

**Notes:**

1. 2021 volumes adjusted to provide a consistent 2022 existing condition.
2. Volumes balanced as appropriate along Cloverleaf Road.

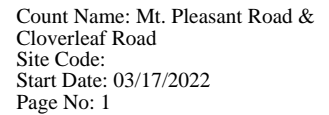


TRAFFIC PLANNING AND DESIGN, INC.  
www.TrafficPD.com | 610.326.3100 | TPD@TrafficPD.com

**FIGURE 3**

**2022 EXISTING CONDITIONS  
WEEKDAY A.M.(P.M.) PEAK HOURS  
ADJUSTED TRAFFIC VOLUMES**

**KEY:**  
**SCHEMATIC DRAWING:NOT TO SCALE**

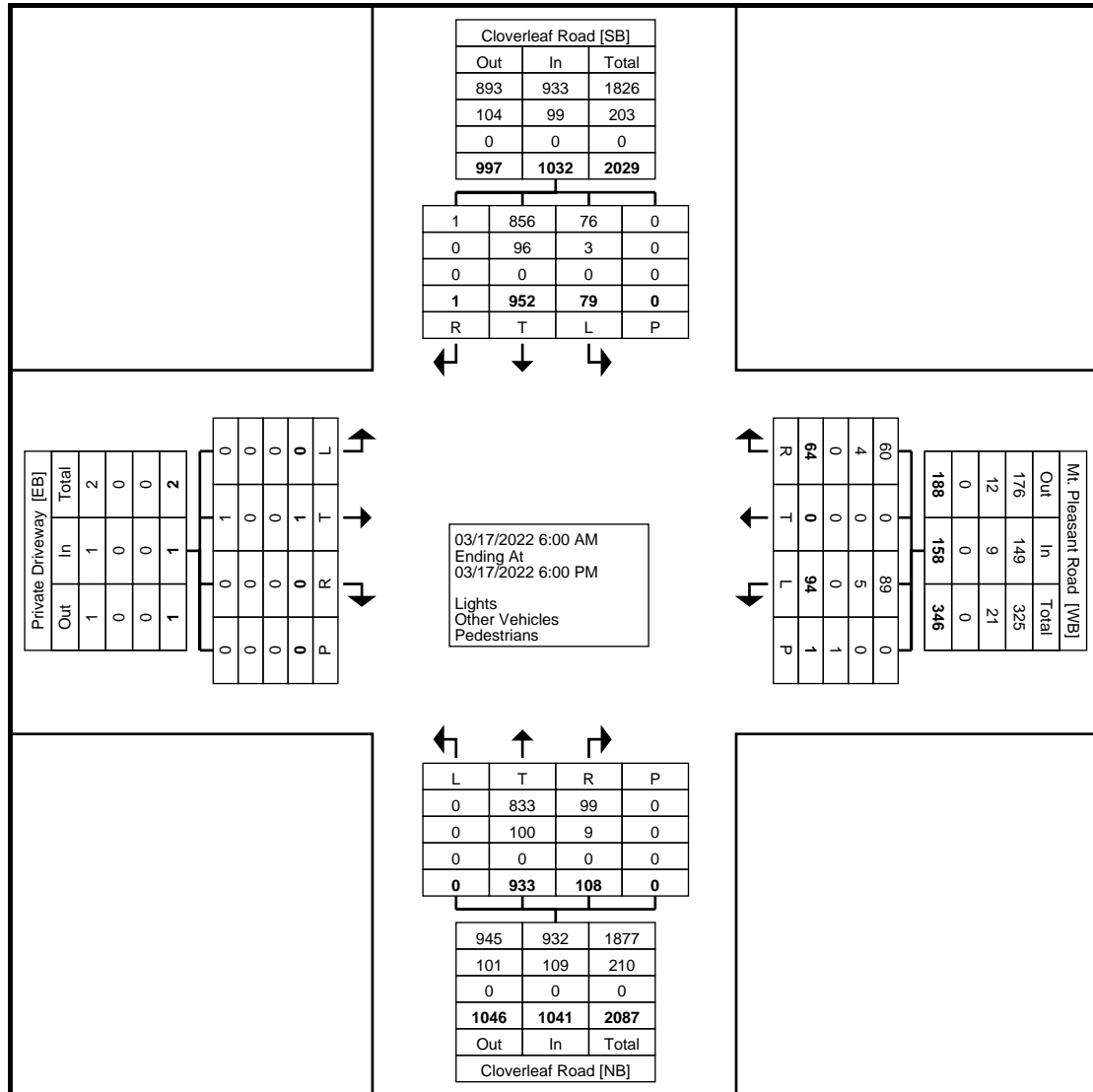




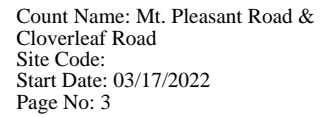
Traffic Planning and Design, Inc  
2500 East High Street  
Suite 650  
Pottstown, Pennsylvania, United States 19464  
610.326.3100

Count Name: Mt. Pleasant Road &  
Cloverleaf Road  
Site Code:  
Start Date: 03/17/2022  
Page No: 2

Counter: MIO:  
Set up By JH::



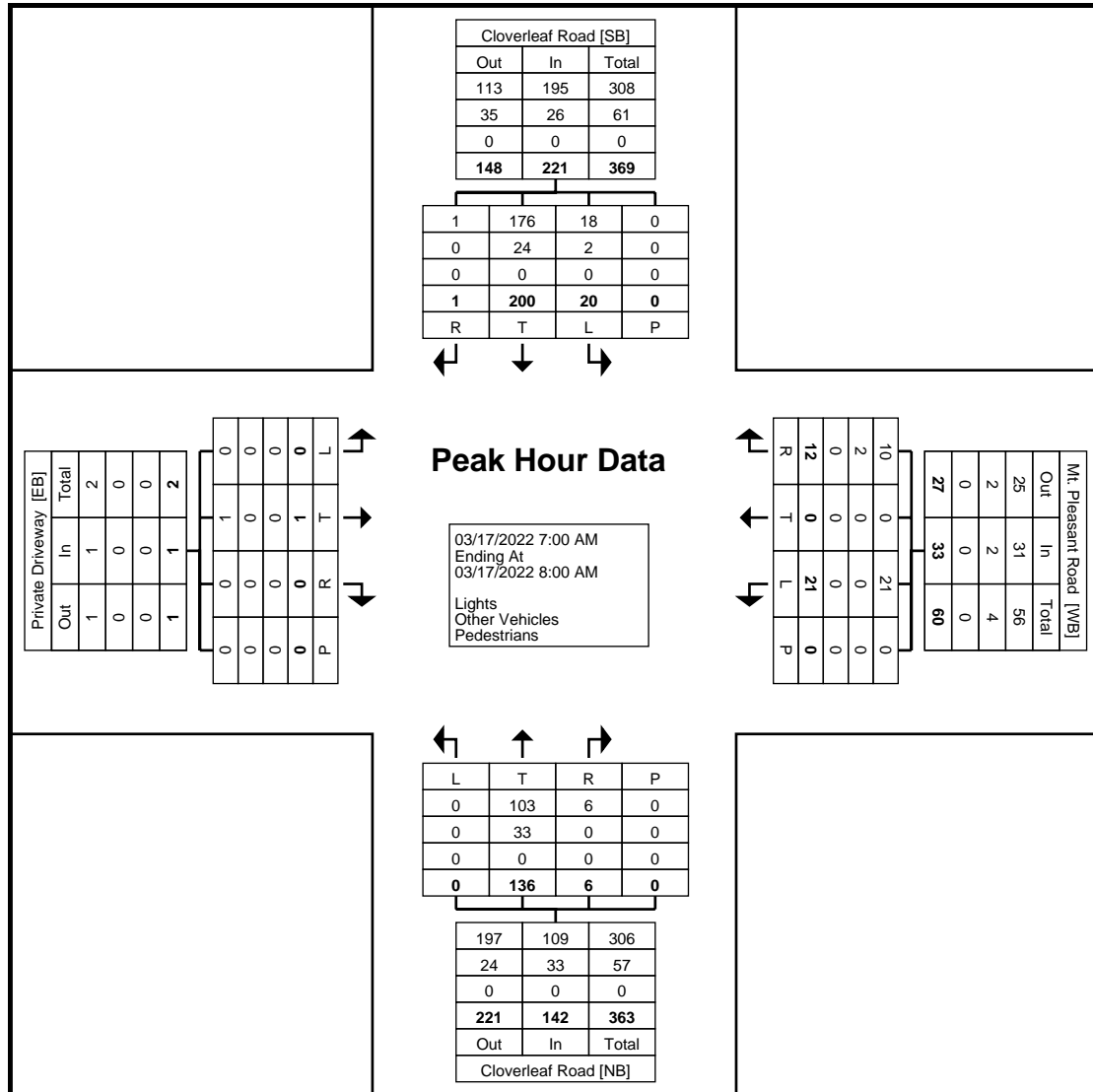
Turning Movement Data Plot

[illegible]

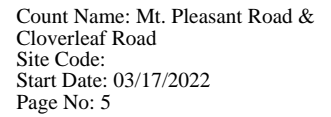


Counter: MIO:  
Set up By JH::

Count Name: Mt. Pleasant Road &  
Cloverleaf Road  
Site Code:  
Start Date: 03/17/2022  
Page No: 4



### Turning Movement Peak Hour Data Plot (7:00 AM)

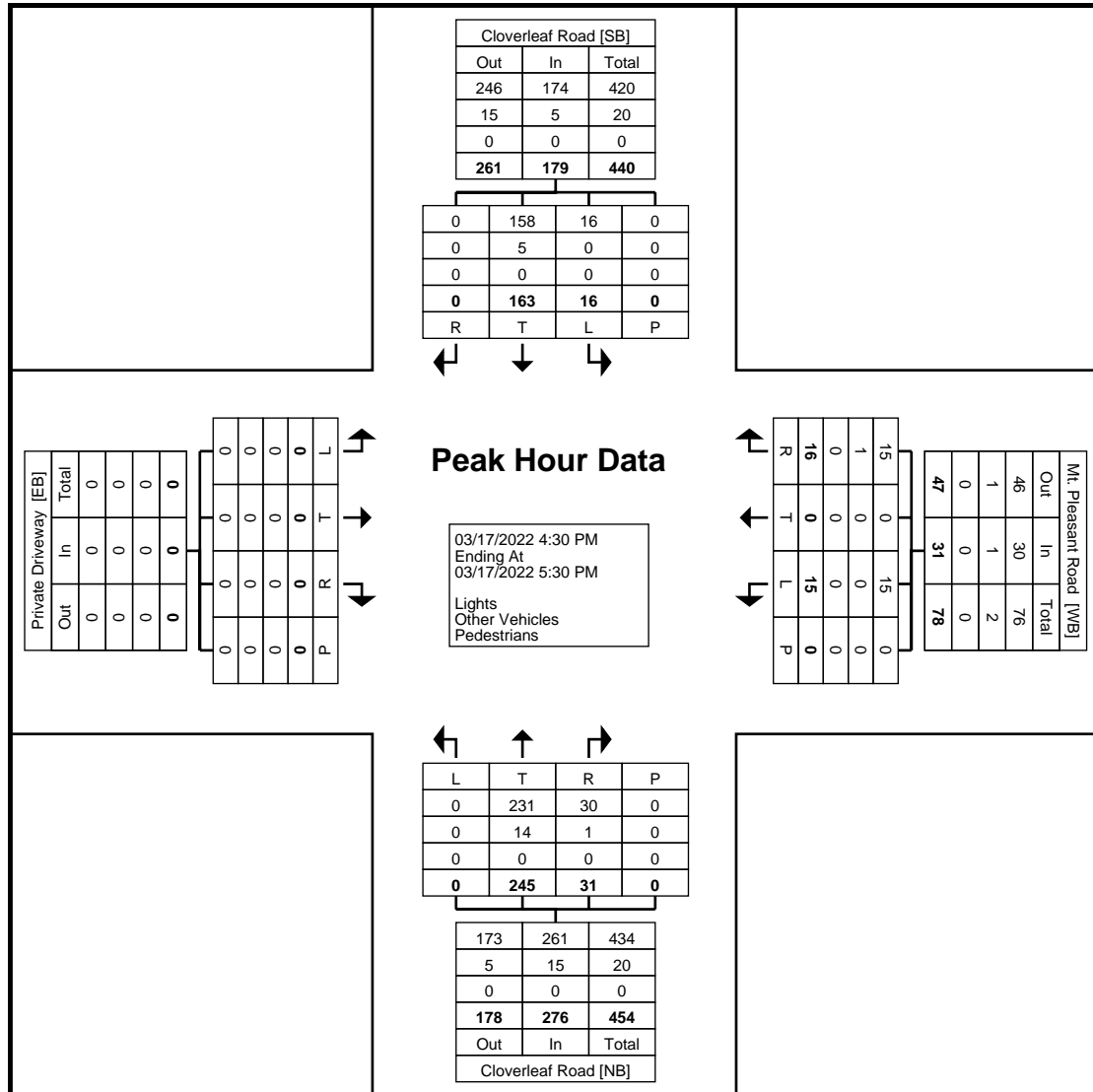
[illegible]



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Count Name: Mt. Pleasant Road &  
Cloverleaf Road  
Site Code:  
Start Date: 03/17/2022  
Page No: 6

Counter: MIO:  
Set up By JH::



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

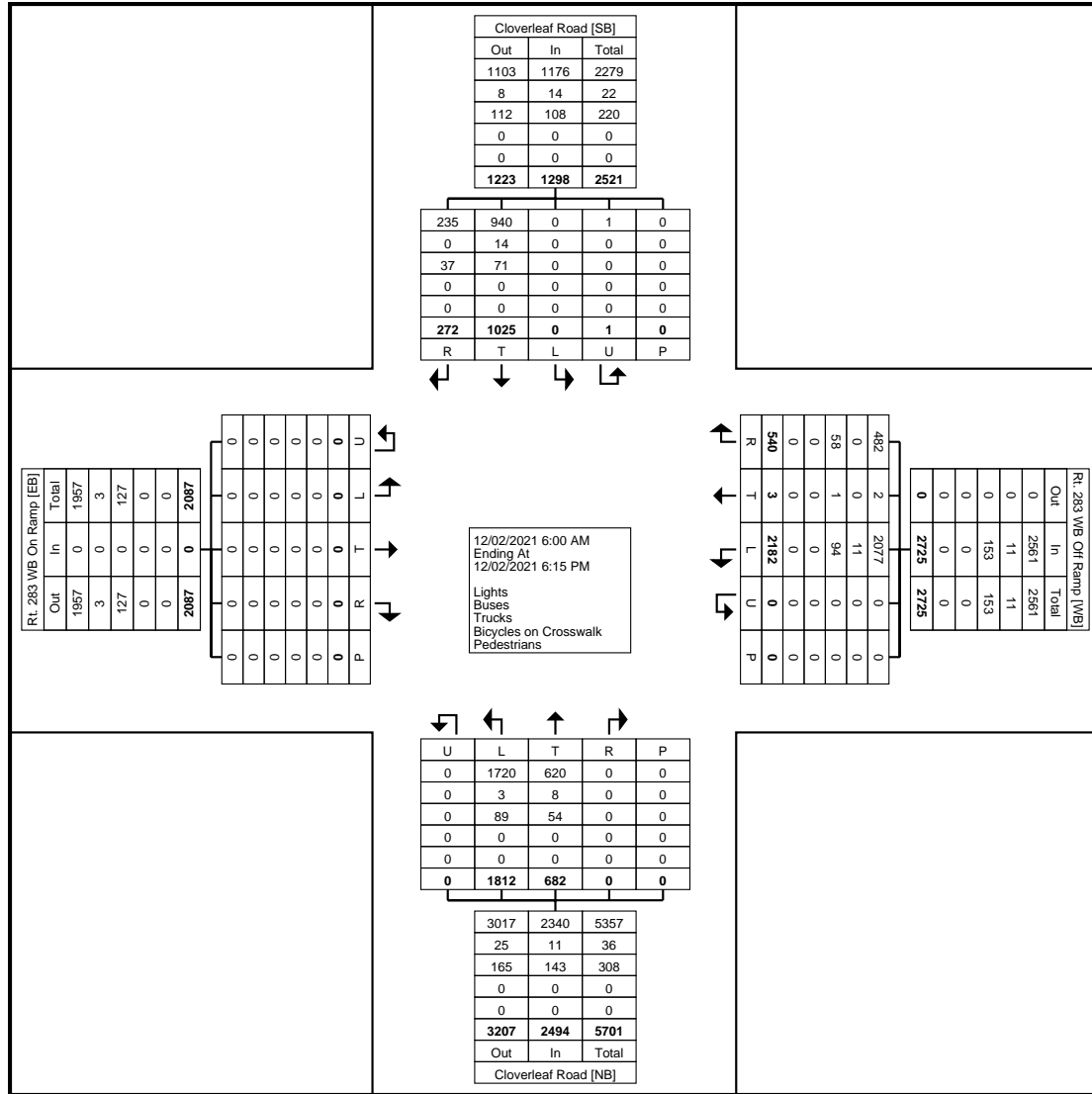


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Count Name: Rt. 283 WB  
Ramps & Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 1

| Start Time    | Rt. 283 WB On Ramp<br>Eastbound |      |       |        |      |            | Rt. 283 WB Off Ramp<br>Westbound |      |       |              |        |      | Cloverleaf Road<br>Northbound |      |      |       |        |      | Cloverleaf Road<br>Southbound |      |      |       |              |        | Int. Total |      |            |
|---------------|---------------------------------|------|-------|--------|------|------------|----------------------------------|------|-------|--------------|--------|------|-------------------------------|------|------|-------|--------|------|-------------------------------|------|------|-------|--------------|--------|------------|------|------------|
|               | Left                            | Thru | Right | U-Turn | Peds | App. Total | Left                             | Thru | Right | Right on Red | U-Turn | Peds | App. Total                    | Left | Thru | Right | U-Turn | Peds | App. Total                    | Left | Thru | Right | Right on Red | U-Turn |            | Peds | App. Total |
| 6:00 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 38                               | 0    | 4     | 7            | 0      | 0    | 49                            | 64   | 17   | 0     | 0      | 0    | 81                            | 0    | 30   | 4     | 2            | 0      | 0          | 36   | 166        |
| 6:15 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 61                               | 0    | 5     | 9            | 0      | 0    | 75                            | 98   | 16   | 0     | 0      | 0    | 114                           | 0    | 28   | 7     | 4            | 0      | 0          | 39   | 228        |
| 6:30 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 42                               | 1    | 7     | 10           | 0      | 0    | 60                            | 80   | 29   | 0     | 0      | 0    | 109                           | 0    | 39   | 8     | 2            | 0      | 0          | 49   | 218        |
| 6:45 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 72                               | 0    | 10    | 20           | 0      | 0    | 102                           | 103  | 43   | 0     | 0      | 0    | 146                           | 0    | 37   | 4     | 4            | 0      | 0          | 45   | 293        |
| Hourly Total  | 0                               | 0    | 0     | 0      | 0    | 0          | 213                              | 1    | 26    | 46           | 0      | 0    | 286                           | 345  | 105  | 0     | 0      | 0    | 450                           | 0    | 134  | 23    | 12           | 0      | 0          | 169  | 905        |
| 7:00 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 57                               | 0    | 11    | 11           | 0      | 0    | 79                            | 126  | 25   | 0     | 0      | 0    | 151                           | 0    | 49   | 7     | 5            | 0      | 0          | 61   | 291        |
| 7:15 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 66                               | 0    | 5     | 8            | 0      | 0    | 79                            | 128  | 22   | 0     | 0      | 0    | 150                           | 0    | 57   | 3     | 8            | 0      | 0          | 68   | 297        |
| 7:30 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 83                               | 0    | 10    | 14           | 0      | 0    | 107                           | 111  | 27   | 0     | 0      | 0    | 138                           | 0    | 37   | 8     | 14           | 0      | 0          | 59   | 304        |
| 7:45 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 90                               | 0    | 8     | 13           | 0      | 0    | 111                           | 81   | 34   | 0     | 0      | 0    | 115                           | 0    | 40   | 4     | 7            | 0      | 0          | 51   | 277        |
| Hourly Total  | 0                               | 0    | 0     | 0      | 0    | 0          | 296                              | 0    | 34    | 46           | 0      | 0    | 376                           | 446  | 108  | 0     | 0      | 0    | 554                           | 0    | 183  | 22    | 34           | 0      | 0          | 239  | 1169       |
| 8:00 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 57                               | 0    | 3     | 4            | 0      | 0    | 64                            | 98   | 19   | 0     | 0      | 0    | 117                           | 0    | 24   | 6     | 2            | 0      | 0          | 32   | 213        |
| 8:15 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 71                               | 0    | 11    | 9            | 0      | 0    | 91                            | 75   | 13   | 0     | 0      | 0    | 88                            | 0    | 33   | 5     | 7            | 0      | 0          | 45   | 224        |
| 8:30 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 64                               | 0    | 6     | 1            | 0      | 0    | 71                            | 84   | 15   | 0     | 0      | 0    | 99                            | 0    | 36   | 3     | 9            | 0      | 0          | 48   | 218        |
| 8:45 AM       | 0                               | 0    | 0     | 0      | 0    | 0          | 79                               | 0    | 8     | 3            | 0      | 0    | 90                            | 55   | 22   | 0     | 0      | 0    | 77                            | 0    | 29   | 3     | 3            | 0      | 0          | 35   | 202        |
| Hourly Total  | 0                               | 0    | 0     | 0      | 0    | 0          | 271                              | 0    | 28    | 17           | 0      | 0    | 316                           | 312  | 69   | 0     | 0      | 0    | 381                           | 0    | 122  | 17    | 21           | 0      | 0          | 160  | 857        |
| *** BREAK *** | -                               | -    | -     | -      | -    | -          | -                                | -    | -     | -            | -      | -    | -                             | -    | -    | -     | -      | -    | -                             | -    | -    | -     | -            | -      | -          | -    |            |
| 3:00 PM       | 0                               | 0    | 0     | 0      | 0    | 0          | 104                              | 1    | 13    | 7            | 0      | 0    | 125                           | 53   | 24   | 0     | 0      | 0    | 77                            | 0    | 36   | 3     | 10           | 0      | 0          | 49   | 251        |
| 3:15 PM       | 0                               | 0    | 0     | 0      | 0    | 0          | 102                              | 0    | 19    | 7            | 0      | 0    | 128                           | 53   | 30   | 0     | 0      | 0    | 83                            | 0    | 50   | 5     | 5            | 1      | 0          | 61   | 272        |
| 3:30 PM       | 0                               | 0    | 0     | 0      | 0    | 0          | 104                              | 0    | 10    | 12           | 0      | 0    | 126                           | 50   | 22   | 0     | 0      | 0    | 72                            | 0    | 73   | 9     | 13           | 0      | 0          | 95   | 293        |
| 3:45 PM       | 0                               | 0    | 0     | 0      | 0    | 0          | 117                              | 0    | 10    | 17           | 0      | 0    | 144                           | 55   | 40   | 0     | 0      | 0    | 95                            | 0    | 44   | 6     | 9            | 0      | 0          | 59   | 298        |
| Hourly Total  | 0                               | 0    | 0     | 0      | 0    | 0          | 427                              | 1    | 52    | 43           | 0      | 0</  |                               |      |      |       |        |      |                               |      |      |       |              |        |            |      |            |

Lancaster County, PA  
Route 283 WB Ramps &  
Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.144366, -  
76.555336



Turning Movement Data Plot



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Count Name: Rt. 283 WB  
Ramps & Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 3

[illegible]

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Count Name: Rt. 283 WB  
Ramps & Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 4





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Count Name: Rt. 283 WB  
Ramps & Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 5

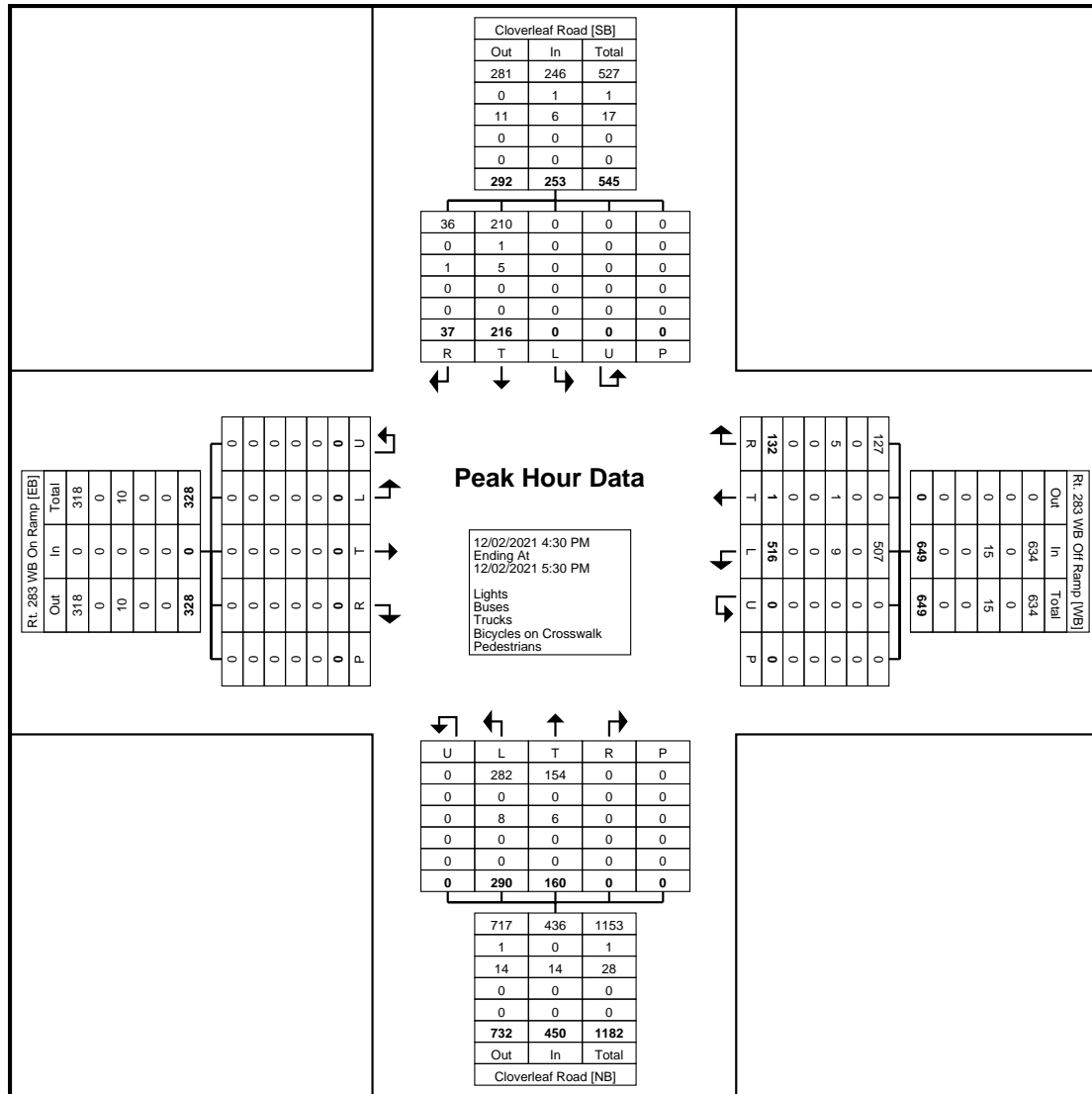
[illegible]



Lancaster County, PA  
Route 283 WB Ramps &  
Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.144366, -  
76.555336

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Count Name: Rt. 283 WB  
Ramps & Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 6



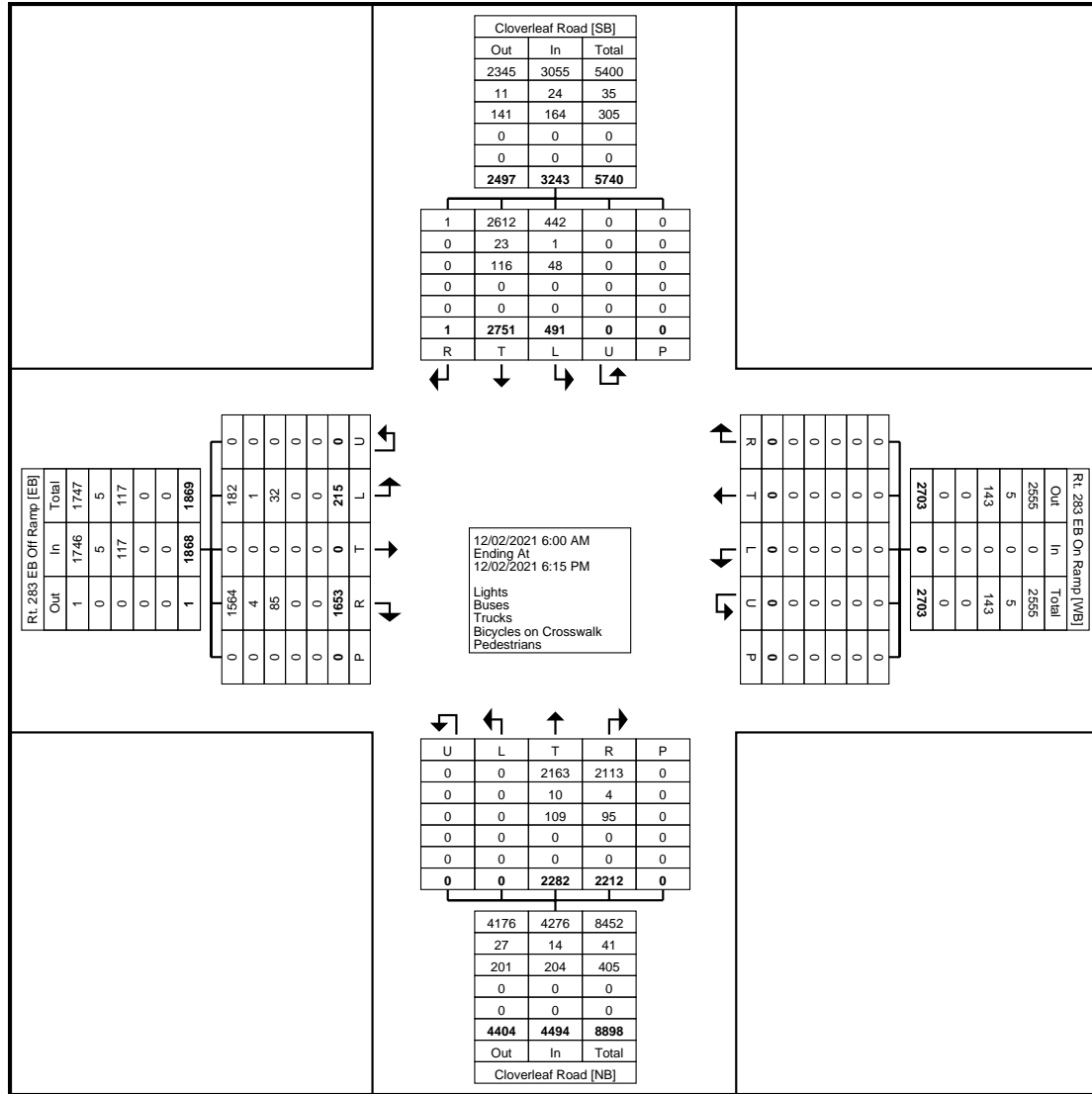
### Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Rt. 283 EB Ramps  
& Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 1

| Start Time    | Rt. 283 EB Off Ramp |      |       |        |      |           | Rt. 283 EB On Ramp |      |       |        |      |           | Cloverleaf Road |      |       |        |      |           | Cloverleaf Road |      |       |        |      |           | Int. Total |      |
|---------------|---------------------|------|-------|--------|------|-----------|--------------------|------|-------|--------|------|-----------|-----------------|------|-------|--------|------|-----------|-----------------|------|-------|--------|------|-----------|------------|------|
|               | Eastbound           |      |       |        |      |           | Westbound          |      |       |        |      |           | Northbound      |      |       |        |      |           | Southbound      |      |       |        |      |           |            |      |
|               | Left                | Thru | Right | U-Turn | Peds | App.Total | Left               | Thru | Right | U-Turn | Peds | App.Total | Left            | Thru | Right | U-Turn | Peds | App.Total | Left            | Thru | Right | U-Turn | Peds | App.Total |            |      |
| 6:00 AM       | 8                   | 0    | 17    | 0      | 0    | 25        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 78   | 63    | 0      | 0    | 0         | 141             | 18   | 48    | 0      | 0    | 0         | 66         | 232  |
| 6:15 AM       | 2                   | 0    | 32    | 0      | 0    | 34        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 109  | 74    | 0      | 0    | 0         | 183             | 14   | 74    | 0      | 0    | 0         | 88         | 305  |
| 6:30 AM       | 13                  | 0    | 32    | 0      | 0    | 45        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 103  | 98    | 0      | 0    | 0         | 201             | 15   | 66    | 0      | 0    | 0         | 81         | 327  |
| 6:45 AM       | 12                  | 0    | 50    | 0      | 0    | 62        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 133  | 82    | 0      | 0    | 0         | 215             | 16   | 92    | 0      | 0    | 0         | 108        | 385  |
| Hourly Total  | 35                  | 0    | 131   | 0      | 0    | 166       | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 423  | 317   | 0      | 0    | 0         | 740             | 63   | 280   | 0      | 0    | 0         | 343        | 1249 |
| 7:00 AM       | 2                   | 0    | 42    | 0      | 0    | 44        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 140  | 119   | 0      | 0    | 0         | 259             | 33   | 74    | 0      | 0    | 0         | 107        | 410  |
| 7:15 AM       | 10                  | 0    | 48    | 0      | 0    | 58        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 148  | 131   | 0      | 0    | 0         | 279             | 28   | 93    | 0      | 0    | 0         | 121        | 458  |
| 7:30 AM       | 11                  | 0    | 68    | 0      | 0    | 79        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 119  | 127   | 0      | 0    | 0         | 246             | 22   | 97    | 0      | 0    | 0         | 119        | 444  |
| 7:45 AM       | 14                  | 0    | 65    | 0      | 0    | 79        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 108  | 75    | 0      | 0    | 0         | 183             | 18   | 111   | 0      | 0    | 0         | 129        | 391  |
| Hourly Total  | 37                  | 0    | 223   | 0      | 0    | 260       | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 515  | 452   | 0      | 0    | 0         | 967             | 101  | 375   | 0      | 0    | 0         | 476        | 1703 |
| 8:00 AM       | 6                   | 0    | 51    | 0      | 0    | 57        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 102  | 106   | 0      | 0    | 0         | 208             | 15   | 63    | 0      | 0    | 0         | 78         | 343  |
| 8:15 AM       | 4                   | 0    | 56    | 0      | 0    | 60        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 87   | 98    | 0      | 0    | 0         | 185             | 11   | 103   | 0      | 0    | 0         | 114        | 359  |
| 8:30 AM       | 5                   | 0    | 46    | 0      | 0    | 51        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 94   | 83    | 0      | 0    | 0         | 177             | 24   | 77    | 0      | 0    | 0         | 101        | 329  |
| 8:45 AM       | 7                   | 0    | 55    | 0      | 0    | 62        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 68   | 77    | 0      | 0    | 0         | 145             | 22   | 85    | 0      | 0    | 0         | 107        | 314  |
| Hourly Total  | 22                  | 0    | 208   | 0      | 0    | 230       | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 351  | 364   | 0      | 0    | 0         | 715             | 72   | 328   | 0      | 0    | 0         | 400        | 1345 |
| 9:00 AM       | 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    |
| *** BREAK *** | -                   | -    | -     | -      | -    | -         | -                  | -    | -     | -      | -    | -         | -               | -    | -     | -      | -    | -         | -               | -    | -     | -      | -    | -         | -          | -    |
| Hourly Total  | 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    |
| 3:00 PM       | 5                   | 0    | 75    | 0      | 0    | 80        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 75   | 76    | 0      | 0    | 0         | 151             | 18   | 122   | 0      | 0    | 0         | 140        | 371  |
| 3:15 PM       | 8                   | 0    | 75    | 0      | 0    | 83        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 79   | 97    | 0      | 0    | 0         | 176             | 22   | 130   | 0      | 0    | 0         | 152        | 411  |
| 3:30 PM       | 4                   | 0    | 65    | 0      | 0    | 69        | 0                  | 0    | 0     | 0      | 0    | 0         | 0               | 63   | 107   | 0      | 0    | 0         | 170             | 44   | 136   | 0      | 0    | 0         | 180        | 419  |
| 3:45 PM</     |                     |      |       |        |      |           |                    |      |       |        |      |           |                 |      |       |        |      |           |                 |      |       |        |      |           |            |      |



Turning Movement Data Plot

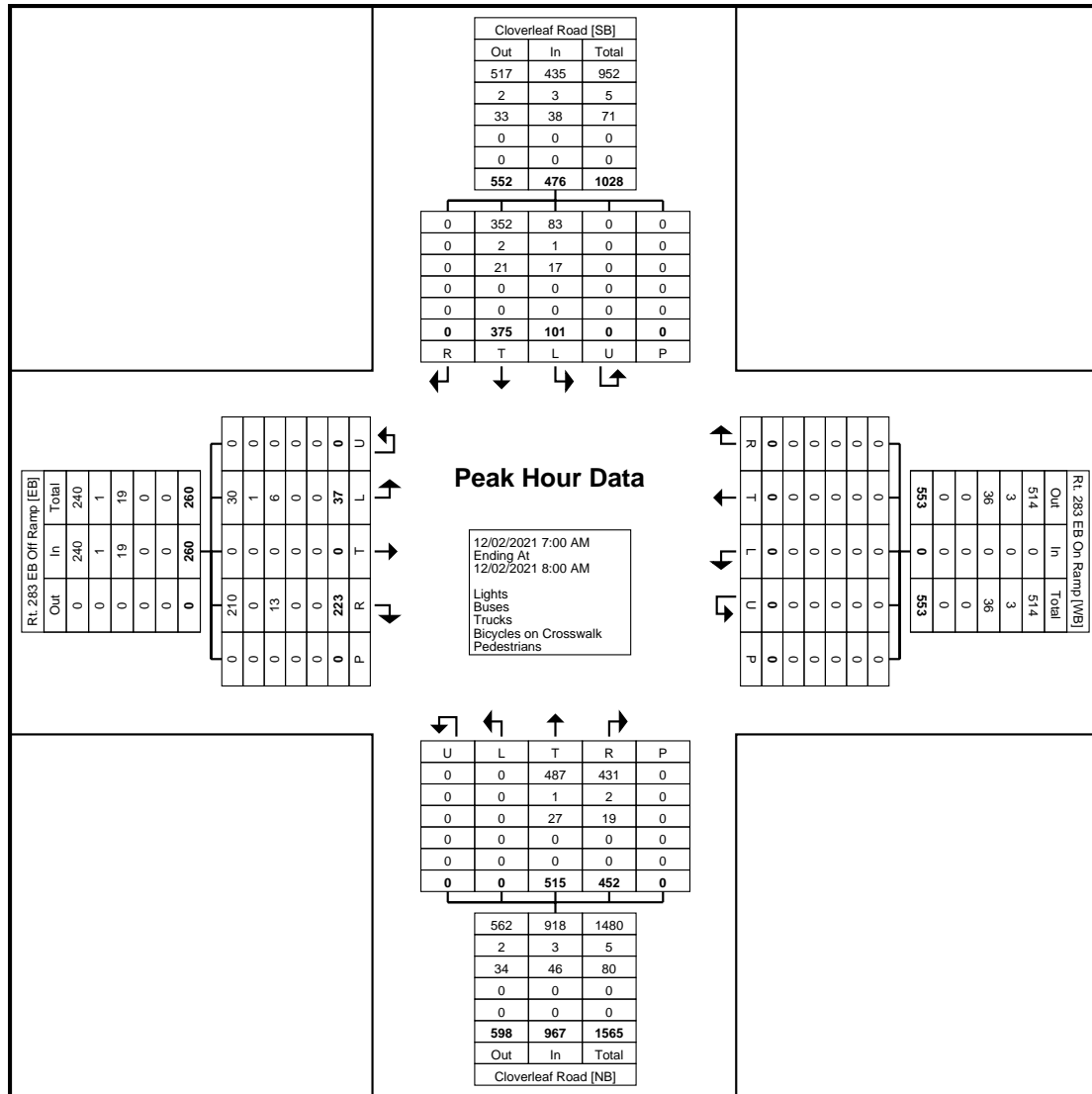


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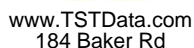
Count Name: Rt. 283 EB Ramps  
& Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 3

[illegible]

Lancaster County, PA  
Route 283 EB Ramps &  
Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.143088, -  
76.556584



Turning Movement Peak Hour Data Plot (7:00 AM)



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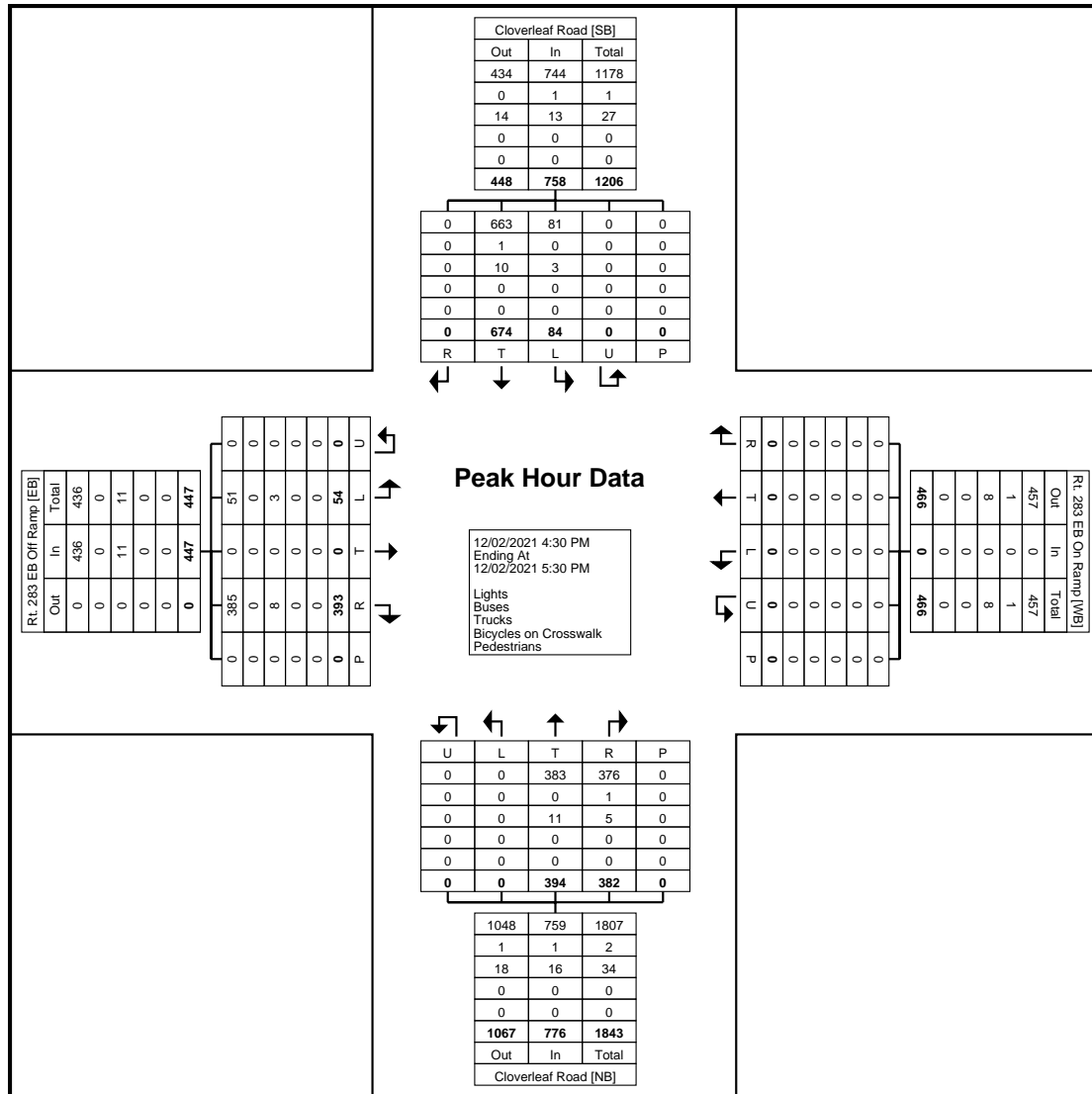
Count Name: Rt. 283 EB Ramps  
& Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 5

[illegible]

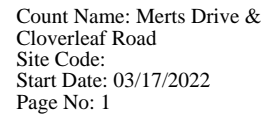
Lancaster County, PA  
Route 283 EB Ramps &  
Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.143088, -  
76.556584

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Count Name: Rt. 283 EB Ramps  
& Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 6



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



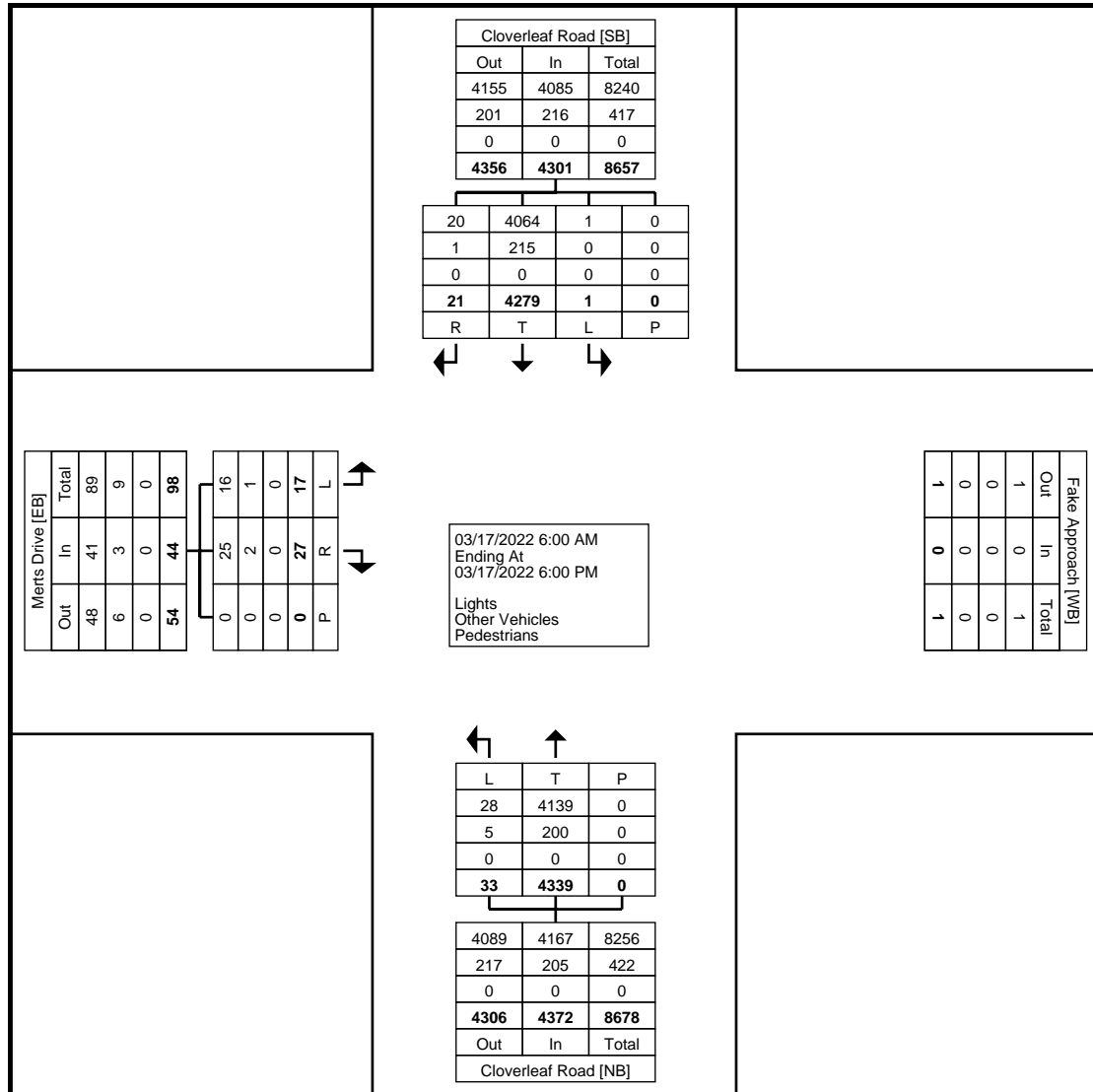




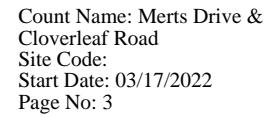
Traffic Planning and Design, Inc  
2500 East High Street  
Suite 650  
Pottstown, Pennsylvania, United States 19464  
610.326.3100

Count Name: Merts Drive &  
Cloverleaf Road  
Site Code:  
Start Date: 03/17/2022  
Page No: 2

Counter: MIO:  
Set up By JH::



Turning Movement Data Plot

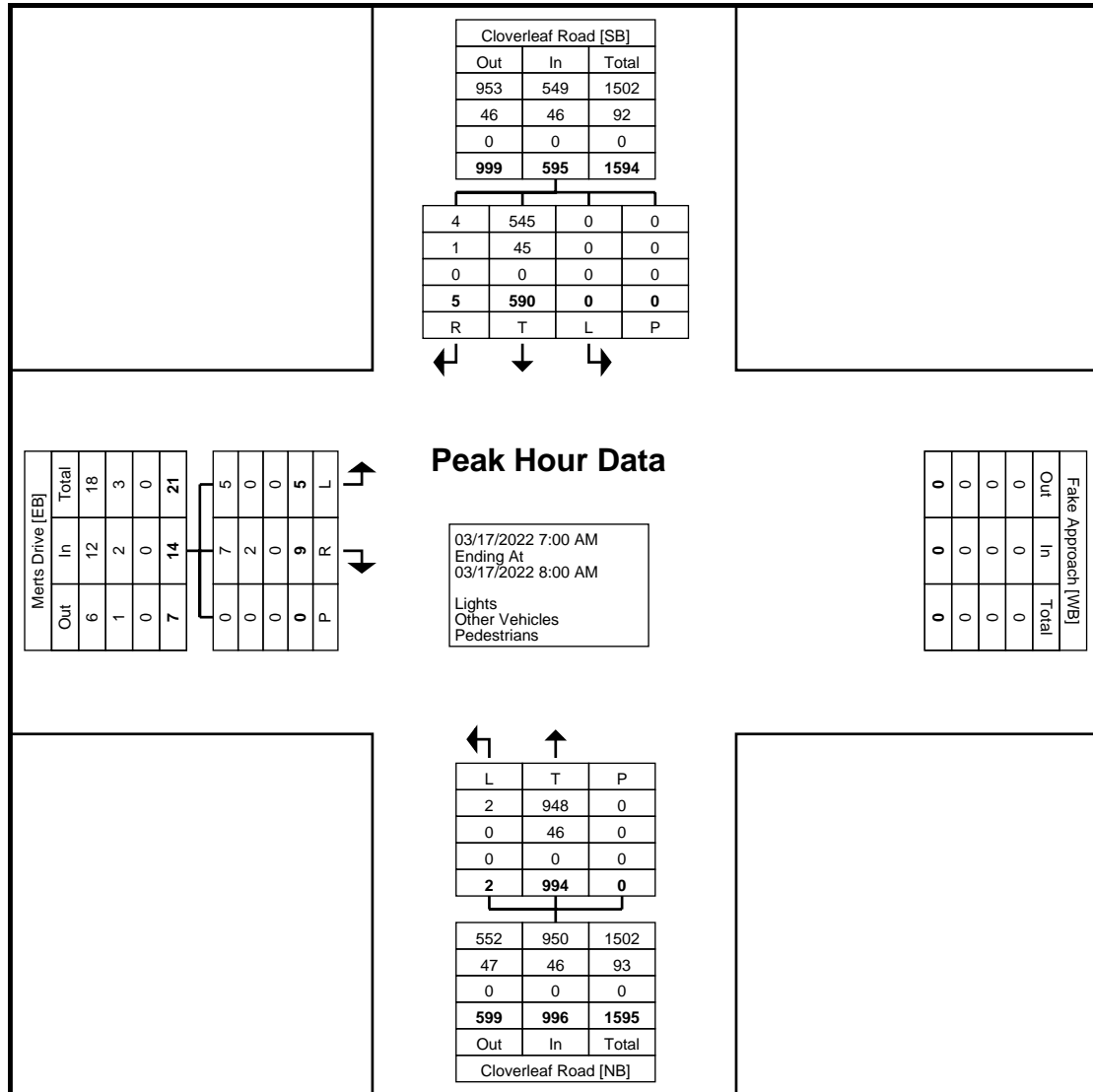
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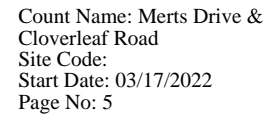
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Pottstown, Pennsylvania, United States 19464  
610.326.3100

Count Name: Merts Drive &  
Cloverleaf Road  
Site Code:  
Start Date: 03/17/2022  
Page No: 4

Counter: MIO:  
Set up By JH::



Turning Movement Peak Hour Data Plot (7:00 AM)

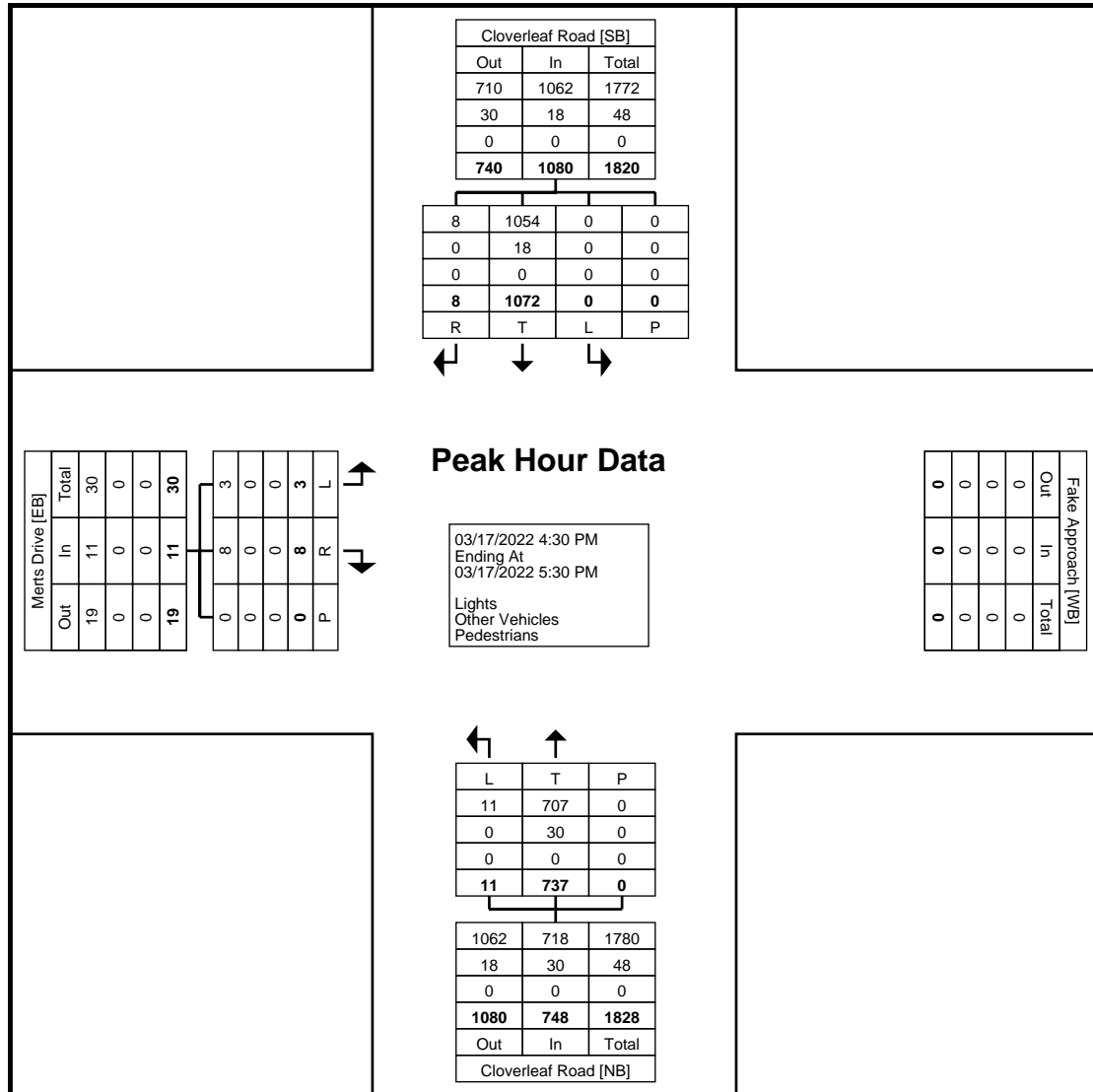
[illegible]



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Count Name: Merts Drive &  
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Turning Movement Peak Hour Data Plot (4:30 PM)

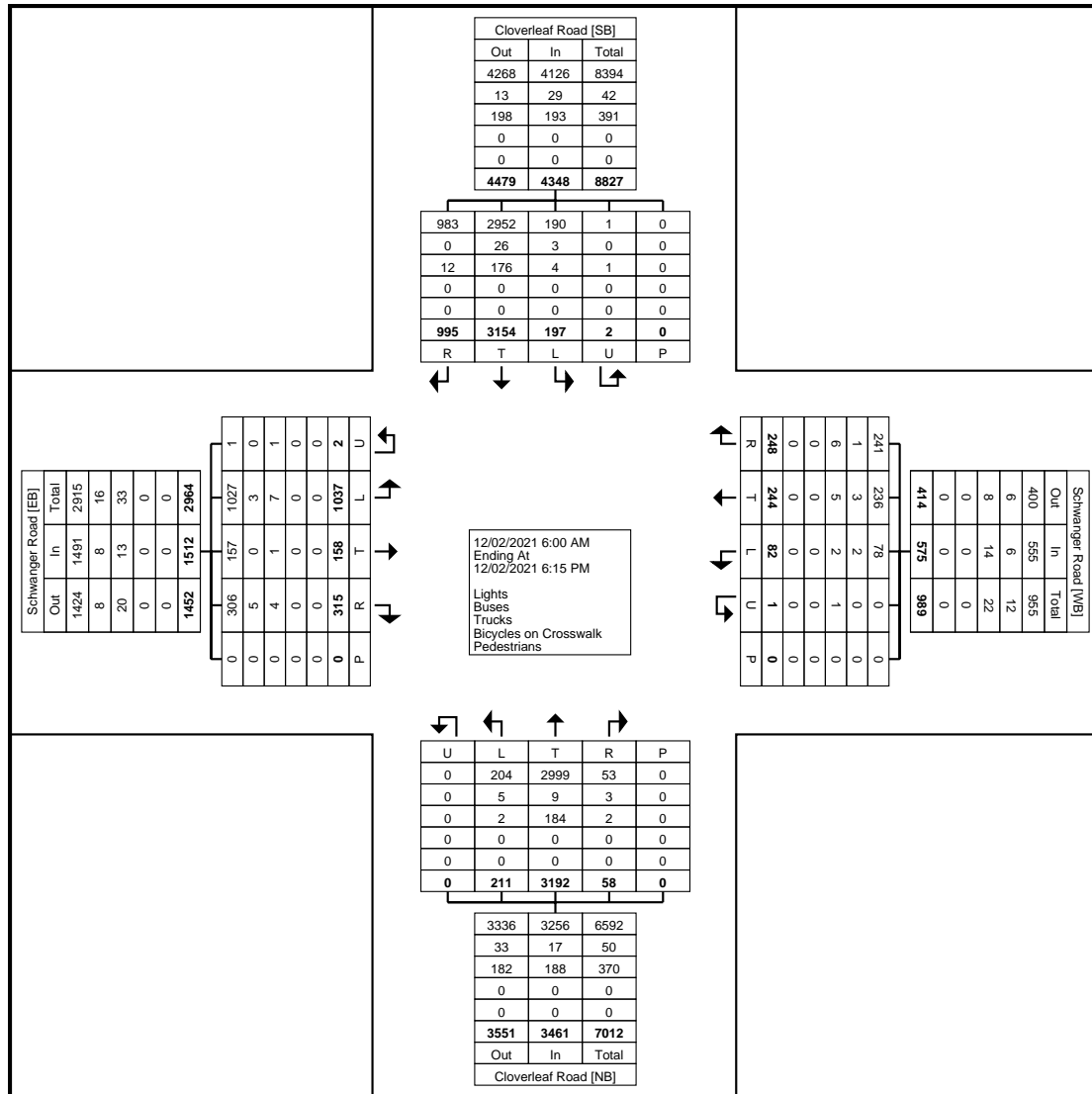


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## Turning Movement Data

| Start Time              | Schwanger Road |      |       |              |        |      |            | Schwanger Road |      |       |              |        |      |            | Cloverleaf Road |      |       |              |        |      |            | Cloverleaf Road |      |       |              |        |      |            | Int. Total |      |
|-------------------------|----------------|------|-------|--------------|--------|------|------------|----------------|------|-------|--------------|--------|------|------------|-----------------|------|-------|--------------|--------|------|------------|-----------------|------|-------|--------------|--------|------|------------|------------|------|
|                         | Eastbound      |      |       |              |        |      |            | Westbound      |      |       |              |        |      |            | Northbound      |      |       |              |        |      |            | Southbound      |      |       |              |        |      |            |            |      |
|                         | Left           | Thru | Right | Right on Red | U-Turn | Peds | App. Total | Left           | Thru | Right | Right on Red | U-Turn | Peds | App. Total | Left            | Thru | Right | Right on Red | U-Turn | Peds | App. Total | Left            | Thru | Right | Right on Red | U-Turn | Peds | App. Total |            |      |
| 6:00 AM                 | 22             | 1    | 4     | 1            | 0      | 0    | 28         | 2              | 4    | 2     | 7            | 0      | 0    | 15         | 0               | 112  | 0     | 0            | 0      | 0    | 0          | 112             | 2    | 53    | 8            | 2      | 0    | 0          | 65         | 220  |
| 6:15 AM                 | 40             | 1    | 1     | 5            | 0      | 0    | 47         | 1              | 4    | 7     | 1            | 0      | 0    | 13         | 3               | 143  | 1     | 0            | 0      | 0    | 0          | 147             | 2    | 83    | 13           | 1      | 0    | 0          | 99         | 306  |
| 6:30 AM                 | 48             | 3    | 1     | 12           | 0      | 0    | 64         | 1              | 2    | 4     | 7            | 0      | 0    | 14         | 4               | 149  | 1     | 0            | 0      | 0    | 0          | 154             | 0    | 78    | 7            | 3      | 0    | 0          | 88         | 320  |
| 6:45 AM                 | 51             | 4    | 2     | 1            | 0      | 0    | 58         | 1              | 12   | 6     | 7            | 0      | 0    | 26         | 2               | 153  | 5     | 0            | 0      | 0    | 0          | 160             | 3    | 100   | 21           | 6      | 0    | 0          | 130        | 374  |
| Hourly Total            | 161            | 9    | 8     | 19           | 0      | 0    | 197        | 5              | 22   | 19    | 22           | 0      | 0    | 68         | 9               | 557  | 7     | 0            | 0      | 0    | 0          | 573             | 7    | 314   | 49           | 12     | 0    | 0          | 382        | 1220 |
| 7:00 AM                 | 66             | 4    | 6     | 10           | 0      | 0    | 86         | 5              | 15   | 9     | 9            | 0      | 0    | 38         | 6               | 193  | 1     | 0            | 0      | 0    | 0          | 200             | 1    | 75    | 24           | 1      | 0    | 0          | 101        | 425  |
| 7:15 AM                 | 61             | 5    | 5     | 5            | 0      | 0    | 76         | 3              | 9    | 13    | 9            | 0      | 0    | 34         | 9               | 208  | 0     | 0            | 0      | 0    | 0          | 217             | 2    | 85    | 19           | 3      | 0    | 0          | 109        | 436  |
| 7:30 AM                 | 66             | 6    | 4     | 10           | 0      | 0    | 86         | 1              | 12   | 8     | 3            | 0      | 0    | 24         | 9               | 148  | 0     | 0            | 0      | 0    | 0          | 157             | 3    | 132   | 34           | 3      | 0    | 0          | 172        | 439  |
| 7:45 AM                 | 40             | 9    | 15    | 11           | 0      | 0    | 75         | 3              | 11   | 4     | 6            | 0      | 0    | 24         | 5               | 136  | 3     | 0            | 0      | 0    | 0          | 144             | 10   | 138   | 21           | 7      | 0    | 0          | 176        | 419  |
| Hourly Total            | 233            | 24   | 30    | 36           | 0      | 0    | 323        | 12             | 47   | 34    | 27           | 0      | 0    | 120        | 29              | 685  | 4     | 0            | 0      | 0    | 0          | 718             | 16   | 430   | 98           | 14     | 0    | 0          | 558        | 1719 |
| 8:00 AM                 | 56             | 1    | 1     | 8            | 0      | 0    | 66         | 1              | 4    | 3     | 5            | 0      | 0    | 13         | 7               | 141  | 3     | 0            | 0      | 0    | 0          | 151             | 6    | 87    | 21           | 1      | 0    | 0          | 115        | 345  |
| 8:15 AM                 | 28             | 6    | 9     | 2            | 0      | 0    | 45         | 3              | 2    | 8     | 9            | 0      | 0    | 22         | 7               | 128  | 2     | 0            | 0      | 0    | 0          | 137             | 6    | 105   | 33           | 0      | 0    | 0          | 144        | 348  |
| 8:30 AM                 | 39             | 8    | 9     | 6            | 1      | 0    | 63         | 2              | 7    | 8     | 9            | 0      | 0    | 26         | 10              | 122  | 0     | 0            | 0      | 0    | 0          | 132             | 3    | 92    | 24           | 3      | 0    | 0          | 122        | 343  |
| 8:45 AM                 | 37             | 3    | 7     | 6            | 0      | 0    | 53         | 1              | 4    | 2     | 5            | 0      | 0    | 12         | 5               | 81   | 2     | 0            | 0      | 0    | 0          | 88              | 2    | 104   | 29           | 2      | 1    | 0          | 138        | 291  |
| Hourly Total            | 160            | 18   | 26    | 22           | 1      | 0    | 227        | 7              | 17   | 21    | 28           | 0      | 0    | 73         | 29              | 472  | 7     | 0            | 0      | 0    | 0          | 508             | 17   | 388   | 107          | 6      | 1    | 0          | 519        | 1327 |
| *** BREAK ***           | -              | -    | -     | -            | -      | -    | -          | -              | -    | -     | -            | -      | -    | -          | -               | -    | -     | -            | -      | -    | -          | -               | -    | -     | -            | -      | -    | -          | -          | -    |
| 3:00 PM                 | 35             | 5    | 6     | 6            | 0      | 0    | 52         | 9              | 6    | 2     | 7            | 1      | 0    | 25         | 7               | 110  | 4     | 0            | 0      | 0    | 0          | 121             | 8    | 143   | 46           | 1      | 0    | 0          | 198        | 396  |
| 3:15 PM                 | 40             | 4    | 7     | 10           | 0      | 0    | 61         | 6              | 10   | 4     | 4            | 0      | 0    | 24         | 14              | 135  | 3     | 0            | 0      | 0    | 0          | 152             | 12   | 144   | 45           | 2      | 0    | 0          | 203        | 440  |
| 3:30 PM                 | 50             | 7    | 5     | 9            | 0      | 0    | 71         | 4              | 7    | 5     | 3            | 0      | 0    | 19         | 12              | 113  | 6     | 0            | 0      | 0    | 0          | 131             | 10   | 138   | 54           | 1      | 1    | 0          | 204        | 425  |
| 3:45 PM                 | 42             | 23   | 13    | 3            | 0      | 0    | 81         | 2              | 10   | 6     | 1            | 0      | 0    | 19         | 11              | 135  | 1     | 1            | 0      | 0    | 0          | 148             | 7    | 180   | 40           | 2      | 0    | 0          | 229        | 477  |
| Hourly Total            | 167            | 39   | 31    | 28           | 0      | 0    | 265        | 21             | 33   | 17    | 15           | 1      | 0    | 87         | 44              | 493  | 14    | 1            | 0      | 0    | 0          | 552             | 37   | 605   | 185          | 6      | 1    | 0          | 834        | 1738 |
| 4:00 PM                 | 50             | 10   | 14    | 2            | 0      | 0    | 76         | 6              | 19   | 2     | 3            | 0      | 0    | 30         | 9               | 136  | 1     | 0            | 0      | 0    | 0          | 146             | 20   | 165   | 34           | 7      | 0    | 0          | 226        | 478  |
| 4:15 PM                 | 48             | 12   | 15    | 6            | 0      | 0    | 81         | 7              | 27   | 2     | 4            | 0      | 0    | 40         | 10              | 121  | 2     | 0            | 0      | 0    | 0          | 133             | 15   | 155   | 53           | 8      | 0    | 0          | 231        | 485  |
| 4:30 PM                 | 51             | 2    | 9     | 7            | 0      | 0    | 69         | 4              | 23   | 7     | 1            | 0      | 0    | 35         | 12              | 114  | 2     | 0            | 0      | 0    | 0          | 128             | 13   | 181   | 60           | 3      | 0    | 0          | 257        | 489  |
| 4:45 PM                 | 44             | 11   | 5     | 1            | 0      | 0    | 61         | 3              | 24   | 3     | 4            | 0      | 0    | 34         | 11              | 146  | 3     | 1            | 0      | 0    | 0          | 161             | 10   | 173   | 54           | 13     | 0    | 0          | 250        | 506  |
| Hourly Total            | 193            | 35   | 43    | 16           | 0      | 0    | 287        | 20             | 93   | 14    | 12           | 0      | 0    | 139        | 42              | 517  | 8     | 1            | 0      | 0    | 0          | 568             | 58   | 674   | 201          | 31     | 0    | 0          | 964        | 1958 |
| 5:00 PM                 | 34             | 9    | 18    | 1            | 1      | 0    | 63         | 7              | 6    | 8     | 3            | 0      | 0    | 24         | 14              | 147  | 4     | 0            | 0      | 0    | 0          | 165             | 23   | 193   | 78           | 0      | 0    | 0          | 294        | 546  |
| 5:15 PM                 | 39             | 10   | 11    | 4            | 0      | 0    | 64         | 7              | 11   | 6     | 3            | 0      | 0    | 27         | 15              | 128  | 4     | 0            | 0      | 0    | 0          | 147             | 15   | 196   | 78           | 4      | 0    | 0          | 293        | 531  |
| 5:30 PM                 | 27             | 9    | 9     | 4            | 0      | 0    | 49         | 1              | 8    | 9     | 3            | 0      | 0    | 21         | 17              | 106  | 3     | 1            | 0      | 0    | 0          | 127             | 17   | 193   | 65           | 6      | 0    | 0          | 281        | 478  |
| 5:45 PM                 | 23             | 5    | 2     | 7            | 0      | 0    | 37         | 2              | 7    | 3     | 4            | 0      | 0    | 16         | 12              | 87   | 3     | 1            | 0      | 0    | 0          | 103             | 7    | 161   | 52           | 3      | 0    | 0          | 223        | 379  |
| Hourly Total            | 123            | 33   | 40    | 16           | 1      | 0    | 213        | 17             | 32   | 26    | 13           | 0      | 0    | 88         | 58              | 468  | 14    | 2            | 0      | 0    | 0          | 542             | 62   | 743   | 273          | 13     | 0    | 0          | 1091       | 1934 |
| 6:00 PM                 | 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    |
| Grand Total             | 1037           | 158  | 178   | 137          | 2      | 0    | 1512       | 82             | 244  | 131   | 117          | 1      | 0    | 575        | 211             | 3192 | 54    | 4            | 0      | 0    | 0          | 3461            | 197  | 3154  | 913          | 82     | 2    | 0          | 4348       | 9896 |
| Approach %              | 68.6           | 10.4 | 11.8  | 9.1          | 0.1    | -    | -          | 14.3           | 42.4 | 22.8  | 20.3         | 0.2    | -    | -          | 6.1             | 92.2 | 1.6   | 0.1          | 0.0    | -    | -          | 4.5             | 72.5 | 21.0  | 1.9          | 0.0    | -    | -          | -          | -    |
| Total %                 | 10.5           | 1.6  | 1.8   | 1.4          | 0.0    | -    | 15.3       | 0.8            | 2.5  | 1.3   | 1.2          | 0.0    | -    | 5.8        | 2.1             | 32.3 | 0.5   | 0.0          | 0.0    | -    | 35.0       | 2.0             | 31.9 | 9.2   | 0.8          | 0.0    | -    | 43.9       | -          | -    |
| Lights                  | 1027           | 157  | 172   | 134          | 1      | -    | 1491       | 78             | 236  | 125   | 116          | 0      | -    | 555        | 204             | 2999 | 49    | 4            | 0      | -    | 3256       | 190             | 2952 | 903   | 80           | 1      | -    | 4126       | 9428       |      |
| % Lights                | 99.0           | 99.4 | 96.6  | 97.8         | 50.0   | -    | 98.6       | 95.1           | 96.7 | 95.4  | 99.1         | 0.0    | -    | 96.5       | 96.7            | 94.0 | 90.7  | 100.0        | -      | -    | 94.1       | 96.4            | 93.6 | 98.9  | 97.6         | 50.0   | -    | 94.9       | 95.3       | -    |
| Buses                   | 3              | 0    | 5     | 0            | 0      | -    | 8          | 2              | 3    | 1     | 0            | 0      | -    | 6          | 5               | 9    | 3     | 0            | 0      | -    | 17         | 3               | 26   | 0     | 0            | 0      | -    | 29         | 60         | -    |
| % Buses                 | 0.3            | 0.0  | 2.8   | 0.0          | 0.0    | -    | 0.5        | 2.4            | 1.2  | 0.8   | 0.0          | 0.0    | -    | 1.0        | 2.4             | 0.3  | 5.6   | 0.0          | -      | -    | 0.5        | 1.5             | 0.8  | 0.0   | 0.0          | 0.0    | -    | 0.7        | 0.6        | -    |
| Trucks                  | 7              | 1    | 1     | 3            | 1      | -    | 13         | 2              | 5    | 5     | 1            | 1      | -    | 14         | 2               | 184  | 2     | 0            | 0      | -    | 188        | 4               | 176  | 10    | 2            | 1      | -    | 193        | 408        | -    |
| % Trucks                | 0.7            | 0.6  | 0.6   | 2.2          | 50.0   | -    | 0.9        | 2.4            | 2.0  | 3.8   | 0.9          | 100.0  | -    | 2.4        | 0.9             | 5.8  | 3.7   | 0.0          | -      | -    | 5.4        | 2.0             | 5.6  | 1.1   | 2.4          | 50.0   | -    | 4.4        | 4.1        | -    |
| Bicycles on Crosswalk   | -              | -    | -     | -            | -      | 0    | -          | -              | -    | -     | -            | -      | 0    | -          | -               | -    | -     | -            | -      | 0    | -          | -               | -    | -     | -            | -      | 0    | -          | -          | -    |
| % Bicycles on Crosswalk | -              | -    | -     | -            | -      | -    | -          | -              | -    | -     | -            | -      | -    | -          | -               | -    | -     | -            | -      | -    | -          | -               | -    | -     | -            | -      | -    | -          | -          | -    |
| Pedestrians             | -              | -    | -     | -            | -      | 0    | -          | -              | -    | -     | -            | 0      | -    | -          | -               | -    | -     | -            | -      | 0    | -          | -               | -    | -     | -            | 0      | -    | -          | -          | -    |
| % Pedestrians           | -              | -    | -     | -            | -      | -    | -          | -              | -    | -     | -            | -      | -    | -          | -               | -    | -     | -            | -      | -    | -          | -               | -    | -     | -            | -      | -    | -          | -          | -    |

Lancaster County, PA  
Schwanger Rd & Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.137785, -  
76.562045



Turning Movement Data Plot



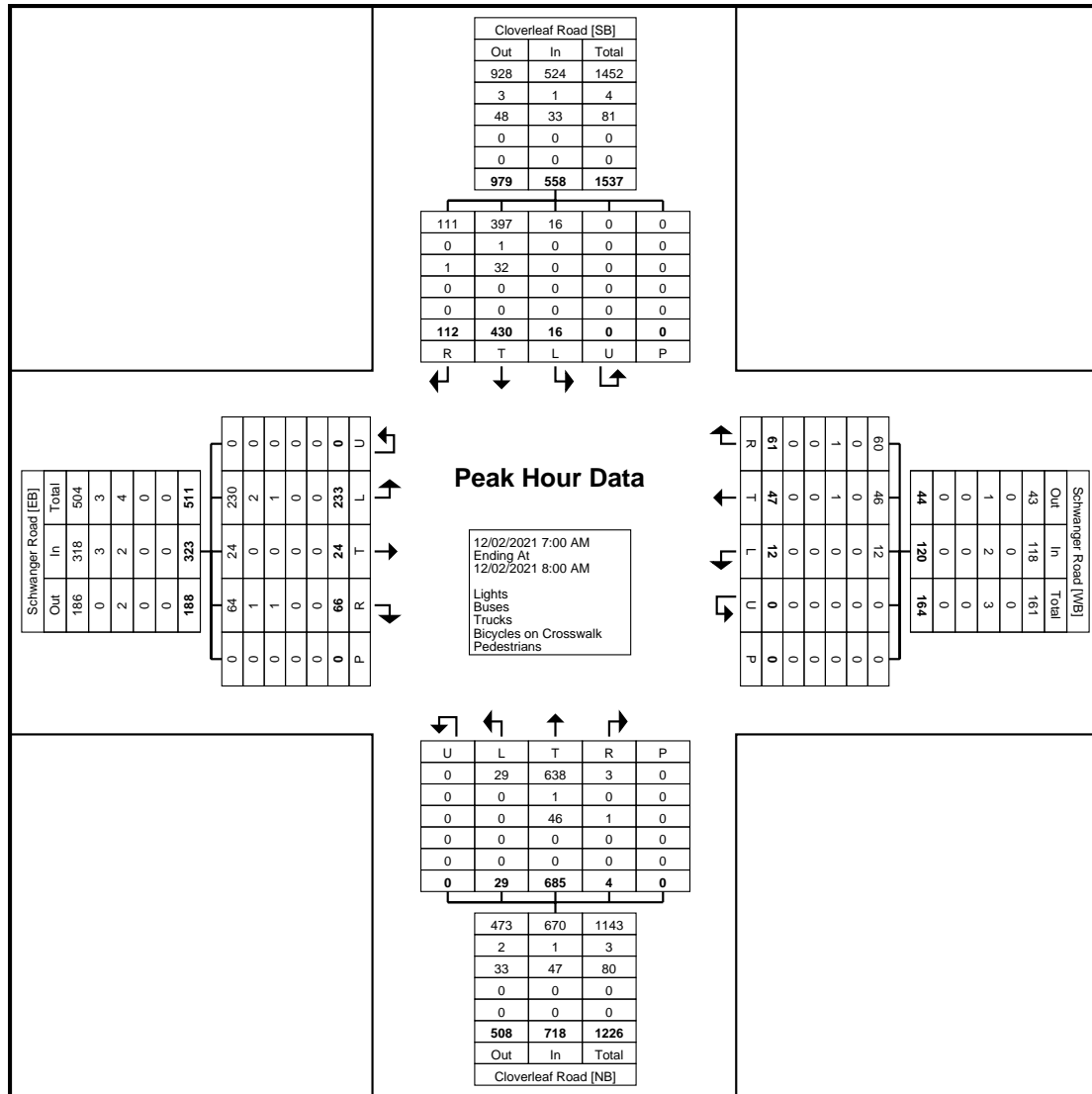
Coatesville, Pennsylvania, United States 19320  
610-466-1469  
Serving Transportation Professionals Since 1995

### Turning Movement Peak Hour Data (7:00 AM)

[illegible]



Lancaster County, PA  
Schwanger Rd & Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.137785, -  
76.562045



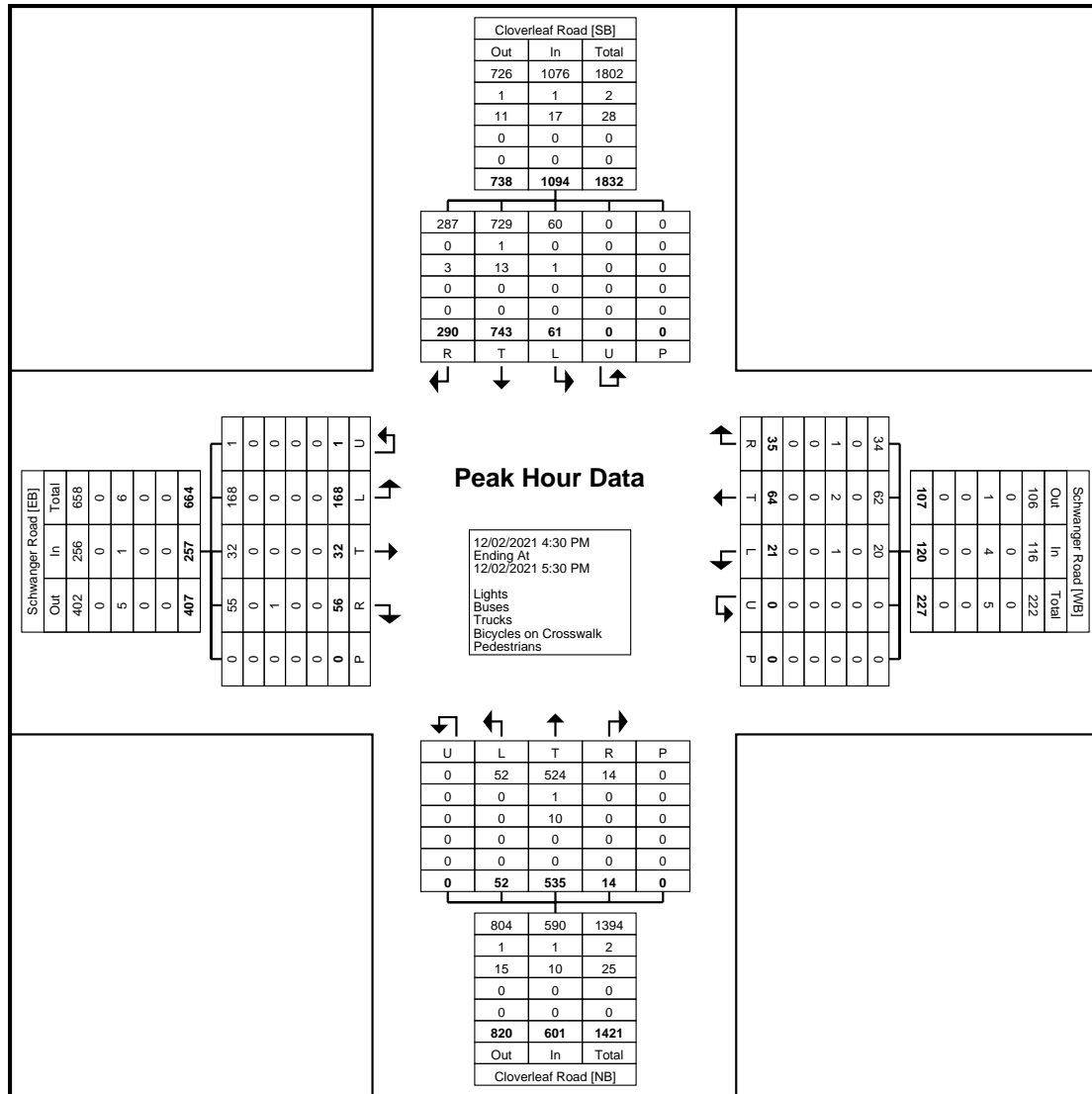


Coatesville, Pennsylvania, United States 19320  
610-466-1469  
Serving Transportation Professionals Since 1995

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

[illegible]

Lancaster County, PA  
Schwanger Rd & Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.137785, -  
76.562045



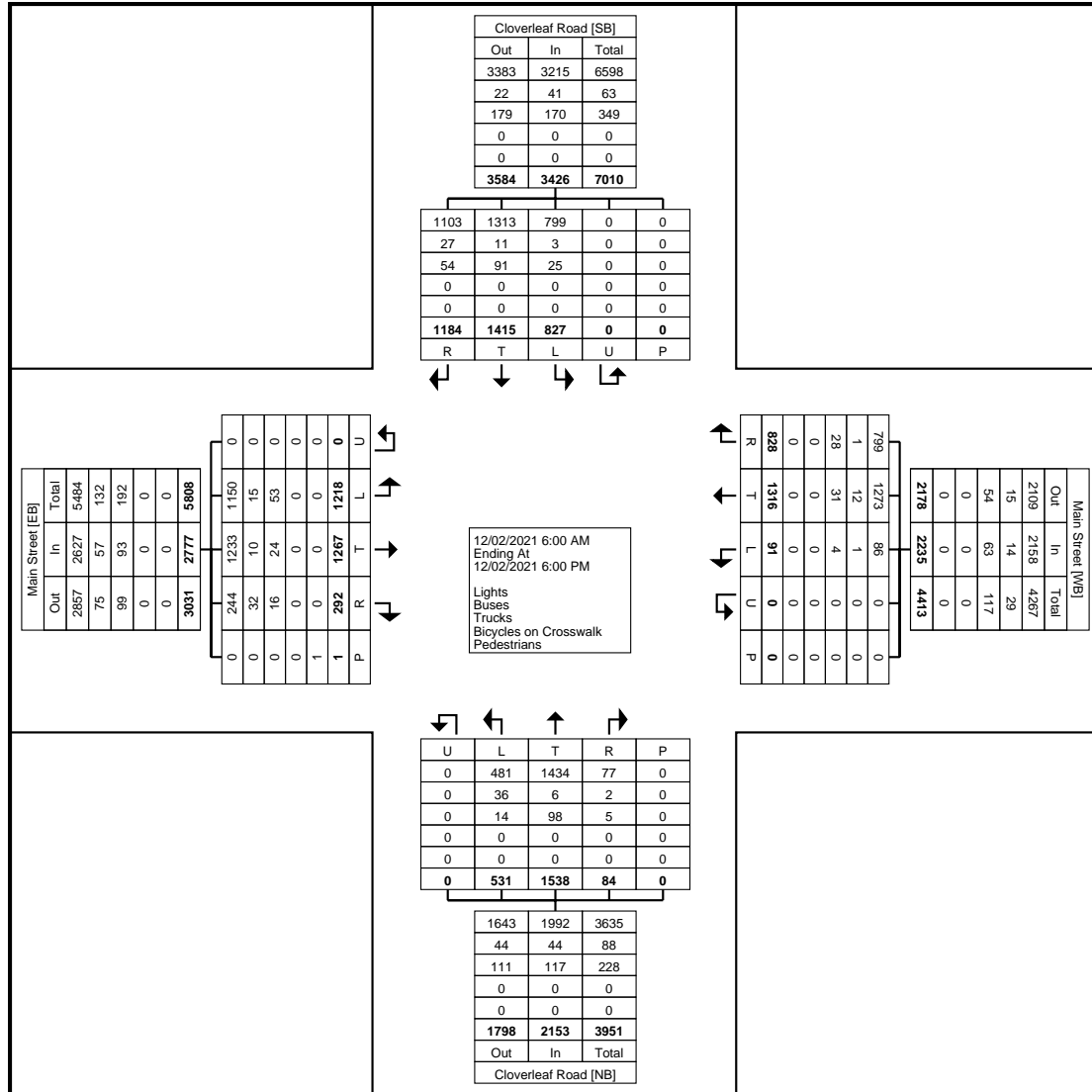
Turning Movement Peak Hour Data Plot (4:30 PM)



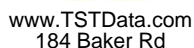
Coatesville, Pennsylvania, United States 19320  
610-466-1469  
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## Turning Movement Data

| Start Time              | Main Street Eastbound |      |       |              |        |        |            | Main Street Westbound |      |       |              |        |        |            | Cloverleaf Road Northbound |      |       |              |        |        |            | Cloverleaf Road Southbound |      |       |              |        |        |            | Int. Total |
|-------------------------|-----------------------|------|-------|--------------|--------|--------|------------|-----------------------|------|-------|--------------|--------|--------|------------|----------------------------|------|-------|--------------|--------|--------|------------|----------------------------|------|-------|--------------|--------|--------|------------|------------|
|                         | Left                  | Thru | Right | Right on Red | U-Turn | Pedals | App. Total | Left                  | Thru | Right | Right on Red | U-Turn | Pedals | App. Total | Left                       | Thru | Right | Right on Red | U-Turn | Pedals | App. Total | Left                       | Thru | Right | Right on Red | U-Turn | Pedals | App. Total |            |
|                         |                       |      |       |              |        |        |            |                       |      |       |              |        |        |            |                            |      |       |              |        |        |            |                            |      |       |              |        |        |            |            |
| 6:00 AM                 | 38                    | 21   | 4     | 3            | 0      | 0      | 66         | 0                     | 27   | 2     | 18           | 0      | 0      | 47         | 12                         | 55   | 0     | 1            | 0      | 0      | 68         | 9                          | 23   | 14    | 7            | 0      | 0      | 53         | 234        |
| 6:15 AM                 | 41                    | 21   | 3     | 1            | 0      | 0      | 66         | 0                     | 27   | 8     | 19           | 0      | 0      | 54         | 23                         | 80   | 0     | 0            | 0      | 0      | 103        | 23                         | 25   | 13    | 13           | 0      | 0      | 74         | 297        |
| 6:30 AM                 | 56                    | 41   | 10    | 1            | 0      | 0      | 108        | 0                     | 45   | 8     | 25           | 0      | 0      | 78         | 28                         | 74   | 0     | 0            | 0      | 0      | 102        | 20                         | 35   | 12    | 12           | 0      | 0      | 79         | 367        |
| 6:45 AM                 | 46                    | 27   | 17    | 0            | 0      | 0      | 90         | 2                     | 27   | 14    | 24           | 0      | 0      | 67         | 27                         | 82   | 1     | 1            | 0      | 0      | 111        | 22                         | 43   | 19    | 8            | 0      | 0      | 92         | 360        |
| Hourly Total            | 181                   | 110  | 34    | 5            | 0      | 0      | 330        | 2                     | 126  | 32    | 86           | 0      | 0      | 246        | 90                         | 291  | 1     | 2            | 0      | 0      | 384        | 74                         | 126  | 58    | 40           | 0      | 0      | 298        | 1258       |
| 7:00 AM                 | 61                    | 47   | 10    | 2            | 0      | 0      | 120        | 2                     | 35   | 23    | 24           | 0      | 0      | 84         | 14                         | 96   | 0     | 0            | 0      | 0      | 110        | 20                         | 34   | 22    | 7            | 0      | 0      | 83         | 397        |
| 7:15 AM                 | 66                    | 36   | 4     | 6            | 0      | 0      | 112        | 0                     | 38   | 30    | 25           | 0      | 0      | 93         | 17                         | 94   | 1     | 0            | 0      | 0      | 112        | 19                         | 39   | 18    | 15           | 0      | 0      | 91         | 408        |
| 7:30 AM                 | 48                    | 48   | 4     | 5            | 0      | 0      | 105        | 3                     | 43   | 23    | 18           | 0      | 0      | 87         | 16                         | 75   | 5     | 0            | 0      | 0      | 96         | 19                         | 62   | 32    | 7            | 0      | 0      | 120        | 408        |
| 7:45 AM                 | 44                    | 61   | 6     | 6            | 0      | 0      | 117        | 2                     | 59   | 18    | 24           | 0      | 0      | 103        | 21                         | 76   | 1     | 0            | 0      | 0      | 98         | 28                         | 68   | 49    | 9            | 0      | 0      | 154        | 472        |
| Hourly Total            | 219                   | 192  | 24    | 19           | 0      | 0      | 454        | 7                     | 175  | 94    | 91           | 0      | 0      | 367        | 68                         | 341  | 7     | 0            | 0      | 0      | 416        | 86                         | 203  | 121   | 38           | 0      | 0      | 448        | 1685       |
| 8:00 AM                 | 54                    | 38   | 9     | 4            | 0      | 0      | 105        | 6                     | 36   | 21    | 21           | 0      | 0      | 84         | 19                         | 58   | 2     | 1            | 0      | 0      | 80         | 15                         | 48   | 27    | 6            | 0      | 0      | 96         | 365        |
| 8:15 AM                 | 50                    | 46   | 6     | 1            | 0      | 0      | 103        | 2                     | 50   | 13    | 20           | 0      | 0      | 85         | 19                         | 56   | 1     | 0            | 0      | 0      | 76         | 25                         | 48   | 37    | 5            | 0      | 0      | 115        | 379        |
| 8:30 AM                 | 48                    | 44   | 4     | 2            | 0      | 0      | 98         | 0                     | 35   | 15    | 14           | 0      | 0      | 64         | 17                         | 55   | 4     | 0            | 0      | 0      | 76         | 29                         | 32   | 31    | 7            | 0      | 0      | 99         | 337        |
| 8:45 AM                 | 44                    | 46   | 3     | 3            | 0      | 0      | 96         | 3                     | 49   | 7     | 14           | 0      | 0      | 73         | 12                         | 34   | 4     | 0            | 0      | 0      | 50         | 38                         | 43   | 34    | 11           | 0      | 0      | 126        | 345        |
| Hourly Total            | 196                   | 174  | 22    | 10           | 0      | 0      | 402        | 11                    | 170  | 56    | 69           | 0      | 0      | 306        | 67                         | 203  | 11    | 1            | 0      | 0      | 282        | 107                        | 171  | 129   | 29           | 0      | 0      | 436        | 1426       |
| 9:00 AM                 | 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          |
| *** BREAK ***           | -                     | -    | -     | -            | -      | -      | -          | -                     | -    | -     | -            | -      | -      | -          | -                          | -    | -     | -            | -      | -      | -          | -                          | -    | -     | -            | -      | -      | -          | -          |
| Hourly Total            | 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          |
| 3:00 PM                 | 41                    | 66   | 8     | 3            | 0      | 0      | 118        | 3                     | 66   | 17    | 14           | 0      | 0      | 100        | 22                         | 51   | 6     | 0            | 0      | 0      | 79         | 41                         | 57   | 42    | 14           | 0      | 0      | 154        | 451        |
| 3:15 PM                 | 67                    | 63   | 9     | 3            | 0      | 0      | 142        | 5                     | 73   | 16    | 22           | 0      | 0      | 116        | 26                         | 48   | 6     | 0            | 0      | 0      | 80         | 44                         | 71   | 54    | 11           | 0      | 0      | 180        | 518        |
| 3:30 PM                 | 47                    | 62   | 9     | 2            | 0      | 0      | 120        | 0                     | 84   | 10    | 27           | 0      | 0      | 121        | 28                         | 57   | 3     | 2            | 0      | 0      | 90         | 30                         | 70   | 36    | 17           | 0      | 0      | 153        | 484        |
| 3:45 PM                 | 58                    | 69   | 8     | 3            | 0      | 0      | 138        | 3                     | 62   | 13    | 18           | 0      | 0      | 96         | 24                         | 62   | 2     | 1            | 0      | 0      | 89         | 42                         | 92   | 58    | 7            | 0      | 0      | 199        | 522        |
| Hourly Total            | 213                   | 260  | 34    | 11           | 0      | 0      | 518        | 11                    | 285  | 56    | 81           | 0      | 0      | 433        | 100                        | 218  | 17    | 3            | 0      | 0      | 338        | 157                        | 290  | 190   | 49           | 0      | 0      | 686        | 1975       |
| 4:00 PM                 | 58                    | 56   | 14    | 5            | 0      | 1      | 133        | 5                     | 73   | 13    | 16           | 0      | 0      | 107        | 31                         | 54   | 5     | 1            | 0      | 0      | 91         | 48                         | 74   | 63    | 14           | 0      | 0      | 199        | 530        |
| 4:15 PM                 | 55                    | 85   | 10    | 5            | 0      | 0      | 155        | 14                    | 79   | 13    | 22           | 0      | 0      | 128        | 32                         | 62   | 6     | 0            | 0      | 0      | 100        | 47                         | 66   | 47    | 20           | 0      | 0      | 180        | 563        |
| 4:30 PM                 | 46                    | 72   | 10    | 6            | 0      | 0      | 134        | 5                     | 63   | 16    | 8            | 0      | 0      | 92         | 19                         | 65   | 4     | 0            | 0      | 0      | 88         | 54                         | 89   | 39    | 27           | 0      | 0      | 209        | 523        |
| 4:45 PM                 | 52                    | 70   | 12    | 9            | 0      | 0      | 143        | 7                     | 65   | 12    | 26           | 0      | 0      | 110        | 24                         | 69   | 5     | 0            | 0      | 0      | 98         | 52                         | 68   | 45    | 20           | 0      | 0      | 185        | 536        |
| Hourly Total            | 211                   | 283  | 46    | 25           | 0      | 1      | 565        | 31                    | 280  | 54    | 72           | 0      | 0      | 437        | 106                        | 250  | 20    | 1            | 0      | 0      | 377        | 201                        | 297  | 194   | 81           | 0      | 0      | 773        | 2152       |
| 5:00 PM                 | 60                    | 62   | 8     | 5            | 0      | 0      | 135        | 4                     | 72   | 13    | 27           | 0      | 0      | 116        | 19                         | 68   | 3     | 0            | 0      | 0      | 90         | 57                         | 93   | 35    | 21           | 0      | 0      | 206        | 547        |
| 5:15 PM                 | 52                    | 79   | 14    | 5            | 0      | 0      | 150        | 10                    | 80   | 18    | 24           | 0      | 0      | 132        | 23                         | 74   | 2     | 0            | 0      | 0      | 99         | 51                         | 83   | 49    | 19           | 0      | 0      | 202        | 583        |
| 5:30 PM                 | 43                    | 58   | 10    | 8            | 0      | 0      | 119        | 6                     | 72   | 6     | 28           | 0      | 0      | 112        | 25                         | 49   | 5     | 3            | 0      | 0      | 82         | 59                         | 97   | 47    | 20           | 0      | 0      | 223        | 536        |
| 5:45 PM                 | 43                    | 49   | 7     | 5            | 0      | 0      | 104        | 9                     | 56   | 11    | 10           | 0      | 0      | 86         | 33                         | 44   | 8     | 0            | 0      | 0      | 85         | 35                         | 55   | 45    | 19           | 0      | 0      | 154        | 429        |
| Hourly Total            | 198                   | 248  | 39    | 23           | 0      | 0      | 508        | 29                    | 280  | 48    | 89           | 0      | 0      | 446        | 100                        | 235  | 18    | 3            | 0      | 0      | 356        | 202                        | 328  | 176   | 79           | 0      | 0      | 785        | 2095       |
| Grand Total             | 1218                  | 1267 | 199   | 93           | 0      | 1      | 2777       | 91                    | 1316 | 340   | 488          | 0      | 0      | 2235       | 531                        | 1538 | 74    | 10           | 0      | 0      | 2153       | 827                        | 1415 | 868   | 316          | 0      | 0      | 3426       | 10591      |
| Approach %              | 43.9                  | 45.6 | 7.2   | 3.3          | 0.0    | -      | -          | 4.1                   | 58.9 | 15.2  | 21.8         | 0.0    | -      | -          | 24.7                       | 71.4 | 3.4   | 0.5          | 0.0    | -      | -          | 24.1                       | 41.3 | 25.3  | 9.2          | 0.0    | -      | -          | -          |
| Total %                 | 11.5                  | 12.0 | 1.9   | 0.9          | 0.0    | -      | 26.2       | 0.9                   | 12.4 | 3.2   | 4.6          | 0.0    | -      | 21.1       | 5.0                        | 14.5 | 0.7   | 0.1          | 0.0    | -      | 20.3       | 7.8                        | 13.4 | 8.2   | 3.0          | 0.0    | -      | 32.3       | -          |
| Lights                  | 1150                  | 1233 | 157   | 87           | 0      | -      | 2627       | 86                    | 1273 | 329   | 470          | 0      | -      | 2158       | 481                        | 1434 | 69    | 8            | 0      | -      | 1992       | 799                        | 1313 | 797   | 306          | 0      | -      | 3215       | 9992       |
| % Lights                | 94.4                  | 97.3 | 78.9  | 93.5         | -      | -      | 94.6       | 94.5                  | 96.7 | 96.8  | 96.3         | -      | -      | 96.6       | 90.6                       | 93.2 | 93.2  | 80.0         | -      | -      | 92.5       | 96.6                       | 92.8 | 91.8  | 96.8         | -      | -      | 93.8       | 94.3       |
| Buses                   | 15                    | 10   | 32    | 0            | 0      | -      | 57         | 1                     | 12   | 1     | 0            | 0      | -      | 14         | 36                         | 6    | 2     | 0            | 0      | -      | 44         | 3                          | 11   | 24    | 3            | 0      | -      | 41         | 156        |
| % Buses                 | 1.2                   | 0.8  | 16.1  | 0.0          | -      | -      | 2.1        | 1.1                   | 0.9  | 0.3   | 0.0          | -      | -      | 0.6        | 6.8                        | 0.4  | 2.7   | 0.0          | -      | -      | 2.0        | 0.4                        | 0.8  | 2.8   | 0.9          | -      | -      | 1.2        | 1.5        |
| Trucks                  | 53                    | 24   | 10    | 6            | 0      | -      | 93         | 4                     | 31   | 10    | 18           | 0      | -      | 63         | 14                         | 98   | 3     | 2            | 0      | -      | 117        | 25                         | 91   | 47    | 7            | 0      | -      | 170        | 443        |
| % Trucks                | 4.4                   | 1.9  | 5.0   | 6.5          | -      | -      | 3.3        | 4.4                   | 2.4  | 2.9   | 3.7          | -      | -      | 2.8        | 2.6                        | 6.4  | 4.1   | 20.0         | -      | -      | 5.4        | 3.0                        | 6.4  | 5.4   | 2.2          | -      | -      | 5.0        | 4.2        |
| Bicycles on Crosswalk   | -                     | -    | -     | -            | -      | 0      | -          | -                     | -    | -     | -            | -      | 0      | -          | -                          | -    | -     | -            | -      | 0      | -          | -                          | -    | -     | -            | -      | 0      | -          | -          |
| % Bicycles on Crosswalk | -                     | -    | -     | -            | -      | 0.0    | -          | -                     | -    | -     | -            | -      | -      | -          | -                          | -    | -     | -            | -      | -      | -          | -                          | -    | -     | -            | -      | -      | -          | -          |
| Pedestrians             | -                     | -    | -     | -            | -      | 1      | -          | -                     | -    | -     | -            | 0      | -      | -          | -                          | -    | -     | -            | 0      | -      | -          | -                          | -    | -     | -            | 0      | -      | -          |            |
| % Pedestrians           | -                     | -    | -     | -            | -      | 100.0  | -          | -                     | -    | -     | -            | -      | -      | -          | -                          | -    | -     | -            | -      | -      | -          | -                          | -    | -     | -            | -      | -      | -          |            |



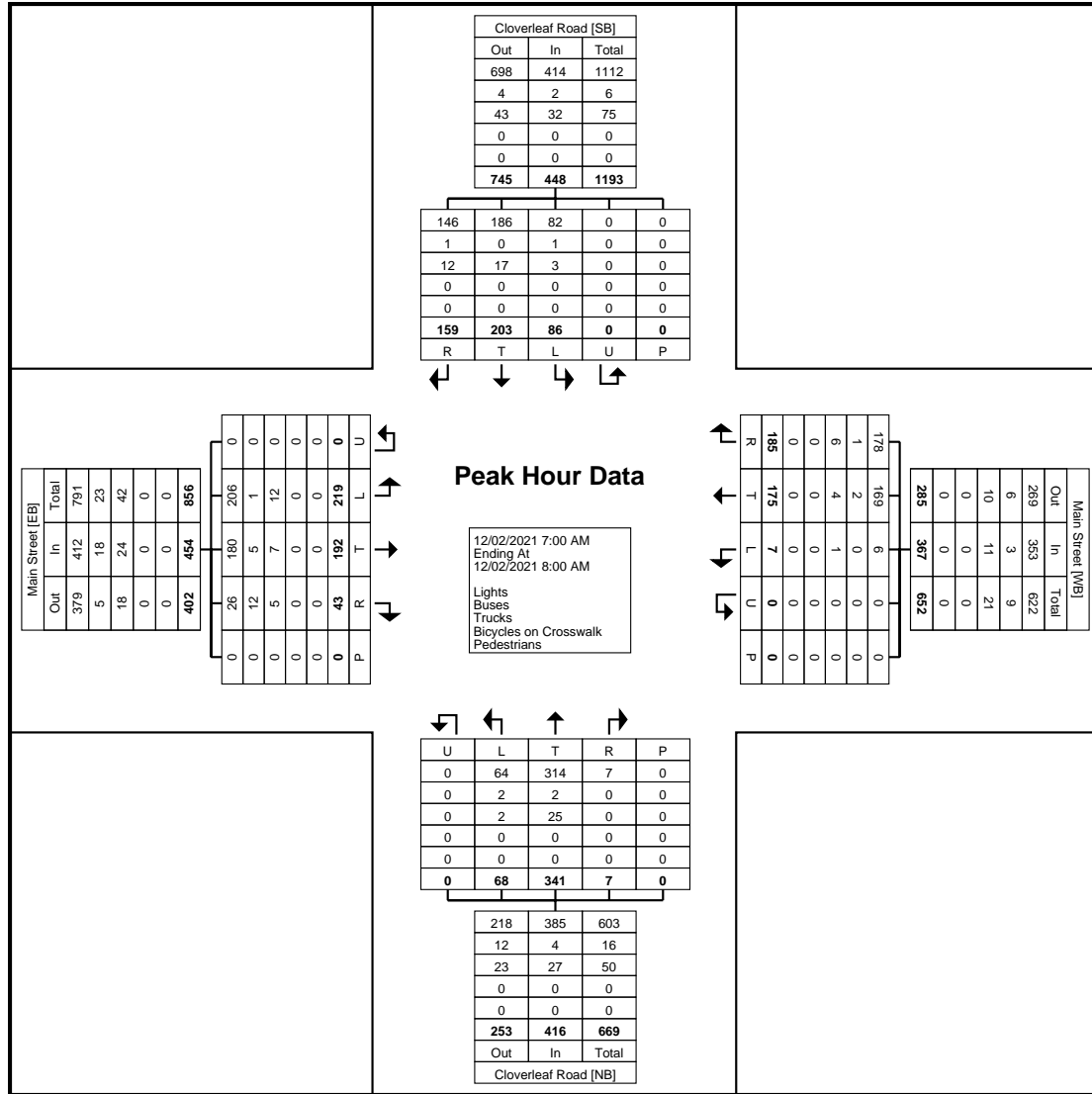
Turning Movement Data Plot



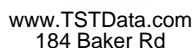
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Count Name: Main St &  
Cloverleaf Rd  
Site Code:  
Start Date: 12/02/2021  
Page No: 3

[illegible]



Turning Movement Peak Hour Data Plot (7:00 AM)



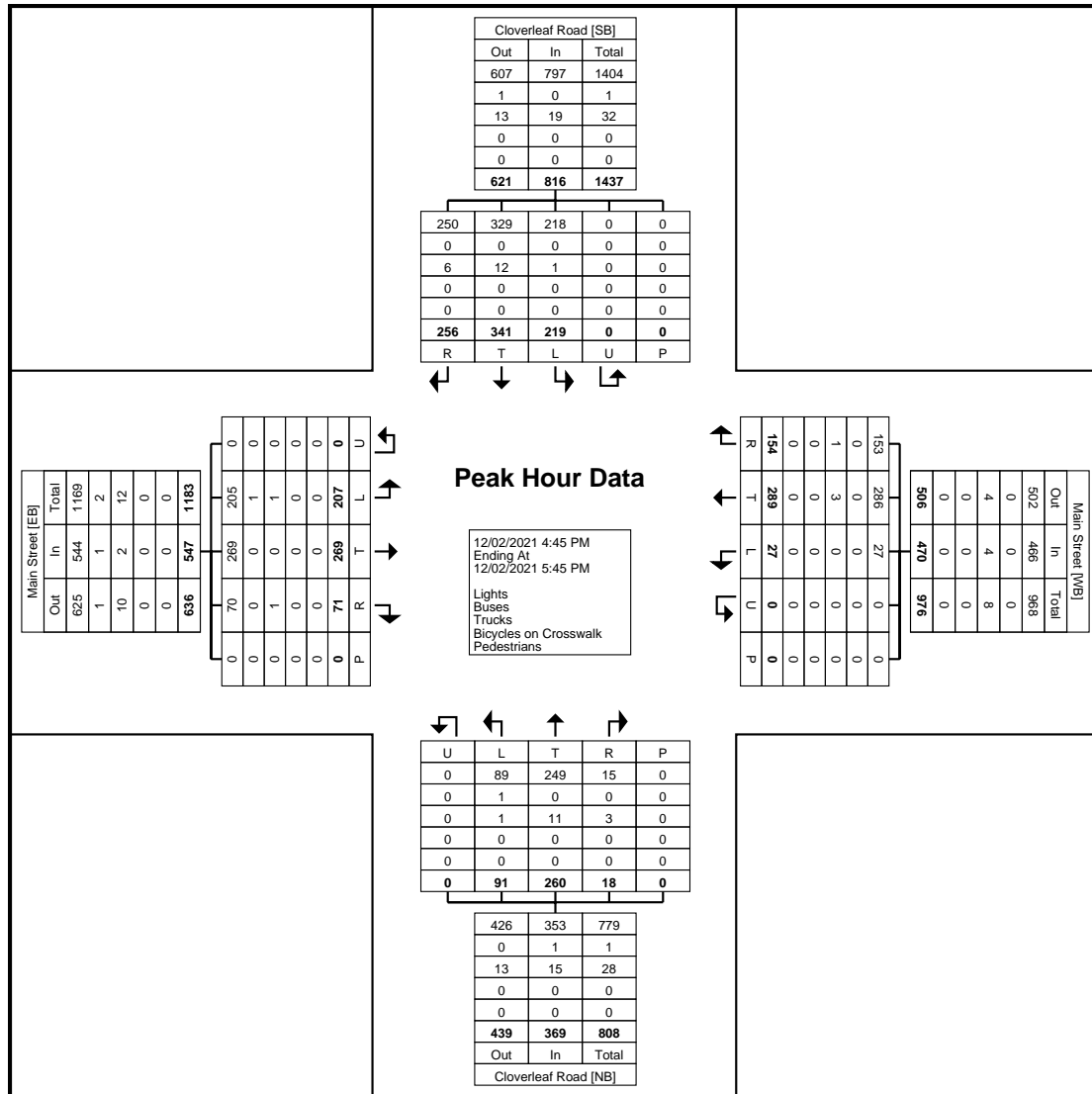
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Count Name: Main St &  
Cloverleaf Rd  
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Start Date: 12/02/2021  
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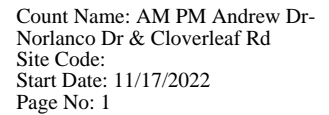
[illegible]



Lancaster County, PA  
Main St & Cloverleaf Rd  
Thursday, December 2, 2021  
Location: 40.131243, -  
76.563737



Turning Movement Peak Hour Data Plot (4:45 PM)

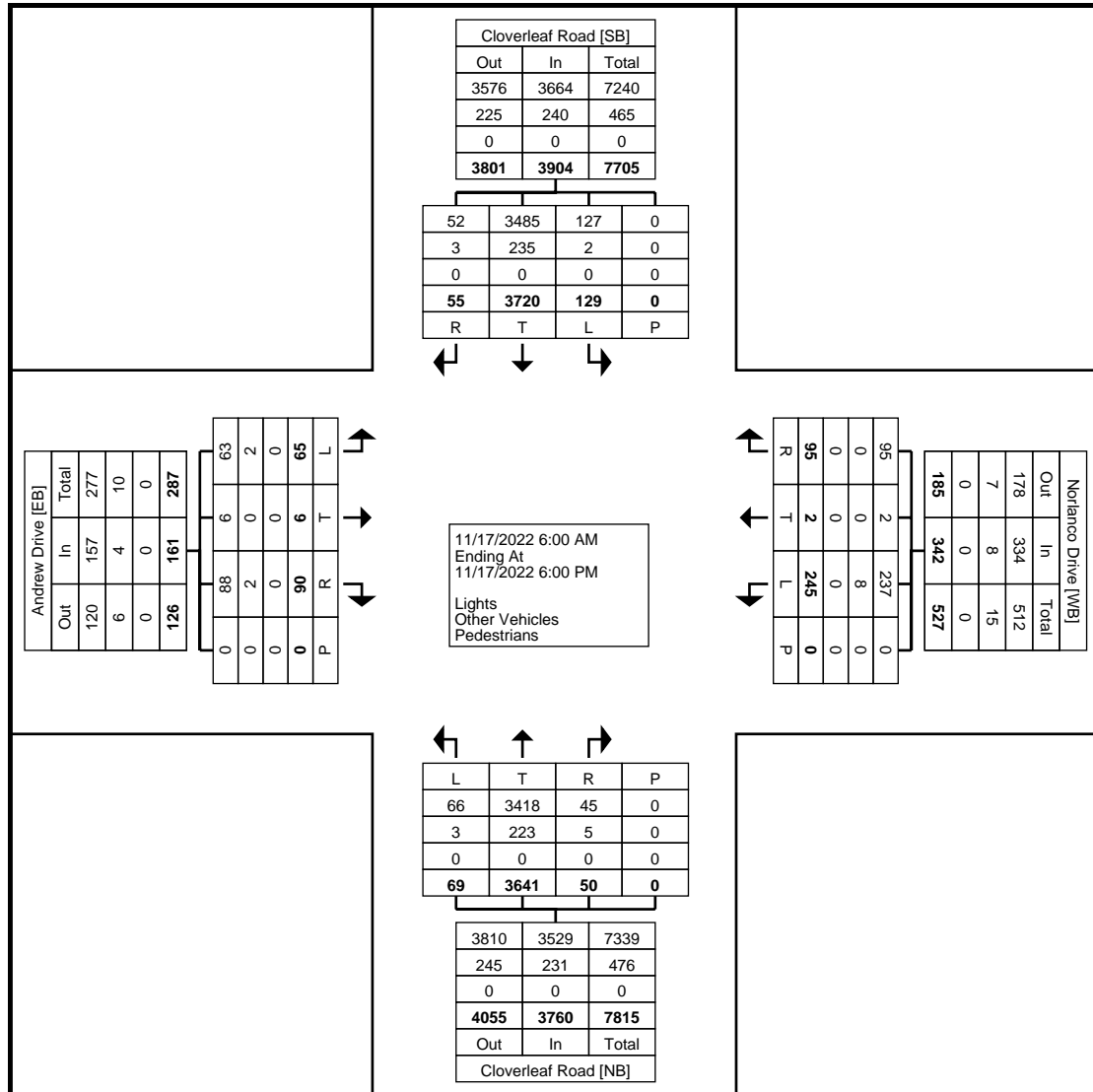




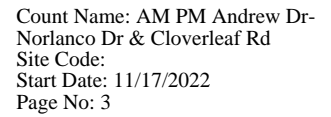
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610.326.3100

Count Name: AM PM Andrew Dr-  
Norlanco Dr & Cloverleaf Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 2

Counter: MIO:  
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Turning Movement Data Plot

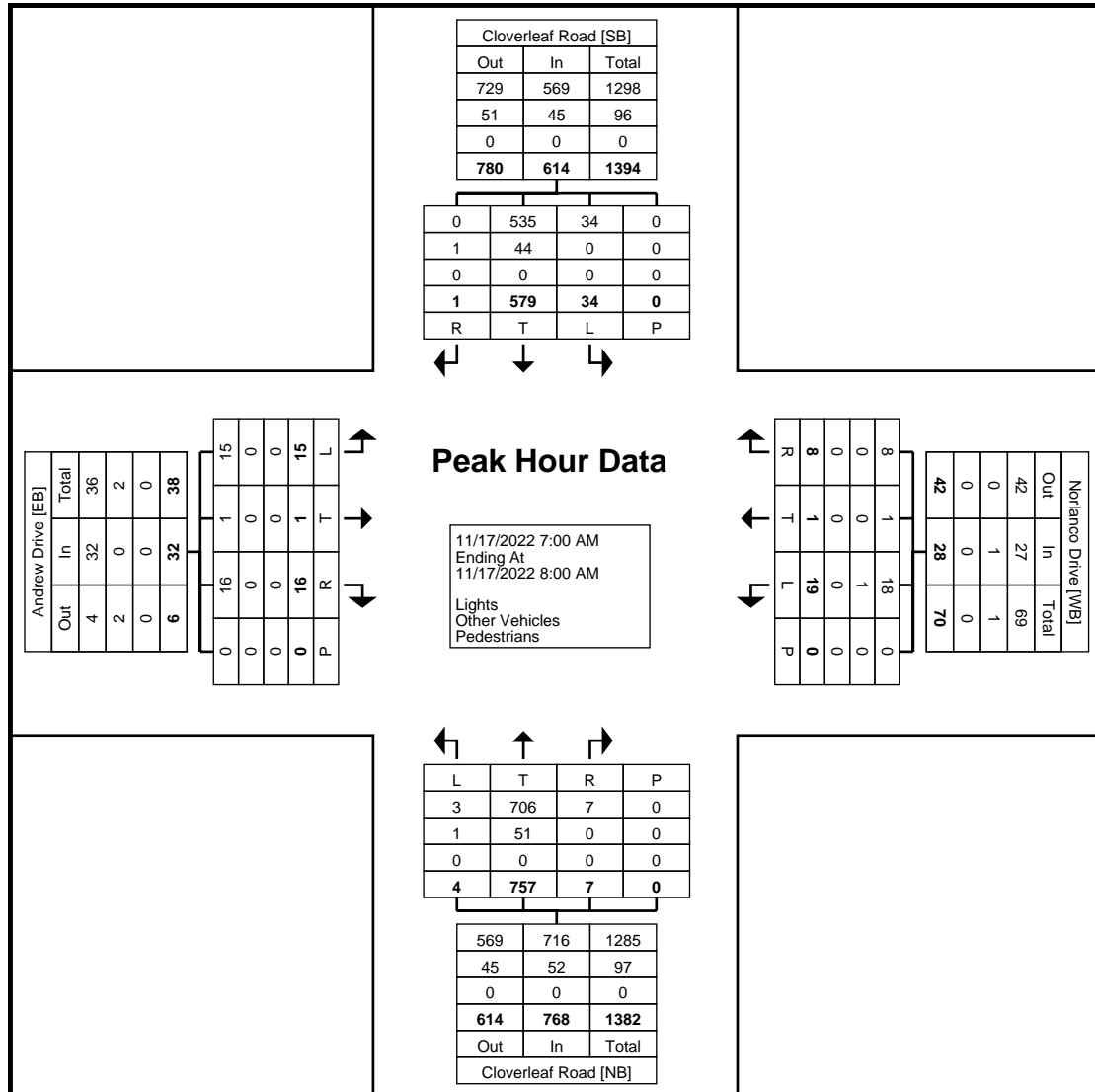
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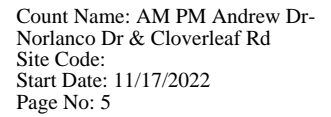


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Count Name: AM PM Andrew Dr-  
Norlanco Dr & Cloverleaf Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 4



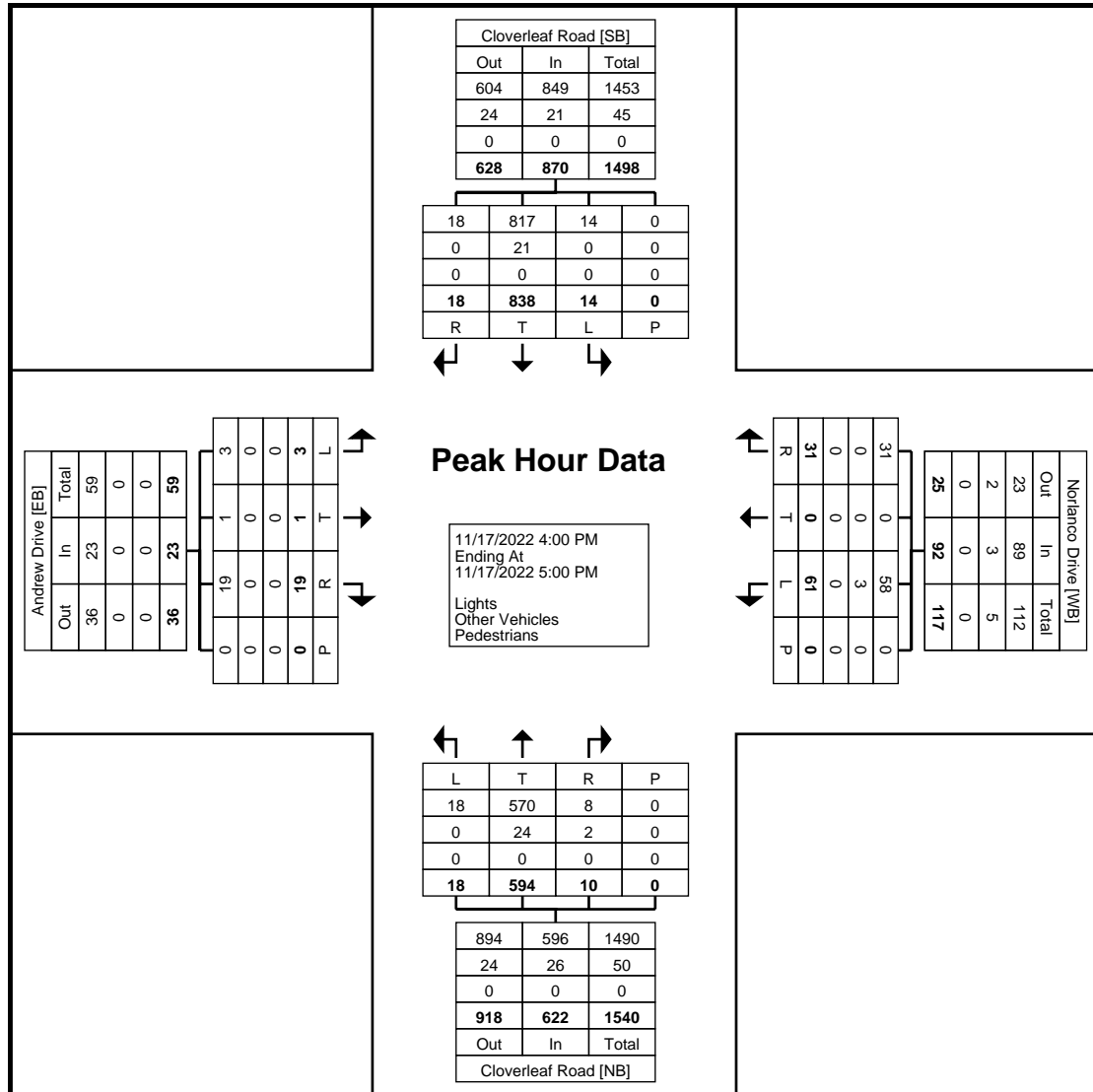
[illegible]



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Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: AM PM Mt. Pleasant  
Rd & Schwanger Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 1

Counter: MIO:  
Set up By JH::

## Turning Movement Data

| Start Time       | Mt. Pleasant Road<br>Eastbound |      |       |       |            | Mt. Pleasant Road<br>Westbound |      |      |            | Schwanger Road<br>Northbound |       |       |            | Int. Total |
|------------------|--------------------------------|------|-------|-------|------------|--------------------------------|------|------|------------|------------------------------|-------|-------|------------|------------|
|                  | Left                           | Thru | Right | Peds  | App. Total | Left                           | Thru | Peds | App. Total | Left                         | Right | Peds  | App. Total |            |
| 6:00 AM          | 0                              | 1    | 0     | 0     | 1          | 4                              | 6    | 0    | 10         | 0                            | 2     | 0     | 2          | 13         |
| 6:15 AM          | 0                              | 2    | 0     | 0     | 2          | 0                              | 7    | 0    | 7          | 0                            | 2     | 0     | 2          | 11         |
| 6:30 AM          | 0                              | 1    | 0     | 0     | 1          | 1                              | 17   | 0    | 18         | 2                            | 3     | 0     | 5          | 24         |
| 6:45 AM          | 0                              | 6    | 0     | 0     | 6          | 1                              | 5    | 0    | 6          | 1                            | 1     | 0     | 2          | 14         |
| Hourly Total     | 0                              | 10   | 0     | 0     | 10         | 6                              | 35   | 0    | 41         | 3                            | 8     | 0     | 11         | 62         |
| 7:00 AM          | 0                              | 6    | 0     | 0     | 6          | 4                              | 6    | 0    | 10         | 0                            | 7     | 0     | 7          | 23         |
| 7:15 AM          | 0                              | 2    | 0     | 0     | 2          | 2                              | 10   | 0    | 12         | 1                            | 7     | 0     | 8          | 22         |
| 7:30 AM          | 0                              | 6    | 0     | 0     | 6          | 3                              | 7    | 0    | 10         | 0                            | 5     | 0     | 5          | 21         |
| 7:45 AM          | 0                              | 15   | 2     | 0     | 17         | 4                              | 4    | 0    | 8          | 1                            | 6     | 0     | 7          | 32         |
| Hourly Total     | 0                              | 29   | 2     | 0     | 31         | 13                             | 27   | 0    | 40         | 2                            | 25    | 0     | 27         | 98         |
| 8:00 AM          | 0                              | 5    | 0     | 0     | 5          | 2                              | 13   | 0    | 15         | 0                            | 5     | 0     | 5          | 25         |
| 8:15 AM          | 0                              | 3    | 2     | 0     | 5          | 6                              | 4    | 0    | 10         | 1                            | 5     | 0     | 6          | 21         |
| 8:30 AM          | 0                              | 3    | 0     | 0     | 3          | 6                              | 11   | 0    | 17         | 0                            | 2     | 0     | 2          | 22         |
| 8:45 AM          | 0                              | 7    | 0     | 0     | 7          | 2                              | 4    | 0    | 6          | 0                            | 4     | 0     | 4          | 17         |
| Hourly Total     | 0                              | 18   | 2     | 0     | 20         | 16                             | 32   | 0    | 48         | 1                            | 16    | 0     | 17         | 85         |
| *** BREAK ***    | -                              | -    | -     | -     | -          | -                              | -    | -    | -          | -                            | -     | -     | -          | -          |
| 3:00 PM          | 0                              | 10   | 1     | 0     | 11         | 7                              | 3    | 0    | 10         | 2                            | 7     | 0     | 9          | 30         |
| 3:15 PM          | 0                              | 5    | 1     | 0     | 6          | 1                              | 3    | 0    | 4          | 0                            | 8     | 0     | 8          | 18         |
| 3:30 PM          | 1                              | 15   | 2     | 0     | 18         | 6                              | 3    | 0    | 9          | 0                            | 7     | 0     | 7          | 34         |
| 3:45 PM          | 0                              | 15   | 0     | 1     | 15         | 8                              | 6    | 0    | 14         | 0                            | 7     | 0     | 7          | 36         |
| Hourly Total     | 1                              | 45   | 4     | 1     | 50         | 22                             | 15   | 0    | 37         | 2                            | 29    | 0     | 31         | 118        |
| 4:00 PM          | 0                              | 11   | 1     | 0     | 12         | 5                              | 8    | 0    | 13         | 1                            | 10    | 0     | 11         | 36         |
| 4:15 PM          | 0                              | 9    | 1     | 0     | 10         | 6                              | 6    | 0    | 12         | 0                            | 10    | 0     | 10         | 32         |
| 4:30 PM          | 0                              | 11   | 2     | 1     | 13         | 9                              | 11   | 0    | 20         | 0                            | 7     | 1     | 7          | 40         |
| 4:45 PM          | 0                              | 14   | 1     | 0     | 15         | 5                              | 9    | 0    | 14         | 1                            | 1     | 0     | 2          | 31         |
| Hourly Total     | 0                              | 45   | 5     | 1     | 50         | 25                             | 34   | 0    | 59         | 2                            | 28    | 1     | 30         | 139        |
| 5:00 PM          | 0                              | 7    | 1     | 0     | 8          | 8                              | 7    | 0    | 15         | 0                            | 9     | 0     | 9          | 32         |
| 5:15 PM          | 0                              | 7    | 1     | 0     | 8          | 7                              | 9    | 0    | 16         | 0                            | 4     | 0     | 4          | 28         |
| 5:30 PM          | 0                              | 7    | 0     | 0     | 7          | 5                              | 8    | 0    | 13         | 0                            | 5     | 0     | 5          | 25         |
| 5:45 PM          | 0                              | 5    | 0     | 0     | 5          | 5                              | 3    | 0    | 8          | 0                            | 4     | 0     | 4          | 17         |
| Hourly Total     | 0                              | 26   | 2     | 0     | 28         | 25                             | 27   | 0    | 52         | 0                            | 22    | 0     | 22         | 102        |
| Grand Total      | 1                              | 173  | 15    | 2     | 189        | 107                            | 170  | 0    | 277        | 10                           | 128   | 1     | 138        | 604        |
| Approach %       | 0.5                            | 91.5 | 7.9   | -     | -          | 38.6                           | 61.4 | -    | -          | 7.2                          | 92.8  | -     | -          | -          |
| Total %          | 0.2                            | 28.6 | 2.5   | -     | 31.3       | 17.7                           | 28.1 | -    | 45.9       | 1.7                          | 21.2  | -     | 22.8       | -          |
| Lights           | 1                              | 166  | 14    | -     | 181        | 98                             | 163  | -    | 261        | 8                            | 117   | -     | 125        | 567        |
| % Lights         | 100.0                          | 96.0 | 93.3  | -     | 95.8       | 91.6                           | 95.9 | -    | 94.2       | 80.0                         | 91.4  | -     | 90.6       | 93.9       |
| Other Vehicles   | 0                              | 7    | 1     | -     | 8          | 9                              | 7    | -    | 16         | 2                            | 11    | -     | 13         | 37         |
| % Other Vehicles | 0.0                            | 4.0  | 6.7   | -     | 4.2        | 8.4                            | 4.1  | -    | 5.8        | 20.0                         | 8.6   | -     | 9.4        | 6.1        |
| Pedestrians      | -                              | -    | -     | 2     | -          | -                              | -    | 0    | -          | -                            | -     | 1     | -          | -          |
| % Pedestrians    | -                              | -    | -     | 100.0 | -          | -                              | -    | -    | -          | -                            | -     | 100.0 | -          | -          |

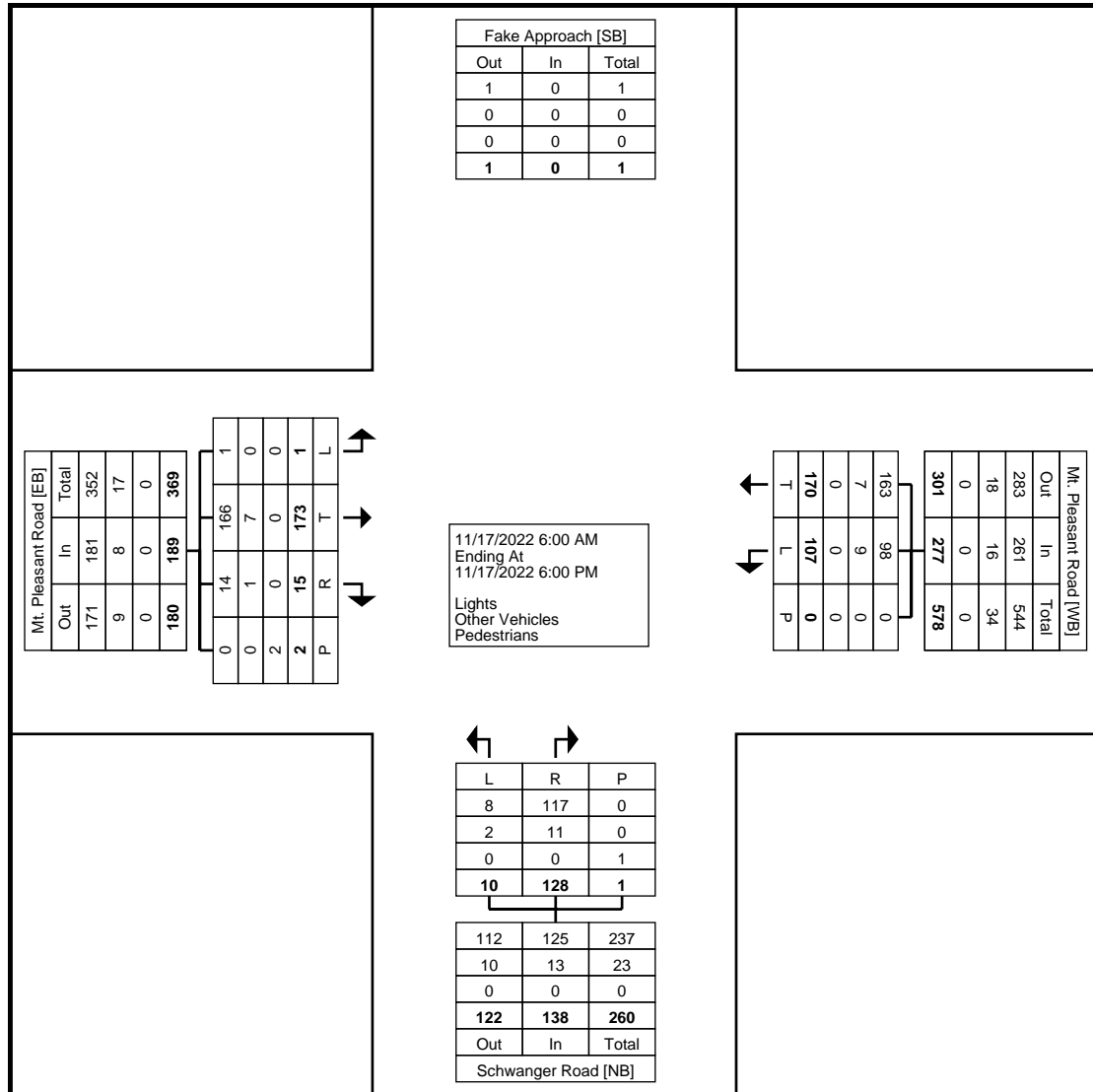




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Count Name: AM PM Mt. Pleasant  
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Site Code:  
Start Date: 11/17/2022  
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Turning Movement Data Plot

Counter: MIO:  
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Count Name: AM PM Mt. Pleasant  
Rd & Schwanger Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:15 AM)

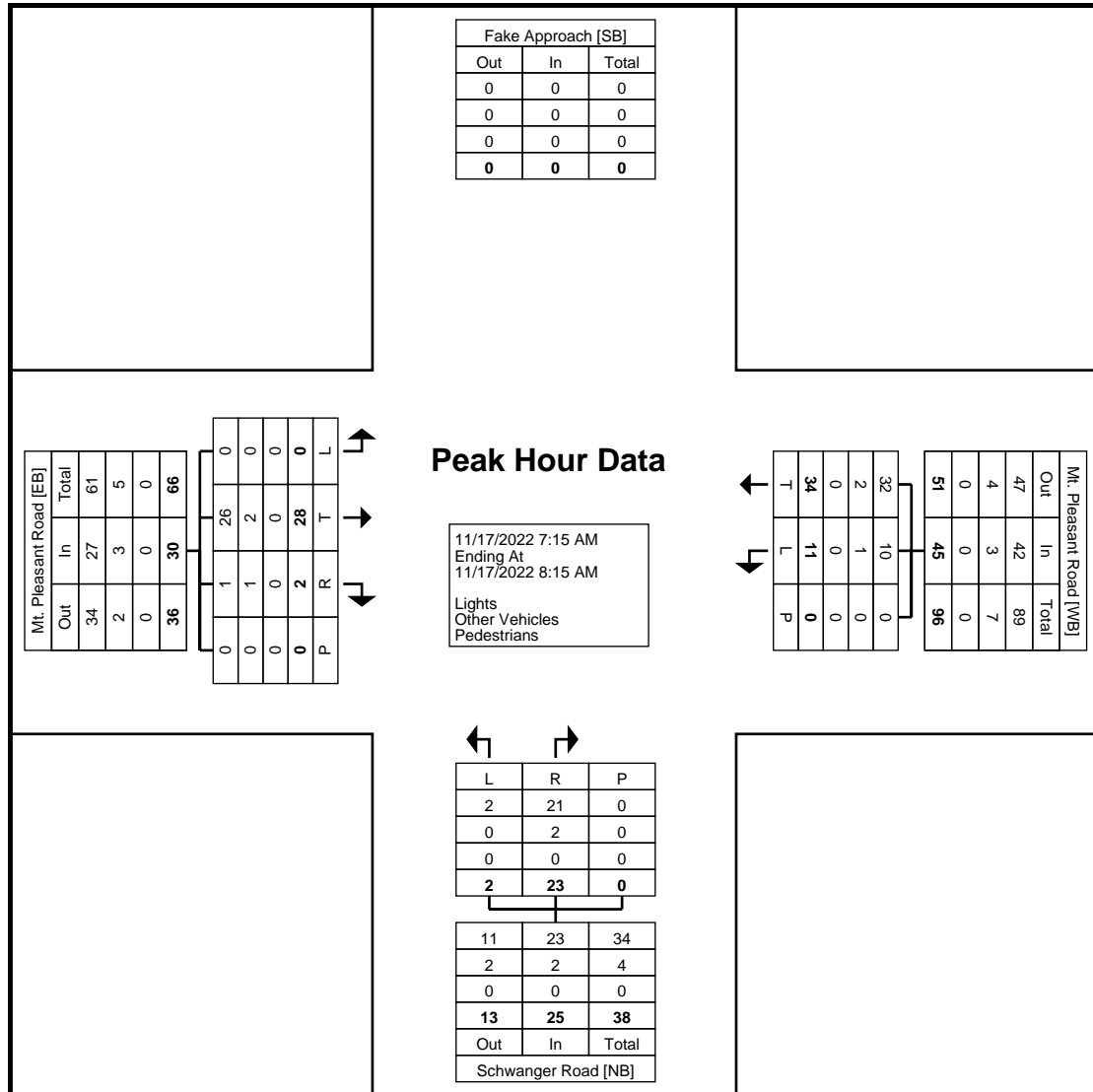
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Count Name: AM PM Mt. Pleasant  
Rd & Schwanger Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 5

### Turning Movement Peak Hour Data (3:45 PM)

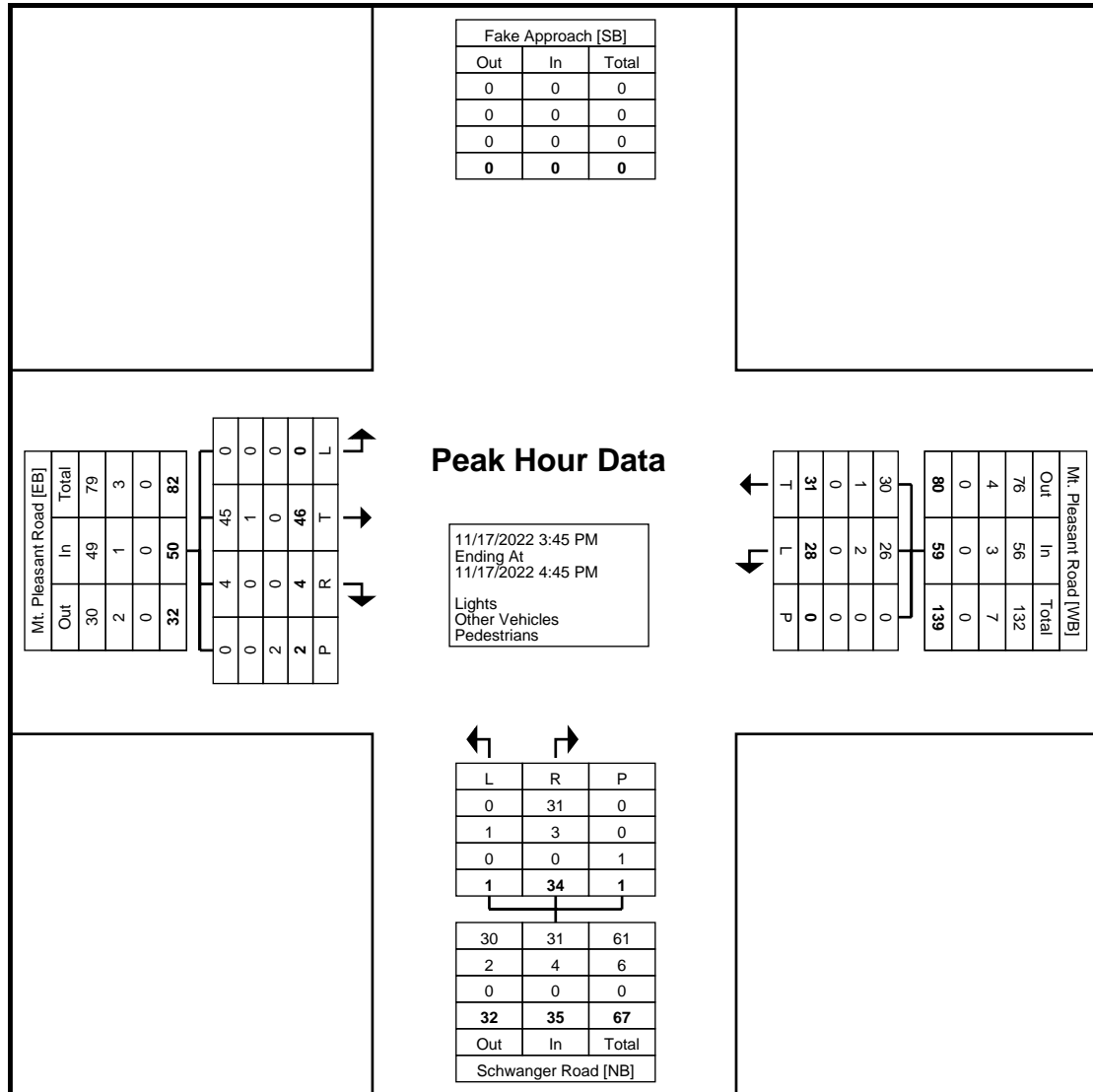
| Start Time       | Mt. Pleasant Road<br>Eastbound |       |       |       |            | Mt. Pleasant Road<br>Westbound |       |      |            | Schwanger Road<br>Northbound |       |       |            | Int. Total |
|------------------|--------------------------------|-------|-------|-------|------------|--------------------------------|-------|------|------------|------------------------------|-------|-------|------------|------------|
|                  | Left                           | Thru  | Right | Peds  | App. Total | Left                           | Thru  | Peds | App. Total | Left                         | Right | Peds  | App. Total |            |
| 3:45 PM          | 0                              | 15    | 0     | 1     | 15         | 8                              | 6     | 0    | 14         | 0                            | 7     | 0     | 7          | 36         |
| 4:00 PM          | 0                              | 11    | 1     | 0     | 12         | 5                              | 8     | 0    | 13         | 1                            | 10    | 0     | 11         | 36         |
| 4:15 PM          | 0                              | 9     | 1     | 0     | 10         | 6                              | 6     | 0    | 12         | 0                            | 10    | 0     | 10         | 32         |
| 4:30 PM          | 0                              | 11    | 2     | 1     | 13         | 9                              | 11    | 0    | 20         | 0                            | 7     | 1     | 7          | 40         |
| Total            | 0                              | 46    | 4     | 2     | 50         | 28                             | 31    | 0    | 59         | 1                            | 34    | 1     | 35         | 144        |
| Approach %       | 0.0                            | 92.0  | 8.0   | -     | -          | 47.5                           | 52.5  | -    | -          | 2.9                          | 97.1  | -     | -          | -          |
| Total %          | 0.0                            | 31.9  | 2.8   | -     | 34.7       | 19.4                           | 21.5  | -    | 41.0       | 0.7                          | 23.6  | -     | 24.3       | -          |
| PHF              | 0.000                          | 0.767 | 0.500 | -     | 0.833      | 0.778                          | 0.705 | -    | 0.738      | 0.250                        | 0.850 | -     | 0.795      | 0.900      |
| Lights           | 0                              | 45    | 4     | -     | 49         | 26                             | 30    | -    | 56         | 0                            | 31    | -     | 31         | 136        |
| % Lights         | -                              | 97.8  | 100.0 | -     | 98.0       | 92.9                           | 96.8  | -    | 94.9       | 0.0                          | 91.2  | -     | 88.6       | 94.4       |
| Other Vehicles   | 0                              | 1     | 0     | -     | 1          | 2                              | 1     | -    | 3          | 1                            | 3     | -     | 4          | 8          |
| % Other Vehicles | -                              | 2.2   | 0.0   | -     | 2.0        | 7.1                            | 3.2   | -    | 5.1        | 100.0                        | 8.8   | -     | 11.4       | 5.6        |
| Pedestrians      | -                              | -     | -     | 2     | -          | -                              | -     | 0    | -          | -                            | -     | 1     | -          | -          |
| % Pedestrians    | -                              | -     | -     | 100.0 | -          | -                              | -     | -    | -          | -                            | -     | 100.0 | -          | -          |



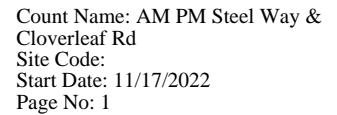
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Rd & Schwanger Rd  
Site Code:  
Start Date: 11/17/2022  
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Turning Movement Peak Hour Data Plot (3:45 PM)

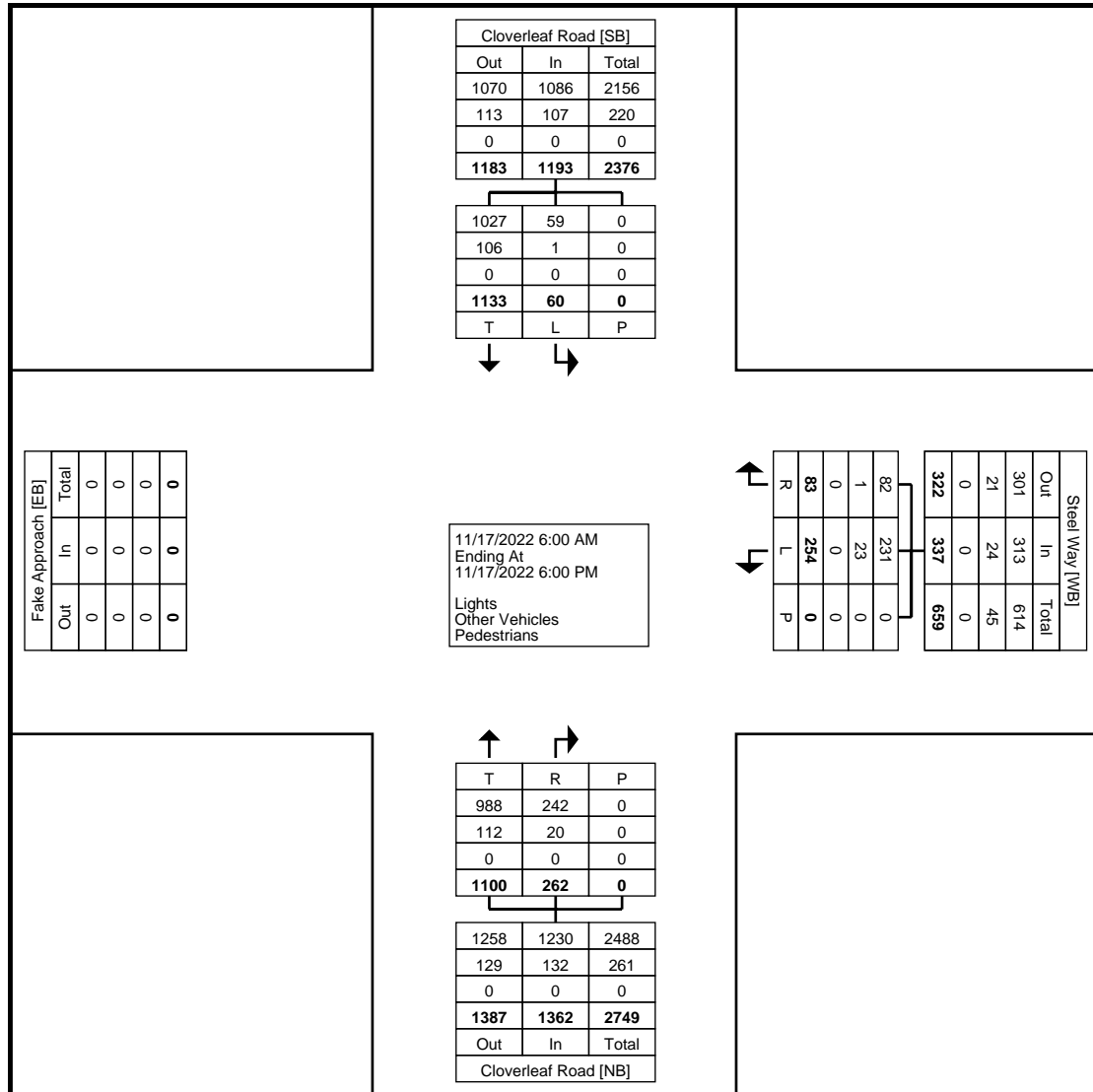




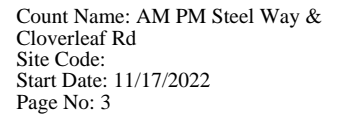
Traffic Planning and Design, Inc  
2500 East High Street  
Suite 650  
Pottstown, Pennsylvania, United States 19464  
610.326.3100

Counter: MIO:  
Set up By JH::

Count Name: AM PM Steel Way &  
Cloverleaf Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 2



Turning Movement Data Plot

[illegible]

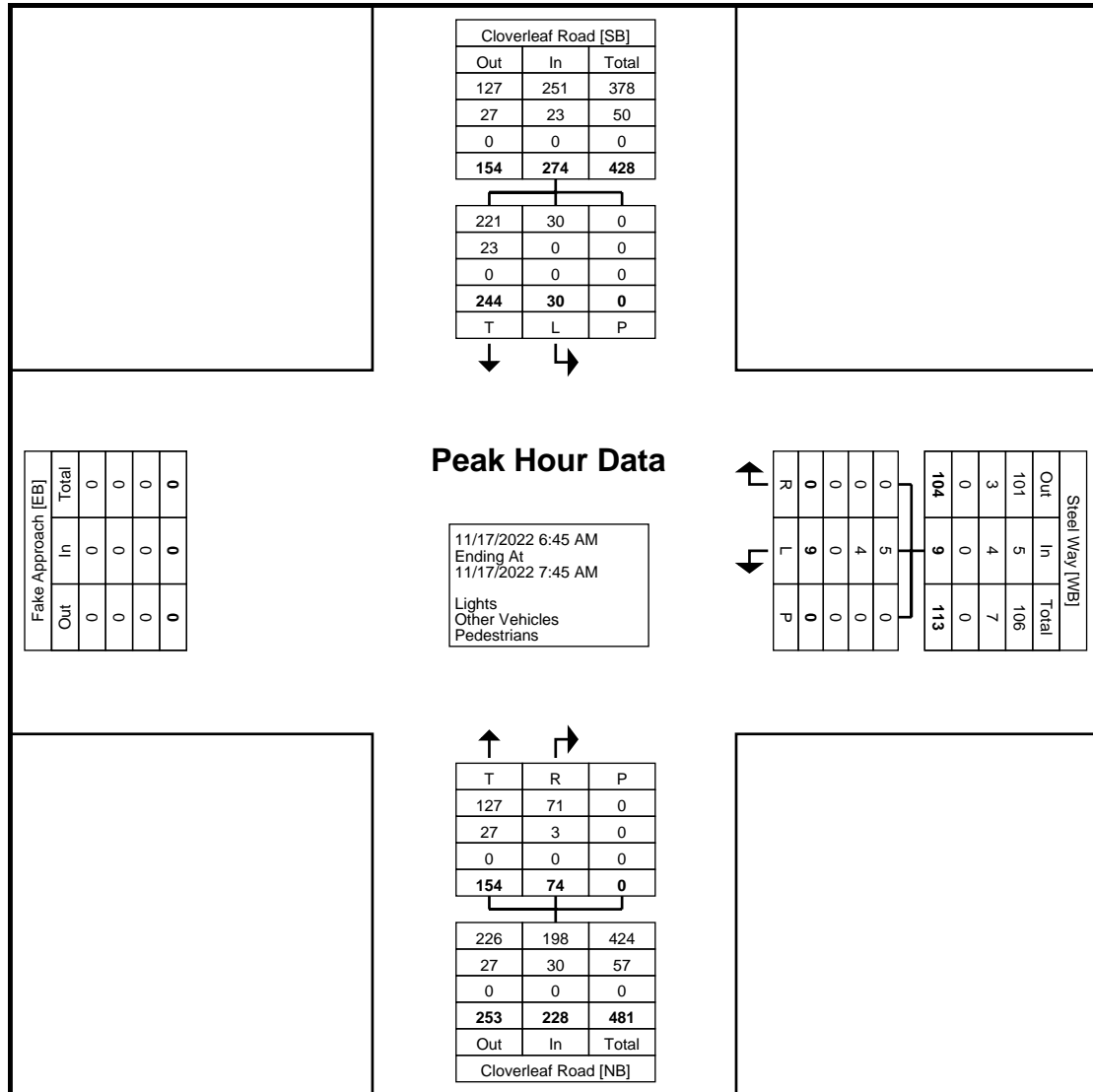




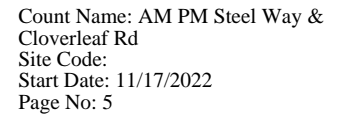
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Cloverleaf Rd  
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Page No: 4

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Turning Movement Peak Hour Data Plot (6:45 AM)

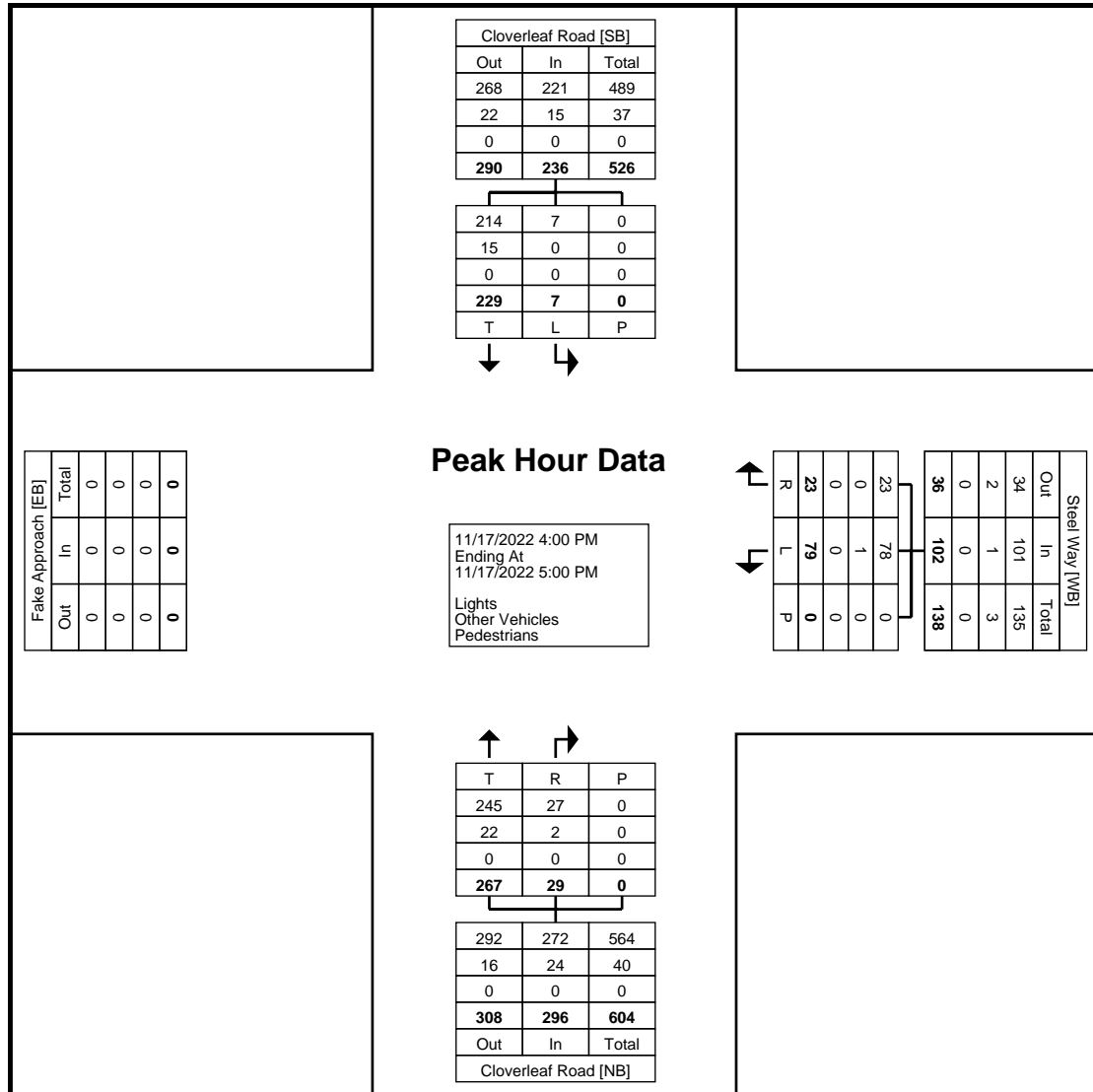
[illegible]



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Count Name: AM PM Steel Way &  
Cloverleaf Rd  
Site Code:  
Start Date: 11/17/2022  
Page No: 6

Counter: MIO:  
Set up By JH::



Turning Movement Peak Hour Data Plot (4:00 PM)