APPENDIX 5

PA Truck Bottleneck Analysis



Pennsylvania 2050 Freight Movement Plan

TRUCK BOTTLENECK ASSESSMENT



Pennsylvania
Department of Transportation

SEPTEMBER 2026

INTRODUCTION

Freight Mobility and Economic Importance

Efficient freight movement is critical to Pennsylvania's economy, supporting manufacturing, distribution, agriculture, energy production, retail activity, and the growing demands of e-commerce. Businesses increasingly rely on dependable transportation networks to support just-in-time delivery practices and meet customer expectations. As freight volumes continue to grow, congestion on key highway corridors can increase travel times, reduce reliability, raise operating costs, and affect supply chain performance.

Highway congestion remains a significant concern for the trucking industry nationwide and throughout Pennsylvania. Delays caused by recurring congestion, traffic incidents, work zones, weather events, and geometric constraints can affect business productivity, consumer costs, economic competitiveness, and overall transportation system efficiency. Identifying freight bottlenecks is therefore an important component of freight planning and transportation investment decision-making.

Freight bottleneck assessments help transportation agencies identify locations where operational improvements, capacity enhancements, safety projects, and Transportation Systems Management and Operations (TSMO) strategies may improve mobility and reliability for freight and passenger travel. PennDOT has incorporated similar analyses into previous freight planning and reliability efforts to identify locations where congestion and travel time variability have the greatest effects on goods movement.

Relationship to Federal Performance Management

The bottleneck assessment also provides information relevant to federal transportation performance management requirements. Freight reliability is included in the National Performance Management Measures for System Performance, Freight, and the Congestion Mitigation and Air Quality Improvement Program, commonly referred to as PM3. State departments of transportation report freight reliability using travel time information for the Interstate System.

Although this planning-level bottleneck assessment is separate from the calculation of the federal freight reliability measure, it provides supporting information that can help PennDOT identify congested locations, investigate factors contributing to unreliable travel, and develop strategies to improve freight system performance.

Assessment Purpose and Scope

This report presents a statewide assessment of major freight bottlenecks on Pennsylvania's Interstate System and other key highways. The assessment uses the Regional Integrated Transportation Information System (RITIS) Bottleneck Ranking tool to analyze 2025 INRIX travel time and congestion data available to PennDOT through the Eastern Transportation Coalition. The

analysis also incorporates roadway location information and Annual Daily Truck Traffic (ADTT) volumes from PennDOT's Roadway Management System (RMS).

The assessment serves as a planning-level screening tool to identify locations warranting further investigation. It evaluates both the severity of congestion and the amount of truck activity at each location, allowing PennDOT to focus on roadway segments that experience substantial speed reductions and carry significant truck volumes.

The assessment does not independently determine the cause of each bottleneck. Potential causes may include capacity constraints, interchange operations, traffic incidents, work zones, weather-related disruptions, geometric conditions, and other operational factors. The results provide a data-driven foundation for future project development, freight planning initiatives, TSMO investments, and performance management activities across the Commonwealth. PennDOT is continuing to examine congestion causes at key freight bottlenecks using construction and maintenance information, crash and incident records, weather-related data, crowdsourced traveler information from applications such as Waze, and other available operational data. This additional analysis can help distinguish recurring from non-recurring congestion and support the identification of targeted freight mobility and reliability strategies.

METHODOLOGY FOR BOTTLENECK ANALYSIS

Analytical Framework and Data Sources

PennDOT conducted the statewide assessment using the RITIS Bottleneck Ranking tool and a full year of 2025 INRIX travel time and congestion data available through the Eastern Transportation Coalition. RITIS provides the analytical platform used to process the underlying INRIX data, identify bottleneck locations, and compare congested speeds with free-flow travel conditions.

To create a freight-focused assessment, the RITIS results were integrated with roadway identification and truck-volume information from PennDOT's RMS. This approach considers both the severity of the speed reduction reported by RITIS and the amount of truck traffic using the roadway. **Figure 1** summarizes the principal steps used to identify, score, and rank freight bottlenecks across Pennsylvania.

Bottleneck Identification and Data Integration

First, the RITIS Bottleneck Ranking tool was used to analyze statewide INRIX travel time and congestion data for the full 2025 calendar year. The complete RITIS bottleneck report was exported to Excel to provide the initial set of locations for subsequent analysis.

For each bottleneck head location identified in the RITIS report, the underlying INRIX XD roadway segments were retrieved through an application programming interface (API). The Segment ID field from the source report was then separated into its individual Traffic Message Channel (TMC) components.

Each TMC was matched to a PennDOT RMS roadway segment through a geographic and roadway-network conflation process. The corresponding RMS linear referencing key, consisting of county, state route, and segment, was used to link the roadway segment to the RMS Traffic database and obtain ADTT volume. The conflation process was also used to assign the appropriate county and state route number to each bottleneck.

Freight Bottleneck Scoring and Ranking

A freight bottleneck score was calculated for each matched segment by multiplying the RITIS speed differential by PennDOT RMS ADTT. The RITIS speed differential represents the reduction from free-flow speed under congested conditions, while ADTT represents the average daily volume of truck traffic using the roadway.

> **Freight Bottleneck Score = RITIS Speed Differential × PennDOT RMS ADTT**

This calculation gives greater weight to roadway segments that experience both substantial speed reductions and high truck volumes. The resulting locations were ranked statewide based on the freight bottleneck score. The top 100 locations were selected for presentation in this report, while a companion map provides access to more detailed segment-level data and visualization.

TOP 100 BOTTLENECK LOCATIONS

The statewide ranking identifies the 100 locations with the highest freight bottleneck scores. These locations represent roadway segments where substantial reductions from free-flow speeds coincide with significant truck volumes.

Table 1 summarizes the highest-ranked locations by rank, county, state route and bottleneck location. The companion map provides additional information on the INRIX XD and PennDOT RMS segments associated with each location.

Map Link

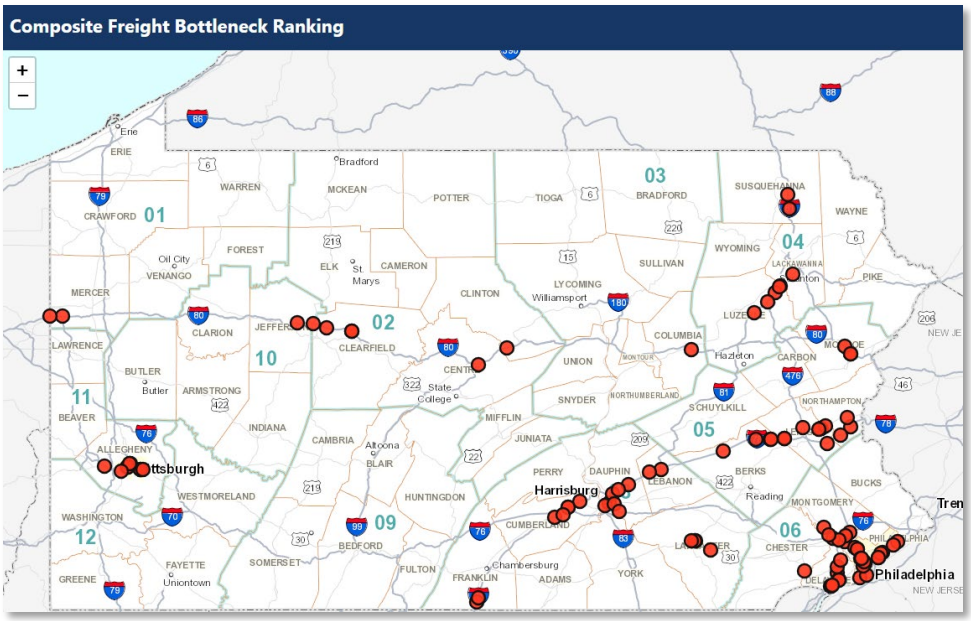


Figure 1: Bottleneck Assessment Methodology Overview



Table 1: Top 100 Freight Bottleneck Locations in Pennsylvania

Rank	Bottleneck Description	County	PennDOT County - Route - Segment Number
1	I-95 S @ VENANGO ST/EXIT 26	PHILADELPHIA	67-0095-0251
2	I-95 N @ BRIDGE ST/EXIT 27	PHILADELPHIA	67-0095-0270
3	I-76 W @ MATSONFORD RD/EXIT 332	MONTGOMERY	46-0076-3321
4	I-76 E @ BELMONT AVE/EXIT 338	MONTGOMERY	46-0076-3374
5	I-80 W @ PA-255/EXIT 101	CLEARFIELD	17-0080-1011
6	I-76 W @ HOLLOW RD/EXIT 337	MONTGOMERY	46-0076-3365
7	US-222 S @ US-30	LANCASTER	36-0222-0741
8	I-80 E @ PA-153/EXIT 111	CLEARFIELD	17-0080-1100
9	I-476 S @ BALTIMORE PIKE/EXIT 3	DELAWARE	23-0476-0025
10	I-376 W @ SQUIRREL HILL TUNL	ALLEGHENY	02-0376-0745
11	US-22 E @ FULLERTON AVE	LEHIGH	39-0022-0190
12	I-376 E @ FORT PITT TUNNEL	ALLEGHENY	02-0376-0690
13	I-80 E @ US-219/EXIT 97	CLEARFIELD	17-0080-0962
14	I-95 S @ US-322/EXIT 2/EXIT 3	DELAWARE	23-0095-0025
15	I-476 S @ MACDADE BLVD/EXIT 1	DELAWARE	23-0476-0005
16	I-81 N @ RIVER ST/EXIT 184	LACKAWANNA	35-0081-1840
17	I-80 W @ US-220 BYP/PA-26/EXIT 161	CENTRE	14-0080-1605
18	I-81 S @ US-11/EXIT 52	CUMBERLAND	21-0081-0515
19	I-83 N @ 19TH ST/EXIT 44	DAUPHIN	22-0083-0434
20	I-81 N @ PA-39/EXIT 77	DAUPHIN	22-0081-0760
21	US-202 S @ PA-926/STREET RD	CHESTER	15-0202-0051
22	I-376 W @ I-279/1ST AVE/EXIT 1	ALLEGHENY	02-0376-0695
23	I-76 E @ SOUTH ST/EXIT 346	PHILADELPHIA	67-0076-3444
24	I-376 E @ SQUIRREL HILL TUNNEL	ALLEGHENY	02-0376-0744
25	I-476 S @ I-95	DELAWARE	23-0476-0003
26	I-80 W @ PA-339/EXIT 242	COLUMBIA	19-0080-2421
27	I-80 E @ PA-33/EXIT 302	MONROE	45-0080-3020
28	I-78 W @ PA-863/EXIT 45	LEHIGH	39-0078-0451
29	I-95 N @ ARAMINGO AVE/EXIT 27	PHILADELPHIA	67-0095-0264
30	I-476 N @ US-1/EXIT 5	DELAWARE	23-0476-0050

Rank	Bottleneck Description	County	PennDOT County - Route - Segment Number
31	I-81 S @ PA-315/EXIT 178	LUZERNE	40-0081-1781
32	US-30 E @ US-222	LANCASTER	36-0030-0270
33	I-76 W @ US-202/EXIT 328	MONTGOMERY	46-0076-3275
34	I-95 N @ PA-63/WOODHAVEN RD/EXIT 35	BUCKS	09-0095-0340
35	US-22 W @ FULLERTON AVE	LEHIGH	39-0022-0191
36	I-83 S @ JOHN HARRIS BRIDGE	DAUPHIN	22-0083-0421
37	I-476 N @ I-276/PENNSYLVANIA TPKE/EXIT 20	MONTGOMERY	46-7476-0020
38	US-30 E @ PA-896/EASTBROOK RD/HARTMAN BRIDGE RD	LANCASTER	36-0030-0380
39	I-76 E @ I-676/US-30/EXIT 345	PHILADELPHIA	67-0076-3440
40	I-78 E @ PA-737/EXIT 40	BERKS	06-0078-0404
41	I-78 E @ PA-863/EXIT 45	LEHIGH	39-0078-0450
42	I-95 S @ ENTERPRISE AVE/EXIT 15	PHILADELPHIA	67-0095-0145
43	I-95 N @ US-322/EXIT 2/EXIT 3	DELAWARE	23-0095-0030
44	I-476 N @ RIDGE PIKE/EXIT 18	MONTGOMERY	46-0476-0180
45	I-80 W @ PA-60/EXIT 4A	MERCER	43-0080-0041
46	I-81 S @ WALNUT BOTTOM RD/EXIT 45	CUMBERLAND	21-0081-0451
47	I-95 N @ ACADEMY RD/EXIT 32	PHILADELPHIA	67-0095-0320
48	I-81 S @ PA-114/EXIT 18	CUMBERLAND	21-0081-0565
49	I-80 W @ PA-153/EXIT 111	CLEARFIELD	17-0080-1101
50	PA-283 E @ US-30	LANCASTER	36-0300-0370
51	I-78 W @ PA-309/EXIT 60B & 20	LEHIGH	39-0078-0605
52	I-95 S @ PA-611/BROAD ST/EXIT 17	PHILADELPHIA	67-0095-0171
53	I-95 N @ VENANGO ST/EXIT 26	PHILADELPHIA	67-0095-0250
54	I-83 N @ I-81/US-322	DAUPHIN	22-0083-0494
55	I-78 W @ I-81/EXIT 1	LEBANON	38-0078-0005
56	I-376 W @ SQUIRREL HILL TUNNEL	ALLEGHENY	02-0376-0745
57	I-81 N @ MOUNTAIN RD/EXIT 72	DAUPHIN	22-0081-0720
58	I-78 E @ PA-33/EXIT 71	NORTHAMPTON	48-0078-0714
59	I-80 W @ MERCER--TRUMBULL COUNTY BORDER	MERCER	43-0080-0003
60	PA-309 N @ KERNSVILLE RD/OREFIELD RD	LEHIGH	39-0309-0320
61	US-22 W @ PA-987/AIRPORT RD	LEHIGH	39-0022-0231

Rank	Bottleneck Description	County	PennDOT County - Route - Segment Number
62	I-78 W @ PA-412/EXIT 67	NORTHAMPTON	48-0078-0661
63	I-81 N @ US-11/EXIT 52	CUMBERLAND	21-0081-0514
64	I-76 E @ UNIVERSITY AVE/EXIT 346B	PHILADELPHIA	67-8018-0250
65	I-676 W @ I-76/EXIT 344	PHILADELPHIA	67-0676-0003
66	I-80 E @ PA-64/EXIT 173	CLINTON	18-0080-1724
67	I-81 N @ PA-315/EXIT 175	LUZERNE	40-0081-1744
68	I-76 E @ S HENDERSON RD/S GULPH RD	MONTGOMERY	46-0076-3294
69	I-81 N @ PA-934/EXIT 85	LEBANON	38-0081-0844
70	I-80 W @ PA-715/EXIT 299	MONROE	45-0080-2985
71	I-83 N @ PAXTON ST/EXIT 45	DAUPHIN	22-0083-0454
72	I-76 W @ BELMONT AVE/EXIT 338	MONTGOMERY	46-0076-3375
73	PA-283 W @ I-283	DAUPHIN	22-0300-0011
74	PA-28 S @ CHESTNUT ST	ALLEGHENY	02-0028-0031
75	I-81 N @ PA-29/EXIT 164	LUZERNE	40-0081-1640
76	US-22 E @ PA-145/MACARTHUR RD	LEHIGH	39-0022-0180
77	I-476 S @ PA-3/EXIT 9	DELAWARE	23-0476-0081
78	I-81 N @ PA-315/EXIT 178	LUZERNE	40-0081-1774
79	I-81 N @ PA-641/EXIT 49	CUMBERLAND	21-0081-0484
80	PA-28 S @ I-279/I-579	ALLEGHENY	02-0028-0021
81	US-22 E @ PA-33	NORTHAMPTON	48-0022-0150
82	I-81 N @ PA-92/EXIT 211	SUSQUEHANNA	57-0081-2114
83	I-76 W @ MONTGOMERY DR/EXIT 341	PHILADELPHIA	67-0076-3415
84	I-78 W @ PA-737/EXIT 40	BERKS	06-0078-0405
85	I-279 S @ I-279/US-22/US-30/FORT PITT BLVD/EXIT 6	ALLEGHENY	02-0279-0006
86	I-81 N @ PA-547/EXIT 217	SUSQUEHANNA	57-0081-2160
87	I-78 E @ MOUNTAIN RD/EXIT 23	BERKS	06-0078-0230
88	US-422 W @ EGYPT RD	MONTGOMERY	46-0422-0251
89	PA-28 S @ I-279	ALLEGHENY	02-0028-0021
90	I-376 E @ US-22/US-30/PA-60/STEUBENVILLE PIKE	ALLEGHENY	02-0376-0600
91	I-81 N @ PA-115/EXIT 170	LUZERNE	40-0081-1704
92	I-78 E @ PA-143/EXIT 35	BERKS	06-0078-0350

Rank	Bottleneck Description	County	PennDOT County - Route - Segment Number
93	US-422 E @ PA-23	MONTGOMERY	46-0422-0340
94	I-80 W @ PA-830	JEFFERSON	33-0080-0901
95	I-376 W @ POPLAR ST	ALLEGHENY	02-0376-0665
96	I-81 S @ US-11/MOLLY PITCHER HWY/EXIT 3	FRANKLIN	28-0081-0025
97	I-95 S @ US-322/EXIT 4	DELAWARE	23-0095-0035
98	I-80 W @ PA-33/EXIT 302	MONROE	45-0080-3021
99	I-76 W @ US-30/US-13/GIRARD AVE/EXIT 342	PHILADELPHIA	67-0076-3421
100	I-81 S @ PA-16/EXIT 5	FRANKLIN	28-0081-0045

PENNDOT/RITIS TRUCK BOTTLENECK AGGREGATION METHODOLOGY

The truck bottleneck analysis methodology documented in the *Pennsylvania 2050 Freight Movement Plan Truck Bottleneck Assessment* includes mapping and information for the Top 100 Bottleneck Locations under the statewide ranking process developed on a segment-by-segment basis. This bottleneck identification and ranking process was further refined to combine adjacent roadway segments into longer continuous roadway sections for each location. This aggregation process was completed through the following steps:

1. Develop a composite freight bottleneck delay by combining adjacent roadway segments into a single continuous roadway section for each location. This resulted in an aggregation of the Top 100 bottleneck segments into 41 roadway sections.

2. Compute an index for each location based on a comparison to the worst bottleneck (i.e., ranked #1 on the list). The worst bottleneck for is assigned a rating of 100, and the Index ratings for the remaining bottlenecks are computed proportionally by the aggregate truck delays for each segment compared to the aggregate truck delays for the worst bottleneck.

The aggregated truck bottleneck ranking is shown in the accompanying table on the following pages. Bottlenecks highlighted in yellow are those that are being addressed through recent or ongoing projects and listed in the Freight Investment Plan (FIP) documented in **Appendix 15** of the 2050 FMP.

This bottleneck analysis also includes a number of projects and initiatives that are not presently programmed. This points to an important function of the FMP. It should be routinely considered as programming occurs either in modal grant programs and/or the Twelve Year Program (TYP). Improving the planning-programming-performance connection is a major emphasis for the 2050 FMP and its implementation.

PA TRUCK BOTTLENECK AGGREGATION

Rank	County	RMS Base Route	RMS Segment - Head Location	Total RMS Segs.	Total Freight Score	Index
1	PHILADELPHIA	67-0095	0145 • I-95 S @ ENTERPRISE AVE/EXIT 15	7	3,735,844,074,279	100
			0171 • I-95 S @ PA-611/BROAD ST/EXIT 17			
			0250 • I-95 N @ VENANGO ST/EXIT 26			
			0251 • I-95 S @ VENANGO ST/EXIT 26			
			0264 • I-95 N @ ARAMINGO AVE/EXIT 27			
			0270 • I-95 N @ BRIDGE ST/EXIT 27			
			0320 • I-95 N @ ACADEMY RD/EXIT 32			
2	MONTGOMERY	46-0076	3275 • I-76 W @ US-202/EXIT 328	6	2,667,903,516,894	71
			3294 • I-76 E @ S HENDERSON RD/S GULPH RD			
			3321 • I-76 W @ MATSONFORD RD/EXIT 332			
			3365 • I-76 W @ HOLLOW RD/EXIT 337			
			3374 • I-76 E @ BELMONT AVE/EXIT 338			
			3375 • I-76 W @ BELMONT AVE/EXIT 338			
3	CLEARFIELD	17-0080	0962 • I-80 E @ US-219/EXIT 97	4	1,769,033,415,169	47
			1011 • I-80 W @ PA-255/EXIT 101			
			1100 • I-80 E @ PA-153/EXIT 111			
			1101 • I-80 W @ PA-153/EXIT 111			
4	ALLEGHENY	02-0376	0600 • I-376 E @ US-22/US-30/PA-60/STEUBENVILLE PIKE	6	1,704,842,142,633	46
			0665 • I-376 W @ POPLAR ST			
			0690 • I-376 E @ FORT PITT TUNNEL			
			0695 • I-376 W @ I-279/1ST AVE/EXIT 1			
			0744 • I-376 E @ SQUIRREL HILL TUNNEL			
			0745 • I-376 W @ SQUIRREL HILL TUNL			
			0745 • I-376 W @ SQUIRREL HILL TUNNEL			

Rank	County	RMS Base Route	RMS Segment - Head Location	Total RMS Segs.	Total Freight Score	Index
5	DELAWARE	23-0476	0003 • I-476 S @ I-95	5	1,402,358,572,379	38
			0005 • I-476 S @ MACDADE BLVD/EXIT 1			
			0025 • I-476 S @ BALTIMORE PIKE/EXIT 3			
			0050 • I-476 N @ US-1/EXIT 5			
			0081 • I-476 S @ PA-3/EXIT 9			
6	LEHIGH	39-0022	0180 • US-22 E @ PA-145/MACARTHUR RD	4	828,783,387,427	22
			0190 • US-22 E @ FULLERTON AVE			
			0191 • US-22 W @ FULLERTON AVE			
			0231 • US-22 W @ PA-987/AIRPORT RD			
7	CUMBERLAND	21-0081	0451 • I-81 S @ WALNUT BOTTOM RD/EXIT 45	5	807,338,083,761	22
			0484 • I-81 N @ PA-641/EXIT 49			
			0514 • I-81 N @ US-11/EXIT 52			
			0515 • I-81 S @ US-11/EXIT 52			
			0565 • I-81 S @ PA-114/EXIT 18			
8	DAUPHIN	22-0083	0421 • I-83 S @ JOHN HARRIS BRIDGE	4	762,900,620,114	20
			0434 • I-83 N @ 19TH ST/EXIT 44			
			0454 • I-83 N @ PAXTON ST/EXIT 45			
			0494 • I-83 N @ I-81/US-322			
9	PHILADELPHIA	67-0076	3415 • I-76 W @ MONTGOMERY DR/EXIT 341	4	622,822,672,434	17
			3421 • I-76 W @ US-30/US-13/GIRARD AVE/EXIT 342			
			3440 • I-76 E @ I-676/US-30/EXIT 345			
			3444 • I-76 E @ SOUTH ST/EXIT 346			
10	DELAWARE	23-0095	0025 • I-95 S @ US-322/EXIT 2/EXIT 3	3	582,323,935,752	16
			0030 • I-95 N @ US-322/EXIT 2/EXIT 3			
			0035 • I-95 S @ US-322/EXIT 4			

Rank	County	RMS Base Route	RMS Segment - Head Location	Total RMS Segs.	Total Freight Score	Index
11	LEHIGH	39-0078	0450 • I-78 E @ PA-863/EXIT 45	3	563,391,655,294	15
			0451 • I-78 W @ PA-863/EXIT 45			
			0605 • I-78 W @ PA-309/EXIT 60B & 20			
12	LUZERNE	40-0081	1640 • I-81 N @ PA-29/EXIT 164	5	537,865,432,864	14
			1704 • I-81 N @ PA-115/EXIT 170			
			1744 • I-81 N @ PA-315/EXIT 175			
			1774 • I-81 N @ PA-315/EXIT 178			
			1781 • I-81 S @ PA-315/EXIT 178			
13	LANCASTER	36-0222	0741 • US-222 S @ US-30	1	497,344,694,522	13
14	DAUPHIN	22-0081	0720 • I-81 N @ MOUNTAIN RD/EXIT 72	2	444,047,987,520	12
			0760 • I-81 N @ PA-39/EXIT 77			
15	MONROE	45-0080	2985 • I-80 W @ PA-715/EXIT 299	3	414,913,909,807	11
			3020 • I-80 E @ PA-33/EXIT 302			
			3021 • I-80 W @ PA-33/EXIT 302			
16	LANCASTER	36-0030	0270 • US-30 E @ US-222	2	413,302,766,682	11
			0380 • US-30 E @ PA-896/EASTBROOK RD/HARTMAN BRIDGE RD			
17	BERKS	06-0078	0230 • I-78 E @ MOUNTAIN RD/EXIT 23	4	394,456,475,966	11
			0350 • I-78 E @ PA-143/EXIT 35			
			0404 • I-78 E @ PA-737/EXIT 40			
			0405 • I-78 W @ PA-737/EXIT 40			
18	LACKAWANNA	35-0081	1840 • I-81 N @ RIVER ST/EXIT 184	1	360,892,158,399	10
19	CENTRE	14-0080	1605 • I-80 W @ US-220 BYP/PA-26/EXIT 161	1	360,409,554,430	10
20	CHESTER	15-0202	0051 • US-202 S @ PA-926/STREET RD	1	314,864,137,590	8

Rank	County	RMS Base Route	RMS Segment - Head Location	Total RMS Segs.	Total Freight Score	Index
21	COLUMBIA	19-0080	2421 • I-80 W @ PA-339/EXIT 242	1	276,881,865,984	7
22	MERCER	43-0080	0003 • I-80 W @ MERCER-TRUMBULL COUNTY BORDER	2	252,550,458,645	7
			0041 • I-80 W @ PA-60/EXIT 4A			
23	ALLEGHENY	02-0028	0021 • PA-28 S @ I-279/I-579	3	225,830,360,282	6
			0021 • PA-28 S @ I-279			
			0031 • PA-28 S @ CHESTNUT ST			
24	NORTHAMPTON	48-0078	0661 • I-78 W @ PA-412/EXIT 67	2	224,486,901,648	6
			0714 • I-78 E @ PA-33/EXIT 71			
25	BUCKS	09-0095	0340 • I-95 N @ PA-63/WOODHAVEN RD/EXIT 35	1	208,866,217,200	6
26	MONTGOMERY	46-7476	0020 • I-476 N @ I-276/PENNSYLVANIA TPKE/EXIT 20	1	201,228,824,508	5
27	MONTGOMERY	46-0476	0180 • I-476 N @ RIDGE PIKE/EXIT 18	1	142,772,109,772	4
28	SUSQUEHANNA	57-0081	2114 • I-81 N @ PA-92/EXIT 211	2	141,059,110,724	4
			2160 • I-81 N @ PA-547/EXIT 217			
29	LANCASTER	36-0300	0370 • PA-283 E @ US-30	1	131,867,127,404	4
30	MONTGOMERY	46-0422	0251 • US-422 W @ EGYPT RD	2	130,177,792,472	3
			0340 • US-422 E @ PA-23			
31	FRANKLIN	28-0081	0025 • I-81 S @ US-11/MOLLY PITCHER HWY/EXIT 3	2	124,517,734,404	3
			0045 • I-81 S @ PA-16/EXIT 5			
32	LEBANON	38-0078	0005 • I-78 W @ I-81/EXIT 1	1	122,830,983,180	3
33	LEHIGH	39-0309	0320 • PA-309 N @ KERNSVILLE RD/OREFIELD RD	1	111,422,056,349	3
34	PHILADELPHIA	67-8018	0250 • I-76 E @ UNIVERSITY AVE/EXIT 346B	1	97,163,864,990	3
35	PHILADELPHIA	67-0676	0003 • I-676 W @ I-76/EXIT 344	1	93,307,927,381	2
36	CLINTON	18-0080	1724 • I-80 E @ PA-64/EXIT 173	1	92,745,035,196	2

Rank	County	RMS Base Route	RMS Segment - Head Location	Total RMS Segs.	Total Freight Score	Index
37	LEBANON	38-0081	0844 • I-81 N @ PA-934/EXIT 85	1	87,570,830,390	2
38	DAUPHIN	22-0300	0011 • PA-283 W @ I-283	1	82,730,276,685	2
39	NORTHAMPTON	48-0022	0150 • US-22 E @ PA-33	1	77,249,744,326	2
40	ALLEGHENY	02-0279	0006 • I-279 S @ I-279/US-22/US-30/FORT PITT BLVD/EXIT 6	1	71,268,314,640	2
41	JEFFERSON	33-0080	0901 • I-80 W @ PA-830	1	64,229,875,719	2