UPDATED TOLL TRAFFIC AND REVENUE STUDY

US 301 TOLL ROAD

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U.S. 301

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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. Jacobs originally conducted this study in 2013. Over the past two years, additional traffic and socio-economic data has become available, and the planned opening date for the project has changed. This additional data and change in opening date have been considered in the preparation of this document and the traffic and revenue estimates provided herein.

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 trips per week supports the local nature of many of the roadway's current trips. Fifty-five percent of motorists surveyed at the state line self-identified 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. For the AET case toll revenues reach $22.7 Million in 2022, the first year after ramp-up and increase to $83.4 Million by 2060, nearly 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,900 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases and peaking at 17,400 daily toll transactions in 2060.

Similarly, for the ORT case toll revenues reach $23.7 Million in 2022, the first year after ramp-up and increase to $87.1 Million in 2060. Total toll transactions quickly grow to 16,000 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases and peaking at 17,600 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 Delaware State Route 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.

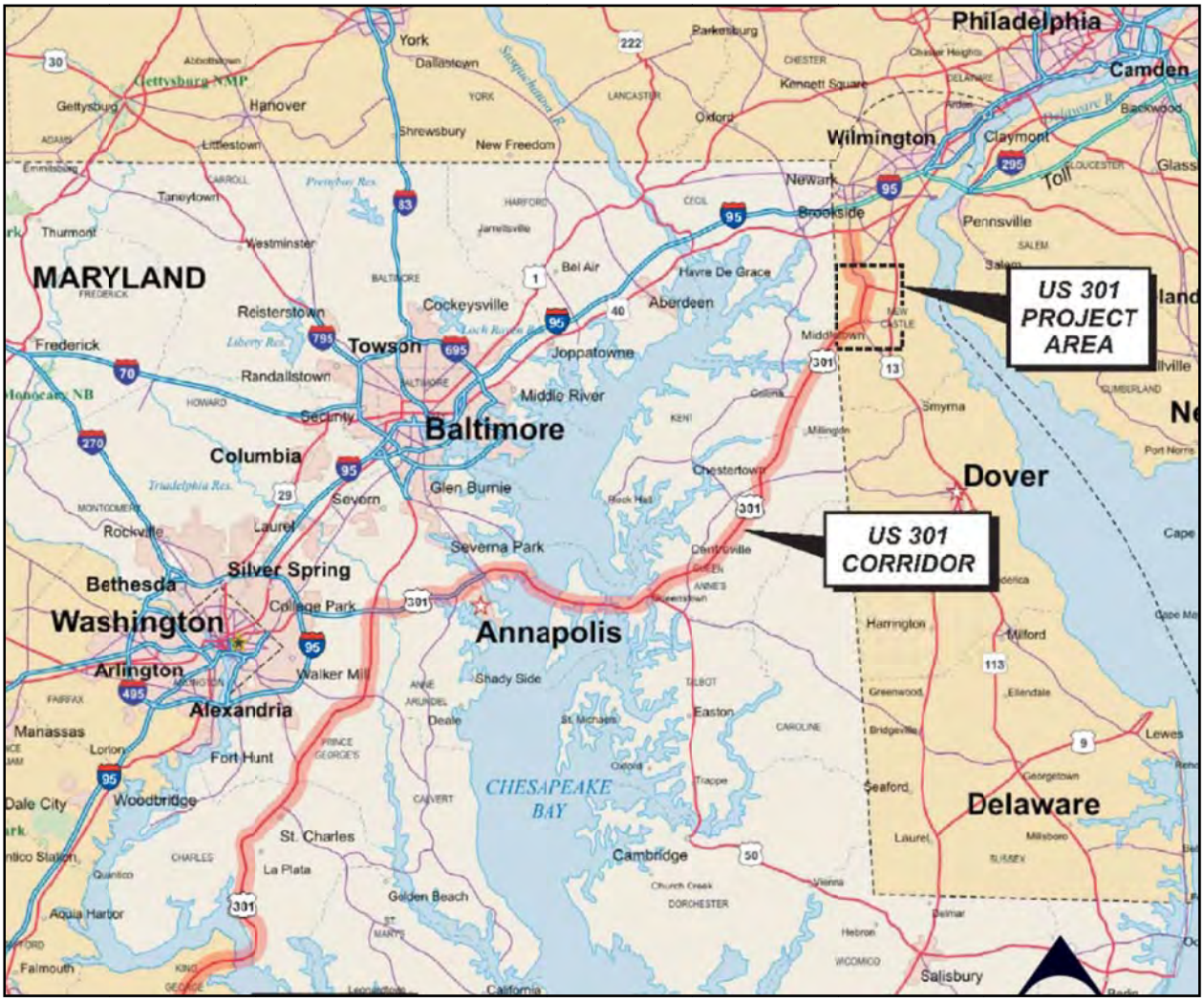
Jacobs originally conducted this study in 2013. Over the past two years, additional traffic and socio-economic data has become available, and the planned opening date for the project has changed. This additional data and change in opening date have been considered in the preparation of this document and the traffic and revenue estimates provided herein.

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 SR 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 vehicle's 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 January 1, 2019. 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 similar to prior efforts, designed to enhance the previously gathered pool of data. Included in these new efforts were traffic data collection regarding existing traffic levels (through a count program and surveys of roadway conditions), and utilizing a GPS monitoring program of travel speeds and delays in the immediate Middletown area and 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

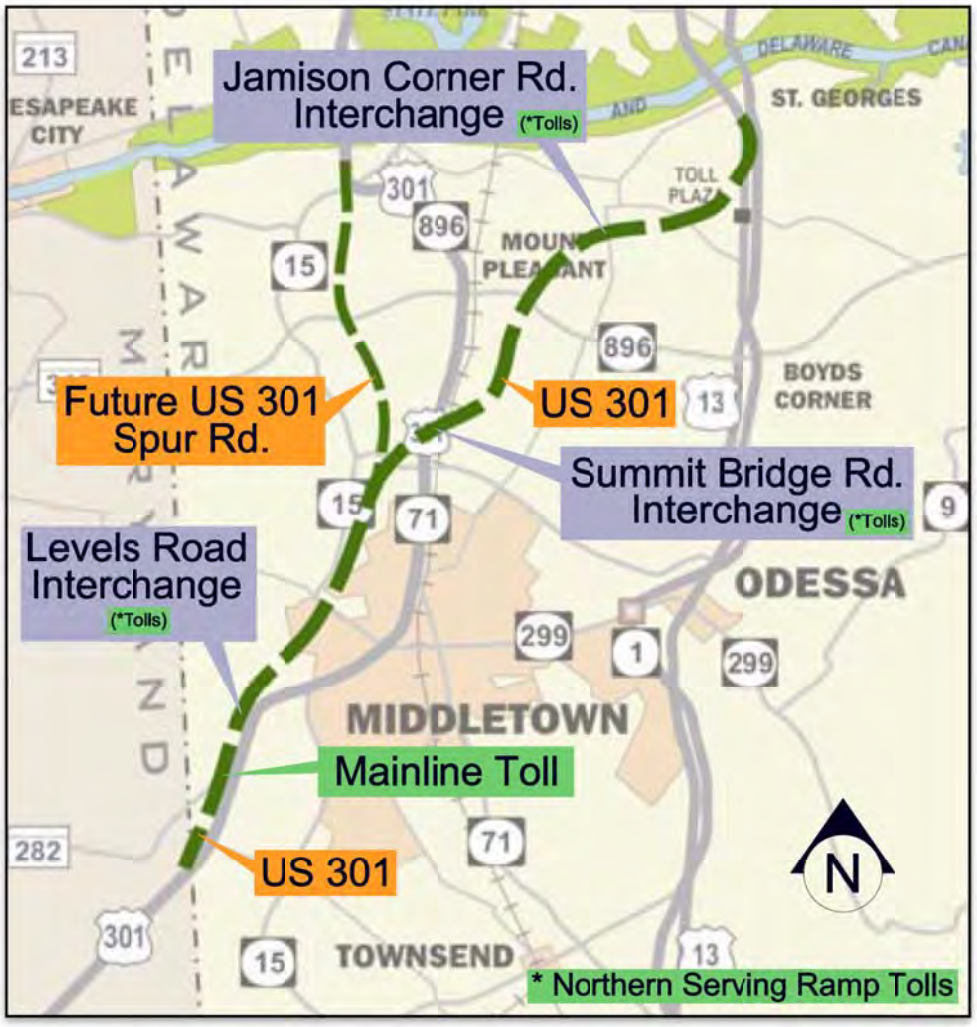
In this chapter, the roadway transportation network, traffic conditions and travel characteristics of the study area are discussed. Historical information obtained from previous studies & local authorities is presented as well as existing information gathered through traffic counts and travel time runs.

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 Delaware State 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.

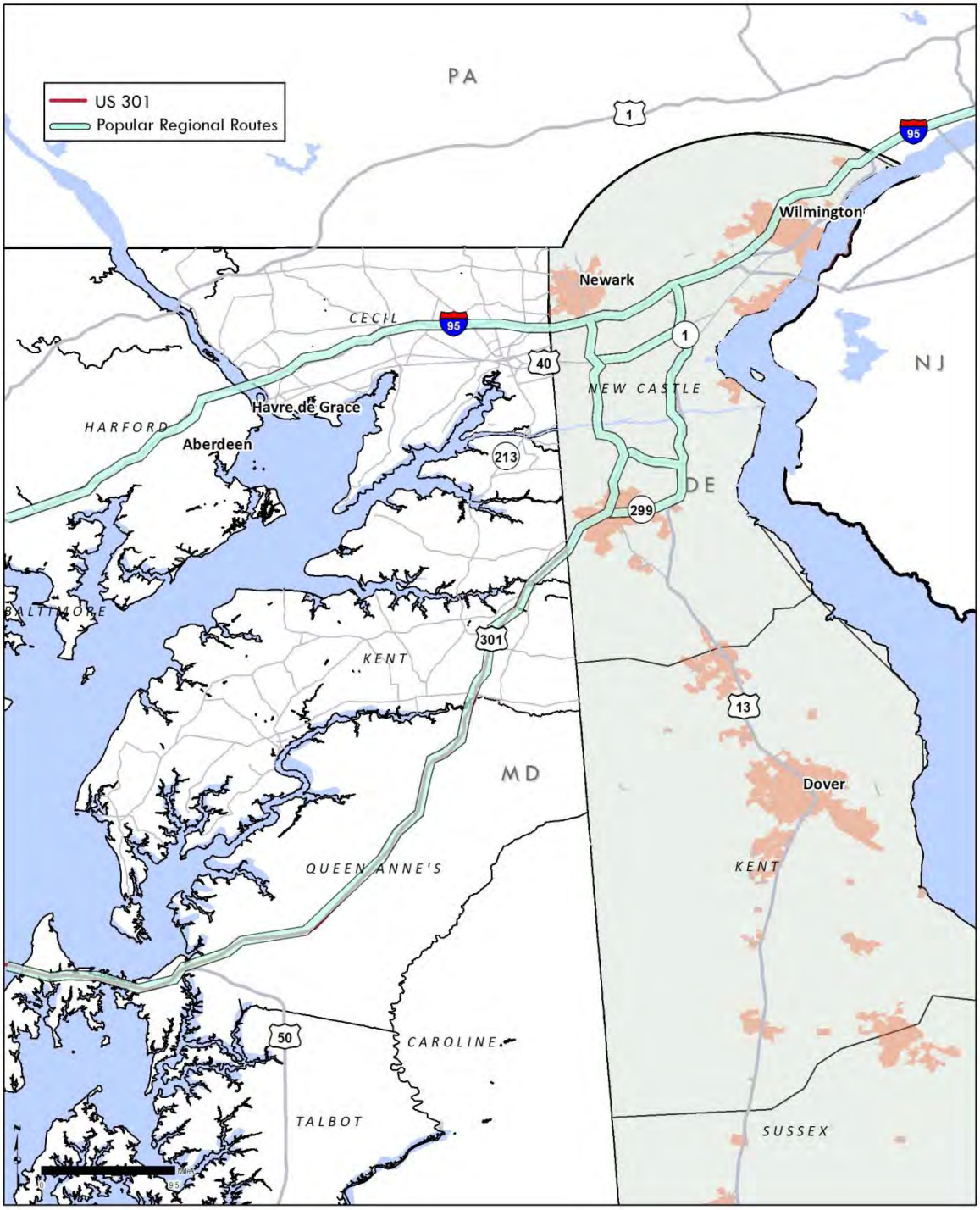
Table 1 : Regional Toll Rates, 2015

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

Figure 3: Popular Route Choices in the Region



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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.
- Express Toll Lanes on I-95 north of Baltimore were recently completed and came into service December 2014.
- 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.
- US 40 Corridor Improvements from the Maryland State line to US 13, including improvements at the intersection with SR 896, are scheduled to take place before 2020.
- SR 299 from SR 1 to Catherine Street is scheduled to be widened from two lanes to four beginning this fiscal year.

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. Unfortunately, this count station has been out-of-service since June 2013. Tube counts and information from another permanent count station 1 mile away, also located on US 301, have been used to estimate volumes at the state line while the permanent count station is out-of-service. 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 - 2014

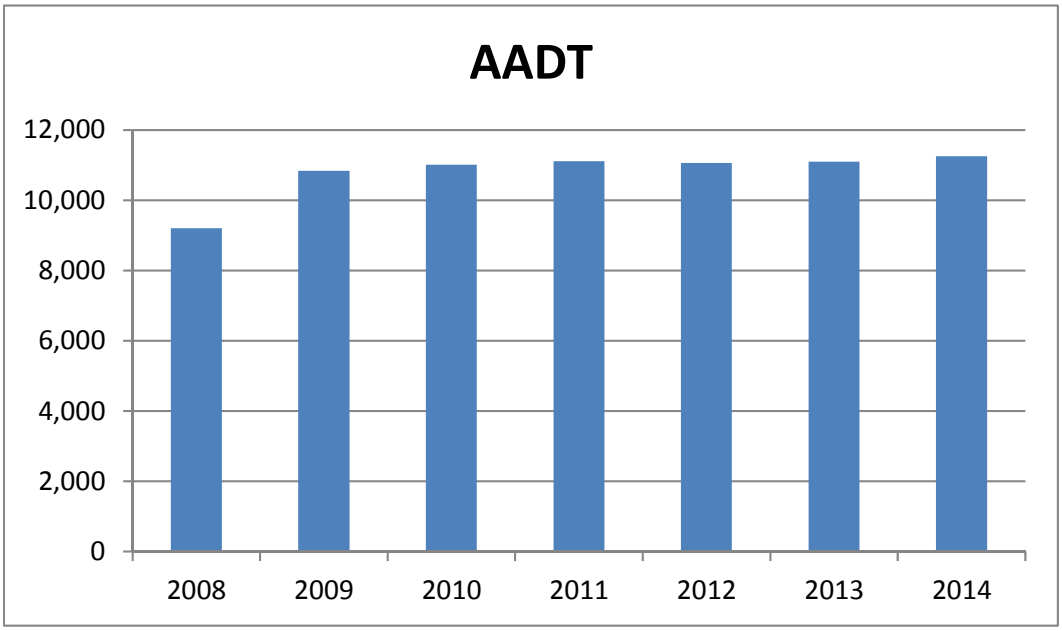


Figure 5: Average Daily Traffic near the State Line, by Month, 2008- 2014

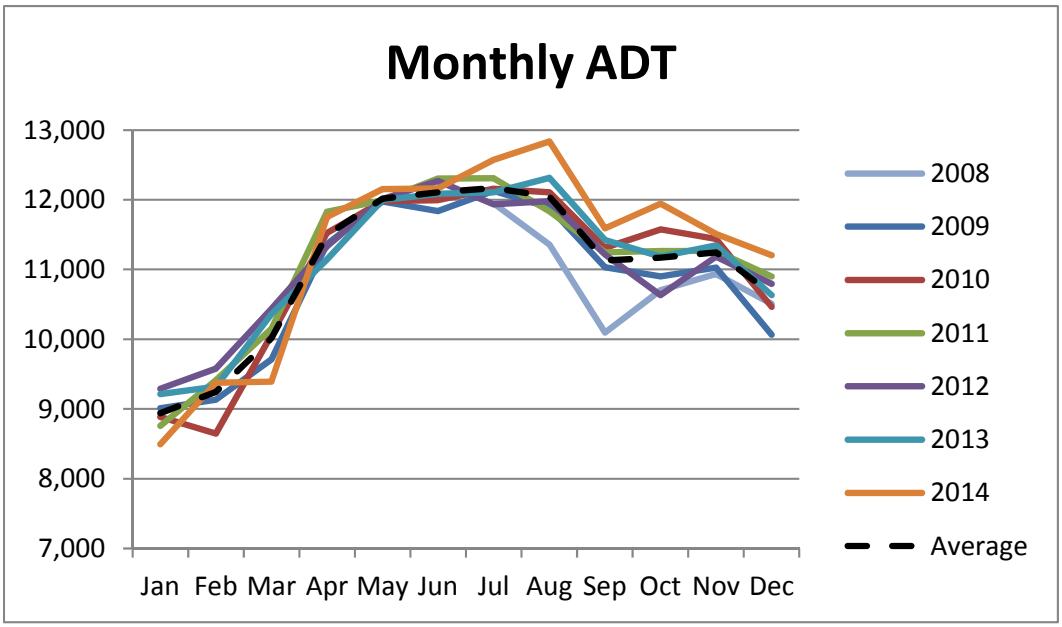
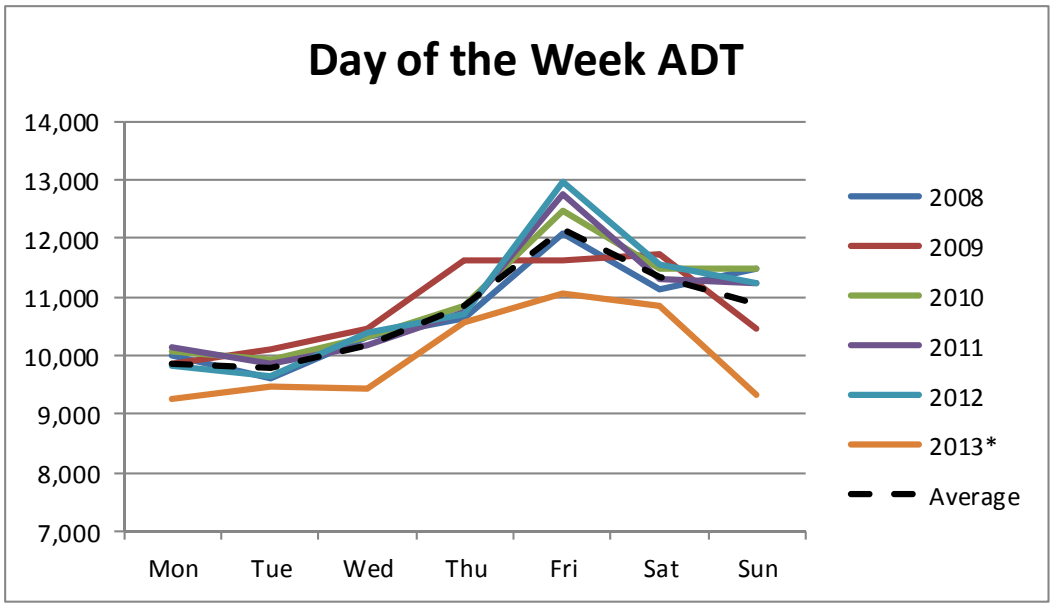


Figure 6 presents the trend in average daily traffic by day of the week, showing the highest traffic volumes on Fridays, as commuter and weekend traffic overlap. Overall, weekend volumes are relatively similar to, if not slightly higher than, weekday volumes.

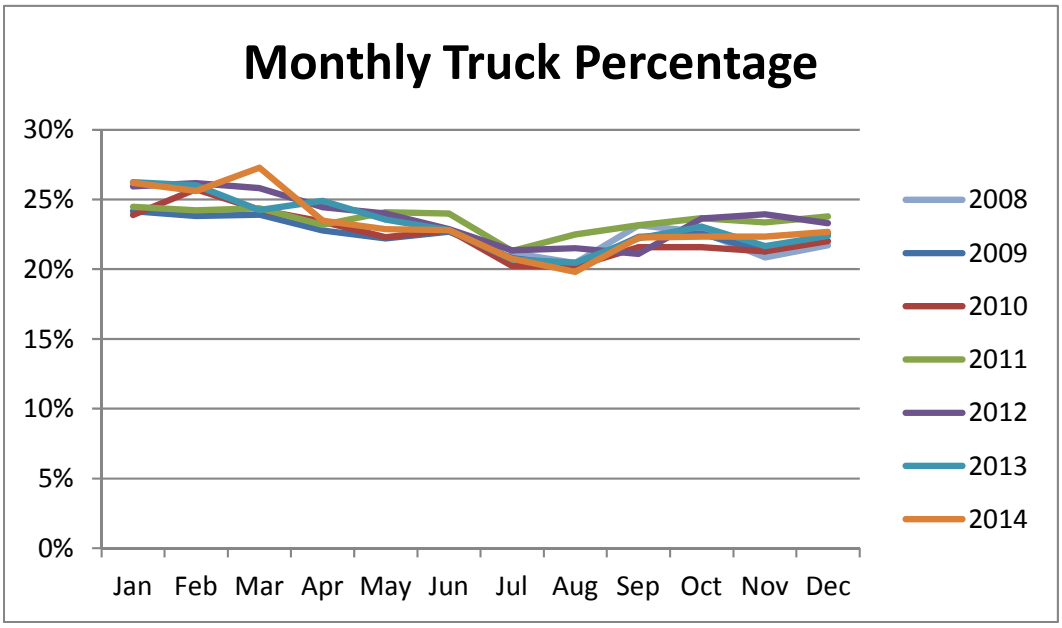
Figure 6: Average Daily Traffic, near the State Line, by Day of Week, 2008 - 2013



* Partial year 2013 data

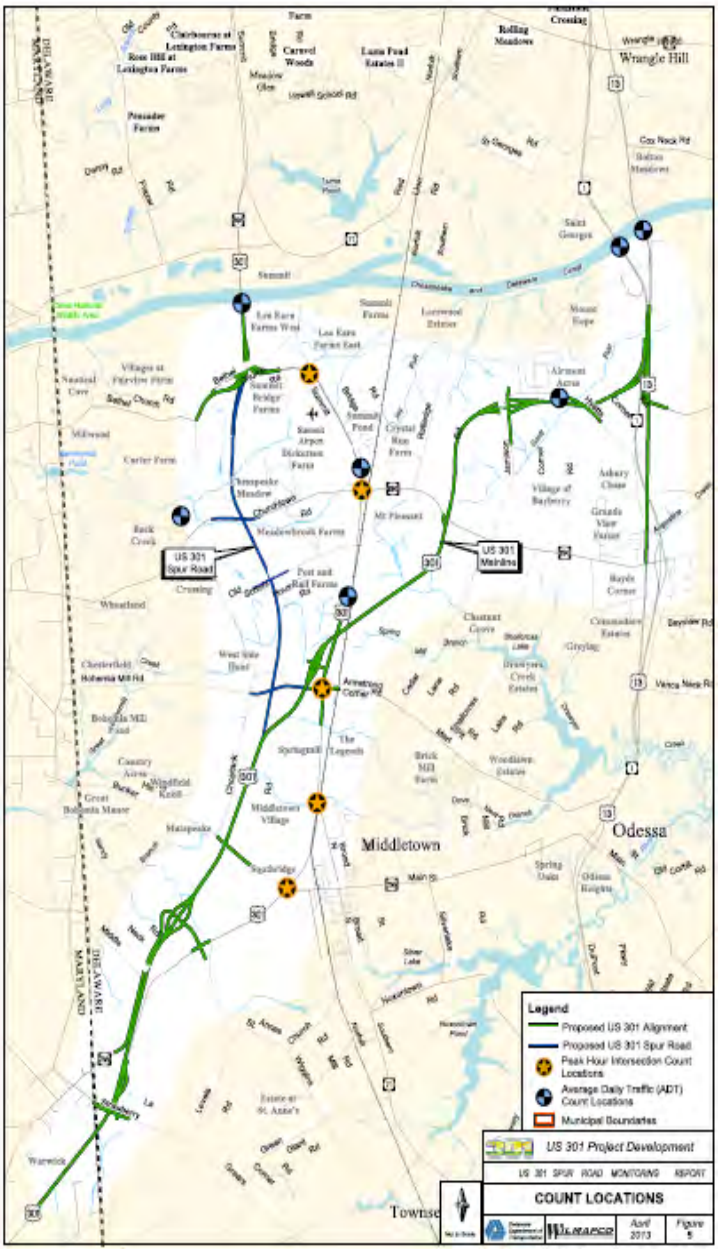
Figure 7 illustrates the trend in the composition of vehicle class throughout the year. Trucks are a slightly higher percentage of total vehicles in the winter and spring than they are in the summer and fall. This is logical, since more people travel for recreational purposes during the summer months and fall holidays, diluting the truck traffic as a percentage of overall traffic.

Figure 7: Percent of Traffic Composed of Trucks near the State Line, by Month, 2008-2014



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 Draft April 2015 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**	**2013 ADT**	**2014 ADT**
Summit Bridge (US 301)	27,600	32,360	29,260	30,250	31,250
Choptank Rd, North of Churchtown Rd	3,990	4,090	4,810	4,940	4,980
SR 1 at Roth Bridge	73,690	78,740	74,900	76,940	77,280
US 13 at St. Georges Bridge	10,600	9,070	12,190	12,270	13,520
US 301 / SR 896, North of Mt. Pleasant	23,450	23,810	24,750	24,980	24,490
US 301, between Armstrong Corner Rd and Mt. Pleasant	21,830	22,460	22,710	22,360	22,860

* 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: Draft US 301 Spur Road 2012 Monitoring Report, April 2015

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

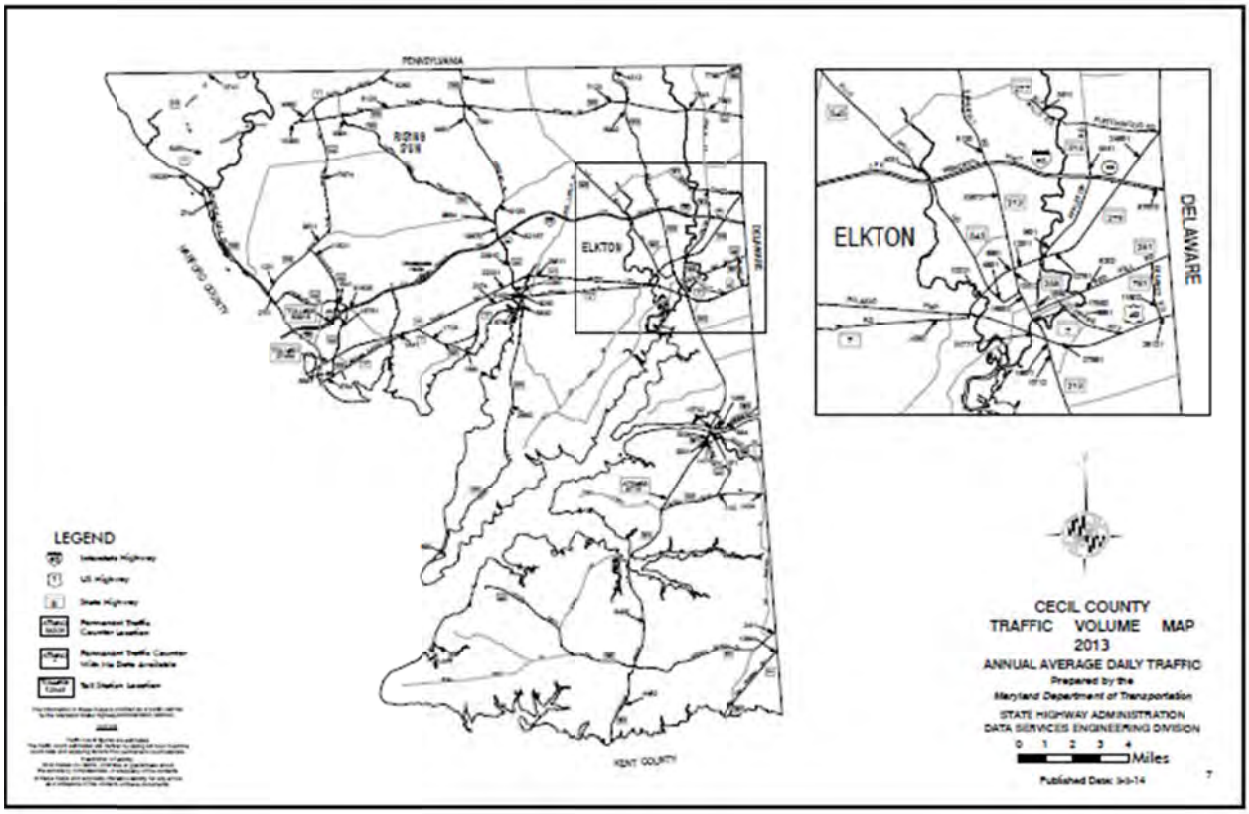
Average Daily Truck Volume and Average Daily Truck Percentage* on Select Roadway Segments along US 301										
Roadway Link	**2010**		**2011**		**2012**		**2013**		**2014**	
Summit Bridge (US 301)	2,210	8%	3,100	10%	2,370	8%	2,480	8%	2,650	8%
Choptank Rd, North of Churchtown Rd	490	12%	560	14%	370	8%	170	3%	222	4%
DESR 1 1 at Roth Bridge	7,860	11%	9,020	11%	7,840	10%	6,620	9%	8,330	11%
US 13 at St. Georges Bridge	570	5%	440	5%	1,165	10%	585	5%	680	5%
US 301 / SR 896, North of Mt. Pleasant	1,970	8%	1,840	8%	2,300	9%	1,840	7%	1,670	7%
US 301, between Armstrong Corner Rd and Mt. Pleasant	2,910	13%	3,000	13%	3,075	14%	2,990	13%	2,930	13%

* 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: Draft US 301 Spur Road 2012 Monitoring Report, April 2015

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, 2013



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

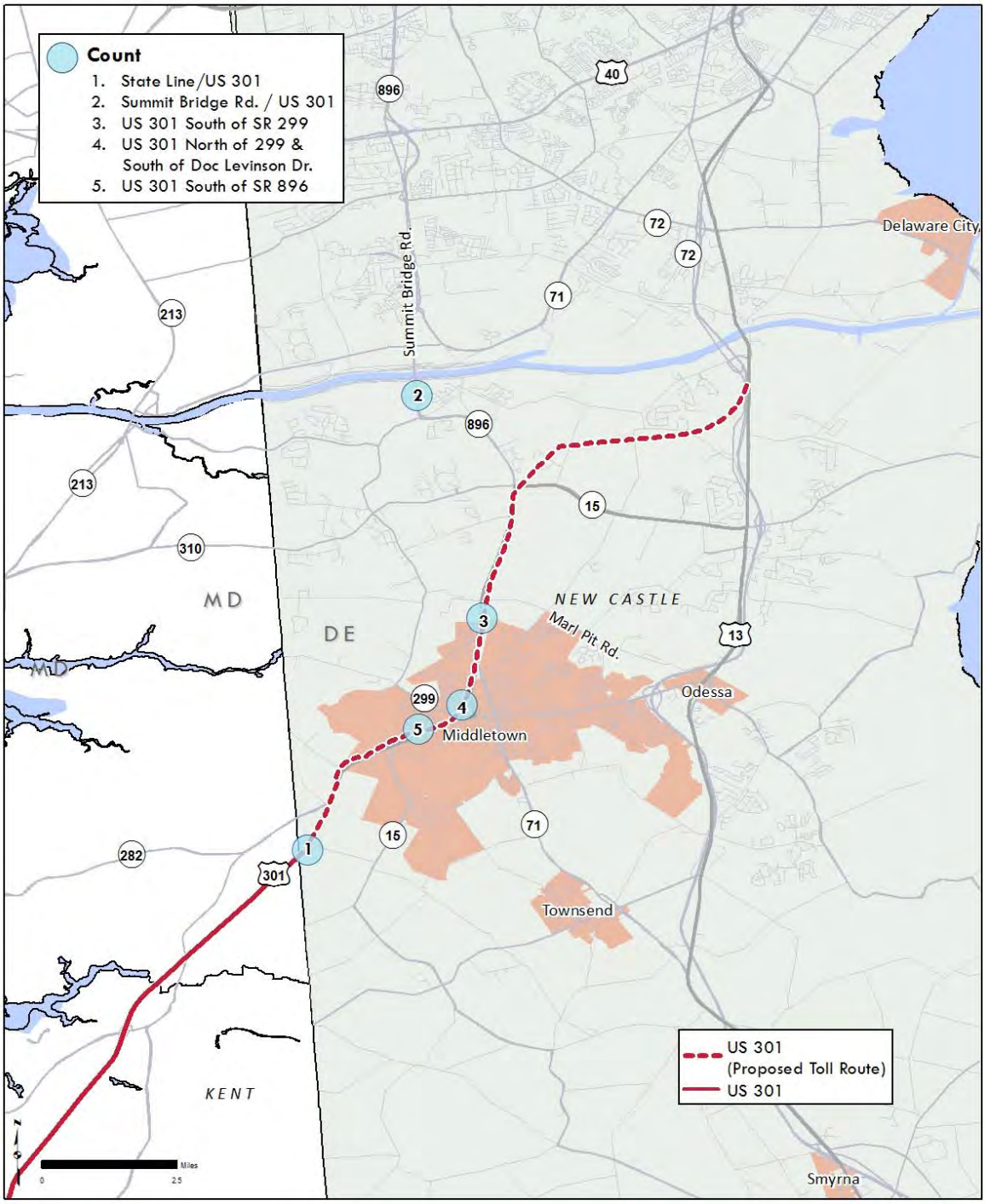


Figure 11 summarizes the traffic volumes recorded at the five supplemental traffic count locations. Days with partial or corrupted data were omitted from this figure, so some locations show a different number of days counted than four or seven. As shown by the graph, there is no clear distinction between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

Figure 11: Count Volumes by Day and Location, Summer 2013

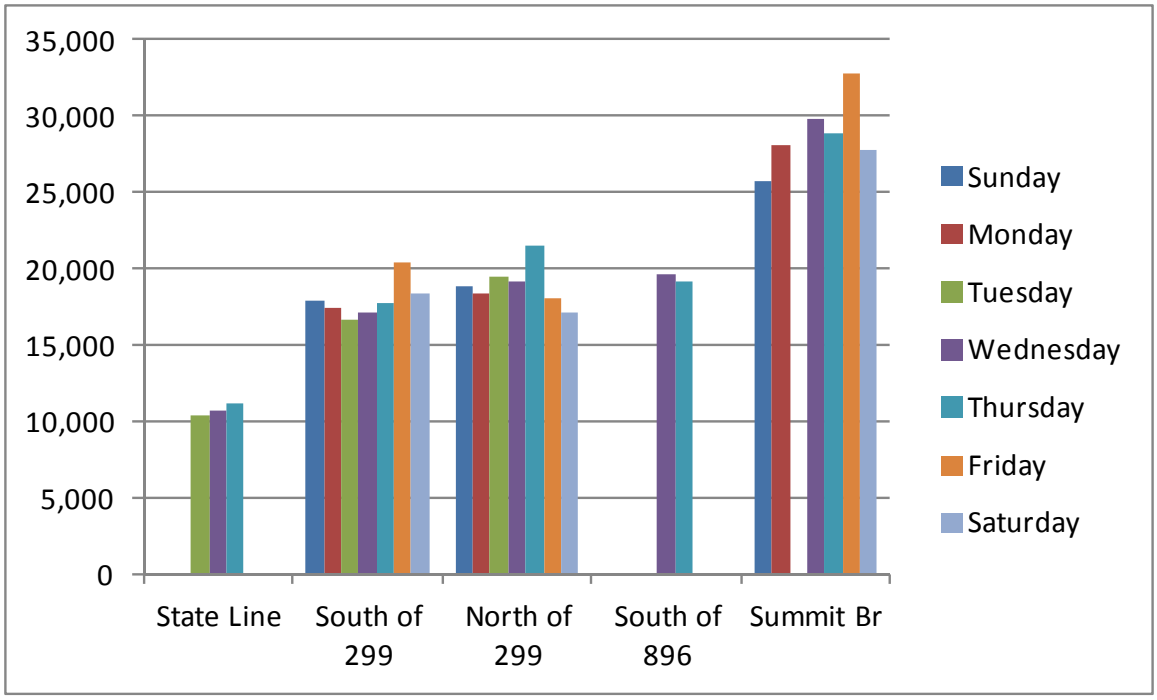


Figure 12 presents a comparison of the volumes for an average weekday (Tuesday through Thursday) for each count location, and Figure 13 presents the distribution of vehicle classes at these locations. In general, locations further north (closer to the C&D Canal) on existing US 301 have progressively 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 2013 Weekday (T-TH)

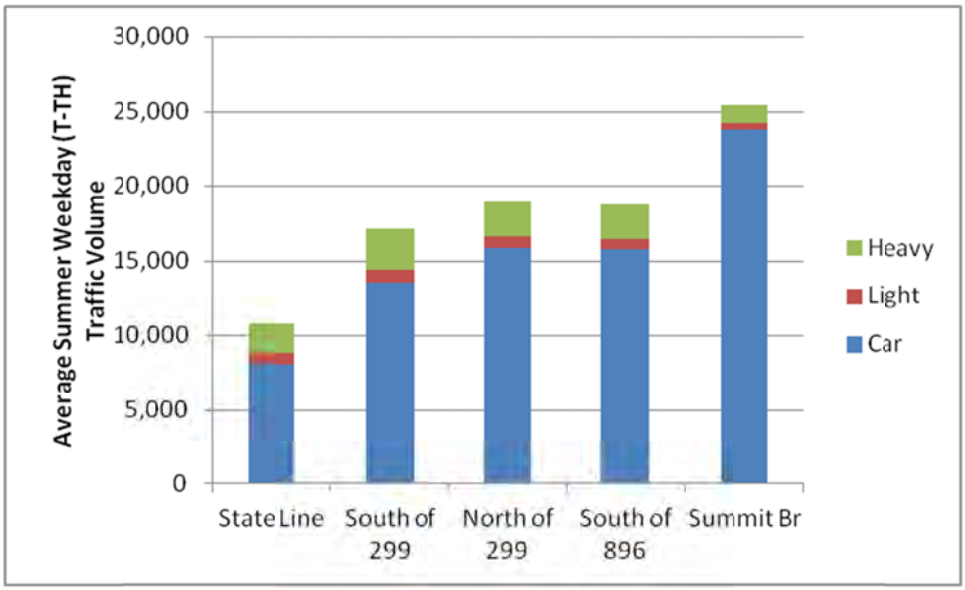


Figure 13: Distribution of Vehicle Class along Existing US 301, Average Summer 2013 Weekday (T-TH)

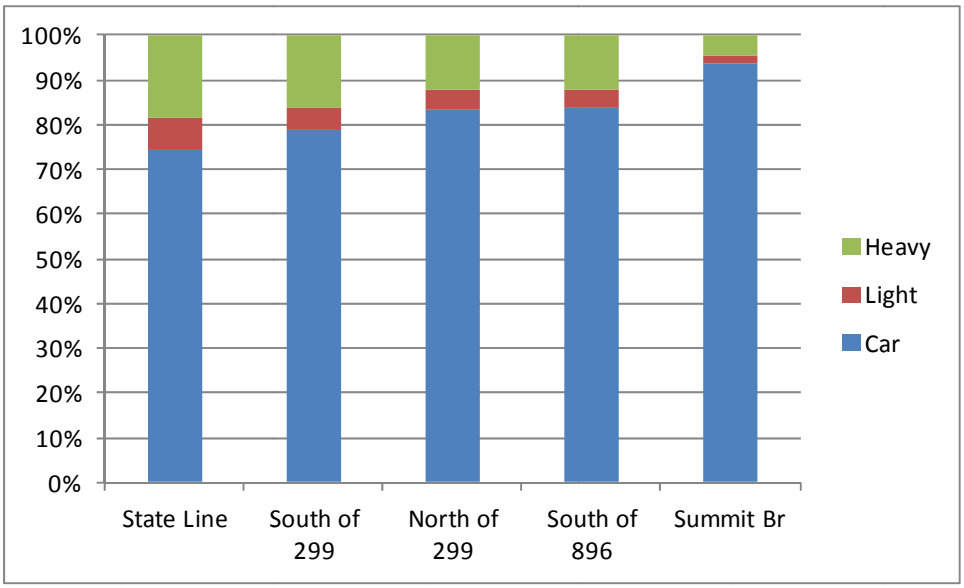


Figure 14 presents the hourly two-directional traffic patterns observed on existing US 301 for an average weekday. These graphics show that traffic volumes peak for northbound travel in the mornings at both the Summit Bridge and near the Maryland State Line, while southbound traffic volumes are higher 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 2013 Weekday (T-TH)

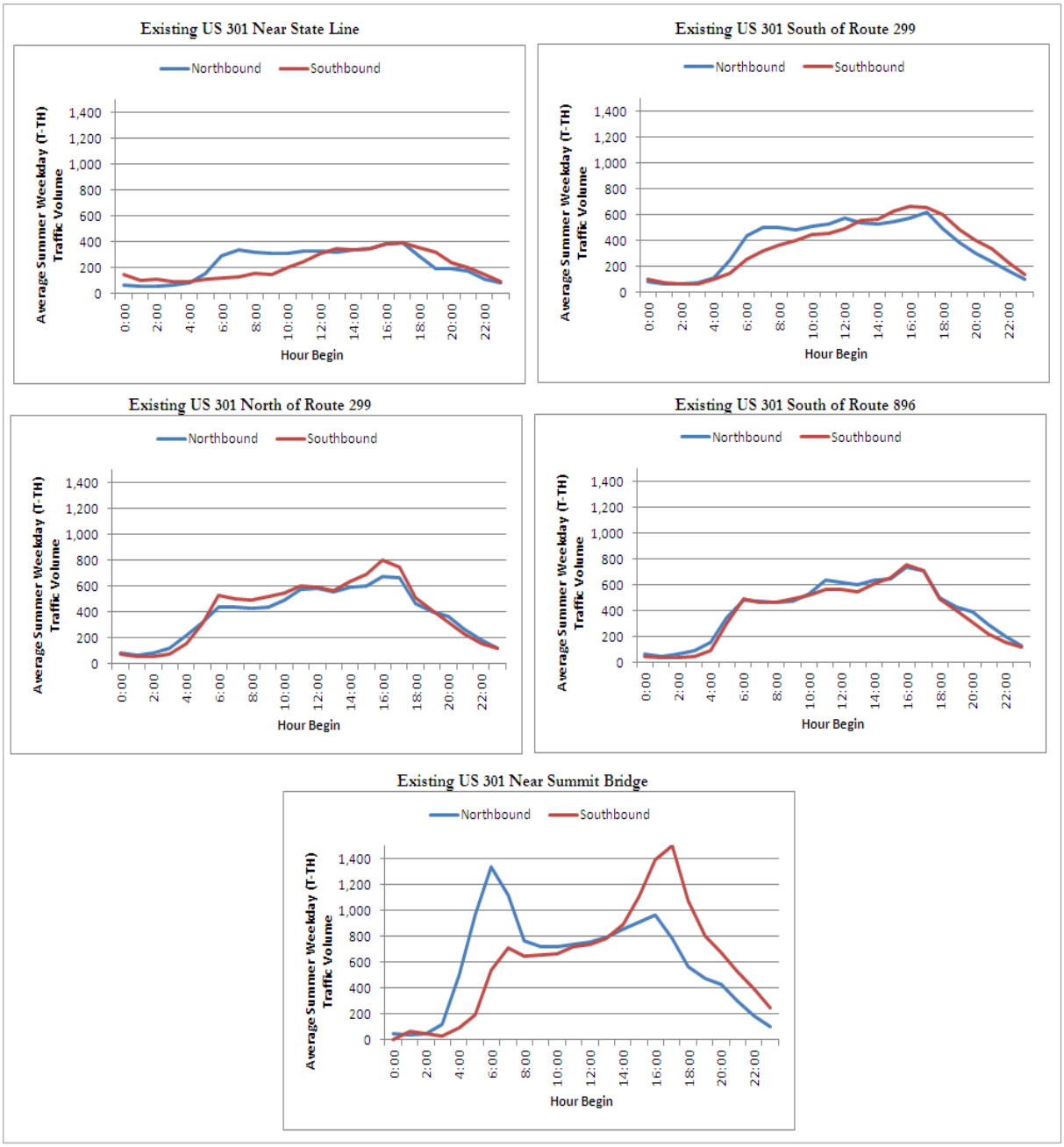


Figure 15 and Figure 16 present the hourly profiles of traffic observed throughout the week on US 301 south of the junction with SR 299, the week-long count station nearest the state line. As shown by the northbound profiles, the hourly profile of traffic is quite similar for the seven days of the week, 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

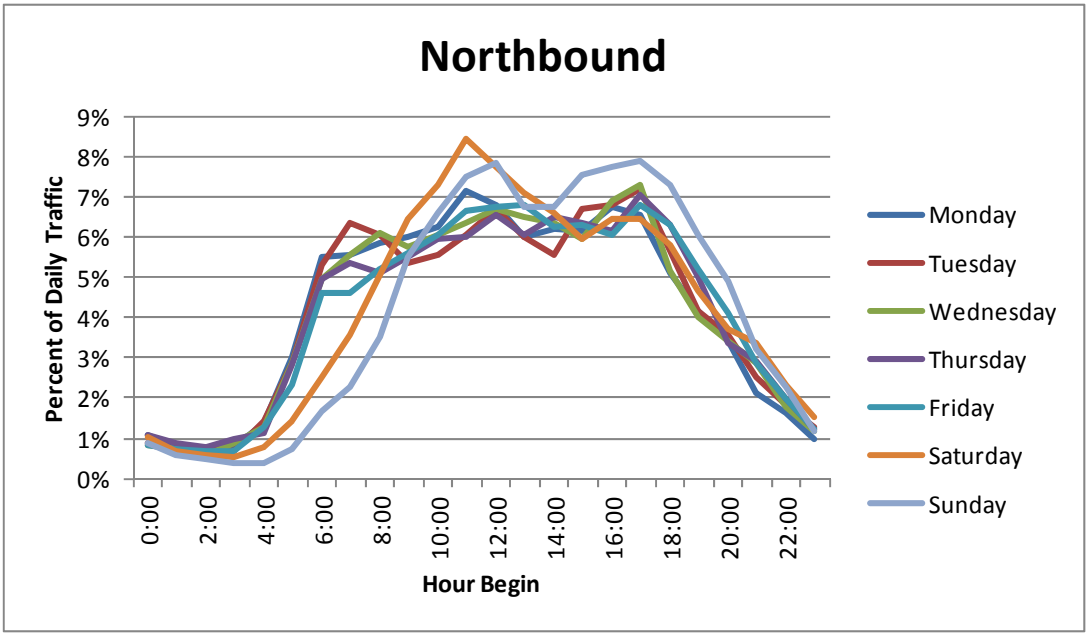


Figure 16: Southbound Hourly Percentages, South of SR 299 by Day of Week, Summer 2013

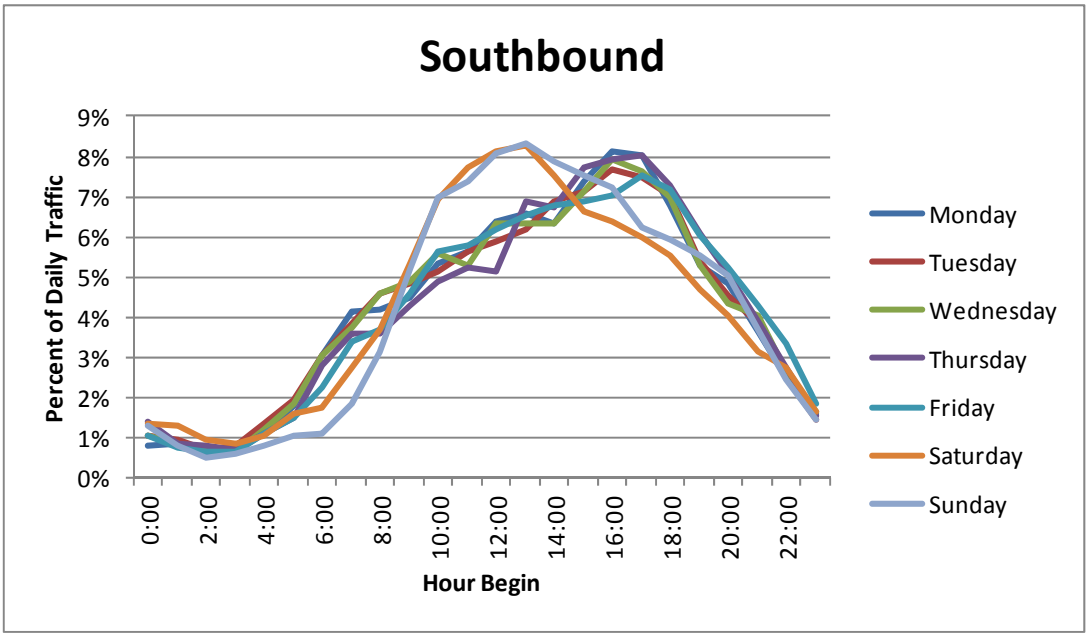
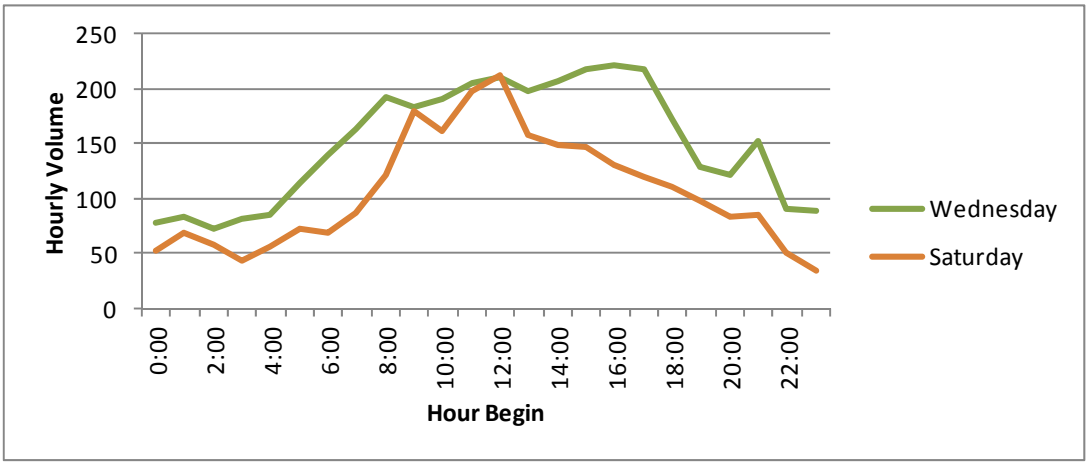


Figure 17: Sample Hourly Truck Volumes, Summer 2013



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 11,250 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 appear slightly less consistent over time, ranging from 21,500 to 30,000 vehicles in an average day, with five to ten percent trucks. This is likely due to differences in sample location and 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	MD ADT Maps	DelDOT ADT Maps	Spur Report	MdTA	Spur Report	RK&K / DelDOT State Line Estimate
Year	2009	2009	2011	2012	2012	2012	2012	2012	Summer 2013	2013	2013	2013	FY 2014	2014	2014
State Line															
US 301 @ State Line		10,838	11,100		10,249	10,855			10,763		10,884				11,249
Local Rd @ State Line					3,162						3,358				
Canal															
RT 215 @ Canal	14,551			12,791						12,732					
RT 896 @ Canal*			21,600		27,550			29,260	25,465		28,246	30,250		31,250	
US 1 @ Canal					80,235			74,900			85,210	76,940		77,280	
Rt 13 @ Canal								12,190			10,115	12,270		13,520	
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		22,170			24,760			23,544	24,980		24,490	
Existing 301 south of 896					23,693			22,710	18,769		25,162	22,360		22,860	
Existing 301 north of 299					16,592				19,005		25,162				
Existing 301 south of 299			15,500		16,145				17,171		16,488				
Regional															
Hatem Bridge							28,241						27,123		
JFK Bridge							81,105						78,904		
Bay Bridge							71,562						70,137		

*Some volumes may have been measured north of the canal near Route 71

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	MD ADT Maps	DelDOT ADT Maps	Spur Report	MdTA	Spur Report	RK&K / DelDOT State Line Estimate
Year	2009	2009	2011	2012	2012	2012	2012	2012	Summer 2013	2013	2013	2013	FY 2014	2014	2014
State Line															
US 301 @ State Line		2,429	2,600			2,646			2,763						2,584
Local Rd @ State Line															
Canal															
RT 215 @ Canal															
RT 896 @ Canal*			2,100					2,341	1,620			2,420		2,500	
US 1 @ Canal								8,239				6,925		8,501	
Rt 13 @ Canal								1,219				614		676	
Local															
Route 215 E-W State Line															
Route 215 south of Canal															
Route 1 E-W State Line															
Existing 301 north of 896			2,800					2,228				1,749		1,714	
Existing 301 south of 896								3,179	3,024			2,907		2,972	
Existing 301 north of 299									3,171						
Existing 301 south of 299			2,900						3,608						
Regional															
Hatem Bridge							960								
JFK Bridge							9,371						8,942		
Bay Bridge							4,901						4,642		

*Some volumes may have been measured north of the canal near Route 71

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

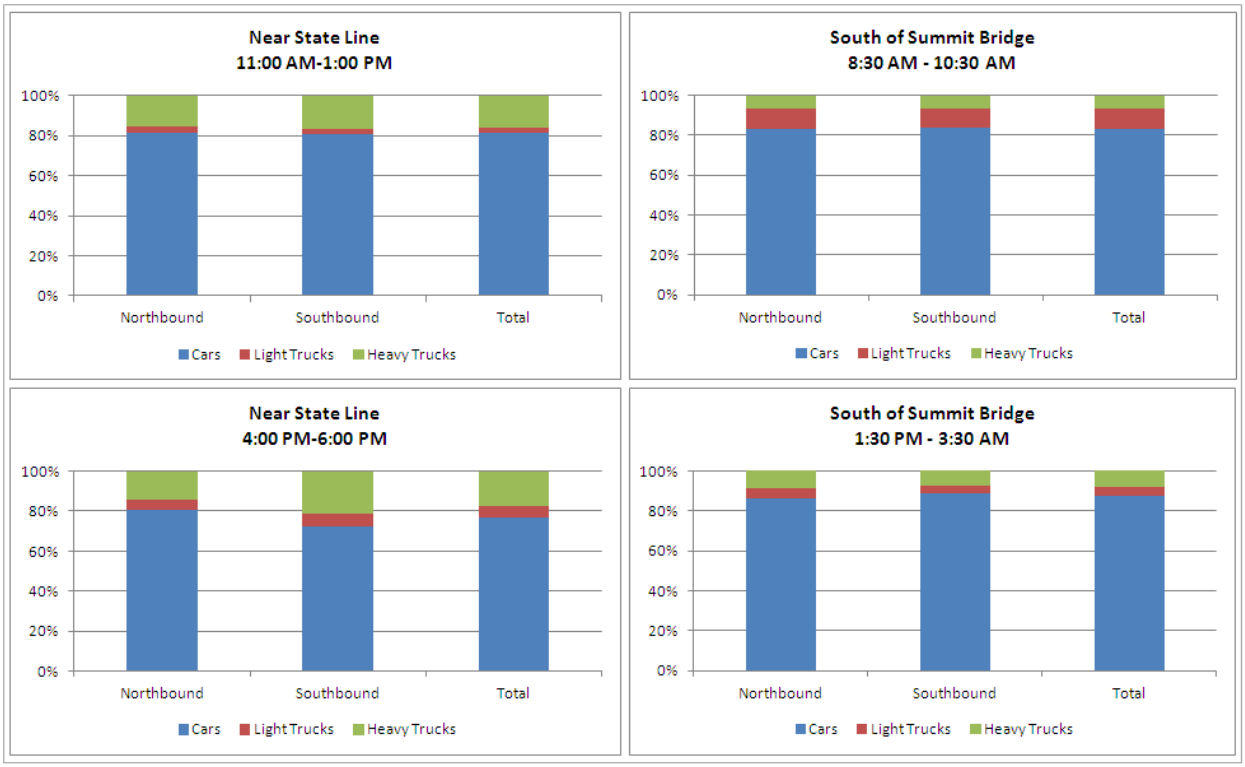
Peak Hour LOS at Selected Signalized Intersections along US 301										
Site	2010		2011		2012		2013		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
US 301 at Old Summit Bridge Rd	A	A	A	A	A	A	A	A	A	A
US 301 at SR 896	C	C	C	C	C	C	C	C	C	C
US 301 at Armstrong Corner Rd	C	C	D	D	C	C	C	C	D	D
Existing US 301 at SR 71	C	D	C	D	C	D	C	D	C	C
Existing US 301 at SR 299	D	D	D	D	D	D	D	D	C	D

Source: Draft US 301 Spur Road 2012 Monitoring Report, April 2015

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, Summer 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 $0.19 per mile.

Figure 19: Travel Time Routes, Summer 2013

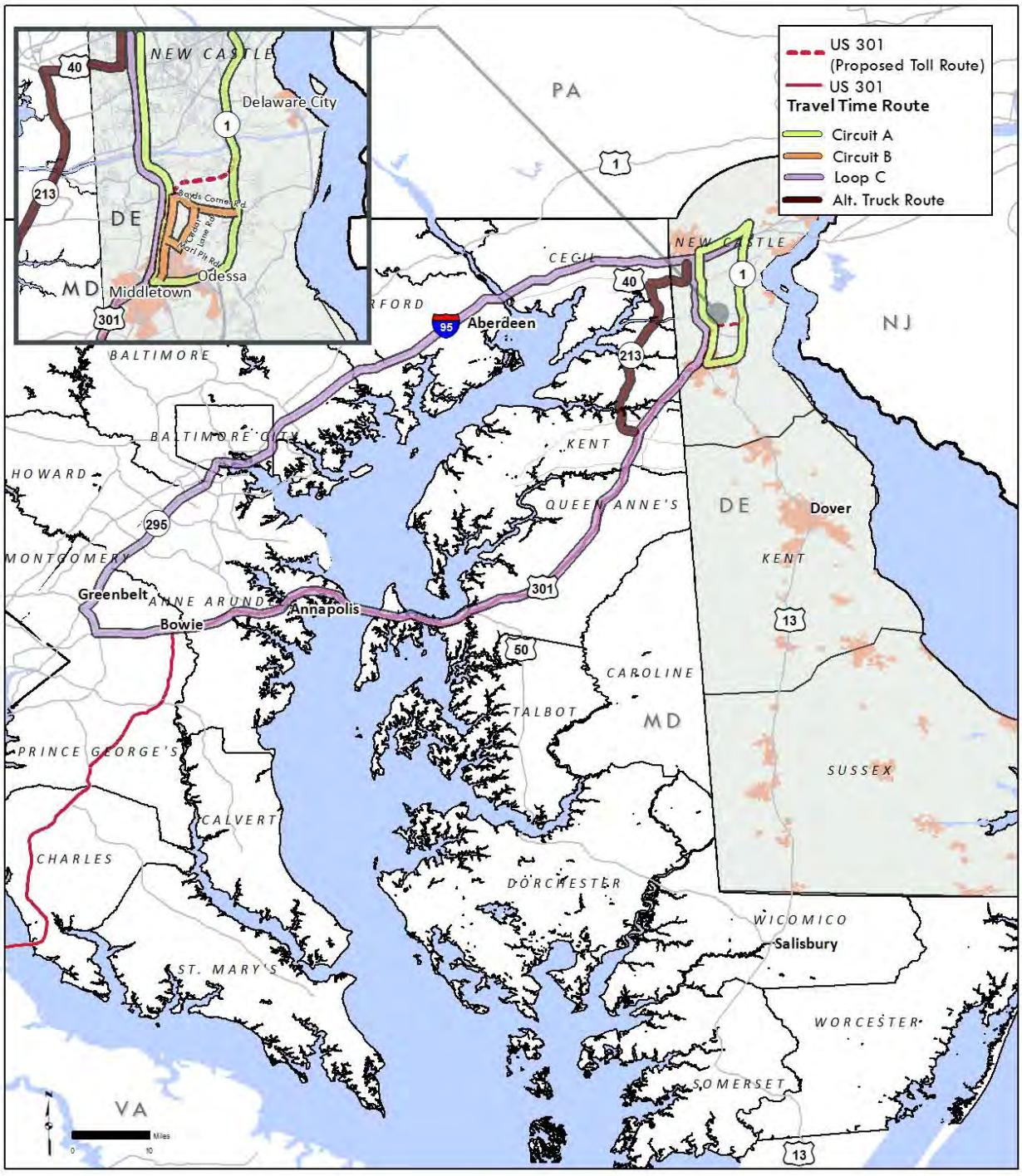


Table 7: Summary of Travel Time Data

Route	Trip Distance	Trip Time	Total Cost of Car Trip	Total Cost of Truck Trip
Long Distance: I-95 @ SR 1 near Wilmington, DE to I-495, Exit 20B near Washington, DC				
Via I-95	88.5	1:46	$56.50	$172.00
Via existing US 301	105.0	2:10	$56.00	$147.50
Via existing US 301 to 896 to Rt 13	107.0	2:10	$56.00	$147.50
Via US 301 to Warwick to 299 to SR 1	106.0	2:08	$57.00	$149.00
Via US 301 to 213 to 40 to 896	108.5	2:21	$59.00	$155.50
Via new US 301	105.0	2:01	$57.50	$151.50
Mid Distance - MD/DE State Line to SR 1 @ C&D Canal				
Via existing US 301 to 896 to SR 1	15.0	0:22	$8.50	$20.00
Via Warwick to 299 to SR 1	14.0	0:20	$9.00	$20.50
Via local roads to 896 to 13	14.5	0:22	$8.00	$18.00
Via new US 301	13.0	0:13	$9.50	$12.00
Short Distance - 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	$3.50	$8.00
Via new US 301	5.5	0:05	$6.50	$5.00
Short Distance - Armstrong Corner to SR 1				
Via existing US 301 to 896 to SR 1	6.0	0:09	$3.50	$7.50
Via Summit Br Rd to 896	6.0	0:09	$3.50	$7.50
Via local roads to 896	5.0	0:08	$3.00	$6.50
Via new US 301 to Jamison Corner Rd to 896	7.5	0:10	$4.50	$18.50

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

With the completion of several large construction projects in the Baltimore, MD I-95 corridor, there may have been some improvement in travel conditions through the I-95 corridor since these travel time studies were conducted. However, given the nature of travel conditions in urban areas, we think that the previously assumed travel times for I-95 remain reasonable. It should be noted that long distance (through) trips currently traveling on US 301 through the project corridor have illustrated that US 301 is their preferred route over I-95, even without the improved travel conditions that might be expected with the completion of the new roadway.

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

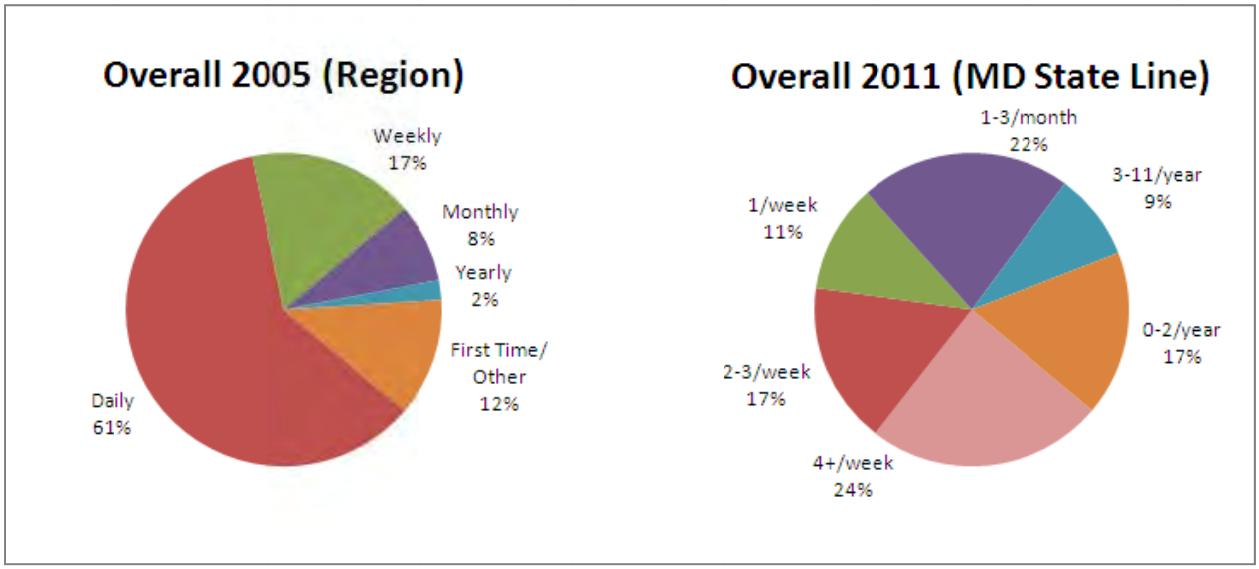


Figure 22: Vehicle Distribution

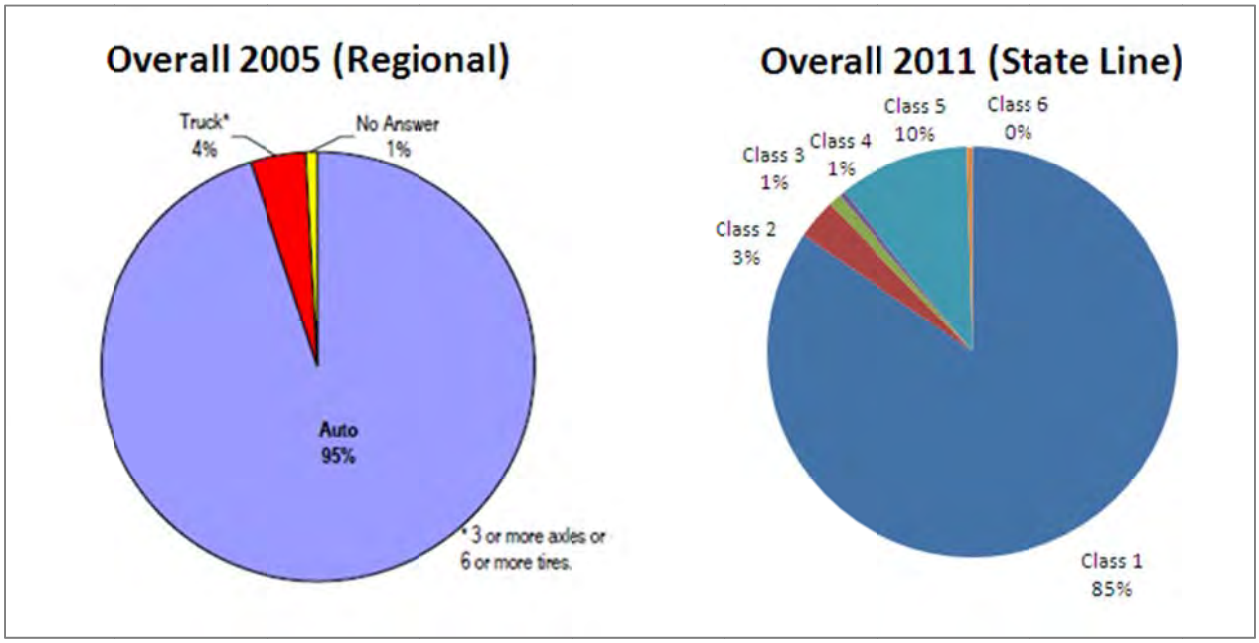


Figure 23 presents a comparison of the surveyed trip purpose. Work trips made up the largest portion of trips surveyed.

Figure 23: Trip Purpose

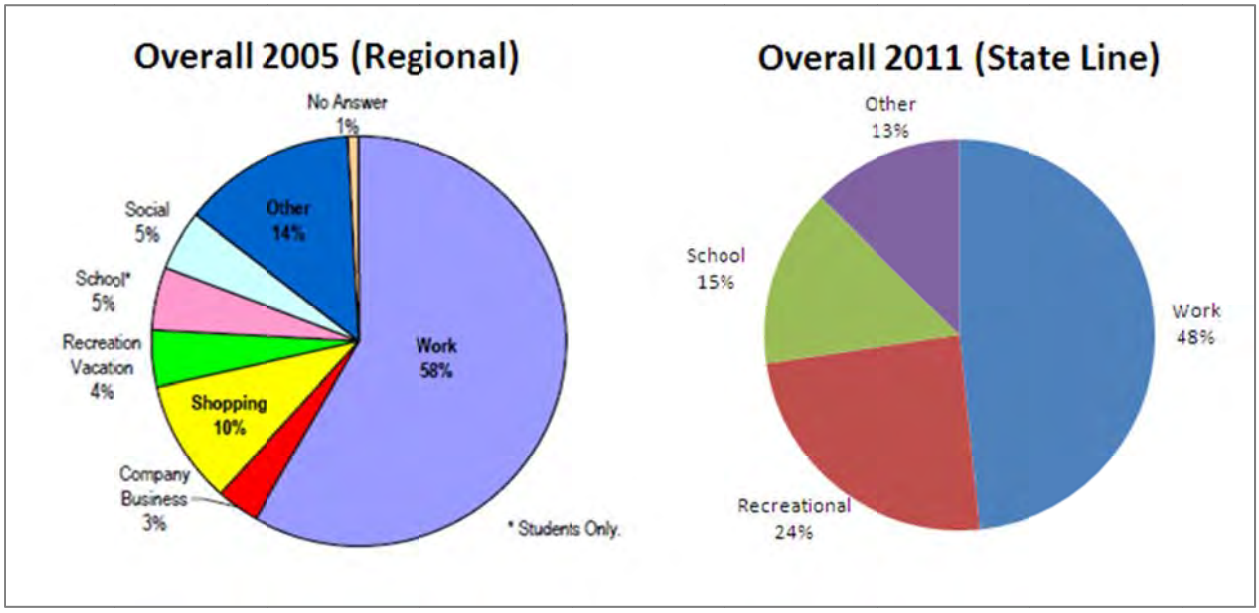
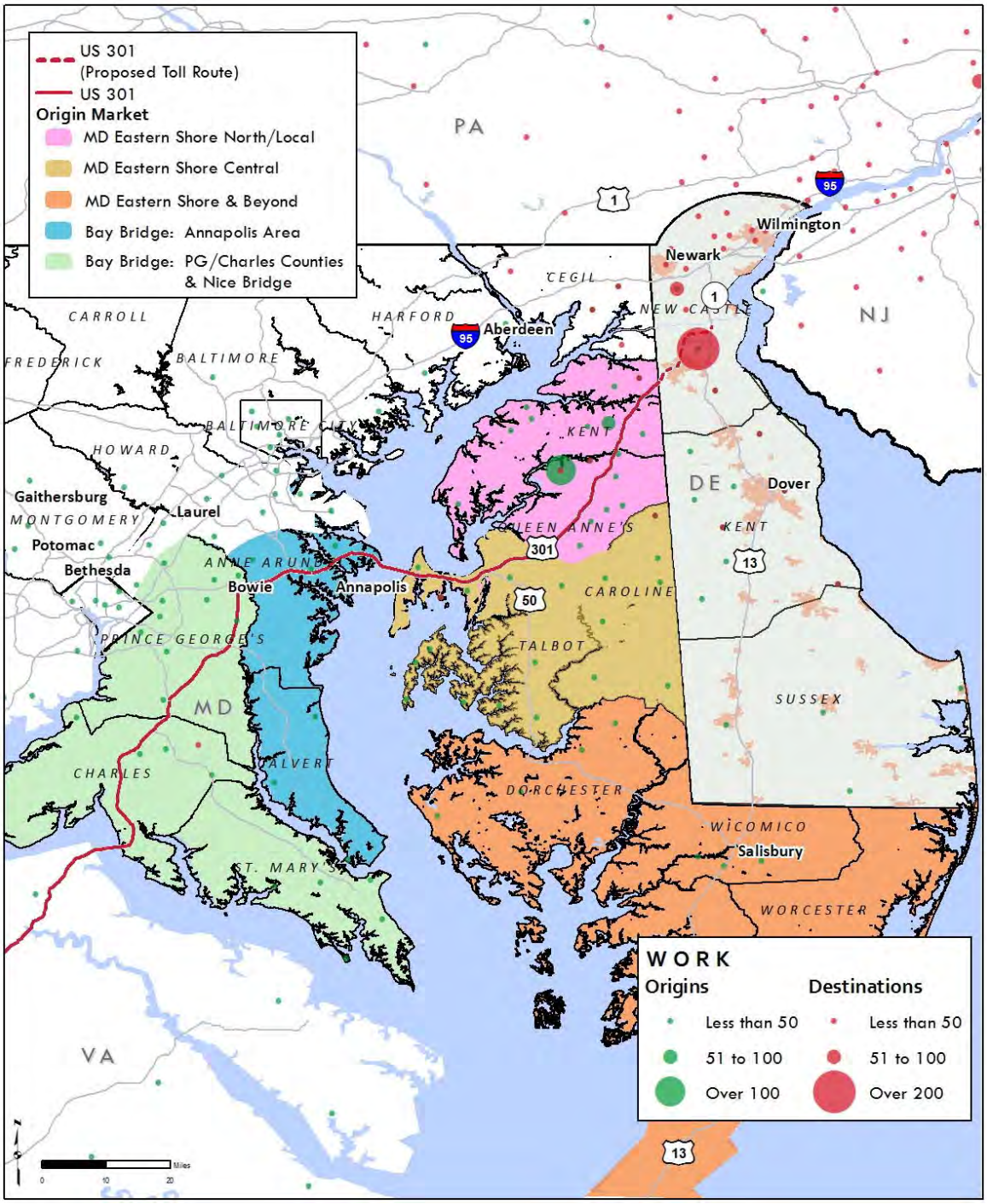


Figure 24 presents a geographical distribution of the O/D responses for surveys indicated “work” as their trip purpose in 2011. The largest concentration of destinations is shown in Middletown, while large concentrations of origins were found in several locations in Kent County and Queen Anne’s County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

1.1. Introduction

Traffic levels on a given highway facility, historically, have been influenced by demographic and socioeconomic trends observed in the area near the facility. Changes in population and employment, passenger and commercial vehicle ownership, and economic growth and industrial production all influence traffic volumes. In creating its traffic and revenue projections, Jacobs utilizes as a model input a consensus forecast of the growth in real gross domestic product (GDP) developed by an array of different economic forecasters from universities, investment banks, rating agencies, consultancies, and other private institutions.

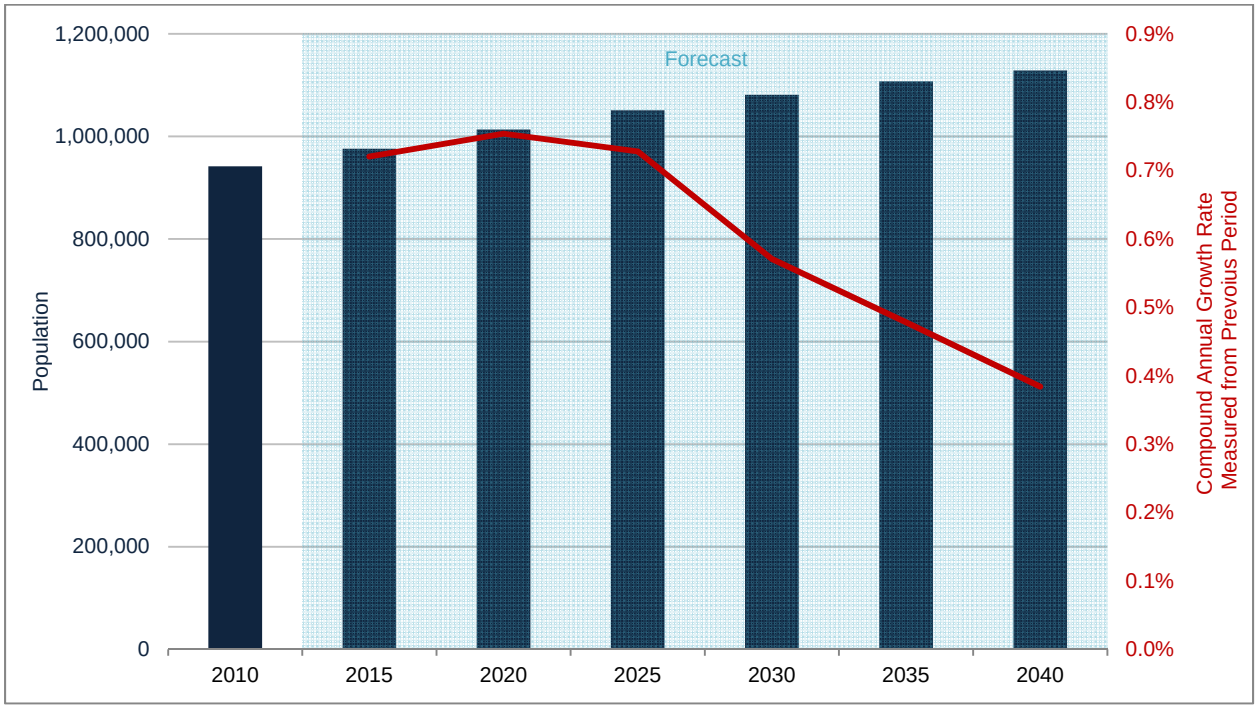
Real GDP in the United States is forecast to increase by 3.1 percent in 2015 and 2.9 percent in 2016. The Industrial Production Index (IPI), a broad measure of industrial activity in the United States, is forecast to increase by 3.8 percent in 2015 and 3.2 percent in 2016. Prices for retail gasoline, which also influence vehicular travel, are expected to rise modestly in the second half of 2015 and the first half of 2016 before falling again at the end of 2016. A more detailed discussion of national economic trends appears in Appendix A.

The remainder of this section of the report summarizes trends with respect to population, employment, economic output, income, trade, and tourism for the two counties in Delaware – New Castle County and Kent County – and the five counties in Maryland – Caroline County, Cecil County, Kent County, Queen Anne's County, and Talbot County – that are closest to the study area. Note gray shaded areas that appear in the figures below signify recessionary periods in the United States.

1.2. Population

Total population in the study area, which includes New Castle County and Kent County in Delaware and the counties of the Upper Eastern Shore in Maryland, reached approximately 942,000 in 2010. As shown in Figure 25, the population of the study area is expected to grow into the future, reaching 1.1 million in 2040.

Figure 25: Study Area Historical and Forecast Population

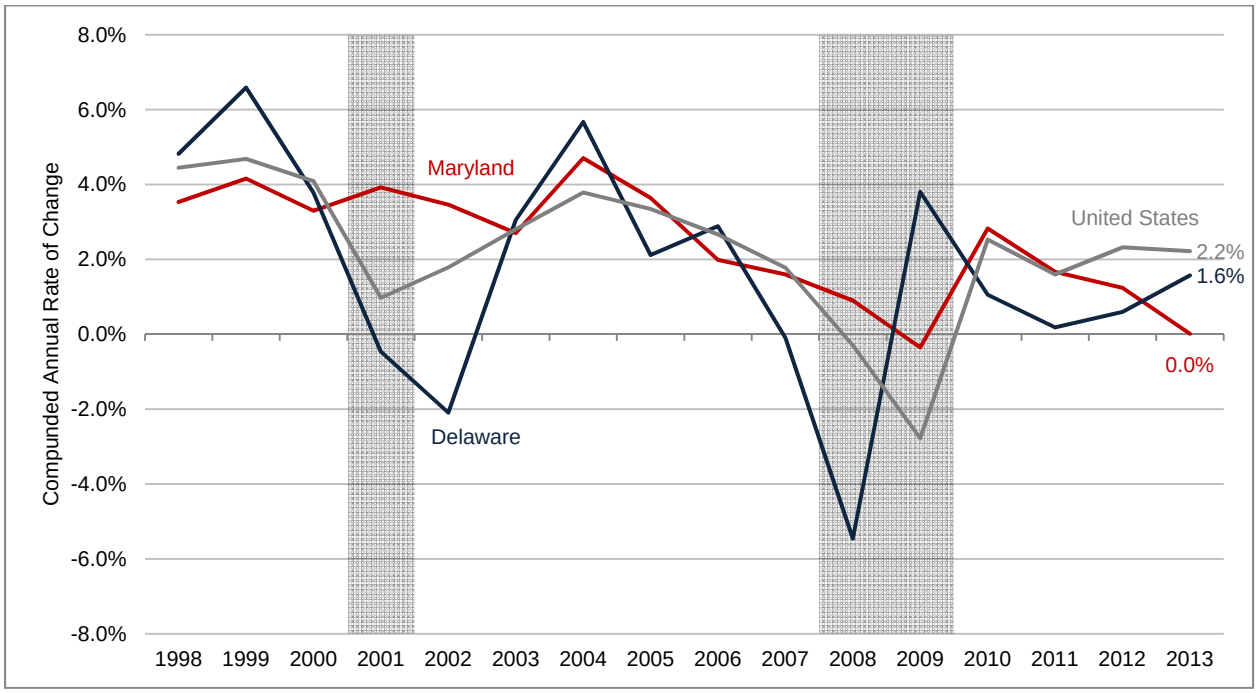


Source: Maryland Department of Planning and Delaware Office of State Planning Coordination

1.3. Output and Growth

The Delaware and Maryland economies are relatively small, contributing approximately 1 percent and 2 percent to the real GDP of the United States, respectively. The performance of the Maryland economy, as measured by change in real GDP, tends to mirror the performance of the national economy. Delaware's economic performance, however, tends to be more volatile. As shown in Figure 26, the annual rate of change experienced by Delaware's economy exceeded 6.0 percent in the late 1990s but also descended to -5.5 percent during the most recent recession. The annual rate of change in Maryland's economy, meanwhile, hovered between 4.7 percent and -0.3 percent over the same time period. Both economies, along with the economy of the United States, have returned to growth after contracting during the 2007-2009 recession.

Figure 26: Real Gross Domestic Product



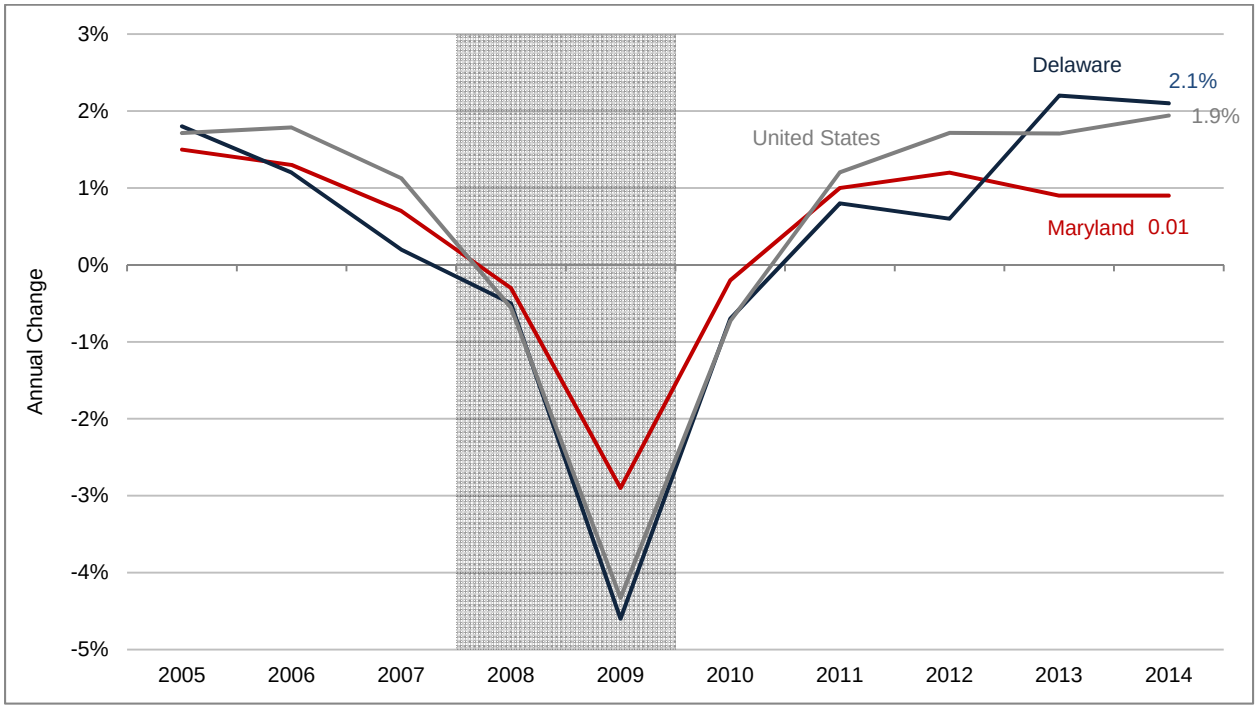
Source: Bureau of Labor Statistics

1.4. Employment

Total employment in Delaware and Maryland has trended in accordance with total employment levels in the United States. During the recent recession, total employment in Delaware decreased by 0.5 percent in 2008 and 4.6 percent in 2009. Employment levels in Maryland contracted by 0.3 percent and 2.9 percent during this period.

Job growth returned to Delaware, Maryland, and the broader United States in 2011 and the three jurisdictions have continued to create jobs through 2014, the last year for which data are available. See Figure 27.

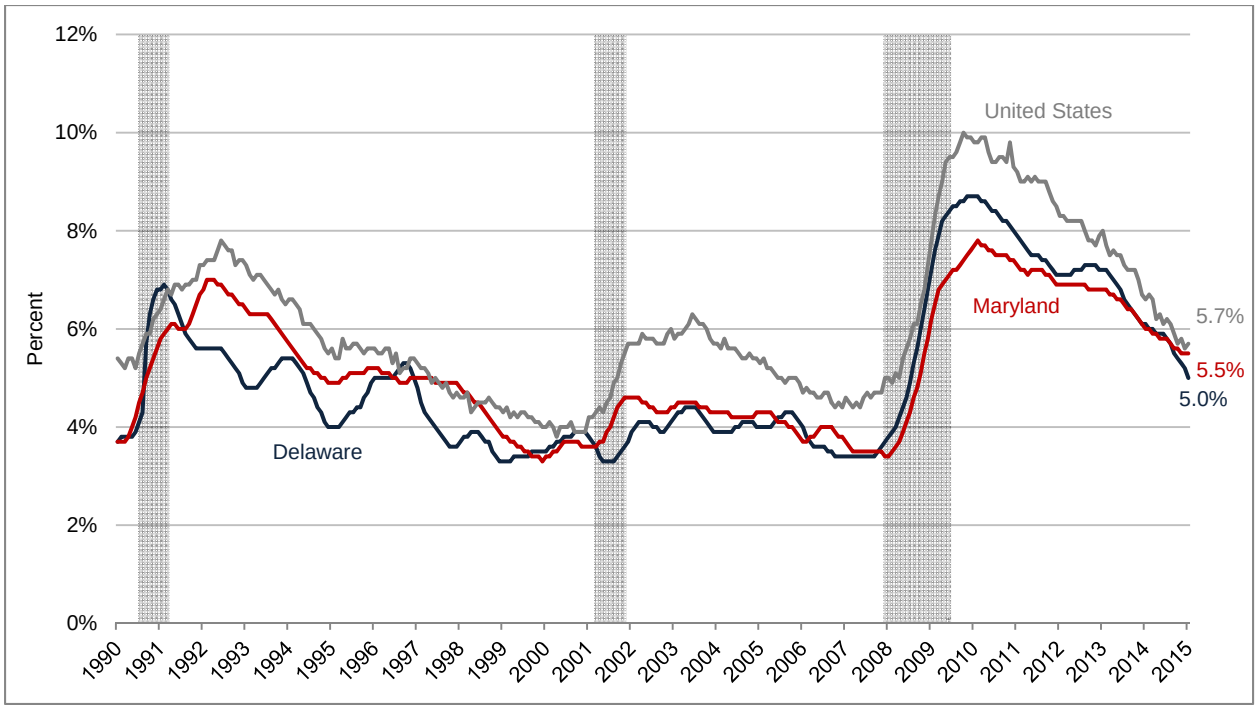
Figure 27: Nonfarm Employment



Source: Bureau of Labor Statistics

For the most part, unemployment levels in Maryland and Delaware have been below that of the United States since 1990. During the deepest part of the recent recession in 2009, the unemployment rate in Delaware and Maryland was 8.7 percent and 7.8 percent, respectively. In the Unites States, the unemployment rate reached 10.0 percent during 2009. As the national economy has improved, however, unemployment rates across the country have been reduced. Figure 28 summarizes the unemployment rates in Delaware, Maryland, and the United States since 1990.

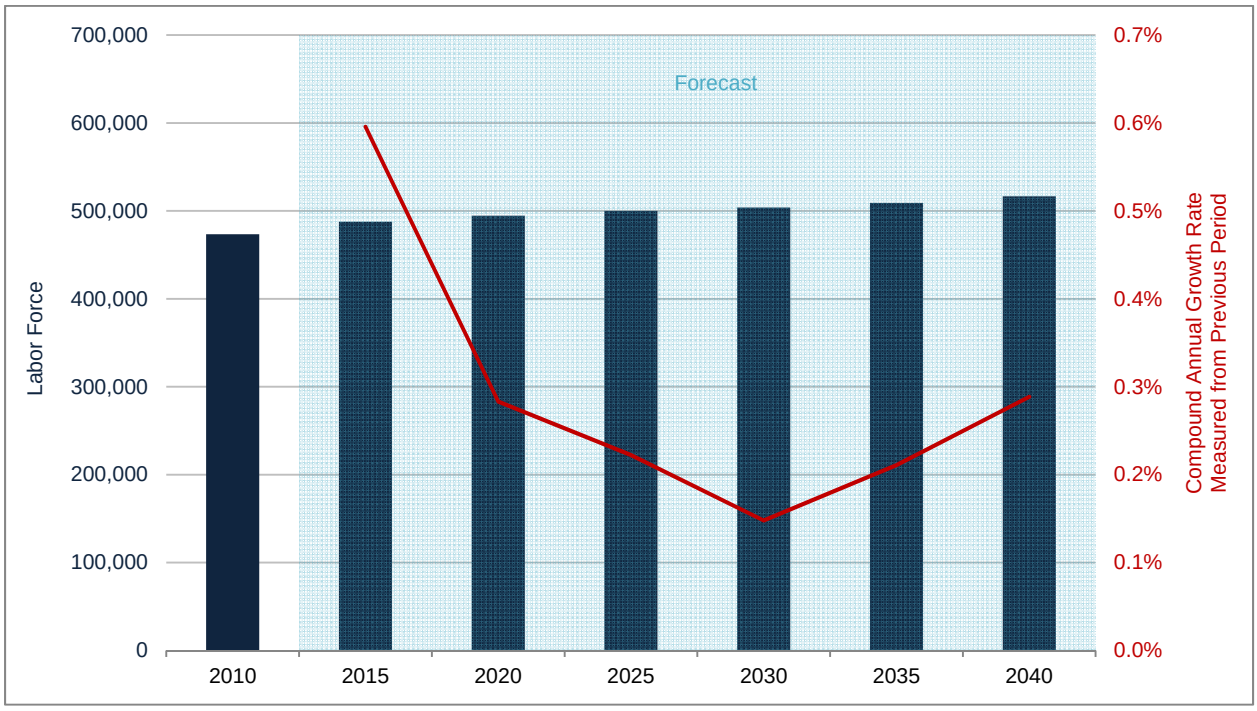
Figure 28: Unemployment



Source: Bureau of Labor Statistics

Total employment in the 7 county project area reached approximately 473,000 in 2010 and is projected to grow for the foreseeable future, increasing to approximately 517,000 in 2040. Caroline County, Cecil County, and Queen Anne's County in Maryland are expected to grow at the fastest rates during this time period. The counties in Delaware are expected to see more modest growth in employment.

Figure 29: Study Area Historical and Forecast Labor Force

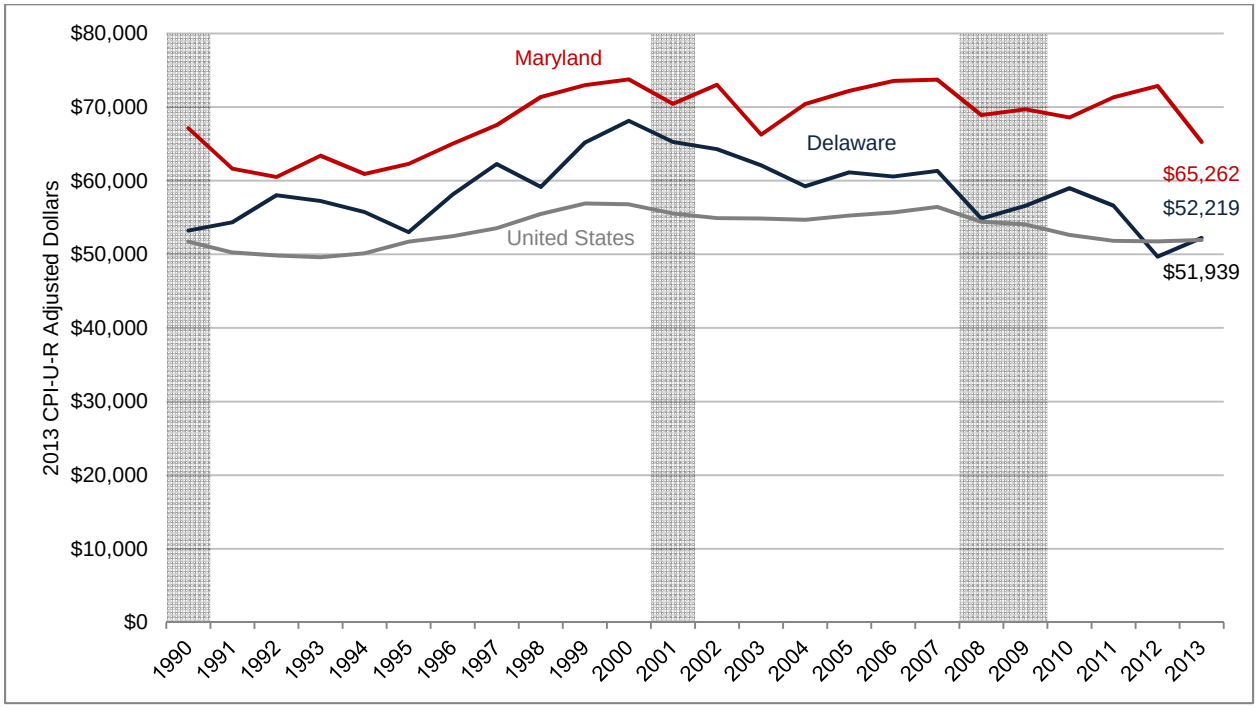


Source: Maryland Department of Planning and Delaware Office of State Planning Coordination

1.5. 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 $53,222 in 1990, increasing to $68,129 in 2000, and then declining to $52,219 in 2013. In Maryland, real median household increased from $67,136 in 1990 to $73,770, before declining to $65,262 in 2013. Nationally, median household income was $51,735 in 1990. Median household increased to $56,000 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 2013.

Figure 30: Real Household Income



Source: U.S. Census Bureau

3.1.1 Economic Forecast

Economic output in Delaware and Maryland are both strongly linked to national macroeconomic conditions. Economic forecasts prepared in early 2014 assume that the current economic recovery will continue resulting in steady economic growth in Delaware and Maryland in 2015. 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 J.P. Morgan Chase for Delaware and Maryland for 2015.

Table 8: Forecast Change in Real GDP and Employment, 2015

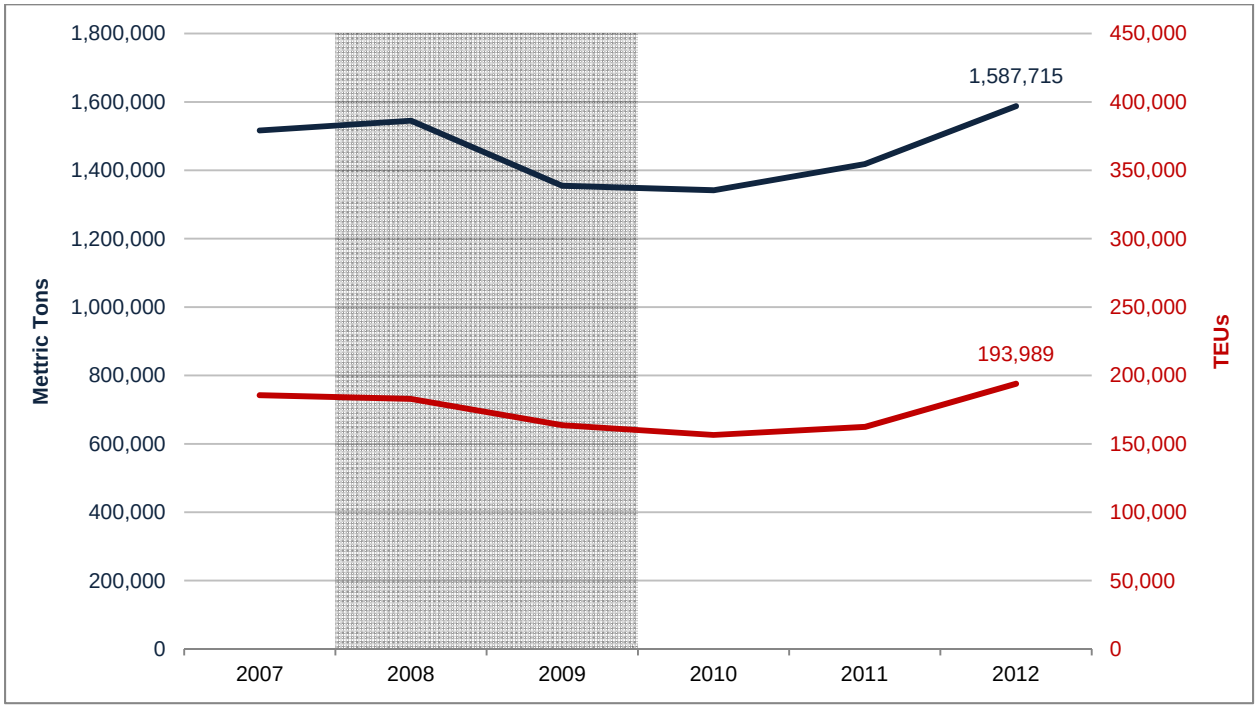
	Change in Real GDP (%)	***Change in Total Employment (%)***
Delaware	*3.7%*	*1.3%*
Maryland	*3.5%*	*1.1%*

Source: JP Morgan Chase, Regional Perspectives: State of the States, 2014,

1.6. Intermodal Linkages and Distribution Centers

The Port of Wilmington is ranked as the 18th largest port in the U.S. (and Puerto Rico) in terms of twenty-foot equivalent units (TEU) and the 19th largest port with respect to metrics tons. A TEU is a unit of measure used to describe the capacity of ports and container ships. 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 2007-2009 recession, the amount of cargo handled by the Port decreased significantly and has only recovered in the last couple years. The Port of Wilmington handled 1.5 metric tons in 2007. The amount of cargo handled decreased by 10 percent to 1.4 million metric tons in 2009, before recovering to reach 1.6 million metric tons in 2012. Similarly, the port handled 183,000 TEUs in 2007, which decreased to 156,000 in 2010. The number of containers handled by the Port of Wilmington increased slightly in 2011 to 162,000 TEUs and again to 194,000 TEUs in 2012. Figure 31 summarizes the amount of metric tons and TEUs handled by the Port of Wilmington from 2007 to 2012.

Figure 31: Waterborne Commerce



Source: U.S. Maritime Administration

1.7. Commuting Trends

The average travel time to work for the seven counties in the study area ranged from 25.2 minutes in Talbot County, MD to 34.2 minutes in Caroline County, MD. With the exception of Talbot County, the mean travel times to work in the Maryland counties exceeded the mean travel time to work in the United States overall. Conversely, mean travel times to work in the Delaware counties are less than the mean travel time to work in the United States overall. Table 9 displays all travel times to work as well as the means of transportation to work across the counties in the study area.

Table 9: Commuting Patterns

Jurisdiction	Drove Alone	Carpooled	Public Transportation	Mean Travel Time to Work
United States	140,770,488	107,484,487	13,520,495	25.7 min
New Castle County DE	206,260	22,649	11,580	25.4 min
Kent County, DE	6,2088	7,018	851	26.6 min
Caroline County, MD	11,525	1,024	238	34.2 min
Cecil County, MD	39,898	4,169	441	29.7 min
Kent County, MD	6,369	753	165	26.2 min
Queen Anne's County MD	19,017	2,524	330	34.1 min
Talbot County, MD	13,794	1,669	68	25.2 min

Source: U.S. Census Bureau

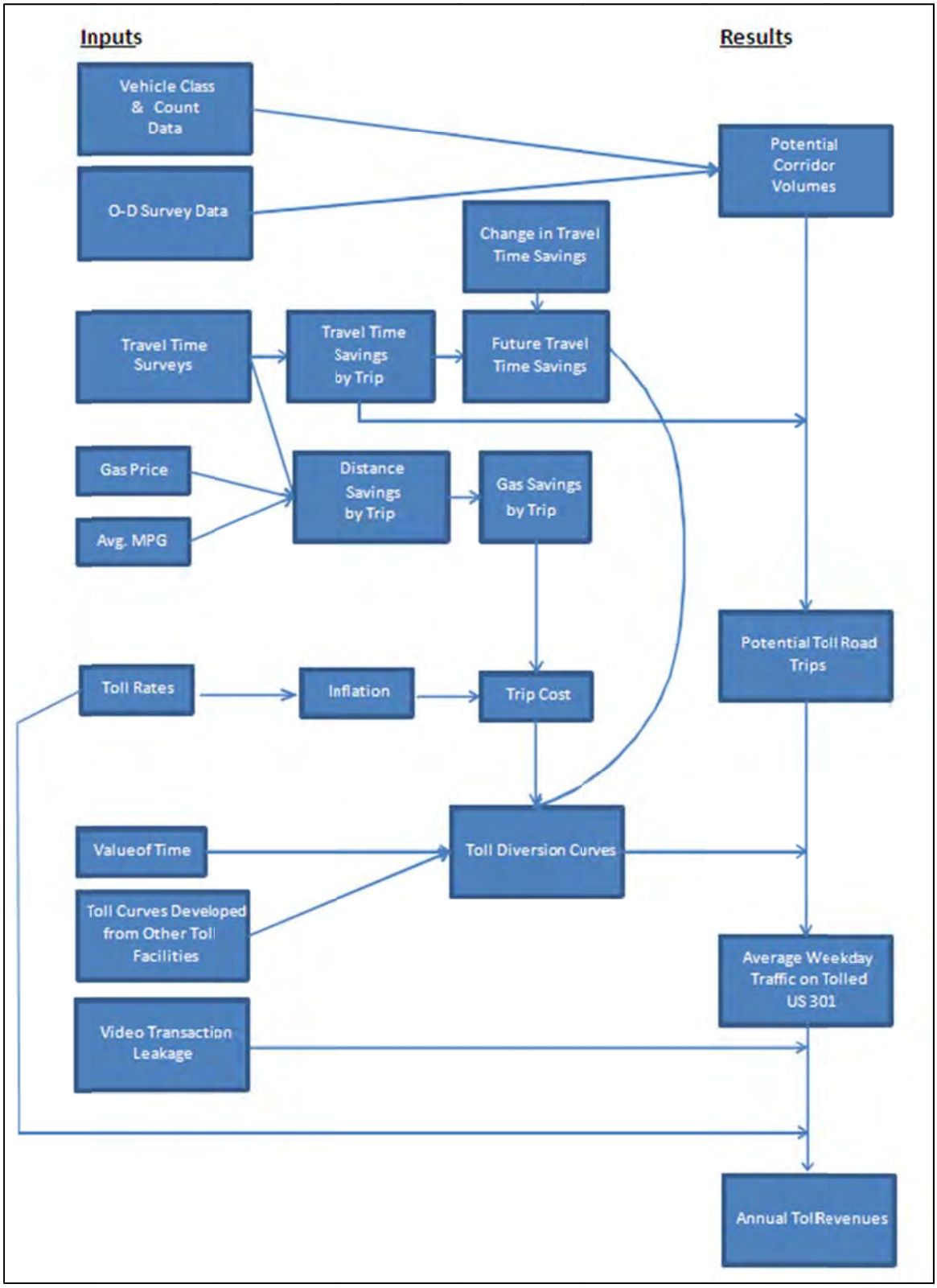
4 Traffic Model

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 Traffic 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 2015 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. The Federal Reserve reported Median Household Income for Delaware of around $52,000 in 2013, which calculates to $25 per hour for a 40-hour work week. Fifty percent of this value is $12.50, while sixty percent is $15.00. 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 (originally 2016), 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. When the traffic and revenue projections were updated in the spring of 2015, the toll schedule was held constant despite a change in opening date from July 2017 to January 2019.

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 10 presents base toll rates at each of the toll locations. Table 11 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 10: Base Toll Rates, 2019

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 11: Base Toll Rates by Project Year, 2019-2056

	Mainline		Levels Rd		Summit Br		Jamison Cnr	
Year	2-axle	5-axle	2-axle	5-axle	2-axle	5-axle	2-axle	5-axle
2019	$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, SR 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. With the completion of the project, weight restrictions will be put in place on several additional portions of roadway in and around Middletown. A map of current and proposed truck restrictions is provided in Appendix B. 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

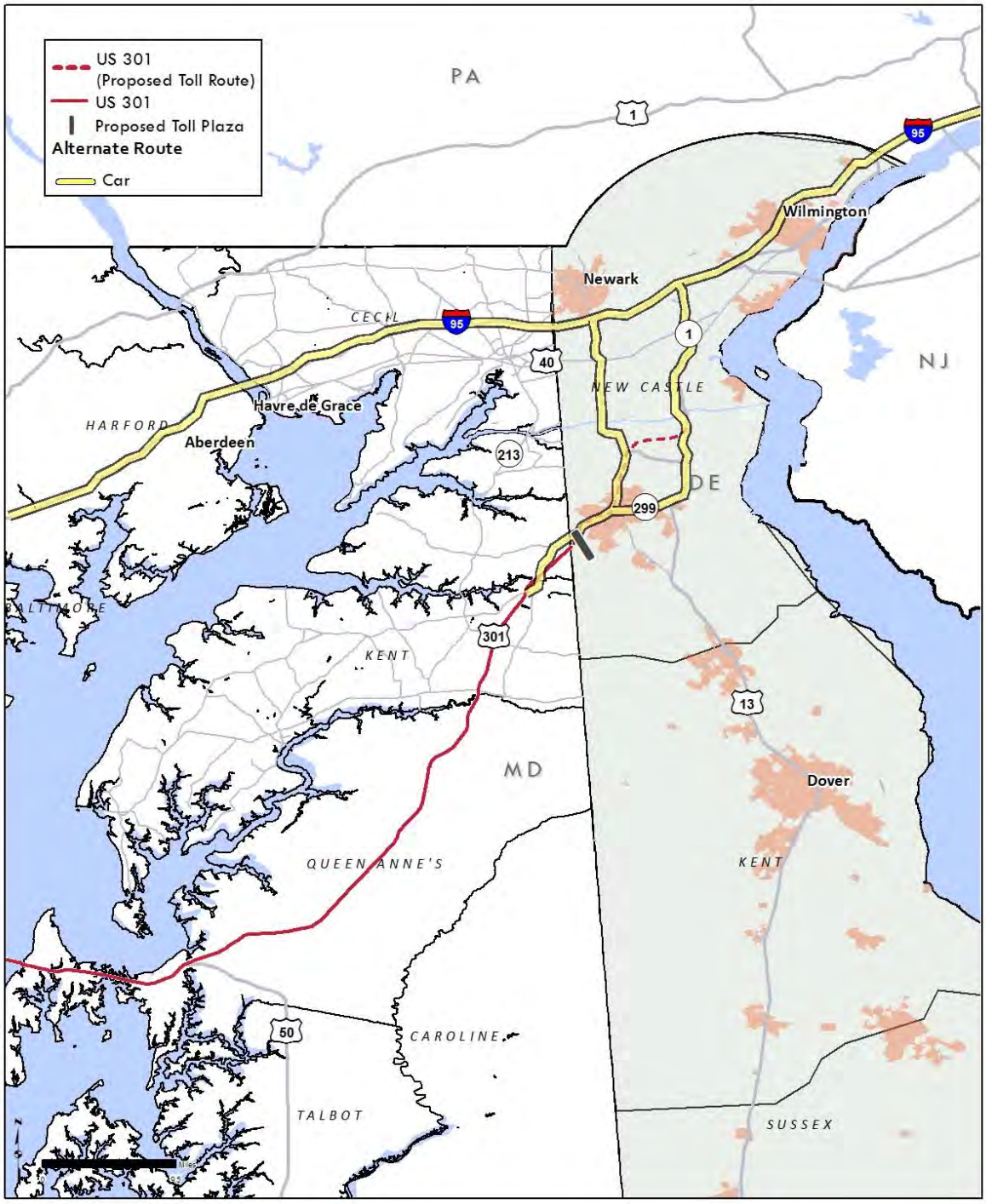


Figure 34: Selection of Alternate Route Choices for Trucks

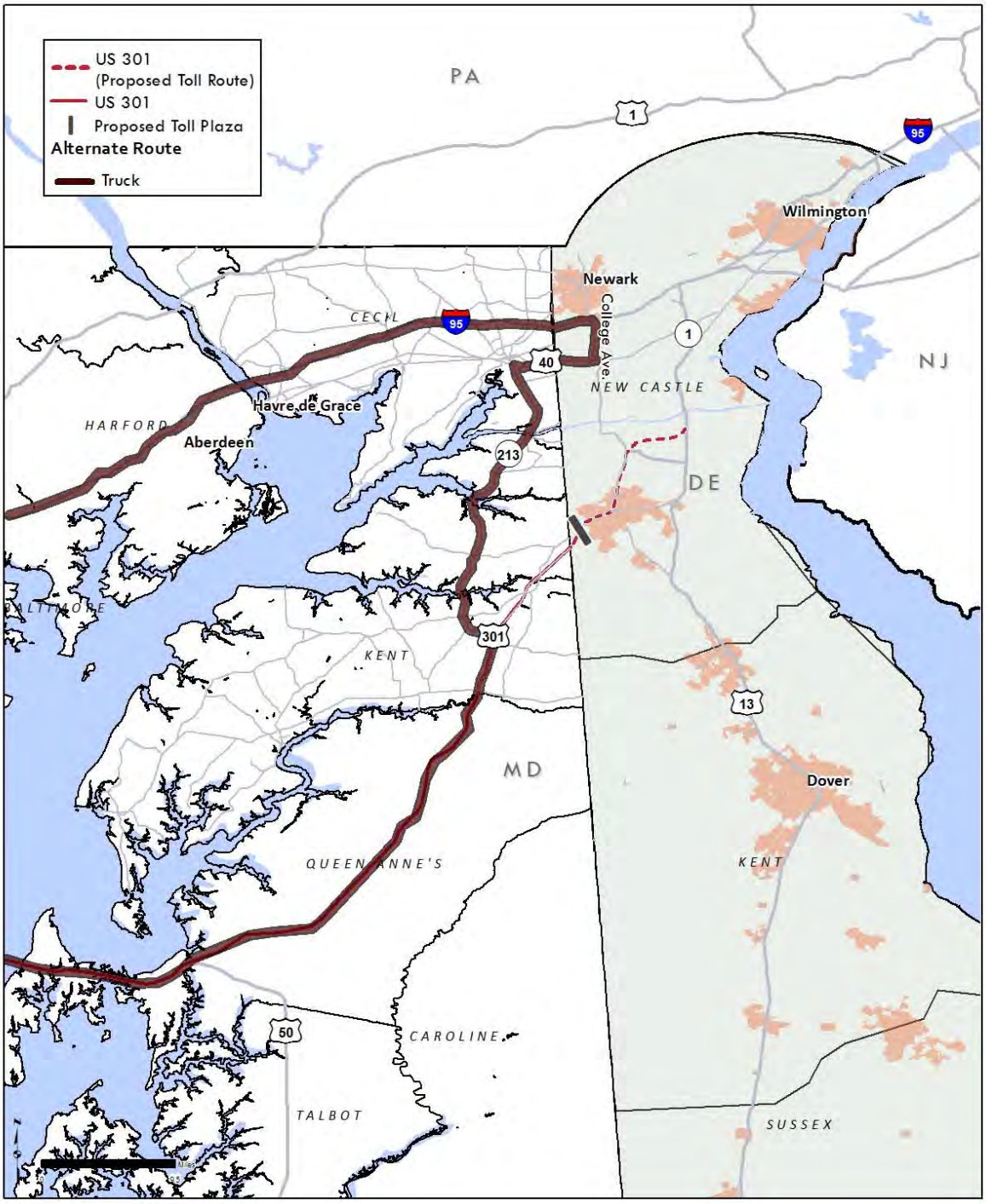


Table 12 presents a comparison of tolls for 2-axle cars and 5-axle trucks at various toll plazas on competing routes for through travel, as well as toll costs for those competing routes. As shown in the table, travel on the new toll road will continue to be significantly less expensive in tolls than I-95 in both directions of travel.

Table 12: 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	$1.00	$5.00	$3.75	$1.00	$1.00	$5.00	$3.75
Biddles Exit 142 Plaza	$1.00	$0.50	$5.00	$1.88	$1.00	$0.50	$5.00	$1.88
SR 1 Exit 136 Ramp Plaza	$0.50	$0.50	-	-	$0.25	$0.25	-	-
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) 2019, on January 1, 2019. The fiscal years run from July 1st through June30th.

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 12 months by 15 percent, and the second year by five percent. We assumed the toll road traffic would ramp up to its full demand by the third year of operation, beginning mid-fiscal year 2021 and first visible in traffic and revenue projections as reported for FY 2022. Due to the mid-fiscal year opening, three fiscal years are affected by the ramp-up period.

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 FY 2019. Table 13 and Table 14 present the same information in tabular form.

For the AET case toll revenues reach $22.7 Million in 2022, the first year after ramp-up and increase to $83.4 Million by 2060, nearly 40 years after ramp-up is completed. Total toll transactions quickly grow to 15,900 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases and peaking at 17,400 daily toll transactions in 2060.

Similarly, for the ORT case toll revenues reach $23.7 Million in 2022, the first year after ramp-up and increase to $87.1 Million in 2060. Total toll transactions quickly grow to 16,000 vehicles per day with the losses attributable to toll increases roughly offsetting the background traffic increases and peaking at 17,600 daily toll transactions in 2060.

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

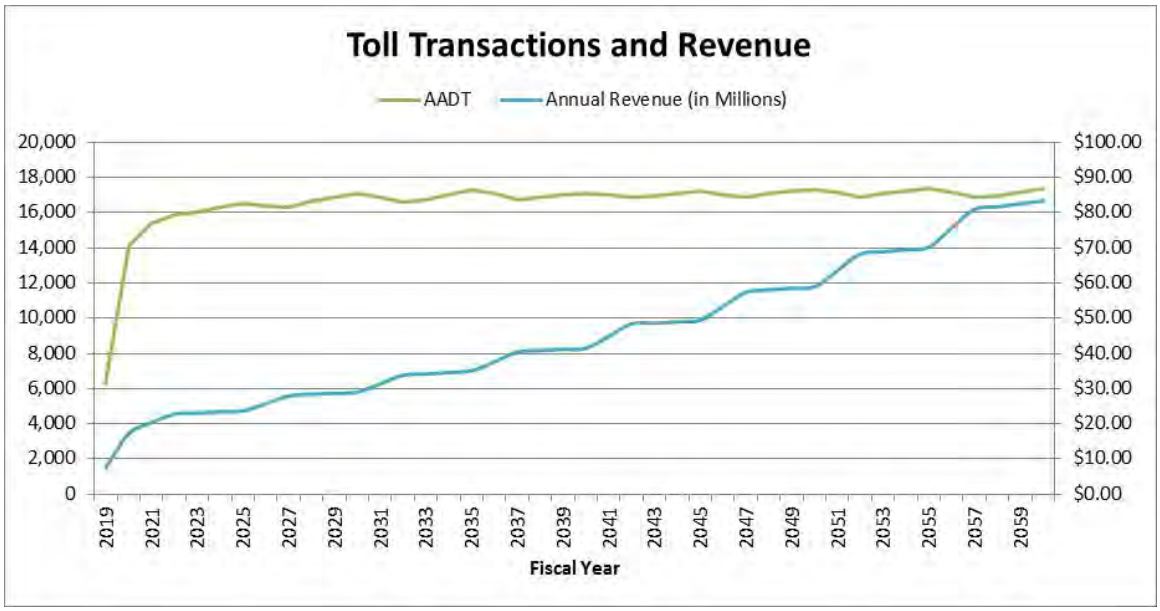


Figure 36: Estimated Average Daily Toll Transactions and Gross Annual Toll Revenues, ORT

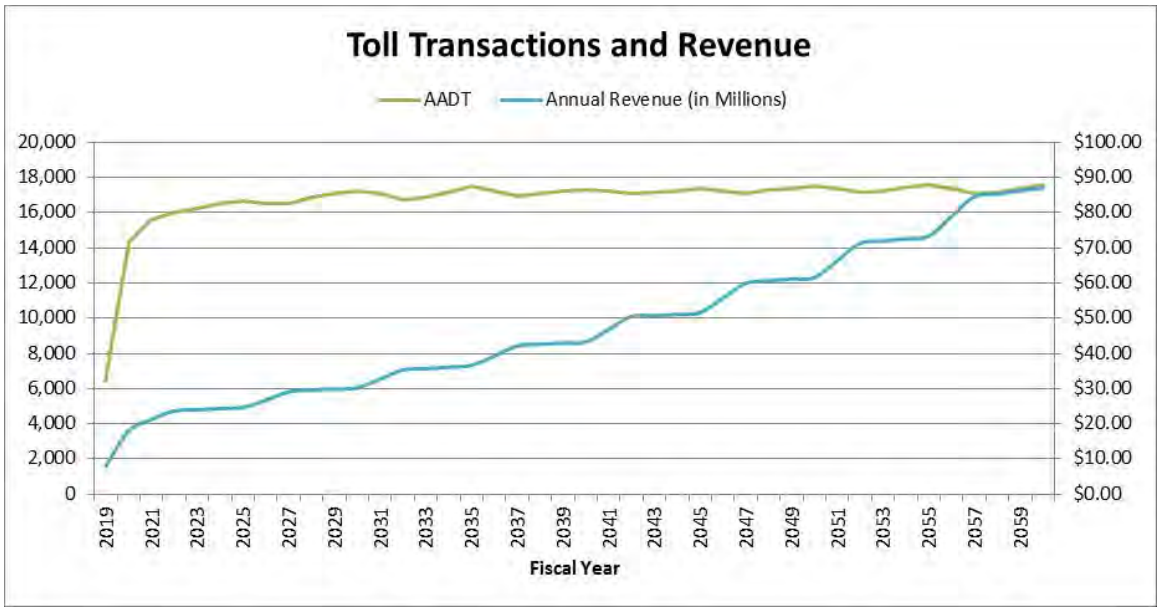


Table 13: Toll Traffic and Revenue Estimates, AET

Fiscal Year	AET					
	Daily Toll Transactions			Annual Revenue (Millions)		
	Car	Truck	Total	Car	Truck	Total
2019	5,200	1,200	6,300	$3.51	$4.13	$7.64
2020	11,600	2,600	14,200	$7.92	$9.25	$17.17
2021	12,600	2,800	15,400	$9.32	$11.05	$20.37
2022	12,900	3,000	15,900	$10.35	$12.38	$22.74
2023	13,200	3,000	16,100	$10.55	$12.50	$23.05
2024	13,400	3,000	16,300	$10.74	$12.66	$23.40
2025	13,500	3,000	16,500	$10.84	$12.85	$23.70
2026	13,400	3,000	16,400	$11.65	$14.06	$25.70
2027	13,300	3,000	16,300	$12.63	$15.29	$27.92
2028	13,600	3,100	16,700	$12.88	$15.52	$28.39
2029	13,800	3,100	16,900	$13.02	$15.67	$28.69
2030	14,000	3,100	17,100	$13.24	$15.78	$29.01
2031	13,800	3,100	16,900	$14.15	$17.23	$31.38
2032	13,500	3,100	16,600	$15.12	$18.69	$33.82
2033	13,700	3,100	16,800	$15.35	$18.80	$34.15
2034	13,900	3,200	17,000	$15.60	$18.99	$34.59
2035	14,100	3,200	17,300	$15.88	$19.19	$35.07
2036	13,900	3,200	17,100	$16.85	$20.80	$37.65
2037	13,700	3,100	16,800	$17.98	$22.42	$40.40
2038	13,800	3,200	16,900	$18.18	$22.62	$40.81
2039	13,800	3,200	17,000	$18.38	$22.78	$41.16
2040	14,000	3,200	17,100	$18.61	$22.85	$41.46
2041	13,900	3,200	17,000	$20.00	$24.88	$44.88
2042	13,700	3,200	16,900	$21.50	$26.92	$48.42
2043	13,800	3,200	17,000	$21.58	$27.01	$48.58
2044	13,900	3,200	17,100	$21.80	$27.14	$48.95
2045	14,000	3,200	17,200	$22.05	$27.39	$49.44
2046	13,900	3,200	17,000	$23.61	$29.76	$53.36
2047	13,700	3,200	16,900	$25.35	$32.08	$57.43
2048	13,900	3,200	17,100	$25.67	$32.35	$58.02
2049	14,000	3,300	17,200	$25.98	$32.58	$58.56
2050	14,100	3,300	17,300	$26.26	$32.68	$58.94
2051	14,000	3,200	17,200	$28.10	$35.43	$63.53
2052	13,800	3,200	16,900	$29.90	$38.35	$68.25
2053	13,800	3,200	17,100	$30.22	$38.65	$68.88
2054	14,000	3,300	17,200	$30.62	$38.85	$69.47
2055	14,100	3,300	17,400	$31.00	$39.18	$70.18
2056	14,000	3,300	17,200	$33.18	$42.45	$75.63
2057	13,700	3,200	16,900	$35.28	$45.69	$80.97
2058	13,700	3,200	17,000	$35.63	$46.02	$81.65
2059	13,900	3,300	17,200	$36.09	$46.42	$82.51
2060	14,100	3,300	17,400	$36.57	$46.79	$83.36

Table 14: Toll Traffic and Revenue Estimates, ORT

Fiscal Year	ORT					
	Daily Toll Transactions			Annual Revenue (Millions)		
	Car	Truck	Total	Car	Truck	Total
2019	5,200	1,200	6,400	$3.71	$4.32	$8.03
2020	11,800	2,600	14,400	$8.36	$9.63	$17.98
2021	12,800	2,900	15,600	$9.79	$11.45	$21.24
2022	13,200	2,900	16,000	$10.86	$12.80	$23.66
2023	13,300	2,900	16,300	$11.06	$12.92	$23.98
2024	13,600	3,000	16,500	$11.26	$13.09	$24.35
2025	13,700	3,100	16,700	$11.36	$13.29	$24.65
2026	13,500	3,000	16,500	$12.20	$14.54	$26.74
2027	13,500	3,000	16,500	$13.26	$15.83	$29.09
2028	13,800	3,000	16,900	$13.53	$16.07	$29.60
2029	14,000	3,100	17,100	$13.66	$16.23	$29.89
2030	14,200	3,200	17,300	$13.91	$16.35	$30.26
2031	14,000	3,200	17,100	$14.88	$17.87	$32.76
2032	13,700	3,200	16,800	$15.92	$19.39	$35.31
2033	13,800	3,200	16,900	$16.15	$19.50	$35.64
2034	14,000	3,200	17,200	$16.40	$19.70	$36.10
2035	14,300	3,200	17,500	$16.71	$19.90	$36.61
2036	14,100	3,200	17,300	$17.72	$21.57	$39.29
2037	13,800	3,200	17,000	$18.92	$23.25	$42.17
2038	14,000	3,200	17,100	$19.14	$23.47	$42.60
2039	14,000	3,200	17,200	$19.34	$23.63	$42.97
2040	14,100	3,200	17,300	$19.57	$23.70	$43.27
2041	14,000	3,200	17,200	$21.05	$25.81	$46.86
2042	14,000	3,200	17,100	$22.64	$27.93	$50.58
2043	14,000	3,200	17,200	$22.70	$28.01	$50.71
2044	14,100	3,200	17,300	$22.94	$28.15	$51.09
2045	14,200	3,200	17,400	$23.21	$28.41	$51.61
2046	14,000	3,200	17,300	$24.86	$30.87	$55.73
2047	14,000	3,200	17,100	$26.72	$33.28	$59.99
2048	14,100	3,200	17,300	$27.06	$33.57	$60.62
2049	14,200	3,200	17,400	$27.36	$33.80	$61.16
2050	14,300	3,300	17,500	$27.65	$33.89	$61.55
2051	14,200	3,200	17,400	$29.65	$36.76	$66.40
2052	14,000	3,200	17,200	$31.53	$39.80	$71.33
2053	14,100	3,200	17,300	$31.85	$40.10	$71.95
2054	14,200	3,300	17,500	$32.28	$40.30	$72.58
2055	14,300	3,300	17,600	$32.69	$40.65	$73.34
2056	14,200	3,300	17,400	$35.00	$44.05	$79.04
2057	13,900	3,200	17,100	$37.18	$47.41	$84.58
2058	14,000	3,300	17,200	$37.55	$47.75	$85.30
2059	14,100	3,300	17,400	$38.06	$48.17	$86.23
2060	14,300	3,300	17,600	$38.54	$48.54	$87.08

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 beginning in 2036, 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 15 presents these alternate toll rates, while Table 16 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 15: 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 16: Sensitivity of Gross Toll Revenue Estimates with Alternative Toll Rate Schedule

Year	AET	ORT
2020	0%	0%
2030	4%	4%
2040	0%	0%
2050	-9%	-9%
2057 (Year 40)	-20%	-20%

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 17 presents the impact that this additional non-tolled travel inconvenience is estimated to have on toll revenues.

Table 17: Sensitivity of Revenue Estimates with Sassafrass Road Closure, 2020

Sensitivity Scenario	AET	ORT
Termination of Sassafrass Rd	8%	8%

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 18 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 18: Sensitivity of Revenue Estimates with Road Closure and Frequency Discount (2020)

Sensitivity Scenario*	AET	ORT
8 or more, $1.50 toll	3%	5%
16 or more, $1.50 toll	4%	5%
20 or more, $1.50 toll	5%	6%

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

5.4.4 Monte Carlo Risk Analysis

A risk analysis using Monte Carlo Simulation 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 Simulation Method uses repeated random sampling within a range of input factors over multiple iterations to estimate a range of possible outcomes. A risk 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, an Excel add-on, 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 52 percent to 60 percent of total traffic. The percentage of heavy trucks that travel locally was evaluated from 15 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 2019, the risk range tested ramp-up for all vehicle categories from 70 percent to 100 percent for 2020 and from 93 percent to 100 percent for 2021.

- 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 1.75 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: AET

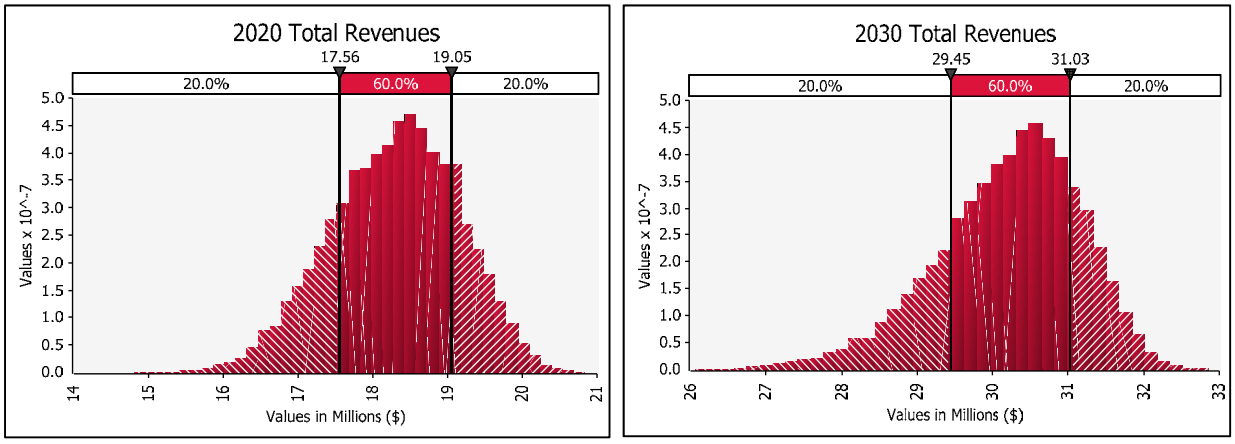
Table 19 compares Jacobs' revenue forecast for the AET scenario in 2020 and 2030 with respect to the P95, P80, P50, P20, and P5 forecast generated by the risk analysis.

Figure 37 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 19: Comparison of Jacobs Forecast and the Results of the Risk Analysis

Year	P95	Jacobs Forecast	P80	P50	P20	P5
2020	$16.85	**$17.17**	$17.56	$18.35	$19.05	$19.63
2030	$28.50	**$29.01**	$29.45	$30.32	$31.03	$31.18

Figure 37 : Total Revenues, AET



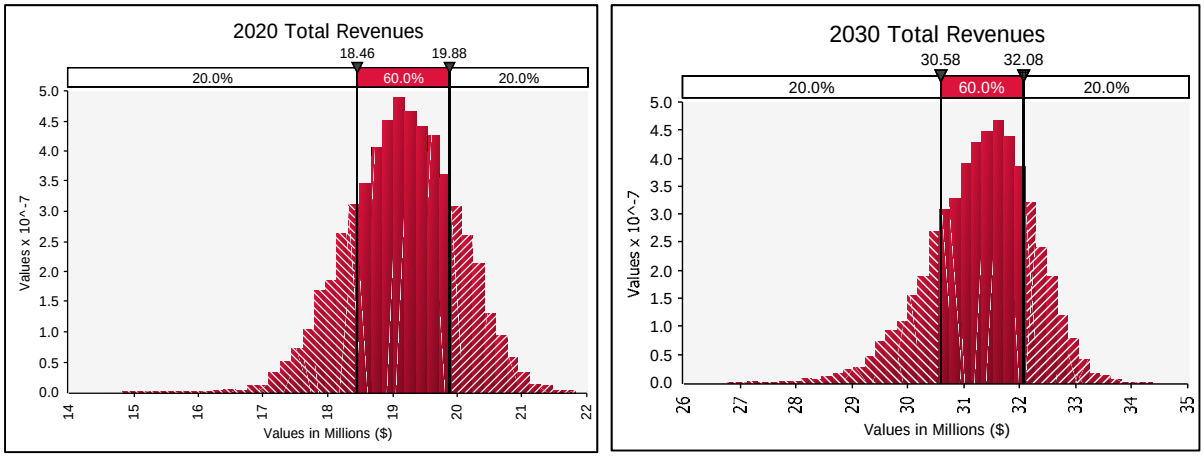
5.4.4.1 Scenario 2: ORT

Table 20**Error! Reference source not found.** compares Jacobs' revenue forecast for the ORT scenario in 2020 and 2030 with respect to the P95, P80, P50, P20, and P5 forecasts generated by the risk analysis.**Error! Reference source not found.** 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	P95	Jacobs Forecast	P80	P50	P20	P5
2020	$17.79	**$17.98**	$18.46	$19.17	$19.88	$20.48
2030	$29.71	**$30.26**	$30.58	$31.39	$32.08	$32.68

Figure 38: Total Revenues, ORT



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 21 presents the basic assumptions used to prepare this estimate. Table 22 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 21: Invoicing Assumptions

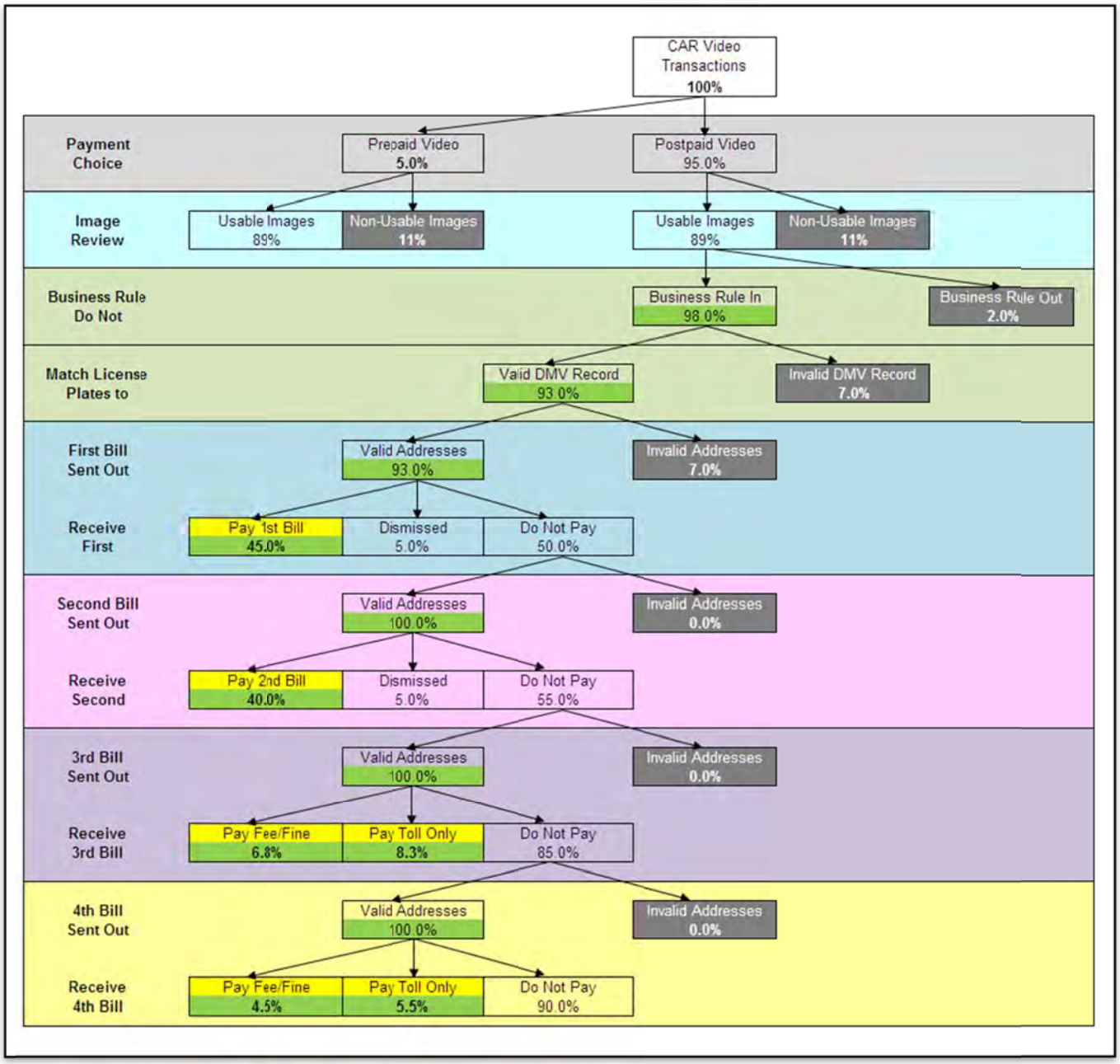
Invoicing Assumption	Cars	Trucks
Non-Usable Video Images	**11%**	**15%**
Business Rule Out	**2%**	**2%**
Invalid DMV Record	**7%**	**2%**
Invalid Addresses, 1st Bill Sent	**7%**	**15%**
Invalid Addresses, 2nd Bill Sent	**0%**	**0%**
Invalid Addresses, Delinquent Notices Sent	**0%**	**0%**
Invalid Addresses, 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 22: 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 21 and Table 22.

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 23 presents a breakdown of annual

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

Table 23: 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
2019	$7.64	$0.28	$7.91	$8.03	$0.04	$8.07
2020	$17.17	$0.57	$17.74	$17.98	$0.09	$18.07
2021	$20.37	$0.57	$20.94	$21.24	$0.10	$21.34
2022	$22.74	$0.54	$23.28	$23.66	$0.10	$23.76
2023	$23.05	$0.55	$23.60	$23.98	$0.09	$24.08
2024	$23.40	$0.56	$23.96	$24.35	$0.09	$24.44
2025	$23.70	$0.57	$24.26	$24.65	$0.09	$24.74
2026	$25.70	$0.56	$26.27	$26.74	$0.09	$26.83
2027	$27.92	$0.56	$28.48	$29.09	$0.08	$29.17
2028	$28.39	$0.56	$28.95	$29.60	$0.08	$29.68
2029	$28.69	$0.57	$29.26	$29.89	$0.08	$29.97
2030	$29.01	$0.58	$29.59	$30.26	$0.07	$30.33
2031	$31.38	$0.57	$31.95	$32.76	$0.06	$32.82
2032	$33.82	$0.56	$34.37	$35.31	$0.06	$35.37
2033	$34.15	$0.57	$34.72	$35.64	$0.06	$35.71
2034	$34.59	$0.58	$35.17	$36.10	$0.06	$36.16
2035	$35.07	$0.58	$35.65	$36.61	$0.07	$36.68
2036	$37.65	$0.58	$38.22	$39.29	$0.06	$39.35
2037	$40.40	$0.56	$40.96	$42.17	$0.06	$42.23
2038	$40.81	$0.57	$41.37	$42.60	$0.06	$42.67
2039	$41.16	$0.58	$41.74	$42.97	$0.06	$43.04
2040	$41.46	$0.59	$42.05	$43.27	$0.06	$43.33
2041	$44.88	$0.57	$45.46	$46.86	$0.06	$46.92
2042	$48.42	$0.56	$48.98	$50.58	$0.06	$50.64
2043	$48.58	$0.57	$49.15	$50.71	$0.06	$50.77
2044	$48.95	$0.57	$49.52	$51.09	$0.06	$51.15
2045	$49.44	$0.58	$50.01	$51.61	$0.06	$51.68
2046	$53.36	$0.57	$53.93	$55.73	$0.06	$55.80
2047	$57.43	$0.56	$57.99	$59.99	$0.06	$60.06
2048	$58.02	$0.56	$58.58	$60.62	$0.06	$60.69
2049	$58.56	$0.57	$59.13	$61.16	$0.07	$61.23
2050	$58.94	$0.58	$59.52	$61.55	$0.07	$61.61
2051	$63.53	$0.57	$64.10	$66.40	$0.06	$66.47
2052	$68.25	$0.56	$68.80	$71.33	$0.06	$71.39
2053	$68.88	$0.56	$69.44	$71.95	$0.06	$72.02
2054	$69.47	$0.57	$70.04	$72.58	$0.07	$72.65
2055	$70.18	$0.57	$70.76	$73.34	$0.07	$73.41
2056	$75.63	$0.57	$76.20	$79.04	$0.06	$79.11
2057	$80.97	$0.56	$81.53	$84.58	$0.06	$84.65
2058	$81.65	$0.56	$82.21	$85.30	$0.06	$85.37
2059	$82.51	$0.57	$83.08	$86.23	$0.06	$86.29
2060	$83.36	$0.57	$83.93	$87.08	$0.07	$87.15

Appendix A: National Economic Trends

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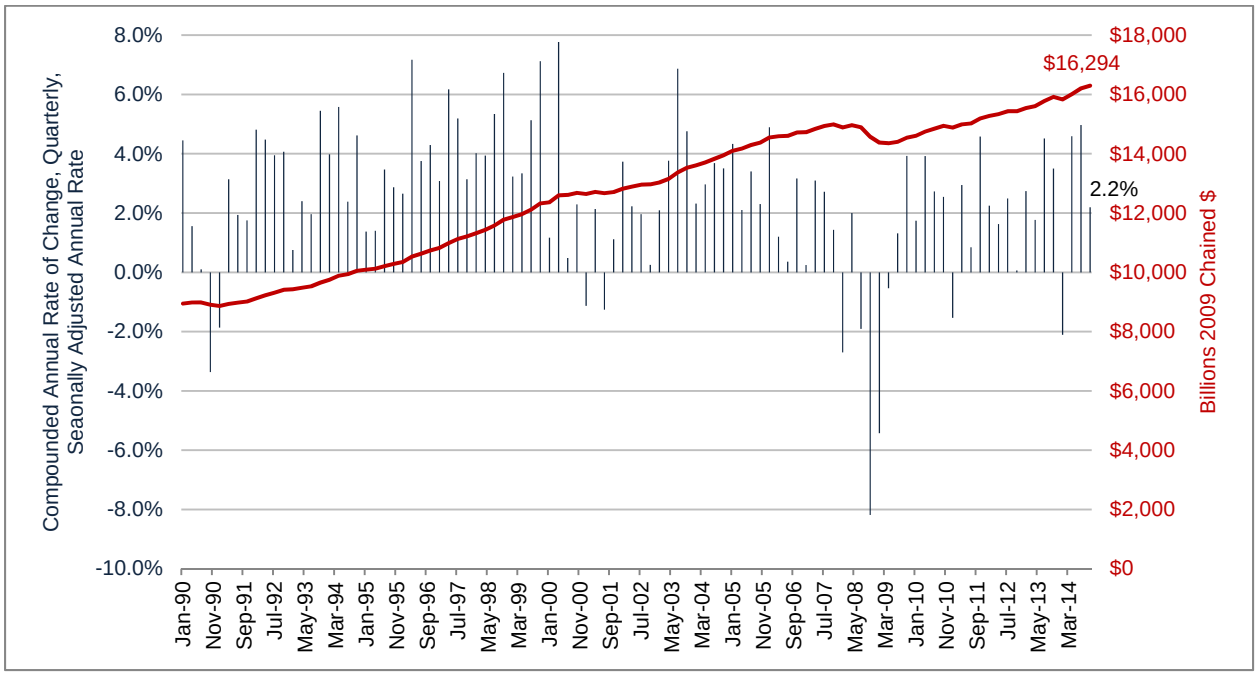
A. Recent Macroeconomic Trends

This document summarizes historical and future demographic and economic conditions for the United States. Note gray shaded areas that appear in the figures below signify recessionary periods in the United States.

A.1. Output and Growth

Real gross domestic product (GDP) measures the real value of goods and services produced by the U.S. economy. Real GDP reached approximately $16.3 trillion in the fourth quarter of 2014. As shown in Figure 1, real GDP has continued to grow since the end of the most recent recession in 2009. In fact, since the third quarter of 2009, real GDP has increased approximately 13.1 percent.

Figure 1: Real Gross Domestic Product

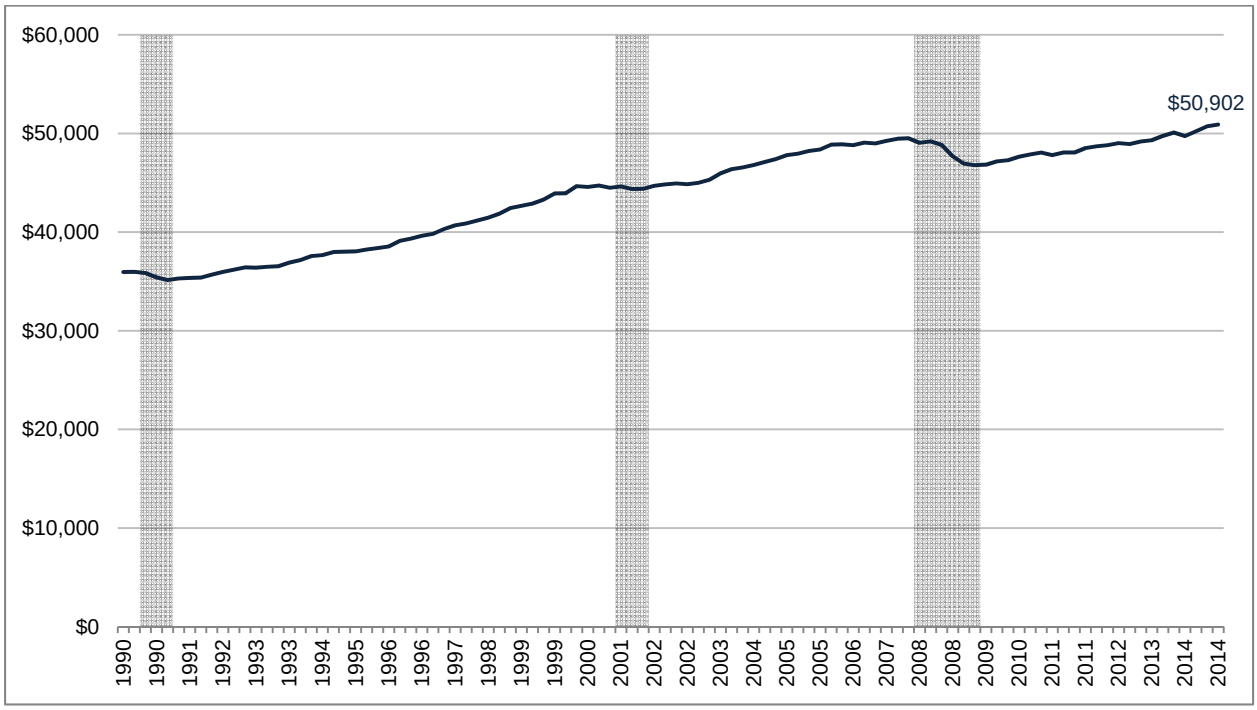


Source: Bureau of Economic Analysis

Although economic output has increased since the end of the most recent recession, consistently high growth in real GDP has remained elusive for the U.S. economy. As shown in Figure 1, the seasonally adjusted annual rate of change in real GDP, measured on a quarterly basis, has fluctuated between -2.1 percent and 5.0 percent since the third quarter of 2009 when the most recent recession ended. In the four most recent quarters, however, real GDP has changed at annualized rates of -2.1, 4.6, 5.0 and 2.2 percent, suggesting that higher, more consistent levels of growth may be returning.

Real GDP has also increased on a per capita basis, although it only recently surpassed levels last observed in 2007. In the fourth quarter of 2007, per capita real GDP stood at $49,506 before falling approximately 5.5 percent to $46,781 in the second quarter of 2009. Since the end of the most recent recession, it has rebounded to reach $50,902 in the fourth quarter of 2014; in fact, per capita real GDP has increased in 10 of the last 12 quarters.

Figure 2: Per Capita Real Gross Domestic Product



Source: Bureau of Economic Analysis

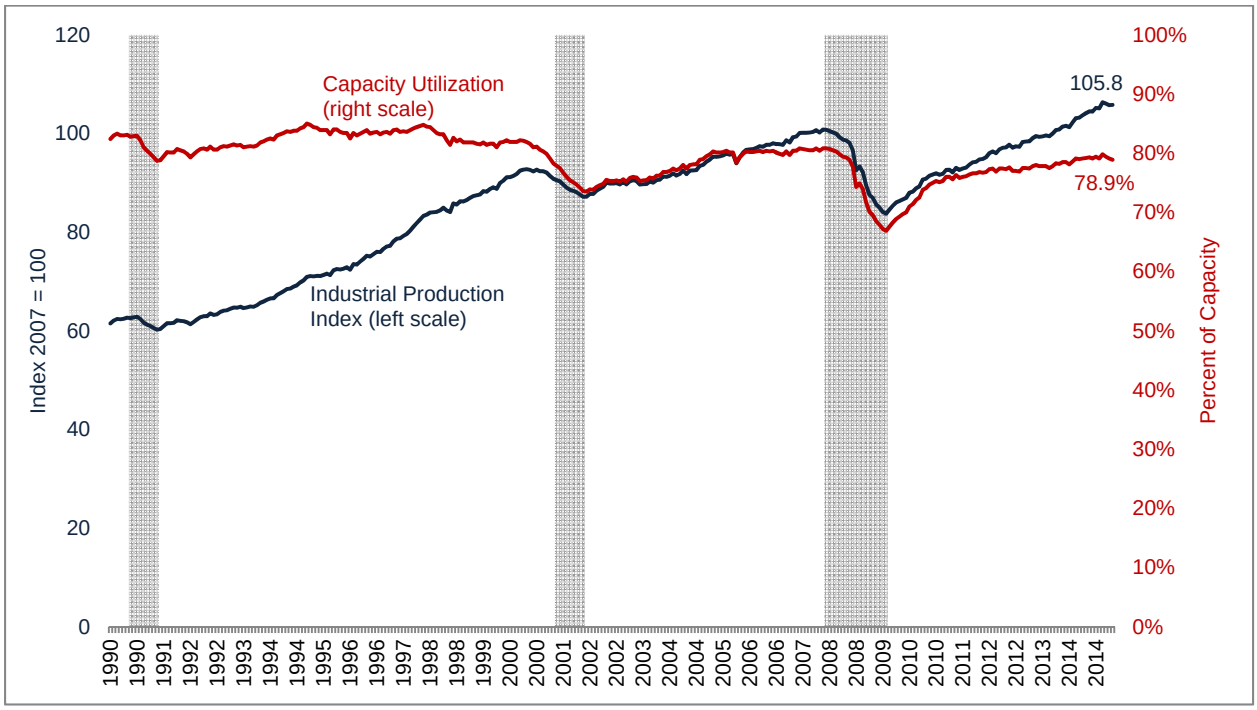
Industrial production and capacity utilization are two other measures of the output of the U.S. economy. The Industrial Production Index (IPI), maintained by the Board of Governors of the Federal Reserve System, measures economic output in the manufacturing, mining, and gas and electric utilities industries. Capacity utilization is the "percentage of resources used by corporations and factories to produce goods in manufacturing, mining, and electric and gas utilities for all facilities located in the United States (excluding those in U.S. territories)."[1]

As shown in Figure 3, both industrial production and capacity utilization in the U.S. economy decreased sharply during the most recent recession. Capacity utilization was hit particularly hard during the 2007-2009 economic downturn, reaching a low of 66.9 percent in June of 2009, the lowest level observed in over 40 years.

Since the end of the recession, however, both measures have rebounded, with capacity utilization reaching 78.9 percent and the IPI reaching 105.8 as of February 2015. This represents a return to more normal levels of activity for both measures.

[1] Board of Governors of the Federal Reserve System, G.17 Industrial Production and Capacity Utilization.

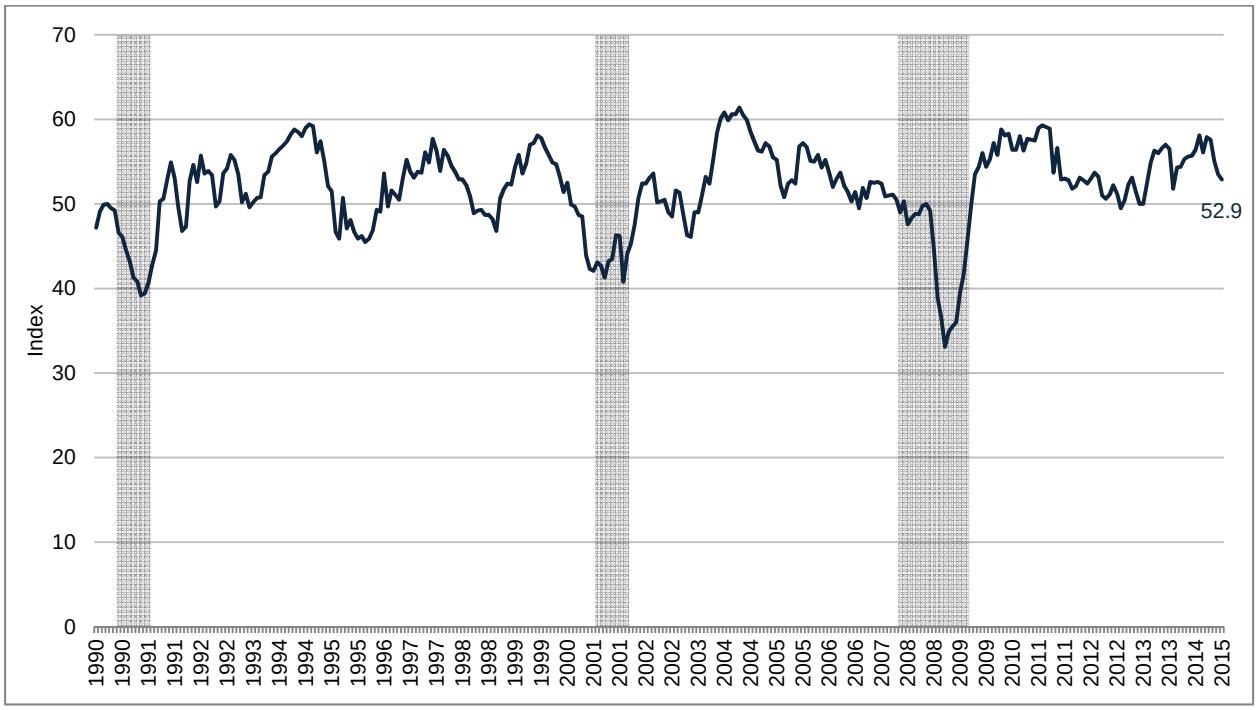
Figure 3: Industrial Production and Capacity Utilization



Source: Board of Governors of the Federal Reserve System

The Purchasing Managers Index (PMI) also rebounded sharply after a steep decline during the last recession. The PMI is a statistic maintained by the Institute for Supply Management and is produced by surveying different types of purchasing managers on a monthly basis to measure the health of the manufacturing sector of the economy. If the PMI is above 50, then the manufacturing sector of the economy is expanding; conversely, if the PMI is below 50 then manufacturing activity is contracting. The most recent PMI data available, as shown in Figure 4, show that the manufacturing sector of the economy has been expanding for the last 27 months.

Figure 4: Purchasing Managers Index



Source: Institute for Supply Management

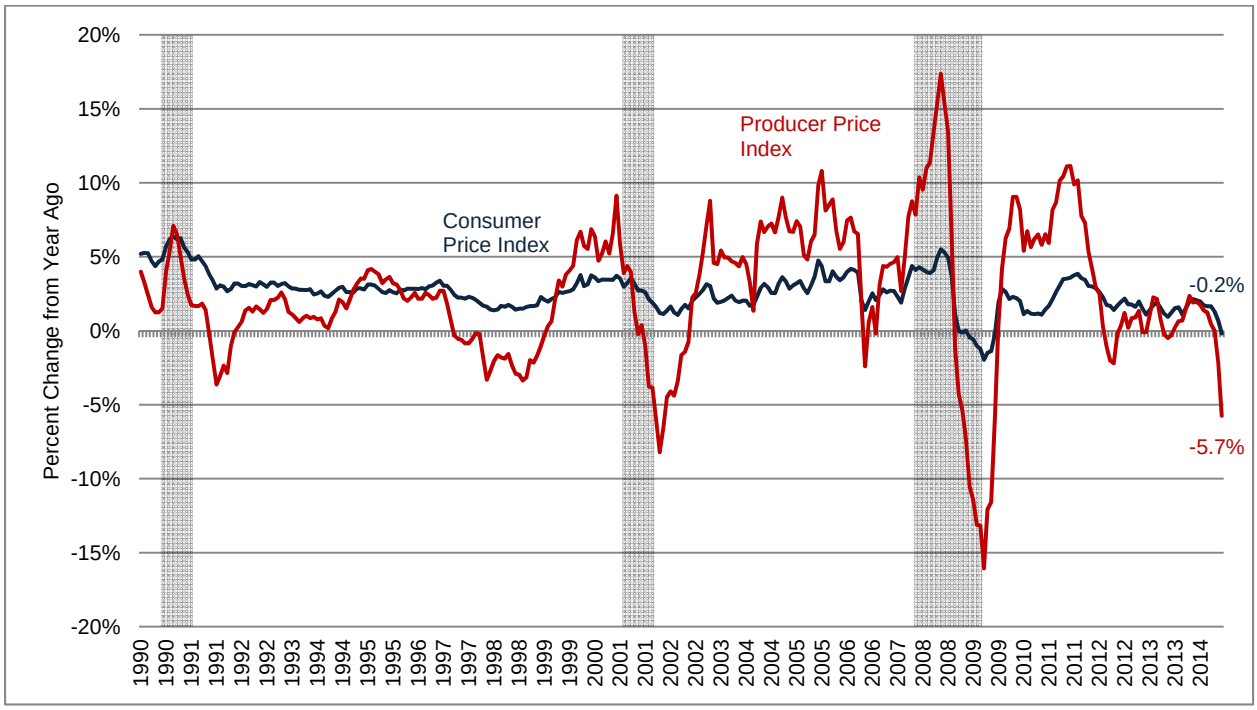
A.2. Prices

The Consumer Price Index (CPI) and the Producer Price Index (PPI) are two measures of the level of prices experienced by different segments of the U.S. economy. As expected, both consumer and producers prices declined during the most recent recession as economic activity in the United States slowed. Since the return of economic growth, both the CPI and PPI have been, for the most part, increasing at varying rates.

Since the beginning of 2010, shortly after the end of the 2007-2009 recession, the annual change in consumer prices has remained mostly positive although the rate of change has fluctuated between -0.2 percent and 3.8 percent. For the year to January 2015, the CPI decreased 0.2 percent.

Producer prices have behaved in a similar manner since the beginning of 2010, although the PPI tends to be a bit more volatile than the CPI. Since the start of 2010, the rate of change in producer prices has oscillated between -5.7 percent and 11.1 percent. The most recent PPI report, which measures the change in producer prices in the year to January 2015, shows that prices decreased by 5.7 percent.

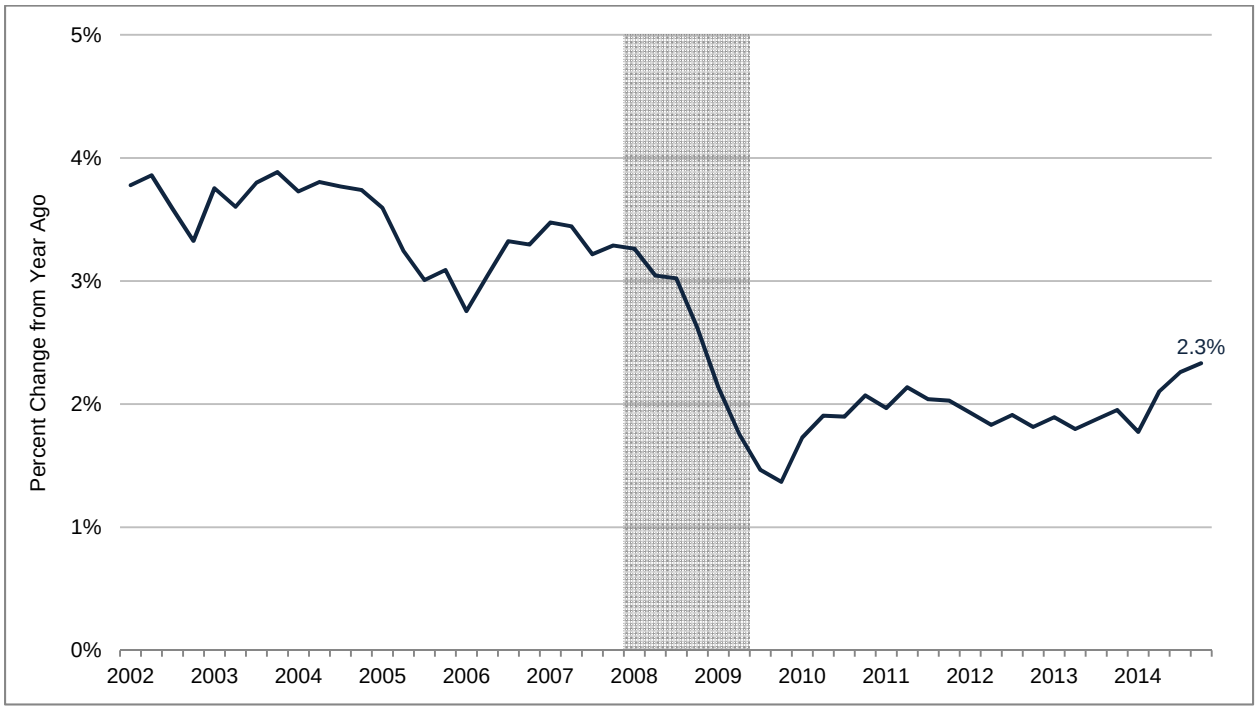
Figure 5: Consumer and Producer Price Indices



Source: Bureau of Labor Statistics

The employment cost index (ECI) measures the change in the cost of labor over time. As shown in Figure 5, employment costs have been increasing over the past 12 years. The latest recession, however, tempered the pace of cost increases; since 2010, the ECI has increased at an average annual rate of 2.0 percent. This is close to the rate of change experienced by the CPI and slightly lower than the rate of changed experienced by the PPI.

Figure 6: Employment Cost Index



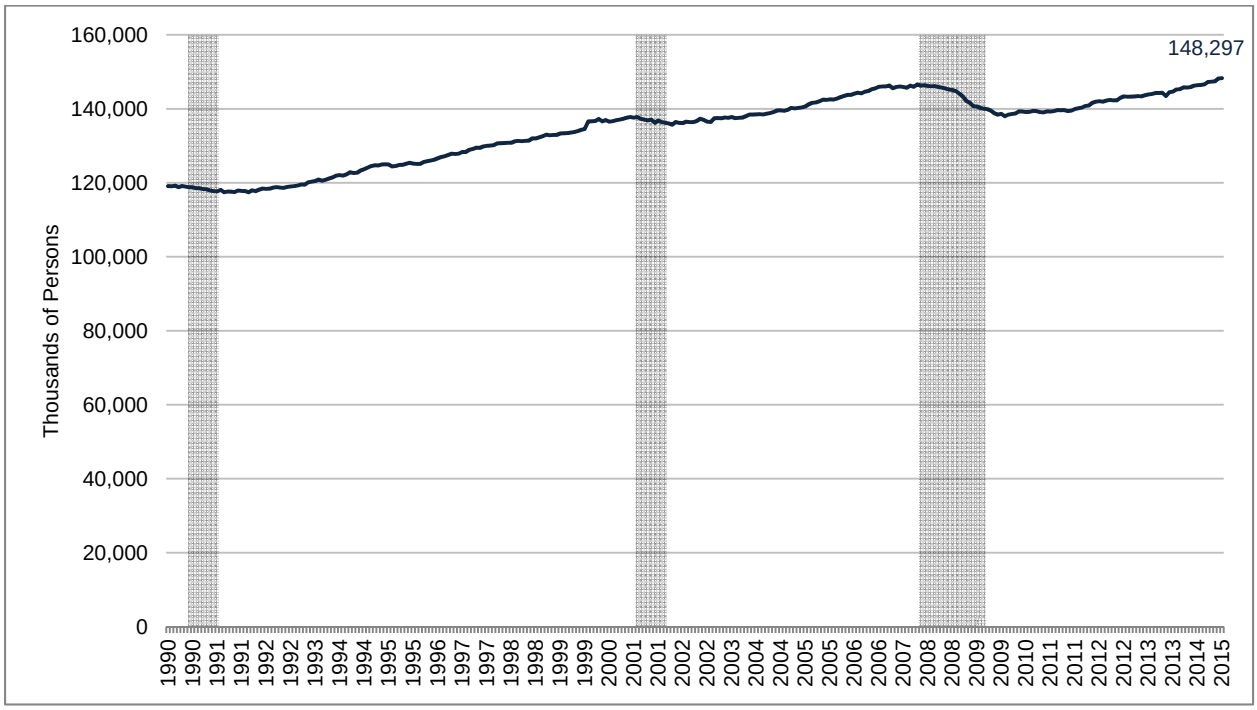
Source: Bureau of Labor Statistics

A.3. Employment

As demonstrated by Figure 7, the drop in employment experienced by the U.S. economy during the 2007-2009 recession was severe. From December 2007 to June 2009, civilian employment fell from 146.2 million persons to 140.0 million persons, a decrease of 4.3 percent.

With the economy improving in recent months, civilian employment in the United States reached approximately 148.3 million persons in February, 2015. This represents a 7.5 percent increase from the lowest civilian employment level observed during the last recession.

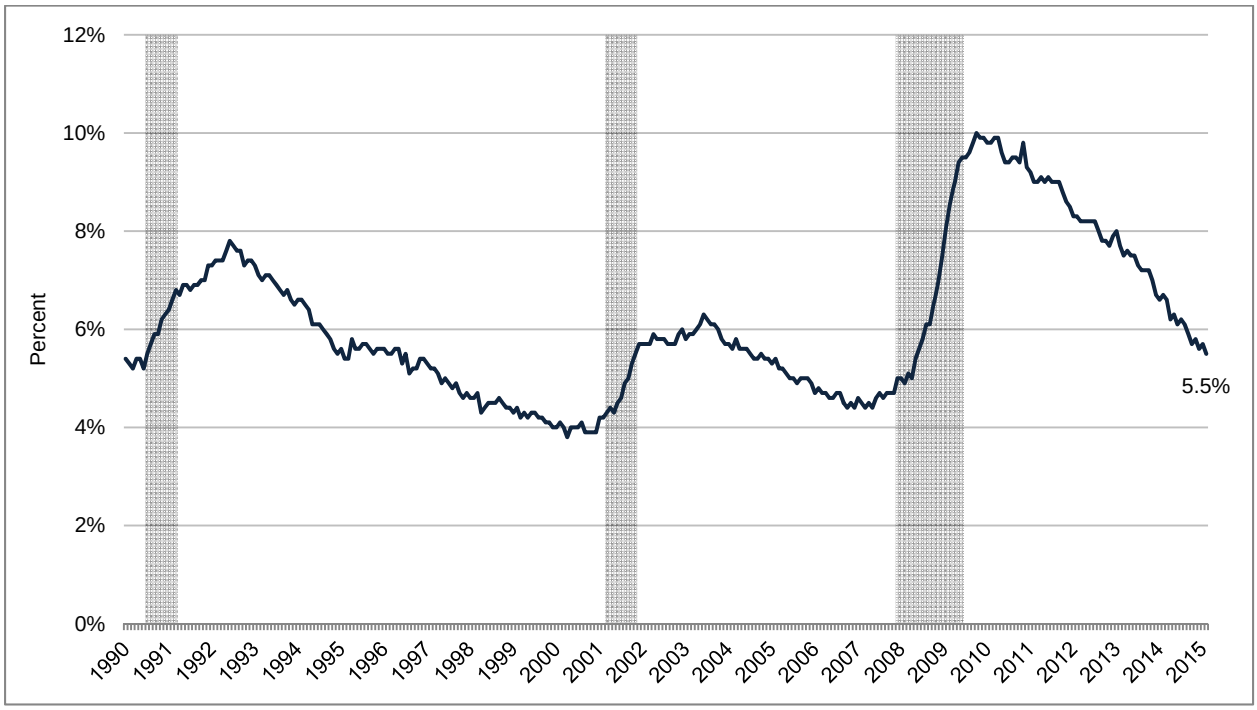
Figure 7: Civilian Employment



Source: Bureau of Labor Statistics

The increase in the level of civilian employment in the U.S. economy coincided with a decrease in the unemployment rate. At its recent peak shortly after the end of the most recent recession, the unemployment rate reached 10.0 percent in October 2009. As shown in Figure 8, this is a historically high rate observed only once in the U.S. economy in the last 25 years. Since October 2009, however, the unemployment rate has fallen steadily to 5.5 percent in February 2015.

Figure 8: Unemployment Rate

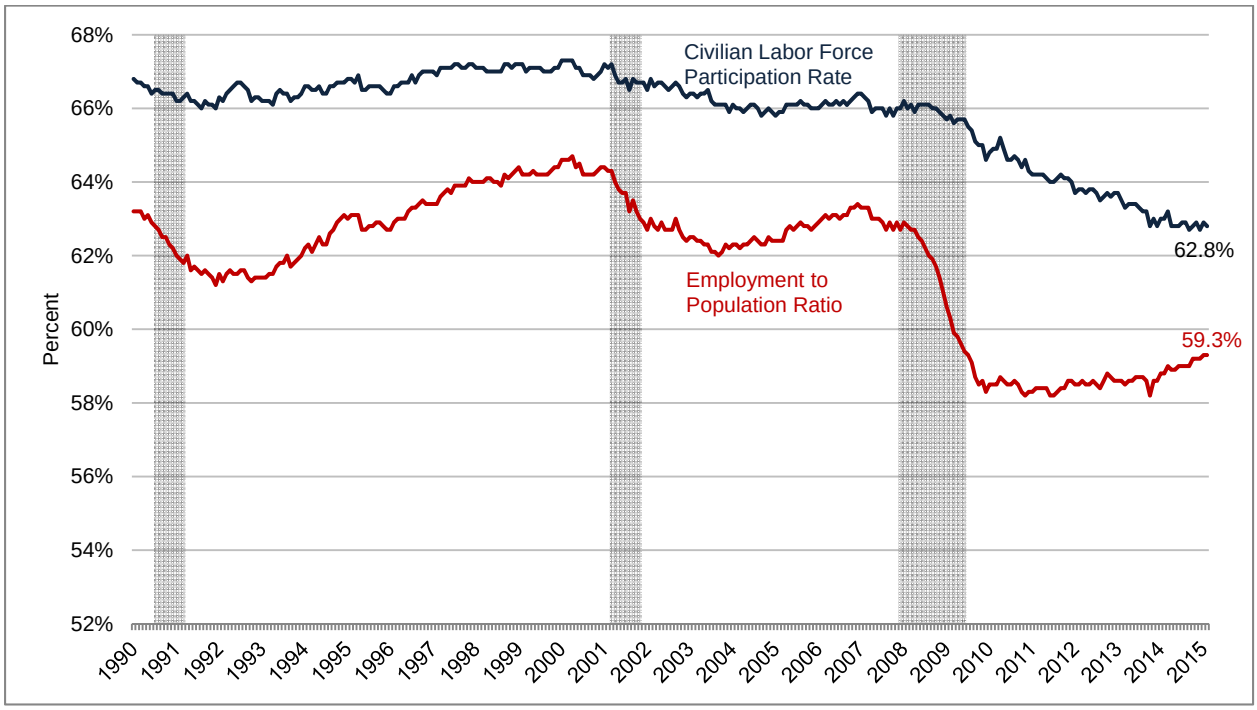


Source: Bureau of Labor Statistics

The number of civilian employees and the unemployment rate, however, do not reveal the full employment picture in the U.S. economy, which remains somewhat challenged. Figure 9 depicts the civilian labor participation rate and the employment to population ratio for the U.S. economy since 1990.

As the figure shows, both measures of labor market participation have declined since the beginning of the 2007-2009 recession. Since December of 2007, the technical start date of the last recession, the employment to population ratio declined by 3.4 percentage points, from 62.7 percent in December 2007 to 59.3 percent in February 2015. This is the first time since the mid-1980s that the employment to population ratio has spent any meaningful amount of time below 60.0 percent. Although historically low, this labor market metric has started to improve over the last several months. Over the same time period, the civilian labor participation rate declined by 3.2 percentage points, from 66.0 percent to 62.8 percent.

Figure 9: Labor Participation and Employment to Population Ratio

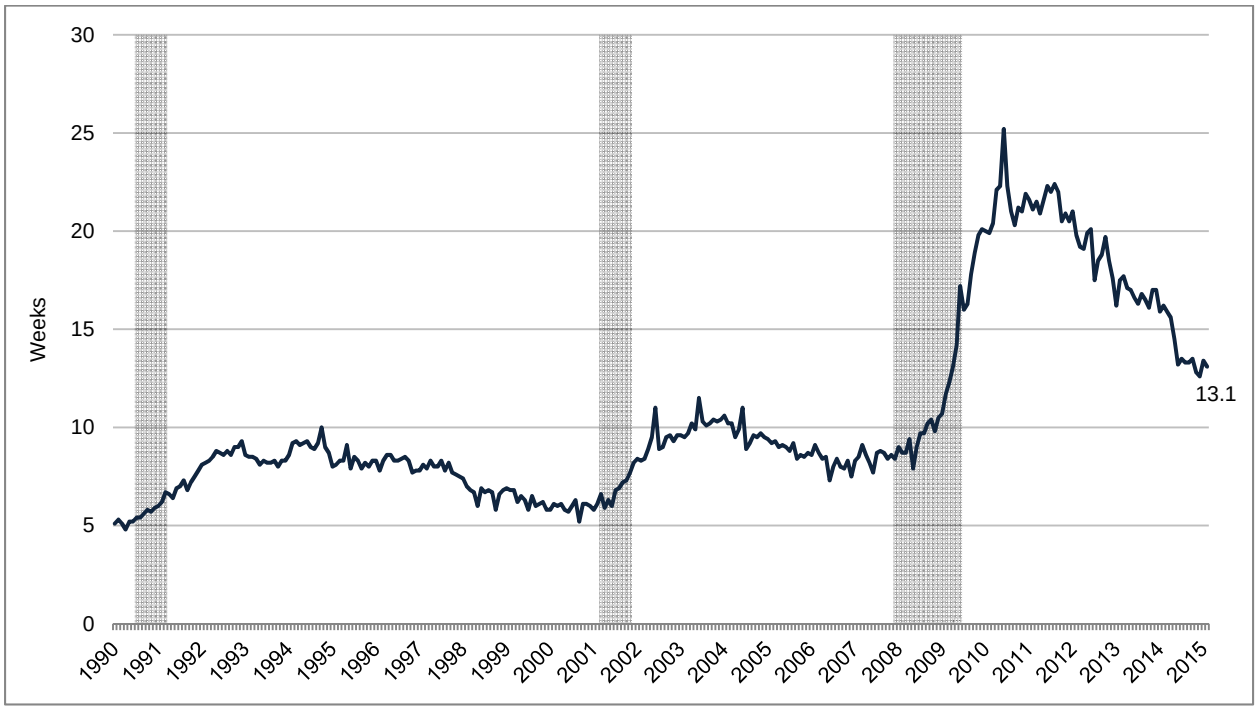


Source: Bureau of Labor Statistics

In addition to the declining measures of labor market participation, the duration of unemployment during and after the recession has remained high by recent historical standards, suggesting that businesses are reluctant to hire and persons seeking employment are encountering a difficult job market.

Figure 10 displays the median duration of unemployment measured in weeks. As shown by the shape of the graph, the median number of weeks of unemployment increased dramatically during the 2007 to 2009 recession. Less than 10 weeks before the recession, the median duration of unemployment peaked at 25 weeks exactly one year after the conclusion of the recession. As of February 2015, median duration stood at 13.1 weeks, still high by historical standards although it is on a downward trajectory, which may prove to be a promising sign for the U.S. economy.

Figure 10: Median Duration of Unemployment

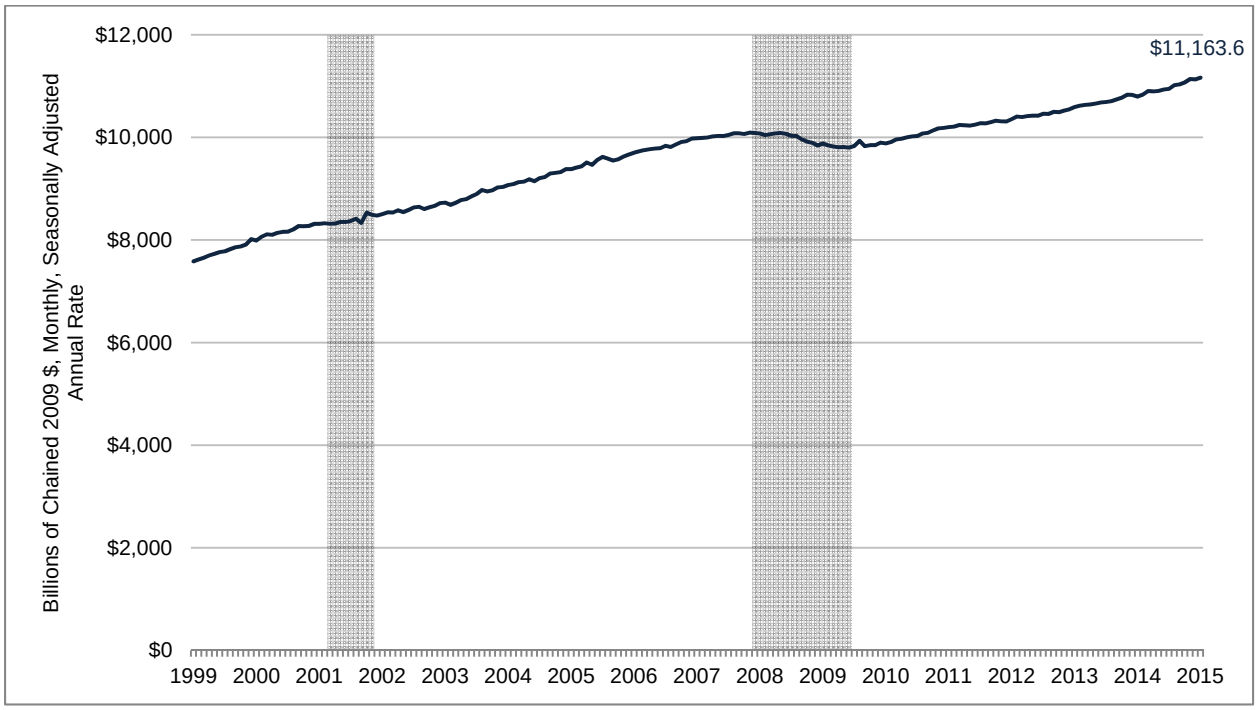


Source: Bureau of Labor Statistics

A.4. Consumer and Investment Spending

Much of the growth in the U.S. economy is driven by increases in consumer and investment spending by citizens and businesses. Figure 11 displays real personal consumption expenditures in the United States from January 1999 to January 2015. As shown by the shape of the graph, consumer spending increased at a fairly steady rate from January 1999 to January 2008 near the start of the most recent recession. In fact, over that time period, personal consumption increased at an average annual rate of 3.2 percent, rising from $7,582 to $10,074. From January 2008 to January 2015, the average annual growth rate of real personal consumption slowed to 1.5 percent, and only reached $11,163 in January 2015, the last month for which data are available.

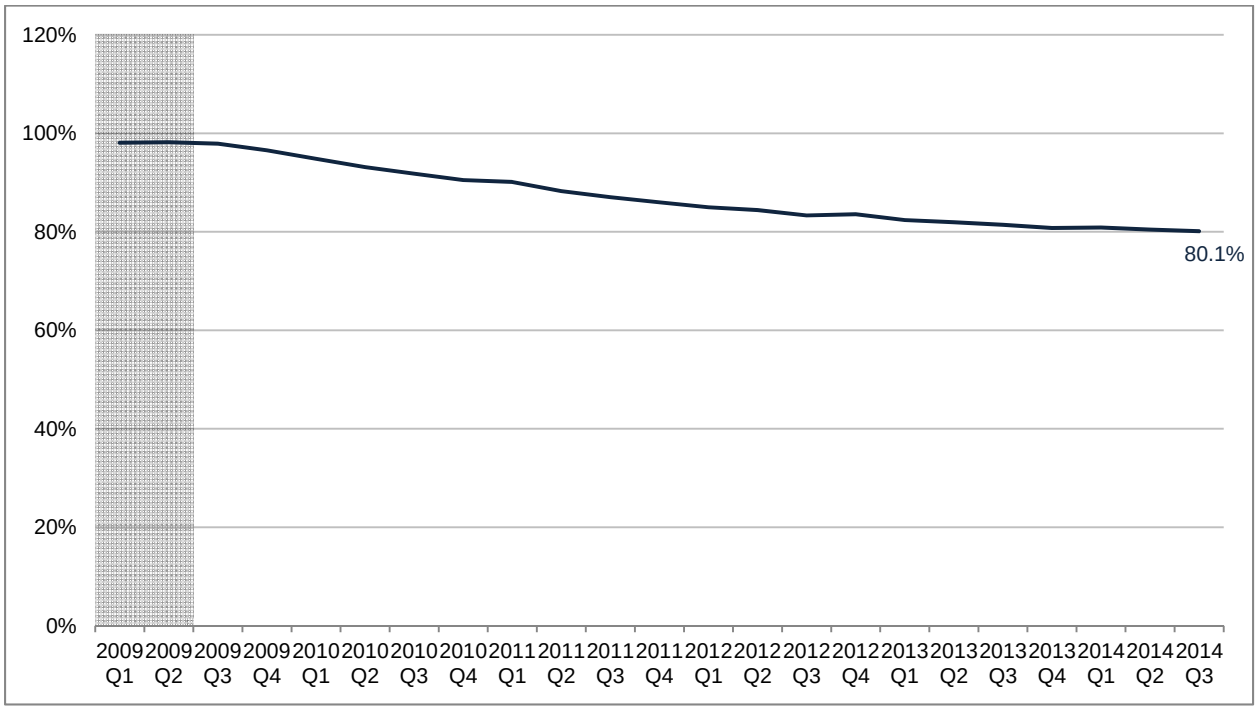
Figure 11: Real Personal Consumption Expenditures



Source: Bureau of Economic Analysis

While the most recent recession slowed real personal consumption, it also spurred households to pay down their debts, causing the debt to GDP ratio to decline. From the first quarter of 2009 to the third quarter of 2014, the household debt to GDP ratio declined by 18.0 percentage points, from 98.1 percent to 80.1 percent, a significant decrease in a relatively short period of time.

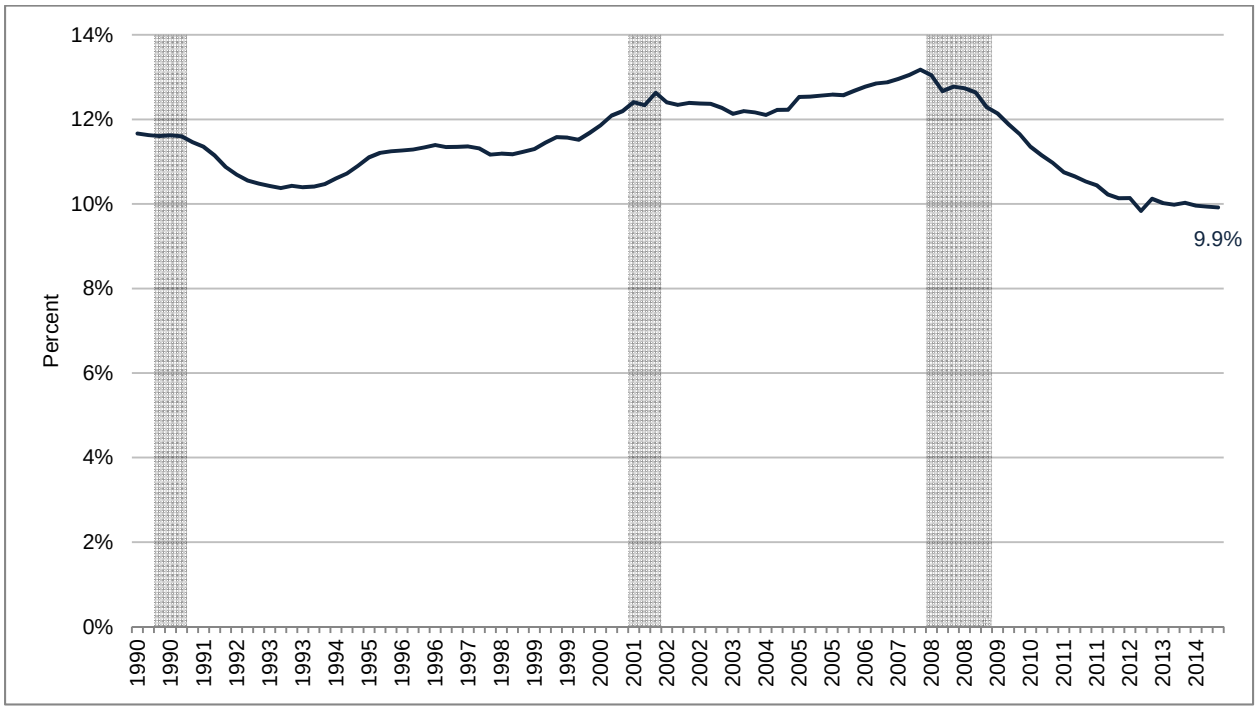
Figure 12: Household Debt to GDP Ratio



Source: International Monetary Fund

Concurrently, household debt service payments as a percent of disposable personal income also declined. It seems that the most recent recession shifted households' priorities from personal consumption to deleveraging of debts. As shown in **Error! Reference source not found.**, debt service payments fell to 9.9 percent of personal disposable income in the third quarter of 2014 from a peak of 13.2 percent in the fourth quarter of 2007 at the beginning of the most recent recession.

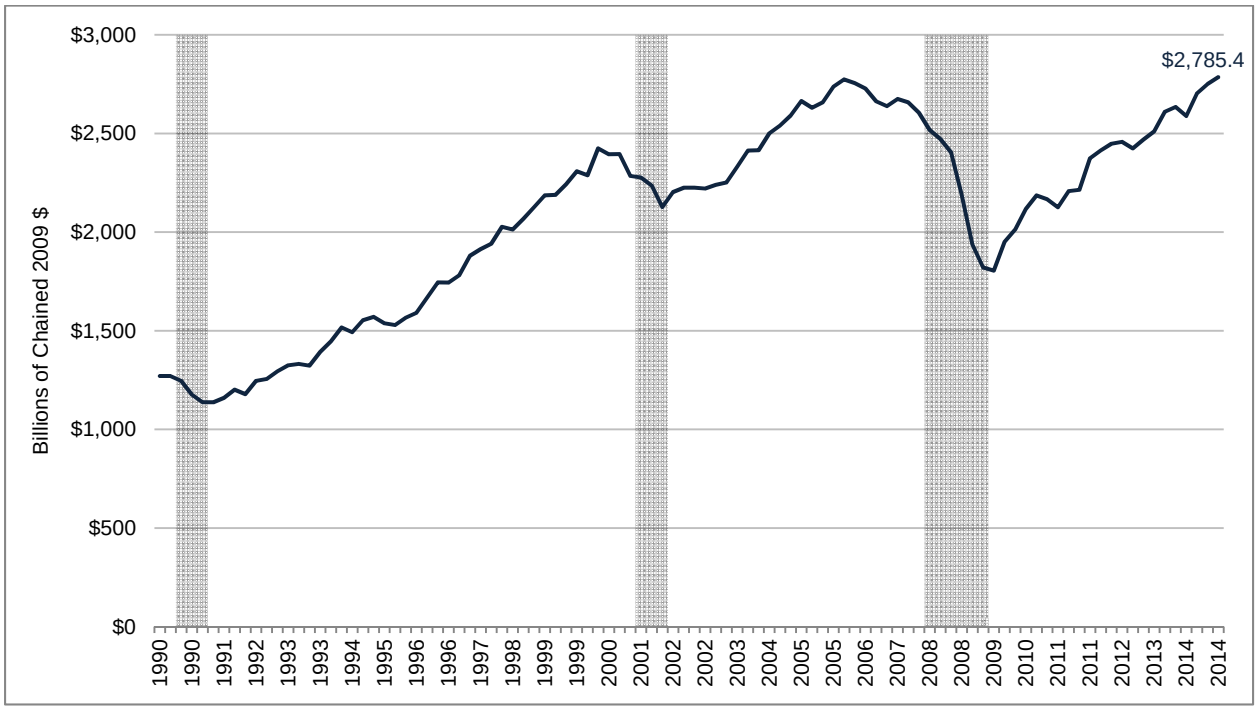
Figure 13: Household Debt Service Payments as a Percent of Disposable Personal Income



Source: Board of Governors of the Federal Reserve System

Investment spending in the United States, similar to other forms of economic activity, decreased sharply during the 2007 to 2009 recession. Real gross private domestic investment, an important component of GDP, fell from $2,605.2 billion in the fourth quarter of 2007 to $1,804.7 billion in the third quarter of 2009, a decrease of 30.7 percent. Since the end of the recession, real gross private domestic investment increased sharply, rising to $2,785.4 billion in the fourth quarter of 2014. Rising levels of private domestic investment will be important to the future growth of the U.S. economy.

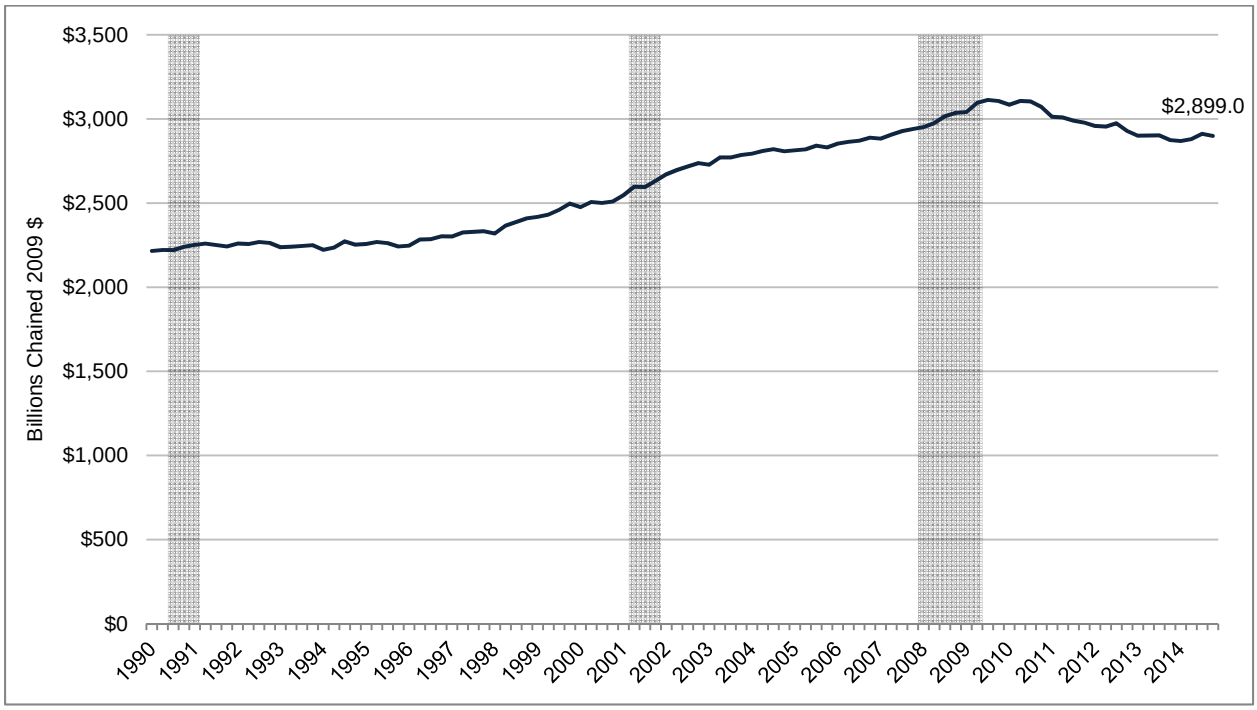
Figure 14: Real Gross Private Domestic Investment



Source: U.S. Bureau of Economic Analysis

Another important component of GDP is government spending. As shown in Figure 15, real government spending has, with a few exceptions, steadily increased from 1990 to 2009. Since the end of the most recent recession, however, real government consumption and investment has steadily declined. In fact, real government consumption and gross investment decreased from $3,113.0 billion in the third quarter of 2009 to $2,899.0 billion in the fourth quarter of 2014, a decrease of 6.8 percent.

Figure 15: Real Government Consumption Expenditures and Gross Investment



Source: Bureau of Economic Analysis

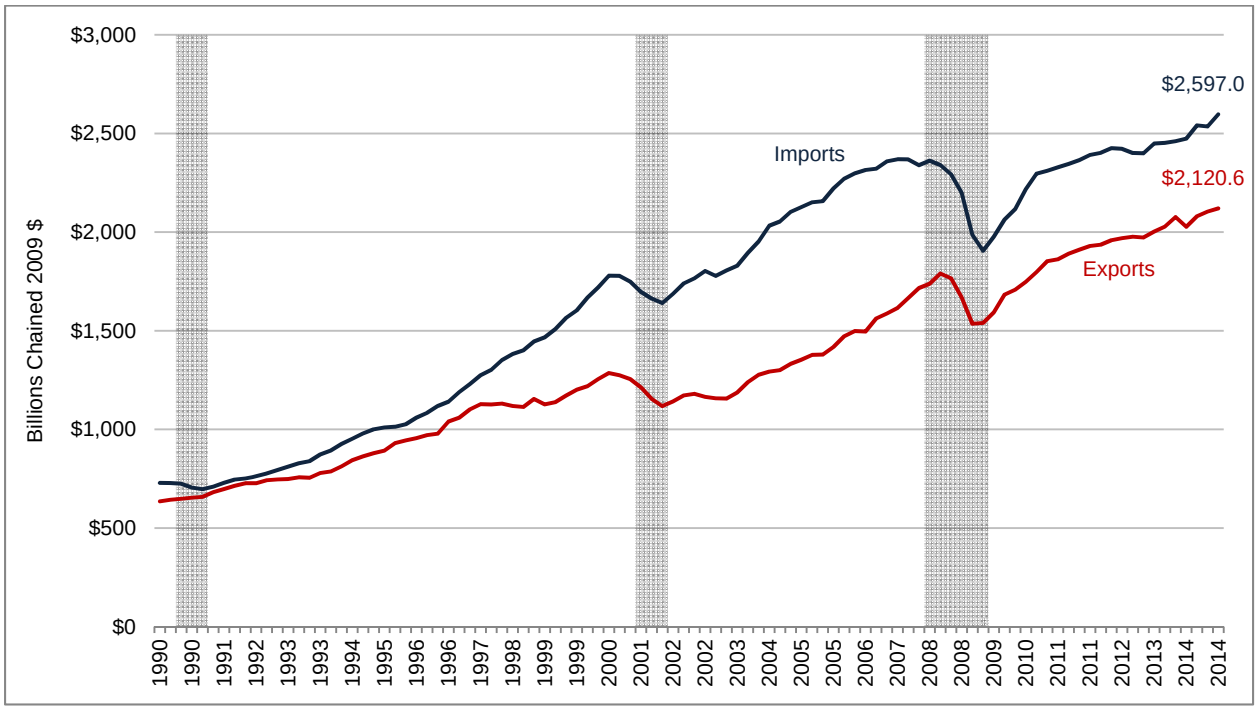
A.5. International Trade

Net exports are another important element of GDP. Both imports and exports – the two constituent parts of net exports – declined during the most recent recession as consumers and businesses decreased their international economic transactions. Since the end of the recession, however, both measures of international economic activity have picked up.

The real value of imports decreased to $1,905.7 billion in the second quarter 2009 near the end of the last recession. Since that time, the value of imports coming into the United States has reached $2,597.0 billion, an increase of 36.3 percent.

The value of exports also rose since the last recession. In the first quarter of 2009, the real value of goods and services exported from the United States to the rest of the world fell to $1,535.3 billion. By the fourth quarter of 2014, the real value of exports rose to $2,120.6 billion, an increase of 38.1 percent.

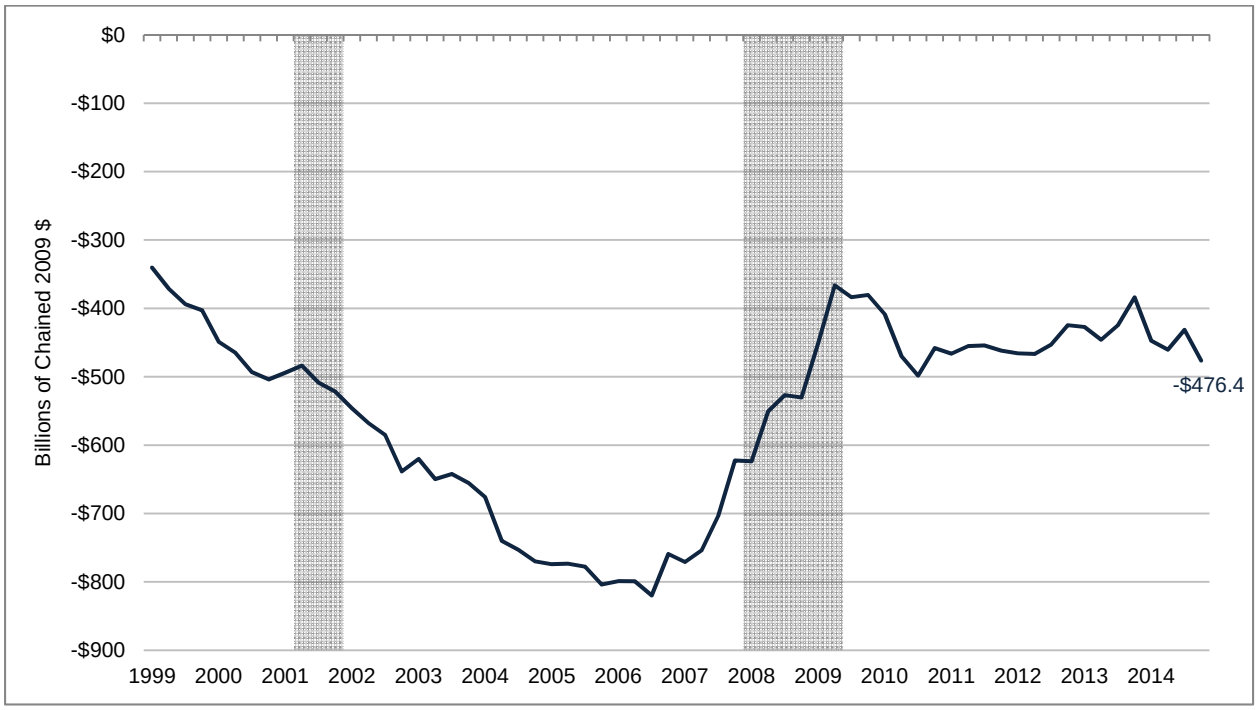
Figure 16: Real Imports and Exports



Source: Bureau of Economic Analysis

As shown in Figure 16, while imports and exports have increased since 1990, the United States has generally been a net importer of goods and services over the last 25 years. While the gap between the value of imports and the value of exports has decreased in recent years, it still remains, as demonstrated by the negative value of real net exports shown in Figure 17.

Figure 17: Real Net Exports



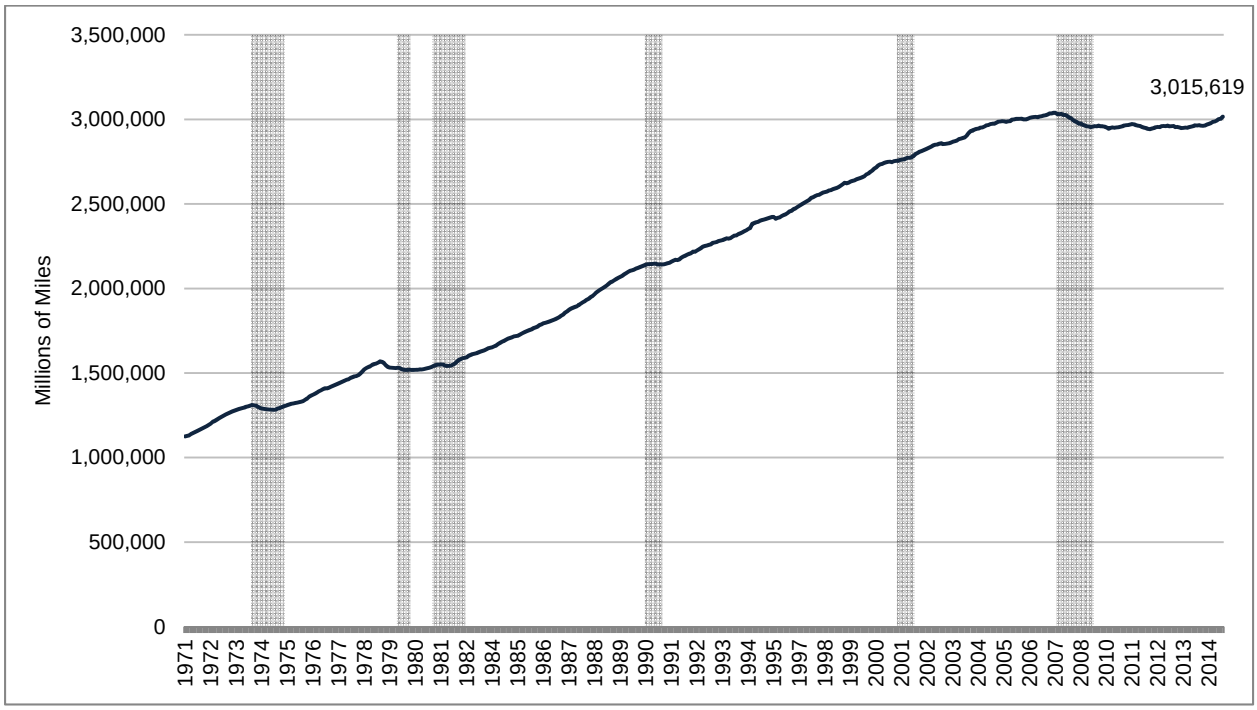
Source: Bureau of Economic Analysis

A.6. Transportation Trends and Energy Prices

Since 2007, the United States has experienced a decrease in vehicle miles traveled (VMT). Moving 12-month total VMT peaked at 3,038,889 million miles in November 2007 and fell to 3,015,619 million miles in December 2014, a decrease of 0.8 percent. This reduction in VMT has resulted in a significant decrease in revenues generated from fuel taxes and tolls, which are major sources of funding for transportation projects. Several factors 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 that have made some discretionary and non-discretionary trips unnecessary.

It is important to note, however, that this measure of motor vehicle travel has increased in recent months, likely driven in part by a decrease in retail gasoline prices and a general improvement in the economy. In 2014, from January to December, moving 12-month total VMT increased 1.8 percent, from 2,963,265 million miles to 3,015,619 million miles.

Figure 18: Vehicle Miles Traveled



Source: Federal Highway Administration

Figure 18 displays the moving 12-month total VMT in the United States from January 1971 to June 2014. As shown in the figure, the moving 12-month total VMT peaked in November 2007 at 3.038 trillion miles. (Note that VMT has increased in recent months but has yet to regain the peak observed in November 2007.)

Vehicle miles traveled by households and individuals have also decreased in recent years. The National Household Travel Survey (NHTS) tracks household travel patterns over time; the most recent survey occurred in 2009 and revealed that households and persons are traveling fewer miles than in the past. As shown in Table 1, both household VMT and person miles of travel increased from 1990 to 2000. From 2001 to 2009, however, both household VMT and person miles of traveled decreased by 1.30 percent and 1.35 percent, respectively.

Table 1: Annual Highway Travel Trends

Year	Household (millions)		Person (millions)	
	Vehicle Trips	VMT	Trips	Miles of Travel
1990	193,916	1,695,290	304,471	2,829,936
1995	229,745	2,068,368	378,930	3,411,122
2001	233,030	2,274,769	384,485	3,783,979
2009	233,849	2,245,111	392,023	3,732,791
'90 – '09 Change	20.59%	32.43%	28.76%	31.90%
'90 – '09 CAGR	0.99%	1.49%	1.34%	1.47%
'01 – '09 Change	0.35%	-1.30%	1.96%	-1.35%
'01 – '09 CAGR	0.04%	-0.16%	0.24%	-0.17%

Source: Federal Highway Administration, *2013 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance*

As shown in Table 2, average daily trips and average daily person miles traveled per person also declined from 2001 to 2009. The decrease in these two measures of highway travel occurred in almost all age groups and in both men and women. Interestingly, the most pronounced declines in trips and miles occurred in the 16 to 20 and 21 to 35 age cohorts. The Federal Highway Administration, in its biennial *Conditions & Performance* report to Congress cites a number of reasons why younger generations are traveling less, "including:

- High unemployment personal income constraints due to the recession limit resources for travel;
- Youth are still living at home with parents and sharing the family vehicle;
- Increases in driver's licensing restrictions have resulted in more youth waiting longer to get their licenses;
- Youth prefer to live in high-density areas where there are more modal options and shorter trip lengths;
- Technology influences travel and how youth get their information; and
- Youth concerns for the environment play a role in their environmental decisions."[2]

Table 2: Per Capita Daily Highway Travel Trends by Age and Sex

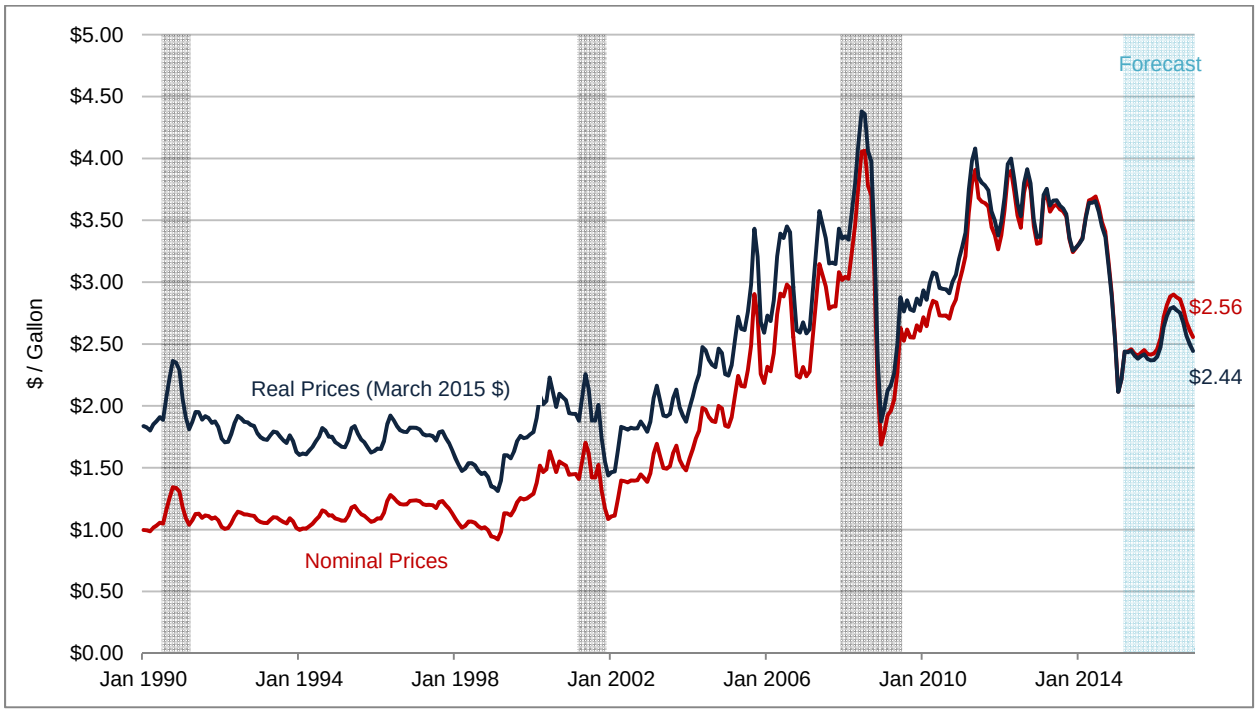
Age	Total			Men			Women		
	2001	2009	Change	2001	2009	Change	2001	2009	Change
Average Daily Person Trips per Person									
Under 16	3.4	3.2	-5.9%	3.5	3.2	-8.6%	3.4	3.2	-5.9%
16 to 20	4.1	3.5	-14.6%	4.0	3.3	-17.5%	4.2	3.7	-11.9%
21 to 35	4.3	3.9	-9.3%	4.2	3.7	-11.9%	4.5	4.1	-8.9%
36 to 65	4.5	4.2	-6.7%	4.4	4.1	-6.8%	4.5	4.3	-4.4%
Over 65	3.4	3.2	-5.9%	3.8	3.5	-7.9%	3.1	2.9	-6.5%
Average Daily Person Miles per Person									
Under 16	24.5	25.3	3.3%	24.6	27.2	10.6%	24.4	23.3	-4.5%
16 to 20	38.1	29.5	-22.6%	34.1	28.2	-17.3%	42.5	31.0	-27.1%
21 to 35	45.6	37.7	-17.3%	49.8	40.5	-18.7%	41.5	35.0	-15.7%
36 to 65	48.8	44.0	-9.8%	57.7	50.9	-11.8%	40.4	37.0	-8.4%
Over 65	27.5	24.0	-12.7%	32.9	30.5	-7.3%	23.5	19.3	-17.9%

Source: Federal Highway Administration, *2013 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance*

These trends may change, however, as the cost of driving on the nation's highways declines. Figure 19 displays the real and nominal retail prices for regular grade motor gasoline from January 1990 to November 2016 (forecast). As shown in the figure, prices (both real and nominal) increased substantially between the 2001 and 2007-2009 recessions, driving up the cost of motor vehicle travel in the United States. The 2007-2009 recession caused substantial downward pressure on retail prices as consumers cut back on gasoline and other purchases. While prices rebounded after the most recent recession, they are falling again, and are expected to stay low for the very near future.

[2] U.S. Department of Transportation, Federal Highway Administration, *2013 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance*, retrieved from https://www.fhwa.dot.gov/policy/2013cpr/chap1.htm on January 9, 2015.

Figure 19: Motor Gasoline Regular Grade Retail Prices



Source: U.S. Energy Information Administration

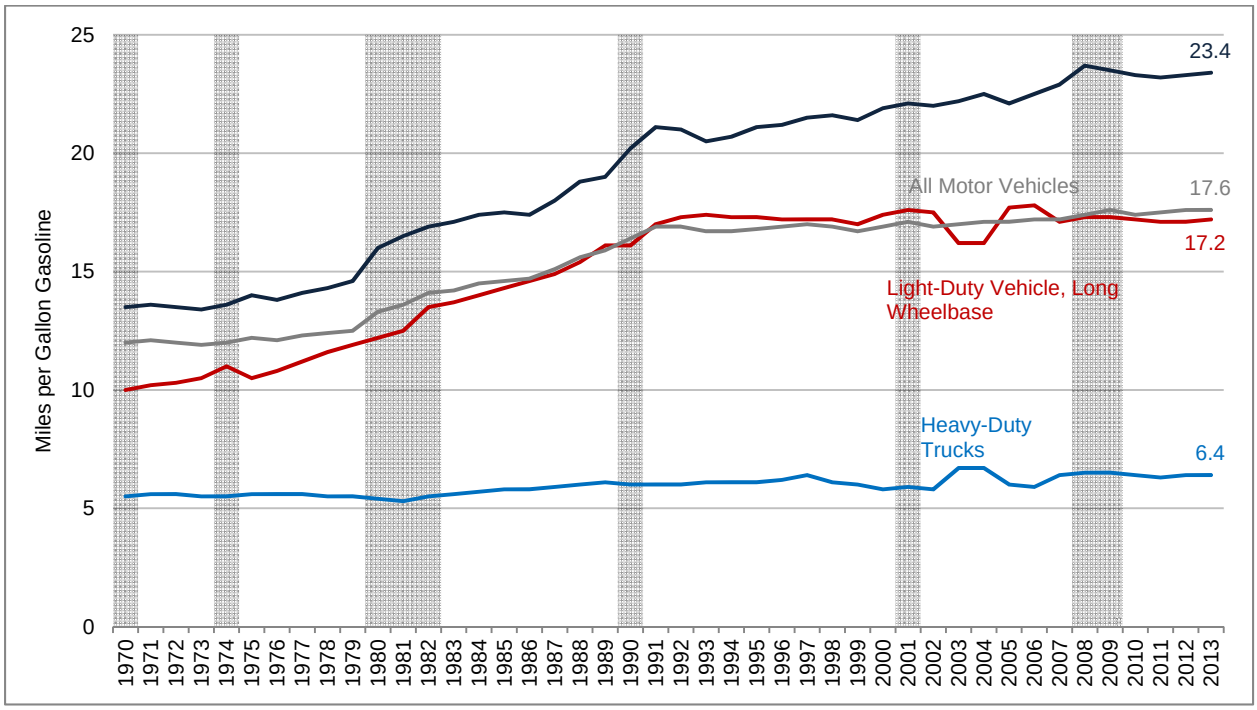
Part of the decline in retail gasoline prices is due to the fall in the price of oil. As shown in Figure 20, the price of crude oil has fallen precipitously since the beginning of 2014, decreasing from $95.14 per barrel on January 2, 2014 to $49.95 per barrel on March 9, 2015, a decline of 47.5 percent. The price of oil is determined by the global market and many factors, including a relatively weak world economy, increases in efficiency, and an increase in oil substitutes have contributed to falling prices.

Figure 20: West Texas Intermediary Crude Oil Prices

Source: U.S. Energy Information Administration

Another factor driving down the cost of motor vehicle travel is the increase in vehicle fuel economy. Fuel economy for light duty vehicles in particular has increased significantly in the last four decades, driven in part by more stringent regulations and the emergence of more technologically advanced vehicles.

Figure 21: Motor Vehicle Fuel Economy



Source: U.S. Energy Information Administration

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

DRAFT

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

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US 301 just South of Strawberry Lane

Latitude: 0' 0.000 North
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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	

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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	

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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%	

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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	

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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	

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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	

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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	

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Southbound

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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

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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	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

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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	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	

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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
08/02/13	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	

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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
08/03/13	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	

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Northbound

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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	

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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
08/06/13	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%	

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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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	

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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	

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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	

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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	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	

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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
08/03/13	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	

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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	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	

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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	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	

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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

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

Latitude: 0' 0.000 Undefined
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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
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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	

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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	

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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	

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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	

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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	

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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	

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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

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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	

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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	

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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	

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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	

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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
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Site Code: New Count 1
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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
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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
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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

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
08/02/13	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

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	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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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	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	

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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
08/05/13	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	

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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
08/06/13	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%	

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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
07/29/13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	

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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	

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
07/31/13	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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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	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	

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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	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	

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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
08/03/13	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	

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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	

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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
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
08/06/13	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
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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	

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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
08/01/13	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
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
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
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
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

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
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

DRAFT

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

DRAFT

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	