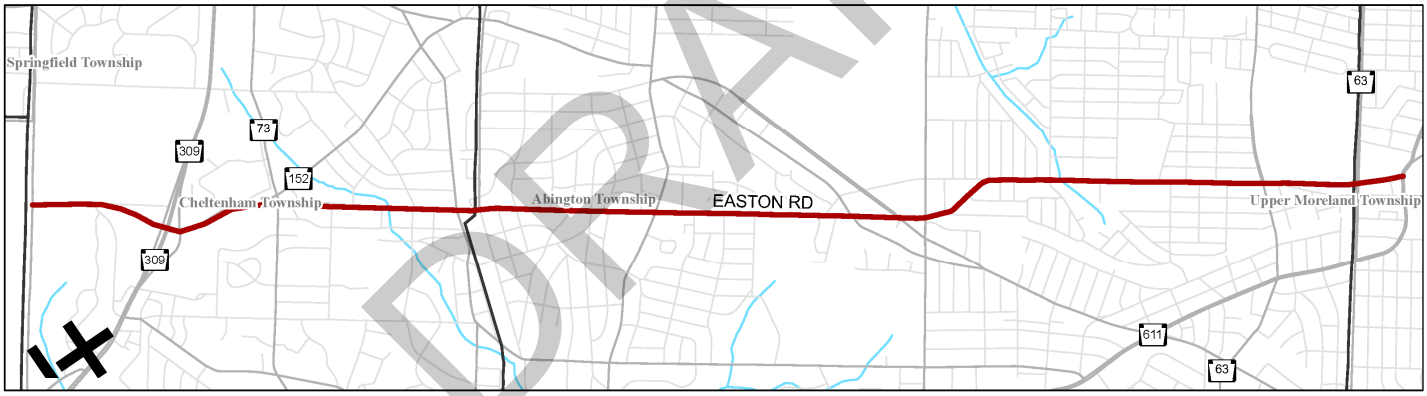
EASTON ROAD TODAY

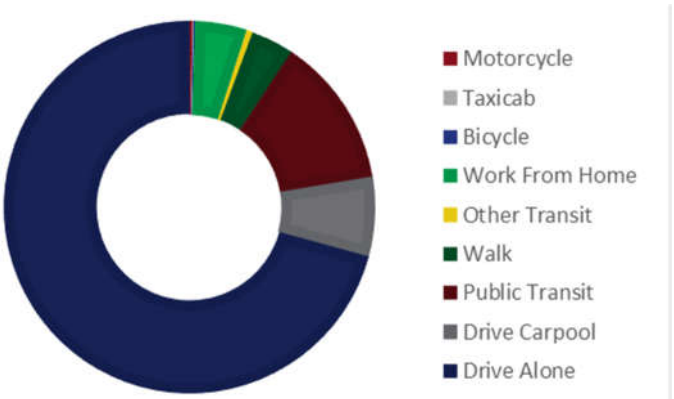
STUDY AREA

This study focuses on a five mile long segment of Easton Road from PA 611 to the Philadelphia City Line. This segment of Easton Road passes through Cheltenham Township, Abington Township, and Upper Moreland Township. Easton Road functions as a principal arterial; supporting regional mobility in southeastern Montgomery County. Easton Road connects the communities of Glenside, Keswick, Roslyn, and Willow Grove to major highways such as, PA 611, PA 63, and PA 309.



Easton Road passes through varying communities with specific transportation needs. The demographics within one mile of Easton Road are as follows:

Demographic Indicator	Easton Road	Montgomery County Average
Commute Mean Travel Time	30.89 minutes	28.99 minutes
Housing Units without Access to a Vehicle	9.17%	5.51%



Source: US Census ACS 5-year

A fairly high percentage of people are commuting by public transportation along the Easton Road Corridor due to better, close proximity to regional rail stations, and availability of

SEPTA bus service. Higher housing density, access to public transit, and proximity to Arcadia University also contribute to the relatively low vehicle ownership along Easton Road.

PREVIOUS PLANS AND ONGOING PROJECTS

Easton Road is referenced in various planning studies throughout the corridor. Safety, capacity, and multimodal deficiencies have been identified in municipal comprehensive plans, Act 209 (Transportation Impact Fee) Capital Improvement Plans, and special studies.

Municipality	Comprehensive Plan Year	Act 209 Plan Year
Cheltenham Township	2005	- -
Abington Township	2007	- -
Upper Moreland Township	2020	2016

Previous planning studies have identified the high number of driveways accessing Easton Road as being a safety deficiency along the corridor. Municipal, multimodal planning efforts recognize that there is a lack of bicycle facilities along the corridor missing links in the sidewalk network, and the need for improved crosswalk treatments. The need for bus stop amenities (i.e. shelters, etc.) and improved connections between the bus service on Easton Road and the regional rail stations are documented in municipal plans. Additionally, the parking supply within villages and near and/or at regional rail stations is noted as not meeting the current demand.

Easton Road crosses multiple DVRPC Congestion Management Process (CMP) corridors. Strategies that are identified as "appropriate" or "very appropriate" for the CMP corridors may apply to specific intersections along Easton Road. These strategies include signal improvements, transit infrastructure, expanded parking at regional rail stations, and transit-oriented development (TOD).

There are no projects listed on the current DVRPC Transportation Improvement Program at the time of this report.

LAND USE CONTEXT

Easton Road serves as a "Main Street" for many of the communities it passes through. As such, much of Easton Road is designated for commercial/retail use. The areas surrounding the commercial districts are predominately residential of a fairly high density. Several institutional uses are located along the corridor. These include Arcadia University, Holy Sepulchre Cemetery, and Hillside Cemetery (located only 800' from Easton Road along Susquehanna Road).

The municipalities are interested in attracting interest for Transit Oriented Development along Easton Road, particularly within villages with access to SEPTA Regional Rail: Crestmont, Roslyn, Glenside, and Willow Grove. Some municipalities are targeting zoning changes to better facilitate revitalization and better design treatments for pedestrian and transit facilities along Easton Road. This includes an opportunity to redevelop the larger shopping malls, such as Willow Grove Park Mall, as mixed-use developments.

Existing and Future Land Use maps can be found in Appendix B of this report.

Intersection of Easton Road and Glenside Avenue

Typical Sections

The existing cross-section of Easton Road varies greatly depending on the local context. Much of the corridor consists of one travel lane in each direction. In the very northern and southern ends, there are two travel lanes in each direction. While sidewalks are widely prevalent along the corridor, their design varies greatly, and there are some gaps. On-street parking is permitted mostly in the village centers along Easton Road.

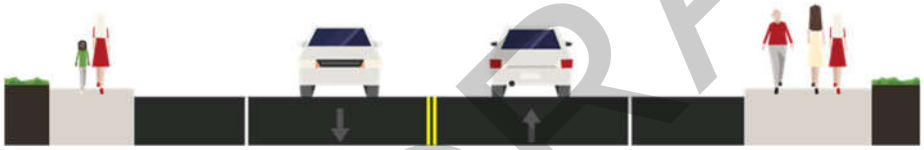
Cheltenham Avenue to Church Road & Welsh Road to PA 611

Shoulder width varies 0'-8', Median width varies 4'-15'

Church Road to Mt Carmel Avenue, Jenkintown Road to Edge Hill Road & Independence Drive to Welsh Road

On-street parking and shoulder width varies

Mt Carmel Avenue to Jenkintown Road & Edge Hill road to Independence Drive



Shoulder width varies 0'-8', Lane width varies 13'-17'

Transportation Features

There are twenty-two traffic signals along this segment of Easton Road. Many of these signals have short spacing from one to another. This contributes to congestion and to the "start-stop" feeling that motorists experience when traveling along the corridor.

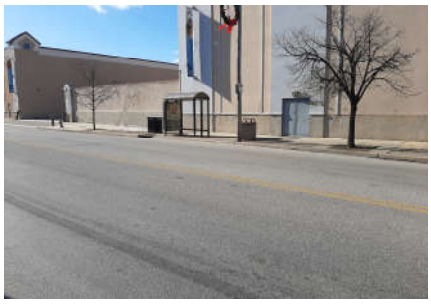
Montgomery County owns three bridges along Easton Road. Two of these bridges are in Cheltenham Township—over Tacony Creek branch and over Church Road. The other bridge is located in Abington Township and carries Easton Road over Sandy Run.

These transportation features are depicted on the Corridor Overview Map.

Multimodal Connections

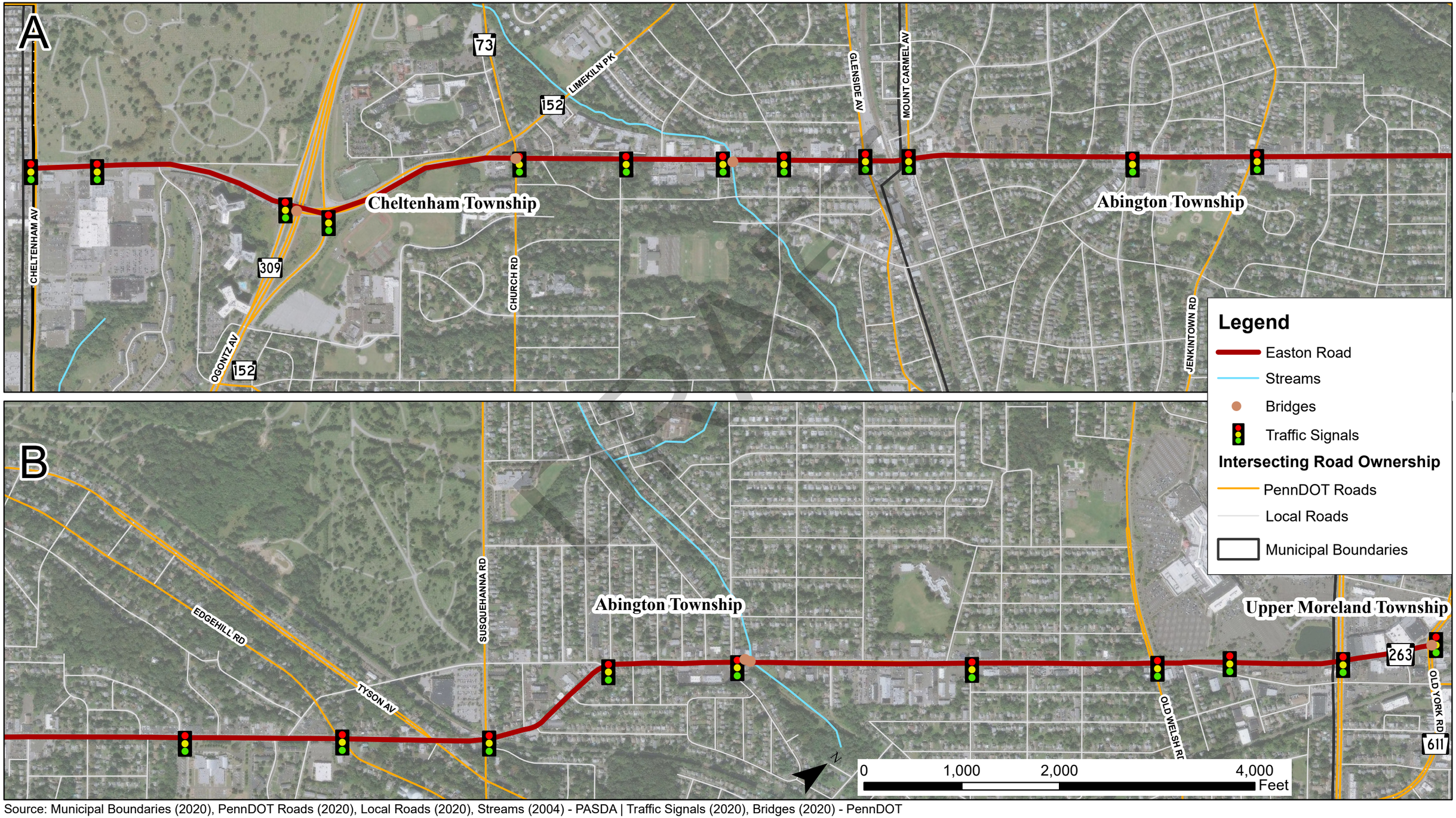
The existing sidewalk network along Easton Road is fairly complete. There are a few areas where there are short gaps in the sidewalk network. The design of the sidewalk is very inconsistent (differing surface designs and materials from parcel to parcel); even within village centers where it would be expected that the sidewalk would be uniform.

Given its close proximity to regional rail and presence of SEPTA bus routes 22 and 77, there is great transit access along Easton Road. This is reflected in the high percentage of



Bus Stop (SEPTA Routes 22 & 55)in Willow Grove

Easton Road, Corridor Overview



Source: Municipal Boundaries (2020), PennDOT Roads (2020), Local Roads (2020), Streams (2004) - PASDA | Traffic Signals (2020), Bridges (2020) - PennDOT

people that commute by public transportation and the interest in transit oriented development along this corridor. However, increased parking at the regional rail stations and improvements to bus stop amenities were identified as needs by stakeholders and public input.

The entire Easton Road corridor is located within areas recommended for sidewalks in the *Walk Montco Plan*. Easton Road is on the Planned Bicycle Network map in the *Bike Montco Plan*, and there are several adjacent and intersecting roadways in the Glenside and Keswick area that are in the network including Jenkintown Road, Keswick Avenue, and Glenside Avenue. Additionally, the planned Tookany Creek Trail crosses Easton Road in Cheltenham Township.

A Multimodal Transportation Map is included in Appendix B.

Traffic Volumes and Congestion

The highest traffic volumes along Easton Road occur south of the Fort Washington Expressway. The intersections listed below along the corridor were identified in past plans and studies as operating with moderate or high delay. High delay is characterized as intersections operating at an overall level of service E or F. Moderate delay is characterized as intersections operating at an overall level of service D. Intersections operating at a level of service A, B, or C are considered to have low delay.

- **Glenside Avenue**—High Delay
- **Waverly Road**—Moderate Delay
- **Old Welsh Road**—Moderate Delay

A Traffic and Intersection Operations Map containing additional information about traffic volumes and intersection operations can be found in Appendix B.

Low Delay: Overall LOS A, B, or C

Moderate Delay: Overall LOS D

High Delay: Overall LOS E or F

Safety

According to PennDOT reportable crash data collected between 2015 and 2019, the highest concentrations of crashes along Easton Road were reported to have occurred at the intersections of Old Welsh Road, Susquehanna Avenue, and Woodland Avenue. The most common crashes at each of these intersection were angle and rear-end crashes, which tends to indicate the crashes were related to congestion.

- **Old Welsh Road**—16 crashes
- **Susquehanna Road**—11 crashes
- **Woodland Avenue**—15 crashes

A Safety Map depicting Crash Densities along Germantown Pike can be found in Appendix B.

Intersection of Easton Road with Old Welsh Road

KEY ISSUES

Safety and operational issues at key intersections

There are several intersections along Easton Road that pose safety and operational issues due to poor intersection geometry, high volume of turning movements, and lack of pedestrian crossings. The following intersections were identified to have poor intersection geometry or capacity deficiencies:

- Greenwood Avenue
- Limekiln Pike
- Waverly Road
- Glenside Avenue

- Tyson Avenue
- Susquehanna Road
- Bradfield Road
- Hamilton Avenue
- Old Welsh Road

Easton Road transitions from a four-lane cross section (to the south) to a two-lane cross section (to the north) at the intersection of Limekiln Pike (PA 152). The change in cross section creates a pinch point contributing to driver confusion and traffic congestion that extends to the Royal Avenue intersection to the north.

Intersection of Easton Road with Limekiln Pike

Closely Spaced Signals Lead to Operation Issues and Aggressive Driving

A high concentration of signalized intersections spaced closely together leads to operational issues. Poor coordination of traffic signal timing between closely spaced intersections leads to traffic congestion during peak commuter periods and can lead to driver frustration during non-peak periods. Public and stakeholder comments noted a phenomenon of drivers speeding to "beat the next light."

Sidewalk Network Connectivity

Improving pedestrian connectivity is a priority for the municipalities along Easton Road which is reflected in the community comments. Sidewalks are mostly consistent along Easton Road. However, there are a few locations where there are gaps in the sidewalk network or sidewalks are in generally poor condition. In addition, the community has a desire for improved pedestrian crossing design features and strategically placed crossings to improve pedestrian safety and access throughout the corridor.

The following locations are specifically identified as needing pedestrian improvements:

- **Cheltenham Avenue to Fort Washington Expressway (SR 309)** - sidewalk only on one side of the road, but access to both sides is needed
- **Arcadia University area**– pedestrian crossings at the intersection of Limekiln Pike and Easton Road in need of upgrading
- **Roslyn Station**– are improved pedestrian access is needed from Easton Road to Roslyn Train Station

Pedestrian Access to Roslyn Regional Rail Station

Access Management

Some of the older shopping centers along Easton Road have poor access management. It is not uncommon for shopping centers to have multiple entrances and exits without proper traffic controls. In some areas, it is difficult to distinguish the edge of the roadway with the start of a parking lot. This is particularly the case in Glenside, Keswick and Roslyn.

Transit Amenities and Access

Easton Road is served by SEPTA Bus Route 22. However, access to and amenities at bus stops is lacking in many locations. The typical bus stop design at many locations consists of little more than a sign. In particular, improved pedestrian crossings and basic bus stop design features are needed along the corridor.

Bus Stop in Glenside

Parking Demand Continues to Grow

On-street parking is permitted in some sections of Easton Road. In villages such as Glenside, Keswick, and Roslyn; the lack of available parking may hinder economic growth and redevelopment efforts. Parking demand in these areas is driven by local businesses and proximity to SEPTA Regional Rail. The need for additional parking at the SEPTA train stations (Roslyn, Crestmont, and Glenside) cause some spillover parking onto local streets and Easton Road.

Easton Road | Key Issues

Corridor-Wide Issues

- Poor access management near older shopping centers
- Gaps in sidewalk network, pedestrian crossing deficiencies and lack of bicycle facilities
- Need for additional parking at train stations and commercial villages
- Inadequate amenities/access to bus stops
- Closely spaced signals with the need for improved signal coordination and upgraded technologies create operational issues, including aggressive driving

Intersection with Limekiln Pike

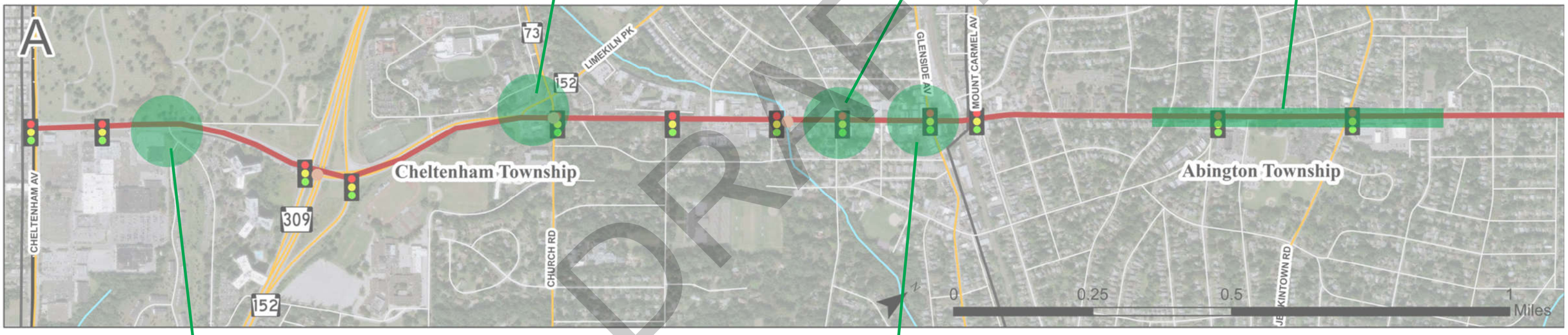
- Transition from 4-lane cross section (to the south) to 2-lane cross section (to the north) creates traffic congestion and safety issues
- Median poses barrier to pedestrians
- Planned pedestrian bridge

Intersection with Waverly Road

- Offset intersection creates traffic operations and pedestrian safety issues

Keswick Village Area

- Redevelopment opportunities
- Stormwater drainage issues cause occasional flooding



Intersection with Greenwood Avenue

- High pedestrian volumes—no crosswalk to access bus stops
- Left turns from Greenwood Avenue prohibited, but not obeyed

Intersection with Glenside Avenue

- Congestion due to left turning vehicles (lacking left turn lanes on Glenside Avenue)
- Planned redevelopment in this area

Legend

- Easton Road
- Bridges
- Traffic Signals

Intersecting Road Ownership

- PennDOT
- Local Roads
- Municipal Boundaries

Easton Road | Key Issues

Corridor-Wide Issues

- Poor access management near older shopping centers
- Gaps in sidewalk network, pedestrian crossing deficiencies and lack of bicycle facilities
- Need for additional parking at train stations and commercial villages
- Inadequate amenities/access to bus stops
- Closely spaced signals with the need for improved signal coordination and upgraded technologies create operational issues, including aggressive driving

Intersection with Hamilton Avenue

- Traffic issues related to cut-through traffic at offset intersection

Roslyn

- Transit Oriented Development and revitalization targeted for area around train station

Willow Grove Area

- Increase in pedestrian volumes expected due to recent constructed and proposed multifamily residential development around commercial areas
- Improved pedestrian crossings at intersections needed due to high volumes of turning movements at key intersections
- Grant received recently for wayfinding signage
- Additional parking supply needed for small retail business

Intersection with Old Welsh Road

- Concentration of crashes

Copper Beach Elementary

- Congestion and safety concerns related to vehicular and pedestrian traffic generated by school

Intersection with Tyson Avenue

- Pedestrian access to Roslyn Station
- Concentration of crashes

Intersection with Susquehanna Road

- Congestion when train stops at Roslyn Station
- Concentration of crashes
- Pedestrian access to Roslyn Station

Intersection with Bradfield Road

- Traffic operations issues due to intersection alignment

Intersection with Woodland Road

- Concentration of crashes
- Undersized culvert leads to flooding

Legend

- Easton Road
- Bridges
- Traffic Signals

Intersecting Road Ownership

- PennDOT
- Local Roads
- Municipal Boundaries

EASTON ROAD TOMORROW

CORRIDOR EVALUTION

The Easton Road corridor connects several older traditional neighborhood villages such as Glenside, Keswick, and Roslyn in Cheltenham and Abington Townships. As a result, the corridor possesses an extensive sidewalk network and provides access to SEPTA bus and regional rail stations. The corridor evaluation focused on smaller scale roadway operation improvements while enhancing the existing pedestrian facilities and improving access to transit opportunities. A more detailed evaluation of Easton Road can be found in Appendix C.

Traffic Operations

Traffic volumes and a lack of closely spaced or heavily congested intersections preclude the need for additional through travel lanes for the corridor.

Turn lanes exist at some signalized intersections. Additional turning lanes at key intersections with local roads should be considered based on turning movements and safety considerations.

Traffic signal modifications should be evaluated including timing adjustments and phasing and equipment upgrades to signalized intersections to facilitate efficient and safe vehicular, pedestrian, and bicycle movements along the corridor.

Easton Road and Susquehanna Road, Abington Township

Multimodal Connections

Sidewalks are provided along much of the corridor, however, many segments lack consistent and preferred widths for the sidewalks and buffer/verge areas. Sidewalks should be provided along both sides of the roadway to the extent possible, and consistent widths should be provided for the facilities.

Bike Montco identifies Easton Road, from Old Welsh Road to Easton Road/York Road, as a principal arterial in the proposed bike network. There is no comparable parallel bike route available. Due to constraints that exist along the corridor, it is not practical to add dedicated bike lanes, therefore, a consistent shoulder width that can accommodate bicycles may be a more appropriate design treatment.

Sidewalk in Glenside, Cheltenham Township

Constraints

Geometric, right-of-way, environmental, potential historical, and structure features were reviewed and constraints were identified and taken into consideration for the development of potential improvements for Easton Road.

Utilities are predominantly above-ground throughout the corridor and are located on both the sides of the roadway.

It is very common along Easton Road throughout the study limits for several types of obstructions to be located close to the paved cartway including a railroad overpass between

Glenside Avenue and Mt. Carmel Avenue, a cemetery along the northern side between Cheltenham Avenue and PA 309, a stone wall along the northern side to the east of Limekiln Pike, utility poles, street lights, and building structures.

The table below highlights some key geometric and environmental features along the study limits of Easton Road.

Type	Corridor Constraint
Geometry	•Horizontal curve east and west of PA 309 • Railroad overpass between Glenside Avenue and Mt. Carmel Avenue •Horizontal curve at Mildred Avenue •Horizontal curve at Bradfield Road
Environmental	•Stream crossing to the east of Springhouse Lane

Stone wall along the northern side of Easton Road to the east of Limekiln Pike, Cheltenham Township

FUTURE VISION

Cross Sections

Easton Road is a Community Arterial with a mix of Suburban Corridor and Neighborhood Village land use contexts. The standard design criteria should generally be followed except at locations when constraints limit the ability to meet the standard criteria. Wider dimensions should be used for sidewalks and buffer/verge areas than provided in the standard criteria.

The future typical cross sections have been developed for Easton Road to address current deficiencies and serve the future needs for broader segments of the corridor. The existing cross section of Easton Road changes frequently throughout the corridor. Due to roadside constraints, existing two-way center left turn lanes, sidewalks and on-street parking, it will be difficult to create consistent cross sections for longer segments along the corridor.

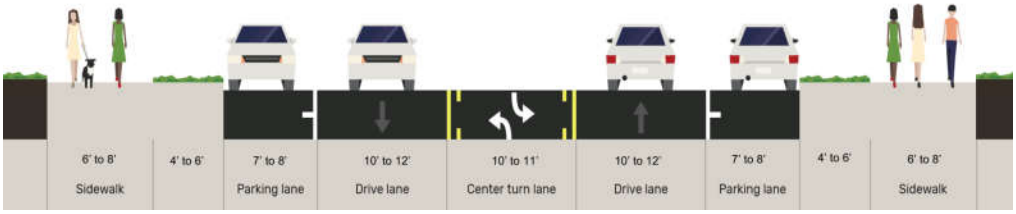
Therefore, several cross sections have been developed that focus on maintaining the existing roadway cross sections with enhancements to the streetscape by filling in the gaps and creating consistent widths for sidewalks and buffer/verge areas. In order to improve or create these areas, the retrofit design criteria may be necessary for travel lanes, turn lanes and shoulders.

Due to the similarity of enhancements proposed for all the Easton Road future cross sections, a text description is not separately provided for each cross section.

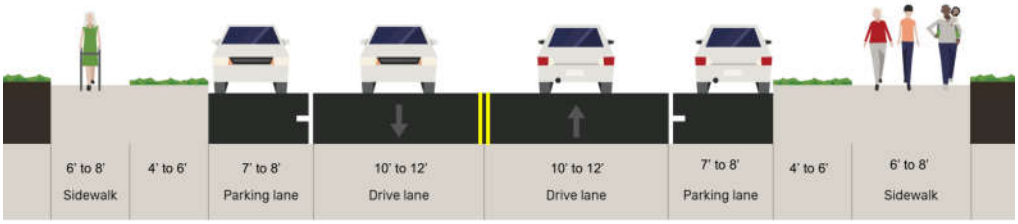
Railroad overpass between Glenside Avenue and Mt. Carmel Avenue, Cheltenham Township

Cheltenham Avenue (City Line) to PA 73 (Church Road)

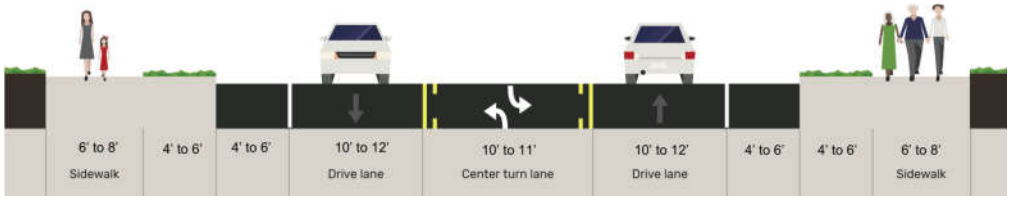
PA 73 (Church Road) to Mt. Carmel Avenue



Mt. Carmel Avenue to Jenkintown Road



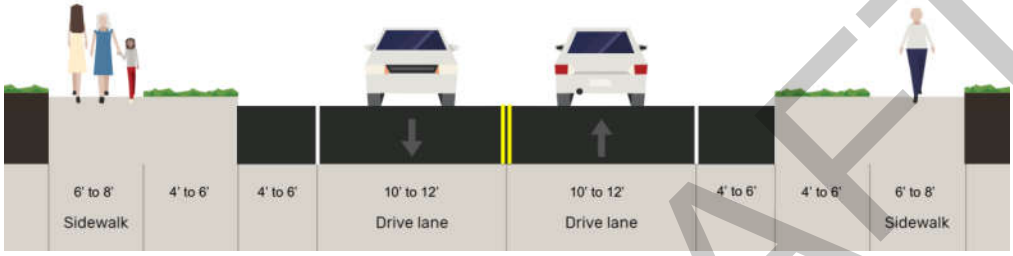
Jenkintown Road to Edge Hill Road



Existing Cross Sections:

Cheltenham Avenue to Church Road;
Welsh Road to PA 611

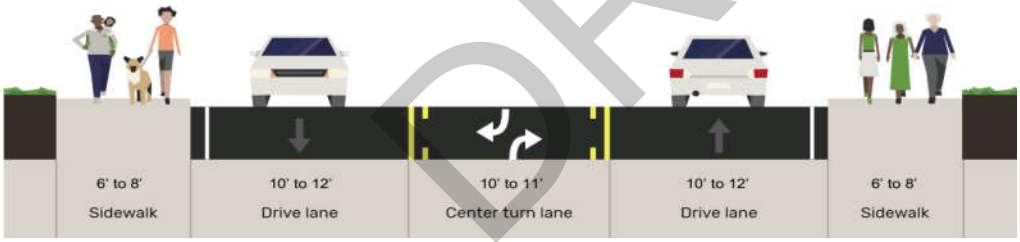
Edge Hill Road to Independence Avenue



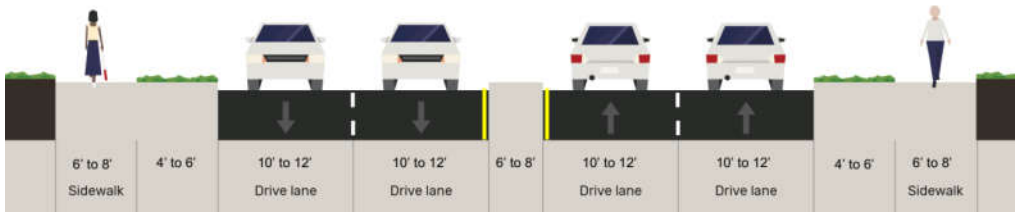
Church Road to Mt. Carmel Avenue;
Jenkintown Road to Edge Hill Road;
And Independence Drive to Welsh Road

Mt. Carmel Avenue to Jenkintown Road;
Edge Hill Road to Independence Drive

Independence Avenue to Old Welsh Road



Old Welsh Road to PA 611 (York Road)



Corridor Improvements

The Corridor Improvement Map for Easton Road identifies multimodal improvements at a total of 14 intersections, area locations, and corridor segments to address a variety of issues for bicycle and pedestrian facilities, buffer/verge areas, and bus stop amenities. The Corridor Improvement Map identifies the improvement categories to address future needs, estimated ranges of construction costs and general

The following general corridor-wide improvement strategies apply to Easton Road:

Improve access management in commercial areas

In the commercial areas of the corridor such as Glenside, Keswick, and Roslyn, The county and municipalities should work cooperatively to consolidate the number of driveways and improve existing driveways to acceptable design standards.

Add/upgrade pedestrian and bicycle facilities and fill in the gaps between existing facilities

As indicated with the future cross sections and corridor improvements maps, consistent pedestrian facilities are desired to improve the streetscape along the entire corridor.

Need for additional parking at train stations and commercial areas

Prior to the recent pandemic, SEPTA regional rail stations at Glenside, Roslyn, and Crestmont could not accommodate demand. The municipalities strongly desire to maintain existing on-street parking and to increase off-street parking supply in the village neighborhoods to retain existing business and facilitate redevelopment efforts.

Improve bus stops including amenities and providing better pedestrian connections

Many existing SEPTA Route 22 bus stops lack basic features and ADA compatibility. Pedestrian crossings at key intersections should be upgraded to improve access to bus stops.

Upgrade traffic signals and provide improved coordination systems between closely spaced intersections

A common issue raised by the municipalities and the public concerned efficient movement of traffic through the corridor in areas with closely spaced traffic signals. The townships and county should work cooperatively to implement signal upgrades.

Location	Improvement Categories	Potential Improvements	Relative Priority	Relative Cost
Greenwood Lane		• Add/upgrade pedestrian facilities • Bus stop amenities	High	$
Limekiln Pike		• Upgrade pedestrian crossings and signals • Planned pedestrian bridge (municipal) • Bus stop amenities	High	$$$
Keswick Village Area		• Improve stormwater management facilities • Add/upgrade pedestrian and bicycle facilities • Provide additional parking in commercial area	High	$$$
Copper Beach Elementary		• Add/upgrade pedestrian and bicycle facilities • Bus stop amenities	High	$
Roslyn Area		• Add/upgrade pedestrian and bicycle facilities • Bus stop amenities • Provide additional parking in commercial area	High	$$$
Old Welsh Road		• Traffic signal upgrades • Improve turn lanes	High	$$
Willow Grove Area		• Add/upgrade pedestrian and bicycle facilities • Install wayfinding signage • Provide additional parking in commercial area	High	$$
Waverly Road		• Realign intersection approaches • Add/upgrade pedestrian and bicycle facilities • Bus stop amenities	Medium	$$
Glenside Avenue		• Add turning lanes • Traffic signal upgrades • Add/upgrade pedestrian and bicycle facilities • Bus stop amenities	Medium	$$$
Tyson Avenue		• Add/upgrade pedestrian and bicycle facilities • Bus stop amenities	Medium	$
Susquehanna Road		• Add/upgrade pedestrian and bicycle facilities • Provide additional parking for the Roslyn Train Station • Bus stop amenities	Medium	$$
Bradfield Road		• Realign intersection approaches • Traffic signal upgrades	Low	$$
Woodland Road		• Improve stormwater management • Add/upgrade pedestrian and bicycle facilities • Bus stop amenities	Low	$$
Hamilton Avenue		• Realign intersection approaches to eliminate offset	Low	$$$

Easton Road | Corridor Improvements

Corridor-Wide Improvement Strategies

- Improve access management in commercial areas
- Add/upgrade pedestrian and bicycle facilities and fill in the gaps between existing facilities
- Need for additional parking at train stations and commercial areas
- Improve bus stops including amenities and providing better pedestrian connections
- Upgrade traffic signals and provide improved coordination systems between closely spaced intersections

Intersection with Limekiln Pike

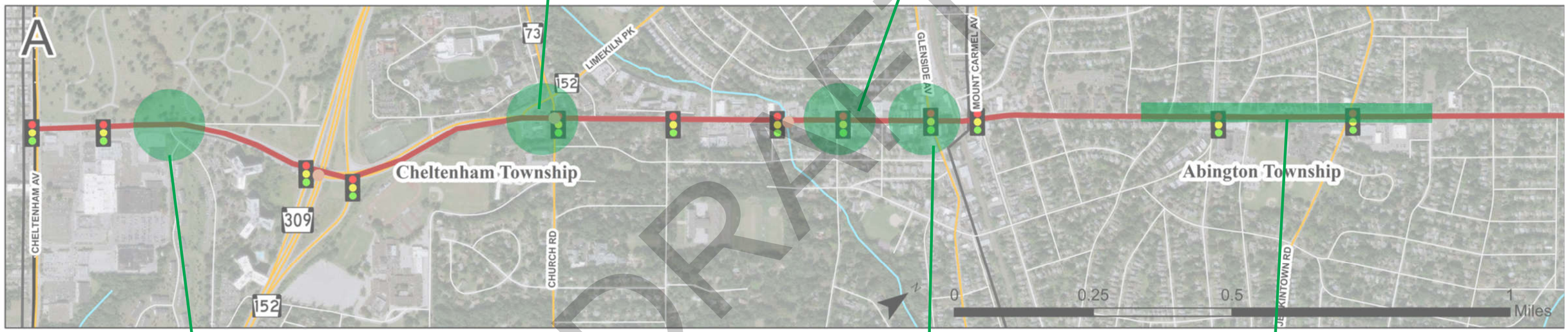
Priority: High
Cost: $$$

- Upgrade pedestrian crossings and signals
- Planned pedestrian bridge
- Bus stop amenities

Intersection with Waverly Road

Priority: Medium
Cost: $$

- Realign intersection approaches
- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities



Intersection with Greenwood Avenue

Priority: High
Cost: $

- Add/upgrade pedestrian facilities
- Bus stop amenities

Intersection with Glenside Avenue

Priority: Medium
Cost: $$$

- Add turning lanes
- Traffic signal upgrades
- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Keswick Village Area

Priority: High
Cost: $$$

- Improve stormwater management facilities
- Add/upgrade pedestrian and bicycle facilities
- Provide additional parking for commercial area

Legend

- Easton Road
- Bridges
- Traffic Signals

Improvement Type

- Intersection
- Roadway
- Pedestrian/Bicycle
- Transit
- Parking
- Maintenance

Relative Project Costs

$	$0—$1,000,000	$$	$1,000,000—$2,000,000	$$$	$2,000,000—$5,000,000	$$$$	$5,000,000—$10,000,000	$$$$$	$10,000,000+

Easton Road | Corridor Improvements

Corridor-Wide Improvement Strategies

- Improve access management in commercial areas
- Add/upgrade pedestrian and bicycle facilities and fill in the gaps between existing facilities
- Need for additional parking at train stations and commercial areas
- Improve bus stops including amenities and providing better pedestrian connections
- Upgrade traffic signals and provide improved coordination systems between closely spaced intersections

Roslyn Area

Priority: High
Cost: $$$

- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities
- Provide additional parking for commercial area

Intersection with Old Welsh Road

Priority: High
Cost: $$

- Traffic signal upgrades
- Improve turn lanes

Intersection with Hamilton Avenue

Priority: Low
Cost: $$$

- Realign the intersection to eliminate offset

Willow Grove Area

Priority: High
Cost: $$

- Add/upgrade pedestrian and bicycle facilities
- Install wayfinding signage
- Provide additional parking for commercial area

Copper Beach Elementary

Priority: High
Cost: $

- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Intersection with Tyson Avenue

Priority: Medium
Cost: $

- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Intersection with Bradfield Road

Priority: Low
Cost: $$

- Realign intersection approaches
- Traffic signal upgrades

Intersection with Susquehanna Road

Priority: Medium
Cost: $$

- Add/upgrade pedestrian and bicycle facilities
- Provide additional parking for the Roslyn train station
- Bus stop amenities

Intersection with Woodland Road

Priority: Low
Cost: $$

- Improve stormwater management
- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Legend

- Easton Road
- Bridges
- Traffic Signals

Improvement Type

- Intersection
- Roadway
- Pedestrian/Bicycle
- Transit
- Parking
- Maintenance

Relative Project Costs

$	$0—$1,000,000	$$	$1,000,000—$2,000,000	$$$	$2,000,000—$5,000,000	$$$$	$5,000,000—$10,000,000	$$$$$	$10,000,000+