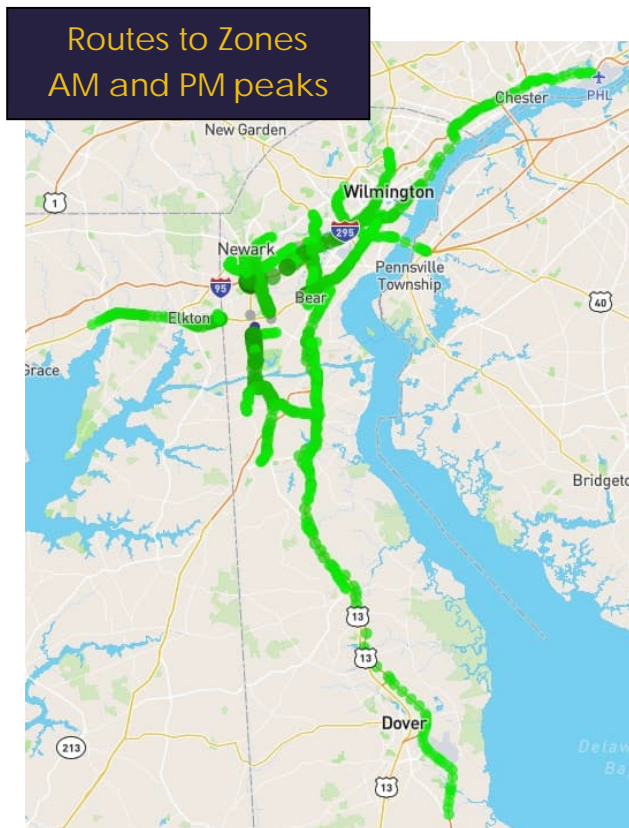


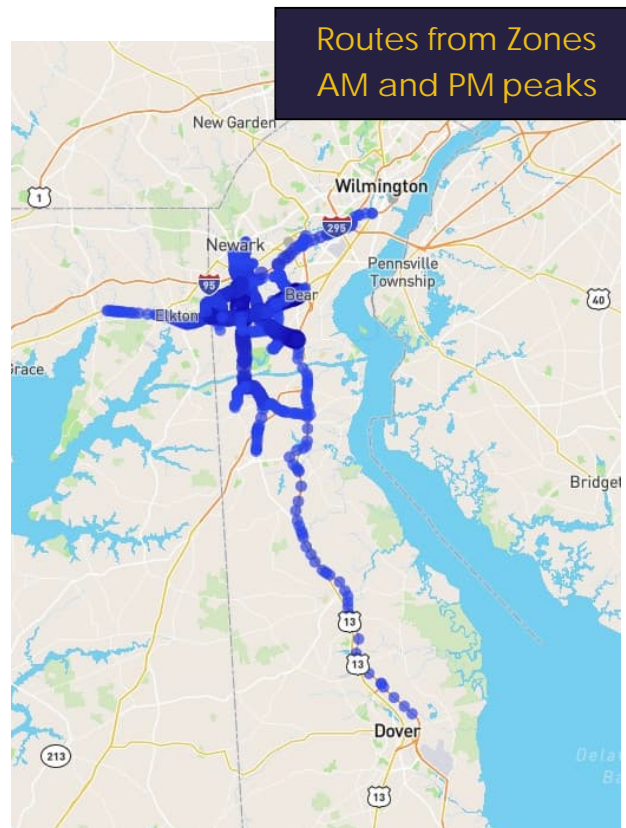
# US 40, SR 896, AND SR 72

## Origin-destination travel pattern analyses<sup>1</sup>

The CMP corridors of US 40, SR 896, and SR 72 play a key role in the mobility of New Castle County. These corridors are located in close proximity to Newark and Glasgow and provide connections to I-95, SR 1, and US 13. Glasgow, located at the intersection of US 40 and SR 896, has a high employment density, generating weekday commuter traffic. Furthermore, US 40 runs parallel to I-95 and provides a toll-free alternative between Maryland and Delaware while carrying more than 40,000 vehicles per day. SR 896 provides a connection between I-95 and US 40, and SR 72 connects US 40 to SR 1, one of the key north/south routes in Delaware. The following origin-destination maps and tables provide a closer look at how traffic moves along these three corridors both at a local-level and at a larger statewide view.



During weekday AM and PM peak hours, drivers travel to US 40, SR 896, and SR 72 from beyond the study area in three separate directions. People come from south of Dover via SR 1, west of Elkton via US 40, and from Philadelphia via I-95.



During weekday AM and PM peak hours, drivers originating along US 40, SR 896, and SR 72 do not venture as far outside of the study area as travelers destined for it. Only a small number of drivers continue beyond Wilmington or Dover. This suggests people are staying more local, perhaps for shopping or dinner during the PM peak.

<sup>1</sup> Data used in origin-destination analyses is StreetLight InSight® Connected Vehicle data from 6/1/22-5/31/23

# US 40

## US 40 east of MD Line to US 40 west of SR 7

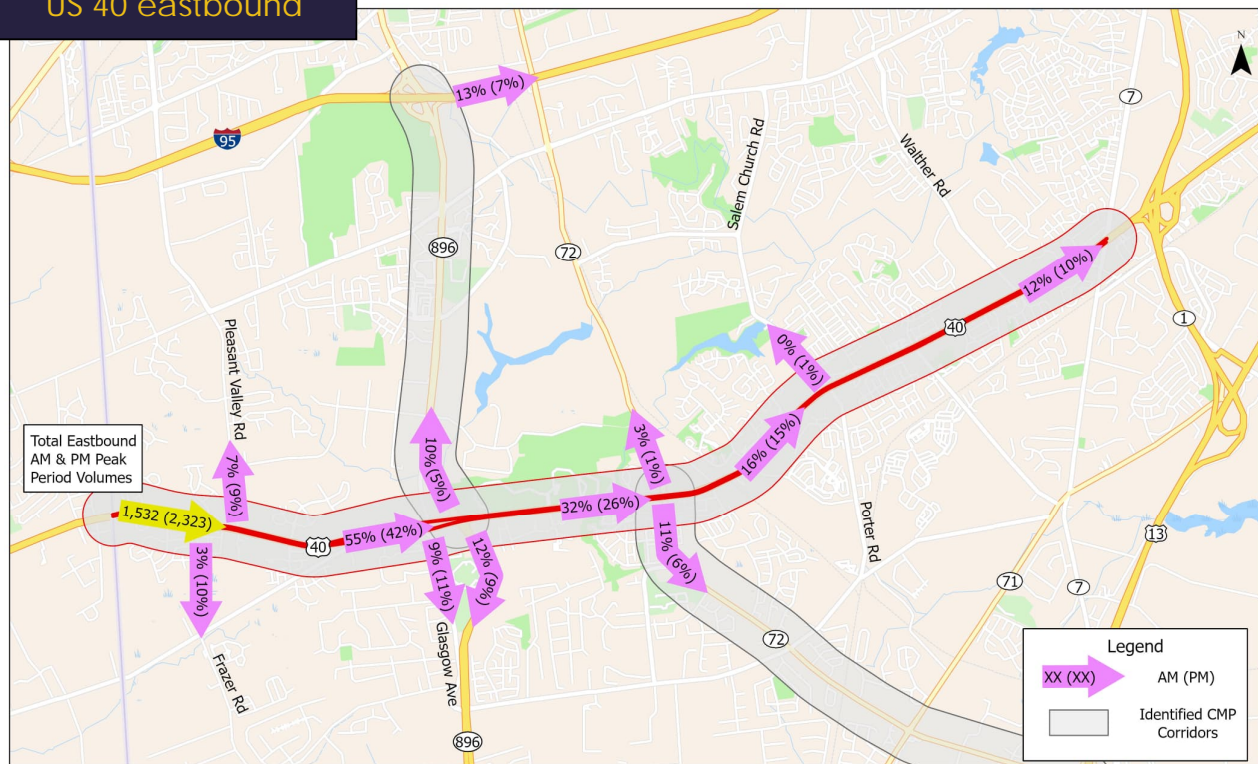
### Key Takeaways

- **12% of eastbound AM peak traffic** and 10% of eastbound PM peak traffic is through traffic. This is about double the through traffic in the westbound direction, at 5% and 6% respectively in the AM and PM peaks.
- Across both peaks, about **50% of eastbound traffic** either completes their trip or turns off US 40 prior to reaching SR 896.
- During the AM peak, **13% of eastbound traffic** uses toll-free US 40 and SR 896 to access I-95 NB.
- **Westbound, 19% of traffic** turns right onto Walther Road in the AM peak. This percentage drops to 14% in the PM peak.
- Approximately **75% of westbound traffic** either completes their trip or turns off US 40 prior to reaching SR 72 during both the AM and PM peaks.

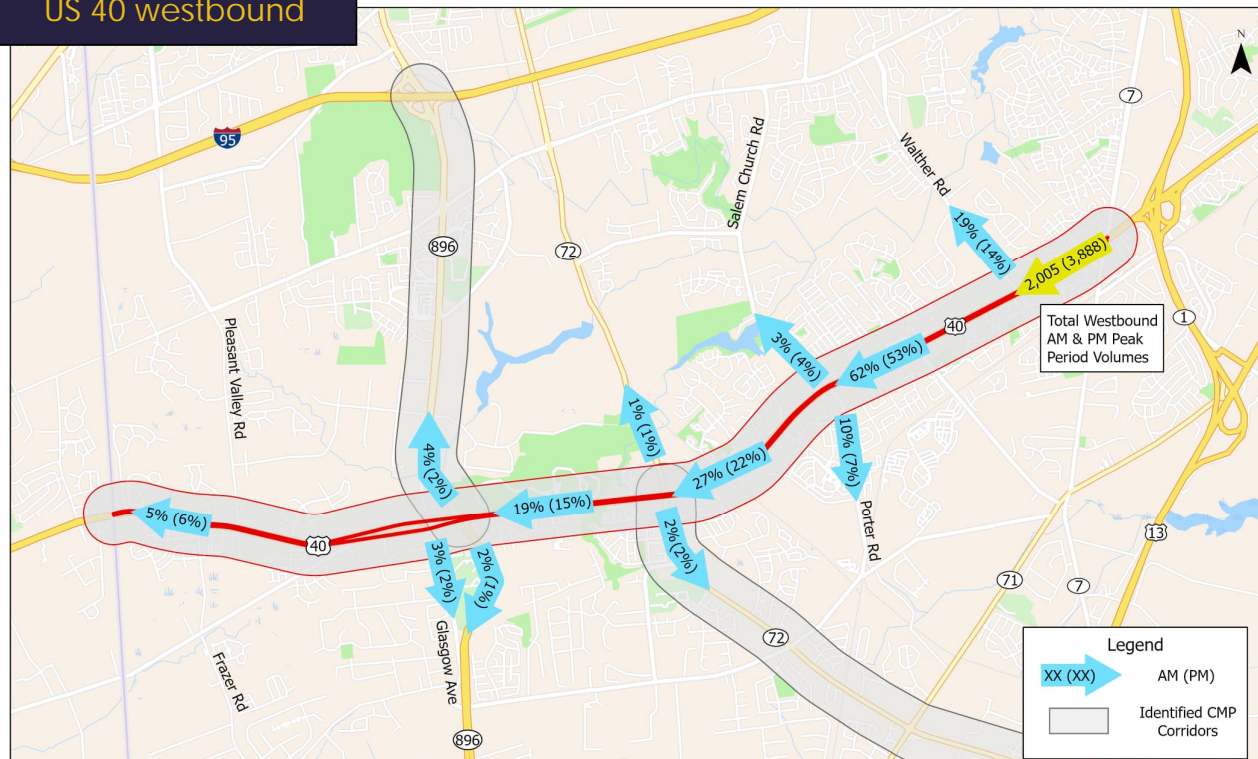
Peak Period	Origin	Destination													
		Frazer Rd SB	Pleasant Valley Rd NB	Glasgow Ave SB	SR 896 NB	SR 896 SB	I-95 NB north of SR 896	SR 72 NB	SR 72 SB	Salem Church Rd NB	Porter Rd SB	Walther Rd NB	Newark	Churchman's Crossing	Wilmington
AM (7 AM - 9 AM)	US 40 EB east of MD Line	3.0%	7.0%	8.9%	9.9%	11.8%	12.6%	2.7%	11.3%	0.3%	0.1%	0.4%	1.1%	5.7%	2.3%
	US 40 WB west of SR 7	0.1%	0.4%	2.7%	3.8%	2.4%	-	1.2%	1.6%	2.6%	9.5%	18.5%	1.9%	3.4%	0.4%
PM (4 PM - 6 PM)	US 40 EB east of MD Line	10.2%	8.6%	10.7%	5.2%	9.4%	7.2%	1.2%	6.3%	0.8%	0.3%	0.3%	1.4%	3.8%	0.7%
	US 40 WB west of SR 7	0.1%	0.3%	1.6%	1.9%	1.4%	-	0.6%	2.4%	4.3%	7.0%	13.7%	0.9%	2.4%	0.2%

# US 40

## US 40 eastbound



## US 40 westbound





# SR 896

## SR 896 north of US 40 to SR 896 south of I-95

### Key Takeaways

- **29% of northbound AM peak traffic** is through traffic, with **23% destined for Newark**. This is consistent with the PM peak where 30% of northbound traffic is through traffic, with 21% destined for Newark.
- During the PM peak, **31% of southbound traffic** turns right onto S. Old Baltimore Pike. This is higher than the 21% who make the same movement in the AM peak.
- **Northbound, 46% of traffic** uses SR 896 to access I-95 NB in the AM peak. A lower but still significant **34% of northbound traffic** accesses I-95 NB in the PM peak.
- Southbound through traffic splits between Glasgow Ave and SR 896, with a higher percentage staying on SR 896 southbound during both peaks.

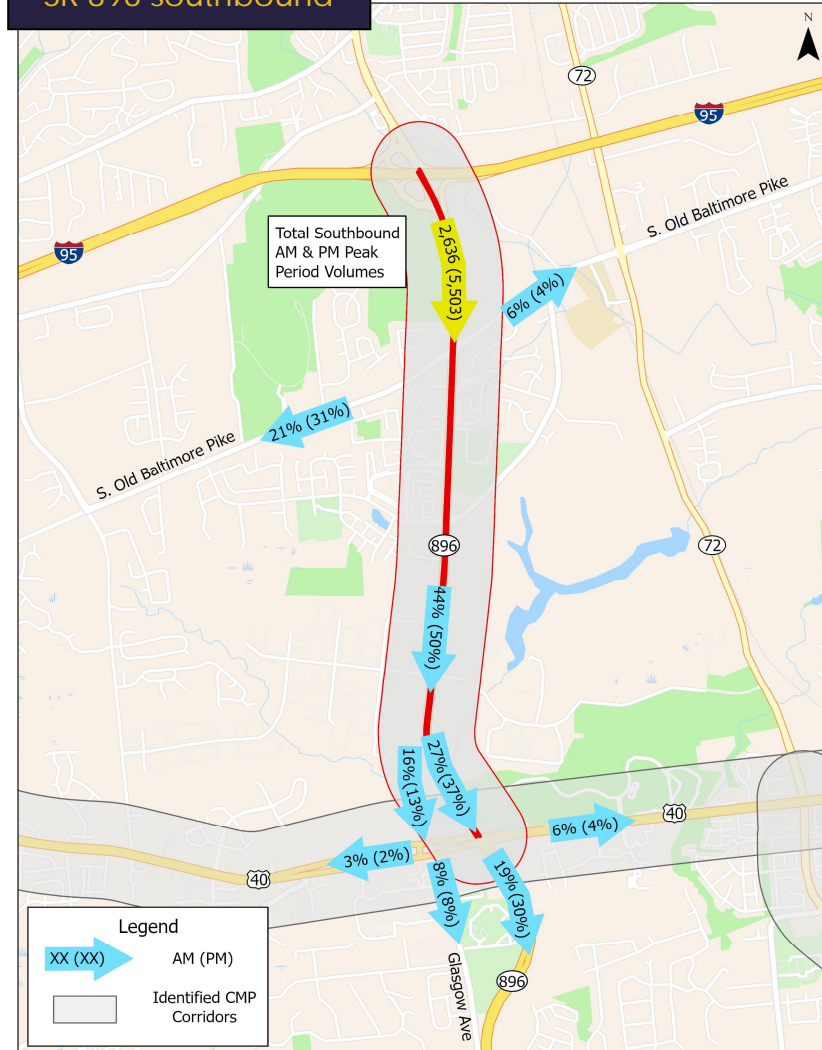
Peak Period	Origin	Destination												
		I-95 SB	I-95 NB	SR 896 NB north of I-95	S. Old Baltimore Pike WB	S. Old Baltimore Pike EB	Glasgow Ave SB north of US 40	US 40 WB	US 40 EB	Glasgow Ave SB south of US 40	SR 896 SB south of US 40	Newark	Churchman's Crossing	Wilmington
AM (7 AM - 9 AM)	SR 896 SB south of I-95	-	-	-	21.4%	6.3%	16.2%	3.1%	6.0%	8.4%	19.1%	1.1%	0.9%	0.6%
	SR 896 NB north of US 40	2.2%	46.3%	29.2%	0.7%	6.8%	-	-	-	-	-	22.7%	16.8%	8.4%
PM (4 PM - 6 PM)	SR 896 SB south of I-95	-	-	-	31.4%	4.0%	13.3%	2.4%	4.1%	7.5%	30.0%	0.4%	0.4%	0.1%
	SR 896 NB north of US 40	3.6%	33.6%	30.2%	1.7%	9.5%	-	-	-	-	-	21.2%	13.1%	4.8%

# SR 896

## SR 896 northbound



## SR 896 southbound



# SR 72

## SR 72 north of SR 1 to SR 72 south of US 40

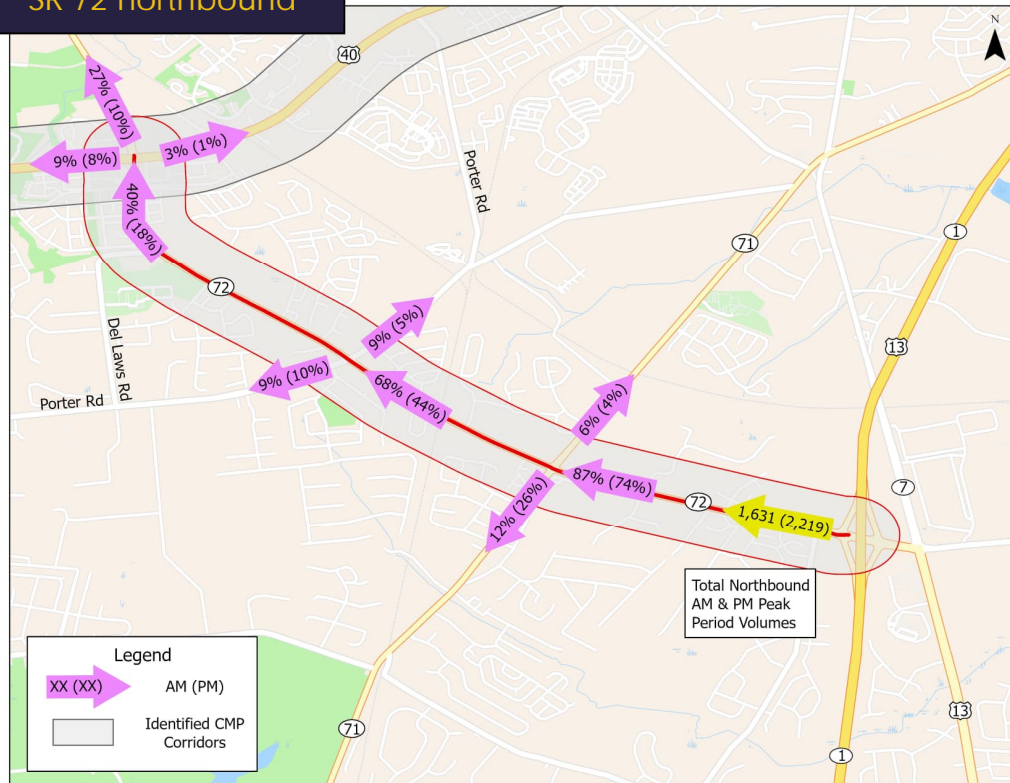
### Key Takeaways

- *27% of northbound AM peak traffic* is through traffic, with *15% destined for Newark*. Only 10% of northbound PM peak traffic is through traffic.
- During the PM peak, *26% of northbound traffic* turns left onto SR 71.
- *Southbound, 17% of traffic* uses SR 72 to get onto SR 1 SB in the AM peak, and that number *increases to 23%* in the PM peak.
- During the PM peak, *16% of southbound* traffic turns right onto Del Laws Road.

Peak Period	Origin	Destination												
		US 40 EB	US 40 WB	SR 72 NB north of US 40	Del Laws Rd WB	Porter Rd WB	Porter Rd EB	SR 71 SB	SR 71 NB	SR 1 SB On-Ramp	US 13 SB	Newark	Churchman's Crossing	Wilmington
AM (7 AM - 9 AM)	SR 72 SB south of US 40	-	-	-	7.2%	2.8%	0.9%	5.0%	3.0%	16.7%	5.0%	1.1%	2.7%	1.1%
	SR 72 NB north of SR 1	3.2%	9.3%	27.3%	0.2%	9.0%	9.3%	11.8%	6.3%	-	-	14.8%	5.4%	0.8%
PM (4 PM - 6 PM)	SR 72 SB south of US 40	-	-	-	15.6%	5.8%	0.4%	7.0%	2.6%	22.9%	7.5%	0.2%	0.3%	0.0%
	SR 72 NB north of SR 1	1.4%	7.5%	9.7%	0.2%	10.4%	4.8%	26.1%	4.2%	-	-	3.9%	1.4%	0.2%

# SR 72

## SR 72 northbound



## SR 72 southbound

