

Attachment 1: Engagement Summary



Steering Committee Meetings

Steering Committee Contact List

| | Contact name | Organization |
|----|-----------------------|------------------------------------|
| 1 | Peter Rykard | Chester City |
| 2 | Dawn Jones | Eddystone Borough |
| 3 | Joseph Ryan | Ridley Township |
| 4 | David Schrieber | Tinicum |
| 5 | Tom Shaffer | Delaware County Planning |
| 6 | Cathy Spahr | Delaware County Planning |
| 7 | Gina Burritt | Delaware County Planning |
| 8 | Brittani Hales | Delaware County Planning |
| 9 | Julie DelMuto | Delaware County GIS |
| 10 | Elaine Schaefer | Delaware County Council |
| 11 | Christine Reuther | Delaware County |
| 12 | Laura Goodrich Cairns | Delaware County |
| 13 | Louis Belmonte | PennDOT |
| 14 | Ashwin Patel | PennDOT |
| 15 | Tim Stevenson | PennDOT |
| 16 | Lisa Gaffney | Riverfront Alliance |
| 17 | Shawn Megill Legendre | DVRPC |
| 18 | Daniel Paschall | East Coast Greenway |
| 19 | Emilia Crotty | Pennsylvania Environmental Council |
| 20 | Sarah Clark Stuart | Bicycle Coalition |
| 21 | Carol Kazeem | State Representative |
| 22 | Dave Demarco | State Representative |
| 23 | Chris Stanford | Michael Baker |
| 24 | Dave Debusschere | Union / Subaru Park |
| 25 | Brian Haggerty | Union / Subaru Park |
| 26 | Jamar Daniels | Omega Psi Phi fraternity |
| 27 | Mark Freeman | Laborers Local 413 |
| 28 | Roland Taylor | Community |
| 29 | Ryan Judge | SEPTA |
| 30 | Rob Gusky | Kimberly-Clark / Commuter |

Route 291 Study Steering Committee Meeting 1

February 2, 2023

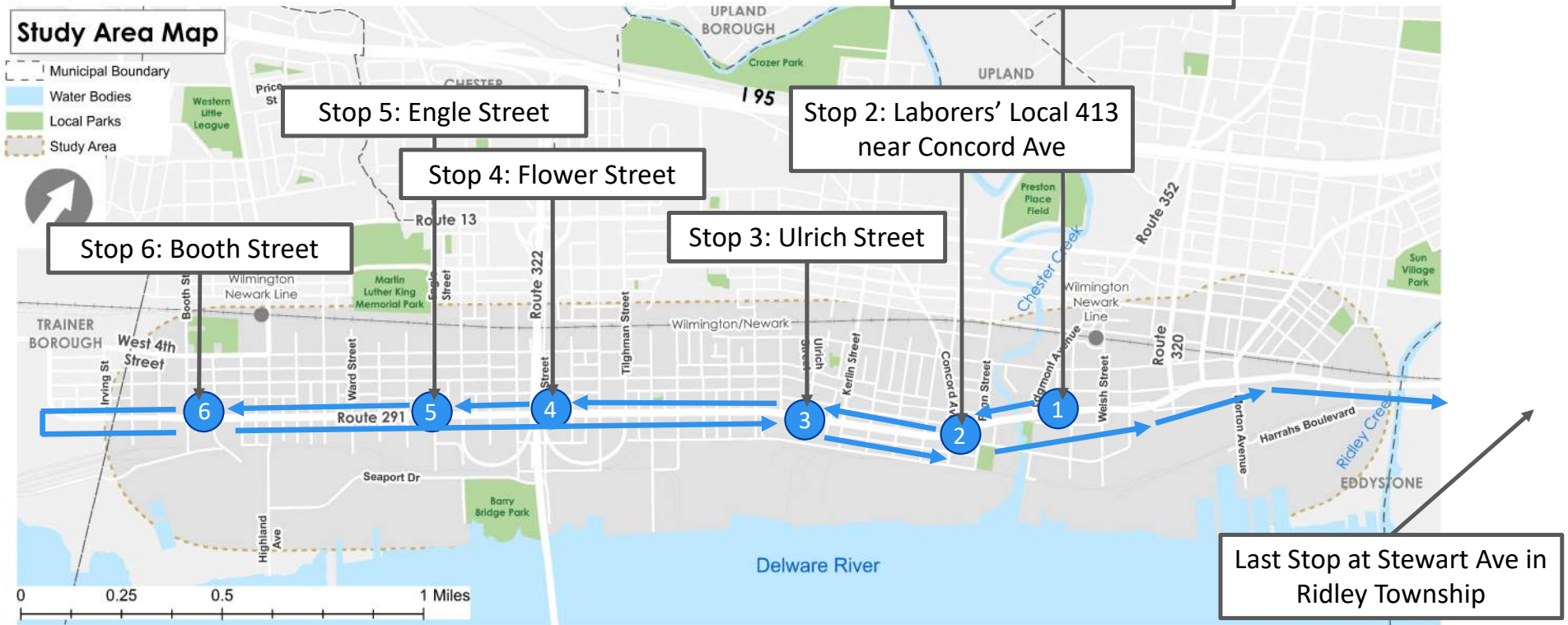
Field Visit: 9:00 am to 10:30 am

Committee Meeting: 10:30 am to 12:00 pm

Chester City Hall

- | | |
|----------------------------------|--------|
| 1. Introductions | 10 min |
| 2. Field Visit | 90 min |
| 3. Break | 10 min |
| 4. Steering Committee Meeting | |
| • Study Overview | 5 min |
| • Steering Committee Role | 5 min |
| • Engagement Plan | 15 min |
| • Initial Corridor Understanding | 10 min |
| • Develop the Vision | 15 min |
| • Performance Metrics | 15 min |
| 5. Next Steps | 5 min |

Field Visit Plan



Route 291 Study

Steering Committee Meeting
February 2, 2023

CLAYTON ST

Agenda

1. Introductions
2. Study Overview
3. Steering Committee Role
4. Engagement Plan
5. Initial Corridor Understanding
6. Develop the Vision
7. Performance Metrics
8. Next Steps



Introductions

Elaine Paul Schaefer (Vice Chair, Delaware County Council)

Gina Burritt (Director, Planning)

Tom Shaffer (Manager, Transportation Planning)

Cathy Spahr (Senior Planner)



Tara Hofferth

Will Weismantel

Alain Izabayo



Colleen Meiswich

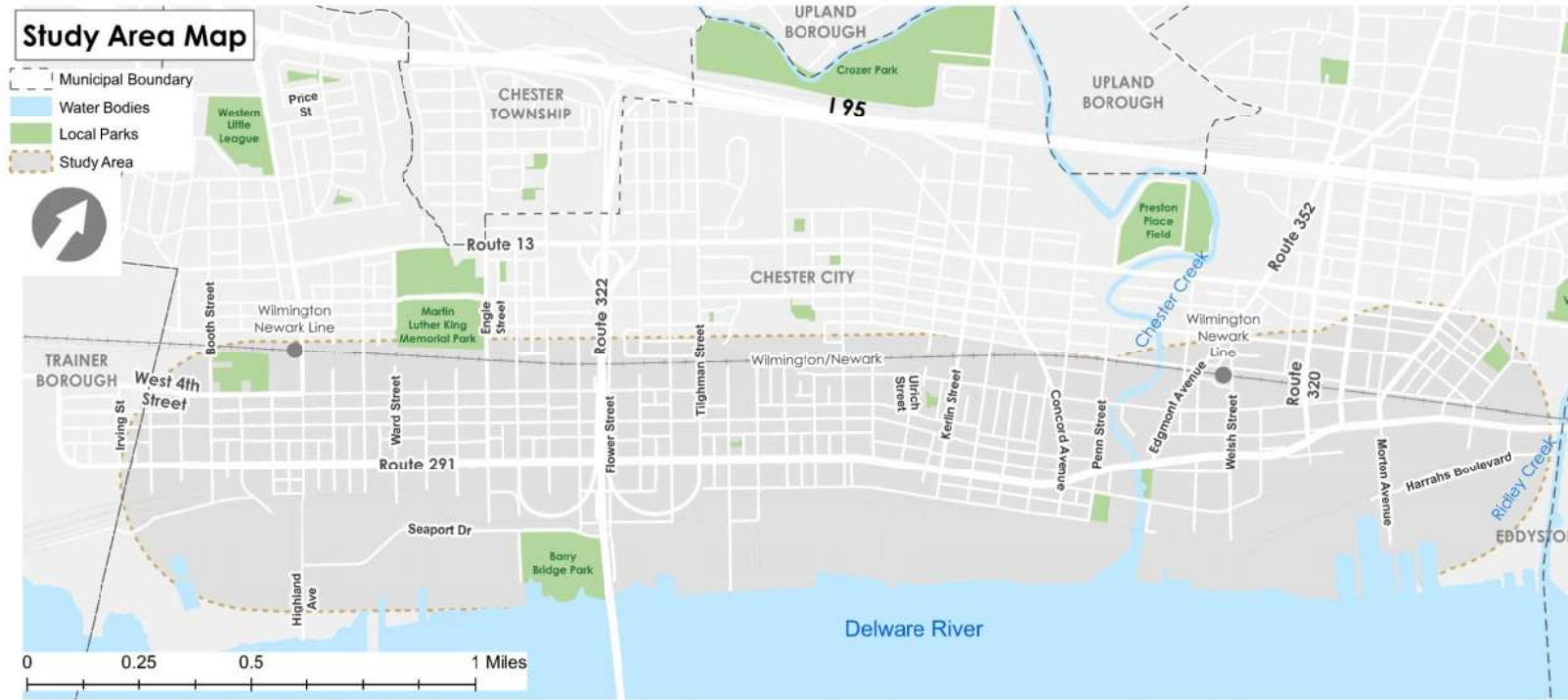


Introductions

- Chester City
- Eddystone Borough
- Ridley Township
- Tincicum Township
- Delaware County Planning
- Delaware County GIS
- Delaware County Council
- PennDOT District 6
- Riverfront Alliance
- Delaware Valley Regional Planning Commission
- East Coast Greenway Alliance
- PA Environmental Council
- Bicycle Coalition
- State Representation
- SEPTA



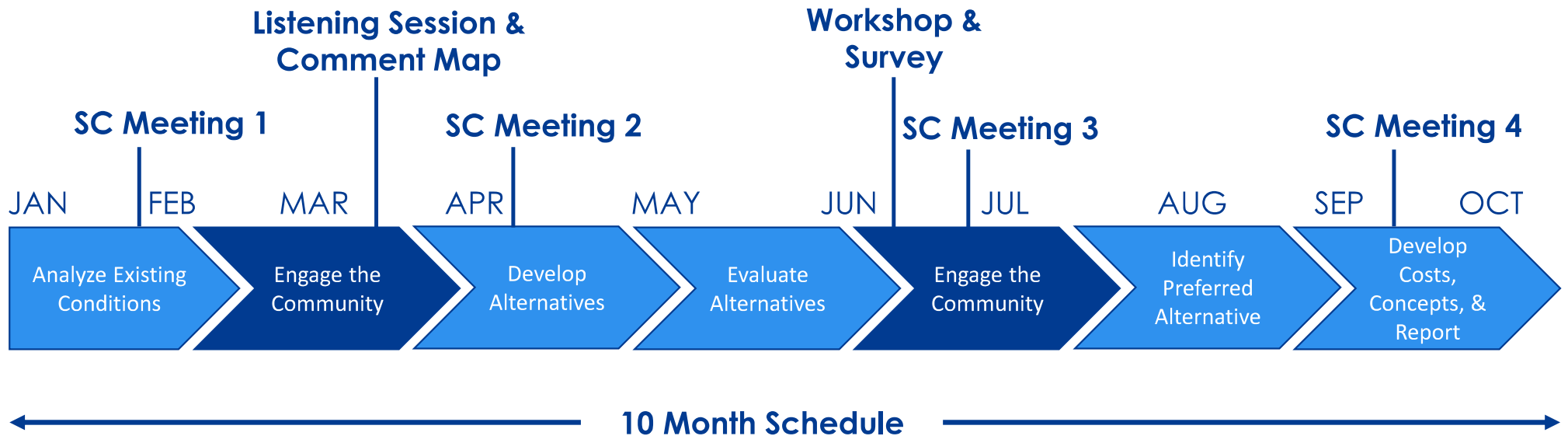
Study Extents + Purpose









This study will assess the feasibility of a road diet and multimodal infrastructure improvements along Route 291 from Irving Street to Ridley Creek.

It will also make recommendations for a dedicated East Coast Greenway facility through Chester City and Ridley Township.

Study Scope & Schedule



Steering Committee Role

-  Craft the corridor vision
-  Establish performance metrics
-  Guide engagement
-  Verify existing conditions
-  Provide feedback on alternative development & selection
-  Review results



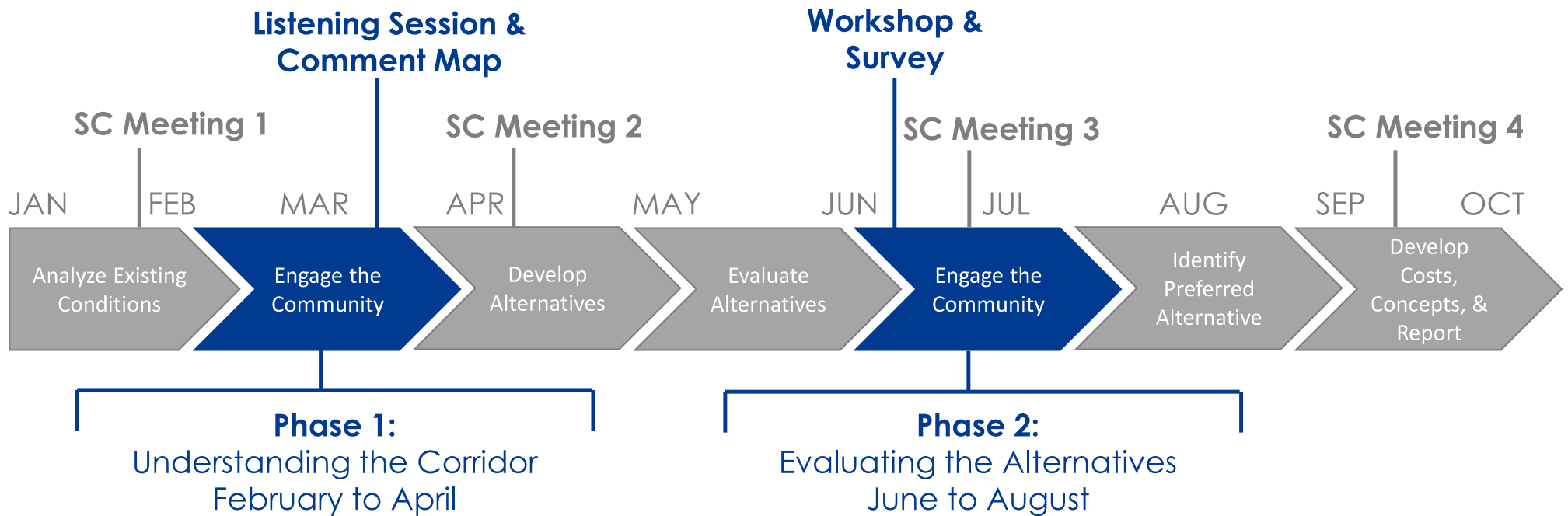
Engagement Plan

Two Phases of Community Engagement

Route 291 Study



Engagement Plan



Engagement Plan | Phase 1

Listening – **Facilitated Community Discussion**



- In-person
- Community meeting space
- No presentation
- Discussion circles
- Introductions
- Asking questions



Engagement Plan | Phase 1

Listening – Online Comment Map



- Community can identify issues and opportunities
- Open from Mid-Feb. to Mid-March
- County website & distributed to Steering Committee

EXAMPLE

NEXT GENERATION CONNECTIVITY + MOBILITY PLAN

This map is seeking input to inform the existing conditions analysis for the Next Generation Connectivity + Mobility Plan. This plan is focused on providing recommendations to enhance multimodal transportation in the Borough of State College.

Please note on the map key issues and opportunities you encounter when traveling around your community, whether that is when walking, rolling, bicycling or using micromobility, or using the bus and public transportation.

Thank you for your input! We greatly appreciate your feedback.

LEGEND

- Issues
- Opportunities
- Study area

INSTRUCTIONS

Use the map to zoom in on specific areas of the Borough of State College. Double click the map to begin a comment. Use the green pop-up box on the left-hand side to add details to your comment. You can leave a photo or draw a line.

Use the top text box to leave a description for the comment. Use the category dropdown box to label the comment. An issue or opportunity. Use the 'Create Comment' button to post the comment. Please note that the name, email, and phone number is optional and not required.

LAYERS

Click any of the layer titles below to toggle them off the map.

Borough of State College

Engagement Plan | Phase 2

Workshopping Ideas – **Community Ideas Workshop**



- In-person
- Community meeting space
- Brief presentation of alternatives
- Rotating activities
- Opportunities to interact
- Seeking ideas & feedback on recommendations



Engagement Plan | Phase 2

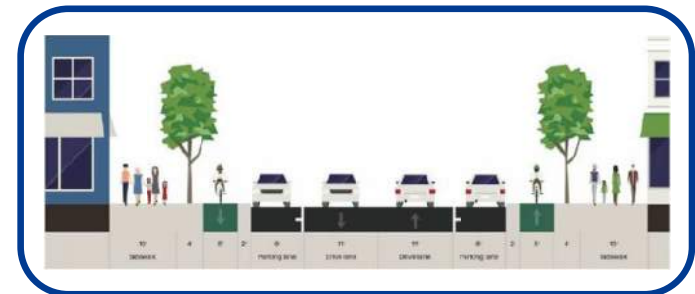
Workshopping Ideas – **Recommendations Survey**



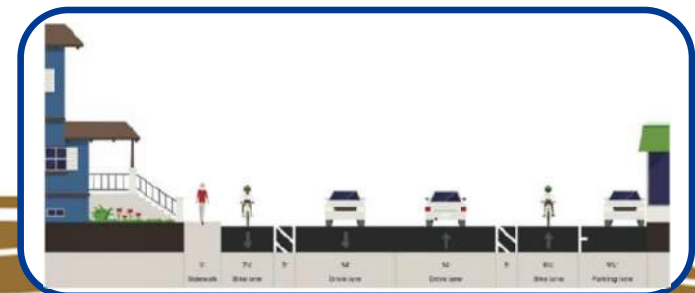
- Graphic & straightforward
- Reacting to toolbox concepts
- Seeking preferences on alternatives & values
- Verifying alignment with vision
- Empowering decision making

Which cross section best matches your vision for the Route 291 Corridor?

A

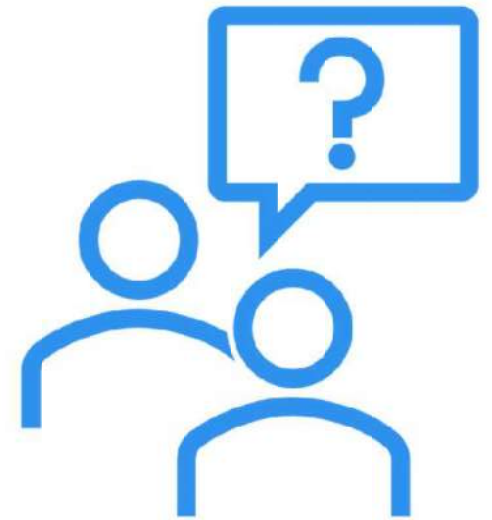


B



Engagement Plan

How else should we reach the community?



Initial Corridor Understanding

Data, previous studies, field visit, steering committee input, public feedback

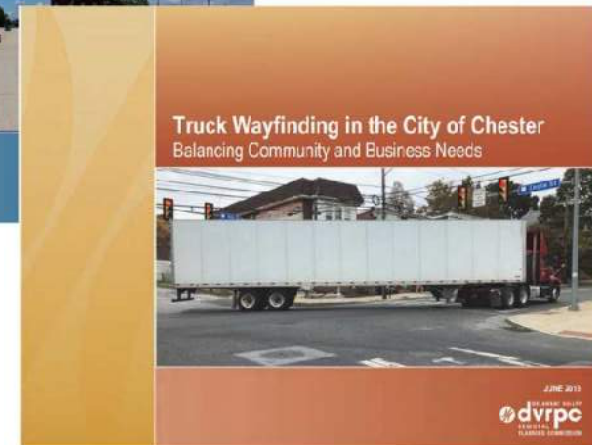
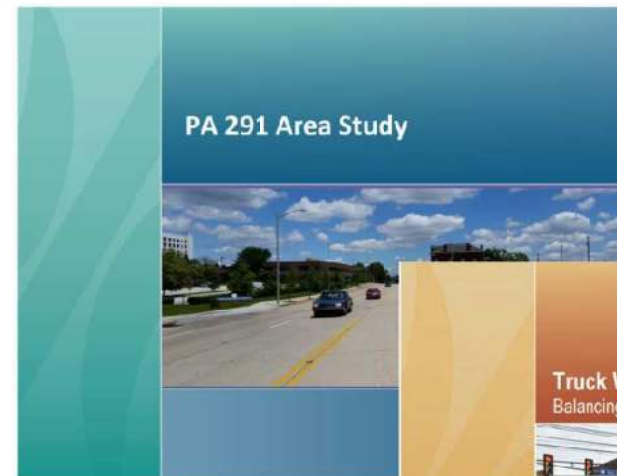
Route 291 Study



Data Analysis Plan

Resources:

- Previous Plan Review
- Land Use & Demographic Mapping
- Multimodal Infrastructure Inventory
- Traffic Data Collection & Analysis
- Safety Data Analysis
- Environmental Review
- Public and Stakeholder Engagement



Previous Plan Review

Plans Reviewed:

- [Chester Waterfront Master Plan](#) (2021)
- [Resilience through Recreation](#) (2018)
- [Truck Wayfinding in the City of Chester](#) (2018)
- [City of Chester Green Stormwater Infrastructure Plan](#) (2017)
- [PA 291 Area Study](#) (2015)
- [Delaware County Open Space, Recreation, and Greenway Plan](#) (2015)
- [Chester Riverfront & Community Rail Access Study](#) (2014)



Previous Plan Review

Themes that stand out:

- Improve access to the waterfront
- Focus on safety and multimodal access
- Balance industrial and residential needs
- Seek out public / private partnerships
- Improve streetscape & wayfinding

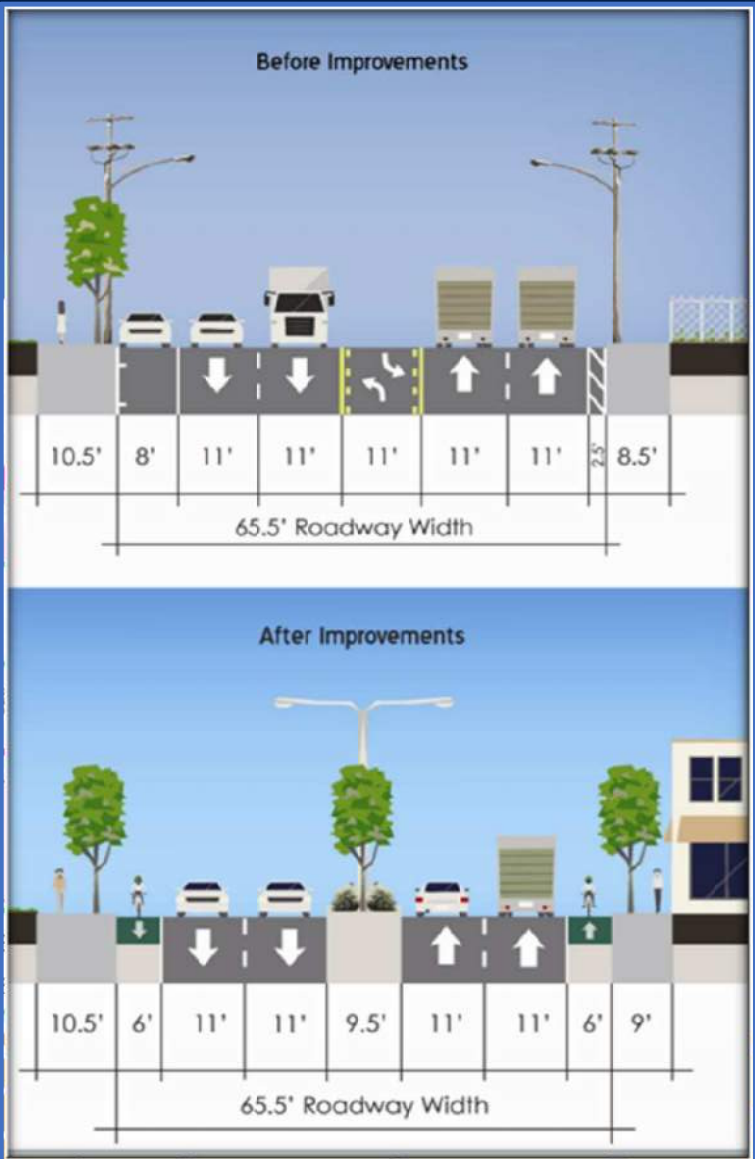
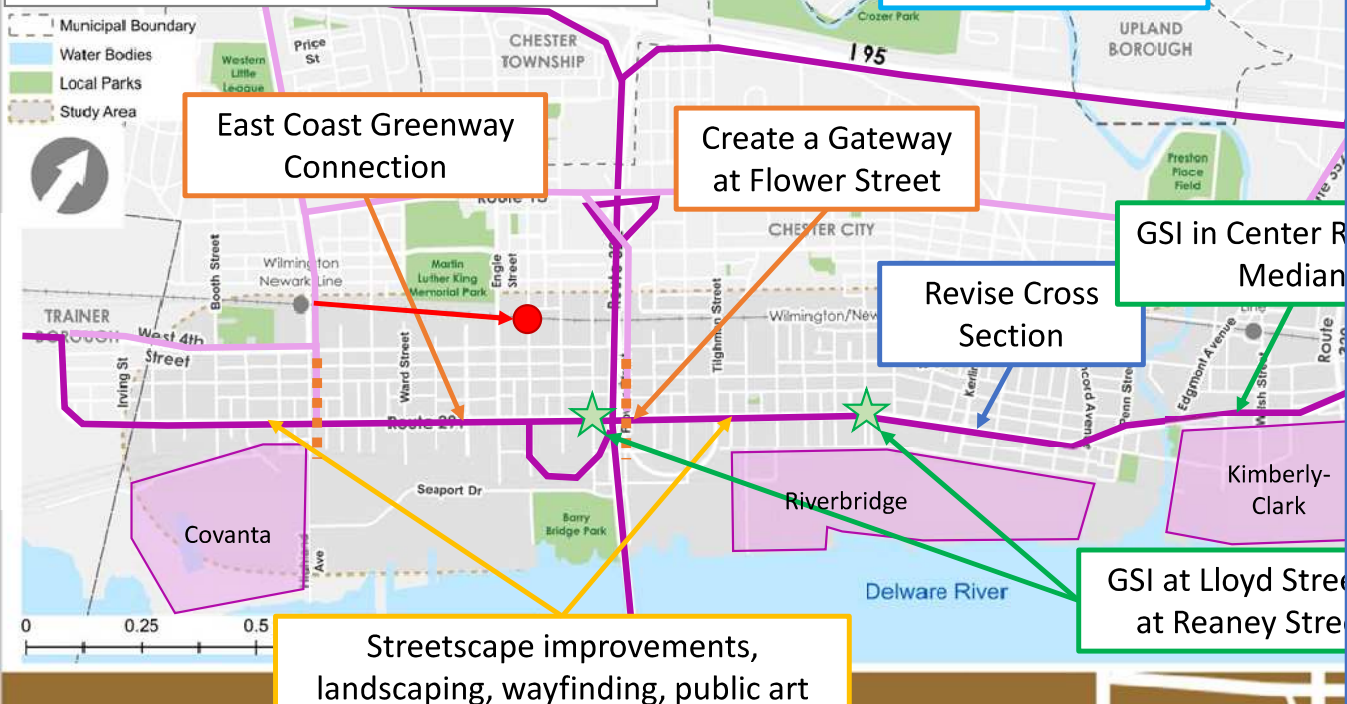
Previous Outreach Methods:

- Advisory Committees
- Stakeholder interviews
- Community events
- Public meetings
- Survey
- Task forces
- Focus groups



Previous Plan Recommendation

Previous Plan Recommendation Map

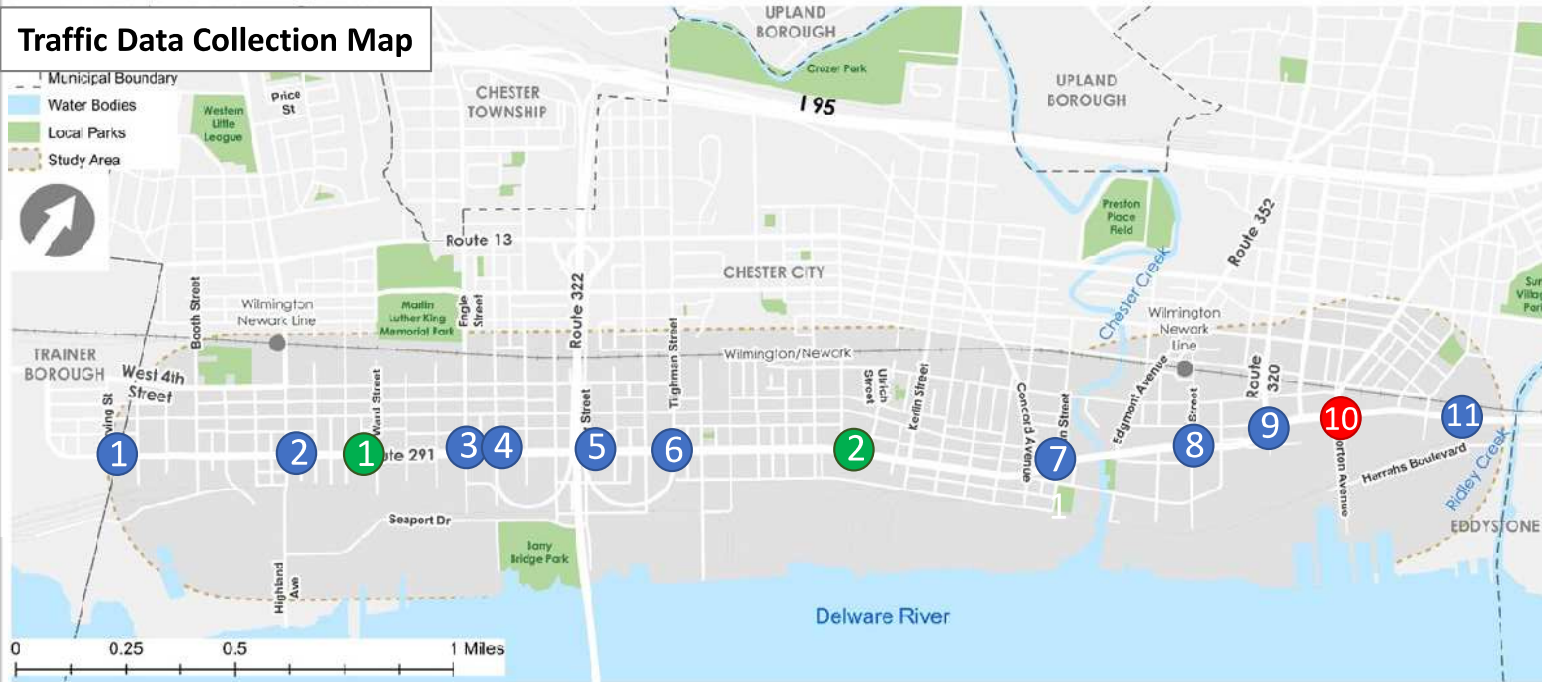


Previous Plan Review

What other key takeaways from previous efforts should we be building from?



Traffic Data Collection



1. Irving Street & Route 291

2. Highland Ave & Route 291

3. Engle Street & Route 291

4. Jeffrey Street / US 322 Off Ramp & Route 291

5. Flower Street & Route 291

6. Tilghman Street / US 322 On Ramp & Route 291

7. Penn Street & Route 291

8. Welsh Street & Route 291

9. Madison Street & Route 291

10. Morton Ave & Route 291

11. Harrah's Blvd & Route 291

1. Route 291 West of Ward Street

2. Route 291 Between Ulrich Street and Pusey Street

Key Challenges

- Traffic volumes (north of the bridge)
- Traffic speeds & crashes
- Industrial land uses & heavy truck traffic
- I-95 traffic diversion route
- Disconnected waterfront & vacant parcels
- Limited controlled pedestrian crossings
- Narrow sidewalks
- No dedicated bike facilities
- Planning fatigue in the community



Key Opportunities

- Vision of revitalization in previous plans
- Wide right-of-way footprint to reimagine
- Redevelopment plans & opportunities
- Regional connectivity (transit and roads)
- Major job generators along the corridor
- Existing bike lanes on side streets
- Pedestrian demand



Key Challenges and Opportunities

What other key challenges and opportunities should be considered?



Develop the Vision

What is your vision for this study and for this corridor?

Route 291 Study



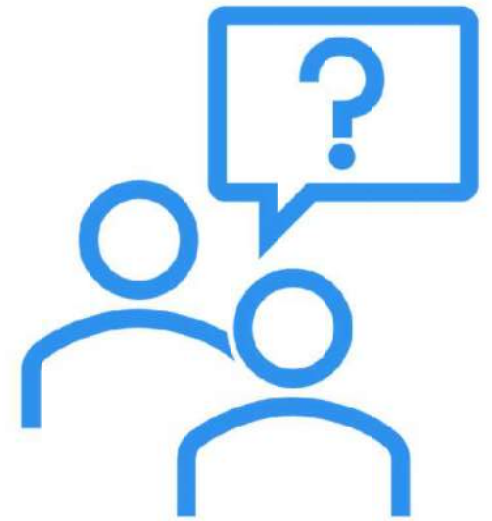
Develop the Vision

What should this study accomplish?



Develop the Vision

What is your vision for the corridor?



Using Poll Everywhere

How to join

Web



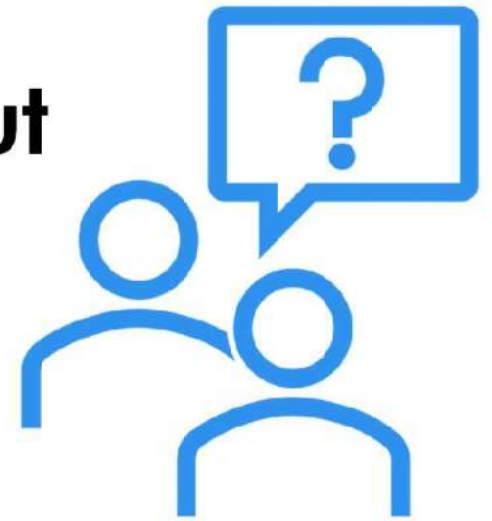
- 1 Go to **PollEv.com**
- 2 Enter **LAURAA161**



What words describe your desired future for the Route 291 corridor?

Develop the Vision

How should we be thinking about modal priority on the corridor?



How should we be ranking these competing priorities?

Safe pedestrian crossings

Dedicated bicycle facilities as part of the East
Coast Greenway

Connectivity between the neighborhoods and
the riverfront

Truck turning movements

Vehicular capacity during emergency events
on I-95

Creating a sense of place that celebrates the
existing community and spurs redevelopment

Performance Metrics

Metrics to guide toolbox development and alternative evaluation

Route 291 Study



Performance Metrics

Categories / Themes from Previous Plans:

Waterfront Master Plan

Connectivity
The Chester Image
Waterfront Activation
Successful Development
Environmental Sustainability

PA 291 Area Study

Improve access to the waterfront
Balance industry and its impact on residents
Create a safer environment for all

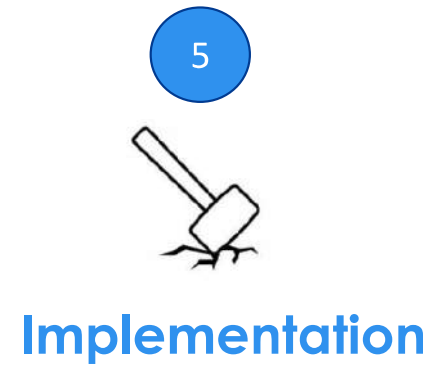
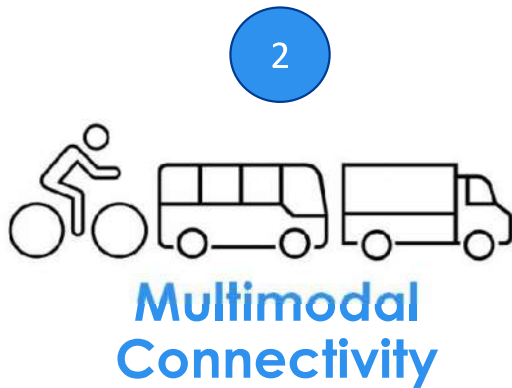
Open Space, Recreation, & Greenway Plan

Conserve natural and cultural resources
Increase the value of developed and undeveloped lands
Develop a greenway network that connects people



Performance Metrics

Potential Categories / Themes:



Performance Metrics

What might be missing from these categories?

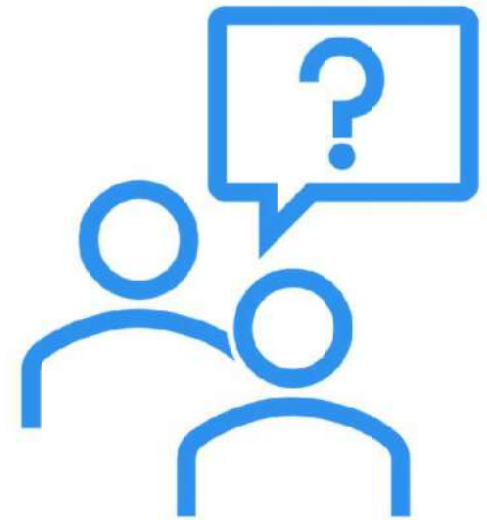
Safety

Roadway
Operations

Implementation

Multimodal
Connectivity

Community
Vibrancy



Performance Metrics

Potential Metrics:

Bike/pedestrian connections to destinations

Potential to reduce crashes

Pedestrian level of comfort

Environmental impacts

Potential to reduce vehicle speeds

Bicycle level of traffic stress

Construction costs

Emergency response times

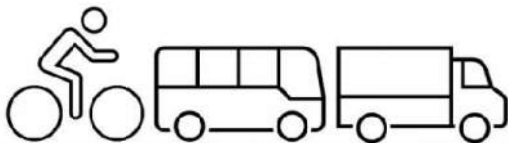
Truck turning movements

Construction feasibility

Frequency of controlled crossings

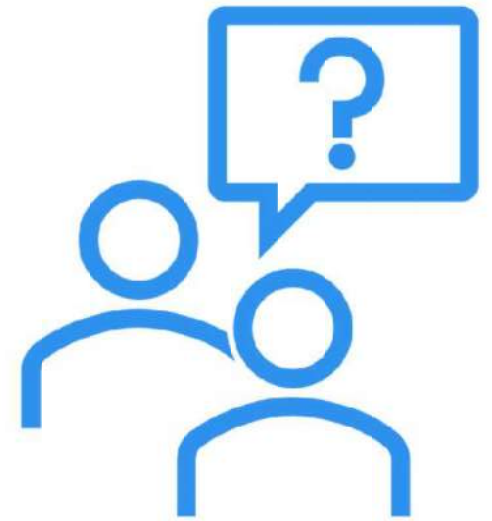
Vehicle level of service

Roadway capacity during I-95 closures



Performance Metrics

What might be missing from these metrics?



Next Steps

Where we go from here

Route 291 Study



Next Steps

1. Draft Vision / Performance Metrics – February
2. Draft Public Engagement Plan – February
3. Existing Conditions Analysis – February / March
4. Community Engagement – February / March
5. Second Steering Committee Meeting – April
6. Developing Toolbox – March / April



Questions?

Cathy Spahr

(SpahrC@co.delaware.pa.us)



Tara Hofferth

(thofferth@kittelsohn.com)



Route 291 Feasibility Study
Delaware County, PA
Steering Committee Meeting No. 1

MEETING DATE: February 2, 2023

TIME: 9:00AM – 12:00 PM

LOCATION: Chester City Hall and Field View

ATTENDEES: See attached sign-in sheet

ATTACHMENTS:

- 1) Agenda
- 2) Field Visit Plan
- 3) PowerPoint Presentation
- 4) Sign-in Sheet

Below is a summary of the meeting.

Introductions

Each meeting attendee introduced themselves.

Field Visit

The meeting attendees participated in a field view of the project corridor. The below provides the highlights of the field view and discussions held at the various stops along the corridor. A map of the field view and the various stops is included as an attachment to these minutes.

Stop 1: Start at Chester City Hall

Stop 2: Laborers' Local 413, Penn Street

- The home along Penn Street is hit frequently by trucks/cars going too fast.
- Vehicular/truck speed along Route 291 is a major concern.
- The logistics and trucking businesses are expanding and the trucks using Route 291 is going to continue to increase. Route 291 is called the “Industrial Highway”. Identify options to accommodate trucks, manage the truck traffic.
- There are no traffic signals between Penn Street and Flower street, approximately 1 mile.
- The East Coast Greenway (ECG) has conducted studies and looked at alternatives for continuing the trail in this area. One option needed sliver acquisitions of between 60 to 70 properties. The attendees agreed that they would like to see Route 291 create a space for bicyclists.
- When there is traffic along I-95, vehicles use Route 291.
- Discussed other parallel routes to I-95: 9th Street is narrower, more residential and has traffic signals on every block; 7th Street is very residential and only those familiar with the travel patterns use 7th street as an alternate route to I-95.

- Discussed whether a center turn lane is needed the entire length of Route 291 and where are the truck turning movements most needed.
- Conrail alignment is along the river, and coordination with Conrail is challenging.
- Penn Street is the historical Penn's Landing. A Park is located to celebrate this, but access to this park is difficult.
- There is rich history in this area, and it would be ideal to have the historic sites accessible by bike. Fort Mifflin is the current terminus of the Schuylkill River Trail. Penn Street or Edgemont Street is the proposed location for the Chester Creek Trail.
- A consistent branding/signage plan is needed for the cultural aspects.

Stop 3: Ulrich Street

- Residents along Route 291 use the shoulder as a parking lane. Maintaining parking is important to the residents.
- The street and pedestrian lighting is poor along Route 291.
- Cars are speeding at night along Route 291, and the parked cars and/or their side view mirrors have been hit.
- Cars are queued to get to the Commodore Barry Bridge.
- There is no pedestrian crossing currently at Norris Street.
- A project is under design to have bikes connect to the waterfront at Norris Street and Highland Avenue. These would create a loop with Route 291 and the river trail.
- There were barbecue smokers set up in a green space near this stop. Residents gather in the green space for BBQ's.

Stop 4: Flower Street and Stop 5: Engle Street

- There is a grant to install a signal at Jeffrey Street, and a DCED multimodal grant which needs approval.
- Union Expansion: A large sports plex is planned to open June 2024. Expecting 500,000 more visitors annually to host youth soccer tournaments. Anticipating temporary surface parking lots along Route 291 on property where pipeline is located.
- Along Route 291 on the Union property, the frontage is PennDOT owned and there have been discussions about giving an easement to the ECG.
- A crosswalk is needed at Reaney Street.
- Signals are needed at the ramps.
- Improved public access is needed to the riverfront.
- On game day, there are a lot of left turns at Flower Street.
- Discussion about train station relocation to either Engle Street or Flower Street.
- Many Union fans cross at Flower Street. Fans are parking elsewhere and crossing mid-block.
- There is a lot of truck traffic on Flower Street.
- Flower Street connects to Waterfront Park where residents fish and there is an active boat launch.
- There is an interest in water taxis along the Delaware River; dredging money is needed for this.
- Engle Street is in the middle of the Union Campus. It connects to the Library in Chester. Consider a signal at Engle Street.

A.D. MARBLE

environmental-cultural-engineering

- The Calvary Baptist Church is an important community place. Could be a location for hosting community engagement. People walk to church. Funeral car processions park on Route 291.

Stop 6: Booth Street

- Booth Street is where the expansion of Route 291 stopped.
- Covanta and Delcora have multiple entrances to their properties and multiple driveways are onto a 2-lane section of roadway.
- A rail spur was discussed and not allowed at Covanta.
- Consider regional zoning standards and regional mitigation approaches.
- Suggestions of evaluating how the roadway serves local trucks vs. thru trucks

Stop 7: Stewart Avenue

- In Ridley Township, a PennDOT project is under design to handle roadway drainage issues. This project will shift the Route 291 alignment to accommodate the ECG trail on the south side of the roadway. It will be an 8-ft wide path.
- Boeing crossings are unsafe. Pedestrians wave flags to be seen. Pedestrians cross at all hours of the day. Be mindful of shift changes.
- Traffic increases while ships unload at the ports.
- Boeing has truck traffic that crosses Route 291.
- A larger planning study and a multi-municipal plan is needed for Route 291 from the airport to Delaware.
- This project does not involve Eddystone.

Steering Committee Meeting

Tara reviewed the PowerPoint presentation (attached to these minutes). A summary of the discussion generated by the presentation is included below.

Engagement Plan

- County has use of ZenCity survey tool.
- Riverfront Alliance can help with the outreach.
- Suggest to keep resident outreach and industrial outreach separate.
- Representative Kazeem's office conducts legislative walks along the corridor.
- The ECG has used Night Street Youth Center to help in outreach. Provided them with a stipend for the outreach efforts they conducted.
- There is a Hispanic population in the City. Translation may be needed.
- Host events at Taco's.
- Omega Si Phi conducts cleanups 4 times a year. Project team can help with these and interact with the local volunteers.
- Local 413 can host events.
- City's communications direction, Amanda Johnson, may have suggestions on outreach.
- The Executive Director of Delcora is the Chair of the Ridley Supervisors. Catania Engineers would have ideas on how to interact.
- Suggestion of carrying out the public engagement either during after-hours or during weekends to ensure views from all members of the community are gathered.

Previous Plan Review and Traffic Data

- Complete traffic modeling before public workshops.
- Consider median green stormwater infrastructure. The City's capacity to handle stormwater is limited.
- Norris Street will be the location for a new trail.
- Painted bike lanes are not helpful because of truck traffic. The goal is for a physical separation.
- Old Swedish Cemetery and ensuring the historic fabric is included in the plan
- Include a connection to Chester Creek Trail
- Through a DVRPC grant (McMahon), traffic counts were conducted between Highland and Ridley.
- Discussed traffic counts and when they were conducted- rush hour and mid-day. Traffic tubes were placed along Route 291 for a 48-hour time span. This was not done on a game day. The City has counts for game day traffic.
- Coordinate with the Commerce Center on traffic counts.
- Ashwin Patel asked about whether 9th Street counts were done. Team will look into this.
- DVRPC conducted a truck study of the main intersections.

Key Challenges and Opportunities

- Chester is financially challenged. Plan with a target of the funding sources in mind.
- Residents and industries may not be in favor of the project or have similar viewpoints.
- Use the project to get to their "interest" not their "position". How can the project improve their access to their properties?
- PennDOT may have origin and destination data.
- Opportunities for funding through Environmental Justice and equity-based programs.

PollEv.com results

- The results are attached to the minutes.

Performance Metrics

- Potential categories/themes are: Safety; multimodal connectivity; roadway operations; community vibrancy; and implementation. Discussion ensued on community vibrancy and changing it to balancing/co-existing/economic; need to define this theme better. Consider adding Uniformity and Improving Aesthetics.
- Ask community how it would define the metrics.
- Talking to school districts and other public transportation agencies to identify their stops and other areas of special consideration they may like to see in the planning process.
- There is an annual Delaware River Festival typically in September.
- Enforcement, compliance and maintenance needs to be part of the plan. Discussed the creation of a Business District that would be fee-based to support the maintenance needs.

Next Steps

- Draft Vision and Public Engagement Plan in February.
- Existing Conditions Analysis and Community Engagement in February/March.

A.D. MARBLE

environmental·cultural·engineering

- The next Steering Committee meeting will occur in April.
- A toolbox will be developed in March/April.

Tara thanked everyone for their attendance. The meeting ended at approximately 12:15 pm.

The preceding is a summary of the items discussed at the above-mentioned meeting. If you have any corrections to these meeting minutes, please provide them to Colleen Meiswich of A.D. Marble at cmeiswich@admarble.com by **Friday, February 17, 2023**.

Route 291 Study

Steering Committee Meeting #2
May 16, 2023

CLAYTON ST

Agenda

1. Study Overview
2. Stakeholder Committee Feedback
3. Vision & Performance Metrics
4. Community Feedback
5. Existing Conditions Overview
6. Synthesis of Issues & Opportunities
7. Project Toolkit
8. Developing & Evaluating Alternatives
9. Next Steps



Introductions

Elaine Paul Schaefer (Vice Chair, Delaware County Council)

Gina Burritt (Director, Planning)

Tom Shaffer (Manager, Transportation Planning)

Cathy Spahr (Senior Planner)



Tara Hofferth
Will Weismantel



Colleen Meiswich



Introductions

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- East Coast Greenway Alliance
- PA Environmental Council
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Study Overview

Route 291 Study



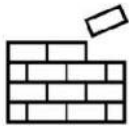
Study Extents + Purpose

This study will assess the feasibility of a road diet and multimodal infrastructure improvements along Route 291 from Irving Street to Ridley Creek.

It will also make recommendations for the dedicated East Coast Greenway facility through Chester City and Ridley Township.



Project Goals



Build upon previous planning, study, and community engagement efforts



Coordinate solutions with key stakeholders to move toward implementation



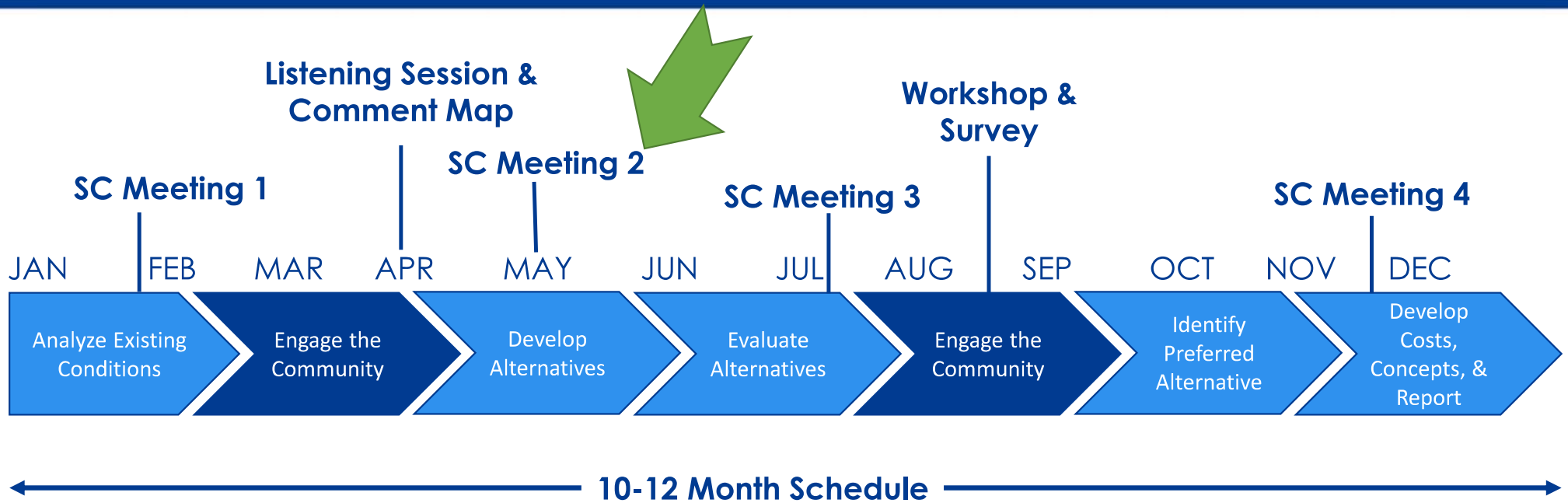
Engage the community in idea-generating and decision-making



Balance the many needs and uses of the corridor



Study Scope & Schedule









Steering Committee Feedback

Route 291 Study



Steering Committee Role

-  Craft the corridor vision
-  Establish performance metrics
-  Guide engagement
-  Verify existing conditions
-  Provide feedback on alternative development & selection
-  Review results



Steering Committee 1 Recap

Big Themes:

- Prioritize safety and slow traffic
- Coordinate with Industrial Leaders
- Take direction from residents
- Connect historic sites & key destinations
- Build upon the low stress bike network
- Consider traffic control at ramp intersections
- Expand traffic analysis

On February 2, 2023, we walked the corridor with stakeholders and met to discuss engagement and analysis plans.



Steering Committee Feedback

Traffic Analysis:

- Synchro Analysis
- SimTraffic Simulation
- Long-Range Travel Demand Modeling
- I-95 Diversion Analysis
- Predictive Safety Analysis
- ICE Analysis (Stage 1 Form)



Vision & Performance Metrics

Route 291 Study



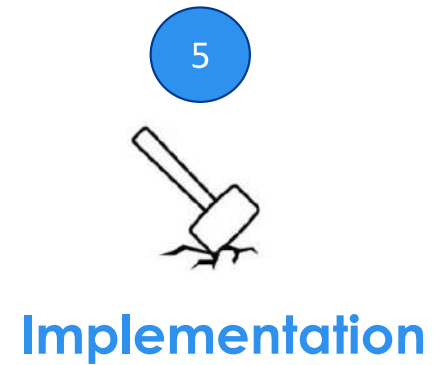
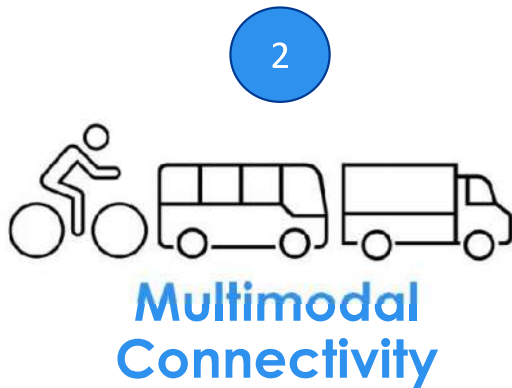
Performance Metrics

Steering Committee Vision:



Performance Metrics

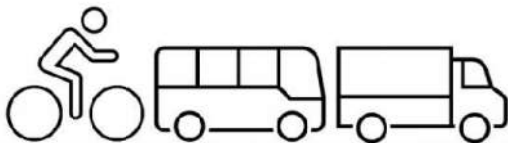
Metric Themes:



Performance Metrics

High Level Metrics:

- Potential to reduce crashes
- Potential to reduce vehicle speeds
- Emergency response times
- Frequency of controlled crossings
- Bike / pedestrian connections
- Pedestrian comfort
- Bicycle level of traffic stress
- Truck turning movement availability
- Vehicle level of service
- Roadway capacity during I-95 closures
- Environmental impacts
- Construction & maintenance feasibility & costs
- Corridor Aesthetics

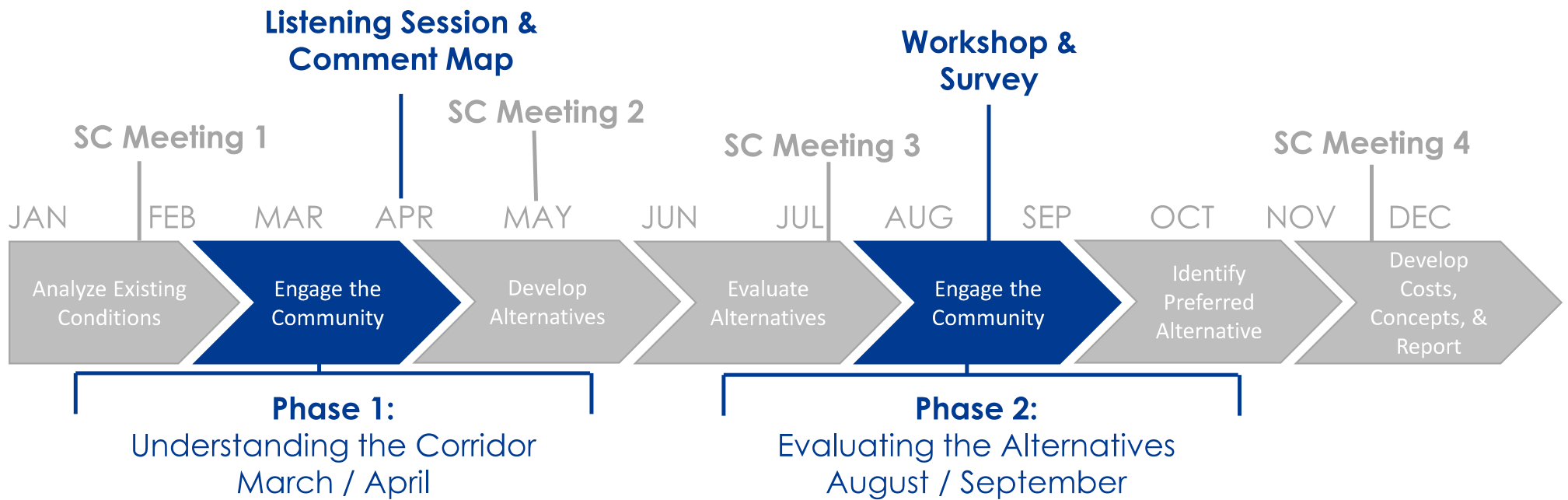


Community Feedback

Route 291 Study



Community Engagement Schedule



Community Feedback – Phase 1



Listening – **Facilitated Community Discussion**

- Held at Calvary Baptist Church on Thursday, April 13, 2023, from 6:30 pm to 8:30 pm
- Ate hoagies and discussed safety on Route 291 in small circles
- About 40 people in attendance (residents, church members, landlords, business owners)

A flyer titled "IMPROVING SAFETY ALONG ROUTE 291 LISTENING SESSION". It provides details for a community discussion on Thursday, April 13th, 2023, at Calvary Baptist Church. The flyer includes a QR code for the project website and an online comment map. It also features three circular images: a road view, a person on a bicycle, and a close-up of a road surface. The flyer is tilted and set against a background of a white grid on a brown surface.

IMPROVING SAFETY ALONG ROUTE 291
LISTENING SESSION

Please join us:
Thursday, April 13th, 2023
6:30 pm to 8:00 pm
Calvary Baptist Church
1616 W 2nd Street
Chester, PA 19013

We need your input on how to make Route 291 safer.

Engage in Breakout Discussions
Come tell us about what it means to live, work, and travel along Route 291. Tell us about your concerns and what you envision for Route 291.

Eat dinner and learn about the Project
Enjoy dinner with staff from Delaware County and the project team.

Visit the Project Website
Scan the QR code for the project website or go to:
<https://delaware-county-pa.gov/space.io/en/pt/vars/improving-safety-on-route-291>

Review and add your thoughts to the **Online Comment Map**.
<https://maps.kittelson.com/route291>

If you have questions, contact us:
Cathy Spahr (cspahr@co.delaware.pa.us) or
Tara Hoffarth (thoffarth@kittelson.com)

The meeting location is accessible to persons with disabilities. If you need special accommodations or would like additional information, please contact the Delaware County project manager, Cathy Spahr (810) 891-5376.

Community Feedback – Phase 1



Listening Session Big Themes:

- Prioritize residents
- Lack of equity with historic changes made to Route 291
- Route 291 feels like a highway through a community
- Desire to return to pre-widening conditions
- High speeds & lack of speed enforcement
- Making lefts onto Route 291 is challenging / unsafe
- US 322 is challenging to get on and off
- Maintenance & lighting are needed



Community Feedback – Phase 1



Listening Session Big Themes (Cont.):

- Support for more traffic signals
- Concerns about pollution and community health
- More crosswalks & wider sidewalks needed
- Chester representation and corridor beautification
- Celebrate and provide access to historic resources
- Desire for mixed use development
- A dedicated bike facility is needed
- Slow down trucks
- Connect people to the riverfront



Community Feedback – Phase 1



Several personal stories of crashes

“My name is Tykera Beauford. I am the daughter of the late Tyrine Beauford who passed away on his motorcycle May 19th, 2009. I have the unfortunate privilege of seeing his crash site imprint on the huge pole by Harrah's Casino. Please make 291 safe for all!”



Community Feedback – Phase 1



Online Comment Map

- Open throughout March & April
- County website & distributed to Steering Committee

IMPROVING SAFETY ON ROUTE 291

The Route 291 study will assess the feasibility of a road diet and multimodal infrastructure improvements along Route 291 from Irving Street to Ridley Creek. It will also make recommendations for a dedicated East Coast Greenway facility through Chester City and Ridley Township.

We are looking to better understand what it means to live, work, and travel along Route 291. Please note on the map key issues and opportunities you experience with the Route 291 corridor. What is your vision here?

Thank you for your input! We greatly appreciate your feedback.

[View a list of existing comments.](#)

Having trouble viewing or using the map? Please contact Tira Hottel at thottel@tdaconsulting.com with your comments.

© 2007-2023 (Trelson & Associates, Inc. unless otherwise noted. Admin login)

INSTRUCTIONS

Use the map to zoom in on specific areas of Route 291 through the City of Chester and Ridley Township. Double click the map to begin a comment. Use the green pop-up box on the left hand side to add details to your comment. You can leave a point or draw a line.

Use the tool-bar icons to leave a description for the comment. Use the category drop-down box to label the comment as an issue or opportunity. Use the 'Create Comment' button to post the comment. Please note that the name, email, and phone number is optional and not required.

LAYERS

Click any of the layer titles below to toggle them off the map.

Study Corridor

Route 291

Community Feedback – Phase 1



Comment Map Big Themes:

All through this proposed road diet area, there is an opportunity and a necessity to create real, clear, physically protected bike lanes (not merely plastic bollards). Because this is the East Coast Greenway, and the current truck and speed rates on 291 are so egregious, the only workable solution is a raised multidirectional biking lane or another biking solution that creates a clear physical barrier. Thank you.

[Like](#) Liked 3 times

Please reduce the width of Rt 291 and redesign it to accommodate safe, comfortable movement for all modes -- even people driving -- and to improve conditions for people living and working along the corridor. A separated trail along 291 and safe, signalized crossings with medians would provide residents with walking, running, and biking access to the waterfront, which really inhumane design has kept people away from for too long. This project is such a terrific opportunity to right the wrongs of planning past and improve the health and vitality of a neighborhood.

[Like](#) Liked 2 times

Would be great to have a safe bike lane on this stretch of 291.

[Like](#) Liked 1 time

Please implement a road diet with robust physical traffic calming interventions to reduce speeding and increase bike/pedestrian access for people of all ages and abilities. This should include new pedestrian crossings with median islands and traffic signals to stop traffic for pedestrians. Also, please replace the excess travel lane space from the road diet with a shared use path along the East Coast Greenway and create connections to green spaces like Ethel Waters Park and the future Greenway on Norris St down to the Riverfront Trail and destinations.

[Like](#) Liked 4 times



Existing Conditions Overview

Route 291 Study



Existing Conditions Analyses

Analyses performed:

- Previous Plan Review
- Land Use & Zoning
- Demographics
- Key Destinations
- Ongoing Development
- Traffic Counts
- Facility Ownership
- Truck Routes
- Pedestrian Infrastructure
- Bicycle Infrastructure
- Transit Infrastructure
- Crash Analysis
- Predictive Safety Analysis
- Speed Analysis
- Traffic Analysis
- Environmental Review



Existing Conditions Analyses

Analyses performed:

- Previous Plan Review
- Land Use & Zoning
- Demographics
- Key Destinations
- Ongoing Development
- Traffic Counts
- Facility Ownership
- Truck Routes
- Pedestrian Infrastructure
- Bicycle Infrastructure
- Transit Infrastructure
- Crash Analysis
- Predictive Safety Analysis
- Speed Analysis
- Traffic Analysis
- Environmental Review



Development:

- Union Sportsplex
- 115,000 sqft Warehouse at 4th & Booth
- 375,000 sqft industrial building in Marcus Hook
- 81,000 sqft warehouse in Ridley Township
- 1.1 M sqft airport logistics center in Tinicum

4th & Booth Street Warehouse

MCM A HON

Transportation Impact Assessment for the
4th and Booth Street Warehouse
City of Chester, Delaware County, PA

Prepared by:
McMahon Associates, Inc.
435 Spryngate Drive, Suite 201
Drexel, PA 19341
215.264.9925

Prepared for:
FMM GOZEL, LLC

Revised December 7, 2021
May 19, 2021
McMahon Project Number: 1021013.11

TRANSPORTATION IMPACT ASSESSMENT

For
Proposed Warehouse
Property Located at:
130 S Plover Road (RD 2033)
Parcel ID: 018-01-001-000-A, 0-01-000-00
Township of Ridley, Delaware County, PA

Prepared by:
DYNAMIC TRAFFIC
5115 Market Street, Suite 100
Philadelphia, PA 19102 | Newtown Yardley Road, Suite 201
Newtown, PA 18940 | (482) 202-5480

Chris M. Chase, PE
PA PE License #07604

Kevin M. Savage, PE
PA PE License #09061

November 11, 2022
564-99-0007

Study Area Map

- ▭ Municipal Boundary
- ▭ Water Bodies
- ▭ Local Parks

MCM A HON

Transportation Impact Study for the
Penn Avenue Industrial Development
Marcus Hook Borough, Delaware County, PA

Prepared by:
McMahon Associates, Inc.
435 Spryngate Drive, Suite 201
Drexel, PA 19341
215.264.2914

Prepared for:
Duke Realty

September 2021
Revised November 2021
Revised May 2022
McMahon Project Number: 1021013.11

Union Sportsplex

MCM A HON

Transportation Impact Study for the Proposed Airport
Logistics Center - 10 Industrial Highway
Tinicum Township, Delaware County, PA

Prepared by:
McMahon Associates, Inc.
435 Spryngate Drive, Suite 201
Drexel, PA 19341
215.264.2914

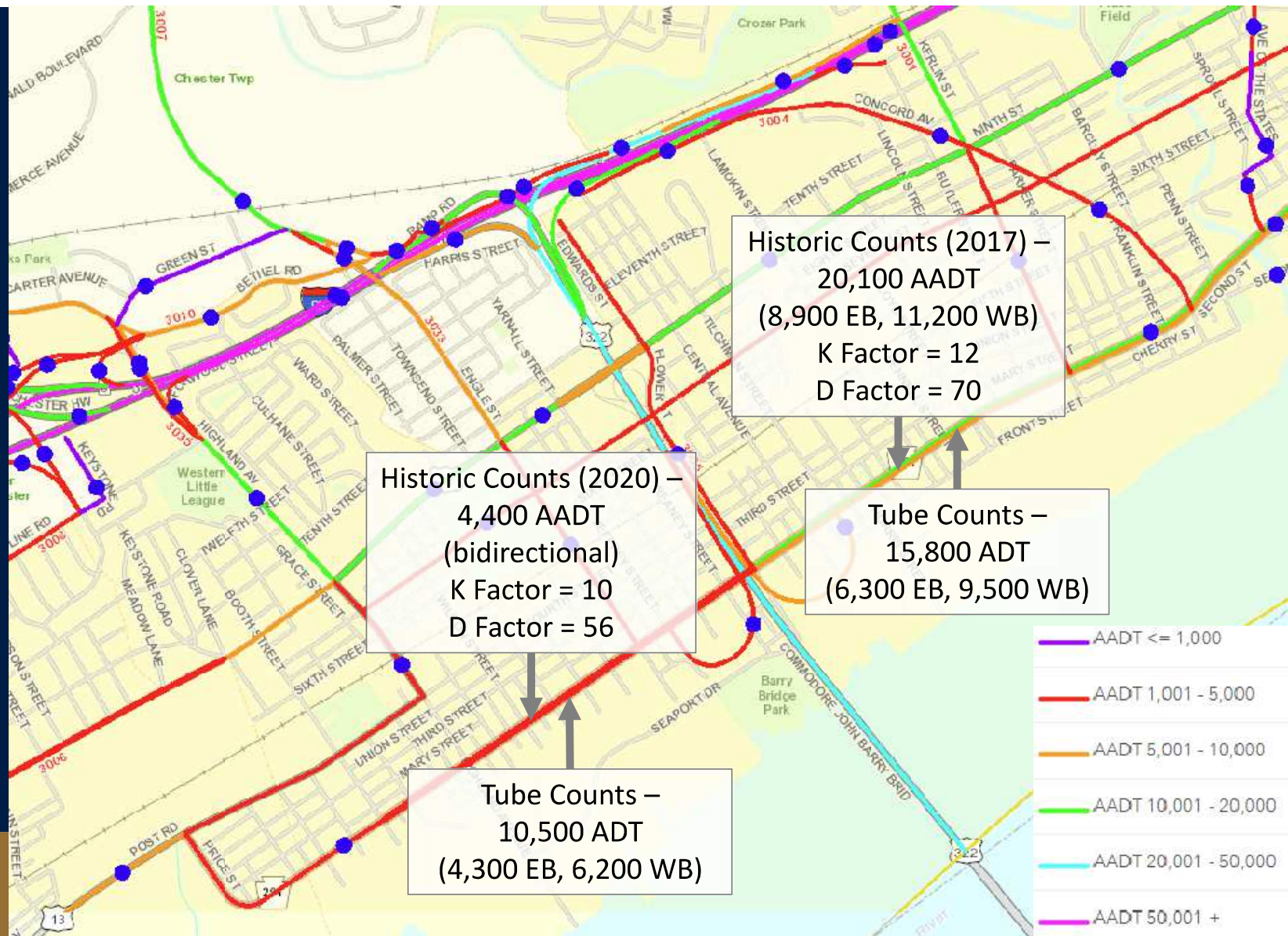
Prepared for:
Ivy Realty

January 2023
McMahon Project #21754

Route 291 Study

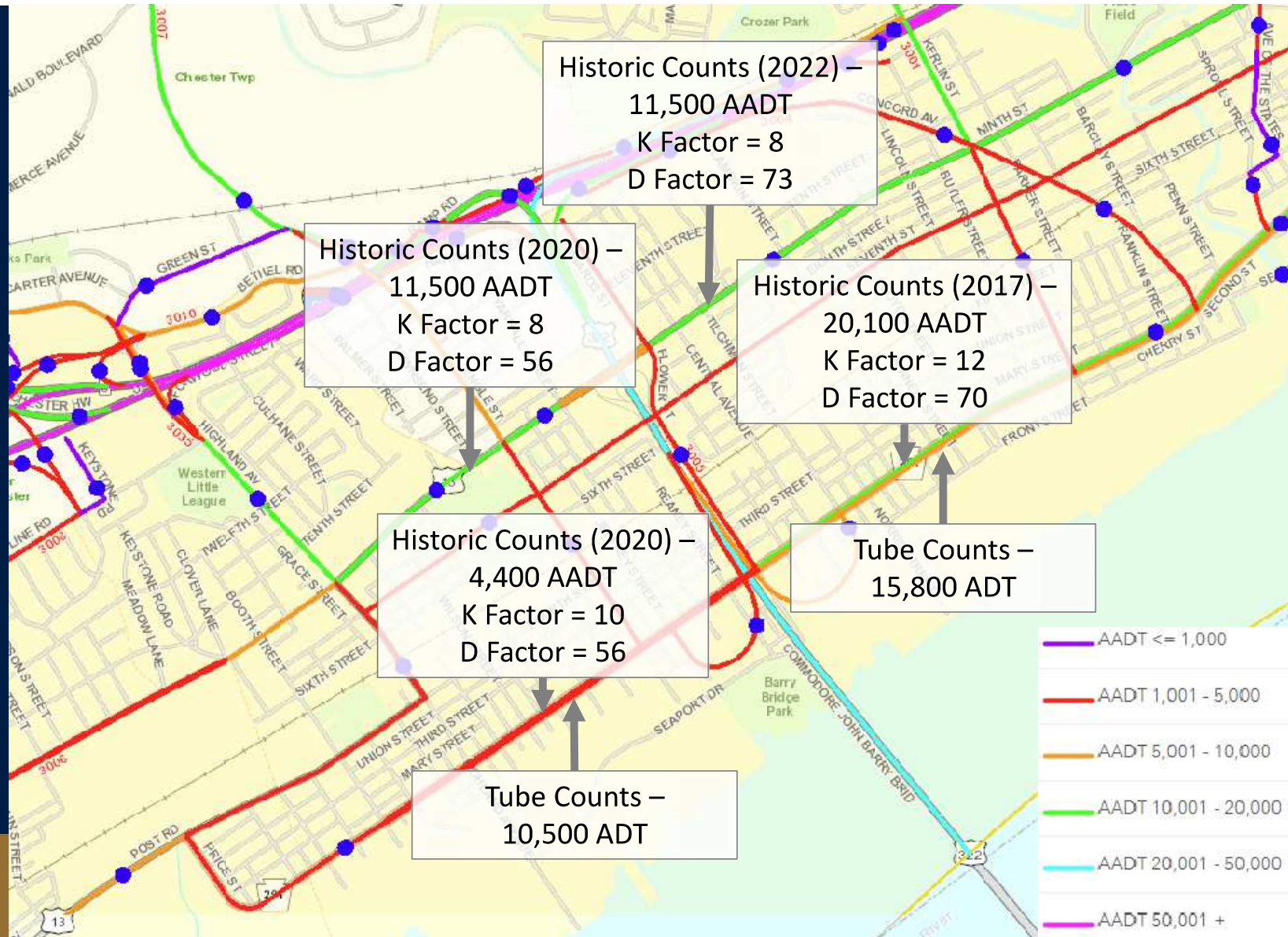
Key Takeaways:

- Lower AADT west of Route 322 and higher AADT east of Route 322
- Higher volumes in westbound direction (high D factor)
- Tube counts were greater than historic counts west of bridge and less than historic counts east of bridge



Key Takeaways:

- The AADT on Route 13 is similar to that on Route 291 (according to tube counts)
- Route 13 is also highly directional



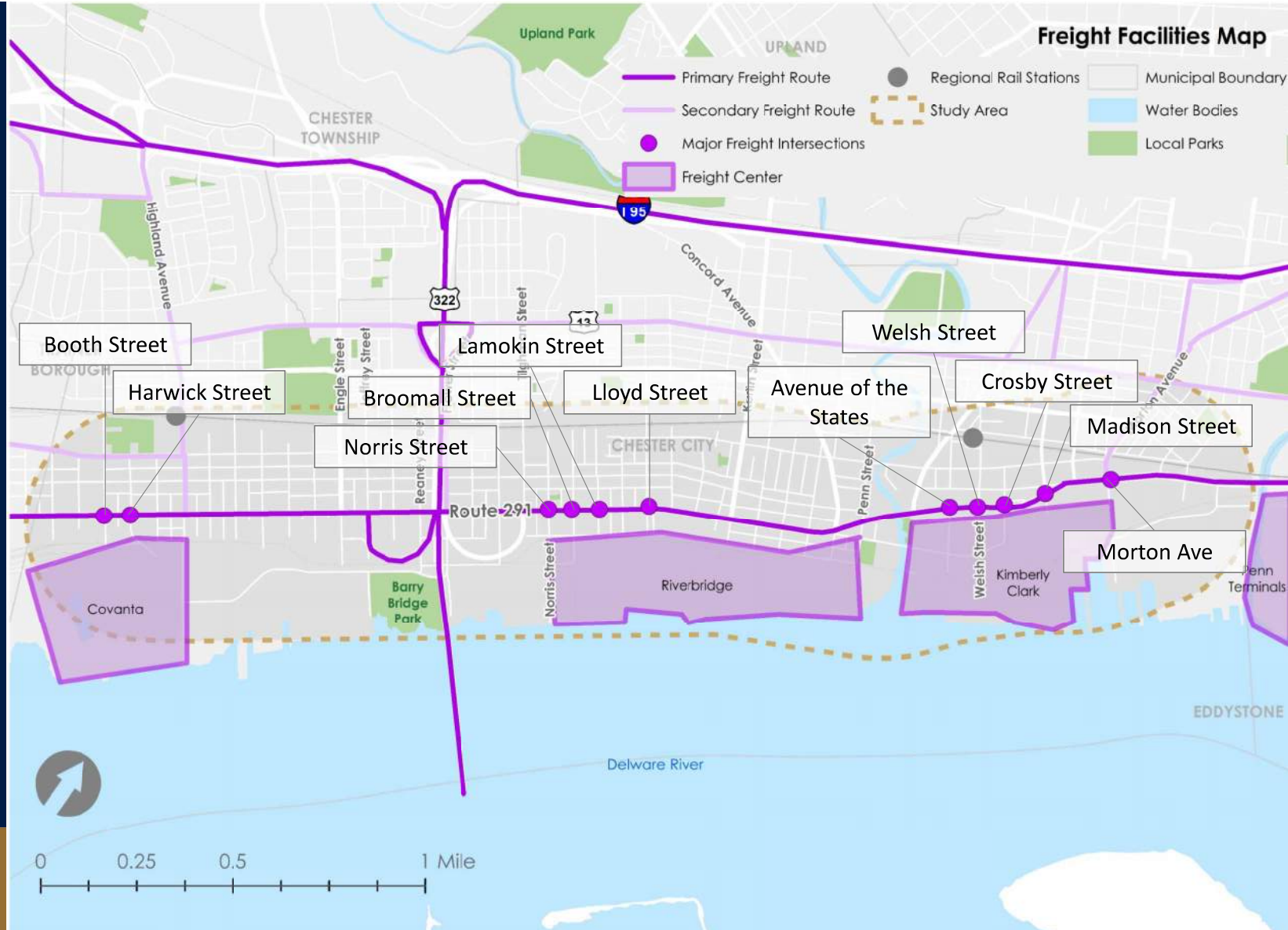
Key Takeaways:

- Major streets intersecting with Route 291 are State owned
- 6 signalized intersections within the study area
- Over a mile between Flower Street & Penn Street signals



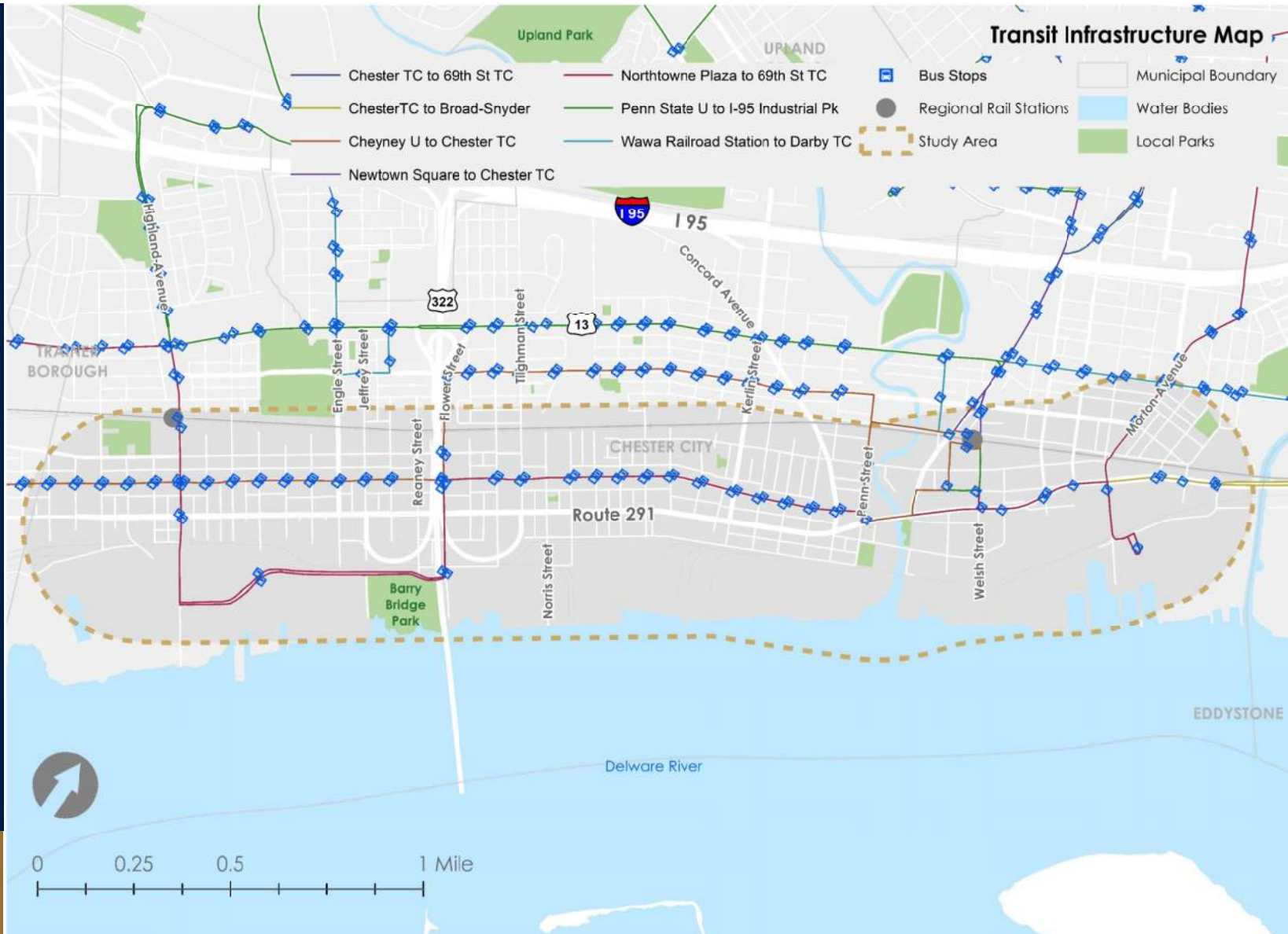
Key Takeaways:

- Route 291, I-95, and Route 322 balance freight as primary routes
- Highland Avenue serves as secondary route
- Major freight centers along Route 291 include Covanta, Kimberly Clark, and Riverbridge



Key Takeaways:

- W 3rd Street is a priority corridor for bus service
- Buses make turns at Highland Avenue and Flower Street
- Bus stops on Route 291 northeast of Penn Street



Types of Safety Analysis

1. Existing Crash Analysis
2. Predictive Safety Analysis
3. Basic Level of Comfort Analysis

290

Total Crashes
Along this Section
of Route 291 From
2017 to 2021

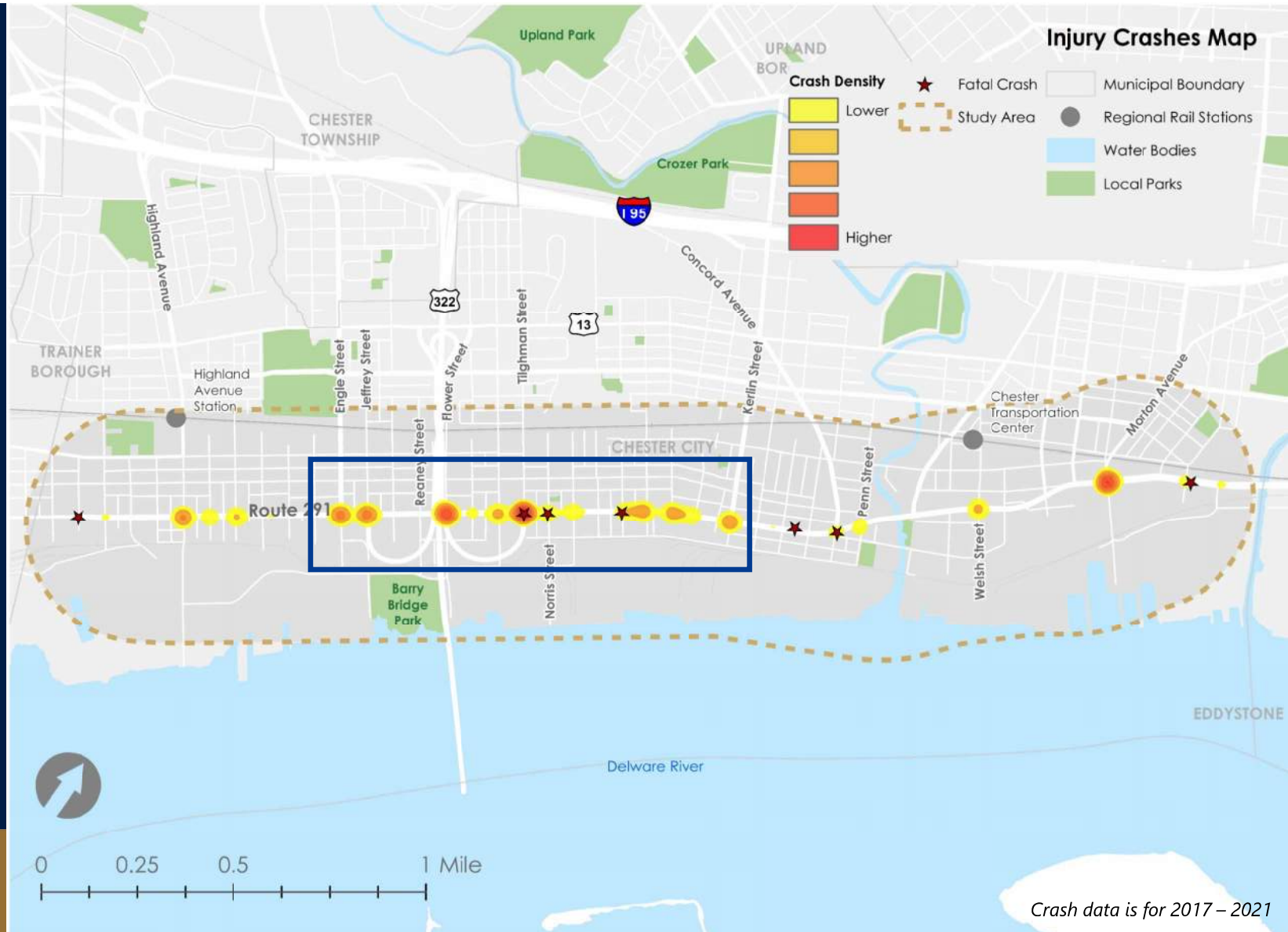


Key Takeaways:

- High crash density between Engle Street and Kerlin Street
- Highest crash counts at Flower Street, Tilghman Street, and Morton Ave

Fatal Crashes at:

- Trainer Street
- Tilghman Street
- Norris Street
- Pennell Street
- Fulton Street
- Concord Avenue
- Hinkson Street

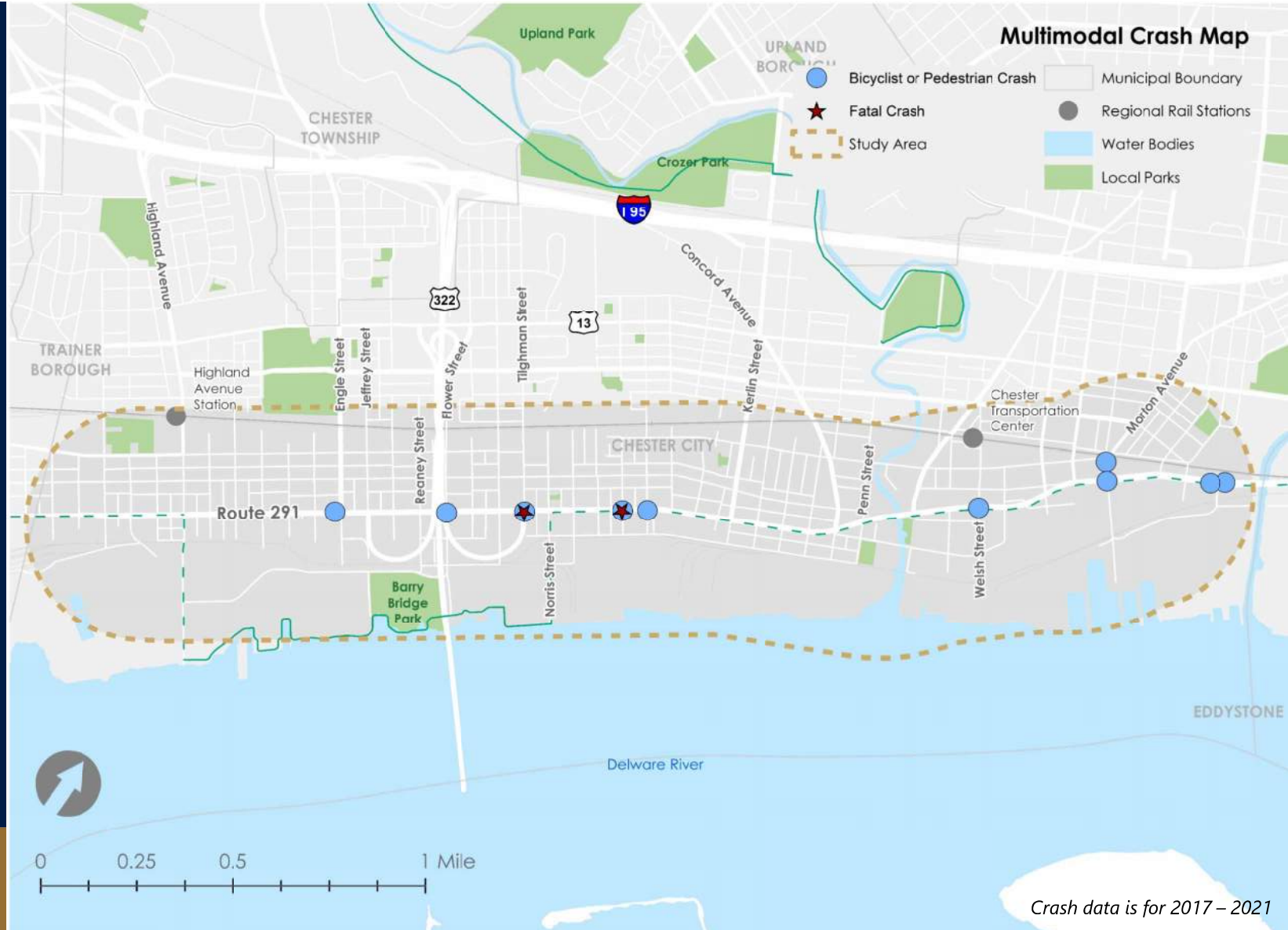


Key Takeaways:

- Crashes near intersections
- Fatal crashes in the middle portion of the corridor

Bike / Pedestrian Crashes at:

- Engle Street
- Flower Street
- Tilghman Street
- Pennell Street
- Lloyd Street
- Welsh Street
- Morton Avenue
- Harrah's Boulevard



Predictive Safety Analysis

Goals:

- Understand how expected crash data compares to predicted crash data
- Invest in safety improvements where there are measurably more expected crashes than predicted crashes

Methodology:

- Break the corridor down into segments and intersections
- Identify roadway characteristics that predict crash potential, such as classification, width, design speed
- Calculate predicted crashes using HSM Tools A and B
- Compare predicted crashes to actual crashes



Predictive Safety Analysis

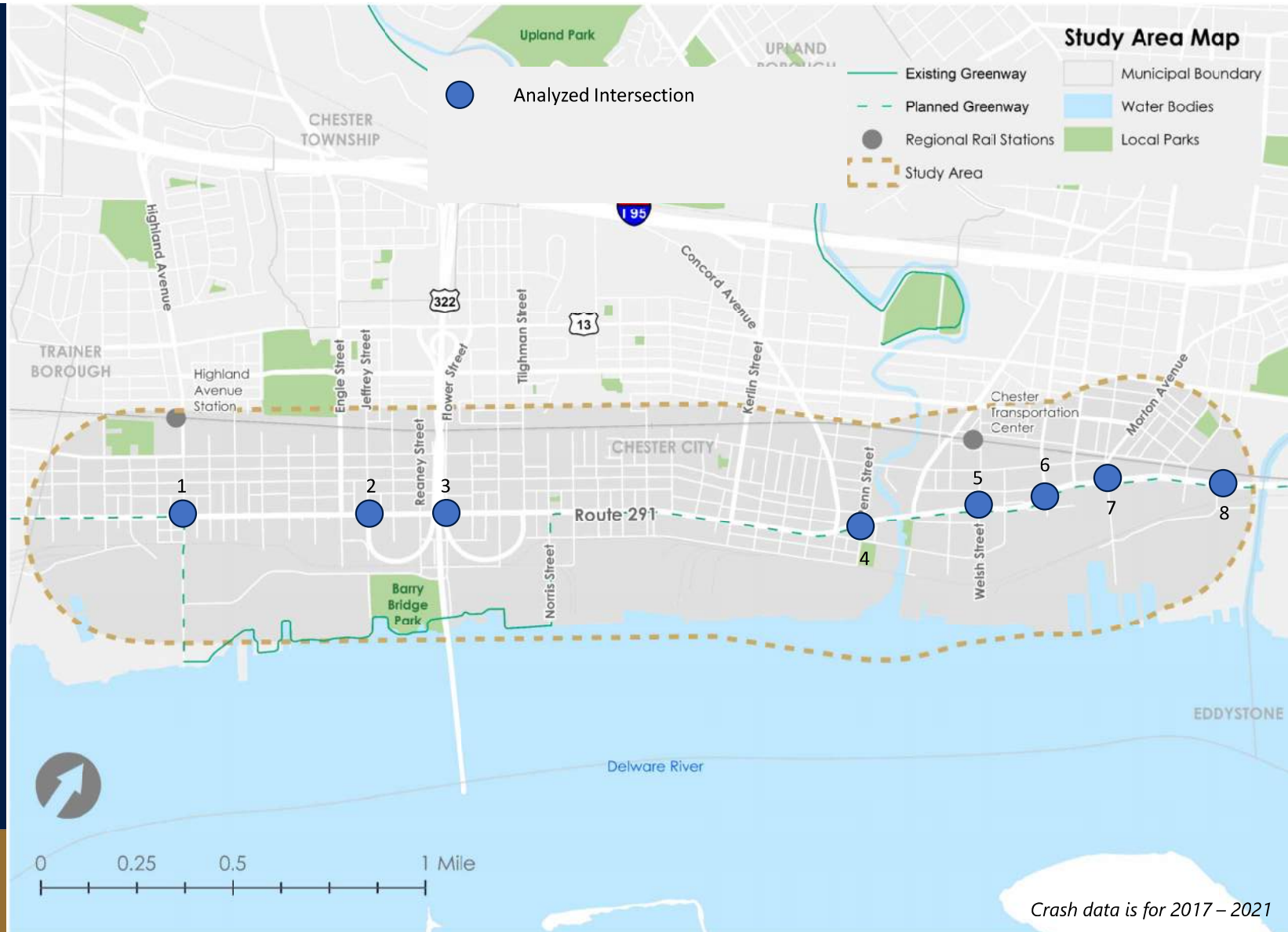
Results:

- $\text{Expected Crashes} - \text{Predicted Crashes} = \text{Potential for Safety Improvement (PSI)}$
- A negative PSI means that safety improvements may not be as effective in reducing observed crashes as compared to expected
- A positive PSI means that safety improvements may be especially effective in reducing observed crashes as compared to expected
- Thus, the HSM suggests making safety investments where PSI is positive



Intersections for Predictive Safety Analysis

1. Highland Ave
2. Jeffrey Street
3. Flower Street
4. Penn Street
5. Welsh Street
6. Madison Street
7. Morton Ave
8. Harrah's Blvd



Segments for Predictive Safety Analysis

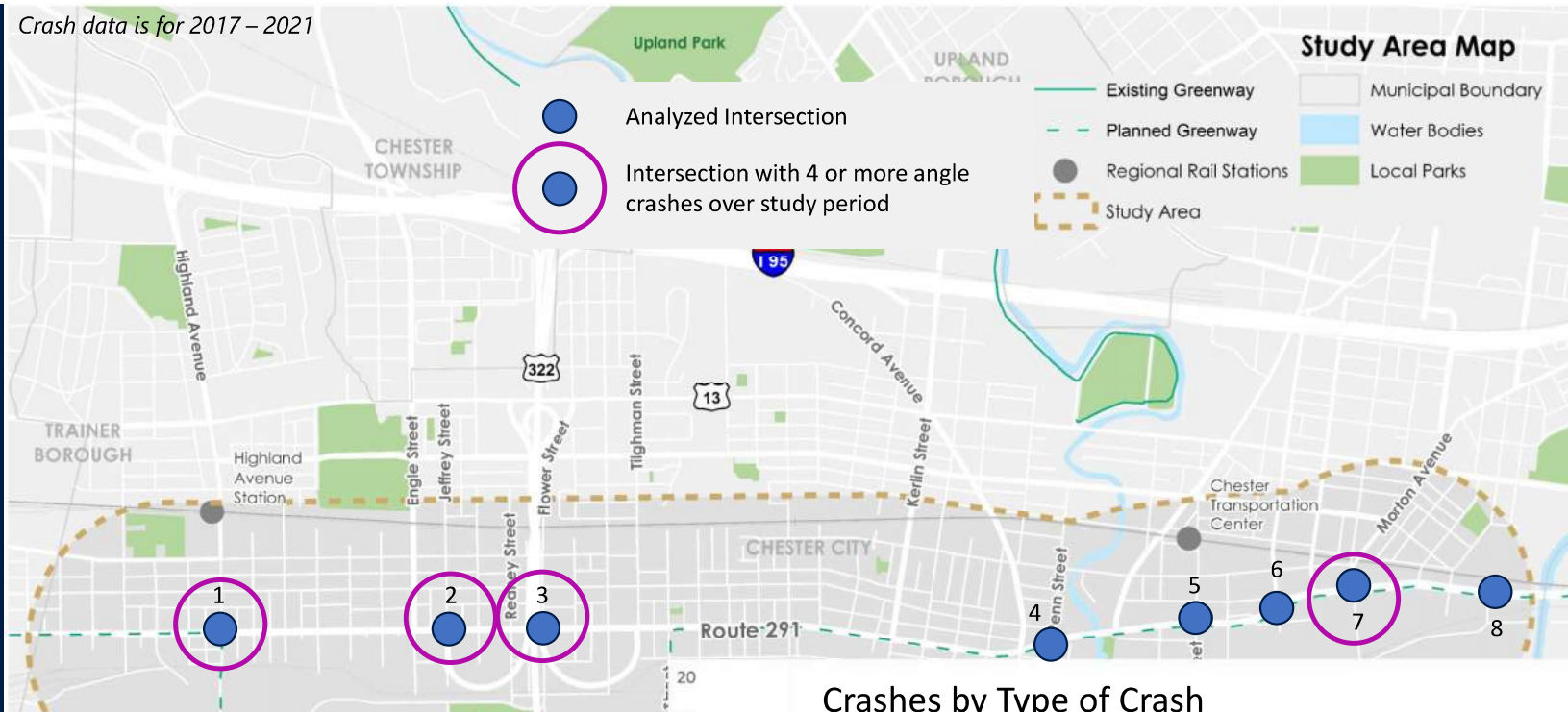
1. Irving Street to Highland Ave
2. Highland Ave to Jeffrey Street
3. Jeffrey Street to Flower Street
4. Flower Street to Penn Street
5. Penn Street to Welsh Street
6. Welsh Street to Madison Street
7. Madison Street to Morton Ave
8. Morton Ave to Harrah's Blvd



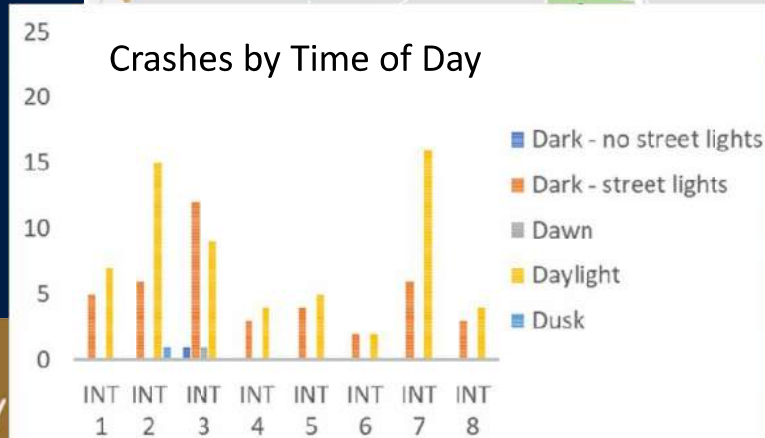
Key Takeaways:

- Crash hot spots at 1, 2, 3, & 7
- Angle, hit fixed objects, and rear-ends are the most frequent intersection crash types
- Typically, more daytime crashes
- Higher nighttime crashes at Flower Street

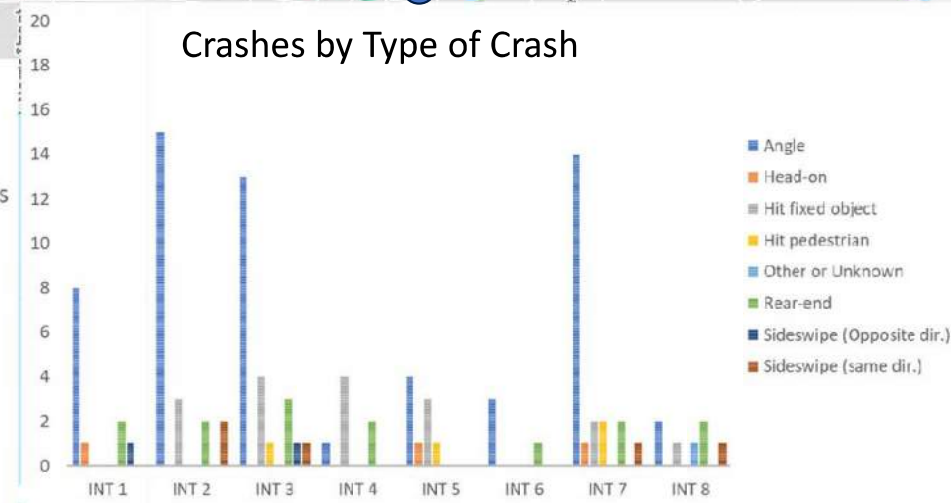
Crash data is for 2017 – 2021



Crashes by Time of Day



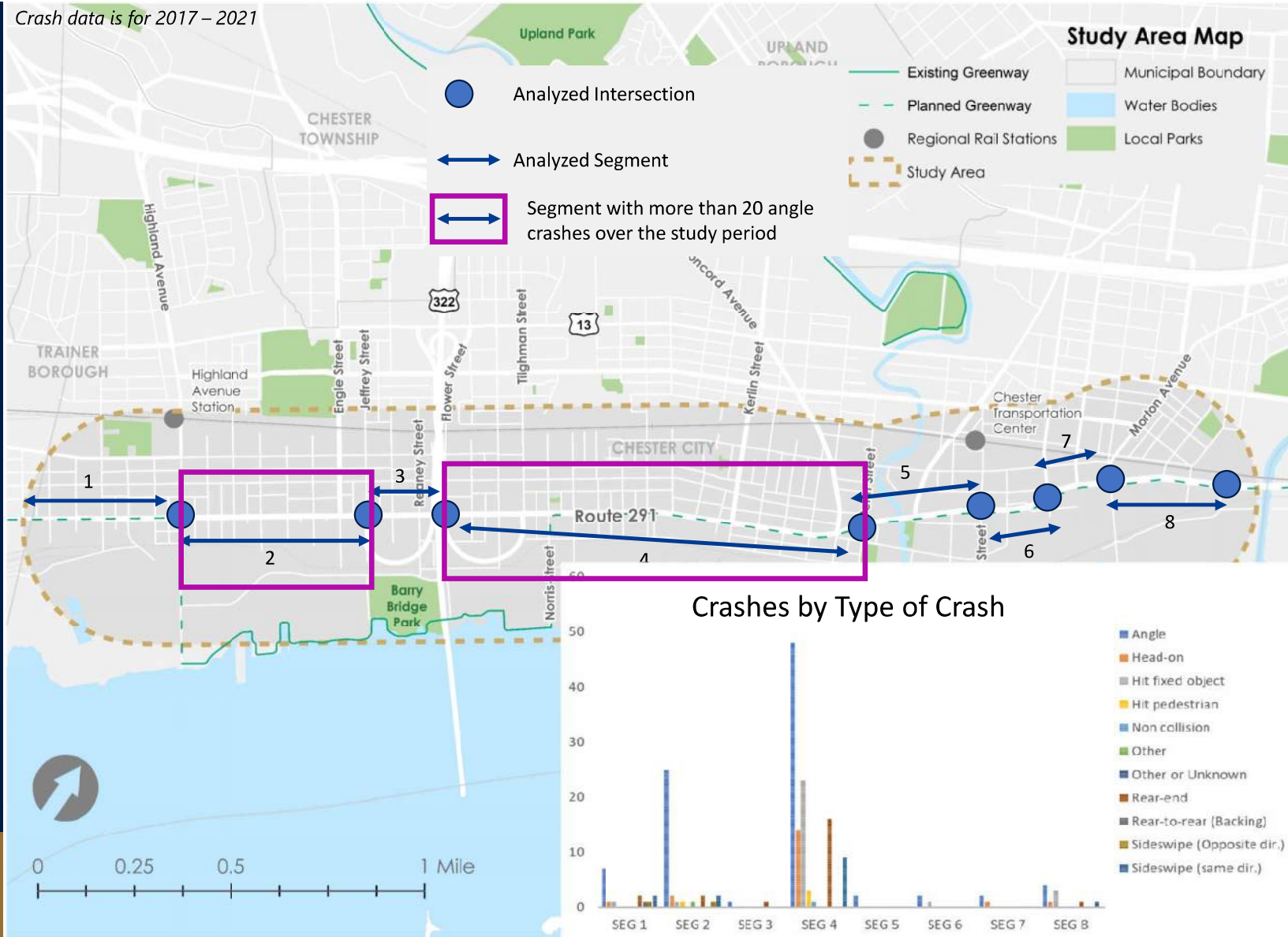
Crashes by Type of Crash



Key Takeaways:

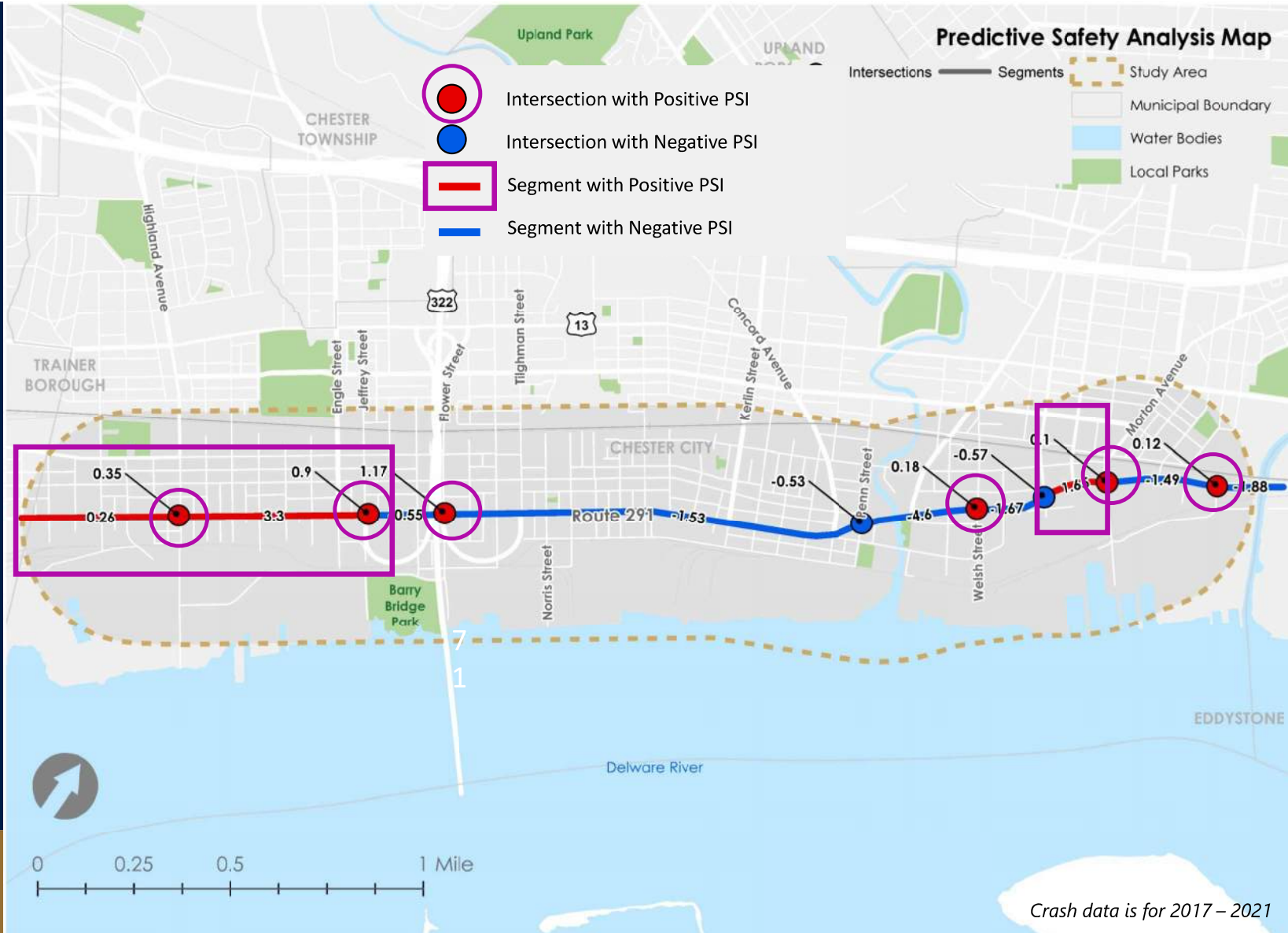
- Segment 4 has the most fatal and serious injury crashes
- Angle, hit fixed objects, and rear-ends are the most frequent segment crash types
- Typically, more daytime crashes

Crash data is for 2017 – 2021



Key Takeaways:

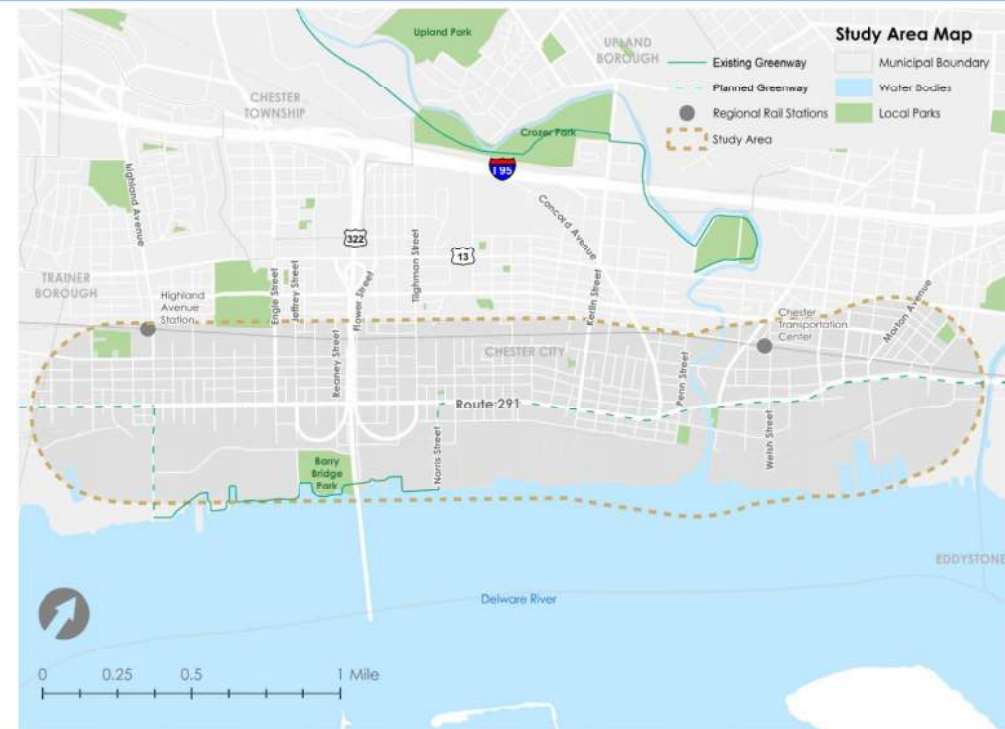
- Several intersections have positive PSI
- Segments west of Route 322 have positive PSI
- HSM suggests making safety investments where PSI is positive



Basic Level of Comfort Analysis

| Category | Route 291 | General PLOC |
|-----------------------------------|----------------------------------|--------------|
| Street Functional Classification | Other Principal Arterial Highway | LOW |
| 85 th Percentile Speed | 45-50 mph | LOW |
| Sidewalk / Planting Strip Width | 7-feet (varies) | LOW |
| Marked Crosswalks | 1 for entire corridor | LOW |
| Curb Ramps | Typical (but not all compliant) | MEDIUM |

Pedestrian Level of Comfort (PLOC) methodology has modified one used in Montgomery County, MD

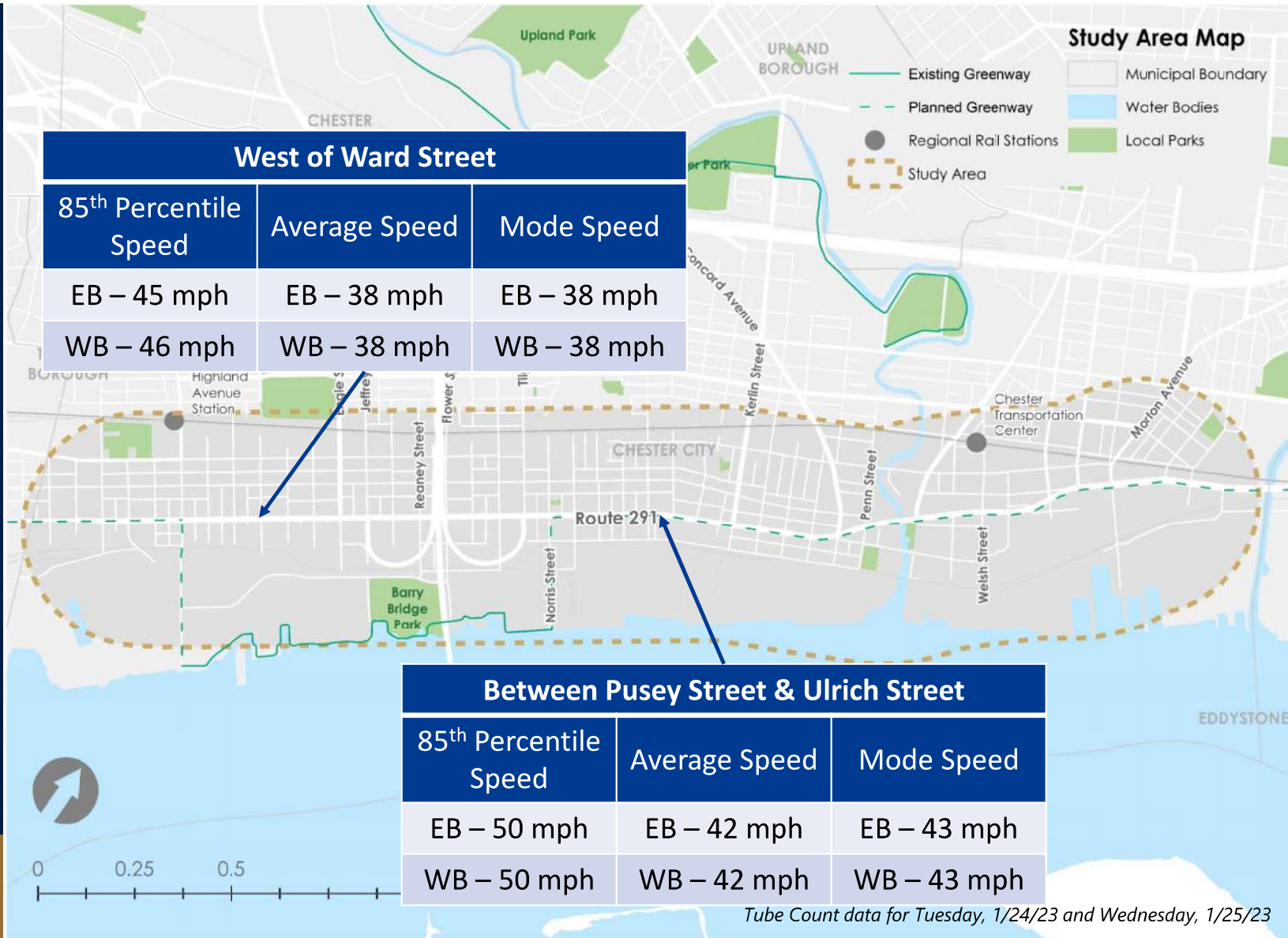


Route 291 Study

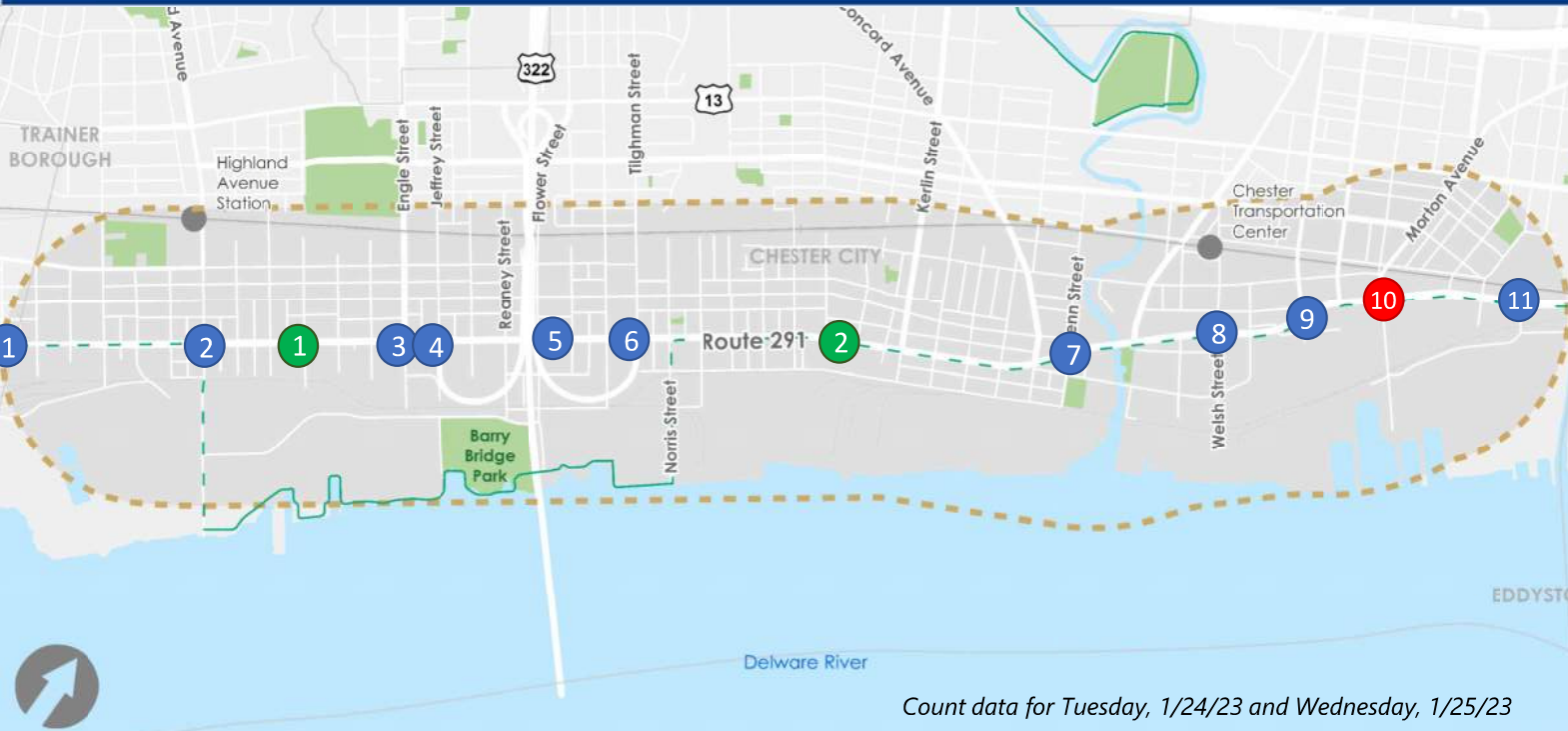


Key Takeaways:

- Speed limit is 35 mph
- Average, mode, and 85th percentile speeds exceed the limit
- Higher speeds east of the bridge



Traffic Data Collection



Count data for Tuesday, 1/24/23 and Wednesday, 1/25/23

1. Irving Street & Route 291

2. Highland Ave & Route 291

3. Engle Street & Route 291

4. Jeffrey Street / US 322 Off Ramp & Route 291

5. Flower Street & Route 291

6. Tilghman Street / US 322 On Ramp & Route 291

7. Penn Street & Route 291

8. Welsh Street & Route 291

9. Madison Street & Route 291

10. Morton Ave & Route 291

11. Harrah's Blvd & Route 291

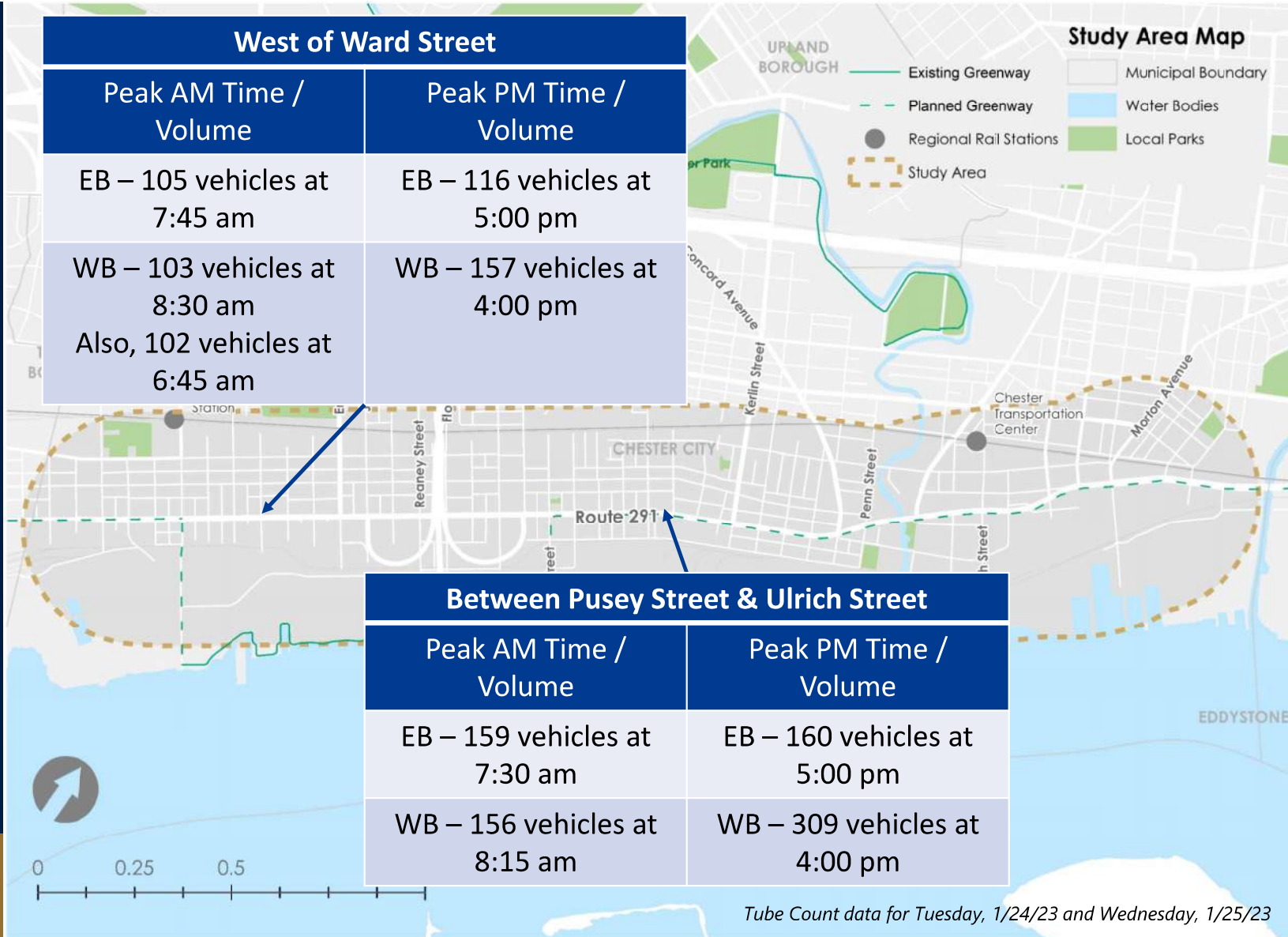
1. Route 291 West of Ward Street

2. Route 291 Between Ulrich Street and Pusey Street



Key Takeaways:

- The westbound peak hour is earlier than eastbound
- Higher westbound volumes in the PM
- Higher volumes east of the bridge, especially westbound PM volumes



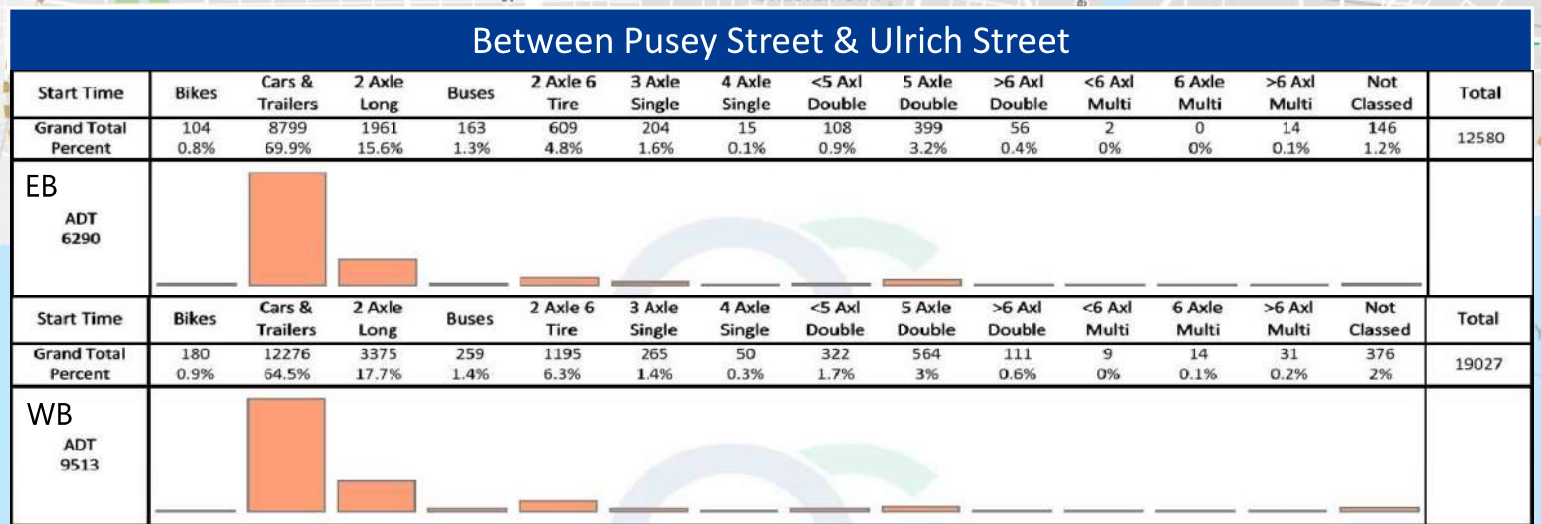
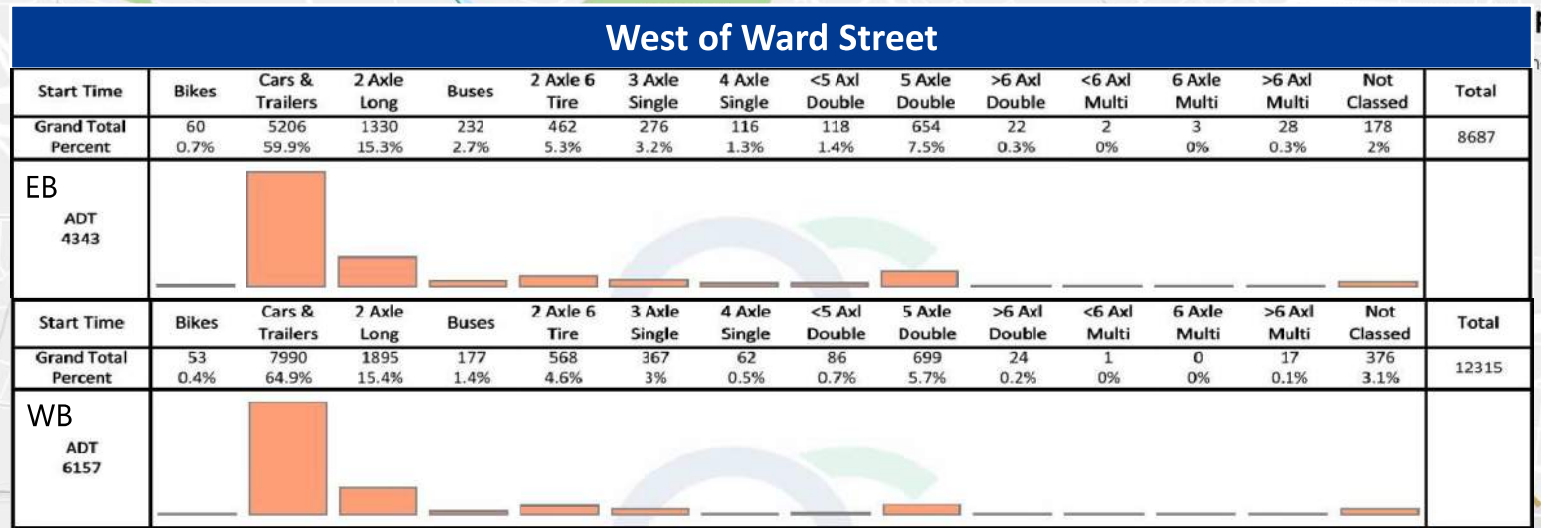
Key Takeaways:

- Heavier truck traffic west of the bridge
- Heavy 5-axle double truck traffic
- Tube count results different from historic counts

Historic Counts

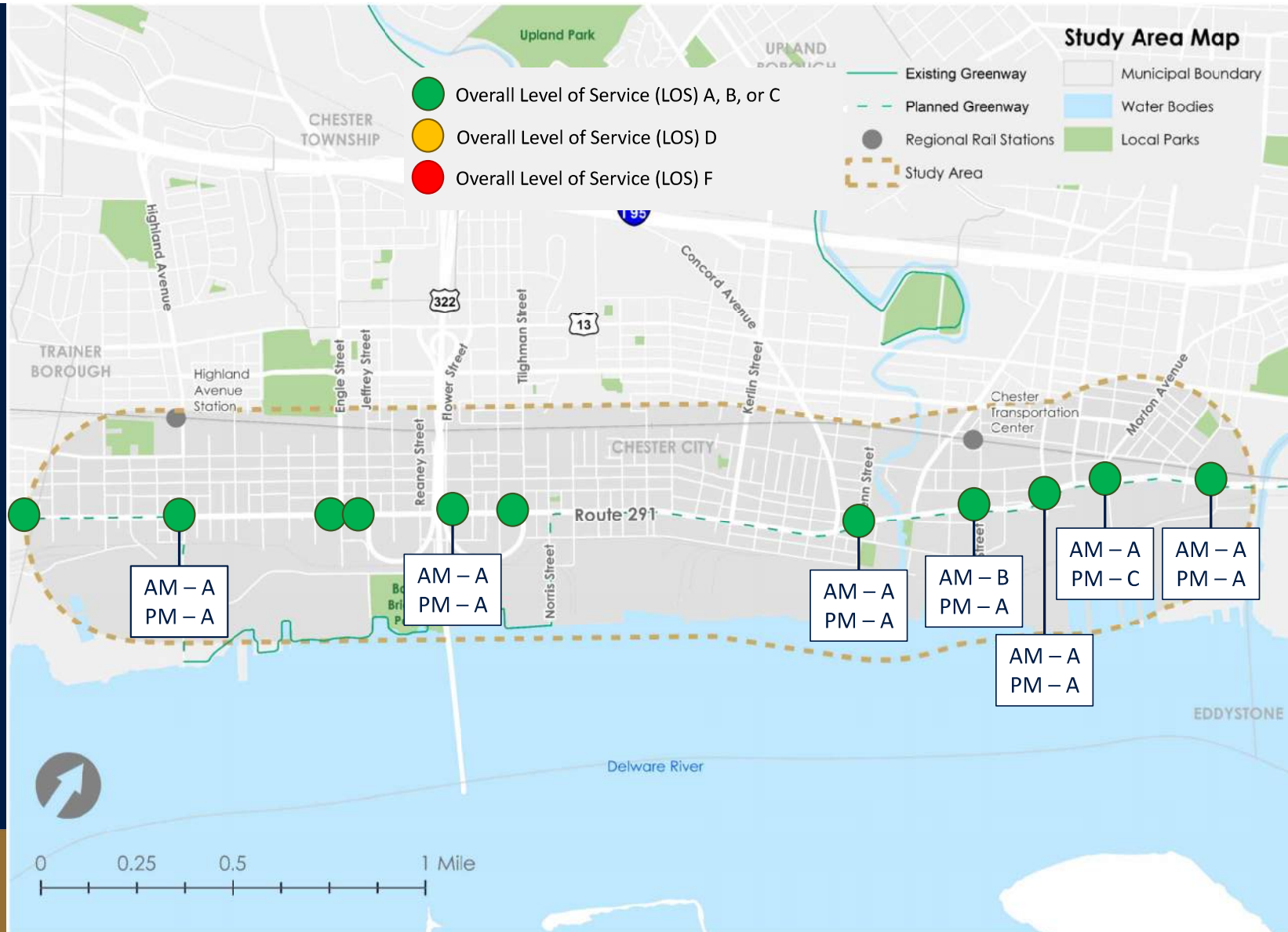
2020 west of bridge - 248 trucks EB, 248 trucks WB

2017 east of bridge - 532 trucks EB, 787 trucks WB



Key Takeaways:

- Acceptable levels of service at all studied intersections (LOS D or better) overall and for all approaches



Synthesis of Issues & Opportunities

Route 291 Study



Key Challenges

- Traffic volumes north/east of the bridge
- Traffic speeds & crashes
- Industrial land uses & heavy truck traffic
- I-95 traffic diversion route
- Disconnected waterfront & vacant parcels
- Lack of pedestrian crossings
- Narrow sidewalks
- No dedicated bike facilities
- Planning fatigue in the community



Key Opportunities

- Vision of revitalization in previous plans
- Wide right-of-way footprint to reimagine
- Redevelopment plans & opportunities
- Regional connectivity (transit and roads)
- Major job generators along the corridor
- Existing and planned bike lanes on side streets
- Pedestrian demand



Approach to Developing & Evaluating Alternatives

Route 291 Study



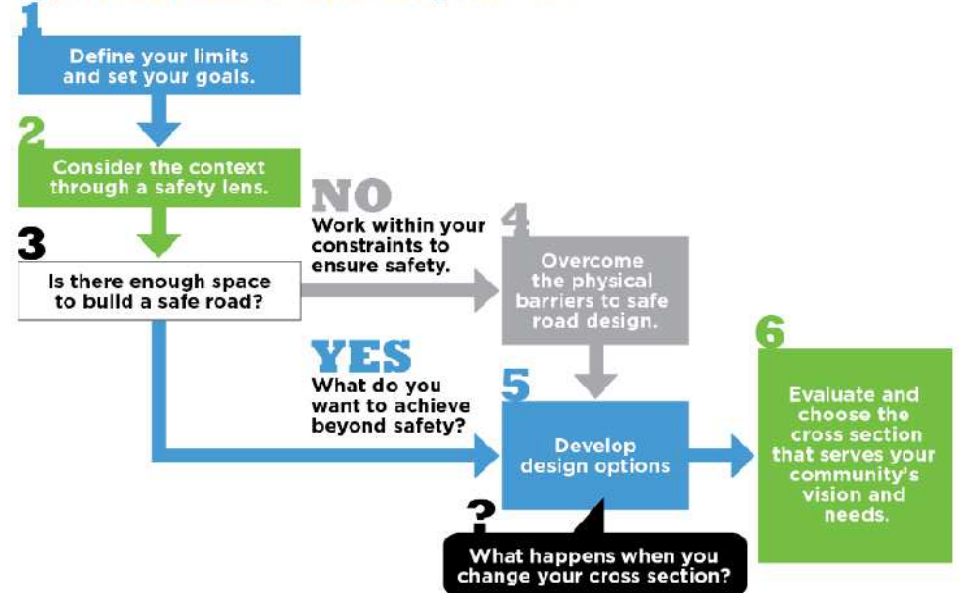
Developing Alternatives

Alternative Development Guided By –

- Project goals and vision
- Community and Stakeholder input
- National guidelines and best practices
- Technical feasibility and corridor context

NCHRP Report 1036: Roadway Cross-Section Reallocation: A Guide

Figure 2: Cross Section Decision-Making Framework



Project Toolkit















Tools color coded by theme

Title, photo, and brief description provided for each tool

Toolkit Themes:

- Greenway Treatments
- Traffic Calming
- Multimodal Access
- Signals & Intersections
- Placemaking
- Truck Route Treatments

IMPROVING SAFETY ON ROUTE 291

| | | | | |
|---|--|---|--|--|
| TRUCK ROUTE TREATMENTS PLACEMAKING SIGNALS & INTERSECTIONS MULTIMODAL ACCESS TRAFFIC CALMING GREENWAY TREATMENTS | 1 SEPARATED BIKE LANE  <p>A separated bike lane is within the street right-of-way and separated from motor vehicle traffic by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.</p> | 2 SHARED USE PATH / TRAIL  <p>This facility is shared between people biking and walking. A Shared Use Path (SUP) or trail provides the highest level of separation and the lowest level of traffic stress for cyclists.</p> | 3 GREEN PAINT  <p>Green and/or white pavement markings draw attention to cyclists moving through or past conflict areas, including intersections and driveways.</p> | 4 BICYCLE SIGNAL  <p>Bicycle signals indicate when bicyclists can cross. They also restrict conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.</p> |
| | 5 ROAD DIET  <p>A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.</p> | 6 RAISED MEDIAN  <p>A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.</p> | 7 CURB EXTENSION  <p>Curbs or sidewalk extended into the street, either at an intersection or mid-block, narrows the street width, reduces pedestrian crossing distance, improves visibility of pedestrians, and reduces right-turning vehicle speeds.</p> | 8 INTERSECTION DAYLIGHTING  <p>Daylighting uses pavement markings, flexible delineator posts, curb, or other visual or physical elements to delineate spaces where off-street parking is not allowed to maintain visibility at driveways and intersections.</p> |
| | 9 AUTOMATED ENFORCEMENT  <p>Automated speed enforcement with the use of cameras can reduce motorist speeds where physical infrastructure is less feasible or effective. Automated enforcement can also be used to reduce red-light running.</p> | 10 MARKED CROSSWALK  <p>High-visibility reflective crosswalk markings should be incorporated at controlled intersections and at priority mid-block crossings. According to FHWA, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%."</p> | 11 CROSSWALK VISIBILITY  <p>Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.</p> | 12 FLASHING PEDESTRIAN SIGNAL  <p>Rectangular Rapid Flash Beacons (RRFBs) include a flasher that lets motorists know pedestrians are crossing. These are especially applicable at uncontrolled, mid-block or trail crossings.</p> |
| | 13 PROTECTED INTERSECTION  <p>A protected intersection physically separates modes to reduce pedestrian and cyclist exposure. Separate signal phases eliminate conflict points.</p> | 14 SIDEWALK WIDENING  <p>A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, the sidewalk clear width should be at least 6-ft wide, or ideally wider.</p> | 15 PEDESTRIAN REFUGE  <p>A pedestrian median refuge island provides added protection for pedestrians and bicyclists crossing at an intersection or mid-block. The refuge improves pedestrian visibility, reduces conflict points, and reduces crossing distance.</p> | 16 COUNTDOWN SIGNAL  <p>A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.</p> |

Greenway Treatments



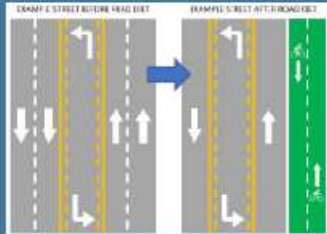
Which of these tools should be prioritized on Route 291 (in Chester and in Ridley Township)?

Are there other bicycle facilities or greenway treatments that should be considered?



Traffic Calming

ROAD DIET



5

A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.

RAISED MEDIAN



6

A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.

CURB EXTENSION



7

Curb or sidewalk extended into the street, either at an intersection or mid-block, narrows the street width, reduces pedestrian crossing distance, improves visibility of pedestrians, and reduces right-turning vehicle speeds.

Which of these tools should be prioritized on Route 291 (in Chester and in Ridley Township)?

Are there other traffic calming treatments that should be considered?

INTERSECTION DAYLIGHTING



8

Daylighting uses pavement markings, flexible delineator posts, curb, or other visual or physical elements to delineate spaces where on-street parking is not allowed to maintain visibility at driveways and intersections.

AUTOMATED ENFORCEMENT



9

Automated speed enforcement with the use of cameras can reduce motorist speeds where physical infrastructure is less feasible or effective. Automated enforcement can also be used to reduce red-light running.



Multimodal Access

TRANSIT AMENITIES



18

Transit amenities include shelters, benches, kiosks, and access to other services and amenities. There should be sidewalk access and safe roadway crossings near transit stops.

MARKED CROSSWALK



10

High visibility reflective crosswalk markings should be incorporated at controlled intersections and at priority midblock crossings. According to FHWA, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%."

CROSSWALK VISIBILITY



11

Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.

FLASHING PEDESTRIAN SIGNAL



12

Rectangular Rapid Flash Beacons (RRFBs) include a flasher that lets motorists know pedestrians are crossing. These are especially applicable at uncontrolled, mid-block or trail crossings.

PROTECTED INTERSECTION



13

A protected intersection physically separates modes to reduce pedestrian and cyclist exposure. Separate signal phases eliminate conflict points.

SIDEWALK WIDENING



14

A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, the sidewalk clear width should be at least 6-ft wide, or ideally wider.

PEDESTRIAN REFUGE



15

A pedestrian median refuge island provides added protection for pedestrians and bicyclists crossing at an intersection or mid-block. The refuge improves pedestrian visibility, reduces conflict points, and reduces crossing distance.

COUNTDOWN SIGNAL



16

A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.

LEADING PEDESTRIAN INTERVAL



17

A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before conflicting vehicles start turning. LPIs are especially helpful at wide, busy intersections.



Signals & Intersections

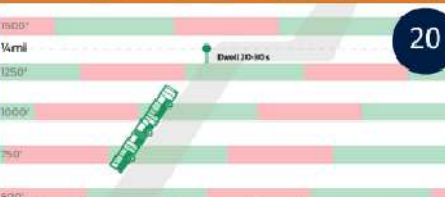
DIRECTIONAL SIGNAGE 19



Source: PennDOT

Providing clear signs and pavement markings along a corridor can reduce confusion and direct motorists to key destinations.

SIGNAL PROGRESSION 20



Source: NACTO

Signals should be considered as a system. Signal progression can provide priority to different modes, such as transit vehicles. It can also optimize performance and reduce queueing and congestion.

SIGNALIZE INTERSECTION 21



Source: NACTO

Full signalization of an intersection impacts traffic operations and controls the movements of all road users. This can slow traffic, improve mobility, and accommodate pedestrians and cyclists.

ROUNDBOUNT 22



Source: Todd Gentry

A roundabout is an intersection treatment with channelized approaches that reduce speeds. Roundabouts minimize conflict points and maintain a safe flow of traffic.

Which of these tools should be prioritized on Route 291 (in Chester and in Ridley Township)?

Are there other intersection operation treatments that should be considered?



Placemaking

Which of these tools should be prioritized on Route 291 (in Chester and in Ridley Township)?

Are there other placemaking treatments that should be considered?

WAYFINDING



Signs direct pedestrians and bicyclists toward destinations in the area, typically including distance and average walking or biking times. Bicycle wayfinding can help people determine which streets have dedicated bicycle facilities.

CORRIDOR BRANDING



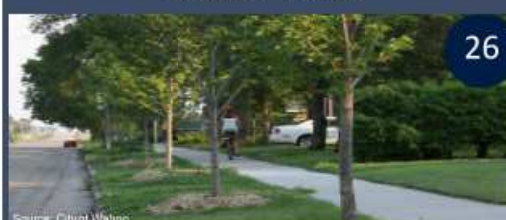
Trail and corridor branding provide a sense of place and direct users to destinations. This branding can connect various facilities within a greater region.

STREET LIGHTING



Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and transit stops. Street lights improve visibility for drivers.

STREET TREES



Street trees provide shade and comfort to people on the sidewalk. They also contribute to a lively sense of place. Street trees must be placed and maintained to allow for motorist visibility.

GREEN STORMWATER INFRASTRUCTURE



Green Stormwater Infrastructure (GSI) in sidewalks, medians, and curb extensions collects stormwater runoff and filters it through special soil and plants before it soaks into the ground or is released slowly back into the sewer system.

Truck Route Treatments



What other treatments should we consider for better balancing and managing truck traffic?



Community Response

IMPROVING SAFETY ON ROUTE 291

TRUCKS/TRAFFIC PLACEMENT

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

BIKEWAY DESIGN

TRUCKS/TRAFFIC TREATMENTS

TRUCKS/TRAFFIC PLACEMENT

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

BIKEWAY DESIGN

LEADING PED INTERVAL 17

TRANSIT AMENITIES 18

DIRECTIONAL SIGNAGE 19

SIGNAL PROGRESSION 20

SIGNALIZATION 21

ROUNDABOUT 22

WAYFINDING 23

CORRIDOR BRANDING 24

STREET LIGHTING 25

STREET TREES 26

GREEN STORMWATER INFRASTRUCTURE 27

TRUCK SIGNAGE 28

SEPARATED BIKE LANE 1

SHARED USE PATH 2

CONFLICT MARKINGS 3

BICYCLE SIGNAL 4

ROADWAY REALLOCATION 5

RAISED MEDIAN 6

CURB EXTENSION 7

DAYLIGHTING 8

AUTOMATED ENFORCEMENT 9

MARKED CROSSWALK 10

CROSSWALK VISIBILITY 11

BEER 12

PROTECTED INTERSECTION 13

SIDEWALK WIDENING 14

PEDISTRIAN REFUGE 15



COUNTDOWN SIGNAL 16



Evaluating Alternatives

Evaluate Alternatives –

- Synchro Analysis*
- SimTraffic Simulation*
- Long-Range Travel Demand Modeling*
- I-95 Diversion Analysis*
- Predictive Safety Analysis*
- ICE Analysis (Stage 1 Form)*
- Planning Evaluation

| |  NEED 1 BETTER ACCESS TO JOBS AND EDUCATION THROUGH IMPROVED EAST-WEST MOBILITY |  NEED 2 ENCOURAGE DEVELOPMENT AND REDEVELOPMENT THAT SUPPORTS TRANSIT |  NEED 3 INCREASE CORRIDOR TRANSIT RIDERSHIP |  NEED 4 SUPPORT LYNX STRATEGIC PLAN AND REGIONAL TRANSIT NETWORK |  NEED 5 INVEST IN TRANSIT IMPROVEMENTS THAT ARE FISCALLY RESPONSIBLE |  PUBLIC INPUT |  POTENTIAL TO MINIMIZE TRAVEL TIME |  OVERALL RATING |
|---|---|---|---|--|--|--|---|--|
| ALIGNMENT | | | | | | | | |
|  Alignment A | Medium High | Medium | Medium | Low | Low | Low | Medium | Medium Low |
|  Alignment B | Medium | Medium | Medium | Low | Low | Low | Medium | Medium Low |
|  Alignment C | Medium Low | Medium | Medium | Low | Low | Low | Low | Medium Low |
|  Alignment D | Medium | Medium High | Medium | Medium | Medium | Medium | High | Medium |
|  Alignment E | Medium | High | Medium | Medium | Medium | Medium | Medium | Medium |
|  Alignment F | Medium | High | Medium | Medium | Medium | Medium | High | Medium High |
|  Alignment G | High | Medium Low | Medium High | High | Medium Low | Medium | High | Medium High |
|  Alignment H | Medium | Medium | Medium | Medium High | Medium Low | Medium High | Low | Medium |
|  Alignment I | Medium | Medium High | Medium High | Medium | Low | High | Low | Medium |

*Activities required by PennDOT to evaluate road diet



Next Steps

Route 291 Study



Next Steps

1. Finalize Toolbox – May
2. Developing Alternatives – May / June
3. Evaluating Alternatives – June / July
4. 3rd Steering Committee Meeting – End of July / Early August
5. Next phase of engagement in August



Questions?

Cathy Spahr
(SpahrC@co.delaware.pa.us)



Tara Hofferth
(thofferth@kittelsohn.com)



A.D. MARBLE

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Route 291 Study
Delaware County, PA
Steering Committee Meeting No. 2

MEETING DATE: May 16, 2023

TIME: 1:30PM- 3:00 PM

LOCATION: Virtual. MS Teams

ATTENDEES: Elaine Schaefer, Vice Chair Delaware County Council
Christine Reuther, Delaware County Council; DVRPC Board
Gina Burritt, Delaware County Planning Director
Tom Shaffer, Delaware County Planning Manager, Transportation Planning
Cathy Spahr, Delaware County Senior Planner
Brittani Hales, Delaware County Planning
Julie DelMuto, Delaware County Planning
Ashwin Patel, PennDOT District 6-0
Tim Stevenson, PennDOT District 6-0
Torsten Lienau, PennDOT District 6-0 Consultant- Jacobs
Shawn Megill Legendre, DVRPC
Peter Rykard, City of Chester, Director, City Planning
Lisa Gaffney, CEDA
Daniel Paschall, East Coast Greenway Alliance
Dave Debusschere, Philadelphia Union/Subaru Park
Tim Murphy, Philadelphia Union/Subaru Park
Tara Hofferth, Kittelson & Associates
Will Weismantel, Kittelson & Associates
Colleen Meiswich, A.D. Marble

ATTACHMENTS:

- 1) PowerPoint Presentation
- 2) Draft Toolkit

Tara Hofferth reviewed the PowerPoint presentation (attached to these minutes). Below is a summary of the meeting.

Agenda, Introductions, and Overview

Tara re-introduced the project team and reminded the attendees of the entities that comprise the Steering Committee.

Tara reviewed the project overview, project goals, study scope and schedule. Tara updated the Steering Committee on the extended schedule, which is now running approximately 10 to 12 months. Tara briefly reviewed the results of Steering Committee Meeting No. 1 and the role of the Steering Committee.

Since Steering Committee Meeting No. 1, the Project Team coordinated with PennDOT on what would be required to determine roadway reallocation feasibility. Daniel Paschall asked if additional funding is required to cover this study. Tara noted that a PennDOT Consultant (Jacobs) is covering some of the additional studies needed. Kittelson will also require additional funds for additional efforts. Gina Burritt noted that the County will be funding Kittelson for these additional funds.

Performance Measures and Community Feedback

Tara reviewed the performance measures and provided the Steering Committee an update on the Community Feedback to date. In April, a Listening Session was held and throughout March and April, the public provided comments on the comment map. There were common themes provided during this outreach, and they are summarized on the attached Slides 20 and 21.

Peter Rykard noted that during the outreach and in future discussions, emphasize that Route 291 is a State Road and not a City road.

Existing Conditions Analyses and Predictive Safety Analysis

Daniel asked if the team reviewed the Bus Revolution studies. Tara noted that the team has not but that will be an action item for Kittelson.

The existing projects occurring in the City of Chester were discussed. A traffic signal will be added at Route 291 and Jeffrey Street. A Rectangular Rapid Flashing Beacon (RRFB) will be added at Route 291 and Reaney Street. Coordination with these projects and their project teams is needed. McMahon is one of the firms involved for these other projects.

Daniel asked what the high frequency of angle crashes reveals. Tara and Will Weismantel stated that angle-type crashes typically relate to intersection-based crashes.

A discussion about the speeds on Route 291 occurred. There are existing speed limits of 35 mph. There was consensus that while the team could evaluate the speed on US-13 as a comparison to the speeds on Route 291 and lowering the speed limit could be part of the toolkit, lowering the speed limit is not a long-term solution. There was consensus that infrastructure tools are needed to slow vehicles down.

Approach to Developing & Evaluating Alternatives

Tara discussed the Project Toolkit and various themes identified. See attached for the revised toolkit, which reflects feedback received during the meeting. A discussion on the toolkit themes occurred:

Greenway Treatments

Shawn Megill Legendre indicated that the success of the greenway treatments depends on the space available. If the corridor allows it, can do a shared use path. The bike lane could also be used as a cycle path and have two way separated bike lanes; this would also need a separate sidewalk.

Ashwin Patel indicated that a separated shared use path/trail is desired by PennDOT. Separated Bike Lanes typically require a curb between the lane and sidewalk based on current vehicle code.

Elaine Schaefer strongly advocated for shared use path/trail. This invites beautification and traffic calming, and also invites people to want to invest in this area.

Daniel agrees with a shared use path/trail. The East Coast Greenway Alliance typically pushes for the most separation between vehicles and trail users. Separated Bike Lanes are great in constrained section but the East Coast Greenway Alliance prefers a trail. A trail helps to push a better pedestrian facility. A path helps walking to/from buses and for recreational purposes.

Lisa Gaffney and Cathy Spahr discussed Asphalt Art completed by Bloomburg Philanthropies where local artists complete the art. This was done recently in Media at Jackson Street. Gina Burritt provided the link in the chat- <https://asphaltart.bloomberg.org/>. Ashwin noted that PennDOT typically does not permit this in state right-of-way; however, PennDOT is currently working on updating policies for local aid highways.

Daniel shared in the chat: Please recommend inclusion of trail amenities overall as part of the Greenway (benches, bus shelters, trees, other ways to add art, wayfinding for the trail and nearby destinations) -- see recommendations related to infrastructure on page 2 of this summary (from Equity of Access to Trails Study):

<https://williampennfoundation.org/sites/default/files/reports/Equitable%20Trail%20Use%202-pager.pdf> and <https://williampennfoundation.org/what-we-are-learning/equity-access-trails>.

Daniel also referenced Tinicum's shared use path / ECG on 291 has a bus shelter and trash can with access to the trail: <https://goo.gl/maps/eHbReWAOXYVTDYP9>. After the meeting, Daniel sent along additional trail photos and resources.

Traffic Calming

Tim Stevenson asked about the type of automated enforcement the team was proposing and noted that automated speed control requires legislation. Ashwin stated that he could check if the City of Chester is able to do red light running. Peter noted that the City of Chester tried to institute red light cameras but the police department did not have accreditation to put this in place. Cathy stated that this may be an item the County can work through with the City of Chester, and this could be an action item that is worked towards.

Shawn preferred rumble strips and noted that speed bumps would likely be too jarring. Tara noted that raised treatments are not best option for this roadway.

Lisa asked if marking the speed limit on the road is permissible. PennDOT noted that yes, that is permitted.

Peter noted that adding more signs to show the posted speed limit would be helpful. Ashwin indicated that speed limit signs 35 mph and below is the responsibility of the municipality. The City of Chester is responsible for replacing missing signs.

Daniel asked if there would be pedestrian refuge areas in the raised median option. Tara indicated that there could be refuge areas.

Multimodal Access

Daniel asked that pedestrian scale lighting and intersection lighting be added.

Signals & Intersections

Lisa asked that the team look at the signal timing of Flower Street.

Placemaking Tools

No feedback was provided.

Truck Route Treatment

The team will add truck aprons to the toolbox.

Daniel noted that there is an NACTO (National Association of City Transportation Officials) guide that focuses on industrial streetscapes. (<https://nacto.org/publication/urban-street-stormwater-guide/stormwater-streets/industrial-street/>)

Next Steps

Tara noted that members of the team attended the 2023 Chester River Festival and received good feedback from the attendees.

Ashwin asked for existing condition analysis files. Tara will send pdf to Steering Committee. Ashwin also asked for the Syncro files and the safety analysis files. Tara will package traffic files and send to PennDOT and the Steering Committee, to be passed along to the City engineer by Lisa.

Daniel asked about the small gap in the proposed Ridley Township trail connection from Stewart Avenue to the Darby Creek Bridge. Daniel clarified that while PennDOT is building a portion of the trail in Ridley Township, a small gap will remain. Tara indicated that the team will look into this and will assess alternatives.

Tara asked for the contact for the firm that worked on the Eddystone project. Shawn will send along the final report for that.

Ashwin indicated PennDOT may be planning a traffic calming project in the southern section of the corridor. They will get Kittelson the plans and schedule.

Tara thanked everyone for their attendance. The meeting ended at approximately 3:00 pm.

A.D. MARBLE

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The preceding is a summary of the items discussed at the above-mentioned meeting. If you have any corrections to these meeting minutes, please provide them to Colleen Meiswich of A.D. Marble at cmeiswich@admarble.com by **Friday, June 2, 2023**.

Improving Safety on Route 291

Steering Committee Meeting #3
September 20, 2023
9:30 am – 11:00 am

Agenda

1. Study Recap
2. Other Study Area Projects
3. Alternatives Overview
4. Analysis Overview
5. Analysis Results
6. Ridley Township
7. Activities
8. Next Steps



Introductions

Elaine Paul Schaefer (Vice Chair, Delaware County Council)

Gina Burritt (Director, Planning)

Tom Shaffer (Manager, Transportation Planning)

Cathy Spahr (Senior Planner)



Tara Hofferth
Will Weismantel
Alain Izabayo



Colleen Meiswich



Introductions

- Chester City
- Eddystone Borough
- Ridley Township
- Tincum Township
- Delaware County Planning
- Delaware County GIS
- Delaware County Council
- PennDOT District 6
- Riverfront Alliance
- Delaware Valley Regional Planning Commission
- East Coast Greenway Alliance
- PA Environmental Council
- Bicycle Coalition
- State Representation
- SEPTA



Study Recap

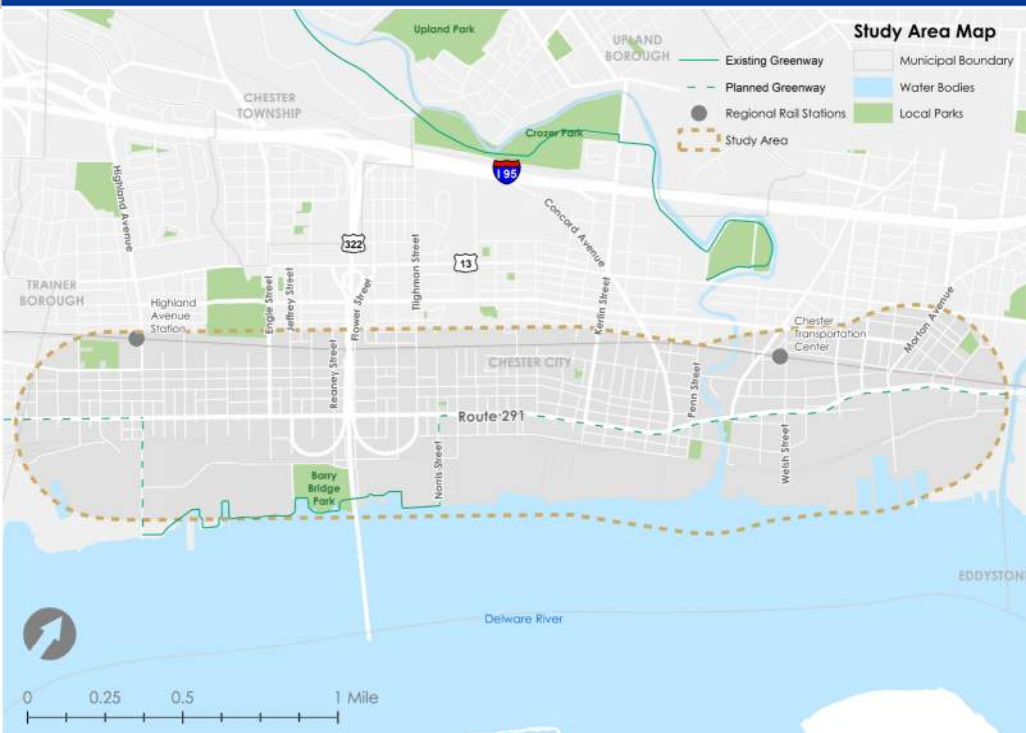
Route 291 Study



Goals

This study will assess the **feasibility of a road diet and multimodal safety improvements** along Route 291 from Irving Street to Ridley Creek.

It will also make recommendations for the **dedicated East Coast Greenway facility** through Chester City and Ridley Township.



Study Objectives:



Improve Safety For All



Create Connections for Walking & Biking



Optimize Roadway Operations



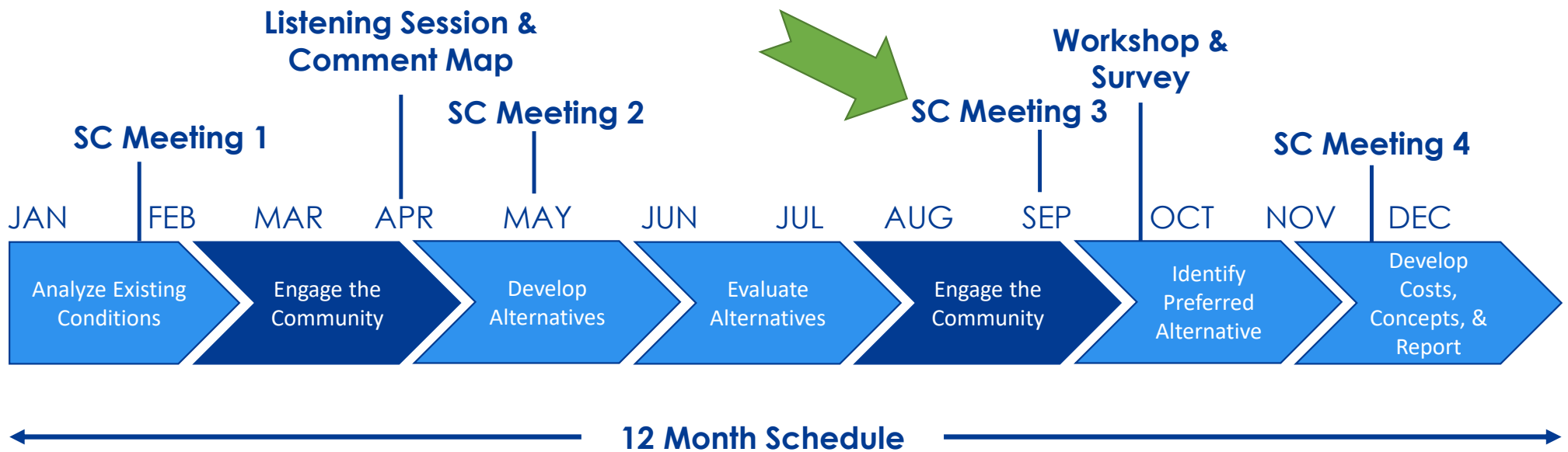
Balance Residential and Industrial Needs



Plan for Implementation

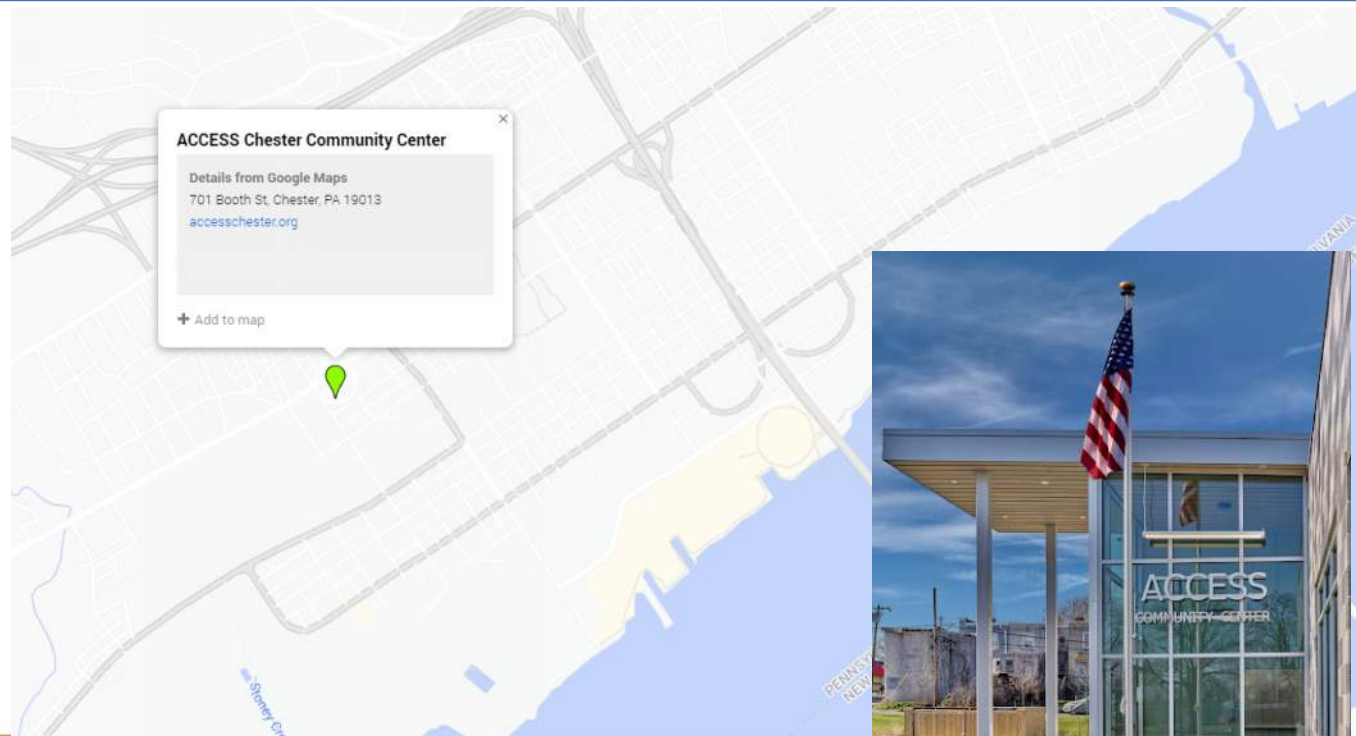


Timeline



Upcoming Engagement

- Survey (Open through October 25th)
- Public Workshop October 11th at the ACCESS Center
- Distributing flyers at Food Truck Event & other community places

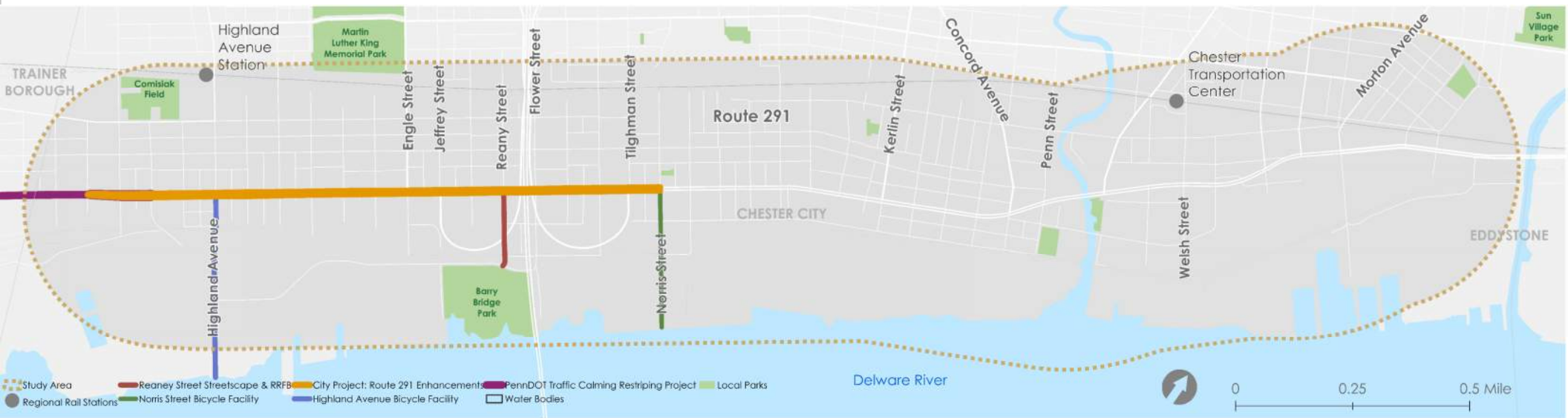


Other Study Area Projects

Route 291 Study



Other Projects in Study Area



Route 291 Study



Alternatives Overview

Route 291 Study



IMPROVING SAFETY ON ROUTE 291

TRUCK ROUTE TREATMENTS

PLACEMAKING

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

GREENWAY TREATMENTS

SEPARATED BIKE LANE

1

A separated bike lane is within the street right-of-way and separated from motor vehicle traffic by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.

SHARED USE PATH / TRAIL

2

This facility is shared between people biking and walking. A shared use path (SUP) or trail provides the highest level of separation and the lowest level of traffic stress for cyclists.

GREEN PAINT

3

Green and/or white pavement markings draw attention to cyclists moving through or past conflict areas, including intersections and driveways.

BICYCLE SIGNAL

4

Bicycle signals indicate when bicyclists can cross. They also restrict conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.

ROAD DIET

5

A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.

RAISED MEDIAN

6

A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.

CURB EXTENSION / BULBOUT

7

Curb or sidewalk extended into the street, either at an intersection or mid-block, narrows the street width, reduces pedestrian crossing distance, improves visibility of pedestrians, and reduces right-turning vehicle speeds.

INTERSECTION VISIBILITY

8

Marking off areas using pavement markings, flexible delineator posts, or other visual or physical elements delineates space where on-street parking is restricted. This maintains visibility at driveways and intersections.

SPEED / RED LIGHT CAMERAS

9

Speed or red light running cameras can reduce motorist speeds and impact driver behavior where physical infrastructure is less feasible or effective. Additional legislation and certification might be needed to implement.

SPEED LIMIT MARKINGS & SIGNS

10

Painted speed limit markings and more speed limit signs provide a visual reminder of the desired and allowable roadway speed. Speed limits can also be reduced where appropriate.

BUFFERS & RUMBLE STRIPS

11

Buffers and/or rumble strips can be used to separate different modes or traffic traveling in opposite directions. These treatments can enforce separation between fast moving traffic and a parking lane, bike lane, or turn lane.

SIDEWALK WIDENING

12

A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, the sidewalk clear width should be at least 6-ft wide, or ideally wider.

PEDESTRIAN REFUGE

13

A pedestrian median refuge island provides added protection for pedestrians and bicyclists crossing at an intersection or mid-block. The refuge improves pedestrian visibility, reduces conflict points, and reduces crossing distance.

MARKED CROSSWALK

14

High-visibility reflective crosswalk markings should be incorporated at controlled intersections and at priority midblock crossings. According to FHWA, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%."

CROSSWALK VISIBILITY

15

Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.

INTERSECTION MARKINGS

16

Pavement markings visually separate modes to reduce pedestrian and cyclist exposure. Separate signal phases for bicyclists and pedestrians eliminate conflict points.

IMPROVING SAFETY ON ROUTE 291

TRUCK ROUTE TREATMENTS

PLACEMAKING

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

GREENWAY TREATMENTS

FLASHING PEDESTRIAN SIGNAL



Rectangular Rapid Flash Beacons (RRFBs) include a flasher that lets motorists know pedestrians are crossing. These are especially applicable at uncontrolled, mid-block or trail crossings.

PEDESTRIAN COUNTDOWN SIGNAL



A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.

EXTRA PEDESTRIAN CROSSING TIME



A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before conflicting vehicles start turning. LPIs are especially helpful at wide, busy intersections.

TRANSIT AMENITIES



Transit amenities include shelters, benches, kiosks, and access to other services and amenities. There should be sidewalk access and safe roadway crossings near transit stops.

TRAFFIC SIGNALS AT INTERSECTIONS



Full signalization of an intersection impacts traffic operations and controls the movements of all road users. This can slow traffic, improve mobility, and accommodate pedestrians and cyclists.

ROUNDBOUNT



A roundabout is an intersection treatment with channelized approaches that reduce speeds. Roundabouts minimize conflict points and maintain a safe flow of traffic.

DIRECTIONAL SIGNAGE



Providing clear signs and pavement markings along a corridor can reduce confusion and direct motorists to key destinations.

TRAFFIC SIGNAL TIMING



Traffic signal timing changes can optimize traffic operation and reduce queuing and congestion. Signal timing might also provide priority to different modes, such as transit vehicles.

STREET LIGHTING



Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and transit stops. Street lights improve visibility for drivers.

STREET TREES



Street trees provide shade and comfort to people on the sidewalk. They also contribute to a lively sense of place. Street trees must be placed and maintained to allow for motorist visibility.

GREEN STORMWATER INFRASTRUCTURE



Green Stormwater Infrastructure (GSI) in sidewalks, medians, and curb extensions collects stormwater runoff and filters it through special soil and plants before it soaks into the ground or is released slowly back into the sewer system.

ASPHALT ART



Asphalt art can be used to visually delineate space in the roadway to improve safety and revitalize public space.

TRAIL WAYFINDING & AMENITIES



Signs direct pedestrians and bicyclists toward destinations in the area, typically including distance and average walking or biking times. Other amenities might include benches, shelters, trees, and art.

CORRIDOR BRANDING



Trail and corridor branding provide a sense of place and direct users to destinations. This branding can connect various facilities within a greater region.

TRUCK SIGNAGE



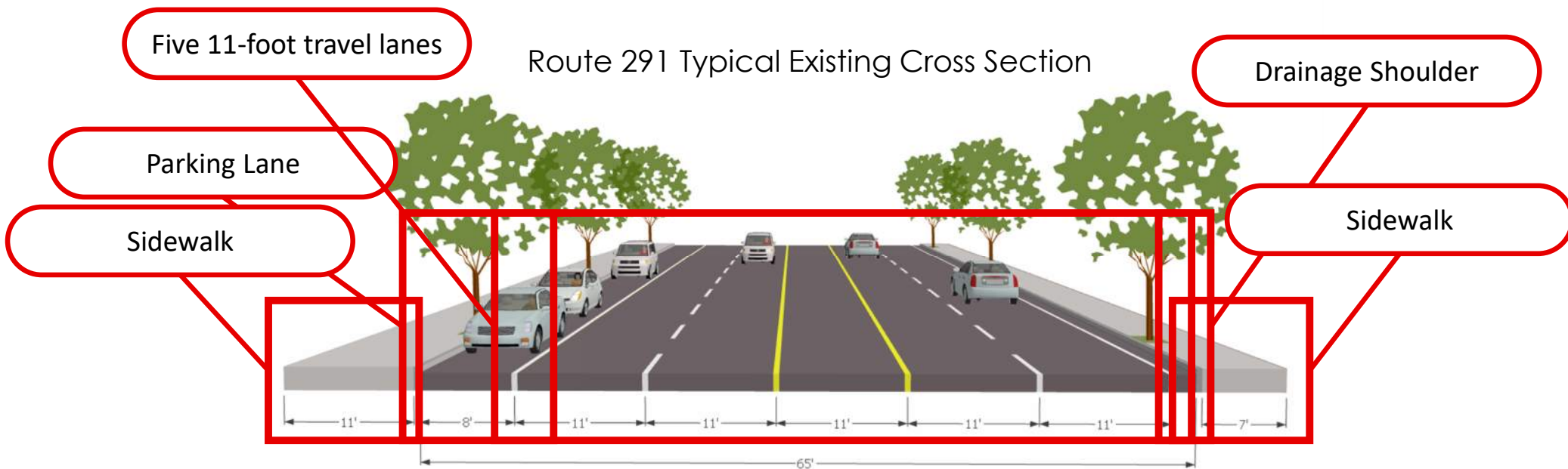
Signs and pavement markings can be used to direct and restrict truck traffic. Through-movement truck traffic can be discouraged while trucks accessing industry along the corridor can be directed to make safe, slow movements.

TRUCK APRON

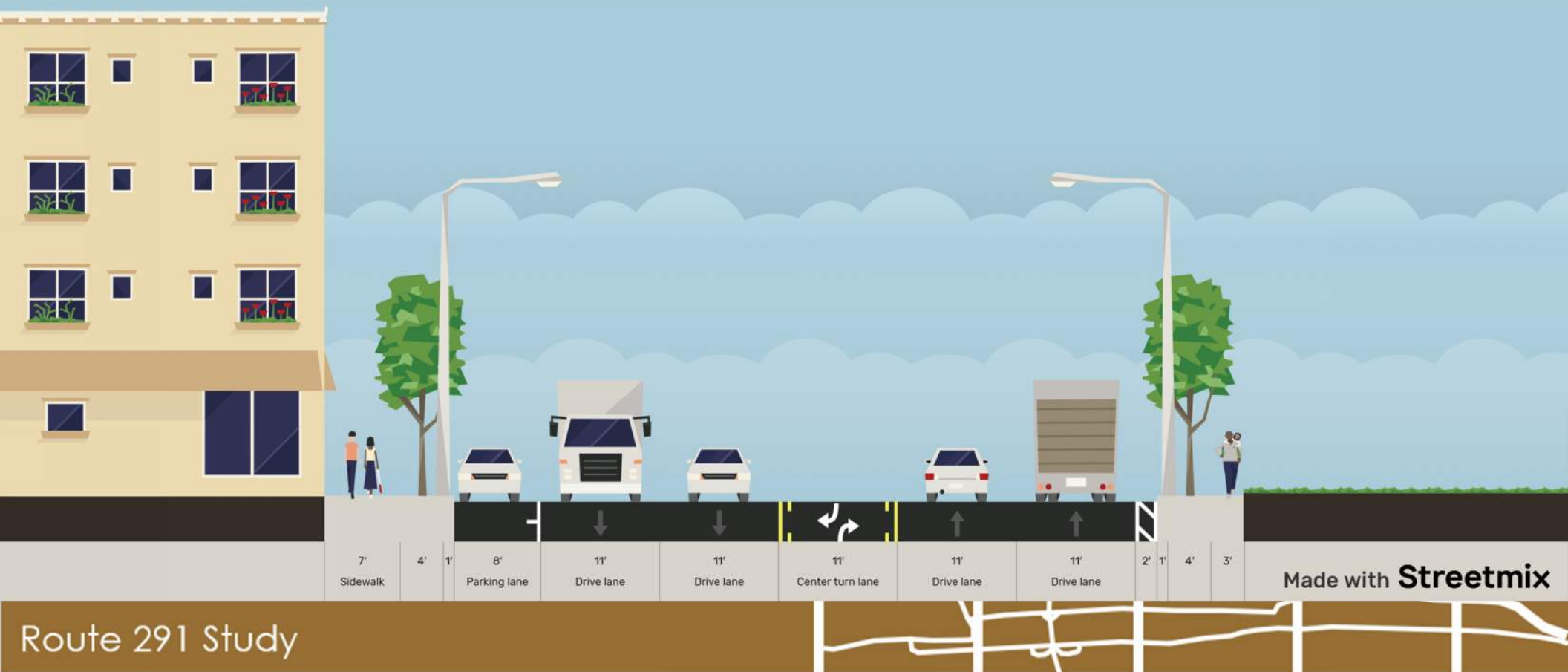


A truck apron is mountable by trucks or buses, but not by smaller vehicles. This means that the radius at intersections or driveways can be tightened to improve safety for pedestrians while still allowing wider truck turning movements.

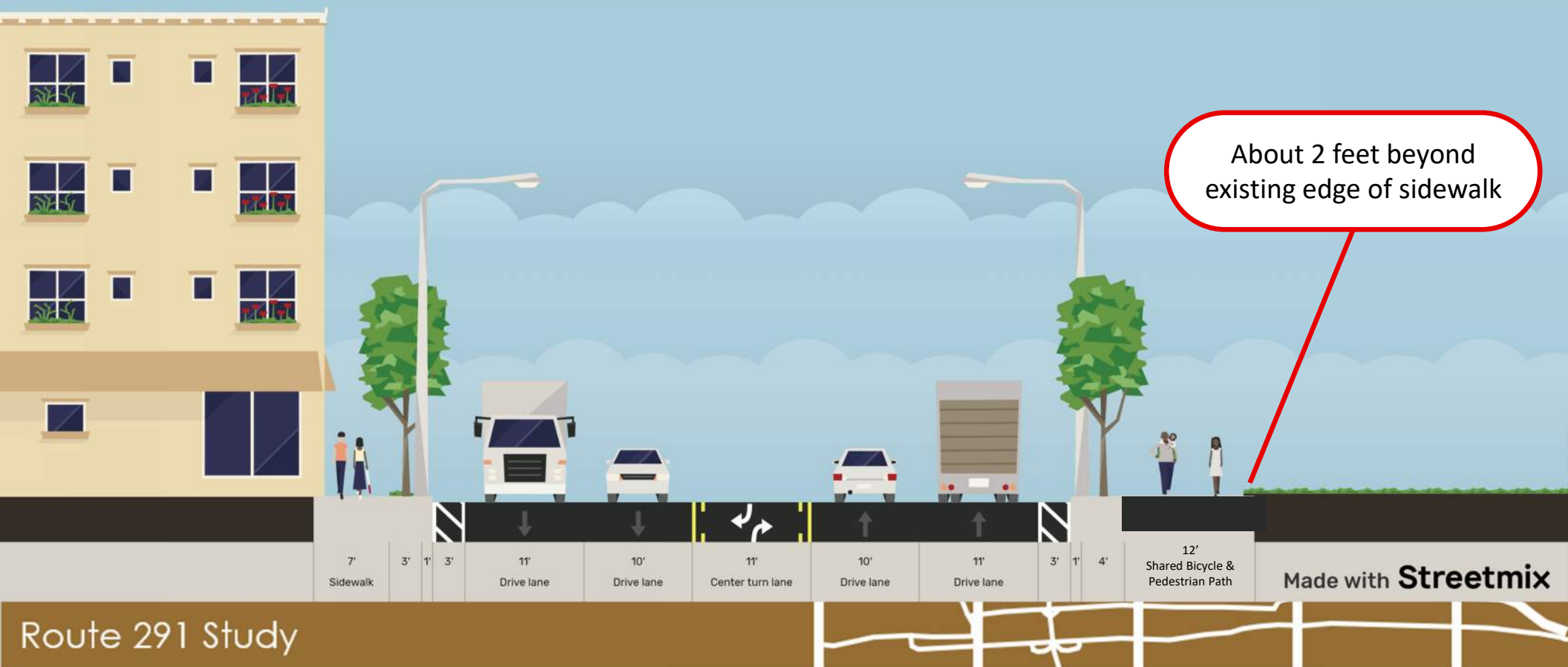
Existing Cross Section / No Build



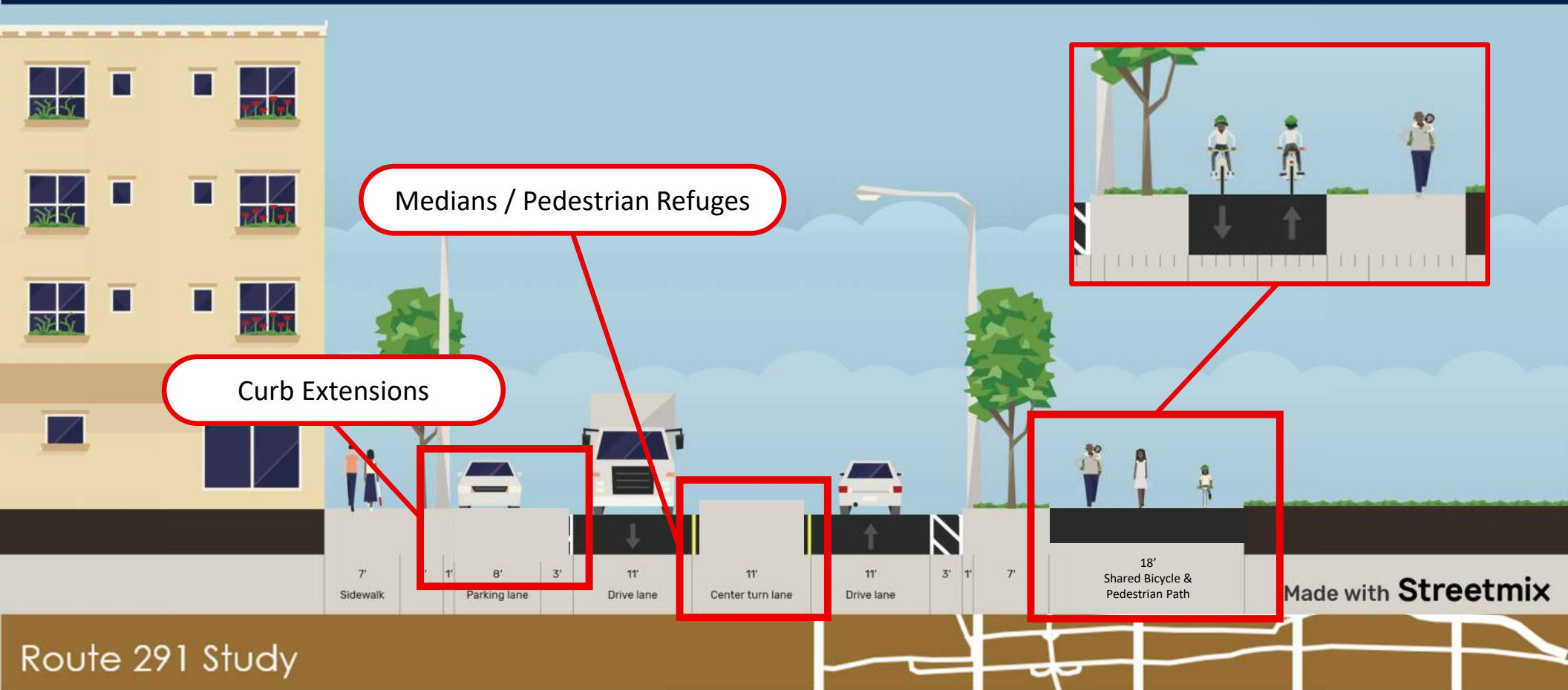
Existing Cross Section / No Build



Alternative A – 5 Lanes with Safety Improvements



Alternative B – 3 Lanes with Safety Improvements



Analysis Overview

Route 291 Study



Performance Metrics



- Reduce crashes
- Reduce vehicle speeds
- Maintain Emergency response
- Provide more controlled crossings
- Improve pedestrian comfort
- Improve bicycle level of traffic stress
- Improve transit access
- Allow truck turning movements
- Provide acceptable vehicle level of service
- Maintain capacity during I-95 closures
- Maintain capacity on parallel streets
- Reduce environmental impacts
- Reduce construction & maintenance cost
- Beautify the corridor



Analyses Performed



- Crash Analysis
- Intersection Control Evaluation
- Traffic Analysis
- I-95 Diversion Analysis
- Other Planning Analyses



Crash Analysis

Route 291 Study



Crash Analysis

- HSM Predictive Safety Analysis
- Identify roadway characteristics that predict crash potential, such as classification, width, design speed

290

Total Crashes
Along this Section
of Route 291 From
2017 to 2021



Crash Analysis – total crashes

5 Lanes, No Safety Improvements

58 Predicted Crashes

Reduce to 3 Lanes

44 Predicted Crashes

Alternative B –

Keep 5 Lanes, Make Safety Improvements

32 Predicted Crashes

Alternative A –

Reduce to 3 Lanes, Make Safety Improvements

21 Predicted Crashes



Predicted Crashes per Year

Route 291 Study



Crash Analysis – severe crashes

5 Lanes, No Safety Improvements



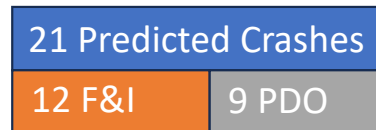
Reduce to 3 Lanes



Alternative B –
Keep 5 Lanes, Make Safety Improvements



Alternative A –
Reduce to 3 Lanes, Make Safety Improvements



F&I = Fatal and Injury Crashes
PDO = Property Damage Only Crashes
Predicted Crashes per Year

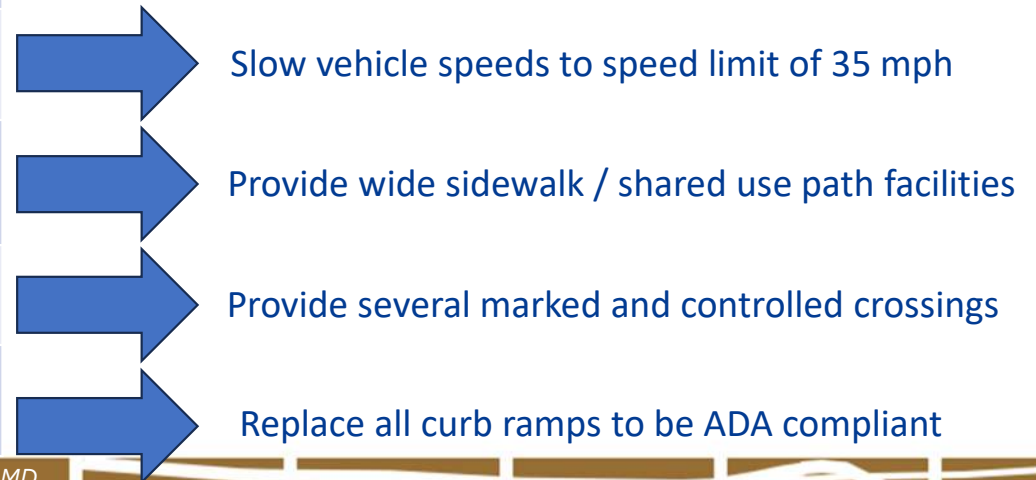


Basic Level of Comfort Analysis

Existing Condition

| Category | Route 291 | General PLOC |
|-----------------------------------|----------------------------------|--------------|
| Street Functional Classification | Other Principal Arterial Highway | LOW |
| 85 th Percentile Speed | 45-50 mph | LOW |
| Sidewalk / Planting Strip Width | 7-feet (varies) | LOW |
| Marked Crosswalks | 1 for entire corridor | LOW |
| Curb Ramps | Typical (but not all compliant) | MEDIUM |

3 Lanes with Safety Improvements



Pedestrian Level of Comfort (PLOC) methodology has modified one used in Montgomery County, MD

Route 291 Study



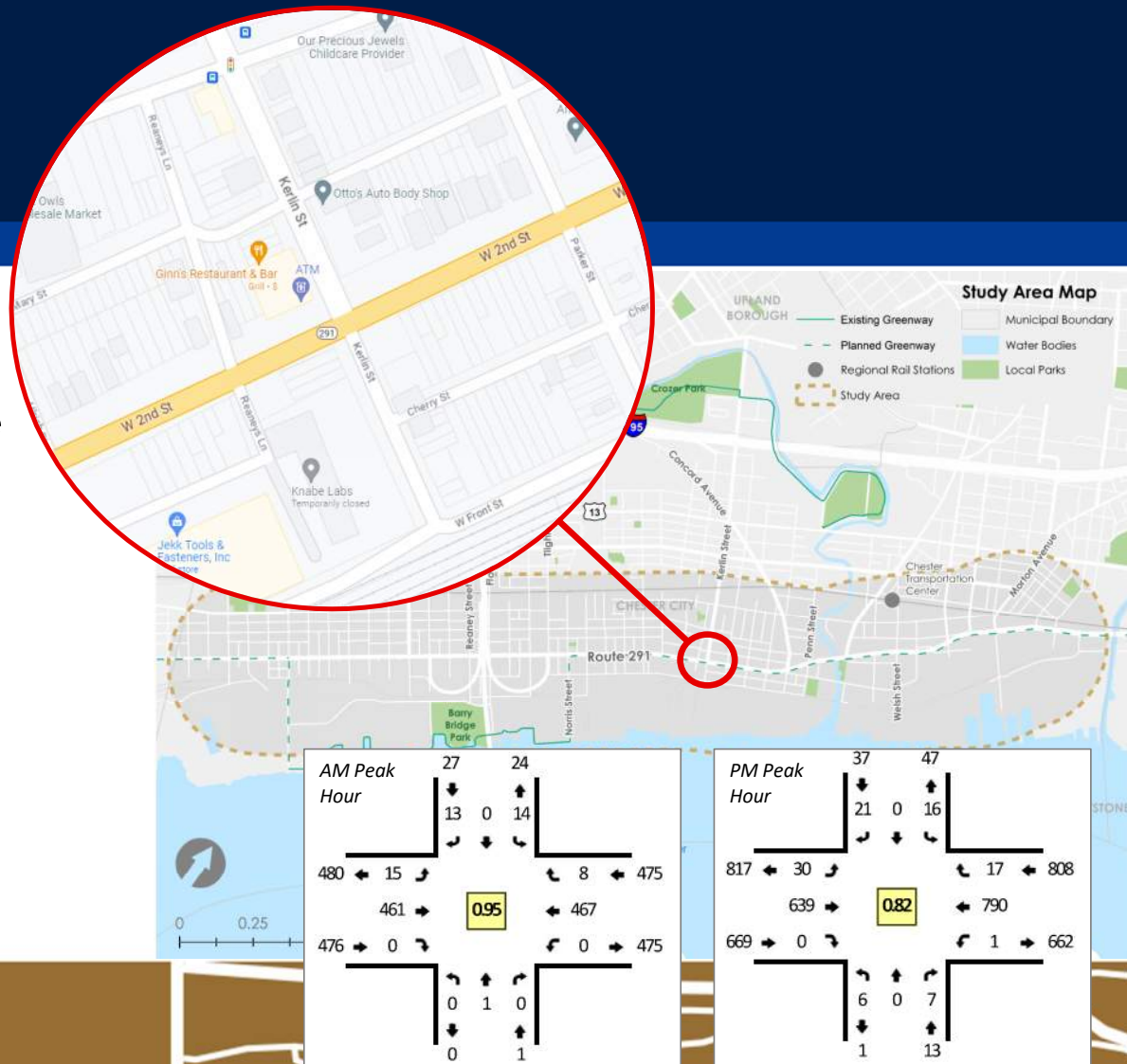
Intersection Control Evaluation

Route 291 Study



Kerlin Street

- Signalized control would reduce crashes and minimize traffic operation impacts during peak hours
- Other options:
 - All-Way Stop Control
 - Roundabout
 - Median U Turn
 - Restricted Crossing U Turn



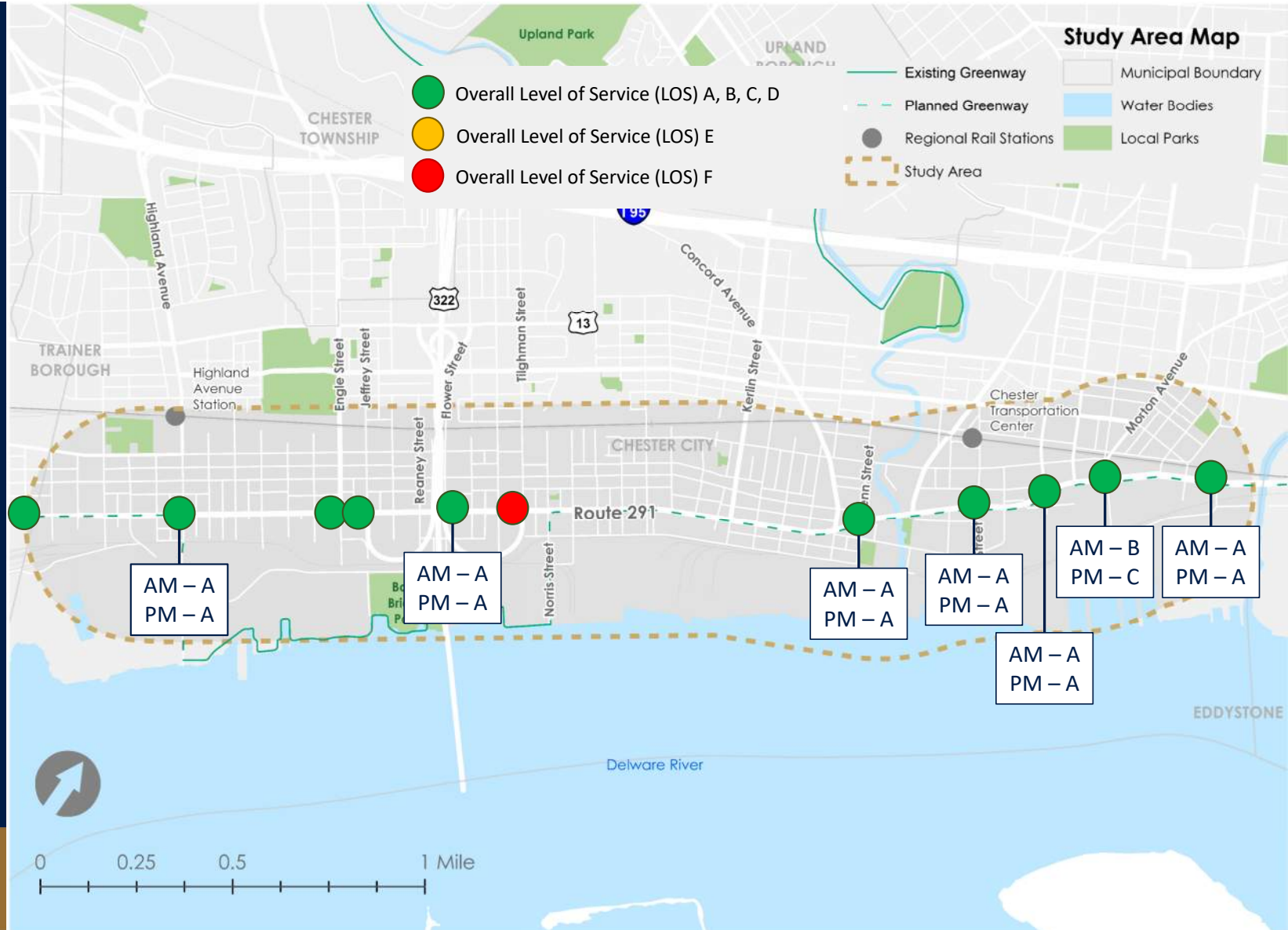
Traffic Analysis

Route 291 Study



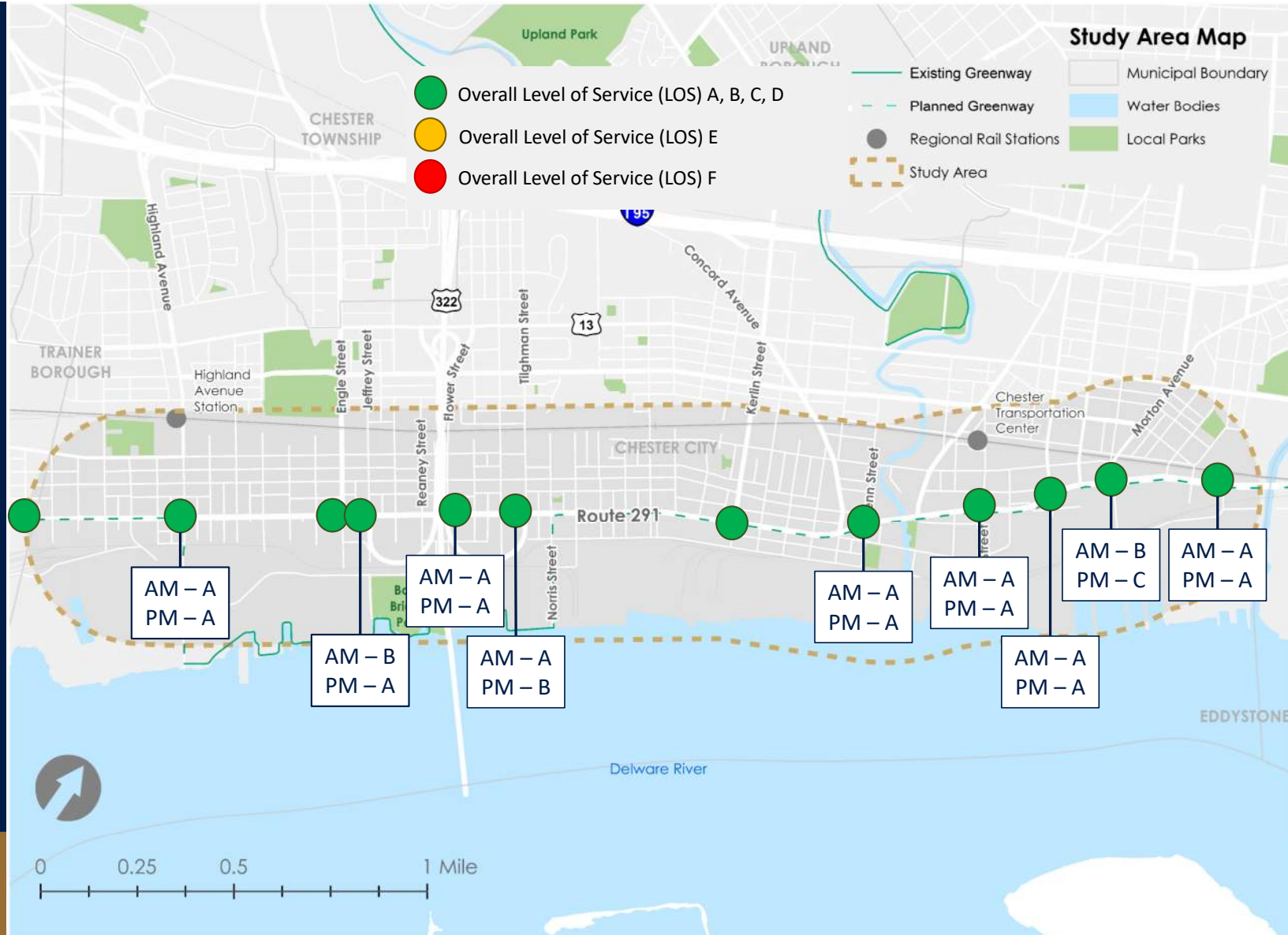
Existing Traffic Operations (2023):

- Acceptable levels of service at all studied intersections (LOS D or better) overall and for all approaches



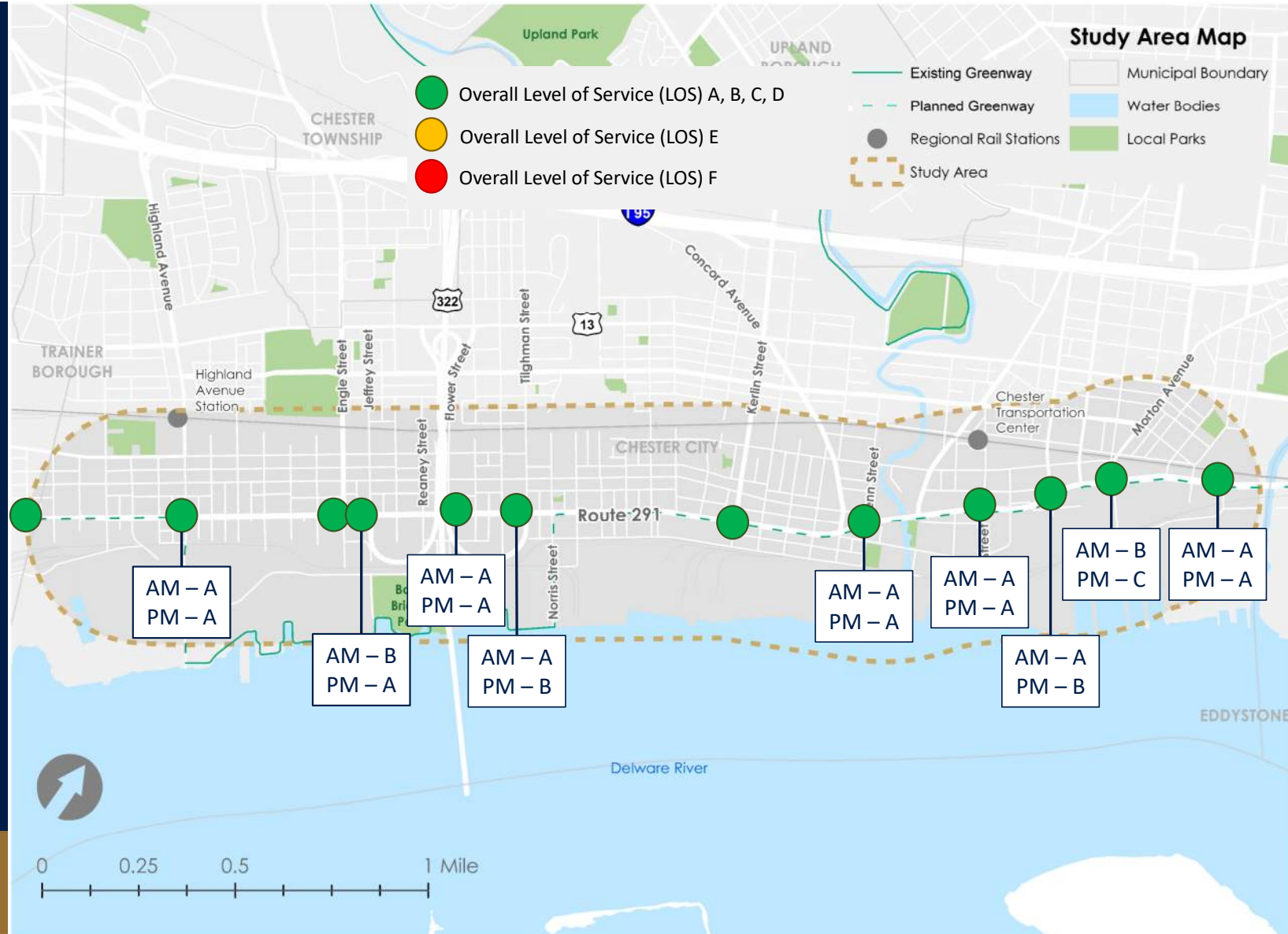
Alternative A - Future 5-Lane Condition (2050):

- Acceptable levels of service at all studied intersections (LOS D or better) overall and for all approaches



Alternative B - Future 3-Lane Condition (2050):

- Acceptable levels of service at all studied intersections (LOS D or better) overall and for all approaches



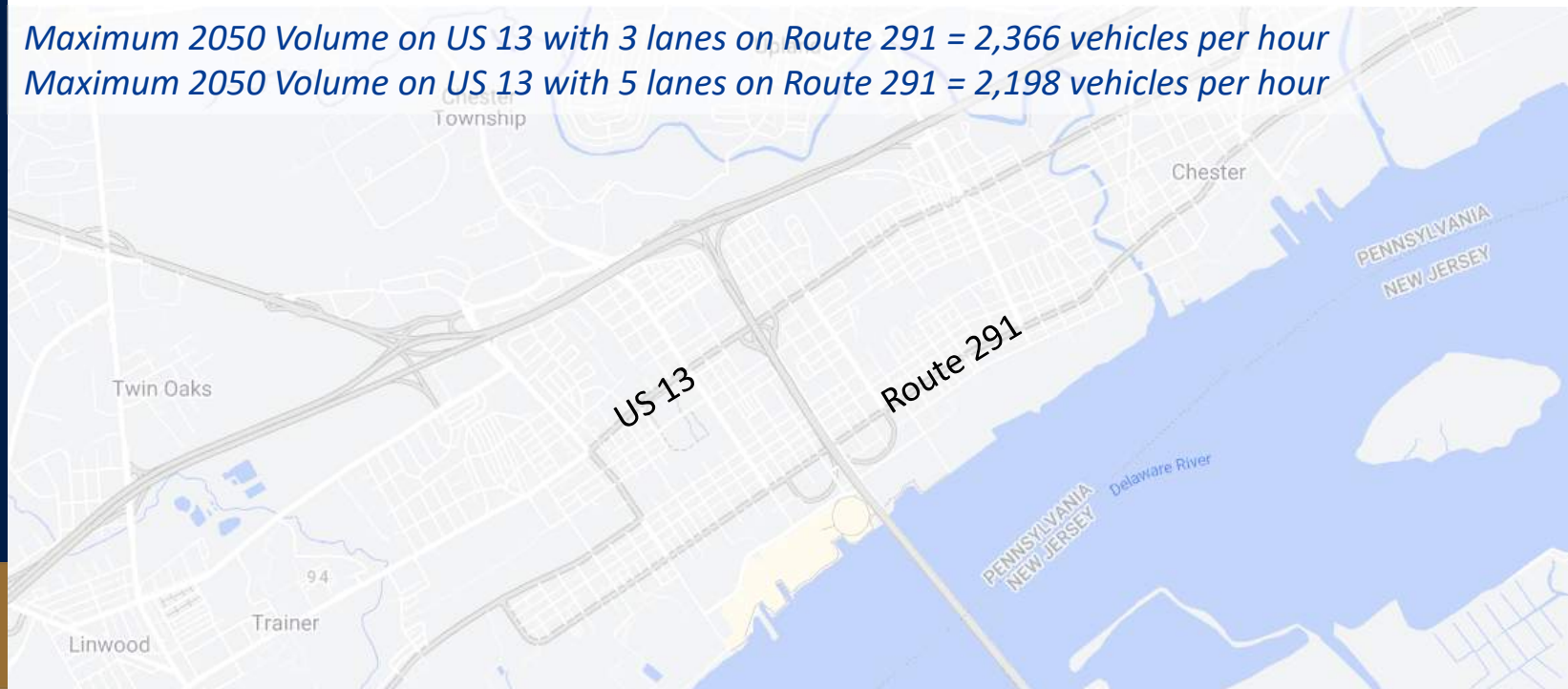
Volume impacts on US 13

- Reducing lanes on Route 291 might increase volumes on US 13 by about 300 vehicles during the peak hour (bi-directional)

Average Volumes on US 13

| Alternative A 2050 – 5 Lanes on Route 291 | | | | Alternative B 2050 – 3 Lanes on Route 291 | | | | Change in Volumes | | | |
|--|------|------|------|--|------|------|------|-------------------|----|-----|-----|
| EB | | WB | | EB | | WB | | EB | | WB | |
| AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| 1552 | 1240 | 1024 | 1356 | 1738 | 1298 | 1153 | 1570 | 186 | 58 | 128 | 214 |

Maximum 2050 Volume on US 13 with 3 lanes on Route 291 = 2,366 vehicles per hour
 Maximum 2050 Volume on US 13 with 5 lanes on Route 291 = 2,198 vehicles per hour



Morton Avenue Queue Lengths

- Max queue does not exceed storage for any alternative



| Alternative | AM Peak Queue Length | PM Peak Queue Length |
|-----------------------|----------------------|----------------------|
| Existing (2023) | 24 feet | 54 feet |
| Future 5-Lanes (2050) | 23 feet | 100 feet |
| Future 3-Lanes (2050) | 19 feet | 85 feet |



I-95 Diversion Analysis

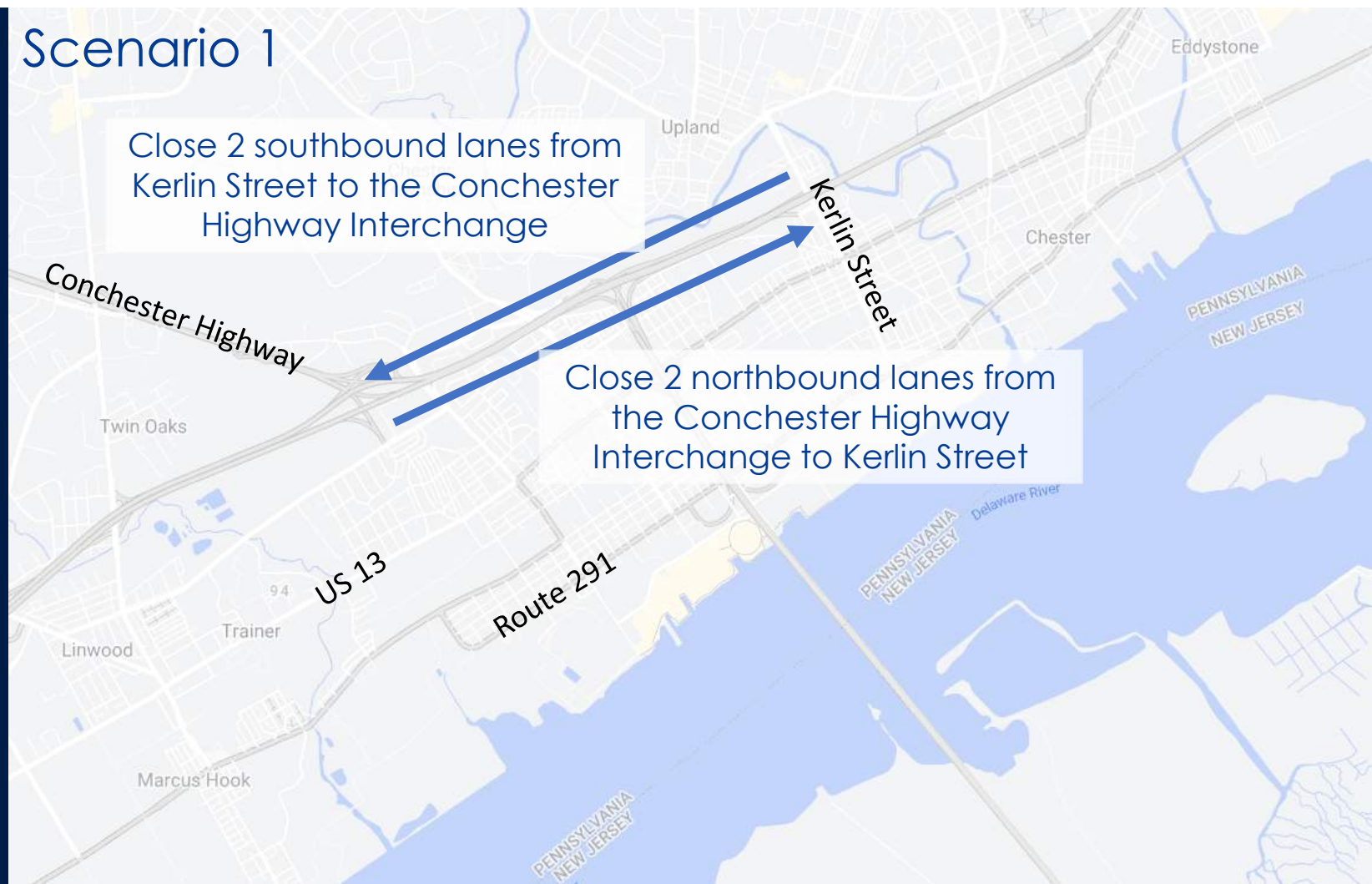
Route 291 Study



I-95 Diversion Analysis

- **Scenario 1:**
Close 2 lanes in each direction on I-95 from the Conchester Highway Interchange to Kerlin Street
- **Scenario 2:**
Close all northbound lanes on I-95 from the Conchester Highway Interchange to Kerlin Street

Scenario 1



I-95 Diversion Analysis

- Scenario 1: Close 2 lanes in each direction on I-95 from the Conchester Highway Interchange to Kerlin Street
- **Scenario 2:** Close all northbound lanes on I-95 from the Conchester Highway Interchange to Kerlin Street

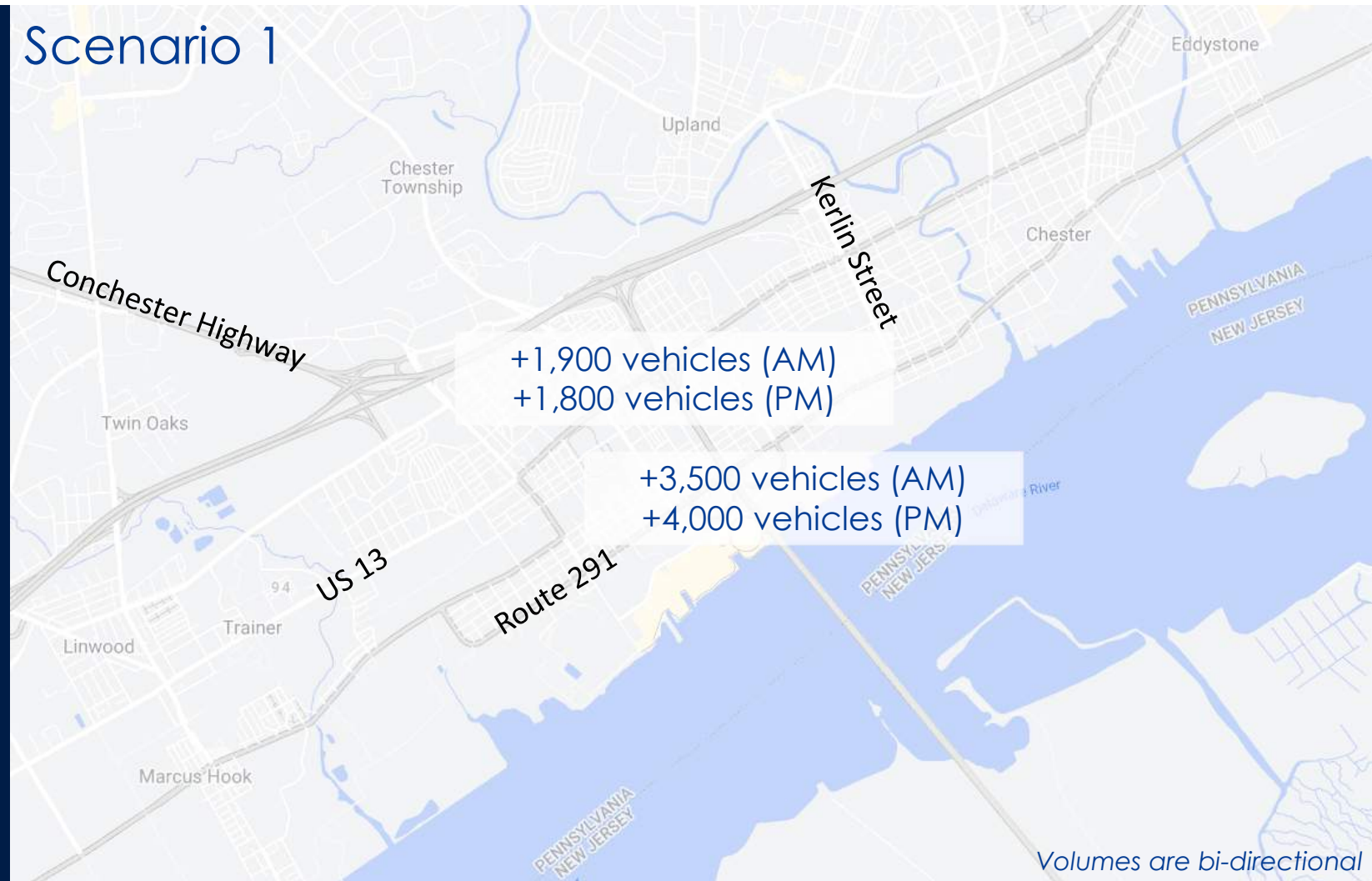
Scenario 2



I-95 Diversion Analysis

- **Scenario 1:**
Close 2 lanes in each direction on I-95 from the Conchester Highway Interchange to Kerlin Street
- **Scenario 2:**
Close all northbound lanes on I-95 from the Conchester Highway Interchange to Kerlin Street

Scenario 1



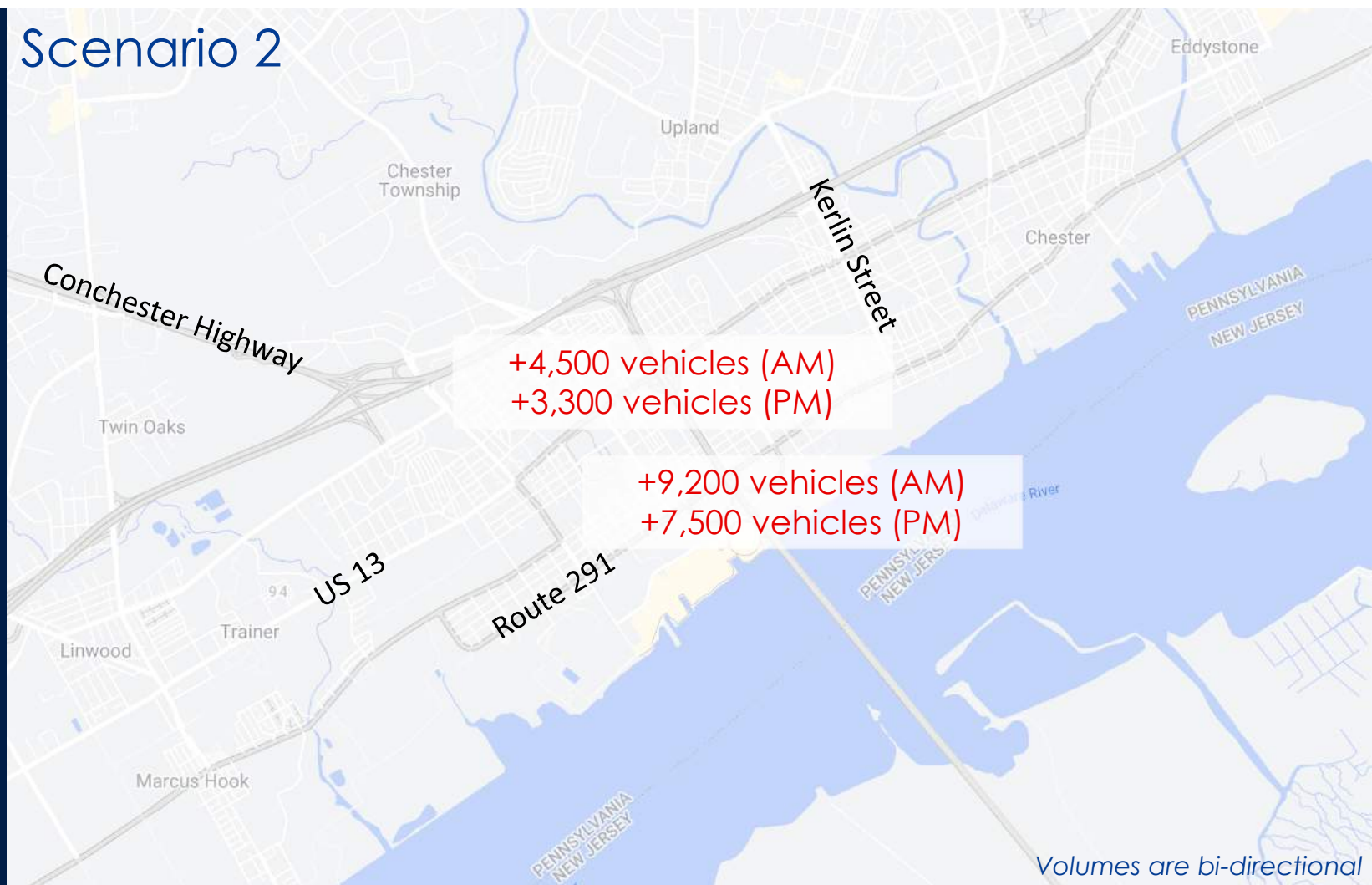
Volumes are bi-directional



I-95 Diversion Analysis

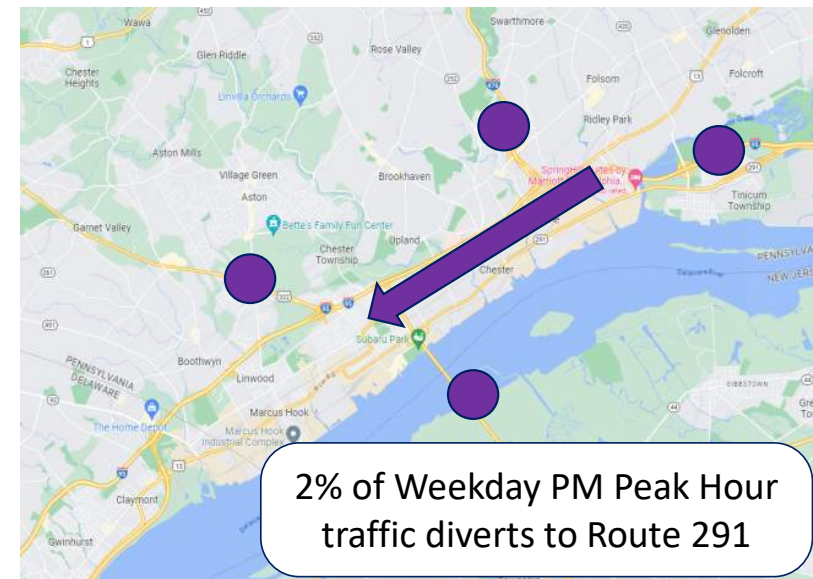
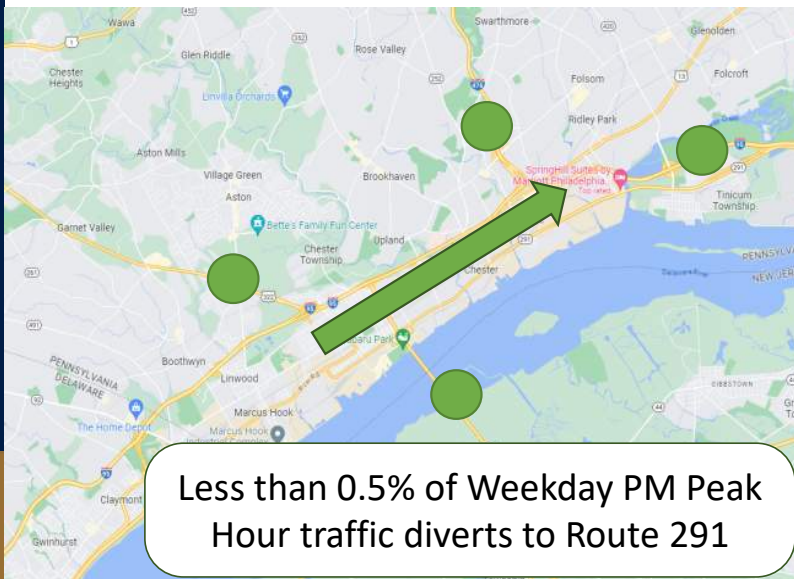
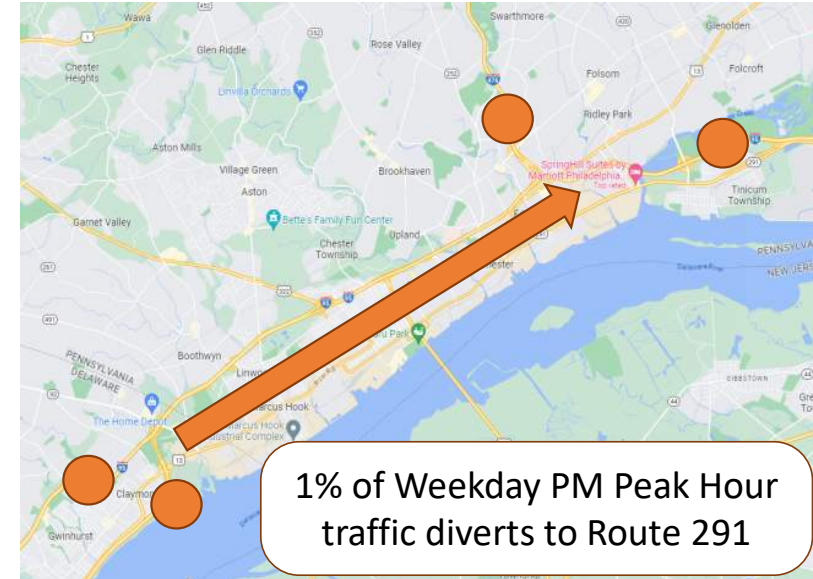
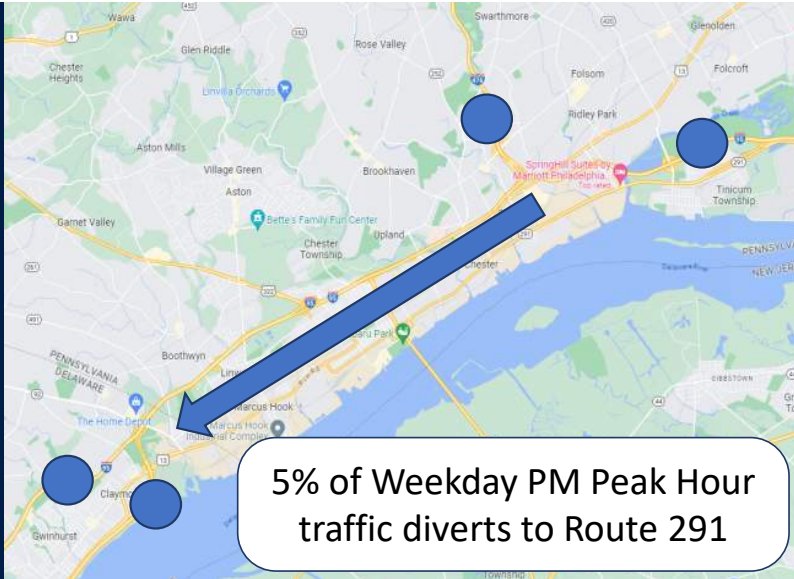
- Scenario 1: Close 2 lanes in each direction on I-95 from the Conchester Highway Interchange to Kerlin Street
- **Scenario 2:** Close all northbound lanes on I-95 from the Conchester Highway Interchange to Kerlin Street

Scenario 2



I-95 Diversion Analysis

- Overnight I-95 lane closures due to paving



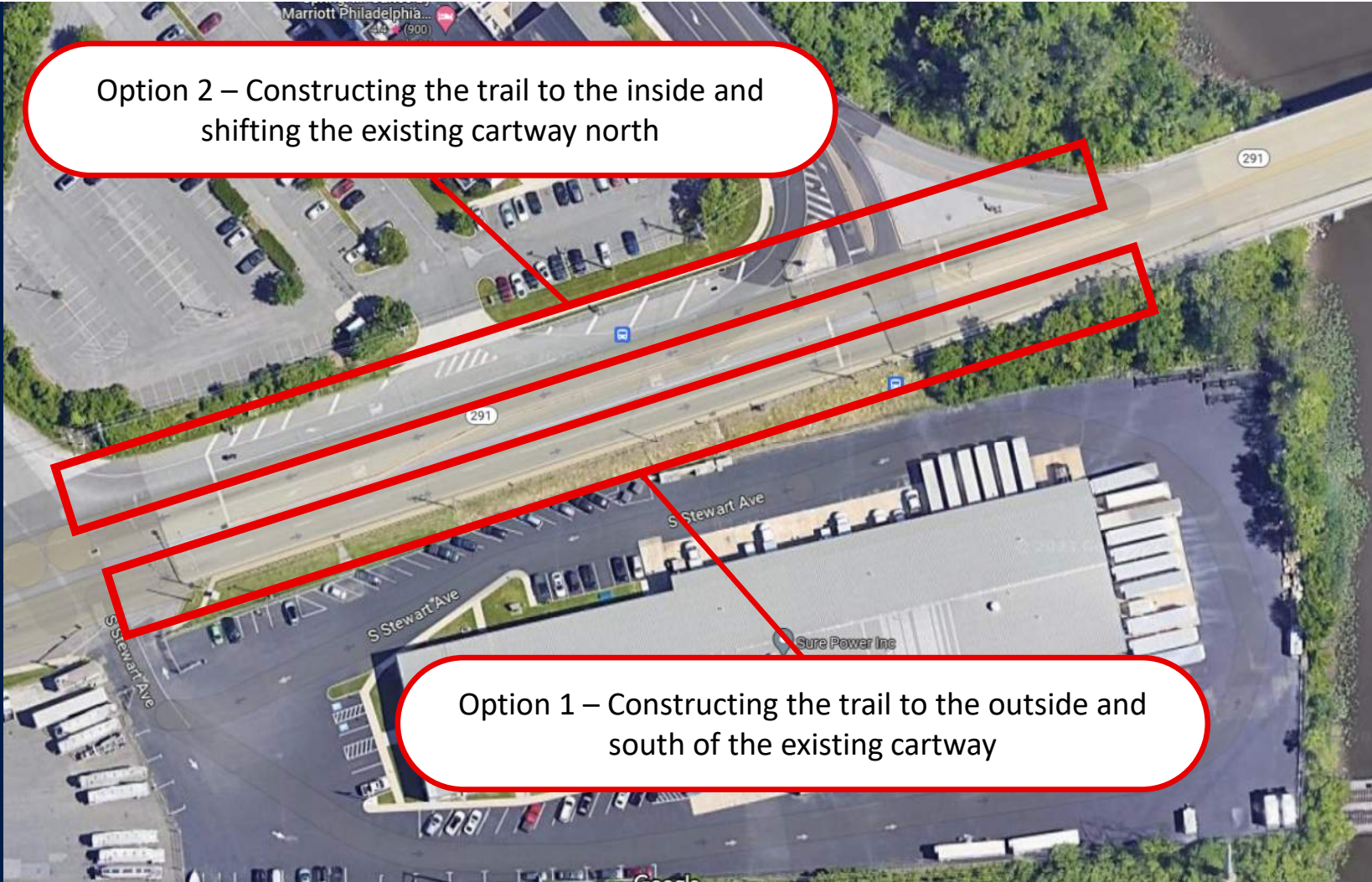
Ridley Township

Route 291 Study



Filling the Trail Gap in Ridley Township

- Evaluated 2 options



Option 2 – Constructing the trail to the inside and shifting the existing cartway north

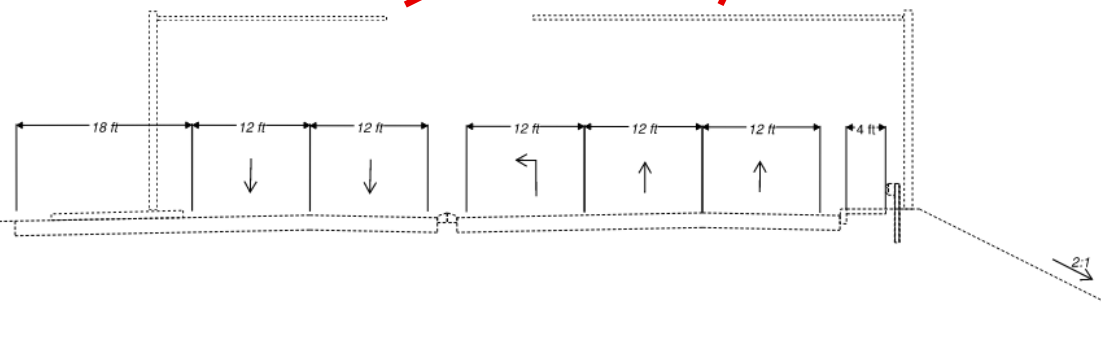
Option 1 – Constructing the trail to the outside and south of the existing cartway



Filling the Trail Gap in Ridley Township

Existing Conditions
Looking East

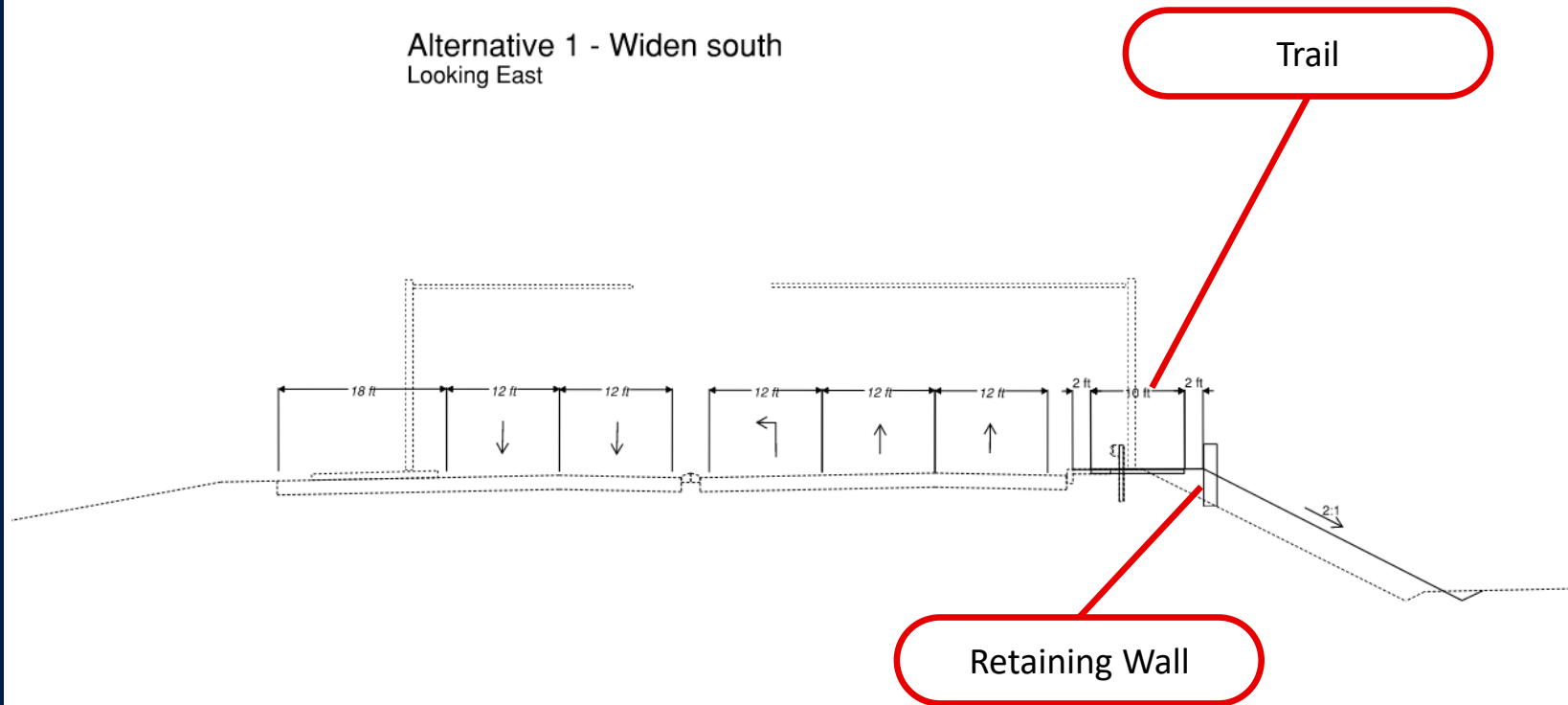
Traffic signal poles



Filling the Trail Gap in Ridley Township

- Would require retaining wall and potential slope easement
- Maintains existing drainage & roadway section
- Relocate traffic signal pole

Alternative 1 - Widen south
Looking East



Trail

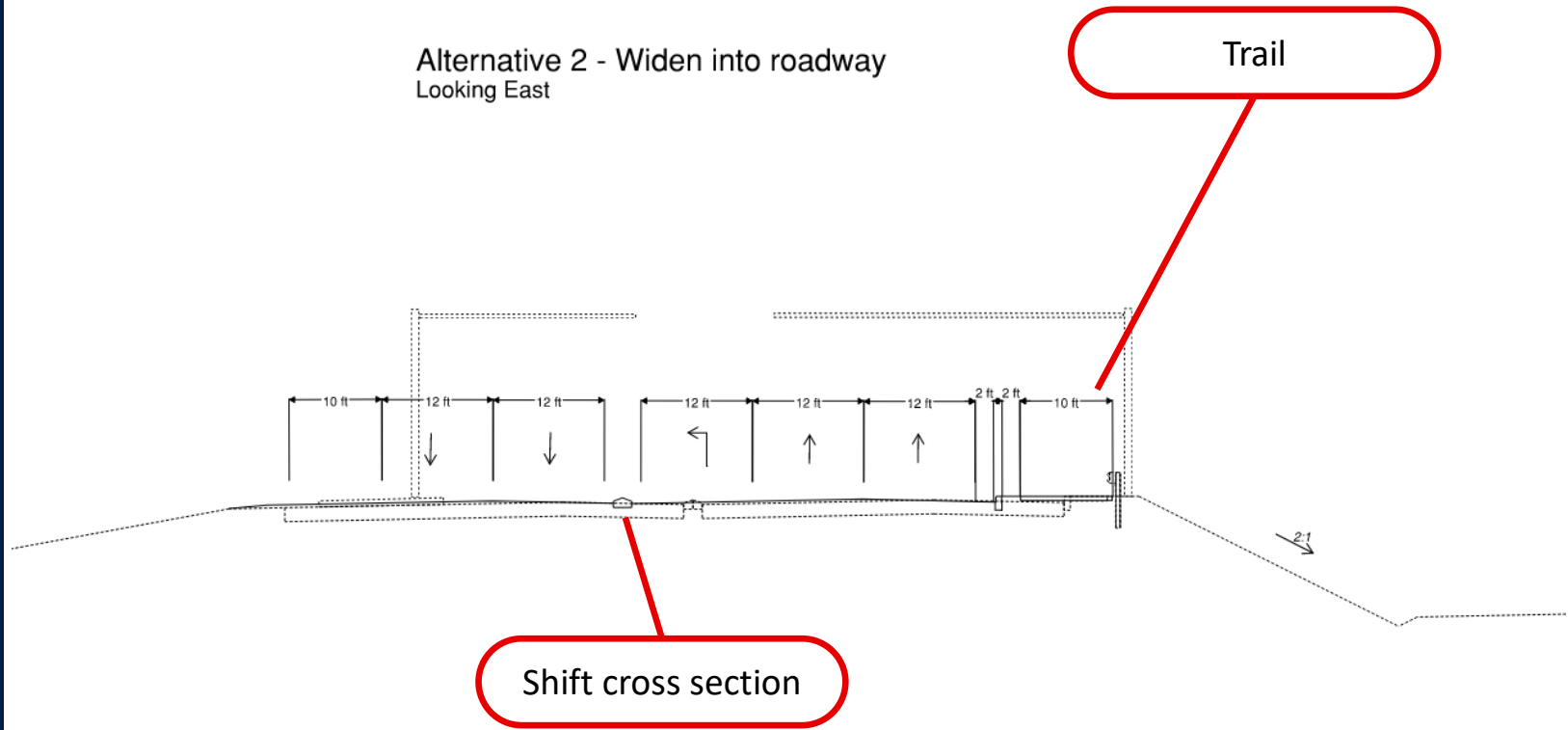
Retaining Wall



Filling the Trail Gap in Ridley Township

- No slope or right-of-way impacts
- Relocation of drainage
- Impacts to traffic signal poles and concrete medians
- Requires regrading

Alternative 2 - Widen into roadway
Looking East



Activities

Route 291 Study



Activities

- Contemplate cross sections
- Discuss goals and tradeoffs
- Consider toolkit application



Next Steps

Route 291 Study



Next Steps

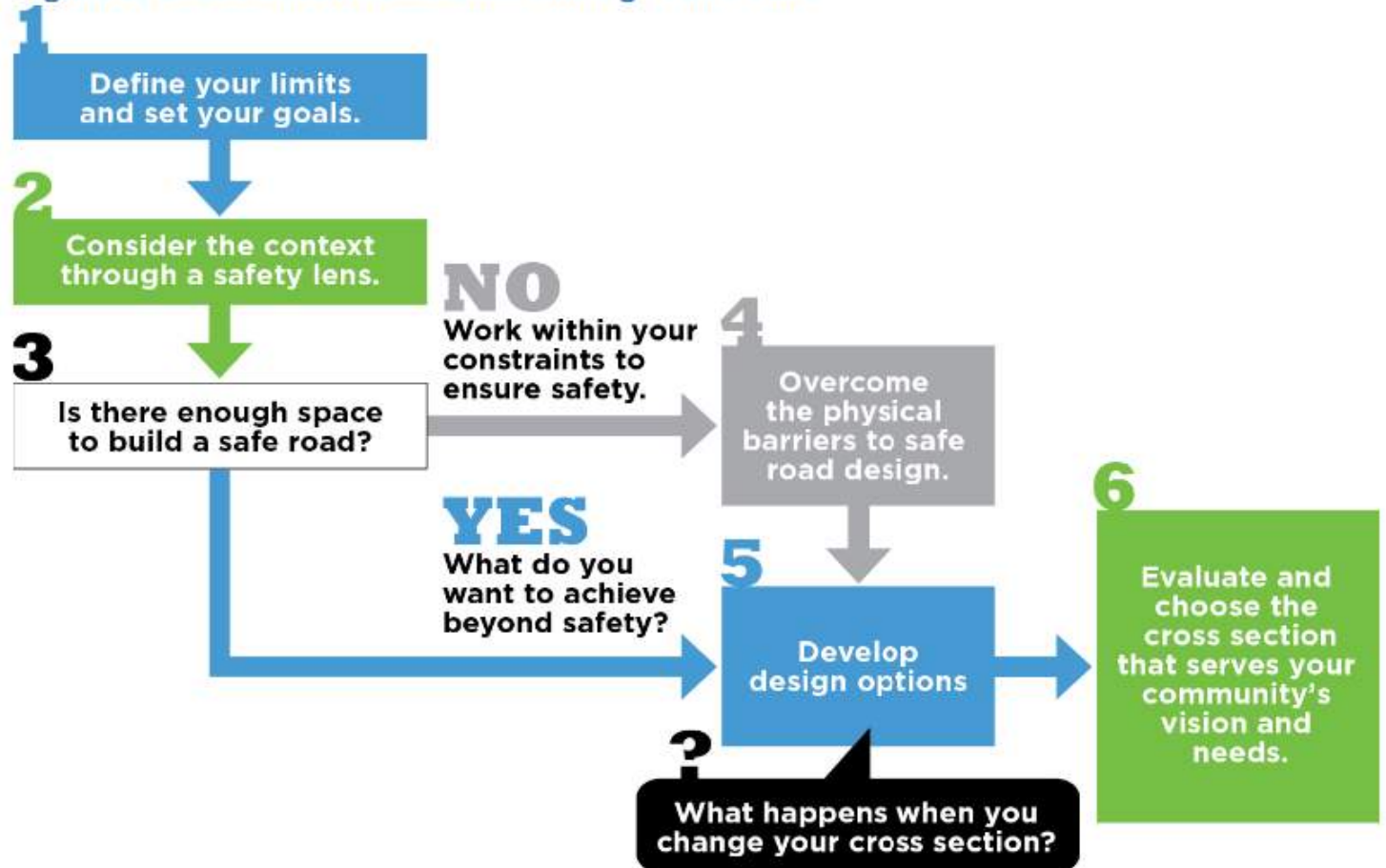
1. Community Engagement Event – 10/11/23 at the ACCESS Center
2. Online Survey
3. Selecting Preferred Alternative
4. Develop concepts, costs, and final report



Selecting a Preferred Alternative

NCHRP Report 1036: Roadway Cross-Section Reallocation: A Guide

Figure 2: Cross Section Decision-Making Framework



Questions?

Cathy Spahr
(SpahrC@co.delaware.pa.us)



Tara Hofferth
(thofferth@kittelsohn.com)



A.D. MARBLE

environmental·cultural·engineering

Route 291 Study
Delaware County, PA
Steering Committee Meeting No. 3

MEETING DATE: September 20, 2023

TIME: 9:30AM- 11:00 AM

LOCATION: Laborers' Local 413, 222 Penn Street, Chester, PA 19103

ATTENDEES: Elaine Schaefer, Vice Chair Delaware County Council
Gina Burritt, Delaware County Planning Director
Tom Shaffer, Delaware County Planning Manager, Transportation Planning
Cathy Spahr, Delaware County Senior Planner
Brittani Hales, Delaware County Planning
Tim Murphy, Philadelphia Union/Subaru Park
Torsten Lienau, Jacobs, PennDOT District 6-0 Consultant
Barron Lacy, 9th Street Youth and Community Center
Peter Rykard, City of Chester, Director, City Planning
Lisa Gaffney, CEDA
Mark Freeman, Laborer's Union
Jonathan Morgan, Laborer's Union
Daniel Paschall, East Coast Greenway Alliance
Emilia Crotty, PEC
Roland Taylor, Duo Tacos and Bowls
Shawn Megill Legendre, DVRPC
Tara Hofferth, Kittleson & Associates
Will Weismantel, Kittleson & Associates
Alain Izabayo, Kittleson & Associates
Colleen Meiswich, A.D. Marble
Melanie Attieh, A.D. Marble

ATTACHMENTS:

- 1) PowerPoint Presentation
- 2) Draft Project Boards

Tara Hofferth reviewed the PowerPoint presentation (attached to these minutes). Below is a summary of the meeting.

Agenda, Introductions, and Overview

Tara re-introduced the project team and reminded the attendees of the entities that comprise the Steering Committee. The attendees introduced themselves.

Tara reviewed the project overview, project goals, study scope, schedule, and design alternatives. Tara notified the Steering Committee that this discussion of the Steering Committee's preferences will help the Project Team select a preferred alternative.

A public survey is open and available at this link: <https://www.surveymonkey.com/r/ROUTE291>. The survey is geared towards collecting information on a preferred alternative from local residents, businesses, and all users of Route 291. The attendees were encouraged to send the survey to their constituents and networks.

Tara informed the Steering Committee as about the upcoming Public Workshop. The Project Team will also be distributing flyers and information at the upcoming Food Truck event and the Bike Rodeo later in the month. A flyer advertising the Public Workshop will be distributed to local businesses and community places.

Other Projects within the Study Area

The following existing projects in the project study area were discussed:

1. **PennDOT's traffic calming project** is nearing constructing on restriping roadways, and installing new speed limit signage on and around Route 291. There are no curb reconstruction improvements associated with this project.
2. Tara reviewed the **Route 291 City of Chester project** which includes curb extensions and medians at select locations along Route 291 and on some side streets south of Norris Street. This project proposes signalization of the Jeffrey Street and Tilghman Street intersections. The project is currently in design and is under review by PennDOT.

Question: A committee member asked if this project would include lane widening and a refuge island.

Response: Tara noted there will be pedestrian refuge islands at some intersections, and offered to share the design plans after the meeting.

3. Tara briefly explained the **new bike facilities on Highland Avenue and Norris Street** which are currently in the design phase.
4. The **Reaney Street project** was also discussed. This project includes streetscape improvements along Reaney Street to the entrance to Subaru Park and implementing a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Route 291 and Reaney Street. The flashing beacon will be constructed for future adaptation into a full signal if applicable.

Alternatives Overview and Existing Cross Sections

Tara briefly reviewed the project toolkit and potential traffic control alternatives. The project toolkit is attached to these minutes.

Tara explained existing cross sections of the current roadway. Currently, on Route 291 there are five 11-foot travel lanes, an 8-foot parking lane, a drainage shoulder, and sidewalks. The sidewalks on the riverfront side are narrower due to trees along the sidewalk.

Tara reviewed the cross sections of the two main alternatives in question. Alternative A includes five travel lanes with safety improvements. The parking lane would be eliminated to improve bicycle and pedestrian facilities. The inner two driving lanes could be reduced to 10-feet, while the outer two lanes would remain at 11-feet wide. An 11-foot center turn lane and a 12-foot shared bicycle and pedestrian path are part of Alternative A. Drainage shoulders must be kept to comply with PennDOT design criteria. Right-of-way (ROW) impacts were not considered; however, ROW may be necessary for the shared used path.

Alternative B includes three travel lanes (each 11-feet wide) with safety improvements. The parking lane would be kept and a 3-foot buffer between the parking and travel lane could be implemented. The shared used path would be 18-feet wide to accommodate walking and biking along the riverfront. Alternative B also includes curb extensions, pedestrian refuges, and the ability to separate the shared use path into a bike lane and a pedestrian lane.

A discussion about both alternatives on Route 291 occurred.

Comment: A local business owner highlighted the potential pushback from residents with Alternative A if the parking lane was removed, and advised that a parking plan be devised.

Question: A committee member asked if there is a solution for the speed.

Response: Tara stated that keeping all 5 travel lanes could be challenging to enforce the speed limit, and that a 3-lane road has a greater potential to reduce speeds. With curb extensions and a center median, drivers will feel constrained and drive at slower speeds.

Question: A local resident added how speed traps may be a viable solution.

Response: Tara responded stating automated enforcement could be considered after physical infrastructure improvements are implemented. Automated enforcement is only allowable in PA currently on a pilot basis.

Comment: Shawn Megill Legendre affirmed that many of the tools discussed to reduce speed are “proven” methods; however, they do not force everyone to slow down. He advised to contact the local Pennsylvania state legislature regarding automated enforcement.

Comment: A committee member showed support for the curb extensions included in Alternative B since locals tend to park within crosswalks and drivers turning onto Route 291 from side streets have limited visibility. It was also noted that parking violations are not enforced on Route 291.

Comment: Another committee member agreed with Alternative B and added that drivers would probably go the speed limit if there were proper signs. He noted existing signs have either been

knocked over or covered by trees. He encouraged painting the speed limit on the roads or installing overhead signs.

Comment: For the workshop, Daniel Paschall suggested providing a ground-level before and after picture of the Route 291 roadway to show residents.

Question: A committee member asked if there is a business plan for trucking and industrial needs. With their main concern being truck traffic, and trucks performing turns with only 3 lanes (Alternative B), is this a viable alternative for the trucking industry?

Response: Tara added that truck traffic has been considered; however, this will be studied more during preliminary design. She mentioned that truck aprons could be a tool that allow truck turning movements will still restricting other vehicles.

Question: Another committee member added that Route 291 is currently used as an alternative route for I-95. Cutting two travel lanes (Alternative B) may not be viable if I-95 frequently overflows. They suggested adding more traffic signals.

Response: Tara mentioned that the Route 291 city project will add traffic signals to the Jeffrey and Tilghman Street intersections. As part of this study, a signal at the Kerlin Street intersection has been explored.

Question: Tim Murphy expressed concerns with how Alternative B would impact Subaru Park stadium traffic. With about 25 home games a year, 6,000 cars each game, and over 300,000 people frequenting Subaru Park a year, keeping all 5 travel lanes for gamedays may be pertinent. He wanted to know if these metrics were included in traffic studies and if Philadelphia Union games have been considered.

Response: Tara stated gameday traffic was not used in traffic modeling since it typically does not conflict with peak traffic hours. Tara mentioned that traffic signal modifications and event planning could alleviate concerns.

Comment: It was suggested that having police direct traffic at Flower Street and the US 322 Ramps can keep cars moving on the 25 game days. He added that the main priority of the project is roadway safety, and although there may be 25 days with increased congestion on Route 291, there are still 340 days where residents are at risk driving, walking, and biking along Route 291.

Comment: An attendee proposed looking at a 3-lane option for a one-way flow for the Philadelphia Union games.

Comment: Tim restated how impactful this project could be on Subaru Park.

Comment: Delaware County Planning representatives noted that traffic flow in/out of Subaru Park could be more organized with more formal travel patterns. The alternatives should provide a sense of predictability for drivers and Subaru Park visitors.

Comment: An attendee noted that consideration of turning the center turn lane into a travel lane on games days should be discussed.

Comment: Peter Rykard added that Route 291 is also US 13, and new signs for US 13 and US 13 Business are up.

Question: A committee member asked if the proposed designs take into consideration future businesses in Chester.

Response: Tara stated that traffic volume projections were developed using DVRPC's regional model for 2050, which includes some assumption for growth. Tara added that one warehouse development was included, however restaurants or a potentially new Wawa were not considered.

Performance Metrics & Analysis Results

Tara discussed and identified different performance metrics. A discussion on the analysis performed occurred:

a. Crash Analysis

A FHWA tool was used to analyze how many crashes are predicted to occur on a roadway based on the characteristics of the roadway. Tara explained that the reduction in lanes and the incorporation of other safety improvements result in fewer predicted annual fatal and serious injury crashes.

Question: A committee member asked if the reduction of fatal and injury crashes were related to speed.

Response: Tara said yes and explained that the FHWA tool has crash modification factors such as for curb extensions, medians, and crosswalks.

Question: Another committee member asked if the I-95 overflow was considered in the model.

Response: Tara explained that with congestion, drivers typically go slower, which can be safer, particularly for pedestrians. Crash severity is related to speed, and while congestion is not good for many reasons, it is good for speed control.

Question: Another committee member inquired about increasing a police presence.

Response: Tara mentioned that policing is expensive and that infrastructure improvements tend to be most effective at reducing speeds.

b. Intersection Control Evaluation - Kerlin Street

Kerlin Street was evaluated for improved intersection control because it is positioned about halfway through the 1 mile stretch of Route 291 where there is no signal. There is an opportunity to create another signalized pedestrian crossing at this intersection. Improvements on Kerlin Street would be part of the recommendation along with other improvements.

Comment: A committee member added that most crashes occur between Penn Street and Flowers Street.

c. Traffic Analysis

The DVRPC regional transportation model was used for the traffic analysis. Tara reviewed the existing traffic operations for existing conditions in 2023, Alternative A for the future year 2050,

and Alternative B for the future year 2050. Roadway improvements to I-95 and Route 322 were assumed and included in the model. Assumptions were verified with PennDOT. The analysis considered impacts to US 13 (business) / 9th Street. Tara restated that stadium traffic was not considered.

Overall, growth to 2050 does not degrade the level of service along the corridor. Traffic volume is expected to be less on the 3-lane alternative as compared to the 5-lane alternative. As a result, the level of service on Route 291 for the 3-lane alternative is also estimated to be operating acceptably. Regardless of the number of travel lanes, US 13 is projected to experience an increase in traffic and congestion in the future year 2050.

Queues on Morton Avenue would not backup to the railroad for either condition, considering signal timing modifications.

d. I-95 Diversion Analysis

An analysis of I-95 Diversions was completed. Scenario 1 included closing two lanes in each direction on I-95 from the Conchester Highway Interchange to Kerlin Street. Scenario 2 included closing all northbound lanes on I-95 from the Conchester Highway Interchange to Kerlin Street. Scenario 1 would include increased diversion to Route 291 as compared to US 13 and would put Route 291 at near capacity. Scenario 2 would exceed capacity on US 13 and Route 291 if I-95 northbound was totally closed.

Comment: A committee member asked how often has I-95 been shut down completed in the last 5 years.

Response: Torsten Lienau with Jacobs mentioned looking into this.

Comment: A committee member advised to be cautious on how to best communicate these results to the public since these scenarios are not likely to occur often. It was recommended to change the blue line to red “XXXX’s” for the public workshop.

Comment: Shawn Megill Legendre stated that DVRPC can work with the community for side street traffic calming, and it can be incorporated into future stages of design.

Comment: Cathy Spahr commented that many streets in Chester would benefit from traffic calming and complete streets improvements.

Comment: Shawn Megill Legendre recommended to scope traffic calming measures early in future contracts.

Comment: Mark Freeman highlighted that flooding occurs in Chester at the wharf, with road closures at 2nd Street and Palmer Street. Flooding occurs at Kimberly Clarke as well.

Response: Cathy Spahr responded that stormwater design would be included in the next phase of design.

Comment: Shawn pointed out that the “Overnight Closure of I-95” slide was a bit vague. Tara agreed this slide needs more attention before the public workshop.

Ridley Township

Different options for filling the gap on the East Coast Greenway Trail were discussed. Option 1 is to widen the sidewalk and option 2 is to shift the roadway north. Option 1 includes a retaining wall and a slope easement may be needed. Option 2 requires regrading and updating the roadway drainage which would increase costs.

Comment: Councilwoman Schaefer asked who owns the land where the slope easement may be needed. The Councilwoman also suggested that a boardwalk type structure could be considered instead of the wall.

Response: Tara was unsure about property ownership but can look into this. She agreed that a boardwalk could be another option to explore.

Comment: Another committee member asked the price differences between a retaining wall and a bridge or boardwalk.

Response: Shawn Megill Legendre stated that it varies case by case, and both can be expensive with longer term maintenance. A boardwalk could be a great option.

Comment: A committee member asked what is the length on the missing piece.

Response: Tara answered approximately ¼ mile.

Activities

Tara asked for feedback on public meeting options.

Question: A committee member asked if there was consideration for a 4 lane alternative.

Answer: Tara responded that it was thought about, and it could be a solution near the stadium. Traffic operations work with 3-lanes.

Comment: Daniel Paschall of East Coast Greenway expressed his preference for 3 lanes. He also stated he would rather see 4 lanes than 5.

Next Steps

Tara stated that the study report will be completed by end of year. The public online survey will be released next week.

Tara thanked everyone for their attendance. The meeting ended at approximately 11:00 AM.

The preceding is a summary of the items discussed at the above-mentioned meeting. If you have any corrections to these meeting minutes, please provide them to Colleen Meiswich of A.D. Marble at cmeiswich@admarble.com by **Friday, October 6, 2023**.

Listening Session

IMPROVING SAFETY ALONG ROUTE 291

LISTENING SESSION

Please join us:

Thursday, April 13th, 2023

6:30 pm to 8:00 pm

Calvary Baptist Church

1616 W 2nd Street

Chester, PA 19013



We need your input on how to make Route 291 safer.



Engage in Breakout Discussions

Come tell us about what it means to live, work, and travel along Route 291. Tell us about your concerns and what you envision for Route 291.



Eat dinner and learn about the Project

Enjoy dinner with staff from Delaware County and the project team.



Visit the Project Website

Scan the QR code for the project website or go to:

<https://delaware-county-pa.civilspace.io/en/projects/improving-safety-on-route-291>



Review and add your thoughts to the **Online Comment Map**:

<https://maps.kittelton.com/route291>

If you have questions, contact us:
Cathy Spahr (SpahrC@co.delaware.pa.us) or
Tara Hofferth (thofferth@kittelton.com)

Improving Safety on Route 291

Delaware County, PA



Listening Session 1 Summary

Date: April 13, 2023

Time: 6:30 pm to 8:00 pm

Location: Calvary Baptist Church at 1616 W 2nd Street, Chester PA 19013

After a brief introduction and explanation of the purpose of the Listening Session, the attendees participated in small group discussions from 7:00 pm to 7:40 pm. The small group discussions focused on a series of questions as outlined below. This document provides an overview of the open discussion from the Listening Session and comments collected from the online comment map on the project's website.

- 1. Please tell us more about safety along Route 291. Do you have any stories or experiences you want to share about what it feels like to travel along or across the corridor?**
 - Route 291's traffic and pedestrian safety has been overlooked, especially after expanding the roadway to four lanes.
 - Many people feel unsafe crossing the road due to car and bicycle crashes, lack of traffic signals, and vehicle speeding.
 - Although the speed limit is 35 mph, motorists do not seem to follow it, making the roadway feel like a highway through a community to local residents.
 - One mother shared a story of her son getting hit by a car at 2nd and Booth Street. She expressed the need for "Kids Play Here" signage along Route 291 as a reminder to drivers that they are driving through a partial residential area.

- 2. What should our team be focusing on as we work to improve safety along Route 291? Are there specific intersections that need improvement? Where are safer crossings most needed? Where does it feel like people are driving the fastest? Where are you most concerned about crashes?**
 - Many areas along Route 291 were highlighted as intersections of concern including Tilghman Street, Pusey Street, Jeffrey Street, Flower Street, Hayes Street, and Penn Street.
 - Attendees indicated the need for safer turns at these intersections and suggested adding traffic signals at Tilghman Street and a full-time signal at Flower Streets. Residents indicated that the stretch from Penn Street to Flower Street is a high-speed area.
 - There were suggestions to focus on bicycle access and safety for people of all ages and abilities. People feel that a road diet is an opportunity to implement safe bike lanes with barriers along Route 291 as part of the East Coast Greenway
 - People want to connect greenspaces like Ethel Waters Park and the future bicycle facility on Norris Street down to the Riverfront Trail.
 - Attendees suggested developing a beautification plan with trees and greenery along Route 291.
 - People indicated the need for more overhead signs, especially for accessing the Route 322 on-ramp and having a turning lane onto Route 322 in both directions. Currently there is some confusion while merging.

Improving Safety on Route 291

Delaware County, PA



- On-street parking may not be needed since there aren't many residential properties along the corridor anymore. On-street parking near intersections causes visibility issues when turning on to Route 291, especially at Engle Street.
 - The need for additional pedestrian crossings and more traffic signals was raised several times, both at the Listening Session and in the online comment map.
- 3. One challenge along this corridor is the push and pull of so many needs and uses. We have people walking, biking, parking, and living along the corridor and we also have truck traffic, people commuting, etc. What should be prioritized here? We have limited roadway space - what should it be used for? How might the industries and the residences be balanced?**
- People felt that the safety of local residents should be the top priority.
 - Safety should be prioritized at the intersections of Route 291 and Highland Avenue, Engle Street (near the park and library), Flower Street, Welsh Street (City Hall), Kerlin Street, Norris Street (which offers access to the pier used for fishing). There should be improved safety connecting Route 291 to the rest of Chester's institutions, greenspace, and businesses.
 - The ramp at Tilghman Street needs improvement as it causes commuter confusion and crashes.
 - The retiming of traffic signals would make it easier to navigate around the city, specifically making the Flower Street signal shorter and the Welsh Street signal longer.
 - There was widespread support for incorporating a separated bicycle facility.
- 4. What is your vision for Route 291 and the City of Chester? What types of activities, people, spaces, and jobs do you picture along the riverfront?**
- The general response from attendees was the hope that Route 291 could be more user friendly. There is a need for more traffic signals with speed cameras, bike lanes, easily maintained trees, and crosswalks.
 - The corridor should represent the spirit of Chester and offer a safer environment for residents, workers, and visitors. Route 291 has great potential to be a lively connector between main attractions like Harrah's Casino and Subaru Park, the residential areas and the local businesses of Chester, to the greater region.
- 5. Is there anything else you want to share with us? We will be back to brainstorm more ideas with you all, but you are welcome to get the ball rolling tonight – are there any solutions you have in mind for Route 291?**
- Attendees of the Listening Session feel that adding more traffic signals with cameras is key to improving safety along Route 291.
 - Attendees expressed that the area needs more development in order to draw people to the City of Chester rather than just driving in for a Union soccer game and immediately leaving.
 - Attendees want to see visitors support local businesses and enjoy what Chester has to offer.

Improving Safety on Route 291

Delaware County, PA




Overall Key Takeaways:

- Prioritize residents
- Residents currently avoid Route 291
- Route 291 feels like a highway through a community
- Desire to return to pre-widening conditions
- Speeds high above speed limit
- Lack of speed enforcement
- Several personal stories of crashes
- Making lefts onto Route 291 is challenging / unsafe
- Ramps are challenging to get on and off (lack of signage)
- Trees need to be maintained
- Street cleaning is needed
- Insufficient lighting throughout
- Residential parking is needed
- Additional traffic signals are needed
- Concerns about pollution and community health
- More crosswalks are needed (feels like Frogger)
- Fill sidewalk gaps and widen sidewalks
- Need for Chester representation and corridor beautification
- Celebrate and provide access to historic resources
- Desire for mixed use development
- Feels challenging to build houses now along Route 291
- A dedicated bike facility is needed
- Slow down trucks
- People feel cut off from the riverfront

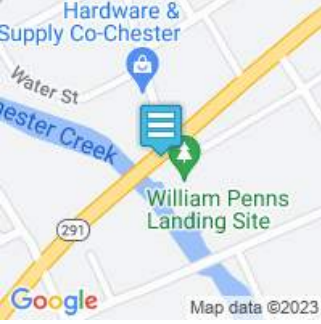
Comment Map

Improving Safety on Route 291

1.  **David Rodbart** Added April 01 2023

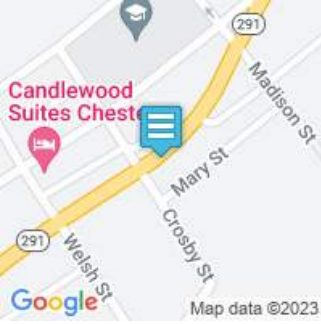
Would be great to have a safe bike lane on this stretch of 291.

Liked 1 time

0 replies
2.  **Daniel Paschall** Added April 10 2023


Please implement a road diet with robust physical traffic calming interventions to reduce speeding and increase bike/pedestrian access for people of all ages and abilities. This should include new pedestrian crossings with median islands and traffic signals to stop traffic for pedestrians. Also, please replace the excess travel lane space from the road diet with a shared use path along the East Coast Greenway and create connections to green spaces like Ethel Waters Park and the future Greenway on Norris St down to the Riverfront Trail and destinations.

Liked 5 times

0 replies
3.  **Eric Hartman** Added April 10 2023


All through this proposed road diet area, there is an opportunity and a necessity to create real, clear, physically protected bike lanes (not merely plastic bollards). Because this is the East Coast Greenway, and the current truck and speed rates on 291 are so egregious, the only workable solution is a raised multidirectional biking lane or another biking solution that creates a clear physical barrier. Thank you.

Liked 3 times

0 replies
4.  **Patrick Monahan** Added April 11 2023

Thank you for providing us with the opportunity to comment on the Route 291 project. Please implement a road diet that provides significant traffic calming measures to reduce speeding and increase bicycle and pedestrian accessibility for all users. Please implement safe pedestrian crossings and a shared use path to carryout the need for active transportation via the Circuit Trails and the East Coast Greenway.




Liked 2 times

0 replies
5.  **Emilia Crotty** Added April 11 2023

Please reduce the width of Rt 291 and redesign it to accommodate safe, comfortable movement for all modes -- even people driving -- and to improve conditions for people living and working along the corridor. A separated trail along 291 and safe, signalized crossings with medians would provide residents with walking, running, and biking access to the waterfront, which really inhumane design has kept people away from for too long. This project is such a terrific opportunity to right the wrongs of planning past and improve the health and vitality of a neighborhood.

Liked 3 times

0 replies

6.  **Rob Gusky** | Added April 15 2023
- Lack of bike lane on EB Rt 291 from Harrah's Blvd to Darby Creek creates an unsafe condition where bicyclists must ride in the travel lane with high-speed vehicle traffic. I commuter this section of Rt. 291 daily from my home in Philadelphia to my work in Chester. Thank you for working to create safer biking conditions for all!
- Liked 4 times
-
- 0 replies**
7.  **Rob Gusky** | Added April 15 2023
- John Heinz NWR provides a low-stress connection for bike commuters. However there is high speed vehicle traffic on the Wannamaker Ave access from Rt 291, making this section especially dangerous particularly due to the on-off traffic from I-95. A separate walking and biking trail with safer access would be a benefit for all.
- Liked 2 times
-
- 0 replies**
8.  **Kevin** | Added September 05 2023
- Major safety hazard where the bridge crossing Ridley Creek meets the road. In the Southbound left lane especially there is a huge gap and mismatch where the bridge starts. It sounds and feels like your car is exploding when you hit it at even a moderate, ~35mph, speed. I cannot imagine how many people have bent rims, broken suspension if not worse from the condition of this area. Please fix this area.
- Liked 0 times
-
- 0 replies**

Public Workshop

IMPROVING SAFETY ALONG ROUTE 291 PUBLIC MEETING AND WORKSHOP

Please join us:

Wednesday, October 11, 2023

6:30 pm to 8:30 pm

ACCESS Chester Community Center
701 Booth Street
Chester, PA 19013



We need your input on how to make Route 291 safer.



Review Alternatives and Ask Questions

Tell us your opinion on the alternatives developed to make Route 291 safer. Formal presentation to start at 7pm. Workshop with interactive activities before and after the presentation.



Eat Dinner and Learn about the Project

Enjoy dinner with staff from Delaware County and the project team.



Take the Online Survey:

Scan the QR code for the project survey or go to: <https://www.surveymonkey.com/r/ROUTE291>

Food sponsored by:



Visit the project website:

<https://delcopa.gov/SafetyOnRt291/>

If you have questions, contact us:

Cathy Spahr (SpahrC@co.delaware.pa.us) or

Tara Hofferth (thofferth@kittelton.com)

The meeting location is accessible to persons with disabilities.

If you need special accommodations or would like additional information, please contact the Delaware County Project Manager, Cathy Spahr (610) 891-5379.



Improving Safety on Route 291

Public Workshop
October 11, 2020
6:30 pm – 8:30 pm

Agenda

1. Study Recap
2. Alternatives Overview
3. Analysis Overview & Results
4. Next Steps
5. Activities & Discussion



Introductions

Elaine Paul Schaefer (Vice Chair, Delaware County Council)

Gina Burritt (Director, Planning)

Tom Shaffer (Manager, Transportation Planning)

Cathy Spahr (Senior Planner)

Brittani Hales (Community Engagement Specialist)



Tara Hofferth

Laura Ahramjian

Jon Crisafi

Alain Izabayo



Colleen Meiswich

Melanie Attieh



Study Recap

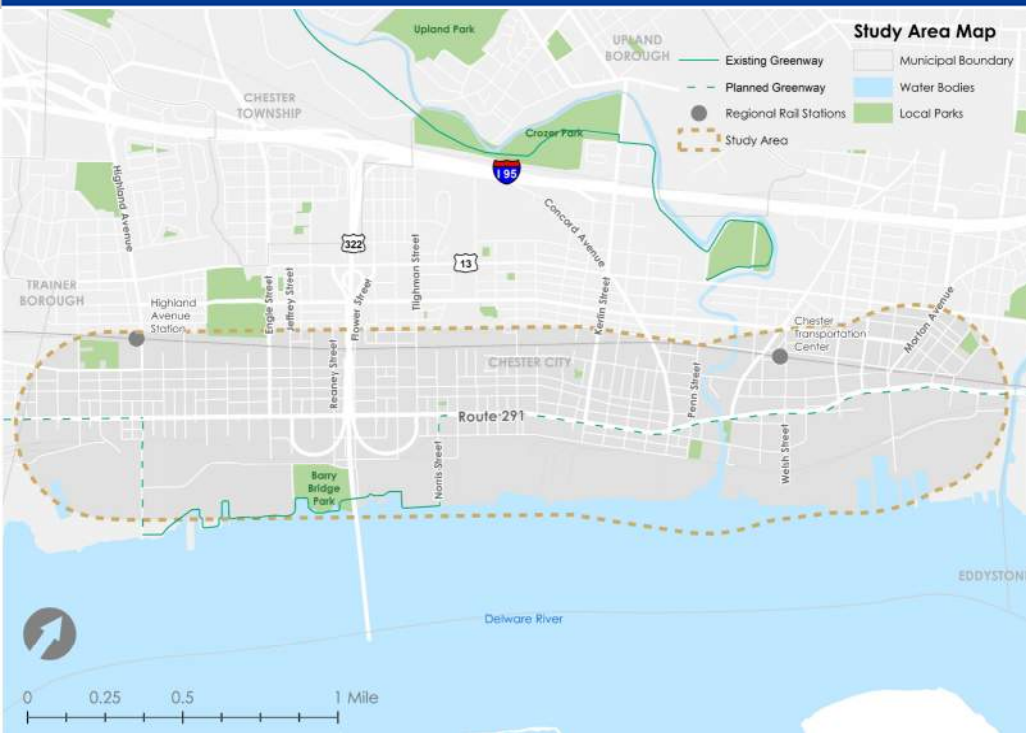
Route 291 Study



Goals

This study will assess the **feasibility of a road diet and multimodal safety improvements** along Route 291 from Irving Street to Ridley Creek.

It will also make recommendations for the **dedicated East Coast Greenway facility** through Chester City and Ridley Township.



Study Objectives:



Improve Safety For All



Create Connections for Walking & Biking



Optimize Roadway Operations



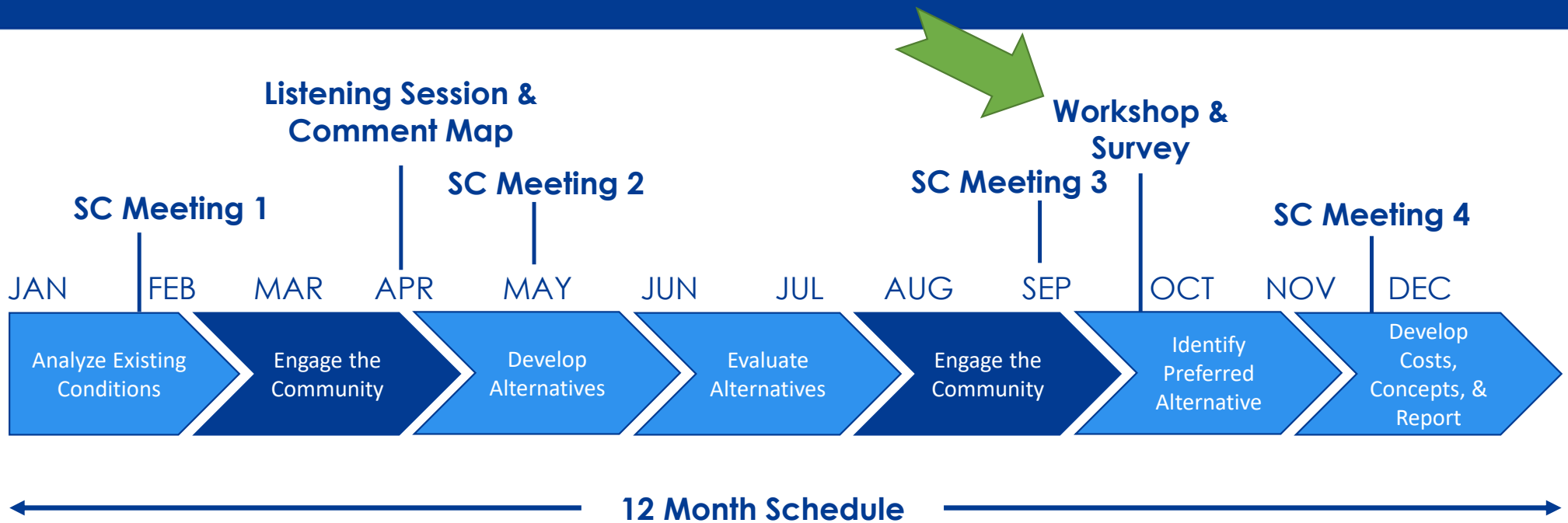
Balance Residential and Industrial Needs



Plan for Implementation



Timeline



Previous Engagement

- Workshop 1
- Online comment map
- Door to door chats
- Riverfront Festival
- Food Truck / Music Event
- Steering Committee Meetings

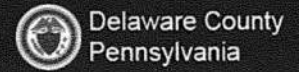


What We've Heard:

- Feels like a highway through a community
- Many people in Chester know someone who has been in a crash on Route 291
- Speeding makes the street feel unsafe to drive along, walk or bike along, and walk across

Improving Safety on Route 291

Delaware County, PA



Please provide any feedback, comments, or questions you have on improving safety on Route 291.

My name is Tybera Beauford. I am the daughter of the late Tyrone Beauford who passed away on his motor cycle 2009 May 19th. I have the unfortunate privilege of seeing his crash site imprint on the huge Pole by Harrah's casino. Please make 291 safe for all those on those roads !!



What We've Heard:

Reduce
Speeds

Manage
Congestion

Reduce
Confusion

Eliminate
Crashes

Celebrate
Chester



Improve Safety For All



Create Connections for Walking & Biking



Optimize Roadway Operations



Balance Residential and Industrial Needs



Plan for Implementation



Alternatives Overview

Route 291 Study



IMPROVING SAFETY ON ROUTE 291

TRUCK ROUTE TREATMENTS

PLACEMAKING

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

GREENWAY TREATMENTS

SEPARATED BIKE LANE

1

A separated bike lane is within the street right-of-way and separated from motor vehicle traffic by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.

SHARED USE PATH / TRAIL

2

This facility is shared between people biking and walking. A shared use path (SUP) or trail provides the highest level of separation and the lowest level of traffic stress for cyclists.

GREEN PAINT

3

Green and/or white pavement markings draw attention to cyclists moving through or past conflict areas, including intersections and driveways.

BICYCLE SIGNAL

4

Bicycle signals indicate when bicyclists can cross. They also restrict conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.

ROAD DIET

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A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.

RAISED MEDIAN

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INTERSECTION VISIBILITY

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SPEED / RED LIGHT CAMERAS

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Speed or red light running cameras can reduce motorist speeds and impact driver behavior where physical infrastructure is less feasible or effective. Additional legislation and certification might be needed to implement.

SPEED LIMIT MARKINGS & SIGNS

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Painted speed limit markings and more speed limit signs provide a visual reminder of the desired and allowable roadway speed. Speed limits can also be reduced where appropriate.

BUFFERS & RUMBLE STRIPS

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SIDEWALK WIDENING

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EXAMPLE STREET BEFORE ROAD DIET

➔

EXAMPLE STREET AFTER ROAD DIET

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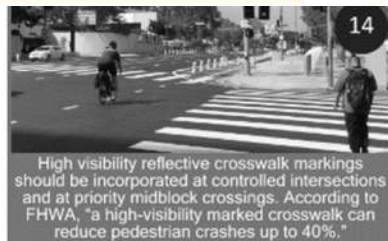
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Source: Town of Ridgeland

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Source: Google Streetview

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Source: Town of Arlington

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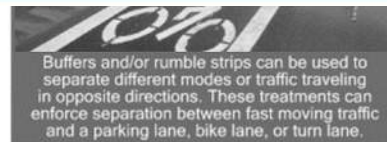
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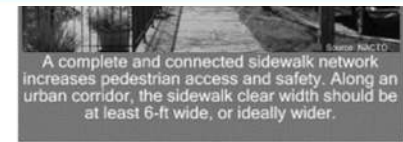
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FLASHING PEDESTRIAN SIGNAL



17
Rectangular Rapid Flash Beacons (RRFBs) include a flasher that lets motorists know pedestrians are crossing. These are especially applicable at uncontrolled, mid-block or trail crossings.

PEDESTRIAN COUNTDOWN SIGNAL



18
A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.

EXTRA PEDESTRIAN CROSSING TIME



19
A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before conflicting vehicles start turning. LPIs are especially helpful at wide, busy intersections.

TRANSIT AMENITIES



20
Transit amenities include shelters, benches, kiosks, and access to other services and amenities. There should be sidewalk access and safe roadway crossings near transit stops.

TRAFFIC SIGNALS AT INTERSECTIONS



21
Full signalization of an intersection impacts traffic operations and controls the movements of all road users. This can slow traffic, improve mobility, and accommodate pedestrians and cyclists.

ROUNDBOUT



22
A roundabout is an intersection treatment with channelized approaches that reduce speeds. Roundabouts minimize conflict points and maintain a safe flow of traffic.

DIRECTIONAL SIGNAGE



23
Providing clear signs and pavement markings along a corridor can reduce confusion and direct motorists to key destinations.

TRAFFIC SIGNAL TIMING



24
Traffic signal timing changes can optimize traffic operation and reduce queuing and congestion. Signal timing might also provide priority to different modes, such as transit vehicles.

STREET LIGHTING



25
Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and transit stops. Street lights improve visibility for drivers.

STREET TREES



26
Street trees provide shade and comfort to people on the sidewalk. They also contribute to a lively sense of place. Street trees must be placed and maintained to allow for motorist visibility.

GREEN STORMWATER INFRASTRUCTURE



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Green Stormwater Infrastructure (GSI) in sidewalks, medians, and curb extensions collects stormwater runoff and filters it through special soil and plants before it soaks into the ground or is released slowly back into the sewer system.

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28
Asphalt art can be used to visually delineate space in the roadway to improve safety and revitalize public space.

TRAIL WAYFINDING & AMENITIES



29
Signs direct pedestrians and bicyclists toward destinations in the area, typically including distance and average walking or biking times. Other amenities might include benches, shelters, trees, and art.

CORRIDOR BRANDING



30
Trail and corridor branding provide a sense of place and direct users to destinations. This branding can connect various facilities within a greater region.

TRUCK SIGNAGE



31
Signs and pavement markings can be used to direct and restrict truck traffic. Through-movement truck traffic can be discouraged while trucks accessing industry along the corridor can be directed to make safe, slow movements.

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32
A truck apron is mountable by trucks or buses, but not by smaller vehicles. This means that the radius at intersections or driveways can be tightened to improve safety for pedestrians while still allowing wider truck turning movements.

PEDESTRIAN COUNTDOWN SIGNAL



18

Source: Ned Gerard

A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.

FLASHING PEDESTRIAN SIGNAL

PEDESTRIAN COUNTDOWN SIGNAL

EXTRA PEDESTRIAN CROSSING TIME

TRANSIT AMENITIES



19

A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before conflicting vehicles start turning. LPIs are especially helpful at wide, busy intersections.



20

Transit amenities include shelters, benches, kiosks, and access to other services and amenities. There should be sidewalk access and safe roadway crossings near transit stops.

DIRECTIONAL SIGNAGE



23

TRAFFIC SIGNAL TIMING



24

EXTRA PEDESTRIAN CROSSING TIME



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Source: Go Active Long Beach

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IMPROVING

TRAFFIC CALMING

GREENWAY TREATMENTS

Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and transit stops. Street lights improve visibility for drivers.

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IMPROVING SAFETY ON ROUTE 291

TRUCK ROUTE TREATMENTS

PLACEMAKING

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

GREENWAY TREATMENTS

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Traffic signal timing changes can optimize traffic operation and reduce queuing and congestion. Signal timing might also provide priority to different modes, such as transit vehicles.

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TRAFFIC SIGNALS AT INTERSECTIONS

21

Route 291 / Jeffrey Street

Route 291 / Tilghman Street

Route 291 / Kerlin Street

Source: NACTO

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TRUCK ROUTE TREATMENTS

Rectangular include pedestrian

20

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24

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28

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32

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91

IMPROVING S

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TRAIL V

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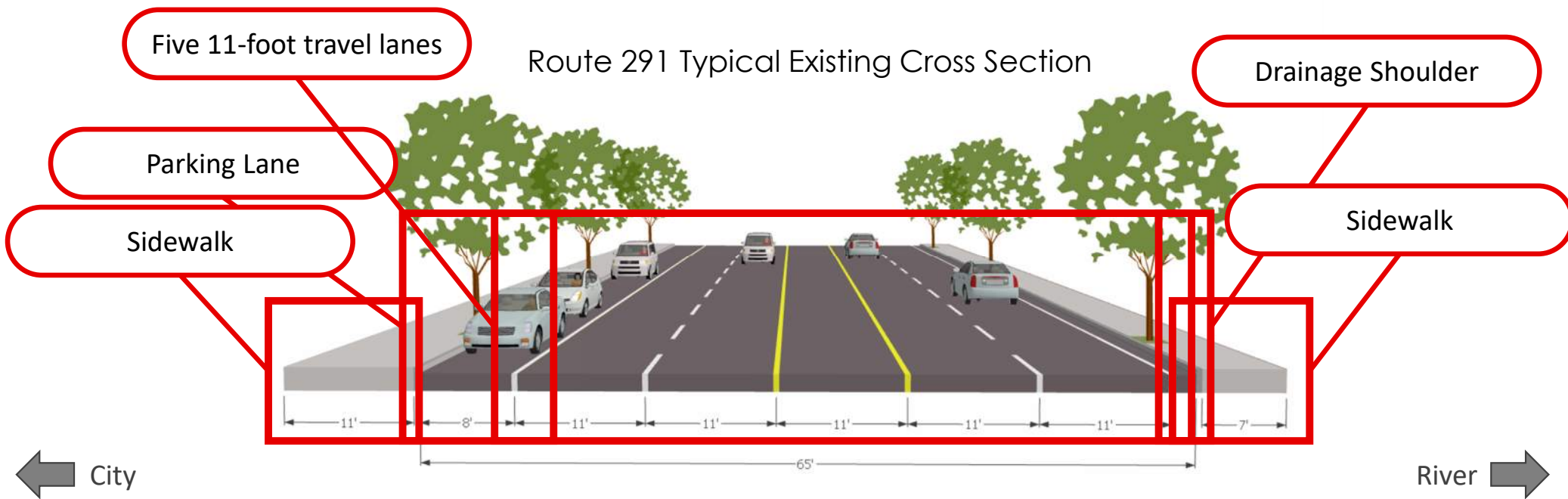
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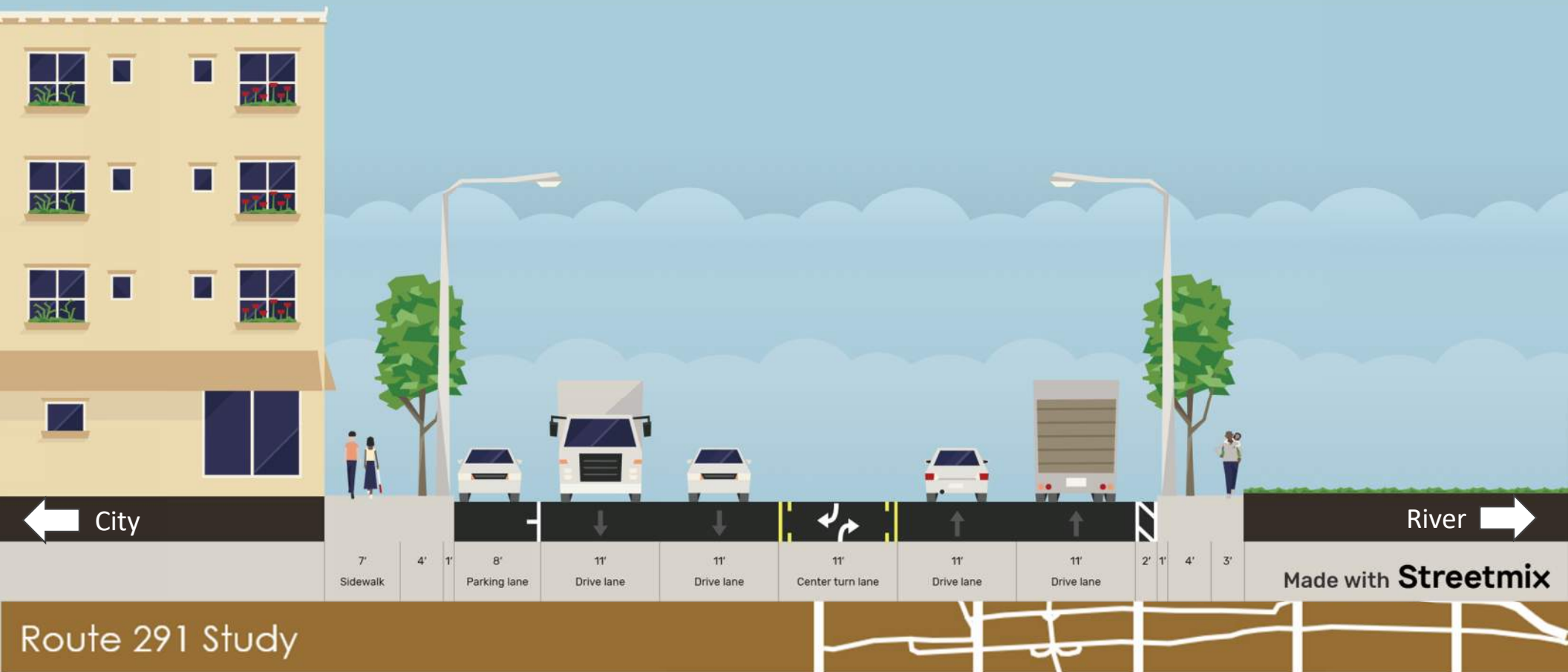


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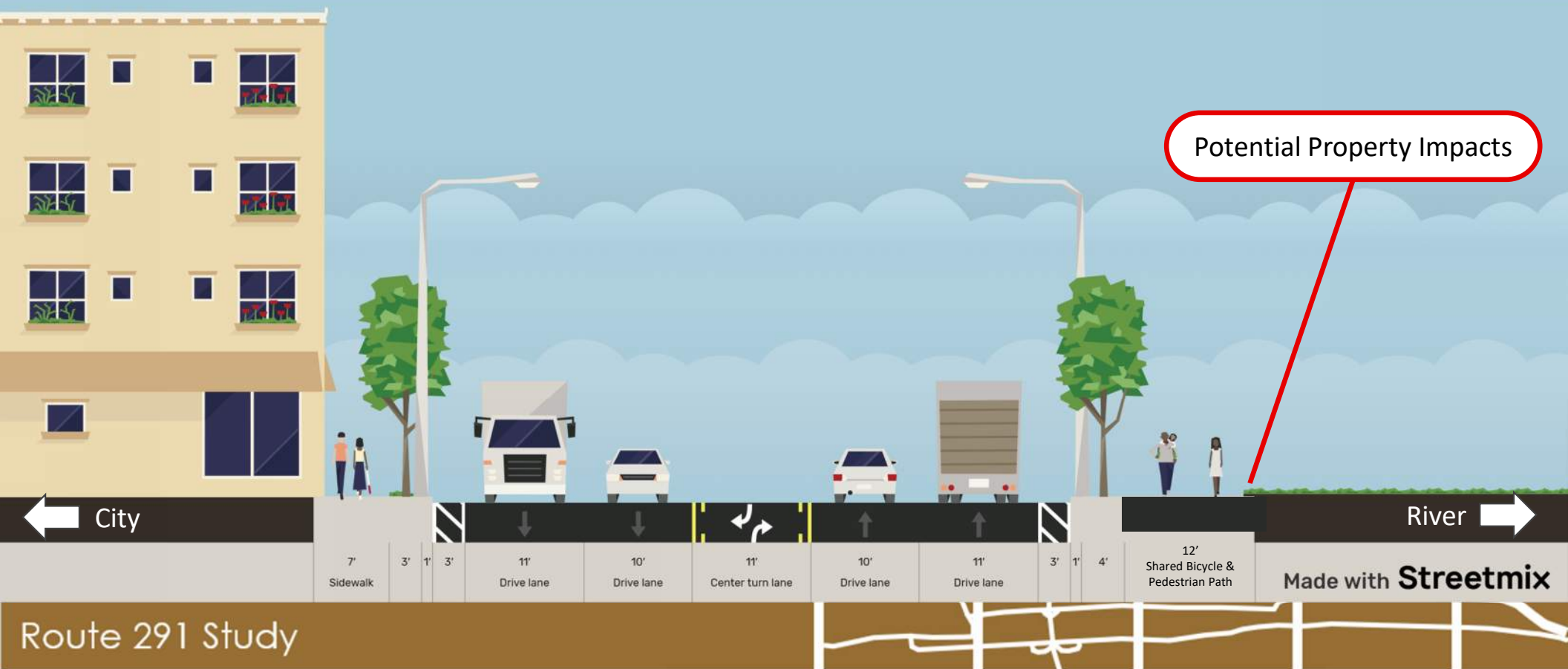
Existing Cross Section / No Build



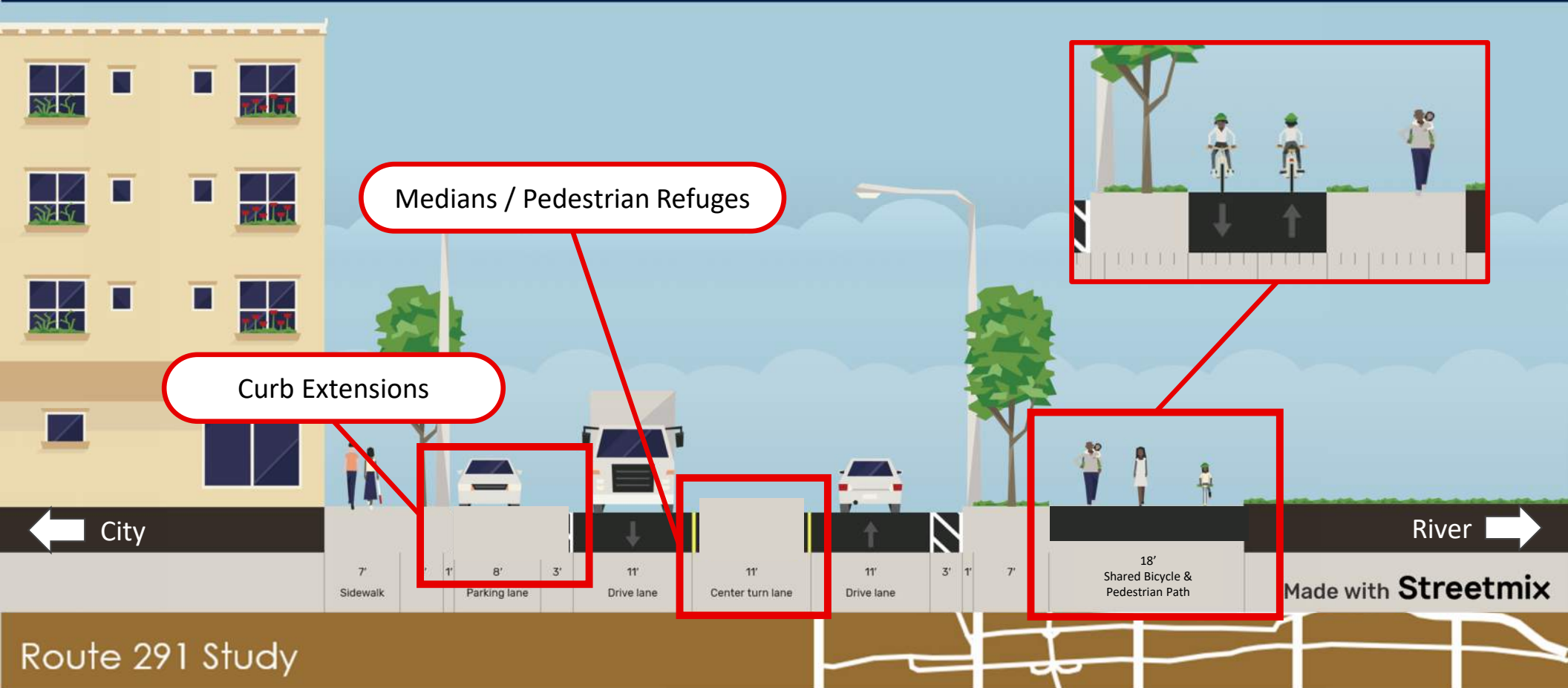
Existing Cross Section / No Build



Alternative A – 5 Lanes with Safety Improvements



Alternative B – 3 Lanes with Safety Improvements



Analysis Overview & Results

Route 291 Study



Crash Analysis



290

Total Crashes
Along this Section
of Route 291 From
2017 to 2021



Crash Analysis

5 Lanes, No Safety Improvements



Reduce to 3 Lanes



Alternative A –
Keep 5 Lanes, Make Safety Improvements



Alternative B –
Reduce to 3 Lanes, Make Safety Improvements



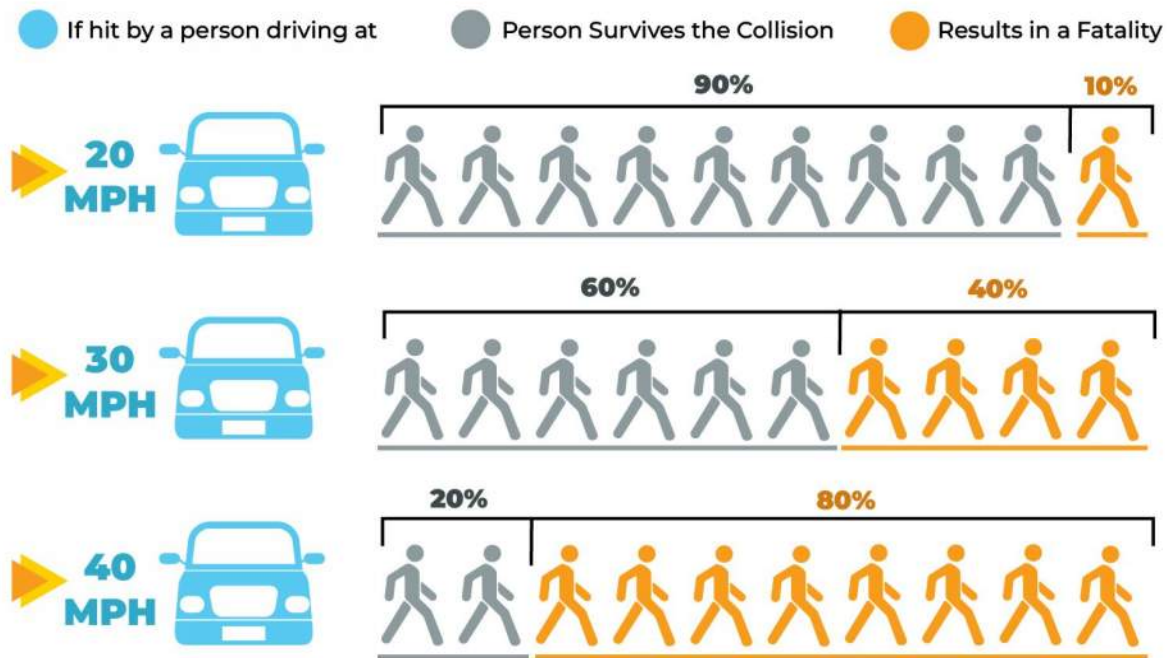
Reduces potential severe crashes by 1/2

Reduces potential severe crashes by 3/4

*Severe Crash = Fatal & Serious Injury
PDO = Property Damage Only Crashes
Predicted Crashes per Year*



Fatal & Serious Injury Crashes



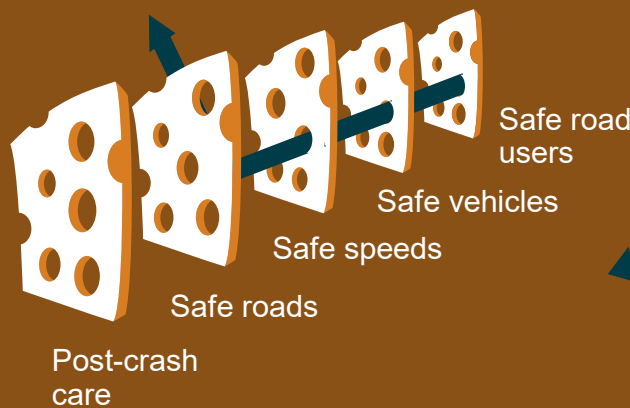
Source: Streets are for Everyone



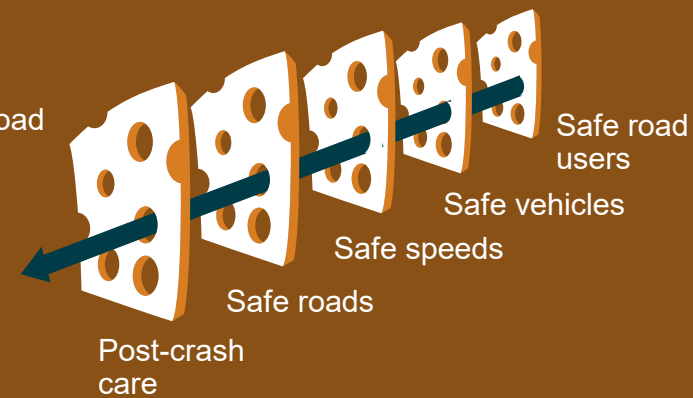
Fatal & Serious Injury Crashes



The “Swiss Cheese Model” of redundancy creates layers of protection



Death and serious injuries happen when all layers fail



Source: FHWA



Traffic Analysis

What we have heard / seen:



Residents experience congestion



Analysis shows minimal existing delays



Drivers are sometimes confused



Traffic Analysis

What we have heard / seen:



Stadium traffic is challenging



I-95 traffic uses Route 291



Traffic spills onto neighborhood streets



Traffic Analysis

Alternative analysis results:

- Analysis shows minimal delays for both the future 5-lane and the future 3-lane alternatives
- People are not anticipated to experience a change in congestion with either alternative



Traffic Analysis

Alternative analysis results:

- New signals at Jeffrey Street & Tilghman Street (via another project) are expected to improve operations and reduce confusion
- New signal at Kerlin Street is expected to improve safety without increasing congestion / delays

TRAFFIC SIGNALS AT INTERSECTIONS



Full signalization of an intersection impacts traffic operations and controls the movements of all road users. This can slow traffic, improve mobility, and accommodate pedestrians and cyclists.



Traffic Analysis

Alternative analysis results:

- Ongoing coordination regarding Stadium traffic
- During I-95 closures, traffic will divert to US 13, Route 291, and other streets in the network
- Some local traffic is anticipated to use parallel streets with 3-lanes on Route 291



Activities & Next Steps

Route 291 Study



Activities

- Fill out the survey and comment cards
- Discuss goals and tradeoffs
- Consider toolkit application
- Arrange the cross sections



Thank you!!



Next Steps

1. Take the Online Survey!
2. Selecting Preferred Alternative
3. Develop concepts, costs, and final report



Questions?

Cathy Spahr
(SpahrC@co.delaware.pa.us)



Tara Hofferth
(thofferth@kittelsohn.com)



Route 291 Road Diet Study Delaware County, PA

October 11, 2023 Public Workshop Comments/Questions and Answers

Below is a summary of the Comments provided/Questions asked during the October 11, 2023 Public Workshop and the Answers provided by the Project Team.

Question/Comment #1: What traffic studies were done? Does the community have access to them? Is truck traffic included in the traffic study? How long was the study taken, since there are peak traffic hours? There should be more police presence or rumble strips. Traffic lights have been taken down.

Delaware County/ Kittleson Response #1: A traffic study was conducted for 48-hour intervals in different areas. The highest volume of truck traffic was captured in the morning. The traffic study results will be posted to the project website. Increasing police enforcement is one option; however, it has been proven to be more efficient to create an environment where it does not feel safe for the motorist to speed. The current environment of the road allows motorists to feel safe going 80 mph in a 35mph zone.

Question/Comment #2: There was another industrial sites/ truck traffic study conducted for an alternative on 4th Street, were the results of this study considered? Was future development and growth of Chester included in the traffic study?

Delaware County/ Kittleson Response #2: The Kittleson team will look into the 4th Street study. Slowing down trucks is the top priority. The traffic models used in the traffic study anticipate how the region may grow, and how that may impact traffic operations to 2050.

Question/Comment #3: Are speed bumps or speed cameras an option?

Delaware County/ Kittleson Response #3: Speed bumps are not designed to be installed in an area with the speed limit above 25 mph. Rumble strips would be more practical on Route 291 rather than speed bumps; rumble strips are part of the project's toolkit. PennDOT has required the County to conduct a traffic study and collect public opinions on the roadway before making any improvements. Pennsylvania has a red-light program; however, there are no red-light cameras in Delaware County. Representative Carol Kazeem has been working with the state police.

Question/Comment #4: Unmaintained trees are a visual impairment to drivers.

Question/Comment #5: Was the addition of warehouses, distribution centers, and school buses routes taken into consideration? There are specific intersections that need lights.

Delaware County/ Kittleson Response #5: Yes. Tara Hofferth indicated that she would connect with the individual to record which streets need traffic lights in their opinion.

Question/Comment #6: Guiderails are needed at curves to prevent property damage since a car crashed into my house. When I called PennDOT to request guiderails, they said they don't put up guiderails to protect personal property. I didn't want them to put up guiderails for my personal benefit, rather it is about saving lives.

Question/Comment #7: Wherever there is a traffic light on 9th Street, there should be one on Route 291. Has the idea of pedestrian bridges connecting the riverfront to the community been considered?

Delaware County/ Kittleson Response #7: Even if pedestrian bridges are installed, people may choose to still use the dangerous roadway.

The following comments were captured via hard copy comment cards distributed at the public workshop on October 11, 2023.

Question/Comment #8: If you're going to talk with the Union Team about managing traffic, are you also going to discuss a partnership or solutions with SEPTA? The PennDOT process should formally be a part of the presentation, maybe a flow chart that explains how and why things have to be done a certain way.

Delaware County/ Kittleson Response #8:

Question/Comment #9: I think traffic signals should be installed every few blocks in Chester, PA. I have witnessed a dead person laying on the street from getting hit on his motorcycle, a birthday present his grandma gave him a few days prior, in my arms. I saw my family almost die

in front of me in 2007 when I was just 13 years old when a driver jumped the curb. What saved it was my cousin taking 2 seconds to hug my grandmother before the rest of my family left during a visit for Christmas. I realize this is a predominately Black community, and not much care is taken in consideration, but this is a community where my mom grew up! Care for the people.

Delaware County/ Kittleson Response #9:

Question/Comment #10: Is it possible to get low interest loan for the existing homes on the city side of 291? The loan could be used to improve the condition of the homes particularly the exterior. Contractors can hire city residents.

Delaware County/ Kittleson Response #10:

Question/Comment #11: There should be stoplights along every cross street that has one on 9th Street. We would like to see pedestrian bridges that incorporate the greenway.

Delaware County/ Kittleson Response #11:

Question/Comment #12: The traffic light at 2nd Street and Flower Street needs to be adjusted. The traffic on Flower Street (trucks) get backed up to 3rd Street and Flower Street blocking the intersection with 18-wheel trucks, horse trailers pulled by 6 wheels, cars (work, school, residents). The trucks turn onto 3rd Street south to come out Reaney Street and Edward Street. They then turn at the stop sign onto 291 to continue southbound. Put a traffic light at 2nd Street and Jeffery Street. Change flashing light to traffic light, there have been 2 deaths at the intersection since May 2022.

Delaware County/ Kittleson Response #12:

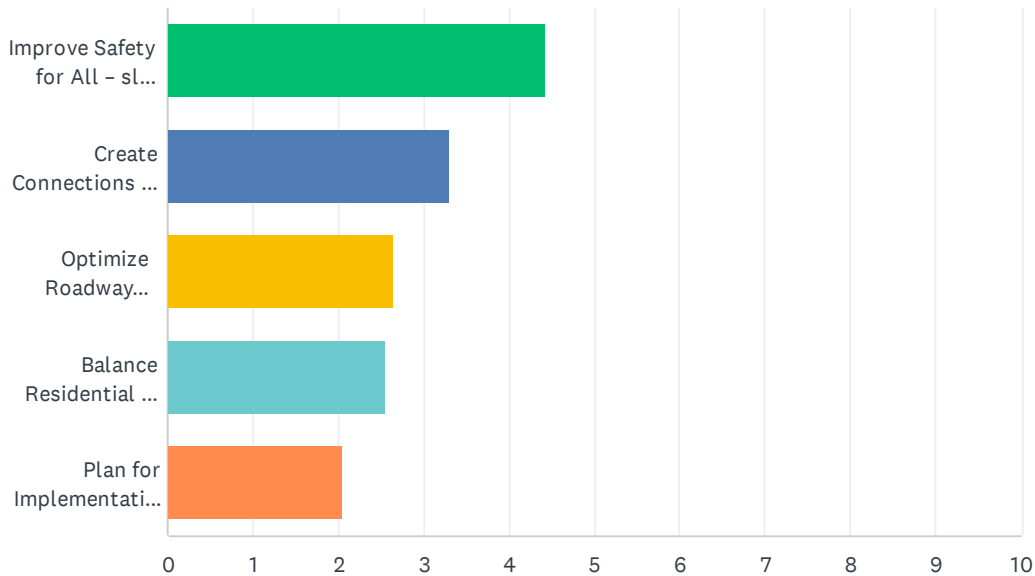
Question/Comment #13: Make 291 safe, green, and community/ business oriented.

Delaware County/ Kittleson Response #13:

Survey Results

Q1 How do you prioritize these project goals? Use the arrows on the left to rank your priorities. The item at the top of the list is your top priority and the item at the bottom of the list is your lowest priority.

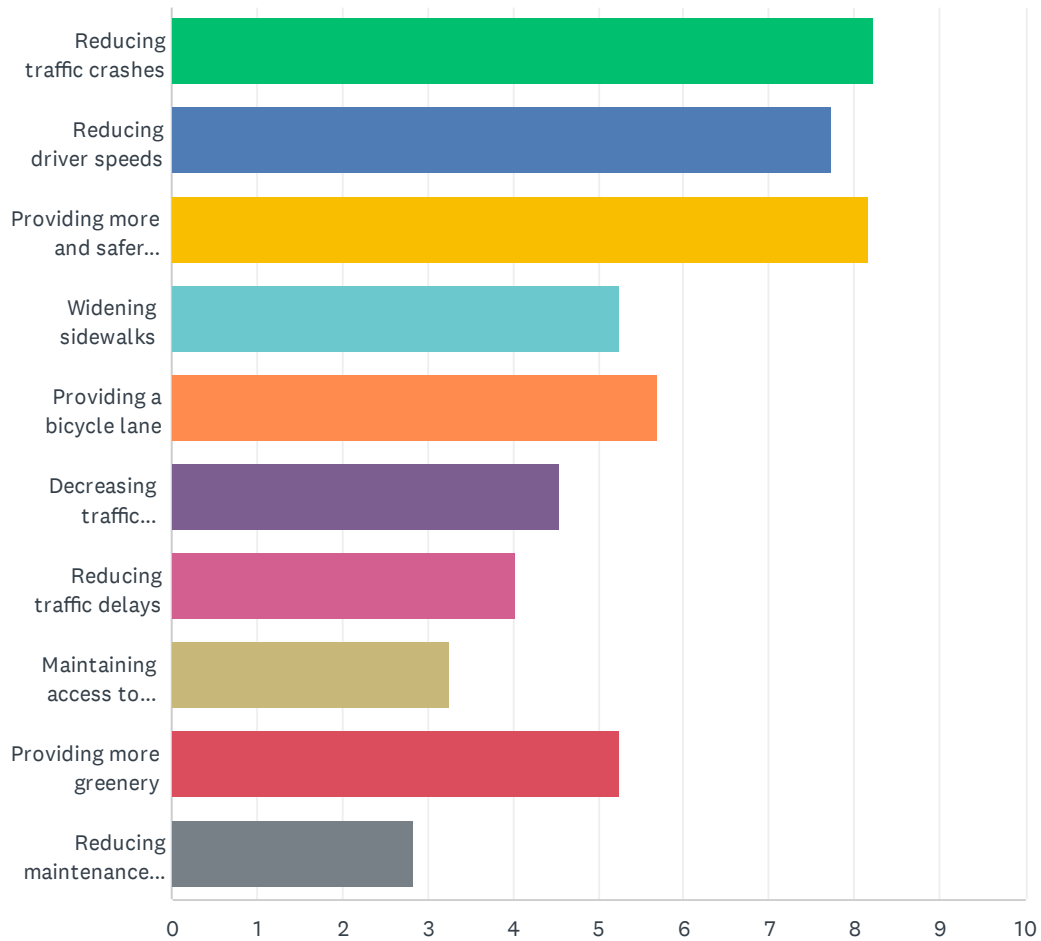
Answered: 39 Skipped: 4



| | 1 | 2 | 3 | 4 | 5 | TOTAL | SCORE |
|--|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Improve Safety for All – slow traffic speeds, shorten crossings, and make the road more predictable to reduce all types of crashes. | 64.10% 25 | 23.08% 9 | 5.13% 2 | 7.69% 3 | 0.00% 0 | 39 | 4.44 |
| Create Connections for Walking and Biking – dedicate space for pedestrians and bicyclists. Make it more comfortable to walk and bike along and across Route 291. | 17.95% 7 | 38.46% 15 | 17.95% 7 | 7.69% 3 | 17.95% 7 | 39 | 3.31 |
| Optimize Roadway Operations – move traffic efficiently and reduce delays for emergency vehicles, commuters, and trucks. | 5.13% 2 | 17.95% 7 | 33.33% 13 | 23.08% 9 | 20.51% 8 | 39 | 2.64 |
| Balance Residential and Industrial Uses – balance the need for truck access with improvements that enhance the road as a place, like greenery and bus shelters. | 5.13% 2 | 17.95% 7 | 25.64% 10 | 30.77% 12 | 20.51% 8 | 39 | 2.56 |
| Plan for Implementation – develop solutions that are implemented and can easily be maintained. | 7.69% 3 | 2.56% 1 | 17.95% 7 | 30.77% 12 | 41.03% 16 | 39 | 2.05 |

Q2 Please rank the importance of the following goals along Route 291. Use the arrows on the left to rank the importance of the element. The item at the top of the list is your top priority and the item at the bottom of the list is your lowest priority.

Answered: 37 Skipped: 6



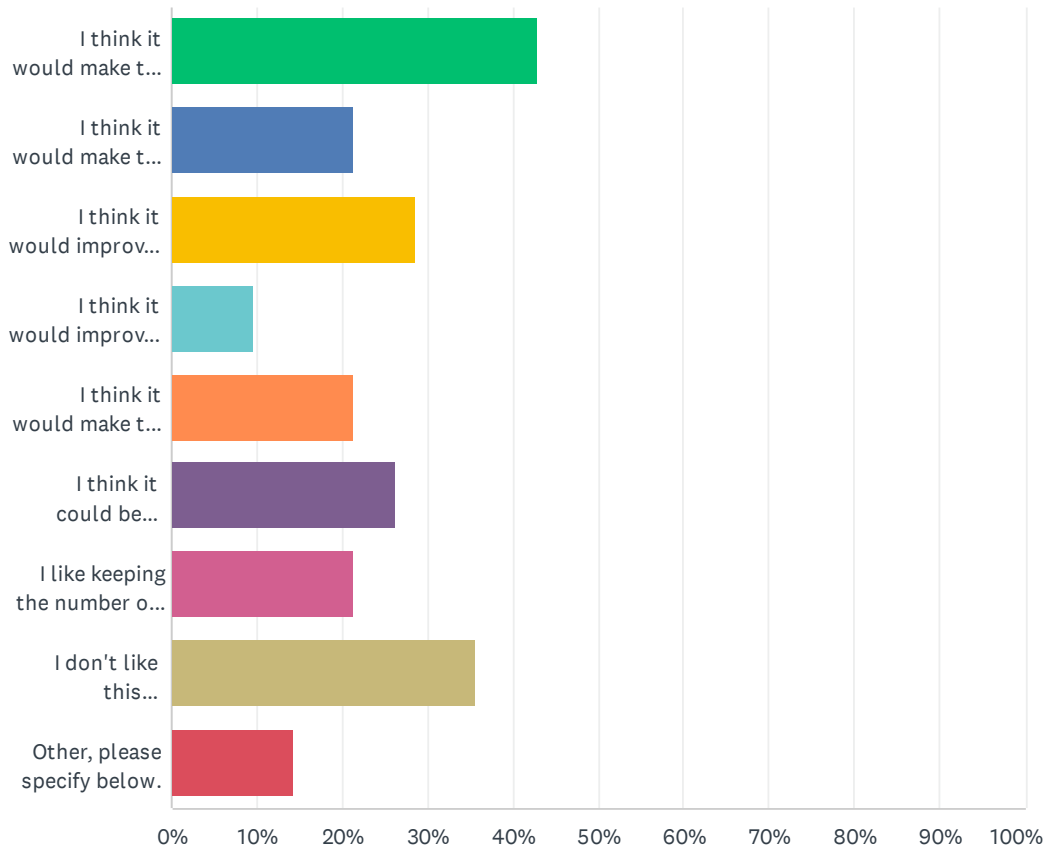
Improving Safety along Route 291 Alternatives Survey

SurveyMonkey

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL |
|--|--------------|--------------|--------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|-------|
| Reducing traffic crashes | 32.43% 12 | 24.32% 9 | 13.51% 5 | 8.11% 3 | 10.81% 4 | 8.11% 3 | 2.70% 1 | 0.00% 0 | 0.00% 0 | 0.00% 0 | 37 |
| Reducing driver speeds | 16.22% 6 | 27.03% 10 | 18.92% 7 | 10.81% 4 | 13.51% 5 | 8.11% 3 | 2.70% 1 | 2.70% 1 | 0.00% 0 | 0.00% 0 | 37 |
| Providing more and safer pedestrian crossings | 21.62% 8 | 24.32% 9 | 29.73% 11 | 10.81% 4 | 5.41% 2 | 5.41% 2 | 0.00% 0 | 2.70% 1 | 0.00% 0 | 0.00% 0 | 37 |
| Widening sidewalks | 0.00% 0 | 2.70% 1 | 5.41% 2 | 29.73% 11 | 18.92% 7 | 10.81% 4 | 8.11% 3 | 8.11% 3 | 8.11% 3 | 8.11% 3 | 37 |
| Providing a bicycle lane | 16.22% 6 | 10.81% 4 | 5.41% 2 | 8.11% 3 | 16.22% 6 | 10.81% 4 | 2.70% 1 | 5.41% 2 | 8.11% 3 | 16.22% 6 | 37 |
| Decreasing traffic diversion onto nearby streets | 0.00% 0 | 2.70% 1 | 5.41% 2 | 2.70% 1 | 13.51% 5 | 21.62% 8 | 29.73% 11 | 13.51% 5 | 8.11% 3 | 2.70% 1 | 37 |
| Reducing traffic delays | 8.11% 3 | 0.00% 0 | 0.00% 0 | 2.70% 1 | 5.41% 2 | 21.62% 8 | 16.22% 6 | 18.92% 7 | 13.51% 5 | 13.51% 5 | 37 |
| Maintaining access to industrial sites | 0.00% 0 | 5.41% 2 | 2.70% 1 | 8.11% 3 | 2.70% 1 | 0.00% 0 | 8.11% 3 | 29.73% 11 | 18.92% 7 | 24.32% 9 | 37 |
| Providing more greenery | 2.70% 1 | 2.70% 1 | 18.92% 7 | 16.22% 6 | 5.41% 2 | 10.81% 4 | 16.22% 6 | 8.11% 3 | 13.51% 5 | 5.41% 2 | 37 |
| Reducing maintenance costs and property impacts | 2.70% 1 | 0.00% 0 | 0.00% 0 | 2.70% 1 | 8.11% 3 | 2.70% 1 | 13.51% 5 | 10.81% 4 | 29.73% 11 | 29.73% 11 | 37 |

Q3 Alternative A (see image below) keeps 5 lanes of traffic, including 2 lanes in each direction plus the center turn lane. It eliminates the parking lane to make more room for people walking and biking. It shortens crossings with medians and pedestrian refuges, signalizes the Kerlin Street intersection, and adds crosswalks to improve safety. What do you like about Alternative A? Select all that apply.

Answered: 42 Skipped: 1

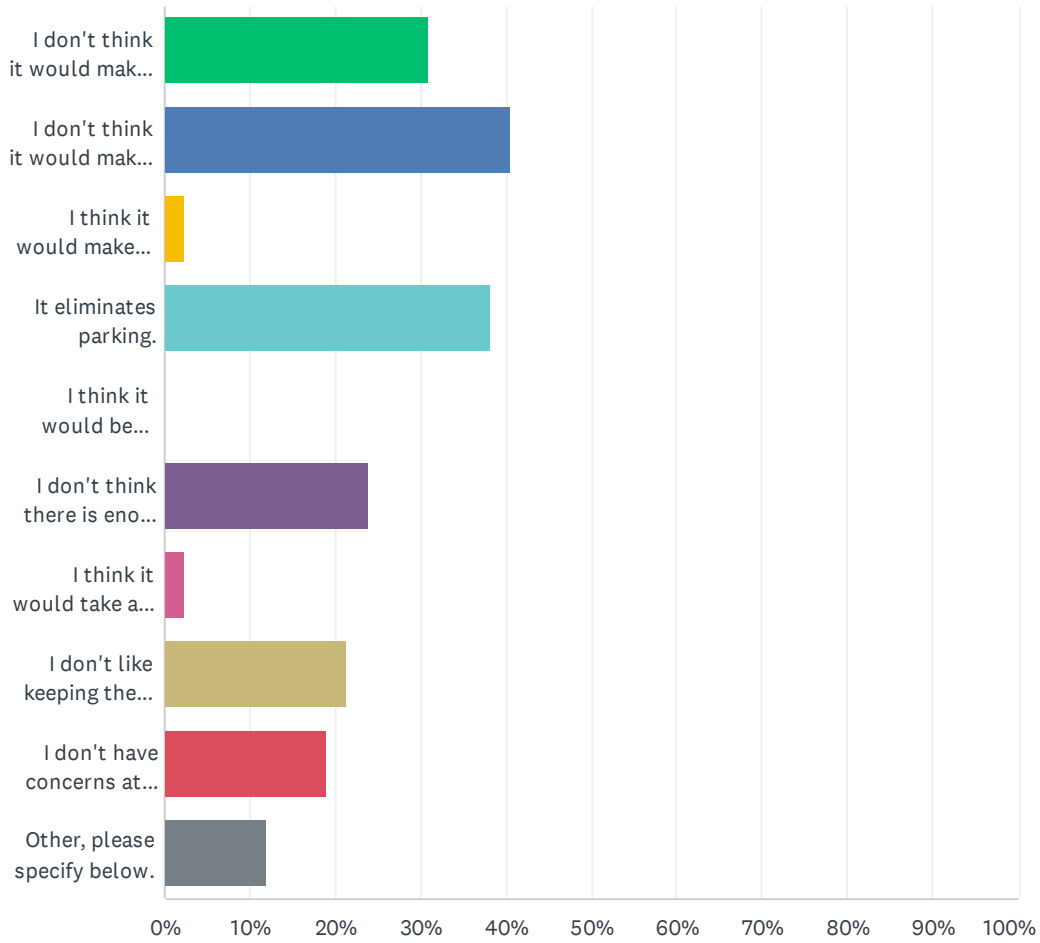


| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| I think it would make the road safer for people walking and biking. | 42.86% | 18 |
| I think it would make the road safer for people driving. | 21.43% | 9 |
| I think it would improve vehicle travel time. | 28.57% | 12 |
| I think it would improve access to industrial sites. | 9.52% | 4 |
| I think it would make the road feel more like a place in the community. | 21.43% | 9 |
| I think it could be quickly implemented and easily maintained. | 26.19% | 11 |
| I like keeping the number of travel lanes the same | 21.43% | 9 |
| I don't like this alternative at this time. | 35.71% | 15 |
| Other, please specify below. | 14.29% | 6 |
| Total Respondents: 42 | | |

| # | IF YOU ANSWERED OTHER ABOVE, PLEASE INDICATE THE OTHER REASON(S) YOU LIKE ALTERNATIVE A IN THIS SPACE. | DATE |
|---|--|---------------------|
| 1 | Parking on 291 needs to stay for the people who live there. | 10/30/2023 3:44 PM |
| 2 | What is the parking alternative for the residence living on that street? Where do the residents park and how do they enter and exit their vehicles? | 10/23/2023 7:15 PM |
| 3 | Where to people who live on that street park. | 10/20/2023 8:19 AM |
| 4 | There is little about this alternative that helps the community or makes the road safer. I think the shared path would be better than what there is, right now, but if we want it to be a major connector, there should be more room. Additionally, the road is still extremely wide, which will make it difficult to cross and easy to speed. | 10/10/2023 10:50 AM |
| 5 | doesn't seem like it would reduce driver speed possibly making it even more dangerous for pedestrians crossing the road | 10/9/2023 11:13 AM |
| 6 | It won't change anything other than taking parking away from those that live there. | 10/9/2023 6:38 AM |
| 7 | Very hard to see from side streets to pull onto road due to parked cars along 291 and can cause accidents during rush hours. I think in certain areas there should be no parking. | 10/7/2023 4:32 AM |
| 8 | In general this alternative would create a safer corridor for biking and walking with an off-road path; however, that safety might still be threatened by speeding vehicles, especially given that parking would be taken away, since that acts as a slight buffer for pedestrians on the sidewalk closest to the housing. | 10/6/2023 2:38 PM |
| 9 | My biggest concern is safety for pedestrians and biking | 10/2/2023 5:06 PM |

Q4 What concerns do you have about Alternative A (see image below)? Select all that apply.

Answered: 42 Skipped: 1

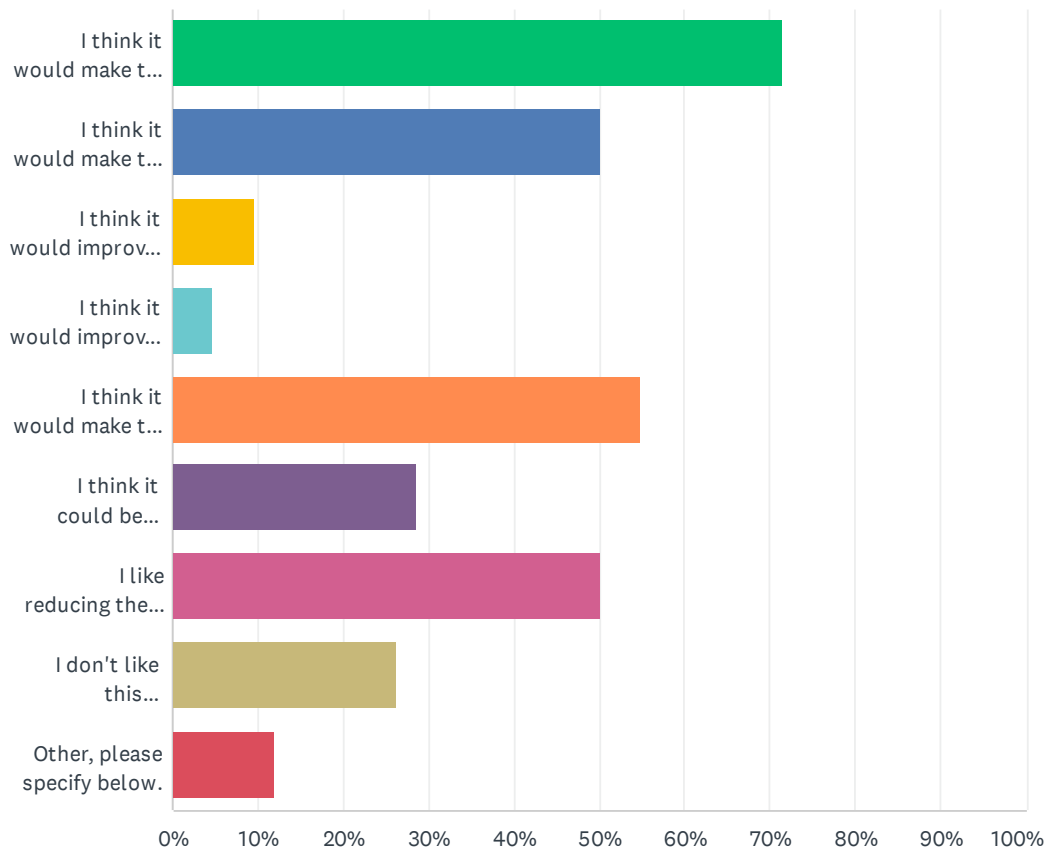


| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| I don't think it would make the road safer for people walking and biking. | 30.95% | 13 |
| I don't think it would make the road safer for people driving. | 40.48% | 17 |
| I think it would make vehicle travel time worse. | 2.38% | 1 |
| It eliminates parking. | 38.10% | 16 |
| I think it would be difficult to access industrial sites. | 0.00% | 0 |
| I don't think there is enough space for community improvements. | 23.81% | 10 |
| I think it would take a long time to implement and will be difficult to maintain. | 2.38% | 1 |
| I don't like keeping the number of travel lanes the same. | 21.43% | 9 |
| I don't have concerns at this time. | 19.05% | 8 |
| Other, please specify below. | 11.90% | 5 |
| Total Respondents: 42 | | |

| # | IF YOU ANSWERED OTHER ABOVE, PLEASE INDICATE THE OTHER CONCERN(S) YOU HAVE ABOUT ALTERNATIVE A IN THIS SPACE. | DATE |
|---|--|---------------------|
| 1 | This will work for the volume but you need lights to slow people down. Green space in the turn lane could improve the look of the area. | 10/30/2023 3:44 PM |
| 2 | There are no traffic calming measures | 10/23/2023 9:37 PM |
| 3 | What is the parking alternative for the residence living on that street? Where do the residents park and how do they enter and exit their vehicles? Parking on this street blocks the view of cross traffic when turning from side streets. | 10/23/2023 7:15 PM |
| 4 | Although it's better than nothing, it still prioritizes drivers over the community. There's walking and biking space along the road, but who will want to use it while next to four lanes of high-speed traffic? | 10/10/2023 10:50 AM |
| 5 | It would make it safer and less unpleasant for those moving along the highway, but not safe for those crossing | 10/9/2023 11:13 AM |
| 6 | It keeps the current unsafe, expansive road width, which forces pedestrians and cyclists to be exposed to traffic for a longer period of time when crossing the road. | 10/6/2023 2:38 PM |
| 7 | i fear residents will still park on side of road creating dangerous traffic conditions. and in some ways its not fair that home owners no longer can park in front of their homes, but chester needs progress to bring in revenue to help the overall community. | 10/2/2023 5:33 PM |
| 8 | I don't think it would reduce speeding | 10/2/2023 3:39 PM |

Q5 Alternative B (see image below) eliminates 2 traffic lanes so that there is 1 lane in each direction and a center turn lane. It keeps the parking lane. It includes a wide, separate space for people walking and biking. It shortens crossings with curb bump outs, medians, and pedestrian refuges, signalizes the Kerlin Street intersection, and adds crosswalks to improve safety. What do you like about Alternative B? Select all that apply.

Answered: 42 Skipped: 1

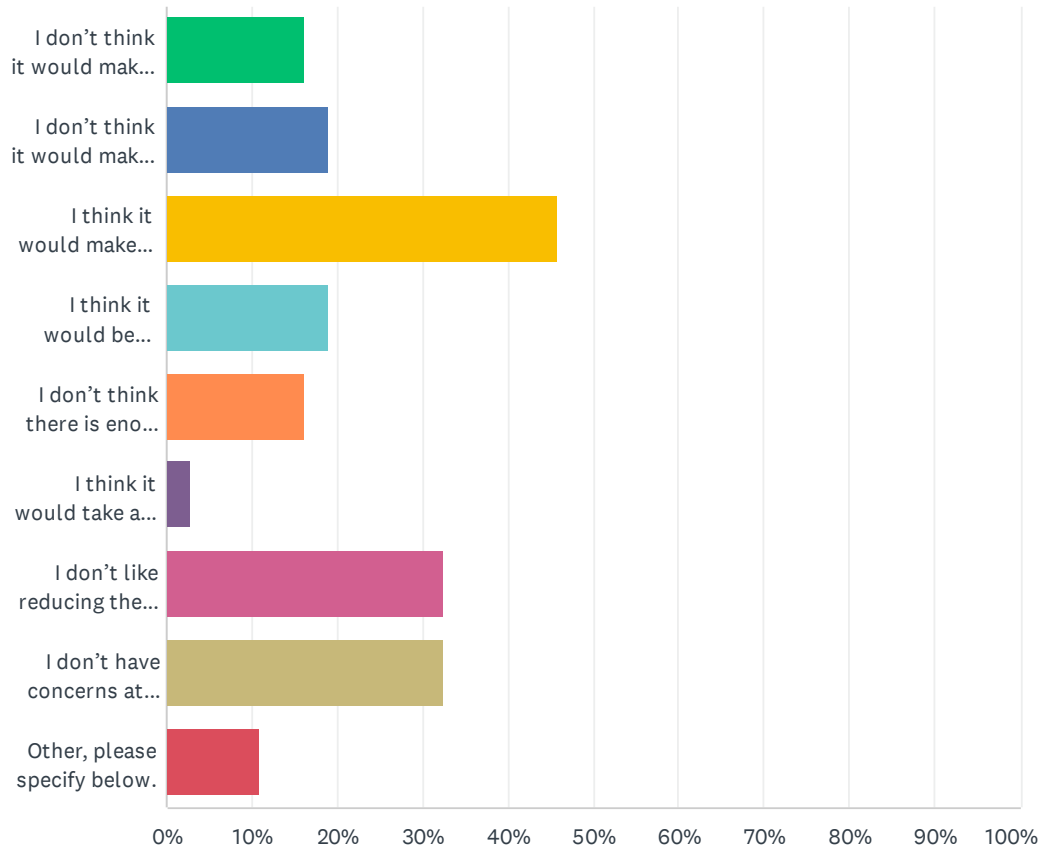


| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| I think it would make the road safer for people walking and biking. | 71.43% | 30 |
| I think it would make the road safer for people driving. | 50.00% | 21 |
| I think it would improve vehicle travel time. | 9.52% | 4 |
| I think it would improve access to industrial sites. | 4.76% | 2 |
| I think it would make the road feel more like a place in the community. | 54.76% | 23 |
| I think it could be quickly implemented and easily maintained. | 28.57% | 12 |
| I like reducing the number of travel lanes. | 50.00% | 21 |
| I don't like this alternative at this time. | 26.19% | 11 |
| Other, please specify below. | 11.90% | 5 |
| Total Respondents: 42 | | |

| # | IF YOU ANSWERED OTHER ABOVE, PLEASE INDICATE THE OTHER REASON(S) YOU LIKE ALTERNATIVE B IN THIS SPACE. | DATE |
|---|--|---------------------|
| 1 | Two lanes will work for the volume on the road to slow down the traffic but will cause a problem for the trucks. Volume pilling at lights. | 10/30/2023 3:44 PM |
| 2 | Nothing | 10/23/2023 9:37 PM |
| 3 | Adding in greenery beside the lanes will give shade, helping the environment long-term and helping our community short-term with shade and more tranquil space. | 10/12/2023 10:50 AM |
| 4 | Love this alternative. Because there won't be a lot of lane-changing, traffic might improve, and there's loads of space for walking and biking. This will also improve access to industrial sites for those who cannot or choose not to drive. | 10/10/2023 10:50 AM |
| 5 | People will pass using the turning lane causing more accidents. I don't feel it will make pedestrians and bikers more safe. Enforce the traffic laws and maybe the road will be safer. | 10/9/2023 6:38 AM |
| 6 | Traffic would be mess especially when there is accident on 95 all alternative roads become nightmare to get anywhere. | 10/7/2023 4:32 AM |
| 7 | Traffic flows would be come more predictable as there would be less space for reckless driving that cause greater risk of crashes and start-and-stop driving, both of which create traffic delays, vs the slower and steadier approach of this design. | 10/6/2023 2:38 PM |

Q6 What concerns do you have about Alternative B (see image below)? Select all that apply.

Answered: 37 Skipped: 6



| ANSWER CHOICES | RESPONSES | |
|--|-----------|----|
| I don't think it would make the road safer for people walking and biking | 16.22% | 6 |
| I don't think it would make the road safer for people driving | 18.92% | 7 |
| I think it would make vehicle travel time worse | 45.95% | 17 |
| I think it would be difficult to access industrial sites | 18.92% | 7 |
| I don't think there is enough space for community improvements | 16.22% | 6 |
| I think it would take a long time to implement and will be difficult to maintain | 2.70% | 1 |
| I don't like reducing the number of travel lanes | 32.43% | 12 |
| I don't have concerns at this time | 32.43% | 12 |
| Other, please specify below. | 10.81% | 4 |
| Total Respondents: 37 | | |

| # | IF YOU ANSWERED OTHER ABOVE, PLEASE INDICATE THE OTHER CONCERN(S) YOU | DATE |
|---|---|------|
|---|---|------|

| | HAVE ABOUT ALTERNATIVE B IN THIS SPACE. | |
|---|--|---------------------|
| 1 | Two lanes will more than likely create traffic congestion. | 10/23/2023 9:37 PM |
| 2 | Room to enter and exit vehicles. | 10/23/2023 7:15 PM |
| 3 | I question if parking is necessary and would be better used as more green space. | 10/11/2023 10:12 AM |
| 4 | I'd still like to see what the plans are for crossing the street. More lights and walk signals? Pedestrian and bike bridges? | 10/10/2023 10:50 AM |
| 5 | Both alternatives don't mention speed limits. Will they be changed? | 10/9/2023 11:13 AM |

Q7 If you have concerns that are not addressed by any of the alternatives, what do you think can be improved? What would you like to see on Route 291 that you think is missing?

Answered: 31 Skipped: 12

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | Bin blocks or guide rails should run along the length of the 291 where crashes are prevalent. | 10/30/2023 3:38 PM |
| 2 | Bin blocks or guide rails should run along the length of the 291 where crashes are prevalent. | 10/30/2023 3:36 PM |
| 3 | Bin blocks on guide rails should run along the length of r91 where crashes are prevalent. | 10/30/2023 3:34 PM |
| 4 | Wide bike lanes | 10/30/2023 3:21 PM |
| 5 | 1 lane in each direction and a center turn lane. Parking is designed to allow visibility for traffic entering onto 291 from side street. | 10/23/2023 7:15 PM |
| 6 | Nothing | 10/23/2023 2:16 PM |
| 7 | Bike lanes and improved sidewalks | 10/23/2023 12:45 PM |
| 8 | all concerns addressed | 10/20/2023 8:19 AM |
| 9 | N/A | 10/16/2023 2:57 PM |
| 10 | Better line marking, overhead signs, more traffic lights that are synced, eliminating access to 291 from smaller streets and alleys | 10/12/2023 5:38 PM |
| 11 | I think it is important to say that this survey provided no education about the "radical" change to 3 lanes. Assuming it was discussed at the meeting last night, the voices of those who heard concrete data about travel times and other impacts should be amplified. I can see many individuals answering this survey a specific way while thinking catastrophically and naively about the impacts of a lane reduction. | 10/12/2023 10:50 AM |
| 12 | Access to the Waterfront, more greenspace | 10/11/2023 6:43 PM |
| 13 | Access to the water front and greenery | 10/11/2023 6:43 PM |
| 14 | None | 10/11/2023 10:24 AM |
| 15 | How are residents going to be better connected to the waterfront, besides the shared path? How will these alternatives fit in with the east coast greenway? | 10/11/2023 10:12 AM |
| 16 | Remove the lane of parked cars and give bikes their own lane rather than making a big multi modal sidewalk | 10/10/2023 8:58 PM |
| 17 | Green buffers! | 10/10/2023 1:21 PM |
| 18 | As I mentioned above, lighting and crossing need to be addressed to ensure people can actually access these amenities from the city side. | 10/10/2023 10:50 AM |
| 19 | Possibly lower speed limits | 10/9/2023 11:13 AM |
| 20 | Enforce traffic laws, try that first. Then if it doesn't work, change the road using one of your alternatives. | 10/9/2023 6:38 AM |
| 21 | People coming out of Boeing are a huge problem They fly out of Boeing parking lots. When they come off of I-95 on Stewart and turn right on #291 it is a racetrack. Many of them go through the light at Royal Farms every day. Need more police here to ticket these people. Travel this road every day to work and it is a major part of the problem. | 10/7/2023 5:13 AM |
| 22 | Better and bigger signs for turning onto bridge for 95, confusion in that area with the turn. Need overhead turn sign. | 10/7/2023 4:32 AM |

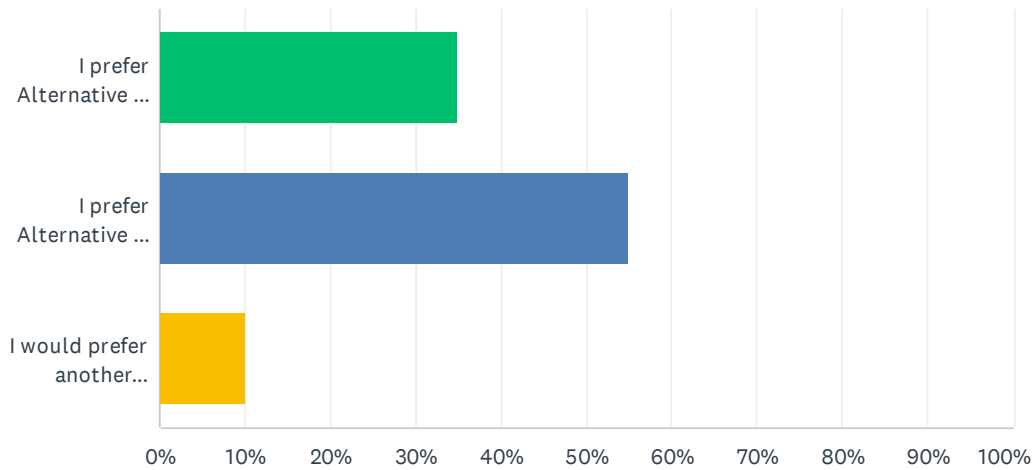
Improving Safety along Route 291 Alternatives Survey

SurveyMonkey

| | | |
|----|---|--------------------|
| 23 | I would simply like a safer, bike and walker friendlier, 291. | 10/6/2023 7:10 PM |
| 24 | Alternative A that keeps 5 lanes would continue to make it unpleasant to travel and explore the 291 corridor, which hurts opportunities for people to experience Chester's history, culture, and heritage, let alone be physically active, healthy, and happy. | 10/6/2023 2:38 PM |
| 25 | Better signage to I95 would definitely be a benefit for drivers. It needs to be more visible. Bus Lanes should be considered to reduce congestion. I would like to suggest specific lanes for buses, lanes for bikes, and improving pedestrian access and safety. | 10/6/2023 12:15 PM |
| 26 | Side street exits are getting dangerous when trying to access 291. People speed excessively every single day | 10/4/2023 2:43 PM |
| 27 | Truck noise is bad. waste management trucks smell awful, trucks braking and down throttling is noisy (need signs and fines). Speeding is not enforced. 322 access to 291 needs a sensor light and silver traffic light box is blocking views for drivers. businesses need to clean up their properties, ie. weeds, vines, fences. homes under repair need to be repaired more timely. | 10/2/2023 5:33 PM |
| 28 | I feel as though there should be less travel lanes for safety of the road | 10/2/2023 5:06 PM |
| 29 | Devise a plan to increase walking areas without limiting number of travel lanes for residential and industrial traffic - overpasses, property donations, etc. | 10/2/2023 4:59 PM |
| 30 | none | 10/2/2023 3:39 PM |
| 31 | better crossing walk-ways and more foliage and painted areas...less grafitti and run down buildings | 10/2/2023 3:13 PM |

Q8 Which alternative do you prefer?

Answered: 40 Skipped: 3



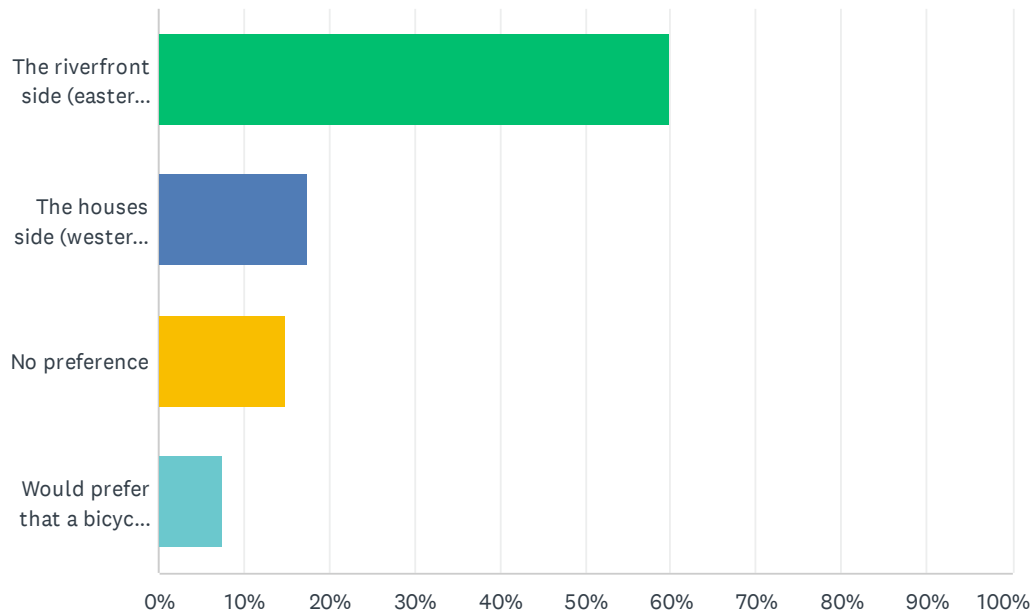
| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----------|
| I prefer Alternative A, which keeps 5 vehicle lanes | 35.00% | 14 |
| I prefer Alternative B, which reduces the road to 3 vehicle lanes | 55.00% | 22 |
| I would prefer another alternative. Please explain below. | 10.00% | 4 |
| TOTAL | | 40 |

| # | IF YOU SELECTED THAT YOU WOULD PREFER ANOTHER ALTERNATIVE. PLEASE EXPLAIN BELOW. | DATE |
|---|---|---------------------|
| 1 | Better signs on 291, streets and ramp signs. Police on the road. Lights to slow traffic. | 10/30/2023 3:44 PM |
| 2 | Dont think i like trees planted where houses are. Concerned about pipes cracking due to old pipes. | 10/20/2023 8:19 AM |
| 3 | I would do B but without parking or the turning lane and give cars their own protected lane (if eliminating the turning lane it would be parking protected) | 10/10/2023 8:58 PM |
| 4 | Definitely Alternative B. Alternative A is barely a road diet. Alternative B would even be better for cars, because it will reduce the number of crashes and allow people to take other forms of transportation, thereby decreasing the number of cars on the road. | 10/10/2023 10:50 AM |
| 5 | Traffic laws need to be enforced. No one gets stopped, therefore it is a free-for-all. | 10/9/2023 6:38 AM |
| 6 | Road diets have been proven many times over, including on PennDOT roads, to reduce traffic crashes and the resulting injuries and fatalities. They also have been shown to smooth traffic flows, making it more predictable. Traffic volume is not static; to avoid added congestion, drivers find other routes elsewhere on the road network, change modes to transit/biking/walking, change the timing of the trip, or decide not to take the trip. Additionally, by having slower, safer speed traffic, the corridor will improve the quality of life for residents and feel more like a more welcoming place for people on foot and bike, families, and visitors alike, thereby making the area a more viable area for new businesses and economic opportunities. This is all supported by resident input in dozens of plans dating back decades for Chester, and the time is now to transform 291 back into a more walkable bikeable 2nd Street for the City and its future! | 10/6/2023 2:38 PM |
| 7 | 5 lanes would be good except the people who live along 291. There is really no parking | 10/4/2023 2:43 PM |

available for them. Alternative B is horrible idea.

Q9 Which side of the street would be better for the dedicated bicycle lane?

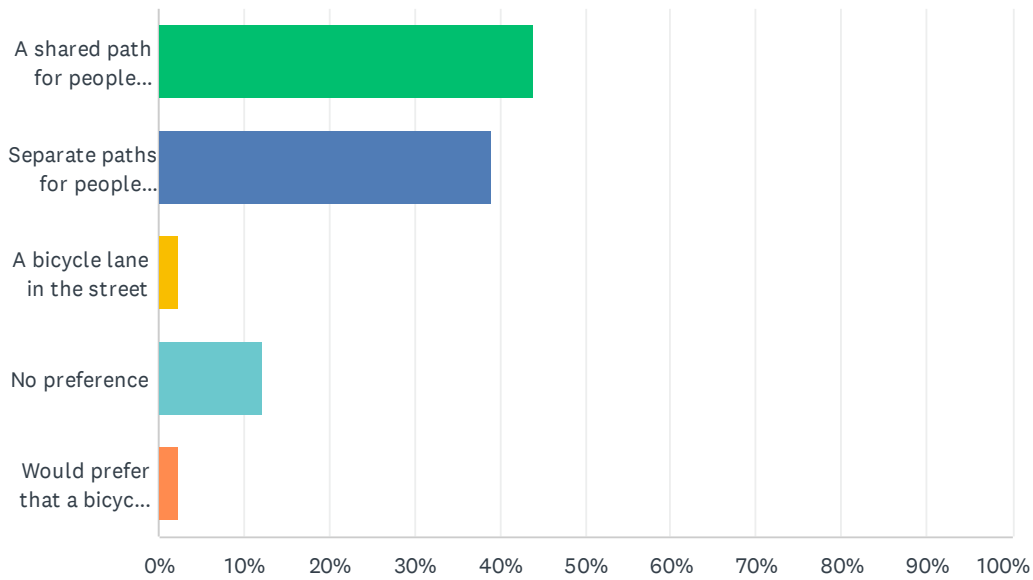
Answered: 40 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----------|
| The riverfront side (eastern side) | 60.00% | 24 |
| The houses side (western side) | 17.50% | 7 |
| No preference | 15.00% | 6 |
| Would prefer that a bicycle lane not be included | 7.50% | 3 |
| TOTAL | | 40 |

Q10 Which type of bicycle lane would you prefer?

Answered: 41 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----------|
| A shared path for people biking and walking | 43.90% | 18 |
| Separate paths for people biking and walking | 39.02% | 16 |
| A bicycle lane in the street | 2.44% | 1 |
| No preference | 12.20% | 5 |
| Would prefer that a bicycle lane not be included | 2.44% | 1 |
| TOTAL | | 41 |

Q11 What is your zip code?

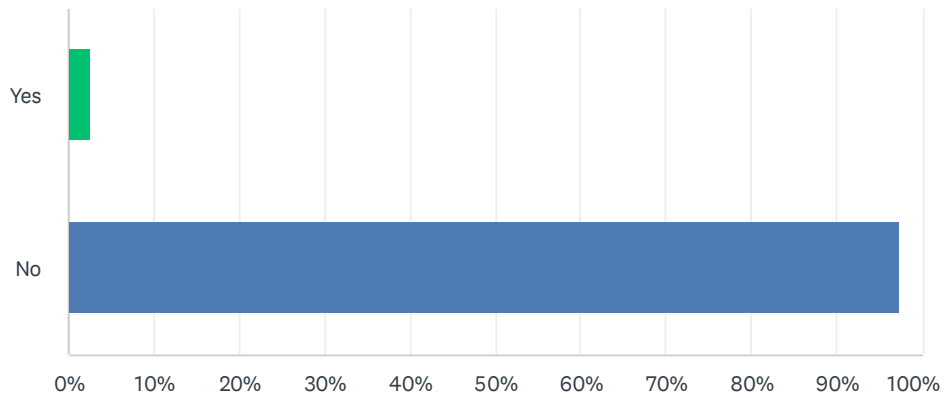
Answered: 39 Skipped: 4

| # | RESPONSES | DATE |
|----|------------|---------------------|
| 1 | 19104 | 10/30/2023 5:16 PM |
| 2 | 19103 | 10/30/2023 3:47 PM |
| 3 | 19103 | 10/30/2023 3:44 PM |
| 4 | 19103 | 10/30/2023 3:39 PM |
| 5 | 19103 | 10/30/2023 3:38 PM |
| 6 | 19103 | 10/30/2023 3:36 PM |
| 7 | 19103 | 10/30/2023 3:34 PM |
| 8 | 19023 | 10/30/2023 3:30 PM |
| 9 | 19103 | 10/30/2023 3:28 PM |
| 10 | 19103 | 10/30/2023 3:21 PM |
| 11 | 19013 | 10/24/2023 10:46 AM |
| 12 | 19013 | 10/23/2023 9:37 PM |
| 13 | 19013 | 10/23/2023 7:15 PM |
| 14 | 19013 | 10/23/2023 2:28 PM |
| 15 | 19013 | 10/23/2023 2:16 PM |
| 16 | 19013 | 10/23/2023 12:45 PM |
| 17 | 19311 | 10/23/2023 12:40 PM |
| 18 | 19013 | 10/20/2023 8:19 AM |
| 19 | 19103 | 10/16/2023 2:57 PM |
| 20 | 19013 | 10/12/2023 5:38 PM |
| 21 | 19013 | 10/12/2023 10:50 AM |
| 22 | 19013 | 10/11/2023 6:43 PM |
| 23 | 19103 | 10/11/2023 6:43 PM |
| 24 | 19063 | 10/11/2023 10:24 AM |
| 25 | 19147 | 10/10/2023 8:58 PM |
| 26 | 19064 | 10/10/2023 10:50 AM |
| 27 | 19063 | 10/9/2023 11:13 AM |
| 28 | 19078 | 10/9/2023 6:38 AM |
| 29 | 19087 | 10/7/2023 5:13 AM |
| 30 | 19015 | 10/7/2023 4:32 AM |
| 31 | 19041 | 10/6/2023 7:10 PM |
| 32 | 19121 | 10/6/2023 2:38 PM |
| 33 | 19013-1926 | 10/6/2023 12:15 PM |

| | | |
|----|-------|-------------------|
| 34 | 19013 | 10/4/2023 2:43 PM |
| 35 | 19013 | 10/2/2023 5:33 PM |
| 36 | 19013 | 10/2/2023 5:06 PM |
| 37 | 19380 | 10/2/2023 4:59 PM |
| 38 | 19060 | 10/2/2023 3:39 PM |
| 39 | 19013 | 10/2/2023 3:13 PM |

Q12 Are you Hispanic or Latino?

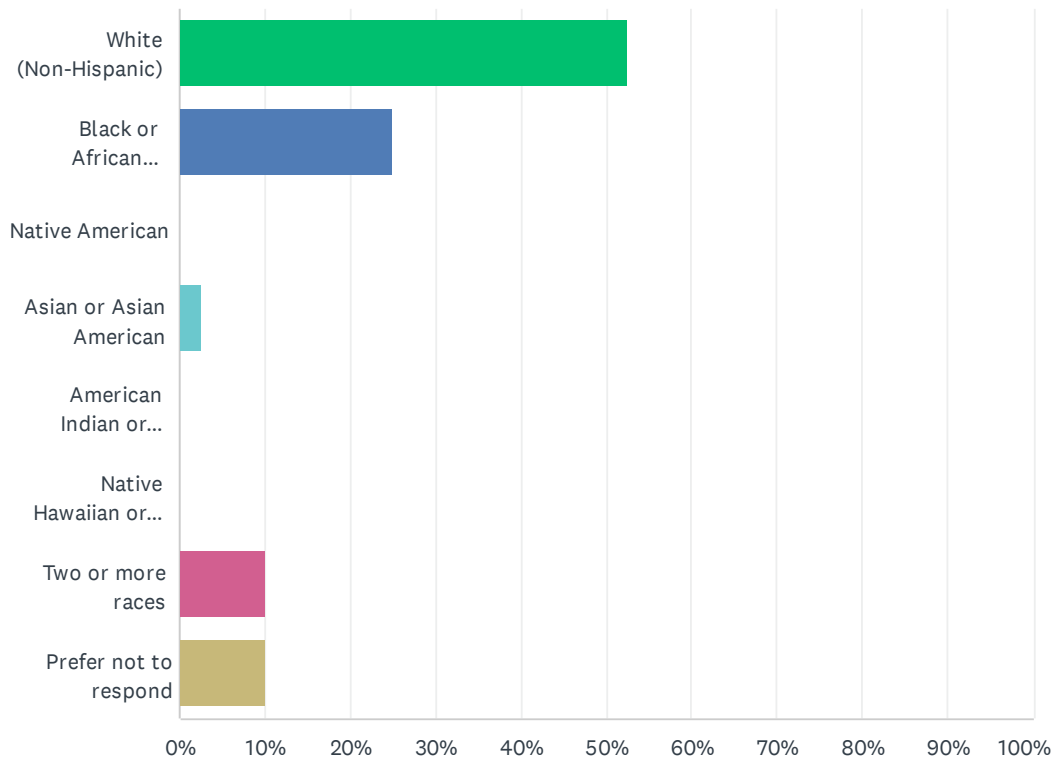
Answered: 40 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 2.50% | 1 |
| No | 97.50% | 39 |
| TOTAL | | 40 |

Q13 What is your race?

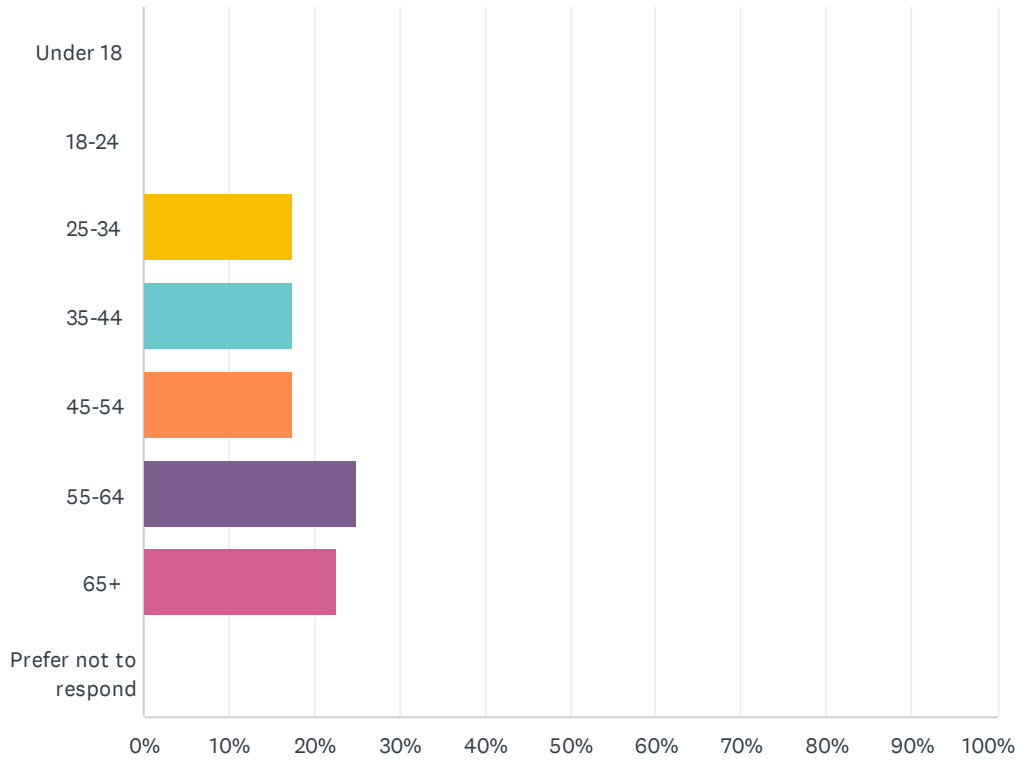
Answered: 40 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----------|
| White (Non-Hispanic) | 52.50% | 21 |
| Black or African American | 25.00% | 10 |
| Native American | 0.00% | 0 |
| Asian or Asian American | 2.50% | 1 |
| American Indian or Alaska Native | 0.00% | 0 |
| Native Hawaiian or other Pacific Islander | 0.00% | 0 |
| Two or more races | 10.00% | 4 |
| Prefer not to respond | 10.00% | 4 |
| TOTAL | | 40 |

Q14 What is your age?

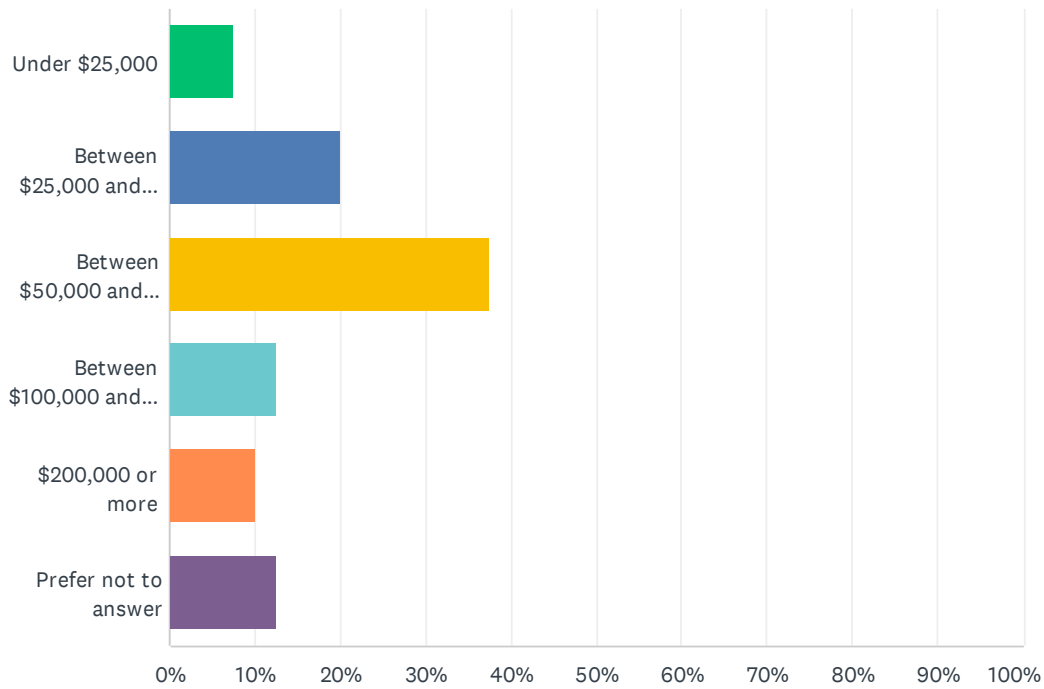
Answered: 40 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|-----------------------|-----------|-----------|
| Under 18 | 0.00% | 0 |
| 18-24 | 0.00% | 0 |
| 25-34 | 17.50% | 7 |
| 35-44 | 17.50% | 7 |
| 45-54 | 17.50% | 7 |
| 55-64 | 25.00% | 10 |
| 65+ | 22.50% | 9 |
| Prefer not to respond | 0.00% | 0 |
| TOTAL | | 40 |

Q15 What is your household income (before taxes)?

Answered: 40 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|-----------|
| Under \$25,000 | 7.50% | 3 |
| Between \$25,000 and \$49,999 | 20.00% | 8 |
| Between \$50,000 and \$99,999 | 37.50% | 15 |
| Between \$100,000 and \$199,999 | 12.50% | 5 |
| \$200,000 or more | 10.00% | 4 |
| Prefer not to answer | 12.50% | 5 |
| TOTAL | | 40 |

Other Comments

Improving Safety on Route 291

Delaware County, PA



Delaware County
Pennsylvania

Please provide any feedback, comments, or questions you have on improving safety on Route 291.

My name is Tykeria Beauford. I am the daughter of the late Tyrone Beauford who passed away on his motor cycle 2009 May 19th. I have the unfortunate privilege of seeing his crash site imprint on the huge Pole by Harrah's casino. Please make 291 safe for all whose on those roads !!

Improving Safety on Route 291

Delaware County, PA



Delaware County
Pennsylvania

Please provide any feedback, comments, or questions you have on improving safety on Route 291.

I am from Chester and original 2nd Street.
I am concerned about safety for kids
etc crossing the street.
Maybe build a drive in movie near
Soccer stadium or Discounted Funcenter
for kids/family low - mid
income.

Attachment 2: Existing Conditions



Route 291 Study

Existing Conditions

CLAYTON ST

Previous Plan Review

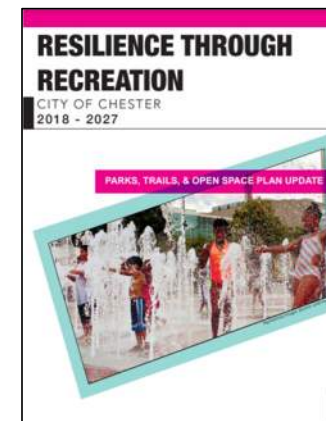
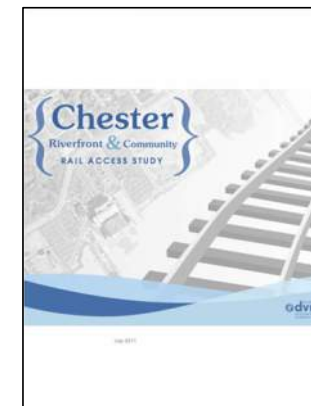
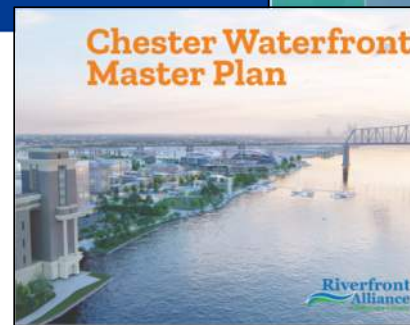
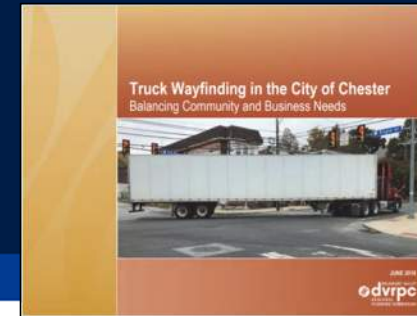
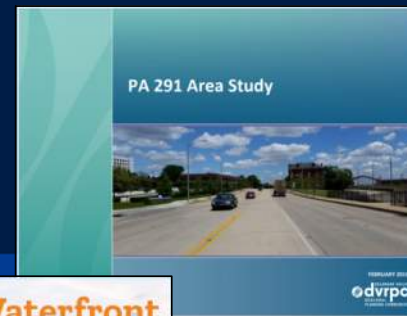
Route 291 Study



Previous Plan Review

Plans Reviewed:

- [Chester Waterfront Master Plan](#) (2021)
- [Resilience through Recreation](#) (2018)
- [Truck Wayfinding in the City of Chester](#) (2018)
- [City of Chester Green Stormwater Infrastructure Plan](#) (2017)
- [PA 291 Area Study](#) (2015)
- [Delaware County Open Space, Recreation, and Greenway Plan](#) (2015)
- [Chester Riverfront & Community Rail Access Study](#) (2014)

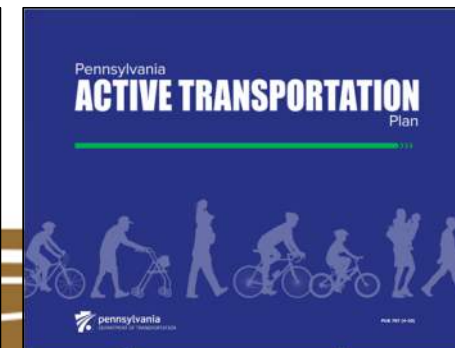
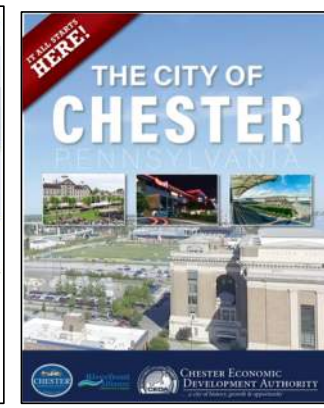
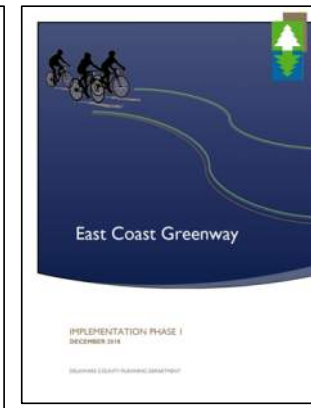
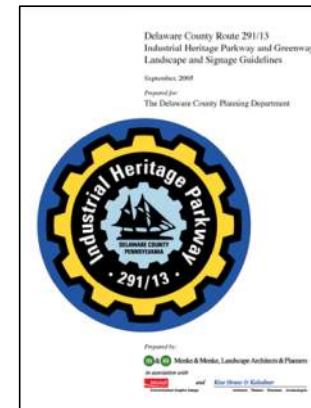
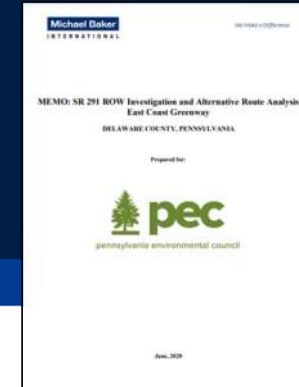


Route 291 Study

Previous Plan Review

Plans Reviewed:

- [Landscape & Signage Guidelines](#) (2005)
- [A River Reconnected](#) (2021)
- [ECG Alignment and ROW Analysis](#) (2018)
- [ECG Alignment and ROW Analysis](#) (2020)
- [The City of Chester](#) (2019)
- [ECG Implementation Plan](#) (2018)
- [PA Active Transportation Plan](#) (2019)



Route 291 Study

Previous Plan Review

Themes that stand out:

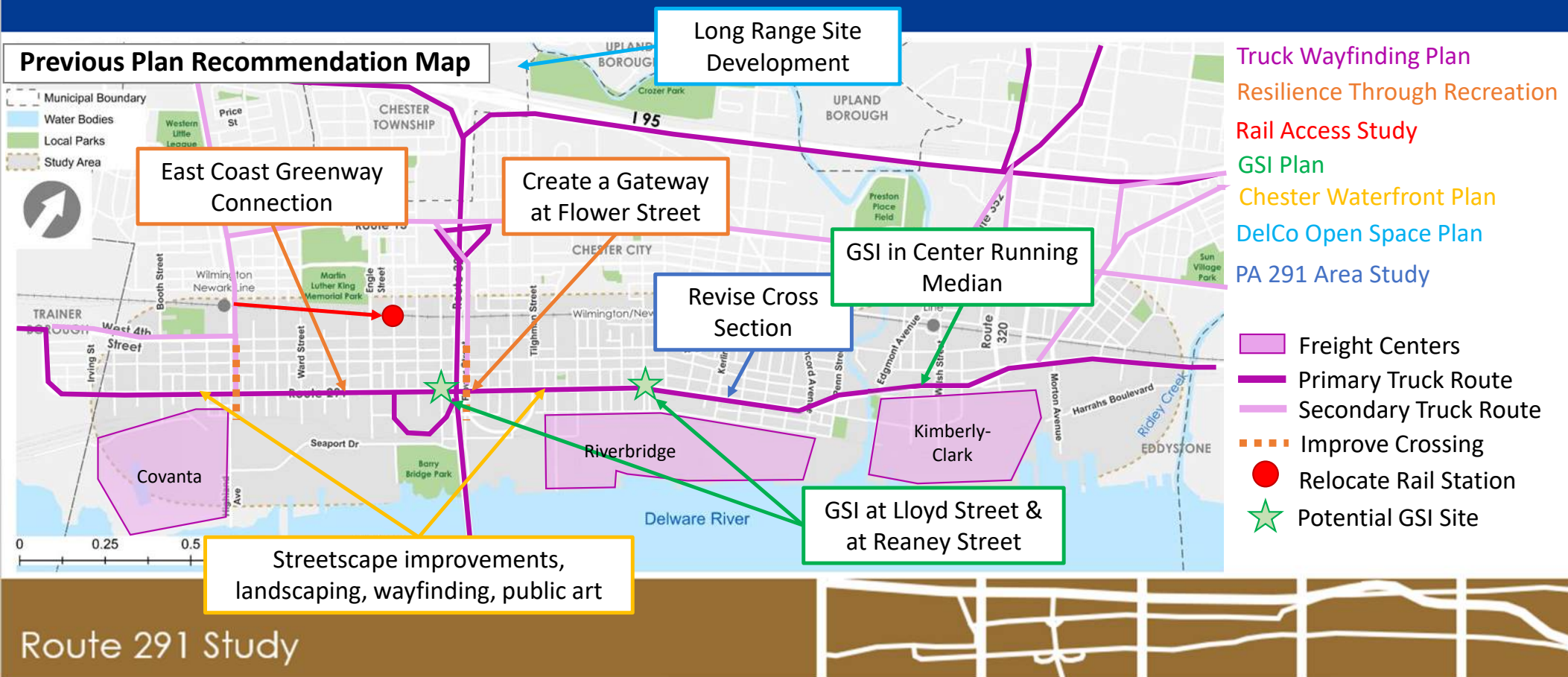
- Improve access to the waterfront
- Focus on safety and multimodal access
- Balance industrial and residential needs
- Seek out public / private partnerships
- Improve streetscape & wayfinding
- Build out a separated bike facility

Previous Outreach Methods:

- Advisory Committees
- Stakeholder interviews
- Community events
- Public meetings
- Survey
- Task forces
- Focus groups



Previous Plan Recommendations



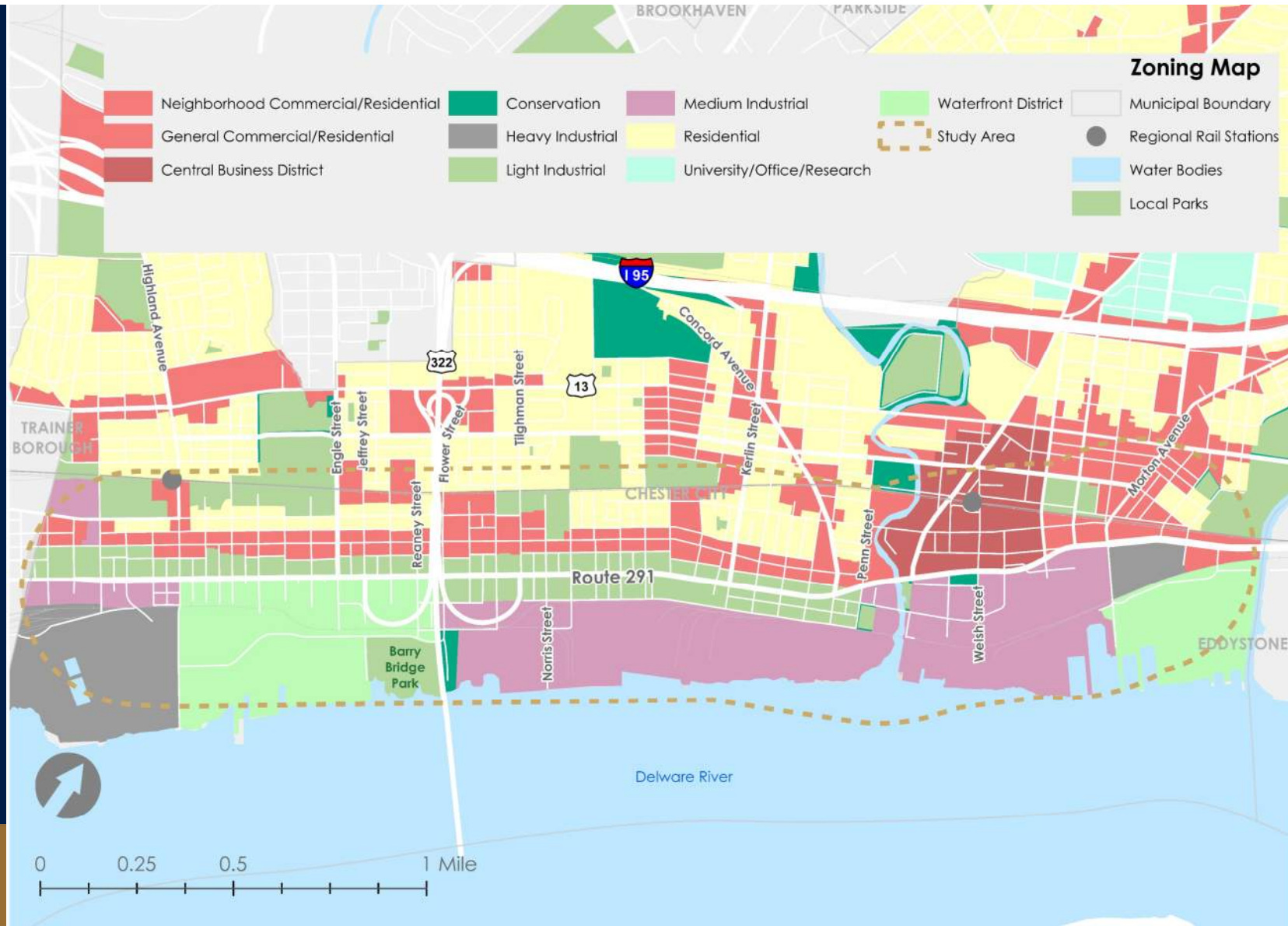
Land Use & Demographics

Route 291 Study



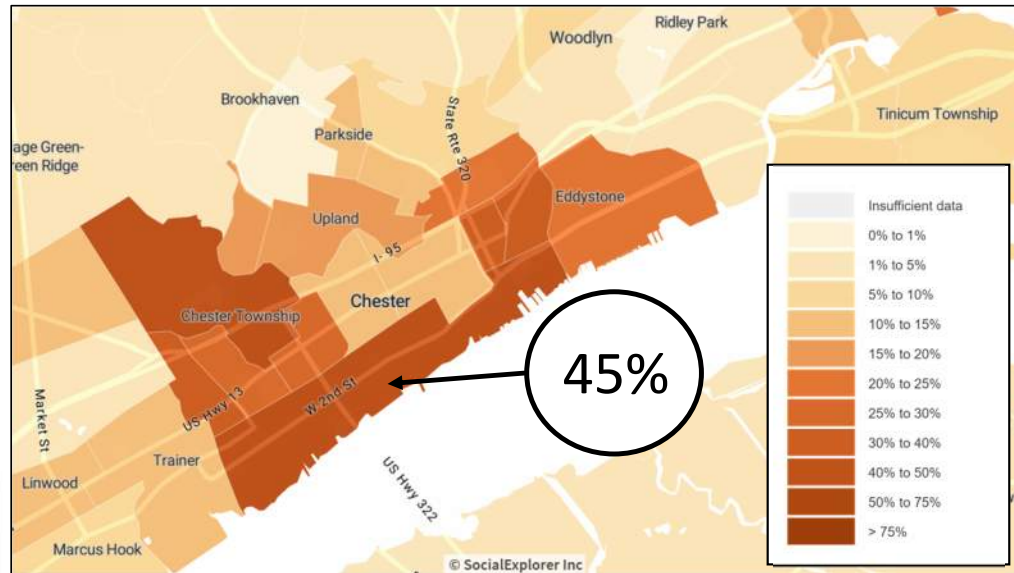
Key Takeaways:

- Light industrial zoning surrounding Route 291
- Medium & heavy industrial zoning along the riverfront
- Waterfront District

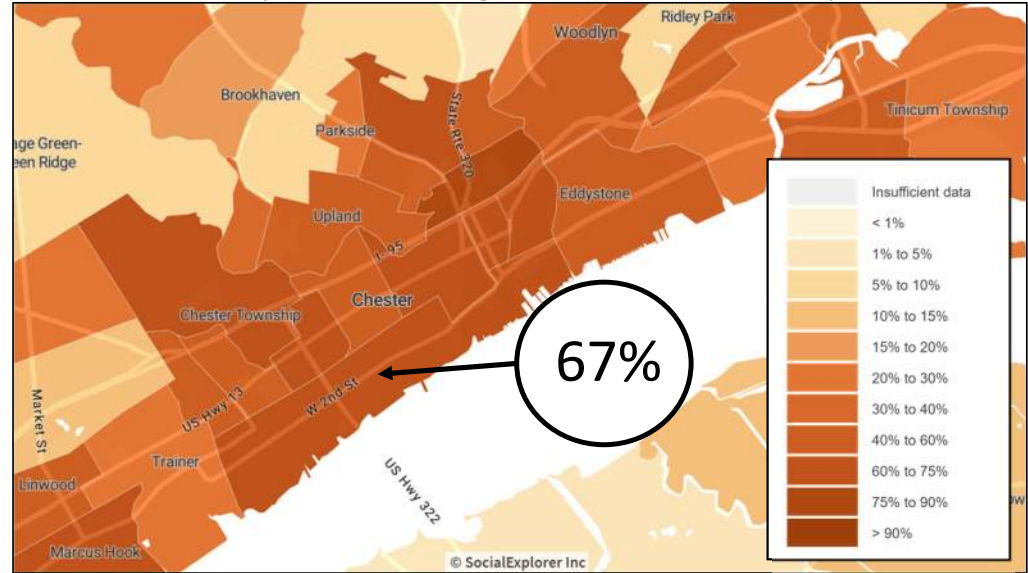


Demographics

Percent Families with Income Below Poverty Level

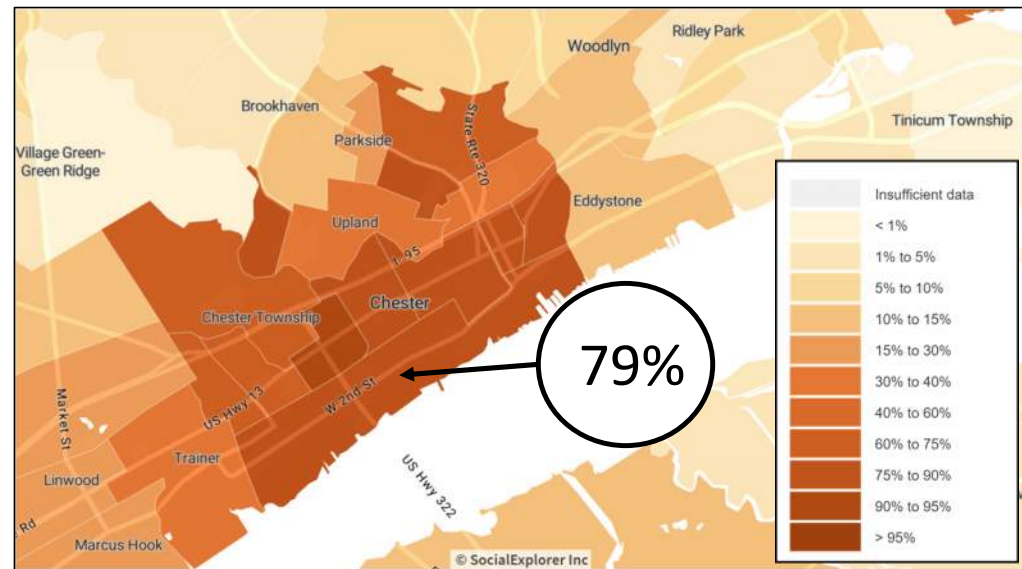


Percent Occupied Housing Units Renter Occupied

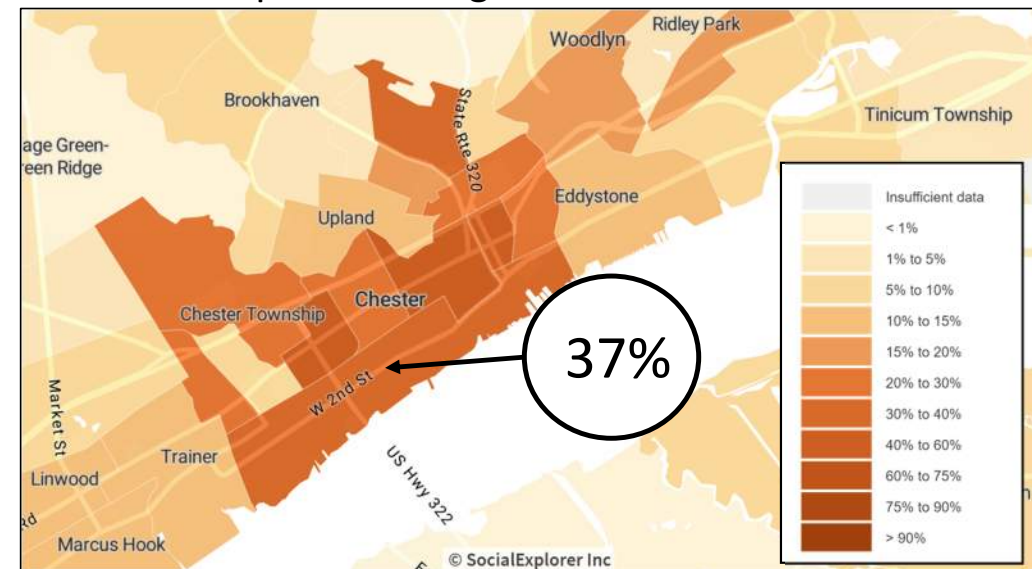


Demographics

Percent Black or African American Alone

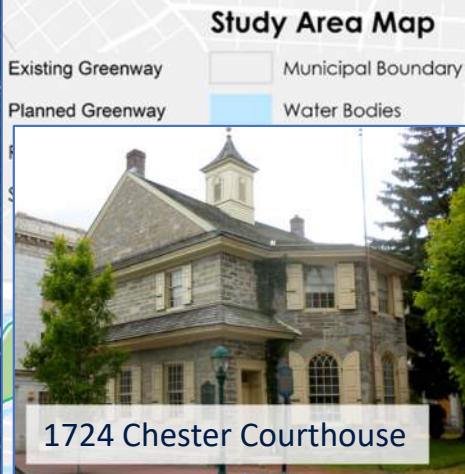


Percent Occupied Housing Units with No Vehicle



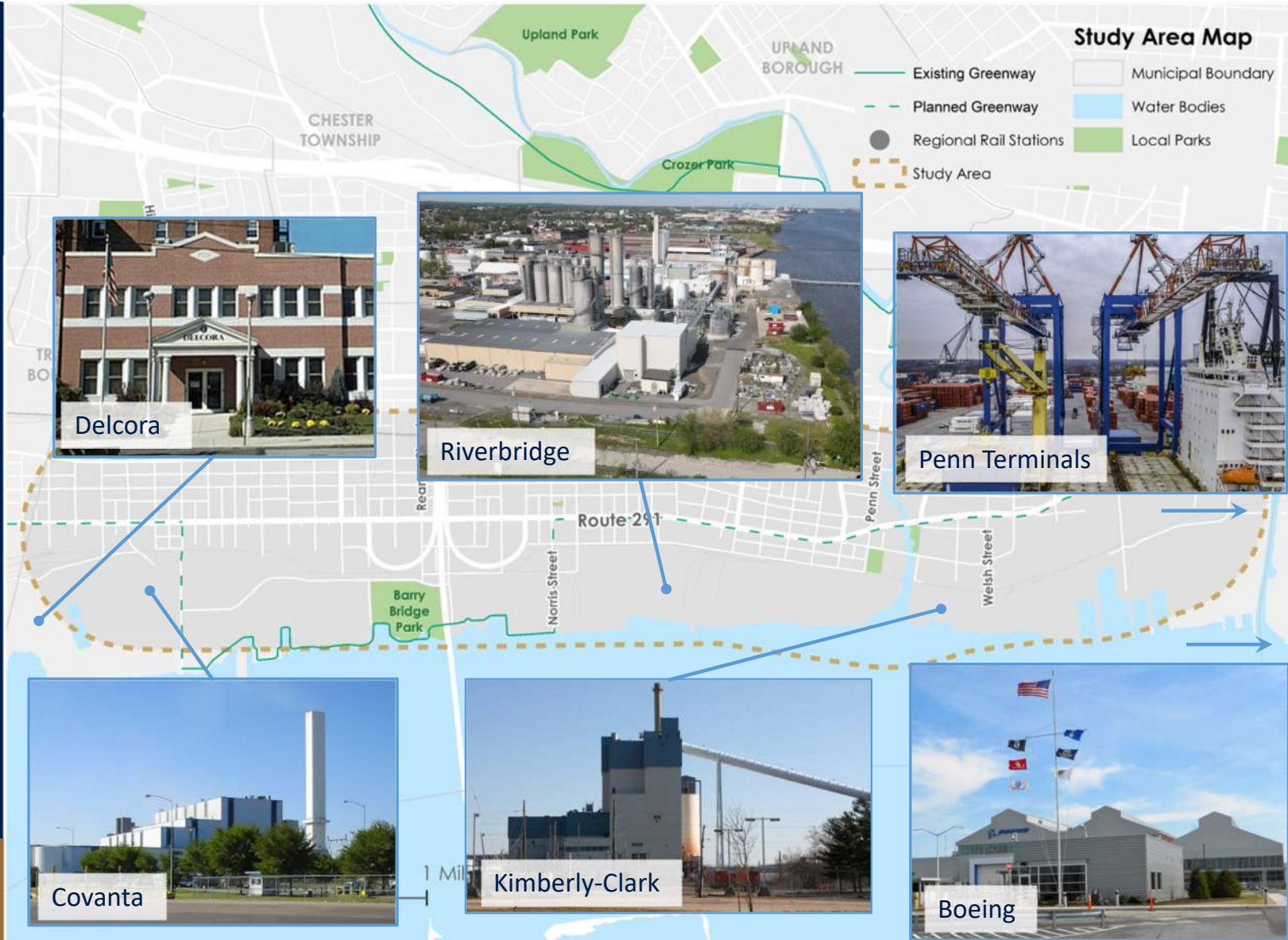
Key Destinations:

- Significant historic landmarks
- Regional attractions
- Key community places, including churches and small businesses



Key Destinations:

- Significant industrial land use along the riverfront



Route 291 Study

Development:

- Union Sportsplex
- 115,000 sqft Warehouse at 4th & Booth
- 375,000 sqft industrial building in Marcus Hook
- 81,000 sqft warehouse in Ridley Township
- 1.1 M sqft airport logistics center in Tincum

Route 291 Study

4th & Booth Street Warehouse

TRANSPORTATION IMPACT ASSESSMENT
For
Proposed Warehouse
Property Located at:
130 S Fairview Road (SR 2015)
Parcel ID: 018-01-001-000 & 18-01-001-00
Township of Ridley, Delaware County, PA

Prepared by:
DYNAMIC TRAFFIC
1515 Market Street | 624 Newtown Yardley Road
Suite 1020 | Suite 300
Philadelphia, PA 19102 | Newtown, PA 18948
(482) 262-5989

Prepared for:
FMM GOZBL, LLC
Received December 1, 2021
May 19, 2022
McMahon Project Number: 031115.11

TRANSPORTATION IMPACT ASSESSMENT

For
Proposed Warehouse
Property Located at:
130 S Fairview Road (SR 2015)
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Prepared for:
FMM GOZBL, LLC
Received December 1, 2021
May 19, 2022
McMahon Project Number: 031115.11

Study Area Map

- ▭ Municipal Boundary
- ▭ Water Bodies
- ▭ Local Parks

TRANSPORTATION IMPACT STUDY
For the
Penn Avenue Industrial Development
Marcus Hook Borough, Delaware County, PA

Prepared by:
McMahon Associates, Inc.
635 Spryngate Drive, Suite 200
Exton, PA 19341
415.294.9925

Prepared for:
Duke Realty
September 2021
Revised November 2021
Revised May 2022
McMahon Project Number: 930726.11

Union Sportsplex

TRANSPORTATION IMPACT STUDY
For the Proposed
Airport Logistics Center - 10 Industrial Highway
Tincum Township, Delaware County, PA

Prepared by:
McMahon Associates, Inc.
1115 Archer Street, Suite 1360
Philadelphia, PA 19102
415.422.1680

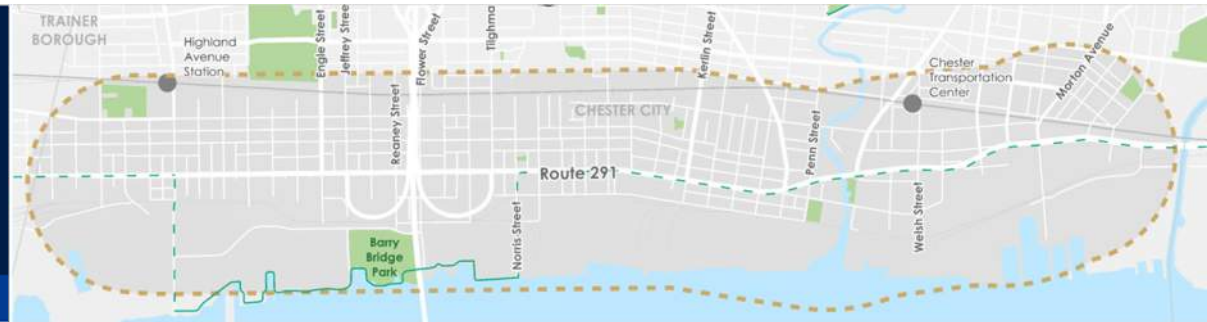
Prepared for:
Ivy Realty
January 2022
McMahon Project: 821754

Infrastructure Inventory

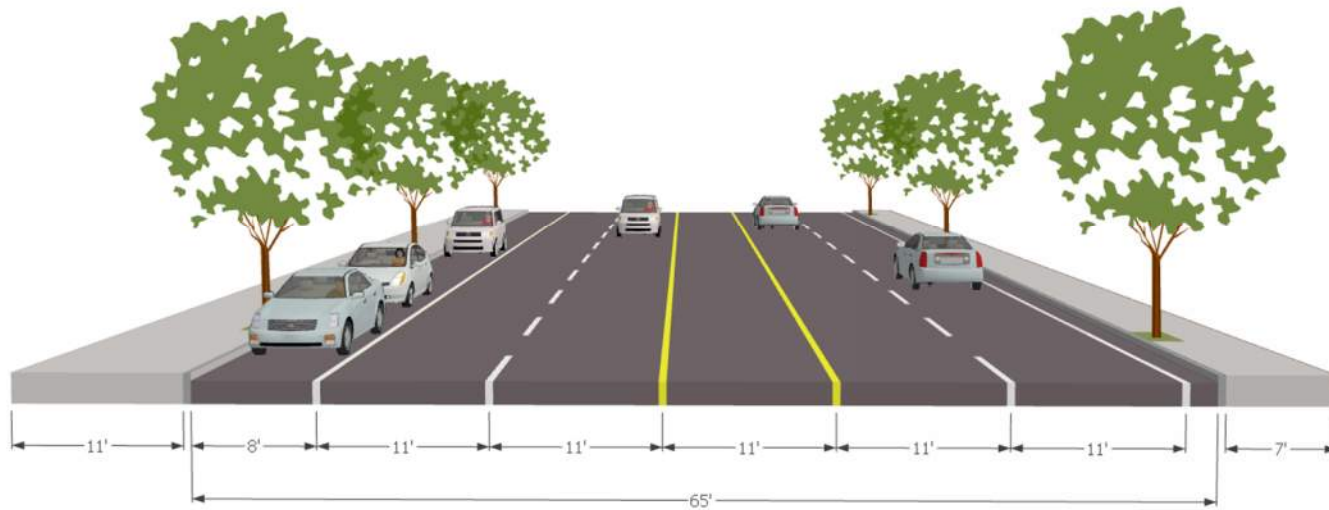
Route 291 Study



Cross Section

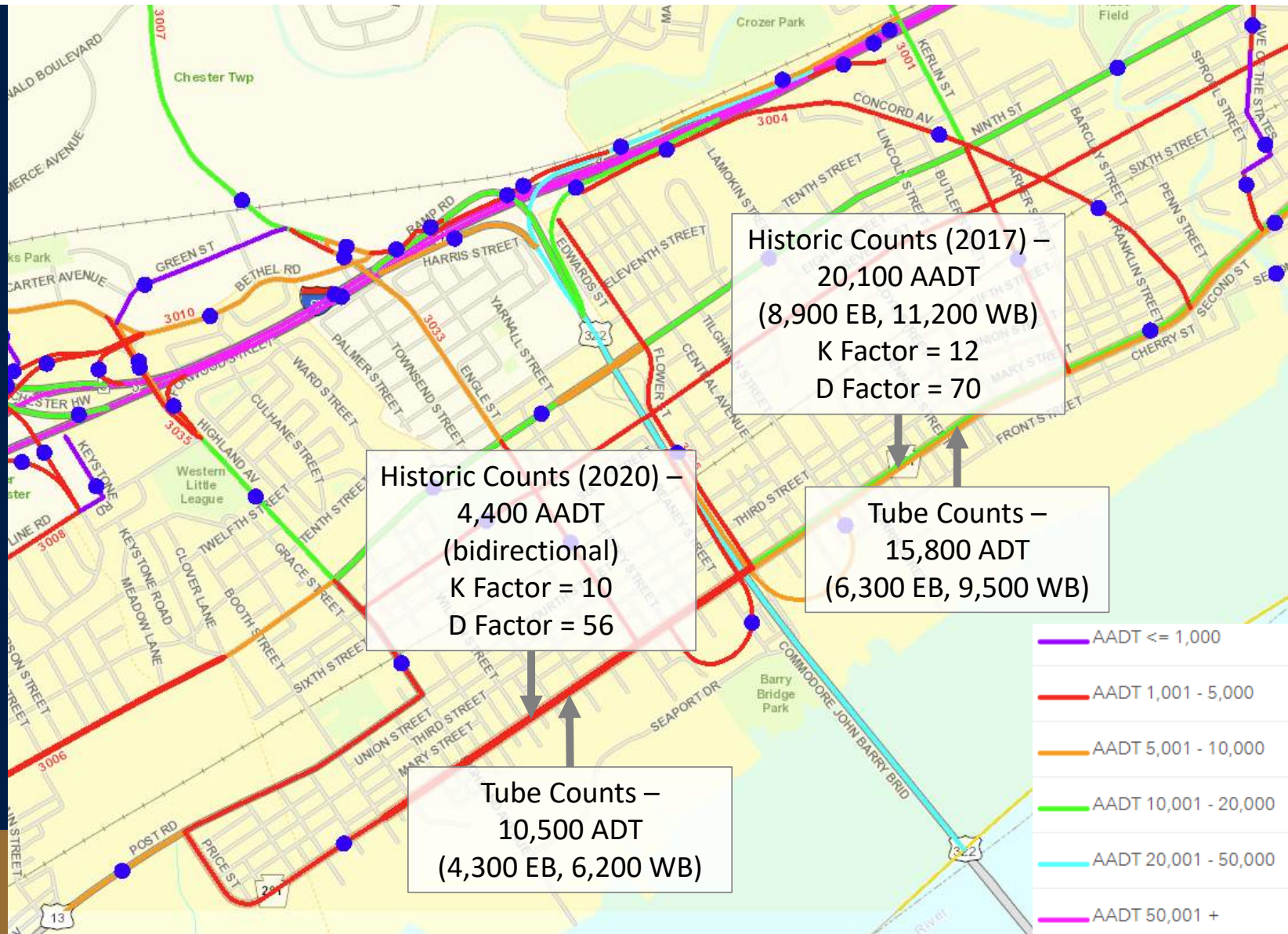


Route 291 Typical Existing Cross Section



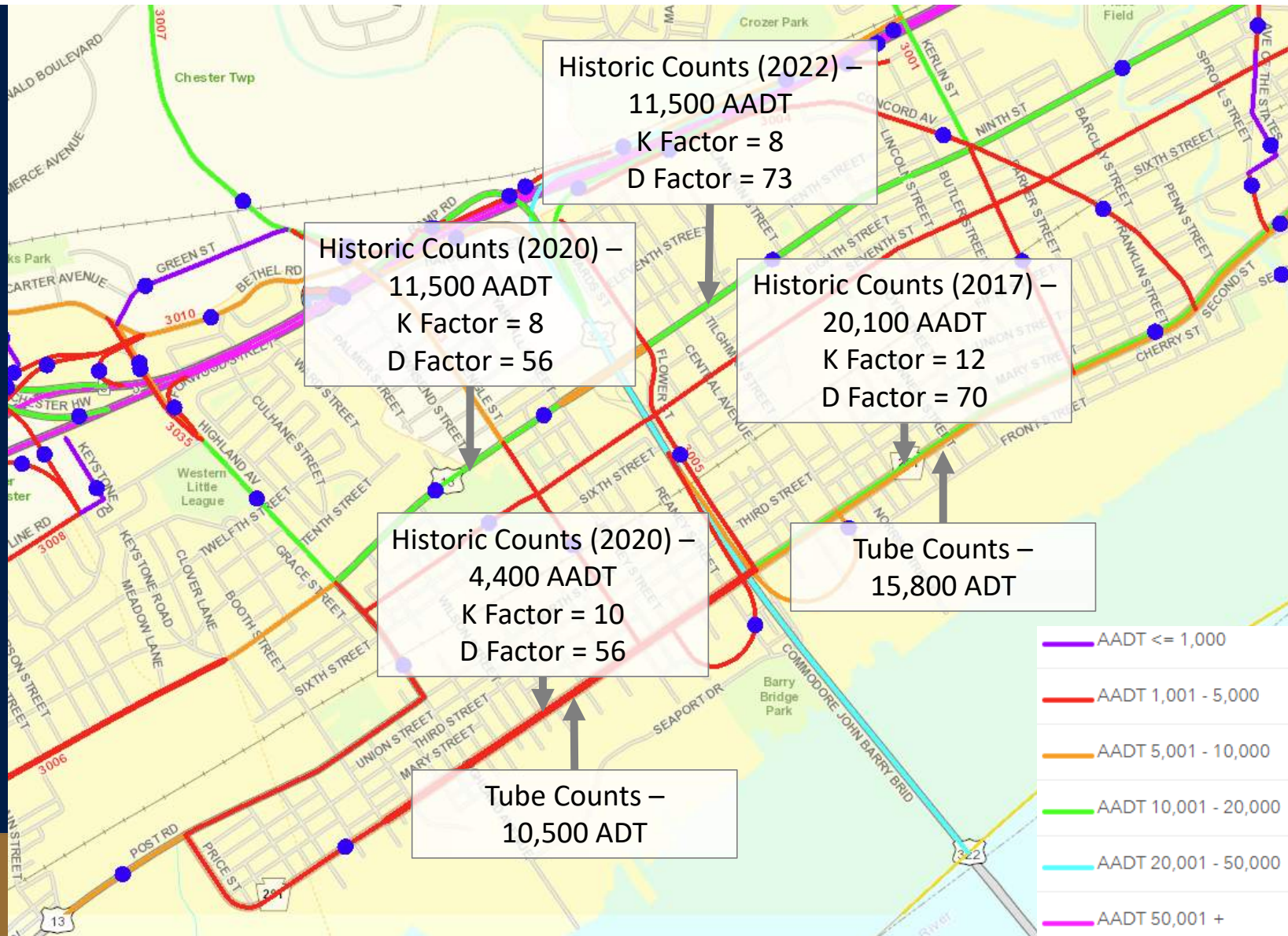
Key Takeaways:

- Lower AADT west of Route 322 and higher AADT east of Route 322
- Higher volumes in westbound direction (high D factor)
- Tube counts were greater than historic counts west of bridge and less than historic counts east of bridge



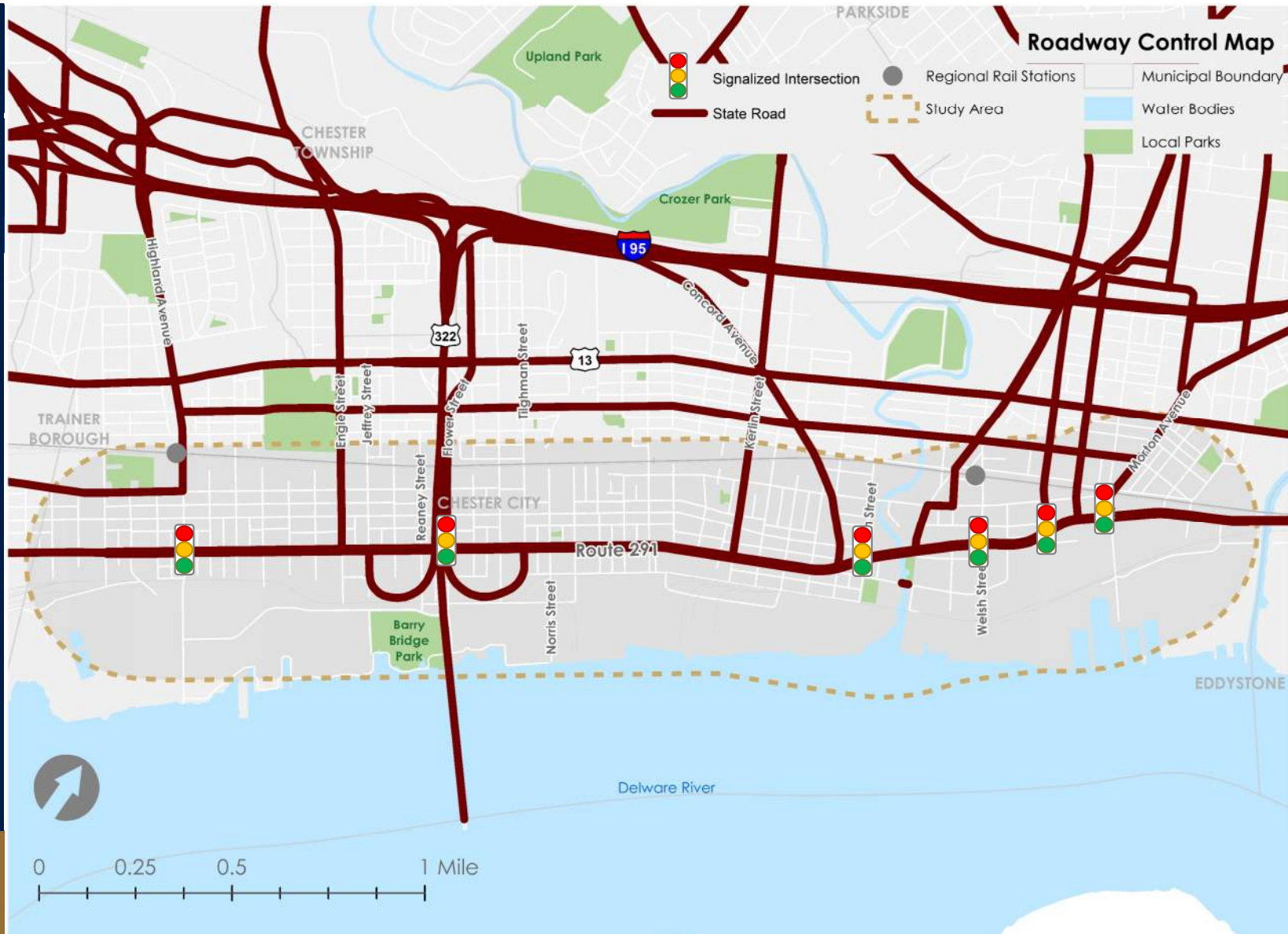
Key Takeaways:

- The AADT on Route 13 is similar to that on Route 291 (according to tube counts)
- Route 13 is also highly directional



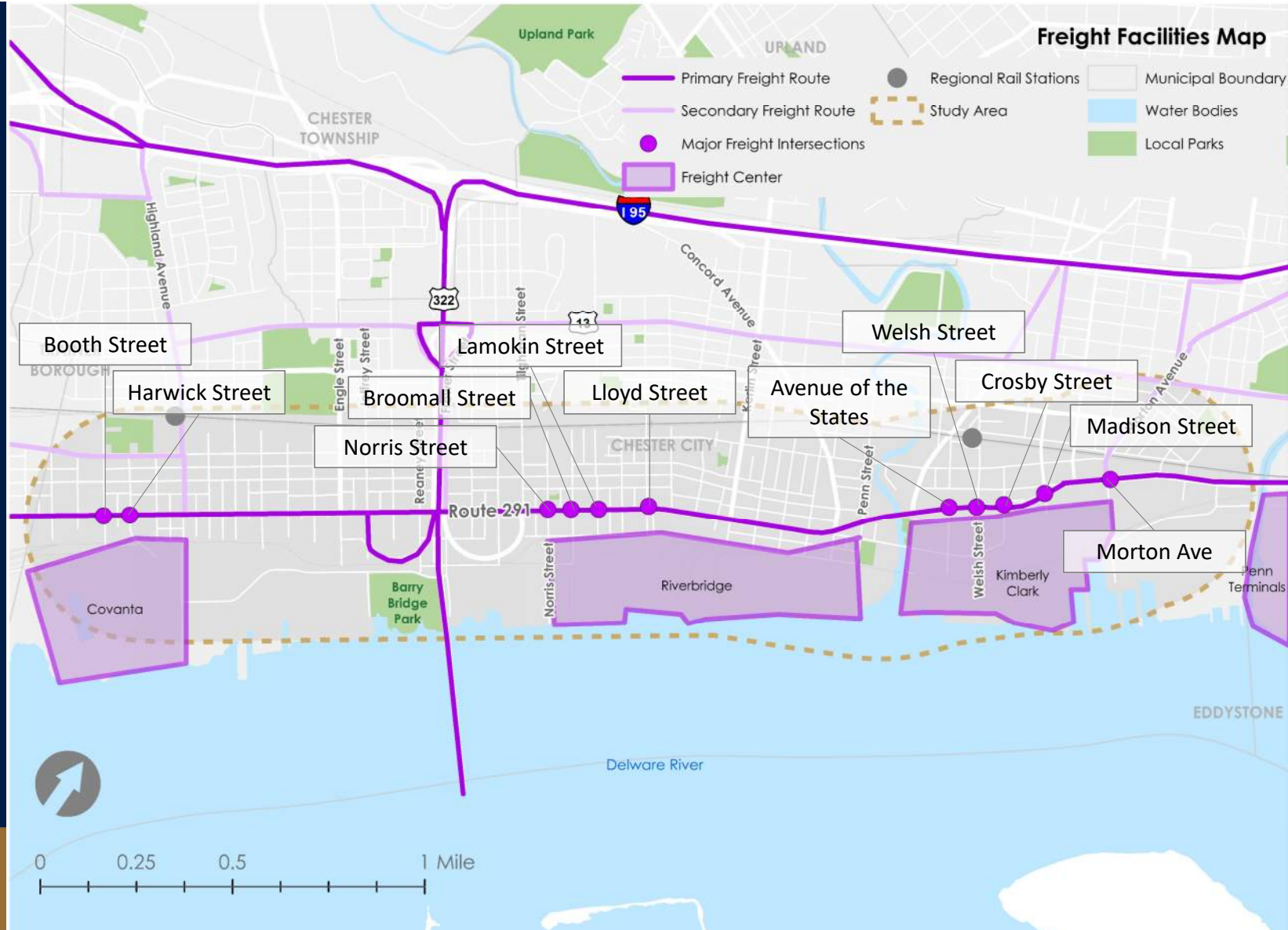
Key Takeaways:

- Major streets intersecting with Route 291 are State owned
- 6 signalized intersections within the study area
- Over a mile between Flower Street & Penn Street signals



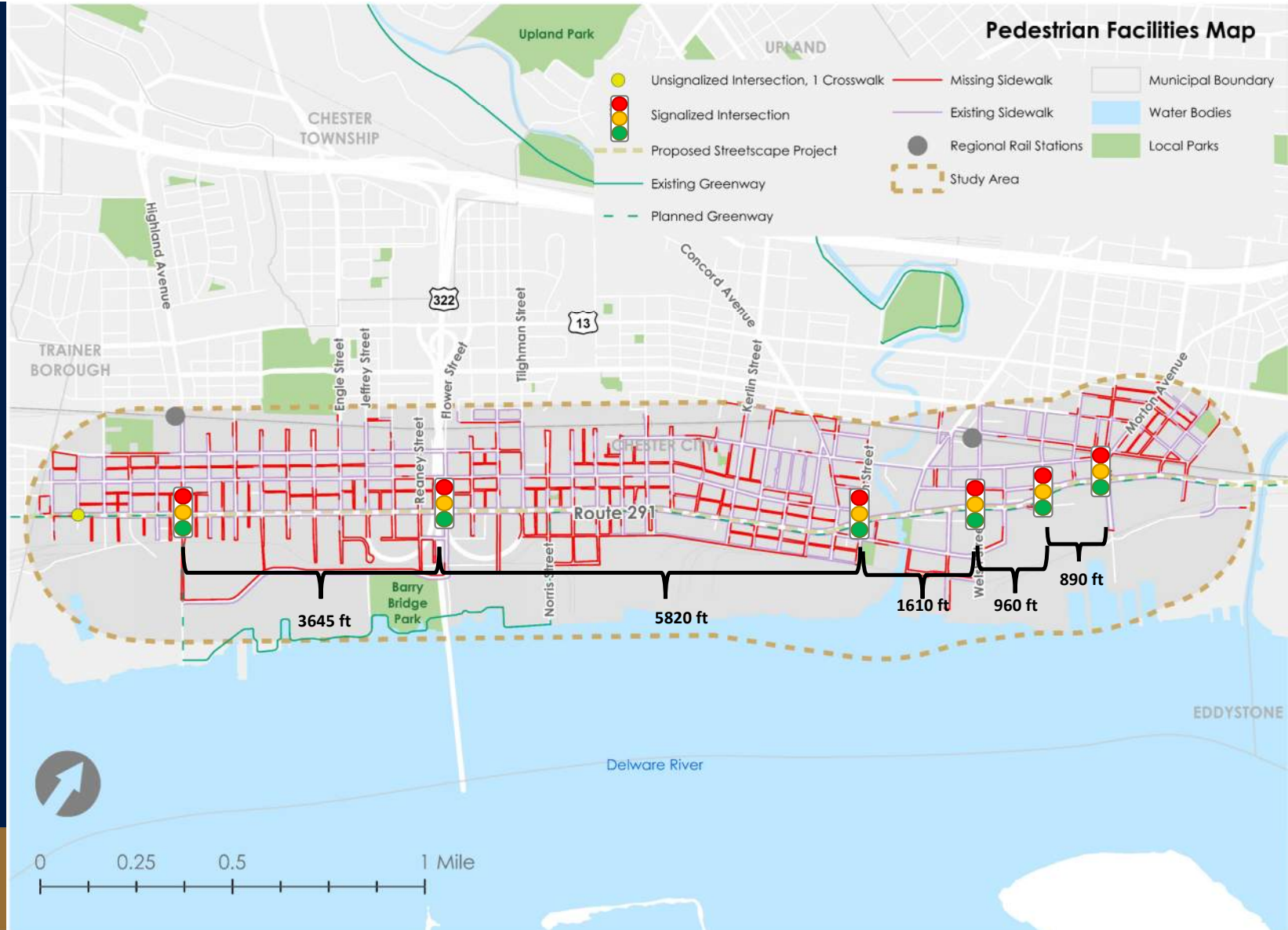
Key Takeaways:

- Route 291, I-95, and Route 322 balance freight as primary routes
- Highland Avenue serves as secondary route
- Major freight centers along Route 291 include Covanta, Kimberly Clark, and Riverbridge



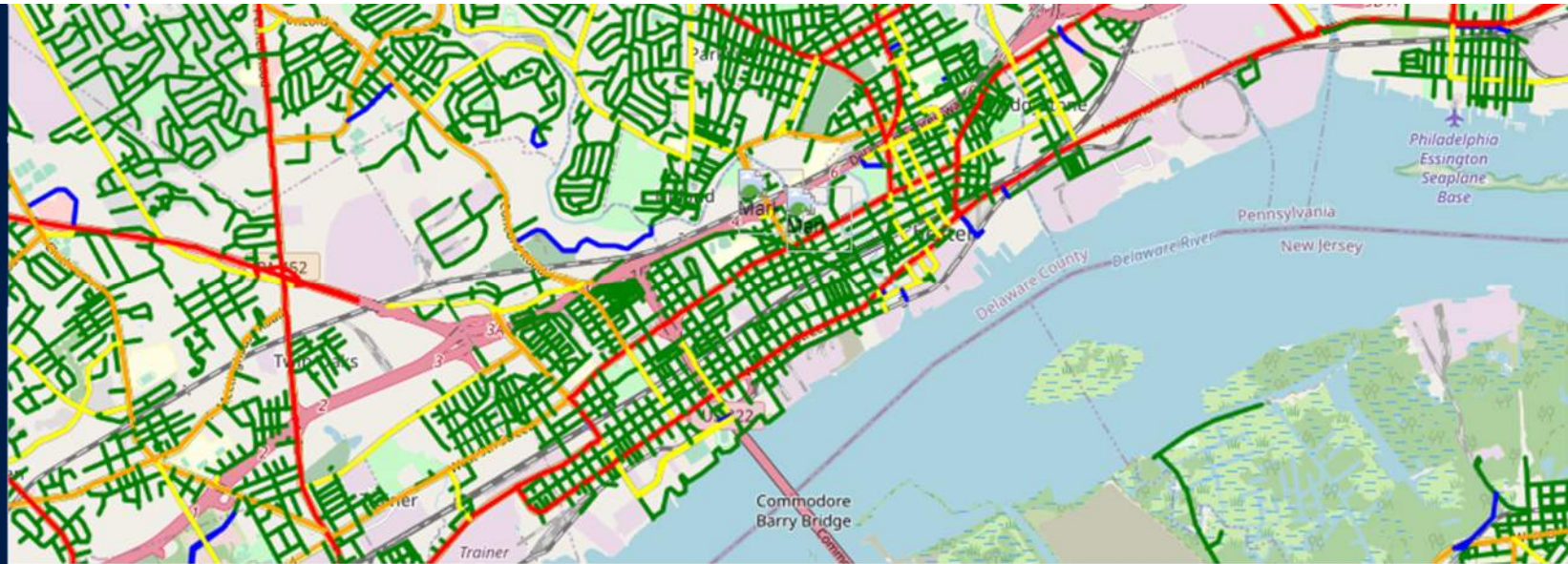
Key Takeaways:

- Signalized intersections do not have marked crosswalks
- Long distances between signalized intersections
- Sidewalks exist along much of the corridor
- Connecting and parallel streets lack sidewalks

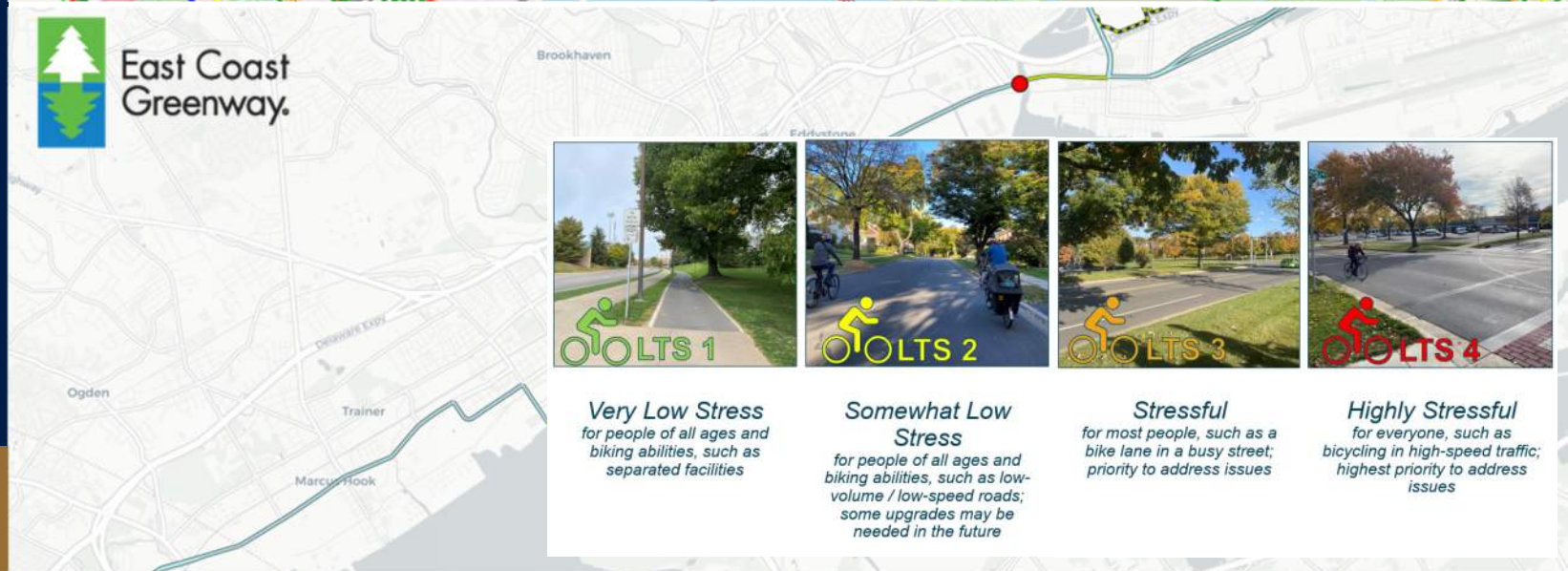


Key Takeaways:

- Highest Level of Bicycle Traffic Stress (BLTS 4) along Route 291



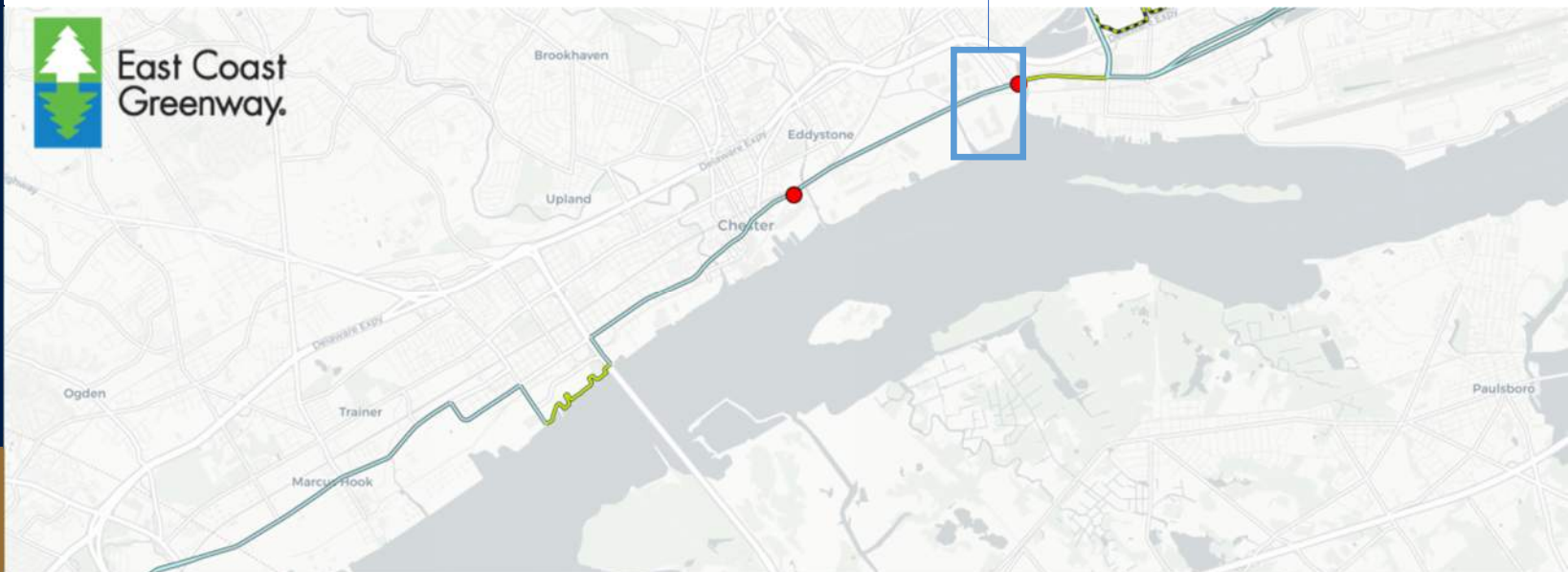
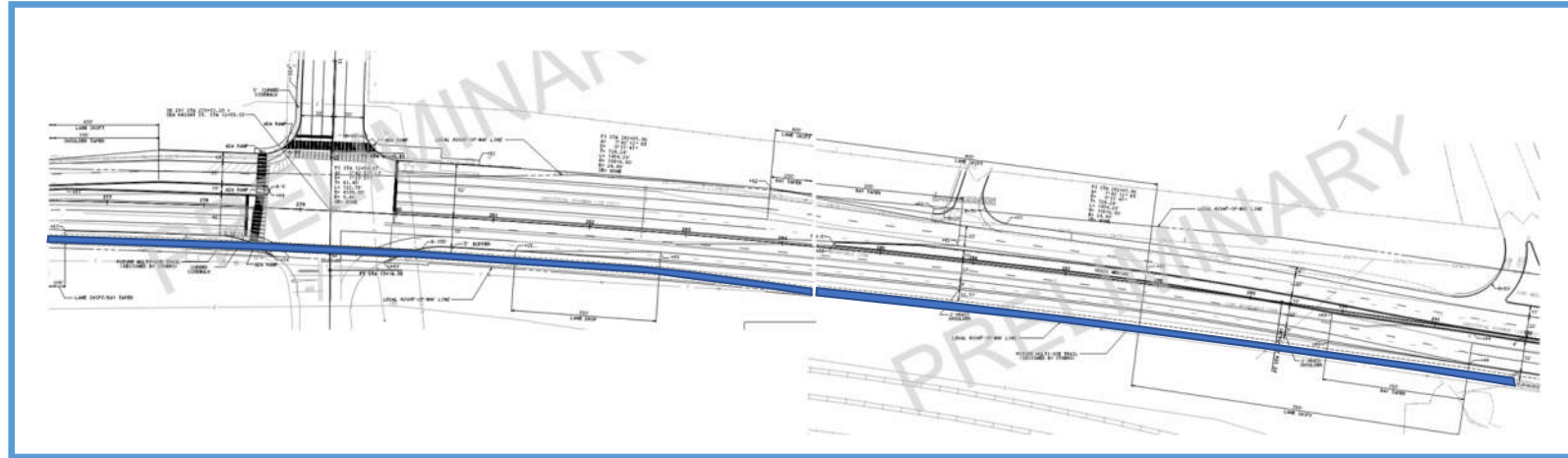
East Coast Greenway.



Route 291 Study

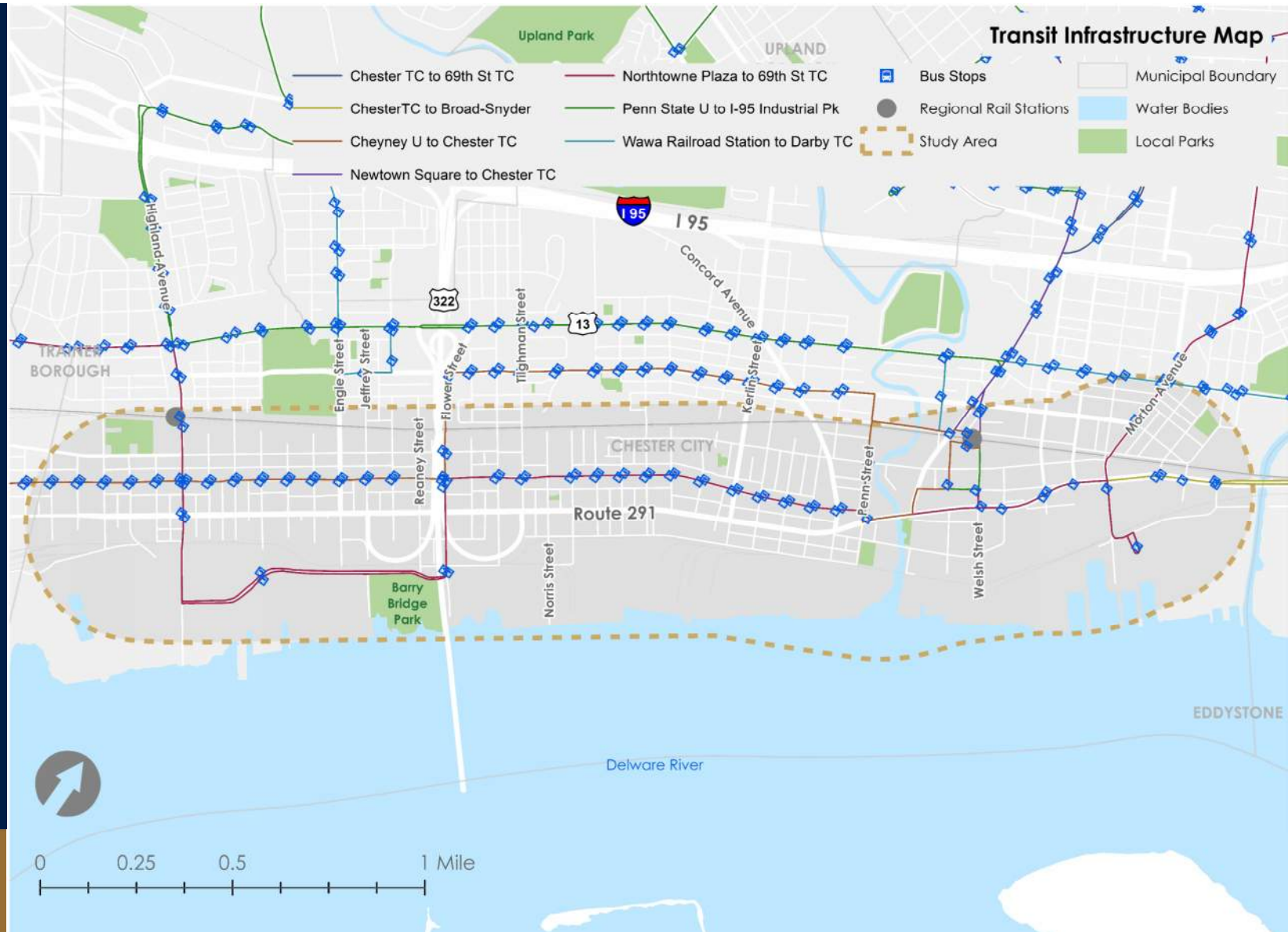
Key Takeaways:

- Parts of the East Coast Greenway Trail are being built out in Eddystone & Ridley Township



Key Takeaways:

- W 3rd Street is a priority corridor for bus service
- Buses make turns at Highland Avenue and Flower Street
- Bus stops on Route 291 northeast of Penn Street



Safety Analysis

Route 291 Study



Types of Safety Analysis

1. Existing Crash Analysis
2. Predictive Safety Analysis
3. Basic Level of Comfort Analysis

290

Total Crashes
Along this Section
of Route 291 From
2017 to 2021

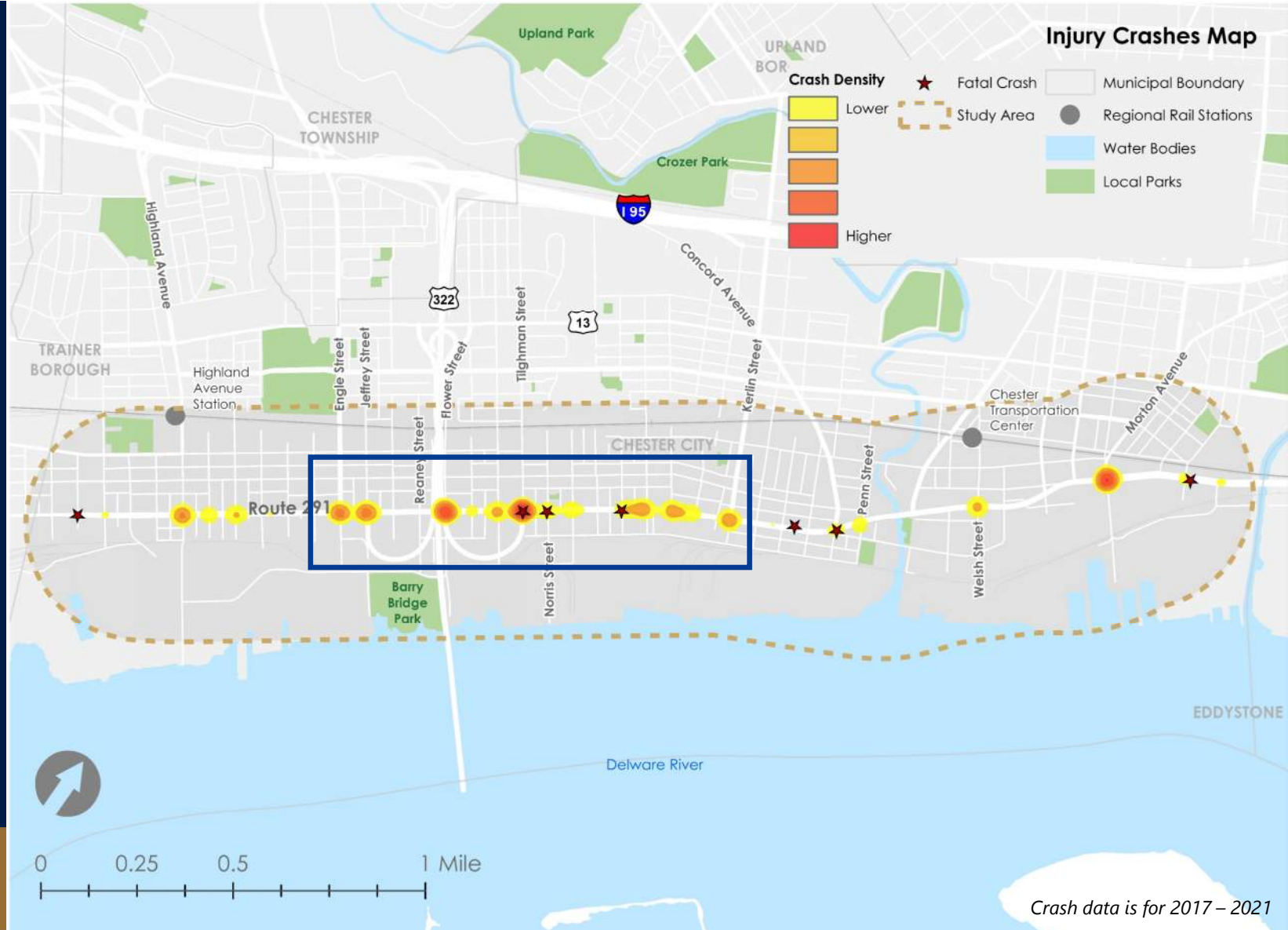


Key Takeaways:

- High crash density between Engle Street and Kerlin Street
- Highest crash counts at Flower Street, Tilghman Street, and Morton Ave

Fatal Crashes at:

- Trainer Street
- Tilghman Street
- Norris Street
- Pennell Street
- Fulton Street
- Concord Avenue
- Hinkson Street

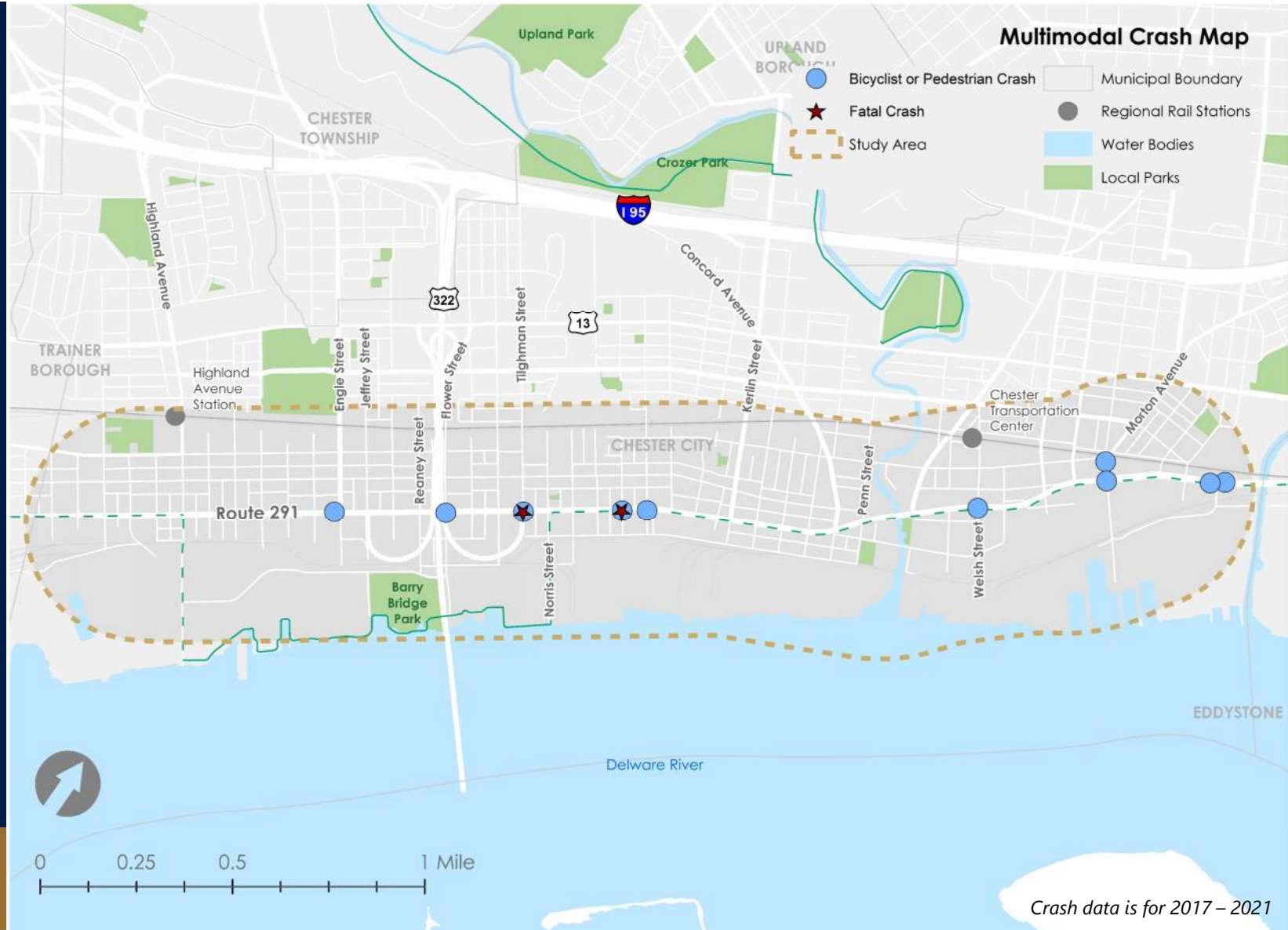


Key Takeaways:

- Crashes near intersections
- Fatal crashes in the middle portion of the corridor

Bike / Pedestrian Crashes at:

- Engle Street
- Flower Street
- Tilghman Street
- Pennell Street
- Lloyd Street
- Welsh Street
- Morton Avenue
- Harrah's Boulevard



Predictive Safety Analysis

Goals:

- Understand how expected crash data compares to predicted crash data
- Invest in safety improvements where there are measurably more expected crashes than predicted crashes

Methodology:

- Break the corridor down into segments and intersections
- Identify roadway characteristics that predict crash potential, such as classification, width, design speed
- Calculate predicted crashes using Tools HSM Tools A and B
- Compare predicted crashes to actual crashes



Predictive Safety Analysis

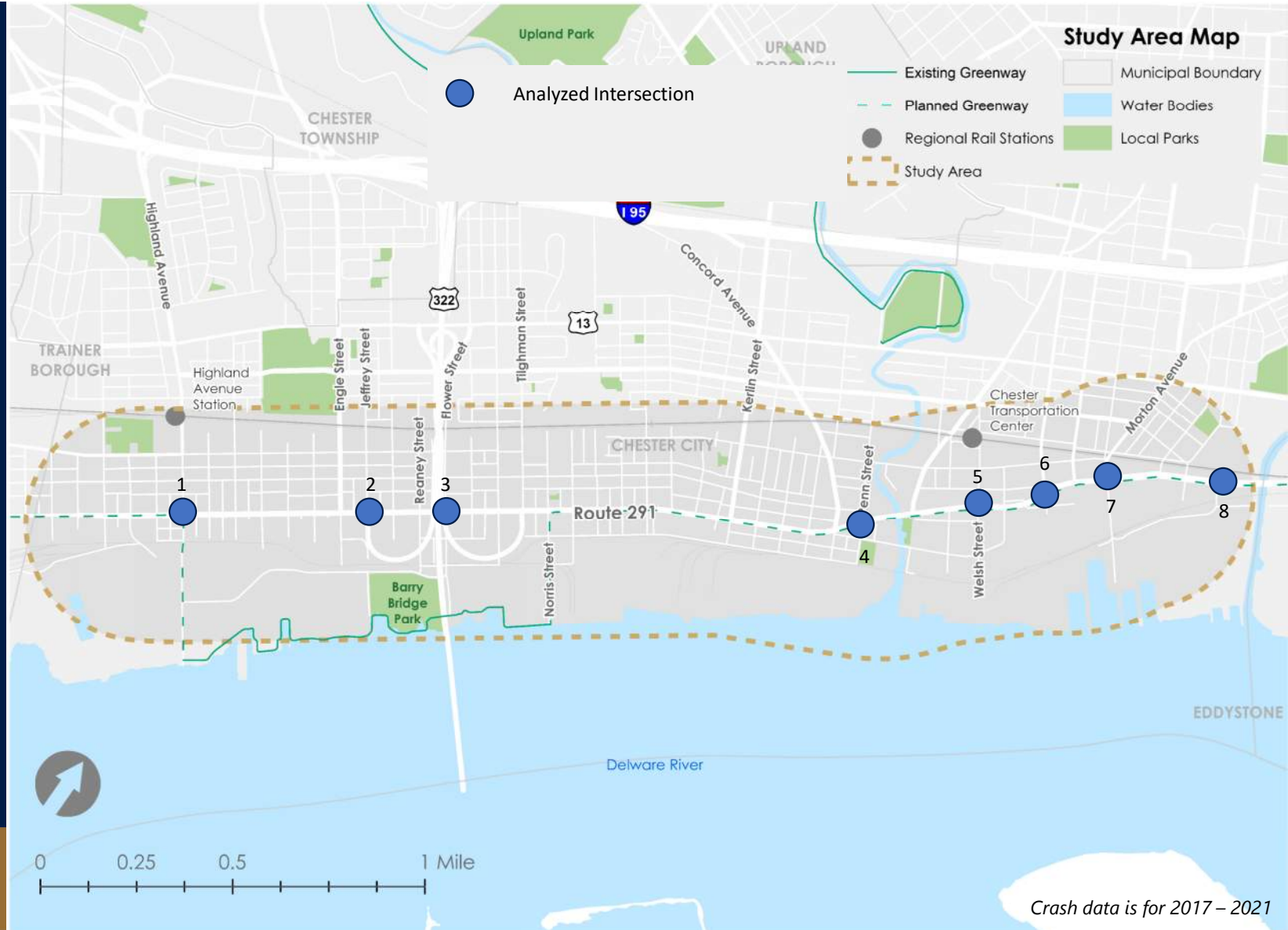
Results:

- $\text{Expected Crashes} - \text{Predicted Crashes} = \text{Potential for Safety Improvement (PSI)}$
- A negative PSI means that safety improvements may not be as effective in reducing observed crashes as compared to expected
- A positive PSI means that safety improvements may be especially effective in reducing observed crashes as compared to expected
- Thus, the HSM suggests making safety investments where PSI is positive



Intersections for Predictive Safety Analysis

1. Highland Ave
2. Jeffrey Street
3. Flower Street
4. Penn Street
5. Welsh Street
6. Madison Street
7. Morton Ave
8. Harrah's Blvd



Segments for Predictive Safety Analysis

1. Irving Street to Highland Ave
2. Highland Ave to Jeffrey Street
3. Jeffrey Street to Flower Street
4. Flower Street to Penn Street
5. Penn Street to Welsh Street
6. Welsh Street to Madison Street
7. Madison Street to Morton Ave
8. Morton Ave to Harrah's Blvd

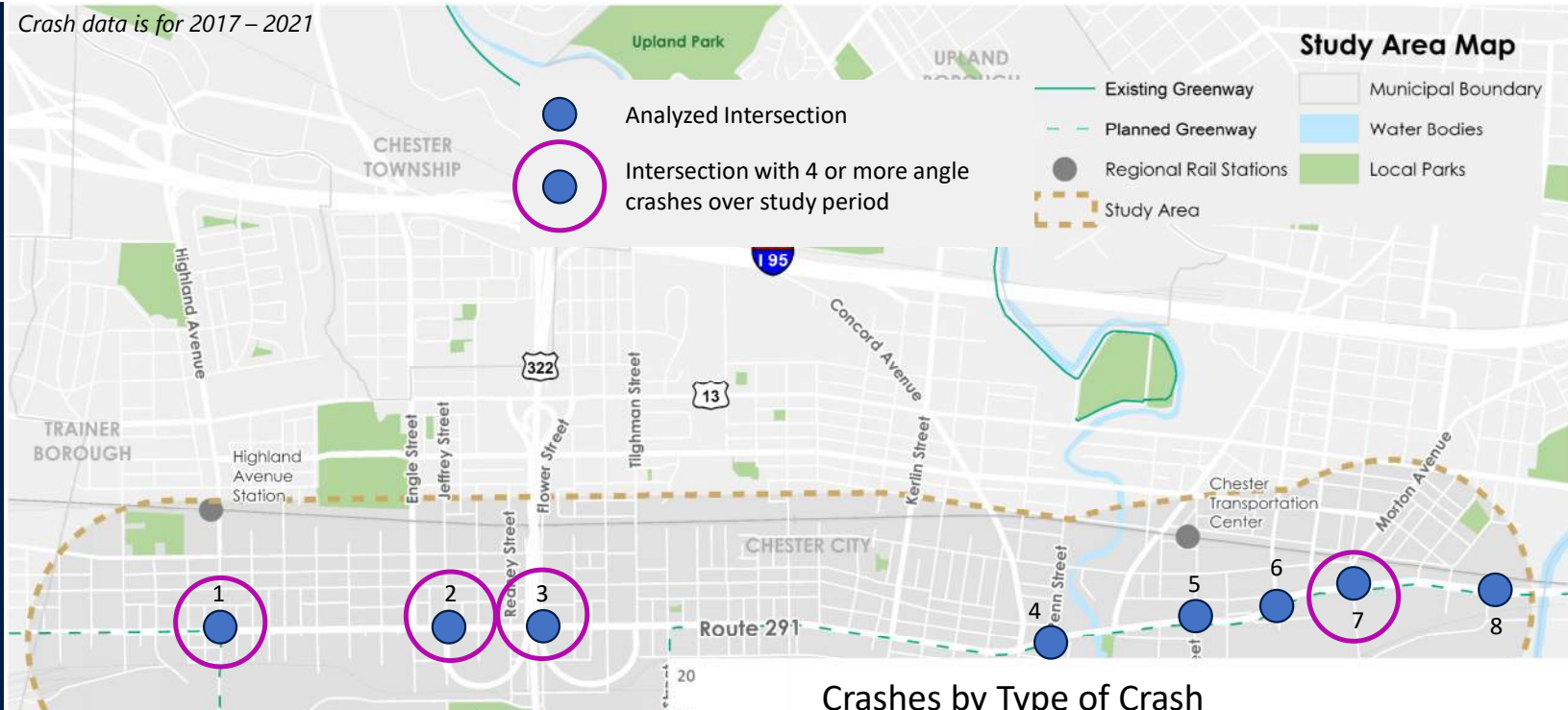


Crash data is for 2017-2021

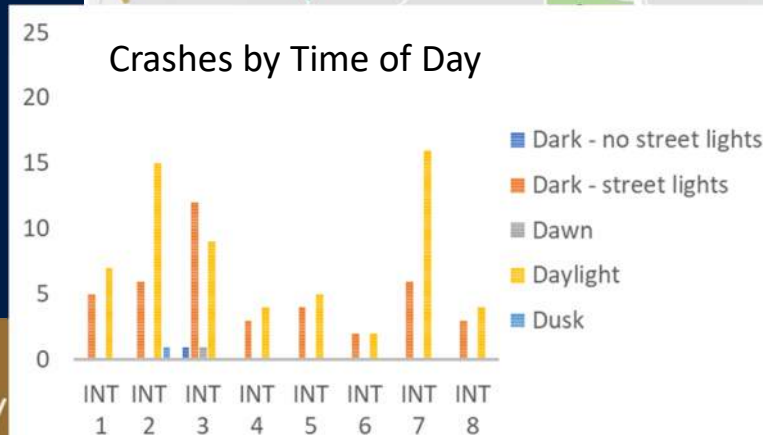
Key Takeaways:

- Crash hot spots at 1, 2, 3, & 7
- Angle, hit fixed objects, and rear-ends are the most frequent intersection crash types
- Typically, more daytime crashes
- Higher nighttime crashes at Flower Street

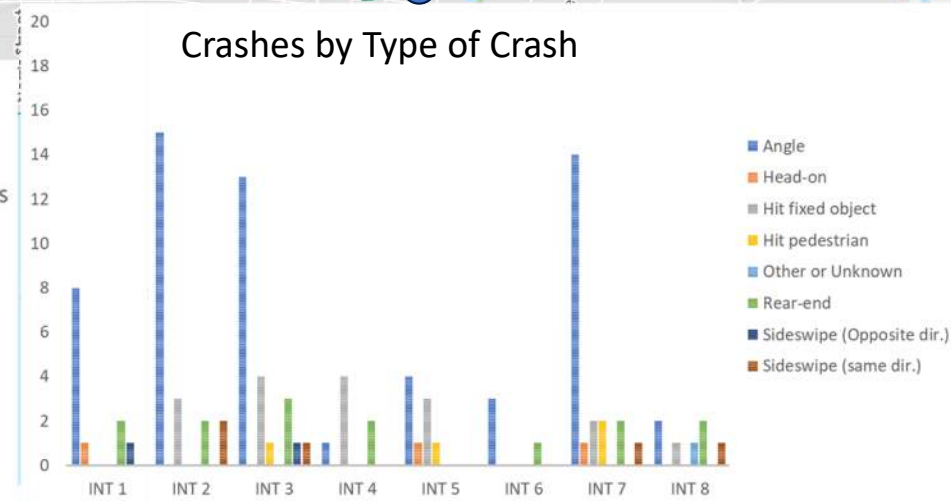
Crash data is for 2017–2021



Crashes by Time of Day



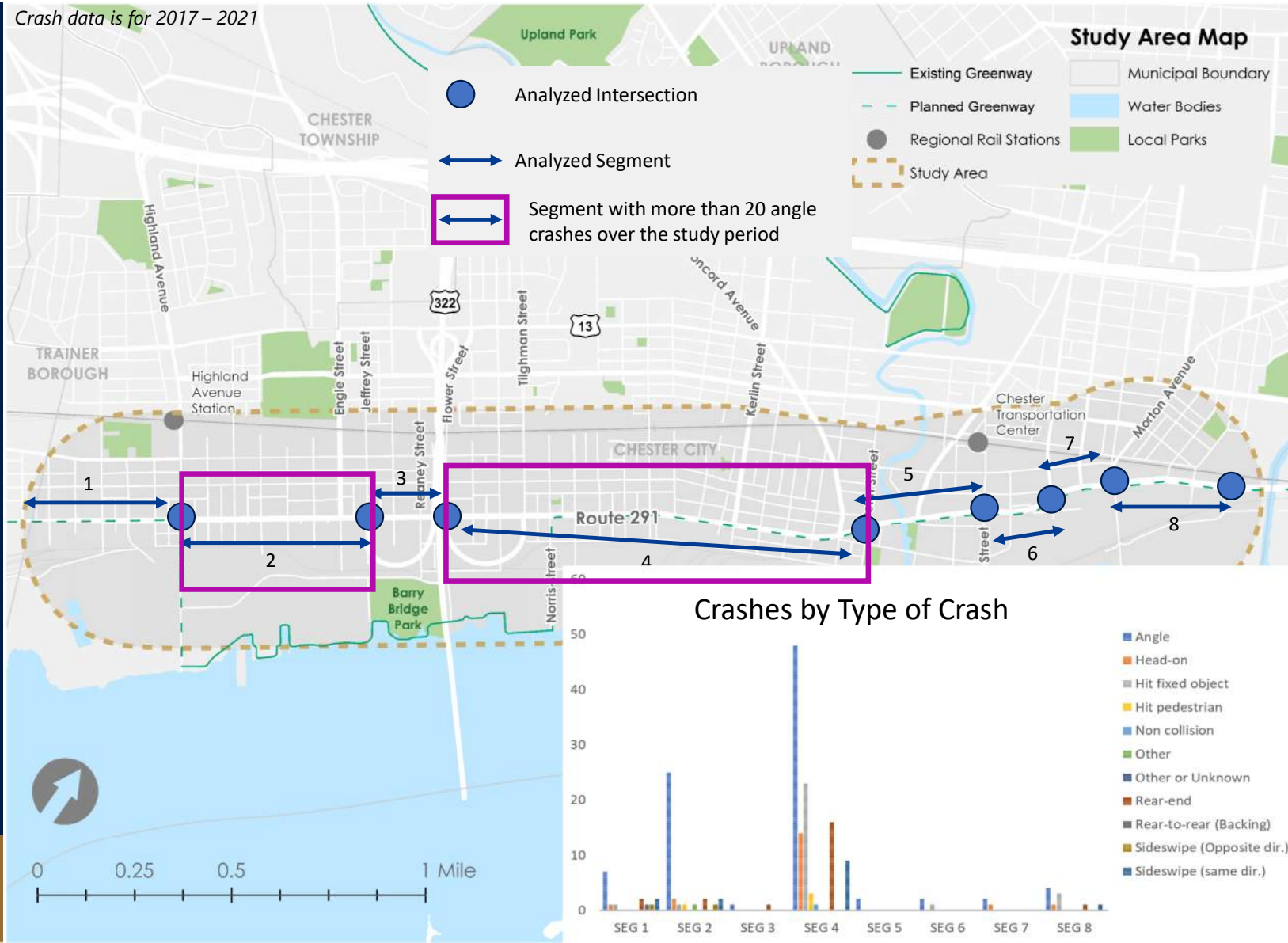
Crashes by Type of Crash



Key Takeaways:

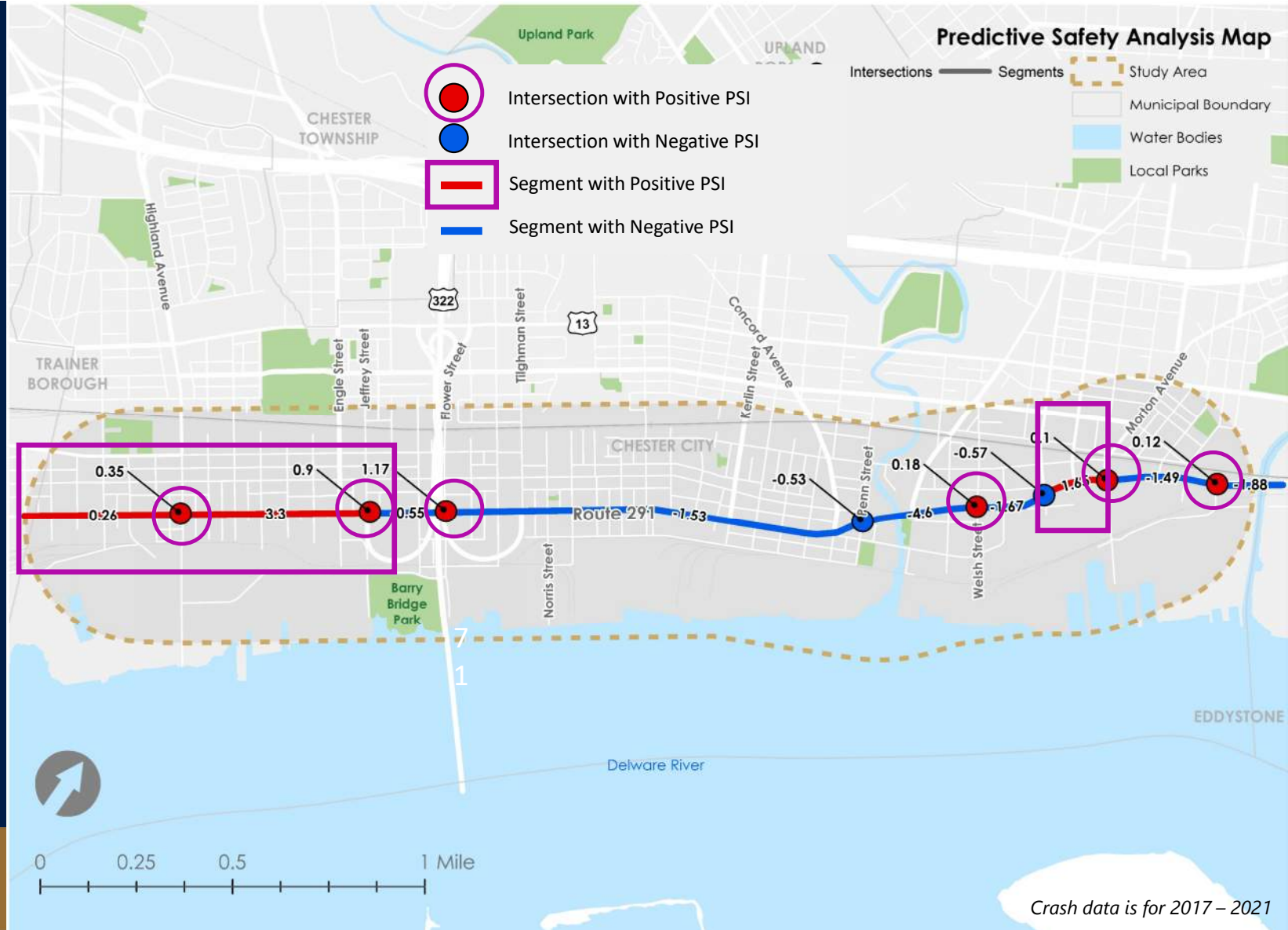
- Segment 4 has the most fatal and serious injury crashes
- Angle, hit fixed objects, and rear-ends are the most frequent segment crash types
- Typically, more daytime crashes

Crash data is for 2017 – 2021



Key Takeaways:

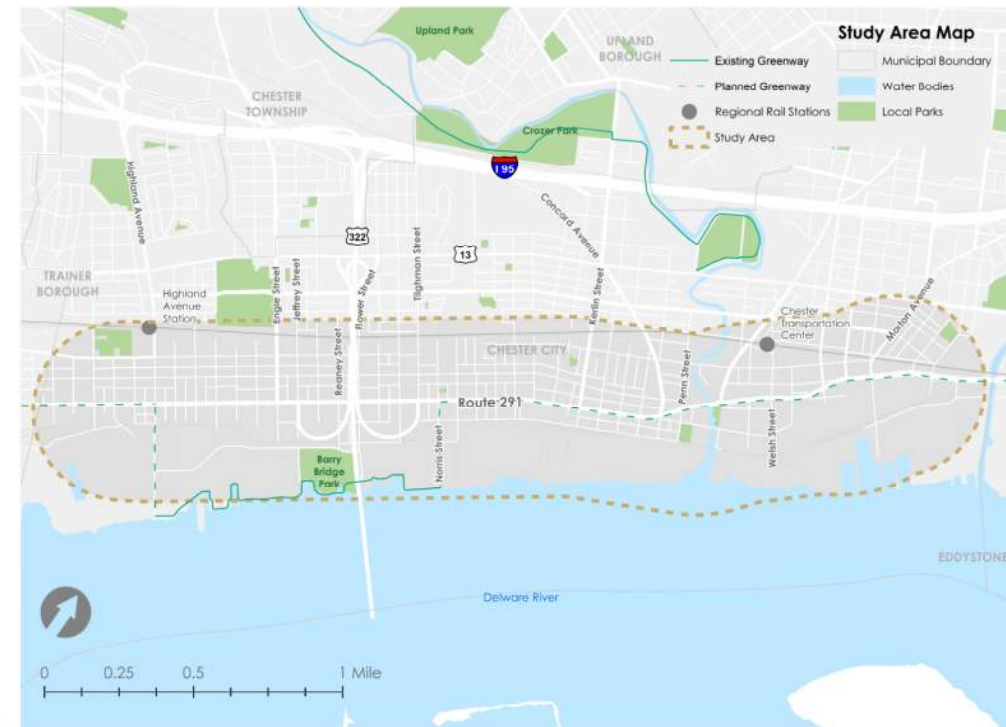
- Several intersections have positive PSI
- Segments west of Route 322 have positive PSI
- HSM suggests making safety investments where PSI is positive



Basic Level of Comfort Analysis

| Category | Route 291 | General PLOC |
|-----------------------------------|----------------------------------|--------------|
| Street Functional Classification | Other Principal Arterial Highway | LOW |
| 85 th Percentile Speed | 45-50 mph | LOW |
| Sidewalk / Planting Strip Width | 7-feet (varies) | LOW |
| Marked Crosswalks | 1 for entire corridor | LOW |
| Curb Ramps | Typical (but not all compliant) | MEDIUM |

Pedestrian Level of Comfort (PLOC) methodology has modified one used in Montgomery County, MD

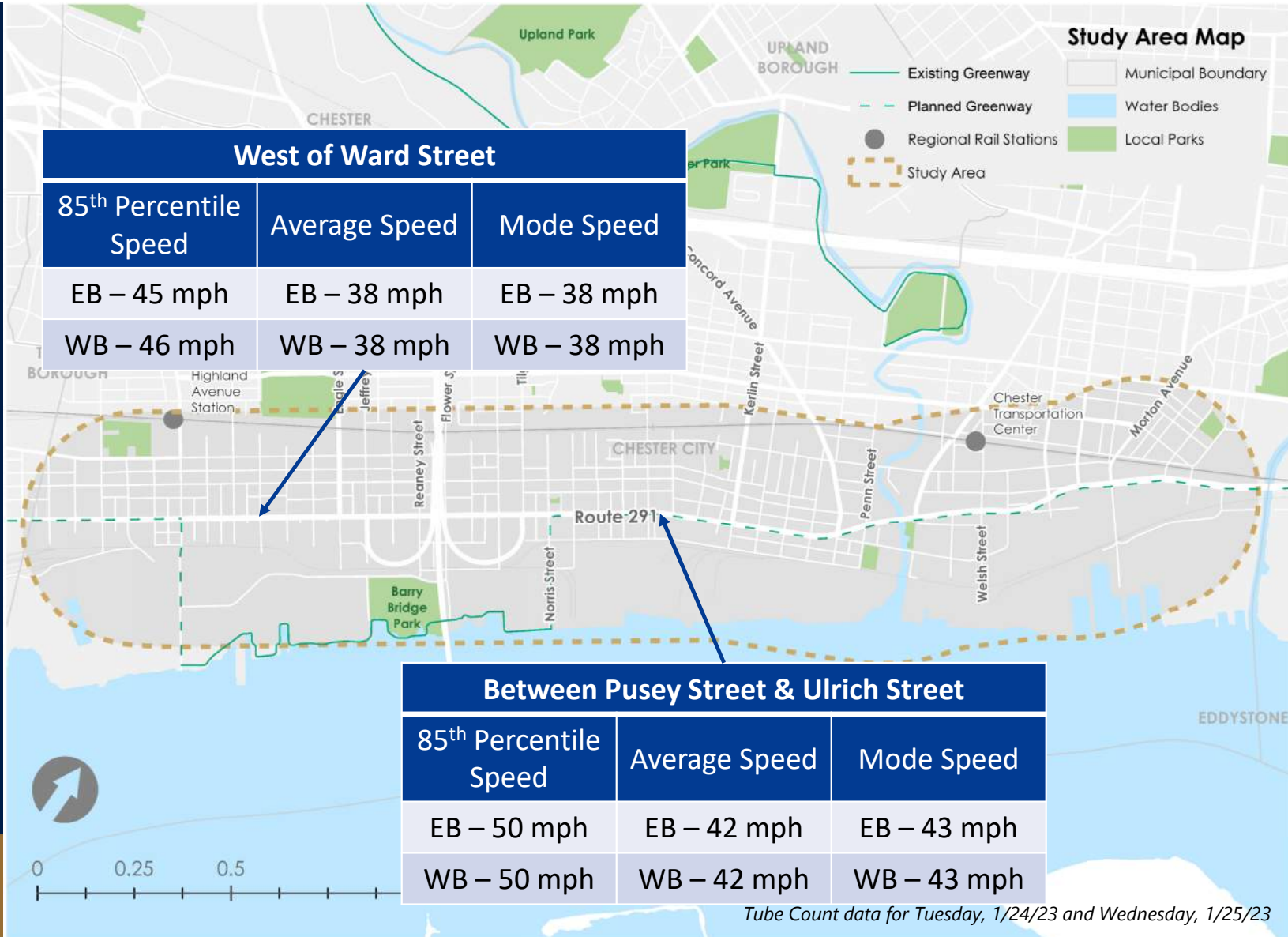


Route 291 Study



Key Takeaways:

- Speed limit is 35 mph
- Average, mode, and 85th percentile speeds exceed the limit
- Higher speeds east of the bridge

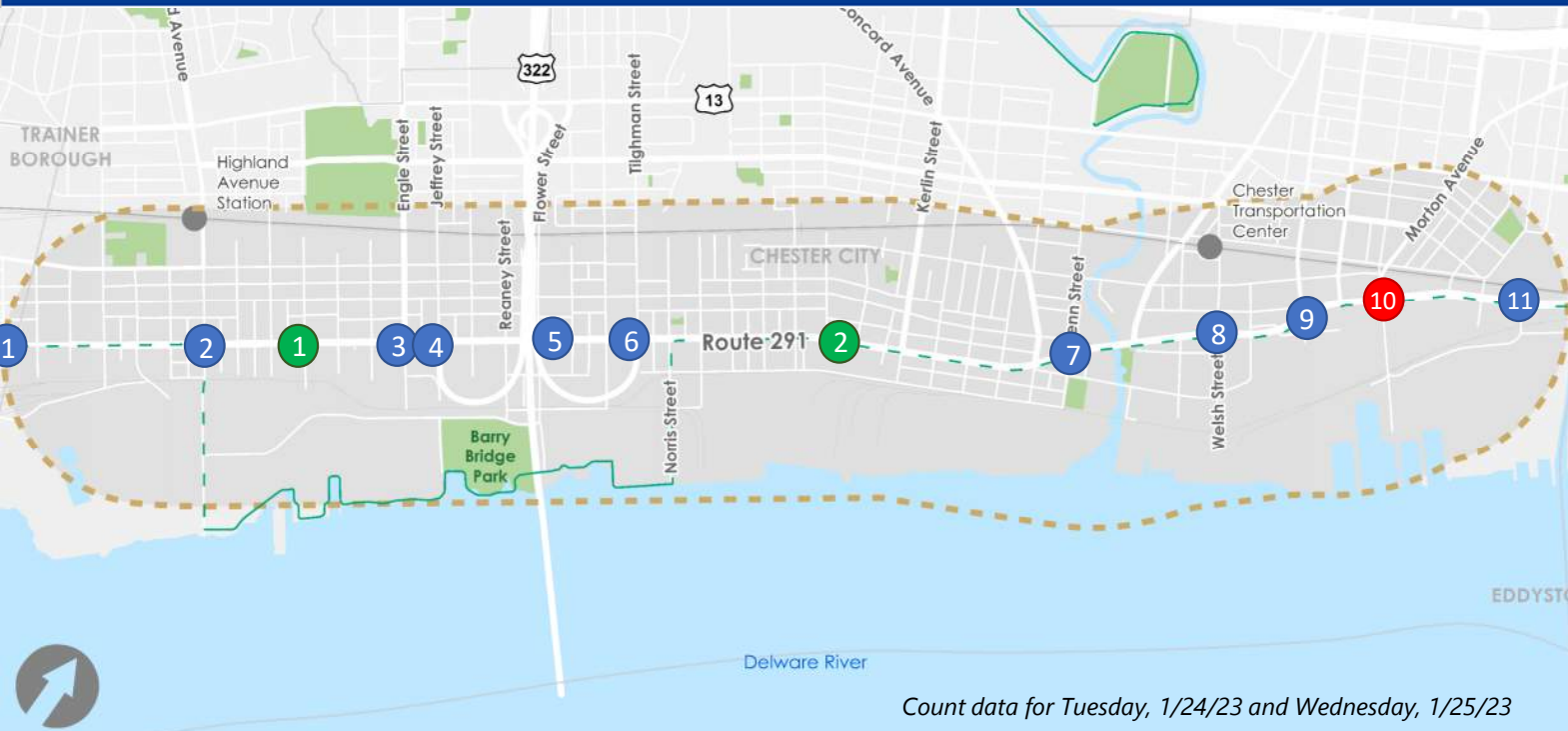


Traffic Analysis

Route 291 Study



Traffic Data Collection



Count data for Tuesday, 1/24/23 and Wednesday, 1/25/23

1. Irving Street & Route 291

2. Highland Ave & Route 291

3. Engle Street & Route 291

4. Jeffrey Street / US 322 Off Ramp & Route 291

5. Flower Street & Route 291

6. Tilghman Street / US 322 On Ramp & Route 291

7. Penn Street & Route 291

8. Welsh Street & Route 291

9. Madison Street & Route 291

10. Morton Ave & Route 291

11. Harrah's Blvd & Route 291

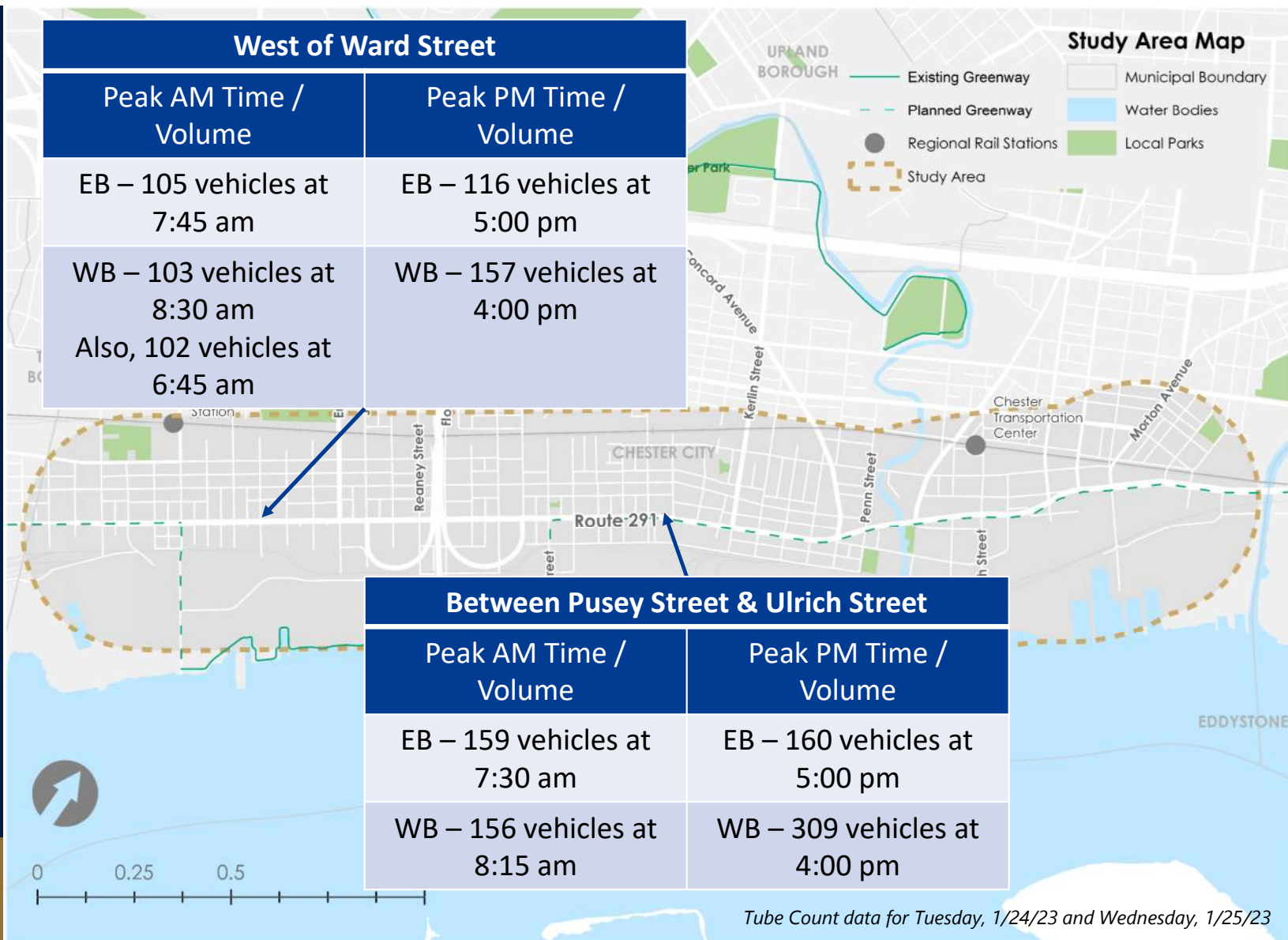
1. Route 291 West of Ward Street

2. Route 291 Between Ulrich Street and Pusey Street



Key Takeaways:

- The westbound peak hour is earlier than eastbound
- Higher westbound volumes in the PM
- Higher volumes east of the bridge, especially westbound PM volumes



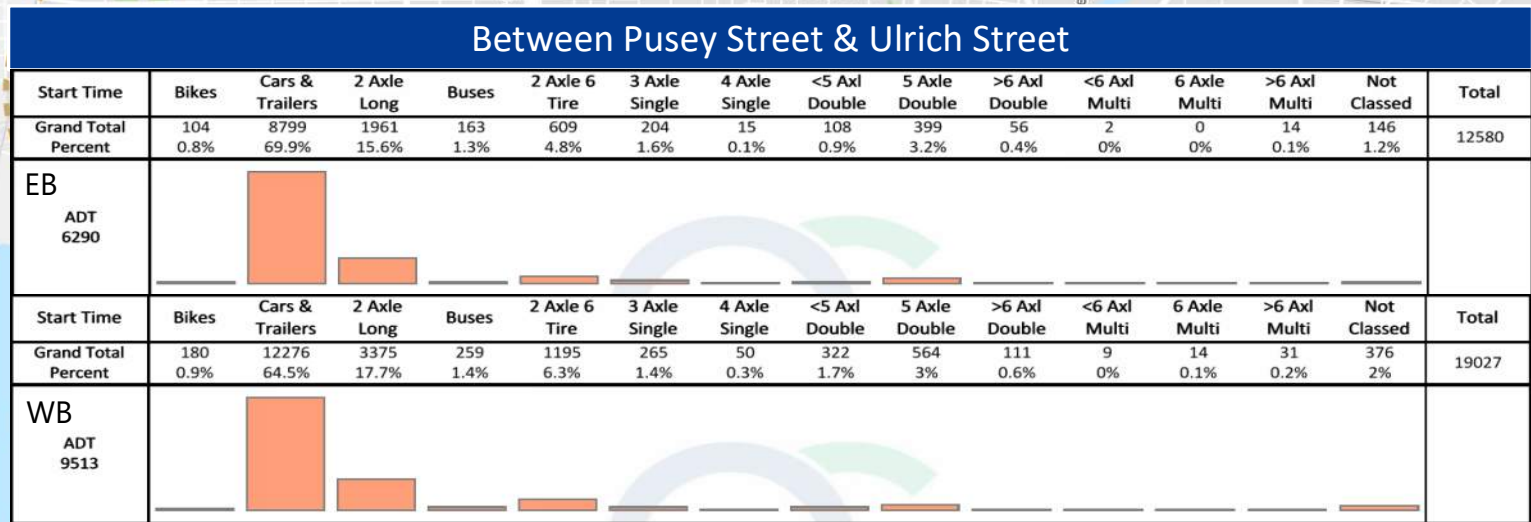
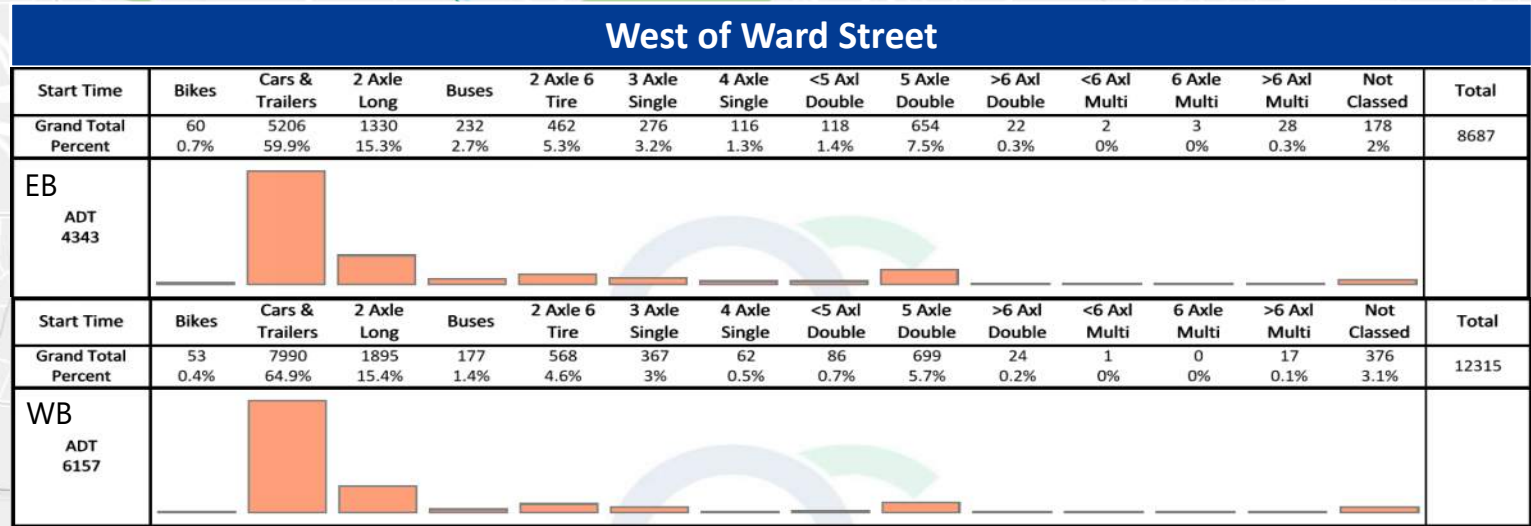
Key Takeaways:

- Heavier truck traffic west of the bridge
- Heavy 5-axle double truck traffic
- Tube count results different from historic counts

Historic Counts

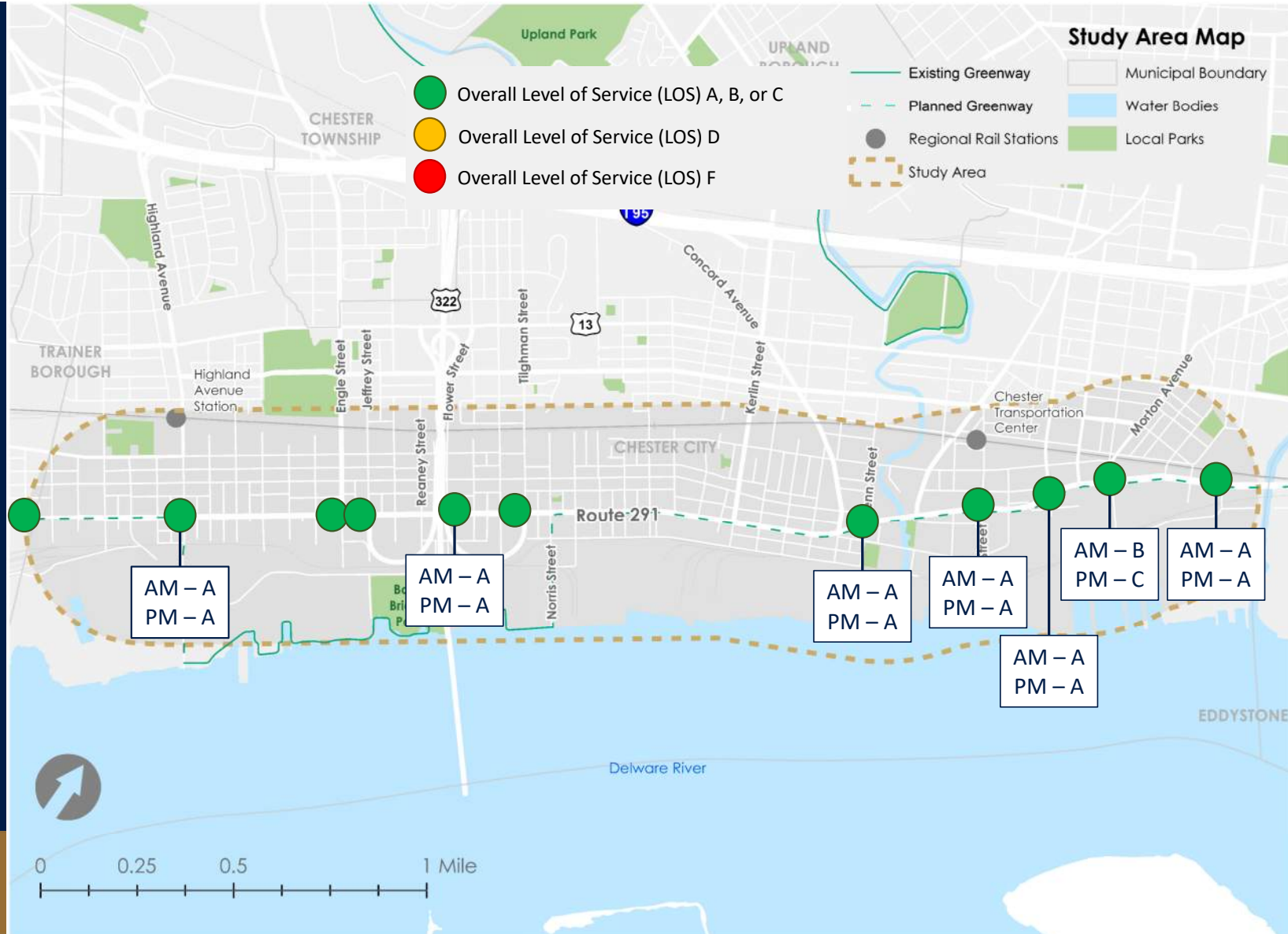
2020 west of bridge - 248 trucks EB, 248 trucks WB

2017 east of bridge - 532 trucks EB, 787 trucks WB



Key Takeaways:

- Acceptable levels of service at all studied intersections (LOS D or better) overall and for all approaches



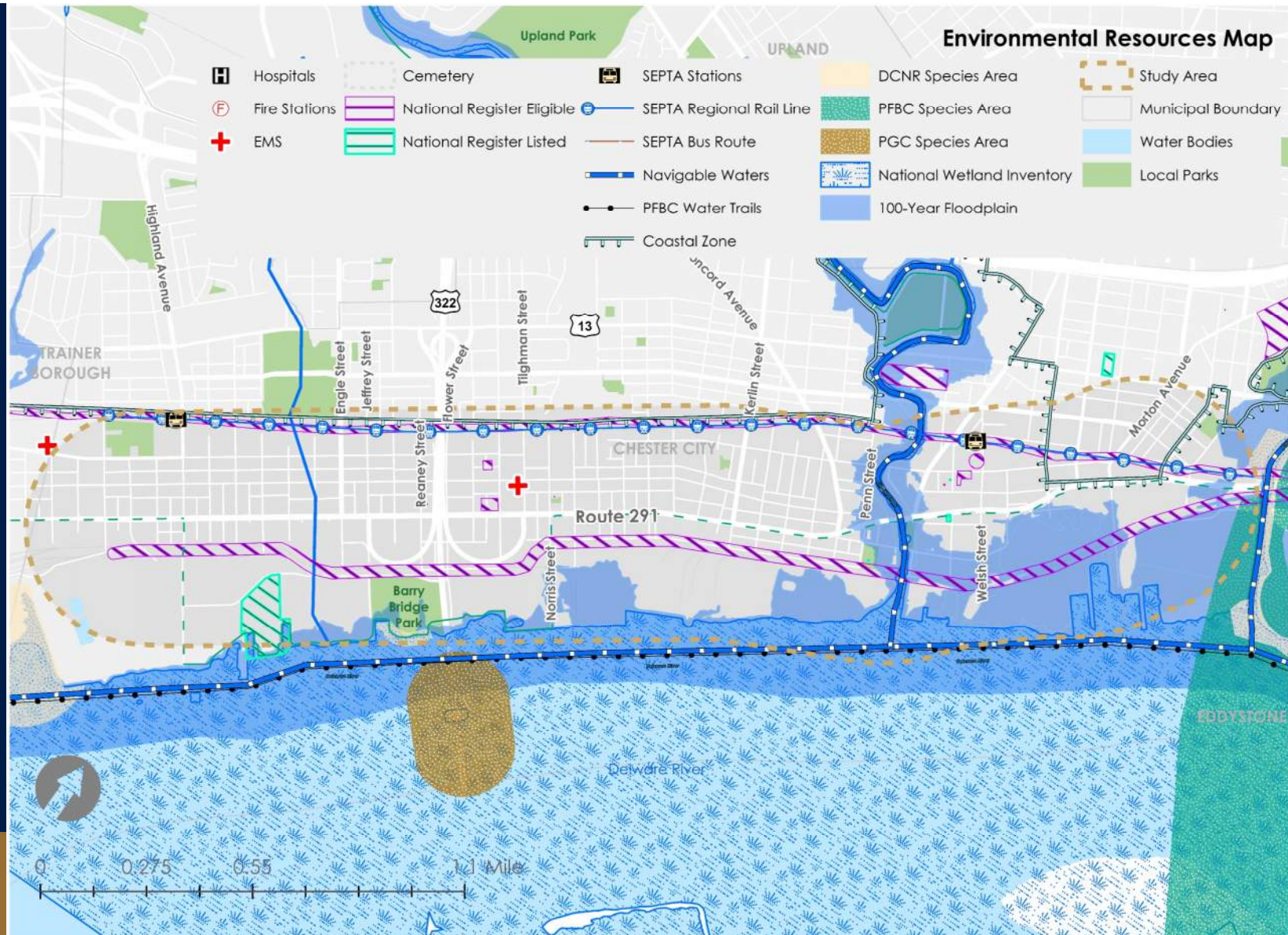
Environmental Review

Route 291 Study



Key Takeaways:

- Threatened and Endangered (T&E) Species throughout
- Historic properties throughout
- Community & recreational facilities throughout
- PADEP Coastal Zone and partially withing FEMA 100-year floodplain



Synthesis of Issues & Opportunities

Route 291 Study



Key Challenges

- Traffic volumes north/east of the bridge
- Traffic speeds & crashes
- Industrial land uses & heavy truck traffic
- I-95 traffic diversion route
- Disconnected waterfront & vacant parcels
- Lack of pedestrian crossings
- Narrow sidewalks
- No dedicated bike facilities
- Planning fatigue in the community



Key Opportunities

- Vision of revitalization in previous plans
- Wide right-of-way footprint to reimagine
- Redevelopment plans & opportunities
- Regional connectivity (transit and roads)
- Major job generators along the corridor
- Existing and planned bike lanes on side streets
- Pedestrian demand



Questions?

Cathy Spahr
(SpahrC@co.delaware.pa.us)



Tara Hofferth
(thofferth@kittelsohn.com)



Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | | QC JOB #: 15975346 | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | | DATE: Jan 24 2023 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 26-35 | 4 |
| 12:15 AM | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 6 |
| 12:30 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 3 |
| 12:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 41-50 | 4 |
| 01:00 AM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 4 |
| 01:15 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41-50 | 2 |
| 01:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36-45 | 4 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 41-50 | 2 |
| 02:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:15 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 2 |
| 02:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 26-35 | 2 |
| 02:45 AM | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 31-40 | 5 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36-45 | 1 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 46-55 | 4 |
| 03:30 AM | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 36-45 | 2 |
| 03:45 AM | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 31-40 | 4 |
| 04:00 AM | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 10 | 45-54 | 5 |
| 04:15 AM | 1 | 0 | 0 | 0 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 12 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 15 | 36-45 | 8 |
| 04:45 AM | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 5 | 3 | 3 | 0 | 0 | 0 | 1 | 24 | 37-46 | 11 |
| 05:00 AM | 0 | 0 | 0 | 0 | 4 | 5 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 41-50 | 16 |
| 05:15 AM | 0 | 0 | 0 | 1 | 6 | 8 | 24 | 7 | 7 | 0 | 0 | 0 | 0 | 1 | 54 | 36-45 | 32 |
| 05:30 AM | 0 | 0 | 0 | 4 | 11 | 12 | 14 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 57 | 36-45 | 26 |
| 05:45 AM | 0 | 0 | 0 | 2 | 12 | 4 | 13 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 43 | 41-50 | 18 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 1 | 0 | 4 | 11 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 36-45 | 25 |
| 06:15 AM | 2 | 0 | 0 | 0 | 5 | 15 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 40 | 36-45 | 28 |
| 06:30 AM | 3 | 0 | 0 | 4 | 3 | 22 | 17 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 76 | 41-50 | 40 |
| 06:45 AM | 1 | 0 | 0 | 12 | 12 | 9 | 25 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 74 | 36-45 | 34 |
| 07:00 AM | 0 | 0 | 1 | 6 | 8 | 9 | 16 | 11 | 9 | 1 | 1 | 1 | 0 | 0 | 63 | 41-50 | 27 |
| 07:15 AM | 4 | 0 | 2 | 7 | 23 | 30 | 31 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 115 | 36-45 | 61 |
| 07:30 AM | 4 | 1 | 1 | 12 | 16 | 13 | 28 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 108 | 41-50 | 57 |
| 07:45 AM | 1 | 0 | 1 | 6 | 26 | 22 | 29 | 11 | 12 | 1 | 2 | 0 | 0 | 0 | 111 | 36-45 | 51 |
| 08:00 AM | 1 | 0 | 3 | 0 | 15 | 26 | 36 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 95 | 36-45 | 62 |
| 08:15 AM | 0 | 0 | 0 | 2 | 16 | 23 | 14 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 72 | 31-40 | 39 |
| 08:30 AM | 2 | 0 | 0 | 6 | 18 | 15 | 13 | 15 | 7 | 2 | 1 | 0 | 0 | 0 | 79 | 31-40 | 33 |
| 08:45 AM | 1 | 1 | 1 | 5 | 12 | 10 | 32 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 72 | 36-45 | 42 |
| 09:00 AM | 1 | 3 | 0 | 5 | 17 | 22 | 13 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 72 | 31-40 | 39 |
| 09:15 AM | 0 | 0 | 2 | 5 | 14 | 16 | 15 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 63 | 36-45 | 31 |
| 09:30 AM | 1 | 0 | 0 | 2 | 7 | 11 | 9 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 43 | 36-45 | 20 |
| 09:45 AM | 3 | 0 | 0 | 6 | 11 | 20 | 21 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 69 | 36-45 | 41 |
| 10:00 AM | 2 | 0 | 2 | 5 | 7 | 16 | 20 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 64 | 36-45 | 36 |
| 10:15 AM | 0 | 0 | 0 | 2 | 16 | 13 | 9 | 14 | 3 | 4 | 0 | 0 | 0 | 0 | 61 | 31-40 | 29 |
| 10:30 AM | 4 | 0 | 1 | 3 | 11 | 20 | 19 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 68 | 36-45 | 39 |
| 10:45 AM | 6 | 0 | 4 | 8 | 10 | 19 | 9 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 66 | 31-40 | 29 |
| 11:00 AM | 0 | 0 | 1 | 5 | 18 | 16 | 22 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 72 | 36-45 | 38 |
| 11:15 AM | 2 | 1 | 0 | 4 | 9 | 41 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 81 | 36-45 | 58 |
| 11:30 AM | 1 | 0 | 0 | 1 | 9 | 24 | 20 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 67 | 36-45 | 44 |
| 11:45 AM | 0 | 0 | 0 | 2 | 15 | 21 | 23 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 70 | 36-45 | 44 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 6 | 0 | 1 | 7 | 8 | 27 | 15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 77 | 36-45 | 42 |
| 12:15 PM | 2 | 0 | 0 | 3 | 15 | 16 | 13 | 12 | 3 | 3 | 2 | 0 | 0 | 0 | 69 | 31-40 | 31 |
| 12:30 PM | 0 | 0 | 1 | 6 | 10 | 23 | 14 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 77 | 36-45 | 37 |
| 12:45 PM | 0 | 1 | 2 | 4 | 6 | 18 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 62 | 36-45 | 37 |
| 01:00 PM | 2 | 0 | 0 | 6 | 7 | 11 | 19 | 9 | 7 | 2 | 1 | 0 | 0 | 0 | 64 | 36-45 | 30 |
| 01:15 PM | 0 | 1 | 1 | 6 | 8 | 15 | 20 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 64 | 36-45 | 35 |
| 01:30 PM | 1 | 0 | 2 | 3 | 7 | 19 | 22 | 19 | 9 | 1 | 0 | 1 | 0 | 0 | 84 | 36-45 | 41 |
| 01:45 PM | 2 | 1 | 1 | 6 | 8 | 40 | 19 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 94 | 36-45 | 59 |
| 02:00 PM | 0 | 0 | 0 | 1 | 9 | 26 | 29 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 88 | 36-45 | 55 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 7 | 4 | 7 | 13 | 26 | 23 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 94 | 31-40 | 49 |
| 05:00 PM | 3 | 0 | 3 | 11 | 56 | 39 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 121 | 31-40 | 95 |
| 05:15 PM | 2 | 1 | 1 | 8 | 29 | 39 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 31-40 | 68 |
| 05:30 PM | 3 | 1 | 1 | 11 | 22 | 39 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 90 | 31-40 | 61 |
| 05:45 PM | 2 | 0 | 0 | 7 | 27 | 29 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 56 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------------|--------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 1 | 11 | 20 | 35 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 81 | 31-40 | 55 |
| 06:15 PM | 2 | 1 | 2 | 8 | 20 | 17 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 63 | 31-40 | 37 |
| 06:30 PM | 1 | 0 | 3 | 7 | 20 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 31-40 | 35 |
| 06:45 PM | 0 | 0 | 0 | 7 | 9 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 31-40 | 23 |
| 07:00 PM | 0 | 0 | 0 | 7 | 16 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 31-40 | 28 |
| 07:15 PM | 0 | 0 | 0 | 3 | 6 | 10 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 36-45 | 17 |
| 07:30 PM | 0 | 0 | 3 | 4 | 8 | 12 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 38 | 36-45 | 21 |
| 07:45 PM | 0 | 0 | 2 | 2 | 8 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 18 |
| 08:00 PM | 1 | 0 | 1 | 3 | 5 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 36-45 | 14 |
| 08:15 PM | 0 | 0 | 1 | 1 | 3 | 7 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 21 | 31-40 | 10 |
| 08:30 PM | 1 | 0 | 1 | 3 | 7 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 36-45 | 15 |
| 08:45 PM | 1 | 0 | 2 | 3 | 6 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 31-40 | 16 |
| 09:00 PM | 0 | 0 | 1 | 5 | 3 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 31-40 | 14 |
| 09:15 PM | 0 | 0 | 0 | 2 | 9 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 31-40 | 16 |
| 09:30 PM | 0 | 0 | 0 | 6 | 6 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 26-35 | 12 |
| 09:45 PM | 0 | 1 | 0 | 0 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 31-40 | 10 |
| 10:00 PM | 0 | 0 | 0 | 2 | 8 | 11 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 34 | 31-40 | 19 |
| 10:15 PM | 0 | 0 | 0 | 4 | 3 | 13 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 29 | 31-40 | 16 |
| 10:30 PM | 0 | 0 | 1 | 2 | 4 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 31-40 | 9 |
| 10:45 PM | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 31-40 | 7 |
| 11:00 PM | 1 | 0 | 1 | 4 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 26-35 | 8 |
| 11:15 PM | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 31-40 | 5 |
| 11:30 PM | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 31-40 | 6 |
| 11:45 PM | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 26-35 | 4 |
| Day Total | 78 | 17 | 62 | 301 | 780 | 1096 | 893 | 466 | 172 | 45 | 13 | 2 | 0 | 2 | 3927 | 36-45 | 1989 |
| Percent | 2% | 0.4% | 1.6% | 7.7% | 19.9% | 27.9% | 22.7% | 11.9% | 4.4% | 1.1% | 0.3% | 0.1% | 0% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:45 AM 6 | 9:00 AM 3 | 10:45 AM 4 | 6:45 AM 12 | 7:45 AM 26 | 11:15 AM 41 | 8:00 AM 36 | 7:30 AM 29 | 7:45 AM 12 | 10:15 AM 4 | 7:45 AM 2 | 7:00 AM 1 | 12:00 AM 0 | 4:45 AM 1 | 7:15 AM 115 | | |
| PM Peak 15-min Vol | 4:45 PM 7 | 4:45 PM 4 | 4:45 PM 7 | 4:45 PM 13 | 5:00 PM 56 | 1:45 PM 40 | 2:00 PM 29 | 1:30 PM 19 | 1:30 PM 9 | 12:15 PM 3 | 12:15 PM 2 | 1:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 5:00 PM 121 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | | QC JOB #: 15975346 | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | | DATE: Jan 25 2023 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 | 31-40 | 3 |
| 12:15 AM | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 10 | 36-45 | 5 |
| 12:30 AM | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 26-35 | 5 |
| 12:45 AM | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | 28-37 | 4 |
| 01:00 AM | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 5 |
| 01:15 AM | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 28-37 | 4 |
| 01:30 AM | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 46-55 | 4 |
| 01:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26-35 | 1 |
| 02:00 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31-40 | 3 |
| 02:15 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 02:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31-40 | 2 |
| 02:45 AM | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36-45 | 4 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31-40 | 1 |
| 03:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41-50 | 3 |
| 03:30 AM | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 31-40 | 7 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 41-50 | 6 |
| 04:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 36-45 | 5 |
| 04:15 AM | 1 | 1 | 0 | 2 | 6 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 28-37 | 8 |
| 04:30 AM | 1 | 0 | 0 | 1 | 0 | 4 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 18 | 38-47 | 10 |
| 04:45 AM | 0 | 0 | 0 | 0 | 5 | 6 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 31-40 | 11 |
| 05:00 AM | 1 | 0 | 0 | 2 | 7 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31-40 | 13 |
| 05:15 AM | 2 | 0 | 2 | 2 | 4 | 24 | 14 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 60 | 36-45 | 38 |
| 05:30 AM | 0 | 0 | 2 | 1 | 9 | 12 | 12 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 56 | 36-45 | 24 |
| 05:45 AM | 0 | 0 | 3 | 3 | 8 | 11 | 14 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 46 | 36-45 | 25 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 1 | 7 | 8 | 14 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 41-50 | 23 |
| 06:15 AM | 0 | 0 | 0 | 5 | 6 | 19 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 36-45 | 26 |
| 06:30 AM | 3 | 0 | 0 | 0 | 12 | 20 | 22 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 75 | 36-45 | 42 |
| 06:45 AM | 0 | 0 | 1 | 2 | 11 | 15 | 24 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 62 | 36-45 | 39 |
| 07:00 AM | 4 | 0 | 1 | 5 | 13 | 32 | 17 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 84 | 36-45 | 49 |
| 07:15 AM | 3 | 1 | 0 | 5 | 8 | 27 | 18 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 87 | 36-45 | 45 |
| 07:30 AM | 2 | 0 | 3 | 4 | 8 | 20 | 22 | 27 | 6 | 3 | 0 | 0 | 0 | 0 | 95 | 41-50 | 49 |
| 07:45 AM | 7 | 0 | 0 | 3 | 13 | 30 | 21 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 99 | 36-45 | 51 |
| 08:00 AM | 2 | 0 | 0 | 1 | 8 | 23 | 22 | 14 | 1 | 3 | 1 | 1 | 0 | 0 | 76 | 36-45 | 45 |
| 08:15 AM | 0 | 0 | 1 | 5 | 19 | 17 | 21 | 11 | 4 | 2 | 2 | 0 | 0 | 0 | 82 | 36-45 | 38 |
| 08:30 AM | 3 | 0 | 2 | 10 | 11 | 21 | 20 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 78 | 36-45 | 41 |
| 08:45 AM | 5 | 0 | 0 | 4 | 13 | 19 | 17 | 9 | 4 | 1 | 0 | 0 | 0 | 1 | 73 | 36-45 | 36 |
| 09:00 AM | 2 | 0 | 3 | 6 | 9 | 12 | 15 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 67 | 41-50 | 31 |
| 09:15 AM | 1 | 0 | 4 | 10 | 15 | 32 | 5 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 78 | 31-40 | 47 |
| 09:30 AM | 1 | 1 | 2 | 7 | 16 | 19 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 62 | 31-40 | 35 |
| 09:45 AM | 0 | 2 | 3 | 7 | 10 | 14 | 9 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 53 | 31-40 | 24 |
| 10:00 AM | 0 | 0 | 2 | 6 | 24 | 15 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 31-40 | 39 |
| 10:15 AM | 3 | 0 | 1 | 3 | 12 | 17 | 17 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 60 | 36-45 | 34 |
| 10:30 AM | 0 | 0 | 2 | 9 | 17 | 17 | 7 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 67 | 31-40 | 34 |
| 10:45 AM | 4 | 0 | 4 | 2 | 21 | 19 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 31-40 | 40 |
| 11:00 AM | 1 | 0 | 0 | 5 | 10 | 17 | 17 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 60 | 36-45 | 34 |
| 11:15 AM | 3 | 1 | 0 | 5 | 13 | 27 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 69 | 31-40 | 40 |
| 11:30 AM | 2 | 0 | 0 | 4 | 15 | 24 | 19 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 73 | 36-45 | 43 |
| 11:45 AM | 3 | 0 | 1 | 5 | 3 | 24 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 53 | 36-45 | 32 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 1 | 4 | 24 | 28 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 76 | 31-40 | 52 |
| 12:15 PM | 0 | 0 | 2 | 6 | 16 | 31 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 66 | 31-40 | 47 |
| 12:30 PM | 3 | 0 | 1 | 6 | 10 | 24 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 63 | 36-45 | 38 |
| 12:45 PM | 1 | 0 | 2 | 6 | 11 | 16 | 15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 65 | 36-45 | 31 |
| 01:00 PM | 4 | 2 | 0 | 6 | 10 | 17 | 22 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 74 | 36-45 | 39 |
| 01:15 PM | 0 | 1 | 1 | 6 | 13 | 25 | 19 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 71 | 36-45 | 44 |
| 01:30 PM | 1 | 0 | 0 | 2 | 15 | 22 | 10 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 59 | 31-40 | 37 |
| 01:45 PM | 4 | 0 | 6 | 5 | 15 | 6 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 57 | 31-40 | 21 |
| 02:00 PM | 1 | 0 | 1 | 5 | 18 | 15 | 18 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 70 | 35-44 | 33 |
| 02:15 PM | 3 | 0 | 3 | 7 | 21 | 32 | 33 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 111 | 36-45 | 65 |
| 02:30 PM | 2 | 3 | 0 | 6 | 23 | 28 | 21 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 101 | 31-40 | 51 |
| 02:45 PM | 4 | 1 | 2 | 3 | 12 | 23 | 24 | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 81 | 36-45 | 47 |
| 03:00 PM | 5 | 2 | 5 | 16 | 8 | 18 | 24 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 91 | 36-45 | 42 |
| 03:15 PM | 2 | 1 | 1 | 4 | 16 | 29 | 22 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 85 | 36-45 | 51 |
| 03:30 PM | 6 | 0 | 0 | 8 | 21 | 72 | 51 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 171 | 36-45 | 123 |
| 03:45 PM | 4 | 0 | 0 | 8 | 11 | 25 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 76 | 36-45 | 40 |
| 04:00 PM | 4 | 0 | 1 | 8 | 10 | 27 | 21 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 86 | 36-45 | 48 |
| 04:15 PM | 2 | 2 | 1 | 9 | 10 | 28 | 27 | 23 | 4 | 2 | 0 | 0 | 0 | 0 | 108 | 36-45 | 55 |
| 04:30 PM | 3 | 1 | 1 | 5 | 17 | 41 | 23 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 105 | 36-45 | 64 |
| 04:45 PM | 1 | 0 | 1 | 5 | 15 | 28 | 31 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 90 | 36-45 | 59 |
| 05:00 PM | 1 | 0 | 0 | 3 | 32 | 45 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 31-40 | 77 |
| 05:15 PM | 6 | 4 | 0 | 3 | 23 | 31 | 35 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 114 | 36-45 | 66 |
| 05:30 PM | 0 | 0 | 0 | 3 | 18 | 29 | 30 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 92 | 36-45 | 59 |
| 05:45 PM | 0 | 0 | 0 | 6 | 25 | 28 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 84 | 31-40 | 53 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|--------------|--------------|--------------|---------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 3 | 0 | 0 | 3 | 10 | 31 | 17 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 68 | 36-45 | 48 |
| 06:15 PM | 1 | 0 | 1 | 4 | 5 | 19 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 36-45 | 34 |
| 06:30 PM | 1 | 0 | 0 | 1 | 4 | 21 | 15 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 49 | 36-45 | 36 |
| 06:45 PM | 2 | 4 | 0 | 3 | 6 | 14 | 8 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 46 | 36-45 | 22 |
| 07:00 PM | 1 | 0 | 0 | 2 | 7 | 13 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 36-45 | 21 |
| 07:15 PM | 0 | 0 | 0 | 3 | 8 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31-40 | 18 |
| 07:30 PM | 0 | 0 | 0 | 3 | 3 | 3 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 22 | 41-50 | 11 |
| 07:45 PM | 0 | 0 | 0 | 0 | 4 | 9 | 6 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 26 | 36-45 | 15 |
| 08:00 PM | 0 | 0 | 1 | 0 | 9 | 5 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 33-42 | 14 |
| 08:15 PM | 0 | 0 | 0 | 4 | 1 | 5 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 36-45 | 13 |
| 08:30 PM | 0 | 0 | 2 | 1 | 4 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 31-40 | 8 |
| 08:45 PM | 0 | 0 | 0 | 0 | 2 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 36-45 | 12 |
| 09:00 PM | 2 | 0 | 0 | 0 | 0 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 36-45 | 9 |
| 09:15 PM | 1 | 2 | 0 | 0 | 3 | 6 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 41-50 | 16 |
| 09:30 PM | 0 | 0 | 0 | 0 | 1 | 9 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 36-45 | 18 |
| 09:45 PM | 2 | 0 | 0 | 0 | 4 | 5 | 17 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 34 | 36-45 | 22 |
| 10:00 PM | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 5 | 2 | 2 | 0 | 1 | 0 | 0 | 21 | 36-45 | 9 |
| 10:15 PM | 0 | 0 | 0 | 1 | 1 | 5 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 12 |
| 10:30 PM | 0 | 0 | 1 | 0 | 2 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 36-45 | 6 |
| 10:45 PM | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 36-45 | 10 |
| 11:00 PM | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 18 | 36-45 | 10 |
| 11:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41-50 | 3 |
| 11:30 PM | 1 | 0 | 2 | 3 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 21-30 | 5 |
| 11:45 PM | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 31-40 | 4 |
| Day Total | 128 | 30 | 77 | 302 | 837 | 1441 | 1142 | 585 | 145 | 52 | 14 | 5 | 1 | 1 | 4760 | 36-45 | 2583 |
| Percent | 2.7% | 0.6% | 1.6% | 6.3% | 17.6% | 30.3% | 24% | 12.3% | 3% | 1.1% | 0.3% | 0.1% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:45 AM 7 | 9:45 AM 2 | 9:15 AM 4 | 8:30 AM 10 | 10:00 AM 24 | 7:00 AM 32 | 6:45 AM 24 | 7:30 AM 27 | 7:45 AM 8 | 7:30 AM 3 | 8:15 AM 2 | 12:15 AM 1 | 8:30 AM 1 | 8:45 AM 1 | 7:45 AM 99 | | |
| PM Peak 15-min Vol | 3:30 PM 6 | 5:15 PM 4 | 1:45 PM 6 | 3:00 PM 16 | 5:00 PM 32 | 3:30 PM 72 | 3:30 PM 51 | 4:15 PM 23 | 3:45 PM 4 | 3:00 PM 3 | 7:45 PM 2 | 2:45 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 3:30 PM 171 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 206 | 47 | 139 | 603 | 1617 | 2537 | 2035 | 1051 | 317 | 97 | 27 | 7 | 1 | 3 | 8687 | 36-45 | 4572 |
| Percent | 2.4% | 0.5% | 1.6% | 6.9% | 18.6% | 29.2% | 23.4% | 12.1% | 3.6% | 1.1% | 0.3% | 0.1% | 0% | 0% | | | |
| Cumulative Percent | 2.4% | 2.9% | 4.5% | 11.5% | 30.1% | 59.3% | 82.7% | 94.8% | 98.4% | 99.6% | 99.9% | 100% | 100% | 100% | | | |
| ADT 4343 | | | | | | | | | | | | | | | 85th Percentile: 45 MPH Mean Speed(Average): 38 MPH Median: 38 MPH Mode: 38 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |



LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:15 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:45 AM | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 AM | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 03:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 AM | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 AM | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 16 |
| 04:30 AM | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:45 AM | 0 | 12 | 4 | 0 | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 AM | 0 | 14 | 5 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:15 AM | 0 | 23 | 12 | 3 | 3 | 1 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:30 AM | 0 | 26 | 11 | 2 | 2 | 2 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:45 AM | 0 | 16 | 6 | 1 | 5 | 1 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 43 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 3927 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 12 | 5 | 2 | 4 | 0 | 3 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 38 |
| 06:15 AM | 0 | 14 | 7 | 1 | 2 | 1 | 1 | 0 | 10 | 0 | 0 | 0 | 2 | 2 | 40 |
| 06:30 AM | 0 | 42 | 16 | 3 | 2 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 76 |
| 06:45 AM | 0 | 38 | 9 | 3 | 6 | 2 | 3 | 2 | 10 | 0 | 0 | 0 | 0 | 1 | 74 |
| 07:00 AM | 0 | 40 | 11 | 0 | 6 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 63 |
| 07:15 AM | 2 | 59 | 16 | 8 | 6 | 6 | 3 | 1 | 10 | 0 | 0 | 0 | 1 | 3 | 115 |
| 07:30 AM | 0 | 67 | 11 | 1 | 9 | 3 | 2 | 3 | 8 | 0 | 0 | 0 | 1 | 3 | 108 |
| 07:45 AM | 1 | 58 | 24 | 3 | 4 | 5 | 4 | 4 | 7 | 0 | 0 | 0 | 0 | 1 | 111 |
| 08:00 AM | 1 | 58 | 16 | 5 | 4 | 3 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 95 |
| 08:15 AM | 0 | 46 | 16 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 72 |
| 08:30 AM | 1 | 45 | 8 | 1 | 4 | 3 | 1 | 1 | 11 | 1 | 0 | 0 | 1 | 2 | 79 |
| 08:45 AM | 0 | 46 | 11 | 4 | 2 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 1 | 72 |
| 09:00 AM | 1 | 29 | 18 | 7 | 1 | 2 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:15 AM | 1 | 29 | 9 | 3 | 6 | 4 | 1 | 2 | 6 | 0 | 0 | 0 | 2 | 0 | 63 |
| 09:30 AM | 0 | 22 | 3 | 3 | 3 | 2 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 43 |
| 09:45 AM | 1 | 31 | 13 | 2 | 3 | 2 | 1 | 1 | 13 | 0 | 0 | 0 | 0 | 2 | 69 |
| 10:00 AM | 0 | 23 | 9 | 5 | 9 | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 2 | 64 |
| 10:15 AM | 1 | 30 | 9 | 3 | 4 | 2 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 61 |
| 10:30 AM | 1 | 27 | 9 | 6 | 3 | 7 | 2 | 1 | 9 | 0 | 0 | 0 | 1 | 2 | 68 |
| 10:45 AM | 0 | 37 | 9 | 3 | 6 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 5 | 66 |
| 11:00 AM | 1 | 30 | 15 | 1 | 7 | 4 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 72 |
| 11:15 AM | 0 | 33 | 9 | 4 | 14 | 3 | 3 | 2 | 10 | 0 | 0 | 0 | 1 | 2 | 81 |
| 11:30 AM | 0 | 38 | 9 | 2 | 5 | 4 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 67 |
| 11:45 AM | 1 | 30 | 10 | 4 | 4 | 4 | 2 | 1 | 13 | 0 | 0 | 0 | 1 | 0 | 70 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 3927 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 1 | 28 | 14 | 7 | 8 | 2 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 5 | 77 |
| 12:15 PM | 0 | 30 | 11 | 3 | 5 | 6 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 2 | 69 |
| 12:30 PM | 0 | 44 | 7 | 2 | 3 | 3 | 4 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:45 PM | 0 | 27 | 8 | 2 | 4 | 5 | 4 | 1 | 9 | 1 | 0 | 0 | 0 | 1 | 62 |
| 01:00 PM | 0 | 31 | 11 | 4 | 4 | 3 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 64 |
| 01:15 PM | 0 | 29 | 11 | 1 | 7 | 2 | 2 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 64 |
| 01:30 PM | 0 | 52 | 6 | 3 | 9 | 3 | 2 | 1 | 6 | 1 | 0 | 0 | 0 | 1 | 84 |
| 01:45 PM | 0 | 42 | 17 | 3 | 9 | 8 | 1 | 1 | 9 | 0 | 0 | 0 | 2 | 2 | 94 |
| 02:00 PM | 0 | 46 | 18 | 2 | 8 | 5 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 88 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 79 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 6 | 94 |
| 05:00 PM | 1 | 91 | 19 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 3 | 121 |
| 05:15 PM | 1 | 77 | 14 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 99 |
| 05:30 PM | 0 | 76 | 8 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 90 |
| 05:45 PM | 1 | 67 | 10 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 86 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 3927 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|---------------|-----------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------|---------------|----------------|
| 06:00 PM | 1 | 60 | 12 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 81 |
| 06:15 PM | 0 | 53 | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 63 |
| 06:30 PM | 0 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 55 |
| 06:45 PM | 0 | 37 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:00 PM | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:15 PM | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:30 PM | 0 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:45 PM | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:00 PM | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 08:15 PM | 0 | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:30 PM | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:45 PM | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 09:00 PM | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 09:15 PM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 09:30 PM | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 09:45 PM | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 PM | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 10:15 PM | 1 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:30 PM | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 PM | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 PM | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 11:15 PM | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 PM | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:45 PM | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Day Total | 18 | 2367 | 551 | 114 | 199 | 124 | 65 | 50 | 350 | 8 | 0 | 1 | 15 | 65 | 3927 |
| Percent | 0.5% | 60.3% | 14% | 2.9% | 5.1% | 3.2% | 1.7% | 1.3% | 8.9% | 0.2% | 0% | 0% | 0.4% | 1.7% | |
| ADT 3927 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:15 AM 2 | 7:30 AM 67 | 7:45 AM 24 | 7:15 AM 8 | 11:15 AM 14 | 10:30 AM 7 | 5:45 AM 4 | 7:45 AM 4 | 9:45 AM 13 | 4:15 AM 1 | 12:00 AM 0 | 6:00 AM 1 | 6:15 AM 2 | 10:45 AM 5 | 7:15 AM 115 |
| PM Peak 15-min Vol | 12:00 PM 1 | 5:00 PM 91 | 5:00 PM 19 | 12:00 PM 7 | 1:30 PM 9 | 1:45 PM 8 | 12:30 PM 4 | 12:00 PM 3 | 12:30 PM 12 | 12:45 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 1:45 PM 2 | 4:45 PM 6 | 5:00 PM 121 |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:15 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 AM | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 AM | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 01:00 AM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 01:15 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:30 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 AM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:30 AM | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 AM | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:15 AM | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 18 |
| 04:30 AM | 0 | 9 | 3 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 18 |
| 04:45 AM | 0 | 4 | 3 | 1 | 1 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:00 AM | 0 | 7 | 5 | 0 | 3 | 1 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 25 |
| 05:15 AM | 0 | 26 | 9 | 2 | 2 | 3 | 3 | 2 | 11 | 0 | 0 | 0 | 0 | 2 | 60 |
| 05:30 AM | 0 | 30 | 8 | 1 | 1 | 3 | 3 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 56 |
| 05:45 AM | 0 | 21 | 8 | 1 | 1 | 7 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 46 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 4760 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 1 | 17 | 7 | 1 | 2 | 1 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 39 |
| 06:15 AM | 0 | 22 | 9 | 0 | 1 | 4 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 45 |
| 06:30 AM | 2 | 38 | 16 | 3 | 5 | 2 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 75 |
| 06:45 AM | 1 | 32 | 11 | 2 | 4 | 3 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 62 |
| 07:00 AM | 1 | 51 | 14 | 0 | 3 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 84 |
| 07:15 AM | 3 | 43 | 19 | 4 | 3 | 3 | 0 | 2 | 7 | 0 | 0 | 0 | 1 | 2 | 87 |
| 07:30 AM | 1 | 56 | 17 | 3 | 3 | 3 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 1 | 95 |
| 07:45 AM | 0 | 49 | 17 | 7 | 6 | 2 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 7 | 99 |
| 08:00 AM | 0 | 42 | 12 | 3 | 6 | 3 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 76 |
| 08:15 AM | 0 | 50 | 13 | 4 | 2 | 2 | 1 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 82 |
| 08:30 AM | 1 | 42 | 15 | 2 | 5 | 0 | 6 | 2 | 3 | 0 | 0 | 1 | 0 | 1 | 78 |
| 08:45 AM | 2 | 38 | 9 | 2 | 6 | 3 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 5 | 73 |
| 09:00 AM | 0 | 34 | 13 | 3 | 3 | 5 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 67 |
| 09:15 AM | 0 | 34 | 21 | 2 | 5 | 4 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 1 | 78 |
| 09:30 AM | 0 | 25 | 10 | 2 | 5 | 6 | 3 | 1 | 9 | 0 | 0 | 0 | 0 | 1 | 62 |
| 09:45 AM | 0 | 26 | 8 | 2 | 6 | 4 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 53 |
| 10:00 AM | 1 | 26 | 13 | 0 | 11 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:15 AM | 1 | 20 | 7 | 7 | 8 | 3 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 3 | 60 |
| 10:30 AM | 0 | 34 | 11 | 3 | 4 | 2 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 67 |
| 10:45 AM | 0 | 34 | 11 | 2 | 11 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 1 | 4 | 74 |
| 11:00 AM | 0 | 26 | 12 | 2 | 3 | 8 | 1 | 2 | 4 | 0 | 0 | 0 | 1 | 1 | 60 |
| 11:15 AM | 0 | 33 | 10 | 2 | 8 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | 69 |
| 11:30 AM | 0 | 31 | 11 | 6 | 6 | 4 | 2 | 2 | 9 | 1 | 0 | 0 | 0 | 1 | 73 |
| 11:45 AM | 0 | 22 | 7 | 5 | 4 | 4 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 3 | 53 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 4760 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 0 | 41 | 9 | 6 | 5 | 5 | 1 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:15 PM | 0 | 39 | 12 | 1 | 4 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:30 PM | 0 | 28 | 10 | 2 | 5 | 1 | 1 | 3 | 9 | 0 | 0 | 0 | 1 | 3 | 63 |
| 12:45 PM | 0 | 35 | 12 | 1 | 4 | 2 | 0 | 2 | 6 | 1 | 0 | 1 | 0 | 1 | 65 |
| 01:00 PM | 1 | 36 | 20 | 1 | 1 | 1 | 0 | 2 | 7 | 1 | 0 | 0 | 1 | 3 | 74 |
| 01:15 PM | 1 | 39 | 10 | 3 | 5 | 4 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 71 |
| 01:30 PM | 1 | 30 | 12 | 1 | 3 | 5 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 59 |
| 01:45 PM | 1 | 19 | 12 | 4 | 10 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 3 | 57 |
| 02:00 PM | 0 | 34 | 19 | 4 | 6 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 70 |
| 02:15 PM | 0 | 54 | 23 | 2 | 12 | 5 | 1 | 3 | 8 | 0 | 0 | 0 | 0 | 3 | 111 |
| 02:30 PM | 2 | 59 | 19 | 2 | 2 | 4 | 0 | 2 | 7 | 1 | 0 | 0 | 1 | 2 | 101 |
| 02:45 PM | 1 | 47 | 16 | 2 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 81 |
| 03:00 PM | 5 | 50 | 11 | 4 | 6 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 91 |
| 03:15 PM | 0 | 55 | 20 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 85 |
| 03:30 PM | 3 | 103 | 39 | 1 | 7 | 3 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 6 | 171 |
| 03:45 PM | 0 | 53 | 15 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 76 |
| 04:00 PM | 2 | 58 | 13 | 2 | 4 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 86 |
| 04:15 PM | 2 | 76 | 18 | 0 | 5 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 108 |
| 04:30 PM | 1 | 83 | 13 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 105 |
| 04:45 PM | 0 | 73 | 9 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 90 |
| 05:00 PM | 1 | 78 | 20 | 0 | 5 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 111 |
| 05:15 PM | 3 | 79 | 20 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 114 |
| 05:30 PM | 0 | 74 | 12 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 92 |
| 05:45 PM | 0 | 68 | 10 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 84 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 4760 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|---------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|---------|
| 06:00 PM | 0 | 52 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 68 |
| 06:15 PM | 0 | 48 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 |
| 06:30 PM | 0 | 42 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 |
| 06:45 PM | 1 | 36 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 46 |
| 07:00 PM | 0 | 34 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 41 |
| 07:15 PM | 0 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:30 PM | 0 | 16 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 07:45 PM | 0 | 25 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:00 PM | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 08:15 PM | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:30 PM | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:45 PM | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:00 PM | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:15 PM | 2 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 09:30 PM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 09:45 PM | 0 | 25 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 34 |
| 10:00 PM | 0 | 16 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:15 PM | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:30 PM | 0 | 11 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 PM | 0 | 13 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 PM | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 PM | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 11:45 PM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| Day Total | 42 | 2839 | 779 | 118 | 263 | 152 | 51 | 68 | 304 | 14 | 2 | 2 | 13 | 113 | 4760 |
| Percent | 0.9% | 59.6% | 16.4% | 2.5% | 5.5% | 3.2% | 1.1% | 1.4% | 6.4% | 0.3% | 0% | 0% | 0.3% | 2.4% | |
| ADT 4760 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:15 AM | 7:30 AM | 9:15 AM | 7:45 AM | 10:00 AM | 11:00 AM | 8:30 AM | 7:45 AM | 5:15 AM | 6:45 AM | 12:00 AM | 8:30 AM | 7:00 AM | 7:45 AM | 7:45 AM |
| | 3 | 56 | 21 | 7 | 11 | 8 | 6 | 3 | 11 | 2 | 0 | 1 | 1 | 7 | 99 |
| PM Peak 15-min Vol | 3:00 PM | 3:30 PM | 3:30 PM | 12:00 PM | 2:15 PM | 12:00 PM | 12:00 PM | 3:30 PM | 12:30 PM | 12:45 PM | 4:30 PM | 12:45 PM | 12:30 PM | 3:00 PM | 3:30 PM |
| | 5 | 103 | 39 | 6 | 12 | 5 | 1 | 4 | 9 | 1 | 1 | 1 | 1 | 6 | 171 |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Grand Total | 60 | 5206 | 1330 | 232 | 462 | 276 | 116 | 118 | 654 | 22 | 2 | 3 | 28 | 178 | 8687 |
| Percent | 0.7% | 59.9% | 15.3% | 2.7% | 5.3% | 3.2% | 1.3% | 1.4% | 7.5% | 0.3% | 0% | 0% | 0.3% | 2% | |



Comments:



Type of report: Tube Count - Volume Data

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 12:00 AM | | 10 | 7 | | | 9 | | | 9 | |
| 12:15 AM | | 7 | 10 | | | 9 | | | 9 | |
| 12:30 AM | | 5 | 11 | | | 8 | | | 8 | |
| 12:45 AM | | 6 | 9 | | | 8 | | | 8 | |
| 01:00 AM | | 7 | 7 | | | 7 | | | 7 | |
| 01:15 AM | | 4 | 7 | | | 6 | | | 6 | |
| 01:30 AM | | 6 | 9 | | | 8 | | | 8 | |
| 01:45 AM | | 2 | 2 | | | 2 | | | 2 | |
| 02:00 AM | | 1 | 4 | | | 3 | | | 3 | |
| 02:15 AM | | 3 | 2 | | | 3 | | | 3 | |
| 02:30 AM | | 4 | 2 | | | 3 | | | 3 | |
| 02:45 AM | | 8 | 6 | | | 7 | | | 7 | |
| 03:00 AM | | 1 | 2 | | | 2 | | | 2 | |
| 03:15 AM | | 6 | 5 | | | 6 | | | 6 | |
| 03:30 AM | | 6 | 9 | | | 8 | | | 8 | |
| 03:45 AM | | 8 | 6 | | | 7 | | | 7 | |
| 04:00 AM | | 10 | 8 | | | 9 | | | 9 | |
| 04:15 AM | | 16 | 18 | | | 17 | | | 17 | |
| 04:30 AM | | 15 | 18 | | | 17 | | | 17 | |
| 04:45 AM | | 24 | 19 | | | 22 | | | 22 | |
| 05:00 AM | | 25 | 25 | | | 25 | | | 25 | |
| 05:15 AM | | 54 | 60 | | | 57 | | | 57 | |
| 05:30 AM | | 57 | 56 | | | 57 | | | 57 | |
| 05:45 AM | | 43 | 46 | | | 45 | | | 45 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

Comments:

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|------------------|------------------|------------------|-----|-----|-----------------------------------|---------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 25 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 AM | | 38 | 39 | | | 39 | | | 39 | |
| 06:15 AM | | 40 | 45 | | | 43 | | | 43 | |
| 06:30 AM | | 76 | 75 | | | 76 | | | 76 | |
| 06:45 AM | | 74 | 62 | | | 68 | | | 68 | |
| 07:00 AM | | 63 | 84 | | | 74 | | | 74 | |
| 07:15 AM | | 115 | 87 | | | 101 | | | 101 | |
| 07:30 AM | | 108 | 95 | | | 102 | | | 102 | |
| 07:45 AM | | 111 | 99 | | | 105 | | | 105 | |
| 08:00 AM | | 95 | 76 | | | 86 | | | 86 | |
| 08:15 AM | | 72 | 82 | | | 77 | | | 77 | |
| 08:30 AM | | 79 | 78 | | | 79 | | | 79 | |
| 08:45 AM | | 72 | 73 | | | 73 | | | 73 | |
| 09:00 AM | | 72 | 67 | | | 70 | | | 70 | |
| 09:15 AM | | 63 | 78 | | | 71 | | | 71 | |
| 09:30 AM | | 43 | 62 | | | 53 | | | 53 | |
| 09:45 AM | | 69 | 53 | | | 61 | | | 61 | |
| 10:00 AM | | 64 | 65 | | | 65 | | | 65 | |
| 10:15 AM | | 61 | 60 | | | 61 | | | 61 | |
| 10:30 AM | | 68 | 67 | | | 68 | | | 68 | |
| 10:45 AM | | 66 | 74 | | | 70 | | | 70 | |
| 11:00 AM | | 72 | 60 | | | 66 | | | 66 | |
| 11:15 AM | | 81 | 69 | | | 75 | | | 75 | |
| 11:30 AM | | 67 | 73 | | | 70 | | | 70 | |
| 11:45 AM | | 70 | 53 | | | 62 | | | 62 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 12:00 PM | | 77 | 76 | | | 77 | | | 77 | |
| 12:15 PM | | 69 | 66 | | | 68 | | | 68 | |
| 12:30 PM | | 77 | 63 | | | 70 | | | 70 | |
| 12:45 PM | | 62 | 65 | | | 64 | | | 64 | |
| 01:00 PM | | 64 | 74 | | | 69 | | | 69 | |
| 01:15 PM | | 64 | 71 | | | 68 | | | 68 | |
| 01:30 PM | | 84 | 59 | | | 72 | | | 72 | |
| 01:45 PM | | 94 | 57 | | | 76 | | | 76 | |
| 02:00 PM | | 88 | 70 | | | 79 | | | 79 | |
| 02:15 PM | | 0 | 111 | | | 56 | | | 56 | |
| 02:30 PM | | 0 | 101 | | | 51 | | | 51 | |
| 02:45 PM | | 0 | 81 | | | 41 | | | 41 | |
| 03:00 PM | | 0 | 91 | | | 46 | | | 46 | |
| 03:15 PM | | 0 | 85 | | | 43 | | | 43 | |
| 03:30 PM | | 0 | 171 | | | 86 | | | 86 | |
| 03:45 PM | | 0 | 76 | | | 38 | | | 38 | |
| 04:00 PM | | 0 | 86 | | | 43 | | | 43 | |
| 04:15 PM | | 0 | 108 | | | 54 | | | 54 | |
| 04:30 PM | | 0 | 105 | | | 53 | | | 53 | |
| 04:45 PM | | 94 | 90 | | | 92 | | | 92 | |
| 05:00 PM | | 121 | 111 | | | 116 | | | 116 | |
| 05:15 PM | | 99 | 114 | | | 107 | | | 107 | |
| 05:30 PM | | 90 | 92 | | | 91 | | | 91 | |
| 05:45 PM | | 86 | 84 | | | 85 | | | 85 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|-----|----------------|----------------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 06:00 PM | | 81 | 68 | | | 75 | | | 75 | |
| 06:15 PM | | 63 | 53 | | | 58 | | | 58 | |
| 06:30 PM | | 55 | 49 | | | 52 | | | 52 | |
| 06:45 PM | | 38 | 46 | | | 42 | | | 42 | |
| 07:00 PM | | 40 | 41 | | | 41 | | | 41 | |
| 07:15 PM | | 27 | 25 | | | 26 | | | 26 | |
| 07:30 PM | | 38 | 22 | | | 30 | | | 30 | |
| 07:45 PM | | 29 | 26 | | | 28 | | | 28 | |
| 08:00 PM | | 26 | 28 | | | 27 | | | 27 | |
| 08:15 PM | | 21 | 21 | | | 21 | | | 21 | |
| 08:30 PM | | 27 | 18 | | | 23 | | | 23 | |
| 08:45 PM | | 27 | 18 | | | 23 | | | 23 | |
| 09:00 PM | | 24 | 14 | | | 19 | | | 19 | |
| 09:15 PM | | 24 | 30 | | | 27 | | | 27 | |
| 09:30 PM | | 22 | 24 | | | 23 | | | 23 | |
| 09:45 PM | | 14 | 34 | | | 24 | | | 24 | |
| 10:00 PM | | 34 | 21 | | | 28 | | | 28 | |
| 10:15 PM | | 29 | 16 | | | 23 | | | 23 | |
| 10:30 PM | | 16 | 14 | | | 15 | | | 15 | |
| 10:45 PM | | 12 | 17 | | | 15 | | | 15 | |
| 11:00 PM | | 16 | 18 | | | 17 | | | 17 | |
| 11:15 PM | | 10 | 4 | | | 7 | | | 7 | |
| 11:30 PM | | 10 | 12 | | | 11 | | | 11 | |
| 11:45 PM | | 8 | 10 | | | 9 | | | 9 | |
| Day Total | | 3927 | 4760 | | | 4369 | | | 4369 | |
| % Weekday Average | | 89.9% | 108.9% | | | | | | | |
| % Week Average | | 89.9% | 108.9% | | | 100% | | | | |
| AM Peak 15-min Vol | | 7:15 AM 115 | 7:45 AM 99 | | | 7:45 AM 105 | | | 7:45 AM 105 | |
| PM Peak 15-min Vol | | 5:00 PM 121 | 3:30 PM 171 | | | 5:00 PM 116 | | | 5:00 PM 116 | |

Comments:

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 2 | 4 | 2 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 19 | 41-50 | 8 |
| 12:15 AM | 0 | 0 | 2 | 2 | 6 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 31-40 | 12 |
| 12:30 AM | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | 36-45 | 10 |
| 12:45 AM | 0 | 0 | 0 | 1 | 3 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 40-49 | 7 |
| 01:00 AM | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 31-40 | 9 |
| 01:15 AM | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 41-50 | 4 |
| 01:30 AM | 0 | 1 | 1 | 0 | 2 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 36-45 | 6 |
| 01:45 AM | 0 | 0 | 1 | 1 | 2 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 41-50 | 6 |
| 02:00 AM | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 31-40 | 5 |
| 02:15 AM | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 6 |
| 02:30 AM | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 31-40 | 6 |
| 02:45 AM | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 31-40 | 8 |
| 03:00 AM | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 41-50 | 6 |
| 03:15 AM | 0 | 0 | 0 | 1 | 4 | 3 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 36-45 | 9 |
| 03:30 AM | 1 | 0 | 1 | 1 | 2 | 7 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 36-45 | 12 |
| 03:45 AM | 0 | 0 | 0 | 1 | 6 | 3 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | 46-55 | 9 |
| 04:00 AM | 0 | 0 | 0 | 1 | 5 | 8 | 5 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 25 | 34-43 | 13 |
| 04:15 AM | 1 | 0 | 0 | 0 | 9 | 12 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 36-45 | 25 |
| 04:30 AM | 0 | 0 | 1 | 1 | 6 | 9 | 6 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 36 | 31-40 | 15 |
| 04:45 AM | 0 | 0 | 0 | 5 | 5 | 19 | 14 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 56 | 36-45 | 33 |
| 05:00 AM | 0 | 0 | 1 | 1 | 7 | 15 | 15 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 52 | 36-45 | 30 |
| 05:15 AM | 0 | 0 | 3 | 6 | 13 | 27 | 30 | 10 | 9 | 2 | 0 | 0 | 0 | 1 | 101 | 36-45 | 57 |
| 05:30 AM | 0 | 0 | 0 | 6 | 20 | 36 | 28 | 17 | 9 | 3 | 1 | 0 | 0 | 0 | 120 | 36-45 | 64 |
| 05:45 AM | 0 | 0 | 0 | 3 | 27 | 18 | 29 | 20 | 14 | 3 | 2 | 0 | 0 | 0 | 116 | 41-50 | 49 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 1 | 4 | 13 | 40 | 31 | 16 | 9 | 0 | 1 | 0 | 0 | 0 | 115 | 36-45 | 71 |
| 06:15 AM | 3 | 0 | 1 | 3 | 18 | 46 | 39 | 23 | 2 | 2 | 1 | 1 | 0 | 0 | 139 | 36-45 | 85 |
| 06:30 AM | 7 | 0 | 2 | 6 | 18 | 38 | 40 | 46 | 6 | 2 | 0 | 0 | 0 | 0 | 165 | 41-50 | 86 |
| 06:45 AM | 2 | 0 | 0 | 18 | 32 | 27 | 56 | 22 | 15 | 2 | 1 | 0 | 0 | 0 | 175 | 36-45 | 83 |
| 07:00 AM | 1 | 0 | 1 | 9 | 19 | 28 | 28 | 18 | 10 | 2 | 1 | 1 | 0 | 0 | 118 | 36-45 | 56 |
| 07:15 AM | 4 | 1 | 5 | 9 | 40 | 54 | 54 | 19 | 2 | 2 | 1 | 0 | 0 | 0 | 191 | 36-45 | 108 |
| 07:30 AM | 4 | 1 | 2 | 14 | 25 | 38 | 46 | 38 | 8 | 3 | 1 | 0 | 0 | 0 | 180 | 36-45 | 84 |
| 07:45 AM | 1 | 0 | 1 | 7 | 39 | 45 | 56 | 20 | 19 | 7 | 2 | 0 | 0 | 0 | 197 | 36-45 | 101 |
| 08:00 AM | 3 | 0 | 4 | 1 | 34 | 52 | 55 | 23 | 13 | 3 | 3 | 0 | 0 | 0 | 191 | 36-45 | 107 |
| 08:15 AM | 1 | 1 | 2 | 7 | 32 | 53 | 34 | 22 | 8 | 2 | 0 | 0 | 0 | 0 | 162 | 36-45 | 87 |
| 08:30 AM | 4 | 0 | 0 | 20 | 28 | 49 | 34 | 25 | 11 | 6 | 1 | 0 | 0 | 0 | 178 | 36-45 | 83 |
| 08:45 AM | 2 | 1 | 2 | 15 | 32 | 31 | 53 | 20 | 6 | 2 | 0 | 0 | 0 | 0 | 164 | 36-45 | 84 |
| 09:00 AM | 5 | 4 | 2 | 9 | 27 | 46 | 28 | 14 | 7 | 3 | 0 | 0 | 0 | 0 | 145 | 36-45 | 74 |
| 09:15 AM | 2 | 0 | 2 | 8 | 21 | 33 | 27 | 13 | 10 | 0 | 0 | 1 | 0 | 0 | 117 | 36-45 | 60 |
| 09:30 AM | 2 | 0 | 2 | 8 | 17 | 28 | 24 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 106 | 36-45 | 52 |
| 09:45 AM | 4 | 0 | 4 | 15 | 29 | 38 | 37 | 13 | 4 | 3 | 0 | 0 | 0 | 0 | 147 | 36-45 | 75 |
| 10:00 AM | 4 | 0 | 3 | 9 | 19 | 44 | 42 | 20 | 6 | 1 | 0 | 2 | 0 | 0 | 150 | 36-45 | 86 |
| 10:15 AM | 6 | 2 | 0 | 4 | 30 | 43 | 37 | 26 | 7 | 5 | 1 | 0 | 0 | 0 | 161 | 36-45 | 80 |
| 10:30 AM | 7 | 0 | 2 | 10 | 20 | 42 | 47 | 24 | 5 | 1 | 1 | 0 | 0 | 0 | 159 | 36-45 | 89 |
| 10:45 AM | 6 | 1 | 6 | 11 | 30 | 56 | 31 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 164 | 36-45 | 87 |
| 11:00 AM | 6 | 1 | 2 | 8 | 32 | 36 | 38 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 146 | 36-45 | 74 |
| 11:15 AM | 5 | 1 | 1 | 5 | 24 | 68 | 35 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 161 | 36-45 | 103 |
| 11:30 AM | 1 | 0 | 0 | 3 | 24 | 48 | 34 | 23 | 7 | 0 | 3 | 0 | 0 | 1 | 144 | 36-45 | 82 |
| 11:45 AM | 3 | 1 | 0 | 6 | 33 | 55 | 46 | 16 | 5 | 3 | 0 | 0 | 0 | 0 | 168 | 36-45 | 101 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 9 | 0 | 3 | 15 | 27 | 67 | 53 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 204 | 36-45 | 120 |
| 12:15 PM | 3 | 1 | 0 | 3 | 28 | 53 | 45 | 25 | 6 | 4 | 2 | 0 | 0 | 0 | 170 | 36-45 | 98 |
| 12:30 PM | 0 | 0 | 1 | 10 | 23 | 54 | 33 | 23 | 13 | 1 | 0 | 2 | 0 | 0 | 160 | 36-45 | 87 |
| 12:45 PM | 2 | 1 | 5 | 9 | 19 | 42 | 45 | 29 | 11 | 1 | 0 | 0 | 0 | 0 | 164 | 36-45 | 87 |
| 01:00 PM | 4 | 1 | 2 | 11 | 20 | 40 | 35 | 28 | 9 | 6 | 2 | 0 | 0 | 0 | 158 | 36-45 | 75 |
| 01:15 PM | 1 | 1 | 2 | 6 | 20 | 37 | 45 | 33 | 9 | 3 | 1 | 0 | 0 | 0 | 158 | 36-45 | 82 |
| 01:30 PM | 4 | 0 | 4 | 8 | 20 | 52 | 58 | 35 | 14 | 4 | 0 | 1 | 0 | 0 | 200 | 36-45 | 110 |
| 01:45 PM | 2 | 1 | 1 | 9 | 16 | 76 | 56 | 30 | 15 | 8 | 0 | 0 | 0 | 0 | 214 | 36-45 | 132 |
| 02:00 PM | 4 | 0 | 0 | 5 | 24 | 53 | 65 | 37 | 16 | 2 | 1 | 0 | 0 | 0 | 207 | 36-45 | 118 |
| 02:15 PM | 7 | 1 | 0 | 4 | 13 | 22 | 32 | 20 | 9 | 5 | 0 | 0 | 0 | 0 | 113 | 36-45 | 54 |
| 02:30 PM | 0 | 0 | 0 | 2 | 15 | 28 | 37 | 27 | 14 | 4 | 2 | 0 | 0 | 0 | 129 | 36-45 | 65 |
| 02:45 PM | 2 | 0 | 2 | 5 | 18 | 38 | 38 | 27 | 6 | 2 | 0 | 0 | 1 | 0 | 139 | 36-45 | 76 |
| 03:00 PM | 5 | 0 | 0 | 8 | 10 | 36 | 35 | 35 | 6 | 7 | 0 | 0 | 1 | 0 | 143 | 36-45 | 71 |
| 03:15 PM | 4 | 0 | 2 | 4 | 9 | 37 | 34 | 26 | 10 | 1 | 1 | 0 | 0 | 0 | 128 | 36-45 | 71 |
| 03:30 PM | 5 | 1 | 0 | 4 | 12 | 44 | 60 | 37 | 11 | 3 | 0 | 1 | 0 | 0 | 178 | 36-45 | 104 |
| 03:45 PM | 0 | 0 | 0 | 3 | 7 | 44 | 49 | 25 | 13 | 4 | 1 | 1 | 0 | 0 | 147 | 36-45 | 93 |
| 04:00 PM | 4 | 0 | 2 | 5 | 15 | 33 | 52 | 30 | 26 | 4 | 0 | 1 | 0 | 0 | 172 | 36-45 | 85 |
| 04:15 PM | 3 | 2 | 0 | 2 | 16 | 46 | 50 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 162 | 36-45 | 96 |
| 04:30 PM | 2 | 0 | 7 | 7 | 28 | 41 | 34 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 137 | 36-45 | 75 |
| 04:45 PM | 10 | 4 | 8 | 20 | 41 | 73 | 52 | 16 | 7 | 4 | 1 | 0 | 0 | 0 | 236 | 36-45 | 125 |
| 05:00 PM | 4 | 0 | 4 | 16 | 75 | 97 | 53 | 20 | 5 | 4 | 0 | 0 | 0 | 0 | 278 | 31-40 | 172 |
| 05:15 PM | 3 | 1 | 2 | 10 | 39 | 66 | 48 | 29 | 10 | 4 | 0 | 1 | 1 | 0 | 214 | 36-45 | 114 |
| 05:30 PM | 3 | 2 | 2 | 14 | 47 | 84 | 53 | 30 | 6 | 4 | 2 | 0 | 0 | 0 | 247 | 36-45 | 137 |
| 05:45 PM | 3 | 0 | 0 | 11 | 46 | 67 | 44 | 20 | 8 | 2 | 0 | 0 | 0 | 0 | 201 | 31-40 | 113 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------------|--------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 4 | 0 | 3 | 16 | 41 | 72 | 33 | 19 | 6 | 1 | 1 | 1 | 0 | 0 | 197 | 31-40 | 113 |
| 06:15 PM | 2 | 1 | 2 | 11 | 36 | 41 | 32 | 9 | 3 | 2 | 1 | 0 | 0 | 0 | 140 | 31-40 | 77 |
| 06:30 PM | 1 | 0 | 3 | 11 | 30 | 30 | 24 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 112 | 31-40 | 60 |
| 06:45 PM | 1 | 0 | 0 | 9 | 14 | 26 | 26 | 5 | 1 | 0 | 2 | 1 | 0 | 0 | 85 | 36-45 | 52 |
| 07:00 PM | 0 | 0 | 0 | 9 | 24 | 31 | 15 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 85 | 31-40 | 55 |
| 07:15 PM | 0 | 0 | 1 | 5 | 16 | 21 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 70 | 36-45 | 41 |
| 07:30 PM | 0 | 0 | 3 | 4 | 26 | 26 | 17 | 4 | 3 | 3 | 0 | 1 | 0 | 0 | 87 | 31-40 | 52 |
| 07:45 PM | 0 | 0 | 3 | 2 | 12 | 30 | 18 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 72 | 36-45 | 48 |
| 08:00 PM | 2 | 0 | 2 | 5 | 13 | 21 | 12 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 68 | 31-40 | 34 |
| 08:15 PM | 0 | 0 | 3 | 3 | 11 | 14 | 13 | 8 | 3 | 4 | 1 | 0 | 0 | 0 | 60 | 36-45 | 27 |
| 08:30 PM | 1 | 0 | 1 | 3 | 13 | 20 | 14 | 9 | 1 | 1 | 1 | 0 | 0 | 1 | 65 | 36-45 | 34 |
| 08:45 PM | 1 | 0 | 2 | 4 | 13 | 22 | 13 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 67 | 34-43 | 35 |
| 09:00 PM | 0 | 0 | 2 | 7 | 6 | 24 | 6 | 5 | 1 | 3 | 2 | 0 | 0 | 0 | 56 | 31-40 | 30 |
| 09:15 PM | 2 | 0 | 0 | 2 | 15 | 14 | 11 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 53 | 31-40 | 29 |
| 09:30 PM | 1 | 0 | 1 | 9 | 12 | 11 | 11 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 53 | 31-40 | 23 |
| 09:45 PM | 0 | 1 | 0 | 1 | 11 | 15 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 46 | 36-45 | 27 |
| 10:00 PM | 1 | 0 | 0 | 2 | 13 | 24 | 12 | 8 | 3 | 2 | 0 | 1 | 0 | 0 | 66 | 31-40 | 37 |
| 10:15 PM | 1 | 1 | 0 | 6 | 7 | 22 | 11 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 59 | 36-45 | 33 |
| 10:30 PM | 3 | 1 | 1 | 2 | 8 | 9 | 12 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 43 | 36-45 | 21 |
| 10:45 PM | 1 | 1 | 0 | 1 | 9 | 8 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 32 | 31-40 | 17 |
| 11:00 PM | 1 | 0 | 1 | 6 | 6 | 11 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 36-45 | 18 |
| 11:15 PM | 1 | 1 | 1 | 2 | 4 | 11 | 8 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 34 | 36-45 | 19 |
| 11:30 PM | 0 | 0 | 0 | 2 | 8 | 10 | 8 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 33 | 33-42 | 18 |
| 11:45 PM | 0 | 0 | 1 | 3 | 3 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 31-40 | 9 |
| Day Total | 192 | 37 | 134 | 563 | 1712 | 2984 | 2587 | 1416 | 538 | 178 | 49 | 17 | 3 | 6 | 10416 | 36-45 | 5571 |
| Percent | 1.8% | 0.4% | 1.3% | 5.4% | 16.4% | 28.6% | 24.8% | 13.6% | 5.2% | 1.7% | 0.5% | 0.2% | 0% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:30 AM 7 | 9:00 AM 4 | 10:45 AM 6 | 8:30 AM 20 | 7:15 AM 40 | 11:15 AM 68 | 6:45 AM 56 | 6:30 AM 46 | 7:45 AM 19 | 7:45 AM 7 | 8:00 AM 3 | 10:00 AM 2 | 12:00 AM 0 | 12:30 AM 1 | 7:45 AM 197 | | |
| PM Peak 15-min Vol | 4:45 PM 10 | 4:45 PM 4 | 4:45 PM 8 | 4:45 PM 20 | 5:00 PM 75 | 5:00 PM 97 | 2:00 PM 65 | 2:00 PM 37 | 4:00 PM 26 | 1:45 PM 8 | 12:15 PM 2 | 12:30 PM 2 | 2:45 PM 1 | 8:30 PM 1 | 5:00 PM 278 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | | QC JOB #: 15975346 | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB, WB | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | | DATE: Jan 25 2023 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 4 | 2 | 6 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 18 | 33-42 | 8 |
| 12:15 AM | 0 | 0 | 1 | 1 | 1 | 3 | 5 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 20 | 41-50 | 10 |
| 12:30 AM | 0 | 0 | 0 | 3 | 6 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 26-35 | 9 |
| 12:45 AM | 1 | 0 | 0 | 2 | 4 | 4 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 18 | 31-40 | 8 |
| 01:00 AM | 1 | 1 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 36-45 | 8 |
| 01:15 AM | 0 | 0 | 1 | 1 | 3 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 41-50 | 8 |
| 01:30 AM | 0 | 0 | 0 | 1 | 5 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 31-40 | 10 |
| 01:45 AM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 5 |
| 02:00 AM | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 31-40 | 5 |
| 02:15 AM | 0 | 1 | 1 | 2 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 36-45 | 7 |
| 02:30 AM | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 26-35 | 4 |
| 02:45 AM | 0 | 1 | 1 | 1 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 36-45 | 6 |
| 03:00 AM | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 36-45 | 4 |
| 03:15 AM | 0 | 0 | 0 | 2 | 1 | 3 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 36-45 | 12 |
| 03:30 AM | 0 | 0 | 0 | 0 | 5 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 36-45 | 16 |
| 03:45 AM | 0 | 0 | 1 | 1 | 2 | 1 | 6 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 19 | 41-50 | 9 |
| 04:00 AM | 0 | 0 | 0 | 1 | 4 | 2 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 17 | 36-45 | 8 |
| 04:15 AM | 1 | 1 | 1 | 2 | 10 | 6 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 32 | 31-40 | 16 |
| 04:30 AM | 1 | 0 | 1 | 3 | 6 | 13 | 12 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 49 | 36-45 | 25 |
| 04:45 AM | 0 | 0 | 0 | 5 | 9 | 12 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 37 | 31-40 | 21 |
| 05:00 AM | 2 | 0 | 0 | 6 | 16 | 14 | 12 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 60 | 31-40 | 30 |
| 05:15 AM | 4 | 0 | 2 | 5 | 12 | 34 | 23 | 16 | 2 | 3 | 1 | 0 | 1 | 1 | 104 | 36-45 | 57 |
| 05:30 AM | 0 | 0 | 2 | 5 | 11 | 28 | 31 | 26 | 11 | 0 | 1 | 0 | 0 | 0 | 115 | 36-45 | 59 |
| 05:45 AM | 0 | 0 | 3 | 4 | 18 | 32 | 32 | 17 | 11 | 2 | 3 | 0 | 0 | 0 | 122 | 36-45 | 64 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 1 | 0 | 0 | 3 | 16 | 21 | 43 | 23 | 3 | 2 | 1 | 0 | 0 | 0 | 113 | 41-50 | 66 |
| 06:15 AM | 1 | 0 | 0 | 6 | 19 | 46 | 31 | 22 | 11 | 1 | 1 | 0 | 0 | 0 | 138 | 36-45 | 77 |
| 06:30 AM | 4 | 0 | 1 | 3 | 23 | 43 | 53 | 31 | 10 | 2 | 1 | 0 | 0 | 0 | 171 | 36-45 | 96 |
| 06:45 AM | 1 | 0 | 2 | 8 | 22 | 42 | 56 | 18 | 13 | 3 | 0 | 0 | 0 | 0 | 165 | 36-45 | 98 |
| 07:00 AM | 4 | 0 | 1 | 8 | 19 | 48 | 33 | 19 | 5 | 3 | 0 | 0 | 1 | 0 | 141 | 36-45 | 81 |
| 07:15 AM | 3 | 1 | 1 | 8 | 27 | 47 | 36 | 32 | 8 | 3 | 0 | 0 | 1 | 0 | 167 | 36-45 | 83 |
| 07:30 AM | 3 | 0 | 3 | 9 | 21 | 39 | 44 | 38 | 13 | 5 | 1 | 0 | 0 | 0 | 176 | 36-45 | 83 |
| 07:45 AM | 10 | 0 | 3 | 4 | 34 | 48 | 40 | 27 | 13 | 4 | 0 | 0 | 0 | 0 | 183 | 36-45 | 88 |
| 08:00 AM | 4 | 0 | 0 | 6 | 19 | 44 | 38 | 22 | 6 | 9 | 1 | 1 | 1 | 0 | 151 | 36-45 | 82 |
| 08:15 AM | 0 | 0 | 2 | 8 | 32 | 45 | 43 | 23 | 10 | 6 | 2 | 0 | 0 | 0 | 171 | 36-45 | 88 |
| 08:30 AM | 4 | 0 | 6 | 17 | 23 | 56 | 43 | 26 | 1 | 4 | 2 | 0 | 1 | 1 | 184 | 36-45 | 99 |
| 08:45 AM | 7 | 1 | 0 | 5 | 34 | 45 | 45 | 24 | 7 | 1 | 0 | 0 | 0 | 1 | 170 | 36-45 | 90 |
| 09:00 AM | 8 | 2 | 6 | 13 | 28 | 32 | 34 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 156 | 36-45 | 66 |
| 09:15 AM | 2 | 0 | 6 | 11 | 23 | 53 | 16 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 138 | 31-40 | 76 |
| 09:30 AM | 2 | 1 | 3 | 14 | 25 | 41 | 19 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 126 | 31-40 | 66 |
| 09:45 AM | 0 | 3 | 5 | 13 | 22 | 35 | 27 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 122 | 36-45 | 62 |
| 10:00 AM | 0 | 0 | 5 | 10 | 41 | 37 | 26 | 18 | 4 | 3 | 1 | 0 | 0 | 0 | 145 | 31-40 | 78 |
| 10:15 AM | 4 | 0 | 1 | 7 | 25 | 40 | 27 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 121 | 36-45 | 67 |
| 10:30 AM | 0 | 0 | 4 | 15 | 34 | 34 | 17 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 126 | 31-40 | 68 |
| 10:45 AM | 9 | 1 | 8 | 12 | 39 | 43 | 25 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 152 | 31-40 | 82 |
| 11:00 AM | 1 | 0 | 2 | 13 | 26 | 42 | 33 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 133 | 36-45 | 75 |
| 11:15 AM | 5 | 1 | 3 | 9 | 34 | 46 | 20 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 141 | 31-40 | 80 |
| 11:30 AM | 3 | 1 | 2 | 6 | 20 | 39 | 31 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 116 | 36-45 | 70 |
| 11:45 AM | 5 | 1 | 4 | 10 | 16 | 40 | 16 | 11 | 3 | 2 | 1 | 0 | 0 | 0 | 109 | 35-44 | 56 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 43 | 0 | 1 | 9 | 28 | 44 | 24 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 159 | 31-40 | 72 |
| 12:15 PM | 72 | 0 | 2 | 6 | 16 | 31 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 138 | 1-10 | 48 |
| 12:30 PM | 79 | 0 | 1 | 6 | 10 | 24 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 139 | 1-10 | 53 |
| 12:45 PM | 8 | 0 | 3 | 12 | 34 | 37 | 19 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 138 | 31-40 | 71 |
| 01:00 PM | 8 | 3 | 0 | 10 | 27 | 46 | 37 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 161 | 36-45 | 83 |
| 01:15 PM | 0 | 1 | 3 | 13 | 30 | 47 | 32 | 12 | 7 | 1 | 2 | 0 | 0 | 0 | 148 | 36-45 | 79 |
| 01:30 PM | 6 | 0 | 0 | 11 | 39 | 49 | 22 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 146 | 31-40 | 88 |
| 01:45 PM | 6 | 0 | 7 | 12 | 35 | 26 | 33 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 136 | 31-40 | 61 |
| 02:00 PM | 2 | 0 | 1 | 9 | 44 | 31 | 40 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 153 | 31-40 | 75 |
| 02:15 PM | 5 | 1 | 4 | 15 | 40 | 61 | 53 | 15 | 3 | 1 | 1 | 0 | 0 | 0 | 199 | 36-45 | 114 |
| 02:30 PM | 4 | 3 | 0 | 17 | 47 | 55 | 39 | 30 | 8 | 3 | 0 | 0 | 0 | 0 | 206 | 31-40 | 102 |
| 02:45 PM | 6 | 3 | 7 | 13 | 44 | 71 | 41 | 17 | 1 | 2 | 0 | 1 | 0 | 0 | 206 | 31-40 | 115 |
| 03:00 PM | 6 | 2 | 13 | 23 | 27 | 59 | 54 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 207 | 36-45 | 113 |
| 03:15 PM | 3 | 1 | 3 | 17 | 41 | 73 | 40 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 203 | 31-40 | 114 |
| 03:30 PM | 12 | 3 | 5 | 18 | 47 | 114 | 71 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 293 | 36-45 | 185 |
| 03:45 PM | 4 | 0 | 1 | 17 | 54 | 56 | 49 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 210 | 31-40 | 110 |
| 04:00 PM | 6 | 1 | 3 | 15 | 41 | 75 | 57 | 21 | 8 | 0 | 1 | 0 | 0 | 0 | 228 | 36-45 | 132 |
| 04:15 PM | 3 | 3 | 2 | 20 | 35 | 80 | 57 | 32 | 4 | 2 | 0 | 0 | 0 | 0 | 238 | 36-45 | 137 |
| 04:30 PM | 8 | 2 | 2 | 17 | 54 | 89 | 53 | 25 | 4 | 2 | 0 | 0 | 0 | 0 | 256 | 31-40 | 143 |
| 04:45 PM | 1 | 1 | 1 | 12 | 44 | 78 | 59 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 217 | 36-45 | 137 |
| 05:00 PM | 5 | 0 | 7 | 12 | 65 | 80 | 42 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 230 | 31-40 | 145 |
| 05:15 PM | 8 | 4 | 6 | 16 | 60 | 76 | 54 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 240 | 31-40 | 136 |
| 05:30 PM | 1 | 0 | 1 | 9 | 46 | 69 | 55 | 19 | 1 | 2 | 0 | 1 | 0 | 0 | 204 | 36-45 | 124 |
| 05:45 PM | 2 | 0 | 1 | 10 | 46 | 66 | 34 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 173 | 31-40 | 112 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | | QC JOB #: 15975346 | | |
|----------------------------------|----------------|--------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB, WB | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | | DATE: Jan 25 2023 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 4 | 2 | 3 | 15 | 38 | 62 | 32 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 166 | 31-40 | 100 |
| 06:15 PM | 1 | 0 | 1 | 7 | 13 | 38 | 24 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 36-45 | 62 |
| 06:30 PM | 1 | 0 | 1 | 13 | 24 | 46 | 28 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 124 | 36-45 | 74 |
| 06:45 PM | 2 | 4 | 0 | 12 | 20 | 30 | 12 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 91 | 31-40 | 50 |
| 07:00 PM | 1 | 1 | 0 | 8 | 16 | 31 | 21 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 92 | 36-45 | 52 |
| 07:15 PM | 1 | 0 | 1 | 7 | 27 | 28 | 9 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 55 |
| 07:30 PM | 0 | 0 | 0 | 6 | 17 | 20 | 15 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 71 | 31-40 | 37 |
| 07:45 PM | 0 | 0 | 1 | 3 | 20 | 16 | 12 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 65 | 31-40 | 36 |
| 08:00 PM | 0 | 1 | 2 | 5 | 35 | 11 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 31-40 | 46 |
| 08:15 PM | 1 | 1 | 1 | 8 | 7 | 17 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 52 | 36-45 | 29 |
| 08:30 PM | 0 | 0 | 2 | 5 | 12 | 21 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 56 | 31-40 | 33 |
| 08:45 PM | 1 | 0 | 1 | 7 | 8 | 16 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 46 | 31-40 | 24 |
| 09:00 PM | 2 | 0 | 0 | 2 | 2 | 23 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 46 | 36-45 | 32 |
| 09:15 PM | 1 | 2 | 0 | 2 | 10 | 13 | 16 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 57 | 36-45 | 29 |
| 09:30 PM | 0 | 0 | 1 | 2 | 8 | 23 | 14 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 59 | 36-45 | 37 |
| 09:45 PM | 3 | 1 | 2 | 3 | 17 | 18 | 28 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 82 | 36-45 | 46 |
| 10:00 PM | 2 | 1 | 0 | 5 | 23 | 30 | 16 | 14 | 2 | 2 | 0 | 1 | 0 | 0 | 96 | 31-40 | 53 |
| 10:15 PM | 0 | 0 | 2 | 2 | 9 | 41 | 33 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 95 | 36-45 | 74 |
| 10:30 PM | 0 | 0 | 1 | 3 | 8 | 14 | 10 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 45 | 36-45 | 24 |
| 10:45 PM | 0 | 0 | 3 | 0 | 12 | 8 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 31-40 | 20 |
| 11:00 PM | 0 | 0 | 0 | 3 | 10 | 11 | 12 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 44 | 36-45 | 23 |
| 11:15 PM | 0 | 0 | 0 | 1 | 6 | 12 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 31-40 | 18 |
| 11:30 PM | 1 | 0 | 3 | 6 | 3 | 9 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 31-40 | 12 |
| 11:45 PM | 1 | 0 | 3 | 2 | 7 | 7 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 31-40 | 14 |
| Day Total | 411 | 57 | 185 | 715 | 2055 | 3186 | 2315 | 1164 | 341 | 116 | 28 | 5 | 5 | 3 | 10586 | 36-45 | 5501 |
| Percent | 3.9% | 0.5% | 1.7% | 6.8% | 19.4% | 30.1% | 21.9% | 11% | 3.2% | 1.1% | 0.3% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:45 AM 10 | 9:45 AM 3 | 10:45 AM 8 | 8:30 AM 17 | 10:00 AM 41 | 8:30 AM 56 | 6:45 AM 56 | 7:30 AM 38 | 6:45 AM 13 | 8:00 AM 9 | 5:45 AM 3 | 12:15 AM 1 | 5:15 AM 1 | 5:15 AM 1 | 8:30 AM 184 | | |
| PM Peak 15-min Vol | 12:30 PM 79 | 5:15 PM 4 | 3:00 PM 13 | 3:00 PM 23 | 5:00 PM 65 | 3:30 PM 114 | 3:30 PM 71 | 4:15 PM 32 | 2:00 PM 8 | 2:30 PM 3 | 1:15 PM 2 | 2:45 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 3:30 PM 293 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

SUMMARY - Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 603 | 94 | 319 | 1278 | 3767 | 6170 | 4902 | 2580 | 879 | 294 | 77 | 22 | 8 | 9 | 21002 | 36-45 | 11072 |
| Percent | 2.9% | 0.4% | 1.5% | 6.1% | 17.9% | 29.4% | 23.3% | 12.3% | 4.2% | 1.4% | 0.4% | 0.1% | 0% | 0% | | | |
| Cumulative Percent | 2.9% | 3.3% | 4.8% | 10.9% | 28.9% | 58.2% | 81.6% | 93.9% | 98% | 99.4% | 99.8% | 99.9% | 100% | 100% | | | |
| ADT 10501 | | | | | | | | | | | | | | | 85th Percentile: 46 MPH Mean Speed(Average): 38 MPH Median: 38 MPH Mode: 38 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |



LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 AM | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 AM | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:00 AM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 15 |
| 01:15 AM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 AM | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:45 AM | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 AM | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:15 AM | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 AM | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:45 AM | 0 | 5 | 4 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:00 AM | 0 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:15 AM | 0 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:30 AM | 0 | 10 | 3 | 1 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 22 |
| 03:45 AM | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:00 AM | 0 | 11 | 5 | 0 | 0 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:15 AM | 0 | 11 | 4 | 1 | 1 | 6 | 1 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 39 |
| 04:30 AM | 0 | 16 | 8 | 2 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 36 |
| 04:45 AM | 0 | 22 | 4 | 2 | 3 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 56 |
| 05:00 AM | 0 | 23 | 8 | 1 | 6 | 1 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 52 |
| 05:15 AM | 0 | 40 | 29 | 5 | 5 | 4 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 101 |
| 05:30 AM | 0 | 49 | 29 | 3 | 9 | 4 | 3 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 120 |
| 05:45 AM | 0 | 48 | 31 | 1 | 9 | 2 | 4 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 116 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10416 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 56 | 22 | 2 | 9 | 5 | 3 | 0 | 15 | 1 | 0 | 1 | 1 | 0 | 115 |
| 06:15 AM | 0 | 64 | 31 | 2 | 9 | 5 | 3 | 0 | 16 | 4 | 0 | 0 | 2 | 3 | 139 |
| 06:30 AM | 2 | 84 | 39 | 3 | 10 | 6 | 5 | 1 | 10 | 0 | 0 | 0 | 0 | 5 | 165 |
| 06:45 AM | 1 | 95 | 26 | 4 | 18 | 3 | 3 | 2 | 20 | 0 | 0 | 0 | 1 | 2 | 175 |
| 07:00 AM | 0 | 61 | 24 | 2 | 14 | 6 | 1 | 1 | 7 | 0 | 0 | 0 | 1 | 1 | 118 |
| 07:15 AM | 2 | 98 | 28 | 11 | 11 | 13 | 3 | 1 | 18 | 2 | 0 | 0 | 1 | 3 | 191 |
| 07:30 AM | 0 | 110 | 21 | 4 | 15 | 3 | 2 | 4 | 16 | 1 | 0 | 0 | 1 | 3 | 180 |
| 07:45 AM | 1 | 112 | 42 | 7 | 10 | 5 | 4 | 5 | 10 | 0 | 0 | 0 | 0 | 1 | 197 |
| 08:00 AM | 1 | 108 | 40 | 6 | 12 | 6 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 3 | 191 |
| 08:15 AM | 1 | 95 | 35 | 1 | 12 | 5 | 1 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 162 |
| 08:30 AM | 1 | 104 | 23 | 4 | 7 | 6 | 2 | 4 | 20 | 2 | 0 | 0 | 1 | 4 | 178 |
| 08:45 AM | 1 | 96 | 22 | 10 | 4 | 8 | 2 | 3 | 14 | 1 | 0 | 0 | 0 | 3 | 164 |
| 09:00 AM | 2 | 71 | 27 | 8 | 6 | 5 | 4 | 2 | 17 | 0 | 0 | 0 | 0 | 3 | 145 |
| 09:15 AM | 1 | 50 | 25 | 4 | 11 | 5 | 1 | 3 | 14 | 0 | 0 | 0 | 2 | 1 | 117 |
| 09:30 AM | 0 | 48 | 14 | 4 | 9 | 6 | 3 | 3 | 17 | 0 | 0 | 0 | 0 | 2 | 106 |
| 09:45 AM | 1 | 69 | 21 | 7 | 8 | 5 | 3 | 2 | 28 | 0 | 0 | 0 | 0 | 3 | 147 |
| 10:00 AM | 0 | 58 | 22 | 7 | 16 | 16 | 2 | 5 | 20 | 0 | 0 | 0 | 0 | 4 | 150 |
| 10:15 AM | 2 | 82 | 26 | 6 | 12 | 8 | 1 | 0 | 18 | 1 | 0 | 0 | 0 | 5 | 161 |
| 10:30 AM | 1 | 76 | 22 | 8 | 11 | 12 | 4 | 1 | 18 | 0 | 0 | 0 | 1 | 5 | 159 |
| 10:45 AM | 1 | 78 | 27 | 4 | 16 | 11 | 3 | 1 | 15 | 1 | 0 | 0 | 1 | 6 | 164 |
| 11:00 AM | 2 | 65 | 27 | 2 | 12 | 9 | 1 | 3 | 20 | 0 | 0 | 0 | 1 | 4 | 146 |
| 11:15 AM | 0 | 69 | 23 | 6 | 21 | 6 | 3 | 3 | 23 | 0 | 0 | 0 | 2 | 5 | 161 |
| 11:30 AM | 1 | 80 | 17 | 6 | 10 | 11 | 0 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 144 |
| 11:45 AM | 1 | 80 | 32 | 8 | 9 | 10 | 4 | 2 | 18 | 0 | 0 | 0 | 1 | 3 | 168 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10416 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 1 | 98 | 34 | 8 | 22 | 10 | 3 | 4 | 15 | 1 | 0 | 0 | 0 | 8 | 204 |
| 12:15 PM | 0 | 97 | 27 | 3 | 9 | 7 | 1 | 2 | 21 | 1 | 0 | 0 | 0 | 2 | 170 |
| 12:30 PM | 3 | 86 | 22 | 4 | 7 | 9 | 4 | 4 | 20 | 1 | 0 | 0 | 0 | 0 | 160 |
| 12:45 PM | 3 | 92 | 20 | 3 | 11 | 12 | 4 | 2 | 12 | 3 | 0 | 0 | 0 | 2 | 164 |
| 01:00 PM | 1 | 82 | 27 | 7 | 9 | 10 | 3 | 1 | 14 | 0 | 0 | 0 | 0 | 4 | 158 |
| 01:15 PM | 1 | 86 | 24 | 3 | 16 | 4 | 2 | 1 | 20 | 0 | 0 | 0 | 0 | 1 | 158 |
| 01:30 PM | 0 | 122 | 24 | 5 | 12 | 6 | 4 | 4 | 18 | 1 | 0 | 0 | 0 | 4 | 200 |
| 01:45 PM | 0 | 129 | 30 | 5 | 16 | 12 | 2 | 1 | 15 | 0 | 0 | 0 | 2 | 2 | 214 |
| 02:00 PM | 2 | 116 | 37 | 3 | 14 | 10 | 0 | 4 | 17 | 0 | 0 | 0 | 0 | 4 | 207 |
| 02:15 PM | 0 | 73 | 15 | 1 | 7 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 7 | 113 |
| 02:30 PM | 0 | 81 | 27 | 4 | 7 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 129 |
| 02:45 PM | 1 | 91 | 26 | 0 | 9 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 1 | 2 | 139 |
| 03:00 PM | 1 | 95 | 29 | 1 | 6 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 3 | 143 |
| 03:15 PM | 1 | 84 | 26 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 128 |
| 03:30 PM | 2 | 125 | 34 | 1 | 3 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 5 | 178 |
| 03:45 PM | 0 | 111 | 24 | 3 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 147 |
| 04:00 PM | 0 | 125 | 27 | 3 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 172 |
| 04:15 PM | 0 | 132 | 19 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 162 |
| 04:30 PM | 0 | 98 | 28 | 1 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 137 |
| 04:45 PM | 1 | 192 | 26 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 9 | 236 |
| 05:00 PM | 3 | 213 | 42 | 1 | 5 | 3 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 4 | 278 |
| 05:15 PM | 1 | 173 | 26 | 0 | 6 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 214 |
| 05:30 PM | 1 | 205 | 27 | 1 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | 247 |
| 05:45 PM | 1 | 161 | 26 | 1 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 201 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10416 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|----------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|---------|
| 06:00 PM | 3 | 155 | 25 | 2 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 197 |
| 06:15 PM | 0 | 115 | 12 | 1 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 140 |
| 06:30 PM | 0 | 99 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 112 |
| 06:45 PM | 1 | 75 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 85 |
| 07:00 PM | 0 | 69 | 13 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 85 |
| 07:15 PM | 0 | 62 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 07:30 PM | 0 | 72 | 11 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 07:45 PM | 0 | 63 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 72 |
| 08:00 PM | 0 | 56 | 6 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 68 |
| 08:15 PM | 0 | 53 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:30 PM | 0 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 08:45 PM | 0 | 61 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 67 |
| 09:00 PM | 0 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 56 |
| 09:15 PM | 0 | 44 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 |
| 09:30 PM | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 09:45 PM | 0 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 10:00 PM | 2 | 59 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 66 |
| 10:15 PM | 1 | 51 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 10:30 PM | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 |
| 10:45 PM | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 11:00 PM | 0 | 32 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 11:15 PM | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:30 PM | 0 | 27 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 PM | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Day Total | 52 | 6557 | 1590 | 210 | 522 | 321 | 100 | 100 | 746 | 23 | 1 | 1 | 23 | 170 | 10416 |
| Percent | 0.5% | 63% | 15.3% | 2% | 5% | 3.1% | 1% | 1% | 7.2% | 0.2% | 0% | 0% | 0.2% | 1.6% | |
| ADT 10416 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:30 AM | 7:45 AM | 7:45 AM | 7:15 AM | 11:15 AM | 10:00 AM | 6:30 AM | 7:45 AM | 9:45 AM | 6:15 AM | 12:00 AM | 6:00 AM | 6:15 AM | 10:45 AM | 7:45 AM |
| | 2 | 112 | 42 | 11 | 21 | 16 | 5 | 5 | 28 | 4 | 0 | 1 | 2 | 6 | 197 |
| PM Peak 15-min Vol | 12:30 PM | 5:00 PM | 5:00 PM | 12:00 PM | 12:00 PM | 12:45 PM | 12:30 PM | 12:00 PM | 12:15 PM | 12:45 PM | 5:00 PM | 12:00 PM | 1:45 PM | 4:45 PM | 5:00 PM |
| | 3 | 213 | 42 | 8 | 22 | 12 | 4 | 4 | 21 | 3 | 1 | 0 | 2 | 9 | 278 |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 AM | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 AM | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 AM | 0 | 13 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 18 |
| 01:00 AM | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 13 |
| 01:15 AM | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:30 AM | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:45 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 AM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:15 AM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:30 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 AM | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:00 AM | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:15 AM | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:30 AM | 1 | 7 | 6 | 1 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 03:45 AM | 0 | 10 | 1 | 0 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:00 AM | 0 | 9 | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:15 AM | 0 | 12 | 2 | 0 | 0 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 32 |
| 04:30 AM | 0 | 16 | 9 | 5 | 3 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 49 |
| 04:45 AM | 0 | 9 | 4 | 2 | 2 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:00 AM | 0 | 19 | 6 | 0 | 6 | 9 | 2 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 60 |
| 05:15 AM | 1 | 45 | 18 | 4 | 2 | 10 | 4 | 2 | 14 | 0 | 0 | 0 | 0 | 4 | 104 |
| 05:30 AM | 0 | 54 | 28 | 3 | 6 | 4 | 3 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 115 |
| 05:45 AM | 0 | 62 | 31 | 1 | 5 | 9 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 122 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10586 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 3 | 55 | 28 | 1 | 4 | 3 | 1 | 1 | 16 | 0 | 0 | 0 | 0 | 1 | 113 |
| 06:15 AM | 0 | 74 | 32 | 1 | 11 | 5 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 138 |
| 06:30 AM | 2 | 93 | 39 | 4 | 13 | 6 | 3 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 171 |
| 06:45 AM | 1 | 87 | 32 | 4 | 12 | 9 | 2 | 0 | 13 | 2 | 0 | 0 | 0 | 3 | 165 |
| 07:00 AM | 1 | 80 | 30 | 1 | 5 | 8 | 4 | 1 | 6 | 1 | 0 | 0 | 1 | 3 | 141 |
| 07:15 AM | 3 | 88 | 30 | 8 | 6 | 8 | 1 | 2 | 18 | 0 | 0 | 0 | 1 | 2 | 167 |
| 07:30 AM | 1 | 100 | 30 | 5 | 10 | 10 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 2 | 176 |
| 07:45 AM | 2 | 91 | 35 | 11 | 8 | 8 | 1 | 4 | 12 | 1 | 0 | 0 | 0 | 10 | 183 |
| 08:00 AM | 1 | 87 | 23 | 4 | 13 | 5 | 1 | 3 | 10 | 0 | 0 | 0 | 0 | 4 | 151 |
| 08:15 AM | 0 | 108 | 28 | 5 | 9 | 7 | 1 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 171 |
| 08:30 AM | 1 | 107 | 30 | 3 | 9 | 4 | 7 | 3 | 17 | 0 | 0 | 1 | 0 | 2 | 184 |
| 08:45 AM | 2 | 88 | 19 | 10 | 17 | 7 | 1 | 4 | 13 | 1 | 0 | 0 | 0 | 8 | 170 |
| 09:00 AM | 2 | 79 | 30 | 4 | 9 | 12 | 1 | 0 | 12 | 2 | 0 | 0 | 0 | 5 | 156 |
| 09:15 AM | 0 | 69 | 32 | 4 | 8 | 5 | 1 | 2 | 14 | 0 | 0 | 0 | 1 | 2 | 138 |
| 09:30 AM | 0 | 62 | 23 | 2 | 10 | 9 | 4 | 1 | 12 | 1 | 0 | 0 | 0 | 2 | 126 |
| 09:45 AM | 0 | 56 | 19 | 5 | 12 | 7 | 2 | 4 | 15 | 2 | 0 | 0 | 0 | 0 | 122 |
| 10:00 AM | 1 | 67 | 22 | 3 | 22 | 8 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 145 |
| 10:15 AM | 1 | 47 | 20 | 10 | 11 | 6 | 2 | 4 | 15 | 1 | 0 | 0 | 0 | 4 | 121 |
| 10:30 AM | 0 | 55 | 24 | 7 | 10 | 10 | 2 | 4 | 14 | 0 | 0 | 0 | 0 | 0 | 126 |
| 10:45 AM | 1 | 68 | 28 | 4 | 16 | 9 | 0 | 2 | 16 | 0 | 0 | 0 | 1 | 7 | 152 |
| 11:00 AM | 0 | 60 | 25 | 4 | 11 | 15 | 1 | 3 | 11 | 0 | 0 | 0 | 2 | 1 | 133 |
| 11:15 AM | 0 | 71 | 23 | 5 | 12 | 10 | 1 | 1 | 11 | 0 | 0 | 0 | 2 | 5 | 141 |
| 11:30 AM | 0 | 53 | 20 | 6 | 7 | 5 | 2 | 2 | 18 | 1 | 0 | 0 | 0 | 2 | 116 |
| 11:45 AM | 1 | 53 | 15 | 6 | 8 | 5 | 3 | 2 | 11 | 0 | 0 | 0 | 0 | 5 | 109 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10586 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 0 | 66 | 13 | 6 | 12 | 7 | 1 | 2 | 9 | 0 | 0 | 0 | 0 | 43 | 159 |
| 12:15 PM | 0 | 39 | 12 | 1 | 4 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 72 | 138 |
| 12:30 PM | 0 | 28 | 10 | 2 | 5 | 1 | 1 | 3 | 9 | 0 | 0 | 0 | 1 | 79 | 139 |
| 12:45 PM | 0 | 75 | 23 | 1 | 6 | 6 | 1 | 4 | 12 | 1 | 0 | 1 | 1 | 7 | 138 |
| 01:00 PM | 1 | 93 | 30 | 2 | 6 | 6 | 0 | 2 | 12 | 1 | 0 | 0 | 2 | 6 | 161 |
| 01:15 PM | 1 | 92 | 21 | 6 | 7 | 7 | 1 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 148 |
| 01:30 PM | 2 | 79 | 26 | 4 | 8 | 6 | 1 | 4 | 10 | 2 | 0 | 0 | 0 | 4 | 146 |
| 01:45 PM | 1 | 61 | 27 | 6 | 16 | 6 | 0 | 3 | 9 | 0 | 0 | 0 | 2 | 5 | 136 |
| 02:00 PM | 0 | 89 | 35 | 5 | 9 | 5 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 153 |
| 02:15 PM | 0 | 110 | 34 | 2 | 20 | 8 | 1 | 5 | 14 | 0 | 0 | 0 | 0 | 5 | 199 |
| 02:30 PM | 3 | 126 | 42 | 4 | 6 | 6 | 0 | 3 | 10 | 1 | 0 | 0 | 1 | 4 | 206 |
| 02:45 PM | 1 | 131 | 38 | 5 | 15 | 4 | 0 | 2 | 5 | 0 | 0 | 0 | 1 | 4 | 206 |
| 03:00 PM | 5 | 135 | 31 | 4 | 13 | 5 | 1 | 0 | 5 | 0 | 0 | 0 | 1 | 7 | 207 |
| 03:15 PM | 1 | 140 | 39 | 3 | 12 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 203 |
| 03:30 PM | 5 | 191 | 59 | 2 | 9 | 5 | 1 | 4 | 4 | 3 | 0 | 0 | 1 | 9 | 293 |
| 03:45 PM | 0 | 159 | 35 | 0 | 6 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 4 | 210 |
| 04:00 PM | 2 | 173 | 31 | 3 | 5 | 3 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 228 |
| 04:15 PM | 2 | 182 | 33 | 0 | 10 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 238 |
| 04:30 PM | 2 | 202 | 35 | 0 | 3 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 8 | 256 |
| 04:45 PM | 1 | 181 | 23 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 217 |
| 05:00 PM | 1 | 169 | 36 | 1 | 8 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 5 | 230 |
| 05:15 PM | 3 | 186 | 31 | 2 | 7 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 6 | 240 |
| 05:30 PM | 0 | 165 | 26 | 2 | 3 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 204 |
| 05:45 PM | 0 | 141 | 23 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 173 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 10586 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St

QC JOB #: 15975346

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|--------------|-----------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| 06:00 PM | 0 | 136 | 20 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 166 |
| 06:15 PM | 0 | 85 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 95 |
| 06:30 PM | 0 | 112 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 124 |
| 06:45 PM | 1 | 72 | 14 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 91 |
| 07:00 PM | 0 | 79 | 9 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 92 |
| 07:15 PM | 0 | 77 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 86 |
| 07:30 PM | 0 | 59 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 07:45 PM | 0 | 58 | 3 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 65 |
| 08:00 PM | 0 | 64 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 74 |
| 08:15 PM | 0 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 52 |
| 08:30 PM | 0 | 51 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 08:45 PM | 0 | 38 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 46 |
| 09:00 PM | 1 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 09:15 PM | 2 | 43 | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 57 |
| 09:30 PM | 0 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 09:45 PM | 0 | 66 | 8 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 82 |
| 10:00 PM | 0 | 83 | 6 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 96 |
| 10:15 PM | 1 | 84 | 7 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 95 |
| 10:30 PM | 0 | 39 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 10:45 PM | 0 | 35 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:00 PM | 0 | 39 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:15 PM | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:30 PM | 0 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 11:45 PM | 0 | 30 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| Day Total | 61 | 6639 | 1635 | 199 | 508 | 322 | 78 | 104 | 607 | 23 | 2 | 2 | 22 | 384 | 10586 |
| Percent | 0.6% | 62.7% | 15.4% | 1.9% | 4.8% | 3% | 0.7% | 1% | 5.7% | 0.2% | 0% | 0% | 0.2% | 3.6% | |
| ADT 10586 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:00 AM 3 | 8:15 AM 108 | 6:30 AM 39 | 7:45 AM 11 | 10:00 AM 22 | 11:00 AM 15 | 8:30 AM 7 | 7:45 AM 4 | 7:15 AM 18 | 6:45 AM 2 | 12:00 AM 0 | 8:30 AM 1 | 11:00 AM 2 | 7:45 AM 10 | 8:30 AM 184 |
| PM Peak 15-min Vol | 3:00 PM 5 | 4:30 PM 202 | 3:30 PM 59 | 12:00 PM 6 | 2:15 PM 20 | 2:15 PM 8 | 5:00 PM 2 | 2:15 PM 5 | 2:15 PM 14 | 3:30 PM 3 | 4:30 PM 1 | 12:45 PM 1 | 1:00 PM 2 | 12:30 PM 79 | 3:30 PM 293 |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Grand Total | 113 | 13196 | 3225 | 409 | 1030 | 643 | 178 | 204 | 1353 | 46 | 3 | 3 | 45 | 554 | 21002 |
| Percent | 0.5% | 62.8% | 15.4% | 1.9% | 4.9% | 3.1% | 0.8% | 1% | 6.4% | 0.2% | 0% | 0% | 0.2% | 2.6% | |



Comments:



Type of report: Tube Count - Volume Data

| LOCATION: SR 291 West of Ward St SPECIFIC LOCATION: CITY/STATE: Chester, PA | | | | | | | QC JOB #: 15975346 DIRECTION: EB, WB DATE: Jan 24 2023 - Jan 25 2023 | | | |
|--|------------------|------------------|------------------|-----|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 25 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 AM | | 19 | 18 | | | 19 | | | 19 | |
| 12:15 AM | | 21 | 20 | | | 21 | | | 21 | |
| 12:30 AM | | 16 | 20 | | | 18 | | | 18 | |
| 12:45 AM | | 13 | 18 | | | 16 | | | 16 | |
| 01:00 AM | | 15 | 13 | | | 14 | | | 14 | |
| 01:15 AM | | 9 | 16 | | | 13 | | | 13 | |
| 01:30 AM | | 11 | 16 | | | 14 | | | 14 | |
| 01:45 AM | | 13 | 7 | | | 10 | | | 10 | |
| 02:00 AM | | 9 | 9 | | | 9 | | | 9 | |
| 02:15 AM | | 10 | 12 | | | 11 | | | 11 | |
| 02:30 AM | | 9 | 8 | | | 9 | | | 9 | |
| 02:45 AM | | 13 | 12 | | | 13 | | | 13 | |
| 03:00 AM | | 10 | 8 | | | 9 | | | 9 | |
| 03:15 AM | | 19 | 18 | | | 19 | | | 19 | |
| 03:30 AM | | 22 | 22 | | | 22 | | | 22 | |
| 03:45 AM | | 21 | 19 | | | 20 | | | 20 | |
| 04:00 AM | | 25 | 17 | | | 21 | | | 21 | |
| 04:15 AM | | 39 | 32 | | | 36 | | | 36 | |
| 04:30 AM | | 36 | 49 | | | 43 | | | 43 | |
| 04:45 AM | | 56 | 37 | | | 47 | | | 47 | |
| 05:00 AM | | 52 | 60 | | | 56 | | | 56 | |
| 05:15 AM | | 101 | 104 | | | 103 | | | 103 | |
| 05:30 AM | | 120 | 115 | | | 118 | | | 118 | |
| 05:45 AM | | 116 | 122 | | | 119 | | | 119 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|------------------|------------------|------------------|-----|-----|-----------------------------------|---------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 26 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 AM | | 115 | 113 | | | 114 | | | 114 | |
| 06:15 AM | | 139 | 138 | | | 139 | | | 139 | |
| 06:30 AM | | 165 | 171 | | | 168 | | | 168 | |
| 06:45 AM | | 175 | 165 | | | 170 | | | 170 | |
| 07:00 AM | | 118 | 141 | | | 130 | | | 130 | |
| 07:15 AM | | 191 | 167 | | | 179 | | | 179 | |
| 07:30 AM | | 180 | 176 | | | 178 | | | 178 | |
| 07:45 AM | | 197 | 183 | | | 190 | | | 190 | |
| 08:00 AM | | 191 | 151 | | | 171 | | | 171 | |
| 08:15 AM | | 162 | 171 | | | 167 | | | 167 | |
| 08:30 AM | | 178 | 184 | | | 181 | | | 181 | |
| 08:45 AM | | 164 | 170 | | | 167 | | | 167 | |
| 09:00 AM | | 145 | 156 | | | 151 | | | 151 | |
| 09:15 AM | | 117 | 138 | | | 128 | | | 128 | |
| 09:30 AM | | 106 | 126 | | | 116 | | | 116 | |
| 09:45 AM | | 147 | 122 | | | 135 | | | 135 | |
| 10:00 AM | | 150 | 145 | | | 148 | | | 148 | |
| 10:15 AM | | 161 | 121 | | | 141 | | | 141 | |
| 10:30 AM | | 159 | 126 | | | 143 | | | 143 | |
| 10:45 AM | | 164 | 152 | | | 158 | | | 158 | |
| 11:00 AM | | 146 | 133 | | | 140 | | | 140 | |
| 11:15 AM | | 161 | 141 | | | 151 | | | 151 | |
| 11:30 AM | | 144 | 116 | | | 130 | | | 130 | |
| 11:45 AM | | 168 | 109 | | | 139 | | | 139 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

| LOCATION: SR 291 West of Ward St SPECIFIC LOCATION: CITY/STATE: Chester, PA | | | | | | | QC JOB #: 15975346 DIRECTION: EB, WB DATE: Jan 24 2023 - Jan 25 2023 | | | |
|--|------------------|------------------|------------------|------------------|------------------|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 26 Jan 23 | Thu 27 Jan 23 | Fri 28 Jan 23 | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 PM | | 204 | 159 | | | 182 | | | 182 | |
| 12:15 PM | | 170 | 138 | | | 154 | | | 154 | |
| 12:30 PM | | 160 | 139 | | | 150 | | | 150 | |
| 12:45 PM | | 164 | 138 | | | 151 | | | 151 | |
| 01:00 PM | | 158 | 161 | | | 160 | | | 160 | |
| 01:15 PM | | 158 | 148 | | | 153 | | | 153 | |
| 01:30 PM | | 200 | 146 | | | 173 | | | 173 | |
| 01:45 PM | | 214 | 136 | | | 175 | | | 175 | |
| 02:00 PM | | 207 | 153 | | | 180 | | | 180 | |
| 02:15 PM | | 113 | 199 | | | 156 | | | 156 | |
| 02:30 PM | | 129 | 206 | | | 168 | | | 168 | |
| 02:45 PM | | 139 | 206 | | | 173 | | | 173 | |
| 03:00 PM | | 143 | 207 | | | 175 | | | 175 | |
| 03:15 PM | | 128 | 203 | | | 166 | | | 166 | |
| 03:30 PM | | 178 | 293 | | | 236 | | | 236 | |
| 03:45 PM | | 147 | 210 | | | 179 | | | 179 | |
| 04:00 PM | | 172 | 228 | | | 200 | | | 200 | |
| 04:15 PM | | 162 | 238 | | | 200 | | | 200 | |
| 04:30 PM | | 137 | 256 | | | 197 | | | 197 | |
| 04:45 PM | | 236 | 217 | | | 227 | | | 227 | |
| 05:00 PM | | 278 | 230 | | | 254 | | | 254 | |
| 05:15 PM | | 214 | 240 | | | 227 | | | 227 | |
| 05:30 PM | | 247 | 204 | | | 226 | | | 226 | |
| 05:45 PM | | 201 | 173 | | | 187 | | | 187 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

| LOCATION: SR 291 West of Ward St SPECIFIC LOCATION: CITY/STATE: Chester, PA | | | | | | | QC JOB #: 15975346 DIRECTION: EB, WB DATE: Jan 24 2023 - Jan 25 2023 | | | |
|--|------------------|------------------|------------------|------------------|------------------|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 26 Jan 23 | Thu 27 Jan 23 | Fri 28 Jan 23 | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 PM | | 197 | 166 | | | 182 | | | 182 | |
| 06:15 PM | | 140 | 95 | | | 118 | | | 118 | |
| 06:30 PM | | 112 | 124 | | | 118 | | | 118 | |
| 06:45 PM | | 85 | 91 | | | 88 | | | 88 | |
| 07:00 PM | | 85 | 92 | | | 89 | | | 89 | |
| 07:15 PM | | 70 | 86 | | | 78 | | | 78 | |
| 07:30 PM | | 87 | 71 | | | 79 | | | 79 | |
| 07:45 PM | | 72 | 65 | | | 69 | | | 69 | |
| 08:00 PM | | 68 | 74 | | | 71 | | | 71 | |
| 08:15 PM | | 60 | 52 | | | 56 | | | 56 | |
| 08:30 PM | | 65 | 56 | | | 61 | | | 61 | |
| 08:45 PM | | 67 | 46 | | | 57 | | | 57 | |
| 09:00 PM | | 56 | 46 | | | 51 | | | 51 | |
| 09:15 PM | | 53 | 57 | | | 55 | | | 55 | |
| 09:30 PM | | 53 | 59 | | | 56 | | | 56 | |
| 09:45 PM | | 46 | 82 | | | 64 | | | 64 | |
| 10:00 PM | | 66 | 96 | | | 81 | | | 81 | |
| 10:15 PM | | 59 | 95 | | | 77 | | | 77 | |
| 10:30 PM | | 43 | 45 | | | 44 | | | 44 | |
| 10:45 PM | | 32 | 40 | | | 36 | | | 36 | |
| 11:00 PM | | 39 | 44 | | | 42 | | | 42 | |
| 11:15 PM | | 34 | 26 | | | 30 | | | 30 | |
| 11:30 PM | | 33 | 30 | | | 32 | | | 32 | |
| 11:45 PM | | 17 | 33 | | | 25 | | | 25 | |
| Day Total | | 10416 | 10586 | | | 10522 | | | 10522 | |
| % Weekday Average | | 99% | 100.6% | | | | | | | |
| % Week Average | | 99% | 100.6% | | | 100% | | | | |
| AM Peak 15-min Vol | | 7:45 AM 197 | 8:30 AM 184 | | | 7:45 AM 190 | | | 7:45 AM 190 | |
| PM Peak 15-min Vol | | 5:00 PM 278 | 3:30 PM 293 | | | 5:00 PM 254 | | | 5:00 PM 254 | |

Comments:

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 43-52 | 4 |
| 12:15 AM | 0 | 0 | 2 | 2 | 3 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 31-40 | 6 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 11 | 36-45 | 8 |
| 12:45 AM | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 36-45 | 4 |
| 01:00 AM | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 31-40 | 5 |
| 01:15 AM | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 36-45 | 3 |
| 01:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 36-45 | 2 |
| 01:45 AM | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 31-40 | 4 |
| 02:00 AM | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 31-40 | 5 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 36-45 | 6 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 4 |
| 02:45 AM | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 3 |
| 03:00 AM | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 45-54 | 5 |
| 03:15 AM | 0 | 0 | 0 | 1 | 4 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 35-44 | 7 |
| 03:30 AM | 0 | 0 | 1 | 0 | 2 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 10 |
| 03:45 AM | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 46-55 | 7 |
| 04:00 AM | 0 | 0 | 0 | 1 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 36-45 | 11 |
| 04:15 AM | 0 | 0 | 0 | 0 | 6 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 36-45 | 13 |
| 04:30 AM | 0 | 0 | 1 | 1 | 6 | 4 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 31-40 | 10 |
| 04:45 AM | 0 | 0 | 0 | 5 | 4 | 14 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 36-45 | 22 |
| 05:00 AM | 0 | 0 | 1 | 1 | 3 | 10 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 36-45 | 17 |
| 05:15 AM | 0 | 0 | 3 | 5 | 7 | 19 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 47 | 31-40 | 26 |
| 05:30 AM | 0 | 0 | 0 | 2 | 9 | 24 | 14 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 63 | 36-45 | 38 |
| 05:45 AM | 0 | 0 | 0 | 1 | 15 | 14 | 16 | 15 | 8 | 3 | 1 | 0 | 0 | 0 | 73 | 41-50 | 31 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 4 | 9 | 29 | 17 | 9 | 8 | 0 | 1 | 0 | 0 | 0 | 77 | 36-45 | 46 |
| 06:15 AM | 1 | 0 | 1 | 3 | 13 | 31 | 26 | 19 | 1 | 2 | 1 | 1 | 0 | 0 | 99 | 36-45 | 57 |
| 06:30 AM | 4 | 0 | 2 | 2 | 15 | 16 | 23 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 89 | 41-50 | 46 |
| 06:45 AM | 1 | 0 | 0 | 6 | 20 | 18 | 31 | 13 | 10 | 1 | 1 | 0 | 0 | 0 | 101 | 36-45 | 49 |
| 07:00 AM | 1 | 0 | 0 | 3 | 11 | 19 | 12 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 55 | 36-45 | 31 |
| 07:15 AM | 0 | 1 | 3 | 2 | 17 | 24 | 23 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 76 | 36-45 | 47 |
| 07:30 AM | 0 | 0 | 1 | 2 | 9 | 25 | 18 | 9 | 4 | 3 | 1 | 0 | 0 | 0 | 72 | 36-45 | 43 |
| 07:45 AM | 0 | 0 | 0 | 1 | 13 | 23 | 27 | 9 | 7 | 6 | 0 | 0 | 0 | 0 | 86 | 36-45 | 50 |
| 08:00 AM | 2 | 0 | 1 | 1 | 19 | 26 | 19 | 16 | 9 | 1 | 2 | 0 | 0 | 0 | 96 | 31-40 | 45 |
| 08:15 AM | 1 | 1 | 2 | 5 | 16 | 30 | 20 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 90 | 36-45 | 50 |
| 08:30 AM | 2 | 0 | 0 | 14 | 10 | 34 | 21 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 99 | 36-45 | 55 |
| 08:45 AM | 1 | 0 | 1 | 10 | 20 | 21 | 21 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 92 | 36-45 | 42 |
| 09:00 AM | 4 | 1 | 2 | 4 | 10 | 24 | 15 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 73 | 36-45 | 39 |
| 09:15 AM | 2 | 0 | 0 | 3 | 7 | 17 | 12 | 7 | 5 | 0 | 0 | 1 | 0 | 0 | 54 | 36-45 | 29 |
| 09:30 AM | 1 | 0 | 2 | 6 | 10 | 17 | 15 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 63 | 36-45 | 32 |
| 09:45 AM | 1 | 0 | 4 | 9 | 18 | 18 | 16 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 78 | 31-40 | 36 |
| 10:00 AM | 2 | 0 | 1 | 4 | 12 | 28 | 22 | 11 | 3 | 1 | 0 | 2 | 0 | 0 | 86 | 36-45 | 50 |
| 10:15 AM | 6 | 2 | 0 | 2 | 14 | 30 | 28 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 100 | 36-45 | 58 |
| 10:30 AM | 3 | 0 | 1 | 7 | 9 | 22 | 28 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 91 | 36-45 | 50 |
| 10:45 AM | 0 | 1 | 2 | 3 | 20 | 37 | 22 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 98 | 36-45 | 59 |
| 11:00 AM | 6 | 1 | 1 | 3 | 14 | 20 | 16 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 74 | 36-45 | 36 |
| 11:15 AM | 3 | 0 | 1 | 1 | 15 | 27 | 18 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 80 | 36-45 | 45 |
| 11:30 AM | 0 | 0 | 0 | 2 | 15 | 24 | 14 | 13 | 5 | 0 | 3 | 0 | 0 | 1 | 77 | 31-40 | 39 |
| 11:45 AM | 3 | 1 | 0 | 4 | 18 | 34 | 23 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 98 | 36-45 | 57 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 3 | 0 | 2 | 8 | 19 | 40 | 38 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 127 | 36-45 | 78 |
| 12:15 PM | 1 | 1 | 0 | 0 | 13 | 37 | 32 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 101 | 36-45 | 69 |
| 12:30 PM | 0 | 0 | 0 | 4 | 13 | 31 | 19 | 8 | 5 | 1 | 0 | 2 | 0 | 0 | 83 | 36-45 | 50 |
| 12:45 PM | 2 | 0 | 3 | 5 | 13 | 24 | 26 | 19 | 9 | 1 | 0 | 0 | 0 | 0 | 102 | 36-45 | 50 |
| 01:00 PM | 2 | 1 | 2 | 5 | 13 | 29 | 16 | 19 | 2 | 4 | 1 | 0 | 0 | 0 | 94 | 36-45 | 45 |
| 01:15 PM | 1 | 0 | 1 | 0 | 12 | 22 | 25 | 23 | 8 | 1 | 1 | 0 | 0 | 0 | 94 | 41-50 | 48 |
| 01:30 PM | 3 | 0 | 2 | 5 | 13 | 33 | 36 | 16 | 5 | 3 | 0 | 0 | 0 | 0 | 116 | 36-45 | 69 |
| 01:45 PM | 0 | 0 | 0 | 3 | 8 | 36 | 37 | 19 | 10 | 7 | 0 | 0 | 0 | 0 | 120 | 36-45 | 73 |
| 02:00 PM | 4 | 0 | 0 | 4 | 15 | 27 | 36 | 22 | 8 | 2 | 1 | 0 | 0 | 0 | 119 | 36-45 | 63 |
| 02:15 PM | 7 | 1 | 0 | 4 | 13 | 22 | 32 | 20 | 9 | 5 | 0 | 0 | 0 | 0 | 113 | 36-45 | 54 |
| 02:30 PM | 0 | 0 | 0 | 2 | 15 | 28 | 37 | 27 | 14 | 4 | 2 | 0 | 0 | 0 | 129 | 36-45 | 65 |
| 02:45 PM | 2 | 0 | 2 | 5 | 18 | 38 | 38 | 27 | 6 | 2 | 0 | 0 | 1 | 0 | 139 | 36-45 | 76 |
| 03:00 PM | 5 | 0 | 0 | 8 | 10 | 36 | 35 | 35 | 6 | 7 | 0 | 0 | 1 | 0 | 143 | 36-45 | 71 |
| 03:15 PM | 4 | 0 | 2 | 4 | 9 | 37 | 34 | 26 | 10 | 1 | 1 | 0 | 0 | 0 | 128 | 36-45 | 71 |
| 03:30 PM | 5 | 1 | 0 | 4 | 12 | 44 | 60 | 37 | 11 | 3 | 0 | 1 | 0 | 0 | 178 | 36-45 | 104 |
| 03:45 PM | 0 | 0 | 0 | 3 | 7 | 44 | 49 | 25 | 13 | 4 | 1 | 1 | 0 | 0 | 147 | 36-45 | 93 |
| 04:00 PM | 4 | 0 | 2 | 5 | 15 | 33 | 52 | 30 | 26 | 4 | 0 | 1 | 0 | 0 | 172 | 36-45 | 85 |
| 04:15 PM | 3 | 2 | 0 | 2 | 16 | 46 | 50 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 162 | 36-45 | 96 |
| 04:30 PM | 2 | 0 | 7 | 7 | 28 | 41 | 34 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 137 | 36-45 | 75 |
| 04:45 PM | 3 | 0 | 1 | 7 | 15 | 50 | 40 | 16 | 5 | 4 | 1 | 0 | 0 | 0 | 142 | 36-45 | 90 |
| 05:00 PM | 1 | 0 | 1 | 5 | 19 | 58 | 50 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 157 | 36-45 | 108 |
| 05:15 PM | 1 | 0 | 1 | 2 | 10 | 27 | 32 | 26 | 10 | 4 | 0 | 1 | 1 | 0 | 115 | 36-45 | 59 |
| 05:30 PM | 0 | 1 | 1 | 3 | 25 | 45 | 43 | 28 | 5 | 4 | 2 | 0 | 0 | 0 | 157 | 36-45 | 88 |
| 05:45 PM | 1 | 0 | 0 | 4 | 19 | 38 | 27 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 115 | 36-45 | 65 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 4 | 0 | 2 | 5 | 21 | 37 | 24 | 16 | 4 | 1 | 1 | 1 | 0 | 0 | 116 | 36-45 | 61 |
| 06:15 PM | 0 | 0 | 0 | 3 | 16 | 24 | 22 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 77 | 36-45 | 46 |
| 06:30 PM | 0 | 0 | 0 | 4 | 10 | 15 | 17 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 57 | 36-45 | 32 |
| 06:45 PM | 1 | 0 | 0 | 2 | 5 | 12 | 19 | 4 | 1 | 0 | 2 | 1 | 0 | 0 | 47 | 36-45 | 31 |
| 07:00 PM | 0 | 0 | 0 | 2 | 8 | 19 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 45 | 36-45 | 30 |
| 07:15 PM | 0 | 0 | 1 | 2 | 10 | 11 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 36-45 | 24 |
| 07:30 PM | 0 | 0 | 0 | 0 | 18 | 14 | 8 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 49 | 31-40 | 32 |
| 07:45 PM | 0 | 0 | 1 | 0 | 4 | 20 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 43 | 36-45 | 33 |
| 08:00 PM | 1 | 0 | 1 | 2 | 8 | 13 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 42 | 31-40 | 21 |
| 08:15 PM | 0 | 0 | 2 | 2 | 8 | 7 | 10 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 39 | 36-45 | 17 |
| 08:30 PM | 0 | 0 | 0 | 0 | 6 | 14 | 5 | 9 | 1 | 1 | 1 | 0 | 0 | 1 | 38 | 31-40 | 20 |
| 08:45 PM | 0 | 0 | 0 | 1 | 7 | 12 | 8 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 40 | 36-45 | 20 |
| 09:00 PM | 0 | 0 | 1 | 2 | 3 | 13 | 3 | 4 | 1 | 3 | 2 | 0 | 0 | 0 | 32 | 31-40 | 16 |
| 09:15 PM | 2 | 0 | 0 | 0 | 6 | 7 | 9 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 29 | 36-45 | 16 |
| 09:30 PM | 1 | 0 | 1 | 3 | 6 | 6 | 8 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 31 | 36-45 | 14 |
| 09:45 PM | 0 | 0 | 0 | 1 | 7 | 9 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 36-45 | 19 |
| 10:00 PM | 1 | 0 | 0 | 0 | 5 | 13 | 6 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 32 | 36-45 | 19 |
| 10:15 PM | 1 | 1 | 0 | 2 | 4 | 9 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 36-45 | 17 |
| 10:30 PM | 3 | 1 | 0 | 0 | 4 | 4 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 27 | 36-45 | 14 |
| 10:45 PM | 1 | 1 | 0 | 0 | 4 | 6 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 20 | 36-45 | 11 |
| 11:00 PM | 0 | 0 | 0 | 2 | 2 | 8 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 36-45 | 14 |
| 11:15 PM | 1 | 1 | 1 | 2 | 1 | 9 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 24 | 36-45 | 14 |
| 11:30 PM | 0 | 0 | 0 | 1 | 5 | 7 | 6 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 23 | 36-45 | 13 |
| 11:45 PM | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 6 |
| Day Total | 114 | 20 | 72 | 262 | 932 | 1888 | 1694 | 950 | 366 | 133 | 36 | 15 | 3 | 4 | 6489 | 36-45 | 3582 |
| Percent | 1.8% | 0.3% | 1.1% | 4% | 14.4% | 29.1% | 26.1% | 14.6% | 5.6% | 2% | 0.6% | 0.2% | 0% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:15 AM 6 | 10:15 AM 2 | 9:45 AM 4 | 8:30 AM 14 | 6:45 AM 20 | 10:45 AM 37 | 6:45 AM 31 | 6:30 AM 23 | 6:45 AM 10 | 7:45 AM 6 | 11:30 AM 3 | 10:00 AM 2 | 12:00 AM 0 | 12:30 AM 1 | 6:45 AM 101 | | |
| PM Peak 15-min Vol | 2:15 PM 7 | 4:15 PM 2 | 4:30 PM 7 | 12:00 PM 8 | 4:30 PM 28 | 5:00 PM 58 | 3:30 PM 60 | 3:30 PM 37 | 4:00 PM 26 | 1:45 PM 7 | 2:30 PM 2 | 12:30 PM 2 | 2:45 PM 1 | 8:30 PM 1 | 3:30 PM 178 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 36-45 | 6 |
| 12:15 AM | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 41-50 | 6 |
| 12:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 41-50 | 4 |
| 12:45 AM | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 6 |
| 01:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 38-47 | 4 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 41-50 | 7 |
| 01:30 AM | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 6 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 4 |
| 02:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 46-55 | 3 |
| 02:15 AM | 0 | 1 | 0 | 2 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 6 |
| 02:30 AM | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26-35 | 3 |
| 02:45 AM | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26-35 | 2 |
| 03:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 36-45 | 3 |
| 03:15 AM | 0 | 0 | 0 | 2 | 0 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 36-45 | 9 |
| 03:30 AM | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 36-45 | 11 |
| 03:45 AM | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 13 | 46-55 | 6 |
| 04:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 41-50 | 4 |
| 04:15 AM | 0 | 0 | 1 | 0 | 4 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 31-40 | 8 |
| 04:30 AM | 0 | 0 | 1 | 2 | 6 | 9 | 6 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 31 | 31-40 | 15 |
| 04:45 AM | 0 | 0 | 0 | 5 | 4 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 31-40 | 10 |
| 05:00 AM | 1 | 0 | 0 | 4 | 9 | 8 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 35 | 31-40 | 17 |
| 05:15 AM | 2 | 0 | 0 | 3 | 8 | 10 | 9 | 7 | 1 | 1 | 1 | 0 | 1 | 1 | 44 | 36-45 | 19 |
| 05:30 AM | 0 | 0 | 0 | 4 | 2 | 16 | 19 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 59 | 36-45 | 35 |
| 05:45 AM | 0 | 0 | 0 | 1 | 10 | 21 | 18 | 13 | 9 | 1 | 3 | 0 | 0 | 0 | 76 | 36-45 | 39 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 1 | 0 | 0 | 2 | 9 | 13 | 29 | 14 | 3 | 2 | 1 | 0 | 0 | 0 | 74 | 41-50 | 43 |
| 06:15 AM | 1 | 0 | 0 | 1 | 13 | 27 | 24 | 15 | 10 | 1 | 1 | 0 | 0 | 0 | 93 | 36-45 | 51 |
| 06:30 AM | 1 | 0 | 1 | 3 | 11 | 23 | 31 | 18 | 6 | 1 | 1 | 0 | 0 | 0 | 96 | 36-45 | 54 |
| 06:45 AM | 1 | 0 | 1 | 6 | 11 | 27 | 32 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 103 | 36-45 | 59 |
| 07:00 AM | 0 | 0 | 0 | 3 | 6 | 16 | 16 | 12 | 1 | 2 | 0 | 0 | 1 | 0 | 57 | 36-45 | 32 |
| 07:15 AM | 0 | 0 | 1 | 3 | 19 | 20 | 18 | 14 | 3 | 1 | 0 | 0 | 1 | 0 | 80 | 31-40 | 39 |
| 07:30 AM | 1 | 0 | 0 | 5 | 13 | 19 | 22 | 11 | 7 | 2 | 1 | 0 | 0 | 0 | 81 | 36-45 | 41 |
| 07:45 AM | 3 | 0 | 3 | 1 | 21 | 18 | 19 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 84 | 31-40 | 39 |
| 08:00 AM | 2 | 0 | 0 | 5 | 11 | 21 | 16 | 8 | 5 | 6 | 0 | 0 | 1 | 0 | 75 | 36-45 | 37 |
| 08:15 AM | 0 | 0 | 1 | 3 | 13 | 28 | 22 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 89 | 36-45 | 50 |
| 08:30 AM | 1 | 0 | 4 | 7 | 12 | 35 | 23 | 17 | 1 | 4 | 1 | 0 | 0 | 1 | 106 | 36-45 | 58 |
| 08:45 AM | 2 | 1 | 0 | 1 | 21 | 26 | 28 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 97 | 36-45 | 54 |
| 09:00 AM | 6 | 2 | 3 | 7 | 19 | 20 | 19 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 89 | 31-40 | 39 |
| 09:15 AM | 1 | 0 | 2 | 1 | 8 | 21 | 11 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 60 | 36-45 | 32 |
| 09:30 AM | 1 | 0 | 1 | 7 | 9 | 22 | 12 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 64 | 36-45 | 34 |
| 09:45 AM | 0 | 1 | 2 | 6 | 12 | 21 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 69 | 36-45 | 39 |
| 10:00 AM | 0 | 0 | 3 | 4 | 17 | 22 | 16 | 11 | 3 | 3 | 1 | 0 | 0 | 0 | 80 | 31-40 | 39 |
| 10:15 AM | 1 | 0 | 0 | 4 | 13 | 23 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 61 | 31-40 | 36 |
| 10:30 AM | 0 | 0 | 2 | 6 | 17 | 17 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 59 | 31-40 | 34 |
| 10:45 AM | 5 | 1 | 4 | 10 | 18 | 24 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 78 | 31-40 | 42 |
| 11:00 AM | 0 | 0 | 2 | 8 | 16 | 25 | 16 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 73 | 33-42 | 41 |
| 11:15 AM | 2 | 0 | 3 | 4 | 21 | 19 | 10 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 72 | 31-40 | 40 |
| 11:30 AM | 1 | 1 | 2 | 2 | 5 | 15 | 12 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 43 | 36-45 | 27 |
| 11:45 AM | 2 | 1 | 3 | 5 | 13 | 16 | 8 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 56 | 31-40 | 29 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 43 | 0 | 0 | 5 | 4 | 16 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 83 | 1-10 | 29 |
| 12:15 PM | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1-10 | 48 |
| 12:30 PM | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 1-10 | 51 |
| 12:45 PM | 7 | 0 | 1 | 6 | 23 | 21 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 73 | 31-40 | 44 |
| 01:00 PM | 4 | 1 | 0 | 4 | 17 | 29 | 15 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 87 | 31-40 | 46 |
| 01:15 PM | 0 | 0 | 2 | 7 | 17 | 22 | 13 | 8 | 5 | 1 | 2 | 0 | 0 | 0 | 77 | 31-40 | 39 |
| 01:30 PM | 5 | 0 | 0 | 9 | 24 | 27 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 87 | 31-40 | 51 |
| 01:45 PM | 2 | 0 | 1 | 7 | 20 | 20 | 22 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 79 | 36-45 | 42 |
| 02:00 PM | 1 | 0 | 0 | 4 | 26 | 16 | 22 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 83 | 31-40 | 42 |
| 02:15 PM | 2 | 1 | 1 | 8 | 19 | 29 | 20 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 88 | 36-45 | 49 |
| 02:30 PM | 2 | 0 | 0 | 11 | 24 | 27 | 18 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 105 | 31-40 | 51 |
| 02:45 PM | 2 | 2 | 5 | 10 | 32 | 48 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 31-40 | 80 |
| 03:00 PM | 1 | 0 | 8 | 7 | 19 | 41 | 30 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 116 | 36-45 | 71 |
| 03:15 PM | 1 | 0 | 2 | 13 | 25 | 44 | 18 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 118 | 31-40 | 69 |
| 03:30 PM | 6 | 3 | 5 | 10 | 26 | 42 | 20 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 122 | 31-40 | 68 |
| 03:45 PM | 0 | 0 | 1 | 9 | 43 | 31 | 34 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 134 | 31-40 | 74 |
| 04:00 PM | 2 | 1 | 2 | 7 | 31 | 48 | 36 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 142 | 36-45 | 84 |
| 04:15 PM | 1 | 1 | 1 | 11 | 25 | 52 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 36-45 | 82 |
| 04:30 PM | 5 | 1 | 1 | 12 | 37 | 48 | 30 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 151 | 31-40 | 85 |
| 04:45 PM | 0 | 1 | 0 | 7 | 29 | 50 | 28 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 127 | 31-40 | 79 |
| 05:00 PM | 4 | 0 | 7 | 9 | 33 | 35 | 18 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 119 | 31-40 | 68 |
| 05:15 PM | 2 | 0 | 6 | 13 | 37 | 45 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 126 | 31-40 | 82 |
| 05:30 PM | 1 | 0 | 1 | 6 | 28 | 40 | 25 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 112 | 31-40 | 68 |
| 05:45 PM | 2 | 0 | 1 | 4 | 21 | 38 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 89 | 31-40 | 59 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | | QC JOB #: 15975346 | | |
|----------------------------------|----------------|--------------|--------------|----------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | | DATE: Jan 25 2023 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 2 | 3 | 12 | 28 | 31 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 59 |
| 06:15 PM | 0 | 0 | 0 | 3 | 8 | 19 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 36-45 | 28 |
| 06:30 PM | 0 | 0 | 1 | 12 | 20 | 25 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 75 | 31-40 | 45 |
| 06:45 PM | 0 | 0 | 0 | 9 | 14 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 31-40 | 30 |
| 07:00 PM | 0 | 1 | 0 | 6 | 9 | 18 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 51 | 36-45 | 31 |
| 07:15 PM | 1 | 0 | 1 | 4 | 19 | 18 | 7 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 61 | 31-40 | 37 |
| 07:30 PM | 0 | 0 | 0 | 3 | 14 | 17 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 49 | 31-40 | 31 |
| 07:45 PM | 0 | 0 | 1 | 3 | 16 | 7 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 31-40 | 23 |
| 08:00 PM | 0 | 1 | 1 | 5 | 26 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 31-40 | 32 |
| 08:15 PM | 1 | 1 | 1 | 4 | 6 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31-40 | 18 |
| 08:30 PM | 0 | 0 | 0 | 4 | 8 | 17 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 38 | 31-40 | 25 |
| 08:45 PM | 1 | 0 | 1 | 7 | 6 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 31-40 | 14 |
| 09:00 PM | 0 | 0 | 0 | 2 | 2 | 17 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 36-45 | 23 |
| 09:15 PM | 0 | 0 | 0 | 2 | 7 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 36-45 | 15 |
| 09:30 PM | 0 | 0 | 1 | 2 | 7 | 14 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 35 | 31-40 | 21 |
| 09:45 PM | 1 | 1 | 2 | 3 | 13 | 13 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 31-40 | 26 |
| 10:00 PM | 2 | 1 | 0 | 5 | 21 | 24 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 31-40 | 45 |
| 10:15 PM | 0 | 0 | 2 | 1 | 8 | 36 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 36-45 | 62 |
| 10:30 PM | 0 | 0 | 0 | 3 | 6 | 11 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 36-45 | 18 |
| 10:45 PM | 0 | 0 | 3 | 0 | 8 | 3 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 31-40 | 11 |
| 11:00 PM | 0 | 0 | 0 | 3 | 7 | 7 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 26 | 31-40 | 14 |
| 11:15 PM | 0 | 0 | 0 | 0 | 6 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 31-40 | 18 |
| 11:30 PM | 0 | 0 | 1 | 3 | 2 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 32-41 | 9 |
| 11:45 PM | 0 | 0 | 2 | 2 | 5 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 31-40 | 10 |
| Day Total | 283 | 27 | 108 | 413 | 1218 | 1745 | 1173 | 579 | 196 | 64 | 14 | 0 | 4 | 2 | 5826 | 31-40 | 2963 |
| Percent | 4.9% | 0.5% | 1.9% | 7.1% | 20.9% | 30% | 20.1% | 9.9% | 3.4% | 1.1% | 0.2% | 0% | 0.1% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:00 AM 6 | 9:00 AM 2 | 8:30 AM 4 | 10:45 AM 10 | 7:45 AM 21 | 8:30 AM 35 | 6:45 AM 32 | 6:30 AM 18 | 6:15 AM 10 | 8:00 AM 6 | 5:45 AM 3 | 12:00 AM 0 | 5:15 AM 1 | 5:15 AM 1 | 8:30 AM 106 | | |
| PM Peak 15-min Vol | 12:30 PM 76 | 3:30 PM 3 | 3:00 PM 8 | 3:15 PM 13 | 3:45 PM 43 | 4:15 PM 52 | 4:00 PM 36 | 2:30 PM 15 | 2:30 PM 6 | 2:30 PM 2 | 1:15 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 4:30 PM 151 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

SUMMARY - Tube Count - Speed Data

| LOCATION: SR 291 West of Ward St | | | | | | | | | | | | | | QC JOB #: 15975346 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 397 | 47 | 180 | 675 | 2150 | 3633 | 2867 | 1529 | 562 | 197 | 50 | 15 | 7 | 6 | 12315 | 36-45 | 6500 |
| Percent | 3.2% | 0.4% | 1.5% | 5.5% | 17.5% | 29.5% | 23.3% | 12.4% | 4.6% | 1.6% | 0.4% | 0.1% | 0.1% | 0% | | | |
| Cumulative Percent | 3.2% | 3.6% | 5.1% | 10.5% | 28% | 57.5% | 80.8% | 93.2% | 97.8% | 99.4% | 99.8% | 99.9% | 100% | 100% | | | |
| ADT 6157 | | | | | | | | | | | | | | | 85th Percentile: 46 MPH Mean Speed(Average): 38 MPH Median: 38 MPH Mode: 38 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |



LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 AM | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 AM | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 |
| 01:15 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:30 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:45 AM | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 AM | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:15 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:30 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 AM | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 AM | 0 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:15 AM | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:30 AM | 0 | 7 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:45 AM | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 AM | 0 | 6 | 1 | 0 | 0 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:15 AM | 0 | 9 | 3 | 0 | 0 | 5 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:30 AM | 0 | 8 | 5 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:45 AM | 0 | 10 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:00 AM | 0 | 9 | 3 | 0 | 5 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:15 AM | 0 | 17 | 17 | 2 | 2 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 47 |
| 05:30 AM | 0 | 23 | 18 | 1 | 7 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 63 |
| 05:45 AM | 0 | 32 | 25 | 0 | 4 | 1 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 73 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6489 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 44 | 17 | 0 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 77 |
| 06:15 AM | 0 | 50 | 24 | 1 | 7 | 4 | 2 | 0 | 6 | 4 | 0 | 0 | 0 | 1 | 99 |
| 06:30 AM | 2 | 42 | 23 | 0 | 8 | 2 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 3 | 89 |
| 06:45 AM | 1 | 57 | 17 | 1 | 12 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 101 |
| 07:00 AM | 0 | 21 | 13 | 2 | 8 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 55 |
| 07:15 AM | 0 | 39 | 12 | 3 | 5 | 7 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 76 |
| 07:30 AM | 0 | 43 | 10 | 3 | 6 | 0 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 72 |
| 07:45 AM | 0 | 54 | 18 | 4 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 86 |
| 08:00 AM | 0 | 50 | 24 | 1 | 8 | 3 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 3 | 96 |
| 08:15 AM | 1 | 49 | 19 | 1 | 8 | 2 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 90 |
| 08:30 AM | 0 | 59 | 15 | 3 | 3 | 3 | 1 | 3 | 9 | 1 | 0 | 0 | 0 | 2 | 99 |
| 08:45 AM | 1 | 50 | 11 | 6 | 2 | 7 | 2 | 1 | 9 | 1 | 0 | 0 | 0 | 2 | 92 |
| 09:00 AM | 1 | 42 | 9 | 1 | 5 | 3 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 3 | 73 |
| 09:15 AM | 0 | 21 | 16 | 1 | 5 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 54 |
| 09:30 AM | 0 | 26 | 11 | 1 | 6 | 4 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 63 |
| 09:45 AM | 0 | 38 | 8 | 5 | 5 | 3 | 2 | 1 | 15 | 0 | 0 | 0 | 0 | 1 | 78 |
| 10:00 AM | 0 | 35 | 13 | 2 | 7 | 12 | 2 | 1 | 12 | 0 | 0 | 0 | 0 | 2 | 86 |
| 10:15 AM | 1 | 52 | 17 | 3 | 8 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 100 |
| 10:30 AM | 0 | 49 | 13 | 2 | 8 | 5 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 3 | 91 |
| 10:45 AM | 1 | 41 | 18 | 1 | 10 | 11 | 1 | 1 | 12 | 0 | 0 | 0 | 1 | 1 | 98 |
| 11:00 AM | 1 | 35 | 12 | 1 | 5 | 5 | 1 | 1 | 8 | 0 | 0 | 0 | 1 | 4 | 74 |
| 11:15 AM | 0 | 36 | 14 | 2 | 7 | 3 | 0 | 1 | 13 | 0 | 0 | 0 | 1 | 3 | 80 |
| 11:30 AM | 1 | 42 | 8 | 4 | 5 | 7 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:45 AM | 0 | 50 | 22 | 4 | 5 | 6 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 3 | 98 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6489 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 0 | 70 | 20 | 1 | 14 | 8 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 3 | 127 |
| 12:15 PM | 0 | 67 | 16 | 0 | 4 | 1 | 1 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 101 |
| 12:30 PM | 3 | 42 | 15 | 2 | 4 | 6 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 83 |
| 12:45 PM | 3 | 65 | 12 | 1 | 7 | 7 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 1 | 102 |
| 01:00 PM | 1 | 51 | 16 | 3 | 5 | 7 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 3 | 94 |
| 01:15 PM | 1 | 57 | 13 | 2 | 9 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 94 |
| 01:30 PM | 0 | 70 | 18 | 2 | 3 | 3 | 2 | 3 | 12 | 0 | 0 | 0 | 0 | 3 | 116 |
| 01:45 PM | 0 | 87 | 13 | 2 | 7 | 4 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 120 |
| 02:00 PM | 2 | 70 | 19 | 1 | 6 | 5 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 4 | 119 |
| 02:15 PM | 0 | 73 | 15 | 1 | 7 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 7 | 113 |
| 02:30 PM | 0 | 81 | 27 | 4 | 7 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 129 |
| 02:45 PM | 1 | 91 | 26 | 0 | 9 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 1 | 2 | 139 |
| 03:00 PM | 1 | 95 | 29 | 1 | 6 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 3 | 143 |
| 03:15 PM | 1 | 84 | 26 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 128 |
| 03:30 PM | 2 | 125 | 34 | 1 | 3 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 5 | 178 |
| 03:45 PM | 0 | 111 | 24 | 3 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 147 |
| 04:00 PM | 0 | 125 | 27 | 3 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 172 |
| 04:15 PM | 0 | 132 | 19 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 162 |
| 04:30 PM | 0 | 98 | 28 | 1 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 137 |
| 04:45 PM | 1 | 113 | 22 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 142 |
| 05:00 PM | 2 | 122 | 23 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 157 |
| 05:15 PM | 0 | 96 | 12 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 115 |
| 05:30 PM | 1 | 129 | 19 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 157 |
| 05:45 PM | 0 | 94 | 16 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 115 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 6489 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|----------|-----------------|-------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|---------|
| 06:00 PM | 2 | 95 | 13 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 116 |
| 06:15 PM | 0 | 62 | 7 | 1 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 77 |
| 06:30 PM | 0 | 50 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 06:45 PM | 1 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 |
| 07:00 PM | 0 | 39 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:15 PM | 0 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:30 PM | 0 | 39 | 7 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 07:45 PM | 0 | 39 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 08:00 PM | 0 | 34 | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 42 |
| 08:15 PM | 0 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:30 PM | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 08:45 PM | 0 | 35 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 09:00 PM | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 09:15 PM | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| 09:30 PM | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 09:45 PM | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 PM | 2 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 10:15 PM | 0 | 26 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:30 PM | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 |
| 10:45 PM | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 11:00 PM | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:15 PM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:30 PM | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Day Total | 34 | 4190 | 1039 | 96 | 323 | 197 | 35 | 50 | 396 | 15 | 1 | 0 | 8 | 105 | 6489 |
| Percent | 0.5% | 64.6% | 16% | 1.5% | 5% | 3% | 0.5% | 0.8% | 6.1% | 0.2% | 0% | 0% | 0.1% | 1.6% | |
| ADT 6489 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:30 AM | 8:30 AM | 5:45 AM | 8:45 AM | 6:45 AM | 10:00 AM | 9:30 AM | 8:00 AM | 9:45 AM | 6:15 AM | 12:00 AM | 12:00 AM | 1:00 AM | 10:15 AM | 6:45 AM |
| | 2 | 59 | 25 | 6 | 12 | 12 | 3 | 3 | 15 | 4 | 0 | 0 | 1 | 5 | 101 |
| PM Peak 15-min Vol | 12:30 PM | 4:15 PM | 3:30 PM | 2:30 PM | 12:00 PM | 12:00 PM | 1:30 PM | 2:30 PM | 1:30 PM | 12:45 PM | 5:00 PM | 12:00 PM | 2:45 PM | 2:15 PM | 3:30 PM |
| | 3 | 132 | 34 | 4 | 14 | 8 | 2 | 4 | 12 | 2 | 1 | 0 | 1 | 7 | 178 |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 AM | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 AM | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:45 AM | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:15 AM | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 AM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:15 AM | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:45 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:00 AM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:15 AM | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:30 AM | 1 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:45 AM | 0 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 AM | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:15 AM | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:30 AM | 0 | 7 | 6 | 4 | 2 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 31 |
| 04:45 AM | 0 | 5 | 1 | 1 | 1 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:00 AM | 0 | 12 | 1 | 0 | 3 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 35 |
| 05:15 AM | 1 | 19 | 9 | 2 | 0 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 44 |
| 05:30 AM | 0 | 24 | 20 | 2 | 5 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 59 |
| 05:45 AM | 0 | 41 | 23 | 0 | 4 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 76 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 5826 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 2 | 38 | 21 | 0 | 2 | 2 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 74 |
| 06:15 AM | 0 | 52 | 23 | 1 | 10 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 93 |
| 06:30 AM | 0 | 55 | 23 | 1 | 8 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 96 |
| 06:45 AM | 0 | 55 | 21 | 2 | 8 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 103 |
| 07:00 AM | 0 | 29 | 16 | 1 | 2 | 2 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 57 |
| 07:15 AM | 0 | 45 | 11 | 4 | 3 | 5 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:30 AM | 0 | 44 | 13 | 2 | 7 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 81 |
| 07:45 AM | 2 | 42 | 18 | 4 | 2 | 6 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 3 | 84 |
| 08:00 AM | 1 | 45 | 11 | 1 | 7 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 2 | 75 |
| 08:15 AM | 0 | 58 | 15 | 1 | 7 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:30 AM | 0 | 65 | 15 | 1 | 4 | 4 | 1 | 1 | 14 | 0 | 0 | 0 | 0 | 1 | 106 |
| 08:45 AM | 0 | 50 | 10 | 8 | 11 | 4 | 1 | 1 | 9 | 0 | 0 | 0 | 0 | 3 | 97 |
| 09:00 AM | 2 | 45 | 17 | 1 | 6 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 89 |
| 09:15 AM | 0 | 35 | 11 | 2 | 3 | 1 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 60 |
| 09:30 AM | 0 | 37 | 13 | 0 | 5 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 64 |
| 09:45 AM | 0 | 30 | 11 | 3 | 6 | 3 | 2 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 69 |
| 10:00 AM | 0 | 41 | 9 | 3 | 11 | 5 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 80 |
| 10:15 AM | 0 | 27 | 13 | 3 | 3 | 3 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 1 | 61 |
| 10:30 AM | 0 | 21 | 13 | 4 | 6 | 8 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 59 |
| 10:45 AM | 1 | 34 | 17 | 2 | 5 | 9 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 78 |
| 11:00 AM | 0 | 34 | 13 | 2 | 8 | 7 | 0 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 73 |
| 11:15 AM | 0 | 38 | 13 | 3 | 4 | 3 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 1 | 72 |
| 11:30 AM | 0 | 22 | 9 | 0 | 1 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 43 |
| 11:45 AM | 1 | 31 | 8 | 1 | 4 | 1 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 2 | 56 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 5826 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 0 | 25 | 4 | 0 | 7 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 43 | 83 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 72 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 76 |
| 12:45 PM | 0 | 40 | 11 | 0 | 2 | 4 | 1 | 2 | 6 | 0 | 0 | 0 | 1 | 6 | 73 |
| 01:00 PM | 0 | 57 | 10 | 1 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 87 |
| 01:15 PM | 0 | 53 | 11 | 3 | 2 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 77 |
| 01:30 PM | 1 | 49 | 14 | 3 | 5 | 1 | 1 | 2 | 6 | 2 | 0 | 0 | 0 | 3 | 87 |
| 01:45 PM | 0 | 42 | 15 | 2 | 6 | 3 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 2 | 79 |
| 02:00 PM | 0 | 55 | 16 | 1 | 3 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 83 |
| 02:15 PM | 0 | 56 | 11 | 0 | 8 | 3 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 2 | 88 |
| 02:30 PM | 1 | 67 | 23 | 2 | 4 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 105 |
| 02:45 PM | 0 | 84 | 22 | 3 | 7 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 125 |
| 03:00 PM | 0 | 85 | 20 | 0 | 7 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 116 |
| 03:15 PM | 1 | 85 | 19 | 1 | 8 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 118 |
| 03:30 PM | 2 | 88 | 20 | 1 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 122 |
| 03:45 PM | 0 | 106 | 20 | 0 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 134 |
| 04:00 PM | 0 | 115 | 18 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 142 |
| 04:15 PM | 0 | 106 | 15 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 130 |
| 04:30 PM | 1 | 119 | 22 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 151 |
| 04:45 PM | 1 | 108 | 14 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 127 |
| 05:00 PM | 0 | 91 | 16 | 1 | 3 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 119 |
| 05:15 PM | 0 | 107 | 11 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 126 |
| 05:30 PM | 0 | 91 | 14 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 112 |
| 05:45 PM | 0 | 73 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 89 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 5826 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|---------|-----------------|-------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|---------|
| 06:00 PM | 0 | 84 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 06:15 PM | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 06:30 PM | 0 | 70 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 06:45 PM | 0 | 36 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:00 PM | 0 | 45 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:15 PM | 0 | 53 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 61 |
| 07:30 PM | 0 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 07:45 PM | 0 | 33 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:00 PM | 0 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 46 |
| 08:15 PM | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| 08:30 PM | 0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 08:45 PM | 0 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 28 |
| 09:00 PM | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 09:15 PM | 0 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 09:30 PM | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 09:45 PM | 0 | 41 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 48 |
| 10:00 PM | 0 | 67 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 75 |
| 10:15 PM | 1 | 70 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 10:30 PM | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:45 PM | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 PM | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:15 PM | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 PM | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 PM | 0 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Day Total | 19 | 3800 | 856 | 81 | 245 | 170 | 27 | 36 | 303 | 9 | 0 | 0 | 9 | 271 | 5826 |
| Percent | 0.3% | 65.2% | 14.7% | 1.4% | 4.2% | 2.9% | 0.5% | 0.6% | 5.2% | 0.2% | 0% | 0% | 0.2% | 4.7% | |
| ADT 5826 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:00 AM | 8:30 AM | 5:45 AM | 8:45 AM | 8:45 AM | 10:45 AM | 9:45 AM | 9:45 AM | 8:30 AM | 7:00 AM | 12:00 AM | 12:00 AM | 6:30 AM | 6:45 AM | 8:30 AM |
| | 2 | 65 | 23 | 8 | 11 | 9 | 2 | 3 | 14 | 1 | 0 | 0 | 1 | 3 | 106 |
| PM Peak 15-min Vol | 3:30 PM | 4:30 PM | 2:30 PM | 1:15 PM | 2:15 PM | 1:00 PM | 5:00 PM | 12:45 PM | 12:45 PM | 1:30 PM | 12:00 PM | 12:00 PM | 12:45 PM | 12:30 PM | 4:30 PM |
| | 2 | 119 | 23 | 3 | 8 | 5 | 2 | 2 | 6 | 2 | 0 | 0 | 1 | 76 | 151 |

Comments:

LOCATION: SR 291 West of Ward St **QC JOB #:** 15975346
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Grand Total | 53 | 7990 | 1895 | 177 | 568 | 367 | 62 | 86 | 699 | 24 | 1 | 0 | 17 | 376 | 12315 |
| Percent | 0.4% | 64.9% | 15.4% | 1.4% | 4.6% | 3% | 0.5% | 0.7% | 5.7% | 0.2% | 0% | 0% | 0.1% | 3.1% | |



Comments:



Type of report: Tube Count - Volume Data

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|------------------|------------------|------------------|-----|-----|-----------------------------------|---------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 25 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 AM | | 9 | 11 | | | 10 | | | 10 | |
| 12:15 AM | | 14 | 10 | | | 12 | | | 12 | |
| 12:30 AM | | 11 | 9 | | | 10 | | | 10 | |
| 12:45 AM | | 7 | 9 | | | 8 | | | 8 | |
| 01:00 AM | | 8 | 6 | | | 7 | | | 7 | |
| 01:15 AM | | 5 | 9 | | | 7 | | | 7 | |
| 01:30 AM | | 5 | 7 | | | 6 | | | 6 | |
| 01:45 AM | | 11 | 5 | | | 8 | | | 8 | |
| 02:00 AM | | 8 | 5 | | | 7 | | | 7 | |
| 02:15 AM | | 7 | 10 | | | 9 | | | 9 | |
| 02:30 AM | | 5 | 6 | | | 6 | | | 6 | |
| 02:45 AM | | 5 | 6 | | | 6 | | | 6 | |
| 03:00 AM | | 9 | 6 | | | 8 | | | 8 | |
| 03:15 AM | | 13 | 13 | | | 13 | | | 13 | |
| 03:30 AM | | 16 | 13 | | | 15 | | | 15 | |
| 03:45 AM | | 13 | 13 | | | 13 | | | 13 | |
| 04:00 AM | | 15 | 9 | | | 12 | | | 12 | |
| 04:15 AM | | 23 | 14 | | | 19 | | | 19 | |
| 04:30 AM | | 21 | 31 | | | 26 | | | 26 | |
| 04:45 AM | | 32 | 18 | | | 25 | | | 25 | |
| 05:00 AM | | 27 | 35 | | | 31 | | | 31 | |
| 05:15 AM | | 47 | 44 | | | 46 | | | 46 | |
| 05:30 AM | | 63 | 59 | | | 61 | | | 61 | |
| 05:45 AM | | 73 | 76 | | | 75 | | | 75 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| LOCATION: SR 291 West of Ward St | | | | | | | QC JOB #: 15975346 | | | |
|----------------------------------|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 06:00 AM | | 77 | 74 | | | 76 | | | 76 | |
| 06:15 AM | | 99 | 93 | | | 96 | | | 96 | |
| 06:30 AM | | 89 | 96 | | | 93 | | | 93 | |
| 06:45 AM | | 101 | 103 | | | 102 | | | 102 | |
| 07:00 AM | | 55 | 57 | | | 56 | | | 56 | |
| 07:15 AM | | 76 | 80 | | | 78 | | | 78 | |
| 07:30 AM | | 72 | 81 | | | 77 | | | 77 | |
| 07:45 AM | | 86 | 84 | | | 85 | | | 85 | |
| 08:00 AM | | 96 | 75 | | | 86 | | | 86 | |
| 08:15 AM | | 90 | 89 | | | 90 | | | 90 | |
| 08:30 AM | | 99 | 106 | | | 103 | | | 103 | |
| 08:45 AM | | 92 | 97 | | | 95 | | | 95 | |
| 09:00 AM | | 73 | 89 | | | 81 | | | 81 | |
| 09:15 AM | | 54 | 60 | | | 57 | | | 57 | |
| 09:30 AM | | 63 | 64 | | | 64 | | | 64 | |
| 09:45 AM | | 78 | 69 | | | 74 | | | 74 | |
| 10:00 AM | | 86 | 80 | | | 83 | | | 83 | |
| 10:15 AM | | 100 | 61 | | | 81 | | | 81 | |
| 10:30 AM | | 91 | 59 | | | 75 | | | 75 | |
| 10:45 AM | | 98 | 78 | | | 88 | | | 88 | |
| 11:00 AM | | 74 | 73 | | | 74 | | | 74 | |
| 11:15 AM | | 80 | 72 | | | 76 | | | 76 | |
| 11:30 AM | | 77 | 43 | | | 60 | | | 60 | |
| 11:45 AM | | 98 | 56 | | | 77 | | | 77 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

Comments:

| LOCATION: SR 291 West of Ward St SPECIFIC LOCATION: CITY/STATE: Chester, PA | | | | | | | QC JOB #: 15975346 DIRECTION: WB DATE: Jan 24 2023 - Jan 25 2023 | | | |
|--|------------------|------------------|------------------|-----|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 25 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 PM | | 127 | 83 | | | 105 | | | 105 | |
| 12:15 PM | | 101 | 72 | | | 87 | | | 87 | |
| 12:30 PM | | 83 | 76 | | | 80 | | | 80 | |
| 12:45 PM | | 102 | 73 | | | 88 | | | 88 | |
| 01:00 PM | | 94 | 87 | | | 91 | | | 91 | |
| 01:15 PM | | 94 | 77 | | | 86 | | | 86 | |
| 01:30 PM | | 116 | 87 | | | 102 | | | 102 | |
| 01:45 PM | | 120 | 79 | | | 100 | | | 100 | |
| 02:00 PM | | 119 | 83 | | | 101 | | | 101 | |
| 02:15 PM | | 113 | 88 | | | 101 | | | 101 | |
| 02:30 PM | | 129 | 105 | | | 117 | | | 117 | |
| 02:45 PM | | 139 | 125 | | | 132 | | | 132 | |
| 03:00 PM | | 143 | 116 | | | 130 | | | 130 | |
| 03:15 PM | | 128 | 118 | | | 123 | | | 123 | |
| 03:30 PM | | 178 | 122 | | | 150 | | | 150 | |
| 03:45 PM | | 147 | 134 | | | 141 | | | 141 | |
| 04:00 PM | | 172 | 142 | | | 157 | | | 157 | |
| 04:15 PM | | 162 | 130 | | | 146 | | | 146 | |
| 04:30 PM | | 137 | 151 | | | 144 | | | 144 | |
| 04:45 PM | | 142 | 127 | | | 135 | | | 135 | |
| 05:00 PM | | 157 | 119 | | | 138 | | | 138 | |
| 05:15 PM | | 115 | 126 | | | 121 | | | 121 | |
| 05:30 PM | | 157 | 112 | | | 135 | | | 135 | |
| 05:45 PM | | 115 | 89 | | | 102 | | | 102 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

| LOCATION: SR 291 West of Ward St SPECIFIC LOCATION: CITY/STATE: Chester, PA | | | | | | | QC JOB #: 15975346 DIRECTION: WB DATE: Jan 24 2023 - Jan 25 2023 | | | |
|--|------------------|------------------|------------------|------------------|------------------|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 26 Jan 23 | Thu 27 Jan 23 | Fri 28 Jan 23 | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 PM | | 116 | 98 | | | 107 | | | 107 | |
| 06:15 PM | | 77 | 42 | | | 60 | | | 60 | |
| 06:30 PM | | 57 | 75 | | | 66 | | | 66 | |
| 06:45 PM | | 47 | 45 | | | 46 | | | 46 | |
| 07:00 PM | | 45 | 51 | | | 48 | | | 48 | |
| 07:15 PM | | 43 | 61 | | | 52 | | | 52 | |
| 07:30 PM | | 49 | 49 | | | 49 | | | 49 | |
| 07:45 PM | | 43 | 39 | | | 41 | | | 41 | |
| 08:00 PM | | 42 | 46 | | | 44 | | | 44 | |
| 08:15 PM | | 39 | 31 | | | 35 | | | 35 | |
| 08:30 PM | | 38 | 38 | | | 38 | | | 38 | |
| 08:45 PM | | 40 | 28 | | | 34 | | | 34 | |
| 09:00 PM | | 32 | 32 | | | 32 | | | 32 | |
| 09:15 PM | | 29 | 27 | | | 28 | | | 28 | |
| 09:30 PM | | 31 | 35 | | | 33 | | | 33 | |
| 09:45 PM | | 32 | 48 | | | 40 | | | 40 | |
| 10:00 PM | | 32 | 75 | | | 54 | | | 54 | |
| 10:15 PM | | 30 | 79 | | | 55 | | | 55 | |
| 10:30 PM | | 27 | 31 | | | 29 | | | 29 | |
| 10:45 PM | | 20 | 23 | | | 22 | | | 22 | |
| 11:00 PM | | 23 | 26 | | | 25 | | | 25 | |
| 11:15 PM | | 24 | 22 | | | 23 | | | 23 | |
| 11:30 PM | | 23 | 18 | | | 21 | | | 21 | |
| 11:45 PM | | 9 | 23 | | | 16 | | | 16 | |
| Day Total | | 6489 | 5826 | | | 6177 | | | 6177 | |
| % Weekday Average | | 105.1% | 94.3% | | | | | | | |
| % Week Average | | 105.1% | 94.3% | | | 100% | | | | |
| AM Peak 15-min Vol | | 6:45 AM 101 | 8:30 AM 106 | | | 8:30 AM 103 | | | 8:30 AM 103 | |
| PM Peak 15-min Vol | | 3:30 PM 178 | 4:30 PM 151 | | | 4:00 PM 157 | | | 4:00 PM 157 | |

Comments:

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 2 | 1 | 3 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 8 |
| 12:15 AM | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 13 | 46-55 | 5 |
| 12:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 41-50 | 4 |
| 12:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 46-55 | 3 |
| 01:00 AM | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 41-50 | 6 |
| 01:15 AM | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 36-45 | 4 |
| 01:30 AM | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 40-49 | 7 |
| 01:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 41-50 | 4 |
| 02:00 AM | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 3 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36-45 | 3 |
| 02:30 AM | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 36-45 | 7 |
| 02:45 AM | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 41-50 | 6 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 36-45 | 1 |
| 03:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 45-54 | 5 |
| 03:30 AM | 0 | 0 | 4 | 1 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 41-50 | 6 |
| 03:45 AM | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 15 | 41-50 | 6 |
| 04:00 AM | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 16 | 43-52 | 8 |
| 04:15 AM | 0 | 0 | 1 | 1 | 1 | 4 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 41-50 | 9 |
| 04:30 AM | 0 | 0 | 0 | 1 | 2 | 10 | 9 | 8 | 5 | 0 | 1 | 0 | 0 | 1 | 37 | 36-45 | 19 |
| 04:45 AM | 1 | 0 | 0 | 1 | 2 | 7 | 4 | 12 | 12 | 5 | 2 | 0 | 1 | 0 | 47 | 46-55 | 24 |
| 05:00 AM | 0 | 1 | 0 | 0 | 2 | 6 | 14 | 13 | 10 | 6 | 2 | 0 | 0 | 0 | 54 | 41-50 | 27 |
| 05:15 AM | 1 | 0 | 1 | 0 | 4 | 10 | 14 | 19 | 16 | 5 | 2 | 0 | 1 | 0 | 73 | 46-55 | 35 |
| 05:30 AM | 0 | 0 | 0 | 1 | 3 | 12 | 24 | 30 | 20 | 10 | 5 | 1 | 0 | 0 | 106 | 41-50 | 54 |
| 05:45 AM | 0 | 0 | 0 | 2 | 5 | 6 | 18 | 26 | 17 | 8 | 5 | 0 | 0 | 0 | 87 | 41-50 | 44 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 2 | 3 | 12 | 14 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 53 | 41-50 | 30 |
| 06:15 AM | 0 | 0 | 1 | 0 | 3 | 14 | 24 | 17 | 10 | 1 | 0 | 0 | 0 | 0 | 70 | 41-50 | 41 |
| 06:30 AM | 0 | 0 | 1 | 3 | 3 | 12 | 24 | 27 | 14 | 6 | 2 | 0 | 0 | 0 | 92 | 41-50 | 51 |
| 06:45 AM | 1 | 0 | 1 | 2 | 4 | 9 | 17 | 39 | 20 | 8 | 2 | 0 | 0 | 0 | 103 | 46-55 | 59 |
| 07:00 AM | 0 | 0 | 1 | 3 | 2 | 15 | 20 | 19 | 15 | 6 | 4 | 0 | 0 | 0 | 85 | 41-50 | 39 |
| 07:15 AM | 0 | 0 | 0 | 1 | 7 | 23 | 27 | 21 | 21 | 5 | 5 | 0 | 0 | 0 | 110 | 36-45 | 50 |
| 07:30 AM | 4 | 2 | 1 | 2 | 3 | 17 | 36 | 63 | 21 | 9 | 2 | 1 | 1 | 0 | 162 | 41-50 | 99 |
| 07:45 AM | 1 | 0 | 2 | 4 | 9 | 13 | 35 | 41 | 19 | 15 | 5 | 2 | 0 | 0 | 146 | 41-50 | 76 |
| 08:00 AM | 3 | 1 | 0 | 4 | 8 | 10 | 26 | 33 | 16 | 11 | 3 | 0 | 0 | 0 | 115 | 41-50 | 59 |
| 08:15 AM | 2 | 0 | 2 | 5 | 5 | 13 | 31 | 30 | 13 | 6 | 4 | 0 | 0 | 0 | 111 | 41-50 | 61 |
| 08:30 AM | 2 | 3 | 1 | 0 | 3 | 12 | 23 | 18 | 19 | 6 | 3 | 0 | 0 | 0 | 90 | 41-50 | 41 |
| 08:45 AM | 1 | 1 | 1 | 0 | 8 | 17 | 46 | 13 | 13 | 7 | 3 | 0 | 0 | 0 | 110 | 36-45 | 63 |
| 09:00 AM | 7 | 1 | 0 | 2 | 6 | 9 | 21 | 16 | 10 | 7 | 5 | 0 | 0 | 0 | 84 | 41-50 | 37 |
| 09:15 AM | 1 | 0 | 2 | 3 | 3 | 10 | 35 | 20 | 7 | 4 | 2 | 1 | 0 | 0 | 88 | 41-50 | 55 |
| 09:30 AM | 1 | 0 | 2 | 2 | 3 | 15 | 16 | 12 | 8 | 5 | 0 | 0 | 1 | 0 | 65 | 36-45 | 31 |
| 09:45 AM | 1 | 0 | 1 | 2 | 10 | 16 | 36 | 19 | 11 | 2 | 0 | 0 | 0 | 0 | 98 | 41-50 | 55 |
| 10:00 AM | 2 | 1 | 0 | 4 | 5 | 15 | 36 | 20 | 22 | 2 | 0 | 0 | 0 | 0 | 107 | 41-50 | 56 |
| 10:15 AM | 3 | 0 | 0 | 1 | 1 | 12 | 21 | 22 | 11 | 3 | 3 | 0 | 0 | 0 | 77 | 41-50 | 43 |
| 10:30 AM | 3 | 0 | 1 | 3 | 5 | 7 | 23 | 15 | 14 | 5 | 0 | 0 | 0 | 1 | 77 | 41-50 | 38 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 1 | 0 | 0 | 3 | 7 | 16 | 38 | 15 | 9 | 4 | 1 | 0 | 0 | 0 | 94 | 36-45 | 54 |
| 12:45 PM | 0 | 0 | 2 | 1 | 10 | 15 | 21 | 20 | 9 | 5 | 0 | 0 | 0 | 0 | 83 | 41-50 | 41 |
| 01:00 PM | 5 | 2 | 2 | 3 | 6 | 21 | 17 | 18 | 12 | 6 | 1 | 0 | 0 | 0 | 93 | 36-45 | 38 |
| 01:15 PM | 2 | 0 | 1 | 2 | 6 | 11 | 20 | 19 | 10 | 5 | 1 | 0 | 0 | 0 | 77 | 41-50 | 39 |
| 01:30 PM | 0 | 0 | 0 | 1 | 11 | 9 | 21 | 31 | 10 | 5 | 4 | 1 | 1 | 0 | 94 | 41-50 | 52 |
| 01:45 PM | 1 | 0 | 1 | 2 | 4 | 14 | 27 | 31 | 18 | 2 | 2 | 1 | 0 | 0 | 103 | 41-50 | 58 |
| 02:00 PM | 2 | 0 | 5 | 2 | 17 | 23 | 32 | 21 | 9 | 3 | 2 | 0 | 0 | 0 | 116 | 36-45 | 55 |
| 02:15 PM | 1 | 0 | 0 | 2 | 3 | 14 | 27 | 39 | 13 | 8 | 3 | 2 | 0 | 0 | 112 | 41-50 | 66 |
| 02:30 PM | 0 | 0 | 4 | 2 | 9 | 14 | 38 | 28 | 15 | 4 | 0 | 1 | 0 | 0 | 115 | 41-50 | 66 |
| 02:45 PM | 0 | 0 | 0 | 2 | 4 | 22 | 32 | 28 | 11 | 7 | 1 | 0 | 0 | 0 | 107 | 41-50 | 60 |
| 03:00 PM | 2 | 0 | 1 | 3 | 12 | 21 | 45 | 31 | 13 | 5 | 2 | 0 | 0 | 0 | 135 | 41-50 | 76 |
| 03:15 PM | 1 | 0 | 0 | 0 | 6 | 9 | 34 | 30 | 11 | 6 | 2 | 2 | 0 | 0 | 101 | 41-50 | 64 |
| 03:30 PM | 4 | 0 | 1 | 0 | 6 | 22 | 58 | 40 | 19 | 6 | 3 | 1 | 0 | 0 | 160 | 41-50 | 98 |
| 03:45 PM | 2 | 0 | 0 | 0 | 8 | 17 | 24 | 32 | 24 | 13 | 2 | 0 | 0 | 0 | 122 | 41-50 | 56 |
| 04:00 PM | 0 | 0 | 1 | 0 | 10 | 28 | 39 | 36 | 21 | 7 | 3 | 0 | 0 | 0 | 145 | 41-50 | 75 |
| 04:15 PM | 0 | 0 | 0 | 2 | 7 | 19 | 43 | 30 | 9 | 6 | 2 | 1 | 0 | 0 | 119 | 41-50 | 73 |
| 04:30 PM | 1 | 0 | 0 | 1 | 4 | 15 | 30 | 41 | 19 | 6 | 5 | 2 | 0 | 0 | 124 | 41-50 | 71 |
| 04:45 PM | 0 | 0 | 0 | 3 | 6 | 23 | 40 | 23 | 17 | 3 | 1 | 1 | 0 | 0 | 117 | 39-48 | 63 |
| 05:00 PM | 5 | 1 | 0 | 4 | 20 | 37 | 57 | 31 | 14 | 3 | 2 | 0 | 0 | 0 | 174 | 36-45 | 94 |
| 05:15 PM | 0 | 0 | 0 | 6 | 10 | 19 | 37 | 32 | 15 | 2 | 0 | 0 | 0 | 0 | 121 | 41-50 | 69 |
| 05:30 PM | 4 | 0 | 1 | 2 | 7 | 21 | 44 | 26 | 14 | 6 | 0 | 0 | 0 | 0 | 125 | 41-50 | 70 |
| 05:45 PM | 0 | 1 | 0 | 1 | 7 | 18 | 31 | 27 | 15 | 7 | 0 | 0 | 0 | 0 | 107 | 41-50 | 58 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---------|------------|-------------------|
| 06:00 PM | 1 | 0 | 0 | 1 | 10 | 22 | 31 | 28 | 9 | 1 | 0 | 0 | 0 | 0 | 103 | 41-50 | 59 |
| 06:15 PM | 2 | 0 | 0 | 3 | 4 | 19 | 28 | 21 | 11 | 2 | 2 | 0 | 0 | 0 | 92 | 41-50 | 49 |
| 06:30 PM | 0 | 0 | 0 | 0 | 10 | 16 | 27 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 70 | 36-45 | 43 |
| 06:45 PM | 2 | 1 | 0 | 3 | 4 | 17 | 20 | 8 | 5 | 2 | 0 | 0 | 0 | 1 | 63 | 36-45 | 37 |
| 07:00 PM | 0 | 0 | 1 | 1 | 11 | 16 | 17 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 63 | 36-45 | 33 |
| 07:15 PM | 0 | 0 | 1 | 1 | 5 | 10 | 10 | 8 | 4 | 1 | 1 | 1 | 0 | 0 | 42 | 36-45 | 20 |
| 07:30 PM | 1 | 0 | 0 | 2 | 1 | 11 | 12 | 12 | 4 | 2 | 2 | 0 | 0 | 0 | 47 | 41-50 | 24 |
| 07:45 PM | 0 | 0 | 0 | 1 | 4 | 9 | 10 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 40 | 40-49 | 19 |
| 08:00 PM | 0 | 0 | 0 | 1 | 3 | 5 | 12 | 11 | 5 | 2 | 1 | 1 | 0 | 0 | 41 | 41-50 | 23 |
| 08:15 PM | 0 | 0 | 2 | 0 | 0 | 10 | 8 | 7 | 7 | 1 | 0 | 1 | 0 | 0 | 36 | 36-45 | 18 |
| 08:30 PM | 1 | 0 | 0 | 2 | 1 | 5 | 16 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 36 | 41-50 | 22 |
| 08:45 PM | 5 | 0 | 1 | 2 | 2 | 6 | 17 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 45 | 36-45 | 23 |
| 09:00 PM | 0 | 0 | 0 | 2 | 2 | 6 | 15 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 37 | 41-50 | 23 |
| 09:15 PM | 0 | 1 | 0 | 1 | 10 | 12 | 13 | 3 | 6 | 2 | 0 | 1 | 0 | 0 | 49 | 36-45 | 25 |
| 09:30 PM | 0 | 0 | 1 | 1 | 5 | 7 | 6 | 15 | 4 | 1 | 2 | 1 | 0 | 0 | 43 | 41-50 | 21 |
| 09:45 PM | 0 | 0 | 0 | 1 | 5 | 6 | 14 | 7 | 4 | 1 | 0 | 1 | 0 | 0 | 39 | 41-50 | 21 |
| 10:00 PM | 0 | 0 | 3 | 1 | 4 | 9 | 11 | 8 | 2 | 1 | 0 | 0 | 1 | 0 | 40 | 36-45 | 20 |
| 10:15 PM | 0 | 2 | 0 | 0 | 1 | 6 | 9 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 29 | 36-45 | 15 |
| 10:30 PM | 0 | 0 | 1 | 3 | 2 | 12 | 8 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 35 | 36-45 | 20 |
| 10:45 PM | 0 | 0 | 0 | 1 | 4 | 9 | 6 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 29 | 36-45 | 15 |
| 11:00 PM | 1 | 1 | 1 | 2 | 2 | 3 | 9 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 32 | 41-50 | 17 |
| 11:15 PM | 1 | 0 | 2 | 2 | 4 | 9 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 28 | 36-45 | 15 |
| 11:30 PM | 0 | 0 | 1 | 2 | 2 | 4 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 36-45 | 7 |
| 11:45 PM | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 36-45 | 11 |
| Day Total | 79 | 19 | 61 | 135 | 406 | 975 | 1702 | 1454 | 772 | 298 | 111 | 24 | 7 | 3 | 6046 | 41-50 | 3156 |
| Percent | 1.3% | 0.3% | 1% | 2.2% | 6.7% | 16.1% | 28.2% | 24% | 12.8% | 4.9% | 1.8% | 0.4% | 0.1% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:00 AM | 8:30 AM | 3:30 AM | 8:15 AM | 9:45 AM | 7:15 AM | 8:45 AM | 7:30 AM | 10:00 AM | 7:45 AM | 5:30 AM | 7:45 AM | 12:15 AM | 4:30 AM | 7:30 AM | | |
| | 7 | 3 | 4 | 5 | 10 | 23 | 46 | 63 | 22 | 15 | 5 | 2 | 1 | 1 | 162 | | |
| PM Peak 15-min Vol | 1:00 PM | 1:00 PM | 2:00 PM | 5:15 PM | 5:00 PM | 5:00 PM | 3:30 PM | 4:30 PM | 3:45 PM | 3:45 PM | 4:30 PM | 2:15 PM | 1:30 PM | 6:45 PM | 5:00 PM | | |
| | 5 | 2 | 5 | 6 | 20 | 37 | 58 | 41 | 24 | 13 | 5 | 2 | 1 | 1 | 174 | | |

Comments:

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 31-40 | 7 |
| 12:15 AM | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 13 | 36-45 | 9 |
| 12:30 AM | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 14 | 36-45 | 8 |
| 12:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 9 | 46-55 | 6 |
| 01:00 AM | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 11 | 36-45 | 5 |
| 01:15 AM | 0 | 0 | 1 | 0 | 1 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 36-45 | 7 |
| 01:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 44-53 | 6 |
| 01:45 AM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 46-55 | 4 |
| 02:00 AM | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 35-44 | 5 |
| 02:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 36-45 | 5 |
| 02:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 41-50 | 5 |
| 02:45 AM | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 36-45 | 7 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 41-50 | 2 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 6 |
| 03:30 AM | 0 | 0 | 0 | 0 | 4 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 31-40 | 9 |
| 03:45 AM | 2 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 11 | 31-40 | 4 |
| 04:00 AM | 3 | 0 | 0 | 1 | 5 | 2 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 24 | 41-50 | 11 |
| 04:15 AM | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 18 | 41-50 | 9 |
| 04:30 AM | 0 | 0 | 0 | 1 | 0 | 9 | 13 | 10 | 9 | 0 | 1 | 0 | 0 | 1 | 44 | 41-50 | 23 |
| 04:45 AM | 0 | 0 | 0 | 2 | 1 | 2 | 11 | 12 | 6 | 4 | 1 | 3 | 0 | 0 | 42 | 41-50 | 23 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 12 | 7 | 4 | 0 | 0 | 0 | 1 | 38 | 41-50 | 22 |
| 05:15 AM | 0 | 0 | 0 | 1 | 4 | 11 | 19 | 29 | 15 | 4 | 3 | 1 | 0 | 0 | 87 | 41-50 | 48 |
| 05:30 AM | 0 | 0 | 0 | 0 | 3 | 13 | 31 | 27 | 14 | 9 | 3 | 0 | 0 | 0 | 100 | 41-50 | 58 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 35 | 11 | 7 | 5 | 1 | 0 | 0 | 84 | 41-50 | 54 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 5 | 12 | 16 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 54 | 41-50 | 31 |
| 06:15 AM | 0 | 0 | 2 | 0 | 3 | 7 | 16 | 23 | 10 | 5 | 0 | 0 | 0 | 0 | 66 | 41-50 | 39 |
| 06:30 AM | 0 | 1 | 0 | 0 | 1 | 16 | 31 | 18 | 9 | 2 | 0 | 1 | 0 | 0 | 79 | 41-50 | 49 |
| 06:45 AM | 1 | 0 | 1 | 1 | 5 | 26 | 33 | 19 | 13 | 7 | 0 | 0 | 0 | 0 | 106 | 36-45 | 59 |
| 07:00 AM | 1 | 0 | 2 | 3 | 10 | 14 | 34 | 27 | 10 | 6 | 1 | 1 | 0 | 0 | 109 | 41-50 | 61 |
| 07:15 AM | 0 | 0 | 0 | 3 | 6 | 22 | 34 | 30 | 18 | 1 | 2 | 0 | 0 | 0 | 116 | 41-50 | 64 |
| 07:30 AM | 2 | 1 | 2 | 6 | 11 | 27 | 41 | 42 | 17 | 4 | 2 | 0 | 0 | 0 | 155 | 41-50 | 83 |
| 07:45 AM | 2 | 0 | 1 | 3 | 7 | 19 | 43 | 33 | 12 | 5 | 2 | 0 | 0 | 0 | 127 | 41-50 | 76 |
| 08:00 AM | 3 | 0 | 2 | 4 | 15 | 17 | 29 | 24 | 12 | 5 | 2 | 0 | 0 | 0 | 113 | 41-50 | 53 |
| 08:15 AM | 2 | 1 | 2 | 1 | 14 | 15 | 33 | 33 | 17 | 4 | 3 | 1 | 0 | 0 | 126 | 41-50 | 66 |
| 08:30 AM | 3 | 0 | 1 | 4 | 9 | 14 | 34 | 15 | 12 | 6 | 2 | 1 | 1 | 0 | 102 | 41-50 | 49 |
| 08:45 AM | 1 | 2 | 2 | 2 | 9 | 18 | 21 | 31 | 10 | 1 | 3 | 4 | 0 | 0 | 104 | 41-50 | 52 |
| 09:00 AM | 1 | 0 | 2 | 2 | 4 | 9 | 26 | 33 | 15 | 4 | 1 | 1 | 0 | 0 | 98 | 41-50 | 59 |
| 09:15 AM | 2 | 0 | 1 | 4 | 4 | 21 | 19 | 22 | 4 | 6 | 1 | 0 | 1 | 0 | 85 | 41-50 | 41 |
| 09:30 AM | 0 | 0 | 1 | 6 | 6 | 25 | 17 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 68 | 36-45 | 42 |
| 09:45 AM | 0 | 0 | 0 | 2 | 11 | 20 | 21 | 16 | 6 | 4 | 0 | 0 | 0 | 0 | 80 | 36-45 | 41 |
| 10:00 AM | 0 | 1 | 4 | 3 | 13 | 26 | 13 | 11 | 4 | 1 | 0 | 0 | 1 | 0 | 77 | 36-45 | 39 |
| 10:15 AM | 4 | 0 | 1 | 4 | 10 | 29 | 27 | 13 | 3 | 2 | 1 | 1 | 0 | 0 | 95 | 36-45 | 56 |
| 10:30 AM | 3 | 4 | 0 | 1 | 17 | 20 | 23 | 10 | 10 | 1 | 2 | 1 | 0 | 0 | 92 | 36-45 | 43 |
| 10:45 AM | 2 | 0 | 2 | 6 | 14 | 27 | 28 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 96 | 36-45 | 55 |
| 11:00 AM | 0 | 0 | 0 | 1 | 11 | 15 | 29 | 14 | 9 | 1 | 1 | 0 | 0 | 0 | 81 | 36-45 | 44 |
| 11:15 AM | 1 | 0 | 2 | 7 | 9 | 16 | 26 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 86 | 37-46 | 42 |
| 11:30 AM | 2 | 0 | 2 | 3 | 12 | 30 | 22 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 92 | 36-45 | 52 |
| 11:45 AM | 0 | 0 | 0 | 4 | 6 | 19 | 29 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 78 | 36-45 | 48 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 2 | 9 | 24 | 26 | 20 | 4 | 3 | 1 | 1 | 0 | 0 | 90 | 36-45 | 50 |
| 12:15 PM | 1 | 0 | 2 | 3 | 8 | 20 | 18 | 15 | 12 | 3 | 0 | 0 | 0 | 0 | 82 | 36-45 | 38 |
| 12:30 PM | 1 | 0 | 4 | 6 | 12 | 21 | 24 | 14 | 5 | 3 | 0 | 0 | 0 | 0 | 90 | 36-45 | 45 |
| 12:45 PM | 2 | 0 | 2 | 3 | 11 | 29 | 22 | 17 | 14 | 3 | 3 | 0 | 0 | 0 | 106 | 36-45 | 51 |
| 01:00 PM | 2 | 0 | 1 | 5 | 11 | 18 | 21 | 23 | 11 | 3 | 1 | 0 | 0 | 0 | 96 | 41-50 | 44 |
| 01:15 PM | 1 | 0 | 1 | 6 | 12 | 21 | 23 | 10 | 13 | 1 | 0 | 0 | 0 | 0 | 88 | 36-45 | 44 |
| 01:30 PM | 1 | 1 | 4 | 4 | 11 | 21 | 27 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 89 | 36-45 | 48 |
| 01:45 PM | 2 | 2 | 2 | 3 | 9 | 28 | 17 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 80 | 36-45 | 45 |
| 02:00 PM | 0 | 0 | 2 | 8 | 18 | 27 | 28 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 97 | 36-45 | 55 |
| 02:15 PM | 2 | 1 | 3 | 6 | 16 | 35 | 35 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 124 | 36-45 | 70 |
| 02:30 PM | 0 | 0 | 4 | 6 | 12 | 42 | 33 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 113 | 36-45 | 75 |
| 02:45 PM | 5 | 0 | 3 | 4 | 13 | 33 | 35 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 114 | 36-45 | 68 |
| 03:00 PM | 6 | 3 | 2 | 7 | 16 | 43 | 18 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 110 | 36-45 | 61 |
| 03:15 PM | 2 | 0 | 1 | 2 | 15 | 34 | 34 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 102 | 36-45 | 68 |
| 03:30 PM | 6 | 0 | 4 | 6 | 18 | 41 | 34 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 135 | 36-45 | 75 |
| 03:45 PM | 0 | 0 | 0 | 1 | 18 | 36 | 26 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 104 | 36-45 | 62 |
| 04:00 PM | 2 | 3 | 3 | 2 | 13 | 30 | 45 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 122 | 36-45 | 75 |
| 04:15 PM | 1 | 0 | 0 | 8 | 15 | 41 | 37 | 13 | 7 | 4 | 0 | 0 | 0 | 0 | 126 | 36-45 | 78 |
| 04:30 PM | 0 | 0 | 2 | 2 | 10 | 51 | 53 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 148 | 36-45 | 104 |
| 04:45 PM | 1 | 0 | 0 | 0 | 15 | 19 | 56 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 121 | 41-50 | 80 |
| 05:00 PM | 2 | 0 | 1 | 2 | 28 | 41 | 45 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 145 | 36-45 | 86 |
| 05:15 PM | 2 | 0 | 0 | 6 | 22 | 49 | 48 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 162 | 36-45 | 97 |
| 05:30 PM | 2 | 0 | 1 | 3 | 9 | 36 | 39 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 112 | 36-45 | 75 |
| 05:45 PM | 2 | 0 | 0 | 2 | 18 | 54 | 20 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 118 | 36-45 | 74 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|--------------|---------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 1 | 2 | 11 | 28 | 22 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 74 | 36-45 | 50 |
| 06:15 PM | 0 | 0 | 0 | 0 | 13 | 39 | 18 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 82 | 36-45 | 57 |
| 06:30 PM | 2 | 1 | 1 | 5 | 8 | 20 | 16 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 64 | 36-45 | 36 |
| 06:45 PM | 0 | 2 | 1 | 1 | 7 | 18 | 25 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 59 | 36-45 | 43 |
| 07:00 PM | 0 | 0 | 0 | 2 | 6 | 16 | 21 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 58 | 36-45 | 37 |
| 07:15 PM | 0 | 0 | 0 | 2 | 10 | 16 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 31-40 | 26 |
| 07:30 PM | 0 | 0 | 0 | 4 | 8 | 12 | 13 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 44 | 36-45 | 25 |
| 07:45 PM | 0 | 0 | 2 | 2 | 7 | 17 | 7 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 44 | 31-40 | 24 |
| 08:00 PM | 0 | 2 | 1 | 3 | 6 | 17 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 36-45 | 31 |
| 08:15 PM | 0 | 0 | 0 | 0 | 4 | 14 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 36-45 | 23 |
| 08:30 PM | 0 | 0 | 0 | 2 | 9 | 11 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 31 | 31-40 | 20 |
| 08:45 PM | 0 | 0 | 1 | 0 | 10 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 31-40 | 25 |
| 09:00 PM | 0 | 0 | 0 | 1 | 2 | 11 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 36-45 | 16 |
| 09:15 PM | 0 | 0 | 0 | 1 | 2 | 14 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 36-45 | 26 |
| 09:30 PM | 1 | 0 | 1 | 2 | 9 | 15 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 36-45 | 27 |
| 09:45 PM | 0 | 1 | 1 | 1 | 7 | 12 | 15 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 47 | 36-45 | 27 |
| 10:00 PM | 0 | 0 | 1 | 3 | 6 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 17 |
| 10:15 PM | 0 | 0 | 1 | 0 | 3 | 8 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 24 | 36-45 | 16 |
| 10:30 PM | 0 | 0 | 1 | 2 | 2 | 11 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 36-45 | 19 |
| 10:45 PM | 0 | 0 | 1 | 0 | 6 | 11 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 36-45 | 19 |
| 11:00 PM | 0 | 0 | 2 | 2 | 4 | 13 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 36-45 | 17 |
| 11:15 PM | 1 | 0 | 4 | 4 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 31-40 | 11 |
| 11:30 PM | 0 | 0 | 0 | 1 | 1 | 13 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 36-45 | 19 |
| 11:45 PM | 0 | 0 | 2 | 1 | 4 | 10 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 36-45 | 16 |
| Day Total | 82 | 26 | 97 | 217 | 738 | 1706 | 1819 | 1145 | 480 | 148 | 51 | 19 | 4 | 2 | 6534 | 36-45 | 3525 |
| Percent | 1.3% | 0.4% | 1.5% | 3.3% | 11.3% | 26.1% | 27.8% | 17.5% | 7.3% | 2.3% | 0.8% | 0.3% | 0.1% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:15 AM 4 | 10:30 AM 4 | 10:00 AM 4 | 11:15 AM 7 | 10:30 AM 17 | 11:30 AM 30 | 7:45 AM 43 | 7:30 AM 42 | 7:15 AM 18 | 5:30 AM 9 | 5:45 AM 5 | 8:45 AM 4 | 2:45 AM 1 | 4:30 AM 1 | 7:30 AM 155 | | |
| PM Peak 15-min Vol | 3:00 PM 6 | 3:00 PM 3 | 12:30 PM 4 | 2:00 PM 8 | 5:00 PM 28 | 5:45 PM 54 | 4:45 PM 56 | 5:15 PM 32 | 12:45 PM 14 | 4:15 PM 4 | 12:45 PM 3 | 12:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 5:15 PM 162 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

SUMMARY - Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 161 | 45 | 158 | 352 | 1144 | 2681 | 3521 | 2599 | 1252 | 446 | 162 | 43 | 11 | 5 | 12580 | 36-45 | 6202 |
| Percent | 1.3% | 0.4% | 1.3% | 2.8% | 9.1% | 21.3% | 28% | 20.7% | 10% | 3.5% | 1.3% | 0.3% | 0.1% | 0% | | | |
| Cumulative Percent | 1.3% | 1.6% | 2.9% | 5.7% | 14.8% | 36.1% | 64.1% | 84.7% | 94.7% | 98.2% | 99.5% | 99.9% | 100% | 100% | | | |
| ADT 6290 | | | | | | | | | | | | | | | 85th Percentile: 50 MPH Mean Speed(Average): 42 MPH Median: 42 MPH Mode: 43 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |



LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 AM | 0 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 AM | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 AM | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:15 AM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:30 AM | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:45 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 AM | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:15 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 AM | 0 | 3 | 4 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:45 AM | 0 | 7 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 AM | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:30 AM | 0 | 11 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:45 AM | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:00 AM | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 04:15 AM | 0 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:30 AM | 0 | 20 | 10 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 04:45 AM | 0 | 22 | 17 | 0 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 47 |
| 05:00 AM | 0 | 25 | 23 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:15 AM | 0 | 52 | 14 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 73 |
| 05:30 AM | 1 | 64 | 23 | 2 | 9 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 106 |
| 05:45 AM | 0 | 52 | 20 | 0 | 7 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 87 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6046 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 34 | 14 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 53 |
| 06:15 AM | 0 | 45 | 12 | 1 | 9 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 70 |
| 06:30 AM | 0 | 57 | 23 | 0 | 6 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 92 |
| 06:45 AM | 0 | 66 | 24 | 0 | 7 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 103 |
| 07:00 AM | 0 | 56 | 12 | 2 | 5 | 1 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 85 |
| 07:15 AM | 0 | 74 | 17 | 5 | 3 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 110 |
| 07:30 AM | 3 | 113 | 24 | 4 | 6 | 1 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 4 | 162 |
| 07:45 AM | 2 | 97 | 20 | 4 | 12 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 146 |
| 08:00 AM | 1 | 73 | 18 | 4 | 3 | 3 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 3 | 115 |
| 08:15 AM | 0 | 76 | 15 | 0 | 6 | 3 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 3 | 111 |
| 08:30 AM | 1 | 63 | 11 | 1 | 7 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 90 |
| 08:45 AM | 1 | 79 | 14 | 5 | 4 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 110 |
| 09:00 AM | 3 | 44 | 19 | 3 | 0 | 2 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 5 | 84 |
| 09:15 AM | 0 | 60 | 12 | 0 | 5 | 3 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 88 |
| 09:30 AM | 0 | 41 | 12 | 2 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 1 | 65 |
| 09:45 AM | 0 | 54 | 24 | 3 | 4 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:00 AM | 0 | 59 | 22 | 3 | 10 | 3 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 2 | 107 |
| 10:15 AM | 0 | 51 | 8 | 0 | 5 | 3 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 77 |
| 10:30 AM | 1 | 44 | 13 | 2 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 77 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6046 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 2 | 67 | 13 | 1 | 3 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 94 |
| 12:45 PM | 2 | 42 | 17 | 2 | 9 | 3 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 83 |
| 01:00 PM | 2 | 63 | 10 | 2 | 5 | 3 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 2 | 93 |
| 01:15 PM | 1 | 50 | 14 | 0 | 5 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 77 |
| 01:30 PM | 1 | 65 | 13 | 0 | 7 | 3 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 94 |
| 01:45 PM | 0 | 70 | 14 | 3 | 6 | 3 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 2 | 103 |
| 02:00 PM | 2 | 67 | 20 | 1 | 9 | 6 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 2 | 116 |
| 02:15 PM | 0 | 72 | 22 | 2 | 7 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 112 |
| 02:30 PM | 3 | 81 | 14 | 2 | 7 | 2 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 115 |
| 02:45 PM | 1 | 75 | 19 | 2 | 3 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 107 |
| 03:00 PM | 1 | 85 | 21 | 4 | 9 | 5 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 3 | 135 |
| 03:15 PM | 0 | 67 | 14 | 8 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 101 |
| 03:30 PM | 2 | 104 | 28 | 3 | 13 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 5 | 160 |
| 03:45 PM | 1 | 95 | 16 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 122 |
| 04:00 PM | 0 | 107 | 30 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 145 |
| 04:15 PM | 2 | 89 | 23 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 04:30 PM | 1 | 99 | 16 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 124 |
| 04:45 PM | 0 | 98 | 13 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| 05:00 PM | 1 | 146 | 11 | 0 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 174 |
| 05:15 PM | 1 | 91 | 19 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 05:30 PM | 0 | 95 | 16 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 125 |
| 05:45 PM | 0 | 88 | 13 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 107 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6046 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---------------------------|--------------|-----------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|----------------|
| 06:00 PM | 0 | 78 | 16 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 103 |
| 06:15 PM | 0 | 72 | 9 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 92 |
| 06:30 PM | 0 | 62 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 06:45 PM | 2 | 54 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 63 |
| 07:00 PM | 1 | 50 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 07:15 PM | 0 | 33 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 07:30 PM | 0 | 40 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 |
| 07:45 PM | 1 | 32 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:00 PM | 0 | 33 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 08:15 PM | 1 | 29 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 08:30 PM | 0 | 27 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 08:45 PM | 2 | 37 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 45 |
| 09:00 PM | 0 | 33 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 09:15 PM | 0 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 09:30 PM | 0 | 30 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 09:45 PM | 0 | 36 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 PM | 0 | 35 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:15 PM | 1 | 24 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:30 PM | 0 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:45 PM | 0 | 22 | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 PM | 1 | 20 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 11:15 PM | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 11:30 PM | 1 | 11 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 PM | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Day Total | 46 | 4227 | 964 | 85 | 299 | 97 | 9 | 53 | 169 | 20 | 0 | 0 | 4 | 73 | 6046 |
| Percent | 0.8% | 69.9% | 15.9% | 1.4% | 4.9% | 1.6% | 0.1% | 0.9% | 2.8% | 0.3% | 0% | 0% | 0.1% | 1.2% | |
| ADT 6046 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:30 AM 3 | 7:30 AM 113 | 6:45 AM 24 | 7:15 AM 5 | 7:45 AM 12 | 7:45 AM 6 | 5:00 AM 1 | 5:30 AM 3 | 9:45 AM 10 | 4:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 7:15 AM 2 | 9:00 AM 5 | 7:30 AM 162 |
| PM Peak 15-min Vol | 2:30 PM 3 | 5:00 PM 146 | 4:00 PM 30 | 3:15 PM 8 | 3:30 PM 13 | 2:00 PM 6 | 12:30 PM 1 | 3:00 PM 4 | 12:45 PM 7 | 1:45 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 3:30 PM 5 | 5:00 PM 174 |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 AM | 0 | 9 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 AM | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 AM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 AM | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:15 AM | 0 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:30 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:45 AM | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 AM | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:15 AM | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:30 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 AM | 0 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:15 AM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:30 AM | 0 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:45 AM | 1 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 04:00 AM | 2 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 24 |
| 04:15 AM | 1 | 11 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:30 AM | 0 | 16 | 18 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 44 |
| 04:45 AM | 0 | 21 | 16 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| 05:00 AM | 0 | 20 | 15 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 05:15 AM | 0 | 60 | 18 | 0 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 05:30 AM | 1 | 64 | 24 | 1 | 5 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 100 |
| 05:45 AM | 0 | 52 | 23 | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 84 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6534 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 28 | 13 | 1 | 4 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 54 |
| 06:15 AM | 0 | 42 | 16 | 1 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 66 |
| 06:30 AM | 0 | 56 | 16 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 79 |
| 06:45 AM | 0 | 64 | 31 | 1 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 106 |
| 07:00 AM | 0 | 69 | 15 | 2 | 8 | 4 | 1 | 1 | 5 | 2 | 0 | 0 | 1 | 1 | 109 |
| 07:15 AM | 2 | 69 | 21 | 1 | 8 | 3 | 0 | 1 | 8 | 2 | 1 | 0 | 0 | 0 | 116 |
| 07:30 AM | 2 | 107 | 17 | 6 | 9 | 4 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 1 | 155 |
| 07:45 AM | 0 | 87 | 19 | 5 | 9 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 127 |
| 08:00 AM | 1 | 79 | 12 | 5 | 8 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 113 |
| 08:15 AM | 3 | 91 | 14 | 4 | 5 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 126 |
| 08:30 AM | 1 | 74 | 11 | 1 | 7 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 2 | 102 |
| 08:45 AM | 1 | 63 | 23 | 1 | 5 | 4 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 104 |
| 09:00 AM | 2 | 57 | 19 | 3 | 9 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 98 |
| 09:15 AM | 1 | 52 | 11 | 2 | 3 | 2 | 1 | 1 | 7 | 3 | 0 | 0 | 0 | 2 | 85 |
| 09:30 AM | 0 | 38 | 11 | 1 | 5 | 3 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 68 |
| 09:45 AM | 1 | 54 | 8 | 0 | 4 | 4 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 80 |
| 10:00 AM | 1 | 40 | 13 | 1 | 11 | 3 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 77 |
| 10:15 AM | 1 | 52 | 16 | 1 | 6 | 3 | 0 | 3 | 5 | 2 | 0 | 0 | 2 | 4 | 95 |
| 10:30 AM | 1 | 52 | 18 | 0 | 8 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 1 | 3 | 92 |
| 10:45 AM | 1 | 52 | 15 | 1 | 7 | 0 | 0 | 1 | 16 | 1 | 0 | 0 | 0 | 2 | 96 |
| 11:00 AM | 1 | 49 | 14 | 0 | 5 | 1 | 0 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 81 |
| 11:15 AM | 3 | 48 | 20 | 0 | 3 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 86 |
| 11:30 AM | 1 | 51 | 20 | 2 | 11 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 92 |
| 11:45 AM | 0 | 51 | 12 | 0 | 4 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 78 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6534 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 0 | 65 | 8 | 1 | 7 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 90 |
| 12:15 PM | 0 | 63 | 11 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 82 |
| 12:30 PM | 2 | 51 | 19 | 1 | 6 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 1 | 1 | 90 |
| 12:45 PM | 4 | 66 | 18 | 3 | 2 | 3 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 2 | 106 |
| 01:00 PM | 1 | 65 | 13 | 1 | 6 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 96 |
| 01:15 PM | 0 | 60 | 12 | 2 | 4 | 1 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 1 | 88 |
| 01:30 PM | 1 | 59 | 17 | 0 | 2 | 1 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 1 | 89 |
| 01:45 PM | 1 | 48 | 16 | 1 | 5 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 80 |
| 02:00 PM | 1 | 65 | 17 | 3 | 2 | 3 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 97 |
| 02:15 PM | 3 | 73 | 24 | 0 | 7 | 3 | 1 | 1 | 9 | 1 | 0 | 0 | 1 | 1 | 124 |
| 02:30 PM | 0 | 81 | 18 | 3 | 3 | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 113 |
| 02:45 PM | 3 | 76 | 12 | 1 | 8 | 3 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 3 | 114 |
| 03:00 PM | 0 | 74 | 13 | 4 | 5 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 6 | 110 |
| 03:15 PM | 0 | 70 | 15 | 5 | 5 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 102 |
| 03:30 PM | 0 | 98 | 17 | 2 | 8 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 6 | 135 |
| 03:45 PM | 0 | 73 | 24 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 104 |
| 04:00 PM | 0 | 94 | 18 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 122 |
| 04:15 PM | 2 | 95 | 19 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 126 |
| 04:30 PM | 0 | 128 | 15 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 148 |
| 04:45 PM | 0 | 104 | 10 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 121 |
| 05:00 PM | 1 | 121 | 12 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 145 |
| 05:15 PM | 2 | 116 | 35 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 162 |
| 05:30 PM | 3 | 87 | 12 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 112 |
| 05:45 PM | 0 | 99 | 13 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 118 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 6534 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|---------------|-----------------|---------------|--------------|----------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|---------------|---------------|----------------|
| 06:00 PM | 0 | 61 | 7 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| 06:15 PM | 0 | 75 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 06:30 PM | 1 | 51 | 5 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 64 |
| 06:45 PM | 1 | 52 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 07:00 PM | 0 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 58 |
| 07:15 PM | 0 | 36 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:30 PM | 1 | 35 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:45 PM | 0 | 40 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 08:00 PM | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 08:15 PM | 0 | 26 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 08:30 PM | 0 | 28 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 08:45 PM | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 09:00 PM | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 09:15 PM | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 09:30 PM | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 |
| 09:45 PM | 0 | 41 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 10:00 PM | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:15 PM | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:30 PM | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:45 PM | 0 | 25 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 PM | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:15 PM | 2 | 16 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 23 |
| 11:30 PM | 0 | 20 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 PM | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Day Total | 58 | 4572 | 997 | 78 | 310 | 107 | 6 | 55 | 230 | 36 | 2 | 0 | 10 | 73 | 6534 |
| Percent | 0.9% | 70% | 15.3% | 1.2% | 4.7% | 1.6% | 0.1% | 0.8% | 3.5% | 0.6% | 0% | 0% | 0.2% | 1.1% | |
| ADT 6534 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 8:15 AM 3 | 7:30 AM 107 | 6:45 AM 31 | 7:30 AM 6 | 10:00 AM 11 | 11:15 AM 5 | 5:15 AM 1 | 10:15 AM 3 | 10:45 AM 16 | 7:30 AM 3 | 7:15 AM 1 | 12:00 AM 0 | 10:15 AM 2 | 10:15 AM 4 | 7:30 AM 155 |
| PM Peak 15-min Vol | 12:45 PM 4 | 4:30 PM 128 | 5:15 PM 35 | 3:15 PM 5 | 2:45 PM 8 | 1:00 PM 4 | 12:45 PM 1 | 12:45 PM 3 | 2:15 PM 9 | 2:30 PM 3 | 3:30 PM 1 | 12:00 PM 0 | 12:30 PM 1 | 3:00 PM 6 | 5:15 PM 162 |

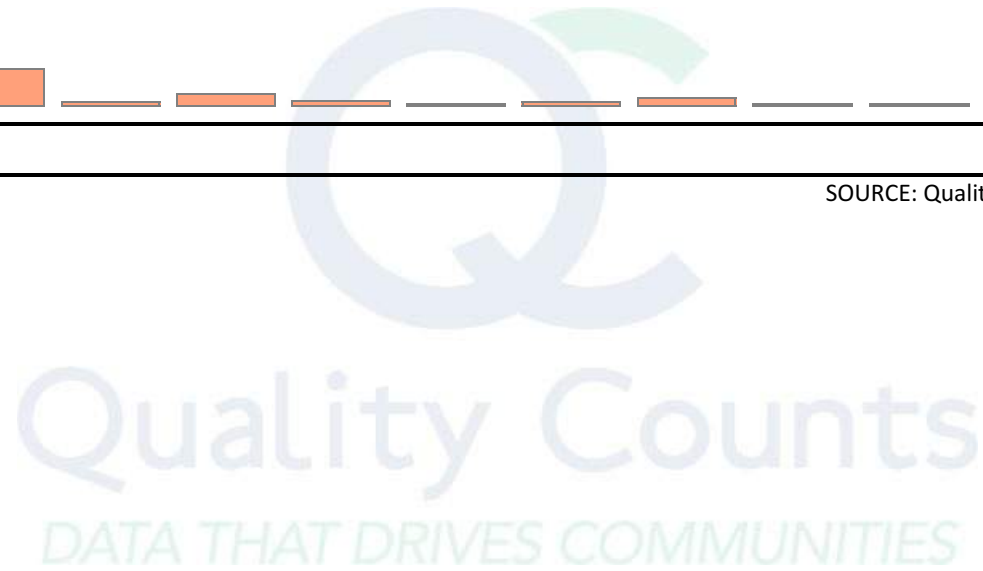
Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Grand Total | 104 | 8799 | 1961 | 163 | 609 | 204 | 15 | 108 | 399 | 56 | 2 | 0 | 14 | 146 | 12580 |
| Percent | 0.8% | 69.9% | 15.6% | 1.3% | 4.8% | 1.6% | 0.1% | 0.9% | 3.2% | 0.4% | 0% | 0% | 0.1% | 1.2% | |



Comments:



Type of report: Tube Count - Volume Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 12:00 AM | | 16 | 14 | | | 15 | | | 15 | |
| 12:15 AM | | 13 | 13 | | | 13 | | | 13 | |
| 12:30 AM | | 7 | 14 | | | 11 | | | 11 | |
| 12:45 AM | | 6 | 9 | | | 8 | | | 8 | |
| 01:00 AM | | 14 | 11 | | | 13 | | | 13 | |
| 01:15 AM | | 6 | 12 | | | 9 | | | 9 | |
| 01:30 AM | | 10 | 9 | | | 10 | | | 10 | |
| 01:45 AM | | 7 | 8 | | | 8 | | | 8 | |
| 02:00 AM | | 7 | 9 | | | 8 | | | 8 | |
| 02:15 AM | | 3 | 8 | | | 6 | | | 6 | |
| 02:30 AM | | 11 | 7 | | | 9 | | | 9 | |
| 02:45 AM | | 10 | 11 | | | 11 | | | 11 | |
| 03:00 AM | | 2 | 3 | | | 3 | | | 3 | |
| 03:15 AM | | 9 | 9 | | | 9 | | | 9 | |
| 03:30 AM | | 14 | 15 | | | 15 | | | 15 | |
| 03:45 AM | | 15 | 11 | | | 13 | | | 13 | |
| 04:00 AM | | 16 | 24 | | | 20 | | | 20 | |
| 04:15 AM | | 17 | 18 | | | 18 | | | 18 | |
| 04:30 AM | | 37 | 44 | | | 41 | | | 41 | |
| 04:45 AM | | 47 | 42 | | | 45 | | | 45 | |
| 05:00 AM | | 54 | 38 | | | 46 | | | 46 | |
| 05:15 AM | | 73 | 87 | | | 80 | | | 80 | |
| 05:30 AM | | 106 | 100 | | | 103 | | | 103 | |
| 05:45 AM | | 87 | 84 | | | 86 | | | 86 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 06:00 AM | | 53 | 54 | | | 54 | | | 54 | |
| 06:15 AM | | 70 | 66 | | | 68 | | | 68 | |
| 06:30 AM | | 92 | 79 | | | 86 | | | 86 | |
| 06:45 AM | | 103 | 106 | | | 105 | | | 105 | |
| 07:00 AM | | 85 | 109 | | | 97 | | | 97 | |
| 07:15 AM | | 110 | 116 | | | 113 | | | 113 | |
| 07:30 AM | | 162 | 155 | | | 159 | | | 159 | |
| 07:45 AM | | 146 | 127 | | | 137 | | | 137 | |
| 08:00 AM | | 115 | 113 | | | 114 | | | 114 | |
| 08:15 AM | | 111 | 126 | | | 119 | | | 119 | |
| 08:30 AM | | 90 | 102 | | | 96 | | | 96 | |
| 08:45 AM | | 110 | 104 | | | 107 | | | 107 | |
| 09:00 AM | | 84 | 98 | | | 91 | | | 91 | |
| 09:15 AM | | 88 | 85 | | | 87 | | | 87 | |
| 09:30 AM | | 65 | 68 | | | 67 | | | 67 | |
| 09:45 AM | | 98 | 80 | | | 89 | | | 89 | |
| 10:00 AM | | 107 | 77 | | | 92 | | | 92 | |
| 10:15 AM | | 77 | 95 | | | 86 | | | 86 | |
| 10:30 AM | | 77 | 92 | | | 85 | | | 85 | |
| 10:45 AM | | 0 | 96 | | | 48 | | | 48 | |
| 11:00 AM | | 0 | 81 | | | 41 | | | 41 | |
| 11:15 AM | | 0 | 86 | | | 43 | | | 43 | |
| 11:30 AM | | 0 | 92 | | | 46 | | | 46 | |
| 11:45 AM | | 0 | 78 | | | 39 | | | 39 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Type of report: Tube Count - Volume Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 12:00 PM | | 0 | 90 | | | 45 | | | 45 | |
| 12:15 PM | | 0 | 82 | | | 41 | | | 41 | |
| 12:30 PM | | 94 | 90 | | | 92 | | | 92 | |
| 12:45 PM | | 83 | 106 | | | 95 | | | 95 | |
| 01:00 PM | | 93 | 96 | | | 95 | | | 95 | |
| 01:15 PM | | 77 | 88 | | | 83 | | | 83 | |
| 01:30 PM | | 94 | 89 | | | 92 | | | 92 | |
| 01:45 PM | | 103 | 80 | | | 92 | | | 92 | |
| 02:00 PM | | 116 | 97 | | | 107 | | | 107 | |
| 02:15 PM | | 112 | 124 | | | 118 | | | 118 | |
| 02:30 PM | | 115 | 113 | | | 114 | | | 114 | |
| 02:45 PM | | 107 | 114 | | | 111 | | | 111 | |
| 03:00 PM | | 135 | 110 | | | 123 | | | 123 | |
| 03:15 PM | | 101 | 102 | | | 102 | | | 102 | |
| 03:30 PM | | 160 | 135 | | | 148 | | | 148 | |
| 03:45 PM | | 122 | 104 | | | 113 | | | 113 | |
| 04:00 PM | | 145 | 122 | | | 134 | | | 134 | |
| 04:15 PM | | 119 | 126 | | | 123 | | | 123 | |
| 04:30 PM | | 124 | 148 | | | 136 | | | 136 | |
| 04:45 PM | | 117 | 121 | | | 119 | | | 119 | |
| 05:00 PM | | 174 | 145 | | | 160 | | | 160 | |
| 05:15 PM | | 121 | 162 | | | 142 | | | 142 | |
| 05:30 PM | | 125 | 112 | | | 119 | | | 119 | |
| 05:45 PM | | 107 | 118 | | | 113 | | | 113 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
|--------------------|------------------|------------------|----------------|-----|-----|-----------------------------------|-----|-----|--------------------------------|----------------------|
| 06:00 PM | | 103 | 74 | | | 89 | | | 89 | |
| 06:15 PM | | 92 | 82 | | | 87 | | | 87 | |
| 06:30 PM | | 70 | 64 | | | 67 | | | 67 | |
| 06:45 PM | | 63 | 59 | | | 61 | | | 61 | |
| 07:00 PM | | 63 | 58 | | | 61 | | | 61 | |
| 07:15 PM | | 42 | 40 | | | 41 | | | 41 | |
| 07:30 PM | | 47 | 44 | | | 46 | | | 46 | |
| 07:45 PM | | 40 | 44 | | | 42 | | | 42 | |
| 08:00 PM | | 41 | 43 | | | 42 | | | 42 | |
| 08:15 PM | | 36 | 31 | | | 34 | | | 34 | |
| 08:30 PM | | 36 | 31 | | | 34 | | | 34 | |
| 08:45 PM | | 45 | 36 | | | 41 | | | 41 | |
| 09:00 PM | | 37 | 22 | | | 30 | | | 30 | |
| 09:15 PM | | 49 | 36 | | | 43 | | | 43 | |
| 09:30 PM | | 43 | 44 | | | 44 | | | 44 | |
| 09:45 PM | | 39 | 47 | | | 43 | | | 43 | |
| 10:00 PM | | 40 | 29 | | | 35 | | | 35 | |
| 10:15 PM | | 29 | 24 | | | 27 | | | 27 | |
| 10:30 PM | | 35 | 32 | | | 34 | | | 34 | |
| 10:45 PM | | 29 | 31 | | | 30 | | | 30 | |
| 11:00 PM | | 32 | 34 | | | 33 | | | 33 | |
| 11:15 PM | | 28 | 23 | | | 26 | | | 26 | |
| 11:30 PM | | 17 | 23 | | | 20 | | | 20 | |
| 11:45 PM | | 16 | 24 | | | 20 | | | 20 | |
| Day Total | | 6046 | 6534 | | | 6316 | | | 6316 | |
| % Weekday Average | | 95.7% | 103.5% | | | | | | | |
| % Week Average | | 95.7% | 103.5% | | | 100% | | | | |
| AM Peak 15-min Vol | | 7:30 AM 162 | 7:30 AM 155 | | | 7:30 AM 159 | | | 7:30 AM 159 | |
| PM Peak 15-min Vol | | 5:00 PM 174 | 5:15 PM 162 | | | 5:00 PM 160 | | | 5:00 PM 160 | |

Comments:

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 2 | 1 | 3 | 13 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 32 | 41-50 | 20 |
| 12:15 AM | 0 | 0 | 0 | 1 | 5 | 5 | 5 | 8 | 4 | 1 | 1 | 0 | 1 | 0 | 31 | 41-50 | 13 |
| 12:30 AM | 0 | 0 | 2 | 1 | 1 | 6 | 8 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 26 | 36-45 | 14 |
| 12:45 AM | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 19 | 31-40 | 9 |
| 01:00 AM | 0 | 0 | 0 | 1 | 4 | 5 | 9 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 26 | 36-45 | 14 |
| 01:15 AM | 0 | 0 | 0 | 1 | 0 | 6 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 36-45 | 11 |
| 01:30 AM | 0 | 0 | 1 | 0 | 2 | 4 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 41-50 | 12 |
| 01:45 AM | 0 | 0 | 1 | 0 | 2 | 3 | 5 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 18 | 36-45 | 8 |
| 02:00 AM | 0 | 0 | 2 | 1 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 31-40 | 6 |
| 02:15 AM | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | 40-49 | 7 |
| 02:30 AM | 0 | 0 | 0 | 1 | 1 | 3 | 10 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 22 | 36-45 | 13 |
| 02:45 AM | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 7 | 3 | 0 | 0 | 0 | 1 | 0 | 21 | 41-50 | 11 |
| 03:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 20 | 41-50 | 11 |
| 03:15 AM | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 41-50 | 9 |
| 03:30 AM | 0 | 0 | 4 | 1 | 1 | 6 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 36-45 | 13 |
| 03:45 AM | 0 | 0 | 2 | 1 | 2 | 4 | 6 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 30 | 41-50 | 15 |
| 04:00 AM | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 29 | 41-50 | 14 |
| 04:15 AM | 0 | 0 | 1 | 1 | 2 | 10 | 4 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 41-50 | 15 |
| 04:30 AM | 1 | 0 | 0 | 2 | 6 | 11 | 11 | 12 | 8 | 0 | 2 | 0 | 0 | 1 | 54 | 41-50 | 23 |
| 04:45 AM | 1 | 0 | 0 | 1 | 2 | 11 | 10 | 15 | 12 | 6 | 2 | 0 | 1 | 0 | 61 | 46-55 | 27 |
| 05:00 AM | 0 | 1 | 0 | 2 | 2 | 8 | 19 | 18 | 12 | 6 | 3 | 0 | 1 | 0 | 72 | 41-50 | 37 |
| 05:15 AM | 2 | 1 | 1 | 1 | 9 | 13 | 19 | 24 | 19 | 8 | 4 | 0 | 1 | 0 | 102 | 41-50 | 43 |
| 05:30 AM | 0 | 0 | 0 | 1 | 4 | 18 | 30 | 48 | 28 | 13 | 5 | 1 | 0 | 0 | 148 | 41-50 | 78 |
| 05:45 AM | 0 | 0 | 0 | 2 | 5 | 13 | 34 | 40 | 23 | 11 | 7 | 0 | 0 | 0 | 135 | 41-50 | 74 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 1 | 1 | 0 | 2 | 4 | 20 | 35 | 31 | 22 | 10 | 4 | 1 | 0 | 0 | 131 | 41-50 | 66 |
| 06:15 AM | 2 | 1 | 2 | 0 | 6 | 22 | 44 | 36 | 20 | 3 | 2 | 0 | 1 | 0 | 139 | 41-50 | 80 |
| 06:30 AM | 1 | 0 | 2 | 6 | 5 | 20 | 37 | 52 | 26 | 12 | 3 | 0 | 0 | 0 | 164 | 41-50 | 89 |
| 06:45 AM | 3 | 0 | 2 | 2 | 10 | 25 | 34 | 66 | 24 | 13 | 6 | 1 | 0 | 0 | 186 | 41-50 | 100 |
| 07:00 AM | 1 | 0 | 1 | 4 | 7 | 27 | 33 | 35 | 19 | 7 | 5 | 1 | 0 | 0 | 140 | 41-50 | 68 |
| 07:15 AM | 0 | 1 | 0 | 2 | 14 | 41 | 42 | 44 | 32 | 8 | 6 | 0 | 1 | 0 | 191 | 41-50 | 86 |
| 07:30 AM | 4 | 2 | 1 | 6 | 8 | 32 | 67 | 81 | 37 | 21 | 3 | 1 | 1 | 0 | 264 | 41-50 | 148 |
| 07:45 AM | 4 | 0 | 3 | 7 | 31 | 45 | 61 | 81 | 36 | 28 | 6 | 3 | 0 | 0 | 305 | 41-50 | 142 |
| 08:00 AM | 4 | 3 | 0 | 10 | 15 | 27 | 47 | 74 | 41 | 27 | 7 | 1 | 0 | 1 | 257 | 41-50 | 121 |
| 08:15 AM | 5 | 1 | 4 | 9 | 24 | 35 | 66 | 62 | 35 | 16 | 9 | 0 | 0 | 1 | 267 | 41-50 | 128 |
| 08:30 AM | 4 | 3 | 1 | 2 | 10 | 36 | 49 | 61 | 39 | 17 | 6 | 3 | 0 | 0 | 231 | 41-50 | 110 |
| 08:45 AM | 2 | 1 | 3 | 1 | 15 | 26 | 84 | 49 | 30 | 13 | 3 | 0 | 0 | 0 | 227 | 41-50 | 133 |
| 09:00 AM | 11 | 2 | 1 | 2 | 14 | 19 | 40 | 38 | 19 | 12 | 8 | 1 | 0 | 0 | 167 | 41-50 | 78 |
| 09:15 AM | 6 | 1 | 2 | 5 | 12 | 27 | 54 | 46 | 12 | 6 | 3 | 1 | 0 | 0 | 175 | 41-50 | 100 |
| 09:30 AM | 4 | 0 | 4 | 4 | 12 | 31 | 35 | 38 | 18 | 9 | 1 | 1 | 1 | 0 | 158 | 41-50 | 73 |
| 09:45 AM | 3 | 1 | 1 | 3 | 21 | 30 | 52 | 35 | 27 | 6 | 2 | 0 | 0 | 1 | 182 | 41-50 | 87 |
| 10:00 AM | 6 | 1 | 0 | 8 | 12 | 39 | 74 | 49 | 31 | 7 | 1 | 0 | 0 | 3 | 231 | 41-50 | 123 |
| 10:15 AM | 12 | 0 | 3 | 2 | 4 | 42 | 64 | 47 | 29 | 5 | 4 | 0 | 0 | 0 | 212 | 41-50 | 111 |
| 10:30 AM | 4 | 0 | 1 | 4 | 17 | 32 | 58 | 47 | 26 | 9 | 1 | 1 | 0 | 1 | 201 | 41-50 | 105 |
| 10:45 AM | 3 | 0 | 3 | 1 | 9 | 34 | 35 | 17 | 8 | 5 | 0 | 0 | 0 | 0 | 115 | 36-45 | 69 |
| 11:00 AM | 5 | 0 | 2 | 3 | 7 | 18 | 24 | 28 | 18 | 3 | 1 | 1 | 1 | 0 | 111 | 41-50 | 52 |
| 11:15 AM | 4 | 0 | 2 | 4 | 11 | 19 | 25 | 27 | 17 | 2 | 0 | 0 | 0 | 0 | 111 | 41-50 | 52 |
| 11:30 AM | 3 | 0 | 1 | 4 | 14 | 37 | 29 | 27 | 9 | 6 | 2 | 0 | 0 | 0 | 132 | 36-45 | 66 |
| 11:45 AM | 1 | 4 | 2 | 4 | 9 | 28 | 40 | 29 | 24 | 8 | 2 | 0 | 0 | 0 | 151 | 41-50 | 69 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 4 | 1 | 2 | 2 | 17 | 31 | 58 | 28 | 10 | 4 | 1 | 0 | 0 | 0 | 158 | 36-45 | 89 |
| 12:15 PM | 0 | 2 | 1 | 7 | 21 | 43 | 40 | 20 | 16 | 2 | 1 | 0 | 0 | 0 | 153 | 36-45 | 83 |
| 12:30 PM | 8 | 0 | 1 | 3 | 20 | 40 | 85 | 55 | 22 | 8 | 4 | 0 | 0 | 0 | 246 | 41-50 | 140 |
| 12:45 PM | 3 | 0 | 3 | 4 | 19 | 52 | 77 | 50 | 23 | 19 | 3 | 0 | 0 | 0 | 253 | 36-45 | 129 |
| 01:00 PM | 13 | 4 | 5 | 6 | 13 | 43 | 45 | 50 | 30 | 11 | 1 | 0 | 0 | 0 | 221 | 41-50 | 95 |
| 01:15 PM | 9 | 0 | 5 | 3 | 14 | 38 | 70 | 56 | 32 | 13 | 2 | 1 | 0 | 0 | 243 | 41-50 | 126 |
| 01:30 PM | 0 | 0 | 0 | 5 | 23 | 49 | 59 | 64 | 32 | 21 | 10 | 1 | 1 | 1 | 266 | 41-50 | 123 |
| 01:45 PM | 4 | 1 | 1 | 3 | 12 | 41 | 80 | 88 | 36 | 18 | 6 | 1 | 0 | 0 | 291 | 41-50 | 168 |
| 02:00 PM | 8 | 0 | 6 | 2 | 33 | 48 | 98 | 87 | 36 | 10 | 5 | 2 | 0 | 0 | 335 | 41-50 | 185 |
| 02:15 PM | 1 | 0 | 0 | 3 | 8 | 48 | 83 | 91 | 44 | 21 | 8 | 4 | 0 | 0 | 311 | 41-50 | 174 |
| 02:30 PM | 3 | 0 | 8 | 3 | 25 | 46 | 114 | 89 | 63 | 29 | 6 | 1 | 0 | 0 | 387 | 41-50 | 203 |
| 02:45 PM | 7 | 0 | 0 | 5 | 24 | 76 | 115 | 94 | 36 | 17 | 8 | 1 | 3 | 0 | 386 | 41-50 | 209 |
| 03:00 PM | 7 | 1 | 1 | 6 | 29 | 50 | 139 | 116 | 39 | 17 | 6 | 0 | 0 | 0 | 411 | 41-50 | 255 |
| 03:15 PM | 1 | 0 | 0 | 2 | 18 | 36 | 90 | 124 | 51 | 15 | 3 | 2 | 1 | 0 | 343 | 41-50 | 214 |
| 03:30 PM | 14 | 0 | 2 | 3 | 47 | 100 | 154 | 115 | 41 | 15 | 5 | 2 | 1 | 0 | 499 | 41-50 | 269 |
| 03:45 PM | 7 | 1 | 3 | 6 | 25 | 75 | 148 | 89 | 49 | 22 | 2 | 1 | 1 | 0 | 429 | 41-50 | 237 |
| 04:00 PM | 9 | 1 | 2 | 4 | 31 | 82 | 160 | 115 | 51 | 13 | 4 | 1 | 0 | 0 | 473 | 41-50 | 275 |
| 04:15 PM | 8 | 1 | 2 | 6 | 21 | 66 | 149 | 111 | 44 | 20 | 4 | 3 | 1 | 0 | 436 | 41-50 | 260 |
| 04:30 PM | 7 | 2 | 0 | 4 | 15 | 68 | 102 | 119 | 63 | 14 | 8 | 2 | 0 | 0 | 404 | 41-50 | 221 |
| 04:45 PM | 7 | 0 | 1 | 6 | 22 | 63 | 130 | 70 | 53 | 6 | 3 | 1 | 0 | 0 | 362 | 41-50 | 200 |
| 05:00 PM | 8 | 1 | 4 | 24 | 43 | 103 | 146 | 99 | 32 | 5 | 4 | 0 | 0 | 0 | 469 | 36-45 | 249 |
| 05:15 PM | 7 | 1 | 6 | 21 | 49 | 94 | 88 | 74 | 21 | 10 | 3 | 0 | 0 | 0 | 374 | 36-45 | 182 |
| 05:30 PM | 13 | 0 | 2 | 11 | 26 | 85 | 119 | 91 | 32 | 14 | 0 | 1 | 0 | 0 | 394 | 41-50 | 210 |
| 05:45 PM | 3 | 1 | 1 | 5 | 21 | 67 | 84 | 77 | 37 | 12 | 0 | 1 | 0 | 0 | 309 | 41-50 | 161 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|----------------|---------------|--------------|---------------|---------------|----------------|----------------|----------------|---------------|---------------|---------------|--------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 9 | 0 | 3 | 10 | 22 | 55 | 89 | 80 | 39 | 12 | 0 | 2 | 0 | 0 | 321 | 41-50 | 169 |
| 06:15 PM | 4 | 0 | 4 | 6 | 16 | 63 | 50 | 39 | 28 | 5 | 3 | 0 | 0 | 0 | 218 | 36-45 | 113 |
| 06:30 PM | 0 | 0 | 2 | 2 | 14 | 39 | 48 | 37 | 30 | 4 | 2 | 0 | 0 | 0 | 178 | 36-45 | 87 |
| 06:45 PM | 2 | 1 | 0 | 4 | 11 | 33 | 48 | 33 | 12 | 7 | 2 | 0 | 0 | 1 | 154 | 36-45 | 81 |
| 07:00 PM | 0 | 1 | 1 | 4 | 15 | 25 | 41 | 22 | 17 | 4 | 0 | 0 | 0 | 0 | 130 | 36-45 | 66 |
| 07:15 PM | 2 | 0 | 2 | 2 | 11 | 27 | 33 | 30 | 8 | 3 | 1 | 1 | 0 | 0 | 120 | 41-50 | 63 |
| 07:30 PM | 2 | 0 | 1 | 3 | 1 | 23 | 35 | 18 | 8 | 6 | 4 | 1 | 0 | 0 | 102 | 36-45 | 58 |
| 07:45 PM | 0 | 1 | 1 | 1 | 8 | 18 | 26 | 27 | 15 | 5 | 0 | 0 | 0 | 0 | 102 | 41-50 | 53 |
| 08:00 PM | 3 | 0 | 1 | 1 | 9 | 14 | 29 | 22 | 16 | 5 | 2 | 1 | 0 | 0 | 103 | 41-50 | 51 |
| 08:15 PM | 0 | 0 | 2 | 2 | 1 | 20 | 13 | 25 | 13 | 12 | 1 | 3 | 1 | 0 | 93 | 45-54 | 38 |
| 08:30 PM | 1 | 0 | 0 | 4 | 4 | 14 | 31 | 21 | 12 | 2 | 1 | 0 | 0 | 2 | 92 | 41-50 | 52 |
| 08:45 PM | 6 | 0 | 1 | 3 | 5 | 14 | 40 | 19 | 11 | 6 | 1 | 1 | 1 | 1 | 109 | 41-50 | 59 |
| 09:00 PM | 0 | 0 | 0 | 2 | 2 | 12 | 26 | 31 | 8 | 2 | 1 | 2 | 0 | 0 | 86 | 41-50 | 57 |
| 09:15 PM | 1 | 1 | 0 | 4 | 12 | 20 | 22 | 15 | 14 | 4 | 2 | 1 | 0 | 0 | 96 | 36-45 | 42 |
| 09:30 PM | 1 | 0 | 1 | 7 | 8 | 22 | 18 | 25 | 11 | 4 | 3 | 1 | 0 | 0 | 101 | 41-50 | 43 |
| 09:45 PM | 0 | 0 | 0 | 1 | 6 | 15 | 25 | 18 | 9 | 5 | 1 | 1 | 0 | 0 | 81 | 41-50 | 43 |
| 10:00 PM | 0 | 0 | 5 | 3 | 6 | 22 | 30 | 23 | 9 | 4 | 0 | 0 | 1 | 0 | 103 | 41-50 | 53 |
| 10:15 PM | 0 | 2 | 1 | 0 | 3 | 10 | 17 | 22 | 8 | 6 | 1 | 0 | 0 | 0 | 70 | 41-50 | 39 |
| 10:30 PM | 3 | 0 | 1 | 4 | 6 | 22 | 16 | 19 | 16 | 4 | 0 | 0 | 0 | 1 | 92 | 36-45 | 38 |
| 10:45 PM | 0 | 0 | 1 | 1 | 10 | 18 | 8 | 14 | 3 | 1 | 3 | 0 | 0 | 0 | 59 | 31-40 | 28 |
| 11:00 PM | 1 | 1 | 3 | 4 | 8 | 6 | 18 | 23 | 12 | 3 | 0 | 1 | 0 | 0 | 80 | 41-50 | 41 |
| 11:15 PM | 2 | 0 | 3 | 2 | 6 | 22 | 12 | 7 | 4 | 2 | 1 | 1 | 0 | 0 | 62 | 36-45 | 34 |
| 11:30 PM | 0 | 0 | 1 | 2 | 6 | 6 | 14 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 43 | 41-50 | 21 |
| 11:45 PM | 0 | 0 | 0 | 1 | 2 | 9 | 15 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 43 | 41-50 | 25 |
| Day Total | 285 | 48 | 145 | 337 | 1122 | 2835 | 4495 | 3914 | 1954 | 757 | 243 | 58 | 21 | 14 | 16228 | 41-50 | 8409 |
| Percent | 1.8% | 0.3% | 0.9% | 2.1% | 6.9% | 17.5% | 27.7% | 24.1% | 12% | 4.7% | 1.5% | 0.4% | 0.1% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:15 AM 12 | 11:45 AM 4 | 3:30 AM 4 | 8:00 AM 10 | 7:45 AM 31 | 7:45 AM 45 | 8:45 AM 84 | 7:30 AM 81 | 8:00 AM 41 | 7:45 AM 28 | 8:15 AM 9 | 7:45 AM 3 | 12:15 AM 1 | 10:00 AM 3 | 7:45 AM 305 | | |
| PM Peak 15-min Vol | 3:30 PM 14 | 1:00 PM 4 | 2:30 PM 8 | 5:00 PM 24 | 5:15 PM 49 | 5:00 PM 103 | 4:00 PM 160 | 3:15 PM 124 | 2:30 PM 63 | 2:30 PM 29 | 1:30 PM 10 | 2:15 PM 4 | 2:45 PM 3 | 8:30 PM 2 | 3:30 PM 499 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|--------------------|-----|-------|-------|----|----|----|----|----|----|----|----|----|-----|-------|------------|----------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | | | | | | | | | | | | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | | | | | | | | | | | | | | |
| Start Time | 15 | 16 | 20 | 21 | 25 | 26 | 30 | 31 | 35 | 36 | 40 | 41 | 45 | 46 | 50 | 51 | 55 | 56 | 60 | 61 | 65 | 66 | 70 | 71 | 75 | 76 | 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 3 | 6 | 7 | 9 | 5 | 2 | 3 | 2 | 0 | 0 | 0 | 37 | 36-45 | 16 | | | | | | | | | | | | |
| 12:15 AM | 0 | 0 | 0 | 0 | 2 | 10 | 6 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 27 | 36-45 | 16 | | | | | | | | | | | | | |
| 12:30 AM | 0 | 0 | 1 | 1 | 1 | 7 | 10 | 5 | 8 | 1 | 1 | 0 | 0 | 0 | 35 | 36-45 | 17 | | | | | | | | | | | | | |
| 12:45 AM | 0 | 0 | 1 | 0 | 1 | 4 | 4 | 6 | 6 | 3 | 0 | 1 | 0 | 0 | 26 | 46-55 | 12 | | | | | | | | | | | | | |
| 01:00 AM | 0 | 0 | 0 | 0 | 2 | 6 | 7 | 4 | 7 | 3 | 1 | 0 | 0 | 2 | 32 | 36-45 | 13 | | | | | | | | | | | | | |
| 01:15 AM | 0 | 0 | 1 | 0 | 1 | 4 | 4 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 20 | 41-50 | 9 | | | | | | | | | | | | | |
| 01:30 AM | 0 | 1 | 0 | 0 | 4 | 4 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 41-50 | 15 | | | | | | | | | | | | | |
| 01:45 AM | 0 | 0 | 1 | 1 | 0 | 6 | 2 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 21 | 46-55 | 9 | | | | | | | | | | | | | |
| 02:00 AM | 0 | 0 | 0 | 1 | 2 | 8 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 36-45 | 13 | | | | | | | | | | | | | |
| 02:15 AM | 1 | 0 | 0 | 0 | 3 | 3 | 13 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 41-50 | 17 | | | | | | | | | | | | | |
| 02:30 AM | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 41-50 | 7 | | | | | | | | | | | | | |
| 02:45 AM | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 4 | 1 | 0 | 1 | 0 | 1 | 0 | 21 | 39-48 | 11 | | | | | | | | | | | | | |
| 03:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 18 | 41-50 | 10 | | | | | | | | | | | | | |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 1 | 2 | 1 | 0 | 0 | 0 | 26 | 41-50 | 17 | | | | | | | | | | | | | |
| 03:30 AM | 0 | 0 | 1 | 0 | 4 | 8 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 36-45 | 15 | | | | | | | | | | | | | |
| 03:45 AM | 2 | 0 | 0 | 1 | 3 | 5 | 3 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 21 | 31-40 | 8 | | | | | | | | | | | | | |
| 04:00 AM | 3 | 0 | 1 | 1 | 6 | 4 | 8 | 10 | 4 | 0 | 0 | 1 | 0 | 0 | 38 | 41-50 | 18 | | | | | | | | | | | | | |
| 04:15 AM | 0 | 0 | 1 | 2 | 5 | 6 | 9 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 35 | 41-50 | 16 | | | | | | | | | | | | | |
| 04:30 AM | 0 | 0 | 0 | 3 | 3 | 13 | 17 | 13 | 11 | 2 | 1 | 0 | 0 | 1 | 64 | 41-50 | 30 | | | | | | | | | | | | | |
| 04:45 AM | 0 | 0 | 0 | 3 | 2 | 4 | 15 | 15 | 7 | 1 | 3 | 0 | 0 | 0 | 57 | 41-50 | 30 | | | | | | | | | | | | | |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 15 | 10 | 5 | 0 | 0 | 0 | 1 | 52 | 41-50 | 28 | | | | | | | | | | | | | |
| 05:15 AM | 0 | 0 | 0 | 1 | 6 | 13 | 26 | 31 | 16 | 7 | 4 | 1 | 1 | 2 | 108 | 41-50 | 57 | | | | | | | | | | | | | |
| 05:30 AM | 1 | 0 | 1 | 0 | 5 | 18 | 37 | 38 | 16 | 11 | 3 | 1 | 0 | 0 | 131 | 41-50 | 75 | | | | | | | | | | | | | |
| 05:45 AM | 2 | 0 | 1 | 0 | 1 | 8 | 33 | 43 | 18 | 10 | 5 | 1 | 0 | 0 | 122 | 41-50 | 76 | | | | | | | | | | | | | |
| Day Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 25 2023

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 06:00 AM | 0 | 0 | 1 | 0 | 8 | 14 | 23 | 43 | 22 | 9 | 2 | 0 | 0 | 0 | 122 | 41-50 | 66 |
| 06:15 AM | 2 | 0 | 2 | 0 | 4 | 17 | 27 | 42 | 29 | 11 | 5 | 0 | 0 | 0 | 139 | 46-55 | 71 |
| 06:30 AM | 1 | 1 | 2 | 1 | 5 | 28 | 53 | 36 | 17 | 8 | 2 | 2 | 0 | 0 | 156 | 41-50 | 89 |
| 06:45 AM | 1 | 0 | 1 | 2 | 12 | 40 | 53 | 46 | 25 | 11 | 1 | 0 | 0 | 0 | 192 | 41-50 | 99 |
| 07:00 AM | 1 | 1 | 3 | 5 | 16 | 22 | 44 | 42 | 17 | 8 | 3 | 5 | 0 | 0 | 167 | 41-50 | 86 |
| 07:15 AM | 1 | 0 | 2 | 4 | 9 | 41 | 62 | 59 | 31 | 9 | 2 | 0 | 0 | 0 | 220 | 41-50 | 121 |
| 07:30 AM | 4 | 1 | 2 | 9 | 16 | 35 | 68 | 68 | 26 | 15 | 4 | 0 | 1 | 0 | 249 | 41-50 | 136 |
| 07:45 AM | 5 | 0 | 2 | 7 | 17 | 35 | 70 | 70 | 41 | 8 | 6 | 1 | 0 | 0 | 262 | 41-50 | 140 |
| 08:00 AM | 5 | 0 | 5 | 12 | 27 | 47 | 58 | 55 | 27 | 11 | 3 | 0 | 0 | 2 | 252 | 41-50 | 113 |
| 08:15 AM | 5 | 2 | 4 | 4 | 21 | 35 | 73 | 73 | 35 | 18 | 9 | 3 | 0 | 0 | 282 | 41-50 | 146 |
| 08:30 AM | 9 | 0 | 4 | 10 | 18 | 41 | 63 | 43 | 33 | 15 | 5 | 3 | 1 | 0 | 245 | 41-50 | 106 |
| 08:45 AM | 8 | 2 | 3 | 4 | 20 | 43 | 42 | 59 | 31 | 9 | 6 | 5 | 0 | 0 | 232 | 41-50 | 101 |
| 09:00 AM | 1 | 0 | 2 | 5 | 9 | 27 | 53 | 66 | 31 | 8 | 5 | 2 | 0 | 0 | 209 | 41-50 | 119 |
| 09:15 AM | 10 | 1 | 2 | 6 | 6 | 30 | 41 | 39 | 18 | 10 | 2 | 0 | 1 | 0 | 166 | 41-50 | 80 |
| 09:30 AM | 4 | 1 | 6 | 11 | 22 | 40 | 41 | 25 | 8 | 7 | 2 | 0 | 0 | 0 | 167 | 36-45 | 81 |
| 09:45 AM | 1 | 2 | 3 | 4 | 15 | 33 | 45 | 31 | 21 | 10 | 2 | 0 | 0 | 0 | 167 | 36-45 | 78 |
| 10:00 AM | 0 | 3 | 4 | 6 | 26 | 45 | 35 | 28 | 8 | 6 | 3 | 0 | 2 | 0 | 166 | 36-45 | 80 |
| 10:15 AM | 5 | 0 | 3 | 4 | 18 | 49 | 59 | 23 | 13 | 6 | 3 | 3 | 0 | 0 | 186 | 36-45 | 108 |
| 10:30 AM | 4 | 8 | 7 | 4 | 33 | 41 | 61 | 25 | 22 | 1 | 2 | 2 | 0 | 0 | 210 | 36-45 | 102 |
| 10:45 AM | 5 | 2 | 4 | 13 | 22 | 46 | 68 | 24 | 15 | 3 | 0 | 0 | 0 | 0 | 202 | 36-45 | 114 |
| 11:00 AM | 2 | 0 | 3 | 4 | 19 | 34 | 49 | 37 | 16 | 6 | 3 | 0 | 0 | 0 | 173 | 41-50 | 86 |
| 11:15 AM | 2 | 0 | 4 | 11 | 24 | 37 | 50 | 31 | 15 | 5 | 1 | 0 | 0 | 0 | 180 | 36-45 | 87 |
| 11:30 AM | 3 | 1 | 2 | 5 | 24 | 51 | 63 | 22 | 13 | 3 | 1 | 0 | 0 | 0 | 188 | 36-45 | 114 |
| 11:45 AM | 2 | 0 | 2 | 6 | 15 | 39 | 50 | 26 | 21 | 7 | 3 | 0 | 0 | 0 | 171 | 36-45 | 89 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 0 | 11 | 17 | 42 | 49 | 41 | 10 | 6 | 2 | 1 | 0 | 0 | 180 | 36-45 | 91 |
| 12:15 PM | 4 | 0 | 3 | 8 | 19 | 43 | 53 | 28 | 21 | 12 | 1 | 0 | 0 | 0 | 192 | 36-45 | 96 |
| 12:30 PM | 1 | 0 | 5 | 8 | 17 | 46 | 35 | 49 | 22 | 8 | 1 | 0 | 0 | 0 | 192 | 41-50 | 84 |
| 12:45 PM | 4 | 1 | 4 | 8 | 30 | 44 | 47 | 35 | 28 | 6 | 4 | 1 | 0 | 0 | 212 | 36-45 | 91 |
| 01:00 PM | 9 | 1 | 4 | 8 | 35 | 41 | 48 | 61 | 23 | 9 | 3 | 0 | 0 | 0 | 242 | 41-50 | 109 |
| 01:15 PM | 4 | 2 | 2 | 9 | 26 | 37 | 66 | 39 | 23 | 6 | 2 | 0 | 0 | 1 | 217 | 41-50 | 105 |
| 01:30 PM | 4 | 2 | 5 | 7 | 35 | 44 | 58 | 44 | 12 | 5 | 2 | 1 | 0 | 0 | 219 | 36-45 | 102 |
| 01:45 PM | 7 | 2 | 7 | 10 | 25 | 48 | 44 | 43 | 14 | 4 | 1 | 0 | 0 | 1 | 206 | 36-45 | 92 |
| 02:00 PM | 1 | 0 | 2 | 13 | 25 | 65 | 70 | 44 | 30 | 14 | 1 | 1 | 0 | 0 | 266 | 36-45 | 135 |
| 02:15 PM | 6 | 1 | 6 | 10 | 35 | 67 | 76 | 59 | 16 | 3 | 2 | 0 | 0 | 0 | 281 | 36-45 | 143 |
| 02:30 PM | 4 | 0 | 4 | 10 | 49 | 96 | 93 | 52 | 25 | 7 | 2 | 0 | 0 | 0 | 342 | 36-45 | 189 |
| 02:45 PM | 7 | 0 | 8 | 24 | 35 | 98 | 99 | 41 | 12 | 3 | 2 | 1 | 0 | 0 | 330 | 36-45 | 197 |
| 03:00 PM | 11 | 5 | 4 | 21 | 40 | 118 | 80 | 46 | 9 | 3 | 0 | 0 | 0 | 0 | 337 | 36-45 | 198 |
| 03:15 PM | 7 | 1 | 5 | 10 | 43 | 100 | 103 | 43 | 11 | 1 | 0 | 0 | 0 | 0 | 324 | 36-45 | 203 |
| 03:30 PM | 12 | 0 | 6 | 18 | 71 | 98 | 98 | 69 | 17 | 3 | 0 | 0 | 0 | 0 | 392 | 36-45 | 196 |
| 03:45 PM | 4 | 0 | 0 | 1 | 51 | 109 | 90 | 60 | 21 | 3 | 0 | 0 | 0 | 0 | 339 | 36-45 | 199 |
| 04:00 PM | 9 | 5 | 4 | 10 | 63 | 119 | 119 | 56 | 19 | 6 | 1 | 0 | 0 | 0 | 411 | 36-45 | 238 |
| 04:15 PM | 8 | 2 | 5 | 14 | 31 | 120 | 115 | 46 | 17 | 6 | 0 | 0 | 0 | 0 | 364 | 36-45 | 235 |
| 04:30 PM | 6 | 0 | 2 | 3 | 31 | 179 | 122 | 62 | 12 | 2 | 0 | 0 | 0 | 0 | 419 | 36-45 | 301 |
| 04:45 PM | 3 | 0 | 1 | 3 | 37 | 103 | 113 | 62 | 15 | 0 | 0 | 0 | 0 | 0 | 337 | 36-45 | 216 |
| 05:00 PM | 3 | 0 | 9 | 8 | 43 | 121 | 137 | 58 | 15 | 2 | 0 | 0 | 0 | 0 | 396 | 36-45 | 258 |
| 05:15 PM | 6 | 0 | 1 | 9 | 45 | 122 | 114 | 69 | 9 | 5 | 0 | 0 | 0 | 0 | 380 | 36-45 | 236 |
| 05:30 PM | 2 | 0 | 4 | 8 | 34 | 111 | 110 | 36 | 8 | 1 | 0 | 0 | 0 | 0 | 314 | 36-45 | 221 |
| 05:45 PM | 3 | 0 | 0 | 4 | 33 | 109 | 68 | 41 | 10 | 1 | 0 | 0 | 0 | 0 | 269 | 36-45 | 177 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------------|---------------|---------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 6 | 1 | 10 | 5 | 32 | 62 | 84 | 37 | 15 | 1 | 0 | 0 | 0 | 0 | 253 | 36-45 | 146 |
| 06:15 PM | 1 | 0 | 1 | 0 | 21 | 78 | 64 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 194 | 36-45 | 142 |
| 06:30 PM | 3 | 1 | 1 | 10 | 23 | 51 | 46 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 171 | 36-45 | 97 |
| 06:45 PM | 2 | 2 | 1 | 8 | 16 | 41 | 56 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 148 | 36-45 | 97 |
| 07:00 PM | 0 | 0 | 0 | 3 | 14 | 35 | 43 | 26 | 8 | 3 | 0 | 0 | 0 | 0 | 132 | 36-45 | 78 |
| 07:15 PM | 0 | 0 | 1 | 4 | 18 | 35 | 29 | 20 | 5 | 1 | 1 | 0 | 0 | 0 | 114 | 36-45 | 64 |
| 07:30 PM | 2 | 2 | 0 | 5 | 11 | 25 | 35 | 12 | 15 | 4 | 1 | 0 | 0 | 0 | 112 | 36-45 | 60 |
| 07:45 PM | 2 | 0 | 2 | 4 | 11 | 32 | 21 | 17 | 7 | 1 | 1 | 0 | 0 | 0 | 98 | 36-45 | 53 |
| 08:00 PM | 1 | 2 | 1 | 3 | 12 | 43 | 29 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 103 | 36-45 | 72 |
| 08:15 PM | 0 | 1 | 0 | 0 | 8 | 24 | 32 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 84 | 36-45 | 56 |
| 08:30 PM | 0 | 0 | 0 | 3 | 14 | 25 | 21 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 77 | 36-45 | 46 |
| 08:45 PM | 0 | 0 | 2 | 3 | 19 | 27 | 25 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 86 | 36-45 | 52 |
| 09:00 PM | 2 | 0 | 1 | 1 | 4 | 18 | 25 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 70 | 36-45 | 43 |
| 09:15 PM | 0 | 0 | 2 | 3 | 4 | 25 | 29 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 80 | 36-45 | 54 |
| 09:30 PM | 2 | 0 | 1 | 4 | 13 | 25 | 32 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 89 | 36-45 | 57 |
| 09:45 PM | 1 | 1 | 1 | 1 | 12 | 29 | 33 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 96 | 36-45 | 62 |
| 10:00 PM | 0 | 0 | 1 | 4 | 11 | 25 | 29 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 91 | 36-45 | 54 |
| 10:15 PM | 0 | 0 | 4 | 1 | 8 | 24 | 40 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 98 | 36-45 | 64 |
| 10:30 PM | 3 | 0 | 1 | 5 | 6 | 23 | 19 | 22 | 8 | 0 | 1 | 0 | 0 | 0 | 88 | 36-45 | 42 |
| 10:45 PM | 0 | 0 | 2 | 2 | 11 | 16 | 22 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 66 | 36-45 | 38 |
| 11:00 PM | 1 | 0 | 2 | 3 | 12 | 24 | 15 | 18 | 7 | 0 | 1 | 0 | 0 | 0 | 83 | 36-45 | 39 |
| 11:15 PM | 1 | 0 | 4 | 4 | 12 | 20 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 60 | 36-45 | 33 |
| 11:30 PM | 1 | 0 | 0 | 2 | 6 | 21 | 11 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 47 | 36-45 | 32 |
| 11:45 PM | 1 | 0 | 3 | 4 | 12 | 24 | 17 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 71 | 36-45 | 41 |
| Day Total | 246 | 59 | 215 | 472 | 1648 | 3861 | 4283 | 2809 | 1190 | 409 | 131 | 39 | 7 | 10 | 15379 | 36-45 | 8144 |
| Percent | 1.6% | 0.4% | 1.4% | 3.1% | 10.7% | 25.1% | 27.8% | 18.3% | 7.7% | 2.7% | 0.9% | 0.3% | 0% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:15 AM 10 | 10:30 AM 8 | 10:30 AM 7 | 10:45 AM 13 | 10:30 AM 33 | 11:30 AM 51 | 8:15 AM 73 | 8:15 AM 73 | 7:45 AM 41 | 8:15 AM 18 | 8:15 AM 9 | 7:00 AM 5 | 10:00 AM 2 | 1:00 AM 2 | 8:15 AM 282 | | |
| PM Peak 15-min Vol | 3:30 PM 12 | 3:00 PM 5 | 6:00 PM 10 | 2:45 PM 24 | 3:30 PM 71 | 4:30 PM 179 | 5:00 PM 137 | 3:30 PM 69 | 2:00 PM 30 | 2:00 PM 14 | 12:45 PM 4 | 12:00 PM 1 | 12:00 PM 0 | 1:15 PM 1 | 4:30 PM 419 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 531 | 107 | 360 | 809 | 2770 | 6696 | 8778 | 6723 | 3144 | 1166 | 374 | 97 | 28 | 24 | 31607 | 41-50 | 15501 |
| Percent | 1.7% | 0.3% | 1.1% | 2.6% | 8.8% | 21.2% | 27.8% | 21.3% | 9.9% | 3.7% | 1.2% | 0.3% | 0.1% | 0.1% | | | |
| Cumulative Percent | 1.7% | 2% | 3.2% | 5.7% | 14.5% | 35.7% | 63.4% | 84.7% | 94.7% | 98.3% | 99.5% | 99.8% | 99.9% | 100% | | | |
| ADT 15803 | | | | | | | | | | | | | | | 85th Percentile: 50 MPH Mean Speed(Average): 42 MPH Median: 42 MPH Mode: 43 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:15 AM | 0 | 26 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:30 AM | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:45 AM | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:00 AM | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:15 AM | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:30 AM | 0 | 14 | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:45 AM | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:00 AM | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:15 AM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:30 AM | 0 | 11 | 7 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 02:45 AM | 0 | 15 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:00 AM | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 03:15 AM | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:30 AM | 0 | 18 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 03:45 AM | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:00 AM | 0 | 22 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 04:15 AM | 0 | 15 | 10 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 04:30 AM | 1 | 26 | 16 | 2 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 54 |
| 04:45 AM | 0 | 33 | 18 | 0 | 4 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 61 |
| 05:00 AM | 0 | 38 | 24 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 05:15 AM | 0 | 68 | 21 | 2 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 102 |
| 05:30 AM | 1 | 87 | 31 | 3 | 17 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 148 |
| 05:45 AM | 0 | 82 | 32 | 0 | 12 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 135 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 16228 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 84 | 32 | 0 | 8 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 131 |
| 06:15 AM | 0 | 86 | 27 | 2 | 16 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 139 |
| 06:30 AM | 0 | 102 | 39 | 0 | 13 | 1 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 164 |
| 06:45 AM | 1 | 118 | 36 | 1 | 15 | 4 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 3 | 186 |
| 07:00 AM | 0 | 86 | 23 | 6 | 11 | 2 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 1 | 140 |
| 07:15 AM | 0 | 123 | 28 | 14 | 11 | 2 | 0 | 1 | 8 | 2 | 0 | 0 | 2 | 0 | 191 |
| 07:30 AM | 3 | 177 | 41 | 5 | 14 | 1 | 0 | 5 | 12 | 1 | 0 | 0 | 1 | 4 | 264 |
| 07:45 AM | 5 | 195 | 48 | 9 | 23 | 8 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 4 | 305 |
| 08:00 AM | 1 | 168 | 41 | 7 | 13 | 5 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 4 | 257 |
| 08:15 AM | 2 | 171 | 44 | 6 | 14 | 7 | 1 | 2 | 10 | 2 | 0 | 0 | 1 | 7 | 267 |
| 08:30 AM | 1 | 172 | 24 | 2 | 12 | 4 | 0 | 2 | 8 | 1 | 1 | 0 | 0 | 4 | 231 |
| 08:45 AM | 1 | 166 | 27 | 8 | 9 | 2 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 2 | 227 |
| 09:00 AM | 3 | 103 | 26 | 4 | 5 | 3 | 0 | 4 | 8 | 1 | 0 | 0 | 0 | 10 | 167 |
| 09:15 AM | 0 | 100 | 36 | 0 | 13 | 3 | 0 | 3 | 14 | 1 | 0 | 0 | 0 | 5 | 175 |
| 09:30 AM | 1 | 90 | 26 | 4 | 13 | 5 | 0 | 3 | 11 | 2 | 0 | 0 | 0 | 3 | 158 |
| 09:45 AM | 1 | 96 | 38 | 4 | 12 | 4 | 2 | 0 | 20 | 2 | 0 | 0 | 1 | 2 | 182 |
| 10:00 AM | 1 | 117 | 50 | 9 | 18 | 8 | 0 | 6 | 17 | 0 | 0 | 0 | 0 | 5 | 231 |
| 10:15 AM | 0 | 131 | 26 | 1 | 16 | 4 | 1 | 3 | 15 | 1 | 0 | 0 | 1 | 13 | 212 |
| 10:30 AM | 1 | 114 | 35 | 6 | 14 | 9 | 1 | 1 | 11 | 4 | 0 | 0 | 2 | 3 | 201 |
| 10:45 AM | 2 | 57 | 19 | 3 | 11 | 8 | 1 | 2 | 7 | 0 | 0 | 0 | 2 | 3 | 115 |
| 11:00 AM | 0 | 54 | 29 | 4 | 3 | 2 | 1 | 1 | 9 | 1 | 0 | 0 | 0 | 7 | 111 |
| 11:15 AM | 0 | 61 | 15 | 2 | 9 | 5 | 0 | 1 | 12 | 0 | 0 | 0 | 2 | 4 | 111 |
| 11:30 AM | 0 | 72 | 24 | 4 | 15 | 4 | 1 | 0 | 7 | 2 | 0 | 0 | 0 | 3 | 132 |
| 11:45 AM | 1 | 78 | 37 | 5 | 9 | 4 | 0 | 5 | 9 | 2 | 0 | 0 | 0 | 1 | 151 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 16228 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 1 | 90 | 26 | 1 | 16 | 5 | 0 | 5 | 8 | 2 | 0 | 0 | 0 | 4 | 158 |
| 12:15 PM | 2 | 100 | 22 | 3 | 12 | 3 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12:30 PM | 6 | 154 | 41 | 4 | 13 | 7 | 3 | 3 | 8 | 1 | 0 | 0 | 1 | 5 | 246 |
| 12:45 PM | 2 | 141 | 42 | 6 | 22 | 7 | 2 | 3 | 20 | 4 | 0 | 0 | 1 | 3 | 253 |
| 01:00 PM | 4 | 135 | 36 | 3 | 14 | 6 | 3 | 3 | 6 | 1 | 0 | 0 | 1 | 9 | 221 |
| 01:15 PM | 1 | 146 | 40 | 5 | 20 | 5 | 1 | 5 | 10 | 1 | 0 | 0 | 0 | 9 | 243 |
| 01:30 PM | 1 | 168 | 47 | 4 | 19 | 5 | 1 | 5 | 11 | 2 | 0 | 0 | 1 | 2 | 266 |
| 01:45 PM | 0 | 184 | 41 | 7 | 28 | 4 | 0 | 5 | 10 | 5 | 1 | 0 | 1 | 5 | 291 |
| 02:00 PM | 3 | 189 | 71 | 2 | 22 | 14 | 0 | 7 | 13 | 4 | 0 | 0 | 1 | 9 | 335 |
| 02:15 PM | 2 | 195 | 64 | 5 | 24 | 6 | 1 | 2 | 10 | 1 | 0 | 0 | 0 | 1 | 311 |
| 02:30 PM | 8 | 238 | 77 | 8 | 27 | 3 | 2 | 6 | 8 | 7 | 0 | 0 | 0 | 3 | 387 |
| 02:45 PM | 8 | 248 | 71 | 5 | 19 | 3 | 2 | 11 | 10 | 1 | 0 | 1 | 0 | 7 | 386 |
| 03:00 PM | 5 | 243 | 81 | 8 | 32 | 9 | 1 | 14 | 7 | 2 | 0 | 0 | 0 | 9 | 411 |
| 03:15 PM | 0 | 228 | 57 | 11 | 30 | 4 | 1 | 4 | 5 | 1 | 0 | 1 | 0 | 1 | 343 |
| 03:30 PM | 4 | 306 | 98 | 8 | 34 | 3 | 2 | 14 | 8 | 2 | 3 | 0 | 1 | 16 | 499 |
| 03:45 PM | 4 | 288 | 79 | 7 | 22 | 4 | 1 | 3 | 7 | 5 | 0 | 0 | 1 | 8 | 429 |
| 04:00 PM | 5 | 333 | 77 | 3 | 22 | 5 | 0 | 9 | 6 | 3 | 0 | 0 | 0 | 10 | 473 |
| 04:15 PM | 9 | 292 | 83 | 3 | 19 | 6 | 1 | 9 | 4 | 2 | 0 | 0 | 0 | 8 | 436 |
| 04:30 PM | 3 | 289 | 64 | 2 | 13 | 5 | 0 | 9 | 8 | 2 | 0 | 2 | 1 | 6 | 404 |
| 04:45 PM | 5 | 265 | 51 | 0 | 21 | 3 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 8 | 362 |
| 05:00 PM | 6 | 354 | 62 | 4 | 19 | 2 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 8 | 469 |
| 05:15 PM | 4 | 270 | 50 | 1 | 26 | 2 | 3 | 7 | 1 | 1 | 1 | 0 | 0 | 8 | 374 |
| 05:30 PM | 1 | 281 | 59 | 1 | 26 | 3 | 1 | 2 | 4 | 1 | 0 | 1 | 0 | 14 | 394 |
| 05:45 PM | 3 | 234 | 43 | 4 | 10 | 1 | 0 | 6 | 1 | 1 | 0 | 1 | 0 | 5 | 309 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 16228 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|--------------|-----------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|---------------|----------------|----------------|
| 06:00 PM | 3 | 232 | 49 | 1 | 21 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 321 |
| 06:15 PM | 0 | 166 | 26 | 2 | 10 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 5 | 218 |
| 06:30 PM | 0 | 139 | 28 | 0 | 7 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 178 |
| 06:45 PM | 2 | 124 | 13 | 4 | 4 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 154 |
| 07:00 PM | 1 | 103 | 22 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 07:15 PM | 0 | 90 | 18 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 120 |
| 07:30 PM | 0 | 81 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 102 |
| 07:45 PM | 1 | 83 | 10 | 0 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 102 |
| 08:00 PM | 0 | 75 | 19 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 103 |
| 08:15 PM | 2 | 70 | 16 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 08:30 PM | 0 | 66 | 22 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:45 PM | 2 | 84 | 15 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 109 |
| 09:00 PM | 0 | 73 | 9 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 09:15 PM | 0 | 76 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 96 |
| 09:30 PM | 1 | 75 | 20 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 101 |
| 09:45 PM | 0 | 69 | 7 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 81 |
| 10:00 PM | 1 | 78 | 16 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 103 |
| 10:15 PM | 1 | 53 | 9 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:30 PM | 1 | 68 | 16 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 92 |
| 10:45 PM | 0 | 49 | 3 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 59 |
| 11:00 PM | 1 | 52 | 18 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 80 |
| 11:15 PM | 0 | 49 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 62 |
| 11:30 PM | 1 | 33 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 11:45 PM | 0 | 35 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Day Total | 130 | 10754 | 2754 | 234 | 969 | 253 | 42 | 228 | 460 | 81 | 7 | 8 | 21 | 287 | 16228 |
| Percent | 0.8% | 66.3% | 17% | 1.4% | 6% | 1.6% | 0.3% | 1.4% | 2.8% | 0.5% | 0% | 0% | 0.1% | 1.8% | |
| ADT 16228 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:45 AM 5 | 7:45 AM 195 | 10:00 AM 50 | 7:15 AM 14 | 7:45 AM 23 | 10:30 AM 9 | 9:45 AM 2 | 8:00 AM 6 | 9:45 AM 20 | 10:30 AM 4 | 8:30 AM 1 | 12:00 AM 0 | 7:15 AM 2 | 10:15 AM 13 | 7:45 AM 305 |
| PM Peak 15-min Vol | 4:15 PM 9 | 5:00 PM 354 | 3:30 PM 98 | 3:15 PM 11 | 3:30 PM 34 | 2:00 PM 14 | 12:30 PM 3 | 3:00 PM 14 | 12:45 PM 20 | 2:30 PM 7 | 3:30 PM 3 | 4:30 PM 2 | 12:30 PM 1 | 3:30 PM 16 | 3:30 PM 499 |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:15 AM | 0 | 19 | 4 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:30 AM | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:45 AM | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:00 AM | 0 | 21 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 01:15 AM | 0 | 12 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:30 AM | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 01:45 AM | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:00 AM | 0 | 15 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 02:15 AM | 1 | 17 | 5 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 27 |
| 02:30 AM | 0 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 16 |
| 02:45 AM | 0 | 13 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:00 AM | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:15 AM | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:30 AM | 0 | 11 | 7 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 03:45 AM | 1 | 11 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 04:00 AM | 2 | 20 | 6 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 38 |
| 04:15 AM | 1 | 21 | 6 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:30 AM | 0 | 27 | 23 | 0 | 7 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 64 |
| 04:45 AM | 0 | 29 | 21 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:00 AM | 0 | 30 | 18 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 05:15 AM | 0 | 73 | 22 | 0 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 108 |
| 05:30 AM | 1 | 80 | 29 | 2 | 10 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 1 | 131 |
| 05:45 AM | 0 | 80 | 29 | 0 | 7 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 122 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 15379 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St
SPECIFIC LOCATION:
CITY/STATE: Chester, PA

QC JOB #: 15975347
DIRECTION: EB, WB
DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 65 | 30 | 1 | 14 | 3 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 122 |
| 06:15 AM | 0 | 86 | 33 | 2 | 10 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 2 | 139 |
| 06:30 AM | 1 | 103 | 32 | 1 | 10 | 1 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 156 |
| 06:45 AM | 0 | 117 | 50 | 1 | 13 | 3 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 192 |
| 07:00 AM | 0 | 107 | 28 | 3 | 11 | 5 | 1 | 1 | 7 | 2 | 0 | 0 | 1 | 1 | 167 |
| 07:15 AM | 2 | 131 | 32 | 10 | 22 | 5 | 0 | 1 | 11 | 4 | 1 | 0 | 0 | 1 | 220 |
| 07:30 AM | 3 | 157 | 35 | 9 | 16 | 4 | 0 | 4 | 13 | 4 | 0 | 0 | 0 | 4 | 249 |
| 07:45 AM | 0 | 162 | 43 | 7 | 21 | 7 | 1 | 7 | 9 | 0 | 0 | 0 | 0 | 5 | 262 |
| 08:00 AM | 2 | 166 | 34 | 12 | 16 | 4 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 6 | 252 |
| 08:15 AM | 4 | 201 | 38 | 6 | 12 | 4 | 0 | 2 | 7 | 3 | 0 | 0 | 0 | 5 | 282 |
| 08:30 AM | 5 | 156 | 32 | 4 | 20 | 1 | 0 | 3 | 15 | 1 | 0 | 0 | 0 | 8 | 245 |
| 08:45 AM | 2 | 131 | 46 | 8 | 18 | 8 | 0 | 1 | 10 | 2 | 0 | 0 | 0 | 6 | 232 |
| 09:00 AM | 3 | 121 | 44 | 4 | 17 | 4 | 0 | 2 | 12 | 1 | 0 | 0 | 0 | 1 | 209 |
| 09:15 AM | 3 | 101 | 24 | 2 | 7 | 4 | 1 | 1 | 15 | 3 | 0 | 0 | 0 | 5 | 166 |
| 09:30 AM | 0 | 86 | 35 | 4 | 10 | 8 | 0 | 3 | 15 | 1 | 0 | 0 | 1 | 4 | 167 |
| 09:45 AM | 1 | 99 | 23 | 1 | 18 | 6 | 0 | 3 | 12 | 2 | 0 | 0 | 1 | 1 | 167 |
| 10:00 AM | 1 | 88 | 31 | 4 | 22 | 4 | 0 | 2 | 11 | 2 | 0 | 0 | 0 | 1 | 166 |
| 10:15 AM | 1 | 100 | 38 | 5 | 14 | 3 | 0 | 6 | 10 | 2 | 0 | 0 | 2 | 5 | 186 |
| 10:30 AM | 2 | 116 | 42 | 4 | 17 | 3 | 0 | 3 | 17 | 0 | 0 | 0 | 1 | 5 | 210 |
| 10:45 AM | 1 | 121 | 31 | 2 | 11 | 3 | 0 | 4 | 21 | 3 | 0 | 0 | 0 | 5 | 202 |
| 11:00 AM | 3 | 90 | 36 | 1 | 15 | 4 | 0 | 3 | 15 | 4 | 0 | 0 | 0 | 2 | 173 |
| 11:15 AM | 5 | 100 | 38 | 1 | 8 | 5 | 0 | 1 | 15 | 1 | 0 | 0 | 3 | 3 | 180 |
| 11:30 AM | 2 | 98 | 44 | 2 | 16 | 3 | 1 | 0 | 15 | 2 | 0 | 0 | 1 | 4 | 188 |
| 11:45 AM | 0 | 99 | 39 | 0 | 11 | 1 | 0 | 3 | 14 | 2 | 0 | 0 | 0 | 2 | 171 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 15379 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 2 | 122 | 20 | 2 | 14 | 3 | 0 | 1 | 12 | 3 | 0 | 0 | 0 | 1 | 180 |
| 12:15 PM | 1 | 122 | 37 | 5 | 10 | 2 | 0 | 3 | 8 | 2 | 0 | 0 | 0 | 2 | 192 |
| 12:30 PM | 3 | 116 | 35 | 1 | 13 | 2 | 0 | 3 | 16 | 1 | 0 | 0 | 1 | 1 | 192 |
| 12:45 PM | 4 | 123 | 33 | 9 | 8 | 7 | 1 | 7 | 12 | 2 | 0 | 0 | 1 | 5 | 212 |
| 01:00 PM | 2 | 151 | 38 | 5 | 13 | 8 | 0 | 5 | 12 | 1 | 0 | 0 | 0 | 7 | 242 |
| 01:15 PM | 1 | 133 | 46 | 3 | 14 | 4 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 4 | 217 |
| 01:30 PM | 1 | 128 | 45 | 2 | 14 | 3 | 1 | 2 | 15 | 2 | 0 | 1 | 2 | 3 | 219 |
| 01:45 PM | 2 | 122 | 36 | 3 | 17 | 4 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 6 | 206 |
| 02:00 PM | 2 | 165 | 58 | 6 | 14 | 4 | 0 | 3 | 10 | 3 | 0 | 0 | 0 | 1 | 266 |
| 02:15 PM | 5 | 158 | 56 | 6 | 21 | 6 | 3 | 2 | 15 | 1 | 0 | 0 | 3 | 5 | 281 |
| 02:30 PM | 3 | 209 | 64 | 6 | 22 | 5 | 2 | 13 | 7 | 7 | 0 | 0 | 0 | 4 | 342 |
| 02:45 PM | 8 | 224 | 45 | 2 | 23 | 6 | 1 | 8 | 6 | 2 | 0 | 0 | 0 | 5 | 330 |
| 03:00 PM | 3 | 205 | 61 | 9 | 25 | 1 | 1 | 8 | 10 | 0 | 0 | 0 | 1 | 13 | 337 |
| 03:15 PM | 3 | 215 | 58 | 8 | 14 | 2 | 0 | 6 | 6 | 5 | 0 | 0 | 0 | 7 | 324 |
| 03:30 PM | 9 | 250 | 73 | 4 | 23 | 1 | 1 | 9 | 5 | 2 | 1 | 0 | 0 | 14 | 392 |
| 03:45 PM | 4 | 219 | 75 | 2 | 19 | 3 | 1 | 6 | 5 | 1 | 0 | 0 | 1 | 3 | 339 |
| 04:00 PM | 6 | 295 | 66 | 4 | 12 | 5 | 1 | 6 | 5 | 0 | 1 | 1 | 0 | 9 | 411 |
| 04:15 PM | 8 | 244 | 70 | 1 | 22 | 5 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 8 | 364 |
| 04:30 PM | 5 | 324 | 54 | 0 | 11 | 2 | 0 | 8 | 4 | 2 | 1 | 0 | 1 | 7 | 419 |
| 04:45 PM | 2 | 267 | 39 | 1 | 10 | 5 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 4 | 337 |
| 05:00 PM | 3 | 308 | 53 | 1 | 19 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 4 | 396 |
| 05:15 PM | 6 | 278 | 66 | 3 | 15 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | 380 |
| 05:30 PM | 3 | 246 | 35 | 2 | 12 | 2 | 0 | 6 | 4 | 1 | 0 | 2 | 0 | 1 | 314 |
| 05:45 PM | 1 | 220 | 32 | 0 | 5 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 3 | 269 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 15379 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St
SPECIFIC LOCATION:
CITY/STATE: Chester, PA

QC JOB #: 15975347
DIRECTION: EB, WB
DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|---------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|---------|
| 06:00 PM | 1 | 201 | 32 | 0 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 6 | 253 |
| 06:15 PM | 1 | 159 | 21 | 1 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 194 |
| 06:30 PM | 3 | 139 | 15 | 0 | 3 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 3 | 171 |
| 06:45 PM | 2 | 115 | 17 | 2 | 5 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 148 |
| 07:00 PM | 0 | 112 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 132 |
| 07:15 PM | 1 | 91 | 10 | 2 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 07:30 PM | 2 | 87 | 16 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 112 |
| 07:45 PM | 1 | 84 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 98 |
| 08:00 PM | 1 | 88 | 11 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 103 |
| 08:15 PM | 0 | 68 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:30 PM | 0 | 71 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 08:45 PM | 1 | 65 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 09:00 PM | 0 | 56 | 6 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 70 |
| 09:15 PM | 0 | 68 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:30 PM | 1 | 77 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 89 |
| 09:45 PM | 1 | 80 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 96 |
| 10:00 PM | 0 | 68 | 19 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 91 |
| 10:15 PM | 1 | 81 | 7 | 0 | 3 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:30 PM | 1 | 69 | 13 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 88 |
| 10:45 PM | 0 | 53 | 9 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 11:00 PM | 0 | 68 | 8 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 83 |
| 11:15 PM | 2 | 42 | 8 | 0 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 60 |
| 11:30 PM | 0 | 39 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 |
| 11:45 PM | 1 | 56 | 10 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 71 |
| Day Total | 154 | 10321 | 2582 | 188 | 835 | 216 | 23 | 202 | 503 | 86 | 4 | 6 | 24 | 235 | 15379 |
| Percent | 1% | 67.1% | 16.8% | 1.2% | 5.4% | 1.4% | 0.1% | 1.3% | 3.3% | 0.6% | 0% | 0% | 0.2% | 1.5% | |
| ADT 15379 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 8:30 AM | 8:15 AM | 6:45 AM | 8:00 AM | 7:15 AM | 8:45 AM | 5:15 AM | 7:45 AM | 10:45 AM | 7:15 AM | 7:15 AM | 12:00 AM | 11:15 AM | 8:30 AM | 8:15 AM |
| | 5 | 201 | 50 | 12 | 22 | 8 | 1 | 7 | 21 | 4 | 1 | 0 | 3 | 8 | 282 |
| PM Peak 15-min Vol | 3:30 PM | 4:30 PM | 3:45 PM | 12:45 PM | 3:00 PM | 1:00 PM | 2:15 PM | 2:30 PM | 12:30 PM | 2:30 PM | 3:30 PM | 5:30 PM | 2:15 PM | 3:30 PM | 4:30 PM |
| | 9 | 324 | 75 | 9 | 25 | 8 | 3 | 13 | 16 | 7 | 1 | 2 | 3 | 14 | 419 |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Grand Total | 284 | 21075 | 5336 | 422 | 1804 | 469 | 65 | 430 | 963 | 167 | 11 | 14 | 45 | 522 | 31607 |
| Percent | 0.9% | 66.7% | 16.9% | 1.3% | 5.7% | 1.5% | 0.2% | 1.4% | 3% | 0.5% | 0% | 0% | 0.1% | 1.7% | |



Comments:



Type of report: Tube Count - Volume Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St SPECIFIC LOCATION: CITY/STATE: Chester, PA | | | | | | | QC JOB #: 15975347 DIRECTION: EB, WB DATE: Jan 24 2023 - Jan 25 2023 | | | |
|--|------------------|------------------|------------------|-----|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 25 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 AM | | 32 | 37 | | | 35 | | | 35 | |
| 12:15 AM | | 31 | 27 | | | 29 | | | 29 | |
| 12:30 AM | | 26 | 35 | | | 31 | | | 31 | |
| 12:45 AM | | 19 | 26 | | | 23 | | | 23 | |
| 01:00 AM | | 26 | 32 | | | 29 | | | 29 | |
| 01:15 AM | | 20 | 20 | | | 20 | | | 20 | |
| 01:30 AM | | 21 | 25 | | | 23 | | | 23 | |
| 01:45 AM | | 18 | 21 | | | 20 | | | 20 | |
| 02:00 AM | | 18 | 22 | | | 20 | | | 20 | |
| 02:15 AM | | 12 | 27 | | | 20 | | | 20 | |
| 02:30 AM | | 22 | 16 | | | 19 | | | 19 | |
| 02:45 AM | | 21 | 21 | | | 21 | | | 21 | |
| 03:00 AM | | 20 | 18 | | | 19 | | | 19 | |
| 03:15 AM | | 16 | 26 | | | 21 | | | 21 | |
| 03:30 AM | | 24 | 23 | | | 24 | | | 24 | |
| 03:45 AM | | 30 | 21 | | | 26 | | | 26 | |
| 04:00 AM | | 29 | 38 | | | 34 | | | 34 | |
| 04:15 AM | | 32 | 35 | | | 34 | | | 34 | |
| 04:30 AM | | 54 | 64 | | | 59 | | | 59 | |
| 04:45 AM | | 61 | 57 | | | 59 | | | 59 | |
| 05:00 AM | | 72 | 52 | | | 62 | | | 62 | |
| 05:15 AM | | 102 | 108 | | | 105 | | | 105 | |
| 05:30 AM | | 148 | 131 | | | 140 | | | 140 | |
| 05:45 AM | | 135 | 122 | | | 129 | | | 129 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 06:00 AM | | 131 | 122 | | | 127 | | | 127 | |
| 06:15 AM | | 139 | 139 | | | 139 | | | 139 | |
| 06:30 AM | | 164 | 156 | | | 160 | | | 160 | |
| 06:45 AM | | 186 | 192 | | | 189 | | | 189 | |
| 07:00 AM | | 140 | 167 | | | 154 | | | 154 | |
| 07:15 AM | | 191 | 220 | | | 206 | | | 206 | |
| 07:30 AM | | 264 | 249 | | | 257 | | | 257 | |
| 07:45 AM | | 305 | 262 | | | 284 | | | 284 | |
| 08:00 AM | | 257 | 252 | | | 255 | | | 255 | |
| 08:15 AM | | 267 | 282 | | | 275 | | | 275 | |
| 08:30 AM | | 231 | 245 | | | 238 | | | 238 | |
| 08:45 AM | | 227 | 232 | | | 230 | | | 230 | |
| 09:00 AM | | 167 | 209 | | | 188 | | | 188 | |
| 09:15 AM | | 175 | 166 | | | 171 | | | 171 | |
| 09:30 AM | | 158 | 167 | | | 163 | | | 163 | |
| 09:45 AM | | 182 | 167 | | | 175 | | | 175 | |
| 10:00 AM | | 231 | 166 | | | 199 | | | 199 | |
| 10:15 AM | | 212 | 186 | | | 199 | | | 199 | |
| 10:30 AM | | 201 | 210 | | | 206 | | | 206 | |
| 10:45 AM | | 115 | 202 | | | 159 | | | 159 | |
| 11:00 AM | | 111 | 173 | | | 142 | | | 142 | |
| 11:15 AM | | 111 | 180 | | | 146 | | | 146 | |
| 11:30 AM | | 132 | 188 | | | 160 | | | 160 | |
| 11:45 AM | | 151 | 171 | | | 161 | | | 161 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
|--------------------|------------------|------------------|-----|-----|-----|-----------------------------------|-----|-----|--------------------------------|----------------------|
| 12:00 PM | | 158 | 180 | | | 169 | | | 169 | |
| 12:15 PM | | 153 | 192 | | | 173 | | | 173 | |
| 12:30 PM | | 246 | 192 | | | 219 | | | 219 | |
| 12:45 PM | | 253 | 212 | | | 233 | | | 233 | |
| 01:00 PM | | 221 | 242 | | | 232 | | | 232 | |
| 01:15 PM | | 243 | 217 | | | 230 | | | 230 | |
| 01:30 PM | | 266 | 219 | | | 243 | | | 243 | |
| 01:45 PM | | 291 | 206 | | | 249 | | | 249 | |
| 02:00 PM | | 335 | 266 | | | 301 | | | 301 | |
| 02:15 PM | | 311 | 281 | | | 296 | | | 296 | |
| 02:30 PM | | 387 | 342 | | | 365 | | | 365 | |
| 02:45 PM | | 386 | 330 | | | 358 | | | 358 | |
| 03:00 PM | | 411 | 337 | | | 374 | | | 374 | |
| 03:15 PM | | 343 | 324 | | | 334 | | | 334 | |
| 03:30 PM | | 499 | 392 | | | 446 | | | 446 | |
| 03:45 PM | | 429 | 339 | | | 384 | | | 384 | |
| 04:00 PM | | 473 | 411 | | | 442 | | | 442 | |
| 04:15 PM | | 436 | 364 | | | 400 | | | 400 | |
| 04:30 PM | | 404 | 419 | | | 412 | | | 412 | |
| 04:45 PM | | 362 | 337 | | | 350 | | | 350 | |
| 05:00 PM | | 469 | 396 | | | 433 | | | 433 | |
| 05:15 PM | | 374 | 380 | | | 377 | | | 377 | |
| 05:30 PM | | 394 | 314 | | | 354 | | | 354 | |
| 05:45 PM | | 309 | 269 | | | 289 | | | 289 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
|--------------------|------------------|------------------|----------------|-----|-----|-----------------------------------|-----|-----|--------------------------------|----------------------|
| 06:00 PM | | 321 | 253 | | | 287 | | | 287 | |
| 06:15 PM | | 218 | 194 | | | 206 | | | 206 | |
| 06:30 PM | | 178 | 171 | | | 175 | | | 175 | |
| 06:45 PM | | 154 | 148 | | | 151 | | | 151 | |
| 07:00 PM | | 130 | 132 | | | 131 | | | 131 | |
| 07:15 PM | | 120 | 114 | | | 117 | | | 117 | |
| 07:30 PM | | 102 | 112 | | | 107 | | | 107 | |
| 07:45 PM | | 102 | 98 | | | 100 | | | 100 | |
| 08:00 PM | | 103 | 103 | | | 103 | | | 103 | |
| 08:15 PM | | 93 | 84 | | | 89 | | | 89 | |
| 08:30 PM | | 92 | 77 | | | 85 | | | 85 | |
| 08:45 PM | | 109 | 86 | | | 98 | | | 98 | |
| 09:00 PM | | 86 | 70 | | | 78 | | | 78 | |
| 09:15 PM | | 96 | 80 | | | 88 | | | 88 | |
| 09:30 PM | | 101 | 89 | | | 95 | | | 95 | |
| 09:45 PM | | 81 | 96 | | | 89 | | | 89 | |
| 10:00 PM | | 103 | 91 | | | 97 | | | 97 | |
| 10:15 PM | | 70 | 98 | | | 84 | | | 84 | |
| 10:30 PM | | 92 | 88 | | | 90 | | | 90 | |
| 10:45 PM | | 59 | 66 | | | 63 | | | 63 | |
| 11:00 PM | | 80 | 83 | | | 82 | | | 82 | |
| 11:15 PM | | 62 | 60 | | | 61 | | | 61 | |
| 11:30 PM | | 43 | 47 | | | 45 | | | 45 | |
| 11:45 PM | | 43 | 71 | | | 57 | | | 57 | |
| Day Total | | 16228 | 15379 | | | 15826 | | | 15826 | |
| % Weekday Average | | 102.5% | 97.2% | | | | | | | |
| % Week Average | | 102.5% | 97.2% | | | 100% | | | | |
| AM Peak 15-min Vol | | 7:45 AM 305 | 8:15 AM 282 | | | 7:45 AM 284 | | | 7:45 AM 284 | |
| PM Peak 15-min Vol | | 3:30 PM 499 | 4:30 PM 419 | | | 3:30 PM 446 | | | 3:30 PM 446 | |

Comments:

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 16 | 41-50 | 13 |
| 12:15 AM | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 18 | 41-50 | 9 |
| 12:30 AM | 0 | 0 | 1 | 1 | 0 | 5 | 8 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 19 | 36-45 | 13 |
| 12:45 AM | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 31-40 | 7 |
| 01:00 AM | 0 | 0 | 0 | 1 | 1 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 36-45 | 9 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 41-50 | 8 |
| 01:30 AM | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 38-47 | 5 |
| 01:45 AM | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 36-45 | 6 |
| 02:00 AM | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 46-55 | 5 |
| 02:15 AM | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 9 | 36-45 | 4 |
| 02:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 11 | 39-48 | 6 |
| 02:45 AM | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 11 | 43-52 | 5 |
| 03:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 7 | 1 | 3 | 2 | 0 | 0 | 0 | 18 | 41-50 | 10 |
| 03:15 AM | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 41-50 | 4 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 8 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 15 | 41-50 | 9 |
| 04:00 AM | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 41-50 | 6 |
| 04:15 AM | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 46-55 | 7 |
| 04:30 AM | 1 | 0 | 0 | 1 | 4 | 1 | 2 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 17 | 46-55 | 7 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 36-45 | 10 |
| 05:00 AM | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 5 | 2 | 0 | 1 | 0 | 1 | 0 | 18 | 41-50 | 10 |
| 05:15 AM | 1 | 1 | 0 | 1 | 5 | 3 | 5 | 5 | 3 | 3 | 2 | 0 | 0 | 0 | 29 | 41-50 | 10 |
| 05:30 AM | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 18 | 8 | 3 | 0 | 0 | 0 | 0 | 42 | 46-55 | 26 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 14 | 6 | 3 | 2 | 0 | 0 | 0 | 48 | 41-50 | 30 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 1 | 1 | 0 | 0 | 1 | 8 | 21 | 15 | 17 | 10 | 3 | 1 | 0 | 0 | 78 | 41-50 | 36 |
| 06:15 AM | 2 | 1 | 1 | 0 | 3 | 8 | 20 | 19 | 10 | 2 | 2 | 0 | 1 | 0 | 69 | 41-50 | 39 |
| 06:30 AM | 1 | 0 | 1 | 3 | 2 | 8 | 13 | 25 | 12 | 6 | 1 | 0 | 0 | 0 | 72 | 41-50 | 38 |
| 06:45 AM | 2 | 0 | 1 | 0 | 6 | 16 | 17 | 27 | 4 | 5 | 4 | 1 | 0 | 0 | 83 | 41-50 | 44 |
| 07:00 AM | 1 | 0 | 0 | 1 | 5 | 12 | 13 | 16 | 4 | 1 | 1 | 1 | 0 | 0 | 55 | 41-50 | 29 |
| 07:15 AM | 0 | 1 | 0 | 1 | 7 | 18 | 15 | 23 | 11 | 3 | 1 | 0 | 1 | 0 | 81 | 41-50 | 38 |
| 07:30 AM | 0 | 0 | 0 | 4 | 5 | 15 | 31 | 18 | 16 | 12 | 1 | 0 | 0 | 0 | 102 | 41-50 | 49 |
| 07:45 AM | 3 | 0 | 1 | 3 | 22 | 32 | 26 | 40 | 17 | 13 | 1 | 1 | 0 | 0 | 159 | 41-50 | 66 |
| 08:00 AM | 1 | 2 | 0 | 6 | 7 | 17 | 21 | 41 | 25 | 16 | 4 | 1 | 0 | 1 | 142 | 46-55 | 66 |
| 08:15 AM | 3 | 1 | 2 | 4 | 19 | 22 | 35 | 32 | 22 | 10 | 5 | 0 | 0 | 1 | 156 | 41-50 | 67 |
| 08:30 AM | 2 | 0 | 0 | 2 | 7 | 24 | 26 | 43 | 20 | 11 | 3 | 3 | 0 | 0 | 141 | 41-50 | 69 |
| 08:45 AM | 1 | 0 | 2 | 1 | 7 | 9 | 38 | 36 | 17 | 6 | 0 | 0 | 0 | 0 | 117 | 41-50 | 74 |
| 09:00 AM | 4 | 1 | 1 | 0 | 8 | 10 | 19 | 22 | 9 | 5 | 3 | 1 | 0 | 0 | 83 | 41-50 | 41 |
| 09:15 AM | 5 | 1 | 0 | 2 | 9 | 17 | 19 | 26 | 5 | 2 | 1 | 0 | 0 | 0 | 87 | 41-50 | 45 |
| 09:30 AM | 3 | 0 | 2 | 2 | 9 | 16 | 19 | 26 | 10 | 4 | 1 | 1 | 0 | 0 | 93 | 41-50 | 45 |
| 09:45 AM | 2 | 1 | 0 | 1 | 11 | 14 | 16 | 16 | 16 | 4 | 2 | 0 | 0 | 1 | 84 | 41-50 | 32 |
| 10:00 AM | 4 | 0 | 0 | 4 | 7 | 24 | 38 | 29 | 9 | 5 | 1 | 0 | 0 | 3 | 124 | 41-50 | 67 |
| 10:15 AM | 9 | 0 | 3 | 1 | 3 | 30 | 43 | 25 | 18 | 2 | 1 | 0 | 0 | 0 | 135 | 36-45 | 73 |
| 10:30 AM | 1 | 0 | 0 | 1 | 12 | 25 | 35 | 32 | 12 | 4 | 1 | 1 | 0 | 0 | 124 | 41-50 | 67 |
| 10:45 AM | 3 | 0 | 3 | 1 | 9 | 34 | 35 | 17 | 8 | 5 | 0 | 0 | 0 | 0 | 115 | 36-45 | 69 |
| 11:00 AM | 5 | 0 | 2 | 3 | 7 | 18 | 24 | 28 | 18 | 3 | 1 | 1 | 1 | 0 | 111 | 41-50 | 52 |
| 11:15 AM | 4 | 0 | 2 | 4 | 11 | 19 | 25 | 27 | 17 | 2 | 0 | 0 | 0 | 0 | 111 | 41-50 | 52 |
| 11:30 AM | 3 | 0 | 1 | 4 | 14 | 37 | 29 | 27 | 9 | 6 | 2 | 0 | 0 | 0 | 132 | 36-45 | 66 |
| 11:45 AM | 1 | 4 | 2 | 4 | 9 | 28 | 40 | 29 | 24 | 8 | 2 | 0 | 0 | 0 | 151 | 41-50 | 69 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 4 | 1 | 2 | 2 | 17 | 31 | 58 | 28 | 10 | 4 | 1 | 0 | 0 | 0 | 158 | 36-45 | 89 |
| 12:15 PM | 0 | 2 | 1 | 7 | 21 | 43 | 40 | 20 | 16 | 2 | 1 | 0 | 0 | 0 | 153 | 36-45 | 83 |
| 12:30 PM | 7 | 0 | 1 | 0 | 13 | 24 | 47 | 40 | 13 | 4 | 3 | 0 | 0 | 0 | 152 | 41-50 | 87 |
| 12:45 PM | 3 | 0 | 1 | 3 | 9 | 37 | 56 | 30 | 14 | 14 | 3 | 0 | 0 | 0 | 170 | 36-45 | 93 |
| 01:00 PM | 8 | 2 | 3 | 3 | 7 | 22 | 28 | 32 | 18 | 5 | 0 | 0 | 0 | 0 | 128 | 41-50 | 60 |
| 01:15 PM | 7 | 0 | 4 | 1 | 8 | 27 | 50 | 37 | 22 | 8 | 1 | 1 | 0 | 0 | 166 | 41-50 | 87 |
| 01:30 PM | 0 | 0 | 0 | 4 | 12 | 40 | 38 | 33 | 22 | 16 | 6 | 0 | 0 | 1 | 172 | 36-45 | 78 |
| 01:45 PM | 3 | 1 | 0 | 1 | 8 | 27 | 53 | 57 | 18 | 16 | 4 | 0 | 0 | 0 | 188 | 41-50 | 110 |
| 02:00 PM | 6 | 0 | 1 | 0 | 16 | 25 | 66 | 66 | 27 | 7 | 3 | 2 | 0 | 0 | 219 | 41-50 | 132 |
| 02:15 PM | 0 | 0 | 0 | 1 | 5 | 34 | 56 | 52 | 31 | 13 | 5 | 2 | 0 | 0 | 199 | 41-50 | 108 |
| 02:30 PM | 3 | 0 | 4 | 1 | 16 | 32 | 76 | 61 | 48 | 25 | 6 | 0 | 0 | 0 | 272 | 41-50 | 137 |
| 02:45 PM | 7 | 0 | 0 | 3 | 20 | 54 | 83 | 66 | 25 | 10 | 7 | 1 | 3 | 0 | 279 | 41-50 | 149 |
| 03:00 PM | 5 | 1 | 0 | 3 | 17 | 29 | 94 | 85 | 26 | 12 | 4 | 0 | 0 | 0 | 276 | 41-50 | 179 |
| 03:15 PM | 0 | 0 | 0 | 2 | 12 | 27 | 56 | 94 | 40 | 9 | 1 | 0 | 1 | 0 | 242 | 41-50 | 150 |
| 03:30 PM | 10 | 0 | 1 | 3 | 41 | 78 | 96 | 75 | 22 | 9 | 2 | 1 | 1 | 0 | 339 | 36-45 | 174 |
| 03:45 PM | 5 | 1 | 3 | 6 | 17 | 58 | 124 | 57 | 25 | 9 | 0 | 1 | 1 | 0 | 307 | 36-45 | 182 |
| 04:00 PM | 9 | 1 | 1 | 4 | 21 | 54 | 121 | 79 | 30 | 6 | 1 | 1 | 0 | 0 | 328 | 41-50 | 200 |
| 04:15 PM | 8 | 1 | 2 | 4 | 14 | 47 | 106 | 81 | 35 | 14 | 2 | 2 | 1 | 0 | 317 | 41-50 | 187 |
| 04:30 PM | 6 | 2 | 0 | 3 | 11 | 53 | 72 | 78 | 44 | 8 | 3 | 0 | 0 | 0 | 280 | 41-50 | 150 |
| 04:45 PM | 7 | 0 | 1 | 3 | 16 | 40 | 90 | 47 | 36 | 3 | 2 | 0 | 0 | 0 | 245 | 41-50 | 137 |
| 05:00 PM | 3 | 0 | 4 | 20 | 23 | 66 | 89 | 68 | 18 | 2 | 2 | 0 | 0 | 0 | 295 | 41-50 | 157 |
| 05:15 PM | 7 | 1 | 6 | 15 | 39 | 75 | 51 | 42 | 6 | 8 | 3 | 0 | 0 | 0 | 253 | 36-45 | 126 |
| 05:30 PM | 9 | 0 | 1 | 9 | 19 | 64 | 75 | 65 | 18 | 8 | 0 | 1 | 0 | 0 | 269 | 41-50 | 140 |
| 05:45 PM | 3 | 0 | 1 | 4 | 14 | 49 | 53 | 50 | 22 | 5 | 0 | 1 | 0 | 0 | 202 | 41-50 | 103 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 8 | 0 | 3 | 9 | 12 | 33 | 58 | 52 | 30 | 11 | 0 | 2 | 0 | 0 | 218 | 41-50 | 110 |
| 06:15 PM | 2 | 0 | 4 | 3 | 12 | 44 | 22 | 18 | 17 | 3 | 1 | 0 | 0 | 0 | 126 | 36-45 | 66 |
| 06:30 PM | 0 | 0 | 2 | 2 | 4 | 23 | 21 | 26 | 24 | 4 | 2 | 0 | 0 | 0 | 108 | 46-55 | 50 |
| 06:45 PM | 0 | 0 | 0 | 1 | 7 | 16 | 28 | 25 | 7 | 5 | 2 | 0 | 0 | 0 | 91 | 41-50 | 53 |
| 07:00 PM | 0 | 1 | 0 | 3 | 4 | 9 | 24 | 10 | 12 | 4 | 0 | 0 | 0 | 0 | 67 | 41-50 | 34 |
| 07:15 PM | 2 | 0 | 1 | 1 | 6 | 17 | 23 | 22 | 4 | 2 | 0 | 0 | 0 | 0 | 78 | 41-50 | 45 |
| 07:30 PM | 1 | 0 | 1 | 1 | 0 | 12 | 23 | 6 | 4 | 4 | 2 | 1 | 0 | 0 | 55 | 36-45 | 35 |
| 07:45 PM | 0 | 1 | 1 | 0 | 4 | 9 | 16 | 18 | 10 | 3 | 0 | 0 | 0 | 0 | 62 | 41-50 | 34 |
| 08:00 PM | 3 | 0 | 1 | 0 | 6 | 9 | 17 | 11 | 11 | 3 | 1 | 0 | 0 | 0 | 62 | 41-50 | 28 |
| 08:15 PM | 0 | 0 | 0 | 2 | 1 | 10 | 5 | 18 | 6 | 11 | 1 | 2 | 1 | 0 | 57 | 46-55 | 24 |
| 08:30 PM | 0 | 0 | 0 | 2 | 3 | 9 | 15 | 15 | 8 | 1 | 1 | 0 | 0 | 2 | 56 | 41-50 | 30 |
| 08:45 PM | 1 | 0 | 0 | 1 | 3 | 8 | 23 | 13 | 8 | 3 | 1 | 1 | 1 | 1 | 64 | 41-50 | 36 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 23 | 5 | 2 | 0 | 2 | 0 | 0 | 49 | 41-50 | 34 |
| 09:15 PM | 1 | 0 | 0 | 3 | 2 | 8 | 9 | 12 | 8 | 2 | 2 | 0 | 0 | 0 | 47 | 41-50 | 21 |
| 09:30 PM | 1 | 0 | 0 | 6 | 3 | 15 | 12 | 10 | 7 | 3 | 1 | 0 | 0 | 0 | 58 | 36-45 | 27 |
| 09:45 PM | 0 | 0 | 0 | 0 | 1 | 9 | 11 | 11 | 5 | 4 | 1 | 0 | 0 | 0 | 42 | 41-50 | 22 |
| 10:00 PM | 0 | 0 | 2 | 2 | 2 | 13 | 19 | 15 | 7 | 3 | 0 | 0 | 0 | 0 | 63 | 41-50 | 34 |
| 10:15 PM | 0 | 0 | 1 | 0 | 2 | 4 | 8 | 18 | 5 | 3 | 0 | 0 | 0 | 0 | 41 | 41-50 | 26 |
| 10:30 PM | 3 | 0 | 0 | 1 | 4 | 10 | 8 | 14 | 13 | 3 | 0 | 0 | 0 | 1 | 57 | 46-55 | 27 |
| 10:45 PM | 0 | 0 | 1 | 0 | 6 | 9 | 2 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 30 | 31-40 | 15 |
| 11:00 PM | 0 | 0 | 2 | 2 | 6 | 3 | 9 | 15 | 9 | 2 | 0 | 0 | 0 | 0 | 48 | 44-53 | 24 |
| 11:15 PM | 1 | 0 | 1 | 0 | 2 | 13 | 6 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 34 | 36-45 | 19 |
| 11:30 PM | 0 | 0 | 0 | 0 | 4 | 2 | 11 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 26 | 41-50 | 15 |
| 11:45 PM | 0 | 0 | 0 | 1 | 0 | 2 | 11 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 27 | 41-50 | 19 |
| Day Total | 206 | 29 | 84 | 202 | 716 | 1860 | 2793 | 2460 | 1182 | 459 | 132 | 34 | 14 | 11 | 10182 | 41-50 | 5253 |
| Percent | 2% | 0.3% | 0.8% | 2% | 7% | 18.3% | 27.4% | 24.2% | 11.6% | 4.5% | 1.3% | 0.3% | 0.1% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:15 AM | 11:45 AM | 10:15 AM | 8:00 AM | 7:45 AM | 11:30 AM | 10:15 AM | 8:30 AM | 8:00 AM | 8:00 AM | 8:15 AM | 8:30 AM | 2:45 AM | 10:00 AM | 7:45 AM | | |
| | 9 | 4 | 3 | 6 | 22 | 37 | 43 | 43 | 25 | 16 | 5 | 3 | 1 | 3 | 159 | | |
| PM Peak 15-min Vol | 3:30 PM | 12:15 PM | 5:15 PM | 5:00 PM | 3:30 PM | 3:30 PM | 3:45 PM | 3:15 PM | 2:30 PM | 2:30 PM | 2:45 PM | 2:00 PM | 2:45 PM | 8:30 PM | 3:30 PM | | |
| | 10 | 2 | 6 | 20 | 41 | 78 | 124 | 94 | 48 | 25 | 7 | 2 | 3 | 2 | 339 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 2 | 3 | 3 | 6 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 23 | 41-50 | 10 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 14 | 36-45 | 7 |
| 12:30 AM | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 21 | 46-55 | 10 |
| 12:45 AM | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 17 | 36-45 | 8 |
| 01:00 AM | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 4 | 4 | 2 | 0 | 0 | 0 | 2 | 21 | 36-45 | 8 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 8 | 43-52 | 4 |
| 01:30 AM | 0 | 1 | 0 | 0 | 3 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 10 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 13 | 36-45 | 6 |
| 02:00 AM | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 36-45 | 8 |
| 02:15 AM | 1 | 0 | 0 | 0 | 1 | 3 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 41-50 | 12 |
| 02:30 AM | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 31-40 | 3 |
| 02:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 10 | 41-50 | 6 |
| 03:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 15 | 41-50 | 8 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 1 | 2 | 1 | 0 | 0 | 0 | 17 | 41-50 | 12 |
| 03:30 AM | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 36-45 | 7 |
| 03:45 AM | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 41-50 | 5 |
| 04:00 AM | 0 | 0 | 1 | 0 | 1 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 41-50 | 7 |
| 04:15 AM | 0 | 0 | 1 | 2 | 1 | 3 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 17 | 36-45 | 8 |
| 04:30 AM | 0 | 0 | 0 | 2 | 3 | 4 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 20 | 36-45 | 8 |
| 04:45 AM | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 15 | 41-50 | 7 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 36-45 | 7 |
| 05:15 AM | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 2 | 1 | 3 | 1 | 0 | 1 | 2 | 21 | 37-46 | 9 |
| 05:30 AM | 1 | 0 | 1 | 0 | 2 | 5 | 6 | 11 | 2 | 2 | 0 | 1 | 0 | 0 | 31 | 41-50 | 17 |
| 05:45 AM | 2 | 0 | 1 | 0 | 1 | 2 | 14 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 38 | 41-50 | 22 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 1 | 0 | 3 | 2 | 7 | 28 | 18 | 8 | 1 | 0 | 0 | 0 | 68 | 46-55 | 46 |
| 06:15 AM | 2 | 0 | 0 | 0 | 1 | 10 | 11 | 19 | 19 | 6 | 5 | 0 | 0 | 0 | 73 | 46-55 | 38 |
| 06:30 AM | 1 | 0 | 2 | 1 | 4 | 12 | 22 | 18 | 8 | 6 | 2 | 1 | 0 | 0 | 77 | 41-50 | 40 |
| 06:45 AM | 0 | 0 | 0 | 1 | 7 | 14 | 20 | 27 | 12 | 4 | 1 | 0 | 0 | 0 | 86 | 41-50 | 47 |
| 07:00 AM | 0 | 1 | 1 | 2 | 6 | 8 | 10 | 15 | 7 | 2 | 2 | 4 | 0 | 0 | 58 | 41-50 | 25 |
| 07:15 AM | 1 | 0 | 2 | 1 | 3 | 19 | 28 | 29 | 13 | 8 | 0 | 0 | 0 | 0 | 104 | 41-50 | 57 |
| 07:30 AM | 2 | 0 | 0 | 3 | 5 | 8 | 27 | 26 | 9 | 11 | 2 | 0 | 1 | 0 | 94 | 41-50 | 53 |
| 07:45 AM | 3 | 0 | 1 | 4 | 10 | 16 | 27 | 37 | 29 | 3 | 4 | 1 | 0 | 0 | 135 | 46-55 | 66 |
| 08:00 AM | 2 | 0 | 3 | 8 | 12 | 30 | 29 | 31 | 15 | 6 | 1 | 0 | 0 | 2 | 139 | 41-50 | 60 |
| 08:15 AM | 3 | 1 | 2 | 3 | 7 | 20 | 40 | 40 | 18 | 14 | 6 | 2 | 0 | 0 | 156 | 41-50 | 80 |
| 08:30 AM | 6 | 0 | 3 | 6 | 9 | 27 | 29 | 28 | 21 | 9 | 3 | 2 | 0 | 0 | 143 | 41-50 | 57 |
| 08:45 AM | 7 | 0 | 1 | 2 | 11 | 25 | 21 | 28 | 21 | 8 | 3 | 1 | 0 | 0 | 128 | 43-52 | 49 |
| 09:00 AM | 0 | 0 | 0 | 3 | 5 | 18 | 27 | 33 | 16 | 4 | 4 | 1 | 0 | 0 | 111 | 41-50 | 60 |
| 09:15 AM | 8 | 1 | 1 | 2 | 2 | 9 | 22 | 17 | 14 | 4 | 1 | 0 | 0 | 0 | 81 | 41-50 | 39 |
| 09:30 AM | 4 | 1 | 5 | 5 | 16 | 15 | 24 | 17 | 4 | 6 | 2 | 0 | 0 | 0 | 99 | 41-50 | 41 |
| 09:45 AM | 1 | 2 | 3 | 2 | 4 | 13 | 24 | 15 | 15 | 6 | 2 | 0 | 0 | 0 | 87 | 41-50 | 39 |
| 10:00 AM | 0 | 2 | 0 | 3 | 13 | 19 | 22 | 17 | 4 | 5 | 3 | 0 | 1 | 0 | 89 | 36-45 | 41 |
| 10:15 AM | 1 | 0 | 2 | 0 | 8 | 20 | 32 | 10 | 10 | 4 | 2 | 2 | 0 | 0 | 91 | 36-45 | 52 |
| 10:30 AM | 1 | 4 | 7 | 3 | 16 | 21 | 38 | 15 | 12 | 0 | 0 | 1 | 0 | 0 | 118 | 36-45 | 59 |
| 10:45 AM | 3 | 2 | 2 | 7 | 8 | 19 | 40 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 106 | 36-45 | 59 |
| 11:00 AM | 2 | 0 | 3 | 3 | 8 | 19 | 20 | 23 | 7 | 5 | 2 | 0 | 0 | 0 | 92 | 41-50 | 43 |
| 11:15 AM | 1 | 0 | 2 | 4 | 15 | 21 | 24 | 15 | 8 | 3 | 1 | 0 | 0 | 0 | 94 | 36-45 | 45 |
| 11:30 AM | 1 | 1 | 0 | 2 | 12 | 21 | 41 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 96 | 36-45 | 62 |
| 11:45 AM | 2 | 0 | 2 | 2 | 9 | 20 | 21 | 14 | 15 | 6 | 2 | 0 | 0 | 0 | 93 | 36-45 | 41 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 0 | 9 | 8 | 18 | 23 | 21 | 6 | 3 | 1 | 0 | 0 | 0 | 90 | 41-50 | 44 |
| 12:15 PM | 3 | 0 | 1 | 5 | 11 | 23 | 35 | 13 | 9 | 9 | 1 | 0 | 0 | 0 | 110 | 36-45 | 58 |
| 12:30 PM | 0 | 0 | 1 | 2 | 5 | 25 | 11 | 35 | 17 | 5 | 1 | 0 | 0 | 0 | 102 | 46-55 | 52 |
| 12:45 PM | 2 | 1 | 2 | 5 | 19 | 15 | 25 | 18 | 14 | 3 | 1 | 1 | 0 | 0 | 106 | 41-50 | 43 |
| 01:00 PM | 7 | 1 | 3 | 3 | 24 | 23 | 27 | 38 | 12 | 6 | 2 | 0 | 0 | 0 | 146 | 41-50 | 65 |
| 01:15 PM | 3 | 2 | 1 | 3 | 14 | 16 | 43 | 29 | 10 | 5 | 2 | 0 | 0 | 1 | 129 | 41-50 | 72 |
| 01:30 PM | 3 | 1 | 1 | 3 | 24 | 23 | 31 | 27 | 10 | 5 | 1 | 1 | 0 | 0 | 130 | 41-50 | 58 |
| 01:45 PM | 5 | 0 | 5 | 7 | 16 | 20 | 27 | 31 | 10 | 3 | 1 | 0 | 0 | 1 | 126 | 41-50 | 58 |
| 02:00 PM | 1 | 0 | 0 | 5 | 7 | 38 | 42 | 34 | 28 | 12 | 1 | 1 | 0 | 0 | 169 | 36-45 | 80 |
| 02:15 PM | 4 | 0 | 3 | 4 | 19 | 32 | 41 | 39 | 11 | 2 | 2 | 0 | 0 | 0 | 157 | 41-50 | 80 |
| 02:30 PM | 4 | 0 | 0 | 4 | 37 | 54 | 60 | 42 | 19 | 7 | 2 | 0 | 0 | 0 | 229 | 36-45 | 114 |
| 02:45 PM | 2 | 0 | 5 | 20 | 22 | 65 | 64 | 25 | 8 | 2 | 2 | 1 | 0 | 0 | 216 | 36-45 | 129 |
| 03:00 PM | 5 | 2 | 2 | 14 | 24 | 75 | 62 | 35 | 6 | 2 | 0 | 0 | 0 | 0 | 227 | 36-45 | 137 |
| 03:15 PM | 5 | 1 | 4 | 8 | 28 | 66 | 69 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 222 | 36-45 | 135 |
| 03:30 PM | 6 | 0 | 2 | 12 | 53 | 57 | 64 | 49 | 12 | 2 | 0 | 0 | 0 | 0 | 257 | 36-45 | 121 |
| 03:45 PM | 4 | 0 | 0 | 0 | 33 | 73 | 64 | 45 | 14 | 2 | 0 | 0 | 0 | 0 | 235 | 36-45 | 137 |
| 04:00 PM | 7 | 2 | 1 | 8 | 50 | 89 | 74 | 39 | 14 | 5 | 0 | 0 | 0 | 0 | 289 | 36-45 | 163 |
| 04:15 PM | 7 | 2 | 5 | 6 | 16 | 79 | 78 | 33 | 10 | 2 | 0 | 0 | 0 | 0 | 238 | 36-45 | 157 |
| 04:30 PM | 6 | 0 | 0 | 1 | 21 | 128 | 69 | 39 | 6 | 1 | 0 | 0 | 0 | 0 | 271 | 36-45 | 197 |
| 04:45 PM | 2 | 0 | 1 | 3 | 22 | 84 | 57 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 216 | 36-45 | 141 |
| 05:00 PM | 1 | 0 | 8 | 6 | 15 | 80 | 92 | 40 | 7 | 2 | 0 | 0 | 0 | 0 | 251 | 36-45 | 172 |
| 05:15 PM | 4 | 0 | 1 | 3 | 23 | 73 | 66 | 37 | 7 | 4 | 0 | 0 | 0 | 0 | 218 | 36-45 | 139 |
| 05:30 PM | 0 | 0 | 3 | 5 | 25 | 75 | 71 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 202 | 36-45 | 146 |
| 05:45 PM | 1 | 0 | 0 | 2 | 15 | 55 | 48 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 151 | 36-45 | 103 |
| Day Total | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|--|--------------|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 25 2023 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 6 | 1 | 9 | 3 | 21 | 34 | 62 | 29 | 13 | 1 | 0 | 0 | 0 | 0 | 179 | 36-45 | 96 |
| 06:15 PM | 1 | 0 | 1 | 0 | 8 | 39 | 46 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 112 | 36-45 | 85 |
| 06:30 PM | 1 | 0 | 0 | 5 | 15 | 31 | 30 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 107 | 36-45 | 61 |
| 06:45 PM | 2 | 0 | 0 | 7 | 9 | 23 | 31 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 89 | 36-45 | 54 |
| 07:00 PM | 0 | 0 | 0 | 1 | 8 | 19 | 22 | 15 | 6 | 3 | 0 | 0 | 0 | 0 | 74 | 36-45 | 41 |
| 07:15 PM | 0 | 0 | 1 | 2 | 8 | 19 | 21 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 74 | 36-45 | 40 |
| 07:30 PM | 2 | 2 | 0 | 1 | 3 | 13 | 22 | 11 | 10 | 3 | 1 | 0 | 0 | 0 | 68 | 36-45 | 35 |
| 07:45 PM | 2 | 0 | 0 | 2 | 4 | 15 | 14 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 54 | 36-45 | 29 |
| 08:00 PM | 1 | 0 | 0 | 0 | 6 | 26 | 15 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 60 | 36-45 | 41 |
| 08:15 PM | 0 | 1 | 0 | 0 | 4 | 10 | 23 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 53 | 41-50 | 37 |
| 08:30 PM | 0 | 0 | 0 | 1 | 5 | 14 | 14 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 46 | 36-45 | 28 |
| 08:45 PM | 0 | 0 | 1 | 3 | 9 | 12 | 16 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 50 | 36-45 | 28 |
| 09:00 PM | 2 | 0 | 1 | 0 | 2 | 7 | 20 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 48 | 41-50 | 33 |
| 09:15 PM | 0 | 0 | 2 | 2 | 2 | 11 | 17 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 44 | 36-45 | 28 |
| 09:30 PM | 1 | 0 | 0 | 2 | 4 | 10 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 36-45 | 30 |
| 09:45 PM | 1 | 0 | 0 | 0 | 5 | 17 | 18 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 36-45 | 35 |
| 10:00 PM | 0 | 0 | 0 | 1 | 5 | 14 | 23 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 62 | 41-50 | 38 |
| 10:15 PM | 0 | 0 | 3 | 1 | 5 | 16 | 32 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 74 | 36-45 | 48 |
| 10:30 PM | 3 | 0 | 0 | 3 | 4 | 12 | 11 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 56 | 41-50 | 26 |
| 10:45 PM | 0 | 0 | 1 | 2 | 5 | 5 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 35 | 41-50 | 20 |
| 11:00 PM | 1 | 0 | 0 | 1 | 8 | 11 | 11 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 49 | 36-45 | 22 |
| 11:15 PM | 0 | 0 | 0 | 0 | 7 | 14 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 37 | 36-45 | 25 |
| 11:30 PM | 1 | 0 | 0 | 1 | 5 | 8 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 24 | 34-43 | 13 |
| 11:45 PM | 1 | 0 | 1 | 3 | 8 | 14 | 11 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 47 | 36-45 | 25 |
| Day Total | 164 | 33 | 118 | 255 | 910 | 2155 | 2464 | 1664 | 710 | 261 | 80 | 20 | 3 | 8 | 8845 | 36-45 | 4619 |
| Percent | 1.9% | 0.4% | 1.3% | 2.9% | 10.3% | 24.4% | 27.9% | 18.8% | 8% | 3% | 0.9% | 0.2% | 0% | 0.1% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:15 AM 8 | 10:30 AM 4 | 10:30 AM 7 | 8:00 AM 8 | 9:30 AM 16 | 8:00 AM 30 | 11:30 AM 41 | 8:15 AM 40 | 7:45 AM 29 | 8:15 AM 14 | 8:15 AM 6 | 7:00 AM 4 | 5:15 AM 1 | 1:00 AM 2 | 8:15 AM 156 | | |
| PM Peak 15-min Vol | 1:00 PM 7 | 1:15 PM 2 | 6:00 PM 9 | 2:45 PM 20 | 3:30 PM 53 | 4:30 PM 128 | 5:00 PM 92 | 3:30 PM 49 | 2:00 PM 28 | 2:00 PM 12 | 1:00 PM 2 | 12:45 PM 1 | 12:00 PM 0 | 1:15 PM 1 | 4:00 PM 289 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

SUMMARY - Tube Count - Speed Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | | | | | | | | QC JOB #: 15975347 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 370 | 62 | 202 | 457 | 1626 | 4015 | 5257 | 4124 | 1892 | 720 | 212 | 54 | 17 | 19 | 19027 | 41-50 | 9381 |
| Percent | 1.9% | 0.3% | 1.1% | 2.4% | 8.5% | 21.1% | 27.6% | 21.7% | 9.9% | 3.8% | 1.1% | 0.3% | 0.1% | 0.1% | | | |
| Cumulative Percent | 1.9% | 2.3% | 3.3% | 5.7% | 14.3% | 35.4% | 63% | 84.7% | 94.6% | 98.4% | 99.5% | 99.8% | 99.9% | 100% | | | |
| ADT 9513 | | | | | | | | | | | | | | | 85th Percentile: 50 MPH Mean Speed(Average): 42 MPH Median: 42 MPH Mode: 43 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 AM | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 AM | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 AM | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:00 AM | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:15 AM | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:30 AM | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:45 AM | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 AM | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:15 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:30 AM | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:45 AM | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:00 AM | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:15 AM | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:30 AM | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:45 AM | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:00 AM | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:15 AM | 0 | 6 | 3 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:30 AM | 1 | 6 | 6 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| 04:45 AM | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 AM | 0 | 13 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:15 AM | 0 | 16 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| 05:30 AM | 0 | 23 | 8 | 1 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| 05:45 AM | 0 | 30 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10182 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 50 | 18 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 78 |
| 06:15 AM | 0 | 41 | 15 | 1 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 69 |
| 06:30 AM | 0 | 45 | 16 | 0 | 7 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 72 |
| 06:45 AM | 1 | 52 | 12 | 1 | 8 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 83 |
| 07:00 AM | 0 | 30 | 11 | 4 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 55 |
| 07:15 AM | 0 | 49 | 11 | 9 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 81 |
| 07:30 AM | 0 | 64 | 17 | 1 | 8 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 102 |
| 07:45 AM | 3 | 98 | 28 | 5 | 11 | 2 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 3 | 159 |
| 08:00 AM | 0 | 95 | 23 | 3 | 10 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 142 |
| 08:15 AM | 2 | 95 | 29 | 6 | 8 | 4 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 4 | 156 |
| 08:30 AM | 0 | 109 | 13 | 1 | 5 | 3 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 2 | 141 |
| 08:45 AM | 0 | 87 | 13 | 3 | 5 | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 117 |
| 09:00 AM | 0 | 59 | 7 | 1 | 5 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 83 |
| 09:15 AM | 0 | 40 | 24 | 0 | 8 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 4 | 87 |
| 09:30 AM | 1 | 49 | 14 | 2 | 11 | 4 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 2 | 93 |
| 09:45 AM | 1 | 42 | 14 | 1 | 8 | 1 | 2 | 0 | 10 | 2 | 0 | 0 | 1 | 2 | 84 |
| 10:00 AM | 1 | 58 | 28 | 6 | 8 | 5 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 3 | 124 |
| 10:15 AM | 0 | 80 | 18 | 1 | 11 | 1 | 1 | 3 | 9 | 0 | 0 | 0 | 1 | 10 | 135 |
| 10:30 AM | 0 | 70 | 22 | 4 | 11 | 6 | 1 | 1 | 3 | 4 | 0 | 0 | 1 | 1 | 124 |
| 10:45 AM | 2 | 57 | 19 | 3 | 11 | 8 | 1 | 2 | 7 | 0 | 0 | 0 | 2 | 3 | 115 |
| 11:00 AM | 0 | 54 | 29 | 4 | 3 | 2 | 1 | 1 | 9 | 1 | 0 | 0 | 0 | 7 | 111 |
| 11:15 AM | 0 | 61 | 15 | 2 | 9 | 5 | 0 | 1 | 12 | 0 | 0 | 0 | 2 | 4 | 111 |
| 11:30 AM | 0 | 72 | 24 | 4 | 15 | 4 | 1 | 0 | 7 | 2 | 0 | 0 | 0 | 3 | 132 |
| 11:45 AM | 1 | 78 | 37 | 5 | 9 | 4 | 0 | 5 | 9 | 2 | 0 | 0 | 0 | 1 | 151 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10182 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Chester, PA

DATE: Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 1 | 90 | 26 | 1 | 16 | 5 | 0 | 5 | 8 | 2 | 0 | 0 | 0 | 4 | 158 |
| 12:15 PM | 2 | 100 | 22 | 3 | 12 | 3 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12:30 PM | 4 | 87 | 28 | 3 | 10 | 5 | 2 | 2 | 5 | 1 | 0 | 0 | 1 | 4 | 152 |
| 12:45 PM | 0 | 99 | 25 | 4 | 13 | 4 | 2 | 3 | 13 | 3 | 0 | 0 | 1 | 3 | 170 |
| 01:00 PM | 2 | 72 | 26 | 1 | 9 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 7 | 128 |
| 01:15 PM | 0 | 96 | 26 | 5 | 15 | 4 | 1 | 3 | 9 | 0 | 0 | 0 | 0 | 7 | 166 |
| 01:30 PM | 0 | 103 | 34 | 4 | 12 | 2 | 1 | 3 | 9 | 1 | 0 | 0 | 1 | 2 | 172 |
| 01:45 PM | 0 | 114 | 27 | 4 | 22 | 1 | 0 | 3 | 9 | 3 | 1 | 0 | 1 | 3 | 188 |
| 02:00 PM | 1 | 122 | 51 | 1 | 13 | 8 | 0 | 5 | 6 | 4 | 0 | 0 | 1 | 7 | 219 |
| 02:15 PM | 2 | 123 | 42 | 3 | 17 | 4 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 199 |
| 02:30 PM | 5 | 157 | 63 | 6 | 20 | 1 | 2 | 6 | 4 | 5 | 0 | 0 | 0 | 3 | 272 |
| 02:45 PM | 7 | 173 | 52 | 3 | 16 | 3 | 2 | 10 | 5 | 0 | 0 | 1 | 0 | 7 | 279 |
| 03:00 PM | 4 | 158 | 60 | 4 | 23 | 4 | 0 | 10 | 5 | 2 | 0 | 0 | 0 | 6 | 276 |
| 03:15 PM | 0 | 161 | 43 | 3 | 21 | 3 | 0 | 4 | 5 | 1 | 0 | 1 | 0 | 0 | 242 |
| 03:30 PM | 2 | 202 | 70 | 5 | 21 | 2 | 2 | 13 | 5 | 2 | 3 | 0 | 1 | 11 | 339 |
| 03:45 PM | 3 | 193 | 63 | 6 | 17 | 4 | 1 | 2 | 7 | 5 | 0 | 0 | 1 | 5 | 307 |
| 04:00 PM | 5 | 226 | 47 | 2 | 16 | 5 | 0 | 9 | 5 | 3 | 0 | 0 | 0 | 10 | 328 |
| 04:15 PM | 7 | 203 | 60 | 3 | 17 | 5 | 0 | 8 | 4 | 2 | 0 | 0 | 0 | 8 | 317 |
| 04:30 PM | 2 | 190 | 48 | 2 | 11 | 3 | 0 | 7 | 7 | 2 | 0 | 2 | 1 | 5 | 280 |
| 04:45 PM | 5 | 167 | 38 | 0 | 17 | 2 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 8 | 245 |
| 05:00 PM | 5 | 208 | 51 | 4 | 12 | 1 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 3 | 295 |
| 05:15 PM | 3 | 179 | 31 | 1 | 17 | 2 | 3 | 6 | 1 | 1 | 1 | 0 | 0 | 8 | 253 |
| 05:30 PM | 1 | 186 | 43 | 1 | 18 | 3 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 10 | 269 |
| 05:45 PM | 3 | 146 | 30 | 2 | 9 | 0 | 0 | 5 | 1 | 1 | 0 | 1 | 0 | 4 | 202 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 10182 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|--------------|-----------------|----------------|--------------|----------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|---------------|----------------|----------------|
| 06:00 PM | 3 | 154 | 33 | 0 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 218 |
| 06:15 PM | 0 | 94 | 17 | 2 | 4 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 3 | 126 |
| 06:30 PM | 0 | 77 | 23 | 0 | 4 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 108 |
| 06:45 PM | 0 | 70 | 9 | 3 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 91 |
| 07:00 PM | 0 | 53 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 07:15 PM | 0 | 57 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 78 |
| 07:30 PM | 0 | 41 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 55 |
| 07:45 PM | 0 | 51 | 6 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 62 |
| 08:00 PM | 0 | 42 | 14 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 62 |
| 08:15 PM | 1 | 41 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 08:30 PM | 0 | 39 | 15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 08:45 PM | 0 | 47 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 64 |
| 09:00 PM | 0 | 40 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 09:15 PM | 0 | 32 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 |
| 09:30 PM | 1 | 45 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 58 |
| 09:45 PM | 0 | 33 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 PM | 1 | 43 | 13 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 63 |
| 10:15 PM | 0 | 29 | 7 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:30 PM | 1 | 40 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 57 |
| 10:45 PM | 0 | 27 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 PM | 0 | 32 | 10 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 48 |
| 11:15 PM | 0 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
| 11:30 PM | 0 | 22 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:45 PM | 0 | 22 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| Day Total | 84 | 6527 | 1790 | 149 | 670 | 156 | 33 | 175 | 291 | 61 | 7 | 8 | 17 | 214 | 10182 |
| Percent | 0.8% | 64.1% | 17.6% | 1.5% | 6.6% | 1.5% | 0.3% | 1.7% | 2.9% | 0.6% | 0.1% | 0.1% | 0.2% | 2.1% | |
| ADT 10182 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:45 AM 3 | 8:30 AM 109 | 11:45 AM 37 | 7:15 AM 9 | 11:30 AM 15 | 10:45 AM 8 | 9:45 AM 2 | 10:00 AM 5 | 11:15 AM 12 | 10:30 AM 4 | 8:30 AM 1 | 12:00 AM 0 | 10:45 AM 2 | 10:15 AM 10 | 7:45 AM 159 |
| PM Peak 15-min Vol | 2:45 PM 7 | 4:00 PM 226 | 3:30 PM 70 | 2:30 PM 6 | 3:00 PM 23 | 2:00 PM 8 | 5:15 PM 3 | 3:30 PM 13 | 12:45 PM 13 | 2:30 PM 5 | 3:30 PM 3 | 4:30 PM 2 | 12:30 PM 1 | 3:30 PM 11 | 3:30 PM 339 |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 AM | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:15 AM | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 AM | 0 | 12 | 6 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 AM | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 01:00 AM | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:15 AM | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:30 AM | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:45 AM | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 AM | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:15 AM | 0 | 13 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 02:30 AM | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 |
| 02:45 AM | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 AM | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:15 AM | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 03:30 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:45 AM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:00 AM | 0 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:15 AM | 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:30 AM | 0 | 11 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:45 AM | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 AM | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:15 AM | 0 | 13 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:30 AM | 0 | 16 | 5 | 1 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 31 |
| 05:45 AM | 0 | 28 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 8845 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-----------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06:00 AM | 0 | 37 | 17 | 0 | 10 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 68 |
| 06:15 AM | 0 | 44 | 17 | 1 | 6 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 73 |
| 06:30 AM | 1 | 47 | 16 | 1 | 6 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 77 |
| 06:45 AM | 0 | 53 | 19 | 0 | 7 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 86 |
| 07:00 AM | 0 | 38 | 13 | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 58 |
| 07:15 AM | 0 | 62 | 11 | 9 | 14 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 104 |
| 07:30 AM | 1 | 50 | 18 | 3 | 7 | 0 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 3 | 94 |
| 07:45 AM | 0 | 75 | 24 | 2 | 12 | 6 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 3 | 135 |
| 08:00 AM | 1 | 87 | 22 | 7 | 8 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 3 | 139 |
| 08:15 AM | 1 | 110 | 24 | 2 | 7 | 1 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 3 | 156 |
| 08:30 AM | 4 | 82 | 21 | 3 | 13 | 1 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 6 | 143 |
| 08:45 AM | 1 | 68 | 23 | 7 | 13 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 128 |
| 09:00 AM | 1 | 64 | 25 | 1 | 8 | 1 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 111 |
| 09:15 AM | 2 | 49 | 13 | 0 | 4 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 81 |
| 09:30 AM | 0 | 48 | 24 | 3 | 5 | 5 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 4 | 99 |
| 09:45 AM | 0 | 45 | 15 | 1 | 14 | 2 | 0 | 2 | 5 | 1 | 0 | 0 | 1 | 1 | 87 |
| 10:00 AM | 0 | 48 | 18 | 3 | 11 | 1 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 89 |
| 10:15 AM | 0 | 48 | 22 | 4 | 8 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1 | 91 |
| 10:30 AM | 1 | 64 | 24 | 4 | 9 | 3 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 2 | 118 |
| 10:45 AM | 0 | 69 | 16 | 1 | 4 | 3 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 3 | 106 |
| 11:00 AM | 2 | 41 | 22 | 1 | 10 | 3 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 2 | 92 |
| 11:15 AM | 2 | 52 | 18 | 1 | 5 | 0 | 0 | 1 | 10 | 1 | 0 | 0 | 2 | 2 | 94 |
| 11:30 AM | 1 | 47 | 24 | 0 | 5 | 2 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 2 | 96 |
| 11:45 AM | 0 | 48 | 27 | 0 | 7 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 2 | 93 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 8845 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 291 Btwn Ulrich St and Pusey St

QC JOB #: 15975347

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Chester, PA

DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 12:00 PM | 2 | 57 | 12 | 1 | 7 | 1 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 1 | 90 |
| 12:15 PM | 1 | 59 | 26 | 4 | 8 | 2 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 1 | 110 |
| 12:30 PM | 1 | 65 | 16 | 0 | 7 | 0 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 102 |
| 12:45 PM | 0 | 57 | 15 | 6 | 6 | 4 | 0 | 4 | 8 | 2 | 0 | 0 | 1 | 3 | 106 |
| 01:00 PM | 1 | 86 | 25 | 4 | 7 | 4 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 6 | 146 |
| 01:15 PM | 1 | 73 | 34 | 1 | 10 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 129 |
| 01:30 PM | 0 | 69 | 28 | 2 | 12 | 2 | 1 | 1 | 9 | 1 | 0 | 1 | 2 | 2 | 130 |
| 01:45 PM | 1 | 74 | 20 | 2 | 12 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 5 | 126 |
| 02:00 PM | 1 | 100 | 41 | 3 | 12 | 1 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 1 | 169 |
| 02:15 PM | 2 | 85 | 32 | 6 | 14 | 3 | 2 | 1 | 6 | 0 | 0 | 0 | 2 | 4 | 157 |
| 02:30 PM | 3 | 128 | 46 | 3 | 19 | 3 | 2 | 12 | 5 | 4 | 0 | 0 | 0 | 4 | 229 |
| 02:45 PM | 5 | 148 | 33 | 1 | 15 | 3 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 2 | 216 |
| 03:00 PM | 3 | 131 | 48 | 5 | 20 | 1 | 1 | 6 | 4 | 0 | 0 | 0 | 1 | 7 | 227 |
| 03:15 PM | 3 | 145 | 43 | 3 | 9 | 1 | 0 | 5 | 3 | 5 | 0 | 0 | 0 | 5 | 222 |
| 03:30 PM | 9 | 152 | 56 | 2 | 15 | 1 | 1 | 7 | 4 | 2 | 0 | 0 | 0 | 8 | 257 |
| 03:45 PM | 4 | 146 | 51 | 0 | 15 | 3 | 1 | 6 | 4 | 1 | 0 | 0 | 1 | 3 | 235 |
| 04:00 PM | 6 | 201 | 48 | 2 | 10 | 4 | 1 | 5 | 4 | 0 | 1 | 1 | 0 | 6 | 289 |
| 04:15 PM | 6 | 149 | 51 | 0 | 16 | 4 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 7 | 238 |
| 04:30 PM | 5 | 196 | 39 | 0 | 7 | 2 | 0 | 8 | 3 | 2 | 1 | 0 | 1 | 7 | 271 |
| 04:45 PM | 2 | 163 | 29 | 0 | 8 | 5 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 3 | 216 |
| 05:00 PM | 2 | 187 | 41 | 1 | 13 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 251 |
| 05:15 PM | 4 | 162 | 31 | 2 | 10 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 218 |
| 05:30 PM | 0 | 159 | 23 | 2 | 6 | 0 | 0 | 5 | 4 | 1 | 0 | 2 | 0 | 0 | 202 |
| 05:45 PM | 1 | 121 | 19 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 151 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 8845 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St
SPECIFIC LOCATION:
CITY/STATE: Chester, PA

QC JOB #: 15975347
DIRECTION: WB
DATE: Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------------------------|---------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|---------|
| 06:00 PM | 1 | 140 | 25 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 6 | 179 |
| 06:15 PM | 1 | 84 | 20 | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 112 |
| 06:30 PM | 2 | 88 | 10 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 107 |
| 06:45 PM | 1 | 63 | 12 | 2 | 5 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 89 |
| 07:00 PM | 0 | 59 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 74 |
| 07:15 PM | 1 | 55 | 9 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 07:30 PM | 1 | 52 | 10 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 68 |
| 07:45 PM | 1 | 44 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 54 |
| 08:00 PM | 1 | 47 | 9 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:15 PM | 0 | 42 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 08:30 PM | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 08:45 PM | 1 | 33 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 09:00 PM | 0 | 37 | 4 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 48 |
| 09:15 PM | 0 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:30 PM | 1 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 45 |
| 09:45 PM | 1 | 39 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 |
| 10:00 PM | 0 | 42 | 16 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:15 PM | 1 | 59 | 7 | 0 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:30 PM | 1 | 40 | 10 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 56 |
| 10:45 PM | 0 | 28 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:00 PM | 0 | 37 | 6 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 49 |
| 11:15 PM | 0 | 26 | 8 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:30 PM | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 11:45 PM | 1 | 34 | 8 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 47 |
| Day Total | 96 | 5749 | 1585 | 110 | 525 | 109 | 17 | 147 | 273 | 50 | 2 | 6 | 14 | 162 | 8845 |
| Percent | 1.1% | 65% | 17.9% | 1.2% | 5.9% | 1.2% | 0.2% | 1.7% | 3.1% | 0.6% | 0% | 0.1% | 0.2% | 1.8% | |
| ADT 8845 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 8:30 AM | 8:15 AM | 11:45 AM | 7:15 AM | 7:15 AM | 7:45 AM | 6:30 AM | 7:45 AM | 11:30 AM | 8:15 AM | 12:00 AM | 12:00 AM | 11:15 AM | 8:30 AM | 8:15 AM |
| | 4 | 110 | 27 | 9 | 14 | 6 | 1 | 5 | 14 | 3 | 0 | 0 | 2 | 6 | 156 |
| PM Peak 15-min Vol | 3:30 PM | 4:00 PM | 3:30 PM | 12:45 PM | 3:00 PM | 4:45 PM | 2:15 PM | 2:30 PM | 12:30 PM | 3:15 PM | 4:00 PM | 5:30 PM | 1:30 PM | 3:30 PM | 4:00 PM |
| | 9 | 201 | 56 | 6 | 20 | 5 | 2 | 12 | 10 | 5 | 1 | 2 | 2 | 8 | 289 |

Comments:

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Grand Total | 180 | 12276 | 3375 | 259 | 1195 | 265 | 50 | 322 | 564 | 111 | 9 | 14 | 31 | 376 | 19027 |
| Percent | 0.9% | 64.5% | 17.7% | 1.4% | 6.3% | 1.4% | 0.3% | 1.7% | 3% | 0.6% | 0% | 0.1% | 0.2% | 2% | |



Comments:



Type of report: Tube Count - Volume Data

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 12:00 AM | | 16 | 23 | | | 20 | | | 20 | |
| 12:15 AM | | 18 | 14 | | | 16 | | | 16 | |
| 12:30 AM | | 19 | 21 | | | 20 | | | 20 | |
| 12:45 AM | | 13 | 17 | | | 15 | | | 15 | |
| 01:00 AM | | 12 | 21 | | | 17 | | | 17 | |
| 01:15 AM | | 14 | 8 | | | 11 | | | 11 | |
| 01:30 AM | | 11 | 16 | | | 14 | | | 14 | |
| 01:45 AM | | 11 | 13 | | | 12 | | | 12 | |
| 02:00 AM | | 11 | 13 | | | 12 | | | 12 | |
| 02:15 AM | | 9 | 19 | | | 14 | | | 14 | |
| 02:30 AM | | 11 | 9 | | | 10 | | | 10 | |
| 02:45 AM | | 11 | 10 | | | 11 | | | 11 | |
| 03:00 AM | | 18 | 15 | | | 17 | | | 17 | |
| 03:15 AM | | 7 | 17 | | | 12 | | | 12 | |
| 03:30 AM | | 10 | 8 | | | 9 | | | 9 | |
| 03:45 AM | | 15 | 10 | | | 13 | | | 13 | |
| 04:00 AM | | 13 | 14 | | | 14 | | | 14 | |
| 04:15 AM | | 15 | 17 | | | 16 | | | 16 | |
| 04:30 AM | | 17 | 20 | | | 19 | | | 19 | |
| 04:45 AM | | 14 | 15 | | | 15 | | | 15 | |
| 05:00 AM | | 18 | 14 | | | 16 | | | 16 | |
| 05:15 AM | | 29 | 21 | | | 25 | | | 25 | |
| 05:30 AM | | 42 | 31 | | | 37 | | | 37 | |
| 05:45 AM | | 48 | 38 | | | 43 | | | 43 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | |

Report generated on 2/1/2023 6:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 291 Btwn Ulrich St and Pusey St **QC JOB #:** 15975347
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Chester, PA **DATE:** Jan 24 2023 - Jan 25 2023

| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 25 Jan 23 | Thu | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
|--------------------|------------------|------------------|------------------|-----|-----|-----------------------------------|-----|-----|--------------------------------|----------------------|
| 06:00 AM | | 78 | 68 | | | 73 | | | 73 | |
| 06:15 AM | | 69 | 73 | | | 71 | | | 71 | |
| 06:30 AM | | 72 | 77 | | | 75 | | | 75 | |
| 06:45 AM | | 83 | 86 | | | 85 | | | 85 | |
| 07:00 AM | | 55 | 58 | | | 57 | | | 57 | |
| 07:15 AM | | 81 | 104 | | | 93 | | | 93 | |
| 07:30 AM | | 102 | 94 | | | 98 | | | 98 | |
| 07:45 AM | | 159 | 135 | | | 147 | | | 147 | |
| 08:00 AM | | 142 | 139 | | | 141 | | | 141 | |
| 08:15 AM | | 156 | 156 | | | 156 | | | 156 | |
| 08:30 AM | | 141 | 143 | | | 142 | | | 142 | |
| 08:45 AM | | 117 | 128 | | | 123 | | | 123 | |
| 09:00 AM | | 83 | 111 | | | 97 | | | 97 | |
| 09:15 AM | | 87 | 81 | | | 84 | | | 84 | |
| 09:30 AM | | 93 | 99 | | | 96 | | | 96 | |
| 09:45 AM | | 84 | 87 | | | 86 | | | 86 | |
| 10:00 AM | | 124 | 89 | | | 107 | | | 107 | |
| 10:15 AM | | 135 | 91 | | | 113 | | | 113 | |
| 10:30 AM | | 124 | 118 | | | 121 | | | 121 | |
| 10:45 AM | | 115 | 106 | | | 111 | | | 111 | |
| 11:00 AM | | 111 | 92 | | | 102 | | | 102 | |
| 11:15 AM | | 111 | 94 | | | 103 | | | 103 | |
| 11:30 AM | | 132 | 96 | | | 114 | | | 114 | |
| 11:45 AM | | 151 | 93 | | | 122 | | | 122 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

Comments:

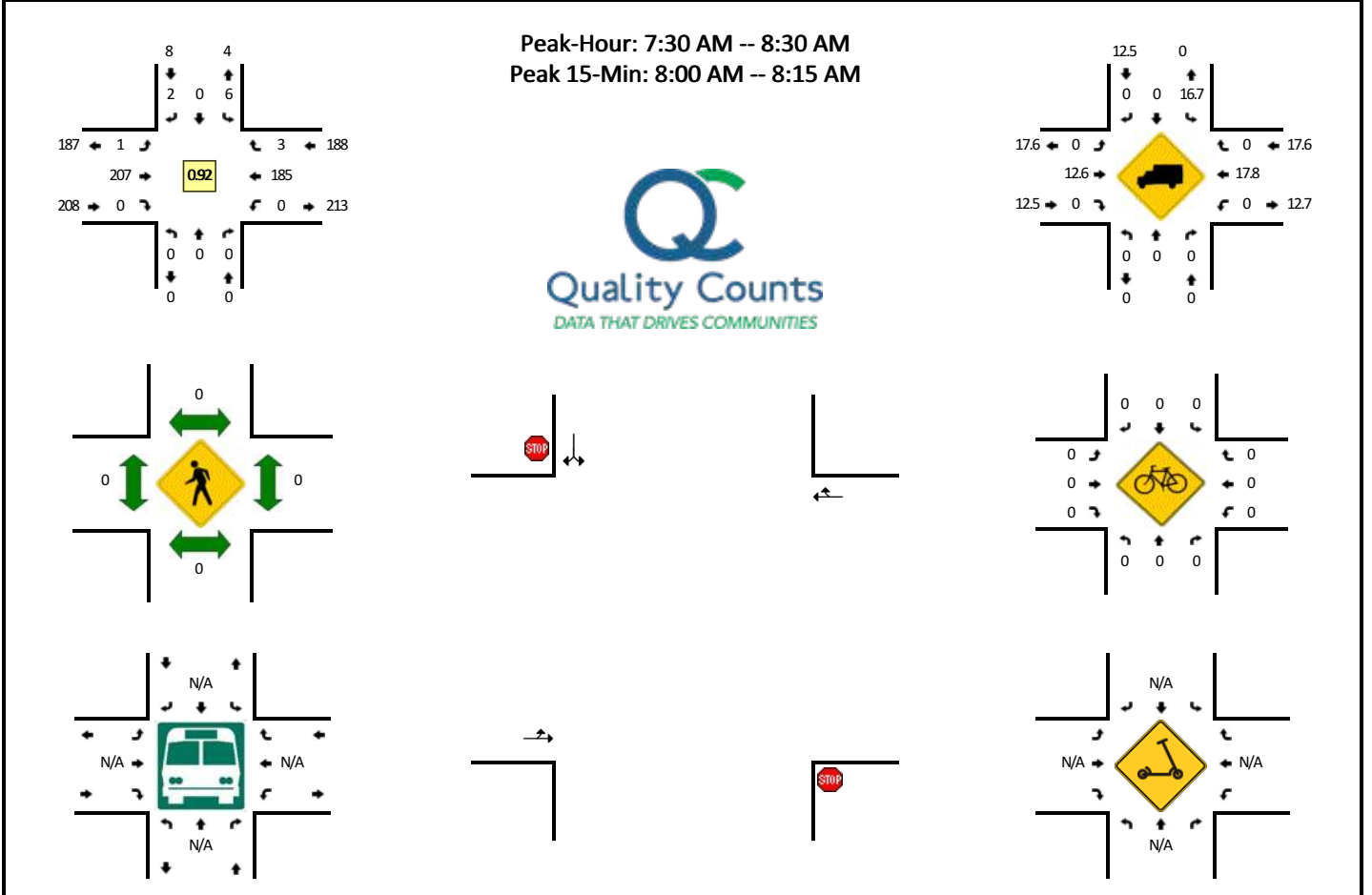
| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|-----|-----------|-----------|-----|-----|-----------------|---------------------------------|-----|----------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon | Tue | Wed | Thu | Fri | Average Weekday | Sat | Sun | Average Week | Average Week Profile |
| | | 24 Jan 23 | 25 Jan 23 | | | 15-min Traffic | | | 15-min Traffic | |
| 12:00 PM | | 158 | 90 | | | 124 | | | 124 | |
| 12:15 PM | | 153 | 110 | | | 132 | | | 132 | |
| 12:30 PM | | 152 | 102 | | | 127 | | | 127 | |
| 12:45 PM | | 170 | 106 | | | 138 | | | 138 | |
| 01:00 PM | | 128 | 146 | | | 137 | | | 137 | |
| 01:15 PM | | 166 | 129 | | | 148 | | | 148 | |
| 01:30 PM | | 172 | 130 | | | 151 | | | 151 | |
| 01:45 PM | | 188 | 126 | | | 157 | | | 157 | |
| 02:00 PM | | 219 | 169 | | | 194 | | | 194 | |
| 02:15 PM | | 199 | 157 | | | 178 | | | 178 | |
| 02:30 PM | | 272 | 229 | | | 251 | | | 251 | |
| 02:45 PM | | 279 | 216 | | | 248 | | | 248 | |
| 03:00 PM | | 276 | 227 | | | 252 | | | 252 | |
| 03:15 PM | | 242 | 222 | | | 232 | | | 232 | |
| 03:30 PM | | 339 | 257 | | | 298 | | | 298 | |
| 03:45 PM | | 307 | 235 | | | 271 | | | 271 | |
| 04:00 PM | | 328 | 289 | | | 309 | | | 309 | |
| 04:15 PM | | 317 | 238 | | | 278 | | | 278 | |
| 04:30 PM | | 280 | 271 | | | 276 | | | 276 | |
| 04:45 PM | | 245 | 216 | | | 231 | | | 231 | |
| 05:00 PM | | 295 | 251 | | | 273 | | | 273 | |
| 05:15 PM | | 253 | 218 | | | 236 | | | 236 | |
| 05:30 PM | | 269 | 202 | | | 236 | | | 236 | |
| 05:45 PM | | 202 | 151 | | | 177 | | | 177 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

| LOCATION: SR 291 Btwn Ulrich St and Pusey St | | | | | | | QC JOB #: 15975347 | | | |
|--|------------------|------------------|------------------|------------------|------------------|-----------------------------------|---------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Chester, PA | | | | | | | DATE: Jan 24 2023 - Jan 25 2023 | | | |
| Start Time | Mon 24 Jan 23 | Tue 25 Jan 23 | Wed 26 Jan 23 | Thu 27 Jan 23 | Fri 28 Jan 23 | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 PM | | 218 | 179 | | | 199 | | | 199 | |
| 06:15 PM | | 126 | 112 | | | 119 | | | 119 | |
| 06:30 PM | | 108 | 107 | | | 108 | | | 108 | |
| 06:45 PM | | 91 | 89 | | | 90 | | | 90 | |
| 07:00 PM | | 67 | 74 | | | 71 | | | 71 | |
| 07:15 PM | | 78 | 74 | | | 76 | | | 76 | |
| 07:30 PM | | 55 | 68 | | | 62 | | | 62 | |
| 07:45 PM | | 62 | 54 | | | 58 | | | 58 | |
| 08:00 PM | | 62 | 60 | | | 61 | | | 61 | |
| 08:15 PM | | 57 | 53 | | | 55 | | | 55 | |
| 08:30 PM | | 56 | 46 | | | 51 | | | 51 | |
| 08:45 PM | | 64 | 50 | | | 57 | | | 57 | |
| 09:00 PM | | 49 | 48 | | | 49 | | | 49 | |
| 09:15 PM | | 47 | 44 | | | 46 | | | 46 | |
| 09:30 PM | | 58 | 45 | | | 52 | | | 52 | |
| 09:45 PM | | 42 | 49 | | | 46 | | | 46 | |
| 10:00 PM | | 63 | 62 | | | 63 | | | 63 | |
| 10:15 PM | | 41 | 74 | | | 58 | | | 58 | |
| 10:30 PM | | 57 | 56 | | | 57 | | | 57 | |
| 10:45 PM | | 30 | 35 | | | 33 | | | 33 | |
| 11:00 PM | | 48 | 49 | | | 49 | | | 49 | |
| 11:15 PM | | 34 | 37 | | | 36 | | | 36 | |
| 11:30 PM | | 26 | 24 | | | 25 | | | 25 | |
| 11:45 PM | | 27 | 47 | | | 37 | | | 37 | |
| Day Total | | 10182 | 8845 | | | 9537 | | | 9537 | |
| % Weekday Average | | 106.8% | 92.7% | | | | | | | |
| % Week Average | | 106.8% | 92.7% | | | 100% | | | | |
| AM Peak 15-min Vol | | 7:45 AM 159 | 8:15 AM 156 | | | 8:15 AM 156 | | | 8:15 AM 156 | |
| PM Peak 15-min Vol | | 3:30 PM 339 | 4:00 PM 289 | | | 4:00 PM 309 | | | 4:00 PM 309 | |

Comments:

LOCATION: Irving St -- SR 291
CITY/STATE: Trainer, PA

QC JOB #: 15975301
DATE: Tue, Jan 24 2023

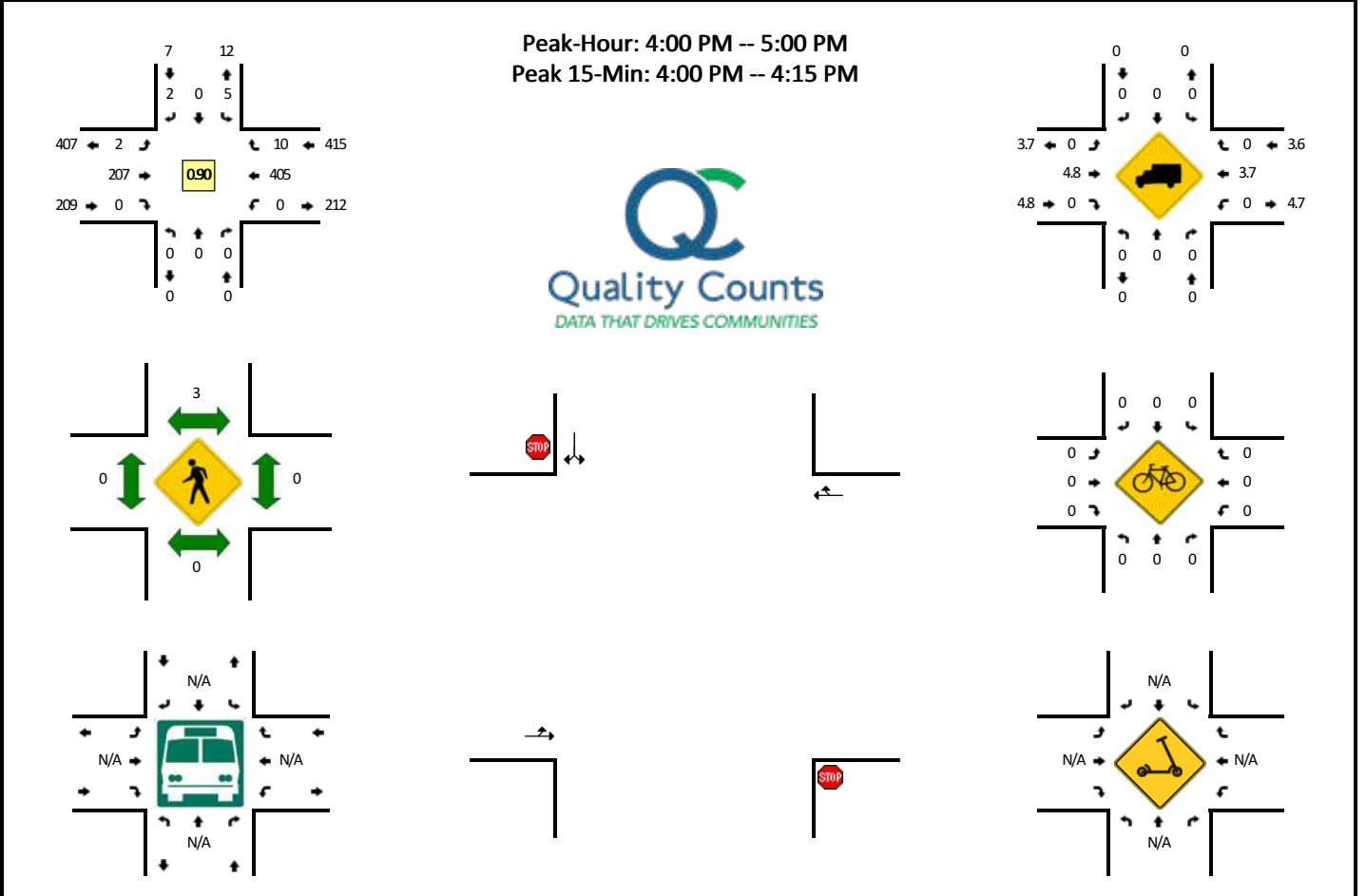


| 15-Min Count Period Beginning At | Irving St (Northbound) | | | | Irving St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 47 | 1 | 0 | 70 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 61 | 2 | 0 | 93 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 73 | 0 | 0 | 117 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 42 | 0 | 0 | 0 | 64 | 1 | 1 | 110 | 390 |
| 7:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 28 | 0 | 0 | 75 | 395 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 27 | 1 | 0 | 89 | 391 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 36 | 0 | 0 | 92 | 366 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 47 | 1 | 0 | 107 | 363 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 51 | 0 | 0 | 0 | 55 | 2 | 0 | 110 | 398 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 45 | 0 | 0 | 0 | 47 | 0 | 0 | 95 | 404 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 0 | 0 | 0 | 45 | 1 | 0 | 85 | 397 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 35 | 0 | 0 | 78 | 368 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 204 | 0 | 0 | 0 | 220 | 8 | 0 | 440 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 52 | 0 | 0 | 84 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Irving St -- SR 291
CITY/STATE: Trainer, PA

QC JOB #: 15975303
DATE: Tue, Jan 24 2023

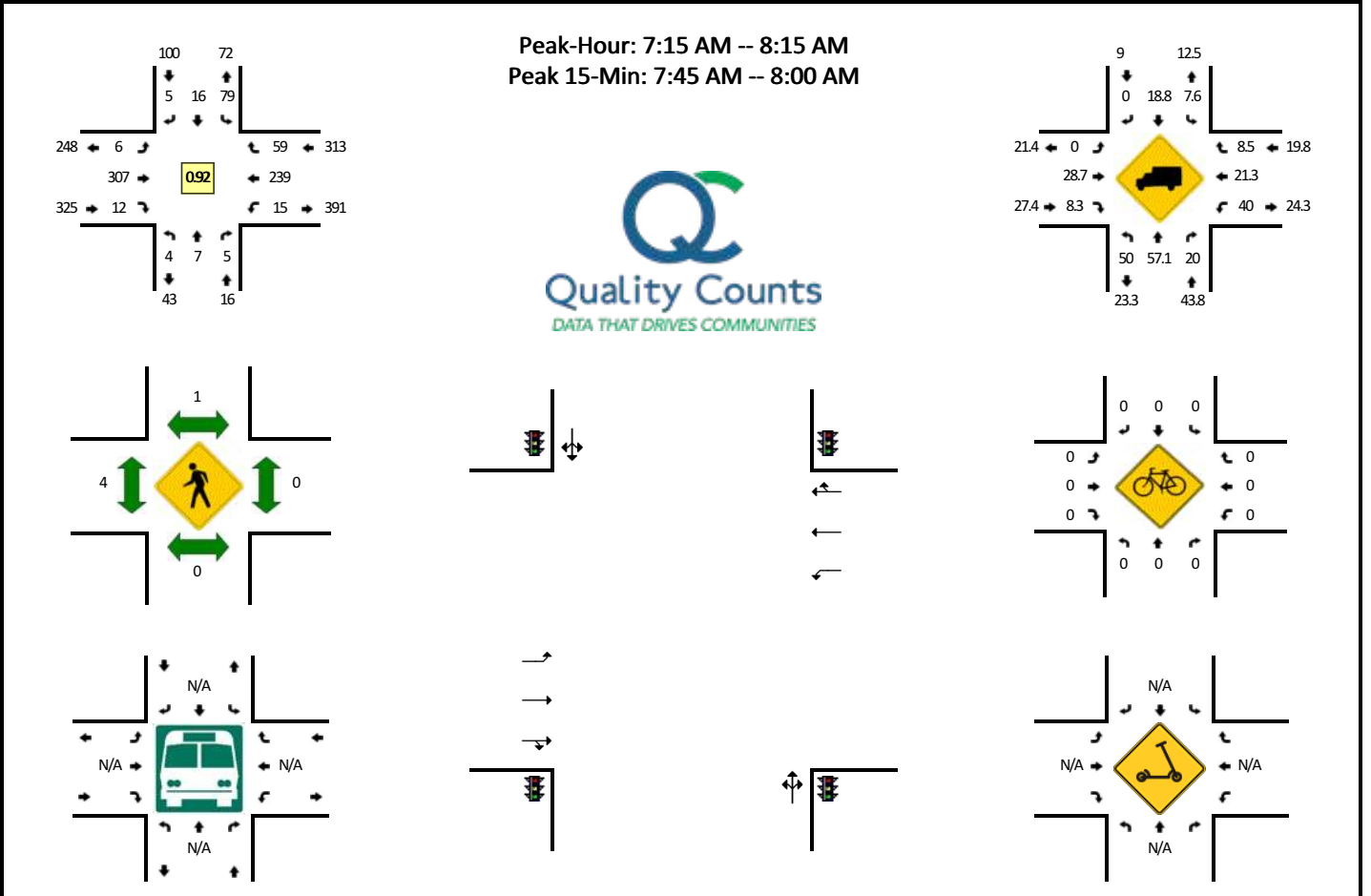


| 15-Min Count Period Beginning At | Irving St (Northbound) | | | | Irving St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 61 | 0 | 0 | 0 | 109 | 3 | 0 | 176 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 48 | 0 | 0 | 0 | 117 | 5 | 0 | 172 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 56 | 0 | 0 | 0 | 79 | 2 | 0 | 139 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 42 | 0 | 0 | 0 | 100 | 0 | 0 | 144 | 631 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 93 | 3 | 0 | 174 | 629 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 68 | 1 | 0 | 136 | 593 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 97 | 0 | 0 | 145 | 599 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 70 | 0 | 0 | 131 | 586 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 68 | 0 | 0 | 116 | 528 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 37 | 1 | 0 | 71 | 463 |
| 6:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 37 | 0 | 0 | 60 | 378 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 21 | 2 | 0 | 33 | 280 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 244 | 0 | 0 | 0 | 436 | 12 | 0 | 704 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 24 | 0 | 0 | 32 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 12 | | | | 0 | | | | 0 | | | 12 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Highland Ave -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975304
DATE: Tue, Jan 24 2023

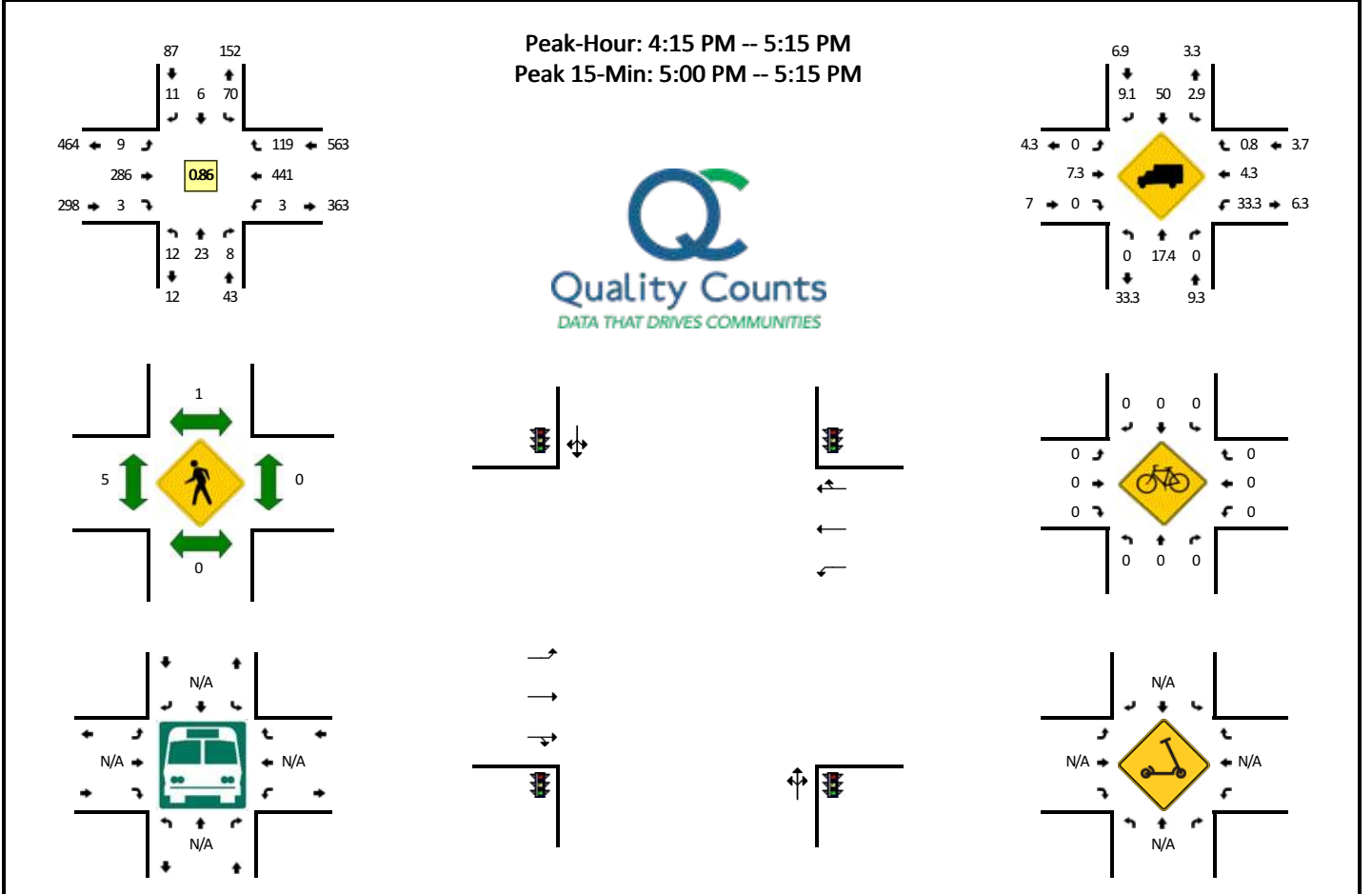


| 15-Min Count Period Beginning At | Highland Ave (Northbound) | | | | Highland Ave (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 1 | 1 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 39 | 1 | 1 | 0 | 49 | 8 | 0 | 108 | |
| 6:15 AM | 3 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 3 | 41 | 1 | 1 | 0 | 63 | 9 | 0 | 129 | |
| 6:30 AM | 2 | 1 | 4 | 0 | 5 | 2 | 4 | 0 | 0 | 67 | 2 | 2 | 0 | 67 | 1 | 0 | 157 | |
| 6:45 AM | 2 | 0 | 1 | 0 | 9 | 3 | 5 | 0 | 1 | 59 | 4 | 1 | 0 | 73 | 6 | 0 | 164 | 558 |
| 7:00 AM | 1 | 1 | 1 | 0 | 6 | 2 | 3 | 0 | 2 | 51 | 1 | 0 | 1 | 42 | 5 | 0 | 116 | 566 |
| 7:15 AM | 0 | 0 | 3 | 0 | 18 | 4 | 3 | 0 | 1 | 77 | 2 | 0 | 7 | 53 | 12 | 0 | 180 | 617 |
| 7:30 AM | 1 | 2 | 0 | 0 | 18 | 4 | 1 | 0 | 1 | 83 | 5 | 0 | 4 | 53 | 8 | 0 | 180 | 640 |
| 7:45 AM | 2 | 4 | 2 | 0 | 24 | 5 | 0 | 0 | 3 | 80 | 3 | 0 | 0 | 65 | 16 | 0 | 204 | 680 |
| 8:00 AM | 1 | 1 | 0 | 0 | 19 | 3 | 1 | 0 | 1 | 67 | 2 | 0 | 4 | 68 | 23 | 0 | 190 | 754 |
| 8:15 AM | 0 | 3 | 3 | 0 | 16 | 5 | 4 | 0 | 0 | 54 | 2 | 0 | 1 | 62 | 14 | 0 | 164 | 738 |
| 8:30 AM | 1 | 3 | 1 | 0 | 12 | 5 | 5 | 0 | 1 | 57 | 1 | 0 | 4 | 77 | 11 | 0 | 178 | 736 |
| 8:45 AM | 0 | 2 | 0 | 0 | 9 | 7 | 9 | 0 | 2 | 60 | 4 | 0 | 1 | 64 | 17 | 0 | 175 | 707 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 16 | 8 | 0 | 96 | 20 | 0 | 0 | 12 | 320 | 12 | 0 | 0 | 260 | 64 | 0 | 816 | |
| Heavy Trucks | 4 | 8 | 0 | | 8 | 4 | 0 | | 0 | 96 | 0 | | 0 | 40 | 4 | | 164 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 12 | | | | 0 | | | 12 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Highland Ave -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975306
DATE: Tue, Jan 24 2023

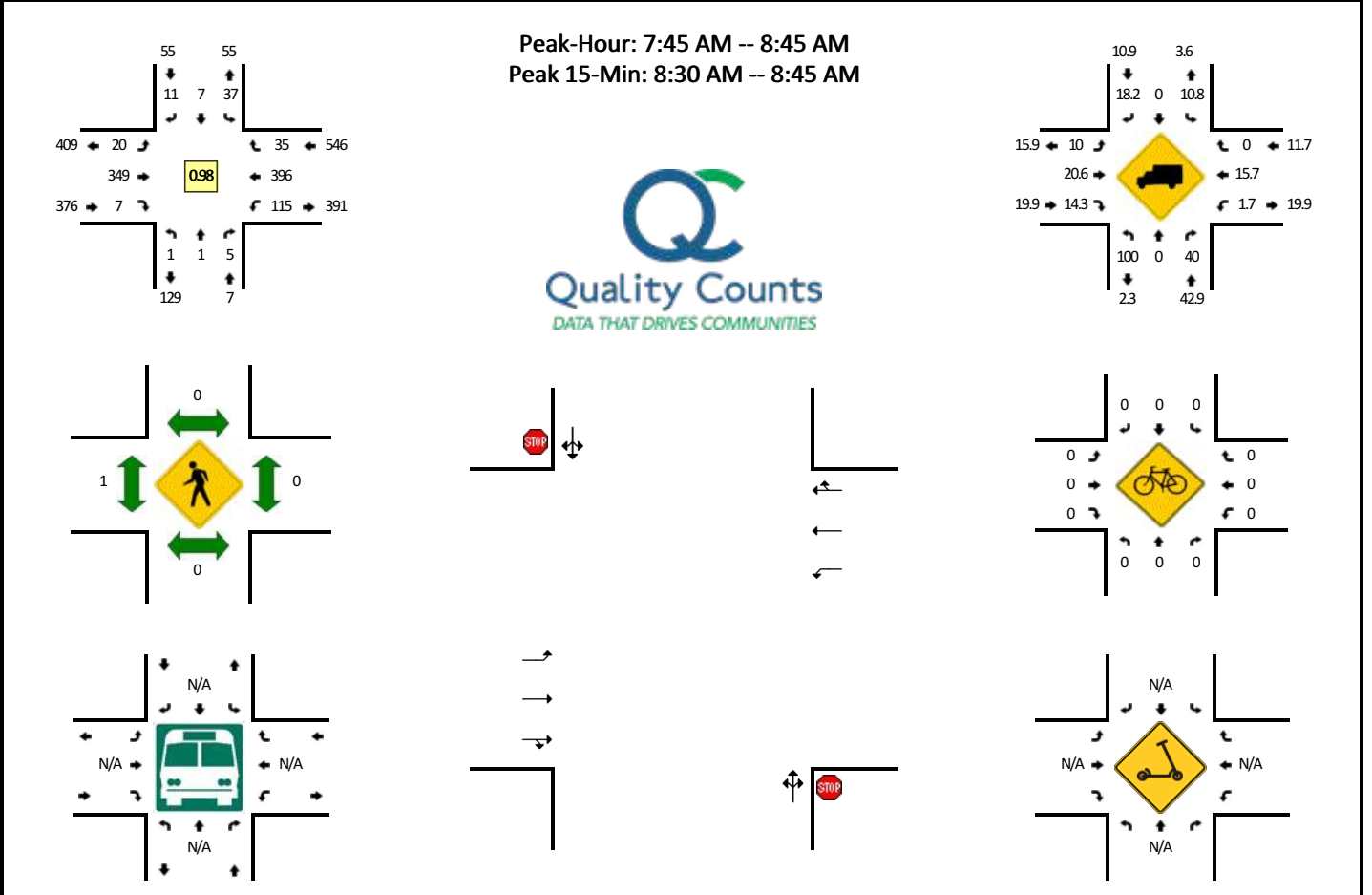


| 15-Min Count Period Beginning At | Highland Ave (Northbound) | | | | Highland Ave (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 2 | 1 | 3 | 0 | 20 | 0 | 2 | 1 | 2 | 85 | 0 | 0 | 2 | 125 | 31 | 0 | 274 | |
| 4:15 PM | 7 | 2 | 3 | 0 | 19 | 1 | 4 | 0 | 0 | 71 | 1 | 0 | 0 | 128 | 31 | 0 | 267 | |
| 4:30 PM | 3 | 6 | 1 | 0 | 12 | 1 | 2 | 1 | 1 | 68 | 0 | 0 | 1 | 93 | 28 | 0 | 217 | |
| 4:45 PM | 1 | 2 | 0 | 0 | 20 | 3 | 1 | 0 | 3 | 54 | 0 | 0 | 0 | 111 | 25 | 0 | 220 | 978 |
| 5:00 PM | 1 | 13 | 4 | 0 | 18 | 1 | 4 | 0 | 5 | 93 | 2 | 0 | 2 | 109 | 35 | 0 | 287 | 991 |
| 5:15 PM | 2 | 3 | 2 | 0 | 12 | 2 | 3 | 0 | 3 | 79 | 2 | 0 | 0 | 82 | 24 | 0 | 214 | 938 |
| 5:30 PM | 3 | 3 | 3 | 0 | 19 | 3 | 3 | 1 | 2 | 69 | 5 | 0 | 0 | 122 | 23 | 0 | 256 | 977 |
| 5:45 PM | 1 | 5 | 0 | 0 | 11 | 3 | 2 | 0 | 2 | 74 | 2 | 1 | 0 | 75 | 26 | 0 | 202 | 959 |
| 6:00 PM | 3 | 2 | 5 | 0 | 21 | 3 | 2 | 0 | 0 | 58 | 0 | 2 | 1 | 71 | 24 | 0 | 192 | 864 |
| 6:15 PM | 3 | 6 | 1 | 0 | 12 | 2 | 0 | 0 | 1 | 45 | 1 | 0 | 0 | 46 | 20 | 0 | 137 | 787 |
| 6:30 PM | 1 | 3 | 1 | 0 | 11 | 2 | 2 | 0 | 3 | 35 | 0 | 0 | 0 | 42 | 9 | 0 | 109 | 640 |
| 6:45 PM | 2 | 0 | 1 | 0 | 9 | 1 | 1 | 0 | 1 | 23 | 0 | 0 | 1 | 29 | 14 | 0 | 82 | 520 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 4 | 52 | 16 | 0 | 72 | 4 | 16 | 0 | 20 | 372 | 8 | 0 | 8 | 436 | 140 | 0 | 1148 | |
| Heavy Trucks | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 4 | 12 | 0 | 0 | 52 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles | | | | | | | | | | | | | | | | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Engle St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975307
DATE: Tue, Jan 24 2023

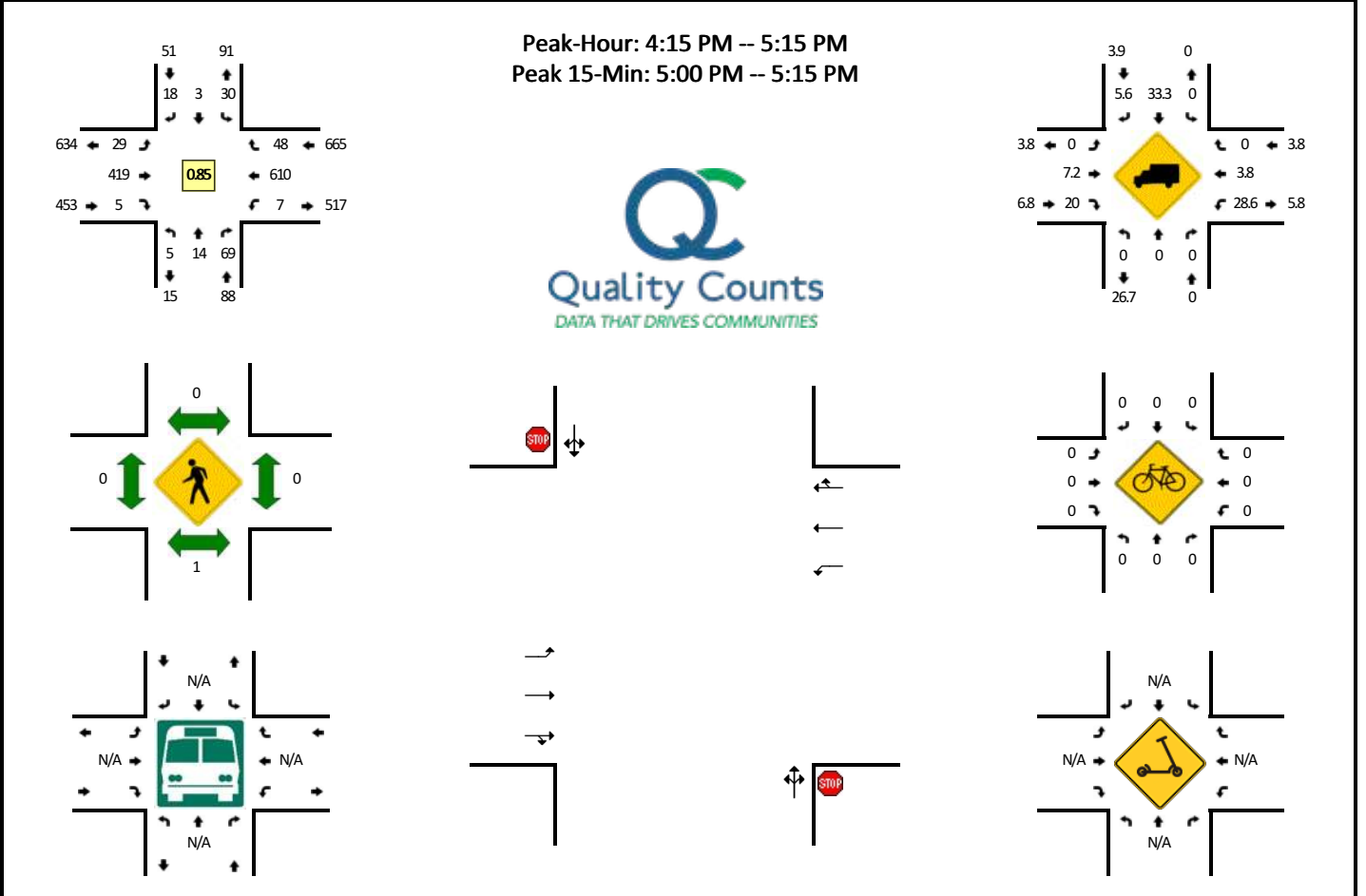


| 15-Min Count Period Beginning At | Engle St (Northbound) | | | | Engle St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 3 | 87 | 2 | 0 | 137 | |
| 6:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 55 | 1 | 0 | 6 | 99 | 4 | 0 | 174 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 0 | 2 | 77 | 0 | 0 | 2 | 89 | 6 | 0 | 185 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 3 | 1 | 7 | 0 | 4 | 78 | 0 | 1 | 2 | 98 | 7 | 0 | 201 | 697 |
| 7:00 AM | 0 | 0 | 2 | 0 | 6 | 2 | 1 | 0 | 4 | 60 | 4 | 1 | 6 | 55 | 5 | 0 | 146 | 706 |
| 7:15 AM | 1 | 1 | 1 | 0 | 6 | 1 | 4 | 0 | 3 | 98 | 1 | 1 | 5 | 82 | 12 | 0 | 216 | 748 |
| 7:30 AM | 0 | 1 | 0 | 0 | 18 | 0 | 3 | 0 | 3 | 114 | 0 | 1 | 13 | 70 | 12 | 0 | 235 | 798 |
| 7:45 AM | 1 | 0 | 2 | 0 | 14 | 0 | 1 | 0 | 5 | 97 | 3 | 0 | 15 | 103 | 10 | 0 | 251 | 848 |
| 8:00 AM | 0 | 0 | 0 | 0 | 10 | 2 | 2 | 0 | 3 | 101 | 2 | 1 | 24 | 94 | 9 | 0 | 248 | 950 |
| 8:15 AM | 0 | 1 | 1 | 0 | 5 | 3 | 5 | 0 | 5 | 75 | 1 | 0 | 34 | 95 | 8 | 0 | 233 | 967 |
| 8:30 AM | 0 | 0 | 2 | 0 | 8 | 2 | 3 | 0 | 6 | 76 | 1 | 0 | 42 | 104 | 8 | 0 | 252 | 984 |
| 8:45 AM | 0 | 1 | 3 | 0 | 3 | 1 | 2 | 0 | 3 | 75 | 1 | 0 | 54 | 90 | 8 | 0 | 241 | 974 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 8 | 0 | 32 | 8 | 12 | 0 | 24 | 304 | 4 | 0 | 168 | 416 | 32 | 0 | 1008 | |
| Heavy Trucks | 0 | 0 | 4 | | 4 | 0 | 0 | | 0 | 68 | 0 | | 0 | 88 | 0 | | 164 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Engle St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975309
DATE: Tue, Jan 24 2023

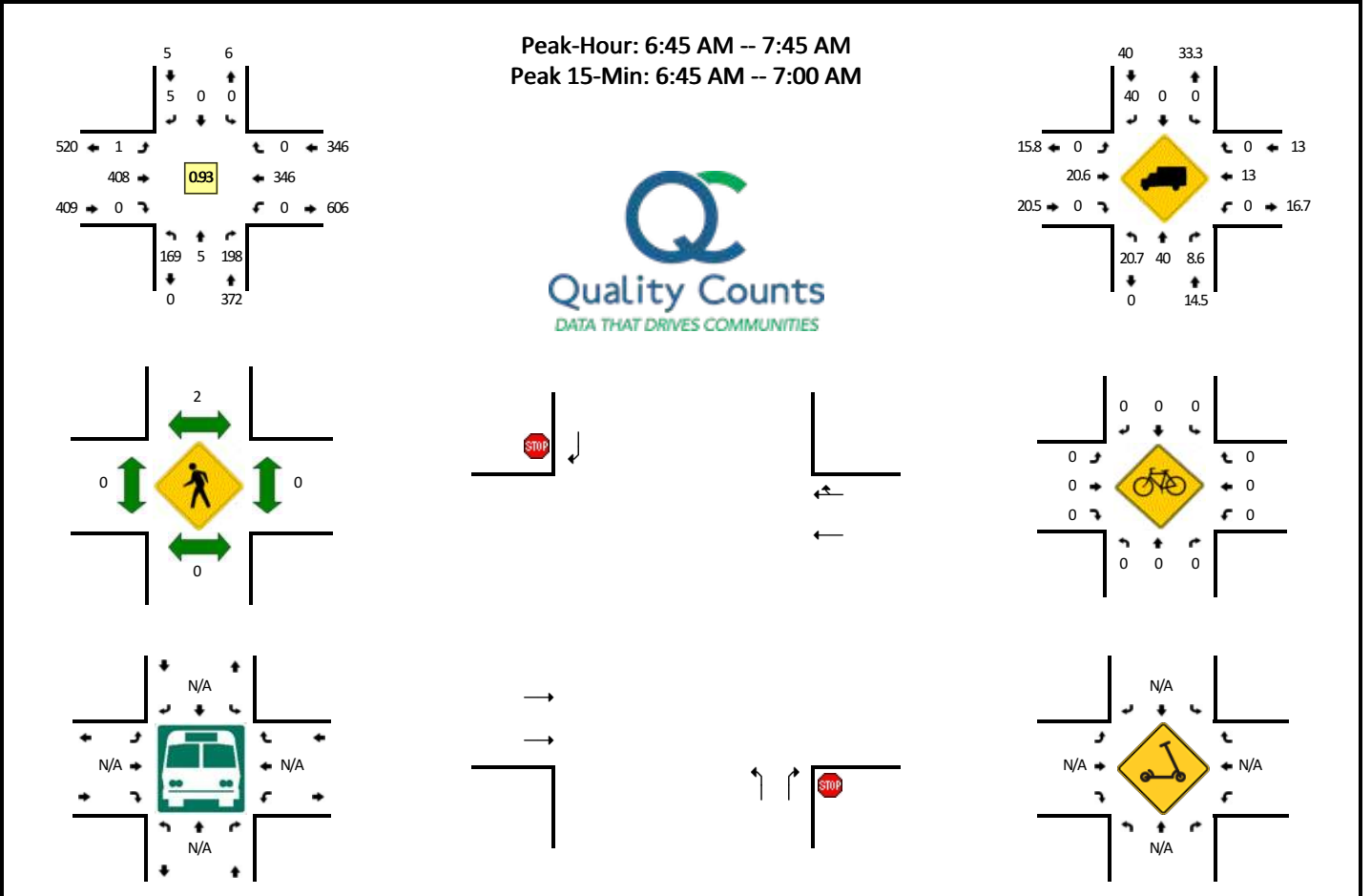


| 15-Min Count Period Beginning At | Engle St (Northbound) | | | | Engle St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 1 | 6 | 0 | 11 | 1 | 5 | 0 | 9 | 130 | 0 | 0 | 1 | 176 | 16 | 0 | 356 | |
| 4:15 PM | 0 | 0 | 16 | 0 | 7 | 0 | 3 | 0 | 3 | 101 | 0 | 0 | 4 | 172 | 17 | 0 | 323 | |
| 4:30 PM | 1 | 4 | 11 | 0 | 7 | 2 | 6 | 1 | 6 | 96 | 1 | 0 | 0 | 139 | 12 | 0 | 286 | |
| 4:45 PM | 1 | 2 | 13 | 0 | 5 | 1 | 4 | 0 | 4 | 97 | 3 | 1 | 0 | 143 | 6 | 0 | 280 | 1245 |
| 5:00 PM | 3 | 8 | 29 | 0 | 10 | 0 | 5 | 0 | 15 | 125 | 1 | 0 | 3 | 156 | 13 | 0 | 368 | 1257 |
| 5:15 PM | 1 | 6 | 21 | 0 | 8 | 1 | 4 | 0 | 1 | 108 | 0 | 0 | 2 | 128 | 13 | 0 | 293 | 1227 |
| 5:30 PM | 1 | 3 | 18 | 0 | 8 | 0 | 2 | 0 | 4 | 94 | 2 | 0 | 1 | 155 | 5 | 1 | 294 | 1235 |
| 5:45 PM | 1 | 4 | 14 | 0 | 7 | 0 | 2 | 0 | 2 | 85 | 0 | 0 | 2 | 112 | 14 | 0 | 243 | 1198 |
| 6:00 PM | 3 | 4 | 20 | 0 | 5 | 0 | 2 | 0 | 1 | 93 | 0 | 0 | 1 | 109 | 7 | 1 | 246 | 1076 |
| 6:15 PM | 2 | 3 | 9 | 0 | 5 | 1 | 2 | 0 | 3 | 64 | 0 | 0 | 0 | 79 | 8 | 0 | 176 | 959 |
| 6:30 PM | 2 | 1 | 4 | 0 | 8 | 0 | 1 | 0 | 1 | 62 | 0 | 0 | 0 | 61 | 5 | 0 | 145 | 810 |
| 6:45 PM | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 3 | 41 | 0 | 0 | 0 | 45 | 6 | 0 | 100 | 667 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 12 | 32 | 116 | 0 | 40 | 0 | 20 | 0 | 60 | 500 | 4 | 0 | 12 | 624 | 52 | 0 | 1472 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 4 | 0 | 4 | 24 | 0 | 0 | 68 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles | | | | | | | | | | | | | | | | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Jeffrey St/US 322 SB Off Ramp -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975310
DATE: Tue, Jan 24 2023

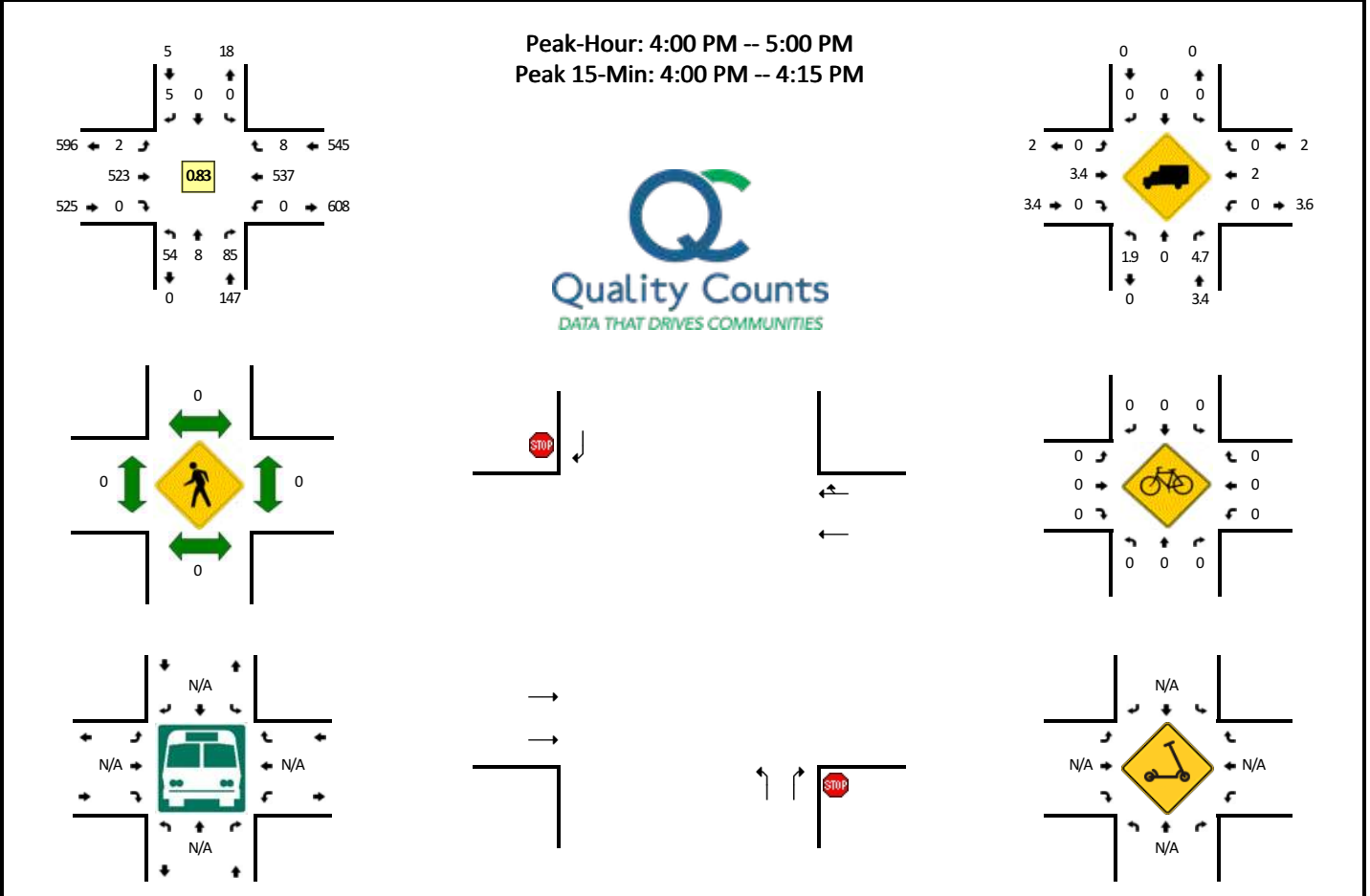


| 15-Min Count Period Beginning At | Jeffrey St/US 322 SB Off Ramp (Northbound) | | | | Jeffrey St/US 322 SB Off Ramp (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|--|------|-------|---|--|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 23 | 2 | 30 | 0 | 0 | 0 | 3 | 0 | 0 | 37 | 0 | 0 | 0 | 56 | 0 | 0 | 151 | |
| 6:15 AM | 28 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 92 | 0 | 0 | 252 | |
| 6:30 AM | 28 | 1 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 103 | 0 | 0 | 288 | |
| 6:45 AM | 31 | 2 | 61 | 0 | 0 | 0 | 1 | 0 | 0 | 112 | 0 | 0 | 0 | 97 | 0 | 0 | 304 | 995 |
| 7:00 AM | 38 | 0 | 35 | 0 | 0 | 0 | 2 | 0 | 0 | 97 | 0 | 0 | 0 | 95 | 0 | 0 | 267 | 1111 |
| 7:15 AM | 49 | 1 | 51 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 0 | 0 | 0 | 83 | 0 | 0 | 271 | 1130 |
| 7:30 AM | 51 | 2 | 51 | 0 | 0 | 0 | 2 | 0 | 0 | 113 | 0 | 0 | 0 | 71 | 0 | 0 | 290 | 1132 |
| 7:45 AM | 67 | 3 | 32 | 0 | 0 | 0 | 1 | 0 | 1 | 85 | 0 | 0 | 0 | 82 | 0 | 0 | 271 | 1099 |
| 8:00 AM | 35 | 0 | 42 | 0 | 0 | 0 | 1 | 0 | 0 | 90 | 0 | 0 | 0 | 61 | 0 | 0 | 229 | 1061 |
| 8:15 AM | 38 | 3 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 61 | 0 | 0 | 221 | 1011 |
| 8:30 AM | 44 | 2 | 45 | 0 | 0 | 0 | 1 | 0 | 0 | 52 | 0 | 0 | 0 | 48 | 0 | 0 | 192 | 913 |
| 8:45 AM | 43 | 3 | 57 | 0 | 0 | 0 | 1 | 0 | 0 | 68 | 0 | 0 | 0 | 58 | 0 | 0 | 230 | 872 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 124 | 8 | 244 | 0 | 0 | 0 | 4 | 0 | 0 | 448 | 0 | 0 | 0 | 388 | 0 | 0 | 1216 | |
| Heavy Trucks | 16 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 28 | 0 | 0 | 164 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | 0 | 0 | 0 | | | 4 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | | | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Jeffrey St/US 322 SB Off Ramp -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975312
DATE: Tue, Jan 24 2023

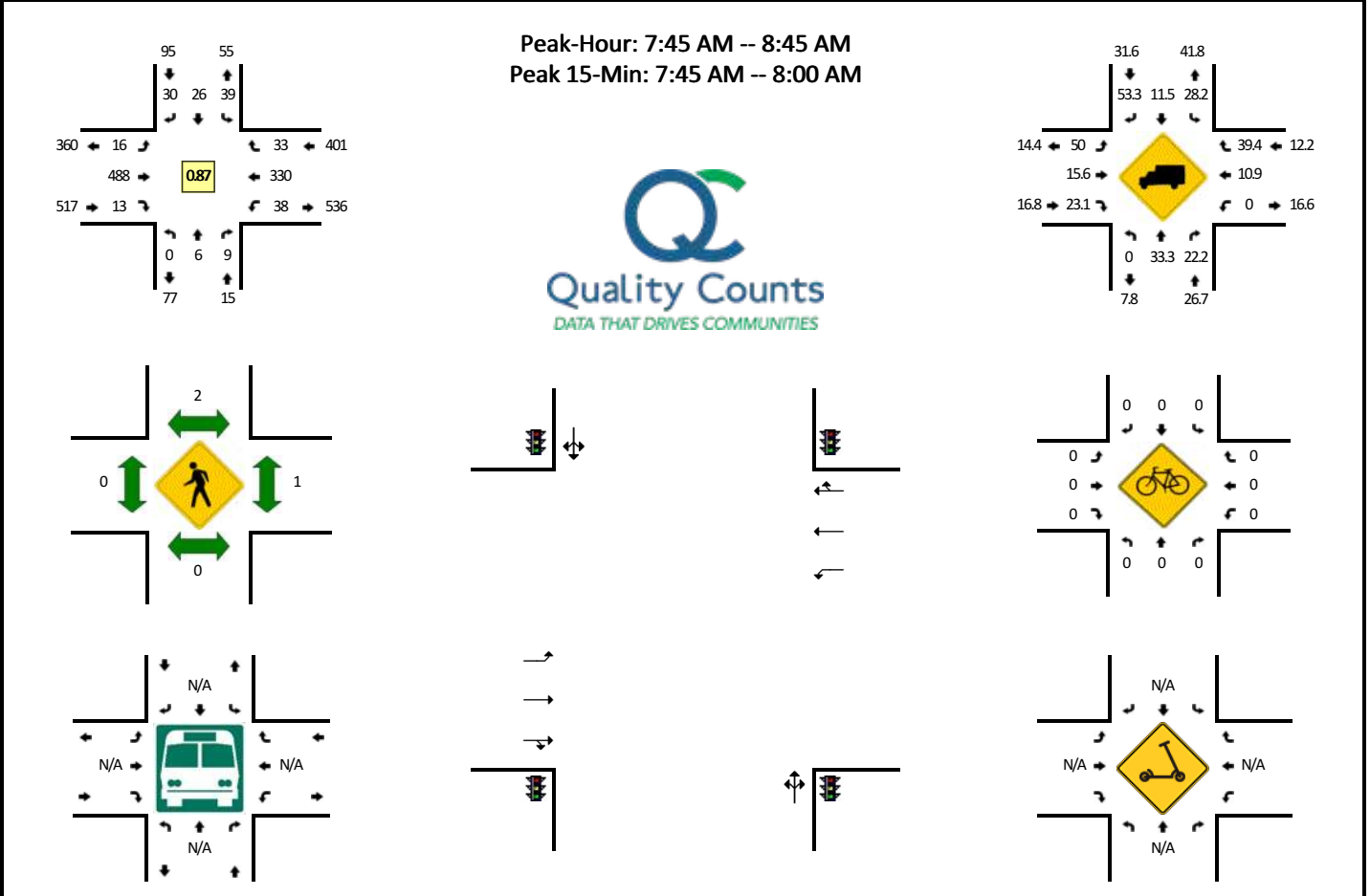


| 15-Min Count Period Beginning At | Jeffrey St/US 322 SB Off Ramp (Northbound) | | | | Jeffrey St/US 322 SB Off Ramp (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|--|------|-------|---|--|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 12 | 3 | 23 | 0 | 0 | 0 | 4 | 0 | 0 | 159 | 0 | 0 | 0 | 163 | 2 | 0 | 366 | |
| 4:15 PM | 16 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 0 | 124 | 3 | 0 | 299 | |
| 4:30 PM | 16 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 122 | 0 | 0 | 0 | 137 | 2 | 0 | 298 | |
| 4:45 PM | 10 | 2 | 21 | 0 | 0 | 0 | 1 | 0 | 1 | 110 | 0 | 0 | 0 | 113 | 1 | 0 | 259 | 1222 |
| 5:00 PM | 17 | 2 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 116 | 0 | 0 | 0 | 100 | 3 | 0 | 255 | 1111 |
| 5:15 PM | 22 | 4 | 28 | 0 | 0 | 0 | 2 | 0 | 1 | 78 | 0 | 0 | 0 | 63 | 1 | 0 | 199 | 1011 |
| 5:30 PM | 14 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 48 | 2 | 0 | 155 | 868 |
| 5:45 PM | 12 | 3 | 19 | 0 | 0 | 0 | 5 | 0 | 0 | 43 | 0 | 0 | 0 | 36 | 4 | 0 | 122 | 731 |
| 6:00 PM | 13 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 35 | 1 | 0 | 141 | 617 |
| 6:15 PM | 7 | 4 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 37 | 0 | 0 | 0 | 39 | 3 | 0 | 109 | 527 |
| 6:30 PM | 14 | 2 | 20 | 0 | 0 | 0 | 3 | 0 | 0 | 43 | 0 | 0 | 0 | 38 | 2 | 0 | 122 | 494 |
| 6:45 PM | 11 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 39 | 2 | 0 | 100 | 472 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 48 | 12 | 92 | 0 | 0 | 0 | 16 | 0 | 0 | 636 | 0 | 0 | 0 | 652 | 8 | 0 | 1464 | |
| Heavy Trucks | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 32 | 0 | 0 | 80 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Flower St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975316
DATE: Tue, Jan 24 2023

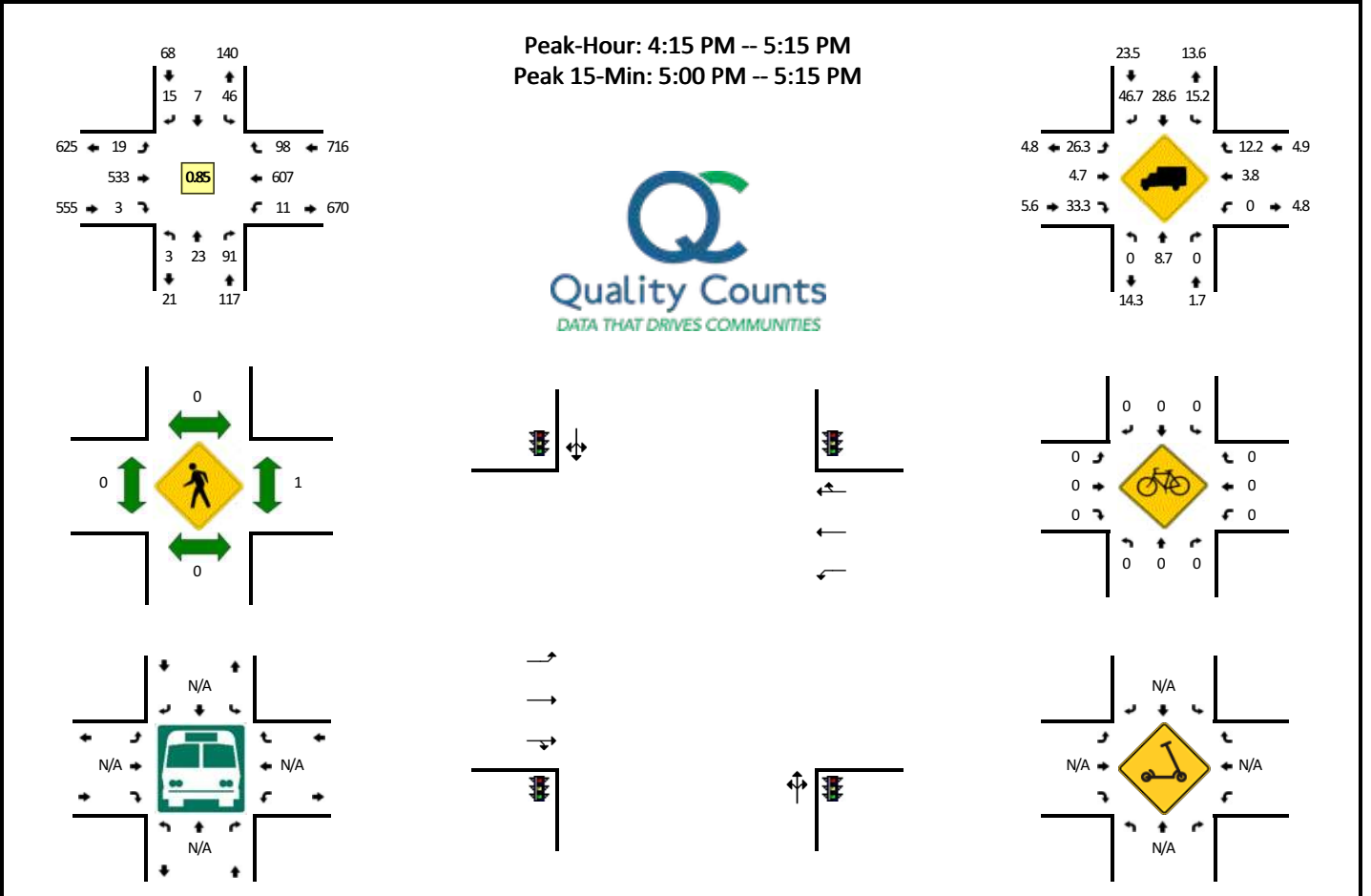


| 15-Min Count Period Beginning At | Flower St (Northbound) | | | | Flower St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 0 | 1 | 1 | 0 | 1 | 0 | 7 | 0 | 5 | 57 | 1 | 0 | 1 | 31 | 3 | 0 | 108 | |
| 6:15 AM | 0 | 1 | 2 | 0 | 2 | 0 | 8 | 0 | 10 | 97 | 1 | 1 | 1 | 39 | 1 | 0 | 163 | |
| 6:30 AM | 1 | 1 | 0 | 0 | 7 | 1 | 14 | 0 | 4 | 112 | 2 | 0 | 0 | 35 | 7 | 0 | 184 | |
| 6:45 AM | 0 | 1 | 5 | 0 | 12 | 0 | 11 | 0 | 2 | 110 | 4 | 2 | 7 | 38 | 4 | 0 | 196 | 651 |
| 7:00 AM | 2 | 0 | 1 | 0 | 7 | 2 | 4 | 0 | 5 | 86 | 0 | 0 | 1 | 25 | 4 | 0 | 137 | 680 |
| 7:15 AM | 1 | 0 | 1 | 0 | 12 | 2 | 9 | 0 | 3 | 130 | 1 | 0 | 4 | 49 | 5 | 0 | 217 | 734 |
| 7:30 AM | 1 | 0 | 3 | 0 | 7 | 2 | 5 | 0 | 6 | 151 | 3 | 0 | 3 | 59 | 6 | 0 | 246 | 796 |
| 7:45 AM | 0 | 1 | 1 | 0 | 17 | 6 | 6 | 0 | 4 | 149 | 4 | 0 | 8 | 88 | 11 | 0 | 295 | 895 |
| 8:00 AM | 0 | 0 | 1 | 0 | 12 | 6 | 4 | 0 | 6 | 115 | 3 | 0 | 6 | 76 | 12 | 0 | 241 | 999 |
| 8:15 AM | 0 | 3 | 2 | 0 | 5 | 3 | 14 | 0 | 3 | 119 | 1 | 0 | 8 | 78 | 5 | 0 | 241 | 1023 |
| 8:30 AM | 0 | 2 | 5 | 0 | 5 | 11 | 6 | 0 | 3 | 105 | 5 | 0 | 16 | 88 | 5 | 0 | 251 | 1028 |
| 8:45 AM | 0 | 2 | 2 | 0 | 10 | 2 | 9 | 0 | 6 | 100 | 0 | 0 | 11 | 70 | 6 | 0 | 218 | 951 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 4 | 4 | 0 | 68 | 24 | 24 | 0 | 16 | 596 | 16 | 0 | 32 | 352 | 44 | 0 | 1180 | |
| Heavy Trucks | 0 | 4 | 4 | | 8 | 4 | 12 | | 4 | 88 | 0 | | 0 | 24 | 20 | | 168 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Flower St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975318
DATE: Tue, Jan 24 2023

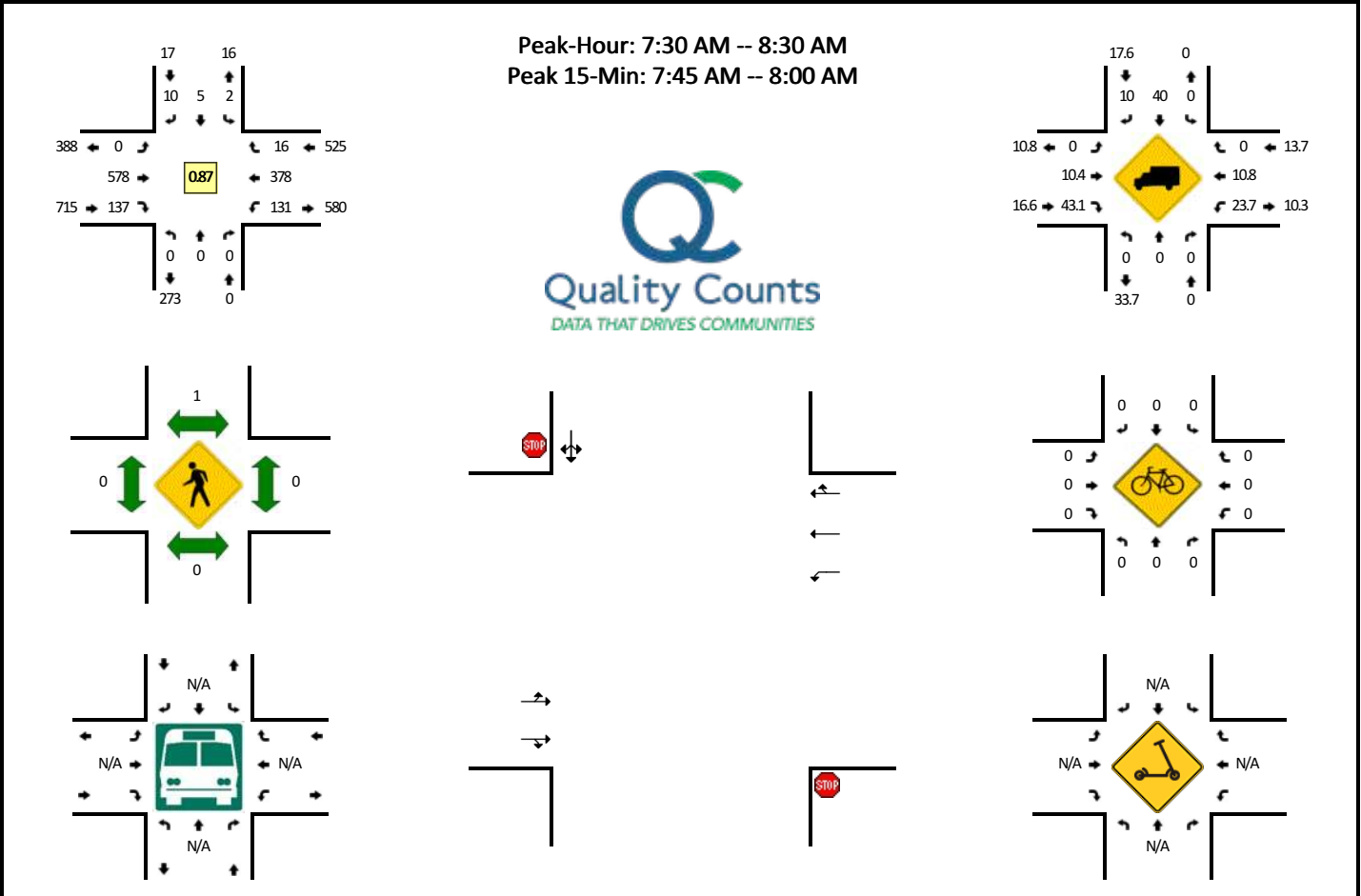


| 15-Min Count Period Beginning At | Flower St (Northbound) | | | | Flower St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 1 | 5 | 18 | 0 | 14 | 3 | 5 | 0 | 10 | 143 | 2 | 1 | 4 | 166 | 27 | 0 | 399 | |
| 4:15 PM | 1 | 6 | 16 | 0 | 16 | 2 | 1 | 0 | 2 | 130 | 0 | 0 | 2 | 176 | 26 | 0 | 378 | |
| 4:30 PM | 1 | 2 | 13 | 0 | 10 | 2 | 7 | 0 | 6 | 115 | 0 | 0 | 2 | 146 | 34 | 0 | 338 | |
| 4:45 PM | 0 | 2 | 16 | 0 | 11 | 2 | 1 | 0 | 3 | 119 | 1 | 0 | 6 | 134 | 15 | 0 | 310 | 1425 |
| 5:00 PM | 1 | 13 | 46 | 0 | 9 | 1 | 6 | 0 | 8 | 169 | 2 | 0 | 1 | 151 | 23 | 0 | 430 | 1456 |
| 5:15 PM | 1 | 11 | 21 | 0 | 12 | 2 | 1 | 0 | 6 | 134 | 0 | 0 | 3 | 123 | 31 | 0 | 345 | 1423 |
| 5:30 PM | 1 | 5 | 29 | 0 | 7 | 1 | 1 | 0 | 2 | 132 | 4 | 1 | 5 | 131 | 19 | 0 | 338 | 1423 |
| 5:45 PM | 0 | 9 | 22 | 0 | 12 | 1 | 5 | 0 | 9 | 115 | 2 | 1 | 2 | 112 | 19 | 0 | 309 | 1422 |
| 6:00 PM | 0 | 5 | 28 | 0 | 2 | 0 | 4 | 0 | 8 | 120 | 4 | 2 | 6 | 98 | 25 | 0 | 302 | 1294 |
| 6:15 PM | 0 | 4 | 16 | 0 | 5 | 0 | 5 | 0 | 5 | 103 | 0 | 1 | 4 | 60 | 9 | 1 | 213 | 1162 |
| 6:30 PM | 1 | 1 | 13 | 0 | 4 | 0 | 3 | 0 | 2 | 80 | 2 | 1 | 1 | 44 | 5 | 0 | 157 | 981 |
| 6:45 PM | 1 | 2 | 7 | 0 | 0 | 0 | 3 | 0 | 2 | 48 | 0 | 1 | 2 | 39 | 6 | 0 | 111 | 783 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 4 | 52 | 184 | 0 | 36 | 4 | 24 | 0 | 32 | 676 | 8 | 0 | 4 | 604 | 92 | 0 | 1720 | |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 4 | 12 | | 12 | 24 | 4 | | 0 | 16 | 8 | | 84 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Tilghman St/US 322 NB On Ramp -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975319
DATE: Tue, Jan 24 2023

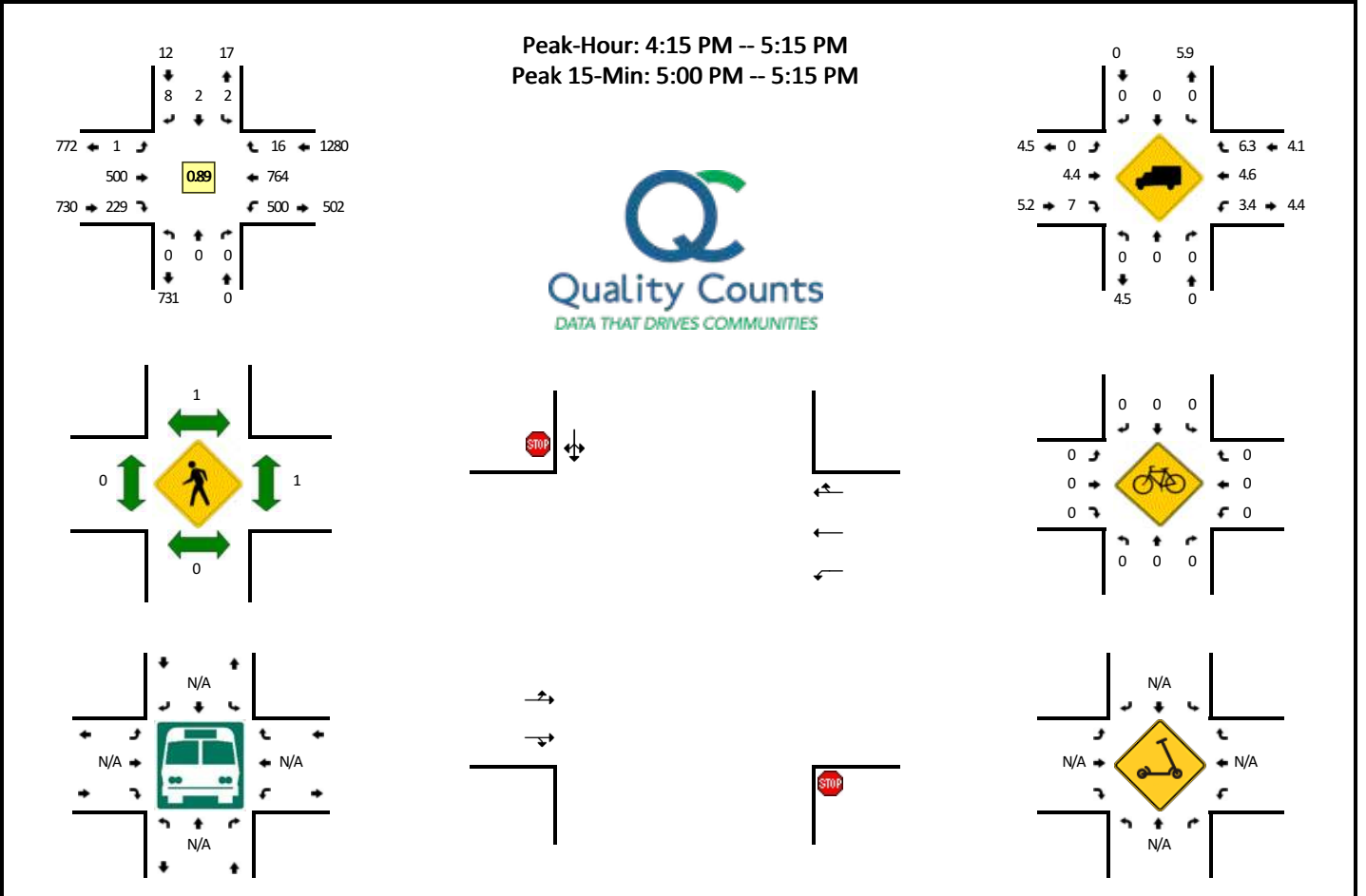


| 15-Min Count Period Beginning At | Tilghman St/US 322 NB On Ramp (Northbound) | | | | Tilghman St/US 322 NB On Ramp (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|--|------|-------|---|--|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 54 | 18 | 0 | 39 | 37 | 2 | 0 | 153 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 34 | 1 | 24 | 42 | 2 | 0 | 181 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 114 | 26 | 0 | 26 | 47 | 1 | 0 | 221 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 117 | 35 | 0 | 14 | 53 | 0 | 0 | 222 | 777 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 19 | 0 | 23 | 30 | 2 | 0 | 170 | 794 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 127 | 42 | 0 | 30 | 58 | 1 | 0 | 264 | 877 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 179 | 40 | 0 | 22 | 70 | 6 | 0 | 319 | 975 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 154 | 39 | 0 | 44 | 113 | 4 | 0 | 361 | 1114 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 124 | 26 | 0 | 30 | 97 | 1 | 0 | 284 | 1228 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 121 | 32 | 0 | 35 | 98 | 5 | 0 | 293 | 1257 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 97 | 32 | 0 | 27 | 113 | 2 | 0 | 275 | 1213 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 103 | 34 | 0 | 20 | 91 | 2 | 0 | 254 | 1106 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 8 | 8 | 12 | 0 | 0 | 616 | 156 | 0 | 176 | 452 | 16 | 0 | 1444 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 56 | 56 | 0 | 32 | 44 | 0 | 0 | 192 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Tilghman St/US 322 NB On Ramp -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975321
DATE: Tue, Jan 24 2023

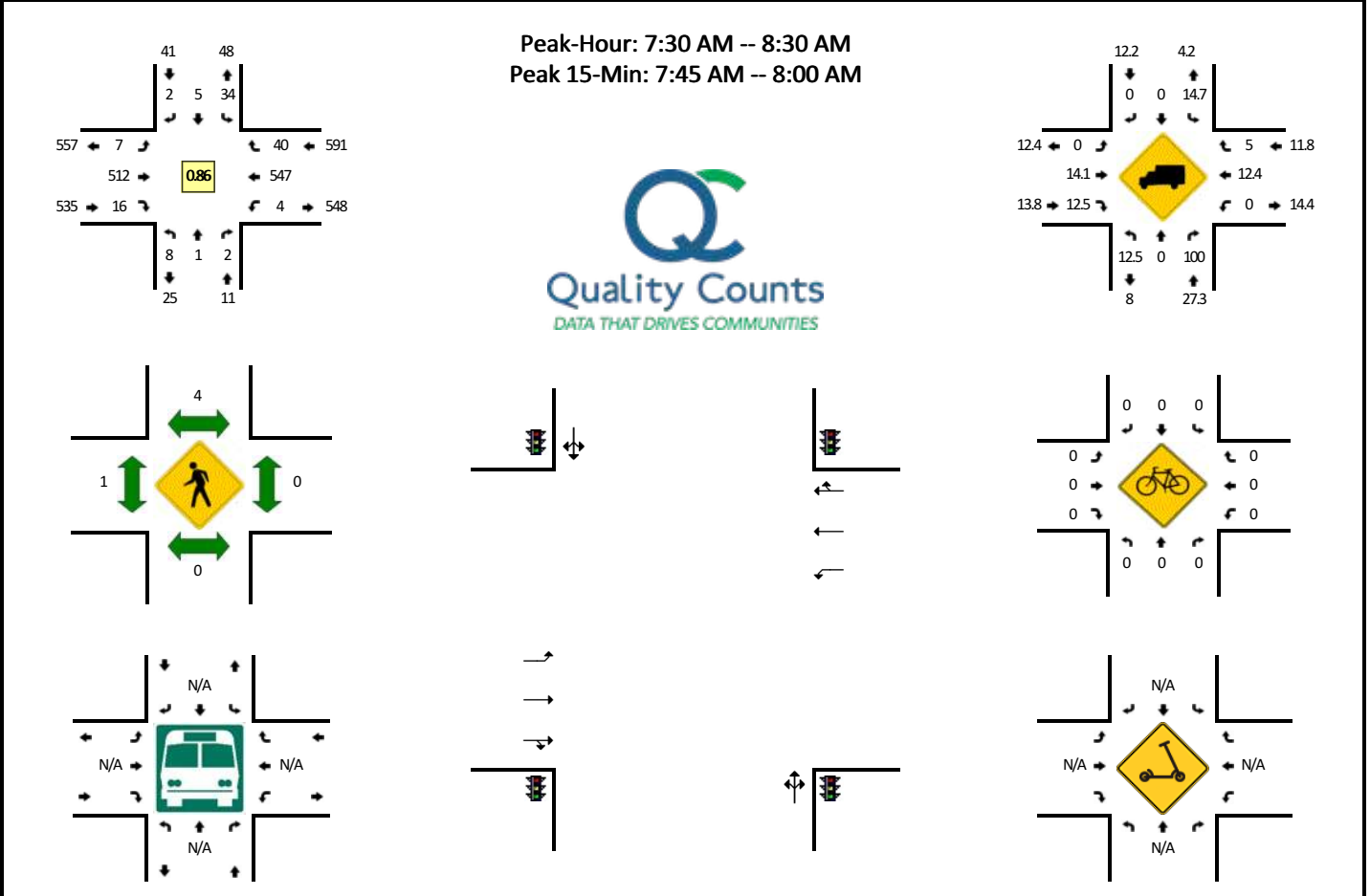


| 15-Min Count Period Beginning At | Tilghman St/US 322 NB On Ramp (Northbound) | | | | Tilghman St/US 322 NB On Ramp (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|--|------|-------|---|--|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 135 | 57 | 0 | 144 | 211 | 2 | 0 | 551 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 121 | 53 | 0 | 143 | 216 | 3 | 0 | 539 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 116 | 48 | 0 | 120 | 193 | 5 | 0 | 484 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 105 | 43 | 0 | 109 | 161 | 3 | 0 | 428 | 2002 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 158 | 85 | 0 | 128 | 194 | 5 | 0 | 571 | 2022 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 118 | 76 | 0 | 109 | 180 | 1 | 0 | 487 | 1970 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 118 | 76 | 0 | 114 | 156 | 4 | 0 | 469 | 1955 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 110 | 56 | 1 | 71 | 149 | 5 | 0 | 396 | 1923 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 96 | 59 | 0 | 80 | 137 | 2 | 0 | 377 | 1729 |
| 6:15 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 84 | 38 | 0 | 53 | 74 | 5 | 0 | 258 | 1500 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 71 | 28 | 0 | 40 | 63 | 3 | 0 | 206 | 1237 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 52 | 19 | 1 | 40 | 48 | 3 | 1 | 167 | 1008 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 632 | 340 | 0 | 512 | 776 | 20 | 0 | 2284 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 12 | 0 | 12 | 32 | 4 | 0 | 84 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | 4 | | | | 0 | | | | 0 | | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Penn St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975328
DATE: Tue, Jan 24 2023

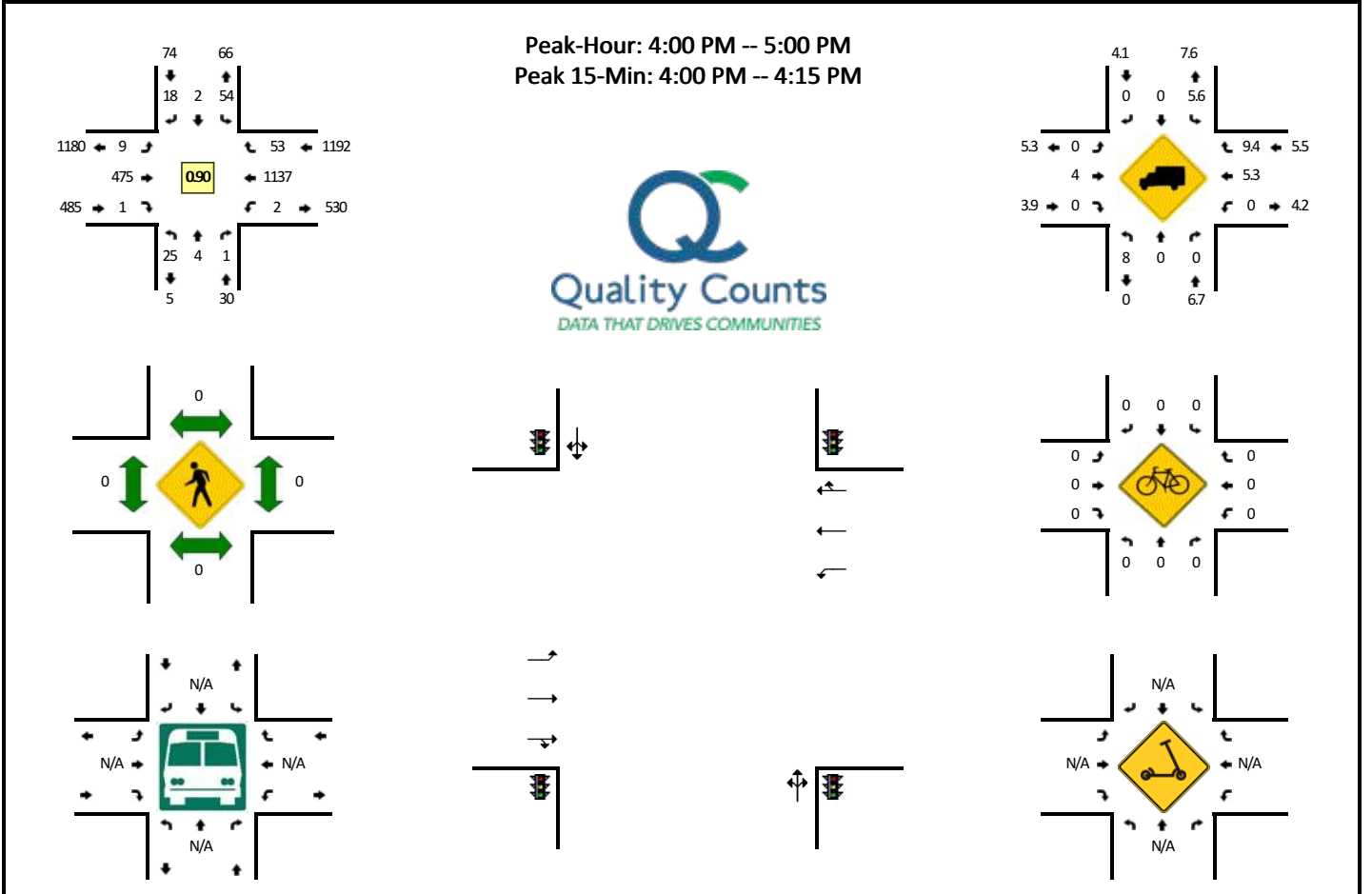


| 15-Min Count Period Beginning At | Penn St (Northbound) | | | | Penn St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------|------|-------|---|----------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 14 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 46 | 4 | 0 | 0 | 71 | 4 | 0 | 143 | |
| 6:15 AM | 2 | 0 | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 62 | 4 | 0 | 1 | 54 | 0 | 0 | 130 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 84 | 3 | 0 | 0 | 79 | 1 | 0 | 171 | |
| 6:45 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 88 | 2 | 0 | 0 | 85 | 4 | 0 | 183 | 627 |
| 7:00 AM | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 82 | 1 | 0 | 0 | 62 | 2 | 0 | 153 | 637 |
| 7:15 AM | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 2 | 111 | 1 | 0 | 1 | 87 | 4 | 0 | 214 | 721 |
| 7:30 AM | 2 | 0 | 1 | 0 | 5 | 1 | 1 | 0 | 2 | 145 | 5 | 0 | 0 | 96 | 10 | 0 | 268 | 818 |
| 7:45 AM | 1 | 1 | 0 | 0 | 9 | 3 | 1 | 0 | 0 | 151 | 3 | 0 | 2 | 166 | 6 | 0 | 343 | 978 |
| 8:00 AM | 2 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 106 | 4 | 0 | 1 | 143 | 9 | 0 | 273 | 1098 |
| 8:15 AM | 3 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | 5 | 110 | 4 | 0 | 1 | 142 | 15 | 0 | 294 | 1178 |
| 8:30 AM | 3 | 1 | 0 | 0 | 4 | 0 | 3 | 0 | 1 | 95 | 0 | 0 | 2 | 126 | 11 | 0 | 246 | 1156 |
| 8:45 AM | 1 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 96 | 3 | 0 | 0 | 116 | 10 | 0 | 238 | 1051 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| All Vehicles | 4 | 4 | 0 | 0 | 36 | 12 | 4 | 0 | 0 | 604 | 12 | 0 | 8 | 664 | 24 | 0 | 1372 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 80 | 4 | 0 | 180 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 8 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Penn St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975330
DATE: Tue, Jan 24 2023

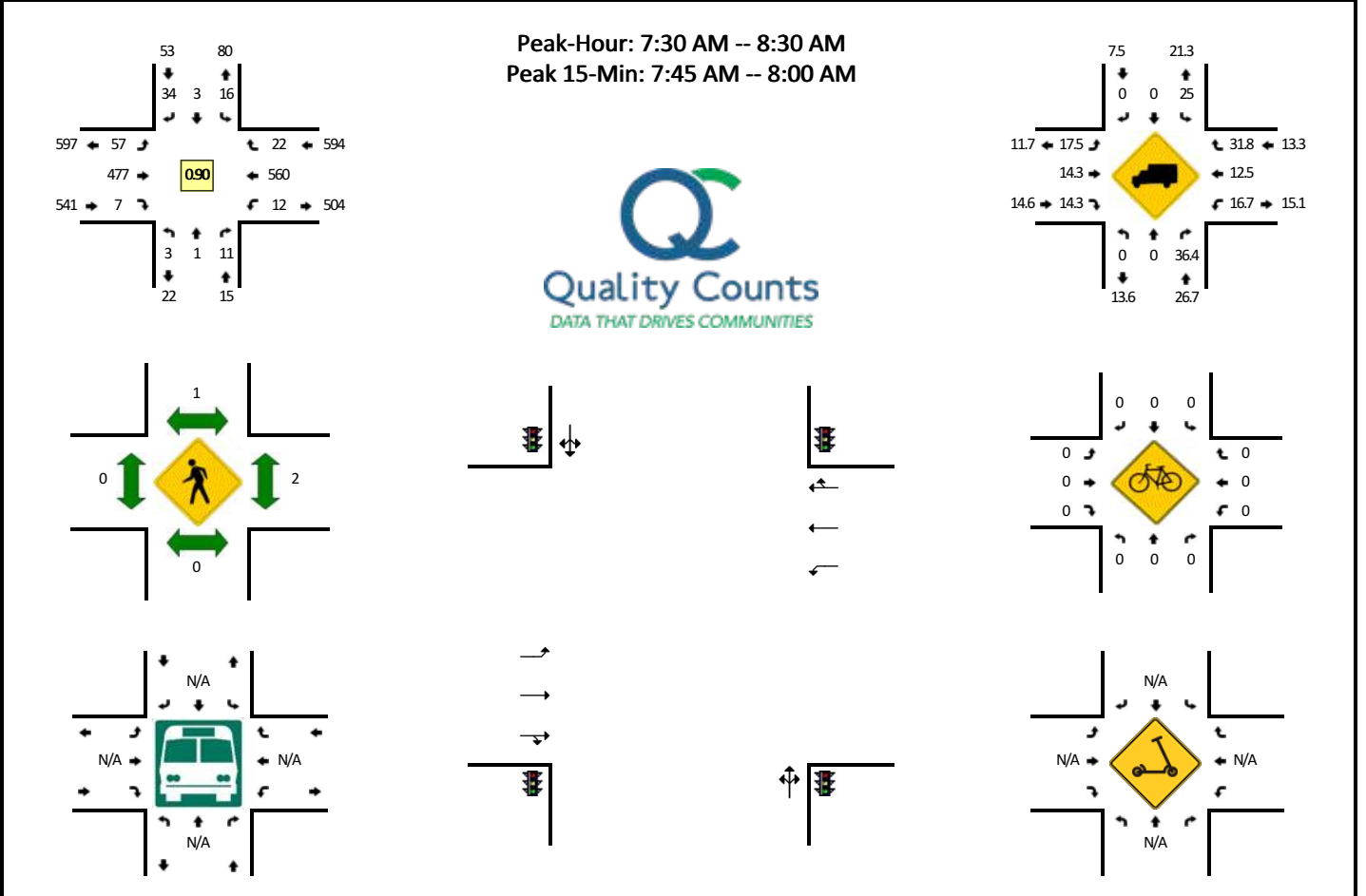


| 15-Min Count Period Beginning At | Penn St (Northbound) | | | | Penn St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------|------|-------|---|----------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 6 | 0 | 0 | 0 | 9 | 1 | 4 | 0 | 1 | 128 | 0 | 0 | 1 | 333 | 14 | 0 | 497 | |
| 4:15 PM | 11 | 4 | 0 | 0 | 13 | 1 | 5 | 0 | 3 | 115 | 0 | 0 | 0 | 304 | 17 | 0 | 473 | |
| 4:30 PM | 4 | 0 | 0 | 0 | 20 | 0 | 7 | 0 | 1 | 122 | 0 | 0 | 0 | 290 | 14 | 0 | 458 | |
| 4:45 PM | 4 | 0 | 1 | 0 | 12 | 0 | 2 | 0 | 4 | 110 | 1 | 0 | 1 | 210 | 8 | 0 | 353 | 1781 |
| 5:00 PM | 14 | 0 | 0 | 0 | 13 | 1 | 2 | 0 | 3 | 157 | 6 | 0 | 0 | 283 | 11 | 0 | 490 | 1774 |
| 5:15 PM | 3 | 0 | 1 | 0 | 11 | 0 | 2 | 0 | 1 | 119 | 6 | 0 | 0 | 240 | 6 | 1 | 390 | 1691 |
| 5:30 PM | 3 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 115 | 8 | 0 | 0 | 253 | 9 | 0 | 396 | 1629 |
| 5:45 PM | 0 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 1 | 107 | 2 | 0 | 0 | 197 | 7 | 0 | 321 | 1597 |
| 6:00 PM | 19 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 1 | 99 | 0 | 0 | 0 | 188 | 4 | 0 | 318 | 1425 |
| 6:15 PM | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 73 | 0 | 0 | 0 | 110 | 11 | 0 | 201 | 1236 |
| 6:30 PM | 1 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 3 | 64 | 0 | 0 | 0 | 96 | 5 | 0 | 176 | 1016 |
| 6:45 PM | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 1 | 50 | 0 | 0 | 0 | 78 | 6 | 0 | 142 | 837 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 24 | 0 | 0 | 0 | 36 | 4 | 16 | 0 | 4 | 512 | 0 | 0 | 4 | 1332 | 56 | 0 | 1988 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 72 | 12 | 0 | 100 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Welsh St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975334
DATE: Tue, Jan 24 2023

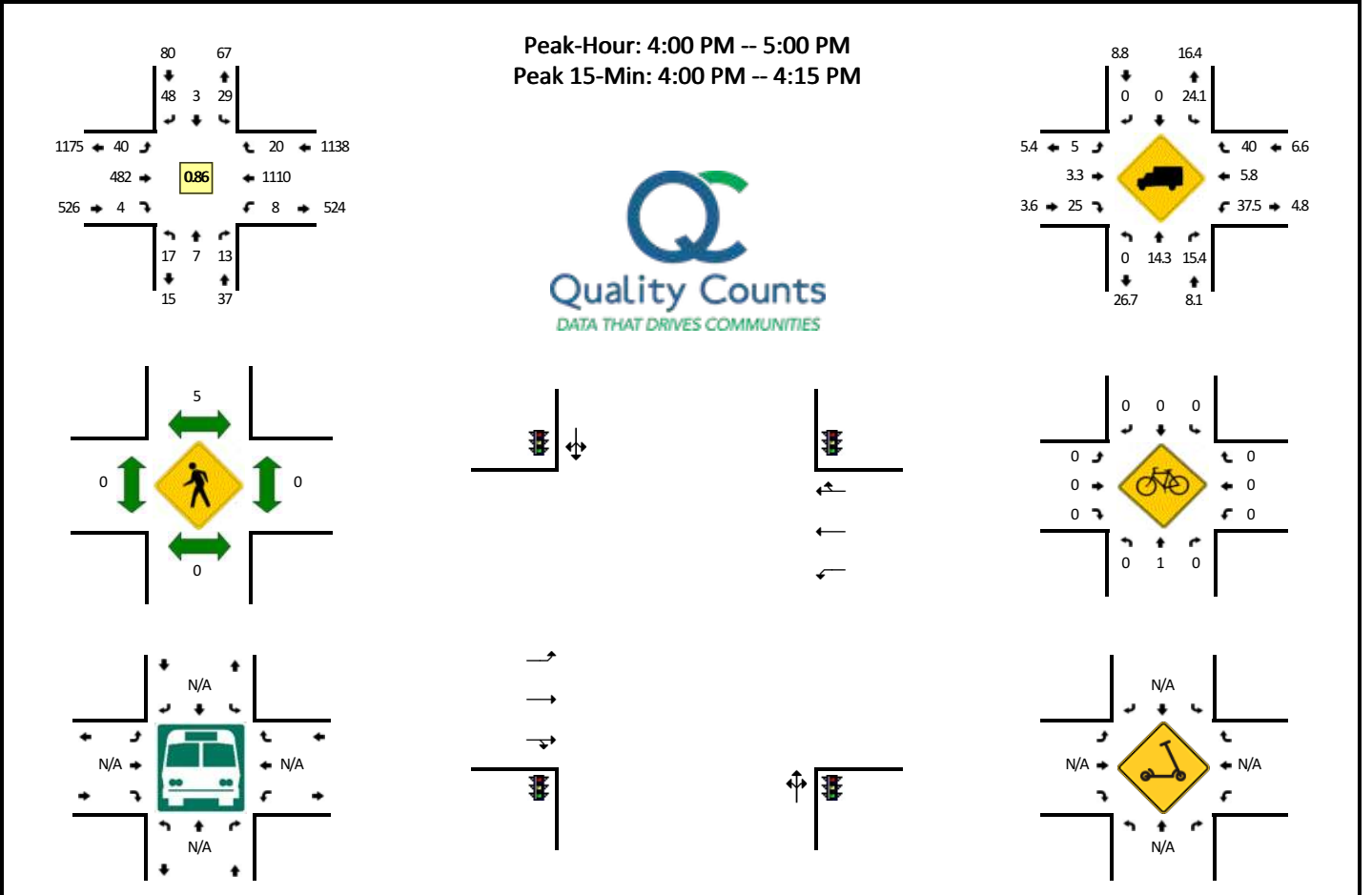


| 15-Min Count Period Beginning At | Welsh St (Northbound) | | | | Welsh St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 18 | 6 | 10 | 0 | 5 | 1 | 2 | 0 | 3 | 52 | 1 | 0 | 2 | 52 | 1 | 0 | 153 | |
| 6:15 AM | 2 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 3 | 62 | 4 | 0 | 2 | 57 | 2 | 0 | 139 | |
| 6:30 AM | 1 | 1 | 1 | 0 | 6 | 3 | 3 | 0 | 5 | 76 | 2 | 0 | 5 | 77 | 1 | 0 | 181 | |
| 6:45 AM | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 1 | 84 | 3 | 0 | 4 | 86 | 4 | 0 | 190 | 663 |
| 7:00 AM | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 81 | 0 | 0 | 1 | 64 | 0 | 0 | 157 | 667 |
| 7:15 AM | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 9 | 111 | 2 | 0 | 2 | 84 | 5 | 0 | 219 | 747 |
| 7:30 AM | 0 | 0 | 3 | 0 | 4 | 2 | 5 | 0 | 16 | 134 | 2 | 0 | 3 | 108 | 5 | 0 | 282 | 848 |
| 7:45 AM | 1 | 0 | 3 | 0 | 5 | 0 | 6 | 0 | 18 | 133 | 4 | 0 | 4 | 154 | 6 | 0 | 334 | 992 |
| 8:00 AM | 1 | 0 | 1 | 0 | 6 | 1 | 11 | 0 | 11 | 105 | 1 | 0 | 1 | 146 | 6 | 0 | 290 | 1125 |
| 8:15 AM | 1 | 1 | 4 | 0 | 1 | 0 | 12 | 0 | 12 | 105 | 0 | 0 | 4 | 152 | 5 | 0 | 297 | 1203 |
| 8:30 AM | 1 | 0 | 3 | 0 | 6 | 0 | 10 | 0 | 19 | 79 | 2 | 0 | 3 | 130 | 8 | 0 | 261 | 1182 |
| 8:45 AM | 0 | 0 | 0 | 0 | 3 | 2 | 12 | 0 | 10 | 87 | 1 | 0 | 5 | 106 | 5 | 0 | 231 | 1079 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| All Vehicles | 4 | 0 | 12 | 0 | 20 | 0 | 24 | 0 | 72 | 532 | 16 | 0 | 16 | 616 | 24 | 0 | 1336 | |
| Heavy Trucks | 0 | 0 | 4 | | 0 | 0 | 0 | | 4 | 76 | 0 | | 0 | 80 | 12 | | 176 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 0 | | | | 8 | | | 12 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Welsh St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975336
DATE: Tue, Jan 24 2023

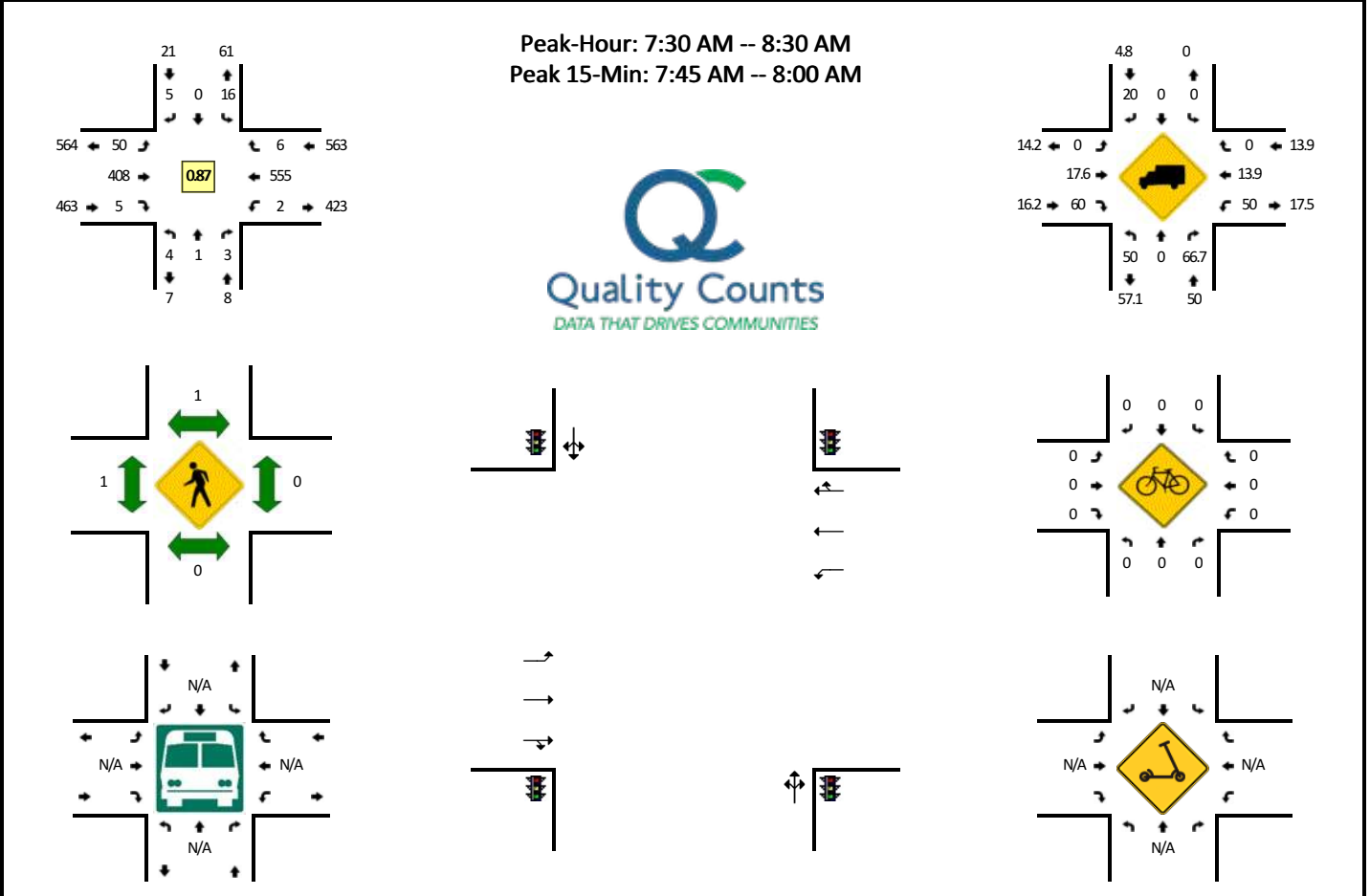


| 15-Min Count Period Beginning At | Welsh St (Northbound) | | | | Welsh St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 7 | 1 | 8 | 0 | 7 | 0 | 9 | 0 | 12 | 121 | 1 | 0 | 2 | 344 | 6 | 0 | 518 | |
| 4:15 PM | 3 | 4 | 2 | 0 | 5 | 1 | 13 | 0 | 13 | 110 | 0 | 0 | 0 | 270 | 5 | 0 | 426 | |
| 4:30 PM | 4 | 1 | 3 | 0 | 13 | 1 | 19 | 0 | 7 | 134 | 2 | 0 | 2 | 261 | 2 | 0 | 449 | |
| 4:45 PM | 3 | 1 | 0 | 0 | 4 | 1 | 7 | 0 | 8 | 117 | 1 | 0 | 4 | 235 | 7 | 0 | 388 | 1781 |
| 5:00 PM | 2 | 2 | 1 | 0 | 12 | 3 | 9 | 0 | 12 | 156 | 3 | 0 | 2 | 266 | 1 | 0 | 469 | 1732 |
| 5:15 PM | 3 | 0 | 2 | 0 | 5 | 3 | 9 | 0 | 8 | 130 | 5 | 0 | 4 | 239 | 3 | 0 | 411 | 1717 |
| 5:30 PM | 3 | 0 | 7 | 0 | 5 | 4 | 4 | 0 | 5 | 111 | 3 | 0 | 4 | 249 | 2 | 0 | 397 | 1665 |
| 5:45 PM | 3 | 1 | 0 | 0 | 7 | 1 | 10 | 0 | 7 | 110 | 3 | 0 | 0 | 182 | 5 | 0 | 329 | 1606 |
| 6:00 PM | 31 | 2 | 9 | 0 | 8 | 0 | 8 | 0 | 4 | 99 | 0 | 0 | 2 | 149 | 5 | 0 | 317 | 1454 |
| 6:15 PM | 3 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 5 | 77 | 0 | 0 | 0 | 114 | 6 | 0 | 212 | 1255 |
| 6:30 PM | 2 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 7 | 69 | 0 | 0 | 3 | 88 | 1 | 0 | 176 | 1034 |
| 6:45 PM | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 3 | 55 | 0 | 0 | 0 | 77 | 3 | 0 | 144 | 849 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 28 | 4 | 32 | 0 | 28 | 0 | 36 | 0 | 48 | 484 | 4 | 0 | 8 | 1376 | 24 | 0 | 2072 | |
| Heavy Trucks | 0 | 0 | 8 | | 12 | 0 | 0 | | 4 | 8 | 4 | | 8 | 88 | 8 | | 140 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Bicycles | | | | | | | | | | | | | | | | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Madison St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975337
DATE: Tue, Jan 24 2023



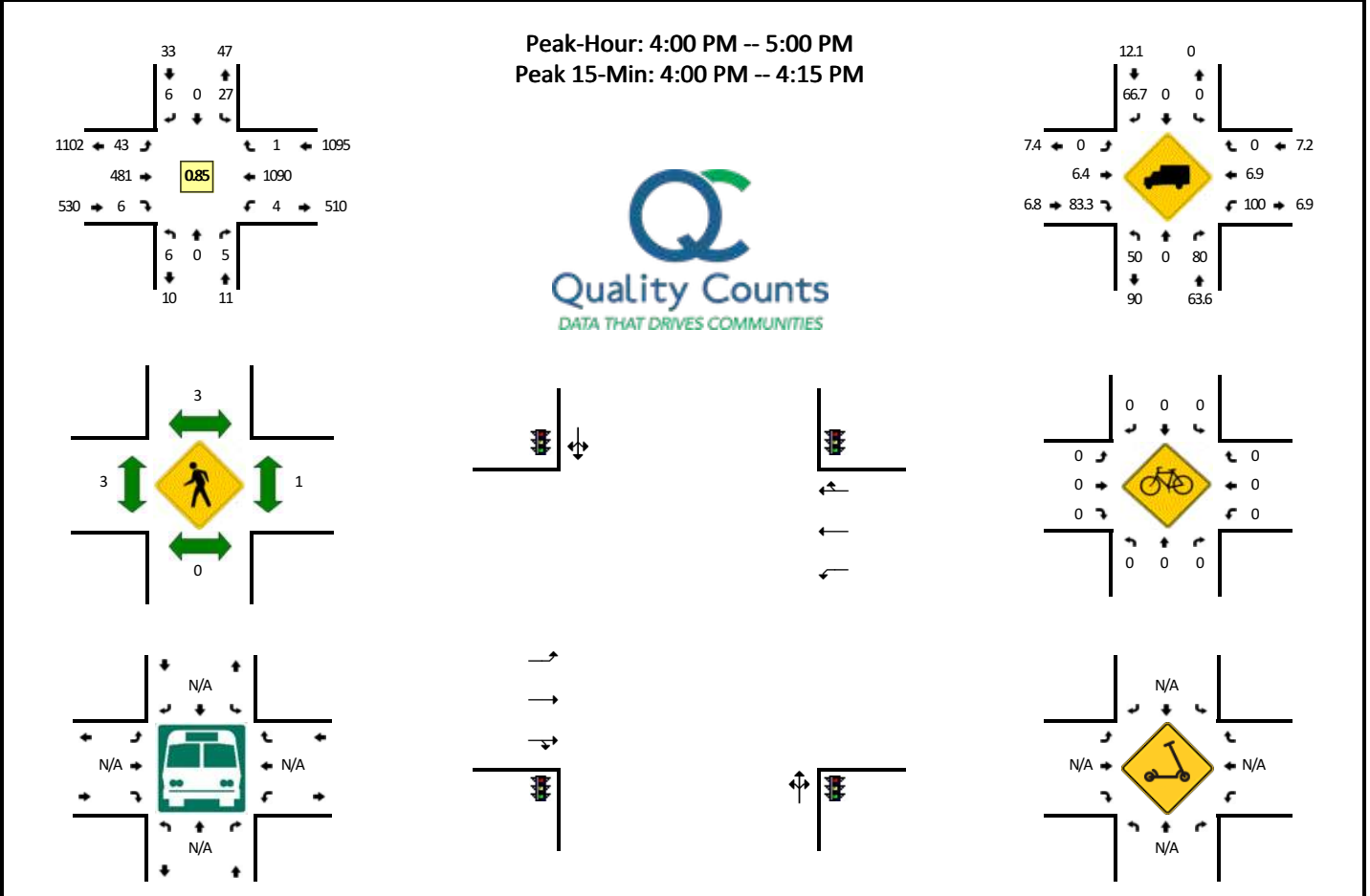
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

| 15-Min Count Period Beginning At | Madison St (Northbound) | | | | Madison St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 78 | 0 | 1 | 0 | 48 | 1 | 0 | 139 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 64 | 1 | 1 | 0 | 60 | 0 | 0 | 130 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 83 | 0 | 0 | 0 | 82 | 0 | 0 | 168 | |
| 6:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 81 | 2 | 0 | 0 | 90 | 0 | 0 | 179 | 616 |
| 7:00 AM | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 1 | 10 | 75 | 0 | 0 | 0 | 63 | 1 | 0 | 156 | 633 |
| 7:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 100 | 0 | 0 | 1 | 87 | 1 | 0 | 199 | 702 |
| 7:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 13 | 117 | 0 | 0 | 1 | 112 | 3 | 0 | 252 | 786 |
| 7:45 AM | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 13 | 115 | 2 | 0 | 1 | 159 | 2 | 0 | 302 | 909 |
| 8:00 AM | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 10 | 90 | 2 | 0 | 0 | 141 | 1 | 0 | 251 | 1004 |
| 8:15 AM | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 14 | 86 | 1 | 0 | 0 | 143 | 0 | 0 | 250 | 1055 |
| 8:30 AM | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 8 | 80 | 0 | 0 | 0 | 135 | 0 | 0 | 227 | 1030 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 73 | 0 | 0 | 1 | 112 | 0 | 0 | 200 | 928 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 0 | 0 | 0 | 20 | 0 | 8 | 4 | 52 | 460 | 8 | 0 | 4 | 636 | 8 | 0 | 1208 | |
| Heavy Trucks | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 64 | 4 | | 4 | 92 | 0 | | 168 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Bicycles | | | | | | | | | | | | | | | | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Madison St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975339
DATE: Tue, Jan 24 2023

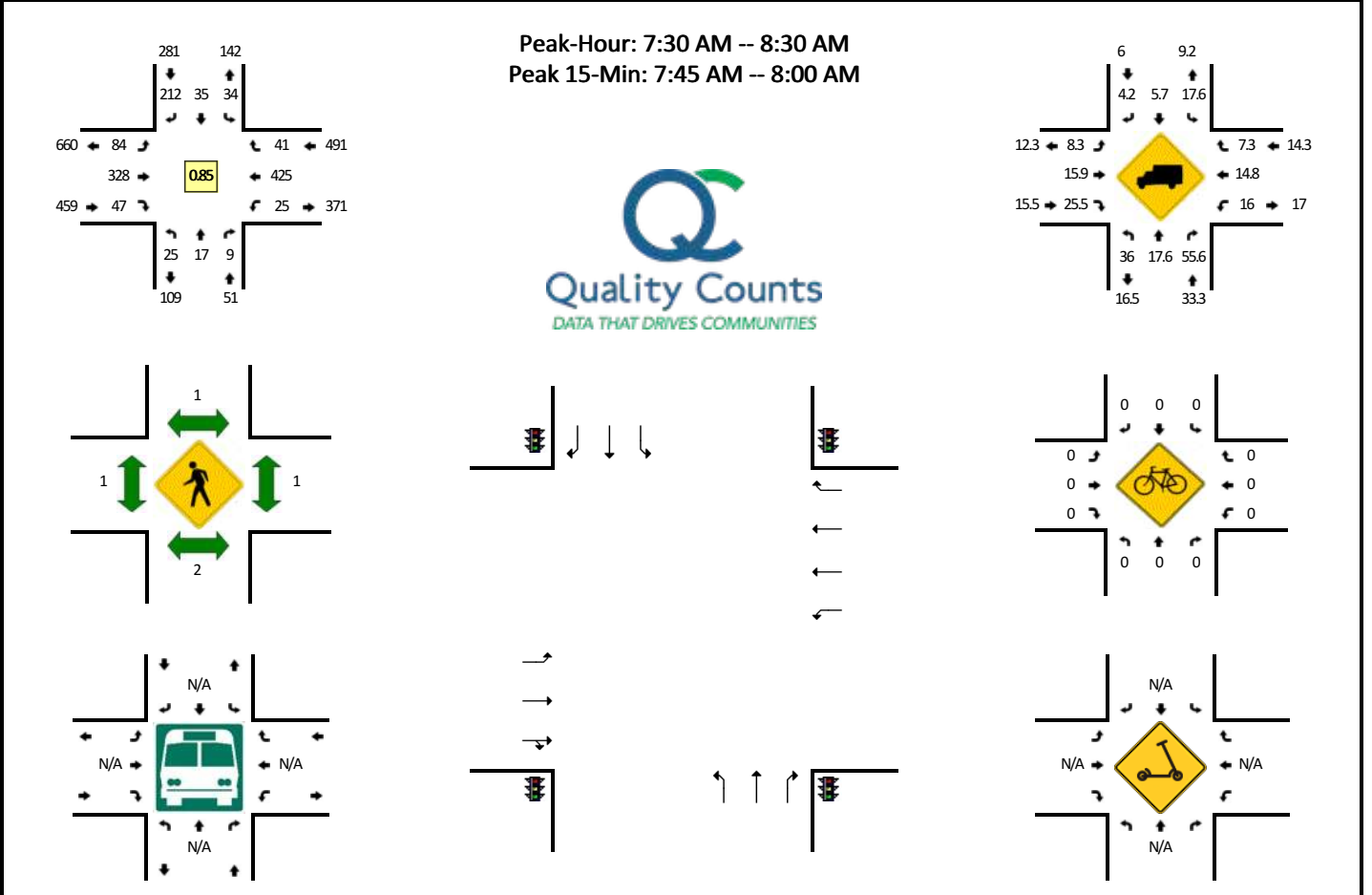


| 15-Min Count Period Beginning At | Madison St (Northbound) | | | | Madison St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 7 | 0 | 1 | 1 | 10 | 127 | 1 | 0 | 0 | 342 | 0 | 0 | 491 | |
| 4:15 PM | 4 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 14 | 106 | 2 | 0 | 0 | 266 | 0 | 0 | 399 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 11 | 138 | 1 | 0 | 1 | 248 | 1 | 0 | 409 | |
| 4:45 PM | 2 | 0 | 3 | 0 | 6 | 0 | 1 | 1 | 8 | 110 | 2 | 0 | 3 | 234 | 0 | 0 | 370 | 1669 |
| 5:00 PM | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 16 | 157 | 1 | 0 | 0 | 263 | 1 | 0 | 443 | 1621 |
| 5:15 PM | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 7 | 127 | 0 | 0 | 1 | 254 | 0 | 0 | 394 | 1616 |
| 5:30 PM | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 14 | 114 | 2 | 0 | 0 | 245 | 0 | 0 | 382 | 1589 |
| 5:45 PM | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 8 | 110 | 0 | 0 | 0 | 165 | 0 | 0 | 288 | 1507 |
| 6:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 109 | 0 | 0 | 0 | 145 | 0 | 0 | 270 | 1334 |
| 6:15 PM | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 79 | 0 | 0 | 0 | 113 | 0 | 0 | 203 | 1143 |
| 6:30 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 75 | 0 | 0 | 0 | 82 | 1 | 0 | 164 | 925 |
| 6:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 50 | 1 | 0 | 0 | 74 | 0 | 0 | 133 | 770 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 8 | 0 | 28 | 0 | 4 | 4 | 40 | 508 | 4 | 0 | 0 | 1368 | 0 | 0 | 1964 | |
| Heavy Trucks Buses | 0 | 0 | 8 | | 0 | 0 | 0 | | 0 | 36 | 4 | | 0 | 108 | 0 | | 156 | |
| Pedestrians | | 0 | | | | 4 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: Morton Ave -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975340
DATE: Tue, Jan 24 2023

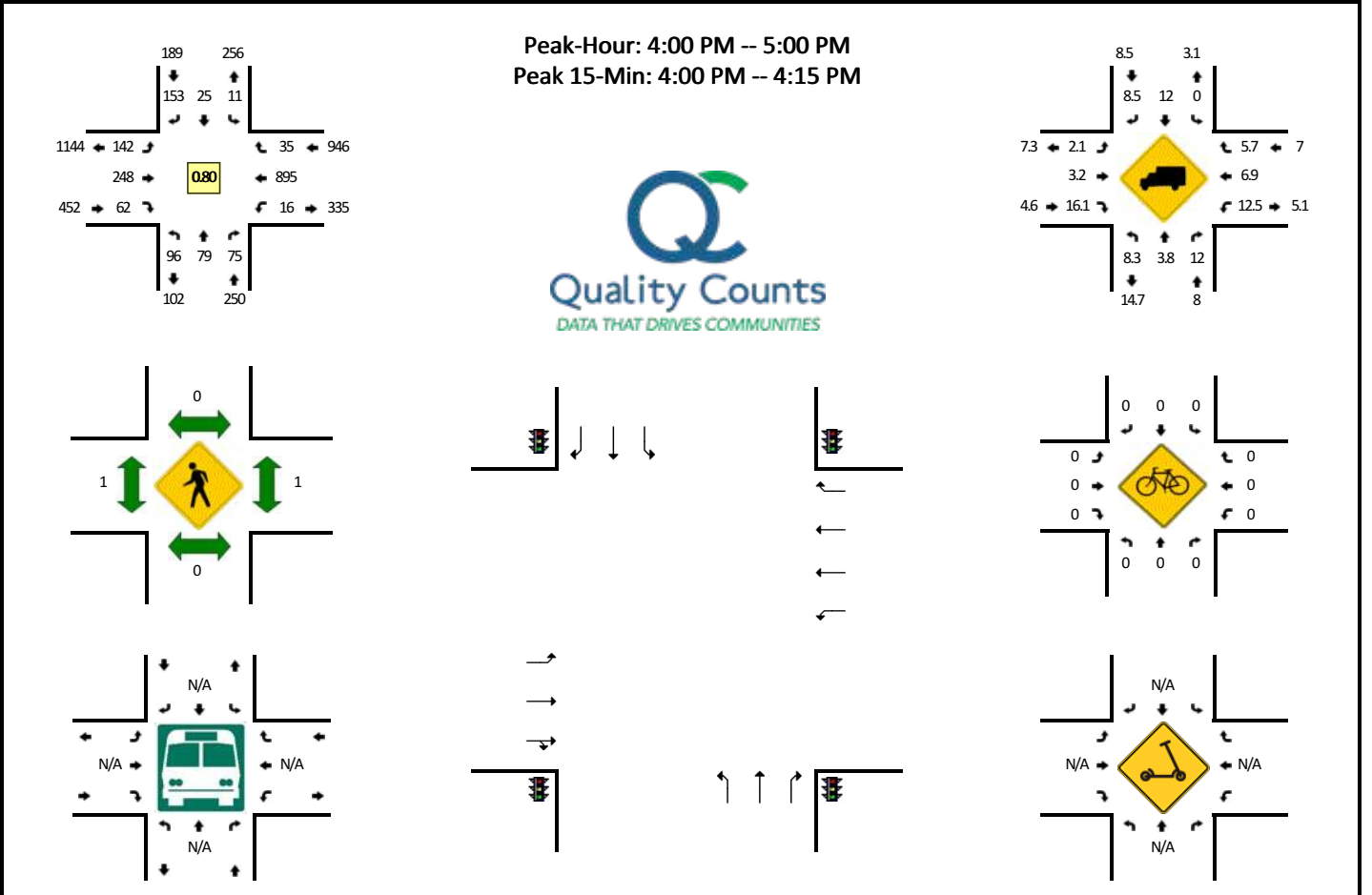


| 15-Min Count Period Beginning At | Morton Ave (Northbound) | | | | Morton Ave (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 7 | 6 | 3 | 0 | 6 | 5 | 19 | 0 | 16 | 48 | 9 | 0 | 8 | 29 | 4 | 1 | 161 | |
| 6:15 AM | 7 | 5 | 8 | 2 | 3 | 3 | 22 | 0 | 16 | 43 | 7 | 0 | 5 | 35 | 5 | 0 | 161 | |
| 6:30 AM | 3 | 5 | 9 | 0 | 5 | 11 | 38 | 0 | 12 | 60 | 12 | 0 | 2 | 45 | 1 | 0 | 203 | |
| 6:45 AM | 3 | 5 | 5 | 0 | 5 | 8 | 46 | 0 | 9 | 59 | 13 | 0 | 4 | 49 | 5 | 0 | 211 | 736 |
| 7:00 AM | 2 | 5 | 3 | 1 | 7 | 5 | 22 | 0 | 12 | 61 | 6 | 0 | 6 | 55 | 5 | 0 | 190 | 765 |
| 7:15 AM | 4 | 0 | 2 | 0 | 1 | 17 | 32 | 0 | 10 | 84 | 7 | 0 | 2 | 79 | 8 | 0 | 246 | 850 |
| 7:30 AM | 5 | 5 | 4 | 1 | 10 | 3 | 45 | 0 | 23 | 96 | 18 | 0 | 6 | 93 | 7 | 0 | 316 | 963 |
| 7:45 AM | 8 | 5 | 2 | 0 | 11 | 18 | 68 | 0 | 21 | 86 | 14 | 0 | 10 | 119 | 13 | 0 | 375 | 1127 |
| 8:00 AM | 4 | 6 | 1 | 0 | 9 | 8 | 49 | 0 | 15 | 80 | 8 | 0 | 5 | 106 | 11 | 0 | 302 | 1239 |
| 8:15 AM | 6 | 1 | 2 | 1 | 4 | 6 | 50 | 0 | 25 | 66 | 7 | 0 | 4 | 107 | 10 | 0 | 289 | 1282 |
| 8:30 AM | 2 | 2 | 3 | 0 | 3 | 3 | 57 | 0 | 18 | 53 | 8 | 0 | 1 | 80 | 6 | 0 | 236 | 1202 |
| 8:45 AM | 5 | 2 | 4 | 0 | 4 | 4 | 41 | 0 | 20 | 48 | 4 | 0 | 2 | 66 | 7 | 0 | 207 | 1034 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 32 | 20 | 8 | 0 | 44 | 72 | 272 | 0 | 84 | 344 | 56 | 0 | 40 | 476 | 52 | 0 | 1500 | |
| Heavy Trucks | 16 | 0 | 4 | | 8 | 4 | 8 | | 12 | 52 | 4 | | 4 | 72 | 0 | | 184 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 0 | | | | 4 | | | | 4 | | | 12 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Morton Ave -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975342
DATE: Tue, Jan 24 2023

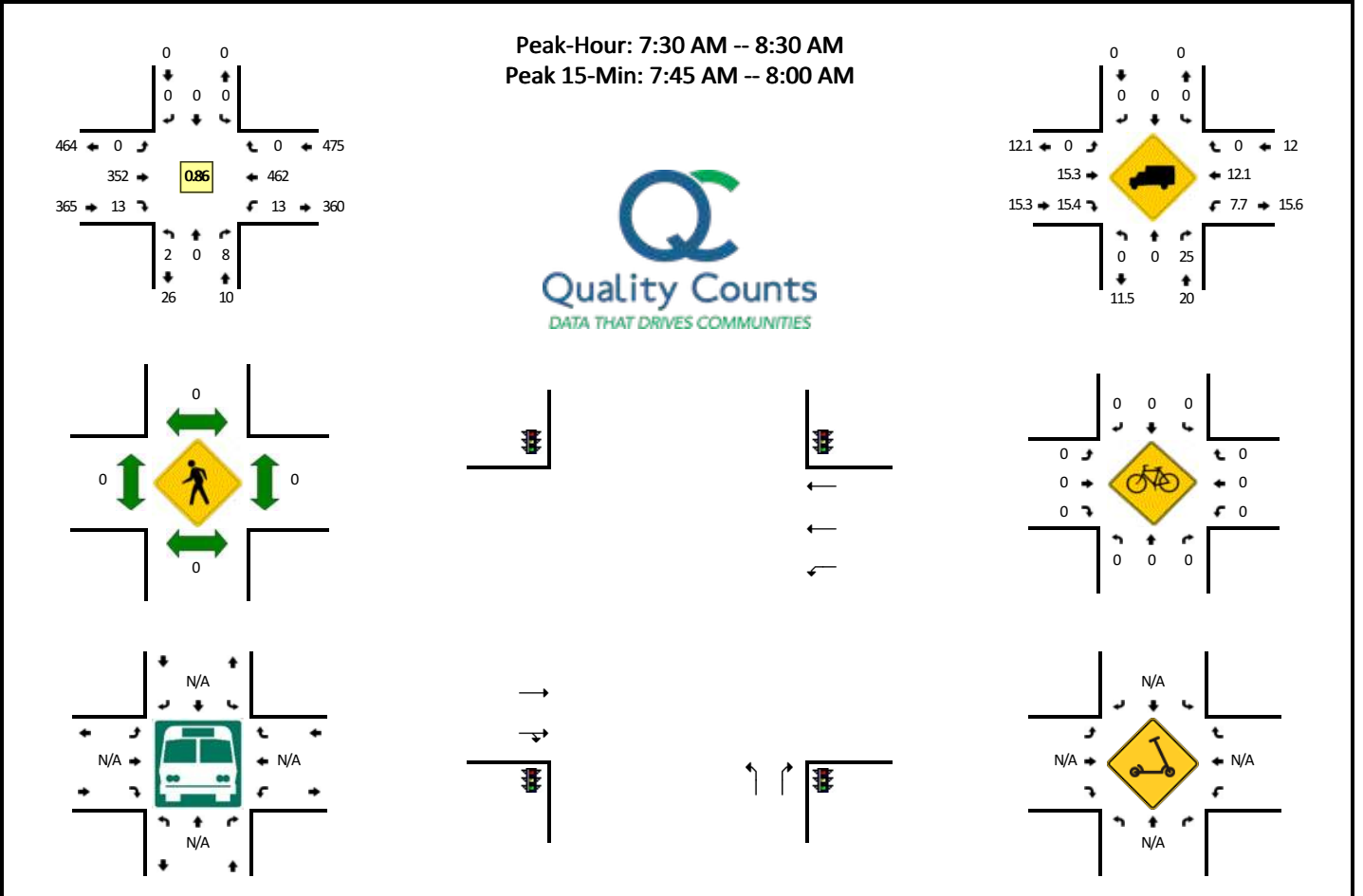


| 15-Min Count Period Beginning At | Morton Ave (Northbound) | | | | Morton Ave (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals | |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|--|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | | |
| 4:00 PM | 35 | 37 | 35 | 0 | 5 | 4 | 30 | 0 | 31 | 58 | 17 | 0 | 4 | 297 | 19 | 1 | 573 | | |
| 4:15 PM | 22 | 14 | 4 | 0 | 2 | 6 | 39 | 0 | 32 | 58 | 19 | 0 | 4 | 214 | 5 | 0 | 419 | | |
| 4:30 PM | 23 | 18 | 22 | 0 | 1 | 9 | 41 | 0 | 48 | 70 | 10 | 0 | 4 | 193 | 4 | 0 | 443 | | |
| 4:45 PM | 16 | 10 | 14 | 0 | 3 | 6 | 43 | 0 | 31 | 62 | 16 | 0 | 3 | 191 | 7 | 0 | 402 | 1837 | |
| 5:00 PM | 26 | 12 | 29 | 0 | 10 | 10 | 47 | 0 | 39 | 78 | 20 | 0 | 3 | 202 | 10 | 0 | 486 | 1750 | |
| 5:15 PM | 21 | 16 | 24 | 0 | 2 | 14 | 32 | 0 | 41 | 51 | 14 | 0 | 3 | 217 | 9 | 0 | 444 | 1775 | |
| 5:30 PM | 18 | 11 | 39 | 0 | 3 | 10 | 42 | 0 | 33 | 41 | 13 | 0 | 2 | 203 | 6 | 0 | 421 | 1753 | |
| 5:45 PM | 11 | 8 | 24 | 0 | 10 | 8 | 34 | 1 | 28 | 42 | 18 | 0 | 3 | 136 | 8 | 0 | 331 | 1682 | |
| 6:00 PM | 11 | 7 | 25 | 0 | 6 | 5 | 31 | 1 | 30 | 46 | 19 | 0 | 1 | 101 | 2 | 0 | 285 | 1481 | |
| 6:15 PM | 6 | 10 | 22 | 0 | 0 | 8 | 27 | 1 | 18 | 34 | 13 | 0 | 1 | 86 | 9 | 1 | 236 | 1273 | |
| 6:30 PM | 11 | 9 | 19 | 0 | 5 | 9 | 21 | 0 | 20 | 20 | 22 | 0 | 1 | 56 | 7 | 0 | 200 | 1052 | |
| 6:45 PM | 12 | 9 | 14 | 0 | 3 | 8 | 21 | 0 | 12 | 19 | 11 | 0 | 1 | 51 | 2 | 0 | 163 | 884 | |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | | |
| All Vehicles | 140 | 148 | 140 | 0 | 20 | 16 | 120 | 0 | 124 | 232 | 68 | 0 | 16 | 1188 | 76 | 4 | 2292 | | |
| Heavy Trucks | 0 | 4 | 12 | | 0 | 0 | 8 | | 8 | 8 | 4 | | 0 | 96 | 4 | | 144 | | |
| Buses | | | | | | | | | | | | | | | | | | | |
| Pedestrians | 0 | 0 | | | | 0 | | | | 4 | | | | 4 | | | 8 | | |
| Bicycles | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | | |
| Scooters | | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Harrah's Blvd -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975343
DATE: Tue, Jan 24 2023

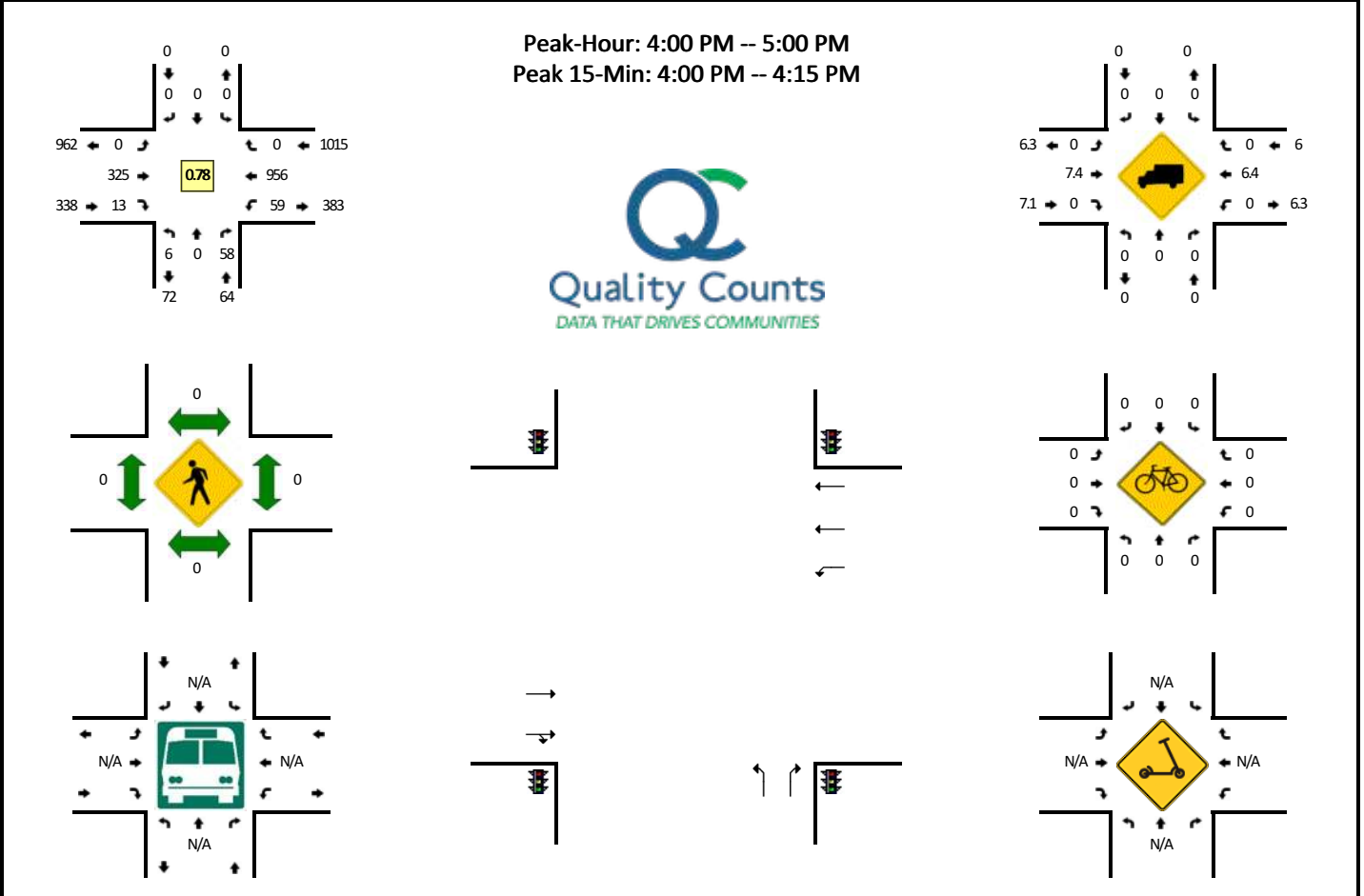


| 15-Min Count Period Beginning At | Harrah's Blvd (Northbound) | | | | Harrah's Blvd (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 6 | 0 | 4 | 36 | 0 | 0 | 103 | |
| 6:15 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 0 | 2 | 39 | 0 | 0 | 90 | |
| 6:30 AM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 11 | 0 | 4 | 56 | 0 | 0 | 134 | |
| 6:45 AM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 12 | 0 | 4 | 57 | 0 | 0 | 125 | 452 |
| 7:00 AM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 5 | 0 | 4 | 66 | 0 | 0 | 149 | 498 |
| 7:15 AM | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 6 | 0 | 2 | 92 | 0 | 0 | 188 | 596 |
| 7:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 0 | 1 | 100 | 0 | 0 | 208 | 670 |
| 7:45 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 1 | 0 | 3 | 138 | 0 | 0 | 248 | 793 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 3 | 0 | 3 | 111 | 0 | 0 | 203 | 847 |
| 8:15 AM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 5 | 0 | 6 | 113 | 0 | 0 | 191 | 850 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 7 | 0 | 5 | 85 | 0 | 0 | 154 | 796 |
| 8:45 AM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 7 | 76 | 0 | 0 | 141 | 689 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 412 | 4 | 0 | 12 | 552 | 0 | 0 | 992 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 56 | 0 | 0 | 112 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Harrah's Blvd -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 15975345
DATE: Tue, Jan 24 2023



| 15-Min Count Period Beginning At | Harrah's Blvd (Northbound) | | | | Harrah's Blvd (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 5 | 0 | 15 | 321 | 0 | 0 | 453 | |
| 4:15 PM | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 1 | 0 | 13 | 235 | 0 | 0 | 338 | |
| 4:30 PM | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 5 | 0 | 11 | 204 | 0 | 0 | 314 | |
| 4:45 PM | 3 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 2 | 0 | 20 | 196 | 0 | 0 | 312 | 1417 |
| 5:00 PM | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 4 | 0 | 16 | 213 | 0 | 0 | 355 | 1319 |
| 5:15 PM | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 5 | 0 | 9 | 214 | 0 | 0 | 323 | 1304 |
| 5:30 PM | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 1 | 0 | 14 | 210 | 0 | 0 | 317 | 1307 |
| 5:45 PM | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 3 | 0 | 14 | 146 | 0 | 0 | 248 | 1243 |
| 6:00 PM | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 7 | 0 | 16 | 99 | 0 | 0 | 208 | 1096 |
| 6:15 PM | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 7 | 0 | 12 | 89 | 0 | 0 | 163 | 936 |
| 6:30 PM | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 11 | 0 | 18 | 57 | 0 | 0 | 132 | 751 |
| 6:45 PM | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 0 | 18 | 53 | 0 | 0 | 116 | 619 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 12 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 20 | 0 | 60 | 1284 | 0 | 0 | 1812 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 96 | 0 | 0 | 124 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

Attachment 3: Multimodal Toolkit



IMPROVING SAFETY ON ROUTE 291

TRUCK ROUTE TREATMENTS

PLACEMAKING

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

GREENWAY TREATMENTS

SEPARATED BIKE LANE



1

A separated bike lane is within the street right-of-way and separated from motor vehicle traffic by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.

SHARED USE PATH / TRAIL



2

This facility is shared between people biking and walking. A shared use path (SUP) or trail provides the highest level of separation and the lowest level of traffic stress for cyclists.

GREEN PAINT



3

Green and/or white pavement markings draw attention to cyclists moving through or past conflict areas, including intersections and driveways.

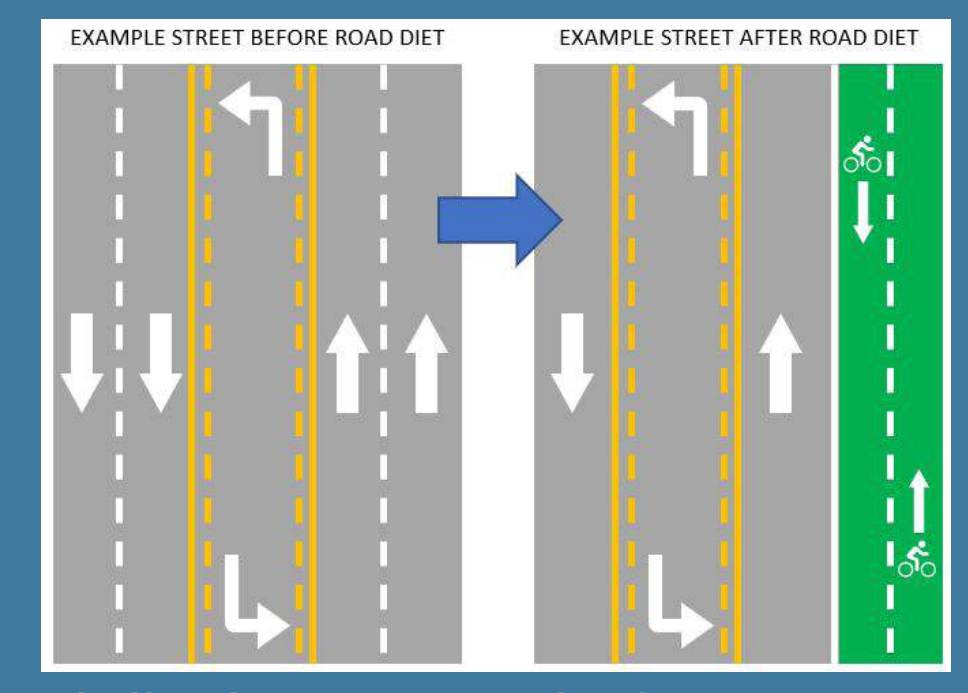
BICYCLE SIGNAL



4

Bicycle signals indicate when bicyclists can cross. They also restrict conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.

ROAD DIET



5

A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.

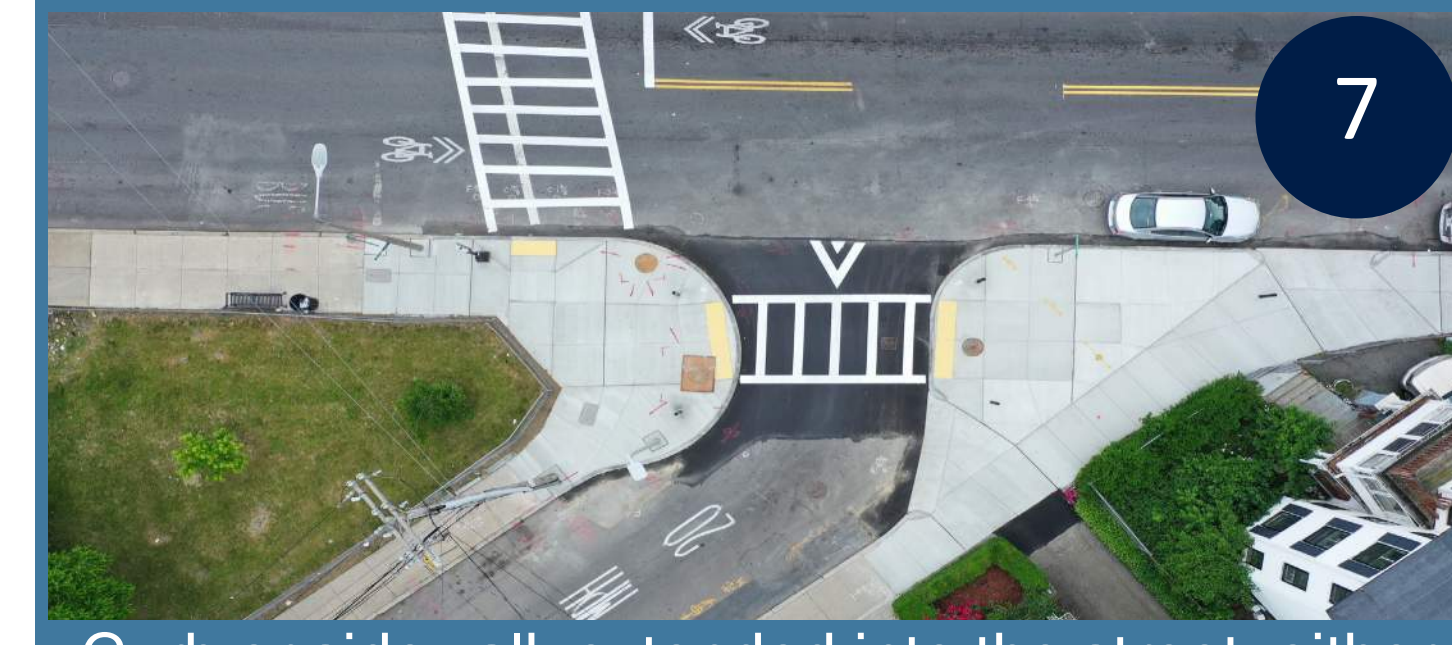
RAISED MEDIAN



6

A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.

CURB EXTENSION / BULBOUT



7

Curb or sidewalk extended into the street, either at an intersection or mid-block, narrows the street width, reduces pedestrian crossing distance, improves visibility of pedestrians, and reduces right-turning vehicle speeds.

INTERSECTION VISIBILITY



8

Marking off areas using pavement markings, flexible delineator posts, or other visual or physical elements delineates space where on-street parking is restricted. This maintains visibility at driveways and intersections.

SPEED / RED LIGHT CAMERAS



9

Speed or red light running cameras can reduce motorist speeds and impact driver behavior where physical infrastructure is less feasible or effective. Additional legislation and certification might be needed to implement.

SPEED LIMIT MARKINGS & SIGNS



10

Painted speed limit markings and more speed limit signs provide a visual reminder of the desired and allowable roadway speed. Speed limits can also be reduced where appropriate.

BUFFERS & RUMBLE STRIPS



11

Buffers and/or rumble strips can be used to separate different modes of traffic traveling in opposite directions. These treatments can enforce separation between fast-moving traffic and a parking lane, bike lane, or turn lane.

SIDEWALK WIDENING



12

A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, the sidewalk clear width should be at least 6-ft wide, or ideally wider.

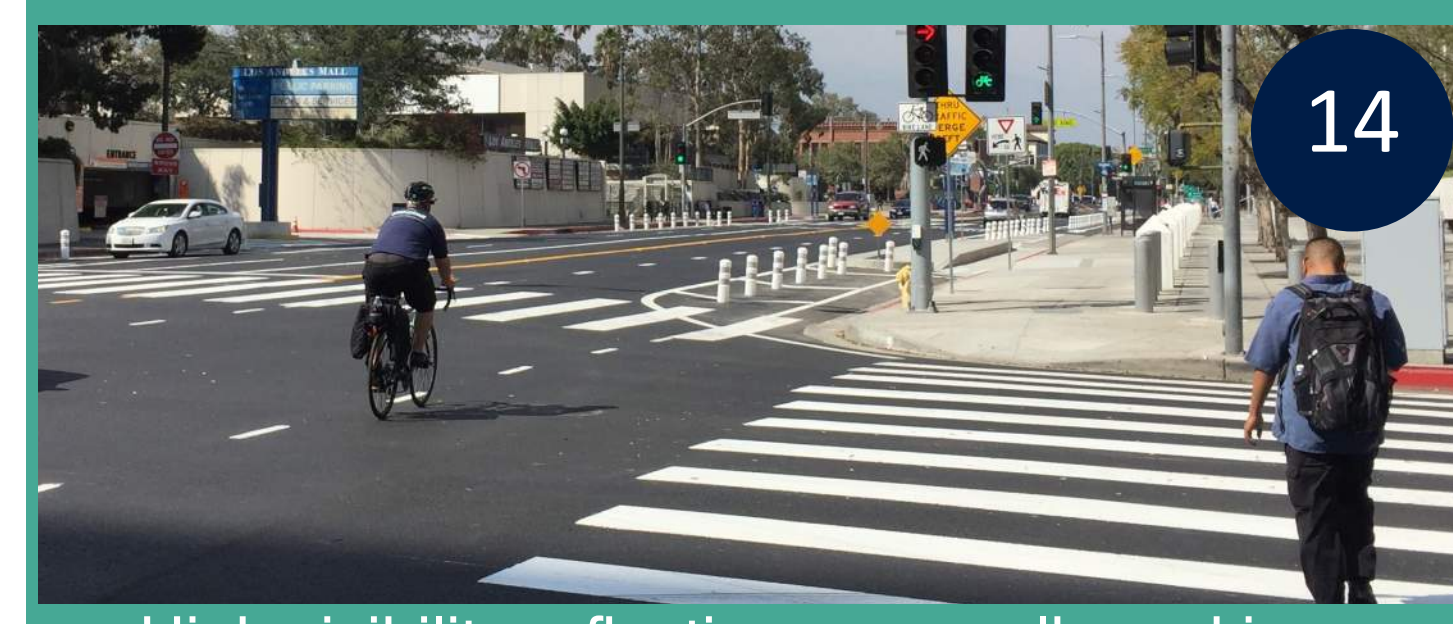
PEDESTRIAN REFUGE



13

A pedestrian median refuge island provides added protection for pedestrians and bicyclists crossing at an intersection or mid-block. The refuge improves pedestrian visibility, reduces conflict points, and reduces crossing distance.

MARKED CROSSWALK



14

High visibility reflective crosswalk markings should be incorporated at controlled intersections and at priority mid-block crossings. According to FHWA, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%."

CROSSWALK VISIBILITY



15

Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.

INTERSECTION MARKINGS



16

Pavement markings visually separate modes of traffic to reduce pedestrian and bicyclist exposure. Separate signal phases for bicyclists and pedestrians eliminate conflict points.

IMPROVING SAFETY ON ROUTE 291

TRUCK ROUTE TREATMENTS

PLACEMAKING

SIGNALS & INTERSECTIONS

MULTIMODAL ACCESS

TRAFFIC CALMING

GREENWAY TREATMENTS

FLASHING PEDESTRIAN SIGNAL



Rectangular Rapid Flash Beacons (RRFBs) include a flasher that lets motorists know pedestrians are crossing. These are especially applicable at uncontrolled, mid-block, or trail crossings.

PEDESTRIAN COUNTDOWN SIGNAL



A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.

EXTRA PEDESTRIAN CROSSING TIME



A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before conflicting vehicles start turning. LPIs are especially helpful at wide, busy intersections.

TRANSIT AMENITIES



Transit amenities include shelters, benches, kiosks, and access to other services and amenities. There should be sidewalk access and safe roadway crossings near transit stops.

TRAFFIC SIGNALS AT INTERSECTIONS



Full signalization of an intersection impacts traffic operations and controls the movements of all road users. This can slow traffic, improve mobility, and accommodate pedestrians and bicyclists.

ROUNDBOUT



A roundabout is an intersection treatment with channelized approaches that reduce speeds. Roundabouts minimize conflict points and maintain a safe flow of traffic.

DIRECTIONAL SIGNAGE



Providing clear signs and pavement markings along a corridor can reduce confusion and direct motorists to key destinations.

TRAFFIC SIGNAL TIMING



Traffic signal timing changes can optimize traffic operation and reduce queuing and congestion. Signal timing might also provide priority to different modes, such as transit vehicles.

STREET LIGHTING



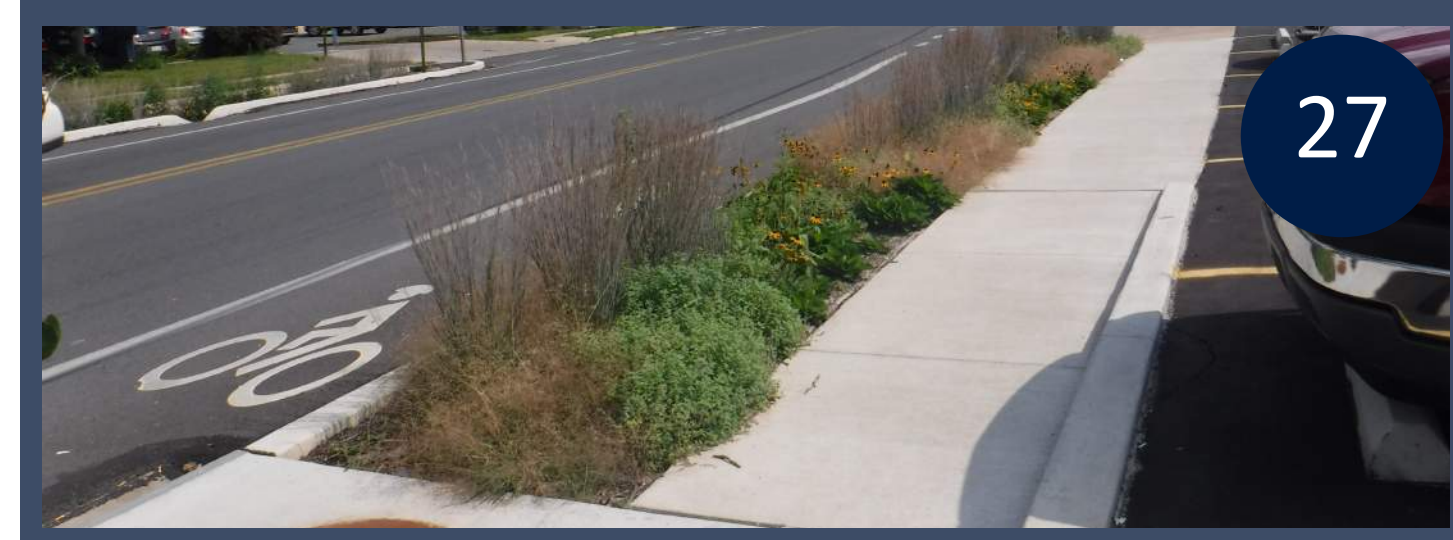
Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and transit stops. Street lights improve visibility for drivers.

STREET TREES



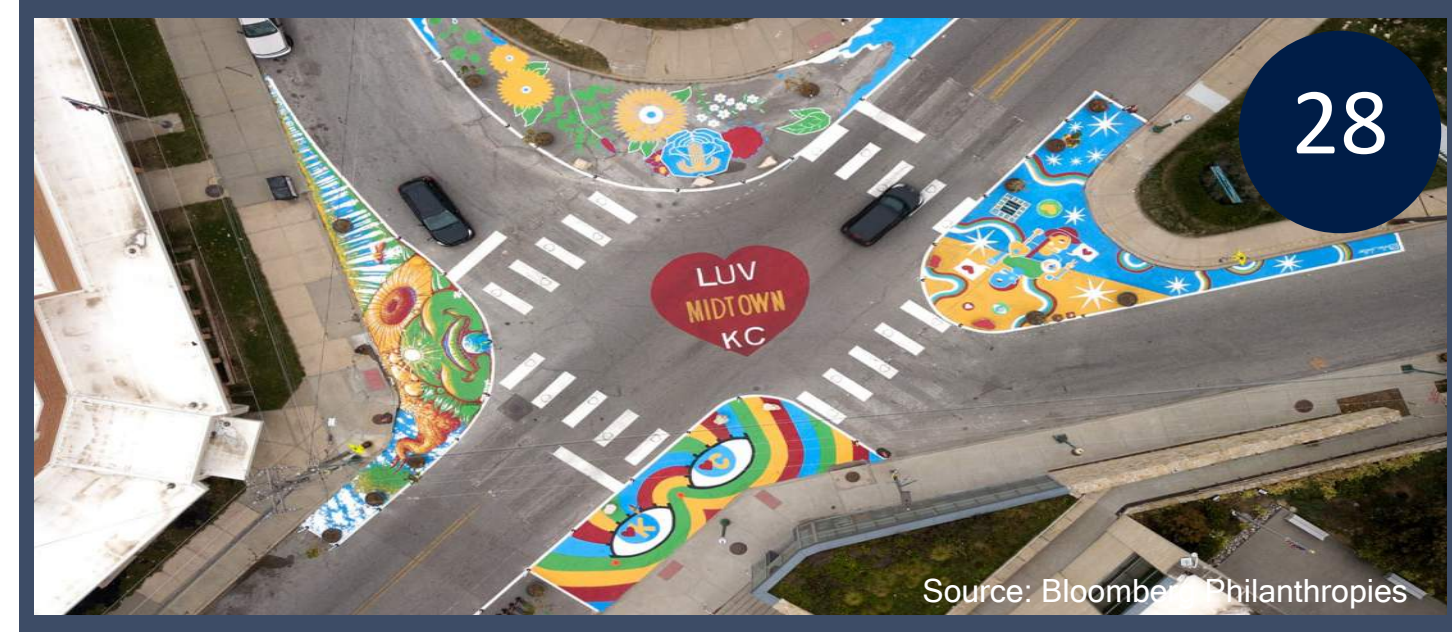
Street trees provide shade and comfort for people on the sidewalk. They also contribute to a lively sense of place. Street trees must be placed and maintained to allow for motorist visibility.

GREEN STORMWATER INFRASTRUCTURE



Green Stormwater Infrastructure (GSI) in sidewalks, medians, and curb extensions collects stormwater runoff and filters it through special soil and plants before it soaks into the ground or is released slowly back into the sewer system.

ASPHALT ART



Asphalt art can be used to visually delineate space in the roadway to improve safety and revitalize public space.

TRAIL WAYFINDING & AMENITIES



Signs direct pedestrians and bicyclists toward destinations in the area, typically including distance and average walking or biking times. Other amenities might include benches, shelters, trees, and art.

CORRIDOR BRANDING



Trail and corridor branding provide a sense of place and direct users to destinations. This branding can connect various facilities within a greater region.

TRUCK SIGNAGE



Signs and pavement markings can be used to direct and restrict truck traffic. Through-movement truck traffic can be discouraged, while trucks accessing industry along the corridor can be directed to make safe, slow movements.

TRUCK APRON



A truck apron is mountable by trucks or buses, but not by smaller vehicles. This means that the radius at intersections or driveways can be tightened to improve safety for pedestrians, while still allowing wider truck turning movements.

Attachment 4: Analysis Files



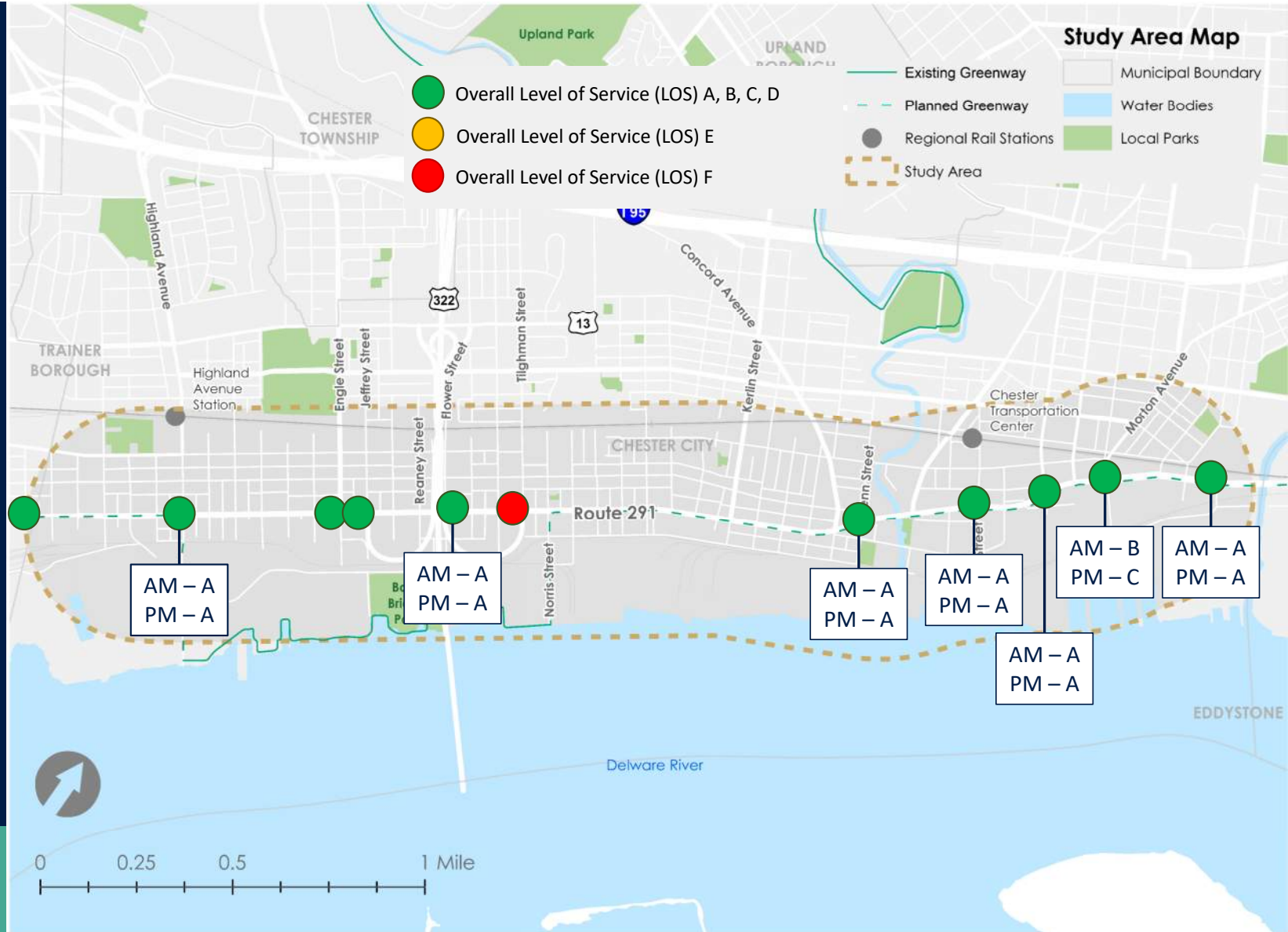
Done By: AI
 Checked By: JC

| Intersection | Control Type | Approach | Existing Conditions (2023) | | | | | | Alternative A - 5-Lanes (Future 5 Lane Volumes) | | | | | | Alternative BX - 3-Lanes (Future 3 Lane Volumes) | | | | | | Alternative B - 3-Lanes (Future 5 Lane Volumes) | | | | | | Alternative B2 - 3&4-Lanes (Future 5-Lane Volumes) | | | | | |
|------------------------|---|----------|----------------------------|-----------|------|---------|----------|------|--|-----------|------|---------|----------|------|---|-----------|------|---------|-----------|------|--|-----------|------|---------|----------|------|---|----------|------|---------|----------|------|
| | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | |
| | | | LOS | Delay (s) | v/c | LOS | Delay(s) | v/c | LOS | Delay (s) | v/c | LOS | Delay(s) | v/c | LOS | Delay (s) | v/c | LOS | Delay (s) | v/c | LOS | Delay (s) | v/c | LOS | Delay(s) | v/c | LOS | Delay(s) | v/c | LOS | Delay(s) | v/c |
| 1. Irving Street | Two way stop | Overall | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | SB | B | 11.1 | 0.01 | B | 13.2 | 0.02 | B | 13.2 | 0.03 | C | 17.1 | 0.03 | B | 11.6 | 0.02 | B | 13.5 | 0.02 | B | 13.2 | 0.03 | C | 17.1 | 0.03 | B | 13.2 | 0.03 | C | 17.1 | 0.03 |
| 2. Highland Avenue | Traffic signal | Overall | A | 8.2 | 0.23 | A | 6.5 | 0.3 | A | 6.9 | 0.31 | A | 6.1 | 0.41 | A | 7.7 | 0.38 | A | 6.7 | 0.51 | A | 7.6 | 0.5 | A | 8.5 | 0.69 | A | 7.6 | 0.5 | A | 8.1 | 0.67 |
| | | EB | A | 3 | 0.16 | A | 2.7 | 0.13 | A | 3.3 | 0.25 | A | 3 | 0.15 | A | 3.6 | 0.34 | A | 3.2 | 0.26 | A | 4.3 | 0.48 | A | 3.5 | 0.29 | A | 4.3 | 0.48 | A | 3.4 | 0.28 |
| | | WB | A | 2.9 | 0.15 | A | 3 | 0.25 | A | 3.1 | 0.18 | A | 3.6 | 0.37 | A | 3.6 | 0.34 | A | 4.1 | 0.51 | A | 3.7 | 0.34 | A | 7.1 | 0.71 | A | 3.7 | 0.34 | A | 6.6 | 0.69 |
| | | NB | C | 28 | 0.09 | C | 28.6 | 0.15 | C | 25.7 | 0.1 | C | 26.1 | 0.15 | C | 25.7 | 0.1 | C | 26.1 | 0.14 | C | 25.7 | 0.1 | C | 27 | 0.14 | C | 25.7 | 0.1 | C | 26.6 | 0.14 |
| | | SB | D | 36.5 | 0.62 | C | 34.4 | 0.57 | C | 33 | 0.61 | C | 32.1 | 0.58 | C | 32.5 | 0.59 | C | 30.9 | 0.54 | C | 33 | 0.61 | C | 32.9 | 0.57 | C | 33 | 0.61 | C | 31.7 | 0.56 |
| 3. Engle Street | Two way stop | Overall | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | NB | B | 13 | 0.01 | B | 11.1 | 0.1 | B | 14.2 | 0.02 | B | 11.7 | 0.11 | B | 12.3 | 0.01 | B | 12.9 | 0.12 | C | 15 | 0.02 | B | 14.9 | 0.16 | B | 15 | 0.02 | B | 14.6 | 0.15 |
| | | SB | C | 15.6 | 0.16 | C | 15.6 | 0.15 | C | 17 | 0.19 | C | 17 | 0.18 | C | 15 | 0.13 | C | 17.9 | 0.17 | C | 18.8 | 0.22 | D | 28.3 | 0.29 | C | 18.8 | 0.22 | D | 26.7 | 0.28 |
| 4. Jeffrey Street | Two way Stop converts to signal control in future | Overall | - | - | - | - | - | - | B | 14.9 | 0.42 | A | 5.5 | 0.41 | B | 15.9 | 0.39 | A | 6.6 | 0.5 | B | 16.6 | 0.62 | A | 7.7 | 0.66 | B | 16.6 | 0.62 | A | 7.7 | 0.66 |
| | | EB | - | - | - | - | - | - | A | 6.7 | 0.33 | A | 4.3 | 0.35 | A | 7.4 | 0.41 | A | 5.5 | 0.57 | A | 10.7 | 0.6 | A | 4.4 | 0.52 | A | 10.7 | 0.6 | A | 4.4 | 0.52 |
| | | WB | - | - | - | - | - | - | A | 5.1 | 0.17 | A | 4.7 | 0.46 | A | 6.1 | 0.29 | A | 5.4 | 0.56 | A | 5.1 | 0.32 | A | 7.2 | 0.72 | A | 5.1 | 0.32 | A | 7.2 | 0.72 |
| | | NB | C | 16.4 | 0.49 | B | 13.2 | 0.17 | C | 33.7 | 0.68 | B | 13.6 | 0.24 | D | 34.7 | 0.67 | B | 14.7 | 0.11 | C | 37.9 | 0.68 | C | 21.4 | 0.3 | C | 37.9 | 0.68 | C | 21.4 | 0.3 |
| | | SB | A | 9.6 | 0.01 | B | 10.6 | 0.01 | C | 27.6 | 0 | B | 13 | 0.11 | C | 28.5 | 0 | B | 14.1 | 0 | C | 27.6 | 0 | C | 20.5 | 0 | C | 20.5 | 0 | C | 20.5 | 0 |
| 5. Flower Street | Traffic signal | Overall | A | 5.8 | 0.31 | A | 6 | 0.35 | A | 5.9 | 0.37 | A | 6.2 | 0.42 | A | 6 | 0.43 | A | 6.7 | 0.46 | A | 8.1 | 0.63 | A | 9.7 | 0.73 | A | 8.1 | 0.63 | A | 8.3 | 0.7 |
| | | EB | A | 3 | 0.27 | A | 2.8 | 0.22 | A | 1.9 | 0.33 | A | 3.1 | 0.27 | A | 2.2 | 0.42 | A | 3.6 | 0.46 | A | 5.1 | 0.64 | A | 4.7 | 0.52 | A | 5.1 | 0.64 | A | 3.9 | 0.49 |
| | | WB | A | 2.7 | 0.16 | A | 3.1 | 0.32 | A | 2.5 | 0.18 | A | 3.6 | 0.4 | A | 2.8 | 0.28 | A | 3.4 | 0.41 | A | 3.7 | 0.34 | A | 9.4 | 0.78 | A | 3.7 | 0.34 | A | 7 | 0.73 |
| | | NB | C | 28.1 | 0.05 | C | 28.7 | 0.15 | D | 35.3 | 0.04 | C | 28.5 | 0.16 | D | 37.1 | 0.05 | C | 28.7 | 0.14 | D | 35.3 | 0.04 | C | 27.6 | 0.14 | D | 35.3 | 0.04 | C | 29 | 0.15 |
| | | SB | C | 34 | 0.54 | C | 32.2 | 0.49 | D | 46.4 | 0.62 | C | 34.2 | 0.56 | D | 42.1 | 0.5 | C | 32.2 | 0.49 | D | 46.4 | 0.62 | C | 31 | 0.49 | D | 46.4 | 0.62 | C | 33.5 | 0.53 |
| 6. Tilghman Street | One stop converts to signal control in future | Overall | - | - | - | - | - | - | A | 3.6 | 0.42 | B | 10.4 | 0.76 | A | 4.3 | 0.53 | B | 6.4 | 0.68 | A | 9.8 | 0.78 | B | 12.6 | 0.9 | A | 9.8 | 0.78 | B | 11.4 | 0.87 |
| | | EB | - | - | - | - | - | - | A | 4.2 | 0.43 | B | 19.2 | 0.73 | A | 5.4 | 0.57 | B | 10.2 | 0.71 | B | 13.5 | 0.86 | B | 17.6 | 0.82 | B | 13.5 | 0.86 | B | 16.6 | 0.8 |
| | | WB | - | - | - | - | - | - | A | 1.4 | 0.35 | A | 5.6 | 0.73 | A | 1.6 | 0.27 | A | 2.8 | 0.57 | A | 3.4 | 0.43 | A | 9.7 | 0.86 | A | 3.4 | 0.43 | A | 8.4 | 0.84 |
| | | NB | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | SB | C | 17 | 0.06 | F | 228.8 | 0.48 | D | 44.2 | 0.19 | C | 30.6 | 0.13 | D | 44.2 | 0.18 | C | 34.6 | 0.16 | D | 44.2 | 0.19 | D | 39.3 | 0.15 | D | 44.2 | 0.19 | D | 39.3 | 0.15 |
| 7. Penn Street | Traffic signal | Overall | A | 3.5 | 0.3 | A | 5 | 0.52 | A | 3.9 | 0.41 | A | 5.3 | 0.58 | A | 3.8 | 0.45 | A | 6.6 | 0.67 | A | 5.8 | 0.69 | D | 35.9 | 0.99 | A | 5.8 | 0.69 | D | 43.2 | 1.01 |
| | | EB | A | 2.3 | 0.26 | A | 2.9 | 0.21 | A | 2.8 | 0.4 | A | 2.9 | 0.23 | A | 2.8 | 0.44 | A | 3.3 | 0.38 | A | 5.4 | 0.7 | A | 2.9 | 0.4 | A | 5.4 | 0.7 | A | 3.1 | 0.42 |
| | | WB | A | 2.4 | 0.28 | A | 4.1 | 0.54 | A | 2.5 | 0.3 | A | 4.6 | 0.61 | A | 2.8 | 0.46 | A | 6.4 | 0.71 | A | 3.6 | 0.56 | D | 48.7 | 1.05 | A | 3.6 | 0.56 | D | 59.8 | 1.09 |
| | | NB | C | 26.4 | 0.11 | C | 24.5 | 0.19 | C | 26.3 | 0.11 | C | 24.5 | 0.19 | C | 26.9 | 0.1 | C | 25.6 | 0.15 | C | 28.3 | 0.11 | D | 36.6 | 0.24 | C | 28.3 | 0.11 | D | 31.6 | 0.22 |
| | | SB | C | 29.5 | 0.44 | C | 26.3 | 0.41 | C | 31.2 | 0.52 | C | 26.3 | 0.41 | C | 29.3 | 0.37 | C | 27.4 | 0.38 | C | 34.5 | 0.55 | D | 40.1 | 0.52 | C | 34.5 | 0.55 | D | 34.2 | 0.48 |
| 8. Welsh Street | Traffic signal | Overall | A | 3.6 | 0.26 | A | 5.3 | 0.53 | A | 3.6 | 0.28 | A | 5.6 | 0.6 | A | 3.8 | 0.42 | A | 6.2 | 0.66 | A | 4.8 | 0.59 | C | 30 | 0.97 | A | 4.4 | 0.59 | A | 5.2 | 0.57 |
| | | EB | A | 2.1 | 0.22 | A | 3 | 0.23 | A | 2.3 | 0.33 | A | 31.1 | 0.26 | A | 2.5 | 0.41 | A | 3 | 0.39 | A | 3.9 | 0.62 | A | 3.1 | 0.59 | A | 3.9 | 0.62 | A | 3.4 | 0.46 |
| | | WB | A | 2.2 | 0.27 | A | 4.2 | 0.55 | A | 2.3 | 0.28 | A | 4.8 | 0.62 | A | 2.6 | 0.44 | A | 6 | 0.71 | A | 3.2 | 0.54 | D | 41 | 1.03 | A | 2.3 | 0.28 | A | 4.2 | 0.6 |
| | | NB | C | 26.2 | 0.05 | C | 24.2 | 0.17 | C | 26.2 | 0.06 | C | 24.1 | 0.17 | C | 26.2 | 0.04 | C | 25.4 | 0.16 | C | 26.2 | 0.06 | D | 40 | 0.28 | C | 26.2 | 0.06 | C | 24.8 | 0.19 |
| | | SB | C | 27.4 | 0.22 | C | 26.6 | 0.45 | C | 27.8 | 0.27 | C | 26.8 | 0.48 | C | 27.2 | 0.19 | C | 26.1 | 0.25 | C | 27.8 | 0.27 | D | 41.1 | 0.38 | C | 27.8 | 0.27 | C | 25.6 | 0.3 |
| 9. Madison Street | Traffic signal | Overall | A | 4.4 | 0.25 | A | 8.1 | 0.45 | A | 7.2 | 0.31 | A | 8.8 | 0.51 | A | 5 | 0.4 | B | 10.7 | 0.65 | B | 11.7 | 0.57 | F | 87 | 1.01 | B | 10.1 | 0.57 | A | 9.2 | 0.56 |
| | | EB | A | 3.6 | 0.22 | A | 6.1 | 0.26 | A | 6.7 | 0.4 | A | 6.2 | 0.33 | A | 4.2 | 0.4 | A | 4.6 | 0.4 | B | 12.2 | 0.76 | A | 6.3 | 0.47 | B | 12.2 | 0.76 | A | 5.1 | 0.49 |
| | | WB | A | 3.9 | 0.3 | A | 8.3 | 0.58 | A | 6.5 | 0.35 | A | 9.4 | 0.29 | A | 4.7 | 0.48 | B | 13.5 | 0.77 | A | 10.2 | 0.67 | F | 126.6 | 1.23 | A | 6.5 | 0.35 | B | 10.3 | 0.67 |
| | | NB | C | 28.6 | 0.04 | C | 24.6 | 0.01 | C | 24.7 | 0.03 | C | 24.6 | 0.66 | C | 28.4 | 0.03 | C | 33.1 | 0.01 | C | 24.7 | 0.03 | C | 33.6 | 0.01 | C | 24.7 | 0.03 | C | 30.3 | 0.01 |
| | | SB | C | 28.4 | 0.02 | C | 25 | 0.07 | C | 24.9 | 0.06 | C | 25 | 0.07 | C | 28.4 | 0.01 | C | 33.2 | 0.02 | C | 24.9 | 0.06 | C | 33.7 | 0.03 | C | 24.9 | 0.06 | C | 30.4 | 0.03 |
| 10. Morton Avenue | Traffic signal | Overall | B | 10.8 | 0.26 | C | 23.2 | 0.78 | B | 12.1 | 0.41 | C | 22.7 | 0.72 | B | 12.1 | 0.47 | C | 25.7 | 0.77 | B | 19.5 | 0.69 | F | 124.6 | 1.15 | B | 18.1 | 0.69 | C | 22.1 | 0.72 |
| | | EB | A | 7.3 | 0.25 | C | 38.3 | 1.03 | B | 10 | 0.45 | B | 11.8 | 0.69 | A | 9.5 | 0.55 | B | 11.3 | 0.62 | C | 22.8 | 0.87 | C | 20.7 | 0.82 | B | 22.7 | 0.87 | B | 13.1 | 0.69 |
| | | WB | A | 7.4 | 0.28 | B | 15.7 | 0.63 | A | 8.9 | 0.32 | C | 24.2 | 0.79 | A | 8.5 | 0.45 | C | 30 | 0.9 | B | 13.4 | 0.61 | F | 209.2 | 1.41 | A | 8.9 | 0.32 | B | 22.4 | 0.79 |
| | | NB | C | 20.3 | 0.12 | C | 23.4 | 0.29 | B | 19.9 | 0.15 | C | 32.9 | 0.6 | C | 21.4 | 0.14 | D | 35.5 | 0.47 | B | 19.9 | 0.15 | D | 36.3 | 0.65 | B | 19.9 | 0.15 | D | 32.9 | 0.6 |
| | | SB | C | 20.9 | 0.19 | C | 24.6 | 0.35 | C | 21.4 | 0.32 | C | 30 | 0.22 | C | 22.4 | 0.24 | D | 34.3 | 0.2 | C | 21.4 | 0.32 | C | 33.5 | 0.34 | C | 21.4 | 0.32 | C | 30 | 0.22 |
| 11. Harrah's Boulevard | Traffic signal | Overall | A | 2.9 | 0.26 | A | 3.3 | 0.44 | A | 3.9 | 0.43 | A | 4 | 0.5 | A | 4.4 | 0.56 | A | 6.6 | 0.71 | A | 5.7 | 0.7 | A | 9.4 | 0.94 | A | 5.5 | 0.68 | A | 5 | 0.5 |
| | | EB | A | 4.5 | 0.22 | A | 2.1 | 0.17 | A | 5.5 | 0.43 | A | 5.3 | 0.2 | A | 6.5 | 0.55 | A | 8 | 0.35 | A | 8.4 | 0.71 | A | 5.9 | 0.37 | A | 8.4 | 0.69 | A | 9.5 | 0.37 |
| | | WB | A | 1.3 | 0.21 | A | 1.3 | 0.4 | A | 1.2 | 0.22 | A | 1.4 | 0.46 | A | 1.4 | 0.34 | A | 3.3 | 0.65 | A | 1.4 | 0.4 | A | 8.6 | 0.87 | A | 1 | 0.21 | A | 1.5 | 0.46 |
| | | NB | C | 22.7 | 0.06 | D | 41.4 | 0.31 | C | 24.4 | 0.08 | D | 41.4 | 0.31 | C | 27 | 0.08 | D | 44.1 | 0.32 | D | 34.2 | 0.08 | D | 44 | 0.32 | C | 34.2 | 0.08 | D | 41.4 | 0.31 |
| | | SB | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | |

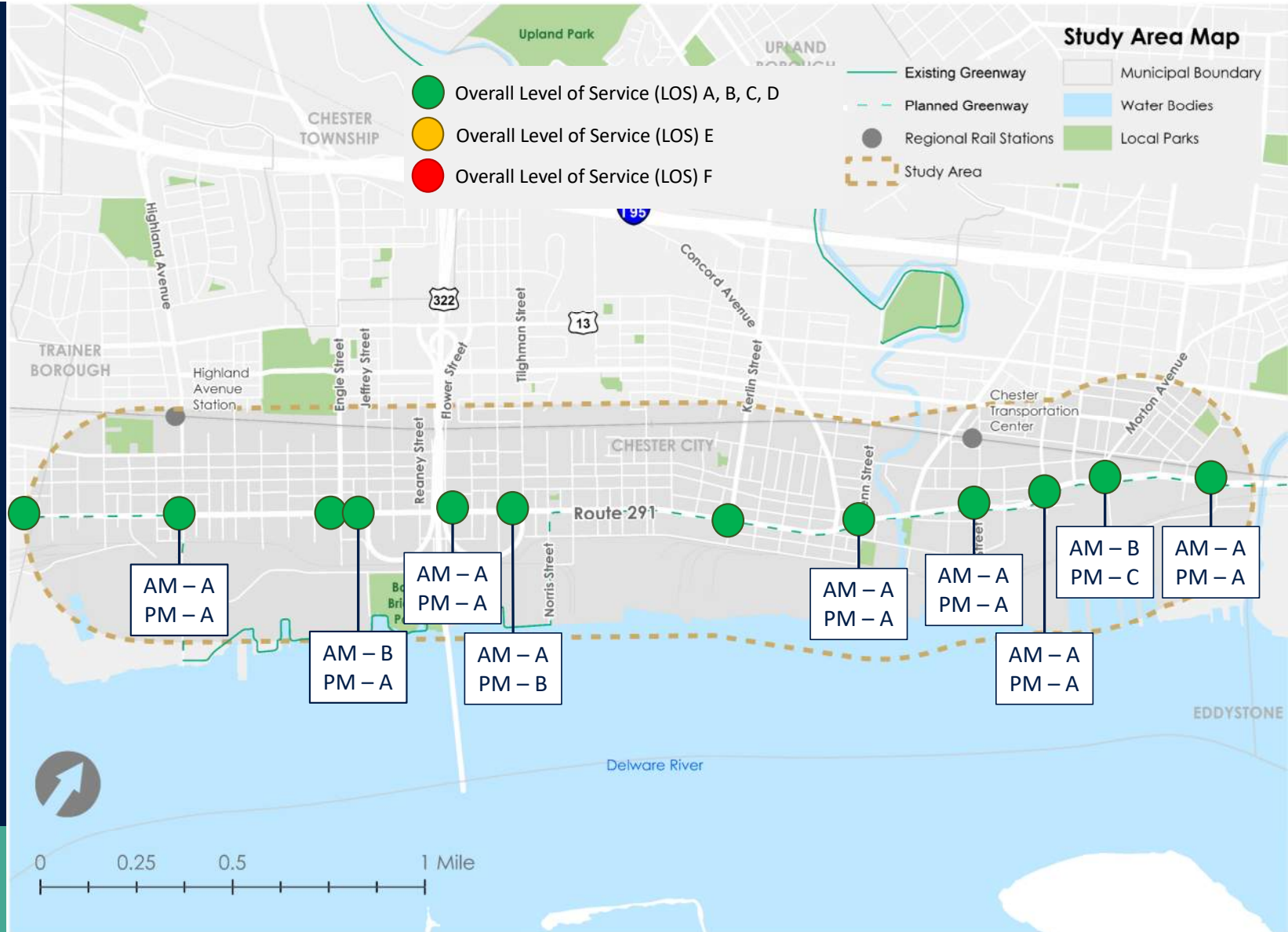
| | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|--------------------|---------|---|--------|---|-------|---|--------|--|-------|---|--------|---|--------|-----|--------|---|--------|---|--------|---|-------|-------|
| | | NBT | | 15 | | 31 | | 15 | | 31 | | 33 | | 27 | | 16 | | 42 | | 16 | | 37 | |
| | | SB | C | 39 | C | 54 | C | 46 | | 54 | C | 0 | C | 56 | C | 49 | D | 76 | C | 49 | D | 67 | 67 |
| | | SBT | | 39 | | 54 | | 46 | | 54 | | | | 56 | | 49 | | 76 | | 49 | | 67 | |
| 8. Welsh Street | Traffic signal | Overall | A | | A | | A | | | | A | | A | | A | | C | | A | | C | | |
| | | EB | A | 22.333 | A | 36 | A | 48 | | 41.5 | A | 62 | A | 64 | A | 135.5 | A | 90 | A | 135.5 | A | 80.5 | 80.5 |
| | | EBL | | 17 | | 19 | | 23 | | 23 | | 14 | | 14 | | 23 | | 33 | | 23 | | 21 | 21 |
| | | EBT | | 45 | | 53 | | 73 | | 60 | | 110 | | 114 | | 248 | | 147 | | 248 | | 140 | 140 |
| | | EBR | | 5 | | | | | | | | | | | | | | | | | | | |
| | | WB | A | 30 | A | 81 | A | 33 | | 100.5 | A | 63 | A | 157.5 | A | 95 | D | 583 | A | 33 | C | 90 | 90 |
| | | WBL | | 5 | | 5 | | 5 | | 5 | | 4 | | 3 | | 5 | | 5 | | 5 | | 5 | 5 |
| | | WBT | | 55 | | 157 | | 61 | | 196 | | 122 | | 312 | | 185 | | 1161 | | 61 | | 175 | 175 |
| | | WBR | | | | | | | | | | | | | | | | | | | | - | - |
| | | NB | C | 16 | C | 30 | C | 18 | | 30 | C | 14 | C | 29 | C | 18 | D | 43 | C | 11.5 | D | 30 | 30 |
| | | NBL | | | | | | | | | | | | | | | | | | 5 | | | |
| | | NBT | | 16 | | 30 | | 18 | | 30 | | 14 | | 29 | | 18 | | 43 | | 18 | | 30 | 30 |
| | | SB | C | 34 | C | 57 | C | 37 | | 60 | C | 30 | C | 41 | C | 37 | D | 60 | C | 37 | D | 44 | 44 |
| | | SBT | | | | | | | | | | | | | | | | | | | | | |
| 9. Madison Street | Traffic signal | Overall | A | | A | | A | | | | A | | B | | A | | F | | A | | A | | |
| | | EB | A | 73 | A | 84 | A | 116.5 | | 95.5 | A | 143 | A | 111 | A | 345 | A | 140 | A | 344 | A | 140.5 | 140.5 |
| | | EBL | | 38 | | 43 | | 39 | | 53 | | 32 | | 19 | | 41 | | 22 | | 39 | | 22 | 22 |
| | | EBT | | 108 | | 125 | | 194 | | 138 | | 254 | | 203 | | 649 | | 258 | | 649 | | 259 | 259 |
| | | WB | A | 82 | A | 175.5 | A | 88.5 | | 212 | A | 173 | B | 360 | A | 278 | F | 709 | A | 88.5 | B | 209 | 209 |
| | | WBL | | 4 | | 7 | | 4 | | 7 | | 4 | | 4 | | 4 | | 7 | | 4 | | 7 | 7 |
| | | WBT | | 160 | | 344 | | 173 | | 417 | | 342 | | 716 | | 552 | | 1411 | | 173 | | 411 | 411 |
| | | NB | C | 11 | C | 7 | C | 13 | | 7 | C | 9 | C | 0 | C | 13 | C | 0 | C | 13 | C | 0 | 0 |
| | | NBL | | | | | | | | | | | | | | | | | | | | | |
| | | NBT | | 11 | | 7 | | 13 | | 7 | | 9 | | 0 | | 13 | | 0 | | 13 | | 0 | 0 |
| | | SB | C | 14 | C | 23 | C | 22 | | 23 | C | 12 | C | 0 | C | 22 | C | 5 | C | 22 | C | 5 | 5 |
| | | SBT | | | | | | | | | | | | | | | | | | | | | |
| 10. Morton Avenue | Traffic signal | Overall | B | | C | | B | | | | B | | C | | B | | F | | B | | C | | |
| | | EB | A | 85 | C | 182.5 | A | 157.5 | | 79.5 | A | 176 | B | 109 | B | 414.5 | C | 164.5 | B | 412 | B | 126 | 126 |
| | | EBL | | 66 | | 257 | | 77 | | 95 | | 68 | | 80 | | 82 | | 174 | | 77 | | 95 | 95 |
| | | EBT | | 104 | | 108 | | 238 | | 64 | | 284 | | 138 | | 747 | | 155 | | 747 | | 157 | 157 |
| | | WB | A | 74.5 | B | 225.5 | A | 95 | | 238 | A | 121.5 | C | 359 | B | 240.5 | F | 596.5 | A | 96.5 | B | 202 | 202 |
| | | WBL | | 24 | | 23 | | 29 | | 20 | | 18 | | 6 | | 32 | | 6 | | 32 | | 17 | 17 |
| | | WBT | | 125 | | 428 | | 161 | | 456 | | 225 | | 712 | | 449 | | 1187 | | 161 | | 387 | 387 |
| | | NB | C | 15 | C | 39 | B | 16.333 | | 69 | C | 14.333 | D | 63.667 | B | 16.333 | D | 73.667 | B | 16.333 | D | 69 | 69 |
| | | NBL | | 25 | | 57 | | 24 | | 103 | | 21 | | 81 | | 24 | | 110 | | 24 | | 103 | 103 |
| | | NBT | | 18 | | 44 | | 18 | | 77 | | 19 | | 82 | | 18 | | 82 | | 18 | | 77 | 77 |
| | | NBR | | 2 | | 16 | | 7 | | 27 | | 3 | | 28 | | 7 | | 29 | | 7 | | 27 | 27 |
| | | SB | C | 44 | C | 50.5 | C | 57 | | 34.5 | C | 43.5 | D | 35.5 | C | 57 | C | 52 | C | 57 | C | 34.5 | 34.5 |
| | | SBL | | 31 | | 11 | | 48 | | 19 | | 36 | | 20 | | 48 | | 20 | | 48 | | 19 | 19 |
| | | SBT | | 57 | | 90 | | 66 | | 50 | | 51 | | 51 | | 66 | | 84 | | 66 | | 50 | 50 |
| 11. Harrah's Boule | Traffic signal | Overall | A | | A | | A | | | | A | | A | | A | | A | | A | | A | | |
| | | EB | A | 67 | A | 27 | A | 137 | | 98 | A | 236 | A | 198 | A | 429 | A | 216.5 | A | 127 | A | 510 | 263 |
| | | EBL | | | | | | | | | | | | | 429 | | | | | | | | |
| | | EBT | | 67 | | 27 | | 137 | | 98 | | 236 | | 198 | | 4 | | 127 | | 510 | | 263 | 263 |
| | | WB | A | 17.5 | A | 41.5 | A | 18 | | 48.5 | A | 32.5 | A | 98 | A | 42 | A | 213 | A | 17.5 | A | 48.5 | 48.5 |
| | | WBL | | 5 | | 12 | | 4 | | 12 | | 4 | | 9 | | 4 | | 12 | | 4 | | 12 | 12 |
| | | WBT | | 30 | | 71 | | 32 | | 85 | | 61 | | 187 | | 80 | | 414 | | 31 | | 85 | 85 |
| | | NB | C | 6 | D | 21 | C | 7.5 | | 21 | C | 8.5 | D | 21.5 | D | 9 | D | 21.5 | D | 8.5 | D | 21 | 21 |
| | | NBL | | 5 | | 17 | | 6 | | 17 | | 7 | | 17 | | 7 | | 17 | | 7 | | 17 | 17 |
| | | NBR | | 7 | | 25 | | 9 | | 25 | | 10 | | 26 | | 11 | | 26 | | 10 | | 25 | 25 |
| 12. Kerlin Street | Two way stop | Overall | | | | | A | | | | A | | A | | A | | C | | A | | C | | |
| | | EB | | | | | A | 28 | | 29.5 | A | 39 | A | 58 | A | 83 | A | 9 | A | 81.5 | A | 72 | 72 |
| | | EBL | | | | | | 4 | | 6 | | 3 | | 5 | | 4 | | | | 4 | | 8 | 8 |
| | | EBT | | | | | | 52 | | 53 | | 75 | | 111 | | 162 | | 9 | | 159 | | 136 | 136 |
| | | WB | | | | | A | 36 | | 173 | A | 69 | A | 254 | A | 97 | D | 144 | A | 95 | D | 978 | 978 |
| | | WBL | | | | | | | | | | 69 | | | | | | | | | | | |
| | | WBT | | | | | | 36 | | 173 | | | | 254 | | 97 | | 144 | | 95 | | 978 | 978 |
| | converts to signal | NB | B | | A | | C | 8 | | 0 | C | 8 | A | 0 | C | 8 | A | 1066 | C | 8 | A | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------|-----|---|--|--|---|--|----|----|----|----|----|----|----|----|----|----|----|----|------|----|----|----|----|----|----|
| | | NBT | | | | | | 8 | | | | | 8 | | | | 8 | | | 1066 | | 8 | | | | |
| | control in future | SB | B | | | C | | C | 18 | | 37 | 37 | C | 15 | C | 31 | C | 18 | D | 39 | 39 | C | 18 | 18 | C | 36 |
| | | SBT | | | | | | 18 | | 37 | | | 15 | | 31 | | 18 | | 39 | | | 18 | | | 36 | |

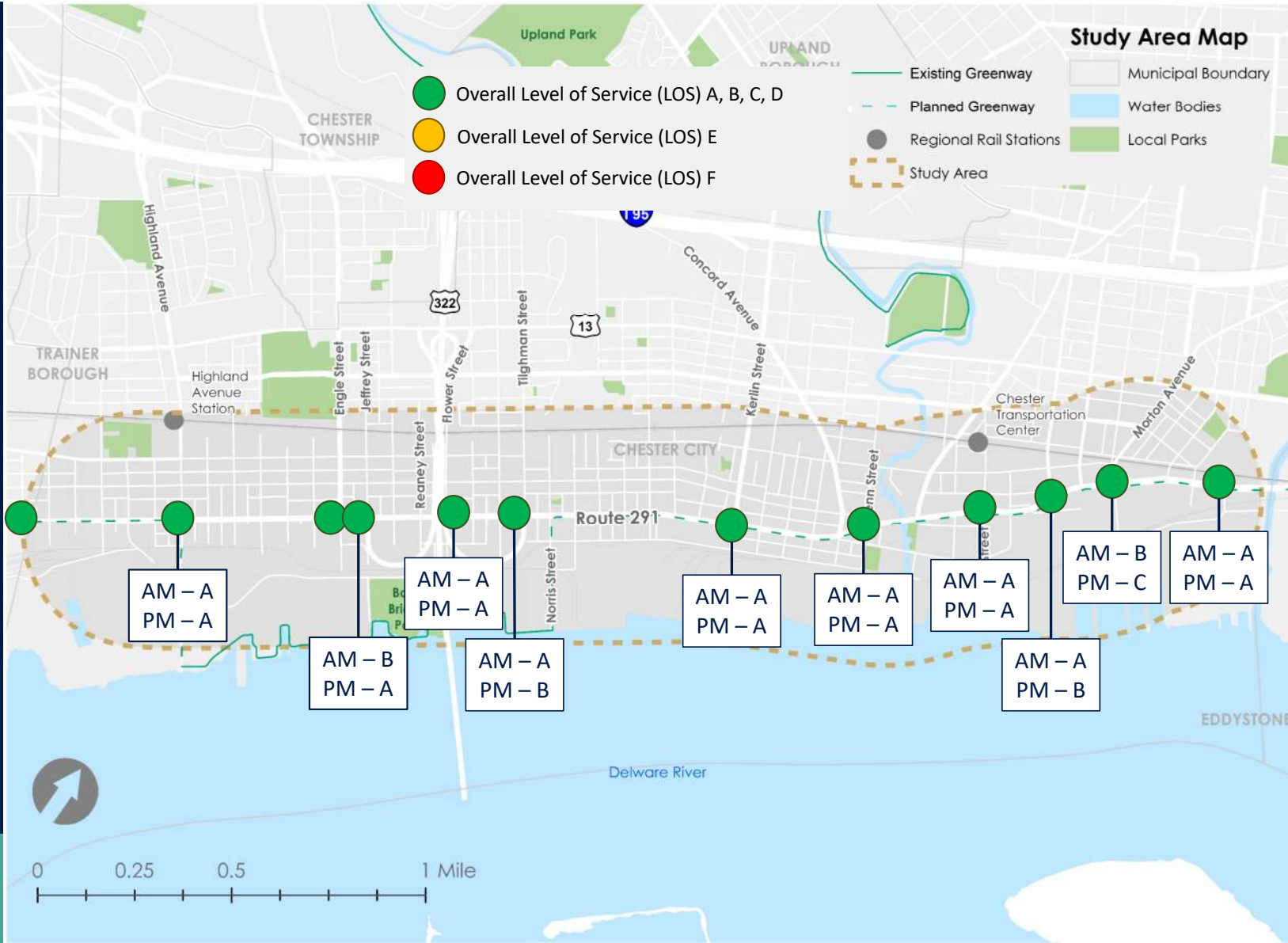
Existing Conditions



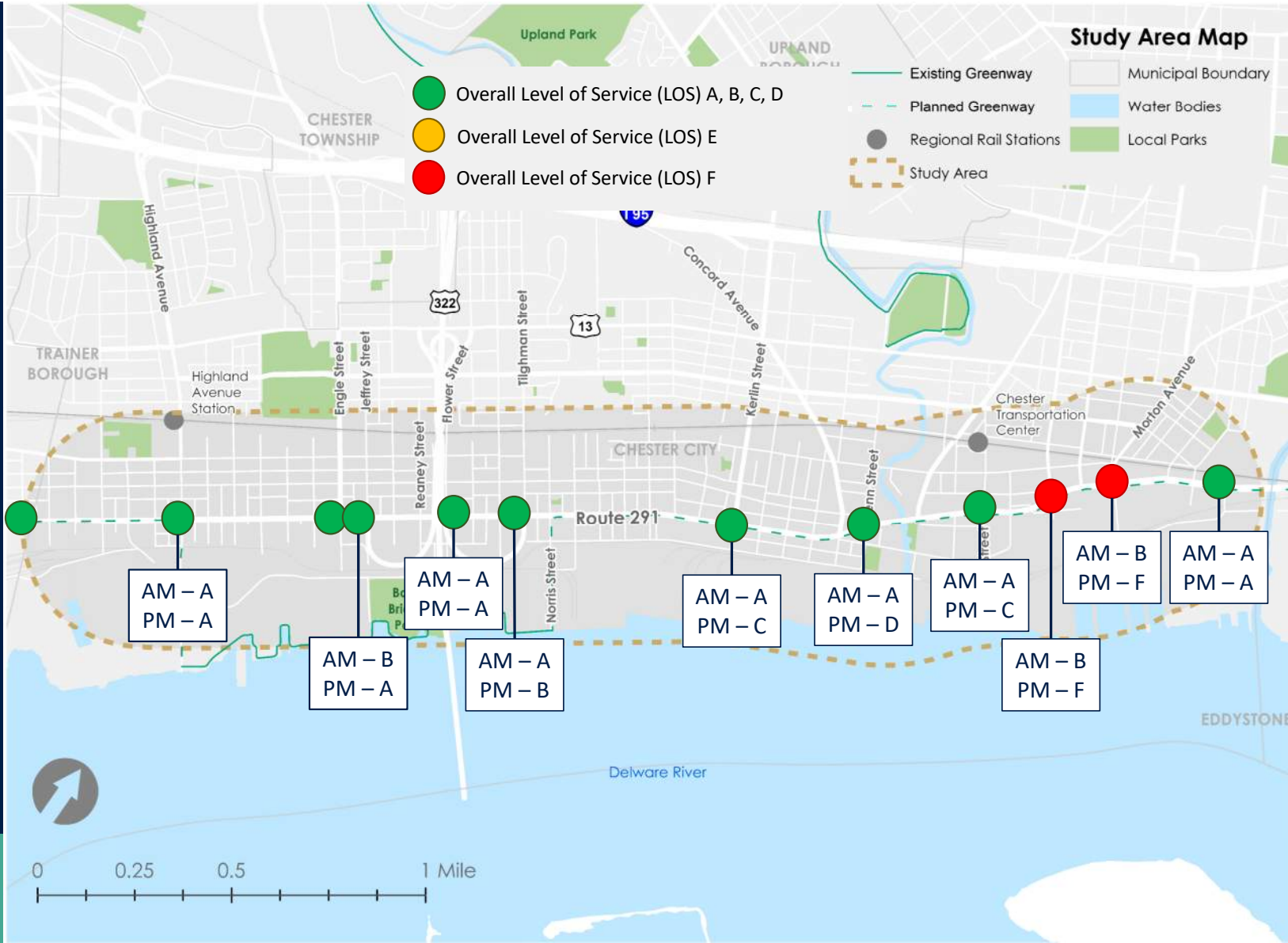
Alternative A – 5-Lanes



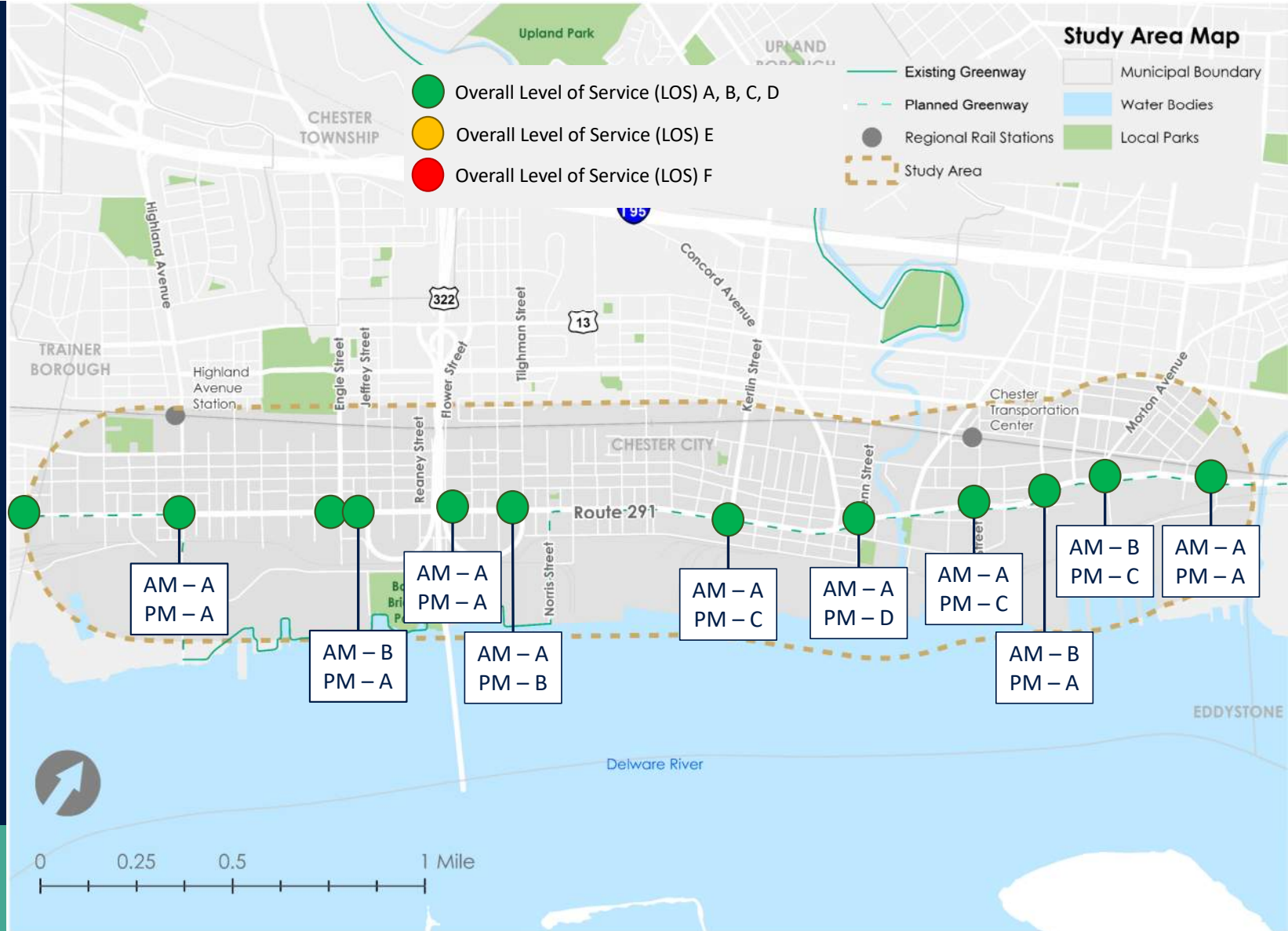
Alternative B – 3-Lanes (with 3-lane volumes)



Alternative B – 3-Lanes (with 5-lane volumes)



Alternative B – Hybrid 3/4-Lanes (with 5-lane volumes)



Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Existing Average Queue

Existing Maximum Queue



Queues are for Westbound approach during the PM Peak Hour

Route 291 Study

Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Alternative A Average Queue

Alternative A Maximum Queue

Queues are for Westbound approach during the PM Peak Hour

Route 291 Study



Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Alternative B* Average Queue

Alternative B* Maximum Queue

**Using 5-lane volumes*

Queues are for Westbound approach during the PM Peak Hour

Route 291 Study



Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Alternative B2* Average Queue

Alternative B2* Maximum Queue

**Using 5-lane volumes*

Queues are for Westbound approach during the PM Peak Hour

Route 291 Study



Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Existing Average Queue

Existing Maximum Queue



Queues are for Westbound approach during the PM Peak Hour

Route 291 Study

Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Alternative A Average Queue

Alternative A Maximum Queue

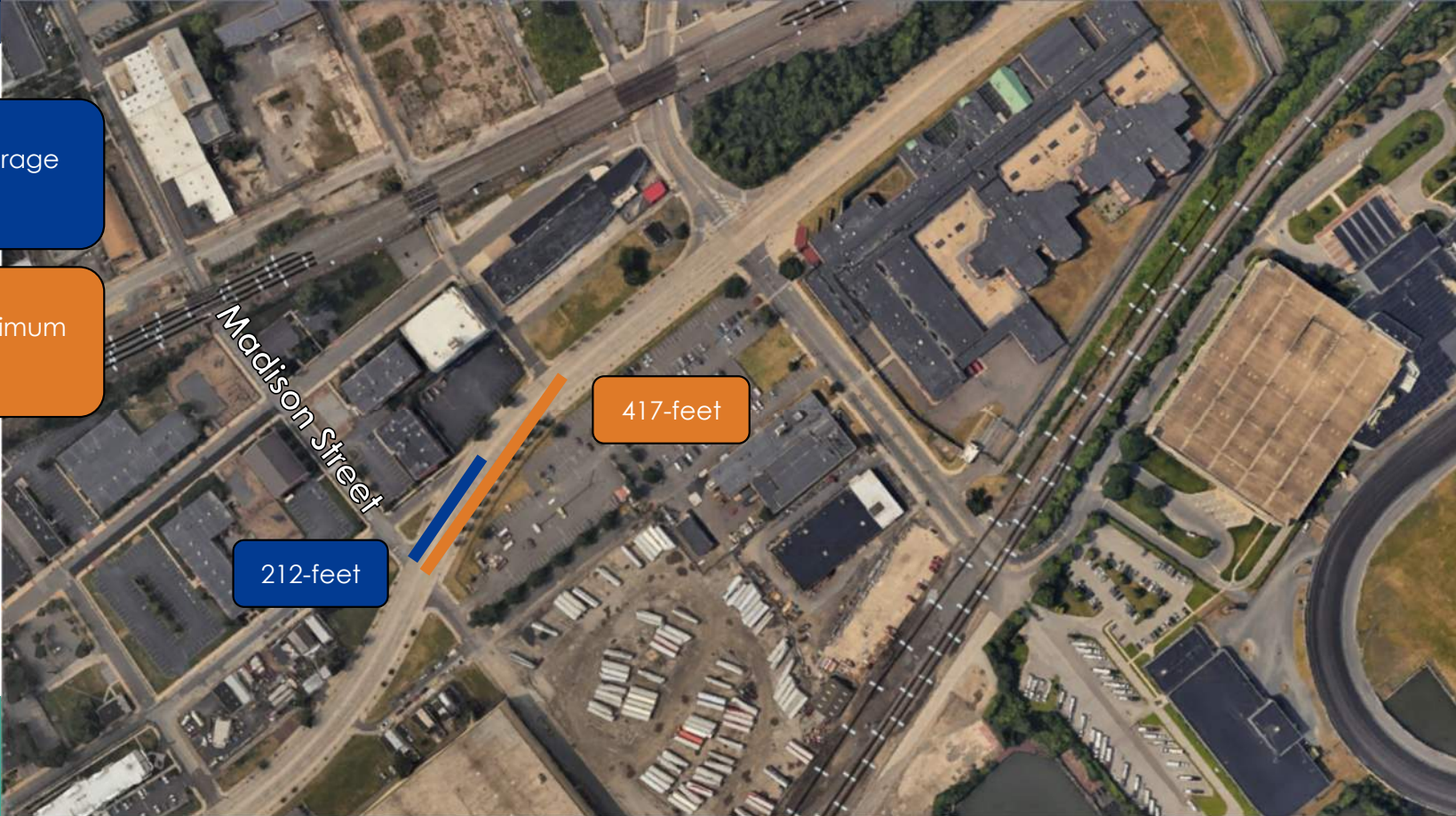
212-feet

417-feet

Madison Street

Queues are for Westbound approach during the PM Peak Hour

Route 291 Study



Minimize Vehicular Traffic Signal Queues



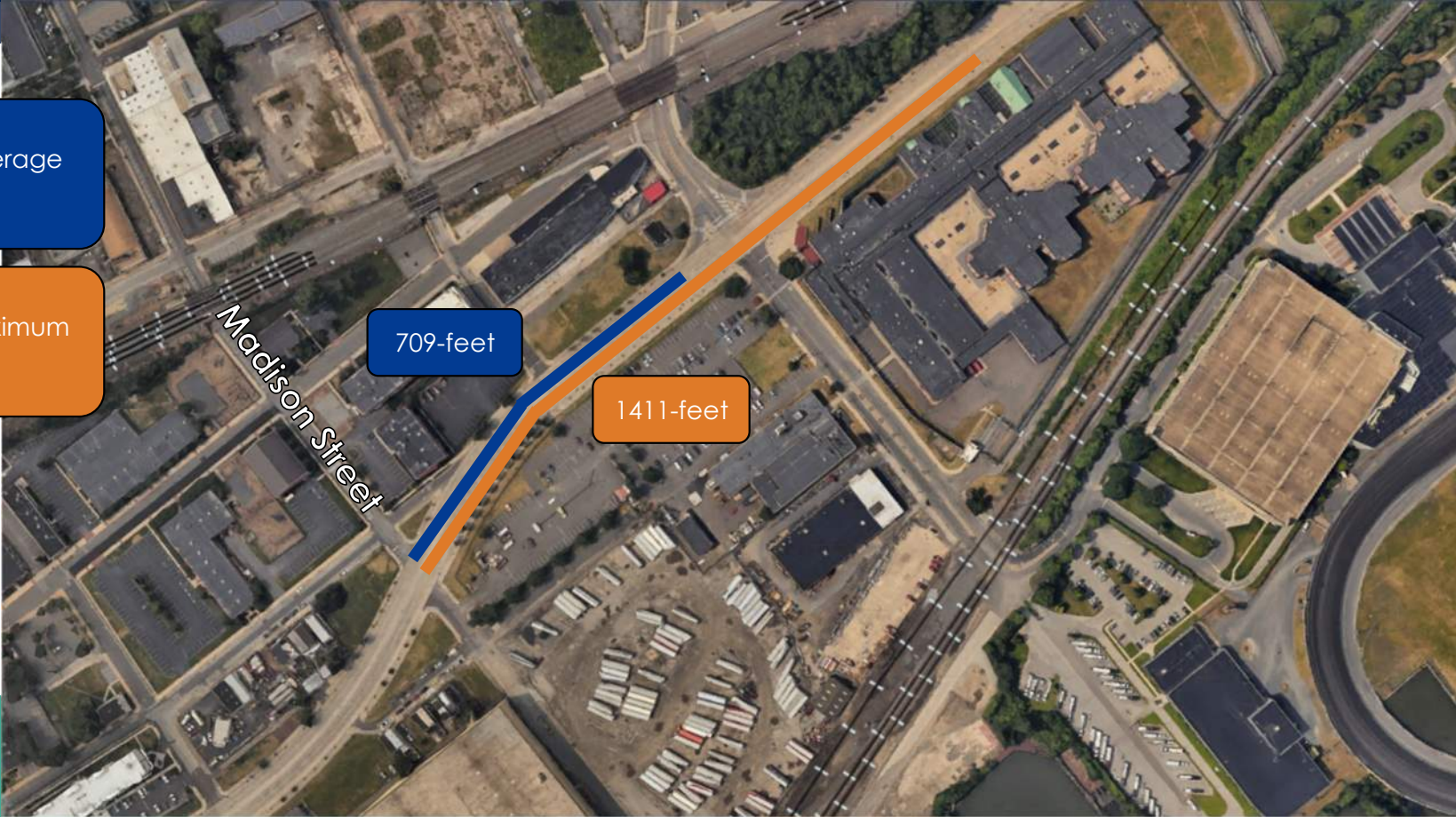
Minimize Vehicular Traffic Signal Queues

Alternative B* Average Queue

Alternative B* Maximum Queue

**Using 5-lane volumes*

Queues are for Westbound approach during the PM Peak Hour



Minimize Vehicular Traffic Signal Queues



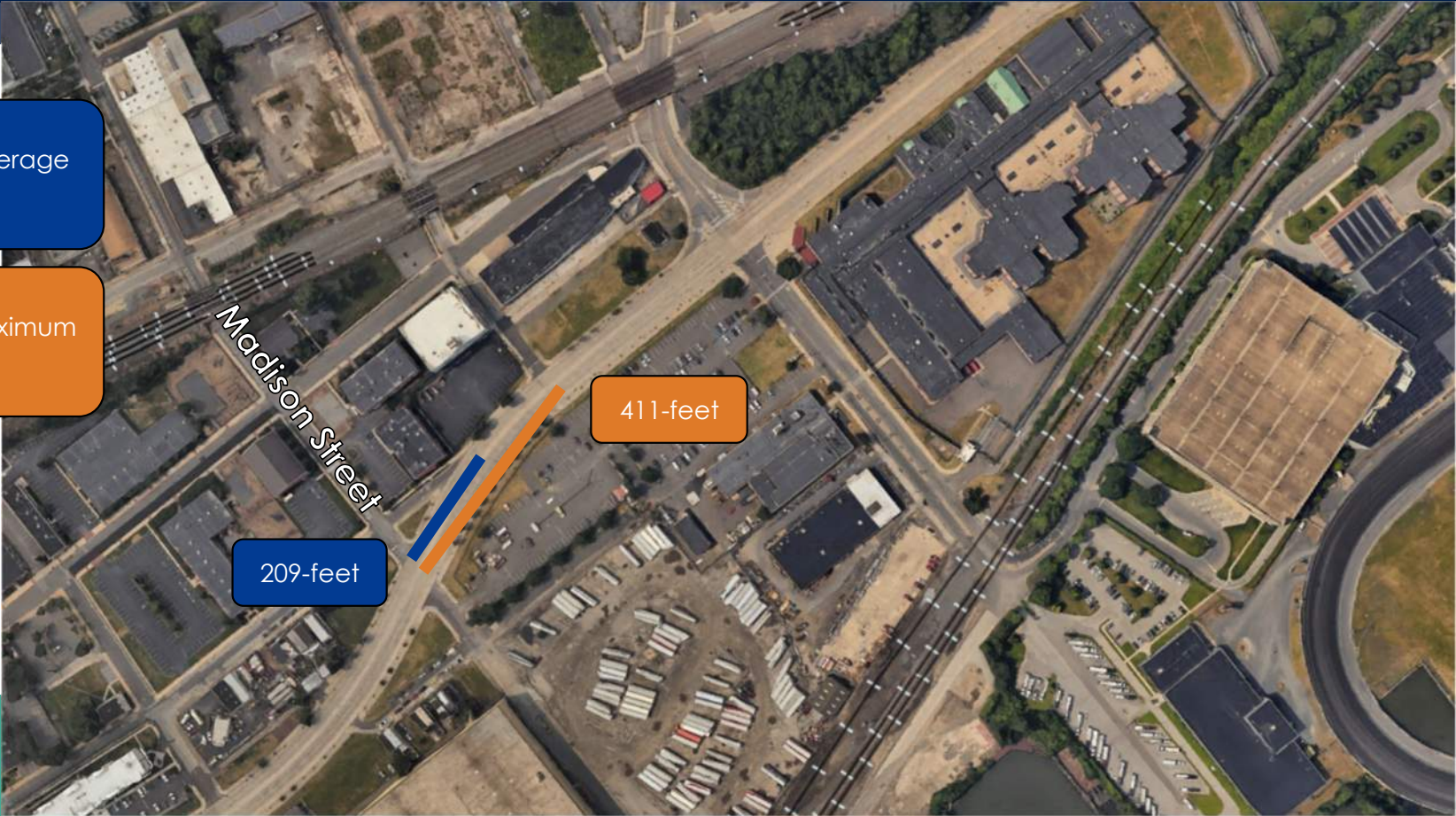
Minimize Vehicular Traffic Signal Queues

Alternative B2* Average Queue

Alternative B2* Maximum Queue

**Using 5-lane volumes*

Queues are for Westbound approach during the PM Peak Hour



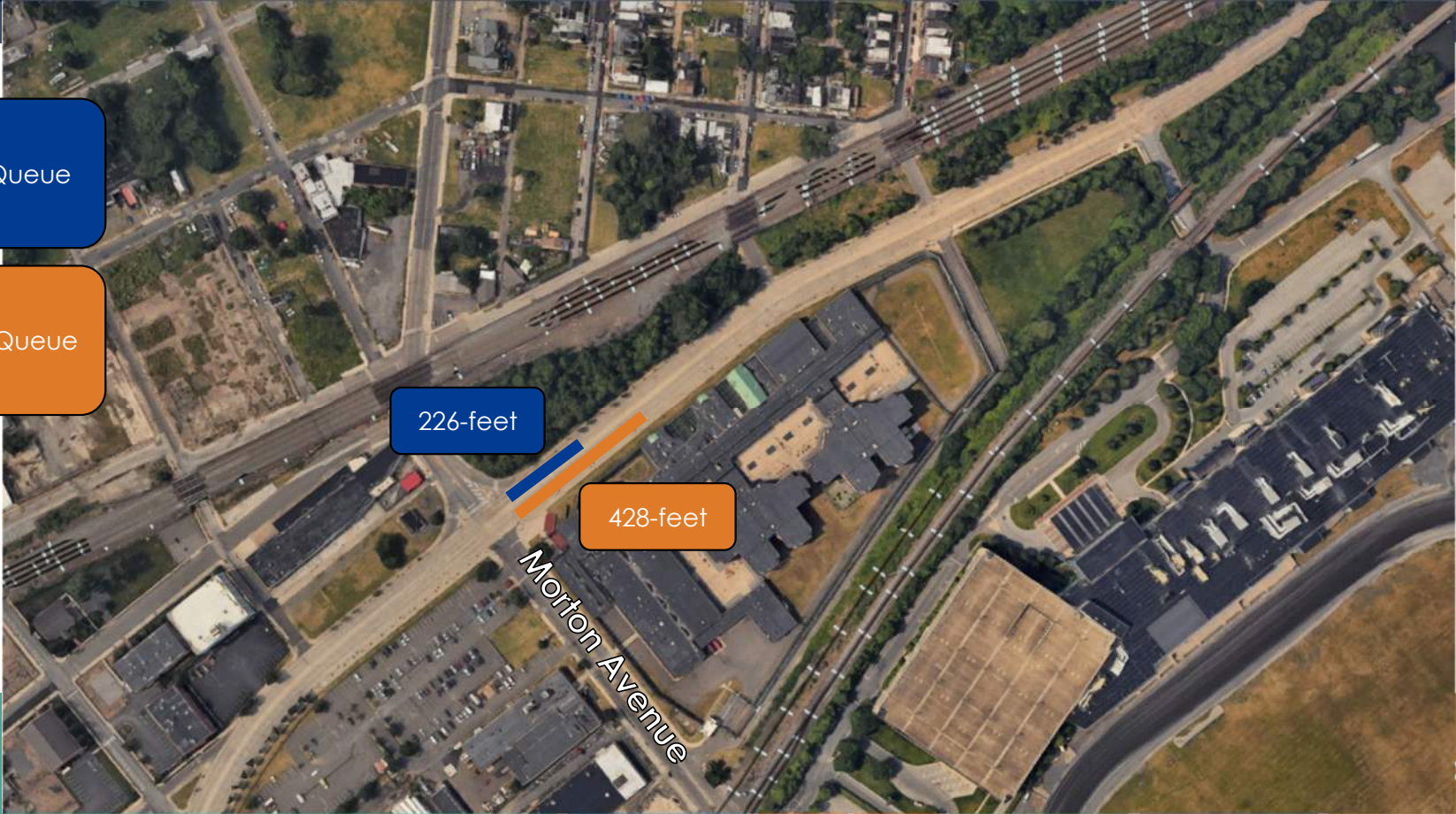
Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Existing Average Queue

Existing Maximum Queue



Queues are for Westbound approach during the PM Peak Hour

Route 291 Study

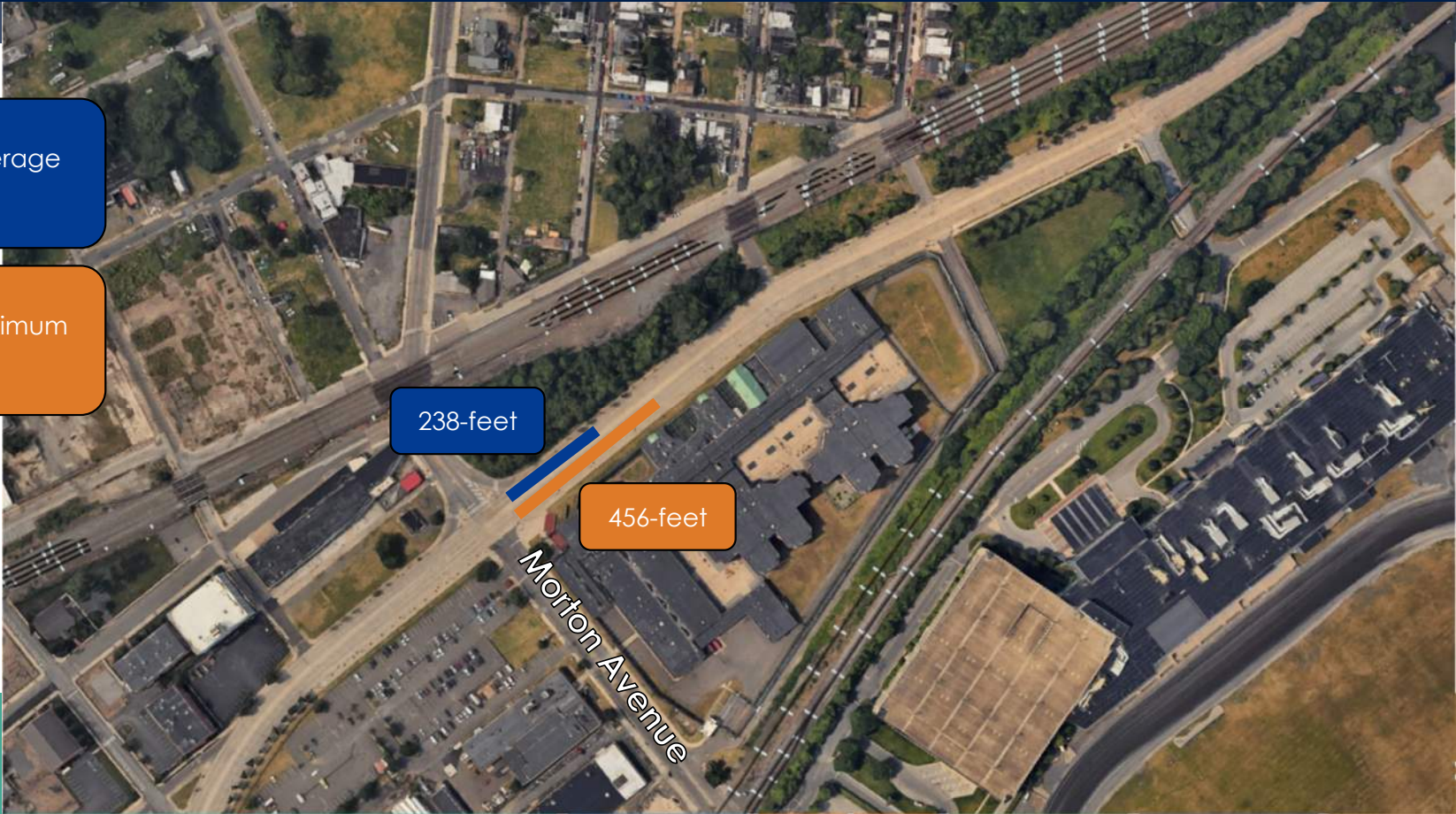
Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Alternative A Average Queue

Alternative A Maximum Queue



Queues are for Westbound approach during the PM Peak Hour

Route 291 Study

Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

Alternative B* Average Queue

Alternative B* Maximum Queue

**Using 5-lane volumes*

Queues are for Westbound approach during the PM Peak Hour



Minimize Vehicular Traffic Signal Queues



Minimize Vehicular Traffic Signal Queues

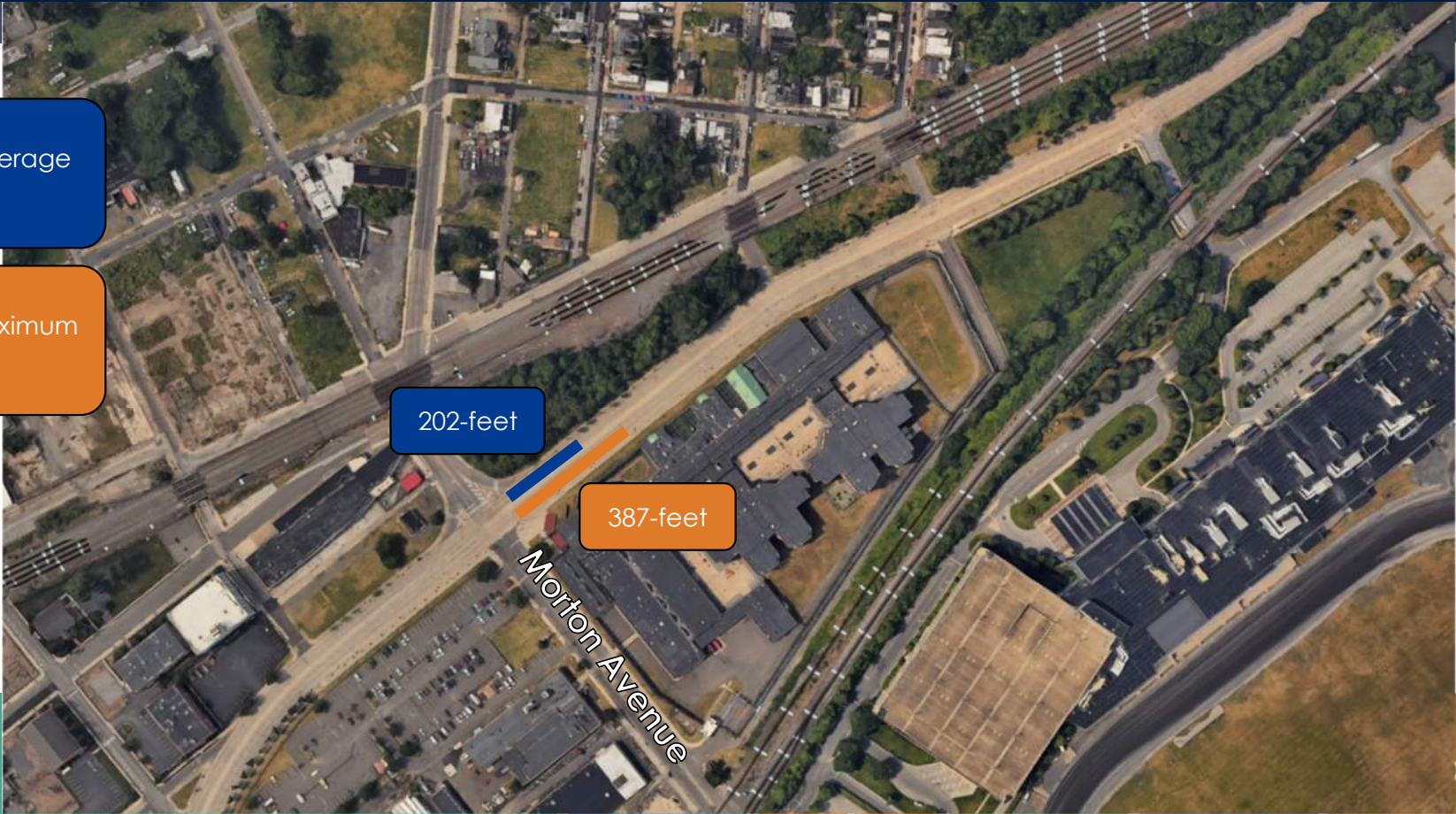
Alternative B2* Average Queue

Alternative B2* Maximum Queue

**Using 5-lane volumes*

Queues are for Westbound approach during the PM Peak Hour

Route 291 Study

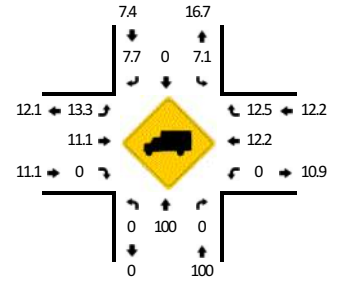
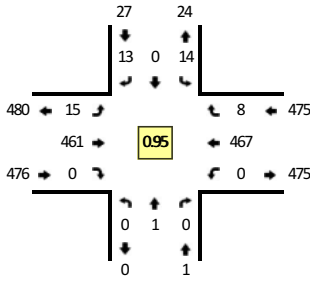


LOCATION: Kerlin St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 16263801
DATE: Tue, Jul 25 2023

Minor Approach #1

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

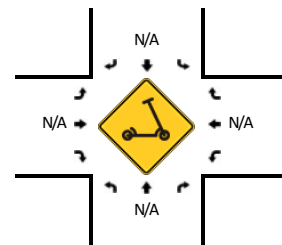
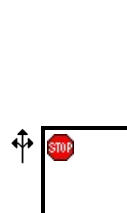
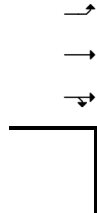
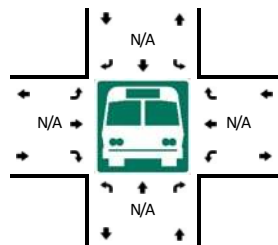
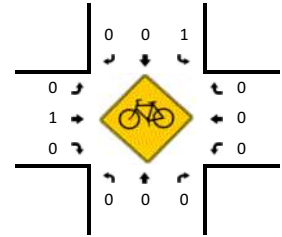
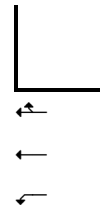
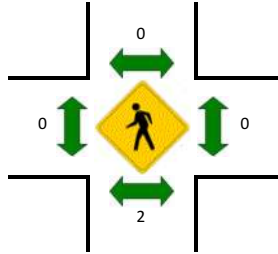


Major Approach #2

Major Approach #1



Minor Approach #2

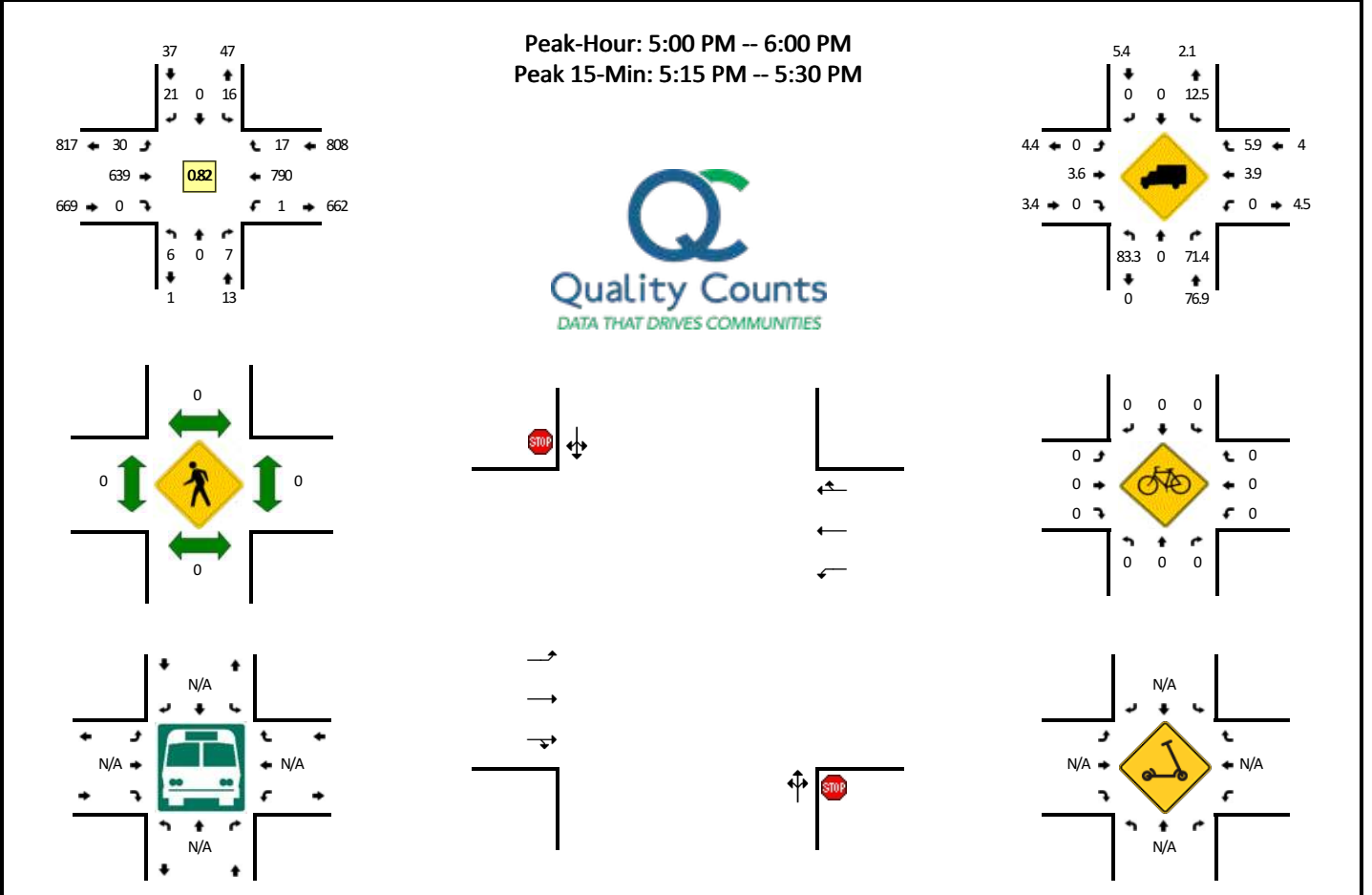


| 15-Min Count Period Beginning At | Kerlin St (Northbound) | | | | Kerlin St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 6:00 AM | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 60 | 0 | 0 | 0 | 94 | 2 | 0 | 163 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 83 | 0 | 0 | 0 | 84 | 2 | 0 | 179 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 4 | 87 | 0 | 0 | 0 | 72 | 2 | 0 | 172 | |
| 6:45 AM | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 101 | 0 | 0 | 0 | 88 | 4 | 0 | 204 | 718 |
| 7:00 AM | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 7 | 77 | 0 | 0 | 0 | 77 | 2 | 0 | 173 | 728 |
| 7:15 AM | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 3 | 107 | 0 | 0 | 0 | 82 | 0 | 0 | 201 | 750 |
| 7:30 AM | 1 | 0 | 1 | 0 | 5 | 0 | 8 | 0 | 3 | 109 | 0 | 0 | 0 | 96 | 2 | 0 | 225 | 803 |
| 7:45 AM | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 128 | 1 | 0 | 0 | 112 | 4 | 0 | 253 | 852 |
| 8:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 3 | 93 | 0 | 0 | 0 | 115 | 4 | 0 | 222 | 901 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 113 | 0 | 0 | 0 | 135 | 1 | 0 | 256 | 956 |
| 8:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 6 | 117 | 0 | 0 | 0 | 114 | 2 | 0 | 244 | 975 |
| 8:45 AM | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 3 | 138 | 0 | 0 | 0 | 103 | 1 | 0 | 257 | 979 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 12 | 552 | 0 | 0 | 0 | 412 | 4 | 0 | 1028 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 64 | 0 | 0 | 140 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 0 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Kerlin St -- SR 291
CITY/STATE: Chester, PA

QC JOB #: 16263802
DATE: Tue, Jul 25 2023



| 15-Min Count Period Beginning At | Kerlin St (Northbound) | | | | Kerlin St (Southbound) | | | | SR 291 (Eastbound) | | | | SR 291 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 6 | 75 | 0 | 0 | 0 | 259 | 6 | 0 | 359 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 0 | 66 | 0 | 0 | 0 | 255 | 6 | 0 | 339 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 6 | 1 | 6 | 0 | 7 | 66 | 0 | 0 | 0 | 249 | 7 | 0 | 342 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 3 | 80 | 0 | 0 | 0 | 196 | 4 | 0 | 293 | 1333 |
| 5:00 PM | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 10 | 121 | 0 | 0 | 1 | 229 | 7 | 0 | 381 | 1355 |
| 5:15 PM | 2 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 11 | 213 | 0 | 0 | 0 | 227 | 4 | 0 | 463 | 1479 |
| 5:30 PM | 1 | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 4 | 155 | 0 | 0 | 0 | 196 | 2 | 0 | 371 | 1508 |
| 5:45 PM | 3 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 5 | 150 | 0 | 0 | 0 | 138 | 4 | 0 | 312 | 1527 |
| 6:00 PM | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 3 | 117 | 0 | 0 | 0 | 165 | 2 | 0 | 300 | 1446 |
| 6:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 1 | 128 | 0 | 0 | 0 | 120 | 1 | 0 | 259 | 1242 |
| 6:30 PM | 0 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 5 | 116 | 0 | 0 | 0 | 111 | 6 | 0 | 247 | 1118 |
| 6:45 PM | 0 | 0 | 1 | 0 | 3 | 1 | 3 | 0 | 5 | 57 | 0 | 0 | 0 | 96 | 5 | 0 | 171 | 977 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 0 | 8 | 0 | 12 | 0 | 4 | 0 | 44 | 852 | 0 | 0 | 0 | 908 | 16 | 0 | 1852 | |
| Heavy Trucks | 4 | 0 | 8 | | 4 | 0 | 0 | | 0 | 52 | 0 | | 0 | 36 | 0 | | 104 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Bicycles | | | | | | | | | | | | | | | | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

**Pennsylvania Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening**



To fulfill the requirements of Stage 1 (Screening) of PennDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Engineer (DTE) for the project's location.

| Project Information | | | |
|--|--|--|----------------------------|
| Project Name | DVRPC RT 291 Road Diet Study | Project Setting | Urban |
| Submitted By | KJN | Agency/Company | Kittelson & Associates |
| | | Email | knorris@kittelson.com |
| Project Purpose and Goals (What is the catalyst for this project and what are the intended outcomes?) | The purpose of the Route 291 Road Diet Study is to determine safe, multimodal solutions for the corridor; and integrate the other planning efforts occurring in the City of Chester. It must build on the planning and community engagement efforts already undertaken in re-envisioning the riverfront and the City of Chester's future. | | |
| Project Setting Description (Describe the area surrounding the intersection) | The project intersection is RT 291 and Kerlin St. It's located in the City of Chester, and is about 0.76 miles east of the RT 322 overpass. RT 291 is a minor regional arterial connecting communities along the Delaware River and runs parallel to I-95. Kerlin St is an urban collector through Chester that connects RT 291 and RT 13. There are businesses on the two northern quadrants and empty lots on the two southern quadrants. There are sidewalks on all approaches, and pedestrian crossings on the minor legs. The terrain is flat through the city. | | |
| County | Delaware | Project Locality (Township/Borough/City) | City of Chester |
| PennDOT District | District 6 | Project Type (select most appropriate) | Safety Improvement Project |
| Multimodal Context (Describe pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development pattern) | There are residences and businesses along the corridor, and there are sidewalks on both sides of the road. There are no bike lanes along the corridor. Strava Heat Map indicates that RT 291 is used by cyclists, largely as a through road. Most of RT 291 is on the East Coast Greenway (ECG), and east of the Commodore Berry Bridge the road is classified by ECG as "High-Stress Road/Extreme Caution". There is bus and train transit in the surrounding area. SEPTA bus #113 operates along RT 291. Subaru Park to the south of RT 291 is a large trip generator. | | |

| Basic Intersection Information | | | | | | | |
|-----------------------------------|--|---------------------------------------|--------------------------|------------------------------|--------------------------|------------------------|--------------------------|
| Major Street | | | | | | | |
| Major Street Route Number(s) | RT 291 | Major Street Route Name(s) | W. 2nd St | SR Segment # | | SR Offset | |
| Primary Functional Classification | Minor Arterial | Secondary Functional Class. (if app.) | | Existing AADT | 12,119 | Existing Control | Two-way Stop-Controlled |
| Major Street Ownership | Sidewalks are present along: | | | Both sides of the roadway | | | |
| Crosswalks? | <input type="checkbox"/> | On-Street Bike Facilities? | <input type="checkbox"/> | Multi-Use Path? | <input type="checkbox"/> | Scheduled Bus Service? | <input type="checkbox"/> |
| Approach #1 | Number of Lanes (Count Shared Lanes as Through): | Left-Turn | 0 | Through | 2 | Right-Turn | 0 |
| | AM Peak Hour Traffic Volumes: | Left-Turn | 0 | Through | 467 | Right-Turn | 8 |
| | PM Peak Hour Traffic Volumes: | Left-Turn | 1 | Through | 790 | Right-Turn | 17 |
| Approach #2 | Number of Lanes (Count Shared Lanes as Through): | Left-Turn | 0 | Through | 3 | Right-Turn | 0 |
| | AM Peak Hour Traffic Volumes: | Left-Turn | 15 | Through | 461 | Right-Turn | 0 |
| | PM Peak Hour Traffic Volumes: | Left-Turn | 30 | Through | 639 | Right-Turn | 0 |
| Minor Street | | | | | | | |
| Minor Street Route Number(s) | Existing <input type="checkbox"/> New <input type="checkbox"/> | Minor Street Route Name(s) | Kerlin St | SR Segment # | | SR Offset | |
| Primary Functional Classification | Urban Collector | Secondary Functional Class. (if app.) | | Existing AADT (if available) | 4,098 | | |
| Minor Street Ownership | Sidewalks are present along: | | | Both sides of the roadway | | | |
| Crosswalks? | <input type="checkbox"/> | On-Street Bike Facilities? | <input type="checkbox"/> | Multi-Use Path? | <input type="checkbox"/> | Scheduled Bus Service? | <input type="checkbox"/> |
| Approach #1 | Number of Lanes (Count Shared Lanes as Through): | Left-Turn | 0 | Through | 2 | Right-Turn | 0 |
| | AM Peak Hour Traffic Volumes: | Left-Turn | 14 | Through | 0 | Right-Turn | 13 |
| | PM Peak Hour Traffic Volumes: | Left-Turn | 16 | Through | 0 | Right-Turn | 21 |
| Approach #2 | Number of Lanes (Count Shared Lanes as Through): | Left-Turn | 0 | Through | 2 | Right-Turn | 0 |
| | AM Peak Hour Traffic Volumes: | Left-Turn | 0 | Through | 1 | Right-Turn | 0 |
| | PM Peak Hour Traffic Volumes: | Left-Turn | 6 | Through | 0 | Right-Turn | 7 |
| Approach #3 | Number of Lanes (Count Shared Lanes as Through): | Left-Turn | 0 | Through | 0 | Right-Turn | 0 |
| | AM Peak Hour Traffic Volumes: | Left-Turn | 0 | Through | 0 | Right-Turn | 0 |
| | PM Peak Hour Traffic Volumes: | Left-Turn | 0 | Through | 0 | Right-Turn | 0 |

| Crash History (Existing Intersections Only) | |
|--|--|
| Append the most recent five-years of crash data for the intersection from the CDART. If the crash data evidences any issues relating to safety performance, discuss briefly here: | |
| Kittelson obtained crash data using the Pennsylvania Crash Information Tool (PCIT) for the period between January 2017 and December 2021. In those five years, there were eleven crashes reported at the intersection. There were five angle crashes, two head-on crashes, two rear-end crashes, one hit fixed object crash, and one non-collision crash. Seven crashes resulted in injuries and four crashes resulted in property damage. The primary crash scenario involved a left turning vehicle from Kerlin St to RT 291 being struck by a westbound through vehicle traveling along RT 291. | |

| Screening Evaluation | | | |
|--|------------------|---|--------------------------|
| Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts. | | | |
| Note: FHWA's CAP-X tool is helpful for assessing the viability of alternative intersection forms. | | | |
| Control Strategy | Strategy Viable? | Justification | Strategy to be Advanced? |
| Two-way Stop-Controlled | No | Two-way stop-control is the current intersection control, and maintaining that would not address the safety concerns. | No |
| All-way Stop-Controlled | Yes | All-way stop control would reduce crashes but may negatively effect operations during peak hour. | No |
| Signalized Control | Yes | Signalized control would reduce crashes and minimize impacts to operations during peak hour. No ROW acquisition anticipated. | Yes |
| Roundabout | Yes | A roundabout control would address the dominant crash type (angle) and reduce overall crashes. Effective at minimizing impacts to operations during peak hour, the construction cost may be prohibitive. Could be a good solution if the roundabouts were installed along the whole corridor, not just at one location. | No |
| Median U-Turn | Yes | Median U-Turn would reduce crashes, but effective operations would require corresponding signal timing to allow for turns. If the intersection was unsignalized, it would not be effective to address pedestrian safety. | No |
| Restricted Crossing U-Turn (RCUT) Signalized | Yes | Signalized restricted crossing U-turn would require ROW acquisition, which would make the cost prohibitive. It would not be effective to address pedestrian safety. | No |
| Restricted Crossing U-Turn (RCUT) Unsignalized | No | Unsignalized restricted crossing U-turn would require ROW acquisition, which would make the cost prohibitive. It would not be effective to address pedestrian safety. | No |
| Jughandle | No | Jughandle would require ROW acquisition, which would make the cost prohibitive. It would not be effective to address pedestrian safety. | No |
| Displaced Left-Turn | No | A displaced left-turn would require ROW acquisition, which would make the cost prohibitive. It would not be effective to address pedestrian safety. | No |
| Continuous Green Tee | No | Continuous green tee is not applicable because the intersection has four approaches. | No |
| Quadrant Roadway | No | A quadrant roadway would require ROW acquisition, which would make the cost prohibitive. It would not be effective to address pedestrian safety. | No |
| Other | | | |

| Resolution | | | |
|--|-----------|------|--|
| <i>To be filled out by PennDOT District Traffic Engineer or designee only.</i> | | | |
| Project Determination | | | |
| Comments | | | |
| DTE or Designee Name (Type) | Signature | Date | |

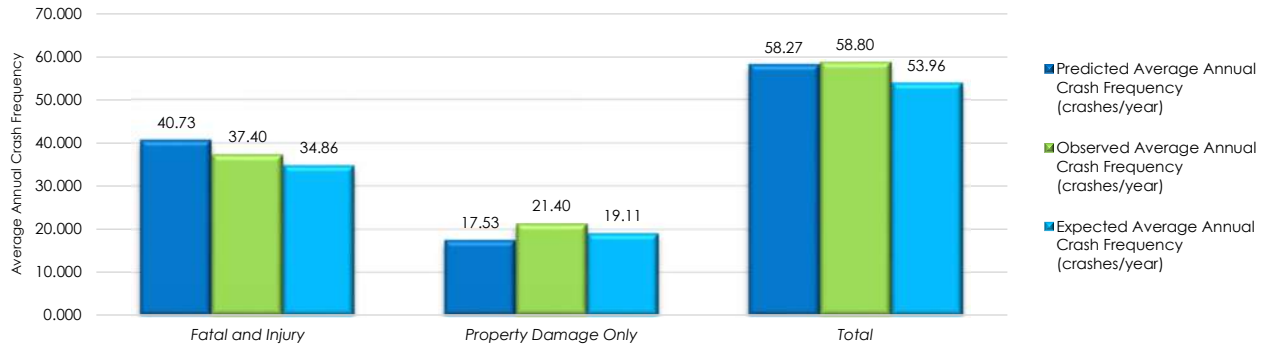
Existing Condition
Tool A Analysis

- 5 Lane Cross Section

Project Safety Performance Summary Report

Project Description RT 291 Corridor Study
 Date 7/19/2023
 Analysis Year 2023
 Analysis Type Site Level Analysis
 Facility Type(s) Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



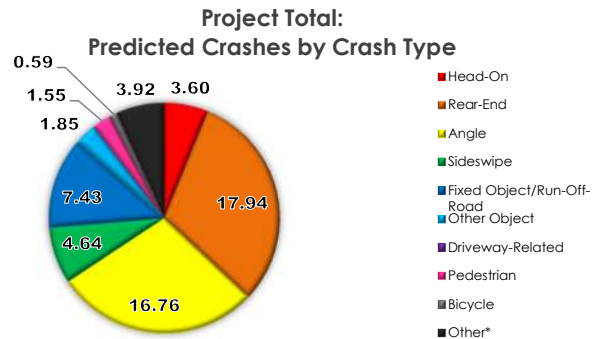
| Project Totals | Fatal and Injury Crashes | Property Damage Only Crashes | Total Crashes |
|--|--------------------------|------------------------------|---------------|
| Predicted Average Annual Crash Frequency | 40.73 | 17.53 | 58.27 |
| Observed Average Annual Crash Frequency | 37.40 | 21.40 | 58.80 |
| Expected Average Annual Crash Frequency | 34.86 | 19.11 | 53.96 |
| Potential for Safety Improvement (PSI) | -5.88 | 1.57 | -4.30 |

Total Project Summary

| Segments | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 28.86 | 10.25 | 39.11 |
| Observed Average Annual Crash Frequency (crashes/yr) | 20.00 | 10.20 | 30.20 |
| Expected Average Annual Crash Frequency (crashes/yr) | 21.73 | 10.04 | 31.76 |

| Intersections | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 11.87 | 7.28 | 38.30 |
| Observed Average Annual Crash Frequency (crashes/yr) | 17.40 | 11.20 | 28.60 |
| Expected Average Annual Crash Frequency (crashes/yr) | 13.13 | 9.07 | 22.20 |

| Total | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 40.73 | 17.53 | 58.27 |
| Observed Average Annual Crash Frequency (crashes/yr) | 37.40 | 21.40 | 58.80 |
| Expected Average Annual Crash Frequency (crashes/yr) | 34.86 | 19.11 | 53.96 |



No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description RT 291 Corridor Study
Date 7/19/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

| Segment Name | PennDOT Segment | PennDOT Offset | Total Predicted Crashes | Total Observed Crashes | Total Expected Crashes | Potential for Safety Improvement |
|--------------|-----------------|----------------|-------------------------|------------------------|------------------------|----------------------------------|
| Segment 1 | RT 291 - 01 | 0 | 2.80 | 3.00 | 3.06 | 0.26 |
| Segment 2 | RT 291 - 02 | 0 | 3.65 | 7.20 | 6.94 | 3.30 |
| Segment 3 | RT 291 - 03 | 0 | 1.06 | 0.40 | 0.50 | -0.55 |
| Segment 4 | RT 291 - 04 | 0 | 5.57 | 3.40 | 3.72 | -1.85 |
| Segment 5 | RT 291 - 05 | 0 | 5.41 | 0.40 | 0.80 | -4.60 |
| Segment 6 | RT 291 - 06 | 0 | 2.44 | 0.60 | 0.77 | -1.67 |
| Segment 7 | RT 291 - 07 | 0 | 2.42 | 0.60 | 0.77 | -1.65 |
| Segment 8 | RT 291 - 08 | 0 | 3.72 | 2.00 | 2.22 | -1.49 |
| Segment 9 | RT 291-09 | 0 | 2.78 | 2.80 | 2.90 | 0.11 |
| Segment 10 | RT 291-10 | 0 | 9.28 | 9.80 | 10.09 | 0.81 |

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description RT 291 Corridor Study
Date 7/19/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Intersections

| Intersection Name | Major Road | Minor Road | Total Predicted Crashes | Total Observed Crashes | Total Expected Crashes | Potential for Safety Improvement |
|-------------------|--------------------|----------------------|-------------------------|------------------------|------------------------|----------------------------------|
| Intersection 1 | RT 291 (W. 2nd St) | Highland Ave | 0.84 | 2.40 | 1.19 | 0.35 |
| Intersection 2 | RT 291 (W. 2nd St) | Jeffrey St | 0.92 | 4.40 | 1.82 | 0.90 |
| Intersection 3 | RT 291 (W. 2nd St) | SR 3005 (Flower St) | 1.92 | 4.80 | 3.09 | 1.17 |
| Intersection 4 | RT 291 (W. 2nd St) | Penn St | 2.61 | 1.40 | 2.08 | -0.53 |
| Intersection 5 | RT 291 (W. 2nd St) | Welsh St | 1.53 | 2.00 | 1.72 | 0.18 |
| Intersection 6 | RT 291 (W. 2nd St) | SR 0320 (Madison St) | 2.21 | 0.80 | 1.64 | -0.57 |
| Intersection 7 | RT 291 (W. 2nd St) | SR 0013 (Morton Ave) | 4.78 | 4.80 | 4.89 | 0.10 |
| Intersection 8 | RT 291 (W. 2nd St) | Harrah's Blvd | 1.00 | 1.40 | 1.12 | 0.12 |
| Intersection 9 | RT 291 (W. 2nd St) | Tilghman St | 1.74 | 4.40 | 2.81 | 1.07 |
| Intersection 10 | RT 291 (W. 2nd St) | Kerlin St | 1.59 | 2.20 | 1.84 | 0.25 |

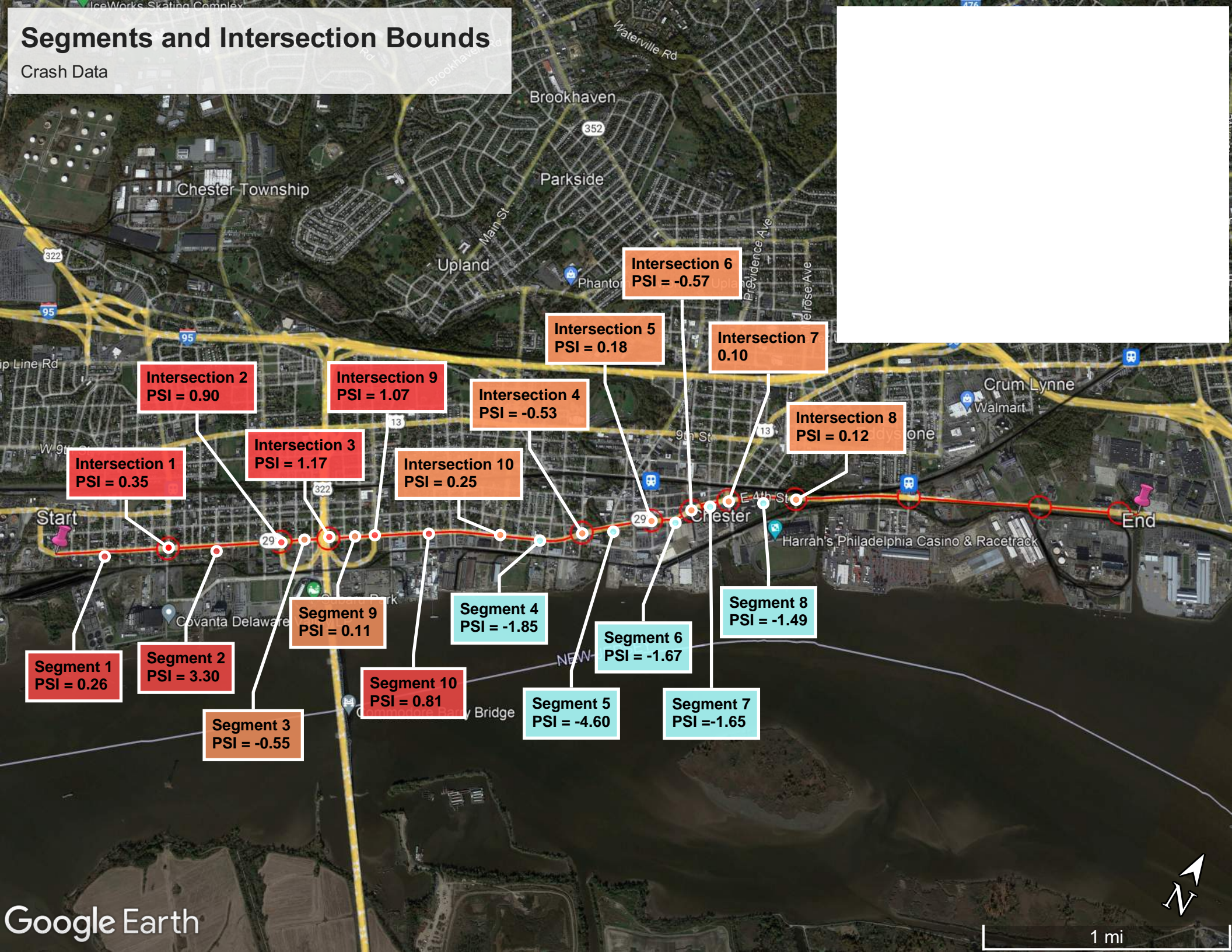
Existing Condition Tool A Analysis

- 5 Lane Cross Section

Graphical Presentation

Segments and Intersection Bounds

Crash Data



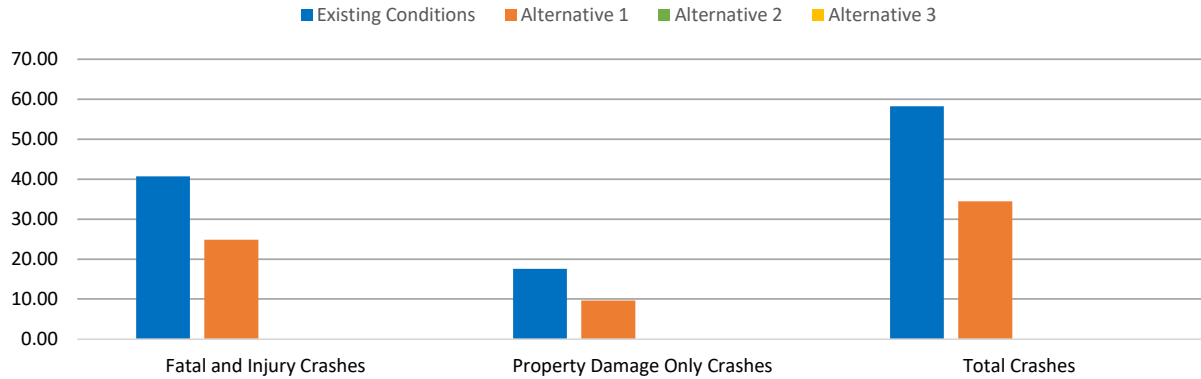
Proposed Condition Tool B Analysis

- Existing 5 Lane Cross
Section with CMF Application

Alternatives Analysis - Safety Performance Summary

Project Description RT 291 Corridor Study
 Date 7/19/2023
 Analysis Year 2023
 Analysis Type

Summary of Predicted Crash Performance - Alternative Analysis



Safety Performance Summary

| Project Totals | Total Crashes | | | |
|--|----------------------------|----------------------|----------------------|----------------------|
| | <i>Existing Conditions</i> | <i>Alternative 1</i> | <i>Alternative 2</i> | <i>Alternative 3</i> |
| Predicted Average Annual Crash Frequency | 58.27 | 34.48 | -- | -- |
| Expected Average Annual Crash Frequency | -- | -- | -- | -- |
| Change from Existing Conditions | -- | -23.78 | -- | -- |

| Project Totals | Fatal and Injury Crashes | | | |
|--|---------------------------------|----------------------|----------------------|----------------------|
| | <i>Existing Conditions</i> | <i>Alternative 1</i> | <i>Alternative 2</i> | <i>Alternative 3</i> |
| Predicted Average Annual Crash Frequency | 40.73 | 24.88 | -- | -- |
| Expected Average Annual Crash Frequency | -- | -- | -- | -- |
| Change from Existing Conditions | -- | -15.86 | -- | -- |

| Project Totals | Property Damage Only Crashes | | | |
|--|-------------------------------------|----------------------|----------------------|----------------------|
| | <i>Existing Conditions</i> | <i>Alternative 1</i> | <i>Alternative 2</i> | <i>Alternative 3</i> |
| Predicted Average Annual Crash Frequency | 17.53 | 9.61 | -- | -- |
| Expected Average Annual Crash Frequency | -- | -- | -- | -- |
| Change from Existing Conditions | -- | -7.92 | -- | -- |

Proposed Condition Tool B Analysis

- Existing 5 Lane Cross
Section with CMF Application

Graphical Presentation

Kittelson Analysis Bounds

Crossing Islands
- NCHRP 926 - PG 133
- CMF: 0.54

Leading Pedestrian Interval
- CMF ID: 9901
- CMF: 0.9

Dominant

Install Traffic Signal
- CMF ID: 319
- CMF: 0.77

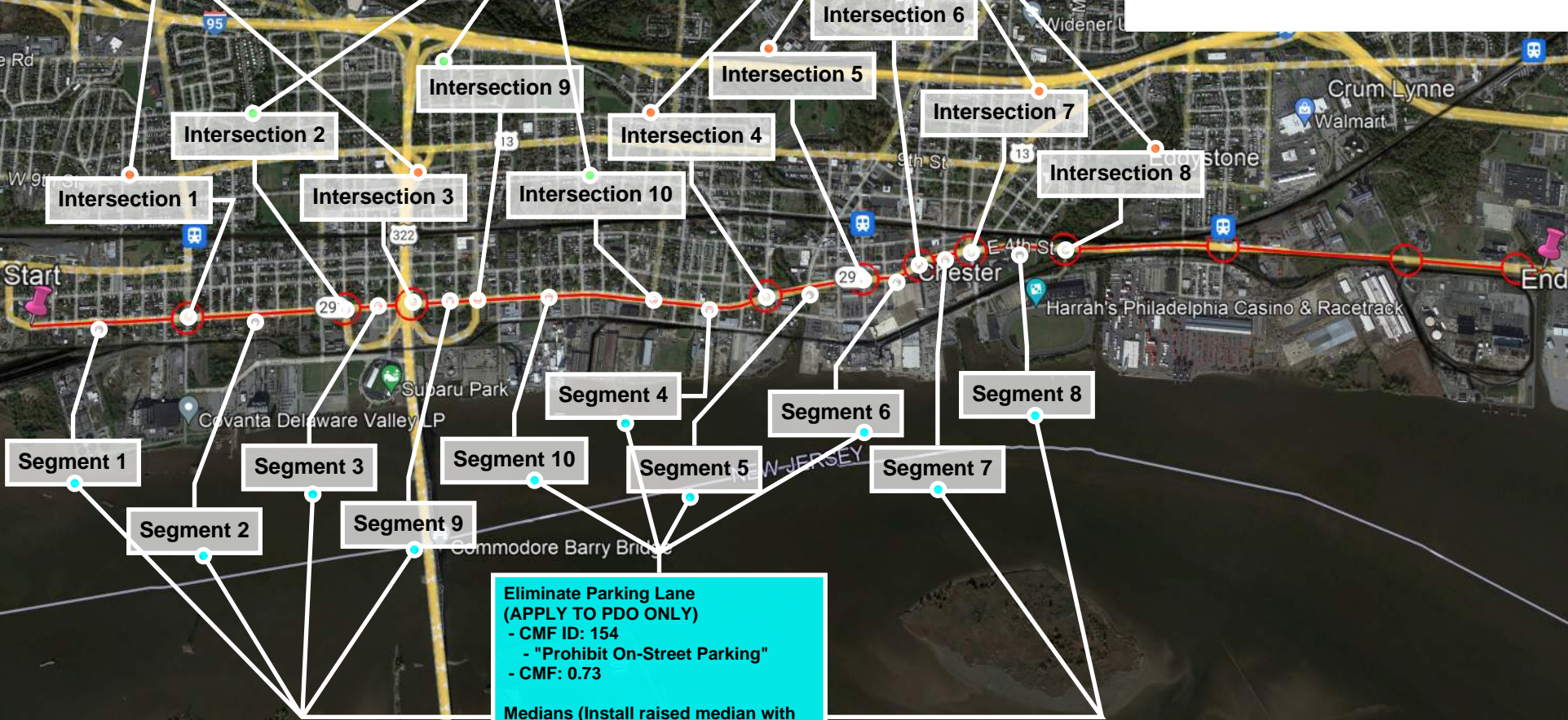
Crossing Islands
- NCHRP 926 - PG 133
- CMF: 0.54

Dominant

Crossing Islands
- NCHRP 926 - PG 133
- CMF: 0.54

Leading Pedestrian Interval
- CMF ID: 9901
- CMF: 0.9

Dominant



Eliminate Parking Lane (APPLY TO PDO ONLY)
- CMF ID: 154
- "Prohibit On-Street Parking"
- CMF: 0.73

Medians (Install raised median with or without marked crosswalk (Uncontrolled))
- CMF ID: 8800
- CMF: 0.742

Dominant



Existing Condition
Tool A Analysis
(5 Lane Cross Section)

For theoretical analysis of a
three lane section

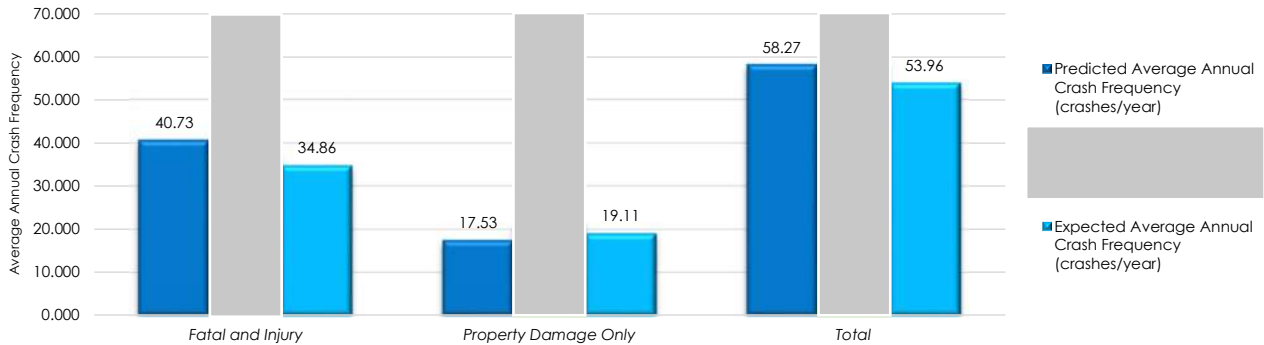
- 'Observed' category not
applicable for this analysis type

Project Safety Performance Summary Report

Project Description RT 291 Corridor Study
 Date 7/19/2023
 Analysis Year 2023
 Analysis Type Site Level Analysis
 Facility Type(s) Urban/Suburban Arterials

Roadway Cross-Section: 5T

Summary of Average Safety Performance for the Project (crashes/year)



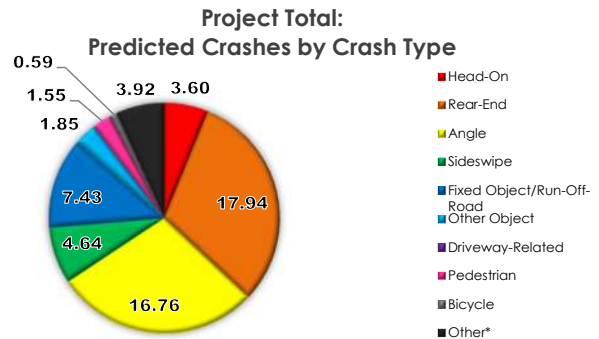
| Project Totals | Fatal and Injury Crashes | Property Damage Only Crashes | Total Crashes |
|--|--------------------------|------------------------------|---------------|
| Predicted Average Annual Crash Frequency | 40.73 | 17.53 | 58.27 |
| Expected Average Annual Crash Frequency | 34.86 | 19.11 | 53.96 |
| Potential for Safety Improvement (PSI) | -5.88 | 1.57 | -4.30 |

Total Project Summary

| Segments | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 28.86 | 10.25 | 39.11 |
| Expected Average Annual Crash Frequency (crashes/yr) | 21.73 | 10.04 | 31.76 |

| Intersections | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 11.87 | 7.28 | 38.30 |
| Expected Average Annual Crash Frequency (crashes/yr) | 13.13 | 9.07 | 22.20 |

| Total | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 40.73 | 17.53 | 58.27 |
| Expected Average Annual Crash Frequency (crashes/yr) | 34.86 | 19.11 | 53.96 |



No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description RT 291 Corridor Study
Date 7/19/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

| Segment Name | PennDOT Segment | PennDOT Offset | Total Predicted Crashes | | Total Expected Crashes | Potential for Safety Improvement |
|--------------|-----------------|----------------|-------------------------|--|------------------------|----------------------------------|
| Segment 1 | RT 291 - 01 | 0 | 2.80 | | 3.06 | 0.26 |
| Segment 2 | RT 291 - 02 | 0 | 3.65 | | 6.94 | 3.30 |
| Segment 3 | RT 291 - 03 | 0 | 1.06 | | 0.50 | -0.55 |
| Segment 4 | RT 291 - 04 | 0 | 5.57 | | 3.72 | -1.85 |
| Segment 5 | RT 291 - 05 | 0 | 5.41 | | 0.80 | -4.60 |
| Segment 6 | RT 291 - 06 | 0 | 2.44 | | 0.77 | -1.67 |
| Segment 7 | RT 291 - 07 | 0 | 2.42 | | 0.77 | -1.65 |
| Segment 8 | RT 291 - 08 | 0 | 3.72 | | 2.22 | -1.49 |
| Segment 9 | RT 291-09 | 0 | 2.78 | | 2.90 | 0.11 |
| Segment 10 | RT 291-10 | 0 | 9.28 | | 10.09 | 0.81 |

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description RT 291 Corridor Study
Date 7/19/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Intersections

| Intersection Name | Major Road | Minor Road | Total Predicted Crashes | | Total Expected Crashes | Potential for Safety Improvement |
|-------------------|--------------------|----------------------|-------------------------|--|------------------------|----------------------------------|
| Intersection 1 | RT 291 (W. 2nd St) | Highland Ave | 0.84 | | 1.19 | 0.35 |
| Intersection 2 | RT 291 (W. 2nd St) | Jeffrey St | 0.92 | | 1.82 | 0.90 |
| Intersection 3 | RT 291 (W. 2nd St) | SR 3005 (Flower St) | 1.92 | | 3.09 | 1.17 |
| Intersection 4 | RT 291 (W. 2nd St) | Penn St | 2.61 | | 2.08 | -0.53 |
| Intersection 5 | RT 291 (W. 2nd St) | Welsh St | 1.53 | | 1.72 | 0.18 |
| Intersection 6 | RT 291 (W. 2nd St) | SR 0320 (Madison St) | 2.21 | | 1.64 | -0.57 |
| Intersection 7 | RT 291 (W. 2nd St) | SR 0013 (Morton Ave) | 4.78 | | 4.89 | 0.10 |
| Intersection 8 | RT 291 (W. 2nd St) | Harrah's Blvd | 1.00 | | 1.12 | 0.12 |
| Intersection 9 | RT 291 (W. 2nd St) | Tilghman St | 1.74 | | 2.81 | 1.07 |
| Intersection 10 | RT 291 (W. 2nd St) | Kerlin St | 1.59 | | 1.84 | 0.25 |

Proposed Condition
Tool A Analysis
(3 Lane Cross Section)

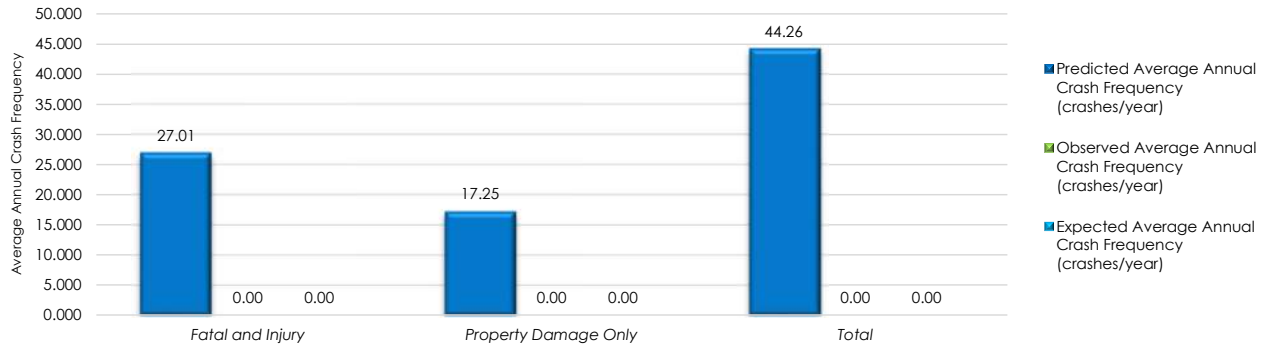
For theoretical analysis of a
three lane section,
- ONLY lane reduction applied
to existing condition

(from 5 lane to 3 lane, both
with two way turn lanes)

Project Safety Performance Summary Report

Project Description RT 291 Corridor Study
 Date 7/19/2023
 Analysis Year 2023
 Analysis Type Site Level Analysis
 Facility Type(s) Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



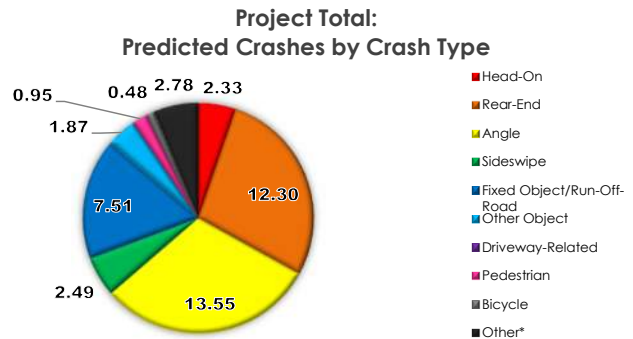
| Project Totals | Fatal and Injury Crashes | Property Damage Only Crashes | Total Crashes |
|--|--------------------------|------------------------------|---------------|
| Predicted Average Annual Crash Frequency | 27.01 | 17.25 | 44.26 |
| Observed Average Annual Crash Frequency | 0.00 | 0.00 | 0.00 |
| Expected Average Annual Crash Frequency | -- | -- | -- |
| Potential for Safety Improvement (PSI) | -- | -- | -- |

Total Project Summary

| Segments | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 15.16 | 9.97 | 25.14 |
| Observed Average Annual Crash Frequency (crashes/yr) | 0.00 | 0.00 | 0.00 |
| Expected Average Annual Crash Frequency (crashes/yr) | -- | -- | -- |

| Intersections | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 11.85 | 7.28 | 38.25 |
| Observed Average Annual Crash Frequency (crashes/yr) | 0.00 | 0.00 | 0.00 |
| Expected Average Annual Crash Frequency (crashes/yr) | -- | -- | -- |

| Total | Fatal and Injury | Property Damage Only | Total |
|---|------------------|----------------------|-------|
| Predicted Average Annual Crash Frequency (crashes/yr) | 27.01 | 17.25 | 44.26 |
| Observed Average Annual Crash Frequency (crashes/yr) | 0.00 | 0.00 | 0.00 |
| Expected Average Annual Crash Frequency (crashes/yr) | -- | -- | -- |



No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description RT 291 Corridor Study
Date 7/19/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

| Segment Name | PennDOT Segment | PennDOT Offset | Total Predicted Crashes | Total Observed Crashes | Total Expected Crashes | Potential for Safety Improvement |
|--------------|-----------------|----------------|-------------------------|------------------------|------------------------|----------------------------------|
| Segment 1 | RT 291 - 01 | 0 | 1.93 | 0.00 | -- | -- |
| Segment 2 | RT 291 - 02 | 0 | 2.04 | 0.00 | -- | -- |
| Segment 3 | RT 291 - 03 | 0 | 0.59 | 0.00 | -- | -- |
| Segment 4 | RT 291 - 04 | 0 | 3.55 | 0.00 | -- | -- |
| Segment 5 | RT 291 - 05 | 0 | 3.68 | 0.00 | -- | -- |
| Segment 6 | RT 291 - 06 | 0 | 1.64 | 0.00 | -- | -- |
| Segment 7 | RT 291 - 07 | 0 | 1.63 | 0.00 | -- | -- |
| Segment 8 | RT 291 - 08 | 0 | 2.39 | 0.00 | -- | -- |
| Segment 9 | RT 291-09 | 0 | 1.77 | 0.00 | -- | -- |
| Segment 10 | RT 291-10 | 0 | 5.92 | 0.00 | -- | -- |

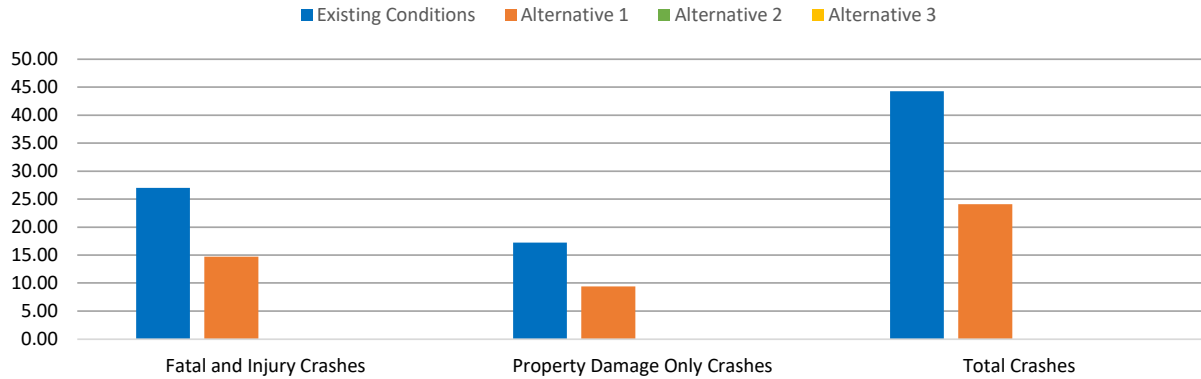
Proposed Condition
Tool B Analysis
(3 Lane Cross Section)

For theoretical analysis of a
three lane section,
- lane reduction applied to
existing condition
- CMFs applied

Alternatives Analysis - Safety Performance Summary

Project Description RT 291 Corridor Study
 Date 7/19/2023
 Analysis Year 2023
 Analysis Type

Summary of Predicted Crash Performance - Alternative Analysis



Safety Performance Summary

| Project Totals | Total Crashes | | | |
|--|----------------------------|----------------------|----------------------|----------------------|
| | <i>Existing Conditions</i> | <i>Alternative 1</i> | <i>Alternative 2</i> | <i>Alternative 3</i> |
| Predicted Average Annual Crash Frequency | 44.26 | 24.11 | -- | -- |
| Expected Average Annual Crash Frequency | -- | -- | -- | -- |
| Change from Existing Conditions | -- | -20.15 | -- | -- |

| Project Totals | Fatal and Injury Crashes | | | |
|--|---------------------------------|----------------------|----------------------|----------------------|
| | <i>Existing Conditions</i> | <i>Alternative 1</i> | <i>Alternative 2</i> | <i>Alternative 3</i> |
| Predicted Average Annual Crash Frequency | 27.01 | 14.71 | -- | -- |
| Expected Average Annual Crash Frequency | -- | -- | -- | -- |
| Change from Existing Conditions | -- | -12.30 | -- | -- |

| Project Totals | Property Damage Only Crashes | | | |
|--|-------------------------------------|----------------------|----------------------|----------------------|
| | <i>Existing Conditions</i> | <i>Alternative 1</i> | <i>Alternative 2</i> | <i>Alternative 3</i> |
| Predicted Average Annual Crash Frequency | 17.25 | 9.40 | -- | -- |
| Expected Average Annual Crash Frequency | -- | -- | -- | -- |
| Change from Existing Conditions | -- | -7.85 | -- | -- |