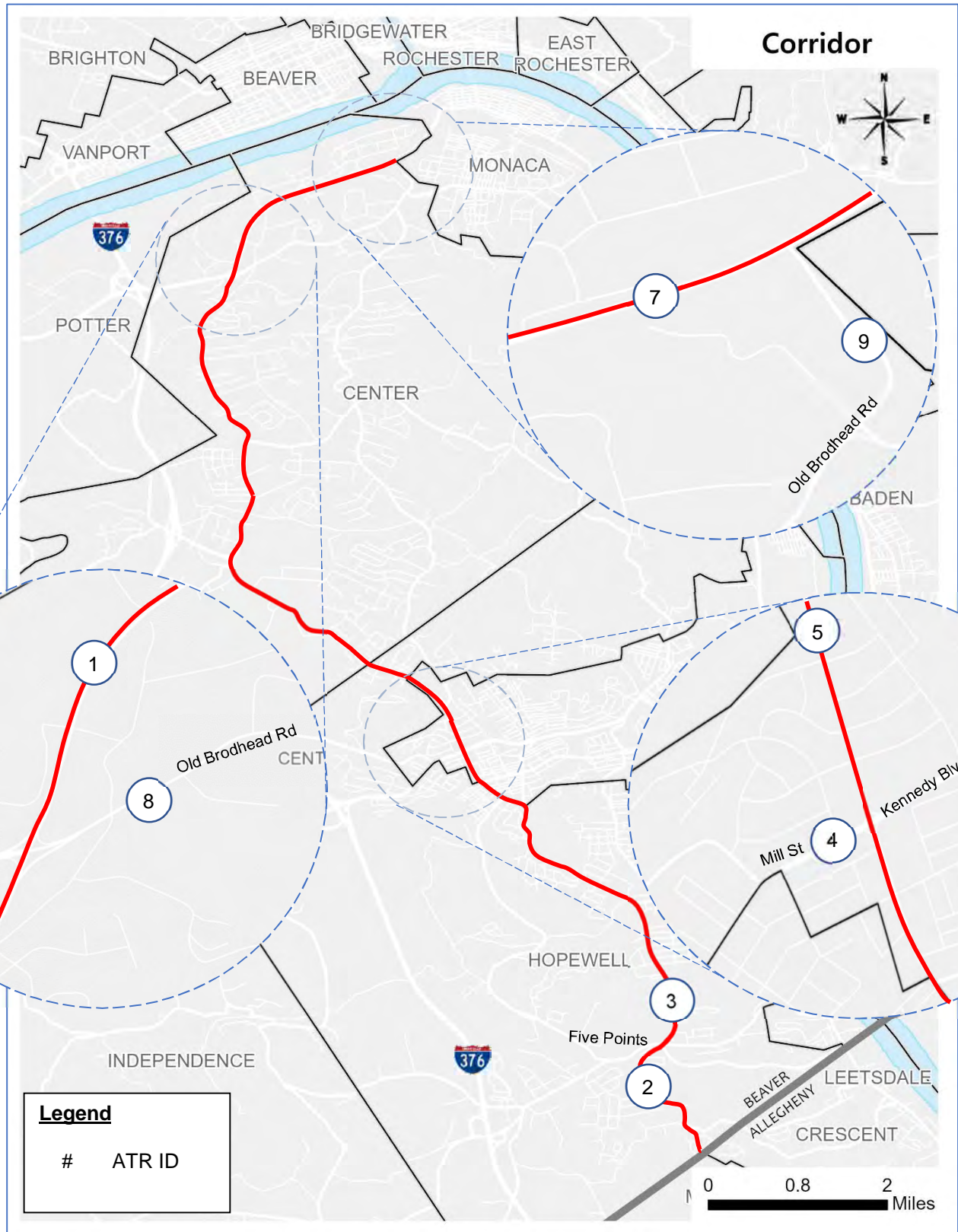


Appendix A7

Traffic Volumes

ATR Location Map



Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound*

Work Order: *35141-001*
 ADT Site Code: *1*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------|-----|-----|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 28 | 30 | 29 | 64 | 52 | 35 | 28 | | | | | | 38 | 29 | 29 | 64 | 52 |
| 01:00 | | | 15 | 12 | 19 | 91 | 25 | 21 | 14 | | | | | | 28 | 14 | 19 | 91 | 25 |
| 02:00 | | | 7 | 10 | 14 | 30 | 23 | 12 | 10 | | | | | | 15 | 9 | 14 | 30 | 23 |
| 03:00 | | | 128 | 121 | 126 | 28 | 16 | 18 | 122 | | | | | | 80 | 124 | 126 | 28 | 16 |
| 04:00 | | | 63 | 65 | 58 | 29 | 15 | 46 | 60 | | | | | | 48 | 63 | 58 | 29 | 15 |
| 05:00 | | | 173 | 177 | 189 | 56 | 22 | 113 | 170 | | | | | | 129 | 173 | 189 | 56 | 22 |
| 06:00 | | | 207 | 196 | 183 | 100 | 67 | 185 | 193 | | | | | | 162 | 199 | 183 | 100 | 67 |
| 07:00 | | | 251 | 252 | 247 | 185 | 171 | 247 | 252 | | | | | | 229 | 252 | 247 | 185 | 171 |
| 08:00 | | | 284 | 318 | 364 | 296 | 257 | 324 | 337 | | | | | | 311 | 313 | 364 | 296 | 257 |
| 09:00 | | | 429 | 447 | 491 | 522 | 378 | 420 | 436 | | | | | | 446 | 437 | 491 | 522 | 378 |
| 10:00 | | | 516 | 519 | 578 | 643 | 534 | 534 | 529 | | | | | | 550 | 521 | 578 | 643 | 534 |
| 11:00 | | | 587 | 639 | 676 | 805 | 707 | 585 | 662 | | | | | | 666 | 629 | 676 | 805 | 707 |
| 12:00 PM | | | 701 | 712 | 757 | 891 | 793 | 738 | 826 | | | | | | 774 | 746 | 757 | 891 | 793 |
| 01:00 | | | 714 | 791 | 807 | 841 | 783 | 706 | 754 | | | | | | 771 | 753 | 807 | 841 | 783 |
| 02:00 | | | 713 | 721 | 882 | 1,007 | 792 | 723 | 755 | | | | | | 799 | 730 | 882 | 1,007 | 792 |
| 03:00 | | | 752 | 799 | 1,082 | 887 | 675 | 761 | 816 | | | | | | 825 | 789 | 1,082 | 887 | 675 |
| 04:00 | | | 911 | 915 | 961 | 715 | 675 | 890 | 949 | | | | | | 859 | 925 | 961 | 715 | 675 |
| 05:00 | | | 948 | 957 | 857 | 699 | 565 | 829 | 923 | | | | | | 825 | 943 | 857 | 699 | 565 |
| 06:00 | | | 687 | 768 | 706 | 557 | 397 | 602 | 725 | | | | | | 635 | 727 | 706 | 557 | 397 |
| 07:00 | | | 419 | 480 | 558 | 380 | 269 | 378 | 444 | | | | | | 418 | 448 | 558 | 380 | 269 |
| 08:00 | | | 241 | 298 | 345 | 319 | 185 | 215 | 273 | | | | | | 268 | 271 | 345 | 319 | 185 |
| 09:00 | | | 194 | 193 | 238 | 181 | 134 | 150 | 149 | | | | | | 177 | 179 | 238 | 181 | 134 |
| 10:00 | | | 91 | 82 | 143 | 117 | 79 | 78 | 96 | | | | | | 98 | 90 | 143 | 117 | 79 |
| 11:00 | | | 46 | 45 | 172 | 149 | 57 | 55 | 68 | | | | | | 85 | 53 | 172 | 149 | 57 |
| Day Total | 0 | 0 | 9,105 | 9,547 | 10,482 | 9,592 | 7,671 | 8,665 | 9,591 | 0 | 0 | 0 | 0 | 0 | 9,236 | 9,414 | 10,482 | 9,592 | 7,671 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|-----|------|------|------|-----|-----|------|----|----|----|----|----|------|------|------|------|-----|
| % Avg Daily | 0% | 0% | 99% | 103% | 113% | 104% | 83% | 94% | 104% | 0% | 0% | 0% | 0% | 0% | 100% | 102% | 113% | 104% | 83% |
| % Avg WkDay | 0% | 0% | 97% | 101% | 111% | 102% | 81% | 92% | 102% | 0% | 0% | 0% | 0% | 0% | 98% | 100% | 111% | 102% | 81% |
| AM Peak Volume | 0 | 0 | 429 | 447 | 491 | 522 | 378 | 420 | 436 | 0 | 0 | 0 | 0 | 0 | 446 | 437 | 491 | 522 | 378 |
| MID Peak Volume | 0 | 0 | 714 | 791 | 882 | 1007 | 793 | 738 | 826 | 0 | 0 | 0 | 0 | 0 | 799 | 753 | 882 | 1007 | 793 |
| PM Peak Volume | 0 | 0 | 948 | 957 | 1082 | 887 | 675 | 890 | 949 | 0 | 0 | 0 | 0 | 0 | 859 | 943 | 1082 | 887 | 675 |

Avg Wkdy ADT: 9,414

AADT Adjust: 1.0250

AADT: 9,600

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Southbound*

Work Order: *35141-001*
 ADT Site Code: *1*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------|-----|-----|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 25 | 25 | 29 | 58 | 57 | 32 | 21 | | | | | | 35 | 24 | 29 | 58 | 57 |
| 01:00 | | | 15 | 14 | 24 | 40 | 18 | 15 | 18 | | | | | | 21 | 16 | 24 | 40 | 18 |
| 02:00 | | | 19 | 19 | 14 | 20 | 20 | 14 | 19 | | | | | | 18 | 19 | 14 | 20 | 20 |
| 03:00 | | | 92 | 87 | 84 | 52 | 18 | 68 | 76 | | | | | | 68 | 85 | 84 | 52 | 18 |
| 04:00 | | | 262 | 270 | 282 | 142 | 29 | 239 | 245 | | | | | | 210 | 259 | 282 | 142 | 29 |
| 05:00 | | | 310 | 348 | 338 | 139 | 29 | 309 | 311 | | | | | | 255 | 323 | 338 | 139 | 29 |
| 06:00 | | | 334 | 357 | 309 | 151 | 71 | 309 | 357 | | | | | | 270 | 349 | 309 | 151 | 71 |
| 07:00 | | | 370 | 351 | 341 | 177 | 144 | 341 | 353 | | | | | | 297 | 358 | 341 | 177 | 144 |
| 08:00 | | | 376 | 396 | 457 | 330 | 263 | 334 | 384 | | | | | | 363 | 385 | 457 | 330 | 263 |
| 09:00 | | | 508 | 523 | 558 | 551 | 428 | 465 | 441 | | | | | | 496 | 491 | 558 | 551 | 428 |
| 10:00 | | | 561 | 598 | 700 | 773 | 502 | 548 | 584 | | | | | | 609 | 581 | 700 | 773 | 502 |
| 11:00 | | | 667 | 712 | 784 | 943 | 808 | 705 | 694 | | | | | | 759 | 691 | 784 | 943 | 808 |
| 12:00 PM | | | 781 | 746 | 841 | 964 | 876 | 790 | 795 | | | | | | 828 | 774 | 841 | 964 | 876 |
| 01:00 | | | 745 | 787 | 902 | 763 | 880 | 790 | 847 | | | | | | 816 | 793 | 902 | 763 | 880 |
| 02:00 | | | 792 | 855 | 943 | 893 | 856 | 829 | 840 | | | | | | 858 | 829 | 943 | 893 | 856 |
| 03:00 | | | 899 | 929 | 988 | 914 | 805 | 913 | 967 | | | | | | 916 | 932 | 988 | 914 | 805 |
| 04:00 | | | 884 | 953 | 948 | 825 | 666 | 871 | 965 | | | | | | 873 | 934 | 948 | 825 | 666 |
| 05:00 | | | 809 | 870 | 930 | 760 | 596 | 778 | 953 | | | | | | 814 | 877 | 930 | 760 | 596 |
| 06:00 | | | 719 | 693 | 751 | 583 | 434 | 564 | 688 | | | | | | 633 | 700 | 751 | 583 | 434 |
| 07:00 | | | 520 | 509 | 605 | 404 | 285 | 385 | 446 | | | | | | 451 | 492 | 605 | 404 | 285 |
| 08:00 | | | 313 | 388 | 398 | 312 | 192 | 245 | 271 | | | | | | 303 | 324 | 398 | 312 | 192 |
| 09:00 | | | 183 | 195 | 311 | 201 | 107 | 159 | 171 | | | | | | 190 | 183 | 311 | 201 | 107 |
| 10:00 | | | 136 | 140 | 215 | 137 | 88 | 109 | 113 | | | | | | 134 | 130 | 215 | 137 | 88 |
| 11:00 | | | 64 | 81 | 121 | 71 | 53 | 50 | 55 | | | | | | 71 | 67 | 121 | 71 | 53 |
| Day Total | 0 | 0 | 10,384 | 10,846 | 11,873 | 10,203 | 8,225 | 9,862 | 10,614 | 0 | 0 | 0 | 0 | 0 | 10,287 | 10,615 | 11,873 | 10,203 | 8,225 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|------|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 101% | 105% | 115% | 99% | 80% | 96% | 103% | 0% | 0% | 0% | 0% | 0% | 100% | 103% | 115% | 99% | 80% |
| % Avg WkDay | 0% | 0% | 98% | 102% | 112% | 96% | 77% | 93% | 100% | 0% | 0% | 0% | 0% | 0% | 97% | 100% | 112% | 96% | 77% |
| AM Peak Volume | 0 | 0 | 508 | 523 | 558 | 551 | 428 | 465 | 441 | 0 | 0 | 0 | 0 | 0 | 496 | 491 | 558 | 551 | 428 |
| MID Peak Volume | 0 | 0 | 792 | 855 | 943 | 964 | 880 | 829 | 847 | 0 | 0 | 0 | 0 | 0 | 858 | 829 | 943 | 964 | 880 |
| PM Peak Volume | 0 | 0 | 899 | 953 | 988 | 914 | 805 | 913 | 967 | 0 | 0 | 0 | 0 | 0 | 916 | 934 | 988 | 914 | 805 |

Avg Wkdy ADT: 10,615

AADT Adjust: 1.0250

AADT: 10,900

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *1*
 Compiled By: *AJ*

| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------|-----------------------|--------|--------|----------|----------------------------|--------|--------|----------|----------------|--------|--------|----------|------------------|--------|--------|----------|----------------|-------|--------|----------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 38 | 35 | 73 | 52% | 29 | 24 | 52 | 55% | 29 | 29 | 58 | 50% | 64 | 58 | 122 | 52% | 52 | 57 | 109 | 48% |
| 01:00 | 28 | 21 | 49 | 58% | 14 | 16 | 29 | 47% | 19 | 24 | 43 | 44% | 91 | 40 | 131 | 69% | 25 | 18 | 43 | 58% |
| 02:00 | 15 | 18 | 33 | 46% | 9 | 19 | 28 | 32% | 14 | 14 | 28 | 50% | 30 | 20 | 50 | 60% | 23 | 20 | 43 | 53% |
| 03:00 | 80 | 68 | 148 | 54% | 124 | 85 | 209 | 59% | 126 | 84 | 210 | 60% | 28 | 52 | 80 | 35% | 16 | 18 | 34 | 47% |
| 04:00 | 48 | 210 | 258 | 19% | 63 | 259 | 322 | 19% | 58 | 282 | 340 | 17% | 29 | 142 | 171 | 17% | 15 | 29 | 44 | 34% |
| 05:00 | 129 | 255 | 383 | 34% | 173 | 323 | 496 | 35% | 189 | 338 | 527 | 36% | 56 | 139 | 195 | 29% | 22 | 29 | 51 | 43% |
| 06:00 | 162 | 270 | 431 | 37% | 199 | 349 | 548 | 36% | 183 | 309 | 492 | 37% | 100 | 151 | 251 | 40% | 67 | 71 | 138 | 49% |
| 07:00 | 229 | 297 | 526 | 44% | 252 | 358 | 610 | 41% | 247 | 341 | 588 | 42% | 185 | 177 | 362 | 51% | 171 | 144 | 315 | 54% |
| 08:00 | 311 | 363 | 674 | 46% | 313 | 385 | 698 | 45% | 364 | 457 | 821 | 44% | 296 | 330 | 626 | 47% | 257 | 263 | 520 | 49% |
| 09:00 | 446 | 496 | 942 | 47% | 437 | 491 | 928 | 47% | 491 | 558 | 1,049 | 47% | 522 | 551 | 1,073 | 49% | 378 | 428 | 806 | 47% |
| 10:00 | 550 | 609 | 1,160 | 47% | 521 | 581 | 1,102 | 47% | 578 | 700 | 1,278 | 45% | 643 | 773 | 1,416 | 45% | 534 | 502 | 1,036 | 52% |
| 11:00 | 666 | 759 | 1,425 | 47% | 629 | 691 | 1,320 | 48% | 676 | 784 | 1,460 | 46% | 805 | 943 | 1,748 | 46% | 707 | 808 | 1,515 | 47% |
| 12:00 PM | 774 | 828 | 1,602 | 48% | 746 | 774 | 1,520 | 49% | 757 | 841 | 1,598 | 47% | 891 | 964 | 1,855 | 48% | 793 | 876 | 1,669 | 48% |
| 01:00 | 771 | 816 | 1,587 | 49% | 753 | 793 | 1,546 | 49% | 807 | 902 | 1,709 | 47% | 841 | 763 | 1,604 | 52% | 783 | 880 | 1,663 | 47% |
| 02:00 | 799 | 858 | 1,657 | 48% | 730 | 829 | 1,559 | 47% | 882 | 943 | 1,825 | 48% | 1,007 | 893 | 1,900 | 53% | 792 | 856 | 1,648 | 48% |
| 03:00 | 825 | 916 | 1,741 | 47% | 789 | 932 | 1,721 | 46% | 1,082 | 988 | 2,070 | 52% | 887 | 914 | 1,801 | 49% | 675 | 805 | 1,480 | 46% |
| 04:00 | 859 | 873 | 1,733 | 50% | 925 | 934 | 1,859 | 50% | 961 | 948 | 1,909 | 50% | 715 | 825 | 1,540 | 46% | 675 | 666 | 1,341 | 50% |
| 05:00 | 825 | 814 | 1,639 | 50% | 943 | 877 | 1,820 | 52% | 857 | 930 | 1,787 | 48% | 699 | 760 | 1,459 | 48% | 565 | 596 | 1,161 | 49% |
| 06:00 | 635 | 633 | 1,268 | 50% | 727 | 700 | 1,427 | 51% | 706 | 751 | 1,457 | 48% | 557 | 583 | 1,140 | 49% | 397 | 434 | 831 | 48% |
| 07:00 | 418 | 451 | 869 | 48% | 448 | 492 | 939 | 48% | 558 | 605 | 1,163 | 48% | 380 | 404 | 784 | 48% | 269 | 285 | 554 | 49% |
| 08:00 | 268 | 303 | 571 | 47% | 271 | 324 | 595 | 46% | 345 | 398 | 743 | 46% | 319 | 312 | 631 | 51% | 185 | 192 | 377 | 49% |
| 09:00 | 177 | 190 | 367 | 48% | 179 | 183 | 362 | 49% | 238 | 311 | 549 | 43% | 181 | 201 | 382 | 47% | 134 | 107 | 241 | 56% |
| 10:00 | 98 | 134 | 232 | 42% | 90 | 130 | 219 | 41% | 143 | 215 | 358 | 40% | 117 | 137 | 254 | 46% | 79 | 88 | 167 | 47% |
| 11:00 | 85 | 71 | 155 | 54% | 53 | 67 | 120 | 44% | 172 | 121 | 293 | 59% | 149 | 71 | 220 | 68% | 57 | 53 | 110 | 52% |
| Day Total | 9,236 | 10,287 | 19,523 | 47% | 9,414 | 10,615 | 20,029 | 47% | 10,482 | 11,873 | 22,355 | 47% | 9,592 | 10,203 | 19,795 | 48% | 7,671 | 8,225 | 15,896 | 48% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|------|-----|------|---|-----|-----|------|---|
| % Avg Daily | 100% | 100% | 100% | - | 102% | 103% | 103% | - | 113% | 115% | 115% | - | 104% | 99% | 101% | - | 83% | 80% | 81% | - |
| % Avg WkDay | 98% | 97% | 97% | - | 100% | 100% | 100% | - | 111% | 112% | 112% | - | 102% | 96% | 99% | - | 81% | 77% | 79% | - |
| AM Peak Volume | 446 | 496 | 942 | - | 437 | 491 | 928 | - | 491 | 558 | 1049 | - | 522 | 551 | 1073 | - | 378 | 428 | 806 | - |
| MID Peak Volume | 799 | 858 | 1657 | - | 753 | 829 | 1559 | - | 882 | 943 | 1825 | - | 1007 | 964 | 1900 | - | 793 | 880 | 1669 | - |
| PM Peak Volume | 859 | 916 | 1741 | - | 943 | 934 | 1859 | - | 1082 | 988 | 2070 | - | 887 | 914 | 1801 | - | 675 | 805 | 1480 | - |

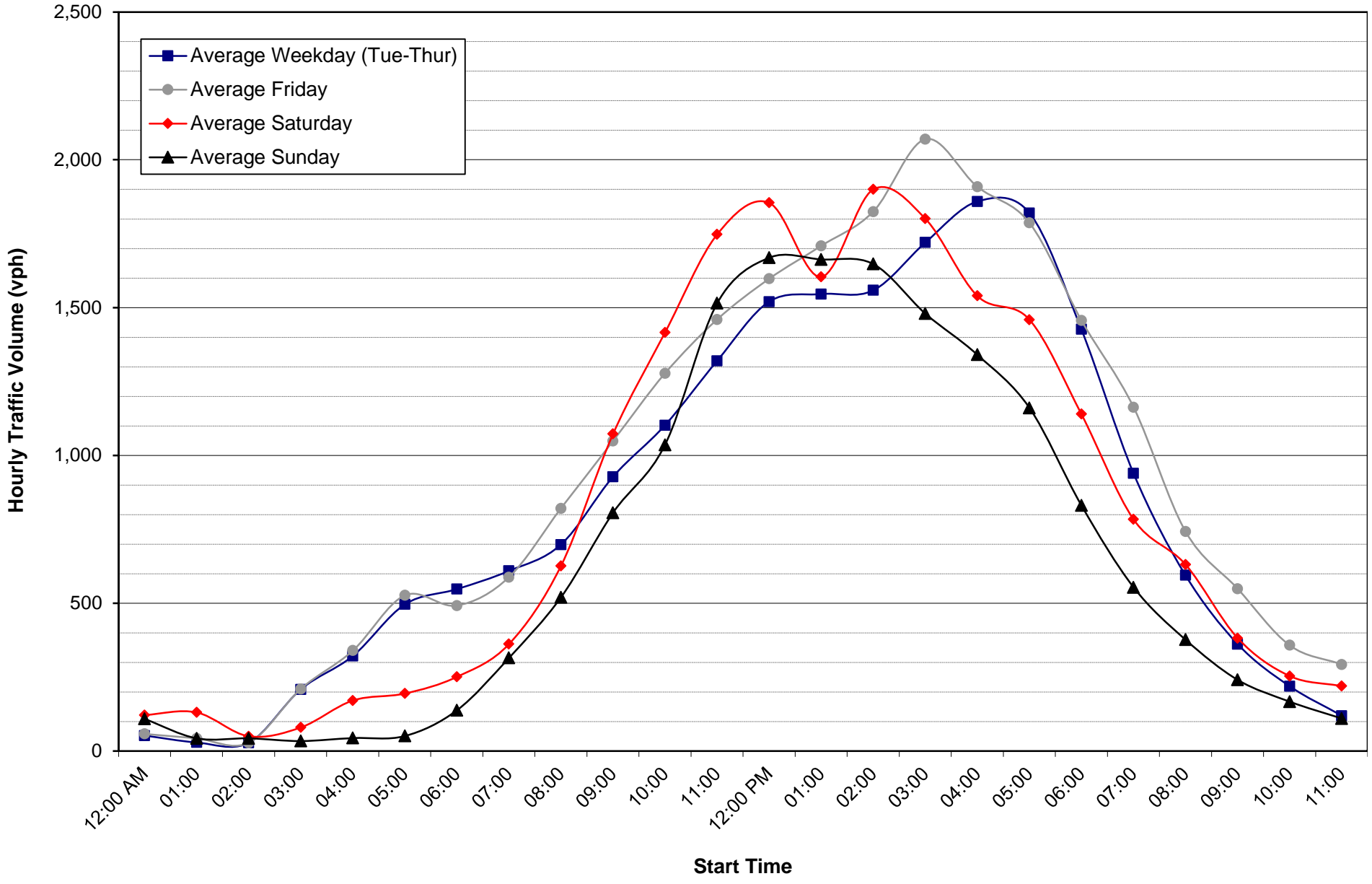
Avg Wkdy ADT: **20,029**

AADT Adjust: **1.0250**

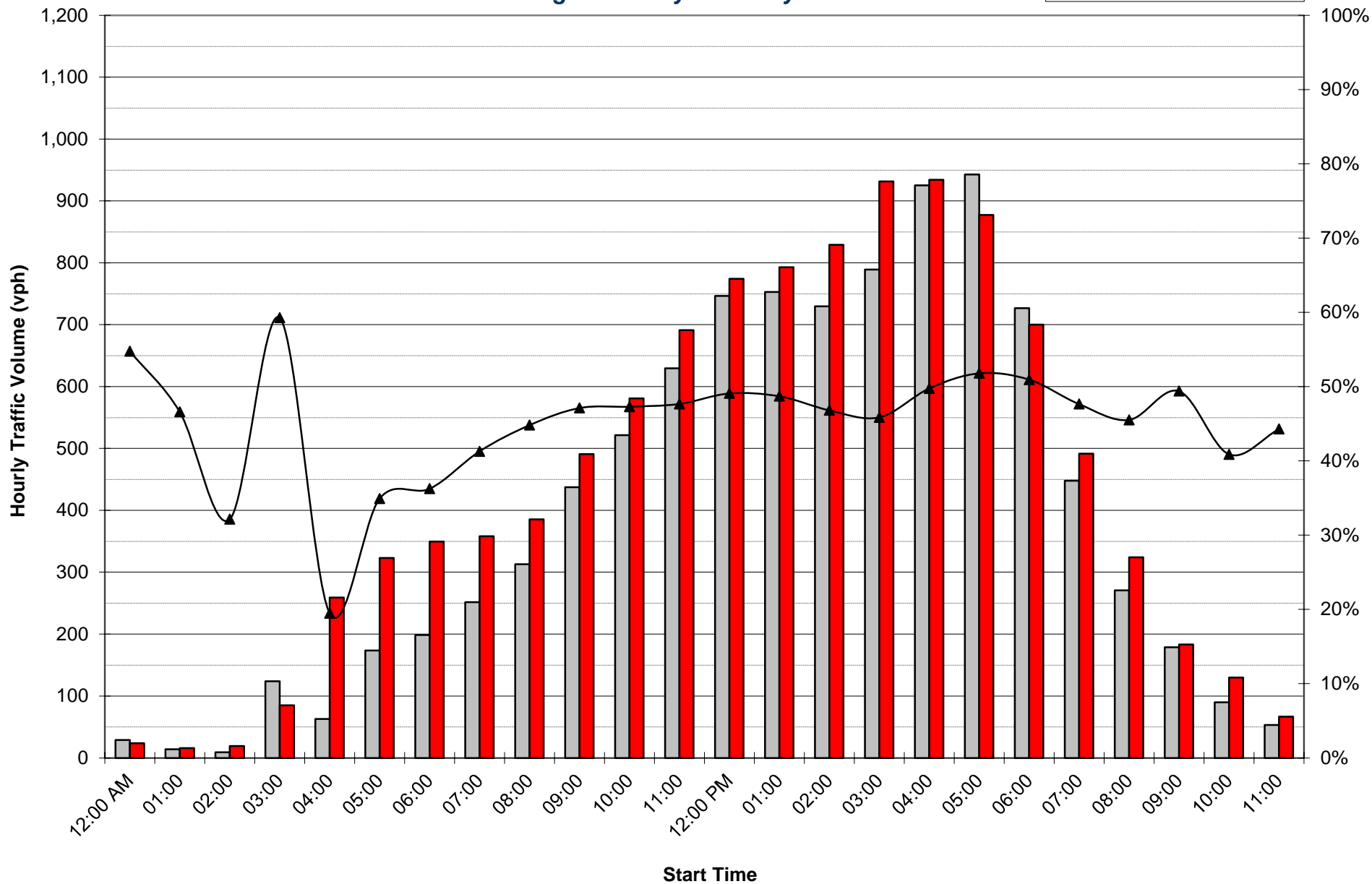
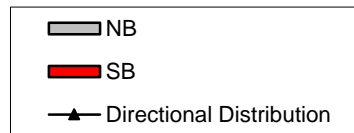
AADT: **20,500**

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

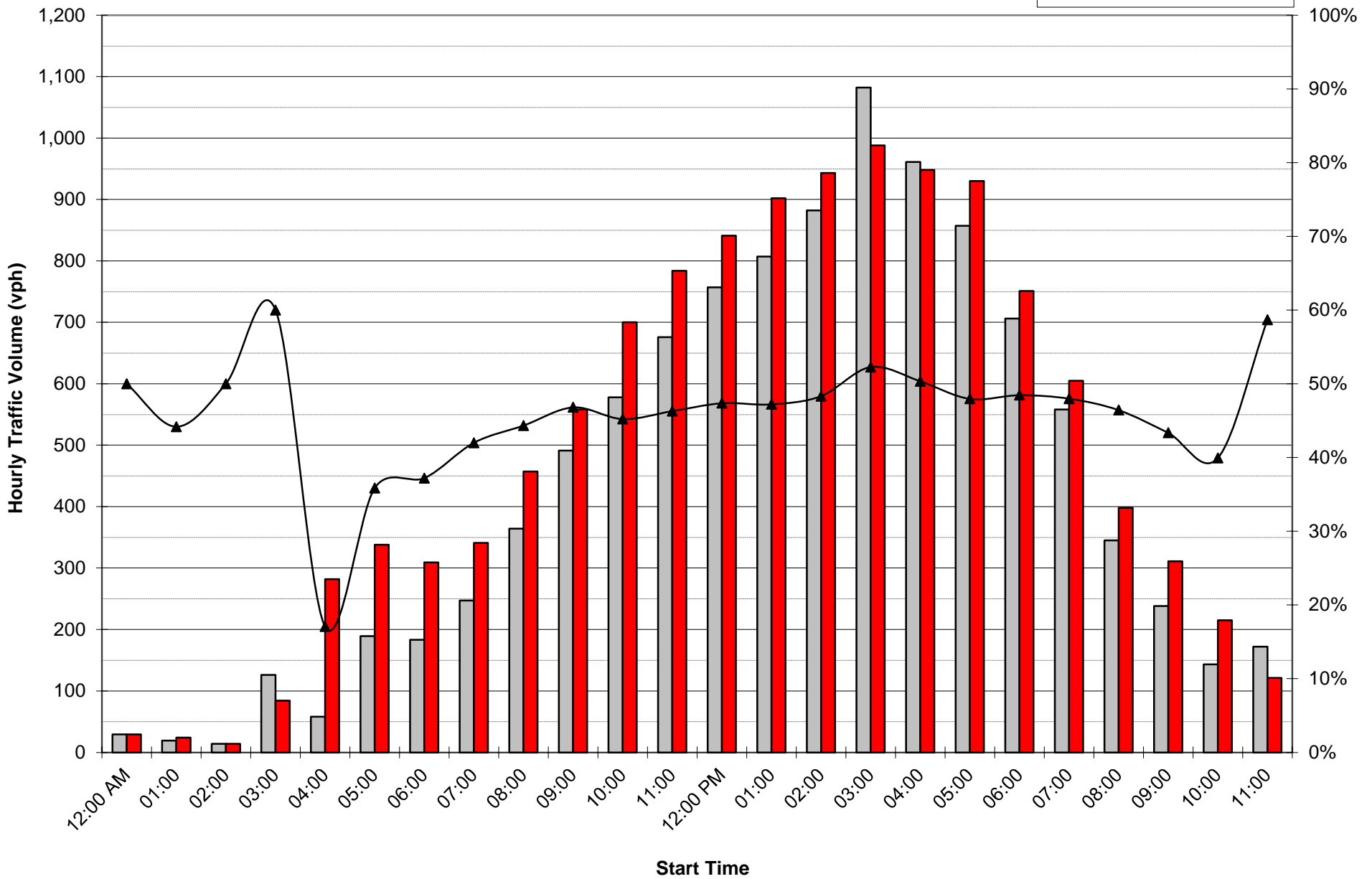
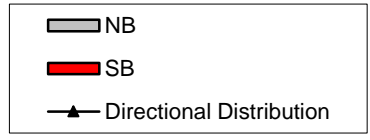
ADT #1 Summary
Brodhead Road
Two-Way Hourly Volumes by Day



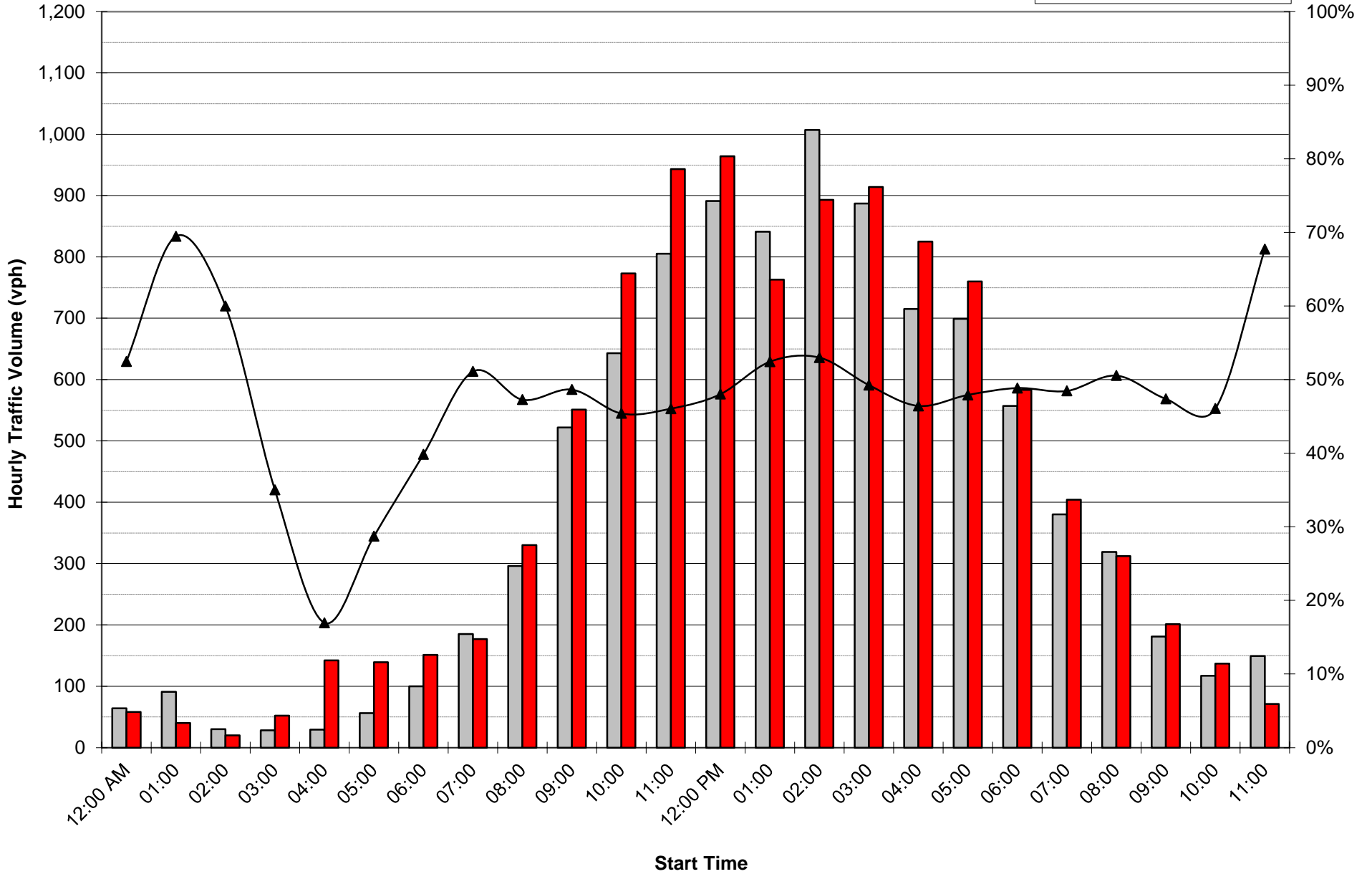
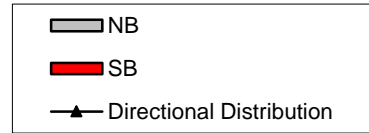
ADT #1 Summary
Brodhead Road
Average Weekday Traffic by Direction



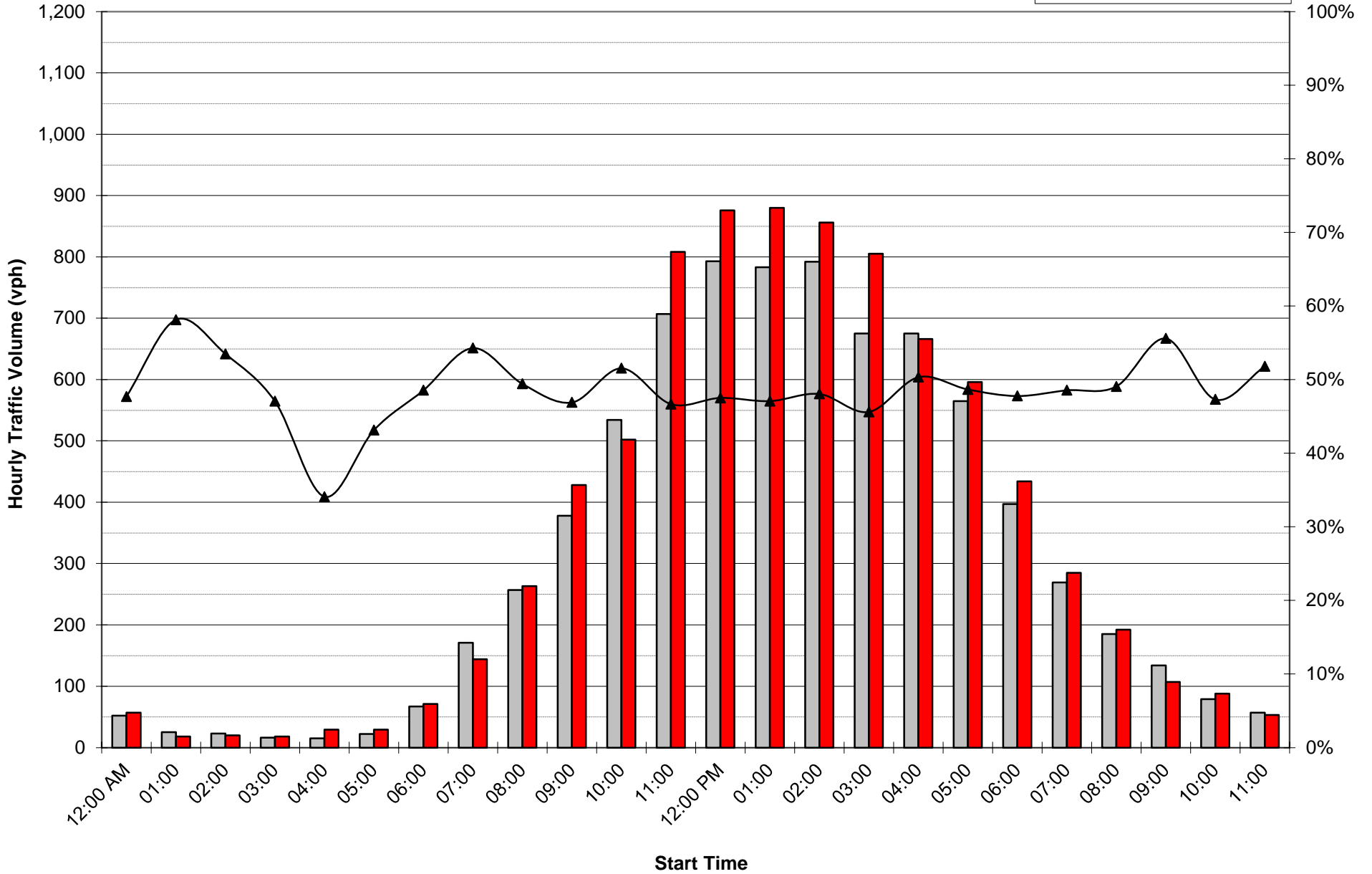
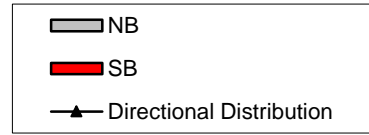
ADT #1 Summary
Brodhead Road
Average Friday Traffic by Direction



ADT #1 Summary
Brodhead Road
Average Saturday Traffic by Direction



ADT #1 Summary
Brodhead Road
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound*

Work Order: *35141-001*
 ADT Site Code: *2*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 11 | 10 | 6 | 8 | 12 | 11 | 10 | | | | | | 10 | 10 | 6 | 8 | 12 |
| 01:00 | | | 3 | 3 | 2 | 7 | 3 | 7 | 3 | | | | | | 4 | 3 | 2 | 7 | 3 |
| 02:00 | | | 2 | 2 | 4 | 2 | 5 | 1 | 5 | | | | | | 3 | 3 | 4 | 2 | 5 |
| 03:00 | | | 5 | 4 | 5 | 5 | 4 | 3 | 4 | | | | | | 4 | 4 | 5 | 5 | 4 |
| 04:00 | | | 11 | 11 | 9 | 5 | 3 | 7 | 9 | | | | | | 8 | 10 | 9 | 5 | 3 |
| 05:00 | | | 32 | 29 | 31 | 21 | 8 | 24 | 27 | | | | | | 25 | 29 | 31 | 21 | 8 |
| 06:00 | | | 44 | 39 | 48 | 28 | 16 | 43 | 47 | | | | | | 38 | 43 | 48 | 28 | 16 |
| 07:00 | | | 99 | 100 | 94 | 31 | 30 | 92 | 91 | | | | | | 77 | 97 | 94 | 31 | 30 |
| 08:00 | | | 94 | 101 | 103 | 65 | 64 | 89 | 101 | | | | | | 88 | 99 | 103 | 65 | 64 |
| 09:00 | | | 132 | 114 | 121 | 96 | 90 | 112 | 111 | | | | | | 111 | 119 | 121 | 96 | 90 |
| 10:00 | | | 128 | 121 | 143 | 125 | 118 | 124 | 144 | | | | | | 129 | 131 | 143 | 125 | 118 |
| 11:00 | | | 127 | 153 | 147 | 182 | 164 | 121 | 187 | | | | | | 154 | 156 | 147 | 182 | 164 |
| 12:00 PM | | | 153 | 151 | 165 | 181 | 167 | 150 | 147 | | | | | | 159 | 150 | 165 | 181 | 167 |
| 01:00 | | | 136 | 172 | 164 | 179 | 167 | 129 | 162 | | | | | | 158 | 157 | 164 | 179 | 167 |
| 02:00 | | | 156 | 177 | 182 | 163 | 173 | 162 | 177 | | | | | | 170 | 170 | 182 | 163 | 173 |
| 03:00 | | | 168 | 197 | 210 | 182 | 155 | 193 | 171 | | | | | | 182 | 179 | 210 | 182 | 155 |
| 04:00 | | | 229 | 220 | 240 | 170 | 147 | 231 | 224 | | | | | | 209 | 224 | 240 | 170 | 147 |
| 05:00 | | | 159 | 218 | 215 | 174 | 107 | 142 | 203 | | | | | | 174 | 193 | 215 | 174 | 107 |
| 06:00 | | | 143 | 156 | 192 | 112 | 99 | 125 | 134 | | | | | | 137 | 144 | 192 | 112 | 99 |
| 07:00 | | | 84 | 105 | 101 | 92 | 83 | 74 | 107 | | | | | | 92 | 99 | 101 | 92 | 83 |
| 08:00 | | | 65 | 77 | 81 | 76 | 63 | 67 | 76 | | | | | | 72 | 73 | 81 | 76 | 63 |
| 09:00 | | | 40 | 37 | 61 | 47 | 20 | 31 | 49 | | | | | | 41 | 42 | 61 | 47 | 20 |
| 10:00 | | | 24 | 33 | 45 | 34 | 28 | 17 | 37 | | | | | | 31 | 31 | 45 | 34 | 28 |
| 11:00 | | | 22 | 22 | 33 | 21 | 14 | 19 | 18 | | | | | | 21 | 21 | 33 | 21 | 14 |
| Day Total | 0 | 0 | 2,067 | 2,252 | 2,402 | 2,006 | 1,740 | 1,974 | 2,244 | 0 | 0 | 0 | 0 | 0 | 2,098 | 2,188 | 2,402 | 2,006 | 1,740 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|-----|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 99% | 107% | 114% | 96% | 83% | 94% | 107% | 0% | 0% | 0% | 0% | 0% | 100% | 104% | 114% | 96% | 83% |
| % Avg WkDay | 0% | 0% | 94% | 103% | 110% | 92% | 80% | 90% | 103% | 0% | 0% | 0% | 0% | 0% | 96% | 100% | 110% | 92% | 80% |
| AM Peak Volume | 0 | 0 | 132 | 114 | 121 | 96 | 90 | 112 | 111 | 0 | 0 | 0 | 0 | 0 | 111 | 119 | 121 | 96 | 90 |
| MID Peak Volume | 0 | 0 | 156 | 177 | 182 | 182 | 173 | 162 | 187 | 0 | 0 | 0 | 0 | 0 | 170 | 170 | 182 | 182 | 173 |
| PM Peak Volume | 0 | 0 | 229 | 220 | 240 | 182 | 155 | 231 | 224 | 0 | 0 | 0 | 0 | 0 | 209 | 224 | 240 | 182 | 155 |

Avg Wkdy ADT: **2,188**

AADT Adjust: **0.9690**

AADT: **2,100**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December ber per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Southbound*

Work Order: *35141-001*
 ADT Site Code: *2*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 5 | 5 | 13 | 21 | 12 | 11 | 8 | | | | | | 11 | 6 | 13 | 21 | 12 |
| 01:00 | | | 4 | 6 | 3 | 6 | 6 | 5 | 3 | | | | | | 5 | 4 | 3 | 6 | 6 |
| 02:00 | | | 4 | 2 | 5 | 2 | 3 | 4 | 7 | | | | | | 4 | 4 | 5 | 2 | 3 |
| 03:00 | | | 3 | 7 | 1 | 3 | 4 | 3 | 3 | | | | | | 3 | 4 | 1 | 3 | 4 |
| 04:00 | | | 9 | 8 | 5 | 7 | 6 | 6 | 5 | | | | | | 7 | 7 | 5 | 7 | 6 |
| 05:00 | | | 19 | 19 | 20 | 15 | 5 | 17 | 16 | | | | | | 16 | 18 | 20 | 15 | 5 |
| 06:00 | | | 44 | 43 | 49 | 29 | 23 | 40 | 39 | | | | | | 38 | 42 | 49 | 29 | 23 |
| 07:00 | | | 111 | 115 | 116 | 45 | 35 | 100 | 92 | | | | | | 88 | 106 | 116 | 45 | 35 |
| 08:00 | | | 111 | 124 | 113 | 63 | 45 | 96 | 108 | | | | | | 94 | 114 | 113 | 63 | 45 |
| 09:00 | | | 105 | 107 | 124 | 91 | 86 | 82 | 121 | | | | | | 102 | 111 | 124 | 91 | 86 |
| 10:00 | | | 131 | 144 | 140 | 134 | 120 | 129 | 128 | | | | | | 132 | 134 | 140 | 134 | 120 |
| 11:00 | | | 131 | 140 | 164 | 199 | 148 | 133 | 143 | | | | | | 151 | 138 | 164 | 199 | 148 |
| 12:00 PM | | | 151 | 169 | 161 | 191 | 172 | 158 | 176 | | | | | | 168 | 165 | 161 | 191 | 172 |
| 01:00 | | | 160 | 192 | 169 | 179 | 171 | 136 | 153 | | | | | | 166 | 168 | 169 | 179 | 171 |
| 02:00 | | | 140 | 176 | 163 | 160 | 138 | 150 | 182 | | | | | | 158 | 166 | 163 | 160 | 138 |
| 03:00 | | | 175 | 162 | 213 | 188 | 167 | 185 | 187 | | | | | | 182 | 175 | 213 | 188 | 167 |
| 04:00 | | | 166 | 187 | 198 | 166 | 153 | 200 | 189 | | | | | | 180 | 181 | 198 | 166 | 153 |
| 05:00 | | | 138 | 186 | 187 | 170 | 138 | 166 | 193 | | | | | | 168 | 172 | 187 | 170 | 138 |
| 06:00 | | | 116 | 138 | 172 | 113 | 98 | 133 | 153 | | | | | | 132 | 136 | 172 | 113 | 98 |
| 07:00 | | | 115 | 112 | 109 | 112 | 75 | 95 | 122 | | | | | | 106 | 116 | 109 | 112 | 75 |
| 08:00 | | | 61 | 69 | 80 | 71 | 57 | 54 | 83 | | | | | | 68 | 71 | 80 | 71 | 57 |
| 09:00 | | | 51 | 35 | 68 | 46 | 20 | 44 | 40 | | | | | | 43 | 42 | 68 | 46 | 20 |
| 10:00 | | | 34 | 33 | 44 | 36 | 43 | 20 | 27 | | | | | | 34 | 31 | 44 | 36 | 43 |
| 11:00 | | | 18 | 17 | 24 | 7 | 14 | 12 | 12 | | | | | | 15 | 16 | 24 | 7 | 14 |
| Day Total | 0 | 0 | 2,002 | 2,196 | 2,341 | 2,054 | 1,739 | 1,979 | 2,190 | 0 | 0 | 0 | 0 | 0 | 2,072 | 2,129 | 2,341 | 2,054 | 1,739 |

| | | | | | | | | | | | | | | | | | | | |
|------------------------|----|----|-----|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 97% | 106% | 113% | 99% | 84% | 96% | 106% | 0% | 0% | 0% | 0% | 0% | 100% | 103% | 113% | 99% | 84% |
| % Avg WkDay | 0% | 0% | 94% | 103% | 110% | 96% | 82% | 93% | 103% | 0% | 0% | 0% | 0% | 0% | 97% | 100% | 110% | 96% | 82% |
| AM Peak Volume | 0 | 0 | 111 | 124 | 124 | 91 | 86 | 100 | 121 | 0 | 0 | 0 | 0 | 0 | 102 | 114 | 124 | 91 | 86 |
| MID Peak Volume | 0 | 0 | 160 | 192 | 169 | 199 | 172 | 158 | 182 | 0 | 0 | 0 | 0 | 0 | 168 | 168 | 169 | 199 | 172 |
| PM Peak Volume | 0 | 0 | 175 | 187 | 213 | 188 | 167 | 200 | 193 | 0 | 0 | 0 | 0 | 0 | 182 | 181 | 213 | 188 | 167 |

Avg Wkdy ADT: **2,129**

AADT Adjust: **0.9690**

AADT: **2,100**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December ber per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *2*
 Compiled By: *AJ*

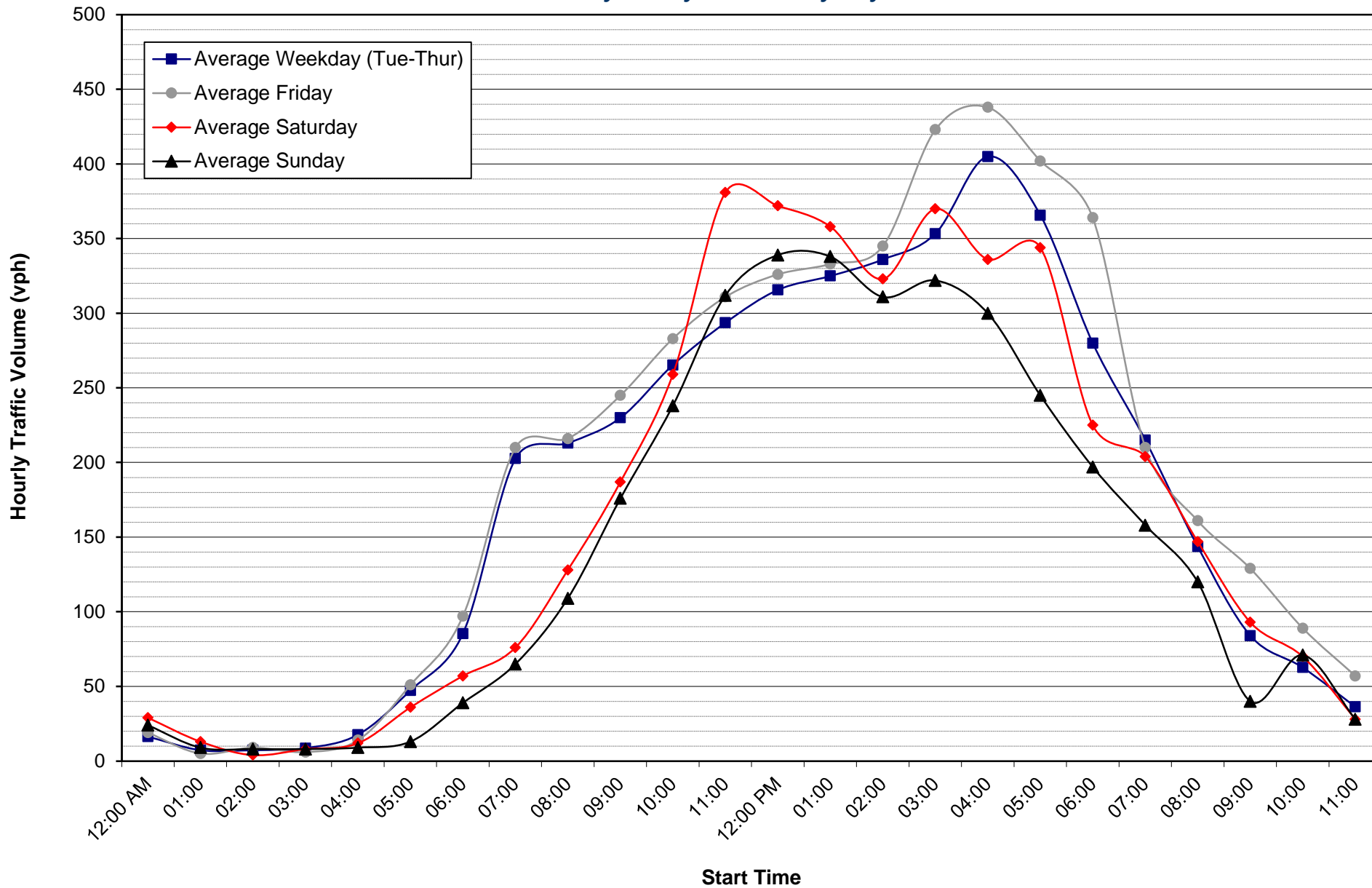
| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------|-----------------------|-------|-------|----------|----------------------------|-------|-------|----------|----------------|-------|-------|----------|------------------|-------|-------|----------|----------------|-------|-------|----------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 10 | 11 | 20 | 48% | 10 | 6 | 16 | 63% | 6 | 13 | 19 | 32% | 8 | 21 | 29 | 28% | 12 | 12 | 24 | 50% |
| 01:00 | 4 | 5 | 9 | 46% | 3 | 4 | 7 | 41% | 2 | 3 | 5 | 40% | 7 | 6 | 13 | 54% | 3 | 6 | 9 | 33% |
| 02:00 | 3 | 4 | 7 | 44% | 3 | 4 | 7 | 41% | 4 | 5 | 9 | 44% | 2 | 2 | 4 | 50% | 5 | 3 | 8 | 63% |
| 03:00 | 4 | 3 | 8 | 56% | 4 | 4 | 9 | 50% | 5 | 1 | 6 | 83% | 5 | 3 | 8 | 63% | 4 | 4 | 8 | 50% |
| 04:00 | 8 | 7 | 14 | 54% | 10 | 7 | 18 | 58% | 9 | 5 | 14 | 64% | 5 | 7 | 12 | 42% | 3 | 6 | 9 | 33% |
| 05:00 | 25 | 16 | 40 | 61% | 29 | 18 | 47 | 62% | 31 | 20 | 51 | 61% | 21 | 15 | 36 | 58% | 8 | 5 | 13 | 62% |
| 06:00 | 38 | 38 | 76 | 50% | 43 | 42 | 85 | 51% | 48 | 49 | 97 | 49% | 28 | 29 | 57 | 49% | 16 | 23 | 39 | 41% |
| 07:00 | 77 | 88 | 164 | 47% | 97 | 106 | 203 | 48% | 94 | 116 | 210 | 45% | 31 | 45 | 76 | 41% | 30 | 35 | 65 | 46% |
| 08:00 | 88 | 94 | 182 | 48% | 99 | 114 | 213 | 46% | 103 | 113 | 216 | 48% | 65 | 63 | 128 | 51% | 64 | 45 | 109 | 59% |
| 09:00 | 111 | 102 | 213 | 52% | 119 | 111 | 230 | 52% | 121 | 124 | 245 | 49% | 96 | 91 | 187 | 51% | 90 | 86 | 176 | 51% |
| 10:00 | 129 | 132 | 261 | 49% | 131 | 134 | 265 | 49% | 143 | 140 | 283 | 51% | 125 | 134 | 259 | 48% | 118 | 120 | 238 | 50% |
| 11:00 | 154 | 151 | 306 | 51% | 156 | 138 | 294 | 53% | 147 | 164 | 311 | 47% | 182 | 199 | 381 | 48% | 164 | 148 | 312 | 53% |
| 12:00 PM | 159 | 168 | 327 | 49% | 150 | 165 | 316 | 48% | 165 | 161 | 326 | 51% | 181 | 191 | 372 | 49% | 167 | 172 | 339 | 49% |
| 01:00 | 158 | 166 | 324 | 49% | 157 | 168 | 325 | 48% | 164 | 169 | 333 | 49% | 179 | 179 | 358 | 50% | 167 | 171 | 338 | 49% |
| 02:00 | 170 | 158 | 328 | 52% | 170 | 166 | 336 | 51% | 182 | 163 | 345 | 53% | 163 | 160 | 323 | 50% | 173 | 138 | 311 | 56% |
| 03:00 | 182 | 182 | 365 | 50% | 179 | 175 | 353 | 51% | 210 | 213 | 423 | 50% | 182 | 188 | 370 | 49% | 155 | 167 | 322 | 48% |
| 04:00 | 209 | 180 | 389 | 54% | 224 | 181 | 405 | 55% | 240 | 198 | 438 | 55% | 170 | 166 | 336 | 51% | 147 | 153 | 300 | 49% |
| 05:00 | 174 | 168 | 342 | 51% | 193 | 172 | 366 | 53% | 215 | 187 | 402 | 53% | 174 | 170 | 344 | 51% | 107 | 138 | 245 | 44% |
| 06:00 | 137 | 132 | 269 | 51% | 144 | 136 | 280 | 52% | 192 | 172 | 364 | 53% | 112 | 113 | 225 | 50% | 99 | 98 | 197 | 50% |
| 07:00 | 92 | 106 | 198 | 47% | 99 | 116 | 215 | 46% | 101 | 109 | 210 | 48% | 92 | 112 | 204 | 45% | 83 | 75 | 158 | 53% |
| 08:00 | 72 | 68 | 140 | 52% | 73 | 71 | 144 | 51% | 81 | 80 | 161 | 50% | 76 | 71 | 147 | 52% | 63 | 57 | 120 | 53% |
| 09:00 | 41 | 43 | 84 | 48% | 42 | 42 | 84 | 50% | 61 | 66 | 129 | 47% | 47 | 46 | 93 | 51% | 20 | 20 | 40 | 50% |
| 10:00 | 31 | 34 | 65 | 48% | 31 | 31 | 63 | 50% | 45 | 44 | 89 | 51% | 34 | 36 | 70 | 49% | 28 | 43 | 71 | 39% |
| 11:00 | 21 | 15 | 36 | 59% | 21 | 16 | 36 | 57% | 33 | 24 | 57 | 58% | 21 | 7 | 28 | 75% | 14 | 14 | 28 | 50% |
| Day Total | 2,098 | 2,072 | 4,169 | 50% | 2,188 | 2,129 | 4,317 | 51% | 2,402 | 2,341 | 4,743 | 51% | 2,006 | 2,054 | 4,060 | 49% | 1,740 | 1,739 | 3,479 | 50% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|-----|-----|-----|---|-----|-----|-----|---|
| % Avg Daily | 100% | 100% | 100% | - | 104% | 103% | 104% | - | 114% | 113% | 114% | - | 96% | 99% | 97% | - | 83% | 84% | 83% | - |
| % Avg WkDay | 96% | 97% | 97% | - | 100% | 100% | 100% | - | 110% | 110% | 110% | - | 92% | 96% | 94% | - | 80% | 82% | 81% | - |
| AM Peak Volume | 111 | 102 | 213 | - | 119 | 114 | 230 | - | 121 | 124 | 245 | - | 96 | 91 | 187 | - | 90 | 86 | 176 | - |
| MID Peak Volume | 170 | 168 | 328 | - | 170 | 168 | 336 | - | 182 | 169 | 345 | - | 182 | 199 | 381 | - | 173 | 172 | 339 | - |
| PM Peak Volume | 209 | 182 | 389 | - | 224 | 181 | 405 | - | 240 | 213 | 438 | - | 182 | 188 | 370 | - | 155 | 167 | 322 | - |

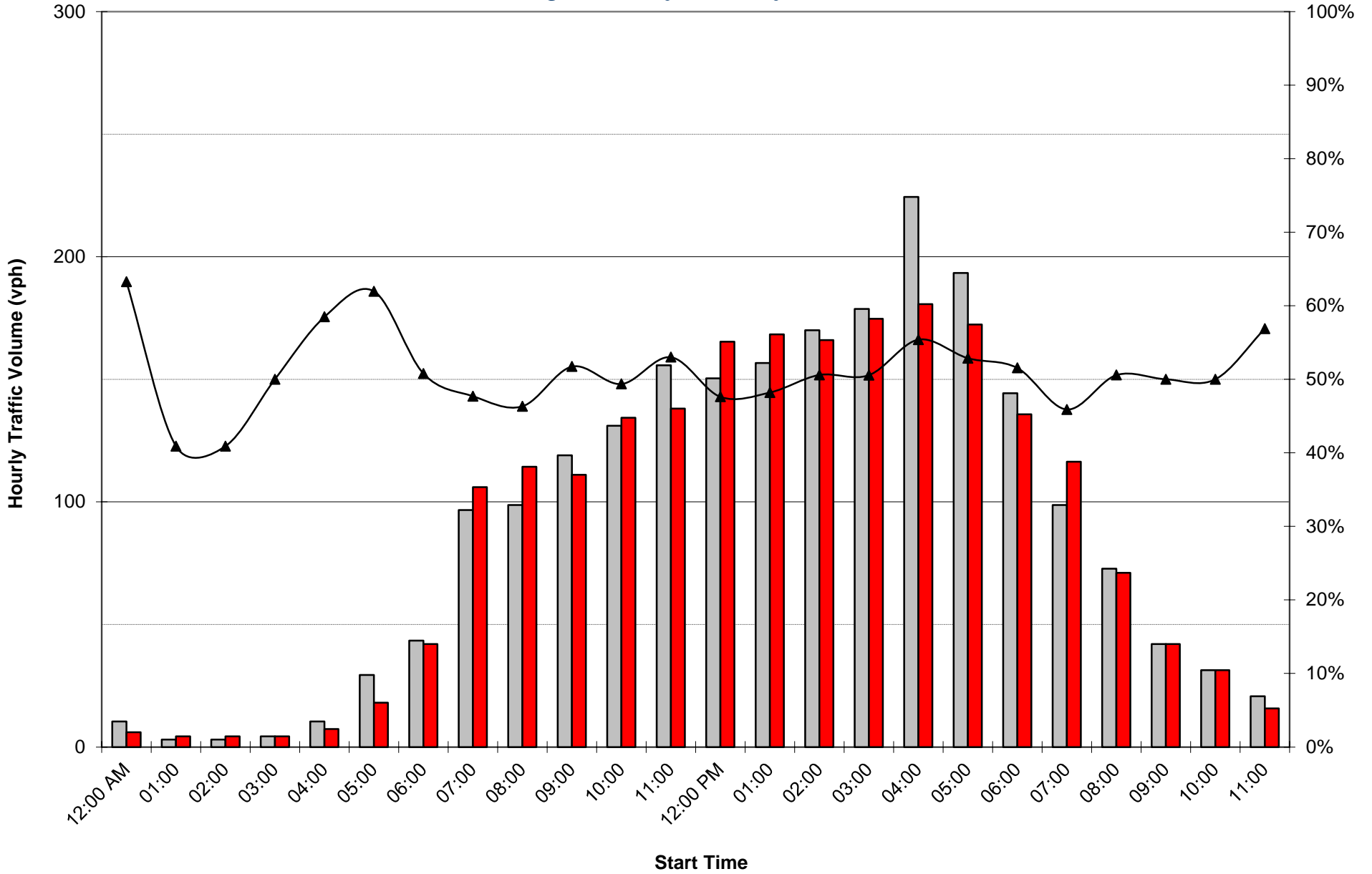
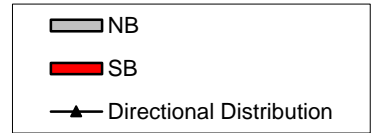
| | | | | | |
|---------------|-------|--------------|--------|-------|-------|
| Avg Wkdy ADT: | 4,317 | AADT Adjust: | 0.9690 | AADT: | 4,200 |
|---------------|-------|--------------|--------|-------|-------|

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

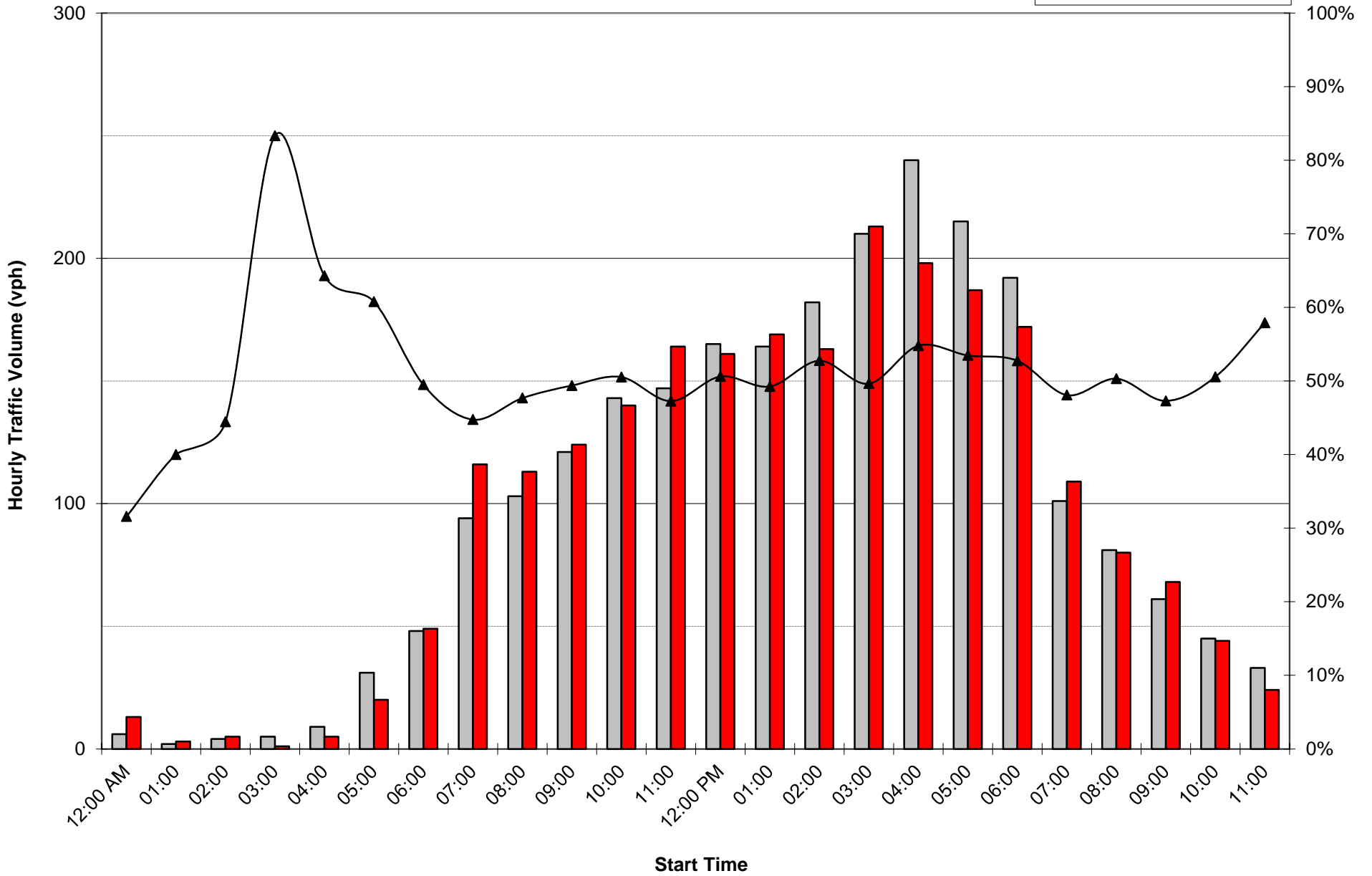
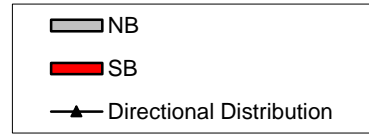
ADT #2 Summary
Brodhead Road
Two-Way Hourly Volumes by Day



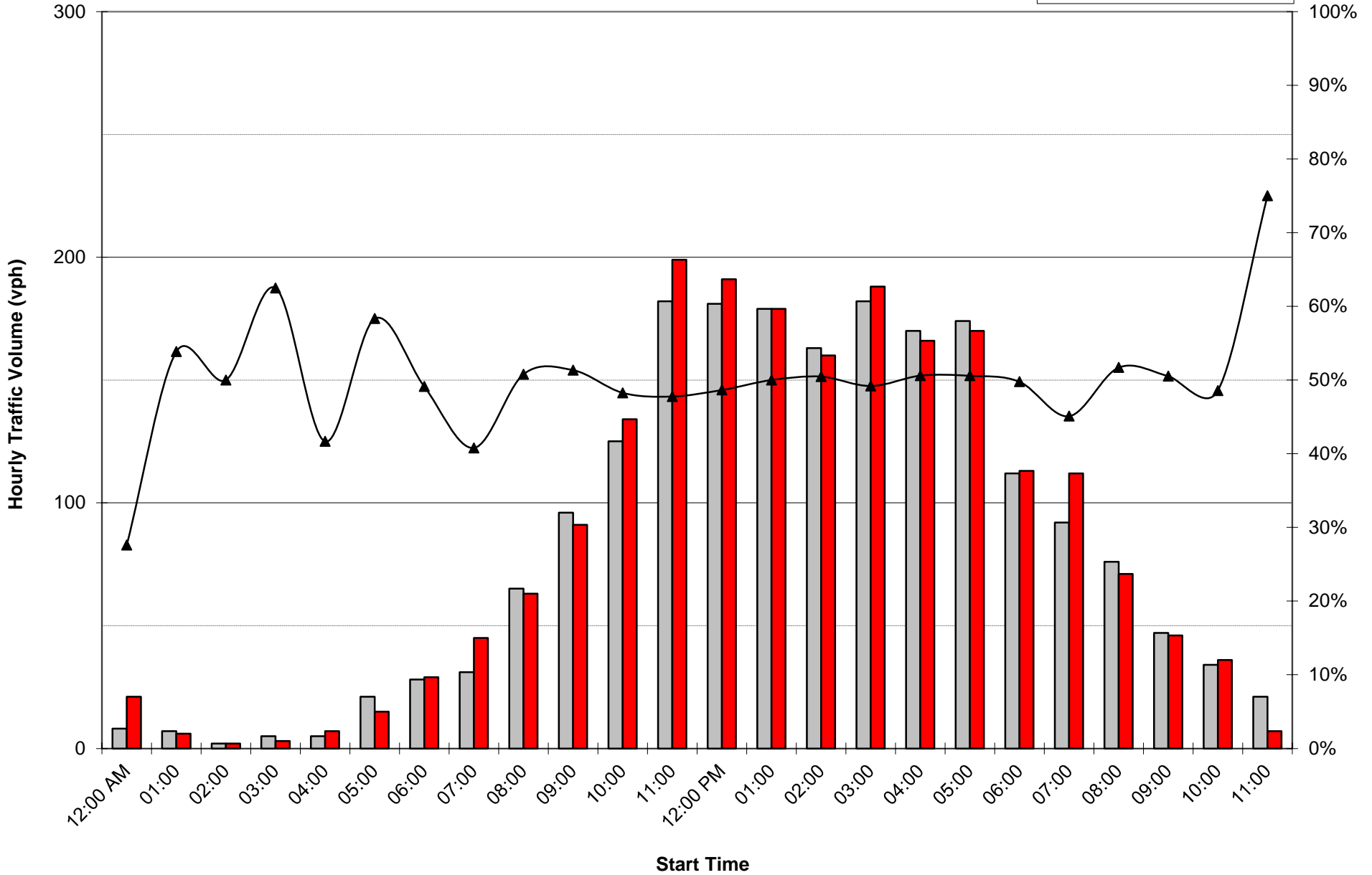
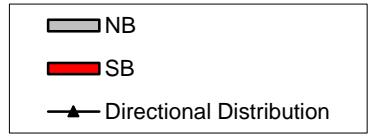
ADT #2 Summary
Brodhead Road
Average Weekday Traffic by Direction



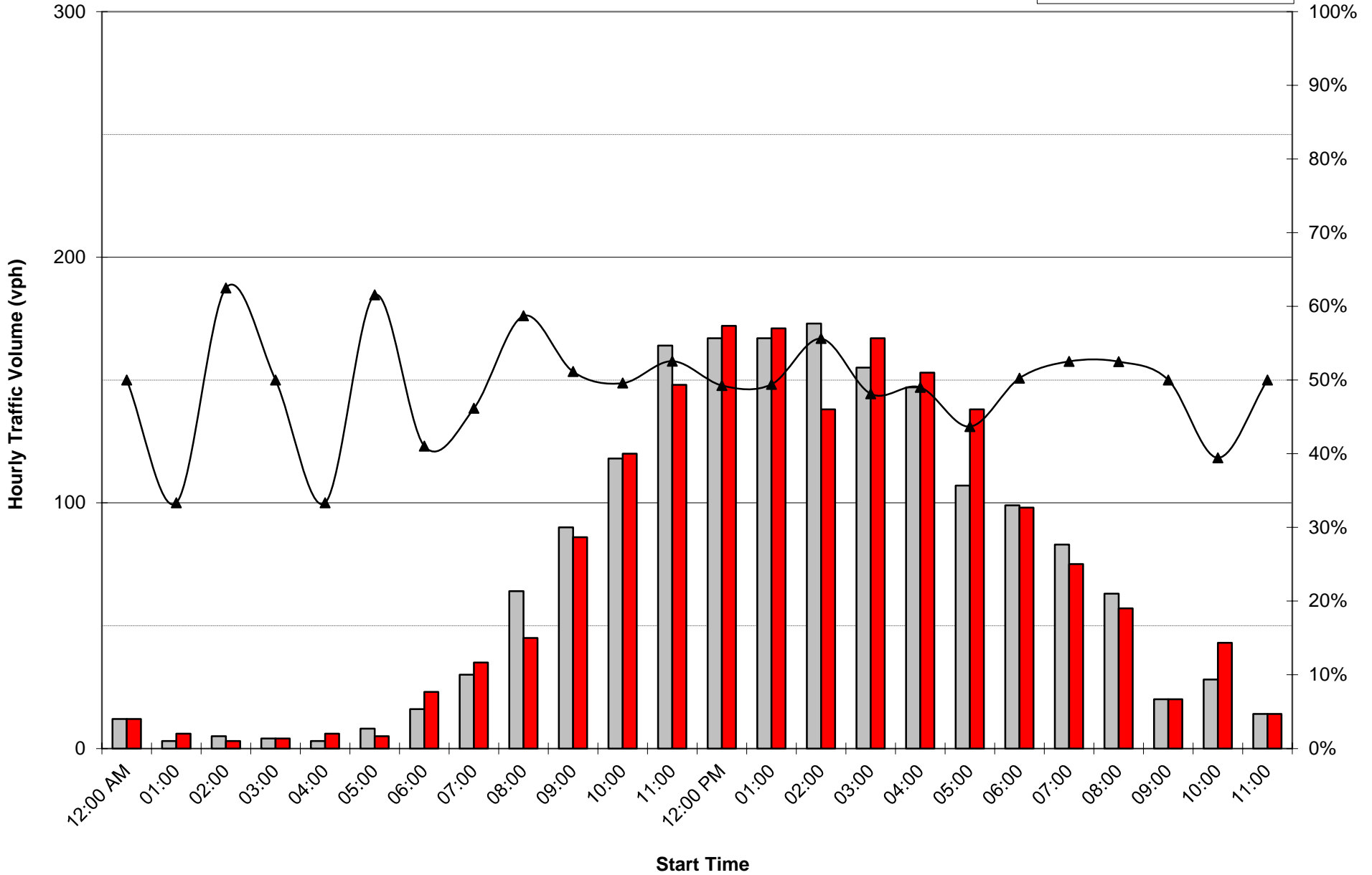
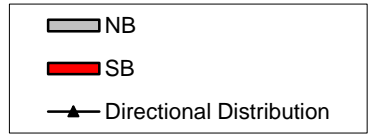
ADT #2 Summary
Brodhead Road
Average Friday Traffic by Direction



ADT #2 Summary
Brodhead Road
Average Saturday Traffic by Direction



ADT #2 Summary
Brodhead Road
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound*

Work Order: *35141-001*
 ADT Site Code: *3*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------|-----|-----|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 31 | 30 | 33 | 41 | 36 | 24 | 21 | | | | | | 31 | 27 | 33 | 41 | 36 |
| 01:00 | | | 6 | 8 | 19 | 26 | 19 | 17 | 10 | | | | | | 15 | 8 | 19 | 26 | 19 |
| 02:00 | | | 6 | 6 | 12 | 5 | 10 | 6 | 14 | | | | | | 8 | 9 | 12 | 5 | 10 |
| 03:00 | | | 7 | 7 | 11 | 20 | 10 | 7 | 15 | | | | | | 11 | 10 | 11 | 20 | 10 |
| 04:00 | | | 18 | 13 | 9 | 8 | 4 | 9 | 9 | | | | | | 10 | 13 | 9 | 8 | 4 |
| 05:00 | | | 28 | 38 | 34 | 24 | 16 | 26 | 31 | | | | | | 28 | 32 | 34 | 24 | 16 |
| 06:00 | | | 67 | 68 | 81 | 46 | 27 | 63 | 88 | | | | | | 63 | 74 | 81 | 46 | 27 |
| 07:00 | | | 169 | 188 | 176 | 82 | 62 | 168 | 189 | | | | | | 148 | 182 | 176 | 82 | 62 |
| 08:00 | | | 236 | 237 | 266 | 152 | 131 | 214 | 220 | | | | | | 208 | 231 | 266 | 152 | 131 |
| 09:00 | | | 268 | 254 | 282 | 225 | 165 | 257 | 261 | | | | | | 245 | 261 | 282 | 225 | 165 |
| 10:00 | | | 292 | 280 | 346 | 325 | 219 | 271 | 291 | | | | | | 289 | 288 | 346 | 325 | 219 |
| 11:00 | | | 306 | 353 | 372 | 407 | 331 | 307 | 356 | | | | | | 347 | 338 | 372 | 407 | 331 |
| 12:00 PM | | | 366 | 404 | 396 | 427 | 371 | 330 | 392 | | | | | | 384 | 387 | 396 | 427 | 371 |
| 01:00 | | | 371 | 388 | 426 | 385 | 380 | 368 | 428 | | | | | | 392 | 396 | 426 | 385 | 380 |
| 02:00 | | | 414 | 403 | 459 | 399 | 362 | 401 | 454 | | | | | | 413 | 424 | 459 | 399 | 362 |
| 03:00 | | | 424 | 509 | 525 | 383 | 390 | 472 | 485 | | | | | | 455 | 473 | 525 | 383 | 390 |
| 04:00 | | | 499 | 558 | 561 | 415 | 332 | 526 | 553 | | | | | | 492 | 537 | 561 | 415 | 332 |
| 05:00 | | | 491 | 550 | 557 | 413 | 264 | 397 | 555 | | | | | | 461 | 532 | 557 | 413 | 264 |
| 06:00 | | | 358 | 392 | 467 | 322 | 230 | 295 | 396 | | | | | | 351 | 382 | 467 | 322 | 230 |
| 07:00 | | | 229 | 294 | 306 | 241 | 193 | 218 | 248 | | | | | | 247 | 257 | 306 | 241 | 193 |
| 08:00 | | | 189 | 185 | 230 | 195 | 148 | 164 | 174 | | | | | | 184 | 183 | 230 | 195 | 148 |
| 09:00 | | | 117 | 112 | 169 | 145 | 78 | 80 | 99 | | | | | | 114 | 109 | 169 | 145 | 78 |
| 10:00 | | | 78 | 93 | 105 | 95 | 51 | 59 | 82 | | | | | | 80 | 84 | 105 | 95 | 51 |
| 11:00 | | | 53 | 61 | 93 | 59 | 24 | 46 | 51 | | | | | | 55 | 55 | 93 | 59 | 24 |
| Day Total | 0 | 0 | 5,023 | 5,431 | 5,935 | 4,840 | 3,853 | 4,725 | 5,422 | 0 | 0 | 0 | 0 | 0 | 5,033 | 5,292 | 5,935 | 4,840 | 3,853 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|------|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 100% | 108% | 118% | 96% | 77% | 94% | 108% | 0% | 0% | 0% | 0% | 0% | 100% | 105% | 118% | 96% | 77% |
| % Avg WkDay | 0% | 0% | 95% | 103% | 112% | 91% | 73% | 89% | 102% | 0% | 0% | 0% | 0% | 0% | 95% | 100% | 112% | 91% | 73% |
| AM Peak Volume | 0 | 0 | 268 | 254 | 282 | 225 | 165 | 257 | 261 | 0 | 0 | 0 | 0 | 0 | 245 | 261 | 282 | 225 | 165 |
| MID Peak Volume | 0 | 0 | 414 | 404 | 459 | 427 | 380 | 401 | 454 | 0 | 0 | 0 | 0 | 0 | 413 | 424 | 459 | 427 | 380 |
| PM Peak Volume | 0 | 0 | 499 | 558 | 561 | 415 | 390 | 526 | 555 | 0 | 0 | 0 | 0 | 0 | 492 | 537 | 561 | 415 | 390 |

Avg Wkdy ADT: **5,292**

AADT Adjust: **0.9690**

AADT: **5,100**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Southbound*

Work Order: *35141-001*
 ADT Site Code: *3*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 21 | 16 | 23 | 35 | 32 | 18 | 10 | | | | | | 22 | 16 | 23 | 35 | 32 |
| 01:00 | | | 9 | 6 | 9 | 17 | 14 | 6 | 7 | | | | | | 10 | 7 | 9 | 17 | 14 |
| 02:00 | | | 10 | 14 | 14 | 15 | 14 | 10 | 11 | | | | | | 13 | 12 | 14 | 15 | 14 |
| 03:00 | | | 26 | 25 | 21 | 15 | 14 | 27 | 24 | | | | | | 22 | 25 | 21 | 15 | 14 |
| 04:00 | | | 52 | 51 | 51 | 35 | 23 | 53 | 50 | | | | | | 45 | 51 | 51 | 35 | 23 |
| 05:00 | | | 171 | 152 | 141 | 77 | 47 | 147 | 161 | | | | | | 128 | 161 | 141 | 77 | 47 |
| 06:00 | | | 235 | 259 | 225 | 107 | 62 | 251 | 245 | | | | | | 198 | 246 | 225 | 107 | 62 |
| 07:00 | | | 315 | 319 | 330 | 112 | 63 | 320 | 339 | | | | | | 257 | 324 | 330 | 112 | 63 |
| 08:00 | | | 301 | 275 | 314 | 173 | 135 | 276 | 284 | | | | | | 251 | 287 | 314 | 173 | 135 |
| 09:00 | | | 311 | 271 | 354 | 284 | 214 | 252 | 283 | | | | | | 281 | 288 | 354 | 284 | 214 |
| 10:00 | | | 281 | 310 | 361 | 329 | 273 | 284 | 316 | | | | | | 308 | 302 | 361 | 329 | 273 |
| 11:00 | | | 322 | 329 | 385 | 433 | 330 | 312 | 329 | | | | | | 349 | 327 | 385 | 433 | 330 |
| 12:00 PM | | | 346 | 413 | 392 | 403 | 376 | 364 | 402 | | | | | | 385 | 387 | 392 | 403 | 376 |
| 01:00 | | | 361 | 422 | 386 | 375 | 326 | 361 | 384 | | | | | | 374 | 389 | 386 | 375 | 326 |
| 02:00 | | | 384 | 399 | 454 | 348 | 338 | 351 | 429 | | | | | | 386 | 404 | 454 | 348 | 338 |
| 03:00 | | | 368 | 371 | 411 | 358 | 309 | 384 | 416 | | | | | | 374 | 385 | 411 | 358 | 309 |
| 04:00 | | | 362 | 443 | 442 | 338 | 345 | 391 | 408 | | | | | | 390 | 404 | 442 | 338 | 345 |
| 05:00 | | | 366 | 402 | 426 | 380 | 269 | 326 | 405 | | | | | | 368 | 391 | 426 | 380 | 269 |
| 06:00 | | | 271 | 339 | 371 | 287 | 226 | 259 | 328 | | | | | | 297 | 313 | 371 | 287 | 226 |
| 07:00 | | | 215 | 225 | 289 | 215 | 152 | 173 | 250 | | | | | | 217 | 230 | 289 | 215 | 152 |
| 08:00 | | | 138 | 161 | 209 | 153 | 113 | 101 | 149 | | | | | | 146 | 149 | 209 | 153 | 113 |
| 09:00 | | | 97 | 97 | 150 | 137 | 74 | 80 | 93 | | | | | | 104 | 96 | 150 | 137 | 74 |
| 10:00 | | | 62 | 72 | 79 | 85 | 66 | 55 | 64 | | | | | | 69 | 66 | 79 | 85 | 66 |
| 11:00 | | | 29 | 27 | 61 | 41 | 41 | 20 | 26 | | | | | | 35 | 27 | 61 | 41 | 41 |
| Day Total | 0 | 0 | 5,053 | 5,398 | 5,898 | 4,752 | 3,856 | 4,821 | 5,413 | 0 | 0 | 0 | 0 | 0 | 5,027 | 5,288 | 5,898 | 4,752 | 3,856 |

| | | | | | | | | | | | | | | | | | | | |
|------------------------|----|----|------|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 101% | 107% | 117% | 95% | 77% | 96% | 108% | 0% | 0% | 0% | 0% | 0% | 100% | 105% | 117% | 95% | 77% |
| % Avg WkDay | 0% | 0% | 96% | 102% | 112% | 90% | 73% | 91% | 102% | 0% | 0% | 0% | 0% | 0% | 95% | 100% | 112% | 90% | 73% |
| AM Peak Volume | 0 | 0 | 315 | 319 | 354 | 284 | 214 | 320 | 339 | 0 | 0 | 0 | 0 | 0 | 281 | 324 | 354 | 284 | 214 |
| MID Peak Volume | 0 | 0 | 384 | 422 | 454 | 433 | 376 | 364 | 429 | 0 | 0 | 0 | 0 | 0 | 386 | 404 | 454 | 433 | 376 |
| PM Peak Volume | 0 | 0 | 368 | 443 | 442 | 380 | 345 | 391 | 416 | 0 | 0 | 0 | 0 | 0 | 390 | 404 | 442 | 380 | 345 |

Avg Wkdy ADT: **5,288**

AADT Adjust: **0.9690**

AADT: **5,100**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *3*
 Compiled By: *AJ*

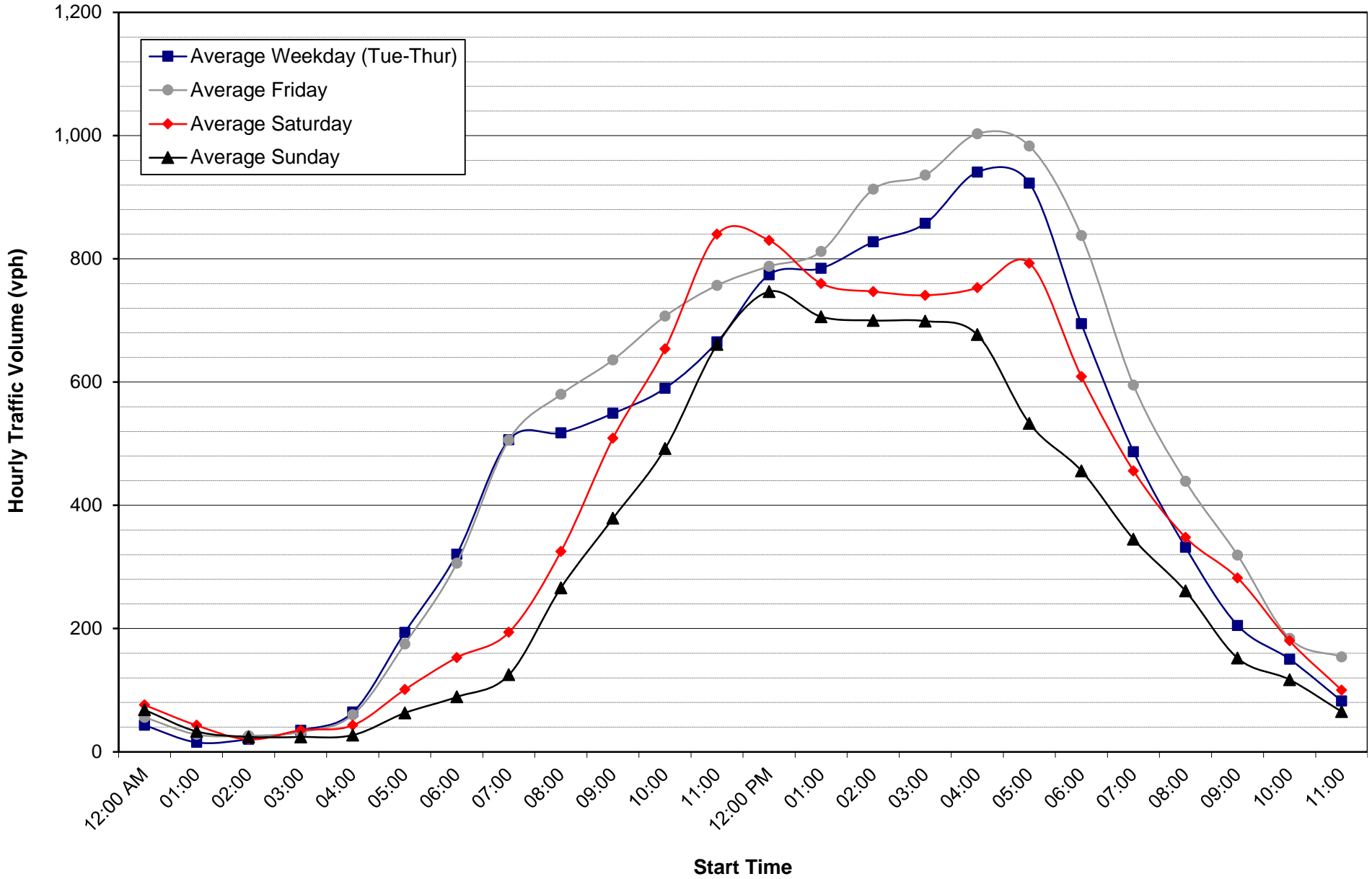
| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------|-----------------------|-------|--------|----------|----------------------------|-------|--------|----------|----------------|-------|--------|----------|------------------|-------|-------|----------|----------------|-------|-------|----------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 31 | 22 | 53 | 58% | 27 | 16 | 43 | 64% | 33 | 23 | 56 | 59% | 41 | 35 | 76 | 54% | 36 | 32 | 68 | 53% |
| 01:00 | 15 | 10 | 25 | 61% | 8 | 7 | 15 | 52% | 19 | 9 | 28 | 68% | 26 | 17 | 43 | 60% | 19 | 14 | 33 | 58% |
| 02:00 | 8 | 13 | 21 | 40% | 9 | 12 | 20 | 43% | 12 | 14 | 26 | 46% | 5 | 15 | 20 | 25% | 10 | 14 | 24 | 42% |
| 03:00 | 11 | 22 | 33 | 34% | 10 | 25 | 35 | 28% | 11 | 21 | 32 | 34% | 20 | 15 | 35 | 57% | 10 | 14 | 24 | 42% |
| 04:00 | 10 | 45 | 55 | 18% | 13 | 51 | 64 | 21% | 9 | 51 | 60 | 15% | 8 | 35 | 43 | 19% | 4 | 23 | 27 | 15% |
| 05:00 | 28 | 128 | 156 | 18% | 32 | 161 | 194 | 17% | 34 | 141 | 175 | 19% | 24 | 77 | 101 | 24% | 16 | 47 | 63 | 25% |
| 06:00 | 63 | 198 | 261 | 24% | 74 | 246 | 321 | 23% | 81 | 225 | 306 | 26% | 46 | 107 | 153 | 30% | 27 | 62 | 89 | 30% |
| 07:00 | 148 | 257 | 405 | 37% | 182 | 324 | 506 | 36% | 176 | 330 | 506 | 35% | 82 | 112 | 194 | 42% | 62 | 63 | 125 | 50% |
| 08:00 | 208 | 251 | 459 | 45% | 231 | 287 | 518 | 45% | 266 | 314 | 580 | 46% | 152 | 173 | 325 | 47% | 131 | 135 | 266 | 49% |
| 09:00 | 245 | 281 | 526 | 47% | 261 | 288 | 549 | 48% | 282 | 354 | 636 | 44% | 225 | 284 | 509 | 44% | 165 | 214 | 379 | 44% |
| 10:00 | 289 | 308 | 597 | 48% | 288 | 302 | 590 | 49% | 346 | 361 | 707 | 49% | 325 | 325 | 650 | 50% | 219 | 273 | 492 | 45% |
| 11:00 | 347 | 349 | 696 | 50% | 338 | 327 | 665 | 51% | 372 | 385 | 757 | 49% | 407 | 433 | 840 | 48% | 331 | 330 | 661 | 50% |
| 12:00 PM | 384 | 385 | 769 | 50% | 387 | 387 | 774 | 50% | 396 | 392 | 788 | 50% | 427 | 403 | 830 | 51% | 371 | 376 | 747 | 50% |
| 01:00 | 392 | 374 | 766 | 51% | 396 | 389 | 785 | 50% | 426 | 386 | 812 | 52% | 385 | 375 | 760 | 51% | 380 | 326 | 706 | 54% |
| 02:00 | 413 | 386 | 799 | 52% | 424 | 404 | 828 | 51% | 459 | 454 | 913 | 50% | 399 | 348 | 747 | 53% | 362 | 338 | 700 | 52% |
| 03:00 | 455 | 374 | 829 | 55% | 473 | 385 | 858 | 55% | 525 | 411 | 936 | 56% | 383 | 358 | 741 | 52% | 390 | 309 | 699 | 56% |
| 04:00 | 492 | 390 | 882 | 56% | 537 | 404 | 941 | 57% | 561 | 442 | 1,003 | 56% | 415 | 338 | 753 | 55% | 332 | 345 | 677 | 49% |
| 05:00 | 461 | 368 | 829 | 56% | 532 | 391 | 923 | 58% | 557 | 426 | 983 | 57% | 413 | 380 | 793 | 52% | 264 | 269 | 533 | 50% |
| 06:00 | 351 | 297 | 649 | 54% | 382 | 313 | 695 | 55% | 467 | 371 | 838 | 56% | 322 | 287 | 609 | 53% | 230 | 226 | 456 | 50% |
| 07:00 | 247 | 217 | 464 | 53% | 257 | 230 | 487 | 53% | 306 | 289 | 595 | 51% | 241 | 215 | 456 | 53% | 193 | 152 | 345 | 56% |
| 08:00 | 184 | 146 | 330 | 56% | 183 | 149 | 332 | 55% | 230 | 209 | 439 | 52% | 195 | 153 | 348 | 56% | 148 | 113 | 261 | 57% |
| 09:00 | 114 | 104 | 218 | 52% | 109 | 96 | 205 | 53% | 169 | 150 | 319 | 53% | 145 | 137 | 282 | 51% | 78 | 74 | 152 | 51% |
| 10:00 | 80 | 69 | 149 | 54% | 84 | 66 | 150 | 56% | 105 | 79 | 184 | 57% | 95 | 85 | 180 | 53% | 51 | 66 | 117 | 44% |
| 11:00 | 55 | 35 | 90 | 61% | 55 | 27 | 82 | 67% | 93 | 61 | 154 | 60% | 59 | 41 | 100 | 59% | 24 | 41 | 65 | 37% |
| Day Total | 5,033 | 5,027 | 10,060 | 50% | 5,292 | 5,288 | 10,580 | 50% | 5,935 | 5,898 | 11,833 | 50% | 4,840 | 4,752 | 9,592 | 50% | 3,853 | 3,856 | 7,709 | 50% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|-----|-----|-----|---|-----|-----|-----|---|
| % Avg Daily | 100% | 100% | 100% | - | 105% | 105% | 105% | - | 118% | 117% | 118% | - | 96% | 95% | 95% | - | 77% | 77% | 77% | - |
| % Avg WkDay | 95% | 95% | 95% | - | 100% | 100% | 100% | - | 112% | 112% | 112% | - | 91% | 90% | 91% | - | 73% | 73% | 73% | - |
| AM Peak Volume | 245 | 281 | 526 | - | 261 | 324 | 549 | - | 282 | 354 | 636 | - | 225 | 284 | 509 | - | 165 | 214 | 379 | - |
| MID Peak Volume | 413 | 386 | 799 | - | 424 | 404 | 828 | - | 459 | 454 | 913 | - | 427 | 433 | 840 | - | 380 | 376 | 747 | - |
| PM Peak Volume | 492 | 390 | 882 | - | 537 | 404 | 941 | - | 561 | 442 | 1003 | - | 415 | 380 | 793 | - | 390 | 345 | 699 | - |

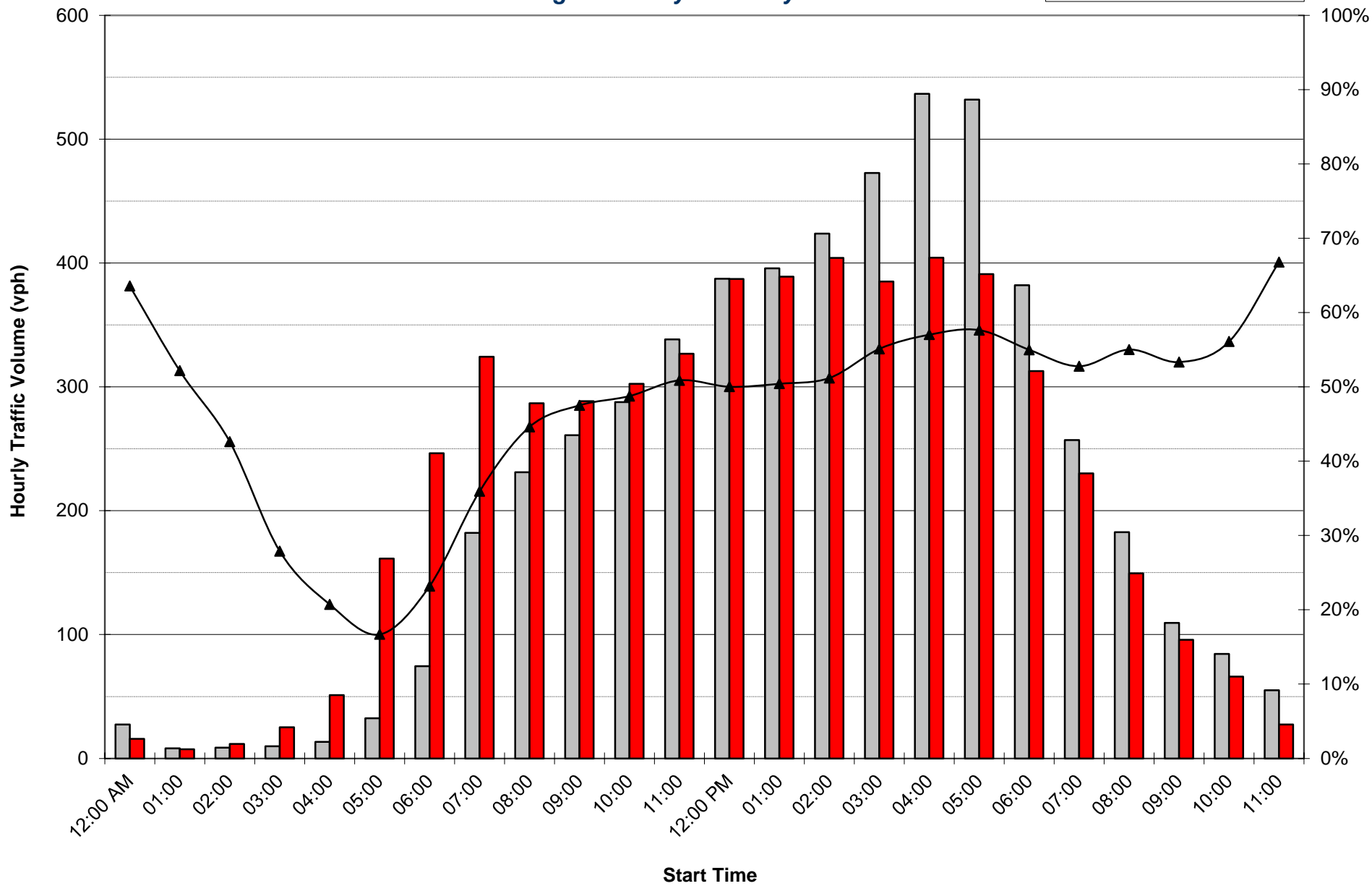
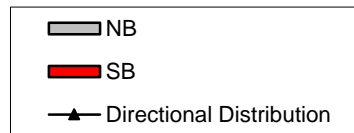
| | | |
|----------------------|---------------------|--------------|
| Avg Wkdy ADT: 10,580 | AADT Adjust: 0.9690 | AADT: 10,300 |
|----------------------|---------------------|--------------|

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

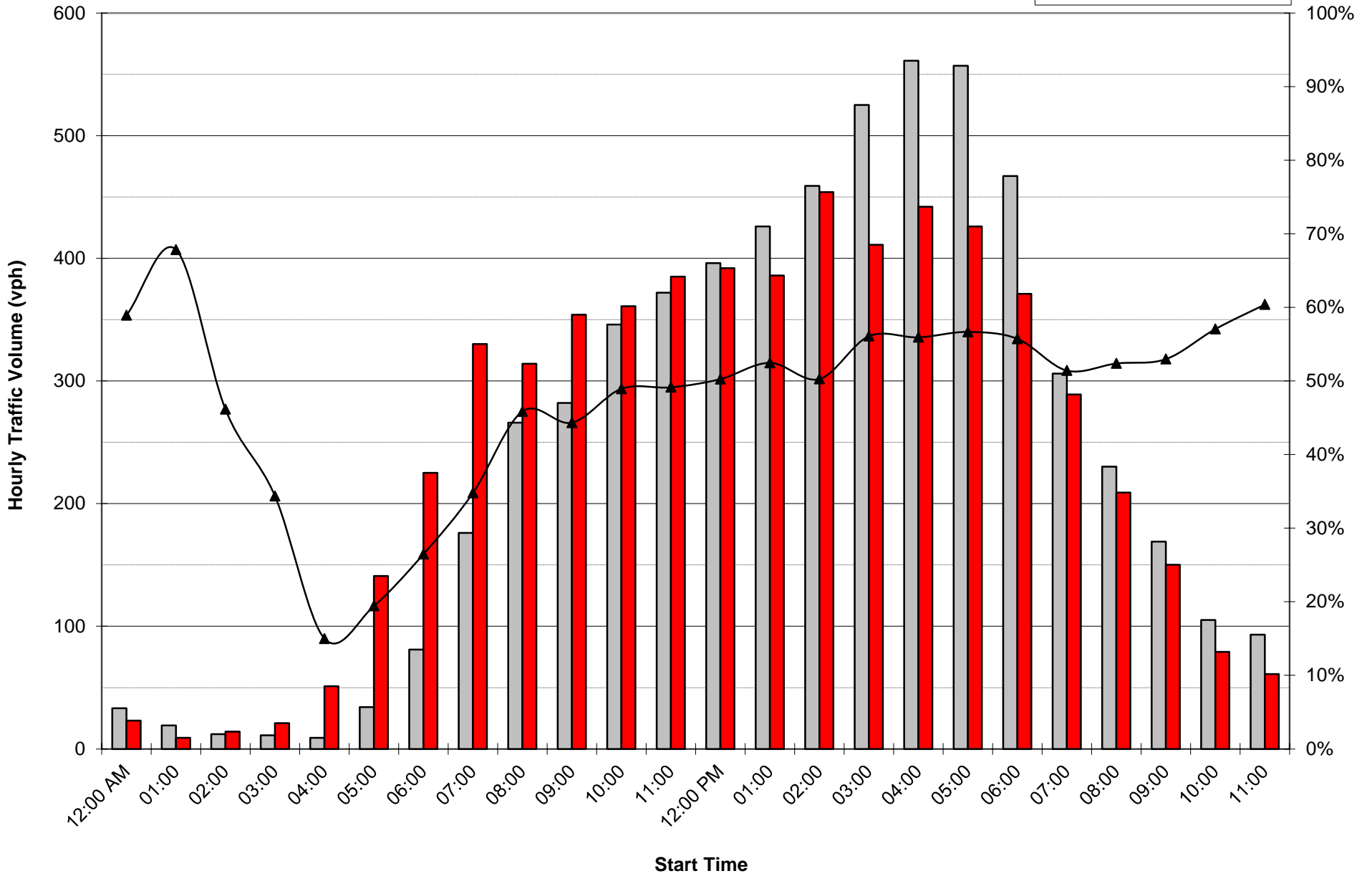
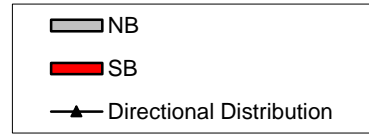
ADT #3 Summary
Brodhead Road
Two-Way Hourly Volumes by Day



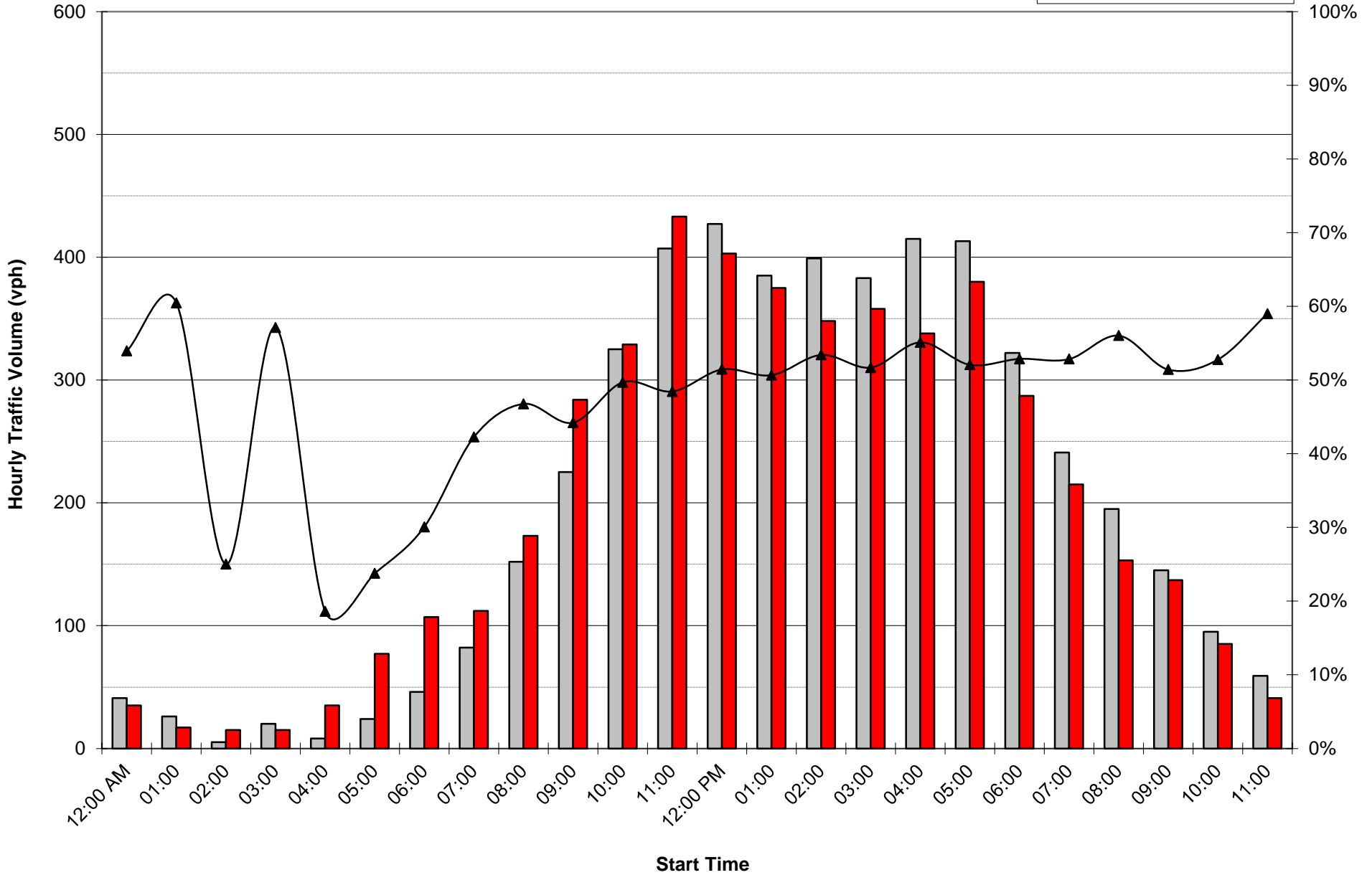
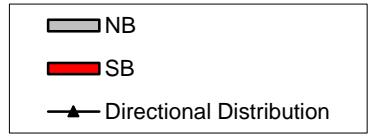
ADT #3 Summary
Brodhead Road
Average Weekday Traffic by Direction



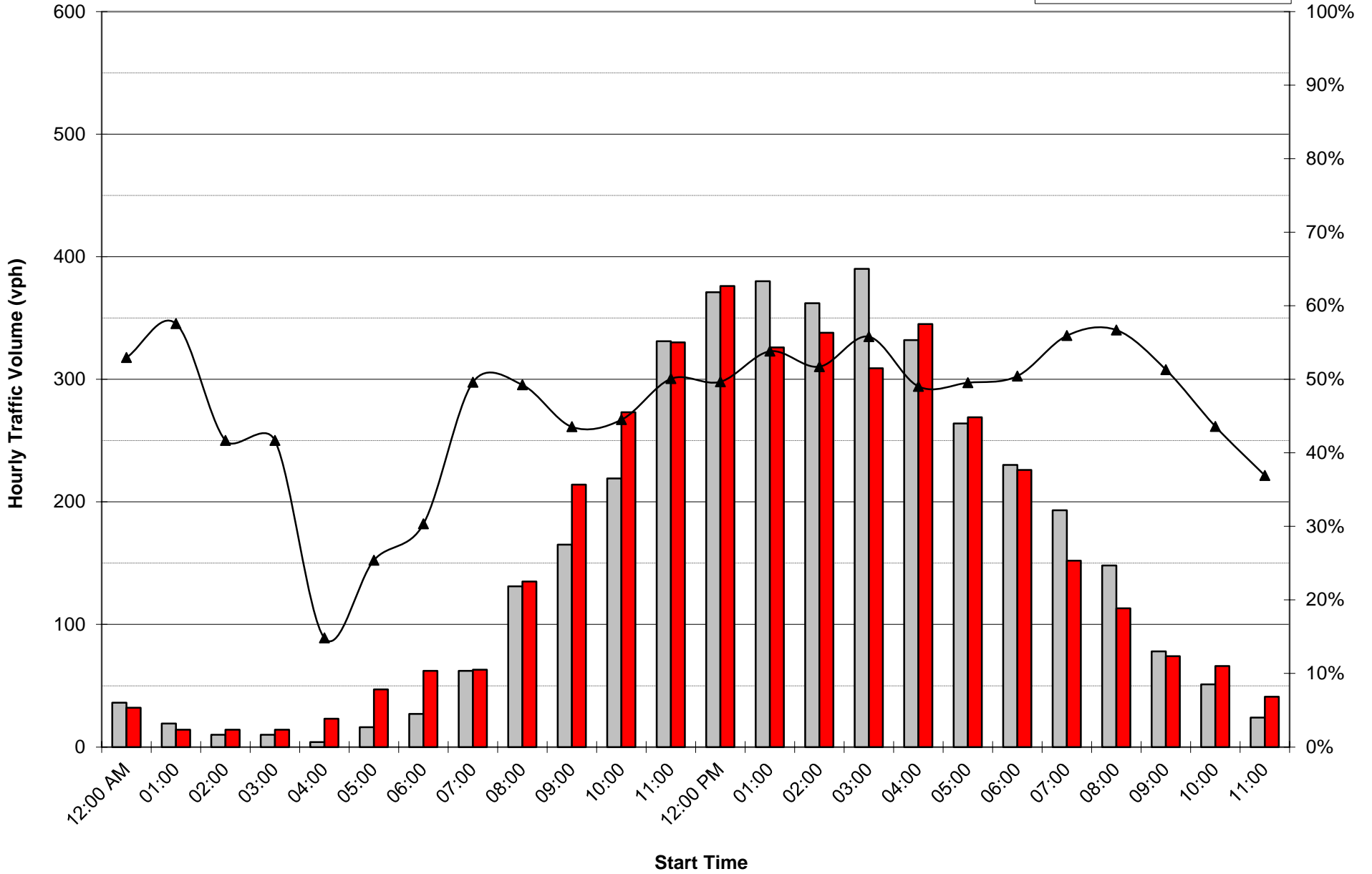
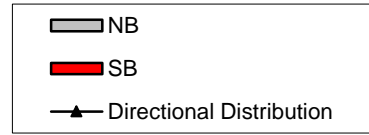
ADT #3 Summary
Brodhead Road
Average Friday Traffic by Direction



ADT #3 Summary
Brodhead Road
Average Saturday Traffic by Direction



ADT #3 Summary
Brodhead Road
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Mill Street*
 Direction: *Westbound*

Work Order: *35141-001*
 ADT Site Code: *4*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------|-----|-----|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 44 | 39 | 41 | 55 | 44 | 42 | 38 | | | | | | 43 | 40 | 41 | 55 | 44 |
| 01:00 | | | 15 | 27 | 21 | 21 | 29 | 12 | 20 | | | | | | 21 | 21 | 21 | 21 | 29 |
| 02:00 | | | 17 | 9 | 22 | 32 | 22 | 13 | 22 | | | | | | 20 | 16 | 22 | 32 | 22 |
| 03:00 | | | 40 | 44 | 40 | 16 | 14 | 39 | 47 | | | | | | 34 | 44 | 40 | 16 | 14 |
| 04:00 | | | 85 | 87 | 79 | 56 | 19 | 93 | 96 | | | | | | 74 | 89 | 79 | 56 | 19 |
| 05:00 | | | 221 | 209 | 203 | 88 | 38 | 203 | 230 | | | | | | 170 | 220 | 203 | 88 | 38 |
| 06:00 | | | 285 | 300 | 311 | 135 | 80 | 307 | 315 | | | | | | 248 | 300 | 311 | 135 | 80 |
| 07:00 | | | 372 | 376 | 373 | 176 | 115 | 345 | 429 | | | | | | 312 | 392 | 373 | 176 | 115 |
| 08:00 | | | 337 | 364 | 377 | 256 | 182 | 369 | 400 | | | | | | 326 | 367 | 377 | 256 | 182 |
| 09:00 | | | 390 | 406 | 441 | 389 | 251 | 401 | 419 | | | | | | 385 | 405 | 441 | 389 | 251 |
| 10:00 | | | 433 | 422 | 499 | 480 | 389 | 432 | 439 | | | | | | 442 | 431 | 499 | 480 | 389 |
| 11:00 | | | 472 | 507 | 594 | 555 | 497 | 545 | 519 | | | | | | 527 | 499 | 594 | 555 | 497 |
| 12:00 PM | | | 531 | 535 | 607 | 602 | 516 | 517 | 605 | | | | | | 559 | 557 | 607 | 602 | 516 |
| 01:00 | | | 534 | 606 | 605 | 576 | 488 | 527 | 563 | | | | | | 557 | 568 | 605 | 576 | 488 |
| 02:00 | | | 578 | 552 | 648 | 502 | 445 | 577 | 579 | | | | | | 554 | 570 | 648 | 502 | 445 |
| 03:00 | | | 570 | 595 | 685 | 472 | 435 | 592 | 709 | | | | | | 580 | 625 | 685 | 472 | 435 |
| 04:00 | | | 560 | 591 | 734 | 439 | 405 | 511 | 633 | | | | | | 553 | 595 | 734 | 439 | 405 |
| 05:00 | | | 491 | 570 | 609 | 414 | 343 | 499 | 564 | | | | | | 499 | 542 | 609 | 414 | 343 |
| 06:00 | | | 379 | 433 | 427 | 335 | 234 | 403 | 387 | | | | | | 371 | 400 | 427 | 335 | 234 |
| 07:00 | | | 251 | 257 | 316 | 260 | 166 | 234 | 296 | | | | | | 254 | 268 | 316 | 260 | 166 |
| 08:00 | | | 183 | 184 | 186 | 171 | 135 | 161 | 176 | | | | | | 171 | 181 | 186 | 171 | 135 |
| 09:00 | | | 107 | 120 | 154 | 126 | 79 | 108 | 104 | | | | | | 114 | 110 | 154 | 126 | 79 |
| 10:00 | | | 72 | 91 | 107 | 100 | 83 | 80 | 108 | | | | | | 92 | 90 | 107 | 100 | 83 |
| 11:00 | | | 61 | 51 | 64 | 64 | 48 | 52 | 51 | | | | | | 56 | 54 | 64 | 64 | 48 |
| Day Total | 0 | 0 | 7,028 | 7,375 | 8,143 | 6,320 | 5,057 | 7,062 | 7,749 | 0 | 0 | 0 | 0 | 0 | 6,962 | 7,384 | 8,143 | 6,320 | 5,057 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|------|------|------|-----|-----|------|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 101% | 106% | 117% | 91% | 73% | 101% | 111% | 0% | 0% | 0% | 0% | 0% | 100% | 106% | 117% | 91% | 73% |
| % Avg WkDay | 0% | 0% | 95% | 100% | 110% | 86% | 68% | 96% | 105% | 0% | 0% | 0% | 0% | 0% | 94% | 100% | 110% | 86% | 68% |
| AM Peak Volume | 0 | 0 | 390 | 406 | 441 | 389 | 251 | 401 | 429 | 0 | 0 | 0 | 0 | 0 | 385 | 405 | 441 | 389 | 251 |
| MID Peak Volume | 0 | 0 | 578 | 606 | 648 | 602 | 516 | 577 | 605 | 0 | 0 | 0 | 0 | 0 | 559 | 570 | 648 | 602 | 516 |
| PM Peak Volume | 0 | 0 | 570 | 595 | 734 | 472 | 435 | 592 | 709 | 0 | 0 | 0 | 0 | 0 | 580 | 625 | 734 | 472 | 435 |

Avg Wkdy ADT: 7,384

AADT Adjust: 0.9690

AADT: 7,200

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Mill Street*
 Direction: *Eastbound*

Work Order: *35141-001*
 ADT Site Code: *4*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 32 | 35 | 44 | 70 | 64 | 35 | 36 | | | | | | 45 | 34 | 44 | 70 | 64 |
| 01:00 | | | 24 | 24 | 22 | 27 | 40 | 19 | 15 | | | | | | 24 | 21 | 22 | 27 | 40 |
| 02:00 | | | 19 | 23 | 27 | 25 | 24 | 13 | 20 | | | | | | 22 | 21 | 27 | 25 | 24 |
| 03:00 | | | 23 | 31 | 28 | 17 | 11 | 27 | 40 | | | | | | 25 | 31 | 28 | 17 | 11 |
| 04:00 | | | 46 | 41 | 36 | 20 | 20 | 37 | 33 | | | | | | 33 | 40 | 36 | 20 | 20 |
| 05:00 | | | 101 | 73 | 101 | 45 | 24 | 73 | 88 | | | | | | 72 | 87 | 101 | 45 | 24 |
| 06:00 | | | 184 | 171 | 165 | 93 | 62 | 165 | 175 | | | | | | 145 | 177 | 165 | 93 | 62 |
| 07:00 | | | 295 | 283 | 281 | 119 | 82 | 274 | 317 | | | | | | 236 | 298 | 281 | 119 | 82 |
| 08:00 | | | 295 | 281 | 350 | 198 | 155 | 309 | 301 | | | | | | 270 | 292 | 350 | 198 | 155 |
| 09:00 | | | 322 | 407 | 428 | 314 | 253 | 342 | 395 | | | | | | 352 | 375 | 428 | 314 | 253 |
| 10:00 | | | 425 | 406 | 492 | 400 | 339 | 406 | 417 | | | | | | 412 | 416 | 492 | 400 | 339 |
| 11:00 | | | 513 | 451 | 503 | 535 | 414 | 457 | 471 | | | | | | 478 | 478 | 503 | 535 | 414 |
| 12:00 PM | | | 504 | 537 | 562 | 554 | 533 | 513 | 557 | | | | | | 537 | 533 | 562 | 554 | 533 |
| 01:00 | | | 554 | 466 | 557 | 547 | 487 | 547 | 551 | | | | | | 530 | 524 | 557 | 547 | 487 |
| 02:00 | | | 573 | 556 | 731 | 554 | 452 | 522 | 614 | | | | | | 572 | 581 | 731 | 554 | 452 |
| 03:00 | | | 626 | 656 | 766 | 571 | 475 | 696 | 655 | | | | | | 635 | 646 | 766 | 571 | 475 |
| 04:00 | | | 675 | 708 | 828 | 490 | 469 | 749 | 818 | | | | | | 677 | 734 | 828 | 490 | 469 |
| 05:00 | | | 686 | 754 | 726 | 448 | 383 | 658 | 722 | | | | | | 625 | 721 | 726 | 448 | 383 |
| 06:00 | | | 494 | 544 | 499 | 397 | 298 | 410 | 536 | | | | | | 454 | 525 | 499 | 397 | 298 |
| 07:00 | | | 288 | 317 | 368 | 330 | 236 | 309 | 334 | | | | | | 312 | 313 | 368 | 330 | 236 |
| 08:00 | | | 249 | 246 | 300 | 199 | 169 | 203 | 251 | | | | | | 231 | 249 | 300 | 199 | 169 |
| 09:00 | | | 136 | 173 | 190 | 138 | 94 | 106 | 126 | | | | | | 138 | 145 | 190 | 138 | 94 |
| 10:00 | | | 101 | 99 | 139 | 107 | 78 | 83 | 77 | | | | | | 98 | 92 | 139 | 107 | 78 |
| 11:00 | | | 67 | 76 | 110 | 76 | 57 | 65 | 61 | | | | | | 73 | 68 | 110 | 76 | 57 |
| Day Total | 0 | 0 | 7,232 | 7,358 | 8,253 | 6,274 | 5,219 | 7,018 | 7,610 | 0 | 0 | 0 | 0 | 0 | 6,995 | 7,400 | 8,253 | 6,274 | 5,219 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|------|------|------|-----|-----|------|------|----|----|----|----|----|-------------|-------------|------|-----|-----|
| % Avg Daily | 0% | 0% | 103% | 105% | 118% | 90% | 75% | 100% | 109% | 0% | 0% | 0% | 0% | 0% | 100% | 106% | 118% | 90% | 75% |
| % Avg WkDay | 0% | 0% | 98% | 99% | 112% | 85% | 71% | 95% | 103% | 0% | 0% | 0% | 0% | 0% | 95% | 100% | 112% | 85% | 71% |
| AM Peak Volume | 0 | 0 | 322 | 407 | 428 | 314 | 253 | 342 | 395 | 0 | 0 | 0 | 0 | 0 | 352 | 375 | 428 | 314 | 253 |
| MID Peak Volume | 0 | 0 | 573 | 556 | 731 | 554 | 533 | 547 | 614 | 0 | 0 | 0 | 0 | 0 | 572 | 581 | 731 | 554 | 533 |
| PM Peak Volume | 0 | 0 | 686 | 754 | 828 | 571 | 475 | 749 | 818 | 0 | 0 | 0 | 0 | 0 | 677 | 734 | 828 | 571 | 475 |

Avg Wkdy ADT: **7,400**

AADT Adjust: **0.9690**

AADT: **7,200**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Mill Street*
 Direction: *Westbound and Eastbound*

Work Order: *35141-001*
 ADT Site Code: *4*
 Compiled By: *AJ*

| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------------|-----------------------|--------------|---------------|------------|----------------------------|--------------|---------------|------------|----------------|--------------|---------------|------------|------------------|--------------|---------------|------------|----------------|--------------|---------------|------------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 43 | 45 | 88 | 49% | 40 | 34 | 75 | 54% | 41 | 44 | 85 | 48% | 55 | 70 | 125 | 44% | 44 | 64 | 108 | 41% |
| 01:00 | 21 | 24 | 45 | 46% | 21 | 21 | 42 | 50% | 21 | 22 | 43 | 49% | 21 | 27 | 48 | 44% | 29 | 40 | 69 | 42% |
| 02:00 | 20 | 22 | 41 | 48% | 16 | 21 | 37 | 44% | 22 | 27 | 49 | 45% | 32 | 25 | 57 | 56% | 22 | 24 | 46 | 48% |
| 03:00 | 34 | 25 | 60 | 58% | 44 | 31 | 75 | 58% | 40 | 28 | 68 | 59% | 16 | 17 | 33 | 48% | 14 | 11 | 25 | 56% |
| 04:00 | 74 | 33 | 107 | 69% | 89 | 40 | 129 | 69% | 79 | 36 | 115 | 69% | 56 | 20 | 76 | 74% | 19 | 20 | 39 | 49% |
| 05:00 | 170 | 72 | 242 | 70% | 220 | 87 | 307 | 72% | 203 | 101 | 304 | 67% | 88 | 45 | 133 | 66% | 38 | 24 | 62 | 61% |
| 06:00 | 248 | 145 | 393 | 63% | 300 | 177 | 477 | 63% | 311 | 165 | 476 | 65% | 135 | 93 | 228 | 59% | 80 | 62 | 142 | 56% |
| 07:00 | 312 | 236 | 548 | 57% | 392 | 298 | 691 | 57% | 373 | 281 | 654 | 57% | 176 | 119 | 295 | 60% | 115 | 82 | 197 | 58% |
| 08:00 | 326 | 270 | 596 | 55% | 367 | 292 | 659 | 56% | 377 | 350 | 727 | 52% | 256 | 198 | 454 | 56% | 182 | 155 | 337 | 54% |
| 09:00 | 385 | 352 | 737 | 52% | 405 | 375 | 780 | 52% | 441 | 428 | 869 | 51% | 389 | 314 | 703 | 55% | 251 | 253 | 504 | 50% |
| 10:00 | 442 | 412 | 854 | 52% | 431 | 416 | 847 | 51% | 499 | 492 | 991 | 50% | 480 | 400 | 880 | 55% | 389 | 339 | 728 | 53% |
| 11:00 | 527 | 478 | 1,005 | 52% | 499 | 478 | 978 | 51% | 594 | 503 | 1,097 | 54% | 555 | 535 | 1,090 | 51% | 497 | 414 | 911 | 55% |
| 12:00 PM | 559 | 537 | 1,096 | 51% | 557 | 533 | 1,090 | 51% | 607 | 562 | 1,169 | 52% | 602 | 554 | 1,156 | 52% | 516 | 533 | 1,049 | 49% |
| 01:00 | 557 | 530 | 1,087 | 51% | 568 | 524 | 1,091 | 52% | 605 | 557 | 1,162 | 52% | 576 | 547 | 1,123 | 51% | 488 | 487 | 975 | 50% |
| 02:00 | 554 | 572 | 1,126 | 49% | 570 | 581 | 1,151 | 50% | 648 | 731 | 1,379 | 47% | 502 | 554 | 1,056 | 48% | 445 | 452 | 897 | 50% |
| 03:00 | 580 | 635 | 1,215 | 48% | 625 | 646 | 1,270 | 49% | 685 | 766 | 1,451 | 47% | 472 | 571 | 1,043 | 45% | 435 | 475 | 910 | 48% |
| 04:00 | 553 | 677 | 1,230 | 45% | 595 | 734 | 1,328 | 45% | 734 | 828 | 1,562 | 47% | 439 | 490 | 929 | 47% | 405 | 469 | 874 | 46% |
| 05:00 | 499 | 625 | 1,124 | 44% | 542 | 721 | 1,262 | 43% | 609 | 726 | 1,335 | 46% | 414 | 448 | 862 | 48% | 343 | 383 | 726 | 47% |
| 06:00 | 371 | 454 | 825 | 45% | 400 | 525 | 924 | 43% | 427 | 499 | 926 | 46% | 335 | 397 | 732 | 46% | 234 | 298 | 532 | 44% |
| 07:00 | 254 | 312 | 566 | 45% | 268 | 313 | 581 | 46% | 316 | 368 | 684 | 46% | 260 | 330 | 590 | 44% | 166 | 236 | 402 | 41% |
| 08:00 | 171 | 231 | 402 | 43% | 181 | 249 | 430 | 42% | 186 | 300 | 486 | 38% | 171 | 199 | 370 | 46% | 135 | 169 | 304 | 44% |
| 09:00 | 114 | 138 | 252 | 45% | 110 | 145 | 255 | 43% | 154 | 190 | 344 | 45% | 126 | 138 | 264 | 48% | 79 | 94 | 173 | 46% |
| 10:00 | 92 | 98 | 189 | 48% | 90 | 92 | 183 | 49% | 107 | 139 | 246 | 43% | 100 | 107 | 207 | 48% | 83 | 78 | 161 | 52% |
| 11:00 | 56 | 73 | 129 | 43% | 54 | 68 | 122 | 44% | 64 | 110 | 174 | 37% | 64 | 76 | 140 | 46% | 48 | 57 | 105 | 46% |
| Day Total | 6,962 | 6,995 | 13,957 | 50% | 7,384 | 7,400 | 14,784 | 50% | 8,143 | 8,253 | 16,396 | 50% | 6,320 | 6,274 | 12,594 | 50% | 5,057 | 5,219 | 10,276 | 49% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|-----|-----|------|---|-----|-----|------|---|
| % Avg Daily | 100% | 100% | 100% | - | 106% | 106% | 106% | - | 117% | 118% | 117% | - | 91% | 90% | 90% | - | 73% | 75% | 74% | - |
| % Avg WkDay | 94% | 95% | 94% | - | 100% | 100% | 100% | - | 110% | 112% | 111% | - | 86% | 85% | 85% | - | 68% | 71% | 70% | - |
| AM Peak Volume | 385 | 352 | 737 | - | 405 | 375 | 780 | - | 441 | 428 | 869 | - | 389 | 314 | 703 | - | 251 | 253 | 504 | - |
| MID Peak Volume | 559 | 572 | 1126 | - | 570 | 581 | 1151 | - | 648 | 731 | 1379 | - | 602 | 554 | 1156 | - | 516 | 533 | 1049 | - |
| PM Peak Volume | 580 | 677 | 1230 | - | 625 | 734 | 1328 | - | 734 | 828 | 1562 | - | 472 | 571 | 1043 | - | 435 | 475 | 910 | - |

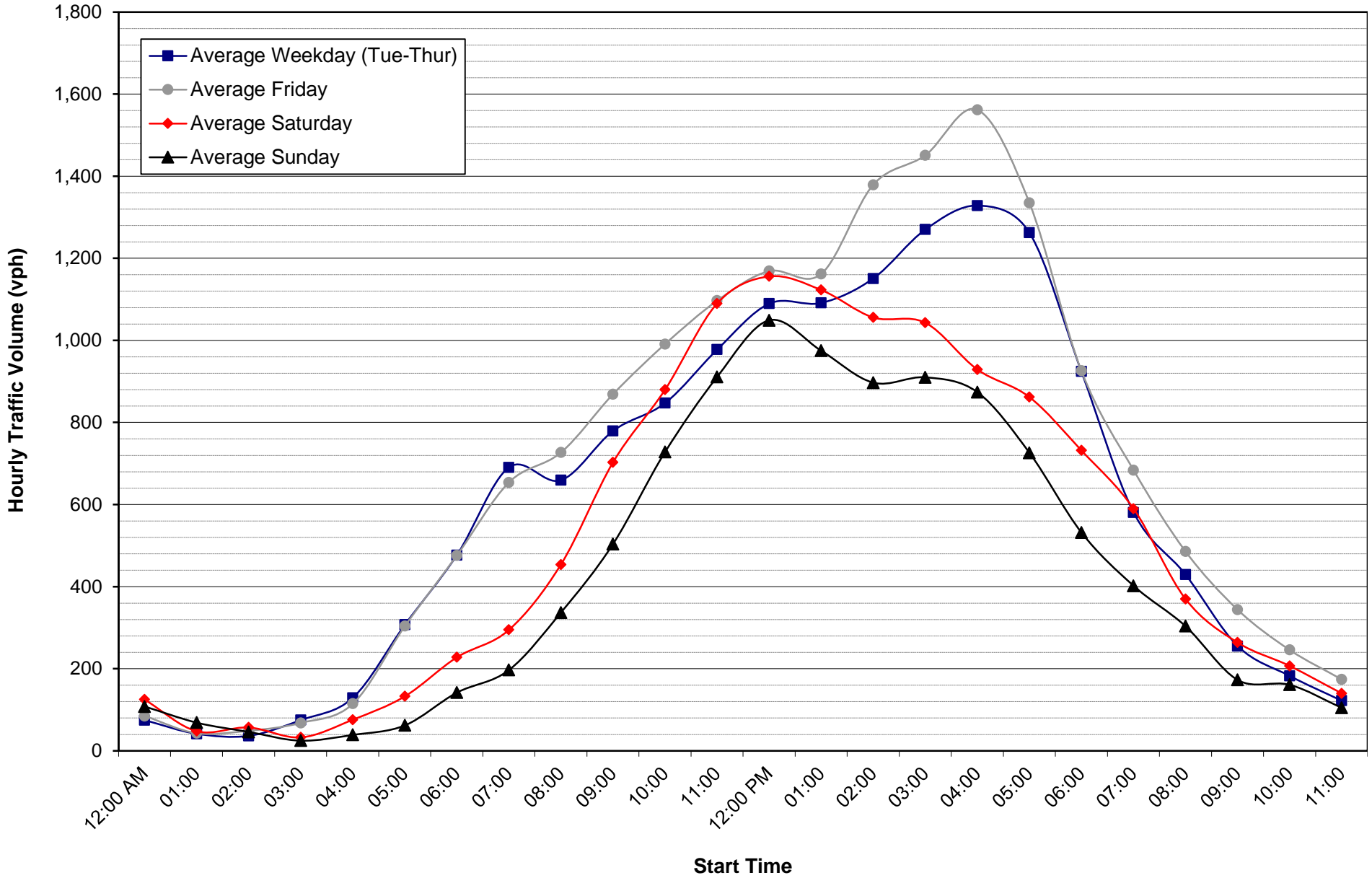
Avg Wkdy ADT: **14,784**

AADT Adjust: **0.9690**

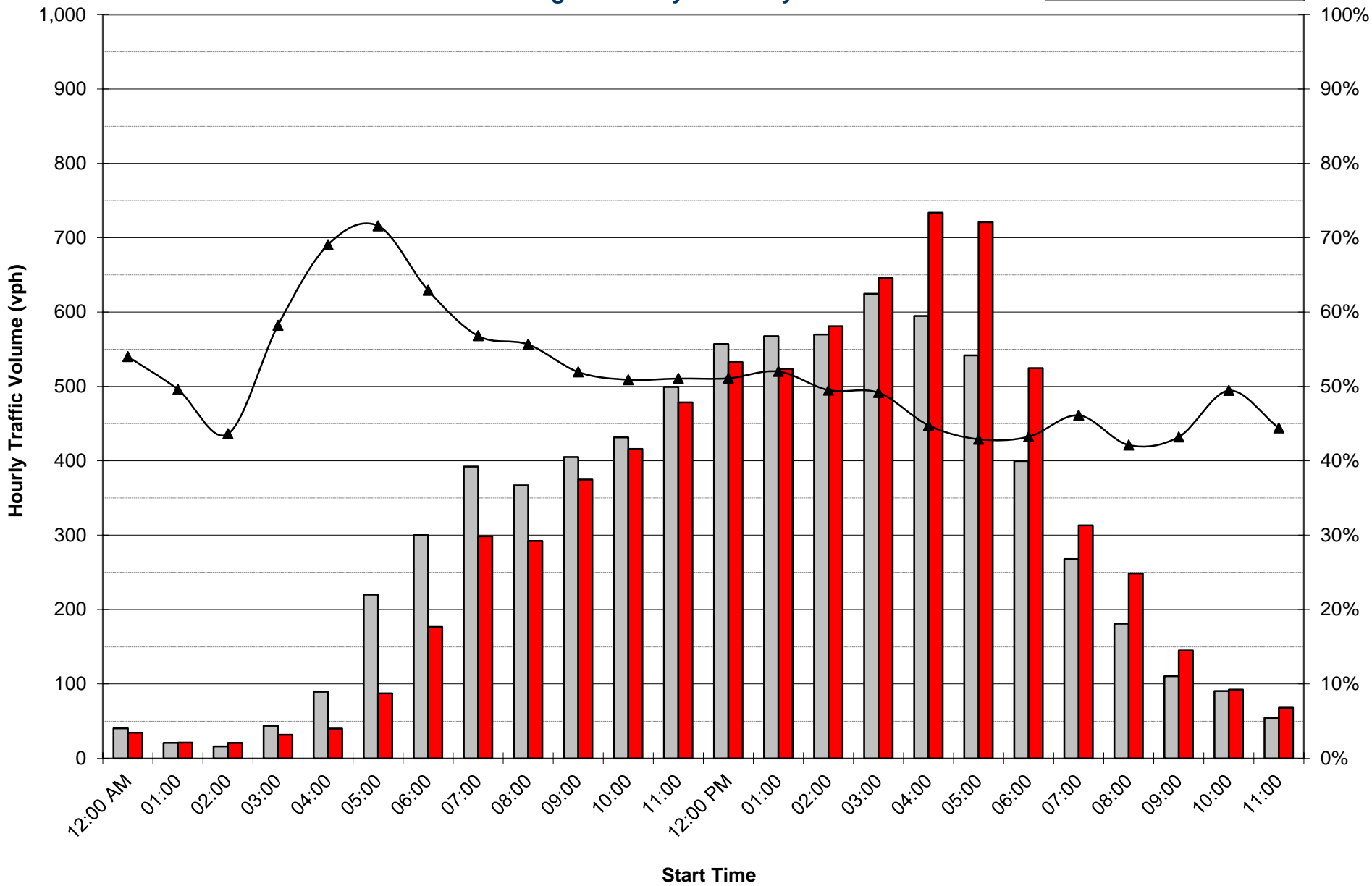
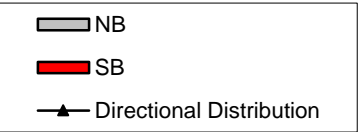
AADT: **14,300**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

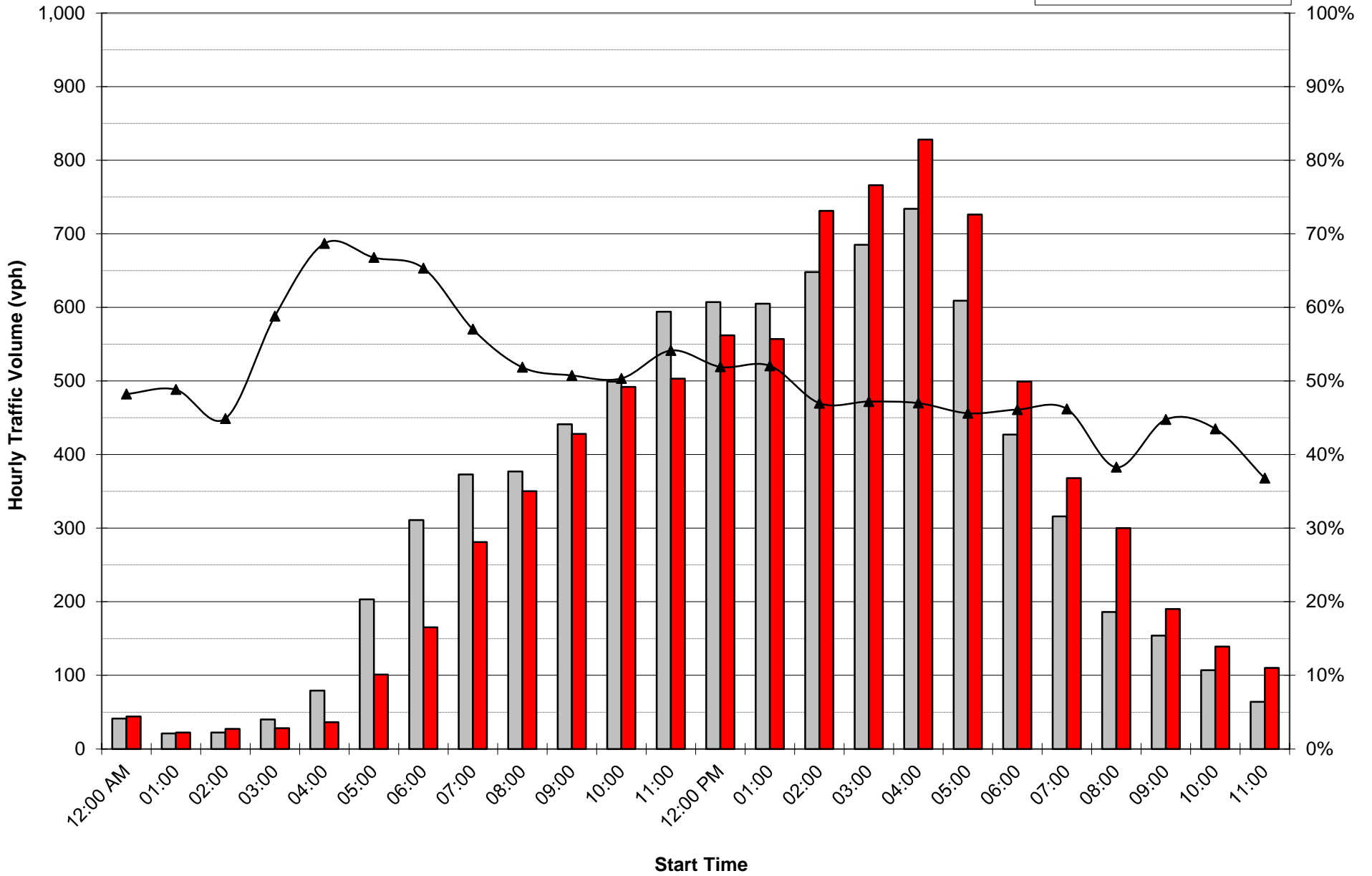
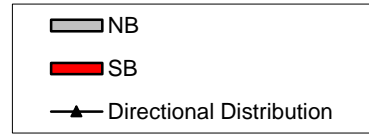
ADT #4 Summary
Mill Street
Two-Way Hourly Volumes by Day



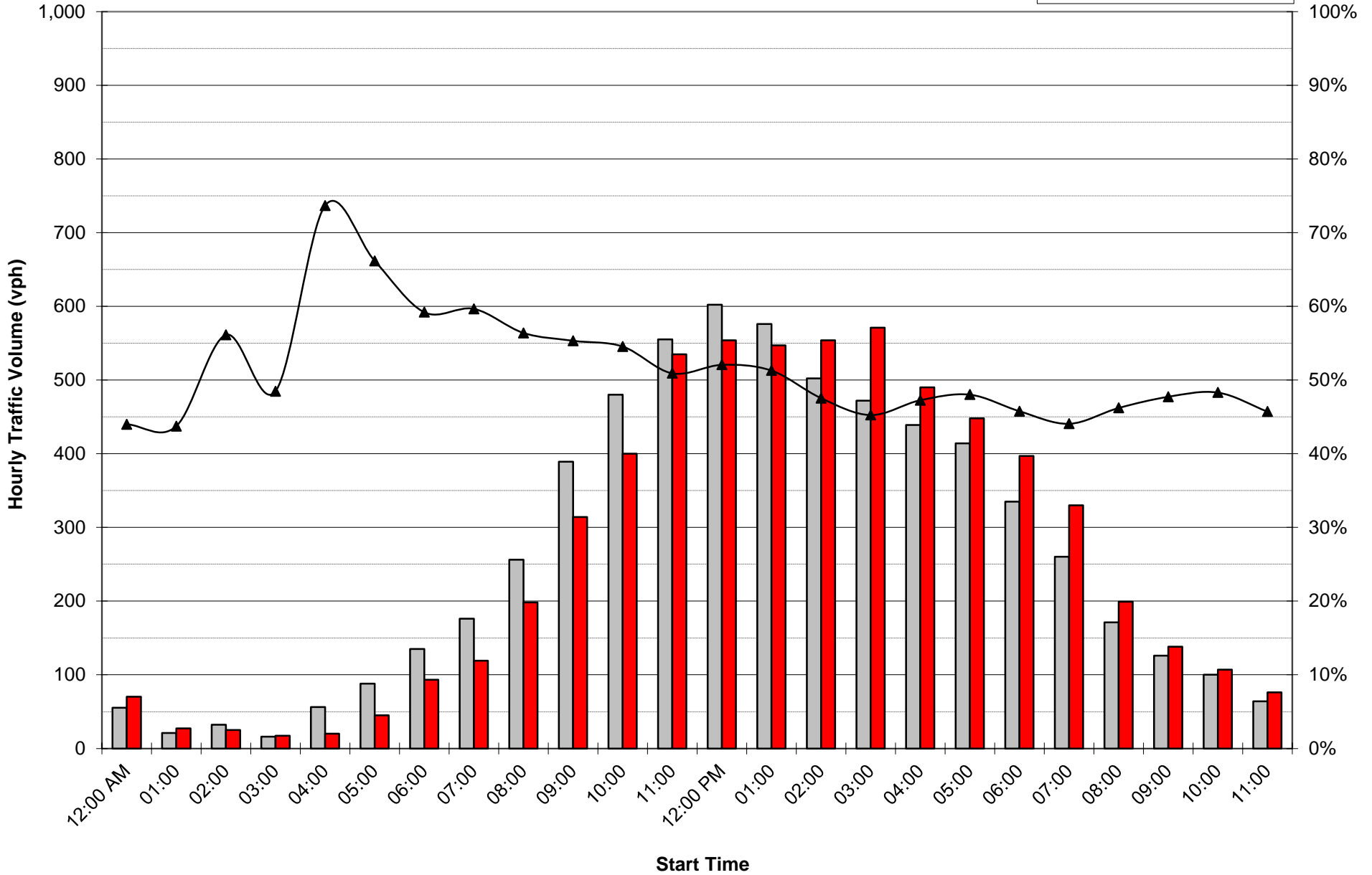
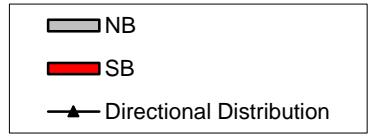
ADT #4 Summary
Mill Street
Average Weekday Traffic by Direction



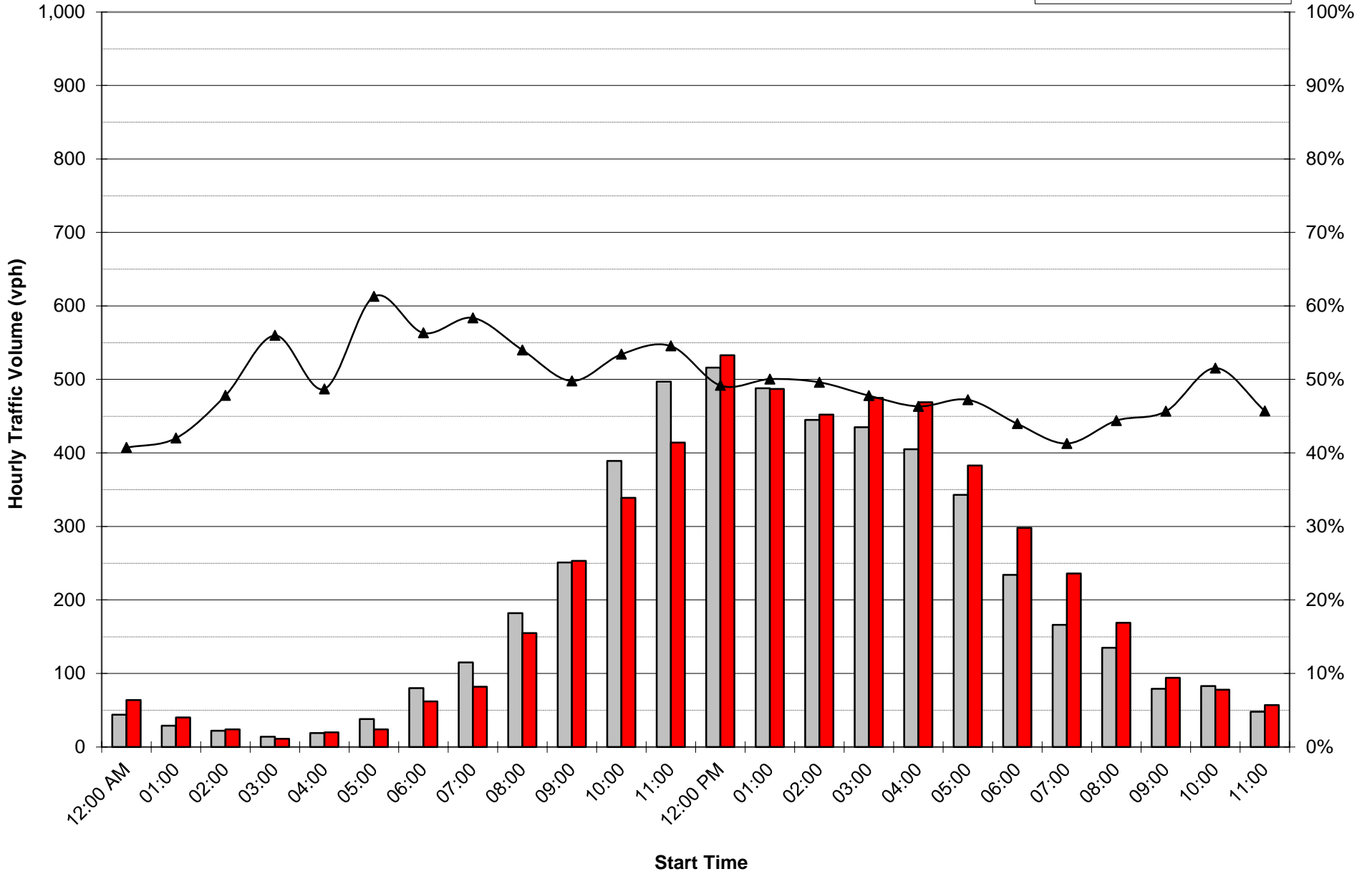
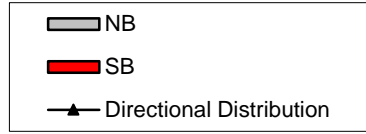
ADT #4 Summary
Mill Street
Average Friday Traffic by Direction



ADT #4 Summary
Mill Street
Average Saturday Traffic by Direction



ADT #4 Summary
Mill Street
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound*

Work Order: *35141-001*
 ADT Site Code: *5*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------|-----|-----|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 20 | 20 | 23 | 34 | 40 | 20 | 26 | | | | | | 26 | 22 | 23 | 34 | 40 |
| 01:00 | | | 5 | 9 | 10 | 18 | 22 | 8 | 10 | | | | | | 12 | 8 | 10 | 18 | 22 |
| 02:00 | | | 6 | 7 | 18 | 17 | 16 | 9 | 13 | | | | | | 12 | 9 | 18 | 17 | 16 |
| 03:00 | | | 12 | 13 | 13 | 14 | 5 | 9 | 12 | | | | | | 11 | 12 | 13 | 14 | 5 |
| 04:00 | | | 31 | 24 | 25 | 20 | 10 | 23 | 24 | | | | | | 22 | 26 | 25 | 20 | 10 |
| 05:00 | | | 54 | 56 | 51 | 30 | 8 | 44 | 43 | | | | | | 41 | 51 | 51 | 30 | 8 |
| 06:00 | | | 112 | 95 | 107 | 84 | 37 | 94 | 101 | | | | | | 90 | 103 | 107 | 84 | 37 |
| 07:00 | | | 156 | 182 | 190 | 108 | 65 | 171 | 166 | | | | | | 148 | 168 | 190 | 108 | 65 |
| 08:00 | | | 188 | 226 | 228 | 162 | 98 | 217 | 191 | | | | | | 187 | 202 | 228 | 162 | 98 |
| 09:00 | | | 267 | 234 | 257 | 293 | 186 | 269 | 240 | | | | | | 249 | 247 | 257 | 293 | 186 |
| 10:00 | | | 280 | 316 | 351 | 337 | 276 | 326 | 311 | | | | | | 314 | 302 | 351 | 337 | 276 |
| 11:00 | | | 383 | 358 | 369 | 435 | 339 | 349 | 378 | | | | | | 373 | 373 | 369 | 435 | 339 |
| 12:00 PM | | | 359 | 392 | 443 | 496 | 408 | 406 | 422 | | | | | | 418 | 391 | 443 | 496 | 408 |
| 01:00 | | | 419 | 395 | 452 | 464 | 494 | 389 | 412 | | | | | | 432 | 409 | 452 | 464 | 494 |
| 02:00 | | | 429 | 458 | 480 | 358 | 364 | 415 | 452 | | | | | | 422 | 446 | 480 | 358 | 364 |
| 03:00 | | | 451 | 504 | 509 | 425 | 403 | 497 | 483 | | | | | | 467 | 479 | 509 | 425 | 403 |
| 04:00 | | | 481 | 542 | 532 | 410 | 372 | 506 | 514 | | | | | | 480 | 512 | 532 | 410 | 372 |
| 05:00 | | | 465 | 526 | 543 | 331 | 297 | 434 | 464 | | | | | | 437 | 485 | 543 | 331 | 297 |
| 06:00 | | | 309 | 415 | 382 | 297 | 230 | 288 | 339 | | | | | | 323 | 354 | 382 | 297 | 230 |
| 07:00 | | | 202 | 240 | 280 | 235 | 173 | 212 | 258 | | | | | | 229 | 233 | 280 | 235 | 173 |
| 08:00 | | | 188 | 173 | 191 | 162 | 139 | 115 | 148 | | | | | | 159 | 170 | 191 | 162 | 139 |
| 09:00 | | | 99 | 101 | 157 | 123 | 62 | 71 | 86 | | | | | | 100 | 95 | 157 | 123 | 62 |
| 10:00 | | | 67 | 86 | 94 | 74 | 43 | 57 | 59 | | | | | | 69 | 71 | 94 | 74 | 43 |
| 11:00 | | | 51 | 42 | 83 | 56 | 48 | 32 | 46 | | | | | | 51 | 46 | 83 | 56 | 48 |
| Day Total | 0 | 0 | 5,034 | 5,414 | 5,788 | 4,983 | 4,135 | 4,961 | 5,198 | 0 | 0 | 0 | 0 | 0 | 5,073 | 5,215 | 5,788 | 4,983 | 4,135 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|-----|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 99% | 107% | 114% | 98% | 82% | 98% | 102% | 0% | 0% | 0% | 0% | 0% | 100% | 103% | 114% | 98% | 82% |
| % Avg WkDay | 0% | 0% | 97% | 104% | 111% | 96% | 79% | 95% | 100% | 0% | 0% | 0% | 0% | 0% | 97% | 100% | 111% | 96% | 79% |
| AM Peak Volume | 0 | 0 | 267 | 234 | 257 | 293 | 186 | 269 | 240 | 0 | 0 | 0 | 0 | 0 | 249 | 247 | 257 | 293 | 186 |
| MID Peak Volume | 0 | 0 | 429 | 458 | 480 | 496 | 494 | 415 | 452 | 0 | 0 | 0 | 0 | 0 | 432 | 446 | 480 | 496 | 494 |
| PM Peak Volume | 0 | 0 | 481 | 542 | 543 | 425 | 403 | 506 | 514 | 0 | 0 | 0 | 0 | 0 | 480 | 512 | 543 | 425 | 403 |

Avg Wkdy ADT: **5,215**

AADT Adjust: **0.9690**

AADT: **5,100**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Southbound*

Work Order: *35141-001*
 ADT Site Code: *5*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 20 | 17 | 23 | 46 | 34 | 17 | 21 | | | | | | 25 | 19 | 23 | 46 | 34 |
| 01:00 | | | 6 | 8 | 9 | 18 | 18 | 6 | 5 | | | | | | 10 | 6 | 9 | 18 | 18 |
| 02:00 | | | 8 | 2 | 6 | 14 | 8 | 8 | 13 | | | | | | 8 | 8 | 6 | 14 | 8 |
| 03:00 | | | 25 | 26 | 25 | 14 | 10 | 18 | 29 | | | | | | 21 | 27 | 25 | 14 | 10 |
| 04:00 | | | 38 | 34 | 36 | 14 | 9 | 25 | 47 | | | | | | 29 | 40 | 36 | 14 | 9 |
| 05:00 | | | 90 | 86 | 80 | 33 | 17 | 73 | 99 | | | | | | 68 | 92 | 80 | 33 | 17 |
| 06:00 | | | 163 | 150 | 147 | 70 | 41 | 151 | 171 | | | | | | 128 | 161 | 147 | 70 | 41 |
| 07:00 | | | 258 | 253 | 226 | 121 | 74 | 240 | 268 | | | | | | 206 | 260 | 226 | 121 | 74 |
| 08:00 | | | 279 | 259 | 266 | 222 | 124 | 284 | 322 | | | | | | 251 | 287 | 266 | 222 | 124 |
| 09:00 | | | 271 | 335 | 338 | 272 | 225 | 308 | 297 | | | | | | 292 | 301 | 338 | 272 | 225 |
| 10:00 | | | 328 | 348 | 344 | 384 | 284 | 341 | 359 | | | | | | 341 | 345 | 344 | 384 | 284 |
| 11:00 | | | 364 | 382 | 434 | 446 | 361 | 388 | 426 | | | | | | 400 | 391 | 434 | 446 | 361 |
| 12:00 PM | | | 429 | 402 | 425 | 455 | 413 | 484 | 431 | | | | | | 434 | 421 | 425 | 455 | 413 |
| 01:00 | | | 400 | 380 | 424 | 430 | 401 | 406 | 425 | | | | | | 409 | 402 | 424 | 430 | 401 |
| 02:00 | | | 391 | 416 | 468 | 405 | 391 | 444 | 441 | | | | | | 422 | 416 | 468 | 405 | 391 |
| 03:00 | | | 405 | 441 | 467 | 398 | 357 | 412 | 451 | | | | | | 419 | 432 | 467 | 398 | 357 |
| 04:00 | | | 439 | 485 | 516 | 413 | 377 | 429 | 487 | | | | | | 449 | 470 | 516 | 413 | 377 |
| 05:00 | | | 398 | 445 | 449 | 326 | 265 | 417 | 442 | | | | | | 392 | 428 | 449 | 326 | 265 |
| 06:00 | | | 312 | 372 | 363 | 298 | 241 | 308 | 354 | | | | | | 321 | 346 | 363 | 298 | 241 |
| 07:00 | | | 234 | 259 | 282 | 245 | 198 | 227 | 270 | | | | | | 245 | 254 | 282 | 245 | 198 |
| 08:00 | | | 158 | 152 | 211 | 151 | 115 | 134 | 167 | | | | | | 155 | 159 | 211 | 151 | 115 |
| 09:00 | | | 95 | 114 | 136 | 103 | 83 | 102 | 109 | | | | | | 106 | 106 | 136 | 103 | 83 |
| 10:00 | | | 64 | 74 | 102 | 79 | 82 | 72 | 83 | | | | | | 79 | 74 | 102 | 79 | 82 |
| 11:00 | | | 40 | 50 | 77 | 49 | 48 | 40 | 51 | | | | | | 51 | 47 | 77 | 49 | 48 |
| Day Total | 0 | 0 | 5,215 | 5,490 | 5,854 | 5,006 | 4,176 | 5,334 | 5,768 | 0 | 0 | 0 | 0 | 0 | 5,263 | 5,491 | 5,854 | 5,006 | 4,176 |

| | | | | | | | | | | | | | | | | | | | |
|------------------------|----|----|-----|------|------|-----|-----|------|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 99% | 104% | 111% | 95% | 79% | 101% | 110% | 0% | 0% | 0% | 0% | 0% | 100% | 104% | 111% | 95% | 79% |
| % Avg WkDay | 0% | 0% | 95% | 100% | 107% | 91% | 76% | 97% | 105% | 0% | 0% | 0% | 0% | 0% | 96% | 100% | 107% | 91% | 76% |
| AM Peak Volume | 0 | 0 | 279 | 335 | 338 | 272 | 225 | 308 | 322 | 0 | 0 | 0 | 0 | 0 | 292 | 301 | 338 | 272 | 225 |
| MID Peak Volume | 0 | 0 | 429 | 416 | 468 | 455 | 413 | 484 | 441 | 0 | 0 | 0 | 0 | 0 | 434 | 421 | 468 | 455 | 413 |
| PM Peak Volume | 0 | 0 | 439 | 485 | 516 | 413 | 377 | 429 | 487 | 0 | 0 | 0 | 0 | 0 | 449 | 470 | 516 | 413 | 377 |

Avg Wkdy ADT: **5,491**

AADT Adjust: **0.9690**

AADT: **5,300**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *5*
 Compiled By: *AJ*

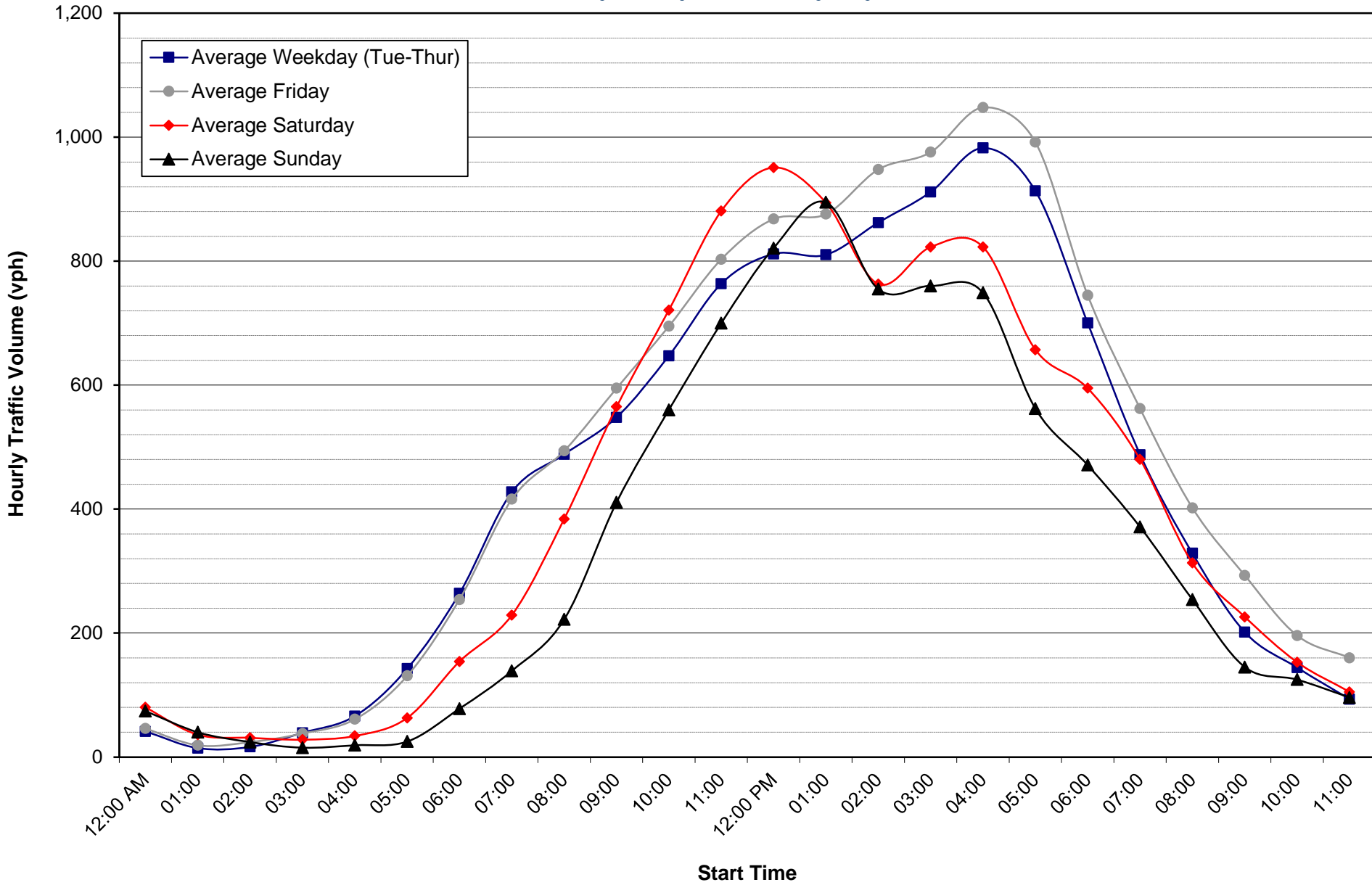
| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------------|-----------------------|--------------|---------------|------------|----------------------------|--------------|---------------|------------|----------------|--------------|---------------|------------|------------------|--------------|--------------|------------|----------------|--------------|--------------|------------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 26 | 25 | 52 | 51% | 22 | 19 | 41 | 53% | 23 | 23 | 46 | 50% | 34 | 46 | 80 | 43% | 40 | 34 | 74 | 54% |
| 01:00 | 12 | 10 | 22 | 54% | 8 | 6 | 14 | 56% | 10 | 9 | 19 | 53% | 18 | 18 | 36 | 50% | 22 | 18 | 40 | 55% |
| 02:00 | 12 | 8 | 21 | 59% | 9 | 8 | 16 | 53% | 18 | 6 | 24 | 75% | 17 | 14 | 31 | 55% | 16 | 8 | 24 | 67% |
| 03:00 | 11 | 21 | 32 | 35% | 12 | 27 | 39 | 32% | 13 | 25 | 38 | 34% | 14 | 14 | 28 | 50% | 5 | 10 | 15 | 33% |
| 04:00 | 22 | 29 | 51 | 44% | 26 | 40 | 66 | 40% | 25 | 36 | 61 | 41% | 20 | 14 | 34 | 59% | 10 | 9 | 19 | 53% |
| 05:00 | 41 | 68 | 109 | 37% | 51 | 92 | 143 | 36% | 51 | 80 | 131 | 39% | 30 | 33 | 63 | 48% | 8 | 17 | 25 | 32% |
| 06:00 | 90 | 128 | 218 | 41% | 103 | 161 | 264 | 39% | 107 | 147 | 254 | 42% | 84 | 70 | 154 | 55% | 37 | 41 | 78 | 47% |
| 07:00 | 148 | 206 | 354 | 42% | 168 | 260 | 428 | 39% | 190 | 226 | 416 | 46% | 108 | 121 | 229 | 47% | 65 | 74 | 139 | 47% |
| 08:00 | 187 | 251 | 438 | 43% | 202 | 287 | 488 | 41% | 228 | 266 | 494 | 46% | 162 | 222 | 384 | 42% | 98 | 124 | 222 | 44% |
| 09:00 | 249 | 292 | 542 | 46% | 247 | 301 | 548 | 45% | 257 | 338 | 595 | 43% | 293 | 272 | 565 | 52% | 186 | 225 | 411 | 45% |
| 10:00 | 314 | 341 | 655 | 48% | 302 | 346 | 647 | 47% | 351 | 344 | 695 | 51% | 337 | 384 | 721 | 47% | 276 | 284 | 560 | 49% |
| 11:00 | 373 | 400 | 773 | 48% | 373 | 391 | 764 | 49% | 369 | 434 | 803 | 46% | 435 | 446 | 881 | 49% | 339 | 361 | 700 | 48% |
| 12:00 PM | 418 | 434 | 852 | 49% | 391 | 421 | 812 | 48% | 443 | 426 | 868 | 51% | 496 | 456 | 951 | 52% | 408 | 413 | 821 | 50% |
| 01:00 | 432 | 409 | 842 | 51% | 409 | 402 | 810 | 50% | 452 | 424 | 876 | 52% | 464 | 430 | 894 | 52% | 494 | 401 | 895 | 55% |
| 02:00 | 422 | 422 | 845 | 50% | 446 | 416 | 862 | 52% | 480 | 468 | 948 | 51% | 358 | 405 | 763 | 47% | 364 | 391 | 755 | 48% |
| 03:00 | 467 | 419 | 886 | 53% | 479 | 432 | 912 | 53% | 509 | 467 | 976 | 52% | 425 | 398 | 823 | 52% | 403 | 357 | 760 | 53% |
| 04:00 | 480 | 449 | 929 | 52% | 512 | 470 | 983 | 52% | 532 | 516 | 1,048 | 51% | 410 | 413 | 823 | 50% | 372 | 377 | 749 | 50% |
| 05:00 | 437 | 392 | 829 | 53% | 485 | 428 | 913 | 53% | 543 | 449 | 992 | 55% | 331 | 326 | 657 | 50% | 297 | 265 | 562 | 53% |
| 06:00 | 323 | 321 | 644 | 50% | 354 | 346 | 700 | 51% | 382 | 363 | 745 | 51% | 297 | 298 | 595 | 50% | 230 | 241 | 471 | 49% |
| 07:00 | 229 | 245 | 474 | 48% | 233 | 254 | 488 | 48% | 280 | 282 | 562 | 50% | 235 | 245 | 480 | 49% | 173 | 198 | 371 | 47% |
| 08:00 | 159 | 155 | 315 | 51% | 170 | 159 | 329 | 52% | 191 | 211 | 402 | 48% | 162 | 151 | 313 | 52% | 139 | 115 | 254 | 55% |
| 09:00 | 100 | 106 | 206 | 49% | 95 | 106 | 201 | 47% | 157 | 136 | 293 | 54% | 123 | 103 | 226 | 54% | 62 | 83 | 145 | 43% |
| 10:00 | 69 | 79 | 148 | 46% | 71 | 74 | 144 | 49% | 94 | 102 | 196 | 48% | 74 | 79 | 153 | 48% | 43 | 82 | 125 | 34% |
| 11:00 | 51 | 51 | 102 | 50% | 46 | 47 | 93 | 50% | 83 | 77 | 160 | 52% | 56 | 49 | 105 | 53% | 48 | 48 | 96 | 50% |
| Day Total | 5,073 | 5,263 | 10,337 | 49% | 5,215 | 5,491 | 10,706 | 49% | 5,788 | 5,854 | 11,642 | 50% | 4,983 | 5,006 | 9,989 | 50% | 4,135 | 4,176 | 8,311 | 50% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|-----|-----|-----|---|-----|-----|-----|---|
| % Avg Daily | 100% | 100% | 100% | - | 103% | 104% | 104% | - | 114% | 111% | 113% | - | 98% | 95% | 97% | - | 82% | 79% | 80% | - |
| % Avg WkDay | 97% | 96% | 97% | - | 100% | 100% | 100% | - | 111% | 107% | 109% | - | 96% | 91% | 93% | - | 79% | 76% | 78% | - |
| AM Peak Volume | 249 | 292 | 542 | - | 247 | 301 | 548 | - | 257 | 338 | 595 | - | 293 | 272 | 565 | - | 186 | 225 | 411 | - |
| MID Peak Volume | 432 | 434 | 852 | - | 446 | 421 | 862 | - | 480 | 468 | 948 | - | 496 | 455 | 951 | - | 494 | 413 | 895 | - |
| PM Peak Volume | 480 | 449 | 929 | - | 512 | 470 | 983 | - | 543 | 516 | 1048 | - | 425 | 413 | 823 | - | 403 | 377 | 760 | - |

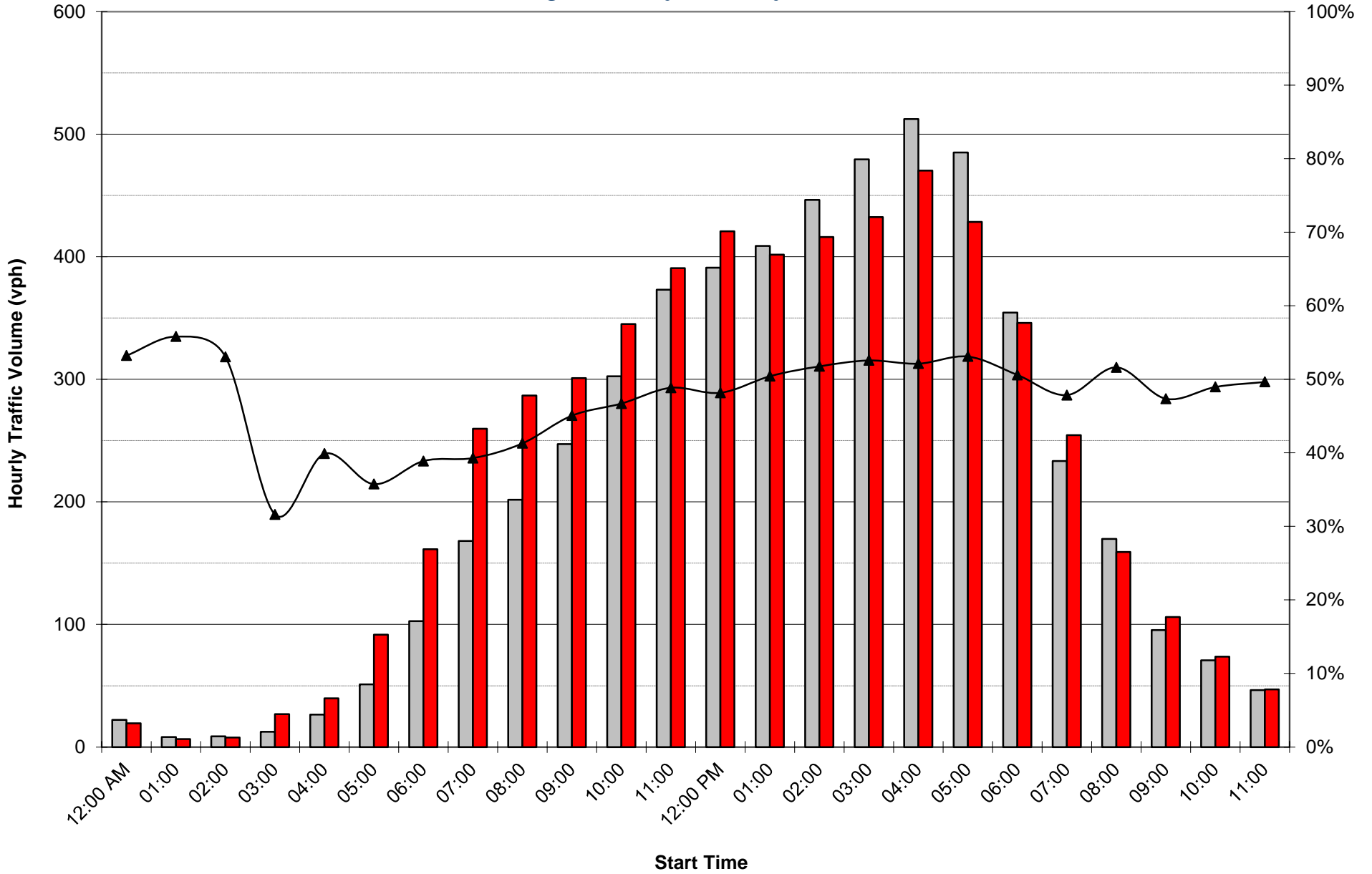
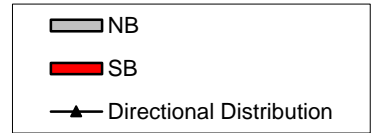
| | | | | | |
|---------------|--------|--------------|--------|-------|--------|
| Avg Wkdy ADT: | 10,706 | AADT Adjust: | 0.9690 | AADT: | 10,400 |
|---------------|--------|--------------|--------|-------|--------|

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

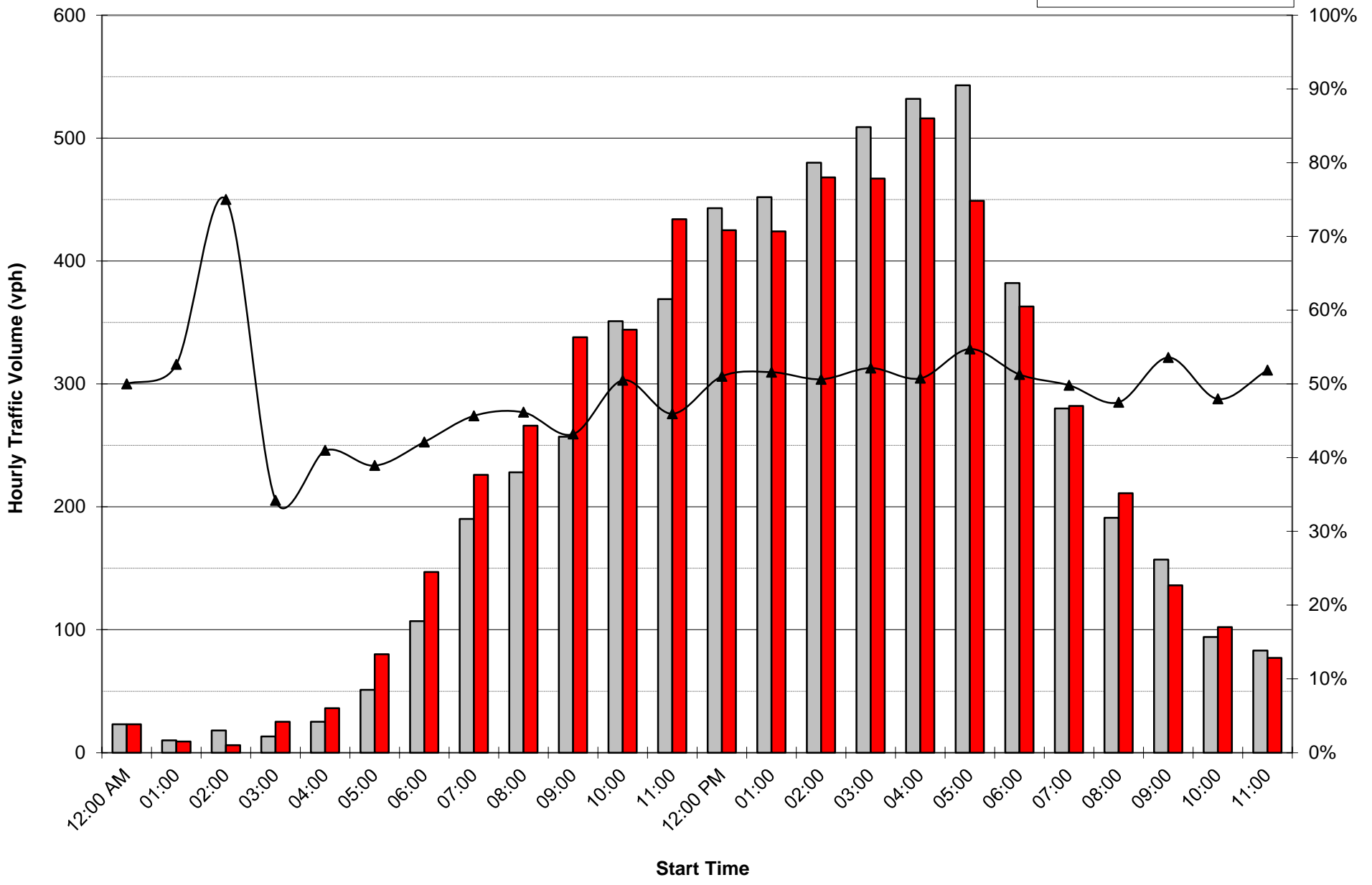
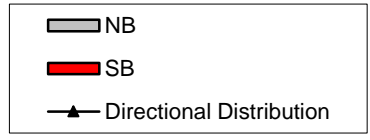
ADT #5 Summary
Brodhead Road
Two-Way Hourly Volumes by Day



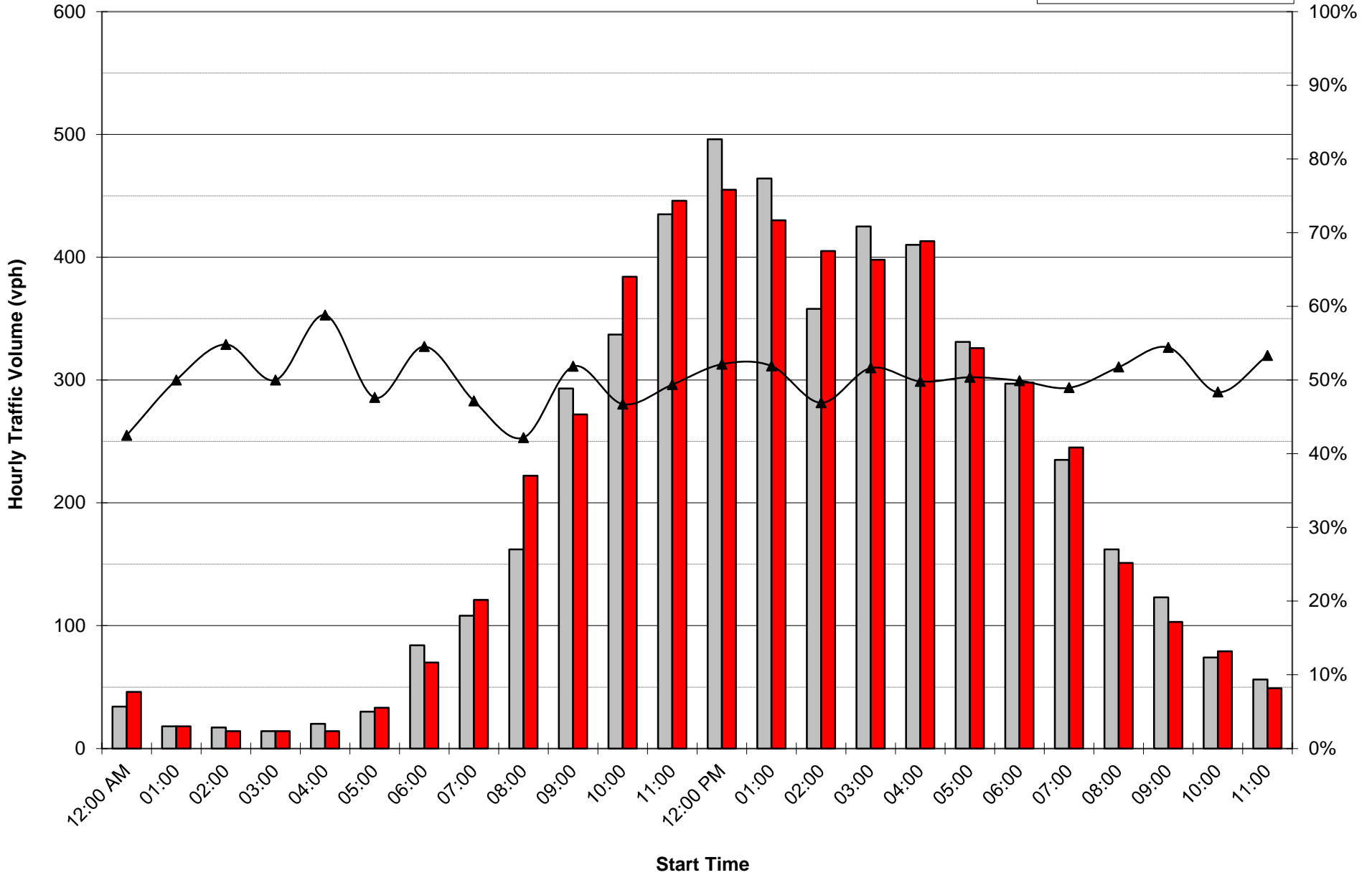
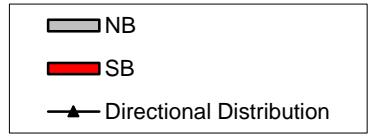
ADT #5 Summary
Brodhead Road
Average Weekday Traffic by Direction



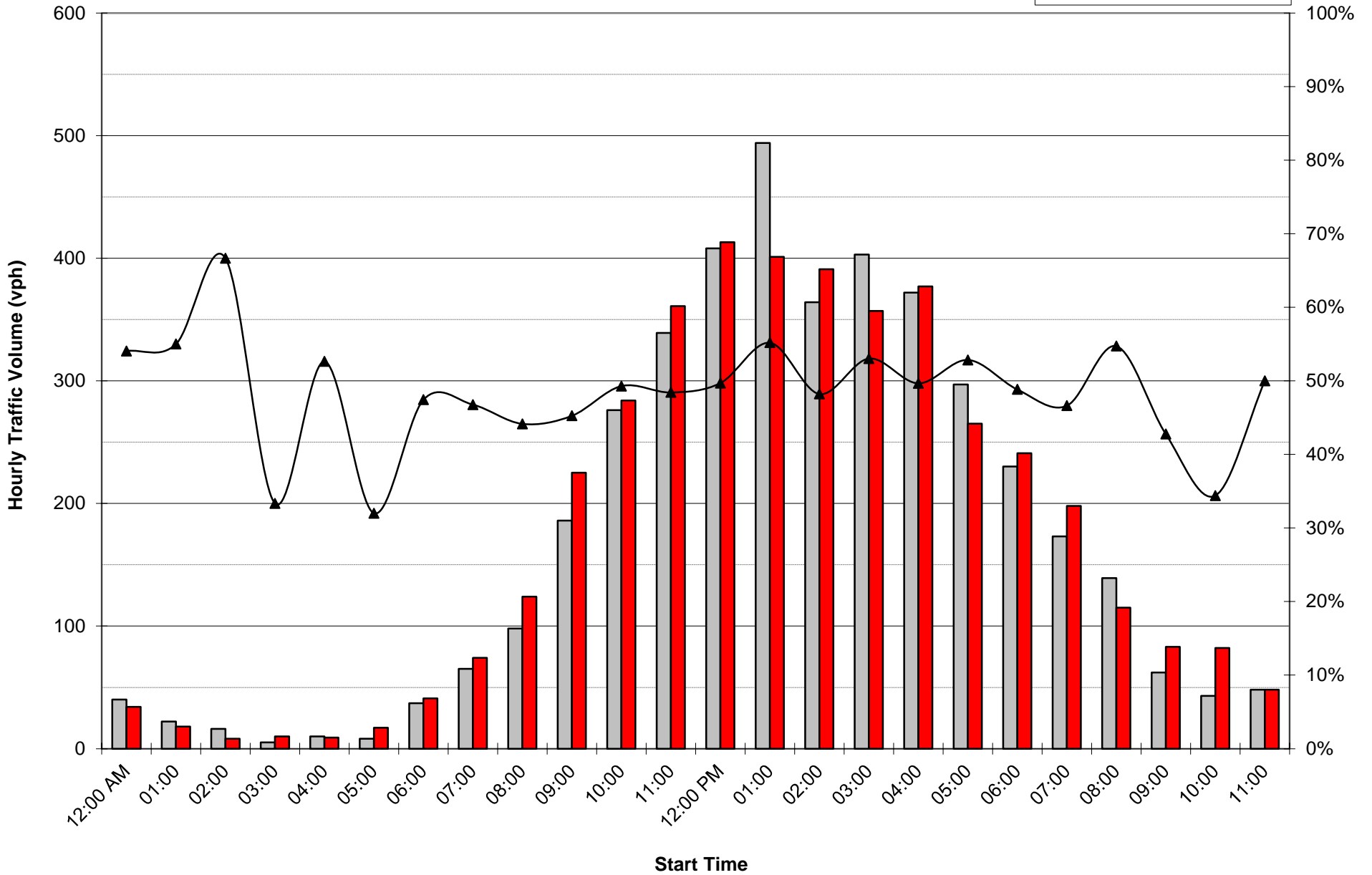
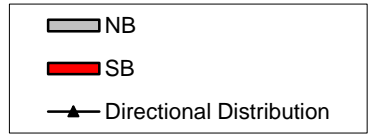
ADT #5 Summary
Brodhead Road
Average Friday Traffic by Direction



ADT #5 Summary
Brodhead Road
Average Saturday Traffic by Direction



ADT #5 Summary
Brodhead Road
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Frankfort Rd*
 Direction: *Northbound*

Work Order: *35141-001*
 ADT Site Code: *6*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 40 | 42 | 40 | | | | | | | | | | 41 | 41 | 40 | | |
| 01:00 | | | 27 | 22 | 36 | | | | | | | | | | 28 | 25 | 36 | | |
| 02:00 | | | 18 | 17 | 22 | | | | | | | | | | 19 | 18 | 22 | | |
| 03:00 | | | 109 | 119 | 116 | | | | | | | | | | 115 | 114 | 116 | | |
| 04:00 | | | 124 | 130 | 102 | | | | | | | | | | 119 | 127 | 102 | | |
| 05:00 | | | 339 | 374 | 381 | | | | | | | | | | 365 | 357 | 381 | | |
| 06:00 | | | 505 | 508 | 485 | | | | | | | | | | 499 | 507 | 485 | | |
| 07:00 | | | 564 | 568 | 543 | | | | | | | | | | 558 | 566 | 543 | | |
| 08:00 | | | 472 | 539 | 541 | | | | | | | | | | 517 | 506 | 541 | | |
| 09:00 | | | 606 | 604 | 662 | | | | | | | | | | 624 | 605 | 662 | | |
| 10:00 | | | 687 | 709 | 740 | | | | | | | | | | 712 | 698 | 740 | | |
| 11:00 | | | 772 | 833 | 889 | | | | | | | | | | 831 | 803 | 889 | | |
| 12:00 PM | | | 837 | 867 | 926 | | | | | | | | | | 877 | 852 | 926 | | |
| 01:00 | | | 739 | 835 | 1,021 | | | | | | | | | | 865 | 787 | 1,021 | | |
| 02:00 | | | 815 | 888 | 1,359 | | | | | | | | | | 1,021 | 852 | 1,359 | | |
| 03:00 | | | 1,025 | 1,067 | 1,439 | | | | | | | | | | 1,177 | 1,046 | 1,439 | | |
| 04:00 | | | 1,303 | 1,365 | 1,200 | | | | | | | | | | 1,289 | 1,334 | 1,200 | | |
| 05:00 | | | 1,273 | 1,266 | 1,022 | | | | | | | | | | 1,187 | 1,270 | 1,022 | | |
| 06:00 | | | 751 | 735 | 712 | | | | | | | | | | 733 | 743 | 712 | | |
| 07:00 | | | 373 | 391 | 501 | | | | | | | | | | 422 | 382 | 501 | | |
| 08:00 | | | 266 | 237 | 288 | | | | | | | | | | 264 | 252 | 288 | | |
| 09:00 | | | 167 | 170 | 213 | | | | | | | | | | 183 | 169 | 213 | | |
| 10:00 | | | 91 | 116 | 150 | | | | | | | | | | 119 | 104 | 150 | | |
| 11:00 | | | 67 | 64 | 64 | | | | | | | | | | 65 | 66 | 64 | | |
| Day Total | 0 | 0 | 11,970 | 12,466 | 13,452 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,629 | 12,218 | 13,452 | | |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|------|------|------|----|----|----|----|----|----|----|----|----|------|------|------|--|--|
| % Avg Daily | 0% | 0% | 95% | 99% | 107% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 97% | 107% | | |
| % Avg WkDay | 0% | 0% | 98% | 102% | 110% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 103% | 100% | 110% | | |
| AM Peak Volume | 0 | 0 | 606 | 604 | 662 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 624 | 605 | 662 | | |
| MID Peak Volume | 0 | 0 | 837 | 888 | 1359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1021 | 852 | 1359 | | |
| PM Peak Volume | 0 | 0 | 1303 | 1365 | 1439 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1289 | 1334 | 1439 | | |

Avg Wkdy ADT: **12,218**

AADT Adjust: **1.0250**

AADT: **12,500**

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Frankfort Rd*
 Direction: *Southbound*

Work Order: *35141-001*
 ADT Site Code: *6*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 47 | 63 | 59 | | | | | | | | | | 56 | 55 | 59 | | |
| 01:00 | | | 36 | 32 | 35 | | | | | | | | | | 34 | 34 | 35 | | |
| 02:00 | | | 38 | 37 | 42 | | | | | | | | | | 39 | 38 | 42 | | |
| 03:00 | | | 482 | 518 | 465 | | | | | | | | | | 488 | 500 | 465 | | |
| 04:00 | | | 548 | 553 | 536 | | | | | | | | | | 546 | 551 | 536 | | |
| 05:00 | | | 796 | 921 | 820 | | | | | | | | | | 846 | 859 | 820 | | |
| 06:00 | | | 785 | 913 | 706 | | | | | | | | | | 801 | 849 | 706 | | |
| 07:00 | | | 714 | 673 | 565 | | | | | | | | | | 651 | 694 | 565 | | |
| 08:00 | | | 606 | 699 | 669 | | | | | | | | | | 658 | 653 | 669 | | |
| 09:00 | | | 639 | 842 | 707 | | | | | | | | | | 729 | 741 | 707 | | |
| 10:00 | | | 756 | 880 | 1,036 | | | | | | | | | | 891 | 818 | 1,036 | | |
| 11:00 | | | 968 | 1,216 | 1,282 | | | | | | | | | | 1,155 | 1,092 | 1,282 | | |
| 12:00 PM | | | 1,286 | 1,527 | 1,556 | | | | | | | | | | 1,456 | 1,407 | 1,556 | | |
| 01:00 | | | 1,264 | 1,377 | 1,738 | | | | | | | | | | 1,460 | 1,321 | 1,738 | | |
| 02:00 | | | 1,290 | 1,644 | 1,985 | | | | | | | | | | 1,640 | 1,467 | 1,985 | | |
| 03:00 | | | 1,792 | 1,824 | 2,149 | | | | | | | | | | 1,922 | 1,808 | 2,149 | | |
| 04:00 | | | 1,983 | 2,113 | 2,024 | | | | | | | | | | 2,040 | 2,048 | 2,024 | | |
| 05:00 | | | 1,747 | 1,933 | 1,743 | | | | | | | | | | 1,808 | 1,840 | 1,743 | | |
| 06:00 | | | 1,343 | 1,299 | 1,479 | | | | | | | | | | 1,374 | 1,321 | 1,479 | | |
| 07:00 | | | 988 | 961 | 1,216 | | | | | | | | | | 1,055 | 975 | 1,216 | | |
| 08:00 | | | 623 | 678 | 848 | | | | | | | | | | 716 | 651 | 848 | | |
| 09:00 | | | 399 | 414 | 563 | | | | | | | | | | 459 | 407 | 563 | | |
| 10:00 | | | 256 | 200 | 334 | | | | | | | | | | 263 | 228 | 334 | | |
| 11:00 | | | 128 | 146 | 256 | | | | | | | | | | 177 | 137 | 256 | | |
| Day Total | 0 | 0 | 19,514 | 21,463 | 22,813 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21,263 | 20,489 | 22,813 | | |

| | | | | | | | | | | | | | | | | | | | |
|------------------------|----|----|------|------|------|----|----|----|----|----|----|----|----|----|------|------|------|--|--|
| % Avg Daily | 0% | 0% | 92% | 101% | 107% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 96% | 107% | | |
| % Avg WkDay | 0% | 0% | 95% | 105% | 111% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 104% | 100% | 111% | | |
| AM Peak Volume | 0 | 0 | 796 | 921 | 820 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 846 | 859 | 820 | | |
| MID Peak Volume | 0 | 0 | 1290 | 1644 | 1985 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1640 | 1467 | 1985 | | |
| PM Peak Volume | 0 | 0 | 1983 | 2113 | 2149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2040 | 2048 | 2149 | | |

Avg Wkdy ADT: **20,489**

AADT Adjust: **1.0250**

AADT: **21,000**

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Frankfort Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *6*
 Compiled By: *AJ*

| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------------|-----------------------|---------------|---------------|------------|----------------------------|---------------|---------------|------------|----------------|---------------|---------------|------------|------------------|----|-------|----------|----------------|----|-------|----------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 41 | 56 | 97 | 42% | 41 | 55 | 96 | 43% | 40 | 59 | 99 | 40% | | | | | | | | |
| 01:00 | 28 | 34 | 63 | 45% | 25 | 34 | 59 | 42% | 36 | 35 | 71 | 51% | | | | | | | | |
| 02:00 | 19 | 39 | 58 | 33% | 18 | 38 | 55 | 32% | 22 | 42 | 64 | 34% | | | | | | | | |
| 03:00 | 115 | 488 | 603 | 19% | 114 | 500 | 614 | 19% | 116 | 465 | 581 | 20% | | | | | | | | |
| 04:00 | 119 | 546 | 664 | 18% | 127 | 551 | 678 | 19% | 102 | 536 | 638 | 16% | | | | | | | | |
| 05:00 | 365 | 846 | 1,210 | 30% | 357 | 859 | 1,215 | 29% | 381 | 820 | 1,201 | 32% | | | | | | | | |
| 06:00 | 499 | 801 | 1,301 | 38% | 507 | 849 | 1,356 | 37% | 485 | 706 | 1,191 | 41% | | | | | | | | |
| 07:00 | 558 | 651 | 1,209 | 46% | 566 | 694 | 1,260 | 45% | 543 | 565 | 1,108 | 49% | | | | | | | | |
| 08:00 | 517 | 658 | 1,175 | 44% | 506 | 653 | 1,158 | 44% | 541 | 669 | 1,210 | 45% | | | | | | | | |
| 09:00 | 624 | 729 | 1,353 | 46% | 605 | 741 | 1,346 | 45% | 662 | 707 | 1,369 | 48% | | | | | | | | |
| 10:00 | 712 | 891 | 1,603 | 44% | 698 | 816 | 1,516 | 46% | 740 | 1,030 | 1,776 | 42% | | | | | | | | |
| 11:00 | 831 | 1,155 | 1,987 | 42% | 803 | 1,092 | 1,895 | 42% | 889 | 1,282 | 2,171 | 41% | | | | | | | | |
| 12:00 PM | 877 | 1,456 | 2,333 | 38% | 852 | 1,407 | 2,259 | 38% | 926 | 1,556 | 2,482 | 37% | | | | | | | | |
| 01:00 | 865 | 1,460 | 2,325 | 37% | 787 | 1,321 | 2,108 | 37% | 1,021 | 1,738 | 2,759 | 37% | | | | | | | | |
| 02:00 | 1,021 | 1,640 | 2,660 | 38% | 852 | 1,467 | 2,319 | 37% | 1,359 | 1,985 | 3,344 | 41% | | | | | | | | |
| 03:00 | 1,177 | 1,922 | 3,099 | 38% | 1,046 | 1,808 | 2,854 | 37% | 1,439 | 2,149 | 3,588 | 40% | | | | | | | | |
| 04:00 | 1,289 | 2,040 | 3,329 | 39% | 1,334 | 2,048 | 3,382 | 39% | 1,200 | 2,024 | 3,224 | 37% | | | | | | | | |
| 05:00 | 1,187 | 1,808 | 2,995 | 40% | 1,270 | 1,840 | 3,110 | 41% | 1,022 | 1,743 | 2,765 | 37% | | | | | | | | |
| 06:00 | 733 | 1,374 | 2,106 | 35% | 743 | 1,321 | 2,064 | 36% | 712 | 1,479 | 2,191 | 32% | | | | | | | | |
| 07:00 | 422 | 1,055 | 1,477 | 29% | 382 | 975 | 1,357 | 28% | 501 | 1,216 | 1,717 | 29% | | | | | | | | |
| 08:00 | 264 | 716 | 980 | 27% | 252 | 651 | 902 | 28% | 288 | 848 | 1,136 | 25% | | | | | | | | |
| 09:00 | 183 | 459 | 642 | 29% | 169 | 407 | 575 | 29% | 213 | 563 | 776 | 27% | | | | | | | | |
| 10:00 | 119 | 263 | 382 | 31% | 104 | 228 | 332 | 31% | 150 | 334 | 484 | 31% | | | | | | | | |
| 11:00 | 65 | 177 | 242 | 27% | 66 | 137 | 203 | 32% | 64 | 256 | 320 | 20% | | | | | | | | |
| Day Total | 12,629 | 21,263 | 33,893 | 37% | 12,218 | 20,489 | 32,707 | 37% | 13,452 | 22,813 | 36,265 | 37% | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|--|--|--|--|--|--|--|--|
| % Avg Daily | 100% | 100% | 100% | - | 97% | 96% | 97% | - | 107% | 107% | 107% | - | | | | | | | | |
| % Avg WkDay | 103% | 104% | 104% | - | 100% | 100% | 100% | - | 110% | 111% | 111% | - | | | | | | | | |
| AM Peak Volume | 624 | 846 | 1353 | - | 605 | 859 | 1356 | - | 662 | 820 | 1369 | - | | | | | | | | |
| MID Peak Volume | 1021 | 1640 | 2660 | - | 852 | 1467 | 2319 | - | 1359 | 1985 | 3344 | - | | | | | | | | |
| PM Peak Volume | 1289 | 2040 | 3329 | - | 1334 | 2048 | 3382 | - | 1439 | 2149 | 3588 | - | | | | | | | | |

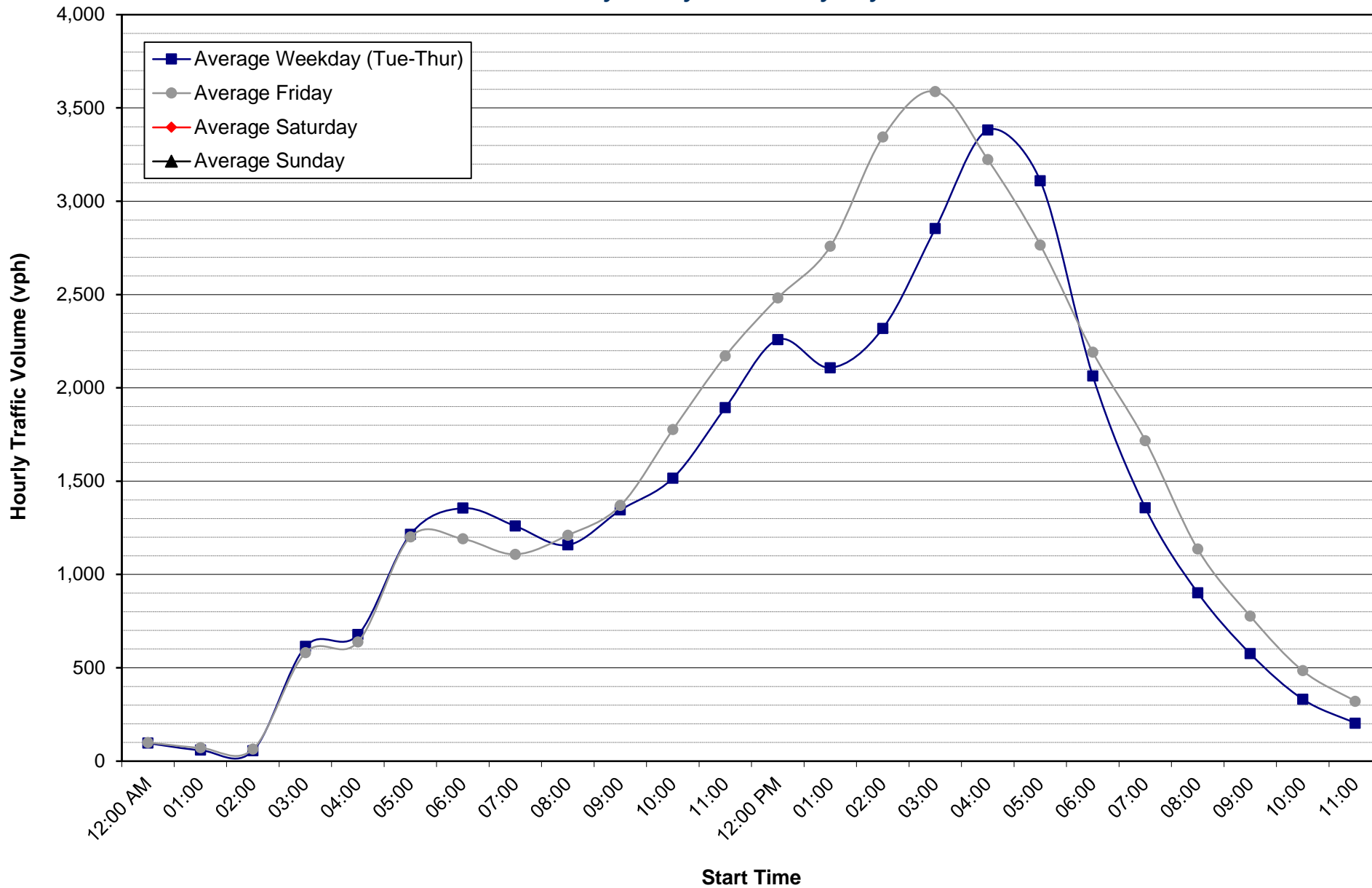
Avg Wkdy ADT: **32,707**

AADT Adjust: **1,0250**

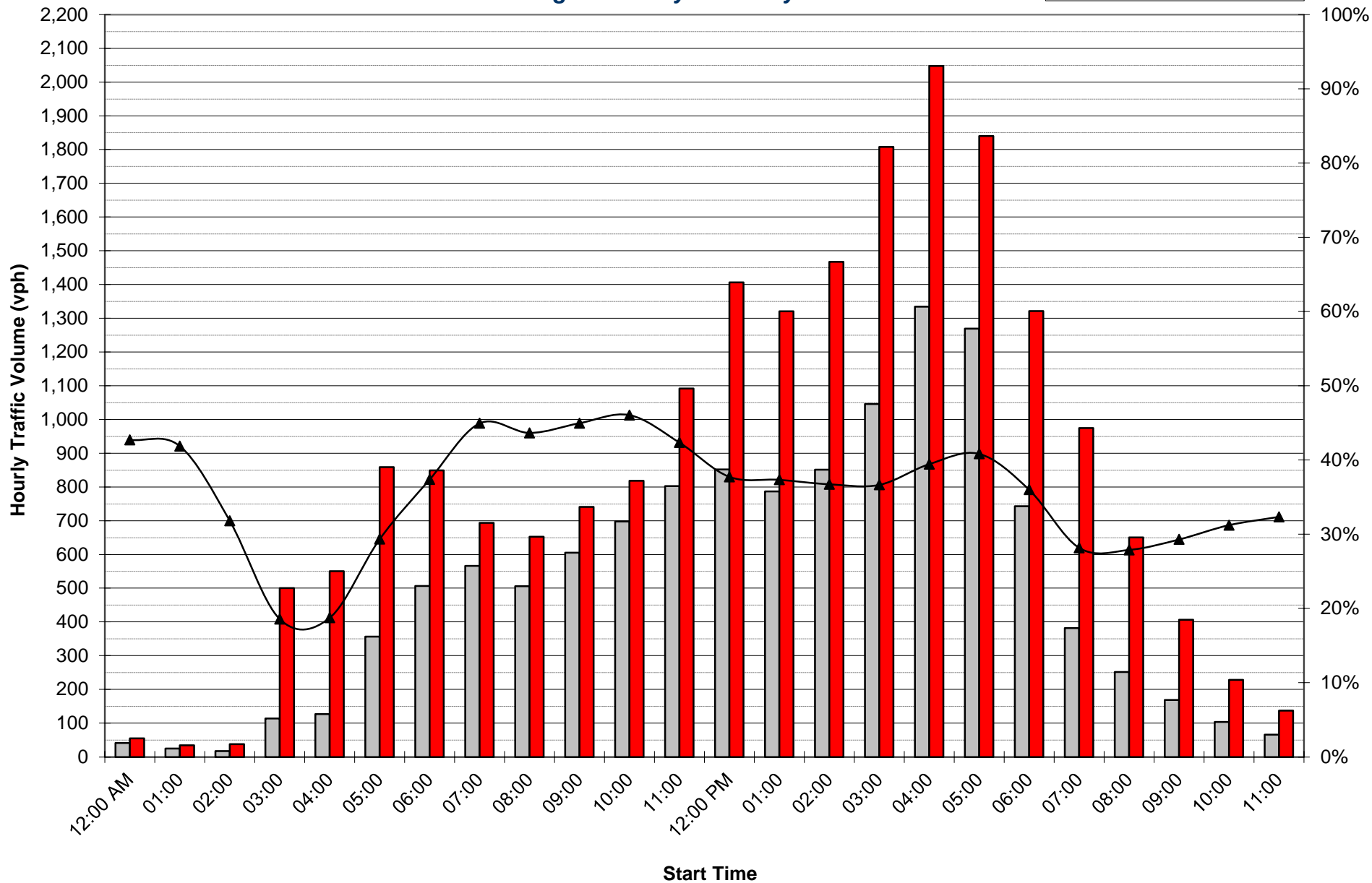
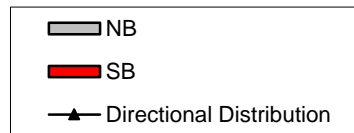
AADT: **33,500**

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

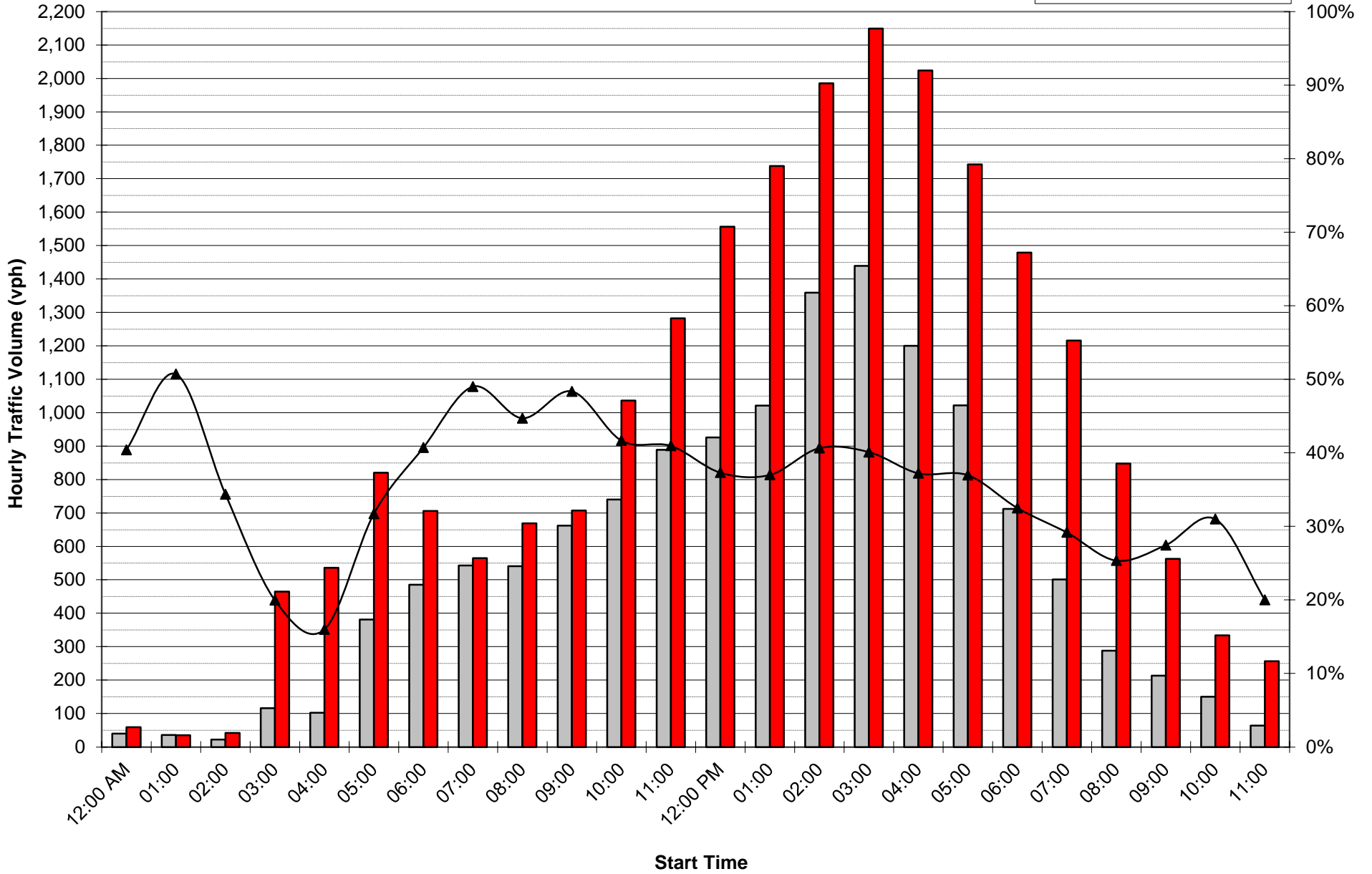
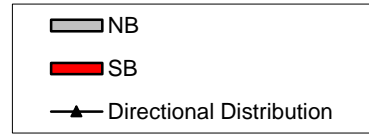
ADT #6 Summary
Frankfort Road
Two-Way Hourly Volumes by Day



ADT #6 Summary
Frankfort Road
Average Weekday Traffic by Direction



ADT #6 Summary
Frankfort Road
Average Friday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound*

Work Order: *35141-001*
 ADT Site Code: *7*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------|-----|-----|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 37 | 35 | 49 | 88 | 67 | 40 | 33 | | | | | | 50 | 35 | 49 | 88 | 67 |
| 01:00 | | | 19 | 19 | 19 | 90 | 24 | 12 | 21 | | | | | | 29 | 20 | 19 | 90 | 24 |
| 02:00 | | | 9 | 10 | 13 | 33 | 25 | 20 | 10 | | | | | | 17 | 10 | 13 | 33 | 25 |
| 03:00 | | | 115 | 108 | 116 | 26 | 13 | 12 | 110 | | | | | | 71 | 111 | 116 | 26 | 13 |
| 04:00 | | | 61 | 55 | 52 | 20 | 7 | 24 | 43 | | | | | | 37 | 53 | 52 | 20 | 7 |
| 05:00 | | | 131 | 150 | 153 | 46 | 16 | 76 | 134 | | | | | | 101 | 138 | 153 | 46 | 16 |
| 06:00 | | | 173 | 169 | 181 | 57 | 30 | 174 | 165 | | | | | | 136 | 169 | 181 | 57 | 30 |
| 07:00 | | | 213 | 211 | 211 | 134 | 104 | 219 | 215 | | | | | | 187 | 213 | 211 | 134 | 104 |
| 08:00 | | | 275 | 317 | 268 | 199 | 196 | 263 | 271 | | | | | | 256 | 288 | 268 | 199 | 196 |
| 09:00 | | | 361 | 359 | 407 | 381 | 296 | 334 | 371 | | | | | | 358 | 364 | 407 | 381 | 296 |
| 10:00 | | | 470 | 426 | 503 | 525 | 450 | 448 | 482 | | | | | | 472 | 459 | 503 | 525 | 450 |
| 11:00 | | | 515 | 627 | 679 | 703 | 586 | 546 | 664 | | | | | | 617 | 602 | 679 | 703 | 586 |
| 12:00 PM | | | 702 | 676 | 819 | 885 | 746 | 753 | 809 | | | | | | 770 | 729 | 819 | 885 | 746 |
| 01:00 | | | 705 | 809 | 833 | 853 | 788 | 734 | 804 | | | | | | 789 | 773 | 833 | 853 | 788 |
| 02:00 | | | 787 | 802 | 964 | 992 | 822 | 762 | 843 | | | | | | 853 | 811 | 964 | 992 | 822 |
| 03:00 | | | 810 | 801 | 1,065 | 978 | 802 | 818 | 883 | | | | | | 880 | 831 | 1,065 | 978 | 802 |
| 04:00 | | | 925 | 971 | 965 | 791 | 713 | 979 | 977 | | | | | | 903 | 958 | 965 | 791 | 713 |
| 05:00 | | | 952 | 971 | 858 | 826 | 725 | 912 | 1,090 | | | | | | 905 | 1,004 | 858 | 826 | 725 |
| 06:00 | | | 730 | 771 | 772 | 697 | 515 | 687 | 780 | | | | | | 707 | 760 | 772 | 697 | 515 |
| 07:00 | | | 589 | 603 | 683 | 491 | 379 | 496 | 576 | | | | | | 545 | 589 | 683 | 491 | 379 |
| 08:00 | | | 378 | 484 | 521 | 400 | 236 | 315 | 369 | | | | | | 386 | 410 | 521 | 400 | 236 |
| 09:00 | | | 278 | 280 | 406 | 280 | 151 | 205 | 245 | | | | | | 264 | 268 | 406 | 280 | 151 |
| 10:00 | | | 150 | 147 | 264 | 203 | 140 | 143 | 174 | | | | | | 174 | 157 | 264 | 203 | 140 |
| 11:00 | | | 86 | 82 | 203 | 161 | 74 | 78 | 83 | | | | | | 110 | 84 | 203 | 161 | 74 |
| Day Total | 0 | 0 | 9,471 | 9,883 | 11,004 | 9,859 | 7,905 | 9,050 | 10,152 | 0 | 0 | 0 | 0 | 0 | 9,618 | 9,835 | 11,004 | 9,859 | 7,905 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|-----|------|------|------|-----|-----|------|----|----|----|----|----|------|------|------|------|-----|
| % Avg Daily | 0% | 0% | 98% | 103% | 114% | 103% | 82% | 94% | 106% | 0% | 0% | 0% | 0% | 0% | 100% | 102% | 114% | 103% | 82% |
| % Avg WkDay | 0% | 0% | 96% | 100% | 112% | 100% | 80% | 92% | 103% | 0% | 0% | 0% | 0% | 0% | 98% | 100% | 112% | 100% | 80% |
| AM Peak Volume | 0 | 0 | 361 | 359 | 407 | 381 | 296 | 334 | 371 | 0 | 0 | 0 | 0 | 0 | 358 | 364 | 407 | 381 | 296 |
| MID Peak Volume | 0 | 0 | 787 | 809 | 964 | 992 | 822 | 762 | 843 | 0 | 0 | 0 | 0 | 0 | 853 | 811 | 964 | 992 | 822 |
| PM Peak Volume | 0 | 0 | 952 | 971 | 1065 | 978 | 802 | 979 | 1090 | 0 | 0 | 0 | 0 | 0 | 905 | 1004 | 1065 | 978 | 802 |

Avg Wkdy ADT: **9,835**

AADT Adjust: **1.0250**

AADT: **10,100**

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Southbound*

Work Order: *35141-001*
 ADT Site Code: *7*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 29 | 35 | 44 | 64 | 49 | 33 | 22 | | | | | | 39 | 29 | 44 | 64 | 49 |
| 01:00 | | | 11 | 14 | 15 | 38 | 25 | 9 | 7 | | | | | | 17 | 11 | 15 | 38 | 25 |
| 02:00 | | | 20 | 22 | 18 | 33 | 29 | 24 | 26 | | | | | | 25 | 23 | 18 | 33 | 29 |
| 03:00 | | | 59 | 59 | 55 | 38 | 34 | 52 | 59 | | | | | | 51 | 59 | 55 | 38 | 34 |
| 04:00 | | | 198 | 194 | 205 | 116 | 27 | 172 | 174 | | | | | | 155 | 189 | 205 | 116 | 27 |
| 05:00 | | | 330 | 357 | 359 | 147 | 47 | 346 | 337 | | | | | | 275 | 341 | 359 | 147 | 47 |
| 06:00 | | | 379 | 418 | 396 | 194 | 95 | 368 | 384 | | | | | | 319 | 394 | 396 | 194 | 95 |
| 07:00 | | | 462 | 448 | 415 | 238 | 184 | 414 | 454 | | | | | | 374 | 455 | 415 | 238 | 184 |
| 08:00 | | | 494 | 474 | 511 | 369 | 320 | 470 | 479 | | | | | | 445 | 482 | 511 | 369 | 320 |
| 09:00 | | | 569 | 640 | 625 | 615 | 494 | 527 | 580 | | | | | | 579 | 596 | 625 | 615 | 494 |
| 10:00 | | | 640 | 673 | 784 | 860 | 677 | 663 | 693 | | | | | | 713 | 669 | 784 | 860 | 677 |
| 11:00 | | | 745 | 819 | 951 | 1,027 | 792 | 738 | 819 | | | | | | 842 | 794 | 951 | 1,027 | 792 |
| 12:00 PM | | | 798 | 846 | 912 | 1,034 | 960 | 835 | 868 | | | | | | 893 | 837 | 912 | 1,034 | 960 |
| 01:00 | | | 750 | 792 | 947 | 1,011 | 850 | 777 | 863 | | | | | | 856 | 802 | 947 | 1,011 | 850 |
| 02:00 | | | 780 | 802 | 1,003 | 1,008 | 859 | 813 | 877 | | | | | | 877 | 820 | 1,003 | 1,008 | 859 |
| 03:00 | | | 923 | 909 | 965 | 867 | 737 | 927 | 1,012 | | | | | | 906 | 948 | 965 | 867 | 737 |
| 04:00 | | | 926 | 900 | 1,014 | 751 | 647 | 923 | 1,026 | | | | | | 884 | 951 | 1,014 | 751 | 647 |
| 05:00 | | | 819 | 936 | 871 | 708 | 505 | 748 | 919 | | | | | | 787 | 891 | 871 | 708 | 505 |
| 06:00 | | | 666 | 686 | 782 | 547 | 386 | 542 | 686 | | | | | | 614 | 679 | 782 | 547 | 386 |
| 07:00 | | | 412 | 413 | 511 | 364 | 263 | 310 | 401 | | | | | | 382 | 409 | 511 | 364 | 263 |
| 08:00 | | | 267 | 274 | 335 | 253 | 172 | 219 | 229 | | | | | | 250 | 257 | 335 | 253 | 172 |
| 09:00 | | | 170 | 172 | 235 | 198 | 106 | 147 | 165 | | | | | | 170 | 169 | 235 | 198 | 106 |
| 10:00 | | | 101 | 102 | 152 | 104 | 74 | 93 | 87 | | | | | | 102 | 97 | 152 | 104 | 74 |
| 11:00 | | | 56 | 70 | 92 | 58 | 50 | 74 | 67 | | | | | | 67 | 64 | 92 | 58 | 50 |
| Day Total | 0 | 0 | 10,604 | 11,055 | 12,197 | 10,642 | 8,382 | 10,224 | 11,234 | 0 | 0 | 0 | 0 | 0 | 10,620 | 10,964 | 12,197 | 10,642 | 8,382 |

| | | | | | | | | | | | | | | | | | | | |
|------------------------|----|----|------|------|------|------|-----|-----|------|----|----|----|----|----|------|------|------|------|-----|
| % Avg Daily | 0% | 0% | 100% | 104% | 115% | 100% | 79% | 96% | 106% | 0% | 0% | 0% | 0% | 0% | 100% | 103% | 115% | 100% | 79% |
| % Avg WkDay | 0% | 0% | 97% | 101% | 111% | 97% | 76% | 93% | 102% | 0% | 0% | 0% | 0% | 0% | 97% | 100% | 111% | 97% | 76% |
| AM Peak Volume | 0 | 0 | 569 | 640 | 625 | 615 | 494 | 527 | 580 | 0 | 0 | 0 | 0 | 0 | 579 | 596 | 625 | 615 | 494 |
| MID Peak Volume | 0 | 0 | 798 | 846 | 1003 | 1034 | 960 | 835 | 877 | 0 | 0 | 0 | 0 | 0 | 893 | 837 | 1003 | 1034 | 960 |
| PM Peak Volume | 0 | 0 | 926 | 936 | 1014 | 867 | 737 | 927 | 1026 | 0 | 0 | 0 | 0 | 0 | 906 | 951 | 1014 | 867 | 737 |

Avg Wkdy ADT: **10,964**

AADT Adjust: **1.0250**

AADT: **11,200**

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Brodhead Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *7*
 Compiled By: *AJ*

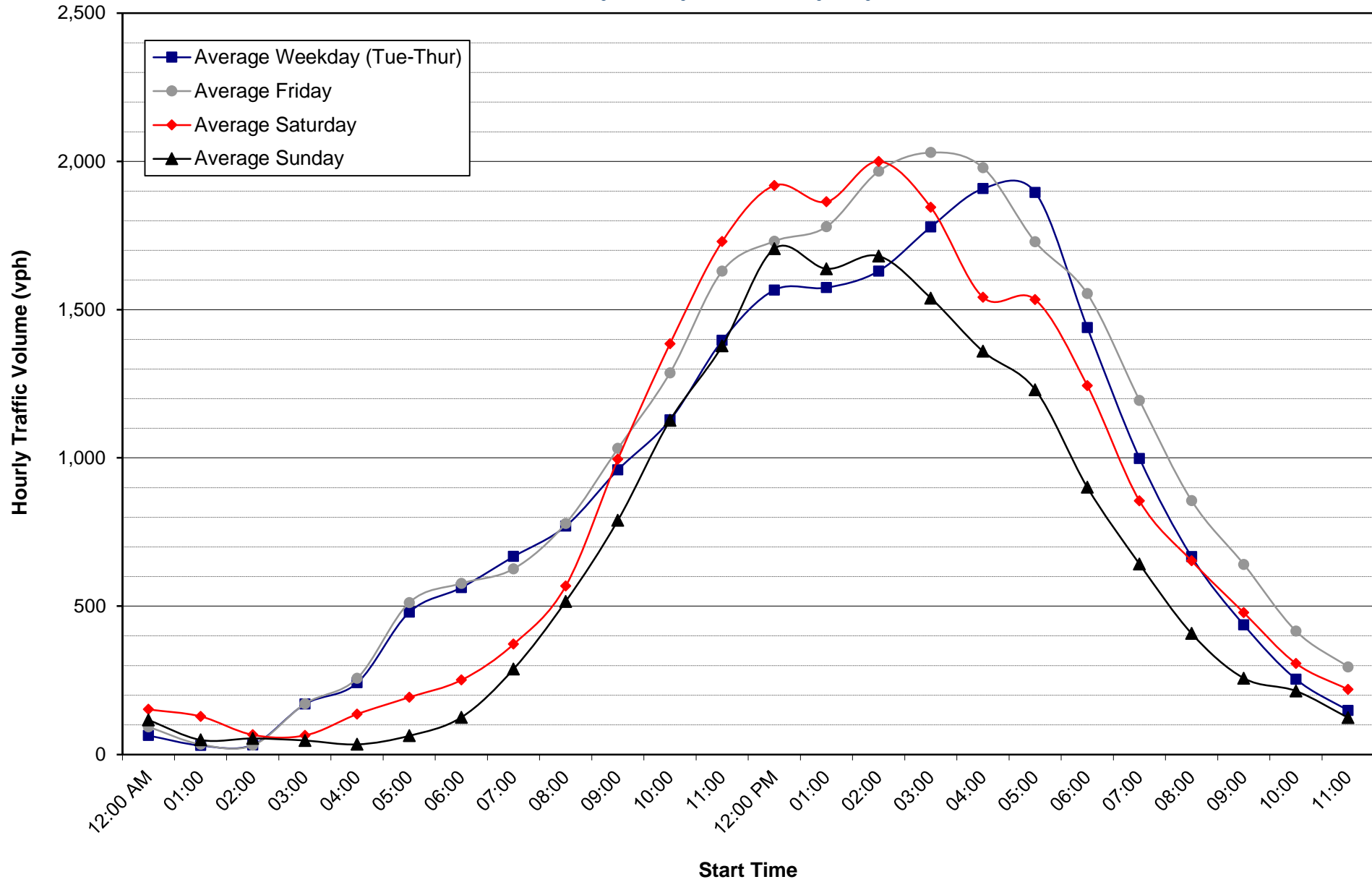
| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------|-----------------------|--------|--------|----------|----------------------------|--------|--------|----------|----------------|--------|--------|----------|------------------|--------|--------|----------|----------------|-------|--------|----------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 50 | 39 | 89 | 56% | 35 | 29 | 64 | 55% | 49 | 44 | 93 | 53% | 88 | 64 | 152 | 58% | 67 | 49 | 116 | 58% |
| 01:00 | 29 | 17 | 46 | 63% | 20 | 11 | 30 | 65% | 19 | 15 | 34 | 56% | 90 | 38 | 128 | 70% | 24 | 25 | 49 | 49% |
| 02:00 | 17 | 25 | 42 | 41% | 10 | 23 | 32 | 30% | 13 | 18 | 31 | 42% | 33 | 33 | 66 | 50% | 25 | 29 | 54 | 46% |
| 03:00 | 71 | 51 | 122 | 58% | 111 | 59 | 170 | 65% | 116 | 55 | 171 | 68% | 26 | 38 | 64 | 41% | 13 | 34 | 47 | 28% |
| 04:00 | 37 | 155 | 193 | 19% | 53 | 189 | 242 | 22% | 52 | 205 | 257 | 20% | 20 | 116 | 136 | 15% | 7 | 27 | 34 | 21% |
| 05:00 | 101 | 275 | 376 | 27% | 138 | 341 | 480 | 29% | 153 | 359 | 512 | 30% | 46 | 147 | 193 | 24% | 16 | 47 | 63 | 25% |
| 06:00 | 136 | 319 | 455 | 30% | 169 | 394 | 563 | 30% | 181 | 396 | 577 | 31% | 57 | 194 | 251 | 23% | 30 | 95 | 125 | 24% |
| 07:00 | 187 | 374 | 560 | 33% | 213 | 455 | 668 | 32% | 211 | 415 | 626 | 34% | 134 | 238 | 372 | 36% | 104 | 184 | 288 | 36% |
| 08:00 | 256 | 445 | 701 | 36% | 288 | 482 | 770 | 37% | 268 | 511 | 779 | 34% | 199 | 369 | 568 | 35% | 196 | 320 | 516 | 38% |
| 09:00 | 358 | 579 | 937 | 38% | 364 | 596 | 960 | 38% | 407 | 625 | 1,032 | 39% | 381 | 615 | 996 | 38% | 296 | 494 | 790 | 37% |
| 10:00 | 472 | 713 | 1,185 | 40% | 459 | 669 | 1,128 | 41% | 503 | 784 | 1,287 | 39% | 525 | 860 | 1,385 | 38% | 450 | 677 | 1,127 | 40% |
| 11:00 | 617 | 842 | 1,459 | 42% | 602 | 794 | 1,396 | 43% | 679 | 951 | 1,630 | 42% | 703 | 1,027 | 1,730 | 41% | 586 | 792 | 1,378 | 43% |
| 12:00 PM | 770 | 893 | 1,663 | 46% | 729 | 837 | 1,566 | 47% | 819 | 912 | 1,731 | 47% | 885 | 1,034 | 1,919 | 46% | 746 | 960 | 1,706 | 44% |
| 01:00 | 789 | 856 | 1,645 | 48% | 773 | 802 | 1,574 | 49% | 833 | 947 | 1,780 | 47% | 853 | 1,011 | 1,864 | 46% | 788 | 850 | 1,638 | 48% |
| 02:00 | 853 | 877 | 1,731 | 49% | 811 | 820 | 1,630 | 50% | 964 | 1,003 | 1,967 | 49% | 992 | 1,008 | 2,000 | 50% | 822 | 859 | 1,681 | 49% |
| 03:00 | 880 | 906 | 1,785 | 49% | 831 | 948 | 1,779 | 47% | 1,065 | 965 | 2,030 | 52% | 978 | 867 | 1,845 | 53% | 802 | 737 | 1,539 | 52% |
| 04:00 | 903 | 884 | 1,787 | 51% | 958 | 951 | 1,908 | 50% | 965 | 1,014 | 1,979 | 49% | 791 | 751 | 1,542 | 51% | 713 | 647 | 1,360 | 52% |
| 05:00 | 905 | 787 | 1,691 | 53% | 1,004 | 891 | 1,896 | 53% | 858 | 871 | 1,729 | 50% | 826 | 708 | 1,534 | 54% | 725 | 505 | 1,230 | 59% |
| 06:00 | 707 | 614 | 1,321 | 54% | 760 | 679 | 1,440 | 53% | 772 | 782 | 1,554 | 50% | 697 | 547 | 1,244 | 56% | 515 | 386 | 901 | 57% |
| 07:00 | 545 | 382 | 927 | 59% | 589 | 409 | 998 | 59% | 683 | 511 | 1,194 | 57% | 491 | 364 | 855 | 57% | 379 | 263 | 642 | 59% |
| 08:00 | 386 | 250 | 636 | 61% | 410 | 257 | 667 | 62% | 521 | 335 | 856 | 61% | 400 | 253 | 653 | 61% | 236 | 172 | 408 | 58% |
| 09:00 | 264 | 170 | 434 | 61% | 268 | 169 | 437 | 61% | 406 | 235 | 641 | 63% | 280 | 196 | 478 | 59% | 151 | 106 | 257 | 59% |
| 10:00 | 174 | 102 | 276 | 63% | 157 | 97 | 254 | 62% | 264 | 152 | 416 | 63% | 203 | 104 | 307 | 66% | 140 | 74 | 214 | 65% |
| 11:00 | 110 | 67 | 176 | 62% | 84 | 64 | 148 | 57% | 203 | 92 | 295 | 69% | 161 | 58 | 219 | 74% | 74 | 50 | 124 | 60% |
| Day Total | 9,618 | 10,620 | 20,237 | 48% | 9,835 | 10,964 | 20,800 | 47% | 11,004 | 12,197 | 23,201 | 47% | 9,859 | 10,642 | 20,501 | 48% | 7,905 | 8,382 | 16,287 | 49% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|-----|-----|------|---|
| % Avg Daily | 100% | 100% | 100% | - | 102% | 103% | 103% | - | 114% | 115% | 115% | - | 103% | 100% | 101% | - | 82% | 79% | 80% | - |
| % Avg WkDay | 98% | 97% | 97% | - | 100% | 100% | 100% | - | 112% | 111% | 112% | - | 100% | 97% | 99% | - | 80% | 76% | 78% | - |
| AM Peak Volume | 358 | 579 | 937 | - | 364 | 596 | 960 | - | 407 | 625 | 1032 | - | 381 | 615 | 996 | - | 296 | 494 | 790 | - |
| MID Peak Volume | 853 | 893 | 1731 | - | 811 | 837 | 1630 | - | 964 | 1003 | 1967 | - | 992 | 1034 | 2000 | - | 822 | 960 | 1706 | - |
| PM Peak Volume | 905 | 906 | 1787 | - | 1004 | 951 | 1908 | - | 1065 | 1014 | 2030 | - | 978 | 867 | 1845 | - | 802 | 737 | 1539 | - |

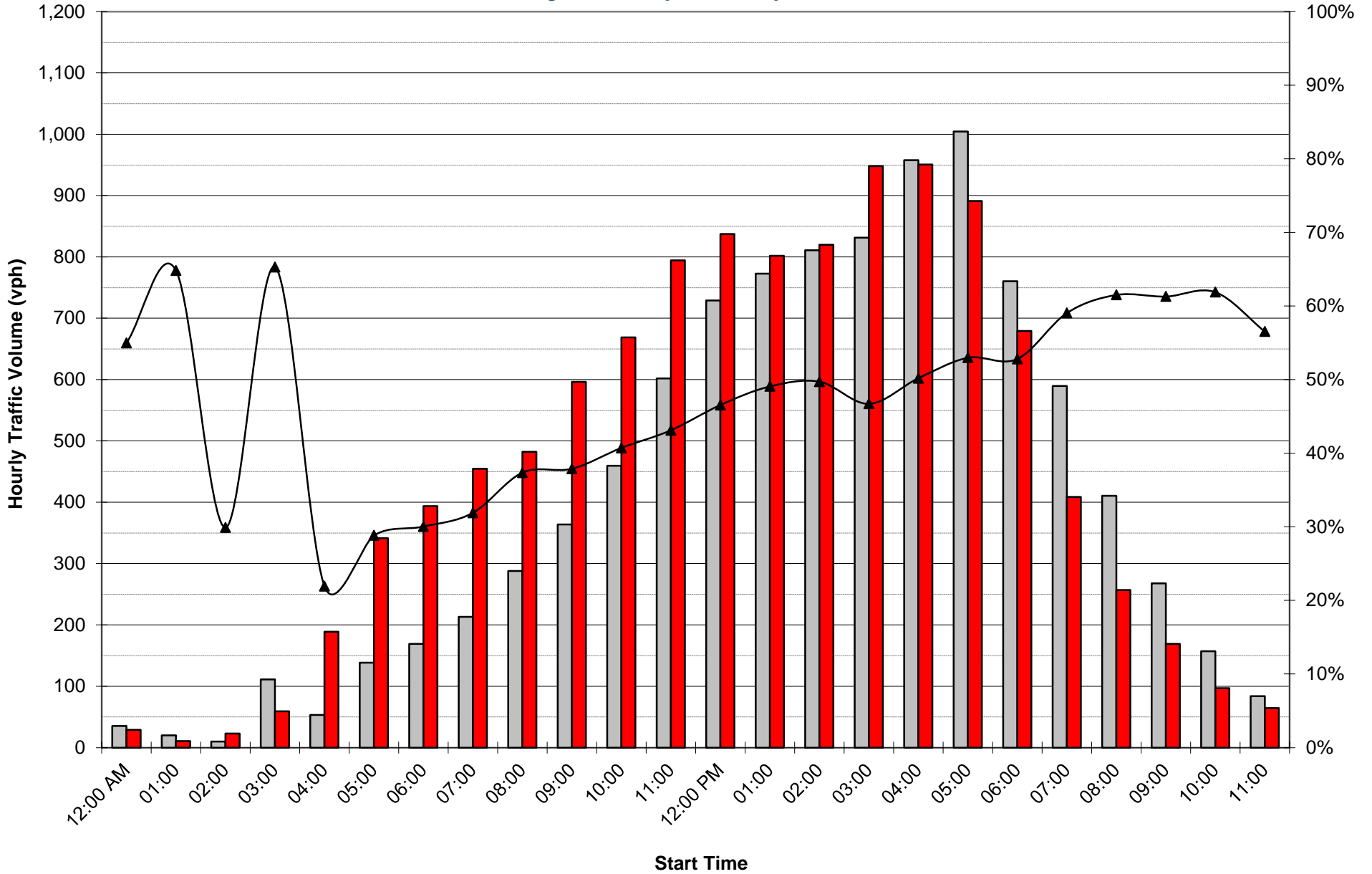
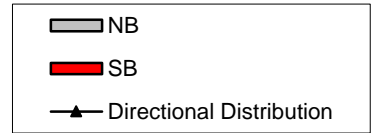
| | | | | | |
|---------------|--------|--------------|--------|-------|--------|
| Avg Wkdy ADT: | 20,800 | AADT Adjust: | 1,0250 | AADT: | 21,300 |
|---------------|--------|--------------|--------|-------|--------|

NOTES: *AADT Adjust based on TPG 3's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

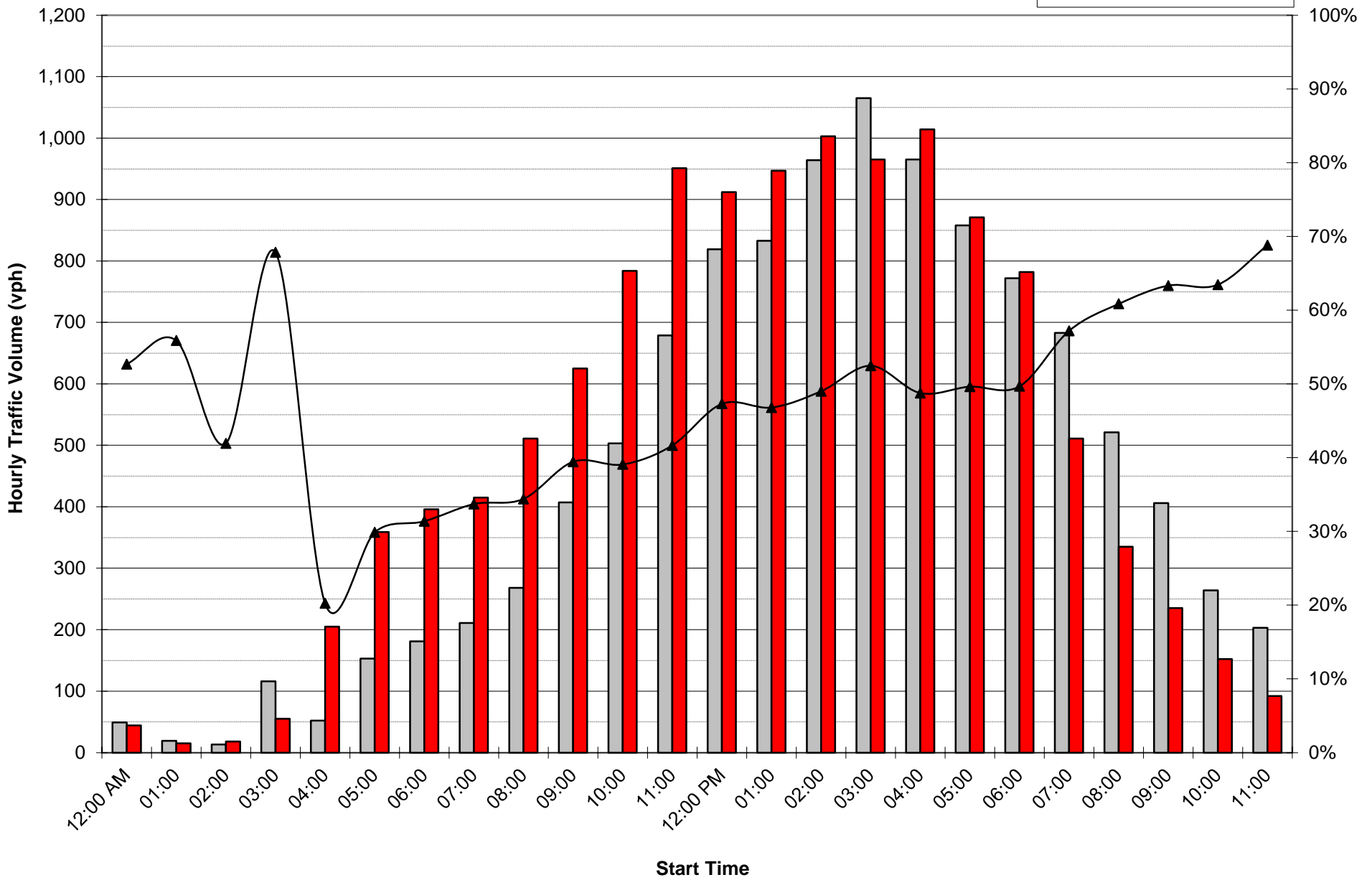
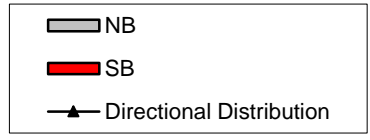
ADT #7 Summary
Brodhead Road
Two-Way Hourly Volumes by Day



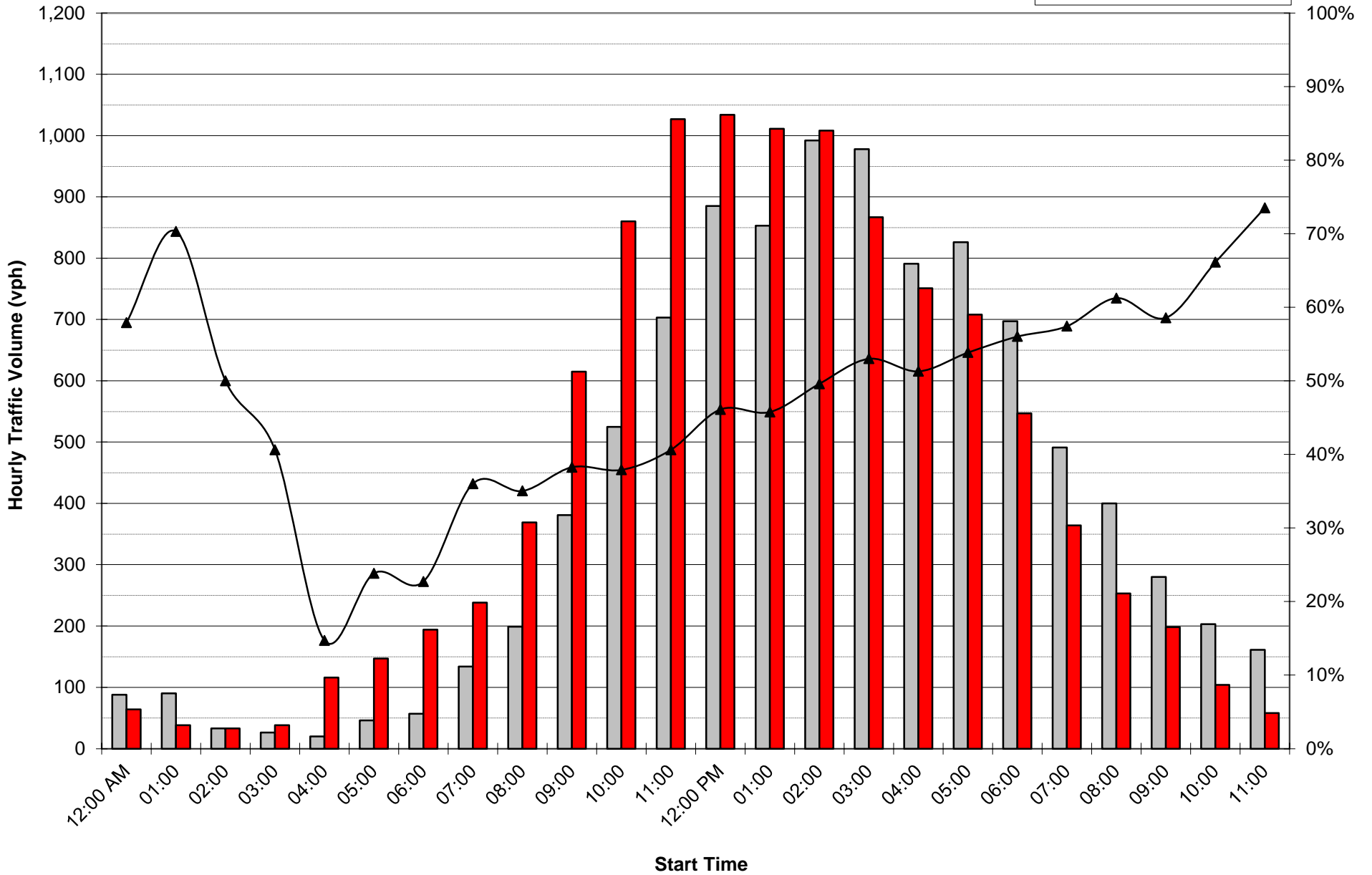
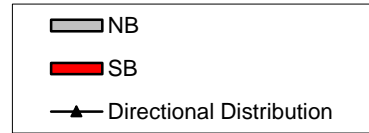
ADT #7 Summary
Brodhead Road
Average Weekday Traffic by Direction



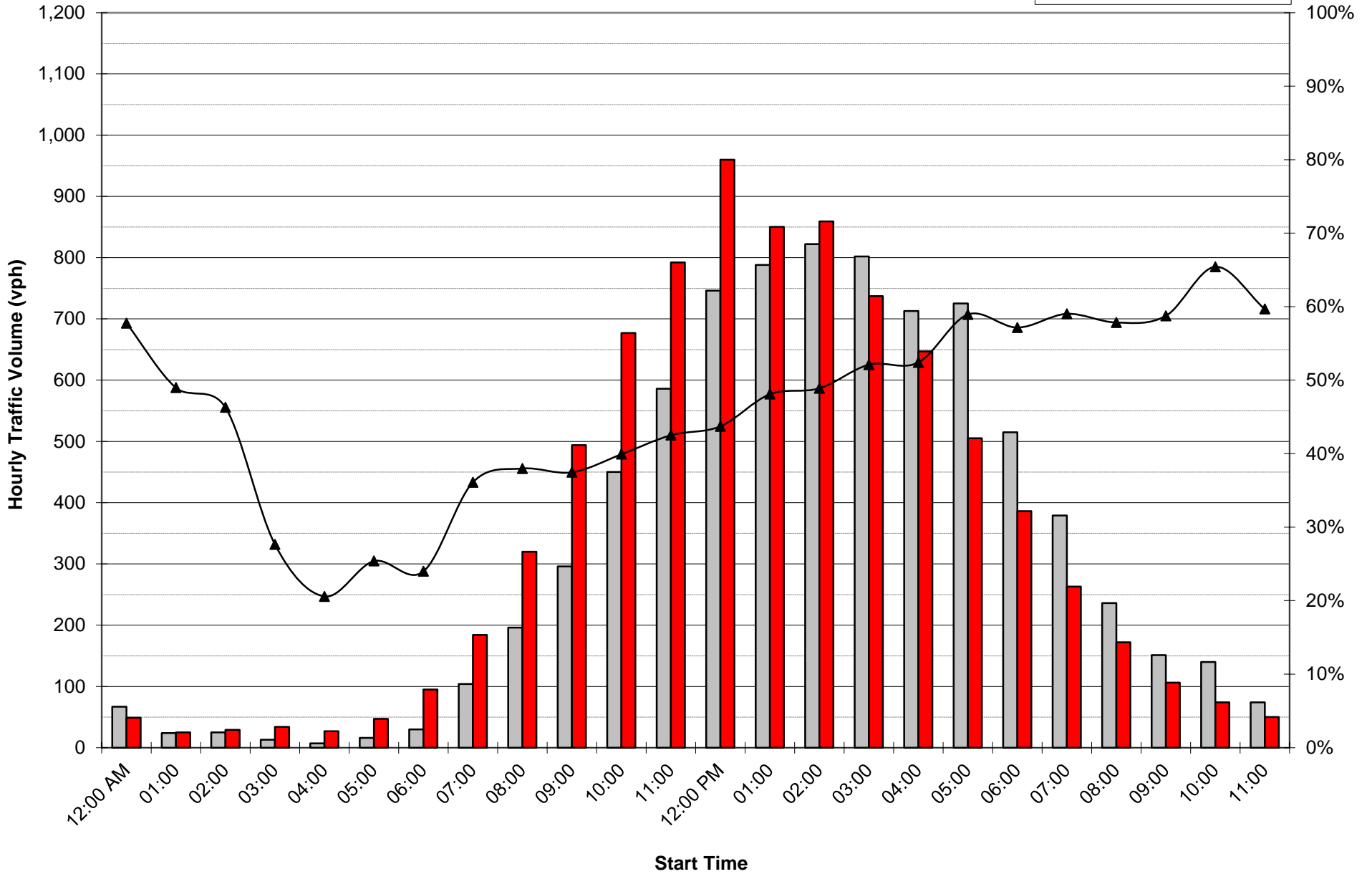
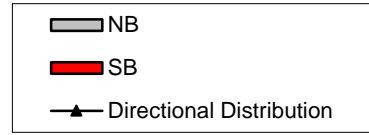
ADT #7 Summary
Brodhead Road
Average Friday Traffic by Direction



ADT #7 Summary
Brodhead Road
Average Saturday Traffic by Direction



ADT #7 Summary
Brodhead Road
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Old Brodhead Rd*
 Direction: *Westbound*

Work Order: *35141-001*
 ADT Site Code: *8*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 18 | 9 | 13 | 34 | 15 | 9 | 13 | | | | | | 16 | 13 | 13 | 34 | 15 |
| 01:00 | | | 5 | 8 | 8 | 26 | 10 | 4 | 4 | | | | | | 9 | 6 | 8 | 26 | 10 |
| 02:00 | | | 2 | 7 | 8 | 11 | 11 | 6 | 2 | | | | | | 7 | 4 | 8 | 11 | 11 |
| 03:00 | | | 8 | 10 | 11 | 9 | 6 | 5 | 11 | | | | | | 9 | 10 | 11 | 9 | 6 |
| 04:00 | | | 13 | 9 | 13 | 4 | 2 | 13 | 7 | | | | | | 9 | 10 | 13 | 4 | 2 |
| 05:00 | | | 13 | 18 | 16 | 13 | 4 | 14 | 15 | | | | | | 13 | 15 | 16 | 13 | 4 |
| 06:00 | | | 34 | 34 | 32 | 16 | 10 | 28 | 32 | | | | | | 27 | 33 | 32 | 16 | 10 |
| 07:00 | | | 63 | 66 | 72 | 36 | 32 | 60 | 73 | | | | | | 57 | 67 | 72 | 36 | 32 |
| 08:00 | | | 90 | 97 | 76 | 59 | 51 | 84 | 73 | | | | | | 76 | 87 | 76 | 59 | 51 |
| 09:00 | | | 95 | 96 | 118 | 106 | 91 | 93 | 79 | | | | | | 97 | 90 | 118 | 106 | 91 |
| 10:00 | | | 111 | 108 | 140 | 141 | 134 | 117 | 125 | | | | | | 125 | 115 | 140 | 141 | 134 |
| 11:00 | | | 123 | 162 | 175 | 188 | 176 | 145 | 145 | | | | | | 159 | 143 | 175 | 188 | 176 |
| 12:00 PM | | | 153 | 166 | 181 | 202 | 189 | 161 | 187 | | | | | | 177 | 169 | 181 | 202 | 189 |
| 01:00 | | | 163 | 154 | 164 | 173 | 178 | 135 | 204 | | | | | | 167 | 174 | 164 | 173 | 178 |
| 02:00 | | | 188 | 188 | 203 | 216 | 184 | 180 | 191 | | | | | | 193 | 189 | 203 | 216 | 184 |
| 03:00 | | | 181 | 205 | 239 | 190 | 180 | 204 | 192 | | | | | | 199 | 193 | 239 | 190 | 180 |
| 04:00 | | | 218 | 230 | 312 | 199 | 188 | 227 | 238 | | | | | | 230 | 229 | 312 | 199 | 188 |
| 05:00 | | | 258 | 246 | 238 | 184 | 175 | 213 | 271 | | | | | | 226 | 258 | 238 | 184 | 175 |
| 06:00 | | | 170 | 213 | 227 | 160 | 135 | 176 | 202 | | | | | | 183 | 195 | 227 | 160 | 135 |
| 07:00 | | | 148 | 136 | 143 | 133 | 121 | 118 | 150 | | | | | | 136 | 145 | 143 | 133 | 121 |
| 08:00 | | | 115 | 120 | 124 | 91 | 78 | 74 | 91 | | | | | | 99 | 109 | 124 | 91 | 78 |
| 09:00 | | | 77 | 78 | 103 | 84 | 46 | 56 | 54 | | | | | | 71 | 70 | 103 | 84 | 46 |
| 10:00 | | | 41 | 57 | 60 | 46 | 46 | 26 | 38 | | | | | | 45 | 45 | 60 | 46 | 46 |
| 11:00 | | | 27 | 32 | 55 | 25 | 24 | 22 | 26 | | | | | | 30 | 28 | 55 | 25 | 24 |
| Day Total | 0 | 0 | 2,314 | 2,449 | 2,731 | 2,346 | 2,086 | 2,170 | 2,423 | 0 | 0 | 0 | 0 | 0 | 2,360 | 2,395 | 2,731 | 2,346 | 2,086 |

| | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|-----|------|------|-----|-----|-----|------|----|----|----|----|----|------|------|------|-----|-----|
| % Avg Daily | 0% | 0% | 98% | 104% | 116% | 99% | 88% | 92% | 103% | 0% | 0% | 0% | 0% | 0% | 100% | 102% | 116% | 99% | 88% |
| % Avg WkDay | 0% | 0% | 97% | 102% | 114% | 98% | 87% | 91% | 101% | 0% | 0% | 0% | 0% | 0% | 99% | 100% | 114% | 98% | 87% |
| AM Peak Volume | 0 | 0 | 95 | 97 | 118 | 106 | 91 | 93 | 79 | 0 | 0 | 0 | 0 | 0 | 97 | 90 | 118 | 106 | 91 |
| MID Peak Volume | 0 | 0 | 188 | 188 | 203 | 216 | 189 | 180 | 204 | 0 | 0 | 0 | 0 | 0 | 193 | 189 | 203 | 216 | 189 |
| PM Peak Volume | 0 | 0 | 258 | 246 | 312 | 199 | 188 | 227 | 271 | 0 | 0 | 0 | 0 | 0 | 230 | 258 | 312 | 199 | 188 |

Avg Wkdy ADT: **2,395**

AADT Adjust: **0.9690**

AADT: **2,300**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Old Brodhead Rd*
 Direction: *Eastbound*

Work Order: *35141-001*
 ADT Site Code: *8*
 Compiled By: *AJ*

| Start Time | Mon | Tue | Wed 12/9/2020 | Thu 12/10/2020 | Fri 12/11/2020 | Sat 12/11/2020 | Sun 12/13/2020 | Mon 12/14/2020 | Tue 12/15/2020 | Wed | Thu | Fri | Sat | Sun | Avg Daily (7-Day) | Avg Wkdy (Tue-Thu) | Avg Friday | Avg Saturday | Avg Sunday |
|------------------|----------|----------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|---------------|-----------------|---------------|
| 12:00 AM | | | 9 | 8 | 9 | 33 | 23 | 11 | 5 | | | | | | 14 | 7 | 9 | 33 | 23 |
| 01:00 | | | 5 | 9 | 6 | 19 | 6 | 7 | 2 | | | | | | 8 | 5 | 6 | 19 | 6 |
| 02:00 | | | 5 | 9 | 14 | 11 | 16 | 7 | 7 | | | | | | 10 | 7 | 14 | 11 | 16 |
| 03:00 | | | 8 | 5 | 6 | 15 | 5 | 9 | 7 | | | | | | 8 | 7 | 6 | 15 | 5 |
| 04:00 | | | 27 | 21 | 23 | 12 | 6 | 17 | 17 | | | | | | 18 | 22 | 23 | 12 | 6 |
| 05:00 | | | 36 | 43 | 43 | 19 | 14 | 43 | 49 | | | | | | 35 | 43 | 43 | 19 | 14 |
| 06:00 | | | 97 | 98 | 97 | 52 | 23 | 87 | 88 | | | | | | 77 | 94 | 97 | 52 | 23 |
| 07:00 | | | 138 | 126 | 117 | 49 | 43 | 114 | 133 | | | | | | 103 | 132 | 117 | 49 | 43 |
| 08:00 | | | 160 | 135 | 147 | 121 | 89 | 125 | 144 | | | | | | 132 | 146 | 147 | 121 | 89 |
| 09:00 | | | 131 | 152 | 145 | 177 | 133 | 127 | 130 | | | | | | 142 | 138 | 145 | 177 | 133 |
| 10:00 | | | 137 | 142 | 160 | 211 | 172 | 157 | 181 | | | | | | 166 | 153 | 160 | 211 | 172 |
| 11:00 | | | 155 | 188 | 222 | 217 | 217 | 159 | 170 | | | | | | 190 | 171 | 222 | 217 | 217 |
| 12:00 PM | | | 169 | 201 | 200 | 226 | 211 | 157 | 167 | | | | | | 190 | 179 | 200 | 226 | 211 |
| 01:00 | | | 182 | 188 | 187 | 206 | 182 | 148 | 199 | | | | | | 185 | 190 | 187 | 206 | 182 |
| 02:00 | | | 210 | 187 | 254 | 213 | 199 | 196 | 203 | | | | | | 209 | 200 | 254 | 213 | 199 |
| 03:00 | | | 221 | 256 | 287 | 203 | 165 | 227 | 226 | | | | | | 226 | 234 | 287 | 203 | 165 |
| 04:00 | | | 266 | 215 | 279 | 179 | 175 | 250 | 259 | | | | | | 232 | 247 | 279 | 179 | 175 |
| 05:00 | | | 257 | 270 | 260 | 180 | 143 | 198 | 237 | | | | | | 221 | 255 | 260 | 180 | 143 |
| 06:00 | | | 173 | 197 | 200 | 133 | 131 | 144 | 189 | | | | | | 167 | 186 | 200 | 133 | 131 |
| 07:00 | | | 124 | 108 | 124 | 108 | 88 | 93 | 98 | | | | | | 106 | 110 | 124 | 108 | 88 |
| 08:00 | | | 75 | 79 | 119 | 77 | 60 | 60 | 81 | | | | | | 79 | 78 | 119 | 77 | 60 |
| 09:00 | | | 55 | 65 | 91 | 52 | 34 | 55 | 67 | | | | | | 60 | 62 | 91 | 52 | 34 |
| 10:00 | | | 36 | 41 | 86 | 48 | 31 | 27 | 39 | | | | | | 44 | 39 | 86 | 48 | 31 |
| 11:00 | | | 18 | 20 | 35 | 31 | 21 | 27 | 20 | | | | | | 25 | 19 | 35 | 31 | 21 |
| Day Total | 0 | 0 | 2,694 | 2,763 | 3,111 | 2,592 | 2,187 | 2,445 | 2,718 | 0 | 0 | 0 | 0 | 0 | 2,644 | 2,725 | 3,111 | 2,592 | 2,187 |

| | | | | | | | | | | | | | | | | | | | |
|------------------------|----|----|------|------|------|-----|-----|-----|------|----|----|----|----|----|-------------|-------------|------|-----|-----|
| % Avg Daily | 0% | 0% | 102% | 104% | 118% | 98% | 83% | 92% | 103% | 0% | 0% | 0% | 0% | 0% | 100% | 103% | 118% | 98% | 83% |
| % Avg WkDay | 0% | 0% | 99% | 101% | 114% | 95% | 80% | 90% | 100% | 0% | 0% | 0% | 0% | 0% | 97% | 100% | 114% | 95% | 80% |
| AM Peak Volume | 0 | 0 | 160 | 152 | 147 | 177 | 133 | 127 | 144 | 0 | 0 | 0 | 0 | 0 | 142 | 146 | 147 | 177 | 133 |
| MID Peak Volume | 0 | 0 | 210 | 201 | 254 | 226 | 217 | 196 | 203 | 0 | 0 | 0 | 0 | 0 | 209 | 200 | 254 | 226 | 217 |
| PM Peak Volume | 0 | 0 | 266 | 270 | 287 | 203 | 175 | 250 | 259 | 0 | 0 | 0 | 0 | 0 | 232 | 255 | 287 | 203 | 175 |

Avg Wkdy ADT: **2,725**

AADT Adjust: **0.9690**

AADT: **2,600**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Old Brodhead Rd*
 Direction: *Eastbound and Westbound*

Work Order: *35141-001*
 ADT Site Code: *8*
 Compiled By: *AJ*

| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------------|-----------------------|--------------|--------------|------------|----------------------------|--------------|--------------|------------|----------------|--------------|--------------|------------|------------------|--------------|--------------|------------|----------------|--------------|--------------|------------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 16 | 14 | 30 | 53% | 13 | 7 | 21 | 65% | 13 | 9 | 22 | 59% | 34 | 33 | 67 | 51% | 15 | 23 | 38 | 39% |
| 01:00 | 9 | 8 | 17 | 55% | 6 | 5 | 11 | 52% | 8 | 6 | 14 | 57% | 26 | 19 | 45 | 58% | 10 | 6 | 16 | 63% |
| 02:00 | 7 | 10 | 17 | 41% | 4 | 7 | 11 | 34% | 8 | 14 | 22 | 36% | 11 | 11 | 22 | 50% | 11 | 16 | 27 | 41% |
| 03:00 | 9 | 8 | 16 | 52% | 10 | 7 | 16 | 59% | 11 | 6 | 17 | 65% | 9 | 15 | 24 | 38% | 6 | 5 | 11 | 55% |
| 04:00 | 9 | 18 | 26 | 33% | 10 | 22 | 31 | 31% | 13 | 23 | 36 | 36% | 4 | 12 | 16 | 25% | 2 | 6 | 8 | 25% |
| 05:00 | 13 | 35 | 49 | 27% | 15 | 43 | 58 | 26% | 16 | 43 | 59 | 27% | 13 | 19 | 32 | 41% | 4 | 14 | 18 | 22% |
| 06:00 | 27 | 77 | 104 | 26% | 33 | 94 | 128 | 26% | 32 | 97 | 129 | 25% | 16 | 52 | 68 | 24% | 10 | 23 | 33 | 30% |
| 07:00 | 57 | 103 | 160 | 36% | 67 | 132 | 200 | 34% | 72 | 117 | 189 | 38% | 36 | 49 | 85 | 42% | 32 | 43 | 75 | 43% |
| 08:00 | 76 | 132 | 207 | 37% | 87 | 146 | 233 | 37% | 76 | 147 | 223 | 34% | 59 | 121 | 180 | 33% | 51 | 89 | 140 | 36% |
| 09:00 | 97 | 142 | 239 | 41% | 90 | 136 | 228 | 40% | 118 | 146 | 263 | 45% | 106 | 177 | 283 | 37% | 91 | 133 | 224 | 41% |
| 10:00 | 125 | 166 | 291 | 43% | 115 | 156 | 268 | 43% | 140 | 160 | 300 | 47% | 141 | 211 | 352 | 40% | 134 | 172 | 306 | 44% |
| 11:00 | 159 | 190 | 349 | 46% | 143 | 171 | 314 | 46% | 175 | 222 | 397 | 44% | 188 | 217 | 405 | 46% | 176 | 217 | 393 | 45% |
| 12:00 PM | 177 | 190 | 367 | 48% | 169 | 179 | 348 | 49% | 181 | 200 | 381 | 48% | 202 | 226 | 428 | 47% | 189 | 211 | 400 | 47% |
| 01:00 | 167 | 185 | 352 | 48% | 174 | 190 | 363 | 48% | 164 | 187 | 351 | 47% | 173 | 206 | 379 | 46% | 178 | 182 | 360 | 49% |
| 02:00 | 193 | 209 | 402 | 48% | 189 | 200 | 389 | 49% | 203 | 254 | 457 | 44% | 216 | 213 | 429 | 50% | 184 | 199 | 383 | 48% |
| 03:00 | 199 | 226 | 425 | 47% | 193 | 234 | 427 | 45% | 239 | 287 | 526 | 45% | 190 | 203 | 393 | 48% | 180 | 165 | 345 | 52% |
| 04:00 | 230 | 232 | 462 | 50% | 229 | 247 | 475 | 48% | 312 | 279 | 591 | 53% | 199 | 179 | 378 | 53% | 188 | 175 | 363 | 52% |
| 05:00 | 226 | 221 | 447 | 51% | 258 | 255 | 513 | 50% | 238 | 260 | 498 | 48% | 184 | 180 | 364 | 51% | 175 | 143 | 318 | 55% |
| 06:00 | 183 | 167 | 350 | 52% | 195 | 186 | 381 | 51% | 227 | 200 | 427 | 53% | 160 | 133 | 293 | 55% | 135 | 131 | 266 | 51% |
| 07:00 | 136 | 106 | 242 | 56% | 145 | 110 | 255 | 57% | 143 | 124 | 267 | 54% | 133 | 108 | 241 | 55% | 121 | 88 | 209 | 58% |
| 08:00 | 99 | 79 | 178 | 56% | 109 | 78 | 187 | 58% | 124 | 119 | 243 | 51% | 91 | 77 | 168 | 54% | 78 | 60 | 138 | 57% |
| 09:00 | 71 | 60 | 131 | 54% | 70 | 62 | 132 | 53% | 103 | 91 | 194 | 53% | 84 | 52 | 136 | 62% | 46 | 34 | 80 | 58% |
| 10:00 | 45 | 44 | 89 | 50% | 45 | 39 | 84 | 54% | 60 | 86 | 146 | 41% | 46 | 48 | 94 | 49% | 46 | 31 | 77 | 60% |
| 11:00 | 30 | 25 | 55 | 55% | 28 | 19 | 48 | 59% | 55 | 35 | 90 | 61% | 25 | 31 | 56 | 45% | 24 | 21 | 45 | 53% |
| Day Total | 2,360 | 2,644 | 5,004 | 47% | 2,395 | 2,725 | 5,120 | 47% | 2,731 | 3,111 | 5,842 | 47% | 2,346 | 2,592 | 4,938 | 48% | 2,086 | 2,187 | 4,273 | 49% |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|------|------|---|------|------|------|---|------|------|------|---|-----|-----|-----|---|-----|-----|-----|---|
| % Avg Daily | 100% | 100% | 100% | - | 102% | 103% | 102% | - | 116% | 118% | 117% | - | 99% | 98% | 99% | - | 88% | 83% | 85% | - |
| % Avg WkDay | 99% | 97% | 98% | - | 100% | 100% | 100% | - | 114% | 114% | 114% | - | 98% | 95% | 96% | - | 87% | 80% | 83% | - |
| AM Peak Volume | 97 | 142 | 239 | - | 90 | 146 | 233 | - | 118 | 147 | 263 | - | 106 | 177 | 283 | - | 91 | 133 | 224 | - |
| MID Peak Volume | 193 | 209 | 402 | - | 189 | 200 | 389 | - | 203 | 254 | 457 | - | 216 | 226 | 429 | - | 189 | 217 | 400 | - |
| PM Peak Volume | 230 | 232 | 462 | - | 258 | 255 | 513 | - | 312 | 287 | 591 | - | 199 | 203 | 393 | - | 188 | 175 | 363 | - |

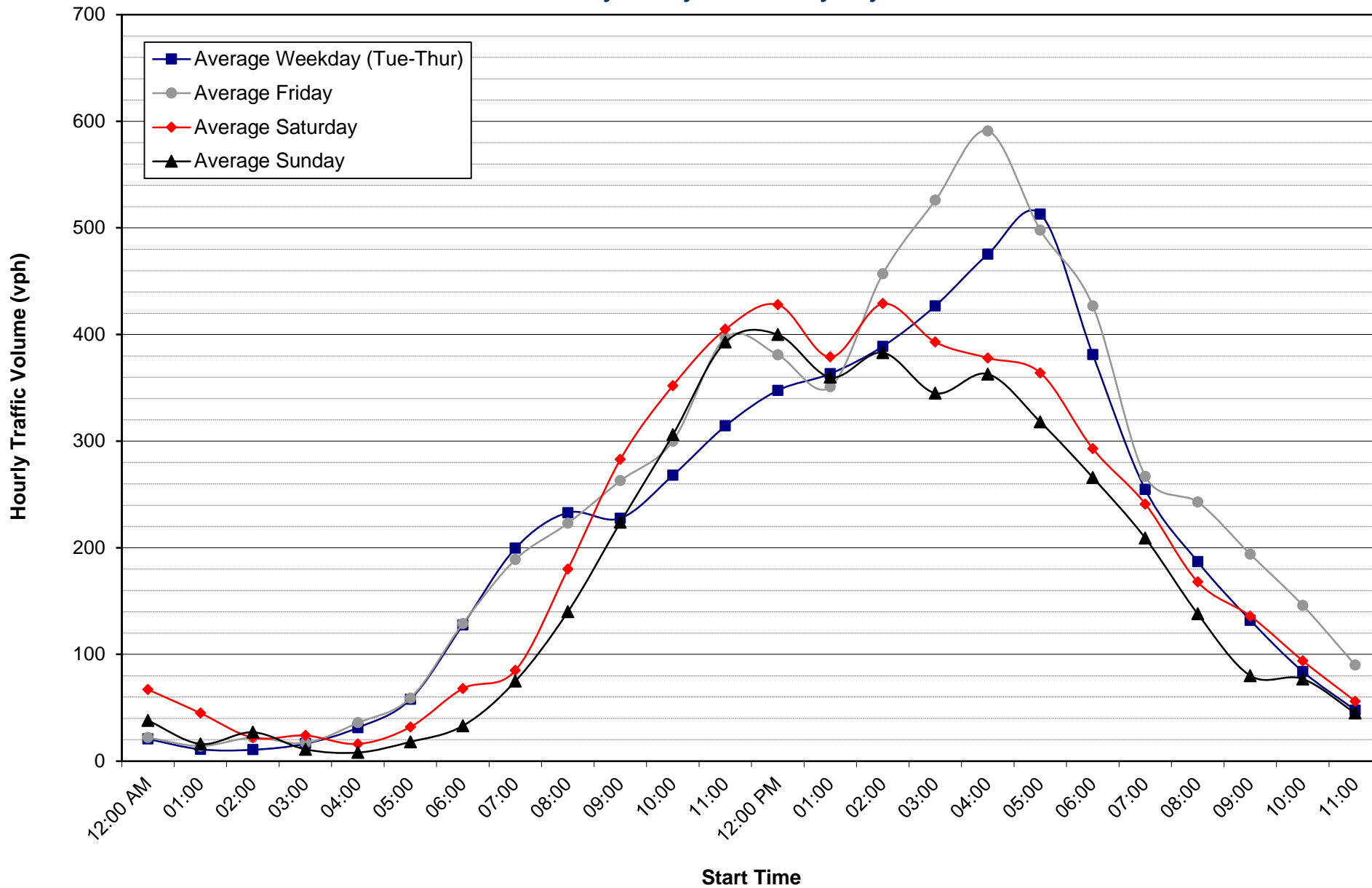
Avg Wkdy ADT: **5,120**

AADT Adjust: **0.9690**

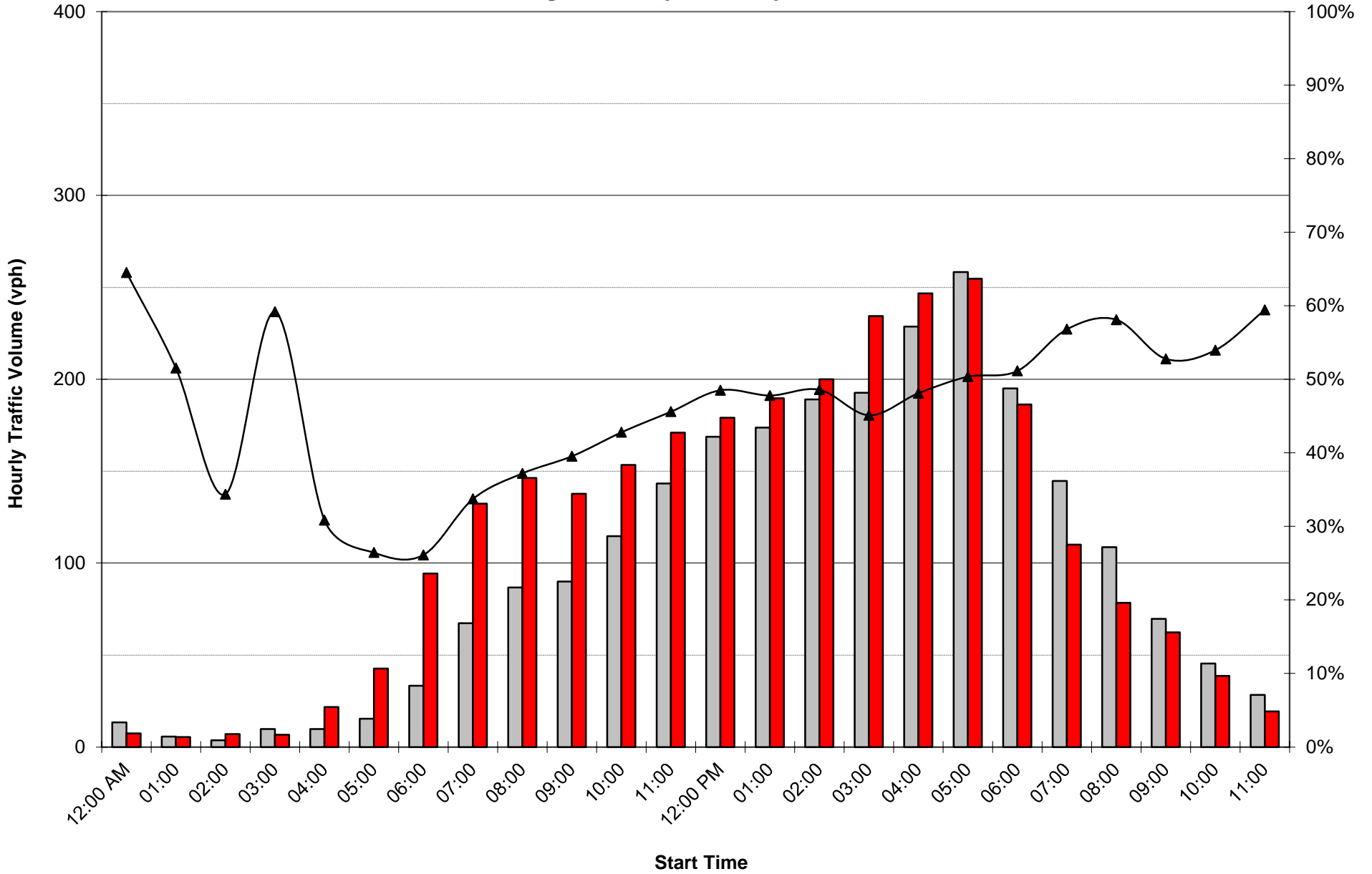
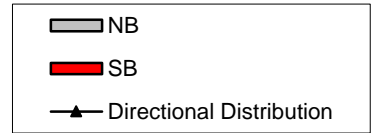
AADT: **5,000**

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

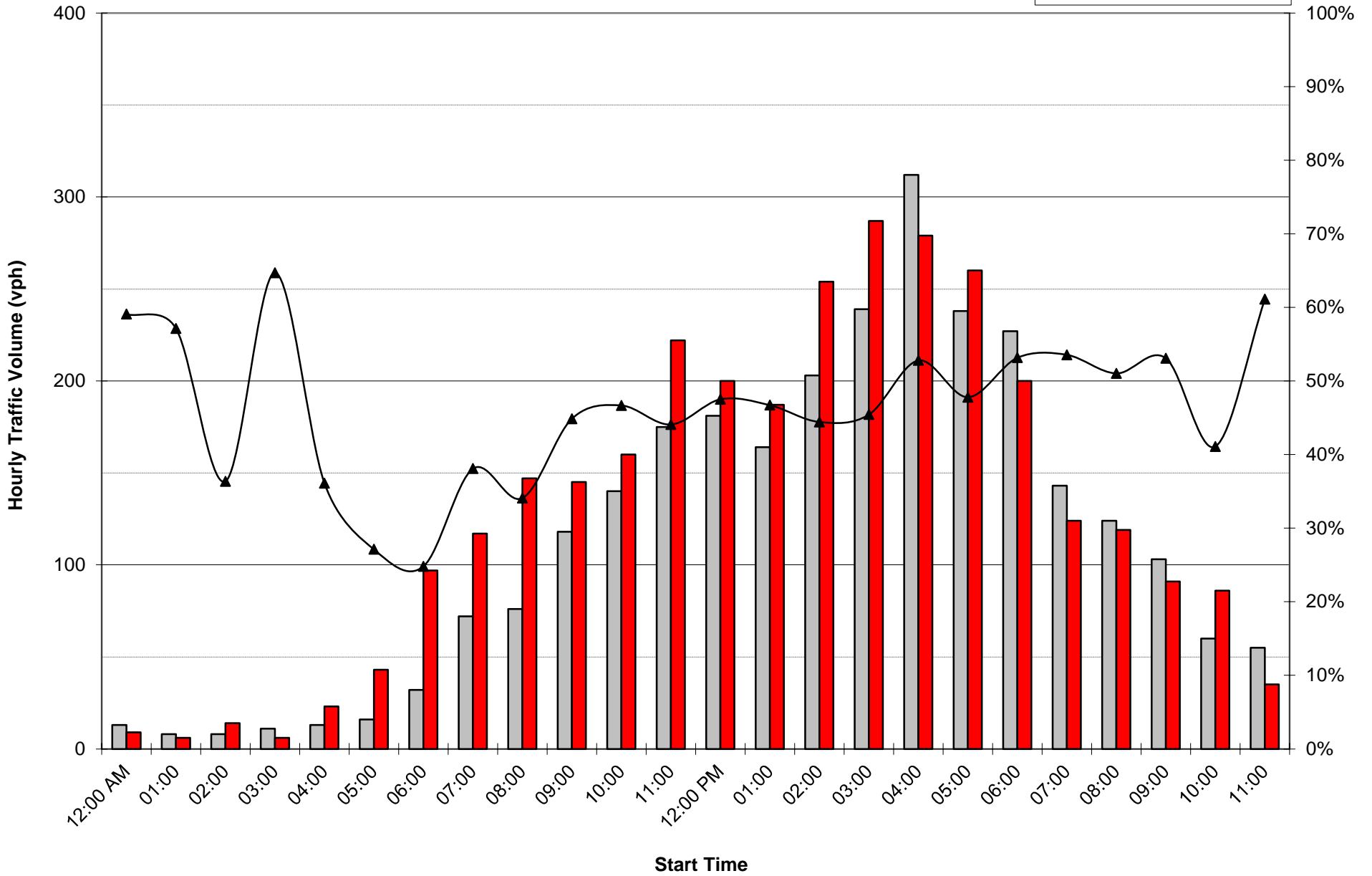
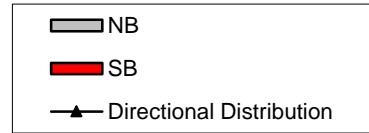
ADT #8 Summary
Old Brodhead Road
Two-Way Hourly Volumes by Day



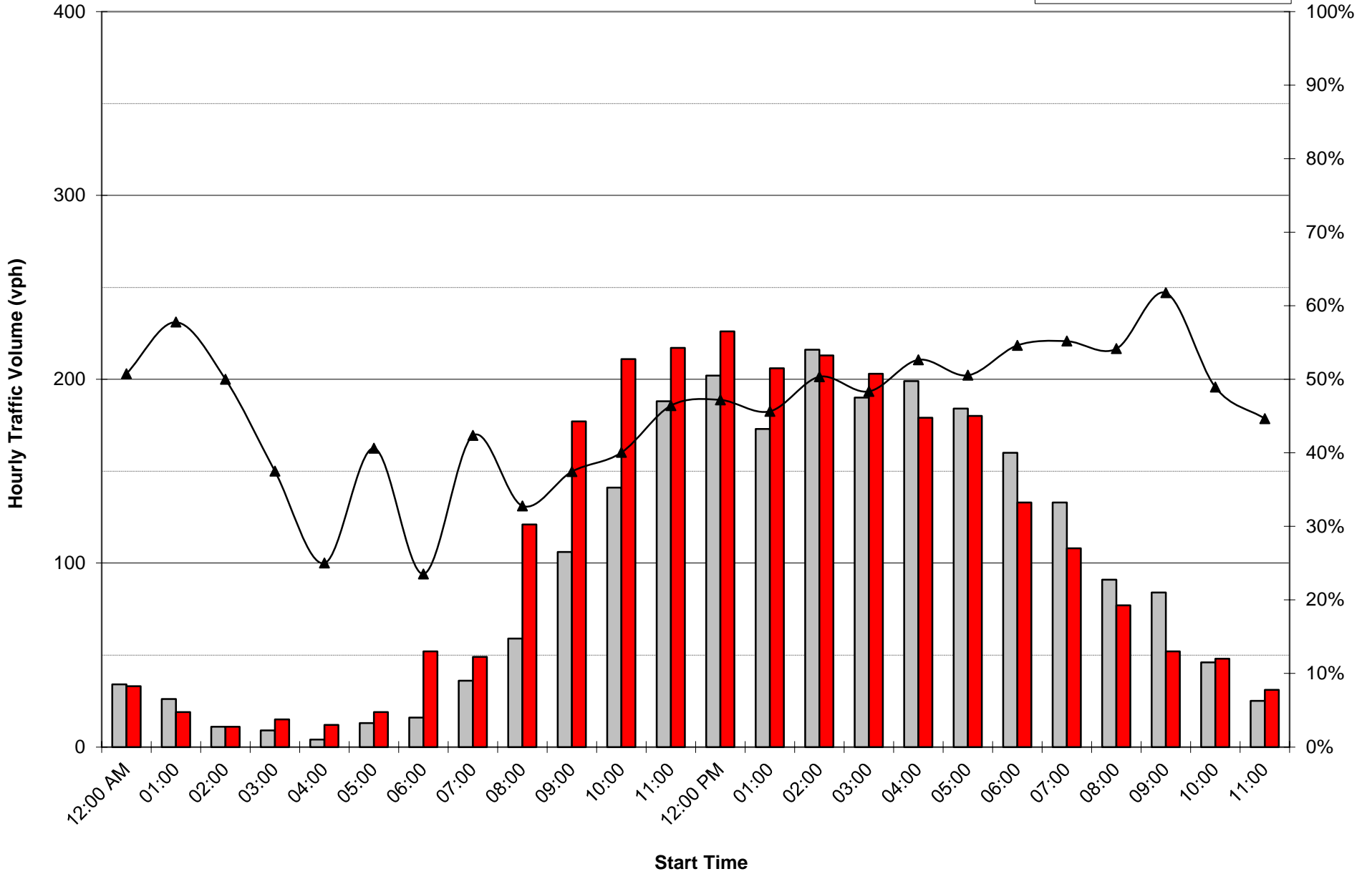
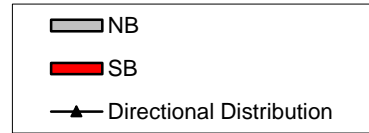
ADT #8 Summary
Old Brodhead Road
Average Weekday Traffic by Direction



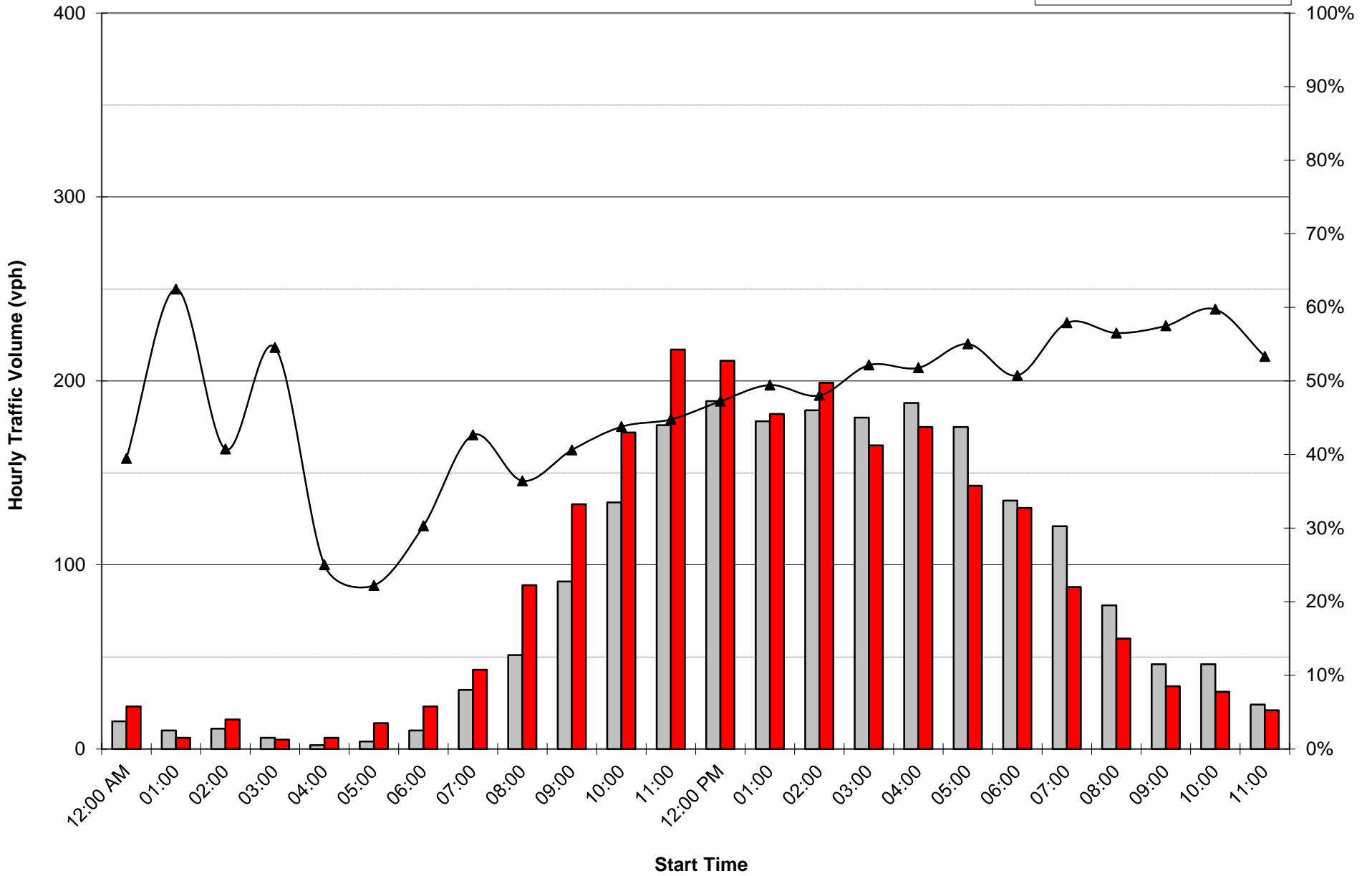
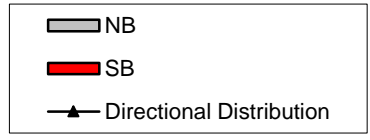
ADT #8 Summary
Old Brodhead Road
Average Friday Traffic by Direction



ADT #8 Summary
Old Brodhead Road
Average Saturday Traffic by Direction



ADT #8 Summary
Old Brodhead Road
Average Sunday Traffic by Direction



Automatic Traffic Recorder (ATR) Data Summary

Project: *SPC - Brodhead Rd*
 Location: *Old Brodhead Rd*
 Direction: *Northbound and Southbound*

Work Order: *35141-001*
 ADT Site Code: *9*
 Compiled By: *AJ*

| Start Time | Average Daily (7-Day) | | | | Average Weekday (Tue-Thur) | | | | Average Friday | | | | Average Saturday | | | | Average Sunday | | | |
|------------|-----------------------|----|-------|----------|----------------------------|----|-------|----------|----------------|----|-------|----------|------------------|----|-------|----------|----------------|----|-------|----------|
| | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist | NB | SB | Total | Dir Dist |
| 12:00 AM | 0 | 0 | 27 | 0% | 0 | 0 | 27 | 0% | | | | | | | | | | | | |
| 01:00 | 0 | 0 | 10 | 0% | 0 | 0 | 10 | 0% | | | | | | | | | | | | |
| 02:00 | 0 | 0 | 11 | 0% | 0 | 0 | 11 | 0% | | | | | | | | | | | | |
| 03:00 | 0 | 0 | 16 | 0% | 0 | 0 | 16 | 0% | | | | | | | | | | | | |
| 04:00 | 0 | 0 | 30 | 0% | 0 | 0 | 30 | 0% | | | | | | | | | | | | |
| 05:00 | 0 | 0 | 61 | 0% | 0 | 0 | 61 | 0% | | | | | | | | | | | | |
| 06:00 | 0 | 0 | 141 | 0% | 0 | 0 | 141 | 0% | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 273 | 0% | 0 | 0 | 273 | 0% | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 299 | 0% | 0 | 0 | 299 | 0% | | | | | | | | | | | | |
| 09:00 | 0 | 0 | 308 | 0% | 0 | 0 | 308 | 0% | | | | | | | | | | | | |
| 10:00 | 0 | 0 | 327 | 0% | 0 | 0 | 327 | 0% | | | | | | | | | | | | |
| 11:00 | 0 | 0 | 374 | 0% | 0 | 0 | 374 | 0% | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 395 | 0% | 0 | 0 | 395 | 0% | | | | | | | | | | | | |
| 01:00 | 0 | 0 | 385 | 0% | 0 | 0 | 385 | 0% | | | | | | | | | | | | |
| 02:00 | 0 | 0 | 421 | 0% | 0 | 0 | 421 | 0% | | | | | | | | | | | | |
| 03:00 | 0 | 0 | 524 | 0% | 0 | 0 | 524 | 0% | | | | | | | | | | | | |
| 04:00 | 0 | 0 | 529 | 0% | 0 | 0 | 529 | 0% | | | | | | | | | | | | |
| 05:00 | 0 | 0 | 621 | 0% | 0 | 0 | 621 | 0% | | | | | | | | | | | | |
| 06:00 | 0 | 0 | 509 | 0% | 0 | 0 | 509 | 0% | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 351 | 0% | 0 | 0 | 351 | 0% | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 248 | 0% | 0 | 0 | 248 | 0% | | | | | | | | | | | | |
| 09:00 | 0 | 0 | 161 | 0% | 0 | 0 | 161 | 0% | | | | | | | | | | | | |
| 10:00 | 0 | 0 | 87 | 0% | 0 | 0 | 87 | 0% | | | | | | | | | | | | |
| 11:00 | 0 | 0 | 60 | 0% | 0 | 0 | 60 | 0% | | | | | | | | | | | | |
| Day Total | 0 | 0 | 6,168 | 0% | 0 | 0 | 6,168 | 0% | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|---|---|------|---|---|---|------|---|--|--|--|--|--|--|--|--|--|--|--|--|
| % Avg Daily | | | 100% | - | | | 100% | - | | | | | | | | | | | | |
| % Avg WkDay | | | 100% | - | | | 100% | - | | | | | | | | | | | | |
| AM Peak Volume | 0 | 0 | 308 | - | 0 | 0 | 308 | - | | | | | | | | | | | | |
| MID Peak Volume | 0 | 0 | 421 | - | 0 | 0 | 421 | - | | | | | | | | | | | | |
| PM Peak Volume | 0 | 0 | 621 | - | 0 | 0 | 621 | - | | | | | | | | | | | | |

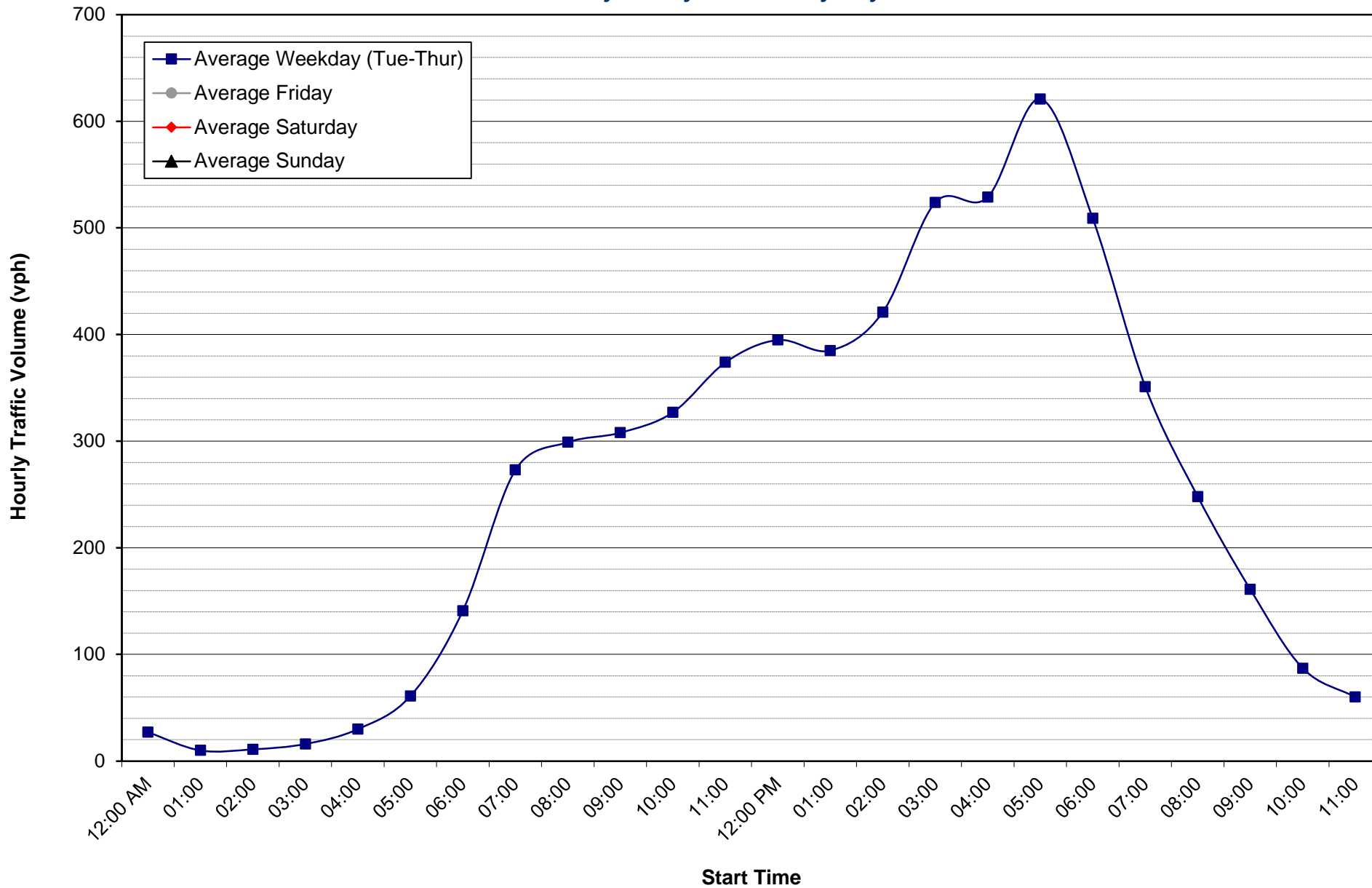
Avg Wkdy ADT: 6,168

AADT Adjust: 0.9690

AADT: 6,000

NOTES: *AADT Adjust based on TPG 5's Wk Day average for December per PennDOT's 2019 Traffic Data Manual*

ADT #9 Summary
Old Brodhead Road
Two-Way Hourly Volumes by Day





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Count Name: Brodhead Rd and Old Brodhead Rd
 Site Code: 1
 Start Date: 01/19/2021
 Page No: 1

Turning Movement Data

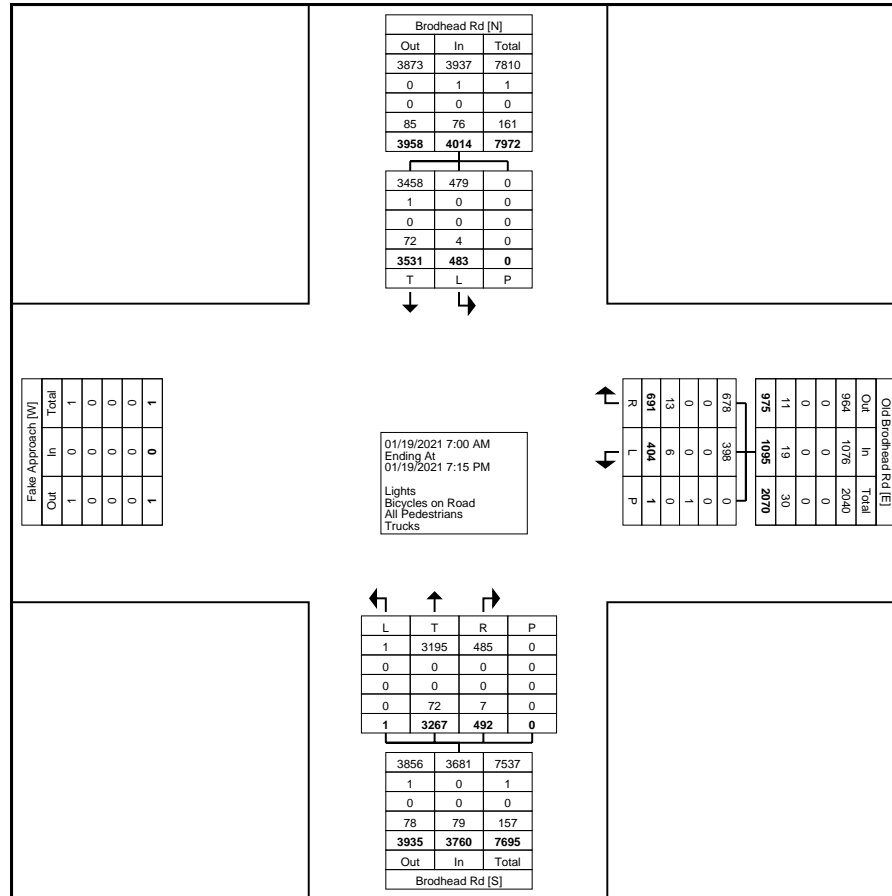
| Start Time | Old Brodhead Rd Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | |
|---------------|------------------------------|-------|------|------------|---------------------------|------|-------|------|---------------------------|------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | | App. Total |
| 7:00 AM | 12 | 15 | 0 | 27 | 0 | 60 | 4 | 0 | 64 | 7 | 102 | 0 | 109 | 200 |
| 7:15 AM | 11 | 18 | 0 | 29 | 0 | 49 | 10 | 0 | 59 | 5 | 99 | 0 | 104 | 192 |
| 7:30 AM | 9 | 26 | 0 | 35 | 0 | 58 | 9 | 0 | 67 | 12 | 98 | 0 | 110 | 212 |
| 7:45 AM | 8 | 20 | 0 | 28 | 0 | 60 | 5 | 0 | 65 | 17 | 114 | 0 | 131 | 224 |
| Hourly Total | 40 | 79 | 0 | 119 | 0 | 227 | 28 | 0 | 255 | 41 | 413 | 0 | 454 | 828 |
| 8:00 AM | 8 | 23 | 0 | 31 | 0 | 67 | 5 | 0 | 72 | 6 | 80 | 0 | 86 | 189 |
| 8:15 AM | 8 | 26 | 0 | 34 | 0 | 44 | 9 | 0 | 53 | 6 | 122 | 0 | 128 | 215 |
| 8:30 AM | 8 | 21 | 0 | 29 | 0 | 62 | 4 | 0 | 66 | 10 | 107 | 0 | 117 | 212 |
| 8:45 AM | 8 | 9 | 0 | 17 | 0 | 49 | 6 | 0 | 55 | 10 | 108 | 0 | 118 | 190 |
| Hourly Total | 32 | 79 | 0 | 111 | 0 | 222 | 24 | 0 | 246 | 32 | 417 | 0 | 449 | 806 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 19 | 33 | 0 | 52 | 1 | 163 | 24 | 0 | 188 | 22 | 177 | 0 | 199 | 439 |
| 3:15 PM | 19 | 44 | 0 | 63 | 0 | 167 | 21 | 0 | 188 | 31 | 183 | 0 | 214 | 465 |
| 3:30 PM | 21 | 30 | 0 | 51 | 0 | 151 | 24 | 0 | 175 | 29 | 193 | 0 | 222 | 448 |
| 3:45 PM | 28 | 40 | 0 | 68 | 0 | 141 | 26 | 0 | 167 | 22 | 196 | 0 | 218 | 453 |
| Hourly Total | 87 | 147 | 0 | 234 | 1 | 622 | 95 | 0 | 718 | 104 | 749 | 0 | 853 | 1805 |
| 4:00 PM | 26 | 42 | 0 | 68 | 0 | 162 | 30 | 0 | 192 | 28 | 188 | 0 | 216 | 476 |
| 4:15 PM | 25 | 36 | 0 | 61 | 0 | 171 | 18 | 0 | 189 | 27 | 194 | 0 | 221 | 471 |
| 4:30 PM | 19 | 29 | 0 | 48 | 0 | 234 | 31 | 0 | 265 | 30 | 211 | 0 | 241 | 554 |
| 4:45 PM | 27 | 44 | 0 | 71 | 0 | 218 | 25 | 0 | 243 | 30 | 180 | 0 | 210 | 524 |
| Hourly Total | 97 | 151 | 0 | 248 | 0 | 785 | 104 | 0 | 889 | 115 | 773 | 0 | 888 | 2025 |
| 5:00 PM | 29 | 29 | 0 | 58 | 0 | 197 | 31 | 0 | 228 | 25 | 215 | 0 | 240 | 526 |
| 5:15 PM | 11 | 35 | 0 | 46 | 0 | 208 | 32 | 0 | 240 | 30 | 177 | 0 | 207 | 493 |
| 5:30 PM | 20 | 42 | 0 | 62 | 0 | 218 | 38 | 0 | 256 | 28 | 193 | 0 | 221 | 539 |
| 5:45 PM | 25 | 35 | 0 | 60 | 0 | 223 | 33 | 0 | 256 | 27 | 154 | 0 | 181 | 497 |
| Hourly Total | 85 | 141 | 0 | 226 | 0 | 846 | 134 | 0 | 980 | 110 | 739 | 0 | 849 | 2055 |
| 6:00 PM | 15 | 26 | 0 | 41 | 0 | 158 | 32 | 0 | 190 | 23 | 115 | 0 | 138 | 369 |
| 6:15 PM | 14 | 26 | 1 | 40 | 0 | 147 | 31 | 0 | 178 | 17 | 119 | 0 | 136 | 354 |
| 6:30 PM | 21 | 26 | 0 | 47 | 0 | 123 | 18 | 0 | 141 | 20 | 105 | 0 | 125 | 313 |
| 6:45 PM | 13 | 16 | 0 | 29 | 0 | 136 | 26 | 0 | 162 | 21 | 101 | 0 | 122 | 313 |
| Hourly Total | 63 | 94 | 1 | 157 | 0 | 564 | 107 | 0 | 671 | 81 | 440 | 0 | 521 | 1349 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 404 | 691 | 1 | 1095 | 1 | 3267 | 492 | 0 | 3760 | 483 | 3531 | 0 | 4014 | 8869 |

| | | | | | | | | | | | | | | |
|--------------------|------|------|-------|------|-------|------|------|---|------|------|------|---|------|------|
| Approach % | 36.9 | 63.1 | - | - | 0.0 | 86.9 | 13.1 | - | - | 12.0 | 88.0 | - | - | - |
| Total % | 4.6 | 7.8 | - | 12.3 | 0.0 | 36.8 | 5.5 | - | 42.4 | 5.4 | 39.8 | - | 45.3 | - |
| Lights | 398 | 678 | - | 1076 | 1 | 3195 | 485 | - | 3681 | 479 | 3458 | - | 3937 | 8694 |
| % Lights | 98.5 | 98.1 | - | 98.3 | 100.0 | 97.8 | 98.6 | - | 97.9 | 99.2 | 97.9 | - | 98.1 | 98.0 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 1 | - | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 6 | 13 | - | 19 | 0 | 72 | 7 | - | 79 | 4 | 72 | - | 76 | 174 |
| % Trucks | 1.5 | 1.9 | - | 1.7 | 0.0 | 2.2 | 1.4 | - | 2.1 | 0.8 | 2.0 | - | 1.9 | 2.0 |



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Count Name: Brodhead Rd and Old Brodhead Rd
 Site Code: 1
 Start Date: 01/19/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Old Brodhead Rd
 Site Code: 1
 Start Date: 01/19/2021
 Page No: 4

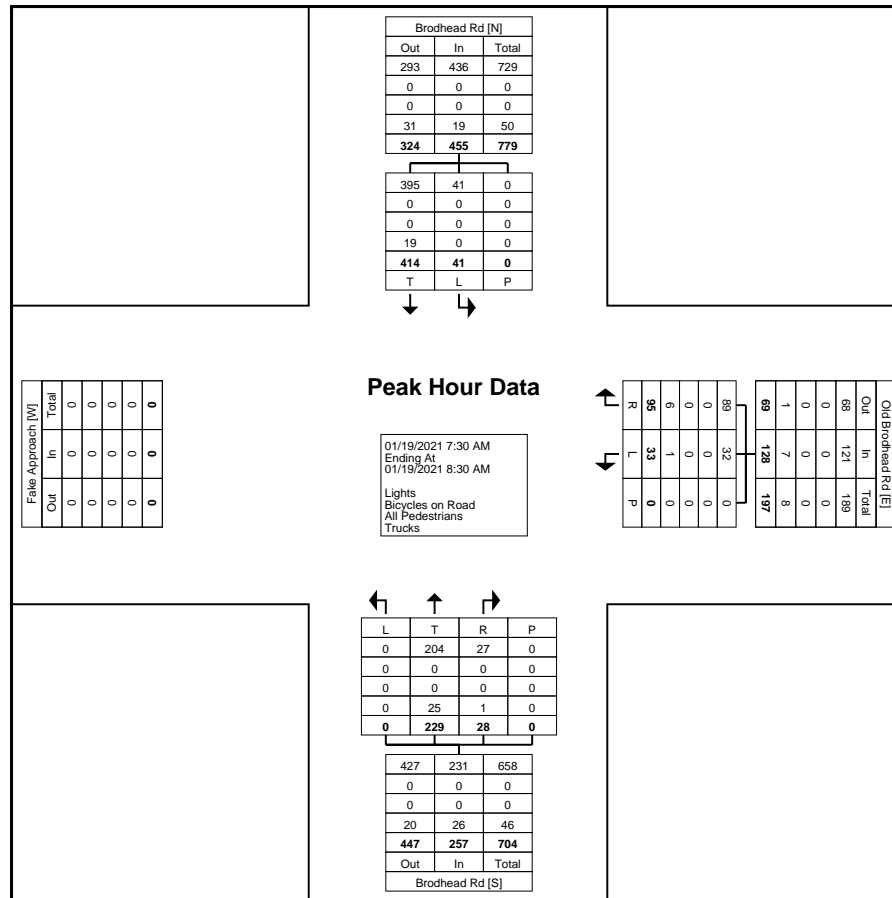
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Old Brodhead Rd Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | |
|--------------------|------------------------------|-------|------|------------|---------------------------|-------|-------|------|---------------------------|-------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | | App. Total |
| 7:30 AM | 9 | 26 | 0 | 35 | 0 | 58 | 9 | 0 | 67 | 12 | 98 | 0 | 110 | 212 |
| 7:45 AM | 8 | 20 | 0 | 28 | 0 | 60 | 5 | 0 | 65 | 17 | 114 | 0 | 131 | 224 |
| 8:00 AM | 8 | 23 | 0 | 31 | 0 | 67 | 5 | 0 | 72 | 6 | 80 | 0 | 86 | 189 |
| 8:15 AM | 8 | 26 | 0 | 34 | 0 | 44 | 9 | 0 | 53 | 6 | 122 | 0 | 128 | 215 |
| Total | 33 | 95 | 0 | 128 | 0 | 229 | 28 | 0 | 257 | 41 | 414 | 0 | 455 | 840 |
| Approach % | 25.8 | 74.2 | - | - | 0.0 | 89.1 | 10.9 | - | - | 9.0 | 91.0 | - | - | - |
| Total % | 3.9 | 11.3 | - | 15.2 | 0.0 | 27.3 | 3.3 | - | 30.6 | 4.9 | 49.3 | - | 54.2 | - |
| PHF | 0.917 | 0.913 | - | 0.914 | 0.000 | 0.854 | 0.778 | - | 0.892 | 0.603 | 0.848 | - | 0.868 | 0.938 |
| Lights | 32 | 89 | - | 121 | 0 | 204 | 27 | - | 231 | 41 | 395 | - | 436 | 788 |
| % Lights | 97.0 | 93.7 | - | 94.5 | - | 89.1 | 96.4 | - | 89.9 | 100.0 | 95.4 | - | 95.8 | 93.8 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 6 | - | 7 | 0 | 25 | 1 | - | 26 | 0 | 19 | - | 19 | 52 |
| % Trucks | 3.0 | 6.3 | - | 5.5 | - | 10.9 | 3.6 | - | 10.1 | 0.0 | 4.6 | - | 4.2 | 6.2 |



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Count Name: Brodhead Rd and Old Brodhead Rd
 Site Code: 1
 Start Date: 01/19/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Old Brodhead Rd
 Site Code: 1
 Start Date: 01/19/2021
 Page No: 6

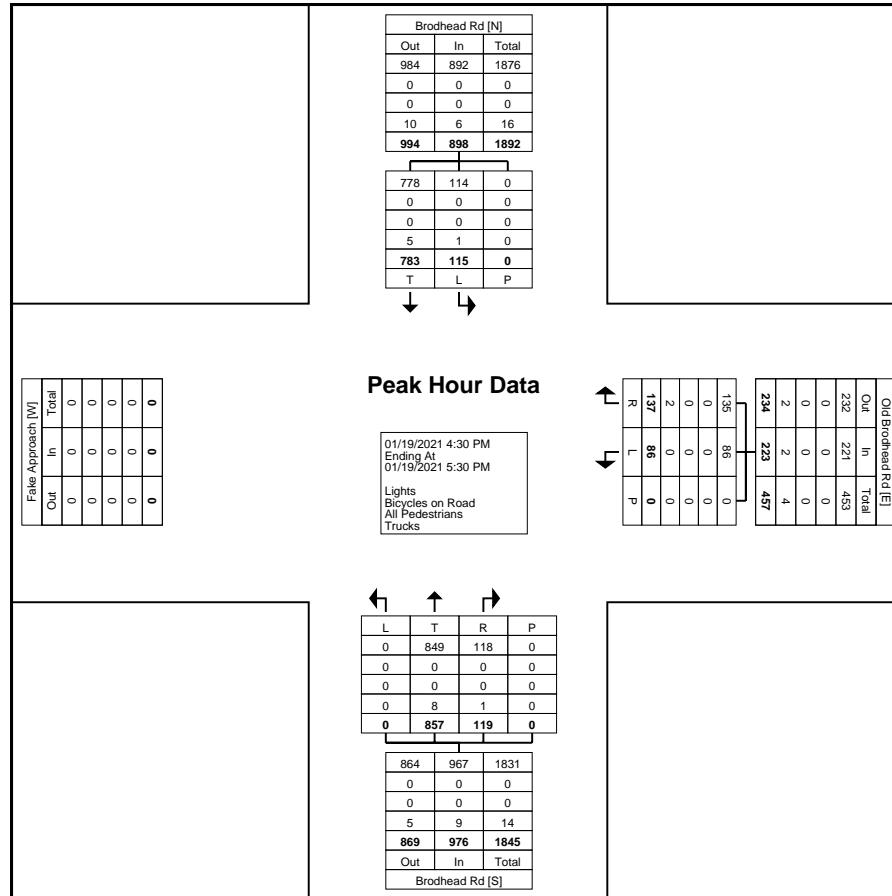
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Old Brodhead Rd Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | |
|--------------------|------------------------------|-------|------|------------|---------------------------|-------|-------|------|---------------------------|-------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | | App. Total |
| 4:30 PM | 19 | 29 | 0 | 48 | 0 | 234 | 31 | 0 | 265 | 30 | 211 | 0 | 241 | 554 |
| 4:45 PM | 27 | 44 | 0 | 71 | 0 | 218 | 25 | 0 | 243 | 30 | 180 | 0 | 210 | 524 |
| 5:00 PM | 29 | 29 | 0 | 58 | 0 | 197 | 31 | 0 | 228 | 25 | 215 | 0 | 240 | 526 |
| 5:15 PM | 11 | 35 | 0 | 46 | 0 | 208 | 32 | 0 | 240 | 30 | 177 | 0 | 207 | 493 |
| Total | 86 | 137 | 0 | 223 | 0 | 857 | 119 | 0 | 976 | 115 | 783 | 0 | 898 | 2097 |
| Approach % | 38.6 | 61.4 | - | - | 0.0 | 87.8 | 12.2 | - | - | 12.8 | 87.2 | - | - | - |
| Total % | 4.1 | 6.5 | - | 10.6 | 0.0 | 40.9 | 5.7 | - | 46.5 | 5.5 | 37.3 | - | 42.8 | - |
| PHF | 0.741 | 0.778 | - | 0.785 | 0.000 | 0.916 | 0.930 | - | 0.921 | 0.958 | 0.910 | - | 0.932 | 0.946 |
| Lights | 86 | 135 | - | 221 | 0 | 849 | 118 | - | 967 | 114 | 778 | - | 892 | 2080 |
| % Lights | 100.0 | 98.5 | - | 99.1 | - | 99.1 | 99.2 | - | 99.1 | 99.1 | 99.4 | - | 99.3 | 99.2 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 2 | - | 2 | 0 | 8 | 1 | - | 9 | 1 | 5 | - | 6 | 17 |
| % Trucks | 0.0 | 1.5 | - | 0.9 | - | 0.9 | 0.8 | - | 0.9 | 0.9 | 0.6 | - | 0.7 | 0.8 |



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Count Name: Brodhead Rd and Old Brodhead Rd
 Site Code: 1
 Start Date: 01/19/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Wagner Rd
 Site Code: 2
 Start Date: 01/19/2021
 Page No: 1

Turning Movement Data

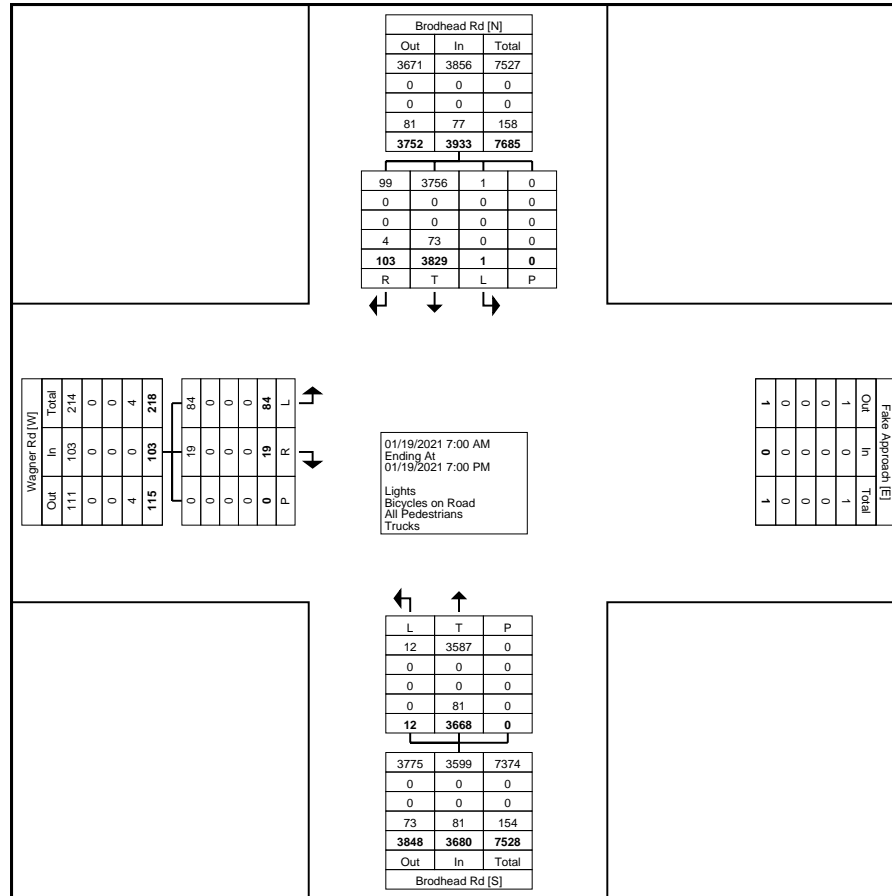
| Start Time | Wagner Rd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | |
|---------------|---------------------|-------|------|------------|------------------------|------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | | App. Total |
| 7:00 AM | 2 | 0 | 0 | 2 | 0 | 63 | 0 | 63 | 0 | 102 | 2 | 0 | 104 | 169 |
| 7:15 AM | 1 | 2 | 0 | 3 | 1 | 57 | 0 | 58 | 0 | 117 | 2 | 0 | 119 | 180 |
| 7:30 AM | 3 | 0 | 0 | 3 | 0 | 63 | 0 | 63 | 0 | 102 | 1 | 0 | 103 | 169 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 61 | 0 | 61 | 0 | 119 | 1 | 0 | 120 | 182 |
| Hourly Total | 7 | 2 | 0 | 9 | 1 | 244 | 0 | 245 | 0 | 440 | 6 | 0 | 446 | 700 |
| 8:00 AM | 2 | 0 | 0 | 2 | 0 | 74 | 0 | 74 | 0 | 96 | 1 | 0 | 97 | 173 |
| 8:15 AM | 1 | 0 | 0 | 1 | 0 | 52 | 0 | 52 | 0 | 120 | 3 | 0 | 123 | 176 |
| 8:30 AM | 2 | 0 | 0 | 2 | 0 | 61 | 0 | 61 | 0 | 115 | 0 | 0 | 115 | 178 |
| 8:45 AM | 2 | 2 | 0 | 4 | 0 | 57 | 0 | 57 | 0 | 123 | 0 | 0 | 123 | 184 |
| Hourly Total | 7 | 2 | 0 | 9 | 0 | 244 | 0 | 244 | 0 | 454 | 4 | 0 | 458 | 711 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 1 | 0 | 0 | 1 | 0 | 192 | 0 | 192 | 0 | 192 | 6 | 0 | 198 | 391 |
| 3:15 PM | 3 | 2 | 0 | 5 | 1 | 186 | 0 | 187 | 0 | 196 | 4 | 0 | 200 | 392 |
| 3:30 PM | 0 | 1 | 0 | 1 | 1 | 178 | 0 | 179 | 0 | 211 | 4 | 0 | 215 | 395 |
| 3:45 PM | 1 | 0 | 0 | 1 | 0 | 162 | 0 | 162 | 0 | 216 | 3 | 0 | 219 | 382 |
| Hourly Total | 5 | 3 | 0 | 8 | 2 | 718 | 0 | 720 | 0 | 815 | 17 | 0 | 832 | 1560 |
| 4:00 PM | 2 | 2 | 0 | 4 | 2 | 199 | 0 | 201 | 0 | 200 | 9 | 0 | 209 | 414 |
| 4:15 PM | 4 | 3 | 0 | 7 | 2 | 184 | 0 | 186 | 0 | 203 | 7 | 0 | 210 | 403 |
| 4:30 PM | 1 | 0 | 0 | 1 | 1 | 231 | 0 | 232 | 0 | 218 | 9 | 0 | 227 | 460 |
| 4:45 PM | 2 | 0 | 0 | 2 | 0 | 278 | 0 | 278 | 0 | 195 | 12 | 0 | 207 | 487 |
| Hourly Total | 9 | 5 | 0 | 14 | 5 | 892 | 0 | 897 | 0 | 816 | 37 | 0 | 853 | 1764 |
| 5:00 PM | 3 | 0 | 0 | 3 | 0 | 223 | 0 | 223 | 0 | 231 | 6 | 0 | 237 | 463 |
| 5:15 PM | 5 | 1 | 0 | 6 | 0 | 236 | 0 | 236 | 0 | 189 | 6 | 0 | 195 | 437 |
| 5:30 PM | 15 | 1 | 0 | 16 | 2 | 235 | 0 | 237 | 0 | 208 | 4 | 0 | 212 | 465 |
| 5:45 PM | 8 | 2 | 0 | 10 | 1 | 245 | 0 | 246 | 0 | 175 | 5 | 0 | 180 | 436 |
| Hourly Total | 31 | 4 | 0 | 35 | 3 | 939 | 0 | 942 | 0 | 803 | 21 | 0 | 824 | 1801 |
| 6:00 PM | 7 | 2 | 0 | 9 | 1 | 176 | 0 | 177 | 0 | 129 | 5 | 0 | 134 | 320 |
| 6:15 PM | 8 | 0 | 0 | 8 | 0 | 170 | 0 | 170 | 1 | 134 | 7 | 0 | 142 | 320 |
| 6:30 PM | 4 | 1 | 0 | 5 | 0 | 147 | 0 | 147 | 0 | 117 | 2 | 0 | 119 | 271 |
| 6:45 PM | 6 | 0 | 0 | 6 | 0 | 138 | 0 | 138 | 0 | 121 | 4 | 0 | 125 | 269 |
| Hourly Total | 25 | 3 | 0 | 28 | 1 | 631 | 0 | 632 | 1 | 501 | 18 | 0 | 520 | 1180 |
| Grand Total | 84 | 19 | 0 | 103 | 12 | 3668 | 0 | 3680 | 1 | 3829 | 103 | 0 | 3933 | 7716 |
| Approach % | 81.6 | 18.4 | - | - | 0.3 | 99.7 | - | - | 0.0 | 97.4 | 2.6 | - | - | - |

| | | | | | | | | | | | | | | |
|--------------------|-------|-------|---|-------|-------|------|---|------|-------|------|------|---|------|------|
| Total % | 1.1 | 0.2 | - | 1.3 | 0.2 | 47.5 | - | 47.7 | 0.0 | 49.6 | 1.3 | - | 51.0 | - |
| Lights | 84 | 19 | - | 103 | 12 | 3587 | - | 3599 | 1 | 3756 | 99 | - | 3856 | 7558 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 100.0 | 97.8 | - | 97.8 | 100.0 | 98.1 | 96.1 | - | 98.0 | 98.0 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 0 | 81 | - | 81 | 0 | 73 | 4 | - | 77 | 158 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 0.0 | 2.2 | - | 2.2 | 0.0 | 1.9 | 3.9 | - | 2.0 | 2.0 |



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Count Name: Brodhead Rd and Wagner Rd
 Site Code: 2
 Start Date: 01/19/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Wagner Rd
 Site Code: 2
 Start Date: 01/19/2021
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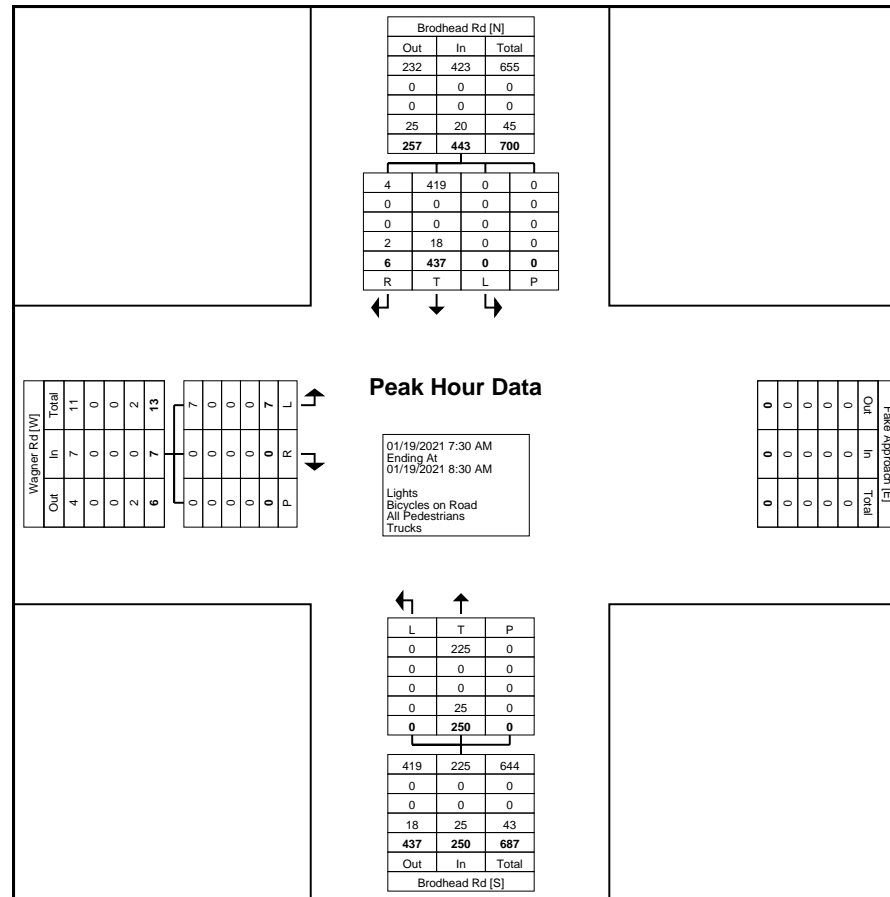
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Wagner Rd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | |
|--------------------|------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | | App. Total |
| 7:30 AM | 3 | 0 | 0 | 3 | 0 | 63 | 0 | 63 | 0 | 102 | 1 | 0 | 103 | 169 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 61 | 0 | 61 | 0 | 119 | 1 | 0 | 120 | 182 |
| 8:00 AM | 2 | 0 | 0 | 2 | 0 | 74 | 0 | 74 | 0 | 96 | 1 | 0 | 97 | 173 |
| 8:15 AM | 1 | 0 | 0 | 1 | 0 | 52 | 0 | 52 | 0 | 120 | 3 | 0 | 123 | 176 |
| Total | 7 | 0 | 0 | 7 | 0 | 250 | 0 | 250 | 0 | 437 | 6 | 0 | 443 | 700 |
| Approach % | 100.0 | 0.0 | - | - | 0.0 | 100.0 | - | - | 0.0 | 98.6 | 1.4 | - | - | - |
| Total % | 1.0 | 0.0 | - | 1.0 | 0.0 | 35.7 | - | 35.7 | 0.0 | 62.4 | 0.9 | - | 63.3 | - |
| PHF | 0.583 | 0.000 | - | 0.583 | 0.000 | 0.845 | - | 0.845 | 0.000 | 0.910 | 0.500 | - | 0.900 | 0.962 |
| Lights | 7 | 0 | - | 7 | 0 | 225 | - | 225 | 0 | 419 | 4 | - | 423 | 655 |
| % Lights | 100.0 | - | - | 100.0 | - | 90.0 | - | 90.0 | - | 95.9 | 66.7 | - | 95.5 | 93.6 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 0 | 25 | - | 25 | 0 | 18 | 2 | - | 20 | 45 |
| % Trucks | 0.0 | - | - | 0.0 | - | 10.0 | - | 10.0 | - | 4.1 | 33.3 | - | 4.5 | 6.4 |



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Count Name: Brodhead Rd and Wagner Rd
 Site Code: 2
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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Wagner Rd
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Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Wagner Rd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | |
|--------------------|------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | | App. Total |
| 4:30 PM | 1 | 0 | 0 | 1 | 1 | 231 | 0 | 232 | 0 | 218 | 9 | 0 | 227 | 460 |
| 4:45 PM | 2 | 0 | 0 | 2 | 0 | 278 | 0 | 278 | 0 | 195 | 12 | 0 | 207 | 487 |
| 5:00 PM | 3 | 0 | 0 | 3 | 0 | 223 | 0 | 223 | 0 | 231 | 6 | 0 | 237 | 463 |
| 5:15 PM | 5 | 1 | 0 | 6 | 0 | 236 | 0 | 236 | 0 | 189 | 6 | 0 | 195 | 437 |
| Total | 11 | 1 | 0 | 12 | 1 | 968 | 0 | 969 | 0 | 833 | 33 | 0 | 866 | 1847 |
| Approach % | 91.7 | 8.3 | - | - | 0.1 | 99.9 | - | - | 0.0 | 96.2 | 3.8 | - | - | - |
| Total % | 0.6 | 0.1 | - | 0.6 | 0.1 | 52.4 | - | 52.5 | 0.0 | 45.1 | 1.8 | - | 46.9 | - |
| PHF | 0.550 | 0.250 | - | 0.500 | 0.250 | 0.871 | - | 0.871 | 0.000 | 0.902 | 0.688 | - | 0.914 | 0.948 |
| Lights | 11 | 1 | - | 12 | 1 | 960 | - | 961 | 0 | 829 | 33 | - | 862 | 1835 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 100.0 | 99.2 | - | 99.2 | - | 99.5 | 100.0 | - | 99.5 | 99.4 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 0 | 8 | - | 8 | 0 | 4 | 0 | - | 4 | 12 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.8 | - | 0.8 | - | 0.5 | 0.0 | - | 0.5 | 0.6 |



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Count Name: Brodhead Rd and Milne Dr/Short St
 Site Code: 3
 Start Date: 01/19/2021
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Turning Movement Data

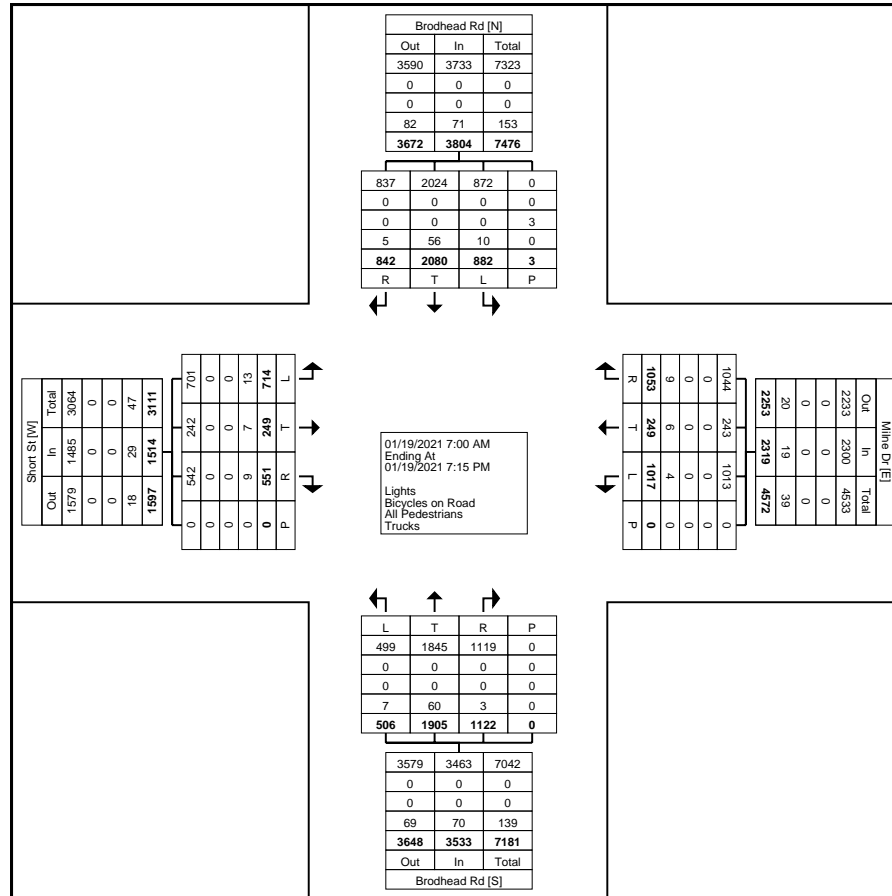
| Start Time | Short St Eastbound | | | | | Milne Dr Westbound | | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | | |
|---------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------------------|------|------|-------|------------|------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | | Peds | App. Total |
| 7:00 AM | 5 | 6 | 10 | 0 | 21 | 15 | 1 | 13 | 0 | 29 | 13 | 42 | 16 | 0 | 71 | 22 | 67 | 8 | 0 | 97 | 218 |
| 7:15 AM | 6 | 4 | 10 | 0 | 20 | 15 | 4 | 22 | 0 | 41 | 13 | 34 | 23 | 0 | 70 | 16 | 85 | 22 | 0 | 123 | 254 |
| 7:30 AM | 14 | 2 | 13 | 0 | 29 | 20 | 8 | 17 | 0 | 45 | 10 | 34 | 19 | 0 | 63 | 23 | 63 | 16 | 0 | 102 | 239 |
| 7:45 AM | 11 | 1 | 20 | 0 | 32 | 16 | 4 | 15 | 0 | 35 | 20 | 36 | 23 | 0 | 79 | 17 | 75 | 24 | 0 | 116 | 262 |
| Hourly Total | 36 | 13 | 53 | 0 | 102 | 66 | 17 | 67 | 0 | 150 | 56 | 146 | 81 | 0 | 283 | 78 | 290 | 70 | 0 | 438 | 973 |
| 8:00 AM | 11 | 5 | 14 | 0 | 30 | 23 | 5 | 11 | 0 | 39 | 11 | 47 | 15 | 0 | 73 | 20 | 60 | 13 | 0 | 93 | 235 |
| 8:15 AM | 11 | 8 | 8 | 0 | 27 | 12 | 1 | 11 | 0 | 24 | 11 | 34 | 10 | 0 | 55 | 22 | 75 | 18 | 0 | 115 | 221 |
| 8:30 AM | 9 | 7 | 12 | 0 | 28 | 18 | 8 | 19 | 0 | 45 | 14 | 34 | 24 | 0 | 72 | 34 | 61 | 22 | 0 | 117 | 262 |
| 8:45 AM | 16 | 5 | 19 | 0 | 40 | 21 | 7 | 17 | 0 | 45 | 16 | 24 | 35 | 0 | 75 | 20 | 73 | 27 | 0 | 120 | 280 |
| Hourly Total | 47 | 25 | 53 | 0 | 125 | 74 | 21 | 58 | 0 | 153 | 52 | 139 | 84 | 0 | 275 | 96 | 269 | 80 | 0 | 445 | 998 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 37 | 13 | 26 | 0 | 76 | 53 | 14 | 57 | 0 | 124 | 18 | 91 | 60 | 0 | 169 | 33 | 110 | 46 | 0 | 189 | 558 |
| 3:15 PM | 40 | 16 | 29 | 0 | 85 | 60 | 16 | 57 | 0 | 133 | 30 | 81 | 57 | 0 | 168 | 48 | 118 | 37 | 0 | 203 | 589 |
| 3:30 PM | 42 | 11 | 28 | 0 | 81 | 57 | 16 | 49 | 0 | 122 | 28 | 88 | 50 | 0 | 166 | 61 | 102 | 43 | 0 | 206 | 575 |
| 3:45 PM | 38 | 10 | 30 | 0 | 78 | 52 | 8 | 49 | 0 | 109 | 23 | 77 | 56 | 0 | 156 | 51 | 116 | 37 | 0 | 204 | 547 |
| Hourly Total | 157 | 50 | 113 | 0 | 320 | 222 | 54 | 212 | 0 | 488 | 99 | 337 | 223 | 0 | 659 | 193 | 446 | 163 | 0 | 802 | 2269 |
| 4:00 PM | 37 | 12 | 33 | 0 | 82 | 53 | 17 | 55 | 0 | 125 | 22 | 115 | 63 | 0 | 200 | 46 | 123 | 37 | 0 | 206 | 613 |
| 4:15 PM | 27 | 7 | 31 | 0 | 65 | 53 | 13 | 55 | 0 | 121 | 28 | 91 | 56 | 0 | 175 | 58 | 110 | 58 | 0 | 226 | 587 |
| 4:30 PM | 42 | 15 | 23 | 0 | 80 | 67 | 10 | 60 | 0 | 137 | 22 | 164 | 56 | 0 | 242 | 38 | 118 | 58 | 0 | 214 | 673 |
| 4:45 PM | 40 | 20 | 23 | 0 | 83 | 43 | 17 | 64 | 0 | 124 | 36 | 135 | 58 | 0 | 229 | 50 | 98 | 58 | 0 | 206 | 642 |
| Hourly Total | 146 | 54 | 110 | 0 | 310 | 216 | 57 | 234 | 0 | 507 | 108 | 505 | 233 | 0 | 846 | 192 | 449 | 211 | 0 | 852 | 2515 |
| 5:00 PM | 42 | 11 | 39 | 0 | 92 | 51 | 20 | 70 | 0 | 141 | 28 | 112 | 74 | 0 | 214 | 56 | 102 | 54 | 0 | 212 | 659 |
| 5:15 PM | 61 | 14 | 41 | 0 | 116 | 65 | 14 | 73 | 0 | 152 | 23 | 98 | 75 | 0 | 196 | 46 | 98 | 39 | 0 | 183 | 647 |
| 5:30 PM | 39 | 14 | 38 | 0 | 91 | 61 | 12 | 66 | 0 | 139 | 38 | 132 | 68 | 0 | 238 | 56 | 95 | 55 | 0 | 206 | 674 |
| 5:45 PM | 46 | 16 | 22 | 0 | 84 | 55 | 12 | 63 | 0 | 130 | 26 | 140 | 64 | 0 | 230 | 35 | 94 | 48 | 2 | 177 | 621 |
| Hourly Total | 188 | 55 | 140 | 0 | 383 | 232 | 58 | 272 | 0 | 562 | 115 | 482 | 281 | 0 | 878 | 193 | 389 | 196 | 2 | 778 | 2601 |
| 6:00 PM | 43 | 17 | 23 | 0 | 83 | 58 | 13 | 58 | 0 | 129 | 21 | 89 | 64 | 0 | 174 | 35 | 81 | 18 | 0 | 134 | 520 |
| 6:15 PM | 30 | 8 | 26 | 0 | 64 | 62 | 7 | 57 | 0 | 126 | 22 | 75 | 64 | 0 | 161 | 26 | 63 | 35 | 0 | 124 | 475 |
| 6:30 PM | 31 | 15 | 15 | 0 | 61 | 47 | 12 | 44 | 0 | 103 | 19 | 71 | 51 | 0 | 141 | 36 | 44 | 34 | 0 | 114 | 419 |
| 6:45 PM | 36 | 12 | 17 | 0 | 65 | 40 | 10 | 50 | 0 | 100 | 14 | 61 | 40 | 0 | 115 | 33 | 49 | 35 | 1 | 117 | 397 |
| Hourly Total | 140 | 52 | 81 | 0 | 273 | 207 | 42 | 209 | 0 | 458 | 76 | 296 | 219 | 0 | 591 | 130 | 237 | 122 | 1 | 489 | 1811 |
| 7:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 714 | 249 | 551 | 0 | 1514 | 1017 | 249 | 1053 | 0 | 2319 | 506 | 1905 | 1122 | 0 | 3533 | 882 | 2080 | 842 | 3 | 3804 | 11170 |
| Approach % | 47.2 | 16.4 | 36.4 | - | - | 43.9 | 10.7 | 45.4 | - | - | 14.3 | 53.9 | 31.8 | - | - | 23.2 | 54.7 | 22.1 | - | - | - |
| Total % | 6.4 | 2.2 | 4.9 | - | 13.6 | 9.1 | 2.2 | 9.4 | - | 20.8 | 4.5 | 17.1 | 10.0 | - | 31.6 | 7.9 | 18.6 | 7.5 | - | 34.1 | - |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------|------|------|---|------|------|------|------|---|------|------|------|------|---|------|------|------|------|-------|------|-------|
| Lights | 701 | 242 | 542 | - | 1485 | 1013 | 243 | 1044 | - | 2300 | 499 | 1845 | 1119 | - | 3463 | 872 | 2024 | 837 | - | 3733 | 10981 |
| % Lights | 98.2 | 97.2 | 98.4 | - | 98.1 | 99.6 | 97.6 | 99.1 | - | 99.2 | 98.6 | 96.9 | 99.7 | - | 98.0 | 98.9 | 97.3 | 99.4 | - | 98.1 | 98.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 3 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 13 | 7 | 9 | - | 29 | 4 | 6 | 9 | - | 19 | 7 | 60 | 3 | - | 70 | 10 | 56 | 5 | - | 71 | 189 |
| % Trucks | 1.8 | 2.8 | 1.6 | - | 1.9 | 0.4 | 2.4 | 0.9 | - | 0.8 | 1.4 | 3.1 | 0.3 | - | 2.0 | 1.1 | 2.7 | 0.6 | - | 1.9 | 1.7 |



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Turning Movement Data Plot



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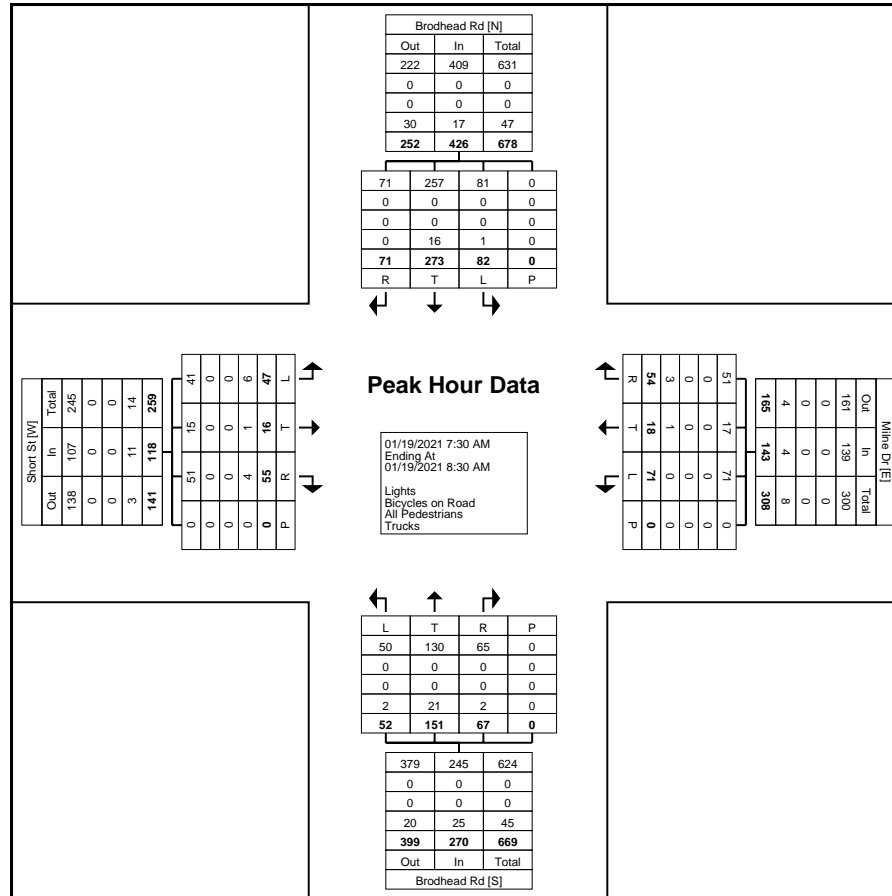
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Short St Eastbound | | | | | Milne Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|-----------------------|-------|-------|------|------------|-----------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 14 | 2 | 13 | 0 | 29 | 20 | 8 | 17 | 0 | 45 | 10 | 34 | 19 | 0 | 63 | 23 | 63 | 16 | 0 | 102 | 239 |
| 7:45 AM | 11 | 1 | 20 | 0 | 32 | 16 | 4 | 15 | 0 | 35 | 20 | 36 | 23 | 0 | 79 | 17 | 75 | 24 | 0 | 116 | 262 |
| 8:00 AM | 11 | 5 | 14 | 0 | 30 | 23 | 5 | 11 | 0 | 39 | 11 | 47 | 15 | 0 | 73 | 20 | 60 | 13 | 0 | 93 | 235 |
| 8:15 AM | 11 | 8 | 8 | 0 | 27 | 12 | 1 | 11 | 0 | 24 | 11 | 34 | 10 | 0 | 55 | 22 | 75 | 18 | 0 | 115 | 221 |
| Total | 47 | 16 | 55 | 0 | 118 | 71 | 18 | 54 | 0 | 143 | 52 | 151 | 67 | 0 | 270 | 82 | 273 | 71 | 0 | 426 | 957 |
| Approach % | 39.8 | 13.6 | 46.6 | - | - | 49.7 | 12.6 | 37.8 | - | - | 19.3 | 55.9 | 24.8 | - | - | 19.2 | 64.1 | 16.7 | - | - | - |
| Total % | 4.9 | 1.7 | 5.7 | - | 12.3 | 7.4 | 1.9 | 5.6 | - | 14.9 | 5.4 | 15.8 | 7.0 | - | 28.2 | 8.6 | 28.5 | 7.4 | - | 44.5 | - |
| PHF | 0.839 | 0.500 | 0.688 | - | 0.922 | 0.772 | 0.563 | 0.794 | - | 0.794 | 0.650 | 0.803 | 0.728 | - | 0.854 | 0.891 | 0.910 | 0.740 | - | 0.918 | 0.913 |
| Lights | 41 | 15 | 51 | - | 107 | 71 | 17 | 51 | - | 139 | 50 | 130 | 65 | - | 245 | 81 | 257 | 71 | - | 409 | 900 |
| % Lights | 87.2 | 93.8 | 92.7 | - | 90.7 | 100.0 | 94.4 | 94.4 | - | 97.2 | 96.2 | 86.1 | 97.0 | - | 90.7 | 98.8 | 94.1 | 100.0 | - | 96.0 | 94.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 6 | 1 | 4 | - | 11 | 0 | 1 | 3 | - | 4 | 2 | 21 | 2 | - | 25 | 1 | 16 | 0 | - | 17 | 57 |
| % Trucks | 12.8 | 6.3 | 7.3 | - | 9.3 | 0.0 | 5.6 | 5.6 | - | 2.8 | 3.8 | 13.9 | 3.0 | - | 9.3 | 1.2 | 5.9 | 0.0 | - | 4.0 | 6.0 |



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Turning Movement Peak Hour Data Plot (7:30 AM)



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 Site Code: 3
 Start Date: 01/19/2021
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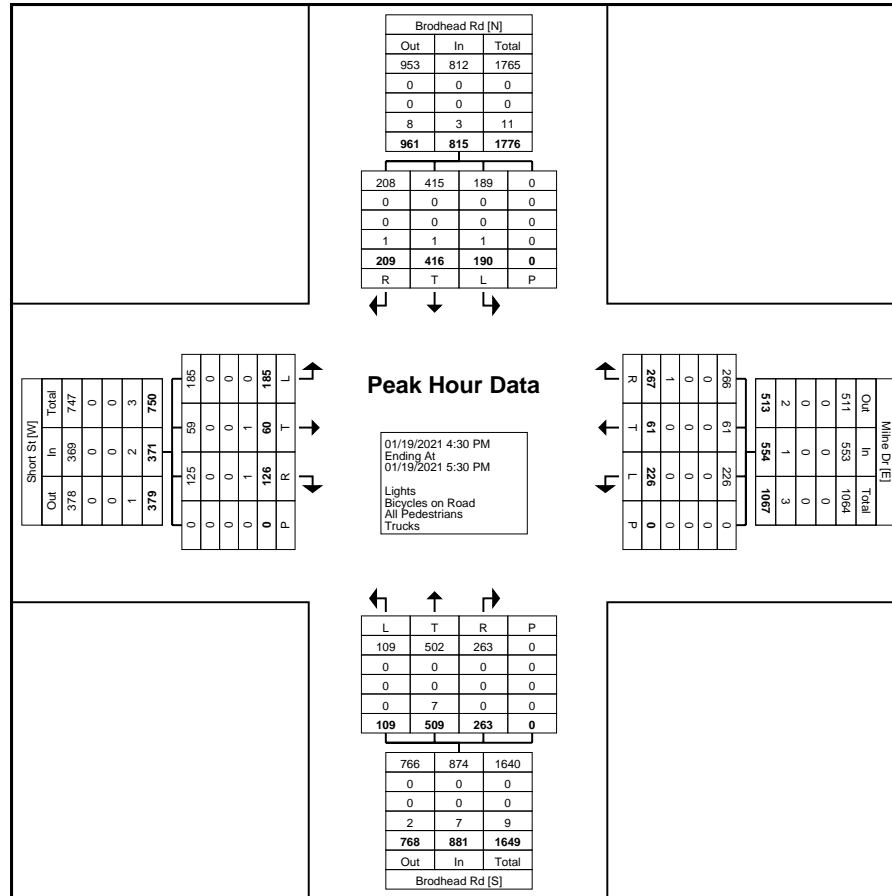
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Short St Eastbound | | | | | Milne Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|-----------------------|-------|-------|------|------------|-----------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 42 | 15 | 23 | 0 | 80 | 67 | 10 | 60 | 0 | 137 | 22 | 164 | 56 | 0 | 242 | 38 | 118 | 58 | 0 | 214 | 673 |
| 4:45 PM | 40 | 20 | 23 | 0 | 83 | 43 | 17 | 64 | 0 | 124 | 36 | 135 | 58 | 0 | 229 | 50 | 98 | 58 | 0 | 206 | 642 |
| 5:00 PM | 42 | 11 | 39 | 0 | 92 | 51 | 20 | 70 | 0 | 141 | 28 | 112 | 74 | 0 | 214 | 56 | 102 | 54 | 0 | 212 | 659 |
| 5:15 PM | 61 | 14 | 41 | 0 | 116 | 65 | 14 | 73 | 0 | 152 | 23 | 98 | 75 | 0 | 196 | 46 | 98 | 39 | 0 | 183 | 647 |
| Total | 185 | 60 | 126 | 0 | 371 | 226 | 61 | 267 | 0 | 554 | 109 | 509 | 263 | 0 | 881 | 190 | 416 | 209 | 0 | 815 | 2621 |
| Approach % | 49.9 | 16.2 | 34.0 | - | - | 40.8 | 11.0 | 48.2 | - | - | 12.4 | 57.8 | 29.9 | - | - | 23.3 | 51.0 | 25.6 | - | - | - |
| Total % | 7.1 | 2.3 | 4.8 | - | 14.2 | 8.6 | 2.3 | 10.2 | - | 21.1 | 4.2 | 19.4 | 10.0 | - | 33.6 | 7.2 | 15.9 | 8.0 | - | 31.1 | - |
| PHF | 0.758 | 0.750 | 0.768 | - | 0.800 | 0.843 | 0.763 | 0.914 | - | 0.911 | 0.757 | 0.776 | 0.877 | - | 0.910 | 0.848 | 0.881 | 0.901 | - | 0.952 | 0.974 |
| Lights | 185 | 59 | 125 | - | 369 | 226 | 61 | 266 | - | 553 | 109 | 502 | 263 | - | 874 | 189 | 415 | 208 | - | 812 | 2608 |
| % Lights | 100.0 | 98.3 | 99.2 | - | 99.5 | 100.0 | 100.0 | 99.6 | - | 99.8 | 100.0 | 98.6 | 100.0 | - | 99.2 | 99.5 | 99.8 | 99.5 | - | 99.6 | 99.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 1 | 1 | - | 2 | 0 | 0 | 1 | - | 1 | 0 | 7 | 0 | - | 7 | 1 | 1 | 1 | - | 3 | 13 |
| % Trucks | 0.0 | 1.7 | 0.8 | - | 0.5 | 0.0 | 0.0 | 0.4 | - | 0.2 | 0.0 | 1.4 | 0.0 | - | 0.8 | 0.5 | 0.2 | 0.5 | - | 0.4 | 0.5 |



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Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Center
 Commons Blvd
 Site Code: 4
 Start Date: 01/19/2021
 Page No: 1

Turning Movement Data

| Start Time | Center Commons Blvd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|----------------------------------|-------|------|------------|---------------------------|------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 1 | 0 | 1 | 2 | 65 | 0 | 67 | 94 | 3 | 0 | 97 | 165 |
| 7:15 AM | 5 | 1 | 0 | 6 | 1 | 65 | 0 | 66 | 97 | 14 | 0 | 111 | 183 |
| 7:30 AM | 2 | 1 | 0 | 3 | 6 | 70 | 0 | 76 | 88 | 9 | 1 | 97 | 176 |
| 7:45 AM | 0 | 0 | 0 | 0 | 6 | 73 | 0 | 79 | 96 | 17 | 0 | 113 | 192 |
| Hourly Total | 7 | 3 | 0 | 10 | 15 | 273 | 0 | 288 | 375 | 43 | 1 | 418 | 716 |
| 8:00 AM | 3 | 2 | 0 | 5 | 5 | 69 | 0 | 74 | 96 | 6 | 0 | 102 | 181 |
| 8:15 AM | 4 | 5 | 0 | 9 | 1 | 51 | 0 | 52 | 87 | 10 | 0 | 97 | 158 |
| 8:30 AM | 4 | 2 | 0 | 6 | 9 | 73 | 0 | 82 | 83 | 9 | 0 | 92 | 180 |
| 8:45 AM | 5 | 5 | 0 | 10 | 17 | 78 | 0 | 95 | 107 | 7 | 0 | 114 | 219 |
| Hourly Total | 16 | 14 | 0 | 30 | 32 | 271 | 0 | 303 | 373 | 32 | 0 | 405 | 738 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 26 | 33 | 0 | 59 | 25 | 141 | 0 | 166 | 168 | 19 | 0 | 187 | 412 |
| 3:15 PM | 23 | 27 | 0 | 50 | 34 | 141 | 0 | 175 | 188 | 33 | 0 | 221 | 446 |
| 3:30 PM | 24 | 32 | 0 | 56 | 25 | 142 | 0 | 167 | 175 | 19 | 1 | 194 | 417 |
| 3:45 PM | 37 | 34 | 0 | 71 | 22 | 142 | 0 | 164 | 164 | 26 | 0 | 190 | 425 |
| Hourly Total | 110 | 126 | 0 | 236 | 106 | 566 | 0 | 672 | 695 | 97 | 1 | 792 | 1700 |
| 4:00 PM | 41 | 24 | 0 | 65 | 29 | 147 | 0 | 176 | 187 | 27 | 0 | 214 | 455 |
| 4:15 PM | 28 | 37 | 0 | 65 | 24 | 143 | 0 | 167 | 167 | 18 | 0 | 185 | 417 |
| 4:30 PM | 48 | 43 | 0 | 91 | 38 | 203 | 0 | 241 | 193 | 26 | 0 | 219 | 551 |
| 4:45 PM | 29 | 34 | 0 | 63 | 28 | 211 | 0 | 239 | 144 | 23 | 0 | 167 | 469 |
| Hourly Total | 146 | 138 | 0 | 284 | 119 | 704 | 0 | 823 | 691 | 94 | 0 | 785 | 1892 |
| 5:00 PM | 38 | 29 | 0 | 67 | 27 | 177 | 0 | 204 | 158 | 28 | 0 | 186 | 457 |
| 5:15 PM | 34 | 35 | 0 | 69 | 24 | 166 | 0 | 190 | 190 | 15 | 0 | 205 | 464 |
| 5:30 PM | 48 | 27 | 0 | 75 | 28 | 200 | 0 | 228 | 178 | 18 | 0 | 196 | 499 |
| 5:45 PM | 41 | 33 | 0 | 74 | 25 | 173 | 0 | 198 | 160 | 13 | 0 | 173 | 445 |
| Hourly Total | 161 | 124 | 0 | 285 | 104 | 716 | 0 | 820 | 686 | 74 | 0 | 760 | 1865 |
| 6:00 PM | 28 | 29 | 0 | 57 | 29 | 141 | 0 | 170 | 133 | 16 | 0 | 149 | 376 |
| 6:15 PM | 24 | 27 | 0 | 51 | 28 | 139 | 0 | 167 | 146 | 12 | 0 | 158 | 376 |
| 6:30 PM | 20 | 28 | 0 | 48 | 11 | 112 | 0 | 123 | 102 | 7 | 0 | 109 | 280 |
| 6:45 PM | 22 | 24 | 0 | 46 | 22 | 100 | 0 | 122 | 107 | 8 | 0 | 115 | 283 |
| Hourly Total | 94 | 108 | 0 | 202 | 90 | 492 | 0 | 582 | 488 | 43 | 0 | 531 | 1315 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 534 | 513 | 0 | 1047 | 466 | 3022 | 0 | 3488 | 3308 | 383 | 2 | 3691 | 8226 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|-------|------|------|
| Approach % | 51.0 | 49.0 | - | - | 13.4 | 86.6 | - | - | 89.6 | 10.4 | - | - | - |
| Total % | 6.5 | 6.2 | - | 12.7 | 5.7 | 36.7 | - | 42.4 | 40.2 | 4.7 | - | 44.9 | - |
| Lights | 530 | 511 | - | 1041 | 464 | 2956 | - | 3420 | 3240 | 379 | - | 3619 | 8080 |
| % Lights | 99.3 | 99.6 | - | 99.4 | 99.6 | 97.8 | - | 98.1 | 97.9 | 99.0 | - | 98.0 | 98.2 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 1 | 0 | - | 1 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 2 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 4 | 2 | - | 6 | 2 | 66 | - | 68 | 67 | 4 | - | 71 | 145 |
| % Trucks | 0.7 | 0.4 | - | 0.6 | 0.4 | 2.2 | - | 1.9 | 2.0 | 1.0 | - | 1.9 | 1.8 |



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Count Name: Brodhead Rd and Center
 Commons Blvd
 Site Code: 4
 Start Date: 01/19/2021
 Page No: 4

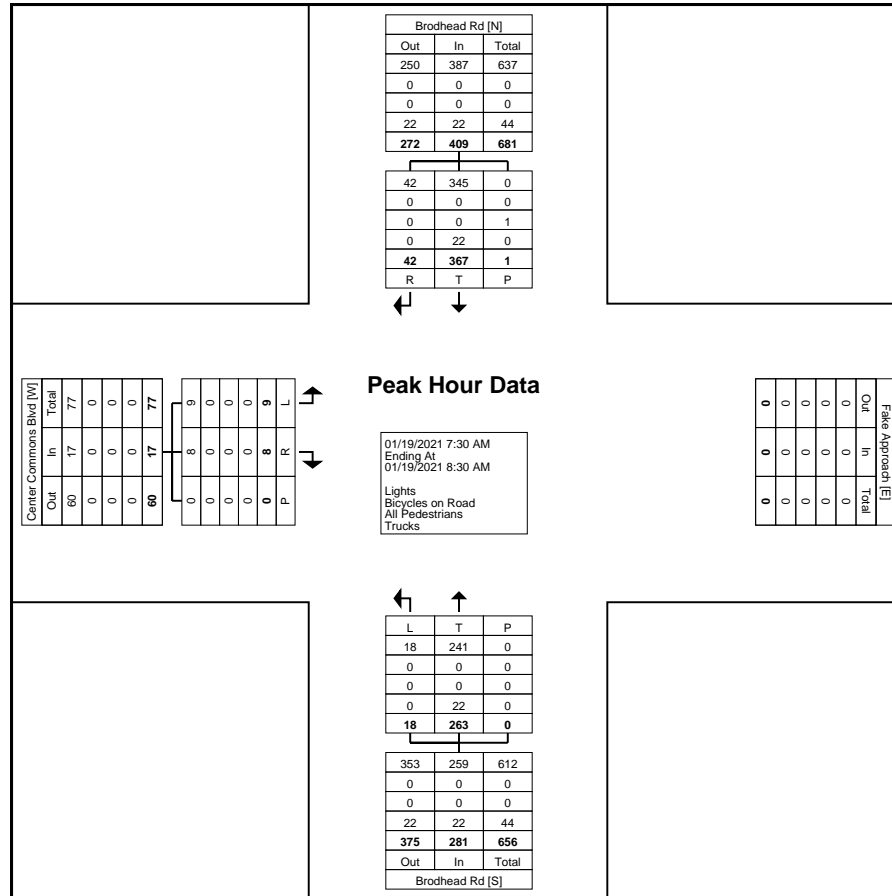
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Center Commons Blvd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|-------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:30 AM | 2 | 1 | 0 | 3 | 6 | 70 | 0 | 76 | 88 | 9 | 1 | 97 | 176 |
| 7:45 AM | 0 | 0 | 0 | 0 | 6 | 73 | 0 | 79 | 96 | 17 | 0 | 113 | 192 |
| 8:00 AM | 3 | 2 | 0 | 5 | 5 | 69 | 0 | 74 | 96 | 6 | 0 | 102 | 181 |
| 8:15 AM | 4 | 5 | 0 | 9 | 1 | 51 | 0 | 52 | 87 | 10 | 0 | 97 | 158 |
| Total | 9 | 8 | 0 | 17 | 18 | 263 | 0 | 281 | 367 | 42 | 1 | 409 | 707 |
| Approach % | 52.9 | 47.1 | - | - | 6.4 | 93.6 | - | - | 89.7 | 10.3 | - | - | - |
| Total % | 1.3 | 1.1 | - | 2.4 | 2.5 | 37.2 | - | 39.7 | 51.9 | 5.9 | - | 57.9 | - |
| PHF | 0.563 | 0.400 | - | 0.472 | 0.750 | 0.901 | - | 0.889 | 0.956 | 0.618 | - | 0.905 | 0.921 |
| Lights | 9 | 8 | - | 17 | 18 | 241 | - | 259 | 345 | 42 | - | 387 | 663 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 100.0 | 91.6 | - | 92.2 | 94.0 | 100.0 | - | 94.6 | 93.8 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 1 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 0 | 0 | - | 0 | 0 | 22 | - | 22 | 22 | 0 | - | 22 | 44 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 0.0 | 8.4 | - | 7.8 | 6.0 | 0.0 | - | 5.4 | 6.2 |



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Count Name: Brodhead Rd and Center
 Commons Blvd
 Site Code: 4
 Start Date: 01/19/2021
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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Center
 Commons Blvd
 Site Code: 4
 Start Date: 01/19/2021
 Page No: 6

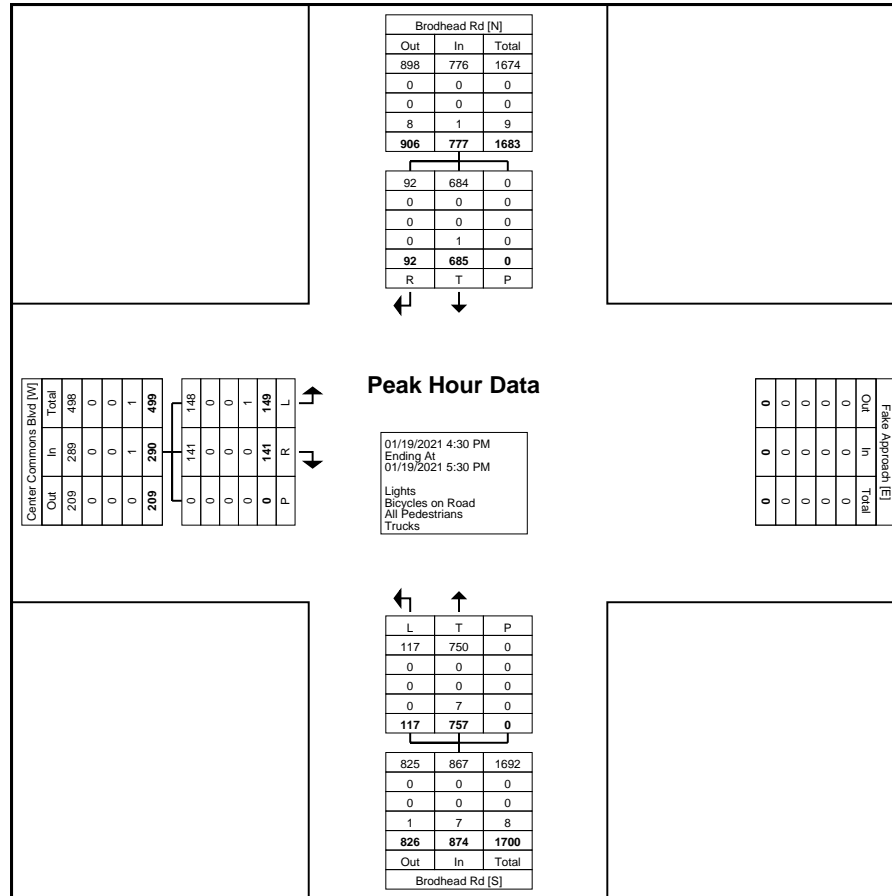
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Center Commons Blvd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 4:30 PM | 48 | 43 | 0 | 91 | 38 | 203 | 0 | 241 | 193 | 26 | 0 | 219 | 551 |
| 4:45 PM | 29 | 34 | 0 | 63 | 28 | 211 | 0 | 239 | 144 | 23 | 0 | 167 | 469 |
| 5:00 PM | 38 | 29 | 0 | 67 | 27 | 177 | 0 | 204 | 158 | 28 | 0 | 186 | 457 |
| 5:15 PM | 34 | 35 | 0 | 69 | 24 | 166 | 0 | 190 | 190 | 15 | 0 | 205 | 464 |
| Total | 149 | 141 | 0 | 290 | 117 | 757 | 0 | 874 | 685 | 92 | 0 | 777 | 1941 |
| Approach % | 51.4 | 48.6 | - | - | 13.4 | 86.6 | - | - | 88.2 | 11.8 | - | - | - |
| Total % | 7.7 | 7.3 | - | 14.9 | 6.0 | 39.0 | - | 45.0 | 35.3 | 4.7 | - | 40.0 | - |
| PHF | 0.776 | 0.820 | - | 0.797 | 0.770 | 0.897 | - | 0.907 | 0.887 | 0.821 | - | 0.887 | 0.881 |
| Lights | 148 | 141 | - | 289 | 117 | 750 | - | 867 | 684 | 92 | - | 776 | 1932 |
| % Lights | 99.3 | 100.0 | - | 99.7 | 100.0 | 99.1 | - | 99.2 | 99.9 | 100.0 | - | 99.9 | 99.5 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 0 | - | 1 | 0 | 7 | - | 7 | 1 | 0 | - | 1 | 9 |
| % Trucks | 0.7 | 0.0 | - | 0.3 | 0.0 | 0.9 | - | 0.8 | 0.1 | 0.0 | - | 0.1 | 0.5 |



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Count Name: Brodhead Rd and Center
 Commons Blvd
 Site Code: 4
 Start Date: 01/19/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Beaver Valley
 Mall Dr/Golfview Dr
 Site Code: 5
 Start Date: 01/19/2021
 Page No: 1

Turning Movement Data

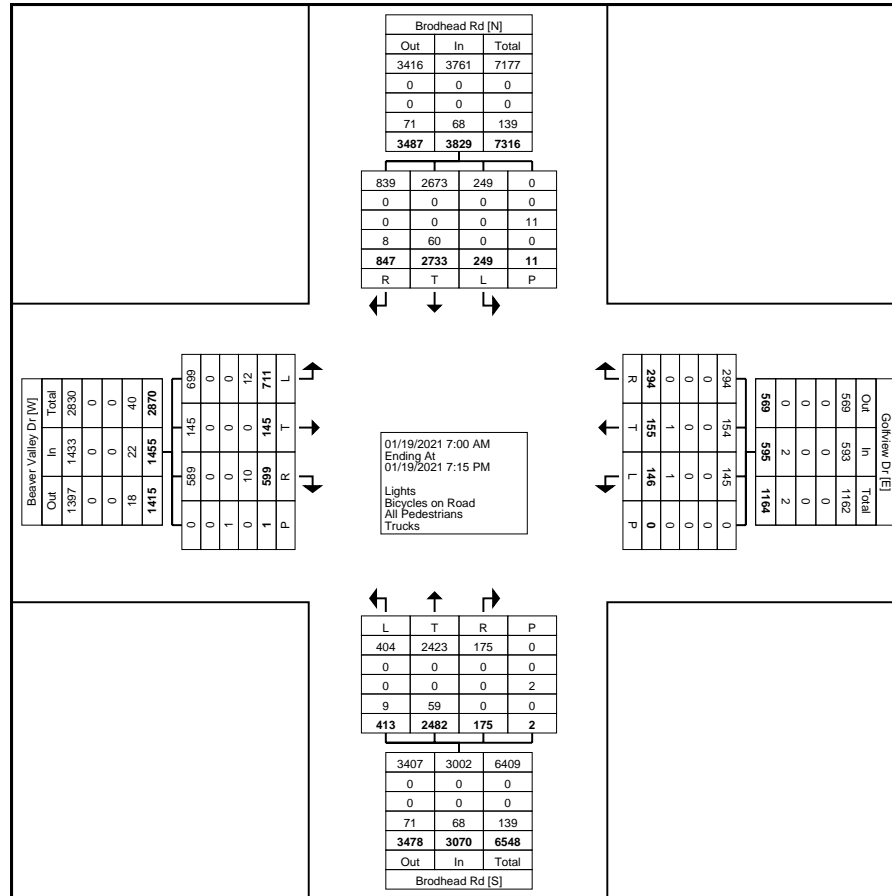
| Start Time | Beaver Valley Dr Eastbound | | | | | Golfview Dr Westbound | | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | | |
|---------------|-------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|---------------------------|------|------|-------|------------|------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | | Peds | App. Total |
| 7:00 AM | 10 | 2 | 0 | 0 | 12 | 2 | 2 | 3 | 0 | 7 | 3 | 49 | 2 | 0 | 54 | 3 | 81 | 13 | 0 | 97 | 170 |
| 7:15 AM | 9 | 1 | 0 | 0 | 10 | 0 | 2 | 5 | 0 | 7 | 2 | 58 | 5 | 0 | 65 | 6 | 72 | 18 | 0 | 96 | 178 |
| 7:30 AM | 10 | 0 | 3 | 0 | 13 | 3 | 2 | 2 | 0 | 7 | 5 | 63 | 3 | 0 | 71 | 2 | 67 | 19 | 0 | 88 | 179 |
| 7:45 AM | 9 | 1 | 5 | 0 | 15 | 1 | 4 | 2 | 0 | 7 | 6 | 72 | 0 | 0 | 78 | 2 | 73 | 20 | 2 | 95 | 195 |
| Hourly Total | 38 | 4 | 8 | 0 | 50 | 6 | 10 | 12 | 0 | 28 | 16 | 242 | 10 | 0 | 268 | 13 | 293 | 70 | 2 | 376 | 722 |
| 8:00 AM | 13 | 1 | 2 | 0 | 16 | 1 | 2 | 4 | 0 | 7 | 7 | 53 | 3 | 0 | 63 | 3 | 69 | 26 | 0 | 98 | 184 |
| 8:15 AM | 3 | 1 | 10 | 0 | 14 | 1 | 1 | 2 | 0 | 4 | 9 | 45 | 2 | 0 | 56 | 4 | 71 | 19 | 0 | 94 | 168 |
| 8:30 AM | 9 | 2 | 9 | 0 | 20 | 1 | 2 | 4 | 0 | 7 | 6 | 73 | 6 | 0 | 85 | 3 | 59 | 21 | 0 | 83 | 195 |
| 8:45 AM | 12 | 3 | 8 | 0 | 23 | 2 | 1 | 6 | 0 | 9 | 9 | 72 | 8 | 0 | 89 | 5 | 86 | 19 | 0 | 110 | 231 |
| Hourly Total | 37 | 7 | 29 | 0 | 73 | 5 | 6 | 16 | 0 | 27 | 31 | 243 | 19 | 0 | 293 | 15 | 285 | 85 | 0 | 385 | 778 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 43 | 11 | 35 | 0 | 89 | 12 | 14 | 20 | 0 | 46 | 27 | 102 | 6 | 0 | 135 | 17 | 129 | 42 | 0 | 188 | 458 |
| 3:15 PM | 32 | 5 | 26 | 0 | 63 | 11 | 11 | 18 | 0 | 40 | 20 | 131 | 8 | 0 | 159 | 8 | 150 | 57 | 1 | 215 | 477 |
| 3:30 PM | 31 | 10 | 35 | 0 | 76 | 10 | 9 | 13 | 0 | 32 | 16 | 116 | 3 | 0 | 135 | 15 | 146 | 45 | 0 | 206 | 449 |
| 3:45 PM | 40 | 7 | 33 | 0 | 80 | 12 | 8 | 17 | 0 | 37 | 18 | 112 | 15 | 0 | 145 | 16 | 121 | 53 | 1 | 190 | 452 |
| Hourly Total | 146 | 33 | 129 | 0 | 308 | 45 | 42 | 68 | 0 | 155 | 81 | 461 | 32 | 0 | 574 | 56 | 546 | 197 | 2 | 799 | 1836 |
| 4:00 PM | 41 | 10 | 29 | 0 | 80 | 6 | 10 | 13 | 0 | 29 | 30 | 128 | 13 | 0 | 171 | 16 | 148 | 49 | 0 | 213 | 493 |
| 4:15 PM | 25 | 7 | 34 | 1 | 66 | 13 | 11 | 21 | 0 | 45 | 26 | 122 | 8 | 0 | 156 | 20 | 151 | 44 | 1 | 215 | 482 |
| 4:30 PM | 58 | 6 | 61 | 0 | 125 | 10 | 7 | 15 | 0 | 32 | 39 | 157 | 12 | 0 | 208 | 14 | 154 | 60 | 0 | 228 | 593 |
| 4:45 PM | 43 | 9 | 23 | 0 | 75 | 10 | 6 | 22 | 0 | 38 | 19 | 172 | 11 | 0 | 202 | 12 | 138 | 40 | 0 | 190 | 505 |
| Hourly Total | 167 | 32 | 147 | 1 | 346 | 39 | 34 | 71 | 0 | 144 | 114 | 579 | 44 | 0 | 737 | 62 | 591 | 193 | 1 | 846 | 2073 |
| 5:00 PM | 51 | 11 | 32 | 0 | 94 | 5 | 6 | 19 | 0 | 30 | 23 | 145 | 12 | 0 | 180 | 12 | 134 | 36 | 0 | 182 | 486 |
| 5:15 PM | 39 | 6 | 25 | 0 | 70 | 8 | 8 | 15 | 0 | 31 | 24 | 138 | 6 | 0 | 168 | 12 | 150 | 58 | 4 | 220 | 489 |
| 5:30 PM | 54 | 13 | 65 | 0 | 132 | 8 | 7 | 18 | 0 | 33 | 24 | 160 | 10 | 0 | 194 | 15 | 150 | 39 | 0 | 204 | 563 |
| 5:45 PM | 48 | 7 | 29 | 0 | 84 | 6 | 13 | 20 | 0 | 39 | 30 | 124 | 11 | 0 | 165 | 14 | 144 | 39 | 0 | 197 | 485 |
| Hourly Total | 192 | 37 | 151 | 0 | 380 | 27 | 34 | 72 | 0 | 133 | 101 | 567 | 39 | 0 | 707 | 53 | 578 | 172 | 4 | 803 | 2023 |
| 6:00 PM | 34 | 1 | 31 | 0 | 66 | 6 | 8 | 17 | 0 | 31 | 25 | 111 | 7 | 0 | 143 | 17 | 119 | 35 | 1 | 171 | 411 |
| 6:15 PM | 30 | 10 | 42 | 0 | 82 | 10 | 7 | 9 | 0 | 26 | 18 | 119 | 10 | 0 | 147 | 15 | 125 | 43 | 0 | 183 | 438 |
| 6:30 PM | 32 | 8 | 26 | 0 | 66 | 6 | 9 | 13 | 0 | 28 | 17 | 87 | 11 | 0 | 115 | 7 | 108 | 19 | 1 | 134 | 343 |
| 6:45 PM | 34 | 13 | 36 | 0 | 83 | 2 | 5 | 16 | 0 | 23 | 10 | 73 | 3 | 2 | 86 | 11 | 88 | 33 | 0 | 132 | 324 |
| Hourly Total | 130 | 32 | 135 | 0 | 297 | 24 | 29 | 55 | 0 | 108 | 70 | 390 | 31 | 2 | 491 | 50 | 440 | 130 | 2 | 620 | 1516 |
| 7:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 711 | 145 | 599 | 1 | 1455 | 146 | 155 | 294 | 0 | 595 | 413 | 2482 | 175 | 2 | 3070 | 249 | 2733 | 847 | 11 | 3829 | 8949 |
| Approach % | 48.9 | 10.0 | 41.2 | - | - | 24.5 | 26.1 | 49.4 | - | - | 13.5 | 80.8 | 5.7 | - | - | 6.5 | 71.4 | 22.1 | - | - | - |
| Total % | 7.9 | 1.6 | 6.7 | - | 16.3 | 1.6 | 1.7 | 3.3 | - | 6.6 | 4.6 | 27.7 | 2.0 | - | 34.3 | 2.8 | 30.5 | 9.5 | - | 42.8 | - |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------|-------|------|-------|------|------|------|-------|---|------|------|------|-------|-------|------|-------|------|------|-------|------|------|
| Lights | 699 | 145 | 589 | - | 1433 | 145 | 154 | 294 | - | 593 | 404 | 2423 | 175 | - | 3002 | 249 | 2673 | 839 | - | 3761 | 8789 |
| % Lights | 98.3 | 100.0 | 98.3 | - | 98.5 | 99.3 | 99.4 | 100.0 | - | 99.7 | 97.8 | 97.6 | 100.0 | - | 97.8 | 100.0 | 97.8 | 99.1 | - | 98.2 | 98.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 2 | - | - | - | - | 11 | - | - |
| % All Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
| Trucks | 12 | 0 | 10 | - | 22 | 1 | 1 | 0 | - | 2 | 9 | 59 | 0 | - | 68 | 0 | 60 | 8 | - | 68 | 160 |
| % Trucks | 1.7 | 0.0 | 1.7 | - | 1.5 | 0.7 | 0.6 | 0.0 | - | 0.3 | 2.2 | 2.4 | 0.0 | - | 2.2 | 0.0 | 2.2 | 0.9 | - | 1.8 | 1.8 |



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Count Name: Brodhead Rd and Beaver Valley
 Mall Dr/Golfview Dr
 Site Code: 5
 Start Date: 01/19/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Beaver Valley
 Mall Dr/Golfview Dr
 Site Code: 5
 Start Date: 01/19/2021
 Page No: 4

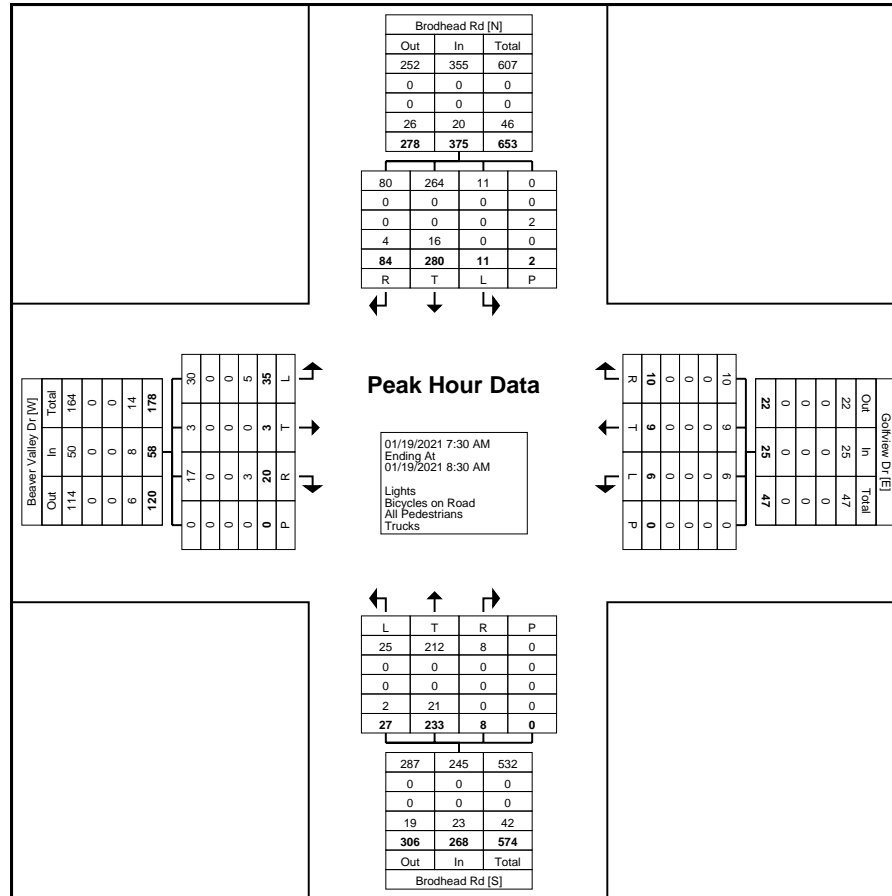
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Beaver Valley Dr Eastbound | | | | | Golfview Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|-------------------------------|-------|-------|------|------------|--------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|-------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 10 | 0 | 3 | 0 | 13 | 3 | 2 | 2 | 0 | 7 | 5 | 63 | 3 | 0 | 71 | 2 | 67 | 19 | 0 | 88 | 179 |
| 7:45 AM | 9 | 1 | 5 | 0 | 15 | 1 | 4 | 2 | 0 | 7 | 6 | 72 | 0 | 0 | 78 | 2 | 73 | 20 | 2 | 95 | 195 |
| 8:00 AM | 13 | 1 | 2 | 0 | 16 | 1 | 2 | 4 | 0 | 7 | 7 | 53 | 3 | 0 | 63 | 3 | 69 | 26 | 0 | 98 | 184 |
| 8:15 AM | 3 | 1 | 10 | 0 | 14 | 1 | 1 | 2 | 0 | 4 | 9 | 45 | 2 | 0 | 56 | 4 | 71 | 19 | 0 | 94 | 168 |
| Total | 35 | 3 | 20 | 0 | 58 | 6 | 9 | 10 | 0 | 25 | 27 | 233 | 8 | 0 | 268 | 11 | 280 | 84 | 2 | 375 | 726 |
| Approach % | 60.3 | 5.2 | 34.5 | - | - | 24.0 | 36.0 | 40.0 | - | - | 10.1 | 86.9 | 3.0 | - | - | 2.9 | 74.7 | 22.4 | - | - | - |
| Total % | 4.8 | 0.4 | 2.8 | - | 8.0 | 0.8 | 1.2 | 1.4 | - | 3.4 | 3.7 | 32.1 | 1.1 | - | 36.9 | 1.5 | 38.6 | 11.6 | - | 51.7 | - |
| PHF | 0.673 | 0.750 | 0.500 | - | 0.906 | 0.500 | 0.563 | 0.625 | - | 0.893 | 0.750 | 0.809 | 0.667 | - | 0.859 | 0.688 | 0.959 | 0.808 | - | 0.957 | 0.931 |
| Lights | 30 | 3 | 17 | - | 50 | 6 | 9 | 10 | - | 25 | 25 | 212 | 8 | - | 245 | 11 | 264 | 80 | - | 355 | 675 |
| % Lights | 85.7 | 100.0 | 85.0 | - | 86.2 | 100.0 | 100.0 | 100.0 | - | 100.0 | 92.6 | 91.0 | 100.0 | - | 91.4 | 100.0 | 94.3 | 95.2 | - | 94.7 | 93.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 2 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 5 | 0 | 3 | - | 8 | 0 | 0 | 0 | - | 0 | 2 | 21 | 0 | - | 23 | 0 | 16 | 4 | - | 20 | 51 |
| % Trucks | 14.3 | 0.0 | 15.0 | - | 13.8 | 0.0 | 0.0 | 0.0 | - | 0.0 | 7.4 | 9.0 | 0.0 | - | 8.6 | 0.0 | 5.7 | 4.8 | - | 5.3 | 7.0 |



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Count Name: Brodhead Rd and Beaver Valley
 Mall Dr/Golfview Dr
 Site Code: 5
 Start Date: 01/19/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Beaver Valley
 Mall Dr/Golfview Dr
 Site Code: 5
 Start Date: 01/19/2021
 Page No: 6

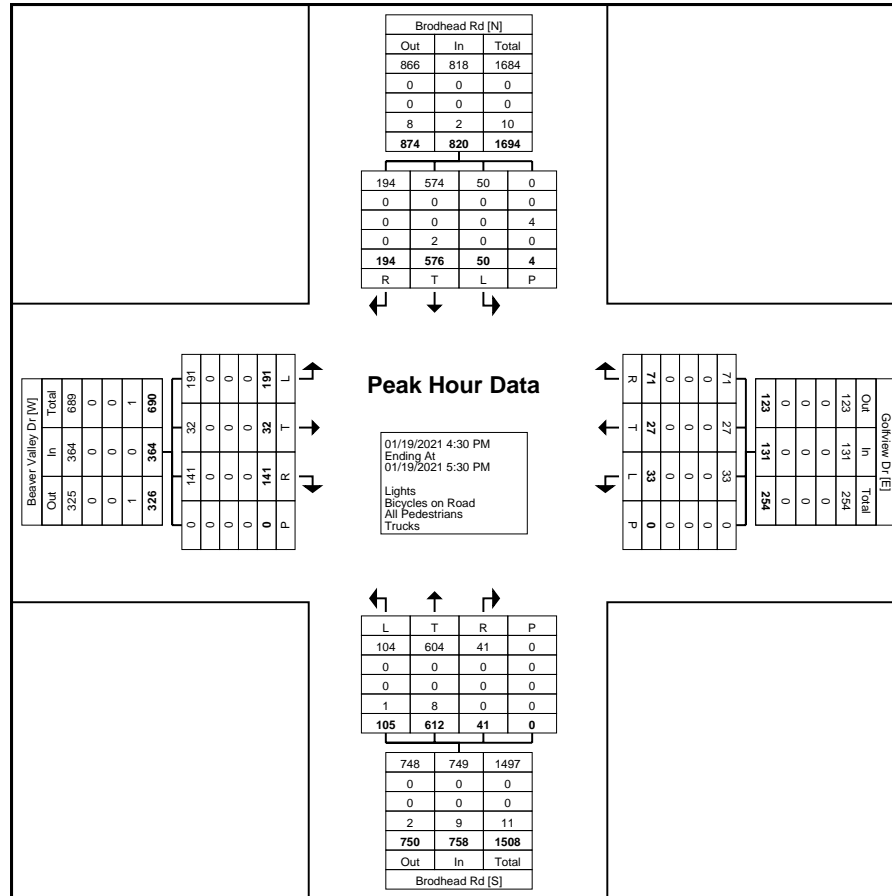
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Beaver Valley Dr Eastbound | | | | | Golfview Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|-------------------------------|-------|-------|------|------------|--------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|-------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 58 | 6 | 61 | 0 | 125 | 10 | 7 | 15 | 0 | 32 | 39 | 157 | 12 | 0 | 208 | 14 | 154 | 60 | 0 | 228 | 593 |
| 4:45 PM | 43 | 9 | 23 | 0 | 75 | 10 | 6 | 22 | 0 | 38 | 19 | 172 | 11 | 0 | 202 | 12 | 138 | 40 | 0 | 190 | 505 |
| 5:00 PM | 51 | 11 | 32 | 0 | 94 | 5 | 6 | 19 | 0 | 30 | 23 | 145 | 12 | 0 | 180 | 12 | 134 | 36 | 0 | 182 | 486 |
| 5:15 PM | 39 | 6 | 25 | 0 | 70 | 8 | 8 | 15 | 0 | 31 | 24 | 138 | 6 | 0 | 168 | 12 | 150 | 58 | 4 | 220 | 489 |
| Total | 191 | 32 | 141 | 0 | 364 | 33 | 27 | 71 | 0 | 131 | 105 | 612 | 41 | 0 | 758 | 50 | 576 | 194 | 4 | 820 | 2073 |
| Approach % | 52.5 | 8.8 | 38.7 | - | - | 25.2 | 20.6 | 54.2 | - | - | 13.9 | 80.7 | 5.4 | - | - | 6.1 | 70.2 | 23.7 | - | - | - |
| Total % | 9.2 | 1.5 | 6.8 | - | 17.6 | 1.6 | 1.3 | 3.4 | - | 6.3 | 5.1 | 29.5 | 2.0 | - | 36.6 | 2.4 | 27.8 | 9.4 | - | 39.6 | - |
| PHF | 0.823 | 0.727 | 0.578 | - | 0.728 | 0.825 | 0.844 | 0.807 | - | 0.862 | 0.673 | 0.890 | 0.854 | - | 0.911 | 0.893 | 0.935 | 0.808 | - | 0.899 | 0.874 |
| Lights | 191 | 32 | 141 | - | 364 | 33 | 27 | 71 | - | 131 | 104 | 604 | 41 | - | 749 | 50 | 574 | 194 | - | 818 | 2062 |
| % Lights | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.0 | 98.7 | 100.0 | - | 98.8 | 100.0 | 99.7 | 100.0 | - | 99.8 | 99.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 4 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 | 8 | 0 | - | 9 | 0 | 2 | 0 | - | 2 | 11 |
| % Trucks | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.0 | 1.3 | 0.0 | - | 1.2 | 0.0 | 0.3 | 0.0 | - | 0.2 | 0.5 |



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Count Name: Brodhead Rd and Beaver Valley
 Mall Dr/Golfview Dr
 Site Code: 5
 Start Date: 01/19/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Frankfort Rd/Old
 Brodhead Rd
 Site Code: 6
 Start Date: 01/19/2021
 Page No: 1

Turning Movement Data

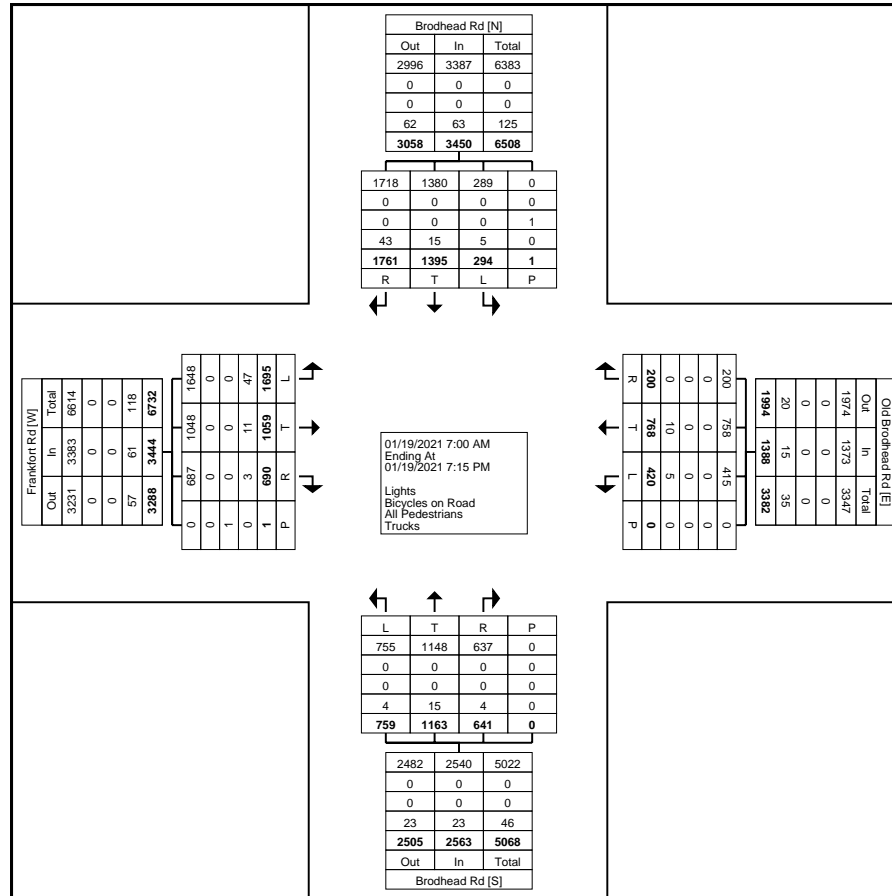
| Start Time | Frankfort Rd Eastbound | | | | | Old Brodhead Rd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|---------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 38 | 15 | 14 | 0 | 67 | 10 | 19 | 3 | 0 | 32 | 13 | 17 | 11 | 0 | 41 | 2 | 23 | 49 | 0 | 74 | 214 |
| 7:15 AM | 42 | 25 | 13 | 0 | 80 | 9 | 37 | 1 | 0 | 47 | 22 | 19 | 17 | 0 | 58 | 1 | 21 | 56 | 0 | 78 | 263 |
| 7:30 AM | 45 | 22 | 38 | 0 | 105 | 12 | 30 | 1 | 0 | 43 | 24 | 20 | 19 | 0 | 63 | 1 | 27 | 39 | 0 | 67 | 278 |
| 7:45 AM | 42 | 20 | 34 | 0 | 96 | 12 | 24 | 2 | 0 | 38 | 25 | 35 | 13 | 0 | 73 | 4 | 35 | 45 | 0 | 84 | 291 |
| Hourly Total | 167 | 82 | 99 | 0 | 348 | 43 | 110 | 7 | 0 | 160 | 84 | 91 | 60 | 0 | 235 | 8 | 106 | 189 | 0 | 303 | 1046 |
| 8:00 AM | 41 | 26 | 17 | 0 | 84 | 5 | 22 | 6 | 0 | 33 | 25 | 19 | 11 | 0 | 55 | 3 | 29 | 36 | 0 | 68 | 240 |
| 8:15 AM | 30 | 14 | 29 | 0 | 73 | 18 | 34 | 3 | 0 | 55 | 18 | 19 | 23 | 0 | 60 | 3 | 35 | 47 | 0 | 85 | 273 |
| 8:30 AM | 37 | 20 | 17 | 0 | 74 | 9 | 23 | 3 | 0 | 35 | 24 | 39 | 12 | 0 | 75 | 3 | 27 | 38 | 0 | 68 | 252 |
| 8:45 AM | 54 | 24 | 23 | 0 | 101 | 15 | 17 | 4 | 0 | 36 | 18 | 38 | 14 | 0 | 70 | 4 | 29 | 57 | 0 | 90 | 297 |
| Hourly Total | 162 | 84 | 86 | 0 | 332 | 47 | 96 | 16 | 0 | 159 | 85 | 115 | 60 | 0 | 260 | 13 | 120 | 178 | 0 | 311 | 1062 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 64 | 33 | 33 | 0 | 130 | 17 | 30 | 8 | 0 | 55 | 45 | 65 | 31 | 0 | 141 | 9 | 88 | 79 | 0 | 176 | 502 |
| 3:15 PM | 78 | 36 | 23 | 0 | 137 | 16 | 34 | 11 | 0 | 61 | 41 | 60 | 32 | 0 | 133 | 21 | 75 | 85 | 0 | 181 | 512 |
| 3:30 PM | 82 | 51 | 41 | 0 | 174 | 18 | 38 | 7 | 0 | 63 | 42 | 56 | 37 | 0 | 135 | 12 | 83 | 94 | 0 | 189 | 561 |
| 3:45 PM | 82 | 46 | 31 | 0 | 159 | 18 | 49 | 9 | 0 | 76 | 59 | 46 | 37 | 0 | 142 | 18 | 77 | 76 | 0 | 171 | 548 |
| Hourly Total | 306 | 166 | 128 | 0 | 600 | 69 | 151 | 35 | 0 | 255 | 187 | 227 | 137 | 0 | 551 | 60 | 323 | 334 | 0 | 717 | 2123 |
| 4:00 PM | 77 | 59 | 43 | 0 | 179 | 26 | 40 | 7 | 0 | 73 | 53 | 78 | 37 | 0 | 168 | 18 | 67 | 103 | 0 | 188 | 608 |
| 4:15 PM | 79 | 38 | 21 | 1 | 138 | 28 | 29 | 9 | 0 | 66 | 38 | 83 | 29 | 0 | 150 | 7 | 89 | 93 | 0 | 189 | 543 |
| 4:30 PM | 122 | 84 | 38 | 0 | 244 | 16 | 42 | 20 | 0 | 78 | 54 | 51 | 35 | 0 | 140 | 26 | 82 | 103 | 0 | 211 | 673 |
| 4:45 PM | 122 | 72 | 34 | 0 | 228 | 26 | 43 | 13 | 0 | 82 | 29 | 81 | 31 | 0 | 141 | 14 | 76 | 67 | 1 | 157 | 608 |
| Hourly Total | 400 | 253 | 136 | 1 | 789 | 96 | 154 | 49 | 0 | 299 | 174 | 293 | 132 | 0 | 599 | 65 | 314 | 366 | 1 | 745 | 2432 |
| 5:00 PM | 96 | 75 | 38 | 0 | 209 | 30 | 36 | 10 | 0 | 76 | 46 | 61 | 38 | 0 | 145 | 19 | 66 | 89 | 0 | 174 | 604 |
| 5:15 PM | 84 | 71 | 37 | 0 | 192 | 19 | 35 | 13 | 0 | 67 | 33 | 72 | 45 | 0 | 150 | 15 | 86 | 98 | 0 | 199 | 608 |
| 5:30 PM | 115 | 94 | 50 | 0 | 259 | 26 | 32 | 17 | 0 | 75 | 38 | 63 | 43 | 0 | 144 | 30 | 74 | 117 | 0 | 221 | 699 |
| 5:45 PM | 103 | 53 | 34 | 0 | 190 | 27 | 53 | 19 | 0 | 99 | 26 | 57 | 29 | 0 | 112 | 20 | 80 | 90 | 0 | 190 | 591 |
| Hourly Total | 398 | 293 | 159 | 0 | 850 | 102 | 156 | 59 | 0 | 317 | 143 | 253 | 155 | 0 | 551 | 84 | 306 | 394 | 0 | 784 | 2502 |
| 6:00 PM | 83 | 64 | 26 | 0 | 173 | 20 | 42 | 12 | 0 | 74 | 21 | 53 | 24 | 0 | 98 | 17 | 56 | 85 | 0 | 158 | 503 |
| 6:15 PM | 85 | 45 | 23 | 0 | 153 | 16 | 23 | 6 | 0 | 45 | 24 | 54 | 28 | 0 | 106 | 13 | 62 | 95 | 0 | 170 | 474 |
| 6:30 PM | 62 | 43 | 13 | 0 | 118 | 7 | 18 | 9 | 0 | 34 | 22 | 36 | 27 | 0 | 85 | 22 | 63 | 64 | 0 | 149 | 386 |
| 6:45 PM | 32 | 29 | 19 | 0 | 80 | 20 | 18 | 7 | 0 | 45 | 19 | 41 | 18 | 0 | 78 | 12 | 45 | 56 | 0 | 113 | 316 |
| Hourly Total | 262 | 181 | 81 | 0 | 524 | 63 | 101 | 34 | 0 | 198 | 86 | 184 | 97 | 0 | 367 | 64 | 226 | 300 | 0 | 590 | 1679 |
| 7:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 1695 | 1059 | 690 | 1 | 3444 | 420 | 768 | 200 | 0 | 1388 | 759 | 1163 | 641 | 0 | 2563 | 294 | 1395 | 1761 | 1 | 3450 | 10845 |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------|------|------|-------|------|------|------|-------|---|------|------|------|------|---|------|------|------|------|-------|------|-------|
| Approach % | 49.2 | 30.7 | 20.0 | - | - | 30.3 | 55.3 | 14.4 | - | - | 29.6 | 45.4 | 25.0 | - | - | 8.5 | 40.4 | 51.0 | - | - | - |
| Total % | 15.6 | 9.8 | 6.4 | - | 31.8 | 3.9 | 7.1 | 1.8 | - | 12.8 | 7.0 | 10.7 | 5.9 | - | 23.6 | 2.7 | 12.9 | 16.2 | - | 31.8 | - |
| Lights | 1648 | 1048 | 687 | - | 3383 | 415 | 758 | 200 | - | 1373 | 755 | 1148 | 637 | - | 2540 | 289 | 1380 | 1718 | - | 3387 | 10683 |
| % Lights | 97.2 | 99.0 | 99.6 | - | 98.2 | 98.8 | 98.7 | 100.0 | - | 98.9 | 99.5 | 98.7 | 99.4 | - | 99.1 | 98.3 | 98.9 | 97.6 | - | 98.2 | 98.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 1 | - | - |
| % All Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 47 | 11 | 3 | - | 61 | 5 | 10 | 0 | - | 15 | 4 | 15 | 4 | - | 23 | 5 | 15 | 43 | - | 63 | 162 |
| % Trucks | 2.8 | 1.0 | 0.4 | - | 1.8 | 1.2 | 1.3 | 0.0 | - | 1.1 | 0.5 | 1.3 | 0.6 | - | 0.9 | 1.7 | 1.1 | 2.4 | - | 1.8 | 1.5 |



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Count Name: Brodhead Rd and Frankfort Rd/Old
 Brodhead Rd
 Site Code: 6
 Start Date: 01/19/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Frankfort Rd/Old
 Brodhead Rd
 Site Code: 6
 Start Date: 01/19/2021
 Page No: 4

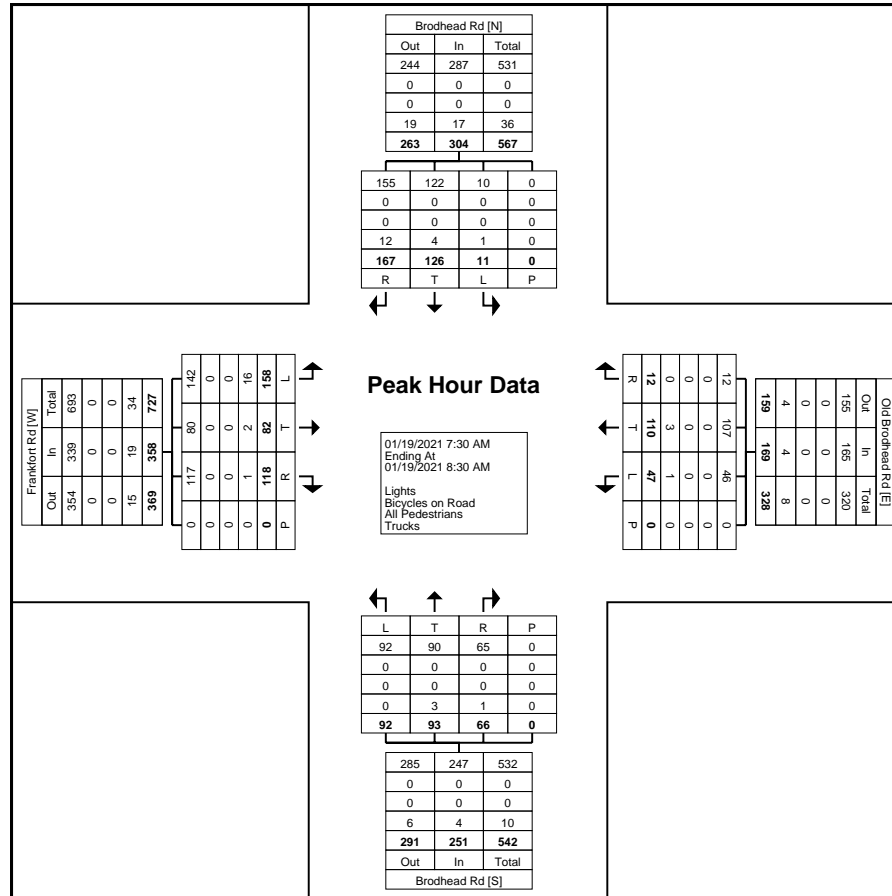
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Frankfort Rd Eastbound | | | | | Old Brodhead Rd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|---------------------------|-------|-------|------|------------|------------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 45 | 22 | 38 | 0 | 105 | 12 | 30 | 1 | 0 | 43 | 24 | 20 | 19 | 0 | 63 | 1 | 27 | 39 | 0 | 67 | 278 |
| 7:45 AM | 42 | 20 | 34 | 0 | 96 | 12 | 24 | 2 | 0 | 38 | 25 | 35 | 13 | 0 | 73 | 4 | 35 | 45 | 0 | 84 | 291 |
| 8:00 AM | 41 | 26 | 17 | 0 | 84 | 5 | 22 | 6 | 0 | 33 | 25 | 19 | 11 | 0 | 55 | 3 | 29 | 36 | 0 | 68 | 240 |
| 8:15 AM | 30 | 14 | 29 | 0 | 73 | 18 | 34 | 3 | 0 | 55 | 18 | 19 | 23 | 0 | 60 | 3 | 35 | 47 | 0 | 85 | 273 |
| Total | 158 | 82 | 118 | 0 | 358 | 47 | 110 | 12 | 0 | 169 | 92 | 93 | 66 | 0 | 251 | 11 | 126 | 167 | 0 | 304 | 1082 |
| Approach % | 44.1 | 22.9 | 33.0 | - | - | 27.8 | 65.1 | 7.1 | - | - | 36.7 | 37.1 | 26.3 | - | - | 3.6 | 41.4 | 54.9 | - | - | - |
| Total % | 14.6 | 7.6 | 10.9 | - | 33.1 | 4.3 | 10.2 | 1.1 | - | 15.6 | 8.5 | 8.6 | 6.1 | - | 23.2 | 1.0 | 11.6 | 15.4 | - | 28.1 | - |
| PHF | 0.878 | 0.788 | 0.776 | - | 0.852 | 0.653 | 0.809 | 0.500 | - | 0.768 | 0.920 | 0.664 | 0.717 | - | 0.860 | 0.688 | 0.900 | 0.888 | - | 0.894 | 0.930 |
| Lights | 142 | 80 | 117 | - | 339 | 46 | 107 | 12 | - | 165 | 92 | 90 | 65 | - | 247 | 10 | 122 | 155 | - | 287 | 1038 |
| % Lights | 89.9 | 97.6 | 99.2 | - | 94.7 | 97.9 | 97.3 | 100.0 | - | 97.6 | 100.0 | 96.8 | 98.5 | - | 98.4 | 90.9 | 96.8 | 92.8 | - | 94.4 | 95.9 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 16 | 2 | 1 | - | 19 | 1 | 3 | 0 | - | 4 | 0 | 3 | 1 | - | 4 | 1 | 4 | 12 | - | 17 | 44 |
| % Trucks | 10.1 | 2.4 | 0.8 | - | 5.3 | 2.1 | 2.7 | 0.0 | - | 2.4 | 0.0 | 3.2 | 1.5 | - | 1.6 | 9.1 | 3.2 | 7.2 | - | 5.6 | 4.1 |



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Count Name: Brodhead Rd and Frankfort Rd/Old
 Brodhead Rd
 Site Code: 6
 Start Date: 01/19/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Frankfort Rd/Old
 Brodhead Rd
 Site Code: 6
 Start Date: 01/19/2021
 Page No: 6

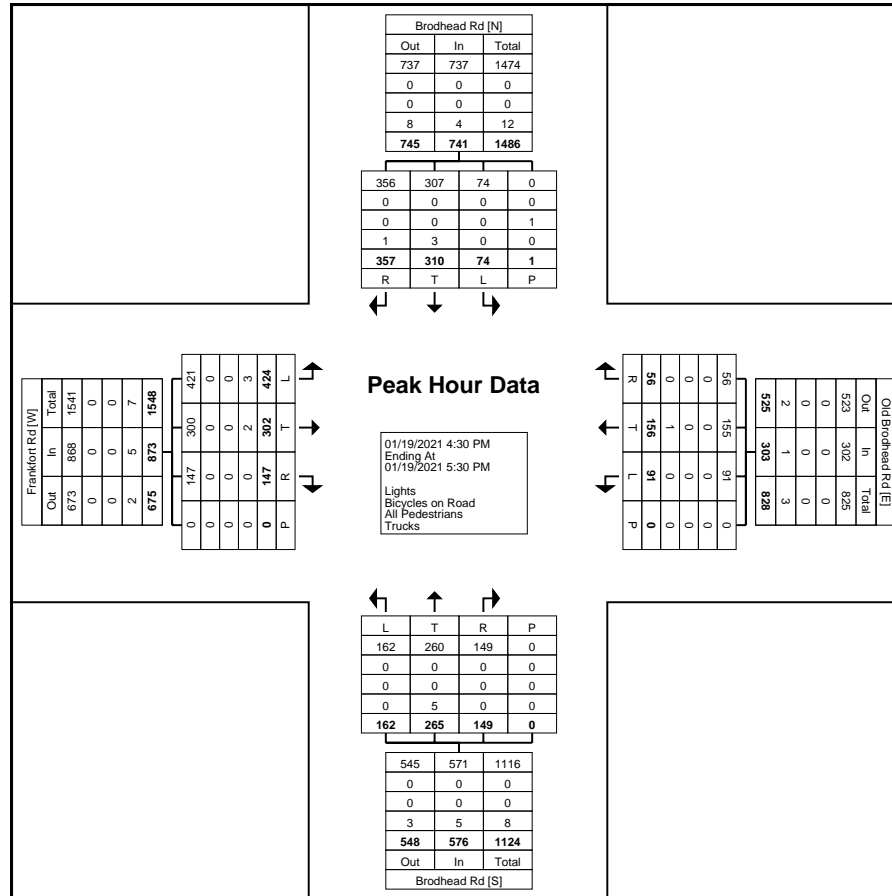
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Frankfort Rd Eastbound | | | | | Old Brodhead Rd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|---------------------------|-------|-------|------|------------|------------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|-------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 122 | 84 | 38 | 0 | 244 | 16 | 42 | 20 | 0 | 78 | 54 | 51 | 35 | 0 | 140 | 26 | 82 | 103 | 0 | 211 | 673 |
| 4:45 PM | 122 | 72 | 34 | 0 | 228 | 26 | 43 | 13 | 0 | 82 | 29 | 81 | 31 | 0 | 141 | 14 | 76 | 67 | 1 | 157 | 608 |
| 5:00 PM | 96 | 75 | 38 | 0 | 209 | 30 | 36 | 10 | 0 | 76 | 46 | 61 | 38 | 0 | 145 | 19 | 66 | 89 | 0 | 174 | 604 |
| 5:15 PM | 84 | 71 | 37 | 0 | 192 | 19 | 35 | 13 | 0 | 67 | 33 | 72 | 45 | 0 | 150 | 15 | 86 | 98 | 0 | 199 | 608 |
| Total | 424 | 302 | 147 | 0 | 873 | 91 | 156 | 56 | 0 | 303 | 162 | 265 | 149 | 0 | 576 | 74 | 310 | 357 | 1 | 741 | 2493 |
| Approach % | 48.6 | 34.6 | 16.8 | - | - | 30.0 | 51.5 | 18.5 | - | - | 28.1 | 46.0 | 25.9 | - | - | 10.0 | 41.8 | 48.2 | - | - | - |
| Total % | 17.0 | 12.1 | 5.9 | - | 35.0 | 3.7 | 6.3 | 2.2 | - | 12.2 | 6.5 | 10.6 | 6.0 | - | 23.1 | 3.0 | 12.4 | 14.3 | - | 29.7 | - |
| PHF | 0.869 | 0.899 | 0.967 | - | 0.894 | 0.758 | 0.907 | 0.700 | - | 0.924 | 0.750 | 0.818 | 0.828 | - | 0.960 | 0.712 | 0.901 | 0.867 | - | 0.878 | 0.926 |
| Lights | 421 | 300 | 147 | - | 868 | 91 | 155 | 56 | - | 302 | 162 | 260 | 149 | - | 571 | 74 | 307 | 356 | - | 737 | 2478 |
| % Lights | 99.3 | 99.3 | 100.0 | - | 99.4 | 100.0 | 99.4 | 100.0 | - | 99.7 | 100.0 | 98.1 | 100.0 | - | 99.1 | 100.0 | 99.0 | 99.7 | - | 99.5 | 99.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 1 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 3 | 2 | 0 | - | 5 | 0 | 1 | 0 | - | 1 | 0 | 5 | 0 | - | 5 | 0 | 3 | 1 | - | 4 | 15 |
| % Trucks | 0.7 | 0.7 | 0.0 | - | 0.6 | 0.0 | 0.6 | 0.0 | - | 0.3 | 0.0 | 1.9 | 0.0 | - | 0.9 | 0.0 | 1.0 | 0.3 | - | 0.5 | 0.6 |



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Count Name: Brodhead Rd and Frankfort Rd/Old
 Brodhead Rd
 Site Code: 6
 Start Date: 01/19/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

Study Name Brodhead Rd and North Branch Rd
 Start Date Thursday, January 14, 2021 7:00 AM
 End Date Thursday, January 14, 2021 7:15 PM
 Site Code 7

Report Summary

| Time Period | Class. | Eastbound | | Westbound | | | Northbound | | | | Southbound | | | | Southwestbound | | | | Crosswalk | | | | | | | | | |
|-------------------|----------------|-----------|----|-----------|------|------|------------|------|------|----|------------|------|------|------|----------------|------|------|------|-----------|------|------|------|------|-------|---------|-------|---|---|
| | | I | O | L | R | HR | I | O | T | BR | R | I | O | HL | L | T | I | O | HL | BL | HR | I | O | Total | pedestr | Total | | |
| Peak 1 | Lights | 0 | 0 | 2 | 12 | 10 | 24 | 9 | 230 | 0 | 4 | 234 | 299 | 5 | 2 | 291 | 298 | 246 | 3 | 6 | 4 | 13 | 15 | 569 | W | 0 | 0 | |
| Specified Period | % | 0% | 0% | 100% | 100% | 100% | 100% | 90% | 95% | 0% | 80% | 95% | 96% | 100% | 100% | 96% | 96% | 100% | 100% | 100% | 100% | 100% | 100% | 96% | | 0% | | |
| 7:30 AM - 8:30 AM | cycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | E | 0 | 0 | |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | |
| 7:30 AM - 8:30 AM | Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 1 | 12 | 13 | 0 | 0 | 13 | 13 | 11 | 0 | 0 | 0 | 0 | 0 | 25 | S | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 5% | 0% | 20% | 5% | 4% | 0% | 0% | 4% | 4% | 4% | 0% | 0% | 0% | 0% | 0% | 4% | | 0% | | |
| | Total | 0 | 0 | 2 | 12 | 10 | 24 | 10 | 241 | 0 | 5 | 246 | 312 | 5 | 2 | 304 | 311 | 257 | 3 | 6 | 4 | 13 | 15 | 594 | N | 0 | 0 | |
| | PHF | 0 | 0 | 0.5 | 1 | 0.83 | 0.86 | 0.83 | 0.9 | 0 | 0.42 | 0.92 | 0.92 | 0.62 | 0.25 | 0.9 | 0.93 | 0.92 | 0.38 | 0.5 | 0.5 | 0.65 | 0.75 | 0.95 | | 0% | | |
| | Approach % | 0% | 0% | | | | 4% | 2% | | | 41% | 53% | | | | 52% | 43% | | | | | 2% | 3% | | NE | 0 | 0 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 |
| Peak 2 | Lights | 0 | 0 | 2 | 11 | 22 | 35 | 53 | 552 | 0 | 23 | 575 | 559 | 11 | 19 | 556 | 586 | 567 | 11 | 1 | 4 | 16 | 33 | 1212 | W | 0 | 0 | |
| Specified Period | % | 0% | 0% | 100% | 100% | 100% | 100% | 100% | 98% | 0% | 100% | 98% | 100% | 100% | 100% | 100% | 98% | 98% | 100% | 100% | 100% | 100% | 100% | 99% | | 0% | | |
| 4:30 PM - 5:30 PM | cycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | E | 0 | 0 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | |
| 4:30 PM - 5:30 PM | Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 0 | 2 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | S | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 1% | | | 0% | | |
| | Total | 0 | 0 | 2 | 11 | 22 | 35 | 53 | 562 | 0 | 23 | 585 | 561 | 11 | 19 | 558 | 588 | 577 | 11 | 1 | 4 | 16 | 33 | 1224 | N | 0 | 0 | |
| | PHF | 0 | 0 | 0.25 | 0.92 | 0.79 | 0.88 | 0.78 | 0.93 | 0 | 0.64 | 0.91 | 0.94 | 0.55 | 0.59 | 0.94 | 0.94 | 0.93 | 0.55 | 0.25 | 1 | 0.67 | 0.69 | 0.93 | | 0% | | |
| | Approach % | 0% | 0% | | | | 3% | 4% | | | 48% | 46% | | | | 48% | 47% | | | | | 1% | 3% | | NE | 0 | 0 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 |



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Count Name: Brodhead Rd and Baker Rd Ext
 Site Code: 8
 Start Date: 01/14/2021
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Turning Movement Data

| Start Time | Baker Rd Ext Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:00 AM | 0 | 1 | 0 | 1 | 32 | 5 | 0 | 37 | 13 | 38 | 0 | 51 | 89 |
| 7:15 AM | 0 | 0 | 0 | 0 | 58 | 1 | 0 | 59 | 15 | 46 | 0 | 61 | 120 |
| 7:30 AM | 1 | 3 | 0 | 4 | 54 | 0 | 0 | 54 | 10 | 63 | 0 | 73 | 131 |
| 7:45 AM | 0 | 2 | 0 | 2 | 54 | 2 | 0 | 56 | 11 | 75 | 0 | 86 | 144 |
| Hourly Total | 1 | 6 | 0 | 7 | 198 | 8 | 0 | 206 | 49 | 222 | 0 | 271 | 484 |
| 8:00 AM | 0 | 1 | 0 | 1 | 56 | 2 | 0 | 58 | 4 | 61 | 0 | 65 | 124 |
| 8:15 AM | 0 | 2 | 0 | 2 | 52 | 3 | 0 | 55 | 7 | 67 | 0 | 74 | 131 |
| 8:30 AM | 1 | 2 | 0 | 3 | 68 | 2 | 0 | 70 | 1 | 56 | 0 | 57 | 130 |
| 8:45 AM | 0 | 1 | 0 | 1 | 58 | 1 | 0 | 59 | 7 | 70 | 0 | 77 | 137 |
| Hourly Total | 1 | 6 | 0 | 7 | 234 | 8 | 0 | 242 | 19 | 254 | 0 | 273 | 522 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 2 | 10 | 0 | 12 | 98 | 1 | 0 | 99 | 1 | 120 | 0 | 121 | 232 |
| 3:15 PM | 2 | 10 | 0 | 12 | 110 | 1 | 0 | 111 | 6 | 118 | 0 | 124 | 247 |
| 3:30 PM | 3 | 3 | 0 | 6 | 117 | 2 | 0 | 119 | 4 | 99 | 0 | 103 | 228 |
| 3:45 PM | 0 | 6 | 0 | 6 | 144 | 3 | 0 | 147 | 6 | 124 | 0 | 130 | 283 |
| Hourly Total | 7 | 29 | 0 | 36 | 469 | 7 | 0 | 476 | 17 | 461 | 0 | 478 | 990 |
| 4:00 PM | 1 | 8 | 0 | 9 | 146 | 4 | 0 | 150 | 3 | 113 | 0 | 116 | 275 |
| 4:15 PM | 2 | 3 | 0 | 5 | 126 | 1 | 0 | 127 | 10 | 123 | 0 | 133 | 265 |
| 4:30 PM | 1 | 2 | 0 | 3 | 145 | 2 | 0 | 147 | 7 | 117 | 0 | 124 | 274 |
| 4:45 PM | 1 | 11 | 0 | 12 | 142 | 2 | 0 | 144 | 5 | 134 | 0 | 139 | 295 |
| Hourly Total | 5 | 24 | 0 | 29 | 559 | 9 | 0 | 568 | 25 | 487 | 0 | 512 | 1109 |
| 5:00 PM | 1 | 5 | 0 | 6 | 125 | 4 | 0 | 129 | 3 | 97 | 0 | 100 | 235 |
| 5:15 PM | 3 | 4 | 0 | 7 | 137 | 3 | 0 | 140 | 5 | 128 | 0 | 133 | 280 |
| 5:30 PM | 1 | 3 | 0 | 4 | 119 | 0 | 0 | 119 | 2 | 138 | 0 | 140 | 263 |
| 5:45 PM | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 106 | 3 | 101 | 0 | 104 | 210 |
| Hourly Total | 5 | 12 | 0 | 17 | 487 | 7 | 0 | 494 | 13 | 464 | 0 | 477 | 988 |
| 6:00 PM | 1 | 6 | 0 | 7 | 91 | 1 | 0 | 92 | 4 | 99 | 0 | 103 | 202 |
| 6:15 PM | 2 | 6 | 0 | 8 | 89 | 0 | 0 | 89 | 6 | 93 | 0 | 99 | 196 |
| 6:30 PM | 1 | 2 | 0 | 3 | 75 | 1 | 0 | 76 | 2 | 75 | 0 | 77 | 156 |
| 6:45 PM | 0 | 2 | 0 | 2 | 76 | 1 | 0 | 77 | 3 | 106 | 0 | 109 | 188 |
| Hourly Total | 4 | 16 | 0 | 20 | 331 | 3 | 0 | 334 | 15 | 373 | 0 | 388 | 742 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 23 | 93 | 0 | 116 | 2278 | 42 | 0 | 2320 | 138 | 2261 | 0 | 2399 | 4835 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|-------|---|------|------|------|---|------|------|
| Approach % | 19.8 | 80.2 | - | - | 98.2 | 1.8 | - | - | 5.8 | 94.2 | - | - | - |
| Total % | 0.5 | 1.9 | - | 2.4 | 47.1 | 0.9 | - | 48.0 | 2.9 | 46.8 | - | 49.6 | - |
| Lights | 22 | 91 | - | 113 | 2235 | 42 | - | 2277 | 135 | 2230 | - | 2365 | 4755 |
| % Lights | 95.7 | 97.8 | - | 97.4 | 98.1 | 100.0 | - | 98.1 | 97.8 | 98.6 | - | 98.6 | 98.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 1 | 0 | - | 1 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 2 | - | 3 | 42 | 0 | - | 42 | 3 | 31 | - | 34 | 79 |
| % Trucks | 4.3 | 2.2 | - | 2.6 | 1.8 | 0.0 | - | 1.8 | 2.2 | 1.4 | - | 1.4 | 1.6 |



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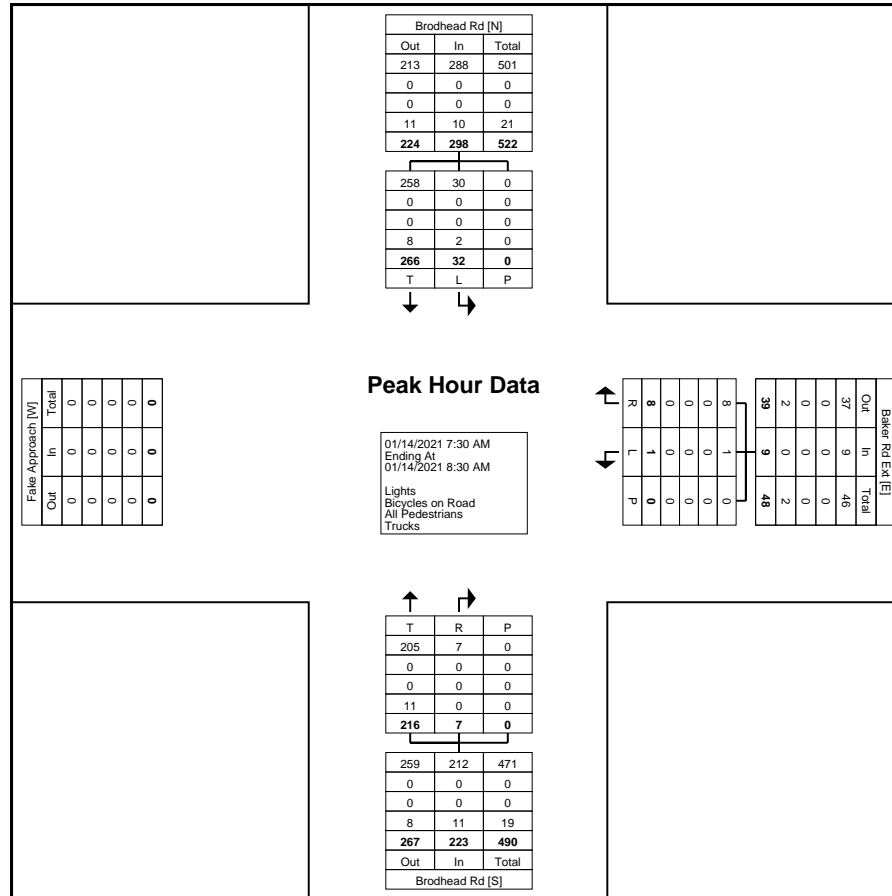
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Baker Rd Ext Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:30 AM | 1 | 3 | 0 | 4 | 54 | 0 | 0 | 54 | 10 | 63 | 0 | 73 | 131 |
| 7:45 AM | 0 | 2 | 0 | 2 | 54 | 2 | 0 | 56 | 11 | 75 | 0 | 86 | 144 |
| 8:00 AM | 0 | 1 | 0 | 1 | 56 | 2 | 0 | 58 | 4 | 61 | 0 | 65 | 124 |
| 8:15 AM | 0 | 2 | 0 | 2 | 52 | 3 | 0 | 55 | 7 | 67 | 0 | 74 | 131 |
| Total | 1 | 8 | 0 | 9 | 216 | 7 | 0 | 223 | 32 | 266 | 0 | 298 | 530 |
| Approach % | 11.1 | 88.9 | - | - | 96.9 | 3.1 | - | - | 10.7 | 89.3 | - | - | - |
| Total % | 0.2 | 1.5 | - | 1.7 | 40.8 | 1.3 | - | 42.1 | 6.0 | 50.2 | - | 56.2 | - |
| PHF | 0.250 | 0.667 | - | 0.563 | 0.964 | 0.583 | - | 0.961 | 0.727 | 0.887 | - | 0.866 | 0.920 |
| Lights | 1 | 8 | - | 9 | 205 | 7 | - | 212 | 30 | 258 | - | 288 | 509 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 94.9 | 100.0 | - | 95.1 | 93.8 | 97.0 | - | 96.6 | 96.0 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 11 | 0 | - | 11 | 2 | 8 | - | 10 | 21 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 5.1 | 0.0 | - | 4.9 | 6.3 | 3.0 | - | 3.4 | 4.0 |



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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Baker Rd Ext
 Site Code: 8
 Start Date: 01/14/2021
 Page No: 6

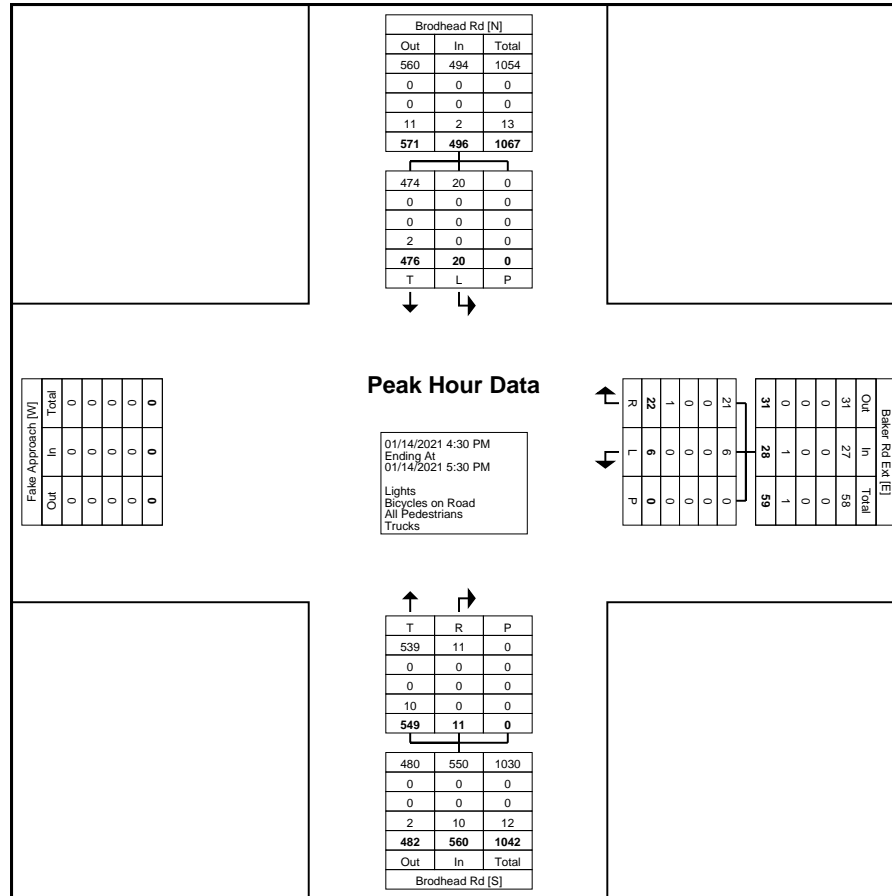
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Baker Rd Ext Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 4:30 PM | 1 | 2 | 0 | 3 | 145 | 2 | 0 | 147 | 7 | 117 | 0 | 124 | 274 |
| 4:45 PM | 1 | 11 | 0 | 12 | 142 | 2 | 0 | 144 | 5 | 134 | 0 | 139 | 295 |
| 5:00 PM | 1 | 5 | 0 | 6 | 125 | 4 | 0 | 129 | 3 | 97 | 0 | 100 | 235 |
| 5:15 PM | 3 | 4 | 0 | 7 | 137 | 3 | 0 | 140 | 5 | 128 | 0 | 133 | 280 |
| Total | 6 | 22 | 0 | 28 | 549 | 11 | 0 | 560 | 20 | 476 | 0 | 496 | 1084 |
| Approach % | 21.4 | 78.6 | - | - | 98.0 | 2.0 | - | - | 4.0 | 96.0 | - | - | - |
| Total % | 0.6 | 2.0 | - | 2.6 | 50.6 | 1.0 | - | 51.7 | 1.8 | 43.9 | - | 45.8 | - |
| PHF | 0.500 | 0.500 | - | 0.583 | 0.947 | 0.688 | - | 0.952 | 0.714 | 0.888 | - | 0.892 | 0.919 |
| Lights | 6 | 21 | - | 27 | 539 | 11 | - | 550 | 20 | 474 | - | 494 | 1071 |
| % Lights | 100.0 | 95.5 | - | 96.4 | 98.2 | 100.0 | - | 98.2 | 100.0 | 99.6 | - | 99.6 | 98.8 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 1 | - | 1 | 10 | 0 | - | 10 | 0 | 2 | - | 2 | 13 |
| % Trucks | 0.0 | 4.5 | - | 3.6 | 1.8 | 0.0 | - | 1.8 | 0.0 | 0.4 | - | 0.4 | 1.2 |



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Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Community
 College Dr
 Site Code: 9
 Start Date: 01/14/2021
 Page No: 1

Turning Movement Data

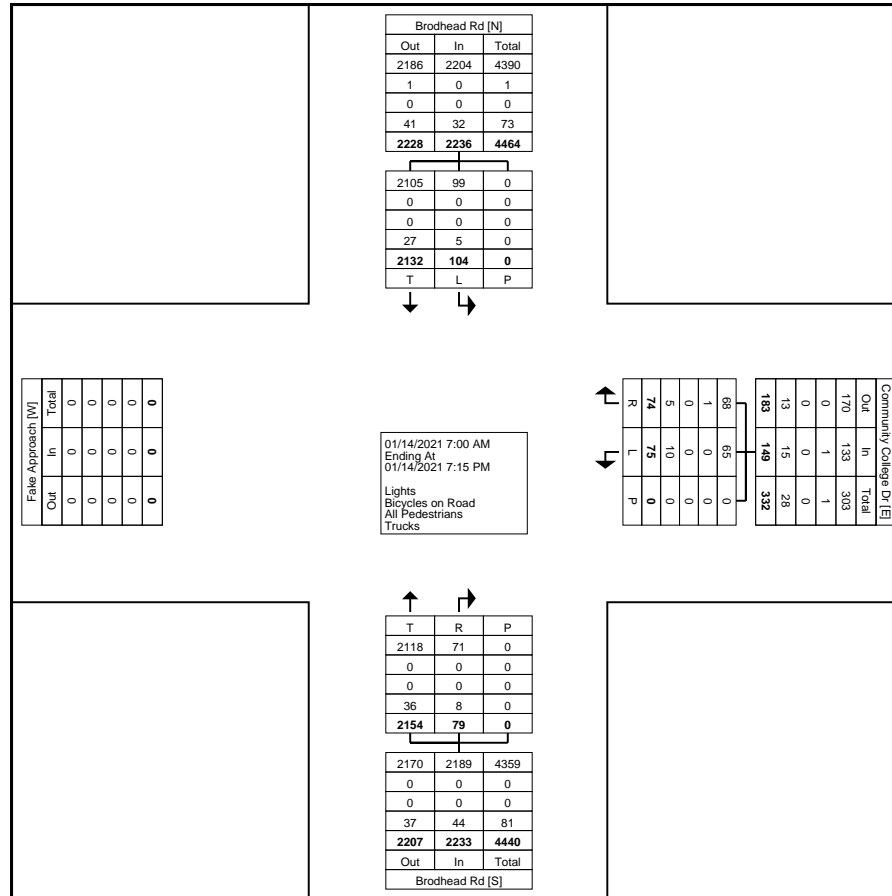
| Start Time | Community College Dr Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|-----------------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:00 AM | 1 | 0 | 0 | 1 | 35 | 5 | 0 | 40 | 2 | 33 | 0 | 35 | 76 |
| 7:15 AM | 1 | 0 | 0 | 1 | 61 | 1 | 0 | 62 | 6 | 40 | 0 | 46 | 109 |
| 7:30 AM | 0 | 0 | 0 | 0 | 52 | 4 | 0 | 56 | 16 | 40 | 0 | 56 | 112 |
| 7:45 AM | 0 | 2 | 0 | 2 | 64 | 10 | 0 | 74 | 16 | 55 | 0 | 71 | 147 |
| Hourly Total | 2 | 2 | 0 | 4 | 212 | 20 | 0 | 232 | 40 | 168 | 0 | 208 | 444 |
| 8:00 AM | 2 | 2 | 0 | 4 | 54 | 6 | 0 | 60 | 4 | 50 | 0 | 54 | 118 |
| 8:15 AM | 0 | 1 | 0 | 1 | 61 | 0 | 0 | 61 | 6 | 60 | 0 | 66 | 128 |
| 8:30 AM | 2 | 3 | 0 | 5 | 68 | 2 | 0 | 70 | 3 | 49 | 0 | 52 | 127 |
| 8:45 AM | 2 | 2 | 0 | 4 | 54 | 3 | 0 | 57 | 2 | 68 | 0 | 70 | 131 |
| Hourly Total | 6 | 8 | 0 | 14 | 237 | 11 | 0 | 248 | 15 | 227 | 0 | 242 | 504 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 9 | 10 | 0 | 19 | 87 | 2 | 0 | 89 | 1 | 120 | 0 | 121 | 229 |
| 3:15 PM | 5 | 8 | 0 | 13 | 99 | 1 | 0 | 100 | 1 | 114 | 0 | 115 | 228 |
| 3:30 PM | 3 | 2 | 0 | 5 | 108 | 2 | 0 | 110 | 4 | 106 | 0 | 110 | 225 |
| 3:45 PM | 6 | 5 | 0 | 11 | 145 | 1 | 0 | 146 | 1 | 116 | 0 | 117 | 274 |
| Hourly Total | 23 | 25 | 0 | 48 | 439 | 6 | 0 | 445 | 7 | 456 | 0 | 463 | 956 |
| 4:00 PM | 5 | 3 | 0 | 8 | 133 | 2 | 0 | 135 | 5 | 107 | 0 | 112 | 255 |
| 4:15 PM | 4 | 5 | 0 | 9 | 114 | 8 | 0 | 122 | 1 | 122 | 0 | 123 | 254 |
| 4:30 PM | 7 | 13 | 0 | 20 | 126 | 8 | 0 | 134 | 4 | 120 | 0 | 124 | 278 |
| 4:45 PM | 8 | 2 | 0 | 10 | 125 | 4 | 0 | 129 | 5 | 121 | 0 | 126 | 265 |
| Hourly Total | 24 | 23 | 0 | 47 | 498 | 22 | 0 | 520 | 15 | 470 | 0 | 485 | 1052 |
| 5:00 PM | 3 | 5 | 0 | 8 | 108 | 2 | 0 | 110 | 4 | 92 | 0 | 96 | 214 |
| 5:15 PM | 3 | 3 | 0 | 6 | 128 | 2 | 0 | 130 | 4 | 119 | 0 | 123 | 259 |
| 5:30 PM | 3 | 1 | 0 | 4 | 109 | 3 | 0 | 112 | 7 | 141 | 0 | 148 | 264 |
| 5:45 PM | 3 | 2 | 0 | 5 | 106 | 7 | 0 | 113 | 7 | 91 | 0 | 98 | 216 |
| Hourly Total | 12 | 11 | 0 | 23 | 451 | 14 | 0 | 465 | 22 | 443 | 0 | 465 | 953 |
| 6:00 PM | 4 | 2 | 0 | 6 | 87 | 2 | 0 | 89 | 1 | 96 | 0 | 97 | 192 |
| 6:15 PM | 0 | 0 | 0 | 0 | 85 | 2 | 0 | 87 | 1 | 90 | 0 | 91 | 178 |
| 6:30 PM | 1 | 2 | 0 | 3 | 71 | 1 | 0 | 72 | 1 | 85 | 0 | 86 | 161 |
| 6:45 PM | 3 | 1 | 0 | 4 | 74 | 1 | 0 | 75 | 2 | 97 | 0 | 99 | 178 |
| Hourly Total | 8 | 5 | 0 | 13 | 317 | 6 | 0 | 323 | 5 | 368 | 0 | 373 | 709 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 75 | 74 | 0 | 149 | 2154 | 79 | 0 | 2233 | 104 | 2132 | 0 | 2236 | 4618 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|---|------|------|
| Approach % | 50.3 | 49.7 | - | - | 96.5 | 3.5 | - | - | 4.7 | 95.3 | - | - | - |
| Total % | 1.6 | 1.6 | - | 3.2 | 46.6 | 1.7 | - | 48.4 | 2.3 | 46.2 | - | 48.4 | - |
| Lights | 65 | 68 | - | 133 | 2118 | 71 | - | 2189 | 99 | 2105 | - | 2204 | 4526 |
| % Lights | 86.7 | 91.9 | - | 89.3 | 98.3 | 89.9 | - | 98.0 | 95.2 | 98.7 | - | 98.6 | 98.0 |
| Bicycles on Road | 0 | 1 | - | 1 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 1.4 | - | 0.7 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 10 | 5 | - | 15 | 36 | 8 | - | 44 | 5 | 27 | - | 32 | 91 |
| % Trucks | 13.3 | 6.8 | - | 10.1 | 1.7 | 10.1 | - | 2.0 | 4.8 | 1.3 | - | 1.4 | 2.0 |



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 College Dr
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Turning Movement Data Plot



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Count Name: Brodhead Rd and Community
 College Dr
 Site Code: 9
 Start Date: 01/14/2021
 Page No: 4

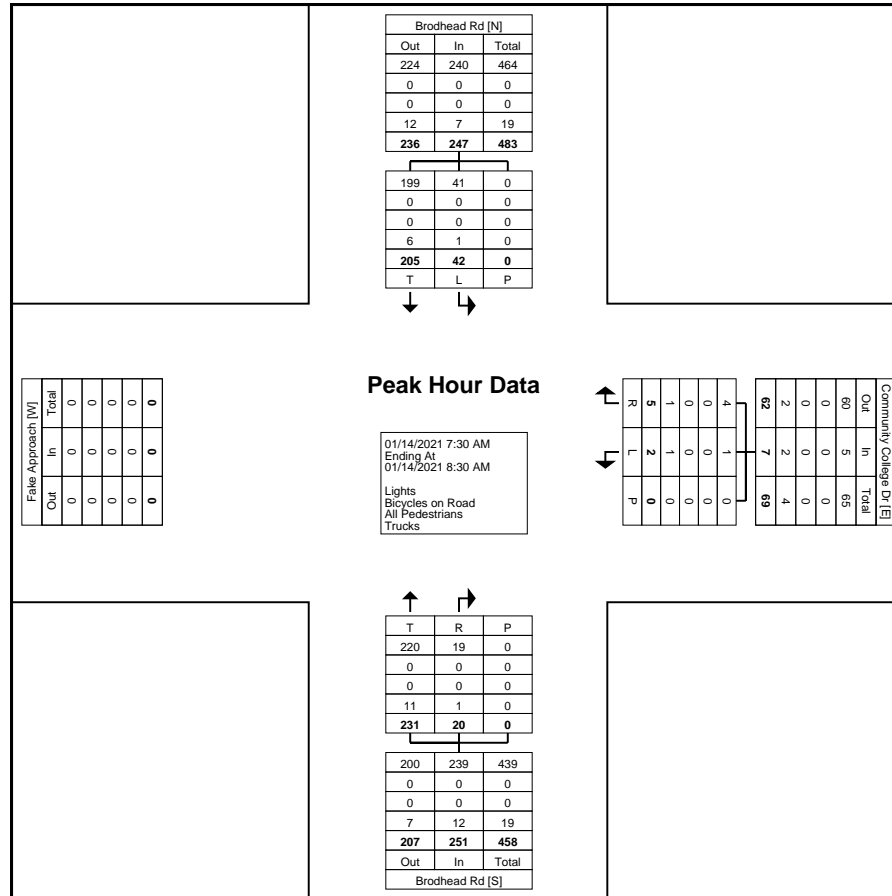
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Community College Dr Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|-----------------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:30 AM | 0 | 0 | 0 | 0 | 52 | 4 | 0 | 56 | 16 | 40 | 0 | 56 | 112 |
| 7:45 AM | 0 | 2 | 0 | 2 | 64 | 10 | 0 | 74 | 16 | 55 | 0 | 71 | 147 |
| 8:00 AM | 2 | 2 | 0 | 4 | 54 | 6 | 0 | 60 | 4 | 50 | 0 | 54 | 118 |
| 8:15 AM | 0 | 1 | 0 | 1 | 61 | 0 | 0 | 61 | 6 | 60 | 0 | 66 | 128 |
| Total | 2 | 5 | 0 | 7 | 231 | 20 | 0 | 251 | 42 | 205 | 0 | 247 | 505 |
| Approach % | 28.6 | 71.4 | - | - | 92.0 | 8.0 | - | - | 17.0 | 83.0 | - | - | - |
| Total % | 0.4 | 1.0 | - | 1.4 | 45.7 | 4.0 | - | 49.7 | 8.3 | 40.6 | - | 48.9 | - |
| PHF | 0.250 | 0.625 | - | 0.438 | 0.902 | 0.500 | - | 0.848 | 0.656 | 0.854 | - | 0.870 | 0.859 |
| Lights | 1 | 4 | - | 5 | 220 | 19 | - | 239 | 41 | 199 | - | 240 | 484 |
| % Lights | 50.0 | 80.0 | - | 71.4 | 95.2 | 95.0 | - | 95.2 | 97.6 | 97.1 | - | 97.2 | 95.8 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 1 | - | 2 | 11 | 1 | - | 12 | 1 | 6 | - | 7 | 21 |
| % Trucks | 50.0 | 20.0 | - | 28.6 | 4.8 | 5.0 | - | 4.8 | 2.4 | 2.9 | - | 2.8 | 4.2 |



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Count Name: Brodhead Rd and Community
 College Dr
 Site Code: 9
 Start Date: 01/14/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Community
 College Dr
 Site Code: 9
 Start Date: 01/14/2021
 Page No: 6

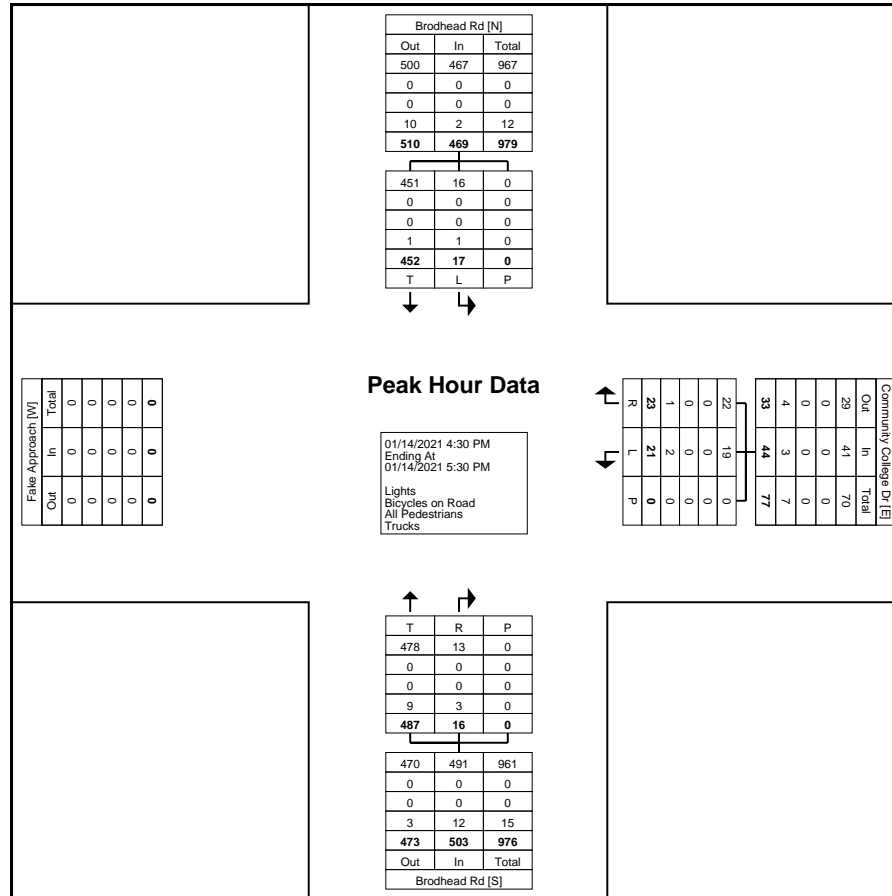
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Community College Dr Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|-----------------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 4:30 PM | 7 | 13 | 0 | 20 | 126 | 8 | 0 | 134 | 4 | 120 | 0 | 124 | 278 |
| 4:45 PM | 8 | 2 | 0 | 10 | 125 | 4 | 0 | 129 | 5 | 121 | 0 | 126 | 265 |
| 5:00 PM | 3 | 5 | 0 | 8 | 108 | 2 | 0 | 110 | 4 | 92 | 0 | 96 | 214 |
| 5:15 PM | 3 | 3 | 0 | 6 | 128 | 2 | 0 | 130 | 4 | 119 | 0 | 123 | 259 |
| Total | 21 | 23 | 0 | 44 | 487 | 16 | 0 | 503 | 17 | 452 | 0 | 469 | 1016 |
| Approach % | 47.7 | 52.3 | - | - | 96.8 | 3.2 | - | - | 3.6 | 96.4 | - | - | - |
| Total % | 2.1 | 2.3 | - | 4.3 | 47.9 | 1.6 | - | 49.5 | 1.7 | 44.5 | - | 46.2 | - |
| PHF | 0.656 | 0.442 | - | 0.550 | 0.951 | 0.500 | - | 0.938 | 0.850 | 0.934 | - | 0.931 | 0.914 |
| Lights | 19 | 22 | - | 41 | 478 | 13 | - | 491 | 16 | 451 | - | 467 | 999 |
| % Lights | 90.5 | 95.7 | - | 93.2 | 98.2 | 81.3 | - | 97.6 | 94.1 | 99.8 | - | 99.6 | 98.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 2 | 1 | - | 3 | 9 | 3 | - | 12 | 1 | 1 | - | 2 | 17 |
| % Trucks | 9.5 | 4.3 | - | 6.8 | 1.8 | 18.8 | - | 2.4 | 5.9 | 0.2 | - | 0.4 | 1.7 |



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Count Name: Brodhead Rd and Community
 College Dr
 Site Code: 9
 Start Date: 01/14/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Sherwood Dr
 Site Code: 10
 Start Date: 01/14/2021
 Page No: 1

Turning Movement Data

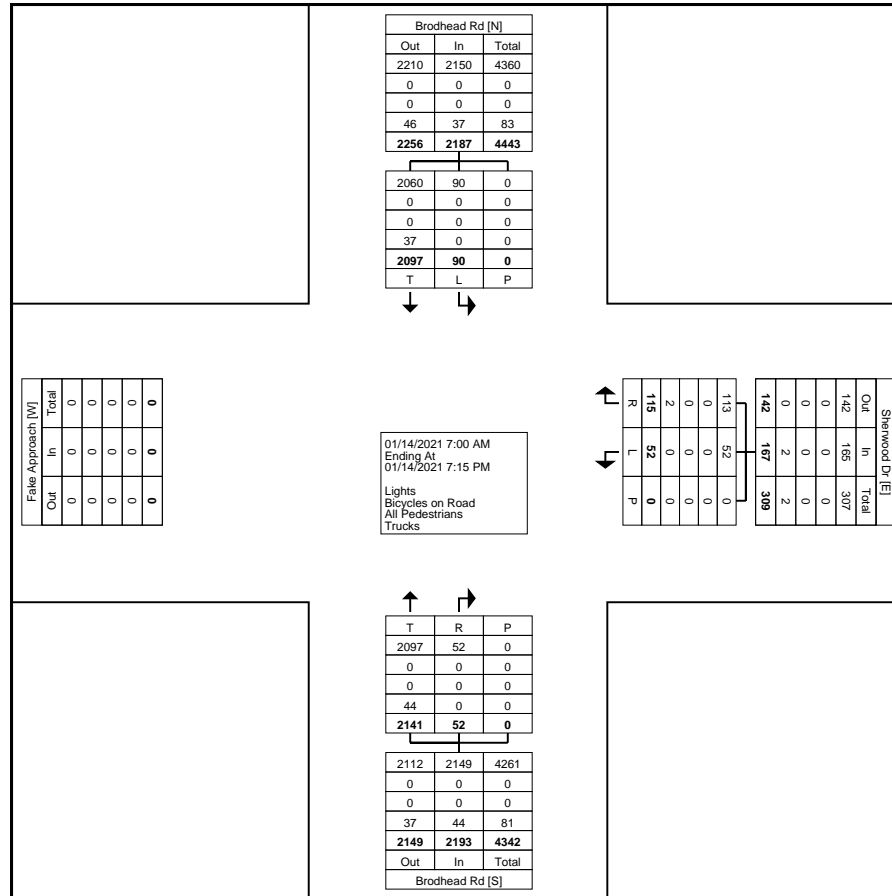
| Start Time | Sherwood Dr Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|--------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:00 AM | 0 | 3 | 0 | 3 | 36 | 0 | 0 | 36 | 1 | 35 | 0 | 36 | 75 |
| 7:15 AM | 2 | 3 | 0 | 5 | 61 | 0 | 0 | 61 | 1 | 38 | 0 | 39 | 105 |
| 7:30 AM | 4 | 4 | 0 | 8 | 51 | 2 | 0 | 53 | 2 | 36 | 0 | 38 | 99 |
| 7:45 AM | 1 | 2 | 0 | 3 | 72 | 0 | 0 | 72 | 6 | 48 | 0 | 54 | 129 |
| Hourly Total | 7 | 12 | 0 | 19 | 220 | 2 | 0 | 222 | 10 | 157 | 0 | 167 | 408 |
| 8:00 AM | 1 | 4 | 0 | 5 | 58 | 0 | 0 | 58 | 1 | 51 | 0 | 52 | 115 |
| 8:15 AM | 3 | 3 | 0 | 6 | 57 | 1 | 0 | 58 | 6 | 49 | 0 | 55 | 119 |
| 8:30 AM | 0 | 5 | 0 | 5 | 66 | 0 | 0 | 66 | 2 | 47 | 0 | 49 | 120 |
| 8:45 AM | 1 | 1 | 0 | 2 | 60 | 2 | 0 | 62 | 0 | 70 | 0 | 70 | 134 |
| Hourly Total | 5 | 13 | 0 | 18 | 241 | 3 | 0 | 244 | 9 | 217 | 0 | 226 | 488 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 5 | 5 | 0 | 10 | 82 | 1 | 0 | 83 | 8 | 118 | 0 | 126 | 219 |
| 3:15 PM | 3 | 4 | 0 | 7 | 99 | 5 | 0 | 104 | 6 | 110 | 0 | 116 | 227 |
| 3:30 PM | 3 | 5 | 0 | 8 | 111 | 1 | 0 | 112 | 3 | 104 | 0 | 107 | 227 |
| 3:45 PM | 3 | 10 | 0 | 13 | 137 | 3 | 0 | 140 | 6 | 115 | 0 | 121 | 274 |
| Hourly Total | 14 | 24 | 0 | 38 | 429 | 10 | 0 | 439 | 23 | 447 | 0 | 470 | 947 |
| 4:00 PM | 5 | 6 | 0 | 11 | 130 | 4 | 0 | 134 | 3 | 111 | 0 | 114 | 259 |
| 4:15 PM | 3 | 8 | 0 | 11 | 111 | 5 | 0 | 116 | 1 | 123 | 0 | 124 | 251 |
| 4:30 PM | 2 | 6 | 0 | 8 | 136 | 5 | 0 | 141 | 7 | 122 | 0 | 129 | 278 |
| 4:45 PM | 2 | 6 | 0 | 8 | 125 | 8 | 0 | 133 | 4 | 127 | 0 | 131 | 272 |
| Hourly Total | 12 | 26 | 0 | 38 | 502 | 22 | 0 | 524 | 15 | 483 | 0 | 498 | 1060 |
| 5:00 PM | 2 | 4 | 0 | 6 | 110 | 3 | 0 | 113 | 2 | 98 | 0 | 100 | 219 |
| 5:15 PM | 5 | 8 | 0 | 13 | 123 | 0 | 0 | 123 | 7 | 112 | 0 | 119 | 255 |
| 5:30 PM | 2 | 8 | 0 | 10 | 108 | 0 | 0 | 108 | 2 | 143 | 0 | 145 | 263 |
| 5:45 PM | 1 | 4 | 0 | 5 | 101 | 2 | 0 | 103 | 3 | 90 | 0 | 93 | 201 |
| Hourly Total | 10 | 24 | 0 | 34 | 442 | 5 | 0 | 447 | 14 | 443 | 0 | 457 | 938 |
| 6:00 PM | 0 | 4 | 0 | 4 | 85 | 4 | 0 | 89 | 5 | 89 | 0 | 94 | 187 |
| 6:15 PM | 0 | 6 | 0 | 6 | 79 | 3 | 0 | 82 | 3 | 86 | 0 | 89 | 177 |
| 6:30 PM | 1 | 4 | 0 | 5 | 67 | 1 | 0 | 68 | 4 | 81 | 0 | 85 | 158 |
| 6:45 PM | 2 | 2 | 0 | 4 | 76 | 2 | 0 | 78 | 7 | 93 | 0 | 100 | 182 |
| Hourly Total | 3 | 16 | 0 | 19 | 307 | 10 | 0 | 317 | 19 | 349 | 0 | 368 | 704 |
| 7:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Grand Total | 52 | 115 | 0 | 167 | 2141 | 52 | 0 | 2193 | 90 | 2097 | 0 | 2187 | 4547 |
| Approach % | 31.1 | 68.9 | - | - | 97.6 | 2.4 | - | - | 4.1 | 95.9 | - | - | - |
| Total % | 1.1 | 2.5 | - | 3.7 | 47.1 | 1.1 | - | 48.2 | 2.0 | 46.1 | - | 48.1 | - |

| | | | | | | | | | | | | | |
|--------------------|-------|------|---|------|------|-------|---|------|-------|------|---|------|------|
| Lights | 52 | 113 | - | 165 | 2097 | 52 | - | 2149 | 90 | 2060 | - | 2150 | 4464 |
| % Lights | 100.0 | 98.3 | - | 98.8 | 97.9 | 100.0 | - | 98.0 | 100.0 | 98.2 | - | 98.3 | 98.2 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 2 | - | 2 | 44 | 0 | - | 44 | 0 | 37 | - | 37 | 83 |
| % Trucks | 0.0 | 1.7 | - | 1.2 | 2.1 | 0.0 | - | 2.0 | 0.0 | 1.8 | - | 1.7 | 1.8 |



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Count Name: Brodhead Rd and Sherwood Dr
 Site Code: 10
 Start Date: 01/14/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Sherwood Dr
 Site Code: 10
 Start Date: 01/14/2021
 Page No: 4

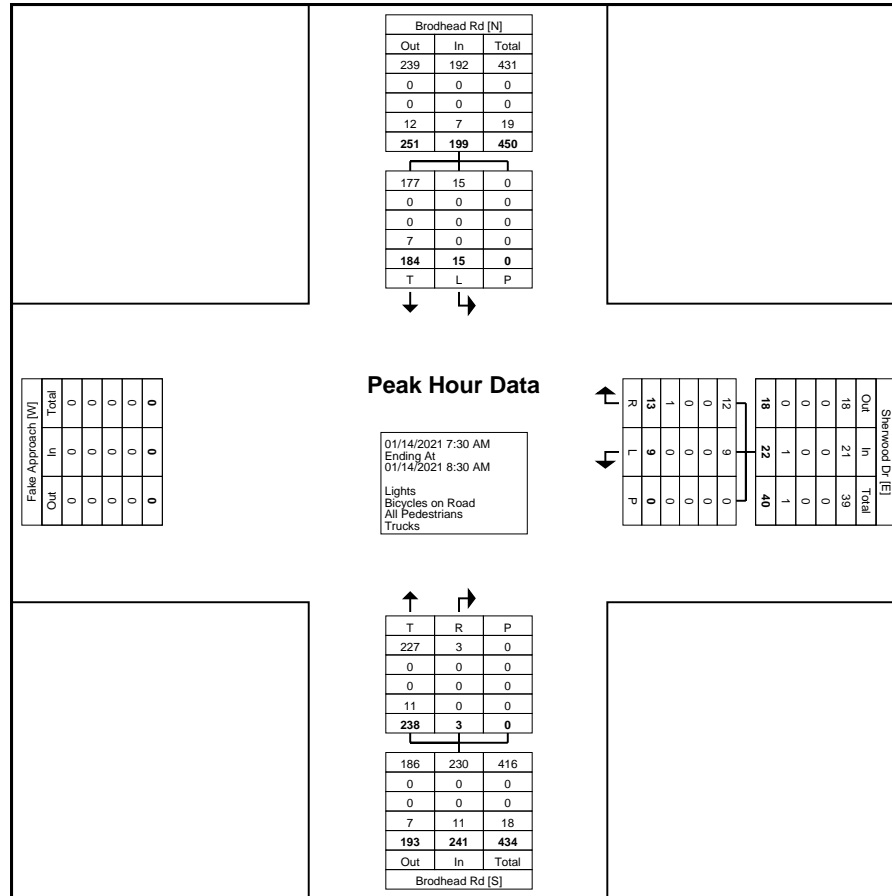
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Sherwood Dr Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|--------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:30 AM | 4 | 4 | 0 | 8 | 51 | 2 | 0 | 53 | 2 | 36 | 0 | 38 | 99 |
| 7:45 AM | 1 | 2 | 0 | 3 | 72 | 0 | 0 | 72 | 6 | 48 | 0 | 54 | 129 |
| 8:00 AM | 1 | 4 | 0 | 5 | 58 | 0 | 0 | 58 | 1 | 51 | 0 | 52 | 115 |
| 8:15 AM | 3 | 3 | 0 | 6 | 57 | 1 | 0 | 58 | 6 | 49 | 0 | 55 | 119 |
| Total | 9 | 13 | 0 | 22 | 238 | 3 | 0 | 241 | 15 | 184 | 0 | 199 | 462 |
| Approach % | 40.9 | 59.1 | - | - | 98.8 | 1.2 | - | - | 7.5 | 92.5 | - | - | - |
| Total % | 1.9 | 2.8 | - | 4.8 | 51.5 | 0.6 | - | 52.2 | 3.2 | 39.8 | - | 43.1 | - |
| PHF | 0.563 | 0.813 | - | 0.688 | 0.826 | 0.375 | - | 0.837 | 0.625 | 0.902 | - | 0.905 | 0.895 |
| Lights | 9 | 12 | - | 21 | 227 | 3 | - | 230 | 15 | 177 | - | 192 | 443 |
| % Lights | 100.0 | 92.3 | - | 95.5 | 95.4 | 100.0 | - | 95.4 | 100.0 | 96.2 | - | 96.5 | 95.9 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 1 | - | 1 | 11 | 0 | - | 11 | 0 | 7 | - | 7 | 19 |
| % Trucks | 0.0 | 7.7 | - | 4.5 | 4.6 | 0.0 | - | 4.6 | 0.0 | 3.8 | - | 3.5 | 4.1 |



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Count Name: Brodhead Rd and Sherwood Dr
 Site Code: 10
 Start Date: 01/14/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Sherwood Dr
 Site Code: 10
 Start Date: 01/14/2021
 Page No: 6

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Sherwood Dr Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|--------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 4:30 PM | 2 | 6 | 0 | 8 | 136 | 5 | 0 | 141 | 7 | 122 | 0 | 129 | 278 |
| 4:45 PM | 2 | 6 | 0 | 8 | 125 | 8 | 0 | 133 | 4 | 127 | 0 | 131 | 272 |
| 5:00 PM | 2 | 4 | 0 | 6 | 110 | 3 | 0 | 113 | 2 | 98 | 0 | 100 | 219 |
| 5:15 PM | 5 | 8 | 0 | 13 | 123 | 0 | 0 | 123 | 7 | 112 | 0 | 119 | 255 |
| Total | 11 | 24 | 0 | 35 | 494 | 16 | 0 | 510 | 20 | 459 | 0 | 479 | 1024 |
| Approach % | 31.4 | 68.6 | - | - | 96.9 | 3.1 | - | - | 4.2 | 95.8 | - | - | - |
| Total % | 1.1 | 2.3 | - | 3.4 | 48.2 | 1.6 | - | 49.8 | 2.0 | 44.8 | - | 46.8 | - |
| PHF | 0.550 | 0.750 | - | 0.673 | 0.908 | 0.500 | - | 0.904 | 0.714 | 0.904 | - | 0.914 | 0.921 |
| Lights | 11 | 24 | - | 35 | 482 | 16 | - | 498 | 20 | 454 | - | 474 | 1007 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 97.6 | 100.0 | - | 97.6 | 100.0 | 98.9 | - | 99.0 | 98.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 12 | 0 | - | 12 | 0 | 5 | - | 5 | 17 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 2.4 | 0.0 | - | 2.4 | 0.0 | 1.1 | - | 1.0 | 1.7 |



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Count Name: Brodhead Rd and Center-Grange Rd
 Site Code: 11
 Start Date: 01/14/2021
 Page No: 1

Turning Movement Data

| Start Time | Eastbound Approach | | | | | Center-Grange Rd | | | | | Brodhead Rd | | | | Brodhead Rd | | | | Int. Total | | |
|---------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|-------------|------|-------|------|-------------|------|------|-------|------------|------------|------|
| | Eastbound | | | | | Westbound | | | | | Northbound | | | | Southbound | | | | | | |
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 7 | 0 | 26 | 0 | 27 | 10 | 0 | 37 | 6 | 28 | 0 | 0 | 34 | 97 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 17 | 0 | 35 | 0 | 45 | 10 | 0 | 55 | 4 | 35 | 0 | 0 | 39 | 129 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 11 | 0 | 26 | 0 | 42 | 13 | 0 | 55 | 6 | 37 | 0 | 0 | 43 | 124 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 0 | 27 | 0 | 56 | 12 | 0 | 68 | 6 | 37 | 0 | 0 | 43 | 138 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 53 | 0 | 114 | 0 | 170 | 45 | 0 | 215 | 22 | 137 | 0 | 0 | 159 | 488 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | 0 | 30 | 0 | 44 | 8 | 0 | 52 | 15 | 42 | 0 | 0 | 57 | 139 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 0 | 25 | 0 | 37 | 3 | 0 | 40 | 10 | 39 | 0 | 0 | 49 | 114 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 16 | 0 | 21 | 0 | 52 | 8 | 0 | 60 | 7 | 36 | 0 | 0 | 43 | 124 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 25 | 0 | 44 | 10 | 0 | 54 | 13 | 49 | 0 | 0 | 62 | 141 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 70 | 0 | 101 | 0 | 177 | 29 | 0 | 206 | 45 | 166 | 0 | 0 | 211 | 518 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 0 | 28 | 0 | 67 | 14 | 0 | 81 | 22 | 88 | 0 | 0 | 110 | 219 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 20 | 0 | 33 | 0 | 87 | 18 | 0 | 105 | 28 | 82 | 0 | 0 | 110 | 248 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 25 | 0 | 40 | 0 | 76 | 21 | 0 | 97 | 15 | 81 | 0 | 0 | 96 | 233 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 22 | 0 | 41 | 0 | 109 | 16 | 0 | 125 | 22 | 98 | 0 | 0 | 120 | 286 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 82 | 0 | 142 | 0 | 339 | 69 | 0 | 408 | 87 | 349 | 0 | 0 | 436 | 986 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 27 | 0 | 36 | 0 | 112 | 20 | 0 | 132 | 23 | 96 | 0 | 0 | 119 | 287 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 25 | 0 | 43 | 0 | 94 | 11 | 0 | 105 | 25 | 106 | 0 | 0 | 131 | 279 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 44 | 0 | 105 | 12 | 0 | 117 | 26 | 101 | 0 | 0 | 127 | 288 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 34 | 0 | 46 | 0 | 96 | 13 | 0 | 109 | 27 | 94 | 0 | 0 | 121 | 276 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 122 | 0 | 169 | 0 | 407 | 56 | 0 | 463 | 101 | 397 | 0 | 0 | 498 | 1130 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 26 | 0 | 97 | 13 | 0 | 110 | 36 | 74 | 0 | 0 | 110 | 246 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 0 | 29 | 0 | 96 | 16 | 0 | 112 | 17 | 87 | 0 | 0 | 104 | 245 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 28 | 0 | 37 | 0 | 75 | 14 | 0 | 89 | 26 | 113 | 0 | 0 | 139 | 265 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 0 | 27 | 0 | 93 | 13 | 0 | 106 | 24 | 80 | 0 | 0 | 104 | 237 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 85 | 0 | 119 | 0 | 361 | 56 | 0 | 417 | 103 | 354 | 0 | 0 | 457 | 993 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 19 | 0 | 26 | 0 | 70 | 14 | 0 | 84 | 26 | 71 | 0 | 0 | 97 | 207 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 18 | 0 | 30 | 0 | 66 | 8 | 0 | 74 | 18 | 65 | 0 | 0 | 83 | 187 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 19 | 0 | 57 | 7 | 0 | 64 | 18 | 67 | 0 | 0 | 85 | 168 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 0 | 17 | 0 | 60 | 9 | 0 | 69 | 17 | 70 | 0 | 0 | 87 | 173 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 62 | 0 | 92 | 0 | 253 | 38 | 0 | 291 | 79 | 273 | 0 | 0 | 352 | 735 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 263 | 0 | 474 | 0 | 737 | 0 | 1707 | 293 | 0 | 2000 | 437 | 1677 | 0 | 0 | 2114 | 4851 |
| Approach % | 0.0 | 0.0 | 0.0 | - | - | 35.7 | 0.0 | 64.3 | - | - | 0.0 | 85.4 | 14.7 | - | - | 20.7 | 79.3 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | - | 0.0 | 5.4 | 0.0 | 9.8 | - | 15.2 | 0.0 | 35.2 | 6.0 | - | 41.2 | 9.0 | 34.6 | 0.0 | - | 43.6 | - |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|------|---|------|---|------|---|------|------|---|------|------|------|---|---|------|------|
| Lights | 0 | 0 | 0 | - | 0 | 258 | 0 | 463 | - | 721 | 0 | 1681 | 288 | - | 1969 | 434 | 1652 | 0 | - | 2086 | 4776 |
| % Lights | - | - | - | - | - | 98.1 | - | 97.7 | - | 97.8 | - | 98.5 | 98.3 | - | 98.5 | 99.3 | 98.5 | - | - | 98.7 | 98.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 5 | 0 | 11 | - | 16 | 0 | 26 | 5 | - | 31 | 3 | 25 | 0 | - | 28 | 75 |
| % Trucks | - | - | - | - | - | 1.9 | - | 2.3 | - | 2.2 | - | 1.5 | 1.7 | - | 1.6 | 0.7 | 1.5 | - | - | 1.3 | 1.5 |



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Count Name: Brodhead Rd and Center-Grange Rd
 Site Code: 11
 Start Date: 01/14/2021
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Eastbound Approach | | | | | Center-Grange Rd | | | | | Brodhead Rd | | | | | Brodhead Rd | | | | | Int. Total |
|--------------------|--------------------|-------|-------|------|------------|------------------|-------|-------|------|------------|-------------|-------|-------|------|------------|-------------|-------|-------|------|------------|------------|
| | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 11 | 0 | 26 | 0 | 42 | 13 | 0 | 55 | 6 | 37 | 0 | 0 | 43 | 124 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 0 | 27 | 0 | 56 | 12 | 0 | 68 | 6 | 37 | 0 | 0 | 43 | 138 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | 0 | 30 | 0 | 44 | 8 | 0 | 52 | 15 | 42 | 0 | 0 | 57 | 139 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 0 | 25 | 0 | 37 | 3 | 0 | 40 | 10 | 39 | 0 | 0 | 49 | 114 |
| Total | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 67 | 0 | 108 | 0 | 179 | 36 | 0 | 215 | 37 | 155 | 0 | 0 | 192 | 515 |
| Approach % | 0.0 | 0.0 | 0.0 | - | - | 38.0 | 0.0 | 62.0 | - | - | 0.0 | 83.3 | 16.7 | - | - | 19.3 | 80.7 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | - | 0.0 | 8.0 | 0.0 | 13.0 | - | 21.0 | 0.0 | 34.8 | 7.0 | - | 41.7 | 7.2 | 30.1 | 0.0 | - | 37.3 | - |
| PHF | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.683 | 0.000 | 0.798 | - | 0.900 | 0.000 | 0.799 | 0.692 | - | 0.790 | 0.617 | 0.923 | 0.000 | - | 0.842 | 0.926 |
| Lights | 0 | 0 | 0 | - | 0 | 39 | 0 | 64 | - | 103 | 0 | 172 | 35 | - | 207 | 37 | 148 | 0 | - | 185 | 495 |
| % Lights | - | - | - | - | - | 95.1 | - | 95.5 | - | 95.4 | - | 96.1 | 97.2 | - | 96.3 | 100.0 | 95.5 | - | - | 96.4 | 96.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 2 | 0 | 3 | - | 5 | 0 | 7 | 1 | - | 8 | 0 | 7 | 0 | - | 7 | 20 |
| % Trucks | - | - | - | - | - | 4.9 | - | 4.5 | - | 4.6 | - | 3.9 | 2.8 | - | 3.7 | 0.0 | 4.5 | - | - | 3.6 | 3.9 |



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Count Name: Brodhead Rd and Center-Grange Rd
 Site Code: 11
 Start Date: 01/14/2021
 Page No: 6

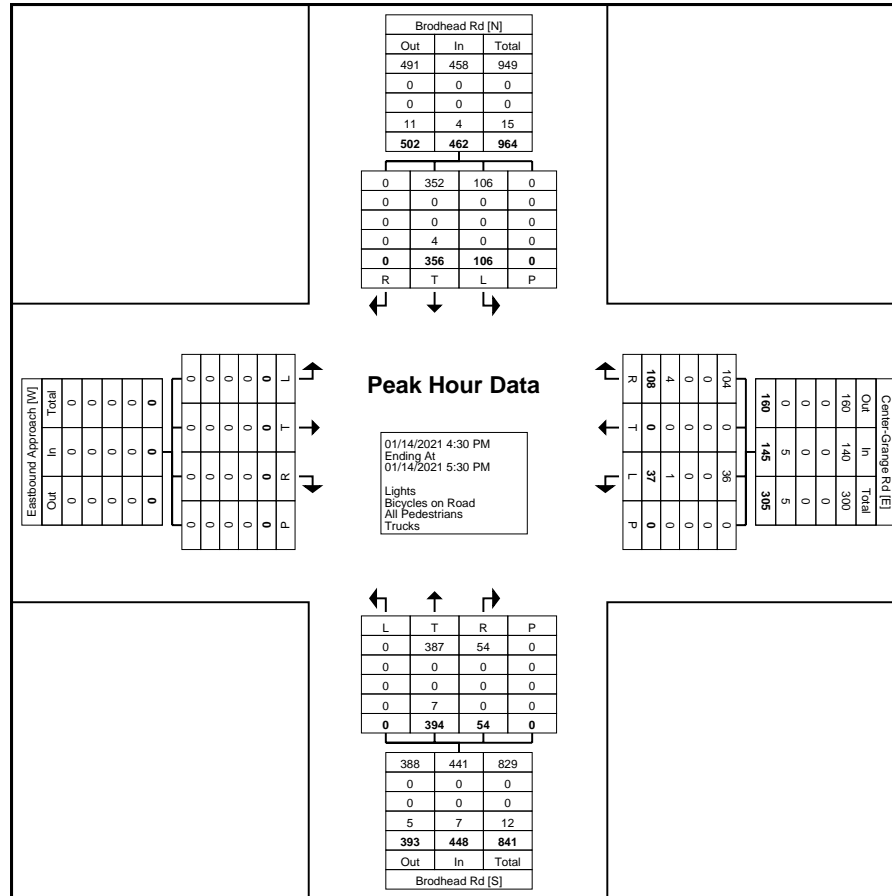
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Eastbound Approach | | | | | Center-Grange Rd | | | | | Brodhead Rd | | | | | Brodhead Rd | | | | | Int. Total |
|--------------------|--------------------|-------|-------|------|------------|------------------|-------|-------|------|------------|-------------|-------|-------|------|------------|-------------|-------|-------|------|------------|------------|
| | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 44 | 0 | 105 | 12 | 0 | 117 | 26 | 101 | 0 | 0 | 127 | 288 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 34 | 0 | 46 | 0 | 96 | 13 | 0 | 109 | 27 | 94 | 0 | 0 | 121 | 276 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 26 | 0 | 97 | 13 | 0 | 110 | 36 | 74 | 0 | 0 | 110 | 246 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 0 | 29 | 0 | 96 | 16 | 0 | 112 | 17 | 87 | 0 | 0 | 104 | 245 |
| Total | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 108 | 0 | 145 | 0 | 394 | 54 | 0 | 448 | 106 | 356 | 0 | 0 | 462 | 1055 |
| Approach % | 0.0 | 0.0 | 0.0 | - | - | 25.5 | 0.0 | 74.5 | - | - | 0.0 | 87.9 | 12.1 | - | - | 22.9 | 77.1 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | - | 0.0 | 3.5 | 0.0 | 10.2 | - | 13.7 | 0.0 | 37.3 | 5.1 | - | 42.5 | 10.0 | 33.7 | 0.0 | - | 43.8 | - |
| PHF | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.771 | 0.000 | 0.750 | - | 0.788 | 0.000 | 0.938 | 0.844 | - | 0.957 | 0.736 | 0.881 | 0.000 | - | 0.909 | 0.916 |
| Lights | 0 | 0 | 0 | - | 0 | 36 | 0 | 104 | - | 140 | 0 | 387 | 54 | - | 441 | 106 | 352 | 0 | - | 458 | 1039 |
| % Lights | - | - | - | - | - | 97.3 | - | 96.3 | - | 96.6 | - | 98.2 | 100.0 | - | 98.4 | 100.0 | 98.9 | - | - | 99.1 | 98.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 1 | 0 | 4 | - | 5 | 0 | 7 | 0 | - | 7 | 0 | 4 | 0 | - | 4 | 16 |
| % Trucks | - | - | - | - | - | 2.7 | - | 3.7 | - | 3.4 | - | 1.8 | 0.0 | - | 1.6 | 0.0 | 1.1 | - | - | 0.9 | 1.5 |



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Count Name: Brodhead Rd and Center-Grange Rd
 Site Code: 11
 Start Date: 01/14/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Main St
 Site Code: 12
 Start Date: 01/14/2021
 Page No: 1

Turning Movement Data

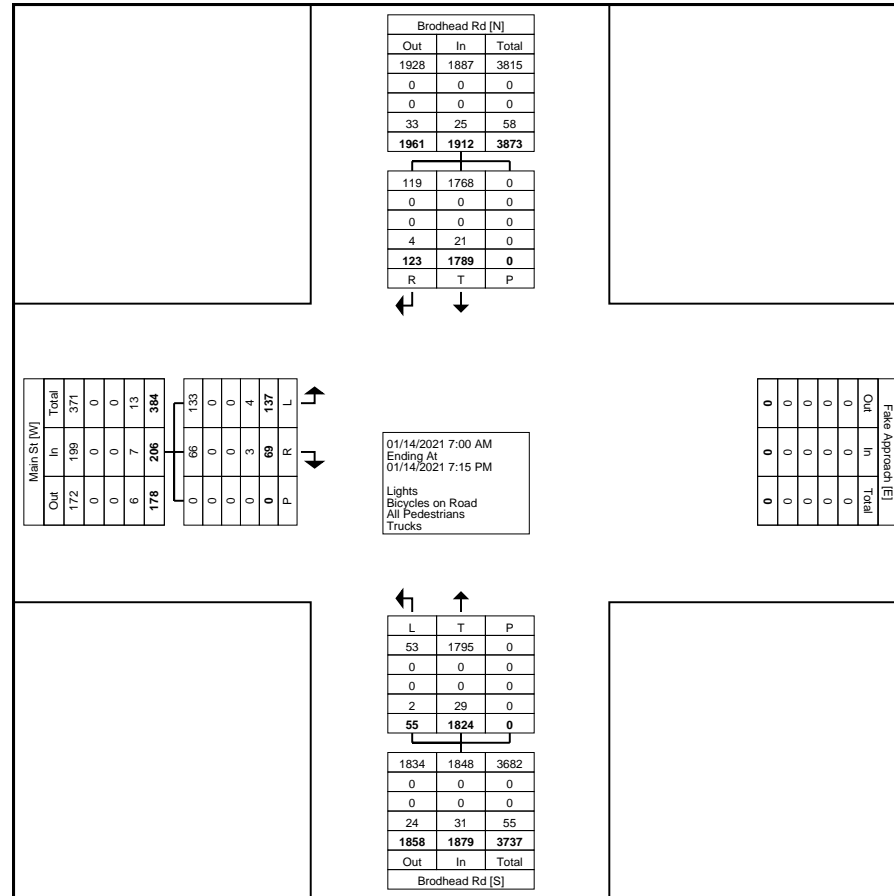
| Start Time | Main St Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|-------------------|-------|------|------------|------------------------|------|------|------------|------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:00 AM | 4 | 0 | 0 | 4 | 0 | 37 | 0 | 37 | 46 | 0 | 0 | 46 | 87 |
| 7:15 AM | 5 | 1 | 0 | 6 | 2 | 46 | 0 | 48 | 48 | 1 | 0 | 49 | 103 |
| 7:30 AM | 11 | 0 | 0 | 11 | 2 | 46 | 0 | 48 | 48 | 1 | 0 | 49 | 108 |
| 7:45 AM | 7 | 3 | 0 | 10 | 1 | 57 | 0 | 58 | 45 | 1 | 0 | 46 | 114 |
| Hourly Total | 27 | 4 | 0 | 31 | 5 | 186 | 0 | 191 | 187 | 3 | 0 | 190 | 412 |
| 8:00 AM | 3 | 3 | 0 | 6 | 1 | 52 | 0 | 53 | 48 | 3 | 0 | 51 | 110 |
| 8:15 AM | 2 | 2 | 0 | 4 | 3 | 40 | 0 | 43 | 44 | 1 | 0 | 45 | 92 |
| 8:30 AM | 5 | 2 | 0 | 7 | 1 | 53 | 0 | 54 | 34 | 3 | 0 | 37 | 98 |
| 8:45 AM | 3 | 2 | 0 | 5 | 1 | 55 | 0 | 56 | 54 | 0 | 0 | 54 | 115 |
| Hourly Total | 13 | 9 | 0 | 22 | 6 | 200 | 0 | 206 | 180 | 7 | 0 | 187 | 415 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 3:00 PM | 3 | 4 | 0 | 7 | 3 | 64 | 0 | 67 | 97 | 1 | 0 | 98 | 172 |
| 3:15 PM | 5 | 1 | 0 | 6 | 4 | 99 | 0 | 103 | 89 | 5 | 0 | 94 | 203 |
| 3:30 PM | 6 | 6 | 0 | 12 | 6 | 88 | 0 | 94 | 90 | 7 | 0 | 97 | 203 |
| 3:45 PM | 11 | 3 | 0 | 14 | 4 | 121 | 0 | 125 | 104 | 8 | 0 | 112 | 251 |
| Hourly Total | 25 | 14 | 0 | 39 | 17 | 372 | 0 | 389 | 380 | 21 | 0 | 401 | 829 |
| 4:00 PM | 10 | 4 | 0 | 14 | 2 | 113 | 0 | 115 | 92 | 7 | 0 | 99 | 228 |
| 4:15 PM | 6 | 4 | 0 | 10 | 3 | 104 | 0 | 107 | 105 | 14 | 0 | 119 | 236 |
| 4:30 PM | 5 | 5 | 0 | 10 | 2 | 104 | 0 | 106 | 103 | 5 | 0 | 108 | 224 |
| 4:45 PM | 9 | 6 | 0 | 15 | 0 | 103 | 0 | 103 | 97 | 7 | 0 | 104 | 222 |
| Hourly Total | 30 | 19 | 0 | 49 | 7 | 424 | 0 | 431 | 397 | 33 | 0 | 430 | 910 |
| 5:00 PM | 2 | 3 | 0 | 5 | 4 | 106 | 0 | 110 | 78 | 8 | 0 | 86 | 201 |
| 5:15 PM | 7 | 3 | 0 | 10 | 5 | 103 | 0 | 108 | 81 | 9 | 0 | 90 | 208 |
| 5:30 PM | 6 | 6 | 0 | 12 | 0 | 86 | 0 | 86 | 111 | 13 | 0 | 124 | 222 |
| 5:45 PM | 5 | 2 | 0 | 7 | 4 | 98 | 0 | 102 | 79 | 4 | 0 | 83 | 192 |
| Hourly Total | 20 | 14 | 0 | 34 | 13 | 393 | 0 | 406 | 349 | 34 | 0 | 383 | 823 |
| 6:00 PM | 2 | 4 | 0 | 6 | 2 | 75 | 0 | 77 | 77 | 7 | 0 | 84 | 167 |
| 6:15 PM | 5 | 1 | 0 | 6 | 2 | 62 | 0 | 64 | 74 | 3 | 0 | 77 | 147 |
| 6:30 PM | 11 | 3 | 0 | 14 | 2 | 49 | 0 | 51 | 71 | 5 | 0 | 76 | 141 |
| 6:45 PM | 4 | 1 | 0 | 5 | 1 | 63 | 0 | 64 | 73 | 10 | 0 | 83 | 152 |
| Hourly Total | 22 | 9 | 0 | 31 | 7 | 249 | 0 | 256 | 295 | 25 | 0 | 320 | 607 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 137 | 69 | 0 | 206 | 55 | 1824 | 0 | 1879 | 1789 | 123 | 0 | 1912 | 3997 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|---|------|------|
| Approach % | 66.5 | 33.5 | - | - | 2.9 | 97.1 | - | - | 93.6 | 6.4 | - | - | - |
| Total % | 3.4 | 1.7 | - | 5.2 | 1.4 | 45.6 | - | 47.0 | 44.8 | 3.1 | - | 47.8 | - |
| Lights | 133 | 66 | - | 199 | 53 | 1795 | - | 1848 | 1768 | 119 | - | 1887 | 3934 |
| % Lights | 97.1 | 95.7 | - | 96.6 | 96.4 | 98.4 | - | 98.4 | 98.8 | 96.7 | - | 98.7 | 98.4 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 4 | 3 | - | 7 | 2 | 29 | - | 31 | 21 | 4 | - | 25 | 63 |
| % Trucks | 2.9 | 4.3 | - | 3.4 | 3.6 | 1.6 | - | 1.6 | 1.2 | 3.3 | - | 1.3 | 1.6 |



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Count Name: Brodhead Rd and Main St
 Site Code: 12
 Start Date: 01/14/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Main St
 Site Code: 12
 Start Date: 01/14/2021
 Page No: 4

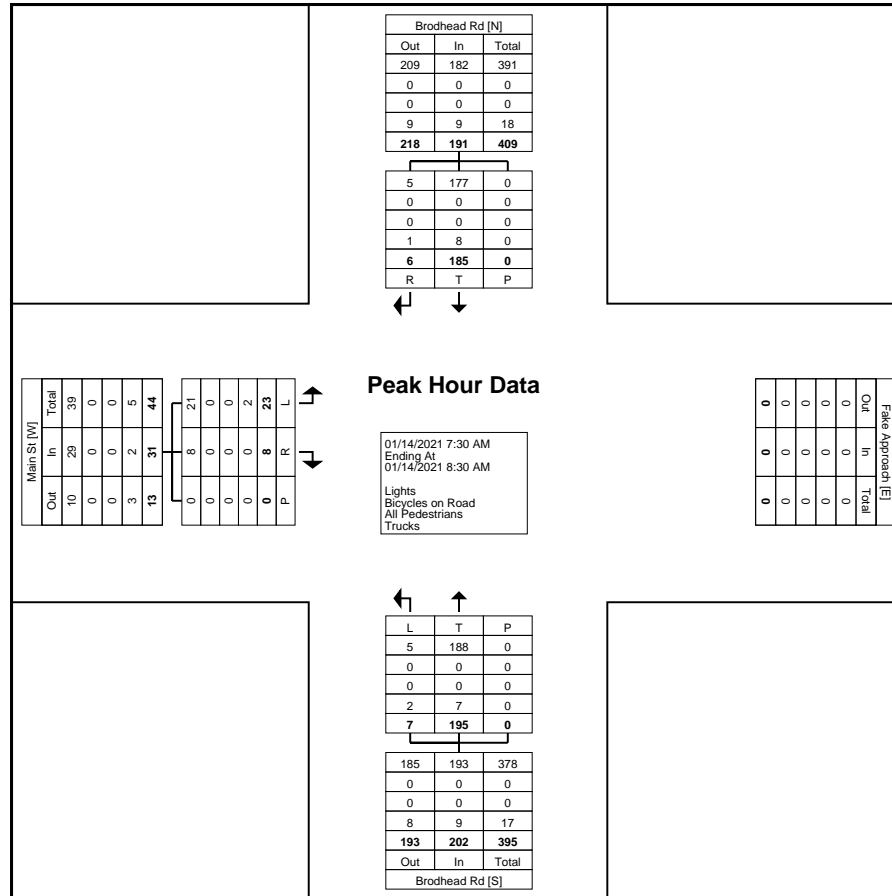
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Main St Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:30 AM | 11 | 0 | 0 | 11 | 2 | 46 | 0 | 48 | 48 | 1 | 0 | 49 | 108 |
| 7:45 AM | 7 | 3 | 0 | 10 | 1 | 57 | 0 | 58 | 45 | 1 | 0 | 46 | 114 |
| 8:00 AM | 3 | 3 | 0 | 6 | 1 | 52 | 0 | 53 | 48 | 3 | 0 | 51 | 110 |
| 8:15 AM | 2 | 2 | 0 | 4 | 3 | 40 | 0 | 43 | 44 | 1 | 0 | 45 | 92 |
| Total | 23 | 8 | 0 | 31 | 7 | 195 | 0 | 202 | 185 | 6 | 0 | 191 | 424 |
| Approach % | 74.2 | 25.8 | - | - | 3.5 | 96.5 | - | - | 96.9 | 3.1 | - | - | - |
| Total % | 5.4 | 1.9 | - | 7.3 | 1.7 | 46.0 | - | 47.6 | 43.6 | 1.4 | - | 45.0 | - |
| PHF | 0.523 | 0.667 | - | 0.705 | 0.583 | 0.855 | - | 0.871 | 0.964 | 0.500 | - | 0.936 | 0.930 |
| Lights | 21 | 8 | - | 29 | 5 | 188 | - | 193 | 177 | 5 | - | 182 | 404 |
| % Lights | 91.3 | 100.0 | - | 93.5 | 71.4 | 96.4 | - | 95.5 | 95.7 | 83.3 | - | 95.3 | 95.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 2 | 0 | - | 2 | 2 | 7 | - | 9 | 8 | 1 | - | 9 | 20 |
| % Trucks | 8.7 | 0.0 | - | 6.5 | 28.6 | 3.6 | - | 4.5 | 4.3 | 16.7 | - | 4.7 | 4.7 |



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Count Name: Brodhead Rd and Main St
 Site Code: 12
 Start Date: 01/14/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Main St
 Site Code: 12
 Start Date: 01/14/2021
 Page No: 6

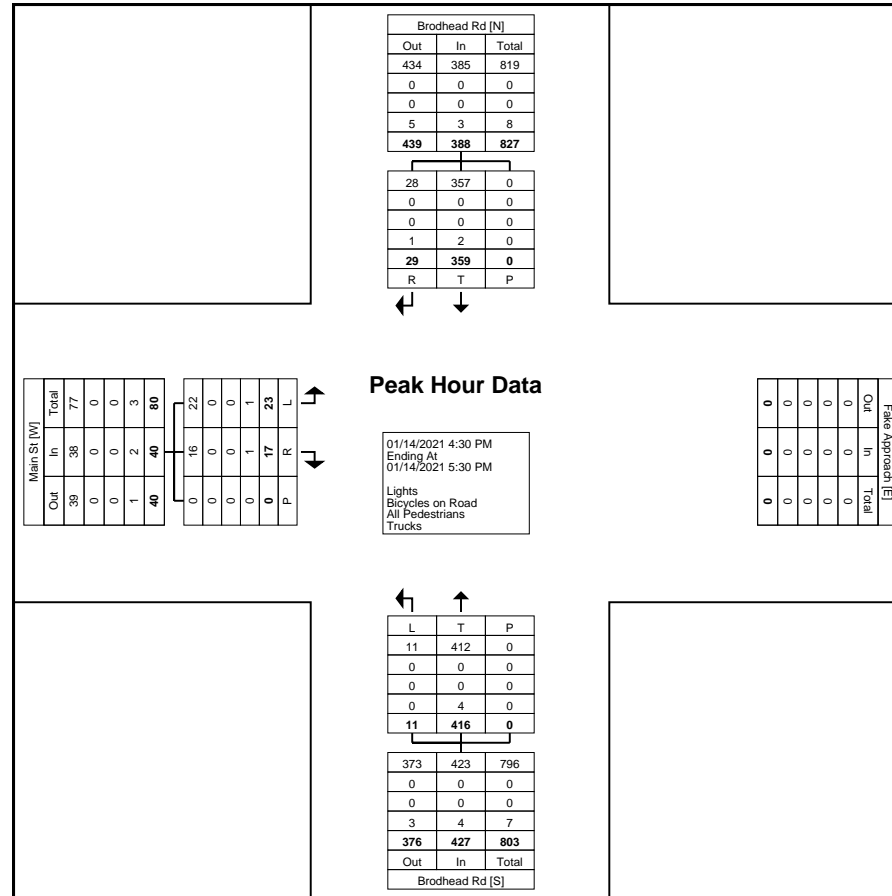
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Main St Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 4:30 PM | 5 | 5 | 0 | 10 | 2 | 104 | 0 | 106 | 103 | 5 | 0 | 108 | 224 |
| 4:45 PM | 9 | 6 | 0 | 15 | 0 | 103 | 0 | 103 | 97 | 7 | 0 | 104 | 222 |
| 5:00 PM | 2 | 3 | 0 | 5 | 4 | 106 | 0 | 110 | 78 | 8 | 0 | 86 | 201 |
| 5:15 PM | 7 | 3 | 0 | 10 | 5 | 103 | 0 | 108 | 81 | 9 | 0 | 90 | 208 |
| Total | 23 | 17 | 0 | 40 | 11 | 416 | 0 | 427 | 359 | 29 | 0 | 388 | 855 |
| Approach % | 57.5 | 42.5 | - | - | 2.6 | 97.4 | - | - | 92.5 | 7.5 | - | - | - |
| Total % | 2.7 | 2.0 | - | 4.7 | 1.3 | 48.7 | - | 49.9 | 42.0 | 3.4 | - | 45.4 | - |
| PHF | 0.639 | 0.708 | - | 0.667 | 0.550 | 0.981 | - | 0.970 | 0.871 | 0.806 | - | 0.898 | 0.954 |
| Lights | 22 | 16 | - | 38 | 11 | 412 | - | 423 | 357 | 28 | - | 385 | 846 |
| % Lights | 95.7 | 94.1 | - | 95.0 | 100.0 | 99.0 | - | 99.1 | 99.4 | 96.6 | - | 99.2 | 98.9 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 1 | - | 2 | 0 | 4 | - | 4 | 2 | 1 | - | 3 | 9 |
| % Trucks | 4.3 | 5.9 | - | 5.0 | 0.0 | 1.0 | - | 0.9 | 0.6 | 3.4 | - | 0.8 | 1.1 |



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Count Name: Brodhead Rd and Main St
 Site Code: 12
 Start Date: 01/14/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and West/East
 Shaffer Rd
 Site Code: 13
 Start Date: 01/14/2021
 Page No: 1

Turning Movement Data

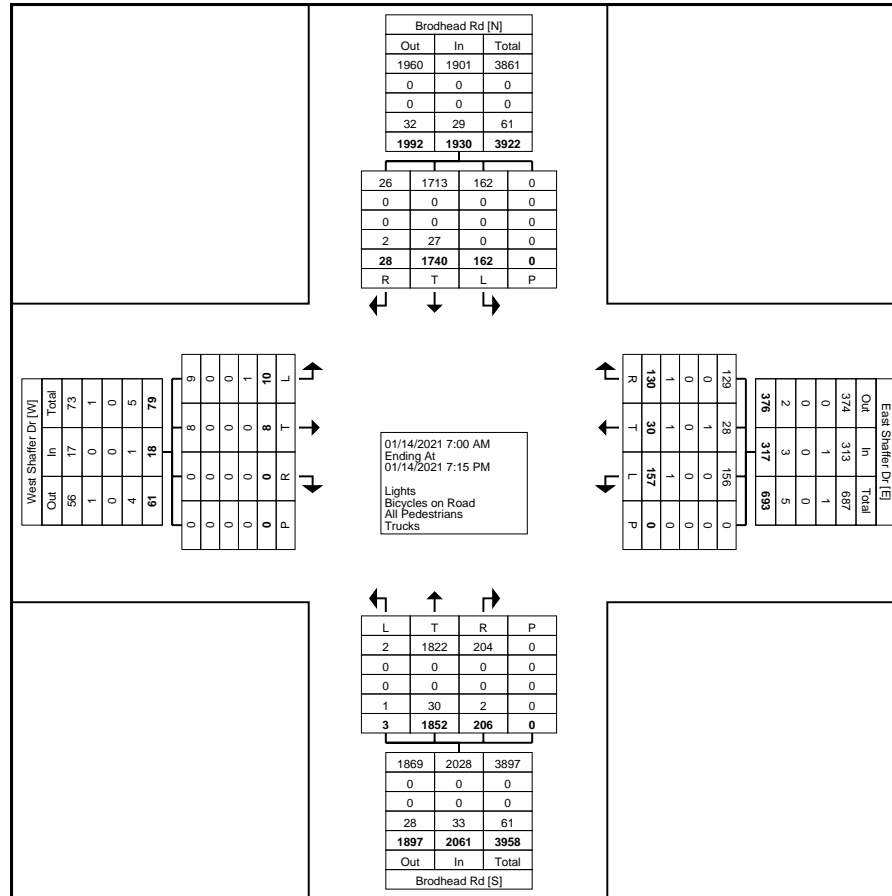
| Start Time | West Shaffer Dr Eastbound | | | | | East Shaffer Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|---------------|------------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 2 | 0 | 11 | 1 | 37 | 3 | 0 | 41 | 2 | 52 | 2 | 0 | 56 | 108 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 | 11 | 2 | 5 | 0 | 18 | 0 | 42 | 5 | 0 | 47 | 1 | 62 | 1 | 0 | 64 | 130 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 6 | 0 | 18 | 0 | 48 | 2 | 0 | 50 | 3 | 56 | 0 | 0 | 59 | 127 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 11 | 0 | 55 | 3 | 0 | 58 | 2 | 62 | 1 | 0 | 65 | 134 |
| Hourly Total | 0 | 1 | 0 | 0 | 1 | 36 | 5 | 17 | 0 | 58 | 1 | 182 | 13 | 0 | 196 | 8 | 232 | 4 | 0 | 244 | 499 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 2 | 0 | 15 | 0 | 50 | 8 | 0 | 58 | 5 | 52 | 0 | 0 | 57 | 130 |
| 8:15 AM | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 6 | 0 | 39 | 6 | 0 | 45 | 1 | 48 | 2 | 0 | 51 | 103 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 49 | 2 | 0 | 51 | 3 | 34 | 0 | 0 | 37 | 96 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 5 | 0 | 13 | 0 | 46 | 3 | 0 | 49 | 5 | 53 | 2 | 0 | 60 | 122 |
| Hourly Total | 1 | 0 | 0 | 0 | 1 | 26 | 3 | 13 | 0 | 42 | 0 | 184 | 19 | 0 | 203 | 14 | 187 | 4 | 0 | 205 | 451 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 0 | 9 | 1 | 61 | 10 | 0 | 72 | 9 | 88 | 0 | 0 | 97 | 179 |
| 3:15 PM | 2 | 0 | 0 | 0 | 2 | 4 | 2 | 5 | 0 | 11 | 0 | 112 | 9 | 0 | 121 | 9 | 83 | 2 | 0 | 94 | 228 |
| 3:30 PM | 1 | 1 | 0 | 0 | 2 | 9 | 0 | 7 | 0 | 16 | 0 | 87 | 11 | 0 | 98 | 9 | 95 | 0 | 0 | 104 | 220 |
| 3:45 PM | 1 | 1 | 0 | 0 | 2 | 10 | 2 | 13 | 0 | 25 | 0 | 127 | 9 | 0 | 136 | 11 | 88 | 2 | 0 | 101 | 264 |
| Hourly Total | 5 | 2 | 0 | 0 | 7 | 26 | 4 | 31 | 0 | 61 | 1 | 387 | 39 | 0 | 427 | 38 | 354 | 4 | 0 | 396 | 891 |
| 4:00 PM | 0 | 4 | 0 | 0 | 4 | 3 | 0 | 6 | 0 | 9 | 0 | 113 | 11 | 0 | 124 | 11 | 84 | 2 | 0 | 97 | 234 |
| 4:15 PM | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 6 | 0 | 10 | 0 | 113 | 10 | 0 | 123 | 15 | 88 | 1 | 0 | 104 | 238 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 5 | 0 | 16 | 0 | 115 | 14 | 0 | 129 | 9 | 98 | 3 | 0 | 110 | 255 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 7 | 3 | 1 | 0 | 11 | 0 | 97 | 23 | 0 | 120 | 2 | 90 | 3 | 0 | 95 | 227 |
| Hourly Total | 2 | 4 | 0 | 0 | 6 | 23 | 5 | 18 | 0 | 46 | 0 | 438 | 58 | 0 | 496 | 37 | 360 | 9 | 0 | 406 | 954 |
| 5:00 PM | 1 | 1 | 0 | 0 | 2 | 6 | 2 | 2 | 0 | 10 | 1 | 111 | 7 | 0 | 119 | 7 | 80 | 0 | 0 | 87 | 218 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 8 | 0 | 18 | 0 | 116 | 17 | 0 | 133 | 8 | 79 | 2 | 0 | 89 | 240 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 14 | 0 | 92 | 15 | 0 | 107 | 6 | 107 | 3 | 0 | 116 | 237 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 9 | 0 | 20 | 0 | 95 | 7 | 0 | 102 | 13 | 72 | 1 | 0 | 86 | 208 |
| Hourly Total | 1 | 1 | 0 | 0 | 2 | 30 | 8 | 24 | 0 | 62 | 1 | 414 | 46 | 0 | 461 | 34 | 338 | 6 | 0 | 378 | 903 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 7 | 0 | 15 | 0 | 76 | 17 | 0 | 93 | 10 | 69 | 1 | 0 | 80 | 188 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 9 | 0 | 67 | 5 | 0 | 72 | 8 | 64 | 0 | 0 | 72 | 153 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 10 | 0 | 51 | 4 | 0 | 55 | 4 | 71 | 0 | 0 | 75 | 140 |
| 6:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 11 | 0 | 13 | 0 | 53 | 5 | 0 | 58 | 9 | 65 | 0 | 0 | 74 | 146 |
| Hourly Total | 1 | 0 | 0 | 0 | 1 | 16 | 5 | 26 | 0 | 47 | 0 | 247 | 31 | 0 | 278 | 31 | 269 | 1 | 0 | 301 | 627 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 10 | 8 | 0 | 0 | 18 | 157 | 30 | 130 | 0 | 317 | 3 | 1852 | 206 | 0 | 2061 | 162 | 1740 | 28 | 0 | 1930 | 4326 |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------|-------|-----|---|------|------|------|------|---|------|------|------|------|---|------|-------|------|------|---|------|------|
| Approach % | 55.6 | 44.4 | 0.0 | - | - | 49.5 | 9.5 | 41.0 | - | - | 0.1 | 89.9 | 10.0 | - | - | 8.4 | 90.2 | 1.5 | - | - | - |
| Total % | 0.2 | 0.2 | 0.0 | - | 0.4 | 3.6 | 0.7 | 3.0 | - | 7.3 | 0.1 | 42.8 | 4.8 | - | 47.6 | 3.7 | 40.2 | 0.6 | - | 44.6 | - |
| Lights | 9 | 8 | 0 | - | 17 | 156 | 28 | 129 | - | 313 | 2 | 1822 | 204 | - | 2028 | 162 | 1713 | 26 | - | 1901 | 4259 |
| % Lights | 90.0 | 100.0 | - | - | 94.4 | 99.4 | 93.3 | 99.2 | - | 98.7 | 66.7 | 98.4 | 99.0 | - | 98.4 | 100.0 | 98.4 | 92.9 | - | 98.5 | 98.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 3.3 | 0.0 | - | 0.3 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | 0 | - | - | - | - | 0 | - | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 0 | 0 | - | 1 | 1 | 1 | 1 | - | 3 | 1 | 30 | 2 | - | 33 | 0 | 27 | 2 | - | 29 | 66 |
| % Trucks | 10.0 | 0.0 | - | - | 5.6 | 0.6 | 3.3 | 0.8 | - | 0.9 | 33.3 | 1.6 | 1.0 | - | 1.6 | 0.0 | 1.6 | 7.1 | - | 1.5 | 1.5 |



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Turning Movement Data Plot



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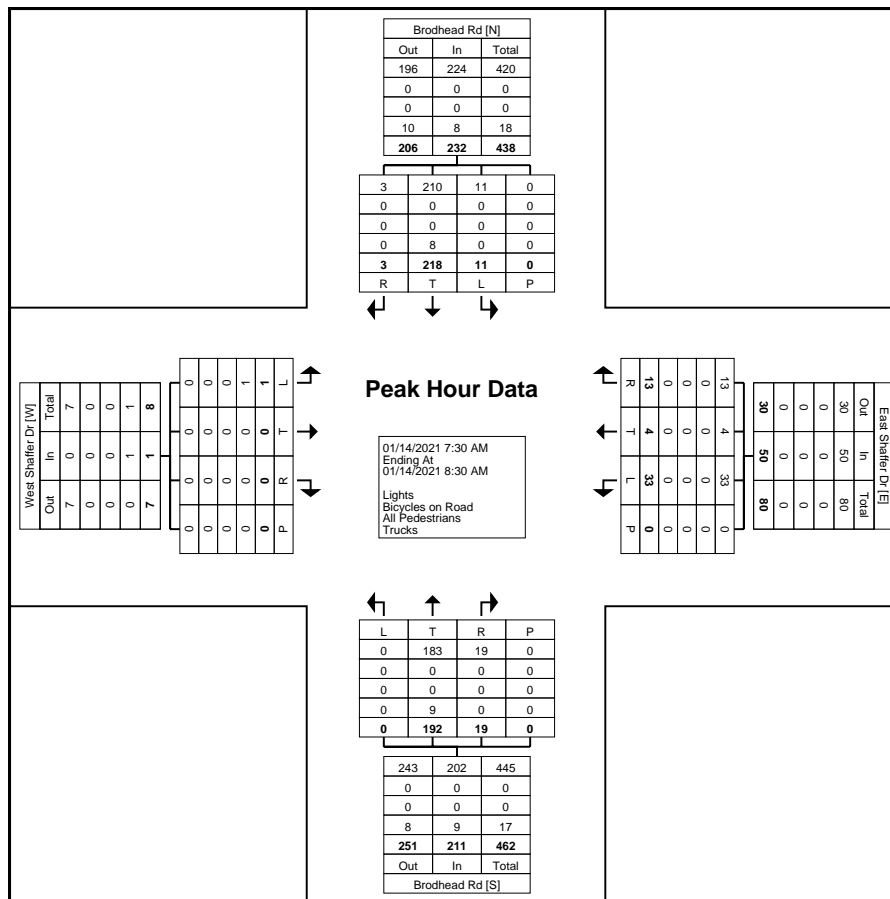
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | West Shaffer Dr Eastbound | | | | | East Shaffer Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|------------------------------|-------|-------|------|------------|------------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 6 | 0 | 18 | 0 | 48 | 2 | 0 | 50 | 3 | 56 | 0 | 0 | 59 | 127 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 11 | 0 | 55 | 3 | 0 | 58 | 2 | 62 | 1 | 0 | 65 | 134 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 2 | 0 | 15 | 0 | 50 | 8 | 0 | 58 | 5 | 52 | 0 | 0 | 57 | 130 |
| 8:15 AM | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 6 | 0 | 39 | 6 | 0 | 45 | 1 | 48 | 2 | 0 | 51 | 103 |
| Total | 1 | 0 | 0 | 0 | 1 | 33 | 4 | 13 | 0 | 50 | 0 | 192 | 19 | 0 | 211 | 11 | 218 | 3 | 0 | 232 | 494 |
| Approach % | 100.0 | 0.0 | 0.0 | - | - | 66.0 | 8.0 | 26.0 | - | - | 0.0 | 91.0 | 9.0 | - | - | 4.7 | 94.0 | 1.3 | - | - | - |
| Total % | 0.2 | 0.0 | 0.0 | - | 0.2 | 6.7 | 0.8 | 2.6 | - | 10.1 | 0.0 | 38.9 | 3.8 | - | 42.7 | 2.2 | 44.1 | 0.6 | - | 47.0 | - |
| PHF | 0.250 | 0.000 | 0.000 | - | 0.250 | 0.750 | 0.500 | 0.542 | - | 0.694 | 0.000 | 0.873 | 0.594 | - | 0.909 | 0.550 | 0.879 | 0.375 | - | 0.892 | 0.922 |
| Lights | 0 | 0 | 0 | - | 0 | 33 | 4 | 13 | - | 50 | 0 | 183 | 19 | - | 202 | 11 | 210 | 3 | - | 224 | 476 |
| % Lights | 0.0 | - | - | - | 0.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 95.3 | 100.0 | - | 95.7 | 100.0 | 96.3 | 100.0 | - | 96.6 | 96.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 9 | 0 | - | 9 | 0 | 8 | 0 | - | 8 | 18 |
| % Trucks | 100.0 | - | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 4.7 | 0.0 | - | 4.3 | 0.0 | 3.7 | 0.0 | - | 3.4 | 3.6 |



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Turning Movement Peak Hour Data Plot (7:30 AM)



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 Site Code: 13
 Start Date: 01/14/2021
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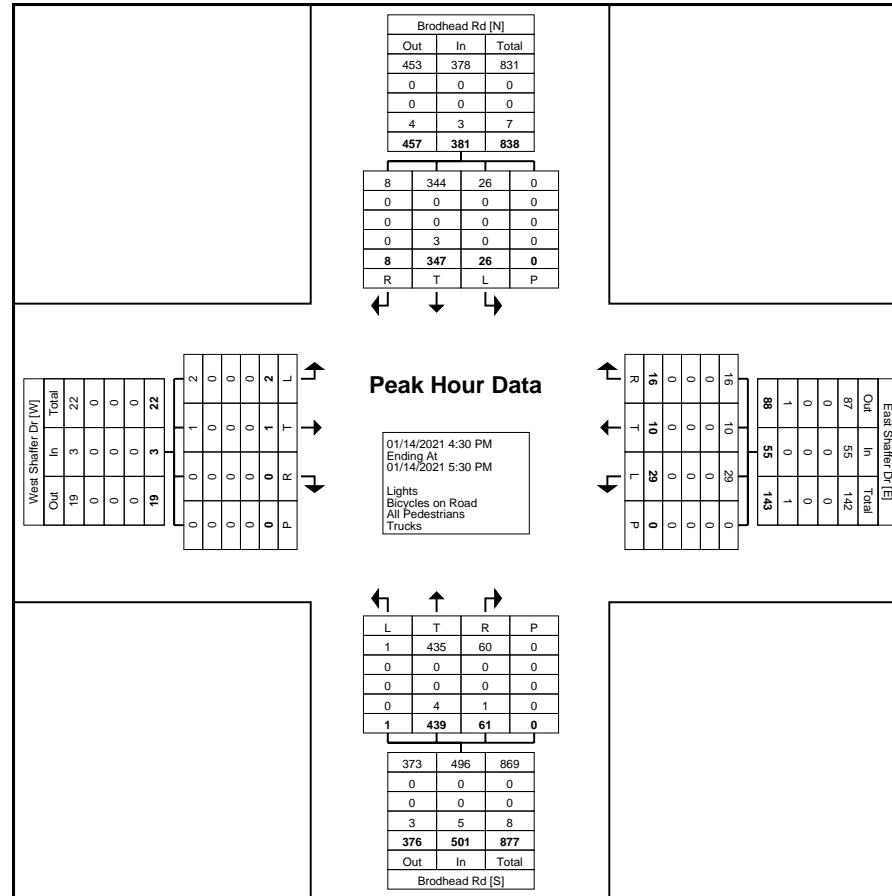
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | West Shaffer Dr Eastbound | | | | | East Shaffer Dr Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|------------------------------|-------|-------|------|------------|------------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 5 | 0 | 16 | 0 | 115 | 14 | 0 | 129 | 9 | 98 | 3 | 0 | 110 | 255 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 7 | 3 | 1 | 0 | 11 | 0 | 97 | 23 | 0 | 120 | 2 | 90 | 3 | 0 | 95 | 227 |
| 5:00 PM | 1 | 1 | 0 | 0 | 2 | 6 | 2 | 2 | 0 | 10 | 1 | 111 | 7 | 0 | 119 | 7 | 80 | 0 | 0 | 87 | 218 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 8 | 0 | 18 | 0 | 116 | 17 | 0 | 133 | 8 | 79 | 2 | 0 | 89 | 240 |
| Total | 2 | 1 | 0 | 0 | 3 | 29 | 10 | 16 | 0 | 55 | 1 | 439 | 61 | 0 | 501 | 26 | 347 | 8 | 0 | 381 | 940 |
| Approach % | 66.7 | 33.3 | 0.0 | - | - | 52.7 | 18.2 | 29.1 | - | - | 0.2 | 87.6 | 12.2 | - | - | 6.8 | 91.1 | 2.1 | - | - | - |
| Total % | 0.2 | 0.1 | 0.0 | - | 0.3 | 3.1 | 1.1 | 1.7 | - | 5.9 | 0.1 | 46.7 | 6.5 | - | 53.3 | 2.8 | 36.9 | 0.9 | - | 40.5 | - |
| PHF | 0.500 | 0.250 | 0.000 | - | 0.375 | 0.806 | 0.833 | 0.500 | - | 0.764 | 0.250 | 0.946 | 0.663 | - | 0.942 | 0.722 | 0.885 | 0.667 | - | 0.866 | 0.922 |
| Lights | 2 | 1 | 0 | - | 3 | 29 | 10 | 16 | - | 55 | 1 | 435 | 60 | - | 496 | 26 | 344 | 8 | - | 378 | 932 |
| % Lights | 100.0 | 100.0 | - | - | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 99.1 | 98.4 | - | 99.0 | 100.0 | 99.1 | 100.0 | - | 99.2 | 99.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 1 | - | 5 | 0 | 3 | 0 | - | 3 | 8 |
| % Trucks | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.9 | 1.6 | - | 1.0 | 0.0 | 0.9 | 0.0 | - | 0.8 | 0.9 |



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Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Pleasant Dr
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Turning Movement Data

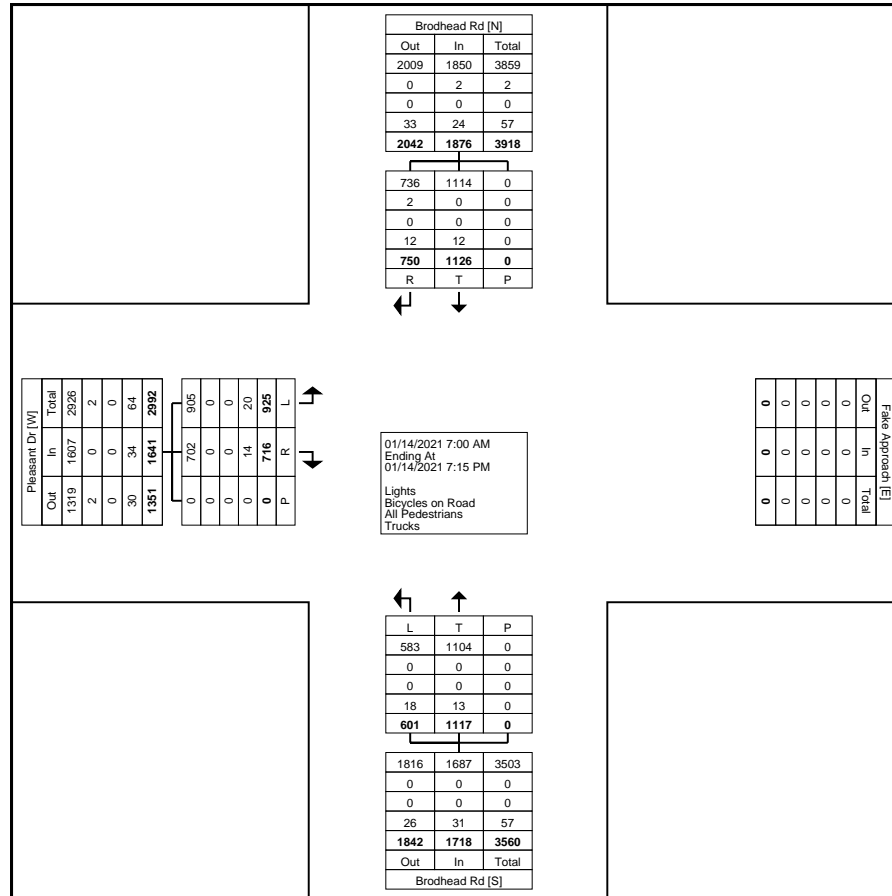
| Start Time | Pleasant Dr Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|-----------------------|-------|------|------------|------------------------|------|------|------------|------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:00 AM | 23 | 11 | 0 | 34 | 19 | 16 | 0 | 35 | 21 | 37 | 0 | 58 | 127 |
| 7:15 AM | 16 | 23 | 0 | 39 | 20 | 29 | 0 | 49 | 20 | 51 | 0 | 71 | 159 |
| 7:30 AM | 25 | 13 | 0 | 38 | 36 | 31 | 0 | 67 | 21 | 49 | 0 | 70 | 175 |
| 7:45 AM | 21 | 22 | 0 | 43 | 32 | 36 | 0 | 68 | 24 | 45 | 0 | 69 | 180 |
| Hourly Total | 85 | 69 | 0 | 154 | 107 | 112 | 0 | 219 | 86 | 182 | 0 | 268 | 641 |
| 8:00 AM | 29 | 25 | 0 | 54 | 28 | 28 | 0 | 56 | 28 | 33 | 0 | 61 | 171 |
| 8:15 AM | 22 | 19 | 0 | 41 | 28 | 22 | 0 | 50 | 23 | 34 | 0 | 57 | 148 |
| 8:30 AM | 19 | 17 | 0 | 36 | 22 | 29 | 0 | 51 | 18 | 20 | 0 | 38 | 125 |
| 8:45 AM | 32 | 24 | 0 | 56 | 14 | 20 | 0 | 34 | 29 | 30 | 0 | 59 | 149 |
| Hourly Total | 102 | 85 | 0 | 187 | 92 | 99 | 0 | 191 | 98 | 117 | 0 | 215 | 593 |
| 9:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 3:00 PM | 30 | 22 | 0 | 52 | 22 | 45 | 0 | 67 | 58 | 30 | 0 | 88 | 207 |
| 3:15 PM | 56 | 30 | 0 | 86 | 24 | 59 | 0 | 83 | 56 | 32 | 0 | 88 | 257 |
| 3:30 PM | 42 | 36 | 0 | 78 | 26 | 59 | 0 | 85 | 65 | 39 | 0 | 104 | 267 |
| 3:45 PM | 62 | 42 | 0 | 104 | 28 | 72 | 0 | 100 | 59 | 36 | 0 | 95 | 299 |
| Hourly Total | 190 | 130 | 0 | 320 | 100 | 235 | 0 | 335 | 238 | 137 | 0 | 375 | 1030 |
| 4:00 PM | 60 | 30 | 0 | 90 | 34 | 63 | 0 | 97 | 61 | 26 | 0 | 87 | 274 |
| 4:15 PM | 65 | 35 | 0 | 100 | 30 | 60 | 0 | 90 | 66 | 34 | 0 | 100 | 290 |
| 4:30 PM | 76 | 61 | 0 | 137 | 27 | 57 | 0 | 84 | 61 | 40 | 0 | 101 | 322 |
| 4:45 PM | 54 | 45 | 0 | 99 | 29 | 65 | 0 | 94 | 60 | 34 | 0 | 94 | 287 |
| Hourly Total | 255 | 171 | 0 | 426 | 120 | 245 | 0 | 365 | 248 | 134 | 0 | 382 | 1173 |
| 5:00 PM | 39 | 50 | 0 | 89 | 35 | 76 | 0 | 111 | 62 | 21 | 0 | 83 | 283 |
| 5:15 PM | 57 | 42 | 0 | 99 | 20 | 73 | 0 | 93 | 60 | 26 | 0 | 86 | 278 |
| 5:30 PM | 51 | 33 | 0 | 84 | 31 | 58 | 0 | 89 | 77 | 35 | 0 | 112 | 285 |
| 5:45 PM | 42 | 27 | 0 | 69 | 22 | 61 | 0 | 83 | 55 | 25 | 0 | 80 | 232 |
| Hourly Total | 189 | 152 | 0 | 341 | 108 | 268 | 0 | 376 | 254 | 107 | 0 | 361 | 1078 |
| 6:00 PM | 39 | 36 | 0 | 75 | 26 | 49 | 0 | 75 | 47 | 24 | 0 | 71 | 221 |
| 6:15 PM | 28 | 30 | 0 | 58 | 17 | 31 | 0 | 48 | 49 | 15 | 0 | 64 | 170 |
| 6:30 PM | 17 | 28 | 0 | 45 | 20 | 40 | 0 | 60 | 59 | 18 | 0 | 77 | 182 |
| 6:45 PM | 19 | 15 | 0 | 34 | 11 | 38 | 0 | 49 | 47 | 15 | 0 | 62 | 145 |
| Hourly Total | 103 | 109 | 0 | 212 | 74 | 158 | 0 | 232 | 202 | 72 | 0 | 274 | 718 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 925 | 716 | 0 | 1641 | 601 | 1117 | 0 | 1718 | 1126 | 750 | 0 | 1876 | 5235 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|---|------|------|
| Approach % | 56.4 | 43.6 | - | - | 35.0 | 65.0 | - | - | 60.0 | 40.0 | - | - | - |
| Total % | 17.7 | 13.7 | - | 31.3 | 11.5 | 21.3 | - | 32.8 | 21.5 | 14.3 | - | 35.8 | - |
| Lights | 905 | 702 | - | 1607 | 583 | 1104 | - | 1687 | 1114 | 736 | - | 1850 | 5144 |
| % Lights | 97.8 | 98.0 | - | 97.9 | 97.0 | 98.8 | - | 98.2 | 98.9 | 98.1 | - | 98.6 | 98.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 2 | - | 2 | 2 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.3 | - | 0.1 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 20 | 14 | - | 34 | 18 | 13 | - | 31 | 12 | 12 | - | 24 | 89 |
| % Trucks | 2.2 | 2.0 | - | 2.1 | 3.0 | 1.2 | - | 1.8 | 1.1 | 1.6 | - | 1.3 | 1.7 |



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Turning Movement Data Plot



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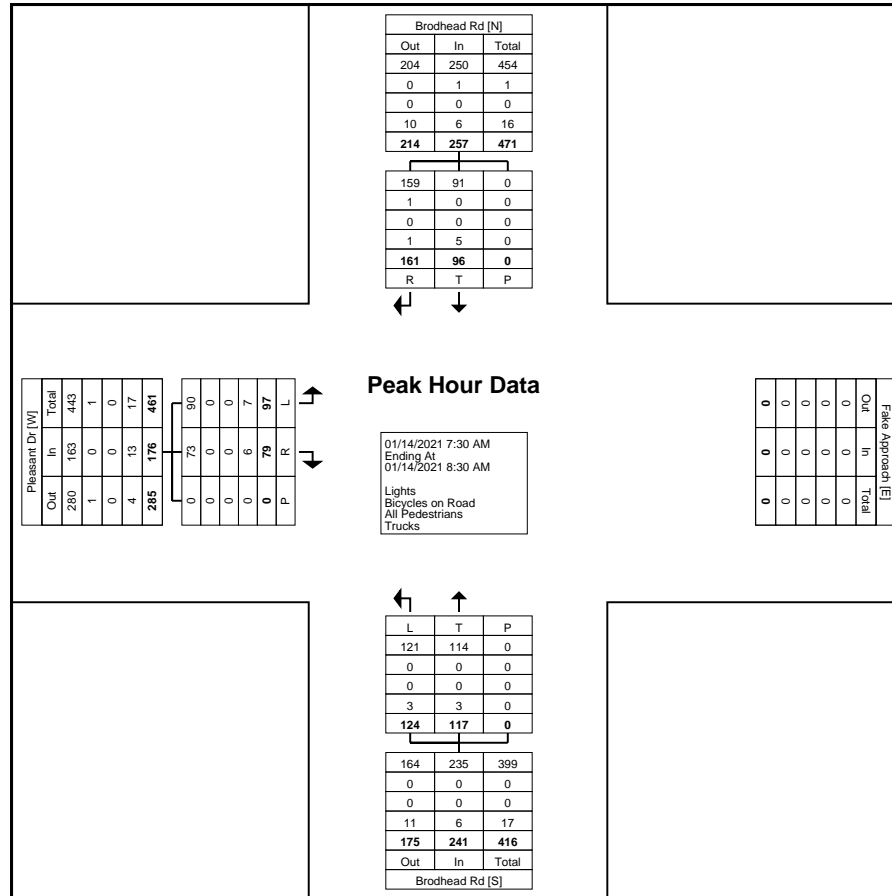
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Pleasant Dr Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|-----------------------|-------|------|------------|------------------------|-------|------|------------|------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:30 AM | 25 | 13 | 0 | 38 | 36 | 31 | 0 | 67 | 21 | 49 | 0 | 70 | 175 |
| 7:45 AM | 21 | 22 | 0 | 43 | 32 | 36 | 0 | 68 | 24 | 45 | 0 | 69 | 180 |
| 8:00 AM | 29 | 25 | 0 | 54 | 28 | 28 | 0 | 56 | 28 | 33 | 0 | 61 | 171 |
| 8:15 AM | 22 | 19 | 0 | 41 | 28 | 22 | 0 | 50 | 23 | 34 | 0 | 57 | 148 |
| Total | 97 | 79 | 0 | 176 | 124 | 117 | 0 | 241 | 96 | 161 | 0 | 257 | 674 |
| Approach % | 55.1 | 44.9 | - | - | 51.5 | 48.5 | - | - | 37.4 | 62.6 | - | - | - |
| Total % | 14.4 | 11.7 | - | 26.1 | 18.4 | 17.4 | - | 35.8 | 14.2 | 23.9 | - | 38.1 | - |
| PHF | 0.836 | 0.790 | - | 0.815 | 0.861 | 0.813 | - | 0.886 | 0.857 | 0.821 | - | 0.918 | 0.936 |
| Lights | 90 | 73 | - | 163 | 121 | 114 | - | 235 | 91 | 159 | - | 250 | 648 |
| % Lights | 92.8 | 92.4 | - | 92.6 | 97.6 | 97.4 | - | 97.5 | 94.8 | 98.8 | - | 97.3 | 96.1 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.6 | - | 0.4 | 0.1 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 7 | 6 | - | 13 | 3 | 3 | - | 6 | 5 | 1 | - | 6 | 25 |
| % Trucks | 7.2 | 7.6 | - | 7.4 | 2.4 | 2.6 | - | 2.5 | 5.2 | 0.6 | - | 2.3 | 3.7 |



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Turning Movement Peak Hour Data Plot (7:30 AM)



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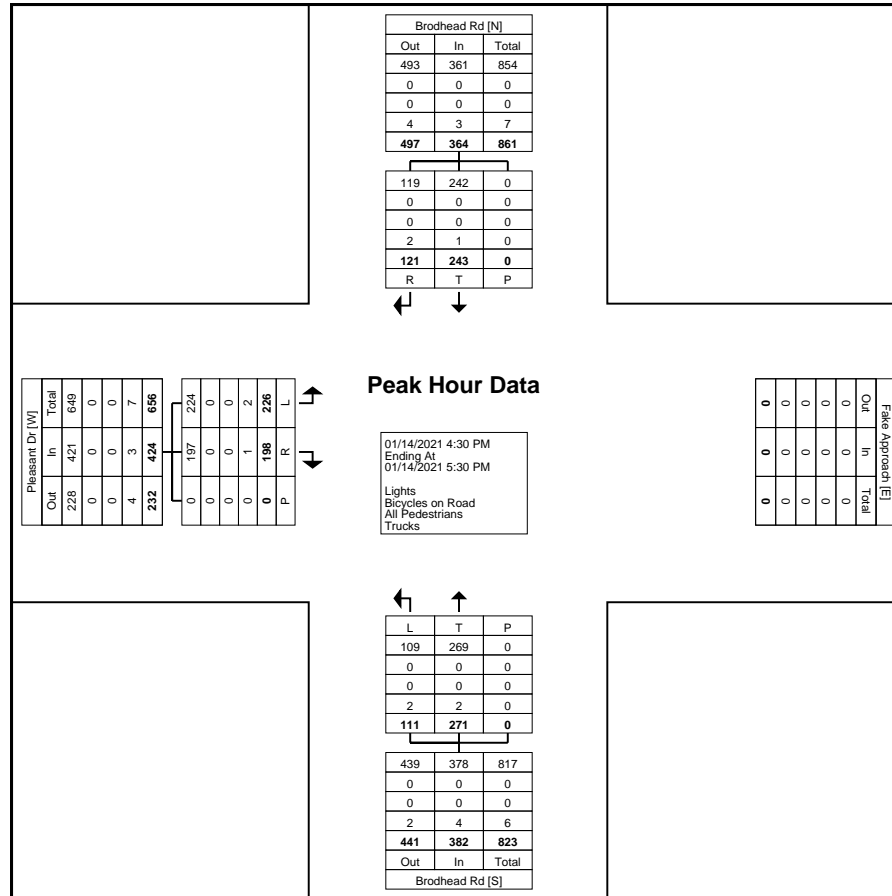
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Pleasant Dr Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|-----------------------|-------|------|------------|------------------------|-------|------|------------|------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 4:30 PM | 76 | 61 | 0 | 137 | 27 | 57 | 0 | 84 | 61 | 40 | 0 | 101 | 322 |
| 4:45 PM | 54 | 45 | 0 | 99 | 29 | 65 | 0 | 94 | 60 | 34 | 0 | 94 | 287 |
| 5:00 PM | 39 | 50 | 0 | 89 | 35 | 76 | 0 | 111 | 62 | 21 | 0 | 83 | 283 |
| 5:15 PM | 57 | 42 | 0 | 99 | 20 | 73 | 0 | 93 | 60 | 26 | 0 | 86 | 278 |
| Total | 226 | 198 | 0 | 424 | 111 | 271 | 0 | 382 | 243 | 121 | 0 | 364 | 1170 |
| Approach % | 53.3 | 46.7 | - | - | 29.1 | 70.9 | - | - | 66.8 | 33.2 | - | - | - |
| Total % | 19.3 | 16.9 | - | 36.2 | 9.5 | 23.2 | - | 32.6 | 20.8 | 10.3 | - | 31.1 | - |
| PHF | 0.743 | 0.811 | - | 0.774 | 0.793 | 0.891 | - | 0.860 | 0.980 | 0.756 | - | 0.901 | 0.908 |
| Lights | 224 | 197 | - | 421 | 109 | 269 | - | 378 | 242 | 119 | - | 361 | 1160 |
| % Lights | 99.1 | 99.5 | - | 99.3 | 98.2 | 99.3 | - | 99.0 | 99.6 | 98.3 | - | 99.2 | 99.1 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 2 | 1 | - | 3 | 2 | 2 | - | 4 | 1 | 2 | - | 3 | 10 |
| % Trucks | 0.9 | 0.5 | - | 0.7 | 1.8 | 0.7 | - | 1.0 | 0.4 | 1.7 | - | 0.8 | 0.9 |



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Count Name: Brodhead Rd and Pleasant Dr
 Site Code: 14
 Start Date: 01/14/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Chapel Rd
 Site Code: 15
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

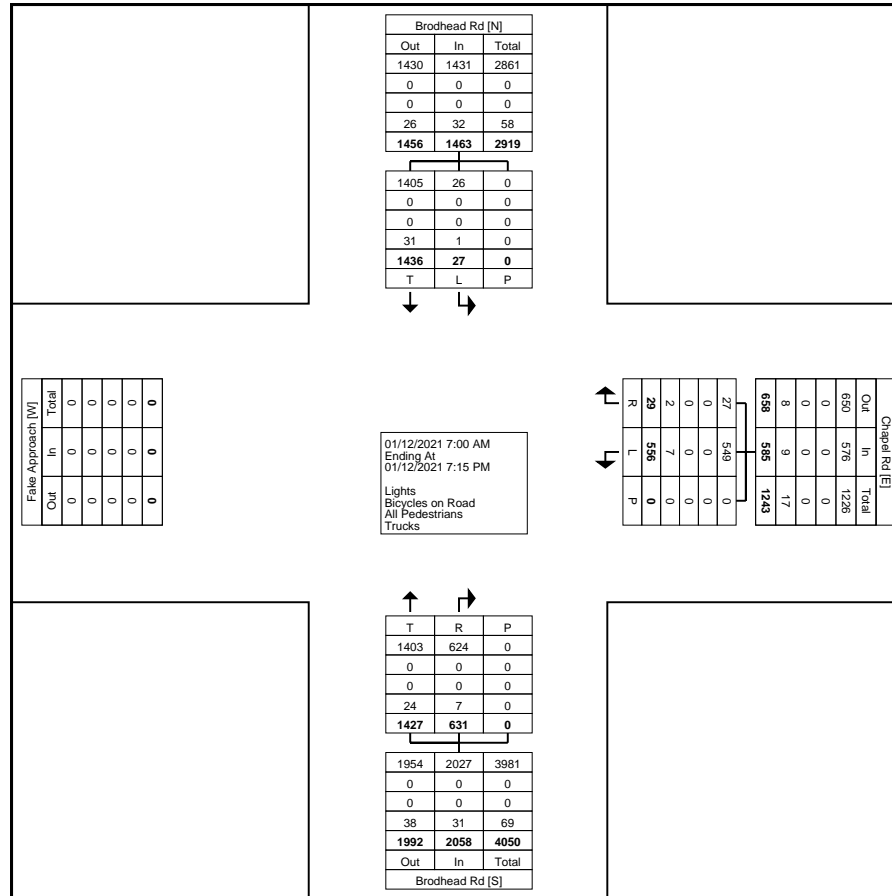
| Start Time | Chapel Rd Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:00 AM | 33 | 1 | 0 | 34 | 32 | 6 | 0 | 38 | 0 | 28 | 0 | 28 | 100 |
| 7:15 AM | 15 | 2 | 0 | 17 | 35 | 8 | 0 | 43 | 0 | 36 | 0 | 36 | 96 |
| 7:30 AM | 31 | 1 | 0 | 32 | 50 | 11 | 0 | 61 | 1 | 46 | 0 | 47 | 140 |
| 7:45 AM | 30 | 3 | 0 | 33 | 41 | 15 | 0 | 56 | 0 | 46 | 0 | 46 | 135 |
| Hourly Total | 109 | 7 | 0 | 116 | 158 | 40 | 0 | 198 | 1 | 156 | 0 | 157 | 471 |
| 8:00 AM | 26 | 0 | 0 | 26 | 40 | 15 | 0 | 55 | 2 | 44 | 0 | 46 | 127 |
| 8:15 AM | 27 | 1 | 0 | 28 | 30 | 15 | 0 | 45 | 0 | 47 | 0 | 47 | 120 |
| 8:30 AM | 26 | 0 | 0 | 26 | 39 | 16 | 0 | 55 | 1 | 48 | 0 | 49 | 130 |
| 8:45 AM | 31 | 0 | 0 | 31 | 28 | 22 | 0 | 50 | 0 | 45 | 0 | 45 | 126 |
| Hourly Total | 110 | 1 | 0 | 111 | 137 | 68 | 0 | 205 | 3 | 184 | 0 | 187 | 503 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 14 | 1 | 0 | 15 | 86 | 28 | 0 | 114 | 2 | 63 | 0 | 65 | 194 |
| 3:15 PM | 33 | 2 | 0 | 35 | 79 | 36 | 0 | 115 | 0 | 74 | 0 | 74 | 224 |
| 3:30 PM | 21 | 2 | 0 | 23 | 77 | 46 | 0 | 123 | 3 | 67 | 0 | 70 | 216 |
| 3:45 PM | 23 | 0 | 0 | 23 | 85 | 43 | 0 | 128 | 1 | 60 | 0 | 61 | 212 |
| Hourly Total | 91 | 5 | 0 | 96 | 327 | 153 | 0 | 480 | 6 | 264 | 0 | 270 | 846 |
| 4:00 PM | 26 | 7 | 0 | 33 | 79 | 29 | 0 | 108 | 3 | 90 | 0 | 93 | 234 |
| 4:15 PM | 22 | 3 | 0 | 25 | 84 | 31 | 0 | 115 | 3 | 90 | 0 | 93 | 233 |
| 4:30 PM | 26 | 1 | 0 | 27 | 58 | 29 | 0 | 87 | 2 | 75 | 0 | 77 | 191 |
| 4:45 PM | 26 | 1 | 0 | 27 | 73 | 31 | 0 | 104 | 4 | 94 | 0 | 98 | 229 |
| Hourly Total | 100 | 12 | 0 | 112 | 294 | 120 | 0 | 414 | 12 | 349 | 0 | 361 | 887 |
| 5:00 PM | 22 | 0 | 0 | 22 | 84 | 42 | 0 | 126 | 1 | 73 | 0 | 74 | 222 |
| 5:15 PM | 30 | 1 | 0 | 31 | 80 | 46 | 0 | 126 | 0 | 69 | 0 | 69 | 226 |
| 5:30 PM | 24 | 1 | 0 | 25 | 73 | 29 | 0 | 102 | 0 | 43 | 0 | 43 | 170 |
| 5:45 PM | 24 | 1 | 0 | 25 | 59 | 29 | 0 | 88 | 0 | 69 | 0 | 69 | 182 |
| Hourly Total | 100 | 3 | 0 | 103 | 296 | 146 | 0 | 442 | 1 | 254 | 0 | 255 | 800 |
| 6:00 PM | 16 | 1 | 0 | 17 | 60 | 33 | 0 | 93 | 0 | 59 | 0 | 59 | 169 |
| 6:15 PM | 11 | 0 | 0 | 11 | 59 | 26 | 0 | 85 | 2 | 72 | 0 | 74 | 170 |
| 6:30 PM | 10 | 0 | 0 | 10 | 53 | 25 | 0 | 78 | 1 | 44 | 0 | 45 | 133 |
| 6:45 PM | 9 | 0 | 0 | 9 | 43 | 20 | 0 | 63 | 1 | 54 | 0 | 55 | 127 |
| Hourly Total | 46 | 1 | 0 | 47 | 215 | 104 | 0 | 319 | 4 | 229 | 0 | 233 | 599 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 556 | 29 | 0 | 585 | 1427 | 631 | 0 | 2058 | 27 | 1436 | 0 | 1463 | 4106 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|---|------|------|
| Approach % | 95.0 | 5.0 | - | - | 69.3 | 30.7 | - | - | 1.8 | 98.2 | - | - | - |
| Total % | 13.5 | 0.7 | - | 14.2 | 34.8 | 15.4 | - | 50.1 | 0.7 | 35.0 | - | 35.6 | - |
| Lights | 549 | 27 | - | 576 | 1403 | 624 | - | 2027 | 26 | 1405 | - | 1431 | 4034 |
| % Lights | 98.7 | 93.1 | - | 98.5 | 98.3 | 98.9 | - | 98.5 | 96.3 | 97.8 | - | 97.8 | 98.2 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 7 | 2 | - | 9 | 24 | 7 | - | 31 | 1 | 31 | - | 32 | 72 |
| % Trucks | 1.3 | 6.9 | - | 1.5 | 1.7 | 1.1 | - | 1.5 | 3.7 | 2.2 | - | 2.2 | 1.8 |



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Count Name: Brodhead Rd and Chapel Rd
 Site Code: 15
 Start Date: 01/12/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Chapel Rd
 Site Code: 15
 Start Date: 01/12/2021
 Page No: 4

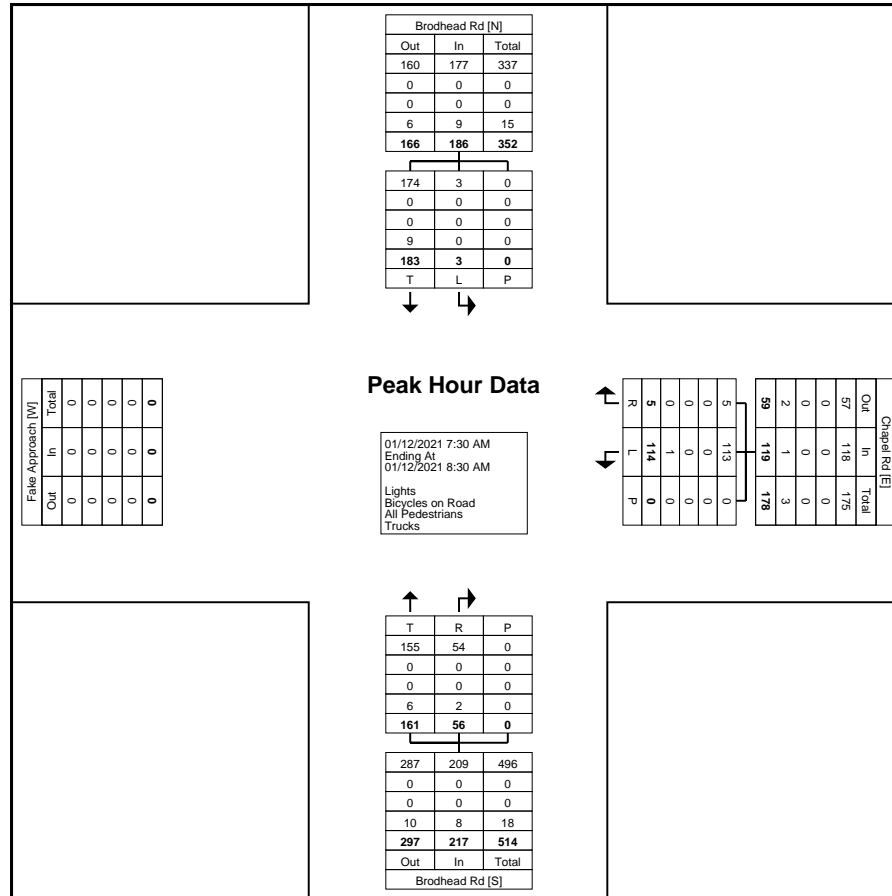
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Chapel Rd Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:30 AM | 31 | 1 | 0 | 32 | 50 | 11 | 0 | 61 | 1 | 46 | 0 | 47 | 140 |
| 7:45 AM | 30 | 3 | 0 | 33 | 41 | 15 | 0 | 56 | 0 | 46 | 0 | 46 | 135 |
| 8:00 AM | 26 | 0 | 0 | 26 | 40 | 15 | 0 | 55 | 2 | 44 | 0 | 46 | 127 |
| 8:15 AM | 27 | 1 | 0 | 28 | 30 | 15 | 0 | 45 | 0 | 47 | 0 | 47 | 120 |
| Total | 114 | 5 | 0 | 119 | 161 | 56 | 0 | 217 | 3 | 183 | 0 | 186 | 522 |
| Approach % | 95.8 | 4.2 | - | - | 74.2 | 25.8 | - | - | 1.6 | 98.4 | - | - | - |
| Total % | 21.8 | 1.0 | - | 22.8 | 30.8 | 10.7 | - | 41.6 | 0.6 | 35.1 | - | 35.6 | - |
| PHF | 0.919 | 0.417 | - | 0.902 | 0.805 | 0.933 | - | 0.889 | 0.375 | 0.973 | - | 0.989 | 0.932 |
| Lights | 113 | 5 | - | 118 | 155 | 54 | - | 209 | 3 | 174 | - | 177 | 504 |
| % Lights | 99.1 | 100.0 | - | 99.2 | 96.3 | 96.4 | - | 96.3 | 100.0 | 95.1 | - | 95.2 | 96.6 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 0 | - | 1 | 6 | 2 | - | 8 | 0 | 9 | - | 9 | 18 |
| % Trucks | 0.9 | 0.0 | - | 0.8 | 3.7 | 3.6 | - | 3.7 | 0.0 | 4.9 | - | 4.8 | 3.4 |



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Count Name: Brodhead Rd and Chapel Rd
 Site Code: 15
 Start Date: 01/12/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Chapel Rd
 Site Code: 15
 Start Date: 01/12/2021
 Page No: 6

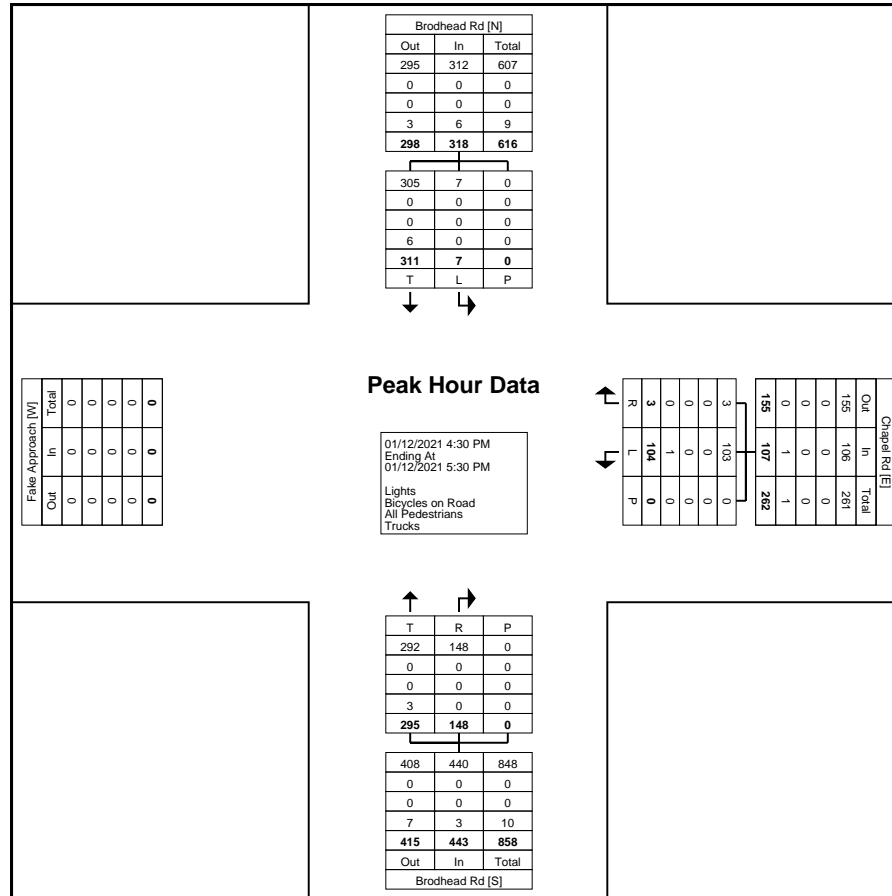
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Chapel Rd Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 4:30 PM | 26 | 1 | 0 | 27 | 58 | 29 | 0 | 87 | 2 | 75 | 0 | 77 | 191 |
| 4:45 PM | 26 | 1 | 0 | 27 | 73 | 31 | 0 | 104 | 4 | 94 | 0 | 98 | 229 |
| 5:00 PM | 22 | 0 | 0 | 22 | 84 | 42 | 0 | 126 | 1 | 73 | 0 | 74 | 222 |
| 5:15 PM | 30 | 1 | 0 | 31 | 80 | 46 | 0 | 126 | 0 | 69 | 0 | 69 | 226 |
| Total | 104 | 3 | 0 | 107 | 295 | 148 | 0 | 443 | 7 | 311 | 0 | 318 | 868 |
| Approach % | 97.2 | 2.8 | - | - | 66.6 | 33.4 | - | - | 2.2 | 97.8 | - | - | - |
| Total % | 12.0 | 0.3 | - | 12.3 | 34.0 | 17.1 | - | 51.0 | 0.8 | 35.8 | - | 36.6 | - |
| PHF | 0.867 | 0.750 | - | 0.863 | 0.878 | 0.804 | - | 0.879 | 0.438 | 0.827 | - | 0.811 | 0.948 |
| Lights | 103 | 3 | - | 106 | 292 | 148 | - | 440 | 7 | 305 | - | 312 | 858 |
| % Lights | 99.0 | 100.0 | - | 99.1 | 99.0 | 100.0 | - | 99.3 | 100.0 | 98.1 | - | 98.1 | 98.8 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 0 | - | 1 | 3 | 0 | - | 3 | 0 | 6 | - | 6 | 10 |
| % Trucks | 1.0 | 0.0 | - | 0.9 | 1.0 | 0.0 | - | 0.7 | 0.0 | 1.9 | - | 1.9 | 1.2 |



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Count Name: Brodhead Rd and Chapel Rd
 Site Code: 15
 Start Date: 01/12/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Mill St/Kennedy Blvd
 Site Code: 16
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

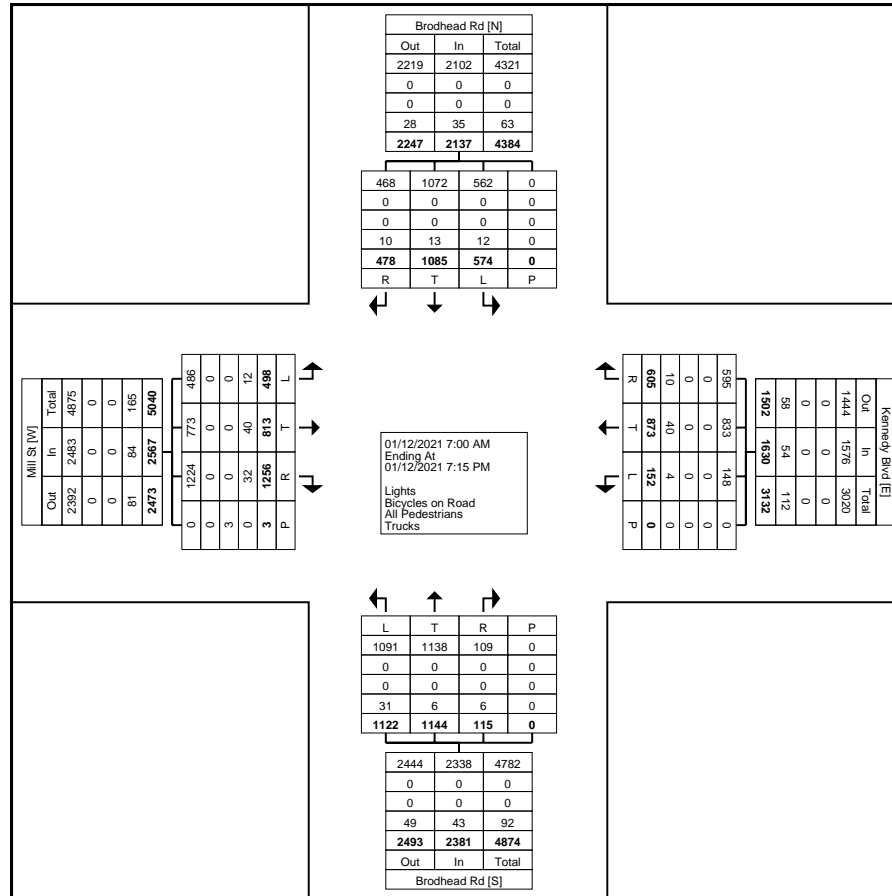
| Start Time | Mill St Eastbound | | | | | Kennedy Blvd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|---------------|-------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 2 | 18 | 18 | 1 | 38 | 5 | 32 | 24 | 0 | 61 | 24 | 23 | 1 | 0 | 48 | 17 | 24 | 22 | 0 | 63 | 210 |
| 7:15 AM | 6 | 24 | 31 | 0 | 61 | 7 | 37 | 14 | 0 | 58 | 27 | 19 | 4 | 0 | 50 | 14 | 20 | 24 | 0 | 58 | 227 |
| 7:30 AM | 11 | 33 | 38 | 0 | 82 | 3 | 19 | 16 | 0 | 38 | 44 | 33 | 4 | 0 | 81 | 17 | 32 | 22 | 0 | 71 | 272 |
| 7:45 AM | 9 | 18 | 52 | 0 | 79 | 4 | 32 | 16 | 0 | 52 | 43 | 36 | 4 | 0 | 83 | 21 | 31 | 24 | 0 | 76 | 290 |
| Hourly Total | 28 | 93 | 139 | 1 | 260 | 19 | 120 | 70 | 0 | 209 | 138 | 111 | 13 | 0 | 262 | 69 | 107 | 92 | 0 | 268 | 999 |
| 8:00 AM | 6 | 22 | 43 | 0 | 71 | 3 | 22 | 15 | 0 | 40 | 34 | 27 | 6 | 0 | 67 | 21 | 32 | 21 | 0 | 74 | 252 |
| 8:15 AM | 9 | 26 | 37 | 0 | 72 | 5 | 20 | 14 | 0 | 39 | 30 | 22 | 5 | 0 | 57 | 16 | 30 | 23 | 0 | 69 | 237 |
| 8:30 AM | 11 | 18 | 36 | 0 | 65 | 6 | 24 | 13 | 0 | 43 | 32 | 27 | 3 | 0 | 62 | 22 | 31 | 24 | 0 | 77 | 247 |
| 8:45 AM | 10 | 16 | 45 | 0 | 71 | 3 | 31 | 19 | 0 | 53 | 42 | 27 | 5 | 0 | 74 | 16 | 41 | 21 | 0 | 78 | 276 |
| Hourly Total | 36 | 82 | 161 | 0 | 279 | 17 | 97 | 61 | 0 | 175 | 138 | 103 | 19 | 0 | 260 | 75 | 134 | 89 | 0 | 298 | 1012 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 23 | 23 | 60 | 1 | 106 | 11 | 55 | 25 | 0 | 91 | 75 | 65 | 4 | 0 | 144 | 18 | 31 | 14 | 0 | 63 | 404 |
| 3:15 PM | 36 | 42 | 61 | 0 | 139 | 11 | 57 | 27 | 0 | 95 | 53 | 55 | 6 | 0 | 114 | 40 | 57 | 21 | 0 | 118 | 466 |
| 3:30 PM | 24 | 51 | 50 | 0 | 125 | 7 | 54 | 37 | 0 | 98 | 64 | 68 | 7 | 0 | 139 | 31 | 48 | 19 | 0 | 98 | 460 |
| 3:45 PM | 32 | 40 | 58 | 0 | 130 | 7 | 55 | 45 | 0 | 107 | 57 | 75 | 7 | 0 | 139 | 34 | 60 | 21 | 0 | 115 | 491 |
| Hourly Total | 115 | 156 | 229 | 1 | 500 | 36 | 221 | 134 | 0 | 391 | 249 | 263 | 24 | 0 | 536 | 123 | 196 | 75 | 0 | 394 | 1821 |
| 4:00 PM | 37 | 49 | 73 | 0 | 159 | 8 | 60 | 32 | 0 | 100 | 63 | 53 | 4 | 0 | 120 | 32 | 43 | 25 | 0 | 100 | 479 |
| 4:15 PM | 18 | 37 | 67 | 0 | 122 | 7 | 37 | 34 | 0 | 78 | 61 | 74 | 4 | 0 | 139 | 34 | 64 | 18 | 0 | 116 | 455 |
| 4:30 PM | 29 | 49 | 69 | 0 | 147 | 7 | 39 | 25 | 0 | 71 | 61 | 41 | 2 | 0 | 104 | 36 | 67 | 20 | 0 | 123 | 445 |
| 4:45 PM | 35 | 50 | 71 | 1 | 156 | 12 | 39 | 31 | 0 | 82 | 67 | 61 | 2 | 0 | 130 | 33 | 63 | 21 | 0 | 117 | 485 |
| Hourly Total | 119 | 185 | 280 | 1 | 584 | 34 | 175 | 122 | 0 | 331 | 252 | 229 | 12 | 0 | 493 | 135 | 237 | 84 | 0 | 456 | 1864 |
| 5:00 PM | 43 | 62 | 77 | 0 | 182 | 7 | 45 | 42 | 0 | 94 | 67 | 64 | 6 | 0 | 137 | 30 | 58 | 27 | 0 | 115 | 528 |
| 5:15 PM | 45 | 40 | 50 | 0 | 135 | 4 | 42 | 35 | 0 | 81 | 53 | 53 | 4 | 0 | 110 | 25 | 53 | 21 | 0 | 99 | 425 |
| 5:30 PM | 19 | 31 | 70 | 0 | 120 | 7 | 41 | 34 | 0 | 82 | 48 | 59 | 5 | 0 | 112 | 27 | 47 | 16 | 0 | 90 | 404 |
| 5:45 PM | 19 | 27 | 64 | 0 | 110 | 3 | 23 | 26 | 0 | 52 | 34 | 74 | 6 | 0 | 114 | 22 | 57 | 25 | 0 | 104 | 380 |
| Hourly Total | 126 | 160 | 261 | 0 | 547 | 21 | 151 | 137 | 0 | 309 | 202 | 250 | 21 | 0 | 473 | 104 | 215 | 89 | 0 | 408 | 1737 |
| 6:00 PM | 19 | 46 | 50 | 0 | 115 | 6 | 39 | 26 | 0 | 71 | 40 | 54 | 12 | 0 | 106 | 15 | 52 | 17 | 0 | 84 | 376 |
| 6:15 PM | 26 | 43 | 56 | 0 | 125 | 7 | 23 | 19 | 0 | 49 | 35 | 44 | 10 | 0 | 89 | 19 | 60 | 12 | 0 | 91 | 354 |
| 6:30 PM | 14 | 25 | 34 | 0 | 73 | 7 | 14 | 21 | 0 | 42 | 47 | 47 | 1 | 0 | 95 | 17 | 42 | 12 | 0 | 71 | 281 |
| 6:45 PM | 15 | 23 | 46 | 0 | 84 | 4 | 33 | 15 | 0 | 52 | 21 | 43 | 3 | 0 | 67 | 17 | 42 | 8 | 0 | 67 | 270 |
| Hourly Total | 74 | 137 | 186 | 0 | 397 | 24 | 109 | 81 | 0 | 214 | 143 | 188 | 26 | 0 | 357 | 68 | 196 | 49 | 0 | 313 | 1281 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 498 | 813 | 1256 | 3 | 2567 | 152 | 873 | 605 | 0 | 1630 | 1122 | 1144 | 115 | 0 | 2381 | 574 | 1085 | 478 | 0 | 2137 | 8715 |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------|------|------|-------|------|------|------|------|---|------|------|------|------|---|------|------|------|------|---|------|------|
| Approach % | 19.4 | 31.7 | 48.9 | - | - | 9.3 | 53.6 | 37.1 | - | - | 47.1 | 48.0 | 4.8 | - | - | 26.9 | 50.8 | 22.4 | - | - | - |
| Total % | 5.7 | 9.3 | 14.4 | - | 29.5 | 1.7 | 10.0 | 6.9 | - | 18.7 | 12.9 | 13.1 | 1.3 | - | 27.3 | 6.6 | 12.4 | 5.5 | - | 24.5 | - |
| Lights | 486 | 773 | 1224 | - | 2483 | 148 | 833 | 595 | - | 1576 | 1091 | 1138 | 109 | - | 2338 | 562 | 1072 | 468 | - | 2102 | 8499 |
| % Lights | 97.6 | 95.1 | 97.5 | - | 96.7 | 97.4 | 95.4 | 98.3 | - | 96.7 | 97.2 | 99.5 | 94.8 | - | 98.2 | 97.9 | 98.8 | 97.9 | - | 98.4 | 97.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 3 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 12 | 40 | 32 | - | 84 | 4 | 40 | 10 | - | 54 | 31 | 6 | 6 | - | 43 | 12 | 13 | 10 | - | 35 | 216 |
| % Trucks | 2.4 | 4.9 | 2.5 | - | 3.3 | 2.6 | 4.6 | 1.7 | - | 3.3 | 2.8 | 0.5 | 5.2 | - | 1.8 | 2.1 | 1.2 | 2.1 | - | 1.6 | 2.5 |



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Count Name: Brodhead Rd and Mill St/Kennedy Blvd
 Site Code: 16
 Start Date: 01/12/2021
 Page No: 3



Turning Movement Data Plot



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Count Name: Brodhead Rd and Mill St/Kennedy Blvd
 Site Code: 16
 Start Date: 01/12/2021
 Page No: 4

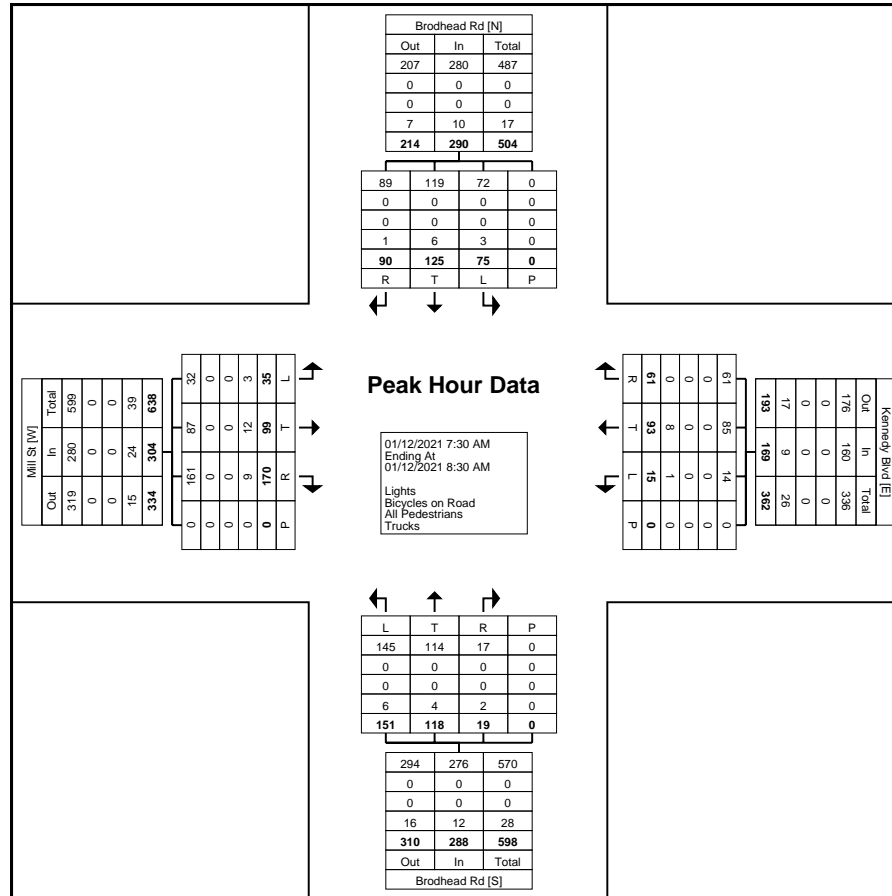
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Mill St Eastbound | | | | | Kennedy Blvd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|----------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 11 | 33 | 38 | 0 | 82 | 3 | 19 | 16 | 0 | 38 | 44 | 33 | 4 | 0 | 81 | 17 | 32 | 22 | 0 | 71 | 272 |
| 7:45 AM | 9 | 18 | 52 | 0 | 79 | 4 | 32 | 16 | 0 | 52 | 43 | 36 | 4 | 0 | 83 | 21 | 31 | 24 | 0 | 76 | 290 |
| 8:00 AM | 6 | 22 | 43 | 0 | 71 | 3 | 22 | 15 | 0 | 40 | 34 | 27 | 6 | 0 | 67 | 21 | 32 | 21 | 0 | 74 | 252 |
| 8:15 AM | 9 | 26 | 37 | 0 | 72 | 5 | 20 | 14 | 0 | 39 | 30 | 22 | 5 | 0 | 57 | 16 | 30 | 23 | 0 | 69 | 237 |
| Total | 35 | 99 | 170 | 0 | 304 | 15 | 93 | 61 | 0 | 169 | 151 | 118 | 19 | 0 | 288 | 75 | 125 | 90 | 0 | 290 | 1051 |
| Approach % | 11.5 | 32.6 | 55.9 | - | - | 8.9 | 55.0 | 36.1 | - | - | 52.4 | 41.0 | 6.6 | - | - | 25.9 | 43.1 | 31.0 | - | - | - |
| Total % | 3.3 | 9.4 | 16.2 | - | 28.9 | 1.4 | 8.8 | 5.8 | - | 16.1 | 14.4 | 11.2 | 1.8 | - | 27.4 | 7.1 | 11.9 | 8.6 | - | 27.6 | - |
| PHF | 0.795 | 0.750 | 0.817 | - | 0.927 | 0.750 | 0.727 | 0.953 | - | 0.813 | 0.858 | 0.819 | 0.792 | - | 0.867 | 0.893 | 0.977 | 0.938 | - | 0.954 | 0.906 |
| Lights | 32 | 87 | 161 | - | 280 | 14 | 85 | 61 | - | 160 | 145 | 114 | 17 | - | 276 | 72 | 119 | 89 | - | 280 | 996 |
| % Lights | 91.4 | 87.9 | 94.7 | - | 92.1 | 93.3 | 91.4 | 100.0 | - | 94.7 | 96.0 | 96.6 | 89.5 | - | 95.8 | 96.0 | 95.2 | 98.9 | - | 96.6 | 94.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 3 | 12 | 9 | - | 24 | 1 | 8 | 0 | - | 9 | 6 | 4 | 2 | - | 12 | 3 | 6 | 1 | - | 10 | 55 |
| % Trucks | 8.6 | 12.1 | 5.3 | - | 7.9 | 6.7 | 8.6 | 0.0 | - | 5.3 | 4.0 | 3.4 | 10.5 | - | 4.2 | 4.0 | 4.8 | 1.1 | - | 3.4 | 5.2 |



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Count Name: Brodhead Rd and Mill St/Kennedy Blvd
 Site Code: 16
 Start Date: 01/12/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Mill St/Kennedy Blvd
 Site Code: 16
 Start Date: 01/12/2021
 Page No: 6

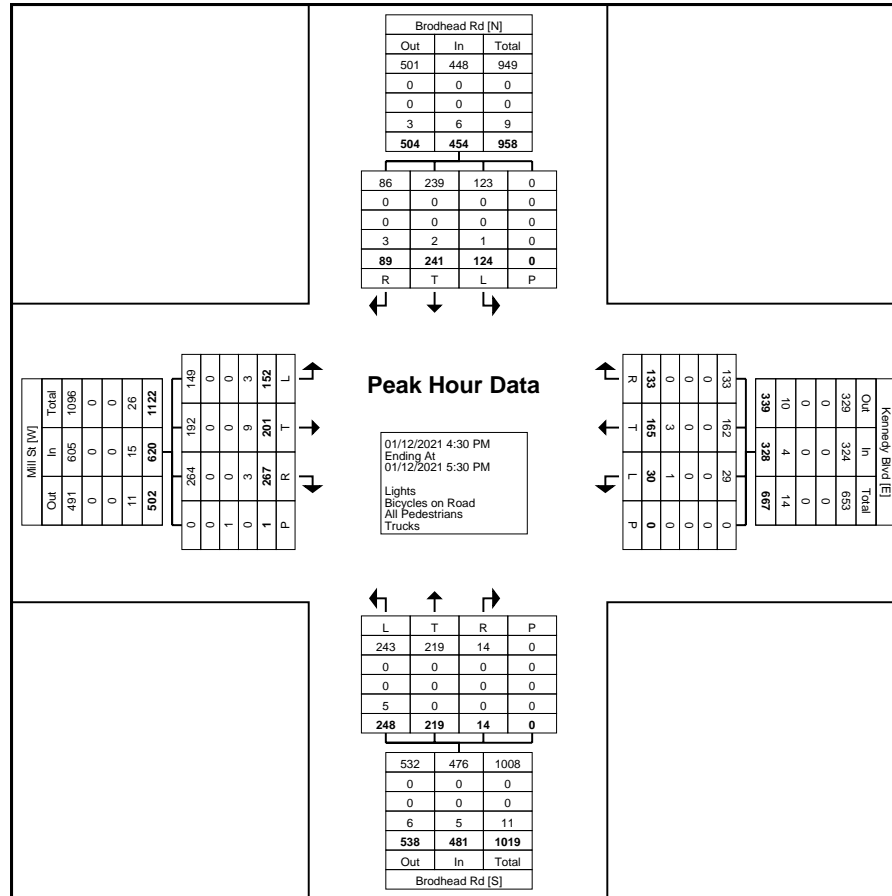
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Mill St Eastbound | | | | | Kennedy Blvd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|----------------------|-------|-------|-------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 29 | 49 | 69 | 0 | 147 | 7 | 39 | 25 | 0 | 71 | 61 | 41 | 2 | 0 | 104 | 36 | 67 | 20 | 0 | 123 | 445 |
| 4:45 PM | 35 | 50 | 71 | 1 | 156 | 12 | 39 | 31 | 0 | 82 | 67 | 61 | 2 | 0 | 130 | 33 | 63 | 21 | 0 | 117 | 485 |
| 5:00 PM | 43 | 62 | 77 | 0 | 182 | 7 | 45 | 42 | 0 | 94 | 67 | 64 | 6 | 0 | 137 | 30 | 58 | 27 | 0 | 115 | 528 |
| 5:15 PM | 45 | 40 | 50 | 0 | 135 | 4 | 42 | 35 | 0 | 81 | 53 | 53 | 4 | 0 | 110 | 25 | 53 | 21 | 0 | 99 | 425 |
| Total | 152 | 201 | 267 | 1 | 620 | 30 | 165 | 133 | 0 | 328 | 248 | 219 | 14 | 0 | 481 | 124 | 241 | 89 | 0 | 454 | 1883 |
| Approach % | 24.5 | 32.4 | 43.1 | - | - | 9.1 | 50.3 | 40.5 | - | - | 51.6 | 45.5 | 2.9 | - | - | 27.3 | 53.1 | 19.6 | - | - | - |
| Total % | 8.1 | 10.7 | 14.2 | - | 32.9 | 1.6 | 8.8 | 7.1 | - | 17.4 | 13.2 | 11.6 | 0.7 | - | 25.5 | 6.6 | 12.8 | 4.7 | - | 24.1 | - |
| PHF | 0.844 | 0.810 | 0.867 | - | 0.852 | 0.625 | 0.917 | 0.792 | - | 0.872 | 0.925 | 0.855 | 0.583 | - | 0.878 | 0.861 | 0.899 | 0.824 | - | 0.923 | 0.892 |
| Lights | 149 | 192 | 264 | - | 605 | 29 | 162 | 133 | - | 324 | 243 | 219 | 14 | - | 476 | 123 | 239 | 86 | - | 448 | 1853 |
| % Lights | 98.0 | 95.5 | 98.9 | - | 97.6 | 96.7 | 98.2 | 100.0 | - | 98.8 | 98.0 | 100.0 | 100.0 | - | 99.0 | 99.2 | 99.2 | 96.6 | - | 98.7 | 98.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 3 | 9 | 3 | - | 15 | 1 | 3 | 0 | - | 4 | 5 | 0 | 0 | - | 5 | 1 | 2 | 3 | - | 6 | 30 |
| % Trucks | 2.0 | 4.5 | 1.1 | - | 2.4 | 3.3 | 1.8 | 0.0 | - | 1.2 | 2.0 | 0.0 | 0.0 | - | 1.0 | 0.8 | 0.8 | 3.4 | - | 1.3 | 1.6 |



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Count Name: Brodhead Rd and Mill St/Kennedy Blvd
 Site Code: 16
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Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Sheffield Rd
 Site Code: 17
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

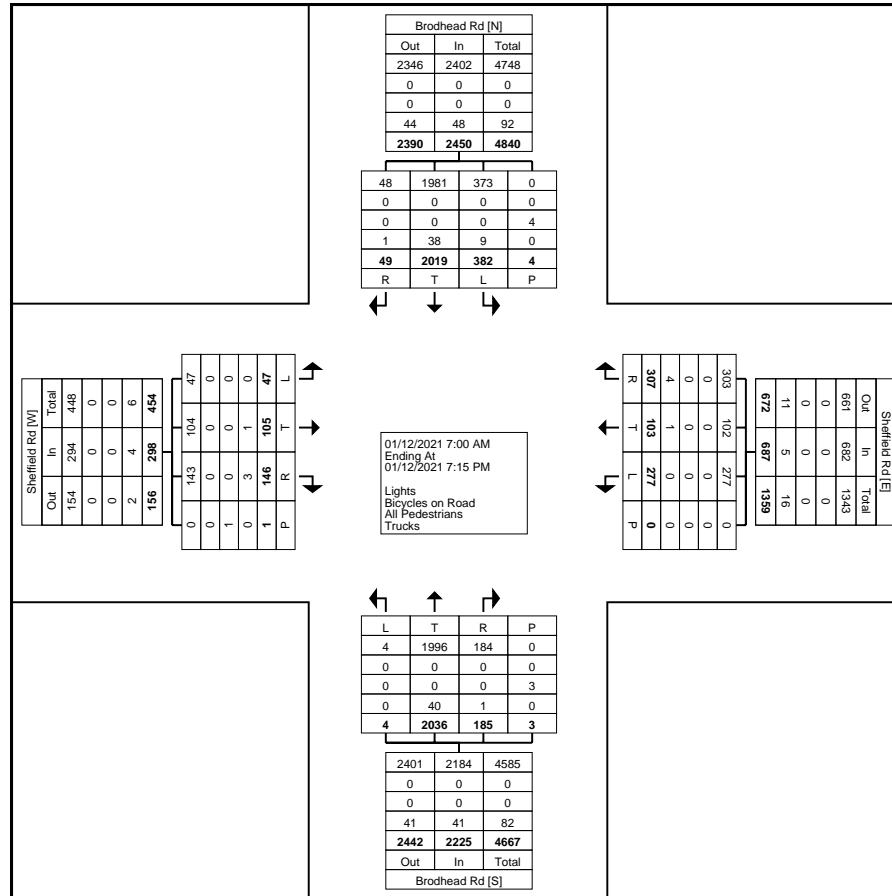
| Start Time | Sheffield Rd Eastbound | | | | | Sheffield Rd Westbound | | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total | | |
|---------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------------------|------|------|-------|------------|------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | | Peds | App. Total |
| 7:00 AM | 0 | 1 | 4 | 0 | 5 | 2 | 0 | 3 | 0 | 5 | 0 | 46 | 2 | 0 | 48 | 3 | 36 | 0 | 0 | 39 | 97 |
| 7:15 AM | 0 | 1 | 2 | 0 | 3 | 2 | 1 | 5 | 0 | 8 | 0 | 43 | 3 | 0 | 46 | 8 | 56 | 0 | 0 | 64 | 121 |
| 7:30 AM | 1 | 1 | 3 | 0 | 5 | 4 | 0 | 5 | 0 | 9 | 0 | 82 | 3 | 1 | 85 | 9 | 64 | 0 | 0 | 73 | 172 |
| 7:45 AM | 0 | 1 | 2 | 0 | 3 | 4 | 1 | 9 | 0 | 14 | 0 | 80 | 9 | 1 | 89 | 16 | 62 | 1 | 0 | 79 | 185 |
| Hourly Total | 1 | 4 | 11 | 0 | 16 | 12 | 2 | 22 | 0 | 36 | 0 | 251 | 17 | 2 | 268 | 36 | 218 | 1 | 0 | 255 | 575 |
| 8:00 AM | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 8 | 0 | 11 | 0 | 50 | 5 | 0 | 55 | 17 | 56 | 0 | 0 | 73 | 141 |
| 8:15 AM | 0 | 1 | 4 | 0 | 5 | 4 | 4 | 9 | 0 | 17 | 0 | 46 | 5 | 0 | 51 | 17 | 55 | 0 | 0 | 72 | 145 |
| 8:30 AM | 0 | 1 | 8 | 0 | 9 | 10 | 3 | 13 | 0 | 26 | 0 | 61 | 3 | 0 | 64 | 12 | 52 | 1 | 0 | 65 | 164 |
| 8:45 AM | 1 | 1 | 7 | 0 | 9 | 9 | 2 | 5 | 0 | 16 | 0 | 56 | 3 | 0 | 59 | 15 | 61 | 0 | 0 | 76 | 160 |
| Hourly Total | 1 | 3 | 21 | 0 | 25 | 26 | 9 | 35 | 0 | 70 | 0 | 213 | 16 | 0 | 229 | 61 | 224 | 1 | 0 | 286 | 610 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 2 | 5 | 6 | 0 | 13 | 14 | 4 | 18 | 0 | 36 | 1 | 111 | 15 | 0 | 127 | 20 | 91 | 2 | 0 | 113 | 289 |
| 3:15 PM | 3 | 8 | 8 | 0 | 19 | 18 | 6 | 26 | 0 | 50 | 0 | 98 | 9 | 0 | 107 | 17 | 94 | 2 | 0 | 113 | 289 |
| 3:30 PM | 1 | 10 | 4 | 0 | 15 | 13 | 5 | 20 | 0 | 38 | 0 | 127 | 10 | 0 | 137 | 14 | 79 | 3 | 0 | 96 | 286 |
| 3:45 PM | 3 | 9 | 6 | 0 | 18 | 19 | 8 | 13 | 0 | 40 | 0 | 118 | 9 | 0 | 127 | 24 | 94 | 0 | 0 | 118 | 303 |
| Hourly Total | 9 | 32 | 24 | 0 | 65 | 64 | 23 | 77 | 0 | 164 | 1 | 454 | 43 | 0 | 498 | 75 | 358 | 7 | 0 | 440 | 1167 |
| 4:00 PM | 2 | 5 | 4 | 1 | 11 | 15 | 3 | 23 | 0 | 41 | 0 | 101 | 11 | 1 | 112 | 14 | 110 | 2 | 2 | 126 | 290 |
| 4:15 PM | 2 | 7 | 14 | 0 | 23 | 17 | 10 | 15 | 0 | 42 | 0 | 119 | 8 | 0 | 127 | 17 | 124 | 1 | 0 | 142 | 334 |
| 4:30 PM | 1 | 11 | 11 | 0 | 23 | 22 | 11 | 13 | 0 | 46 | 0 | 102 | 10 | 0 | 112 | 19 | 108 | 4 | 0 | 131 | 312 |
| 4:45 PM | 4 | 4 | 10 | 0 | 18 | 16 | 5 | 13 | 0 | 34 | 0 | 112 | 9 | 0 | 121 | 15 | 136 | 5 | 0 | 156 | 329 |
| Hourly Total | 9 | 27 | 39 | 1 | 75 | 70 | 29 | 64 | 0 | 163 | 0 | 434 | 38 | 1 | 472 | 65 | 478 | 12 | 2 | 555 | 1265 |
| 5:00 PM | 1 | 9 | 8 | 0 | 18 | 14 | 5 | 18 | 0 | 37 | 0 | 100 | 11 | 0 | 111 | 19 | 114 | 5 | 1 | 138 | 304 |
| 5:15 PM | 3 | 7 | 7 | 0 | 17 | 10 | 4 | 14 | 0 | 28 | 0 | 107 | 12 | 0 | 119 | 19 | 79 | 6 | 0 | 104 | 268 |
| 5:30 PM | 9 | 2 | 7 | 0 | 18 | 20 | 5 | 16 | 0 | 41 | 0 | 73 | 11 | 0 | 84 | 15 | 112 | 4 | 1 | 131 | 274 |
| 5:45 PM | 3 | 1 | 5 | 0 | 9 | 15 | 6 | 20 | 0 | 41 | 0 | 91 | 10 | 0 | 101 | 19 | 100 | 3 | 0 | 122 | 273 |
| Hourly Total | 16 | 19 | 27 | 0 | 62 | 59 | 20 | 68 | 0 | 147 | 0 | 371 | 44 | 0 | 415 | 72 | 405 | 18 | 2 | 495 | 1119 |
| 6:00 PM | 4 | 4 | 6 | 0 | 14 | 11 | 7 | 11 | 0 | 29 | 1 | 90 | 12 | 0 | 103 | 23 | 91 | 3 | 0 | 117 | 263 |
| 6:15 PM | 2 | 6 | 6 | 0 | 14 | 13 | 5 | 9 | 0 | 27 | 1 | 85 | 5 | 0 | 91 | 17 | 98 | 2 | 0 | 117 | 249 |
| 6:30 PM | 3 | 6 | 10 | 0 | 19 | 13 | 4 | 13 | 0 | 30 | 1 | 70 | 7 | 0 | 78 | 15 | 74 | 4 | 0 | 93 | 220 |
| 6:45 PM | 2 | 4 | 2 | 0 | 8 | 9 | 4 | 8 | 0 | 21 | 0 | 68 | 3 | 0 | 71 | 18 | 73 | 1 | 0 | 92 | 192 |
| Hourly Total | 11 | 20 | 24 | 0 | 55 | 46 | 20 | 41 | 0 | 107 | 3 | 313 | 27 | 0 | 343 | 73 | 336 | 10 | 0 | 419 | 924 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 47 | 105 | 146 | 1 | 298 | 277 | 103 | 307 | 0 | 687 | 4 | 2036 | 185 | 3 | 2225 | 382 | 2019 | 49 | 4 | 2450 | 5660 |
| Approach % | 15.8 | 35.2 | 49.0 | - | - | 40.3 | 15.0 | 44.7 | - | - | 0.2 | 91.5 | 8.3 | - | - | 15.6 | 82.4 | 2.0 | - | - | - |
| Total % | 0.8 | 1.9 | 2.6 | - | 5.3 | 4.9 | 1.8 | 5.4 | - | 12.1 | 0.1 | 36.0 | 3.3 | - | 39.3 | 6.7 | 35.7 | 0.9 | - | 43.3 | - |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|-------|------|------|-------|------|-------|------|------|---|------|-------|------|------|-------|------|------|------|------|-------|------|------|
| Lights | 47 | 104 | 143 | - | 294 | 277 | 102 | 303 | - | 682 | 4 | 1996 | 184 | - | 2184 | 373 | 1981 | 48 | - | 2402 | 5562 |
| % Lights | 100.0 | 99.0 | 97.9 | - | 98.7 | 100.0 | 99.0 | 98.7 | - | 99.3 | 100.0 | 98.0 | 99.5 | - | 98.2 | 97.6 | 98.1 | 98.0 | - | 98.0 | 98.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 3 | - | - | - | - | 4 | - | - |
| % All Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
| Trucks | 0 | 1 | 3 | - | 4 | 0 | 1 | 4 | - | 5 | 0 | 40 | 1 | - | 41 | 9 | 38 | 1 | - | 48 | 98 |
| % Trucks | 0.0 | 1.0 | 2.1 | - | 1.3 | 0.0 | 1.0 | 1.3 | - | 0.7 | 0.0 | 2.0 | 0.5 | - | 1.8 | 2.4 | 1.9 | 2.0 | - | 2.0 | 1.7 |



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Count Name: Brodhead Rd and Sheffield Rd
 Site Code: 17
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Turning Movement Data Plot



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Count Name: Brodhead Rd and Sheffield Rd
 Site Code: 17
 Start Date: 01/12/2021
 Page No: 4

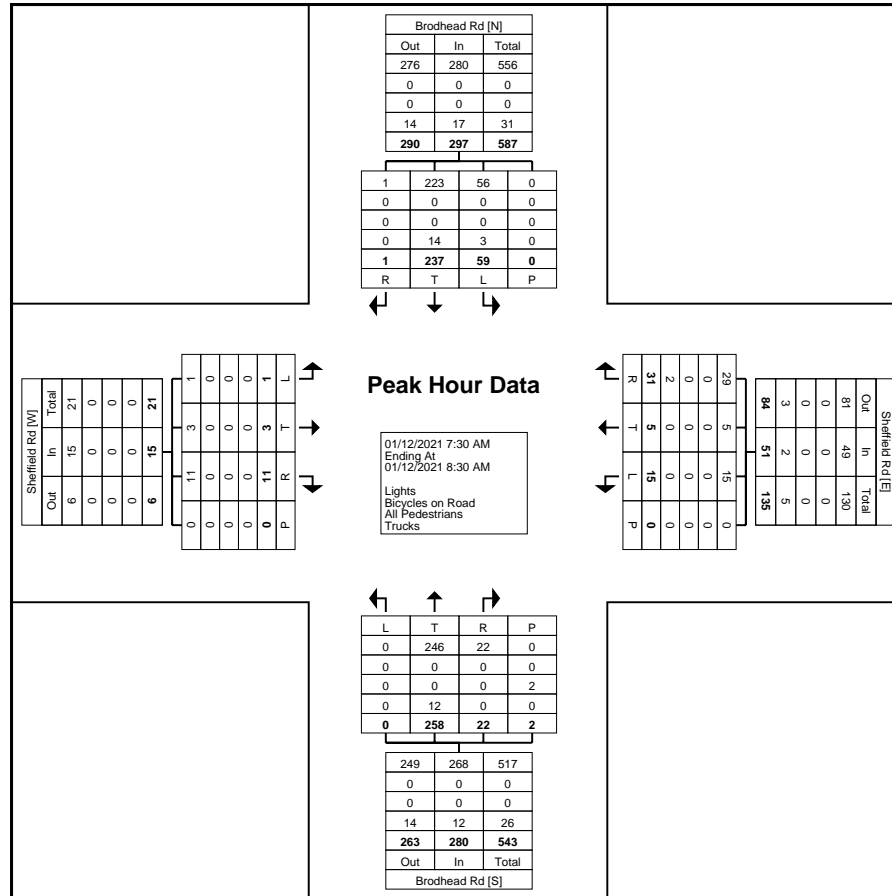
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Sheffield Rd Eastbound | | | | | Sheffield Rd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|------------------------|-------|-------|------|------------|------------------------|-------|-------|------|------------|------------------------|-------|-------|-------|------------|------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 1 | 1 | 3 | 0 | 5 | 4 | 0 | 5 | 0 | 9 | 0 | 82 | 3 | 1 | 85 | 9 | 64 | 0 | 0 | 73 | 172 |
| 7:45 AM | 0 | 1 | 2 | 0 | 3 | 4 | 1 | 9 | 0 | 14 | 0 | 80 | 9 | 1 | 89 | 16 | 62 | 1 | 0 | 79 | 185 |
| 8:00 AM | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 8 | 0 | 11 | 0 | 50 | 5 | 0 | 55 | 17 | 56 | 0 | 0 | 73 | 141 |
| 8:15 AM | 0 | 1 | 4 | 0 | 5 | 4 | 4 | 9 | 0 | 17 | 0 | 46 | 5 | 0 | 51 | 17 | 55 | 0 | 0 | 72 | 145 |
| Total | 1 | 3 | 11 | 0 | 15 | 15 | 5 | 31 | 0 | 51 | 0 | 258 | 22 | 2 | 280 | 59 | 237 | 1 | 0 | 297 | 643 |
| Approach % | 6.7 | 20.0 | 73.3 | - | - | 29.4 | 9.8 | 60.8 | - | - | 0.0 | 92.1 | 7.9 | - | - | 19.9 | 79.8 | 0.3 | - | - | - |
| Total % | 0.2 | 0.5 | 1.7 | - | 2.3 | 2.3 | 0.8 | 4.8 | - | 7.9 | 0.0 | 40.1 | 3.4 | - | 43.5 | 9.2 | 36.9 | 0.2 | - | 46.2 | - |
| PHF | 0.250 | 0.750 | 0.688 | - | 0.750 | 0.938 | 0.313 | 0.861 | - | 0.750 | 0.000 | 0.787 | 0.611 | - | 0.787 | 0.868 | 0.926 | 0.250 | - | 0.940 | 0.869 |
| Lights | 1 | 3 | 11 | - | 15 | 15 | 5 | 29 | - | 49 | 0 | 246 | 22 | - | 268 | 56 | 223 | 1 | - | 280 | 612 |
| % Lights | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 93.5 | - | 96.1 | - | 95.3 | 100.0 | - | 95.7 | 94.9 | 94.1 | 100.0 | - | 94.3 | 95.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 2 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | - | 2 | 0 | 12 | 0 | - | 12 | 3 | 14 | 0 | - | 17 | 31 |
| % Trucks | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 6.5 | - | 3.9 | - | 4.7 | 0.0 | - | 4.3 | 5.1 | 5.9 | 0.0 | - | 5.7 | 4.8 |



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Count Name: Brodhead Rd and Sheffield Rd
 Site Code: 17
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Turning Movement Peak Hour Data Plot (7:30 AM)



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 Site Code: 17
 Start Date: 01/12/2021
 Page No: 6

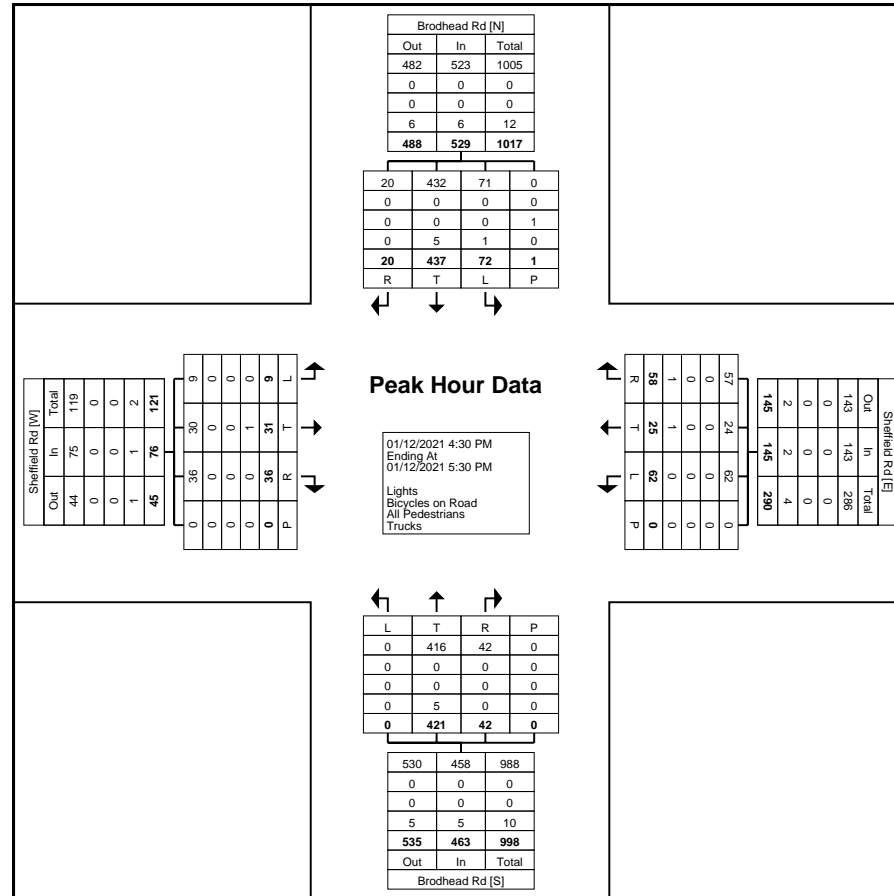
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Sheffield Rd Eastbound | | | | | Sheffield Rd Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|------------------------|-------|-------|------|------------|------------------------|-------|-------|------|------------|------------------------|-------|-------|------|------------|------------------------|-------|-------|-------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 1 | 11 | 11 | 0 | 23 | 22 | 11 | 13 | 0 | 46 | 0 | 102 | 10 | 0 | 112 | 19 | 108 | 4 | 0 | 131 | 312 |
| 4:45 PM | 4 | 4 | 10 | 0 | 18 | 16 | 5 | 13 | 0 | 34 | 0 | 112 | 9 | 0 | 121 | 15 | 136 | 5 | 0 | 156 | 329 |
| 5:00 PM | 1 | 9 | 8 | 0 | 18 | 14 | 5 | 18 | 0 | 37 | 0 | 100 | 11 | 0 | 111 | 19 | 114 | 5 | 1 | 138 | 304 |
| 5:15 PM | 3 | 7 | 7 | 0 | 17 | 10 | 4 | 14 | 0 | 28 | 0 | 107 | 12 | 0 | 119 | 19 | 79 | 6 | 0 | 104 | 268 |
| Total | 9 | 31 | 36 | 0 | 76 | 62 | 25 | 58 | 0 | 145 | 0 | 421 | 42 | 0 | 463 | 72 | 437 | 20 | 1 | 529 | 1213 |
| Approach % | 11.8 | 40.8 | 47.4 | - | - | 42.8 | 17.2 | 40.0 | - | - | 0.0 | 90.9 | 9.1 | - | - | 13.6 | 82.6 | 3.8 | - | - | - |
| Total % | 0.7 | 2.6 | 3.0 | - | 6.3 | 5.1 | 2.1 | 4.8 | - | 12.0 | 0.0 | 34.7 | 3.5 | - | 38.2 | 5.9 | 36.0 | 1.6 | - | 43.6 | - |
| PHF | 0.563 | 0.705 | 0.818 | - | 0.826 | 0.705 | 0.568 | 0.806 | - | 0.788 | 0.000 | 0.940 | 0.875 | - | 0.957 | 0.947 | 0.803 | 0.833 | - | 0.848 | 0.922 |
| Lights | 9 | 30 | 36 | - | 75 | 62 | 24 | 57 | - | 143 | 0 | 416 | 42 | - | 458 | 71 | 432 | 20 | - | 523 | 1199 |
| % Lights | 100.0 | 96.8 | 100.0 | - | 98.7 | 100.0 | 96.0 | 98.3 | - | 98.6 | - | 98.8 | 100.0 | - | 98.9 | 98.6 | 98.9 | 100.0 | - | 98.9 | 98.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 1 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| Trucks | 0 | 1 | 0 | - | 1 | 0 | 1 | 1 | - | 2 | 0 | 5 | 0 | - | 5 | 1 | 5 | 0 | - | 6 | 14 |
| % Trucks | 0.0 | 3.2 | 0.0 | - | 1.3 | 0.0 | 4.0 | 1.7 | - | 1.4 | - | 1.2 | 0.0 | - | 1.1 | 1.4 | 1.1 | 0.0 | - | 1.1 | 1.2 |



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Count Name: Brodhead Rd and Sheffield Rd
 Site Code: 17
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Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Kane Rd
 Site Code: 18
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

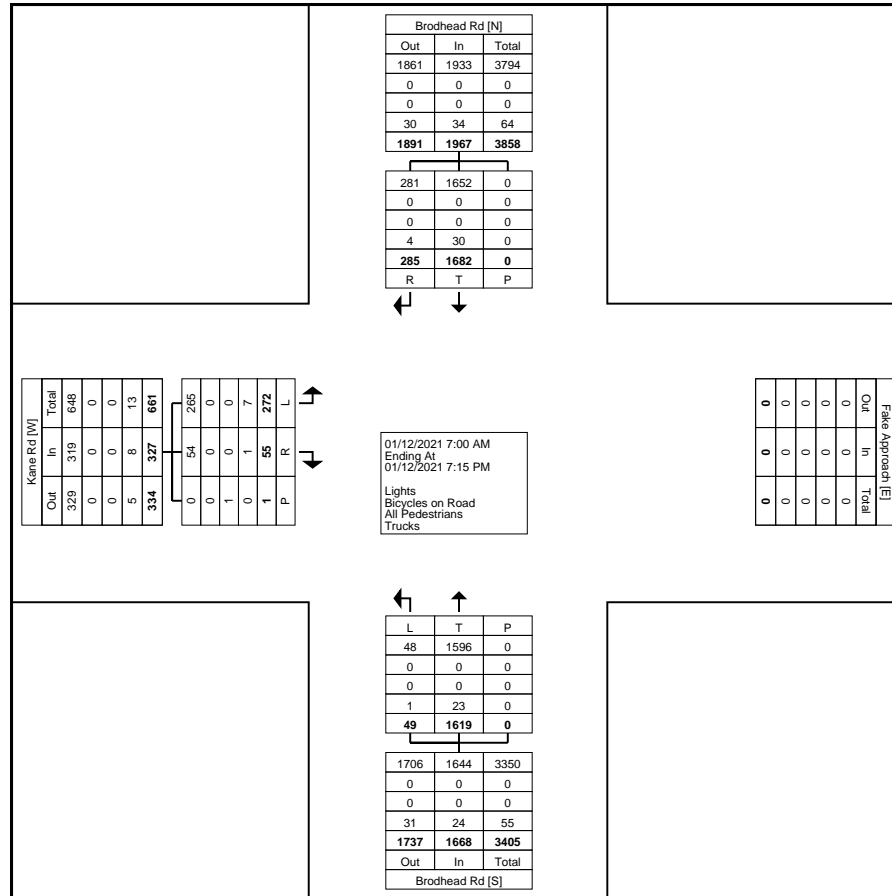
| Start Time | Kane Rd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|-------------------|-------|------|------------|------------------------|------|------|------------|------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:00 AM | 6 | 1 | 0 | 7 | 0 | 25 | 0 | 25 | 27 | 7 | 0 | 34 | 66 |
| 7:15 AM | 9 | 1 | 0 | 10 | 0 | 27 | 0 | 27 | 38 | 6 | 0 | 44 | 81 |
| 7:30 AM | 11 | 0 | 0 | 11 | 0 | 49 | 0 | 49 | 42 | 4 | 0 | 46 | 106 |
| 7:45 AM | 6 | 4 | 0 | 10 | 0 | 63 | 0 | 63 | 55 | 15 | 0 | 70 | 143 |
| Hourly Total | 32 | 6 | 0 | 38 | 0 | 164 | 0 | 164 | 162 | 32 | 0 | 194 | 396 |
| 8:00 AM | 13 | 2 | 0 | 15 | 0 | 36 | 0 | 36 | 50 | 7 | 0 | 57 | 108 |
| 8:15 AM | 6 | 2 | 0 | 8 | 2 | 40 | 0 | 42 | 42 | 5 | 0 | 47 | 97 |
| 8:30 AM | 4 | 1 | 0 | 5 | 2 | 47 | 0 | 49 | 49 | 8 | 0 | 57 | 111 |
| 8:45 AM | 4 | 3 | 0 | 7 | 0 | 42 | 0 | 42 | 69 | 7 | 0 | 76 | 125 |
| Hourly Total | 27 | 8 | 0 | 35 | 4 | 165 | 0 | 169 | 210 | 27 | 0 | 237 | 441 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 21 | 4 | 0 | 25 | 3 | 77 | 0 | 80 | 69 | 9 | 0 | 78 | 183 |
| 3:15 PM | 15 | 4 | 0 | 19 | 3 | 86 | 0 | 89 | 89 | 14 | 0 | 103 | 211 |
| 3:30 PM | 14 | 2 | 0 | 16 | 2 | 94 | 0 | 96 | 71 | 11 | 0 | 82 | 194 |
| 3:45 PM | 20 | 2 | 0 | 22 | 4 | 95 | 0 | 99 | 89 | 17 | 0 | 106 | 227 |
| Hourly Total | 70 | 12 | 0 | 82 | 12 | 352 | 0 | 364 | 318 | 51 | 0 | 369 | 815 |
| 4:00 PM | 27 | 2 | 0 | 29 | 4 | 95 | 0 | 99 | 78 | 16 | 0 | 94 | 222 |
| 4:15 PM | 14 | 3 | 0 | 17 | 3 | 78 | 0 | 81 | 112 | 13 | 0 | 125 | 223 |
| 4:30 PM | 11 | 3 | 0 | 14 | 5 | 79 | 0 | 84 | 100 | 13 | 0 | 113 | 211 |
| 4:45 PM | 14 | 3 | 0 | 17 | 0 | 90 | 0 | 90 | 96 | 15 | 0 | 111 | 218 |
| Hourly Total | 66 | 11 | 0 | 77 | 12 | 342 | 0 | 354 | 386 | 57 | 0 | 443 | 874 |
| 5:00 PM | 17 | 6 | 0 | 23 | 5 | 82 | 0 | 87 | 99 | 16 | 0 | 115 | 225 |
| 5:15 PM | 9 | 2 | 0 | 11 | 2 | 97 | 0 | 99 | 63 | 6 | 0 | 69 | 179 |
| 5:30 PM | 7 | 3 | 0 | 10 | 2 | 70 | 0 | 72 | 88 | 21 | 0 | 109 | 191 |
| 5:45 PM | 11 | 5 | 1 | 16 | 6 | 79 | 0 | 85 | 92 | 21 | 0 | 113 | 214 |
| Hourly Total | 44 | 16 | 1 | 60 | 15 | 328 | 0 | 343 | 342 | 64 | 0 | 406 | 809 |
| 6:00 PM | 11 | 1 | 0 | 12 | 2 | 81 | 0 | 83 | 70 | 19 | 0 | 89 | 184 |
| 6:15 PM | 10 | 1 | 0 | 11 | 0 | 76 | 0 | 76 | 78 | 16 | 0 | 94 | 181 |
| 6:30 PM | 7 | 0 | 0 | 7 | 1 | 60 | 0 | 61 | 55 | 8 | 0 | 63 | 131 |
| 6:45 PM | 5 | 0 | 0 | 5 | 3 | 51 | 0 | 54 | 61 | 11 | 0 | 72 | 131 |
| Hourly Total | 33 | 2 | 0 | 35 | 6 | 268 | 0 | 274 | 264 | 54 | 0 | 318 | 627 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 272 | 55 | 1 | 327 | 49 | 1619 | 0 | 1668 | 1682 | 285 | 0 | 1967 | 3962 |
| Approach % | 83.2 | 16.8 | - | - | 2.9 | 97.1 | - | - | 85.5 | 14.5 | - | - | - |
| Total % | 6.9 | 1.4 | - | 8.3 | 1.2 | 40.9 | - | 42.1 | 42.5 | 7.2 | - | 49.6 | - |

| | | | | | | | | | | | | | |
|--------------------|------|------|-------|------|------|------|---|------|------|------|---|------|------|
| Lights | 265 | 54 | - | 319 | 48 | 1596 | - | 1644 | 1652 | 281 | - | 1933 | 3896 |
| % Lights | 97.4 | 98.2 | - | 97.6 | 98.0 | 98.6 | - | 98.6 | 98.2 | 98.6 | - | 98.3 | 98.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - |
| Trucks | 7 | 1 | - | 8 | 1 | 23 | - | 24 | 30 | 4 | - | 34 | 66 |
| % Trucks | 2.6 | 1.8 | - | 2.4 | 2.0 | 1.4 | - | 1.4 | 1.8 | 1.4 | - | 1.7 | 1.7 |



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Count Name: Brodhead Rd and Kane Rd
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Turning Movement Data Plot



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Count Name: Brodhead Rd and Kane Rd
 Site Code: 18
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 Page No: 4

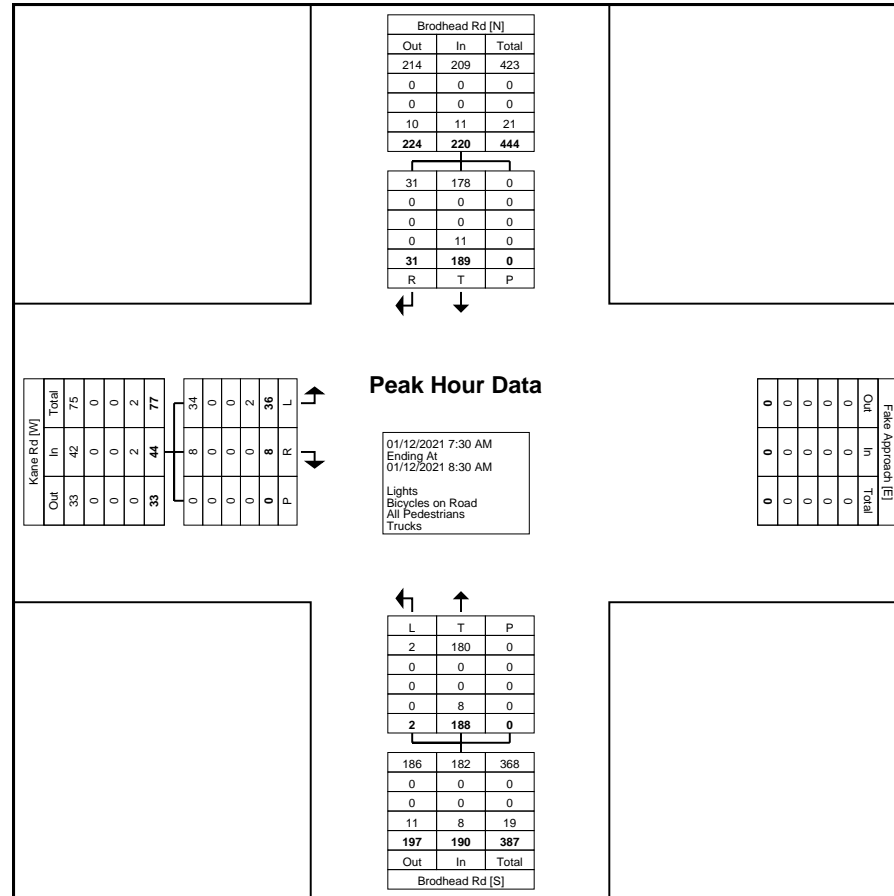
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Kane Rd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 7:30 AM | 11 | 0 | 0 | 11 | 0 | 49 | 0 | 49 | 42 | 4 | 0 | 46 | 106 |
| 7:45 AM | 6 | 4 | 0 | 10 | 0 | 63 | 0 | 63 | 55 | 15 | 0 | 70 | 143 |
| 8:00 AM | 13 | 2 | 0 | 15 | 0 | 36 | 0 | 36 | 50 | 7 | 0 | 57 | 108 |
| 8:15 AM | 6 | 2 | 0 | 8 | 2 | 40 | 0 | 42 | 42 | 5 | 0 | 47 | 97 |
| Total | 36 | 8 | 0 | 44 | 2 | 188 | 0 | 190 | 189 | 31 | 0 | 220 | 454 |
| Approach % | 81.8 | 18.2 | - | - | 1.1 | 98.9 | - | - | 85.9 | 14.1 | - | - | - |
| Total % | 7.9 | 1.8 | - | 9.7 | 0.4 | 41.4 | - | 41.9 | 41.6 | 6.8 | - | 48.5 | - |
| PHF | 0.692 | 0.500 | - | 0.733 | 0.250 | 0.746 | - | 0.754 | 0.859 | 0.517 | - | 0.786 | 0.794 |
| Lights | 34 | 8 | - | 42 | 2 | 180 | - | 182 | 178 | 31 | - | 209 | 433 |
| % Lights | 94.4 | 100.0 | - | 95.5 | 100.0 | 95.7 | - | 95.8 | 94.2 | 100.0 | - | 95.0 | 95.4 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 2 | 0 | - | 2 | 0 | 8 | - | 8 | 11 | 0 | - | 11 | 21 |
| % Trucks | 5.6 | 0.0 | - | 4.5 | 0.0 | 4.3 | - | 4.2 | 5.8 | 0.0 | - | 5.0 | 4.6 |



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Count Name: Brodhead Rd and Kane Rd
 Site Code: 18
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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Kane Rd
 Site Code: 18
 Start Date: 01/12/2021
 Page No: 6

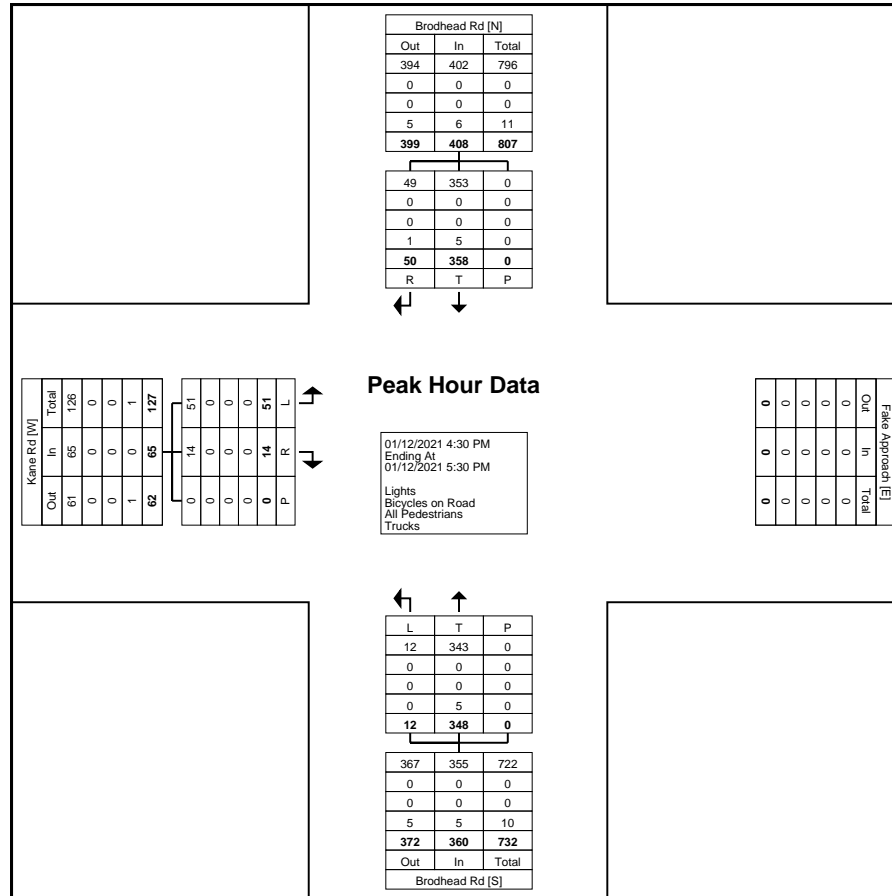
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Kane Rd Eastbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 4:30 PM | 11 | 3 | 0 | 14 | 5 | 79 | 0 | 84 | 100 | 13 | 0 | 113 | 211 |
| 4:45 PM | 14 | 3 | 0 | 17 | 0 | 90 | 0 | 90 | 96 | 15 | 0 | 111 | 218 |
| 5:00 PM | 17 | 6 | 0 | 23 | 5 | 82 | 0 | 87 | 99 | 16 | 0 | 115 | 225 |
| 5:15 PM | 9 | 2 | 0 | 11 | 2 | 97 | 0 | 99 | 63 | 6 | 0 | 69 | 179 |
| Total | 51 | 14 | 0 | 65 | 12 | 348 | 0 | 360 | 358 | 50 | 0 | 408 | 833 |
| Approach % | 78.5 | 21.5 | - | - | 3.3 | 96.7 | - | - | 87.7 | 12.3 | - | - | - |
| Total % | 6.1 | 1.7 | - | 7.8 | 1.4 | 41.8 | - | 43.2 | 43.0 | 6.0 | - | 49.0 | - |
| PHF | 0.750 | 0.583 | - | 0.707 | 0.600 | 0.897 | - | 0.909 | 0.895 | 0.781 | - | 0.887 | 0.926 |
| Lights | 51 | 14 | - | 65 | 12 | 343 | - | 355 | 353 | 49 | - | 402 | 822 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 100.0 | 98.6 | - | 98.6 | 98.6 | 98.0 | - | 98.5 | 98.7 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 0 | 5 | - | 5 | 5 | 1 | - | 6 | 11 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 0.0 | 1.4 | - | 1.4 | 1.4 | 2.0 | - | 1.5 | 1.3 |



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Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and 20th St
 Site Code: 19
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

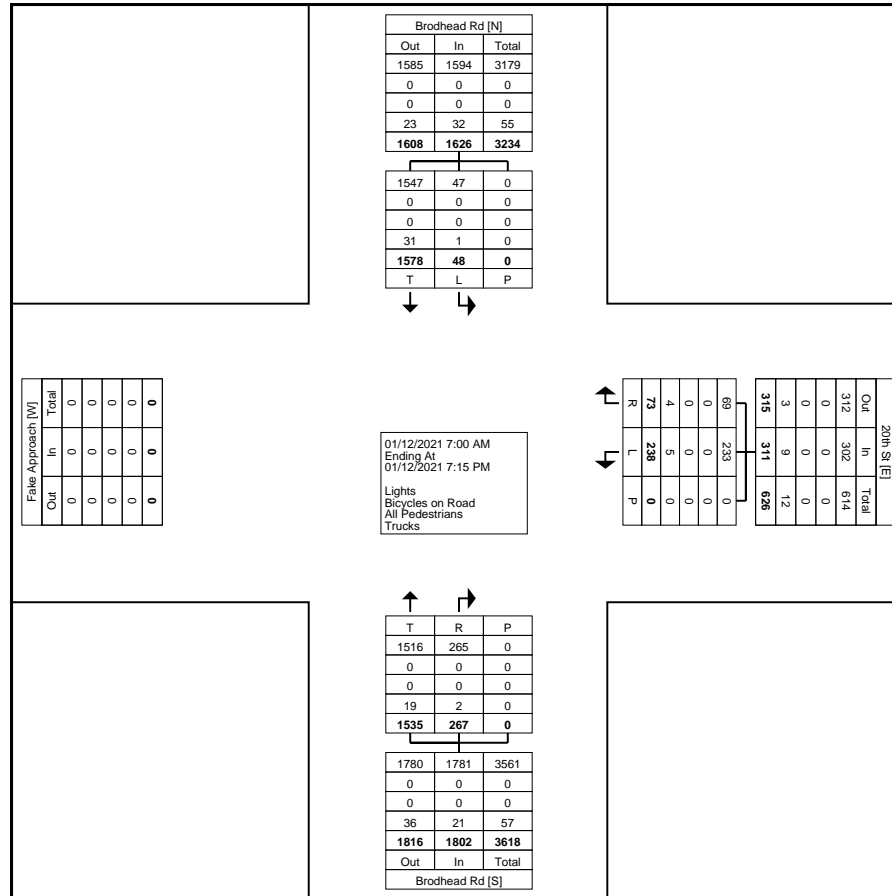
| Start Time | 20th St Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:00 AM | 3 | 0 | 0 | 3 | 22 | 5 | 0 | 27 | 1 | 29 | 0 | 30 | 60 |
| 7:15 AM | 8 | 1 | 0 | 9 | 25 | 2 | 0 | 27 | 0 | 34 | 0 | 34 | 70 |
| 7:30 AM | 8 | 0 | 0 | 8 | 45 | 5 | 0 | 50 | 0 | 44 | 0 | 44 | 102 |
| 7:45 AM | 5 | 1 | 0 | 6 | 58 | 10 | 0 | 68 | 1 | 58 | 0 | 59 | 133 |
| Hourly Total | 24 | 2 | 0 | 26 | 150 | 22 | 0 | 172 | 2 | 165 | 0 | 167 | 365 |
| 8:00 AM | 10 | 2 | 0 | 12 | 36 | 5 | 0 | 41 | 2 | 52 | 0 | 54 | 107 |
| 8:15 AM | 6 | 1 | 0 | 7 | 37 | 10 | 0 | 47 | 0 | 39 | 0 | 39 | 93 |
| 8:30 AM | 3 | 2 | 0 | 5 | 39 | 7 | 0 | 46 | 3 | 43 | 0 | 46 | 97 |
| 8:45 AM | 4 | 2 | 0 | 6 | 41 | 4 | 0 | 45 | 1 | 77 | 0 | 78 | 129 |
| Hourly Total | 23 | 7 | 0 | 30 | 153 | 26 | 0 | 179 | 6 | 211 | 0 | 217 | 426 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 14 | 2 | 0 | 16 | 83 | 13 | 0 | 96 | 6 | 66 | 0 | 72 | 184 |
| 3:15 PM | 8 | 3 | 0 | 11 | 71 | 12 | 0 | 83 | 3 | 81 | 0 | 84 | 178 |
| 3:30 PM | 7 | 6 | 0 | 13 | 92 | 10 | 0 | 102 | 1 | 64 | 0 | 65 | 180 |
| 3:45 PM | 10 | 4 | 0 | 14 | 99 | 19 | 0 | 118 | 2 | 79 | 0 | 81 | 213 |
| Hourly Total | 39 | 15 | 0 | 54 | 345 | 54 | 0 | 399 | 12 | 290 | 0 | 302 | 755 |
| 4:00 PM | 16 | 4 | 0 | 20 | 89 | 17 | 0 | 106 | 0 | 79 | 0 | 79 | 205 |
| 4:15 PM | 11 | 2 | 0 | 13 | 67 | 16 | 0 | 83 | 2 | 104 | 0 | 106 | 202 |
| 4:30 PM | 17 | 4 | 0 | 21 | 74 | 18 | 0 | 92 | 0 | 92 | 0 | 92 | 205 |
| 4:45 PM | 13 | 2 | 0 | 15 | 89 | 11 | 0 | 100 | 2 | 90 | 0 | 92 | 207 |
| Hourly Total | 57 | 12 | 0 | 69 | 319 | 62 | 0 | 381 | 4 | 365 | 0 | 369 | 819 |
| 5:00 PM | 16 | 2 | 0 | 18 | 84 | 12 | 0 | 96 | 2 | 85 | 0 | 87 | 201 |
| 5:15 PM | 20 | 2 | 0 | 22 | 87 | 15 | 0 | 102 | 2 | 61 | 0 | 63 | 187 |
| 5:30 PM | 10 | 2 | 0 | 12 | 70 | 18 | 0 | 88 | 3 | 81 | 0 | 84 | 184 |
| 5:45 PM | 9 | 8 | 0 | 17 | 75 | 11 | 0 | 86 | 6 | 85 | 0 | 91 | 194 |
| Hourly Total | 55 | 14 | 0 | 69 | 316 | 56 | 0 | 372 | 13 | 312 | 0 | 325 | 766 |
| 6:00 PM | 11 | 4 | 0 | 15 | 76 | 10 | 0 | 86 | 1 | 65 | 0 | 66 | 167 |
| 6:15 PM | 12 | 5 | 0 | 17 | 71 | 16 | 0 | 87 | 3 | 63 | 0 | 66 | 170 |
| 6:30 PM | 12 | 7 | 0 | 19 | 59 | 13 | 0 | 72 | 4 | 58 | 0 | 62 | 153 |
| 6:45 PM | 5 | 7 | 0 | 12 | 46 | 8 | 0 | 54 | 3 | 49 | 0 | 52 | 118 |
| Hourly Total | 40 | 23 | 0 | 63 | 252 | 47 | 0 | 299 | 11 | 235 | 0 | 246 | 608 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 238 | 73 | 0 | 311 | 1535 | 267 | 0 | 1802 | 48 | 1578 | 0 | 1626 | 3739 |
| Approach % | 76.5 | 23.5 | - | - | 85.2 | 14.8 | - | - | 3.0 | 97.0 | - | - | - |
| Total % | 6.4 | 2.0 | - | 8.3 | 41.1 | 7.1 | - | 48.2 | 1.3 | 42.2 | - | 43.5 | - |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|---|------|------|
| Lights | 233 | 69 | - | 302 | 1516 | 265 | - | 1781 | 47 | 1547 | - | 1594 | 3677 |
| % Lights | 97.9 | 94.5 | - | 97.1 | 98.8 | 99.3 | - | 98.8 | 97.9 | 98.0 | - | 98.0 | 98.3 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 5 | 4 | - | 9 | 19 | 2 | - | 21 | 1 | 31 | - | 32 | 62 |
| % Trucks | 2.1 | 5.5 | - | 2.9 | 1.2 | 0.7 | - | 1.2 | 2.1 | 2.0 | - | 2.0 | 1.7 |



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Count Name: Brodhead Rd and 20th St
 Site Code: 19
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Turning Movement Data Plot



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Count Name: Brodhead Rd and 20th St
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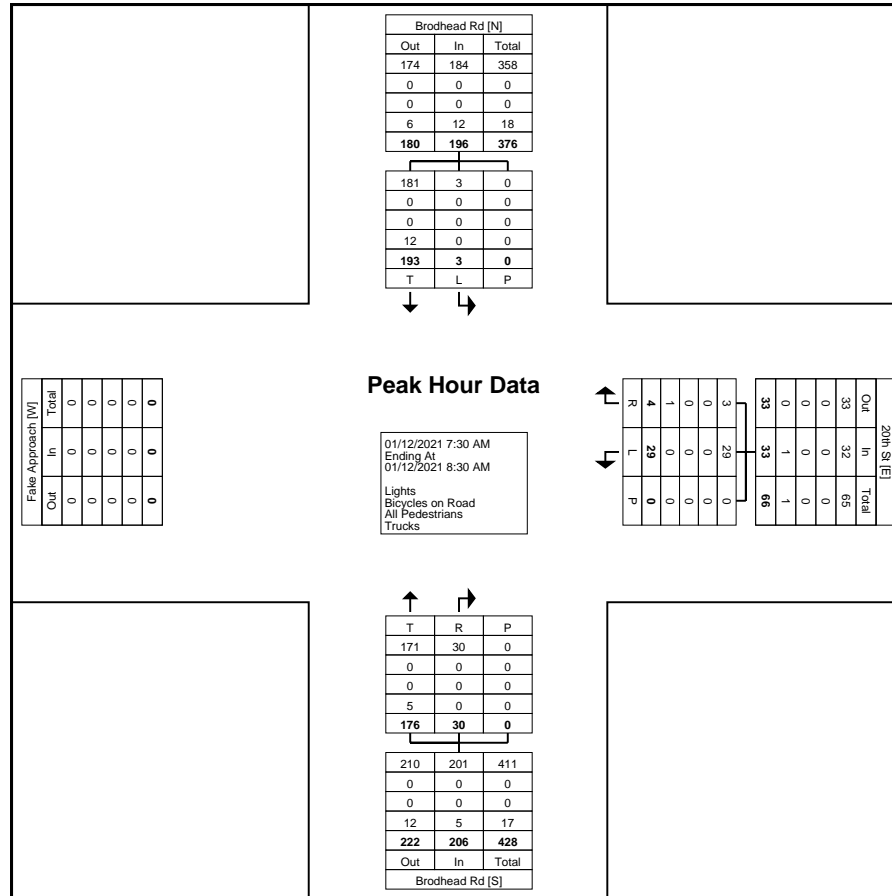
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | 20th St Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:30 AM | 8 | 0 | 0 | 8 | 45 | 5 | 0 | 50 | 0 | 44 | 0 | 44 | 102 |
| 7:45 AM | 5 | 1 | 0 | 6 | 58 | 10 | 0 | 68 | 1 | 58 | 0 | 59 | 133 |
| 8:00 AM | 10 | 2 | 0 | 12 | 36 | 5 | 0 | 41 | 2 | 52 | 0 | 54 | 107 |
| 8:15 AM | 6 | 1 | 0 | 7 | 37 | 10 | 0 | 47 | 0 | 39 | 0 | 39 | 93 |
| Total | 29 | 4 | 0 | 33 | 176 | 30 | 0 | 206 | 3 | 193 | 0 | 196 | 435 |
| Approach % | 87.9 | 12.1 | - | - | 85.4 | 14.6 | - | - | 1.5 | 98.5 | - | - | - |
| Total % | 6.7 | 0.9 | - | 7.6 | 40.5 | 6.9 | - | 47.4 | 0.7 | 44.4 | - | 45.1 | - |
| PHF | 0.725 | 0.500 | - | 0.688 | 0.759 | 0.750 | - | 0.757 | 0.375 | 0.832 | - | 0.831 | 0.818 |
| Lights | 29 | 3 | - | 32 | 171 | 30 | - | 201 | 3 | 181 | - | 184 | 417 |
| % Lights | 100.0 | 75.0 | - | 97.0 | 97.2 | 100.0 | - | 97.6 | 100.0 | 93.8 | - | 93.9 | 95.9 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 1 | - | 1 | 5 | 0 | - | 5 | 0 | 12 | - | 12 | 18 |
| % Trucks | 0.0 | 25.0 | - | 3.0 | 2.8 | 0.0 | - | 2.4 | 0.0 | 6.2 | - | 6.1 | 4.1 |



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Count Name: Brodhead Rd and 20th St
 Site Code: 19
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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and 20th St
 Site Code: 19
 Start Date: 01/12/2021
 Page No: 6

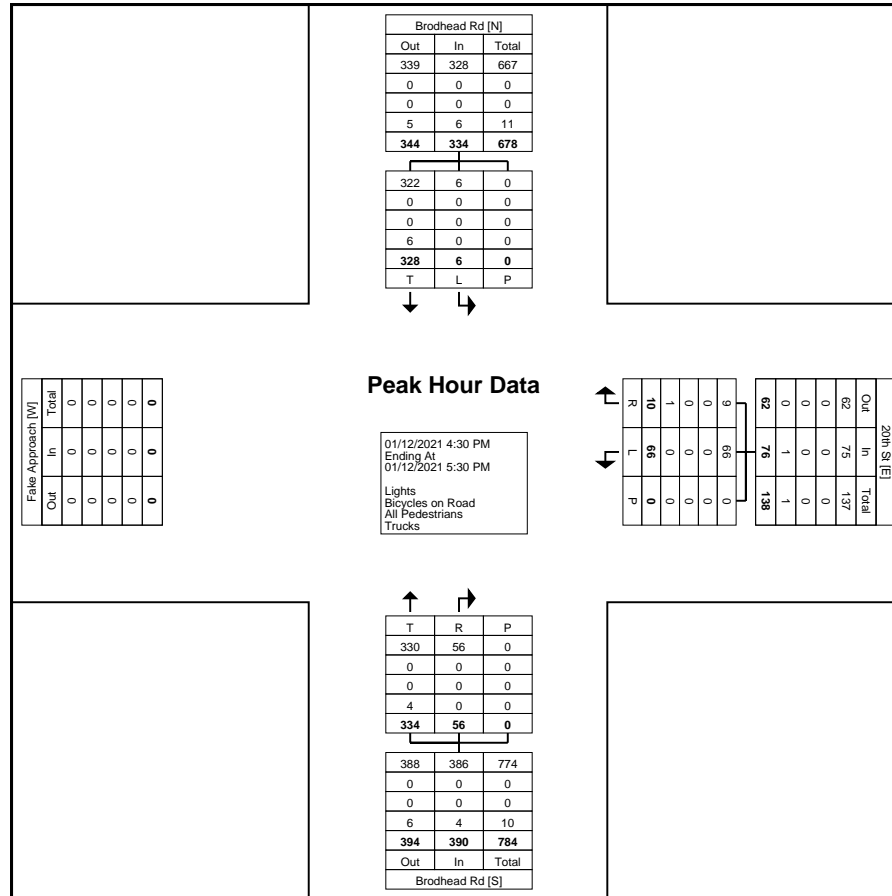
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | 20th St Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|----------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 4:30 PM | 17 | 4 | 0 | 21 | 74 | 18 | 0 | 92 | 0 | 92 | 0 | 92 | 205 |
| 4:45 PM | 13 | 2 | 0 | 15 | 89 | 11 | 0 | 100 | 2 | 90 | 0 | 92 | 207 |
| 5:00 PM | 16 | 2 | 0 | 18 | 84 | 12 | 0 | 96 | 2 | 85 | 0 | 87 | 201 |
| 5:15 PM | 20 | 2 | 0 | 22 | 87 | 15 | 0 | 102 | 2 | 61 | 0 | 63 | 187 |
| Total | 66 | 10 | 0 | 76 | 334 | 56 | 0 | 390 | 6 | 328 | 0 | 334 | 800 |
| Approach % | 86.8 | 13.2 | - | - | 85.6 | 14.4 | - | - | 1.8 | 98.2 | - | - | - |
| Total % | 8.3 | 1.3 | - | 9.5 | 41.8 | 7.0 | - | 48.8 | 0.8 | 41.0 | - | 41.8 | - |
| PHF | 0.825 | 0.625 | - | 0.864 | 0.938 | 0.778 | - | 0.956 | 0.750 | 0.891 | - | 0.908 | 0.966 |
| Lights | 66 | 9 | - | 75 | 330 | 56 | - | 386 | 6 | 322 | - | 328 | 789 |
| % Lights | 100.0 | 90.0 | - | 98.7 | 98.8 | 100.0 | - | 99.0 | 100.0 | 98.2 | - | 98.2 | 98.6 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 1 | - | 1 | 4 | 0 | - | 4 | 0 | 6 | - | 6 | 11 |
| % Trucks | 0.0 | 10.0 | - | 1.3 | 1.2 | 0.0 | - | 1.0 | 0.0 | 1.8 | - | 1.8 | 1.4 |



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Count Name: Brodhead Rd and 20th St
 Site Code: 19
 Start Date: 01/12/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Laird Ave
 Site Code: 20
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

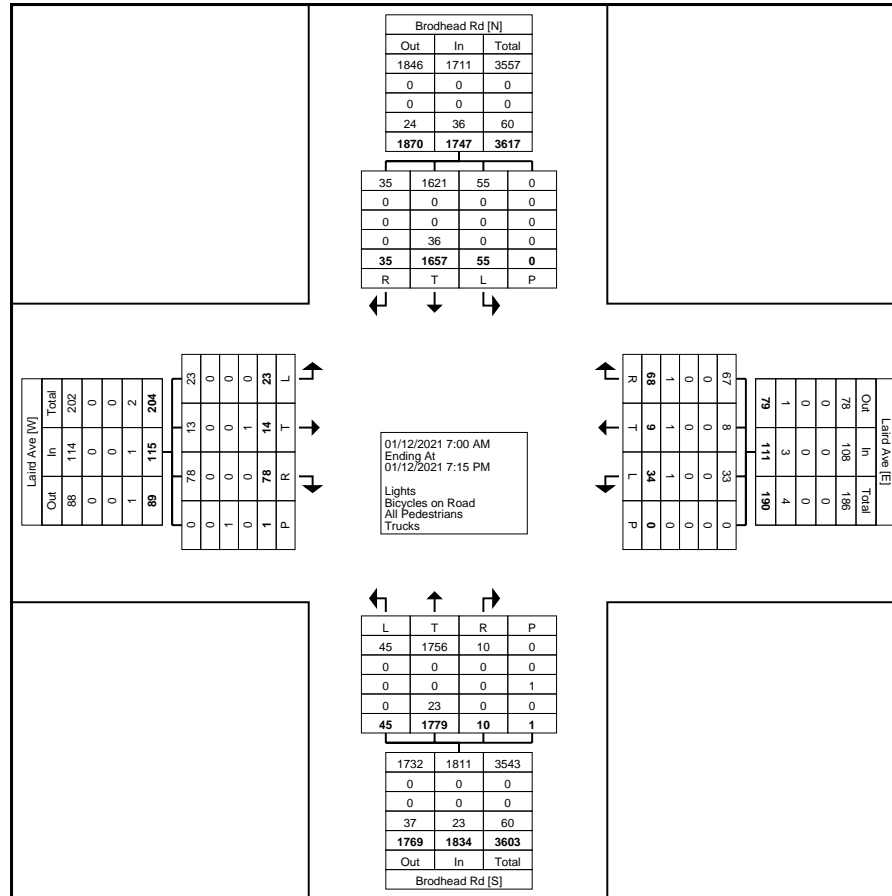
| Start Time | Laird Ave Eastbound | | | | | Laird Ave Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|---------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 24 | 0 | 0 | 24 | 3 | 37 | 1 | 0 | 41 | 69 |
| 7:15 AM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 1 | 0 | 31 | 3 | 45 | 0 | 0 | 48 | 82 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 1 | 54 | 1 | 0 | 56 | 1 | 59 | 0 | 0 | 60 | 121 |
| 7:45 AM | 0 | 1 | 4 | 0 | 5 | 2 | 1 | 4 | 0 | 7 | 2 | 55 | 0 | 0 | 57 | 3 | 63 | 1 | 0 | 67 | 136 |
| Hourly Total | 2 | 2 | 8 | 0 | 12 | 2 | 1 | 9 | 0 | 12 | 5 | 161 | 2 | 0 | 168 | 10 | 204 | 2 | 0 | 216 | 408 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 1 | 39 | 1 | 0 | 41 | 0 | 61 | 4 | 0 | 65 | 110 |
| 8:15 AM | 2 | 0 | 2 | 0 | 4 | 1 | 1 | 5 | 0 | 7 | 1 | 39 | 0 | 0 | 40 | 1 | 50 | 1 | 0 | 52 | 103 |
| 8:30 AM | 1 | 2 | 2 | 0 | 5 | 2 | 0 | 3 | 0 | 5 | 0 | 42 | 0 | 0 | 42 | 2 | 46 | 3 | 0 | 51 | 103 |
| 8:45 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 2 | 40 | 0 | 0 | 42 | 3 | 64 | 2 | 0 | 69 | 116 |
| Hourly Total | 3 | 4 | 6 | 0 | 13 | 3 | 1 | 13 | 0 | 17 | 4 | 160 | 1 | 0 | 165 | 6 | 221 | 10 | 0 | 237 | 432 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 2 | 0 | 3 | 0 | 5 | 3 | 1 | 6 | 0 | 10 | 3 | 86 | 1 | 0 | 90 | 1 | 71 | 1 | 0 | 73 | 178 |
| 3:15 PM | 0 | 1 | 4 | 0 | 5 | 3 | 1 | 4 | 0 | 8 | 3 | 83 | 0 | 0 | 86 | 1 | 81 | 1 | 0 | 83 | 182 |
| 3:30 PM | 1 | 0 | 6 | 0 | 7 | 3 | 0 | 4 | 0 | 7 | 3 | 79 | 0 | 0 | 82 | 2 | 66 | 0 | 0 | 68 | 164 |
| 3:45 PM | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 3 | 0 | 3 | 3 | 107 | 0 | 0 | 110 | 5 | 67 | 0 | 0 | 72 | 193 |
| Hourly Total | 4 | 1 | 20 | 0 | 25 | 9 | 2 | 17 | 0 | 28 | 12 | 355 | 1 | 0 | 368 | 9 | 285 | 2 | 0 | 296 | 717 |
| 4:00 PM | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 5 | 0 | 6 | 6 | 104 | 1 | 0 | 111 | 2 | 85 | 2 | 0 | 89 | 211 |
| 4:15 PM | 3 | 0 | 4 | 0 | 7 | 0 | 1 | 3 | 0 | 4 | 2 | 100 | 0 | 0 | 102 | 3 | 89 | 2 | 0 | 94 | 207 |
| 4:30 PM | 1 | 0 | 5 | 0 | 6 | 2 | 0 | 5 | 0 | 7 | 1 | 95 | 1 | 1 | 97 | 3 | 94 | 2 | 0 | 99 | 209 |
| 4:45 PM | 1 | 2 | 6 | 0 | 9 | 2 | 2 | 2 | 0 | 6 | 6 | 117 | 2 | 0 | 125 | 2 | 101 | 3 | 0 | 106 | 246 |
| Hourly Total | 5 | 2 | 20 | 0 | 27 | 4 | 4 | 15 | 0 | 23 | 15 | 416 | 4 | 1 | 435 | 10 | 369 | 9 | 0 | 388 | 873 |
| 5:00 PM | 2 | 0 | 8 | 0 | 10 | 5 | 0 | 4 | 0 | 9 | 1 | 94 | 1 | 0 | 96 | 3 | 91 | 0 | 0 | 94 | 209 |
| 5:15 PM | 1 | 2 | 2 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 1 | 109 | 0 | 0 | 110 | 4 | 83 | 2 | 0 | 89 | 206 |
| 5:30 PM | 3 | 1 | 1 | 0 | 5 | 7 | 1 | 3 | 0 | 11 | 1 | 92 | 1 | 0 | 94 | 4 | 75 | 1 | 0 | 80 | 190 |
| 5:45 PM | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 1 | 78 | 0 | 0 | 79 | 3 | 76 | 4 | 0 | 83 | 167 |
| Hourly Total | 6 | 3 | 13 | 0 | 22 | 14 | 1 | 10 | 0 | 25 | 4 | 373 | 2 | 0 | 379 | 14 | 325 | 7 | 0 | 346 | 772 |
| 6:00 PM | 2 | 1 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 1 | 101 | 0 | 0 | 102 | 1 | 68 | 2 | 0 | 71 | 179 |
| 6:15 PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 87 | 0 | 0 | 89 | 4 | 65 | 1 | 0 | 70 | 162 |
| 6:30 PM | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 64 | 0 | 0 | 65 | 0 | 65 | 1 | 0 | 66 | 135 |
| 6:45 PM | 0 | 0 | 6 | 1 | 6 | 1 | 0 | 2 | 0 | 3 | 1 | 62 | 0 | 0 | 63 | 1 | 55 | 1 | 0 | 57 | 129 |
| Hourly Total | 3 | 2 | 11 | 1 | 16 | 2 | 0 | 4 | 0 | 6 | 5 | 314 | 0 | 0 | 319 | 6 | 253 | 5 | 0 | 264 | 605 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 23 | 14 | 78 | 1 | 115 | 34 | 9 | 68 | 0 | 111 | 45 | 1779 | 10 | 1 | 1834 | 55 | 1657 | 35 | 0 | 1747 | 3807 |

| | | | | | | | | | | | | | | | | | | | | | |
|--------------------|-------|------|-------|-------|------|------|------|------|---|------|-------|------|-------|-------|------|-------|------|-------|---|------|------|
| Approach % | 20.0 | 12.2 | 67.8 | - | - | 30.6 | 8.1 | 61.3 | - | - | 2.5 | 97.0 | 0.5 | - | - | 3.1 | 94.8 | 2.0 | - | - | - |
| Total % | 0.6 | 0.4 | 2.0 | - | 3.0 | 0.9 | 0.2 | 1.8 | - | 2.9 | 1.2 | 46.7 | 0.3 | - | 48.2 | 1.4 | 43.5 | 0.9 | - | 45.9 | - |
| Lights | 23 | 13 | 78 | - | 114 | 33 | 8 | 67 | - | 108 | 45 | 1756 | 10 | - | 1811 | 55 | 1621 | 35 | - | 1711 | 3744 |
| % Lights | 100.0 | 92.9 | 100.0 | - | 99.1 | 97.1 | 88.9 | 98.5 | - | 97.3 | 100.0 | 98.7 | 100.0 | - | 98.7 | 100.0 | 97.8 | 100.0 | - | 97.9 | 98.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - |
| Trucks | 0 | 1 | 0 | - | 1 | 1 | 1 | 1 | - | 3 | 0 | 23 | 0 | - | 23 | 0 | 36 | 0 | - | 36 | 63 |
| % Trucks | 0.0 | 7.1 | 0.0 | - | 0.9 | 2.9 | 11.1 | 1.5 | - | 2.7 | 0.0 | 1.3 | 0.0 | - | 1.3 | 0.0 | 2.2 | 0.0 | - | 2.1 | 1.7 |



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Count Name: Brodhead Rd and Laird Ave
 Site Code: 20
 Start Date: 01/12/2021
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Turning Movement Data Plot



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Count Name: Brodhead Rd and Laird Ave
 Site Code: 20
 Start Date: 01/12/2021
 Page No: 4

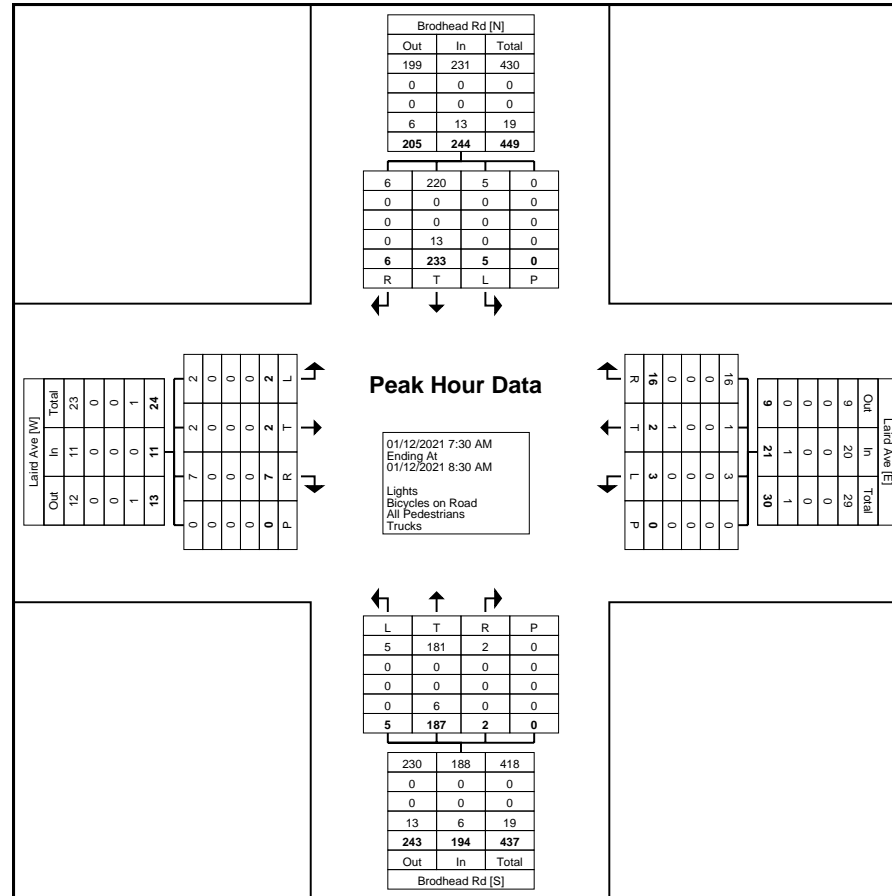
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Laird Ave Eastbound | | | | | Laird Ave Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|---------------------|-------|-------|------|------------|---------------------|-------|-------|------|------------|------------------------|-------|-------|------|------------|------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 1 | 54 | 1 | 0 | 56 | 1 | 59 | 0 | 0 | 60 | 121 |
| 7:45 AM | 0 | 1 | 4 | 0 | 5 | 2 | 1 | 4 | 0 | 7 | 2 | 55 | 0 | 0 | 57 | 3 | 63 | 1 | 0 | 67 | 136 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 1 | 39 | 1 | 0 | 41 | 0 | 61 | 4 | 0 | 65 | 110 |
| 8:15 AM | 2 | 0 | 2 | 0 | 4 | 1 | 1 | 5 | 0 | 7 | 1 | 39 | 0 | 0 | 40 | 1 | 50 | 1 | 0 | 52 | 103 |
| Total | 2 | 2 | 7 | 0 | 11 | 3 | 2 | 16 | 0 | 21 | 5 | 187 | 2 | 0 | 194 | 5 | 233 | 6 | 0 | 244 | 470 |
| Approach % | 18.2 | 18.2 | 63.6 | - | - | 14.3 | 9.5 | 76.2 | - | - | 2.6 | 96.4 | 1.0 | - | - | 2.0 | 95.5 | 2.5 | - | - | - |
| Total % | 0.4 | 0.4 | 1.5 | - | 2.3 | 0.6 | 0.4 | 3.4 | - | 4.5 | 1.1 | 39.8 | 0.4 | - | 41.3 | 1.1 | 49.6 | 1.3 | - | 51.9 | - |
| PHF | 0.250 | 0.500 | 0.438 | - | 0.550 | 0.375 | 0.500 | 0.800 | - | 0.750 | 0.625 | 0.850 | 0.500 | - | 0.851 | 0.417 | 0.925 | 0.375 | - | 0.910 | 0.864 |
| Lights | 2 | 2 | 7 | - | 11 | 3 | 1 | 16 | - | 20 | 5 | 181 | 2 | - | 188 | 5 | 220 | 6 | - | 231 | 450 |
| % Lights | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 50.0 | 100.0 | - | 95.2 | 100.0 | 96.8 | 100.0 | - | 96.9 | 100.0 | 94.4 | 100.0 | - | 94.7 | 95.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 6 | 0 | - | 6 | 0 | 13 | 0 | - | 13 | 20 |
| % Trucks | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 50.0 | 0.0 | - | 4.8 | 0.0 | 3.2 | 0.0 | - | 3.1 | 0.0 | 5.6 | 0.0 | - | 5.3 | 4.3 |



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Count Name: Brodhead Rd and Laird Ave
 Site Code: 20
 Start Date: 01/12/2021
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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 People Focused - Project Driven

Count Name: Brodhead Rd and Laird Ave
 Site Code: 20
 Start Date: 01/12/2021
 Page No: 6

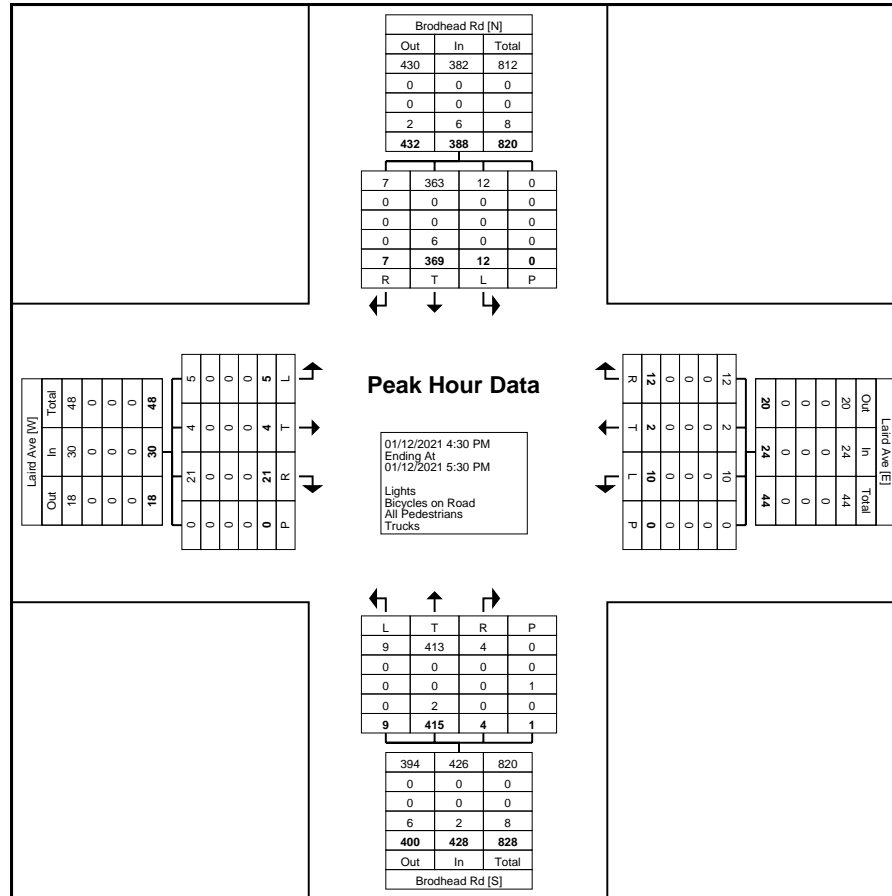
Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Laird Ave Eastbound | | | | | Laird Ave Westbound | | | | | Brodhead Rd Northbound | | | | | Brodhead Rd Southbound | | | | | Int. Total |
|--------------------|---------------------|-------|-------|------|------------|---------------------|-------|-------|------|------------|------------------------|-------|-------|-------|------------|------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 1 | 0 | 5 | 0 | 6 | 2 | 0 | 5 | 0 | 7 | 1 | 95 | 1 | 1 | 97 | 3 | 94 | 2 | 0 | 99 | 209 |
| 4:45 PM | 1 | 2 | 6 | 0 | 9 | 2 | 2 | 2 | 0 | 6 | 6 | 117 | 2 | 0 | 125 | 2 | 101 | 3 | 0 | 106 | 246 |
| 5:00 PM | 2 | 0 | 8 | 0 | 10 | 5 | 0 | 4 | 0 | 9 | 1 | 94 | 1 | 0 | 96 | 3 | 91 | 0 | 0 | 94 | 209 |
| 5:15 PM | 1 | 2 | 2 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 1 | 109 | 0 | 0 | 110 | 4 | 83 | 2 | 0 | 89 | 206 |
| Total | 5 | 4 | 21 | 0 | 30 | 10 | 2 | 12 | 0 | 24 | 9 | 415 | 4 | 1 | 428 | 12 | 369 | 7 | 0 | 388 | 870 |
| Approach % | 16.7 | 13.3 | 70.0 | - | - | 41.7 | 8.3 | 50.0 | - | - | 2.1 | 97.0 | 0.9 | - | - | 3.1 | 95.1 | 1.8 | - | - | - |
| Total % | 0.6 | 0.5 | 2.4 | - | 3.4 | 1.1 | 0.2 | 1.4 | - | 2.8 | 1.0 | 47.7 | 0.5 | - | 49.2 | 1.4 | 42.4 | 0.8 | - | 44.6 | - |
| PHF | 0.625 | 0.500 | 0.656 | - | 0.750 | 0.500 | 0.250 | 0.600 | - | 0.667 | 0.375 | 0.887 | 0.500 | - | 0.856 | 0.750 | 0.913 | 0.583 | - | 0.915 | 0.884 |
| Lights | 5 | 4 | 21 | - | 30 | 10 | 2 | 12 | - | 24 | 9 | 413 | 4 | - | 426 | 12 | 363 | 7 | - | 382 | 862 |
| % Lights | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 99.5 | 100.0 | - | 99.5 | 100.0 | 98.4 | 100.0 | - | 98.5 | 99.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 6 | 0 | - | 6 | 8 |
| % Trucks | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.5 | 0.0 | - | 0.5 | 0.0 | 1.6 | 0.0 | - | 1.5 | 0.9 |



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Count Name: Brodhead Rd and Laird Ave
 Site Code: 20
 Start Date: 01/12/2021
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Brodhead Rd and Longvue Ave
 Site Code: 21
 Start Date: 01/12/2021
 Page No: 1

Turning Movement Data

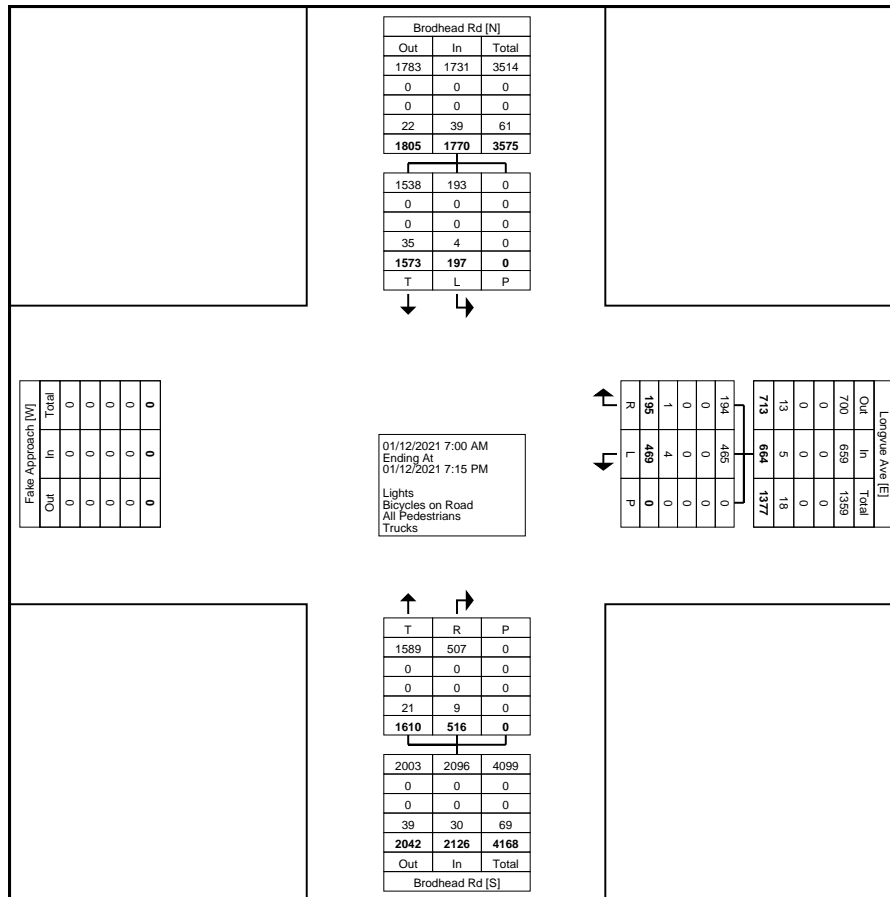
| Start Time | Longvue Ave Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|---------------|--------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:00 AM | 17 | 2 | 0 | 19 | 22 | 6 | 0 | 28 | 4 | 35 | 0 | 39 | 86 |
| 7:15 AM | 21 | 3 | 0 | 24 | 29 | 9 | 0 | 38 | 6 | 40 | 0 | 46 | 108 |
| 7:30 AM | 26 | 5 | 0 | 31 | 50 | 12 | 0 | 62 | 1 | 57 | 0 | 58 | 151 |
| 7:45 AM | 26 | 10 | 0 | 36 | 47 | 14 | 0 | 61 | 4 | 66 | 0 | 70 | 167 |
| Hourly Total | 90 | 20 | 0 | 110 | 148 | 41 | 0 | 189 | 15 | 198 | 0 | 213 | 512 |
| 8:00 AM | 22 | 5 | 0 | 27 | 36 | 6 | 0 | 42 | 4 | 57 | 0 | 61 | 130 |
| 8:15 AM | 20 | 6 | 0 | 26 | 34 | 6 | 0 | 40 | 5 | 46 | 0 | 51 | 117 |
| 8:30 AM | 32 | 9 | 0 | 41 | 32 | 12 | 0 | 44 | 3 | 46 | 0 | 49 | 134 |
| 8:45 AM | 28 | 5 | 0 | 33 | 36 | 14 | 0 | 50 | 9 | 57 | 0 | 66 | 149 |
| Hourly Total | 102 | 25 | 0 | 127 | 138 | 38 | 0 | 176 | 21 | 206 | 0 | 227 | 530 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 21 | 10 | 0 | 31 | 82 | 13 | 0 | 95 | 5 | 73 | 0 | 78 | 204 |
| 3:15 PM | 30 | 10 | 0 | 40 | 74 | 35 | 0 | 109 | 9 | 80 | 0 | 89 | 238 |
| 3:30 PM | 19 | 8 | 0 | 27 | 74 | 21 | 0 | 95 | 8 | 67 | 0 | 75 | 197 |
| 3:45 PM | 16 | 10 | 0 | 26 | 105 | 30 | 0 | 135 | 11 | 63 | 0 | 74 | 235 |
| Hourly Total | 86 | 38 | 0 | 124 | 335 | 99 | 0 | 434 | 33 | 283 | 0 | 316 | 874 |
| 4:00 PM | 17 | 12 | 0 | 29 | 94 | 34 | 0 | 128 | 12 | 78 | 0 | 90 | 247 |
| 4:15 PM | 19 | 7 | 0 | 26 | 92 | 33 | 0 | 125 | 19 | 73 | 0 | 92 | 243 |
| 4:30 PM | 16 | 8 | 0 | 24 | 84 | 36 | 0 | 120 | 11 | 90 | 0 | 101 | 245 |
| 4:45 PM | 21 | 21 | 0 | 42 | 101 | 33 | 0 | 134 | 17 | 95 | 0 | 112 | 288 |
| Hourly Total | 73 | 48 | 0 | 121 | 371 | 136 | 0 | 507 | 59 | 336 | 0 | 395 | 1023 |
| 5:00 PM | 15 | 7 | 0 | 22 | 84 | 36 | 0 | 120 | 18 | 88 | 0 | 106 | 248 |
| 5:15 PM | 14 | 5 | 0 | 19 | 106 | 16 | 0 | 122 | 7 | 79 | 0 | 86 | 227 |
| 5:30 PM | 24 | 8 | 0 | 32 | 83 | 33 | 0 | 116 | 4 | 80 | 0 | 84 | 232 |
| 5:45 PM | 13 | 5 | 0 | 18 | 74 | 30 | 0 | 104 | 6 | 71 | 0 | 77 | 199 |
| Hourly Total | 66 | 25 | 0 | 91 | 347 | 115 | 0 | 462 | 35 | 318 | 0 | 353 | 906 |
| 6:00 PM | 14 | 13 | 0 | 27 | 93 | 28 | 0 | 121 | 6 | 65 | 0 | 71 | 219 |
| 6:15 PM | 16 | 12 | 0 | 28 | 66 | 20 | 0 | 86 | 10 | 55 | 0 | 65 | 179 |
| 6:30 PM | 16 | 9 | 0 | 25 | 56 | 15 | 0 | 71 | 9 | 60 | 0 | 69 | 165 |
| 6:45 PM | 6 | 5 | 0 | 11 | 55 | 24 | 0 | 79 | 9 | 52 | 0 | 61 | 151 |
| Hourly Total | 52 | 39 | 0 | 91 | 270 | 87 | 0 | 357 | 34 | 232 | 0 | 266 | 714 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 469 | 195 | 0 | 664 | 1610 | 516 | 0 | 2126 | 197 | 1573 | 0 | 1770 | 4560 |

| | | | | | | | | | | | | | |
|--------------------|------|------|---|------|------|------|---|------|------|------|---|------|------|
| Approach % | 70.6 | 29.4 | - | - | 75.7 | 24.3 | - | - | 11.1 | 88.9 | - | - | - |
| Total % | 10.3 | 4.3 | - | 14.6 | 35.3 | 11.3 | - | 46.6 | 4.3 | 34.5 | - | 38.8 | - |
| Lights | 465 | 194 | - | 659 | 1589 | 507 | - | 2096 | 193 | 1538 | - | 1731 | 4486 |
| % Lights | 99.1 | 99.5 | - | 99.2 | 98.7 | 98.3 | - | 98.6 | 98.0 | 97.8 | - | 97.8 | 98.4 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 4 | 1 | - | 5 | 21 | 9 | - | 30 | 4 | 35 | - | 39 | 74 |
| % Trucks | 0.9 | 0.5 | - | 0.8 | 1.3 | 1.7 | - | 1.4 | 2.0 | 2.2 | - | 2.2 | 1.6 |



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Turning Movement Data Plot



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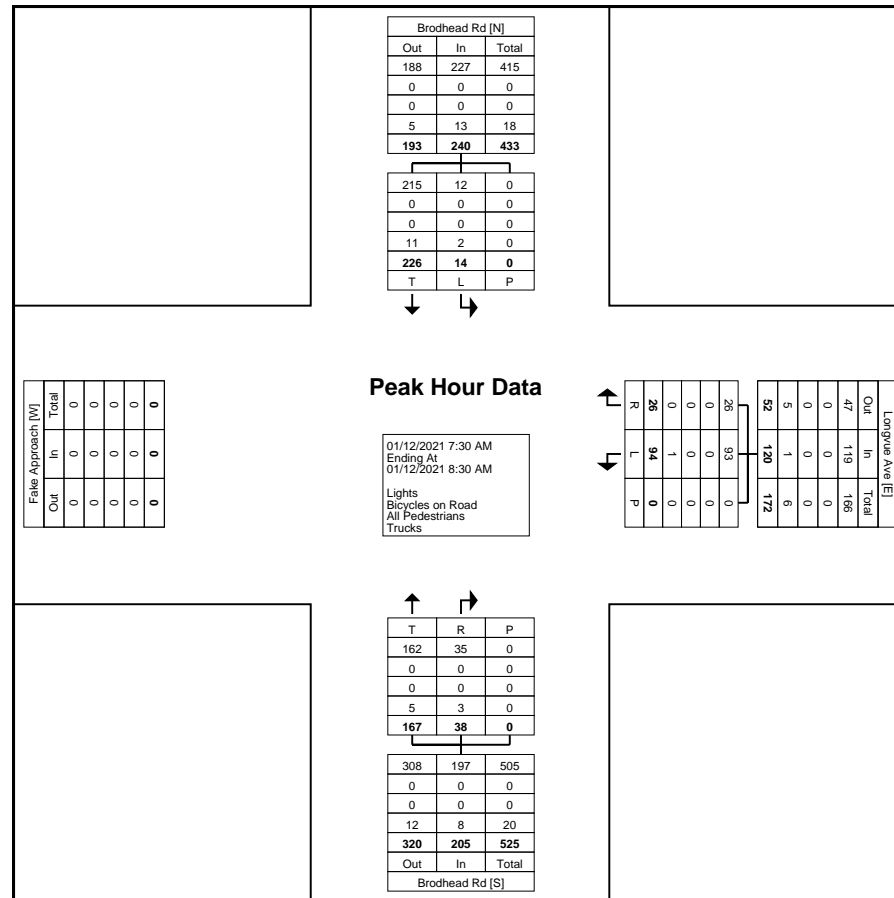
Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Longvue Ave Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|--------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 7:30 AM | 26 | 5 | 0 | 31 | 50 | 12 | 0 | 62 | 1 | 57 | 0 | 58 | 151 |
| 7:45 AM | 26 | 10 | 0 | 36 | 47 | 14 | 0 | 61 | 4 | 66 | 0 | 70 | 167 |
| 8:00 AM | 22 | 5 | 0 | 27 | 36 | 6 | 0 | 42 | 4 | 57 | 0 | 61 | 130 |
| 8:15 AM | 20 | 6 | 0 | 26 | 34 | 6 | 0 | 40 | 5 | 46 | 0 | 51 | 117 |
| Total | 94 | 26 | 0 | 120 | 167 | 38 | 0 | 205 | 14 | 226 | 0 | 240 | 565 |
| Approach % | 78.3 | 21.7 | - | - | 81.5 | 18.5 | - | - | 5.8 | 94.2 | - | - | - |
| Total % | 16.6 | 4.6 | - | 21.2 | 29.6 | 6.7 | - | 36.3 | 2.5 | 40.0 | - | 42.5 | - |
| PHF | 0.904 | 0.650 | - | 0.833 | 0.835 | 0.679 | - | 0.827 | 0.700 | 0.856 | - | 0.857 | 0.846 |
| Lights | 93 | 26 | - | 119 | 162 | 35 | - | 197 | 12 | 215 | - | 227 | 543 |
| % Lights | 98.9 | 100.0 | - | 99.2 | 97.0 | 92.1 | - | 96.1 | 85.7 | 95.1 | - | 94.6 | 96.1 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 1 | 0 | - | 1 | 5 | 3 | - | 8 | 2 | 11 | - | 13 | 22 |
| % Trucks | 1.1 | 0.0 | - | 0.8 | 3.0 | 7.9 | - | 3.9 | 14.3 | 4.9 | - | 5.4 | 3.9 |



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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Brodhead Rd and Longvue Ave
 Site Code: 21
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Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Longvue Ave Westbound | | | | Brodhead Rd Northbound | | | | Brodhead Rd Southbound | | | | Int. Total |
|--------------------|--------------------------|-------|------|------------|---------------------------|-------|------|------------|---------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 4:30 PM | 16 | 8 | 0 | 24 | 84 | 36 | 0 | 120 | 11 | 90 | 0 | 101 | 245 |
| 4:45 PM | 21 | 21 | 0 | 42 | 101 | 33 | 0 | 134 | 17 | 95 | 0 | 112 | 288 |
| 5:00 PM | 15 | 7 | 0 | 22 | 84 | 36 | 0 | 120 | 18 | 88 | 0 | 106 | 248 |
| 5:15 PM | 14 | 5 | 0 | 19 | 106 | 16 | 0 | 122 | 7 | 79 | 0 | 86 | 227 |
| Total | 66 | 41 | 0 | 107 | 375 | 121 | 0 | 496 | 53 | 352 | 0 | 405 | 1008 |
| Approach % | 61.7 | 38.3 | - | - | 75.6 | 24.4 | - | - | 13.1 | 86.9 | - | - | - |
| Total % | 6.5 | 4.1 | - | 10.6 | 37.2 | 12.0 | - | 49.2 | 5.3 | 34.9 | - | 40.2 | - |
| PHF | 0.786 | 0.488 | - | 0.637 | 0.884 | 0.840 | - | 0.925 | 0.736 | 0.926 | - | 0.904 | 0.875 |
| Lights | 66 | 41 | - | 107 | 373 | 120 | - | 493 | 52 | 345 | - | 397 | 997 |
| % Lights | 100.0 | 100.0 | - | 100.0 | 99.5 | 99.2 | - | 99.4 | 98.1 | 98.0 | - | 98.0 | 98.9 |
| Bicycles on Road | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| All Pedestrians | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - | - |
| % All Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trucks | 0 | 0 | - | 0 | 2 | 1 | - | 3 | 1 | 7 | - | 8 | 11 |
| % Trucks | 0.0 | 0.0 | - | 0.0 | 0.5 | 0.8 | - | 0.6 | 1.9 | 2.0 | - | 2.0 | 1.1 |

Study Name Brodhead Rd and SR 151/Laurel Rd/Heights Rd
 Start Date Tuesday, January 12, 2021 7:00 AM
 End Date Tuesday, January 12, 2021 7:00 PM
 Site Code 22

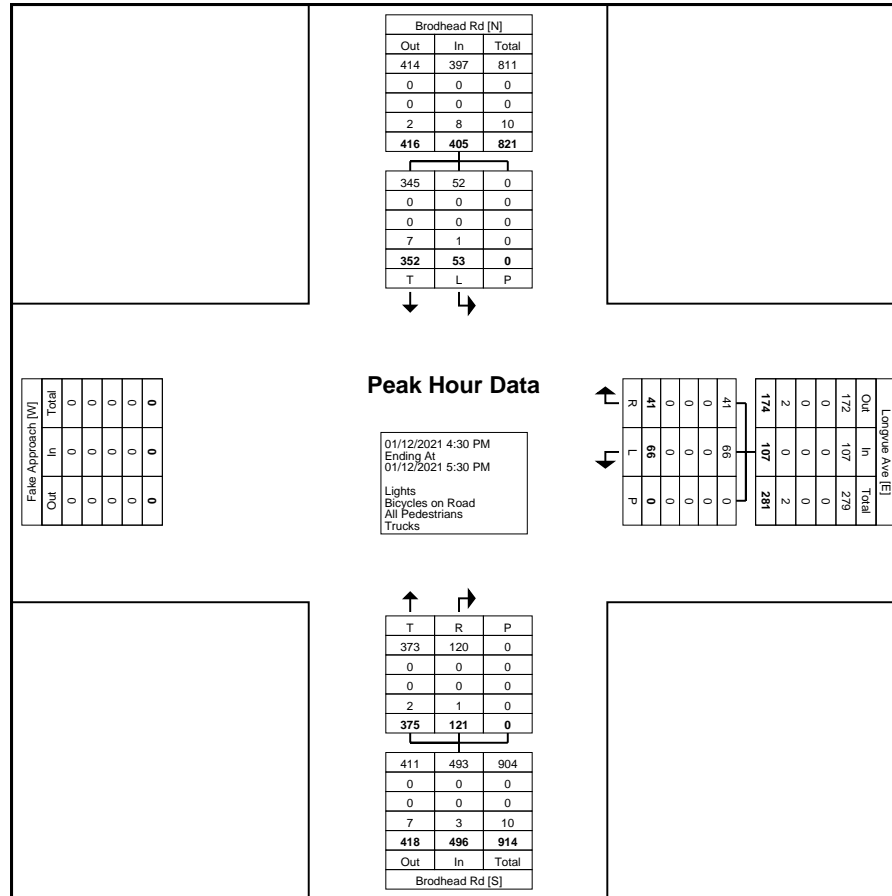
Report Summary

| Time Period | Class | Eastbound | | | | | | | | Westbound | | | | | | | | Northbound | | | | | | | | Southbound | | | | | | | | Northwestbound | | | | | | | | Crosswalk | |
|-------------------|---------------|-----------|------|------|------|------|------|------|------|-----------|------|------|------|------|------|------|------|------------|------|------|------|------|------|------|------|------------|------|------|------|------|------|------|-------|----------------|-------|----|---|---|--|--|--|-----------|--|
| | | L | T | BR | R | I | O | HL | L | T | R | I | O | HL | L | T | R | HR | I | O | L | BL | T | R | I | O | HL | BL | BR | HR | I | O | Total | pedestr | Total | | | | | | | | |
| Peak 1 | Lights | 95 | 17 | 105 | 52 | 269 | 260 | 16 | 10 | 45 | 3 | 74 | 23 | 37 | 63 | 1 | 8 | 109 | 162 | 3 | 71 | 97 | 108 | 279 | 207 | 3 | 70 | 46 | 2 | 121 | 200 | 852 | W | 0 | 0 | | | | | | | | |
| Specified Period | % | 97% | 100% | 90% | 98% | 94% | 94% | 94% | 100% | 100% | 75% | 97% | 96% | 97% | 98% | 100% | 100% | 98% | 98% | 75% | 95% | 98% | 98% | 97% | 97% | 100% | 84% | 96% | 100% | 89% | 92% | 95% | | | 0% | | | | | | | | |
| 7:30 AM - 8:30 AM | cycles on Roa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | E | 0 | 0 | | | | | | | |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | | | |
| 7:30 AM - 8:30 AM | Trucks | 3 | 0 | 12 | 1 | 16 | 16 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 1 | 4 | 2 | 2 | 9 | 7 | 0 | 13 | 2 | 0 | 15 | 17 | 44 | S | 0 | 0 | | | | | | | | |
| | % | 3% | 0% | 10% | 2% | 6% | 6% | 6% | 0% | 0% | 25% | 3% | 4% | 3% | 2% | 0% | 0% | 2% | 2% | 25% | 5% | 2% | 2% | 3% | 3% | 0% | 16% | 4% | 0% | 11% | 8% | 5% | | | 0% | | | | | | | | |
| | Total | 98 | 17 | 117 | 53 | 285 | 276 | 17 | 10 | 45 | 4 | 76 | 24 | 38 | 64 | 1 | 8 | 111 | 165 | 4 | 75 | 99 | 110 | 288 | 214 | 3 | 83 | 48 | 2 | 136 | 217 | 896 | N | 0 | 0 | | | | | | | | |
| | PHF | 0.72 | 0.71 | 0.77 | 0.55 | 0.85 | 0.96 | 0.71 | 0.62 | 0.7 | 0.33 | 0.7 | 0.67 | 0.73 | 0.84 | 0.25 | 1 | 0.84 | 0.84 | 0.5 | 0.75 | 0.8 | 0.71 | 0.83 | 0.92 | 0.38 | 0.83 | 0.8 | 0.25 | 0.77 | 0.86 | 0.93 | | | 0% | | | | | | | | |
| | Approach % | | | | | 32% | 31% | | | | | 8% | 3% | | | | | 12% | 18% | | | | | 32% | 24% | | | | | 15% | 24% | | | SE | 0 | 0 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 | | | | | |
| Peak 2 | Lights | 199 | 44 | 96 | 62 | 401 | 358 | 7 | 9 | 34 | 17 | 67 | 67 | 35 | 143 | 16 | 16 | 210 | 210 | 7 | 46 | 119 | 136 | 308 | 461 | 20 | 153 | 102 | 0 | 275 | 165 | 1261 | W | 0 | 0 | | | | | | | | |
| Specified Period | % | 100% | 100% | 96% | 98% | 99% | 97% | 100% | 100% | 100% | 100% | 100% | 99% | 100% | 99% | 100% | 100% | 100% | 100% | 100% | 98% | 100% | 99% | 99% | 100% | 100% | 95% | 100% | 0% | 97% | 97% | 99% | | | 0% | | | | | | | | |
| 4:30 PM - 5:30 PM | cycles on Roa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | E | 0 | 0 | | | | | | | |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | | |
| 4:30 PM - 5:30 PM | Trucks | 0 | 0 | 4 | 1 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 8 | 0 | 1 | 9 | 5 | 18 | S | 0 | 0 | | | | | | | | |
| | % | 0% | 0% | 4% | 2% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 1% | 1% | 0% | 0% | 5% | 0% | 100% | 3% | 3% | 1% | | | 0% | | | | | | | | |
| | Total | 199 | 44 | 100 | 63 | 406 | 368 | 7 | 9 | 34 | 17 | 67 | 68 | 35 | 144 | 16 | 16 | 211 | 211 | 7 | 47 | 119 | 138 | 311 | 462 | 20 | 161 | 102 | 1 | 284 | 170 | 1279 | N | 0 | 0 | | | | | | | | |
| | PHF | 0.89 | 0.85 | 0.76 | 0.83 | 0.89 | 0.81 | 0.58 | 0.75 | 0.61 | 0.71 | 0.64 | 0.71 | 0.88 | 0.92 | 0.57 | 0.57 | 0.88 | 0.98 | 0.58 | 0.65 | 0.8 | 0.73 | 0.79 | 0.92 | 0.83 | 0.84 | 0.91 | 0.25 | 0.87 | 0.92 | 0.93 | | | 0% | | | | | | | | |
| | Approach % | | | | | 32% | 29% | | | | | 5% | 5% | | | | | 16% | 16% | | | | | 24% | 36% | | | | | 22% | 13% | | | SE | 0 | 0 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 | | | | | |



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Turning Movement Peak Hour Data Plot (4:30 PM)