1.00	1.06	1.06	1.20	1.04	-0.16	-13.3	287	292	49	117
043A: US 1 (Roosevelt Blvd) from PA 73 to I-276 Turnpike - NB	Philadelphia	No	0.89	0.88	0.91	1.01	0.94	0.94	0.95	0.96	0.92	0.95	0.03	3.3	80	68	301	257
043A: US 1 (Roosevelt Blvd) from PA 73 to I-276 Turnpike - SB	Philadelphia	No	0.93	0.91	0.94	0.97	0.96	0.95	0.95	0.97	0.94	0.96	0.02	2.1	87	92	277	233
043B: US 1 (Roosevelt Blvd) Frontage from PA 73 to I-276 Turnpike - NB	Philadelphia	No	1.02	1.02	1.02	1.05	0.97	0.98	0.99	0.97	1.03	0.98	-0.05	-4.9	201	205	182	205
043B: US 1 (Roosevelt Blvd) Frontage from PA 73 to I-276 Turnpike - SB	Philadelphia	No	1.01	1.01	1.02	1.07	1.01	0.99	1.00	1.04	1.03	1.01	-0.02	-1.9	159	159	182	158
044: US 1 from I-276 Turnpike to I-295 - NB	Bucks	Yes	0.91	0.92	0.91	0.93	0.94	0.93	0.93	0.93	0.92	0.93	0.01	1.1	105	104	301	296
044: US 1 from I-276 Turnpike to I-295 - SB	Bucks	Yes	0.94	0.93	0.94	0.94	0.96	0.97	0.96	0.97	0.94	0.97	0.03	3.2	69	72	277	219

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
045: US 1 from I-295 to County Line - NB	Bucks	Yes	0.91	0.92	1.17	0.91	0.92	0.94	0.93	0.93	0.98	0.93	-0.05	-5.1	198	209	237	296
045: US 1 from I-295 to County Line - SB	Bucks	Yes	0.91	0.92	0.91	0.91	0.93	1.04	0.93	0.95	0.91	0.96	0.05	5.5	51	48	313	233
046: US 13 from County Line to I-95 - NB	Delaware	No	0.98	0.97	0.97	0.98	0.94	0.91	0.93	0.93	0.98	0.93	-0.05	-5.1	198	209	237	296
046: US 13 from County Line to I-95 - SB	Delaware	No	0.97	0.96	0.96	0.97	0.91	0.91	0.94	0.92	0.97	0.92	-0.05	-5.2	198	212	249	317
047: US 13 from I-95 to Cobbs Creek Pkwy - NB	Delaware	No	1.09	1.12	1.10	1.12	0.94	0.97	0.95	1.00	1.11	0.97	-0.14	-12.6	276	283	96	219
047: US 13 from I-95 to Cobbs Creek Pkwy - SB	Delaware	No	1.05	1.03	1.05	1.05	0.97	0.98	0.98	0.99	1.05	0.98	-0.07	-6.7	226	231	157	205
048: US 30 (Girard Ave) from US 13 (N 33rd St) to Lancaster Ave - EB	Philadelphia	No	0.90	0.97	1.07	1.18	0.91	0.93	0.93	1.02	1.03	0.95	-0.08	-7.8	241	245	182	257
048: US 30 (Girard Ave) from US 13 (N 33rd St) to Lancaster Ave - WB	Philadelphia	No	0.97	1.11	1.07	1.13	0.84	0.90	0.91	0.94	1.07	0.90	-0.17	-15.9	298	310	134	326
049: US 30 (Lancaster Ave) from Girard Ave to US 1 (City Ave) - EB	Philadelphia	No	1.02	0.97	0.97	1.12	0.94	0.97	0.96	0.98	1.02	0.96	-0.06	-5.9	215	221	201	233
049: US 30 (Lancaster Ave) from Girard Ave to US 1 (City Ave) - WB	Philadelphia	No	1.25	1.21	1.28	1.32	0.96	0.99	0.95	0.97	1.27	0.97	-0.30	-23.6	324	324	31	219
050: US 30 from US 1 (City Ave) to I-476 - EB	Delaware, Montgomery	No	0.99	0.97	0.98	0.98	0.99	0.99	1.01	1.04	0.98	1.01	0.03	3.1	69	76	237	158
050: US 30 from US 1 (City Ave) to I-476 - WB	Delaware, Montgomery	No	0.96	0.96	0.95	0.95	1.00	0.98	0.99	1.04	0.96	1.00	0.04	4.2	55	58	260	170
051: US 30 from I-476 to PA 252 (Leopard Rd) - EB	Chester, Delaware	No	1.01	1.00	1.00	1.01	0.98	0.97	1.00	1.01	1.01	0.99	-0.02	-2.0	159	164	212	188
051: US 30 from I-476 to PA 252 (Leopard Rd) - WB	Chester, Delaware	No	1.09	1.08	1.08	1.09	1.02	1.01	1.03	1.03	1.09	1.02	-0.07	-6.4	226	225	114	147
052: US 30 from PA 252 (Leopard Rd) to US 202 - EB	Chester	No	1.11	1.10	1.10	1.16	1.11	1.11	1.10	1.12	1.12	1.11	-0.01	-0.9	142	140	88	48
052: US 30 from PA 252 (Leopard Rd) to US 202 - WB	Chester	No	1.08	1.07	1.09	1.10	1.12	1.12	1.11	1.11	1.09	1.12	0.03	2.8	69	83	114	43
053: US 30 (Lancaster Ave) from US 202 to US 322 (Downingtown) - EB	Chester	No	0.95	0.96	1.02	1.02	1.01	1.03	1.01	1.06	0.99	1.03	0.04	4.0	55	61	228	136
053: US 30 (Lancaster Ave) from US 202 to US 322 (Downingtown) - WB	Chester	No	1.00	1.01	1.03	1.06	1.04	1.04	1.02	1.04	1.03	1.04	0.01	1.0	105	109	182	117
054: US 30 (Lancaster Ave) from US 322 (Downingtown) to PA 82 (Coatesville) - EB	Chester	No	1.09	1.15	1.26	1.43	1.06	1.04	1.05	1.14	1.23	1.07	-0.16	-13.0	287	286	39	72
054: US 30 (Lancaster Ave) from US 322 (Downingtown) to PA 82 (Coatesville) - WB	Chester	No	1.00	1.05	1.02	1.08	0.99	0.98	0.98	1.02	1.04	0.99	-0.05	-4.8	201	203	173	188
055: US 30 Bypass from US 202 to PA 100 - EB	Chester	Yes	1.02	0.98	0.98	1.02	0.94	0.95	0.95	0.95	1.00	0.95	-0.05	-5.0	201	206	222	257
055: US 30 Bypass from US 202 to PA 100 - WB	Chester	Yes	0.90	0.90	0.90	0.89	0.94	0.95	0.95	0.95	0.90	0.95	0.05	5.6	51	46	321	257
056: US 30 Bypass from PA 100 to US 30 Business - EB	Chester	Yes	1.05	1.00	1.02	1.03	0.95	0.96	0.97	0.97	1.03	0.96	-0.07	-6.8	226	235	182	233
056: US 30 Bypass from PA 100 to US 30 Business - WB	Chester	Yes	0.90	0.90	0.90	0.91	0.92	0.92	0.93	0.92	0.90	0.92	0.02	2.2	87	87	321	317
057: US 30 Bypass from US 30 Business to Reeceville Rd - EB	Chester	Yes	1.37	1.85	2.16	3.03	0.96	0.97	1.01	1.74	2.10	1.17	-0.93	-44.3	334	333	6	23
057: US 30 Bypass from US 30 Business to Reeceville Rd - WB	Chester	Yes	0.90	0.98	0.93	0.92	0.93	0.93	0.94	0.96	0.93	0.94	0.01	1.1	121	104	289	279
058: US 1 from PA 10 to Cypress St (Kennett Square) - NB	Chester	Yes	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.0	123	122	289	296
058: US 1 from PA 10 to Cypress St (Kennett Square) - SB	Chester	Yes	0.94	0.94	0.93	0.92	0.95	0.95	0.95	0.95	0.93	0.95	0.02	2.2	102	87	289	257
059: US 322 from I-95 to PA 452 - EB	Delaware	No	0.91	1.09	0.95	1.33	0.94	0.91	0.91	0.96	1.07	0.93	-0.14	-13.1	276	289	134	296
059: US 322 from I-95 to PA 452 - WB	Delaware	No	1.09	1.09	1.05	1.01	1.02	1.03	1.01	1.03	1.06	1.02	-0.04	-3.8	187	190	145	147
060: US 322 from PA 452 to US 1 - EB	Delaware	No	1.19	1.30	1.26	1.39	0.98	1.05	1.15	1.15	1.29	1.08	-0.21	-16.3	313	313	26	67
060: US 322 from PA 452 to US 1 - WB	Delaware	No	1.54	1.55	1.56	1.56	1.15	1.15	1.15	1.15	1.55	1.15	-0.40	-25.8	327	326	16	31
061: PA 291 from US 13 to I-95 - NB	Delaware	No	0.93	0.95	0.95	0.94	0.99	0.98	1.01	1.01	0.94	1.00	0.06	6.4	36	36	277	170
061: PA 291 from US 13 to I-95 - SB	Delaware	No	1.01	0.99	0.98	0.98	0.94	0.93	0.94	0.98	0.99	0.95	-0.04	-4.0	187	193	228	257
062: PA 291 from I-95 to I-76 - NB	Philadelphia	No	1.16	1.52	1.15	1.16	1.00	0.94	0.99	1.00	1.25	0.98	-0.27	-21.6	322	322	36	205
062: PA 291 from I-95 to I-76 - SB	Philadelphia	No	0.99	0.96	0.94	0.99	0.94	0.94	0.93	0.95	0.97	0.94	-0.03	-3.1	169	178	249	279
063: US 30 (Lancaster Ave) from Coatesville to US 30 Bypass - EB	Chester	No	0.93	0.95	0.95	0.99	1.00	0.96	0.99	1.01	0.96	0.99	0.03	3.1	69	76	260	188
063: US 30 (Lancaster Ave) from Coatesville to US 30 Bypass - WB	Chester	No	1.01	1.01	0.99	1.00	0.97	0.97	0.97	0.97	1.00	0.97	-0.03	-3.0	169	177	222	219
064: US 322/US 202 from US 1 to PA 3 - NB	Chester, Delaware	No	1.13	1.14	1.22	1.29	0.94	0.96	0.95	1.01	1.20	0.97	-0.23	-19.2	317	317	49	219
064: US 322/US 202 from US 1 to PA 3 - SB	Chester, Delaware	No	1.18	1.16	1.23	1.32	1.03	1.03	1.05	1.11	1.22	1.06	-0.16	-13.1	287	289	43	86
065: US 202 from PA 3 to US 30 - NB	Chester	Yes	0.94	0.94	0.95	0.98	0.93	0.92	0.93	0.93	0.95	0.93	-0.02	-2.1	158	168	273	296
065: US 202 from PA 3 to US 30 - SB	Chester	Yes	0.91	0.91	0.91	0.91	1.02	0.94	0.95	0.95	0.91	0.97	0.06	6.6	41	33	313	219
066: US 202 from US 30 to PA 29 - NB	Chester	Yes	1.00	1.01	1.08	1.34	0.95	0.94	0.95	0.95	1.11	0.95	-0.16	-14.4	287	300	96	257
066: US 202 from US 30 to PA 29 - SB	Chester	Yes	0.89	0.89	0.90	0.89	0.93	0.93	0.93	0.94	0.89	0.93	0.04	4.5	55	53	327	296
067: US 202 from I-76 to DeKalb St - NB	Montgomery	No	0.95	0.92	0.90	0.91	1.11	1.08	1.08	1.09	0.92	1.09	0.17	18.5	13	9	301	58
067: US 202 from I-76 to DeKalb St - SB	Montgomery	No	0.95	0.96	1.03	1.12	1.15	1.16	1.16	1.18	1.02	1.16	0.14	13.7	15	14	201	26
068A: US 202 (Markley St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - NB	Montgomery	No	1.00	1.00	1.03	1.04	0.94	0.90	0.93	0.93	1.02	0.93	-0.09	-8.8	248	252	201	296

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
068A: US 202 (Markley St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - SB	Montgomery	No	1.59	1.70	1.65	1.79	1.25	1.17	1.21	1.21	1.68	1.21	-0.47	-28.0	329	327	12	17
068B: US 202 (DeKalb St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - NB	Montgomery	No	1.02	0.99	0.97	0.96	0.97	0.98	0.99	0.96	0.99	0.98	-0.01	-1.0	142	143	228	205
068B: US 202 (DeKalb St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - SB	Montgomery	No	1.12	1.18	1.14	1.23	1.07	1.04	1.06	1.06	1.17	1.06	-0.11	-9.4	259	260	60	86
068C: Johnson Hwy (202 split) from US 202 (Markley St) to US 202 (DeKalb St) - NB	Montgomery	No	1.09	1.01	1.07	1.03	0.86	0.92	0.88	0.90	1.05	0.89	-0.16	-15.2	287	307	157	330
068C: Johnson Hwy (202 split) from US 202 (Markley St) to US 202 (DeKalb St) - SB	Montgomery	No	1.11	1.13	1.10	1.16	0.94	0.91	0.93	0.96	1.13	0.94	-0.19	-16.8	308	315	81	279
069: US 202 from Johnson Hwy (202 split) to PA 73 (Skippack Pk) - NB	Montgomery	No	1.10	1.24	1.17	1.18	1.07	1.02	1.04	1.03	1.17	1.04	-0.13	-11.1	271	272	60	117
069: US 202 from Johnson Hwy (202 split) to PA 73 (Skippack Pk) - SB	Montgomery	No	1.11	1.15	1.14	1.23	1.00	0.99	1.02	0.98	1.16	1.00	-0.16	-13.8	287	295	64	170
070: US 202 from PA 73 (Skippack Pk) to PA 309 - NB	Montgomery	No	1.16	1.16	1.16	1.19	1.09	1.10	1.13	1.15	1.17	1.12	-0.05	-4.3	197	196	60	43
070: US 202 from PA 73 (Skippack Pk) to PA 309 - SB	Montgomery	No	1.23	1.17	1.14	1.24	1.13	1.14	1.17	1.19	1.20	1.16	-0.04	-3.3	187	184	49	26
071: US 202 from PA 309 to PA 611 - NB	Bucks, Montgomery	No	0.97	0.99	0.98	0.98	0.98	0.99	1.00	1.01	0.98	1.00	0.02	2.0	87	98	237	170
071: US 202 from PA 309 to PA 611 - SB	Bucks, Montgomery	No	1.04	1.03	1.02	1.05	1.00	1.01	1.01	1.02	1.04	1.01	-0.03	-2.9	169	172	173	158
072: US 202 from PA 611 to PA 413 - NB	Bucks	No	0.98	1.00	1.00	0.98	0.98	0.99	1.00	1.01	0.99	1.00	0.01	1.0	105	109	228	170
072: US 202 from PA 611 to PA 413 - SB	Bucks	No	0.97	0.98	0.98	0.97	0.96	0.96	0.95	0.96	0.98	0.96	-0.02	-2.0	159	164	237	233
073: US 202 from PA 413 to NJ Border - NB	Bucks	No	1.14	1.10	1.08	1.07	1.07	1.05	1.08	1.07	1.10	1.07	-0.03	-2.7	169	169	108	72
073: US 202 from PA 413 to NJ Border - SB	Bucks	No	1.02	1.02	1.02	1.00	1.02	1.05	1.04	1.04	1.02	1.04	0.02	2.0	87	98	201	117
074: US 422 from PA 100 to PA 29 - EB	Montgomery	Yes	0.94	0.97	0.94	1.03	0.93	0.94	0.94	0.94	0.97	0.94	-0.03	-3.1	169	178	249	279
074: US 422 from PA 100 to PA 29 - WB	Montgomery	Yes	0.87	0.88	0.88	0.88	0.92	0.93	0.93	0.92	0.88	0.93	0.05	5.7	45	43	331	296
075: US 422 from PA 29 to Egypt Rd - EB	Montgomery	Yes	1.38	1.65	1.84	2.33	0.96	0.96	0.96	0.96	1.80	0.96	-0.84	-46.7	332	334	11	233
075: US 422 from PA 29 to Egypt Rd - WB	Montgomery	Yes	0.92	0.94	0.94	0.93	0.93	0.94	0.95	0.94	0.93	0.94	0.01	1.1	121	104	289	279
076: US 422 from Egypt Rd to Trooper Rd - EB	Montgomery	Yes	2.01	2.01	2.17	2.29	0.95	1.02	0.94	0.98	2.12	0.97	-1.15	-54.2	336	337	5	219
076: US 422 from Egypt Rd to Trooper Rd - WB	Montgomery	Yes	0.87	0.88	0.88	0.88	0.92	0.93	0.93	0.93	0.88	0.93	0.05	5.7	45	43	331	296
077: US 422 from Trooper Rd to US 202 - EB	Montgomery	Yes	1.14	1.14	1.13	1.15	0.97	1.03	0.97	1.05	1.14	1.01	-0.13	-11.4	271	276	78	158
077: US 422 from Trooper Rd to US 202 - WB	Montgomery	Yes	0.89	0.90	0.90	0.90	0.87	0.87	0.87	0.88	0.90	0.87	-0.03	-3.3	169	184	321	334
078: Market St from I-95 (Penns Landing) to PA 611 (Broad St) - EB	Philadelphia	No	1.01	1.08	1.02	1.14	2.05	1.96	1.97	2.02	1.06	2.00	0.94	88.7	1	1	145	2
078: Market St from I-95 (Penns Landing) to PA 611 (Broad St) - WB	Philadelphia	No	1.12	1.15	1.16	1.17	1.00	0.98	0.99	1.01	1.15	1.00	-0.15	-13.0	282	286	71	170
079: Market St from PA 611 (Broad St) to 63rd St (Cobbs Creek Pkwy) - EB	Philadelphia	No	1.03	1.05	1.03	1.03	1.04	1.02	1.04	1.04	1.04	1.04	0.00	0.0	123	122	173	117
079: Market St from PA 611 (Broad St) to 63rd St (Cobbs Creek Pkwy) - WB	Philadelphia	No	0.95	0.96	0.95	0.97	0.96	0.96	0.95	0.94	0.96	0.95	-0.01	-1.0	142	143	260	257
080: PA 3 from 63rd St (Cobbs Creek Pkwy) to US 1 - EB	Delaware	No	1.03	1.00	1.00	1.07	0.99	1.00	1.00	1.02	1.03	1.00	-0.03	-2.9	169	172	182	170
080: PA 3 from 63rd St (Cobbs Creek Pkwy) to US 1 - WB	Delaware	No	1.16	1.12	1.11	1.26	0.97	1.02	0.99	1.03	1.16	1.00	-0.16	-13.8	287	295	64	170
081: PA 3 (West Chester Pk) from US 1 to I-476 - EB	Delaware	No	1.20	1.30	1.23	1.30	0.89	0.86	0.86	0.93	1.26	0.89	-0.37	-29.4	326	329	34	330
081: PA 3 (West Chester Pk) from US 1 to I-476 - WB	Delaware	No	1.50	1.65	1.52	1.62	1.04	1.00	0.95	1.03	1.57	1.01	-0.56	-35.7	330	331	14	158
082: PA 3 (West Chester Pk) from I-476 to PA 252 - EB	Delaware	No	1.06	1.05	1.10	1.12	1.08	1.09	1.08	1.12	1.08	1.09	0.01	0.9	105	117	123	58
082: PA 3 (West Chester Pk) from I-476 to PA 252 - WB	Delaware	No	1.21	1.15	1.19	1.24	1.15	1.14	1.12	1.16	1.20	1.14	-0.06	-5.0	215	206	49	35
083: PA 3 (West Chester Pk) from PA 252 to PA 352 - EB	Chester, Delaware	No	0.95	0.96	0.96	0.98	0.97	0.96	0.95	0.99	0.96	0.97	0.01	1.0	105	109	260	219
083: PA 3 (West Chester Pk) from PA 252 to PA 352 - WB	Chester, Delaware	No	0.97	0.97	0.96	0.96	0.94	0.93	0.93	0.95	0.97	0.94	-0.03	-3.1	169	178	249	279
084: PA 3 (West Chester Pk) from PA 352 to US 202 - EB	Chester	No	0.92	0.90	0.94	0.94	1.03	1.03	1.02	1.08	0.93	1.04	0.11	11.8	19	17	289	117
084: PA 3 (West Chester Pk) from PA 352 to US 202 - WB	Chester	No	0.97	1.01	1.04	1.04	1.05	1.07	1.06	1.11	1.02	1.07	0.05	4.9	45	52	201	72
085: PA 3 (West Chester Pk) from US 202 to US 322 Bus (High St) - EB	Chester	No	1.00	1.03	1.03	1.13	0.95	0.98	0.95	0.99	1.05	0.97	-0.08	-7.6	241	243	157	219
085: PA 3 (West Chester Pk) from US 202 to US 322 Bus (High St) - WB	Chester	No	0.77	0.78	0.80	0.80	0.81	0.82	0.81	0.79	0.79	0.81	0.02	2.5	87	85	337	338
086: PA 113 from US 422 to PA 73 (Skippack Pk) - NB	Montgomery	No	1.04	1.01	1.06	1.15	1.01	1.00	1.02	1.01	1.07	1.01	-0.06	-5.6	215	216	134	158
086: PA 113 from US 422 to PA 73 (Skippack Pk) - SB	Montgomery	No	1.08	1.06	1.09	1.23	1.01	0.99	1.03	1.04	1.12	1.02	-0.10	-8.9	256	255	88	147
087: PA 113 from PA 73 (Skippack Pk) to Allentown Rd - NB	Montgomery	No	1.09	1.06	1.10	1.16	1.03	1.03	1.04	1.03	1.10	1.03	-0.07	-6.4	226	225	108	136
087: PA 113 from PA 73 (Skippack Pk) to Allentown Rd - SB	Montgomery	No	1.09	1.11	1.14	1.16	1.04	1.04	1.05	1.05	1.13	1.05	-0.08	-7.1	237	237	81	104
088: PA 113 from Allentown Rd to PA 309 - NB	Montgomery	No	1.07	1.11	1.11	1.19	1.00	1.01	1.00	1.00	1.12	1.00	-0.12	-10.7	265	267	88	170
088: PA 113 from Allentown Rd to PA 309 - SB	Montgomery	No	1.04	1.04	1.06	1.15	1.04	1.04	1.02	1.04	1.07	1.04	-0.03	-2.8	169	170	134	117
089: PA 132 (Street Rd) from I-95 to US 1 - NB	Bucks	No	0.93	0.97	0.98	0.99	0.95	0.93	0.93	1.02	0.97	0.96	-0.01	-1.0	142	143	249	233
089: PA 132 (Street Rd) from I-95 to US 1 - SB	Bucks	No	1.09	1.07	1.09	1.21	0.97	0.98	0.94	1.03	1.12	0.98	-0.14	-12.5	276	282	88	205

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
090: PA 132 (Street Rd) from US 1 to PA 611 (Easton Rd) - NB	Bucks	No	1.05	1.02	1.02	1.04	1.04	1.02	1.00	1.04	1.03	1.03	0.00	0.0	123	122	182	136
090: PA 132 (Street Rd) from US 1 to PA 611 (Easton Rd) - SB	Bucks	No	0.96	0.95	0.99	0.96	0.99	0.97	0.99	1.02	0.97	0.99	0.02	2.1	87	92	249	188
091: PA 63 from I-95 to US 1 - EB	Bucks, Philadelphia	Yes	1.00	0.98	0.96	0.91	0.92	0.92	0.91	0.93	0.96	0.92	-0.04	-4.2	186	195	260	317
091: PA 63 from I-95 to US 1 - WB	Bucks, Philadelphia	Yes	0.91	0.90	0.90	0.90	0.92	0.91	0.91	0.94	0.90	0.92	0.02	2.2	87	87	321	317
092: PA 63 from PA 611 (Easton Rd) to PA 152 (Limekiln Pk) - EB	Montgomery	No	1.02	1.04	1.03	1.05	0.93	0.94	0.94	0.96	1.04	0.94	-0.10	-9.6	256	262	173	279
092: PA 63 from PA 611 (Easton Rd) to PA 152 (Limekiln Pk) - WB	Montgomery	No	1.13	1.16	1.12	1.16	1.04	1.03	1.04	1.05	1.14	1.04	-0.10	-8.8	253	252	78	117
093: PA 63 from PA 152 (Limekiln Pk) to PA 309 - EB	Montgomery	No	1.09	1.11	1.11	1.16	0.99	1.02	1.02	1.02	1.12	1.01	-0.11	-9.8	259	263	88	158
093: PA 63 from PA 152 (Limekiln Pk) to PA 309 - WB	Montgomery	No	1.13	1.24	1.14	1.21	1.01	1.02	1.06	1.07	1.18	1.04	-0.14	-11.9	276	278	56	117
094: PA 63 from PA 309 to I-476 - EB	Montgomery	No	1.09	1.10	1.10	1.16	0.97	0.96	0.97	0.98	1.11	0.97	-0.14	-12.6	276	283	96	219
094: PA 63 from PA 309 to I-476 - WB	Montgomery	No	1.03	1.06	1.05	1.05	0.95	0.96	0.96	0.97	1.05	0.96	-0.09	-8.6	251	250	157	233
095: County Line Rd from PA 532 to PA 611 - EB	Bucks, Montgomery	No	1.07	0.99	0.99	1.00	1.03	1.03	1.02	1.07	1.01	1.04	0.03	3.0	69	79	212	117
095: County Line Rd from PA 532 to PA 611 - WB	Bucks, Montgomery	No	1.07	1.06	1.02	1.02	1.03	1.04	1.03	1.05	1.04	1.04	0.00	0.0	123	122	173	117
096: County Line Rd from PA 611 to PA 309 - EB	Bucks, Montgomery	No	1.09	1.08	1.05	1.10	1.06	1.06	1.05	1.08	1.08	1.06	-0.02	-1.9	159	159	123	86
096: County Line Rd from PA 611 to PA 309 - WB	Bucks, Montgomery	No	1.04	1.06	1.06	1.09	1.02	1.03	1.04	1.07	1.06	1.04	-0.02	-1.9	159	159	145	117
097: PA 332 from County Line Rd to PA 413 (Newtown Bypass) - EB	Bucks	No	1.07	1.09	1.08	1.10	1.01	1.04	1.03	1.04	1.09	1.03	-0.06	-5.5	215	215	114	136
097: PA 332 from County Line Rd to PA 413 (Newtown Bypass) - WB	Bucks	No	1.03	1.03	1.03	1.10	0.99	0.99	0.99	1.01	1.05	1.00	-0.05	-4.8	201	203	157	170
098: PA 332 from PA 413 (Newtown Bypass) to I-295 - EB	Bucks	No	1.35	1.17	1.02	1.03	1.05	1.05	1.03	1.03	1.14	1.04	-0.10	-8.8	253	252	78	117
098: PA 332 from PA 413 (Newtown Bypass) to I-295 - WB	Bucks	No	1.06	1.02	0.99	0.99	1.06	1.06	1.07	1.05	1.02	1.06	0.04	3.9	55	64	201	86
099: PA 611 (Broad St) from Washington Ave to Girard Ave - NB	Philadelphia	No	1.11	1.12	1.12	1.16	1.04	1.05	1.03	1.11	1.13	1.06	-0.07	-6.2	223	223	81	86
099: PA 611 (Broad St) from Washington Ave to Girard Ave - SB	Philadelphia	No	1.06	1.01	1.05	1.08	0.99	0.97	0.96	1.01	1.05	0.98	-0.07	-6.7	226	231	157	205
100: PA 611 (Broad St) from Girard Ave to US 1 - 100 NB	Philadelphia	No	1.08	1.10	1.08	1.06	1.05	1.05	1.05	1.10	1.08	1.06	-0.02	-1.9	159	159	123	86
100: PA 611 (Broad St) from Girard Ave to US 1 - 100 SB	Philadelphia	No	0.84	0.93	0.87	0.95	1.10	1.09	1.18	1.28	0.90	1.16	0.26	28.9	6	4	321	26
101: PA 611 (Broad St) from US 1 to PA 309 - NB	Philadelphia	No	1.02	1.05	1.04	0.99	1.23	1.25	1.26	1.31	1.03	1.26	0.23	22.3	9	6	182	15
101: PA 611 (Broad St) from US 1 to PA 309 - SB	Philadelphia	No	0.88	0.89	0.94	1.02	1.16	1.16	1.19	1.29	0.93	1.20	0.27	29.0	5	3	289	19
102: PA 611 from PA 309 to PA 73 - NB	Montgomery	No	0.98	1.00	0.97	0.99	0.87	0.90	0.90	0.94	0.99	0.90	-0.09	-9.1	248	258	228	326
102: PA 611 from PA 309 to PA 73 - SB	Montgomery	No	0.92	0.95	1.03	1.13	0.91	0.92	0.94	0.95	1.01	0.93	-0.08	-7.9	240	247	212	296
103: PA 611 from PA 73 to I-276 - NB	Montgomery	No	1.02	1.03	1.02	1.03	1.03	1.03	1.02	1.05	1.03	1.03	0.00	0.0	123	122	182	136
103: PA 611 from PA 73 to I-276 - SB	Montgomery	No	0.95	0.97	0.96	1.01	1.05	1.06	1.07	1.10	0.97	1.07	0.10	10.3	20	18	249	72
104: PA 611 from I-276 to PA 132 (Street Rd) - NB	Bucks, Montgomery	No	0.92	0.93	0.94	0.98	1.04	1.04	1.05	1.11	0.94	1.06	0.12	12.8	17	15	277	86
104: PA 611 from I-276 to PA 132 (Street Rd) - SB	Bucks, Montgomery	No	0.96	1.00	0.99	0.99	1.03	1.02	1.02	1.05	0.99	1.03	0.04	4.0	55	61	228	136
105: PA 309 from PA 611 to I-276 - NB	Montgomery	Yes	1.04	1.05	1.07	1.25	0.95	0.98	0.97	1.00	1.10	0.98	-0.12	-10.9	265	270	108	205
105: PA 309 from PA 611 to I-276 - SB	Montgomery	Yes	0.97	0.98	1.01	1.14	0.88	0.88	0.89	0.97	1.03	0.91	-0.12	-11.7	265	277	182	322
106: PA 309 from I-276 to PA 63 - NB	Montgomery	Yes	0.94	0.93	0.93	0.95	0.95	0.96	0.97	0.96	0.94	0.96	0.02	2.1	87	92	277	233
106: PA 309 from I-276 to PA 63 - SB	Montgomery	Yes	0.93	0.94	0.95	0.94	0.94	0.93	0.94	0.95	0.94	0.94	0.00	0.0	123	122	277	279
107: PA 309 from PA 63 to PA 113 - NB	Montgomery	No	1.04	1.03	1.02	1.01	1.06	1.05	1.04	1.08	1.03	1.06	0.03	2.9	69	81	182	86
107: PA 309 from PA 63 to PA 113 - SB	Montgomery	No	1.02	1.02	1.01	1.07	1.08	1.10	1.06	1.14	1.03	1.10	0.07	6.8	28	29	182	54
108: PA 309 from PA 113 to Rich Hill Rd - NB	Bucks	Yes	0.89	0.90	0.91	0.90	0.97	0.96	0.99	0.96	0.90	0.97	0.07	7.8	32	23	321	219
108: PA 309 from PA 113 to Rich Hill Rd - SB	Bucks	Yes	0.90	0.91	0.96	0.91	0.90	0.94	0.90	0.89	0.92	0.91	-0.01	-1.1	142	154	301	322
109: PA 63 from US 1 to PA 611 (Easton Rd) - EB	Montgomery, Philadelphia	No	1.12	1.15	1.14	1.18	0.97	1.00	0.98	1.00	1.15	0.99	-0.16	-13.9	287	298	71	188
109: PA 63 from US 1 to PA 611 (Easton Rd) - WB	Montgomery, Philadelphia	No	1.08	1.06	1.10	1.11	0.92	0.95	0.94	0.94	1.09	0.94	-0.15	-13.8	282	295	114	279
110: Ridge Ave from Callowhill St to US 1 - NB	Philadelphia	No	1.01	1.05	1.05	1.07	1.00	1.00	0.98	0.99	1.05	0.99	-0.06	-5.7	215	218	157	188
110: Ridge Ave from Callowhill St to US 1 - SB	Philadelphia	No	1.07	1.10	1.07	1.11	0.92	0.93	0.96	0.92	1.09	0.93	-0.16	-14.7	287	304	114	296
111: Ridge Ave from US 1 to Northwestern Ave (County Line) - NB	Philadelphia	No	1.13	1.13	1.14	1.18	1.00	1.00	1.04	1.07	1.15	1.03	-0.12	-10.4	265	265	71	136
111: Ridge Ave from US 1 to Northwestern Ave (County Line) - SB	Philadelphia	No	1.17	1.15	1.18	1.23	1.01	1.05	1.06	1.14	1.18	1.07	-0.11	-9.3	259	259	56	72
112: Ridge Ave from Northwestern Ave (County Line) to I-476 - NB	Montgomery	No	1.11	1.18	1.14	1.17	0.98	0.97	0.96	0.96	1.15	0.97	-0.18	-15.7	302	309	71	219
112: Ridge Ave from Northwestern Ave (County Line) to I-476 - SB	Montgomery	No	1.01	1.00	0.99	1.02	0.99	1.00	1.04	1.03	1.01	1.02	0.01	1.0	105	109	212	147
113: PA 100 from PA 73 to S. Hanover St - NB	Chester, Montgomery	No	0.92	0.93	0.91	0.93	0.93	0.94	0.94	0.94	0.92	0.94	0.02	2.2	102	87	301	279

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
113: PA 100 from PA 73 to S. Hanover St - SB	Chester, Montgomery	No	1.02	0.99	0.99	1.01	0.94	0.94	0.95	0.96	1.00	0.95	-0.05	-5.0	201	206	222	257
114: PA 100 from S. Hanover St to Nantmead Rd - NB	Chester	No	0.93	0.95	0.95	0.97	0.97	1.01	1.01	1.00	0.95	1.00	0.05	5.3	45	51	273	170
114: PA 100 from S. Hanover St to Nantmead Rd - SB	Chester	No	1.03	1.13	1.15	1.22	1.04	1.05	1.06	1.07	1.13	1.06	-0.07	-6.2	223	223	81	86
115: PA 100 from Nantmead Rd to US 30 Bypass - NB	Chester	No	1.03	1.03	1.04	1.02	1.04	1.06	1.03	1.06	1.03	1.05	0.02	1.9	87	101	182	104
115: PA 100 from Nantmead Rd to US 30 Bypass - SB	Chester	No	1.11	1.18	1.23	1.36	1.09	1.09	1.11	1.14	1.22	1.11	-0.11	-9.0	259	256	43	48
116: PA 100 from US 30 Bypass to US 202 - NB	Chester	Yes	0.93	0.96	0.98	1.00	1.04	0.99	1.37	1.11	0.97	1.13	0.16	16.5	14	11	249	41
116: PA 100 from US 30 Bypass to US 202 - SB	Chester	Yes	0.93	1.06	1.14	1.03	0.95	0.97	0.96	0.96	1.04	0.96	-0.08	-7.7	241	244	173	233
117: I-676 (Vine Street Expy) from I-76 to I-95 - EB	Philadelphia	Yes	1.25	1.02	1.15	1.01	1.44	1.37	1.31	1.61	1.11	1.43	0.32	28.8	4	5	96	9
117: I-676 (Vine Street Expy) from I-76 to I-95 - WB	Philadelphia	Yes	1.44	1.66	1.56	1.57	1.91	1.68	1.49	2.13	1.56	1.80	0.24	15.4	8	13	15	4
118: Baltimore Ave from US 13 to North Ave - EB	Delaware	No	1.07	1.11	1.07	1.08	0.94	0.94	0.95	0.94	1.08	0.94	-0.14	-13.0	276	286	123	279
118: Baltimore Ave from US 13 to North Ave - WB	Delaware	No	1.05	1.10	1.06	1.09	1.00	0.98	1.01	0.99	1.08	1.00	-0.08	-7.4	241	240	123	170
119: Baltimore Pk from North Ave to I-476 - EB	Delaware	No	1.03	1.09	1.09	1.07	1.02	1.01	1.01	1.03	1.07	1.02	-0.05	-4.7	201	201	134	147
119: Baltimore Pk from North Ave to I-476 - WB	Delaware	No	1.13	1.10	1.11	1.16	1.04	1.04	1.03	1.07	1.13	1.05	-0.08	-7.1	237	237	81	104
120: Baltimore Pk from I-476 to US 1 - EB	Delaware	No	1.06	1.08	1.06	1.09	1.13	1.17	1.12	1.15	1.07	1.14	0.07	6.5	35	35	134	35
120: Baltimore Pk from I-476 to US 1 - WB	Delaware	No	1.16	1.15	1.12	1.15	1.16	1.14	1.12	1.15	1.15	1.14	-0.01	-0.9	142	140	71	35
121: US 13 from I-95 to PA 63 - NB	Bucks	No	1.03	1.04	1.05	1.10	1.00	0.98	0.99	1.03	1.06	1.00	-0.06	-5.7	215	218	145	170
121: US 13 from I-95 to PA 63 - SB	Bucks	No	1.02	1.04	1.04	1.08	0.98	0.98	0.97	1.01	1.05	0.99	-0.06	-5.7	215	218	157	188
122: US 13 from PA 63 to US 1 (Roosevelt Blvd) - NB	Bucks, Philadelphia	No	1.01	0.99	1.02	1.06	1.08	1.07	1.07	1.09	1.02	1.08	0.06	5.9	36	38	201	67
122: US 13 from PA 63 to US 1 (Roosevelt Blvd) - SB	Bucks, Philadelphia	No	1.01	1.00	0.98	1.02	0.99	0.96	0.98	1.03	1.00	0.99	-0.01	-1.0	142	143	222	188
123: PA 463 from PA 113 to PA 309 - NB	Montgomery	No	1.04	1.06	1.05	1.10	1.01	1.00	1.01	1.03	1.06	1.01	-0.05	-4.7	201	201	145	158
123: PA 463 from PA 113 to PA 309 - SB	Montgomery	No	1.07	1.05	1.05	1.08	1.05	1.05	1.05	1.07	1.06	1.06	0.00	0.0	123	122	145	86
124: PA 463 from PA 309 to PA 611 - NB	Montgomery	No	1.06	1.07	1.07	1.13	1.00	1.01	1.00	1.03	1.08	1.01	-0.07	-6.5	226	229	123	158
124: PA 463 from PA 309 to PA 611 - SB	Montgomery	No	1.09	1.11	1.09	1.10	1.03	1.02	1.02	1.03	1.10	1.03	-0.07	-6.4	226	225	108	136
125: PA 73 from SR 2056 (Washington Lane) to PA 309 - EB	Montgomery	No	1.02	1.04	1.05	1.06	0.98	0.99	1.02	1.04	1.04	1.01	-0.03	-2.9	169	172	173	158
125: PA 73 from SR 2056 (Washington Lane) to PA 309 - WB	Montgomery	No	1.16	1.17	1.21	1.39	1.05	1.06	1.08	1.12	1.23	1.08	-0.15	-12.2	282	280	39	67
126: PA 73 from PA 309 to US 202 - NB	Montgomery	No	1.26	1.23	1.20	1.23	1.05	1.07	1.03	1.06	1.23	1.05	-0.18	-14.6	302	302	39	104
126: PA 73 from PA 309 to US 202 - SB	Montgomery	No	1.25	1.25	1.25	1.35	1.11	1.11	1.09	1.13	1.28	1.11	-0.17	-13.3	298	292	28	48
127: PA 73 from US 202 to PA 113 - EB	Montgomery	No	1.13	1.12	1.15	1.32	1.12	1.10	1.09	1.16	1.18	1.12	-0.06	-5.1	211	209	56	43
127: PA 73 from US 202 to PA 113 - WB	Montgomery	No	1.00	1.03	1.02	1.05	1.06	1.05	1.06	1.07	1.03	1.06	0.03	2.9	69	81	182	86
128: PA 363 (S Valley Forge Rd) from PA 63 (Welsh Rd) to PA 73 (Skippack Pk) - NB	Montgomery	No	1.04	1.03	1.07	1.11	0.93	0.93	0.95	0.97	1.06	0.95	-0.11	-10.4	259	265	145	257
128: PA 363 (S Valley Forge Rd) from PA 63 (Welsh Rd) to PA 73 (Skippack Pk) - SB	Montgomery	No	1.12	1.09	1.10	1.14	0.92	0.91	0.94	0.95	1.11	0.93	-0.18	-16.2	302	311	96	296
129: PA 363 (S Valley Forge Rd) from PA 73 (Skippack Pk) to US 422 - NB	Montgomery	No	1.18	1.18	1.23	1.23	1.12	1.09	1.10	1.11	1.21	1.11	-0.10	-8.3	253	249	47	48
129: PA 363 (S Valley Forge Rd) from PA 73 (Skippack Pk) to US 422 - SB	Montgomery	No	1.25	1.30	1.29	1.41	1.04	1.05	1.03	1.06	1.31	1.05	-0.26	-19.8	320	320	22	104
130: Norristown Rd from PA 463 to US 202 - EB	Montgomery	No	1.07	1.04	1.04	1.08	0.97	0.98	0.98	1.00	1.06	0.98	-0.08	-7.5	241	241	145	205
130: Norristown Rd from PA 463 to US 202 - WB	Montgomery	No	1.26	1.19	1.24	1.29	1.08	1.09	1.09	1.14	1.25	1.10	-0.15	-12.0	282	279	36	54
131: Sumneytown Pk from US 202 to PA 63 (Forty Foot Rd) - NB	Montgomery	No	1.11	1.16	1.20	1.16	1.05	1.06	1.07	1.09	1.16	1.07	-0.09	-7.8	247	245	64	72
131: Sumneytown Pk from US 202 to PA 63 (Forty Foot Rd) - SB	Montgomery	No	1.26	1.26	1.34	1.34	1.10	1.11	1.11	1.22	1.30	1.14	-0.16	-12.3	287	281	24	35
132: SR 2017 (Susquehanna Rd) from PA 611 to I-276 - NB	Montgomery	No	1.18	1.18	1.24	1.33	1.03	1.04	1.06	1.08	1.23	1.05	-0.18	-14.6	302	302	39	104
132: SR 2017 (Susquehanna Rd) from PA 611 to I-276 - SB	Montgomery	No	1.09	1.09	1.10	1.09	1.04	1.03	1.04	1.05	1.09	1.04	-0.05	-4.6	201	199	114	117
133: PA 29 from PA 73 (Skippack Pk) to Ridge Pk - NB	Montgomery	No	1.02	1.05	1.03	1.09	1.03	1.05	1.06	1.08	1.05	1.06	0.01	1.0	105	109	157	86
133: PA 29 from PA 73 (Skippack Pk) to Ridge Pk - SB	Montgomery	No	1.05	1.07	1.10	1.23	1.03	1.04	1.07	1.10	1.11	1.06	-0.05	-4.5	201	198	96	86
134: PA 29 from Ridge Pk to US 422 - NB	Montgomery	No	1.02	1.03	1.02	1.00	1.02	0.98	1.00	1.02	1.02	1.01	-0.01	-1.0	142	143	201	158
134: PA 29 from Ridge Pk to US 422 - SB	Montgomery	No	1.04	1.04	1.05	1.05	1.04	1.04	1.03	1.02	1.05	1.03	-0.02	-1.9	159	159	157	136
135: Ridge Pk from I-476 to PA 29 - NB	Montgomery	No	1.10	1.16	1.12	1.12	1.06	1.04	1.04	1.05	1.13	1.05	-0.08	-7.1	237	237	81	104
135: Ridge Pk from I-476 to PA 29 - SB	Montgomery	No	1.13	1.12	1.15	1.21	1.09	1.09	1.09	1.10	1.15	1.09	-0.06	-5.2	211	212	71	58
136: PA 611 from PA 132 (Street Rd) to US 202 - NB	Bucks	No	0.92	0.94	0.97	1.00	0.94	0.95	0.93	0.98	0.96	0.95	-0.01	-1.0	142	143	260	257
136: PA 611 from PA 132 (Street Rd) to US 202 - SB	Bucks	No	0.98	0.99	0.96	0.98	1.01	1.02	1.01	1.04	0.98	1.02	0.04	4.1	55	60	237	147

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
137: PA 724 from PA 100 to PA 23 - NB	Chester	No	0.99	1.01	1.02	1.01	1.07	1.06	1.06	1.08	1.01	1.07	0.06	5.9	36	38	212	72
137: PA 724 from PA 100 to PA 23 - SB	Chester	No	1.04	1.08	1.09	1.11	1.07	1.07	1.10	1.11	1.08	1.09	0.01	0.9	105	117	123	58
138: PA 23 from PA 724 to US 422 - EB	Chester, Montgomery	No	1.17	1.23	1.28	1.37	1.13	1.11	1.13	1.21	1.26	1.15	-0.11	-8.7	259	251	34	31
138: PA 23 from PA 724 to US 422 - WB	Chester, Montgomery	No	1.06	1.07	1.08	1.07	1.13	1.10	1.10	1.12	1.07	1.11	0.04	3.7	55	66	134	48
139: PA 352/ Boot Rd (SR 2020) from Pottstown Pk to PA 3 - NB	Chester	No	1.07	1.04	1.05	1.13	0.99	0.98	0.99	0.99	1.07	0.99	-0.08	-7.5	241	241	134	188
139: PA 352/ Boot Rd (SR 2020) from Pottstown Pk to PA 3 - SB	Chester	No	1.10	1.07	1.09	1.17	1.02	1.02	1.02	1.02	1.11	1.02	-0.09	-8.1	251	248	96	147
140: US 322 from PA 82 to US 30 Business - EB	Chester	No	1.13	1.24	1.41	1.66	1.10	1.09	1.11	1.25	1.36	1.14	-0.22	-16.2	315	311	20	35
140: US 322 from PA 82 to US 30 Business - WB	Chester	No	1.08	1.03	1.05	1.21	1.03	1.03	1.06	1.09	1.09	1.05	-0.04	-3.7	187	189	114	104
141: PA 113 from PA 100 to US 30 Business - NB	Chester	No	0.99	1.01	1.03	1.19	1.07	1.07	1.10	1.11	1.06	1.09	0.03	2.8	69	83	145	58
141: PA 113 from PA 100 to US 30 Business - SB	Chester	No	1.00	1.09	1.02	1.20	1.05	1.05	1.07	1.12	1.08	1.07	-0.01	-0.9	142	140	123	72
142: PA 41 from US 1 to PA 7 - NB	Chester	No	1.01	1.06	1.03	1.08	1.10	1.10	1.16	1.17	1.05	1.13	0.08	7.6	26	24	157	41
142: PA 41 from US 1 to PA 7 - SB	Chester	No	1.07	1.11	1.09	1.17	1.15	1.19	1.21	1.29	1.11	1.21	0.10	9.0	21	20	96	17
143: US 30 Bypass from Reeceville Rd to PA 10 - EB	Chester	Yes	0.90	0.91	0.93	0.92	0.91	0.91	0.93	0.93	0.92	0.92	0.00	0.0	123	122	301	317
143: US 30 Bypass from Reeceville Rd to PA 10 - WB	Chester	Yes	0.90	0.92	0.92	0.89	0.92	0.93	0.93	0.93	0.91	0.93	0.02	2.2	87	87	313	296
144: PA 413 from State Line to US 1 Bus (Lincoln Hwy) - NB	Bucks	No	0.95	0.96	0.98	1.02	0.96	0.96	0.97	0.97	0.98	0.97	-0.01	-1.0	142	143	237	219
144: PA 413 from State Line to US 1 Bus (Lincoln Hwy) - SB	Bucks	No	0.96	0.95	0.97	1.02	1.04	1.03	1.02	1.09	0.98	1.05	0.07	7.1	28	27	237	104
145: PA 413 from US 1 Bus (Lincoln Hwy) to PA 332 - NB	Bucks	No	1.17	1.18	1.19	1.32	1.06	1.04	1.04	1.07	1.22	1.05	-0.17	-13.9	298	298	43	104
145: PA 413 from US 1 Bus (Lincoln Hwy) to PA 332 - SB	Bucks	No	1.06	1.07	1.04	1.11	1.04	1.09	1.05	1.12	1.07	1.08	0.01	0.9	105	117	134	67
146: Bristol Rd from PA 532 to US 202 Bus - NB	Bucks	No	1.10	1.11	1.10	1.11	1.06	1.07	1.06	1.08	1.11	1.07	-0.04	-3.6	187	188	96	72
146: Bristol Rd from PA 532 to US 202 Bus - SB	Bucks	No	1.09	1.08	1.07	1.09	1.02	1.02	1.01	1.04	1.08	1.02	-0.06	-5.6	215	216	123	147
147: PA 611 from US 202 to Stump Rd - NB	Bucks	No	1.00	0.99	0.99	1.00	0.99	0.99	0.98	1.01	1.00	0.99	-0.01	-1.0	142	143	222	188
147: PA 611 from US 202 to Stump Rd - SB	Bucks	No	1.07	1.08	1.02	1.11	1.03	1.05	1.05	1.04	1.07	1.04	-0.03	-2.8	169	170	134	117
148: PA 313 from PA 611 to PA 563 - EB	Bucks	No	1.06	1.06	1.08	1.17	1.24	1.29	1.21	1.33	1.09	1.27	0.18	16.5	12	11	114	14
148: PA 313 from PA 611 to PA 563 - WB	Bucks	No	1.02	1.01	1.02	1.04	1.07	1.08	1.07	1.08	1.02	1.08	0.06	5.9	36	38	201	67
149: PA 313 from PA 563 to PA 309 - EB	Bucks	No	0.99	0.97	1.00	1.00	1.06	1.06	1.04	1.06	0.99	1.06	0.07	7.1	28	27	228	86
149: PA 313 from PA 563 to PA 309 - WB	Bucks	No	1.00	1.00	1.01	1.02	1.03	1.04	1.03	1.04	1.01	1.04	0.03	3.0	69	79	212	117
150: PA 663 from PA 309 to I-476 NE Ext (Quakertown) - NB	Bucks	No	1.08	1.11	1.13	1.15	1.13	1.11	1.09	1.13	1.12	1.12	0.00	0.0	123	122	88	43
150: PA 663 from PA 309 to I-476 NE Ext (Quakertown) - SB	Bucks	No	1.01	1.02	1.02	1.00	1.02	1.02	1.02	1.02	1.01	1.02	0.01	1.0	105	109	212	147
151: PA 309 from Rich Hill Rd to Cherry Rd - NB	Bucks	No	1.13	1.14	1.18	1.18	1.02	1.04	1.01	1.04	1.16	1.03	-0.13	-11.2	271	274	64	136
151: PA 309 from Rich Hill Rd to Cherry Rd - SB	Bucks	No	1.10	1.09	1.16	1.17	1.07	1.06	1.06	1.07	1.13	1.07	-0.06	-5.3	211	214	81	72
152: US 202 Bus from PA 611 to County Line Rd - NB	Bucks	No	1.01	1.07	1.05	1.05	1.05	1.07	1.05	1.07	1.05	1.06	0.01	1.0	105	109	157	86
152: US 202 Bus from PA 611 to County Line Rd - SB	Bucks	No	1.00	1.06	1.05	1.08	1.02	1.03	1.03	1.06	1.05	1.04	-0.01	-1.0	142	143	157	117
153: US 202 from US 1 to State Line Rd - NB	Delaware	No	1.23	1.22	1.27	1.27	1.00	0.98	0.97	1.01	1.25	0.99	-0.26	-20.8	320	321	36	188
153: US 202 from US 1 to State Line Rd - SB	Delaware	No	1.16	0.92	0.92	0.95	1.05	1.03	1.00	1.03	0.99	1.03	0.04	4.0	55	61	228	136
154: PA 352 from I-95 to US 1 - NB	Delaware	No	1.04	1.09	1.11	1.09	0.96	0.94	0.95	0.97	1.08	0.96	-0.12	-11.1	265	272	123	233
154: PA 352 from I-95 to US 1 - SB	Delaware	No	0.98	1.04	1.05	1.03	0.98	1.01	1.00	0.99	1.03	1.00	-0.03	-2.9	169	172	182	170
155: PA 352 from US 1 to PA 3 - NB	Chester, Montgomery	No	1.22	1.22	1.30	1.33	1.06	1.04	1.04	1.09	1.27	1.06	-0.21	-16.5	313	314	31	86
155: PA 352 from US 1 to PA 3 - SB	Chester, Montgomery	No	1.05	1.06	1.06	1.18	1.02	1.04	1.05	1.05	1.09	1.04	-0.05	-4.6	201	199	114	117
156: PA 252 from Baltimore Pk to PA 3 - NB	Delaware	No	1.25	1.23	1.31	1.35	1.06	1.05	1.05	1.09	1.29	1.06	-0.23	-17.8	317	316	26	86
156: PA 252 from Baltimore Pk to PA 3 - SB	Delaware	No	1.04	1.03	1.05	1.11	1.05	1.04	1.06	1.10	1.06	1.06	0.00	0.0	123	122	145	86
157: Lansdowne Ave from US 13 to US 1 - NB	Delaware	No	1.15	1.11	1.11	1.37	1.12	1.12	1.18	1.17	1.19	1.15	-0.04	-3.4	187	186	54	31
157: Lansdowne Ave from US 13 to US 1 - SB	Delaware	No	1.08	1.06	1.05	1.26	0.98	1.00	1.06	1.01	1.11	1.01	-0.10	-9.0	256	256	96	158
158: PA 611 (S Broad St) from I-76 to Washington Ave - NB	Philadelphia	No	1.14	1.13	1.08	1.12	1.17	1.15	1.10	1.13	1.12	1.14	0.02	1.8	104	103	88	35
158: PA 611 (S Broad St) from I-76 to Washington Ave - SB	Philadelphia	No	1.02	1.01	1.05	1.10	1.04	1.04	1.06	1.06	1.05	1.05	0.00	0.0	123	122	157	104
159: PA 3 (Chestnut St) from Front St to Broad St - EB	Philadelphia	No	1.14	1.11	1.13	1.06	1.17	1.06	1.03	1.10	1.11	1.09	-0.02	-1.8	159	158	96	58
160: PA 3 (Chestnut St) from Broad St to 23rd St - EB	Philadelphia	No	0.00	0.00	0.00	0.00	0.90	0.91	0.89	0.90	0.00	0.90	0.90	0.0	2	122	338	326
161: PA 3 (Chestnut St) from 23rd St to 44th St - EB	Philadelphia	No	1.03	1.03	1.05	1.03	0.83	0.82	0.83	0.89	1.04	0.84	-0.20	-19.2	310	317	173	337

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
162: PA 3 (Walnut St) from Front St to Broad St - WB	Philadelphia	No	1.06	1.01	1.02	1.04	1.07	1.10	1.06	1.06	1.03	1.07	0.04	3.9	55	64	182	72
163: PA 3 (Walnut St) from Broad St to 23rd St - WB	Philadelphia	No	1.08	1.07	1.06	1.08	1.12	1.17	1.11	1.18	1.07	1.15	0.08	7.5	26	25	134	31
164: PA 3 (Walnut St) from 23rd St to 44th St - WB	Philadelphia	No	1.08	1.05	1.13	1.07	1.09	1.07	1.16	1.16	1.08	1.12	0.04	3.7	55	66	123	43
165: I-676 from North 6th St to Benjamin Franklin Bridge - EB	Philadelphia	Yes	0.96	0.99	0.95	0.95	1.02	0.96	0.95	0.97	0.96	0.98	0.02	2.1	87	92	260	205
165: I-676 from North 6th St to Benjamin Franklin Bridge - WB	Philadelphia	Yes	1.10	1.32	1.06	1.24	1.55	1.05	1.00	1.45	1.18	1.26	0.08	6.8	23	29	56	15
166: Route 90 from Richmond St to Betsy Ross Bridge - EB	Philadelphia	Yes	0.85	0.85	0.85	0.87	0.89	0.96	0.90	0.88	0.86	0.91	0.05	5.8	45	42	336	322
166: Route 90 from Richmond St to Betsy Ross Bridge - WB	Philadelphia	Yes	0.88	0.87	0.88	0.88	0.91	0.93	0.92	0.94	0.88	0.93	0.05	5.7	45	43	331	296
167: US 322 from I-95 to Commodore Barry Bridge - EB	Delaware	Yes	0.90	0.88	0.90	0.89	0.86	0.86	0.86	0.87	0.89	0.86	-0.03	-3.4	169	186	327	336
167: US 322 from I-95 to Commodore Barry Bridge - WB	Delaware	Yes	0.97	0.97	0.95	0.95	0.88	0.87	0.85	0.87	0.96	0.87	-0.09	-9.4	248	260	260	334
168: US 202 from PA 29 to I-76 - NB	Chester, Montgomery	Yes	0.88	0.88	0.89	0.88	0.93	0.93	0.94	0.94	0.88	0.94	0.06	6.8	41	29	331	279
168: US 202 from PA 29 to I-76 - SB	Chester, Montgomery	Yes	0.96	0.96	0.99	0.97	0.93	0.94	0.94	0.95	0.97	0.94	-0.03	-3.1	169	178	249	279
Pennsylvania Summary			**1.08**	**1.08**	**1.09**	**1.13**	**1.03**	**1.02**	**1.03**	**1.07**	**1.10**	**1.04**	-0.06	-5.5				

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
New Jersey Portion of the DVRPC Region																		
200: NJ Turnpike from Exit 5 (Burlington - Mt. Holly) to Exit 6 (PA Turnpike) - NB	Burlington	Yes	0.94	0.94	0.93	0.94	0.98	0.99	0.98	0.98	0.94	0.98	0.04	4.3	38	38	161	113
200: NJ Turnpike from Exit 5 (Burlington - Mt. Holly) to Exit 6 (PA Turnpike) - SB	Burlington	Yes	0.95	0.95	0.94	0.94	0.99	0.99	0.99	1.00	0.95	0.99	0.04	4.2	38	46	151	101
201: NJ Turnpike from Exit 6 (PA Turnpike) to Exit 7 (Bordentown - Trenton) - NB	Burlington	Yes	0.95	0.96	0.95	0.95	1.00	1.01	1.01	1.00	0.95	1.01	0.06	6.3	13	17	151	61
201: NJ Turnpike from Exit 6 (PA Turnpike) to Exit 7 (Bordentown - Trenton) - SB	Burlington	Yes	0.96	0.97	0.97	0.96	1.00	1.00	1.01	1.01	0.97	1.01	0.04	4.1	38	47	121	61
202: NJ Turnpike from Exit 7A (Trenton - Hamilton Twp) to Exit 8 (Hightstown - Freehold) - NB	Mercer	Yes	0.95	0.96	0.95	0.95	1.01	1.02	1.01	1.01	0.95	1.01	0.06	6.3	13	17	151	61
202: NJ Turnpike from Exit 7A (Trenton - Hamilton Twp) to Exit 8 (Hightstown - Freehold) - SB	Mercer	Yes	0.97	0.96	0.96	0.96	1.02	1.03	1.02	1.03	0.96	1.03	0.07	7.3	9	11	136	40
203: I-295 from CR 656 (Florence Columbus Rd) to I-195 - NB	Burlington	Yes	0.94	0.97	0.94	0.94	0.95	1.40	0.96	0.96	0.95	1.07	0.12	12.6	3	3	151	16
203: I-295 from CR 656 (Florence Columbus Rd) to I-195 - SB	Burlington	Yes	0.91	0.92	0.91	0.90	0.95	0.98	0.96	0.95	0.91	0.96	0.05	5.5	31	22	199	144
204: NJ Turnpike from Exit 2 (Swedesboro-Glassboro) to Exit 3 (Woodbury - South Camden) - NB	Gloucester	Yes	0.92	0.92	0.93	0.92	0.97	0.96	0.97	0.97	0.92	0.97	0.05	5.4	31	24	186	128
204: NJ Turnpike from Exit 2 (Swedesboro-Glassboro) to Exit 3 (Woodbury - South Camden) - SB	Gloucester	Yes	0.93	0.93	0.93	0.93	0.96	0.96	0.97	0.97	0.93	0.97	0.04	4.3	49	38	171	128
205: NJ Turnpike from Exit 3 (Woodbury - South Camden) to Exit 4 (Camden - Philadelphia) - NB	Camden	Yes	0.92	0.92	0.93	0.92	0.96	0.96	0.97	0.96	0.92	0.96	0.04	4.3	49	38	186	144
205: NJ Turnpike from Exit 3 (Woodbury - South Camden) to Exit 4 (Camden - Philadelphia) - SB	Camden	Yes	0.92	0.92	0.92	0.92	0.96	0.96	0.98	0.97	0.92	0.97	0.05	5.4	31	24	186	128
206: NJ Turnpike from Exit 4 (Camden - Philadelphia) to Exit 5 (Burlington - Mt. Holly) - NB	Burlington	Yes	0.91	0.91	0.92	0.92	0.96	0.97	0.96	0.96	0.92	0.96	0.04	4.3	49	38	186	144
206: NJ Turnpike from Exit 4 (Camden - Philadelphia) to Exit 5 (Burlington - Mt. Holly) - SB	Burlington	Yes	0.92	0.92	0.92	0.92	0.97	0.97	0.97	0.97	0.92	0.97	0.05	5.4	31	24	186	128
207: I-295 from US 130 to NJ 42 (Exit 26) - NB	Camden	Yes	1.05	2.34	1.08	1.13	0.99	0.99	1.00	1.04	1.40	1.01	-0.39	-27.9	214	215	4	61
207: I-295 from US 130 to NJ 42 (Exit 26) - SB	Camden	Yes	0.97	0.98	0.97	0.96	1.01	1.01	0.99	1.05	0.97	1.02	0.05	5.2	23	32	121	50
208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) - NB	Camden	Yes	1.04	1.03	1.05	1.08	1.04	1.23	1.33	1.09	1.05	1.17	0.12	11.4	3	4	44	4
208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) - SB	Camden	Yes	0.97	1.09	0.96	0.96	0.97	0.98	1.06	1.01	1.00	1.01	0.01	1.0	88	92	81	61
209: I-295 from NJ 70 (Exit 34) to CR 541 (Exit 47) - NB	Camden, Burlington	Yes	0.94	0.92	0.94	0.93	0.96	0.96	1.07	0.97	0.93	0.99	0.06	6.5	18	13	171	101
209: I-295 from NJ 70 (Exit 34) to CR 541 (Exit 47) - SB	Camden, Burlington	Yes	0.92	0.92	0.92	0.92	0.96	0.95	1.36	0.96	0.92	1.06	0.14	15.2	2	2	186	21
210: AC Expressway from Williamstown Rd (Exit 38) to Western Terminus (NJ 42) - EB	Camden, Gloucester	Yes	0.93	0.93	0.93	0.94	1.01	0.97	0.98	0.98	0.93	0.99	0.06	6.5	18	13	171	101
210: AC Expressway from Williamstown Rd (Exit 38) to Western Terminus (NJ 42) - WB	Camden, Gloucester	Yes	0.93	0.94	0.94	0.94	0.99	0.98	0.98	0.99	0.94	0.99	0.05	5.3	23	30	161	101
211: NJ 42 from AC Expressway to I-295 - NB	Camden, Gloucester	Yes	1.48	3.07	1.36	1.51	1.38	1.10	1.08	1.40	1.86	1.24	-0.62	-33.3	216	216	2	2
211: NJ 42 from AC Expressway to I-295 - SB	Camden, Gloucester	Yes	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.96	0.92	0.95	0.03	3.3	64	56	186	166
212: NJ 168 (Black Horse Pk) from I-295 to NJ 42 - NB	Camden	No	1.23	2.02	1.18	1.30	1.11	1.11	1.20	1.14	1.43	1.14	-0.29	-20.3	213	214	3	8
212: NJ 168 (Black Horse Pk) from I-295 to NJ 42 - SB	Camden	No	1.04	1.03	1.00	1.05	1.05	1.07	1.08	1.10	1.03	1.08	0.05	4.9	23	37	56	14
213: NJ 168 from NJ 42 to AC Expressway - NB	Camden	No	0.98	1.01	1.01	0.96	1.01	0.99	1.00	0.99	0.99	1.00	0.01	1.0	88	92	93	84
213: NJ 168 from NJ 42 to AC Expressway - SB	Camden	No	1.03	1.03	0.99	1.02	1.03	1.01	1.04	1.04	1.02	1.03	0.01	1.0	88	92	62	40
214: Sicklerville Rd/ 536 Spur from AC Expressway to NJ 42 - NB	Camden	No	0.94	0.94	0.94	0.94	0.99	1.01	1.00	1.03	0.94	1.01	0.07	7.4	9	10	161	61
214: Sicklerville Rd/ 536 Spur from AC Expressway to NJ 42 - SB	Camden	No	0.97	0.96	0.95	0.96	1.01	1.00	1.03	1.01	0.96	1.01	0.05	5.2	23	32	136	61
215: US 1 from PA-NJ State Border to CR 616 (Whitehead Rd) - NB	Mercer	Yes	0.94	0.95	0.94	0.95	0.93	0.95	0.95	0.95	0.95	0.95	0.00	0.0	103	103	151	166
215: US 1 from PA-NJ State Border to CR 616 (Whitehead Rd) - SB	Mercer	Yes	0.94	0.93	0.93	0.93	0.94	0.97	0.95	0.96	0.93	0.96	0.03	3.2	64	61	171	144
216: US 1 from CR 616 (Whitehead Rd) to I-295 - NB	Mercer	Yes	1.42	1.23	1.09	1.13	1.16	1.04	1.05	1.01	1.22	1.07	-0.15	-12.3	207	207	7	16
216: US 1 from CR 616 (Whitehead Rd) to I-295 - SB	Mercer	Yes	0.98	0.96	0.96	0.96	0.96	0.98	0.98	0.97	0.97	0.97	0.00	0.0	103	103	121	128
217: US 1 from I-295 to Alexander Rd - NB	Mercer	No	0.99	0.98	0.97	0.97	1.00	1.02	0.99	1.02	0.98	1.01	0.03	3.1	56	64	113	61
217: US 1 from I-295 to Alexander Rd - SB	Mercer	No	1.02	0.95	0.93	0.93	0.90	0.92	0.93	0.93	0.96	0.92	-0.04	-4.2	156	166	136	199
218: US 1 from Alexander Rd to County Line - NB	Mercer	No	0.93	0.93	0.93	1.05	1.33	1.17	1.13	1.21	0.96	1.21	0.25	26.0	1	1	136	3
218: US 1 from Alexander Rd to County Line - SB	Mercer	No	1.13	1.12	1.11	1.15	1.13	1.19	1.19	1.18	1.13	1.17	0.04	3.5	38	55	16	4
219: US 206 from I-195 to I-295 - NB	Mercer	No	1.04	1.06	1.05	1.08	0.99	1.01	1.00	1.00	1.06	1.00	-0.06	-5.7	175	174	35	84
219: US 206 from I-195 to I-295 - SB	Mercer	No	1.04	1.05	1.05	1.04	0.97	1.01	0.96	0.97	1.05	0.98	-0.07	-6.7	181	181	44	113
220: US 206 from I-295 to CR 604 (Elm Rd) - NB	Mercer	No	1.05	1.03	1.03	1.02	1.07	1.08	1.09	1.11	1.03	1.09	0.06	5.8	13	21	56	11
220: US 206 from I-295 to CR 604 (Elm Rd) - SB	Mercer	No	0.95	0.97	0.96	0.97	1.03	1.05	1.04	1.02	0.96	1.04	0.08	8.3	7	8	136	33
221: US 206 from CR 604 (Elm Rd) to County Line - NB	Mercer	No	1.12	1.09	1.11	1.09	1.12	1.09	1.11	1.10	1.10	1.11	0.01	0.9	88	100	20	9
221: US 206 from CR 604 (Elm Rd) to County Line - SB	Mercer	No	1.15	1.15	1.13	1.14	1.09	1.07	1.05	1.05	1.14	1.07	-0.07	-6.1	178	177	13	16
222: US 30 from I-676 to US 130 - EB	Camden	Yes	0.96	0.95	0.96	0.95	0.95	0.95	0.95	0.98	0.96	0.96	0.00	0.0	103	103	136	144

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
222: US 30 from I-676 to US 130 - WB	Camden	Yes	0.96	0.96	0.96	0.96	0.95	0.95	0.97	1.00	0.96	0.97	0.01	1.0	88	92	136	128
223: US 30 from US 130 to I-295 - EB	Camden	No	0.99	0.99	1.01	1.01	1.00	1.01	1.02	1.01	1.00	1.01	0.01	1.0	88	92	81	61
223: US 30 from US 130 to I-295 - WB	Camden	No	0.98	1.00	1.01	0.99	1.04	1.02	1.05	1.03	1.00	1.04	0.04	4.0	38	52	81	33
224: US 30 from I-295 to NJ 73 - EB	Camden	No	1.00	1.00	0.98	0.99	0.98	1.00	1.02	0.98	0.99	1.00	0.01	1.0	88	92	93	84
224: US 30 from I-295 to NJ 73 - WB	Camden	No	1.02	1.06	1.01	1.05	1.04	1.04	1.04	1.05	1.04	1.04	0.00	0.0	103	103	49	33
225: I-95 from State Line to NJ Turnpike - NB	Burlington	Yes	0.92	0.93	0.92	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.0	103	103	171	190
225: I-95 from State Line to NJ Turnpike - SB	Burlington	Yes	0.91	0.91	0.91	0.91	0.94	0.94	0.94	0.95	0.91	0.94	0.03	3.3	64	56	199	178
226: I-195 from I-295 to I-95 (NJ Turnpike) - EB	Mercer	Yes	0.94	0.95	1.14	0.95	0.94	0.95	0.95	0.96	1.00	0.95	-0.05	-5.0	168	171	81	166
226: I-195 from I-295 to I-95 (NJ Turnpike) - WB	Mercer	Yes	0.99	0.97	1.05	0.95	0.93	0.94	0.93	0.94	0.99	0.94	-0.05	-5.1	168	173	93	178
227: I-676 from I-76 to Benjamin Franklin Bridge - NB	Camden	Yes	0.96	0.98	0.95	0.96	1.03	0.98	0.97	1.10	0.96	1.02	0.06	6.3	13	17	136	50
227: I-676 from I-76 to Benjamin Franklin Bridge - SB	Camden	Yes	0.91	0.90	0.91	0.90	0.93	0.92	0.92	0.94	0.91	0.93	0.02	2.2	72	72	199	190
228: I-76 from Walt Whitman Bridge to I-295 - EB	Camden	Yes	0.94	0.91	0.93	0.92	0.97	0.97	0.96	0.98	0.93	0.97	0.04	4.3	49	38	171	128
228: I-76 from Walt Whitman Bridge to I-295 - WB	Camden	Yes	1.03	1.61	1.02	1.04	0.97	0.99	0.96	1.06	1.18	1.00	-0.18	-15.3	209	209	10	84
229: I-295 from I-195 to US 1 - NB	Mercer	Yes	1.01	0.97	0.98	0.97	0.95	0.97	0.96	0.96	0.98	0.96	-0.02	-2.0	135	137	113	144
229: I-295 from I-195 to US 1 - SB	Mercer	Yes	0.93	0.93	0.92	0.93	0.96	0.96	0.97	0.97	0.93	0.97	0.04	4.3	49	38	171	128
230: I-295 from CR 541 (Mt. Holly Rd) to CR 656 (Florence Columbus Rd) - NB	Burlington	Yes	0.95	0.94	0.95	0.94	0.96	0.97	0.95	0.96	0.95	0.96	0.01	1.1	88	88	151	144
230: I-295 from CR 541 (Mt. Holly Rd) to CR 656 (Florence Columbus Rd) - SB	Burlington	Yes	0.93	0.93	0.92	0.92	0.95	0.95	0.95	1.02	0.93	0.97	0.04	4.3	49	38	171	128
231: US 130 from NJ 133 to I-195 - NB	Mercer	No	1.03	1.00	1.00	0.98	0.92	0.93	0.92	0.93	1.00	0.93	-0.07	-7.0	179	183	81	190
231: US 130 from NJ 133 to I-195 - SB	Mercer	No	1.03	0.99	0.98	0.98	0.95	0.94	0.95	0.96	1.00	0.95	-0.05	-5.0	168	171	81	166
232: US 130 from I-195 to I-295 - NB	Burlington, Mercer	No	0.90	0.88	0.89	0.87	0.90	0.92	0.90	0.91	0.89	0.91	0.02	2.2	72	72	215	204
232: US 130 from I-195 to I-295 - SB	Burlington, Mercer	No	0.97	0.99	0.96	0.95	0.95	0.96	0.94	0.95	0.97	0.95	-0.02	-2.1	135	141	121	166
233: US 130 from I-295 to I-95 - NB	Burlington	No	0.97	0.93	0.95	0.97	0.93	0.96	0.93	0.92	0.96	0.94	-0.02	-2.1	135	141	136	178
233: US 130 from I-295 to I-95 - SB	Burlington	No	0.91	0.92	0.91	0.90	1.00	1.06	0.98	1.00	0.91	1.01	0.10	11.0	5	5	199	61
234: US 130 from I-95 to NJ 73 - NB	Burlington	No	0.93	0.91	0.92	0.91	0.95	0.96	0.94	0.94	0.92	0.95	0.03	3.3	64	56	186	166
234: US 130 from I-95 to NJ 73 - SB	Burlington	No	0.93	0.92	0.93	0.91	0.97	1.01	0.96	0.97	0.92	0.98	0.06	6.5	18	13	186	113
235: US 130 from NJ 73 to US 30 - NB	Camden	No	0.92	0.88	0.89	0.89	0.90	0.91	0.90	0.96	0.90	0.92	0.02	2.2	72	72	212	199
235: US 130 from NJ 73 to US 30 - SB	Camden	No	0.99	0.97	1.00	0.98	0.88	0.89	0.93	0.93	0.99	0.91	-0.08	-8.1	187	192	93	204
236: US 130 from US 30 to I-76 - NB	Camden	No	0.96	0.98	0.97	0.95	1.00	1.09	1.01	1.01	0.97	1.03	0.06	6.2	13	20	121	40
236: US 130 from US 30 to I-76 - SB	Camden	No	0.93	0.98	0.97	1.01	0.98	0.99	1.00	1.01	0.97	1.00	0.03	3.1	56	64	121	84
237: US 130 from I-76 to I-295 - NB	Camden, Gloucester	No	0.93	1.16	0.93	0.96	0.96	0.95	0.95	0.96	1.00	0.96	-0.04	-4.0	158	161	81	144
237: US 130 from I-76 to I-295 - SB	Camden, Gloucester	No	0.94	0.95	0.94	0.94	0.94	0.93	0.95	0.92	0.94	0.94	0.00	0.0	103	103	161	178
238: US 130/I-295 from I-295 to US 322 - NB	Gloucester	Yes	0.90	0.92	0.92	0.90	0.93	0.94	0.93	0.93	0.91	0.93	0.02	2.2	72	72	199	190
238: US 130/I-295 from I-295 to US 322 - SB	Gloucester	Yes	1.07	0.90	0.90	0.90	0.95	0.95	0.96	0.96	0.94	0.96	0.02	2.1	72	79	161	144
239: US 322 from Commodore Barry Bridge to I-295 - EB	Gloucester	Yes	0.91	0.90	0.92	0.89	0.87	0.88	0.88	0.89	0.91	0.88	-0.03	-3.3	146	153	199	210
239: US 322 from Commodore Barry Bridge to I-295 - WB	Gloucester	Yes	0.92	0.91	0.91	0.91	0.83	0.83	0.84	0.86	0.91	0.84	-0.07	-7.7	181	189	199	216
240: US 322 from I-295 to NJ Turnpike (Exit 2) - EB	Gloucester	No	1.05	1.10	1.09	1.10	1.09	1.08	1.11	1.11	1.09	1.10	0.01	0.9	88	100	25	10
240: US 322 from I-295 to NJ Turnpike (Exit 2) - WB	Gloucester	No	1.06	1.06	1.06	1.12	1.05	1.06	1.07	1.07	1.08	1.06	-0.02	-1.9	135	133	27	21
241: US 322 from NJ Turnpike (Exit 2) to NJ 55 - EB	Gloucester	No	1.02	1.00	1.03	1.02	1.03	1.06	1.05	1.06	1.02	1.05	0.03	2.9	56	70	62	29
241: US 322 from NJ Turnpike (Exit 2) to NJ 55 - WB	Gloucester	No	1.00	1.05	1.01	1.00	1.02	1.03	1.04	1.04	1.02	1.03	0.01	1.0	88	92	62	40
242: US 322 from NJ 55 to NJ 42 - EB	Gloucester	No	0.99	0.99	1.01	0.99	0.96	0.96	0.98	0.97	1.00	0.97	-0.03	-3.0	146	149	81	128
242: US 322 from NJ 55 to NJ 42 - WB	Gloucester	No	1.03	1.03	1.03	1.02	1.01	0.99	1.02	1.02	1.03	1.01	-0.02	-1.9	135	133	56	61
243: NJ 29 from Cass St to CR 579 (Sullivan Way) - NB	Mercer	No	0.99	0.99	0.99	1.00	0.99	0.97	0.99	0.97	0.99	0.98	-0.01	-1.0	122	121	93	113
243: NJ 29 from Cass St to CR 579 (Sullivan Way) - SB	Mercer	No	0.95	0.95	0.93	0.94	0.93	0.94	0.92	0.93	0.94	0.93	-0.01	-1.1	121	130	161	190
244: NJ 31 from US 206 to CR 622 (Olden Ave) - NB	Mercer	No	1.00	1.02	1.04	1.03	1.00	1.00	1.00	0.98	1.02	1.00	-0.02	-2.0	135	137	62	84
244: NJ 31 from US 206 to CR 622 (Olden Ave) - SB	Mercer	No	1.06	1.06	1.00	1.04	0.94	0.97	0.96	0.95	1.04	0.96	-0.08	-7.7	189	189	49	144
245: NJ 29 from CR 579 (Sullivan Way) to I-295 - NB	Mercer	Yes	0.95	0.95	0.94	0.95	0.94	0.95	0.97	0.97	0.95	0.96	0.01	1.1	88	88	151	144
245: NJ 29 from CR 579 (Sullivan Way) to I-295 - SB	Mercer	Yes	0.94	0.93	0.93	0.93	0.94	0.95	0.94	0.95	0.93	0.95	0.02	2.2	86	72	171	166

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
246: NJ 31 from CR 622 (Olden Ave) to I-295 - NB	Mercer	No	0.94	0.95	1.00	0.98	0.88	0.89	0.90	0.90	0.97	0.89	-0.08	-8.2	187	193	121	207
246: NJ 31 from CR 622 (Olden Ave) to I-295 - SB	Mercer	No	0.95	0.96	0.94	0.96	0.91	0.93	0.94	0.92	0.95	0.93	-0.02	-2.1	133	141	151	190
247: NJ 31 from I-295 to CR 623 (Pennington Harbourton Rd) - NB	Mercer	No	0.99	1.01	1.04	1.01	1.02	1.04	1.04	1.04	1.01	1.04	0.03	3.0	56	68	74	33
247: NJ 31 from I-295 to CR 623 (Pennington Harbourton Rd) - SB	Mercer	No	0.96	1.00	1.01	1.03	1.05	1.04	1.05	1.03	1.00	1.04	0.04	4.0	38	52	81	33
248: NJ 31 from CR 623 (Pennington Harbourton Rd) to CR 518 (Lambertville Hopewell Rd) - NB	Mercer	No	1.02	1.02	1.03	1.05	1.05	1.07	1.06	1.07	1.03	1.06	0.03	2.9	56	70	56	21
248: NJ 31 from CR 623 (Pennington Harbourton Rd) to CR 518 (Lambertville Hopewell Rd) - SB	Mercer	No	0.98	0.99	1.00	1.00	1.07	1.06	1.05	1.04	0.99	1.06	0.07	7.1	9	12	93	21
249: NJ 33 from US 1 to CR 622 (Olden Ave) - EB	Mercer	No	0.96	0.94	0.91	0.91	0.94	0.92	0.98	1.00	0.93	0.96	0.03	3.2	64	61	171	144
249: NJ 33 from US 1 to CR 622 (Olden Ave) - WB	Mercer	No	1.04	1.05	1.04	1.09	0.95	1.01	1.01	1.02	1.06	1.00	-0.06	-5.7	175	174	35	84
250: NJ 33 from CR 622 (Olden Ave) to I-295 - EB	Mercer	No	0.92	0.86	0.92	0.94	0.93	0.92	0.94	0.96	0.91	0.94	0.03	3.3	64	56	199	178
250: NJ 33 from CR 622 (Olden Ave) to I-295 - WB	Mercer	No	0.91	0.91	0.91	0.97	0.94	0.96	0.92	0.92	0.93	0.94	0.01	1.1	102	88	171	178
251: NJ 33 from I-295 to US 130 - EB	Mercer	No	1.03	1.01	1.00	1.02	1.00	1.02	1.03	1.02	1.02	1.02	0.00	0.0	103	103	62	50
251: NJ 33 from I-295 to US 130 - WB	Mercer	No	0.98	0.98	0.99	1.00	0.93	0.96	0.96	0.96	0.99	0.95	-0.04	-4.0	158	161	93	166
252: NJ 38 from US 130 to NJ 73 - EB	Burlington, Camden	No	0.98	0.97	0.96	1.05	0.98	0.99	0.98	1.00	0.99	0.99	0.00	0.0	103	103	93	101
252: NJ 38 from US 130 to NJ 73 - WB	Burlington, Camden	No	0.95	0.94	0.96	0.94	0.93	0.93	0.97	0.94	0.95	0.94	-0.01	-1.1	122	130	151	178
253: NJ 38 from NJ 73 to I-295 - EB	Burlington	No	1.06	1.06	1.05	1.05	1.02	1.01	1.01	1.02	1.06	1.02	-0.04	-3.8	158	157	35	50
253: NJ 38 from NJ 73 to I-295 - WB	Burlington	No	0.97	0.98	0.98	0.97	1.00	0.98	1.02	1.00	0.98	1.00	0.02	2.0	72	82	113	84
254: NJ 38 from I-295 to US 206 - EB	Burlington	No	0.92	0.89	0.91	0.90	0.93	0.94	0.93	0.93	0.91	0.93	0.02	2.2	72	72	199	190
254: NJ 38 from I-295 to US 206 - WB	Burlington	No	0.92	0.91	0.92	0.93	0.90	0.92	0.90	0.91	0.92	0.91	-0.01	-1.1	122	130	186	204
255: CR 537 (Marne Hwy) from NJ 73 to CR 630 (Woodlane Rd) - EB	Burlington	No	1.05	1.03	1.04	1.05	1.01	1.01	1.00	1.02	1.04	1.01	-0.03	-2.9	146	148	49	61
255: CR 537 (Marne Hwy) from NJ 73 to CR 630 (Woodlane Rd) - WB	Burlington	No	1.03	1.03	1.04	1.07	1.02	1.01	1.02	1.02	1.04	1.02	-0.02	-1.9	135	133	49	50
256: NJ 47 from US 130 to NJ 55 - NB	Gloucester	No	1.04	1.41	1.06	1.06	1.05	1.06	1.08	1.06	1.14	1.06	-0.08	-7.0	186	183	13	21
256: NJ 47 from US 130 to NJ 55 - SB	Gloucester	No	1.01	1.01	1.03	1.04	1.04	1.04	1.03	1.03	1.02	1.04	0.02	2.0	72	82	62	33
257: NJ 47 from NJ 55 to US 322 - NB	Gloucester	No	0.97	0.97	0.98	0.99	1.03	1.03	1.03	1.02	0.98	1.03	0.05	5.1	23	35	113	40
257: NJ 47 from NJ 55 to US 322 - SB	Gloucester	No	1.00	0.99	0.98	0.97	0.98	1.02	1.01	1.02	0.99	1.01	0.02	2.0	72	82	93	61
258: NJ 55 from NJ 42 to NJ 47 - NB	Gloucester	Yes	2.07	4.08	1.96	1.96	1.92	2.29	1.92	2.06	2.52	2.05	-0.47	-18.7	215	213	1	1
258: NJ 55 from NJ 42 to NJ 47 - SB	Gloucester	Yes	0.93	0.92	0.93	0.91	0.94	0.95	0.96	0.96	0.92	0.95	0.03	3.3	64	56	186	166
259: NJ 55 from NJ 47 to US 322 - NB	Gloucester	Yes	0.93	0.94	0.93	0.93	0.98	0.98	0.99	1.00	0.93	0.99	0.06	6.5	18	13	171	101
259: NJ 55 from NJ 47 to US 322 - SB	Gloucester	Yes	0.93	0.93	0.94	0.92	0.97	0.97	0.98	0.98	0.93	0.98	0.05	5.4	31	24	171	113
260: NJ 45 from US 130 to Kings Hwy - NB	Gloucester	No	1.08	1.19	1.03	1.04	1.10	1.08	1.09	1.09	1.09	1.09	0.00	0.0	103	103	25	11
260: NJ 45 from US 130 to Kings Hwy - SB	Gloucester	No	1.10	1.13	1.08	1.09	1.08	1.07	1.10	1.04	1.10	1.07	-0.03	-2.7	146	146	20	16
261: NJ 45 from Kings Hwy to US 322 - NB	Gloucester	No	0.95	0.96	0.96	0.97	0.98	0.97	0.97	0.99	0.96	0.98	0.02	2.1	72	79	136	113
261: NJ 45 from Kings Hwy to US 322 - SB	Gloucester	No	0.99	0.99	1.00	0.97	0.98	0.98	0.99	0.98	0.99	0.98	-0.01	-1.0	122	121	93	113
262: NJ 41 from NJ 42 to NJ 47 - NB	Gloucester	No	1.12	1.30	1.15	1.10	1.03	1.05	1.06	1.08	1.17	1.06	-0.11	-9.4	199	199	11	21
262: NJ 41 from NJ 42 to NJ 47 - SB	Gloucester	No	1.17	1.18	1.14	1.13	1.02	1.03	1.04	1.04	1.16	1.03	-0.13	-11.2	205	202	12	40
263: CR 551 (Kings Hwy) from CR 678 (Berkley Rd) to NJ 45 - NB	Gloucester	No	1.03	1.07	0.98	1.00	0.93	0.93	0.92	0.92	1.02	0.93	-0.09	-8.8	194	197	62	190
263: CR 551 (Kings Hwy) from CR 678 (Berkley Rd) to NJ 45 - SB	Gloucester	No	1.00	1.07	0.95	1.04	1.02	1.00	1.02	1.00	1.02	1.01	-0.01	-1.0	122	121	62	61
264: CR 553 (Kings Hwy) from I-295 to NJ 55 - NB	Gloucester	No	1.02	1.05	1.00	1.02	0.97	0.99	0.97	0.97	1.02	0.98	-0.04	-3.9	158	160	62	113
264: CR 553 (Kings Hwy) from I-295 to NJ 55 - SB	Gloucester	No	0.98	1.01	0.99	0.97	0.97	0.98	0.99	0.99	0.99	0.98	-0.01	-1.0	122	121	93	113
265: CR 553 (Kings Hwy) from NJ 55 to NJ 47 - NB	Gloucester	No	1.01	1.03	1.04	1.06	1.00	0.99	0.97	1.04	1.04	1.00	-0.04	-3.8	158	157	49	84
265: CR 553 (Kings Hwy) from NJ 55 to NJ 47 - SB	Gloucester	No	0.97	0.99	0.96	0.97	0.96	0.94	0.97	0.97	0.97	0.96	-0.01	-1.0	122	121	121	144
266: NJ 42 from AC Expressway to US 322 - NB	Gloucester	Yes	0.95	0.95	0.96	0.97	0.98	0.97	0.98	0.99	0.96	0.98	0.02	2.1	72	79	136	113
266: NJ 42 from AC Expressway to US 322 - SB	Gloucester	Yes	0.99	0.97	0.97	0.97	0.99	0.98	1.00	1.01	0.98	1.00	0.02	2.0	72	82	113	84
267: NJ 70 from NJ 38 to I-295 - EB	Camden	No	1.05	1.05	1.04	1.02	1.02	1.02	1.04	1.05	1.04	1.03	-0.01	-1.0	122	121	49	40
267: NJ 70 from NJ 38 to I-295 - WB	Camden	No	1.04	1.05	1.04	1.16	1.07	1.02	1.03	1.05	1.07	1.04	-0.03	-2.8	146	147	31	33
268: NJ 70 from I-295 to NJ 73 - EB	Camden, Burlington	No	1.09	1.09	1.05	1.02	1.07	1.07	1.09	1.09	1.06	1.08	0.02	1.9	72	87	35	14
268: NJ 70 from I-295 to NJ 73 - WB	Camden, Burlington	No	1.12	1.10	1.08	1.13	1.15	1.00	1.02	1.06	1.11	1.06	-0.05	-4.5	168	168	17	21
269: NJ 70 from NJ 73 to Eayrestown Rd - EB	Burlington	No	1.05	1.05	1.05	1.06	1.16	1.13	1.14	1.15	1.05	1.15	0.10	9.5	6	6	44	7

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
269: NJ 70 from NJ 73 to Eayrestown Rd - WB	Burlington	No	1.14	1.10	1.10	1.08	1.16	1.16	1.17	1.17	1.11	1.17	0.06	5.4	22	24	17	4
270: NJ 73 from Tacony Palmyra Bridge to US 130 - NB	Camden, Burlington	No	0.94	0.93	0.94	0.94	0.94	0.94	0.96	1.10	0.94	0.99	0.05	5.3	23	30	161	101
270: NJ 73 from Tacony Palmyra Bridge to US 130 - SB	Camden, Burlington	No	0.98	0.96	0.96	0.96	1.01	1.02	1.00	1.05	0.97	1.02	0.05	5.2	23	32	121	50
271: NJ 73 from US 130 to NJ Turnpike (Exit 4) - NB	Camden, Burlington	No	1.00	0.96	0.95	0.95	0.96	0.96	1.12	0.98	0.97	1.01	0.04	4.1	38	47	121	61
271: NJ 73 from US 130 to NJ Turnpike (Exit 4) - SB	Camden, Burlington	No	1.01	1.00	0.96	0.97	0.99	0.99	1.02	1.06	0.99	1.02	0.03	3.0	56	68	93	50
272: NJ 73 from NJ Turnpike (Exit 4) to NJ 70 - NB	Burlington	No	1.06	1.12	1.10	1.13	1.00	1.01	1.04	1.00	1.10	1.01	-0.09	-8.2	196	193	20	61
272: NJ 73 from NJ Turnpike (Exit 4) to NJ 70 - SB	Burlington	No	0.97	0.96	0.97	0.98	0.99	1.00	1.00	1.02	0.97	1.00	0.03	3.1	56	64	121	84
273: NJ 73 from NJ 70 to US 30 - NB	Camden, Burlington	No	0.99	1.07	0.99	0.98	1.03	1.02	1.00	1.00	1.01	1.01	0.00	0.0	103	103	74	61
273: NJ 73 from NJ 70 to US 30 - SB	Camden, Burlington	No	0.96	0.96	0.94	0.95	1.02	1.02	1.03	1.04	0.95	1.03	0.08	8.4	7	7	151	40
274: CR 571 (Washington Rd) from NJ 27 to US 1 - NB	Mercer	No	1.04	1.09	1.07	1.07	1.05	1.03	1.00	1.02	1.07	1.03	-0.04	-3.7	158	156	31	40
274: CR 571 (Washington Rd) from NJ 27 to US 1 - SB	Mercer	No	1.02	1.02	0.99	0.98	1.04	1.08	1.06	1.01	1.00	1.05	0.05	5.0	23	36	81	29
275: CR 571 from US 1 to US 130 - NB	Mercer	No	1.02	1.02	1.02	1.00	1.01	1.00	1.01	1.04	1.02	1.02	0.00	0.0	103	103	62	50
275: CR 571 from US 1 to US 130 - SB	Mercer	No	1.01	1.02	1.01	1.02	1.02	1.01	1.03	1.03	1.02	1.02	0.00	0.0	103	103	62	50
276: I-295 from US 1 to NJ 31 - NB	Mercer	Yes	0.91	0.92	0.92	0.92	0.95	0.96	0.96	0.96	0.92	0.96	0.04	4.3	49	38	186	144
276: I-295 from US 1 to NJ 31 - SB	Mercer	Yes	0.90	0.91	0.91	0.90	0.95	0.96	0.96	0.96	0.91	0.96	0.05	5.5	31	22	199	144
277: I-295 from NJ 31 to NJ 29 - NB	Mercer	Yes	0.92	0.93	0.94	0.94	0.94	0.94	0.96	0.94	0.93	0.95	0.02	2.2	86	72	171	166
277: I-295 from NJ 31 to NJ 29 - SB	Mercer	Yes	0.92	0.91	0.93	0.93	0.96	0.96	0.97	0.97	0.92	0.97	0.05	5.4	31	24	186	128
278: NJ 29 from Cass St to I-295 - NB	Mercer	Yes	1.10	1.13	1.06	1.09	0.96	0.98	0.97	0.98	1.10	0.97	-0.13	-11.8	205	205	20	128
278: NJ 29 from Cass St to I-295 - SB	Mercer	Yes	0.94	0.93	0.94	0.93	0.91	0.92	0.92	0.93	0.94	0.92	-0.02	-2.1	133	141	161	199
279: NJ Turnpike from Exit 7 (Bordentown - Trenton) to Exit 7A (Trenton - Hamilton Twp) - NB	Burlington, Mercer	Yes	0.96	0.96	0.99	0.96	1.00	1.01	1.01	1.00	0.97	1.01	0.04	4.1	38	47	121	61
279: NJ Turnpike from Exit 7 (Bordentown - Trenton) to Exit 7A (Trenton - Hamilton Twp) - SB	Burlington, Mercer	Yes	0.96	0.96	0.98	0.96	1.01	1.01	1.01	1.02	0.97	1.01	0.04	4.1	38	47	121	61
280: CR 644 from Route 90 to NJ 70 - NB	Camden	No	0.93	0.90	0.89	0.92	0.87	0.90	0.91	0.85	0.91	0.88	-0.03	-3.3	146	153	199	210
280: CR 644 from Route 90 to NJ 70 - SB	Camden	No	0.97	0.95	0.96	0.97	0.92	0.89	0.89	0.85	0.96	0.89	-0.07	-7.3	179	185	136	207
281: CR 644 from NJ 70 to CR 561 - NB	Camden	No	1.06	1.08	1.06	1.05	1.01	1.04	1.02	1.02	1.06	1.02	-0.04	-3.8	158	157	35	50
281: CR 644 from NJ 70 to CR 561 - SB	Camden	No	1.01	0.99	1.01	1.00	0.99	1.01	0.98	0.98	1.00	0.99	-0.01	-1.0	122	121	81	101
282: CR 561 from I-295 to CR 689 (Berlin - Cross Keys Rd) - NB	Camden	No	1.07	1.08	1.09	1.09	0.98	1.00	1.03	0.98	1.08	1.00	-0.08	-7.4	189	186	27	84
282: CR 561 from I-295 to CR 689 (Berlin - Cross Keys Rd) - SB	Camden	No	1.02	1.04	1.10	1.10	1.00	0.97	0.98	0.98	1.07	0.98	-0.09	-8.4	196	196	31	113
283: CR 561 from I-676 to I-295 - NB	Camden	No	0.96	0.97	0.96	1.02	0.95	0.93	0.94	0.94	0.98	0.94	-0.04	-4.1	158	165	113	178
283: CR 561 from I-676 to I-295 - SB	Camden	No	1.02	1.01	1.06	1.07	0.96	0.96	0.96	0.97	1.04	0.96	-0.08	-7.7	189	189	49	144
284: CR 636 from US 30 to NJ 38 - NB	Camden	No	1.04	1.07	1.07	1.04	0.98	0.98	0.99	0.99	1.06	0.99	-0.07	-6.6	181	180	35	101
284: CR 636 from US 30 to NJ 38 - SB	Camden	No	0.99	0.98	1.04	1.01	0.96	1.00	1.00	1.00	1.01	0.99	-0.02	-2.0	135	137	74	101
285: NJ 41 from NJ 42 to US 30 - NB	Camden, Gloucester	No	1.15	1.37	1.11	1.24	0.97	1.01	1.00	1.02	1.22	1.00	-0.22	-18.0	210	212	7	84
285: NJ 41 from NJ 42 to US 30 - SB	Camden, Gloucester	No	1.04	1.05	1.05	1.04	0.93	0.97	0.99	0.99	1.05	0.97	-0.08	-7.6	189	188	44	128
286: CR 544 from NJ 41 to US 30 - EB	Camden	No	1.32	1.28	1.12	1.18	0.99	1.00	1.04	1.02	1.23	1.01	-0.22	-17.9	210	211	6	61
286: CR 544 from NJ 41 to US 30 - WB	Camden	No	1.03	1.00	1.00	1.05	0.94	0.95	0.97	0.96	1.02	0.96	-0.06	-5.9	175	176	62	144
287: CR 544 (Evesham Rd) from US 30 to CR 673 - EB	Camden	No	1.04	1.04	1.04	1.00	0.93	1.01	0.95	0.93	1.03	0.96	-0.07	-6.8	181	182	56	144
287: CR 544 (Evesham Rd) from US 30 to CR 673 - WB	Camden	No	0.99	0.97	0.95	1.01	0.89	0.92	0.88	0.88	0.98	0.89	-0.09	-9.2	194	198	113	207
288: CR 544 from CR 673 to NJ 73 - EB	Camden	No	0.99	0.99	0.99	0.97	0.94	1.00	1.11	0.97	0.99	1.01	0.02	2.0	72	82	93	61
288: CR 544 from CR 673 to NJ 73 - WB	Camden	No	0.95	0.95	0.93	0.91	0.89	0.93	1.00	0.92	0.94	0.94	0.00	0.0	103	103	161	178
289: CR 673 (Springdale Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 616 (Church Rd) - NB	Camden	No	0.97	0.97	0.96	0.95	0.92	0.92	0.93	0.92	0.96	0.92	-0.04	-4.2	156	166	136	199
289: CR 673 (Springdale Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 616 (Church Rd) - SB	Camden	No	0.98	0.95	0.96	0.94	0.95	0.94	0.96	0.97	0.96	0.96	0.00	0.0	103	103	136	144
290: CR 673 (White Horse Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 534 (Blackwood-Cementon Rd) - NB	Camden	No	1.26	1.33	1.25	1.27	1.10	1.05	1.05	1.05	1.28	1.06	-0.22	-17.2	210	210	5	21
290: CR 673 (White Horse Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 534 (Blackwood-Cementon Rd) - SB	Camden	No	0.99	0.99	1.01	0.98	0.98	0.96	0.98	0.97	0.99	0.97	-0.02	-2.0	135	137	93	128
291: CR 534 (Blackwood-Cementon Rd) from NJ 42 to CR 686 (Gibbsboro Rd) - EB	Camden	No	0.95	0.91	0.94	0.91	0.97	0.96	0.96	0.94	0.93	0.96	0.03	3.2	64	61	171	144
291: CR 534 (Blackwood-Cementon Rd) from NJ 42 to CR 686 (Gibbsboro Rd) - WB	Camden	No	0.94	0.94	0.96	0.92	0.92	0.93	0.94	0.95	0.94	0.94	0.00	0.0	103	103	161	178
292: CR 686 (Gibbsboro Rd) from CR 534 (Blackwood-Cementon Rd) to CR 561 (Lakeview Dr) - NB	Camden	No	1.14	1.11	1.08	1.12	0.95	0.96	0.96	0.95	1.11	0.96	-0.15	-13.5	207	208	17	144
292: CR 686 (Gibbsboro Rd) from CR 534 (Blackwood-Cementon Rd) to CR 561 (Lakeview Dr) - SB	Camden	No	0.98	0.96	1.01	1.00	0.87	0.87	0.88	0.87	0.99	0.87	-0.12	-12.1	201	206	93	213

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 13: DVRPC CMP Focus Roadway Corridor AM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 7-8 AM				2021 TTI 7-8 AM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
293: CR 689 (Berlin - Cross Keys Rd) from NJ 42 to AC Expressway - EB	Camden	No	0.96	0.97	0.98	0.94	0.98	0.99	0.99	0.98	0.96	0.99	0.03	3.1	56	64	136	101
293: CR 689 (Berlin - Cross Keys Rd) from NJ 42 to AC Expressway - WB	Camden	No	0.91	0.92	0.90	0.92	0.98	0.99	0.99	0.96	0.91	0.98	0.07	7.7	12	9	199	113
294: NJ 41 from NJ 70 to NJ 38 - NB	Camden, Burlington	No	0.94	0.97	0.96	1.00	0.97	0.97	0.96	0.98	0.97	0.97	0.00	0.0	103	103	121	128
294: NJ 41 from NJ 70 to NJ 38 - SB	Camden, Burlington	No	1.05	1.04	1.06	1.05	1.02	0.97	0.99	1.02	1.05	1.00	-0.05	-4.8	168	170	44	84
295: NJ 41 (Kings Highway)/ CR 551 from NJ 70 to US 30 - EB	Camden	No	1.04	1.06	1.05	1.08	0.95	0.92	0.95	0.92	1.06	0.94	-0.12	-11.3	201	203	35	178
295: NJ 41 (Kings Highway)/ CR 551 from NJ 70 to US 30 - WB	Camden	No	1.00	1.03	1.02	0.98	0.99	1.00	0.99	1.00	1.01	1.00	-0.01	-1.0	122	121	74	84
296: CR 551 (Kings Hwy) from US 30 to US 130 - EB	Camden	No	1.04	1.02	1.02	1.03	1.03	1.01	1.01	1.00	1.03	1.01	-0.02	-1.9	135	133	56	61
296: CR 551 (Kings Hwy) from US 30 to US 130 - WB	Camden	No	1.01	0.98	1.00	0.97	0.95	0.97	0.95	0.97	0.99	0.96	-0.03	-3.0	146	149	93	144
297: NJ 168 from I-295 to CR 561 (Haddon Av) - NB	Camden	No	0.95	1.00	1.00	0.99	0.92	0.94	0.93	0.92	0.99	0.93	-0.06	-6.1	174	177	93	190
297: NJ 168 from I-295 to CR 561 (Haddon Av) - SB	Camden	No	0.96	1.01	1.00	1.03	0.99	1.00	1.03	1.02	1.00	1.01	0.01	1.0	88	92	81	61
298: NJ 129 from NJ 29 to US 1 - NB	Mercer	No	1.14	1.15	1.09	1.18	0.99	1.05	1.01	1.06	1.14	1.03	-0.11	-9.6	199	200	13	40
298: NJ 129 from NJ 29 to US 1 - SB	Mercer	No	1.07	1.02	1.03	1.10	1.03	1.09	1.08	1.07	1.06	1.07	0.01	0.9	88	100	35	16
299: CR 533 from US 206 to US 1 - NB	Mercer	No	0.99	1.01	0.99	0.98	0.94	0.96	0.94	0.95	0.99	0.95	-0.04	-4.0	158	161	93	166
299: CR 533 from US 206 to US 1 - SB	Mercer	No	1.00	1.00	0.99	0.98	0.96	0.99	0.98	0.99	0.99	0.98	-0.01	-1.0	122	121	93	113
300: CR 638 from US 1 to CR 571 - EB	Mercer	No	1.01	1.00	1.01	1.00	0.96	0.99	1.00	0.97	1.01	0.98	-0.03	-3.0	146	149	74	113
300: CR 638 from US 1 to CR 571 - WB	Mercer	No	1.11	1.07	1.06	1.08	1.01	1.01	0.97	1.01	1.08	1.00	-0.08	-7.4	189	186	27	84
301: CR 583 (Princeton Pk) from I-295 to NJ 27 - NB	Mercer	No	1.20	1.20	1.19	1.25	1.10	1.08	1.08	1.08	1.21	1.09	-0.12	-9.9	201	201	9	11
301: CR 583 (Princeton Pk) from I-295 to NJ 27 - SB	Mercer	No	1.10	1.09	1.09	1.10	1.01	1.04	1.06	1.07	1.10	1.05	-0.05	-4.5	168	168	20	29
302: NJ 90 from Betsy Ross Bridge to NJ 73 - EB	Burlington, Camden	Yes	0.87	0.88	0.86	0.87	0.86	0.88	0.86	0.86	0.87	0.87	0.00	0.0	103	103	216	213
302: NJ 90 from Betsy Ross Bridge to NJ 73 - WB	Burlington, Camden	Yes	0.89	0.95	0.88	0.88	0.86	0.87	0.87	0.88	0.90	0.87	-0.03	-3.3	146	153	212	213
303: CR 541/691 from CR 537 (Washington St) to US 130 - NB	Burlington	No	0.89	0.91	0.90	0.92	0.91	0.93	0.92	0.93	0.91	0.92	0.01	1.1	88	88	199	199
303: CR 541/691 from CR 537 (Washington St) to US 130 - SB	Burlington	No	0.91	0.88	0.89	0.90	0.87	0.89	0.88	0.88	0.90	0.88	-0.02	-2.2	135	145	212	210
304: CR 607 from NJ 70 to CR 537 (Marne Hwy) - NB	Burlington	No	0.99	0.95	0.97	0.96	0.96	0.96	0.98	0.97	0.97	0.97	0.00	0.0	103	103	121	128
304: CR 607 from NJ 70 to CR 537 (Marne Hwy) - SB	Burlington	No	1.03	1.00	1.00	1.01	0.98	0.98	0.98	0.98	1.01	0.98	-0.03	-3.0	146	149	74	113
305: CR 603 from NJ 70 to CR 537 (Marne Hwy) - NB	Burlington	No	1.05	1.10	1.08	1.08	0.97	0.99	0.98	1.00	1.08	0.99	-0.09	-8.3	196	195	27	101
305: CR 603 from NJ 70 to CR 537 (Marne Hwy) - SB	Burlington	No	1.06	1.08	1.07	1.08	1.01	1.01	1.00	0.99	1.07	1.00	-0.07	-6.5	181	179	31	84
306: CR 534/CR 640 from NJ 41 to US 130 - EB	Gloucester	No	1.00	0.99	1.00	0.98	0.97	0.95	0.94	0.95	0.99	0.95	-0.04	-4.0	158	161	93	166
306: CR 534/CR 640 from NJ 41 to US 130 - WB	Gloucester	No	1.10	1.12	1.02	1.00	0.94	0.92	0.95	0.94	1.06	0.94	-0.12	-11.3	201	203	35	178
307: CR 622 (Olden Ave) from I-295 to NJ 31 - EB	Mercer	No	0.97	1.02	1.00	1.05	1.06	1.04	1.04	1.04	1.01	1.05	0.04	4.0	38	52	74	29
307: CR 622 (Olden Ave) from I-295 to NJ 31 - WB	Mercer	No	0.97	0.98	0.95	1.01	1.01	1.02	0.99	1.05	0.98	1.02	0.04	4.1	38	47	113	50
New Jersey Summary			**1.00**	**1.04**	**1.00**	**1.00**	**0.99**	**1.00**	**1.00**	**1.00**	**1.01**	**1.00**	**-0.01**	**-1.0**				
DVRPC Regional Summary			**1.04**	**1.06**	**1.05**	**1.07**	**1.01**	**1.01**	**1.02**	**1.04**	**1.06**	**1.02**	**-0.04**	**-3.8**				

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
Pennsylvania Portion of the DVRPC Region																		
001: I-76 Turnpike from PA 29 to I-76 (Valley Forge) - EB	Chester	Yes	0.91	0.90	0.92	0.90	0.95	0.95	0.95	0.95	0.91	0.95	0.04	4.4	47	40	333	293
001: I-76 Turnpike from PA 29 to I-76 (Valley Forge) - WB	Chester	Yes	0.95	0.94	0.98	0.98	0.95	0.96	0.94	0.95	0.96	0.95	-0.01	-1.0	82	87	308	293
002: I-276 Turnpike from I-76 (Valley Forge) to I-476 NE Ext (Plymouth Meeting) - EB	Montgomery	Yes	3.43	2.39	3.38	2.86	1.70	1.05	1.06	1.24	3.02	1.26	-1.76	-58.3	338	338	2	75
002: I-276 Turnpike from I-76 (Valley Forge) to I-476 NE Ext (Plymouth Meeting) - WB	Montgomery	Yes	1.04	0.93	0.96	0.93	0.95	0.96	0.95	0.97	0.97	0.96	-0.01	-1.0	82	87	306	287
003: I-276 Turnpike from I-476 NE Ext (Plymouth Meeting) to PA 309 (Fort Washington) - EB	Montgomery	Yes	1.49	1.35	1.35	2.23	1.64	1.23	1.05	1.35	1.61	1.32	-0.29	-18.0	287	279	42	57
003: I-276 Turnpike from I-476 NE Ext (Plymouth Meeting) to PA 309 (Fort Washington) - WB	Montgomery	Yes	1.22	1.03	1.25	1.12	1.04	1.00	0.96	1.09	1.16	1.02	-0.14	-12.1	213	226	226	260
004: I-276 Turnpike from PA 309 (Fort Washington) to PA 611 (Hatboro) - EB	Montgomery	Yes	1.48	1.00	1.06	1.97	0.99	0.96	0.96	0.97	1.38	0.97	-0.41	-29.7	316	324	92	284
004: I-276 Turnpike from PA 309 (Fort Washington) to PA 611 (Hatboro) - WB	Montgomery	Yes	1.34	1.02	2.17	1.42	1.11	1.11	0.99	1.16	1.49	1.09	-0.40	-26.8	314	317	61	208
005: I-276 Turnpike from PA 611 (Hatboro) to US 1 - EB	Bucks, Montgomery	Yes	1.32	1.01	1.03	1.00	0.97	0.97	0.97	0.97	1.09	0.97	-0.12	-11.0	194	214	262	284
005: I-276 Turnpike from PA 611 (Hatboro) to US 1 - WB	Bucks, Montgomery	Yes	1.09	0.94	1.07	0.99	0.94	0.95	0.94	0.95	1.02	0.95	-0.07	-6.9	151	168	289	293
006: I-276 Turnpike from US 1 to New Jersey Line - EB	Bucks	Yes	0.97	0.99	0.94	0.94	0.94	0.93	0.93	0.92	0.96	0.93	-0.03	-3.1	99	107	308	319
006: I-276 Turnpike from US 1 to New Jersey Line - WB	Bucks	Yes	0.95	0.92	0.93	0.92	0.92	0.93	0.91	0.92	0.93	0.92	-0.01	-1.1	82	90	322	325
007: I-476 (Turnpike NE Ext) from Quakertown to Lansdale - NB	Bucks, Montgomery	Yes	1.02	0.99	1.00	1.44	0.86	1.02	0.86	0.89	1.11	0.91	-0.20	-18.0	252	279	251	332
007: I-476 (Turnpike NE Ext) from Quakertown to Lansdale - SB	Bucks, Montgomery	Yes	0.93	0.91	0.92	0.93	0.86	0.88	0.87	0.87	0.92	0.87	-0.05	-5.4	127	148	329	337
008: I-476 (Turnpike NE Ext) from Lansdale to Plymouth Meeting - NB	Montgomery	Yes	1.21	0.93	0.97	1.28	0.94	0.95	0.93	0.95	1.10	0.94	-0.16	-14.5	231	249	258	306
008: I-476 (Turnpike NE Ext) from Lansdale to Plymouth Meeting - SB	Montgomery	Yes	0.93	0.91	1.02	0.91	0.93	0.94	0.93	0.93	0.94	0.93	-0.01	-1.1	81	90	315	319
009: I-476 from I-276 Turnpike (Plymouth Meeting) to I-76 (Conshohocken) - NB	Montgomery	Yes	1.96	1.70	1.96	2.10	1.47	1.16	1.32	1.73	1.93	1.42	-0.51	-26.4	320	316	18	38
009: I-476 from I-276 Turnpike (Plymouth Meeting) to I-76 (Conshohocken) - SB	Montgomery	Yes	1.29	0.97	1.06	1.12	0.95	0.95	0.95	0.96	1.11	0.95	-0.16	-14.4	231	248	251	293
010: I-476 from I-76 (Conshohocken) to US 30 (Villanova) - NB	Delaware, Montgomery	Yes	1.32	1.04	1.50	1.21	1.03	0.94	0.96	1.07	1.27	1.00	-0.27	-21.3	282	298	159	265
010: I-476 from I-76 (Conshohocken) to US 30 (Villanova) - SB	Delaware, Montgomery	Yes	1.99	0.98	1.17	1.63	0.93	0.94	0.94	0.95	1.44	0.94	-0.50	-34.7	319	331	76	306
011: I-476 from US 30 (Villanova) to US 3 (Broomall) - NB	Delaware	Yes	1.40	0.94	0.97	0.94	0.94	0.95	0.94	1.00	1.06	0.96	-0.10	-9.4	178	198	272	287
011: I-476 from US 30 (Villanova) to US 3 (Broomall) - SB	Delaware	Yes	3.53	2.50	2.26	2.85	1.71	2.15	1.91	1.85	2.79	1.91	-0.88	-31.5	335	327	3	15
012: I-476 from US 3 (Broomall) to US 1 - NB	Delaware	Yes	1.93	1.00	1.04	1.03	1.00	1.04	1.02	1.10	1.25	1.04	-0.21	-16.8	260	274	168	242
012: I-476 from US 3 (Broomall) to US 1 - SB	Delaware	Yes	2.13	2.32	1.98	2.39	1.93	2.54	2.02	1.91	2.21	2.10	-0.11	-5.0	185	143	14	12
013: I-476 from US 1 to Baltimore Pk (Swarthmore) - NB	Delaware	Yes	1.18	1.04	1.07	1.06	1.32	1.32	1.14	1.26	1.09	1.26	0.17	15.6	17	13	262	75
013: I-476 from US 1 to Baltimore Pk (Swarthmore) - SB	Delaware	Yes	2.72	2.65	2.46	2.61	2.25	2.90	2.32	2.37	2.61	2.46	-0.15	-5.7	222	153	8	6
014: I-476 from Baltimore Pk (Swarthmore) to I-95 - NB	Delaware	Yes	2.03	1.53	1.72	1.49	1.63	1.74	1.52	1.43	1.69	1.58	-0.11	-6.5	185	161	34	27
014: I-476 from Baltimore Pk (Swarthmore) to I-95 - SB	Delaware	Yes	1.48	1.25	1.33	1.31	1.34	1.32	1.26	1.31	1.34	1.31	-0.03	-2.2	103	99	118	61
015: US 13 from US 1 to I-95 - NB	Bucks	No	0.98	0.94	0.91	0.96	0.92	0.93	0.90	0.93	0.95	0.92	-0.03	-3.2	99	112	312	325
015: US 13 from US 1 to I-95 - SB	Bucks	No	1.04	0.98	0.98	1.15	0.92	0.93	0.91	0.91	1.04	0.92	-0.12	-11.5	194	218	278	325
016: I-76 from Walt Whitman Bridge to I-676 (Vine Street Expy) - EB	Philadelphia	Yes	1.93	1.65	1.63	1.55	1.84	1.65	1.26	1.59	1.69	1.59	-0.10	-5.9	171	155	34	26
016: I-76 from Walt Whitman Bridge to I-676 (Vine Street Expy) - WB	Philadelphia	Yes	1.83	1.32	1.35	1.47	1.62	1.56	1.53	1.70	1.49	1.60	0.11	7.4	24	29	61	25
017: I-76 from I-676 (Vine Street Expy) to US 30 (Girard Ave) - EB	Philadelphia	Yes	2.70	2.77	2.47	2.97	3.00	3.04	3.03	3.29	2.73	3.09	0.36	13.2	10	14	5	3
017: I-76 from I-676 (Vine Street Expy) to US 30 (Girard Ave) - WB	Philadelphia	Yes	1.95	1.58	1.43	1.94	2.38	2.42	2.28	2.44	1.73	2.38	0.65	37.6	6	6	30	8
018: I-76 from US 30 (Girard Ave) to US 1 (City Ave) - EB	Philadelphia	Yes	1.75	1.92	1.84	3.27	2.45	2.48	2.33	2.50	2.20	2.44	0.24	10.9	14	19	15	7
018: I-76 from US 30 (Girard Ave) to US 1 (City Ave) - WB	Philadelphia	Yes	2.03	1.23	1.84	1.27	1.42	1.57	1.70	1.76	1.59	1.61	0.02	1.3	56	58	46	24
019: I-76 from US 1 (City Ave) to I-476 - EB	Montgomery	Yes	2.92	2.43	3.10	2.29	1.88	2.05	1.98	2.28	2.69	2.05	-0.64	-23.8	330	306	6	13
019: I-76 from US 1 (City Ave) to I-476 - WB	Montgomery	Yes	2.00	1.47	1.88	1.67	1.71	1.74	1.52	2.09	1.76	1.77	0.01	0.6	60	71	28	18
020: I-76 from I-476 to I-76 Turnpike - EB	Montgomery	Yes	2.46	2.16	3.16	2.44	1.72	1.84	1.77	2.11	2.56	1.86	-0.70	-27.3	332	320	9	17
020: I-76 from I-476 to I-76 Turnpike - WB	Montgomery	Yes	1.29	1.24	1.35	1.34	1.61	1.64	1.74	1.89	1.31	1.72	0.41	31.3	9	7	135	20
021: I-295 from PA 29 (Delaware River) to US 1 - NB	Bucks	Yes	0.97	0.94	0.94	0.95	0.92	0.92	0.93	0.91	0.95	0.92	-0.03	-3.2	99	112	312	325
021: I-295 from PA 29 (Delaware River) to US 1 - SB	Bucks	Yes	1.04	0.96	0.96	0.95	0.93	0.92	0.92	0.93	0.98	0.93	-0.05	-5.1	126	146	301	319
022: I-295 from US 1 to BUS 1 (Lincoln Hwy) - NB	Bucks	Yes	0.96	0.92	0.92	0.92	0.94	0.93	0.93	0.93	0.93	0.93	0.00	0.0	73	72	322	319
022: I-295 from US 1 to BUS 1 (Lincoln Hwy) - SB	Bucks	Yes	1.00	0.96	0.97	0.97	0.95	0.95	0.95	0.94	0.98	0.95	-0.03	-3.1	103	107	301	293
023: I-295/I-95 from BUS 1 (Lincoln Hwy) to PA 132 (Street Rd) - NB	Bucks	Yes	0.91	0.89	0.89	0.90	0.95	0.95	0.94	1.40	0.90	1.06	0.16	17.8	18	12	335	232

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
023: I-295/I-95 from BUS 1 (Lincoln Hwy) to PA 132 (Street Rd) - SB	Bucks	Yes	1.66	1.68	1.17	1.00	0.96	0.96	0.96	0.96	1.38	0.96	-0.42	-30.4	318	326	92	287
024: I-95 from PA 132 (Street Rd) to PA 63 - NB	Bucks	Yes	0.93	0.92	0.91	0.93	1.01	0.98	0.98	1.43	0.92	1.10	0.18	19.6	16	11	329	198
024: I-95 from PA 132 (Street Rd) to PA 63 - SB	Bucks	Yes	3.46	1.37	2.21	1.38	1.01	1.05	1.01	1.06	2.11	1.03	-1.08	-51.2	336	337	16	253
025: I-95 from PA 63 to Academy Rd - NB	Bucks	Yes	1.06	1.03	0.96	1.19	0.97	1.09	0.98	1.11	1.06	1.04	-0.02	-1.9	94	96	272	242
025: I-95 from PA 63 to Academy Rd - SB	Bucks	Yes	1.76	1.35	1.54	1.56	1.15	1.34	1.15	1.21	1.55	1.21	-0.34	-21.9	300	301	52	111
026: I-95 from Academy Rd to PA 90 (Betsy Ross Bridge) - NB	Philadelphia	Yes	1.15	1.17	1.03	1.42	1.28	1.25	1.25	1.39	1.19	1.29	0.10	8.4	26	25	209	69
026: I-95 from Academy Rd to PA 90 (Betsy Ross Bridge) - SB	Philadelphia	Yes	1.19	1.02	1.76	1.95	2.23	1.89	2.53	2.06	1.48	2.18	0.70	47.3	4	3	63	10
027: I-95 from PA 90 (Betsy Ross Bridge) to Frankford Ave - NB	Philadelphia	Yes	2.01	1.38	1.85	1.45	2.41	2.07	2.42	2.56	1.67	2.37	0.70	41.9	4	4	37	9
027: I-95 from PA 90 (Betsy Ross Bridge) to Frankford Ave - SB	Philadelphia	Yes	2.57	1.82	2.15	2.32	2.01	1.92	1.72	2.93	2.22	2.15	-0.07	-3.2	157	112	13	11
028: I-95 from Frankford Ave to I-76 (Walt Whitman Bridge) - NB	Philadelphia	Yes	2.79	1.70	3.34	2.02	1.62	1.74	1.90	2.23	2.46	1.87	-0.59	-24.0	326	307	11	16
028: I-95 from Frankford Ave to I-76 (Walt Whitman Bridge) - SB	Philadelphia	Yes	0.99	1.15	0.96	1.34	0.98	1.03	0.98	1.39	1.11	1.10	-0.01	-0.9	82	81	251	198
029: I-95 from I-76 (Walt Whitman Bridge) to PA 291 (Philadelphia Airport) - NB	Philadelphia	Yes	1.55	1.65	1.87	1.74	1.31	1.21	1.37	1.39	1.70	1.32	-0.38	-22.4	309	302	32	57
029: I-95 from I-76 (Walt Whitman Bridge) to PA 291 (Philadelphia Airport) - SB	Philadelphia	Yes	1.17	1.12	1.00	2.14	1.02	1.25	1.08	1.23	1.36	1.15	-0.21	-15.4	260	257	104	153
030: I-95 from PA 291 (Philadelphia Airport) to I-476 - NB	Delaware, Philadelphia	Yes	1.08	1.06	1.27	1.34	0.98	1.01	1.02	0.98	1.19	1.00	-0.19	-16.0	249	266	209	265
030: I-95 from PA 291 (Philadelphia Airport) to I-476 - SB	Delaware, Philadelphia	Yes	1.55	1.48	1.52	1.49	1.23	1.22	1.08	1.21	1.51	1.19	-0.32	-21.2	294	297	58	128
031: I-95 from I-476 to US 322 (Commodore Barry Bridge) - NB	Delaware	Yes	1.35	1.14	1.33	1.30	1.04	1.22	1.13	1.07	1.28	1.12	-0.16	-12.5	231	233	153	180
031: I-95 from I-476 to US 322 (Commodore Barry Bridge) - SB	Delaware	Yes	1.81	1.70	1.71	1.84	2.04	2.49	1.39	1.96	1.77	1.97	0.20	11.3	15	18	25	14
032: I-95 from US 322 (Commodore Barry Bridge) to County Boundary - NB	Delaware	Yes	2.70	2.59	2.98	2.87	2.29	2.90	2.61	2.08	2.79	2.47	-0.32	-11.5	294	218	3	5
032: I-95 from US 322 (Commodore Barry Bridge) to County Boundary - SB	Delaware	Yes	1.08	1.05	1.02	1.00	2.22	2.01	0.94	1.34	1.04	1.63	0.59	56.7	7	2	278	22
033: US 1 from Cypress St (Kennett Square) to PA 52 (Kennett Pk) South - NB	Delaware	No	1.10	1.12	1.08	1.57	1.07	1.08	1.07	1.05	1.22	1.07	-0.15	-12.3	222	228	187	223
033: US 1 from Cypress St (Kennett Square) to PA 52 (Kennett Pk) South - SB	Delaware	No	1.14	1.09	1.13	1.17	1.16	1.11	1.11	1.10	1.13	1.12	-0.01	-0.9	80	81	244	180
034: US 1 from PA 52 (Kennett Pk) South to US 202 - NB	Chester, Delaware	No	1.03	1.09	1.14	1.16	0.95	0.97	0.99	1.01	1.11	0.98	-0.13	-11.7	205	223	251	278
034: US 1 from PA 52 (Kennett Pk) South to US 202 - SB	Chester, Delaware	No	1.05	1.15	1.16	1.14	0.92	0.93	0.98	1.07	1.13	0.98	-0.15	-13.3	222	244	244	278
035: US 1 from US 202 to US 322 - NB	Delaware	No	1.20	1.13	1.12	1.19	1.32	1.28	1.28	1.31	1.16	1.30	0.14	12.1	20	16	226	65
035: US 1 from US 202 to US 322 - SB	Delaware	No	1.33	1.30	1.30	1.35	1.39	1.41	1.46	1.54	1.32	1.45	0.13	9.8	21	21	130	36
036: US 1 from US 322 to PA 352 - NB	Delaware	No	1.58	1.48	1.56	1.48	1.14	1.14	1.10	1.18	1.53	1.14	-0.39	-25.5	311	311	54	161
036: US 1 from US 322 to PA 352 - SB	Delaware	No	1.21	1.16	1.19	1.16	1.11	1.14	1.11	1.15	1.18	1.13	-0.05	-4.2	127	128	215	174
037: US 1 from PA 352 to I-476 - NB	Delaware	Yes	1.06	0.97	0.98	1.05	0.96	0.99	0.95	0.95	1.02	0.96	-0.06	-5.9	140	155	289	287
037: US 1 from PA 352 to I-476 - SB	Delaware	Yes	1.08	1.03	1.06	1.08	1.01	1.09	0.98	1.04	1.06	1.03	-0.03	-2.8	103	103	272	253
038: US 1 from I-476 to PA 3 - EB	Delaware	No	1.43	1.45	1.50	1.50	1.30	1.26	1.33	1.38	1.47	1.32	-0.15	-10.2	222	206	66	57
038: US 1 from I-476 to PA 3 - WB	Delaware	No	1.29	1.24	1.30	1.32	1.23	1.21	1.27	1.25	1.29	1.24	-0.05	-3.9	127	124	149	89
039: US 1 from PA 3 to US 30 (Girard Ave) - NB	Delaware, Montgomery	No	1.27	1.13	1.23	1.23	1.09	1.05	1.07	1.09	1.22	1.08	-0.14	-11.5	213	218	187	215
039: US 1 from PA 3 to US 30 (Girard Ave) - SB	Delaware, Montgomery	No	1.62	1.48	1.62	1.63	1.33	1.30	1.32	1.43	1.59	1.35	-0.24	-15.1	273	256	46	50
040: US 1 (City Ave) from US 30 (Girard Ave) to I-76 - EB	Montgomery, Philadelphia	No	1.70	1.56	1.76	1.78	1.54	1.55	1.64	1.75	1.70	1.62	-0.08	-4.7	158	138	32	23
040: US 1 (City Ave) from US 30 (Girard Ave) to I-76 - WB	Montgomery, Philadelphia	No	2.09	1.82	1.90	1.91	1.44	1.37	1.39	1.45	1.93	1.41	-0.52	-26.9	321	319	18	39
041: US 1 from I-76 to PA 611 - NB	Philadelphia	Yes	2.31	2.08	2.50	2.21	1.56	1.68	1.42	2.00	2.28	1.67	-0.61	-26.8	328	317	12	21
041: US 1 from I-76 to PA 611 - SB	Philadelphia	Yes	1.14	1.09	1.27	1.59	1.14	1.20	1.05	1.34	1.27	1.18	-0.09	-7.1	165	169	159	133
042A: US 1 (Roosevelt Blvd) from PA 611 to PA 73 - NB	Philadelphia	No	1.52	1.32	1.38	1.44	1.36	1.51	1.60	1.55	1.42	1.51	0.09	6.3	29	33	80	33
042A: US 1 (Roosevelt Blvd) from PA 611 to PA 73 - SB	Philadelphia	No	1.23	1.14	1.12	1.22	1.06	1.11	1.15	1.09	1.18	1.10	-0.08	-6.8	158	167	215	198
042B: US 1 (Roosevelt Blvd) Frontage from PA 611 to PA 73 - NB	Philadelphia	No	1.43	1.30	1.35	1.41	1.36	1.33	1.42	1.40	1.37	1.38	0.01	0.7	72	70	96	42
042B: US 1 (Roosevelt Blvd) Frontage from PA 611 to PA 73 - SB	Philadelphia	No	1.18	1.17	1.14	1.18	1.05	1.03	1.13	1.06	1.17	1.07	-0.10	-8.5	171	188	223	223
043A: US 1 (Roosevelt Blvd) from PA 73 to I-276 Turnpike - NB	Philadelphia	No	1.00	0.96	0.98	0.99	1.02	1.02	0.99	1.00	0.98	1.01	0.03	3.1	48	47	301	264
043A: US 1 (Roosevelt Blvd) from PA 73 to I-276 Turnpike - SB	Philadelphia	No	1.23	1.16	1.17	1.10	1.03	1.04	1.00	1.02	1.17	1.02	-0.15	-12.8	222	242	223	260
043B: US 1 (Roosevelt Blvd) Frontage from PA 73 to I-276 Turnpike - NB	Philadelphia	No	1.00	0.99	1.02	1.02	1.00	1.00	1.00	1.01	1.01	1.00	-0.01	-1.0	82	87	292	265
043B: US 1 (Roosevelt Blvd) Frontage from PA 73 to I-276 Turnpike - SB	Philadelphia	No	1.15	1.15	1.13	1.14	1.10	1.08	1.08	1.09	1.14	1.09	-0.05	-4.4	123	132	238	208
044: US 1 from I-276 Turnpike to I-295 - NB	Bucks	Yes	1.09	0.94	0.94	0.93	0.95	0.94	0.94	0.94	0.98	0.94	-0.04	-4.1	116	127	301	306
044: US 1 from I-276 Turnpike to I-295 - SB	Bucks	Yes	2.35	1.27	1.25	1.20	0.98	1.50	1.03	0.99	1.52	1.13	-0.39	-25.7	311	312	56	174

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
045: US 1 from I-295 to County Line - NB	Bucks	Yes	0.95	0.92	0.90	0.90	0.95	0.94	0.94	1.11	0.92	0.99	0.07	7.6	35	28	329	273
045: US 1 from I-295 to County Line - SB	Bucks	Yes	1.05	1.02	0.98	0.99	0.93	0.95	0.92	1.00	1.01	0.95	-0.06	-5.9	140	155	292	293
046: US 13 from County Line to I-95 - NB	Delaware	No	1.09	1.01	1.05	1.05	1.06	1.05	1.01	1.00	1.05	1.03	-0.02	-1.9	94	96	276	253
046: US 13 from County Line to I-95 - SB	Delaware	No	1.10	1.02	1.02	1.02	1.08	1.07	1.02	1.04	1.04	1.05	0.01	1.0	60	64	278	239
047: US 13 from I-95 to Cobbs Creek Pkwy - NB	Delaware	No	1.29	1.26	1.30	1.27	1.14	1.13	1.14	1.13	1.28	1.14	-0.14	-10.9	213	213	153	161
047: US 13 from I-95 to Cobbs Creek Pkwy - SB	Delaware	No	1.28	1.23	1.28	1.26	1.16	1.12	1.14	1.13	1.26	1.14	-0.12	-9.5	194	201	165	161
048: US 30 (Girard Ave) from US 13 (N 33rd St) to Lancaster Ave - EB	Philadelphia	No	1.65	1.25	1.33	1.58	1.18	1.11	1.17	1.17	1.45	1.16	-0.29	-20.0	287	292	74	144
048: US 30 (Girard Ave) from US 13 (N 33rd St) to Lancaster Ave - WB	Philadelphia	No	1.28	1.18	1.17	1.34	1.02	1.04	1.02	1.09	1.24	1.04	-0.20	-16.1	252	267	174	242
049: US 30 (Lancaster Ave) from Girard Ave to US 1 (City Ave) - EB	Philadelphia	No	1.41	1.29	1.33	1.33	1.22	1.21	1.23	1.26	1.34	1.23	-0.11	-8.2	185	181	118	94
049: US 30 (Lancaster Ave) from Girard Ave to US 1 (City Ave) - WB	Philadelphia	No	1.44	1.27	1.39	1.35	1.18	1.18	1.19	1.24	1.36	1.20	-0.16	-11.8	231	224	104	118
050: US 30 from US 1 (City Ave) to I-476 - EB	Delaware, Montgomery	No	1.42	1.28	1.36	1.38	1.21	1.21	1.27	1.29	1.36	1.25	-0.11	-8.1	185	179	104	83
050: US 30 from US 1 (City Ave) to I-476 - WB	Delaware, Montgomery	No	1.19	1.14	1.17	1.20	1.16	1.18	1.27	1.29	1.18	1.23	0.05	4.2	39	41	215	94
051: US 30 from I-476 to PA 252 (Leopard Rd) - EB	Chester, Delaware	No	1.25	1.24	1.30	1.28	1.13	1.11	1.13	1.14	1.27	1.13	-0.14	-11.0	213	214	159	174
051: US 30 from I-476 to PA 252 (Leopard Rd) - WB	Chester, Delaware	No	1.21	1.23	1.26	1.25	1.12	1.13	1.17	1.17	1.24	1.15	-0.09	-7.3	165	171	174	153
052: US 30 from PA 252 (Leopard Rd) to US 202 - EB	Chester	No	1.29	1.31	1.29	1.34	1.27	1.24	1.22	1.24	1.31	1.24	-0.07	-5.3	151	147	135	89
052: US 30 from PA 252 (Leopard Rd) to US 202 - WB	Chester	No	1.37	1.33	1.34	1.36	1.24	1.23	1.21	1.22	1.35	1.23	-0.12	-8.9	194	193	112	94
053: US 30 (Lancaster Ave) from US 202 to US 322 (Downingtown) - EB	Chester	No	1.16	1.17	1.18	1.13	1.12	1.12	1.17	1.16	1.16	1.14	-0.02	-1.7	94	93	226	161
053: US 30 (Lancaster Ave) from US 202 to US 322 (Downingtown) - WB	Chester	No	1.46	1.60	1.74	1.60	1.19	1.16	1.25	1.32	1.60	1.23	-0.37	-23.1	306	303	43	94
054: US 30 (Lancaster Ave) from US 322 (Downingtown) to PA 82 (Coatesville) - EB	Chester	No	1.17	1.19	1.24	1.21	1.19	1.19	1.19	1.25	1.20	1.21	0.01	0.8	60	68	201	111
054: US 30 (Lancaster Ave) from US 322 (Downingtown) to PA 82 (Coatesville) - WB	Chester	No	1.35	1.38	1.44	1.40	1.37	1.28	1.34	1.52	1.39	1.38	-0.01	-0.7	82	80	90	42
055: US 30 Bypass from US 202 to PA 100 - EB	Chester	Yes	0.91	0.91	0.92	0.92	0.93	0.93	0.93	0.93	0.92	0.93	0.01	1.1	60	59	329	319
055: US 30 Bypass from US 202 to PA 100 - WB	Chester	Yes	1.00	0.98	1.29	1.69	0.94	0.94	0.93	0.94	1.24	0.94	-0.30	-24.2	290	308	174	306
056: US 30 Bypass from PA 100 to US 30 Business - EB	Chester	Yes	0.93	0.93	0.94	0.94	0.94	0.93	0.94	0.95	0.94	0.94	0.00	0.0	73	72	315	306
056: US 30 Bypass from PA 100 to US 30 Business - WB	Chester	Yes	1.88	2.42	2.93	2.66	1.02	1.07	1.08	1.70	2.47	1.22	-1.25	-50.6	337	336	10	102
057: US 30 Bypass from US 30 Business to Reeceville Rd - EB	Chester	Yes	0.92	0.93	0.94	0.92	0.94	0.93	0.93	0.96	0.93	0.94	0.01	1.1	71	59	322	306
057: US 30 Bypass from US 30 Business to Reeceville Rd - WB	Chester	Yes	1.32	1.33	1.37	1.21	1.06	1.02	1.08	1.53	1.31	1.17	-0.14	-10.7	213	211	135	139
058: US 1 from PA 10 to Cypress St (Kennett Square) - NB	Chester	Yes	0.94	0.94	0.97	0.96	0.94	0.94	0.94	0.94	0.95	0.94	-0.01	-1.1	82	90	312	306
058: US 1 from PA 10 to Cypress St (Kennett Square) - SB	Chester	Yes	0.93	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.0	73	72	322	319
059: US 322 from I-95 to PA 452 - EB	Delaware	No	1.25	0.99	1.30	1.19	1.00	1.13	1.11	1.08	1.18	1.08	-0.10	-8.5	171	188	215	215
059: US 322 from I-95 to PA 452 - WB	Delaware	No	1.11	0.98	1.04	0.99	1.05	1.04	1.10	1.11	1.03	1.08	0.05	4.9	39	38	284	215
060: US 322 from PA 452 to US 1 - EB	Delaware	No	2.01	1.97	1.89	2.44	1.71	1.80	1.75	1.75	2.08	1.75	-0.33	-15.9	299	264	17	19
060: US 322 from PA 452 to US 1 - WB	Delaware	No	1.62	1.64	1.60	1.50	1.20	1.22	1.25	1.20	1.59	1.22	-0.37	-23.3	306	304	46	102
061: PA 291 from US 13 to I-95 - NB	Delaware	No	0.98	0.97	0.97	0.97	0.95	0.93	0.95	0.92	0.97	0.94	-0.03	-3.1	103	107	306	306
061: PA 291 from US 13 to I-95 - SB	Delaware	No	1.06	1.03	1.02	1.05	0.99	1.02	0.94	0.97	1.04	0.98	-0.06	-5.8	140	154	278	278
062: PA 291 from I-95 to I-76 - NB	Philadelphia	No	1.26	1.32	1.47	1.55	0.97	0.99	1.03	0.96	1.40	0.99	-0.41	-29.3	316	323	87	273
062: PA 291 from I-95 to I-76 - SB	Philadelphia	No	1.04	1.06	1.08	1.10	0.99	1.02	0.97	1.01	1.07	1.00	-0.07	-6.5	151	161	265	265
063: US 30 (Lancaster Ave) from Coatesville to US 30 Bypass - EB	Chester	No	1.01	1.01	1.00	1.01	1.05	1.03	1.04	1.03	1.01	1.04	0.03	3.0	48	48	292	242
063: US 30 (Lancaster Ave) from Coatesville to US 30 Bypass - WB	Chester	No	1.01	1.02	1.04	1.03	0.99	0.98	0.97	0.99	1.03	0.98	-0.05	-4.9	127	142	284	278
064: US 322/US 202 from US 1 to PA 3 - NB	Chester, Delaware	No	1.19	1.12	1.18	1.22	1.01	0.99	1.03	1.20	1.18	1.06	-0.12	-10.2	194	206	215	232
064: US 322/US 202 from US 1 to PA 3 - SB	Chester, Delaware	No	1.48	1.67	1.77	1.62	1.36	1.29	1.39	1.48	1.64	1.38	-0.26	-15.9	280	264	39	42
065: US 202 from PA 3 to US 30 - NB	Chester	Yes	0.94	0.93	0.95	0.94	0.94	0.94	0.94	0.96	0.94	0.95	0.01	1.1	60	59	315	293
065: US 202 from PA 3 to US 30 - SB	Chester	Yes	1.32	1.44	1.34	1.36	0.94	0.96	0.95	1.01	1.37	0.97	-0.40	-29.2	314	322	96	284
066: US 202 from US 30 to PA 29 - NB	Chester	Yes	0.98	0.97	0.99	0.98	0.95	0.95	0.95	0.95	0.98	0.95	-0.03	-3.1	103	107	301	293
066: US 202 from US 30 to PA 29 - SB	Chester	Yes	1.38	1.09	1.08	1.23	0.94	0.94	0.93	0.93	1.20	0.94	-0.26	-21.7	280	300	201	306
067: US 202 from I-76 to DeKalb St - NB	Montgomery	No	1.64	1.61	1.95	1.74	1.43	1.31	1.40	1.37	1.74	1.38	-0.36	-20.7	303	296	29	42
067: US 202 from I-76 to DeKalb St - SB	Montgomery	No	1.18	1.10	1.18	1.17	1.49	1.50	1.52	1.52	1.16	1.51	0.35	30.2	11	8	226	33
068A: US 202 (Markley St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - NB	Montgomery	No	1.63	1.47	1.68	1.59	1.03	1.07	1.08	1.06	1.59	1.06	-0.53	-33.3	323	330	46	232

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
068A: US 202 (Markley St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - SB	Montgomery	No	1.36	1.27	1.31	1.27	1.30	1.29	1.23	1.23	1.30	1.26	-0.04	-3.1	116	107	143	75
068B: US 202 (DeKalb St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - NB	Montgomery	No	1.35	1.22	1.37	1.28	1.09	1.05	1.06	1.07	1.31	1.07	-0.24	-18.3	273	283	135	223
068B: US 202 (DeKalb St) from US 202 (DeKalb Pk) to Johnson Hwy (202 split) - SB	Montgomery	No	1.15	1.19	1.16	1.19	1.07	1.08	1.05	1.07	1.17	1.07	-0.10	-8.5	171	188	223	223
068C: Johnson Hwy (202 split) from US 202 (Markley St) to US 202 (DeKalb St) - NB	Montgomery	No	1.07	1.04	1.11	1.18	0.98	0.99	0.94	0.93	1.10	0.96	-0.14	-12.7	213	240	258	287
068C: Johnson Hwy (202 split) from US 202 (Markley St) to US 202 (DeKalb St) - SB	Montgomery	No	1.15	1.15	1.10	1.16	0.91	0.97	0.96	0.98	1.14	0.96	-0.18	-15.8	245	263	238	287
069: US 202 from Johnson Hwy (202 split) to PA 73 (Skippack Pk) - NB	Montgomery	No	1.29	1.32	1.35	1.29	1.13	1.16	1.14	1.18	1.31	1.15	-0.16	-12.2	231	227	135	153
069: US 202 from Johnson Hwy (202 split) to PA 73 (Skippack Pk) - SB	Montgomery	No	1.33	1.28	1.30	1.26	1.10	1.06	1.08	1.10	1.29	1.09	-0.20	-15.5	252	258	149	208
070: US 202 from PA 73 (Skippack Pk) to PA 309 - NB	Montgomery	No	1.58	1.53	1.54	1.47	1.22	1.22	1.22	1.21	1.53	1.22	-0.31	-20.3	293	293	54	102
070: US 202 from PA 73 (Skippack Pk) to PA 309 - SB	Montgomery	No	1.29	1.27	1.26	1.28	1.20	1.19	1.18	1.21	1.28	1.20	-0.08	-6.3	160	159	153	118
071: US 202 from PA 309 to PA 611 - NB	Bucks, Montgomery	No	1.13	1.09	1.07	1.07	1.04	1.06	1.03	1.02	1.09	1.04	-0.05	-4.6	127	135	262	242
071: US 202 from PA 309 to PA 611 - SB	Bucks, Montgomery	No	1.17	1.17	1.09	1.11	1.11	1.11	1.12	1.07	1.14	1.10	-0.04	-3.5	114	119	238	198
072: US 202 from PA 611 to PA 413 - NB	Bucks	No	1.03	1.03	1.00	1.05	1.00	1.01	1.00	1.00	1.03	1.00	-0.03	-2.9	103	104	284	265
072: US 202 from PA 611 to PA 413 - SB	Bucks	No	1.02	1.01	1.01	1.05	0.99	0.99	0.99	0.98	1.02	0.99	-0.03	-2.9	103	104	289	273
073: US 202 from PA 413 to NJ Border - NB	Bucks	No	1.21	1.23	1.16	1.21	1.18	1.14	1.14	1.13	1.20	1.15	-0.05	-4.2	127	128	201	153
073: US 202 from PA 413 to NJ Border - SB	Bucks	No	1.19	1.20	1.16	1.26	1.19	1.15	1.15	1.13	1.20	1.16	-0.04	-3.3	116	118	201	144
074: US 422 from PA 100 to PA 29 - EB	Montgomery	Yes	1.21	1.09	0.94	0.92	0.95	0.94	0.94	0.94	1.04	0.94	-0.10	-9.6	178	202	278	306
074: US 422 from PA 100 to PA 29 - WB	Montgomery	Yes	0.95	0.97	0.94	0.96	0.93	1.29	0.93	0.96	0.96	1.03	0.07	7.3	33	30	308	253
075: US 422 from PA 29 to Egypt Rd - EB	Montgomery	Yes	0.93	0.93	0.95	0.94	0.94	0.94	0.94	0.96	0.94	0.95	0.01	1.1	60	59	315	293
075: US 422 from PA 29 to Egypt Rd - WB	Montgomery	Yes	1.68	1.79	1.71	1.89	1.21	1.12	1.13	1.50	1.77	1.24	-0.53	-29.9	323	325	25	89
076: US 422 from Egypt Rd to Trooper Rd - EB	Montgomery	Yes	0.94	0.94	1.03	0.94	0.92	0.92	0.92	0.93	0.96	0.92	-0.04	-4.2	115	128	308	325
076: US 422 from Egypt Rd to Trooper Rd - WB	Montgomery	Yes	1.60	1.73	1.67	1.86	0.97	0.97	0.96	1.36	1.72	1.07	-0.65	-37.8	331	332	31	223
077: US 422 from Trooper Rd to US 202 - EB	Montgomery	Yes	0.98	0.98	1.05	0.99	0.95	0.95	0.94	0.96	1.00	0.95	-0.05	-5.0	127	143	296	293
077: US 422 from Trooper Rd to US 202 - WB	Montgomery	Yes	1.71	1.61	1.92	1.82	0.90	1.08	0.89	0.94	1.77	0.95	-0.82	-46.3	333	334	25	293
078: Market St from I-95 (Penns Landing) to PA 611 (Broad St) - EB	Philadelphia	No	1.30	1.33	1.35	1.33	2.71	2.69	2.75	2.70	1.33	2.71	1.38	103.8	1	1	124	4
078: Market St from I-95 (Penns Landing) to PA 611 (Broad St) - WB	Philadelphia	No	1.39	1.42	1.33	1.30	1.14	1.17	1.17	1.17	1.36	1.16	-0.20	-14.7	252	252	104	144
079: Market St from PA 611 (Broad St) to 63rd St (Cobbs Creek Pkwy) - EB	Philadelphia	No	1.23	1.30	1.29	1.25	1.18	1.20	1.16	1.26	1.27	1.20	-0.07	-5.5	151	152	159	118
079: Market St from PA 611 (Broad St) to 63rd St (Cobbs Creek Pkwy) - WB	Philadelphia	No	1.14	1.17	1.13	1.14	1.15	1.19	1.17	1.22	1.15	1.18	0.03	2.6	48	52	235	133
080: PA 3 from 63rd St (Cobbs Creek Pkwy) to US 1 - EB	Delaware	No	1.37	1.26	1.22	1.33	1.24	1.21	1.25	1.24	1.30	1.24	-0.06	-4.6	140	135	143	89
080: PA 3 from 63rd St (Cobbs Creek Pkwy) to US 1 - WB	Delaware	No	1.61	1.56	1.64	1.57	1.20	1.18	1.22	1.23	1.60	1.21	-0.39	-24.4	311	309	43	111
081: PA 3 (West Chester Pk) from US 1 to I-476 - EB	Delaware	No	1.75	1.96	1.87	1.81	1.30	1.21	1.26	1.27	1.85	1.26	-0.59	-31.9	326	329	20	75
081: PA 3 (West Chester Pk) from US 1 to I-476 - WB	Delaware	No	1.46	1.50	1.47	1.42	1.09	1.06	1.08	1.09	1.46	1.08	-0.38	-26.0	309	315	71	215
082: PA 3 (West Chester Pk) from I-476 to PA 252 - EB	Delaware	No	1.66	1.55	1.63	1.68	1.31	1.31	1.30	1.31	1.63	1.31	-0.32	-19.6	294	289	40	61
082: PA 3 (West Chester Pk) from I-476 to PA 252 - WB	Delaware	No	1.41	1.26	1.27	1.24	1.26	1.28	1.21	1.24	1.30	1.25	-0.05	-3.8	127	123	143	83
083: PA 3 (West Chester Pk) from PA 252 to PA 352 - EB	Chester, Delaware	No	1.40	1.15	1.17	1.17	1.07	1.06	1.06	1.07	1.22	1.07	-0.15	-12.3	222	228	187	223
083: PA 3 (West Chester Pk) from PA 252 to PA 352 - WB	Chester, Delaware	No	1.23	1.06	1.11	1.12	1.04	1.02	1.02	1.03	1.13	1.03	-0.10	-8.8	171	191	244	253
084: PA 3 (West Chester Pk) from PA 352 to US 202 - EB	Chester	No	1.07	1.06	1.09	1.05	1.13	1.12	1.12	1.14	1.07	1.13	0.06	5.6	37	35	265	174
084: PA 3 (West Chester Pk) from PA 352 to US 202 - WB	Chester	No	1.10	1.11	1.18	1.23	1.18	1.19	1.18	1.21	1.16	1.19	0.03	2.6	48	52	226	128
085: PA 3 (West Chester Pk) from US 202 to US 322 Bus (High St) - EB	Chester	No	1.10	1.11	1.17	1.19	1.23	1.17	1.20	1.23	1.14	1.21	0.07	6.1	33	34	238	111
085: PA 3 (West Chester Pk) from US 202 to US 322 Bus (High St) - WB	Chester	No	0.99	1.02	1.03	1.06	0.98	1.00	0.98	1.01	1.03	0.99	-0.04	-3.9	116	124	284	273
086: PA 113 from US 422 to PA 73 (Skippack Pk) - NB	Montgomery	No	1.21	1.19	1.20	1.24	1.06	1.04	1.06	1.07	1.21	1.06	-0.15	-12.4	222	231	194	232
086: PA 113 from US 422 to PA 73 (Skippack Pk) - SB	Montgomery	No	1.31	1.28	1.30	1.36	1.07	1.09	1.09	1.12	1.31	1.09	-0.22	-16.8	263	274	135	208
087: PA 113 from PA 73 (Skippack Pk) to Allentown Rd - NB	Montgomery	No	1.21	1.25	1.18	1.30	1.14	1.09	1.11	1.09	1.24	1.11	-0.13	-10.5	205	209	174	189
087: PA 113 from PA 73 (Skippack Pk) to Allentown Rd - SB	Montgomery	No	1.21	1.23	1.21	1.18	1.05	1.07	1.07	1.07	1.21	1.07	-0.14	-11.6	213	221	194	223
088: PA 113 from Allentown Rd to PA 309 - NB	Montgomery	No	1.28	1.16	1.19	1.19	1.06	1.08	1.11	1.16	1.21	1.10	-0.11	-9.1	185	195	194	198
088: PA 113 from Allentown Rd to PA 309 - SB	Montgomery	No	1.13	1.14	1.14	1.16	1.09	1.15	1.12	1.11	1.14	1.12	-0.02	-1.8	93	95	238	180
089: PA 132 (Street Rd) from I-95 to US 1 - NB	Bucks	No	1.20	1.12	1.15	1.13	1.14	1.13	1.16	1.22	1.15	1.16	0.01	0.9	60	66	235	144
089: PA 132 (Street Rd) from I-95 to US 1 - SB	Bucks	No	1.38	1.45	1.44	1.40	1.20	1.17	1.18	1.23	1.42	1.20	-0.22	-15.5	263	258	80	118

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
090: PA 132 (Street Rd) from US 1 to PA 611 (Easton Rd) - NB	Bucks	No	1.41	1.33	1.39	1.33	1.19	1.17	1.21	1.22	1.37	1.20	-0.17	-12.4	242	231	96	118
090: PA 132 (Street Rd) from US 1 to PA 611 (Easton Rd) - SB	Bucks	No	1.46	1.30	1.30	1.29	1.26	1.21	1.19	1.26	1.34	1.23	-0.11	-8.2	185	181	118	94
091: PA 63 from I-95 to US 1 - EB	Bucks, Philadelphia	Yes	1.51	1.00	1.05	1.06	0.95	1.09	0.95	0.99	1.16	1.00	-0.16	-13.8	231	246	226	265
091: PA 63 from I-95 to US 1 - WB	Bucks, Philadelphia	Yes	0.95	0.92	0.94	0.93	0.94	0.94	0.95	0.95	0.94	0.95	0.01	1.1	60	59	315	293
092: PA 63 from PA 611 (Easton Rd) to PA 152 (Limekiln Pk) - EB	Montgomery	No	1.39	1.41	1.44	1.42	1.17	1.17	1.16	1.18	1.42	1.17	-0.25	-17.6	277	278	80	139
092: PA 63 from PA 611 (Easton Rd) to PA 152 (Limekiln Pk) - WB	Montgomery	No	1.42	1.42	1.40	1.38	1.26	1.24	1.25	1.25	1.41	1.25	-0.16	-11.3	231	216	86	83
093: PA 63 from PA 152 (Limekiln Pk) to PA 309 - EB	Montgomery	No	1.23	1.22	1.21	1.19	1.09	1.07	1.07	1.09	1.21	1.08	-0.13	-10.7	205	211	194	215
093: PA 63 from PA 152 (Limekiln Pk) to PA 309 - WB	Montgomery	No	1.37	1.39	1.38	1.37	1.12	1.12	1.09	1.10	1.38	1.11	-0.27	-19.6	282	289	92	189
094: PA 63 from PA 309 to I-476 - EB	Montgomery	No	1.35	1.33	1.32	1.35	1.16	1.15	1.14	1.17	1.34	1.16	-0.18	-13.4	245	245	118	144
094: PA 63 from PA 309 to I-476 - WB	Montgomery	No	1.34	1.35	1.38	1.34	1.13	1.13	1.12	1.11	1.35	1.12	-0.23	-17.0	270	276	112	180
095: County Line Rd from PA 532 to PA 611 - EB	Bucks, Montgomery	No	1.48	1.36	1.31	1.26	1.22	1.22	1.20	1.22	1.35	1.22	-0.13	-9.6	205	202	112	102
095: County Line Rd from PA 532 to PA 611 - WB	Bucks, Montgomery	No	1.31	1.21	1.22	1.24	1.19	1.15	1.18	1.17	1.25	1.17	-0.08	-6.4	160	160	168	139
096: County Line Rd from PA 611 to PA 309 - EB	Bucks, Montgomery	No	1.22	1.26	1.23	1.28	1.16	1.14	1.13	1.13	1.25	1.14	-0.11	-8.8	185	191	168	161
096: County Line Rd from PA 611 to PA 309 - WB	Bucks, Montgomery	No	1.34	1.26	1.36	1.42	1.15	1.15	1.12	1.11	1.35	1.13	-0.22	-16.3	263	269	112	174
097: PA 332 from County Line Rd to PA 413 (Newtown Bypass) - EB	Bucks	No	1.22	1.21	1.23	1.25	1.12	1.10	1.12	1.12	1.23	1.12	-0.11	-8.9	185	193	183	180
097: PA 332 from County Line Rd to PA 413 (Newtown Bypass) - WB	Bucks	No	1.20	1.17	1.20	1.22	1.12	1.12	1.10	1.08	1.20	1.11	-0.09	-7.5	163	173	201	189
098: PA 332 from PA 413 (Newtown Bypass) to I-295 - EB	Bucks	No	1.51	1.29	1.12	1.16	1.11	1.13	1.10	1.10	1.27	1.11	-0.16	-12.6	231	237	159	189
098: PA 332 from PA 413 (Newtown Bypass) to I-295 - WB	Bucks	No	1.37	1.39	1.23	1.20	1.11	1.13	1.09	1.10	1.30	1.11	-0.19	-14.6	249	251	143	189
099: PA 611 (Broad St) from Washington Ave to Girard Ave - NB	Philadelphia	No	1.35	1.28	1.40	1.46	1.29	1.27	1.26	1.31	1.37	1.28	-0.09	-6.6	165	164	96	72
099: PA 611 (Broad St) from Washington Ave to Girard Ave - SB	Philadelphia	No	1.38	1.42	1.39	1.54	1.29	1.30	1.30	1.33	1.43	1.31	-0.12	-8.4	194	187	79	61
100: PA 611 (Broad St) from Girard Ave to US 1 - 100 NB	Philadelphia	No	1.24	1.17	1.23	1.26	1.46	1.39	1.49	1.72	1.23	1.52	0.29	23.6	12	9	183	30
100: PA 611 (Broad St) from Girard Ave to US 1 - 100 SB	Philadelphia	No	1.38	1.40	1.43	1.53	1.49	1.46	1.48	1.63	1.44	1.52	0.08	5.6	31	35	76	30
101: PA 611 (Broad St) from US 1 to PA 309 - NB	Philadelphia	No	1.30	1.14	1.23	1.25	1.50	1.45	1.55	1.57	1.23	1.52	0.29	23.6	12	9	183	30
101: PA 611 (Broad St) from US 1 to PA 309 - SB	Philadelphia	No	1.26	1.23	1.22	1.25	1.33	1.35	1.35	1.39	1.24	1.36	0.12	9.7	22	23	174	49
102: PA 611 from PA 309 to PA 73 - NB	Montgomery	No	1.07	0.95	0.97	1.00	1.00	1.00	0.99	1.02	1.00	1.00	0.00	0.0	73	72	296	265
102: PA 611 from PA 309 to PA 73 - SB	Montgomery	No	1.34	1.33	1.32	1.37	1.11	1.14	1.15	1.15	1.34	1.14	-0.20	-14.9	252	255	118	161
103: PA 611 from PA 73 to I-276 - NB	Montgomery	No	1.32	1.25	1.31	1.35	1.31	1.33	1.31	1.35	1.31	1.33	0.02	1.5	56	57	135	55
103: PA 611 from PA 73 to I-276 - SB	Montgomery	No	1.46	1.36	1.43	1.44	1.36	1.36	1.36	1.39	1.42	1.37	-0.05	-3.5	123	119	80	47
104: PA 611 from I-276 to PA 132 (Street Rd) - NB	Bucks, Montgomery	No	1.22	1.22	1.28	1.23	1.20	1.18	1.15	1.17	1.24	1.18	-0.06	-4.8	140	140	174	133
104: PA 611 from I-276 to PA 132 (Street Rd) - SB	Bucks, Montgomery	No	1.20	1.16	1.13	1.15	1.18	1.22	1.18	1.21	1.16	1.20	0.04	3.4	42	44	226	118
105: PA 309 from PA 611 to I-276 - NB	Montgomery	Yes	1.09	1.02	1.05	1.11	1.00	1.01	1.01	1.04	1.07	1.02	-0.05	-4.7	127	138	265	260
105: PA 309 from PA 611 to I-276 - SB	Montgomery	Yes	1.49	1.43	1.39	1.49	1.10	1.07	1.09	1.10	1.45	1.09	-0.36	-24.8	303	310	74	208
106: PA 309 from I-276 to PA 63 - NB	Montgomery	Yes	1.10	1.01	1.03	1.01	1.01	1.04	1.05	1.19	1.04	1.07	0.03	2.9	48	49	278	223
106: PA 309 from I-276 to PA 63 - SB	Montgomery	Yes	1.06	0.96	1.00	0.96	0.94	0.96	0.94	0.94	1.00	0.95	-0.05	-5.0	127	143	296	293
107: PA 309 from PA 63 to PA 113 - NB	Montgomery	No	1.34	1.32	1.35	1.41	1.16	1.20	1.12	1.28	1.36	1.19	-0.17	-12.5	242	233	104	128
107: PA 309 from PA 63 to PA 113 - SB	Montgomery	No	1.17	1.13	1.20	1.29	1.21	1.21	1.24	1.23	1.20	1.22	0.02	1.7	56	55	201	102
108: PA 309 from PA 113 to Rich Hill Rd - NB	Bucks	Yes	0.91	0.92	0.90	0.91	0.96	0.95	0.93	0.92	0.91	0.94	0.03	3.3	55	45	333	306
108: PA 309 from PA 113 to Rich Hill Rd - SB	Bucks	Yes	0.94	0.93	0.92	0.94	0.90	0.92	0.89	0.90	0.93	0.90	-0.03	-3.2	103	112	322	334
109: PA 63 from US 1 to PA 611 (Easton Rd) - EB	Montgomery, Philadelphia	No	1.51	1.39	1.38	1.46	1.08	1.06	1.06	1.07	1.44	1.07	-0.37	-25.7	306	312	76	223
109: PA 63 from US 1 to PA 611 (Easton Rd) - WB	Montgomery, Philadelphia	No	1.21	1.19	1.24	1.23	1.02	1.01	1.03	1.03	1.22	1.02	-0.20	-16.4	252	271	187	260
110: Ridge Ave from Callowhill St to US 1 - NB	Philadelphia	No	1.40	1.29	1.39	1.40	1.26	1.22	1.30	1.27	1.37	1.26	-0.11	-8.0	185	178	96	75
110: Ridge Ave from Callowhill St to US 1 - SB	Philadelphia	No	1.34	1.26	1.28	1.31	1.18	1.17	1.18	1.20	1.30	1.18	-0.12	-9.2	194	196	143	133
111: Ridge Ave from US 1 to Northwestern Ave (County Line) - NB	Philadelphia	No	1.43	1.34	1.44	1.35	1.21	1.19	1.24	1.38	1.39	1.26	-0.13	-9.4	205	198	90	75
111: Ridge Ave from US 1 to Northwestern Ave (County Line) - SB	Philadelphia	No	1.34	1.19	1.28	1.23	1.26	1.26	1.31	1.35	1.26	1.30	0.04	3.2	42	46	165	65
112: Ridge Ave from Northwestern Ave (County Line) to I-476 - NB	Montgomery	No	1.25	1.15	1.15	1.15	1.08	1.08	1.08	1.11	1.18	1.09	-0.09	-7.6	163	174	215	208
112: Ridge Ave from Northwestern Ave (County Line) to I-476 - SB	Montgomery	No	1.83	1.89	1.87	1.80	1.34	1.30	1.34	1.35	1.85	1.33	-0.52	-28.1	321	321	20	55
113: PA 100 from PA 73 to S. Hanover St - NB	Chester, Montgomery	No	1.24	1.06	1.07	1.11	0.98	0.98	0.97	0.98	1.12	0.98	-0.14	-12.5	213	233	247	278

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
113: PA 100 from PA 73 to S. Hanover St - SB	Chester, Montgomery	No	1.05	1.06	1.04	1.05	1.01	0.99	0.98	1.01	1.05	1.00	-0.05	-4.8	127	140	276	265
114: PA 100 from S. Hanover St to Nantmead Rd - NB	Chester	No	1.07	1.05	1.16	1.16	1.04	1.04	1.05	1.06	1.11	1.05	-0.06	-5.4	140	148	251	239
114: PA 100 from S. Hanover St to Nantmead Rd - SB	Chester	No	0.99	1.00	1.00	1.00	1.03	1.03	1.04	1.05	1.00	1.04	0.04	4.0	42	43	296	242
115: PA 100 from Nantmead Rd to US 30 Bypass - NB	Chester	No	1.35	1.34	1.43	1.39	1.19	1.18	1.21	1.21	1.38	1.20	-0.18	-13.0	245	243	92	118
115: PA 100 from Nantmead Rd to US 30 Bypass - SB	Chester	No	1.23	1.16	1.23	1.20	1.18	1.19	1.18	1.18	1.21	1.18	-0.03	-2.5	103	101	194	133
116: PA 100 from US 30 Bypass to US 202 - NB	Chester	Yes	1.83	1.44	2.31	1.75	1.36	1.49	1.63	1.63	1.83	1.53	-0.30	-16.4	290	271	23	29
116: PA 100 from US 30 Bypass to US 202 - SB	Chester	Yes	1.49	2.29	1.73	1.90	0.97	0.98	0.97	0.99	1.85	0.98	-0.87	-47.0	334	335	20	278
117: I-676 (Vine Street Expy) from I-76 to I-95 - EB	Philadelphia	Yes	3.89	3.05	4.11	2.87	3.82	3.78	3.89	4.27	3.48	3.94	0.46	13.2	8	14	1	1
117: I-676 (Vine Street Expy) from I-76 to I-95 - WB	Philadelphia	Yes	2.65	2.48	1.97	3.65	3.82	3.52	3.75	3.78	2.69	3.72	1.03	38.3	2	5	6	2
118: Baltimore Ave from US 13 to North Ave - EB	Delaware	No	1.62	1.58	1.52	1.63	1.45	1.35	1.37	1.39	1.59	1.39	-0.20	-12.6	252	237	46	41
118: Baltimore Ave from US 13 to North Ave - WB	Delaware	No	1.54	1.48	1.45	1.55	1.52	1.40	1.39	1.44	1.51	1.44	-0.07	-4.6	151	135	58	37
119: Baltimore Pk from North Ave to I-476 - EB	Delaware	No	1.57	1.47	1.49	1.48	1.45	1.55	1.58	1.57	1.50	1.54	0.04	2.7	42	51	60	28
119: Baltimore Pk from North Ave to I-476 - WB	Delaware	No	1.43	1.45	1.47	1.51	1.34	1.36	1.35	1.35	1.47	1.35	-0.12	-8.2	194	181	66	50
120: Baltimore Pk from I-476 to US 1 - EB	Delaware	No	1.32	1.33	1.32	1.33	1.55	1.53	1.45	1.42	1.33	1.49	0.16	12.0	18	17	124	35
120: Baltimore Pk from I-476 to US 1 - WB	Delaware	No	1.25	1.20	1.22	1.21	1.38	1.36	1.31	1.31	1.22	1.34	0.12	9.8	22	21	187	53
121: US 13 from I-95 to PA 63 - NB	Bucks	No	1.20	1.17	1.21	1.19	1.12	1.13	1.13	1.11	1.19	1.12	-0.07	-5.9	150	155	209	180
121: US 13 from I-95 to PA 63 - SB	Bucks	No	1.48	1.32	1.34	1.24	1.10	1.09	1.11	1.10	1.35	1.10	-0.25	-18.5	277	284	112	198
122: US 13 from PA 63 to US 1 (Roosevelt Blvd) - NB	Bucks, Philadelphia	No	1.15	1.14	1.12	1.19	1.25	1.25	1.23	1.27	1.15	1.25	0.10	8.7	26	24	235	83
122: US 13 from PA 63 to US 1 (Roosevelt Blvd) - SB	Bucks, Philadelphia	No	1.36	1.17	1.21	1.26	1.22	1.20	1.19	1.22	1.25	1.21	-0.04	-3.2	116	112	168	111
123: PA 463 from PA 113 to PA 309 - NB	Montgomery	No	1.24	1.24	1.25	1.28	1.15	1.18	1.13	1.16	1.25	1.16	-0.09	-7.2	165	170	168	144
123: PA 463 from PA 113 to PA 309 - SB	Montgomery	No	1.25	1.18	1.22	1.29	1.18	1.14	1.12	1.16	1.24	1.15	-0.09	-7.3	165	171	174	153
124: PA 463 from PA 309 to PA 611 - NB	Montgomery	No	1.34	1.32	1.35	1.30	1.06	1.06	1.06	1.04	1.33	1.06	-0.27	-20.3	282	293	124	232
124: PA 463 from PA 309 to PA 611 - SB	Montgomery	No	1.24	1.29	1.25	1.26	1.10	1.10	1.09	1.10	1.26	1.10	-0.16	-12.7	231	240	165	198
125: PA 73 from SR 2056 (Washington Lane) to PA 309 - EB	Montgomery	No	1.30	1.27	1.30	1.27	1.14	1.12	1.12	1.16	1.29	1.14	-0.15	-11.6	222	221	149	161
125: PA 73 from SR 2056 (Washington Lane) to PA 309 - WB	Montgomery	No	1.37	1.34	1.39	1.33	1.15	1.14	1.16	1.20	1.36	1.16	-0.20	-14.7	252	252	104	144
126: PA 73 from PA 309 to US 202 - NB	Montgomery	No	1.56	1.41	1.41	1.49	1.15	1.18	1.18	1.20	1.47	1.18	-0.29	-19.7	287	291	66	133
126: PA 73 from PA 309 to US 202 - SB	Montgomery	No	1.83	1.79	1.77	1.77	1.26	1.19	1.19	1.23	1.79	1.22	-0.57	-31.8	325	328	24	102
127: PA 73 from US 202 to PA 113 - EB	Montgomery	No	1.12	1.10	1.11	1.09	1.09	1.07	1.07	1.07	1.11	1.08	-0.03	-2.7	103	102	251	215
127: PA 73 from US 202 to PA 113 - WB	Montgomery	No	1.34	1.25	1.28	1.36	1.20	1.21	1.24	1.20	1.31	1.21	-0.10	-7.6	178	174	135	111
128: PA 363 (S Valley Forge Rd) from PA 63 (Welsh Rd) to PA 73 (Skippack Pk) - NB	Montgomery	No	1.26	1.27	1.26	1.31	1.02	1.01	1.04	1.05	1.28	1.03	-0.25	-19.5	277	288	153	253
128: PA 363 (S Valley Forge Rd) from PA 63 (Welsh Rd) to PA 73 (Skippack Pk) - SB	Montgomery	No	1.37	1.36	1.40	1.46	1.02	1.04	1.01	1.08	1.40	1.04	-0.36	-25.7	303	312	87	242
129: PA 363 (S Valley Forge Rd) from PA 73 (Skippack Pk) to US 422 - NB	Montgomery	No	1.57	1.58	1.57	1.48	1.25	1.18	1.24	1.25	1.55	1.23	-0.32	-20.6	294	295	52	94
129: PA 363 (S Valley Forge Rd) from PA 73 (Skippack Pk) to US 422 - SB	Montgomery	No	1.37	1.33	1.36	1.32	1.15	1.14	1.13	1.14	1.35	1.14	-0.21	-15.6	260	262	112	161
130: Norristown Rd from PA 463 to US 202 - EB	Montgomery	No	1.33	1.33	1.27	1.42	1.13	1.10	1.10	1.09	1.34	1.11	-0.23	-17.2	270	277	118	189
130: Norristown Rd from PA 463 to US 202 - WB	Montgomery	No	1.45	1.44	1.40	1.57	1.18	1.19	1.18	1.20	1.47	1.19	-0.28	-19.0	286	287	66	128
131: Sumneytown Pk from US 202 to PA 63 (Forty Foot Rd) - NB	Montgomery	No	1.35	1.33	1.35	1.39	1.18	1.21	1.18	1.20	1.36	1.19	-0.17	-12.5	242	233	104	128
131: Sumneytown Pk from US 202 to PA 63 (Forty Foot Rd) - SB	Montgomery	No	1.40	1.44	1.42	1.40	1.30	1.28	1.28	1.30	1.42	1.29	-0.13	-9.2	205	196	80	69
132: SR 2017 (Susquehanna Rd) from PA 611 to I-276 - NB	Montgomery	No	1.39	1.34	1.38	1.37	1.16	1.12	1.14	1.18	1.37	1.15	-0.22	-16.1	263	267	96	153
132: SR 2017 (Susquehanna Rd) from PA 611 to I-276 - SB	Montgomery	No	1.48	1.51	1.39	1.45	1.12	1.10	1.13	1.13	1.46	1.12	-0.34	-23.3	300	304	71	180
133: PA 29 from PA 73 (Skippack Pk) to Ridge Pk - NB	Montgomery	No	1.06	1.11	1.11	1.16	1.17	1.13	1.16	1.20	1.11	1.17	0.06	5.4	37	37	251	139
133: PA 29 from PA 73 (Skippack Pk) to Ridge Pk - SB	Montgomery	No	1.16	1.08	1.05	1.11	1.03	1.02	1.07	1.10	1.10	1.06	-0.04	-3.6	116	121	258	232
134: PA 29 from Ridge Pk to US 422 - NB	Montgomery	No	1.36	1.30	1.31	1.35	1.14	1.12	1.16	1.15	1.33	1.14	-0.19	-14.3	249	247	124	161
134: PA 29 from Ridge Pk to US 422 - SB	Montgomery	No	1.29	1.31	1.34	1.37	1.20	1.19	1.21	1.19	1.33	1.20	-0.13	-9.8	205	204	124	118
135: Ridge Pk from I-476 to PA 29 - NB	Montgomery	No	1.57	1.43	1.45	1.45	1.23	1.15	1.21	1.26	1.48	1.21	-0.27	-18.2	282	281	63	111
135: Ridge Pk from I-476 to PA 29 - SB	Montgomery	No	1.26	1.19	1.20	1.17	1.12	1.11	1.11	1.11	1.21	1.11	-0.10	-8.3	171	185	194	189
136: PA 611 from PA 132 (Street Rd) to US 202 - NB	Bucks	No	1.12	1.10	1.13	1.13	1.05	1.05	1.07	1.07	1.12	1.06	-0.06	-5.4	140	148	247	232
136: PA 611 from PA 132 (Street Rd) to US 202 - SB	Bucks	No	1.19	1.19	1.20	1.26	1.24	1.22	1.23	1.22	1.21	1.23	0.02	1.7	56	55	194	94

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
137: PA 724 from PA 100 to PA 23 - NB	Chester	No	1.17	1.14	1.15	1.18	1.14	1.15	1.14	1.16	1.16	1.15	-0.01	-0.9	82	81	226	153
137: PA 724 from PA 100 to PA 23 - SB	Chester	No	1.05	1.08	1.07	1.08	1.08	1.08	1.07	1.10	1.07	1.08	0.01	0.9	60	66	265	215
138: PA 23 from PA 724 to US 422 - EB	Chester, Montgomery	No	1.15	1.21	1.21	1.20	1.23	1.23	1.23	1.25	1.19	1.24	0.05	4.2	39	41	209	89
138: PA 23 from PA 724 to US 422 - WB	Chester, Montgomery	No	1.42	1.48	1.66	1.53	1.29	1.29	1.31	1.32	1.52	1.30	-0.22	-14.5	263	249	56	65
139: PA 352/ Boot Rd (SR 2020) from Pottstown Pk to PA 3 - NB	Chester	No	1.15	1.13	1.20	1.22	1.04	1.03	1.04	1.06	1.18	1.04	-0.14	-11.9	213	225	215	242
139: PA 352/ Boot Rd (SR 2020) from Pottstown Pk to PA 3 - SB	Chester	No	1.20	1.20	1.24	1.25	1.04	1.04	1.04	1.05	1.22	1.04	-0.18	-14.8	245	254	187	242
140: US 322 from PA 82 to US 30 Business - EB	Chester	No	1.07	1.10	1.11	1.10	1.08	1.07	1.08	1.12	1.10	1.09	-0.01	-0.9	82	81	258	208
140: US 322 from PA 82 to US 30 Business - WB	Chester	No	1.20	1.18	1.20	1.18	1.20	1.16	1.25	1.27	1.19	1.22	0.03	2.5	48	54	209	102
141: PA 113 from PA 100 to US 30 Business - NB	Chester	No	1.08	1.13	1.13	1.13	1.11	1.09	1.10	1.15	1.12	1.11	-0.01	-0.9	82	81	247	189
141: PA 113 from PA 100 to US 30 Business - SB	Chester	No	1.32	1.18	1.37	1.41	1.19	1.20	1.23	1.27	1.32	1.22	-0.10	-7.6	178	174	130	102
142: PA 41 from US 1 to PA 7 - NB	Chester	No	1.34	1.21	1.26	1.18	1.24	1.15	1.21	1.18	1.25	1.20	-0.05	-4.0	127	126	168	118
142: PA 41 from US 1 to PA 7 - SB	Chester	No	1.16	1.20	1.12	1.25	1.21	1.23	1.30	1.30	1.18	1.26	0.08	6.8	31	31	215	75
143: US 30 Bypass from Reeceville Rd to PA 10 - EB	Chester	Yes	0.94	0.95	0.93	0.92	0.91	0.91	0.91	0.91	0.94	0.91	-0.03	-3.2	99	112	315	332
143: US 30 Bypass from Reeceville Rd to PA 10 - WB	Chester	Yes	0.95	0.91	0.93	0.93	0.93	0.91	0.94	1.16	0.93	0.99	0.06	6.5	36	32	322	273
144: PA 413 from State Line to US 1 Bus (Lincoln Hwy) - NB	Bucks	No	1.02	1.09	1.08	1.07	1.07	1.04	1.04	1.05	1.07	1.05	-0.02	-1.9	94	96	265	239
144: PA 413 from State Line to US 1 Bus (Lincoln Hwy) - SB	Bucks	No	1.26	1.21	1.20	1.14	1.10	1.09	1.09	1.13	1.20	1.10	-0.10	-8.3	171	185	201	198
145: PA 413 from US 1 Bus (Lincoln Hwy) to PA 332 - NB	Bucks	No	1.37	1.36	1.22	1.34	1.11	1.06	1.08	1.06	1.32	1.08	-0.24	-18.2	273	281	130	215
145: PA 413 from US 1 Bus (Lincoln Hwy) to PA 332 - SB	Bucks	No	1.56	1.38	1.38	1.58	1.28	1.26	1.22	1.25	1.48	1.25	-0.23	-15.5	270	258	63	83
146: Bristol Rd from PA 532 to US 202 Bus - NB	Bucks	No	1.22	1.22	1.20	1.22	1.17	1.13	1.13	1.13	1.22	1.14	-0.08	-6.6	160	164	187	161
146: Bristol Rd from PA 532 to US 202 Bus - SB	Bucks	No	1.35	1.27	1.27	1.31	1.18	1.13	1.13	1.13	1.30	1.14	-0.16	-12.3	231	228	143	161
147: PA 611 from US 202 to Stump Rd - NB	Bucks	No	1.29	1.19	1.14	1.17	1.18	1.14	1.13	1.13	1.20	1.15	-0.05	-4.2	127	128	201	153
147: PA 611 from US 202 to Stump Rd - SB	Bucks	No	1.05	1.03	1.02	1.03	1.03	1.04	1.03	1.04	1.03	1.04	0.01	1.0	60	64	284	242
148: PA 313 from PA 611 to PA 563 - EB	Bucks	No	1.07	1.05	1.07	1.10	1.15	1.16	1.15	1.16	1.07	1.16	0.09	8.4	30	25	265	144
148: PA 313 from PA 611 to PA 563 - WB	Bucks	No	1.18	1.14	1.30	1.51	1.40	1.44	1.30	1.39	1.28	1.38	0.10	7.8	28	27	153	42
149: PA 313 from PA 563 to PA 309 - EB	Bucks	No	1.07	1.05	1.04	1.11	1.09	1.11	1.10	1.09	1.07	1.10	0.03	2.8	48	50	265	198
149: PA 313 from PA 563 to PA 309 - WB	Bucks	No	1.08	1.09	1.11	1.19	1.11	1.13	1.12	1.10	1.12	1.12	0.00	0.0	73	72	247	180
150: PA 663 from PA 309 to I-476 NE Ext (Quakertown) - NB	Bucks	No	1.21	1.21	1.24	1.29	1.15	1.17	1.10	1.14	1.24	1.14	-0.10	-8.1	178	179	174	161
150: PA 663 from PA 309 to I-476 NE Ext (Quakertown) - SB	Bucks	No	1.18	1.14	1.15	1.17	1.16	1.15	1.12	1.12	1.16	1.14	-0.02	-1.7	94	93	226	161
151: PA 309 from Rich Hill Rd to Cherry Rd - NB	Bucks	No	1.39	1.33	1.33	1.42	1.29	1.30	1.27	1.26	1.37	1.28	-0.09	-6.6	165	164	96	72
151: PA 309 from Rich Hill Rd to Cherry Rd - SB	Bucks	No	1.39	1.46	1.42	1.42	1.19	1.20	1.21	1.21	1.42	1.20	-0.22	-15.5	263	258	80	118
152: US 202 Bus from PA 611 to County Line Rd - NB	Bucks	No	1.13	1.13	1.14	1.14	1.12	1.12	1.12	1.14	1.14	1.13	-0.01	-0.9	82	81	238	174
152: US 202 Bus from PA 611 to County Line Rd - SB	Bucks	No	1.29	1.32	1.19	1.32	1.16	1.14	1.17	1.15	1.28	1.16	-0.12	-9.4	194	198	153	144
153: US 202 from US 1 to State Line Rd - NB	Delaware	No	1.62	1.56	1.62	1.61	1.24	1.28	1.28	1.25	1.60	1.26	-0.34	-21.3	300	298	43	75
153: US 202 from US 1 to State Line Rd - SB	Delaware	No	1.34	1.37	1.52	1.65	1.22	1.21	1.24	1.23	1.47	1.23	-0.24	-16.3	273	269	66	94
154: PA 352 from I-95 to US 1 - NB	Delaware	No	1.25	1.12	1.20	1.17	1.03	1.04	1.05	1.03	1.19	1.04	-0.15	-12.6	222	237	209	242
154: PA 352 from I-95 to US 1 - SB	Delaware	No	1.29	1.21	1.26	1.30	1.16	1.17	1.18	1.18	1.27	1.17	-0.10	-7.9	178	177	159	139
155: PA 352 from US 1 to PA 3 - NB	Chester, Montgomery	No	1.25	1.19	1.19	1.27	1.10	1.09	1.10	1.11	1.23	1.10	-0.13	-10.6	205	210	183	198
155: PA 352 from US 1 to PA 3 - SB	Chester, Montgomery	No	1.55	1.50	1.66	1.75	1.25	1.34	1.34	1.36	1.62	1.32	-0.30	-18.5	290	284	41	57
156: PA 252 from Baltimore Pk to PA 3 - NB	Delaware	No	1.38	1.28	1.31	1.34	1.09	1.12	1.11	1.10	1.33	1.11	-0.22	-16.5	263	273	124	189
156: PA 252 from Baltimore Pk to PA 3 - SB	Delaware	No	1.59	1.65	1.68	1.82	1.33	1.35	1.35	1.43	1.69	1.37	-0.32	-18.9	294	286	34	47
157: Lansdowne Ave from US 13 to US 1 - NB	Delaware	No	1.41	1.31	1.31	1.26	1.23	1.26	1.35	1.26	1.32	1.28	-0.04	-3.0	116	106	130	72
157: Lansdowne Ave from US 13 to US 1 - SB	Delaware	No	1.49	1.48	1.47	1.39	1.34	1.31	1.38	1.33	1.46	1.34	-0.12	-8.2	194	181	71	53
158: PA 611 (S Broad St) from I-76 to Washington Ave - NB	Philadelphia	No	1.38	1.38	1.34	1.32	1.28	1.30	1.29	1.31	1.36	1.30	-0.06	-4.4	140	132	104	65
158: PA 611 (S Broad St) from I-76 to Washington Ave - SB	Philadelphia	No	1.17	1.20	1.26	1.33	1.25	1.25	1.23	1.28	1.24	1.25	0.01	0.8	60	68	174	83
159: PA 3 (Chestnut St) from Front St to Broad St - EB	Philadelphia	No	1.48	1.36	1.37	1.40	1.38	1.32	1.37	1.33	1.40	1.35	-0.05	-3.6	123	121	87	50
160: PA 3 (Chestnut St) from Broad St to 23rd St - EB	Philadelphia	No	0.00	0.00	0.00	0.00	0.89	0.91	0.95	0.94	0.00	0.92	0.92	0.0	3	72	338	325
161: PA 3 (Chestnut St) from 23rd St to 44th St - EB	Philadelphia	No	1.69	1.56	1.75	1.65	1.00	0.99	1.00	1.12	1.66	1.03	-0.63	-38.0	329	333	38	253

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
162: PA 3 (Walnut St) from Front St to Broad St - WB	Philadelphia	No	1.36	1.28	1.33	1.29	1.27	1.27	1.27	1.35	1.32	1.29	-0.03	-2.3	103	100	130	69
163: PA 3 (Walnut St) from Broad St to 23rd St - WB	Philadelphia	No	1.59	1.51	1.54	1.64	1.39	1.40	1.44	1.42	1.57	1.41	-0.16	-10.2	231	206	51	39
164: PA 3 (Walnut St) from 23rd St to 44th St - WB	Philadelphia	No	1.39	1.35	1.39	1.35	1.23	1.27	1.26	1.49	1.37	1.31	-0.06	-4.4	140	132	96	61
165: I-676 from North 6th St to Benjamin Franklin Bridge - EB	Philadelphia	Yes	1.02	1.03	0.99	0.98	1.07	1.23	1.06	1.13	1.01	1.12	0.11	10.9	24	19	292	180
165: I-676 from North 6th St to Benjamin Franklin Bridge - WB	Philadelphia	Yes	1.25	1.19	1.66	1.05	1.20	1.21	1.38	1.10	1.29	1.22	-0.07	-5.4	151	148	149	102
166: Route 90 from Richmond St to Betsy Ross Bridge - EB	Philadelphia	Yes	0.88	0.88	0.86	0.90	0.92	0.95	0.90	0.89	0.88	0.92	0.04	4.5	42	39	336	325
166: Route 90 from Richmond St to Betsy Ross Bridge - WB	Philadelphia	Yes	0.90	0.87	0.87	0.86	0.88	0.89	0.87	0.88	0.88	0.88	0.00	0.0	73	72	336	336
167: US 322 from I-95 to Commodore Barry Bridge - EB	Delaware	Yes	1.04	0.93	0.93	1.06	0.95	0.86	0.85	0.88	0.99	0.89	-0.10	-10.1	178	205	300	335
167: US 322 from I-95 to Commodore Barry Bridge - WB	Delaware	Yes	1.00	0.91	0.89	0.92	0.88	0.88	0.85	0.87	0.93	0.87	-0.06	-6.5	140	161	322	337
168: US 202 from PA 29 to I-76 - NB	Chester, Montgomery	Yes	0.95	0.89	0.95	0.96	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.0	73	72	315	306
168: US 202 from PA 29 to I-76 - SB	Chester, Montgomery	Yes	1.16	0.99	1.00	1.07	0.93	0.94	0.93	0.94	1.06	0.94	-0.12	-11.3	194	216	272	306
Pennsylvania Summary			**1.36**	**1.27**	**1.32**	**1.34**	**1.20**	**1.21**	**1.19**	**1.24**	**1.32**	**1.21**	-0.11	-8.3				

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
New Jersey Portion of the DVRPC Region																		
200: NJ Turnpike from Exit 5 (Burlington - Mt. Holly) to Exit 6 (PA Turnpike) - NB	Burlington	Yes	0.94	0.94	0.94	0.94	0.97	0.98	0.97	0.97	0.94	0.97	0.03	3.2	39	39	201	189
200: NJ Turnpike from Exit 5 (Burlington - Mt. Holly) to Exit 6 (PA Turnpike) - SB	Burlington	Yes	0.94	0.93	0.94	0.93	0.98	0.98	0.97	1.02	0.94	0.99	0.05	5.3	21	21	201	175
201: NJ Turnpike from Exit 6 (PA Turnpike) to Exit 7 (Bordentown - Trenton) - NB	Burlington	Yes	0.95	0.95	0.95	0.95	0.99	0.99	1.00	0.99	0.95	0.99	0.04	4.2	30	33	193	175
201: NJ Turnpike from Exit 6 (PA Turnpike) to Exit 7 (Bordentown - Trenton) - SB	Burlington	Yes	0.95	0.94	0.95	0.95	0.99	0.99	0.99	0.99	0.95	0.99	0.04	4.2	30	33	193	175
202: NJ Turnpike from Exit 7A (Trenton - Hamilton Twp) to Exit 8 (Hightstown - Freehold) - NB	Mercer	Yes	0.96	0.95	0.95	0.96	1.00	1.00	1.00	1.00	0.96	1.00	0.04	4.2	30	33	191	167
202: NJ Turnpike from Exit 7A (Trenton - Hamilton Twp) to Exit 8 (Hightstown - Freehold) - SB	Mercer	Yes	0.97	0.94	0.95	0.95	0.99	1.00	0.99	0.99	0.95	0.99	0.04	4.2	30	33	193	175
203: I-295 from CR 656 (Florence Columbus Rd) to I-195 - NB	Burlington	Yes	0.93	0.91	0.91	0.91	0.96	0.96	0.96	0.95	0.92	0.96	0.04	4.3	35	30	211	193
203: I-295 from CR 656 (Florence Columbus Rd) to I-195 - SB	Burlington	Yes	1.11	0.94	1.00	1.02	0.94	0.95	0.94	0.95	1.02	0.95	-0.07	-6.9	131	136	165	203
204: NJ Turnpike from Exit 2 (Swedesboro-Glassboro) to Exit 3 (Woodbury - South Camden) - NB	Gloucester	Yes	0.92	0.92	0.93	0.94	0.97	0.96	0.97	0.97	0.93	0.97	0.04	4.3	35	30	207	189
204: NJ Turnpike from Exit 2 (Swedesboro-Glassboro) to Exit 3 (Woodbury - South Camden) - SB	Gloucester	Yes	0.95	0.95	0.96	0.94	0.97	1.00	0.97	0.98	0.95	0.98	0.03	3.2	39	39	193	185
205: NJ Turnpike from Exit 3 (Woodbury - South Camden) to Exit 4 (Camden - Philadelphia) - NB	Camden	Yes	0.92	0.93	0.94	0.93	0.97	0.97	1.54	1.02	0.93	1.13	0.20	21.5	5	3	207	71
205: NJ Turnpike from Exit 3 (Woodbury - South Camden) to Exit 4 (Camden - Philadelphia) - SB	Camden	Yes	1.03	1.03	1.08	1.14	1.08	1.12	1.07	1.20	1.07	1.12	0.05	4.7	21	26	145	79
206: NJ Turnpike from Exit 4 (Camden - Philadelphia) to Exit 5 (Burlington - Mt. Holly) - NB	Burlington	Yes	0.93	0.94	0.92	0.92	0.95	0.95	1.73	0.96	0.93	1.15	0.22	23.7	4	2	207	61
206: NJ Turnpike from Exit 4 (Camden - Philadelphia) to Exit 5 (Burlington - Mt. Holly) - SB	Burlington	Yes	1.34	1.21	1.94	1.17	1.38	1.25	1.01	1.65	1.42	1.32	-0.10	-7.0	149	138	30	19
207: I-295 from US 130 to NJ 42 (Exit 26) - NB	Camden	Yes	1.05	0.97	1.03	0.99	0.99	0.99	1.36	1.07	1.01	1.10	0.09	8.9	13	13	169	94
207: I-295 from US 130 to NJ 42 (Exit 26) - SB	Camden	Yes	1.07	1.07	1.05	1.05	1.30	1.24	1.19	1.17	1.06	1.23	0.17	16.0	7	4	148	36
208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) - NB	Camden	Yes	1.01	1.25	1.10	1.00	0.98	0.97	1.40	1.26	1.09	1.15	0.06	5.5	19	20	135	61
208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) - SB	Camden	Yes	1.91	1.86	1.83	1.76	2.64	1.99	1.83	1.89	1.84	2.09	0.25	13.6	3	7	4	2
209: I-295 from NJ 70 (Exit 34) to CR 541 (Exit 47) - NB	Camden, Burlington	Yes	0.96	1.00	0.96	0.94	1.00	0.97	1.10	0.99	0.97	1.02	0.05	5.2	21	22	186	158
209: I-295 from NJ 70 (Exit 34) to CR 541 (Exit 47) - SB	Camden, Burlington	Yes	1.33	1.48	1.49	1.43	1.18	1.04	1.17	1.37	1.43	1.19	-0.24	-16.8	195	194	29	47
210: AC Expressway from Williamstown Rd (Exit 38) to Western Terminus (NJ 42) - EB	Camden, Gloucester	Yes	0.97	0.97	0.99	0.98	0.98	1.01	0.98	0.98	0.98	0.99	0.01	1.0	50	50	182	175
210: AC Expressway from Williamstown Rd (Exit 38) to Western Terminus (NJ 42) - WB	Camden, Gloucester	Yes	0.96	0.95	0.99	0.95	1.06	1.01	0.98	0.98	0.96	1.01	0.05	5.2	21	22	191	162
211: NJ 42 from AC Expressway to I-295 - NB	Camden, Gloucester	Yes	0.96	1.06	0.97	0.95	1.09	1.00	1.05	1.00	0.99	1.04	0.05	5.1	21	24	177	144
211: NJ 42 from AC Expressway to I-295 - SB	Camden, Gloucester	Yes	1.42	1.48	1.44	1.53	1.46	1.43	1.35	1.37	1.47	1.40	-0.07	-4.8	131	117	26	10
212: NJ 168 (Black Horse Pk) from I-295 to NJ 42 - NB	Camden	No	1.24	1.40	1.24	1.23	1.27	1.24	1.32	1.25	1.28	1.27	-0.01	-0.8	68	67	57	30
212: NJ 168 (Black Horse Pk) from I-295 to NJ 42 - SB	Camden	No	2.07	1.97	1.63	1.80	1.91	1.61	1.75	1.46	1.87	1.68	-0.19	-10.2	183	164	3	4
213: NJ 168 from NJ 42 to AC Expressway - NB	Camden	No	1.06	1.09	1.07	1.12	1.06	1.08	1.04	1.08	1.09	1.07	-0.02	-1.8	77	82	135	122
213: NJ 168 from NJ 42 to AC Expressway - SB	Camden	No	1.12	1.16	1.13	1.14	1.09	1.10	1.10	1.11	1.14	1.10	-0.04	-3.5	100	102	112	94
214: Sicklerville Rd/ 536 Spur from AC Expressway to NJ 42 - NB	Camden	No	1.00	1.00	1.03	1.02	1.16	1.06	1.05	1.06	1.01	1.08	0.07	6.9	16	15	169	114
214: Sicklerville Rd/ 536 Spur from AC Expressway to NJ 42 - SB	Camden	No	1.05	1.04	1.06	1.09	1.24	1.09	1.09	1.10	1.06	1.13	0.07	6.6	18	17	148	71
215: US 1 from PA-NJ State Border to CR 616 (Whitehead Rd) - NB	Mercer	Yes	1.08	0.96	0.94	0.94	0.97	0.95	0.97	0.96	0.98	0.96	-0.02	-2.0	77	87	182	193
215: US 1 from PA-NJ State Border to CR 616 (Whitehead Rd) - SB	Mercer	Yes	1.58	1.18	1.10	1.20	0.93	0.96	0.95	1.23	1.27	1.02	-0.25	-19.7	196	202	59	158
216: US 1 from CR 616 (Whitehead Rd) to I-295 - NB	Mercer	Yes	1.30	1.16	1.08	1.11	1.27	1.02	1.03	1.02	1.16	1.09	-0.07	-6.0	124	127	101	103
216: US 1 from CR 616 (Whitehead Rd) to I-295 - SB	Mercer	Yes	1.08	1.04	1.17	1.31	1.11	1.05	1.09	1.06	1.15	1.08	-0.07	-6.1	124	129	106	114
217: US 1 from I-295 to Alexander Rd - NB	Mercer	No	1.88	1.54	1.45	1.35	1.05	1.03	1.03	1.05	1.56	1.04	-0.52	-33.3	213	214	15	144
217: US 1 from I-295 to Alexander Rd - SB	Mercer	No	2.43	1.45	1.34	1.44	1.07	1.08	1.11	1.26	1.67	1.13	-0.54	-32.3	214	213	7	71
218: US 1 from Alexander Rd to County Line - NB	Mercer	No	1.46	1.42	1.35	1.40	1.34	1.23	1.22	1.34	1.41	1.28	-0.13	-9.2	164	159	32	26
218: US 1 from Alexander Rd to County Line - SB	Mercer	No	1.30	1.16	1.11	1.21	1.25	1.34	1.39	1.47	1.20	1.36	0.16	13.3	8	9	80	16
219: US 206 from I-195 to I-295 - NB	Mercer	No	1.18	1.15	1.13	1.15	1.06	1.06	1.05	1.06	1.15	1.06	-0.09	-7.8	141	147	106	130
219: US 206 from I-195 to I-295 - SB	Mercer	No	1.20	1.16	1.18	1.17	1.05	1.05	1.04	1.06	1.18	1.05	-0.13	-11.0	164	172	88	136
220: US 206 from I-295 to CR 604 (Elm Rd) - NB	Mercer	No	1.14	1.04	1.04	1.06	1.06	1.05	1.06	1.09	1.07	1.07	0.00	0.0	54	54	145	122
220: US 206 from I-295 to CR 604 (Elm Rd) - SB	Mercer	No	1.24	1.08	1.06	1.10	1.08	1.08	1.11	1.11	1.12	1.10	-0.02	-1.8	77	82	123	94
221: US 206 from CR 604 (Elm Rd) to County Line - NB	Mercer	No	1.27	1.24	1.23	1.23	1.20	1.18	1.22	1.21	1.24	1.20	-0.04	-3.2	103	100	65	45
221: US 206 from CR 604 (Elm Rd) to County Line - SB	Mercer	No	1.46	1.41	1.33	1.37	1.23	1.20	1.24	1.24	1.39	1.23	-0.16	-11.5	176	173	35	36
222: US 30 from I-676 to US 130 - EB	Camden	Yes	1.22	1.04	1.06	1.41	1.56	1.02	1.08	1.10	1.18	1.19	0.01	0.8	50	53	88	47

TTI Legend

> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
222: US 30 from I-676 to US 130 - WB	Camden	Yes	1.01	0.99	1.01	0.99	0.99	1.00	0.99	1.02	1.00	1.00	0.00	0.0	54	54	174	167
223: US 30 from US 130 to I-295 - EB	Camden	No	1.47	1.35	1.30	1.45	1.57	1.28	1.33	1.31	1.39	1.37	-0.02	-1.4	76	76	35	14
223: US 30 from US 130 to I-295 - WB	Camden	No	1.16	1.18	1.10	1.17	1.26	1.25	1.29	1.27	1.15	1.27	0.12	10.4	12	11	106	30
224: US 30 from I-295 to NJ 73 - EB	Camden	No	1.23	1.21	1.21	1.22	1.26	1.22	1.20	1.20	1.22	1.22	0.00	0.0	54	54	70	39
224: US 30 from I-295 to NJ 73 - WB	Camden	No	1.11	1.09	1.11	1.09	1.15	1.17	1.12	1.13	1.10	1.14	0.04	3.6	38	38	130	65
225: I-95 from State Line to NJ Turnpike - NB	Burlington	Yes	0.95	0.94	0.93	0.94	0.93	0.93	0.93	0.93	0.94	0.93	-0.01	-1.1	67	75	201	211
225: I-95 from State Line to NJ Turnpike - SB	Burlington	Yes	0.93	0.90	0.92	0.92	0.91	0.92	0.92	0.92	0.92	0.92	0.00	0.0	54	54	211	212
226: I-195 from I-295 to I-95 (NJ Turnpike) - EB	Mercer	Yes	1.66	1.54	1.77	1.67	0.95	0.97	0.96	1.23	1.66	1.03	-0.63	-38.0	216	216	8	150
226: I-195 from I-295 to I-95 (NJ Turnpike) - WB	Mercer	Yes	1.12	0.97	1.10	0.98	0.98	0.95	0.95	1.32	1.04	1.05	0.01	1.0	50	50	158	136
227: I-676 from I-76 to Benjamin Franklin Bridge - NB	Camden	Yes	1.04	0.96	1.01	0.95	0.96	0.98	1.02	0.97	0.99	0.98	-0.01	-1.0	68	72	177	185
227: I-676 from I-76 to Benjamin Franklin Bridge - SB	Camden	Yes	2.14	2.08	1.96	1.91	2.13	1.54	1.45	1.59	2.02	1.68	-0.34	-16.8	208	194	2	4
228: I-76 from Walt Whitman Bridge to I-295 - EB	Camden	Yes	2.90	2.85	2.58	2.28	3.52	2.68	2.64	2.80	2.65	2.91	0.26	9.8	2	12	1	1
228: I-76 from Walt Whitman Bridge to I-295 - WB	Camden	Yes	0.96	0.95	0.94	0.95	1.07	0.99	1.07	0.97	0.95	1.03	0.08	8.4	14	14	193	150
229: I-295 from I-195 to US 1 - NB	Mercer	Yes	0.98	0.93	0.93	0.93	0.96	0.96	0.96	0.96	0.94	0.96	0.02	2.1	45	44	201	193
229: I-295 from I-195 to US 1 - SB	Mercer	Yes	1.20	0.97	0.98	1.00	0.95	0.96	0.95	0.96	1.04	0.96	-0.08	-7.7	137	145	158	193
230: I-295 from CR 541 (Mt. Holly Rd) to CR 656 (Florence Columbus Rd) - NB	Burlington	Yes	0.93	0.93	0.92	0.92	0.96	0.95	0.95	0.96	0.93	0.96	0.03	3.2	44	39	207	193
230: I-295 from CR 541 (Mt. Holly Rd) to CR 656 (Florence Columbus Rd) - SB	Burlington	Yes	1.00	1.01	0.97	0.96	0.94	0.95	0.94	0.95	0.99	0.95	-0.04	-4.0	103	110	177	203
231: US 130 from NJ 133 to I-195 - NB	Mercer	No	1.15	1.15	1.13	1.13	1.05	1.05	1.05	1.05	1.14	1.05	-0.09	-7.9	141	148	112	136
231: US 130 from NJ 133 to I-195 - SB	Mercer	No	1.20	1.19	1.17	1.18	1.12	1.07	1.08	1.08	1.19	1.09	-0.10	-8.4	149	150	85	103
232: US 130 from I-195 to I-295 - NB	Burlington, Mercer	No	1.03	1.00	1.01	1.01	1.02	0.99	1.00	1.01	1.01	1.01	0.00	0.0	54	54	169	162
232: US 130 from I-195 to I-295 - SB	Burlington, Mercer	No	1.04	1.00	1.00	1.02	0.99	0.98	0.98	0.99	1.02	0.99	-0.03	-2.9	90	94	165	175
233: US 130 from I-295 to I-95 - NB	Burlington	No	1.03	1.00	1.00	1.01	0.97	0.98	0.96	0.96	1.01	0.97	-0.04	-4.0	103	110	169	189
233: US 130 from I-295 to I-95 - SB	Burlington	No	0.98	0.97	0.96	0.97	0.97	0.99	0.97	0.96	0.97	0.97	0.00	0.0	54	54	186	189
234: US 130 from I-95 to NJ 73 - NB	Burlington	No	1.01	1.03	1.03	1.02	1.05	1.04	1.04	1.05	1.02	1.05	0.03	2.9	39	43	165	136
234: US 130 from I-95 to NJ 73 - SB	Burlington	No	1.09	1.10	1.11	1.07	1.08	1.11	1.07	1.08	1.09	1.09	0.00	0.0	54	54	135	103
235: US 130 from NJ 73 to US 30 - NB	Camden	No	1.00	0.98	1.09	0.99	0.96	0.96	0.96	1.06	1.02	0.99	-0.03	-2.9	90	94	165	175
235: US 130 from NJ 73 to US 30 - SB	Camden	No	1.10	1.12	1.22	1.20	1.02	0.96	0.96	1.23	1.16	1.04	-0.12	-10.3	160	166	101	144
236: US 130 from US 30 to I-76 - NB	Camden	No	1.25	1.10	1.15	1.07	1.12	1.11	1.27	1.24	1.14	1.19	0.05	4.4	21	28	112	47
236: US 130 from US 30 to I-76 - SB	Camden	No	1.72	1.75	1.53	1.63	1.80	1.29	1.38	1.33	1.66	1.45	-0.21	-12.7	187	180	8	8
237: US 130 from I-76 to I-295 - NB	Camden, Gloucester	No	1.07	1.09	1.07	1.04	1.05	1.00	1.05	1.02	1.07	1.03	-0.04	-3.7	103	106	145	150
237: US 130 from I-76 to I-295 - SB	Camden, Gloucester	No	1.36	1.25	1.21	1.10	1.31	1.08	1.05	1.05	1.23	1.12	-0.11	-8.9	156	155	69	79
238: US 130/I-295 from I-295 to US 322 - NB	Gloucester	Yes	0.95	0.93	0.93	0.93	0.94	0.93	0.94	0.94	0.94	0.94	0.00	0.0	54	54	201	209
238: US 130/I-295 from I-295 to US 322 - SB	Gloucester	Yes	0.93	0.91	0.91	0.91	0.95	0.95	0.95	0.97	0.92	0.96	0.04	4.3	35	30	211	193
239: US 322 from Commodore Barry Bridge to I-295 - EB	Gloucester	Yes	1.00	0.93	0.93	0.94	0.91	0.87	0.87	0.88	0.95	0.88	-0.07	-7.4	130	142	193	213
239: US 322 from Commodore Barry Bridge to I-295 - WB	Gloucester	Yes	0.92	0.89	0.88	0.90	0.93	0.82	0.83	0.83	0.90	0.85	-0.05	-5.6	112	122	214	215
240: US 322 from I-295 to NJ Turnpike (Exit 2) - EB	Gloucester	No	1.28	1.33	1.32	1.28	1.46	1.55	1.38	1.53	1.30	1.48	0.18	13.8	6	6	50	7
240: US 322 from I-295 to NJ Turnpike (Exit 2) - WB	Gloucester	No	1.18	1.16	1.18	1.14	1.03	1.07	1.07	1.03	1.17	1.05	-0.12	-10.3	160	166	96	136
241: US 322 from NJ Turnpike (Exit 2) to NJ 55 - EB	Gloucester	No	1.19	1.20	1.16	1.13	1.11	1.12	1.15	1.09	1.17	1.12	-0.05	-4.3	110	114	96	79
241: US 322 from NJ Turnpike (Exit 2) to NJ 55 - WB	Gloucester	No	1.05	1.05	1.05	1.05	1.08	1.07	1.08	1.06	1.05	1.07	0.02	1.9	45	48	153	122
242: US 322 from NJ 55 to NJ 42 - EB	Gloucester	No	1.11	1.14	1.12	1.15	1.04	1.02	1.03	1.04	1.13	1.03	-0.10	-8.8	149	153	120	150
242: US 322 from NJ 55 to NJ 42 - WB	Gloucester	No	1.17	1.16	1.19	1.21	1.08	1.06	1.07	1.07	1.18	1.07	-0.11	-9.3	156	161	88	122
243: NJ 29 from Cass St to CR 579 (Sullivan Way) - NB	Mercer	No	1.14	1.03	1.06	1.01	1.01	0.99	0.97	1.01	1.06	1.00	-0.06	-5.7	120	124	148	167
243: NJ 29 from Cass St to CR 579 (Sullivan Way) - SB	Mercer	No	1.43	1.16	1.21	1.24	1.01	0.99	0.98	1.00	1.26	1.00	-0.26	-20.6	198	203	60	167
244: NJ 31 from US 206 to CR 622 (Olden Ave) - NB	Mercer	No	1.20	1.09	1.09	1.08	1.03	1.02	1.05	1.01	1.12	1.03	-0.09	-8.0	144	149	123	150
244: NJ 31 from US 206 to CR 622 (Olden Ave) - SB	Mercer	No	1.11	1.13	1.06	1.12	1.11	1.10	1.08	1.12	1.11	1.10	-0.01	-0.9	68	68	127	94
245: NJ 29 from CR 579 (Sullivan Way) to I-295 - NB	Mercer	Yes	1.03	0.99	1.01	0.98	1.00	0.99	0.98	1.00	1.00	0.99	-0.01	-1.0	68	72	174	175
245: NJ 29 from CR 579 (Sullivan Way) to I-295 - SB	Mercer	Yes	1.06	1.02	1.05	1.04	1.00	1.02	1.02	0.99	1.04	1.01	-0.03	-2.9	90	94	158	162

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
246: NJ 31 from CR 622 (Olden Ave) to I-295 - NB	Mercer	No	1.06	1.00	1.03	1.09	0.96	0.95	0.96	0.97	1.05	0.96	-0.09	-8.6	144	152	153	193
246: NJ 31 from CR 622 (Olden Ave) to I-295 - SB	Mercer	No	1.01	1.01	1.06	1.13	1.02	0.99	1.01	1.01	1.05	1.01	-0.04	-3.8	103	107	153	162
247: NJ 31 from I-295 to CR 623 (Pennington Harbourton Rd) - NB	Mercer	No	1.17	1.18	1.25	1.26	1.10	1.08	1.07	1.10	1.22	1.09	-0.13	-10.7	164	169	70	103
247: NJ 31 from I-295 to CR 623 (Pennington Harbourton Rd) - SB	Mercer	No	1.16	1.21	1.36	1.24	1.21	1.17	1.17	1.19	1.24	1.19	-0.05	-4.0	112	110	65	47
248: NJ 31 from CR 623 (Pennington Harbourton Rd) to CR 518 (Lambertville Hopewell Rd) - NB	Mercer	No	1.21	1.18	1.15	1.42	1.10	1.10	1.10	1.13	1.24	1.11	-0.13	-10.5	164	168	65	85
248: NJ 31 from CR 623 (Pennington Harbourton Rd) to CR 518 (Lambertville Hopewell Rd) - SB	Mercer	No	1.07	1.11	1.08	1.12	1.12	1.12	1.10	1.09	1.10	1.11	0.01	0.9	50	52	130	85
249: NJ 33 from US 1 to CR 622 (Olden Ave) - EB	Mercer	No	1.44	1.20	1.25	1.14	1.16	1.13	1.12	1.14	1.26	1.14	-0.12	-9.5	160	163	60	65
249: NJ 33 from US 1 to CR 622 (Olden Ave) - WB	Mercer	No	1.21	1.19	1.22	1.23	1.15	1.13	1.11	1.14	1.21	1.13	-0.08	-6.6	137	132	75	71
250: NJ 33 from CR 622 (Olden Ave) to I-295 - EB	Mercer	No	1.05	1.08	1.10	1.11	1.11	1.06	1.07	1.08	1.09	1.08	-0.01	-0.9	68	68	135	114
250: NJ 33 from CR 622 (Olden Ave) to I-295 - WB	Mercer	No	1.26	1.16	1.19	1.19	1.18	1.13	1.15	1.12	1.20	1.15	-0.05	-4.2	112	113	80	61
251: NJ 33 from I-295 to US 130 - EB	Mercer	No	1.36	1.34	1.34	1.31	1.24	1.22	1.22	1.21	1.34	1.22	-0.12	-9.0	160	157	42	39
251: NJ 33 from I-295 to US 130 - WB	Mercer	No	1.23	1.20	1.16	1.14	1.16	1.16	1.16	1.16	1.18	1.16	-0.02	-1.7	77	78	88	60
252: NJ 38 from US 130 to NJ 73 - EB	Burlington, Camden	No	1.44	1.43	1.45	1.26	1.21	1.19	1.25	1.35	1.40	1.25	-0.15	-10.7	173	169	33	34
252: NJ 38 from US 130 to NJ 73 - WB	Burlington, Camden	No	1.39	1.32	1.34	1.32	1.29	1.24	1.25	1.33	1.34	1.28	-0.06	-4.5	120	115	42	26
253: NJ 38 from NJ 73 to I-295 - EB	Burlington	No	1.52	1.66	1.52	1.47	1.21	1.16	1.33	1.18	1.54	1.22	-0.32	-20.8	205	204	17	39
253: NJ 38 from NJ 73 to I-295 - WB	Burlington	No	1.46	1.55	1.63	1.49	1.33	1.19	1.21	1.31	1.53	1.26	-0.27	-17.6	199	196	19	32
254: NJ 38 from I-295 to US 206 - EB	Burlington	No	1.08	1.09	1.07	1.09	1.08	1.04	1.05	1.05	1.08	1.06	-0.02	-1.9	77	86	140	130
254: NJ 38 from I-295 to US 206 - WB	Burlington	No	0.99	1.01	1.02	1.01	0.99	0.98	0.97	0.99	1.01	0.98	-0.03	-3.0	90	97	169	185
255: CR 537 (Marne Hwy) from NJ 73 to CR 630 (Woodlane Rd) - EB	Burlington	No	1.17	1.19	1.18	1.19	1.12	1.10	1.11	1.10	1.18	1.11	-0.07	-5.9	124	125	88	85
255: CR 537 (Marne Hwy) from NJ 73 to CR 630 (Woodlane Rd) - WB	Burlington	No	1.16	1.19	1.18	1.18	1.12	1.09	1.10	1.11	1.18	1.11	-0.07	-5.9	124	125	88	85
256: NJ 47 from US 130 to NJ 55 - NB	Gloucester	No	1.03	1.02	1.05	1.07	1.13	1.10	1.11	1.11	1.04	1.11	0.07	6.7	16	16	158	85
256: NJ 47 from US 130 to NJ 55 - SB	Gloucester	No	1.12	1.11	1.15	1.13	1.28	1.14	1.15	1.13	1.13	1.18	0.05	4.4	21	28	120	53
257: NJ 47 from NJ 55 to US 322 - NB	Gloucester	No	1.09	1.04	1.11	1.08	1.13	1.15	1.12	1.15	1.08	1.14	0.06	5.6	19	19	140	65
257: NJ 47 from NJ 55 to US 322 - SB	Gloucester	No	1.28	1.23	1.24	1.30	1.22	1.21	1.16	1.31	1.26	1.23	-0.03	-2.4	90	90	60	36
258: NJ 55 from NJ 42 to NJ 47 - NB	Gloucester	Yes	1.05	1.29	1.40	1.73	1.97	1.91	1.84	2.01	1.37	1.93	0.56	40.9	1	1	39	3
258: NJ 55 from NJ 42 to NJ 47 - SB	Gloucester	Yes	0.98	0.98	0.98	0.99	0.96	0.97	0.97	1.62	0.98	1.13	0.15	15.3	9	5	182	71
259: NJ 55 from NJ 47 to US 322 - NB	Gloucester	Yes	0.94	0.95	1.12	0.95	0.99	0.98	0.98	0.98	0.99	0.98	-0.01	-1.0	68	72	177	185
259: NJ 55 from NJ 47 to US 322 - SB	Gloucester	Yes	0.97	0.96	0.97	0.96	0.98	0.98	0.97	1.48	0.97	1.10	0.13	13.4	10	8	186	94
260: NJ 45 from US 130 to Kings Hwy - NB	Gloucester	No	1.32	1.36	1.32	1.33	1.30	1.27	1.31	1.25	1.33	1.28	-0.05	-3.8	112	107	46	26
260: NJ 45 from US 130 to Kings Hwy - SB	Gloucester	No	1.50	1.39	1.41	1.39	1.46	1.33	1.35	1.34	1.42	1.37	-0.05	-3.5	110	102	30	14
261: NJ 45 from Kings Hwy to US 322 - NB	Gloucester	No	1.10	1.07	1.12	1.09	1.08	1.08	1.08	1.08	1.10	1.08	-0.02	-1.8	77	82	130	114
261: NJ 45 from Kings Hwy to US 322 - SB	Gloucester	No	1.14	1.09	1.12	1.10	1.09	1.07	1.10	1.08	1.11	1.09	-0.02	-1.8	77	82	127	103
262: NJ 41 from NJ 42 to NJ 47 - NB	Gloucester	No	1.11	1.15	1.12	1.16	1.11	1.13	1.13	1.16	1.14	1.13	-0.01	-0.9	68	68	112	71
262: NJ 41 from NJ 42 to NJ 47 - SB	Gloucester	No	1.37	1.36	1.32	1.40	1.17	1.18	1.19	1.20	1.36	1.19	-0.17	-12.5	178	179	40	47
263: CR 551 (Kings Hwy) from CR 678 (Berkley Rd) to NJ 45 - NB	Gloucester	No	1.04	1.06	1.08	1.12	0.96	0.94	0.95	0.95	1.08	0.95	-0.13	-12.0	164	175	140	203
263: CR 551 (Kings Hwy) from CR 678 (Berkley Rd) to NJ 45 - SB	Gloucester	No	1.09	1.06	1.02	1.08	1.04	1.02	1.04	1.02	1.06	1.03	-0.03	-2.8	90	92	148	150
264: CR 553 (Kings Hwy) from I-295 to NJ 55 - NB	Gloucester	No	1.13	1.11	1.09	1.10	1.09	1.05	1.07	1.07	1.11	1.07	-0.04	-3.6	103	105	127	122
264: CR 553 (Kings Hwy) from I-295 to NJ 55 - SB	Gloucester	No	1.26	1.15	1.10	1.12	1.13	1.09	1.09	1.09	1.16	1.10	-0.06	-5.2	119	120	101	94
265: CR 553 (Kings Hwy) from NJ 55 to NJ 47 - NB	Gloucester	No	1.11	1.07	1.09	1.10	1.07	1.07	1.10	1.07	1.09	1.08	-0.01	-0.9	68	68	135	114
265: CR 553 (Kings Hwy) from NJ 55 to NJ 47 - SB	Gloucester	No	1.18	1.14	1.14	1.16	1.12	1.12	1.13	1.12	1.16	1.12	-0.04	-3.4	100	101	101	79
266: NJ 42 from AC Expressway to US 322 - NB	Gloucester	Yes	1.18	1.17	1.22	1.22	1.18	1.17	1.16	1.19	1.20	1.18	-0.02	-1.7	77	78	80	53
266: NJ 42 from AC Expressway to US 322 - SB	Gloucester	Yes	1.21	1.33	1.30	1.34	1.28	1.27	1.34	1.29	1.30	1.30	0.00	0.0	54	54	50	21
267: NJ 70 from NJ 38 to I-295 - EB	Camden	No	1.58	1.55	1.62	1.51	1.43	1.28	1.37	1.42	1.57	1.38	-0.19	-12.1	183	176	14	12
267: NJ 70 from NJ 38 to I-295 - WB	Camden	No	1.32	1.28	1.31	1.29	1.37	1.44	1.35	1.37	1.30	1.38	0.08	6.2	15	18	50	12
268: NJ 70 from I-295 to NJ 73 - EB	Camden, Burlington	No	1.55	1.55	1.42	1.48	1.32	1.24	1.23	1.39	1.50	1.30	-0.20	-13.3	186	183	20	21
268: NJ 70 from I-295 to NJ 73 - WB	Camden, Burlington	No	1.46	1.44	1.45	1.40	1.28	1.38	1.24	1.32	1.44	1.31	-0.13	-9.0	164	157	27	20
269: NJ 70 from NJ 73 to Eayrestown Rd - EB	Burlington	No	1.52	1.52	1.47	1.46	1.47	1.53	1.57	1.50	1.49	1.52	0.03	2.0	39	47	22	6

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
269: NJ 70 from NJ 73 to Eayrestown Rd - WB	Burlington	No	1.24	1.22	1.19	1.24	1.41	1.31	1.30	1.37	1.22	1.35	0.13	10.7	10	10	70	17
270: NJ 73 from Tacony Palmyra Bridge to US 130 - NB	Camden, Burlington	No	1.10	1.07	1.32	1.06	1.20	1.09	1.16	1.12	1.14	1.14	0.00	0.0	54	54	112	65
270: NJ 73 from Tacony Palmyra Bridge to US 130 - SB	Camden, Burlington	No	0.99	0.96	0.97	0.96	0.99	0.98	0.97	1.00	0.97	0.99	0.02	2.1	45	44	186	175
271: NJ 73 from US 130 to NJ Turnpike (Exit 4) - NB	Camden, Burlington	No	1.24	1.16	1.16	1.13	1.08	1.05	1.07	1.09	1.17	1.07	-0.10	-8.5	149	151	96	122
271: NJ 73 from US 130 to NJ Turnpike (Exit 4) - SB	Camden, Burlington	No	1.30	1.25	1.31	1.32	1.29	1.11	1.16	1.26	1.30	1.21	-0.09	-6.9	144	136	50	44
272: NJ 73 from NJ Turnpike (Exit 4) to NJ 70 - NB	Burlington	No	1.65	1.87	1.84	1.60	1.30	1.29	1.21	1.19	1.74	1.25	-0.49	-28.2	212	211	5	34
272: NJ 73 from NJ Turnpike (Exit 4) to NJ 70 - SB	Burlington	No	1.53	1.67	1.56	1.62	1.27	1.32	1.23	1.33	1.60	1.29	-0.31	-19.4	204	201	12	23
273: NJ 73 from NJ 70 to US 30 - NB	Camden, Burlington	No	1.03	1.05	1.06	1.06	1.06	1.06	1.05	1.09	1.05	1.07	0.02	1.9	45	48	153	122
273: NJ 73 from NJ 70 to US 30 - SB	Camden, Burlington	No	1.51	1.49	1.42	1.50	1.56	1.43	1.40	1.42	1.48	1.45	-0.03	-2.0	90	87	24	8
274: CR 571 (Washington Rd) from NJ 27 to US 1 - NB	Mercer	No	1.26	1.18	1.24	1.16	1.05	1.02	1.07	1.10	1.21	1.06	-0.15	-12.4	173	178	75	130
274: CR 571 (Washington Rd) from NJ 27 to US 1 - SB	Mercer	No	1.32	1.35	1.40	1.20	1.14	1.10	1.16	1.16	1.32	1.14	-0.18	-13.6	181	185	47	65
275: CR 571 from US 1 to US 130 - NB	Mercer	No	1.19	1.16	1.13	1.11	1.14	1.14	1.11	1.11	1.15	1.13	-0.02	-1.7	77	78	106	71
275: CR 571 from US 1 to US 130 - SB	Mercer	No	1.28	1.23	1.19	1.19	1.16	1.16	1.12	1.13	1.22	1.14	-0.08	-6.6	137	132	70	65
276: I-295 from US 1 to NJ 31 - NB	Mercer	Yes	1.54	1.11	1.05	1.05	0.96	0.95	0.95	0.96	1.19	0.96	-0.23	-19.3	193	200	85	193
276: I-295 from US 1 to NJ 31 - SB	Mercer	Yes	0.97	0.93	0.93	0.93	0.95	0.96	0.95	0.96	0.94	0.96	0.02	2.1	45	44	201	193
277: I-295 from NJ 31 to NJ 29 - NB	Mercer	Yes	0.97	0.95	0.95	0.94	0.95	0.95	0.97	0.93	0.95	0.95	0.00	0.0	54	54	193	203
277: I-295 from NJ 31 to NJ 29 - SB	Mercer	Yes	1.16	0.93	0.94	0.97	0.94	0.94	0.95	0.95	1.00	0.95	-0.05	-5.0	112	119	174	203
278: NJ 29 from Cass St to I-295 - NB	Mercer	Yes	1.05	0.96	0.98	0.97	0.99	0.95	0.95	0.96	0.99	0.96	-0.03	-3.0	90	97	177	193
278: NJ 29 from Cass St to I-295 - SB	Mercer	Yes	1.00	0.98	0.97	0.98	0.95	0.94	0.94	0.95	0.98	0.95	-0.03	-3.1	90	99	182	203
279: NJ Turnpike from Exit 7 (Bordentown - Trenton) to Exit 7A (Trenton - Hamilton Twp) - NB	Burlington, Mercer	Yes	0.96	0.97	0.97	0.96	1.00	1.00	1.00	1.01	0.97	1.00	0.03	3.1	39	42	186	167
279: NJ Turnpike from Exit 7 (Bordentown - Trenton) to Exit 7A (Trenton - Hamilton Twp) - SB	Burlington, Mercer	Yes	0.96	0.94	0.94	0.95	0.99	0.99	0.99	0.99	0.95	0.99	0.04	4.2	30	33	193	175
280: CR 644 from Route 90 to NJ 70 - NB	Camden	No	1.15	1.15	1.15	1.16	1.05	1.11	1.07	1.08	1.15	1.08	-0.07	-6.1	124	129	106	114
280: CR 644 from Route 90 to NJ 70 - SB	Camden	No	1.30	1.35	1.26	1.26	1.15	1.10	1.08	1.12	1.29	1.11	-0.18	-14.0	181	187	56	85
281: CR 644 from NJ 70 to CR 561 - NB	Camden	No	1.14	1.16	1.18	1.11	1.06	1.07	1.06	1.08	1.15	1.07	-0.08	-7.0	135	138	106	122
281: CR 644 from NJ 70 to CR 561 - SB	Camden	No	1.34	1.25	1.19	1.20	1.24	1.17	1.13	1.17	1.25	1.18	-0.07	-5.6	131	122	64	53
282: CR 561 from I-295 to CR 689 (Berlin - Cross Keys Rd) - NB	Camden	No	1.19	1.25	1.24	1.21	1.14	1.10	1.12	1.14	1.22	1.13	-0.09	-7.4	144	142	70	71
282: CR 561 from I-295 to CR 689 (Berlin - Cross Keys Rd) - SB	Camden	No	1.55	1.60	1.43	1.57	1.31	1.12	1.19	1.26	1.54	1.22	-0.32	-20.8	205	204	17	39
283: CR 561 from I-676 to I-295 - NB	Camden	No	1.13	1.12	1.18	1.14	1.12	1.10	1.11	1.11	1.14	1.11	-0.03	-2.6	89	91	112	85
283: CR 561 from I-676 to I-295 - SB	Camden	No	1.19	1.18	1.24	1.17	1.13	1.10	1.11	1.10	1.20	1.11	-0.09	-7.5	141	144	80	85
284: CR 636 from US 30 to NJ 38 - NB	Camden	No	1.14	1.11	1.11	1.12	1.06	1.05	1.07	1.07	1.12	1.06	-0.06	-5.4	120	121	123	130
284: CR 636 from US 30 to NJ 38 - SB	Camden	No	1.49	1.56	1.58	1.62	1.41	1.26	1.34	1.30	1.56	1.33	-0.23	-14.7	193	189	15	18
285: NJ 41 from NJ 42 to US 30 - NB	Camden, Gloucester	No	1.17	1.21	1.22	1.24	1.09	1.07	1.09	1.08	1.21	1.08	-0.13	-10.7	164	169	75	114
285: NJ 41 from NJ 42 to US 30 - SB	Camden, Gloucester	No	1.59	1.51	1.39	1.51	1.43	1.26	1.23	1.22	1.50	1.29	-0.21	-14.0	187	187	20	23
286: CR 544 from NJ 41 to US 30 - EB	Camden	No	1.28	1.28	1.24	1.23	1.09	1.10	1.08	1.07	1.26	1.09	-0.17	-13.5	178	184	60	103
286: CR 544 from NJ 41 to US 30 - WB	Camden	No	1.50	1.39	1.28	1.38	1.28	1.15	1.15	1.14	1.39	1.18	-0.21	-15.1	187	190	35	53
287: CR 544 (Evesham Rd) from US 30 to CR 673 - EB	Camden	No	1.29	1.25	1.22	1.18	0.93	0.95	0.94	0.95	1.24	0.94	-0.30	-24.2	202	208	65	209
287: CR 544 (Evesham Rd) from US 30 to CR 673 - WB	Camden	No	1.70	1.63	1.65	1.61	1.26	1.17	1.14	1.09	1.65	1.17	-0.48	-29.1	211	212	10	57
288: CR 544 from CR 673 to NJ 73 - EB	Camden	No	1.39	1.30	1.31	1.27	1.03	1.06	1.06	1.02	1.32	1.04	-0.28	-21.2	201	206	47	144
288: CR 544 from CR 673 to NJ 73 - WB	Camden	No	1.07	1.00	1.04	1.03	0.97	1.00	1.00	1.02	1.04	1.00	-0.04	-3.8	103	107	158	167
289: CR 673 (Springdale Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 616 (Church Rd) - NB	Camden	No	1.05	1.07	1.02	1.06	1.01	1.00	0.99	1.01	1.05	1.00	-0.05	-4.8	112	117	153	167
289: CR 673 (Springdale Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 616 (Church Rd) - SB	Camden	No	1.29	1.32	1.29	1.28	1.24	1.18	1.19	1.18	1.30	1.20	-0.10	-7.7	154	145	50	45
290: CR 673 (White Horse Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 534 (Blackwood-Cementon Rd) - NB	Camden	No	1.18	1.10	1.15	1.12	1.11	1.09	1.10	1.09	1.14	1.10	-0.04	-3.5	100	102	112	94
290: CR 673 (White Horse Rd) from CR 561 (Haddonfield-Berlin Rd) to CR 534 (Blackwood-Cementon Rd) - SB	Camden	No	1.67	1.63	1.58	1.55	1.46	1.40	1.35	1.35	1.61	1.39	-0.22	-13.7	190	186	11	11
291: CR 534 (Blackwood-Cementon Rd) from NJ 42 to CR 686 (Gibbsboro Rd) - EB	Camden	No	1.06	1.07	1.05	1.05	1.12	1.10	1.11	1.09	1.06	1.11	0.05	4.7	21	26	148	85
291: CR 534 (Blackwood-Cementon Rd) from NJ 42 to CR 686 (Gibbsboro Rd) - WB	Camden	No	1.06	1.08	1.07	1.09	1.05	1.06	1.05	1.05	1.08	1.05	-0.03	-2.8	90	92	140	136
292: CR 686 (Gibbsboro Rd) from CR 534 (Blackwood-Cementon Rd) to CR 561 (Lakeview Dr) - NB	Camden	No	1.08	1.12	1.06	1.06	1.03	1.02	0.99	0.99	1.08	1.01	-0.07	-6.5	131	131	140	162
292: CR 686 (Gibbsboro Rd) from CR 534 (Blackwood-Cementon Rd) to CR 561 (Lakeview Dr) - SB	Camden	No	1.79	1.83	1.68	1.64	1.16	1.12	1.11	1.09	1.74	1.12	-0.62	-35.6	215	215	5	79

TTI Legend

- > 2.50
- 2.00 to 2.50
- 1.70 to 1.99
- 1.50 to 1.69
- 1.20 to 1.49
- 1.00 to 1.19
- 0.01 to 0.99
- No Data

Percent Change Legend

- > 30.0
- 20.0 to 30.0
- 10.0 to 19.9
- 0.0 to 9.9
- -0.1 to -9.9
- -10.0 to -19.9
- -20.0 to -30.0
- < -30.0

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

TABLE 14: DVRPC CMP Focus Roadway Corridor PM Peak Hour Travel Time Index (TTI) Comparisons: August 2019 vs 2021

CMP Focus Roadway Corridors	County	Limited Access	2019 TTI 5-6 PM				2021 TTI 5-6 PM				Summary							
			Aug 05th to Aug 09th	Aug 12th to Aug 16th	Aug 19th to Aug 23rd	Aug 26th to Aug 30th	Aug 02nd to Aug 06th	Aug 09th to Aug 13th	Aug 16th to Aug 20th	Aug 23rd to Aug 27th	2019 Aug Peak Hr Mean	2021 Aug Peak Hr Mean	Delta	Percent Change	Rank Delta	Rank Percent Change	Rank Highest 2019 Aug TTI	Rank Highest 2021 Aug TTI
293: CR 689 (Berlin - Cross Keys Rd) from NJ 42 to AC Expressway - EB	Camden	No	1.03	1.03	1.06	1.02	1.12	1.08	1.07	1.09	1.04	1.09	0.05	4.8	21	25	158	103
293: CR 689 (Berlin - Cross Keys Rd) from NJ 42 to AC Expressway - WB	Camden	No	1.17	1.17	1.16	1.18	1.20	1.17	1.16	1.14	1.17	1.17	0.00	0.0	54	54	96	57
294: NJ 41 from NJ 70 to NJ 38 - NB	Camden, Burlington	No	1.17	1.15	1.16	1.16	1.08	1.07	1.10	1.11	1.16	1.09	-0.07	-6.0	124	127	101	103
294: NJ 41 from NJ 70 to NJ 38 - SB	Camden, Burlington	No	1.64	1.60	1.54	1.56	1.31	1.24	1.29	1.33	1.59	1.29	-0.30	-18.9	202	199	13	23
295: NJ 41 (Kings Highway)/ CR 551 from NJ 70 to US 30 - EB	Camden	No	1.15	1.16	1.06	1.10	1.02	1.00	1.04	1.02	1.12	1.02	-0.10	-8.9	154	155	123	158
295: NJ 41 (Kings Highway)/ CR 551 from NJ 70 to US 30 - WB	Camden	No	1.43	1.39	1.37	1.36	1.31	1.18	1.20	1.18	1.39	1.22	-0.17	-12.2	178	177	35	39
296: CR 551 (Kings Hwy) from US 30 to US 130 - EB	Camden	No	1.12	1.09	1.11	1.08	1.02	1.00	1.04	1.00	1.10	1.02	-0.08	-7.3	137	141	130	158
296: CR 551 (Kings Hwy) from US 30 to US 130 - WB	Camden	No	1.19	1.16	1.20	1.15	1.10	1.02	1.01	1.01	1.18	1.04	-0.14	-11.9	172	174	88	144
297: NJ 168 from I-295 to CR 561 (Haddon Av) - NB	Camden	No	1.10	1.10	1.06	1.14	1.07	1.05	1.05	1.04	1.10	1.05	-0.05	-4.5	112	115	130	136
297: NJ 168 from I-295 to CR 561 (Haddon Av) - SB	Camden	No	1.30	1.28	1.35	1.28	1.42	1.23	1.22	1.25	1.30	1.28	-0.02	-1.5	77	77	50	26
298: NJ 129 from NJ 29 to US 1 - NB	Mercer	No	1.37	1.08	1.14	1.17	1.00	1.00	0.99	0.99	1.19	1.00	-0.19	-16.0	183	191	85	167
298: NJ 129 from NJ 29 to US 1 - SB	Mercer	No	1.71	1.36	1.35	1.48	1.18	1.09	1.02	1.09	1.48	1.10	-0.38	-25.7	209	209	24	94
299: CR 533 from US 206 to US 1 - NB	Mercer	No	1.16	1.11	1.11	1.12	1.04	1.02	1.03	1.03	1.13	1.03	-0.10	-8.8	149	153	120	150
299: CR 533 from US 206 to US 1 - SB	Mercer	No	1.46	1.31	1.30	1.28	1.14	1.13	1.12	1.10	1.34	1.12	-0.22	-16.4	190	192	42	79
300: CR 638 from US 1 to CR 571 - EB	Mercer	No	1.28	1.12	1.14	1.12	1.06	1.06	1.07	1.06	1.17	1.06	-0.11	-9.4	156	162	96	130
300: CR 638 from US 1 to CR 571 - WB	Mercer	No	1.45	1.30	1.31	1.28	1.09	1.08	1.08	1.09	1.34	1.09	-0.25	-18.7	196	197	42	103
301: CR 583 (Princeton Pk) from I-295 to NJ 27 - NB	Mercer	No	1.44	1.34	1.27	1.21	1.14	1.08	1.07	1.09	1.32	1.10	-0.22	-16.7	190	193	47	94
301: CR 583 (Princeton Pk) from I-295 to NJ 27 - SB	Mercer	No	1.80	1.52	1.31	1.34	1.11	1.08	1.09	1.07	1.49	1.09	-0.40	-26.8	210	210	22	103
302: NJ 90 from Betsy Ross Bridge to NJ 73 - EB	Burlington, Camden	Yes	0.87	0.89	0.86	0.88	0.86	0.86	0.85	0.85	0.88	0.86	-0.02	-2.3	77	89	216	214
302: NJ 90 from Betsy Ross Bridge to NJ 73 - WB	Burlington, Camden	Yes	0.92	0.89	0.89	0.88	0.84	0.84	0.84	0.84	0.90	0.84	-0.06	-6.7	120	134	214	216
303: CR 541/691 from CR 537 (Washington St) to US 130 - NB	Burlington	No	1.20	1.15	1.25	1.18	1.10	1.06	1.08	1.11	1.20	1.09	-0.11	-9.2	156	159	80	103
303: CR 541/691 from CR 537 (Washington St) to US 130 - SB	Burlington	No	1.05	1.04	1.01	1.05	1.05	1.03	1.03	1.04	1.04	1.04	0.00	0.0	54	54	158	144
304: CR 607 from NJ 70 to CR 537 (Marne Hwy) - NB	Burlington	No	1.20	1.19	1.24	1.22	1.07	1.03	1.06	1.05	1.21	1.05	-0.16	-13.2	176	182	75	136
304: CR 607 from NJ 70 to CR 537 (Marne Hwy) - SB	Burlington	No	1.47	1.44	1.45	1.39	1.17	1.14	1.17	1.18	1.44	1.17	-0.27	-18.8	199	198	27	57
305: CR 603 from NJ 70 to CR 537 (Marne Hwy) - NB	Burlington	No	1.18	1.18	1.19	1.17	1.03	1.03	1.02	1.02	1.18	1.03	-0.15	-12.7	173	180	88	150
305: CR 603 from NJ 70 to CR 537 (Marne Hwy) - SB	Burlington	No	1.46	1.36	1.42	1.35	1.08	1.07	1.07	1.08	1.40	1.08	-0.32	-22.9	205	207	33	114
306: CR 534/CR 640 from NJ 41 to US 130 - EB	Gloucester	No	1.31	1.31	1.27	1.21	1.15	1.13	1.17	1.13	1.28	1.15	-0.13	-10.2	164	164	57	61
306: CR 534/CR 640 from NJ 41 to US 130 - WB	Gloucester	No	1.14	1.18	1.09	1.13	1.09	1.03	1.06	1.06	1.14	1.06	-0.08	-7.0	135	138	112	130
307: CR 622 (Olden Ave) from I-295 to NJ 31 - EB	Mercer	No	1.54	1.26	1.32	1.28	1.27	1.27	1.23	1.27	1.35	1.26	-0.09	-6.7	144	134	41	32
307: CR 622 (Olden Ave) from I-295 to NJ 31 - WB	Mercer	No	1.22	1.20	1.18	1.22	1.17	1.19	1.23	1.17	1.21	1.19	-0.02	-1.7	77	78	75	47
New Jersey Summary			**1.22**	**1.19**	**1.18**	**1.18**	**1.15**	**1.10**	**1.12**	**1.13**	**1.19**	**1.13**	**-0.06**	**-5.0**				
DVRPC Regional Summary			**1.29**	**1.23**	**1.25**	**1.26**	**1.18**	**1.16**	**1.16**	**1.19**	**1.26**	**1.17**	**-0.09**	**-7.1**				

TTI Legend

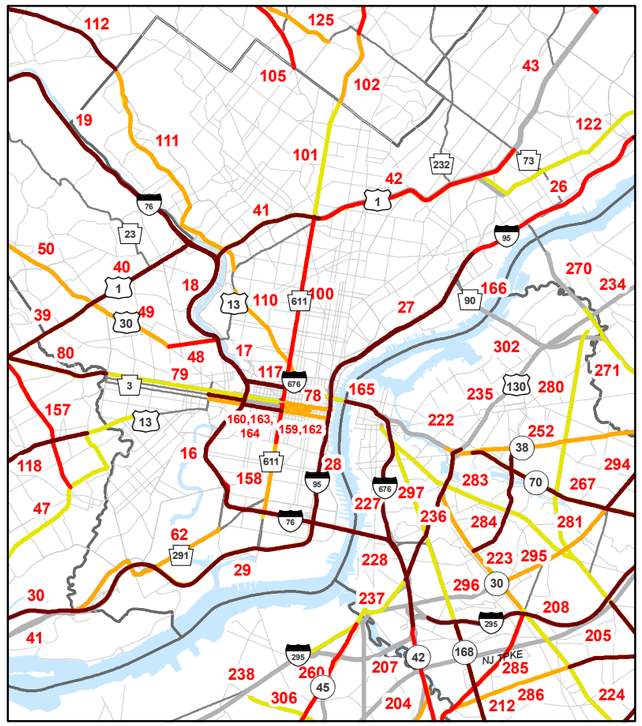
> 2.50	1.20 to 1.49
2.00 to 2.50	1.00 to 1.19
1.70 to 1.99	0.01 to 0.99
1.50 to 1.69	No Data

Data Source: UMD CATTLab PDA Suite, DVRPC, Date: 10/11/2021

Percent Change Legend

> 30.0	-0.1 to -9.9
20.0 to 30.0	-10.0 to -19.9
10.0 to 19.9	-20.0 to -30.0
0.0 to 9.9	< -30.0

Figure 1 - Travel Time Index (TTI) Aug 2019 PM Peak
DVRPC CMP Focus Roadway Corridors



11 CMP Focus Roadway Corridor ID

Travel Time Index (TTI) Aug 2019

- Greater Than 1.50 (78)
- 1.41 - 1.50 (40)
- 1.31 - 1.40 (72)
- 1.20 - 1.30 (101)
- Less Than 1.20 (262)

Other Roads

N

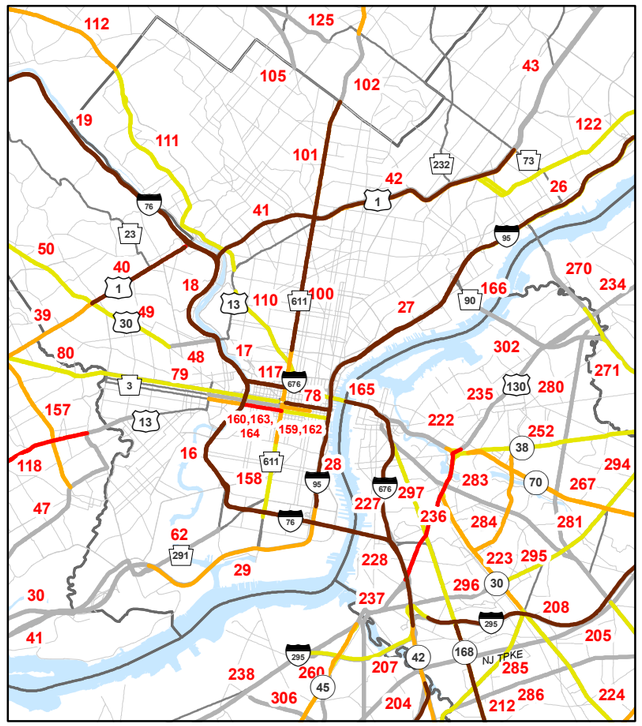
0 4 8
Miles

dvrpc

Data Source: DVRPC

Note 1: Corridors in brown experience the most congestion and ones in grey the least.
Note 2: For bi-directional corridors, the segment with the most congestion is overlaid on top of the other direction corridor.
Note 3: Travel Time Index (TTI) is analyzed for weekdays during the PM Peak (5:00 to 6:00 PM).
Note 4: Please reference the summary information tables using the map CMP Focus roadway corridor ID to identify directional corridor values.

Figure 2 - Travel Time Index (TTI) Aug 2021 PM Peak
DVRPC CMP Focus Roadway Corridors



11 CMP Focus Roadway Corridor ID

Travel Time Index (TTI) Aug 2021

- Greater Than 1.50 (40)
- 1.41 - 1.50 (9)
- 1.31 - 1.40 (35)
- 1.20 - 1.30 (89)
- Less Than 1.20 (380)

Other Roads

N

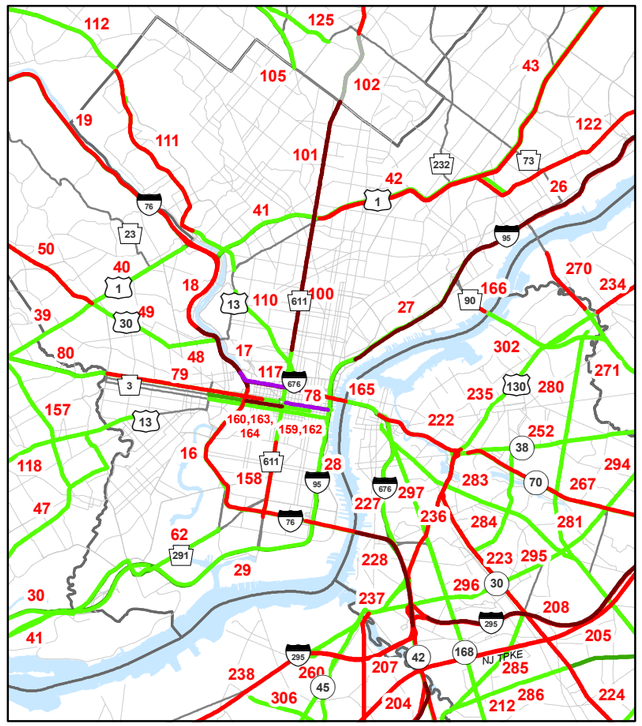
0 4 8
Miles

dvrpc

Data Source: DVRPC

Note 1: Corridors in brown experience the most congestion and ones in grey the least.
Note 2: For bi-directional corridors, the segment with the most congestion is overlaid on top of the other direction corridor.
Note 3: Travel Time Index (TTI) is analyzed for weekdays during the PM Peak (5:00 to 6:00 PM).
Note 4: Please reference the summary information tables using the map CMP Focus roadway corridor ID to identify directional corridor values.

Figure 3 - Difference in TTI August 2019 vs August 2021 PM Peak
DVRPC CMP Focus Roadway Corridors



11 CMP Focus Roadway Corridor ID

Difference in Travel Time Index (TTI)
Aug 2021 minus Aug 2019

- > 1.00 (2)
- 0.25 - 1.00 (14)
- 0.01 - 0.24 (109)
- 0.00 (20)
- -0.25 - -0.01 (330)
- < -0.25 (78)

N

0 4 8
Miles

dvrpc

Data Source: DVRPC

Note 1: Corridors in purple experience the most increase in congestion and ones in dark green the most decrease.
Note 2: For bi-directional corridors, the corridor with the most increase in congestion is overlaid on top of the other direction corridor.
Note 3: Travel Time Index (TTI) is analyzed for weekdays during the PM Peak (5:00 to 6:00 PM).
Note 4: Please reference the summary information tables using the map CMP Focus roadway corridor ID to identify directional corridor values.