POTTSTOWN BYPASS (US 422) RECONSTRUCTION TRAFFIC STUDY

Chester and Montgomery Counties, Pennsylvania

Prepared for
Pennsylvania Department of Transportation
By
Delaware Valley Regional Planning Commission

December 2002

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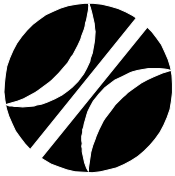
Bourse Building
111 South Independence Mall East
Philadelphia, PA 19136-3028

December 2002

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty, and intercity agency which provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia in Pennsylvania. It also includes Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC provides technical assistance and services, conducts high priority studies that respond to the request and demands of member state and local governments, fosters cooperation among various constituents to forge a consensus on diverse regional issues, determines and meets the needs of the private sector, and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. This report was primarily funded by the Pennsylvania Department of Transportation and the Federal Highway Administration. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

On the cover: Oblique Aerial photo showing Pottstown Bypass (US 422) in an east to west direction from Armand Hammer Interchange, to Hanover Street Interchange onto the horizon.

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EXECUTIVE SUMMARY

This report presents current traffic counts and 2006 and 2026 traffic forecasts for a No-Build and two Build Alternatives for the Pottstown Bypass (US 422) project study area, which consider alternate reconfigurations of the Stowe, Keim Street, PA 724, and Armand Hammer interchanges.

This traffic study was necessary to provide design volumes that reflect anticipated growth in traffic volumes and to estimate the traffic impacts of the planned bypass and interchange reconfiguration. Traffic projections were made for the bypass, selected arterial roadway links, and impacted intersections throughout the Pottstown area. Two bridges across the Schuylkill River are located within the study area. One between the Stowe (Old Reading Pike) and PA 100 interchanges, and another between the PA 724 and Armand Hammer Boulevard. A major motivation for this study is the need to provide design data for the reconstruction of the Schuylkill River bridges which are in deteriorated condition. As part of this bridge replacement, a general redesign of the Pottstown Bypass is planned to improve safety, acceleration/deceleration lane performance, and to improve traffic flows on streets and highways serving the expressway interchanges.

This analysis was conducted at the request of the Pennsylvania Department of Transportation (PennDOT) and its consultants, who are engaged in planning for the reconstruction of the Pottstown Bypass (US 422). Current and forecasted daily traffic volumes throughout the study area are also presented. These forecasts represent projected 2006 and 2026 daily traffic volumes for the corridor and the surrounding network under each of the improvement alternatives. The analysis presents an explanation as to how projected traffic patterns and flows change in the Build and the No-Build Alternatives. Also included are existing and projected AM and PM peak hour link volumes and turning movements for selected intersections.

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I. INTRODUCTION

This report presents current traffic counts and 2006 and 2026 traffic forecasts under a No-Build and two Build Alternatives for the Pottstown Bypass (US 422) project study area. The alternatives consider reconfiguration's of the Stowe, Keim Street, PA 724, and Armand Hammer expressway interchanges.

This traffic study was necessary to provide design volumes that reflect projected growth in bypass and interchange traffic volumes. In addition, traffic projections were made for selected arterial roadway links and intersections throughout the Pottstown Area, to estimate the impact of the planned bypass and interchange reconstruction. This analysis was conducted at the request of PennDOT and its consultants, who are engaged in planning for the reconstruction of the Pottstown Bypass (US 422).

The portion of the Pottstown Expressway (US 422) under study is located astride the Schuylkill River (which forms the border between Montgomery and Chester counties) from the Berks County line, along the southern edge of Pottstown, to the Armand Hammer interchange in Lower Pottsgrove Township. This section of US 422 is known as the Pottstown Bypass. Two bridges crossing the Schuylkill River are located within the study area. One between the Stowe (Old Reading Pike) and PA 100 interchanges and the other between the PA 724 and Armand Hammer Boulevard interchanges. One major motivation for this study is the need for design data for the reconstruction of the Schuylkill River bridges which are in deteriorated condition. As part of this bridge replacement, a general redesign of the Pottstown Bypass is planned to improve safety, acceleration/deceleration lane performance, and to improve traffic flows on streets and highways serving the bypass interchanges.

The DVRPC travel demand model was used to estimate future traffic volumes for US 422 bypass, its interchanges, and the impacted streets and highways. An enhanced assignment technique, focused on a detailed study area, was then used to produce corridor level highway forecasts. This focused simulation process allows the use of DVRPC regional simulation models, while increasing the accuracy and detail of the travel forecasts within the detailed study area. At the same time, all existing and proposed highways and transit lines throughout the region, and their impact on both regional and interregional travel patterns, continue to be an integral part of the simulation process.

The focused simulation process involved adding missing local streets to the network. Simulation zones inside the study area were subdivided, so that traffic from existing and proposed land use developments could be loaded directly onto the network. The model's highway network within the study area was reviewed and modified as needed, to reflect the detailed nature of the traffic improvements to be tested.

Section II of this report documents the existing physical characteristics of the Pottstown Bypass (US 422) corridor. Included is a brief description of existing land use and the physical characteristics of the study area roadways. Current daily traffic volumes throughout the study area are also presented in this section.

The next Section (III) presents, in detail, the improvement alternatives that are part of this study. Section IV presents and explains the travel forecasting methodology, through a description of the focused traffic simulation model used to develop traffic projections. The regional demographic and employment forecasts and corridor-specific future development proposals, which form the basis for the traffic forecast, are also presented.

The last Section (V) presents an analysis of the travel forecasts for the Pottstown Bypass (US 422) study area. These forecasts represent projected 2006 and 2026 daily traffic volumes for the corridor and the surrounding network under each of the improvement alternatives. The analysis presents an explanation as to how traffic patterns and flows change between the improvement alternatives and the No-Build. Also included are existing and projected AM and PM peak hour turning movements for impacted intersections throughout the study area.

II. Description of the Pottstown Bypass (US 422) Study Area

The Pottstown Bypass (US 422) is located in the Schuylkill River Valley astride the Montgomery/Chester County boundary along the south side of the Borough of Pottstown. The study area also includes sections of West Pottsgrove and Lower Pottsgrove townships in Montgomery County, and major portions of North Coventry and East Coventry townships in Chester County *(Map II-1)*.

A. Existing Facilities and Land Use

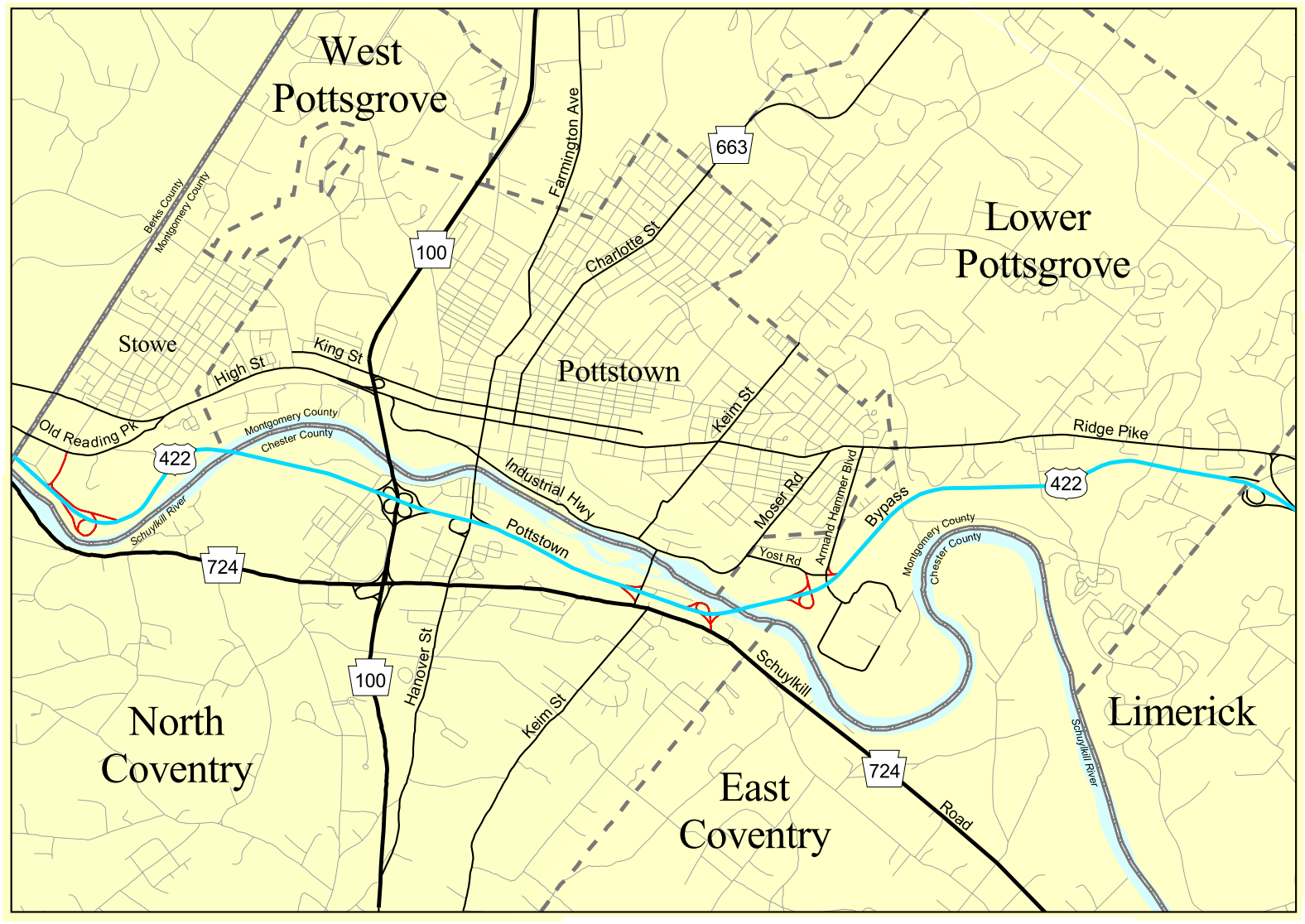
The 6.7-mile section of the Pottstown Expressway (US 422) under study is a four-lane, limited-access expressway, which extends from the Berks/Montgomery County line through North Coventry Township in Chester County, to the Park Drive overpass in Lower Pottsgrove Township in Montgomery County. This section, known as the Pottstown Bypass, provides access to the Pottstown/Coventry area through interchanges located at Old Reading Pike (Stowe), PA 100, Hanover Street, Keim Street, PA 724, and Armand Hammer Boulevard *(see Map II-1)*. None of these interchanges are located within Pottstown, although good connectivity to the Borough is provided by connecting roadways including Old Reading Pike, PA 100, Hanover Street, Keim Street, and Yost Roads.

The Pottstown Bypass (US 422) is the single most important east-west route in the Pottstown Area, as measured by average annual daily traffic volumes (AADT). It connects greater Pottstown business with industrial activities with Phoenixville, King of Prussia, and Philadelphia to the east, and with Reading to the west. The bypass serves short-and long-distance haulers and commuters. It also provides indirect access to the Coventry Mall through the intersection of PA 100 and PA 724, and other manufacturing, distribution, office, and retail land uses in the growing PA 724 corridor and along PA 100 and in Pottstown Borough.

Two major routes parallel the Pottstown Bypass: Schuylkill Road (PA 724) through East and North Coventry townships of Chester County, and Ridge Pike/High Street located on the Montgomery County side of the Schuylkill River. PA 100 is the major north-south highway facility in the study area.

The study area is served by SEPTA bus routes 93 and 99 and the Pottstown Urban Transit (PUT) bus transit system. Route 93 provides service via Trooper Road (PA 363), Ridge Pike, and High Street from the Norristown Transportation Center to a terminal loop in central Pottstown (High and Hanover Streets). There, transfers are possible to SEPTA Route 99 and the five routes of the PUT system (High Street, North End Loop, Coventry Mall, Beech Street, and Pottstown Center). SEPTA Route 99 serves the King of Prussia Mall to Pottstown transit market, providing service via US 422, Egypt Road, Schuylkill Road (PA 724), and High Street. The Route 99 schedule also provides express service between Pottstown and King of Prussia via US 422 Expressway on every other bus trip. Although bus transit service exists in the corridor, patronage is limited – less than 3,000 riders a day. Public transit is not a major factor in terms of congestion relief on the Pottstown Bypass (US 422) and other major highway facilities in the study area.

Map II-1. Pottstown Bypass (US 422) Study Area



Indicates future ramp reconstruction and relocation.

N

0 0.5 1 1.5 2 Miles

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B. Existing Traffic Volumes

DVRPC and the traffic consultant provided Automatic Traffic Recorder (ATR) traffic counts representative of current traffic within the study area. Locations were counted using inductive loop and pneumatic tube techniques during this effort, and the resulting annual average daily traffic volumes (AADT) are displayed in *Figure II-1***.** Detailed hourly traffic counts corresponding to this AADT information for the locations counted by DVRPC are shown in Appendix A.

1. Pottstown Bypass (US 422)

Current daily traffic volumes (AADT) on the Pottstown Bypass on the western end of the study area (to/from Berks County) are 27,400 vehicles per day (vpd), after the Stowe Interchange (Old Reading Pike) bypass traffic increases to 29,100 vehicles. The PA 100/US 422 Interchange is a full cloverleaf freeway interchange with the heaviest (7,300 vpd) traffic volumes occurring in the northeastern and southeastern quadrants of the interchange. East of the PA 100 Interchange, US 422 carries 41,900 daily vehicles. Traffic volumes continue to increase east of the Hanover Street Interchange where the maximum load point occurs – 46,500 AADT. After the westbound on-and off-ramps at Keim Street, US 422 traffic volumes decline slightly to 42,700 daily vehicles. The PA 724 Interchange has an imbalance to the east, which causes US 422 traffic volumes to increase to 43,300 daily vehicles over the Schuylkill River Bridge. The opposite net effect occurs in the Armand Hammer Interchange, where a total of 40,200 daily vehicles enter and exit the study area to/from the east.

2. Parallel Routes

Current traffic volumes on Schuylkill Road (PA 724) range from 5,900 daily vehicles west of Laurelwood Road, to 17,500 vpd east of the PA 724 Interchange. East of Laurelwood Road, PA 724 daily traffic volumes are relatively heavy – about 16,100 vpd – as a result of Coventry Mall traffic. Traffic volumes on the Industrial Highway in Pottstown are in the range of 9,000 to 11,400 vehicles per day, and High Street carries 11,600 and 13,400 daily vehicles east and west of PA 100, respectively.

3. Perpendicular Routes

PA 100 is the most important perpendicular route crossing the study area. South of the Pottstown Bypass (US 422), PA 100 carries 28,900 daily vehicles. Between US 422 and High Street, PA 100 carries about 32,100 daily vehicles and about 27,100 daily vehicles north of High Street. Hanover Street carries 7,800 and 9,600 daily vehicles south and north of US 422, respectively. Hanover Street serves US 422 traffic movements to and from the east via directional ramps. The corresponding volumes of Keim Street are comparable to Hanover Street, 9,000 and 8,900 daily vehicles. Keim Street serves US 422 traffic to/from the west. Armand Hammer Boulevard serves relatively light traffic associated with an industrial park south of US 422. North of Yost Road, Armand Hammer Boulevard traffic is about 15,800 daily vehicles.

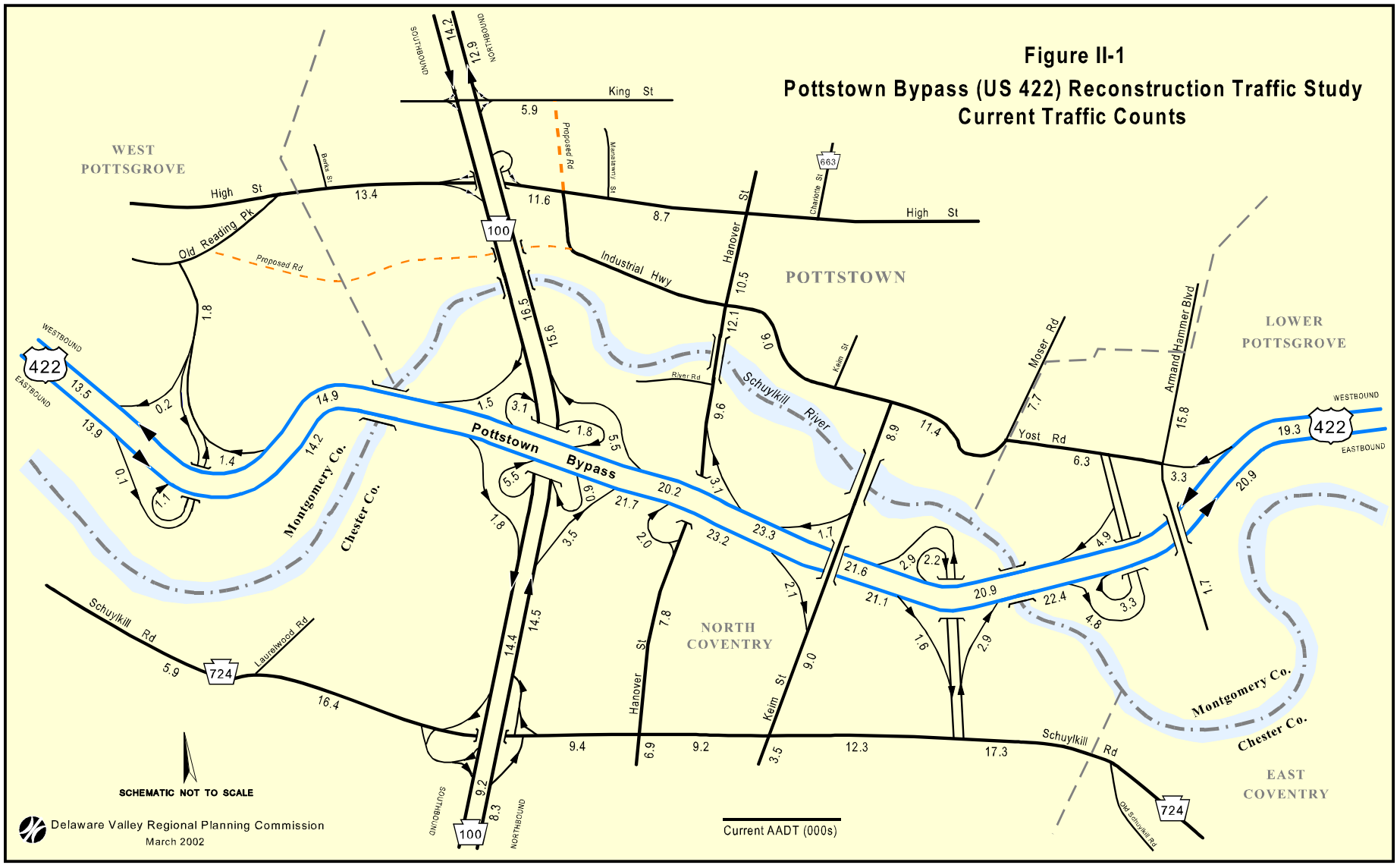
Figure II-1
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current Traffic Counts
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
Schuylkill Rd
Laurelwood Rd
River Rd
Proposed Rd
Burke St
Manatawny St
Charlotte St
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Current AADT (000s)
Delaware Valley Regional Planning Commission
March 2002

4. Pottstown Bypass (US 422) Interchange Traffic Volumes

Table II-1 compares the vehicular volumes on the US 422 Interchanges within the study area by travel direction. *Table II-2* compares the interchanges in terms of total travel volume. The largest interchange volume is carried by PA 100 which carries 23,600 daily vehicles – 38.6 percent of the study area total. About 75 percent of the PA 100 traffic is associated with travel to/from the east and 25 percent with the west. Armand Hammer Interchange is second with 16,300 daily vehicles, but is predominately (60 percent/ 40 percent) to/from the west. PA 724 also serves significant traffic volumes (9,600 daily vehicles), but in this case, more evenly split between east and west – 53.1 percent east and 46.9 percent west. Hanover Street serves 5,100 daily vehicles to/from the east and is paired functionally with Keim Street, which carries 3,800 daily vehicles to/from the west. The Stowe Interchange carries the smallest traffic volume in the study area (2,800 daily vehicles) ninety percent of this volume is associated with travel to/from the east.

Table II-1. Pottstown Bypass (US 422) Interchange Traffic Volumes (000s) by Travel Direction

	To / From East		To / From West	
Interchange	**Volumes (000s)**	**Percent**	**Volumes (000s)**	**Percent**
Stowe	2.5	89.3%	0.3	10.7%
PA 100	17.6	74.6%	6.0	25.4%
Hanover Street	5.1	100.0%	0.0	0.0%
Keim Street	0.0	0.0%	3.8	100%
PA 724	5.1	53.1%	4.5	46.9%
Armand Hammer Blvd	6.6	40.5%	9.7	59.5%
Total	**36.9**	**60.3%**	**24.3**	**39.7%**

Table II-2. Pottstown Bypass (US 422) Interchange Traffic Volumes (000s) by Travel Magnitude

	Total Traffic	Percent of Study Area
Interchange	**Volumes (000s)**	**Total**
Stowe	2.8	4.6%
PA 100	23.6	38.6%
Hanover Street	5.1	8.3%
Keim Street	3.8	6.2%
PA 724	9.6	15.7%
Armand Hammer Blvd	16.3	26.6%
Total	**61.2**	**100%**

5. Pottstown Bypass (US 422) Peak Hour Traffic Volumes

Figure II-2 presents the AM and PM peak hour highway link traffic volumes that correspond to the daily (AADT) traffic volumes presented in *Figure II-1*. Generally, AM peak hour traffic volumes constitute 5 percent to 12 percent of daily traffic and the PM peak hour, 5 percent to 15 percent of daily traffic. These peak hour volumes, particularly in the PM, represent the heaviest traffic demands on the roadway network and are often used to determine design characteristics of the roadway.

Figure II-3 displays current AM and PM peak hour intersection turning movement counts for selected arterial roadway intersections that are impacted by the US 422 Bypass interchange volumes by the proposed alternative ramp configurations considered in this study.

Manual turning movement counts were collected within the study area at the major intersections for the study. This data collection included the following twelve important intersections:

1. PA 100 at King Street
2. PA 100 Interchange at High Street
3. PA 100 Interchange at Schuylkill Road (PA 724)
4. Old Reading Pike at Grosstown Road
5. Industrial Highway at Hanover Street
6. Hanover Street at River Road
7. Schuylkill Road (PA 724) at Hanover Street
8. Industrial Highway at Keim Street
9. Schuylkill Road (PA 724) at Keim Street
10. Yost Road and Moser Road
11. Yost Road at Armand Hammer Boulevard
12. Schuylkill Road at PA 724 Interchange

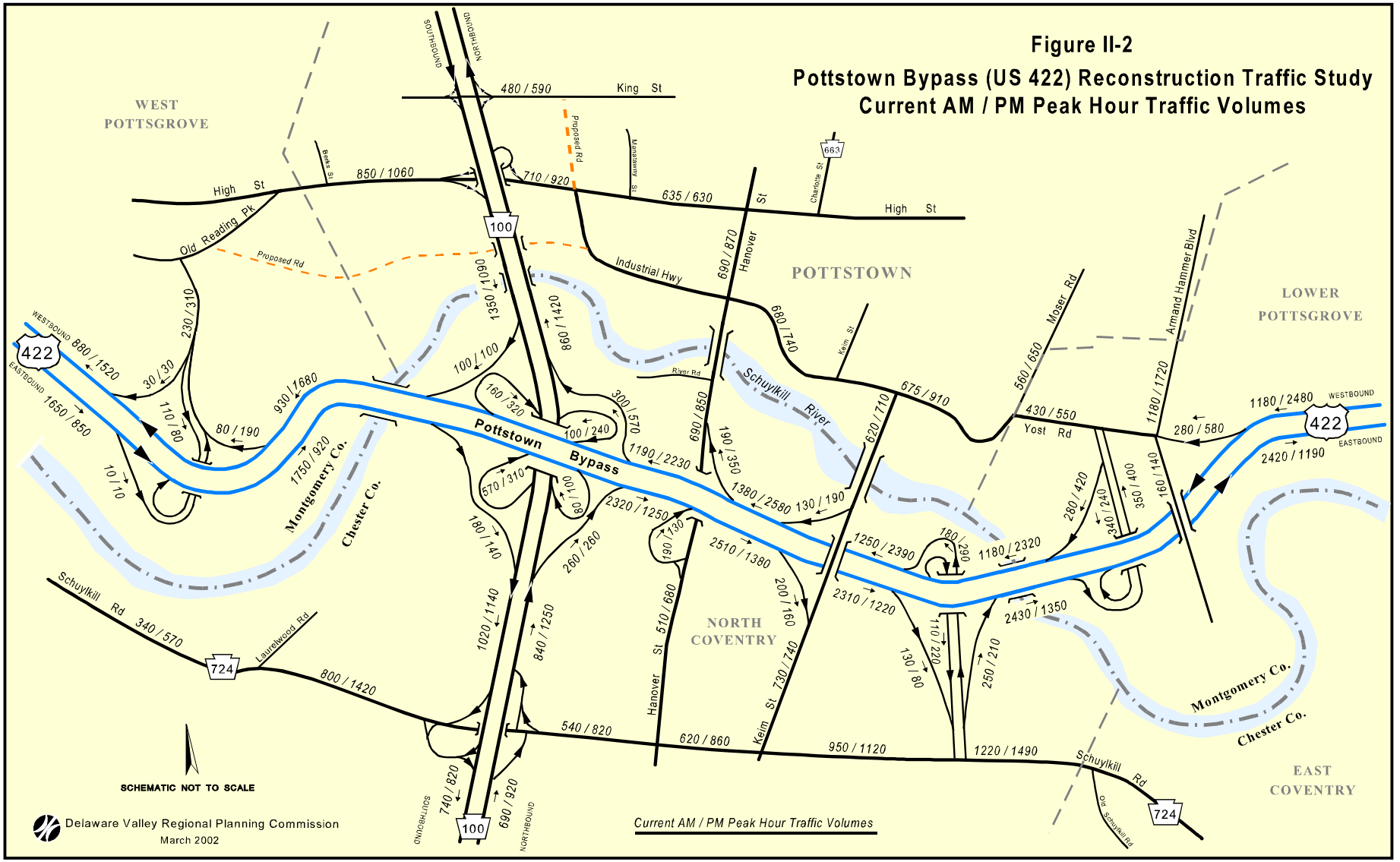
Figure II-2
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current AM / PM Peak Hour Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
Schuylkill Rd
Laurelwood Rd
Proposed Rd
River Rd
Old Schuylkill Rd
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
480 / 590
850 / 1060
710 / 920
635 / 630
690 / 870
680 / 740
675 / 910
560 / 650
430 / 550
1180 / 1720
1180 / 2480
280 / 580
2420 / 1190
880 / 1520
1650 / 850
230 / 310
30 / 30
110 / 80
80 / 190
930 / 1680
1750 / 920
10 / 10
1350 / 1090
860 / 1420
100 / 100
160 / 320
100 / 240
300 / 570
1190 / 2230
690 / 850
190 / 350
1380 / 2580
130 / 190
620 / 710
670 / 310
100 / 100
2320 / 1250
180 / 140
260 / 260
190 / 130
2510 / 1380
200 / 160
1250 / 2390
180 / 290
1180 / 2320
280 / 420
340 / 240
350 / 400
160 / 140
2310 / 1220
110 / 220
130 / 80
250 / 210
2430 / 1350
340 / 570
800 / 1420
1020 / 1140
840 / 1250
510 / 680
730 / 740
540 / 820
620 / 860
950 / 1120
1220 / 1490
740 / 820
690 / 920
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
Current AM / PM Peak Hour Traffic Volumes

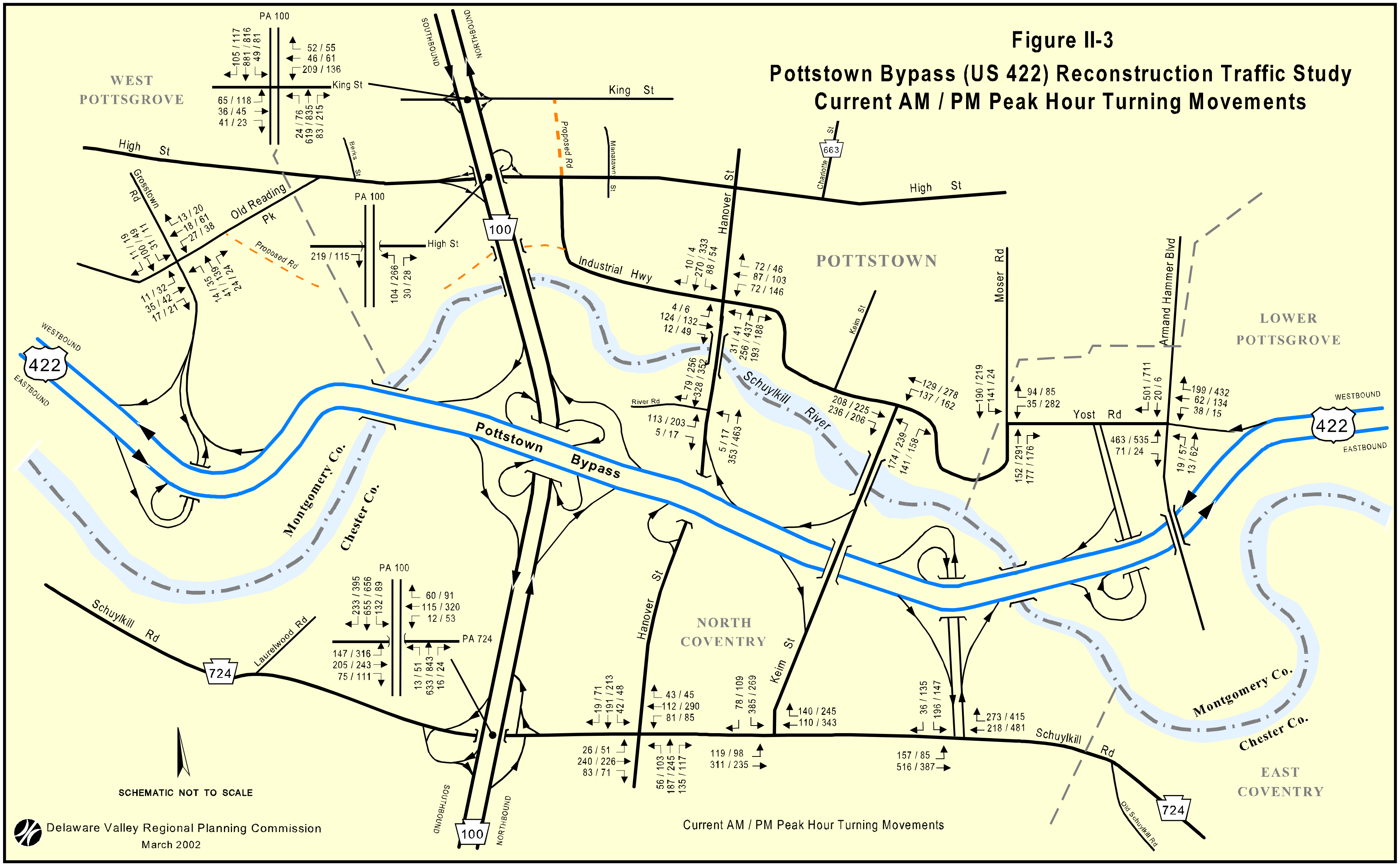
Figure II-3
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
PA 100
King St
High St
Old Reading Pk
Grosstown Rd
Proposed Rd
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
Schuylkill Rd
Laurelwood Rd
PA 724
Old Schuylkill Rd
SOUTHBOUND
NORTHBOUND
WESTBOUND
EASTBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
Current AM / PM Peak Hour Turning Movements

III. IMPROVEMENT ALTERNATIVES

Two improvement alternatives and a No-Build Alternative were identified for the Pottstown Bypass (US 422) study. The improvement alternatives under consideration involve alterations to the configuration of the bypass to reduce the number of interchanges, improve acceleration lanes, deceleration lanes, sight distances, and reduce congestion on arterial roadways feeding traffic to the bypass. Detailed descriptions of the alternatives under consideration are given below.

A. No-Build Alternative

Under this alternative, the current configuration of the Pottstown Bypass (US 422) and the surrounding street network is unchanged *(see Figure III-1)*. This alternative assumes construction of the proposed projects in DVRPC's current Transportation Improvement Program (TIP) and 2025 Long Range Plan in the area. Proposed highway projects include the widening of US 422 Expressway to six lanes from US 202 Expressway in Tredyffrin Township in Chester County, to Township Line Road in Limerick Township, Montgomery County, and the realignment of Pleasant View Road in Lower Pottsgrove Township, Montgomery County from Buchert Road to Sanatoga Road.

B. Build Alternative 1

This alternative maintains the Pottstown Bypass configuration at four lanes, but in order to reduce traffic congestion and weaving movements, the interchange configuration of the bypass would be redesigned to improve sight distances, as well as acceleration and deceleration lanes, and to consolidate and improve ramp flows. This alternative reduces the number of interchanges *(see Figure III-2)*. Specifically, the PA 724 Interchange would be eliminated and replaced, in part, by an expanded Keim Street Interchange which would be reconfigured to a full diamond through the addition of eastbound on-and westbound off-ramps. In addition, the Stowe (Old Reading Pike) interchange would be reconfigured from a partial cloverleaf to a full diamond interchange as part of the bypass realignment. The Armand Hammer Interchange is also reconfigured to a full diamond and consolidated onto Armand Hammer Boulevard, so that all traffic movements are served by ramps that lead directly to this boulevard.

C. Build Alternative 2

This alternative is similar to Build Alternative 1, except that the existing PA 724 Interchange is retained in the design and the eastbound on-and westbound off-ramps are not added to the Keim Street Interchange, which also retains its present configuration *(see Figure III-3)*. This alteration to the alternative is necessary because the intersection of Keim Street and PA 724 was unable to accommodate the traffic volumes projected in Build Alternative 1. There is inadequate distance along Keim Street, between the bypass interchange and PA 724, to store the anticipated left turn movement queues from Keim Street southbound to PA 724 eastbound at this intersection.

Figure III-1. 2006 & 2026 No-Build Alternative

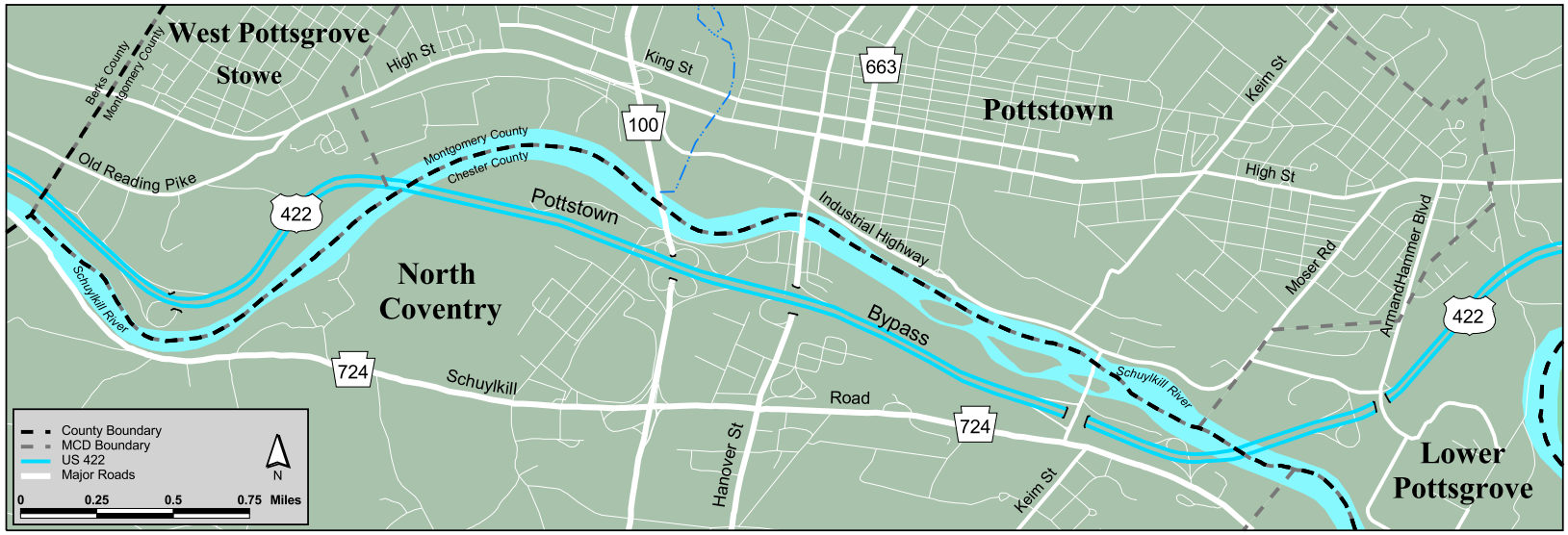

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Figure III-2. 2006 & 2026 Build Alternative 1

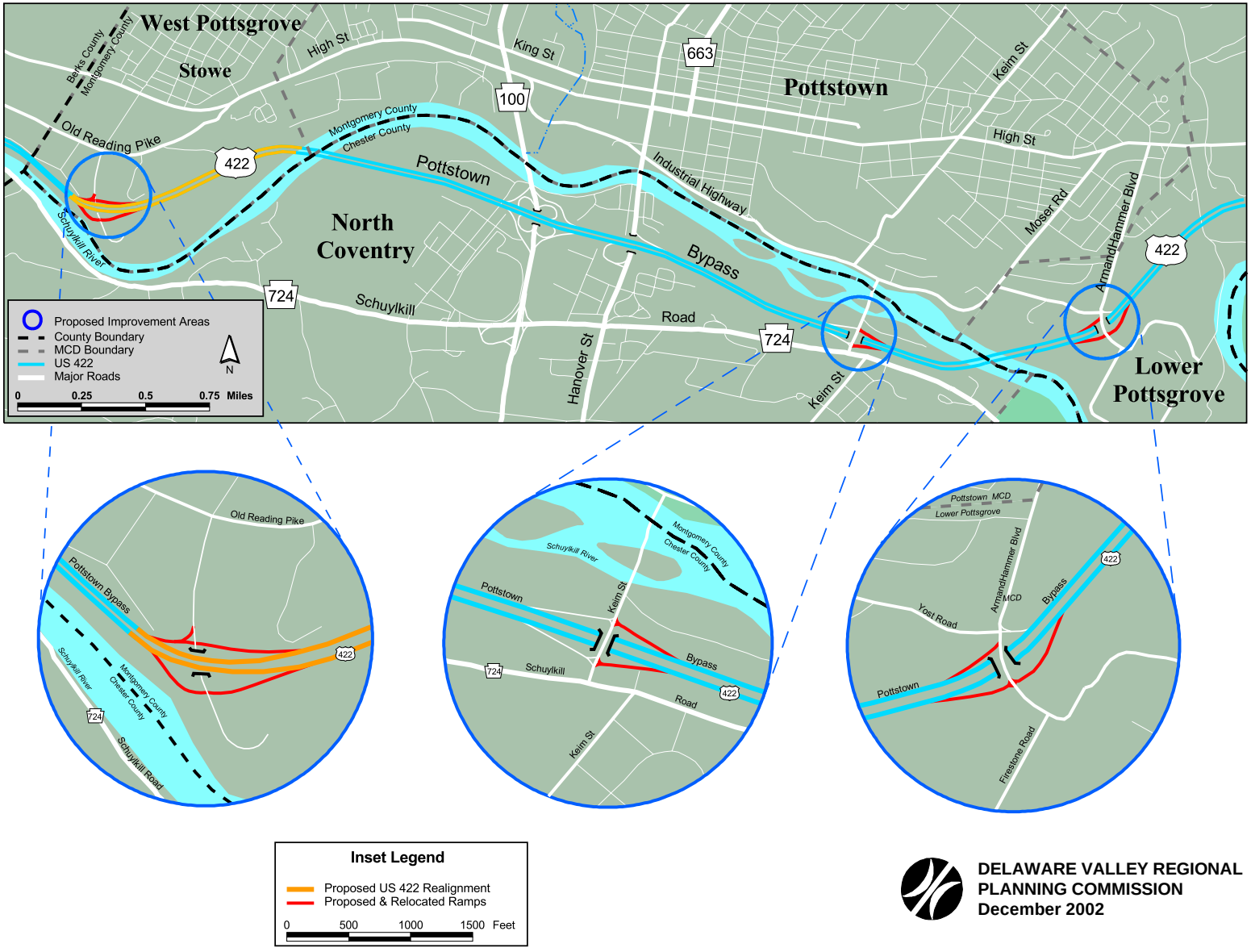

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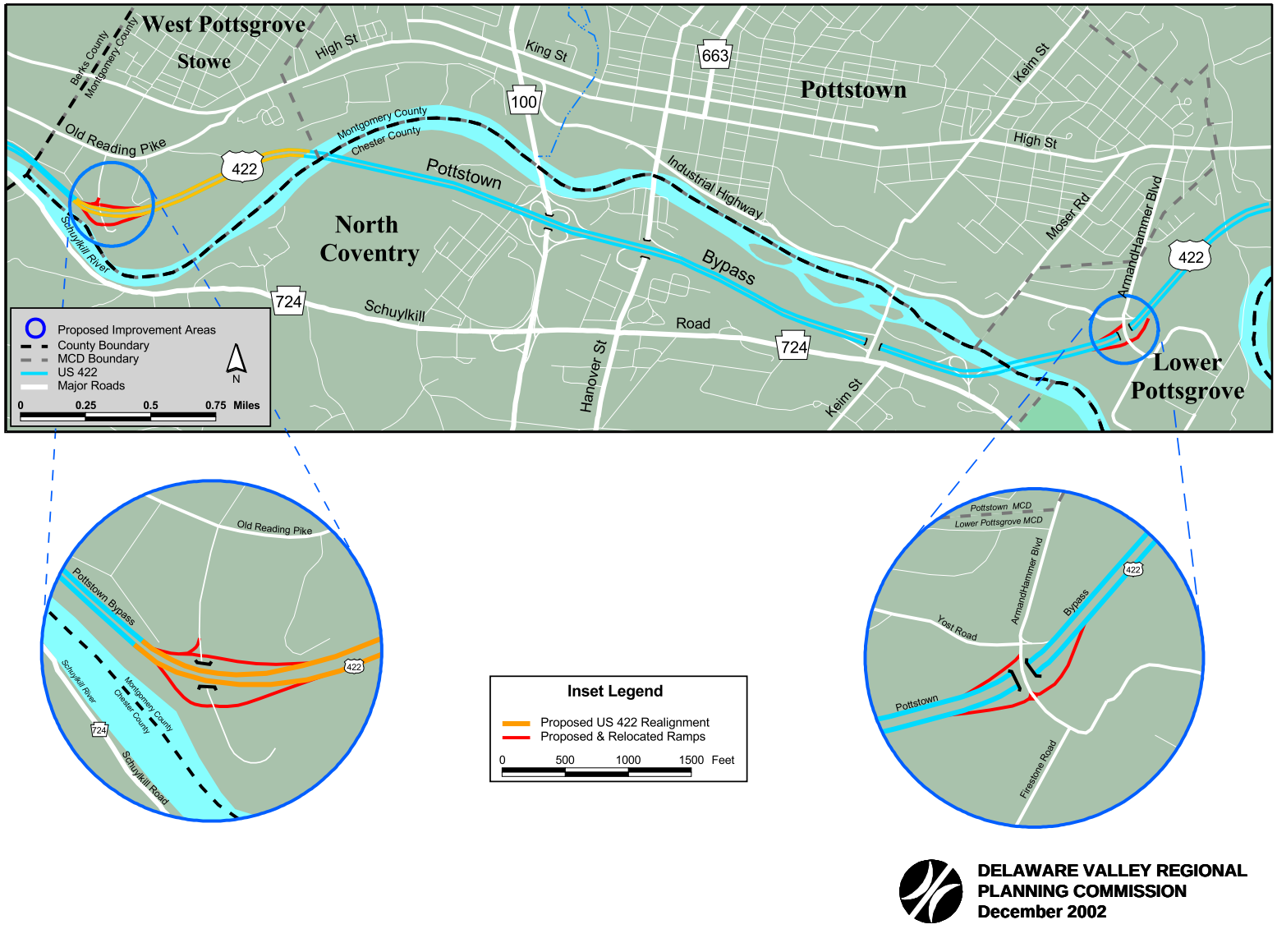
Figure III-3. 2006 & 2026 Build Alternative 2



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IV. TRAVEL FORECASTING PROCEDURES

A. Socioeconomic Projections

DVRPC's long-range population and employment forecasts are revised periodically to reflect changing market trends, development patterns, local and national economic conditions, and available data. The completed forecasts reflect all reasonably known current information and the best professional judgment of predicted future conditions. The revised forecasts adopted by the DVRPC Board in March of 2000 reflect an update to municipal forecasts that were last completed in June 1993.

DVRPC uses a multi-step, multi-source methodology to produce its population and employment forecasts at the county level. County forecasts serve as control totals for municipal forecasts, which are disaggregated from county totals. Municipal forecasts are based on an analysis of historical data trends, adjusted to account for infrastructure availability, environmental constraints to development, local zoning policy, and development proposals. Municipal population forecasts are constrained using density ceilings and floors. County, and when necessary, municipal input is used throughout the process to derive the most likely population forecasts for all geographic levels.

1. Population Forecasting

Population forecasting at the regional level involves review and analysis of six major components: births, deaths, domestic in-migration, domestic out-migration, international immigration, and changes in group quarters, populations (e.g., dormitories, military barracks, prisons, and nursing homes). DVRPC uses both the cohort survival concept to age individuals from one age group to the next, and a modified Markov transition probability model based on the most recent US Census and the US Census' recent Current Population Survey (CPS) research to determine the flow of individuals between the Delaware Valley and the outside world. For movement within the region, Census and IRS migration data coupled with CPS data, are used to determine migration rates between counties. DVRPC relies on county planning offices to, provide information on any known, expected, or forecasted changes in group quarters populations. These major population components are then aggregated and the resulting population forecasts are reviewed by member counties for final adjustments based on local knowledge.

2. Employment Forecasting

Employment is influenced by local, national, and global political and socioeconomic factors. The Bureau of Economic Analysis provides the most complete and consistent time series data on county employment by sector, and serves as DVRPC's primary data source for employment forecasting. Employment sectors include mining, agriculture, construction, manufacturing, transportation, wholesale, retail, finance/insurance, service, government, and military. Other supplemental sources of data include the US Census, Dun &

Bradstreet, Bureau of Labor Statistics, Occupational Privilege tax data, and other public and private sector forecasts. The OBERS shift-share model, in combination with the Woods and Poole Economics' sectoral forecasts, provides the basis for DVRPC's employment forecasts. As in the population forecasts, county-level total employment is used as a control total for sector distribution and municipal-level forecasts. Forecasts are then reviewed by member counties for final adjustments based on local knowledge.

3. Pottstown Bypass (US 422) Study Area Population and Employment Forecasting

DVRPC's long-range population and employment forecasts to year 2025 were developed prior to the release of the 2000 Census, but when the 2000 municipal-level Census population data became available, DVRPC staff reviewed the 2025 population projections and made corrections where necessary. The 2000 Census employment data is scheduled for release in 2003.

Staff reviewed the 1997 population and employment estimates, the 2025 long-range population and employment forecasts, and all proposed land-use developments in the US 422 corridor. Based on this review, DVRPC revised 2025 municipal-level population and employment forecasts recommended for use as inputs to the traffic simulation models used in this study.

For consistency, this study incorporated the demographic forecasts used in ongoing traffic studies being prepared in the greater Phoenixville Area and surrounding the proposed slip ramp interchange between the PA Turnpike and PA 29. In each of these, future year population and employment estimates were developed with the direct participation of the involved municipalities and counties.

Table IV-1 summarizes the population and *Table IV-2,* the employment forecasts used in the Pottstown Bypass Traffic Study. Within the Pottstown Bypass (US 422) Study Area, overall 2025 population is projected to grow by 9.4 percent and employment at a slower rate of 1.7 percent. This population growth results from the counterbalancing of projected declines in Pottstown Borough and West Pottsgrove Township, with projected growths in Lower Pottsgrove Township in Montgomery County, and, to a lessor extent, in North and East Coventry townships in Chester County. A similar pattern in employment by township is projected for the Pottstown Bypass Study Area, although the net growth rate is much less.

Similar population growths (8.9 percent) are projected for the remainder of the US 422 corridor. However, employment in the remainder of the US 422 corridor is projected to be much larger (70.8 percent) than the Pottstown study area. Very large employment growths are projected for Charlestown, East Whiteland, Tredyffrin townships and Phoenixville borough in Chester County, and Upper Providence township in Montgomery County, as a result of planned retail, commercial, and office developments.

Table IV-1. 2025 Population Forecasts for the Pottstown Bypass (US 422) Reconstruction Traffic Study

	POPULATION				2000 to 2025 (Recommended)	
Municipality	1997 DVRPC	2000 CENSUS	Board Adopted 2025	Recommended 2025	Difference	Percent
Pottstown Bypass (US 422) Study Area						
Pottstown Borough	21533	21859	20100	20570	-1289	-6.4%
West Pottsgrove Township	3710	3815	3600	3720	-95	-2.6%
Lower Pottsgrove Township	10509	11213	15150	15540	4327	28.6%
North Coventry Township	8015	7381	9400	8710	1329	14.1%
East Coventry Township	4631	4566	5350	5340	774	14.5%
Subtotal Study Area	**48398**	**48834**	**53600**	**53880**	**5046**	**9.4%**
Remainder US 422 Corridor						
Charlestown Township	3139	4051	4833	7500	3449	71.4%
East Pikeland Township	6815	6551	9550	9860	3309	34.6%
East Whiteland Township	8795	9333	10050	10800	1467	14.6%
Malvern Borough	3129	3059	3450	3350	291	8.4%
Phoenixville Borough	15457	14788	17250	18100	3312	19.2%
Schuylkill Township	6155	6960	7600	11503	4543	59.8%
Tredyffrin Township	29702	29062	32650	32550	3488	10.7%
West Pikeland Township	2852	3551	4200	3600	49	1.2%
West Vincent Township	2660	3170	4300	3950	780	18.1%
Upper Providence Township	12138	15398	21800	24800	9402	43.1%
Subtotal Remainder US 422 Corridor	**90842**	**95923**	**115683**	**126013**	**95923**	**8.9%**
Grand Total	**139240**	**144757**	**169283**	**179893**	**15376**	**9.1%**

Table IV-2. 2025 Employment Forecasts for the Pottstown Bypass (US 422) Reconstruction Traffic Study

Municipality	1997 Employment	Board Adopted 2025	Recommended 2025	1997 to 2025 (Recommended) Difference	Percent
Pottstown Expressway (US 422) Study Area					
Pottstown Borough	14273	13500	13500	-773	-5.7%
West Pottsgrove Township	1998	1700	1700	-298	-17.5%
Lower Pottsgrove Township	2748	3850	3850	1,102	28.6%
North Coventry Township	1303	1600	1600	297	18.6%
East Coventry Township	419	450	450	31	6.9%
Subtotal Study Area	**20741**	**21100**	**21100**	**359**	**1.7%**
Remainder US 422 Corridor					
Charlestown Township	1343	2346	6500	5,157	219.8%
East Pikeland Township	986	900	1300	314	34.9%
East Whiteland Township	19693	27500	43500	23,807	86.6%
Malvern Borough	6012	7900	7250	1,238	15.7%
Phoenixville Borough	5746	6800	13500	7,754	114.0%
Schuylkill Township	2894	1954	3200	306	15.7%
Tredyffrin Township	28625	35000	36000	7,375	21.1%
West Pikeland Township	969	1350	1300	331	24.5%
West Vincent Township	280	500	1200	920	184.0%
Upper Providence Township	6138	12000	27100	20962	174.7%
Subtotal Remainder US 422 Corridor	**72686**	**96250**	**140850**	**68164**	**70.8%**
Grand Total	**93427**	**117350**	**161950**	**68523**	**58.4%**

B. Travel Forecasting Methods

DVRPC's traffic simulation models were used in conjunction with the 2025 DVRPC board-adopted population and employment forecasts to develop traffic forecasts. Projection of travel demand for the Pottstown Bypass (US 422) alternatives was accomplished in two phases. First, a 2025 projection of roadway traffic volumes was made based on the facility improvements included in the transportation alternative under study. In a second step, 2026 link traffic volume projections were prepared by extrapolating from 2025 to 2026; 2006 link volumes were estimated by interpolating between current estimates and the 2025 forecasts.

1. Focused Simulation Process

The regional travel assignments do not give the detailed forecasts of AM and PM peak hour link volumes and turns required for corridor level design studies. In addition, local streets not included in the regional highway network are often of great interest to local planners and engineers. In order to improve the forecasting levels provided and to accommodate these special needs, an enhanced assignment technique focused on a detailed study area is used to produce corridor level highway and transit forecasts. This focused simulation process allows the use of DVRPC regional simulation models, and increases the accuracy and detail of the travel forecasts within the detailed study area. At the same time, all existing and proposed highways throughout the region and their impact on both regional and interregional travel patterns, become an integral part of the simulation process.

A focused approach was used to estimate traffic volumes based on the highway service levels provided by the Pottstown Bypass (US 422) alternatives. The focused simulation process involved adding missing local streets to the network. Simulation zones inside the study area were subdivided so that traffic from existing and proposed land use developments could be loaded directly onto the network.

2. Traffic Assignment Validation and Future Trip Table Preparation

The final step in the preparation of the focused simulation process is the validation of the simulated highway assignment outputs, using current traffic counts taken on roadways serving the study area. The focused simulation model was executed with inputs reflective of 1997 conditions, and the results compared with recent traffic counts collected by DVRPC. Based on this analysis, the focused model produced reasonable daily traffic volumes.

To establish the current travel demand for the area under influence of the proposed roadway access improvements, DVRPC gathered information from a traffic counting effort conducted by field personnel. ATR equipment was set at selected locations. These traffic counts were then tabulated on a peak period and daily basis and factored to represent annual average daily traffic (AADT). These daily traffic counts form the basis for the validation of the travel simulation model. In addition, the peak hour distributions of traffic

at the count locations provide guidance for the estimation of AM and PM peak hour traffic forecasts under the No-Build and Build Alternatives**.**

For this study, the focused 2025 trip table was prepared by disaggregating the socio-economic inputs to the DVRPC trip generation model, and surcharging these data to reflect the additional industrial, commercial, and residential development that was identified in the review of the DVRPC board-adopted 2025 forecast. Following this, the DVRPC model from trip generation through traffic assignment was executed for each of the improvement alternatives. The resulting travel matrix includes all travel patterns throughout the Delaware Valley Region. Travel to and from all parts of Bucks, Chester, Delaware, and Montgomery counties, Philadelphia, and New Jersey via the Delaware River bridges, is included as are trips to/from the remainder of Pennsylvania, New Jersey, and the state of Delaware*.*

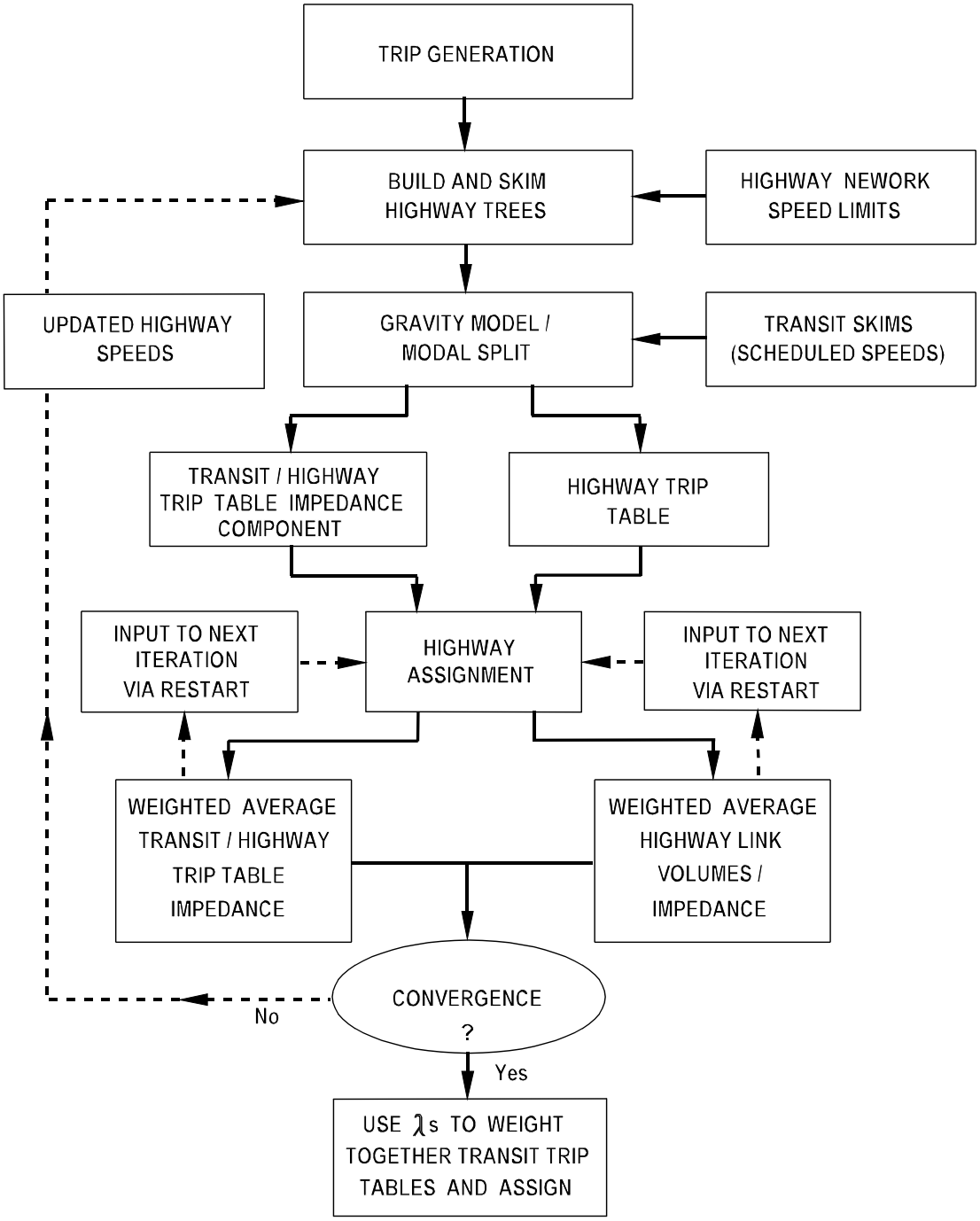
C. Synopsis of the Enhanced DVRPC Travel Simulation Process

The enhanced DVRPC travel simulation process utilizes the Evans Algorithm to iterate the model. The Evans Algorithm re-executes the trip distribution and modal split models, based on updated highway speeds after each iteration of highway assignment and assigns a weight to each iteration. This weight is then used to prepare a convex combination of the link volumes, trip tables for the current iteration, and a running weighted average of the previous iterations. This algorithm converges rapidly to the equilibrium solution on highway travel speeds and congestion levels. About seven iterations are needed for the process to converge to the approximate equilibrium state for travel patterns. After equilibrium is achieved, the weighted average transit trip tables are assigned to the transit networks to produce link and route passenger volumes. The final step of this iterative simulation process is the assignment of vehicle trips to the highway network.

DVRPC's enhanced travel simulation model is disaggregated into separate peak , midday, and evening time periods. This disaggregation begins in trip generation when factors are used to separate daily trips into peak and midday travel. Evening travel is then defined as the residual, after peak and midday travel are removed from daily travel. The enhanced process utilizes completely separate model chains for peak, midday, and evening travel simulation runs. The peak period (combined AM and PM) is defined as 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM; midday is defined as 9:00 AM to 3:00 PM, and evening as 6:00 PM to 7:00 AM. Inputs sensitive to time of day such as highway capacities and transit service levels, were disaggregated to be reflective of time-period-specific conditions.

The enhanced iterative DVRPC model is charted in *Figure IV-1*. The first step in the process involves generating the number of trips that are produced by, and destined for, each traffic zone and cordon station throughout the nine-county region.

Figure IV-1. Evans Implementation Using DVRPC's Regional Simulation Model



Delaware Valley Regional Planning Commission
December 2002

1. Trip Generation

Both internal trips (those made within the DVRPC region) and external trips (those which cross the boundary of the region), must be considered in the simulation of regional travel. Internal trip generation is based on zonal forecasts of population and employment, whereas external trips are estimated from cordon line traffic counts. The latter also include trips which pass through the Delaware Valley region. Estimates of internal trip productions, and attractions by zone are established on the basis of trip rates applied to the zonal estimates of demographic and employment data. This part of the DVRPC model is not iterated on highway travel speed. Rather, estimates of daily trip making by traffic zone are calculated and then disaggregated into peak, midday, and evening time periods.

2. Evans Iteration

The iterative portion of the Evans Algorithm involves updating the highway network restrained link travel speeds, rebuilding the minimum time paths through the network, and skimming the inter-zonal travel time for the minimum paths. Then the trip distribution, modal split, and highway assignment models are executed in sequence for each pass through the model chain *(see Figure IV-1*). After convergence is reached, the transit trip tables for each iteration are weighted together, and the weighted average table assigned to the transit network. The highway trip tables are loaded onto the network during each Evans iteration. A composite highway trip table is not required to perform the highway assignment – rather, the highway link volumes from the assignment are weighted together directly. Seven iterations of the Evans process, for each time period, are performed to ensure that convergence on travel times is reached.

3. Trip Distribution

Trip distribution is the process whereby the zonal trip ends established in the trip generation analysis are linked together to form origin-destination patterns in the trip table format. Peak, midday, and evening trip ends are distributed separately. For each Evans iteration, a series of seven gravity-type distribution models are applied at the zonal level for each time period. These models follow the trip purpose and vehicle type stratifications established in trip generation. Documentation of the trip distribution models is included in the commission report entitled, “1997 Travel Simulation Model for the Delaware Valley Region.”

4. Modal Split

The modal split model is also run separately for the peak, midday and evening time periods. The modal split model calculates the fraction of each person trip interchange in the trip table which should be allocated to transit, and then assigns the residual to highway. The choice between highway and transit usage is made on the basis of comparative cost, travel time, and frequency of service, with other aspects of modal choice being used to modify this basic relationship. In general, the better the transit service, the higher the fraction assigned to transit, although trip purpose and auto ownership also affect the

allocation. The model subdivides highway trips into auto drivers and passengers. Auto driver trips are added to the truck, taxi, and external vehicle trips in preparation for assignment to the highway network. See "1990 Travel Simulation Model for the Delaware Valley Region" for a detailed description of the model parameters.

5. Highway Assignment

The final step in the iterative simulation process is the assignment of vehicle trips to the highway network. For peak, midday, and evening travel, this assignment model produces the future traffic volumes for individual highway links that are required for planning analyses. The highway network and trip table underlying the assignment is regional in nature. This allows the diversion of highway vehicular travel into and through the study area, to various points of entry and exit in response to the characteristics of the transportation system.

For each Evans iteration, highway trips are assigned to the network by determining the best (minimum time and operating cost) route through the highway network for each zonal interchange, and then allocating the inter-zonal highway travel to the highway facilities along that route. This assignment model is "capacity restrained" in that congestion levels are considered when determining the best route. The Evans equilibrium assignment method is used to implement the capacity restraint. When the assignment and associated trip table reach equilibrium, no path faster than the one actually assigned can be found through the network, given the capacity-restrained travel times on each link.

Initial estimates of future year intersection turning volumes were determined by scaling current year turning volumes according to growth factors on each intersection leg. These growth factors are the ratio of future year peak hour link volumes to current peak hour volumes. The future year peak hour link volumes for each leg of the intersection were determined by multiplying the forecasted AADT, an output of the DVRPC traffic assignment, by AM and PM "K" factors. Existing "K" factors were calculated from traffic counts as the ratio of the highest morning and evening hourly volumes to the total AADT. Future year "K" factors were based on the existing "K" factors and the AADT growth on each intersection approach. The resulting forecasted turning volumes for the AM and PM peak hours were reviewed for reasonableness, and adjusted as necessary to balance traffic flows between adjacent intersections.

6. Simulation Error Correction

During the focused model development process, a formal calibration of the model was prepared by comparing current year predicted with counted AADT. DVRPC tried to collect a current traffic count for every existing roadway link for which a forecast is required. The model inputs, parameters, and networks are then fine-tuned for the corridor under study in order to minimize the simulation error. *Table IV-3* summarizes the highway link and ramp volume errors that resulted from the final calibration run for the Pottstown Bypass (US 422)

study area by volume group. This calibration data displays a good overall calibration for the study area, with the totals of simulated and counted link volumes for the Pottstown Bypass and its ramps being within six percent. More acceptable calibrations for PA 100 and for intersecting and parallel roadways were also achieved with simulated errors of 14.4, 21.2, and -7.6 percent, respectively. For the entire study area, simulated and actual link volumes were within one percent. The overall coefficient of determination (R^2) in the calibration was 0.91, which indicates that the model was explaining over 90 percent of the variation in counted AADT link volumes.

This is good calibration, but the simulated future volumes are not used directly as the travel forecast. A calibration factor was calculated for every link with a traffic count (the ratio of current year calibrated to counted traffic volume), and this correction factor applied to correct the future simulated volume. Following this correction, DVRPC staff carefully examined the forecasted traffic volumes for traffic flow theory, reasonableness, and the interrelationship between alternatives. As a final step, any required adjustments were applied to the corrected future volumes to produce the final forecasts.

Table IV-3. Link Volume Error Statistics by Roadway Group

Volume Group	Current Counted	Current Simulated	Error	Percent Error
US 422 Mainline and Ramps	339,353	319,701	-19,652	-5.79%
PA 100 and Ramps	107,130	122,553	15,423	14.40%
Intersecting Arterial Roads	98,361	119,244	20,883	21.23%
Parallel Arterial Roads	222,831	205,877	-16,954	-7.61%
Total	**767,675**	**767,375**	**-300**	**-0.04%**

V. HIGHWAY TRAFFIC FORECASTS

As part of the Pottstown Bypass (US 422) project, traffic forecasts were prepared for 2006, the year that the project is intended to open, and for 2026 — twenty years hence. For both forecast years, estimates of annual average daily traffic (AADT) and AM and PM peak hour volumes were made for all bypass links and ramps in the study area. In addition, traffic forecasts were made for many arterial highways within Pottstown and the surrounding suburban areas. These arterial traffic forecasts are intended to quantify the impact of traffic growth and proposed bypass improvements on traffic congestion within the study area.

For the same reasons, 2006 and 2026 projections of AM and PM peak turning movements were made for selected arterial intersections throughout the study area. These turning movements were used to calculate intersection levels of service under the various alternative freeway configurations and forecast years.

The 2026 AADT traffic projections under the No-Build and two Build alternatives are analyzed in some detail in the sections 1 through 3 below. The 2006 AADT forecasts are presented in Section B. The 2006 and 2026 peak hour and turning movement forecasts are included in Section C.

A. 2026 Average Daily (AADT) Traffic Forecasts

Forecasted design year (2026) average daily traffic volumes for selected highway links within the corridor are presented and analyzed in this part of the report. The first part of this section discusses the forecasted traffic under the No-Build Alternative, while the second and third parts detail the differences between the No-Build and Build alternatives 1 and 2. In all of the AADT figures that follow, the number over the line representing the roadway is the forecasted traffic volume, and the number under the line is the current traffic count.

1. No-Build Alternative

Figure V-1 and *Table V-1* compare existing traffic volumes with future 2026 No-Build traffic forecasts. On the Pottstown Bypass (US 422), the forecasts indicate growth ranges from about 35 percent to 42 percent, with the slightly smaller growth rates forecasted for US 422, the middle of the study area which is dominated by the Borough of Pottstown. The AADT absolute growth ranges from 11,400 vpd at the western end of the study area, to 15,500 vpd on the eastern end, reflecting the regional patterns of land use development which become much more intense towards the Valley Forge/King of Prussia area.

Most of the major north-south roads are expected to see growths in the 37 percent to 60 percent range, with the largest traffic growths (12,300 vpd) occurring on PA 100, south of the Pottstown Bypass (US 422). PA 100, north of Shoemaker Street is also projected to grow significantly (11,200 vpd). PA 100, like the Pottstown Bypass, experiences the highest traffic growth near the study area boundary, reflecting the influence of rapidly growing suburban areas.

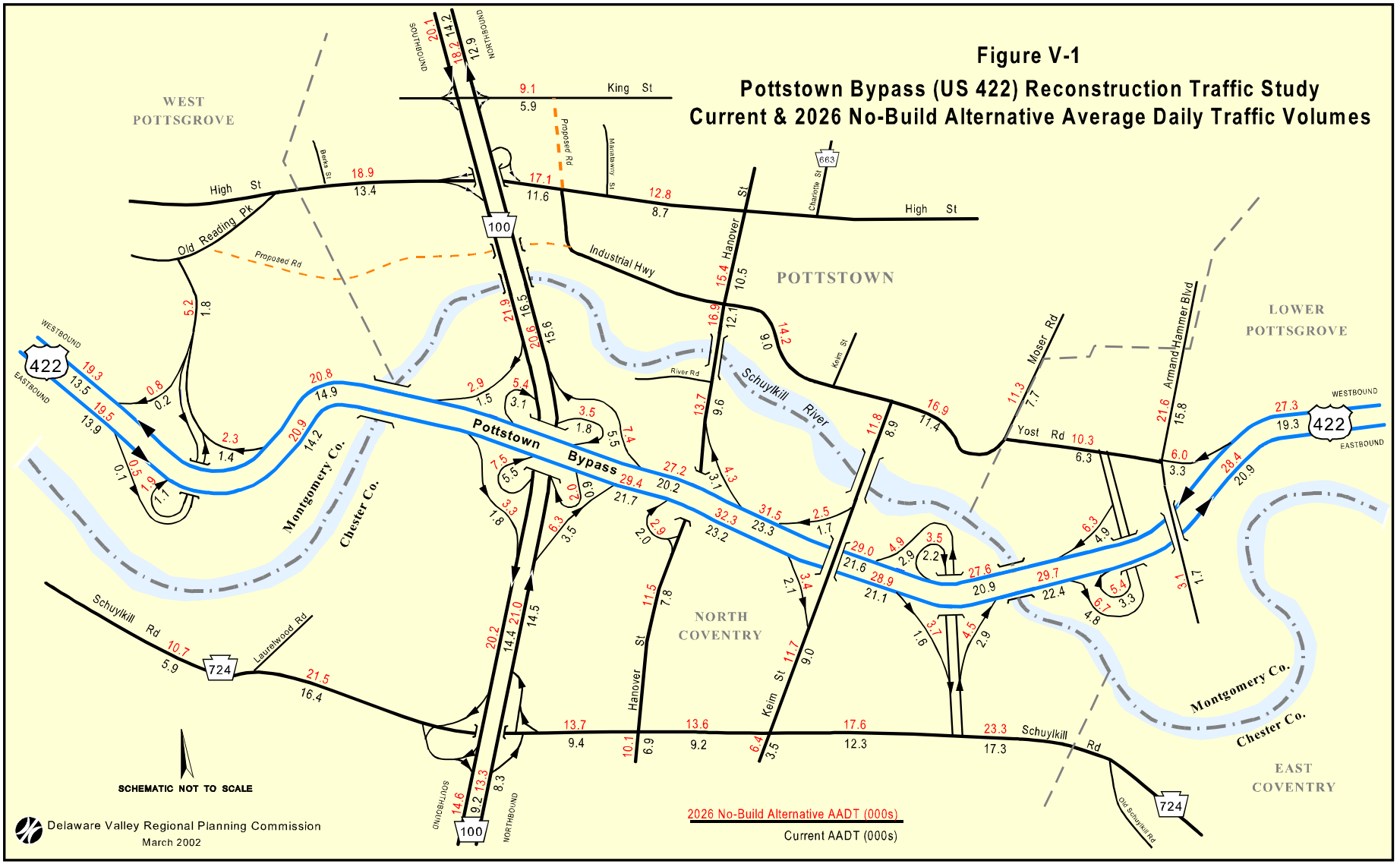


Figure V-1
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current & 2026 No-Build Alternative Average Daily Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
Schuylkill Rd
Laurelwood Rd
River Rd
Proposed Rd
Manatawny St
Charlotte St
Old Schuylkill Rd
WESTBOUND
EASTBOUND
NORTHBOUND
SOUTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2026 No-Build Alternative AADT (000s)
Current AADT (000s)

Table V-I. Current & 2026 No-Build Alternative Average Daily Traffic Volumes

Highway Facility	Location	Current Volume	2026 No-Build Volume	Build / Current Growth	Build / Current Percent
US 422 Main Line					
US 422 WB	Township Line Rd. to Armand Hammer Blvd.	19300	27300	8000	41%
US 422 EB	Armand Hammer Blvd. to Township Line Rd.	20897	28400	7503	36%
US 422 Total	Township Line Rd. to Armand Hammer Blvd.	40197	55700	15503	39%
US 422 WB	Armand Hammer Blvd. to PA 724	20900	27600	6700	32%
US 422 EB	PA 724 to Armand Hammer Blvd.	22353	29700	7347	33%
US 422 Total	Armand Hammer Blvd. to PA 724	43253	57300	14047	32%
US 422 WB	PA 724 to Keim St.	21637	29000	7363	34%
US 422 EB	Keim St. to PA 724	21106	28900	7794	37%
US 422 Total	PA 724 to Keim St.	42744	57900	15156	35%
US 422 WB	Keim St. to Hanover St.	23300	31500	8200	35%
US 422 EB	Hanover St. to Keim St.	23206	32300	9094	39%
US 422 Total	Keim St. to Hanover St.	46506	63800	17294	37%
US 422 WB	Hanover St. to PA 100	20200	27200	7000	35%
US 422 EB	PA 100 to Hanover St.	21743	29400	7657	35%
US 422 Total	Hanover St. to PA 100	41943	56600	14657	35%
US 422 WB	PA 100 to Old Reading Pike	14874	20800	5926	40%
US 422 EB	Old Reading Pike to PA 100	14900	20900	6000	40%
US 422 Total	PA 100 to Old Reading Pike	29774	41700	11926	40%
US 422 WB	Old Reading Pike to Cordon Station	13500	19300	5800	43%
US 422 EB	Cordon Station to Old Reading Pike	13900	19500	5600	40%
US 422 Total	Old Reading Pike to Cordon Station	27400	38800	11400	42%
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	15772	21600	5828	37%
Moser Rd.	Yost Rd. to High St.	7694	11300	3606	47%
Keim St.	PA 724 to US 422	9029	11700	2671	30%
Keim St.	US 422 to Industrial Highway	8936	11800	2864	32%
Hanover St.	PA 724 to US 422	7786	11500	3714	48%
Hanover St.	US 422 to River Rd.	9564	13700	4136	43%
Hanover St.	River Rd. to Industrial Highway	12080	16900	4820	40%
Hanover St.	Industrial Highway to High St.	10536	15400	4864	46%
PA 100 NB	Cedarville Rd. to PA 724	8309	13300	4991	60%
PA 100 SB	PA 724 to Cedarville Rd.	9174	14600	5426	59%
PA 100 Total	Cedarville Rd. to PA 724	17483	27900	10417	60%
PA 100 NB	PA 724 to US 422	14500	21000	6500	45%
PA 100 SB	US 422 to PA 724	14400	20200	5800	40%
PA 100 Total	PA 724 to US 422	28900	41200	12300	43%
PA 100 NB	US 422 to High St.	15636	20600	4964	32%
PA 100 SB	High St. to US 422	16536	21900	5364	32%
PA 100 Total	US 422 to High St.	32172	42500	10328	32%
PA 100 NB	King St. to Shoemaker St.	12900	18200	5300	41%
PA 100 SB	King St. to Shoemaker St.	14200	20100	5900	42%
PA 100 Total	King St. to Shoemaker St.	27100	38300	11200	41%
Old Reading Pike	High St. to US 422	1786	5200	3414	191%

Table V-1. Current & 2026 No-Build Alternative Average Daily Traffic Volumes (Continued)

Highway Facility	Location	Current Volume	2026 No-Build Volume	Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	* 17288	23300	6012	35%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	12277	17600	5323	43%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9214	13600	4386	48%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9418	13700	4282	45%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	* 16390	21500	5110	31%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	5908	10700	4792	81%
Yost Rd.	US 422 Ramps to Moser St.	6283	10300	4017	64%
Industrial Highway	Moser St.,/Yost Rd. to Keim St.	11414	16900	5486	48%
Industrial Highway	Keim St. to Hanover St.	9028	14200	5172	57%
High St.	Hanover St. to Manatawny St.	8719	12800	4081	47%
High St.	Industrial Hwy. to PA 100 Ramps	11564	17100	5536	48%
High St.	PA 100 Ramps to Berks St.	13429	18900	5471	41%
King St.	PA 100 to Manatawny St.	5860	9100	3240	55%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	4785	6700	1915	40%
US 422 WB On-Ramp	Armand Hammer Blvd.	4900	6300	1400	29%
US 422 WB Off-Ramp	Armand Hammer Blvd.	3300	6000	2700	82%
US 422 EB On-Ramp	Armand Hammer Blvd.	3329	5400	2071	62%
US 422 EB On-Ramp	PA 724	2859	4500	1641	57%
US 422 WB Off-Ramp	PA 724	2211	3500	1289	58%
US 422 EB Off-Ramp	PA 724	1613	3700	2087	129%
US 422 WB On-Ramp	PA 724	2856	4900	2044	72%
US 422 EB Off-Ramp	Keim St.	2100	3400	1300	62%
US 422 WB On-Ramp	Keim St.	1700	2500	800	47%
US 422 EB On-Ramp	Hanover St.	1973	2900	927	47%
US 422 WB Off-Ramp	Hanover St.	3057	4300	1243	41%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	3482	6300	2818	81%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	3082	5400	2318	75%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	5515	7500	1985	36%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	5500	7400	1900	35%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	944	2000	1056	112%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1455	2900	1445	99%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1787	3300	1513	85%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1800	3500	1700	94%
US 422 EB On-Ramp	Old Reading Pike	1071	1900	829	77%
US 422 WB Off-Ramp	Old Reading Pike	1378	2300	922	67%
US 422 EB Off-Ramp	Old Reading Pike	87	500	413	475%
US 422 WB On-Ramp	Old Reading Pike	238	800	562	236%

* *Indicates count adjusted on Figures II-1, V-1, V-2, V-3, V-4, V-5, and V-6, for traffic flow purposes.*

Major cross streets with interchanges including Armand Hammer Boulevard, Keim, and Hanover Streets, are projected to grow by 37 percent, 32 percent, and 46 percent, respectively. With the heaviest growth in absolute terms occurring on Armand Hammer Boulevard, 5,800 vpd. Old Reading Pike is projected to grow by 191 percent, but the absolute level of growth (3,400 vpd) is relatively small.

The major parallel roads are also projected to experience significant traffic growth. Schuylkill Road (PA 724) is projected to increase significantly in volume. In percentage terms, this growth ranges from 33 percent on the east (5,800 vpd) to 81 percent on the west (4,800 vpd). Within Pottstown, the Industrial Highway, High Street, and King Street are all projected to grow by roughly 5,000 to 5,500 vpd or in the range of 41 percent to 57 percent.

All of the existing Pottstown Bypass ramps in the study area are projected to grow significantly by the year 2026 under the No-Build Alternative. Generally, traffic growth percentages are larger for ramps that serve traffic patterns to/from the west, but the absolute magnitude of traffic growth was, for the most part, similar for both east-and-west oriented traffic. Traffic growth rates within the Pottstown Bypass (US 422) interchanges ranges from 413 vpd (475 percent) for the eastbound off-ramp within the Stowe (Old Reading Pike) Interchange, to 2,818 vpd (81 percent) for the US 422 eastbound on-ramp from PA 100 northbound to US 422 eastbound.

2. Build Alternative 1

Figure V-2 and *Table V-2* present the 2026 average daily traffic (AADT) forecasts under Build Alternative 1. This alternative maintains the 4-lane configuration of the Pottstown Bypass, except to eliminate the PA 724 interchange and relocate the westbound off-and eastbound on-ramp movements to Keim Street; it improves the geometry of the Stowe and Armand Hammer interchanges, while continuing to serve all traffic movements. For this reason, traffic volumes on the Pottstown Bypass under this alternative are almost unchanged, except for the link immediately east of Keim Street, which is reduced by a total of about 1,700 vpd as a result of eastbound bypass traffic exiting and westbound traffic entering at Keim Street instead of the PA 724 interchange.

Traffic volumes increase somewhat (by 1,200 vpd) as a result of the improved geometry within the Stowe (Old Reading Pike) interchange. The consolidation of the Armand Hammer interchange into a diamond interchange increases traffic volumes by a net total of 400 daily vehicles. Traffic volumes on north-south and parallel streets serving the Pottstown Bypass interchanges are also almost unchanged, except for Keim Street, where traffic volumes are increased significantly, especially south of the bypass, as a result of traffic formerly using the PA 724 interchange now diverted to this interchange. Traffic volumes within the intersection of Keim Street and the Industrial Highway are increased, but the impact of Alternative 1 on the Keim Street/PA 724 intersection is especially significant.

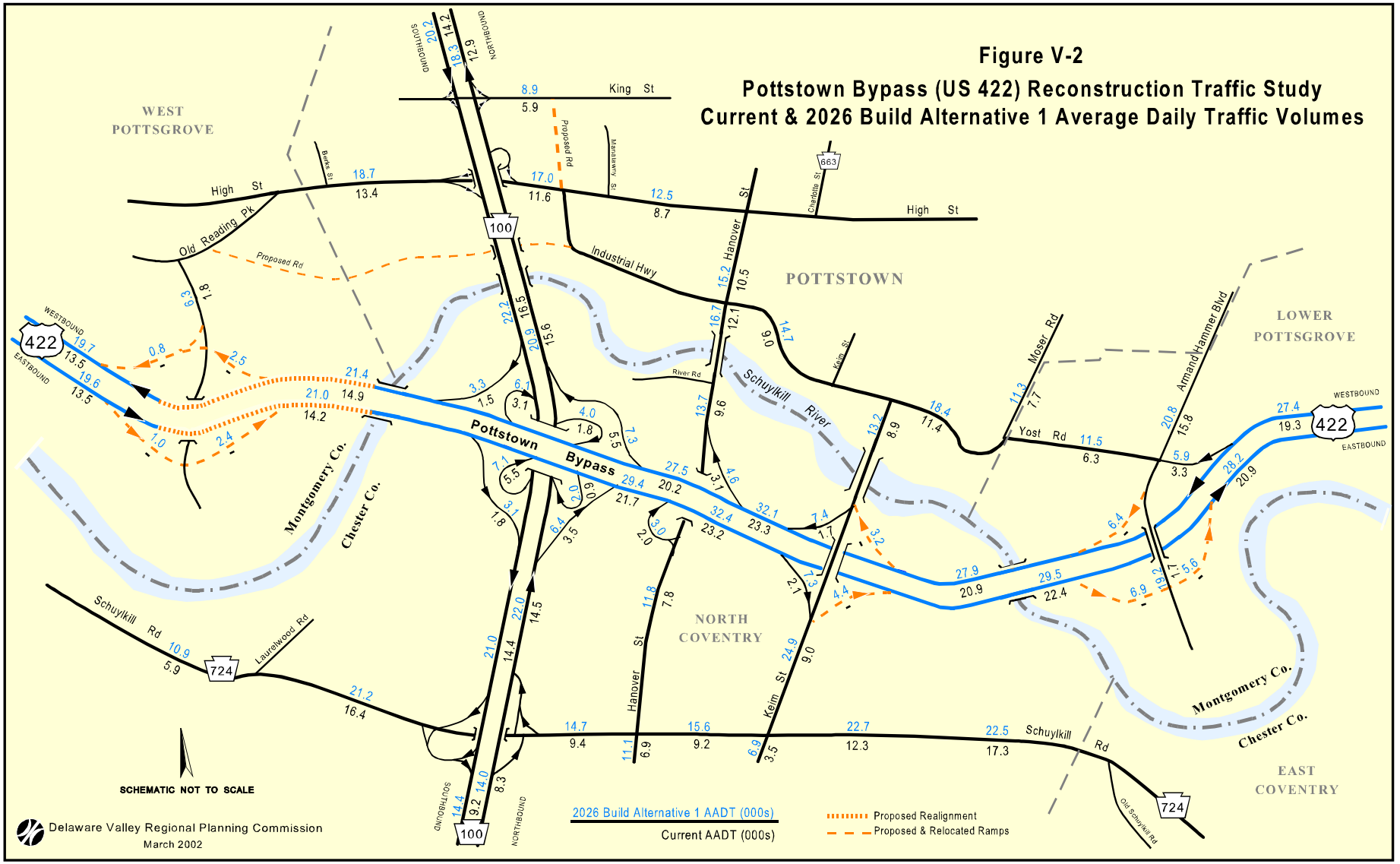


Figure V-2
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current & 2026 Build Alternative 1 Average Daily Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Moser Rd
Armand Hammer Blvd
Yost Rd
Keim St
River Rd
Schuylkill Rd
Laurelwood Rd
Proposed Rd
Old Schuylkill Rd
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2026 Build Alternative 1 AADT (000s)
Current AADT (000s)
Proposed Realignment
Proposed & Relocated Ramps

Table V-2. Current & 2026 Build Alternative 1 Average Daily Traffic Volumes

Highway Facility	Location	Current Volume	2026 Build Alt. 1 Volume	Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Township Line Rd. to Armand Hammer Blvd.	19300	27400	8100	42%
US 422 EB	Armand Hammer Blvd. to Township Line Rd.	20897	28200	7303	35%
US 422 Total	Township Line Rd. to Armand Hammer Blvd.	40197	55600	15403	38%
US 422 WB	Armand Hammer Blvd. to PA 724	20900	27900	7000	33%
US 422 EB	PA 724 to Armand Hammer Blvd.	22353	29500	7147	32%
US 422 Total	Armand Hammer Blvd. to PA 724	43253	57400	14147	33%
US 422 WB	PA 724 to Keim St.	21637	27900	6263	29%
US 422 EB	Keim St. to PA 724	21106	29500	8394	40%
US 422 Total	PA 724 to Keim St.	42744	57400	14656	34%
US 422 WB	Keim St. to Hanover St.	23300	32100	8800	38%
US 422 EB	Hanover St. to Keim St.	23206	32400	9194	40%
US 422 Total	Keim St. to Hanover St.	46506	64500	17994	39%
US 422 WB	Hanover St. to PA 100	20200	27500	7300	36%
US 422 EB	PA 100 to Hanover St.	21743	29400	7657	35%
US 422 Total	Hanover St. to PA 100	41943	56900	14957	36%
US 422 WB	PA 100 to Old Reading Pike	14874	21400	6526	44%
US 422 EB	Old Reading Pike to PA 100	14900	21000	6100	41%
US 422 Total	PA 100 to Old Reading Pike	29774	42400	12626	42%
US 422 WB	Old Reading Pike to Cordon Station	13500	19700	6200	46%
US 422 EB	Cordon Station to Old Reading Pike	13900	19600	5700	41%
US 422 Total	Old Reading Pike to Cordon Station	27400	39300	11900	43%
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	15772	20800	5028	32%
Moser Rd.	Yost Rd. to High St.	7694	11300	3606	47%
Keim St.	PA 724 to US 422	9029	24900	15871	176%
Keim St.	US 422 to Industrial Highway	8936	13200	4264	48%
Hanover St.	Schuylkill Rd. to US 422	7786	11800	4014	52%
Hanover St.	US 422 to River Rd.	9564	13700	4136	43%
Hanover St.	River Rd. to Industrial Highway	12080	16700	4620	38%
Hanover St.	Industrial Highway to High St.	10536	15200	4664	44%
PA 100 NB	Cedarville Rd. to PA 724	8309	14000	5691	68%
PA 100 SB	PA 724 to Cedarville	9174	14400	5226	57%
PA 100 Total	Cedarville Rd. to PA 724	17483	28400	10917	62%
PA 100 NB	PA 724 to US 422	14500	22000	7500	52%
PA 100 SB	US 422 to PA 724	14400	21000	6600	46%
PA 100 Total	PA 724 to US 422	28900	43000	14100	49%
PA 100 NB	US 422 to High St.	15636	20900	5264	34%
PA 100 SB	High St. to US 422	16536	22200	5664	34%
PA 100 Total	US 422 to High St.	32172	43100	10928	34%
PA 100 NB	King St. to Shoemaker St.	12900	18300	5400	42%
PA 100 SB	King St. to Shoemaker St.	14200	20200	6000	42%
PA 100 Total	King St. to Shoemaker St.	27100	38500	11400	42%
Old Reading Pike	High St. to US 422	1786	6300	4514	253%

Table V-2. Current & 2026 Build Alternative 1 Average Daily Traffic Volumes (Continued)

Highway Facility	Location	Current Volume	2026 Build Alt. 1 Volume	Build / Current Growth	Build / Current Percent
Parallel Roads					
Schuylkill Rd.	Old Schuylkill Rd. to PA 724	* 17288	22500	5212	30%
Schuylkill Rd.	PA 724 Ramp to Keim St.	12277	22700	10423	85%
Schuylkill Rd.	Keim St. to Hanover St.	9214	15600	6386	69%
Schuylkill Rd.	Hanover St. to PA 100	9418	14700	5282	56%
Schuylkill Rd.	PA 100 to Laurelwood Rd.	* 16390	21200	4810	29%
Schuylkill Rd.	Laurelwood Rd. to Catfish Ln.	5908	10900	4992	84%
Yost Rd.	US 422 Ramps to Moser	6283	11500	5217	83%
Industrial Highway	Moser St.,/Yost Rd. to Keim St.	11414	18400	6986	61%
Industrial Highway	Keim St. to Hanover	9028	14700	5672	63%
High St.	Hanover St. to Manatawny St.	8719	12500	3781	43%
High St.	Industrial Hwy. to PA 100 Ramps	11564	17000	5436	47%
High St.	PA 100 Ramps to Berks St.	13429	18700	5271	39%
King St.	PA 100 to Manatawny	5860	8900	3040	52%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	4785	6900	2115	44%
US 422 WB On-Ramp	Armand Hammer Blvd.	4900	6400	1500	31%
US 422 WB Off-Ramp	Armand Hammer Blvd.	3300	5900	2600	79%
US 422 EB On-Ramp	Armand Hammer Blvd.	3329	5600	2271	68%
US 422 EB On-Ramp	Keim St.	2859	4400	1541	54%
US 422 WB Off-Ramp	Keim St.	2211	3200	989	45%
US 422 EB Off-Ramp	Keim St.	2100	7300	5200	248%
US 422 WB On-Ramp	Keim St.	1700	7400	5700	335%
US 422 EB On-Ramp	Hanover St.	1973	3000	1027	52%
US 422 WB Off-Ramp	Hanover St.	3057	4600	1543	50%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	3482	6400	2918	84%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	3082	6100	3018	98%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	5515	7100	1585	29%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	5500	7300	1800	33%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	944	2000	1056	112%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1455	3300	1845	127%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1787	3100	1313	74%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1800	4000	2200	122%
US 422 EB On-Ramp	Old Reading Pike	1071	2400	1329	124%
US 422 WB Off-Ramp	Old Reading Pike	1378	2500	1122	81%
US 422 EB Off-Ramp	Old Reading Pike	87	1000	913	1049%
US 422 WB On-Ramp	Old Reading Pike	238	800	562	236%

* *Indicates count adjusted on Figures II-1, V-1, V-2, V-3, V-4, V-5, and V-6, for traffic flow purposes.*

Traffic volumes on Keim Street, between the Pottstown Bypass ramps and PA 724, more than double (from 11,700 to 24,900 vpd) as a result of the elimination of the PA 724 interchange. This Keim Street volume increase results in very heavy left turns from Keim Street southbound to PA 724 eastbound and the reverse movement.

3. Build Alternative 2

Figure V-3 and *Table V-3* compare the traffic forecasts for Build Alternative 2 with current traffic counts. This alternative differs from Build Alternative 1 in that the PA 724 interchange has been reinstated principally to relieve congestion within the Keim Street/PA 724 intersection. For this reason, 2026 traffic forecasts for US 422 Bypass and the Keim Street and PA 724 interchanges are very similar to the No-Build projections. The Stowe and Armand Hammer interchanges traffic forecasts still increase slightly over the No-Build configuration, because of geometric improvements included in the reconstruction (1,200 and 400 vpd, respectively).

B. 2006 Average Daily (AADT) Traffic Forecasts

Figures V-4, V-5, and V-6 and *Tables V-4, V-5*, and *V-6* present 2006 AADT traffic forecasts for the No-Build, Build Alternative 1, and Build Alternative 2, respectively. These forecasted traffic volumes represent opening year traffic volumes. They have much the same patterns of differences between alternatives, as noted above for the 2026 forecasts. However, the 2006 traffic volume growths are much less than those forecasted for 2026. In the link volume forecast figures presented in this section, the number over the line representing the roadway represents the forecasted 2006 traffic volume and the number under the line the current traffic count, factored to represent annual average daily traffic (AADT).

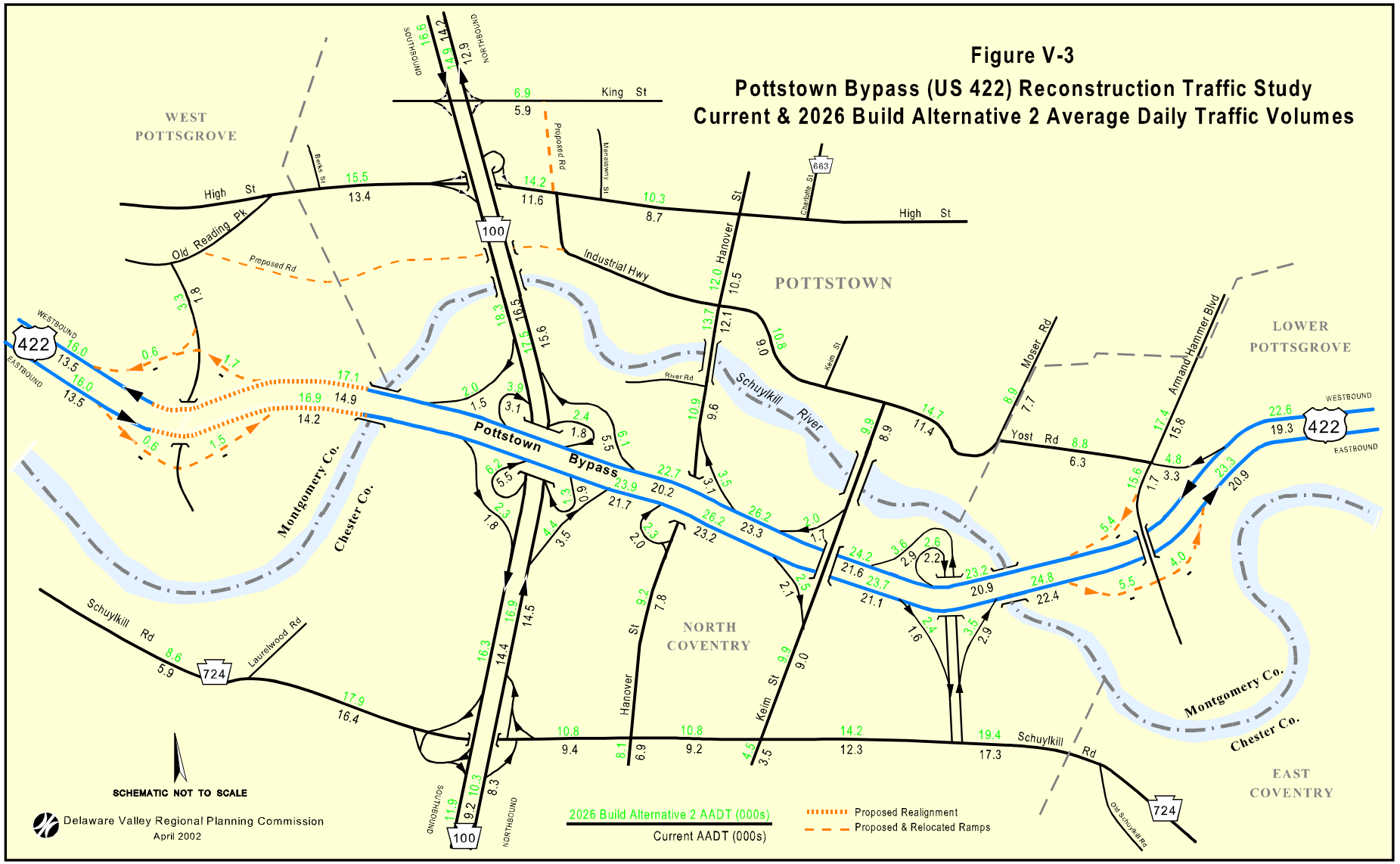


Figure V-3
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current & 2026 Build Alternative 2 Average Daily Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Moser Rd
Armand Hammer Blvd
Yost Rd
Keim St
River Rd
Schuylkill Rd
Laurelwood Rd
Proposed Rd
Berks St
Manatawny St
Charlotte St
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
April 2002
2026 Build Alternative 2 AADT (000s)
Current AADT (000s)
Proposed Realignment
Proposed & Relocated Ramps

Table V-3. Current & 2026 Build Alternative 2 Average Daily Traffic Volumes

Highway Facility	Location	Current Volume	2026 Build Alt. 2 Volume	Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Township Line Rd. to Armand Hammer Blvd.	19300	27400	8100	42%
US 422 EB	Armand Hammer Blvd. to Township Line Rd.	20897	28100	7203	34%
US 422 Total	Township Line Rd. to Armand Hammer Blvd.	40197	55500	15303	38%
US 422 WB	Armand Hammer Blvd. to PA 724	20900	27600	6700	32%
US 422 EB	PA 724 to Armand Hammer Blvd.	22353	29600	7247	32%
US 422 Total	Armand Hammer Blvd. to PA 724	43253	57200	13947	32%
US 422 WB	PA 724 to Keim St.	21637	29200	7563	35%
US 422 EB	Keim St. to PA 724	21106	28800	7694	36%
US 422 Total	PA 724 to Keim St.	42744	58000	15256	36%
US 422 WB	Keim St. to Hanover St.	23300	31700	8400	36%
US 422 EB	Hanover St. to Keim St.	23206	32200	8994	39%
US 422 Total	Keim St. to Hanover St.	46506	63900	17394	37%
US 422 WB	Hanover St. to PA 100	20200	27400	7200	36%
US 422 EB	PA 100 to Hanover St.	21743	29300	7557	35%
US 422 Total	Hanover St. to PA 100	41943	56700	14757	35%
US 422 WB	PA 100 to Old Reading Pike	14874	21100	6226	42%
US 422 EB	Old Reading Pike to PA 100	14900	20800	5900	40%
US 422 Total	PA 100 to Old Reading Pike	29774	41900	12126	41%
US 422 WB	Old Reading Pike to Cordon Station	13500	19400	5900	44%
US 422 EB	Cordon Station to Old Reading Pike	13900	19400	5500	40%
US 422 Total	Old Reading Pike to Cordon Station	27400	38800	11400	42%
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	15772	20,700	4928	31%
Moser Rd.	Yost Rd. to High St.	7694	11,200	3506	46%
Keim St.	PA 724 to US 422	9029	11700	2671	30%
Keim St.	US 422 to Industrial Highway	8936	11900	2964	33%
Hanover St.	Schuylkill Rd. (PA 724) to US 422	7786	11300	3514	45%
Hanover St.	US 422 to River Rd.	9564	13500	3936	41%
Hanover St.	River Rd. to Industrial Highway	12080	16900	4820	40%
Hanover St.	Industrial Highway to High St.	10536	15000	4464	42%
PA 100 NB	Cedarville Rd. to PA 724	8309	13600	5291	64%
PA 100 SB	PA 724 to Cedarville Rd.	9174	14300	5126	56%
PA 100 Total	Cedarville Rd. to PA 724	17483	27900	10417	60%
PA 100 NB	PA 724 to US 422	14500	21300	6800	47%
PA 100 SB	US 422 to PA 724	14400	20400	6000	42%
PA 100 Total	PA 724 to US 422	28900	41700	12800	44%
PA 100 NB	US 422 to High St.	15636	20700	5064	32%
PA 100 SB	High St. to US 422	16536	22000	5464	33%
PA 100 Total	US 422 to High St.	32172	42700	10528	33%
PA 100 NB	King St. to Shoemaker St.	12900	18300	5400	42%
PA 100 SB	King St. to Shoemaker St.	14200	20100	5900	42%
PA 100 Total	King St. to Shoemaker St.	27100	38400	11300	42%
Old Reading Pike	High St. to US 422	1786	6400	4614	258%

Table V-3. Current & 2026 Build Alternative 2 Average Daily Traffic Volumes (Continued)

Highway Facility	Location	Current Volume	2026 Build Alt. 2 Volume	Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	* 17288	23600	6312	37%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	12277	18000	5723	47%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9214	14000	4786	52%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9418	14000	4582	49%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	* 16390	21600	5210	32%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	5908	10800	4892	83%
Yost Rd.	US 422 Ramps to Moser St.	6283	11400	5117	81%
Industrial Highway	Moser St.,/Yost Rd. to Keim St.	11414	18300	6886	60%
Industrial Highway	Keim St. to Hanover St.	9028	14300	5272	58%
High St.	Hanover St. to Manatawny St.	8719	12400	3681	42%
High St.	Industrial Hwy. to PA 100 Ramps	11564	17200	5636	49%
High St.	PA 100 Ramps to Berks St.	13429	18800	5371	40%
King St.	PA 100 to Manatawny St.	5860	9000	3140	54%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	4785	7000	2215	46%
US 422 WB On-Ramp	Armand Hammer Blvd.	4900	6300	1400	29%
US 422 WB Off-Ramp	Armand Hammer Blvd.	3300	6100	2800	85%
US 422 EB On-Ramp	Armand Hammer Blvd.	3329	5500	2171	65%
US 422 EB On-Ramp	PA 724	2859	4700	1841	64%
US 422 WB Off-Ramp	PA 724	2211	3400	1189	54%
US 422 EB Off-Ramp	PA 724	1613	3900	2287	142%
US 422 WB On-Ramp	PA 724	2856	5000	2144	75%
US 422 EB Off-Ramp	Keim St.	2100	3400	1300	62%
US 422 WB On-Ramp	Keim St.	1700	2500	800	47%
US 422 EB On-Ramp	Hanover St.	1973	2900	927	47%
US 422 WB Off-Ramp	Hanover St.	3057	4300	1243	41%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	3482	6300	2818	81%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	3082	5600	2518	82%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	5515	7500	1985	36%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	5500	7400	1900	35%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	944	2000	1056	112%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1455	3000	1545	106%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1787	3300	1513	85%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1800	3700	1900	106%
US 422 EB On-Ramp	Old Reading Pike	1071	2400	1329	124%
US 422 WB Off-Ramp	Old Reading Pike	1378	2500	1122	81%
US 422 EB Off-Ramp	Old Reading Pike	87	1000	913	1049%
US 422 WB On-Ramp	Old Reading Pike	238	800	562	236%

* *Indicates count adjusted on Figures II-1, V-1, V-2, V-3, V-4, V-5, and V-6, for traffic flow purposes.*

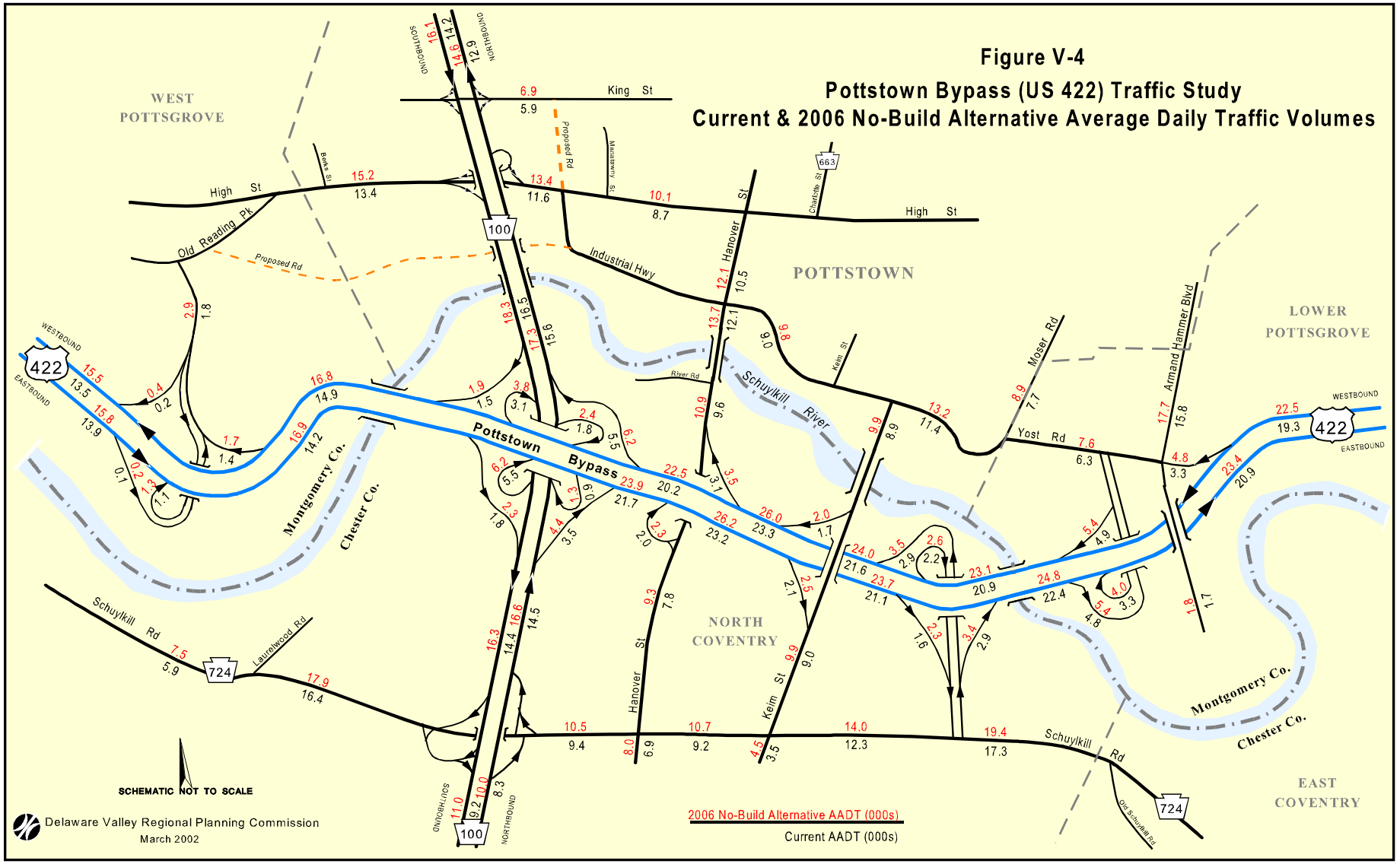


Figure V-4
Pottstown Bypass (US 422) Traffic Study
Current & 2006 No-Build Alternative Average Daily Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
Schuylkill Rd
Laurelwood Rd
Proposed Rd
River Rd
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2006 No-Build Alternative AADT (000s)
Current AADT (000s)

Table V-4. Current & 2006 No-Build Alternative Average Daily Traffic Volumes

Highway Facility	Location	Current Volume	2006 No-Build Volume	Build / Current Growth	Build / Current Percent
US 422 Main Line					
US 422 WB	Township Line Rd. to Armand Hammer Blvd.	19300	22500	3200	17%
US 422 EB	Armand Hammer Blvd. to Township Line Rd.	20897	23400	2503	12%
US 422 Total	Township Line Rd. to Armand Hammer Blvd.	40197	45900	5703	14%
US 422 WB	Armand Hammer Blvd. to PA 724	20900	23100	2200	11%
US 422 EB	PA 724 to Armand Hammer Blvd.	22353	24800	2447	11%
US 422 Total	Armand Hammer Blvd. to PA 724	43253	47900	4647	11%
US 422 WB	PA 724 to Keim St.	21637	24000	2363	11%
US 422 EB	Keim St. to PA 724	21106	23700	2594	12%
US 422 Total	PA 724 to Keim St.	42744	47700	4956	12%
US 422 WB	Keim St. to Hanover St.	23300	26000	2700	12%
US 422 EB	Hanover St. to Keim St.	23206	26200	2994	13%
US 422 Total	Keim St. to Hanover St.	46506	52200	5694	12%
US 422 WB	Hanover St. to PA 100	20200	22500	2300	11%
US 422 EB	PA 100 to Hanover St.	21743	23900	2157	10%
US 422 Total	Hanover St. to PA 100	41943	46400	4457	11%
US 422 WB	PA 100 to Old Reading Pike	14874	16800	1926	13%
US 422 EB	Old Reading Pike to PA 100	14900	16900	2000	13%
US 422 Total	PA 100 to Old Reading Pike	29774	33700	3926	13%
US 422 WB	Old Reading Pike to Cordon Station	13500	15500	2000	15%
US 422 EB	Cordon Station to Old Reading Pike	13900	15800	1900	14%
US 422 Total	Old Reading Pike to Cordon Station	27400	31300	3900	14%
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	15772	17,700	1928	12%
Moser Rd.	Yost Rd. to High St.	7694	8,900	1206	16%
Keim St.	PA 724 to US 422	9029	9900	871	10%
Keim St.	US 422 to Industrial Highway	8936	9900	964	11%
Hanover St.	Schuylkill Rd. (PA 724) to US 422	7786	9300	1514	19%
Hanover St.	US 422 to River Rd.	9564	10900	1336	14%
Hanover St.	River Rd. to Industrial Highway	12080	13700	1620	13%
Hanover St.	Industrial Highway to High St.	10536	12100	1564	15%
PA 100 NB	Cedarville Rd. to PA 724	8309	10000	1691	20%
PA 100 SB	PA 724 to Cedarville Rd.	9174	11000	1826	20%
PA 100 Total	Cedarville Rd. to PA 724	17483	21000	3517	20%
PA 100 NB	PA 724 to US 422	14500	16600	2100	14%
PA 100 SB	US 422 to PA 724	14400	16300	1900	13%
PA 100 Total	PA 724 to US 422	28900	32900	4000	14%
PA 100 NB	US 422 to High St.	15636	17300	1664	11%
PA 100 SB	High St. to US 422	16536	18300	1764	11%
PA 100 Total	US 422 to High St.	32172	35600	3428	11%
PA 100 NB	King St. to Shoemaker St.	12900	14600	1700	13%
PA 100 SB	King St. to Shoemaker St.	14200	16100	1900	13%
PA 100 Total	King St. to Shoemaker St.	27100	30700	3600	13%
Old Reading Pike	High St. to US 422	1786	2900	1114	62%

Table V-4. Current & 2006 No-Build Alternative Average Daily Traffic Volumes (Continued)

Highway Facility	Location	Current Volume	2006 No-Build Volume	Build / Current Growth	Build / Current Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	* 17288	19400	2112	12%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	12277	14000	1723	14%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9214	10700	1486	16%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9418	10500	1082	11%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	* 16390	17900	1510	9%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	5908	7500	1592	27%
Yost Rd.	US 422 Ramps to Moser St.	6283	7600	1317	21%
Industrial Highway	Moser St.,/Yost Rd. to Keim St.	11414	13200	1786	16%
Industrial Highway	Keim St. to Hanover St.	9028	9800	772	9%
High St.	Hanover St. to Manatawny St.	8719	10100	1381	16%
High St.	Industrial Hwy. to PA 100 Ramps	11564	13400	1836	16%
High St.	PA 100 Ramps to Berks St.	13429	15200	1771	13%
King St.	PA 100 to Manatawny St.	5860	6900	1040	18%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	4785	5400	615	13%
US 422 WB On-Ramp	Armand Hammer Blvd.	4900	5400	500	10%
US 422 WB Off-Ramp	Armand Hammer Blvd.	3300	4800	1500	45%
US 422 EB On-Ramp	Armand Hammer Blvd.	3329	4000	671	20%
US 422 Ramps (Continued)					
US 422 EB On-Ramp	PA 724	2859	3400	541	19%
US 422 WB Off-Ramp	PA 724	2211	2600	389	18%
US 422 EB Off-Ramp	PA 724	1613	2300	687	43%
US 422 WB On-Ramp	PA 724	2856	3500	644	23%
US 422 EB Off-Ramp	Keim St.	2100	2500	400	19%
US 422 WB On-Ramp	Keim St.	1700	2000	300	18%
US 422 EB On-Ramp	Hanover St.	1973	2300	327	17%
US 422 WB Off-Ramp	Hanover St.	3057	3500	443	14%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	3482	4400	918	26%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	3082	3800	718	23%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	5515	6200	685	12%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	5500	6200	700	13%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	944	1300	356	38%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1455	1900	445	31%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1787	2300	513	29%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1800	2400	600	33%
US 422 EB On-Ramp	Old Reading Pike	1071	1300	229	21%
US 422 WB Off-Ramp	Old Reading Pike	1378	1700	322	23%
US 422 EB Off-Ramp	Old Reading Pike	87	200	113	130%
US 422 WB On-Ramp	Old Reading Pike	238	400	162	68%

* *Indicates count adjusted on Figures II-1, V-1, V-2, V-3, V-4, V-5, and V-6, for traffic flow purposes.*

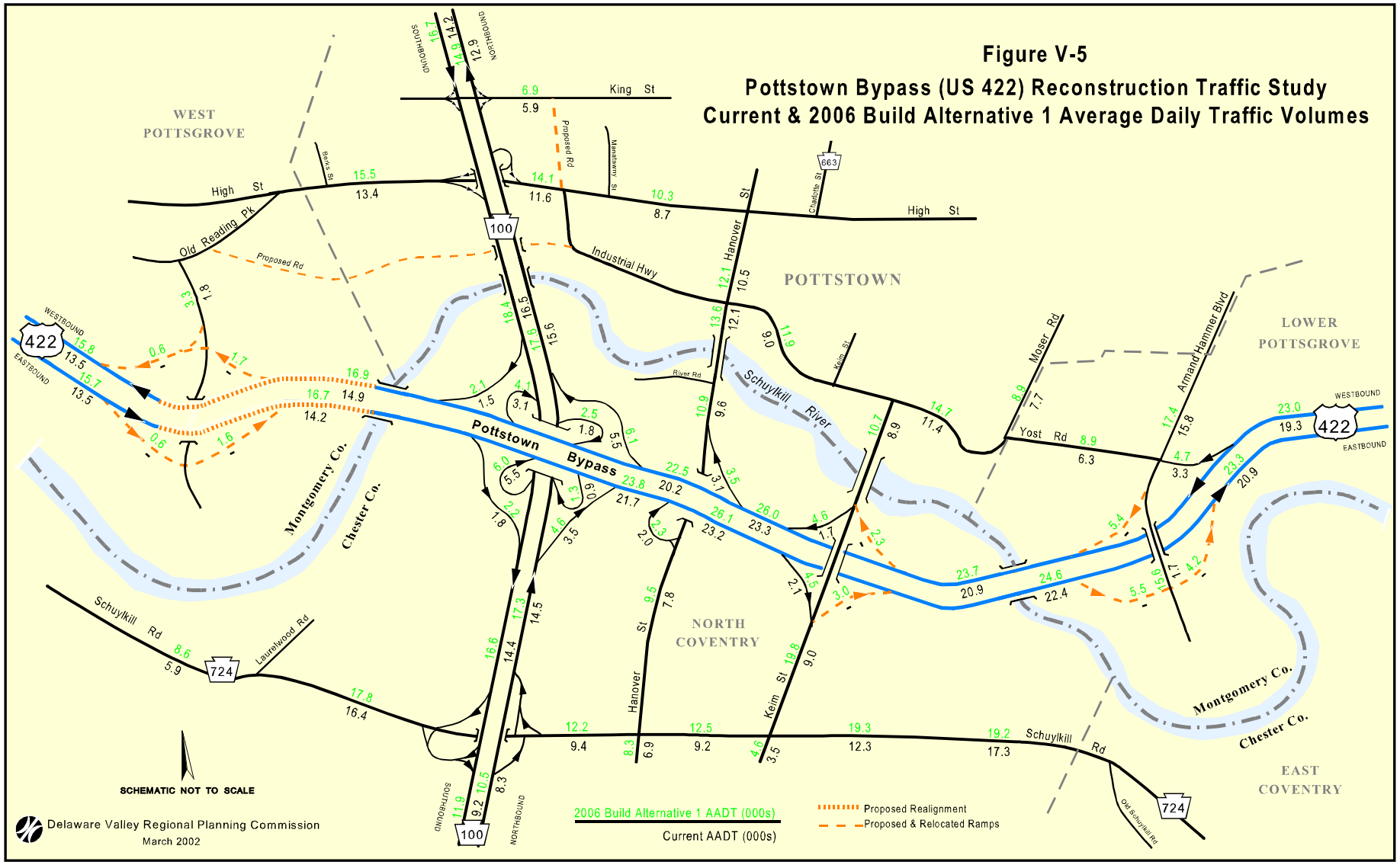


Figure V-5
Pottstown Bypass (US 422) Reconstruction Traffic Study
Current & 2006 Build Alternative 1 Average Daily Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Proposed Rd
Industrial Hwy
Hanover St
Keim St
Moser Rd
Yost Rd
Armand Hammer Blvd
Schuylkill Rd
Laurelwood Rd
River Rd
Starks St
Manatawny St
Charlotte St
WESTBOUND
EASTBOUND
NORTHBOUND
SOUTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2006 Build Alternative 1 AADT (000s)
Current AADT (000s)
Proposed Realignment
Proposed & Relocated Ramps

Table V-5. Current & 2006 Build Alternative 1 Average Daily Traffic Volumes

Highway Facility	Location	Current Volume	2006 Build Alt. 1 Volume	Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Township Line Rd. to Armand Hammer Blvd.	19300	22500	3200	17%
US 422 EB	Armand Hammer Blvd. to Township Line Rd.	20897	23300	2403	11%
US 422 Total	Township Line Rd. to Armand Hammer Blvd.	40197	45800	5603	14%
US 422 WB	Armand Hammer Blvd. to PA 724	20900	23700	2800	13%
US 422 EB	PA 724 to Armand Hammer Blvd.	22353	24600	2247	10%
US 422 Total	Armand Hammer Blvd. to PA 724	43253	48300	5047	12%
US 422 WB	PA 724 to Keim St.	21637	23700	2063	10%
US 422 EB	Keim St. to PA 724	21106	24600	3494	17%
US 422 Total	PA 724 to Keim St.	42744	48300	5556	13%
US 422 WB	Keim St. to Hanover St.	23300	26000	2700	12%
US 422 EB	Hanover St. to Keim St.	23206	26100	2894	12%
US 422 Total	Keim St. to Hanover St.	46506	52100	5594	12%
US 422 WB	Hanover St. to PA 100	20200	22500	2300	11%
US 422 EB	PA 100 to Hanover St.	21743	23800	2057	9%
US 422 Total	Hanover St. to PA 100	41943	46300	4357	10%
US 422 WB	PA 100 to Old Reading Pike	14874	16900	2026	14%
US 422 EB	Old Reading Pike to PA 100	14900	16700	1800	12%
US 422 Total	PA 100 to Old Reading Pike	29774	33600	3826	13%
US 422 WB	Old Reading Pike to Cordon Station	13500	15800	2300	17%
US 422 EB	Cordon Station to Old Reading Pike	13900	15700	1800	13%
US 422 Total	Old Reading Pike to Cordon Station	27400	31500	4100	15%
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	15772	17400	1628	10%
Moser Rd.	Yost Rd. to High St.	7694	8900	1206	16%
Keim St.	PA 724 to US 422	9029	19800	10771	119%
Keim St.	US 422 to Industrial Highway	8936	10700	1764	20%
Hanover St.	Schuylkill Rd. to US 422	7786	9500	1714	22%
Hanover St.	US 422 to River Rd.	9564	10900	1336	14%
Hanover St.	River Rd. to Industrial Highway	12080	13600	1520	13%
Hanover St.	Industrial Highway to High St.	10536	12100	1564	15%
PA 100 NB	Cedarville Rd. to PA 724	8309	10500	2191	26%
PA 100 SB	PA 724 to Cedarville	9174	11900	2726	30%
PA 100 Total	Cedarville Rd. to PA 724	17483	22400	4917	28%
PA 100 NB	PA 724 to US 422	14500	17300	2800	19%
PA 100 SB	US 422 to PA 724	14400	16600	2200	15%
PA 100 Total	PA 724 to US 422	28900	33900	5000	17%
PA 100 NB	US 422 to High St.	15636	17600	1964	13%
PA 100 SB	High St. to US 422	16536	18400	1864	11%
PA 100 Total	US 422 to High St.	32172	36000	3828	12%
PA 100 NB	King St. to Shoemaker St.	12900	14900	2000	16%
PA 100 SB	King St. to Shoemaker St.	14200	16700	2500	18%
PA 100 Total	King St. to Shoemaker St.	27100	31600	4500	17%
Old Reading Pike	High St. to US 422	1786	3300	1514	85%

Table V-5. Current & 2006 Build Alternative 1 Average Daily Traffic Volumes (Continued)

Highway Facility	Location	Current Volume	2006 Build Alt. 1 Volume	Build / Current Growth	Build / Current Percent
Parallel Roads					
Schuylkill Rd.	Old Schuylkill Rd. to PA 724	* 17288	19200	1912	11%
Schuylkill Rd.	PA 724 Ramp to Keim St.	12277	19300	7023	57%
Schuylkill Rd.	Keim St. to Hanover St.	9214	12500	3286	36%
Schuylkill Rd.	Hanover St. to PA 100	9418	12200	2782	30%
Schuylkill Rd.	PA 100 to Laurelwood Rd.	* 16390	17800	1410	9%
Schuylkill Rd.	Laurelwood Rd. to Catfish Ln.	5908	8600	2692	46%
Yost Rd.	US 422 Ramps to Moser	6283	8900	2617	42%
Industrial Highway	Moser St.,/Yost Rd. to Keim St.	11414	14700	3286	29%
Industrial Highway	Keim St. to Hanover	9028	11900	2872	32%
High St.	Hanover St. to Manatawny St.	8719	10300	1581	18%
High St.	Industrial Hwy. to PA 100 Ramps	11564	14100	2536	22%
High St.	PA 100 Ramps to Berks St.	13429	15500	2071	15%
King St.	PA 100 to Manatawny	5860	6900	1040	18%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	4785	5500	715	15%
US 422 WB On-Ramp	Armand Hammer Blvd.	4900	5400	500	10%
US 422 WB Off-Ramp	Armand Hammer Blvd.	3300	4700	1400	42%
US 422 EB On-Ramp	Armand Hammer Blvd.	3329	4200	871	26%
US 422 EB On-Ramp	Keim St.	2859	3000	141	5%
US 422 WB Off-Ramp	Keim St.	2211	2300	89	4%
US 422 EB Off-Ramp	Keim St.	2100	4500	2400	114%
US 422 WB On-Ramp	Keim St.	1700	4600	2900	171%
US 422 EB On-Ramp	Hanover St.	1973	2300	327	17%
US 422 WB Off-Ramp	Hanover St.	3057	3500	443	14%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	3482	4600	1118	32%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	3082	4100	1018	33%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	5515	6000	485	9%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	5500	6100	600	11%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	944	1300	356	38%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1455	2100	645	44%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1787	2200	413	23%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1800	2500	700	39%
US 422 EB On-Ramp	Old Reading Pike	1071	1600	529	49%
US 422 WB Off-Ramp	Old Reading Pike	1378	1700	322	23%
US 422 EB Off-Ramp	Old Reading Pike	87	600	513	590%
US 422 WB On-Ramp	Old Reading Pike	238	600	362	152%

* *Indicates count adjusted on Figures II-1, V-1, V-2, V-3, V-4, V-5, and V-6, for traffic flow purposes.*

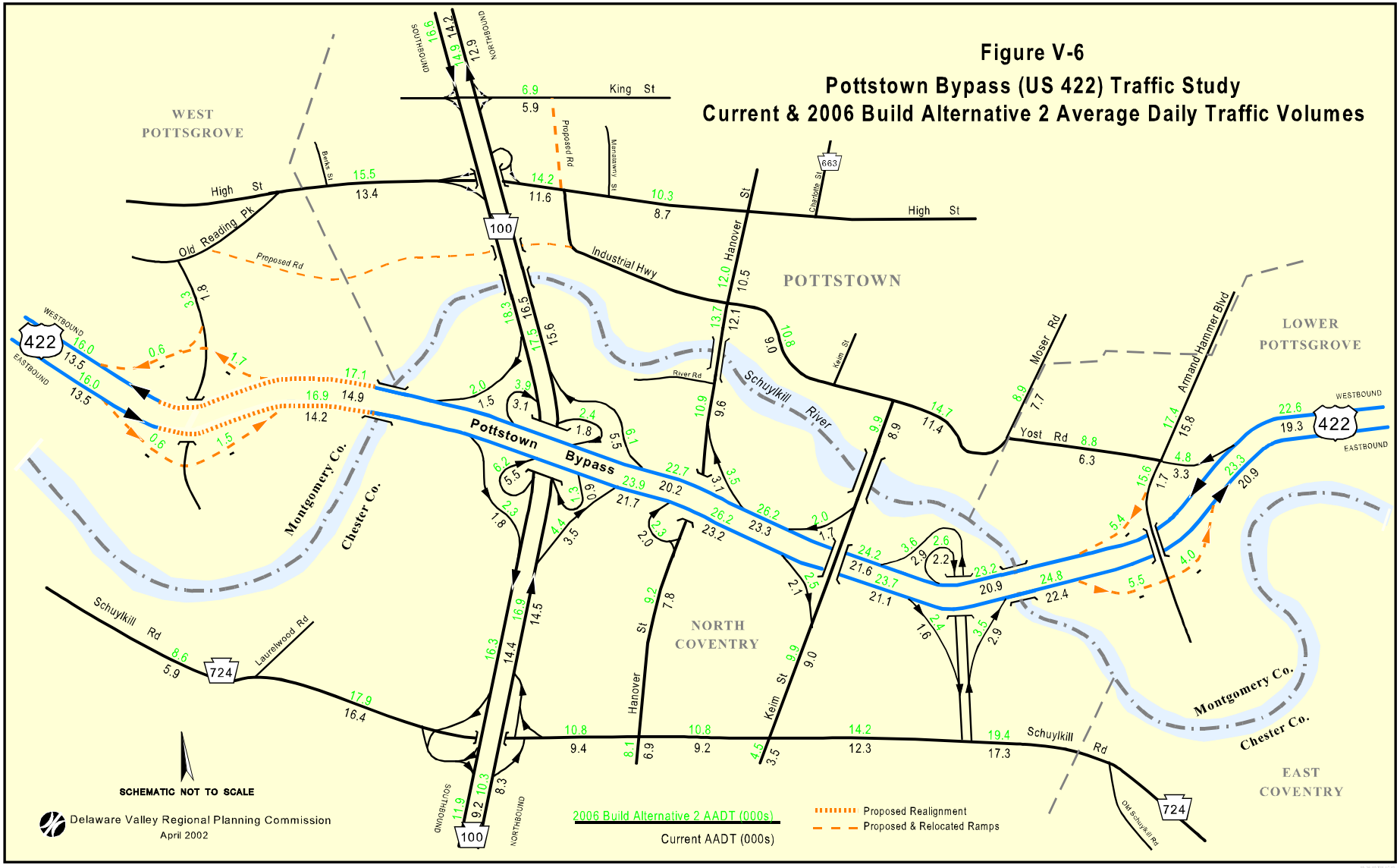


Figure V-6
Pottstown Bypass (US 422) Traffic Study
Current & 2006 Build Alternative 2 Average Daily Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Moser Rd
Armand Hammer Blvd
Yost Rd
Keim St
Schuylkill Rd
Laurelwood Rd
River Rd
Proposed Rd
Manatawny St
Charlotte St
SOUTHBOUND
NORTHBOUND
WESTBOUND
EASTBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
April 2002
2006 Build Alternative 2 AADT (000s)
Current AADT (000s)
Proposed Realignment
Proposed & Relocated Ramps

Table V-6. Current & 2006 Build Alternative 2 Average Daily Traffic Volumes

Highway Facility	Location	Current Volume	2006 Build Alt. 2 Volume	Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Township Line Rd. to Armand Hammer Blvd.	19300	22600	3300	17%
US 422 EB	Armand Hammer Blvd. to Township Line Rd.	20897	23300	2403	11%
US 422 Total	Township Line Rd. to Armand Hammer Blvd.	40197	45900	5703	14%
US 422 WB	Armand Hammer Blvd. to PA 724	20900	23200	2300	11%
US 422 EB	PA 724 to Armand Hammer Blvd.	22353	24800	2447	11%
US 422 Total	Armand Hammer Blvd. to PA 724	43253	48000	4747	11%
US 422 WB	PA 724 to Keim St.	21637	24200	2563	12%
US 422 EB	Keim St. to PA 724	21106	23700	2594	12%
US 422 Total	PA 724 to Keim St.	42744	47900	5156	12%
US 422 WB	Keim St. to Hanover St.	23300	26200	2900	12%
US 422 EB	Hanover St. to Keim St.	23206	26200	2994	13%
US 422 Total	Keim St. to Hanover St.	46506	52400	5894	13%
US 422 WB	Hanover St. to PA 100	20200	22700	2500	12%
US 422 EB	PA 100 to Hanover St.	21743	23900	2157	10%
US 422 Total	Hanover St. to PA 100	41943	46600	4657	11%
US 422 WB	PA 100 to Old Reading Pike	14874	17100	2226	15%
US 422 EB	Old Reading Pike to PA 100	14900	16900	2000	13%
US 422 Total	PA 100 to Old Reading Pike	29774	34000	4226	14%
US 422 WB	Old Reading Pike to Cordon Station	13500	16000	2500	19%
US 422 EB	Cordon Station to Old Reading Pike	13900	16000	2100	15%
US 422 Total	Old Reading Pike to Cordon Station	27400	32000	4600	17%
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	15772	17,400	1628	10%
Moser Rd.	Yost Rd. to High St.	7694	8,900	1206	16%
Keim St.	PA 724 to US 422	9029	9900	871	10%
Keim St.	US 422 to Industrial Highway	8936	9900	964	11%
Hanover St.	Schuylkill Rd. (PA 724) to US 422	7786	9200	1414	18%
Hanover St.	US 422 to River Rd.	9564	10900	1336	14%
Hanover St.	River Rd. to Industrial Highway	12080	13700	1620	13%
Hanover St.	Industrial Highway to High St.	10536	12000	1464	14%
PA 100 NB	Cedarville Rd. to PA 724	8309	10300	1991	24%
PA 100 SB	PA 724 to Cedarville Rd.	9174	11900	2726	30%
PA 100 Total	Cedarville Rd. to PA 724	17483	22200	4717	27%
PA 100 NB	PA 724 to US 422	14500	16900	2400	17%
PA 100 SB	US 422 to PA 724	14400	16300	1900	13%
PA 100 Total	PA 724 to US 422	28900	33200	4300	15%
PA 100 NB	US 422 to High St.	15636	17500	1864	12%
PA 100 SB	High St. to US 422	16536	18300	1764	11%
PA 100 Total	US 422 to High St.	32172	35800	3628	11%
PA 100 NB	King St. to Shoemaker St.	12900	14900	2000	16%
PA 100 SB	King St. to Shoemaker St.	14200	16600	2400	17%
PA 100 Total	King St. to Shoemaker St.	27100	31500	4400	16%
Old Reading Pike	High St. to US 422	1786	3300	1514	85%

Table V-6. Current & 2006 Build Alternative 2 Average Daily Traffic Volumes (Continued)

Highway Facility	Location	Current Volume	2006 Build Alt. 2 Volume	Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	* 17288	19400	2112	12%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	12277	14200	1923	16%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9214	10800	1586	17%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9418	10800	1382	15%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	* 16390	17900	1510	9%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	5908	8600	2692	46%
Yost Rd.	US 422 Ramps to Moser St.	6283	8800	2517	40%
Industrial Highway	Moser St.,/Yost Rd. to Keim St.	11414	14700	3286	29%
Industrial Highway	Keim St. to Hanover St.	9028	10800	1772	20%
High St.	Hanover St. to Manatawny St.	8719	10300	1581	18%
High St.	Industrial Hwy. to PA 100 Ramps	11564	14200	2636	23%
High St.	PA 100 Ramps to Berks St.	13429	15500	2071	15%
King St.	PA 100 to Manatawny St.	5860	6900	1040	18%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	4785	5500	715	15%
US 422 WB On-Ramp	Armand Hammer Blvd.	4900	5400	500	10%
US 422 WB Off-Ramp	Armand Hammer Blvd.	3300	4800	1500	45%
US 422 EB On-Ramp	Armand Hammer Blvd.	3329	4000	671	20%
US 422 EB On-Ramp	PA 724	2859	3500	641	22%
US 422 WB Off-Ramp	PA 724	2211	2600	389	18%
US 422 EB Off-Ramp	PA 724	1613	2400	787	49%
US 422 WB On-Ramp	PA 724	2856	3600	744	26%
US 422 EB Off-Ramp	Keim St.	2100	2500	400	19%
US 422 WB On-Ramp	Keim St.	1700	2000	300	18%
US 422 EB On-Ramp	Hanover St.	1973	2300	327	17%
US 422 WB Off-Ramp	Hanover St.	3057	3500	443	14%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	3482	4400	918	26%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	3082	3900	818	27%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	5515	6200	685	12%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	5500	6100	600	11%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	944	1300	356	38%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1455	2000	545	37%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1787	2300	513	29%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1800	2400	600	33%
US 422 EB On-Ramp	Old Reading Pike	1071	1500	429	40%
US 422 WB Off-Ramp	Old Reading Pike	1378	1700	322	23%
US 422 EB Off-Ramp	Old Reading Pike	87	600	513	590%
US 422 WB On-Ramp	Old Reading Pike	238	600	362	152%

* *Indicates count adjusted on Figures II-1, V-1, V-2, V-3, V-4, V-5, and V-6, for traffic flow purposes.*

C. 2006 and 2026 AM and PM Peak Hour Link Volume Forecasts

Figures V-7, V-8, and V-9 present 2006 peak hour link traffic volume forecasts for the No-Build, Build Alternative 1, and Build Alternative 2, respectively. *Figures V-10, V-11, and V-12* present corresponding 2026 peak hour traffic volumes. As in the AADT traffic volumes, the 2006 forecasted AM and PM peak hour traffic volumes represent opening-year traffic volumes. They have much the same patterns of differences between alternatives, as noted previously in this chapter for the 2026 AADT forecasts. However, the 2006 turning movement growths are much less than those forecasted for 2026. The 2026 traffic forecasts reflect traffic volumes twenty years after the opening of the reconstructed bypass. In the peak hour link volume forecast figures presented in this section, the number before the slash represents AM turning movement and the number after the slash, the PM peak hour turns.

D. 2006 and 2026 AM and PM Peak Hour Intersection Turning Movement Forecasts

Figures V-13, V-14, and V-15 present 2006 AM and PM peak hour intersection turning movement traffic forecasts for the No-Build, Build Alternative 1, and Build Alternative 2, respectively. *Figures V-16, V-17, and V-18* present the equivalent traffic volumes for 2026. As in the AADT traffic volumes, the 2006 forecasted turning movement volumes represent opening year traffic volumes. They have much the same patterns of differences between alternatives, as noted in Section A of this chapter for the 2026 forecasts, although the differences are smaller in magnitude. The 2026 traffic forecasts reflect traffic volumes twenty years after the opening of the reconstructed bypass. In the peak hour link volume forecast figures presented in this section, the number adjacent to the arrow representing the turning movement before the slash, represents AM turning movement, and the number after the slash, the PM peak hour turns.

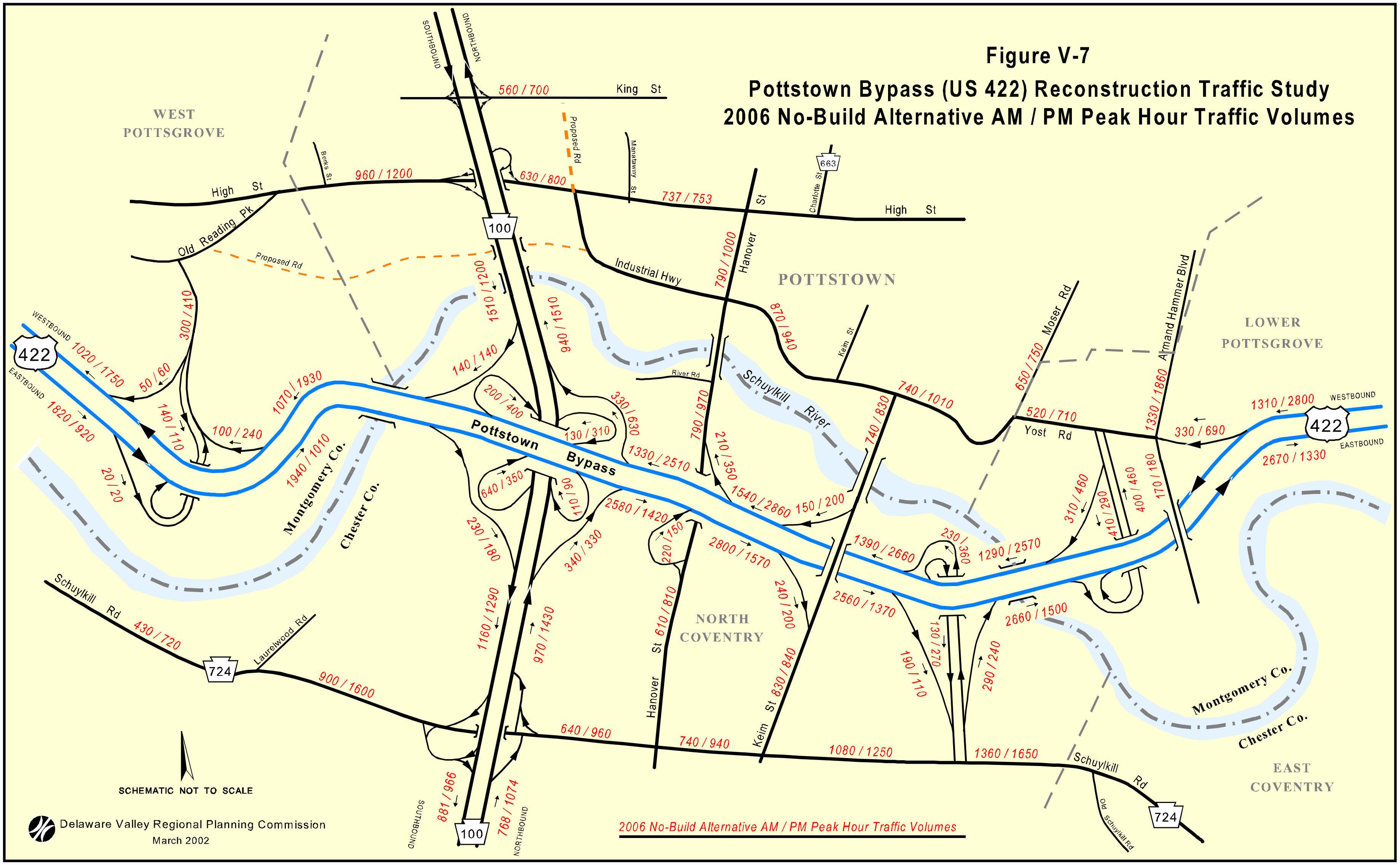


Figure V-7
Pottstown Bypass (US 422) Reconstruction Traffic Study
2006 No-Build Alternative AM / PM Peak Hour Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Montgomery Co.
Chester Co.
Pottstown Bypass
Schuylkill River
King St
High St
Old Reading PK
Proposed Rd
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
River Rd
Schuylkill Rd
Laurelwood Rd
Old Schuylkill Rd
Manatawny St
Charlotte St
Berks St
SOUTHBOUND
NORTHBOUND
WESTBOUND
EASTBOUND
422
100
724
663
560 / 700
960 / 1200
630 / 800
737 / 753
1510 / 1200
940 / 1510
300 / 410
1020 / 1750
50 / 60
1820 / 920
140 / 110
100 / 240
1070 / 1930
1940 / 1010
20 / 20
140 / 140
200 / 400
130 / 310
330 / 630
640 / 350
90 / 110
2580 / 1420
1330 / 2510
340 / 330
230 / 180
790 / 1000
870 / 940
790 / 970
210 / 350
1540 / 2860
150 / 200
220 / 150
2800 / 1570
740 / 1010
740 / 830
650 / 750
520 / 710
1330 / 1860
330 / 690
1310 / 2800
2670 / 1330
1390 / 2660
230 / 360
1290 / 2570
310 / 460
410 / 290
400 / 460
170 / 180
2560 / 1370
2660 / 1500
240 / 200
130 / 270
190 / 110
290 / 240
610 / 810
830 / 840
1160 / 1290
970 / 1430
430 / 720
900 / 1600
640 / 960
740 / 940
1080 / 1250
1360 / 1650
881 / 966
768 / 1074
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2006 No-Build Alternative AM / PM Peak Hour Traffic Volumes

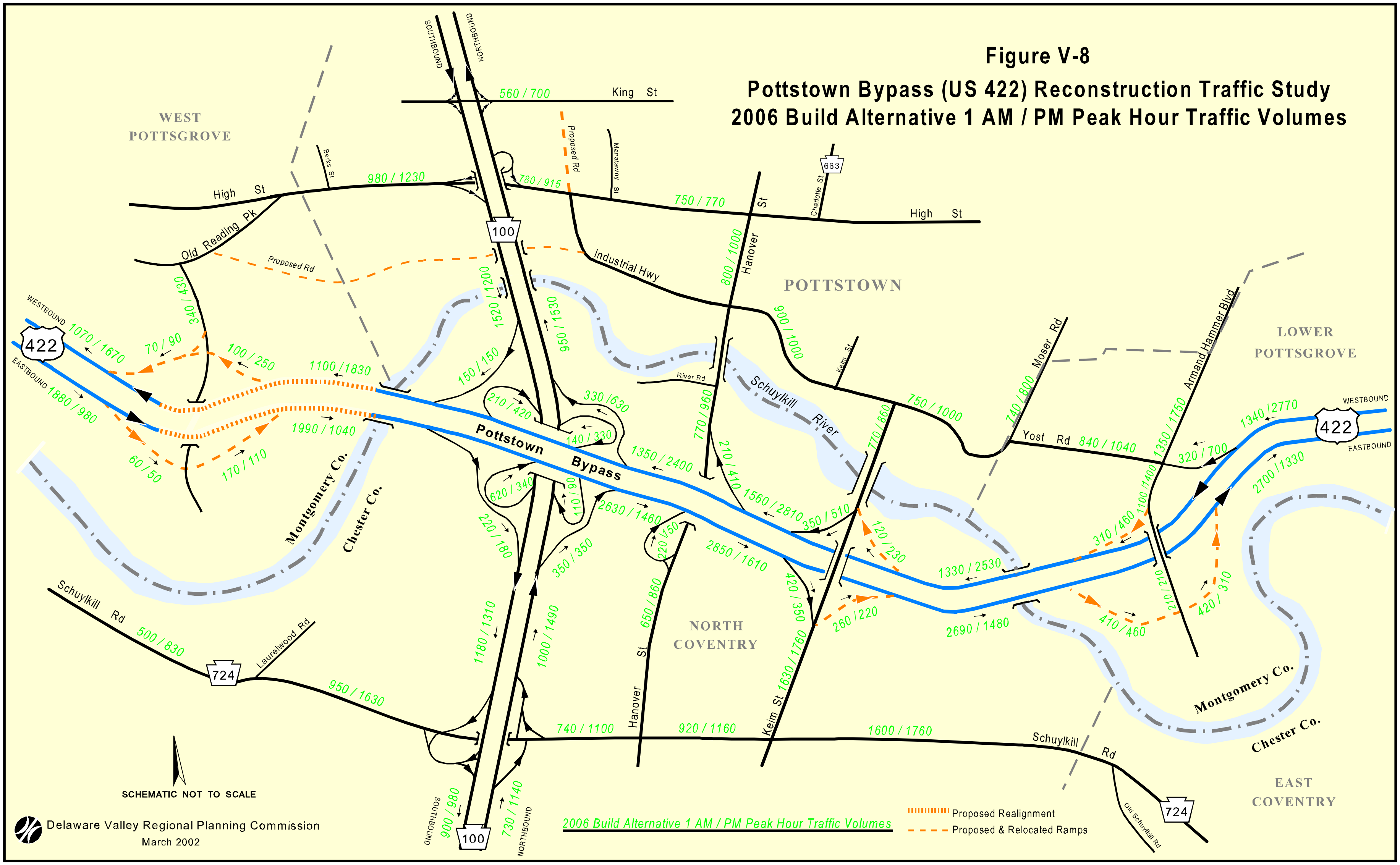


Figure V-8

Pottstown Bypass (US 422) Reconstruction Traffic Study

2006 Build Alternative 1 AM / PM Peak Hour Traffic Volumes

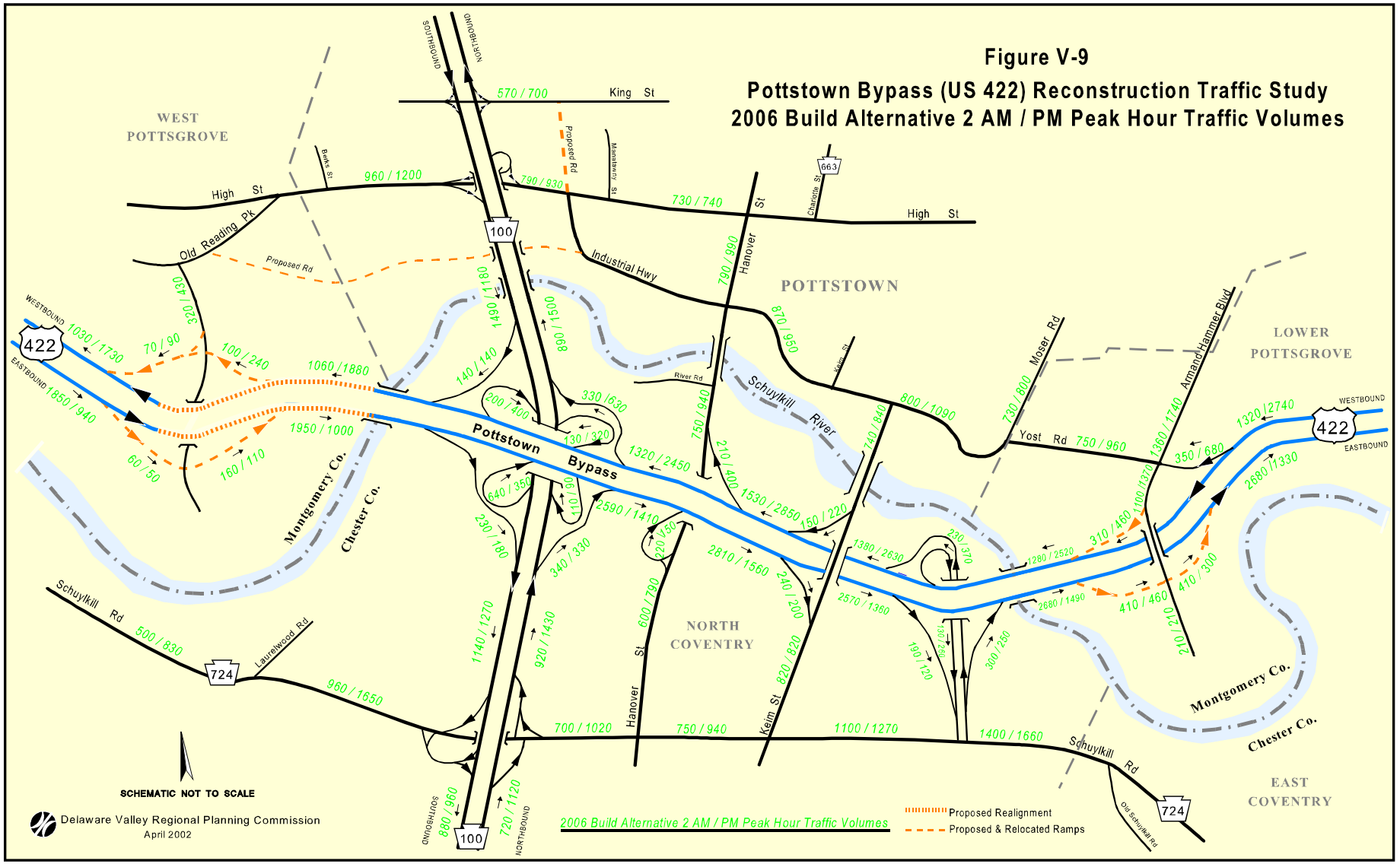


Figure V-9
Pottstown Bypass (US 422) Reconstruction Traffic Study
2006 Build Alternative 2 AM / PM Peak Hour Traffic Volumes
WEST POTTSGROVE
POTTSTOWN
NORTH COVENTRY
LOWER POTTSGROVE
EAST COVENTRY
Montgomery Co.
Chester Co.
Pottstown Bypass
Schuylkill River
King St
High St
Old Reading Pk
Industrial Hwy
Hanover St
Moser Rd
Armand Hammer Blvd
Yost Rd
Schuylkill Rd
Laurelwood Rd
Hanover St
Keim St
Old Schuylkill Rd
Proposed Rd
River Rd
Banks St
Manatawny St
Charlotte St
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
April 2002
2006 Build Alternative 2 AM / PM Peak Hour Traffic Volumes
Proposed Realignment
Proposed & Relocated Ramps

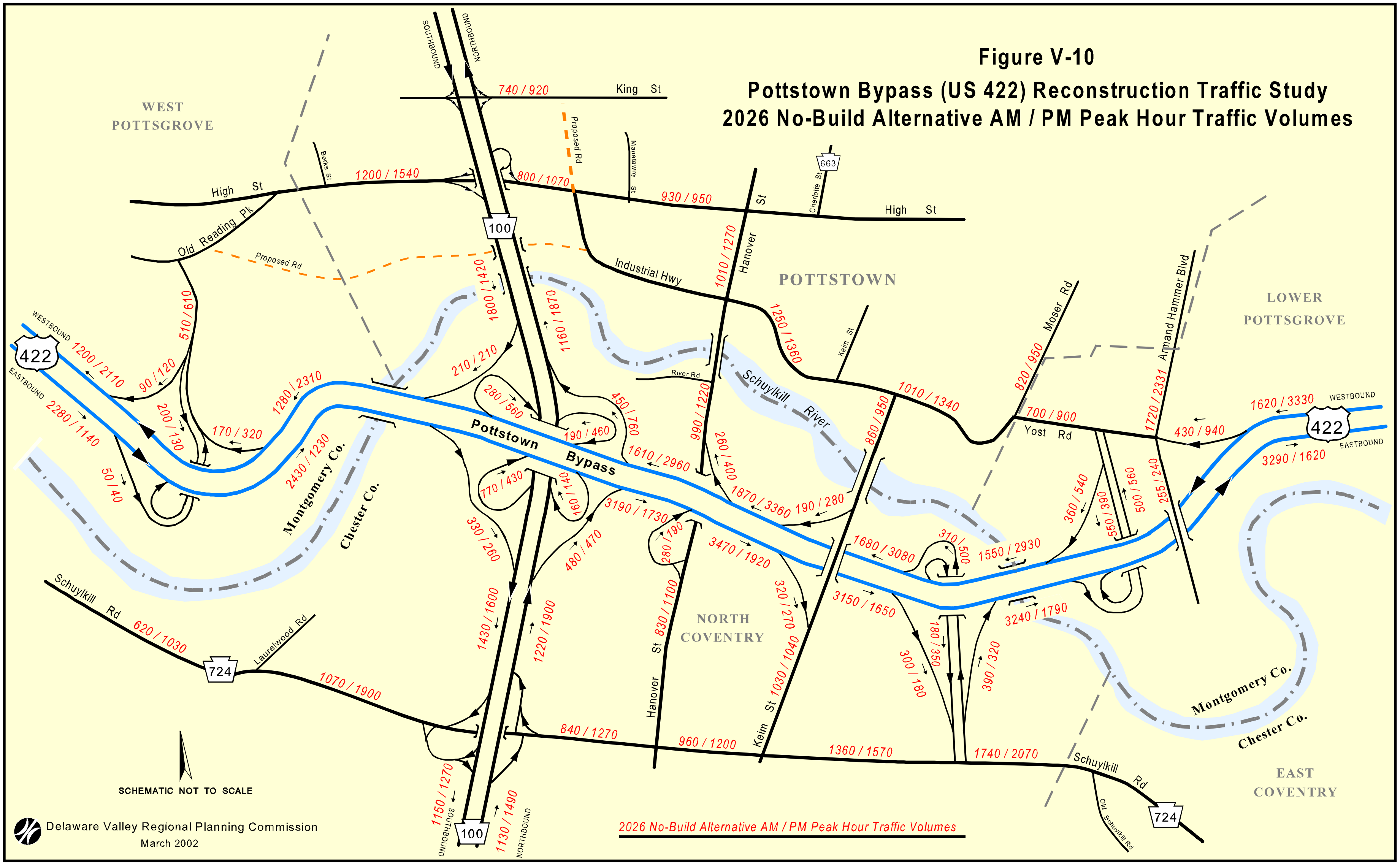


Figure V-10

Pottstown Bypass (US 422) Reconstruction Traffic Study

2026 No-Build Alternative AM / PM Peak Hour Traffic Volumes

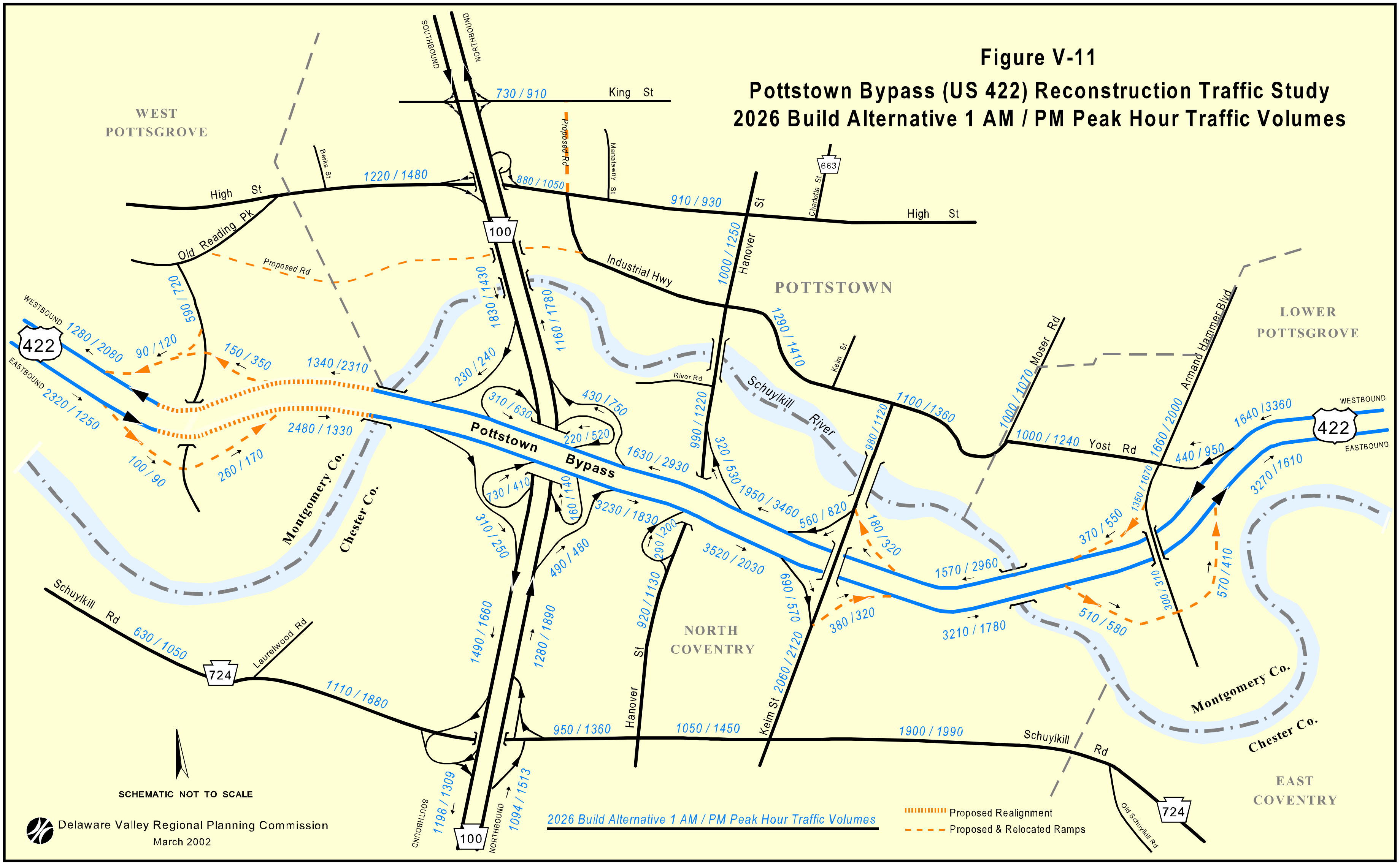


Figure V-11

Pottstown Bypass (US 422) Reconstruction Traffic Study

2026 Build Alternative 1 AM / PM Peak Hour Traffic Volumes

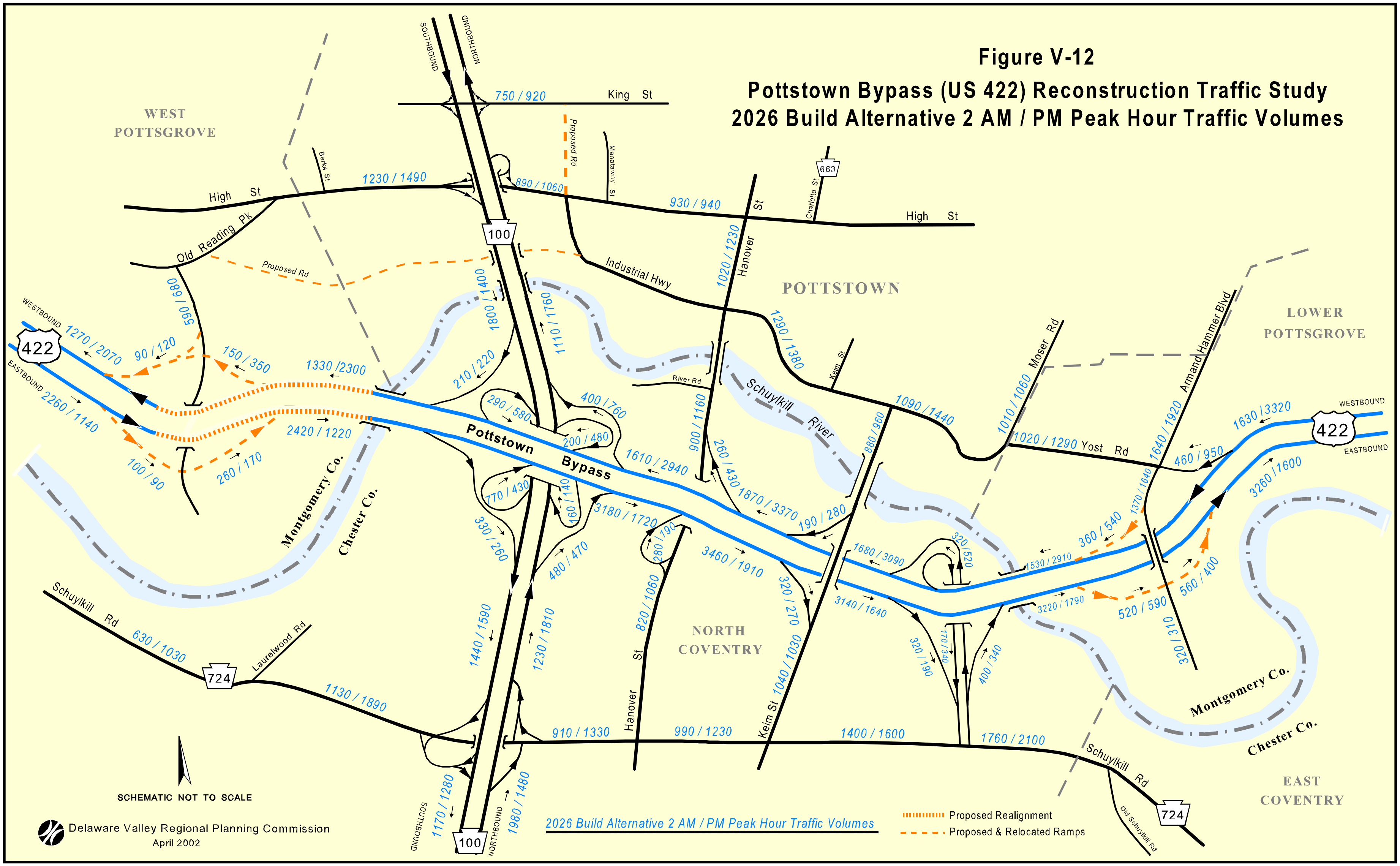


Figure V-12
Pottstown Bypass (US 422) Reconstruction Traffic Study
2026 Build Alternative 2 AM / PM Peak Hour Traffic Volumes

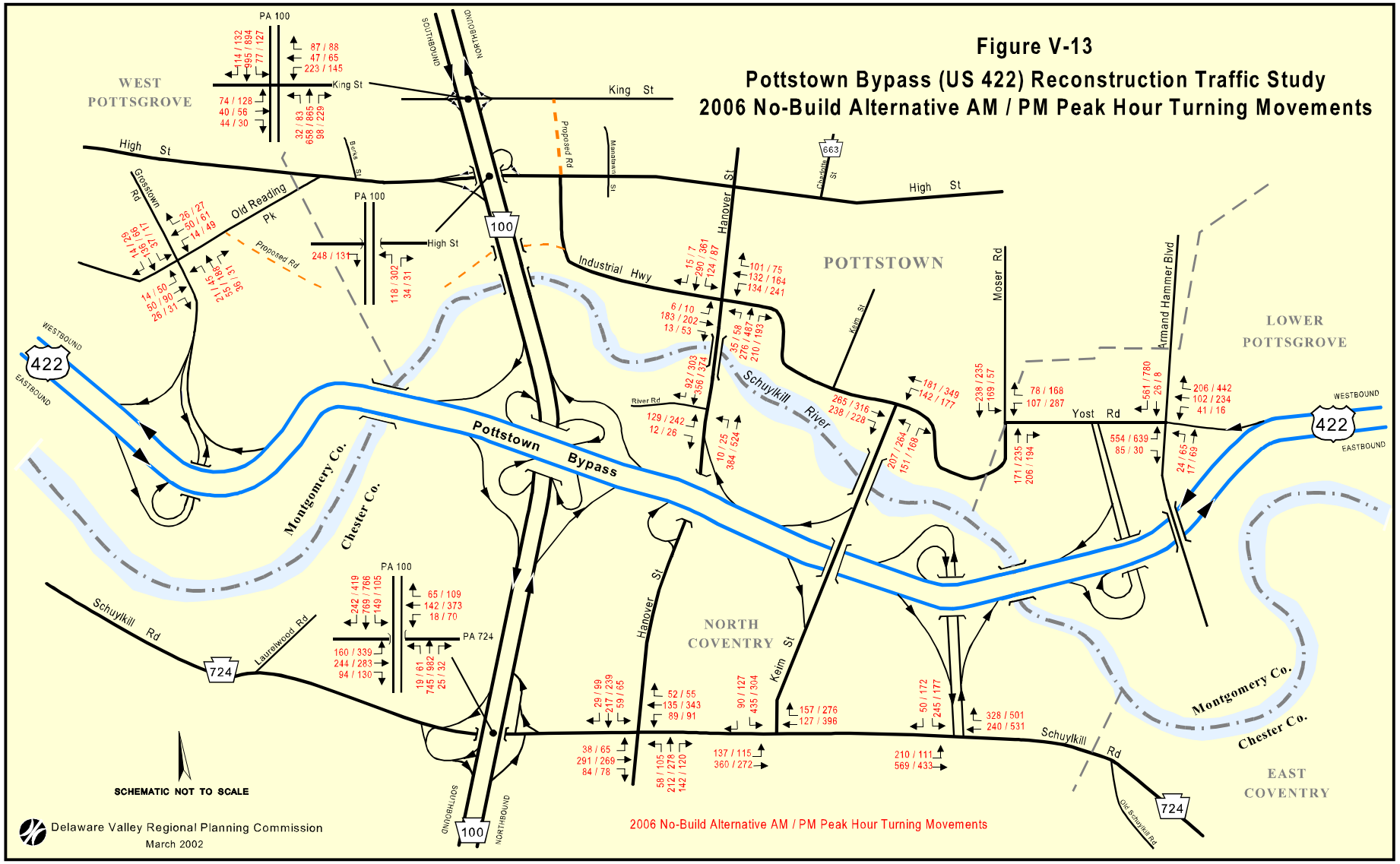


Figure V-13
Pottstown Bypass (US 422) Reconstruction Traffic Study
2006 No-Build Alternative AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
King St
High St
Hanover St
Industrial Hwy
Moser Rd
Armand Hammer Blvd
Yost Rd
Keim St
River Rd
Schuylkill Rd
Laurelwood Rd
Old Schuylkill Rd
Grosstown Rd
Old Reading Pk
Proposed Rd
PA 100
PA 724
663
100
422
724
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2006 No-Build Alternative AM / PM Peak Hour Turning Movements

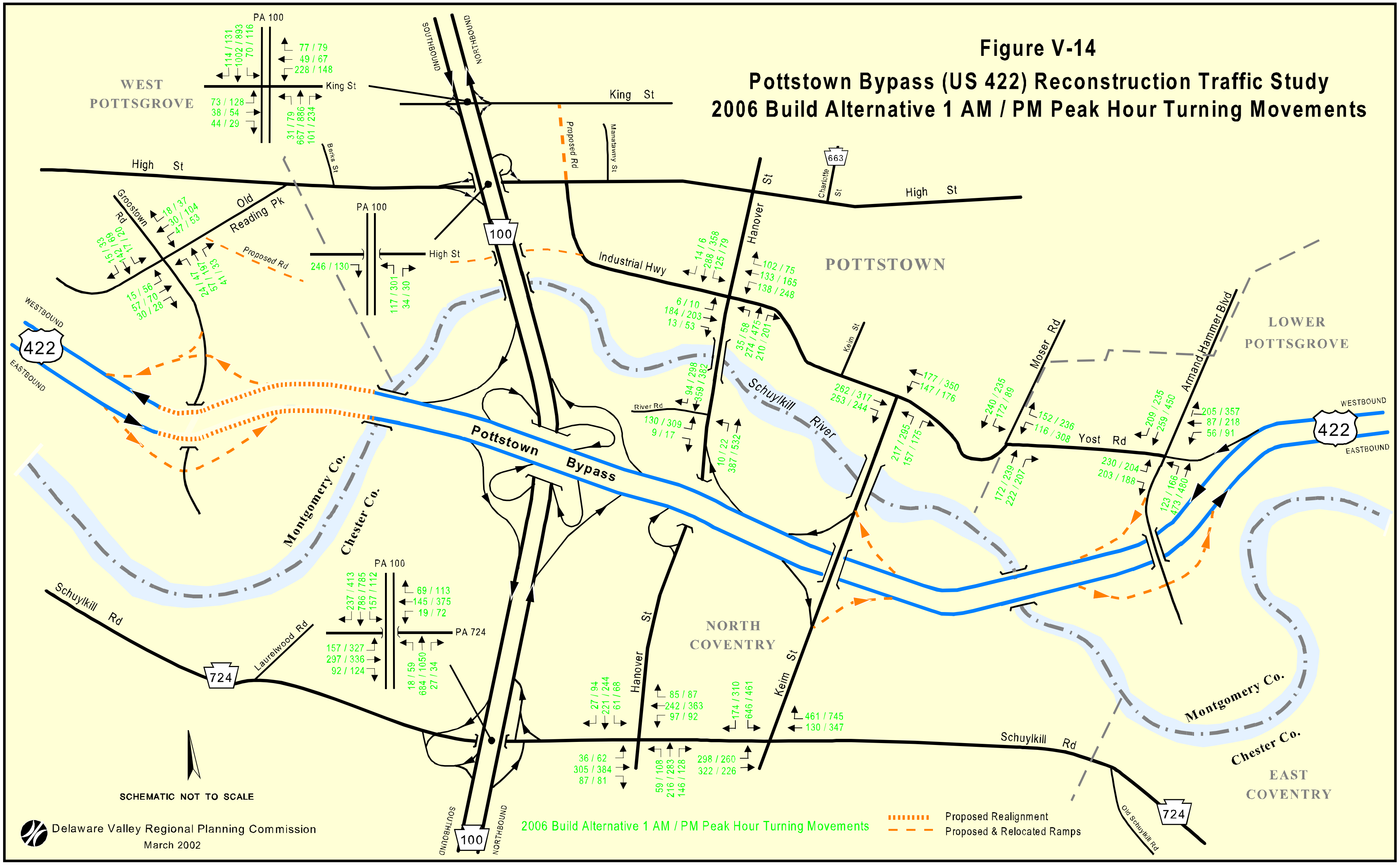


Figure V-14
Pottstown Bypass (US 422) Reconstruction Traffic Study
2006 Build Alternative 1 AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Montgomery Co.
Chester Co.
Pottstown Bypass
Schuylkill River
King St
High St
PA 100
PA 724
Old Reading Pk
Grosstown Rd
Proposed Rd
Industrial Hwy
Hanover St
Keim St
Moser Rd
Yost Rd
Armand Hammer Blvd
Schuylkill Rd
Laurelwood Rd
River Rd
Manatawny St
Charlotte St
Berks St
Old Schuylkill Rd
422
100
724
663
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2006 Build Alternative 1 AM / PM Peak Hour Turning Movements
Proposed Realignment
Proposed & Relocated Ramps

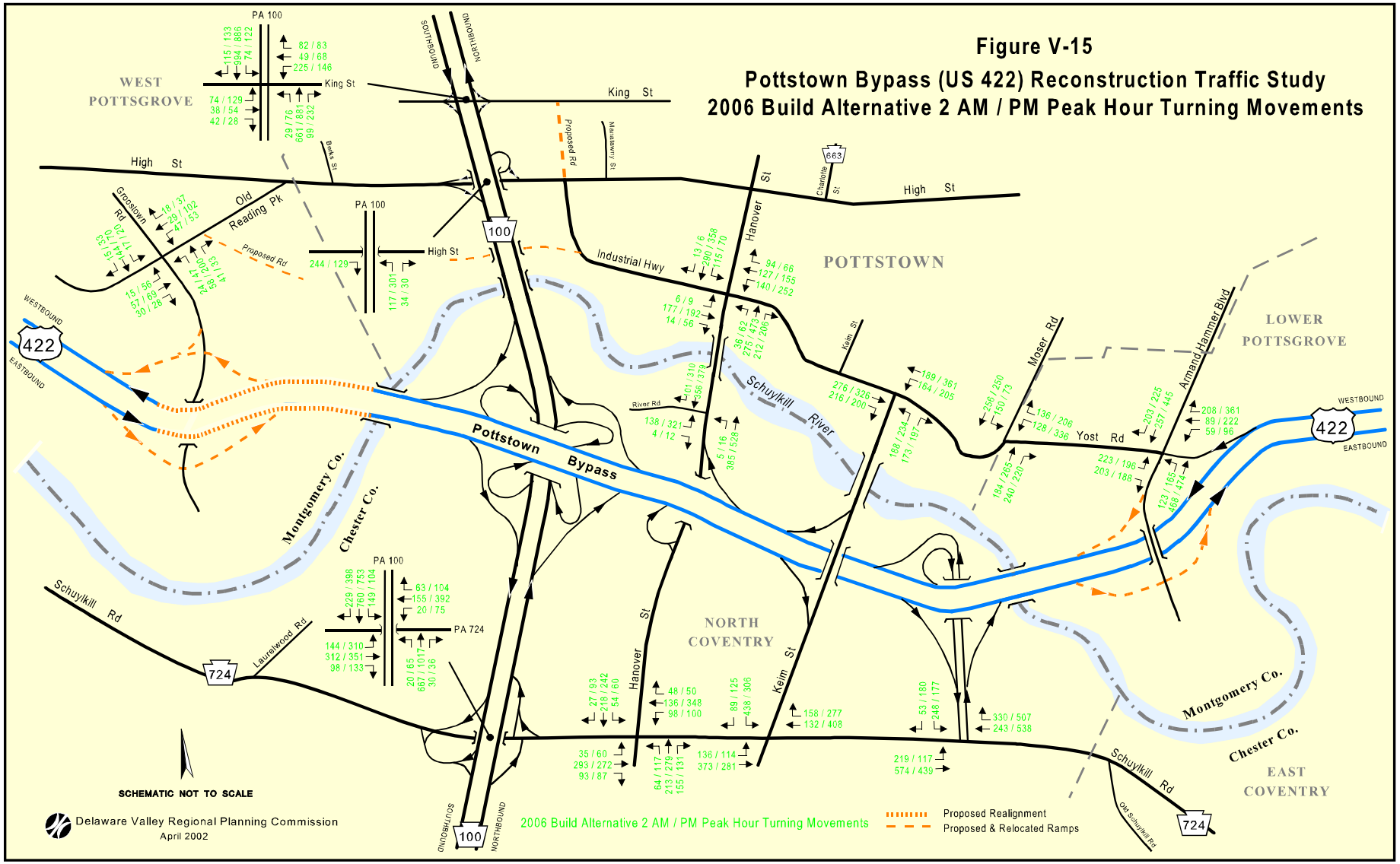


Figure V-15
Pottstown Bypass (US 422) Reconstruction Traffic Study
2006 Build Alternative 2 AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
PA 100
King St
High St
Old Reading Pk
Grosstown Rd
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
River Rd
Schuylkill Rd
Laurelwood Rd
PA 724
Proposed Rd
Manatawny St
Charlotte St
663
100
422
724
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
April 2002
2006 Build Alternative 2 AM / PM Peak Hour Turning Movements
Proposed Realignment
Proposed & Relocated Ramps

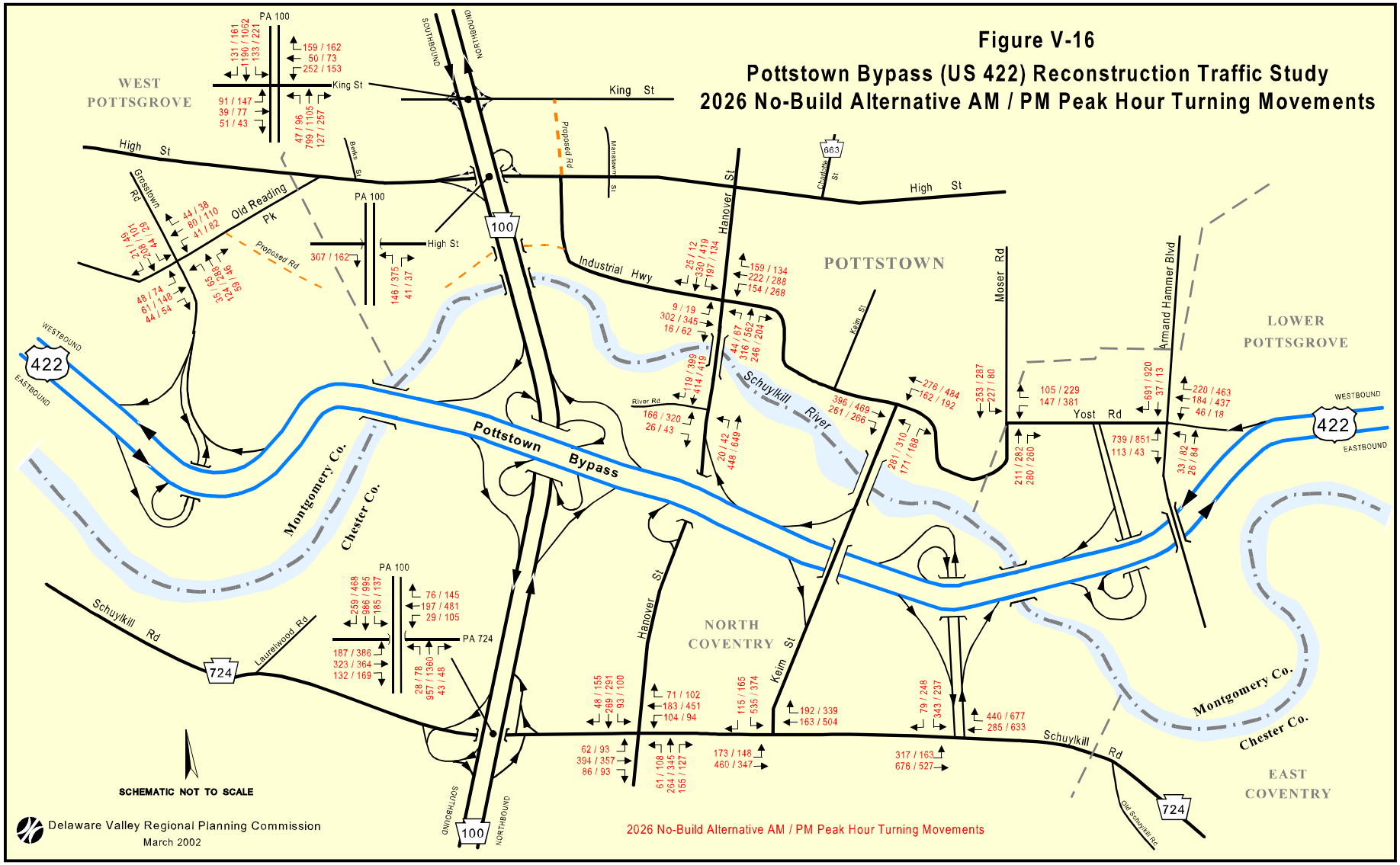


Figure V-16
Pottstown Bypass (US 422) Reconstruction Traffic Study
2026 No-Build Alternative AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
PA 100
King St
High St
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
River Rd
Old Reading Pk
Grosstown Rd
Proposed Rd
Schuylkill Rd
Laurelwood Rd
PA 724
Old Schuylkill Rd
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2026 No-Build Alternative AM / PM Peak Hour Turning Movements

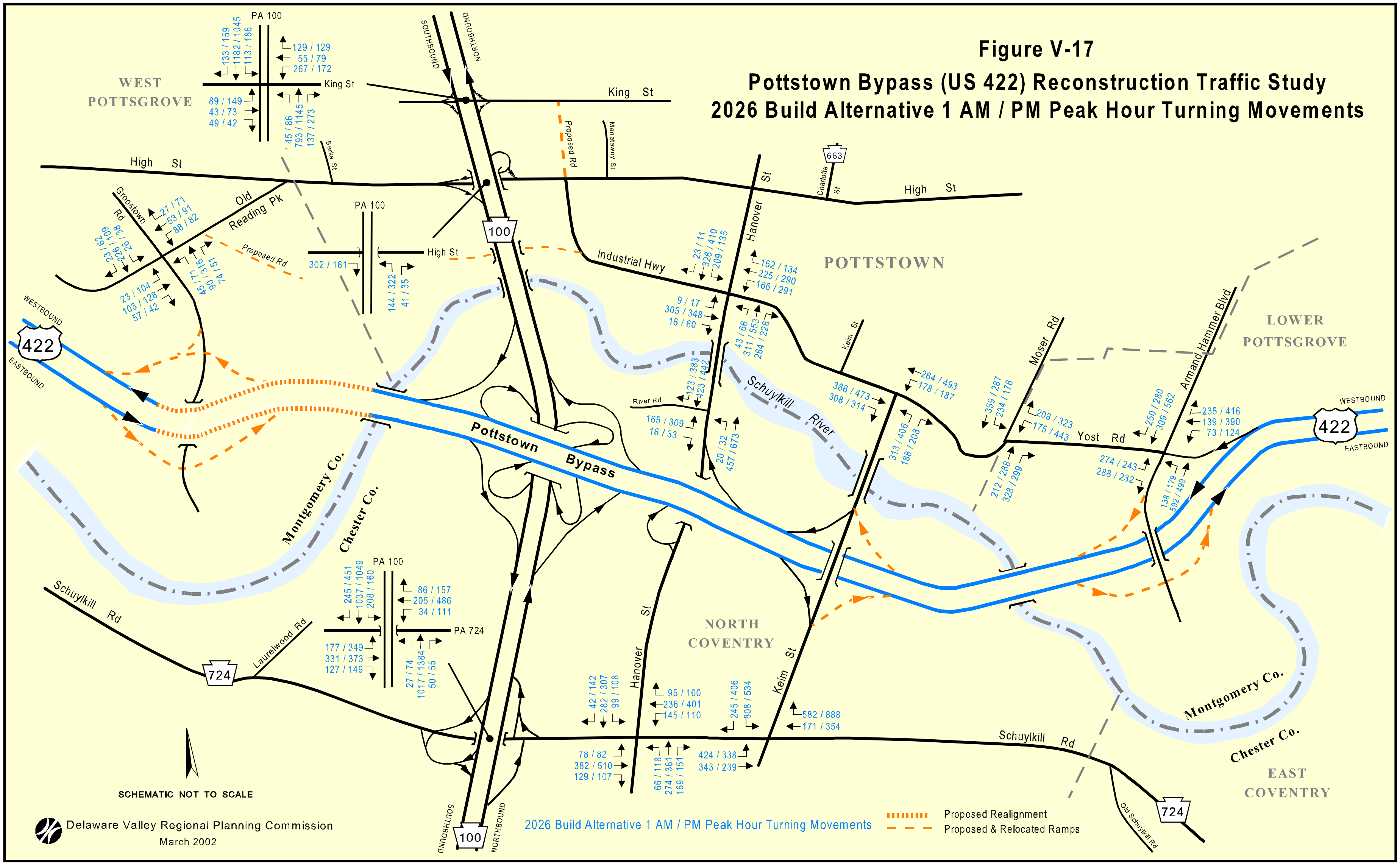


Figure V-17
Pottstown Bypass (US 422) Reconstruction Traffic Study
2026 Build Alternative 1 AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
King St
High St
Industrial Hwy
Hanover St
Keim St
Moser Rd
Yost Rd
Armand Hammer Blvd
Old Reading Pk
Grosstown Rd
Schuylkill Rd
Laurelwood Rd
Schuylkill River
Montgomery Co.
Chester Co.
PA 100
PA 724
SOUTHBOUND
NORTHBOUND
WESTBOUND
EASTBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
March 2002
2026 Build Alternative 1 AM / PM Peak Hour Turning Movements
Proposed Realignment
Proposed & Relocated Ramps

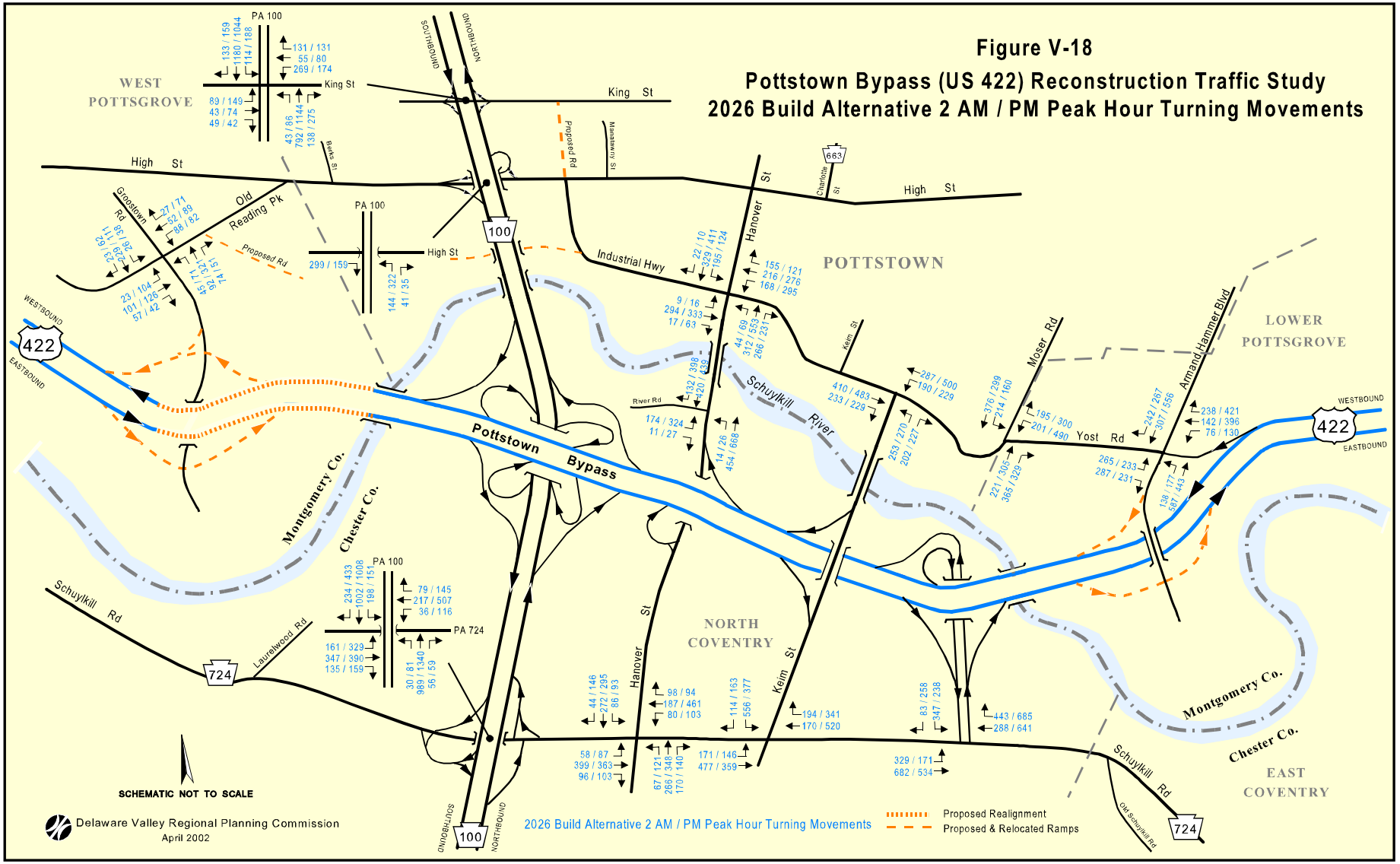


Figure V-18
Pottstown Bypass (US 422) Reconstruction Traffic Study
2026 Build Alternative 2 AM / PM Peak Hour Turning Movements
WEST POTTSGROVE
POTTSTOWN
LOWER POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Montgomery Co.
Chester Co.
Pottstown Bypass
Schuylkill River
PA 100
King St
High St
Industrial Hwy
Hanover St
Keim St
Moser Rd
Armand Hammer Blvd
Yost Rd
River Rd
Schuylkill Rd
Laurelwood Rd
Old Reading Pk
Grosstown Rd
Proposed Rd
PA 724
Old Schuylkill Rd
WESTBOUND
EASTBOUND
SOUTHBOUND
NORTHBOUND
422
100
724
663
SCHEMATIC NOT TO SCALE
Delaware Valley Regional Planning Commission
April 2002
2026 Build Alternative 2 AM / PM Peak Hour Turning Movements
Proposed Realignment
Proposed & Relocated Ramps

APPENDIX A
24-HOUR MACHINE TRAFFIC COUNTS

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TABLE OF CONTENTS

All Pottstown Bypass (US 422) Highway segmemts and ramp traffic counts were taken by the consultant and not summarized in the DVRPC format.

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DVRPC – Travel Monitoring

DATE: 06/19/2000

ROAD: ARMAND HAMMER BLVD **FROM:** MEDICAL LA **TO:** HIGH ST

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4036/0020/0500 **FC:** 16

PROJECT: PAM00 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **LOOP OR CLASS:**

STATION ID: 3907 **DVRPC FILE #:** 27651 **COUNTER:** 9990 **WEATHER:** F

Hour Ending	Monday 06/19/00	Tuesday 06/20/00	Wednesday 06/21/00	Thursday 06/22/00	Friday 06/23/00
1 AM		69	93		
2 AM		38	31		
3 AM		28	38		
4 AM		33	33		
5 AM		82	72		
6 AM		246	258		
7 AM		594	606		
8 AM		884	859		
9 AM		875	849		
10 AM		959	948		
11 AM		1,054	934		
12 PM		1,162	1,137		
1 PM		1,183	1,168		
2 PM	1,043	1,090			
3 PM	1,020	1,092			
4 PM	1,176	1,192			
5 PM	1,326	1,319			
6 PM	1,194	1,274			
7 PM	1,111	1,127			
8 PM	917	987			
9 PM	831	891			
10 PM	596	673			
11 PM	334	344			
12 AM	168	193			
		17,389			

SEASONAL FACTOR:	.937	AADT: **15,772**	AM PEAK %:	6.7	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.968		PM PEAK %:	7.6	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 04/16/2001

ROAD: MOSER RD **FROM:** YOST RD **TO:** CENTRE RD

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** LOC **FC:** 19

PROJECT: 142-150-5 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30684 **COUNTER:** 9957 **WEATHER:** R

Hour Ending	Monday 04/16/01	Tuesday 04/17/01	Wednesday 04/18/01	Thursday 04/19/01	Friday 04/20/01
1 AM		40	27		
2 AM		20	16		
3 AM		12	21		
4 AM		10	10		
5 AM		30	38		
6 AM		134	121		
7 AM		444	456		
8 AM		472	497		
9 AM		586	531		
10 AM		398	355		
11 AM	404	386			
12 PM	476	494			
1 PM	512	520			
2 PM	474	452			
3 PM	528	487			
4 PM	581	587			
5 PM	583	596			
6 PM	630	674			
7 PM	510	580			
8 PM	347	414			
9 PM	278	272			
10 PM	200	202			
11 PM	128	152			
12 AM	74	83			
		8,045			

SEASONAL FACTOR:	.967	AADT: **7,694**	AM PEAK %:	7.3	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	.989		PM PEAK %:	8.4	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 12/10/2001

ROAD: KIEM ST **FROM:** TR 724 SCHUYKILL RD **TO:** TR 422 EB OFF RAMP

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** LOC **FC:** 16

PROJECT: 142-140-2 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 31231 **COUNTER:** 9957 **WEATHER:** F

Hour Ending	Monday 12/10/01	Tuesday 12/11/01	Wednesday 12/12/01	Thursday 12/13/01	Friday 12/14/01
1 AM		37	38		
2 AM		30	13		
3 AM		19	21		
4 AM		10	18		
5 AM		52	39		
6 AM		174	173		
7 AM		572	525		
8 AM		768	733		
9 AM		712	713		
10 AM		456	480		
11 AM		414	428		
12 PM	493	504			
1 PM	498	538			
2 PM	458	537			
3 PM	622	608			
4 PM	774	748			
5 PM	766	778			
6 PM	742	738			
7 PM	535	626			
8 PM	406	390			
9 PM	310	317			
10 PM	259	256			
11 PM	160	149			
12 AM	97	104			
		9,537			

SEASONAL FACTOR:	.971	AADT: **9,029**	AM PEAK %:	8.1	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.975		PM PEAK %:	8.2	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 06/14/1999

ROAD: KIEM ST **FROM:** TR 422 RAMPS **TO:** MONTGOMERY CO LINE

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 6231/0030/0500 **FC:** 16

PROJECT: PAC99 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: 28301 **DVRPC FILE #:** 7635 **COUNTER:** 9787 **WEATHER:** R

Hour Ending	Monday 06/14/99	Tuesday 06/15/99	Wednesday 06/16/99	Thursday 06/17/99	Friday 06/18/99
1 AM		50	60		
2 AM		32	28		
3 AM		18	23		
4 AM		25	22		
5 AM		46	59		
6 AM		200	208		
7 AM		523	529		
8 AM		704	663		
9 AM		572	562		
10 AM		462	430		
11 AM	280	496	470		
12 PM	238	533			
1 PM	543	585			
2 PM	552	561			
3 PM	666	683			
4 PM	764	761			
5 PM	732	761			
6 PM	750	798			
7 PM	656	638			
8 PM	440	480			
9 PM	382	450			
10 PM	282	336			
11 PM	181	264			
12 AM	138	186			
		10,164			

SEASONAL FACTOR:	.912	AADT: **8,936**	AM PEAK %:	6.9	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.964		PM PEAK %:	7.9	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 04/04/2001

ROAD: KEIM ST **FROM:** TYSON RD **TO:** TR 724

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** LOC **FC:** 19

PROJECT: 142-150-9 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30688 **COUNTER:** 9763 **WEATHER:** F

Hour Ending	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Saturday 04/07/01	Sunday 04/08/01
1 AM		16	14		
2 AM		14	14		
3 AM		19	20		
4 AM		14	16		
5 AM		15	16		
6 AM		51	62		
7 AM		125	122		
8 AM		201	207		
9 AM		309			
10 AM		253			
11 AM		238			
12 PM	196	218			
1 PM	188	242			
2 PM	182	250			
3 PM	228	274			
4 PM	292	311			
5 PM	312	302			
6 PM	332	330			
7 PM	284	285			
8 PM	256	261			
9 PM	179	210			
10 PM	106	108			
11 PM	41	53			
12 AM	18	22			
		4,121			

SEASONAL FACTOR:	.967	AADT: **3,941**	AM PEAK %:	7.5	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	.989		PM PEAK %:	8.0	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 12/10/2001

ROAD: HANOVER ST **FROM:** TR 724 SCHUYKILL RD **TO:** MT ZION AVE

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 1037/0050/0500 **FC:** 14

PROJECT: 142-140-3 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 31230 **COUNTER:** 9872 **WEATHER:** F

Hour Ending	Monday 12/10/01	Tuesday 12/11/01	Wednesday 12/12/01	Thursday 12/13/01	Friday 12/14/01
1 AM		37	42		
2 AM		20	18		
3 AM		26	19		
4 AM		22	28		
5 AM		41	30		
6 AM		158	134		
7 AM		330	344		
8 AM		572	606		
9 AM		534	572		
10 AM		458	446		
11 AM		442	436		
12 PM	518	515			
1 PM	490	500			
2 PM	494	486			
3 PM	576	634			
4 PM	685	664			
5 PM	779	736			
6 PM	710	759			
7 PM	537	590			
8 PM	374	426			
9 PM	296	304			
10 PM	225	246			
11 PM	145	169			
12 AM	108	96			
		8,765			

SEASONAL FACTOR:	.94	AADT: **7,786**	AM PEAK %:	6.5	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.945		PM PEAK %:	8.7	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 03/09/1998

ROAD: HANOVER ST **FROM:** TR 422 **TO:** RIVER RD

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 1037/0050/2000 **FC:** 14

PROJECT: PASC97 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: 16526 **DVRPC FILE #:** 1774 **COUNTER:** **WEATHER:** F

Hour Ending	Monday 03/09/98	Tuesday 03/10/98	Wednesday 03/11/98	Thursday 03/12/98	Friday 03/13/98
1 AM		61	62		
2 AM		38	33		
3 AM		28	26		
4 AM		35	36		
5 AM		69	64		
6 AM		172	167		
7 AM		488	477		
8 AM		731	732		
9 AM		678	726		
10 AM		606			
11 AM	392	640			
12 PM	602	639			
1 PM	637	688			
2 PM	689	646			
3 PM	772	673			
4 PM	922	797			
5 PM	812	896			
6 PM	880	404			
7 PM	673	395			
8 PM	426	452			
9 PM	376	310			
10 PM	306	296			
11 PM	186	202			
12 AM	107	150			
		10,094			

SEASONAL FACTOR:	.987	AADT: **9,564**	AM PEAK %:	7.2	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.96		PM PEAK %:	8.9	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 08/03/1998

ROAD: HANOVER ST **FROM:** CEDARVILLE RD **TO:** TR 724

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 1037/0040/1000 **FC:** 14

PROJECT: PAC98 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: 25505 **DVRPC FILE #:** 2860 **COUNTER:** 9870 **WEATHER:** F

Hour Ending	Monday 08/03/98	Tuesday 08/04/98	Wednesday 08/05/98	Thursday 08/06/98	Friday 08/07/98
1 AM		28	28		
2 AM		32	28		
3 AM		22	26		
4 AM		40	30		
5 AM		112	138		
6 AM		330	326		
7 AM	108	464			
8 AM	464	434			
9 AM	460	428			
10 AM	450	454			
11 AM	440	448			
12 PM	511	435			
1 PM	509	480			
2 PM	460	512			
3 PM	522	552			
4 PM	528	564			
5 PM	717	757			
6 PM	532	522			
7 PM	380	405			
8 PM	364	427			
9 PM	262	259			
10 PM	148	156			
11 PM	88	94			
12 AM	55	46			
		8,001			

SEASONAL FACTOR:	.897	AADT: **6,890**	AM PEAK %:	5.8	HOUR ENDING:	7:00 AM
AXLE CORR. FACTOR:	.96		PM PEAK %:	9.5	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 06/07/1999

ROAD: HANOVER ST NB **FROM:** INDUSTRIAL HWY **TO:** QUEEN ST

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4038/0010/0500 **FC:** 16

PROJECT: PAM99 **COUNT DIR:** NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **LOOP OR CLASS:**

STATION ID: 23595 **DVRPC FILE #:** 6917 **COUNTER:** 9492 **WEATHER:** F

Hour Ending	Monday 06/07/99	Tuesday 06/08/99	Wednesday 06/09/99	Thursday 06/10/99	Friday 06/11/99
1 AM		47	56		
2 AM		19	19		
3 AM		16	24		
4 AM		8	13		
5 AM		15	19		
6 AM		53	55		
7 AM		147	140		
8 AM		248	277		
9 AM	316	331			
10 AM	317	330			
11 AM	321	314			
12 PM	355	408			
1 PM	391	405			
2 PM	386	362			
3 PM	394	393			
4 PM	500	530			
5 PM	511	576			
6 PM	582	562			
7 PM	497	432			
8 PM	324	315			
9 PM	323	307			
10 PM	229	293			
11 PM	117	109			
12 AM	66	92			
		6,312			

SEASONAL FACTOR:	.912	AADT: **5,549**	AM PEAK %:	6.5	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.964		PM PEAK %:	9.1	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 06/07/1999

ROAD: HANOVER ST SB **FROM:** INDUSTRIAL HWY **TO:** QUEEN ST

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4038/0011/0500 **FC:** 16

PROJECT: PAM99 **COUNT DIR:** SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **LOOP OR CLASS:**

STATION ID: 23595 **DVRPC FILE #:** 6918 **COUNTER:** 9494 **WEATHER:** F

Hour Ending	Monday 06/07/99	Tuesday 06/08/99	Wednesday 06/09/99	Thursday 06/10/99	Friday 06/11/99
1 AM		24	38		
2 AM		18	11		
3 AM		25	19		
4 AM		23	26		
5 AM		30	33		
6 AM		115	129		
7 AM		268	313		
8 AM		373	370		
9 AM	333	343			
10 AM	312	350			
11 AM	326	335			
12 PM	332	325			
1 PM	374	362			
2 PM	322	331			
3 PM	341	353			
4 PM	365	398			
5 PM	408	419			
6 PM	383	392			
7 PM	351	317			
8 PM	292	269			
9 PM	270	260			
10 PM	154	148			
11 PM	104	119			
12 AM	54	75			
		5,672			

SEASONAL FACTOR:	.912	AADT: **4,987**	AM PEAK %:	6.6	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.964		PM PEAK %:	7.4	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 06/14/1999

ROAD: TR 100 NB POTTSTOWN BYPASS **FROM:** CEDARVILLE RD **TO:** TR 724

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0100/0610/2000 **FC:** 14

PROJECT: PAC99 **COUNT DIR:** NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 50 **LOOP OR CLASS:**

STATION ID: 24376 **DVRPC FILE #:** 7235 **COUNTER:** 9867 **WEATHER:** R

Hour Ending	Monday 06/14/99	Tuesday 06/15/99	Wednesday 06/16/99	Thursday 06/17/99	Friday 06/18/99
1 AM		76	85		
2 AM		47	57		
3 AM		26	30		
4 AM		48	40		
5 AM		67	66		
6 AM		150	148		
7 AM		400	422		
8 AM		526			
9 AM		512			
10 AM		502			
11 AM		516			
12 PM		527			
1 PM		501			
2 PM	480	511			
3 PM	564	576			
4 PM	653	688			
5 PM	856	804			
6 PM	868	859			
7 PM	700	638			
8 PM	478	454			
9 PM	419	390			
10 PM	282	380			
11 PM	197	186			
12 AM	99	105			
		9,489			

SEASONAL FACTOR:	.914	AADT: **8,309**	AM PEAK %:	5.6	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.958		PM PEAK %:	9.1	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 06/14/1999

ROAD: TR 100 SB POTTSTOWN BYPASS **FROM:** CEDARVILLE RD **TO:** TR 724

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0100/0611/2000 **FC:** 14

PROJECT: PAC99 **COUNT DIR:** SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 50 **LOOP OR CLASS:**

STATION ID: 24376 **DVRPC FILE #:** 7236 **COUNTER:** 9868 **WEATHER:** R

Hour Ending	Monday 06/14/99	Tuesday 06/15/99	Wednesday 06/16/99	Thursday 06/17/99	Friday 06/18/99
1 AM		37	46		
2 AM		22	25		
3 AM		24	25		
4 AM		44	36		
5 AM		97	90		
6 AM		332	348		
7 AM		818	876		
8 AM		916	849		
9 AM		640	688		
10 AM		528	562		
11 AM	561	512	558		
12 PM	522	517	529		
1 PM	512	560			
2 PM	488	584			
3 PM	562	604			
4 PM	593	683			
5 PM	654	702			
6 PM	686	794			
7 PM	529	584			
8 PM	418	427			
9 PM	342	376			
10 PM	244	328			
11 PM	150	212			
12 AM	102	136			
		10,477			

SEASONAL FACTOR:	.914	AADT: **9,174**	AM PEAK %:	8.7	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.958		PM PEAK %:	7.6	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 03/29/1999

ROAD: TR 100 NB POTTSTOWN BYPASS **FROM:** TR 724 **TO:** TR 422

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0100/0620/1000 **FC:** 14

PROJECT: PAC98 **COUNT DIR:** NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: 12425 **DVRPC FILE #:** 2741 **COUNTER:** 9835 **WEATHER:** F

Hour Ending	Monday 03/29/99	Tuesday 03/30/99	Wednesday 03/31/99	Thursday 04/01/99	Friday 04/02/99
1 AM		77	80		
2 AM		46	44		
3 AM		41	43		
4 AM		46	45		
5 AM		80	67		
6 AM		216	212		
7 AM		613	627		
8 AM		840	821		
9 AM		766	810		
10 AM		638	648		
11 AM		704	696		
12 PM		768	758		
1 PM		838	852		
2 PM		878	914		
3 PM	962	978	950		
4 PM	1,030	1,057	1,048		
5 PM	1,172	1,210	1,173		
6 PM	1,270	1,238	1,266		
7 PM	962	1,086	1,100		
8 PM	741	826	934		
9 PM	616	640			
10 PM	446	500			
11 PM	201	242			
12 AM	103	132			
		14,460			

SEASONAL FACTOR:	.985	AADT: **13,645**	AM PEAK %:	5.8	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.958		PM PEAK %:	8.6	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 03/29/1999

ROAD: TR 100 SB POTTSTOWN BYPASS **FROM:** TR 724 **TO:** TR 422

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0100/0621/1000 **FC:** 14

PROJECT: PAC98 **COUNT DIR:** SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: 12425 **DVRPC FILE #:** 2742 **COUNTER:** 9868 **WEATHER:** F

Hour Ending	Monday 03/29/99	Tuesday 03/30/99	Wednesday 03/31/99	Thursday 04/01/99	Friday 04/02/99
1 AM		49	54		
2 AM		46	41		
3 AM		42	58		
4 AM		58	54		
5 AM		108	102		
6 AM		363	410		
7 AM		962	916		
8 AM		1,030	990		
9 AM		855	878		
10 AM		773	744		
11 AM		861	811		
12 PM		855	832		
1 PM		919	906		
2 PM		826	832		
3 PM	861	884	833		
4 PM	934	944	951		
5 PM	1,098	1,097	1,122		
6 PM	1,065	1,154	1,142		
7 PM	948	953	1,023		
8 PM	666	726	858		
9 PM	482	474			
10 PM	298	316			
11 PM	141	190			
12 AM	119	124			
		14,609			

SEASONAL FACTOR:	.985	AADT: **13,785**	AM PEAK %:	7.1	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.958		PM PEAK %:	7.9	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 06/19/2000

ROAD: TR 100 NB POTTSTOWN BOYERTOWN BYPASS **FROM:** CHESTER CO LINE **TO:** KING ST RAMP

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 0100/0010/0500 **FC:** 14

PROJECT: PAM00 **COUNT DIR:** NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: 3841 **DVRPC FILE #:** 27473 **COUNTER:** 9765 **WEATHER:** F

Hour Ending	Monday 06/19/00	Tuesday 06/20/00	Wednesday 06/21/00	Thursday 06/22/00	Friday 06/23/00
1 AM		144	149		
2 AM		66	56		
3 AM		55	48		
4 AM		80	73		
5 AM		107	133		
6 AM		275	292		
7 AM		638	570		
8 AM		901	866		
9 AM		852	810		
10 AM		850	863		
11 AM	897	934			
12 PM	986	979			
1 PM	928	1,024			
2 PM	1,012	1,036			
3 PM	1,150	1,140			
4 PM	1,286	1,244			
5 PM	1,560	1,654			
6 PM	1,681	1,562			
7 PM	1,202	1,294			
8 PM	922	914			
9 PM	767	750			
10 PM	616	656			
11 PM	342	384			
12 AM	226	259			
		17,798			

SEASONAL FACTOR:	.918	AADT: **15,636**	AM PEAK %:	5.5	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.957		PM PEAK %:	9.3	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 06/19/2000

ROAD: TR 100 SB POTTSTOWN BOYERTOWN BYPASS **FROM:** CHESTER CO LINE **TO:** KING ST RAMP

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 0100/0011/0500 **FC:** 14

PROJECT: PAM00 **COUNT DIR:** SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **LOOP OR CLASS:**

STATION ID: 3841 **DVRPC FILE #:** 27474 **COUNTER:** 9835 **WEATHER:** F

Hour Ending	Monday 06/19/00	Tuesday 06/20/00	Wednesday 06/21/00	Thursday 06/22/00	Friday 06/23/00
1 AM		111	120		
2 AM		54	72		
3 AM		55	62		
4 AM		84	84		
5 AM		196	204		
6 AM		585	612		
7 AM		1,422	1,352		
8 AM		1,552	1,519		
9 AM		1,152	1,138		
10 AM		1,016	1,062		
11 AM		1,101	1,048		
12 PM	1,053	1,054			
1 PM	1,039	1,084			
2 PM	1,106	1,103			
3 PM	1,121	1,100			
4 PM	1,082	1,144			
5 PM	1,120	1,085			
6 PM	1,184	1,107			
7 PM	937	1,009			
8 PM	811	909			
9 PM	712	710			
10 PM	536	588			
11 PM	390	377			
12 AM	196	225			
		18,823			

SEASONAL FACTOR:	.918	AADT: **16,536**	AM PEAK %:	8.2	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.957		PM PEAK %:	6.1	HOUR ENDING:	4:00 PM

DVRPC – Travel Monitoring

DATE: 04/02/2001

ROAD: OLD READING PIKE **FROM:** GROSSTOWN RD **TO:** HIGH ST

COUNTY: MONTGOMERY **MCD:** 235 - WEST POTTSGROVE TOWNSHIP **SR/SEG/OFF:** LOC **FC:** 19

PROJECT: 142-150-1 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30680 **COUNTER:** 9957 **WEATHER:** F

Hour Ending	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01
1 AM		9	5		
2 AM		3	3		
3 AM		7	9		
4 AM		3	7		
5 AM		14	8		
6 AM		32	28		
7 AM		82	96		
8 AM		126	126		
9 AM		86			
10 AM	153	108			
11 AM	86	101			
12 PM	124	106			
1 PM	128	142			
2 PM	112	110			
3 PM	140	166			
4 PM	172	186			
5 PM	170	150			
6 PM	144	130			
7 PM	81	92			
8 PM	57	72			
9 PM	41	36			
10 PM	24	33			
11 PM	42	43			
12 AM	32	30			
		1,867			

SEASONAL FACTOR:	.967	AADT: **1,786**	AM PEAK %:	6.7	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.989		PM PEAK %:	10.0	HOUR ENDING:	4:00 PM

DVRPC – Travel Monitoring

DATE: 04/02/2001

ROAD: TR 724 SCHUYLKILL RD **FROM:** TR 422 RAMP **TO:** VAUGHN ST

COUNTY: CHESTER **MCD:** 065 - EAST COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0092/1500 **FC:** 16

PROJECT: 142-150-13 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30692 **COUNTER:** 9766 **WEATHER:** F

Hour Ending	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01
1 AM		112	102		
2 AM		68	56		
3 AM		64	59		
4 AM		61	66		
5 AM		106	108		
6 AM		433	458		
7 AM		1,010	1,051		
8 AM		1,294	1,368		
9 AM		1,156	1,229		
10 AM		895			
11 AM		840			
12 PM	976	972			
1 PM	1,033	1,028			
2 PM	1,018	994			
3 PM	1,192	1,196			
4 PM	1,438	1,397			
5 PM	1,430	1,413			
6 PM	1,580	1,570			
7 PM	1,206	1,232			
8 PM	832	902			
9 PM	636	595			
10 PM	490	506			
11 PM	310	329			
12 AM	201	201			
		18,374			

SEASONAL FACTOR:	.965	AADT: **17,288**	AM PEAK %:	7.0	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.975		PM PEAK %:	8.5	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 04/02/2001

ROAD: TR 724 SCHUYLKILL RD **FROM:** PARK DR **TO:** TR 422 RAMP

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0082/0500 **FC:** 16

PROJECT: 142-150-12 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30691 **COUNTER:** 9839 **WEATHER:** F

Hour Ending	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01
1 AM		66	61		
2 AM		44	30		
3 AM		39	32		
4 AM		32	26		
5 AM		64	71		
6 AM		256	272		
7 AM		739	741		
8 AM		1,030	1,024		
9 AM		868	876		
10 AM		704			
11 AM		582			
12 PM	636	657			
1 PM	700	723			
2 PM	668	670			
3 PM	808	828			
4 PM	1,022	1,016			
5 PM	1,021	1,096			
6 PM	1,213	1,207			
7 PM	874	888			
8 PM	606	670			
9 PM	476	462			
10 PM	320	335			
11 PM	212	200			
12 AM	126	128			
		13,304			

SEASONAL FACTOR:	.965	AADT: **12,517**	AM PEAK %:	7.7	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.975		PM PEAK %:	9.1	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 04/16/2001

ROAD: TR 724 SCHUYLKILL RD **FROM:** HANOVER ST **TO:** HANOVER CT

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0062/1000 **FC:** 16

PROJECT: 142-150-15 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30695 **COUNTER:** 9873 **WEATHER:** R

Hour Ending	Monday 04/16/01	Tuesday 04/17/01	Wednesday 04/18/01	Thursday 04/19/01	Friday 04/20/01
1 AM		54	34		
2 AM		28	26		
3 AM		20	16		
4 AM		17	24		
5 AM		43	43		
6 AM		155	132		
7 AM		438	414		
8 AM		563	570		
9 AM		514	516		
10 AM		488	456		
11 AM		472			
12 PM	590	551			
1 PM	696	680			
2 PM	655	622			
3 PM	680	694			
4 PM	654	688			
5 PM	776	886			
6 PM	744	781			
7 PM	646	690			
8 PM	534	594			
9 PM	390	342			
10 PM	232	237			
11 PM	128	150			
12 AM	84	86			
		9,793			

SEASONAL FACTOR:	.965	AADT: **9,214**	AM PEAK %:	5.7	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.975		PM PEAK %:	9.0	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 07/31/2000

ROAD: TR 724 SCHUYLKILL RD **FROM:** TR 100 RAMPS **TO:** HANOVER ST

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0052/1000 **FC:** 16

PROJECT: PAC00 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: 14243 **DVRPC FILE #:** 27328 **COUNTER:** 9870 **WEATHER:** F

Hour Ending	Monday 07/31/00	Tuesday 08/01/00	Wednesday 08/02/00	Thursday 08/03/00	Friday 08/04/00
1 AM		63	48		
2 AM		28	32		
3 AM		20	17		
4 AM		34	28		
5 AM		66	57		
6 AM		178	144		
7 AM		366	332		
8 AM		438	441		
9 AM		432	442		
10 AM		464	438		
11 AM		554	494		
12 PM		632	623		
1 PM		704	648		
2 PM		664	657		
3 PM	660	716			
4 PM	720	730			
5 PM	704	768			
6 PM	796	871			
7 PM	684	739			
8 PM	664	706			
9 PM	584	590			
10 PM	387	394			
11 PM	182	208			
12 AM	98	74			
		10,439			

SEASONAL FACTOR:	.932	AADT: **9,418**	AM PEAK %:	6.1	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.968		PM PEAK %:	8.3	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 04/04/2001

ROAD: TR 724 WB SCHUYLKILL RD **FROM:** WHARTNABY ST **TO:** TR 100 RAMP

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0043/0500 **FC:** 16

PROJECT: 142-150-7 **COUNT DIR:** WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30686 **COUNTER:** 9955 **WEATHER:** F

Hour Ending	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Saturday 04/07/01	Sunday 04/08/01
1 AM		40	42		
2 AM		21	12		
3 AM		10	18		
4 AM		12	18		
5 AM		7	14		
6 AM		34	37		
7 AM		115	104		
8 AM		215	192		
9 AM		336			
10 AM	371	394			
11 AM	510	500			
12 PM	496	566			
1 PM	668	690			
2 PM	512	554			
3 PM	499	496			
4 PM	674	654			
5 PM	738	776			
6 PM	880	896			
7 PM	750	872			
8 PM	743	749			
9 PM	428	421			
10 PM	204	178			
11 PM	89	87			
12 AM	60	62			
		8,685			

SEASONAL FACTOR:	.965	AADT: **8,171**	AM PEAK %:	6.5	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.975		PM PEAK %:	10.3	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 04/04/2001

ROAD: TR 724 EB SCHUYLKILL RD **FROM:** WHARTNABY ST **TO:** TR 100 RAMP

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0042/0500 **FC:** 16

PROJECT: 142-150-6 **COUNT DIR:** EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30685 **COUNTER:** 9766 **WEATHER:** F

Hour Ending	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Saturday 04/07/01	Sunday 04/08/01
1 AM		24	26		
2 AM		11	20		
3 AM		18	18		
4 AM		18	27		
5 AM		32	42		
6 AM		156	156		
7 AM		396	370		
8 AM		516	432		
9 AM		409			
10 AM		289			
11 AM	371	386			
12 PM	482	486			
1 PM	504	522			
2 PM	576	570			
3 PM	633	560			
4 PM	570	569			
5 PM	610	578			
6 PM	680	636			
7 PM	624	630			
8 PM	642	648			
9 PM	636	642			
10 PM	433	436			
11 PM	124	146			
12 AM	66	58			
		8,736			

SEASONAL FACTOR:	.965	AADT: **8,219**	AM PEAK %:	5.9	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.975		PM PEAK %:	7.4	HOUR ENDING:	8:00 PM

DVRPC – Travel Monitoring

DATE: 06/16/1999

ROAD: TR 724 SCHUYLKILL RD **FROM:** SCHOLL RD **TO:** CATFISH LA

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** 0724/0022/0500 **FC:** 16

PROJECT: PAC99 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **LOOP OR CLASS:**

STATION ID: 14242 **DVRPC FILE #:** 7660 **COUNTER:** 9834 **WEATHER:** R

Hour Ending	Wednesday 06/16/99	Thursday 06/17/99	Friday 06/18/99	Saturday 06/19/99	Sunday 06/20/99
1 AM		42	51		
2 AM		32	26		
3 AM		22	13		
4 AM		17	12		
5 AM		40	31		
6 AM		104	105		
7 AM		288	256		
8 AM		387	391		
9 AM		314			
10 AM		274			
11 AM		270			
12 PM		335			
1 PM		366			
2 PM	398	424			
3 PM	404	414			
4 PM	472	493			
5 PM	522	539			
6 PM	626	646			
7 PM	460	472			
8 PM	368	382			
9 PM	336	347			
10 PM	258	263			
11 PM	143	154			
12 AM	90	95			
		6,720			

SEASONAL FACTOR:	.912	AADT: **5,908**	AM PEAK %:	5.8	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.964		PM PEAK %:	9.6	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 06/26/2000

ROAD: YOST RD **FROM:** TR 422 **TO:** MOSER RD

COUNTY: MONTGOMERY **MCD:** 200 - LOWER POTTSGROVE TOWNSHIP **SR/SEG/OFF:** 6234/0010/1000 **FC:** 17

PROJECT: PAM00 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: 29545 **DVRPC FILE #:** 27665 **COUNTER:** 9956 **WEATHER:** F

Hour Ending	Monday 06/26/00	Tuesday 06/27/00	Wednesday 06/28/00	Thursday 06/29/00	Friday 06/30/00
1 AM		40	31		
2 AM		12	8		
3 AM		29	23		
4 AM		16	24		
5 AM		50	42		
6 AM		126	143		
7 AM		347	321		
8 AM		414	466		
9 AM		462	438		
10 AM		358	386		
11 AM		422			
12 PM	450	416			
1 PM	408	425			
2 PM	402	388			
3 PM	456	488			
4 PM	556	554			
5 PM	526	593			
6 PM	511	499			
7 PM	384	362			
8 PM	254	260			
9 PM	226	199			
10 PM	154	136			
11 PM	116	118			
12 AM	88	73			
		6,787			

SEASONAL FACTOR:	.936	AADT: **6,283**	AM PEAK %:	6.8	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	.989		PM PEAK %:	8.7	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 04/02/2001

ROAD: INDUSTRIAL HWY **FROM:** KEIM ST **TO:** YOST RD

COUNTY: CHESTER **MCD:** 092 - NORTH COVENTRY TOWNSHIP **SR/SEG/OFF:** LOC **FC:** 19

PROJECT: 142-150-14 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30693 **COUNTER:** 9388 **WEATHER:** F

Hour Ending	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01
1 AM		76	63		
2 AM		37	44		
3 AM		24	26		
4 AM		26	28		
5 AM		53	52		
6 AM		204	194		
7 AM		544	525		
8 AM		742	762		
9 AM		770	816		
10 AM		598	619		
11 AM		604	591		
12 PM		684			
1 PM		756			
2 PM	712	711			
3 PM	827	796			
4 PM	1,052	1,038			
5 PM	1,096	975			
6 PM	976	916			
7 PM	706	788			
8 PM	513	520			
9 PM	377	384			
10 PM	312	318			
11 PM	210	219			
12 AM	140	152			
		11,935			

SEASONAL FACTOR:	.967	AADT: **11,414**	AM PEAK %:	6.5	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	.989		PM PEAK %:	8.7	HOUR ENDING:	4:00 PM

DVRPC – Travel Monitoring

DATE: 04/24/1996

ROAD: INDUSTRIAL HIGHWAY **FROM:** HANOVER ST **TO:** KEIM ST EXT

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** M249/M249/ **FC:** 16

PROJECT: MCPC-181 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 15124 **COUNTER:** 9999 **WEATHER:** F

Hour Ending	Wednesday 04/24/96	Thursday 04/25/96	Friday 04/26/96	Saturday 04/27/96	Sunday 04/28/96
1 AM		32	52		
2 AM		26	22		
3 AM		23	18		
4 AM		14	15		
5 AM		38	31		
6 AM		157	134		
7 AM		369	386		
8 AM		473	524		
9 AM		571			
10 AM		525			
11 AM		521			
12 PM		539			
1 PM	431	580			
2 PM	569	616			
3 PM	618	648			
4 PM	814	826			
5 PM	825	874			
6 PM	831	881			
7 PM	549	526			
8 PM	443	511			
9 PM	365	388			
10 PM	264	292			
11 PM	196	198			
12 AM	126	153			
		9,781			

SEASONAL FACTOR:	.923	AADT: **9,028**	AM PEAK %:	5.8	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	1		PM PEAK %:	9.0	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 06/07/1999

ROAD: HIGH ST EB **FROM:** CHARLOTTE ST (PA 663) **TO:** HANOVER ST

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4031/0360/2000 **FC:** 14

PROJECT: PAM99 **COUNT DIR:** EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **LOOP OR CLASS:**

STATION ID: 23442 **DVRPC FILE #:** 6914 **COUNTER:** 9629 **WEATHER:** F

Hour Ending	Monday 06/07/99	Tuesday 06/08/99	Wednesday 06/09/99	Thursday 06/10/99	Friday 06/11/99
1 AM		37	48		
2 AM		27	29		
3 AM		17	24		
4 AM		8	10		
5 AM		24	18		
6 AM		75	56		
7 AM		234	227		
8 AM		360	332		
9 AM		314			
10 AM	279	274			
11 AM	290	288			
12 PM	304	289			
1 PM	288	338			
2 PM	280	294			
3 PM	279	288			
4 PM	290	304			
5 PM	306	330			
6 PM	276	286			
7 PM	212	208			
8 PM	199	217			
9 PM	210	174			
10 PM	162	196			
11 PM	120	114			
12 AM	64	86			
		4,782			

SEASONAL FACTOR:	.914	AADT: **4,187**	AM PEAK %:	7.5	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.958		PM PEAK %:	7.1	HOUR ENDING:	1:00 PM

DVRPC – Travel Monitoring

DATE: 06/07/1999

ROAD: HIGH ST WB **FROM:** CHARLOTTE ST (PA 663) **TO:** HANOVER ST

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4031/0361/2000 **FC:** 14

PROJECT: PAM99 **COUNT DIR:** WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **LOOP OR CLASS:**

STATION ID: 23442 **DVRPC FILE #:** 6915 **COUNTER:** 9866 **WEATHER:** F

Hour Ending	Monday 06/07/99	Tuesday 06/08/99	Wednesday 06/09/99	Thursday 06/10/99	Friday 06/11/99
1 AM		48	52		
2 AM		41	27		
3 AM		28	32		
4 AM		19	20		
5 AM		18	18		
6 AM		50	54		
7 AM		93	92		
8 AM		173	186		
9 AM		234			
10 AM	314	292			
11 AM	357	370			
12 PM	414	350			
1 PM	392	396			
2 PM	354	363			
3 PM	388	366			
4 PM	384	404			
5 PM	376	346			
6 PM	322	302			
7 PM	268	252			
8 PM	258	264			
9 PM	276	266			
10 PM	172	240			
11 PM	132	136			
12 AM	96	132			
		5,183			

SEASONAL FACTOR:	.914	AADT: **4,538**	AM PEAK %:	7.1	HOUR ENDING:	11:00 AM
AXLE CORR. FACTOR:	.958		PM PEAK %:	7.8	HOUR ENDING:	4:00 PM

DVRPC – Travel Monitoring

DATE: 09/08/1998

ROAD: HIGH ST EB **FROM:** COLLEGE DR **TO:** GABLE AVE

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4031/0380/2000 **FC:** 14

PROJECT: PAM98 **COUNT DIR:** EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **LOOP OR CLASS:**

STATION ID: 23444 **DVRPC FILE #:** 3532 **COUNTER:** 9327 **WEATHER:** F

Hour Ending	Tuesday 09/08/98	Wednesday 09/09/98	Thursday 09/10/98	Friday 09/11/98	Saturday 09/12/98
1 AM		62	57		
2 AM		22	26		
3 AM		15	15		
4 AM		16	22		
5 AM		44	33		
6 AM		131	128		
7 AM		351	426		
8 AM		457	458		
9 AM		478	449		
10 AM		382	373		
11 AM		392			
12 PM		402			
1 PM		416			
2 PM	464	423			
3 PM	469	458			
4 PM	529	541			
5 PM	439	498			
6 PM	453	444			
7 PM	426	392			
8 PM	305	282			
9 PM	226	239			
10 PM	194	226			
11 PM	138	146			
12 AM	81	92			
		6,909			

SEASONAL FACTOR:	.909	AADT: **6,029**	AM PEAK %:	6.9	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	.96		PM PEAK %:	7.8	HOUR ENDING:	4:00 PM

DVRPC – Travel Monitoring

DATE: 09/08/1998

ROAD: HIGH ST WB **FROM:** COLLEGE DR **TO:** GABLE AVE

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4031/0381/2000 **FC:** 14

PROJECT: PAM98 **COUNT DIR:** WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **LOOP OR CLASS:**

STATION ID: 23444 **DVRPC FILE #:** 3533 **COUNTER:** 9776 **WEATHER:** F

Hour Ending	Tuesday 09/08/98	Wednesday 09/09/98	Thursday 09/10/98	Friday 09/11/98	Saturday 09/12/98
1 AM		57	52		
2 AM		24	25		
3 AM		18	22		
4 AM		7	15		
5 AM		30	33		
6 AM		88	84		
7 AM		192	204		
8 AM		238	270		
9 AM		330	299		
10 AM		304	312		
11 AM		358			
12 PM		382			
1 PM		456			
2 PM	444	382			
3 PM	478	430			
4 PM	624	638			
5 PM	558	555			
6 PM	491	470			
7 PM	332	360			
8 PM	298	326			
9 PM	236	226			
10 PM	213	209			
11 PM	142	155			
12 AM	108	108			
		6,343			

SEASONAL FACTOR:	.909	AADT: **5,535**	AM PEAK %:	6.0	HOUR ENDING:	12:00 PM
AXLE CORR. FACTOR:	.96		PM PEAK %:	10.1	HOUR ENDING:	4:00 PM

DVRPC – Travel Monitoring

DATE: 04/16/2001

ROAD: HIGH ST **FROM:** BERKS ST **TO:** TR 100 RAMP

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 4031/0010/2000 **FC:** 14

PROJECT: 142-150-2 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **LOOP OR CLASS:**

STATION ID: **DVRPC FILE #:** 30681 **COUNTER:** 9774 **WEATHER:** R

Hour Ending	Monday 04/16/01	Tuesday 04/17/01	Wednesday 04/18/01	Thursday 04/19/01	Friday 04/20/01
1 AM		72	80		
2 AM		48	42		
3 AM		42	52		
4 AM		35	31		
5 AM		91	72		
6 AM		302	284		
7 AM		700	695		
8 AM		930	902		
9 AM		889	865		
10 AM		788	780		
11 AM		796	820		
12 PM	833	838			
1 PM	954	960			
2 PM	924	945			
3 PM	1,037	1,026			
4 PM	1,140	1,172			
5 PM	1,140	1,132			
6 PM	1,112	1,179			
7 PM	895	846			
8 PM	623	640			
9 PM	549	518			
10 PM	448	454			
11 PM	268	291			
12 AM	182	186			
		14,880			

SEASONAL FACTOR:	.955	AADT: **13,429**	AM PEAK %:	6.3	HOUR ENDING:	8:00 AM
AXLE CORR. FACTOR:	.945		PM PEAK %:	7.9	HOUR ENDING:	6:00 PM

DVRPC – Travel Monitoring

DATE: 06/07/1999

ROAD: KING ST **FROM:** MANATAWNY ST **TO:** HANOVER ST

COUNTY: MONTGOMERY **MCD:** 212 - POTTSTOWN BOROUGH **SR/SEG/OFF:** 6227/0010/0500 **FC:** 14

PROJECT: PAM99 **COUNT DIR:** BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **LOOP OR CLASS:**

STATION ID: 29542 **DVRPC FILE #:** 6940 **COUNTER:** 9787 **WEATHER:** F

Hour Ending	Monday 06/07/99	Tuesday 06/08/99	Wednesday 06/09/99	Thursday 06/10/99	Friday 06/11/99
1 AM		71	58		
2 AM		60	42		
3 AM		36	33		
4 AM		22	26		
5 AM		30	30		
6 AM		70	66		
7 AM		154	157		
8 AM		242	246		
9 AM		337			
10 AM	392	410			
11 AM	402	379			
12 PM	398	396			
1 PM	425	450			
2 PM	416	428			
3 PM	466	506			
4 PM	506	516			
5 PM	500	510			
6 PM	516	484			
7 PM	394	448			
8 PM	338	340			
9 PM	260	296			
10 PM	227	231			
11 PM	140	158			
12 AM	103	118			
		6,692			

SEASONAL FACTOR:	.914	AADT: **5,860**	AM PEAK %:	6.1	HOUR ENDING:	10:00 AM
AXLE CORR. FACTOR:	.958		PM PEAK %:	7.7	HOUR ENDING:	4:00 PM

Pottstown Bypass (US 422) Reconstruction Traffic Study
Chester and Montgomery Counties, Pennsylvania

Publication No. : 02043

Date Published: December 2002

Geographic Area Covered: North Coventry and East Coventry townships in Chester County and West Pottsgrove, Lower Pottsgrove townships and Pottstown Borough in Montgomery County.

Key Words: Highway Network, Traffic Simulation, Traffic Demand Forecasting Alternative Analysis, Traffic Volumes, Peak Hour Turning Movements, Design Factors, Pottstown Bypass, US 422 Expressway.

ABSTRACT
This report presents 2006 and 2026 forecasts for the No-Build and Two Build Alternatives for the Pottstown Bypass (US 422) and surrounding study area. It was prepared at the request of the Pennsylvania Department of Transportation which is conducting traffic alternatives analyses in support of reconstructing the Pottstown Bypass . DVRPC's travel simulation model was used to estimate future traffic volumes for the No-Build and Build Alternatives. The build alternatives assume various reconfigurations of the Pottstown Bypass interchanges that are designed to improve traffic flows and enhance safety.

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