# TOLL TRAFFIC AND REVENUE STUDY

**US 301 TOLL ROAD**

*Prepared for:*

Delaware Department of Transportation
800 Bay Road
Dover, DE 19903

**Prepared by:**

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NOVEMBER, 2013

JACOBS

November 13, 2013

Delaware Department of Transportation
800 Bay Road
Dover, DE 19903
Attn: Mark Tudor

**Subject:** **Revised US 301 Project Opening Date:**
**Update to Jacobs' September 2013 Draft Toll Traffic and Revenue Report**

Dear Mr. Tudor:

As requested, we have prepared revised toll traffic and revenue (T&R) estimates to reflect the currently-anticipated US 301 project opening date of January 1, 2018. Our previous T&R estimates detailed in our September 2013 Toll Traffic and Revenue Report (the "September Report") assumed an opening date of July 1, 2017. The revised T&R estimates with the currently-anticipated opening date of January 1, 2018 are presented herein.

**Opening Date and Ramp Up**

The Project is currently anticipated to open fully with tolls halfway through Fiscal Year (FY) 2018, on January 1, 2018. It should be noted that fiscal years run from July 1st through June30th; the Project will be open for half of FY 2018.

Opening year traffic levels, and levels in the first few years after opening, are influenced by many factors, including current trip making characteristics, as well as those changes that will occur because of the presence of the new toll facility. The process of traffic reaching its full potential over a given time, without considering nominal growth, is considered "ramp-up."

Ramp-up is often defined as the time it takes for the drivers to become aware of a new (toll) facility, change old habits and become aware of any potential benefits from using the new (toll) facility. Often, signage and mapping indicating the presence of the new facility are delayed and do not occur at the time of a facility's opening. This is particularly important when a facility will serve travelers coming from areas outside the project corridor.

For our analyses with the currently-anticipated opening date, the ramp up period assumed for this project has been shifted by six months.. Table 1 presents the ramp up assumptions, sorted by opening date. With the currently-anticipated opening date of January 1, 2018, the facility is now estimated to reach its full potential mid-way through FY 2020, realizing the first full year of potential revenues in FY 2021.

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**Table 1 : Ramp Up Assumptions**

| Fiscal Year | Assumed Opening Date | |
|---|---|---|
| | 7/1/2017 (previous analyses) | 1/1/2018 (current analyses) |
| 2018 | 85.0% | 85.0% |
| 2019 | 95.0% | 90.0% |
| 2020 | 100.0% | 97.5% |
| 2021 | 100.0% | 100.0% |

**Estimates of Traffic and Gross Toll Revenues**

Jacobs prepared estimates of toll traffic and revenue for both ORT and AET Collection. As the project is currently anticipated to open halfway through the Fiscal Year 2018, which is six months later than in our previous estimated, the T&R estimates for FY 2018 are, naturally, 50 percent lower. for FY 2019, the T&R estimates are some 5 percent lower than in previous estimates, due to the assumed ramp-up timeframe. FY 2020 was not originally assumed to be impacted by ramp-up, but with the new opening date, the ramp-up period extends into FY 2020. Therefore, estimates for FY 2020 are also slightly lowered compared to the previous T&R estimates. Table 2 shows a summary of the impact on toll transaction and revenue estimates compared to our September Report, due to the currently-anticipated opening date.

**Table 2 : Change in Estimates due to New Opening Date**

| Fiscal Year | Transactions | | Revenue | |
|---|---|---|---|---|
| | AET | ORT | AET | ORT |
| 2018 | -50% | -50% | -50% | -50% |
| 2019 | -5% | -5% | -5% | -5% |
| 2020 | -3% | -3% | -3% | -3% |
| 2021 and Beyond | 0% | 0% | 0% | 0% |

Figure 1 and Figure 2 show the revised projected total average daily toll transactions (including the mainline and the three tolled ramps) and gross annual toll revenues for forty years, beginning in 2018. Table 3 and Table 4 present the same information in tabular form.

For the AET case toll revenues reach $20.71 Million in 2021, the first year after ramp-up and increase to $82.5 Million 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,600 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases peaking at 17,000 daily toll transactions in 2060.

Similarly, for the ORT case toll revenues reach $21.59 Million in 2021, the first year after ramp-up and increase to $86.2 Million 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,700 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases peaking at 17,400 daily toll transactions in 2060.

**Figure 1: Estimated Average Daily Toll Transactions and Gross Annual Toll Revenues, AET**

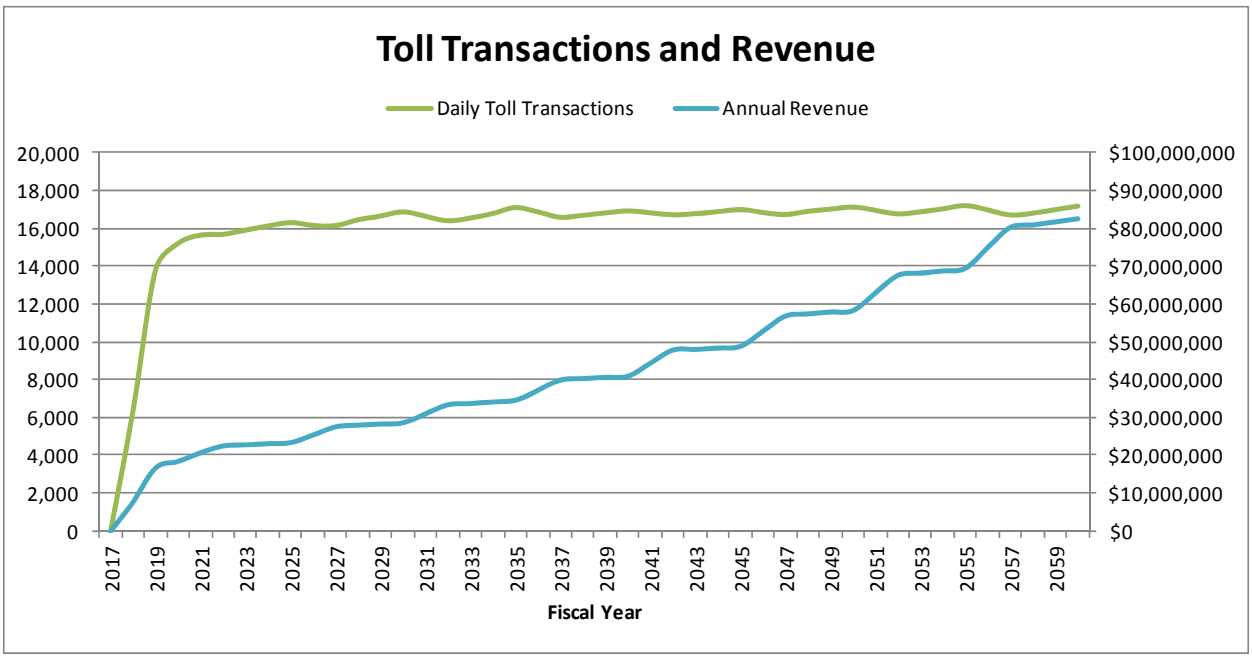

**Figure 2: Estimated Average Daily Toll Transactions and Gross Annual Toll Revenues, ORT**

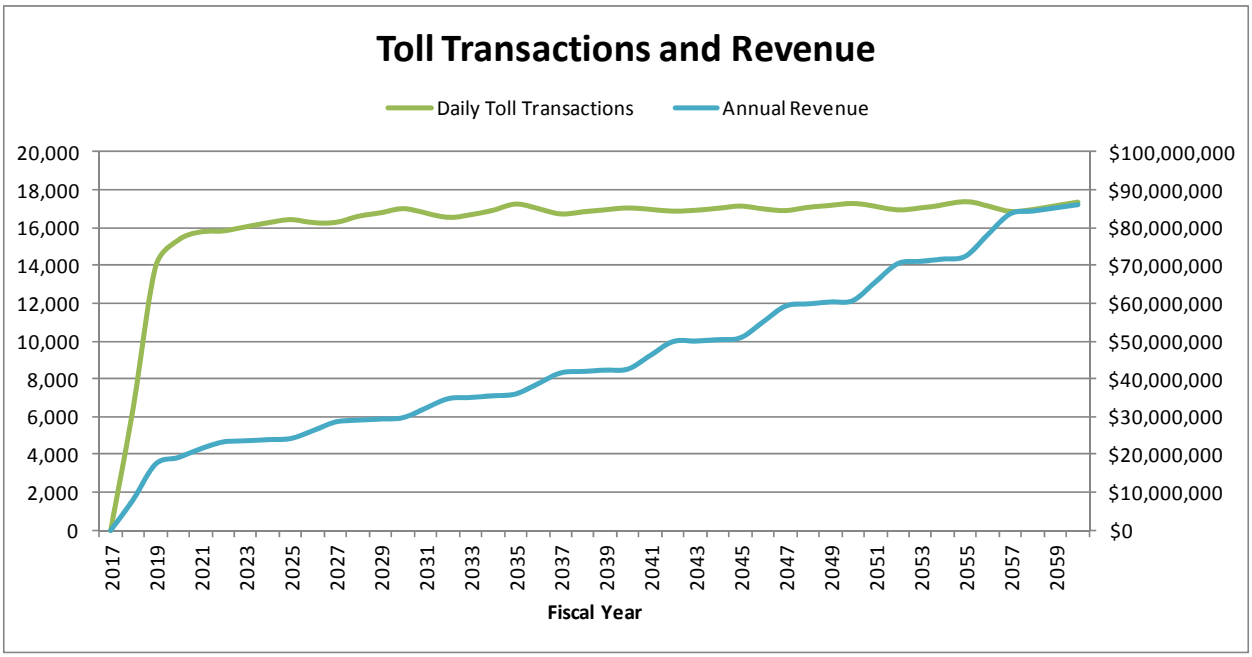

**Table 3: Toll Traffic and Revenue Estimates, AET**

| Fiscal Year | AET | | | | | |
|---|---|---|---|---|---|---|
| | Daily Toll Transactions | | | Annual Revenue (Millions) | | |
| | Car | Truck | Total | Car | Truck | Total |
| 2018 | 5,162 | 1,223 | 6,384 | $3.40 | $4.34 | $7.74 |
| 2019 | 11,167 | 2,623 | 13,790 | $7.38 | $9.34 | $16.72 |
| 2020 | 12,306 | 2,869 | 15,174 | $8.17 | $10.26 | $18.43 |
| 2021 | 12,665 | 2,949 | 15,614 | $9.12 | $11.60 | $20.72 |
| 2022 | 12,697 | 2,956 | 15,654 | $9.86 | $12.66 | $22.51 |
| 2023 | 12,897 | 2,981 | 15,878 | $10.04 | $12.77 | $22.81 |
| 2024 | 13,082 | 3,014 | 16,096 | $10.22 | $12.90 | $23.12 |
| 2025 | 13,218 | 3,055 | 16,273 | $10.31 | $13.08 | $23.39 |
| 2026 | 13,072 | 3,053 | 16,125 | $11.10 | $14.29 | $25.40 |
| 2027 | 13,058 | 3,057 | 16,115 | $12.01 | $15.55 | $27.56 |
| 2028 | 13,322 | 3,101 | 16,423 | $12.24 | $15.77 | $28.01 |
| 2029 | 13,489 | 3,131 | 16,619 | $12.38 | $15.92 | $28.30 |
| 2030 | 13,686 | 3,152 | 16,838 | $12.59 | $16.03 | $28.62 |
| 2031 | 13,456 | 3,149 | 16,605 | $13.48 | $17.52 | $31.00 |
| 2032 | 13,220 | 3,147 | 16,367 | $14.38 | $19.02 | $33.40 |
| 2033 | 13,356 | 3,165 | 16,521 | $14.60 | $19.12 | $33.72 |
| 2034 | 13,559 | 3,198 | 16,757 | $14.83 | $19.32 | $34.15 |
| 2035 | 13,835 | 3,230 | 17,065 | $15.09 | $19.51 | $34.60 |
| 2036 | 13,631 | 3,204 | 16,835 | $16.06 | $21.16 | $37.22 |
| 2037 | 13,368 | 3,182 | 16,551 | $17.11 | $22.84 | $39.94 |
| 2038 | 13,452 | 3,210 | 16,661 | $17.29 | $23.03 | $40.32 |
| 2039 | 13,548 | 3,230 | 16,778 | $17.48 | $23.18 | $40.66 |
| 2040 | 13,653 | 3,240 | 16,893 | $17.69 | $23.24 | $40.94 |
| 2041 | 13,558 | 3,227 | 16,786 | $19.07 | $25.33 | $44.40 |
| 2042 | 13,471 | 3,215 | 16,686 | $20.45 | $27.42 | $47.87 |
| 2043 | 13,520 | 3,226 | 16,745 | $20.53 | $27.50 | $48.03 |
| 2044 | 13,604 | 3,244 | 16,848 | $20.75 | $27.64 | $48.39 |
| 2045 | 13,689 | 3,272 | 16,961 | $20.97 | $27.88 | $48.85 |
| 2046 | 13,550 | 3,253 | 16,804 | $22.52 | $30.31 | $52.83 |
| 2047 | 13,469 | 3,230 | 16,699 | $24.13 | $32.71 | $56.83 |
| 2048 | 13,610 | 3,256 | 16,866 | $24.44 | $32.97 | $57.41 |
| 2049 | 13,708 | 3,278 | 16,986 | $24.72 | $33.18 | $57.90 |
| 2050 | 13,801 | 3,288 | 17,089 | $24.99 | $33.28 | $58.27 |
| 2051 | 13,659 | 3,263 | 16,922 | $26.80 | $36.13 | $62.93 |
| 2052 | 13,479 | 3,251 | 16,730 | $28.46 | $39.13 | $67.59 |
| 2053 | 13,567 | 3,275 | 16,842 | $28.78 | $39.41 | $68.19 |
| 2054 | 13,707 | 3,293 | 16,999 | $29.14 | $39.61 | $68.75 |
| 2055 | 13,850 | 3,319 | 17,169 | $29.52 | $39.93 | $69.45 |
| 2056 | 13,650 | 3,294 | 16,944 | $31.65 | $43.31 | $74.96 |
| 2057 | 13,407 | 3,264 | 16,670 | $33.59 | $46.66 | $80.25 |
| 2058 | 13,486 | 3,286 | 16,772 | $33.92 | $46.98 | $80.90 |
| 2059 | 13,641 | 3,314 | 16,955 | $34.35 | $47.36 | $81.71 |
| 2060 | 13,806 | 3,338 | 17,144 | $34.82 | $47.71 | $82.53 |

**Table 4: Toll Traffic and Revenue Estimates, ORT**

| Fiscal Year | ORT | | | | | |
|---|---|---|---|---|---|---|
| | Daily Toll Transactions | | | Annual Revenue (Millions) | | |
| | Car | Truck | Total | Car | Truck | Total |
| 2018 | 5,241 | 1,227 | 6,468 | $3.61 | $4.55 | $8.16 |
| 2019 | 11,323 | 2,633 | 13,956 | $7.80 | $9.77 | $17.57 |
| 2020 | 12,469 | 2,879 | 15,348 | $8.61 | $10.68 | $19.29 |
| 2021 | 12,830 | 2,960 | 15,789 | $9.58 | $12.01 | $21.59 |
| 2022 | 12,873 | 2,966 | 15,839 | $10.33 | $13.08 | $23.42 |
| 2023 | 13,066 | 2,991 | 16,056 | $10.52 | $13.19 | $23.71 |
| 2024 | 13,247 | 3,022 | 16,269 | $10.70 | $13.34 | $24.04 |
| 2025 | 13,376 | 3,063 | 16,438 | $10.80 | $13.52 | $24.32 |
| 2026 | 13,215 | 3,062 | 16,277 | $11.62 | $14.79 | $26.41 |
| 2027 | 13,220 | 3,067 | 16,287 | $12.60 | $16.10 | $28.70 |
| 2028 | 13,500 | 3,111 | 16,611 | $12.85 | $16.33 | $29.18 |
| 2029 | 13,658 | 3,141 | 16,798 | $12.98 | $16.49 | $29.47 |
| 2030 | 13,856 | 3,162 | 17,018 | $13.22 | $16.61 | $29.84 |
| 2031 | 13,629 | 3,160 | 16,789 | $14.17 | $18.17 | $32.34 |
| 2032 | 13,398 | 3,158 | 16,556 | $15.13 | $19.72 | $34.86 |
| 2033 | 13,518 | 3,175 | 16,694 | $15.34 | $19.83 | $35.17 |
| 2034 | 13,722 | 3,208 | 16,931 | $15.59 | $20.03 | $35.62 |
| 2035 | 14,020 | 3,241 | 17,261 | $15.87 | $20.23 | $36.10 |
| 2036 | 13,811 | 3,215 | 17,026 | $16.88 | $21.94 | $38.82 |
| 2037 | 13,544 | 3,192 | 16,736 | $17.99 | $23.68 | $41.67 |
| 2038 | 13,630 | 3,221 | 16,851 | $18.18 | $23.89 | $42.07 |
| 2039 | 13,719 | 3,241 | 16,960 | $18.39 | $24.04 | $42.42 |
| 2040 | 13,808 | 3,250 | 17,058 | $18.59 | $24.10 | $42.69 |
| 2041 | 13,735 | 3,239 | 16,973 | $20.06 | $26.27 | $46.33 |
| 2042 | 13,661 | 3,228 | 16,889 | $21.53 | $28.44 | $49.97 |
| 2043 | 13,695 | 3,237 | 16,932 | $21.58 | $28.52 | $50.10 |
| 2044 | 13,783 | 3,254 | 17,037 | $21.82 | $28.66 | $50.48 |
| 2045 | 13,870 | 3,283 | 17,154 | $22.06 | $28.91 | $50.97 |
| 2046 | 13,742 | 3,266 | 17,007 | $23.70 | $31.44 | $55.14 |
| 2047 | 13,672 | 3,243 | 16,914 | $25.41 | $33.93 | $59.33 |
| 2048 | 13,816 | 3,270 | 17,085 | $25.74 | $34.20 | $59.95 |
| 2049 | 13,902 | 3,290 | 17,192 | $26.02 | $34.42 | $60.44 |
| 2050 | 13,991 | 3,299 | 17,290 | $26.30 | $34.52 | $60.82 |
| 2051 | 13,865 | 3,276 | 17,141 | $28.26 | $37.48 | $65.73 |
| 2052 | 13,684 | 3,264 | 16,949 | $29.99 | $40.60 | $70.59 |
| 2053 | 13,769 | 3,288 | 17,056 | $30.31 | $40.88 | $71.19 |
| 2054 | 13,913 | 3,305 | 17,218 | $30.70 | $41.09 | $71.79 |
| 2055 | 14,059 | 3,333 | 17,392 | $31.11 | $41.42 | $72.53 |
| 2056 | 13,852 | 3,307 | 17,159 | $33.36 | $44.93 | $78.29 |
| 2057 | 13,592 | 3,277 | 16,869 | $35.37 | $48.41 | $83.77 |
| 2058 | 13,674 | 3,300 | 16,974 | $35.74 | $48.74 | $84.47 |
| 2059 | 13,841 | 3,328 | 17,169 | $36.20 | $49.14 | $85.34 |
| 2060 | 14,011 | 3,351 | 17,363 | $36.67 | $49.49 | $86.16 |

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**Toll Sensitivity Analysis**

The majority of sensitivity and risk analyses focused on estimates for fiscal year 2020. With the currently-anticipated opening date, the T&R estimates are some three percent lower compared to our previous analyses in fiscal year 2020 for each scenario because of the shift in the ramp-up. The purpose of this section of the letter is to highlight possible ranges in outcomes if the various assumptions identified were to change. Since this adjustment is universal, the results of comparisons between the various sensitivity scenarios and assessment of the risk associated with various factors remain the same as previously documented in the September Report.

**Fee Revenue**

In the estimation of revenue generated by invoicing fees, it was assumed that the first two bills would not incur any fee. In the case of ORT it is possible that a small fee would be charged, but this would not be expected to result in the generation of any significant revenue. If the first two bills go unpaid, it was assumed that there would be a $25.00 fee per transaction added to the third bill. This would be upgraded to a fee of $62.50 per transaction for the fourth bill.

Fee revenue is based on the number of transactions, therefore changes in the estimate of toll transactions for the opening years also impact fee revenue estimates for those years. Table 5 presents a breakdown of annual Fee Revenue estimates and the resulting total annual revenue estimates for both AET and ORT conditions. Since fee revenue is small in comparison to estimated toll revenue, the impact on of the decreased fee revenue on total revenues is minor.

**Table 5: Total Annual Toll and Fee Revenue (in millions)**

| Fiscal Year | AET | | | ORT | | |
|---|---|---|---|---|---|---|
| | Gross Toll Revenue | Fee Revenue | Total Revenue | Gross Toll Revenue | Fee Revenue | Total Revenue |
| 2018 | $7.74 | $0.30 | $8.03 | $8.16 | $0.04 | $8.21 |
| 2019 | $16.72 | $0.60 | $17.32 | $17.57 | $0.09 | $17.66 |
| 2020 | $18.43 | $0.61 | $19.04 | $19.29 | $0.10 | $19.39 |
| 2021 | $20.72 | $0.57 | $21.29 | $21.59 | $0.10 | $21.69 |
| 2022 | $22.51 | $0.53 | $23.04 | $23.42 | $0.09 | $23.51 |
| 2023 | $22.81 | $0.53 | $23.34 | $23.71 | $0.09 | $23.81 |
| 2024 | $23.12 | $0.54 | $23.66 | $24.04 | $0.09 | $24.13 |
| 2025 | $23.39 | $0.55 | $23.94 | $24.32 | $0.09 | $24.40 |
| 2026 | $25.40 | $0.55 | $25.94 | $26.41 | $0.08 | $26.49 |
| 2027 | $27.56 | $0.54 | $28.11 | $28.70 | $0.08 | $28.78 |
| 2028 | $28.01 | $0.55 | $28.56 | $29.18 | $0.08 | $29.26 |
| 2029 | $28.30 | $0.56 | $28.86 | $29.47 | $0.08 | $29.55 |
| 2030 | $28.62 | $0.57 | $29.19 | $29.84 | $0.07 | $29.91 |
| 2031 | $31.00 | $0.56 | $31.56 | $32.34 | $0.06 | $32.40 |
| 2032 | $33.40 | $0.55 | $33.95 | $34.86 | $0.06 | $34.92 |
| 2033 | $33.72 | $0.56 | $34.28 | $35.17 | $0.06 | $35.23 |
| 2034 | $34.15 | $0.56 | $34.71 | $35.62 | $0.06 | $35.68 |
| 2035 | $34.60 | $0.57 | $35.17 | $36.10 | $0.06 | $36.17 |
| 2036 | $37.22 | $0.56 | $37.78 | $38.82 | $0.06 | $38.88 |
| 2037 | $39.94 | $0.55 | $40.49 | $41.67 | $0.06 | $41.73 |
| 2038 | $40.32 | $0.55 | $40.87 | $42.07 | $0.06 | $42.13 |
| 2039 | $40.66 | $0.56 | $41.22 | $42.42 | $0.06 | $42.49 |
| 2040 | $40.94 | $0.57 | $41.51 | $42.69 | $0.06 | $42.76 |
| 2041 | $44.40 | $0.56 | $44.96 | $46.33 | $0.06 | $46.39 |
| 2042 | $47.87 | $0.55 | $48.42 | $49.97 | $0.06 | $50.04 |
| 2043 | $48.03 | $0.56 | $48.59 | $50.10 | $0.06 | $50.17 |
| 2044 | $48.39 | $0.56 | $48.95 | $50.48 | $0.06 | $50.55 |
| 2045 | $48.85 | $0.56 | $49.41 | $50.97 | $0.06 | $51.03 |
| 2046 | $52.83 | $0.55 | $53.38 | $55.14 | $0.06 | $55.20 |
| 2047 | $56.83 | $0.55 | $57.38 | $59.33 | $0.06 | $59.40 |
| 2048 | $57.41 | $0.55 | $57.96 | $59.95 | $0.06 | $60.01 |
| 2049 | $57.90 | $0.56 | $58.46 | $60.44 | $0.06 | $60.50 |
| 2050 | $58.27 | $0.57 | $58.84 | $60.82 | $0.06 | $60.88 |
| 2051 | $62.93 | $0.55 | $63.48 | $65.73 | $0.06 | $65.79 |
| 2052 | $67.59 | $0.54 | $68.13 | $70.59 | $0.06 | $70.65 |
| 2053 | $68.19 | $0.55 | $68.74 | $71.19 | $0.06 | $71.25 |
| 2054 | $68.75 | $0.56 | $69.31 | $71.79 | $0.06 | $71.85 |
| 2055 | $69.45 | $0.56 | $70.01 | $72.53 | $0.06 | $72.59 |
| 2056 | $74.96 | $0.55 | $75.51 | $78.29 | $0.06 | $78.35 |
| 2057 | $80.25 | $0.55 | $80.80 | $83.77 | $0.06 | $83.84 |
| 2058 | $80.90 | $0.55 | $81.45 | $84.47 | $0.06 | $84.54 |
| 2059 | $81.71 | $0.55 | $82.27 | $85.34 | $0.06 | $85.40 |
| 2060 | $82.53 | $0.56 | $83.09 | $86.16 | $0.06 | $86.22 |

**Conclusion**

The currently-anticipated project opening date of January 1, 2018 is a six-month shift in opening date, but this has little to no impact on the estimated toll traffic and revenue estimates for years beyond FY2020. Since the project is planned to open mid-fiscal year 2018 instead of start of that FY2018, , revenue is estimated to be roughly half of what was originally estimated for the opening fiscal year. Estimates were reduced slightly for the first few years after opening, as the "ramp-up" period for the new facility is also expected to be pushed back six-months. Otherwise, all of the analyses for the revenue forecasts remain unchanged in FY2021 and all years thereafter.

Sincerely,

Richard J. Gobeille, PE
National Toll / Finance Manager
Jacobs Engineering

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**Executive Summary**

Delaware Department of Transportation retained the services of the Jacobs ('Jacobs') Engineering Group to develop independent traffic and toll revenue estimates of The US 301 Toll Road. The proposed project is an upgrade to US 301 to a limited-access facility serving the Middletown, Delaware. The proposed US 301, as designed, would serve as a necessary transportation segment that could provide relief to the increasing congestion on the currently operating roadway infrastructure serving the thriving community of Middletown. The goals of the project are to improve and enhance highway safety, manage long-haul truck traffic, and address existing and projected traffic congestion in the US 301 corridor.

Jacobs prepared this comprehensive traffic and revenue forecast using a corridor model approach. Survey and count data completed by others for the DOT was included as source data in our efforts along with supplemental data that Jacobs collected to meet the data needs of this study.

The findings of our study characterize the corridor as a mix of local trips and long distance through trips using 301 as an alternate route to I-95 in Maryland. The average trip length is longer than for typical facilities, but is expected given the rural nature of the corridor. Middletown is the center of commerce for a large radius attracting routine shopping, recreation, and other similar trips from areas including Maryland. Because of this, US 301 functions for a large portion of users as "main street" and is an essential part of their daily activities. The relative high average trip frequency of 1.92 per week supports the local nature of many of the roadways current trips. Fifty-five percent of motorists surveyed at the state line self identified themselves as local trips. The "local" motorists would be both familiar with potential alternate routes and less willing to repeatedly pay for trips to the store, dry cleaners or other similar errands.

Jacobs prepared estimates of toll traffic and revenue for both ORT and AET Collection. Figure 35 and Figure 36 show the projected total average daily toll transactions (including the mainline and the three tolled ramps) and gross annual toll revenues for forty years, beginning in 2018. Table 14 and Table 15 present the same information in tabular form.

For the AET case toll revenues reach $18.9 Million in 2020, the first year after ramp-up and increase to $82.5 Million 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,600 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases peaking at 17,000 daily toll transactions in 2060.

Similarly, for the ORT case toll revenues reach $19.8 Million in 2020, the first year after ramp-up and increase to $86.2 Million 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,700 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases peaking at 17,400 daily toll transactions in 2060.

# 1 Introduction

An upgrade to US 301 to a limited-access facility serving the Middletown, Delaware region has been actively pursued by local officials for much of the last decade. The proposed project, as designed, would serve as a necessary transportation segment that could provide relief to the increasing congestion on the currently operating roadway infrastructure serving the thriving community of Middletown. The goals of the project are to improve and enhance highway safety, manage long-haul truck traffic, and address existing and projected traffic congestion in the US 301 corridor. The project will also need to achieve these goals while minimizing environmental impacts and accommodating existing, as well as planned development. West of the Maryland State Line US 301 has been improved and upgraded; this link through Delaware would help achieve the transportation goals of the region.

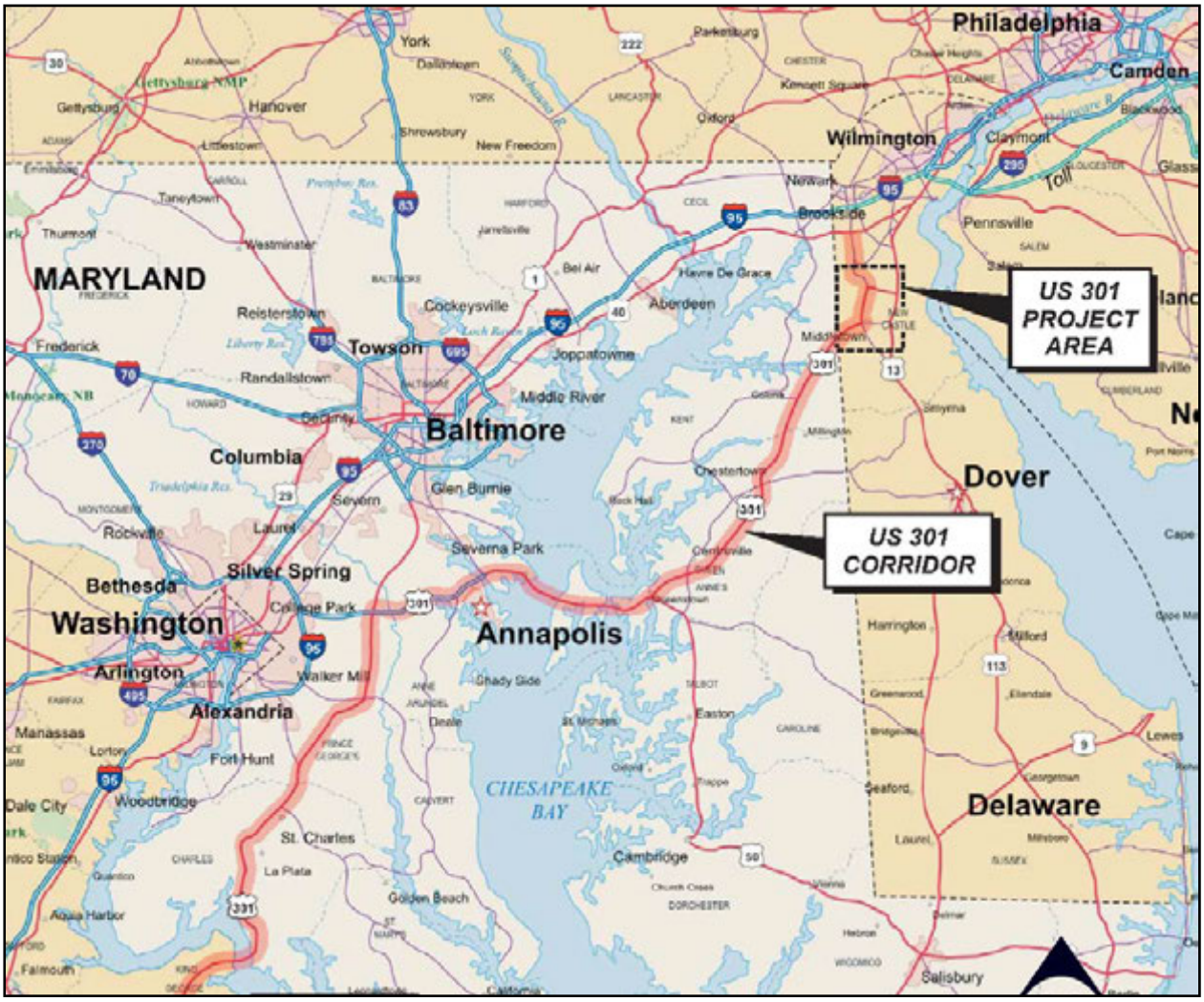
Currently, US 301 passes through the rapidly growing town of Middletown, Delaware, resulting in traffic issues for locals and long distance travels alike. The proposed project would construct a new limited-access roadway bypassing the center of the town by connecting the previously improved US 301 across the Maryland State Line to a new connection with SR 1 just south of the Chesapeake and Delaware Canal. This new roadway would offer speedier travel to long-distance travelers utilizing the corridor as an alternate to congested I-95 through Baltimore, as well as a new route choice for commuters and travelers in the Middletown region.

## 1.1 Project Description

Improving US 301 near Middletown, DE has been in the forefront of discussions amongst local transportation authorities for a long time. In 2005, the project proponents initiated a comprehensive public outreach and involvement program, resulting in a Range of Alternatives presented to the public in June of 2005. In May of 2007, a preferred alternative was selected for the US 301 Project.

The US 301 Toll Road, referred to herein as “the project,” is approximately 14 miles long with its western end just east of the DE/MD state line. Its eastern end would terminate at US Route 1, just south of the Chesapeake and Delaware (C&D) Canal. A map showing the location of the project is provided in Figure 1. The project, for the purposes of this investigation, was assumed to be a four-lane (two in each direction) facility with limited access. Ramps would provide access to and from Levels Road, Summit Bridge Road (former US 301), and Jamison Corner Road.

**Figure 1: Project Location Map**




*Source: DelDOT, FEIS November 2007*

Tolls would be collected primarily by electronic means, either with an All Electronic (AET) or open-road (ORT) setup. In the case of AET, the payment of toll fees is accomplished through the placement of toll gantries with electronic equipment designed to collect motorist payment information from in-vehicle transponders, or through identification of the motorist by way of their vehicles license plate. No cash would be accepted at the time of travel, and toll collectors would not be present. In the case of ORT, however, staffed lanes accepting cash payment would be constructed off to the side of the road, allowing vehicles equipped with an in-vehicle transponder to proceed through the mainline toll gantry without stopping. Violators would be identified using similar equipment to that of an AET system.

A spur road is planned to be developed in the future, providing a higher speed link between Middletown (near the proposed Level's Road Ramps) and the Summit Bridge over the C&D Canal. This spur was not considered in the analysis presented herein.

## 1.2 Project Scope

Delaware Department of Transportation retained the services of the Jacobs ('Jacobs') Engineering Group to develop independent traffic and toll revenue estimates of The US 301 Toll Road.

The analysis assumed an opening date of July 1, 2018. The estimates were developed in sufficient depth in order to serve as useful data to either finance the project through the issuance of publicly held debt, or through some potentially privately financed method.

The overall work program called for a data collection and traffic observation effort in a similar manner as done prior, designed to enhance the previously conducted efforts. Included in these new efforts were traffic data collection regarding existing traffic levels, through a count program and roadway conditions, utilizing a GPS monitoring program of travel speeds and delays, in the immediate Middletown area as well as the Baltimore I-95 corridor with which the proposal toll road would compete for long distance travelers.

Finally, an economic analysis was conducted to ascertain information concerning economic growth and development in the region.

All of these individual datasets and necessary inputs to the overall study process are described in more detail in separate chapters of this report document.

# 2 Existing Conditions

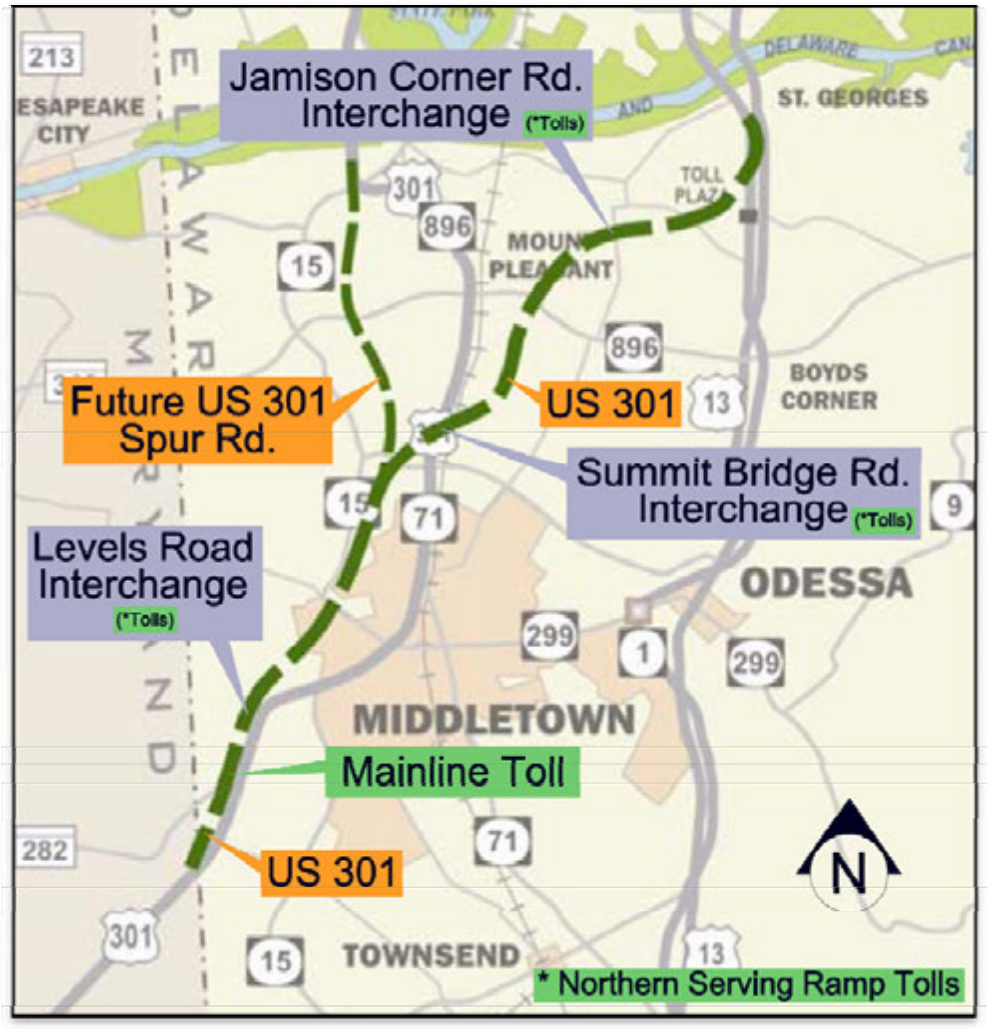
In this chapter, the roadway transportation network, traffic conditions and travel characteristics of the study area are discussed. Historical information obtained from previous studies & local authorities is presented as well as existing information gathered through traffic counts and travel time runs.

## 2.1 The Role of US 301

Currently, US 301 services both local and long distance travelers, for a wide variety of trip types. In the immediate study region, US 301 acts as an important local route providing access to and from the town of Middletown, DE. For longer distance trips, it provides access to Baltimore, MD; Wilmington, DE, and points beyond. US 301 provides an alternate route option for through travelers in the I-95 corridor, offering less congested roadways and fewer toll booths.

The project is approximately 14 miles long with its western end just east of the DE/MD state line. Its eastern end would terminate at US Route 1, just south of the Chesapeake and Delaware (C&D) Canal. The project, for the purposes of this investigation, was assumed to be a four-lane (two in each direction) facility with limited access. Ramps would provide access to and from Levels Road, Summit Bridge Road (former US 301), and Jamison Corner Road. A map of the project is provided in Figure 2.

**Figure 2: Project Map**




*Sources: DelDOT US 301 Record of Decision, Jacobs*

The following are brief descriptions of various roadway segments in the study area.

- Existing US 301: This roadway alternates between one lane in each direction in rural areas and two lanes in each direction with a divider closer to populous areas within Middletown. There are traffic lights in more densely populated regions, as well as turn lanes.
- Route 896: This roadway is one lane in each direction between existing US 301 and US 13.Primarily residential and farmland.
- Route 299: This roadway is one lane in each direction between existing US 301 and SR 1, designated as Main Street in Middletown, DE. One lane in each direction, with turn lanes, traffic lights, and curbside parking.
- Cedar Lane Road: This roadway is one lane in each direction. Primarily residential and farmland.
- Levels Road: This roadway is one lane in each direction. Primarily residential and farmland.

- Warwick Road: This roadway is one lane in each direction. Primarily residential and farmland, Designated as Main Street through small town of Warwick, MD.
- Sassafrass Road (Maryland): This roadway is one lane in each direction. Primarily residential and farmland.
- Edgar Price Road (Maryland): This roadway is one lane in each direction, with poor pavement. Primarily farmland.

### 2.1.1 Alternate Routes

US301 in the project corridor serves two main purposes: as a "main street" to the local community, and as a small part of the long-distance travel corridor avoiding I-95 and the Baltimore, MD area.

US 301 provides a local "main street" type service within the immediate area of Middletown, DE. There are many smaller local roads that can be used in combination to avoid sections of US 301 if a detour is desired. Some of the local roads have weight restrictions in place, limiting the alternate route choices for trucks traveling locally.

Several routes compete with US 301 for longer distance traffic, including I-95 and SR 1. Each of these roadways is unique in its benefits and shortfalls, but all are available to both cars and trucks. Some of the more local roadways providing access to these main routes have some existing weight restrictions, such as Route 299. Figure 3 presents several of the more popular route choices available to cars and trucks traveling in the US 301 corridor. Table 1 presents a comparison of toll rates in the region.

**Table 1 : Regional Toll Rates, 2013**

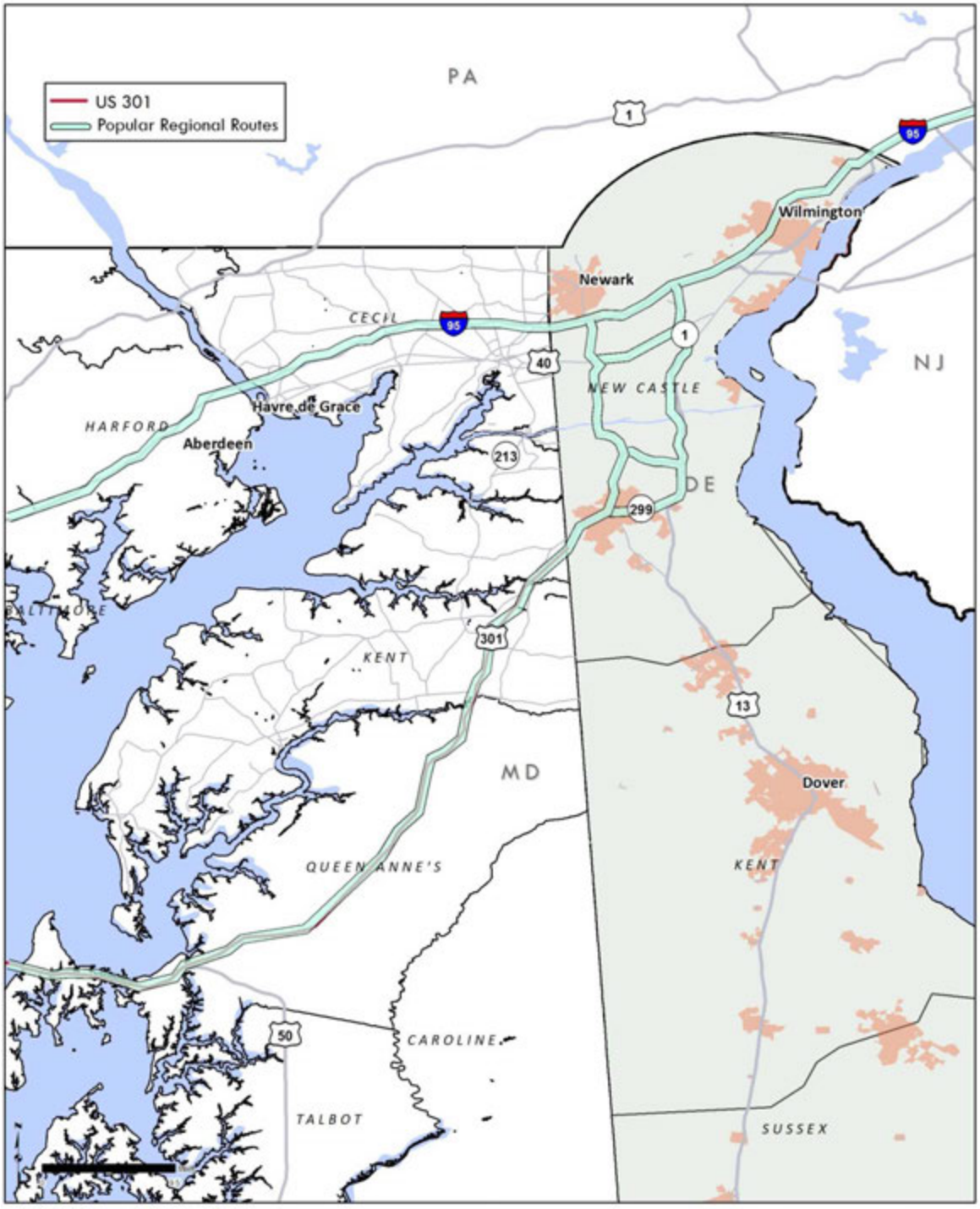
| 2013 Toll Rates | Delaware | | Maryland [1] | | |
|---|---|---|---|---|---|
| | I-95 Newark Toll Plaza | SR 1 Biddles Toll Plaza [2] | I-95 Kennedy Highway | I-95 Fort McHenry Tunnel | US 50/301 Bay Bridge |
| 2-axle | $4.00 | $1.00 | $8.00 | $4.00 | $6.00 |
| 5-axle | $9.00 | $5.00 | $48.00 | $24.00 | $36.00 |

[1] Cash and Non-MD E-ZPass Rates

[2] Weekday Rate

[3] Cash Rate. E-ZPass rate of $3.75

**Figure 3: Popular Route Choices in the Region**



### 2.1.2 Planned Regional Improvements

Efforts are underway throughout the greater region to improve capacity and traffic flow in the corridor. The following list provides some of the ongoing and planned projects:

- I-95 was recently widened to five lanes in each direction from SR 1 to the junction of I-95/I-295/I-495 in Wilmington, DE.
- I-95/SR 1 interchange reconstruction is currently underway.
- SR 1 from I-95 interchange to Tybouts Corner is scheduled to be widened from two to three lanes in each direction by 2020.
- SR 1 from Tybouts Corner to the Roth Bridge over the C&D Canal is scheduled to be widened by 2030.

Additionally, the Roth Bridge can be restriped to widen from three to four lanes in each direction, when warranted by capacity needs.

Jacobs considered these improvements in the development of their toll traffic and revenue estimates.

## 2.2 Traffic Data Collection

This section summarizes the results and analysis of the traffic data collection program that was conducted by Jacobs in the Middletown area. The purpose of the traffic data collection program was to develop a proper understanding of the existing traffic conditions on the roadway network surrounding the Project Area. This understanding enabled Jacobs to properly develop the model required to forecast tolled traffic and revenue for the proposed toll facility.

The data collection program consisted of combining historical data with newly collected data of the following types:

1. Existing Traffic Volumes
2. Supplemental Traffic Counts
3. Turning Movement Counts (as done by others in 2010, 2011, and 2012)
4. Classification Counts
5. Travel Time Analyses
6. Origin Destination and Customer Characteristics Surveys (as done by others in 2005 and 2011)

### 2.2.1 Existing Traffic Volumes

Traffic volumes for select roadways in the region were analyzed to allow for an understanding of current as well as historical travel patterns. Traffic trends were analyzed on various levels, including annual volume totals, average annual daily traffic (AADT), average daily traffic (ADT), vehicle class composition (passenger vs. commercial) as well as seasonal and daily variations in traffic.

Traffic volume data were obtained from a variety of sources, including Delaware State Department of Transportation (DelDOT), Maryland State Highway Administration (MD SHA), Toll Authorities, previous corridor studies, and recent traffic counts.

There is a permanent count station located on US 301 near the Maryland State line, very close to the location of the proposed mainline toll collection point. This count station provides hourly traffic counts on a daily basis, which can be used to analyze a myriad of traffic trends in the area, including class composition and seasonal traffic changes. Figure 4 and Figure 5 represent the annual and monthly average daily traffic volumes through the count station near the MD/DE State line.

**Figure 4: Average Annual Daily Traffic near the State Line, by year, 2008 - 2012**

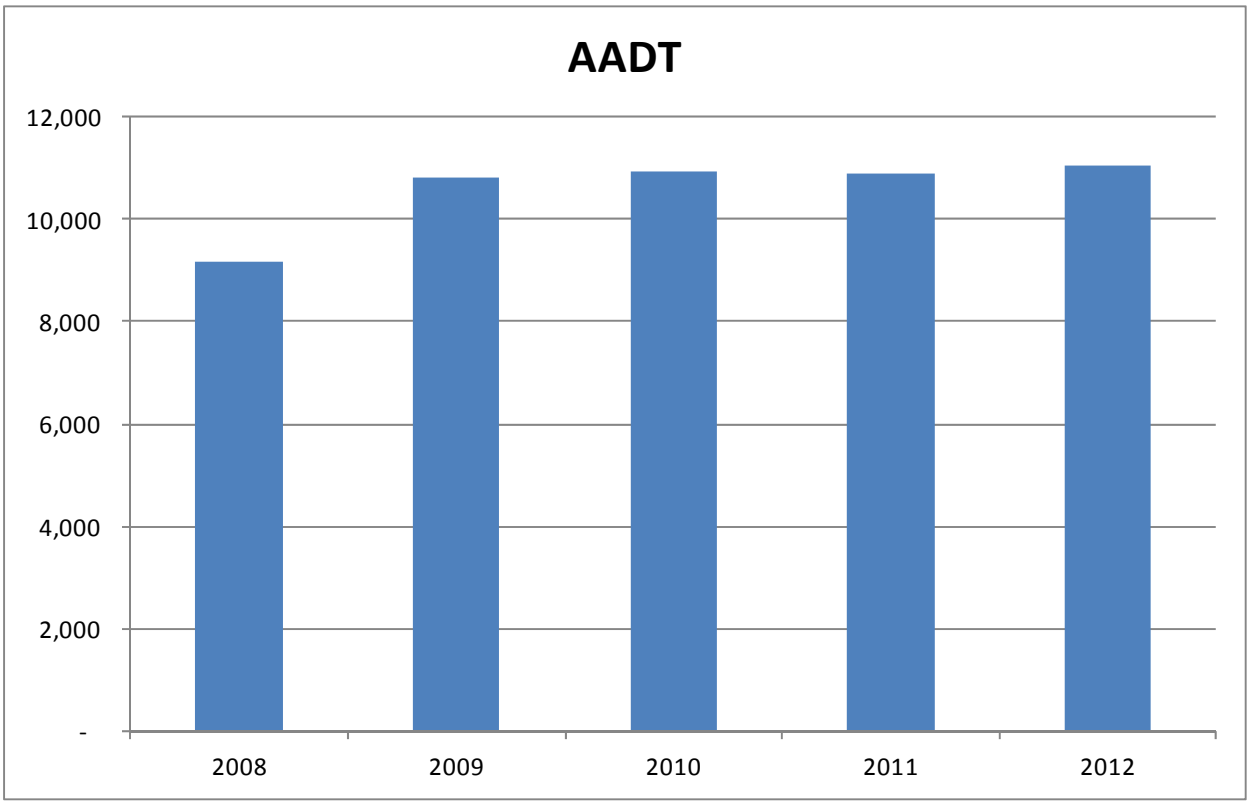


**Figure 5: Average Daily Traffic near the State Line, by Month, 2008- 2013**

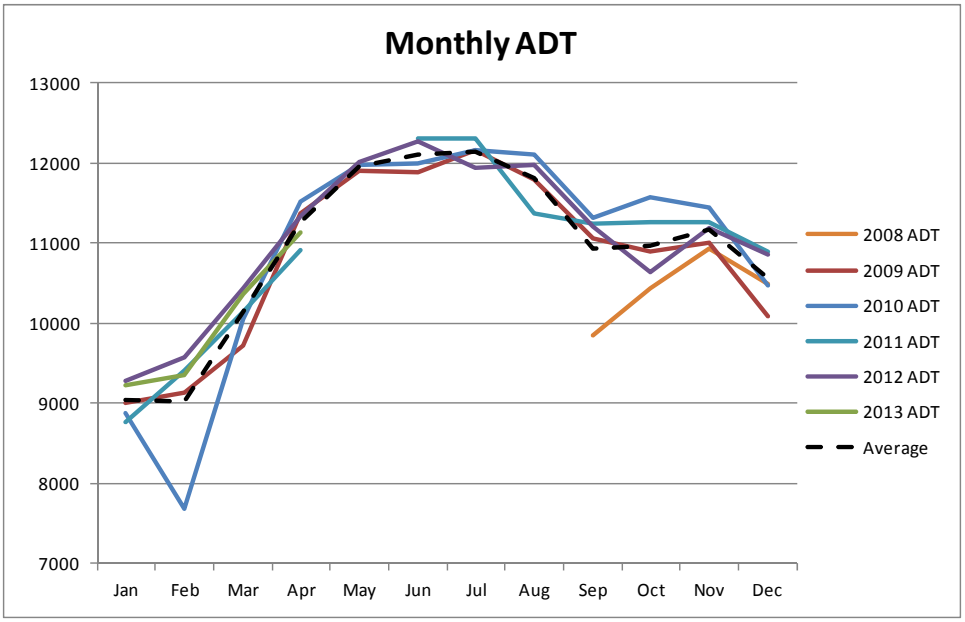



Figure 6 presents the trend in average daily traffic by day of the week, showing the highest traffic volumes on Fridays, as commuter and weekend traffic overlap. Overall, weekend volumes are relatively similar to, if not slightly higher than, weekday volumes.

**Figure 6: Average Daily Traffic, near the State Line, by Day of Week, 2008 - 2013**

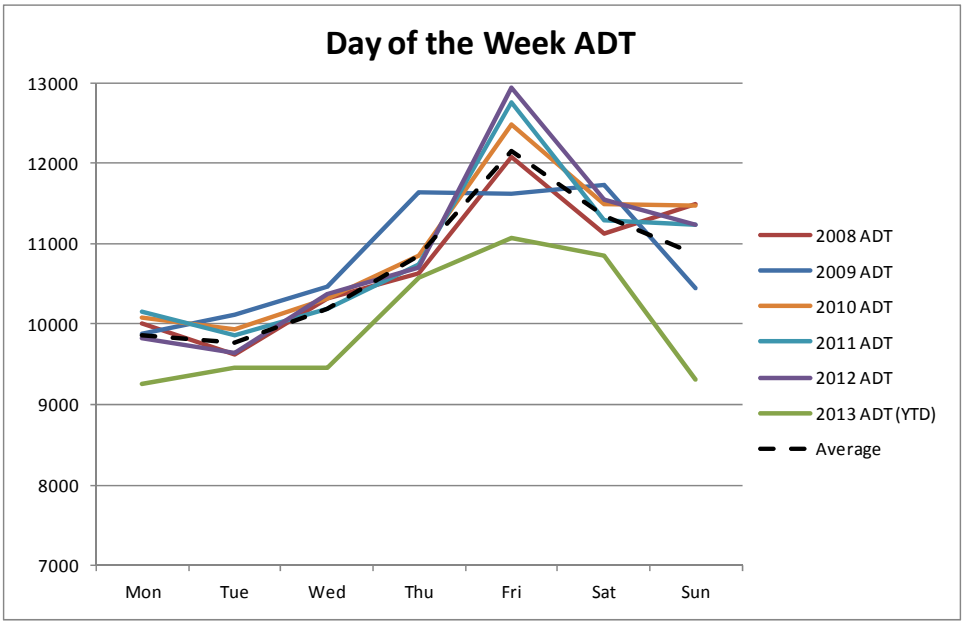
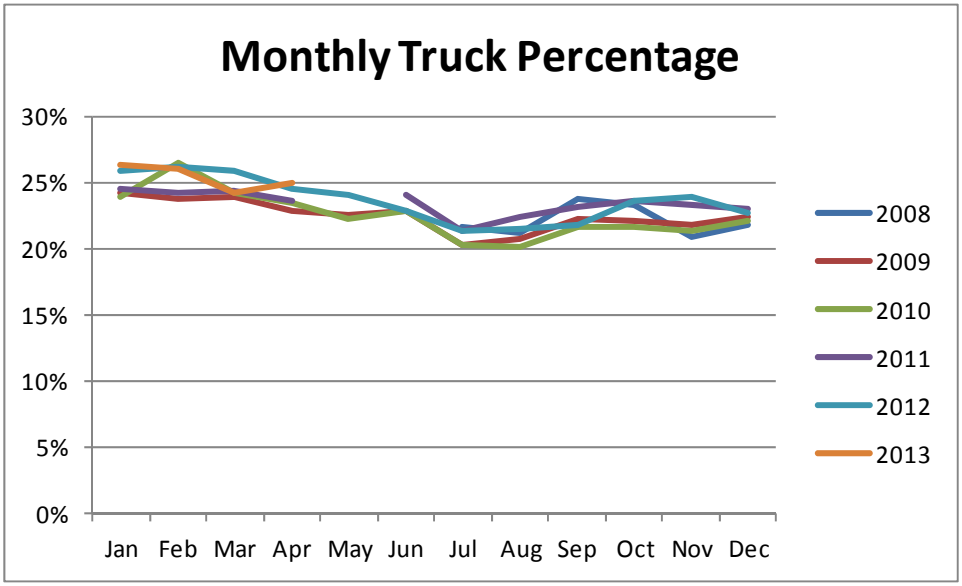



Figure 7 illustrates the trend in the composition of vehicle class throughout the year. Trucks are a slightly higher percentage of total vehicles in the winter and spring than they are in the summer and fall.

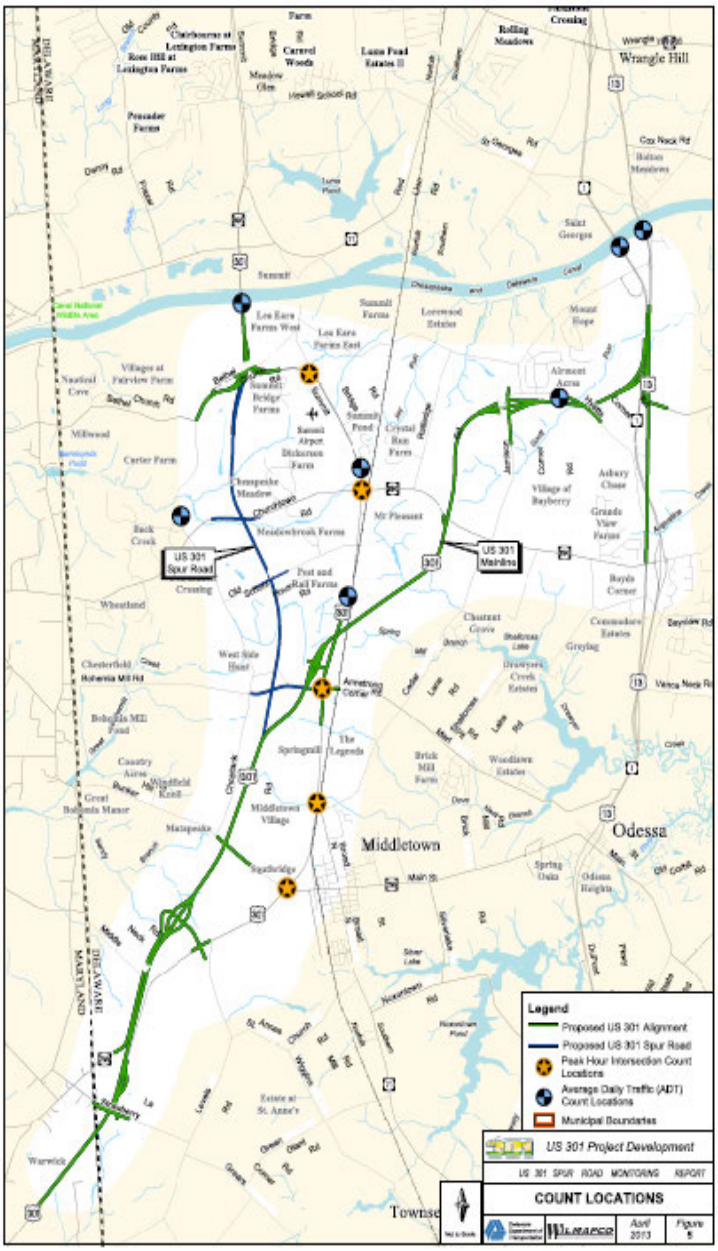
This is logical, since more people travel for recreational purposes during the summer months and fall holidays, diluting the truck traffic as a percentage of overall traffic.

**Figure 7: Monthly Percent of Traffic Composed of Trucks near the State Line**




Additionally, as part of the ongoing monitoring of the need for the proposed US 301 Spur, data is collected annually in October and November at several locations along the US 301 corridor. Figure 8 presents a map of locations for which data is collected as part of this spur monitoring program. Table 2 presents one of the tables from the April 2013 Spur Monitoring Report, showing traffic volumes at select locations in the corridor over the past three years. Table 3 shows a similar table from the Spur Monitoring Report, providing Truck Volumes at these same locations over the course of the past three years.

**Figure 8: Map of Spur Report Data Collection Locations**




*Source: US 301 Spur Road 2012 Monitoring Report, April 2013*

**Table 2: Summary of Volumes from US 301 Spur Road Monitoring Report**

| Average Daily Traffic for Select Roadway Segments along US 301 | | | |
|---|---|---|---|
| **Roadway Link** | **2010 ADT*** | **2011 ADT** | **2012 ADT** |
| Summit Bridge (US 301) | 27,600 | 32,360 | 29,260 |
| Choptank Rd, North of Churchtown Rd | 3,990 | 4,090 | 4,810 |
| SR 1 at Roth Bridge | 73,690 | 78,740 | 74,900 |
| US 13 at St. Georges Bridge | 10,600 | 9,070 | 12,190 |
| US 301 / SR 896, North of Mt. Pleasant | 23,450 | 23,810 | 24,750 |
| US 301, between Armstrong Corner Rd and Mt. Pleasant | 21,830 | 22,460 | 22,710 |

* Data was collected for a seven (7) day period in October / November 2010, 2011, and 2012. Seasonal Adjustments were not made to these volumes because: a) October/November volumes are typically representative of the annual average volumes, and b) because volumes will be collected during the same months in subsequent years.

*Source: US 301 Spur Road 2012 Monitoring Report, April 2013*

**Table 3: Summary of Truck Volumes from US 301 Spur Road Monitoring Report**

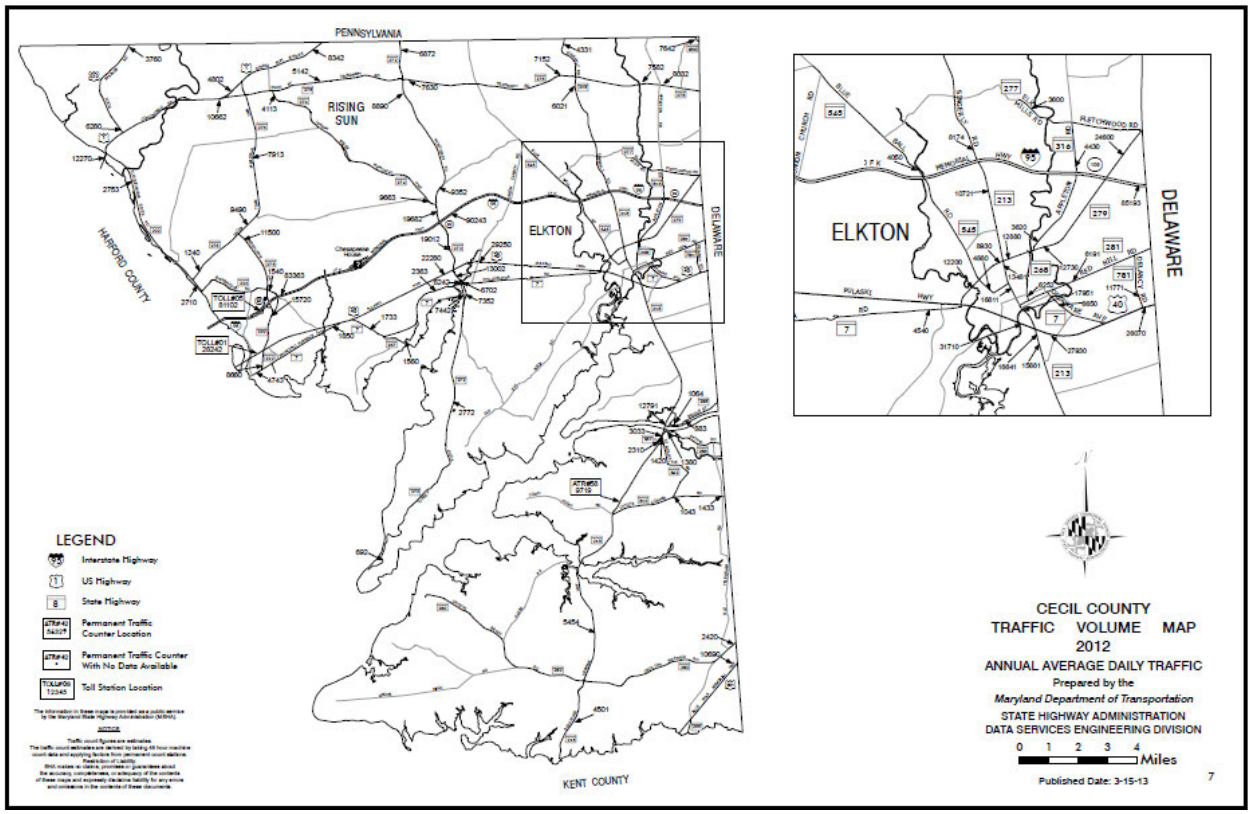
| Average Daily Truck Volume and Average Daily Truck Percentage* on Select Roadway Segments along US 301 | | | | | | |
|---|---|---|---|---|---|---|
| **Roadway Link** | **2010** | | **2011** | | **2012** | |
| Summit Bridge (US 301) | 2,210 | 8% | 3,100 | 10% | 2,370 | 8% |
| Choptank Rd, North of Churchtown Rd | 490 | 12% | 560 | 14% | 370 | 8% |
| SR 1 at Roth Bridge | 7,860 | 11% | 9,020 | 11% | 7,840 | 10% |
| US 13 at St. Georges Bridge | 570 | 5% | 440 | 5% | 1,165 | 10% |
| US 301 / SR 896, North of Mt. Pleasant | 1,970 | 8% | 1,840 | 8% | 2,300 | 9% |
| US 301, between Armstrong Corner Rd and Mt. Pleasant | 2,910 | 13% | 3,000 | 13% | 3,075 | 14% |

* Trucks include FHWA Class 5-13, representing all trucks larger than and including two-axle single unit trucks, such as UPS delivery trucks and DART Paratransit buses.

*Source: US 301 Spur Road 2012 Monitoring Report, April 2013*

Traffic volume maps from the Delaware Department of Transportation provide estimates of average daily traffic on various routes in the region. Furthermore, relevant data collection locations across the Maryland State line are monitored by the Maryland State Highway Administration. Figure 9 shows a sample of the available county traffic volume data.

**Figure 9: Cecil County, MD Traffic Volume Map, 2012**




### 2.2.1.1 Supplemental Traffic Counts

Jacobs collected supplemental traffic count data in July 2013, at the locations shown in Figure 10. Both full-week 7-day traffic counts and weekday-only 4 day (weekday) traffic counts were made. These traffic counts were performed by Jacobs' personnel using standard automatic traffic recorders (ATRs) with pneumatic hose counters. In addition to the total vehicle counts, the ATRs also reported the FHWA standard vehicle classification (Vehicle Classification Scheme "F") by axle at each of the count locations.

**Figure 10: Traffic Count Locations**

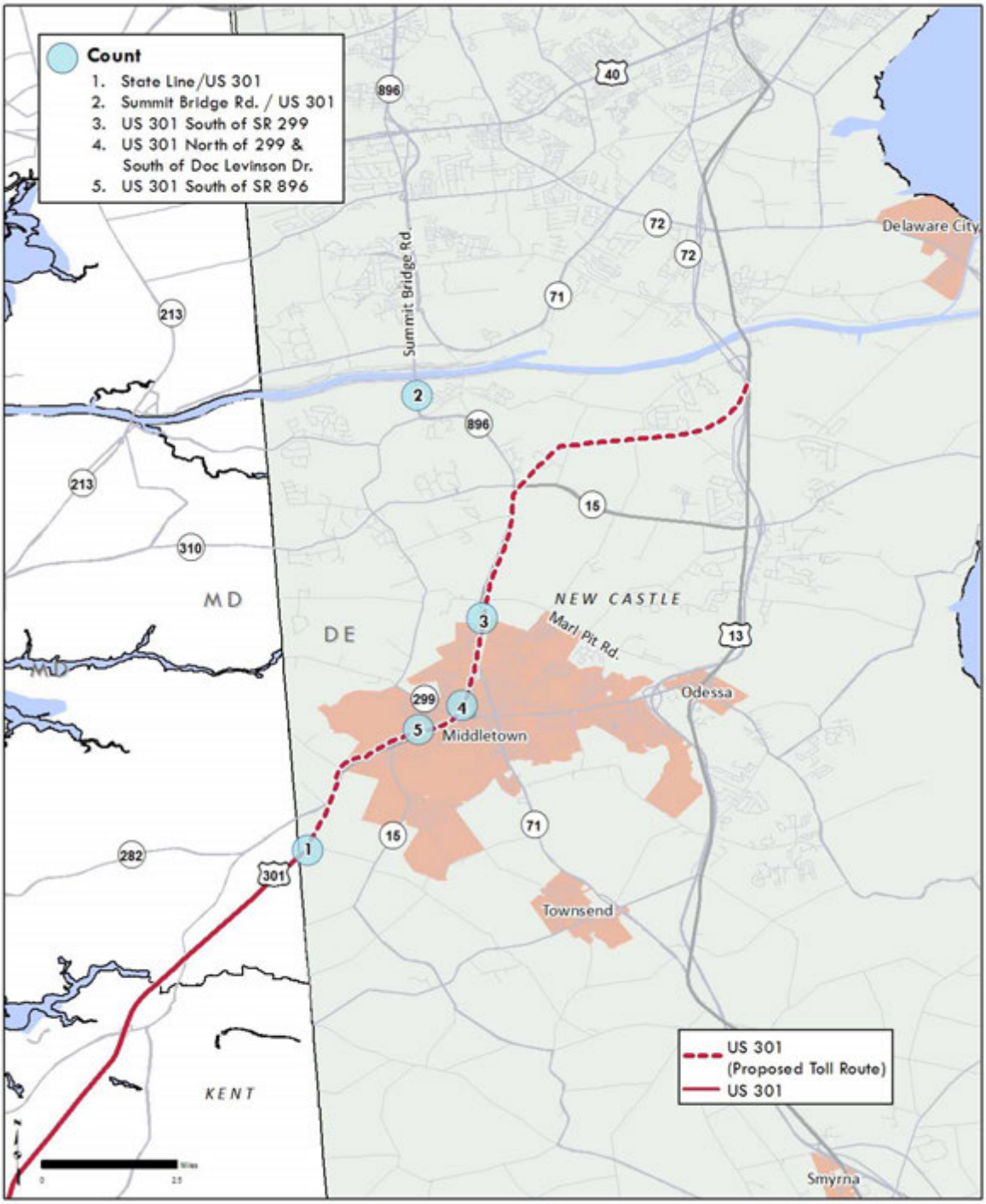


Figure 11 summarizes the traffic volumes recorded at the five supplemental traffic count locations. Days with partial or corrupted data were omitted from this figure, so some locations show a different number of days counted than four or seven. As shown by the graph, there is no clear distinction between weekday and weekend day traffic volumes.

**Figure 11: Count Volumes by Day and Location, July 2013**

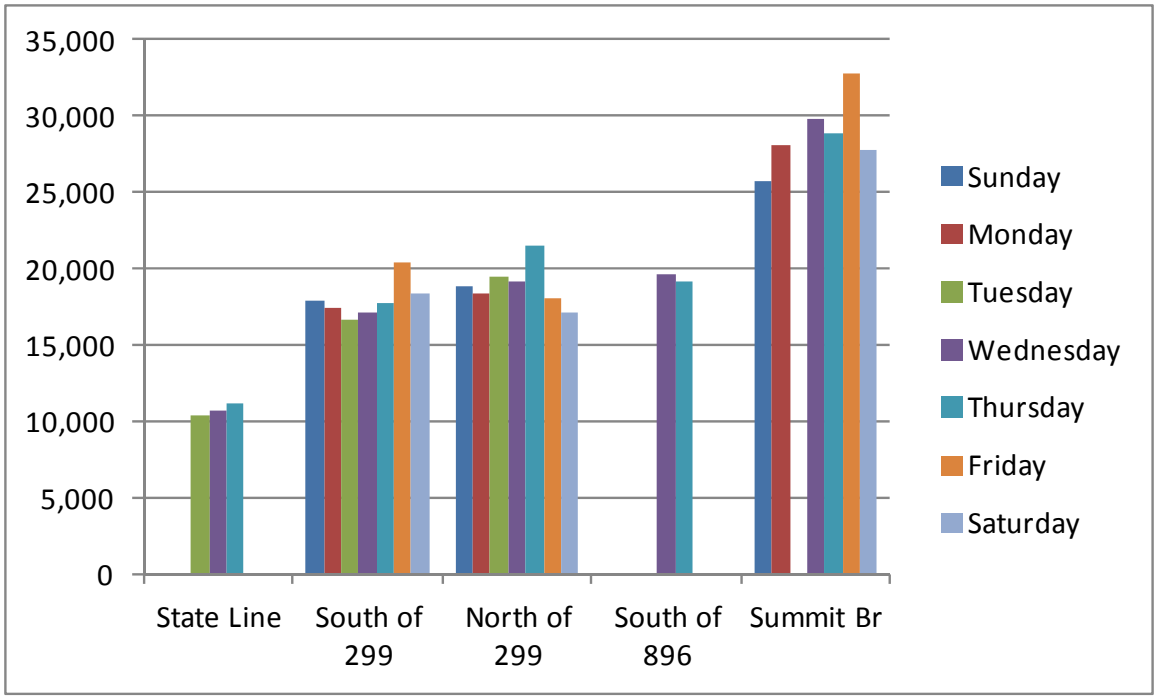



Figure 12 presents a comparison of the volumes for an average weekday (Tuesday through Thursday) for each count location, and Figure 13 presents the distribution of vehicle classes at these locations. In general, locations further north (closer to the C&D Canal) on existing US 301 have progressively higher traffic volumes. The truck volume remains fairly constant throughout the corridor, thus the truck share of overall traffic decreases to the north.

**Figure 12: Traffic Volumes along Existing US 301, Average Summer Weekday (T-TH)**

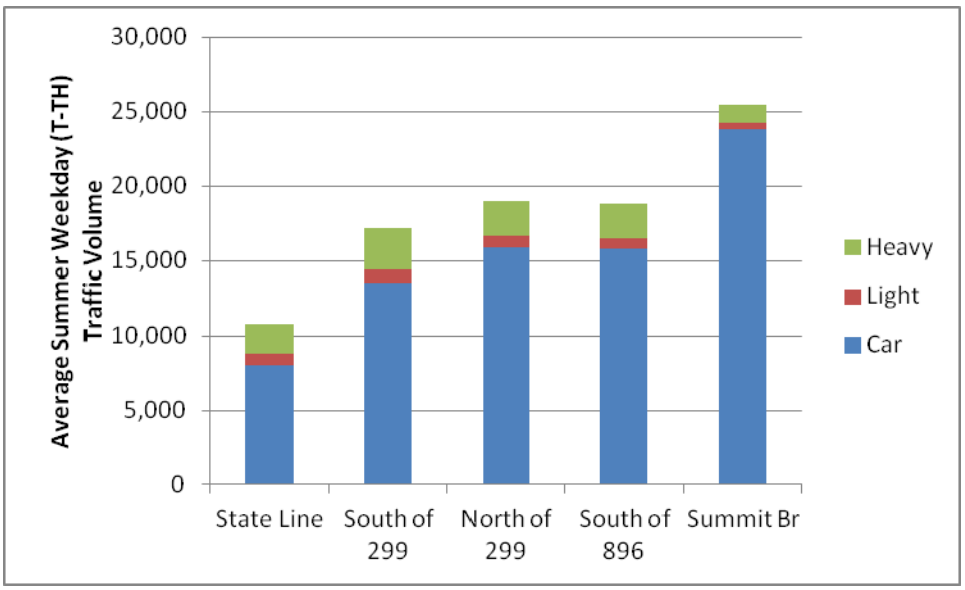



**Figure 13: Distribution of Vehicle Class along Existing US 301, Average Summer Weekday (T-TH)**

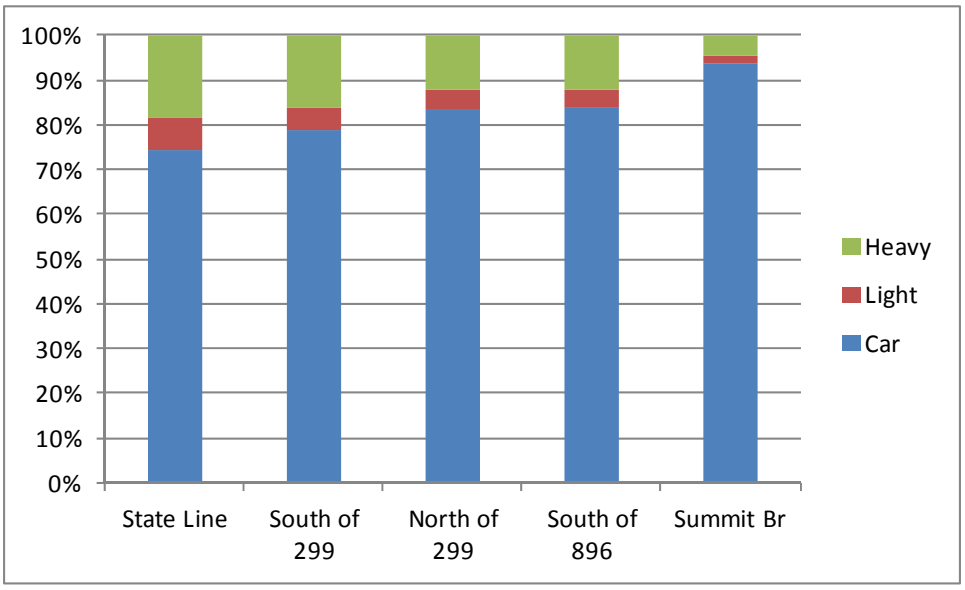



Figure 14 presents the hourly two-directional traffic patterns observed on existing US 301 for an average weekday. These graphics show that traffic volumes peak for northbound travel in the mornings at both the Summit Bridge and near the Maryland State Line, while southbound traffic volumes are higher in the evenings. This type of difference in traffic volumes by direction is typical of commuter traffic. However, for much of the existing US 301 corridor, there is very little difference in traffic volumes by direction, with peak hour traffic occurring during PM hours in both directions of travel.

**Figure 14: Hourly Traffic Profiles, by Count Location, Average Summer Weekday (T-TH)**

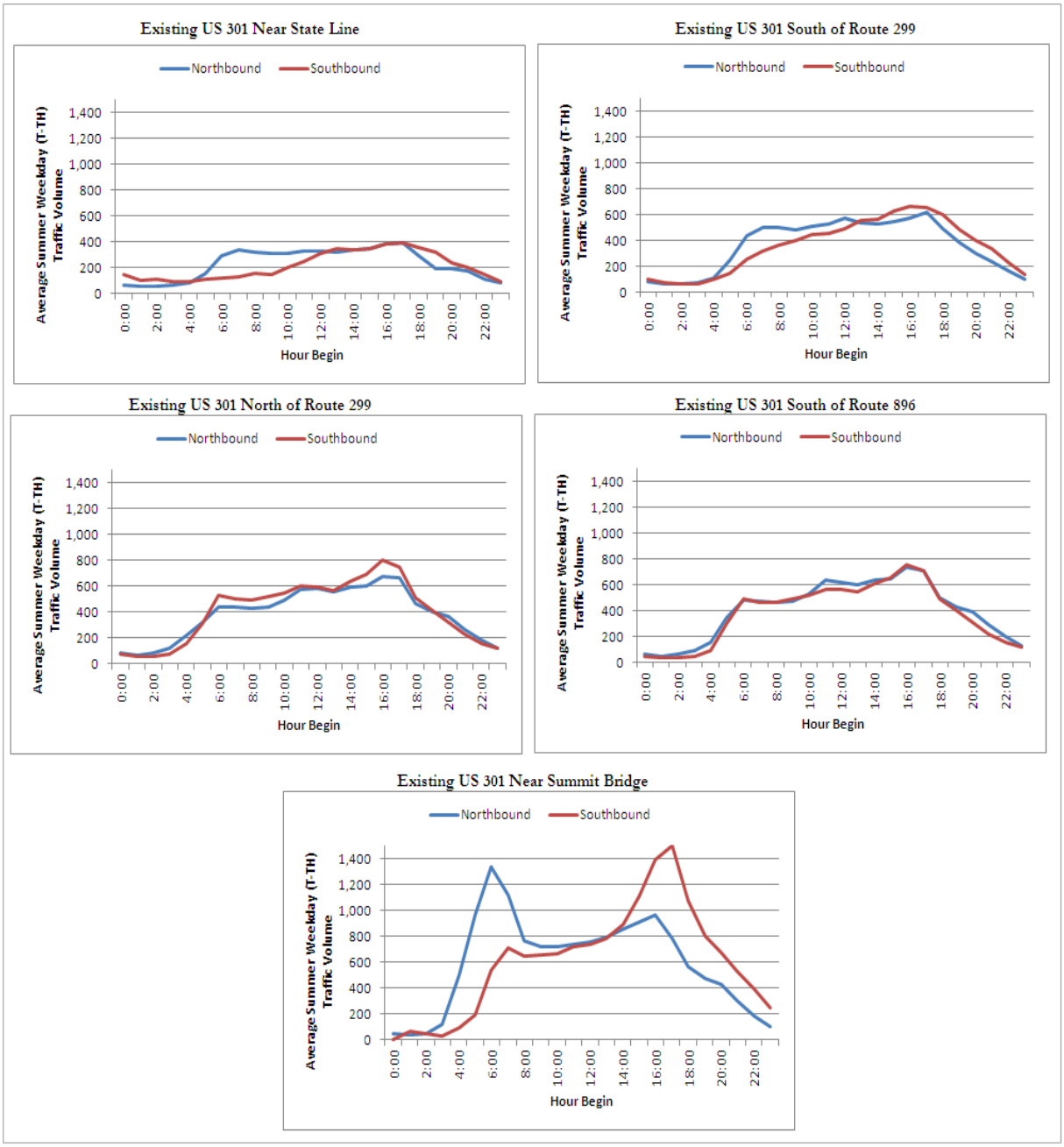


Figure 15 and Figure 16 present the hourly profiles of traffic observed throughout the week on US 301 south of the junction with SR 299, the week-long count station nearest the state line. As shown by the northbound profiles, the hourly profile of traffic is quite similar for the seven days of the week, with weekend volumes slightly higher mid-day. Southbound weekday profiles are skewed more toward the PM hours, while weekend profiles are quite similar to those observed in the northbound lanes. Figure 17 presents a comparison of hourly truck volumes observed on Wednesday against those observed on Saturday, illustrating that they follow a similar pattern on weekdays and weekends, with slightly higher volumes on weekdays.

**Figure 15: Northbound Hourly Percentages, South of SR 299 by Day of Week, Summer 2013**

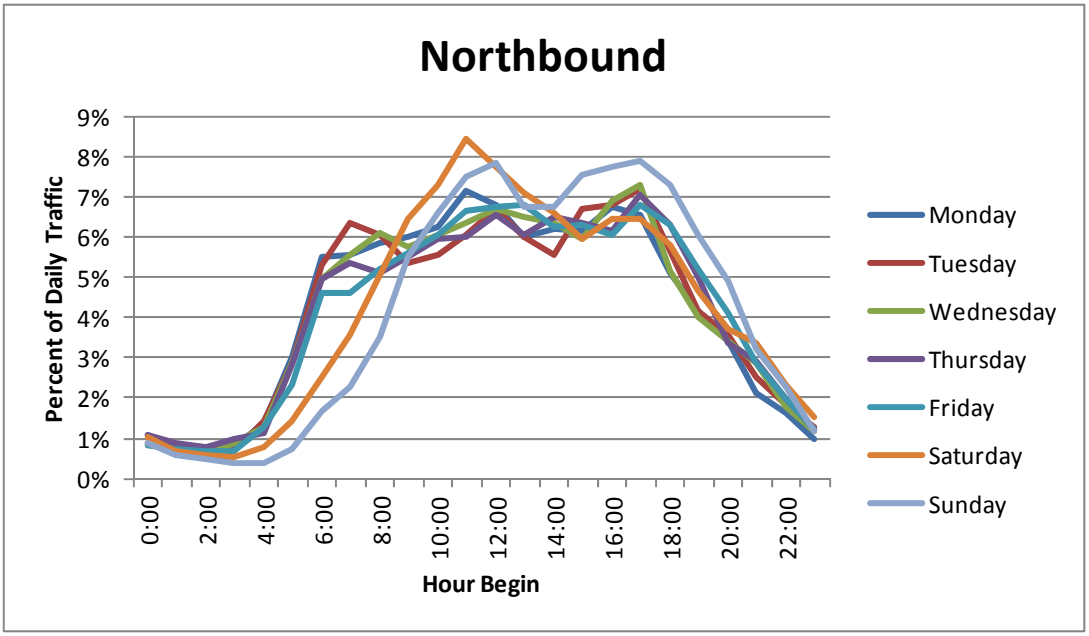


**Figure 16: Southbound Hourly Percentages, South of SR 299 by Day of Week, Summer 2013**

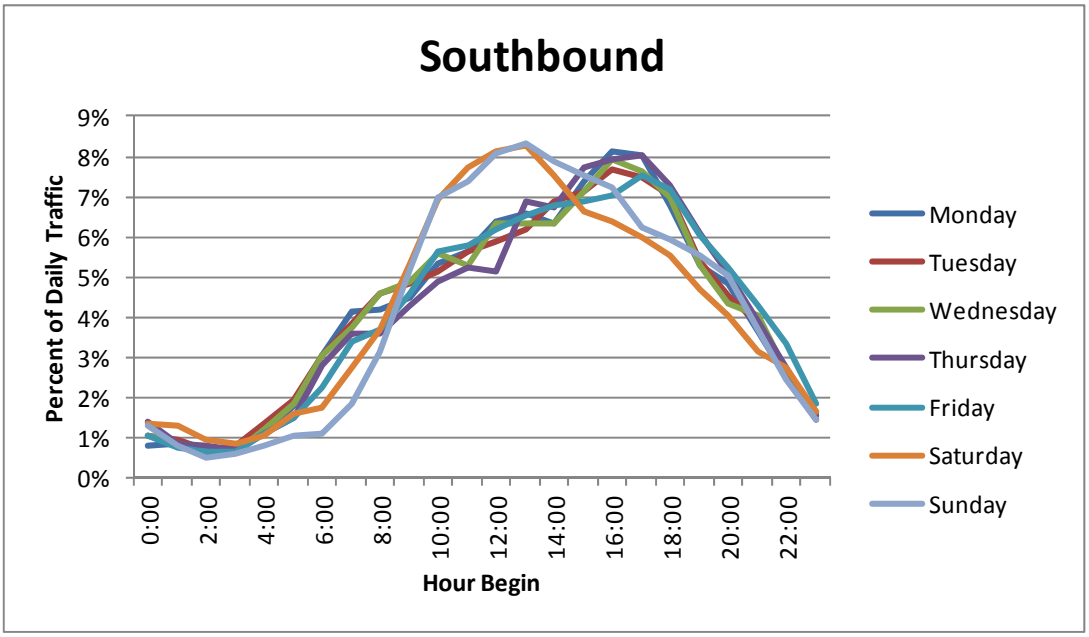
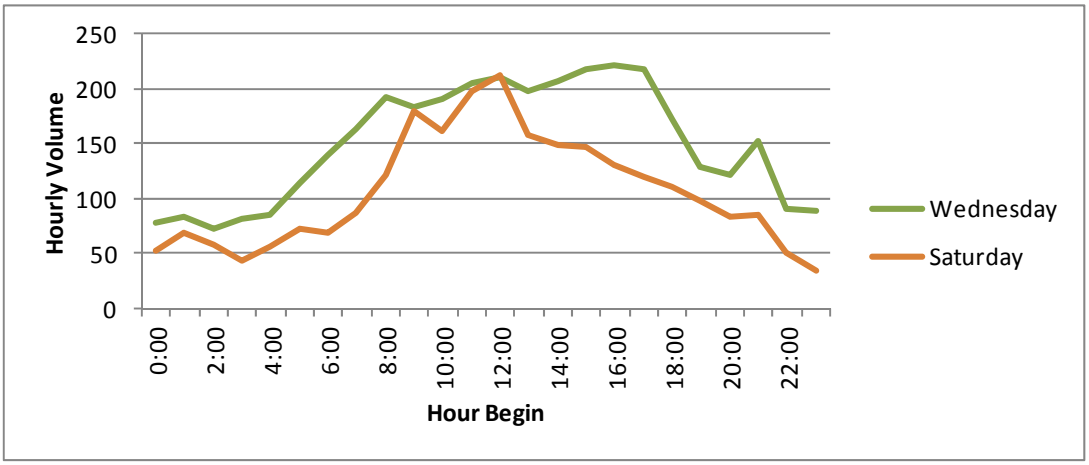



**Figure 17: Sample Hourly Truck Volumes, Summer 2013**



### 2.2.1.2 Compiled Traffic Volume Data

Table 4 presents a compilation of average daily traffic data in the corridor collected by various sources in recent years. Table 5 shows the percentage of truck traffic for this same range of traffic data. These data show that volumes on US 301 near the Maryland state line have consistently been in the range of 10,500 to 11,000 vehicles per day, with around 25 percent of traffic composed of trucks. Traffic volumes further north on existing US 301 at the C&D Canal, however, appear a less consistent over time, ranging from 21,500 to 30,000 vehicles in an average day, with five to ten percent trucks. If you compare these volumes to the past three years of data from the Spur Monitoring Report at this location (refer back to page 13), volumes at this location appear to span an even wider range within this timeframe. This is likely due to a difference in annualization assumptions by source, as data at this location is not collected on a continual basis as it is near the state line.

**Table 4: Traffic Volumes by Source and Count Locations, Average Daily Traffic**

| Data Source | MD ADT Maps | Stantec | Stantec | MD ADT Maps | DelDOT ADT Maps | DelDOT Permanent Counter | MdTA | Spur Report | Jacobs ATR Counts |
|---|---|---|---|---|---|---|---|---|---|
| Year | 2009 | 2009 | 2011 | 2012 | 2012 | 2012 | 2012 | Fall 2012 | Summer 2013 |
| **State Line** | | | | | | | | | |
| US 301 @ State Line | | 10,838 | 11,100 | | 10,249 | 10,855 | | | 10,763 |
| Local Rd @ State Line | | | | | 3,162 | | | | |
| **Canal** | | | | | | | | | |
| RT 215 @ Canal | 14,551 | | | 12,791 | | | | | |
| RT 896 @ Canal | | | 21,600 | | 27,550 | | | 29,260 | 25,465 |
| US 1 @ Canal | | | | | 80,235 | | | 74,900 | |
| Rt 13 @ Canal | | | | | | | | 12,190 | |
| **Local** | | | | | | | | | |
| Route 215 E-W State Line | | | | | 5,001 | | | | |
| Route 215 south of Canal | | | | | 9,719 | | | | |
| Route 1 E-W State Line | | | | | 41,899 | | | | |
| Existing 301 north of 896 | | | 21,200 | | | | | 24,750 | |
| Existing 301 south of 896 | | | | | | | | 22,710 | 18,769 |
| Existing 301 north of 299 | | | | | | | | | 19,005 |
| Existing 301 south of 299 | | | 15,500 | | | | | | 17,171 |
| **Regional** | | | | | | | | | |
| Hatem Bridge | | | | | | | 28,241 | | |
| JFK Bridge | | | | | | | 81,105 | | |
| Bay Bridge | | | | | | | 71,562 | | |

*Source: Varies, as noted in 1st row of table*

**Table 5: Compiled Daily Traffic by Source and Count Locations, Truck Share of Traffic**

| Data Source | MD ADT Maps | Stantec | Stantec | MD ADT Maps | DelDOT ADT Maps | DelDOT Permanent Counter | MdTA | Spur Report | Jacobs ATR Counts |
|---|---|---|---|---|---|---|---|---|---|
| Year | 2009 | 2009 | 2011 | 2012 | 2012 | 2012 | 2012 | Fall 2012 | Summer 2013 |
| **State Line** | | | | | | | | | |
| US 301 @ State Line | | 22.4% | 23.4% | | | 24.4% | | | 25.7% |
| Local Rd @ State Line | | | | | | | | | |
| **Canal** | | | | | | | | | |
| RT 215 @ Canal | | | | | | | | | |
| RT 896 @ Canal | | | 9.7% | | | | | 8.0% | 6.4% |
| US 1 @ Canal | | | | | | | | 11.0% | |
| Rt 13 @ Canal | | | | | | | | 10.0% | |
| **Local** | | | | | | | | | |
| Route 215 E-W State Line | | | | | | | | | |
| Route 215 south of Canal | | | | | | | | | |
| Route 1 E-W State Line | | | | | | | | | |
| Existing 301 north of 896 | | | 13.2% | | | | | 9.0% | |
| Existing 301 south of 896 | | | | | | | | 14.0% | 16.1% |
| Existing 301 north of 299 | | | | | | | | | 16.7% |
| Existing 301 south of 299 | | | 18.7% | | | | | | 21.0% |
| **Regional** | | | | | | | | | |
| Hatem Bridge | | | | | | | 3.4% | | |
| JFK Bridge | | | | | | | 11.6% | | |
| Bay Bridge | | | | | | | 6.8% | | |

*Source: Varies, as noted in 1st row of table*

### 2.2.2 Turning Movement Counts

Previous studies collected a variety of turning movement count (TMC) data for various intersections in the project corridor. This data provides some information about popular route choices in the region, but more importantly, can be used to analyze the performance of an intersection. Table 6 presents a summary of the intersection analysis conduction for the Spur Monitoring Report., with "A" representing the best and "F" representing the poorest possible ratings. These indicate that travelers are experiencing some level of delay in the Middletown area, and a toll road option for faster travel may appeal to some travelers.

**Table 6: Peak Hour Level of Service at Selected Intersections**

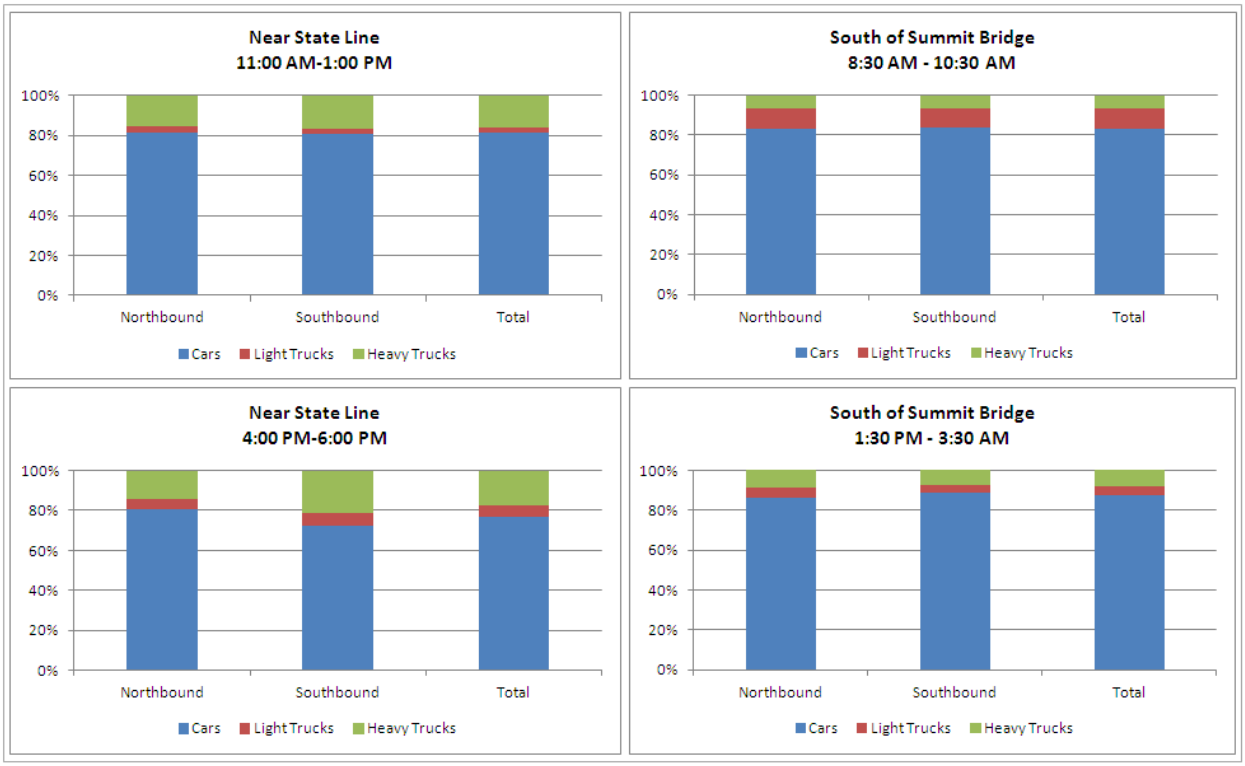
| Peak Hour LOS at Selected Signalized Intersections along US 301 | | | | | | |
|---|---|---|---|---|---|---|
| Site | 2010 | | 2011 | | 2012 | |
| | AM | PM | AM | PM | AM | PM |
| US 301 at Old Summit Bridge Rd | A | A | A | A | A | A |
| US 301 at SR 896 | C | C | C | C | C | C |
| US 301 at Armstrong Corner Rd | C | C | D | D | C | C |
| Existing US 301 at SR 71 | C | D | C | D | C | D |
| Existing US 301 at SR 299 | D | D | D | D | D | D |

*Source: US 301 Spur Road 2012 Monitoring Report, April 2013*

### 2.2.3 Manual Vehicle Classification Count Summary

Figure 18 presents a summary of the manual classification counts conducted by Jacobs personnel in July of 2013 near the Maryland State Line and just south of the Summit Bridge. These counts found that heavy truck traffic represented roughly 20 percent of traffic at the state line, and roughly 10 percent of traffic at the Summit Bridge. This is relatively consistent with the hourly count data summaries.

**Figure 18: Summary of Class Distribution, Manual Classification Counts, July 2013**




*Source: Jacobs*

### 2.2.4 Travel Time Runs Summary

Figure 19 presents the routes for which travel time was collected in the project corridor during the July 2013. Supplemental mileage and travel time estimates were collected using various online mapping services. Table 7 summarizes the findings of these investigations, and estimates total costs of trips via these various routes, including toll costs and general travel and fuel costs of $0.15 per mile.

**Figure 19: Travel Time Routes, July 2013**

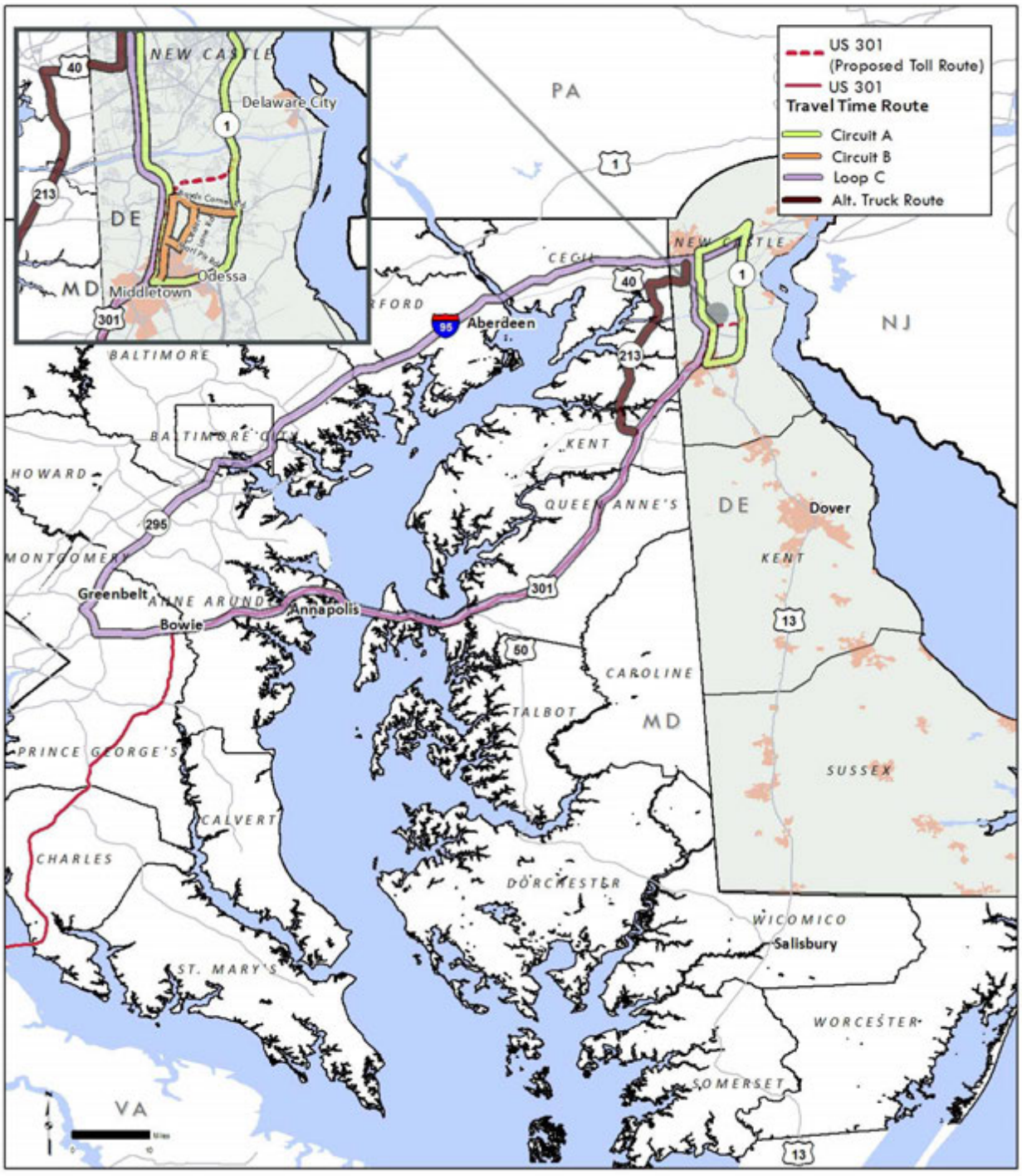


**Table 7: Summary of Travel Time Data**

| Route | Trip Distance | Trip Time | Total Cost of Car Trip | Total Cost of Truck Trip |
|---|---|---|---|---|
| Long Distance:<br>I-95 @ Route 1 near Wilmington, DE<br>to I-495, Exit 20B near Washington, DC | | | | |
| Via I-95 | 88.5 | 1:46 | $53.00 | $168.50 |
| Via existing US 301 | 105.0 | 2:10 | $51.50 | $143.00 |
| Via existing US 301 to 896 to Rt 13 | 107.0 | 2:10 | $52.00 | $143.00 |
| Via US 301 to Warwick to 299 to SR 1 | 106.0 | 2:08 | $52.00 | $145.00 |
| Via US 301 to 213 to 40 to 896 | 108.5 | 2:21 | $54.50 | $151.00 |
| Via new US 301 | 105.0 | 2:01 | $53.50 | $147.00 |
| Mid Distance -<br>MD/DE State Line to SR 1 @ C&D Canal | | | | |
| Via existing US 301 to 896 to Rt 1 | 15.0 | 0:22 | $7.50 | $17.50 |
| Via Warwick to 299 to SR 1 | 14.0 | 0:20 | $7.00 | $16.50 |
| Via local roads to 896 to 13 | 14.5 | 0:22 | $7.00 | $17.50 |
| Via new US 301 | 13.0 | 0:13 | $9.00 | $11.50 |
| Short Distance -<br>MD/DE State Line to Armstrong Corner | | | | |
| Via existing US 301 | 5.5 | 0:09 | $3.00 | $7.00 |
| Via Warwick, service Rd, Summit Br Rd | 5.5 | 0:10 | $3.00 | $7.50 |
| Via new US 301 | 5.5 | 0:05 | $6.00 | $4.50 |
| Short Distance -<br>Armstrong Corner to SR 1 | | | | |
| Via existing US 301 to 896 to Rt 1 | 6.0 | 0:09 | $3.00 | $7.50 |
| Via Summit Br Rd to 896 | 6.0 | 0:09 | $3.00 | $7.50 |
| Via local roads to 896 | 5.0 | 0:08 | $2.50 | $6.50 |
| Via new US 301 to Jamison Corner Rd to 896 | 7.5 | 0:10 | $4.00 | $18.00 |

Note: Total Cost of Trip includes tolls as well as estimated gas expenses and value of time.

## 2.3 Travel Survey Summary

The following section discusses travel survey data as well as provides conceptual information toward the understanding of the collected survey data

### 2.3.1 Origin-Destination and Customer Characteristic Surveys

Multiple user characteristic and origin-destination (O/D) surveys have been conducted previously in the region. A 2005 survey collected trip information at eight locations in the Middletown area, while a 2011 survey collected information near the Maryland state line. Figure 20 shows a map of the 2005 survey locations.

**Figure 20: 2005 Origin-Destination Survey Locations**


*Source: Rummel, Klepper & Kahl, LLP*

Figure 21 presents a comparison of the trip frequency found in the different survey years. The user base was different for the two surveys, and the possible responses were worded differently, but a general comparison can be made. Overall, the region experiences higher trip frequency than the state line, which is logical because you would expect more commuters in and around Middletown rather than at the state line.

Figure 22 presents a similar comparison of survey data regarding vehicle classification. The state line saw higher volumes of trucks, which is logical since the state line would be expected to have a larger percentage of long-haul traffic than the average roadway around Middletown.

**Figure 21: Trip Frequency**

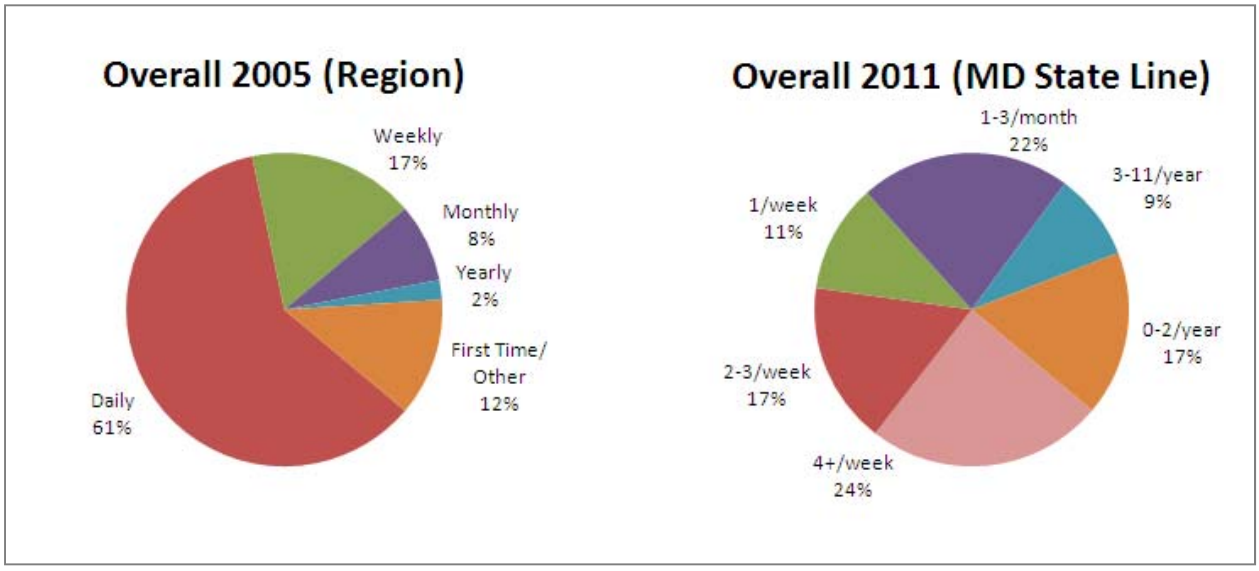


**Figure 22: Vehicle Distribution**

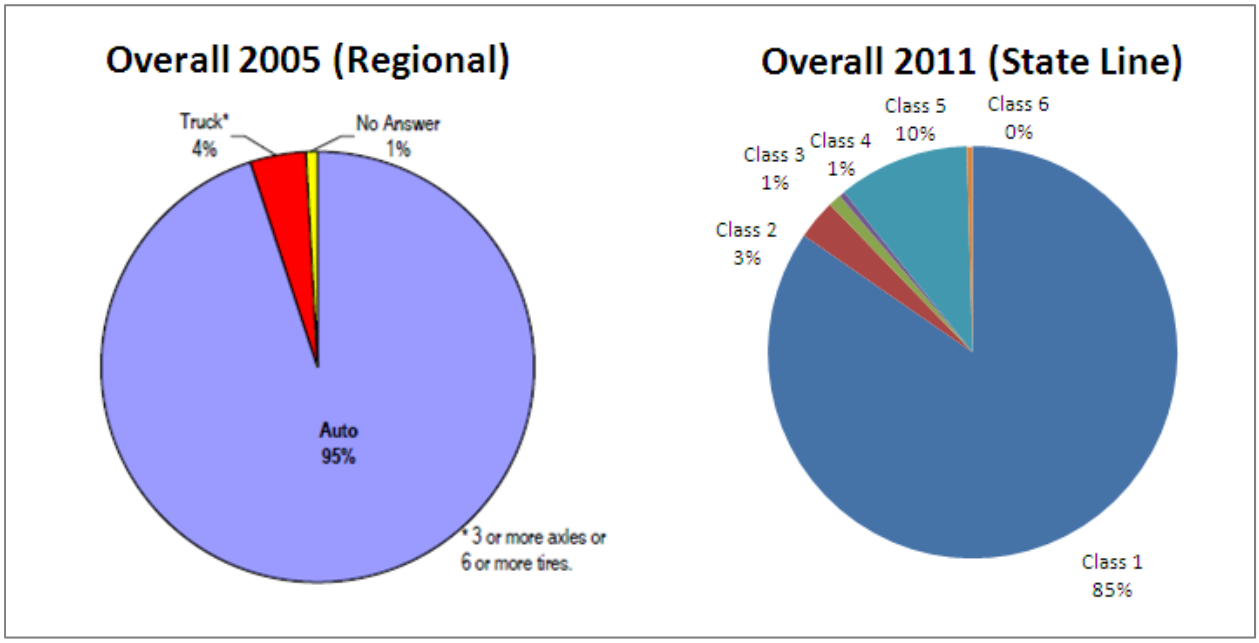



Figure 23 presents a comparison of the surveyed trip purpose. Work trips made up the largest portion of trips surveyed.

**Figure 23: Trip Purpose**

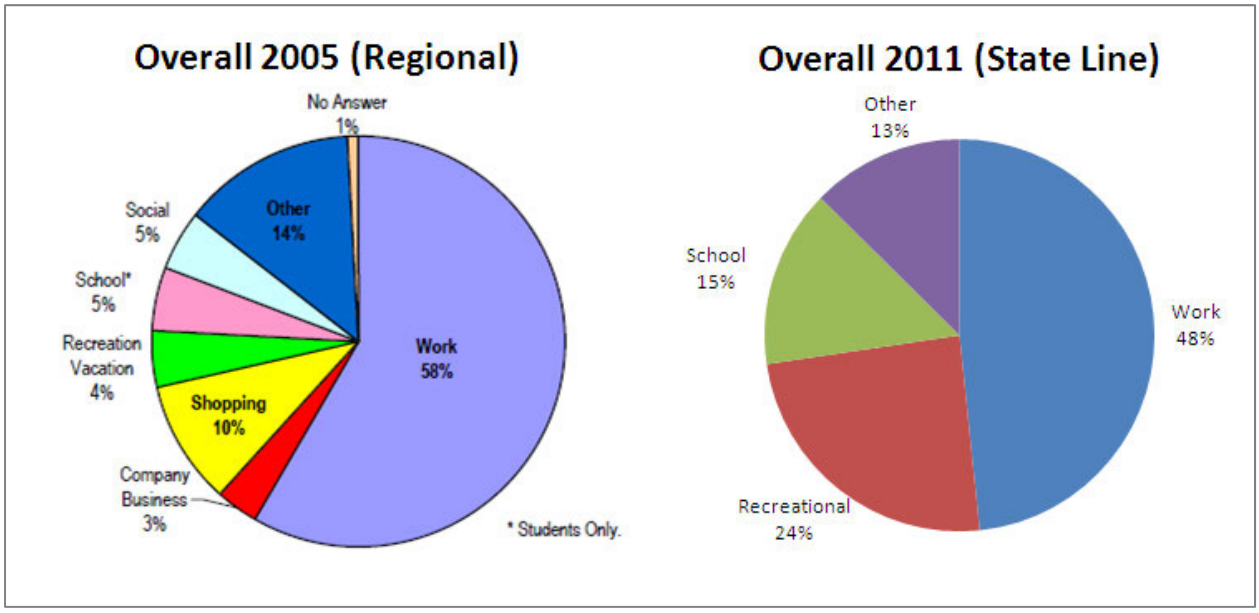
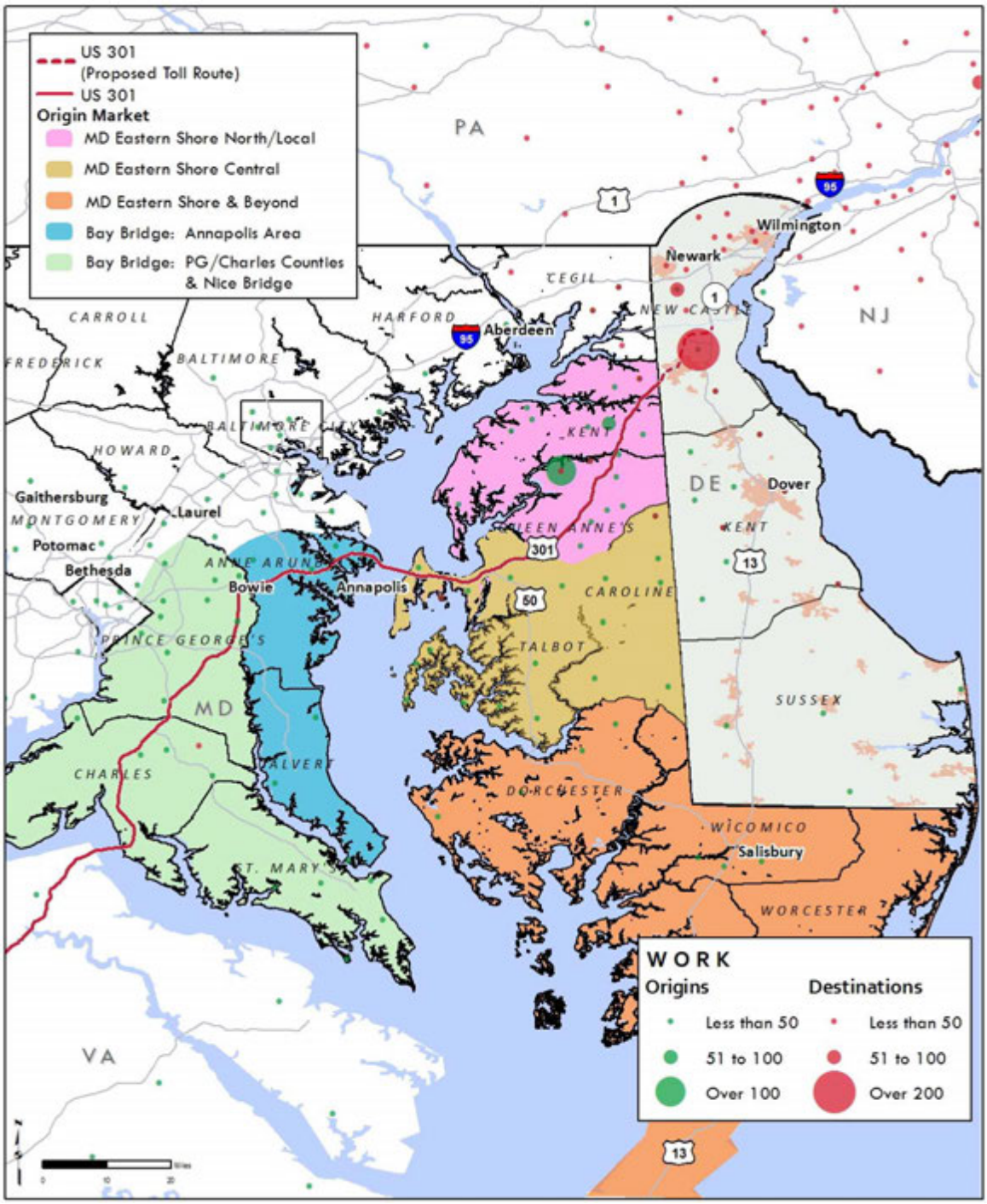



Figure 24 presents a geographical distribution of the O/D responses for surveys indicated “work” as their trip purpose in 2011. The largest concentration of destinations is shown in Middletown, while large concentrations of origins were found in several locations in Kent County and Queen Anne’s County in Maryland.

**Figure 24: Origins and Destinations of Work Trips, 2011**



### 2.3.2 The Relationship of Customers, Trips and Frequency of Travel

To fully benefit from a discussion of travel characteristics for traffic on the project region, one must understand the relationship between *customers* of a toll facility, *trips* they make on that facility, and their *frequency of travel*. Travel surveys are generally conducted on toll facilities to determine the frequency of travel. During these, the customers sampled are assumed to be representative of the entire driving population of that facility. One of the questions typically asked in a survey is "how often do you use the toll facility?" (e.g., once per day, once per week, twice per month, once per month, twice per year). The number of survey respondents in each of the frequency categories is then used to calculate the distribution of trips made on the facility.

To determine the annual number of customers who would make those trips, one needs to expand the number of trips or people surveyed by considering the number of customers per trip for each frequency of travel category. For example, there are two drivers on the road: one driver makes a trip once a day and therefore represents only *one* individual customer for that particular type of trip in a given year, whereas the other driver, making the trip only once a year, represents *365* individual customers for that trip in a given year, assuming that all average days see a similar distribution of frequent vs. infrequent travelers. One driver (the driver who makes this trip once a day) accounts for fully 50 percent of all trips on this example facility. It is far more important to understand that single driver than any one of the other 365 people that use this facility when forecasting traffic (and resulting toll revenues).

Taking that example to the next logical step, roadways can be generally divided into three basic types: commuter, through-trips, and a combination of commuter and through-trips.

- A **commuter** facility would be characterized by many individual drivers making frequent trips back and forth to work with morning and evening peaks of traffic. Like the two- trip example discussed previously, a relatively small number of individual customers would account for many of the annual trips on that facility. A bridge or tunnel to Manhattan would be a good example of a commuter facility. Generally, commuter facilities have high percentages of electronic transponder usage.

- Conversely, a **through** facility would be characterized by drivers making long-distance trips with relatively few commuters and no significant periods of peak traffic during the day. Most trips would be by drivers using the facility once per month or less on an annual basis. The West Virginia Turnpike is a good example of a through facility. Again, conversely to the commuter facility, the through facility generally has a very low percentage of transponder usage.

- The third type of facility is a **combination of commuter and through-trips.** One of the best examples is the George Washington Bridge (GWB) in New York. As a bridge to Manhattan, there is a peak period typical of commuter facilities. However, it is also I-95, the major through route in the Northeast Corridor, giving the GWB a large though-trip component. This type of facility usually has higher shares of transponder usage than on a trough-trip facility, and high daily volumes of traffic.

All three types of facilities share similar relationships between trips and customers. Generally, the largest share of trips occurs in the highest frequency of travel category, with the lowest share of trips in the lowest frequency of travel categories. Conversely, when one discusses actual customers, the highest share of customers is in the infrequent-trip category, and the lowest share of actual customers is in the most-frequent category. This is best explained by the fact the frequent customers account for many more of the annual total trips on a roadway, as they may make 200 to 500 or even more trips on an annual basis.

Through extensive data collection on numerous facilities we have found that one (1) or more trips per week would characterize a frequent user. A mid range user would be between one (1) per week and one (1) per month. Infrequent users travel less than once per month.

The travel survey conducted at the state line resulted in an average trip frequency of 1.92 trips per week. That is actually a comparatively high number and supports the contention that there are a large number of frequent "local" trips in the corridor, though they me be longer in length. In contrast, one of the competing parallel routes, I-95 in Maryland, has an average frequency of 0.81 trips per week. The Bay Bridge at the southern end of the 301 corridor averages 1.61 trips per week. The compilation of data indicates that the typical user of the facility is more local in nature and within the high frequency range of travel making them more knowledgeable of local alternate routes and less willing to pay for each trip traveled.

In summary, our interpretation of the survey data shows that US 301 serves two distinct purposes in this corridor – functioning more like the "combination" type of facility described previously in the third bullet point. For long distance travelers, including long-haul trucks, US 301 provides a reasonable alternative to I-95 for travel between Wilmington, DE and Washington, DC. On the other hand, for residents of the region (including nearby counties in Maryland), US 301 serves as a sort of "main street", providing the most convenient access to and from the rural regions to the more developed Middletown area – access to offices, shopping, and other appointments and errands.

# 3 Economics, Demographics and Their Effects on Travel

## 3.1 Introduction

Historically, traffic has been influenced by socioeconomic and demographic trends near the facility, which is strongly impacted by passenger car growth, population and employment growth, economic output, and commercial vehicle growth, and the Industrial Production Index (IPI). Jacobs uses a consensus forecast based on a variety of sources as an input into our traffic forecasts. The consensus outlook of economics predict continued slow economic growth with real GDP estimated to increase by 1.9 percent in 2013 and 2.6 percent in 2014. Our forecast also assumes "reasonable" increases in gasoline prices that are close to recent historical trends, up to and including $5.00/gallon (adjusted for inflation) through 2023. Despite this forecasted increase in fuel prices, we believe that a consistent increase in the price of gas will not result in major declines in traffic, as consumer are already modifying their vehicle choices to mitigate potential increases in the future.

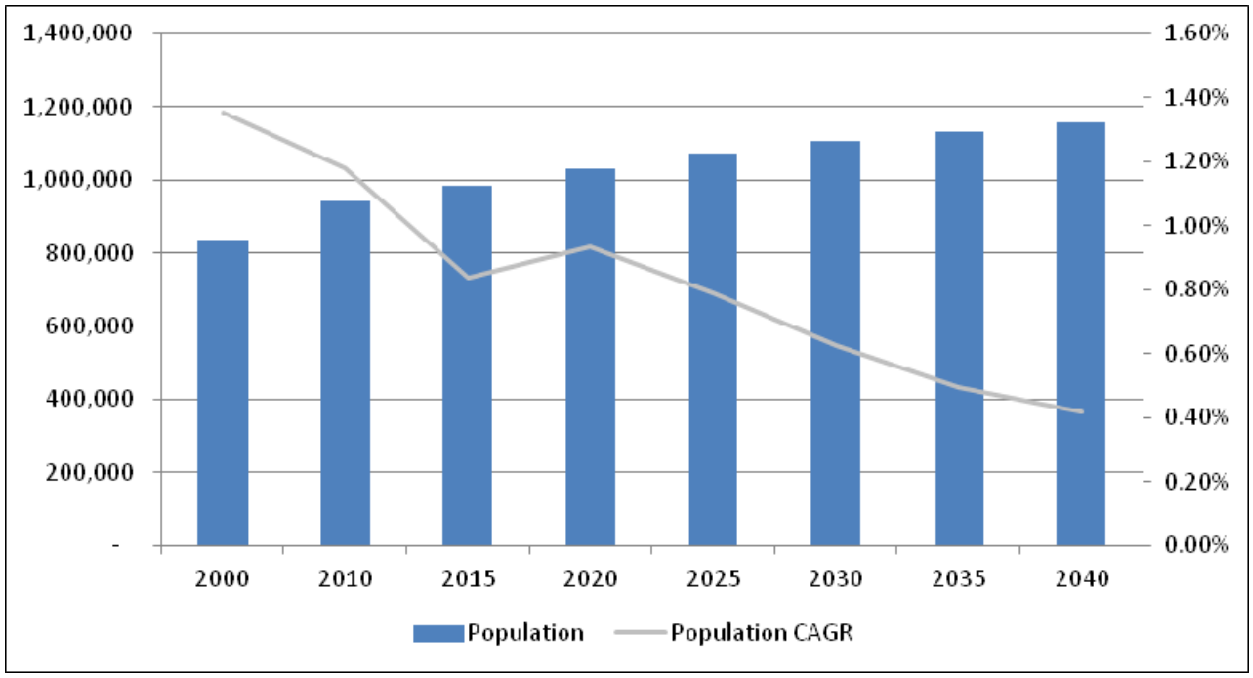
Appendix A summarizes the national, statewide, and regional demographic and economic trends that could impact traffic along the US 301, while the following section provides employment discussion of relevant economic and demographic data for all of Kent and New Castle Counties in Delaware as well as the upper Eastern Shore area of Maryland. Delaware and Maryland Economic and Demographic Trends

This section summarizes trends with respect to population, employment, economic output, income, trade, and tourism and for the seven counties in Delaware (New Castle County and Kent County) and Maryland (Caroline, Cecil, Kent, Queen Anne's, and Talbot counties) that are closest to the study area.

### 3.1.1 Population

Total population in project area, which includes all of Delaware except Sussex County, and the Upper Eastern Shore of Maryland, increased steadily from 732,000 in 1990 to approximately 943,000 in 2010. Population in the study area has increased, on average, by 1.36 percent per annum from 1990 to 2000 and by 1.18 percent from 2000 to 2010. Using data compiled from the state planning offices in Delaware and Maryland, it is estimated that total population in the project study area will increase to 1.03 million, 1.11 million, and 1.16 million in 2020, 2030, and 2040, respectively. This represents an estimated compound annual growth rate (CAGR) of 0.68 percent between 2010 and 2040. Figure 25 summarizes the actual and forecasted change in population as well as the compound average annual growth rate (CAGR) for each five year period within the 2040 forecast horizon.

**Figure 25: Study Area Historical and Forecast Population , 2000-2040**

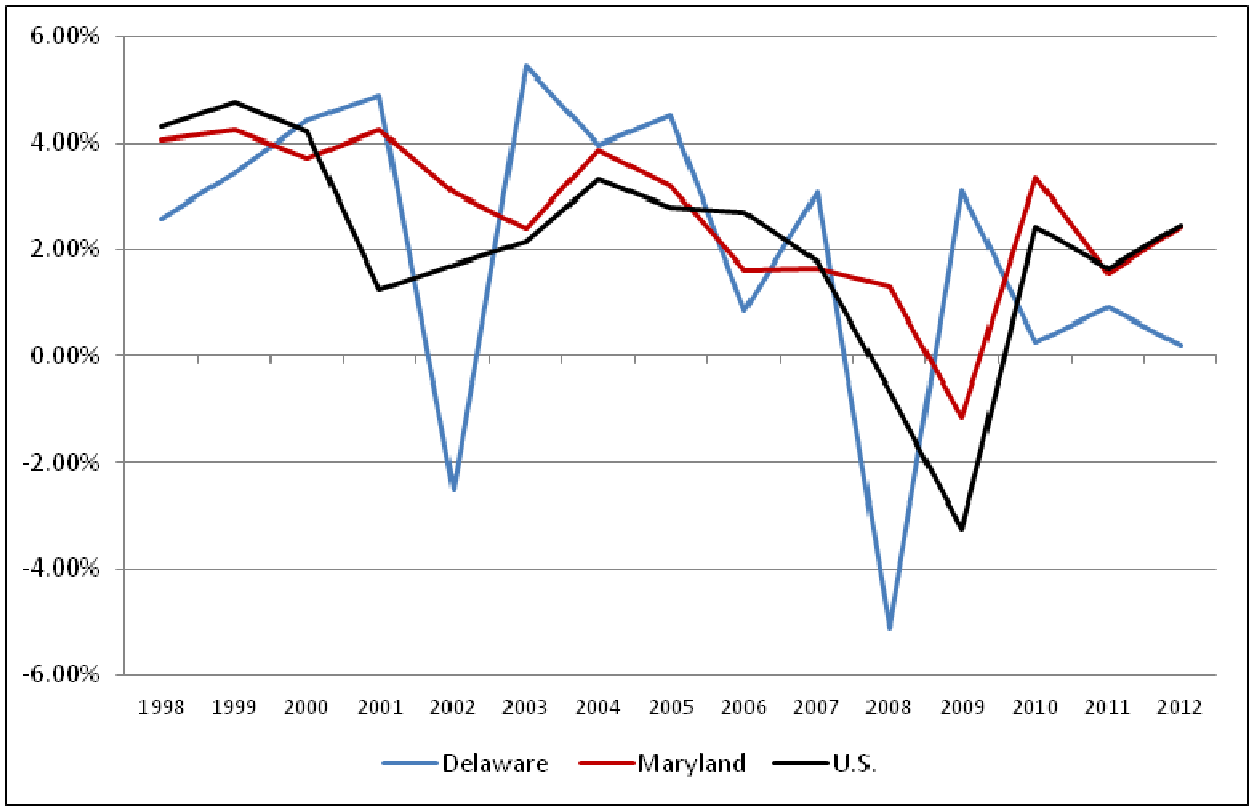



Sources: U.S. Census Bureau, Delaware Office of State Planning Coordination, & the Maryland Department of Planning

### 3.1.2 Economic Trends

Economic output in Delaware and Maryland are relatively small, comprising approximately 1 percent and 2 percent of national Gross Domestic Product (GDP), respectively. Although Maryland's economy has generally tracked the U.S. economy, Delaware's economy has trailed that of its neighboring state as well as the U.S. Moreover, the impact of the early 2000s recession and of the 2007-09 Recession has been comparatively steeper in Delaware. Due to the close proximity of the Federal government, the percentage decline in economic output as a result of the 2007-09 Recession has been less severe and the economic recovery has taken hold relatively sooner compared to the U.S. as a whole. The post-recession economic recovery that has taken hold has been somewhat sluggish as Delaware's economy increased by an average of 0.5 percent per annum from 2010-12. In contrast, economic output increased by 2.4 percent in Maryland and approximately 2 percent in the U.S. during this period. Figure 26 summarizes the annual change in economic output in the U.S., Delaware, and Maryland from 1998 to 2012.

**Figure 26: Annual Change in Real Economic Output in the U.S., Delaware and Maryland, 1998 to 2012**

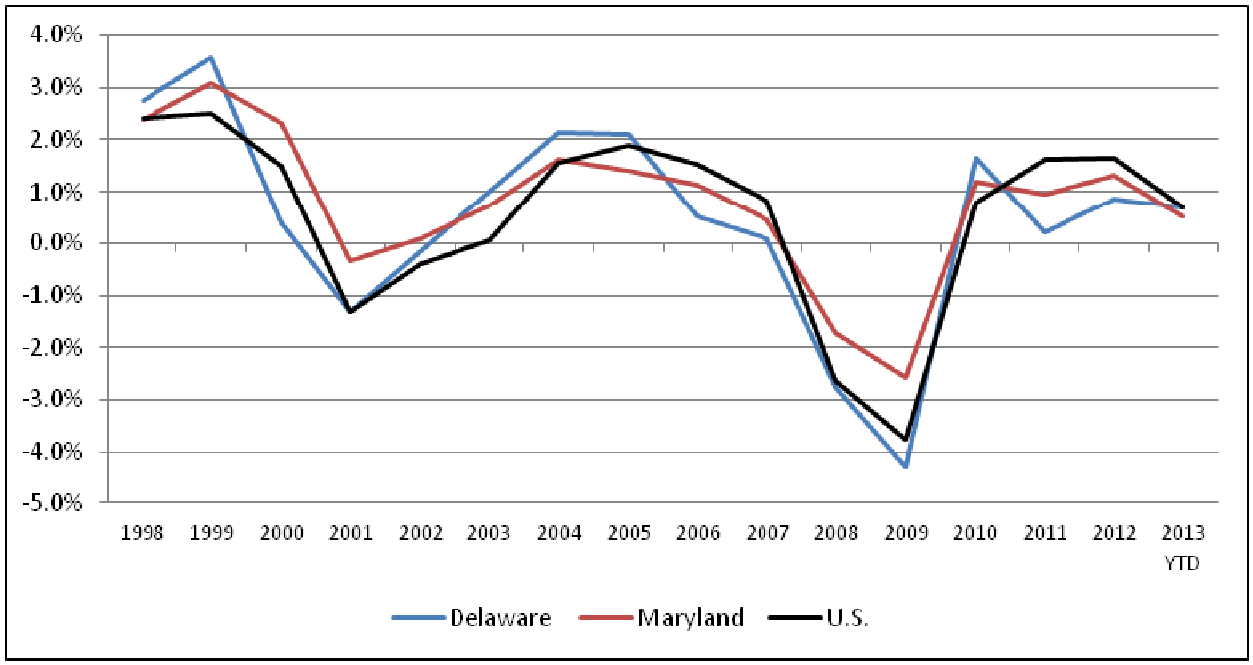



Sources: Bureau of Economic Analysis, U.S. Department of Commerce

### 3.1.3 Employment

Total employment in Delaware and Maryland has trended in accordance with total employment levels in the U.S. During the recent recession, total employment in Delaware decreased by 2.8 percent in 2008 and-4.3 percent in 2009. Employment levels in Maryland contracted by 1.7 percent and 2.6 percent during this period. Post-recession job growth in Delaware (0.9 percent per year from 2010 to mid-2013), Maryland (1.0 percent/year), has been less than the U.S. (1.2 percent/year). Historical employment data for Delaware, Maryland, and the U.S. is summarized in Figure 27.

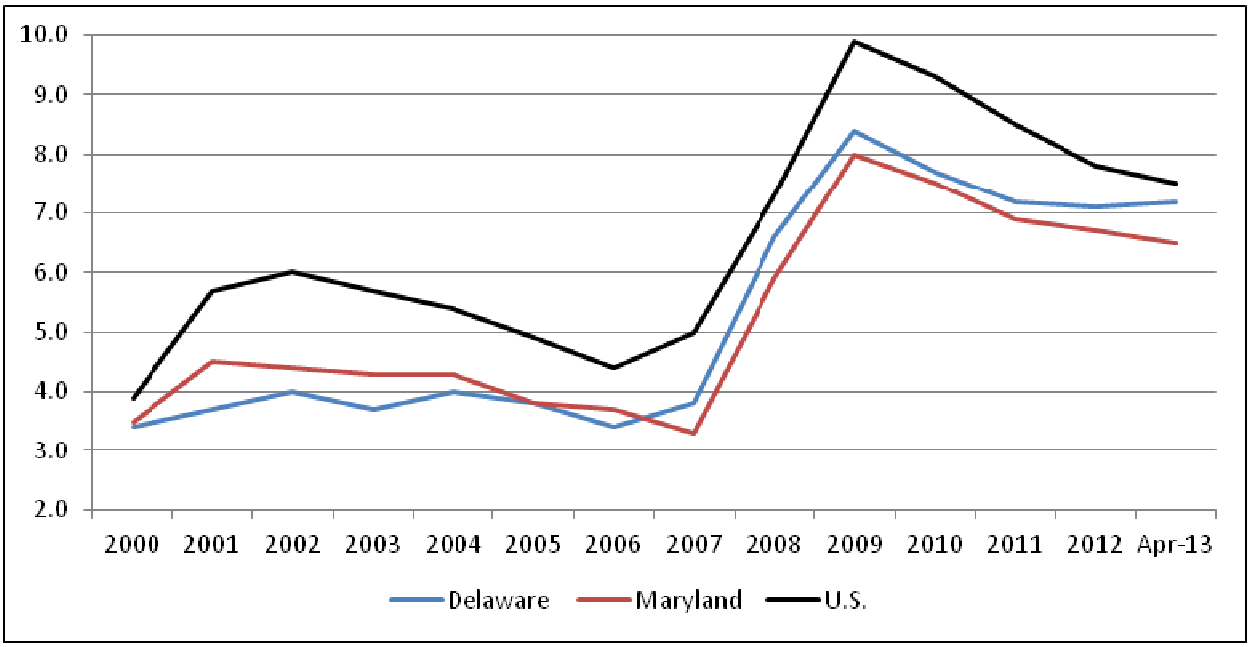
**Figure 27 : Total Employment in Delaware, Maryland, and the U.S., 1998-2013**




*Source: Bureau of Labor Statistics (BLS), U.S. Department of Labor*

Unemployment levels in Maryland and Delaware have been below that of the United States. During the deepest part of the recent recession in 2009, the unemployment rate in Delaware and Maryland was 8.4 percent and 8.0 percent, respectively. In the Unites States, the unemployment rate reached 9.9 percent during 2009. Figure 28 summarizes the unemployment rate in Delaware, Maryland, and the United States.

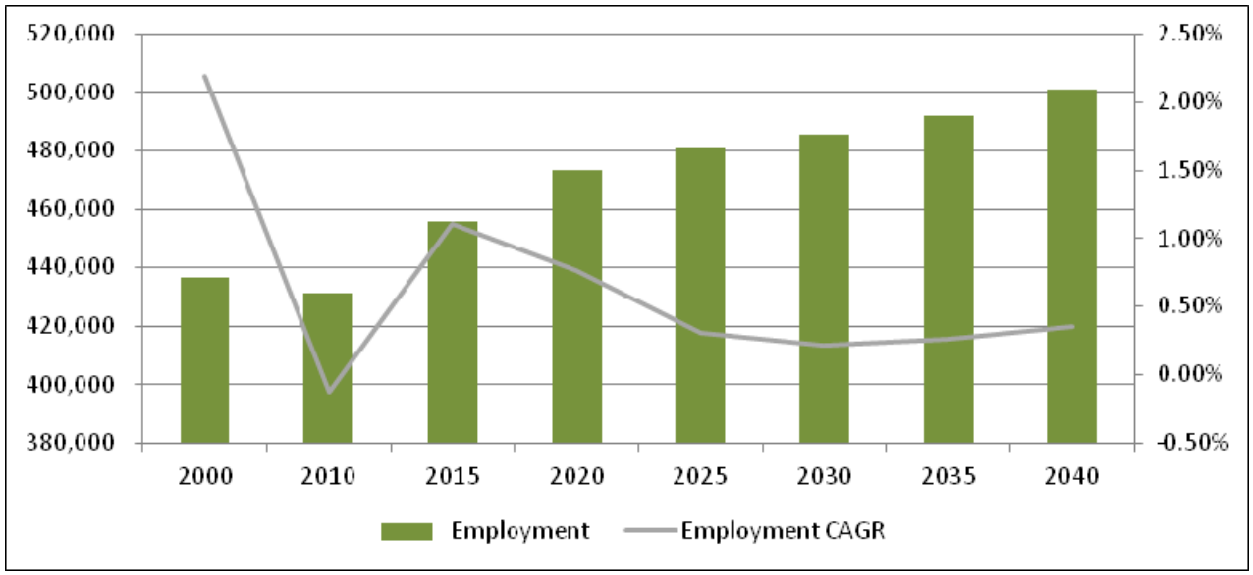
**Figure 28: Unemployment Rate in Delaware, Maryland, and the U.S., 2000-April 2013**




*Source: Bureau of Labor Statistics (BLS), U.S. Department of Labor*

Total employment in the seven-county project area is projected to increase from 351,000 in 1990 to an approximately 431,000 in 2010. Employment in the study area increased by a relatively robust 2.18 percent per year from 1990 to 2000, but decreased by 0.12 percent from 2000 to 2010. This decrease is due to the job losses that occurred during the early 2000s recession and the 2007-09 Recession. Using data compiled from the state planning and employment offices in Delaware and Maryland, it is estimated that the total employment in the seven-county study area will increase to 473,000, 486,000, and 501,000 in 2020, 2030, and 2040, respectively. This represents a compound annual growth rate of 0.50 percent per annum between 2010 and 2040. The *Delaware Department of Labor* anticipates that potential employment growth will be in the health care, construction, administrative & waste services, accommodation and food services, and professional and technical services sectors. Figure 29 summarizes the forecasted change in employment as well as the compound average annual growth rate (CAGR) for each five year period from 2000-40.

**Figure 29: Study Area Historical and Forecasted Employment , 2000-2040**

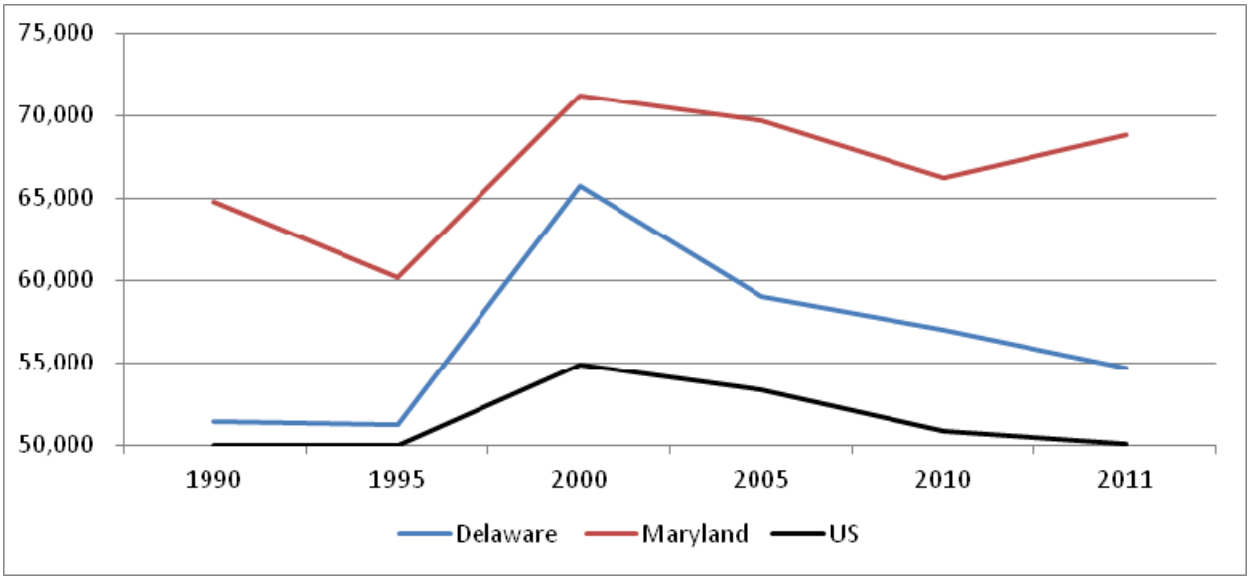



*Sources: U.S. Census Bureau, Delaware Office of State Planning Coordination, & the Maryland Department of Planning*

### 3.1.4 Income

Income levels in Delaware and Maryland, which have historically been just above the national average, started to decrease in real terms beginning in 2000. Based on data from the U.S. Census Bureau, real median household income in Delaware was $51,387 in 1990, increasing to $65,779 in 2000, but declining to $54,660 in 2011. In Maryland, real median household increased from $64,821 in 1990 to $71,225, before declining to $68,876 in 2011. Nationally, median household income was slightly below $50,000 in 1990. Median household increased to $54,841 in 2000 before returning approximately to 1990 levels as of 2011. Figure 30 summarizes the change in real median household income in Delaware, Maryland, and the United States from 1990 to 2011.

**Figure 30: Real Median Household Income in Delaware, Maryland and the U.S., 1990-2011**




*Source: U.S. Census Bureau, Current Population Survey*

### 3.1.5 Economic Forecast

Economic output in Delaware and Maryland are both strongly linked to national macroeconomic conditions. Economic forecasts prepared in early 2013 assume that the current economic recovery will continue resulting in steady economic growth in Delaware and Maryland in 2013 and 2014. The importance of the government sector in Maryland and financial services sector in Delaware are expected to support general economic growth in the region. The construction and professional service sectors are also expected to expand in the coming years. The Richmond Federal Reserve Bank (which covers Maryland) and the Philadelphia Federal Reserve Bank (Delaware) have both noted improving business conditions in their respective surveys. Table 8 summarizes economic and employment forecasts prepared by JP Morgan Chase for Delaware and Maryland for 2013-14.

**Table 8: Forecast Change in Real GDP and Employment, 2013-14**

| | Change in Real GDP (%) | | Change in Total Employment (%) | |
|---|---|---|---|---|
| | **2013** | **2014** | **2013** | **2014** |
| Delaware | 2.9% | 3.2% | 0.7% | 1.0% |
| Maryland | 2.7% | 3.8% | 1.2% | 1.6% |

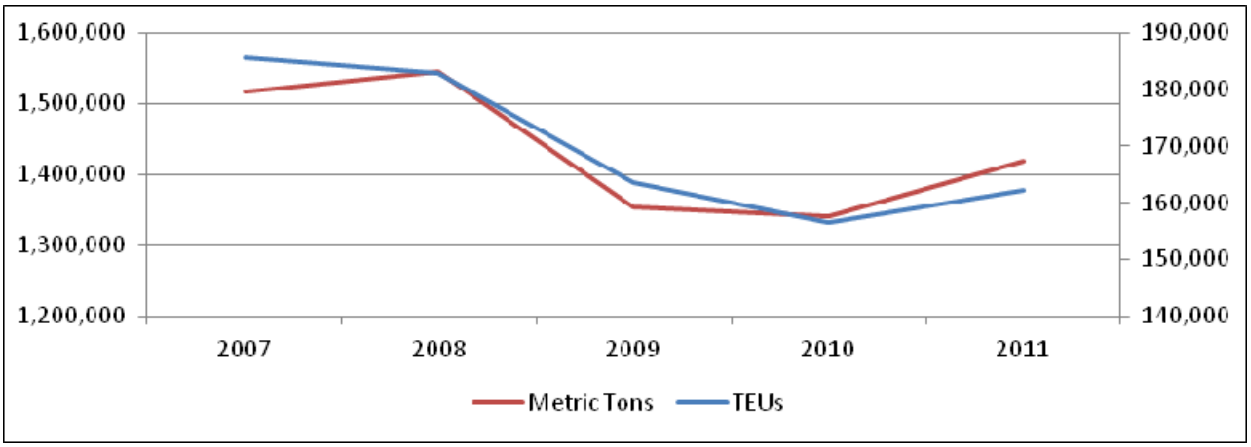
*Source: JP Morgan Chase, Delaware Economic Outlook and Maryland Economic Outlook.*

### 3.1.6 Intermodal Linkages and Distribution Centers

The Port of Wilmington is ranked as the 20th largest port in the U.S. (and Puerto Rico) in terms of Ton Equivalent Units (TEU) and the 21st largest port with respect to metrics tons. The Port's facilities include seven deepwater general cargo berths, a tanker berth, and a floating berth. The Port of Wilmington is located within relatively close proximity to I-95, I-295, and I-495. Norfolk Southern and CSX provide rail

access to the port. Cargo items that are moved through the port include automobiles, steel, fruit and forest products, petroleum and related products, and dry bulk materials. As a result of the 2007-09 Recession, the amount of cargo handled by the Port decreased significantly and has only partly recovered during the economic recovery. The Port of Wilmington handled 1.52 metric tons in 2007. The amount of cargo handled decreased by 10 percent to 1.3 million metric tons in 2009, before recovering somewhat in 2010 and 2011. Similarly, the port handled 186,000 TEUs in 2007, which decreased to 152,000 in 2010. The number of containers handled by the Port of Wilmington increased slightly in 2011 to 162,000 TEUs. Figure 31 summarizes the amount of metric tons and TEUs handled by the Port of Wilmington from 2007 to 2011.

**Figure 31: Cargo Transported Through the Port of Wilmington, 2007-11**




*Source: Maritime Administration (MARAD), U.S. Department of Transportation*

### 3.1.7 Tourism

Tourism, especially traffic to and from the Maryland Eastern Shore and the Delaware beaches, are an important component of the economy in both states. Tourism employment in New Castle County and Kent County in 2011 was 5,400 and 19,000, respectively. Sales tax generated from tourism is a metric that is used by local entities to measure of the level and impact of tourism on the local economy. Using data collected by the state tourism offices in both states, it is estimated that tourism spending and the resultant sales tax accrued increased by 1.7 percent of the seven-county study area between 2010 and 2011. Table 9 summarizes the annual sales generated for the five Maryland counties in the project study area as well as all of Delaware, including Sussex County. Sales tax data during 2012 for Delaware was not available as of this writing.

**Table 9: Tourism Sales Tax Generated, 2010-12**

| Region | 2010 | 2011 | 2012 |
|---|---|---|---|
| Caroline County, MD | $493,634 | $554,266 | $572,415 |
| Cecil County, MD | $3,256,089 | $3,415,322 | $3,825,334 |
| Kent County, MD | $763,171 | $704,309 | $888,454 |
| Queen Anne's County, MD | $2,058,130 | $2,117,762 | $2,458,920 |
| Talbot County, MD | $3,240,158 | $3,402,929 | $3,946,045 |
| Delaware | $46,400,000 | $47,000,000 | N/A |
| Total | $56,211,182 | $57,194,588 | N/A |

*Sources: Delaware Tourism Office and the Maryland Office of Tourism*

### 3.1.8 Commuting Trends

The average travel time to work for the seven counties in the study area ranged from 24.3 minutes (Kent County, MD) to 35.6 minutes (Caroline County, MD). In three Maryland counties (Cecil, Queen Anne's and Caroline), the average commuting time to work exceeded 30 minutes, which was considerably more the 25.5 minute national average. Except for Kent County Maryland, approximately 80 percent of commuters drove alone to work in 2011 in the project study area. The percentage of commuters who drove alone to work in Kent County, MD was approximately 70 percent in 2011, as over 10 percent of commuters carpooled and approximately 8 percent worked from home. In comparison, average commuting time to work in Delaware and Maryland was 25.3 minutes and 32.2 minutes, respectively. Table 10 summarizes the means of transportation and mean travel time to work for the seven counties located in the project study area in 2011.

**Table 10: Commuting Patterns, US 301 Study Area, 2011**

| | New Castle County, DE | Kent County, DE | Caroline County, MD | Cecil County, MD | Kent County, MD | Queen Anne's County, MD | Talbot County, MD | U.S. |
|---|---|---|---|---|---|---|---|---|
| Drove Alone | 80.8% | 82.7% | 78.6% | 84.7% | 70.2% | 80.5% | 80.6% | 76.4% |
| Carpooled, Transit and Other | 19.2% | 17.3% | 21.4% | 15.3% | 28.2% | 19.5% | 19.4% | 23.6% |
| Mean travel time (min) | 25.3 | 26.5 | 35.6 | 30.4 | 24.3 | 34.8 | 24.6 | 25.5 |

*Source: U.S. Census Bureau*

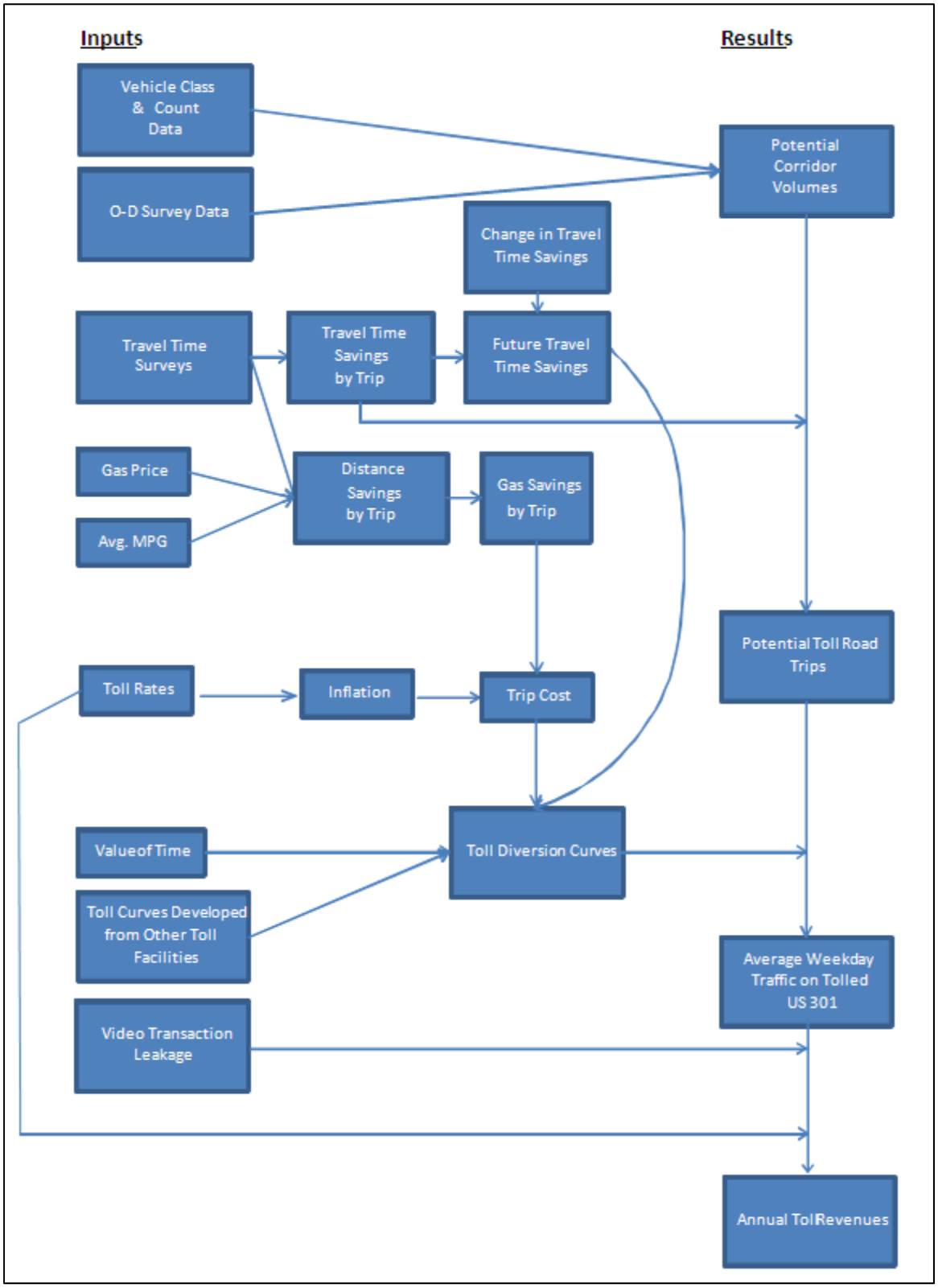
# 4 Traffic Model

Jacobs developed a spreadsheet-based traffic model to develop traffic and revenue forecasts. This model incorporates actual traffic count and vehicle mix data, survey results, economic and demographic data and forecasts, value of time, fuel price, and efficiency to estimate the number of transactions and revenue generated by the future US 301 toll road.

## 4.1 Modeling Methodology

Figure 47 presents a flowchart of Jacobs' modeling methodology. Collected data, such as vehicle classification and count data, survey data, and toll rates are used to determine the conditions on the future roadway network, such as estimated time savings and cost of travel. These conditions are then used to determine the percentage of potential traffic that would choose to pay the proposed toll rates for travel on the toll road, through the use of toll traffic retention curves developed specifically for this project based on previous experience, survey results, and socio economic factors. The estimated toll road traffic is then used to calculate gross toll revenue, with adjustments for revenue loss due to violations or video toll leakage.

**Figure 32: Modeling Methodology Flowchart**



## 4.2 Model Assumptions

In an effort to best estimate potential toll traffic and revenue on The Project, it was necessary to develop a number of assumptions regarding the economy and regional infrastructure, amongst other factors.

#### 4.2.1.1 Truck Restrictions

Jacobs assumed that current and future restrictions on truck traffic on alternate roadways will be enforced, as shown on the map provided in Appendix B.

It was also assumed that emergency access ramps will be properly gated and not open to casual traffic.

#### 4.2.1.2 Inflation

An annual inflation rate of 2.5 percent was assumed. This was used to convert future year toll rates into 2012 dollars for our analyses.

#### 4.2.1.3 Driving Value of Time

Driving value of time is typically about 50 to 60 percent of median household income. Median Household Income for Delaware is around $55,000, which calculates to $26.44 per hour for a 40-hour work week. Fifty percent of this value is $13.22, while sixty percent is $15.87. A $14.00 driving value of time, which falls within this range, was assumed. This means that the average person living in Delaware would pay $14.00 to save an hour of driving time.

#### 4.2.1.4 Background Growth

Jacobs developed estimates of future background growth based on a review of past traffic growth trends and available socioeconomic data, including employment, population, GDP, and others, as described previously in Chapter 3. We also considered growth related to the major feeders routes to long distance travel including the Bay Bridge in Maryland.

#### 4.2.1.5 Toll Schedule

Jacobs was instructed to use the same toll rate assumptions as previous studies utilized, beginning with a 2-axle toll at the mainline toll location of $4.00 in the opening year, and doubling within 20 years, with increases occurring every five years. This results in an average annual increase of 3.5 percent. Tolls would then continue to increase at this rate for the following 20 year period. Under AET operations, a surcharge would be added to the base toll rate for all video transactions, in an effort to balance out the cost of collection. This surcharge would be 40 percent for cars, and 20 percent for trucks. The toll increases would always take place on January 1st. Table 11 presents base toll rates at each of the toll locations. Table 12 shows sample toll rates by location and year. In general, toll increases at the mainline plaza would increase one to two dollars every five years for passenger cars, ultimately reaching $15.80 per vehicle in 2056.

**Table 11: Base Toll Rates, 2018**

| Axles | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| Mainline | $4.00 | $9.00 | $10.00 | $11.00 | $12.00 |
| Levels Rd | $1.00 | $8.00 | $9.00 | $10.00 | $11.00 |
| Summit Br | $0.75 | $8.00 | $9.00 | $10.00 | $11.00 |
| Jamison Cnr | $0.50 | $8.00 | $9.00 | $10.00 | $11.00 |

**Table 12: Base Toll Rates by Project Year, 2018-2056**

| | Mainline | | Levels Rd | | Summit Br | | Jamison Cnr | |
|---|---|---|---|---|---|---|---|---|
| Year | 2-axle | 5-axle | 2-axle | 5-axle | 2-axle | 5-axle | 2-axle | 5-axle |
| 2018 | $4.00 | $11.00 | $1.00 | $10.00 | $0.75 | $10.00 | $0.50 | $10.00 |
| 2021 | $4.75 | $13.05 | $1.20 | $11.90 | $0.90 | $11.90 | $0.60 | $11.90 |
| 2026 | $5.65 | $15.50 | $1.45 | $14.15 | $1.05 | $14.15 | $0.70 | $14.15 |
| 2031 | $6.70 | $18.40 | $1.70 | $16.80 | $1.25 | $16.80 | $0.85 | $16.80 |
| 2036 | $7.95 | $21.85 | $2.00 | $19.95 | $1.50 | $19.95 | $1.00 | $19.95 |
| 2041 | $9.45 | $25.95 | $2.40 | $23.70 | $1.80 | $23.70 | $1.20 | $23.70 |
| 2046 | $11.20 | $30.80 | $2.85 | $28.15 | $2.15 | $28.15 | $1.45 | $28.15 |
| 2051 | $13.30 | $36.60 | $3.40 | $33.45 | $2.55 | $33.45 | $1.70 | $33.45 |
| 2056 | $15.80 | $43.45 | $4.05 | $39.75 | $3.05 | $39.75 | $2.00 | $39.75 |

*Note: Tolls increasing at a rate of 3.5% annually, effective every 5 years*

#### 4.2.1.1 Retention

While The Project may present the quickest route from point A to point B for many trips in the Middletown region, some users will choose a longer or less convenient route to avoid paying the toll. The implementation and continuation of truck restrictions on neighboring routes will help to inhibit the diversion of truck traffic to free routes in the local vicinity, but cars will be free to choose amongst the many local non-tolled routes.

Several routes compete with US 301 for longer distance traffic, including I-95, DE 1, and Route 213. Each of these roadways is unique in its benefits and shortfalls, but all are available to both cars and trucks. Some of the more local roadways providing access to these main routes have some existing weight restrictions, such as Route 299. Figure 33 and Figure 34 present a selection of alternate route choices available to cars and trucks traveling in the US 301 corridor.

**Figure 33: Selection of Alternate Route Choices for Cars**

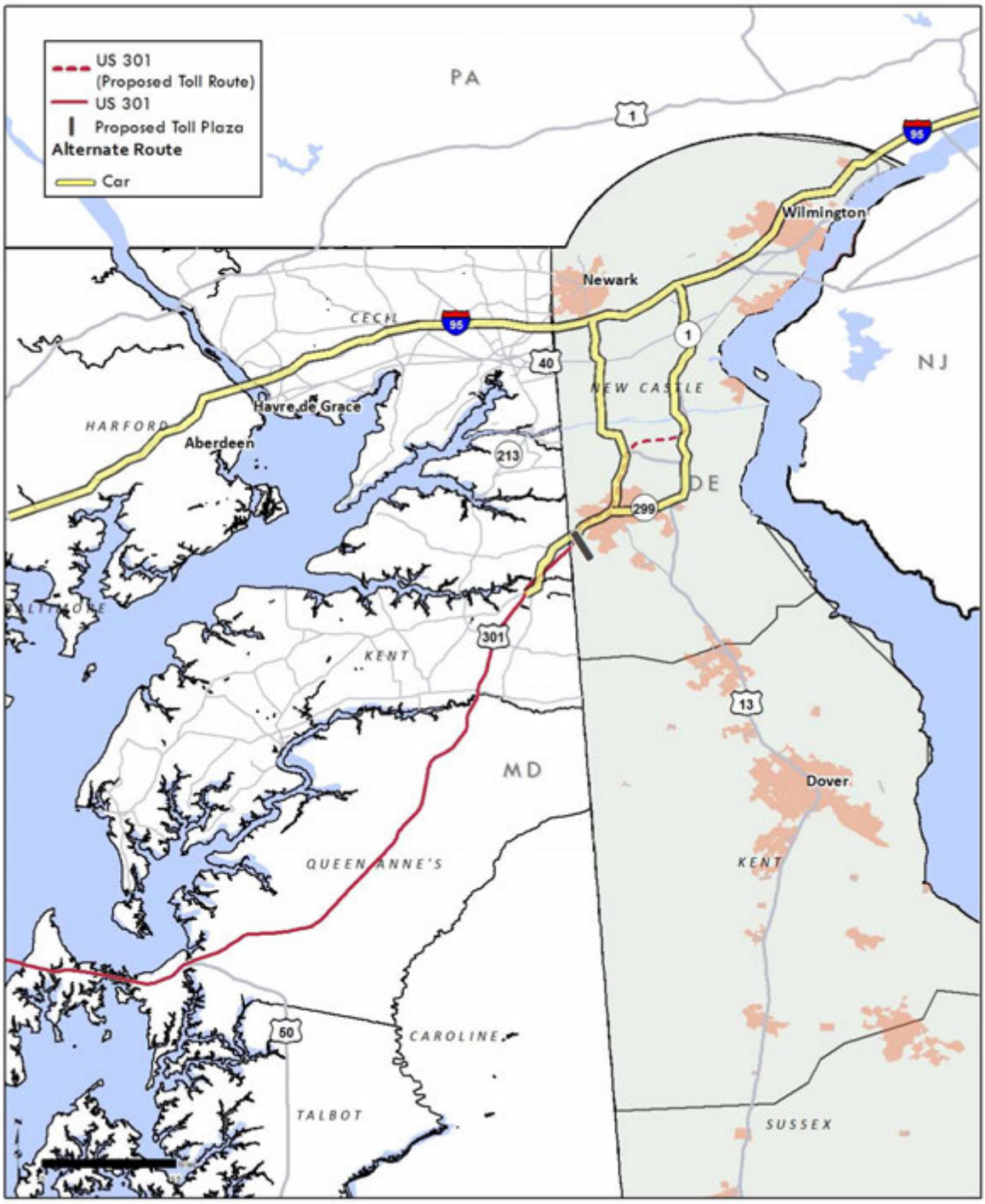


**Figure 34: Selection of Alternate Route Choices for Trucks**

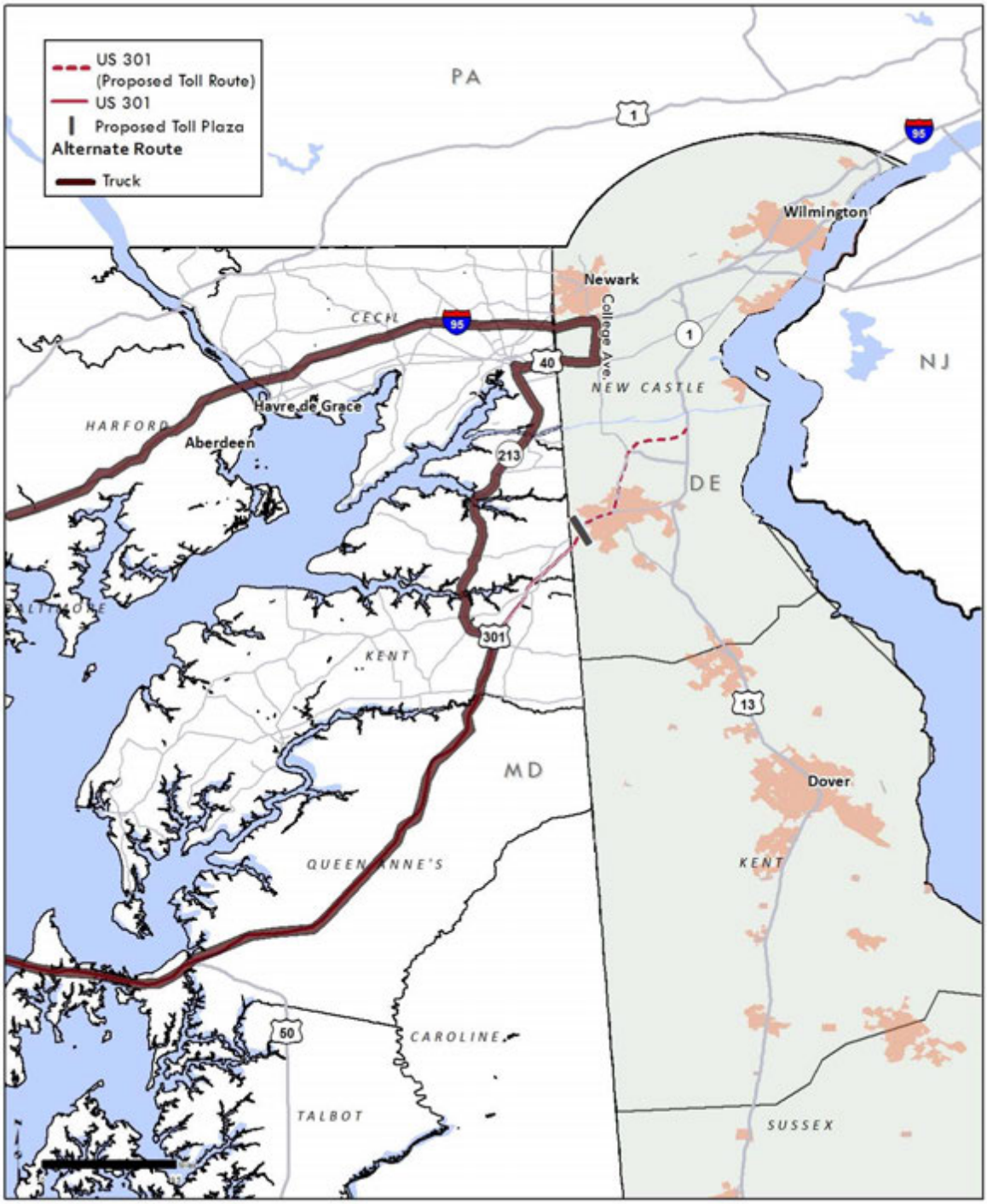



Table 13 presents a comparison of tolls for 2-axle cars and 5-axle trucks at various toll plazas on competing routes for through travel, as well as toll costs for those competing routes. As shown in the table, travel on the new toll road will continue to be significantly less expensive in tolls than I-95 in both directions of travel.

**Table 13: Toll Comparison for Travel between Wilmington, DE and Washington, DC**

| Location / Route | Northbound / Eastbound | | | | Southbound / Westbound | | | |
|---|---|---|---|---|---|---|---|---|
| | 2-Axle | | 5-Axle | | 2-Axle | | 5-Axle | |
| | Cash | E-Zpass | Cash | E-Zpass | Cash | E-Zpass | Cash | E-Zpass |
| **Toll Plaza** | | | | | | | | |
| **Newark Toll Plaza** | $4.00 | $4.00 | $9.00 | $9.00 | $4.00 | $4.00 | $9.00 | $9.00 |
| **Baltimore Harbor Tunnel** | $4.00 | $3.60 | $24.00 | $24.00 | $4.00 | $3.60 | $24.00 | $24.00 |
| **JFK Memorial Highway** | $8.00 | $7.20 | $48.00 | $48.00 | - | - | - | - |
| **Biddles Toll Plaza** | $1.00 | $0.50 | $5.00 | $1.88 | $1.00 | $0.50 | $5.00 | $1.88 |
| **Bay Bridge** | $6.00 | $5.40 | $36.00 | $36.00 | - | - | - | - |
| ***Proposed US 301 Mainline**** | *$4.00* | *$4.00* | *$11.00* | *$11.00* | *$4.00* | *$4.00* | *$11.00* | *$11.00* |
| **Route** | | | | | | | | |
| **Via I-95** | $16.00 | $14.80 | $81.00 | $81.00 | $8.00 | $7.60 | $33.00 | $33.00 |
| **Via Existing US 301** | $6.00 | $5.40 | $36.00 | $36.00 | - | - | - | - |
| ***Via Proposed US 301*** | *$10.00* | *$9.40* | *$47.00* | *$47.00* | *$4.00* | *$4.00* | *$11.00* | *$11.00* |
| **Via Bay Bridge / US 301 / SR 896 / SR 1** | $7.00 | $5.90 | $41.00 | $37.88 | $1.00 | $0.50 | $5.00 | $1.88 |
| **Via Bay Bridge / MD 213 / I-40** | $6.00 | $5.40 | $36.00 | $36.00 | - | - | - | - |

* Cash Tolls shown do not include a surcharge for Video Toll Collection

Jacobs analyzed data in the I-95 corridor and at the Bay Bridge during past toll increases at the Bay Bridge, to see if there was any clear shift in traffic potentially caused by a toll increase. Our investigation found that while the potential for a shift exists, there has not been a clear shift demonstrated by previous toll changes.

Jacobs developed retention curves tailored to the various vehicle and trip types. These curves consider the travel time savings offered by the new toll facility for a given type of traveler (eg, local cars, long distance trucks), for the different vehicle types, values of time, and toll rates. These curves are utilized in the analysis for each toll plaza, where they help determine how many of the potential drivers for the new toll road are “willing to pay” for travel on the roadway.

# 5 Estimates of Toll Traffic and Gross Toll Revenues

This chapter presents estimated toll road traffic and gross toll revenues for a forty-year period, as well as the assumptions behind those estimates.

## 5.1 Limits and Disclaimers

It is Jacobs' opinion that the traffic and toll revenue estimates provided herein represent reasonable and achievable levels of traffic and toll revenues that can be expected to accrue at the Project over the forecast period and that they have been prepared in accordance with accepted industry-wide practice. However, as should be expected with any forecast, and given the uncertainties within the current economic climate, it is important to note the following assumptions which, in our opinion, are reasonable:

- This report presents the results of Jacobs' consideration of the information available as of the date hereof and the application of our experience and professional judgment to that information. It is not a guarantee of any future events or trends.
- The traffic and gross toll revenue estimates will be subject to future economic and social conditions, demographic developments and regional transportation construction activities that cannot be predicted with certainty.
- The estimates contained in this report, while presented with numeric specificity, are based on a number of estimates and assumptions which, though considered reasonable to us, are inherently subject to economic and competitive uncertainties and contingencies, most of which are beyond the control of any tolling authority and cannot be predicted with certainty. In many instances, a broad range of alternative assumptions could be considered reasonable. Changes in the assumptions used could result in material differences in estimated outcomes.
- Jacobs' traffic and gross toll revenue estimations only represent our best judgment and we do not warrant or represent that the actual gross toll revenues will not vary from our estimates.
- We do not express any opinion on the following items: socioeconomic and demographic forecasts, proposed land use development projects and potential improvements to the regional transportation network.
- The standards of operation and maintenance on all of the system will be maintained as planned within the business rules and practices.
- The general configuration and location of the system and its interchanges will remain as discussed in this report.
- Access to and from the system will remain as discussed in this report.
- No other competing highway projects, tolled or non-tolled are assumed to be constructed or significantly improved in the project corridor during the project period, except those identified within this report.
- Major highway improvements that are currently underway or fully funded will be completed as planned.

- The system will be well maintained, efficiently operated, and effectively signed to encourage maximum usage.
- No reduced growth initiatives or related controls that would significantly inhibit normal development patterns will be introduced during the estimate period.
- There will be no future serious protracted recession during the estimate period.
- There will be no protracted fuel shortage during the estimate period.
- No local, regional, or national emergency will arise that will abnormally restrict the use of motor vehicles.

In Jacobs' opinion, the assumptions underlying the study provide a reasonable basis for the analysis. However, any financial projection is subject to uncertainties. Inevitably, some assumptions used to develop the projections will not be realized, and unanticipated events and circumstances may occur. There are likely to be differences between the projections and actual results, and those differences may be material. Because of these uncertainties, Jacobs makes no guaranty or warranty with respect to the projections in this Study.

This document, and the opinions, analysis, evaluations, or recommendations contained herein are for the sole use and benefit of the contracting parties. There are no intended third party beneficiaries, and Jacobs Engineering Group Inc., (and its affiliates) shall have no liability whatsoever to any third parties for any defect, deficiency, error, omission in any statement contained in or in any way related to this document or the services provided.

Neither this document nor any information contained therein or otherwise supplied by Jacobs Engineering Group Inc. in connection with the study and the services provided to our client shall be used in connection with any financing solicitation, proxy, and proxy statement, proxy soliciting materials, prospectus, Securities Registration Statement or similar document without the express written consent of Jacobs Engineering Group Inc.

## 5.2 Opening Date and Ramp Up

The Project is expected to open fully with tolls in Fiscal Year (FY) 2018, on July 1, 2017. The fiscal years run from July 1$^{st}$ through June30$^{th}$.

Opening year traffic levels, and levels in the first few years after opening, are influenced by many factors, including current trip making characteristics, as well as those changes that will occur because of the presence of the new toll facility. The process of traffic reaching its full potential over a given time, without considering nominal growth, is considered “ramp-up.”

Ramp-up is often defined as the time it takes for the drivers to become aware of a new (toll) facility, change old habits and become aware of any potential benefits from using the new (toll) facility. Often, signage and mapping indicating the presence of the new facility are delayed and do not occur at the

time of a facility's opening. This is particularly important when a facility will serve travelers coming from areas outside the project corridor.

Based on our experience from other toll roads, typical ramp-up periods vary by facility depending on projected growth, development, traffic characteristics and other local considerations. Typically, the ramp-up period is two (2) to five (5) years; several new toll facilities have reached equilibrium by year five (month 60), while other facilities, however, which were already part of an existing roadway network, reached equilibrium much faster: some within two (2) years.

As such, the ramp-up period that we determined for this project is two years in length, as this is functionally a bypass of an existing roadway in a setting with a large commuter base (cars). We dampened the traffic and revenues over the opening year FY2018 by 15 percent, and FY2019 by five percent. We assumed the toll road traffic would ramp up to its full demand by FY 2020.

## 5.3 Estimates of Traffic and Gross Toll Revenues

Jacobs prepared estimates of toll traffic and revenue for both ORT and AET Collection. Figure 35 and Figure 36 show the projected total average daily toll transactions (including the mainline and the three tolled ramps) and gross annual toll revenues for forty years, beginning in 2018. Table 14 and Table 15 present the same information in tabular form.

For the AET case toll revenues reach $18.9 Million in 2020, the first year after ramp-up and increase to $82.5 Million 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,600 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases peaking at 17,000 daily toll transactions in 2060.

Similarly, for the ORT case toll revenues reach $19.8 Million in 2020, the first year after ramp-up and increase to $86.2 Million 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,700 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases peaking at 17,400 daily toll transactions in 2060.

**Figure 35: Estimated Average Daily Toll Transactions and Gross Annual Toll Revenues, AET**

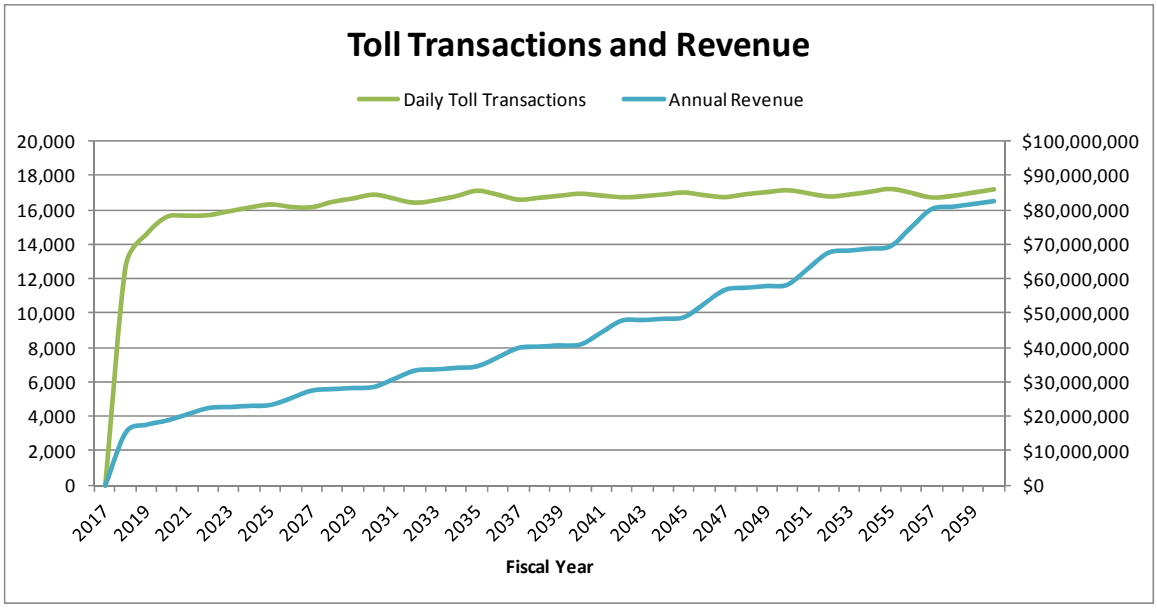
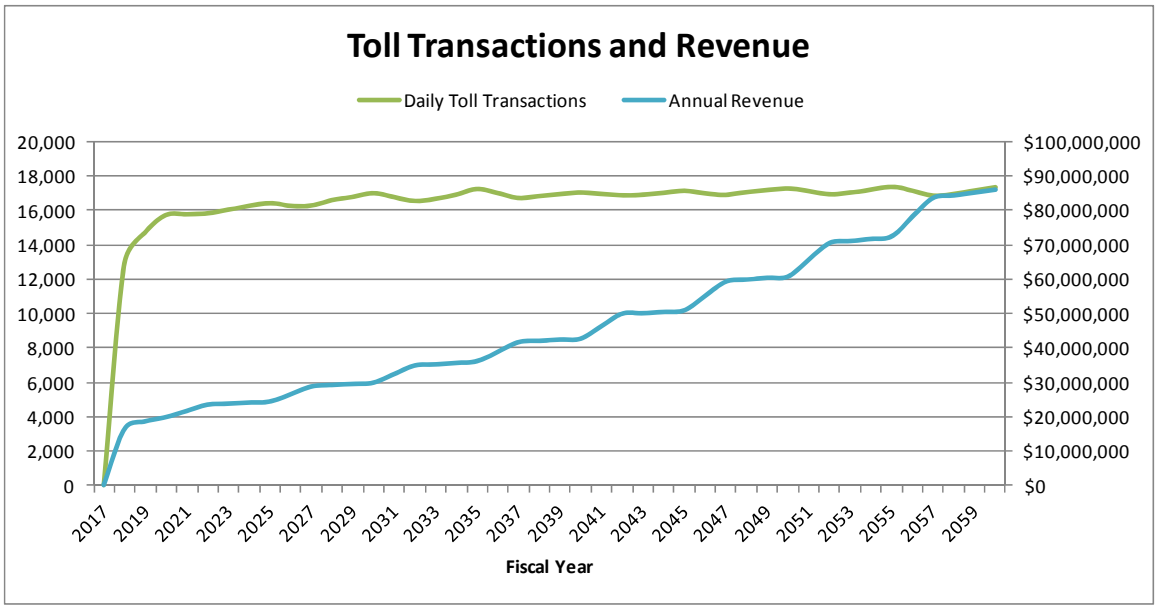



**Figure 36: Estimated Average Daily Toll Transactions and Gross Annual Toll Revenues, ORT**



## Table 14: Toll Traffic and Revenue Estimates, AET

| Fiscal Year | AET | | | | | |
|---|---|---|---|---|---|---|
| | Daily Toll Transactions | | | Annual Revenue (Millions) | | |
| | Car | Truck | Total | Car | Truck | Total |
| 2018 | 10,300 | 2,400 | 12,800 | $6.80 | $8.67 | $15.48 |
| 2019 | 11,800 | 2,800 | 14,600 | $7.79 | $9.86 | $17.65 |
| 2020 | 12,600 | 2,900 | 15,600 | $8.37 | $10.53 | $18.90 |
| 2021 | 12,700 | 2,900 | 15,600 | $9.12 | $11.60 | $20.72 |
| 2022 | 12,700 | 3,000 | 15,700 | $9.86 | $12.66 | $22.51 |
| 2023 | 12,900 | 3,000 | 15,900 | $10.04 | $12.77 | $22.81 |
| 2024 | 13,100 | 3,000 | 16,100 | $10.22 | $12.90 | $23.12 |
| 2025 | 13,200 | 3,100 | 16,300 | $10.31 | $13.08 | $23.39 |
| 2026 | 13,100 | 3,100 | 16,100 | $11.10 | $14.29 | $25.40 |
| 2027 | 13,100 | 3,100 | 16,100 | $12.01 | $15.55 | $27.56 |
| 2028 | 13,300 | 3,100 | 16,400 | $12.24 | $15.77 | $28.01 |
| 2029 | 13,500 | 3,100 | 16,600 | $12.38 | $15.92 | $28.30 |
| 2030 | 13,700 | 3,200 | 16,800 | $12.59 | $16.03 | $28.62 |
| 2031 | 13,500 | 3,100 | 16,600 | $13.48 | $17.52 | $31.00 |
| 2032 | 13,200 | 3,100 | 16,400 | $14.38 | $19.02 | $33.40 |
| 2033 | 13,400 | 3,200 | 16,500 | $14.60 | $19.12 | $33.72 |
| 2034 | 13,600 | 3,200 | 16,800 | $14.83 | $19.32 | $34.15 |
| 2035 | 13,800 | 3,200 | 17,100 | $15.09 | $19.51 | $34.60 |
| 2036 | 13,600 | 3,200 | 16,800 | $16.06 | $21.16 | $37.22 |
| 2037 | 13,400 | 3,200 | 16,600 | $17.11 | $22.84 | $39.94 |
| 2038 | 13,500 | 3,200 | 16,700 | $17.29 | $23.03 | $40.32 |
| 2039 | 13,500 | 3,200 | 16,800 | $17.48 | $23.18 | $40.66 |
| 2040 | 13,700 | 3,200 | 16,900 | $17.69 | $23.24 | $40.94 |
| 2041 | 13,600 | 3,200 | 16,800 | $19.07 | $25.33 | $44.40 |
| 2042 | 13,500 | 3,200 | 16,700 | $20.45 | $27.42 | $47.87 |
| 2043 | 13,500 | 3,200 | 16,700 | $20.53 | $27.50 | $48.03 |
| 2044 | 13,600 | 3,200 | 16,800 | $20.75 | $27.64 | $48.39 |
| 2045 | 13,700 | 3,300 | 17,000 | $20.97 | $27.88 | $48.85 |
| 2046 | 13,600 | 3,300 | 16,800 | $22.52 | $30.31 | $52.83 |
| 2047 | 13,500 | 3,200 | 16,700 | $24.13 | $32.71 | $56.83 |
| 2048 | 13,600 | 3,300 | 16,900 | $24.44 | $32.97 | $57.41 |
| 2049 | 13,700 | 3,300 | 17,000 | $24.72 | $33.18 | $57.90 |
| 2050 | 13,800 | 3,300 | 17,100 | $24.99 | $33.28 | $58.27 |
| 2051 | 13,700 | 3,300 | 16,900 | $26.80 | $36.13 | $62.93 |
| 2052 | 13,500 | 3,300 | 16,700 | $28.46 | $39.13 | $67.59 |
| 2053 | 13,600 | 3,300 | 16,800 | $28.78 | $39.41 | $68.19 |
| 2054 | 13,700 | 3,300 | 17,000 | $29.14 | $39.61 | $68.75 |
| 2055 | 13,800 | 3,300 | 17,200 | $29.52 | $39.93 | $69.45 |
| 2056 | 13,600 | 3,300 | 16,900 | $31.65 | $43.31 | $74.96 |
| 2057 | 13,400 | 3,300 | 16,700 | $33.59 | $46.66 | $80.25 |
| 2058 | 13,500 | 3,300 | 16,800 | $33.92 | $46.98 | $80.90 |
| 2059 | 13,600 | 3,300 | 17,000 | $34.35 | $47.36 | $81.71 |
| 2060 | 13,800 | 3,300 | 17,100 | $34.82 | $47.71 | $82.53 |

## Table 15: Toll Traffic and Revenue Estimates, ORT

| Fiscal Year | ORT | | | | | |
|---|---|---|---|---|---|---|
| | Daily Toll Transactions | | | Annual Revenue (Millions) | | |
| | Car | Truck | Total | Car | Truck | Total |
| 2018 | 10,500 | 2,500 | 12,900 | $7.22 | $9.11 | $16.33 |
| 2019 | 12,000 | 2,800 | 14,700 | $8.24 | $10.31 | $18.55 |
| 2020 | 12,800 | 3,000 | 15,700 | $8.83 | $10.95 | $19.79 |
| 2021 | 12,800 | 3,000 | 15,800 | $9.58 | $12.01 | $21.59 |
| 2022 | 12,900 | 3,000 | 15,800 | $10.33 | $13.08 | $23.42 |
| 2023 | 13,100 | 3,000 | 16,100 | $10.52 | $13.19 | $23.71 |
| 2024 | 13,200 | 3,000 | 16,300 | $10.70 | $13.34 | $24.04 |
| 2025 | 13,400 | 3,100 | 16,400 | $10.80 | $13.52 | $24.32 |
| 2026 | 13,200 | 3,100 | 16,300 | $11.62 | $14.79 | $26.41 |
| 2027 | 13,200 | 3,100 | 16,300 | $12.60 | $16.10 | $28.70 |
| 2028 | 13,500 | 3,100 | 16,600 | $12.85 | $16.33 | $29.18 |
| 2029 | 13,700 | 3,100 | 16,800 | $12.98 | $16.49 | $29.47 |
| 2030 | 13,900 | 3,200 | 17,000 | $13.22 | $16.61 | $29.84 |
| 2031 | 13,600 | 3,200 | 16,800 | $14.17 | $18.17 | $32.34 |
| 2032 | 13,400 | 3,200 | 16,600 | $15.13 | $19.72 | $34.86 |
| 2033 | 13,500 | 3,200 | 16,700 | $15.34 | $19.83 | $35.17 |
| 2034 | 13,700 | 3,200 | 16,900 | $15.59 | $20.03 | $35.62 |
| 2035 | 14,000 | 3,200 | 17,300 | $15.87 | $20.23 | $36.10 |
| 2036 | 13,800 | 3,200 | 17,000 | $16.88 | $21.94 | $38.82 |
| 2037 | 13,500 | 3,200 | 16,700 | $17.99 | $23.68 | $41.67 |
| 2038 | 13,600 | 3,200 | 16,900 | $18.18 | $23.89 | $42.07 |
| 2039 | 13,700 | 3,200 | 17,000 | $18.39 | $24.04 | $42.42 |
| 2040 | 13,800 | 3,200 | 17,100 | $18.59 | $24.10 | $42.69 |
| 2041 | 13,700 | 3,200 | 17,000 | $20.06 | $26.27 | $46.33 |
| 2042 | 13,700 | 3,200 | 16,900 | $21.53 | $28.44 | $49.97 |
| 2043 | 13,700 | 3,200 | 16,900 | $21.58 | $28.52 | $50.10 |
| 2044 | 13,800 | 3,300 | 17,000 | $21.82 | $28.66 | $50.48 |
| 2045 | 13,900 | 3,300 | 17,200 | $22.06 | $28.91 | $50.97 |
| 2046 | 13,700 | 3,300 | 17,000 | $23.70 | $31.44 | $55.14 |
| 2047 | 13,700 | 3,200 | 16,900 | $25.41 | $33.93 | $59.33 |
| 2048 | 13,800 | 3,300 | 17,100 | $25.74 | $34.20 | $59.95 |
| 2049 | 13,900 | 3,300 | 17,200 | $26.02 | $34.42 | $60.44 |
| 2050 | 14,000 | 3,300 | 17,300 | $26.30 | $34.52 | $60.82 |
| 2051 | 13,900 | 3,300 | 17,100 | $28.26 | $37.48 | $65.73 |
| 2052 | 13,700 | 3,300 | 16,900 | $29.99 | $40.60 | $70.59 |
| 2053 | 13,800 | 3,300 | 17,100 | $30.31 | $40.88 | $71.19 |
| 2054 | 13,900 | 3,300 | 17,200 | $30.70 | $41.09 | $71.79 |
| 2055 | 14,100 | 3,300 | 17,400 | $31.11 | $41.42 | $72.53 |
| 2056 | 13,900 | 3,300 | 17,200 | $33.36 | $44.93 | $78.29 |
| 2057 | 13,600 | 3,300 | 16,900 | $35.37 | $48.41 | $83.77 |
| 2058 | 13,700 | 3,300 | 17,000 | $35.74 | $48.74 | $84.47 |
| 2059 | 13,800 | 3,300 | 17,200 | $36.20 | $49.14 | $85.34 |
| 2060 | 14,000 | 3,400 | 17,400 | $36.67 | $49.49 | $86.16 |

## 5.4 Toll Sensitivity Analysis

The base case traffic and toll revenue forecasts were presented in the previous section. In this section, a series of sensitivity tests are described and their associated estimated toll revenues are compared to the base case estimates for selected forecast years. These include slight differences in the potential long term toll escalation, restrictions on alternate routes, and the offering of a frequency discount option.

### 5.4.1 Alternative Toll Rate Schedule

Jacobs analyzed an alternate toll schedule that assumed tolls would taper to a lower rate of increase after the first 20 years, with slight changes to rounding in early years at the mainline and ramp toll plazas. These alternate toll rate assumptions result in equal toll rates for the opening year, similar toll rates 20 years out, and significantly different toll rates 40 years out. Table 16 presents these alternate toll rates, while Table 17 presents a summary of the resulting revenue differences. In the near term, the alternate toll schedule would generate relatively the same revenue, while in the out years the alternate toll schedule would generate significantly less toll revenue, since the average toll would be lower.

**Table 16: Alternate Toll Rates by Project Year, 2018-2056**

| | Mainline | | Levels Rd | | Summit Br | | Jamison Cnr | |
|---|---|---|---|---|---|---|---|---|
| Year | 2-axle | 5-axle | 2-axle | 5-axle | 2-axle | 5-axle | 2-axle | 5-axle |
| 2018 | $4.00 | $11.00 | $1.00 | $10.00 | $0.75 | $10.00 | $0.50 | $10.00 |
| 2021 | $5.00 | $14.00 | $1.25 | $13.00 | $0.75 | $13.00 | $0.50 | $13.00 |
| 2026 | $6.00 | $17.00 | $1.50 | $15.00 | $1.00 | $15.00 | $0.50 | $15.00 |
| 2031 | $7.00 | $19.00 | $1.75 | $18.00 | $1.00 | $18.00 | $0.75 | $18.00 |
| 2036 | $8.00 | $22.00 | $2.00 | $20.00 | $1.50 | $20.00 | $0.75 | $20.00 |
| 2041 | $9.00 | $25.00 | $2.25 | $23.00 | $1.50 | $23.00 | $0.75 | $23.00 |
| 2046 | $10.00 | $28.00 | $2.50 | $25.00 | $1.75 | $25.00 | $1.00 | $25.00 |
| 2051 | $11.00 | $30.00 | $2.75 | $28.00 | $1.75 | $28.00 | $1.00 | $28.00 |
| 2056 | $12.00 | $33.00 | $3.00 | $30.00 | $2.00 | $30.00 | $1.00 | $30.00 |

**Table 17: Sensitivity of Gross Toll Revenue Estimates with Alternative Toll Rate Schedule**

| Year | AET | ORT |
|---|---|---|
| 2020 | 0% | 0% |
| 2030 | 4% | 4% |
| 2040 | 0% | 0% |
| 2050 | -10% | -10% |
| 2057 (Year 40) | -21% | -21% |

### 5.4.2 Closure of Alternate Route

As currently planned, there will be a relatively easy-to-use, non-tolled alternative, Sassafrass Road, to the Mainline Toll Plaza. Though many truck restrictions are in place or are planned on the local roadways (see Appendix B), this route would still be available to car traffic. The possibility of restricting or closing off Sassafrass Road would make bypassing the Mainline Toll Plaza more difficult via either a longer route northwest toward Cecilton, Maryland or to the south of US 301 onto Edgar Price Road. Table 18 presents the impact that this additional non-tolled travel inconvenience is estimated to have on toll revenues.

**Table 18: Sensitivity of Revenue Estimates with Sassafrass Road Closure, 2020**

| Sensitivity Scenario | AET | ORT |
|---|---|---|
| Termination of Sassafrass Rd | 7% | 7% |

### 5.4.3 Frequency Discount at Mainline Toll Plaza

Jacobs analyzed a wide range of frequency discount options, varying the minimum toll requirements as well as the per-transaction discounted toll rate. These frequency discounts were considered *in conjunction with* the assumption that Sassafrass Road would be closed (see previous sensitivity analysis). Table 19 presents the estimated gross toll revenue impacts of several frequency discount scenarios, offering discounted toll rates of $1.50 for 2-axle vehicles travelling through the Mainline Toll Plaza, for a minimum number of trips per month. It was assumed for this analysis that the discount would be retroactive, and all trips within the month would be charged the lower toll rate once the minimum trip number was achieved. This frequency discount would be made available only to those 2-axle vehicles using E-ZPass at the Mainline Toll Plaza. Although the average cost of a trip on the toll road would go down with the option of a frequency discount, enough local traffic would be enticed to use the toll road so that gross toll revenues could potentially increase.

**Table 19: Sensitivity of Revenue Estimates with Road Closure and Frequency Discount (2020)**

| Sensitivity Scenario* | AET | ORT |
|---|---|---|
| 8 or more, $1.50 toll | 2% | 3% |
| 16 or more, $1.50 toll | 3% | 4% |
| 20 or more, $1.50 toll | 5% | 5% |

*Note: trips per month made by 2-axle vehicles through the Mainline Toll Plaza paying with E-ZPass

### 5.4.4 Monte Carlo Analysis

A Monte Carlo analysis was conducted to obtain a more robust understanding of the potential risk factors that could impact the estimated amount of traffic and revenues for the proposed US 301 project. Monte Carlo analyses use repeated random sampling within a range of input factors over multiple iterations to estimate a range of possible outcomes. A Monte Carlo analysis involves the following elements:

- Defined range of possible inputs;
- Randomly generated inputs within a specified probability distribution;
- Deterministic (or predictable) computation of the inputs; and
- Aggregate results of the individual computations.

The @Risk software was used to conduct this analysis, which carried out ten thousand iterations (10,000) for the input parameters under analysis. A number of input parameters were tested in the risk analysis with the output (or dependent variable) being the estimated amount of net revenues that could be generated in 2020 and 2030 for both the Open Road Tolling (ORT) and All Electronic Tolling (AET) scenarios. The risk analysis examined the following parameters:

- Percentage Corridor Distribution: This parameter, which refers to the estimated amount of local, mid, and through traffic as a percentage of total traffic on the corridor, was tested separately for automobiles and heavy trucks. For the ORT and AET scenarios, local automobile traffic ranged from 40 percent to 60 percent of total traffic. The percentage of heavy trucks that travel locally was evaluated from 10 percent to 30 percent of total heavy truck traffic along the US 301 corridor.
- Early Year Market Share: The early year market share was examined separately for cars, light trucks, and heavy trucks on the mainline and ramp tolling points. Early year market share was evaluated using a range of 50 percent to 80 percent of total traffic in the ORT scenario for all vehicle categories. For the AET scenario, early year market share ranged from 50 percent to 90 percent in the risk analysis.
- Annual Market Share Growth Rate: This factor impacts the percentage of traffic by vehicle category that uses electronic toll collection during each year of the forecast. The risk range for this input variable extended from 0.25 percent to 3.00 percent.
- Growth Rates in Traffic: This parameter analyzed the estimated annual increase in traffic during the forecast period. Corresponding to population and traffic forecasts for the New Castle County and all of Delaware, this parameter ranged approximately from: (1) 0.00 percent to 2.23 percent from 2013 to 2016; (2) 0.00 percent to 1.70 percent from 2017 to 2019; and (3) the maximum value decreasing gradually from 1.63 percent in 2021 to 0.94 percent in 2030.
- Ramp-Up: This parameter estimated the degree to which drivers would use this facility upon opening and thereafter. Assuming that the facility would open in 2016, the risk range tested ramp-up for all vehicle categories from 60 percent to 90 percent for 2018 and from 70 percent to 100 percent for 2019.

- Value of Time (VOT): In general, this variable looks at the ability and willingness to pay for drivers using the facility and is a factor of annual median household income, which was adjusted to an hourly basis. VOT ranged from $10.50 per hour to $19.23 per hour in the risk analysis.
- Inflation: This parameter is linked to the toll inflation factor in the model. The traffic and revenue model used 2.5 percent, which approximates the annual change in the Consumer Price Index (CPI). The risk analysis used a range of 1.0 percent to 4.0 percent for each year of the forecast.

The risk analysis generated the probability that a revenue forecast could be achieved from zero percent to 100 percent with the P50 (mean or 50 percent value) representing the most likely value. As such, the P80, P50, and P20 values represent the probability in which the revenue forecast can be achieved within the iterations conducted.

#### 5.4.4.1 Scenario 1: ORT

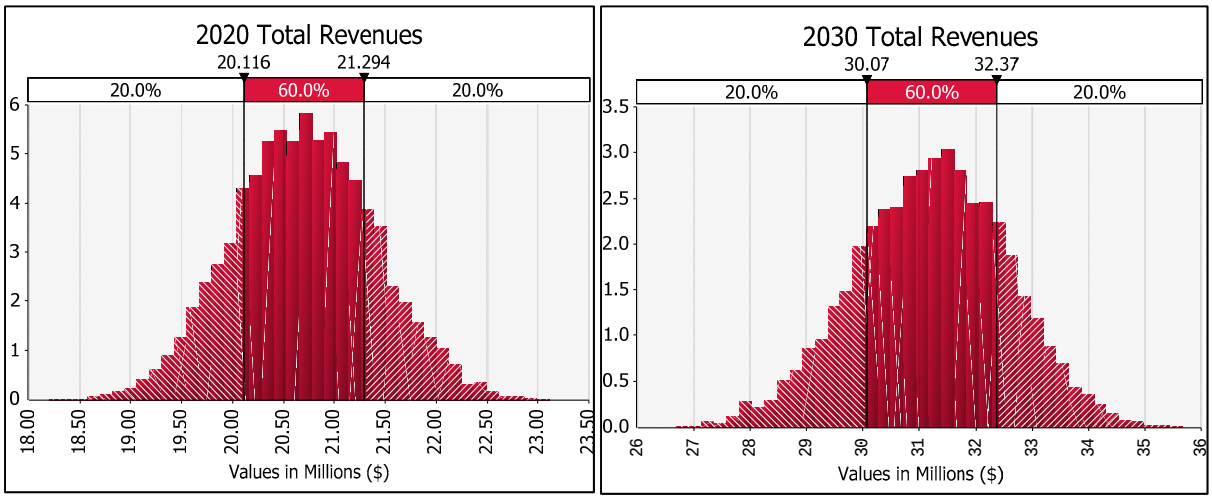
Table 20 compares Jacobs' revenue forecast for the ORT scenario in 2020 and 2030 with respect to the minimum, P80, P50, P20, and the maximum forecasts generated by the risk analysis.

Figure 37 shows the probability distributions for 2020 and 2030. Jacobs' forecast is below the P80 estimate, indicating that it has more than an 80 percent probability of being achieved.

**Table 20: Comparison of Jacobs Forecast and the Results of the Risk Analysis (in millions)**

| Year | Minimum | Jacobs Forecast | P80 | P50 | P20 | Maximum |
|---|---|---|---|---|---|---|
| 2020 | $18.2 | $19.9 | $20.1 | $20.7 | $21.3 | $22.7 |
| 2030 | $26.7 | $29.9 | $30.1 | $31.2 | $32.3 | $35.7 |

**Figure 37: Total Revenues, ORT**



### 5.4.4.2 Scenario 2: AET

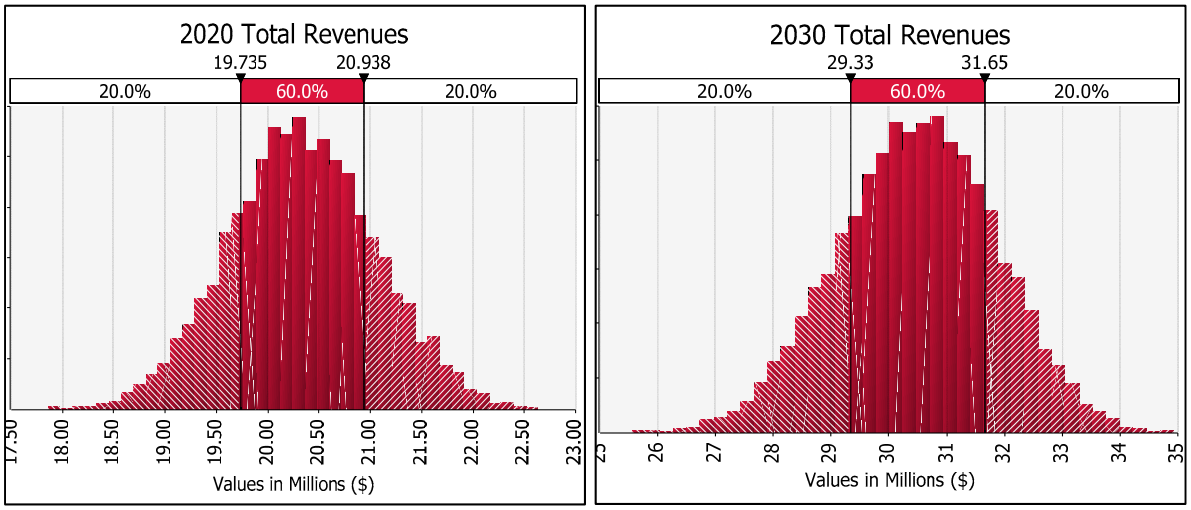
Table 21 compares Jacobs' revenue forecast for the AET scenario in 2020 and 2030 with respect to the minimum, P80, P50, P20, and the maximum forecast generated by the risk analysis.

Figure 38 shows the probability distributions for 2020 and 2030. Jacobs' forecast is slightly below the P80 estimate, which can be interpreted as having more than an 80 percent probability of being achieved.

**Table 21: Comparison of Jacobs Forecast and the Results of the Risk Analysis**

| Year | Minimum | Jacobs Forecast | P80 | P50 | P20 | Maximum |
|---|---|---|---|---|---|---|
| 2020 | $17.9 | $19.5 | $19.7 | $20.3 | $20.9 | $22.6 |
| 2030 | $25.6 | $29.2 | $29.3 | $30.5 | $31.7 | $34.9 |

**Figure 38 : Total Revenues, AET**



# 6 Quantity Estimates for Operating Costs

Jacobs was tasked with estimating various quantities for inputs into the operating cost models prepared by others. These include the number of invoices, collection rates and other parameters related to video transactions – be they video customers or violators. Table 22 presents the basic assumptions used to prepare this estimate. Table 23 presents the assumed percentage of bills and fees that would be forgiven during the collection process. These assumptions were held constant for AET and ORT analysis, with the only difference being the actual number of transactions that flow through these collection assumptions.

**Table 22: Invoicing Assumptions**

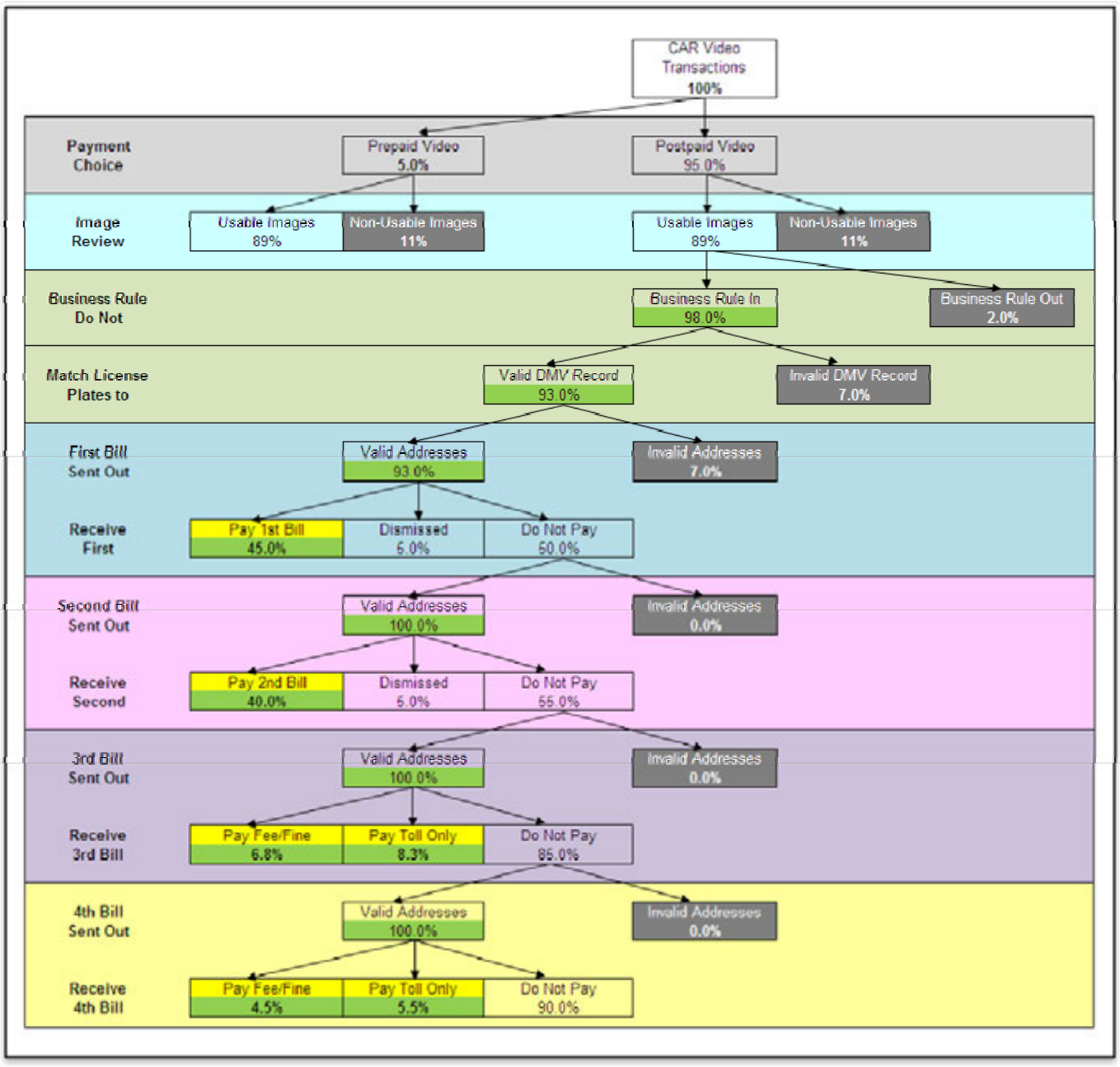
| Invoicing Assumption | Cars | Trucks |
|---|---|---|
| Non-Usable Video Images | **11%** | **15%** |
| Business Rule Out | **2%** | **2%** |
| Invalid DMV Record | **7%** | **2%** |
| Invalid Addresses, 1st Bill Sent | **7%** | **15%** |
| Invalid Addresses, 2nd Bill Sent | **0%** | **0%** |
| Invalid Addresses, Delinquent Notices Sent | **0%** | **0%** |
| Invalid Addresses, Court Notices Sent | **0%** | **0%** |
| % Paying 1st Bill (of those received) | **45%** | **35%** |
| % Paying 2nd Bill (of those received) | **40%** | **60%** |
| % Paying 3rd Bill (of those received) | **15%** | **15%** |
| % Paying 4th Bill Within 3 Mo (toll or fine+toll) | **10%** | **10%** |

**Table 23: Bill Dismissal and Fee Forgiveness Assumptions**

| Forgiveness Assumptions | Percent of Bills |
|---|---|
| 1st Bills Dismissed | 5% |
| 2nd Bills Dismissed | 5% |
| 3rd Bill Fee Forgiveness (% of paid 3rd bills) | 55% |
| 4th Bill Fine Forgiveness | 55% |

Figure 39 presents an illustration of the flow through which car video and/or violations transactions will be processed. The percentages shown match those presented in Table 22 and Table 23.

**Figure 39: Invoicing Assumptions for Car Video Transactions**




## 6.1 Fee Revenue

In the estimation of revenue generated by invoicing fees, it was assumed that the first two bills would not incur any fee. In the case of ORT it is possible that a small fee would be charged, but this would not be expected to result in the generation of any significant revenue. If the first two bills go unpaid, it was assumed that there would be a $25.00 fee per transaction added to the third bill. This would be upgraded to a fee of $62.50 per transaction for the fourth bill. Table 24 presents a breakdown of annual

Fee Revenue estimates and the resulting total annual revenue estimates for both AET and ORT conditions.

**Table 24: Total Annual Toll and Fee Revenue (in millions)**

| Fiscal Year | AET | | | ORT | | |
|---|---|---|---|---|---|---|
| | Gross Toll Revenue | Fee Revenue | Total Revenue | Gross Toll Revenue | Fee Revenue | Total Revenue |
| 2018 | $15.48 | $0.59 | $16.07 | $16.33 | $0.09 | $16.41 |
| 2019 | $17.65 | $0.63 | $18.28 | $18.55 | $0.10 | $18.64 |
| 2020 | $18.90 | $0.62 | $19.52 | $19.79 | $0.10 | $19.89 |
| 2021 | $20.72 | $0.57 | $21.29 | $21.59 | $0.10 | $21.69 |
| 2022 | $22.51 | $0.53 | $23.04 | $23.42 | $0.09 | $23.51 |
| 2023 | $22.81 | $0.53 | $23.34 | $23.71 | $0.09 | $23.81 |
| 2024 | $23.12 | $0.54 | $23.66 | $24.04 | $0.09 | $24.13 |
| 2025 | $23.39 | $0.55 | $23.94 | $24.32 | $0.09 | $24.40 |
| 2026 | $25.40 | $0.55 | $25.94 | $26.41 | $0.08 | $26.49 |
| 2027 | $27.56 | $0.54 | $28.11 | $28.70 | $0.08 | $28.78 |
| 2028 | $28.01 | $0.55 | $28.56 | $29.18 | $0.08 | $29.26 |
| 2029 | $28.30 | $0.56 | $28.86 | $29.47 | $0.08 | $29.55 |
| 2030 | $28.62 | $0.57 | $29.19 | $29.84 | $0.07 | $29.91 |
| 2031 | $31.00 | $0.56 | $31.56 | $32.34 | $0.06 | $32.40 |
| 2032 | $33.40 | $0.55 | $33.95 | $34.86 | $0.06 | $34.92 |
| 2033 | $33.72 | $0.56 | $34.28 | $35.17 | $0.06 | $35.23 |
| 2034 | $34.15 | $0.56 | $34.71 | $35.62 | $0.06 | $35.68 |
| 2035 | $34.60 | $0.57 | $35.17 | $36.10 | $0.06 | $36.17 |
| 2036 | $37.22 | $0.56 | $37.78 | $38.82 | $0.06 | $38.88 |
| 2037 | $39.94 | $0.55 | $40.49 | $41.67 | $0.06 | $41.73 |
| 2038 | $40.32 | $0.55 | $40.87 | $42.07 | $0.06 | $42.13 |
| 2039 | $40.66 | $0.56 | $41.22 | $42.42 | $0.06 | $42.49 |
| 2040 | $40.94 | $0.57 | $41.51 | $42.69 | $0.06 | $42.76 |
| 2041 | $44.40 | $0.56 | $44.96 | $46.33 | $0.06 | $46.39 |
| 2042 | $47.87 | $0.55 | $48.42 | $49.97 | $0.06 | $50.04 |
| 2043 | $48.03 | $0.56 | $48.59 | $50.10 | $0.06 | $50.17 |
| 2044 | $48.39 | $0.56 | $48.95 | $50.48 | $0.06 | $50.55 |
| 2045 | $48.85 | $0.56 | $49.41 | $50.97 | $0.06 | $51.03 |
| 2046 | $52.83 | $0.55 | $53.38 | $55.14 | $0.06 | $55.20 |
| 2047 | $56.83 | $0.55 | $57.38 | $59.33 | $0.06 | $59.40 |
| 2048 | $57.41 | $0.55 | $57.96 | $59.95 | $0.06 | $60.01 |
| 2049 | $57.90 | $0.56 | $58.46 | $60.44 | $0.06 | $60.50 |
| 2050 | $58.27 | $0.57 | $58.84 | $60.82 | $0.06 | $60.88 |
| 2051 | $62.93 | $0.55 | $63.48 | $65.73 | $0.06 | $65.79 |
| 2052 | $67.59 | $0.54 | $68.13 | $70.59 | $0.06 | $70.65 |
| 2053 | $68.19 | $0.55 | $68.74 | $71.19 | $0.06 | $71.25 |
| 2054 | $68.75 | $0.56 | $69.31 | $71.79 | $0.06 | $71.85 |
| 2055 | $69.45 | $0.56 | $70.01 | $72.53 | $0.06 | $72.59 |
| 2056 | $74.96 | $0.55 | $75.51 | $78.29 | $0.06 | $78.35 |
| 2057 | $80.25 | $0.55 | $80.80 | $83.77 | $0.06 | $83.84 |
| 2058 | $80.90 | $0.55 | $81.45 | $84.47 | $0.06 | $84.54 |
| 2059 | $81.71 | $0.55 | $82.27 | $85.34 | $0.06 | $85.40 |
| 2060 | $82.53 | $0.56 | $83.09 | $86.16 | $0.06 | $86.22 |

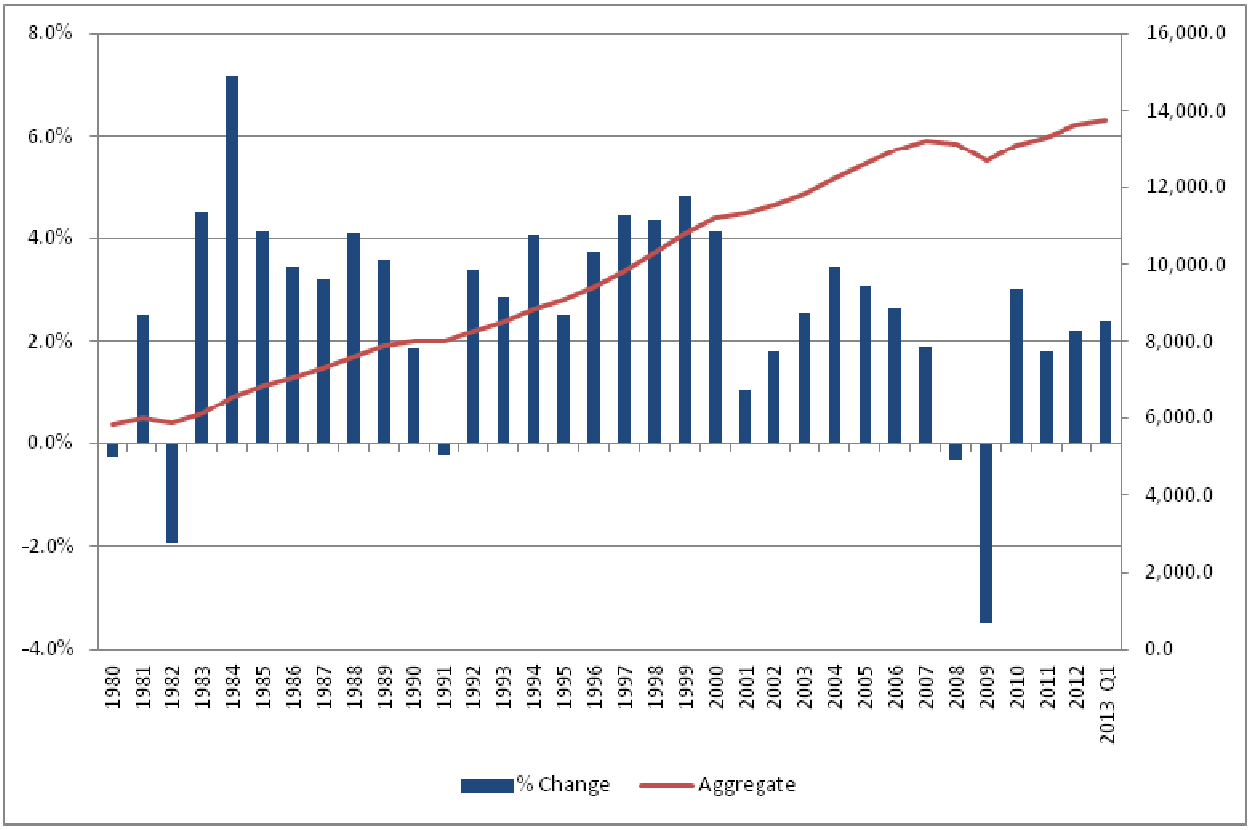
# Appendix A: National Economic Trends

# A. Recent Macroeconomic Trends

## A.1 Economic Output

From 2000 to 2012, as shown in Figure 1, real Gross Domestic Product (GDP) and the Industrial Production Index (IPI) in the U.S. increased by an average of 1.8 percent and 0.6 percent per year, respectively. This includes the recession that began and ended in 2001 and the most recent recession, which began in December 2007 and officially ended in June 2009. The 2007-09 Recession has been more severe compared to previous recessions, resulting in zero growth in real GDP and a -3.5 percent decrease in industrial production in 2008. Real GDP decreased by an additional 3.1 percent in 2009, but recovered in 2010 with a 2.4 percent annual increase. Due to a lag in economic activity, industrial production decreased by 11.3 percent in 2009, but rebounded solidly in 2010 with 5.7 percent annual growth. Real GDP increased by 1.8 percent and 2.2 percent in 2011 and 2012, respectively. During the first quarter of 2013, real GDP increased by 2.4 percent. IPI increased by 3.4 percent in 2011 and 3.6 percent in 2012. Figure 1 summarizes the annual percentage change in real GDP from 1980 to the first quarter of 2013.

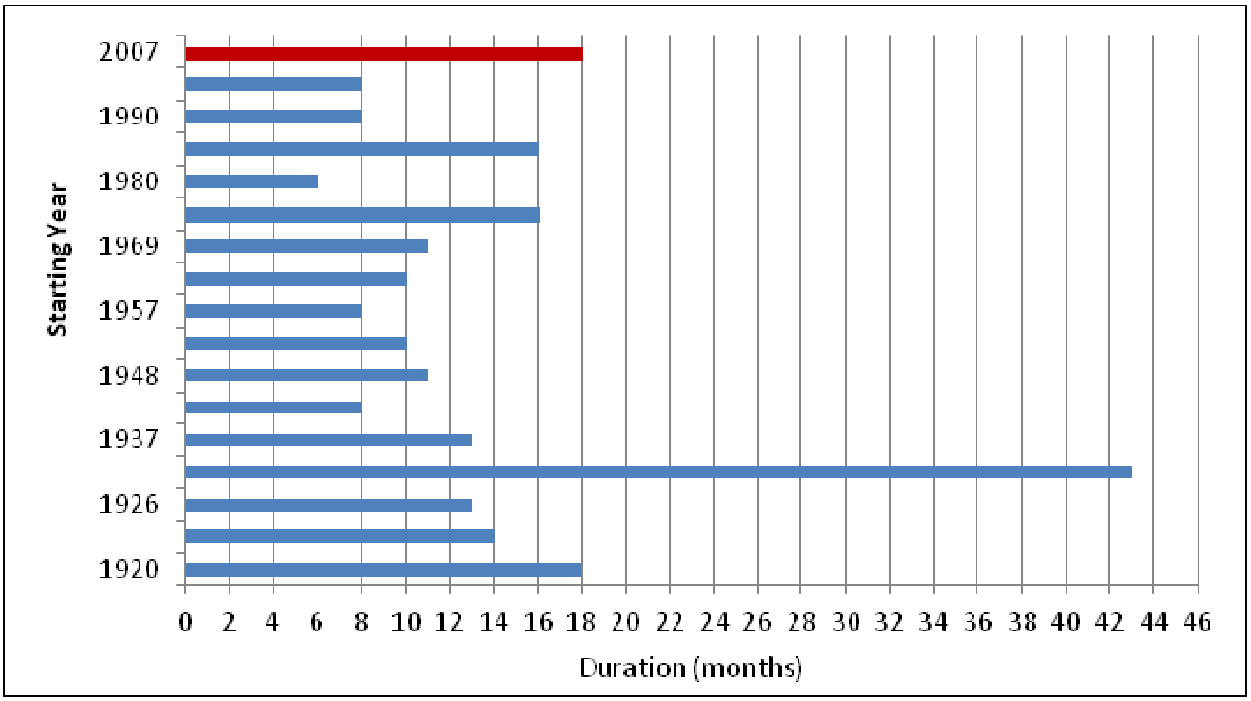
**Figure 1: Annual Percentage Change in Real GDP (2005$), 1980 to 2013 Q1**




*Source: U.S, Bureau of Economic Analysis (BEA)*

Recessions are technically defined as two consecutive quarters of negative growth. In determining whether a recession has taken place, the National Bureau of Economic Research (NBER) can include other factors in its analysis. According to the NBER, the 2007-2009 Recession lasted 18 months, making it the longest economic downturn since the Great Depression, as shown in Figure 2. Additionally, this recession is comparable to and may possibly exceed the recessions of the early 1970s and early 1980s in duration and severity. Economic downturns that have occurred after the Great Depression have typically been triggered by a contraction in monetary supply (typified by higher interest rates) or an external shock (e.g. sudden rise in oil prices, political turmoil, etc.) resulting in decreased consumer confidence, economic growth, and employment. Once expansionary conditions are in place, then post-recessionary periods have typically been characterized by rapid, strong, and sustained increases in GDP and employment.

**Figure 2: Duration of US Recessions, 1920-2012**

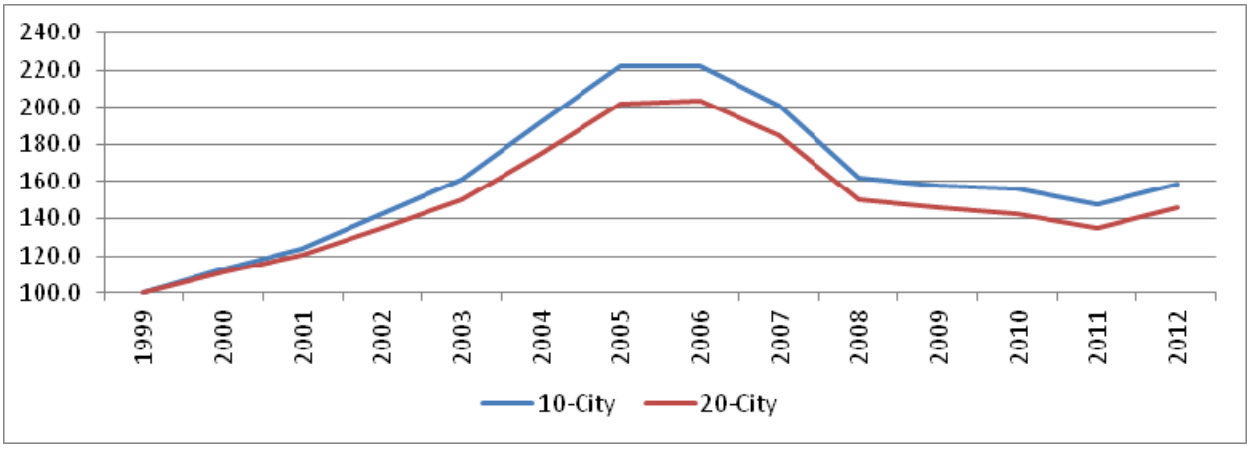



*Source: National Bureau of Economic Research (NBER)*

In contrast, the most recent recession was caused by the near collapse of the financial sector, the lack of available credit, a rapid decline in the price of real estate assets (Figure 3), and high consumer debt levels and subsequent deleveraging (Figure 4). Unlike other recessions in recent history, the deleveraging by consumers and businesses from these great economic shocks will likely have a more severe, long-term impact on the economy compared to previous economic downturns. Indications of this credit tightening and deleveraging include the following:

- Housing prices tracked by the S&P/Case-Shiller 10-City Index decreased by 11 percent and 19 percent in 2008 and 2009, respectively;
- Outstanding consumer credit declined by 6 percent from $2.6 trillion to $2.4 trillion from 2009-11; and
- Securitized asset pools decreased precipitously—from $682 billion to $127 billion from 2008-11.

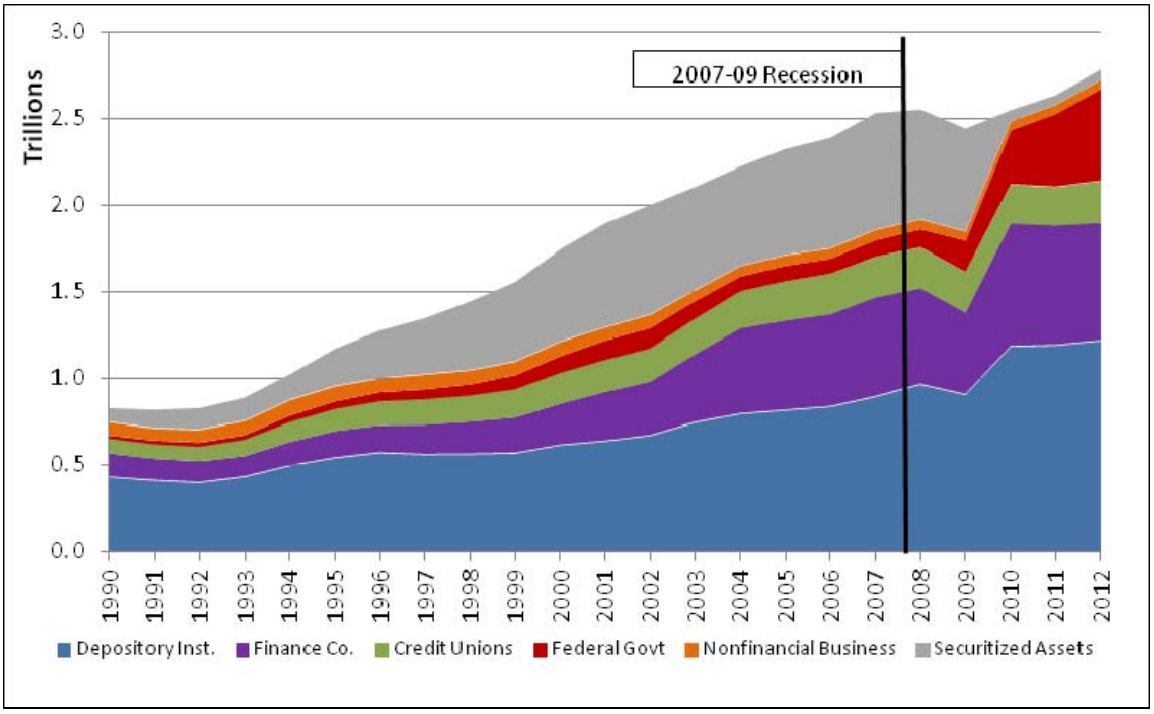
**Figure 3: S&P/Case-Shiller 10-City and 20-City Index**




*Source: S&P/Case-Shiller Index*

These conditions are indicative of a contracted market for credit and are more similar to the underlying causes of the Great Depression. Moreover, the root causes of these contractions result in weaker and more fragile recoveries until the financial sector stabilizes, asset prices recover, and deleveraging by consumers and businesses has been concluded. Consequently, future economic growth is expected to be relatively sluggish with high unemployment remaining over an extended period. Economic forecasts anticipate that sustained, overall economic growth in the United States will not resume until 2014 or 2015.

**Figure 4: Outstanding Consumer Credit**




*Source: U.S. Federal Reserve Bank*

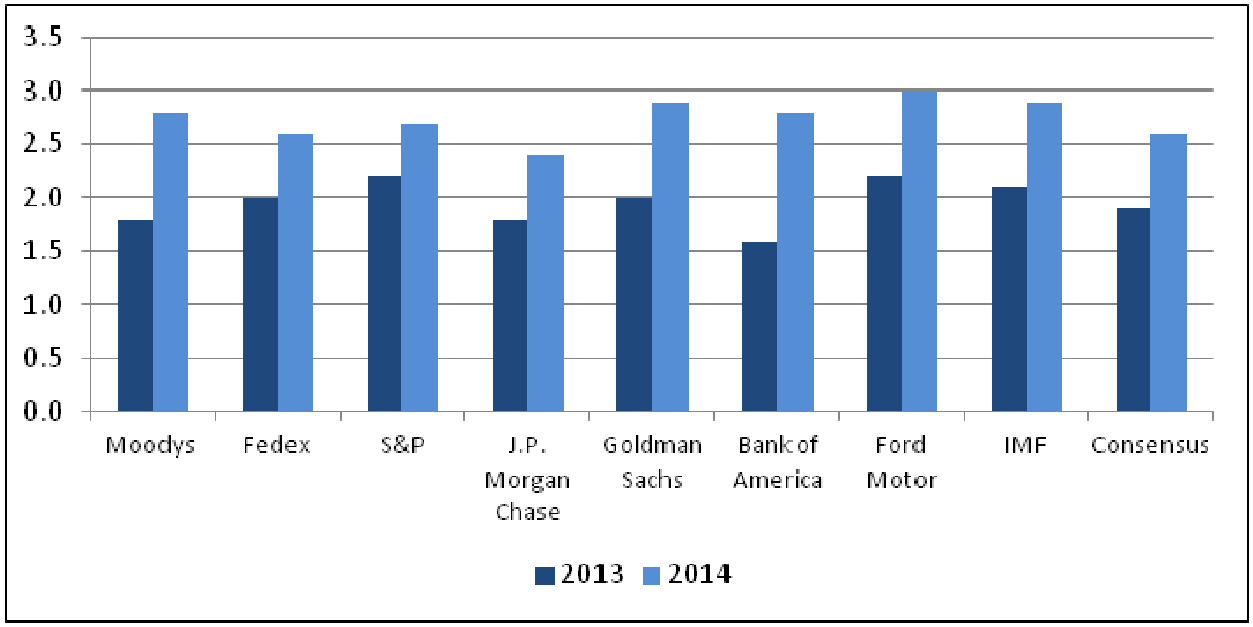
### A.1.1 Short-Term Economic Forecast

During 2012, there was modest enthusiasm with respect to economic growth and employment in the United States. As the year progressed, this enthusiasm was tempered and recent forecasts are anticipating slightly lower growth rates in real GDP and in the Industrial Production Index (IPI). Notwithstanding, there are also positive economic signs. The yield curve remains positive with short term interest rates (0-12 months) on U.S. Treasuries trading at or near zero and the interest rates on 10-year U.S. Treasuries trading at 2.13% as of mid-June 2013. The market for crude oil remains strong with the $/barrel price at approximately $93/barrel. Barring an unforeseen event in the international political environment, the Energy Information Administration (EIA)'s forecast prepared in June 2013 anticipates that crude oil price will average between $95/barrel to $98/barrel from during 2013 and 2014.

#### A.1.1.1 Real GDP

Moreover, there are recent signs of recovery in the housing market. After steadily declining from 2006 to 2011, housing prices have stabilized or started to increase in selected markets during 2012. The Case-Shiller 10-City Index and 20-City Index have shown signs of recovery during 2012 with increases of 7 percent and 8 percent, respectively. Nationally, housing starts are projected to continue increase. There were 612,000 units in 2011 and 770,000 units in 2012. It is expected that there will be new 960,000 units in 2013. Figure 5 summarizes the real GDP forecast provided by selected financial institutions, manufacturers, and shippers over the short-term. The consensus forecast is that real GDP will increase by 1.9 percent and 2.6 percent for 2013 and 2014, respectively.

**Figure 5: Real GDP Forecasts for 2013 and 2014**



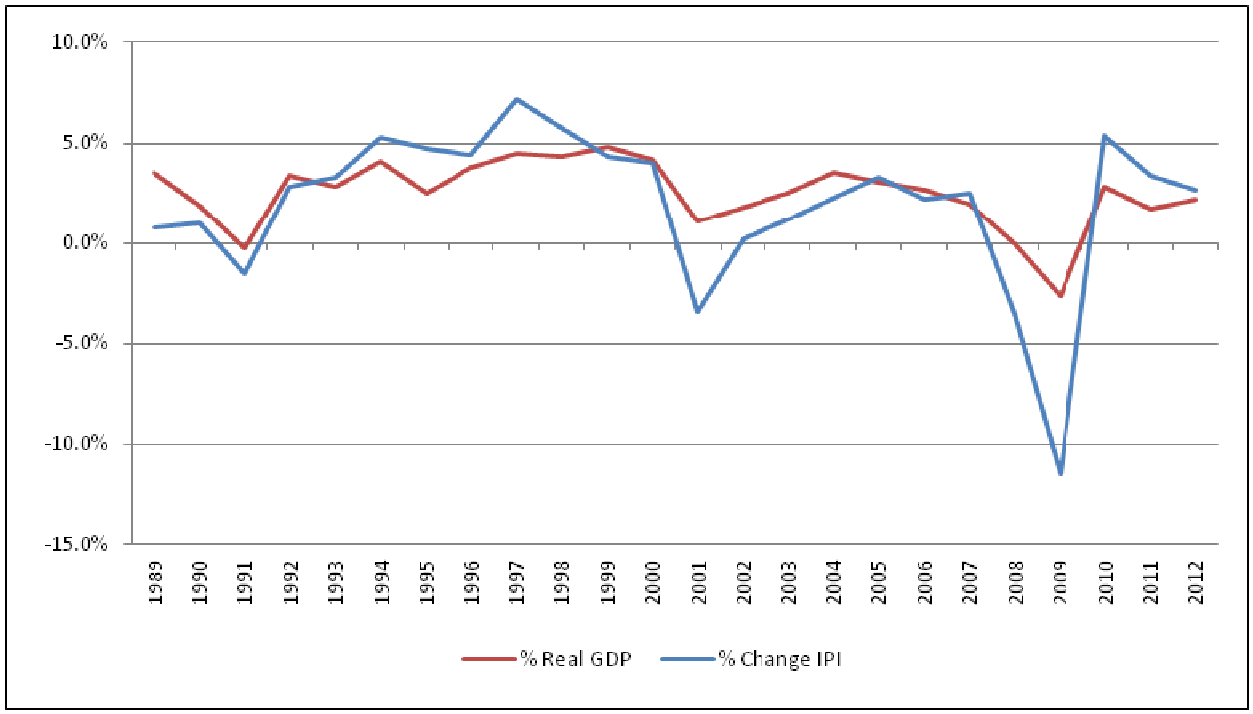

*Source: Blue Chip Economic Indicators (BCIE)*

It is anticipated that that a slow recovery will emerge in the medium term in contrast to robust recoveries of previous recessions. Potential factors that may result in slower economic growth in the U.S. include the following: (i) slow economic growth in Europe and related concerns about the stability of the Euro—unemployment in the Eurozone exceeds 12 percent; (ii) possible slowdown in economic growth in China and India; and (iii) increased tensions in the Middle East.

### A.1.1.2 Industrial Production

Changes in U.S. industrial production have historically moved in tandem with GDP, albeit with steeper decreases during recessions and larger increases during recovery periods. During the lowest point of the 2001 recession, the Industrial Production Index (IPI) decreased by 4.0 percent. Due to the severity of the 2007-09 recession, the IPI declined 11.3 percent in 2009. Since then, the IPI has recovered well, increasing by 5.7 percent, 3.4 percent, and 3.6 percent during 2010, 2011, and 2012, respectively. Despite this recovery, the total value of the IPI for "Final Products and Non-Industrial Supplies" is at 98.8 percent of its 2007 peak. Figure 6 compares the growth in real GDP with IPI from 1989 to 2012.

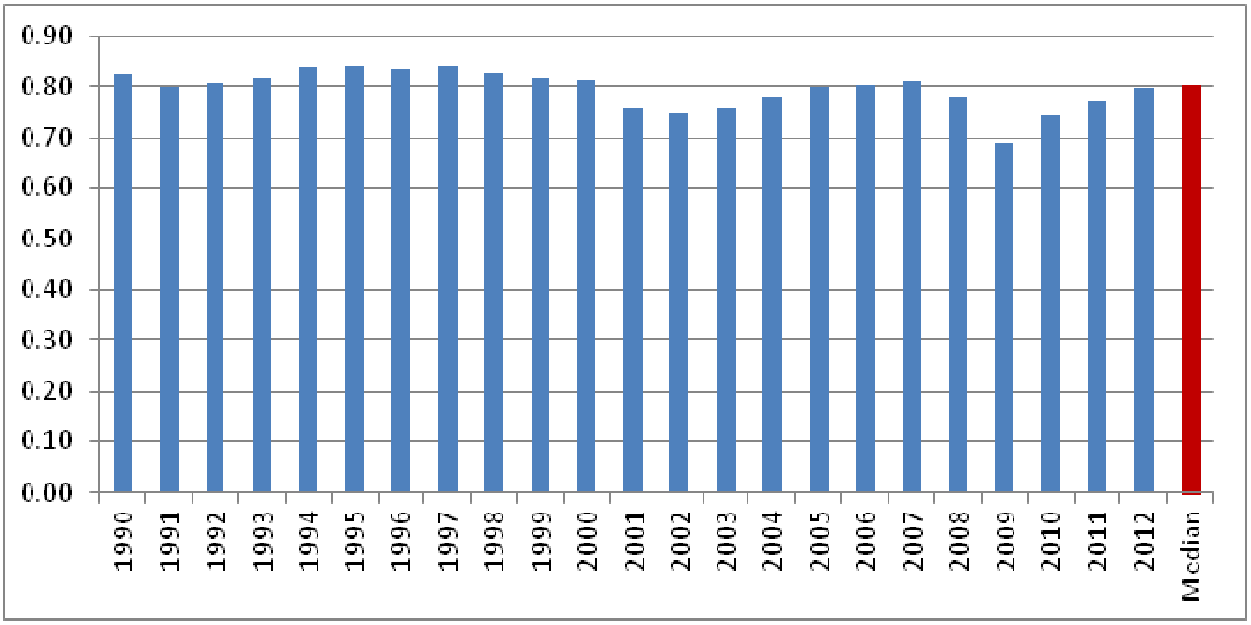
**Figure 6: Historical Real GDP and IPI**




Source: Bureau of Economic Analysis and the U.S. Federal Reserve Bank

Similar to the IPI, the utilization of U.S manufacturing capacity also decreased significantly in 2009, declining to 0.692. Since then, capacity utilization has increased to 0.796 as of February 2013, which is approximately 99% of the historical median value of 0.804 from 1990 to 2012. Figure 7 summarizes manufacturing capacity utilization from 1990 to 2012.

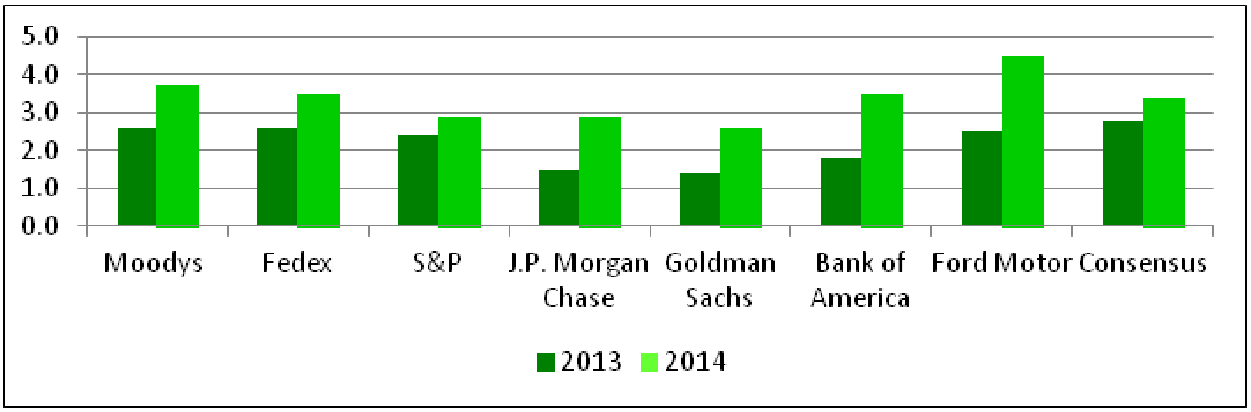
**Figure 7: Manufacturing Capacity Utilization**




*Source: U.S. Federal Reserve Bank*

Based on forecasts developed by financial institutions and industry analysts, the IPI is forecasted to increase by 2.8 percent in 2013 and 3.4 percent in 2014. This rate factors in the potential impact to U.S. exports due to weak growth in Europe and slower growth in emerging markets, including Brazil and China. As a result, we expect that the growth in the shipment of goods across the nation's highways will be tempered, resulting in a relatively modest rate of growth in commercial traffic on the Turnpike. Figure 8 summarizes selected forecasts for the Industry Production Index.

**Figure 8: Industrial Production Forecasts for 2013 and 2014**

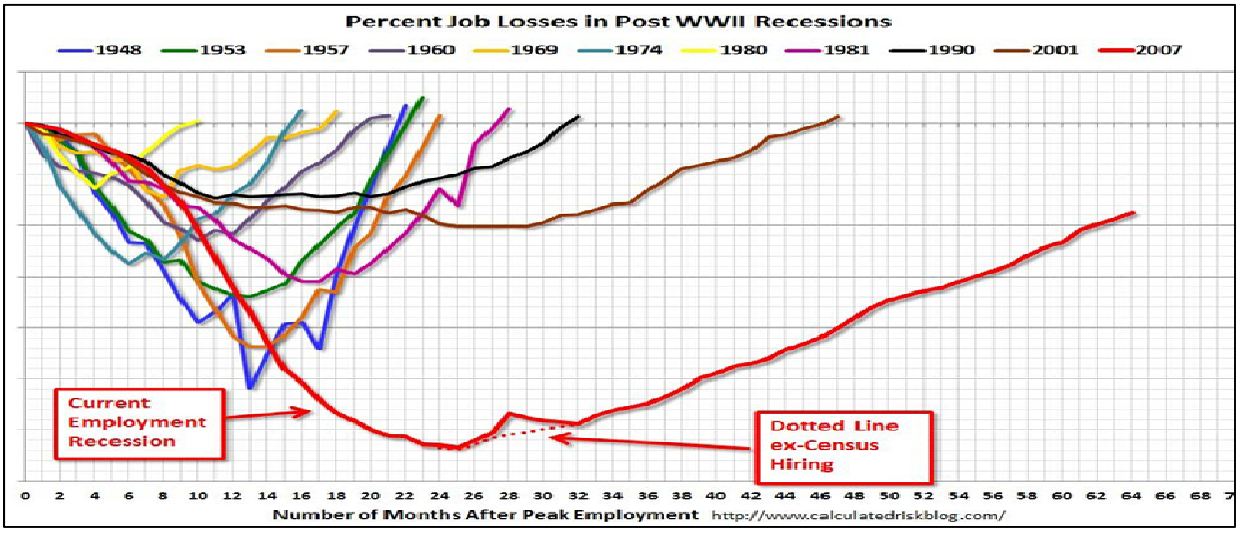



*Source: Blue Chip Economic Indicators (BCIE)*

### A.1.1.3 Employment

At the beginning of 2008, the national unemployment rate was 5.0 percent. By October 2009 during the depth of the recent recession, unemployment peaked at approximately 10.0 percent. In addition, during 2008 and 2009, total (non-farm) employment decreased by approximately 2.6 percent and 3.8 percent, respectively. Since then, total (non-farm) employment has started to recover with a 0.8 percent increase in 2010, a 1.6 percent increase in 2011, and 1.7 percent increase in 2012. Moreover, the unemployment rate has decreased gradually to 7.6 percent as of March 2013. Figure 9 compares the job losses of the 2007-09 Recession with previous recessions since the end of World War II.

**Figure 9: Percent Job Losses in Post WWII Recessions**




*Source: Calculatedriskblog.com*

Long-term forecasts of employment tend to differ, depending on varying assumptions of the impact of long-term structural trends that have been mentioned herein, such as advances in information technology, outsourcing, and an aging population. The U.S. Congressional Budget Office (CBO) has forecasted that employment would return to pre-recession levels by 2015. However, other institutions and economic analysts are predicting historically high levels of unemployment in the U.S. through 2015 and beyond. In any event, the most recent recession has had a more severe impact on employment, especially compared to previous downturns other than the Great Depression, and a slow recovery could have a negative impact on traffic growth potential on the Turnpike.

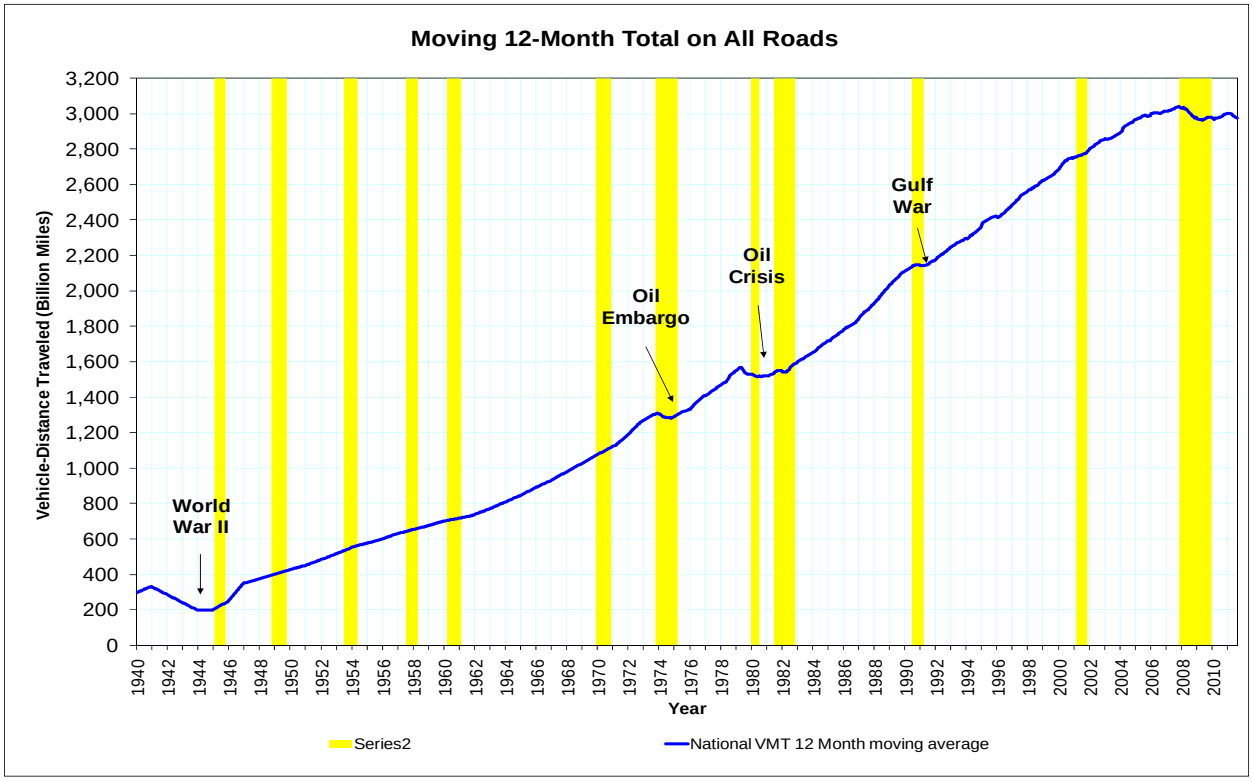
## A.2 National Trends in Vehicle Miles Traveled (VMT)

The United States has experienced a decrease in VMT on its highways over the last few years. This reduction in VMT has resulted in a substantial decrease in revenues generated from fuel taxes and tolls, which are major sources of funding for transportation projects. There are several factors that have contributed to this phenomenon, including volatility in oil and gasoline prices, the aging of the population, periodic decreases in output and employment, and changes in technology which renders some commuter and discretionary trips unnecessary. Figure 10 presents annual VMT (a 12-month

moving total) from 1940 through the middle of 2011. Historically, there have been temporary reductions in VMT during wars, oil crises and economic recessions.

Figure 10 depicts the 12-month moving total of national travel mileage on all U.S. highways, from 1940 through the spring of 2012. As seen in this figure, there were temporary reductions in VMT during World War II, oil crises and previous economic recessions. Despite these temporary dips, VMT continued to grow rapidly over the years. It shows that, in recent years, with the exception of short, flat periods during the 1991 and 2001 recessions (each less than one year), VMT grew at a steady pace through about 2005. VMT then grew at a much slower pace through 2008. The increase in gas prices and the downturn in economic activity that took hold in late 2008 resulted in a significant reduction in total national travel mileage after December 2007 peak. While VMT declined throughout 2008, it has remained flat in 2009 until the summer months, when there was a slight increase over the previous year. This perceived growth was due in part to the large reduction in summer gas prices from 2008 to 2009. Since the recession ended, VMT recovered slightly in 2010, and then has fallen during the first part of 2011. There have been slight increases and decreases in VMT from month to month that may have been caused by fluctuations in gas prices.

**Figure 10: US Annual Vehicle Miles Traveled (VMT), 1940-2011**

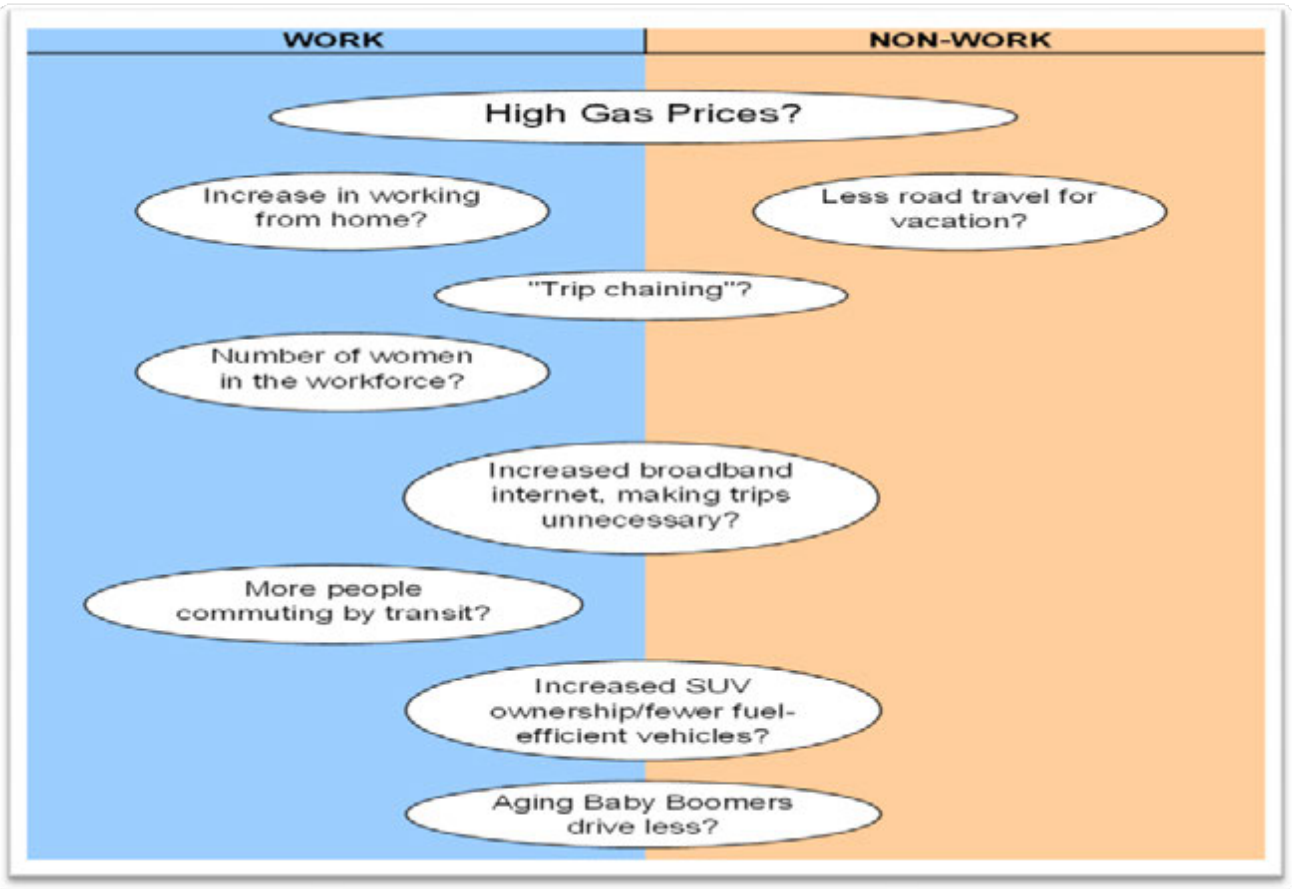



*Source: Federal Highway Administration (FHWA)*

Jacobs reviewed and compiled available reports and data to investigate the possible factors contributing to this phenomenon. Figure 11 lists some of the economic, demographic, and behavioral factors that may have caused the recent drop in VMT that are outside of the direct impact of the recession. The

purpose of identifying these non-economic factors, is to isolate the travel characteristics that change the historical relationship between economy (and employment) and travel. This list includes the factors that impact work and non-work related trips. It should be noted that some factors affect both trip types.

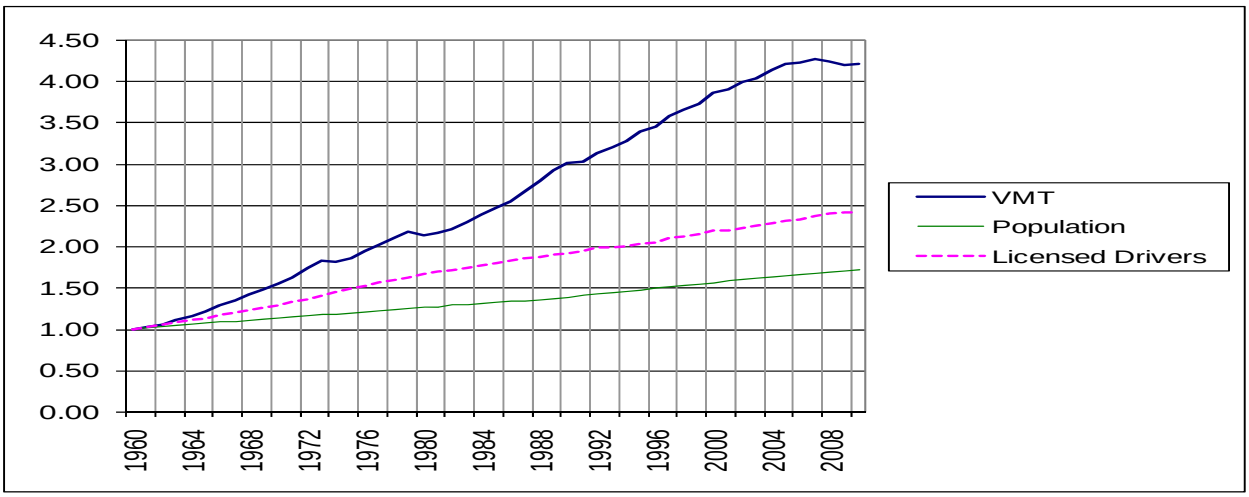
**Figure 11: Possible Factors Contributing to the Recent Decrease in VMT**




*Source: Jacobs Consultancy*

Figure 12 compares the annual change in VMT to the annual increase in total population and the number of licensed drivers in the U.S. Historically, total VMT in the U.S. has increased at a higher average annual rate compared to population and the number of licensed drivers. However, structural, economic, and demographic trends, such as increased productivity, the gradual aging of the population, and changes in trip purpose, and change in transit ridership could result in reduced VMT nationally and in Delaware.

**Figure 12: US Population and Licensed Drivers vs. VMT, 1960 to 2008**

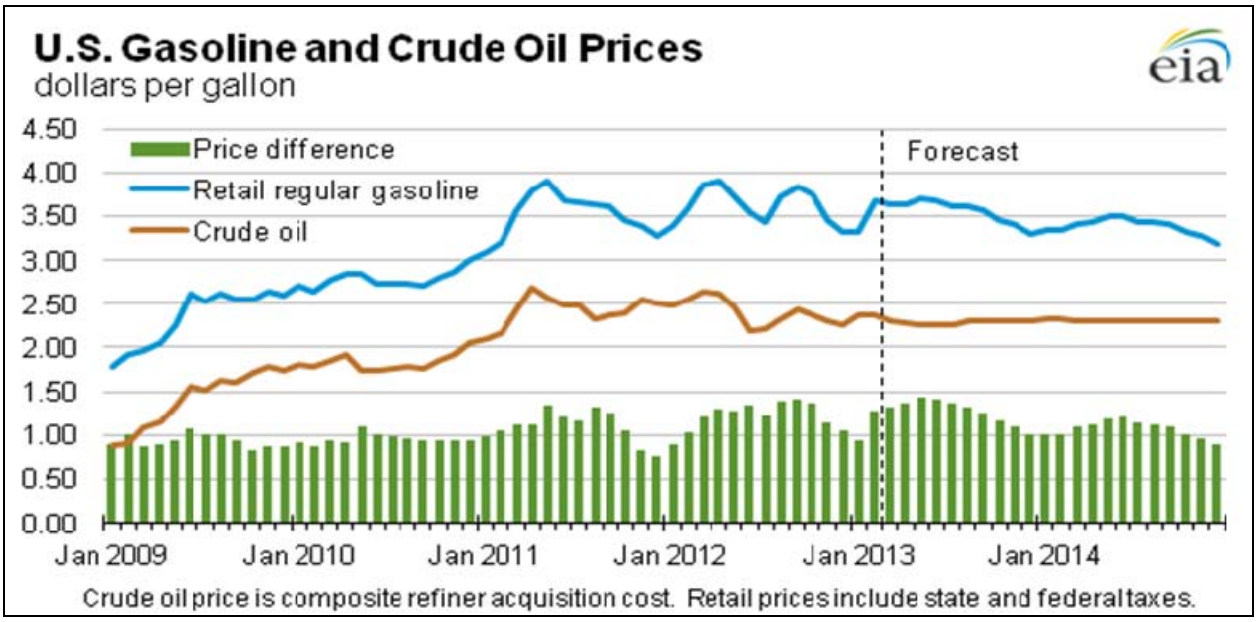



*Sources: FHWA; U.S. Census Bureau*

### A.2.1 Fuel Cost Impacts on Travel

There are a number of factors may have caused the recent drop in VMT in the U.S.; however, volatile gas prices is often cited as one of the primary factors that have a significant impact on travel trends. Figure 13 presents historical and projected gasoline and crude prices from the US Energy Information Administration (EIA). The graph illustrates the peaking of gasoline prices in the summer of 2008, the precipitous drop in late 2008, and the spike in gasoline price that occurred in mid-2011. Gasoline and crude oil prices declined throughout the summer and fall of 2011, reaching a low point in December 2011, which was then followed by a sharp increase in early 2012. Gasoline prices have tended to fluctuate somewhat during 2012 and in early 2013. In the EIA's March 2013 report, the U.S. Energy Information Administration projected that gasoline prices would be about $3.25 per gallon in early 2013, peaking again in mid-2013 to about $3.55 per gallon, followed by a gradual decline and leveling off period. Much of this level off is due the increased production of oil and natural gas in the U.S. from fracking and other innovative techniques.

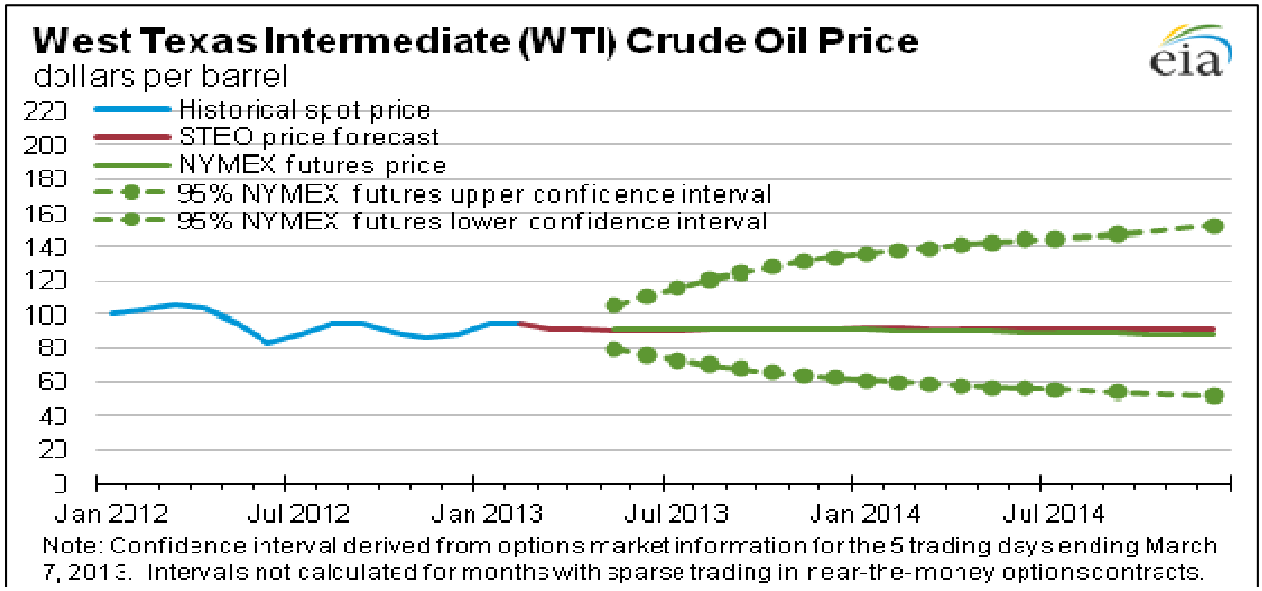
**Figure 13: Historical and Projected US Gasoline and Crude Oil Prices, EIA**




*Source: Short-Term Energy Outlook, US Energy Information Administration (EIA), March 2013*

This relatively static forecast of future oil and gas prices may be reassuring; however, what this graph does not show is the level of uncertainty in these projections. Figure 14 presents the U.S. Energy Information Administration's projections for West Texas Intermediate Crude Oil Price. The base projection is very similar to that illustrated in Figure 13, but it is the possible range of this price that is disconcerting. Based on the options markets, the 95 percent confidence interval for WTI is between 50 percent more to 50 percent less than current estimates for March 2013. Recognizing the potential impact fuel prices have on motorist behavior, the volatility relating to future oil and gasoline prices has made it an increasingly difficult task to accurately projecting traffic volumes.

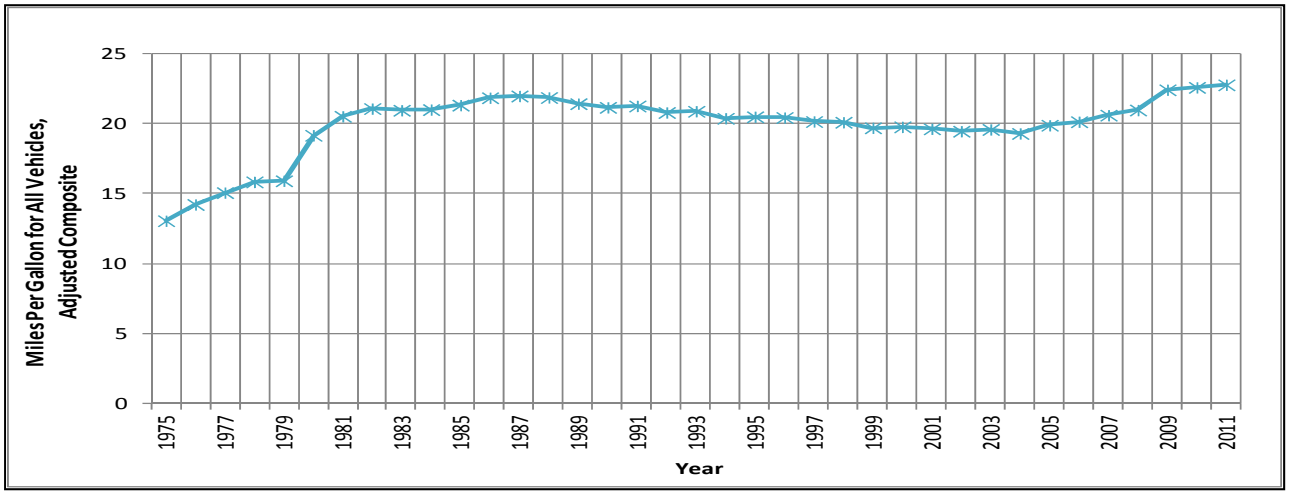
**Figure 14: Historical and Projected Crude Oil Prices with Confidence Range, EIA**




*Source: Short-Term Energy Outlook, US Energy Information Administration (EIA), March 2013*

It is important to note that the volatility in the price of fuel and their historically high cost is causing a trend towards increased fuel efficiency of vehicles purchased by the consumer. As shown in Figure 15, there was a sharp increase in fuel efficiency in the late 1970's, caused by the oil crisis and the trend toward buying smaller, more fuel-efficient vehicles. A gradual decline in average miles per gallon (MPG) from 1987 through 2004 occurred as larger vehicles and SUVs became more popular. From 2005 through today that trend has again turned around, and today vehicles are more becoming fuel-efficient than ever. While fuel prices and volatility have an impact on traffic trends, they do not have as large an effect on drivers as they did ten years ago. Also to consider in this discussion is the emergence and growth of hybrid and electric vehicles in the marketplace. While the prevalence of alternative fuel vehicles is increasing, it is estimated that electric vehicles could constitute up to 35 percent of the automobile market by 2025. Although these predictions vary widely by source, it is important to appreciate the impact that the growing numbers of alternative fuel vehicles will have on gasoline prices and motorist behavior.

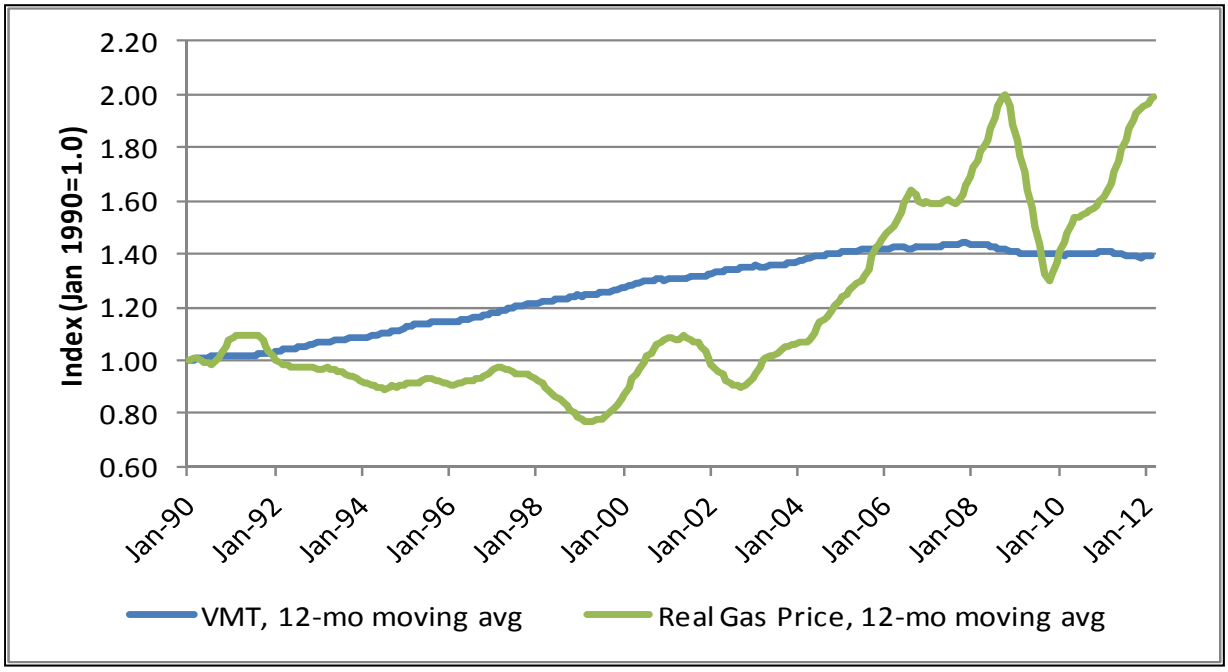
**Figure 15: Historical Fuel Efficiency, 1975-2011**




*Source: epa.gov*

To understand the potential impact of future gas prices on traffic we can look at historical reactions. Figure 16 presents historical VMT across the United States as compared to gasoline prices from 1990 through today. Both the VMT and real gas prices represent a 12-month moving average to remove any seasonality factors; all data are indexed to the 12 months ending January 1990. While the 2007-09 recession began in the fall of 2008, there was still a flattening, then a decline, in VMT that started several years before. This may be partially attributed to rising gas prices. The continuation of this decline can likely be attributed to the recession, as gas prices dropped significantly by early 2009. Gas prices have generally increased since then, and VMT has slightly declined. Due to the recession and slow recovery period, it has been difficult to pinpoint the elasticity of travel as it relates to gas prices; however, we can roughly estimate about a 5 percent loss in VMT nationwide due to the doubling in gas prices from 2003 through today.

**Figure 16: National VMT vs. Real Gas Prices, 12-Month Moving Average, 1990-2012**




*Sources: US Energy Information Administration (EIA*) and Federal Highway Administration (FHWA)

### A.2.2 Productivity Improvements

The recent recession has coincided with a number of long-term structural trends in the U.S. and internationally that have encumbered economic growth and job creation. First, there have been significant productivity improvements in the form of advances in information technology, computing power, transportation, and communications which have encouraged the transfer of manufacturing facilities and jobs to areas with higher unemployment and lower wages. This shift has altered the engine for economic growth in the U.S. from manufacturing (from 31 percent of GDP in 1970 to 23 percent GDP in 2010) to services (from 32 percent of GDP in 1970 to 47 percent of GDP in 2010). The technology boom of the 1990s and the subsequent economic slowdown in the early 2000s intensified these trends, encouraged the expansion of inexpensive communications technologies, and further flattened wage costs internationally that has led to significant outsourcing of jobs to foreign countries. The accumulation of these trends has had a negative impact on employment, income, and traffic growth in the U.S.

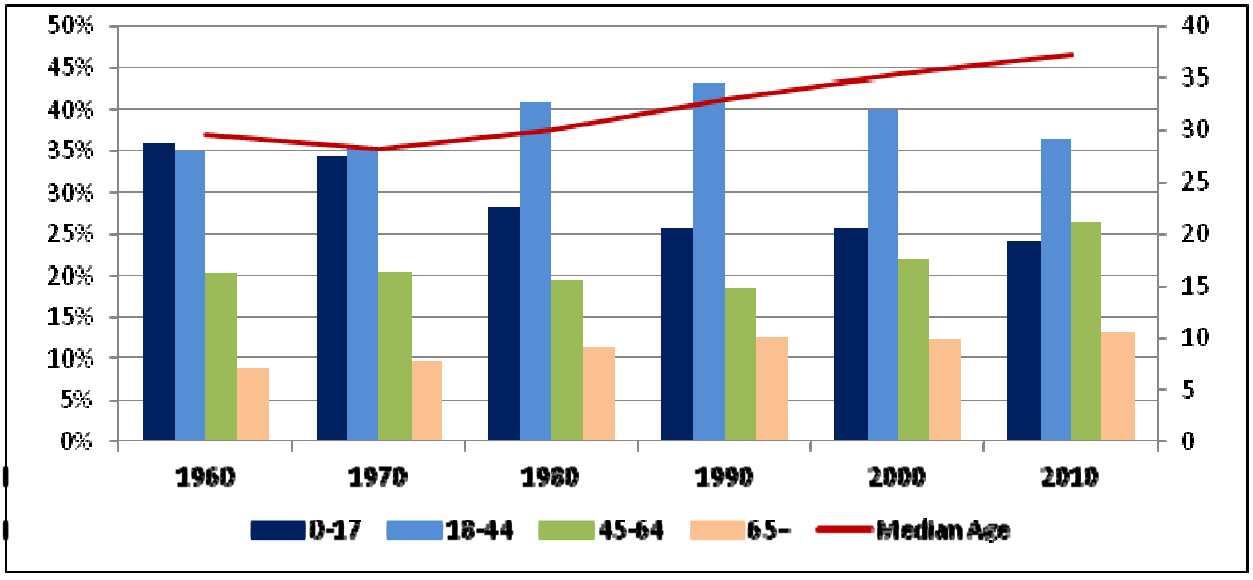
### A.2.3 Age of Population

The U.S population is becoming older with the median age increasing from 29.5 years in 1960 to 37.2 years sin 2010. Within this general trend, there are following component trends:

- The non-adult population (0 to 17 years) decreased from nearly 36 percent of the total population in 1960 to 24 percent in 2010;
- The 18 to 44 age group, which has historically driven the most Vehicle Miles Traveled (VMT) per capita, increased from 35 percent of the total population in 1960 to 43 percent in 1990. However, this age group comprised 37 percent of the total population in 2010;
- The 45 to 64 age group shrank slightly between 1960 and 1990 (from 20 percent to 19 percent), but increased to 26 percent of the population in 2010.
- The 65+ age group increased from 9 percent of the total population in 1960 to 13 percent in 2010.

Historical trends and population forecasts indicate that the U.S median age will likely continue to increase in the next 20 years. Figure 17 summarizes the percent of the total U.S. population by age group from 1960 to 2010.

**Figure 17: Percentage of Population by Age Group**

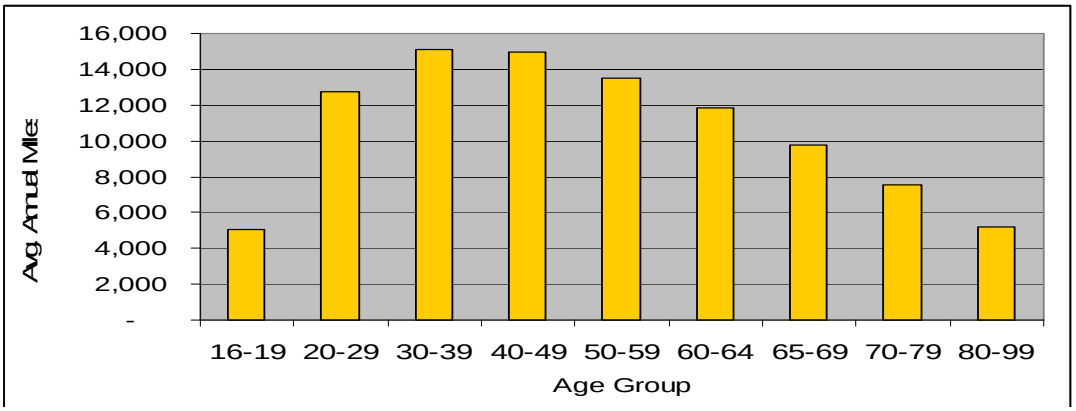



*Source: U.S. Census Bureau*

The aging of the population is one of the major factors contributing to slower traffic growth, as older age groups tend to travel less and spend less on transportation. Based on previous studies, individuals tend to gradually drive less as they age, especially after the age of 50. Figure 18 summarizes the results from the 2009 National Household Travel Survey and the number of VMT per person by age group. This data highlights the impact of an aging population on national VMT. In 2009, the 30-39 age group recorded the highest average VMT per person: approximately 15,100 for the year. The next highest groups were the 40-49 age group and the 50-59 age group which recorded slightly less than 15,000 VMT/person and 13,500 VMT/person, respectively. The 60-64 age group recorded about 11,800 VMT/person in 2009, while those in the 65-69, 70-79 and 80-99 age groups averaged about 9,800, 7,600 and 5,200 miles in 2009, respectively. With the aging of the Baby Boomer population, the average VMT

per person has been decreasing over the past decade. This, plus increased longevity, is expected to have a long-term effect on VMT. As a result, traffic growth is not expected to return to the rates achieved in the 1980s and 1990s.

**Figure 18: Average VMT per Person by Age Range, 2009**

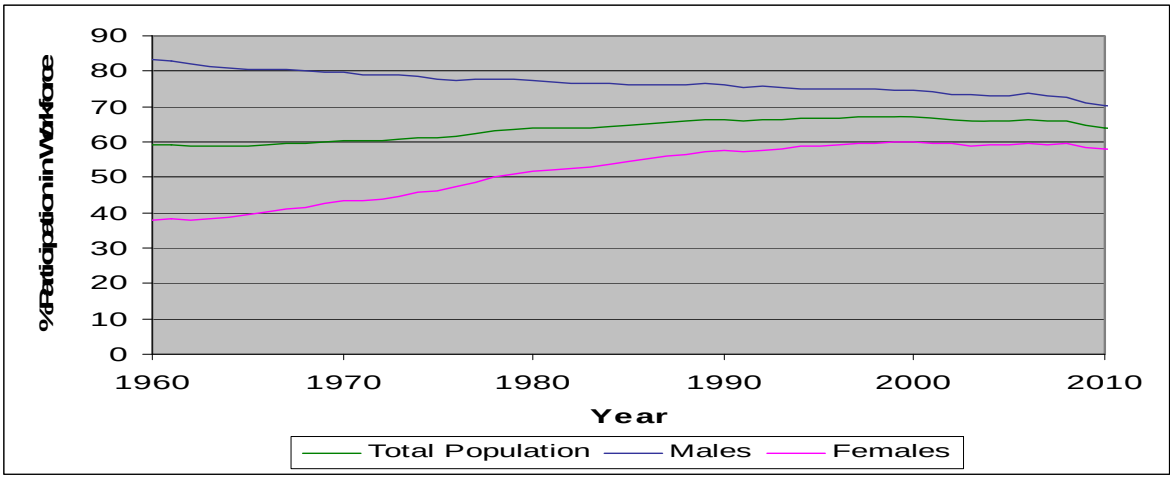



*Source: 2009 National Household Travel Survey, U.S. Department of Transportation*

### A.2.4 Workforce Participation by Gender

Female participation in the workforce rose dramatically from the mid-1960s to around 2000, increasing from 38 percent to 60 percent of the total workforce. This trend has also contributed to the historical increases in VMT. As a result of the recent economic downturn, the participation in the workforce for each gender as a percentage of the total population has decreased. Approximately 59 percent of women and 71 percent of men currently participate in the workforce. These rates are expected to decrease across gender type with the aging and retirement of the Baby Boomer generation. Figure 19 summarizes the historical participation of each gender in the U.S. labor force.

**Figure 19: Participation in the Workforce by Gender, 1960-2010**




Source: US Department of Labor Bureau of Labor Statistics

### A.2.5 Discretionary Travel, Telecommuting and the Internet

The advent and widespread usage of the internet more than 15 years ago has brought about a whole new information age whereby many people now use it as the main tool for the retrieval and exchange of information, social communication, entertainment, and the purchase of goods and services. In theory, increased internet usage would make some vehicle trips unnecessary. According to the Federal Communications Commission (FCC), the share of U.S. households with broadband internet increased from 4 percent in 2000 to 64 percent in October 2009. According to Nielsen Online, Americans currently spend an average of nearly 60 hours per month on the internet or about two hours per day. A 2000 study by the Stanford Institute for the Quantitative Study of Society (SIQSS) included a survey of more than 4,000 adults nationwide, which sought to evaluate how the internet has affected society. This study revealed that with more time spent online, there is a decrease in social contact, time spent commuting, and time spent shopping. These studies suggest that increases in internet usage and speed may have caused a decrease in discretionary travel.

An increase in telecommuting may have also caused a small decrease in national VMT. Individuals who work from home save on the time and expense of commuting. With the widespread availability of cell phones, high-speed internet service, and laptop computers, it has become increasingly easier for work in certain employment sectors, e.g. sales, management, professional services, and information technology, to be conducted from home. The Dieringer Research Group, Inc. in their February 2009 survey brief, "Telework Trendlines 2009," found that the number of employees telecommuting at least once a month doubled from 17 million in 2001 to 34 million in 2008. Nearly 14 million workers in 2008, which constituted 9 percent of the labor force, telecommute almost every day. The decrease in trips to the office likely had a small effect on the decline in VMT.

# Appendix B: US 301 Truck Restrictions Map

# US 301 TRUCK RESTRICTION SIGNAGE

U.S. 301 project development

Delaware Department of Transportation

SHA State Highway Administration — Maryland Department of Transportation

Chesapeake City Road
Bethel Church Road
Bethel Road
Choptank Road
Old Telegraph Road
Churchtown Road
Choptank Road
Telegraph Road
Cedar Lane Road
Bohemia Mill Road
St. Augustine Road
Choptank Road
Broad Street
Bunker Hill Road
Middle Neck Road
Broad Street
Old Telegraph Road
Summit Bridge Road
Water Street
Rumsey Road
Strawberry Lane
Sassafras Road
Edgar Price Road
Massey Sassafras Road
Caldwell Corner Road
Galena Sassafras Road
Colts Caldwell Road
Colts Road

## A

AHEAD

WEIGHT LIMIT
18T
16T
25T
21T
24T

## B

WEIGHT LIMIT
18T
16T
25T
21T
24T

## C

NO TRUCKS OVER 16000 LBS EXCEPT LOCAL SERVICES

## D

NO THRU TRUCKS NEXT RIGHT

## E

OVER 16,000 LBS EXCEPT LOCAL DELIVERIES

## F

NO THRU TRUCKS NEXT LEFT

## G

RESTRICTED BRIDGE
SINGLE GVW 12,000 LBS
COMB GCW 20,000 LBS

## H

NO TRUCKS OVER 2 AXLES EXCEPT LOCAL SERVICES

## I

NO THRU TRUCKS EXCEPT LOCAL DELIVERIES

## J

WEIGHT LIMIT 15 TONS
AHEAD

## K

RESTRICTED BRIDGE
SINGLE GVW 14,000 LBS
COMB GCW 22,000 LBS

## L

RESTRICTED BRIDGE
SINGLE GVW 18,000 LBS
COMB GCW 32,000 LBS

## M

NO COMMERCIAL VEHICLES OVER 37,500 LBS 14' 0"

## N

NO TRUCKS OVER 3 AXLES ON DEL 299 EXCEPT DELIVERIES
USE US 301

## O

NO TRUCKS OVER 2 AXLES EXCEPT DELIVERIES
LOCAL DELIVERIES ONLY

## P

NO TRUCKS OVER 2 AXLES ON 299
EXCEPT LOCAL SERVICES

## Q

NO TRUCKS OVER 2 AXLES EXCEPT LOCAL DELIVERIES

## R

NO TRUCKS OVER 2 AXLES ON DEL. 299
EXCEPT LOCAL DELIVERIES

## S

AHEAD
WEIGHT LIMIT 28 TONS

## T

AHEAD
WEIGHT LIMIT 28 T

## U

WEIGHT LIMIT 28 T

## V

NO TRUCKS OVER 2 AXLES ON DEL. 71 TO MIDDLETOWN
EXCEPT LOCAL DELIVERIES

## W

AHEAD
WEIGHT LIMIT 20 TONS

## X

WEIGHT LIMIT 20 TONS

## Y

WEIGHT LIMIT
MAXIMUM GVW 32,000 LBS.
EXCEPTION FOR SCHOOL BUSES & LOCAL DELIVERIES

## Z

NOTICE
OVER 10 TON GVW EXCEPT LOCAL DELIVERIES

## AA

OVER 5T ON SOUTH MD 299

## BB

OVER 5T ON MD 299 USE MD 301 NORTH

## CC

OVER 5T ON MD 299 USE MD 301 NORTH

## DD

PROPOSED
NO TRUCKS OVER 4 AXLES EXCEPT LOCAL DELIVERIES

## LEGEND

- Existing Sign and Sign Post
- XX Existing Sign Number
- Existing Truck Restriction Route
- Additional Truck Restriction Route
- New US 301

# Appendix C: Supplemental Count Data

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/29/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | 4 | 225 | 54 | 5 | 6 | 0 | 0 | 7 | 21 | 0 | 1 | 0 | 1 | 14 | 338 |
| 13:00 | 3 | 203 | 37 | 5 | 13 | 0 | 1 | 12 | 20 | 3 | 0 | 0 | 5 | 8 | 310 |
| 14:00 | 5 | 206 | 43 | 6 | 7 | 1 | 3 | 10 | 22 | 2 | 0 | 0 | 5 | 13 | 323 |
| 15:00 | 6 | 188 | 58 | 6 | 20 | 0 | 0 | 10 | 18 | 3 | 1 | 0 | 3 | 16 | 329 |
| 16:00 | 6 | 216 | 42 | 5 | 16 | 0 | 1 | 12 | 20 | 1 | 0 | 1 | 2 | 16 | 338 |
| 17:00 | 7 | 192 | 33 | 13 | 10 | 0 | 0 | 8 | 25 | 0 | 0 | 0 | 3 | 11 | 302 |
| 18:00 | 2 | 168 | 30 | 5 | 5 | 0 | 0 | 4 | 16 | 1 | 0 | 0 | 6 | 6 | 243 |
| 19:00 | 2 | 141 | 20 | 4 | 9 | 0 | 0 | 8 | 46 | 1 | 0 | 0 | 4 | 6 | 241 |
| 20:00 | 3 | 84 | 13 | 2 | 7 | 0 | 0 | 3 | 22 | 2 | 0 | 0 | 3 | 1 | 140 |
| 21:00 | 0 | 76 | 12 | 1 | 0 | 0 | 0 | 7 | 26 | 2 | 0 | 0 | 2 | 3 | 129 |
| 22:00 | 2 | 41 | 3 | 3 | 8 | 0 | 0 | 8 | 28 | 1 | 2 | 0 | 0 | 4 | 100 |
| 23:00 | 3 | 27 | 8 | 3 | 3 | 0 | 0 | 1 | 30 | 0 | 3 | 0 | 1 | 1 | 80 |
| Total | 43 | 1767 | 353 | 58 | 104 | 1 | 5 | 90 | 294 | 16 | 7 | 1 | 35 | 99 | 2873 |
| Percent | 1.5% | 61.5% | 12.3% | 2.0% | 3.6% | 0.0% | 0.2% | 3.1% | 10.2% | 0.6% | 0.2% | 0.0% | 1.2% | 3.4% | |
| AM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| PM Peak | 17:00 | 12:00 | 15:00 | 17:00 | 15:00 | 14:00 | 14:00 | 13:00 | 19:00 | 13:00 | 23:00 | 16:00 | 18:00 | 15:00 | |
| Vol. | 7 | 225 | 58 | 13 | 20 | 1 | 3 | 12 | 46 | 3 | 3 | 1 | 6 | 16 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | 3 | 19 | 0 | 6 | 3 | 0 | 0 | 2 | 22 | 1 | 1 | 1 | 1 | 0 | 59 |
| 01:00 | 2 | 7 | 0 | 5 | 1 | 1 | 0 | 3 | 26 | 1 | 2 | 0 | 0 | 2 | 50 |
| 02:00 | 3 | 9 | 4 | 4 | 4 | 1 | 0 | 4 | 32 | 0 | 0 | 0 | 1 | 0 | 62 |
| 03:00 | 1 | 11 | 0 | 3 | 3 | 0 | 0 | 1 | 21 | 1 | 0 | 0 | 0 | 2 | 43 |
| 04:00 | 3 | 29 | 12 | 4 | 4 | 1 | 0 | 2 | 34 | 1 | 1 | 0 | 0 | 4 | 95 |
| 05:00 | 0 | 82 | 28 | 2 | 8 | 0 | 0 | 3 | 24 | 2 | 3 | 1 | 0 | 4 | 157 |
| 06:00 | 6 | 169 | 52 | 3 | 18 | 1 | 2 | 6 | 24 | 1 | 3 | 0 | 2 | 7 | 294 |
| 07:00 | 2 | 197 | 58 | 8 | 20 | 1 | 0 | 6 | 36 | 2 | 0 | 0 | 1 | 13 | 344 |
| 08:00 | 7 | 183 | 43 | 5 | 13 | 1 | 0 | 9 | 22 | 0 | 3 | 0 | 2 | 5 | 293 |
| 09:00 | 7 | 183 | 39 | 2 | 12 | 1 | 0 | 6 | 16 | 1 | 0 | 0 | 3 | 8 | 278 |
| 10:00 | 5 | 159 | 37 | 7 | 13 | 0 | 0 | 14 | 30 | 0 | 1 | 0 | 5 | 12 | 283 |
| 11:00 | 3 | 192 | 40 | 4 | 8 | 2 | 0 | 22 | 26 | 4 | 1 | 0 | 4 | 7 | 313 |
| 12 PM | 1 | 207 | 40 | 5 | 10 | 0 | 0 | 9 | 23 | 3 | 2 | 0 | 5 | 10 | 315 |
| 13:00 | 8 | 142 | 40 | 8 | 24 | 0 | 0 | 11 | 19 | 3 | 2 | 0 | 1 | 7 | 265 |
| 14:00 | 2 | 183 | 41 | 2 | 12 | 1 | 0 | 15 | 23 | 0 | 0 | 1 | 2 | 13 | 295 |
| 15:00 | 10 | 184 | 53 | 6 | 25 | 1 | 0 | 15 | 23 | 2 | 1 | 0 | 6 | 15 | 341 |
| 16:00 | 8 | 210 | 48 | 6 | 11 | 2 | 0 | 14 | 27 | 1 | 0 | 1 | 4 | 12 | 344 |
| 17:00 | 5 | 240 | 54 | 6 | 10 | 0 | 1 | 11 | 27 | 1 | 0 | 1 | 3 | 16 | 375 |
| 18:00 | 5 | 172 | 34 | 2 | 9 | 0 | 0 | 13 | 29 | 2 | 0 | 2 | 6 | 12 | 286 |
| 19:00 | 5 | 126 | 29 | 5 | 12 | 0 | 0 | 4 | 32 | 2 | 0 | 1 | 3 | 4 | 223 |
| 20:00 | 5 | 93 | 20 | 3 | 3 | 3 | 0 | 2 | 45 | 1 | 1 | 0 | 3 | 6 | 185 |
| 21:00 | 5 | 75 | 4 | 8 | 8 | 1 | 0 | 8 | 35 | 2 | 1 | 0 | 4 | 6 | 157 |
| 22:00 | 2 | 48 | 8 | 3 | 0 | 0 | 0 | 1 | 36 | 2 | 2 | 2 | 1 | 1 | 106 |
| 23:00 | 5 | 18 | 4 | 2 | 1 | 3 | 0 | 3 | 26 | 1 | 3 | 0 | 0 | 2 | 68 |
| Total | 103 | 2938 | 688 | 109 | 232 | 20 | 3 | 184 | 658 | 34 | 27 | 10 | 57 | 168 | 5231 |
| Percent | 2.0% | 56.2% | 13.2% | 2.1% | 4.4% | 0.4% | 0.1% | 3.5% | 12.6% | 0.6% | 0.5% | 0.2% | 1.1% | 3.2% | |
| AM Peak | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 06:00 | 11:00 | 07:00 | 11:00 | 05:00 | 00:00 | 10:00 | 07:00 | |
| Vol. | 7 | 197 | 58 | 8 | 20 | 2 | 2 | 22 | 36 | 4 | 3 | 1 | 5 | 13 | |
| PM Peak | 15:00 | 17:00 | 17:00 | 13:00 | 15:00 | 20:00 | 17:00 | 14:00 | 20:00 | 12:00 | 23:00 | 18:00 | 15:00 | 17:00 | |
| Vol. | 10 | 240 | 54 | 8 | 25 | 3 | 1 | 15 | 45 | 3 | 3 | 2 | 6 | 16 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 1 | 20 | 3 | 6 | 2 | 0 | 0 | 4 | 31 | 1 | 0 | 1 | 0 | 0 | 69 |
| 01:00 | 1 | 7 | 0 | 8 | 2 | 0 | 0 | 1 | 30 | 1 | 2 | 0 | 0 | 0 | 52 |
| 02:00 | 0 | 7 | 0 | 7 | 2 | 0 | 0 | 0 | 31 | 1 | 1 | 0 | 0 | 0 | 49 |
| 03:00 | 3 | 5 | 4 | 4 | 5 | 0 | 0 | 3 | 37 | 0 | 0 | 0 | 0 | 0 | 61 |
| 04:00 | 5 | 21 | 7 | 4 | 6 | 2 | 0 | 2 | 29 | 0 | 0 | 0 | 2 | 1 | 79 |
| 05:00 | 4 | 85 | 27 | 4 | 11 | 2 | 1 | 3 | 26 | 1 | 5 | 1 | 0 | 3 | 173 |
| 06:00 | 7 | 159 | 56 | 0 | 19 | 0 | 0 | 5 | 21 | 0 | 3 | 0 | 0 | 2 | 272 |
| 07:00 | 6 | 194 | 43 | 3 | 22 | 0 | 0 | 6 | 30 | 0 | 0 | 2 | 4 | 7 | 317 |
| 08:00 | 4 | 187 | 40 | 7 | 19 | 0 | 0 | 13 | 38 | 1 | 1 | 0 | 3 | 7 | 320 |
| 09:00 | 4 | 198 | 40 | 3 | 22 | 0 | 0 | 13 | 28 | 0 | 1 | 0 | 2 | 10 | 321 |
| 10:00 | 4 | 182 | 44 | 4 | 13 | 0 | 0 | 9 | 31 | 3 | 0 | 0 | 3 | 14 | 307 |
| 11:00 | 4 | 189 | 55 | 3 | 20 | 0 | 1 | 9 | 32 | 3 | 2 | 1 | 7 | 9 | 335 |
| 12 PM | 3 | 209 | 42 | 8 | 14 | 0 | 3 | 12 | 17 | 2 | 1 | 0 | 6 | 6 | 323 |
| 13:00 | 6 | 209 | 46 | 5 | 18 | 0 | 1 | 13 | 21 | 3 | 2 | 1 | 2 | 15 | 342 |
| 14:00 | 10 | 218 | 53 | 10 | 20 | 0 | 1 | 13 | 19 | 3 | 0 | 0 | 1 | 13 | 361 |
| 15:00 | 1 | 193 | 50 | 9 | 13 | 0 | 0 | 15 | 23 | 2 | 1 | 1 | 11 | 15 | 334 |
| 16:00 | 6 | 213 | 54 | 8 | 11 | 3 | 1 | 16 | 38 | 3 | 0 | 3 | 8 | 17 | 381 |
| 17:00 | 3 | 250 | 44 | 7 | 11 | 2 | 0 | 13 | 35 | 1 | 0 | 3 | 0 | 14 | 383 |
| 18:00 | 1 | 175 | 39 | 5 | 7 | 1 | 0 | 10 | 27 | 3 | 1 | 0 | 4 | 12 | 285 |
| 19:00 | 1 | 93 | 21 | 4 | 5 | 1 | 0 | 5 | 17 | 0 | 0 | 0 | 3 | 6 | 156 |
| 20:00 | 4 | 99 | 17 | 8 | 3 | 2 | 0 | 5 | 32 | 1 | 1 | 0 | 1 | 6 | 179 |
| 21:00 | 7 | 70 | 21 | 3 | 7 | 2 | 0 | 12 | 46 | 3 | 2 | 2 | 3 | 1 | 179 |
| 22:00 | 7 | 45 | 6 | 4 | 6 | 0 | 0 | 1 | 33 | 0 | 3 | 0 | 1 | 2 | 108 |
| 23:00 | 6 | 30 | 3 | 4 | 8 | 0 | 0 | 4 | 28 | 0 | 5 | 0 | 1 | 2 | 91 |
| Total | 98 | 3058 | 715 | 128 | 266 | 15 | 8 | 187 | 700 | 32 | 31 | 15 | 62 | 162 | 5477 |
| Percent | 1.8% | 55.8% | 13.1% | 2.3% | 4.9% | 0.3% | 0.1% | 3.4% | 12.8% | 0.6% | 0.6% | 0.3% | 1.1% | 3.0% | |
| AM Peak | 06:00 | 09:00 | 06:00 | 01:00 | 07:00 | 04:00 | 05:00 | 08:00 | 08:00 | 10:00 | 05:00 | 07:00 | 11:00 | 10:00 | |
| Vol. | 7 | 198 | 56 | 8 | 22 | 2 | 1 | 13 | 38 | 3 | 5 | 2 | 7 | 14 | |
| PM Peak | 14:00 | 17:00 | 16:00 | 14:00 | 14:00 | 16:00 | 12:00 | 16:00 | 21:00 | 13:00 | 23:00 | 16:00 | 15:00 | 16:00 | |
| Vol. | 10 | 250 | 54 | 10 | 20 | 3 | 3 | 16 | 46 | 3 | 5 | 3 | 11 | 17 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 2 | 14 | 2 | 8 | 1 | 2 | 0 | 6 | 30 | 1 | 0 | 0 | 1 | 0 | 67 |
| 01:00 | 3 | 12 | 3 | 13 | 3 | 0 | 0 | 1 | 34 | 1 | 1 | 0 | 1 | 0 | 72 |
| 02:00 | 2 | 12 | 3 | 5 | 2 | 0 | 0 | 2 | 35 | 0 | 0 | 0 | 0 | 1 | 62 |
| 03:00 | 7 | 10 | 5 | 5 | 8 | 1 | 0 | 5 | 43 | 1 | 0 | 0 | 0 | 2 | 87 |
| 04:00 | 0 | 27 | 13 | 1 | 2 | 0 | 0 | 5 | 31 | 0 | 2 | 0 | 0 | 0 | 81 |
| 05:00 | 11 | 67 | 21 | 9 | 14 | 6 | 0 | 4 | 22 | 0 | 1 | 1 | 0 | 3 | 159 |
| 06:00 | 6 | 176 | 43 | 6 | 17 | 0 | 0 | 8 | 40 | 0 | 0 | 0 | 4 | 14 | 314 |
| 07:00 | 8 | 205 | 51 | 8 | 19 | 0 | 0 | 12 | 49 | 0 | 0 | 0 | 4 | 15 | 371 |
| 08:00 | 8 | 202 | 50 | 8 | 16 | 0 | 0 | 10 | 44 | 0 | 0 | 0 | 4 | 15 | 357 |
| 09:00 | 8 | 188 | 53 | 8 | 17 | 0 | 0 | 9 | 40 | 0 | 0 | 0 | 4 | 12 | 339 |
| 10:00 | 7 | 189 | 52 | 7 | 16 | 0 | 0 | 10 | 40 | 0 | 0 | 0 | 4 | 15 | 340 |
| 11:00 | 8 | 195 | 52 | 8 | 17 | 0 | 0 | 11 | 48 | 0 | 0 | 0 | 4 | 16 | 359 |
| 12 PM | 8 | 199 | 55 | 8 | 18 | 0 | 0 | 11 | 44 | 0 | 0 | 0 | 4 | 14 | 361 |
| 13:00 | 8 | 186 | 55 | 8 | 16 | 0 | 0 | 11 | 44 | 0 | 0 | 0 | 4 | 15 | 347 |
| 14:00 | 8 | 203 | 53 | 8 | 18 | 0 | 0 | 12 | 44 | 0 | 0 | 0 | 4 | 15 | 365 |
| 15:00 | 8 | 206 | 65 | 8 | 20 | 0 | 0 | 12 | 48 | 0 | 0 | 0 | 4 | 14 | 385 |
| 16:00 | 8 | 237 | 64 | 8 | 21 | 0 | 0 | 12 | 52 | 0 | 0 | 0 | 4 | 18 | 424 |
| 17:00 | 8 | 242 | 64 | 9 | 21 | 0 | 0 | 13 | 54 | 0 | 0 | 0 | 4 | 19 | 434 |
| 18:00 | 7 | 178 | 46 | 6 | 16 | 0 | 0 | 9 | 42 | 0 | 0 | 0 | 4 | 16 | 324 |
| 19:00 | 4 | 112 | 34 | 4 | 10 | 0 | 0 | 6 | 27 | 0 | 0 | 0 | 1 | 11 | 209 |
| 20:00 | 4 | 122 | 28 | 4 | 10 | 0 | 0 | 6 | 27 | 0 | 0 | 0 | 1 | 8 | 210 |
| 21:00 | 4 | 104 | 30 | 4 | 9 | 0 | 0 | 4 | 22 | 0 | 0 | 0 | 0 | 8 | 185 |
| 22:00 | 3 | 70 | 21 | 3 | 6 | 0 | 0 | 4 | 15 | 0 | 0 | 0 | 0 | 5 | 127 |
| 23:00 | 1 | 51 | 12 | 2 | 4 | 0 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 4 | 89 |
| Total | 141 | 3207 | 875 | 158 | 301 | 9 | 0 | 187 | 886 | 3 | 4 | 1 | 56 | 240 | 6068 |
| Percent | 2.3% | 52.9% | 14.4% | 2.6% | 5.0% | 0.1% | 0.0% | 3.1% | 14.6% | 0.0% | 0.1% | 0.0% | 0.9% | 4.0% | |
| AM Peak | 05:00 | 07:00 | 09:00 | 01:00 | 07:00 | 05:00 | | 07:00 | 07:00 | 00:00 | 04:00 | 05:00 | 06:00 | 11:00 | |
| Vol. | 11 | 205 | 53 | 13 | 19 | 6 | | 12 | 49 | 1 | 2 | 1 | 4 | 16 | |
| PM Peak | 12:00 | 17:00 | 15:00 | 17:00 | 16:00 | | | 17:00 | 17:00 | | | | 12:00 | 17:00 | |
| Vol. | 8 | 242 | 65 | 9 | 21 | | | 13 | 54 | | | | 4 | 19 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 1 | 44 | 10 | 0 | 4 | 0 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 3 | 75 |
| 01:00 | 0 | 39 | 10 | 0 | 4 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 4 | 67 |
| 02:00 | 0 | 34 | 11 | 0 | 4 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 2 | 62 |
| 03:00 | 1 | 48 | 13 | 1 | 4 | 0 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 4 | 85 |
| 04:00 | 2 | 52 | 13 | 2 | 5 | 0 | 0 | 3 | 12 | 0 | 0 | 0 | 0 | 3 | 92 |
| 05:00 | 4 | 107 | 29 | 4 | 10 | 0 | 0 | 6 | 23 | 0 | 0 | 0 | 2 | 7 | 192 |
| 06:00 | 6 | 171 | 52 | 6 | 16 | 0 | 0 | 9 | 37 | 0 | 0 | 0 | 4 | 12 | 313 |
| 07:00 | 8 | 208 | 50 | 8 | 20 | 0 | 0 | 12 | 48 | 0 | 0 | 0 | 4 | 14 | 372 |
| 08:00 | 7 | 200 | 54 | 8 | 18 | 0 | 0 | 11 | 39 | 0 | 0 | 0 | 4 | 14 | 355 |
| 09:00 | 8 | 185 | 48 | 6 | 16 | 0 | 0 | 10 | 43 | 0 | 0 | 0 | 4 | 12 | 332 |
| 10:00 | 7 | 186 | 51 | 7 | 17 | 0 | 0 | 10 | 39 | 0 | 0 | 0 | 4 | 15 | 336 |
| 11:00 | 7 | 202 | 52 | 8 | 18 | 0 | 0 | 11 | 47 | 0 | 0 | 0 | 4 | 15 | 364 |
| 12 PM | 8 | 199 | 55 | 8 | 16 | 0 | 0 | 11 | 46 | 0 | 0 | 0 | 4 | 14 | 361 |
| 13:00 | 7 | 196 | 57 | 7 | 16 | 0 | 0 | 10 | 41 | 0 | 0 | 0 | 4 | 11 | 349 |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 66 | 1871 | 505 | 65 | 168 | 0 | 0 | 104 | 412 | 0 | 0 | 0 | 34 | 130 | 3355 |
| Percent | 2.0% | 55.8% | 15.1% | 1.9% | 5.0% | 0.0% | 0.0% | 3.1% | 12.3% | 0.0% | 0.0% | 0.0% | 1.0% | 3.9% | |
| AM Peak | 07:00 | 07:00 | 08:00 | 07:00 | 07:00 | | | 07:00 | 07:00 | | | | 06:00 | 10:00 | |
| Vol. | 8 | 208 | 54 | 8 | 20 | | | 12 | 48 | | | | 4 | 15 | |
| PM Peak | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 | | | 12:00 | 12:00 | | | | 12:00 | 12:00 | |
| Vol. | 8 | 199 | 57 | 8 | 16 | | | 11 | 46 | | | | 4 | 14 | |
| Grand Total | 451 | 12841 | 3136 | 518 | 1071 | 45 | 16 | 752 | 2950 | 85 | 69 | 27 | 244 | 799 | 23004 |
| Percent | 2.0% | 55.8% | 13.6% | 2.3% | 4.7% | 0.2% | 0.1% | 3.3% | 12.8% | 0.4% | 0.3% | 0.1% | 1.1% | 3.5% | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/29/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | 7 | 187 | 43 | 7 | 18 | 0 | 0 | 9 | 41 | 0 | 0 | 0 | 4 | 15 | 331 |
| 13:00 | 8 | 208 | 55 | 8 | 18 | 0 | 0 | 12 | 51 | 0 | 0 | 0 | 4 | 15 | 379 |
| 14:00 | 8 | 191 | 47 | 8 | 16 | 0 | 0 | 9 | 40 | 0 | 0 | 0 | 4 | 13 | 336 |
| 15:00 | 7 | 189 | 53 | 8 | 17 | 0 | 0 | 9 | 41 | 0 | 0 | 0 | 4 | 13 | 341 |
| 16:00 | 8 | 188 | 50 | 7 | 16 | 0 | 0 | 10 | 40 | 0 | 0 | 0 | 4 | 16 | 339 |
| 17:00 | 8 | 203 | 53 | 8 | 18 | 0 | 0 | 12 | 50 | 0 | 0 | 0 | 4 | 15 | 371 |
| 18:00 | 8 | 198 | 57 | 8 | 17 | 0 | 0 | 11 | 44 | 0 | 0 | 0 | 4 | 15 | 362 |
| 19:00 | 8 | 185 | 55 | 8 | 16 | 0 | 0 | 11 | 43 | 0 | 0 | 0 | 4 | 15 | 345 |
| 20:00 | 8 | 207 | 57 | 8 | 19 | 0 | 0 | 12 | 46 | 0 | 0 | 0 | 4 | 14 | 375 |
| 21:00 | 8 | 206 | 59 | 8 | 20 | 0 | 0 | 12 | 48 | 0 | 0 | 0 | 4 | 14 | 379 |
| 22:00 | 8 | 244 | 68 | 8 | 21 | 0 | 0 | 12 | 53 | 0 | 0 | 0 | 4 | 20 | 438 |
| 23:00 | 8 | 235 | 62 | 9 | 20 | 0 | 0 | 13 | 53 | 0 | 0 | 0 | 4 | 18 | 422 |
| Total | 94 | 2441 | 659 | 95 | 216 | 0 | 0 | 132 | 550 | 0 | 0 | 0 | 48 | 183 | 4418 |
| Percent | 2.1% | 55.3% | 14.9% | 2.2% | 4.9% | 0.0% | 0.0% | 3.0% | 12.4% | 0.0% | 0.0% | 0.0% | 1.1% | 4.1% | |
| AM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| PM Peak | 13:00 | 22:00 | 22:00 | 23:00 | 22:00 | | | 23:00 | 22:00 | | | | 12:00 | 22:00 | |
| Vol. | 8 | 244 | 68 | 9 | 21 | | | 13 | 53 | | | | 4 | 20 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | 6 | 158 | 43 | 5 | 15 | 0 | 0 | 8 | 38 | 0 | 0 | 0 | 4 | 15 | 292 |
| 01:00 | 4 | 107 | 30 | 4 | 9 | 0 | 0 | 5 | 25 | 0 | 0 | 0 | 0 | 10 | 194 |
| 02:00 | 4 | 121 | 28 | 4 | 11 | 0 | 0 | 6 | 26 | 0 | 0 | 0 | 1 | 8 | 209 |
| 03:00 | 4 | 100 | 29 | 4 | 8 | 0 | 0 | 4 | 21 | 0 | 0 | 0 | 0 | 7 | 177 |
| 04:00 | 3 | 62 | 19 | 3 | 5 | 0 | 0 | 4 | 14 | 0 | 0 | 0 | 0 | 5 | 115 |
| 05:00 | 1 | 53 | 12 | 1 | 4 | 0 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 4 | 90 |
| 06:00 | 0 | 38 | 9 | 0 | 4 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 3 | 66 |
| 07:00 | 0 | 37 | 10 | 0 | 4 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 3 | 63 |
| 08:00 | 0 | 38 | 12 | 0 | 4 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 3 | 69 |
| 09:00 | 1 | 43 | 12 | 1 | 4 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 3 | 76 |
| 10:00 | 3 | 65 | 16 | 3 | 6 | 0 | 0 | 4 | 15 | 0 | 0 | 0 | 0 | 4 | 116 |
| 11:00 | 4 | 129 | 33 | 4 | 12 | 0 | 0 | 7 | 27 | 0 | 0 | 0 | 3 | 8 | 227 |
| 12 PM | 7 | 179 | 53 | 7 | 17 | 0 | 0 | 10 | 41 | 0 | 0 | 0 | 4 | 14 | 332 |
| 13:00 | 8 | 213 | 52 | 8 | 20 | 0 | 0 | 11 | 47 | 0 | 0 | 0 | 4 | 14 | 377 |
| 14:00 | 7 | 187 | 51 | 7 | 17 | 0 | 0 | 11 | 37 | 0 | 0 | 0 | 4 | 13 | 334 |
| 15:00 | 7 | 184 | 48 | 6 | 16 | 0 | 0 | 10 | 42 | 0 | 0 | 0 | 4 | 12 | 329 |
| 16:00 | 7 | 187 | 56 | 8 | 17 | 0 | 0 | 10 | 42 | 0 | 0 | 0 | 4 | 16 | 347 |
| 17:00 | 8 | 208 | 50 | 8 | 18 | 0 | 0 | 12 | 48 | 0 | 0 | 0 | 4 | 14 | 370 |
| 18:00 | 8 | 203 | 59 | 8 | 16 | 0 | 0 | 10 | 46 | 0 | 0 | 0 | 4 | 15 | 369 |
| 19:00 | 7 | 198 | 54 | 7 | 16 | 0 | 0 | 11 | 40 | 0 | 0 | 0 | 4 | 11 | 348 |
| 20:00 | 13 | 125 | 35 | 9 | 11 | 2 | 0 | 3 | 36 | 4 | 1 | 0 | 0 | 11 | 250 |
| 21:00 | 5 | 96 | 27 | 10 | 5 | 1 | 0 | 2 | 31 | 3 | 4 | 2 | 2 | 6 | 194 |
| 22:00 | 6 | 70 | 12 | 2 | 5 | 0 | 0 | 4 | 22 | 6 | 0 | 1 | 0 | 4 | 132 |
| 23:00 | 3 | 34 | 7 | 13 | 1 | 0 | 1 | 0 | 19 | 4 | 0 | 0 | 3 | 3 | 88 |
| Total | 116 | 2835 | 757 | 122 | 245 | 3 | 1 | 146 | 663 | 17 | 5 | 3 | 45 | 206 | 5164 |
| Percent | 2.2% | 54.9% | 14.7% | 2.4% | 4.7% | 0.1% | 0.0% | 2.8% | 12.8% | 0.3% | 0.1% | 0.1% | 0.9% | 4.0% | |
| AM Peak | 00:00 | 00:00 | 00:00 | 00:00 | 00:00 | | | 00:00 | 00:00 | | | | 00:00 | 00:00 | |
| Vol. | 6 | 158 | 43 | 5 | 15 | | | 8 | 38 | | | | 4 | 15 | |
| PM Peak | 20:00 | 13:00 | 18:00 | 23:00 | 13:00 | 20:00 | 23:00 | 17:00 | 17:00 | 22:00 | 21:00 | 21:00 | 12:00 | 16:00 | |
| Vol. | 13 | 213 | 59 | 13 | 20 | 2 | 1 | 12 | 48 | 6 | 4 | 2 | 4 | 16 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 1 | 23 | 5 | 4 | 3 | 0 | 0 | 1 | 26 | 4 | 0 | 0 | 0 | 2 | 69 |
| 01:00 | 4 | 19 | 1 | 6 | 1 | 0 | 0 | 1 | 18 | 2 | 0 | 0 | 2 | 3 | 57 |
| 02:00 | 5 | 8 | 3 | 13 | 2 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 4 | 56 |
| 03:00 | 2 | 12 | 3 | 8 | 3 | 0 | 0 | 3 | 16 | 0 | 1 | 0 | 1 | 3 | 52 |
| 04:00 | 5 | 27 | 10 | 5 | 3 | 0 | 0 | 3 | 17 | 1 | 3 | 0 | 2 | 2 | 78 |
| 05:00 | 5 | 50 | 20 | 3 | 9 | 1 | 0 | 5 | 31 | 3 | 3 | 0 | 1 | 5 | 136 |
| 06:00 | 4 | 84 | 36 | 5 | 10 | 2 | 0 | 5 | 19 | 2 | 1 | 0 | 3 | 9 | 180 |
| 07:00 | 2 | 100 | 34 | 7 | 21 | 2 | 0 | 9 | 11 | 2 | 2 | 1 | 1 | 5 | 197 |
| 08:00 | 5 | 115 | 56 | 5 | 19 | 0 | 1 | 5 | 14 | 2 | 1 | 2 | 5 | 9 | 239 |
| 09:00 | 2 | 111 | 48 | 3 | 12 | 2 | 0 | 7 | 15 | 2 | 0 | 1 | 4 | 8 | 215 |
| 10:00 | 6 | 151 | 50 | 15 | 12 | 1 | 1 | 7 | 18 | 1 | 1 | 2 | 3 | 18 | 286 |
| 11:00 | 4 | 146 | 49 | 6 | 16 | 2 | 0 | 8 | 19 | 2 | 1 | 0 | 3 | 8 | 264 |
| 12 PM | 3 | 155 | 45 | 11 | 5 | 2 | 0 | 7 | 32 | 4 | 0 | 1 | 2 | 10 | 277 |
| 13:00 | 5 | 170 | 60 | 9 | 18 | 2 | 0 | 12 | 21 | 1 | 1 | 0 | 4 | 8 | 311 |
| 14:00 | 7 | 169 | 63 | 13 | 17 | 2 | 1 | 10 | 25 | 3 | 2 | 0 | 5 | 15 | 332 |
| 15:00 | 8 | 201 | 62 | 17 | 9 | 1 | 3 | 4 | 37 | 1 | 0 | 0 | 3 | 17 | 363 |
| 16:00 | 7 | 222 | 70 | 8 | 23 | 1 | 2 | 14 | 33 | 2 | 2 | 0 | 3 | 22 | 409 |
| 17:00 | 7 | 236 | 69 | 8 | 20 | 3 | 1 | 8 | 26 | 3 | 1 | 1 | 9 | 18 | 410 |
| 18:00 | 8 | 169 | 64 | 13 | 13 | 1 | 0 | 9 | 31 | 2 | 0 | 0 | 5 | 14 | 329 |
| 19:00 | 11 | 145 | 49 | 7 | 10 | 2 | 0 | 9 | 35 | 4 | 0 | 0 | 4 | 9 | 285 |
| 20:00 | 6 | 129 | 31 | 6 | 6 | 0 | 0 | 2 | 31 | 1 | 2 | 1 | 1 | 6 | 222 |
| 21:00 | 4 | 105 | 22 | 6 | 5 | 0 | 0 | 4 | 39 | 5 | 4 | 3 | 4 | 3 | 204 |
| 22:00 | 5 | 76 | 27 | 10 | 3 | 2 | 0 | 4 | 26 | 2 | 0 | 0 | 1 | 4 | 160 |
| 23:00 | 4 | 45 | 14 | 7 | 3 | 1 | 0 | 1 | 20 | 3 | 0 | 0 | 1 | 3 | 102 |
| Total | 120 | 2668 | 891 | 195 | 243 | 27 | 9 | 139 | 580 | 52 | 25 | 12 | 67 | 205 | 5233 |
| Percent | 2.3% | 51.0% | 17.0% | 3.7% | 4.6% | 0.5% | 0.2% | 2.7% | 11.1% | 1.0% | 0.5% | 0.2% | 1.3% | 3.9% | |
| AM Peak | 10:00 | 10:00 | 08:00 | 10:00 | 07:00 | 06:00 | 08:00 | 07:00 | 05:00 | 00:00 | 04:00 | 08:00 | 08:00 | 10:00 | |
| Vol. | 6 | 151 | 56 | 15 | 21 | 2 | 1 | 9 | 31 | 4 | 3 | 2 | 5 | 18 | |
| PM Peak | 19:00 | 17:00 | 16:00 | 15:00 | 16:00 | 17:00 | 15:00 | 16:00 | 21:00 | 21:00 | 21:00 | 21:00 | 17:00 | 16:00 | |
| Vol. | 11 | 236 | 70 | 17 | 23 | 3 | 3 | 14 | 39 | 5 | 4 | 3 | 9 | 22 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 6 | 28 | 5 | 7 | 5 | 0 | 0 | 1 | 25 | 8 | 0 | 0 | 0 | 6 | 91 |
| 01:00 | 4 | 14 | 3 | 2 | 0 | 1 | 0 | 1 | 26 | 3 | 0 | 0 | 0 | 3 | 57 |
| 02:00 | 5 | 9 | 2 | 15 | 4 | 0 | 0 | 2 | 20 | 2 | 0 | 1 | 0 | 4 | 64 |
| 03:00 | 3 | 8 | 5 | 8 | 4 | 1 | 0 | 2 | 19 | 2 | 0 | 0 | 0 | 2 | 54 |
| 04:00 | 4 | 41 | 16 | 6 | 7 | 2 | 0 | 1 | 19 | 1 | 1 | 0 | 0 | 2 | 100 |
| 05:00 | 0 | 64 | 20 | 0 | 7 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 6 | 114 |
| 06:00 | 0 | 66 | 20 | 0 | 7 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 6 | 120 |
| 07:00 | 0 | 75 | 21 | 0 | 8 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 5 | 130 |
| 08:00 | 0 | 90 | 25 | 2 | 8 | 4 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 8 | 159 |
| 09:00 | 0 | 83 | 23 | 1 | 8 | 4 | 0 | 2 | 19 | 0 | 0 | 0 | 0 | 7 | 147 |
| 10:00 | 0 | 115 | 33 | 4 | 10 | 4 | 2 | 4 | 23 | 0 | 0 | 0 | 0 | 9 | 204 |
| 11:00 | 3 | 138 | 39 | 4 | 15 | 5 | 4 | 4 | 31 | 0 | 0 | 0 | 0 | 11 | 254 |
| 12 PM | 4 | 173 | 57 | 4 | 16 | 7 | 4 | 4 | 41 | 0 | 0 | 0 | 0 | 18 | 328 |
| 13:00 | 4 | 197 | 53 | 5 | 18 | 8 | 4 | 4 | 49 | 0 | 0 | 0 | 0 | 17 | 359 |
| 14:00 | 4 | 183 | 58 | 4 | 16 | 8 | 4 | 4 | 46 | 0 | 0 | 0 | 0 | 17 | 344 |
| 15:00 | 4 | 198 | 61 | 4 | 19 | 8 | 4 | 4 | 45 | 0 | 0 | 0 | 0 | 18 | 365 |
| 16:00 | 4 | 217 | 61 | 4 | 20 | 8 | 4 | 4 | 51 | 0 | 0 | 0 | 0 | 19 | 392 |
| 17:00 | 4 | 223 | 66 | 5 | 21 | 8 | 4 | 4 | 53 | 0 | 0 | 0 | 0 | 16 | 404 |
| 18:00 | 4 | 211 | 66 | 4 | 20 | 8 | 4 | 4 | 45 | 0 | 0 | 0 | 0 | 20 | 386 |
| 19:00 | 4 | 177 | 51 | 4 | 18 | 8 | 4 | 4 | 43 | 0 | 0 | 0 | 0 | 17 | 330 |
| 20:00 | 2 | 139 | 42 | 4 | 14 | 4 | 4 | 4 | 33 | 0 | 0 | 0 | 0 | 12 | 258 |
| 21:00 | 2 | 116 | 34 | 4 | 11 | 4 | 2 | 3 | 25 | 0 | 0 | 0 | 0 | 9 | 210 |
| 22:00 | 0 | 84 | 24 | 2 | 8 | 4 | 1 | 2 | 21 | 0 | 0 | 0 | 0 | 7 | 153 |
| 23:00 | 0 | 57 | 15 | 0 | 5 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 94 |
| Total | 61 | 2706 | 800 | 93 | 269 | 110 | 45 | 59 | 713 | 16 | 1 | 1 | 0 | 243 | 5117 |
| Percent | 1.2% | 52.9% | 15.6% | 1.8% | 5.3% | 2.1% | 0.9% | 1.2% | 13.9% | 0.3% | 0.0% | 0.0% | 0.0% | 4.7% | |
| AM Peak | 00:00 | 11:00 | 11:00 | 02:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 00:00 | 04:00 | 02:00 | | 11:00 | |
| Vol. | 6 | 138 | 39 | 15 | 15 | 5 | 4 | 4 | 31 | 8 | 1 | 1 | | 11 | |
| PM Peak | 12:00 | 17:00 | 17:00 | 13:00 | 17:00 | 13:00 | 12:00 | 12:00 | 17:00 | | | | | 18:00 | |
| Vol. | 4 | 223 | 66 | 5 | 21 | 8 | 4 | 4 | 53 | | | | | 20 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 1
US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 0 | 48 | 15 | 0 | 5 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 83 |
| 01:00 | 0 | 33 | 10 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 57 |
| 02:00 | 0 | 34 | 11 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 60 |
| 03:00 | 0 | 31 | 10 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 56 |
| 04:00 | 0 | 53 | 15 | 0 | 5 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 90 |
| 05:00 | 0 | 62 | 20 | 0 | 7 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 6 | 112 |
| 06:00 | 0 | 70 | 18 | 2 | 8 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 7 | 125 |
| 07:00 | 0 | 76 | 21 | 1 | 8 | 4 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 6 | 134 |
| 08:00 | 0 | 86 | 28 | 2 | 8 | 4 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 7 | 154 |
| 09:00 | 0 | 87 | 22 | 3 | 8 | 4 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 7 | 152 |
| 10:00 | 2 | 115 | 35 | 4 | 10 | 4 | 3 | 3 | 30 | 0 | 0 | 0 | 0 | 11 | 217 |
| 11:00 | 4 | 140 | 35 | 4 | 14 | 6 | 4 | 4 | 33 | 0 | 0 | 0 | 0 | 11 | 255 |
| 12 PM | 4 | 179 | 51 | 4 | 15 | 8 | 4 | 4 | 40 | 0 | 0 | 0 | 0 | 15 | 324 |
| 13:00 | 4 | 193 | 58 | 4 | 20 | 8 | 4 | 4 | 44 | 0 | 0 | 0 | 0 | 16 | 355 |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 14 | 1207 | 349 | 24 | 120 | 49 | 15 | 18 | 274 | 0 | 0 | 0 | 0 | 104 | 2174 |
| Percent | 0.6% | 55.5% | 16.1% | 1.1% | 5.5% | 2.3% | 0.7% | 0.8% | 12.6% | 0.0% | 0.0% | 0.0% | 0.0% | 4.8% | |
| AM Peak | 11:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | | | | | 10:00 | |
| Vol. | 4 | 140 | 35 | 4 | 14 | 6 | 4 | 4 | 33 | | | | | 11 | |
| PM Peak | 12:00 | 13:00 | 13:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 13:00 | | | | | 13:00 | |
| Vol. | 4 | 193 | 58 | 4 | 20 | 8 | 4 | 4 | 44 | | | | | 16 | |
| Grand Total | 405 | 11857 | 3456 | 529 | 1093 | 189 | 70 | 494 | 2780 | 85 | 31 | 16 | 160 | 941 | 22106 |
| Percent | 1.8% | 53.6% | 15.6% | 2.4% | 4.9% | 0.9% | 0.3% | 2.2% | 12.6% | 0.4% | 0.1% | 0.1% | 0.7% | 4.3% | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | 8 | 383 | 18 | 1 | 3 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 1 | 5 | 435 |
| 05:00 | 18 | 880 | 56 | 0 | 8 | 0 | 2 | 8 | 4 | 0 | 0 | 0 | 2 | 16 | 994 |
| 06:00 | 14 | 1244 | 28 | 0 | 10 | 9 | 0 | 7 | 15 | 1 | 0 | 1 | 2 | 27 | 1358 |
| 07:00 | 8 | 1027 | 30 | 2 | 10 | 10 | 0 | 3 | 15 | 0 | 1 | 1 | 1 | 22 | 1130 |
| 08:00 | 4 | 659 | 27 | 0 | 10 | 11 | 0 | 7 | 19 | 0 | 0 | 0 | 2 | 20 | 759 |
| 09:00 | 5 | 597 | 36 | 0 | 17 | 6 | 0 | 12 | 8 | 1 | 1 | 0 | 1 | 29 | 713 |
| 10:00 | 6 | 592 | 36 | 0 | 11 | 9 | 0 | 4 | 22 | 1 | 2 | 0 | 1 | 23 | 707 |
| 11:00 | 8 | 656 | 34 | 1 | 7 | 14 | 0 | 4 | 22 | 1 | 1 | 0 | 2 | 21 | 771 |
| 12 PM | 7 | 647 | 31 | 0 | 19 | 11 | 0 | 6 | 19 | 0 | 0 | 0 | 1 | 25 | 766 |
| 13:00 | 6 | 657 | 45 | 0 | 15 | 9 | 0 | 5 | 15 | 0 | 0 | 0 | 2 | 22 | 776 |
| 14:00 | 12 | 724 | 34 | 1 | 17 | 7 | 0 | 10 | 18 | 0 | 0 | 0 | 2 | 31 | 856 |
| 15:00 | 11 | 835 | 40 | 1 | 6 | 11 | 2 | 8 | 21 | 1 | 1 | 1 | 1 | 31 | 970 |
| 16:00 | 10 | 910 | 26 | 2 | 10 | 2 | 0 | 5 | 18 | 1 | 0 | 0 | 2 | 21 | 1007 |
| 17:00 | 22 | 693 | 14 | 2 | 3 | 3 | 0 | 9 | 13 | 2 | 1 | 0 | 1 | 19 | 782 |
| 18:00 | 13 | 505 | 10 | 0 | 5 | 1 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 14 | 566 |
| 19:00 | 9 | 428 | 14 | 0 | 3 | 3 | 0 | 5 | 8 | 0 | 0 | 1 | 1 | 11 | 483 |
| 20:00 | 10 | 383 | 10 | 0 | 4 | 1 | 0 | 9 | 15 | 0 | 0 | 0 | 0 | 12 | 444 |
| 21:00 | 4 | 249 | 4 | 0 | 2 | 1 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 7 | 281 |
| 22:00 | 4 | 140 | 2 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 0 | 0 | 6 | 170 |
| 23:00 | 3 | 72 | 2 | 0 | 1 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 3 | 98 |
| Total | 182 | 12281 | 497 | 10 | 161 | 110 | 4 | 118 | 297 | 8 | 7 | 4 | 22 | 365 | 14066 |
| Percent | 1.3% | 87.3% | 3.5% | 0.1% | 1.1% | 0.8% | 0.0% | 0.8% | 2.1% | 0.1% | 0.0% | 0.0% | 0.2% | 2.6% | |
| AM Peak | 05:00 | 06:00 | 05:00 | 07:00 | 09:00 | 11:00 | 05:00 | 09:00 | 10:00 | 06:00 | 10:00 | 06:00 | 05:00 | 09:00 | |
| Vol. | 18 | 1244 | 56 | 2 | 17 | 14 | 2 | 12 | 22 | 1 | 2 | 1 | 2 | 29 | |
| PM Peak | 17:00 | 16:00 | 13:00 | 16:00 | 12:00 | 12:00 | 15:00 | 14:00 | 15:00 | 17:00 | 15:00 | 15:00 | 13:00 | 14:00 | |
| Vol. | 22 | 910 | 45 | 2 | 19 | 11 | 2 | 10 | 21 | 2 | 1 | 1 | 2 | 31 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 3 | 46 | 0 | 0 | 9 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 72 |
| 01:00 | 0 | 27 | 3 | 0 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 7 | 50 |
| 02:00 | 1 | 45 | 1 | 0 | 9 | 1 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 10 | 82 |
| 03:00 | 2 | 159 | 3 | 0 | 6 | 1 | 0 | 5 | 13 | 0 | 0 | 0 | 0 | 7 | 196 |
| 04:00 | 9 | 469 | 24 | 1 | 4 | 7 | 1 | 2 | 13 | 0 | 0 | 0 | 0 | 10 | 540 |
| 05:00 | 11 | 862 | 38 | 0 | 9 | 6 | 1 | 9 | 13 | 1 | 0 | 1 | 3 | 25 | 979 |
| 06:00 | 14 | 1200 | 33 | 2 | 5 | 10 | 1 | 6 | 20 | 3 | 0 | 0 | 5 | 22 | 1321 |
| 07:00 | 10 | 1054 | 46 | 3 | 16 | 12 | 2 | 7 | 17 | 1 | 0 | 0 | 2 | 21 | 1191 |
| 08:00 | 9 | 662 | 21 | 0 | 10 | 15 | 1 | 7 | 20 | 0 | 0 | 1 | 4 | 24 | 774 |
| 09:00 | 6 | 633 | 28 | 0 | 11 | 11 | 0 | 2 | 19 | 1 | 0 | 0 | 3 | 17 | 731 |
| 10:00 | 12 | 633 | 18 | 0 | 11 | 12 | 0 | 9 | 25 | 0 | 0 | 0 | 4 | 24 | 748 |
| 11:00 | 7 | 636 | 25 | 0 | 11 | 8 | 0 | 12 | 16 | 1 | 2 | 0 | 0 | 26 | 744 |
| 12 PM | 2 | 653 | 32 | 0 | 4 | 13 | 1 | 9 | 20 | 0 | 1 | 0 | 3 | 23 | 761 |
| 13:00 | 9 | 688 | 34 | 1 | 6 | 15 | 0 | 8 | 16 | 1 | 1 | 1 | 4 | 30 | 814 |
| 14:00 | 8 | 736 | 35 | 0 | 10 | 8 | 0 | 4 | 13 | 1 | 1 | 0 | 1 | 23 | 840 |
| 15:00 | 12 | 799 | 28 | 0 | 11 | 2 | 1 | 4 | 15 | 1 | 1 | 1 | 2 | 34 | 911 |
| 16:00 | 10 | 925 | 32 | 0 | 15 | 6 | 0 | 6 | 7 | 0 | 0 | 0 | 3 | 34 | 1038 |
| 17:00 | 17 | 718 | 29 | 1 | 6 | 2 | 1 | 7 | 18 | 0 | 0 | 0 | 0 | 23 | 822 |
| 18:00 | 14 | 520 | 11 | 1 | 5 | 0 | 0 | 8 | 12 | 0 | 0 | 0 | 0 | 15 | 586 |
| 19:00 | 11 | 446 | 17 | 0 | 3 | 1 | 0 | 6 | 14 | 0 | 0 | 0 | 0 | 16 | 514 |
| 20:00 | 6 | 383 | 9 | 0 | 4 | 2 | 0 | 2 | 17 | 1 | 0 | 0 | 1 | 10 | 435 |
| 21:00 | 4 | 290 | 1 | 0 | 3 | 0 | 0 | 4 | 11 | 0 | 0 | 0 | 1 | 8 | 322 |
| 22:00 | 4 | 157 | 3 | 0 | 1 | 4 | 0 | 5 | 16 | 1 | 0 | 0 | 0 | 6 | 197 |
| 23:00 | 4 | 87 | 3 | 0 | 3 | 3 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 6 | 119 |
| Total | 185 | 12828 | 474 | 9 | 176 | 139 | 9 | 131 | 354 | 12 | 6 | 4 | 36 | 424 | 14787 |
| Percent | 1.3% | 86.8% | 3.2% | 0.1% | 1.2% | 0.9% | 0.1% | 0.9% | 2.4% | 0.1% | 0.0% | 0.0% | 0.2% | 2.9% | |
| AM Peak | 06:00 | 06:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 11:00 | 10:00 | 06:00 | 11:00 | 05:00 | 06:00 | 11:00 | |
| Vol. | 14 | 1200 | 46 | 3 | 16 | 15 | 2 | 12 | 25 | 3 | 2 | 1 | 5 | 26 | |
| PM Peak | 17:00 | 16:00 | 14:00 | 13:00 | 16:00 | 13:00 | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 13:00 | 13:00 | 15:00 | |
| Vol. | 17 | 925 | 35 | 1 | 15 | 15 | 1 | 9 | 20 | 1 | 1 | 1 | 4 | 34 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 0 | 48 | 0 | 1 | 7 | 1 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 6 | 80 |
| 01:00 | 0 | 48 | 0 | 0 | 6 | 1 | 0 | 2 | 10 | 0 | 0 | 0 | 1 | 6 | 74 |
| 02:00 | 0 | 55 | 1 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 7 | 81 |
| 03:00 | 0 | 136 | 10 | 1 | 8 | 2 | 1 | 5 | 13 | 0 | 0 | 0 | 0 | 6 | 182 |
| 04:00 | 3 | 471 | 14 | 0 | 7 | 3 | 0 | 3 | 16 | 0 | 0 | 0 | 0 | 8 | 525 |
| 05:00 | 5 | 830 | 46 | 0 | 3 | 3 | 0 | 2 | 14 | 1 | 0 | 0 | 3 | 21 | 928 |
| 06:00 | 11 | 1237 | 33 | 1 | 4 | 9 | 1 | 5 | 17 | 1 | 0 | 2 | 5 | 28 | 1354 |
| 07:00 | 1 | 950 | 23 | 3 | 8 | 6 | 0 | 3 | 15 | 0 | 0 | 0 | 1 | 29 | 1039 |
| 08:00 | 6 | 656 | 30 | 0 | 16 | 10 | 2 | 11 | 13 | 0 | 1 | 0 | 2 | 28 | 775 |
| 09:00 | 2 | 632 | 24 | 0 | 11 | 12 | 1 | 5 | 16 | 3 | 0 | 0 | 2 | 14 | 722 |
| 10:00 | 3 | 604 | 27 | 1 | 12 | 9 | 0 | 6 | 21 | 1 | 0 | 0 | 0 | 18 | 702 |
| 11:00 | 5 | 609 | 24 | 1 | 14 | 7 | 0 | 10 | 22 | 0 | 1 | 0 | 1 | 19 | 713 |
| 12 PM | 6 | 659 | 22 | 0 | 11 | 10 | 2 | 6 | 20 | 0 | 0 | 0 | 2 | 21 | 759 |
| 13:00 | 4 | 664 | 24 | 1 | 9 | 4 | 0 | 16 | 20 | 0 | 2 | 1 | 3 | 35 | 783 |
| 14:00 | 4 | 777 | 33 | 1 | 10 | 5 | 0 | 9 | 11 | 0 | 0 | 0 | 1 | 31 | 882 |
| 15:00 | 5 | 784 | 30 | 0 | 8 | 2 | 0 | 3 | 15 | 1 | 0 | 0 | 3 | 19 | 870 |
| 16:00 | 5 | 787 | 18 | 1 | 7 | 1 | 0 | 5 | 8 | 1 | 1 | 0 | 1 | 24 | 859 |
| 17:00 | 4 | 682 | 15 | 0 | 3 | 3 | 0 | 5 | 18 | 1 | 0 | 0 | 3 | 16 | 750 |
| 18:00 | 4 | 485 | 14 | 0 | 2 | 4 | 0 | 7 | 12 | 0 | 1 | 0 | 0 | 10 | 539 |
| 19:00 | 1 | 384 | 9 | 0 | 7 | 1 | 0 | 6 | 9 | 0 | 0 | 0 | 1 | 7 | 425 |
| 20:00 | 3 | 375 | 7 | 0 | 1 | 1 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 10 | 423 |
| 21:00 | 1 | 269 | 6 | 0 | 0 | 0 | 0 | 2 | 16 | 1 | 0 | 0 | 0 | 5 | 300 |
| 22:00 | 2 | 154 | 2 | 1 | 2 | 0 | 0 | 6 | 16 | 0 | 0 | 1 | 0 | 9 | 193 |
| 23:00 | 1 | 74 | 2 | 0 | 3 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 9 | 102 |
| Total | 76 | 12370 | 414 | 12 | 164 | 94 | 7 | 128 | 360 | 10 | 6 | 4 | 29 | 386 | 14060 |
| Percent | 0.5% | 88.0% | 2.9% | 0.1% | 1.2% | 0.7% | 0.0% | 0.9% | 2.6% | 0.1% | 0.0% | 0.0% | 0.2% | 2.7% | |
| AM Peak | 06:00 | 06:00 | 05:00 | 07:00 | 08:00 | 09:00 | 08:00 | 08:00 | 11:00 | 09:00 | 08:00 | 06:00 | 06:00 | 07:00 | |
| Vol. | 11 | 1237 | 46 | 3 | 16 | 12 | 2 | 11 | 22 | 3 | 1 | 2 | 5 | 29 | |
| PM Peak | 12:00 | 16:00 | 14:00 | 13:00 | 12:00 | 12:00 | 12:00 | 13:00 | 20:00 | 15:00 | 13:00 | 13:00 | 13:00 | 13:00 | |
| Vol. | 6 | 787 | 33 | 1 | 11 | 10 | 2 | 16 | 24 | 1 | 2 | 1 | 3 | 35 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 0 | 46 | 2 | 0 | 8 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 2 | 69 |
| 01:00 | 0 | 34 | 1 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 55 |
| 02:00 | 0 | 54 | 1 | 0 | 8 | 1 | 0 | 1 | 18 | 0 | 0 | 0 | 0 | 2 | 85 |
| 03:00 | 2 | 134 | 4 | 0 | 8 | 2 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 7 | 174 |
| 04:00 | 5 | 403 | 18 | 0 | 6 | 2 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 8 | 452 |
| 05:00 | 5 | 799 | 44 | 0 | 6 | 1 | 0 | 6 | 7 | 0 | 0 | 1 | 2 | 23 | 894 |
| 06:00 | 16 | 1117 | 36 | 0 | 6 | 7 | 0 | 9 | 14 | 4 | 0 | 0 | 0 | 24 | 1233 |
| 07:00 | 9 | 958 | 27 | 0 | 12 | 4 | 1 | 5 | 13 | 3 | 0 | 0 | 1 | 22 | 1055 |
| 08:00 | 5 | 700 | 36 | 0 | 7 | 10 | 1 | 4 | 8 | 0 | 0 | 0 | 1 | 26 | 798 |
| 09:00 | 10 | 723 | 25 | 0 | 4 | 4 | 0 | 10 | 19 | 2 | 0 | 0 | 2 | 27 | 826 |
| 10:00 | 8 | 711 | 33 | 0 | 12 | 8 | 0 | 4 | 16 | 3 | 0 | 1 | 1 | 30 | 827 |
| 11:00 | 8 | 742 | 23 | 2 | 11 | 9 | 0 | 11 | 8 | 0 | 0 | 0 | 4 | 24 | 842 |
| 12 PM | 10 | 722 | 47 | 0 | 8 | 7 | 1 | 5 | 21 | 1 | 3 | 0 | 1 | 36 | 862 |
| 13:00 | 15 | 716 | 32 | 1 | 6 | 5 | 0 | 4 | 14 | 0 | 0 | 0 | 1 | 27 | 821 |
| 14:00 | 11 | 829 | 30 | 0 | 10 | 10 | 0 | 8 | 17 | 0 | 0 | 0 | 3 | 40 | 958 |
| 15:00 | 10 | 868 | 23 | 0 | 6 | 9 | 0 | 5 | 13 | 1 | 1 | 0 | 2 | 32 | 970 |
| 16:00 | 9 | 852 | 28 | 0 | 3 | 6 | 0 | 3 | 14 | 0 | 0 | 0 | 2 | 28 | 945 |
| 17:00 | 10 | 787 | 24 | 1 | 3 | 3 | 0 | 6 | 6 | 0 | 3 | 0 | 2 | 28 | 873 |
| 18:00 | 13 | 646 | 19 | 0 | 3 | 2 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 13 | 704 |
| 19:00 | 5 | 539 | 13 | 1 | 4 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 15 | 585 |
| 20:00 | 10 | 447 | 9 | 2 | 3 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 2 | 9 | 492 |
| 21:00 | 5 | 376 | 6 | 0 | 2 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 6 | 403 |
| 22:00 | 6 | 295 | 8 | 5 | 1 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 1 | 10 | 339 |
| 23:00 | 3 | 156 | 2 | 1 | 3 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 6 | 177 |
| Total | 175 | 13654 | 491 | 13 | 144 | 91 | 3 | 105 | 265 | 17 | 7 | 2 | 26 | 446 | 15439 |
| Percent | 1.1% | 88.4% | 3.2% | 0.1% | 0.9% | 0.6% | 0.0% | 0.7% | 1.7% | 0.1% | 0.0% | 0.0% | 0.2% | 2.9% | |
| AM Peak | 06:00 | 06:00 | 05:00 | 11:00 | 07:00 | 08:00 | 07:00 | 11:00 | 09:00 | 06:00 | | 05:00 | 11:00 | 10:00 | |
| Vol. | 16 | 1117 | 44 | 2 | 12 | 10 | 1 | 11 | 19 | 4 | | 1 | 4 | 30 | |
| PM Peak | 13:00 | 15:00 | 12:00 | 22:00 | 14:00 | 14:00 | 12:00 | 14:00 | 12:00 | 12:00 | 12:00 | | 14:00 | 14:00 | |
| Vol. | 15 | 868 | 47 | 5 | 10 | 10 | 1 | 8 | 21 | 1 | 3 | | 3 | 40 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/03/13 | 6 | 119 | 1 | 0 | 5 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 2 | 142 |
| 01:00 | 0 | 52 | 2 | 0 | 5 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 68 |
| 02:00 | 2 | 43 | 1 | 0 | 8 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 3 | 66 |
| 03:00 | 6 | 69 | 1 | 0 | 5 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 88 |
| 04:00 | 3 | 175 | 8 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 192 |
| 05:00 | 3 | 266 | 14 | 0 | 9 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 10 | 307 |
| 06:00 | 10 | 413 | 16 | 0 | 1 | 4 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 7 | 466 |
| 07:00 | 2 | 502 | 27 | 0 | 3 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 14 | 557 |
| 08:00 | 6 | 597 | 27 | 2 | 1 | 5 | 0 | 9 | 7 | 0 | 2 | 0 | 2 | 17 | 675 |
| 09:00 | 2 | 782 | 28 | 0 | 10 | 3 | 0 | 5 | 4 | 1 | 0 | 0 | 2 | 16 | 853 |
| 10:00 | 8 | 852 | 25 | 1 | 6 | 5 | 0 | 4 | 14 | 0 | 1 | 0 | 0 | 21 | 937 |
| 11:00 | 7 | 895 | 28 | 0 | 6 | 5 | 0 | 3 | 11 | 0 | 1 | 2 | 1 | 30 | 989 |
| 12 PM | 13 | 846 | 27 | 0 | 5 | 3 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 30 | 931 |
| 13:00 | 13 | 885 | 24 | 1 | 6 | 3 | 0 | 6 | 8 | 1 | 0 | 0 | 4 | 26 | 977 |
| 14:00 | 16 | 790 | 22 | 0 | 3 | 2 | 0 | 3 | 10 | 1 | 1 | 0 | 1 | 17 | 866 |
| 15:00 | 7 | 796 | 11 | 0 | 2 | 3 | 0 | 1 | 8 | 1 | 2 | 1 | 2 | 12 | 846 |
| 16:00 | 5 | 788 | 17 | 0 | 6 | 0 | 0 | 1 | 7 | 0 | 1 | 0 | 0 | 15 | 840 |
| 17:00 | 4 | 729 | 13 | 0 | 1 | 0 | 1 | 3 | 9 | 0 | 0 | 0 | 1 | 13 | 774 |
| 18:00 | 6 | 620 | 17 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 11 | 661 |
| 19:00 | 4 | 567 | 8 | 0 | 2 | 1 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 10 | 602 |
| 20:00 | 7 | 496 | 11 | 0 | 2 | 4 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 9 | 537 |
| 21:00 | 7 | 409 | 7 | 1 | 1 | 2 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 5 | 442 |
| 22:00 | 1 | 303 | 6 | 0 | 1 | 1 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 4 | 326 |
| 23:00 | 5 | 166 | 3 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 5 | 186 |
| Total | 143 | 12160 | 344 | 5 | 89 | 45 | 2 | 64 | 162 | 6 | 11 | 3 | 13 | 281 | 13328 |
| Percent | 1.1% | 91.2% | 2.6% | 0.0% | 0.7% | 0.3% | 0.0% | 0.5% | 1.2% | 0.0% | 0.1% | 0.0% | 0.1% | 2.1% | |
| AM Peak | 06:00 | 11:00 | 09:00 | 08:00 | 09:00 | 08:00 | | 08:00 | 10:00 | 09:00 | 08:00 | 11:00 | 08:00 | 11:00 | |
| Vol. | 10 | 895 | 28 | 2 | 10 | 5 | | 9 | 14 | 1 | 2 | 2 | 2 | 30 | |
| PM Peak | 14:00 | 13:00 | 12:00 | 13:00 | 13:00 | 20:00 | 12:00 | 13:00 | 14:00 | 13:00 | 15:00 | 15:00 | 13:00 | 12:00 | |
| Vol. | 16 | 885 | 27 | 1 | 6 | 4 | 1 | 6 | 10 | 1 | 2 | 1 | 4 | 30 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/04/13 | 1 | 109 | 1 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 121 |
| 01:00 | 3 | 73 | 2 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 85 |
| 02:00 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 3 | 57 |
| 03:00 | 0 | 56 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 62 |
| 04:00 | 0 | 81 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 92 |
| 05:00 | 1 | 148 | 6 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 | 169 |
| 06:00 | 4 | 239 | 10 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 3 | 263 |
| 07:00 | 6 | 416 | 17 | 0 | 1 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 8 | 455 |
| 08:00 | 10 | 622 | 20 | 1 | 3 | 0 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 8 | 674 |
| 09:00 | 18 | 802 | 7 | 0 | 1 | 1 | 0 | 1 | 12 | 0 | 1 | 1 | 0 | 15 | 859 |
| 10:00 | 23 | 850 | 19 | 1 | 6 | 1 | 0 | 6 | 5 | 0 | 0 | 0 | 1 | 29 | 941 |
| 11:00 | 16 | 883 | 21 | 3 | 5 | 5 | 0 | 9 | 7 | 1 | 4 | 0 | 1 | 36 | 991 |
| 12 PM | 20 | 921 | 23 | 1 | 1 | 4 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 24 | 1002 |
| 13:00 | 29 | 877 | 28 | 1 | 3 | 0 | 0 | 2 | 6 | 1 | 1 | 0 | 2 | 19 | 969 |
| 14:00 | 23 | 870 | 26 | 0 | 4 | 2 | 0 | 3 | 7 | 0 | 1 | 0 | 0 | 35 | 971 |
| 15:00 | 26 | 1003 | 23 | 2 | 1 | 2 | 1 | 2 | 8 | 0 | 0 | 0 | 1 | 31 | 1100 |
| 16:00 | 37 | 956 | 14 | 1 | 3 | 3 | 0 | 5 | 12 | 0 | 1 | 0 | 2 | 42 | 1076 |
| 17:00 | 16 | 880 | 14 | 1 | 3 | 2 | 0 | 4 | 6 | 1 | 2 | 0 | 0 | 34 | 963 |
| 18:00 | 20 | 785 | 23 | 2 | 5 | 2 | 0 | 5 | 10 | 0 | 2 | 0 | 1 | 29 | 884 |
| 19:00 | 17 | 791 | 18 | 1 | 0 | 2 | 0 | 3 | 13 | 0 | 0 | 0 | 3 | 19 | 867 |
| 20:00 | 11 | 575 | 20 | 1 | 5 | 1 | 0 | 3 | 5 | 1 | 0 | 0 | 1 | 11 | 634 |
| 21:00 | 8 | 401 | 6 | 0 | 1 | 0 | 0 | 4 | 15 | 2 | 0 | 0 | 0 | 4 | 441 |
| 22:00 | 0 | 201 | 0 | 0 | 2 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 4 | 217 |
| 23:00 | 1 | 87 | 2 | 1 | 4 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 9 | 118 |
| Total | 290 | 12675 | 304 | 16 | 59 | 25 | 2 | 66 | 163 | 8 | 14 | 1 | 14 | 374 | 14011 |
| Percent | 2.1% | 90.5% | 2.2% | 0.1% | 0.4% | 0.2% | 0.0% | 0.5% | 1.2% | 0.1% | 0.1% | 0.0% | 0.1% | 2.7% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 07:00 | 11:00 | 09:00 | 06:00 | 11:00 | 09:00 | 10:00 | 11:00 | |
| Vol. | 23 | 883 | 21 | 3 | 6 | 5 | 1 | 9 | 12 | 1 | 4 | 1 | 1 | 36 | |
| PM Peak | 16:00 | 15:00 | 13:00 | 15:00 | 18:00 | 12:00 | 15:00 | 16:00 | 21:00 | 21:00 | 17:00 | | 19:00 | 16:00 | |
| Vol. | 37 | 1003 | 28 | 2 | 5 | 4 | 1 | 5 | 15 | 2 | 2 | | 3 | 42 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/05/13 | 0 | 41 | 1 | 0 | 9 | 1 | 0 | 4 | 16 | 0 | 0 | 0 | 0 | 7 | 79 |
| 01:00 | 0 | 37 | 1 | 0 | 5 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 3 | 58 |
| 02:00 | 1 | 54 | 1 | 0 | 9 | 1 | 0 | 5 | 16 | 0 | 0 | 0 | 0 | 3 | 90 |
| 03:00 | 4 | 134 | 10 | 2 | 9 | 1 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 5 | 177 |
| 04:00 | 9 | 438 | 20 | 0 | 4 | 2 | 0 | 3 | 21 | 1 | 0 | 0 | 1 | 10 | 509 |
| 05:00 | 8 | 892 | 45 | 0 | 5 | 6 | 0 | 4 | 13 | 2 | 1 | 0 | 0 | 19 | 995 |
| 06:00 | 13 | 1229 | 44 | 0 | 5 | 7 | 1 | 9 | 13 | 1 | 0 | 1 | 3 | 31 | 1357 |
| 07:00 | 4 | 963 | 31 | 1 | 8 | 12 | 0 | 3 | 19 | 0 | 1 | 1 | 6 | 19 | 1068 |
| 08:00 | 2 | 690 | 40 | 0 | 5 | 12 | 0 | 5 | 20 | 1 | 0 | 0 | 3 | 20 | 798 |
| 09:00 | 7 | 661 | 22 | 0 | 8 | 14 | 1 | 6 | 20 | 0 | 0 | 1 | 2 | 20 | 762 |
| 10:00 | 7 | 640 | 28 | 0 | 14 | 6 | 0 | 4 | 23 | 0 | 0 | 0 | 2 | 29 | 753 |
| 11:00 | 4 | 668 | 30 | 1 | 8 | 10 | 1 | 7 | 21 | 1 | 1 | 1 | 3 | 35 | 791 |
| 12 PM | 7 | 703 | 23 | 1 | 8 | 11 | 1 | 9 | 21 | 1 | 2 | 1 | 0 | 19 | 807 |
| 13:00 | 14 | 695 | 23 | 0 | 6 | 17 | 0 | 4 | 10 | 0 | 0 | 2 | 3 | 26 | 800 |
| 14:00 | 15 | 790 | 32 | 0 | 5 | 6 | 0 | 10 | 16 | 1 | 0 | 1 | 2 | 34 | 912 |
| 15:00 | 7 | 518 | 22 | 1 | 6 | 4 | 0 | 4 | 6 | 0 | 1 | 0 | 2 | 218 | 789 |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 657 | 658 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 523 | 525 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 | 425 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 | 422 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 | 349 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 | 263 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 144 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 75 |
| Total | 102 | 9153 | 375 | 6 | 116 | 110 | 4 | 82 | 254 | 8 | 6 | 8 | 27 | 3355 | 13606 |
| Percent | 0.7% | 67.3% | 2.8% | 0.0% | 0.9% | 0.8% | 0.0% | 0.6% | 1.9% | 0.1% | 0.0% | 0.1% | 0.2% | 24.7% | |
| AM Peak | 06:00 | 06:00 | 05:00 | 03:00 | 10:00 | 09:00 | 06:00 | 06:00 | 10:00 | 05:00 | 05:00 | 06:00 | 07:00 | 11:00 | |
| Vol. | 13 | 1229 | 45 | 2 | 14 | 14 | 1 | 9 | 23 | 2 | 1 | 1 | 6 | 35 | |
| PM Peak | 14:00 | 14:00 | 14:00 | 12:00 | 12:00 | 13:00 | 12:00 | 14:00 | 12:00 | 12:00 | 12:00 | 13:00 | 13:00 | 16:00 | |
| Vol. | 15 | 790 | 32 | 1 | 8 | 17 | 1 | 10 | 21 | 1 | 2 | 2 | 3 | 657 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/06/13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 57 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 45 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 70 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 159 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 156 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 488 |
| Percent | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | |
| AM Peak | | | | | | | | | | | | | | 03:00 | |
| Vol. | | | | | | | | | | | | | | 159 | |
| PM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| Grand Total | 1153 | 85121 | 2899 | 71 | 909 | 614 | 31 | 694 | 1855 | 69 | 57 | 26 | 167 | 6119 | 99785 |
| Percent | 1.2% | 85.3% | 2.9% | 0.1% | 0.9% | 0.6% | 0.0% | 0.7% | 1.9% | 0.1% | 0.1% | 0.0% | 0.2% | 6.1% | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | 4 | 151 | 19 | 0 | 3 | 1 | 0 | 5 | 10 | 3 | 1 | 0 | 0 | 10 | 207 |
| 05:00 | 8 | 436 | 39 | 1 | 9 | 11 | 3 | 6 | 18 | 1 | 0 | 0 | 0 | 27 | 559 |
| 06:00 | 10 | 568 | 56 | 2 | 12 | 9 | 6 | 9 | 17 | 5 | 1 | 0 | 2 | 31 | 728 |
| 07:00 | 7 | 501 | 56 | 1 | 19 | 8 | 8 | 10 | 14 | 0 | 0 | 0 | 2 | 36 | 662 |
| 08:00 | 6 | 541 | 46 | 4 | 18 | 5 | 3 | 13 | 13 | 0 | 1 | 0 | 3 | 40 | 693 |
| 09:00 | 11 | 540 | 50 | 1 | 13 | 7 | 3 | 8 | 15 | 2 | 0 | 0 | 2 | 29 | 681 |
| 10:00 | 16 | 524 | 49 | 3 | 14 | 8 | 2 | 11 | 18 | 3 | 0 | 0 | 3 | 27 | 678 |
| 11:00 | 12 | 582 | 44 | 3 | 18 | 6 | 4 | 14 | 17 | 1 | 0 | 0 | 2 | 48 | 751 |
| 12 PM | 6 | 601 | 51 | 3 | 23 | 10 | 7 | 16 | 19 | 4 | 1 | 1 | 0 | 51 | 793 |
| 13:00 | 21 | 711 | 62 | 5 | 18 | 13 | 10 | 9 | 13 | 1 | 1 | 0 | 2 | 61 | 927 |
| 14:00 | 16 | 860 | 82 | 4 | 19 | 13 | 6 | 20 | 19 | 2 | 0 | 0 | 1 | 61 | 1103 |
| 15:00 | 26 | 1126 | 69 | 2 | 15 | 9 | 1 | 7 | 16 | 0 | 0 | 0 | 5 | 90 | 1366 |
| 16:00 | 31 | 1275 | 64 | 2 | 12 | 6 | 1 | 16 | 10 | 2 | 2 | 2 | 4 | 71 | 1498 |
| 17:00 | 22 | 872 | 53 | 1 | 9 | 5 | 1 | 9 | 14 | 2 | 0 | 1 | 3 | 48 | 1040 |
| 18:00 | 12 | 597 | 36 | 2 | 15 | 1 | 0 | 9 | 12 | 1 | 1 | 0 | 3 | 49 | 738 |
| 19:00 | 11 | 538 | 23 | 1 | 13 | 6 | 0 | 3 | 15 | 0 | 0 | 0 | 2 | 36 | 648 |
| 20:00 | 11 | 408 | 28 | 2 | 5 | 1 | 0 | 6 | 10 | 0 | 0 | 0 | 2 | 20 | 493 |
| 21:00 | 8 | 280 | 10 | 0 | 11 | 4 | 0 | 8 | 14 | 0 | 0 | 0 | 1 | 23 | 359 |
| 22:00 | 5 | 172 | 6 | 0 | 10 | 3 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 14 | 220 |
| 23:00 | 4 | 109 | 3 | 1 | 4 | 0 | 0 | 5 | 12 | 2 | 0 | 0 | 0 | 12 | 152 |
| Total | 247 | 11392 | 846 | 38 | 260 | 126 | 55 | 187 | 283 | 29 | 8 | 4 | 37 | 784 | 14296 |
| Percent | 1.7% | 79.7% | 5.9% | 0.3% | 1.8% | 0.9% | 0.4% | 1.3% | 2.0% | 0.2% | 0.1% | 0.0% | 0.3% | 5.5% | |
| AM Peak | 10:00 | 11:00 | 06:00 | 08:00 | 07:00 | 05:00 | 07:00 | 11:00 | 05:00 | 06:00 | 04:00 | | 08:00 | 11:00 | |
| Vol. | 16 | 582 | 56 | 4 | 19 | 11 | 8 | 14 | 18 | 5 | 1 | | 3 | 48 | |
| PM Peak | 16:00 | 16:00 | 14:00 | 13:00 | 12:00 | 13:00 | 13:00 | 14:00 | 12:00 | 12:00 | 16:00 | 16:00 | 15:00 | 15:00 | |
| Vol. | 31 | 1275 | 82 | 5 | 23 | 13 | 10 | 20 | 19 | 4 | 2 | 2 | 5 | 90 | |

**Jacobs Engineering**
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West Chester, PA, 19380

Site Code: Confirm Count 2
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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 3 | 61 | 5 | 0 | 5 | 1 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 11 | 99 |
| 01:00 | 3 | 50 | 1 | 0 | 6 | 2 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 8 | 80 |
| 02:00 | 1 | 25 | 1 | 0 | 2 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 7 | 44 |
| 03:00 | 3 | 69 | 5 | 0 | 11 | 1 | 0 | 2 | 11 | 0 | 1 | 0 | 1 | 10 | 114 |
| 04:00 | 3 | 135 | 15 | 1 | 7 | 6 | 0 | 7 | 12 | 0 | 0 | 0 | 2 | 17 | 205 |
| 05:00 | 10 | 442 | 45 | 2 | 13 | 9 | 1 | 6 | 18 | 2 | 2 | 1 | 0 | 35 | 586 |
| 06:00 | 10 | 565 | 52 | 6 | 23 | 11 | 5 | 6 | 12 | 1 | 0 | 0 | 0 | 44 | 735 |
| 07:00 | 14 | 537 | 46 | 3 | 16 | 14 | 5 | 11 | 7 | 1 | 0 | 1 | 6 | 46 | 707 |
| 08:00 | 11 | 534 | 51 | 3 | 14 | 6 | 2 | 8 | 17 | 2 | 2 | 0 | 4 | 44 | 698 |
| 09:00 | 8 | 506 | 51 | 2 | 14 | 7 | 8 | 8 | 17 | 1 | 0 | 0 | 5 | 37 | 664 |
| 10:00 | 7 | 575 | 59 | 1 | 16 | 7 | 8 | 13 | 20 | 0 | 0 | 0 | 0 | 51 | 757 |
| 11:00 | 16 | 562 | 67 | 1 | 14 | 12 | 3 | 9 | 16 | 1 | 2 | 0 | 2 | 48 | 753 |
| 12 PM | 13 | 580 | 54 | 1 | 11 | 11 | 6 | 4 | 14 | 2 | 3 | 0 | 4 | 42 | 745 |
| 13:00 | 10 | 669 | 49 | 2 | 16 | 11 | 4 | 13 | 28 | 0 | 0 | 0 | 3 | 41 | 846 |
| 14:00 | 17 | 842 | 87 | 4 | 18 | 10 | 5 | 10 | 22 | 0 | 1 | 0 | 4 | 87 | 1107 |
| 15:00 | 28 | 1145 | 87 | 1 | 14 | 3 | 0 | 19 | 14 | 1 | 1 | 0 | 5 | 106 | 1424 |
| 16:00 | 21 | 1273 | 82 | 1 | 10 | 10 | 0 | 9 | 14 | 1 | 0 | 2 | 6 | 80 | 1509 |
| 17:00 | 19 | 925 | 53 | 0 | 12 | 1 | 1 | 17 | 13 | 2 | 1 | 0 | 4 | 68 | 1116 |
| 18:00 | 8 | 647 | 56 | 1 | 5 | 3 | 0 | 12 | 13 | 2 | 0 | 0 | 1 | 43 | 791 |
| 19:00 | 10 | 576 | 25 | 1 | 7 | 2 | 0 | 8 | 11 | 1 | 0 | 0 | 3 | 35 | 679 |
| 20:00 | 9 | 439 | 25 | 1 | 8 | 3 | 3 | 6 | 10 | 1 | 1 | 1 | 1 | 31 | 539 |
| 21:00 | 11 | 334 | 20 | 0 | 12 | 1 | 0 | 7 | 5 | 2 | 0 | 0 | 1 | 30 | 423 |
| 22:00 | 2 | 195 | 7 | 9 | 11 | 1 | 0 | 5 | 15 | 1 | 0 | 0 | 1 | 28 | 275 |
| 23:00 | 0 | 133 | 5 | 2 | 6 | 1 | 1 | 7 | 15 | 0 | 0 | 0 | 0 | 16 | 186 |
| Total | 237 | 11819 | 948 | 42 | 271 | 133 | 52 | 196 | 326 | 21 | 14 | 5 | 53 | 965 | 15082 |
| Percent | 1.6% | 78.4% | 6.3% | 0.3% | 1.8% | 0.9% | 0.3% | 1.3% | 2.2% | 0.1% | 0.1% | 0.0% | 0.4% | 6.4% | |
| AM Peak | 11:00 | 10:00 | 11:00 | 06:00 | 06:00 | 07:00 | 09:00 | 10:00 | 10:00 | 05:00 | 05:00 | 05:00 | 07:00 | 10:00 | |
| Vol. | 16 | 575 | 67 | 6 | 23 | 14 | 8 | 13 | 20 | 2 | 2 | 1 | 6 | 51 | |
| PM Peak | 15:00 | 16:00 | 14:00 | 22:00 | 14:00 | 12:00 | 12:00 | 15:00 | 13:00 | 12:00 | 12:00 | 16:00 | 16:00 | 15:00 | |
| Vol. | 28 | 1273 | 87 | 9 | 18 | 11 | 6 | 19 | 28 | 2 | 3 | 2 | 6 | 106 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 2 | 60 | 2 | 1 | 4 | 0 | 3 | 3 | 10 | 1 | 0 | 0 | 0 | 11 | 97 |
| 01:00 | 0 | 38 | 3 | 0 | 4 | 2 | 1 | 3 | 5 | 0 | 0 | 0 | 1 | 6 | 63 |
| 02:00 | 0 | 35 | 3 | 0 | 2 | 1 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 8 | 64 |
| 03:00 | 2 | 76 | 9 | 1 | 2 | 0 | 0 | 1 | 9 | 0 | 2 | 0 | 0 | 6 | 108 |
| 04:00 | 1 | 139 | 13 | 1 | 8 | 4 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 9 | 186 |
| 05:00 | 4 | 383 | 40 | 1 | 7 | 3 | 3 | 9 | 13 | 1 | 0 | 0 | 0 | 25 | 489 |
| 06:00 | 5 | 533 | 55 | 2 | 9 | 4 | 4 | 9 | 11 | 0 | 1 | 0 | 0 | 37 | 670 |
| 07:00 | 4 | 445 | 46 | 1 | 14 | 9 | 1 | 13 | 11 | 0 | 0 | 0 | 2 | 25 | 571 |
| 08:00 | 6 | 458 | 43 | 1 | 14 | 2 | 3 | 16 | 8 | 0 | 0 | 0 | 5 | 27 | 583 |
| 09:00 | 9 | 513 | 46 | 0 | 13 | 10 | 2 | 9 | 11 | 1 | 0 | 0 | 1 | 35 | 650 |
| 10:00 | 6 | 600 | 48 | 4 | 12 | 5 | 4 | 13 | 6 | 2 | 0 | 1 | 1 | 38 | 740 |
| 11:00 | 7 | 548 | 42 | 5 | 11 | 12 | 3 | 13 | 14 | 0 | 0 | 0 | 0 | 52 | 707 |
| 12 PM | 10 | 648 | 61 | 2 | 9 | 8 | 5 | 12 | 16 | 0 | 1 | 0 | 3 | 54 | 829 |
| 13:00 | 10 | 726 | 56 | 0 | 20 | 7 | 3 | 11 | 14 | 3 | 2 | 0 | 2 | 56 | 910 |
| 14:00 | 18 | 893 | 73 | 3 | 21 | 3 | 2 | 20 | 24 | 4 | 1 | 0 | 2 | 56 | 1120 |
| 15:00 | 12 | 1138 | 81 | 3 | 15 | 7 | 1 | 14 | 13 | 1 | 0 | 0 | 3 | 102 | 1390 |
| 16:00 | 12 | 1279 | 66 | 2 | 17 | 6 | 2 | 10 | 13 | 3 | 1 | 2 | 3 | 83 | 1499 |
| 17:00 | 13 | 923 | 53 | 0 | 12 | 4 | 1 | 8 | 11 | 0 | 3 | 1 | 4 | 48 | 1081 |
| 18:00 | 14 | 741 | 48 | 0 | 5 | 6 | 0 | 8 | 16 | 1 | 1 | 0 | 0 | 42 | 882 |
| 19:00 | 5 | 600 | 36 | 1 | 4 | 2 | 0 | 12 | 17 | 3 | 0 | 0 | 0 | 28 | 708 |
| 20:00 | 7 | 482 | 21 | 0 | 7 | 0 | 1 | 5 | 8 | 1 | 2 | 0 | 2 | 26 | 562 |
| 21:00 | 6 | 335 | 15 | 0 | 7 | 3 | 0 | 5 | 19 | 0 | 0 | 0 | 0 | 20 | 410 |
| 22:00 | 4 | 204 | 7 | 0 | 17 | 1 | 1 | 4 | 11 | 0 | 0 | 0 | 1 | 13 | 263 |
| 23:00 | 3 | 117 | 9 | 0 | 8 | 0 | 0 | 3 | 14 | 2 | 0 | 0 | 1 | 10 | 167 |
| Total | 160 | 11914 | 876 | 28 | 242 | 99 | 40 | 205 | 296 | 23 | 14 | 4 | 31 | 817 | 14749 |
| Percent | 1.1% | 80.8% | 5.9% | 0.2% | 1.6% | 0.7% | 0.3% | 1.4% | 2.0% | 0.2% | 0.1% | 0.0% | 0.2% | 5.5% | |
| AM Peak | 09:00 | 10:00 | 06:00 | 11:00 | 07:00 | 11:00 | 06:00 | 08:00 | 02:00 | 10:00 | 03:00 | 10:00 | 08:00 | 11:00 | |
| Vol. | 9 | 600 | 55 | 5 | 14 | 12 | 4 | 16 | 14 | 2 | 2 | 1 | 5 | 52 | |
| PM Peak | 14:00 | 16:00 | 15:00 | 14:00 | 14:00 | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 17:00 | 16:00 | 17:00 | 15:00 | |
| Vol. | 18 | 1279 | 81 | 3 | 21 | 8 | 5 | 20 | 24 | 4 | 3 | 2 | 4 | 102 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 2 | 84 | 4 | 0 | 4 | 1 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 7 | 111 |
| 01:00 | 1 | 44 | 7 | 1 | 6 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 8 | 75 |
| 02:00 | 0 | 34 | 3 | 0 | 2 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 7 | 59 |
| 03:00 | 1 | 79 | 12 | 1 | 6 | 0 | 0 | 4 | 9 | 0 | 1 | 0 | 0 | 11 | 124 |
| 04:00 | 3 | 133 | 25 | 1 | 5 | 1 | 0 | 4 | 7 | 1 | 0 | 0 | 0 | 10 | 190 |
| 05:00 | 13 | 416 | 39 | 2 | 12 | 6 | 0 | 9 | 13 | 0 | 3 | 1 | 0 | 34 | 548 |
| 06:00 | 8 | 579 | 50 | 0 | 12 | 6 | 1 | 10 | 19 | 1 | 1 | 1 | 0 | 37 | 725 |
| 07:00 | 12 | 588 | 44 | 1 | 18 | 10 | 2 | 12 | 10 | 1 | 1 | 0 | 1 | 45 | 745 |
| 08:00 | 12 | 657 | 67 | 2 | 15 | 6 | 0 | 8 | 12 | 2 | 0 | 0 | 1 | 56 | 838 |
| 09:00 | 11 | 743 | 64 | 3 | 13 | 7 | 3 | 7 | 18 | 2 | 1 | 1 | 2 | 49 | 924 |
| 10:00 | 15 | 752 | 55 | 0 | 17 | 8 | 0 | 16 | 17 | 1 | 1 | 0 | 2 | 72 | 956 |
| 11:00 | 24 | 800 | 53 | 1 | 17 | 9 | 1 | 11 | 14 | 2 | 1 | 0 | 0 | 67 | 1000 |
| 12 PM | 22 | 859 | 67 | 2 | 12 | 3 | 3 | 13 | 16 | 1 | 1 | 0 | 1 | 57 | 1057 |
| 13:00 | 19 | 935 | 68 | 4 | 18 | 9 | 3 | 9 | 20 | 3 | 3 | 0 | 3 | 71 | 1165 |
| 14:00 | 11 | 766 | 63 | 1 | 21 | 3 | 1 | 10 | 19 | 1 | 0 | 1 | 1 | 45 | 943 |
| 15:00 | 25 | 1084 | 59 | 2 | 14 | 4 | 2 | 13 | 8 | 5 | 0 | 1 | 2 | 67 | 1286 |
| 16:00 | 15 | 1307 | 73 | 2 | 14 | 4 | 1 | 16 | 14 | 1 | 0 | 0 | 1 | 98 | 1546 |
| 17:00 | 23 | 1146 | 52 | 1 | 14 | 6 | 0 | 10 | 22 | 3 | 1 | 0 | 4 | 81 | 1363 |
| 18:00 | 18 | 906 | 49 | 2 | 10 | 4 | 1 | 11 | 14 | 1 | 0 | 1 | 2 | 50 | 1069 |
| 19:00 | 10 | 682 | 32 | 2 | 11 | 3 | 0 | 10 | 13 | 1 | 0 | 0 | 3 | 39 | 806 |
| 20:00 | 6 | 545 | 29 | 0 | 7 | 3 | 0 | 9 | 14 | 2 | 0 | 1 | 2 | 23 | 641 |
| 21:00 | 5 | 460 | 21 | 0 | 10 | 2 | 0 | 8 | 13 | 0 | 0 | 0 | 1 | 33 | 553 |
| 22:00 | 7 | 271 | 16 | 0 | 8 | 2 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 14 | 330 |
| 23:00 | 6 | 191 | 9 | 1 | 5 | 1 | 0 | 3 | 9 | 1 | 0 | 0 | 0 | 7 | 233 |
| Total | 269 | 14061 | 961 | 29 | 271 | 98 | 18 | 206 | 309 | 30 | 14 | 7 | 26 | 988 | 17287 |
| Percent | 1.6% | 81.3% | 5.6% | 0.2% | 1.6% | 0.6% | 0.1% | 1.2% | 1.8% | 0.2% | 0.1% | 0.0% | 0.2% | 5.7% | |
| AM Peak | 11:00 | 11:00 | 08:00 | 09:00 | 07:00 | 07:00 | 09:00 | 10:00 | 06:00 | 08:00 | 05:00 | 05:00 | 09:00 | 10:00 | |
| Vol. | 24 | 800 | 67 | 3 | 18 | 10 | 3 | 16 | 19 | 2 | 3 | 1 | 2 | 72 | |
| PM Peak | 15:00 | 16:00 | 16:00 | 13:00 | 14:00 | 13:00 | 12:00 | 16:00 | 17:00 | 15:00 | 13:00 | 14:00 | 17:00 | 16:00 | |
| Vol. | 25 | 1307 | 73 | 4 | 21 | 9 | 3 | 16 | 22 | 5 | 3 | 1 | 4 | 98 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/03/13 | 2 | 121 | 3 | 0 | 5 | 1 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 10 | 153 |
| 01:00 | 1 | 84 | 9 | 1 | 3 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 6 | 112 |
| 02:00 | 1 | 73 | 7 | 0 | 1 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 6 | 97 |
| 03:00 | 0 | 73 | 8 | 0 | 3 | 1 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 11 | 111 |
| 04:00 | 1 | 113 | 10 | 1 | 5 | 1 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 4 | 146 |
| 05:00 | 7 | 324 | 38 | 1 | 5 | 3 | 0 | 3 | 8 | 1 | 1 | 0 | 0 | 11 | 402 |
| 06:00 | 7 | 462 | 43 | 0 | 7 | 2 | 0 | 4 | 7 | 1 | 0 | 0 | 2 | 17 | 552 |
| 07:00 | 20 | 613 | 49 | 0 | 3 | 1 | 1 | 10 | 7 | 3 | 0 | 0 | 2 | 29 | 738 |
| 08:00 | 15 | 719 | 47 | 1 | 9 | 4 | 2 | 8 | 10 | 0 | 1 | 0 | 2 | 39 | 857 |
| 09:00 | 12 | 809 | 51 | 1 | 8 | 6 | 1 | 10 | 9 | 0 | 2 | 0 | 1 | 45 | 955 |
| 10:00 | 11 | 880 | 63 | 0 | 13 | 7 | 2 | 11 | 11 | 0 | 2 | 0 | 2 | 64 | 1066 |
| 11:00 | 15 | 942 | 73 | 0 | 13 | 9 | 2 | 10 | 11 | 0 | 1 | 0 | 0 | 61 | 1137 |
| 12 PM | 20 | 867 | 49 | 1 | 11 | 4 | 1 | 7 | 9 | 4 | 1 | 0 | 2 | 48 | 1024 |
| 13:00 | 18 | 843 | 47 | 1 | 14 | 4 | 0 | 6 | 6 | 0 | 1 | 1 | 1 | 39 | 981 |
| 14:00 | 14 | 793 | 43 | 1 | 6 | 2 | 1 | 12 | 7 | 2 | 2 | 1 | 0 | 29 | 913 |
| 15:00 | 6 | 788 | 44 | 0 | 7 | 3 | 0 | 4 | 13 | 0 | 0 | 0 | 2 | 32 | 899 |
| 16:00 | 4 | 725 | 31 | 0 | 7 | 4 | 0 | 4 | 5 | 0 | 0 | 0 | 1 | 31 | 812 |
| 17:00 | 2 | 653 | 42 | 0 | 7 | 6 | 0 | 6 | 5 | 2 | 0 | 0 | 1 | 32 | 756 |
| 18:00 | 9 | 580 | 32 | 1 | 1 | 1 | 1 | 4 | 7 | 3 | 0 | 0 | 0 | 27 | 666 |
| 19:00 | 1 | 523 | 30 | 1 | 3 | 4 | 0 | 4 | 9 | 0 | 1 | 0 | 1 | 21 | 598 |
| 20:00 | 4 | 423 | 20 | 3 | 3 | 5 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 24 | 496 |
| 21:00 | 6 | 405 | 15 | 1 | 4 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 450 |
| 22:00 | 4 | 272 | 13 | 0 | 1 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 14 | 312 |
| 23:00 | 3 | 192 | 11 | 0 | 6 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 9 | 229 |
| Total | 183 | 12277 | 778 | 14 | 145 | 72 | 11 | 141 | 170 | 18 | 12 | 2 | 17 | 622 | 14462 |
| Percent | 1.3% | 84.9% | 5.4% | 0.1% | 1.0% | 0.5% | 0.1% | 1.0% | 1.2% | 0.1% | 0.1% | 0.0% | 0.1% | 4.3% | |
| AM Peak | 07:00 | 11:00 | 11:00 | 01:00 | 10:00 | 11:00 | 08:00 | 10:00 | 10:00 | 07:00 | 09:00 | | 06:00 | 10:00 | |
| Vol. | 20 | 942 | 73 | 1 | 13 | 9 | 2 | 11 | 11 | 3 | 2 | | 2 | 64 | |
| PM Peak | 12:00 | 12:00 | 12:00 | 20:00 | 13:00 | 17:00 | 12:00 | 14:00 | 15:00 | 12:00 | 14:00 | 13:00 | 12:00 | 12:00 | |
| Vol. | 20 | 867 | 49 | 3 | 14 | 6 | 1 | 12 | 13 | 4 | 2 | 1 | 2 | 48 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/04/13 | 1 | 123 | 5 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 136 |
| 01:00 | 0 | 80 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 87 |
| 02:00 | 2 | 49 | 6 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 2 | 68 |
| 03:00 | 2 | 47 | 6 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 65 |
| 04:00 | 2 | 81 | 5 | 0 | 2 | 1 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 4 | 104 |
| 05:00 | 2 | 195 | 17 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 | 225 |
| 06:00 | 3 | 238 | 19 | 1 | 5 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 8 | 281 |
| 07:00 | 6 | 338 | 21 | 0 | 9 | 1 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 23 | 408 |
| 08:00 | 23 | 502 | 30 | 0 | 5 | 5 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 30 | 607 |
| 09:00 | 22 | 682 | 50 | 1 | 5 | 2 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 32 | 804 |
| 10:00 | 27 | 708 | 25 | 0 | 6 | 3 | 0 | 5 | 5 | 0 | 2 | 0 | 1 | 29 | 811 |
| 11:00 | 20 | 757 | 43 | 0 | 4 | 4 | 0 | 12 | 6 | 1 | 0 | 1 | 2 | 52 | 902 |
| 12 PM | 30 | 773 | 40 | 2 | 2 | 3 | 0 | 8 | 9 | 0 | 0 | 0 | 2 | 44 | 913 |
| 13:00 | 24 | 728 | 44 | 2 | 9 | 7 | 1 | 6 | 4 | 1 | 3 | 0 | 1 | 46 | 876 |
| 14:00 | 34 | 771 | 40 | 2 | 10 | 2 | 0 | 5 | 7 | 0 | 1 | 0 | 0 | 42 | 914 |
| 15:00 | 23 | 711 | 30 | 1 | 2 | 5 | 0 | 7 | 4 | 0 | 0 | 0 | 1 | 45 | 829 |
| 16:00 | 24 | 644 | 32 | 0 | 6 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 1 | 28 | 745 |
| 17:00 | 17 | 577 | 29 | 1 | 2 | 2 | 0 | 5 | 9 | 0 | 1 | 0 | 0 | 25 | 668 |
| 18:00 | 21 | 520 | 29 | 0 | 1 | 1 | 0 | 4 | 10 | 1 | 1 | 0 | 0 | 22 | 610 |
| 19:00 | 9 | 520 | 21 | 2 | 2 | 4 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 23 | 590 |
| 20:00 | 9 | 335 | 19 | 1 | 6 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 14 | 392 |
| 21:00 | 6 | 254 | 18 | 0 | 2 | 1 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 16 | 306 |
| 22:00 | 8 | 165 | 9 | 1 | 7 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 10 | 208 |
| 23:00 | 1 | 118 | 4 | 1 | 4 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 7 | 143 |
| Total | 316 | 9916 | 546 | 15 | 94 | 47 | 3 | 90 | 120 | 7 | 11 | 1 | 9 | 517 | 11692 |
| Percent | 2.7% | 84.8% | 4.7% | 0.1% | 0.8% | 0.4% | 0.0% | 0.8% | 1.0% | 0.1% | 0.1% | 0.0% | 0.1% | 4.4% | |
| AM Peak | 10:00 | 11:00 | 09:00 | 06:00 | 07:00 | 08:00 | 09:00 | 11:00 | 07:00 | 04:00 | 10:00 | 11:00 | 11:00 | 11:00 | |
| Vol. | 27 | 757 | 50 | 1 | 9 | 5 | 1 | 12 | 7 | 1 | 2 | 1 | 2 | 52 | |
| PM Peak | 14:00 | 12:00 | 13:00 | 12:00 | 14:00 | 13:00 | 13:00 | 12:00 | 18:00 | 13:00 | 13:00 | | 12:00 | 13:00 | |
| Vol. | 34 | 773 | 44 | 2 | 10 | 7 | 1 | 8 | 10 | 1 | 3 | | 2 | 46 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/05/13 | 1 | 66 | 4 | 0 | 3 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 4 | 87 |
| 01:00 | 0 | 40 | 2 | 0 | 2 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 3 | 55 |
| 02:00 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 3 | 44 |
| 03:00 | 1 | 75 | 4 | 0 | 1 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 4 | 93 |
| 04:00 | 2 | 160 | 23 | 1 | 7 | 2 | 0 | 2 | 10 | 1 | 1 | 0 | 0 | 12 | 221 |
| 05:00 | 7 | 455 | 46 | 1 | 12 | 1 | 2 | 3 | 9 | 0 | 0 | 0 | 0 | 26 | 562 |
| 06:00 | 7 | 563 | 61 | 0 | 13 | 4 | 2 | 8 | 11 | 4 | 2 | 0 | 1 | 36 | 712 |
| 07:00 | 10 | 500 | 53 | 1 | 13 | 7 | 8 | 9 | 9 | 1 | 1 | 0 | 0 | 52 | 664 |
| 08:00 | 17 | 557 | 52 | 3 | 7 | 3 | 4 | 6 | 13 | 1 | 0 | 0 | 2 | 33 | 698 |
| 09:00 | 9 | 580 | 53 | 3 | 12 | 8 | 6 | 8 | 10 | 1 | 0 | 0 | 1 | 30 | 721 |
| 10:00 | 9 | 666 | 51 | 2 | 7 | 6 | 3 | 8 | 18 | 1 | 0 | 0 | 1 | 26 | 798 |
| 11:00 | 16 | 616 | 64 | 1 | 18 | 4 | 11 | 11 | 23 | 2 | 0 | 1 | 1 | 49 | 817 |
| 12 PM | 21 | 556 | 35 | 2 | 13 | 8 | 10 | 13 | 14 | 1 | 2 | 0 | 0 | 52 | 727 |
| 13:00 | 21 | 654 | 60 | 2 | 10 | 9 | 5 | 8 | 15 | 4 | 0 | 0 | 4 | 38 | 830 |
| 14:00 | 19 | 875 | 79 | 2 | 16 | 8 | 6 | 7 | 14 | 2 | 1 | 0 | 2 | 62 | 1093 |
| 15:00 | 24 | 1112 | 79 | 2 | 11 | 8 | 3 | 11 | 15 | 1 | 0 | 2 | 4 | 82 | 1354 |
| 16:00 | 22 | 1284 | 84 | 0 | 15 | 5 | 3 | 15 | 15 | 2 | 3 | 0 | 3 | 80 | 1531 |
| 17:00 | 13 | 872 | 66 | 0 | 18 | 4 | 0 | 5 | 19 | 1 | 0 | 0 | 3 | 58 | 1059 |
| 18:00 | 14 | 562 | 36 | 0 | 6 | 3 | 0 | 7 | 13 | 0 | 1 | 0 | 1 | 40 | 683 |
| 19:00 | 11 | 432 | 26 | 2 | 9 | 4 | 0 | 4 | 7 | 3 | 0 | 0 | 1 | 34 | 533 |
| 20:00 | 4 | 371 | 23 | 0 | 14 | 3 | 0 | 6 | 13 | 0 | 0 | 0 | 3 | 45 | 482 |
| 21:00 | 6 | 275 | 8 | 2 | 5 | 1 | 0 | 8 | 11 | 2 | 0 | 0 | 2 | 24 | 344 |
| 22:00 | 8 | 156 | 8 | 0 | 8 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 14 | 207 |
| 23:00 | 2 | 81 | 4 | 1 | 10 | 3 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 6 | 120 |
| Total | 244 | 11540 | 924 | 25 | 230 | 93 | 63 | 155 | 278 | 27 | 11 | 3 | 29 | 813 | 14435 |
| Percent | 1.7% | 79.9% | 6.4% | 0.2% | 1.6% | 0.6% | 0.4% | 1.1% | 1.9% | 0.2% | 0.1% | 0.0% | 0.2% | 5.6% | |
| AM Peak | 08:00 | 10:00 | 11:00 | 08:00 | 11:00 | 09:00 | 11:00 | 11:00 | 11:00 | 06:00 | 06:00 | 11:00 | 08:00 | 07:00 | |
| Vol. | 17 | 666 | 64 | 3 | 18 | 8 | 11 | 11 | 23 | 4 | 2 | 1 | 2 | 52 | |
| PM Peak | 15:00 | 16:00 | 16:00 | 12:00 | 17:00 | 13:00 | 12:00 | 16:00 | 17:00 | 13:00 | 16:00 | 15:00 | 13:00 | 15:00 | |
| Vol. | 24 | 1284 | 84 | 2 | 18 | 9 | 10 | 15 | 19 | 4 | 3 | 2 | 4 | 82 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: Confirm Count 2
US 301 just North of Bethel Church Rd

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/06/13 | 2 | 46 | 5 | 0 | 3 | 0 | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 7 | 75 |
| 01:00 | 1 | 33 | 0 | 0 | 5 | 2 | 0 | 1 | 15 | 1 | 0 | 0 | 0 | 6 | 64 |
| 02:00 | 1 | 32 | 5 | 0 | 3 | 0 | 0 | 3 | 12 | 0 | 0 | 0 | 0 | 3 | 59 |
| 03:00 | 1 | 54 | 9 | 0 | 8 | 0 | 1 | 5 | 14 | 0 | 0 | 0 | 0 | 11 | 103 |
| 04:00 | 4 | 65 | 15 | 1 | 2 | 3 | 0 | 2 | 8 | 1 | 2 | 0 | 0 | 16 | 119 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 9 | 230 | 34 | 1 | 21 | 5 | 1 | 12 | 59 | 3 | 2 | 0 | 0 | 64 | 441 |
| Percent | 2.0% | 52.2% | 7.7% | 0.2% | 4.8% | 1.1% | 0.2% | 2.7% | 13.4% | 0.7% | 0.5% | 0.0% | 0.0% | 14.5% | |
| AM Peak | 04:00 | 04:00 | 04:00 | 04:00 | 03:00 | 04:00 | 03:00 | 03:00 | 01:00 | 00:00 | 04:00 | | | 05:00 | |
| Vol. | 4 | 65 | 15 | 1 | 8 | 3 | 1 | 5 | 15 | 1 | 2 | | | 21 | |
| PM Peak Vol. | | | | | | | | | | | | | | | |
| Grand Total | 1665 | 83149 | 5913 | 192 | 1534 | 673 | 243 | 1192 | 1841 | 158 | 86 | 26 | 202 | 5570 | 102444 |
| Percent | 1.6% | 81.2% | 5.8% | 0.2% | 1.5% | 0.7% | 0.2% | 1.2% | 1.8% | 0.2% | 0.1% | 0.0% | 0.2% | 5.4% | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/29/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | 5 | 317 | 76 | 8 | 19 | 4 | 4 | 28 | 21 | 6 | 1 | 2 | 8 | 14 | 513 |
| 14:00 | 9 | 334 | 93 | 6 | 31 | 10 | 2 | 18 | 37 | 11 | 3 | 1 | 6 | 26 | 587 |
| 15:00 | 6 | 359 | 138 | 8 | 38 | 5 | 3 | 28 | 30 | 7 | 2 | 1 | 15 | 31 | 671 |
| 16:00 | 8 | 381 | 110 | 4 | 30 | 4 | 0 | 22 | 33 | 10 | 4 | 3 | 9 | 27 | 645 |
| 17:00 | 7 | 395 | 121 | 4 | 33 | 2 | 3 | 17 | 25 | 8 | 0 | 5 | 13 | 30 | 663 |
| 18:00 | 10 | 332 | 89 | 7 | 17 | 1 | 0 | 29 | 34 | 10 | 1 | 2 | 13 | 26 | 571 |
| 19:00 | 5 | 297 | 69 | 3 | 16 | 1 | 1 | 17 | 28 | 7 | 0 | 2 | 9 | 16 | 471 |
| 20:00 | 6 | 202 | 50 | 5 | 11 | 0 | 3 | 9 | 40 | 3 | 1 | 0 | 5 | 7 | 342 |
| 21:00 | 6 | 174 | 41 | 7 | 9 | 0 | 0 | 12 | 32 | 8 | 5 | 2 | 5 | 12 | 313 |
| 22:00 | 4 | 116 | 26 | 4 | 12 | 1 | 1 | 2 | 41 | 1 | 0 | 2 | 2 | 6 | 218 |
| 23:00 | 1 | 72 | 11 | 5 | 2 | 0 | 0 | 5 | 43 | 4 | 0 | 2 | 3 | 1 | 149 |
| Total | 67 | 2979 | 824 | 61 | 218 | 28 | 17 | 187 | 364 | 75 | 17 | 22 | 88 | 196 | 5143 |
| Percent | 1.3% | 57.9% | 16.0% | 1.2% | 4.2% | 0.5% | 0.3% | 3.6% | 7.1% | 1.5% | 0.3% | 0.4% | 1.7% | 3.8% | |
| AM Peak Vol. | | | | | | | | | | | | | | | |
| PM Peak | 18:00 | 17:00 | 15:00 | 13:00 | 15:00 | 14:00 | 13:00 | 18:00 | 23:00 | 14:00 | 21:00 | 17:00 | 15:00 | 15:00 | |
| Vol. | 10 | 395 | 138 | 8 | 38 | 10 | 4 | 29 | 43 | 11 | 5 | 5 | 15 | 31 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | 0 | 34 | 12 | 8 | 0 | 1 | 0 | 2 | 31 | 0 | 0 | 0 | 0 | 1 | 89 |
| 01:00 | 4 | 22 | 4 | 7 | 3 | 2 | 0 | 4 | 33 | 0 | 0 | 0 | 0 | 0 | 79 |
| 02:00 | 0 | 14 | 6 | 9 | 4 | 0 | 0 | 2 | 23 | 0 | 1 | 0 | 0 | 0 | 59 |
| 03:00 | 0 | 26 | 5 | 7 | 3 | 0 | 0 | 1 | 23 | 2 | 0 | 0 | 0 | 1 | 68 |
| 04:00 | 1 | 46 | 13 | 3 | 4 | 2 | 1 | 9 | 27 | 1 | 4 | 1 | 0 | 0 | 112 |
| 05:00 | 2 | 69 | 24 | 2 | 11 | 3 | 1 | 7 | 30 | 4 | 0 | 1 | 3 | 5 | 162 |
| 06:00 | 8 | 123 | 50 | 4 | 22 | 3 | 0 | 6 | 20 | 5 | 2 | 2 | 4 | 4 | 253 |
| 07:00 | 1 | 165 | 70 | 6 | 14 | 1 | 3 | 13 | 21 | 4 | 2 | 1 | 4 | 14 | 319 |
| 08:00 | 7 | 181 | 92 | 9 | 32 | 2 | 3 | 10 | 21 | 2 | 0 | 2 | 6 | 14 | 381 |
| 09:00 | 10 | 207 | 63 | 3 | 27 | 3 | 4 | 20 | 25 | 8 | 1 | 1 | 8 | 20 | 400 |
| 10:00 | 6 | 228 | 90 | 9 | 18 | 1 | 1 | 15 | 21 | 2 | 2 | 1 | 14 | 17 | 425 |
| 11:00 | 4 | 262 | 91 | 7 | 20 | 2 | 2 | 16 | 29 | 7 | 1 | 2 | 10 | 16 | 469 |
| 12 PM | 8 | 272 | 89 | 5 | 19 | 4 | 1 | 29 | 24 | 9 | 1 | 3 | 7 | 17 | 488 |
| 13:00 | 4 | 279 | 88 | 5 | 31 | 8 | 3 | 24 | 39 | 5 | 1 | 0 | 6 | 19 | 512 |
| 14:00 | 12 | 322 | 93 | 5 | 29 | 5 | 5 | 21 | 28 | 9 | 1 | 2 | 10 | 30 | 572 |
| 15:00 | 12 | 314 | 129 | 3 | 19 | 6 | 6 | 31 | 29 | 8 | 1 | 0 | 12 | 22 | 592 |
| 16:00 | 13 | 343 | 129 | 6 | 23 | 4 | 1 | 26 | 29 | 11 | 2 | 1 | 20 | 30 | 638 |
| 17:00 | 8 | 374 | 103 | 6 | 22 | 3 | 0 | 15 | 20 | 10 | 4 | 1 | 17 | 38 | 621 |
| 18:00 | 11 | 360 | 98 | 6 | 9 | 0 | 2 | 17 | 39 | 6 | 1 | 2 | 9 | 25 | 585 |
| 19:00 | 10 | 266 | 75 | 3 | 16 | 3 | 1 | 12 | 33 | 4 | 0 | 1 | 6 | 16 | 446 |
| 20:00 | 2 | 233 | 56 | 4 | 11 | 1 | 1 | 13 | 28 | 5 | 0 | 0 | 12 | 10 | 376 |
| 21:00 | 4 | 192 | 40 | 6 | 12 | 0 | 2 | 8 | 34 | 2 | 5 | 2 | 4 | 6 | 317 |
| 22:00 | 6 | 120 | 30 | 1 | 4 | 0 | 2 | 4 | 28 | 1 | 0 | 1 | 3 | 6 | 206 |
| 23:00 | 2 | 64 | 11 | 8 | 4 | 0 | 0 | 3 | 23 | 4 | 0 | 0 | 2 | 1 | 122 |
| Total | 135 | 4516 | 1461 | 132 | 357 | 54 | 39 | 308 | 658 | 109 | 29 | 24 | 157 | 312 | 8291 |
| Percent | 1.6% | 54.5% | 17.6% | 1.6% | 4.3% | 0.7% | 0.5% | 3.7% | 7.9% | 1.3% | 0.3% | 0.3% | 1.9% | 3.8% | |
| AM Peak | 09:00 | 11:00 | 08:00 | 02:00 | 08:00 | 05:00 | 09:00 | 09:00 | 01:00 | 09:00 | 04:00 | 06:00 | 10:00 | 09:00 | |
| Vol. | 10 | 262 | 92 | 9 | 32 | 3 | 4 | 20 | 33 | 8 | 4 | 2 | 14 | 20 | |
| PM Peak | 16:00 | 17:00 | 15:00 | 23:00 | 13:00 | 13:00 | 15:00 | 15:00 | 13:00 | 16:00 | 21:00 | 12:00 | 16:00 | 17:00 | |
| Vol. | 13 | 374 | 129 | 8 | 31 | 8 | 6 | 31 | 39 | 11 | 5 | 3 | 20 | 38 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 3 | 40 | 9 | 3 | 1 | 0 | 0 | 4 | 24 | 2 | 0 | 0 | 1 | 1 | 88 |
| 01:00 | 2 | 32 | 4 | 7 | 2 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 2 | 0 | 73 |
| 02:00 | 1 | 19 | 4 | 10 | 3 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 1 | 61 |
| 03:00 | 0 | 20 | 3 | 7 | 2 | 0 | 0 | 2 | 19 | 0 | 1 | 0 | 0 | 1 | 55 |
| 04:00 | 1 | 39 | 16 | 4 | 4 | 1 | 0 | 4 | 25 | 1 | 3 | 0 | 0 | 2 | 100 |
| 05:00 | 3 | 66 | 28 | 0 | 10 | 1 | 0 | 5 | 22 | 2 | 2 | 2 | 9 | 5 | 155 |
| 06:00 | 6 | 128 | 47 | 3 | 19 | 1 | 1 | 7 | 24 | 4 | 2 | 1 | 8 | 8 | 259 |
| 07:00 | 2 | 164 | 56 | 8 | 27 | 0 | 2 | 15 | 21 | 2 | 1 | 2 | 6 | 11 | 317 |
| 08:00 | 4 | 195 | 88 | 7 | 22 | 1 | 6 | 19 | 17 | 4 | 2 | 2 | 6 | 15 | 388 |
| 09:00 | 1 | 220 | 86 | 4 | 27 | 3 | 2 | 22 | 21 | 5 | 2 | 0 | 5 | 14 | 412 |
| 10:00 | 4 | 253 | 95 | 8 | 25 | 1 | 5 | 21 | 23 | 7 | 1 | 0 | 6 | 22 | 471 |
| 11:00 | 5 | 221 | 84 | 11 | 21 | 4 | 1 | 18 | 30 | 8 | 0 | 2 | 11 | 30 | 446 |
| 12 PM | 3 | 293 | 106 | 7 | 25 | 3 | 3 | 24 | 30 | 11 | 0 | 1 | 9 | 21 | 536 |
| 13:00 | 11 | 295 | 102 | 7 | 26 | 5 | 5 | 21 | 18 | 7 | 3 | 2 | 7 | 28 | 537 |
| 14:00 | 5 | 290 | 101 | 11 | 22 | 5 | 1 | 20 | 33 | 7 | 1 | 2 | 13 | 25 | 536 |
| 15:00 | 6 | 337 | 94 | 7 | 24 | 3 | 7 | 20 | 45 | 15 | 0 | 1 | 15 | 28 | 602 |
| 16:00 | 7 | 393 | 99 | 3 | 22 | 5 | 4 | 35 | 34 | 16 | 2 | 5 | 10 | 34 | 669 |
| 17:00 | 10 | 381 | 110 | 5 | 29 | 8 | 5 | 17 | 31 | 9 | 0 | 3 | 10 | 26 | 644 |
| 18:00 | 7 | 355 | 99 | 4 | 21 | 6 | 2 | 15 | 30 | 8 | 0 | 1 | 10 | 30 | 588 |
| 19:00 | 8 | 268 | 65 | 2 | 14 | 2 | 1 | 17 | 41 | 8 | 1 | 1 | 3 | 18 | 449 |
| 20:00 | 5 | 233 | 46 | 3 | 9 | 0 | 1 | 12 | 26 | 1 | 3 | 1 | 9 | 17 | 366 |
| 21:00 | 6 | 217 | 32 | 5 | 7 | 0 | 2 | 13 | 40 | 2 | 3 | 2 | 6 | 5 | 340 |
| 22:00 | 4 | 135 | 35 | 2 | 5 | 2 | 1 | 4 | 25 | 1 | 0 | 0 | 2 | 6 | 222 |
| 23:00 | 0 | 70 | 19 | 5 | 5 | 1 | 0 | 2 | 32 | 2 | 0 | 0 | 1 | 1 | 138 |
| Total | 104 | 4664 | 1428 | 133 | 372 | 52 | 49 | 319 | 656 | 122 | 27 | 28 | 149 | 349 | 8452 |
| Percent | 1.2% | 55.2% | 16.9% | 1.6% | 4.4% | 0.6% | 0.6% | 3.8% | 7.8% | 1.4% | 0.3% | 0.3% | 1.8% | 4.1% | |
| AM Peak | 06:00 | 10:00 | 10:00 | 11:00 | 07:00 | 11:00 | 08:00 | 09:00 | 11:00 | 11:00 | 04:00 | 05:00 | 11:00 | 11:00 | |
| Vol. | 6 | 253 | 95 | 11 | 27 | 4 | 6 | 22 | 30 | 8 | 3 | 2 | 11 | 30 | |
| PM Peak | 13:00 | 16:00 | 17:00 | 14:00 | 17:00 | 17:00 | 15:00 | 16:00 | 15:00 | 16:00 | 13:00 | 16:00 | 15:00 | 16:00 | |
| Vol. | 11 | 393 | 110 | 11 | 29 | 8 | 7 | 35 | 45 | 16 | 3 | 5 | 15 | 34 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 3 | 64 | 6 | 5 | 2 | 1 | 1 | 2 | 39 | 1 | 0 | 0 | 0 | 1 | 125 |
| 01:00 | 1 | 37 | 2 | 6 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 1 | 1 | 0 | 77 |
| 02:00 | 3 | 18 | 2 | 13 | 4 | 0 | 0 | 3 | 20 | 1 | 0 | 0 | 3 | 3 | 70 |
| 03:00 | 1 | 23 | 5 | 8 | 3 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 1 | 63 |
| 04:00 | 1 | 36 | 19 | 6 | 6 | 1 | 0 | 4 | 20 | 1 | 3 | 0 | 1 | 1 | 99 |
| 05:00 | 3 | 66 | 16 | 2 | 9 | 7 | 0 | 4 | 22 | 2 | 2 | 0 | 1 | 0 | 134 |
| 06:00 | 1 | 130 | 47 | 6 | 19 | 5 | 0 | 3 | 26 | 1 | 0 | 0 | 3 | 6 | 247 |
| 07:00 | 0 | 181 | 68 | 5 | 18 | 3 | 2 | 10 | 11 | 1 | 1 | 1 | 2 | 15 | 318 |
| 08:00 | 3 | 167 | 67 | 11 | 18 | 1 | 2 | 13 | 15 | 3 | 0 | 1 | 2 | 12 | 315 |
| 09:00 | 2 | 189 | 95 | 5 | 27 | 1 | 0 | 14 | 23 | 5 | 1 | 3 | 1 | 13 | 379 |
| 10:00 | 6 | 214 | 90 | 6 | 22 | 4 | 2 | 30 | 19 | 4 | 0 | 3 | 6 | 24 | 430 |
| 11:00 | 1 | 264 | 82 | 3 | 17 | 7 | 2 | 21 | 29 | 2 | 0 | 2 | 10 | 23 | 463 |
| 12 PM | 3 | 248 | 95 | 12 | 18 | 8 | 1 | 18 | 19 | 3 | 0 | 1 | 8 | 17 | 451 |
| 13:00 | 10 | 344 | 106 | 5 | 29 | 4 | 8 | 28 | 31 | 8 | 0 | 1 | 11 | 22 | 607 |
| 14:00 | 6 | 317 | 99 | 9 | 30 | 1 | 2 | 30 | 32 | 7 | 3 | 4 | 12 | 39 | 591 |
| 15:00 | 6 | 395 | 129 | 3 | 27 | 4 | 1 | 29 | 19 | 13 | 1 | 0 | 10 | 44 | 681 |
| 16:00 | 5 | 417 | 114 | 3 | 24 | 4 | 4 | 35 | 25 | 10 | 0 | 5 | 6 | 46 | 698 |
| 17:00 | 9 | 412 | 108 | 4 | 25 | 3 | 1 | 32 | 30 | 12 | 5 | 5 | 12 | 48 | 706 |
| 18:00 | 3 | 395 | 104 | 3 | 19 | 4 | 6 | 32 | 30 | 5 | 2 | 3 | 9 | 26 | 641 |
| 19:00 | 9 | 328 | 80 | 4 | 19 | 3 | 5 | 14 | 38 | 8 | 1 | 1 | 11 | 17 | 538 |
| 20:00 | 4 | 274 | 72 | 3 | 17 | 0 | 1 | 12 | 25 | 5 | 3 | 0 | 10 | 23 | 449 |
| 21:00 | 3 | 206 | 48 | 8 | 9 | 1 | 2 | 10 | 31 | 3 | 3 | 1 | 8 | 11 | 344 |
| 22:00 | 2 | 150 | 29 | 6 | 9 | 0 | 0 | 8 | 25 | 3 | 0 | 0 | 3 | 9 | 244 |
| 23:00 | 3 | 79 | 15 | 3 | 3 | 0 | 0 | 4 | 26 | 4 | 0 | 0 | 1 | 1 | 139 |
| Total | 88 | 4954 | 1498 | 139 | 375 | 62 | 40 | 356 | 603 | 103 | 25 | 32 | 132 | 402 | 8809 |
| Percent | 1.0% | 56.2% | 17.0% | 1.6% | 4.3% | 0.7% | 0.5% | 4.0% | 6.8% | 1.2% | 0.3% | 0.4% | 1.5% | 4.6% | |
| AM Peak | 10:00 | 11:00 | 09:00 | 02:00 | 09:00 | 05:00 | 07:00 | 10:00 | 00:00 | 09:00 | 04:00 | 09:00 | 11:00 | 10:00 | |
| Vol. | 6 | 264 | 95 | 13 | 27 | 7 | 2 | 30 | 39 | 5 | 3 | 3 | 10 | 24 | |
| PM Peak | 13:00 | 16:00 | 15:00 | 12:00 | 14:00 | 12:00 | 13:00 | 16:00 | 19:00 | 15:00 | 17:00 | 16:00 | 14:00 | 17:00 | |
| Vol. | 10 | 417 | 129 | 12 | 30 | 8 | 8 | 35 | 38 | 13 | 5 | 5 | 12 | 48 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 3 | 60 | 7 | 5 | 4 | 0 | 0 | 1 | 25 | 3 | 0 | 0 | 1 | 1 | 110 |
| 01:00 | 1 | 40 | 9 | 7 | 0 | 0 | 0 | 1 | 18 | 2 | 0 | 0 | 2 | 0 | 80 |
| 02:00 | 3 | 23 | 6 | 13 | 3 | 3 | 0 | 1 | 13 | 1 | 0 | 0 | 0 | 2 | 68 |
| 03:00 | 3 | 25 | 5 | 9 | 4 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 3 | 1 | 67 |
| 04:00 | 2 | 53 | 15 | 3 | 3 | 2 | 0 | 9 | 20 | 0 | 6 | 0 | 0 | 2 | 115 |
| 05:00 | 2 | 73 | 29 | 3 | 9 | 0 | 0 | 6 | 26 | 3 | 1 | 0 | 6 | 1 | 159 |
| 06:00 | 4 | 123 | 47 | 2 | 17 | 5 | 0 | 9 | 22 | 1 | 2 | 0 | 2 | 5 | 239 |
| 07:00 | 1 | 206 | 69 | 1 | 21 | 2 | 2 | 15 | 17 | 2 | 1 | 0 | 6 | 14 | 357 |
| 08:00 | 7 | 202 | 73 | 5 | 17 | 8 | 4 | 17 | 22 | 4 | 0 | 3 | 5 | 23 | 390 |
| 09:00 | 6 | 274 | 78 | 9 | 23 | 3 | 1 | 31 | 22 | 4 | 0 | 1 | 10 | 22 | 484 |
| 10:00 | 9 | 329 | 101 | 3 | 19 | 3 | 3 | 38 | 29 | 7 | 2 | 1 | 8 | 39 | 591 |
| 11:00 | 7 | 356 | 103 | 1 | 21 | 2 | 4 | 33 | 15 | 7 | 1 | 3 | 13 | 41 | 607 |
| 12 PM | 7 | 355 | 116 | 6 | 19 | 3 | 6 | 36 | 34 | 12 | 3 | 3 | 13 | 39 | 652 |
| 13:00 | 9 | 383 | 101 | 3 | 27 | 9 | 8 | 34 | 28 | 11 | 1 | 7 | 19 | 48 | 688 |
| 14:00 | 7 | 398 | 117 | 4 | 25 | 4 | 7 | 38 | 28 | 13 | 1 | 2 | 17 | 55 | 716 |
| 15:00 | 7 | 413 | 116 | 1 | 18 | 6 | 5 | 37 | 35 | 15 | 1 | 7 | 12 | 53 | 726 |
| 16:00 | 12 | 466 | 115 | 6 | 22 | 2 | 7 | 26 | 23 | 7 | 0 | 2 | 12 | 42 | 742 |
| 17:00 | 5 | 489 | 120 | 5 | 18 | 7 | 5 | 47 | 20 | 17 | 1 | 6 | 13 | 40 | 793 |
| 18:00 | 6 | 466 | 108 | 4 | 16 | 2 | 2 | 34 | 31 | 7 | 2 | 6 | 17 | 53 | 754 |
| 19:00 | 6 | 380 | 84 | 6 | 13 | 5 | 2 | 22 | 27 | 7 | 4 | 3 | 14 | 61 | 634 |
| 20:00 | 5 | 340 | 84 | 4 | 13 | 1 | 2 | 21 | 26 | 6 | 3 | 4 | 8 | 35 | 552 |
| 21:00 | 8 | 290 | 57 | 4 | 10 | 2 | 1 | 11 | 21 | 7 | 6 | 0 | 12 | 24 | 453 |
| 22:00 | 4 | 217 | 50 | 3 | 13 | 2 | 1 | 8 | 44 | 0 | 0 | 0 | 4 | 6 | 352 |
| 23:00 | 2 | 132 | 27 | 4 | 7 | 0 | 2 | 1 | 12 | 1 | 0 | 0 | 4 | 4 | 196 |
| Total | 126 | 6093 | 1637 | 111 | 342 | 72 | 62 | 476 | 574 | 137 | 35 | 48 | 201 | 611 | 10525 |
| Percent | 1.2% | 57.9% | 15.6% | 1.1% | 3.2% | 0.7% | 0.6% | 4.5% | 5.5% | 1.3% | 0.3% | 0.5% | 1.9% | 5.8% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 02:00 | 09:00 | 08:00 | 08:00 | 10:00 | 10:00 | 10:00 | 04:00 | 08:00 | 11:00 | 11:00 | |
| Vol. | 9 | 356 | 103 | 13 | 23 | 8 | 4 | 38 | 29 | 7 | 6 | 3 | 13 | 41 | |
| PM Peak | 16:00 | 17:00 | 17:00 | 12:00 | 13:00 | 13:00 | 13:00 | 17:00 | 22:00 | 17:00 | 21:00 | 13:00 | 13:00 | 19:00 | |
| Vol. | 12 | 489 | 120 | 6 | 27 | 9 | 8 | 47 | 44 | 17 | 6 | 7 | 19 | 61 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/03/13 | 2 | 85 | 12 | 9 | 2 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 1 | 1 | 125 |
| 01:00 | 2 | 64 | 11 | 8 | 3 | 2 | 0 | 4 | 17 | 4 | 0 | 0 | 2 | 3 | 120 |
| 02:00 | 1 | 46 | 8 | 11 | 4 | 1 | 0 | 4 | 15 | 0 | 0 | 0 | 1 | 0 | 91 |
| 03:00 | 1 | 37 | 14 | 5 | 4 | 1 | 0 | 3 | 13 | 0 | 1 | 0 | 0 | 0 | 79 |
| 04:00 | 2 | 43 | 20 | 1 | 2 | 3 | 0 | 7 | 13 | 1 | 2 | 0 | 0 | 2 | 96 |
| 05:00 | 8 | 59 | 24 | 3 | 7 | 8 | 0 | 10 | 15 | 1 | 3 | 0 | 3 | 6 | 147 |
| 06:00 | 4 | 90 | 29 | 0 | 8 | 0 | 0 | 8 | 14 | 1 | 0 | 1 | 0 | 6 | 161 |
| 07:00 | 0 | 142 | 56 | 2 | 9 | 1 | 5 | 9 | 15 | 1 | 1 | 1 | 2 | 10 | 254 |
| 08:00 | 3 | 193 | 66 | 4 | 16 | 3 | 1 | 13 | 13 | 2 | 3 | 2 | 3 | 22 | 344 |
| 09:00 | 9 | 278 | 82 | 6 | 14 | 1 | 2 | 34 | 24 | 8 | 0 | 2 | 6 | 33 | 499 |
| 10:00 | 3 | 400 | 87 | 2 | 22 | 5 | 5 | 36 | 17 | 6 | 1 | 6 | 6 | 49 | 645 |
| 11:00 | 6 | 443 | 101 | 1 | 23 | 5 | 4 | 31 | 15 | 14 | 2 | 6 | 9 | 60 | 720 |
| 12 PM | 7 | 448 | 118 | 4 | 22 | 7 | 11 | 50 | 18 | 9 | 2 | 4 | 4 | 51 | 755 |
| 13:00 | 4 | 516 | 99 | 3 | 27 | 8 | 2 | 34 | 12 | 15 | 2 | 2 | 3 | 44 | 771 |
| 14:00 | 5 | 453 | 91 | 2 | 12 | 3 | 12 | 28 | 13 | 6 | 1 | 1 | 6 | 67 | 700 |
| 15:00 | 4 | 396 | 95 | 4 | 13 | 3 | 7 | 27 | 16 | 8 | 0 | 0 | 10 | 33 | 616 |
| 16:00 | 7 | 387 | 88 | 1 | 14 | 2 | 8 | 24 | 15 | 6 | 2 | 2 | 5 | 35 | 596 |
| 17:00 | 4 | 379 | 78 | 0 | 16 | 0 | 3 | 24 | 12 | 3 | 1 | 1 | 2 | 33 | 556 |
| 18:00 | 7 | 321 | 98 | 3 | 15 | 2 | 3 | 18 | 17 | 3 | 1 | 1 | 3 | 23 | 515 |
| 19:00 | 1 | 274 | 69 | 3 | 12 | 0 | 4 | 16 | 16 | 8 | 0 | 1 | 4 | 29 | 437 |
| 20:00 | 3 | 251 | 64 | 2 | 7 | 2 | 0 | 7 | 18 | 3 | 1 | 2 | 4 | 14 | 378 |
| 21:00 | 2 | 192 | 35 | 3 | 10 | 2 | 0 | 11 | 22 | 1 | 0 | 1 | 2 | 11 | 292 |
| 22:00 | 2 | 177 | 38 | 1 | 8 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 1 | 12 | 257 |
| 23:00 | 2 | 110 | 23 | 1 | 2 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 5 | 155 |
| Total | 89 | 5784 | 1406 | 79 | 272 | 59 | 67 | 407 | 363 | 101 | 23 | 33 | 77 | 549 | 9309 |
| Percent | 1.0% | 62.1% | 15.1% | 0.8% | 2.9% | 0.6% | 0.7% | 4.4% | 3.9% | 1.1% | 0.2% | 0.4% | 0.8% | 5.9% | |
| AM Peak | 09:00 | 11:00 | 11:00 | 02:00 | 11:00 | 05:00 | 07:00 | 10:00 | 09:00 | 11:00 | 05:00 | 10:00 | 11:00 | 11:00 | |
| Vol. | 9 | 443 | 101 | 11 | 23 | 8 | 5 | 36 | 24 | 14 | 3 | 6 | 9 | 60 | |
| PM Peak | 12:00 | 13:00 | 12:00 | 12:00 | 13:00 | 13:00 | 14:00 | 12:00 | 21:00 | 13:00 | 12:00 | 12:00 | 15:00 | 14:00 | |
| Vol. | 7 | 516 | 118 | 4 | 27 | 8 | 12 | 50 | 22 | 15 | 2 | 4 | 10 | 67 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/04/13 | 0 | 71 | 17 | 1 | 2 | 0 | 0 | 1 | 10 | 2 | 0 | 0 | 1 | 0 | 105 |
| 01:00 | 0 | 47 | 12 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 65 |
| 02:00 | 0 | 24 | 5 | 2 | 0 | 0 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 1 | 42 |
| 03:00 | 1 | 21 | 9 | 1 | 1 | 1 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 50 |
| 04:00 | 0 | 31 | 20 | 0 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 1 | 65 |
| 05:00 | 0 | 42 | 17 | 1 | 4 | 0 | 0 | 1 | 10 | 6 | 0 | 0 | 1 | 2 | 84 |
| 06:00 | 0 | 61 | 16 | 0 | 2 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 1 | 1 | 91 |
| 07:00 | 3 | 97 | 30 | 1 | 6 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 2 | 149 |
| 08:00 | 5 | 161 | 47 | 0 | 7 | 2 | 0 | 14 | 7 | 1 | 2 | 0 | 1 | 6 | 253 |
| 09:00 | 14 | 266 | 58 | 1 | 16 | 4 | 2 | 19 | 10 | 5 | 0 | 1 | 3 | 22 | 421 |
| 10:00 | 12 | 352 | 102 | 3 | 10 | 1 | 3 | 32 | 9 | 3 | 1 | 1 | 7 | 28 | 564 |
| 11:00 | 17 | 361 | 108 | 1 | 15 | 2 | 2 | 25 | 11 | 6 | 2 | 3 | 7 | 37 | 597 |
| 12 PM | 21 | 399 | 104 | 1 | 14 | 4 | 2 | 28 | 10 | 3 | 2 | 8 | 8 | 49 | 653 |
| 13:00 | 19 | 416 | 95 | 2 | 22 | 4 | 3 | 25 | 13 | 9 | 1 | 0 | 11 | 54 | 674 |
| 14:00 | 12 | 402 | 98 | 4 | 19 | 3 | 2 | 31 | 10 | 5 | 0 | 2 | 9 | 42 | 639 |
| 15:00 | 11 | 386 | 95 | 1 | 12 | 2 | 2 | 23 | 11 | 9 | 2 | 1 | 11 | 43 | 609 |
| 16:00 | 9 | 384 | 96 | 4 | 13 | 4 | 1 | 22 | 9 | 5 | 0 | 5 | 4 | 31 | 587 |
| 17:00 | 6 | 332 | 66 | 2 | 9 | 1 | 3 | 22 | 14 | 8 | 1 | 0 | 2 | 37 | 503 |
| 18:00 | 11 | 317 | 69 | 4 | 10 | 4 | 1 | 26 | 8 | 8 | 1 | 1 | 3 | 17 | 480 |
| 19:00 | 7 | 289 | 67 | 4 | 9 | 1 | 0 | 20 | 11 | 5 | 0 | 2 | 2 | 30 | 447 |
| 20:00 | 2 | 290 | 52 | 2 | 5 | 0 | 1 | 17 | 14 | 3 | 1 | 1 | 2 | 17 | 407 |
| 21:00 | 6 | 200 | 46 | 1 | 8 | 0 | 0 | 11 | 9 | 1 | 0 | 1 | 5 | 10 | 298 |
| 22:00 | 2 | 144 | 29 | 1 | 1 | 2 | 0 | 2 | 10 | 2 | 0 | 0 | 0 | 5 | 198 |
| 23:00 | 0 | 85 | 14 | 4 | 3 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 1 | 117 |
| Total | 158 | 5178 | 1272 | 41 | 189 | 35 | 22 | 346 | 217 | 86 | 13 | 26 | 79 | 436 | 8098 |
| Percent | 2.0% | 63.9% | 15.7% | 0.5% | 2.3% | 0.4% | 0.3% | 4.3% | 2.7% | 1.1% | 0.2% | 0.3% | 1.0% | 5.4% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 09:00 | 09:00 | 10:00 | 10:00 | 11:00 | 05:00 | 08:00 | 11:00 | 10:00 | 11:00 | |
| Vol. | 17 | 361 | 108 | 3 | 16 | 4 | 3 | 32 | 11 | 6 | 2 | 3 | 7 | 37 | |
| PM Peak | 12:00 | 13:00 | 12:00 | 14:00 | 13:00 | 12:00 | 13:00 | 14:00 | 17:00 | 13:00 | 12:00 | 12:00 | 13:00 | 13:00 | |
| Vol. | 21 | 416 | 104 | 4 | 22 | 4 | 3 | 31 | 14 | 9 | 2 | 8 | 11 | 54 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/05/13 | 0 | 48 | 3 | 3 | 2 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 70 |
| 01:00 | 0 | 43 | 6 | 8 | 1 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 72 |
| 02:00 | 0 | 21 | 3 | 9 | 4 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 1 | 50 |
| 03:00 | 0 | 31 | 8 | 7 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 58 |
| 04:00 | 1 | 54 | 14 | 1 | 4 | 0 | 0 | 5 | 11 | 1 | 0 | 0 | 0 | 3 | 94 |
| 05:00 | 2 | 95 | 21 | 1 | 4 | 1 | 0 | 6 | 14 | 3 | 0 | 0 | 4 | 4 | 155 |
| 06:00 | 4 | 149 | 46 | 4 | 16 | 10 | 1 | 8 | 12 | 4 | 1 | 1 | 3 | 2 | 261 |
| 07:00 | 2 | 196 | 85 | 3 | 18 | 1 | 2 | 11 | 21 | 1 | 2 | 0 | 3 | 9 | 354 |
| 08:00 | 2 | 173 | 88 | 5 | 19 | 1 | 4 | 13 | 24 | 9 | 0 | 2 | 3 | 15 | 358 |
| 09:00 | 8 | 196 | 83 | 3 | 18 | 4 | 3 | 14 | 24 | 4 | 2 | 3 | 6 | 19 | 387 |
| 10:00 | 9 | 259 | 87 | 7 | 22 | 0 | 1 | 16 | 21 | 6 | 1 | 3 | 9 | 17 | 458 |
| 11:00 | 8 | 266 | 96 | 6 | 18 | 4 | 7 | 23 | 16 | 10 | 0 | 2 | 8 | 18 | 482 |
| 12 PM | 13 | 316 | 94 | 6 | 20 | 5 | 2 | 22 | 21 | 13 | 3 | 2 | 11 | 20 | 548 |
| 13:00 | 10 | 321 | 92 | 9 | 25 | 5 | 4 | 23 | 34 | 6 | 1 | 2 | 5 | 27 | 564 |
| 14:00 | 2 | 300 | 105 | 4 | 23 | 4 | 2 | 17 | 28 | 14 | 1 | 2 | 9 | 31 | 542 |
| 15:00 | 9 | 368 | 140 | 4 | 21 | 4 | 4 | 16 | 31 | 9 | 1 | 0 | 7 | 21 | 635 |
| 16:00 | 15 | 417 | 106 | 2 | 27 | 8 | 3 | 26 | 30 | 4 | 1 | 1 | 21 | 36 | 697 |
| 17:00 | 4 | 416 | 120 | 5 | 29 | 4 | 4 | 22 | 30 | 4 | 0 | 1 | 16 | 33 | 688 |
| 18:00 | 9 | 352 | 90 | 2 | 13 | 2 | 4 | 22 | 40 | 8 | 0 | 3 | 12 | 25 | 582 |
| 19:00 | 13 | 257 | 76 | 2 | 17 | 2 | 3 | 17 | 26 | 6 | 1 | 2 | 18 | 15 | 455 |
| 20:00 | 4 | 269 | 55 | 6 | 8 | 3 | 2 | 9 | 41 | 0 | 2 | 3 | 9 | 6 | 417 |
| 21:00 | 8 | 175 | 40 | 4 | 14 | 0 | 1 | 6 | 46 | 5 | 5 | 0 | 3 | 5 | 312 |
| 22:00 | 3 | 130 | 19 | 5 | 3 | 1 | 0 | 3 | 41 | 3 | 0 | 1 | 1 | 3 | 213 |
| 23:00 | 4 | 78 | 14 | 4 | 5 | 0 | 1 | 1 | 26 | 1 | 0 | 0 | 0 | 2 | 136 |
| Total | 130 | 4930 | 1491 | 110 | 333 | 59 | 48 | 284 | 579 | 113 | 21 | 28 | 148 | 314 | 8588 |
| Percent | 1.5% | 57.4% | 17.4% | 1.3% | 3.9% | 0.7% | 0.6% | 3.3% | 6.7% | 1.3% | 0.2% | 0.3% | 1.7% | 3.7% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 02:00 | 10:00 | 06:00 | 11:00 | 11:00 | 08:00 | 11:00 | 07:00 | 09:00 | 10:00 | 09:00 | |
| Vol. | 9 | 266 | 96 | 9 | 22 | 10 | 7 | 23 | 24 | 10 | 2 | 3 | 9 | 19 | |
| PM Peak | 16:00 | 16:00 | 15:00 | 13:00 | 17:00 | 16:00 | 13:00 | 16:00 | 21:00 | 14:00 | 21:00 | 18:00 | 16:00 | 16:00 | |
| Vol. | 15 | 417 | 140 | 9 | 29 | 8 | 4 | 26 | 46 | 14 | 5 | 3 | 21 | 36 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/06/13 | 0 | 43 | 6 | 6 | 0 | 1 | 0 | 2 | 26 | 3 | 0 | 0 | 2 | 0 | 89 |
| 01:00 | 2 | 22 | 10 | 9 | 2 | 1 | 0 | 2 | 20 | 0 | 0 | 0 | 0 | 2 | 70 |
| 02:00 | 1 | 14 | 3 | 11 | 5 | 0 | 0 | 1 | 26 | 1 | 0 | 0 | 0 | 0 | 62 |
| 03:00 | 0 | 13 | 4 | 6 | 6 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 1 | 0 | 56 |
| 04:00 | 2 | 41 | 22 | 2 | 6 | 1 | 2 | 2 | 35 | 1 | 3 | 0 | 0 | 2 | 119 |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 5 | 133 | 45 | 34 | 19 | 3 | 2 | 7 | 130 | 8 | 3 | 0 | 3 | 4 | 396 |
| Percent | 1.3% | 33.6% | 11.4% | 8.6% | 4.8% | 0.8% | 0.5% | 1.8% | 32.8% | 2.0% | 0.8% | 0.0% | 0.8% | 1.0% | |
| AM Peak | 01:00 | 00:00 | 04:00 | 02:00 | 03:00 | 00:00 | 04:00 | 00:00 | 04:00 | 00:00 | 04:00 | | 00:00 | 01:00 | |
| Vol. | 2 | 43 | 22 | 11 | 6 | 1 | 2 | 2 | 35 | 3 | 3 | | 2 | 2 | |
| PM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| Grand Total | 902 | 39231 | 11062 | 840 | 2477 | 424 | 346 | 2690 | 4144 | 854 | 193 | 241 | 1034 | 3173 | 67611 |
| Percent | 1.3% | 58.0% | 16.4% | 1.2% | 3.7% | 0.6% | 0.5% | 4.0% | 6.1% | 1.3% | 0.3% | 0.4% | 1.5% | 4.7% | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/29/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | 2 | 347 | 76 | 2 | 18 | 4 | 4 | 12 | 24 | 12 | 1 | 3 | 9 | 21 | 535 |
| 14:00 | 11 | 316 | 91 | 4 | 12 | 10 | 4 | 10 | 22 | 8 | 1 | 1 | 6 | 20 | 516 |
| 15:00 | 7 | 343 | 84 | 3 | 18 | 4 | 1 | 21 | 21 | 8 | 1 | 0 | 5 | 20 | 536 |
| 16:00 | 6 | 325 | 90 | 1 | 13 | 3 | 2 | 16 | 16 | 3 | 2 | 0 | 7 | 34 | 518 |
| 17:00 | 8 | 353 | 76 | 3 | 11 | 4 | 7 | 13 | 18 | 4 | 0 | 2 | 8 | 28 | 535 |
| 18:00 | 5 | 302 | 67 | 0 | 8 | 3 | 3 | 6 | 16 | 1 | 2 | 0 | 5 | 22 | 440 |
| 19:00 | 8 | 234 | 55 | 0 | 9 | 2 | 0 | 6 | 32 | 5 | 0 | 0 | 12 | 25 | 388 |
| 20:00 | 5 | 190 | 31 | 1 | 4 | 1 | 2 | 5 | 26 | 2 | 0 | 0 | 5 | 13 | 285 |
| 21:00 | 3 | 134 | 28 | 1 | 2 | 0 | 0 | 2 | 25 | 4 | 0 | 0 | 2 | 5 | 206 |
| 22:00 | 0 | 66 | 10 | 0 | 3 | 1 | 0 | 3 | 27 | 7 | 2 | 0 | 5 | 1 | 125 |
| 23:00 | 1 | 44 | 12 | 1 | 2 | 1 | 0 | 2 | 27 | 4 | 3 | 0 | 4 | 1 | 102 |
| Total | 56 | 2654 | 620 | 16 | 100 | 33 | 23 | 96 | 254 | 58 | 12 | 6 | 68 | 190 | 4186 |
| Percent | 1.3% | 63.4% | 14.8% | 0.4% | 2.4% | 0.8% | 0.5% | 2.3% | 6.1% | 1.4% | 0.3% | 0.1% | 1.6% | 4.5% | |
| AM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| PM Peak | 14:00 | 17:00 | 14:00 | 14:00 | 13:00 | 14:00 | 17:00 | 15:00 | 19:00 | 13:00 | 23:00 | 13:00 | 19:00 | 16:00 | |
| Vol. | 11 | 353 | 91 | 4 | 18 | 10 | 7 | 21 | 32 | 12 | 3 | 3 | 12 | 34 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | 0 | 31 | 4 | 7 | 2 | 0 | 0 | 0 | 23 | 4 | 0 | 1 | 2 | 1 | 75 |
| 01:00 | 0 | 11 | 1 | 7 | 0 | 1 | 1 | 0 | 26 | 5 | 2 | 0 | 1 | 1 | 56 |
| 02:00 | 0 | 14 | 6 | 5 | 4 | 0 | 0 | 3 | 27 | 3 | 0 | 0 | 4 | 0 | 66 |
| 03:00 | 0 | 19 | 3 | 3 | 2 | 1 | 0 | 0 | 23 | 3 | 0 | 0 | 2 | 1 | 57 |
| 04:00 | 0 | 44 | 16 | 2 | 4 | 3 | 0 | 1 | 39 | 4 | 1 | 0 | 5 | 0 | 119 |
| 05:00 | 2 | 128 | 54 | 1 | 10 | 2 | 1 | 3 | 19 | 8 | 2 | 1 | 4 | 3 | 238 |
| 06:00 | 6 | 261 | 92 | 2 | 18 | 0 | 3 | 10 | 18 | 5 | 4 | 1 | 9 | 15 | 444 |
| 07:00 | 6 | 316 | 92 | 3 | 15 | 4 | 4 | 9 | 36 | 4 | 0 | 2 | 8 | 29 | 528 |
| 08:00 | 5 | 292 | 88 | 6 | 19 | 2 | 4 | 13 | 29 | 8 | 0 | 0 | 13 | 26 | 505 |
| 09:00 | 3 | 270 | 72 | 8 | 18 | 5 | 3 | 11 | 25 | 6 | 1 | 0 | 2 | 21 | 445 |
| 10:00 | 4 | 266 | 86 | 6 | 9 | 2 | 1 | 13 | 33 | 6 | 1 | 0 | 12 | 23 | 462 |
| 11:00 | 7 | 299 | 85 | 3 | 11 | 6 | 2 | 20 | 33 | 8 | 2 | 0 | 12 | 15 | 503 |
| 12 PM | 8 | 337 | 90 | 8 | 26 | 1 | 2 | 15 | 32 | 5 | 5 | 1 | 8 | 19 | 557 |
| 13:00 | 7 | 301 | 82 | 3 | 21 | 2 | 3 | 14 | 35 | 1 | 4 | 1 | 4 | 22 | 500 |
| 14:00 | 4 | 282 | 86 | 1 | 18 | 1 | 3 | 15 | 20 | 8 | 1 | 3 | 4 | 18 | 464 |
| 15:00 | 6 | 329 | 95 | 2 | 17 | 3 | 4 | 23 | 28 | 5 | 2 | 1 | 13 | 31 | 559 |
| 16:00 | 13 | 340 | 93 | 2 | 20 | 3 | 3 | 14 | 24 | 6 | 0 | 0 | 9 | 40 | 567 |
| 17:00 | 5 | 398 | 88 | 4 | 12 | 2 | 5 | 11 | 19 | 7 | 1 | 3 | 12 | 32 | 599 |
| 18:00 | 7 | 293 | 72 | 1 | 8 | 1 | 2 | 11 | 37 | 7 | 1 | 1 | 10 | 21 | 472 |
| 19:00 | 5 | 221 | 45 | 1 | 6 | 0 | 2 | 7 | 24 | 14 | 0 | 0 | 8 | 15 | 348 |
| 20:00 | 5 | 180 | 41 | 1 | 8 | 1 | 0 | 6 | 31 | 12 | 2 | 0 | 6 | 6 | 299 |
| 21:00 | 5 | 121 | 18 | 4 | 3 | 0 | 0 | 0 | 42 | 4 | 1 | 0 | 8 | 6 | 212 |
| 22:00 | 0 | 83 | 8 | 1 | 2 | 1 | 0 | 4 | 34 | 5 | 2 | 2 | 8 | 2 | 152 |
| 23:00 | 4 | 50 | 8 | 1 | 3 | 1 | 0 | 0 | 21 | 6 | 3 | 0 | 7 | 2 | 106 |
| Total | 102 | 4886 | 1325 | 82 | 256 | 42 | 43 | 203 | 678 | 144 | 35 | 17 | 171 | 349 | 8333 |
| Percent | 1.2% | 58.6% | 15.9% | 1.0% | 3.1% | 0.5% | 0.5% | 2.4% | 8.1% | 1.7% | 0.4% | 0.2% | 2.1% | 4.2% | |
| AM Peak | 11:00 | 07:00 | 06:00 | 09:00 | 08:00 | 11:00 | 07:00 | 11:00 | 04:00 | 05:00 | 06:00 | 07:00 | 08:00 | 07:00 | |
| Vol. | 7 | 316 | 92 | 8 | 19 | 6 | 4 | 20 | 39 | 8 | 4 | 2 | 13 | 29 | |
| PM Peak | 16:00 | 17:00 | 15:00 | 12:00 | 12:00 | 15:00 | 17:00 | 15:00 | 21:00 | 19:00 | 12:00 | 14:00 | 15:00 | 16:00 | |
| Vol. | 13 | 398 | 95 | 8 | 26 | 3 | 5 | 23 | 42 | 14 | 5 | 3 | 13 | 40 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 0 | 27 | 3 | 7 | 2 | 0 | 0 | 2 | 27 | 2 | 0 | 1 | 2 | 0 | 73 |
| 01:00 | 0 | 11 | 3 | 9 | 0 | 0 | 1 | 2 | 29 | 5 | 2 | 0 | 1 | 0 | 63 |
| 02:00 | 1 | 10 | 3 | 4 | 4 | 0 | 0 | 0 | 19 | 5 | 1 | 0 | 4 | 0 | 51 |
| 03:00 | 0 | 19 | 8 | 2 | 3 | 0 | 0 | 1 | 38 | 4 | 0 | 0 | 2 | 0 | 77 |
| 04:00 | 1 | 47 | 18 | 0 | 3 | 1 | 1 | 0 | 30 | 5 | 0 | 0 | 4 | 0 | 110 |
| 05:00 | 5 | 120 | 55 | 3 | 10 | 2 | 1 | 4 | 26 | 8 | 3 | 0 | 4 | 8 | 249 |
| 06:00 | 4 | 254 | 89 | 2 | 17 | 0 | 2 | 12 | 17 | 7 | 1 | 0 | 12 | 17 | 434 |
| 07:00 | 2 | 320 | 61 | 1 | 18 | 0 | 2 | 5 | 28 | 8 | 0 | 2 | 15 | 24 | 486 |
| 08:00 | 6 | 315 | 89 | 6 | 17 | 2 | 3 | 11 | 34 | 11 | 1 | 1 | 20 | 19 | 535 |
| 09:00 | 5 | 313 | 68 | 7 | 22 | 2 | 6 | 15 | 22 | 3 | 1 | 3 | 11 | 23 | 501 |
| 10:00 | 9 | 317 | 83 | 4 | 19 | 1 | 2 | 10 | 38 | 7 | 0 | 2 | 11 | 27 | 530 |
| 11:00 | 7 | 332 | 93 | 3 | 14 | 2 | 3 | 16 | 38 | 7 | 1 | 3 | 12 | 25 | 556 |
| 12 PM | 4 | 355 | 95 | 7 | 21 | 5 | 6 | 17 | 19 | 4 | 3 | 0 | 15 | 36 | 587 |
| 13:00 | 5 | 345 | 99 | 5 | 24 | 7 | 3 | 14 | 24 | 8 | 3 | 1 | 7 | 24 | 569 |
| 14:00 | 11 | 327 | 92 | 2 | 18 | 8 | 0 | 21 | 23 | 11 | 0 | 3 | 5 | 32 | 553 |
| 15:00 | 6 | 319 | 88 | 7 | 6 | 3 | 4 | 15 | 18 | 8 | 1 | 1 | 17 | 26 | 519 |
| 16:00 | 11 | 368 | 103 | 5 | 17 | 2 | 0 | 14 | 22 | 9 | 3 | 2 | 12 | 34 | 602 |
| 17:00 | 5 | 397 | 88 | 4 | 12 | 4 | 4 | 17 | 33 | 8 | 1 | 3 | 14 | 46 | 636 |
| 18:00 | 5 | 286 | 60 | 4 | 9 | 3 | 2 | 12 | 25 | 9 | 1 | 2 | 8 | 24 | 450 |
| 19:00 | 2 | 253 | 46 | 1 | 5 | 2 | 2 | 3 | 14 | 6 | 0 | 0 | 5 | 10 | 349 |
| 20:00 | 5 | 189 | 37 | 5 | 8 | 3 | 1 | 5 | 21 | 2 | 1 | 0 | 11 | 9 | 297 |
| 21:00 | 2 | 139 | 28 | 2 | 1 | 1 | 1 | 5 | 36 | 13 | 3 | 0 | 10 | 8 | 249 |
| 22:00 | 3 | 82 | 20 | 1 | 1 | 0 | 0 | 0 | 30 | 6 | 3 | 0 | 7 | 2 | 155 |
| 23:00 | 0 | 51 | 8 | 2 | 2 | 0 | 0 | 0 | 23 | 6 | 4 | 0 | 4 | 1 | 101 |
| Total | 99 | 5196 | 1337 | 93 | 253 | 48 | 44 | 201 | 634 | 162 | 33 | 24 | 213 | 395 | 8732 |
| Percent | 1.1% | 59.5% | 15.3% | 1.1% | 2.9% | 0.5% | 0.5% | 2.3% | 7.3% | 1.9% | 0.4% | 0.3% | 2.4% | 4.5% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 01:00 | 09:00 | 05:00 | 09:00 | 11:00 | 03:00 | 08:00 | 05:00 | 09:00 | 08:00 | 10:00 | |
| Vol. | 9 | 332 | 93 | 9 | 22 | 2 | 6 | 16 | 38 | 11 | 3 | 3 | 20 | 27 | |
| PM Peak | 14:00 | 17:00 | 16:00 | 12:00 | 13:00 | 14:00 | 12:00 | 14:00 | 21:00 | 21:00 | 23:00 | 14:00 | 15:00 | 17:00 | |
| Vol. | 11 | 397 | 103 | 7 | 24 | 8 | 6 | 21 | 36 | 13 | 4 | 3 | 17 | 46 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 0 | 33 | 3 | 6 | 2 | 0 | 0 | 2 | 34 | 11 | 0 | 0 | 2 | 1 | 94 |
| 01:00 | 1 | 19 | 3 | 10 | 0 | 1 | 0 | 0 | 32 | 4 | 1 | 0 | 4 | 2 | 77 |
| 02:00 | 1 | 19 | 6 | 5 | 4 | 0 | 0 | 1 | 28 | 3 | 0 | 0 | 2 | 0 | 69 |
| 03:00 | 3 | 15 | 5 | 3 | 6 | 0 | 0 | 1 | 36 | 8 | 0 | 0 | 9 | 2 | 88 |
| 04:00 | 1 | 38 | 14 | 2 | 3 | 2 | 0 | 5 | 24 | 5 | 1 | 0 | 5 | 1 | 101 |
| 05:00 | 0 | 134 | 44 | 7 | 12 | 1 | 1 | 3 | 26 | 9 | 1 | 1 | 2 | 9 | 250 |
| 06:00 | 2 | 243 | 92 | 5 | 21 | 3 | 1 | 11 | 29 | 8 | 1 | 3 | 9 | 13 | 441 |
| 07:00 | 4 | 302 | 74 | 4 | 8 | 2 | 2 | 13 | 26 | 8 | 0 | 0 | 15 | 19 | 477 |
| 08:00 | 5 | 265 | 76 | 6 | 9 | 2 | 5 | 11 | 22 | 10 | 2 | 0 | 14 | 27 | 454 |
| 09:00 | 2 | 284 | 106 | 4 | 15 | 4 | 9 | 10 | 17 | 7 | 0 | 1 | 12 | 18 | 489 |
| 10:00 | 3 | 308 | 98 | 6 | 15 | 1 | 5 | 11 | 22 | 15 | 0 | 1 | 10 | 33 | 528 |
| 11:00 | 6 | 298 | 93 | 9 | 16 | 4 | 2 | 14 | 29 | 18 | 0 | 0 | 11 | 34 | 534 |
| 12 PM | 6 | 319 | 94 | 9 | 19 | 3 | 6 | 23 | 36 | 8 | 1 | 0 | 21 | 38 | 583 |
| 13:00 | 4 | 320 | 93 | 7 | 15 | 5 | 6 | 10 | 23 | 9 | 1 | 2 | 14 | 30 | 539 |
| 14:00 | 2 | 340 | 87 | 3 | 26 | 4 | 8 | 22 | 27 | 11 | 1 | 5 | 14 | 29 | 579 |
| 15:00 | 2 | 359 | 87 | 4 | 11 | 3 | 2 | 17 | 25 | 10 | 2 | 1 | 15 | 29 | 567 |
| 16:00 | 6 | 343 | 80 | 1 | 18 | 5 | 3 | 16 | 23 | 8 | 3 | 1 | 13 | 29 | 549 |
| 17:00 | 5 | 416 | 89 | 1 | 11 | 0 | 1 | 22 | 17 | 6 | 2 | 2 | 11 | 43 | 626 |
| 18:00 | 5 | 374 | 74 | 6 | 11 | 2 | 3 | 11 | 20 | 13 | 0 | 1 | 17 | 26 | 563 |
| 19:00 | 2 | 304 | 59 | 4 | 6 | 1 | 4 | 12 | 22 | 9 | 0 | 1 | 10 | 13 | 447 |
| 20:00 | 0 | 199 | 38 | 1 | 5 | 3 | 1 | 9 | 26 | 7 | 0 | 0 | 4 | 7 | 300 |
| 21:00 | 1 | 162 | 19 | 2 | 5 | 1 | 3 | 1 | 44 | 8 | 1 | 0 | 7 | 6 | 260 |
| 22:00 | 1 | 94 | 20 | 0 | 1 | 0 | 0 | 2 | 35 | 8 | 2 | 1 | 5 | 5 | 174 |
| 23:00 | 3 | 60 | 6 | 7 | 1 | 1 | 0 | 0 | 20 | 3 | 2 | 0 | 3 | 1 | 107 |
| Total | 65 | 5248 | 1360 | 112 | 240 | 48 | 62 | 227 | 643 | 206 | 21 | 20 | 229 | 415 | 8896 |
| Percent | 0.7% | 59.0% | 15.3% | 1.3% | 2.7% | 0.5% | 0.7% | 2.6% | 7.2% | 2.3% | 0.2% | 0.2% | 2.6% | 4.7% | |
| AM Peak | 11:00 | 10:00 | 09:00 | 01:00 | 06:00 | 09:00 | 09:00 | 11:00 | 03:00 | 11:00 | 08:00 | 06:00 | 07:00 | 11:00 | |
| Vol. | 6 | 308 | 106 | 10 | 21 | 4 | 9 | 14 | 36 | 18 | 2 | 3 | 15 | 34 | |
| PM Peak | 12:00 | 17:00 | 12:00 | 12:00 | 14:00 | 13:00 | 14:00 | 12:00 | 21:00 | 18:00 | 16:00 | 14:00 | 12:00 | 17:00 | |
| Vol. | 6 | 416 | 94 | 9 | 26 | 5 | 8 | 23 | 44 | 13 | 3 | 5 | 21 | 43 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 0 | 26 | 4 | 5 | 3 | 1 | 0 | 1 | 34 | 5 | 0 | 1 | 2 | 0 | 82 |
| 01:00 | 0 | 26 | 7 | 8 | 1 | 0 | 0 | 2 | 20 | 3 | 1 | 1 | 3 | 1 | 73 |
| 02:00 | 1 | 14 | 3 | 4 | 4 | 0 | 0 | 2 | 31 | 5 | 0 | 0 | 2 | 0 | 66 |
| 03:00 | 1 | 22 | 7 | 3 | 0 | 1 | 0 | 1 | 29 | 4 | 0 | 0 | 1 | 0 | 69 |
| 04:00 | 2 | 52 | 19 | 5 | 4 | 1 | 0 | 2 | 35 | 4 | 0 | 0 | 2 | 2 | 128 |
| 05:00 | 6 | 132 | 37 | 2 | 14 | 4 | 1 | 3 | 18 | 4 | 3 | 0 | 4 | 3 | 231 |
| 06:00 | 2 | 282 | 94 | 3 | 15 | 3 | 0 | 9 | 20 | 6 | 2 | 0 | 9 | 9 | 454 |
| 07:00 | 0 | 302 | 66 | 4 | 13 | 1 | 3 | 7 | 20 | 8 | 0 | 1 | 5 | 23 | 453 |
| 08:00 | 6 | 313 | 79 | 9 | 17 | 1 | 4 | 17 | 25 | 8 | 0 | 1 | 9 | 24 | 513 |
| 09:00 | 5 | 333 | 91 | 5 | 14 | 5 | 5 | 19 | 20 | 9 | 0 | 4 | 12 | 32 | 554 |
| 10:00 | 8 | 392 | 79 | 2 | 17 | 1 | 5 | 15 | 33 | 10 | 0 | 0 | 9 | 24 | 595 |
| 11:00 | 5 | 413 | 98 | 3 | 13 | 4 | 2 | 26 | 27 | 7 | 3 | 4 | 10 | 38 | 653 |
| 12 PM | 12 | 388 | 112 | 4 | 19 | 3 | 1 | 22 | 28 | 8 | 4 | 2 | 15 | 49 | 667 |
| 13:00 | 7 | 430 | 100 | 2 | 9 | 6 | 9 | 17 | 23 | 11 | 4 | 2 | 12 | 39 | 671 |
| 14:00 | 8 | 391 | 93 | 1 | 18 | 9 | 5 | 17 | 19 | 9 | 3 | 2 | 10 | 33 | 618 |
| 15:00 | 4 | 386 | 96 | 4 | 15 | 5 | 3 | 19 | 21 | 10 | 3 | 2 | 9 | 43 | 620 |
| 16:00 | 7 | 383 | 86 | 2 | 13 | 4 | 2 | 13 | 17 | 10 | 0 | 4 | 8 | 46 | 595 |
| 17:00 | 2 | 446 | 106 | 2 | 11 | 2 | 4 | 21 | 19 | 3 | 1 | 3 | 7 | 41 | 668 |
| 18:00 | 4 | 435 | 88 | 2 | 10 | 2 | 5 | 15 | 13 | 5 | 2 | 2 | 5 | 32 | 620 |
| 19:00 | 7 | 359 | 70 | 0 | 1 | 3 | 4 | 10 | 19 | 6 | 1 | 0 | 4 | 31 | 515 |
| 20:00 | 2 | 289 | 55 | 1 | 9 | 1 | 3 | 7 | 14 | 5 | 0 | 0 | 4 | 16 | 406 |
| 21:00 | 6 | 193 | 38 | 0 | 4 | 1 | 1 | 7 | 18 | 2 | 1 | 0 | 6 | 6 | 283 |
| 22:00 | 2 | 141 | 23 | 0 | 1 | 1 | 0 | 3 | 12 | 2 | 0 | 0 | 4 | 4 | 193 |
| 23:00 | 1 | 80 | 11 | 1 | 2 | 0 | 0 | 1 | 12 | 0 | 4 | 0 | 3 | 5 | 120 |
| Total | 98 | 6228 | 1462 | 72 | 227 | 59 | 57 | 256 | 527 | 144 | 32 | 29 | 155 | 501 | 9847 |
| Percent | 1.0% | 63.2% | 14.8% | 0.7% | 2.3% | 0.6% | 0.6% | 2.6% | 5.4% | 1.5% | 0.3% | 0.3% | 1.6% | 5.1% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 08:00 | 08:00 | 09:00 | 09:00 | 11:00 | 04:00 | 10:00 | 05:00 | 09:00 | 09:00 | 11:00 | |
| Vol. | 8 | 413 | 98 | 9 | 17 | 5 | 5 | 26 | 35 | 10 | 3 | 4 | 12 | 38 | |
| PM Peak | 12:00 | 17:00 | 12:00 | 12:00 | 12:00 | 14:00 | 13:00 | 12:00 | 12:00 | 13:00 | 12:00 | 16:00 | 12:00 | 12:00 | |
| Vol. | 12 | 446 | 112 | 4 | 19 | 9 | 9 | 22 | 28 | 11 | 4 | 4 | 15 | 49 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/03/13 | 2 | 53 | 10 | 6 | 1 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 1 | 93 |
| 01:00 | 1 | 28 | 1 | 8 | 5 | 0 | 0 | 0 | 10 | 2 | 1 | 1 | 2 | 2 | 61 |
| 02:00 | 0 | 26 | 2 | 4 | 2 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 2 | 52 |
| 03:00 | 0 | 22 | 8 | 4 | 2 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 1 | 0 | 46 |
| 04:00 | 2 | 36 | 5 | 1 | 1 | 1 | 0 | 1 | 19 | 5 | 0 | 0 | 0 | 2 | 73 |
| 05:00 | 1 | 87 | 19 | 1 | 2 | 0 | 0 | 0 | 14 | 2 | 2 | 0 | 1 | 0 | 129 |
| 06:00 | 1 | 139 | 48 | 5 | 4 | 1 | 1 | 6 | 15 | 1 | 2 | 0 | 1 | 5 | 229 |
| 07:00 | 2 | 210 | 57 | 2 | 9 | 0 | 0 | 10 | 11 | 4 | 1 | 1 | 3 | 16 | 326 |
| 08:00 | 1 | 295 | 88 | 5 | 15 | 4 | 0 | 20 | 11 | 4 | 0 | 0 | 3 | 13 | 459 |
| 09:00 | 3 | 378 | 88 | 2 | 13 | 3 | 3 | 33 | 15 | 11 | 0 | 1 | 2 | 37 | 589 |
| 10:00 | 6 | 459 | 108 | 4 | 12 | 3 | 3 | 17 | 10 | 5 | 0 | 0 | 1 | 37 | 665 |
| 11:00 | 5 | 497 | 117 | 3 | 17 | 0 | 4 | 26 | 17 | 8 | 0 | 3 | 9 | 62 | 768 |
| 12 PM | 6 | 482 | 82 | 3 | 13 | 2 | 12 | 23 | 8 | 7 | 2 | 2 | 10 | 52 | 704 |
| 13:00 | 11 | 452 | 93 | 0 | 7 | 1 | 2 | 16 | 11 | 2 | 4 | 1 | 6 | 39 | 645 |
| 14:00 | 4 | 404 | 84 | 4 | 8 | 2 | 5 | 17 | 13 | 7 | 3 | 1 | 5 | 45 | 602 |
| 15:00 | 8 | 372 | 80 | 2 | 9 | 1 | 3 | 21 | 13 | 3 | 0 | 1 | 5 | 23 | 541 |
| 16:00 | 2 | 410 | 89 | 1 | 8 | 0 | 3 | 18 | 11 | 4 | 0 | 2 | 5 | 34 | 587 |
| 17:00 | 3 | 397 | 94 | 1 | 9 | 4 | 1 | 18 | 11 | 7 | 0 | 1 | 5 | 38 | 589 |
| 18:00 | 4 | 388 | 72 | 0 | 9 | 2 | 3 | 11 | 11 | 3 | 1 | 1 | 3 | 23 | 531 |
| 19:00 | 1 | 328 | 47 | 1 | 4 | 1 | 1 | 8 | 9 | 4 | 1 | 1 | 3 | 17 | 426 |
| 20:00 | 0 | 242 | 36 | 0 | 5 | 1 | 0 | 11 | 10 | 4 | 1 | 0 | 6 | 21 | 337 |
| 21:00 | 5 | 222 | 32 | 1 | 4 | 0 | 0 | 3 | 19 | 2 | 0 | 0 | 4 | 13 | 305 |
| 22:00 | 1 | 164 | 22 | 4 | 1 | 0 | 0 | 1 | 14 | 1 | 1 | 0 | 0 | 3 | 212 |
| 23:00 | 0 | 104 | 11 | 2 | 1 | 0 | 0 | 3 | 8 | 4 | 1 | 0 | 1 | 3 | 138 |
| Total | 69 | 6195 | 1293 | 64 | 161 | 26 | 41 | 264 | 295 | 98 | 20 | 16 | 77 | 488 | 9107 |
| Percent | 0.8% | 68.0% | 14.2% | 0.7% | 1.8% | 0.3% | 0.5% | 2.9% | 3.2% | 1.1% | 0.2% | 0.2% | 0.8% | 5.4% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 01:00 | 11:00 | 08:00 | 11:00 | 09:00 | 04:00 | 09:00 | 05:00 | 11:00 | 11:00 | 11:00 | |
| Vol. | 6 | 497 | 117 | 8 | 17 | 4 | 4 | 33 | 19 | 11 | 2 | 3 | 9 | 62 | |
| PM Peak | 13:00 | 12:00 | 17:00 | 14:00 | 12:00 | 17:00 | 12:00 | 12:00 | 21:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | |
| Vol. | 11 | 482 | 94 | 4 | 13 | 4 | 12 | 23 | 19 | 7 | 4 | 2 | 10 | 52 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/04/13 | 0 | 60 | 3 | 2 | 1 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 2 | 0 | 84 |
| 01:00 | 0 | 40 | 5 | 1 | 1 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 57 |
| 02:00 | 1 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 1 | 0 | 46 |
| 03:00 | 1 | 20 | 5 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 37 |
| 04:00 | 0 | 23 | 3 | 0 | 2 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 37 |
| 05:00 | 0 | 45 | 10 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 2 | 70 |
| 06:00 | 3 | 109 | 28 | 0 | 0 | 0 | 0 | 2 | 16 | 1 | 0 | 1 | 2 | 3 | 165 |
| 07:00 | 0 | 149 | 41 | 0 | 2 | 1 | 0 | 10 | 7 | 2 | 0 | 1 | 1 | 6 | 220 |
| 08:00 | 4 | 221 | 61 | 2 | 7 | 1 | 3 | 7 | 18 | 4 | 0 | 0 | 2 | 12 | 342 |
| 09:00 | 4 | 357 | 79 | 0 | 15 | 3 | 2 | 10 | 8 | 7 | 1 | 3 | 4 | 43 | 536 |
| 10:00 | 14 | 439 | 86 | 0 | 4 | 2 | 5 | 17 | 10 | 6 | 1 | 2 | 5 | 52 | 643 |
| 11:00 | 25 | 459 | 119 | 2 | 7 | 4 | 5 | 20 | 12 | 10 | 1 | 2 | 3 | 62 | 731 |
| 12 PM | 12 | 515 | 104 | 1 | 12 | 2 | 2 | 18 | 7 | 12 | 1 | 2 | 8 | 66 | 762 |
| 13:00 | 12 | 464 | 91 | 0 | 2 | 2 | 2 | 9 | 10 | 6 | 3 | 3 | 3 | 50 | 657 |
| 14:00 | 14 | 441 | 87 | 1 | 12 | 0 | 8 | 18 | 16 | 7 | 2 | 1 | 1 | 52 | 660 |
| 15:00 | 21 | 496 | 82 | 1 | 10 | 3 | 5 | 28 | 13 | 6 | 2 | 1 | 11 | 57 | 736 |
| 16:00 | 11 | 500 | 90 | 4 | 8 | 5 | 12 | 25 | 13 | 6 | 3 | 1 | 9 | 67 | 754 |
| 17:00 | 30 | 508 | 83 | 0 | 5 | 6 | 6 | 13 | 19 | 8 | 0 | 1 | 14 | 77 | 770 |
| 18:00 | 17 | 470 | 75 | 4 | 6 | 2 | 5 | 19 | 36 | 6 | 1 | 3 | 14 | 53 | 711 |
| 19:00 | 17 | 396 | 49 | 1 | 7 | 3 | 6 | 12 | 27 | 8 | 2 | 2 | 10 | 52 | 592 |
| 20:00 | 11 | 320 | 51 | 3 | 10 | 1 | 4 | 9 | 29 | 10 | 0 | 0 | 5 | 27 | 480 |
| 21:00 | 2 | 199 | 41 | 1 | 7 | 0 | 2 | 9 | 26 | 3 | 0 | 0 | 12 | 11 | 313 |
| 22:00 | 2 | 147 | 19 | 3 | 0 | 1 | 1 | 5 | 25 | 5 | 0 | 0 | 6 | 6 | 220 |
| 23:00 | 1 | 60 | 11 | 3 | 2 | 0 | 0 | 1 | 33 | 1 | 0 | 0 | 2 | 0 | 114 |
| Total | 202 | 6464 | 1226 | 30 | 120 | 37 | 68 | 234 | 385 | 118 | 17 | 23 | 115 | 698 | 9737 |
| Percent | 2.1% | 66.4% | 12.6% | 0.3% | 1.2% | 0.4% | 0.7% | 2.4% | 4.0% | 1.2% | 0.2% | 0.2% | 1.2% | 7.2% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 00:00 | 09:00 | 11:00 | 10:00 | 11:00 | 08:00 | 11:00 | 09:00 | 09:00 | 10:00 | 11:00 | |
| Vol. | 25 | 459 | 119 | 2 | 15 | 4 | 5 | 20 | 18 | 10 | 1 | 3 | 5 | 62 | |
| PM Peak | 17:00 | 12:00 | 12:00 | 16:00 | 12:00 | 17:00 | 16:00 | 15:00 | 18:00 | 12:00 | 13:00 | 13:00 | 17:00 | 17:00 | |
| Vol. | 30 | 515 | 104 | 4 | 12 | 6 | 12 | 28 | 36 | 12 | 3 | 3 | 14 | 77 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/05/13 | 2 | 34 | 3 | 7 | 2 | 1 | 0 | 2 | 40 | 1 | 0 | 0 | 1 | 1 | 94 |
| 01:00 | 1 | 20 | 2 | 11 | 2 | 0 | 0 | 1 | 29 | 0 | 0 | 1 | 1 | 0 | 68 |
| 02:00 | 0 | 25 | 5 | 3 | 4 | 0 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 69 |
| 03:00 | 1 | 27 | 7 | 1 | 1 | 0 | 0 | 3 | 30 | 0 | 0 | 0 | 0 | 0 | 70 |
| 04:00 | 1 | 53 | 19 | 8 | 7 | 0 | 1 | 1 | 28 | 0 | 0 | 0 | 2 | 0 | 120 |
| 05:00 | 3 | 147 | 51 | 3 | 14 | 2 | 0 | 3 | 25 | 4 | 0 | 1 | 2 | 10 | 265 |
| 06:00 | 6 | 282 | 100 | 4 | 16 | 0 | 5 | 9 | 22 | 9 | 0 | 1 | 11 | 21 | 486 |
| 07:00 | 2 | 324 | 68 | 0 | 13 | 5 | 9 | 9 | 19 | 6 | 1 | 0 | 10 | 24 | 490 |
| 08:00 | 3 | 310 | 83 | 7 | 10 | 8 | 5 | 13 | 33 | 8 | 0 | 2 | 13 | 22 | 517 |
| 09:00 | 10 | 314 | 82 | 9 | 15 | 1 | 2 | 16 | 37 | 4 | 0 | 2 | 11 | 25 | 528 |
| 10:00 | 13 | 332 | 80 | 3 | 11 | 5 | 1 | 17 | 26 | 13 | 2 | 3 | 9 | 38 | 553 |
| 11:00 | 5 | 390 | 101 | 4 | 16 | 6 | 4 | 25 | 25 | 6 | 2 | 0 | 15 | 32 | 631 |
| 12 PM | 13 | 374 | 91 | 3 | 17 | 1 | 7 | 21 | 22 | 6 | 2 | 0 | 11 | 30 | 598 |
| 13:00 | 11 | 343 | 73 | 2 | 8 | 8 | 5 | 13 | 23 | 10 | 0 | 2 | 8 | 23 | 529 |
| 14:00 | 20 | 320 | 82 | 4 | 11 | 1 | 10 | 18 | 22 | 6 | 0 | 2 | 10 | 40 | 546 |
| 15:00 | 28 | 301 | 84 | 3 | 17 | 2 | 9 | 20 | 30 | 10 | 2 | 0 | 13 | 24 | 543 |
| 16:00 | 15 | 358 | 101 | 5 | 14 | 1 | 6 | 17 | 21 | 6 | 0 | 2 | 13 | 34 | 593 |
| 17:00 | 19 | 372 | 86 | 5 | 9 | 6 | 2 | 9 | 21 | 5 | 1 | 2 | 12 | 30 | 579 |
| 18:00 | 21 | 298 | 56 | 2 | 5 | 1 | 0 | 9 | 23 | 8 | 1 | 1 | 4 | 20 | 449 |
| 19:00 | 19 | 246 | 45 | 0 | 13 | 2 | 1 | 4 | 14 | 4 | 0 | 0 | 3 | 16 | 367 |
| 20:00 | 9 | 191 | 51 | 1 | 3 | 2 | 1 | 4 | 23 | 2 | 1 | 0 | 3 | 11 | 302 |
| 21:00 | 4 | 102 | 22 | 3 | 3 | 0 | 0 | 3 | 30 | 5 | 2 | 1 | 4 | 6 | 185 |
| 22:00 | 1 | 87 | 8 | 0 | 2 | 1 | 0 | 1 | 28 | 6 | 1 | 2 | 2 | 2 | 141 |
| 23:00 | 0 | 35 | 7 | 2 | 2 | 0 | 0 | 0 | 33 | 3 | 4 | 0 | 2 | 0 | 88 |
| Total | 207 | 5285 | 1307 | 90 | 215 | 53 | 68 | 218 | 631 | 127 | 19 | 22 | 160 | 409 | 8811 |
| Percent | 2.3% | 60.0% | 14.8% | 1.0% | 2.4% | 0.6% | 0.8% | 2.5% | 7.2% | 1.4% | 0.2% | 0.2% | 1.8% | 4.6% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 01:00 | 06:00 | 08:00 | 07:00 | 11:00 | 00:00 | 10:00 | 10:00 | 10:00 | 11:00 | 10:00 | |
| Vol. | 13 | 390 | 101 | 11 | 16 | 8 | 9 | 25 | 40 | 13 | 2 | 3 | 15 | 38 | |
| PM Peak | 15:00 | 12:00 | 16:00 | 16:00 | 12:00 | 13:00 | 14:00 | 12:00 | 23:00 | 13:00 | 23:00 | 13:00 | 15:00 | 14:00 | |
| Vol. | 28 | 374 | 101 | 5 | 17 | 8 | 10 | 21 | 33 | 10 | 4 | 2 | 13 | 40 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 1
US 301 just South of Merrimac Avenue

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 | Class 9 | Class 10 | Class 11 | Class 12 | Class 13 | Class 14 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/06/13 | 1 | 19 | 2 | 6 | 3 | 0 | 0 | 0 | 18 | 1 | 2 | 0 | 0 | 0 | 52 |
| 01:00 | 2 | 11 | 2 | 11 | 1 | 1 | 0 | 1 | 21 | 5 | 1 | 0 | 1 | 0 | 57 |
| 02:00 | 0 | 16 | 5 | 3 | 2 | 0 | 0 | 1 | 34 | 3 | 0 | 1 | 1 | 1 | 67 |
| 03:00 | 1 | 23 | 4 | 1 | 1 | 0 | 1 | 0 | 27 | 2 | 0 | 0 | 1 | 1 | 62 |
| 04:00 | 0 | 49 | 15 | 3 | 3 | 1 | 1 | 0 | 38 | 4 | 0 | 0 | 4 | 2 | 120 |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 4 | 118 | 28 | 24 | 10 | 2 | 2 | 2 | 138 | 15 | 3 | 1 | 7 | 4 | 358 |
| Percent | 1.1% | 33.0% | 7.8% | 6.7% | 2.8% | 0.6% | 0.6% | 0.6% | 38.5% | 4.2% | 0.8% | 0.3% | 2.0% | 1.1% | |
| AM Peak | 01:00 | 04:00 | 04:00 | 01:00 | 00:00 | 01:00 | 03:00 | 01:00 | 04:00 | 01:00 | 00:00 | 02:00 | 04:00 | 04:00 | |
| Vol. | 2 | 49 | 15 | 11 | 3 | 1 | 1 | 1 | 38 | 5 | 2 | 1 | 4 | 2 | |
| PM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| Grand Total | 902 | 42274 | 9958 | 583 | 1582 | 348 | 408 | 1701 | 4185 | 1072 | 192 | 158 | 1195 | 3449 | 68007 |
| Percent | 1.3% | 62.2% | 14.6% | 0.9% | 2.3% | 0.5% | 0.6% | 2.5% | 6.2% | 1.6% | 0.3% | 0.2% | 1.8% | 5.1% | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/29/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | 2 | 375 | 60 | 2 | 15 | 8 | 0 | 14 | 27 | 1 | 0 | 0 | 1 | 13 | 518 |
| 14:00 | 5 | 370 | 65 | 6 | 14 | 3 | 2 | 6 | 17 | 3 | 1 | 0 | 2 | 12 | 506 |
| 15:00 | 6 | 448 | 77 | 3 | 18 | 4 | 1 | 9 | 20 | 1 | 1 | 0 | 2 | 14 | 604 |
| 16:00 | 5 | 499 | 70 | 4 | 11 | 1 | 1 | 10 | 27 | 0 | 0 | 2 | 0 | 20 | 650 |
| 17:00 | 4 | 489 | 56 | 2 | 8 | 3 | 0 | 5 | 22 | 0 | 0 | 1 | 1 | 17 | 608 |
| 18:00 | 2 | 347 | 47 | 0 | 8 | 3 | 0 | 7 | 38 | 1 | 0 | 0 | 2 | 12 | 467 |
| 19:00 | 7 | 312 | 29 | 1 | 6 | 1 | 0 | 6 | 32 | 0 | 0 | 0 | 0 | 14 | 408 |
| 20:00 | 2 | 214 | 28 | 1 | 4 | 1 | 0 | 4 | 27 | 0 | 0 | 0 | 0 | 8 | 289 |
| 21:00 | 2 | 195 | 23 | 1 | 2 | 3 | 0 | 2 | 30 | 1 | 0 | 0 | 0 | 5 | 264 |
| 22:00 | 2 | 102 | 9 | 0 | 2 | 3 | 0 | 7 | 20 | 0 | 4 | 0 | 0 | 3 | 152 |
| 23:00 | 0 | 59 | 6 | 4 | 1 | 2 | 0 | 4 | 34 | 0 | 1 | 0 | 1 | 3 | 115 |
| Total | 37 | 3410 | 470 | 24 | 89 | 32 | 4 | 74 | 294 | 7 | 7 | 3 | 9 | 121 | 4581 |
| Percent | 0.8% | 74.4% | 10.3% | 0.5% | 1.9% | 0.7% | 0.1% | 1.6% | 6.4% | 0.2% | 0.2% | 0.1% | 0.2% | 2.6% | |
| AM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| PM Peak | 19:00 | 16:00 | 15:00 | 14:00 | 15:00 | 13:00 | 14:00 | 13:00 | 18:00 | 14:00 | 22:00 | 16:00 | 14:00 | 16:00 | |
| Vol. | 7 | 499 | 77 | 6 | 18 | 8 | 2 | 14 | 38 | 3 | 4 | 2 | 2 | 20 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | 0 | 30 | 2 | 8 | 1 | 2 | 0 | 3 | 29 | 0 | 2 | 1 | 0 | 3 | 81 |
| 01:00 | 0 | 20 | 1 | 5 | 1 | 1 | 0 | 3 | 20 | 1 | 0 | 0 | 0 | 1 | 53 |
| 02:00 | 0 | 26 | 3 | 5 | 2 | 0 | 0 | 4 | 30 | 0 | 0 | 0 | 0 | 4 | 74 |
| 03:00 | 0 | 47 | 9 | 8 | 5 | 4 | 0 | 3 | 42 | 0 | 1 | 0 | 0 | 3 | 122 |
| 04:00 | 1 | 114 | 32 | 4 | 6 | 3 | 0 | 3 | 32 | 0 | 2 | 0 | 1 | 5 | 203 |
| 05:00 | 5 | 180 | 69 | 3 | 8 | 5 | 1 | 6 | 28 | 1 | 3 | 0 | 0 | 7 | 316 |
| 06:00 | 1 | 277 | 56 | 3 | 20 | 4 | 0 | 6 | 43 | 1 | 1 | 0 | 3 | 11 | 426 |
| 07:00 | 3 | 311 | 60 | 4 | 12 | 3 | 1 | 9 | 43 | 0 | 1 | 0 | 2 | 12 | 461 |
| 08:00 | 3 | 270 | 55 | 2 | 16 | 5 | 1 | 4 | 29 | 1 | 1 | 1 | 0 | 16 | 404 |
| 09:00 | 6 | 285 | 55 | 8 | 13 | 7 | 1 | 12 | 28 | 0 | 0 | 0 | 4 | 10 | 429 |
| 10:00 | 2 | 306 | 49 | 2 | 12 | 2 | 0 | 20 | 39 | 0 | 2 | 0 | 0 | 17 | 451 |
| 11:00 | 2 | 360 | 84 | 6 | 15 | 10 | 0 | 4 | 41 | 3 | 3 | 1 | 2 | 17 | 548 |
| 12 PM | 5 | 396 | 77 | 8 | 16 | 2 | 0 | 14 | 34 | 2 | 2 | 0 | 1 | 17 | 574 |
| 13:00 | 3 | 350 | 66 | 2 | 18 | 4 | 0 | 10 | 27 | 0 | 1 | 1 | 3 | 9 | 494 |
| 14:00 | 4 | 376 | 76 | 5 | 20 | 4 | 2 | 9 | 40 | 0 | 3 | 0 | 2 | 11 | 552 |
| 15:00 | 6 | 392 | 68 | 3 | 28 | 3 | 0 | 23 | 28 | 3 | 1 | 1 | 2 | 27 | 585 |
| 16:00 | 10 | 526 | 80 | 5 | 12 | 8 | 0 | 11 | 27 | 0 | 0 | 1 | 2 | 27 | 709 |
| 17:00 | 7 | 469 | 59 | 0 | 8 | 4 | 0 | 10 | 39 | 1 | 0 | 2 | 1 | 16 | 616 |
| 18:00 | 4 | 349 | 36 | 4 | 5 | 2 | 0 | 10 | 31 | 0 | 1 | 0 | 3 | 10 | 455 |
| 19:00 | 6 | 277 | 44 | 2 | 6 | 2 | 0 | 9 | 34 | 1 | 0 | 0 | 1 | 9 | 391 |
| 20:00 | 3 | 231 | 31 | 1 | 2 | 2 | 0 | 6 | 49 | 0 | 1 | 0 | 0 | 8 | 334 |
| 21:00 | 3 | 172 | 15 | 6 | 4 | 3 | 0 | 8 | 35 | 0 | 0 | 1 | 0 | 13 | 260 |
| 22:00 | 3 | 110 | 10 | 2 | 1 | 1 | 0 | 9 | 25 | 0 | 4 | 1 | 0 | 11 | 177 |
| 23:00 | 1 | 48 | 6 | 4 | 2 | 0 | 0 | 6 | 28 | 1 | 1 | 0 | 0 | 4 | 101 |
| Total | 78 | 5922 | 1043 | 100 | 233 | 81 | 6 | 202 | 801 | 15 | 30 | 10 | 27 | 268 | 8816 |
| Percent | 0.9% | 67.2% | 11.8% | 1.1% | 2.6% | 0.9% | 0.1% | 2.3% | 9.1% | 0.2% | 0.3% | 0.1% | 0.3% | 3.0% | |
| AM Peak | 09:00 | 11:00 | 11:00 | 00:00 | 06:00 | 11:00 | 05:00 | 10:00 | 06:00 | 11:00 | 05:00 | 00:00 | 09:00 | 10:00 | |
| Vol. | 6 | 360 | 84 | 8 | 20 | 10 | 1 | 20 | 43 | 3 | 3 | 1 | 4 | 17 | |
| PM Peak | 16:00 | 16:00 | 16:00 | 12:00 | 15:00 | 16:00 | 14:00 | 15:00 | 20:00 | 15:00 | 22:00 | 17:00 | 13:00 | 15:00 | |
| Vol. | 10 | 526 | 80 | 8 | 28 | 8 | 2 | 23 | 49 | 3 | 4 | 2 | 3 | 27 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 0 | 33 | 2 | 7 | 2 | 1 | 0 | 2 | 29 | 0 | 1 | 0 | 0 | 4 | 81 |
| 01:00 | 0 | 17 | 1 | 7 | 3 | 0 | 0 | 2 | 24 | 0 | 2 | 0 | 0 | 3 | 59 |
| 02:00 | 0 | 17 | 5 | 7 | 4 | 0 | 0 | 9 | 39 | 0 | 0 | 0 | 0 | 10 | 91 |
| 03:00 | 0 | 59 | 11 | 6 | 6 | 0 | 0 | 4 | 33 | 0 | 0 | 0 | 0 | 5 | 124 |
| 04:00 | 2 | 140 | 29 | 6 | 4 | 7 | 0 | 8 | 30 | 0 | 3 | 0 | 0 | 11 | 240 |
| 05:00 | 1 | 195 | 63 | 3 | 14 | 10 | 1 | 11 | 34 | 0 | 3 | 1 | 1 | 12 | 349 |
| 06:00 | 1 | 294 | 51 | 3 | 18 | 8 | 0 | 10 | 41 | 0 | 1 | 1 | 1 | 16 | 445 |
| 07:00 | 3 | 253 | 55 | 6 | 21 | 6 | 2 | 14 | 39 | 1 | 0 | 0 | 3 | 13 | 416 |
| 08:00 | 4 | 310 | 57 | 2 | 16 | 14 | 0 | 7 | 34 | 0 | 2 | 0 | 0 | 15 | 461 |
| 09:00 | 1 | 320 | 49 | 3 | 16 | 5 | 0 | 14 | 43 | 0 | 1 | 1 | 0 | 9 | 462 |
| 10:00 | 6 | 355 | 61 | 2 | 11 | 6 | 0 | 14 | 54 | 1 | 1 | 1 | 2 | 19 | 533 |
| 11:00 | 2 | 436 | 71 | 7 | 21 | 5 | 1 | 11 | 42 | 2 | 2 | 0 | 2 | 17 | 619 |
| 12 PM | 2 | 421 | 93 | 4 | 17 | 8 | 3 | 12 | 19 | 0 | 1 | 0 | 2 | 23 | 605 |
| 13:00 | 5 | 427 | 67 | 6 | 14 | 6 | 2 | 12 | 34 | 0 | 3 | 1 | 1 | 18 | 596 |
| 14:00 | 13 | 425 | 76 | 4 | 18 | 7 | 0 | 22 | 26 | 1 | 1 | 1 | 2 | 22 | 618 |
| 15:00 | 4 | 473 | 67 | 3 | 13 | 4 | 0 | 17 | 23 | 1 | 2 | 1 | 4 | 21 | 633 |
| 16:00 | 10 | 508 | 81 | 5 | 13 | 3 | 0 | 5 | 32 | 2 | 0 | 0 | 6 | 17 | 682 |
| 17:00 | 4 | 497 | 65 | 2 | 18 | 6 | 0 | 15 | 31 | 1 | 1 | 2 | 1 | 30 | 673 |
| 18:00 | 3 | 318 | 39 | 5 | 10 | 4 | 0 | 9 | 20 | 0 | 1 | 1 | 3 | 14 | 427 |
| 19:00 | 1 | 315 | 39 | 2 | 3 | 0 | 0 | 6 | 26 | 0 | 0 | 0 | 0 | 7 | 399 |
| 20:00 | 5 | 282 | 32 | 5 | 6 | 1 | 0 | 11 | 44 | 1 | 0 | 1 | 1 | 13 | 402 |
| 21:00 | 3 | 178 | 25 | 3 | 5 | 1 | 0 | 7 | 42 | 0 | 4 | 0 | 0 | 11 | 279 |
| 22:00 | 3 | 111 | 5 | 2 | 2 | 1 | 0 | 11 | 25 | 0 | 3 | 0 | 0 | 12 | 175 |
| 23:00 | 0 | 70 | 11 | 1 | 4 | 1 | 0 | 8 | 40 | 0 | 1 | 0 | 0 | 6 | 142 |
| Total | 73 | 6454 | 1055 | 101 | 259 | 104 | 9 | 241 | 804 | 10 | 33 | 11 | 29 | 328 | 9511 |
| Percent | 0.8% | 67.9% | 11.1% | 1.1% | 2.7% | 1.1% | 0.1% | 2.5% | 8.5% | 0.1% | 0.3% | 0.1% | 0.3% | 3.4% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 00:00 | 07:00 | 08:00 | 07:00 | 07:00 | 10:00 | 11:00 | 04:00 | 05:00 | 07:00 | 10:00 | |
| Vol. | 6 | 436 | 71 | 7 | 21 | 14 | 2 | 14 | 54 | 2 | 3 | 1 | 3 | 19 | |
| PM Peak | 14:00 | 16:00 | 12:00 | 13:00 | 14:00 | 12:00 | 12:00 | 14:00 | 20:00 | 16:00 | 21:00 | 17:00 | 16:00 | 17:00 | |
| Vol. | 13 | 508 | 93 | 6 | 18 | 8 | 3 | 22 | 44 | 2 | 4 | 2 | 6 | 30 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

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Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 0 | 39 | 3 | 9 | 1 | 0 | 0 | 7 | 31 | 0 | 1 | 0 | 0 | 9 | 100 |
| 01:00 | 1 | 29 | 8 | 5 | 1 | 1 | 0 | 6 | 27 | 0 | 0 | 0 | 0 | 3 | 81 |
| 02:00 | 0 | 23 | 2 | 7 | 3 | 2 | 0 | 7 | 43 | 0 | 0 | 0 | 0 | 9 | 96 |
| 03:00 | 0 | 44 | 9 | 6 | 12 | 4 | 0 | 13 | 28 | 0 | 0 | 0 | 0 | 12 | 128 |
| 04:00 | 2 | 131 | 22 | 6 | 9 | 3 | 0 | 5 | 27 | 0 | 4 | 0 | 1 | 5 | 215 |
| 05:00 | 1 | 173 | 51 | 3 | 11 | 3 | 0 | 9 | 42 | 0 | 4 | 1 | 0 | 12 | 310 |
| 06:00 | 1 | 284 | 63 | 5 | 10 | 2 | 2 | 9 | 45 | 1 | 0 | 1 | 2 | 15 | 440 |
| 07:00 | 1 | 307 | 49 | 2 | 9 | 3 | 1 | 12 | 35 | 0 | 3 | 1 | 2 | 15 | 440 |
| 08:00 | 1 | 296 | 50 | 3 | 14 | 4 | 1 | 11 | 30 | 1 | 0 | 0 | 2 | 17 | 430 |
| 09:00 | 0 | 299 | 54 | 1 | 11 | 8 | 1 | 11 | 33 | 2 | 1 | 0 | 4 | 15 | 440 |
| 10:00 | 1 | 336 | 60 | 8 | 14 | 7 | 1 | 14 | 41 | 1 | 0 | 0 | 1 | 14 | 498 |
| 11:00 | 4 | 377 | 76 | 5 | 18 | 10 | 4 | 16 | 45 | 0 | 2 | 0 | 0 | 20 | 577 |
| 12 PM | 3 | 395 | 77 | 6 | 16 | 5 | 2 | 10 | 37 | 1 | 2 | 0 | 2 | 11 | 567 |
| 13:00 | 2 | 401 | 69 | 2 | 17 | 11 | 2 | 5 | 62 | 2 | 1 | 0 | 4 | 14 | 592 |
| 14:00 | 0 | 454 | 73 | 2 | 14 | 9 | 0 | 12 | 35 | 2 | 2 | 1 | 3 | 14 | 621 |
| 15:00 | 4 | 417 | 74 | 0 | 16 | 5 | 1 | 13 | 40 | 2 | 1 | 2 | 0 | 13 | 588 |
| 16:00 | 1 | 478 | 68 | 4 | 13 | 3 | 1 | 13 | 28 | 0 | 2 | 0 | 6 | 25 | 642 |
| 17:00 | 4 | 556 | 62 | 4 | 20 | 1 | 0 | 8 | 26 | 1 | 1 | 3 | 2 | 15 | 703 |
| 18:00 | 3 | 404 | 36 | 4 | 8 | 3 | 0 | 10 | 27 | 1 | 0 | 0 | 3 | 18 | 517 |
| 19:00 | 2 | 326 | 46 | 2 | 4 | 3 | 0 | 6 | 24 | 0 | 0 | 0 | 1 | 9 | 423 |
| 20:00 | 0 | 263 | 31 | 3 | 2 | 1 | 0 | 6 | 46 | 2 | 1 | 0 | 2 | 7 | 364 |
| 21:00 | 0 | 188 | 22 | 3 | 2 | 1 | 0 | 6 | 36 | 0 | 1 | 1 | 1 | 12 | 273 |
| 22:00 | 1 | 127 | 18 | 5 | 0 | 2 | 0 | 8 | 32 | 0 | 5 | 0 | 0 | 5 | 203 |
| 23:00 | 2 | 63 | 5 | 1 | 3 | 2 | 0 | 6 | 31 | 0 | 1 | 1 | 0 | 5 | 120 |
| Total | 34 | 6410 | 1028 | 96 | 228 | 93 | 16 | 223 | 851 | 16 | 32 | 11 | 36 | 294 | 9368 |
| Percent | 0.4% | 68.4% | 11.0% | 1.0% | 2.4% | 1.0% | 0.2% | 2.4% | 9.1% | 0.2% | 0.3% | 0.1% | 0.4% | 3.1% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 00:00 | 11:00 | 11:00 | 11:00 | 11:00 | 06:00 | 09:00 | 04:00 | 05:00 | 09:00 | 11:00 | |
| Vol. | 4 | 377 | 76 | 9 | 18 | 10 | 4 | 16 | 45 | 2 | 4 | 1 | 4 | 20 | |
| PM Peak | 15:00 | 17:00 | 12:00 | 12:00 | 17:00 | 13:00 | 12:00 | 15:00 | 13:00 | 13:00 | 22:00 | 17:00 | 16:00 | 16:00 | |
| Vol. | 4 | 556 | 77 | 6 | 20 | 11 | 2 | 13 | 62 | 2 | 5 | 3 | 6 | 25 | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

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US 301 just South of Peterson Road

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Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 1 | 39 | 4 | 6 | 0 | 1 | 0 | 6 | 20 | 0 | 1 | 0 | 1 | 2 | 81 |
| 01:00 | 0 | 26 | 4 | 6 | 1 | 0 | 0 | 7 | 28 | 0 | 0 | 1 | 0 | 2 | 75 |
| 02:00 | 0 | 26 | 4 | 7 | 3 | 0 | 0 | 2 | 31 | 0 | 0 | 0 | 1 | 4 | 78 |
| 03:00 | 0 | 41 | 13 | 9 | 6 | 1 | 0 | 4 | 34 | 0 | 0 | 0 | 1 | 2 | 111 |
| 04:00 | 2 | 112 | 17 | 3 | 3 | 2 | 0 | 3 | 35 | 1 | 2 | 0 | 0 | 6 | 186 |
| 05:00 | 0 | 186 | 53 | 1 | 16 | 7 | 0 | 9 | 31 | 0 | 5 | 0 | 0 | 11 | 319 |
| 06:00 | 2 | 294 | 64 | 1 | 13 | 2 | 0 | 3 | 33 | 1 | 0 | 0 | 0 | 8 | 421 |
| 07:00 | 1 | 295 | 53 | 3 | 7 | 6 | 0 | 7 | 28 | 3 | 1 | 0 | 3 | 12 | 419 |
| 08:00 | 4 | 315 | 57 | 5 | 19 | 4 | 1 | 11 | 30 | 3 | 0 | 0 | 2 | 11 | 462 |
| 09:00 | 0 | 375 | 68 | 0 | 9 | 6 | 0 | 9 | 36 | 4 | 0 | 0 | 4 | 11 | 522 |
| 10:00 | 4 | 421 | 59 | 1 | 15 | 10 | 0 | 10 | 27 | 5 | 2 | 0 | 1 | 22 | 577 |
| 11:00 | 6 | 510 | 87 | 6 | 13 | 6 | 0 | 20 | 36 | 0 | 3 | 1 | 2 | 9 | 699 |
| 12 PM | 1 | 471 | 86 | 1 | 16 | 5 | 0 | 10 | 37 | 2 | 0 | 0 | 0 | 15 | 644 |
| 13:00 | 7 | 482 | 96 | 1 | 20 | 5 | 0 | 11 | 28 | 1 | 4 | 0 | 1 | 17 | 673 |
| 14:00 | 8 | 485 | 65 | 2 | 14 | 5 | 0 | 17 | 22 | 0 | 0 | 1 | 1 | 29 | 649 |
| 15:00 | 3 | 479 | 68 | 5 | 20 | 8 | 0 | 6 | 29 | 2 | 1 | 0 | 0 | 15 | 636 |
| 16:00 | 5 | 527 | 59 | 5 | 15 | 6 | 0 | 18 | 19 | 0 | 1 | 1 | 1 | 18 | 675 |
| 17:00 | 1 | 636 | 71 | 3 | 8 | 4 | 1 | 11 | 17 | 0 | 1 | 0 | 3 | 15 | 771 |
| 18:00 | 2 | 427 | 51 | 2 | 5 | 1 | 0 | 5 | 22 | 0 | 0 | 0 | 0 | 12 | 527 |
| 19:00 | 1 | 400 | 45 | 1 | 7 | 1 | 0 | 7 | 16 | 1 | 1 | 0 | 0 | 6 | 486 |
| 20:00 | 3 | 321 | 41 | 2 | 3 | 4 | 0 | 4 | 20 | 0 | 1 | 0 | 0 | 6 | 405 |
| 21:00 | 2 | 276 | 24 | 1 | 3 | 0 | 0 | 4 | 17 | 0 | 0 | 0 | 0 | 2 | 329 |
| 22:00 | 2 | 184 | 9 | 6 | 2 | 1 | 0 | 3 | 18 | 0 | 5 | 0 | 0 | 2 | 232 |
| 23:00 | 3 | 89 | 12 | 2 | 1 | 0 | 0 | 4 | 18 | 0 | 1 | 0 | 1 | 4 | 135 |
| Total | 58 | 7417 | 1110 | 79 | 219 | 85 | 2 | 191 | 632 | 23 | 29 | 4 | 22 | 241 | 10112 |
| Percent | 0.6% | 73.3% | 11.0% | 0.8% | 2.2% | 0.8% | 0.0% | 1.9% | 6.3% | 0.2% | 0.3% | 0.0% | 0.2% | 2.4% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 03:00 | 08:00 | 10:00 | 08:00 | 11:00 | 09:00 | 10:00 | 05:00 | 01:00 | 09:00 | 10:00 | |
| Vol. | 6 | 510 | 87 | 9 | 19 | 10 | 1 | 20 | 36 | 5 | 5 | 1 | 4 | 22 | |
| PM Peak | 14:00 | 17:00 | 13:00 | 22:00 | 13:00 | 15:00 | 17:00 | 16:00 | 12:00 | 12:00 | 22:00 | 14:00 | 17:00 | 14:00 | |
| Vol. | 8 | 636 | 96 | 6 | 20 | 8 | 1 | 18 | 37 | 2 | 5 | 1 | 3 | 29 | |

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Northbound

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/03/13 | 1 | 59 | 6 | 7 | 1 | 0 | 0 | 3 | 12 | 0 | 2 | 1 | 0 | 2 | 94 |
| 01:00 | 0 | 44 | 3 | 6 | 2 | 0 | 0 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 66 |
| 02:00 | 0 | 34 | 4 | 7 | 1 | 0 | 0 | 1 | 15 | 1 | 0 | 0 | 0 | 1 | 64 |
| 03:00 | 1 | 40 | 6 | 4 | 5 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 2 | 75 |
| 04:00 | 2 | 68 | 13 | 1 | 1 | 1 | 0 | 1 | 15 | 1 | 1 | 0 | 1 | 3 | 108 |
| 05:00 | 1 | 80 | 15 | 5 | 3 | 2 | 0 | 0 | 15 | 1 | 1 | 0 | 1 | 3 | 127 |
| 06:00 | 0 | 154 | 33 | 2 | 12 | 4 | 1 | 4 | 18 | 1 | 2 | 0 | 0 | 7 | 238 |
| 07:00 | 1 | 226 | 42 | 3 | 8 | 1 | 0 | 7 | 14 | 0 | 0 | 1 | 0 | 9 | 312 |
| 08:00 | 1 | 281 | 61 | 2 | 11 | 4 | 0 | 7 | 13 | 0 | 1 | 0 | 1 | 8 | 390 |
| 09:00 | 0 | 384 | 63 | 2 | 17 | 2 | 0 | 5 | 17 | 0 | 0 | 0 | 0 | 5 | 495 |
| 10:00 | 1 | 502 | 65 | 0 | 10 | 4 | 0 | 6 | 16 | 0 | 0 | 0 | 1 | 16 | 621 |
| 11:00 | 4 | 505 | 98 | 4 | 19 | 2 | 6 | 8 | 20 | 0 | 0 | 0 | 2 | 17 | 685 |
| 12 PM | 7 | 478 | 53 | 1 | 9 | 2 | 2 | 6 | 9 | 1 | 2 | 0 | 0 | 16 | 586 |
| 13:00 | 1 | 544 | 70 | 2 | 14 | 3 | 1 | 3 | 16 | 1 | 1 | 0 | 3 | 8 | 667 |
| 14:00 | 6 | 426 | 59 | 2 | 9 | 0 | 0 | 5 | 13 | 1 | 1 | 0 | 3 | 13 | 538 |
| 15:00 | 3 | 424 | 60 | 2 | 10 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 17 | 534 |
| 16:00 | 5 | 459 | 66 | 1 | 9 | 2 | 0 | 7 | 14 | 0 | 1 | 1 | 0 | 10 | 575 |
| 17:00 | 2 | 457 | 53 | 3 | 8 | 0 | 0 | 8 | 17 | 0 | 0 | 0 | 0 | 13 | 561 |
| 18:00 | 3 | 396 | 39 | 0 | 4 | 3 | 0 | 5 | 9 | 0 | 1 | 0 | 1 | 9 | 470 |
| 19:00 | 1 | 339 | 29 | 0 | 8 | 0 | 0 | 5 | 10 | 1 | 0 | 0 | 0 | 8 | 401 |
| 20:00 | 9 | 273 | 30 | 1 | 3 | 2 | 0 | 2 | 17 | 1 | 0 | 0 | 0 | 7 | 345 |
| 21:00 | 2 | 218 | 23 | 3 | 1 | 1 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 9 | 279 |
| 22:00 | 0 | 188 | 10 | 1 | 4 | 0 | 0 | 2 | 10 | 0 | 1 | 0 | 0 | 2 | 218 |
| 23:00 | 1 | 102 | 5 | 1 | 2 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 123 |
| Total | 52 | 6681 | 906 | 60 | 171 | 35 | 10 | 89 | 338 | 9 | 14 | 4 | 15 | 188 | 8572 |
| Percent | 0.6% | 77.9% | 10.6% | 0.7% | 2.0% | 0.4% | 0.1% | 1.0% | 3.9% | 0.1% | 0.2% | 0.0% | 0.2% | 2.2% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 00:00 | 11:00 | 06:00 | 11:00 | 11:00 | 11:00 | 02:00 | 00:00 | 00:00 | 11:00 | 11:00 | |
| Vol. | 4 | 505 | 98 | 7 | 19 | 4 | 6 | 8 | 20 | 1 | 2 | 1 | 2 | 17 | |
| PM Peak | 20:00 | 13:00 | 13:00 | 17:00 | 13:00 | 13:00 | 12:00 | 17:00 | 21:00 | 12:00 | 12:00 | 16:00 | 13:00 | 15:00 | |
| Vol. | 9 | 544 | 70 | 3 | 14 | 3 | 2 | 8 | 21 | 1 | 2 | 1 | 3 | 17 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/04/13 | 0 | 61 | 8 | 2 | 1 | 0 | 0 | 2 | 18 | 2 | 0 | 0 | 0 | 1 | 95 |
| 01:00 | 1 | 42 | 4 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 2 | 60 |
| 02:00 | 0 | 25 | 3 | 1 | 2 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 2 | 44 |
| 03:00 | 0 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 38 |
| 04:00 | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 1 | 51 |
| 05:00 | 0 | 46 | 11 | 0 | 1 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 2 | 74 |
| 06:00 | 0 | 103 | 22 | 0 | 6 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 1 | 0 | 145 |
| 07:00 | 0 | 157 | 25 | 0 | 8 | 0 | 0 | 3 | 23 | 1 | 0 | 0 | 0 | 0 | 217 |
| 08:00 | 1 | 279 | 33 | 3 | 15 | 0 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 6 | 355 |
| 09:00 | 4 | 361 | 49 | 0 | 6 | 1 | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 10 | 450 |
| 10:00 | 9 | 411 | 61 | 3 | 3 | 0 | 0 | 4 | 17 | 0 | 0 | 1 | 1 | 15 | 525 |
| 11:00 | 8 | 489 | 64 | 1 | 6 | 6 | 1 | 7 | 13 | 0 | 1 | 0 | 2 | 11 | 609 |
| 12 PM | 3 | 563 | 55 | 0 | 4 | 0 | 0 | 9 | 12 | 0 | 1 | 0 | 1 | 12 | 660 |
| 13:00 | 12 | 496 | 71 | 1 | 8 | 2 | 0 | 6 | 17 | 1 | 3 | 0 | 1 | 20 | 638 |
| 14:00 | 12 | 491 | 64 | 3 | 11 | 1 | 0 | 9 | 17 | 0 | 0 | 1 | 3 | 20 | 632 |
| 15:00 | 18 | 557 | 65 | 1 | 4 | 2 | 0 | 11 | 15 | 5 | 0 | 0 | 4 | 23 | 705 |
| 16:00 | 24 | 547 | 61 | 1 | 2 | 3 | 0 | 8 | 26 | 1 | 0 | 0 | 1 | 34 | 708 |
| 17:00 | 20 | 605 | 55 | 1 | 3 | 4 | 0 | 5 | 19 | 1 | 0 | 0 | 0 | 27 | 740 |
| 18:00 | 11 | 452 | 59 | 4 | 5 | 4 | 0 | 7 | 40 | 0 | 0 | 0 | 1 | 24 | 607 |
| 19:00 | 6 | 418 | 45 | 5 | 9 | 2 | 0 | 6 | 35 | 1 | 0 | 0 | 2 | 10 | 539 |
| 20:00 | 2 | 269 | 43 | 5 | 6 | 0 | 0 | 7 | 30 | 1 | 0 | 1 | 1 | 11 | 376 |
| 21:00 | 3 | 205 | 19 | 4 | 4 | 2 | 0 | 4 | 31 | 1 | 0 | 0 | 1 | 12 | 286 |
| 22:00 | 0 | 134 | 22 | 1 | 2 | 0 | 0 | 5 | 26 | 1 | 0 | 0 | 0 | 7 | 198 |
| 23:00 | 1 | 62 | 7 | 5 | 1 | 1 | 0 | 3 | 31 | 1 | 0 | 0 | 0 | 3 | 115 |
| Total | 135 | 6826 | 857 | 41 | 108 | 28 | 1 | 113 | 461 | 16 | 5 | 3 | 19 | 254 | 8867 |
| Percent | 1.5% | 77.0% | 9.7% | 0.5% | 1.2% | 0.3% | 0.0% | 1.3% | 5.2% | 0.2% | 0.1% | 0.0% | 0.2% | 2.9% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 08:00 | 08:00 | 11:00 | 11:00 | 11:00 | 07:00 | 00:00 | 11:00 | 10:00 | 11:00 | 10:00 | |
| Vol. | 9 | 489 | 64 | 3 | 15 | 6 | 1 | 7 | 23 | 2 | 1 | 1 | 2 | 15 | |
| PM Peak | 16:00 | 17:00 | 13:00 | 19:00 | 14:00 | 17:00 | | 15:00 | 18:00 | 15:00 | 13:00 | 14:00 | 15:00 | 16:00 | |
| Vol. | 24 | 605 | 71 | 5 | 11 | 4 | | 11 | 40 | 5 | 3 | 1 | 4 | 34 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/05/13 | 0 | 38 | 0 | 5 | 2 | 1 | 0 | 0 | 36 | 0 | 0 | 1 | 0 | 0 | 83 |
| 01:00 | 0 | 18 | 2 | 9 | 1 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 1 | 61 |
| 02:00 | 0 | 24 | 5 | 4 | 3 | 0 | 0 | 4 | 33 | 0 | 0 | 0 | 0 | 1 | 74 |
| 03:00 | 1 | 53 | 6 | 11 | 5 | 0 | 1 | 3 | 28 | 0 | 0 | 0 | 0 | 5 | 113 |
| 04:00 | 4 | 115 | 32 | 2 | 9 | 4 | 0 | 2 | 40 | 2 | 0 | 0 | 0 | 4 | 214 |
| 05:00 | 2 | 196 | 62 | 0 | 18 | 3 | 0 | 3 | 32 | 0 | 0 | 0 | 0 | 6 | 322 |
| 06:00 | 3 | 288 | 59 | 2 | 19 | 7 | 2 | 14 | 34 | 0 | 0 | 0 | 3 | 18 | 449 |
| 07:00 | 5 | 302 | 46 | 2 | 13 | 4 | 5 | 7 | 32 | 1 | 0 | 0 | 4 | 16 | 437 |
| 08:00 | 1 | 319 | 58 | 3 | 15 | 3 | 1 | 7 | 46 | 2 | 0 | 1 | 5 | 12 | 473 |
| 09:00 | 5 | 342 | 54 | 2 | 10 | 6 | 2 | 10 | 38 | 0 | 1 | 0 | 0 | 14 | 484 |
| 10:00 | 1 | 375 | 75 | 0 | 13 | 2 | 2 | 8 | 41 | 1 | 2 | 0 | 2 | 16 | 538 |
| 11:00 | 5 | 422 | 82 | 3 | 17 | 15 | 2 | 9 | 40 | 3 | 2 | 0 | 1 | 13 | 614 |
| 12 PM | 3 | 416 | 70 | 4 | 12 | 7 | 6 | 10 | 33 | 2 | 0 | 1 | 2 | 17 | 583 |
| 13:00 | 2 | 419 | 61 | 3 | 14 | 8 | 3 | 5 | 29 | 0 | 0 | 0 | 2 | 16 | 562 |
| 14:00 | 7 | 430 | 93 | 4 | 16 | 5 | 1 | 10 | 30 | 3 | 1 | 0 | 2 | 25 | 627 |
| 15:00 | 0 | 409 | 94 | 5 | 20 | 3 | 0 | 12 | 36 | 0 | 0 | 0 | 2 | 12 | 593 |
| 16:00 | 4 | 512 | 79 | 3 | 8 | 5 | 0 | 14 | 32 | 0 | 0 | 1 | 5 | 13 | 676 |
| 17:00 | 3 | 504 | 63 | 3 | 8 | 1 | 0 | 4 | 26 | 0 | 1 | 1 | 0 | 20 | 634 |
| 18:00 | 5 | 334 | 43 | 1 | 9 | 2 | 0 | 4 | 28 | 0 | 0 | 0 | 2 | 2 | 430 |
| 19:00 | 2 | 301 | 41 | 1 | 3 | 1 | 0 | 7 | 17 | 0 | 0 | 0 | 0 | 5 | 378 |
| 20:00 | 5 | 240 | 25 | 0 | 7 | 2 | 0 | 6 | 27 | 0 | 2 | 0 | 0 | 7 | 321 |
| 21:00 | 0 | 189 | 21 | 3 | 6 | 2 | 0 | 6 | 30 | 0 | 1 | 0 | 0 | 10 | 268 |
| 22:00 | 1 | 96 | 9 | 6 | 2 | 1 | 0 | 3 | 26 | 0 | 4 | 1 | 0 | 6 | 155 |
| 23:00 | 0 | 54 | 4 | 3 | 1 | 1 | 0 | 5 | 19 | 0 | 2 | 0 | 0 | 3 | 92 |
| Total | 59 | 6396 | 1084 | 79 | 231 | 83 | 25 | 153 | 763 | 14 | 16 | 6 | 30 | 242 | 9181 |
| Percent | 0.6% | 69.7% | 11.8% | 0.9% | 2.5% | 0.9% | 0.3% | 1.7% | 8.3% | 0.2% | 0.2% | 0.1% | 0.3% | 2.6% | |
| AM Peak | 07:00 | 11:00 | 11:00 | 03:00 | 06:00 | 11:00 | 07:00 | 06:00 | 08:00 | 11:00 | 10:00 | 00:00 | 08:00 | 06:00 | |
| Vol. | 5 | 422 | 82 | 11 | 19 | 15 | 5 | 14 | 46 | 3 | 2 | 1 | 5 | 18 | |
| PM Peak | 14:00 | 16:00 | 15:00 | 22:00 | 15:00 | 13:00 | 12:00 | 16:00 | 15:00 | 14:00 | 22:00 | 12:00 | 16:00 | 14:00 | |
| Vol. | 7 | 512 | 94 | 6 | 20 | 8 | 6 | 14 | 36 | 3 | 4 | 1 | 5 | 25 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/06/13 | 0 | 26 | 2 | 7 | 0 | 1 | 0 | 3 | 19 | 0 | 1 | 0 | 0 | 3 | 62 |
| 01:00 | 0 | 15 | 4 | 3 | 1 | 1 | 0 | 2 | 31 | 0 | 0 | 1 | 0 | 2 | 60 |
| 02:00 | 0 | 17 | 3 | 9 | 2 | 0 | 0 | 8 | 31 | 1 | 0 | 0 | 0 | 5 | 76 |
| 03:00 | 1 | 52 | 9 | 8 | 3 | 1 | 1 | 7 | 34 | 0 | 0 | 0 | 0 | 10 | 126 |
| 04:00 | 1 | 115 | 26 | 1 | 7 | 3 | 0 | 4 | 35 | 0 | 1 | 1 | 0 | 5 | 199 |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 2 | 225 | 44 | 28 | 13 | 6 | 1 | 24 | 150 | 1 | 2 | 2 | 0 | 25 | 523 |
| Percent | 0.4% | 43.0% | 8.4% | 5.4% | 2.5% | 1.1% | 0.2% | 4.6% | 28.7% | 0.2% | 0.4% | 0.4% | 0.0% | 4.8% | |
| AM Peak | 03:00 | 04:00 | 04:00 | 02:00 | 04:00 | 04:00 | 03:00 | 02:00 | 04:00 | 02:00 | 00:00 | 01:00 | | 03:00 | |
| Vol. | 1 | 115 | 26 | 9 | 7 | 3 | 1 | 8 | 35 | 1 | 1 | 1 | | 10 | |
| PM Peak Vol. | | | | | | | | | | | | | | | |
| Grand Total | 528 | 49741 | 7597 | 608 | 1551 | 547 | 74 | 1310 | 5094 | 111 | 168 | 54 | 187 | 1961 | 69531 |
| Percent | 0.8% | 71.5% | 10.9% | 0.9% | 2.2% | 0.8% | 0.1% | 1.9% | 7.3% | 0.2% | 0.2% | 0.1% | 0.3% | 2.8% | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

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US 301 just South of Peterson Road

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Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/29/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | 3 | 394 | 74 | 2 | 23 | 10 | 2 | 13 | 28 | 2 | 1 | 0 | 1 | 31 | 584 |
| 14:00 | 7 | 412 | 99 | 9 | 21 | 10 | 2 | 11 | 41 | 2 | 0 | 1 | 4 | 30 | 649 |
| 15:00 | 6 | 464 | 105 | 4 | 38 | 6 | 1 | 16 | 42 | 3 | 2 | 1 | 1 | 31 | 720 |
| 16:00 | 4 | 520 | 87 | 3 | 24 | 4 | 0 | 15 | 34 | 2 | 1 | 2 | 1 | 26 | 723 |
| 17:00 | 8 | 470 | 70 | 10 | 13 | 5 | 0 | 20 | 31 | 1 | 0 | 0 | 1 | 37 | 666 |
| 18:00 | 4 | 362 | 52 | 4 | 20 | 4 | 0 | 17 | 32 | 0 | 0 | 1 | 0 | 21 | 517 |
| 19:00 | 2 | 266 | 36 | 4 | 22 | 1 | 0 | 12 | 30 | 1 | 3 | 0 | 2 | 28 | 407 |
| 20:00 | 2 | 223 | 28 | 3 | 14 | 3 | 0 | 9 | 35 | 2 | 5 | 2 | 2 | 15 | 343 |
| 21:00 | 4 | 131 | 15 | 4 | 18 | 5 | 0 | 8 | 36 | 1 | 0 | 1 | 0 | 28 | 251 |
| 22:00 | 0 | 82 | 7 | 3 | 5 | 1 | 0 | 9 | 29 | 1 | 0 | 0 | 1 | 13 | 151 |
| 23:00 | 1 | 37 | 7 | 13 | 7 | 2 | 0 | 5 | 32 | 1 | 0 | 0 | 0 | 9 | 114 |
| Total | 41 | 3361 | 580 | 59 | 205 | 51 | 5 | 135 | 370 | 16 | 12 | 8 | 13 | 269 | 5125 |
| Percent | 0.8% | 65.6% | 11.3% | 1.2% | 4.0% | 1.0% | 0.1% | 2.6% | 7.2% | 0.3% | 0.2% | 0.2% | 0.3% | 5.2% | |
| AM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| PM Peak | 17:00 | 16:00 | 15:00 | 23:00 | 15:00 | 13:00 | 13:00 | 17:00 | 15:00 | 15:00 | 20:00 | 16:00 | 14:00 | 17:00 | |
| Vol. | 8 | 520 | 105 | 13 | 38 | 10 | 2 | 20 | 42 | 3 | 5 | 2 | 4 | 37 | |

**Jacobs Engineering**
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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | 0 | 25 | 6 | 5 | 6 | 0 | 0 | 5 | 32 | 0 | 0 | 0 | 0 | 8 | 87 |
| 01:00 | 0 | 20 | 5 | 2 | 2 | 0 | 0 | 4 | 18 | 0 | 0 | 0 | 0 | 4 | 55 |
| 02:00 | 0 | 18 | 4 | 4 | 2 | 2 | 0 | 4 | 23 | 0 | 1 | 0 | 0 | 8 | 66 |
| 03:00 | 1 | 30 | 8 | 3 | 0 | 1 | 0 | 5 | 20 | 0 | 3 | 0 | 0 | 9 | 80 |
| 04:00 | 2 | 73 | 20 | 2 | 9 | 4 | 0 | 13 | 28 | 3 | 1 | 0 | 1 | 11 | 167 |
| 05:00 | 5 | 204 | 37 | 2 | 24 | 7 | 1 | 10 | 24 | 4 | 1 | 0 | 0 | 14 | 333 |
| 06:00 | 3 | 371 | 69 | 6 | 23 | 4 | 2 | 9 | 26 | 0 | 1 | 0 | 1 | 25 | 540 |
| 07:00 | 3 | 321 | 66 | 7 | 23 | 4 | 0 | 6 | 25 | 1 | 4 | 1 | 1 | 21 | 483 |
| 08:00 | 6 | 319 | 67 | 7 | 27 | 5 | 1 | 18 | 22 | 1 | 0 | 1 | 1 | 22 | 497 |
| 09:00 | 5 | 363 | 66 | 7 | 21 | 8 | 1 | 8 | 34 | 0 | 1 | 0 | 0 | 21 | 535 |
| 10:00 | 1 | 351 | 58 | 7 | 26 | 4 | 0 | 13 | 26 | 4 | 0 | 0 | 1 | 21 | 512 |
| 11:00 | 6 | 410 | 87 | 7 | 24 | 7 | 1 | 14 | 35 | 0 | 0 | 0 | 1 | 30 | 622 |
| 12 PM | 6 | 386 | 77 | 7 | 32 | 12 | 0 | 17 | 28 | 4 | 1 | 1 | 1 | 28 | 600 |
| 13:00 | 2 | 364 | 77 | 7 | 28 | 7 | 0 | 6 | 37 | 0 | 1 | 0 | 1 | 20 | 550 |
| 14:00 | 6 | 393 | 82 | 6 | 25 | 10 | 0 | 13 | 28 | 0 | 1 | 1 | 2 | 25 | 592 |
| 15:00 | 9 | 447 | 94 | 9 | 27 | 7 | 0 | 7 | 42 | 0 | 2 | 0 | 0 | 31 | 675 |
| 16:00 | 9 | 575 | 89 | 4 | 27 | 6 | 0 | 11 | 35 | 1 | 1 | 1 | 2 | 27 | 788 |
| 17:00 | 6 | 548 | 100 | 4 | 11 | 9 | 0 | 5 | 38 | 1 | 0 | 1 | 2 | 30 | 755 |
| 18:00 | 10 | 319 | 53 | 2 | 19 | 4 | 0 | 17 | 32 | 0 | 0 | 0 | 1 | 20 | 477 |
| 19:00 | 5 | 251 | 37 | 7 | 9 | 0 | 0 | 7 | 34 | 2 | 1 | 0 | 2 | 10 | 365 |
| 20:00 | 4 | 199 | 21 | 7 | 12 | 1 | 0 | 8 | 39 | 0 | 4 | 2 | 0 | 10 | 307 |
| 21:00 | 2 | 135 | 20 | 0 | 4 | 1 | 0 | 11 | 26 | 1 | 0 | 0 | 2 | 10 | 212 |
| 22:00 | 2 | 101 | 8 | 7 | 8 | 0 | 0 | 3 | 28 | 1 | 0 | 0 | 1 | 13 | 172 |
| 23:00 | 0 | 48 | 6 | 6 | 4 | 0 | 0 | 6 | 28 | 0 | 0 | 0 | 0 | 8 | 106 |
| Total | 93 | 6271 | 1157 | 125 | 393 | 103 | 6 | 220 | 708 | 23 | 23 | 8 | 20 | 426 | 9576 |
| Percent | 1.0% | 65.5% | 12.1% | 1.3% | 4.1% | 1.1% | 0.1% | 2.3% | 7.4% | 0.2% | 0.2% | 0.1% | 0.2% | 4.4% | |
| AM Peak | 08:00 | 11:00 | 11:00 | 07:00 | 08:00 | 09:00 | 06:00 | 08:00 | 11:00 | 05:00 | 07:00 | 07:00 | 04:00 | 11:00 | |
| Vol. | 6 | 410 | 87 | 7 | 27 | 8 | 2 | 18 | 35 | 4 | 4 | 1 | 1 | 30 | |
| PM Peak | 18:00 | 16:00 | 17:00 | 15:00 | 12:00 | 12:00 | | 12:00 | 15:00 | 12:00 | 20:00 | 20:00 | 14:00 | 15:00 | |
| Vol. | 10 | 575 | 100 | 9 | 32 | 12 | | 17 | 42 | 4 | 4 | 2 | 2 | 31 | |

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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 1 | 30 | 4 | 4 | 0 | 1 | 0 | 4 | 19 | 1 | 0 | 0 | 0 | 4 | 68 |
| 01:00 | 0 | 16 | 3 | 3 | 4 | 0 | 0 | 3 | 27 | 0 | 0 | 0 | 0 | 3 | 59 |
| 02:00 | 0 | 21 | 3 | 1 | 3 | 0 | 0 | 5 | 18 | 0 | 1 | 0 | 0 | 3 | 55 |
| 03:00 | 0 | 34 | 8 | 2 | 3 | 1 | 0 | 6 | 18 | 0 | 2 | 0 | 1 | 8 | 83 |
| 04:00 | 3 | 82 | 18 | 1 | 10 | 7 | 0 | 2 | 27 | 1 | 4 | 0 | 0 | 8 | 163 |
| 05:00 | 3 | 206 | 45 | 6 | 20 | 4 | 0 | 6 | 18 | 2 | 1 | 1 | 2 | 12 | 326 |
| 06:00 | 2 | 380 | 72 | 8 | 19 | 5 | 1 | 15 | 25 | 0 | 2 | 0 | 0 | 18 | 547 |
| 07:00 | 2 | 349 | 88 | 12 | 36 | 10 | 2 | 22 | 21 | 4 | 2 | 1 | 0 | 15 | 564 |
| 08:00 | 5 | 347 | 76 | 7 | 14 | 8 | 3 | 11 | 19 | 2 | 1 | 0 | 0 | 8 | 501 |
| 09:00 | 4 | 355 | 70 | 3 | 28 | 7 | 0 | 10 | 32 | 3 | 1 | 0 | 1 | 25 | 539 |
| 10:00 | 5 | 376 | 60 | 9 | 21 | 8 | 4 | 13 | 36 | 2 | 0 | 0 | 0 | 19 | 553 |
| 11:00 | 2 | 412 | 97 | 5 | 29 | 4 | 1 | 13 | 32 | 1 | 0 | 1 | 0 | 28 | 625 |
| 12 PM | 2 | 385 | 83 | 7 | 20 | 7 | 1 | 14 | 28 | 4 | 2 | 0 | 4 | 30 | 587 |
| 13:00 | 2 | 402 | 76 | 6 | 23 | 5 | 1 | 13 | 29 | 0 | 1 | 1 | 1 | 16 | 576 |
| 14:00 | 5 | 416 | 97 | 9 | 19 | 3 | 1 | 12 | 64 | 3 | 1 | 2 | 1 | 33 | 666 |
| 15:00 | 3 | 470 | 94 | 6 | 26 | 3 | 1 | 6 | 50 | 1 | 4 | 0 | 1 | 35 | 700 |
| 16:00 | 1 | 610 | 107 | 2 | 33 | 3 | 1 | 13 | 37 | 1 | 0 | 0 | 2 | 25 | 835 |
| 17:00 | 9 | 536 | 80 | 5 | 15 | 7 | 1 | 9 | 37 | 1 | 0 | 0 | 4 | 20 | 724 |
| 18:00 | 5 | 349 | 62 | 0 | 18 | 3 | 0 | 16 | 33 | 2 | 1 | 0 | 0 | 15 | 504 |
| 19:00 | 5 | 300 | 47 | 2 | 7 | 4 | 0 | 8 | 31 | 1 | 2 | 1 | 1 | 7 | 416 |
| 20:00 | 7 | 206 | 24 | 5 | 7 | 2 | 0 | 8 | 43 | 0 | 4 | 4 | 0 | 9 | 319 |
| 21:00 | 5 | 152 | 24 | 3 | 11 | 3 | 0 | 3 | 37 | 0 | 0 | 0 | 0 | 7 | 245 |
| 22:00 | 0 | 89 | 11 | 4 | 4 | 2 | 0 | 4 | 27 | 2 | 0 | 0 | 0 | 4 | 147 |
| 23:00 | 0 | 66 | 4 | 17 | 3 | 2 | 0 | 4 | 40 | 1 | 0 | 0 | 0 | 10 | 147 |
| Total | 71 | 6589 | 1253 | 127 | 373 | 99 | 17 | 220 | 748 | 32 | 29 | 11 | 18 | 362 | 9949 |
| Percent | 0.7% | 66.2% | 12.6% | 1.3% | 3.7% | 1.0% | 0.2% | 2.2% | 7.5% | 0.3% | 0.3% | 0.1% | 0.2% | 3.6% | |
| AM Peak | 08:00 | 11:00 | 11:00 | 07:00 | 07:00 | 07:00 | 10:00 | 07:00 | 10:00 | 07:00 | 04:00 | 05:00 | 05:00 | 11:00 | |
| Vol. | 5 | 412 | 97 | 12 | 36 | 10 | 4 | 22 | 36 | 4 | 4 | 1 | 2 | 28 | |
| PM Peak | 17:00 | 16:00 | 16:00 | 23:00 | 16:00 | 12:00 | 12:00 | 18:00 | 14:00 | 12:00 | 15:00 | 20:00 | 12:00 | 15:00 | |
| Vol. | 9 | 610 | 107 | 17 | 33 | 7 | 1 | 16 | 64 | 4 | 4 | 4 | 4 | 35 | |

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| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 0 | 39 | 5 | 3 | 4 | 0 | 0 | 5 | 18 | 0 | 0 | 1 | 0 | 8 | 83 |
| 01:00 | 3 | 22 | 2 | 3 | 6 | 2 | 0 | 3 | 22 | 0 | 0 | 0 | 0 | 5 | 68 |
| 02:00 | 0 | 15 | 6 | 4 | 4 | 1 | 0 | 4 | 18 | 1 | 0 | 0 | 0 | 5 | 58 |
| 03:00 | 0 | 27 | 10 | 2 | 3 | 0 | 0 | 5 | 23 | 1 | 2 | 0 | 1 | 4 | 78 |
| 04:00 | 0 | 68 | 24 | 3 | 6 | 3 | 0 | 5 | 24 | 0 | 3 | 0 | 0 | 6 | 142 |
| 05:00 | 1 | 187 | 34 | 5 | 12 | 7 | 1 | 4 | 18 | 1 | 0 | 1 | 0 | 10 | 281 |
| 06:00 | 3 | 362 | 65 | 5 | 19 | 9 | 1 | 6 | 12 | 1 | 2 | 0 | 1 | 15 | 501 |
| 07:00 | 2 | 338 | 65 | 6 | 21 | 4 | 3 | 7 | 13 | 0 | 0 | 1 | 0 | 12 | 472 |
| 08:00 | 0 | 321 | 81 | 3 | 24 | 2 | 2 | 12 | 23 | 1 | 1 | 1 | 0 | 7 | 478 |
| 09:00 | 1 | 321 | 71 | 8 | 16 | 5 | 1 | 18 | 26 | 1 | 1 | 0 | 0 | 18 | 487 |
| 10:00 | 4 | 406 | 70 | 6 | 22 | 13 | 3 | 12 | 33 | 2 | 0 | 0 | 0 | 15 | 586 |
| 11:00 | 1 | 383 | 86 | 5 | 21 | 4 | 1 | 7 | 32 | 3 | 0 | 0 | 3 | 18 | 564 |
| 12 PM | 9 | 398 | 79 | 9 | 13 | 7 | 1 | 9 | 36 | 2 | 1 | 0 | 1 | 20 | 585 |
| 13:00 | 5 | 395 | 83 | 5 | 23 | 11 | 0 | 14 | 30 | 2 | 0 | 0 | 3 | 20 | 591 |
| 14:00 | 3 | 454 | 101 | 5 | 19 | 9 | 1 | 19 | 32 | 3 | 2 | 0 | 1 | 25 | 674 |
| 15:00 | 2 | 492 | 102 | 3 | 25 | 3 | 0 | 17 | 33 | 3 | 0 | 0 | 1 | 23 | 704 |
| 16:00 | 4 | 575 | 89 | 4 | 31 | 5 | 0 | 9 | 37 | 0 | 0 | 0 | 1 | 29 | 784 |
| 17:00 | 3 | 598 | 79 | 4 | 18 | 5 | 0 | 9 | 28 | 0 | 2 | 0 | 2 | 21 | 769 |
| 18:00 | 1 | 408 | 65 | 5 | 13 | 2 | 0 | 11 | 38 | 0 | 1 | 0 | 2 | 22 | 568 |
| 19:00 | 3 | 304 | 61 | 6 | 16 | 3 | 0 | 6 | 41 | 1 | 1 | 1 | 0 | 15 | 458 |
| 20:00 | 1 | 228 | 33 | 2 | 9 | 0 | 0 | 6 | 41 | 1 | 4 | 0 | 1 | 8 | 334 |
| 21:00 | 1 | 150 | 22 | 7 | 7 | 3 | 0 | 5 | 32 | 0 | 0 | 0 | 1 | 7 | 235 |
| 22:00 | 2 | 109 | 10 | 1 | 6 | 2 | 0 | 6 | 24 | 0 | 0 | 0 | 0 | 7 | 167 |
| 23:00 | 0 | 71 | 5 | 7 | 4 | 2 | 0 | 2 | 28 | 4 | 0 | 0 | 0 | 4 | 127 |
| Total | 49 | 6671 | 1248 | 111 | 342 | 102 | 14 | 201 | 662 | 27 | 20 | 5 | 18 | 324 | 9794 |
| Percent | 0.5% | 68.1% | 12.7% | 1.1% | 3.5% | 1.0% | 0.1% | 2.1% | 6.8% | 0.3% | 0.2% | 0.1% | 0.2% | 3.3% | |
| AM Peak | 10:00 | 10:00 | 11:00 | 09:00 | 08:00 | 10:00 | 07:00 | 09:00 | 10:00 | 11:00 | 04:00 | 00:00 | 11:00 | 09:00 | |
| Vol. | 4 | 406 | 86 | 8 | 24 | 13 | 3 | 18 | 33 | 3 | 3 | 1 | 3 | 18 | |
| PM Peak | 12:00 | 17:00 | 15:00 | 12:00 | 16:00 | 13:00 | 12:00 | 14:00 | 19:00 | 23:00 | 20:00 | 19:00 | 13:00 | 16:00 | |
| Vol. | 9 | 598 | 102 | 9 | 31 | 11 | 1 | 19 | 41 | 4 | 4 | 1 | 3 | 29 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 0 | 53 | 13 | 6 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 2 | 98 |
| 01:00 | 0 | 29 | 6 | 5 | 6 | 1 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 6 | 68 |
| 02:00 | 0 | 19 | 6 | 6 | 2 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 3 | 55 |
| 03:00 | 0 | 39 | 13 | 4 | 0 | 2 | 0 | 12 | 18 | 0 | 2 | 0 | 0 | 5 | 95 |
| 04:00 | 2 | 72 | 19 | 2 | 7 | 3 | 0 | 7 | 31 | 0 | 2 | 0 | 0 | 9 | 154 |
| 05:00 | 2 | 204 | 41 | 1 | 16 | 5 | 0 | 7 | 21 | 2 | 1 | 0 | 4 | 8 | 312 |
| 06:00 | 1 | 385 | 71 | 4 | 22 | 6 | 0 | 15 | 17 | 0 | 0 | 2 | 0 | 15 | 538 |
| 07:00 | 4 | 365 | 63 | 4 | 23 | 11 | 1 | 17 | 15 | 0 | 1 | 0 | 0 | 13 | 517 |
| 08:00 | 4 | 389 | 84 | 8 | 24 | 9 | 0 | 9 | 22 | 2 | 1 | 1 | 0 | 19 | 572 |
| 09:00 | 8 | 460 | 80 | 6 | 17 | 8 | 1 | 10 | 33 | 1 | 0 | 1 | 1 | 25 | 651 |
| 10:00 | 14 | 468 | 86 | 4 | 21 | 6 | 0 | 9 | 26 | 2 | 0 | 0 | 0 | 20 | 656 |
| 11:00 | 6 | 526 | 109 | 3 | 15 | 8 | 2 | 7 | 36 | 6 | 0 | 1 | 0 | 21 | 740 |
| 12 PM | 8 | 523 | 102 | 2 | 22 | 9 | 0 | 12 | 35 | 0 | 1 | 0 | 2 | 18 | 734 |
| 13:00 | 5 | 516 | 79 | 6 | 28 | 8 | 1 | 18 | 40 | 1 | 0 | 0 | 1 | 19 | 722 |
| 14:00 | 6 | 451 | 99 | 2 | 30 | 5 | 2 | 15 | 44 | 2 | 3 | 0 | 2 | 32 | 693 |
| 15:00 | 6 | 491 | 90 | 4 | 20 | 6 | 0 | 9 | 27 | 0 | 1 | 1 | 1 | 24 | 680 |
| 16:00 | 6 | 607 | 96 | 3 | 20 | 7 | 0 | 20 | 35 | 4 | 0 | 0 | 2 | 32 | 832 |
| 17:00 | 8 | 649 | 82 | 6 | 17 | 8 | 0 | 12 | 33 | 0 | 0 | 0 | 0 | 41 | 856 |
| 18:00 | 4 | 499 | 71 | 7 | 10 | 4 | 0 | 11 | 44 | 2 | 1 | 0 | 3 | 19 | 675 |
| 19:00 | 2 | 396 | 67 | 5 | 17 | 4 | 0 | 9 | 23 | 0 | 2 | 1 | 0 | 19 | 545 |
| 20:00 | 4 | 314 | 41 | 0 | 5 | 3 | 0 | 6 | 38 | 3 | 3 | 0 | 1 | 10 | 428 |
| 21:00 | 9 | 210 | 26 | 4 | 8 | 7 | 0 | 5 | 43 | 0 | 1 | 0 | 1 | 13 | 327 |
| 22:00 | 1 | 160 | 24 | 2 | 3 | 1 | 1 | 7 | 16 | 2 | 0 | 0 | 0 | 7 | 224 |
| 23:00 | 1 | 96 | 13 | 6 | 7 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 6 | 143 |
| Total | 101 | 7921 | 1381 | 100 | 340 | 121 | 8 | 225 | 661 | 27 | 19 | 7 | 18 | 386 | 11315 |
| Percent | 0.9% | 70.0% | 12.2% | 0.9% | 3.0% | 1.1% | 0.1% | 2.0% | 5.8% | 0.2% | 0.2% | 0.1% | 0.2% | 3.4% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 08:00 | 08:00 | 07:00 | 11:00 | 07:00 | 11:00 | 11:00 | 03:00 | 06:00 | 05:00 | 09:00 | |
| Vol. | 14 | 526 | 109 | 8 | 24 | 11 | 2 | 17 | 36 | 6 | 2 | 2 | 4 | 25 | |
| PM Peak | 21:00 | 17:00 | 12:00 | 18:00 | 14:00 | 12:00 | 14:00 | 16:00 | 14:00 | 16:00 | 14:00 | 15:00 | 18:00 | 17:00 | |
| Vol. | 9 | 649 | 102 | 7 | 30 | 9 | 2 | 20 | 44 | 4 | 3 | 1 | 3 | 41 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 2
US 301 just South of Peterson Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/03/13 | 0 | 86 | 8 | 3 | 4 | 1 | 0 | 4 | 15 | 0 | 0 | 0 | 0 | 5 | 126 |
| 01:00 | 0 | 57 | 7 | 3 | 1 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 | 7 | 99 |
| 02:00 | 0 | 32 | 8 | 1 | 2 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 3 | 60 |
| 03:00 | 1 | 36 | 13 | 0 | 0 | 1 | 0 | 4 | 13 | 0 | 3 | 0 | 0 | 4 | 75 |
| 04:00 | 4 | 67 | 25 | 2 | 3 | 9 | 0 | 7 | 15 | 1 | 2 | 0 | 0 | 6 | 141 |
| 05:00 | 3 | 128 | 33 | 4 | 4 | 4 | 0 | 8 | 13 | 1 | 0 | 0 | 1 | 6 | 205 |
| 06:00 | 2 | 264 | 33 | 0 | 10 | 1 | 0 | 8 | 13 | 1 | 1 | 0 | 0 | 4 | 337 |
| 07:00 | 4 | 275 | 46 | 1 | 9 | 4 | 0 | 7 | 17 | 1 | 1 | 0 | 1 | 12 | 378 |
| 08:00 | 11 | 417 | 77 | 3 | 15 | 2 | 0 | 8 | 16 | 2 | 0 | 1 | 0 | 18 | 570 |
| 09:00 | 5 | 531 | 77 | 3 | 15 | 2 | 0 | 6 | 20 | 1 | 0 | 1 | 0 | 10 | 671 |
| 10:00 | 3 | 575 | 109 | 0 | 18 | 2 | 0 | 8 | 18 | 2 | 2 | 0 | 3 | 11 | 751 |
| 11:00 | 6 | 654 | 89 | 2 | 14 | 4 | 0 | 10 | 18 | 1 | 0 | 0 | 2 | 21 | 821 |
| 12 PM | 4 | 562 | 68 | 2 | 25 | 4 | 0 | 8 | 21 | 1 | 0 | 0 | 3 | 19 | 717 |
| 13:00 | 5 | 554 | 59 | 2 | 17 | 4 | 0 | 5 | 17 | 0 | 1 | 0 | 2 | 14 | 680 |
| 14:00 | 2 | 459 | 78 | 1 | 12 | 1 | 0 | 7 | 18 | 1 | 2 | 0 | 0 | 13 | 594 |
| 15:00 | 5 | 465 | 67 | 4 | 12 | 2 | 0 | 8 | 14 | 1 | 0 | 0 | 0 | 21 | 599 |
| 16:00 | 5 | 409 | 59 | 1 | 6 | 0 | 0 | 3 | 12 | 0 | 1 | 0 | 0 | 19 | 515 |
| 17:00 | 2 | 408 | 57 | 1 | 8 | 1 | 0 | 7 | 17 | 0 | 0 | 0 | 0 | 18 | 519 |
| 18:00 | 0 | 353 | 54 | 3 | 4 | 0 | 0 | 9 | 19 | 2 | 0 | 0 | 0 | 11 | 455 |
| 19:00 | 0 | 277 | 33 | 1 | 8 | 0 | 0 | 2 | 19 | 0 | 0 | 0 | 1 | 8 | 349 |
| 20:00 | 4 | 214 | 28 | 3 | 10 | 1 | 0 | 6 | 21 | 0 | 0 | 0 | 0 | 7 | 294 |
| 21:00 | 1 | 169 | 26 | 1 | 6 | 1 | 0 | 2 | 12 | 1 | 0 | 0 | 1 | 1 | 221 |
| 22:00 | 0 | 125 | 17 | 1 | 3 | 1 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 6 | 165 |
| 23:00 | 0 | 67 | 15 | 1 | 7 | 1 | 0 | 1 | 7 | 2 | 0 | 0 | 0 | 4 | 105 |
| Total | 67 | 7184 | 1086 | 43 | 213 | 49 | 0 | 141 | 369 | 18 | 13 | 2 | 14 | 248 | 9447 |
| Percent | 0.7% | 76.0% | 11.5% | 0.5% | 2.3% | 0.5% | 0.0% | 1.5% | 3.9% | 0.2% | 0.1% | 0.0% | 0.1% | 2.6% | |
| AM Peak | 08:00 | 11:00 | 10:00 | 05:00 | 10:00 | 04:00 | | 11:00 | 09:00 | 08:00 | 03:00 | 08:00 | 10:00 | 11:00 | |
| Vol. | 11 | 654 | 109 | 4 | 18 | 9 | | 10 | 20 | 2 | 3 | 1 | 3 | 21 | |
| PM Peak | 13:00 | 12:00 | 14:00 | 15:00 | 12:00 | 12:00 | | 18:00 | 12:00 | 18:00 | 14:00 | | 12:00 | 15:00 | |
| Vol. | 5 | 562 | 78 | 4 | 25 | 4 | | 9 | 21 | 2 | 2 | | 3 | 21 | |

**Jacobs Engineering**
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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/04/13 | 0 | 56 | 9 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 2 | 75 |
| 01:00 | 0 | 38 | 7 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 54 |
| 02:00 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 2 | 38 |
| 03:00 | 0 | 18 | 17 | 1 | 1 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 46 |
| 04:00 | 1 | 36 | 9 | 0 | 3 | 2 | 0 | 4 | 7 | 3 | 0 | 0 | 0 | 3 | 68 |
| 05:00 | 1 | 115 | 11 | 1 | 5 | 0 | 0 | 3 | 5 | 0 | 1 | 1 | 0 | 3 | 146 |
| 06:00 | 1 | 169 | 22 | 0 | 6 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 5 | 212 |
| 07:00 | 3 | 185 | 30 | 2 | 10 | 1 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 1 | 241 |
| 08:00 | 12 | 310 | 55 | 0 | 14 | 1 | 0 | 6 | 9 | 2 | 0 | 0 | 0 | 3 | 412 |
| 09:00 | 7 | 427 | 66 | 2 | 9 | 2 | 0 | 9 | 11 | 2 | 0 | 0 | 1 | 11 | 547 |
| 10:00 | 23 | 517 | 76 | 2 | 6 | 0 | 0 | 3 | 6 | 0 | 1 | 0 | 1 | 20 | 655 |
| 11:00 | 22 | 446 | 65 | 1 | 9 | 3 | 0 | 11 | 14 | 0 | 1 | 0 | 0 | 19 | 591 |
| 12 PM | 19 | 509 | 70 | 1 | 15 | 0 | 0 | 2 | 10 | 1 | 2 | 1 | 1 | 27 | 658 |
| 13:00 | 12 | 474 | 58 | 4 | 11 | 2 | 0 | 5 | 15 | 2 | 0 | 0 | 1 | 17 | 601 |
| 14:00 | 15 | 485 | 73 | 0 | 8 | 2 | 0 | 4 | 11 | 0 | 1 | 0 | 0 | 23 | 622 |
| 15:00 | 12 | 431 | 76 | 3 | 5 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 1 | 15 | 561 |
| 16:00 | 10 | 415 | 62 | 1 | 6 | 0 | 0 | 5 | 15 | 0 | 0 | 0 | 0 | 6 | 520 |
| 17:00 | 3 | 402 | 51 | 2 | 8 | 1 | 0 | 5 | 19 | 0 | 0 | 0 | 1 | 12 | 504 |
| 18:00 | 4 | 346 | 42 | 3 | 7 | 2 | 0 | 5 | 8 | 1 | 0 | 0 | 0 | 13 | 431 |
| 19:00 | 4 | 360 | 46 | 1 | 4 | 2 | 0 | 3 | 12 | 0 | 0 | 2 | 0 | 9 | 443 |
| 20:00 | 2 | 254 | 31 | 0 | 6 | 1 | 0 | 4 | 16 | 1 | 0 | 0 | 2 | 12 | 329 |
| 21:00 | 1 | 155 | 17 | 1 | 4 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 5 | 201 |
| 22:00 | 1 | 106 | 20 | 1 | 4 | 0 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 1 | 144 |
| 23:00 | 0 | 52 | 4 | 7 | 4 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 83 |
| Total | 153 | 6325 | 921 | 34 | 148 | 19 | 0 | 96 | 238 | 16 | 6 | 4 | 9 | 213 | 8182 |
| Percent | 1.9% | 77.3% | 11.3% | 0.4% | 1.8% | 0.2% | 0.0% | 1.2% | 2.9% | 0.2% | 0.1% | 0.0% | 0.1% | 2.6% | |
| AM Peak | 10:00 | 10:00 | 10:00 | 07:00 | 08:00 | 11:00 | | 11:00 | 11:00 | 04:00 | 05:00 | 05:00 | 06:00 | 10:00 | |
| Vol. | 23 | 517 | 76 | 2 | 14 | 3 | | 11 | 14 | 3 | 1 | 1 | 1 | 20 | |
| PM Peak | 12:00 | 12:00 | 15:00 | 23:00 | 12:00 | 13:00 | | 15:00 | 17:00 | 13:00 | 12:00 | 19:00 | 20:00 | 12:00 | |
| Vol. | 19 | 509 | 76 | 7 | 15 | 2 | | 6 | 19 | 2 | 2 | 2 | 2 | 27 | |

**Jacobs Engineering**
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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/05/13 | 2 | 56 | 8 | 3 | 0 | 2 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 3 | 84 |
| 01:00 | 0 | 29 | 2 | 4 | 2 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 49 |
| 02:00 | 2 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 42 |
| 03:00 | 0 | 44 | 9 | 2 | 3 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 1 | 74 |
| 04:00 | 3 | 96 | 21 | 1 | 4 | 1 | 0 | 2 | 16 | 2 | 0 | 0 | 0 | 2 | 148 |
| 05:00 | 2 | 195 | 41 | 6 | 16 | 4 | 0 | 2 | 17 | 3 | 0 | 0 | 3 | 12 | 301 |
| 06:00 | 2 | 386 | 68 | 5 | 21 | 11 | 1 | 11 | 14 | 1 | 2 | 0 | 2 | 20 | 544 |
| 07:00 | 1 | 365 | 78 | 1 | 22 | 3 | 0 | 13 | 18 | 1 | 0 | 0 | 1 | 14 | 517 |
| 08:00 | 4 | 313 | 68 | 6 | 17 | 6 | 1 | 12 | 24 | 0 | 1 | 0 | 1 | 18 | 471 |
| 09:00 | 0 | 360 | 51 | 6 | 15 | 5 | 0 | 5 | 28 | 0 | 0 | 0 | 3 | 19 | 492 |
| 10:00 | 10 | 406 | 67 | 7 | 15 | 2 | 1 | 14 | 28 | 1 | 1 | 3 | 1 | 22 | 578 |
| 11:00 | 6 | 426 | 93 | 8 | 18 | 12 | 0 | 9 | 40 | 1 | 0 | 0 | 3 | 14 | 630 |
| 12 PM | 6 | 470 | 73 | 5 | 21 | 12 | 3 | 9 | 40 | 2 | 1 | 0 | 1 | 13 | 656 |
| 13:00 | 7 | 381 | 81 | 2 | 21 | 5 | 2 | 14 | 32 | 0 | 1 | 0 | 2 | 20 | 568 |
| 14:00 | 7 | 424 | 97 | 4 | 19 | 7 | 1 | 15 | 35 | 4 | 1 | 0 | 0 | 21 | 635 |
| 15:00 | 12 | 443 | 97 | 2 | 28 | 10 | 0 | 13 | 46 | 2 | 0 | 0 | 1 | 24 | 678 |
| 16:00 | 6 | 602 | 88 | 5 | 29 | 6 | 0 | 8 | 37 | 0 | 0 | 0 | 3 | 21 | 805 |
| 17:00 | 4 | 247 | 42 | 7 | 20 | 4 | 1 | 12 | 22 | 1 | 0 | 0 | 1 | 317 | 678 |
| 18:00 | 2 | 124 | 39 | 3 | 11 | 2 | 0 | 11 | 26 | 0 | 0 | 0 | 0 | 265 | 483 |
| 19:00 | 1 | 100 | 38 | 8 | 19 | 0 | 0 | 14 | 21 | 0 | 1 | 0 | 0 | 223 | 425 |
| 20:00 | 3 | 75 | 21 | 7 | 15 | 4 | 0 | 8 | 20 | 1 | 2 | 0 | 0 | 174 | 330 |
| 21:00 | 3 | 44 | 11 | 3 | 18 | 2 | 0 | 7 | 15 | 1 | 0 | 0 | 0 | 136 | 240 |
| 22:00 | 1 | 26 | 5 | 2 | 10 | 2 | 0 | 5 | 16 | 2 | 0 | 0 | 0 | 91 | 160 |
| 23:00 | 0 | 24 | 3 | 3 | 6 | 2 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 64 | 114 |
| Total | 84 | 5655 | 1103 | 100 | 351 | 102 | 10 | 193 | 552 | 22 | 10 | 3 | 22 | 1495 | 9702 |
| Percent | 0.9% | 58.3% | 11.4% | 1.0% | 3.6% | 1.1% | 0.1% | 2.0% | 5.7% | 0.2% | 0.1% | 0.0% | 0.2% | 15.4% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 07:00 | 11:00 | 06:00 | 10:00 | 11:00 | 05:00 | 06:00 | 10:00 | 05:00 | 10:00 | |
| Vol. | 10 | 426 | 93 | 8 | 22 | 12 | 1 | 14 | 40 | 3 | 2 | 3 | 3 | 22 | |
| PM Peak | 15:00 | 16:00 | 14:00 | 19:00 | 16:00 | 12:00 | 12:00 | 14:00 | 15:00 | 14:00 | 20:00 | | 16:00 | 17:00 | |
| Vol. | 12 | 602 | 97 | 8 | 29 | 12 | 3 | 15 | 46 | 4 | 2 | | 3 | 317 | |

**Jacobs Engineering**
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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/06/13 | 2 | 5 | 7 | 5 | 6 | 0 | 0 | 8 | 15 | 0 | 0 | 0 | 0 | 47 | 95 |
| 01:00 | 1 | 2 | 2 | 2 | 2 | 1 | 0 | 6 | 11 | 1 | 0 | 0 | 0 | 30 | 58 |
| 02:00 | 3 | 3 | 1 | 3 | 6 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 0 | 32 | 68 |
| 03:00 | 0 | 5 | 7 | 2 | 6 | 0 | 1 | 10 | 13 | 0 | 1 | 0 | 0 | 51 | 96 |
| 04:00 | 1 | 21 | 6 | 3 | 14 | 4 | 0 | 13 | 12 | 1 | 2 | 0 | 0 | 92 | 169 |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 7 | 36 | 23 | 15 | 34 | 5 | 1 | 44 | 64 | 2 | 3 | 0 | 0 | 252 | 486 |
| Percent | 1.4% | 7.4% | 4.7% | 3.1% | 7.0% | 1.0% | 0.2% | 9.1% | 13.2% | 0.4% | 0.6% | 0.0% | 0.0% | 51.9% | |
| AM Peak | 02:00 | 04:00 | 00:00 | 00:00 | 04:00 | 04:00 | 03:00 | 04:00 | 00:00 | 01:00 | 04:00 | | | 04:00 | |
| Vol. | 3 | 21 | 7 | 5 | 14 | 4 | 1 | 13 | 15 | 1 | 2 | | | 92 | |
| PM Peak Vol. | | | | | | | | | | | | | | | |
| Grand Total | 666 | 50013 | 8752 | 714 | 2399 | 651 | 61 | 1475 | 4372 | 183 | 135 | 48 | 132 | 3975 | 73576 |
| Percent | 0.9% | 68.0% | 11.9% | 1.0% | 3.3% | 0.9% | 0.1% | 2.0% | 5.9% | 0.2% | 0.2% | 0.1% | 0.2% | 5.4% | |

# Jacobs Engineering

1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 3
US 301 just South of Marl Pit Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | 1 | 197 | 46 | 4 | 9 | 4 | 4 | 5 | 34 | 0 | 0 | 0 | 0 | 29 | 333 |
| 06:00 | 3 | 308 | 60 | 7 | 17 | 4 | 5 | 9 | 49 | 0 | 0 | 0 | 0 | 44 | 506 |
| 07:00 | 1 | 284 | 64 | 5 | 16 | 4 | 4 | 8 | 45 | 0 | 0 | 0 | 0 | 39 | 470 |
| 08:00 | 4 | 285 | 59 | 5 | 16 | 4 | 4 | 7 | 47 | 0 | 0 | 0 | 0 | 42 | 473 |
| 09:00 | 3 | 323 | 62 | 6 | 18 | 4 | 4 | 8 | 48 | 0 | 0 | 0 | 0 | 48 | 524 |
| 10:00 | 4 | 298 | 60 | 6 | 16 | 4 | 5 | 8 | 44 | 0 | 0 | 0 | 0 | 47 | 492 |
| 11:00 | 3 | 348 | 95 | 6 | 20 | 6 | 7 | 9 | 53 | 0 | 0 | 0 | 0 | 48 | 595 |
| 12 PM | 4 | 356 | 81 | 7 | 17 | 4 | 7 | 10 | 56 | 0 | 0 | 0 | 0 | 49 | 591 |
| 13:00 | 3 | 326 | 78 | 5 | 17 | 4 | 5 | 9 | 59 | 0 | 0 | 0 | 0 | 48 | 554 |
| 14:00 | 4 | 353 | 73 | 7 | 20 | 4 | 5 | 10 | 63 | 0 | 0 | 0 | 0 | 47 | 586 |
| 15:00 | 4 | 400 | 79 | 8 | 21 | 5 | 7 | 12 | 61 | 0 | 0 | 0 | 0 | 51 | 648 |
| 16:00 | 4 | 453 | 116 | 8 | 27 | 5 | 8 | 13 | 75 | 0 | 0 | 0 | 0 | 66 | 775 |
| 17:00 | 5 | 449 | 95 | 8 | 24 | 6 | 8 | 13 | 71 | 0 | 0 | 0 | 0 | 64 | 743 |
| 18:00 | 2 | 283 | 73 | 4 | 14 | 4 | 4 | 7 | 44 | 0 | 0 | 0 | 0 | 43 | 478 |
| 19:00 | 2 | 220 | 47 | 4 | 12 | 4 | 4 | 6 | 36 | 0 | 0 | 0 | 0 | 28 | 363 |
| 20:00 | 2 | 182 | 43 | 4 | 10 | 3 | 4 | 6 | 26 | 0 | 0 | 0 | 0 | 25 | 305 |
| 21:00 | 0 | 121 | 27 | 4 | 7 | 1 | 3 | 4 | 21 | 0 | 0 | 0 | 0 | 16 | 204 |
| 22:00 | 0 | 105 | 24 | 1 | 5 | 1 | 1 | 4 | 14 | 0 | 0 | 0 | 0 | 13 | 168 |
| 23:00 | 0 | 62 | 15 | 0 | 4 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 9 | 100 |
| Total | 49 | 5353 | 1197 | 99 | 290 | 71 | 89 | 149 | 855 | 0 | 0 | 0 | 0 | 756 | 8908 |
| Percent | 0.6% | 60.1% | 13.4% | 1.1% | 3.3% | 0.8% | 1.0% | 1.7% | 9.6% | 0.0% | 0.0% | 0.0% | 0.0% | 8.5% | |
| AM Peak | 08:00 | 11:00 | 11:00 | 06:00 | 11:00 | 11:00 | 11:00 | 06:00 | 11:00 | | | | | 09:00 | |
| Vol. | 4 | 348 | 95 | 7 | 20 | 6 | 7 | 9 | 53 | | | | | 48 | |
| PM Peak | 17:00 | 16:00 | 16:00 | 15:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | | | | | 16:00 | |
| Vol. | 5 | 453 | 116 | 8 | 27 | 6 | 8 | 13 | 75 | | | | | 66 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 3
US 301 just South of Marl Pit Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 0 | 41 | 8 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 4 | 61 |
| 01:00 | 0 | 34 | 9 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 54 |
| 02:00 | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 48 |
| 03:00 | 0 | 48 | 9 | 0 | 3 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 4 | 73 |
| 04:00 | 2 | 99 | 22 | 4 | 4 | 4 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 8 | 159 |
| 05:00 | 4 | 192 | 47 | 4 | 11 | 7 | 2 | 6 | 27 | 0 | 0 | 0 | 0 | 13 | 313 |
| 06:00 | 7 | 336 | 69 | 7 | 16 | 11 | 4 | 11 | 38 | 0 | 0 | 0 | 0 | 21 | 520 |
| 07:00 | 6 | 327 | 62 | 8 | 17 | 13 | 4 | 10 | 44 | 0 | 0 | 0 | 0 | 24 | 515 |
| 08:00 | 6 | 294 | 60 | 7 | 15 | 12 | 4 | 9 | 38 | 0 | 0 | 0 | 0 | 21 | 466 |
| 09:00 | 5 | 319 | 73 | 7 | 16 | 12 | 4 | 8 | 33 | 0 | 0 | 0 | 0 | 26 | 503 |
| 10:00 | 6 | 333 | 72 | 8 | 17 | 12 | 4 | 11 | 38 | 0 | 0 | 0 | 0 | 26 | 527 |
| 11:00 | 8 | 366 | 87 | 8 | 18 | 14 | 4 | 12 | 46 | 0 | 0 | 0 | 0 | 27 | 590 |
| 12 PM | 8 | 350 | 80 | 7 | 17 | 13 | 4 | 11 | 40 | 0 | 0 | 0 | 0 | 24 | 554 |
| 13:00 | 8 | 335 | 69 | 7 | 16 | 12 | 4 | 11 | 44 | 0 | 0 | 0 | 0 | 27 | 533 |
| 14:00 | 8 | 398 | 71 | 10 | 20 | 14 | 4 | 12 | 49 | 0 | 0 | 0 | 0 | 27 | 613 |
| 15:00 | 9 | 424 | 83 | 9 | 23 | 16 | 4 | 12 | 49 | 0 | 0 | 0 | 0 | 27 | 656 |
| 16:00 | 11 | 500 | 102 | 10 | 26 | 17 | 5 | 14 | 54 | 0 | 0 | 0 | 0 | 32 | 771 |
| 17:00 | 8 | 432 | 100 | 9 | 21 | 17 | 5 | 12 | 44 | 0 | 0 | 0 | 0 | 29 | 677 |
| 18:00 | 6 | 287 | 61 | 7 | 16 | 10 | 4 | 9 | 36 | 0 | 0 | 0 | 0 | 25 | 461 |
| 19:00 | 5 | 257 | 57 | 5 | 12 | 8 | 4 | 8 | 27 | 0 | 0 | 0 | 0 | 20 | 403 |
| 20:00 | 4 | 199 | 42 | 4 | 10 | 7 | 3 | 6 | 22 | 0 | 0 | 0 | 0 | 14 | 311 |
| 21:00 | 4 | 143 | 30 | 4 | 8 | 5 | 1 | 4 | 16 | 0 | 0 | 0 | 0 | 11 | 226 |
| 22:00 | 1 | 84 | 18 | 3 | 4 | 4 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 6 | 135 |
| 23:00 | 1 | 89 | 18 | 1 | 4 | 4 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 5 | 138 |
| Total | 117 | 5921 | 1256 | 129 | 296 | 215 | 64 | 181 | 700 | 0 | 0 | 0 | 0 | 428 | 9307 |
| Percent | 1.3% | 63.6% | 13.5% | 1.4% | 3.2% | 2.3% | 0.7% | 1.9% | 7.5% | 0.0% | 0.0% | 0.0% | 0.0% | 4.6% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 07:00 | 11:00 | 11:00 | 06:00 | 11:00 | 11:00 | | | | | 11:00 | |
| Vol. | 8 | 366 | 87 | 8 | 18 | 14 | 4 | 12 | 46 | | | | | 27 | |
| PM Peak | 16:00 | 16:00 | 16:00 | 14:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | | | | | 16:00 | |
| Vol. | 11 | 500 | 102 | 10 | 26 | 17 | 5 | 14 | 54 | | | | | 32 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 3
US 301 just South of Marl Pit Road

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Longitude: 0' 0.000 Undefined

Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 0 | 48 | 13 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 73 |
| 01:00 | 0 | 40 | 9 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 59 |
| 02:00 | 0 | 34 | 7 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 51 |
| 03:00 | 0 | 47 | 10 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 68 |
| 04:00 | 0 | 81 | 16 | 0 | 4 | 1 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 11 | 125 |
| 05:00 | 4 | 163 | 39 | 3 | 7 | 4 | 3 | 5 | 16 | 0 | 0 | 0 | 0 | 17 | 261 |
| 06:00 | 4 | 283 | 64 | 4 | 12 | 5 | 4 | 8 | 32 | 0 | 0 | 0 | 0 | 34 | 450 |
| 07:00 | 4 | 261 | 60 | 5 | 13 | 5 | 4 | 8 | 29 | 0 | 0 | 0 | 0 | 29 | 418 |
| 08:00 | 5 | 297 | 58 | 4 | 13 | 5 | 4 | 8 | 34 | 0 | 0 | 0 | 0 | 31 | 459 |
| 09:00 | 5 | 282 | 65 | 4 | 14 | 5 | 4 | 8 | 29 | 0 | 0 | 0 | 0 | 28 | 444 |
| 10:00 | 6 | 345 | 74 | 5 | 16 | 8 | 4 | 9 | 29 | 0 | 0 | 0 | 0 | 32 | 528 |
| 11:00 | 6 | 320 | 63 | 4 | 17 | 8 | 4 | 8 | 28 | 0 | 0 | 0 | 0 | 37 | 495 |
| 12 PM | 8 | 340 | 84 | 5 | 15 | 8 | 4 | 9 | 33 | 0 | 0 | 0 | 0 | 36 | 542 |
| 13:00 | 5 | 353 | 68 | 6 | 17 | 6 | 4 | 9 | 31 | 0 | 0 | 0 | 0 | 43 | 542 |
| 14:00 | 6 | 408 | 89 | 5 | 20 | 8 | 6 | 12 | 39 | 0 | 0 | 0 | 0 | 43 | 636 |
| 15:00 | 8 | 422 | 85 | 5 | 21 | 8 | 6 | 12 | 41 | 0 | 0 | 0 | 0 | 43 | 651 |
| 16:00 | 8 | 438 | 104 | 7 | 23 | 10 | 7 | 12 | 51 | 0 | 0 | 0 | 0 | 51 | 711 |
| 17:00 | 9 | 461 | 95 | 6 | 23 | 8 | 6 | 14 | 47 | 0 | 0 | 0 | 0 | 49 | 718 |
| 18:00 | 5 | 336 | 74 | 4 | 16 | 7 | 4 | 8 | 35 | 0 | 0 | 0 | 0 | 42 | 531 |
| 19:00 | 5 | 267 | 63 | 4 | 14 | 5 | 4 | 8 | 29 | 0 | 0 | 0 | 0 | 26 | 425 |
| 20:00 | 4 | 196 | 47 | 4 | 8 | 4 | 4 | 5 | 19 | 0 | 0 | 0 | 0 | 19 | 310 |
| 21:00 | 3 | 141 | 33 | 3 | 7 | 4 | 3 | 4 | 13 | 0 | 0 | 0 | 0 | 13 | 224 |
| 22:00 | 2 | 104 | 20 | 1 | 5 | 1 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 12 | 159 |
| 23:00 | 0 | 75 | 17 | 0 | 4 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 9 | 115 |
| Total | 97 | 5742 | 1257 | 79 | 278 | 111 | 75 | 154 | 578 | 0 | 0 | 0 | 0 | 624 | 8995 |
| Percent | 1.1% | 63.8% | 14.0% | 0.9% | 3.1% | 1.2% | 0.8% | 1.7% | 6.4% | 0.0% | 0.0% | 0.0% | 0.0% | 6.9% | |
| AM Peak | 10:00 | 10:00 | 10:00 | 07:00 | 11:00 | 10:00 | 06:00 | 10:00 | 08:00 | | | | | 11:00 | |
| Vol. | 6 | 345 | 74 | 5 | 17 | 8 | 4 | 9 | 34 | | | | | 37 | |
| PM Peak | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | | | | | 16:00 | |
| Vol. | 9 | 461 | 104 | 7 | 23 | 10 | 7 | 14 | 51 | | | | | 51 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
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Site Code: New Count 3
US 301 just South of Marl Pit Road

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Southbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 0 | 58 | 12 | 2 | 5 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 7 | 94 |
| 01:00 | 0 | 39 | 11 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 65 |
| 02:00 | 0 | 33 | 7 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 51 |
| 03:00 | 0 | 55 | 14 | 2 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 7 | 90 |
| 04:00 | 0 | 92 | 18 | 4 | 6 | 1 | 0 | 4 | 15 | 0 | 0 | 0 | 0 | 12 | 152 |
| 05:00 | 1 | 180 | 44 | 6 | 12 | 4 | 3 | 6 | 28 | 0 | 0 | 0 | 0 | 23 | 307 |
| 06:00 | 3 | 304 | 57 | 10 | 22 | 8 | 4 | 10 | 44 | 0 | 0 | 0 | 0 | 45 | 507 |
| 07:00 | 3 | 307 | 73 | 10 | 21 | 7 | 4 | 10 | 46 | 0 | 0 | 0 | 0 | 46 | 527 |
| 08:00 | 4 | 343 | 78 | 10 | 26 | 6 | 5 | 12 | 45 | 0 | 0 | 0 | 0 | 45 | 574 |
| 09:00 | 4 | 382 | 72 | 12 | 28 | 8 | 7 | 13 | 63 | 0 | 0 | 0 | 0 | 49 | 638 |
| 10:00 | 4 | 394 | 96 | 12 | 26 | 8 | 7 | 11 | 53 | 0 | 0 | 0 | 0 | 49 | 660 |
| 11:00 | 4 | 435 | 92 | 13 | 29 | 8 | 7 | 15 | 65 | 0 | 0 | 0 | 0 | 56 | 724 |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 23 | 2622 | 574 | 81 | 186 | 50 | 37 | 83 | 384 | 0 | 0 | 0 | 0 | 349 | 4389 |
| Percent | 0.5% | 59.7% | 13.1% | 1.8% | 4.2% | 1.1% | 0.8% | 1.9% | 8.7% | 0.0% | 0.0% | 0.0% | 0.0% | 8.0% | |
| AM Peak | 08:00 | 11:00 | 10:00 | 11:00 | 11:00 | 06:00 | 09:00 | 11:00 | 11:00 | | | | | 11:00 | |
| Vol. | 4 | 435 | 96 | 13 | 29 | 8 | 7 | 15 | 65 | | | | | 56 | |
| PM Peak Vol. | | | | | | | | | | | | | | | |
| Grand Total | 286 | 19638 | 4284 | 388 | 1050 | 447 | 265 | 567 | 2517 | 0 | 0 | 0 | 0 | 2157 | 31599 |
| Percent | 0.9% | 62.1% | 13.6% | 1.2% | 3.3% | 1.4% | 0.8% | 1.8% | 8.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.8% | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
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Northbound

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/30/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | 0 | 220 | 42 | 3 | 5 | 4 | 0 | 4 | 31 | 0 | 0 | 0 | 0 | 15 | 324 |
| 06:00 | 2 | 303 | 66 | 4 | 9 | 7 | 0 | 6 | 41 | 0 | 0 | 0 | 0 | 20 | 458 |
| 07:00 | 3 | 325 | 67 | 4 | 8 | 6 | 0 | 7 | 39 | 0 | 0 | 0 | 0 | 20 | 479 |
| 08:00 | 1 | 275 | 61 | 4 | 7 | 6 | 0 | 4 | 33 | 0 | 0 | 0 | 0 | 18 | 409 |
| 09:00 | 1 | 294 | 48 | 4 | 8 | 7 | 0 | 7 | 37 | 0 | 0 | 0 | 0 | 19 | 425 |
| 10:00 | 3 | 313 | 64 | 4 | 7 | 8 | 0 | 5 | 41 | 0 | 0 | 0 | 0 | 20 | 465 |
| 11:00 | 4 | 402 | 74 | 4 | 9 | 8 | 0 | 8 | 53 | 0 | 0 | 0 | 0 | 27 | 589 |
| 12 PM | 4 | 411 | 82 | 4 | 11 | 9 | 0 | 8 | 51 | 0 | 0 | 0 | 0 | 26 | 606 |
| 13:00 | 2 | 348 | 61 | 4 | 8 | 8 | 0 | 8 | 44 | 0 | 0 | 0 | 0 | 25 | 508 |
| 14:00 | 4 | 376 | 71 | 4 | 11 | 8 | 0 | 8 | 50 | 0 | 0 | 0 | 0 | 24 | 556 |
| 15:00 | 3 | 404 | 85 | 4 | 11 | 8 | 0 | 8 | 54 | 0 | 0 | 0 | 0 | 24 | 601 |
| 16:00 | 4 | 495 | 96 | 6 | 13 | 11 | 2 | 9 | 62 | 0 | 0 | 0 | 0 | 35 | 733 |
| 17:00 | 3 | 424 | 83 | 5 | 11 | 9 | 0 | 8 | 58 | 0 | 0 | 0 | 0 | 31 | 632 |
| 18:00 | 2 | 325 | 54 | 4 | 8 | 7 | 0 | 6 | 43 | 0 | 0 | 0 | 0 | 22 | 471 |
| 19:00 | 2 | 277 | 51 | 3 | 7 | 6 | 0 | 5 | 37 | 0 | 0 | 0 | 0 | 20 | 408 |
| 20:00 | 1 | 228 | 42 | 4 | 7 | 4 | 0 | 4 | 30 | 0 | 0 | 0 | 0 | 17 | 337 |
| 21:00 | 0 | 178 | 35 | 3 | 5 | 4 | 0 | 4 | 22 | 0 | 0 | 0 | 0 | 12 | 263 |
| 22:00 | 0 | 127 | 21 | 0 | 4 | 4 | 0 | 4 | 16 | 0 | 0 | 0 | 0 | 9 | 185 |
| 23:00 | 0 | 72 | 13 | 0 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 102 |
| Total | 39 | 5797 | 1116 | 68 | 151 | 125 | 2 | 113 | 752 | 0 | 0 | 0 | 0 | 388 | 8551 |
| Percent | 0.5% | 67.8% | 13.1% | 0.8% | 1.8% | 1.5% | 0.0% | 1.3% | 8.8% | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | |
| AM Peak | 11:00 | 11:00 | 11:00 | 06:00 | 06:00 | 10:00 | | 11:00 | 11:00 | | | | | 11:00 | |
| Vol. | 4 | 402 | 74 | 4 | 9 | 8 | | 8 | 53 | | | | | 27 | |
| PM Peak | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | | | | | 16:00 | |
| Vol. | 4 | 495 | 96 | 6 | 13 | 11 | 2 | 9 | 62 | | | | | 35 | |

# Jacobs Engineering

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Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07/31/13 | 0 | 56 | 10 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 80 |
| 01:00 | 0 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 57 |
| 02:00 | 0 | 63 | 12 | 1 | 1 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 5 | 94 |
| 03:00 | 1 | 84 | 16 | 2 | 2 | 3 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 9 | 132 |
| 04:00 | 1 | 158 | 27 | 4 | 4 | 4 | 0 | 3 | 30 | 0 | 0 | 0 | 0 | 14 | 245 |
| 05:00 | 3 | 243 | 44 | 6 | 7 | 6 | 0 | 4 | 41 | 0 | 0 | 0 | 0 | 22 | 376 |
| 06:00 | 4 | 311 | 70 | 7 | 9 | 8 | 2 | 5 | 50 | 0 | 0 | 0 | 0 | 28 | 494 |
| 07:00 | 4 | 296 | 54 | 6 | 8 | 9 | 0 | 4 | 51 | 0 | 0 | 0 | 0 | 28 | 460 |
| 08:00 | 4 | 318 | 67 | 8 | 9 | 9 | 1 | 4 | 54 | 0 | 0 | 0 | 0 | 30 | 504 |
| 09:00 | 4 | 329 | 66 | 8 | 11 | 9 | 3 | 5 | 53 | 0 | 0 | 0 | 0 | 28 | 516 |
| 10:00 | 5 | 377 | 63 | 10 | 11 | 10 | 2 | 4 | 65 | 0 | 0 | 0 | 0 | 34 | 581 |
| 11:00 | 5 | 435 | 84 | 9 | 14 | 12 | 4 | 7 | 66 | 0 | 0 | 0 | 0 | 43 | 679 |
| 12 PM | 5 | 407 | 83 | 9 | 12 | 12 | 4 | 8 | 72 | 0 | 0 | 0 | 0 | 35 | 647 |
| 13:00 | 5 | 404 | 75 | 11 | 13 | 12 | 4 | 6 | 69 | 0 | 0 | 0 | 0 | 38 | 637 |
| 14:00 | 5 | 434 | 81 | 9 | 12 | 12 | 4 | 8 | 72 | 0 | 0 | 0 | 0 | 38 | 675 |
| 15:00 | 4 | 432 | 91 | 10 | 12 | 12 | 4 | 6 | 72 | 0 | 0 | 0 | 0 | 38 | 681 |
| 16:00 | 4 | 493 | 88 | 11 | 13 | 13 | 4 | 7 | 91 | 0 | 0 | 0 | 0 | 45 | 769 |
| 17:00 | 6 | 472 | 82 | 10 | 13 | 13 | 4 | 8 | 75 | 0 | 0 | 0 | 0 | 35 | 718 |
| 18:00 | 4 | 311 | 51 | 6 | 8 | 8 | 2 | 4 | 50 | 0 | 0 | 0 | 0 | 27 | 471 |
| 19:00 | 4 | 267 | 50 | 7 | 9 | 8 | 0 | 4 | 49 | 0 | 0 | 0 | 0 | 24 | 422 |
| 20:00 | 4 | 289 | 55 | 8 | 8 | 8 | 1 | 4 | 47 | 0 | 0 | 0 | 0 | 26 | 450 |
| 21:00 | 2 | 200 | 36 | 4 | 6 | 5 | 0 | 4 | 33 | 0 | 0 | 0 | 0 | 17 | 307 |
| 22:00 | 1 | 123 | 20 | 4 | 4 | 4 | 0 | 2 | 21 | 0 | 0 | 0 | 0 | 12 | 191 |
| 23:00 | 0 | 101 | 18 | 4 | 3 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 10 | 155 |
| Total | 75 | 6642 | 1251 | 154 | 190 | 182 | 39 | 98 | 1117 | 0 | 0 | 0 | 0 | 593 | 10341 |
| Percent | 0.7% | 64.2% | 12.1% | 1.5% | 1.8% | 1.8% | 0.4% | 0.9% | 10.8% | 0.0% | 0.0% | 0.0% | 0.0% | 5.7% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | | | | | 11:00 | |
| Vol. | 5 | 435 | 84 | 10 | 14 | 12 | 4 | 7 | 66 | | | | | 43 | |
| PM Peak | 17:00 | 16:00 | 15:00 | 13:00 | 13:00 | 16:00 | 12:00 | 12:00 | 16:00 | | | | | 16:00 | |
| Vol. | 6 | 493 | 91 | 11 | 13 | 13 | 4 | 8 | 91 | | | | | 45 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 3
US 301 just South of Marl Pit Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/01/13 | 0 | 68 | 14 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 6 | 104 |
| 01:00 | 0 | 57 | 14 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 88 |
| 02:00 | 0 | 70 | 11 | 0 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 5 | 101 |
| 03:00 | 0 | 93 | 20 | 0 | 5 | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 9 | 143 |
| 04:00 | 2 | 150 | 30 | 0 | 6 | 0 | 1 | 3 | 25 | 0 | 0 | 0 | 0 | 15 | 232 |
| 05:00 | 3 | 217 | 46 | 2 | 11 | 0 | 4 | 4 | 38 | 0 | 0 | 0 | 0 | 18 | 343 |
| 06:00 | 4 | 313 | 59 | 3 | 15 | 2 | 4 | 5 | 52 | 0 | 0 | 0 | 0 | 28 | 485 |
| 07:00 | 4 | 315 | 56 | 4 | 16 | 3 | 4 | 5 | 49 | 0 | 0 | 0 | 0 | 26 | 482 |
| 08:00 | 4 | 304 | 62 | 4 | 14 | 1 | 4 | 4 | 51 | 0 | 0 | 0 | 0 | 27 | 475 |
| 09:00 | 4 | 295 | 64 | 3 | 13 | 3 | 4 | 4 | 52 | 0 | 0 | 0 | 0 | 25 | 467 |
| 10:00 | 4 | 349 | 78 | 3 | 16 | 2 | 4 | 4 | 57 | 0 | 0 | 0 | 0 | 31 | 548 |
| 11:00 | 4 | 408 | 82 | 4 | 20 | 4 | 4 | 5 | 66 | 0 | 0 | 0 | 0 | 36 | 633 |
| 12 PM | 4 | 385 | 83 | 4 | 18 | 2 | 4 | 6 | 67 | 0 | 0 | 0 | 0 | 35 | 608 |
| 13:00 | 4 | 408 | 84 | 4 | 20 | 3 | 4 | 7 | 72 | 0 | 0 | 0 | 0 | 39 | 645 |
| 14:00 | 5 | 429 | 84 | 4 | 22 | 2 | 5 | 6 | 74 | 0 | 0 | 0 | 0 | 37 | 668 |
| 15:00 | 5 | 430 | 85 | 4 | 21 | 3 | 5 | 5 | 67 | 0 | 0 | 0 | 0 | 33 | 658 |
| 16:00 | 6 | 461 | 89 | 4 | 22 | 4 | 5 | 6 | 76 | 0 | 0 | 0 | 0 | 40 | 713 |
| 17:00 | 6 | 492 | 99 | 5 | 24 | 3 | 6 | 6 | 83 | 0 | 0 | 0 | 0 | 42 | 766 |
| 18:00 | 4 | 373 | 65 | 4 | 17 | 1 | 4 | 5 | 61 | 0 | 0 | 0 | 0 | 37 | 571 |
| 19:00 | 4 | 291 | 51 | 2 | 14 | 1 | 4 | 4 | 46 | 0 | 0 | 0 | 0 | 23 | 440 |
| 20:00 | 4 | 258 | 45 | 3 | 14 | 0 | 4 | 4 | 43 | 0 | 0 | 0 | 0 | 23 | 398 |
| 21:00 | 2 | 193 | 37 | 1 | 9 | 0 | 4 | 4 | 32 | 0 | 0 | 0 | 0 | 17 | 299 |
| 22:00 | 0 | 146 | 26 | 0 | 7 | 0 | 1 | 1 | 22 | 0 | 0 | 0 | 0 | 10 | 213 |
| 23:00 | 0 | 83 | 18 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 7 | 124 |
| Total | 73 | 6588 | 1302 | 58 | 320 | 34 | 75 | 89 | 1092 | 0 | 0 | 0 | 0 | 573 | 10204 |
| Percent | 0.7% | 64.6% | 12.8% | 0.6% | 3.1% | 0.3% | 0.7% | 0.9% | 10.7% | 0.0% | 0.0% | 0.0% | 0.0% | 5.6% | |
| AM Peak | 06:00 | 11:00 | 11:00 | 07:00 | 11:00 | 11:00 | 05:00 | 06:00 | 11:00 | | | | | 11:00 | |
| Vol. | 4 | 408 | 82 | 4 | 20 | 4 | 4 | 5 | 66 | | | | | 36 | |
| PM Peak | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | 13:00 | 17:00 | | | | | 17:00 | |
| Vol. | 6 | 492 | 99 | 5 | 24 | 4 | 6 | 7 | 83 | | | | | 42 | |

**Jacobs Engineering**
1247 Ward Avenue, Suite 100
West Chester, PA, 19380

Site Code: New Count 3
US 301 just South of Marl Pit Road

Latitude: 0' 0.000 Undefined
Longitude: 0' 0.000 Undefined

Northbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08/02/13 | 0 | 58 | 12 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 81 |
| 01:00 | 0 | 51 | 10 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 72 |
| 02:00 | 0 | 55 | 10 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 76 |
| 03:00 | 0 | 77 | 16 | 0 | 3 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 5 | 112 |
| 04:00 | 0 | 130 | 25 | 0 | 4 | 4 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 8 | 187 |
| 05:00 | 1 | 220 | 42 | 1 | 7 | 6 | 3 | 4 | 19 | 0 | 0 | 0 | 0 | 12 | 315 |
| 06:00 | 1 | 286 | 64 | 4 | 10 | 7 | 4 | 6 | 32 | 0 | 0 | 0 | 0 | 17 | 431 |
| 07:00 | 0 | 300 | 57 | 1 | 10 | 8 | 4 | 6 | 28 | 0 | 0 | 0 | 0 | 16 | 430 |
| 08:00 | 3 | 331 | 63 | 1 | 11 | 8 | 4 | 7 | 35 | 0 | 0 | 0 | 0 | 21 | 484 |
| 09:00 | 3 | 366 | 69 | 3 | 13 | 9 | 4 | 8 | 38 | 0 | 0 | 0 | 0 | 23 | 536 |
| 10:00 | 4 | 411 | 68 | 2 | 13 | 10 | 4 | 9 | 41 | 0 | 0 | 0 | 0 | 26 | 588 |
| 11:00 | 2 | 491 | 87 | 4 | 15 | 12 | 6 | 10 | 50 | 0 | 0 | 0 | 0 | 27 | 704 |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 14 | 2776 | 523 | 16 | 90 | 67 | 29 | 55 | 280 | 0 | 0 | 0 | 0 | 166 | 4016 |
| Percent | 0.3% | 69.1% | 13.0% | 0.4% | 2.2% | 1.7% | 0.7% | 1.4% | 7.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.1% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 06:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | | | | | 11:00 | |
| Vol. | 4 | 491 | 87 | 4 | 15 | 12 | 6 | 10 | 50 | | | | | 27 | |
| PM Peak Vol. | | | | | | | | | | | | | | | |
| Grand Total | 201 | 21803 | 4192 | 296 | 751 | 408 | 145 | 355 | 3241 | 0 | 0 | 0 | 0 | 1720 | 33112 |
| Percent | 0.6% | 65.8% | 12.7% | 0.9% | 2.3% | 1.2% | 0.4% | 1.1% | 9.8% | 0.0% | 0.0% | 0.0% | 0.0% | 5.2% | |

# Appendix D: Manual Class Count Data

| Site | Count # | Time | North Bound | | | South Bound | | |
|---|---|---|---|---|---|---|---|---|
| | | | Cars | Light Trucks | Heavy Trucks | Cars | Light Trucks | Heavy Trucks |
| #1 (South of Summit Bridge) | 1.1 | 8:28 AM - 10:28 AM | 347 | 46 | 22 | 269 | 29 | 12 |
| | 1.2 | | 368 | 46 | 28 | 336 | 41 | 14 |
| | 1.3 | | 341 | 54 | 24 | 356 | 52 | 29 |
| | 1.4 | | 251 | 27 | 24 | 242 | 21 | 43 |
| | 1.5 | | 92 | 10 | 9 | 112 | 7 | 4 |
| | | **Total** | **1399** | **183** | **107** | **1315** | **150** | **102** |
| #2 (South of Strawberry Ln) | 2.1 | 10:50 AM - 12:50 PM | 552 | 20 | 104 | 452 | 17 | 92 |
| | | **Total** | **552** | **20** | **104** | **452** | **17** | **92** |
| #1 (South of Summit Bridge) | 3.1 | 1:30 PM - 3:30 PM | 327 | 18 | 33 | 349 | 14 | 30 |
| | 3.2 | | 337 | 23 | 31 | 370 | 17 | 36 |
| | 3.3 | | 354 | 24 | 45 | 356 | 21 | 35 |
| | 3.4 | | 292 | 7 | 23 | 322 | 4 | 19 |
| | | **Total** | **1310** | **72** | **132** | **1397** | **56** | **120** |
| #2 (South of Strawberry Ln) | 4.1 | 3:48 PM - 5:48 PM | 357 | 34 | 73 | 345 | 35 | 86 |
| | 4.2 | | 346 | 14 | 51 | 203 | 13 | 78 |
| | | **Total** | **703** | **48** | **124** | **548** | **48** | **164** |

# Appendix E: Travel Time Data

| Red Loop Clockwise #1 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | Start - DE 141 Interchange | 8:21 AM | 0:00 | |
| 2 | SR 1 Interchange | 8:24 AM | 0:03 | |
| 3 | DE 896 Interchange | 8:30 AM | 0:09 | Toll Plaza @ 8:31, duration approx 30 seconds |
| 4 | Start of Susquehanna River Bridge | 8:48 AM | 0:27 | |
| 5 | End of Susquehanna River Bridge | 8:49 AM | 0:28 | Construction Zone @ 9:11, no delay |
| 6 | I-695 Interchange | 9:12 AM | 0:51 | |
| 7 | Exit 62 to I-895 | 9:15 AM | 0:54 | |
| 8 | Start of Harbor Tunnel | 9:20 AM | 0:59 | |
| 9 | End of Harbor Tunnel | 9:22 AM | 1:01 | Toll Plaza @ 9:23, duration approx 20 seconds |
| 10 | MD 295 Interchange | 9:27 AM | 1:06 | Moderate traffic due to accident |
| 11 | I-95 Interchange | 9:57 AM | 1:36 | |
| 12 | US 50 Interchange | 10:01 AM | 1:40 | |
| 13 | Start of Memorial Bridge | 10:19 AM | 1:58 | |
| 14 | End of Memorial Bridge | 10:20 AM | 1:59 | Toll Plaza @ 10:26, duration approx 30 seconds |
| 15 | Start of Bay Bridge | 10:26 AM | 2:05 | |
| 16 | End of Bay Bridge | 10:31 AM | 2:10 | |
| 17 | MD 313 (Galena Road) | 11:12 AM | 2:51 | |
| 18 | Strawberry Lane | 11:20 AM | 2:59 | |
| 19 | DE 299 (Main Street) | 11:23 AM | 3:02 | |
| 20 | Marl Pit Road | 11:28 AM | 3:07 | |
| 21 | DE 896 (Boyds Corner Road) | 11:31 AM | 3:10 | |
| 22 | Center of Delware Canal Bridge | 11:34 AM | 3:13 | |
| 23 | US 40 (Pulaski Highway) | 11:40 AM | 3:19 | |
| 24 | I-95 Interchange | 11:45 AM | 3:24 | |
| 25 | SR-1 Interchange | 11:51 AM | 3:30 | |
| 26 | End - DE 141 Interchange | 11:53 AM | 3:32 | |

| Red Loop Clockwise #2 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | Start - DE 141 Interchange | 11:55 AM | 0:00 | |
| 2 | SR 1 Interchange | 11:58 AM | 0:03 | |
| 3 | DE 896 Interchange | 12:03 PM | 0:08 | Toll Plaza @ 12:05, duration approx 30 seconds |
| 4 | Start of Susquehanna River Bridge | 12:22 PM | 0:27 | |
| 5 | End of Susquehanna River Bridge | 12:23 PM | 0:28 | Construction Zone @ 12:43, no delay |
| 6 | I-695 Interchange | 12:46 PM | 0:51 | |
| 7 | Start of Harbor Tunnel | 12:53 PM | 0:58 | |
| 8 | End of Harbor Tunnel | 12:55 PM | 1:00 | Toll Plaza @ 12:56, duration approx 30 seconds |
| 9 | MD 295 Interchange | 1:01 PM | 1:06 | Heavy traffic |
| 10 | I-95 Interchange | 1:33 PM | 1:38 | |
| 11 | US 50 Interchange | 1:37 PM | 1:42 | |
| 12 | Start of Memorial Bridge | 1:55 PM | 2:00 | |
| 13 | End of Memorial Bridge | 1:56 PM | 2:01 | Toll Plaza @ 2:01, duration approx 40 seconds |
| 14 | Start of Bay Bridge | 2:02 PM | 2:07 | |
| 15 | End of Bay Bridge | 2:07 PM | 2:12 | Stopped for gas between 2:08 - 2:15 |
| 16 | MD 313 (Galena Road) | 2:56 PM | 3:01 | |
| 17 | Strawberry Lane | 3:04 PM | 3:09 | |
| 18 | DE 299 (Main Street) | 3:08 PM | 3:13 | |
| 19 | Marl Pit Road | 3:11 PM | 3:16 | |
| 20 | DE 896 (Boyds Corner Road) | 3:13 PM | 3:18 | |
| 21 | Center of Delware Canal Bridge | 3:17 PM | 3:22 | |
| 22 | US 40 (Pulaski Highway) | 3:23 PM | 3:28 | |
| 23 | I-95 Interchange | 3:28 PM | 3:33 | |
| 24 | SR-1 Interchange | 3:34 PM | 3:39 | |
| 25 | End - DE 141 Interchange | 3:37 PM | 3:42 | |

| Red Loop Counter-Clockwise #1 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | Start - DE 141 Interchange | 8:30 AM | 0:00 | |
| 2 | SR 1 Interchange | 8:33 AM | 0:03 | |
| 3 | DE 896 Interchange | 8:39 AM | 0:09 | |
| 4 | US 40 (Pulaski Highway) | 8:44 AM | 0:14 | |
| 5 | Center of Delware Canal Bridge | 8:50 AM | 0:20 | |
| 6 | DE 896 (Boyds Corner Road) | 8:54 AM | 0:24 | |
| 7 | Marl Pit Road | 8:57 AM | 0:27 | |
| 8 | DE 299 (Main Street) | 9:01 AM | 0:31 | |
| 9 | Strawberry Lane | 9:05 AM | 0:35 | |
| 10 | MD 313 (Galena Road) | 9:13 AM | 0:43 | Stopped at Gas Station @ 9:43-9:50 |
| 11 | Start of Bay Bridge | 10:01 AM | 1:31 | |
| 12 | End of Bay Bridge | 10:05 AM | 1:35 | |
| 13 | Start of Memorial Bridge | 10:12 AM | 1:42 | |
| 14 | End of Memorial Bridge | 10:12 AM | 1:42 | |
| 15 | I-95 Interchange | 10:31 AM | 2:01 | |
| 16 | MD 295 Interchange | 10:35 AM | 2:05 | V. Heavy Traffic @ 10:56-11:40 |
| 17 | ~~I-895 Interchange~~ | **I-895 Closure - Alternative Route MD 295 N to I-95 N** | | |
| 18 | ~~Start of Harbor Tunnel~~ | 11:41 AM | 3:11 | MD-295 & I-95 Interchange (Toll Plaza @ 11:46) |
| 19 | ~~End of Harbor Tunnel~~ | 11:50 AM | 3:20 | I-895 Entrance Ramp |
| 20 | I-695 Interchange | 11:54 AM | 3:24 | Heavy Traffic @ 12:02-12:06 |
| 21 | Start of Susquehanna River Bridge | 12:23 PM | 3:53 | |
| 22 | End of Susquehanna River Bridge | 12:24 PM | 3:54 | Toll Plaza @ 12:30 approx 2 mins |
| 23 | DE 896 Interchange | 12:49 PM | 4:19 | Toll Plaza @ 12:47 approx 30 s |
| 24 | SR 1 Interchange | 12:54 PM | 4:24 | |
| 25 | End - DE 141 Interchange | 12:57 PM | 4:27 | |

| Red Loop Counter-Clockwise #2 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | Start - DE 141 Interchange | 12:59 PM | 0:00 | |
| 2 | SR 1 Interchange | 1:02 PM | 0:03 | |
| 3 | DE 896 Interchange | 1:08 PM | 0:09 | |
| 4 | US 40 (Pulaski Highway) | 1:14 PM | 0:15 | |
| 5 | Center of Delware Canal Bridge | 1:19 PM | 0:20 | |
| 6 | DE 896 (Boyds Corner Road) | 1:23 PM | 0:24 | |
| 7 | Marl Pit Road | 1:26 PM | 0:27 | |
| 8 | DE 299 (Main Street) | 1:29 PM | 0:30 | |
| 9 | Strawberry Lane | 1:35 PM | 0:36 | |
| 10 | MD 313 (Galena Road) | 1:42 PM | 0:43 | |
| 11 | Start of Bay Bridge | 2:22 PM | 1:23 | |
| 12 | End of Bay Bridge | 2:26 PM | 1:27 | |
| 13 | Start of Memorial Bridge | 2:32 PM | 1:33 | |
| 14 | End of Memorial Bridge | 2:32 PM | 1:33 | |
| 15 | I-95 Interchange | 2:50 PM | 1:51 | Heavy Traffic @ 2:51-2:59 |
| 16 | MD 295 Interchange | 3:00 PM | 2:01 | Incremental heavy traffic @ 3:01-3:38 |
| 17 | I-895 Interchange | 3:38 PM | 2:39 | Toll Plaza @ 3:42 approx 30 s |
| 18 | Start of Harbor Tunnel | 3:45 PM | 2:46 | |
| 19 | End of Harbor Tunnel | 3:47 PM | 2:48 | |
| 20 | I-895 Entrance Ramp | 3:51 PM | 2:52 | Heavy Traffic @ 3:51-3:55 |
| 21 | I-695 Interchange | 3:55 PM | 2:56 | |
| 22 | Start of Susquehanna River Bridge | 4:19 PM | 3:20 | |
| 23 | End of Susquehanna River Bridge | 4:20 PM | 3:21 | Toll Plaza @ 4:22 approx 1 min |
| 24 | DE 896 Interchange | 4:40 PM | 3:41 | Toll Plaza @ 4:38 approx 30 s |
| 25 | SR 1 Interchange | 4:45 PM | 3:46 | |
| 26 | End - DE 141 Interchange | 4:48 PM | 3:49 | |

| Purple Loop Clockwise #1 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 896 & I-95 Interchange | 11:46 AM | 0:00 | |
| 2 | DE 1 Interchange | 11:53 AM | 0:07 | |
| 3 | Center of Delware Canal Bridge | 12:02 PM | 0:16 | |
| 4 | DE 896 Overpass | 12:05 PM | 0:19 | |
| 5 | DE 299 Interchange | 12:09 PM | 0:23 | |
| 6 | US 301 | 12:15 PM | 0:29 | |
| 7 | DE 282 - Wilson ST | 12:20 PM | 0:34 | |
| 8 | Strawberry Lane - US 301 | 12:21 PM | 0:35 | |
| 9 | DE 299 | 12:26 PM | 0:40 | |
| 10 | Marl Pit Road | 12:30 PM | 0:44 | |
| 11 | DE 896 (Boyds Corner Road) | 12:35 PM | 0:49 | |
| 12 | Center of Delware Canal Bridge | 12:38 PM | 0:52 | |
| 13 | US 40 (Pulaski Highway) | 12:47 PM | 1:01 | |
| 14 | DE 896 & I-95 Interchange | 12:52 PM | 1:06 | |

| Purple Loop Clockwise #2 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 896 & I-95 Interchange | 4:44 PM | 0:00 | |
| 2 | DE 1 Interchange | 4:51 PM | 0:07 | |
| 3 | Center of Delware Canal Bridge | 5:01 PM | 0:17 | |
| 4 | DE 896 Overpass | 5:05 PM | 0:21 | |
| 5 | DE 299 Interchange | 5:09 PM | 0:25 | |
| 6 | US 301 | 5:16 PM | 0:32 | |
| 7 | DE 282 - Wilson ST | 5:21 PM | 0:37 | |
| 8 | Strawberry Lane - US 301 | 5:22 PM | 0:38 | |
| 9 | DE 299 | 5:27 PM | 0:43 | |
| 10 | Marl Pit Road | 5:31 PM | 0:47 | |
| 11 | DE 896 (Boyds Corner Road) | 5:34 PM | 0:50 | |
| 12 | Center of Delware Canal Bridge | 5:38 PM | 0:54 | |
| 13 | US 40 (Pulaski Highway) | 5:45 PM | 1:01 | |
| 14 | DE 896 & I-95 Interchange | 5:48 PM | 1:04 | |

| Purple Loop Clockwise #3 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 896 & I-95 Interchange | 9:27 PM | 0:00 | |
| 2 | DE 1 Interchange | 9:33 PM | 0:06 | |
| 3 | Center of Delware Canal Bridge | 9:43 PM | 0:16 | |
| 4 | DE 896 Overpass | 9:46 PM | 0:19 | |
| 5 | DE 299 Interchange | 9:49 PM | 0:22 | |
| 6 | US 301 | 9:58 PM | 0:31 | |
| 7 | Strawberry Lane - US 301 | 10:03 PM | 0:36 | |
| 8 | DE 299 | 10:09 PM | 0:42 | |
| 9 | Marl Pit Road | 10:13 PM | 0:46 | |
| 10 | DE 896 (Boyds Corner Road) | 10:17 PM | 0:50 | |
| 11 | Center of Delware Canal Bridge | 10:20 PM | 0:53 | |
| 12 | US 40 (Pulaski Highway) | 10:27 PM | 1:00 | |
| 13 | DE 896 & I-95 Interchange | 10:31 PM | 1:04 | |

| Purple Loop Counter-Clockwise #1 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 896 & I-95 Interchange | 10:32 AM | 0:00 | |
| 2 | US 40 (Pulaski Highway) | 10:38 AM | 0:06 | |
| 3 | Center of Delware Canal Bridge | 10:45 AM | 0:13 | |
| 4 | DE 896 (Boyds Corner Road) | 10:49 AM | 0:17 | |
| 5 | Marl Pit Road | 10:53 AM | 0:21 | |
| 6 | DE 299 (Main Street) | 10:56 AM | 0:24 | |
| 7 | Strawberry Lane | 11:01 AM | 0:29 | |
| 8 | DE 299 (Main Street) | 11:12 AM | 0:40 | |
| 9 | DE 1 Interchange | 11:18 AM | 0:46 | |
| 10 | DE 896 Overpass | 11:21 AM | 0:49 | |
| 11 | Center of Delware Canal Bridge | 11:25 AM | 0:53 | |
| 12 | I-95 Interchange | 11:36 AM | 1:04 | |
| 13 | DE 896 Interchange | 11:42 AM | 1:10 | |

| Purple Loop Counter-Clockwise #2 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | US 40 (Pulaski Highway) | 3:44 PM | 0:00 | |
| 2 | Center of Delware Canal Bridge | 3:49 PM | 0:05 | |
| 3 | DE 896 (Boyds Corner Road) | 3:53 PM | 0:09 | |
| 4 | Marl Pit Road | 3:56 PM | 0:12 | |
| 5 | DE 299 (Main Street) | 3:59 PM | 0:15 | |
| 6 | DE 282 - Wilson St | 4:04 PM | 0:20 | |
| 7 | Strawberry Lane | 4:05 PM | 0:21 | |
| 8 | DE 299 (Main Street) | 4:10 PM | 0:26 | |
| 9 | DE 1 Interchange | 4:17 PM | 0:33 | |
| 10 | DE 896 Overpass | 4:21 PM | 0:37 | |
| 11 | Center of Delware Canal Bridge | 4:24 PM | 0:40 | |
| 12 | I-95 Interchange | 4:34 PM | 0:50 | |
| 13 | DE 896 Interchange | 4:41 PM | 0:57 | |

| Purple Loop Counter-Clockwise #2 | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 896 & I-95 Interchange | 8:13 PM | 0:00 | |
| 2 | US 40 (Pulaski Highway) | 8:21 PM | 0:08 | |
| 3 | Center of Delware Canal Bridge | 8:28 PM | 0:15 | |
| 4 | DE 896 (Boyds Corner Road) | 8:32 PM | 0:19 | |
| 5 | Marl Pit Road | 8:35 PM | 0:22 | |
| 6 | DE 299 (Main Street) | 8:39 PM | 0:26 | |
| 7 | Strawberry Lane | 8:43 PM | 0:30 | |
| 8 | DE 299 (Main Street) | 8:49 PM | 0:36 | |
| 9 | DE 1 Interchange | 8:57 PM | 0:44 | |
| 10 | DE 896 Overpass | 9:00 PM | 0:47 | |
| 11 | Center of Delware Canal Bridge | 9:05 PM | 0:52 | |
| 12 | I-95 Interchange | 9:14 PM | 1:01 | |
| 13 | DE 896 Interchange | 9:22 PM | 1:09 | |

| Blue Loop Clockwise | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 896 (Boyds Corner Road) | 7:23 PM | 0:00 | |
| 2 | DE 896 - Cedar Lane Road | 7:25 PM | 0:02 | |
| 3 | DE 1 Interchange | 7:29 PM | 0:06 | |
| 4 | Cedar Lane Road | 7:33 PM | 0:10 | |
| 5 | Marl Pit Road | 7:36 PM | 0:13 | |
| 6 | US 301 | 7:38 PM | 0:15 | |
| 7 | DE 299 | 7:43 PM | 0:20 | |
| 8 | Marl Pit Road | 7:51 PM | 0:28 | |
| 9 | DE 299 - US 301 Interchange | 7:54 PM | 0:31 | |

| Blue Loop Counter-Clockwise | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | DE 299 - US 301 Interchange | 2:46 PM | 0:00 | |
| 2 | Marl Pit Road | 2:50 PM | 0:04 | |
| 3 | Cedar lane Road | 2:52 PM | 0:06 | |
| 4 | DE 896 (Boyds Corner Road) | 2:55 PM | 0:09 | |
| 5 | DE 1 Interchange | 2:57 PM | 0:11 | |
| 6 | DE 896 - Cedar Lane Road | 3:01 PM | 0:15 | |
| 7 | US 301 | 3:04 PM | 0:18 | |
| 8 | Marl Pit Road | 3:07 PM | 0:21 | |
| 9 | DE 299 - US 301 Interchange | 3:14 PM | 0:28 | |

| Orange Loop Clockwise | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | US 301 | 6:03 PM | 0:00 | |
| 2 | Center Delaware Canal Bridge | 6:09 PM | 0:06 | |
| 3 | DE 896 (Boyds Corner Road) | 6:12 PM | 0:09 | |
| 4 | Marl Pit Road | 6:14 PM | 0:11 | |
| 5 | DE 299 | 6:18 PM | 0:15 | |
| 6 | Strawberry Lane | 6:22 PM | 0:19 | |
| 7 | DE 313 | 6:30 PM | 0:27 | |
| 8 | Center Delaware Canal Bridge | 6:57 PM | 0:54 | |
| 9 | US 40 | 7:04 PM | 1:01 | |
| 10 | US 301 Interchange | 7:12 PM | 1:09 | |

| Orange Loop Counter Clockwise | | | | |
|---|---|---|---|---|
| **Site No.** | **Location** | **Time** | **Travel Time** | **Comments** |
| 1 | US 40 - Glasgow Avenue | 1:05 PM | 0:00 | |
| 2 | DE 213 | 1:13 PM | 0:08 | |
| 3 | Center Delaware Canal Bridge | 1:19 PM | 0:14 | |
| 4 | US 301 S | 1:44 PM | 0:39 | |
| 5 | US 301 N (U Turn) | 1:45 PM | 0:40 | |
| 6 | Strawberry Lane | 1:53 PM | 0:48 | |
| 7 | DE 299 | 1:57 PM | 0:52 | |
| 8 | Marl Pit Road | 2:01 PM | 0:56 | |
| 9 | DE 896 (Boyds Corner Road) | 2:05 PM | 1:00 | |
| 10 | Center Delaware Canal Bridge | 2:08 PM | 1:03 | |
| 11 | US 40 | 2:14 PM | 1:09 | |