

30th Peak Hour Factor Trend

E. F. REILLY and R. D. RADICS, New Jersey Department of Transportation, Trenton

ABRIDGMENT

•USING counting station data from Pennsylvania, the 30th peak hour factor trend is compared to the urban-rural classification, the AADT group, the AADT/lane group, the trend of the AADT and New Jersey's 2.3 percent compounded reduction rate. Plotting the factor against time, a 1.4 percent compounded reduction rate fits the Pennsylvania data.

When this overall reduction rate is compared to the mentioned variables, it is found that the percent of stations with a decreasing factor: (a) is greater for rural roads than urban roads; (b) decreases as the AADT group increases; (c) decreases as the AADT/lane group increases; (d) is similar for roads with a changing AADT but is much lower for roads with no change in the AADT; and (e) increases as the factor group increases.