

# **Application of Global Positioning System (GPS) to Travel Time and Delay Measurements**

## **2000 Phase**

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**DELAWARE CENTER FOR TRANSPORTATION**

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## **Introduction**

In 1997 research was performed to investigate the use of a Global Positioning System (GPS) unit as a tool for collecting travel time and delay data for roadways throughout Delaware. This report included a detailed description of how to use the GPS equipment and related software. It also compared the accuracy of data collected through GPS method with the data collected manually. The conclusion proved that the GPS was a much more efficient and accurate means of collecting data than the previous method, where stopwatches were used to track travel time. Again in 1998 and 1999, travel time and delay data were collected using the GPS unit. The 1998 report also included a step-by-step procedure for the data collection process. Data were again collected in 2000 during peak travel times.

## **Methodology**

Data were again collected in 2000 during peak travel times between September 15<sup>th</sup> and Thanksgiving. This time span represents normal traffic patterns throughout the State of Delaware. While it is suffice for only one person to collect data using the GPS and to drive at the same time, this is quite dangerous. Therefore, we used two people to ensure the safety of the drivers/data-collectors and other motorists on the road. In addition to a GPS unit, a laptop computer with ASPEN software from Trimble was used to ease the data collection process. This year, each direction of a roadway segment was traveled at least four times: twice during morning peak hours and twice during the afternoon peak hours. This was followed to ensure that the effects of the traffic directional and temporal fluctuations are captured. Furthermore, data collection was expanded to include the ITMS 250-critical miles (travel time, delay and speed information for these 250 critical miles are included in the summary of results section of this

report). Additional information has also been added to the data sheets. This new information includes Functional Classification, Maintenance Road Number, Number of Lanes, and Posted Speed for each segment of the roadways studied. The following is a report that explains the data included in the final section (a.k.a. Summary of Results) and proposes recommendations for future use of the GPS.

### **Interpretation of 2000 Data**

A "Summary of Results" is contained at the end of this report. In the summary, the data is first separated by county. Within each county, the data is divided by routes, and each route is divided into segments as determined by DelDOT. The route and route name of the roadway are located in the first two columns of the summary. The segments listed are between the designated control points along the specified roadway. The column labeled "AM / PM" indicates the time of day for which the data was collected. "AM" is defined as 7:30 to 9 AM, and "PM" is defined as 4:30 to 6 PM. The adjacent column displays the direction of travel ("NB"- Northbound, "SB"- Southbound, "EB"- Eastbound, and "WB"- Westbound). To the right of the categories, a table contains the information explained below.

- Distance (Miles) – This is the distance in miles for the given segment of roadway shown to the left. In the case that under "Route" when the term "Total" is specified, the distance is for the total stretch of roadway from the first control point to the last control point.
  
- Mean Peak Travel Time (Seconds) – This is the average time in seconds that was taken to travel the length of the segment shown to the left. Again, in the case of "Total" appearing in

the "Route" column, the time is recorded for the entire roadway from the first control point to the last control point.

- Mean Peak Travel Speed (mph) – The average speed of the test vehicle travelling from one point to the next is the Mean Peak Travel Speed. This value is given in miles per hour and is obtained by dividing the "Distance" of the segment by the "Mean Peak Travel Time."
- Total Peak Delay (Seconds) – This is the time in seconds spent in delay travelling through the given segment shown to the left. *By definition, delay is the time when vehicle speed drops below 5 miles per hour.*
- Peak Delay Source – This is the reason for the delay noted in the previous column. Reasons for delay can be due to signal, construction, accident, congestion, pedestrian crossing, train, etc. Traffic signals are the main cause of delay.
- Mean Peak Running Speed (mph) – This is the average speed in miles per hour that a vehicle would travel through the section of roadway if delay were not experienced. The running speed, R, is obtained by the following equation:

$$R = \frac{\text{Distance}}{\text{Mean Peak Travel Time} - \text{Total Peak Delay}}$$

- Percent Time in Delay – This is the percentage of time spent in delay for the route segment shown. The percentage is found by dividing the "Total Peak Delay" by the "Mean Peak Travel Time", then multiplying the quantity by 100. Example:

$$\text{Percent Time in Delay} = \frac{88.42 \text{ sec}}{360 \text{ sec}} \times 100 = 24.6\%$$

- Functional Classification – This number represents what type of roadway each segment is classified as. For example, 1 represents an interstate, 2- other freeway/expressways, 3- other principal arterials, 4- minor arterials, 5- major collectors, and 6- minor collectors.
- Maintenance Road Number – In addition to route names and numbers, roads are also given a maintenance number. This number is given in this column on the data sheet.
- Number of Lanes – This represents the number of lanes for the given segment of the roadway shown. For those that have more than one number in this column, this shows that the number of lanes change during that segment.
- Posted Speed (mph) – This represents the posted speed limit for the given segment of the roadway shown. Once again, for those that have more than one posted speed in this column, this means that the posted speed changes during that segment. To obtain a single posted speed for a segment with multiple posted speeds, we simply averaged those speeds.

## Conclusions

Travel time and delay data collection was successfully completed for 2000, and the GPS continued flawlessly. It is worthy noting here that the collected information is a major input to the Wilmington Area Planning Council (WILMAPCO)'s Congestion Management System. At this time, data exists for four years: 1997, 1998, 1999, and 2000. Though this information is not much to observe many trends, it can serve as the base of comparison for years to come which

will benefit Delaware greatly in the future. Exhibit 1 summarizes delay and speed information from 1998 to 2000 and shows the change in this information between 1998 and 2000 both on county and state bases. With the continued collection of this data, these trends will become more visible and information will be available to DelDOT that can be implemented in various ways in evaluating Delaware's roads and highways in terms of travel time and delay. Another possible analysis where the travel time, delay and speed information can be of great help is to monitor the congestion on a segment-by-segment basis. For instance, we have successfully identified the 10-most improved and the 10-most deteriorated segments in Delaware based on the change in travel speeds between 1998 and 2000 (see Exhibit 2). Finally, as the collected data has now been fully integrated into a Geographic Information System (GIS) database, we believe an infinite number of analyses and maps can be produced.

**Exhibit 1**

**Summary of Delay and Speed Information 1998 - 2000**

	1998				1999				2000			
	Mean Peak Travel Speed (mph)	Mean Peak Running Speed (mph)	Percent Time in Delay %	Travel Speed (mph)	Mean Peak Travel Speed (mph)	Mean Peak Running Speed (mph)	Percent Time In Delay %	Travel Speed (mph)	Mean Peak Travel Speed (mph)	Mean Peak Running Speed (mph)	Percent Time in Delay %	Travel Speed (mph)
New Castle Roads	32.72	39.83	17.86%	30.81	41.99	26.64%	31.54	40.11	21.36%			
Kent Roads	44.53	50.51	11.85%	47.52	52.69	9.81%	47.90	52.59	8.92%			
Sussex Roads	49.66	52.99	6.28%	50.17	53.46	6.16%	49.19	52.42	6.17%			
<b>State Total</b>	<b>39.54</b>	<b>45.72</b>	<b>13.50%</b>	<b>39.01</b>	<b>47.62</b>	<b>18.08%</b>	<b>39.35</b>	<b>46.22</b>	<b>14.86%</b>			

**Change in Delay and Speed Information between 1998 and 2000**

	Mean Peak Travel Speed (mph)	Mean Peak Running Speed (mph)	Percent Time in Delay %
New Castle Roads	-1.18	0.27	3.50%
Kent Roads	3.37	2.08	-2.93%
Sussex Roads	-0.47	-0.57	-0.11%
<b>State Total</b>	<b>-0.19</b>	<b>0.51</b>	<b>1.36%</b>

## Exhibit 2

### The 10-most improved segments between 1998 and 2000

ROUTE NAME	SEGMENTS	DIR	%D_TS_PS00	%D_TS_PS98	%D_00_98
SR 1	Rt 9 to Bellevue Dr	SB	96%	11%	85%
US 113	DAFB South Gate to 10	NB	95%	11%	84%
Pulaski Hwy	Governor SQ to SR 1	EB	13%	-57%	70%
SR 273	Marrows Rd to RR Xing	EB	2%	-58%	59%
Cleveland Ave	Paper Mill to SR 2	EB	-13%	-67%	54%
Centre Rd	SR 2 to I-95	SB	16%	-35%	51%
SR 273	RR Xing to Marrows Rd	WB	-15%	-64%	49%
I-95	PA Line to US 202	SB	22%	-26%	48%
Lancaster Pke	Merc. Benz to SR 100	SB	2%	-43%	45%
Kirkwood Hwy	Cleveland to Coll. Sq.	WB	-24%	-65%	42%

### The 10-most deteriorated segments between 1998 and 2000

ROUTE NAME	SEGMENTS	DIR	%D_TS_PS00	%D_TS_PS98	%D_00_98
SR 273	Deer Pk to Marrows Rd	EB	-64%	18%	-82%
DuPont Hwy	Delaware Ave to I-495	SB	-58%	17%	-75%
SR 273	Marrows Rd to Deer Park	WB	-65%	-1%	-63%
Concord Pike	Rollins Bldg to SR 141	SB	-32%	22%	-53%
US 13	Rt 42 to NCC Line	NB	5%	58%	-52%
SR 404/US 9	SR 1 to Rt 30	WB	10%	61%	-51%
SR 404/US 9	Rt 30 to SR 1	EB	12%	60%	-48%
Kirkwood Hwy	SR 7 to Overpass	WB	-57%	-13%	-44%
Main St	SR 71 to US 301	WB	-56%	-12%	-44%
Kirkwood Hwy	Best Buy to SR 7	WB	-90%	-47%	-43%

Note:

%D\_TS\_PS00 and %D\_TS\_PS98 are the percent difference between Mean Peak Travel Speed and the Average Posted Speed for 2000 and 1998, respectively. This can be calculated as:

$$\frac{(\text{Average Speed} - \text{Posted Speed})}{\text{Posted Speed}} \%$$

and %D\_00\_98 is the algebraic difference between %D\_TS\_PS00 and %D\_TS\_PS98.

# Peak Travel Time Data

## New Castle County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road Class #	No. of Lanes	Posted Speed	
SR 92	Naamans Rd.	US 202 to Foulk Rd.	AM EB	2.7	217	44.79	35	Signal	53.41	16.1%	3	N 17	2,1	40,45
	Naamans Rd.	Foulk Rd. to US 202	AM WB	2.7	284	34.23	80	Signal	47.65	28.2%	3	N 17	1,2	35,45
	Naamans Rd.	Foulk Rd. to I-95	AM EB	2.3	266	31.13	40	Signal	36.64	15.0%	3	N 17	1,2	35,45,50
	Naamans Rd.	I-95 to Foulk Rd.	AM WB	2.3	290	28.55	50	Signal	34.50	17.2%	3	N 17	2,1	50,45
	Naamans Rd.	I-95 to US 13	AM EB	0.8	94	30.64	15	Signal	36.46	16.0%	3	N 17	2	50,35
	Naamans Rd.	US 13 to I-95	AM WB	0.8	90	32.00	23	Signal	42.99	25.6%	3	N 17	2	35,50
SR 92	Naamans Rd.	US 202 to US 13	AM EB	5.8	577	36.19	90	Signal	42.87	15.6%				
	Naamans Rd.	US 13 to US 202	AM WB	5.8	664	31.45	153	Signal	40.86	23.0%				
US 202	Concord Pike	Market St. to I-95	AM NB	1.0	172	20.93	30	Signal	25.35	17.4%	3	N 4	1,2	25
	Concord Pike	I-95 to Market St.	AM SB	1.0	193	18.65	43	Signal	24.00	22.3%	3	N 4	2,1	25
	Concord Pike	I-95 to SR 141	AM NB	1.3	184	25.43	58	Signal	37.14	31.5%	3	N 4	2,3	45
	Concord Pike	SR 141 to I-95	AM SB	1.3	149	31.41	15	Signal	34.93	10.1%	3	N 4	3,4,2	45
	Concord Pike	SR 141 to Rollins Bldg	AM NB	0.5	30	60.00	5	Signal	72.00	16.7%	3	N 4	3	40
	Concord Pike	Rollins Bldg to SR 141	AM SB	0.5	92	19.57	35	Signal	31.58	38.0%	3	N 4	3	40
	Concord Pike	Rollins - Concord Gallery	AM NB	0.9	106	30.57	33	Signal	44.38	31.1%	3	N 4	3	40
	Concord Pike	Concord Gallery - Rollins	AM SB	0.9	67	48.36	0	-	48.36	0.0%	3	N 4	3	40
	Concord Pike	Conc Gal - Concord Mall	AM NB	1.5	106	50.94	0	-	50.94	0.0%	3	N 4	3	40
	Concord Pike	Concord Mall - Conc Gal	AM SB	1.5	158	34.18	23	Signal	40.00	14.6%	3	N 4	3	40
	Concord Pike	Concord Mall - 491 JCT.	AM NB	1.8	161	40.25	10	Signal	42.91	6.2%	3	N 4	3,2	50
	Concord Pike	491 JCT. - Concord Mall	AM SB	1.8	140	46.29	0	-	46.29	0.0%	3	N 4	2,3	50
US 202	Concord Pike	Market St. to 491 JCT	AM NB	7.0	759	33.20	136	Signal	40.45	17.9%				
	Concord Pike	491 JCT to Market St.	AM SB	7.0	799	31.54	116	Signal	36.90	14.5%				

# Peak Travel Time Data

## New Castle County (AM)

Route	Route Name	Segments	AM/PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road #	Func. Class	No. of Lanes	Posted Speed	
I-95	I-95	US 202 to PA Line	AM	NB 6.0	373	57.91	0	-	57.91	0.0%	1	N 59	2	55	
I-95	I-95	PA Line to US 202	AM	SB 6.0	321	67.29	0	-	67.29	0.0%	1	N 59	2	55	
I-95	I-295 to US 202	AM	NB 4.7	416	40.67	0	-	40.67	0.0%	1	N 59	3.4	3.2	55	
I-95	US 202 to I-295	AM	SB 4.7	249	67.95	0	-	67.95	0.0%	1	N 59	3.2	3.5	55	
I-95	SR 1/7 to I-295	AM	NB 4.3	391	39.59	0	-	39.59	0.0%	1	N 56	4	55		
I-95	I-295 to SR 1/7	AM	SB 4.3	252	61.43	0	-	61.43	0.0%	1	N 56	3.5	4	55	
I-95	MD Line to SR 1/7	AM	NB 7.1	456	56.05	3	Toll	56.42	0.7%	1	N 56	3.4	55		
I-95	SR 1/7 to MD Line	AM	SB 7.1	497	51.43	43	Toll	56.30	8.7%	1	N 56	4	3	55	
I-95	MD Line to PA Line	AM	NB 22.1	1636	48.63	3	Toll	48.72	0.2%						
Total	I-95	PA Line to MD Line	AM	SB 22.1	1319	60.32	43	Toll	62.35	3.3%					
SR 7	Limestone Rd.	Little Ballt. to PA Line	AM	NB 1.7	301	20.33	53	Signal	24.68	17.6%	3	N 31	2	1	50
Limestone Rd.	PA Line to Little Ballt.	AM	SB 1.7	243	25.19	53	Signal	32.21	21.8%	3	N 31	1	2	50	
Limestone Rd.	72 to Little Ballt.	AM	NB 1.1	177	22.37	20	Signal	25.22	11.3%	3	N 31	2	50		
Limestone Rd.	Little Ballt. to 72	AM	SB 1.1	338	11.72	125	Signal	18.59	37.0%	3	N 31	2	1	50	
Limestone Rd.	New Linden Hill to 72	AM	NB 1.1	139	28.49	20	Signal	33.28	14.4%	3	N 31	2	50		
Limestone Rd.	72 to New Linden Hill	AM	SB 1.1	94	42.13	0	-	42.13	0.0%	3	N 31	2	50		
Limestone Rd.	2 to New Linden Hill	AM	NB 2.1	199	37.99	63	Signal	55.59	31.7%	3	N 31	2	40		
Limestone Rd.	New Linden Hill to 2	AM	SB 2.1	340	22.24	133	Signal	36.52	39.1%	3	N 31	2	40		
Limestone Rd.	SR 4 to Route 2	AM	NB 0.9	251	12.91	98	Signal	21.18	39.0%	3	N 31	3	2	50,45	
Limestone Rd.	Route 2 to SR 4	AM	SB 0.9	84	38.57	0	-	38.57	0.0%	3	N 31	2	3	45,50	
SR 7	Limestone Rd.	SR 4 to Route 2	AM	NB 6.9	1057	23.28	254	Signal	30.55	23.8%					
Total	Limestone Rd.	Route 2 to SR 4	AM	SB 6.9	1099	22.60	311	Signal	31.52	28.3%					

# Peak Travel Time Data

## New Castle County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road Func. Class	No. of Lanes	Posted Speed
SR 141	Centre Rd.	Brandywine to US 202	AM	NB 2.1	259	29.19	88 Signal	44.21	34.0%	3 N 267	2,1	50,35,40
	Centre Rd.	US 202 to Brandywine	AM	SB 2.1	162	46.67	0 —	46.67	0.0%	3 N 267	2	40,45
Centre Rd.	SR 2 to Brandywine	AM	NB 3.6	666	19.46	193 Signal	27.40	29.0%	3 N 271	2	35,50	
	Brandywine to SR 2	AM	SB 3.6	438	29.59	123 Signal	41.14	28.1%	3 N 271	2,1	35,45	
Centre Rd.	I-95 to SR 2	AM	NB 2.9	175	59.66	0 —	—	59.66	0.0%	3 N 6	2,3	50
	SR 2 to I-95	AM	SB 2.9	238	43.87	28 Cons/Sig	49.71	11.8%	3 N 6	3,2	50	
Centre Rd.	US 13 to I-95	AM	NB 1.7	516	11.86	260 Signal	23.91	50.4%	3 N 6	2	50	
	I-95 to US 13	AM	SB 1.7	165	37.09	48 Signal	52.31	29.1%	3 N 6	2	50,45	
SR 141	US 13 to US 202	AM	NB 10.3	1616	22.95	541 Signal	34.49	33.5%				
	US 202 to US 13	AM	SB 10.3	1003	36.97	199 Signal	46.12	19.8%				
SR 52	PA Avenue	SR 141 to Overpass	AM	NB 0.7	118	21.36	23 Cons/Sig	26.53	19.5%	3 N 9	2	35
	PA Avenue	Overpass to SR 141	AM	SB 0.7	160	15.75	15 Signal	17.38	9.4%	3 N 9	2	35
PA Avenue	Overpass to RR Xing	AM	NB 0.7	137	18.39	87 Signal	50.40	63.5%	3 N 9	2	35	
	RR Xing to Overpass	AM	SB 0.7	130	19.38	45 Signal	29.65	34.6%	3 N 9	2	35,25	
PA Avenue	RR Xing to I-95	AM	NB 0.8	146	19.73	33 Signal	25.49	22.6%	3 N 9	2,3	35	
	I-95 to RR Xing	AM	SB 0.8	158	18.23	53 Signal	27.43	33.5%	3 N 9	4,2	25	
PA Avenue	I-95 to Market St.	AM	NB 0.6	128	16.88	15 Signal	19.12	11.7%	3 N 9	4,3	25	
	Market St. to I-95	AM	SB 0.6	118	18.31	10 Signal	20.00	8.5%	3 N 9	4	25	
SR 52	PA Avenue	SR 141 to Market St.	AM	NB 2.8	529	19.05	158 Signal	27.17	29.9%			
	PA Avenue	Market St. to SR 141	AM	SB 2.8	566	17.81	123 Signal	22.75	21.7%			

# Peak Travel Time Data

## New Castle County (AM)

Route	Route Name	Segments	AM/PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road Class #	No. of Lanes	Posted Speed
SR 2	Kirkwood Hwy	Cleveland to Coll. Sq.	AM	WB 0.4	130	11.08	60 Signal	20.57	46.2%	3 N 11	2	35
	Kirkwood Hwy	Coll. Sq. to Cleveland	AM	EB 0.4	127	11.34	48 Signal	18.23	37.8%	3 N 11	2	35
	Kirkwood Hwy	72 to Cleveland Ave.	AM	WB 1.0	76	47.37	0 —	47.37	0.0%	3 N 11	2	35
	Kirkwood Hwy	Cleveland Ave. to 72	AM	EB 1.0	96	37.50	0 —	37.50	0.0%	3 N 11	2	35
	Kirkwood Hwy	PollyD. Hill to SR 72	AM	WB 0.7	52	48.46	0 —	48.46	0.0%	3 N 11	2	40
	Kirkwood Hwy	SR 72 to PollyD. Hill	AM	EB 0.7	147	17.14	75 Signal	35.00	51.0%	3 N 11	2	40
	Kirkwood Hwy	Overpass to PollyD. Hill	AM	WB 1.5	125	43.20	13 Signal	48.21	10.4%	3 N 11	2	45
	Kirkwood Hwy	PollyD. Hill to Overpass	AM	EB 1.5	186	29.03	48 Signal	39.13	25.8%	3 N 11	2	45
	Kirkwood Hwy	SR 7 to Overpass	AM	WB 1.9	154	44.42	18 Signal	50.29	11.7%	3 N 11	3.2	45
	Kirkwood Hwy	Overpass to SR 7	AM	EB 1.9	276	24.78	103 Signal	39.54	37.3%	3 N 11	2.3	45
	Kirkwood Hwy	Best Buy to SR 7	AM	WB 0.5	98	18.37	45 Signal	33.96	45.9%	3 N 11	3	45
	Kirkwood Hwy	SR 7 to Best Buy	AM	EB 0.5	48	37.50	0 —	37.50	0.0%	3 N 11	3	45
	Kirkwood Hwy	SR 141 to Best Buy	AM	WB 1.8	180	36.00	28 Signal	42.63	15.6%	3 N 11	3.2,3	40,45
	Kirkwood Hwy	Best Buy to SR 141	AM	EB 1.8	218	29.72	45 Signal	37.46	20.6%	3 N 11	3	45,40
	Kirkwood Hwy	SR 100 to SR 141	AM	WB 1.6	373	15.44	150 Signal	25.83	40.2%	3 N 11	2,3	35
	Kirkwood Hwy	SR 141 to SR 100	AM	EB 1.6	410	14.05	133 Acc/Sig	20.79	32.4%	3 N 11	2	40,35
	Kirkwood Hwy	City Line to SR 100	AM	WB 0.7	86	29.30	28 Signal	43.45	32.6%	3 N 11	2	35
	Kirkwood Hwy	SR 100 to City Line	AM	EB 0.7	106	23.77	18 Signal	28.64	17.0%	3 N 11	2	35,25
	Kirkwood Hwy	PA Ave to City Line	AM	WB 1.5	169	31.95	15 Signal	35.06	8.9%	3 N 11	3.2	25
	Kirkwood Hwy	City Line to PA Ave.	AM	EB 1.5	247	21.86	53 Signal	27.84	21.5%	3 N 11	2	25
SR2	Kirkwood Hwy	PA Ave. to College Sq.	AM	WB 11.6	1443	28.94	357 Signal	38.45	24.7%			
Total	Kirkwood Hwy	College Sq. to PA Ave.	AM	EB 11.6	1861	22.44	523 Signal	31.21	28.1%			

## **Peak Travel Time Data New Castle County (AM)**

New Castle County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road #	No. of Lanes	Posted Speed	
SR 4	Christiana Pkwy Christiania Pkwy	SR 896 to Elktion Elktion to SR 896	AM AM	WB EB	1.5 1.5	116 181	46.55 29.83	5 63	Signal Signal	48.65 45.76	4.3% 34.8%	3 3	N 366 N 366	2,1 2
Chestnut Hill Rd.		SR 72 to SR 896	AM	WB	0.9	146	22.19	60	Signal	37.67	41.1%	3	N 366	2
Chestnut Hill Rd.		SR 896 to SR 72	AM	EB	0.9	111	29.19	35	Signal	42.63	31.5%	3	N 366	2
Chestnut Hill Rd.		SR 273 to SR 72	AM	WB	2.5	314	28.66	73	Signal	37.34	23.2%	3	N 366	2
Chestnut Hill Rd.		SR 72 to SR 273	AM	EB	2.5	296	30.41	50	Signal	36.59	16.9%	3	N 366	2
Chestnut Hill Rd.		Christiana H to SR 273	AM	WB	1.4	120	42.00	5	Signal	43.83	4.2%	3	N 358	2
Chestnut Hill Rd.		SR 273 to Christiana H	AM	EB	1.4	287	17.56	155	Signal	38.18	54.0%	3	N 358	2
Chestnut Hill Rd.		SR 7 to Christiana H	AM	WB	1.3	132	35.45	13	Signal	39.33	9.8%	3	N 358	2
Chestnut Hill Rd.		Christiana H to SR 7	AM	EB	1.3	141	33.19	33	Signal	43.33	23.4%	3	N 358	2
SR 4	Chestnut Hill Rd. Total	SR 7 to Elktion Rd. Elktion Rd. to SR 7	AM AM	WB EB	7.6 7.6	828 1016	33.04 26.93	156 336	Signal Signal	40.71 40.24	18.8% 33.1%			
SR 4	Maryland Ave. Maryland Ave.	1st State to SR 7 SR 7 to 1st State	AM AM	WB EB	1.0 1.0	133 115	27.07 31.30	20 13	Signal Signal	31.86 35.29	15.0% 11.3%	3 3	N 336 N 336	2 2
Maryland Ave.		SR 141 to 1st State	AM	WB	1.2	166	26.02	40	Signal	34.29	24.1%	3	N 336	2
Maryland Ave.		1st State to SR 141	AM	EB	1.2	250	17.28	33	Signal	19.91	13.2%	3	N 336	2
Maryland Ave.		SR 100 to SR 141	AM	WB	1.8	283	22.90	68	Signal	30.14	24.0%	3	N 336	2
Maryland Ave.		SR 141 to SR 100	AM	EB	1.8	255	25.41	48	Signal	31.30	18.8%	3	N 336	2
Maryland Ave.		SR 48 to SR 100	AM	WB	1.1	275	14.40	38	Signal	16.71	13.8%	3	N 336	2
Maryland Ave.		SR 100 to SR 48	AM	EB	1.1	299	13.24	58	Signal	16.43	19.4%	3	N 336	2
SR 4	Maryland Ave. Maryland Ave.	SR 48 to SR 7 SR 7 to SR 48	AM AM	WB EB	5.1 5.1	857 919	21.42 19.98	166 152	Signal Signal	26.57 23.94	19.4% 16.5%			

## **Peak Travel Time Data New Castle County (AM)**

# Peak Travel Time Data

## New Castle County (AM)

Route	Route Name	Segments	AM/PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class #	Road #	No. of Lanes	Posted Speed
N 26	Old Baltimore Pk	SR 72 to SR 896	AM WB	0.8	94	30.64	8	Signal	33.49	8.5%	4	N 26	1	35
	Old Baltimore Pk	SR 896 to SR 72	AM EB	0.8	142	20.28	63	Signal	36.46	44.4%	4	N 26	1	35
	Old Baltimore Pk	Zeneca to SR 72	AM WB	1.3	193	24.25	75	Signal	39.66	38.9%	4	N 336	1	45
	Old Baltimore Pk	SR 72 to Zeneca	AM EB	1.3	105	44.15	8	Signal	47.76	7.5%	4	N 336	2,1	45
	Old Baltimore Pk	SR 273 to Zeneca	AM WB	2.6	242	38.68	30	Signal	44.15	12.4%	4	N 336	1	45
	Old Baltimore Pk	Zeneca to SR 273	AM EB	2.6	283	33.07	35	Signal	37.74	12.4%	4	N 336	1	45
N 26	Old Baltimore Pk	SR 273 to SR 896	AM WB	4.7	529	31.98	113	Signal	40.67	21.4%				
	Old Baltimore Pk	SR 896 to SR 273	AM EB	4.7	531	31.86	106	Signal	39.81	20.0%				
US 13	DuPont Hwy	I-495 to Delaware Ave.	AM NB	2.3	285	29.05	20	Signal	31.25	7.0%	3	N 28	2	35.25
	DuPont Hwy	Delaware Ave. to I-495	AM SB	2.3	421	19.67	85	Signal	24.64	20.2%	3	N 28	2	25.35,50
	DuPont Hwy	US 40 to I-495	AM NB	2.6	488	19.18	58	Signal	21.77	11.9%	3	N 33	4,3,2,3,2	50
	DuPont Hwy	I-495 to US 40	AM SB	2.6	448	20.89	55	Signal	23.82	12.3%	3	N 33	2,4,3,2,4	50
	DuPont Hwy	C&D Canal to US 40	AM NB	9.0	442	73.30	10	Signal	75.00	2.3%	3	N 34	2	55.50
	DuPont Hwy	US 40 to C&D Canal	AM SB	9.0	672	48.21	138	Signal	60.67	20.5%	3	N 34	2,3	55
	DuPont Hwy	SR 299 to C&D Canal	AM NB	6.8	447	54.77	43	Signal	60.59	9.6%	3	N 22	2	35.55,45
	DuPont Hwy	C&D Canal to SR 299	AM SB	6.8	496	49.35	70	Signal	57.46	14.1%	3	N 22	2	55.45
	DuPont Hwy	County Ln to SR 299	AM NB	12.2	698	62.92	18	Signal	64.59	2.6%	3	N 1	2	55,45,35
	DuPont Hwy	SR 299 to County Ln	AM SB	12.2	751	58.48	23	Signal	60.33	3.1%	3	N 1	2	35,45,55
US 13	DuPont Hwy	County Ln to Det. Ave.	AM NB	32.9	2360	50.19	149	Signal	53.57	6.3%				
	DuPont Hwy	Det. Ave. to County Ln	AM SB	32.9	2788	42.48	371	Signal	49.00	13.3%				
US 40	Pulaski Hwy	US 13 to SR 1	AM WB	2.4	164	52.68	10	Signal	56.10	6.1%	3	N 32	2	50
	Pulaski Hwy	SR 1 to US 13	AM EB	2.4	190	45.47	13	Signal	48.81	6.8%	3	N 32	2	55,35
	Pulaski Hwy	SR 1 to Governor SQ	AM WB	0.6	92	23.48	38	Signal	40.00	41.3%	3	N 32	3	35,50
	Pulaski Hwy	Governor SQ to SR 1	AM EB	0.6	32	67.50	0	--	67.50	0.0%	3	N 32	3	50,55

## Peak Travel Time Data

### New Castle County (AM)

Route	Route Name	Segments	AM/PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class #	Road #	No. of Lanes	Posted Speed
US 40	Pulaski Hwy	Gov. SQ to Porter Rd. Porter Rd. to Gov. SQ	AM	WB 2.0	224	32.14	55	Signal	42.60	24.6%	3	N 32	3,2	50
	Pulaski Hwy	Porter Rd. to SR 72	AM	WB 2.0	288	25.00	110	Signal	40.45	38.2%	3	N 32	2	55.50
	Pulaski Hwy	SR 72 to Porter Rd.	AM	WB 1.4	122	41.31	15	Signal	47.10	12.3%	3	N 32	2	55
	Pulaski Hwy	SR 72 to SR 896	AM	WB 1.4	97	51.96	0	--	51.96	0.0%	3	N 32	2	55
	Pulaski Hwy	SR 896 to SR 72	AM	WB 1.4	95	53.05	0	--	53.05	0.0%	3	N 32	2	55
	Pulaski Hwy	US 13 to SR 896	AM	WB 7.8	697	40.29	118	Signal	48.46	2.8%	3	N 32	2	55
	Pulaski Hwy	SR 896 to US 13	AM	WB 7.8	714	39.33	126	Signal	47.76	17.6%				
US 40 Total														
SR 896	SR 896	US 13 to US 301	AM	NB 3.5	250	50.40	0	--	50.40	0.0%	3	N 15	1	50,35,25
	SR 896	US 301 to US 13	AM	NB 3.5	301	41.86	48	Signal	49.80	15.9%	3	N 15	1	25,35,50
	SR 896	US 301 to SR 15	AM	NB 2.1	133	56.84	0	--	56.84	0.0%	3	N 16	2	50,55
	SR 896	SR 15 to US 301	AM	NB 2.1	223	33.90	83	Signal	54.00	37.2%	3	N 16	2	55
	SR 896	SR 15 to SR 71	AM	NB 2.0	131	54.96	15	Signal	62.07	11.5%	3	N 16	2	55
	SR 896	SR 71 to SR 15	AM	NB 2.0	110	65.45	0	--	65.45	0.0%	3	N 16	2	55
	SR 896	SR 71 to Porter Rd.	AM	NB 2.0	200	36.00	28	Cross/Sig	41.86	14.0%	3	N 387	2	55
	SR 896	Porter Rd. to SR 71	AM	NB 2.0	132	54.55	0	--	54.55	0.0%	3	N 387	2	55
	SR 896	Porter Rd. to US 40	AM	NB 1.4	175	28.80	60	Signal	43.83	34.3%	3	N 387	2,3	55
	SR 896	US 40 to Porter Rd.	AM	NB 1.4	112	45.00	0	--	45.00	0.0%	3	N 387	3,2	55
SR 896 SubTotal	SR 896	US 13 to US 40	AM	NB 11.0	889	44.54	103	Signal	50.38	11.6%				
	SR 897	US 40 to US 13	AM	NB 11.0	878	45.10	131	Signal	53.01	14.9%				
	SR 896	US 40 to Old Baltimore	AM	NB 2.2	177	44.75	40	Signal	57.81	22.6%	3	N 387	3,2	50
	SR 896	Old Baltimore to US 40	AM	NB 2.2	247	32.06	63	Signal	43.04	25.5%	3	N 387	2	50
	SR 896	Old Baltimore to I-95	AM	NB 0.8	52	55.38	0	--	55.38	0.0%	3	N 387	2	50,40
	SR 896	I-95 to Old Baltimore	AM	NB 0.8	94	30.64	38	Signal	51.43	40.4%	3	N 387	2	50

# Peak Travel Time Data

## New Castle County (AM)

Route	Route Name	Segments	AM/PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Peak Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time In Delay %	Maint. Road Func. Class #	No. of Lanes	Posted Speed	
SR 896	SR 896	I-95 to SR 4	AM	NB	0.8	115	25.04	25	Signal	32.00	21.7%	3	N 387	2	40,35
	SR 896	SR 4 to I-95	AM	SB	0.8	87	33.10	0	--	33.10	0.0%	3	N 387	2	35,50
SR 896	SR 4 to Chrysler	AM	NB	0.5	42	42.86	0	--	--	42.86	0.0%	3	N 387	2	50
	Chrysler to SR 4	AM	SB	0.5	113	15.93	60	Signal	33.96	53.1%	3	N 387	2	35	
SR 896	Chrysler to Park Place	AM	NB	0.6	140	15.43	65	Signal	28.80	46.4%	3	N 387	2,1,2	50,45	
	Park Place to Chrysler	AM	SB	0.6	89	24.27	23	Signal	32.73	25.8%	3	N 387	2	45,50	
SR 896	Park Place to Overpass	AM	NB	0.3	64	16.88	3	Ped Xing	17.70	4.7%	3	N 387	2	35	
	Overpass to Park Place	AM	SB	0.3	72	15.00	0	--	15.00	0.0%	3	N 387	2	35	
SR 896	Overpass to Deer Park	AM	NB	0.3	58	18.62	25	Signal	32.73	43.1%	4	N 387	2	35,25	
	Deer Park to Overpass	AM	SB	0.3	50	21.60	0	--	21.60	0.0%	4	N 387	2	25,35	
SR 896	Deer Park to PA Line	AM	NB	3.3	346	34.34	45	Train/Sig	39.47	13.0%	4	N 313	1	25,35,45	
	PA Line to Deer Park	AM	SB	3.3	367	32.37	48	Signal	37.24	13.1%	4	N 313	1	50,45,35,25	
SR 896	US 40 to PA Line	AM	NB	5.8	994	21.01	203	Signal	26.40	20.4%					
	PA Line to US 40	AM	SB	5.8	1119	18.66	232	Signal	23.54	20.7%					
SR 896	US 13 to PA Line	AM	NB	16.8	1883	32.12	305	Signal	38.35	16.3%					
	PA Line to US 13	AM	SB	16.8	1997	30.29	363	Signal	37.01	18.2%					
48/41	Lancaster Pk	PA Line to SR 41	AM	SB	2.7	363	26.78	85	Signal	34.96	23.4%	3	N 237	1,2,1	45,35,45
	Lancaster Pk	SR 41 to PA Line	AM	NB	2.7	237	41.01	15	Signal	43.78	6.3%	3	N 237	1,2,1	45,35,45
Lancaster Pk	SR 41 to Hercules CC	AM	SB	1.9	623	10.98	233	Congest	17.54	37.4%	3	N 237	1	50	
	Hercules CC to SR 41	AM	NB	1.9	177	3E.64	23	Signal	44.42	13.0%	3	N 237	2,1	50	
Lancaster Pk	Hercules CC to SR 141	AM	SB	1.9	336	20.36	98	Signal	28.74	29.2%	3	N 237	1,2	45	
	SR 141 to Hercules CC	AM	NB	1.9	188	36.38	43	Signal	47.17	22.9%	3	N 237	2,1	45,50	
Lancaster Pk	SR 141 to Merc. Benz	AM	SB	0.5	50	36.00	3	Signal	38.30	6.0%	3	N 237	2	40	
	Merc. Benz to SR 141	AM	NB	0.5	133	13.53	68	Signal	27.69	51.1%	3	N 237	2	40	

## Peak Travel Time Data

### New Castle County (AM)

Route	Route Name	Segments	AM/ PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time In Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
48/41	Lancaster Pk	Merc. Benz to SR 100	AM	SB	0.6	99	21.82	35	Signal	33.75	35.4%				
	Lancaster Pk	SR 100 to Merc. Benz	AM	NB	0.6	58	37.24	13	Signal	48.00	22.4%				
Lancaster Pk	Lancaster Pk	SR 100 to SR 2	AM	SB	0.6	167	12.93	50	Signal	18.46	29.9%				
	Lancaster Pk	SR 2 to SR 100	AM	NB	0.6	201	10.75	75	Signal	17.14	37.3%				
48/41	Lancaster Pk	PA Line to Market St.	AM	SB	9.6	1638	21.10	504	Signal	30.48	30.8%				
	Lancaster Pk	Market St. to PA Line	AM	NB	9.6	994	34.77	237	Signal	45.65	23.8%				
SR 261	Foulk Road	SR 92 to Silverside	AM	SB	1.4	152	33.16	25	Signal	39.69	16.4%				
	Foulk Road	Silverside to SR 92	AM	NB	1.4	125	40.32	0	--	40.32	0.0%				
Foulk Road	Foulk Road	Silverside to Shipley	AM	SB	1.2	120	36.00	0	--	36.00	0.0%				
	Foulk Road	Shipley to Silverside	AM	NB	1.2	116	37.24	5	Signal	38.92	4.3%				
Foulk Road	Foulk Road	Shipley to US 202	AM	SB	1.4	297	16.97	110	Signal	26.95	37.0%				
	Foulk Road	US 202 to Shipley	AM	NB	1.4	114	44.21	0	--	44.21	0.0%				
SR 261	Foulk Road	SR 92 to US 202	AM	SB	4.0	569	25.31	135	Signal	33.18	23.7%				
	Foulk Road	US 202 to SR 92	AM	NB	4.0	355	40.56	5	Signal	41.14	1.4%				
-	Cleveland Ave	SR 896 to Paper Mill	AM	EB	0.6	115	18.78	23	Signal	23.48	20.0%				
	Cleveland Ave	Paper Mill to SR 896	AM	WB	0.6	98	22.04	18	Signal	27.00	18.4%				
Cleveland Ave	Cleveland Ave	Paper Mill to SR 2	AM	EB	0.6	71	30.42	3	Signal	31.76	4.2%				
	Cleveland Ave	SR 2 to Paper Mill	AM	WB	0.6	111	19.46	45	Signal	32.73	40.5%				
-	Cleveland Ave	SR 896 to SR 2	AM	EB	1.2	186	23.23	26	Signal	27.00	14.0%				
	Cleveland Ave	SR 2 to SR 896	AM	WB	1.2	209	20.67	63	Signal	29.59	30.1%				
SR 2	Elkton Road	Deer Park to Park Place	AM	WB	0.7	106	23.77	33	Signal	34.52	31.1%				
	Elkton Road	Park Place to Deer Park	AM	EB	0.7	102	24.71	15	Signal	28.97	14.7%				
Elkton Road	Elkton Road	Park Place to SR 4	AM	WB	0.8	93	30.97	13	Signal	36.00	14.0%				
	Elkton Road	SR 4 to Park Place	AM	EB	0.8	94	30.64	25	Signal	41.74	26.6%				

# Peak Travel Time Data

## New Castle County (AM)

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SR 2	Elkton Road	SR 4 to MD Line	AM	WB	1.2	116	37.24	13	Signal	41.94	11.2%	3	N 11	2	50
	Elkton Road	MD Line to SR 4	AM	EB	1.2	140	30.86	25	Signal	37.57	17.9%	3	N 11	2	50
SR 2	Elkton Road	Deer Park to MD Line	AM	WB	2.7	315	30.86	59	Signal	37.97	18.7%				
Total	Elkton Road	MD Line to Deer Park	AM	EB	2.7	336	28.93	65	Signal	35.87	19.3%				
SR 72	Paper Mill	SR 7 to Ketch Corner	AM	SB	1.5	184	29.35	35	Signal	36.24	19.0%	4	N 13	1	50
	Paper Mill	Ketch Corner to SR 7	AM	NB	1.5	224	24.11	63	Signal	33.54	28.1%	4	N 13	1	50
Paper Mill	Paper Mill	K. Corner to 72 split	AM	SB	2.0	202	35.64	33	Signal	42.60	16.3%	5	N 13	1	50
	Paper Mill	72 split to K. Corner	AM	NB	2.0	175	41.14	15	Signal	45.00	8.6%	5	N 13	1	45
Paper Mill	Paper Mill	72 split to Cleveland	AM	SB	2.2	175	45.26	20	Bus/Sig	51.10	11.4%	3	N 13	1.2	45,50,35
	Paper Mill	Cleveland to 72 split	AM	NB	2.2	260	30.46	55	Signal	38.63	21.2%	3	N 13	2.1	35,50
SR 72	Paper Mill	SR 7 to Cleveland Ave.	AM	SB	5.7	561	36.58	88	Signal	43.38	15.7%				
Total	Paper Mill	Cleveland Ave. to SR 7	AM	NB	5.7	659	31.14	133	Signal	39.01	20.2%				
SR 72	Wrangle Hill	Delaware Ave. to SR 4	AM	SB	1.4	170	29.65	45	Signal	40.32	26.5%	4	N 356	2,1	35,45
	Wrangle Hill	SR 4 to Delaware Ave.	AM	NB	1.4	152	33.16	18	Signal	37.61	11.8%	4	N 356	2,1,2	45,35
Wrangle Hill	Wrangle Hill	SR 4 to Old Baltimore	AM	SB	1.4	130	38.77	3	Signal	39.69	2.3%	4	N 356	2	45
	Wrangle Hill	Old Baltimore to SR 4	AM	NB	1.4	175	28.80	23	Signal	33.16	13.1%	4	N 356	2	45
Wrangle Hill	Wrangle Hill	Old Baltimore to US 40	AM	SB	2.5	286	31.47	80	Signal	43.69	28.0%	4	N 356	2,1	45,40
	Wrangle Hill	US 40 to Old Baltimore	AM	NB	2.5	231	38.96	43	Signal	47.87	18.6%	4	N 356	1,2	45
Wrangle Hill	Wrangle Hill	US 40 to US 13	AM	SB	3.9	400	35.10	38	Signal	38.78	9.5%	4	N 356	1,2	40,50
	Wrangle Hill	US 13 to US 40	AM	NB	3.9	388	36.19	78	Signal	45.29	20.1%	4	N 356	2,1	50,40
SR 72	Wrangle Hill	Delaware Ave. to US 13	AM	SB	9.2	986	33.59	166	Signal	40.39	16.8%				
Total	Wrangle Hill	US 13 to Delaware Ave.	AM	NB	9.2	946	35.01	162	Signal	42.24	17.1%				

## Peak Travel Time Data New Castle County (AM)

Route	Route Name	Segments	AM/ PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time In Delay %	Maint. Func. Class #	Road #	No. of Lanes	Posted Speed
SR 299	Main St	US 301 to SR 71	AM	EB	0.6	98	22.04	20	Signal	27.69	20.4%	4	N 438	1	35.25
	Main St	SR 71 to US 301	AM	WB	0.6	97	22.27	18	Signal	27.34	18.6%	4	N 438	1	25.35
Main St	SR 71 to Silver Lake Rd.	AM	EB	1.0	125	28.80	13	Signal	32.14	10.4%	4	N 438	1	25.35-40	
Main St	Silver Lake Rd. to SR 71	AM	WB	1.0	185	19.46	50	Signal	26.67	27.0%	4	N 438	1	40.35-25	
Main St	Silver Lake Rd. to US 13	AM	EB	2.1	178	42.47	5	--	43.70	2.8%	4	N 438	1	50	
Main St	US 13 to Silver Lake Rd.	AM	WB	2.1	116	65.17	5	Signal	68.11	4.3%	4	N 438	1	50	
SR 299	Main St	US 301 to US 13	AM	EB	3.7	401	33.22	38	Signal	36.69	9.5%				
	Main St	US 13 to US 301	AM	WB	3.7	398	33.47	73	Signal	40.98	18.3%				
<b>Total</b>															

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time In Delay %
379.6	42359	32.26	8334		40.16	19.7%

New Castle Roads

# Peak Travel Time Data

## Kent County (AM)

Route	Route Name	Segments	AM/PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak (mph)	Time in Delay %	Maint. Class #	Road #	No. of Lanes	Posted Speed
SR 1	Relief Route	Cty Ln - Twin Willows Rd	AM	SB 4.4	209	75.79	0	-	75.79	0.0%	3	K 150	2	65
	Relief Route	Twin Willows Rd - Cty Ln	AM	NB 4.4	215	73.67	0	-	73.67	0.0%	3	K 150	2	65
	Relief Route	Twin Willows to Lipsic Rd.	AM	SB 5.5	280	70.71	0	-	70.71	0.0%	3	K 150	2	65
	Relief Route	Lipsic Rd. to Twin Willows	AM	NB 5.5	284	69.72	0	-	69.72	0.0%	3	K 150	2	65
	Relief Route	Lipsic Rd to White Oak Rd	AM	SB 1.6	136	42.35	10	Toll	45.71	7.4%	2	K 150	2,6,2	65,40,25,65
	Relief Route	White Oak Rd to Lipsic Rd	AM	NB 1.6	122	47.21	12	Toll	52.36	9.8%	2	K 150	2,6,2	65,40,25,65
	Relief Route	White Oak Rd. to US 113	AM	SB 2.5	150	60.00	0	-	60.00	0.0%	2	K 150	2	65
	Relief Route	US 113 to White Oak Rd.	AM	NB 2.5	189	47.62	0	-	47.62	0.0%	2	K 150	2	65
SR 1	Relief Route	NcCo Line to US 113	AM	SB 14.0	775	65.03	10	Toll	65.88	1.3%				
	Total Relief Route	US 113 to NcCo Line	AM	NB 14.0	810	62.22	12	Toll	63.16	1.5%				
US 13	US 13	Sussex Ln to Rt 14	AM	NB 6.2	393	56.79	25	Signal	60.65	6.4%	3	K 6	2	55.45
	US 13	Rt 14 to Sussex Ln	AM	NB 6.2	354	63.05	0	-	63.05	0.0%	3	K 6	2	45.55
US 13	US 13	Rt 14 to Rt 12	AM	NB 5.8	339	61.59	0	-	61.59	0.0%	3	K 5	2	45,55,45
	US 13	Rt 12 to Rt 14	AM	NB 5.8	341	61.23	0	-	61.23	0.0%	3	K 5	2	45,55,45,35
US 13	US 13	Rt 12 to Rt 10a	AM	NB 4.6	302	54.83	25	Signal	59.78	8.3%	3	K 24	2	45,55,45
	US 13	Rt 10a to Rt 12	AM	NB 4.6	275	60.22	25	Signal	66.24	9.1%	3	K 24	2	55,45
US 13	US 13	Rt 10a to Rt 10	AM	NB 3.0	215	50.23	30	Signal	58.38	14.0%	3	K 24	2	55,50
	US 13	Rt 10 to Rt 10a	AM	NB 3.0	224	48.21	35	Signal	57.14	15.6%	3	K 24	2	50,55
US 13	US 13	Rt 10 to Rt 8	AM	NB 3.8	445	30.74	63	Signal	35.81	14.2%	4	K 7	2	50,35
	US 13	Rt 8 to Rt 10	AM	NB 3.8	476	28.74	155	Signal	42.62	32.6%	4	K 7	2	35,50

# Peak Travel Time Data

## Kent County (AM)

Route	Route Name	Segments	AM/PM	Dir.	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak (mph)	Running Speed (mph)	Time in Delay %	Percent Delay %	Maint. Class	Road #	No. of Lanes	Posted Speed
US 13	US 13	Rt 8 to Denney's Rd	AM	NB	4.3	315	49.14	0	--	49.14	0.0%	4	K 2	3.2	35,40,45,55		
	US 13	Denney's Rd to Rt 8	AM	SB	4.3	359	43.12	40	Signal	48.53	11.1%	4	K 2	2,3	55,45,40,35		
US 13	US 13	Denney's Rd to Rt 42	AM	NB	1.6	113	50.97	0	--	50.97	0.0%	4	K 2	2	55		
	US 13	Rt 42 to Denney's Rd	AM	SB	1.6	135	42.67	15	Signal	48.00	11.1%	4	K 2	2	55		
US 13	US 13	Rt 42 to NCC Line	AM	NB	5.3	407	46.88	25	Signal	49.95	6.1%	4	K 1	2	55,45,35		
	US 13	NCC Line to Rt 42	AM	SB	5.3	371	51.43	0	--	51.43	0.0%	4	K 1	2	35,45,55		
US 13	US 13	Sussex Line to NcCo Line	AM	NB	34.6	2529	49.25	168	Signal	52.76	6.6%						
	US 13	NcCo Line to Sussex Line	A	SB	34.6	2535	49.14	270	Signal	54.99	10.7%						
SR 8	Forest Ave.	US 13 to Kenton Rd.	AM	WB	2.3	443	18.69	139	Bus/Sig	27.24	31.4%	4	K 16	1,2	25,40		
	Forest Ave.	Kenton Rd. to US 13	AM	EB	2.3	432	19.17	109	Signal	25.63	25.2%	4	K 16	2	40,25		
Forest Ave.	Forest Ave.	Kenton Rd to Chestnut Gr	AM	WB	3.0	230	46.96	5	Signal	48.00	2.2%	4	K 51	2,1	40,50		
	Forest Ave.	Chestnut Gr to Kenton Rd	AM	EB	3.0	232	46.55	0	--	46.55	0.0%	4	K 51	1	50,40		
Forest Ave.	Forest Ave.	Chestnut Gr. to SR 44	AM	WB	2.0	155	46.45	3	Signal	47.37	1.9%	4	K 51	1	50,40		
	Forest Ave.	SR 44 to Chestnut Gr.	AM	EB	2.0	183	39.34	8	Signal	41.14	4.4%	4	K 51	1	50		
SR 8	Forest Ave.	US 13 to SR 44	AM	WB	7.3	828	31.74	147	Signal	38.59	17.8%						
	Forest Ave.	SR 44 to US 13	AM	EB	7.3	847	31.03	117	Signal	36.00	13.8%						
US 113	US 113	US 13 to SR 10	AM	SB	1.2	130	33.23	0	--	33.23	0.0%	4	K 7	2	45		
	US 113	SR 10 to US 13	AM	NB	1.2	224	19.29	16	Signal	20.77	7.1%	4	K 7	2	45		
US 113	US 113	10 to DAFB South Gate	AM/AM	SB/NB	2.5	166	54.22	0	--	54.22	0.0%	4	K 7	2	55		
	US 113	DAFB South Gate to 10	AM/AM	NB	2.5	137	65.69	19	Signal	76.27	13.9%	4	K 7	2	50,55		

# Peak Travel Time Data

## Kent County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road #	No. of Lanes	Posted Speed	
US 113	US 113	DAFB to Bowers Beach	AM	SB 5.7	342	60.00	15	Signal	62.75	4.4%	4	K 7	2	55
	US 113	Bowers Beach to DAFB	AM	NB 5.7	299	68.63	0	—	68.63	0.0%	4	K 7	2	55
US 113	US 113	Bowers Beach to SR 12	AM	SB 1.8	101	64.16	0	—	64.16	0.0%	4	K 8	2	55
	US 113	SR 12 to Bowers Beach	AM	NB 3.4	241	50.79	0	—	50.79	0.0%	4	K 8	2	55
US 113	SR 12 to SR 1	AM	SB 5.7	348	58.97	5	Signal	59.83	1.4%	4	K 8	2	55	
	US 113	SR 1 to SR 12	AM	NB 4.1	214	68.97	0	—	68.97	0.0%	4	K 8	2	55
US 113	SR 1 to Sussex Line	AM	SB 2.1	205	36.88	30	Signal	43.20	14.6%	3	K 8	1,2	45,40	
	US 113	Sussex Line to SR 1	AM	NB 2.1	292	25.89	90	Signal	37.43	30.8%	3	K 8	2,1	40,45
US 113	US 13 to Sussex Line	AM	SB 19.0	1292	52.94	50	Signal	55.07	3.9%					
	US 113	Sussex Line to US 13	AM	NB 19.0	1407	48.61	125	Signal	53.35	8.9%				
<b>Total</b>														

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
149.8	11023	48.92	899		53.27	8.2%

Kent Roads

# Peak Travel Time Data

## Sussex County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 1	SR 1	County Line to JCT 16	AM	SB 11.0	588	67.35	0	—	67.35	0.0%	S 14	2	55
	SR 1	JCT 16 to County Line	AM	NB 11.0	588	67.35	0	—	67.35	0.0%	S 14	2,1,2	55
SR 1	SR 1	JCT 16 to US 9	AM	SB 6.9	406	61.18	1	Signal	61.33	0.2%	S 14	2	55
	SR 1	US 9 to JCT 16	AM	NB 6.9	402	61.79	10	Signal	63.37	2.5%	S 14	2	55
SR 1	SR 1	Rt 9 to Bellvue Dr.	AM	SB 6.7	525	45.94	9	Signal	46.74	1.7%	S 14	2	55
	SR 1	Bellvue Dr. to Rt 9	AM	NB 6.7	686	35.16	105	Signal	41.51	15.3%	S 14	2	40,45,55
SR 1	SR 1	Bellvue Dr. to Rt 26	AM	SB 10.9	646	60.74	0	—	60.74	0.0%	S 50	2	35,45,55,45,40
	SR 1	Rt 26 to Bellvue Dr.	AM	NB 10.9	655	59.91	0	—	59.91	0.0%	S 50	2	40,55,35
SR 1	SR 1	Rt 26 to MD Line	AM	SB 6.1	425	51.67	5	Signal	52.29	1.2%	S 50	4	40,55,50,40
	SR 1	MD Line to Rt 26	AM	NB 6.1	454	48.37	15	Signal	50.02	3.3%	S 50	4	40,50,55,45,40
SR 1	SR 1	County Line to MD Line	AM	SB 41.6	2590	57.82	15	Signal	58.16	0.6%			
	SR 1	MD Line to County Line	AM	NB 41.6	2785	53.77	130	Signal	56.41	4.7%			
SR 16	SR 16	MD Line to Rt 36	AM	EB 7.2	452	57.35	0	—	57.35	0.0%	S 16	1	50
	SR 16	Rt 36 to MD Line	AM	WB 7.2	460	56.35	0	—	56.35	0.0%	S 16	1	50
SR 16	SR 16	Rt 36 to Rt 13	AM	EB 1.5	260	20.77	70	Signal	28.42	26.9%	S 16	1	50,35,25
	SR 16	Rt 13 to Rt 36	AM	WB 1.5	210	25.71	0	—	25.71	0.0%	S 16	1	25,35,50
SR 16	SR 16	Rt 13 to Rt 113	AM	EB 8.1	544	53.60	0	—	53.60	0.0%	S 16	1	40,50
	SR 16	Rt 113 to Rt 13	AM	WB 8.1	624	46.73	39	Signal	49.85	6.3%	S 16	1	50,40
SR 16	SR 16	Rt 113 to JCT 30	AM/	EB 5.6	494	40.81	0	—	40.81	0.0%	S 16	1	50,25,50
	SR 16	JCT 30 to Rt 113	AM/	WB 5.6	562	35.87	51	Signal	39.45	9.1%	S 16	1	50,25,50

# Peak Travel Time Data

## Sussex County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 16	SR 16	Jct 30 to SR 1	AM	EB	4.0	379	37.99	59	Signal	45.00	15.6%	S 16	1	50,40,35,40,50
	SR 16	SR 1 to JCT 30	AM	WB	4.0	335	42.99	0	--	42.99	0.0%	S 16	1	50,40,35,40,50
SR 16 Total	SR 16	MD Line to SR 1	AM	EB	26.4	2129	44.64	129	Signal	47.52	6.1%			
	SR 16	SR 1 to MD Line	AM	WB	26.4	2191	43.38	90	Signal	45.24	4.1%			
R 404/ US 9	SR 16 to Rt 36	AM	EB	6.3	496	45.73	60	Const.	52.02	12.1%	3	S 404	1	50
	Rt 36 to SR 16	AM	WB	6.3	483	46.96	30	Const.	50.07	6.2%	3	S 404	1	50
Rt 36 to Rt 13 Rt 13 to Rt 36	Rt 36 to Rt 13	AM	EB	6.3	595	38.12	72	Signal	43.37	12.1%	3	404,17	1	35,25,35,45
	Rt 13 to Rt 36	AM	WB	6.3	587	38.64	60	Signal	43.04	10.2%	3	642,5	1	45,35,25,35
Rt 13 to US 113 US 113 to Rt 13	Rt 13 to US 113	AM	EB	10.9	703	55.82	28	Signal	58.13	4.0%	3	6,18	1	50,40
	US 113 to Rt 13	AM	WB	10.9	758	51.77	5	Signal	52.11	0.7%	3	18,6	1	40,50
US 113 to Rt 30 Rt 30 to US 113	US 113 to Rt 30	AM	EB	5.3	546	34.95	35	Signal	37.34	6.4%	3	S 18	1	30,25,30,40
	Rt 30 to US 113	AM	WB	5.3	467	40.86	0	--	40.86	0.0%	3	S 18	1	40,30,25,30
R 404/ US 9 Total	Rt 30 to SR 1	AM	EB	8.2	588	50.20	10	Signal	51.07	1.7%	3	S 18	1	45
	SR 1 to Rt 30	AM	WB	8.2	595	49.61	30	Signal	52.25	5.0%	3	S 18	1	45
R 404/ US 9 Total	SR 16 to SR 1	AM	EB	37.0	2928	45.49	393	Signal	52.54	13.4%				
	SR 1 to SR 16	AM	WB	37.0	2890	46.09	266	Signal	50.76	9.2%				
US 13	County Line to SR 16	AM	SB	2.9	198	52.73	0	--	52.73	0.0%	3	S 4	2	55,45
	SR 16 to County Line	AM	NB	2.9	121	86.28	0	--	86.28	0.0%	3	S 4	2	45,55
US 13 US 13	SR 16 to SR 404	AM/AM/	SB	5.8	397	52.59	45	Signal	59.32	11.3%	3	S 4	2	35,55
	SR 404 to SR 16	AM/AM/	NB	5.8	386	54.09	19	Signal	56.89	4.9%	3	S 4	2	55,35

# Peak Travel Time Data

## Sussex County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint.	Road Class	Road #	No. of Lanes	Posted Speed
US 13	US 13	SR 404 to SR 20	AM	SB 4.9	304	58.03	10	Signal	60.00	3.3%	3	4.3	2	55,45
	US 13	SR 20 to SR 404	AM	NB 4.9	314	56.18	15	Signal	59.00	4.8%	3	3.4	2	45,55
US 13	US 13	SR 20 to US 9	AM	SB 6.0	343	62.97	0	--	62.97	0.0%	3	3.2	2	55
	US 13	US 9 to SR 20	AM	NB 6.0	420	51.43	40	Signal	56.84	9.5%	3	2.3	2	55
US 13	US 13	US 9 to SR 24	AM	SB 1.2	118	36.61	35	Signal	52.05	29.7%	3	S 2	2	55
	US 13	SR 24 to US 9	AM	NB 1.2	139	31.08	60	Signal	54.68	43.2%	3	S 2	2	55
US 13	US 13	SR 24 to SR 30	AM	SB 3.7	199	66.93	0	--	66.93	0.0%	3	S 1	2	55
	US 13	SR 30 to SR 24	AM	NB 3.7	199	66.93	0	--	66.93	0.0%	3	S 1	2	55
US 13	US 13	SR 30 to MD Line	AM	SB 3.5	214	58.88	30	Signal	68.48	14.0%	3	S 1	2	55
	US 13	MD Line to SR 30	AM	NB 3.5	199	63.32	0	--	63.32	0.0%	3	S 1	2	55
US 13	US 13	County Line to MD Line	AM	SB 28.0	1773	56.85	120	Signal	60.98	6.8%				
	US 13	MD Line to County Line	AM	NB 28.0	1778	56.69	134	Signal	61.31	7.5%				
US 113	US 113	County Line to SR 16	AM	SB 7.2	613	42.28	15	Fog	43.34	2.4%	3	S 113	2	50,55
	US 113	SR 16 to County Line	AM	NB 7.2	481	53.89	35	Fog	58.12	7.3%	3	S 113	2	55,50,40
US 113	US 113	SR 16 to SR 404/16	AM	SB 8.1	703	41.48	0	Fog	41.48	0.0%	3	S 113	2	55
	US 113	SR 404/16 to SR 16	AM	NB 8.1	559	52.16	0	Fog	52.16	0.0%	3	S 113	2	55
US 113	US 113	SR 404/16 to US 9	AM	SB 1.1	129	30.70	0	Fog	30.70	0.0%	3	S 113	2	50
	US 113	US 9 to SR 404/16	AM	NB 1.1	156	25.38	45	Fog	35.68	28.8%	3	S 113	2	50
US 113	US 113	US 9 to SR 20 West	AM	SB 7.1	544	46.99	0	Fog	46.99	0.0%	3	S 113	2	55
	US 113	SR 20 West to US 9	AM	NB 7.1	596	42.89	65	Fog	48.14	10.9%	3	S 113	2	55,50

## Peak Travel Time Data Sussex County (AM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed	
US 113	SR 20 West to SR 24	AM	SB	1.5	116	46.55	0	Fog	46.55	0.0%	3	S 113	2	50
	SR 24 to SR 20 West	AM	NB	1.5	117	46.15	0	Fog	46.15	0.0%	3	S 113	2	50
US 113	SR 24 to SR 20 East	AM	SB	1.6	122	47.21	0	Fog	47.21	0.0%	3	S 113	2	50.55
	SR 20 East to SR 24	AM	NB	1.6	161	35.78	40	Fog	47.60	24.8%	3	S 113	2	55.50
US 113	SR 20 East to SR 26	AM	SB	2.0	132	54.55	0	Fog	54.55	0.0%	3	S 113	2	55
	SR 26 to SR 20 East	AM	NB	2.0	193	37.31	65	Fog	56.25	33.7%	3	S 113	2	55
US 113	SR 26 to MD Line	AM	SB	6.7	415	58.12	0	Fog	58.12	0.0%	3	S 113	2,1	55.50
	MD Line to SR 26	AM	NB	6.7	425	56.75	0	Fog	56.75	0.0%	3	S 113	2	50.55
US 113	County Line to MD Line	AM	SB	35.3	2774	45.81	15	Fog	46.06	0.5%				
	MD Line to County Line	AM	NB	35.3	2688	47.28	250	Fog	52.12	9.3%				
<b>Total</b>														

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Mean Peak Travel Speed (mph)	Peak Delay (Seconds)	Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
Sussex Roads	24526	49.41	1542		52.72	6.3%

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/PM	Dist. (Miles)	Dir.	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time in Delay %	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 92	Naamans Rd.	US 202 to Foulk Rd.	PM	EB 2.7	191	50.89	20	Signal	56.84	10.5%	3	N 17	2,1	40,45		
	Naamans Rd.	Foulk Rd. to US 202	PM	WB 2.7	257	37.82	43	Signal	45.42	16.7%	3	N 17	1,2	35,45		
	Naamans Rd.	Foulk Rd. to I-95	PM	EB 2.3	347	23.86	105	Signal	34.21	30.3%	3	N 17	1,2	35,45,50		
	Naamans Rd.	I-95 to Foulk Rd.	PM	WB 2.3	299	27.69	43	Signal	32.34	14.4%	3	N 17	2,1	50,45		
	I-95 to US 13	PM	EB 0.8	109	26.42	35	Signal	38.92	32.1%	3	N 17	2	50,35			
	US 13 to I-95	PM	WB 0.8	93	30.97	10	Signal	34.70	10.8%	3	N 17	2	35,50			
SR 92	Naamans Rd.	US 202 to US 13	PM	EB 5.8	647	32.27	160	Signal	42.87	24.7%						
	Naamans Rd.	US 13 to US 202	PM	WB 5.8	649	32.17	96	Signal	37.76	14.8%						
US 202	Concord Pike	Market St. to I-95	PM	NB 1.0	174	20.69	40	Signal	26.87	23.0%	3	N 4	1,2	25		
	Concord Pike	I-95 to Market St.	PM	SB 1.0	241	14.94	148	Signal	38.71	61.4%	3	N 4	2,1	25		
	Concord Pike	I-95 to SR 141	PM	NB 1.3	168	27.86	53	Signal	40.70	31.5%	3	N 4	2,3	45		
	Concord Pike	SR 141 to I-95	PM	SB 1.3	145	32.28	38	Signal	43.74	26.2%	3	N 4	3,4,2	45		
	Concord Pike	SR 141 to Rollins Bldg	PM	NB 0.5	88	20.45	40	Signal	37.50	45.5%	3	N 4	3	40		
	Concord Pike	Rollins Bldg to SR 141	PM	SB 0.5	66	27.27	23	Signal	41.86	34.8%	3	N 4	3	40		
	Concord Pike	Rollins - Concord Gallery	PM	NB 0.9	100	32.40	18	Signal	39.51	18.0%	3	N 4	3	40		
	Concord Pike	Concord Gallery - Rollins	PM	SB 0.9	94	34.47	15	Signal	41.01	16.0%	3	N 4	3	40		
	Concord Pike	Conc Gal - Concord Mall	PM	NB 1.5	193	27.98	48	Signal	37.24	24.9%	3	N 4	3	40		
	Concord Pike	Concord Mall - Conc Gal	PM	SB 1.5	197	27.41	43	Signal	35.06	21.8%	3	N 4	3	40		
	Concord Pike	Concord Mall - 491 JCT.	PM	NB 1.8	181	35.80	10	Signal	37.89	5.5%	3	N 4	3,2	50		
	Concord Pike	491 JCT. - Concord Mall	PM	SB 1.8	196	33.06	68	Signal	50.63	34.7%	3	N 4	2,3	50		
US 202	Concord Pike	Market St. to 491 JCT	PM	NB 7.0	904	27.88	209	Signal	36.26	23.1%						
	Concord Pike	491 JCT to Market St.	PM	SB 7.0	939	26.84	335	Signal	41.72	35.7%						

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/ PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road Func. Class	Maint. Road Func. #	No. of Lanes	Posted Speed
I-95	I-95	US 202 to PA Line	PM	NB	6.0	355	60.85	0	--	60.85	0.0%	1	N 59	2	55
	I-95	PA Line to US 202	PM	SB	6.0	312	69.23	0	--	69.23	0.0%	1	N 59	2	55
I-95	I-295 to US 202		PM	NB	4.7	310	54.58	0	--	54.58	0.0%	1	N 59	34.2/3.2	55
I-95	US 202 to I-295		PM	SB	4.7	348	48.62	10	Cong.	50.06	2.9%	1	N 59	32.3/5	55
I-95	SR 177 to I-295		PM	NB	4.3	166	93.25	0	--	93.25	0.0%	1	N 56	4	55
I-95	I-295 to SR 177		PM	SB	4.3	447	34.63	45	Cong.	38.51	10.1%	1	N 56	35.4	55
I-95	MD Line to SR 177		PM	NB	7.1	461	55.44	23	Toll	58.36	5.0%	1	N 56	3.4	55
I-95	SR 177 to MD Line		PM	SB	7.1	442	57.83	10	Toll	59.17	2.3%	1	N 56	4.3	55
I-95	MD Line to PA Line		PM	NB	22.1	1292	61.58	23	Toll	62.70	1.8%				
I-95	PA Line to MD Line		PM	SB	22.1	1549	51.36	65	Toll	53.61	4.2%				
SR 7	Limestone Rd.	Little Balt. to PA Line	PM	NB	1.7	203	30.15	20	Signal	33.44	9.9%	3	N 31	2.1	50
	Limestone Rd.	PA Line to Little Balt.	PM	SB	1.7	259	23.63	83	Signal	34.77	32.0%	3	N 31	1.2	50
Limestone Rd.	72 to Little Balt.		PM	NB	1.1	278	14.24	80	Const.	20.00	28.8%	3	N 31	2	50
Limestone Rd.	Little Balt. to 72		PM	SB	1.1	149	26.58	23	Signal	31.43	15.4%	3	N 31	2.1	50
Limestone Rd.	New Linden Hill to 72		PM	NB	1.1	119	33.28	30	Signal	44.49	25.2%	3	N 31	2	50
Limestone Rd.	72 to New Linden Hill		PM	SB	1.1	139	28.49	25	Signal	34.74	18.0%	3	N 31	2	50
Limestone Rd.	2 to New Linden Hill		PM	NB	2.1	130	58.15	48	Signal	92.20	36.9%	3	N 31	2	40
Limestone Rd.	New Linden Hill to 2		PM	SB	2.1	253	29.88	50	Signal	37.24	19.8%	3	N 31	2	40
Limestone Rd.	SR 4 to Route 2		PM	NB	0.9	216	15.00	98	Signal	27.46	45.4%	3	N 31	3.2	50.45
Limestone Rd.	Route 2 to SR 4		PM	SB	0.9	82	39.51	5	Signal	42.08	6.1%	3	N 31	2.3	45.50
SR 7	Limestone Rd.	SR 4 to Route 2	PM	NB	6.9	946	26.26	276	Signal	37.07	29.2%				
SR 7	Limestone Rd.	Route 2 to SR 4	PM	SB	6.9	882	28.16	186	Signal	35.69	21.1%				

## **Peak Travel Time Data New Castle County (PM)**

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time In Delay %	Percent Time In Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 141	Centre Rd.	Brandywine to US 202	PM	NB 2.1	240	31.50	63	Signal	42.71	26.3%	3	N 267	2,1	50,35,40	
	Centre Rd.	US 202 to Brandywine	PM	SB 2.1	228	33.16	28	Signal	37.80	12.3%	3	N 267	2	40,45	
	Centre Rd.	SR 2 to Brandywine	PM	NB 3.6	394	32.89	68	Signal	39.75	17.3%	3	N 271	2	35,50	
	Centre Rd.	Brandywine to SR 2	PM	SB 3.6	434	29.86	90	Signal	37.67	20.7%	3	N 271	2,1	35,45	
	Centre Rd.	I-95 to SR 2	PM	NB 2.9	221	47.24	5	Signal	48.33	2.3%	3	N 6	2,3	50	
	Centre Rd.	SR 2 to I-95	PM	SB 2.9	180	58.00	0	-	58.00	0.0%	3	N 6	3,2	50	
	Centre Rd.	US 13 to I-95	PM	NB 1.7	324	18.89	105	Const.	27.95	32.4%	3	N 6	2	50	
	Centre Rd.	I-95 to US 13	PM	SB 1.7	210	25.14	40	Signal	36.00	19.0%	3	N 6	2	50,45	
	Centre Rd.	US 13 to US 202	PM	NB 10.3	1179	31.45	241	Signal	39.53	20.4%					
	Centre Rd.	US 202 to US 13	PM	SB 10.3	1052	35.25	158	Signal	41.48	15.0%					
SR 52	PA Avenue	SR 141 to Overpass	PM	NB 0.7	373	6.76	223	Const/Sig	16.80	59.8%	3	N 9	2	35	
	PA Avenue	Overpass to SR 141	PM	SB 0.7	110	22.91	18	Signal	27.39	16.4%	3	N 9	2	35	
	PA Avenue	RR Xing to RR Xing	PM	NB 0.7	165	15.27	28	Signal	18.39	17.0%	3	N 9	2	35	
	PA Avenue	RR Xing to Overpass	PM	SB 0.7	124	20.32	83	Signal	61.46	66.9%	3	N 9	2	35,25	
	PA Avenue	RR Xing to I-95	PM	NB 0.8	204	14.12	73	Signal	21.98	35.8%	3	N 9	2,3	35	
	PA Avenue	I-95 to RR Xing	PM	SB 0.8	112	25.71	8	Signal	27.69	7.1%	3	N 9	4,2	25	
	PA Avenue	I-95 to Market St.	PM	NB 0.6	134	16.12	40	Signal	22.98	29.9%	3	N 9	4,3	25	
	PA Avenue	Market St. to I-95	PM	SB 0.6	80	27.00	8	Signal	30.00	10.0%	3	N 9	4	25	
	PA Avenue	SR 141 to Market St.	PM	NB 2.8	876	11.51	364	Signal	19.69	41.6%					
	PA Avenue	Market St. to SR 141	PM	SB 2.8	426	23.66	117	Signal	32.62	27.5%					

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/ PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time In Delay %	Maint. Func. Class	Maint. Road #	No. of lanes	Posted Speed
SR 2	Kirkwood Hwy	Cleveland to Coll. Sq. Coll. Sq. to Cleveland	PM	WB	0.4	54	26.67	0	-	26.67	0.0%	3	N 11	2	35
			PM	EB	0.4	118	12.20	63	Signal	26.18	53.4%	3	N 11	2	35
	Kirkwood Hwy	72 to Cleveland Ave.	PM	WB	1.0	129	27.91	23	Signal	33.96	17.8%	3	N 11	2	35
	Kirkwood Hwy	Cleveland Ave. to 72	PM	EB	1.0	132	27.27	20	Signal	32.14	15.2%	3	N 11	2	35
	Kirkwood Hwy	PollyD. Hill to SR 72	PM	WB	0.7	96	26.25	23	Signal	34.52	24.0%	3	N 11	2	40
	Kirkwood Hwy	SR 72 to PollyD. Hill	PM	EB	0.7	112	22.50	43	Signal	36.52	38.4%	3	N 11	2	40
	Kirkwood Hwy	Overpass to PollyD. Hill	PM	WB	1.5	258	20.93	90	Signal	32.14	34.9%	3	N 11	2	45
	Kirkwood Hwy	PollyD. Hill to Overpass	PM	EB	1.5	147	36.73	30	Cong.	46.15	20.4%	3	N 11	2	45
	Kirkwood Hwy	SR7 to Overpass	PM	WB	1.9	357	19.16	128	Signal	29.87	35.9%	3	N 11	2	45
	Kirkwood Hwy	Overpass to SR 7	PM	EB	1.9	324	21.11	153	Cong.	40.00	47.2%	3	N 11	2	45
	Kirkwood Hwy	Best Buy to SR7	PM	WB	0.5	384	4.69	228	Signal	11.54	59.4%	3	N 11	3,2	45
	Kirkwood Hwy	SR 7 to Best Buy	PM	EB	0.5	52	34.62	5	Cong.	38.30	9.6%	3	N 11	3	45
	Kirkwood Hwy	SR 141 to Best Buy	PM	WB	1.8	348	18.62	143	Signal	31.61	41.1%	3	N 11	3,2,3	40,45
	Kirkwood Hwy	Best Buy to SR 141	PM	EB	1.8	262	24.73	98	Signal	39.51	37.4%	3	N 11	3	45,40
	Kirkwood Hwy	SR 100 to SR 141	PM	WB	1.6	288	20.00	88	Signal	28.80	30.6%	3	N 11	2,3	35
	Kirkwood Hwy	SR 141 to SR 100	PM	EB	1.6	168	34.29	15	Signal	37.65	8.9%	3	N 11	2	40,35
	Kirkwood Hwy	City Line to SR 100	PM	WB	0.7	131	19.24	38	Signal	27.10	29.0%	3	N 11	2	35
	Kirkwood Hwy	SR 100 to City Line	PM	EB	0.7	99	25.45	23	Signal	33.16	23.2%	3	N 11	2	35,25
	Kirkwood Hwy	PA Ave to City Line	PM	WB	1.5	243	22.22	70	Signal	31.21	28.8%	3	N 11	3,2	25
	Kirkwood Hwy	City Line to PA Ave.	PM	EB	1.5	235	22.98	43	Signal	26.13	18.3%	3	N 11	2	25
SR2	Kirkwood Hwy	PA Ave. to College Sq.	PM	WB	11.6	2288	18.25	831	Signal	28.66	36.3%				
Total	Kirkwood Hwy	College Sq. to PA Ave.	PM	EB	11.6	1649	25.32	493	Signal	36.12	29.9%				

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/ PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time In Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 4	Christiana Pkwy	SR 896 to Elkton	PM	WB	1.5	207	26.09	95	Signal	48.21	45.9%	3	N 366	2,1	50
	Christiana Pkwy	Elkton to SR 896	PM	EB	1.5	132	40.91	25	Signal	50.47	18.9%	3	N 366	2	50,35
SR 4	Chestnut Hill Rd.	SR 72 to SR 896	PM	WB	0.9	102	31.76	15	Signal	37.24	14.7%	3	N 366	2	50
	Chestnut Hill Rd.	SR 896 to SR 72	PM	EB	0.9	118	27.46	40	Signal	41.54	33.9%	3	N 366	2	50
SR 4	Chestnut Hill Rd.	SR 273 to SR 72	PM	WB	2.5	404	22.28	110	Signal	30.61	27.2%	3	N 366	2	50
	Chestnut Hill Rd.	SR 72 to SR 273	PM	EB	2.5	241	37.34	25	Signal	41.67	10.4%	3	N 366	2	50
SR 4	Chestnut Hill Rd.	Christiana H to SR 273	PM	WB	1.4	210	24.00	55	Signal	32.52	26.2%	3	N 358	2	50
	Chestnut Hill Rd.	SR 273 to Christiana H	PM	EB	1.4	292	17.26	115	Signal	28.47	39.4%	3	N 358	2	50
SR 4	Chestnut Hill Rd.	SR 7 to Christiana H	PM	WB	1.3	130	36.00	25	Signal	44.57	19.2%	3	N 358	2	50
	Chestnut Hill Rd.	Christiana H to SR 7	PM	EB	1.3	167	28.02	48	Signal	39.33	28.7%	3	N 358	2	50
SR 4	Chestnut Hill Rd.	SR 7 to Elkton Rd.	PM	WB	7.6	1053	25.98	300	Signal	36.33	28.5%				
	Chestnut Hill Rd.	Elkton Rd. to SR 7	PM	EB	7.6	950	28.80	253	Signal	39.25	26.6%				
SR 4	Maryland Ave.	1st St State to SR 7	PM	WB	1.0	154	23.38	40	Signal	31.58	26.0%	3	N 336	2	40
	Maryland Ave.	SR 7 to 1st State	PM	EB	1.0	90	40.00	0	-	40.00	0.0%	3	N 336	2	40,45
SR 4	Maryland Ave.	SR 141 to 1st State	PM	WB	1.2	127	34.02	3	Signal	34.84	2.4%	3	N 336	2	30,35,45
	Maryland Ave.	1st State to SR 141	PM	EB	1.2	188	22.98	53	Signal	32.00	28.2%	3	N 336	2	35,30
SR 4	Maryland Ave.	SR 100 to SR 141	PM	WB	1.8	307	21.11	60	Signal	26.23	19.5%	3	N 336	2	30,40,30
	Maryland Ave.	SR 141 to SR 100	PM	EB	1.8	311	20.84	65	Signal	26.34	20.9%	3	N 336	2	30,40,30
SR 4	Maryland Ave.	SR 48 to SR 100	PM	WB	1.1	285	13.89	60	Signal	17.60	21.1%	3	N 336	2	25,35
	Maryland Ave.	SR 100 to SR 48	PM	EB	1.1	287	13.80	65	Signal	17.84	22.6%	3	N 336	2	35,25
SR 4	Maryland Ave.	SR 48 to SR 7	PM	WB	5.1	873	21.03	163	Signal	25.86	18.7%				
	Maryland Ave.	SR 7 to SR 48	PM	EB	5.1	876	20.96	183	Signal	26.49	20.9%				

## **Peak Travel Time Data New Castle County (PM)**

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/ PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay	Maint. Func. Class	Maint. Road #	No. of Lanes	Posted Speed
N 26	Old Baltimore Pk	SR 72 to SR 896	PM	WB	0.8	99	29.09	3	Signal	30.00	3.0%	4	N 26	1	35
	Old Baltimore Pk	SR 896 to SR 72	PM	EB	0.8	119	24.20	30	Signal	32.36	25.2%	4	N 26	1	35
	Old Baltimore Pk	Zeneca to SR 72	PM	WB	1.3	157	29.81	40	Signal	40.00	25.5%	4	N 336	1	45
	Old Baltimore Pk	SR 72 to Zeneca	PM	EB	1.3	150	31.20	3	Signal	31.84	2.0%	4	N 336	2,1	45
	Old Baltimore Pk	SFR 273 to Zeneca	PM	WB	2.6	250	37.44	20	Signal	40.70	8.0%	4	N 336	1	45
	Old Baltimore Pk	Zeneca to SR 273	PM	EB	2.6	392	23.88	138	Signal	36.85	35.2%	4	N 336	1	45
N 26	Old Baltimore Pk	SFR 273 to SR 896	PM	WB	4.7	506	33.44	63	Signal	38.19	12.5%				
	Old Baltimore Pk	SR 896 to SR 273	PM	EB	4.7	661	25.60	171	Signal	34.53	25.9%				
US 13	DuPont Hwy	I-495 to Delaware Ave.	PM	NB	2.3	282	29.36	20	Signal	31.60	7.1%	3	N 28	2	35,25
	DuPont Hwy	Delaware Ave. to I-495	PM	SB	2.3	785	10.55	450	Cong/Sig	24.72	57.3%	3	N 28	2	25,35,50
	DuPont Hwy	US 40 to I-495	PM	NB	2.6	539	17.37	100	Signal	21.32	18.6%	3	N 33	4,32,3,2	50
	DuPont Hwy	I-495 to US 40	PM	SB	2.6	516	18.14	45	Signal	19.87	8.7%	3	N 33	2,4,3,2,4	50
	DuPont Hwy	C&D Canal to US 40	PM	NB	9.0	536	60.45	75	Signal	70.28	14.0%	3	N 34	2	55,50
	DuPont Hwy	US 40 to C&D Canal	PM	NB	9.0	594	54.55	70	Signal	61.83	11.8%	3	N 34	2,3	55
	DuPont Hwy	SR 299 to C&D Canal	PM	NB	6.8	440	55.64	30	Signal	59.71	6.8%	3	N 22	2	35,55,45
	DuPont Hwy	C&D Canal to SR 299	PM	SB	6.8	408	60.00	10	Signal	61.51	2.5%	3	N 22	2	55,45
	DuPont Hwy	County Ln to SR 299	PM	NB	12.2	720	61.00	10	Signal	61.86	1.4%	3	N 1	2	55,45,35
	DuPont Hwy	SR 299 to County Ln	PM	SB	12.2	759	57.87	25	Signal	59.84	3.3%	3	N 1	2	35,45,55
US 13	DuPont Hwy	County Ln to Del. Ave.	PM	NB	32.9	2517	47.06	235	Signal	51.90	9.3%				
	DuPont Hwy	Del. Ave. to County Ln	PM	SB	32.9	3062	38.68	600	Signal	48.11	19.6%				
US 40	Pulaski Hwy	US 13 to SR 1	PM	WB	2.4	182	47.47	10	Signal	50.23	5.5%	3	N 32	2	50
	Pulaski Hwy	SR 1 to US 13	PM	EB	2.4	278	31.08	100	Signal	48.54	36.0%	3	N 32	2	55,35
	Pulaski Hwy	SR 1 to Governer SQ	PM	WB	0.6	88	24.55	20	Signal	31.76	22.7%	3	N 32	3	35,50
	Pulaski Hwy	Governer SQ to SR 1	PM	EB	0.6	34	63.53	3	Signal	69.68	8.8%	3	N 32	3	50,55

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/PM	Dir.	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time in Delay %	Maint. Class	Maint. Road #	No. of Lanes	Posted Speed
US 40	Pulaski Hwy	Gov. SQ to Porter Rd.	PM	WB	2.0	249	28.92	74	Signal	41.14	29.7%				
	Pulaski Hwy	Porter Rd. to Gov. SQ	PM	EB	2.0	325	22.15	124	Signal	35.82	38.2%				
	Pulaski Hwy	Porter Rd. to SR 72	PM	WB	1.4	145									
	Pulaski Hwy	SR 72 to Porter Rd.	PM	EB	1.4	98	51.43	3	Signal	45.41	23.4%				
	Pulaski Hwy	SR 72 to SR 896	PM	WB	1.4	107	47.10	0	--	47.10	0.0%				
	Pulaski Hwy	SR 896 to SR 72	PM	EB	1.4	150	33.60	55	Signal	53.05	3.1%				
US 40	Pulaski Hwy	US 13 to SR 896	PM	WB	7.8	771	36.42	138	Signal	44.36	17.9%				
Total	Pulaski Hwy	SR 896 to US 13	PM	EB	7.8	885	31.73	285	Signal	46.80	36.7%				
SR 896	SR 896	US 13 to US 301	PM	NB	3.5	245	51.43	0	--	51.43	0.0%				
	SR 896	US 301 to US 13	PM	SB	3.5	316	39.87	57	Signal	48.65	18.0%				
	SR 896	US 301 to SR 15	PM	NB	2.1	141	53.62	0	--	53.62	0.0%				
	SR 896	SR 15 to US 301	PM	SB	2.1	239	31.63	65	Signal	43.45	27.2%				
	SR 896	SR 15 to SR 71	PM	NB	2.0	138	52.17	11	Signal	56.69	8.0%				
	SR 896	SR 71 to SR 15	PM	SB	2.0	141	51.06	5	Const.	52.94	3.5%				
	SR 896	SR 71 to Porter Rd.	PM	NB	2.0	152	47.37	20	Signal	54.55	13.2%				
	SR 896	Porter Rd. to SR 71	PM	SB	2.0	170	42.35	33	Signal	52.55	19.4%				
	SR 896	Porter Rd. to US 40	PM	NB	1.4	90	56.00	0	--	56.00	0.0%				
	SR 896	US 40 to Porter Rd.	PM	SB	1.4	116	43.45	20	Signal	52.50	17.2%				
SR 896	SR 896	US 13 to US 40	PM	NB	11.0	766	51.70	31	Signal	53.88	4.0%				
SubTotal	SR 897	US 40 to US 13	PM	SB	11.0	982	40.33	180	Signal	49.38	18.3%				
	SR 896	US 40 to Old Baltimore	PM	NB	2.2	278	28.49	94	Signal	43.04	33.8%				
	SR 896	Old Baltimore to US 40	PM	SB	2.2	316	25.06	106	Signal	37.71	33.5%				
	SR 896	Old Baltimore to I-95	PM	NB	0.8	53	54.34	12	Signal	70.24	22.6%				
	SR 896	I-95 to Old Baltimore	PM	SB	0.8	61	47.21	0	--	47.21	0.0%				

## **Peak Travel Time Data New Castle County (PM)**

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Speed (mph)	Time In Delay %	Maint. Percent	Maint. Road Class	Road #	No. of Lanes	Posted Speed
SR 896	SR 896	I-95 to SR 4	PM	NB 0.8	193	14.92	87	Signal	27.17	45.1%	3	N 387	2	40,35	
	SR 896	SR 4 to I-95	PM	SB 0.8	142	20.28	131	Signal	261.82	92.3%	3	N 387	2	35,50	
SR 896	SR 4 to Chrysler	PM	NB 0.5	51	35.29	4	4	Signal	38.30	7.8%	3	N 387	2	50	
	Chrysler to SR 4	PM	SB 0.5	139	12.95	77	77	Signal	29.03	55.4%	3	N 387	2	35	
SR 896	Chrysler to Park Place	PM	NB 0.6	110	19.64	28	28	Signal	26.34	25.5%	3	N 387	2.1,2	50,45	
	Park Place to Chrysler	PM	SB 0.6	71	30.42	14	14	Signal	37.89	19.7%	3	N 387	2	45,50	
SR 896	Park Place to Overpass	PM	NB 0.3	76	14.21	13	13	Ped. Xing	17.14	17.1%	3	N 387	2	35	
	Overpass to Park Place	PM	SB 0.3	102	10.59	42	42	Signal	18.00	41.2%	3	N 387	2	35	
SR 896	Overpass to Deer Park	PM	NB 0.3	157	6.88	103	103	Signal	20.00	65.6%	4	N 387	2	35,25	
	Deer Park to Overpass	PM	SB 0.3	51	21.18	0	0	--	21.18	0.0%	4	N 387	2	25,35	
SR 896	Deer Park to PA Line	PM	NB 3.3	348	34.14	43	43	Train/Sig	38.95	12.4%	4	N 313	1	25,35,45	
	PA Line to Deer Park	PM	SB 3.3	451	26.34	105	105	Signal	34.34	23.3%	4	N 313	1	50,45,35,25	
SR 896	US 40 to PA Line	PM	NB 5.8	1266	16.49	384	384	Signal	23.67	30.3%					
	PA Line to US 40	PM	SB 5.8	1333	15.66	475	475	Signal	24.34	35.6%					
SR 896	US 13 to PA Line	PM	NB 16.8	2032	29.76	415	415	Signal	37.40	20.4%					
	PA Line to US 13	PM	SB 16.8	2315	26.13	655	655	Signal	36.43	28.3%					
48/41	Lancaster Pk	PM	NB 2.7	312	31.15	185	185	Signal	76.54	59.3%	3	N 237	1,2,1	45,35,45	
	SR 41 to PA Line	PM	NB 2.7	270	36.00	20	20	Signal	38.88	7.4%	3	N 237	1,2,1	45,35,45	
Lancaster Pk	SR 41 to Hercules CC	PM	NB 1.9	158	43.29	17	17	Signal	48.51	10.8%	3	N 237	1	50	
	Hercules CC to SR 41	PM	NB 1.9	198	34.55	25	25	Signal	39.54	12.6%	3	N 237	2,1	50	
Lancaster Pk	Hercules CC to SR 141	PM	NB 1.9	215	31.81	97	97	Signal	57.97	45.1%	3	N 237	1,2	45	
	SR 141 to Hercules CC	PM	NB 1.9	219	31.23	34	34	Signal	36.97	15.5%	3	N 237	2,1	45,50	
Lancaster Pk	SR 141 to Merc. Benz	PM	NB 0.5	67	26.87	19	19	Signal	37.50	28.4%	3	N 237	2	40	
	Merc. Benz to SR 141	PM	NB 0.5	100	18.00	36	36	Signal	28.13	36.0%	3	N 237	2	40	

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time In Delay %	Percent Func.- Class	Maint. Road #	No. of Lanes	Posted Speed
48/41	Lancaster Pk	Merc. Benz to SR 100	PM	SB 0.6	53	40.75	0	-	40.75	0.0%	3	N 237	2	40
	Lancaster Pk	SR 100 to Merc. Benz	PM	NB 0.6	65	33.23	41	Signal	90.00	63.1%	3	N 237	2	40
	Lancaster Pk	SR 100 to SR 2	PM	SB 0.6	173	12.49	40	Signal	16.24	23.1%	3	N 237	2,1	25
	Lancaster Pk	SR 2 to SR 100	PM	NB 0.6	191	11.31	69	Signal	17.70	36.1%	3	N 237	1,2	25
48/4	Lancaster Pk	PA Line to Market St.	PM	SB 9.6	978	35.34	358	Signal	55.74	36.6%				
	Lancaster Pk	Market St. to PA Line	PM	NB 9.6	1049	33.14	225	Signal	42.25	21.6%				
SR 261	Foulk Road	SR 92 to Silverside	PM	SB 1.4	162	31.11	30	Signal	38.18	18.5%	4	N 203	1,2	35,45
	Foulk Road	Silverside to SR 92	PM	NB 1.4	195	25.85	80	Signal	43.83	41.0%	4	N 203	2,1	45,35
	Foulk Road	Silverside to Shipley	PM	SB 1.2	107	40.37	5	Signal	42.35	4.7%	4	N 203	2	45
	Foulk Road	Shipley to Silverside	PM	NB 1.2	138	31.30	30	Signal	40.00	21.7%	4	N 203	2	45
	Foulk Road	Shipley to US 202	PM	SB 1.4	149	33.83	25	Signal	40.65	16.8%	4	N 203	2	45
	Foulk Road	US 202 to Shipley	PM	NB 1.4	219	23.01	75	Signal	35.00	34.2%	4	N 203	2	45
SR 261	Foulk Road	SR 92 to US 202	PM	SB 4.0	418	34.45	60	Signal	40.22	14.4%				
	Foulk Road	US 202 to SR 92	PM	NB 4.0	552	26.09	185	Signal	39.24	33.5%				
-	Cleveland Ave	SR 896 to Paper Mill	PM	EB 0.6	125	17.28	39	Signal	25.12	31.2%	4	N 309	1	25
	Cleveland Ave	Paper Mill to SR 896	PM	WB 0.6	201	10.75	100	Signal	21.39	49.8%	4	N 309	1	25
	Cleveland Ave	Paper Mill to SR 2	PM	EB 0.6	272	7.94	174	Cong.	22.04	64.0%	4	N 309	2	35
	Cleveland Ave	SR 2 to Paper Mill	PM	WB 0.6	134	16.12	70	Signal	33.75	52.2%	4	N 309	2	35
-	Cleveland Ave	SR 896 to SR 2	PM	EB 1.2	397	10.88	213	Signal	23.48	53.7%				
	Cleveland Ave	SR 2 to SR 896	PM	WB 1.2	335	12.90	170	Signal	26.18	50.7%				
SR 2	Elkton Road	Deer Park to Park Place	PM	WB 0.7	128	19.69	28	Signal	25.20	21.9%	3	N 11	2	25,35
	Elkton Road	Park Place to Deer Park	PM	EB 0.7	115	21.91	25	Signal	28.00	21.7%	3	N 11	2	35,25
	Elkton Road	Park Place to SR 4	PM	WB 0.8	114	25.26	29	Signal	33.88	25.4%	3	N 11	2	35,45
	Elkton Road	SR 4 to Park Place	PM	EB 0.8	87	33.10	44	Signal	66.98	50.6%	3	N 11	2	50,45,35

# Peak Travel Time Data

## New Castle County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Maint. Road #	No. of Lanes	Posted Speed
SR 2	Elkton Road	SR 4 to MD Line	PM	WB 1.2	128	33.75	31	Signal 44.54	24.2%	3	N 11	2	50
	Elkton Road	MD Line to SR 4	PM	EB 1.2	216	20.00	103	Signal 38.23	47.7%	3	N 11	2	50
SR 2	Elkton Road	Deer Park to MD Line	PM	WB 2.7	370	26.27	88	Signal 34.47	23.8%				
	Elkton Road	MD Line to Deer Park	PM	EB 2.7	418	23.25	172	Signal 39.51	41.1%				
SR 72	Paper Mill	SR 7 to Keltch Corner	PM	SB 1.5	197	27.41	45	Signal 35.53	22.8%	4	N 13	1	50
	Paper Mill	Keltch Corner to SR 7	PM	NB 1.5	133	40.60	3	Signal 41.54	2.3%	4	N 13	1	50
Paper Mill	Paper Mill	K. Corner to 72 split	PM	SB 2.0	165	43.64	8	Signal 45.86	4.8%	5	N 13	1	50
	Paper Mill	72 split to K. Corner	PM	NB 2.0	178	40.45	22	Signal 46.15	12.4%	5	N 13	1	45
Paper Mill	Paper Mill	72 split to Cleveland	PM	SB 2.2	254	31.18	65	Signal 41.90	25.6%	3	N 13	1.2	45,50,35
	Paper Mill	Cleveland to 72 split	PM	NB 2.2	331	23.93	105	Signal 35.04	31.7%	3	N 13	2.1	35,50
SR 72	Paper Mill	SR 7 to Cleveland Ave.	PM	SB 5.7	616	33.31	118	Signal 41.20	19.2%				
	Paper Mill	Cleveland Ave. to SR 7	PM	NB 5.7	642	31.96	130	Signal 40.08	20.2%				
SR 72	Wrangle Hill	Delaware Ave. to SR 4	PM	SB 1.4	165	30.55	40	Signal 40.32	24.2%	4	N 356	2,1	35,45
	Wrangle Hill	SR 4 to Delaware Ave.	PM	NB 1.4	156	32.31	35	Signal 41.65	22.4%	4	N 356	2,1,2	45,35
Wrangle Hill	Wrangle Hill	SR 4 to Old Baltimore	PM	SB 1.4	187	26.95	50	Signal 36.79	26.7%	4	N 356	2	45
	Wrangle Hill	Old Baltimore to SR 4	PM	NB 1.4	216	23.33	59	Signal 32.10	27.3%	4	N 356	2	45
Wrangle Hill	Wrangle Hill	Old Baltimore to US 40	PM	SB 2.5	310	29.03	111	Signal 45.23	35.8%	4	N 356	2,1	45,40
	Wrangle Hill	US 40 to Old Baltimore	PM	NB 2.5	268	33.58	61	Signal 43.48	22.8%	4	N 356	1,2	45
Wrangle Hill	Wrangle Hill	US 40 to US 13	PM	SB 3.9	403	34.84	75	Signal 42.80	18.6%	4	N 356	1,2	40,50
	Wrangle Hill	US 13 to US 40	PM	NB 3.9	404	34.75	78	Signal 43.07	19.3%	4	N 356	2,1	50,40
SR 72	Wrangle Hill	Delaware Ave. to US 13	PM	SB 9.2	1065	31.10	276	Signal 41.98	25.9%				
	Wrangle Hill	US 13 to Delaware Ave.	PM	NB 9.2	1044	31.72	233	Signal 40.84	22.3%				

## Peak Travel Time Data

### New Castle County (PM)

Route	Route Name	Segments	AM PM	Dist. (Miles)	Dir. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time In Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 299	Main St	US 301 to SR 71	PM	0.6	EB	26.02	0	—	—	26.02	0.0%	4	N 438	1	35,25
	Main St	SR 71 to US 301	PM	0.6	WB	13.09	88	Signal	28.05	53.3%	4	N 438	1	25,35	
Main St	SR 71 to Silver Lake Rd.	PM	EB	1.0	146	24.66	20	Signal	28.57	13.7%	4	N 438	1	25,35,40	
Main St	Silver Lake Rd. to SR 71	PM	WB	1.0	154	23.38	30	Signal	29.03	19.5%	4	N 438	1	40,35,25	
Main St	Silver Lake Rd. to US 13	PM	EB	2.1	173	43.70	8	Signal	45.82	4.6%	4	N 438	1	50	
Main St	US 13 to Silver Lake Rd.	PM	WB	2.1	177	42.71	28	Signal	50.74	15.8%	4	N 438	1	50	
SR 299	Main St	US 301 to US 13	PM	3.7	EB	33.13	28	Signal	35.61	7.0%					
	Main St	US 13 to US 301	PM	3.7	WB	496	26.85	146	Signal	38.06	29.4%				
<b>Total</b>															

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time In Delay %
379.6	44109	30.98	10311	40.43	23.4%	

New Castle Roads

# Peak Travel Time Data

## Kent County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak (mph)	Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 1	Relief Route	Cly Ln - Twin Willows Rd	PM	SB 4.4	208	76.15	0	-	76.15	0.0%	3	K 150	2	65
	Relief Route	Twin Willows Rd - Cly Ln	PM	NB 4.4	212	74.72	0	--	74.72	0.0%	3	K 150	2	65
	Relief Route	Twin Willows to Lipsic Rd.	PM	SB 5.5	280	70.71	0	--	70.71	0.0%	3	K 150	2	65
	Relief Route	Lipsic Rd. to Twin Willows	PM	NB 5.5	289	68.51	0	--	68.51	0.0%	3	K 150	2	65
	Relief Route	Lipsic Rd to White Oak Rd	PM	SB 1.6	111	51.89	10	Toll	57.03	9.0%	2	K 150	2,6,2	65,40,25,65
	Relief Route	White Oak Rd to Lipsic Rd	PM	NB 1.6	110	52.36	10	Toll	57.60	9.1%	2	K 150	2,6,2	65,40,25,65
	Relief Route	White Oak Rd. to US 113	PM	SB 2.5	138	65.22	0	--	65.22	0.0%	2	K 150	2	65
	Relief Route	US 113 to White Oak Rd.	PM	NB 2.5	152	59.21	0	--	59.21	0.0%	2	K 150	2	65
SR 1	Relief Route	NcCo Line to US 113	PM	SB 14.0	737	68.39	10	Toll	69.33	1.4%				
	Total	US 113 to NcCo Line	PM	NB 14.0	763	66.06	10	Toll	66.93	1.3%				
US 13	US 13	Sussex Ln to Rt 14	PM	NB 6.2	377	59.20	5	Signal	60.00	1.3%	3	K 6	2	55,45
	US 13	Rt 14 to Sussex Ln	PM	SB 6.2	364	61.32	0	--	61.32	0.0%	3	K 6	2	45,55
	US 13	Rt 14 to Rt 12	PM	NB 5.8	400	52.20	18	Signal	54.66	4.5%	3	K 5	2	45,55,45
	US 13	Rt 12 to Rt 14	PM	SB 5.8	460	45.39	68	Signal	53.27	14.8%	3	K 5	2	45,55,45,35
	US 13	Rt 12 to Rt 10a	PM	NB 4.6	318	52.08	23	Signal	56.14	7.2%	3	K 24	2	45,55
	US 13	Rt 10a to Rt 12	PM	SB 4.6	296	55.95	8	Signal	57.50	2.7%	3	K 24	2	55,45
	US 13	Rt 10a to Rt 10	PM	NB 3.0	252	42.86	65	Signal	57.75	25.8%	3	K 24	2	55,50
	US 13	Rt 10 to Rt 10a	PM	SB 3.0	212	50.94	10	Signal	53.47	4.7%	3	K 24	2	50,55
	US 13	Rt 10 to Rt 8	PM	NB 3.8	371	36.87	40	Signal	41.33	10.8%	4	K 7	2	50,35
	US 13	Rt 8 to Rt 10	PM	SB 3.8	411	33.28	88	Signal	42.35	21.4%	4	K 7	2	35,50

# Peak Travel Time Data

## Kent County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Time in Delay %	Percent Delay	Maint.	Road Class	Road #	No. of Lanes	Posted Speed
US 13	US 13	Rt 8 to Denney's Rd	PM	NB	4.3	364	42.53	50	Signal	49.30	13.7%	4	K 2	3.2	35,40,45,55	
	US 13	Denney's Rd to Rt 8	PM	SB	4.3	546	28.35	158	Signal	39.90	28.9%	4	K 2	2,3	55,45,40,35	
US 13	US 13	Denney's Rd to Rt 42	PM	NB	1.6	107	53.83	0	—	53.83	0.0%	4	K 2	2	55	
	US 13	Rt 42 to Denney's Rd	PM	SB	1.6	149	38.66	13	Signal	42.35	8.7%	4	K 2	2	55	
US 13	US 13	Rt 42 to NCC Line	PM	NB	5.3	402	47.46	30	Signal	51.29	7.5%	4	K 1	2	55,45,35	
	US 13	NCC Line to Rt 42	PM	SB	5.3	442	43.17	18	Signal	45.00	4.1%	4	K 1	2	35,45,55	
US 13	US 13	Sussex Line to NCo Line	PM	NB	34.6	2591	48.07	231	Signal	52.78	8.9%					
	US 13	NCo Line to Sussex Line	PM	SB	34.6	2880	43.25	363	Signal	49.49	12.6%					
SR 8	Forest Ave.	US 13 to Kenton Rd.	PM	WB	2.3	644	12.86	280	Signal	22.75	43.5%	4	K 16	1,2	25,40	
	Forest Ave.	Kenton Rd. to US 13	PM	EB	2.3	270	30.67	0	—	30.67	0.0%	4	K 16	2	40,25	
Forest Ave.	Forest Ave.	Kenton Rd to Chestnut Gr	PM	WB	3.0	226	47.79	0	—	47.79	0.0%	4	K 51	2,1	40,50	
	Forest Ave.	Chestnut Gr to Kenton Rd	PM	EB	3.0	222	48.65	0	—	48.65	0.0%	4	K 51	1	50,40	
Forest Ave.	Forest Ave.	Chestnut Gr. to SR 44	PM	WB	2.0	139	51.80	0	—	51.80	0.0%	4	K 51	1	50,40	
	Forest Ave.	SR 44 to Chestnut Gr.	PM	EB	2.0	156	46.15	15	Signal	51.06	9.6%	4	K 51	1	50	
SR 8	Forest Ave.	US 13 to SR 44	PM	WB	7.3	1009	26.05	280	Signal	36.05	27.8%					
	Forest Ave.	SR 44 to US 13	PM	EB	7.3	648	40.56	15	Signal	41.52	2.3%					
US 113	US 113	US 13 to SR 10	PM	SB	1.2	145	29.79	0	—	29.79	0.0%	4	K 7	2	45	
	US 113	SR 10 to US 13	PM	NB	1.2	224	19.29	35	Signal	22.86	15.6%	4	K 7	2	45	
US 113	US 113	10 to DAFB South Gate	PM	SB	2.5	180	50.00	0	—	50.00	0.0%	4	K 7	2	55	
	US 113	DAFB South Gate to 10	PM	NB	2.5	112	80.36	10	—	88.24	8.9%	4	K 7	2	50,55	

## Peak Travel Time Data

### Kent County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
US 113	US 113	DAFB to Bowers Beach	PM	SB 5.7	350	58.63	20	Signal	62.18	5.7%	4	K 7	2	55
	US 113	Bowers Beach to DAFB	PM	NB 5.7	309	66.41	0	...	66.41	0.0%	4	K 7	2	55
US 113	US 113	Bowers Beach to SR 12	PM	SB 1.8	96	67.50	0	-	67.50	0.0%	4	K 8	2	55
	US 113	SR 12 to Bowers Beach	PM	NB 3.4	189	64.76	0	-	64.76	0.0%	4	K 8	2	55
US 113	US 113	SR 12 to SR 1	PM	SB 5.7	349	58.80	0	-	58.80	0.0%	4	K 8	2	55
	US 113	SR 1 to SR 12	PM	NB 4.1	232	63.62	0	-	63.62	0.0%	4	K 8	2	55
US 113	US 113	SR 1 to Sussex Line	PM	SB 2.1	193	39.17	10	Signal	41.31	5.2%	3	K 8	1.2	45,40
	US 113	Sussex Line to SR 1	PM	NB 2.1	230	32.87	30	Signal	37.80	13.0%	3	K 8	2.1	40,45
US 113	US 113	US 13 to Sussex Line	PM	SB 19.0	1313	52.09	30	Signal	53.31	2.3%				
	US 113	Sussex Line to US 13	PM	NB 19.0	1296	52.78	75	Signal	56.02	5.8%				
<b>Total</b>														

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
149.8	11237	47.99	1014		52.75	9.0%

**Kent Roads**

## Peak Travel Time Data Sussex County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 1	SR 1	County Line to JCT 16	PM	SB 11.0	627	63.16	5	Signal	63.67	0.8%	3	S 14	2	55
	SR 1	JCT 16 to County Line	PM	NB 11.0	629	62.96	0	-	62.96	0.0%	3	S 14	2,1,2	55
SR 1	SR 1	JCT 16 to US 9	PM	SB 6.9	435	57.10	39	Signal	62.73	9.0%	3	S 14	2	55
	SR 1	US 9 to JCT 16	PM	NB 6.9	383	64.86	11	Signal	66.77	2.9%	3	S 14	2	55
SR 1	SR 1	Rt 9 to Bellevue Dr.	PM	SB 6.7	562	42.92	7	Signal	43.46	1.2%	3	S 14	2	55,45,40
	SR 1	Bellvue Dr. to Rt 9	PM	NB 6.7	700	34.46	49	Signal	37.05	7.0%	3	S 14	2	40,45,55
SR 1	SR 1	Bellvue Dr. to Rt 26	PM	SB 10.9	723	54.27	47	Signal	58.05	6.5%	4	S 50	2	35,45,55,45,40
	SR 1	Rt 26 to Bellvue Dr.	PM	NB 10.9	687	57.12	25	Signal	59.27	3.6%	4	S 50	2	40,55,35
SR 1	SR 1	Rt 26 to MD Line	PM	SB 6.1	477	46.04	38	Signal	50.02	8.0%	4	S 50	2,3	40,55,50,40
	SR 1	MD Line to Rt 26	PM	NB 6.1	484	45.37	38	Signal	49.24	7.9%	4	S 50	2	40,50,55,45,40
SR 1	SR 1	County Line to MD Line	PM	SB 41.6	2824	53.03	136	Signal	55.71	4.8%				
	SR 1	MD Line to County Line	PM	NB 41.6	2883	51.95	123	Signal	54.26	4.3%				
SR 16	SR 16	MD Line to Rt 36	PM	EB 7.2	461	56.23	0	-	56.23	0.0%	5	S 16	1	50
	SR 16	Rt 36 to MD Line	PM	WB 7.2	480	54.00	0	-	54.00	0.0%	5	S 16	1	50
SR 16	SR 16	Rt 36 to Rt 13	PM	EB 1.5	206	26.21	30	Signal	30.68	14.6%	5	S 16	1	50,35,25
	SR 16	Rt 13 to Rt 36	PM	WB 1.5	170	31.76	0	-	31.76	0.0%	5	S 16	1	25,35,50
SR 16	SR 16	Rt 13 to Rt 113	PM	EB 8.1	594	49.09	60	Signal	54.61	10.1%	5	S 16	1	40,50
	SR 16	Rt 113 to Rt 13	PM	WB 8.1	597	48.84	50	Signal	53.31	8.4%	5	S 16	1	50,40
SR 16	SR 16	Rt 113 to JCT 30	PM	EB 5.6	465	43.35	0	-	43.35	0.0%	5	S 16	1	50,25,50
	SR 16	JCT 30 to Rt 113	PM	WB 5.6	467	43.17	15	Signal	44.60	3.2%	5	S 16	1	50,25,50

# Peak Travel Time Data

## Sussex County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 16	SR 16	Jct 30 to SR 1	PM	EB 4.0	313	46.01	15	Signal	48.32	4.8%	5	S 16	1	50-40,35,40,50
	SR 16	SR 1 to JCT 30	PM	WB 4.0	320	45.00	0	--	45.00	0.0%	5	S 16	1	50-40,35,40,50
SR 16 Total	SR 16	MD Line to SR 1	PM	EB 26.4	2039	46.61	105	Signal	49.14	5.1%				
	SR 16	SR 1 to MD Line	PM	WB 26.4	2034	46.73	65	Signal	48.27	3.2%				
R 404/ US 9	SR 16 to Rt 36	PM	EB 6.3	403	56.28	0	Signal	56.28	0.0%	3	S 404	1	50	50
	Rt 36 to SR 16	PM	WB 6.3	389	58.30	0	Signal	58.30	0.0%	3	S 404	1	50	50
Rt 36 to Rt 13	Rt 36 to Rt 13	PM	EB 6.3	869	26.10	215	Signal	34.68	24.7%	3	404,17	1	35,25,35,45	
	Rt 13 to Rt 36	PM	WB 6.3	616	36.82	115	Signal	45.27	18.7%	3	642,5	1	45,35,25,35	
Rt 13 to US 113	Rt 13 to US 113	PM	EB 10.9	858	45.73	75	Signal	50.11	8.7%	3	6,18	1	50,40	
	US 113 to Rt 13	PM	WB 10.9	722	54.35	0	--	54.35	0.0%	3	18,6	1	40,50	
US 113 to Rt 30	US 113 to Rt 30	PM	EB 5.3	521	36.62	15	Signal	37.71	2.9%	3	S 18	1	30,25,30,40	
	Rt 30 to US 113	PM	WB 5.3	660	28.91	90	Signal	33.47	13.6%	3	S 18	1	40,30,25,30	
R 404/ US 9 Total	Rt 30 to SR 1	PM	EB 8.2	671	43.99	105	Signal	52.16	15.6%	3	S 18	1	45	
	SR 1 to Rt 30	PM	WB 8.2	565	52.25	10	Signal	53.19	1.8%	3	S 18	1	45	
R 404/ US 9 Total	SR 16 to SR 1	PM	EB 37.0	3322	40.10	530	Signal	47.71	16.0%					
	SR 1 to SR 16	PM	WB 37.0	2952	45.12	295	Signal	50.13	10.0%					
US 13	US 13	County Line to SR 16	PM	SB 2.9	121	86.28	0	--	86.28	0.0%	3	S 4	2	55,45
	US 13	SR 16 to County Line	PM	NB 2.9	119	87.73	0	--	87.73	0.0%	3	S 4	2	45,55
US 13	US 13	SR 16 to SR 404	PM	SB 5.8	415	50.31	40	Signal	55.68	9.6%	3	S 4	2	35,55
	US 13	SR 404 to SR 16	PM	NB 5.8	366	57.05	15	Signal	59.49	4.1%	3	S 4	2	55,35

# Peak Travel Time Data

## Sussex County (PM)

Route	Routine Name	Segments	AM/PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
US 13	US 13	SR 404 to SR 20	PM	SB 4.9	298	59.19	15	Signal	62.33	5.0%	3	4,3	2	55,45
	US 13	SR 20 to SR 404	PM	NB 4.9	374	47.17	40	Signal	52.81	10.7%	3	3,4	2	45,55
US 13	US 13	SR 20 to US 9	PM	SB 6.0	477	45.28	105	Signal	58.06	22.0%	3	3,2	2	55
	US 13	US 9 to SR 20	PM	NB 6.0	388	55.67	20	Signal	58.70	5.2%	3	2,3	2	55
US 13	US 13	US 9 to SR 24	PM	SB 1.2	98	44.06	20	Signal	55.38	20.4%	3	S 2	2	55
	US 13	SR 24 to US 9	PM	NB 1.2	112	38.57	10	Signal	42.35	8.9%	3	S 2	2	55
US 13	US 13	SR 24 to SR 30	PM	SB 3.7	190	70.11	0	--	70.11	0.0%	3	S 1	2	55
	US 13	SR 30 to SR 24	PM	NB 3.7	226	58.94	0	--	58.94	0.0%	3	S 1	2	55
US 13	US 13	SR 30 to MD Line	PM	SB 3.5	214	58.88	30	Signal	68.48	14.0%	3	S 1	2	55
	US 13	MD Line to SR 30	PM	NB 3.5	178	70.79	0	--	70.79	0.0%	3	S 1	2	55
US 13	US 13	County Line to MD Line	PM	SB 28.0	1813	55.60	210	Signal	62.88	11.6%				
	US 13	MD Line to County Line	PM	NB 28.0	1763	57.18	85	Signal	60.07	4.8%				
US 113	US 113	County Line to SR 16	PM	SB 7.2	483	53.66	45	Signal	59.18	9.3%	3	S 113	2	50,55
	US 113	SR 16 to County Line	PM	NB 7.2	468	55.38	15	Signal	57.22	3.2%	3	S 113	2	55,50,40
US 113	US 113	SR 16 to SR 404/16	PM	SB 8.1	460	63.39	0	--	63.39	0.0%	3	S 113	2	55
	US 113	SR 404/16 to SR 16	PM	NB 8.1	475	61.39	35	Signal	66.27	7.4%	3	S 113	2	55
US 113	US 113	SR 404/16 to US 9	PM	SB 1.1	129	30.70	20	Signal	36.33	15.5%	3	S 113	2	50
	US 113	US 9 to SR 404/16	PM	NB 1.1	118	33.56	25	Signal	42.58	21.2%	3	S 113	2	50
US 113	US 113	US 9 to SR 20 West	PM	SB 7.1	476	53.70	5	Signal	54.27	1.1%	3	S 113	2	55
	US 113	SR 20 West to US 9	PM	NB 7.1	500	51.12	75	Signal	60.14	15.0%	3	S 113	2	55,50

## Peak Travel Time Data Sussex County (PM)

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Road Class	No. of Lanes	Posted Speed	
US 113	SR 20 West to SR 24	PM	SB	1.5	218	24.77	100	Signal	45.76	45.9%	3	S 113	2	50
	SR 24 to SR 20 West	PM	NB	1.5	140	38.57	25	Signal	46.96	17.9%	3	S 113	2	50
US 113	SR 24 to SR 20 East	PM	SB	1.6	160	36.00	35	Signal	46.08	21.9%	3	S 113	2	50,55
	SR 20 East to SR 24	PM	NB	1.6	185	31.14	55	Signal	44.31	29.7%	3	S 113	2	55,50
US 113	SR 20 East to SR 26	PM	SB	2.0	129	55.81	0	-	55.81	0.0%	3	S 113	2	55
	SR 26 to SR 20 East	PM	NB	2.0	146	49.32	5	Signal	51.06	3.4%	3	S 113	2	55
US 113	SR 26 to MD Line	PM	SB	6.7	400	60.30	0	-	60.30	0.0%	3	S 113	2,1	55,50
	MD Line to SR 26	PM	NB	6.7	384	62.81	0	-	62.81	0.0%	3	S 113	2	50,55
US 113 Total	County Line to MD Line	PM	SB	35.3	2455	51.76	205	Signal	56.48	8.4%				
	MD Line to County Line	PM	NB	35.3	2416	52.60	235	Signal	58.27	9.7%				

Dist. (Miles)	Mean Peak (Seconds)	Travel Time (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
336.6	24501	49.46	1989		53.83	8.1%

Sussex Roads

New Castle County - 250 Critical Miles

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed	
SR 92	Naamans Rd. Naamans Rd.	US 202 to Foulk Rd. Foulk Rd. to US 202	PM PM	EB WB	2.7 2.7	191 257	50.89 37.82	20 43	Signal Signal	56.84 45.42	10.5% 16.7%	3 3	N 17 N 17	2,1 1,2	40,45 35,45
	Naamans Rd. Naamans Rd.	Foulk Rd. to I-95 I-95 to Foulk Rd.	PM PM	EB WB	2.3 2.3	347 299	23.86 27.69	105 43	Signal Signal	34.21 32.34	30.3% 14.4%	3 3	N 17 N 17	1,2 2,1	35,45,50 50,45
	Naamans Rd. Naamans Rd.	I-95 to US 13 US 13 to I-95	PM PM	EB WB	0.8 0.8	109 93	26.42 30.97	35 10	Signal Signal	38.92 34.70	32.1% 10.8%	3 3	N 17 N 17	2 2	50,35 35,50
SR 92	Naamans Rd. Naamans Rd.	US 202 to US 13 US 13 to US 202	PM PM	EB WB	5.8 5.8	647 649	32.27 32.17	160 96	Signal Signal	42.87 37.76	24.7% 14.8%				
US 202	Concord Pike Concord Pike	I-95 to SR 141 SR 141 to I-95	PM PM	NB SB	1.3 1.3	168 145	27.86 32.28	53 38	Signal Signal	40.70 43.74	31.5% 26.2%	3 3	N 4 N 4	2,3 3,4,2	45 45
	Concord Pike Concord Pike	SR 141 to Rollins Bldg Rollins Bldg to SR 141	PM PM	NB SB	0.5 0.5	88 66	20.45 27.27	40 23	Signal Signal	37.50 41.86	45.5% 34.8%	3 3	N 4 N 4	3 3	40 40
	Concord Pike Concord Pike	Rollins - Concord Gallery Concord Gallery - Rollins	PM PM	NB SB	0.9 0.9	100 94	32.40 34.47	18 15	Signal Signal	39.51 41.01	18.0% 16.0%	3 3	N 4 N 4	3 3	40 40
	Concord Pike Concord Pike	Concord Gal - Concord Mall Concord Mall - Conc Gal	PM PM	NB SB	1.5 1.5	193 197	27.98 27.41	48 43	Signal Signal	37.24 35.06	24.9% 21.8%	3 3	N 4 N 4	3 3	40 40
	Concord Pike Concord Pike	Concord Mall - 491 JCT. 491 JCT. - Concord Mall	PM PM	NB SB	1.8 1.8	181 196	35.80 33.06	10 68	Signal Signal	37.89 50.63	5.5% 34.7%	3 3	N 4 N 4	3,2 2,3	50 50
US 202	Concord Pike Concord Pike	I-95 to 491 JCT 491 JCT to I-95	PM PM	NB SB	7.0 7.0	730 698	34.52 36.10	169 187	Signal Signal	44.92 49.32	23.2% 26.8%				
I-95	I-95 I-95	US 202 to PA Line PA Line to US 202	AM AM	NB SB	6.0 6.0	373 321	57.91 67.29	0 0	-- -	57.91 67.29	0.0% 0.0%	1 1	N 59 N 59	2 2	55 55
	I-95 I-95	I-295 to US 202 US 202 to I-295	AM AM	NB SB	4.7 4.7	416 249	40.67 67.95	0 0	-- --	40.67 67.95	0.0% 0.0%	1 1	N 59 N 59	3,4,2,3,2 3,2,3,5	55 55

## Peak Travel Time Data

### New Castle County - 250 Critical Miles

I-95	SR 17 to I-295	AM	NB 4.3	391	39.59	0	-	39.59	0.0%	1	N 56	4	55
I-95	I-295 to SR 17	AM	SB 4.3	252	61.43	0	-	61.43	0.0%	1	N 56	3.54	55
I-95	MD Line to SR 17	AM	NB 7.1	456	56.05	3	Toll:	56.42	0.7%	1	N 56	3.4	55
I-95	SR 17 to MD Line	AM	SB 7.1	497	51.43	43	Toll:	56.30	8.7%	1	N 56	4.3	55
I-95 Total	MD Line to PA Line	AM	NB 22.1	1636	48.63	3	Toll:	48.72	0.2%				
I-95 Total	PA Line to MD Line	AM	SB 22.1	1319	60.32	43	Toll:	62.35	3.3%				
I-495	US 13 to I-95	AM	NB 1.2	65	66.46	0	-	66.46	0.0%				
I-495	I-95 to US 13	AM	SB 1.2	56	77.14	0	-	77.14	0.0%				
I-495	SR 3 to US 13	AM	NB 4.7	206	82.14	0	-	82.14	0.0%				
I-495	US 13 to SR 3	AM	SB 4.7	280	60.43	0	-	60.43	0.0%				
I-495	SR 9 to SR 3	AM	NB 3.3	159	74.72	0	-	74.72	0.0%				
I-495	SR 3 to SR 9	AM	SB 3.3	214	55.51	0	-	55.51	0.0%				
I-495	I-95 to SR 9	AM	NB 2.6	140	66.86	0	-	66.86	0.0%				
I-495	SR 9 to I-95	AM	SB 2.6	127	73.70	0	-	73.70	0.0%				
I-495 Total	I-95 to I-95	AM	NB 11.8	570	74.53	0	-	74.53	0.0%				
I-495 Total	I-95 to I-95	AM	SB 11.8	677	62.75	0	-	62.75	0.0%				
I-295	I-95 to US 13	AM	EB 1.7	106	57.74	0	-	57.74	0.0%				
I-295	US 13 to I-95	AM	WB 1.7	104	58.85	0	-	58.85	0.0%				
I-295	US 13 to SR 9	AM	EB 1.3	59	79.32	0	-	79.32	0.0%				
I-295	SR 9 to US 13	AM	WB 1.2	95	45.47	0	-	45.47	0.0%				
I-295	SR 9 to D.M.B.	AM	EB 1.9	110	62.18	0	-	62.18	0.0%				
I-295	D.M.B. to SR 9	AM	WB 2.1	190	39.79	55	TOLL	56.00	28.9%				
I-295 Total	I-95 to D.M.B.	AM	EB 4.9	275	64.15	0	-	64.15	0.0%				
I-295 Total	D.M.B. to I-95	AM	WB 5.0	389	46.27	55	TOLL	53.89	14.1%				
SR 7	New Limestone Rd.	AM	NB 1.1	139	28.49	20	Signal	33.28	14.4%	3	N 31	2	50
	Limestone Rd.	AM	SB 1.1	94	42.13	0	-	42.13	0.0%	3	N 31	2	50
	2 to New Linden Hill	AM	NB 2.1	199	37.99	63	Signal	55.59	31.7%	3	N 31	2	40

## New Castle County - 250 Critical Miles

Limestone Rd.	New Linden Hill to 2	AM	SB	2.1	340	22.24	133	Signal	36.52	39.1%	3	N 31	2	40
Limestone Rd.	SR 4 to Route 2	AM	NB	0.9	251	12.91	98	Signal	21.18	39.0%	3	N 31	3.2	50.45
Limestone Rd.	Route 2 to SR 4	AM	NB	0.9	84	38.57	0	-	38.57	0.0%	3	N 31	2.3	45.50
SR 7	SR 4 to Route 2	AM	NB	6.9	589	42.17	181	Signal	60.88	30.7%				
Total Limestone Rd.	Route 2 to SR 4	AM	NB	6.9	518	47.95	133	Signal	64.52	25.7%				
SR 711	US 13 Split to Rt 4 Rt 4 to US 13 Split	AM	NB	6.5	373	62.73	0	-	62.73	0.0%				
	Rt 4 to Rt 7 Rt 7 to Rt 4	AM	NB	1.1	103	38.45	3	Signal	39.60	2.9%				
		AM	NB	1.1	127	31.18	23	Signal	38.08	18.1%				
SR 711 Total	US 13 Split to Rt 7 Rt 7 to US 13 Split	AM	NB	7.6	476	57.48	3	Signal	57.84	0.6%				
		AM	NB	7.6	491	55.72	31	Signal	59.48	6.3%				
SR 141	Centre Rd. Centre Rd.	PM	NB	2.1	240	31.50	63	Signal	42.71	26.3%	3	N 267	2.1	50.35.40
	Brandywine to US 202 US 202 to Brandywine	PM	NB	2.1	228	33.16	28	Signal	37.80	12.3%	3	N 267	2	40.45
Centre Rd.	SR 2 to Brandywine	PM	NB	3.6	394	32.89	68	Signal	39.75	17.3%	3	N 271	2	35.50
Centre Rd.	Brandywine to SR 2	PM	NB	3.6	434	29.86	90	Signal	37.67	20.7%	3	N 271	2.1	35.45
Centre Rd.	I-95 to SR 2	PM	NB	2.9	221	47.24	5	Signal	48.33	2.3%	3	N 6	2.3	50
Centre Rd.	SR 2 to I-95	PM	NB	2.9	180	58.00	0	-	58.00	0.0%	3	N 6	3.2	50
Centre Rd.	US 13 to I-95	PM	NB	1.7	324	18.89	105	Const.	27.95	32.4%	3	N 6	2	50
Centre Rd.	I-95 to US 13	PM	NB	1.7	210	29.14	40	Signal	36.00	19.0%	3	N 6	2	50.45
SR 141 Total	US 13 to US 202 US 202 to US 13	PM	NB	10.3	1179	31.45	241	Signal	39.53	20.4%				
		PM	NB	10.3	1052	35.25	158	Signal	41.48	15.0%				
SR 52	PA Avenue PA Avenue	AM	NB	0.7	118	21.36	23	Const/Sig	26.53	19.5%	3	N 9	2	35
	SR 141 to Overpass Overpass to SR 141	AM	NB	0.7	160	15.75	15	Signal	17.38	9.4%	3	N 9	2	35
PA Avenue	OverPass to RR Xing RR Xing to Overpass	AM	NB	0.7	137	18.39	87	Signal	50.40	63.5%	3	N 9	2	35
PA Avenue	RR Xing to I-95 I-95 to RR Xing	AM	NB	0.7	130	19.38	45	Signal	29.65	34.6%	3	N 9	2	35.25
PA Avenue	PA Avenue	AM	NB	0.8	146	19.73	33	Signal	25.49	22.6%	3	N 9	2.3	35
PA Avenue	I-95 to RR Xing	AM	NB	0.8	158	18.23	53	Signal	27.43	33.5%	3	N 9	4.2	25

# Peak Travel Time Data

## New Castle County - 250 Critical Miles

SR 52 Total	PA Avenue	SR 141 to I-95 I-95 to SR 141	AM AM	NB SB	2.2 2.2	401 448	19.75 17.68	143 113	Signal Signal	30.70 23.64	35.7% 25.2%
SR 2	Kirkwood Hwy	Cleveland to Coll. Sq. Coll. Sq. to Cleveland	PM PM	WB EB	0.4 0.4	54 118	26.67 12.20	0 63	Signal Signal	26.67 26.18	0.0% 53.4%
	Kirkwood Hwy	72 to Cleveland Ave. Cleveland Ave. to 72	PM PM	WB EB	1.0 1.0	129 132	27.91 27.27	23 20	Signal Signal	33.96 32.14	17.8% 15.2%
	Kirkwood Hwy	PollyD. Hill to SR 72 SR 72 to PollyD. Hill	PM PM	WB EB	0.7 0.7	96 112	26.25 22.50	23 43	Signal Signal	34.52 36.52	24.0% 38.4%
	Kirkwood Hwy	Overpass to PolyD. Hill PolyD. Hill to Overpass	PM PM	WB EB	1.5 1.5	258 147	20.93 36.73	90 30	Signal Cong.	32.14 46.15	34.9% 20.4%
	Kirkwood Hwy	SR7 to Overpass Overpass to SR 7	PM PM	WB EB	1.9 1.9	357 324	19.16 21.11	128 153	Signal Cong.	29.87 40.00	35.9% 47.2%
	Kirkwood Hwy	Best Buy to SR7 SR 7 to Best Buy	PM PM	WB EB	0.5 0.5	384 34.62	4.69 5	228 Cong.	Signal Signal	11.54 38.30	59.4% 9.6%
	Kirkwood Hwy	SR 141 to Best Buy Best Buy to SR 141	PM PM	WB EB	1.8 1.8	348 262	18.62 24.73	143 98	Signal Signal	31.61 39.51	41.1% 37.4%
	Kirkwood Hwy	SR 100 to SR 141 SR 141 to SR 100	PM PM	WB EB	1.6 1.6	288 168	20.00 34.29	88 15	Signal Signal	28.80 37.65	30.6% 8.9%
SR2 Total	Kirkwood Hwy	SR 100 to College Sq. College Sq. to SR 100	PM PM	WB EB	9.4 9.4	1914 1315	17.68 25.73	723 427	Signal Signal	28.41 38.11	37.8% 32.5%
SR 4	Christiana Pkwy	SR 896 to Elkton Elkton to SR 896	PM PM	WB EB	1.5 1.5	207 132	26.09 40.91	95 25	Signal Signal	48.21 50.47	45.9% 18.9%
	Chestnut Hill Rd.	SR 72 to SR 896 SR 896 to SR 72	PM PM	WB EB	0.9 0.9	102 118	31.76 27.46	15 40	Signal Signal	37.24 41.54	14.7% 33.9%
	Chestnut Hill Rd.	SR 273 to SR 72 Sr 72 to SR 273	PM PM	WB EB	2.5 2.5	404 241	22.28 37.34	110 25	Signal Signal	30.61 41.67	27.2% 10.4%

## **Peak Travel Time Data New Castle County - 250 Critical Miles**

Chestnut Hill Rd.	Christiana H to SR 273	PM	WB	1.4	210	24.00	55	Signal	32.52	26.2%	3	N 358	2	50
Chestnut Hill Rd.	SR 273 to Christiansa H	PM	EB	1.4	292	17.26	115	Signal	28.47	39.4%	3	N 358	2	50
Chestnut Hill Rd.	SR 7 to Christiansa H	PM	WB	1.3	130	36.00	25	Signal	44.57	19.2%	3	N 358	2	50
Chestnut Hill Rd.	Christiansa H to SR 7	PM	EB	1.3	167	28.02	48	Signal	39.33	28.7%	3	N 358	2	50
SR 4 Total	SR 7 to Elkton Rd.	PM	WB	7.6	1053	25.98	300	Signal	36.33	28.5%				
		PM	EB	7.6	950	28.80	253	Signal	39.25	26.6%				
SR 4	Maryland Ave.	PM	WB	1.0	154	23.38	40	Signal	31.58	26.0%	3	N 336	2	40
		PM	EB	1.0	90	40.00	0	-	40.00	0.0%	3	N 336	2	40.45
Maryland Ave.	Maryland Ave.	PM	WB	1.2	127	34.02	3	Signal	34.84	2.4%	3	N 336	2	30.35.45
		PM	EB	1.2	188	22.98	53	Signal	32.00	28.2%	3	N 336	2	35.30
Maryland Ave.	Maryland Ave.	PM	WB	1.8	307	21.11	60	Signal	26.23	19.5%	3	N 336	2	30.40.30
		PM	EB	1.8	311	20.84	65	Signal	26.34	20.9%	3	N 336	2	30.40.30
Maryland Ave.	Maryland Ave.	PM	WB	1.1	285	13.89	60	Signal	17.60	21.1%	3	N 336	2	25.35
		PM	EB	1.1	287	13.80	65	Signal	17.84	22.6%	3	N 336	2	35.25
SR 4 Total	Maryland Ave.	PM	WB	5.1	873	21.03	163	Signal	25.86	18.7%				
		PM	EB	5.1	876	20.96	183	Signal	26.49	20.9%				
SR 273	SR 273	PM	WB	1.8	261	24.83	100	Signal	40.25	38.3%	3	N 55	1	35.50.35
		PM	EB	1.8	333	19.46	140	Signal	33.58	42.0%	3	N 55	1	45.50.35
SR 273	SR 273	PM	WB	1.4	129	39.07	10	Signal	42.35	7.8%	3	N 3	2	45
		PM	EB	1.4	167	30.18	28	Signal	36.26	16.8%	3	N 3	2	45
SR 273	SR 273	PM	WB	1.0	183	19.67	68	Signal	31.30	37.2%	3	N 3	2	45
		PM	EB	1.0	100	36.00	13	Signal	41.38	13.0%	3	N 3	2	45
SR 273	SR 273	PM	WB	1.6	163	35.34	23	Signal	41.14	14.1%	3	N 3	2	50
		PM	EB	1.6	319	18.06	138	Signal	31.82	43.3%	3	N 3	2	50
SR 273	I-95 to RR Xing	PM	WB	1.9	201	34.03	25	Signal	38.86	12.4%	3	N 18	2	45
		PM	EB	1.9	192	35.63	28	Signal	41.71	14.6%	3	N 18	2	45
SR 273	RR Xing to Marrows Rd.	PM	WB	1.3	157	29.81	0	-	29.81	0.0%	3	N 18	2	35

## **Peak Travel Time Data New Castle County - 250 Critical Miles**

			PM	EB	1.6	126	45.71	10	Signal	49.66	7.9%	3	N 18	2	45		
SR 273	Marrow's Rd. to RR Xing		PM	WB	1.2	406	10.64	173	Cong.	18.54	42.6%	3	N 18	2	35.25		
SR 273	Marrow's Rd. to Deer Pk.	Deer Pk to Marrows Rd.	PM	EB	1.1	369	10.73	100	Signal	14.72	27.1%	3	N 18	2	25.35		
SR 273	SR 141 to Deer Pk.	Deer Pk. to SR 141	PM	WB	10.2	1500	24.48	399	Signal	33.35	26.6%						
Total	SR 273		PM	EB	10.4	1606	23.31	457	Signal	32.58	28.5%						
US 13	DuPont Hwy	DuPont Hwy	US 40 to I-495	PM	NB	2.6	539	17.37	100	Signal	21.32	18.6%	3	N 33	43.23	50	
	DuPont Hwy	DuPont Hwy	I-495 to US 40	PM	SB	2.6	516	18.14	45	Signal	19.87	8.7%	3	N 33	24.32	50	
	DuPont Hwy	DuPont Hwy	C&D Canal to US 40	PM	NB	9.0	536	60.45	75	Signal	70.28	14.0%	3	N 34	2	55.50	
	DuPont Hwy	DuPont Hwy	US 40 to C&D Canal	PM	SB	9.0	594	54.55	70	Signal	61.83	11.8%	3	N 34	2.3	55	
	DuPont Hwy	DuPont Hwy	SR 299 to C&D Canal	PM	NB	6.8	440	55.64	30	Signal	59.71	6.8%	3	N 22	2	35.55	45
	DuPont Hwy	DuPont Hwy	C&D Canal to SR 299	PM	SB	6.8	408	60.00	10	Signal	61.51	2.5%	3	N 22	2	55.45	
	DuPont Hwy	DuPont Hwy	County Ln to SR 299	PM	NB	12.2	720	61.00	10	Signal	61.86	1.4%	3	N 1	2	55.45	35
	DuPont Hwy	DuPont Hwy	SR 299 to County Ln	PM	SB	12.2	759	57.87	25	Signal	59.84	3.3%	3	N 1	2	35.45	55
US 13	DuPont Hwy	DuPont Hwy	County Ln to I-495	PM	NB	30.6	2235	49.29	215	Signal	54.53	9.6%					
Total	DuPont Hwy	DuPont Hwy	I-495 to County Ln	PM	SB	30.6	2277	48.38	150	Signal	51.79	6.6%					
US 40	Pulaski Hwy	Pulaski Hwy	US 13 to SR 1	PM	WB	2.4	182	47.47	10	Signal	50.23	5.5%	3	N 32	2	50	
	Pulaski Hwy	Pulaski Hwy	SR 1 to US 13	PM	EB	2.4	278	31.08	100	Signal	48.54	36.0%	3	N 32	2	55.35	
	Pulaski Hwy	Pulaski Hwy	SR 1 to Governor SQ	PM	WB	0.6	83	24.55	20	Signal	31.76	22.7%	3	N 32	3	35.50	
	Pulaski Hwy	Pulaski Hwy	Governor SQ to SR 1	PM	EB	0.6	34	63.53	3	Signal	69.68	8.8%	3	N 32	3	50.55	
	Pulaski Hwy	Pulaski Hwy	Gov. SQ to Porter Rd.	PM	WB	2.0	249	28.92	74	Signal	41.14	29.7%	3	N 32	3.2	50	
	Pulaski Hwy	Pulaski Hwy	Porter Rd. to Gov. SQ	PM	EB	2.0	325	22.15	124	Signal	35.82	38.2%	3	N 32	2	55.50	
	Pulaski Hwy	Pulaski Hwy	Porter Rd. to SR 72	PM	WB	1.4	145	34.76	34	Signal	45.41	23.4%	3	N 32	2	55	
	Pulaski Hwy	Pulaski Hwy	SR 72 to Porter Rd.	PM	EB	1.4	98	51.43	3	Signal	53.05	3.1%	3	N 32	2	55	
	Pulaski Hwy	Pulaski Hwy	SR 72 to SR 896	PM	WB	1.4	107	47.10	0	-	47.10	0.0%	3	N 32	2	55	
	Pulaski Hwy	Pulaski Hwy	SR 896 to SR 72	PM	EB	1.4	150	33.60	55	Signal	53.05	36.7%	3	N 32	2	55	
	Pulaski Hwy	Pulaski Hwy	SR 896 to MD Line	PM	WB	2.4	236	36.61	165	Signal	121.69	69.9%	3	N 32	2	55	
	Pulaski Hwy	Pulaski Hwy	MD Line to SR 896	PM	EB	2.4	279	30.97	220	-	146.44	78.9%	3	N 32	2	55	

## Peak Travel Time Data

### New Castle County - 250 Critical Miles

US 40 Total	Pulaski Hwy	US 13 to MD Line MD Line to US 13	PM PM	WB EB	10.2 1164	1007 31.55	36.46 505	303 Signal	52.16 55.72	30.1% 43.4%		
SR 896	SR 896	US 13 to US 301 US 301 to US 13	AM AM	NB SB	3.5 3.5	250 301	50.40 41.86	0 48	50.40 Signal	0.0% 15.9%	3 3	N 15 N 15
SR 896	SR 896	US 301 to SR 15 SR 15 to US 301	AM AM	NB SB	2.1 2.1	133 223	56.84 33.90	0 83	56.84 Signal	0.0% 37.2%	3 3	N 16 N 16
SR 896	SR 896	SR 15 to SR 71 SR 71 to SR 15	AM AM	NB SB	2.0 2.0	131 110	54.96 65.45	15 0	62.07 Signal	11.5% 0.0%	3 3	N 16 N 16
SR 896	SR 896	SR 71 to Porter Rd. Porter Rd. to SR 71	AM AM	NB SB	2.0 2.0	200 132	36.00 54.55	28 0	41.86 Signal	14.0% 0.0%	3 3	N 387 N 387
SR 896	SR 896	Porter Rd. to US 40 US 40 to Porter Rd.	AM AM	NB SB	1.4 1.4	175 112	28.80 45.00	60 0	43.83 Signal	34.3% 0.0%	3 3	N 387 N 387
SR 896	SR 896	US 40 to Old Baltimore Old Baltimore to US 40	AM AM	NB SB	2.2 2.2	177 247	44.75 32.06	40 63	57.81 Signal	22.6% 25.5%	3 3	N 387 N 387
SR 896	SR 896	Old Baltimore to I-95 I-95 to Old Baltimore	AM AM	NB SB	0.8 0.8	52 94	55.38 30.64	0 38	55.38 Signal	0.0% 40.4%	3 3	N 387 N 387
SR 896	SR 896	I-95 to SR 4 SR 4 to I-95	AM AM	NB SB	0.8 0.8	115 87	25.04 33.10	25 0	32.00 Signal	21.7% 0.0%	3 3	N 387 N 387
SR 896	SR 896	Deer Park to PA Line PA Line to Deer Park	AM AM	NB SB	3.3 3.3	346 367	34.34 32.37	45 48	39.47 Signal	13.0% 13.1%	4 4	N 313 N 313
SR 896 Total	SR 896	US 13 to PA Line PA Line to US 13	AM AM	NB SB	18.1 18.1	1579 1673	41.27 38.95	213 280	47.70 Signal	13.5% 16.7%		
48/41	Lancaster Pk	SR 41 to Hercules CC Hercules CC to SR 41	PM PM	SB NB	1.9 1.9	158 198	43.29 34.55	17 25	48.51 Signal	10.8% 12.6%	3 3	N 237 N 237
	Lancaster Pk	Hercules CC to SR 141 SR 141 to Hercules CC	PM PM	SB NB	1.9 1.9	215 219	31.81 31.23	97 34	57.97 Signal	45.1% 15.5%	3 3	N 237 N 237
	Lancaster Pk	SR 141 to Merc. Benz	PM	SB	0.5	67	26.87	19	37.50 Signal	28.4% 0	3 2	N 237 40

## Peak Travel Time Data

### New Castle County - 250 Critical Miles

			PM	NB	0.5	100	18.00	36	Signal	28.13	36.0%	3	N 237	2	40	
Lancaster Pk	Merc. Benz to SR 141		PM	NB	SB	0.6	53	40.75	0	-	40.75	0.0%	3	N 237	2	40
Lancaster Pk	Merc. Benz to SR 100	SR 100 to Merc. Benz	PM	NB	0.6	65	33.23	41	Signal	90.00	63.1%	3	N 237	2	40	
48141 Total	SR 41 to SR 100	SR 100 to SR 41	PM	NB	4.9	493	35.78	133	Signal	49.00	27.0%					
SR 261 Total	Foulk Road	PA Line to SR 92	PM	NB	0.6	65	33.23	0	Signal	33.23	0.0%	4	N 203	1,2	35.45	
	Foulk Road	SR 92 to PA Line	PM	NB	0.6	52	41.54	10	Signal	51.43	19.2%	4	N 203	2,1	45.35	
	Foulk Road	SR 92 to Silverside	PM	NB	1.4	162	31.11	30	Signal	38.18	18.5%	4	N 203	1,2	35.45	
	Foulk Road	Silverside to SR 92	PM	NB	1.4	195	25.85	80	Signal	43.83	41.0%	4	N 203	2,1	45.35	
	Foulk Road	Silverside to Shipley	PM	NB	1.2	107	40.37	5	Signal	42.35	4.7%	4	N 203	2	45	
	Foulk Road	Shipley to Silverside	PM	NB	1.2	138	31.30	30	Signal	40.00	21.7%	4	N 203	2	45	
	Foulk Road	Shipley to US 202	PM	NB	1.4	149	33.83	25	Signal	40.65	16.8%	4	N 203	2	45	
	Foulk Road	US 202 to Shipley	PM	NB	1.4	219	23.01	75	Signal	35.00	34.2%	4	N 203	2	45	
SR 261 Total	Foulk Road	SR 92 to US 202	PM	NB	4.6	483	34.29	60	Signal	39.15	12.4%					
	Foulk Road	US 202 to SR 92	PM	NB	4.6	604	27.42	195	Signal	40.49	32.3%					
SR 2 Total	Elkton Road	Deer Park to Park Place	AM	WB	0.7	106	23.77	33	Signal	34.52	31.1%	3	N 11	2	25.35	
	Elkton Road	Park Place to Deer Park	AM	EB	0.7	102	24.71	15	Signal	28.97	14.7%	3	N 11	2	35.25	
	Elkton Road	Park Place to SR 4	AM	WB	0.8	93	30.97	13	Signal	36.00	14.0%	3	N 11	2	35.45	
	Elkton Road	SR 4 to Park Place	AM	EB	0.8	94	30.64	25	Signal	41.74	26.6%	3	N 11	2	50.45,35	
SR 2 Total	Elkton Road	Deer Park to MD Line	AM	WB	1.5	199	27.14	46	Signal	35.29	23.1%					
	Elkton Road	MD Line to Deer Park	AM	EB	1.5	196	27.55	40	Signal	34.62	20.4%					
US 301 Total	US 301	SR 886 to SR 299	PM	NB	4.4	369	42.93	0	--	42.93	0.0%					
	US 301	SR 299 to SR 896	PM	NB	4.4	454	34.89	55	Signal	39.70	12.1%					

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
370.7	36146	36.92	6952	45.71	19.2%	

New Castle Roads

# Peak Travel Time Data

## Kent County - 250 Critical Miles

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed
SR 1	Relief Route	Cty Ln - Twin Willows Rd	PM	SB 4.4	208	76.15	0	-	76.15	0.0%	3	K 150	2	65
	Relief Route	Twin Willows Rd - Cty Ln	PM	NB 4.4	212	74.72	0	--	74.72	0.0%	3	K 150	2	65
	Relief Route	Twin Willows to Lipsic Rd.	PM	SB 5.5	280	70.71	0	--	70.71	0.0%	3	K 150	2	65
	Relief Route	Lipsic Rd. to Twin Willows	PM	NB 5.5	289	68.51	0	--	68.51	0.0%	3	K 150	2	65
	Relief Route	Lipsic Rd to White Oak Rd	PM	SB 1.6	111	51.89	10	Toll	57.03	9.0%	2	K 150	2,6,2	65,40,25,65
	Relief Route	White Oak Rd to Lipsic Rd	PM	NB 1.6	110	52.36	10	Toll	57.60	9.1%	2	K 150	2,6,2	65,40,25,65
	Relief Route	White Oak Rd. to US 113	PM	SB 2.5	138	65.22	0	--	65.22	0.0%	2	K 150	2	65
	Relief Route	US 113 to White Oak Rd.	PM	NB 2.5	152	59.21	0	--	59.21	0.0%	2	K 150	2	65
SR 1	Relief Route	NcCo Line to US 113	PM	SB 14.0	737	68.39	10	Toll	69.33	1.4%				
	Relief Route	US 113 to NcCo Line	PM	NB 14.0	763	66.06	10	Toll	66.93	1.3%				
US 13	US 13	Rt 10 to Rt 8	PM	NB 3.8	371	36.87	40	Signal	41.33	10.8%	4	K 7	2	50,35
	US 13	Rt 8 to Rt 10	PM	SB 3.8	411	33.28	88	Signal	42.35	21.4%	4	K 7	2	35,50
	US 13	Rt 8 to Denney's Rd	PM	NB 4.3	364	42.53	50	Signal	49.30	13.7%	4	K 2	3,2	35,40,45,55
	US 13	Denney's Rd to Rt 8	PM	SB 4.3	546	28.35	158	Signal	39.90	28.9%	4	K 2	2,3	55,45,40,35
	US 13	Rt 42 to NCC Line	PM	NB 5.3	402	47.46	30	Signal	51.29	7.5%	4	K 1	2	55,45,35
	US 13	NCC Line to Rt 42	PM	SB 5.3	442	43.17	18	Signal	45.00	4.1%	4	K 1	2	35,45,55
US 13	US 13		PM	NB 13.4	1137	42.43	120	Signal	47.43	10.6%				
	US 13		PM	SB 13.4	1399	34.48	264	Signal	42.50	18.9%				
SR 8	Forest Ave.	US 13 to Kenton Rd.	PM	WB 2.3	644	12.86	280	Signal	22.75	43.5%	4	K 16	1,2	25,40
	Forest Ave.	Kenton Rd. to US 13	PM	EB 2.3	270	30.67	0	--	30.67	0.0%	4	K 16	2	40,25
US 113	US 113	US 13 to SR 10	PM	SB 1.2	145	29.79	0	--	29.79	0.0%	4	K 7	2	45
	US 113	SR 10 to US 13	PM	NB 1.2	224	19.29	35	Signal	22.86	15.6%	4	K 7	2	45

## **Peak Travel Time Data Kent County - 250 Critical Miles**

Dist. (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
80.8	6615	43.97	769		49.76	11.6%

Kent Roads

# Peak Travel Time Data

## Sussex County - 250 Critical Miles

Route	Route Name	Segments	AM/ PM	Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %	Maint. Func. Class	Road #	No. of Lanes	Posted Speed	
SR 1	SR 1	Rt 9 to Bellevue Dr.	PM	SB 6.7	562	42.92	7	Signal	43.46	1.2%	3	S 14	2	55,45,40
	SR 1	Bellvue Dr. to Rt 9	PM	NB 6.7	700	34.46	49	Signal	37.05	7.0%	3	S 14	2	40,45,55
SR 1	SR 1	Bellvue Dr. to Rt 26	PM	SB 10.9	723	54.27	47	Signal	58.05	6.5%	4	S 50	2	35,45,55,45,40
	SR 1	Rt 26 to Bellvue Dr.	PM	NB 10.9	687	57.12	25	Signal	59.27	3.6%	4	S 50	2	40,55,35
SR 1	SR 1	Rt 26 to MD Line	PM	SB 6.1	477	46.04	38	Signal	50.02	8.0%	4	S 50	2,3	40,55,50,40
	SR 1	MD Line to Rt 26	PM	NB 6.1	484	45.37	38	Signal	49.24	7.9%	4	S 50	2	40,50,55,45,40
SR 1	SR 1	Rt 9 to MD Line	PM	SB 23.7	1762	48.42	92	Signal	51.09	5.2%				
	SR 1	MD Line to Rt 9	PM	NB 23.7	1871	45.60	112	Signal	48.50	6.0%				
R 404/ US 9		Rt 36 to Rt 13	AM	EB 6.3	595	38.12	72	Signal	43.37	12.1%	3	404,17	1	35,25,35,45
		Rt 13 to Rt 36	AM	WB 6.3	587	38.64	60	Signal	43.04	10.2%	3	642,5	1	45,35,25,35
US 13	US 13	SR 16 to SR 404	PM	SB 5.8	415	50.31	40	Signal	55.68	9.6%	3	S 4	2	35,55
	US 13	SR 404 to SR 16	PM	NB 5.8	366	57.05	15	Signal	59.49	4.1%	3	S 4	2	55,35
US 113	US 113	SR 16 to SR 404/16	AM	SB 8.1	703	41.48	0	Fog	41.48	0.0%	3	S 113	2	55
	US 113	SR 404/16 to SR 16	AM	NB 8.1	559	52.16	0	Fog	52.16	0.0%	3	S 113	2	55
US 113	US 113	SR 404/16 to US 9	AM	SB 1.1	129	30.70	0	Fog	30.70	0.0%	3	S 113	2	50
	US 113	US 9 to SR 404/16	AM	NB 1.1	156	25.38	45	Fog	35.68	28.8%	3	S 113	2	50
US 113	US 113	US 9 to SR 20 West	AM	SB 7.1	544	46.99	0	Fog	46.99	0.0%	3	S 113	2	55
	US 113	SR 20 West to US 9	AM	NB 7.1	596	42.89	65	Fog	48.14	10.9%	3	S 113	2	55,50
US 113	US 113	SR 20 West to SR 24	AM	SB 1.5	116	46.55	0	Fog	46.55	0.0%	3	S 113	2	50
	US 113	SR 24 to SR 20 West	AM	NB 1.5	117	46.15	0	Fog	46.15	0.0%	3	S 113	2	50
US 113	US 113	SR 24 to SR 20 East	AM	SB 1.6	122	47.21	0	Fog	47.21	0.0%	3	S 113	2	50,55

## Peak Travel Time Data

### Sussex County - 250 Critical Miles

	US 113	SR 20 East to SR 24	AM	NB	1.6	161	35.78	40	Fog	47.60	24.8%	3	S 113	2	55.50
US 113	US 113	SR 16 to SR 20 East	AM	SB	19.4	1614	43.27	0	Fog	43.27	0.0%				
Total	US 113	SR 20 East to Sr 16	AM	NB	19.4	1589	43.95	150	Fog	48.53	9.4%				

	Mean Peak Dist. (Miles)	Mean Peak Travel Time (Seconds)	Total Peak Delay (Seconds)	Peak Delay Source	Mean Peak Running Speed (mph)	Percent Time in Delay %
110.4	8799	45.17	541		48.13	6.1%
<b>Sussex Roads</b>						

**Travel Time, Delay and Speed Information for Year 2000 - The 250 Critical Miles**

	Distance (Miles)	Mean Peak Travel Time (Seconds)	Mean Peak Travel Speed (mph)	Total Peak Delay (Seconds)	Mean Peak Running Speed (mph)	Percent Time in Delay %
New Castle Roads	370.7	36146	36.92	6952	45.71	19.2%
Kent Roads	80.8	6615	43.97	769	49.76	11.6%
Sussex Roads	110.4	8799	45.17	541	48.13	6.1%
<b>State Total</b>	<b>561.9</b>	<b>51560</b>	<b>39.23</b>	<b>8262</b>	<b>46.72</b>	<b>16.0%</b>

