Draft Final Design Noise Study

SR 0422, Section M03
Pottstown Bypass
North Coventry Township
Chester County
MPMS No. 64220



Prepared For:

pennsylvania
DEPARTMENT OF TRANSPORTATION
Engineering District 6-0
7000 Geerdes Boulevard
King Of Prussia, PA 19406

Prepared By:

Jacobs

Jacobs Engineering Group Inc
2001 Market Street, Suite 900
Philadelphia, PA 19103

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1.0 Executive Summary

The Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) are finalizing traffic noise abatement options for proposed roadway improvements along the SR 0422 Pottstown Bypass. This Draft Final Design Noise Study addresses SR 0422, Section M03, one of seven separate construction sections that comprise the SR 0422 Pottstown Bypass Express Reconstruction Project. Section M03 involves the reconstruction of nearly 1 mile of SR 0422 from approximately 2,300 feet west of the Keim Street Interchange to approximately 100 feet west of the eight-span Schuylkill River Bridge, in North Coventry Township, Chester County.

The findings in this Draft Final Design Noise Study supersede the 2003 preliminary traffic noise study for SR 0422, Section M03 because the final design analysis is based on final engineering design and the most current available traffic planning information and assumptions. Traffic noise levels for 4 noise study areas (NSAs) under existing conditions and the 2052 No Build and Build alternatives were predicted using the FHWA Traffic Noise Model (TNM) version 2.5, as validated by a project-specific field monitoring program conducted in November 2025.

Under the Build Alternative, traffic noise impacts are predicted at 72 modeled receiver locations in all 4 NSAs. These impacts are due to modeled noise levels approaching or exceeding the FHWA and PennDOT Noise Abatement Criteria (NAC); none are due to a substantial increase over existing noise levels. Build Alternative impacts include 9 residences and 0.53 ERU at Bellewood Country Club in NSA A, 36 residential receiver locations representing 41 receptors in NSA B, 0.16 equivalent residential units (ERU) along the Schuylkill River Trail in NSA C, and 9 residential receptors in NSA D. As such, noise abatement within SR 0422, Section M03 is warranted.

Noise barriers were selected as the noise abatement alternative evaluated for the NSAs with predicted Build Alternative impacts. Barriers A, B, and D were found to be both feasible and reasonable per PennDOT's three-phase approach to noise abatement determination and are recommended for implementation. The 3 recommended barrier systems total approximately 4,364 feet in length and 66,028 square feet in area, would benefit 50 receptors, and would provide at least 7-dBA insertion loss at 39 benefited receptors. The noise barriers recommended for implementation are:

- Barrier A: Located along eastbound SR 0422 for NSA A, this barrier would span 1,209 feet with an average height of 16.6 feet. It would benefit 10 receptors with an average 6-dBA noise reduction.
- Barrier B: A two-wall system located along eastbound SR 0422 for NSA B, this barrier would span 2,094 feet with an average height of 15.3 feet. It would benefit 27 receptors with an average 10-dBA noise reduction.
- Barrier D: Located along westbound SR 0422 for NSA D, this barrier would span 1,061 feet with an average height of 13.2 feet. It would benefit 13 receptors with an average 7-dBA noise reduction. Absorptive treatment for Barrier D is recommended to maintain the acoustical effectiveness of Barrier B under the Barrier B/Barrier D parallel-barrier condition.

2.0 Introduction

The Federal Highway Administration (FHWA) and the Pennsylvania Department of Transportation (PennDOT) plan to reconstruct and improve a seven-mile section of SR 0422 between the Berks County line and the Sanatoga Interchange in Chester and Montgomery Counties. The SR 0422 Pottstown Bypass Express Reconstruction Project is being advanced through seven separate construction sections. Construction of four sections (Sections M2C, M2A, M1A and MAB) has been completed, and a fifth Section, M1B, is under construction. This Draft Final Design Noise Study addresses SR 0422, Section M03, and identifies potential traffic noise impacts associated with the proposed improvements. Where traffic noise impacts are identified, the study evaluates and recommends noise abatement that would be warranted, feasible, and reasonable based upon FHWA and PennDOT criteria. The project location and study area are shown on Figure 2-1 and Figure 2-2.

This Draft Final Design Noise Study provides a comprehensive analysis, including the project background, project purpose and need, alternatives analyzed, characteristics of noise, methods used to conduct the traffic noise impact and abatement analysis, identification of noise-sensitive receptors, summaries of existing and future traffic noise impacts, traffic noise abatement considerations, construction noise, and public involvement.

Figure 2-1: Corridor Map – Pottstown Bypass Reconstruction Project

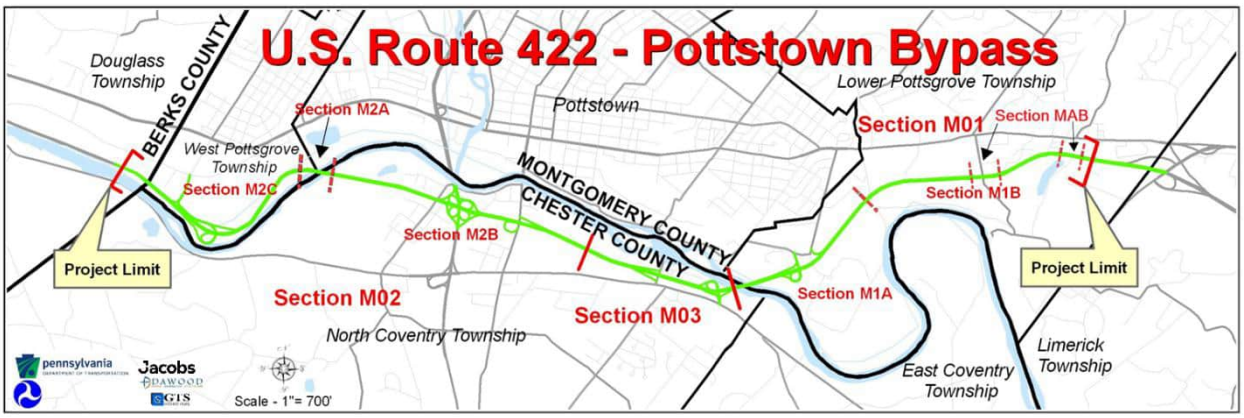
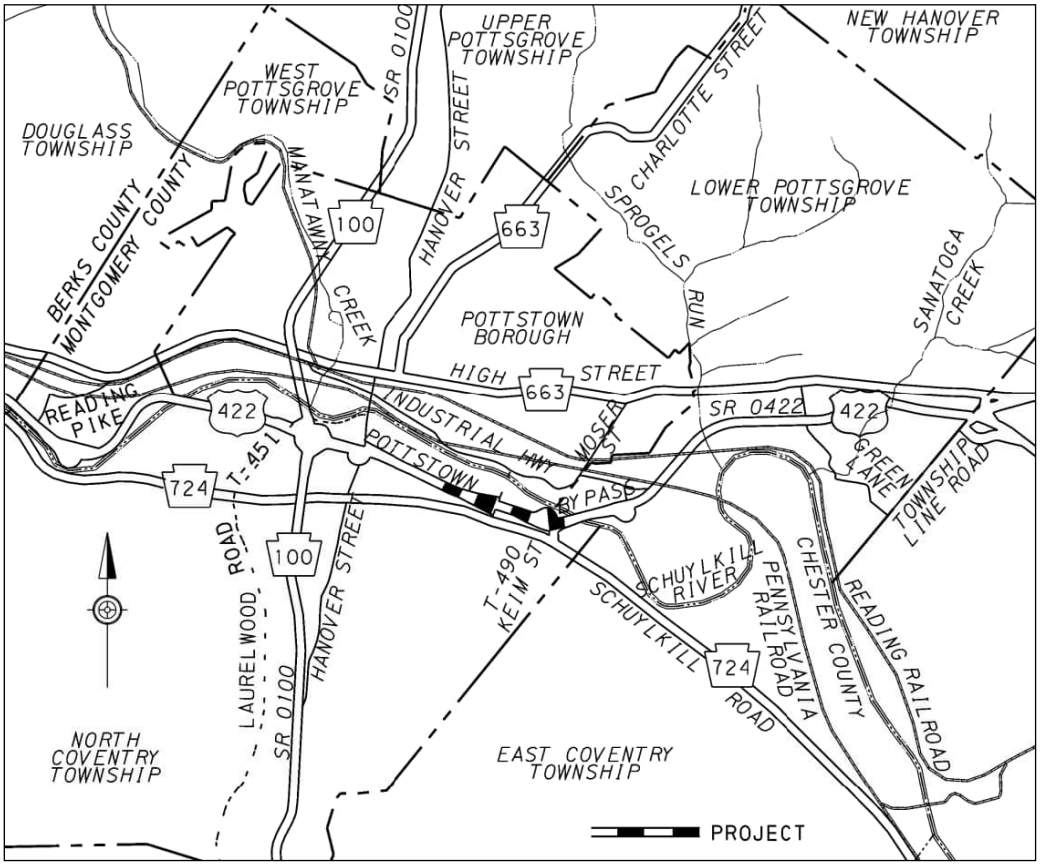


Figure 2-2: Project Location Map



2.1 Project Background

The project, designated as SR 0422, Section M03, is a Type I transportation improvement project involving the reconstruction of nearly one mile of SR 0422, from approximately 2,300 feet west of the Keim Street Interchange to approximately 100 feet west of the eight-span Schuylkill River Bridge. This section of SR 0422 is located in North Coventry Township, Chester County.

The land uses evaluated in the Section M03 traffic noise study include a mix of residential, recreational, institutional, and commercial uses. North of SR 0422, the study area is generally defined by the wooded corridor between the roadway and the Schuylkill River, and the residential community along Riverside Drive. South of SR 0422, the study area includes single-family, two-family, multi-family, and mobile home residential uses, as well as Norco Apartments, Connection Church, Bellewood Country Club, the Schuylkill River Trail, and commercial properties along PA 0724 (Schuylkill Road).

A preliminary traffic noise study for SR 0422, Section M03 was performed by GTS Technologies, now American Engineers Group, LLC, in 2003. That preliminary study identified two noise sensitive areas where noise abatement considerations were warranted and where additional analysis during Final Design would be needed to determine whether abatement would satisfy feasibility and reasonableness criteria. Because

the 2003 preliminary study was based on conceptual traffic and engineering data, its conclusions were considered preliminary.

The findings in this Draft Final Design Noise Study are based on final engineering design and the most current available traffic planning information and assumptions. Therefore, this study supersedes the 2003 preliminary noise study. The noise study areas and receptor descriptions have also been updated, including revisions to labeling and delineation, to provide a comprehensive and clear analysis.

2.2 Purpose and Need

The existing SR 0422 Pottstown Bypass Express corridor was constructed in the early 1960s. The existing concrete pavement and bituminous overlays are deteriorating, and many geometric features of the facility do not meet current PennDOT and FHWA design criteria, including horizontal radii, superelevation, vertical grade, typical section, acceleration and deceleration lengths, sight distance, and vertical clearance. Many of the eighteen structures along the seven-mile corridor were also rated as structurally in Poor Condition. These conditions, together with an above-average crash history along the corridor, create the need to improve safety, operations, and infrastructure condition.

The purpose of the SR 0422 Pottstown Bypass Express Reconstruction Project is to address the identified deficiencies by providing a consistent roadway typical section, modifying mainline horizontal geometry to meet minimum radii, sight distance, and superelevation criteria, adjusting vertical geometry to meet sight distance and minimum vertical clearance criteria for SR 0422 and crossing roadways, and reconstructing structures along the corridor. Seven interchanges will be reconstructed and/or reconfigured to provide required acceleration and deceleration lane lengths, improve traffic operations, and provide safer conditions for the traveling public.

The final design noise analysis is performed by construction section when required. This Draft Final Design Noise Study documents the noise analysis and recommended noise abatement measures for the SR 0422, Section M03 construction section only.

2.3 Alternatives Analyzed

2.3.1 No Build Alternative

For the SR 0422, Section M03 design year of 2052, the No Build Alternative would maintain the existing roadway design and geometry in SR 0422, Section M03, while allowing for planned maintenance and routine modifications. This alternative also assumes completion of reasonably foreseeable transportation, development, and infrastructure projects that are already in progress, are programmed by PennDOT or FHWA, or are included in the fiscally constrained Regional Transportation Plan. Improvements from these projects are anticipated to be completed independently from any improvements proposed for the SR 0422, Section M03 project.

2.3.2 Build Alternative

For the 2052 Build Alternative for SR 0422, Section M03, the four (4)-lane limited access expressway will be reconstructed mainly on the existing alignment, with improvements to shoulder widths, sight distance, interchange layout, and vertical clearances. This project also includes reconstruction of two (2) structures carrying Keim Street over SR 0422 and SR 0422 over Ramps G and H of the PA-724 Interchange. A summary of proposed improvements is listed below:

- The mainline horizontal alignment through the PA-724 Interchange will be reconstructed with a larger radius (PI Sta. 324+34.07) than the corresponding existing curve to meet current minimum horizontal stopping sight distance (SSD) criteria of 570 ft for 60 mph design speed. The required radius for this curve was minimized by shifting the median barrier to the inside of the curve to provide the design SSD for both directions of travel.
- The vertical alignment will be adjusted to stay above the FEMA 100-year flood plain elevations with an additional foot of freeboard at the edge of shoulder. Reconstructed vertical curves will provide SSD of 570 ft minimum. The existing vertical alignment will be adjusted to meet the 0.5% minimum grade design standard (existing is 0.3%).
- Roadside ditches will be added or replaced to meet current standards as outlined in PennDOT Design Manual Part 2 - Highway Design (DM-2).
- Mainline right shoulder widths will be increased from 10 ft paved to 12 ft paved.
- A constant 20 ft median with concrete median barrier is proposed for the entire length of the project.
- A bridge supporting SR 0422 over Ramps G and H will be replaced and widened. A second bridge carrying Keim Street over SR 0422 will also be replaced and widened. All structures will provide the full approach roadway width. The proposed design will provide a 16 ft-6 in minimum vertical clearance under Keim Street and a 14 ft-6 in minimum vertical clearance over Ramps G and H. A design exception has been approved for the vertical clearance over Ramps G and H.
- A signing upgrade will replace existing signs and provide new signs meeting PennDOT Pub. 111 requirements. All major guide signs will be on overhead sign structures.
- Ramp K, the westbound on-ramp from Keim Street to SR 0422, will be realigned where Keim Street intersects to line up with the Riverside Drive through lane.
- Keim Street will be widened on the southbound side to maintain access to Riverside Drive during bridge replacement. Keim Street alignments, horizontal and vertical, have been coordinated with Montgomery County's Keim Street over the Schuylkill River bridge replacement project.
- Two retaining walls are proposed. One is located along eastbound SR 0422 between the Keim Street bridge and Ramp I, minimizing ROW impacts to the historic district along the south side of the freeway. The DM-2, Section 4.4.C, advises a minimum lateral clearance of 14 ft in front of retaining walls. The shoulders along this retaining wall will remain at 12 ft; however, all other geometric criteria, such as shoulder width and sight distance, meet requirements. No design exception is required. The second retaining wall is proposed along Ramp H to minimize impacts to the Schuylkill River and ROW.
- Two design exceptions have been identified and approved. They are summarized below:

- Horizontal Alignment - Minimum radius on Ramps G and H. 150 ft existing at 25 mph, 231 ft required for 30 mph design speed, 144 ft proposed for 25 mph.
- Vertical Clearance - SR 0422 bridge over Ramps G and H. 14 ft-7 3/8 in existing, 16 ft-6 in required, 15 ft-0 in proposed.

2.4 Characteristics of Noise

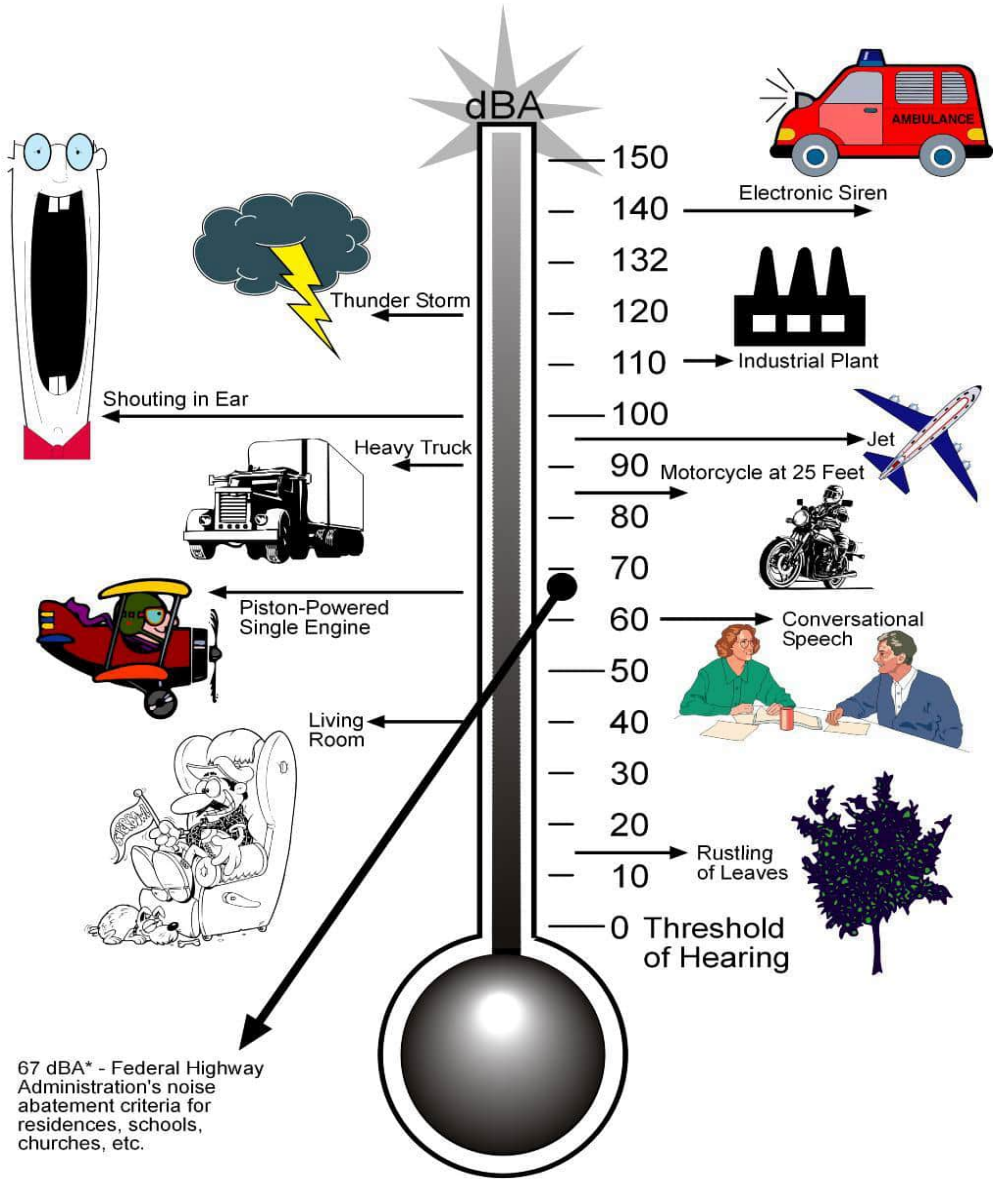
Sound is a form of energy transmitted by vibrations in air and detected through hearing. Noise is generally defined as unwanted sound; in this report, the terms noise and sound are used as appropriate to describe traffic-noise conditions.

Sound is typically described by sound pressure level (SPL), expressed in decibels (dB). Because human hearing is more sensitive to some frequencies than others, environmental noise studies commonly use the A-weighted scale, which approximates the response of the human ear. A-weighted sound levels are expressed in dBA. Typical outdoor A-weighted sound levels are shown in Figure 2-3.

In typical noisy environments, changes of 1 to 2 dBA are generally not perceptible. A 3 dBA increase is usually considered barely detectable and represents a doubling of sound energy, such as doubling traffic volume on a highway or halving the distance to the source. A 5 dBA increase is generally distinctly noticeable, and a 10 dBA increase is commonly perceived as approximately twice as loud.

Noise includes three interrelated elements: a source, a transmission path, and a receptor. All three must be present for noise to occur. Noise may be continuous or intermittent and may include high- or low-frequency components. Highway traffic noise is typically expressed as the hourly equivalent sound level, $L_{eq(h)}$, which represents the average noise energy over a one-hour period.

Figure 2-3: Examples of Common Outdoor Noise and dBA Levels



* The Federal Highway Administration's noise abatement criteria are listed as dBA. dBA is a time weighted value for noise. dB represents an individual noise event. dBA for a noise source is generally less than dB.

Source: FHWA

3.0 Methodology

3.1 Federal and State Noise Policies

This Draft Final Design Noise Study was completed in accordance with the FHWA *Highway Traffic Noise: Analysis and Abatement Guidelines* (FHWA-HEP-10-025, December 2011) and the PennDOT *Project Level Highway Traffic Noise Handbook*, Publication No. 24 (May 2019.) The Project is defined as Type 1 by 23 Code of Federal Regulations (CFR) 772 as the additional widening proposed for acceleration/deceleration lanes and right shoulder for this SR 0422, Section M03 reconstruction project would affect both horizontal alignment and vertical sightlines between the roadway and adjacent noise sensitive areas. Therefore, a detailed traffic noise analysis is required by 23 CFR 772.

The PennDOT Publication No. 24 (Pub 24) has adopted the Noise Abatement Criteria (NAC) that have been established by FHWA under 23 CFR 772 for determining traffic noise impacts for a variety of land uses. The NAC, listed in Table 3-1 for various activities, represent the upper limit of acceptable traffic noise conditions and apply them to land use areas which have regular human activity where lowered noise levels are desired. The NAC is given in terms of the hourly, A-weighted, equivalent sound level in decibels (dBA.)

Table 3-1: Hourly Weighted Sound Levels dB(A) For Various Land Use Activity Categories

Land Use Activity Category	$L_{eq(h)}$[1]	Description of Land Use Activity Category
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67 (exterior)	Residential
C[2]	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E[2]	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A, B or C.
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	Undeveloped lands that are not permitted.

Source: Pennsylvania Department of Transportation, *Project Level Highway Traffic Noise Handbook, Publication No. 24* (May 2019).

[1] Impact thresholds should not be used as design standards for noise abatement purposes.

[2] Includes undeveloped lands permitted for this activity category.

3.2 Field Noise Monitoring and Modeling Methods

Traffic noise levels for the SR 0422, Section M03 project were modeled using the FHWA Traffic Noise Model (TNM) version 2.5. TNM is a three-dimensional model that calculates traffic noise levels at receiver locations by accounting for sound propagation, atmospheric absorption, ground type, and intervening obstructions such as terrain, buildings, and noise barriers. Existing and proposed roadway geometry, receiver locations, traffic volumes, vehicle classifications, travel speeds, and flow-control conditions were incorporated into the model, as applicable.

A project-specific field monitoring program was conducted to validate TNM for use in predicting traffic noise levels within the SR 0422, Section M03 project area. The program included short-term noise measurements at 11 monitoring sites selected to represent the noise environments in the project corridor. Measurements were conducted for 15 minutes at each monitoring site, with simultaneous traffic counts collected for five TNM vehicle classifications: automobiles, medium trucks, heavy trucks, buses, and motorcycles. Measurements were conducted under free-flow traffic and meteorologically acceptable conditions, and vehicle speeds were periodically checked using radar. ANSI Type 1 sound level meters were calibrated before and after each measurement.

Validation models were developed to represent the traffic and acoustical conditions observed during the field monitoring program. Field traffic counts were converted to hourly TNM input volumes by vehicle class, and the modeled noise levels were compared with the measured L_{eq} values at the monitoring locations. This comparison was used to confirm that the model reasonably represented existing traffic noise conditions and that differences between existing and future modeled conditions would reflect changes in traffic, roadway geometry, and related project conditions rather than inconsistencies in field monitoring or model setup. The detailed monitoring program and model-validation results are presented in Section 4.1.

Using the validated model as the basis for analysis, existing traffic noise levels were modeled under worst-case traffic conditions. The model was then revised to represent the 2052 No Build and Build alternatives, including the future traffic projections and the roadway geometry associated with each alternative. The future models were used to identify receiver locations where predicted traffic noise levels would approach or exceed the NAC, or where predicted levels would substantially increase compared with existing conditions. Impacted receiver locations were then carried forward for consideration of traffic noise abatement in accordance with the PennDOT warranted, feasible, and reasonable evaluation process described in Section 5.2.

3.3 Traffic and Model Data

Existing and future traffic volumes were based on data provided in the *US 422 Pottstown Bypass Traffic Forecasts* (April 2019), which was developed for PennDOT by the Delaware Valley Regional Planning Commission (DVRPC) to analyze existing traffic conditions and the effects of potential corridor improvements on future traffic volumes and patterns. The study provided current (2018) traffic counts along with 2025 and 2045 traffic forecasts for both the No Build and Build alternative configurations. The highest of the two projected growth rates utilized in the report's traffic projections, 2018 to 2045 and 2025 to 2045, were applied to this study to extrapolate traffic volumes on a per-segment basis for the 2052 design year.

No new entrance or exit points would be added to the SR 0422 corridor in the Build Alternative. See Appendix F for a summary of traffic data used to model traffic noise in this Draft Final Design Noise Study.

As future hourly traffic data were developed by DVRPC, long-term noise monitoring was not required to determine the loudest traffic noise hour. To account for the effect of diurnal traffic patterns on traffic noise, AM and PM peak-hour traffic conditions were evaluated in TNM for the Existing, No Build, and Build scenarios. The Existing AM and PM analyses tied at 62 impacted receptors; the AM condition was selected because the average noise level among impacted receptors was higher in the AM peak hour, 68.4 dBA compared with 67.8 dBA in the PM peak hour. For the No Build and Build alternatives, the AM peak hour also resulted in a greater total number of impacted receptors than the corresponding PM peak-hour analyses. As a result, the AM peak hour was selected as the loudest traffic noise hour for the Existing, No Build, and Build scenarios in this Draft Final Design Noise Study.

Vehicle classifications were determined from PennDOT's Internet Traffic Monitoring System and PennDOT's Roadway Management System (RMS). Traffic volume data were classified into TNM vehicle categories, including automobiles, medium trucks, heavy trucks, buses, and motorcycles, in conjunction with guidance from the FHWA Office of Highway Policy's *Traffic Monitoring Guide and the Towing and Recovery Association of America's Vehicle Identification Guide*. For SR 0724, the vehicle mix was based primarily on PennDOT RMS machine-classified counts from the SR 0724 RMS packet, which were used to develop the five TNM vehicle-class percentages. The default RMS-derived SR 724 mix was applied to the project SR 0724 roadways, with a separate RMS-supported eastern-tail mix applied only to the SR 0724/SR 0422 ramp-area roadway entities supported by the RMS segment limits.

Signalized flow control was modeled in TNM for SR 0724 at Keim Street and SR 0724 at SR 0422 ramps using the existing signal plans and signal-timing data. Percent-vehicles-affected values were derived from the signal timing data and applied in TNM. The SR 0724 RMS packet, supporting SR 0724 and Keim Street Turning Movement Count packet, and SR 0724 signal plans/timing sheet are included in Appendix F.

All existing and proposed roadway geometry were exported from the project topographic survey and roadway design model, then digitally imported into TNM at a horizontal and vertical accuracy of one foot. Likewise, terrain data used in TNM were one-foot derivations of a digital terrain model developed from the project topographic survey and supplemented by PAMAP LiDAR data for areas outside the project survey. Both roadways and shoulders were modeled in TNM as single-lane centerlines. Although the existing and future posted SR 0422 speed limit is 55 miles per hour (MPH), both the existing and proposed roadway design speed is 60 MPH; therefore, the more conservative 60 MPH was used in this Draft Final

Design Noise Study. Dwelling unit and equivalent-residential-unit counts for all noise-sensitive receptors used in this study were confirmed using online county GIS parcel resources maintained by Chester County.

4.0 Existing Highway Traffic Noise Environment

4.1 Noise Monitoring Program and Model Validation

The modeling process began with validation of the FHWA Traffic Noise Model (TNM) in accordance with PennDOT requirements. Validation was completed by comparing measured noise levels from the field monitoring program with noise levels generated by validation models that represented the traffic volumes and speeds observed during the monitoring periods. The traffic data collected during each monitoring session were converted to 1-hour traffic data for use in the validation models. A difference of 3 dBA or less between measured and modeled noise levels is considered by PennDOT to be an acceptable level of accuracy.

Representative short-term noise monitoring locations were selected to characterize existing noise conditions in the project study area. 11 monitoring sites were evaluated, as shown in Appendix B. Noise monitoring was conducted for 15 minutes at each monitoring location between November 11 and November 24, 2025, with simultaneous traffic counts collected for 5 vehicle types: automobiles, medium trucks, heavy trucks, buses, and motorcycles. Measurements were conducted under meteorologically acceptable conditions, including dry pavement, calm or light winds, and free-flowing traffic. Measurements were collected using ANSI Type 1 sound level meters that were field-calibrated before and after each measurement. Laboratory calibration certificates for the noise meters are included in Appendix C.

Monitored noise levels in the project area ranged from 61.0 dBA to 76.9 dBA. A summary of the short-term monitoring results is presented in Table 4-1, while field data sheets and noise meter output summaries are presented in Appendix D and Appendix E, respectively. The noise monitoring program confirmed that SR 0422 traffic noise is the dominant noise source throughout the project area. At monitoring sites adjacent to SR 0724, traffic on SR 0724 also contributed significant noise.

A summary of the model validation process is also presented in Table 4-1. For the monitoring sites, the difference between the monitored and modeled noise levels ranged from -1.3 dBA to +2.8 dBA, expressed as monitored minus modeled level, with an average absolute difference of 1.4 dBA. Because the validation results were within 3 dBA of the monitored noise levels, the validated model was verified to be representative of existing conditions and was used as the basis for the existing and future-year noise prediction models.

Table 4-1: Short-Term Monitoring and Model Validation Results

NSA	Site	Address	Land Use/Activity Category	Noise Levels (dBA)		
				Monitored	Modeled	Difference between Monitored and Modeled
A	M-01	401 E Schuylkill Road	Bellewood Country Club / C	68.2	67.4	+0.8
	M-02	401 E Schuylkill Road	Bellewood Country Club / C	66.7	68.0	-1.3
	M-03	897 E Schuylkill Road	Single-Family Residential / B	66.1	66.3	-0.2
B	M-04	1012 E Schuylkill Road	Single-Family Residential / B	71.1	68.3	+2.8
	M-05	1089 E Schuylkill Road	Single-Family Residential / B	70.2	70.6	-0.4
	M-06	1233 E Schuylkill Road	Single-Family Residential / B	70.3	69.2	+1.1
	M-07	Norco Apartments	Multi-Family Residential / B	65.1	64.9	+0.2
C	M-08	Schuylkill River Trail near E Schuylkill Road	Schuylkill River Trail / C	76.9	75.0	+1.9
D	M-09	1025 Riverside Drive	Single-Family Residential / B	61.0	58.2	+2.8
	M-10	1086 Riverside Drive	Single-Family Residential / B	67.0	65.8	+1.2
	M-11	1197 Riverside Drive	Mobile Home Residential / B	64.7	62.0	+2.7

4.2 Existing Conditions

The project study area was divided into 4 NSAs to group noise-sensitive receptors that share a similar existing traffic-noise environment, considering land use, roadway orientation, traffic volumes, traffic mix, traffic speeds, and topographic conditions. To determine traffic noise levels under existing conditions, each NSA was evaluated in TNM using the selected existing loudest-hour traffic condition. The following sections describe each NSA and summarize the existing traffic noise environment. Appendix B includes mapping graphics showing the NSAs, and Appendix A includes the modeled noise levels for each receptor.

NSA A

NSA A, located along eastbound SR 0422 between the Bellewood Country Club area and S Keim Street, consists of single-family residences, Bellewood Country Club, and Connection Church. The residential receptors are located primarily near Mauretania Road and E Schuylkill Road (SR 0724), while Bellewood Country Club extends through the western portion of the NSA and Connection Church is located near the southeastern portion of the NSA. There were 3 NSA A monitoring sites, M-01 and M-02 at Bellewood

Country Club (401 E Schuylkill Road) and M-03 at 897 E Schuylkill Road. In total, 37 noise receivers (A-01 through A-37) represent 16 residences evaluated under Activity Category B and 2.9 ERU evaluated under Activity Category C. The Activity Category C ERU total includes Bellewood Country Club and Connection Church. For Bellewood Country Club, facility-provided operating information was used with a 250-day annual normalization: 90 players/day multiplied by 4 hours/player yields 360 player-hours/day and 90,000 player-hours/year. The exposed portion of the course was represented as 2.5/18 of total course use, yielding 12,500 exposed annual person-hours; dividing that total by the Pub 24 Appendix E base of 13,578 person-hours/year yields 0.9206 ERU, distributed across 19 exterior receptors as approximately 0.0485 ERU per receptor and reported as 0.9 ERU (note that Appendix A ERU values are rounded for presentation; ERU totals use unrounded allocations.) Connection Church is represented by 2 exterior receptors assigned the Pub 24 default value of 1.0 ERU each, totaling 2.0 ERU.

Existing condition exterior noise levels in NSA A are predicted to average 65 dBA and range from 56 dBA to 69 dBA, with 18 receivers representing 9 residences and 0.4 ERU that currently experience traffic noise impacts due to levels approaching or exceeding the NAC.

NSA B

NSA B, located along eastbound SR 0422 in the Kenilworth area, consists of single-family residences, 2-family residences, multi-family residences, and Norco Apartments. The residential receptors are located primarily south of SR 0422 along and near E Schuylkill Road (SR 0724), S Keim Street, Tysons Road, and Park Drive. There were 4 NSA B monitoring sites, located at 1012 E Schuylkill Road (M-04), 1089 E Schuylkill Road (M-05), 1233 E Schuylkill Road (M-06), and Norco Apartments (M-07). In total, 60 noise receivers (B-01 through B-60) represent 104 residences evaluated under Activity Category B in NSA B.

Existing condition exterior noise levels in NSA B are predicted to average 63 dBA and range from 47 dBA to 71 dBA, with 30 receivers representing 35 residences that currently experience traffic noise impacts due to levels approaching or exceeding the NAC.

NSA C

NSA C, located along eastbound SR 0422 near the SR 0422 bridge approach over the Schuylkill River and E Schuylkill Road, consists of the Schuylkill River Trail. The trail receptors are located north of E Schuylkill Road in the eastern portion of the project study area. There was 1 NSA C monitoring site, M-08, along the Schuylkill River Trail near E Schuylkill Road. In total, 12 noise receivers (C-01 through C-12) represent 0.3 ERU evaluated under Activity Category C for the Schuylkill River Trail. The Activity Category C ERU assignment for the Schuylkill River Trail followed the Pub 24 Appendix E trail-use method. The calculation used the available annual trail-use count for the Chester County segment of the Schuylkill River Trail, 75,000 trips/year, and a 3-minute one-way pass, consistent with the Pub 24 Table E2 trail example. These inputs result in 3,750 person-hours/year; dividing by the Pub 24 Appendix E base of 13,578 person-hours/year yields 0.276 ERU, which was distributed evenly across the 12 retained trail receptors (0.023 ERU each). Note that Appendix A ERU values are rounded for presentation; ERU totals use unrounded allocations.

Existing condition exterior noise levels in NSA C are predicted to average 64 dBA and range from 55 dBA to 74 dBA, with 6 receivers representing 0.1 ERU that currently experience traffic noise impacts due to levels approaching or exceeding the NAC.

NSA D

NSA D, located north of SR 0422 and south of the Schuylkill River along the Riverside Drive area, consists of single-family residences and mobile homes. The residential receptors are located along Riverside Drive. There were 3 NSA D monitoring sites, located at 1025 Riverside Drive (M-09), 1086 Riverside Drive (M-10), and 1197 Riverside Drive (M-11). In total, 21 noise receivers (D-01 through D-21) represent 21 residences evaluated under Activity Category B, including 16 single-family residences and 5 mobile homes.

Existing condition exterior noise levels in NSA D are predicted to average 63 dBA and range from 56 dBA to 68 dBA, with 8 receivers representing 8 residences that currently experience traffic noise impacts due to levels approaching or exceeding the NAC.

5.0 Future Highway Traffic Noise Environment

5.1 Future Traffic Noise Model Input

To complete Phase 1 of the PennDOT 3-phased noise abatement approach, future traffic noise impacts in the Build Alternative were identified at each receptor location with modeled traffic noise levels that either approach or exceed the NAC, or are substantially higher than the existing noise levels. To predict these noise levels, the validated existing noise model was revised to reflect conditions in the 2052 No Build and Build alternatives as described in Section 2.3 above.

5.2 Future Noise Impact Assessment

Future traffic noise impacts are predicted to occur along SR 0422, Section M03 in both the No Build and Build alternatives. The modeled noise levels in the Build Alternative average approximately 1.4 dBA higher than the No Build Alternative. All noise impacts in the No Build Alternative would also be present in the Build Alternative.

All traffic noise impacts were due to modeled noise levels approaching or exceeding the NAC for Activity Category B and Activity Category C land uses, and none were due to a substantial, or 10 dBA, increase over existing noise levels. All 4 NSAs studied in this Draft Final Design Noise Study are predicted to be impacted by traffic noise. See Appendix B for graphics showing the location of each noise impact, and Appendix A for tables showing the future noise levels predicted at each modeled receptor. Traffic noise impacts were identified in the Build Alternative for 9 residences and 0.53 ERU at Bellewood Country Club in NSA A, 36 residential receptors representing 41 dwelling units in NSA B, 0.16 ERU along the Schuylkill River Trail in NSA C, and 9 residential receptors in NSA D. As such, noise abatement within SR 0422, Section M03 is warranted.

Per PennDOT guidance, highway traffic noise analyses will be performed for developed lands as well as undeveloped lands if they are considered "permitted." Undeveloped lands are deemed to be permitted when there is a definite commitment to develop land with an approved specific design of land use

activities as evidenced by the issuance of at least 1 building permit. In accordance with PennDOT policy, an undeveloped lot is considered to be planned, designed, and programmed if a building permit has been issued by the local authorities prior to the Date of Public Knowledge for the relevant project. PennDOT considers the "Date of Public Knowledge" as the date that the final NEPA approval is made, and thereafter would have no obligation to provide noise mitigation for any undeveloped land that is permitted or constructed. Coordination with North Coventry Township determined that no undeveloped and permitted land uses would be present within or adjacent to SR 0422, Section M03. See Appendix G for the equivalent residential unit calculations and coordination documentation. For undeveloped lands with no development permitted, PennDOT policy requires the prediction of future noise levels for use by local planning officials. See Appendix B for graphics showing contour distances at which the NAC for each land use activity category would be approached.

6.0 Highway Traffic Noise Consideration and Abatement Alternatives

6.1 Abatement Alternatives

FHWA and PennDOT highway traffic noise guidelines identify a range of abatement measures that may be considered in response to transportation-related noise impacts. Although noise barriers and earth berms are generally the most effective forms of highway traffic noise mitigation, other potential abatement measures include traffic control measures, alteration of horizontal and vertical alignments, acoustical insulation of public-use and nonprofit Activity Category D facilities, acquisition of buffer land, and construction of earthen berms and/or noise barriers.

Due to the purpose and need of the proposed highway project, traffic control and alignment alteration measures were not considered feasible abatement options. Acquisition of buffer land was also not considered feasible because of the developed character of the project corridor and the potential for residential displacements. In addition, acoustical insulation was not considered because no Activity Category D noise impacts were identified. Therefore, construction of noise barriers was selected as the noise abatement alternative evaluated for the NSAs where traffic noise impacts were identified in this Draft Final Design Noise Study.

6.2 Feasibility and Reasonableness Criteria

Noise abatement determinations are based on PennDOT's three-phase approach: warranted, feasibility, and reasonableness. The first phase determines whether noise abatement is warranted, the results of which are summarized in Section 5.2 above. Under the Build Alternative, traffic noise levels are predicted to approach or exceed the FHWA and PennDOT noise abatement criteria at 72 modeled receptor locations: 54 residential receiver locations representing 59 residences and 18 non-residential Activity Category C receiver points representing 0.69 ERU. Therefore, noise abatement consideration is warranted.

The second phase evaluates noise abatement alternatives and determines whether any meet the feasibility criteria. The selected noise abatement alternative is considered feasible if it provides a noise reduction of at least 5 dBA for a majority, or 50 percent or greater, of the impacted receptors. In addition,

a feasible noise abatement measure would not cause unsafe roadway conditions or other engineering constraints such as restricting access to vehicular or pedestrian travel, interfering with maintenance activities, utilities and/or drainage, and incurring extraordinary costs associated with structural reinforcement or right-of-way acquisition.

The third phase of noise abatement determination evaluates whether the proposed abatement options meet the reasonableness criteria, as described below. Noise abatement must be both feasible and reasonable to be recommended for implementation.

Cost Reasonableness Value

The reasonable cost value for noise barriers is 2,000 based upon a maximum square footage of abatement per benefited receptor (MaxSF/BR). The square footage of the barrier is determined based on its length and height from the finished ground elevation at the base of the barrier to its top elevation. The total number of benefited receptors includes all receptors that would receive a 5 dBA or greater insertion loss from the noise barrier.

Noise Reduction Design Criteria and Goals

Per 23 CFR 772, a noise reduction design goal is required for highway traffic noise abatement evaluation. Noise reduction is measured by comparing Build Alternative pre- and post-barrier noise levels. This difference between unabated and abated noise levels is known as insertion loss. PennDOT has defined the noise reduction design goal as achieving at least 7 dBA of insertion loss for at least one benefited receptor while insertion losses of 7 dBA or above are desired for additional impacted receptors as justifiable by the point of diminishing acoustical return on increasing barrier height.

In addition to the above criteria and design goals, it is desirable to reduce future exterior noise levels back to existing exterior noise levels as well as reduce future exterior noise levels to the low 60 dBA range (i.e., 60 dBA to 63 dBA) for Activity Category B and Activity Category C receptors, and the upper 60 dBA range (i.e., 65 dBA to 68 dBA) for Activity Category E receptors.

Consideration of Viewpoints

As related to the viewpoints of property owners and residents, the viewpoints of all benefited receptors shall be solicited in order to obtain enough responses to document a decision on either desiring or not desiring a noise abatement measure. Although the public may express opinions regarding the desire for or against particular noise abatement measures at any point in the development of a project, the solicitation of viewpoints does not formally occur until information contained within the draft version of this Draft Final Design Noise Study has been approved for circulation to the public by PennDOT and FHWA. This process assures the public has access to the results of noise analyses prior to making any decision related to the desire for or against available choices associated with noise abatement measures.

6.3 Noise Abatement Evaluation

Three noise barrier systems were evaluated for noise-sensitive receptors predicted to be impacted by traffic noise under the Build Alternative. Barriers A, B, and D were found to be both feasible and reasonable per PennDOT's three-phase approach to noise abatement determination and, as such, are recommended for implementation. The three recommended barrier systems total approximately 4,364 feet in length and 66,028 square feet in area and would benefit 50 receptors. Of the benefited receptors, 39 are predicted to achieve at least 7-dBA insertion loss. The feasibility and reasonableness assessment of each evaluated barrier system is summarized in Table 6-1.

Table 6-1: Noise Abatement Feasibility and Reasonableness Assessment

Barrier	Average Insertion Loss* (dBA)	Average Height (ft)	Total Length (ft)	Total Area (SF)	Receptors Benefited	Area per Benefited Receptor	Feasible	Reasonable
A	6	16.6	1,209	19,939	10	1,994	Yes	Yes
B	10	15.3	2,094	31,987	27	1,185	Yes	Yes
D	7	13.2	1,061	14,101	13	1,085	Yes	Yes

*For benefited receptors with insertion loss of at least 5 dBA

The noise barrier systems were optimized in TNM on a per-panel basis to meet and be consistent with the applicable noise-reduction targets for impacted receiver locations. Acoustical profiles were developed based on the optimized barrier lengths and panel heights and are available for final engineering design and review in TNM. The proposed barrier dimensions and locations were reviewed for feasibility considerations, including vehicle and pedestrian safety, utilities and drainage, maintenance access, and adjacent-property constraints. The recommended barrier systems are presented graphically in Appendix B, and warranted, feasible, and reasonable worksheets are included in Appendix H.

Parallel noise barriers can cause reverberation that may increase noise levels and reduce acoustical performance. Barrier B and Barrier D were evaluated for potential parallel-barrier effects where the geometric relationship between the barriers met the applicable screening criteria. Reflective and absorptive barrier scenarios were analyzed using the TNM Parallel Barrier Analysis Tool, including scenarios with a noise reduction coefficient of 0.70. The analysis found that absorptive treatment on Barrier D controlled the parallel-barrier condition and provided the material reduction in computed parallel-barrier increases; therefore, absorptive treatment is recommended for Barrier D. The parallel-barrier adjustment-factor results are included in Appendix A.

Barrier A

Barrier A was evaluated as a single continuous wall along eastbound SR 0422 for the NSA A receptor group, including 9 impacted residences and the Bellewood Country Club Activity Category C receptors represented in the non-residential ERU basis. Bellewood Country Club is included in the Barrier A receptor group through the exposed-use allocation documented in Appendix G for the project-facing portion of the course. At an average height of 16.6 feet and a length of 1,209 feet, Barrier A is predicted to average 6

dBA of insertion loss at benefited receptors and benefit 10 residential receptors, including all 9 impacted residences in NSA A.

With an optimized surface area of 19,939 square feet, Barrier A would achieve a cost reasonableness value of 1,994 square feet of abatement per benefited receptor and would satisfy the noise reduction design goal by providing at least 7-dBA insertion loss at 5 benefited residential receptors. The impacted Bellewood Country Club Activity Category C receptors, represented by 0.53 ERU in the Build Alternative impact assessment, would remain impacted and not benefited by the optimized wall because the additional barrier area required to benefit them, given the limited ERU represented by those receptors, would exceed the 2,000 square feet per benefited receptor reasonableness criterion.

Barrier A would be feasible and reasonable per PennDOT noise abatement determination policy and is therefore recommended for implementation.

Barrier B

Barrier B was evaluated as a barrier system composed of two wall segments along eastbound SR 0422 in NSA B to provide noise abatement for impacted residential receptors. At an average height of 15.3 feet and a total length of 2,094 feet, Barrier B is predicted to average 10 dBA of insertion loss at benefited receptors and benefit 27 residential receptors represented by 24 modeled residential receiver locations.

With an optimized surface area of 31,987 square feet, Barrier B would achieve a cost reasonableness value of 1,185 square feet of abatement per benefited receptor and would satisfy the noise reduction design goal by providing at least 7-dBA insertion loss at 27 benefited residential receptors represented by 24 modeled receiver locations. Receiver locations B-25 through B-36, representing 14 impacted residential receptors, are adjacent to SR 0724, which is the dominant traffic-noise source at those locations. Because Barrier B is designed to reduce SR 0422 traffic noise, it would not materially reduce the SR 0724 contribution, and those receivers would remain impacted and not benefited by the optimized Barrier B system.

Portions of Barrier B and Barrier D also meet the screening criteria for a parallel-barrier condition. Reflective and absorptive scenarios were evaluated with the TNM Parallel Barrier Analysis Tool, and the adjustment-factor results are provided in Appendix A. Absorptive treatment on Barrier D is recommended to maintain the acoustical effectiveness of Barrier B due to its parallel configuration with Barrier D. In the reflective-barrier comparison, 5 modeled Barrier B receiver locations, B-11 through B-15, would remain impacted, and receiver locations B-02, B-03, and B-05 through B-10 would move outside the low-60-dBA optimization range. With absorptive treatment applied to Barrier D, B-11 through B-15 are reduced below the applicable impact threshold, and all benefited receptors remain within the low-60-dBA optimization range. Because absorptive treatment on Barrier D provides the material reduction in computed parallel-barrier increases, no separate absorptive treatment is recommended for Barrier B.

Barrier B would be feasible and reasonable per PennDOT noise abatement determination policy and is therefore recommended for implementation.

Noise Study Area C

Noise Study Area C consists of the Schuylkill River Trail, which was evaluated as an Activity Category C recreational use. Traffic noise impacts were identified in the Build Alternative for 0.16 ERU along the trail.

In accordance with PennDOT Pub 24, noise abatement must be warranted, feasible, and reasonable, including consideration of whether a barrier can be physically constructed, achieve the required noise reduction, and provide a reasonable benefit relative to its size and cost. For the NSA C trail receptors, an effective barrier would need to extend through the ramp and bridge area; however, that configuration would require substantial bridge modifications. A shorter ground-mounted barrier along the ramp approach would not provide sufficient length or continuity to achieve the required noise reduction.

Given the limited benefit expected from a barrier at this location and the substantial structural modifications that would be required, noise abatement for the NSA C trail receptors was determined not to be feasible. Therefore, noise abatement is not recommended for NSA C.

Barrier D

Barrier D was evaluated as a noise barrier along the westbound side of SR 0422 for the NSA D residential receptors along Riverside Drive. At an average height of 13.2 feet and a total length of 1,061 feet, Barrier D is predicted to average 7 dBA of insertion loss at benefited receptors and benefit 13 residential receptors, including all 9 impacted residences in NSA D.

With an optimized surface area of 14,101 square feet, Barrier D would achieve a cost reasonableness value of 1,085 square feet of abatement per benefited receptor and would satisfy the noise reduction design goal by providing at least 7-dBA insertion loss at 7 impacted residential receptors.

Portions of Barrier B and Barrier D meet the screening criteria for a parallel-barrier condition. Reflective and absorptive scenarios were evaluated with the TNM Parallel Barrier Analysis Tool, and the adjustment-factor results are provided in Appendix A. For NSA D, the modeled receptors are substantially lower relative to the Barrier D and Barrier B wall tops, placing them deep in the Barrier D acoustic shadow for opposite-wall reflected sound. As a result, reflected sound from Barrier B would have to clear Barrier D and then diffract sharply downward to reach the lower Riverside Drive receptors; this geometry produced little to no computed reflective contribution at NSA D, with increases of 0.0 dBA for most NSA D rows and no more than 0.3 dBA. By contrast, the NSA B receptors are higher and more directly exposed to reflected sound from the opposing Barrier D wall, producing material computed increases. Mixed-wall sensitivity results indicate that the NSA B increases are controlled by reflections from Barrier D; therefore, absorptive treatment on Barrier D is recommended to maintain the acoustical effectiveness of Barrier B.

Barrier D would be feasible and reasonable per PennDOT noise abatement determination policy and is therefore recommended for implementation. The recommended Barrier D implementation includes absorptive treatment for the Barrier B/Barrier D parallel-barrier condition.

7.0 Construction Noise Consideration and Abatement Opportunities

Construction of this project is anticipated to temporarily increase noise levels throughout the project area. The increase in noise within the adjacent communities are generated from construction activities which include but are not limited to the clearing of land, the construction of roadways and related features, and the moving of construction equipment such as diesel-powered earth-moving equipment (i.e. dump trucks and bulldozers), compressors, and pile drivers.

Noise levels from diesel-powered equipment range from 80 dBA to 95 dBA at a distance of 50 feet according to the FHWA Construction Noise Handbook (FHWA, August 2006). Impact equipment, such as pile drivers, can potentially generate louder noise levels. However, noise levels during construction are difficult to predict since the type of construction activity and the equipment used varies during each stage of work. Additionally, construction activities are not usually located at one location for very long or are consistently generating noise for a specific duration.

While that may be the case, it is necessary to provide reasonable abatement measures for construction noise to minimize any potential impacts for the adjacent communities despite their temporary nature. The contractor shall use equipment adapted to operate with the least possible noise and shall conduct their work so that any annoyance to occupants of nearby property and the general public will be minimized during construction.

8.0 Public Involvement Process

As part of the noise mitigation process and the PennDOT noise policy, consideration of the public's needs and preference must be taken into account when determining the reasonableness of noise mitigation within the project area. In order to do so, outreach to the local community through a public meeting is necessary to allow for public input. The noise analysis and proposed mitigation information will be presented to the public at a scheduled virtual public meeting following the approval of this report. Coordination with local officials is necessary to ensure participation from both residents and property owners within the adjacent communities who may be potentially affected by this project have the opportunity to provide their input.

The purpose of the public meeting is also to determine the desires of benefited receptors. Whether noise barriers that satisfy all feasible and reasonable criteria of the PennDOT noise policy will be constructed, as well as the barrier's community-side color and texture preferences, will be determined by the community through a voting process. Of all the votes tallied, a 50% or greater margin must be in favor of the proposed noise barrier in order for the noise barrier to be considered reasonable per PennDOT noise policy. Voting results will be assessed by the project team as well as the Engineering District for votes not in favor of the proposed noise wall on an individual proposed noise barrier basis in order to provide a comprehensive assessment of the overall proposed noise mitigation. Once a determination is made on the recommended noise barriers, the results will be documented and included in the Final Design Noise Study.

Appendix A

Traffic Noise Modeling and Abatement Results

Traffic Noise Modeling and Abatement Results

Noise level approaching or exceeding the NAC

Noise level exceeding 63-dBA secondary design goal

Noise reduction of 5+ dBA

Noise reduction of 7+ dBA

Receiver	NAC	Land Use	Receptor / ERU	Modeled Noise Levels (dBA)								
				Existing	No Build	Build Alternative						
						No Barrier	Parallel Barrier Adjustment Factor	With Reflective Barrier	Insertion Loss*	With Absorptive Barrier	Insertion Loss*
A-01	C	Bellewood Country Club	0.05	65	66	68	-	68	0	-	-
A-02	C	Bellewood Country Club	0.05	67	67	69	-	69	0	-	-
A-03	C	Bellewood Country Club	0.05	67	68	70	-	70	0	-	-
A-04	C	Bellewood Country Club	0.05	68	68	69	-	69	0	-	-
A-05	C	Bellewood Country Club	0.05	69	69	70	-	70	0	-	-
A-06	C	Bellewood Country Club	0.05	68	68	69	-	69	0	-	-
A-07	C	Bellewood Country Club	0.05	64	64	65	-	65	1	-	-
A-08	C	Bellewood Country Club	0.05	67	67	68	-	67	1	-	-
A-09	C	Bellewood Country Club	0.05	68	68	69	-	68	1	-	-
A-10	C	Bellewood Country Club	0.05	67	67	68	-	66	2	-	-
A-11	C	Bellewood Country Club	0.05	68	69	69	-	66	3	-	-
A-12	B	Single family	1	68	69	69	-	64	5	-	-
A-13	B	Single family	1	69	69	69	-	63	6	-	-
A-14	B	Single family	1	69	69	69	-	61	8	-	-
A-15	B	Single family	1	68	68	68	-	61	7	-	-
A-16	B	Single family	1	68	68	68	-	60	8	-	-
A-17	B	Single family	1	66	67	67	-	61	6	-	-
A-18	B	Single family	1	67	67	67	-	60	7	-	-
A-19	B	Single family	1	67	68	67	-	60	7	-	-
A-20	B	Single family	1	67	68	68	-	62	5	-	-
A-21	B	Single family	1	65	65	65	-	64	1	-	-
A-22	C	Bellewood Country Club	0.05	63	64	65	-	65	0	-	-
A-23	C	Bellewood Country Club	0.05	63	64	65	-	65	0	-	-
A-24	C	Bellewood Country Club	0.05	63	64	64	-	64	0	-	-
A-25	C	Bellewood Country Club	0.05	63	64	64	-	64	0	-	-
A-26	C	Bellewood Country Club	0.05	63	64	64	-	64	0	-	-
A-27	C	Bellewood Country Club	0.05	62	63	63	-	62	1	-	-
A-28	C	Bellewood Country Club	0.05	64	64	65	-	64	1	-	-
A-29	C	Bellewood Country Club	0.05	65	66	66	-	65	1	-	-
A-30	B	Single family	1	62	63	64	-	62	1	-	-
A-31	B	Single family	1	61	62	62	-	60	3	-	-
A-32	B	Single family	1	63	63	63	-	59	4	-	-
A-33	B	Single family	1	64	64	64	-	58	6	-	-
A-34	B	Single family	1	64	65	65	-	64	1	-	-
A-35	B	Single family	1	64	64	64	-	63	1	-	-
A-36	C	Connection Church	1	59	60	61	-	60	1	-	-
A-37	C	Connection Church	1	56	57	58	-	58	0	-	-
B-01	B	Single family	1	68	69	69	-	60	9	60	9

*Noise values, comparisons, and insertion losses are calculated to the tenth of a dBA and then rounded for presentation purposes.

Traffic Noise Modeling and Abatement Results

Noise level approaching or exceeding the NAC

Noise level exceeding 63-dBA secondary design goal

Noise reduction of 5+ dBA

Noise reduction of 7+ dBA

Receiver	NAC	Land Use	Receptor / ERU	Modeled Noise Levels (dBA)							
				Existing	No Build	Build Alternative					
						No Barrier	Parallel Barrier Adjustment Factor	With Reflective Barrier	Insertion Loss*	With Absorptive Barrier	Insertion Loss*
B-02	B	Single family	1	69	70	71	2	65	6	63	8
B-03	B	Single family	1	69	69	71	2	64	7	62	9
B-04	B	Single family	1	68	69	71	2	63	8	62	9
B-05	B	Multi-family	4	70	70	72	2	64	8	62	10
B-06	B	Single family	1	70	70	72	2	64	8	62	10
B-07	B	Single family	1	70	70	72	2	64	8	62	10
B-08	B	Single family	1	70	71	72	3	64	8	62	10
B-09	B	Single family	1	71	71	73	2	64	8	62	11
B-10	B	Single family	1	71	71	73	3	65	8	62	10
B-11	B	Single family	1	70	71	73	3	66	7	63	10
B-12	B	Single family	1	70	71	73	4	67	6	63	10
B-13	B	Single family	1	69	70	72	4	66	6	63	9
B-14	B	Single family	1	69	70	71	3	66	6	63	9
B-15	B	Single family	1	69	70	72	3	66	6	63	9
B-16	B	Single family	1	70	70	72	3	65	7	62	11
B-17	B	Single family	1	70	70	73	-	62	10	61	11
B-18	B	Single family	1	70	71	73	-	63	10	63	11
B-19	B	Single family	1	70	70	72	-	62	10	62	11
B-20	B	Single family	1	70	71	73	-	63	10	63	10
B-21	B	Single family	1	70	71	72	-	62	10	62	10
B-22	B	Single family	1	70	70	72	-	60	12	60	12
B-23	B	Single family	1	69	69	71	-	63	8	63	8
B-24	B	Single family	1	68	69	70	-	63	7	63	7
B-25	B	Two-family	2	66	67	68	4	68	0	68	0
B-26	B	Single family	1	66	67	69	4	69	0	69	0
B-27	B	Single family	1	66	67	68	4	68	0	68	0
B-28	B	Two-family	2	66	66	68	4	68	0	68	0
B-29	B	Single family	1	65	66	68	3	68	0	68	0
B-30	B	Single family	1	65	66	67	4	67	0	67	0
B-31	B	Single family	1	65	66	68	4	68	0	68	0
B-32	B	Single family	1	66	67	68	4	68	0	68	0
B-33	B	Single family	1	65	66	68	4	68	0	68	0
B-34	B	Single family	1	66	67	68	4	68	0	68	0
B-35	B	Single family	1	64	66	67	5	67	0	67	0
B-36	B	Single family	1	65	66	67	5	67	0	67	0
B-37	B	Multi-family	7	62	63	65	5	65	0	65	0
B-38	B	Single family	1	63	64	65	-	65	1	65	1
B-39	B	Single family	1	63	64	65	-	65	1	65	1

*Noise values, comparisons, and insertion losses are calculated to the tenth of a dBA and then rounded for presentation purposes.

Traffic Noise Modeling and Abatement Results

Noise level approaching or exceeding the NAC

Noise level exceeding 63-dBA secondary design goal

Noise reduction of 5+ dBA

Noise reduction of 7+ dBA

Receiver	NAC	Land Use	Receptor / ERU	Modeled Noise Levels (dBA)								
				Existing	No Build	Build Alternative						
						No Barrier	Parallel Barrier Adjustment Factor	With Reflective Barrier	Insertion Loss*	With Absorptive Barrier	Insertion Loss*
B-40	B	Single family	1	63	64	65	-	65	1	64	1
B-41	B	Single family	1	62	63	65	-	65	0	65	0
B-42	B	Single family	1	62	63	65	-	64	1	64	1
B-43	B	Norco Apartments	9	62	63	65	-	64	1	64	1
B-44	B	Norco Apartments	9	63	63	65	-	65	1	65	1
B-45	B	Norco Apartments	9	53	54	56	-	55	1	55	1
B-46	B	Norco Apartments	9	52	53	55	-	54	1	54	1
B-47	B	Single family	1	48	48	50	-	49	1	49	1
B-48	B	Single family	1	47	48	49	-	49	1	48	1
B-49	B	Single family	1	48	49	51	-	50	1	50	1
B-50	B	Single family	1	48	49	50	-	49	1	49	1
B-51	B	Single family	1	49	50	52	-	51	1	51	1
B-52	B	Single family	1	49	50	52	4	52	0	52	0
B-53	B	Single family	1	50	51	52	5	52	0	52	0
B-54	B	Single family	1	56	56	57	5	57	0	57	0
B-55	B	Two-family	2	50	50	52	4	52	0	52	0
B-56	B	Single family	1	51	52	54	4	54	0	54	0
B-57	B	Single family	1	49	50	52	3	52	0	52	0
B-58	B	Single family	1	49	50	51	4	51	0	51	0
B-59	B	Single family	1	53	53	55	4	55	0	55	0
B-60	B	Single family	1	48	49	50	-	49	1	49	1
C-01	C	Schuylkill River Trail	0.02	58	58	63	-	-	-	-	-
C-02	C	Schuylkill River Trail	0.02	57	58	64	-	-	-	-	-
C-03	C	Schuylkill River Trail	0.02	55	55	61	-	-	-	-	-
C-04	C	Schuylkill River Trail	0.02	55	55	60	-	-	-	-	-
C-05	C	Schuylkill River Trail	0.02	59	60	64	-	-	-	-	-
C-06	C	Schuylkill River Trail	0.02	61	62	66	-	-	-	-	-
C-07	C	Schuylkill River Trail	0.02	69	70	70	-	-	-	-	-
C-08	C	Schuylkill River Trail	0.02	73	74	75	-	-	-	-	-
C-09	C	Schuylkill River Trail	0.02	74	74	77	-	-	-	-	-
C-10	C	Schuylkill River Trail	0.02	70	70	78	-	-	-	-	-
C-11	C	Schuylkill River Trail	0.02	71	72	78	-	-	-	-	-
C-12	C	Schuylkill River Trail	0.02	71	72	78	-	-	-	-	-
D-01	B	Mobile home	1	66	66	66	0	61	5	61	5
D-02	B	Single family	1	66	67	67	0	62	6	62	6
D-03	B	Single family	1	63	63	66	0	59	7	59	7
D-04	B	Single family	1	66	66	68	0	61	7	61	7
D-05	B	Single family	1	68	68	69	0	61	8	61	8

*Noise values, comparisons, and insertion losses are calculated to the tenth of a dBA and then rounded for presentation purposes.

Traffic Noise Modeling and Abatement Results

Noise level approaching or exceeding the NAC

Noise level exceeding 63-dBA secondary design goal

Noise reduction of 5+ dBA

Noise reduction of 7+ dBA

Receiver	NAC	Land Use	Receptor / ERU	Modeled Noise Levels (dBA)								
				Existing	No Build	Build Alternative						
						No Barrier	Parallel Barrier Adjustment Factor	With Reflective Barrier	Insertion Loss*	With Absorptive Barrier	Insertion Loss*
D-06	B	Single family	1	67	68	68	0	59	9	59	9
D-07	B	Single family	1	67	67	66	0	59	7	59	7
D-08	B	Mobile home	1	67	68	67	0	60	7	60	7
D-09	B	Mobile home	1	68	68	68	0	61	7	61	7
D-10	B	Single family	1	56	57	58	0	55	3	55	3
D-11	B	Single family	1	57	58	59	0	56	3	56	3
D-12	B	Single family	1	59	60	61	0	57	4	57	4
D-13	B	Single family	1	61	62	62	0	56	6	56	6
D-14	B	Single family	1	61	62	62	0	56	6	56	6
D-15	B	Single family	1	62	62	63	0	57	6	57	6
D-16	B	Single family	1	61	62	63	0	57	6	57	6
D-17	B	Single family	1	62	63	62	0	58	4	58	4
D-18	B	Mobile home	1	61	61	62	0	58	4	58	4
D-19	B	Single family	1	60	61	61	0	59	2	59	2
D-20	B	Single family	1	61	61	62	0	60	2	60	2
D-21	B	Mobile home	1	61	62	61	0	60	1	60	1

*Noise values, comparisons, and insertion losses are calculated to the tenth of a dBA and then rounded for presentation purposes.

Parallel Barrier Adjustment Factors

Receiver	Distance from Nearest Wall (feet)	Near Wall Panel Height (feet)*	Far Wall Panel Height (feet)*	Distance between Near/Far Panels (feet)	Width:Height Ratio	Insertion Loss Degradation (dB)			
						Reflective Walls	0.7 NRC on B and D Walls	0.7 NRC on D Wall Only	D Wall Only vs. Both Walls
B-02	116	15.5	13.0	129	< 10:1	2.4	0.8	0.8	0.0
B-03	116	15.5	13.0	129	< 10:1	2.4	0.8	0.8	0.0
B-04	115	16.5	12.5	132	< 10:1	2.2	0.6	0.6	0.0
B-05	105	17.0	12.0	133	< 10:1	2.2	0.6	0.6	0.0
B-06	92	17.5	12.0	136	< 10:1	1.9	0.5	0.5	0.0
B-07	94	16.5	11.5	134	< 10:1	2.1	0.6	0.6	0.0
B-08	86	14.5	13.0	130	< 10:1	2.6	0.9	0.9	0.0
B-09	74	16.0	13.0	128	< 10:1	2.3	0.8	0.8	0.0
B-10	72	15.0	13.0	126	< 10:1	2.6	1.0	1.0	0.0
B-11	72	14.0	14.0	125	< 10:1	3.2	1.3	1.3	0.0
B-12	74	14.0	14.0	123	< 10:1	3.6	1.5	1.5	0.0
B-13	79	13.5	14.0	124	< 10:1	3.5	1.4	1.4	0.0
B-14	71	13.5	14.0	139	< 10:1	3.3	1.3	1.3	0.0
B-15	62	10.5	14.0	156	10:1-20:1	3.4	1.4	1.4	0.0
B-16	57	13.0	15.5	180	10:1-20:1	3.1	1.1	1.2	0.1
B-25	289	15.5	13.0	129	< 10:1	3.9	1.7	1.7	0.0
B-26	280	16.0	12.5	131	< 10:1	3.9	1.6	1.6	0.0
B-27	277	17.0	12.0	133	< 10:1	3.7	1.5	1.5	0.0
B-28	274	17.5	12.0	136	< 10:1	3.7	1.5	1.5	0.0
B-29	269	17.5	11.5	135	< 10:1	3.4	1.6	1.6	0.0
B-30	268	17.5	11.5	134	< 10:1	3.6	1.7	1.7	0.0
B-31	266	15.5	12.0	133	< 10:1	3.8	1.5	1.5	0.0
B-32	263	15.0	12.5	131	< 10:1	4.0	1.8	1.8	0.0
B-33	262	16.0	13.0	128	< 10:1	4.0	1.8	1.8	0.0
B-34	258	15.0	13.0	126	< 10:1	4.3	2.0	2.0	0.0
B-35	263	14.0	14.0	124	< 10:1	4.5	1.9	1.9	0.0
B-36	261	13.5	14.0	124	< 10:1	4.6	2.0	2.0	0.0
B-37	272	13.5	15.5	184	10:1-20:1	4.9	2.2	2.2	0.0
B-52	626	15.0	13.0	130	< 10:1	4.4	1.9	1.9	0.0
B-53	565	15.0	13.0	130	< 10:1	4.5	2.0	2.0	0.0
B-54	432	15.5	13.0	129	< 10:1	4.6	2.2	2.2	0.0
B-55	454	15.5	12.5	130	< 10:1	4.3	1.9	1.9	0.0
B-56	422	17.0	12.0	133	< 10:1	3.6	1.3	1.3	0.0
B-57	429	17.5	11.5	135	< 10:1	3.4	1.5	1.5	0.0
B-58	427	15.5	13.0	127	< 10:1	3.6	1.4	1.4	0.0

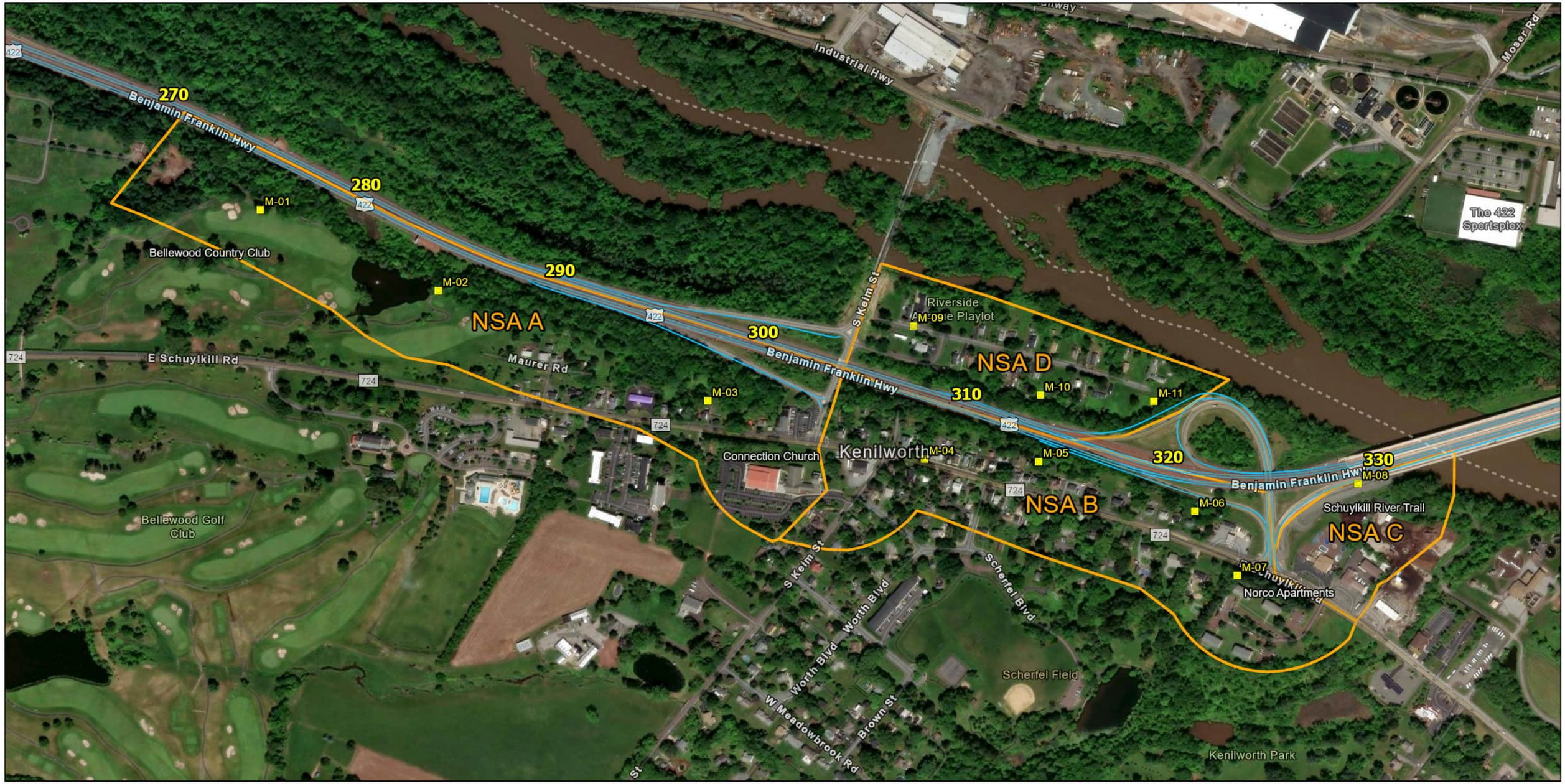
* The panel-height columns report the heights used in the parallel-barrier analysis. Barrier B heights do not include the subsequent height optimization.

Receiver	Distance from Nearest Wall (feet)	Near Wall Panel Height (feet)*	Far Wall Panel Height (feet)*	Distance between Near/Far Panels (feet)	Width:Height Ratio	Insertion Loss Degradation (dB)			
						Reflective Walls	0.7 NRC on B and D Walls	0.7 NRC on D Wall Only	D Wall Only vs. Both Walls
B-59	380	12.5	14.0	145	10:1-20:1	4.2	1.6	1.6	0.0
D-01	119	13.0	14.5	133	< 10:1	0.0	0.0	0.0	0.0
D-02	119	13.0	14.5	133	< 10:1	0.0	0.0	0.0	0.0
D-03	88	12.5	16.5	132	< 10:1	0.0	0.0	0.0	0.0
D-04	93	12.5	17.0	134	< 10:1	0.0	0.0	0.0	0.0
D-05	81	11.5	17.5	135	< 10:1	0.0	0.0	0.0	0.0
D-06	100	13.0	15.0	127	< 10:1	0.0	0.0	0.0	0.0
D-07	119	14.0	10.5	156	10:1-20:1	0.0	0.0	0.0	0.0
D-08	122	14.0	12.5	166	10:1-20:1	0.0	0.0	0.0	0.0
D-09	133	14.5	13.0	178	10:1-20:1	0.0	0.0	0.0	0.0
D-10	119	13.0	14.5	133	< 10:1	0.0	0.0	0.0	0.0
D-11	237	13.0	14.5	133	< 10:1	0.0	0.0	0.0	0.0
D-12	269	12.5	17.0	134	< 10:1	0.0	0.0	0.0	0.0
D-13	281	11.5	17.5	134	< 10:1	0.0	0.0	0.0	0.0
D-14	284	12.5	15.5	132	< 10:1	0.0	0.0	0.0	0.0
D-15	291	13.0	16.5	129	< 10:1	0.0	0.0	0.0	0.0
D-16	301	14.0	14.0	125	< 10:1	0.0	0.0	0.0	0.0
D-17	311	14.0	14.0	132	< 10:1	0.0	0.0	0.0	0.0
D-18	315	14.0	11.5	161	10:1-20:1	0.0	0.0	0.0	0.0
D-19	322	15.5	13.5	191	10:1-20:1	0.3	0.0	0.0	0.0
D-20	322	15.5	13.5	191	10:1-20:1	0.3	0.0	0.0	0.0
D-21	322	15.5	13.5	191	10:1-20:1	0.3	0.0	0.0	0.0

* The panel-height columns report the heights used in the parallel-barrier analysis. Barrier B heights do not include the subsequent height optimization.

Appendix B

Noise Study Areas and Abatement Locations



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Figure 1 Noise Study Area Overview

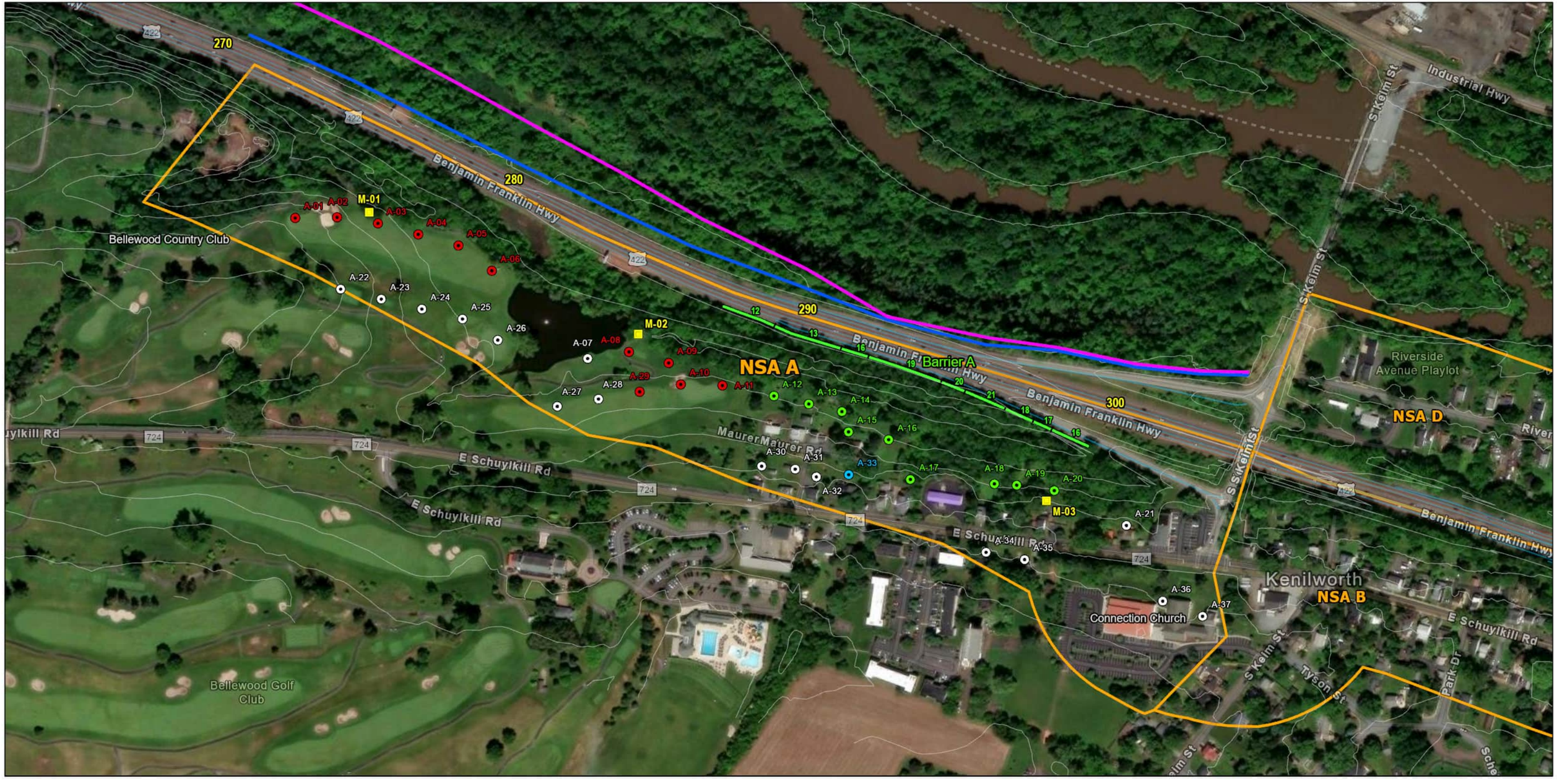
SR 0422, SECTION M03
SR 0422 POTTSTOWN BYPASS EXPRESSWAY RECONSTRUCTION PROJECT
NORTH COVENTRY TOWNSHIP, CHESTER COUNTY

0 500 1,000 2,000 US Feet

Legend: Features

- Noise Study Area (NSA)
- Noise Monitoring Sites
- Proposed Centerlines

N



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Figure 2 Noise Study Area A
Barrier A

SR 0422, SECTION M03
SR 0422 POTTSTOWN BYPASS EXPRESSWAY RECONSTRUCTION PROJECT
NORTH COVENTRY TOWNSHIP, CHESTER COUNTY

0 125 250 375 500 US Feet

Scale: 1:3,500

Legend: Features

- Noise Study Area (NSA)
- Noise Monitoring Sites
- Proposed Centerlines
- Elevation Contour (10 feet)
- Aa Civil Stations

NOISE BARRIERS / IMPACT CONTOURS

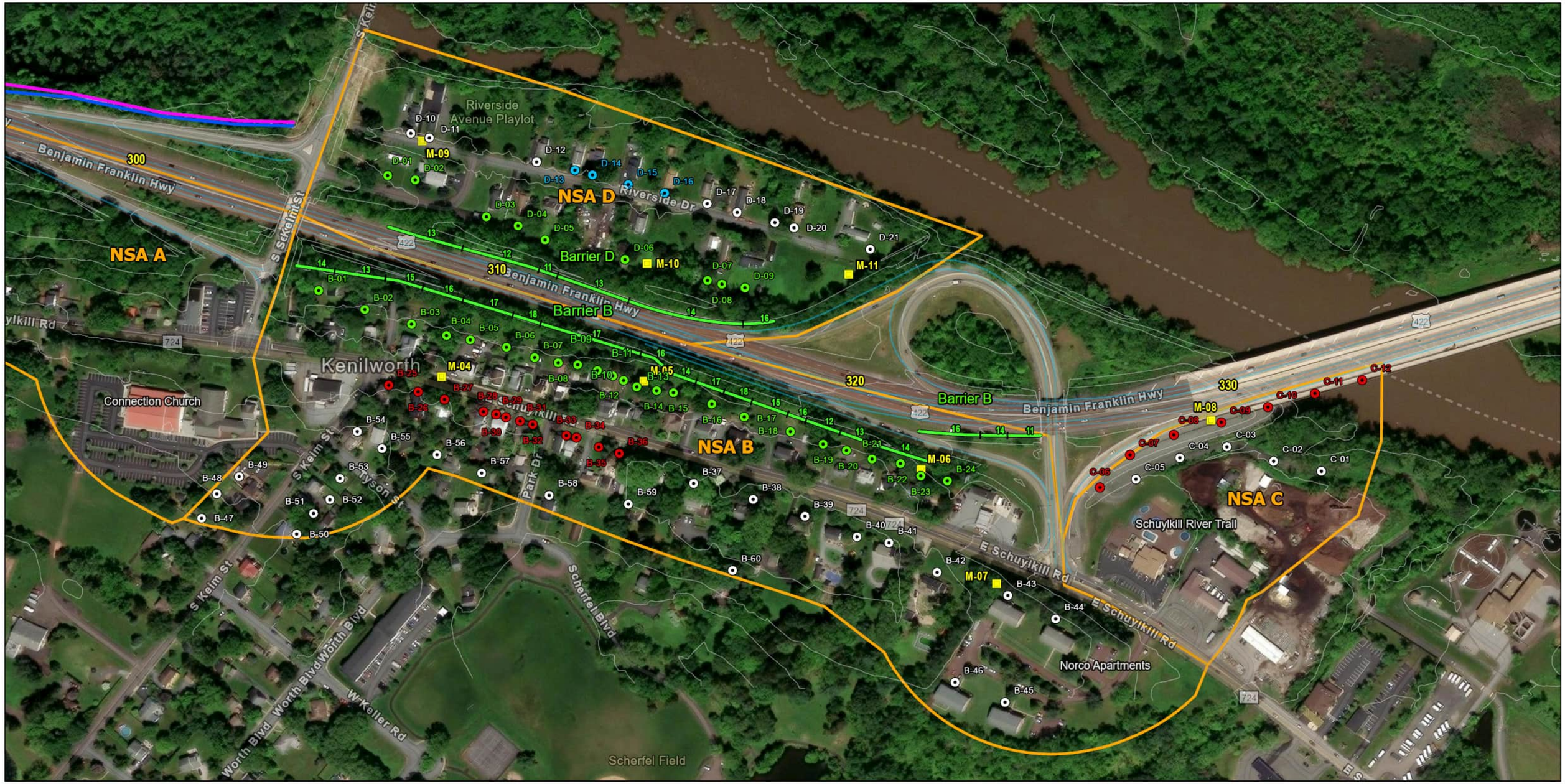
- Proposed Barrier Height Segment (generalized)
- Height Change Tick
- Activity Category B & C - 66 dBA
- Activity Category E - 71 dBA

NOISE RECEPTORS

- Impacted & Benefited
- Not Impacted & Benefited
- Impacted & Not Benefited
- Not Impacted & Not Benefited

N





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Figure 3 Noise Study Areas B, C, and D
Barriers B and D

SR 0422, SECTION M03
SR 0422 POTTSTOWN BYPASS EXPRESSWAY RECONSTRUCTION PROJECT
NORTH COVENTRY TOWNSHIP, CHESTER COUNTY

0 125 250 375 500 US Feet

Scale: 1:3,000

Legend: Features

- Noise Study Area (NSA)
- Noise Monitoring Sites
- Proposed Centerlines
- Elevation Contour (10 feet)
- Aa Civil Stations

NOISE BARRIERS / IMPACT CONTOURS

- Proposed Barrier Height Segment (generalized)
- Height Change Tick
- Activity Category B & C - 66 dBA
- Activity Category E - 71 dBA

NOISE RECEPTORS

- Impacted & Benefited
- Not Impacted & Benefited
- Impacted & Not Benefited
- Not Impacted & Not Benefited

N



Appendix C

Noise Meter Laboratory Calibration Certificates

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC
92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 6124
Description QC-10 Calibrator
Calibrated 11/20/2025 2:25:17PM

Manufacturer Quest
Model Number QC-10
Serial Number/ Lot Number QIE030106
Location New Jersey
Department

State Certified
Status Pass
Temp °C 23.4
Humidity % 18

Calibration Specifications

Group # 1
Group Name Functionality
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Next Cal Date / Last Cal Date/ Expiration Date Opened Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 6124
Description Quest QC-10 Acoustic Calibrator
Calibrated 10/31/2025

Manufacturer	Quest	**Classification**	
Model Number	QC-10	**Status**	pass
Serial Number	QIE030106	**Frequency**	Yearly
Location	New Jersey	**Department**	Lab
Temp	70	**Humidity**	40

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	Description	Manufacturer	Serial Number	Last Cal Date	Next Cal Date
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026
SOUNDPRO DL-1-1/3	3M SoundPro DL-1-1/3	Quest Technologies	BLL070002	10/1/2025	10/1/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC
92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 13646
Description SoundPro DL-2 (1/1 -1/3)
Calibrated 11/20/2025 2:38:07PM

Manufacturer	Quest	**State Certified**	
Model Number	SoundPro DL-2-1/3	**Status**	Pass
Serial Number/ Lot Number	BIJ060030	**Temp °C**	23.5
Location	New Jersey	**Humidity %**	18
Department			

Calibration Specifications

Group # 1
Group Name Datalogging / 114dB Calibration
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Next Cal Date / Last Cal Date/ Expiration Date Opened Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 13646
Description Quest SoundPro DL-2-1/3
Calibrated 11/20/2025

Manufacturer	Quest	**Classification**	
Model Number	SoundPro DL-2-1/3	**Status**	pass
Serial Number	BIJ060030	**Frequency**	Yearly
Location	New Jersey	**Department**	Lab
Temp	72	**Humidity**	20

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	**Description**	**Manufacturer**	**Serial Number**	**Last Cal Date**	**Next Cal Date**
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC

92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 23127
Description SoundPro Type 1 with 1/1 & 1/3 octave filters
Calibrated 11/6/2025 10:40:35AM

Manufacturer	Quest	**State Certified**	
Model Number	SoundPro DL-1-1/3	**Status**	Pass
Serial Number/ Lot Number	BLM050004	**Temp °C**	21.9
Location	New Jersey	**Humidity %**	20
Department			

Calibration Specifications

Group # 1
Group Name Calibrated to 114db w/ Quest Sound Source

Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Last Cal Date/ Opened Date	Next Cal Date / Expiration Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC

92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID R8495
Description Quest Sound calibrator
Calibrated 11/6/2025 10:41:04AM

Manufacturer	Quest	**State Certified**	
Model Number	QC-10	**Status**	Pass
Serial Number/ Lot Number	QIF110016	**Temp °C**	21.9
Location	New Jersey	**Humidity %**	20
Department			

Calibration Specifications

Group # 1
Group Name
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Last Cal Date/ Opened Date	Next Cal Date / Expiration Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID R8495
Description Quest QC-10 Acoustic Calibrator
Calibrated 7/30/2025

Manufacturer	Quest	**Classification**	
Model Number	QC-10	**Status**	pass
Serial Number	QIF110016	**Frequency**	Yearly
Location	New Jersey	**Department**	Lab
Temp	74	**Humidity**	38

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	**Description**	**Manufacturer**	**Serial Number**	**Last Cal Date**	**Next Cal Date**
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	8/29/2024	8/29/2025
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	8/29/2024	8/29/2025
SOUNDPRO DL-1-1/3	3M SoundPro DL-1-1/3	Quest Technologies	BLL070002	9/16/2024	9/16/2025

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 23127
Description Quest SoundPro DL-1-1/3
Calibrated 10/28/2025

Manufacturer	Quest	**Classification**	
Model Number	SoundPro DL-1-1/3	**Status**	pass
Serial Number	BLM050004	**Frequency**	Yearly
Location	New Jersey	**Department**	Lab
Temp	73	**Humidity**	22

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	**Description**	**Manufacturer**	**Serial Number**	**Last Cal Date**	**Next Cal Date**
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC
92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 14441
Description SoundPro DL-1 1/3
Calibrated 11/6/2025 10:45:55AM

Manufacturer	Quest	**State Certified**	
Model Number	SoundPro DL 1- 1/1 1/3	**Status**	Pass
Serial Number/ Lot Number	BJI040009	**Temp °C**	21.9
Location	New Jersey	**Humidity %**	20
Department			

Calibration Specifications

Group # 1
Group Name Calibrated @ 114.0dB w/QC-10
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Next Cal Date / Last Cal Date/ Expiration Date Opened Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC

92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 10675
Description Quest QC-10 Calibrator (114dB-1000Hz)
Calibrated 11/6/2025 10:43:26AM

Manufacturer Quest
Model Number QC-10
Serial Number/ Lot Number QIG020002
Location New Jersey
Department

State Certified
Status Pass
Temp °C 22
Humidity % 19

Calibration Specifications

Group # 1
Group Name
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Next Cal Date / Last Cal Date/ Expiration Date Opened Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 10675
Description Quest QC-10 Acoustic Calibrator
Calibrated 10/31/2025

Manufacturer Quest
Model Number QC-10
Serial Number QIG020002
Location New Jersey
Temp 72

Classification
Status pass
Frequency Yearly
Department Lab
Humidity 34

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	Description	Manufacturer	Serial Number	Last Cal Date	Next Cal Date
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026
SOUNDPRO DL-1-1/3	3M SoundPro DL-1-1/3	Quest Technologies	BLL070002	10/1/2025	10/1/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 14441
Description Quest SoundPro DL-1-1/3
Calibrated 10/8/2025

Manufacturer	Quest	**Classification**	
Model Number	SoundPro DL-1-1/3	**Status**	pass
Serial Number	BJI040009	**Frequency**	Yearly
Location	New Jersey	**Department**	Lab
Temp	76	**Humidity**	34

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	Description	Manufacturer	Serial Number	Last Cal Date	Next Cal Date
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC
92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 49415
Description Quest QC-10
Calibrated 11/6/2025 10:42:28AM

Manufacturer	Quest	**State Certified**	
Model Number	QC-10	**Status**	Pass
Serial Number/ Lot Number	QID050132	**Temp °C**	22
Location	New Jersey	**Humidity %**	20
Department			

Calibration Specifications

Group # 1
Group Name Function Test
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Next Cal Date / Last Cal Date/ Expiration Date Opened Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 49415
Description Quest QC-10 Acoustic Calibrator
Calibrated 10/31/2025

Manufacturer Quest
Model Number QC-10
Serial Number QID050132
Location New Jersey
Temp 72

Classification
Status pass
Frequency Yearly
Department Lab
Humidity 34

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	Description	Manufacturer	Serial Number	Last Cal Date	Next Cal Date
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026
SOUNDPRO DL-1-1/3	3M SoundPro DL-1-1/3	Quest Technologies	BLL070002	10/1/2025	10/1/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC
92 North Main St, Building 20
Windsor, NJ 08561
Toll-free: (800) 301-9663

Pine Environmental Services, Inc.

Instrument ID 35263
Description Quest SoundPro DL-1 W/Full Octave
Calibrated 11/5/2025 12:51:54PM

Manufacturer	Quest	**State Certified**	
Model Number	SoundPro DL-1	**Status**	Pass
Serial Number/ Lot Number	BLP080005	**Temp °C**	22.2
Location	New Jersey	**Humidity %**	19
Department			

Calibration Specifications

Group # 1
Group Name Calibration @ 114dB / Datalogging
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Last Cal Date/ Opened Date	Next Cal Date / Expiration Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Sainey Touray

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 35263
Description Quest SoundPro DL-1-1/3
Calibrated 11/4/2025

Manufacturer	Quest	**Classification**	
Model Number	SoundPro DL-1-1/3	**Status**	pass
Serial Number	BLP080005	**Frequency**	Yearly
Location	New Jersey	**Department**	Lab
Temp	74	**Humidity**	24

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	**Description**	**Manufacturer**	**Serial Number**	**Last Cal Date**	**Next Cal Date**
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	9/18/2025	9/18/2026
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	9/22/2025	9/22/2026

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated David Galego

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

Appendix D

Noise Monitoring Data Sheets

M03 Road Noise Study

Session # 1 **Date** 11/10/25 **Description :** Bellewood Golf Course

Site # M-01 **Time** 10:15

Technician: Sebastiano Villano

Traffic	NB	SB	Speed Readings
Cars	321	302	
MT	27	37	
HT	16	15	
Buses	0	0	
Motorcycles	0	0	
Total	364	354	
Speed Range (mph)	55-60		

Meter Session # S005

Leq 68.2 db

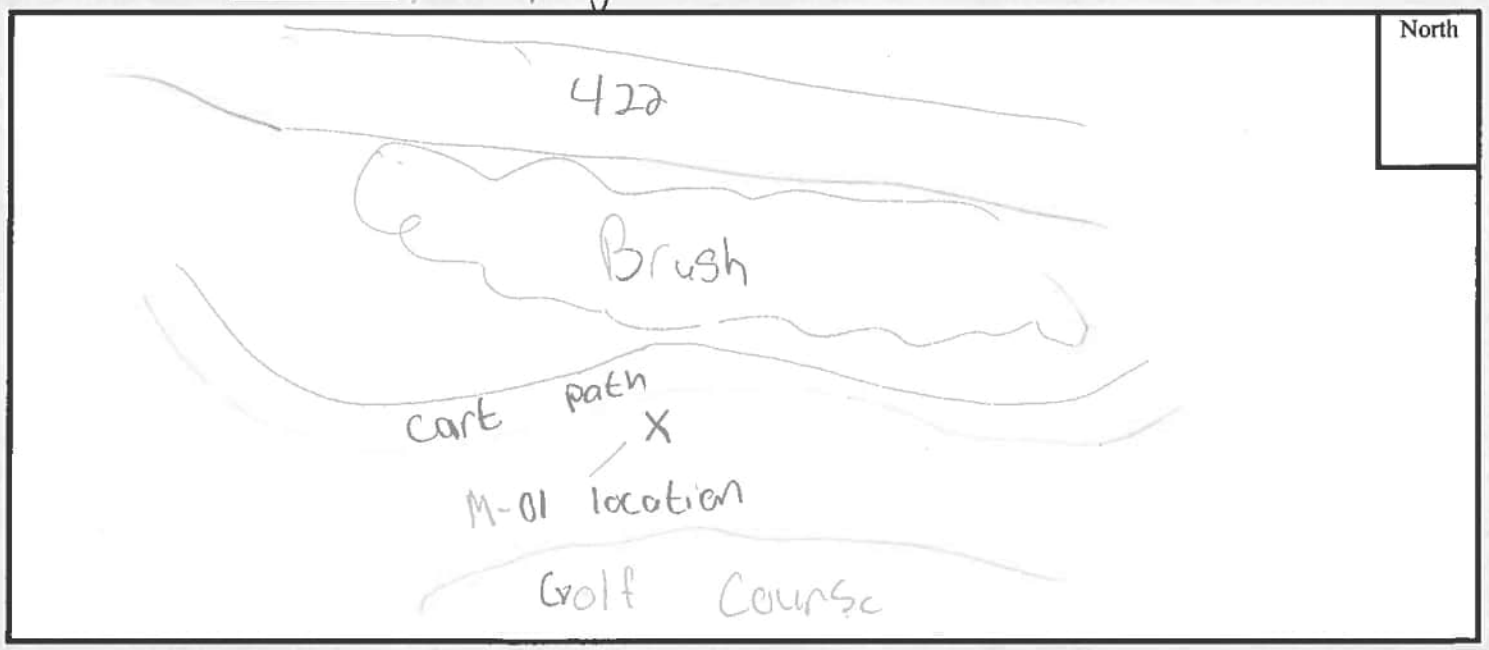
Notes:

10 15 - 10:30

On golf Course, uninterupted



Wind Conditions 9 MPH (18 mph gusts)



M03 Road Noise Study

Session # ~~15-006~~ / **Date** 11/10/25 **Description :** Bellewood Golf Course

Site # M-02 **Time** 10:15 AM

Technician: CER

Traffic	NB	SB	Speed Readings
Cars	321	302	
MT	27	37	
HT	16	15	
Buses	0	0	
Motorcycles	0	0	
Total	364	354	
Speed Range (mph)	55-60		

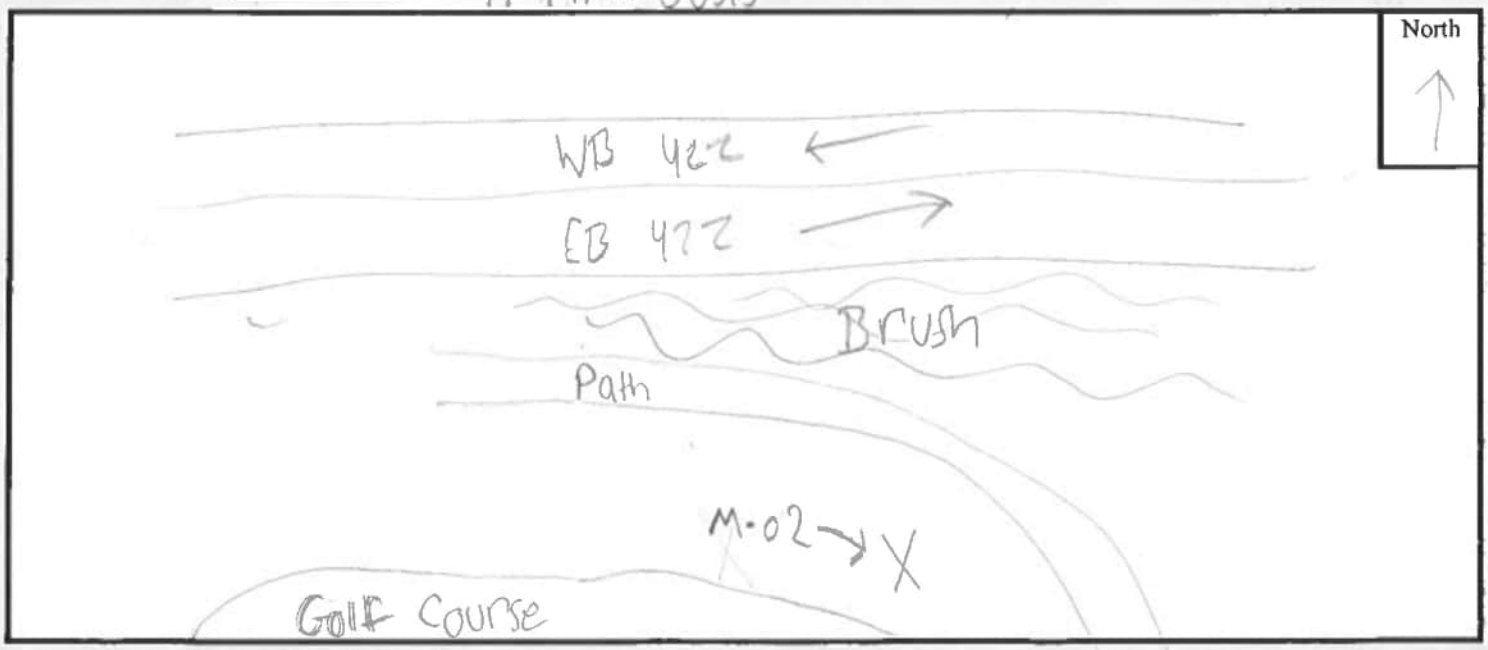
Meter Session # S-006

Leq 66.7 dB

Notes:



Wind Conditions 10 MPH 19 MPH Gusts



M03 Road Noise Study

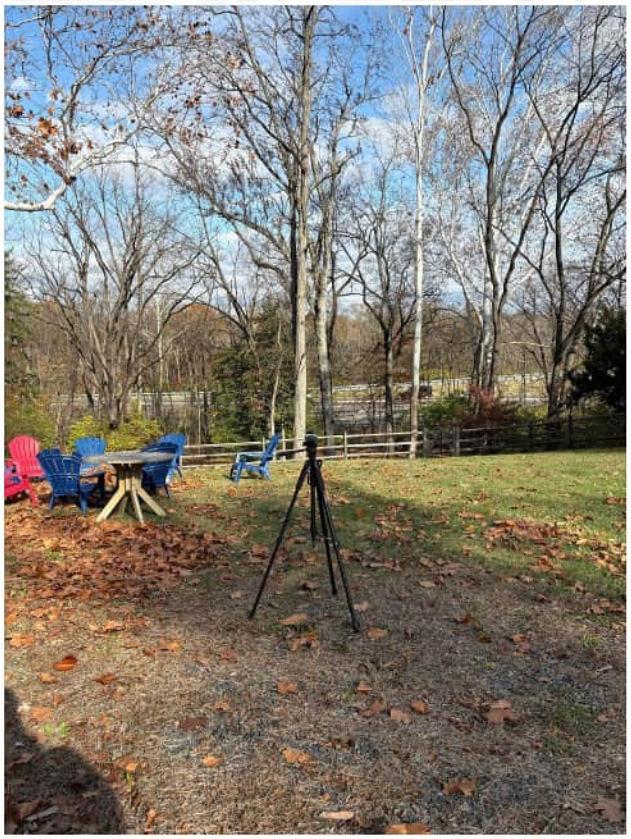
Session # ~~S007~~ 2 **Date** 11/10/25 **Description:** 897 Schuylkill RD

Site # M-03 **Time** 11:02 AM

Technician: CER

Traffic	NB	SB
Cars	342	313
MT	30	34
HT	6	15
Buses	0	0
Motorcycles	0	0
Total	378	362
Speed Range (mph)	35-60	

Speed Readings

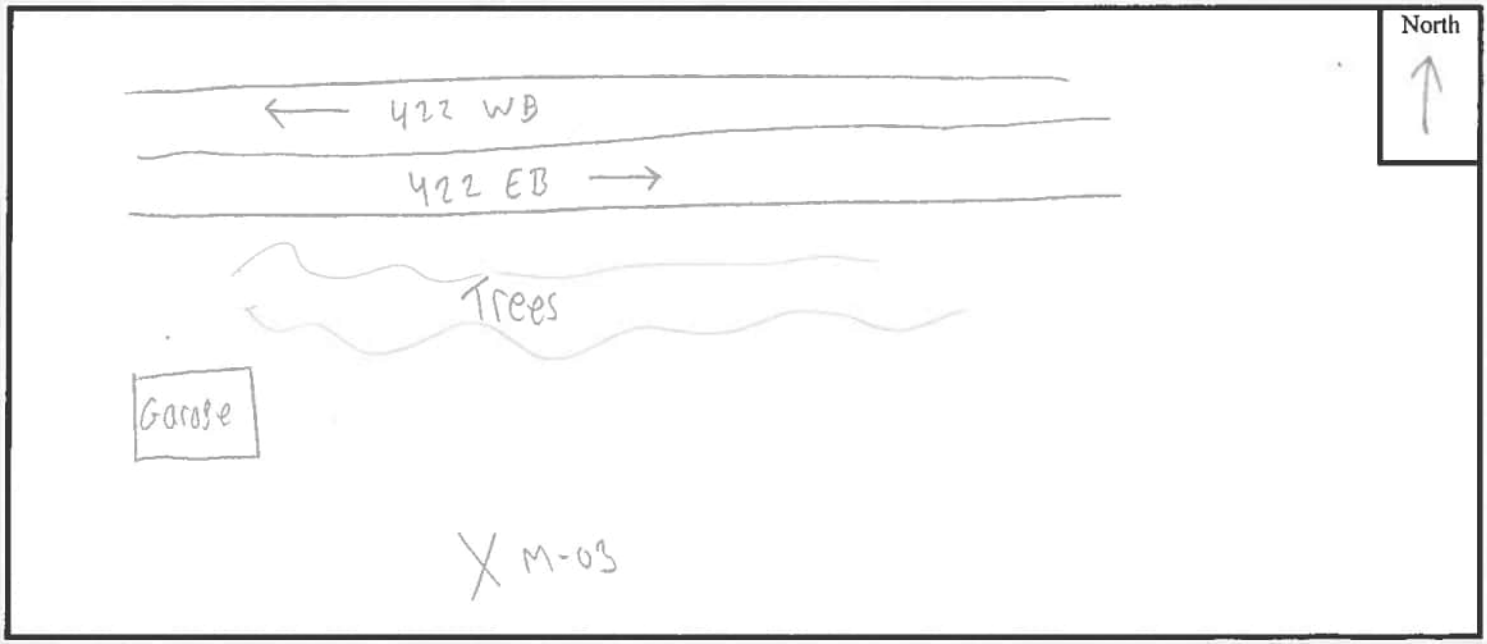


Meter Session # S-007

Leq 66.1 dB

Notes:

Wind Conditions 10MPh



M03 Road Noise Study

Session # ~~5008~~ 3 **Date** 11/10/25 **Description :** 1012 Schuylkill Rd

Site # M-04 **Time** 11:38 AM

Technician: CER

Traffic	NB	SB
Cars	348	340
MT	34	42
HT	9	9
Buses	0	0
Motorcycles	0	0
Total	391	391
Speed Range (mph)	35-60	

Speed Readings

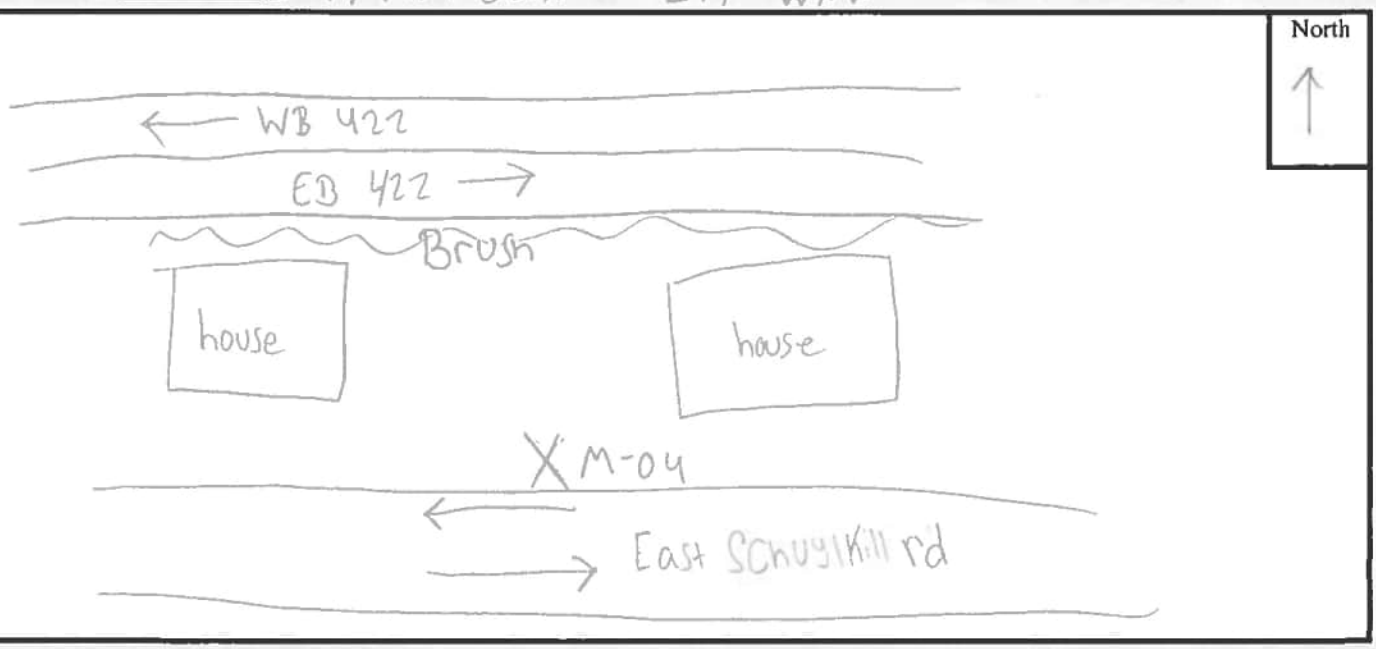
Meter Session # 5008

Leq 71.1 dB

Notes: Across the street from 1012 E Schuylkill to avoid local road traffic.



Wind Conditions 10 MPh 17 mph Gusts 299° WNW



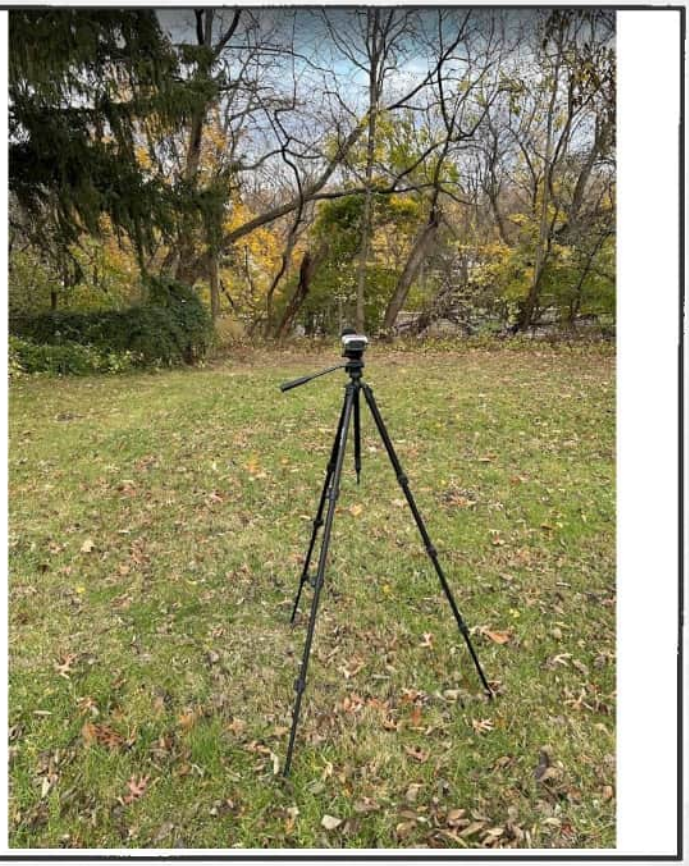
M03 Road Noise Study

Session # M3 **Date** 11/10/25 **Description:** 1089 E Schuylkill Rd

Site # M-05 **Time** 11:38

Technician: Sebastiano Villano

Traffic	NB	SB	Speed Readings
Cars	308	213	
MT	35	27	
HT	5	13	
Buses	0	0	
Motorcycles	0	0	
Total	348	253	
Speed Range (mph)	35-60		



Meter Session # S006

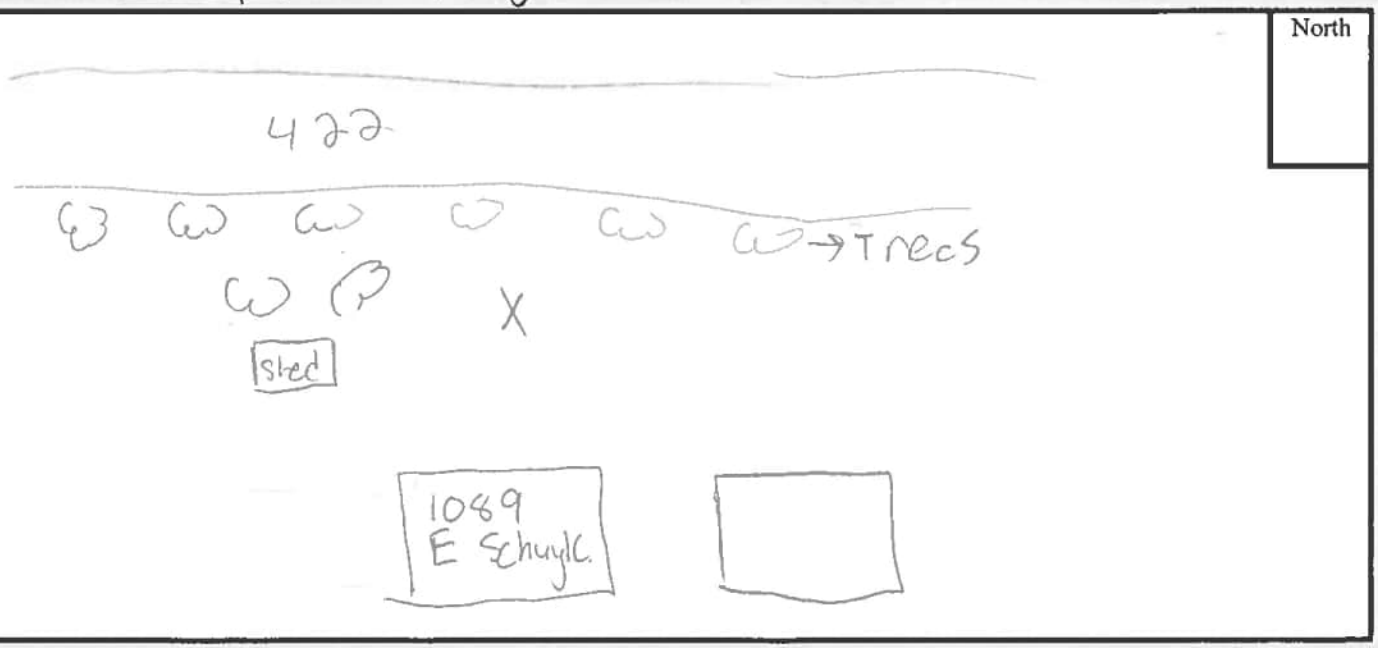
Leq 70.2 db

Notes:

11:38 - 11:53

Talked to owner, uninterrupted

Wind Conditions 10 mph (17 mph gusts)



M03 Road Noise Study

Session # 6 **Date** 11/10/25 **Description:** 1245 E Schuylkill Rd

Site # M-06 **Time** 2:55

Technician: Sebastiano Villano

Traffic	NB	SB
Cars	328	459
MT	13	21
HT	9	6
Buses	0	1
Motorcycles	0	0
Total	350	487
Speed Range (mph)	40-60	

Speed Readings



Meter Session # S009

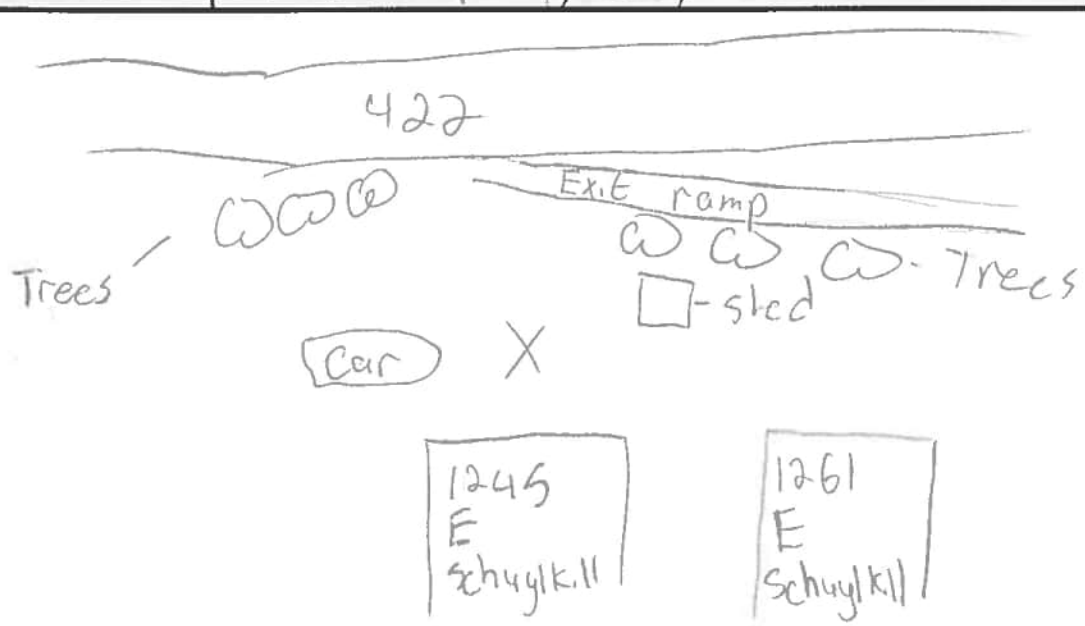
Leq 70.3 db

Notes:

2:55 - 3:11
Talked to owner, uninterupted)

Primary (1233 E Sch. didn't answer)

Wind Conditions 15 mph (28 mph gusts)



M03 Road Noise Study

Session # ~~M-07~~ 6 **Date** 11/10/25 **Description:** Norco Apartments

Site # M-07 **Time** 2:56

Technician: CER

Traffic	NB	SB	Speed Readings
Cars	328	459	
MT	13	21	
HT	9	6	
Buses	0	1	
Motorcycles	0	0	
Total	350	487	
Speed Range (mph)	40-60		

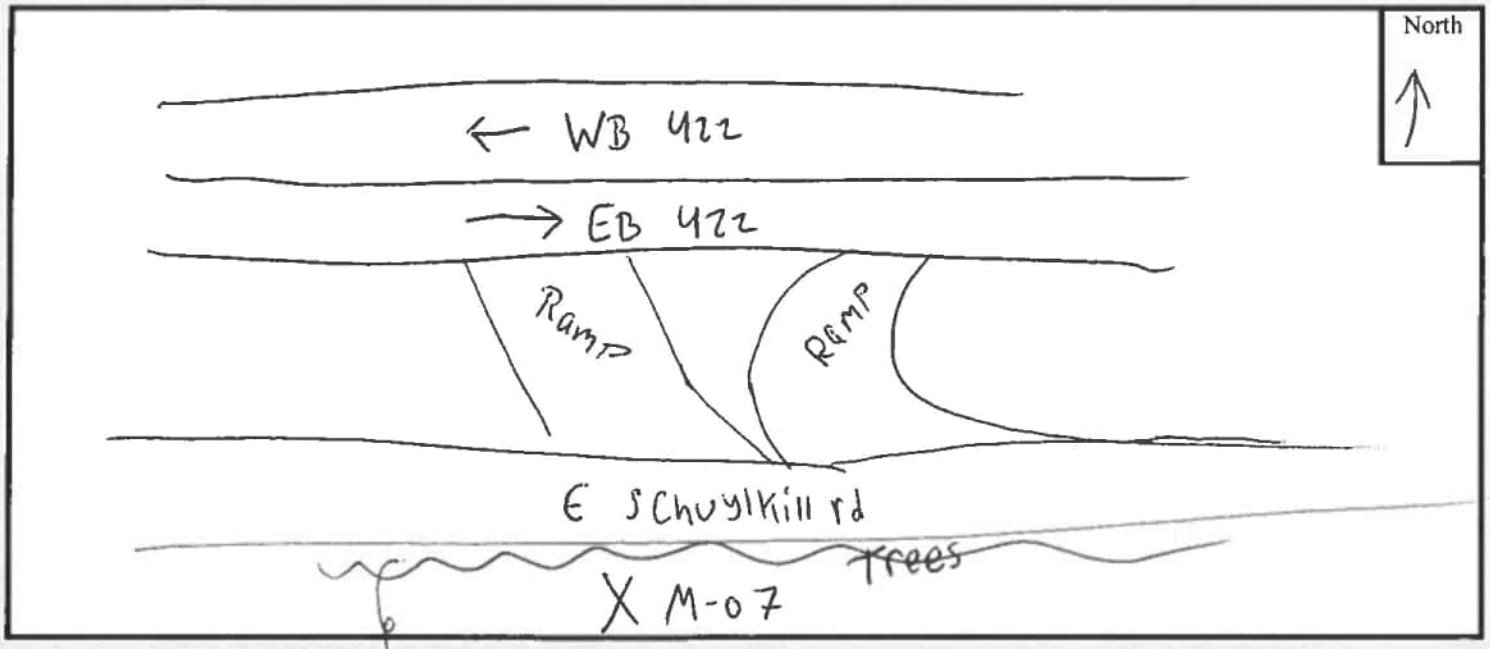


Meter Session # ~~M-07~~ S-011

Leq 65.1 dB

Notes: Extra noise from leaves blowing in wind

Wind Conditions 15 Mph



M03 Road Noise Study

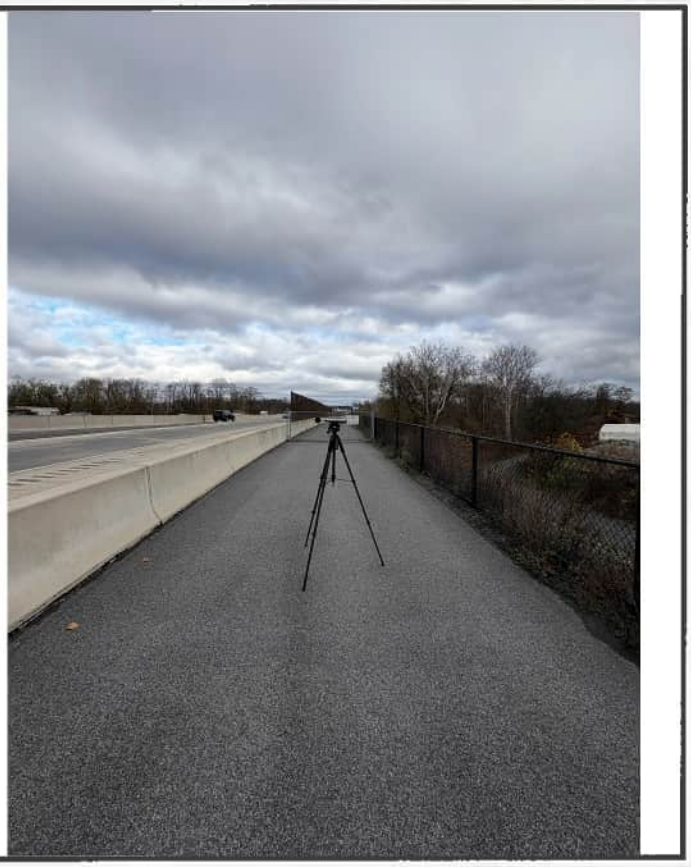
Session # ~~Solo~~ 5 **Date** 11/10/25 **Description:** Walking Trail

Site # M-08 **Time** 2:18

Technician: CER

Traffic	NB	SB
Cars	344	360
MT	10	16
HT	7	11
Buses	2	0
Motorcycles	0	0
Total	363	387
Speed Range (mph)	35-60	

Speed Readings

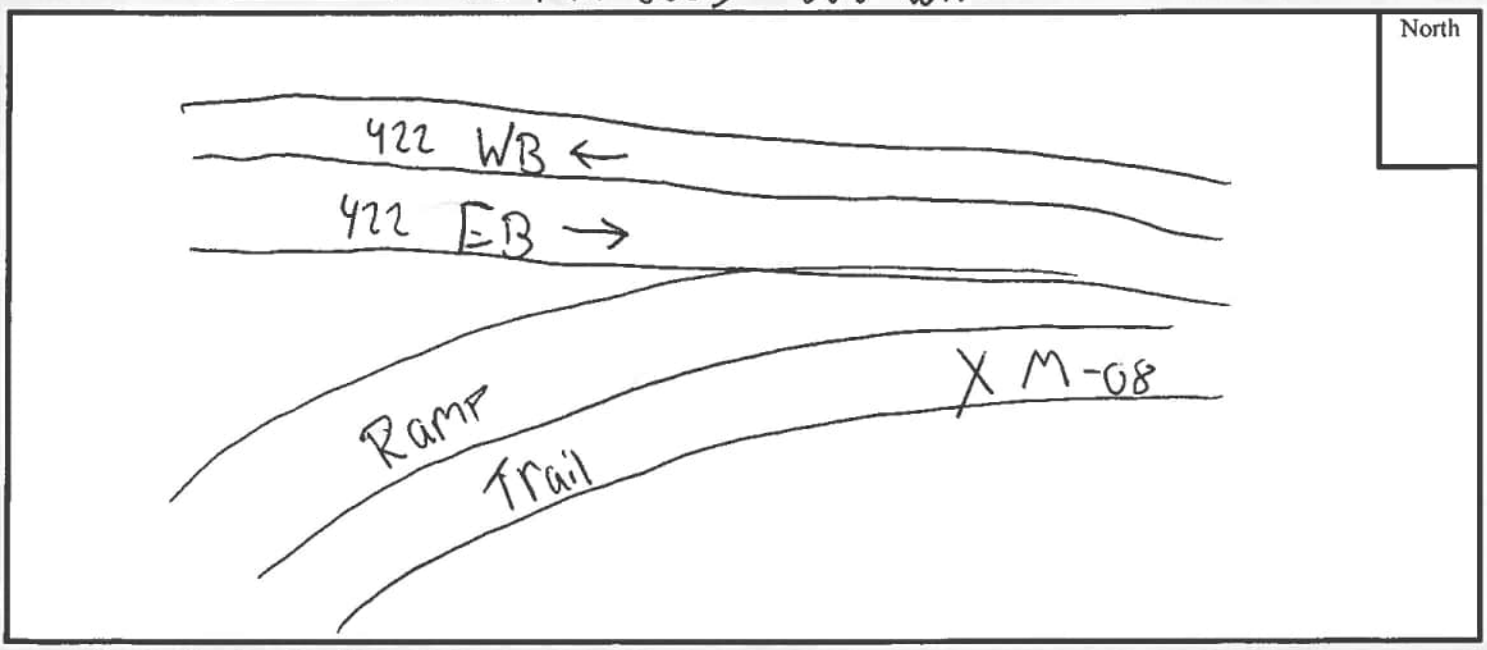


Meter Session # Solo

Leq 76.9 dB

Notes: Excavator in back making some but minimal noise

Wind Conditions 15 mph 27 mph Gusts 302° WNW



M03 Road Noise Study

Session # 7 **Date** 11/24/2025 **Description :** Sidewalk of Riverside Dr

Site # M-09 **Time** 2:54 PM

Technician: Steven M

Traffic	NB	SB	Speed Readings
Cars	467	591	
MT	16	19	
HT	4	17	
Buses	1	0	
Motorcycles	0	0	
Total	488	627	
Speed Range (mph)	55-60		

Meter Session # S-002

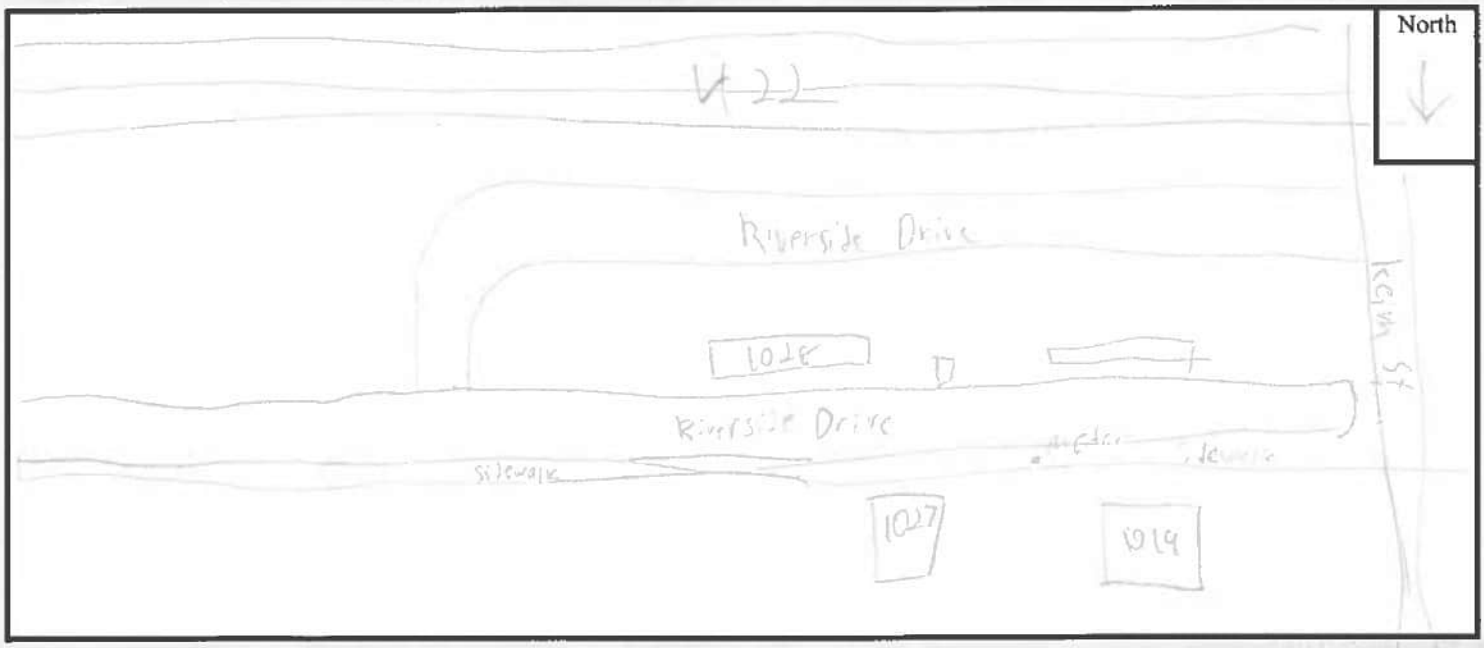
Leq 61.2 dBA



Notes:

Highway not visible, except tops of H Trucks
More noisey than expected, but still
quieter than last M-09 attempt
Faulty equipment more likely previously

Wind Conditions _____



M03 Road Noise Study

Session # 4 **Date** 11/10/25 **Description :** 1086 Riverside Drive

Site # M-10 **Time** 12:37

Technician: Sebastiano Villano

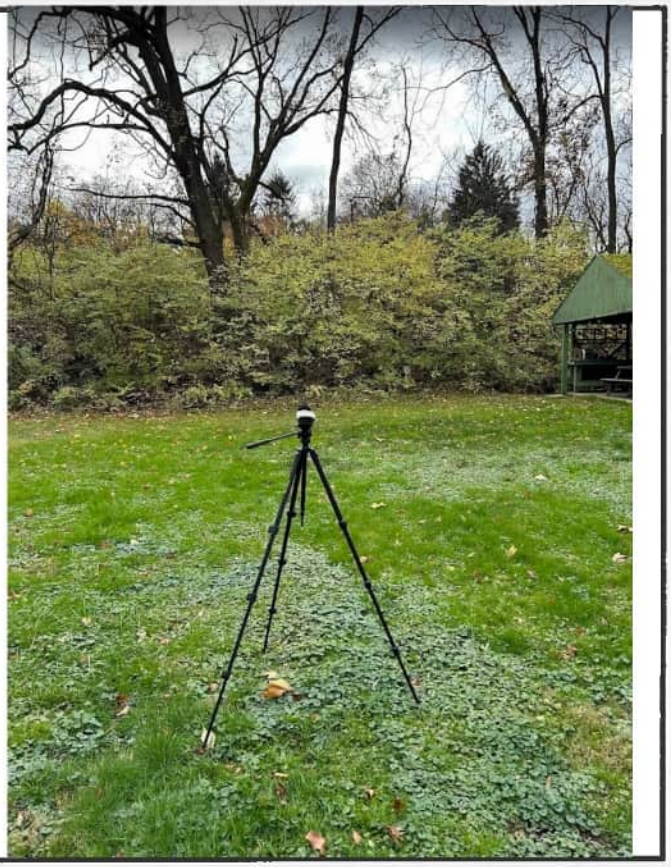
Traffic	NB	SB	Speed Readings
Cars	329	242	
MT	31	28	
HT	9	11	
Buses	0	0	
Motorcycles	0	0	
Total	369	281	
Speed Range (mph)	35-60		

Meter Session # SC07

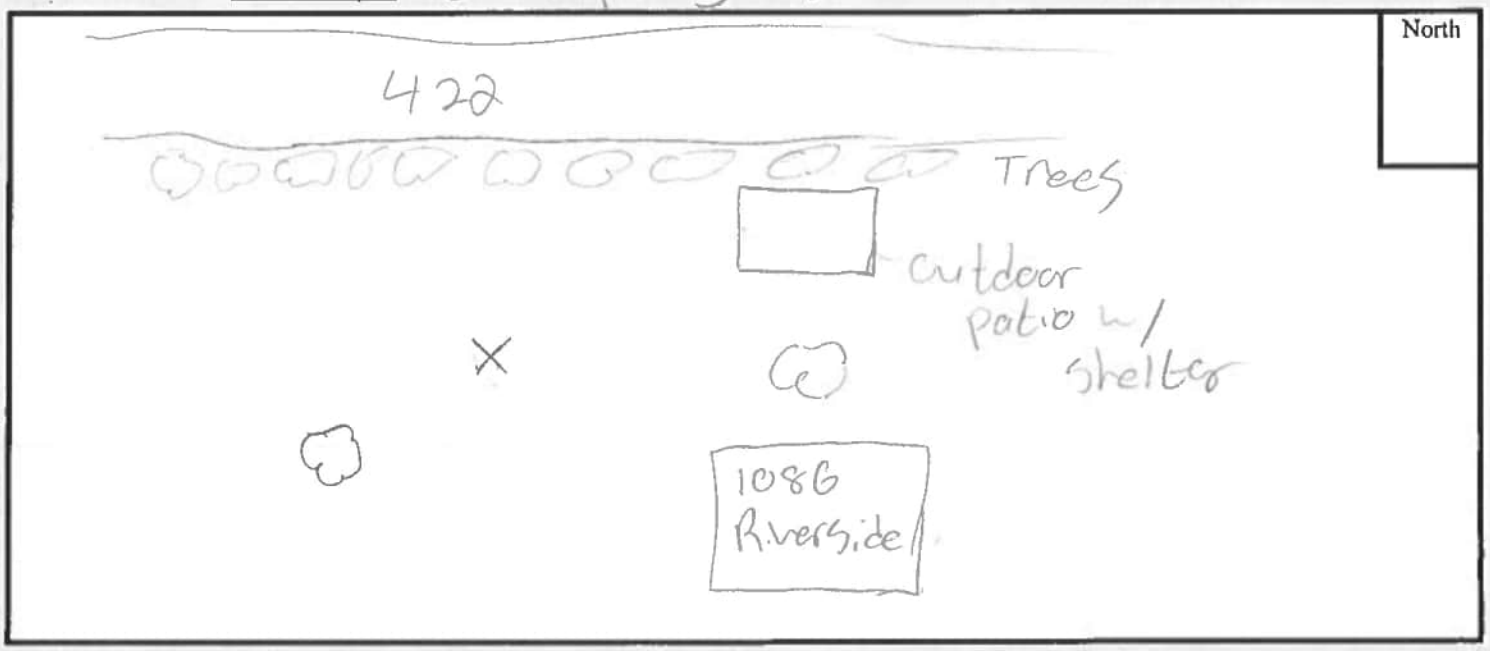
Leq 67.0 db

Notes:

12:37 - 12:52
Talked to owner, uninterrupted



Wind Conditions 9 mph (14 mph gusts)



M03 Road Noise Study

Session # 5 **Date** 11/10/25 **Description :** 1197 Riverside Drive

Site # M-11 **Time** 2:18

Technician: Sebastiano Villano

Traffic	NB	SB	Speed Readings
Cars	344	360	
MT	10	16	
HT	7	11	
Buses	2	0	
Motorcycles	0	0	
Total	363	387	
Speed Range (mph)	35-60		

Meter Session # 5008

Leq 64.7 db

Notes:

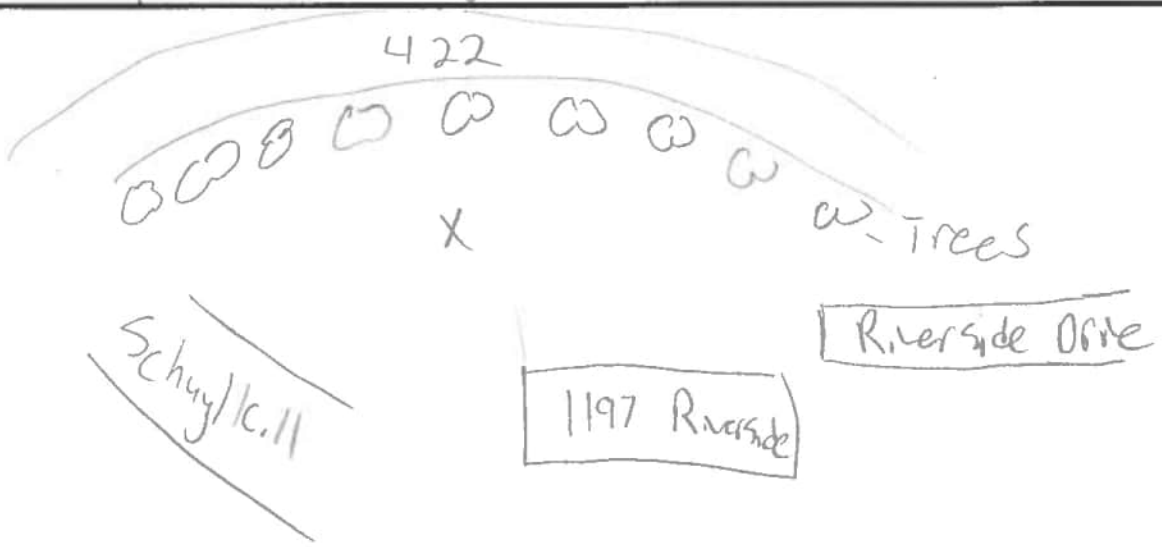
2:18 - 2:33

Talked to owner, uninterrupted



Wind Conditions 15 mph (28 mph gusts)

North



Appendix E

Noise Meter Outputs

Session Report

5/18/2026

Information Panel

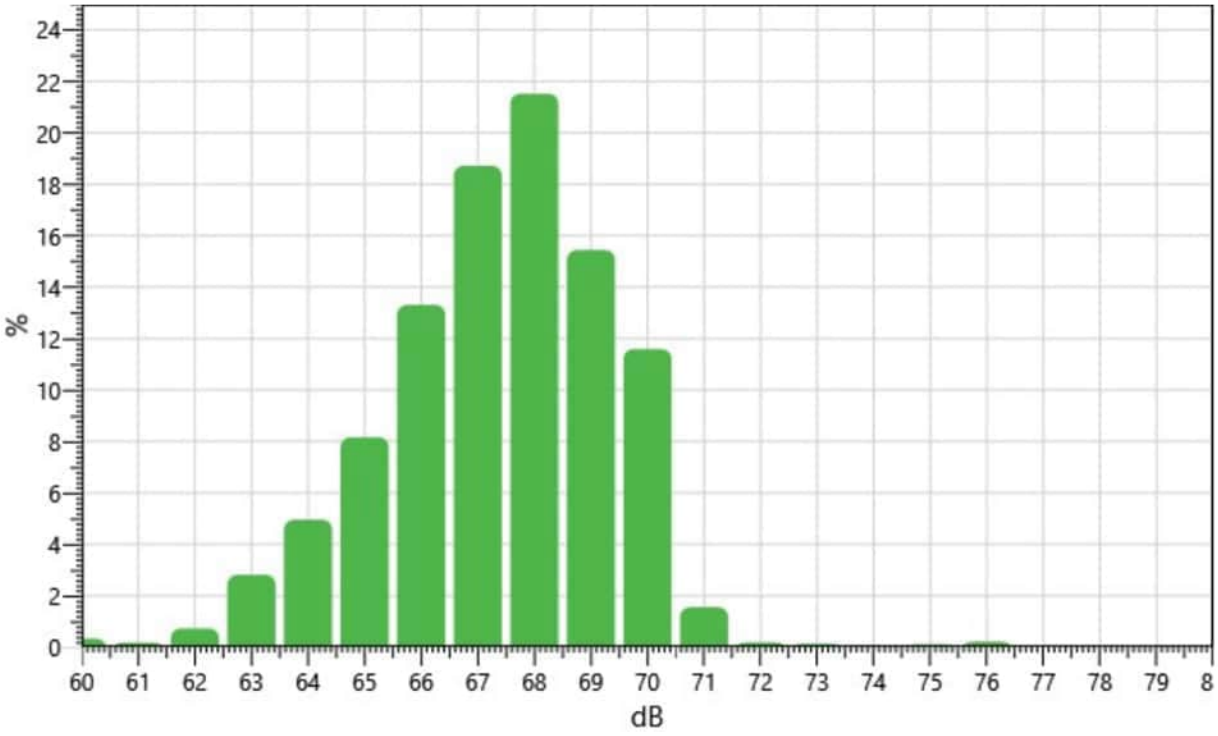
Name	S005_BLP080005_11112025_100349 M01
Start Time	11/10/2025 10:15:00 AM
Stop Time	11/10/2025 10:30:08 AM
Device Name	BLP080005
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68.2 dB	L1	1	71.4 dB
L10	1	70.1 dB	LDN	1	68.2 dB
L90	1	65 dB	L50	1	67.9 dB
Lmax	1	76.8 dB	Lmin	1	60.1 dB
Lpk	1	92.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	--	Lmax	2	88.9 dB
Lmin	2	65.3 dB	Lpk	2	98.2 dB
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S005_BLP080005_11112025_100349 M01: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
60:	0.00	0.12	0.08	0.01	0.02	0.02	0.02	0.02	0.01	0.01	0.33
61:	0.01	0.01	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.04	0.18
62:	0.06	0.04	0.04	0.04	0.04	0.05	0.06	0.17	0.15	0.08	0.72
63:	0.21	0.36	0.27	0.09	0.33	0.31	0.36	0.21	0.33	0.35	2.81
64:	0.48	0.45	0.43	0.40	0.44	0.52	0.64	0.50	0.50	0.59	4.95
65:	0.73	0.88	0.66	0.55	0.63	0.81	0.85	0.92	0.95	1.18	8.16
66:	1.32	1.44	1.47	0.61	1.36	1.78	1.56	1.30	1.33	1.14	13.31
67:	1.60	1.49	1.69	2.00	1.76	1.53	1.77	2.10	2.11	2.66	18.72
68:	2.62	2.02	1.98	1.96	2.04	2.13	2.35	2.52	1.95	1.95	21.52
69:	1.72	1.89	1.75	0.93	1.37	1.38	1.48	1.70	1.48	1.74	15.44
70:	1.78	1.32	1.49	1.67	1.51	1.13	0.92	0.75	0.65	0.39	11.59
71:	0.42	0.32	0.26	0.14	0.07	0.06	0.09	0.06	0.08	0.06	1.55
72:	0.02	0.01	0.01	0.01	0.01	0.02	0.02	0.04	0.02	0.02	0.18
73:	0.02	0.01	0.01	0.01	0.01	0.02	0.02	0.01	0.01	0.01	0.13
74:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
75:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.01	0.11

76:	0.01	0.01	0.02	0.04	0.03	0.01	0.04	0.03	0.01	0.00	0.21

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		71.4	70.9	70.7	70.6	70.4	70.4	70.3	70.2	70.2
10%:	70.1	70.0	70.0	69.9	69.8	69.8	69.7	69.7	69.6	69.5
20%:	69.5	69.4	69.3	69.3	69.1	69.1	69.0	69.0	68.9	68.9
30%:	68.8	68.8	68.7	68.7	68.6	68.6	68.5	68.5	68.5	68.4
40%:	68.4	68.3	68.3	68.2	68.2	68.1	68.1	68.0	68.0	67.9
50%:	67.9	67.8	67.8	67.8	67.7	67.7	67.6	67.6	67.5	67.5
60%:	67.4	67.3	67.3	67.2	67.2	67.1	67.1	67.0	66.9	66.9
70%:	66.8	66.7	66.7	66.6	66.5	66.4	66.4	66.3	66.3	66.1
80%:	66.1	66.0	65.9	65.8	65.8	65.6	65.5	65.4	65.3	65.1
90%:	65.0	64.9	64.7	64.5	64.3	64.1	63.8	63.5	63.1	62.6
100%:	60.0									

Session Report

5/18/2026

Information Panel

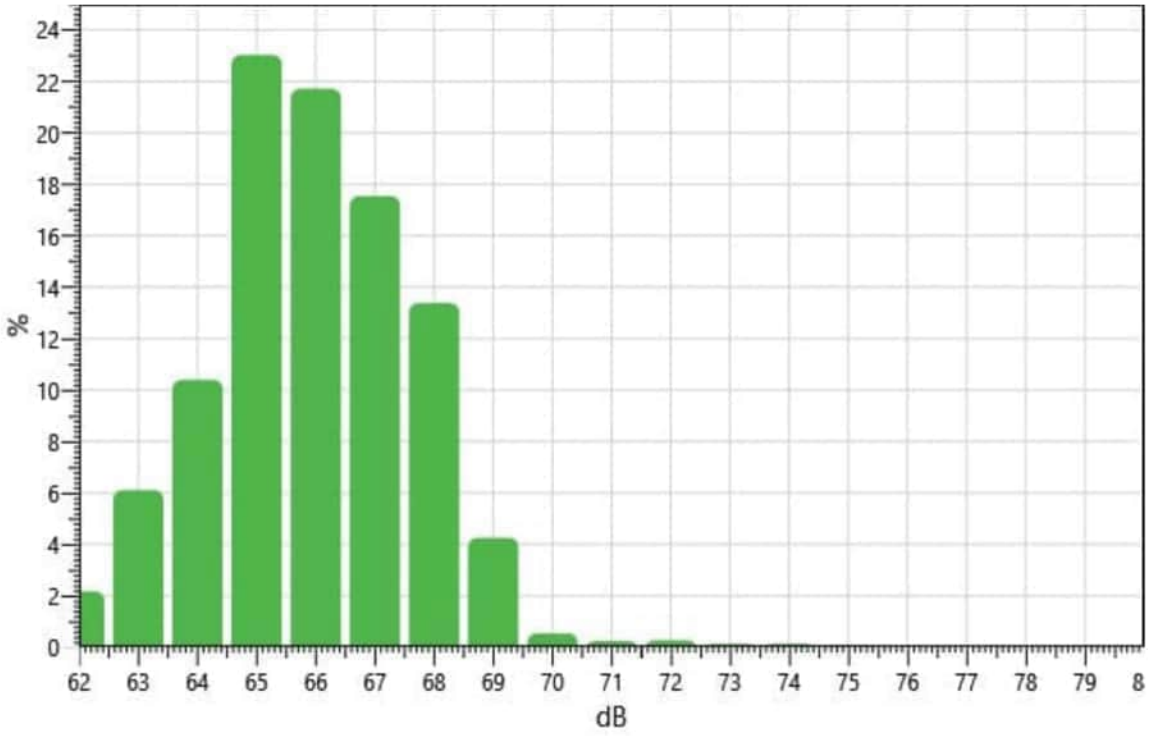
Name	S006_BJI040009_11112025_100524 M02
Start Time	11/10/2025 10:14:49 AM
Stop Time	11/10/2025 10:29:57 AM
Device Name	BJI040009
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.7 dB	L1	1	70.1 dB
L10	1	68.4 dB	LDN	1	66.7 dB
L90	1	64 dB	L50	1	66.2 dB
Lmax	1	75.3 dB	Lmin	1	62 dB
Lpk	1	91.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	78.5 dB	Lmax	2	95.7 dB
Lmin	2	67.7 dB	Lpk	2	106.9 dB
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S006_BJI040009_11112025_100524 M02: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
62:	0.01	0.09	0.03	0.07	0.09	0.35	0.34	0.47	0.42	0.29	2.17
63:	0.30	0.33	0.87	0.17	0.76	0.60	0.61	0.71	1.01	0.76	6.11
64:	0.98	0.94	0.99	0.84	0.81	0.88	1.12	1.14	1.09	1.61	10.40
65:	1.79	2.24	2.02	2.15	2.17	2.46	2.53	2.69	2.31	2.69	23.03
66:	2.63	2.24	2.67	1.09	2.29	2.60	2.15	2.24	2.18	1.62	21.72
67:	1.60	1.53	2.03	1.61	2.09	2.08	1.73	1.81	1.40	1.66	17.54
68:	1.93	1.89	1.74	1.76	1.24	1.03	1.10	1.05	0.84	0.79	13.38
69:	0.83	0.74	0.67	0.27	0.50	0.33	0.31	0.28	0.15	0.17	4.25
70:	0.18	0.15	0.09	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.54
71:	0.02	0.01	0.01	0.01	0.02	0.01	0.01	0.02	0.08	0.05	0.24
72:	0.02	0.04	0.02	0.01	0.01	0.01	0.05	0.05	0.02	0.05	0.27
73:	0.02	0.01	0.01	0.02	0.01	0.01	0.02	0.01	0.01	0.01	0.13
74:	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.01	0.13
75:	0.03	0.02	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.09

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		70.1	69.5	69.3	69.1	68.9	68.8	68.7	68.6	68.5
10%:	68.4	68.3	68.2	68.2	68.1	68.1	68.0	68.0	67.9	67.9
20%:	67.8	67.7	67.7	67.6	67.5	67.5	67.4	67.4	67.3	67.3
30%:	67.2	67.2	67.1	67.1	67.0	66.9	66.9	66.8	66.8	66.7
40%:	66.7	66.6	66.6	66.5	66.5	66.4	66.4	66.4	66.3	66.3
50%:	66.2	66.1	66.1	66.1	66.0	66.0	65.9	65.9	65.9	65.8
60%:	65.8	65.7	65.7	65.7	65.6	65.6	65.5	65.5	65.5	65.4
70%:	65.4	65.3	65.3	65.3	65.2	65.2	65.1	65.1	65.0	65.0
80%:	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.4	64.2	64.1
90%:	64.0	63.9	63.8	63.7	63.6	63.4	63.3	63.1	62.8	62.6
100%:	61.9									

Session Report

5/18/2026

Information Panel

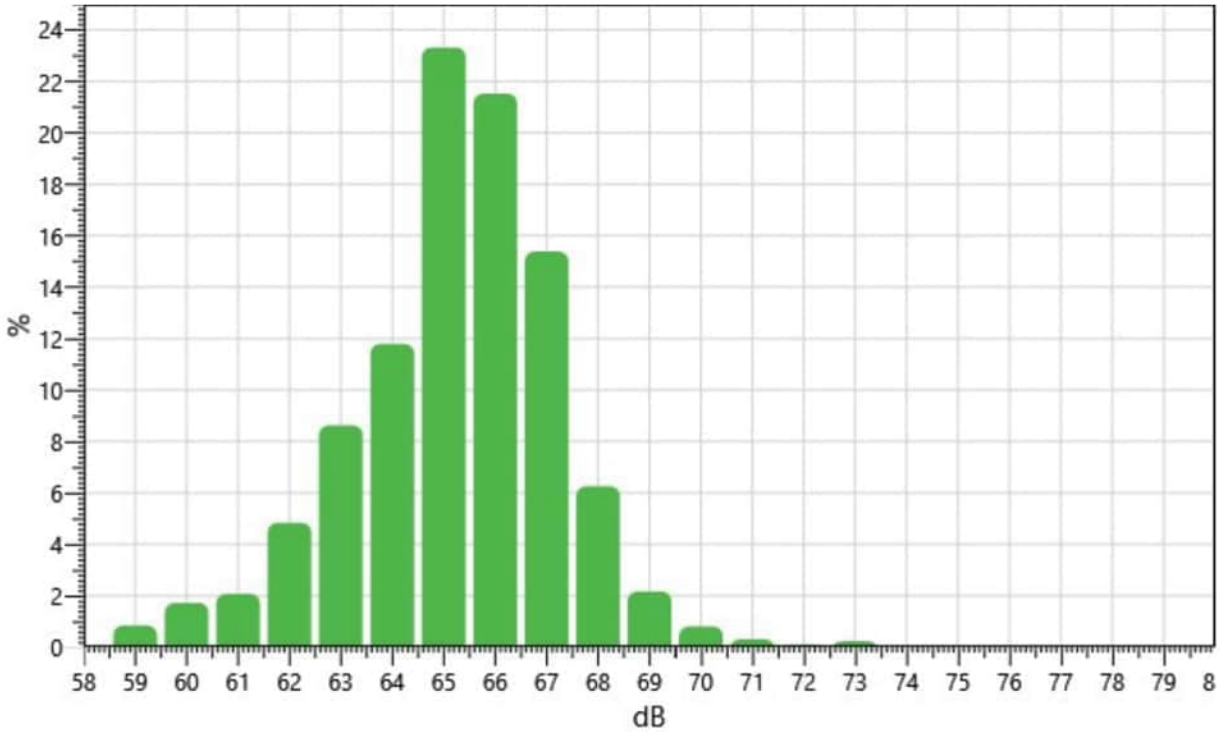
Name	S007_BJI040009_11112025_100527 M03
Start Time	11/10/2025 11:01:51 AM
Stop Time	11/10/2025 11:16:59 AM
Device Name	BJI040009
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.1 dB	L1	1	70.2 dB
L10	1	67.8 dB	LDN	1	66.1 dB
L90	1	62.9 dB	L50	1	65.7 dB
Lmax	1	73.6 dB	Lmin	1	58.9 dB
Lpk	1	90.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	73.6 dB	Lmax	2	86 dB
Lmin	2	64.3 dB	Lpk	2	93.5 dB
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S007_BJI040009_11112025_100527 M03: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
58:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02
59:	0.07	0.04	0.02	0.05	0.05	0.09	0.14	0.13	0.10	0.15	0.84
60:	0.18	0.25	0.16	0.05	0.14	0.10	0.18	0.26	0.22	0.18	1.72
61:	0.16	0.16	0.18	0.18	0.15	0.25	0.17	0.20	0.24	0.38	2.07
62:	0.49	0.34	0.36	0.38	0.45	0.50	0.52	0.65	0.40	0.75	4.84
63:	0.77	0.80	0.90	0.32	0.95	0.95	1.09	1.04	0.90	0.89	8.62
64:	0.84	1.17	1.12	1.18	1.27	0.99	0.97	1.40	1.31	1.56	11.79
65:	1.67	2.11	2.55	2.47	2.73	2.63	2.37	2.40	2.19	2.20	23.32
66:	2.00	2.43	2.34	0.84	2.39	2.24	2.23	2.29	2.36	2.40	21.52
67:	1.80	1.86	1.55	1.61	1.21	1.60	1.69	1.52	1.20	1.34	15.39
68:	1.29	0.77	0.46	0.54	0.54	0.50	0.61	0.65	0.54	0.36	6.26
69:	0.31	0.37	0.24	0.15	0.24	0.22	0.24	0.21	0.09	0.08	2.16
70:	0.08	0.21	0.09	0.07	0.08	0.07	0.06	0.03	0.04	0.05	0.80
71:	0.06	0.03	0.02	0.08	0.05	0.03	0.02	0.01	0.01	0.01	0.31
72:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.10
73:	0.02	0.01	0.05	0.04	0.03	0.05	0.03	0.00	0.00	0.00	0.23

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		70.2	69.5	69.0	68.7	68.6	68.4	68.2	68.0	67.9
10%:	67.8	67.8	67.7	67.6	67.5	67.5	67.4	67.4	67.3	67.2
20%:	67.2	67.1	67.0	67.0	66.9	66.9	66.8	66.8	66.7	66.7
30%:	66.7	66.6	66.6	66.5	66.5	66.4	66.4	66.3	66.3	66.3
40%:	66.1	66.1	66.1	66.0	66.0	65.9	65.9	65.8	65.8	65.7
50%:	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4	65.4	65.3
60%:	65.3	65.3	65.2	65.2	65.1	65.1	65.1	65.0	65.0	64.9
70%:	64.9	64.8	64.7	64.6	64.6	64.5	64.4	64.3	64.2	64.1
80%:	64.0	64.0	63.8	63.7	63.6	63.5	63.4	63.3	63.2	63.0
90%:	62.9	62.8	62.6	62.4	62.2	61.9	61.6	61.1	60.6	59.9
100%:	58.8									

Session Report

5/18/2026

Information Panel

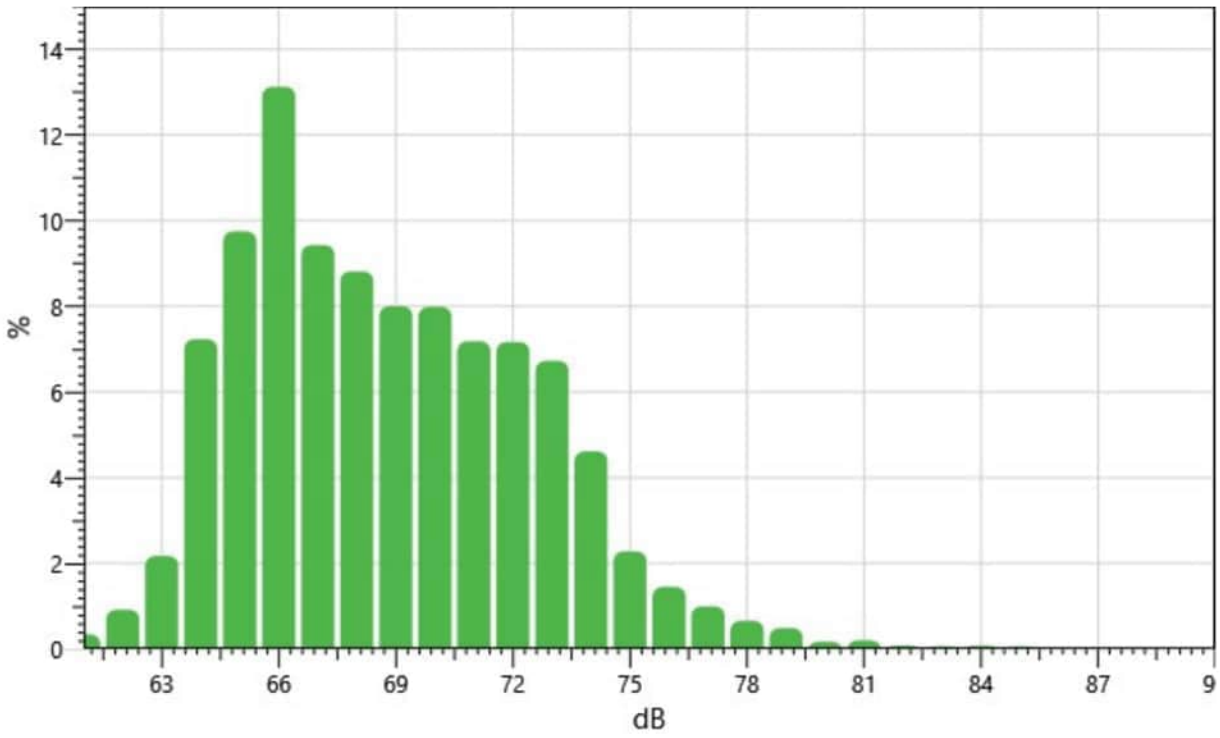
Name	S008_BJI040009_11112025_100530 M04
Start Time	11/10/2025 11:37:52 AM
Stop Time	11/10/2025 11:52:57 AM
Device Name	BJI040009
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	71.1 dB	L1	1	79.2 dB
L10	1	74 dB	LDN	1	71.1 dB
L90	1	64.8 dB	L50	1	68.7 dB
Lmax	1	85.2 dB	Lmin	1	61.6 dB
Lpk	1	99.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	78 dB	Lmax	2	96.8 dB
Lmin	2	65 dB	Lpk	2	106.8 dB
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S008_BJI040009_11112025_100530 M04: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
61:	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.06	0.15	0.10	0.34
62:	0.18	0.22	0.08	0.02	0.02	0.03	0.08	0.15	0.07	0.07	0.92
63:	0.12	0.15	0.14	0.10	0.39	0.19	0.12	0.36	0.36	0.23	2.17
64:	0.25	0.42	0.94	0.58	0.79	0.74	0.83	0.80	0.85	1.03	7.23
65:	0.85	0.76	0.94	0.78	0.84	0.94	0.78	0.96	1.49	1.40	9.75
66:	1.54	1.33	1.42	0.54	1.36	1.31	1.59	1.48	1.35	1.19	13.12
67:	1.08	1.08	0.93	1.10	1.06	0.88	0.79	0.80	0.86	0.85	9.43
68:	0.85	0.94	0.87	0.80	0.83	0.83	0.86	0.98	0.92	0.93	8.81
69:	0.82	0.95	0.87	0.55	0.76	0.79	0.80	0.77	0.81	0.88	8.00
70:	0.82	0.81	0.86	0.94	0.82	0.79	0.77	0.79	0.70	0.69	7.99
71:	0.77	0.69	0.74	0.63	0.66	0.64	0.73	0.77	0.78	0.77	7.18
72:	0.87	0.78	0.75	0.49	0.51	0.76	0.67	0.74	0.78	0.81	7.17
73:	1.08	0.81	0.66	0.71	0.71	0.54	0.61	0.54	0.51	0.55	6.72
74:	0.59	0.67	0.61	0.53	0.53	0.47	0.32	0.33	0.30	0.25	4.61
75:	0.23	0.26	0.27	0.18	0.16	0.25	0.26	0.24	0.22	0.21	2.28
76:	0.20	0.21	0.16	0.15	0.14	0.13	0.11	0.13	0.11	0.11	1.45

77:	0.11	0.15	0.12	0.10	0.09	0.09	0.11	0.08	0.08	0.07	1.00
78:	0.06	0.07	0.08	0.06	0.03	0.06	0.06	0.08	0.09	0.07	0.66
79:	0.05	0.04	0.06	0.05	0.06	0.06	0.04	0.05	0.04	0.03	0.49
80:	0.04	0.05	0.03	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.17
81:	0.01	0.01	0.01	0.03	0.01	0.02	0.02	0.02	0.02	0.06	0.20
82:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
83:	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.07
84:	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.08
85:	0.02	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		79.2	77.6	76.7	76.0	75.5	75.1	74.7	74.4	74.2
10%:	74.0	73.9	73.7	73.5	73.3	73.2	73.0	72.9	72.8	72.7
20%:	72.6	72.4	72.3	72.1	72.0	71.9	71.7	71.6	71.5	71.3
30%:	71.2	71.0	70.9	70.7	70.6	70.5	70.3	70.2	70.1	70.0
40%:	69.9	69.8	69.6	69.5	69.4	69.3	69.1	69.0	68.9	68.8
50%:	68.7	68.6	68.4	68.3	68.2	68.1	68.0	67.9	67.7	67.6
60%:	67.5	67.4	67.3	67.2	67.1	67.0	66.9	66.8	66.7	66.7
70%:	66.6	66.5	66.5	66.4	66.3	66.2	66.1	66.0	66.0	65.9
80%:	65.8	65.7	65.7	65.6	65.5	65.4	65.3	65.1	65.0	64.9
90%:	64.8	64.7	64.6	64.4	64.3	64.1	64.0	63.7	63.3	62.6
100%:	61.5									

Session Report

5/18/2026

Information Panel

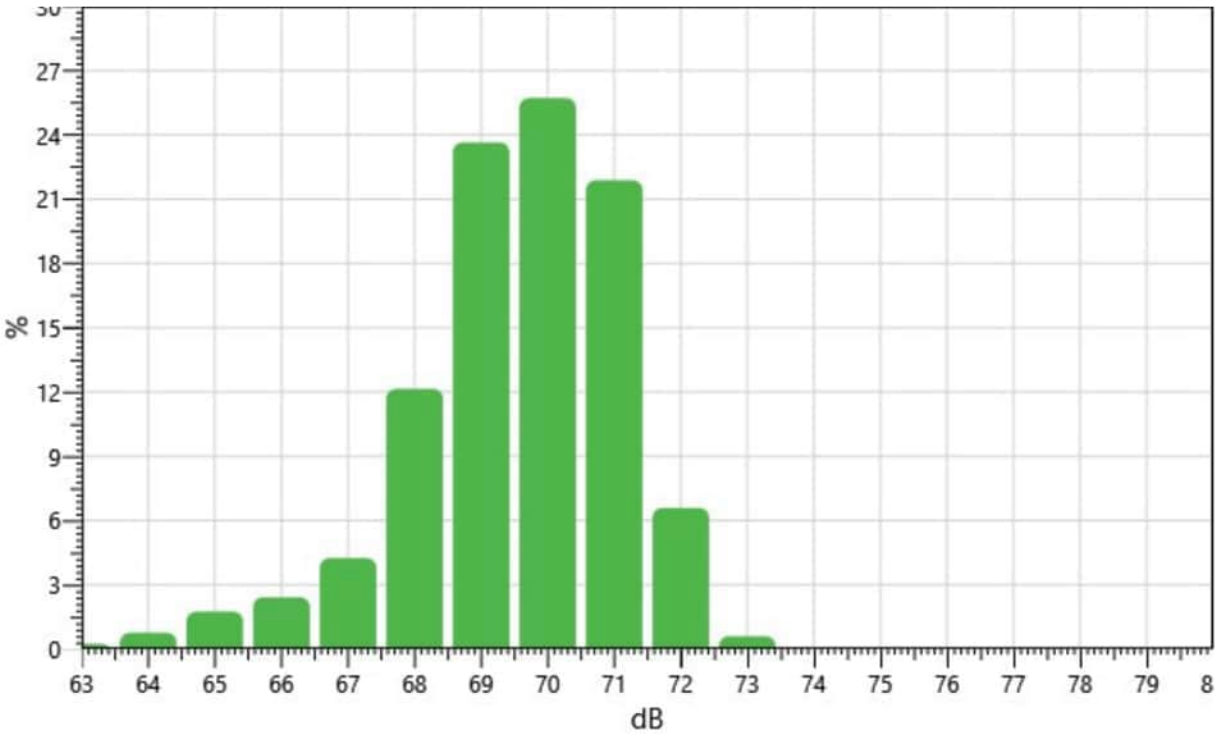
Name	S006_BLP080005_11112025_100350 M05
Start Time	11/10/2025 11:37:58 AM
Stop Time	11/10/2025 11:53:09 AM
Device Name	BLP080005
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	70.2 dB	L1	1	72.7 dB
L10	1	71.7 dB	LDN	1	70.2 dB
L90	1	67.9 dB	L50	1	70 dB
Lmax	1	73.5 dB	Lmin	1	63.5 dB
Lpk	1	89.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	--	Lmax	2	88.8 dB
Lmin	2	66.5 dB	Lpk	2	97.9 dB
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S006_BLP080005_11112025_100350 M05: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
63:	0.00	0.00	0.00	0.00	0.00	0.06	0.08	0.05	0.04	0.02	0.25
64:	0.02	0.03	0.01	0.03	0.06	0.14	0.12	0.12	0.10	0.14	0.76
65:	0.08	0.09	0.16	0.20	0.21	0.18	0.11	0.16	0.35	0.20	1.75
66:	0.20	0.29	0.32	0.10	0.18	0.21	0.23	0.17	0.31	0.40	2.42
67:	0.42	0.36	0.34	0.28	0.28	0.34	0.38	0.38	0.67	0.81	4.25
68:	0.67	0.67	0.87	1.25	1.22	1.10	1.58	1.66	1.60	1.51	12.14
69:	1.57	1.97	1.91	1.20	1.94	2.56	2.79	3.00	3.28	3.41	23.65
70:	3.30	3.12	2.91	2.39	2.44	2.29	2.13	2.27	2.09	2.78	25.72
71:	2.59	2.59	2.60	2.43	2.52	2.12	1.88	2.15	1.54	1.45	21.88
72:	1.06	1.29	1.11	0.58	0.58	0.67	0.55	0.34	0.19	0.23	6.59
73:	0.20	0.13	0.11	0.06	0.07	0.03	0.00	0.00	0.00	0.00	0.60

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		72.7	72.4	72.3	72.1	72.0	72.0	71.9	71.8	71.7

Session Report

5/18/2026

Information Panel

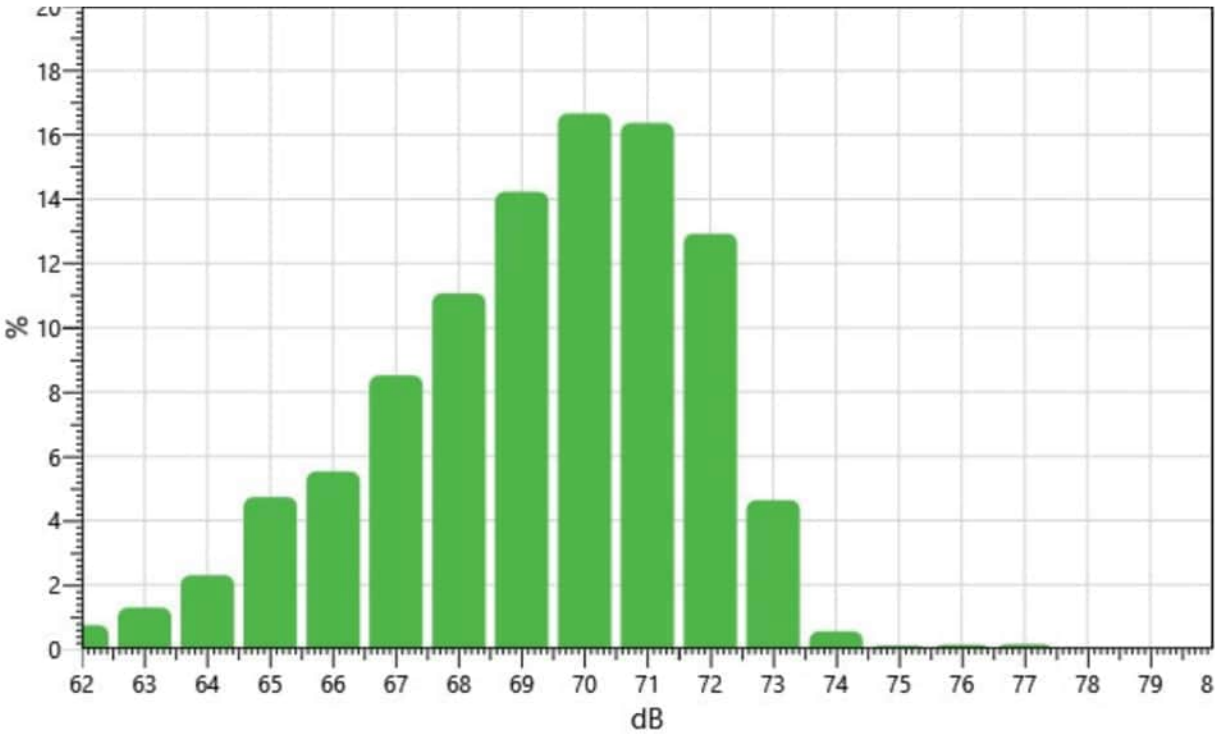
Name	S009_BLP080005_11112025_100352 M06
Start Time	11/10/2025 2:54:56 PM
Stop Time	11/10/2025 3:11:02 PM
Device Name	BLP080005
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	70.3 dB	L1	1	73.8 dB
L10	1	72.5 dB	LDN	1	70.3 dB
L90	1	66 dB	L50	1	69.9 dB
Lmax	1	77.9 dB	Lmin	1	62.1 dB
Lpk	1	91.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	--	Lmax	2	91.3 dB
Lmin	2	67.1 dB	Lpk	2	100.7 dB
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S009_BLP080005_11112025_100352 M06: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
62:	0.00	0.01	0.10	0.12	0.05	0.08	0.02	0.10	0.13	0.14	0.75
63:	0.20	0.15	0.14	0.05	0.21	0.13	0.10	0.05	0.08	0.17	1.29
64:	0.12	0.16	0.08	0.14	0.19	0.14	0.27	0.42	0.40	0.38	2.30
65:	0.35	0.30	0.38	0.34	0.33	0.47	0.47	0.64	0.79	0.65	4.73
66:	0.69	0.63	0.78	0.30	0.57	0.48	0.47	0.49	0.48	0.63	5.53
67:	0.68	0.76	0.65	0.81	0.85	0.74	0.80	0.88	1.25	1.09	8.52
68:	1.20	0.97	0.91	0.90	1.11	1.16	1.24	1.40	1.15	1.03	11.07
69:	1.12	1.57	1.54	0.97	1.38	1.59	1.47	1.52	1.45	1.63	14.23
70:	1.79	1.54	1.47	1.57	1.48	1.70	1.89	1.75	1.94	1.54	16.67
71:	1.42	1.44	1.44	1.57	1.93	2.19	1.98	1.60	1.37	1.44	16.37
72:	1.67	1.64	1.77	0.96	1.06	1.33	1.25	1.10	1.18	0.97	12.93
73:	0.88	0.73	0.63	0.47	0.38	0.43	0.36	0.29	0.26	0.22	4.64
74:	0.15	0.07	0.07	0.07	0.09	0.07	0.01	0.01	0.01	0.01	0.56
75:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.03	0.11
76:	0.01	0.01	0.02	0.02	0.01	0.01	0.01	0.03	0.00	0.01	0.14
77:	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.01	0.01	0.03	0.16

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		73.8	73.5	73.2	73.1	72.9	72.8	72.7	72.6	72.5
10%:	72.5	72.4	72.3	72.2	72.1	72.1	72.0	71.9	71.9	71.8
20%:	71.7	71.7	71.6	71.5	71.5	71.4	71.4	71.4	71.3	71.3
30%:	71.2	71.1	71.1	71.0	70.9	70.8	70.8	70.7	70.7	70.6
40%:	70.6	70.5	70.5	70.4	70.3	70.3	70.2	70.1	70.1	70.0
50%:	69.9	69.9	69.8	69.8	69.7	69.6	69.6	69.5	69.4	69.4
60%:	69.3	69.2	69.1	69.1	69.0	68.9	68.8	68.7	68.6	68.6
70%:	68.5	68.4	68.3	68.2	68.1	68.0	67.9	67.8	67.7	67.7
80%:	67.6	67.4	67.3	67.2	67.0	66.9	66.8	66.6	66.3	66.1
90%:	66.0	65.8	65.7	65.6	65.3	65.1	64.8	64.5	63.8	63.0
100%:	62.0									

Session Report

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Information Panel

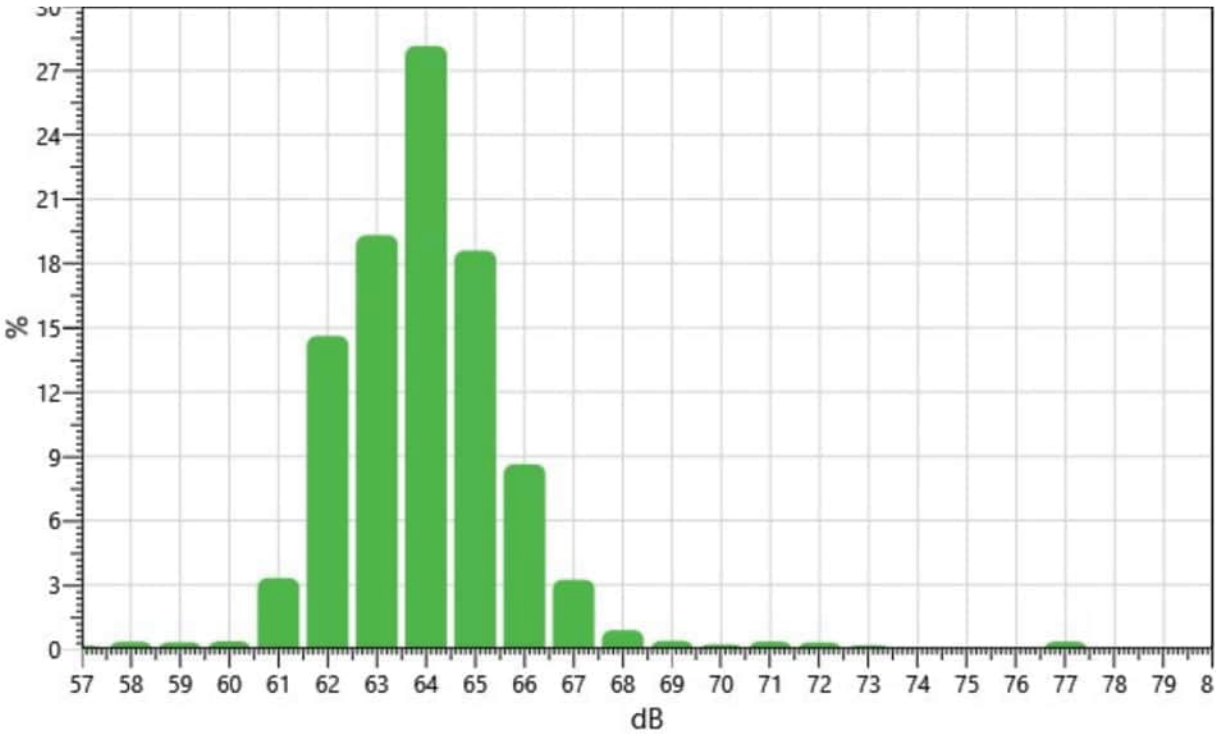
Name	S011_BJI040009_11112025_100539 M07
Start Time	11/10/2025 2:55:39 PM
Stop Time	11/10/2025 3:11:43 PM
Device Name	BJI040009
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.1 dB	L1	1	72.2 dB
L10	1	66.3 dB	LDN	1	65.1 dB
L90	1	62.3 dB	L50	1	64.3 dB
Lmax	1	78.4 dB	Lmin	1	57.7 dB
Lpk	1	92 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	73.6 dB	Lmax	2	89.6 dB
Lmin	2	62.6 dB	Lpk	2	98.8 dB
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S011_BJI040009_11112025_100539 M07: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
57:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.06	0.06	0.15
58:	0.02	0.02	0.02	0.04	0.03	0.07	0.04	0.05	0.03	0.04	0.35
59:	0.03	0.02	0.02	0.02	0.02	0.02	0.08	0.03	0.06	0.02	0.33
60:	0.04	0.03	0.05	0.01	0.02	0.05	0.06	0.03	0.02	0.05	0.36
61:	0.05	0.04	0.10	0.19	0.37	0.42	0.44	0.37	0.62	0.72	3.31
62:	0.81	1.06	1.06	1.63	1.53	1.28	1.33	1.90	1.95	2.08	14.62
63:	2.20	2.15	2.10	0.49	1.56	1.87	1.83	2.37	2.49	2.25	19.32
64:	1.98	1.98	2.42	2.59	2.78	3.56	3.52	3.10	3.23	3.00	28.15
65:	2.64	2.27	2.23	2.13	1.94	1.83	1.42	1.34	1.33	1.48	18.60
66:	1.39	1.43	1.38	0.51	0.90	0.86	0.56	0.50	0.63	0.47	8.63
67:	0.46	0.40	0.47	0.47	0.34	0.33	0.24	0.21	0.17	0.17	3.24
68:	0.17	0.15	0.12	0.09	0.06	0.04	0.05	0.06	0.08	0.07	0.89
69:	0.05	0.05	0.04	0.02	0.03	0.03	0.03	0.06	0.04	0.04	0.39
70:	0.04	0.02	0.02	0.02	0.03	0.02	0.02	0.01	0.02	0.02	0.22
71:	0.02	0.02	0.02	0.04	0.04	0.04	0.04	0.07	0.05	0.02	0.35
72:	0.01	0.02	0.06	0.05	0.04	0.03	0.03	0.05	0.03	0.02	0.31

73:	0.02	0.02	0.02	0.01	0.02	0.04	0.01	0.01	0.00	0.01	0.17
74:	0.01	0.00	0.01	0.00	0.01	0.01	0.01	0.00	0.00	0.01	0.06
75:	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.06
76:	0.00	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.07
77:	0.04	0.10	0.05	0.04	0.03	0.02	0.01	0.01	0.02	0.02	0.35
78:	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.06

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		72.2	69.0	67.8	67.4	67.1	66.9	66.7	66.5	66.4
10%:	66.3	66.1	66.0	66.0	65.9	65.8	65.8	65.7	65.6	65.5
20%:	65.5	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65.1	65.0
30%:	65.0	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7
40%:	64.6	64.6	64.6	64.5	64.5	64.5	64.5	64.4	64.4	64.4
50%:	64.3	64.3	64.3	64.2	64.2	64.2	64.1	64.1	64.0	64.0
60%:	63.9	63.9	63.8	63.8	63.7	63.7	63.7	63.6	63.6	63.5
70%:	63.5	63.4	63.4	63.3	63.2	63.1	63.1	63.0	63.0	62.9
80%:	62.9	62.8	62.8	62.7	62.7	62.6	62.6	62.5	62.5	62.4
90%:	62.3	62.2	62.2	62.1	62.0	61.9	61.8	61.6	61.4	60.4
100%:	57.6									

Session Report

5/18/2026

Information Panel

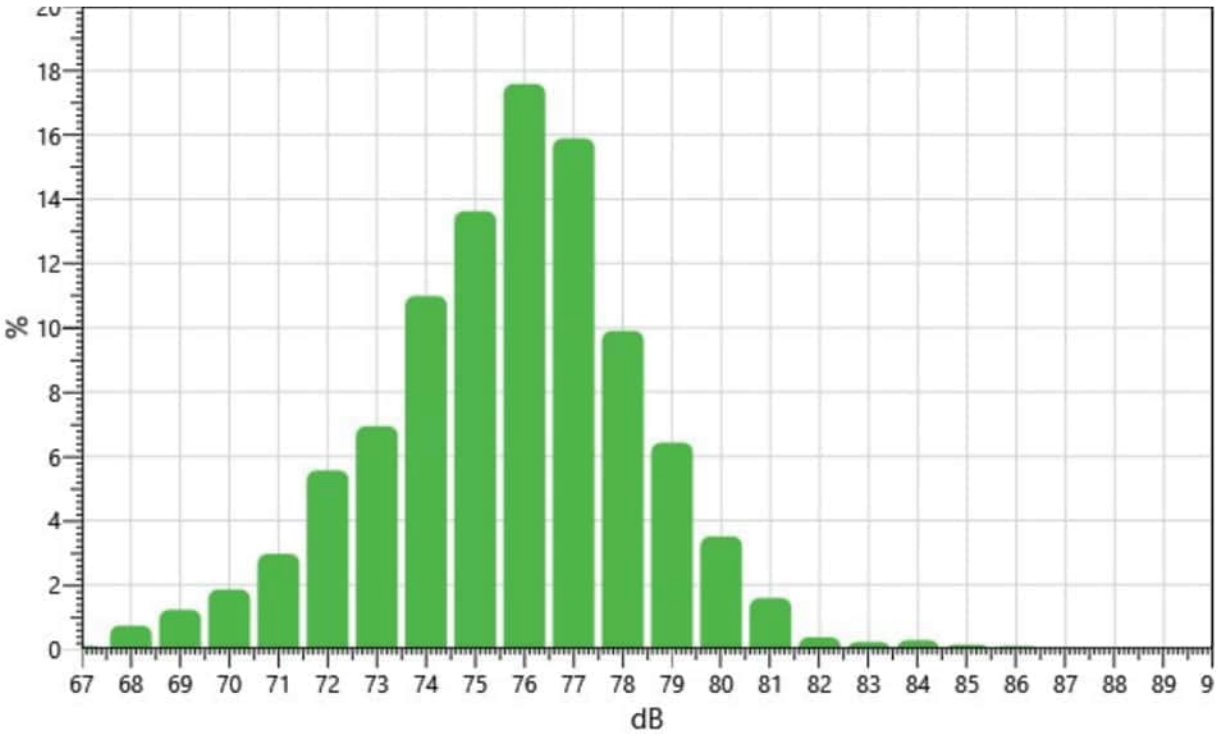
Name	S010_BJI040009_11112025_100536 M08
Start Time	11/10/2025 2:18:05 PM
Stop Time	11/10/2025 2:33:11 PM
Device Name	BJI040009
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	76.9 dB	L1	1	82 dB
L10	1	79.2 dB	LDN	1	76.9 dB
L90	1	72.4 dB	L50	1	76.2 dB
Lmax	1	86.5 dB	Lmin	1	67.4 dB
Lpk	1	105.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	82.7 dB	Lmax	2	99.6 dB
Lmin	2	71.3 dB	Lpk	2	109.2 dB
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S010_BJI040009_11112025_100536 M08: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
67:	0.00	0.00	0.00	0.00	0.04	0.01	0.01	0.01	0.01	0.01	0.09
68:	0.02	0.01	0.01	0.09	0.13	0.13	0.09	0.12	0.05	0.08	0.73
69:	0.12	0.11	0.18	0.12	0.12	0.14	0.15	0.11	0.09	0.09	1.22
70:	0.17	0.18	0.13	0.24	0.34	0.20	0.19	0.15	0.12	0.14	1.86
71:	0.23	0.15	0.12	0.16	0.19	0.34	0.48	0.48	0.45	0.36	2.97
72:	0.46	0.59	0.66	0.35	0.48	0.61	0.56	0.62	0.53	0.69	5.56
73:	0.83	0.75	0.60	0.64	0.68	0.71	0.73	0.71	0.68	0.63	6.94
74:	0.68	0.75	0.96	1.22	1.13	1.16	1.23	1.33	1.17	1.35	10.99
75:	1.54	1.48	1.66	1.02	0.78	1.25	1.39	1.44	1.54	1.53	13.63
76:	1.86	1.62	1.26	1.53	1.58	1.99	2.13	1.89	1.81	1.90	17.58
77:	1.62	1.69	1.46	1.54	1.72	1.60	1.66	1.58	1.70	1.34	15.89
78:	1.04	1.13	1.21	0.97	0.50	1.12	1.19	1.00	0.89	0.86	9.90
79:	0.82	0.97	0.82	0.52	0.66	0.60	0.54	0.47	0.57	0.44	6.42
80:	0.37	0.39	0.42	0.41	0.35	0.27	0.26	0.31	0.35	0.38	3.51
81:	0.36	0.25	0.19	0.13	0.06	0.12	0.11	0.14	0.13	0.10	1.59
82:	0.08	0.06	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.03	0.37

83:	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.22
84:	0.03	0.03	0.05	0.02	0.01	0.03	0.03	0.03	0.03	0.02	0.28
85:	0.02	0.03	0.03	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.14
86:	0.01	0.01	0.01	0.01	0.02	0.02	0.00	0.00	0.00	0.00	0.10

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		82.0	81.1	80.8	80.5	80.2	79.9	79.7	79.5	79.3
10%:	79.2	79.0	78.9	78.8	78.7	78.6	78.5	78.4	78.3	78.2
20%:	78.1	78.0	77.9	77.8	77.7	77.7	77.6	77.6	77.5	77.4
30%:	77.4	77.3	77.3	77.2	77.1	77.1	77.0	76.9	76.9	76.8
40%:	76.8	76.7	76.7	76.6	76.6	76.5	76.5	76.4	76.4	76.3
50%:	76.2	76.2	76.1	76.0	76.0	75.9	75.9	75.8	75.7	75.7
60%:	75.6	75.5	75.4	75.4	75.2	75.1	75.1	75.0	75.0	74.9
70%:	74.8	74.7	74.7	74.6	74.5	74.4	74.3	74.3	74.2	74.1
80%:	73.9	73.8	73.6	73.5	73.4	73.2	73.0	72.9	72.8	72.6
90%:	72.4	72.3	72.1	71.9	71.6	71.4	70.9	70.3	69.8	69.0
100%:	67.3									

Session Report

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Information Panel

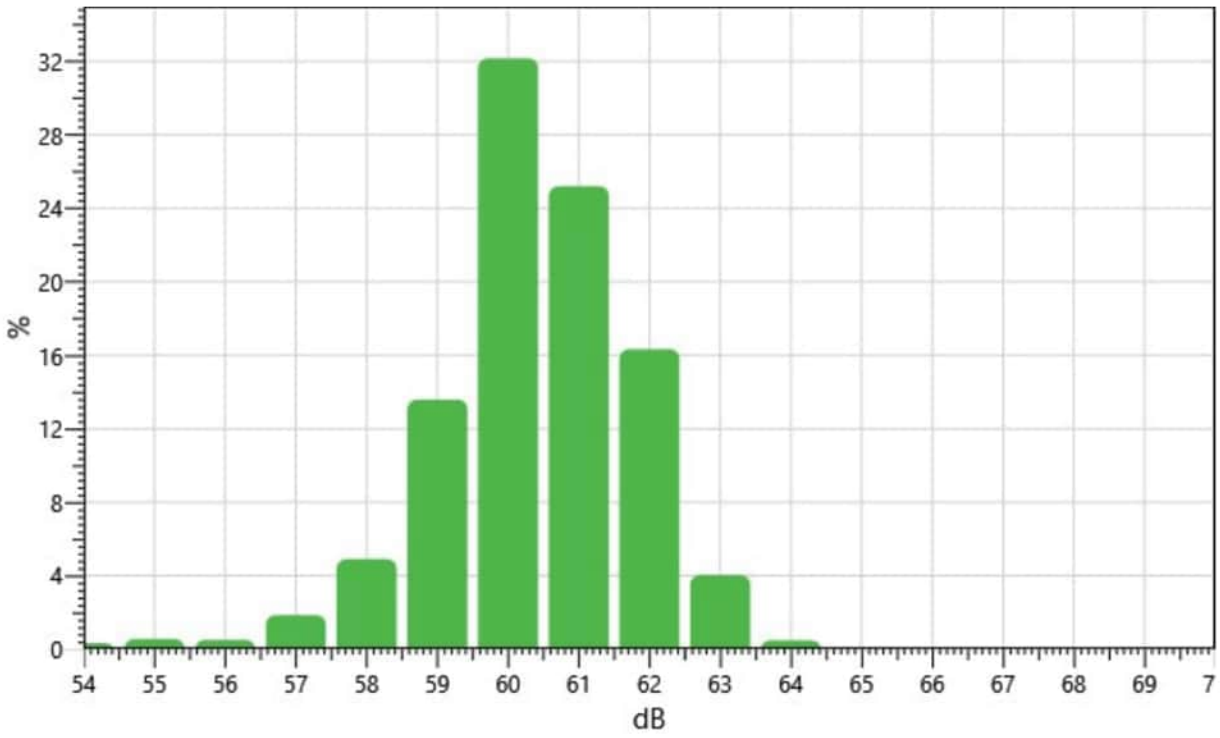
Name	S002_BIJ060030_24112025_160701 M09 redo
Start Time	11/24/2025 2:54:53 PM
Stop Time	11/24/2025 3:09:55 PM
Device Name	BIJ060030
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61 dB	L1	1	63.6 dB
L10	1	62.4 dB	LDN	1	61 dB
L90	1	59.1 dB	L50	1	60.7 dB
Lmax	1	65.1 dB	Lmin	1	54.2 dB
Lpk	1	94 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	--	Lmax	2	80.1 dB
Lmin	2	62.4 dB	Lpk	2	92 dB
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Statistics Chart

S002_BIJ060030_24112025_160701 M09 redo: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
54:	0.00	0.00	0.01	0.01	0.08	0.06	0.06	0.04	0.03	0.02	0.33
55:	0.02	0.02	0.04	0.03	0.01	0.02	0.06	0.18	0.07	0.10	0.55
56:	0.04	0.04	0.05	0.05	0.05	0.05	0.07	0.05	0.05	0.06	0.51
57:	0.06	0.05	0.05	0.02	0.16	0.31	0.19	0.23	0.42	0.36	1.85
58:	0.23	0.38	0.34	0.29	0.41	0.62	0.56	0.60	0.75	0.72	4.90
59:	0.90	0.81	0.81	1.13	1.16	1.50	1.88	1.64	1.81	1.95	13.59
60:	2.54	2.74	3.10	1.49	3.97	3.66	3.41	3.59	3.80	3.86	32.17
61:	3.79	3.10	2.45	2.46	2.27	2.32	2.28	2.27	2.04	2.22	25.20
62:	2.32	2.59	2.11	1.31	1.66	1.56	1.43	1.27	1.03	1.04	16.33
63:	0.87	0.67	0.70	0.26	0.41	0.28	0.32	0.25	0.11	0.16	4.03
64:	0.06	0.05	0.05	0.07	0.04	0.03	0.04	0.04	0.06	0.06	0.48
65:	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9

Session Report

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Information Panel

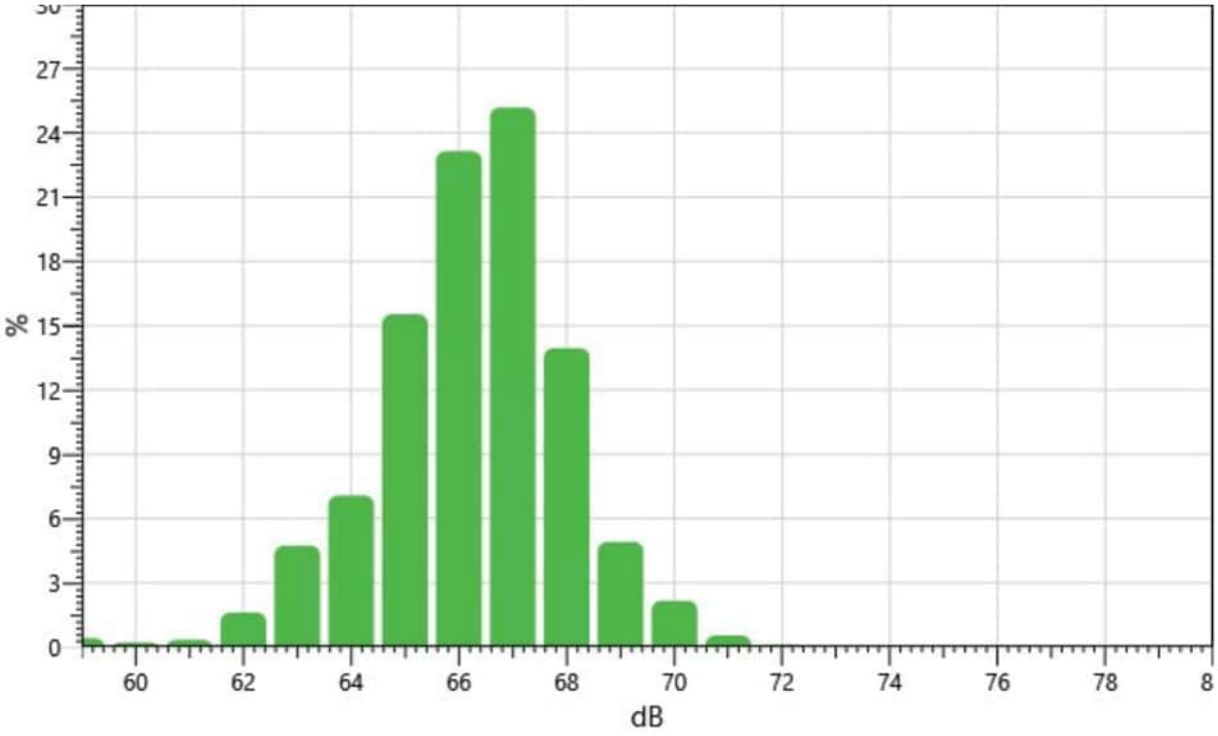
Name	S007_BLP080005_11112025_100350 M10
Start Time	11/10/2025 12:36:57 PM
Stop Time	11/10/2025 12:52:36 PM
Device Name	BLP080005
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	67 dB	L1	1	70.5 dB
L10	1	68.5 dB	LDN	1	67 dB
L90	1	64.3 dB	L50	1	66.7 dB
Lmax	1	72.6 dB	Lmin	1	59.2 dB
Lpk	1	85.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	--	Lmax	2	98.1 dB
Lmin	2	63.2 dB	Lpk	2	105.7 dB
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S007_BLP080005_11112025_100350 M10: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
59:	0.00	0.00	0.02	0.13	0.05	0.04	0.06	0.05	0.03	0.03	0.42
60:	0.04	0.04	0.02	0.01	0.02	0.02	0.03	0.01	0.02	0.01	0.22
61:	0.02	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.17	0.34
62:	0.10	0.09	0.06	0.07	0.08	0.12	0.17	0.16	0.41	0.35	1.62
63:	0.34	0.36	0.60	0.27	0.68	0.71	0.50	0.43	0.43	0.42	4.74
64:	0.54	0.35	0.65	0.68	0.61	0.56	0.79	1.01	1.01	0.88	7.08
65:	1.02	1.21	1.17	1.47	1.58	1.55	1.69	2.08	1.95	1.81	15.54
66:	2.01	2.38	2.08	0.89	2.18	2.08	2.33	2.87	3.33	3.01	23.14
67:	2.63	3.04	2.91	2.41	2.93	2.36	2.47	2.57	2.03	1.84	25.19
68:	2.19	2.31	2.08	1.62	1.55	1.10	0.89	0.89	0.64	0.68	13.96
69:	0.67	0.53	0.53	0.23	0.46	0.54	0.55	0.60	0.38	0.42	4.91
70:	0.25	0.34	0.34	0.32	0.26	0.20	0.18	0.18	0.04	0.04	2.17
71:	0.03	0.03	0.05	0.13	0.04	0.06	0.08	0.08	0.02	0.02	0.54
72:	0.01	0.01	0.02	0.01	0.01	0.04	0.00	0.00	0.00	0.00	0.12

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		70.5	70.1	69.8	69.6	69.4	69.2	69.0	68.8	68.7
10%:	68.5	68.4	68.3	68.3	68.2	68.2	68.1	68.1	68.0	68.0
20%:	67.9	67.9	67.8	67.8	67.7	67.7	67.6	67.6	67.6	67.5
30%:	67.5	67.4	67.4	67.3	67.3	67.3	67.2	67.2	67.2	67.1
40%:	67.1	67.1	67.0	67.0	67.0	66.9	66.9	66.8	66.8	66.8
50%:	66.7	66.7	66.7	66.7	66.6	66.6	66.6	66.5	66.5	66.4
60%:	66.4	66.3	66.3	66.2	66.1	66.1	66.0	66.0	66.0	65.9
70%:	65.9	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4
80%:	65.3	65.2	65.2	65.1	65.0	64.9	64.8	64.7	64.6	64.5
90%:	64.3	64.2	64.0	63.8	63.5	63.4	63.2	63.0	62.7	61.9
100%:	59.1									

Session Report

5/18/2026

Information Panel

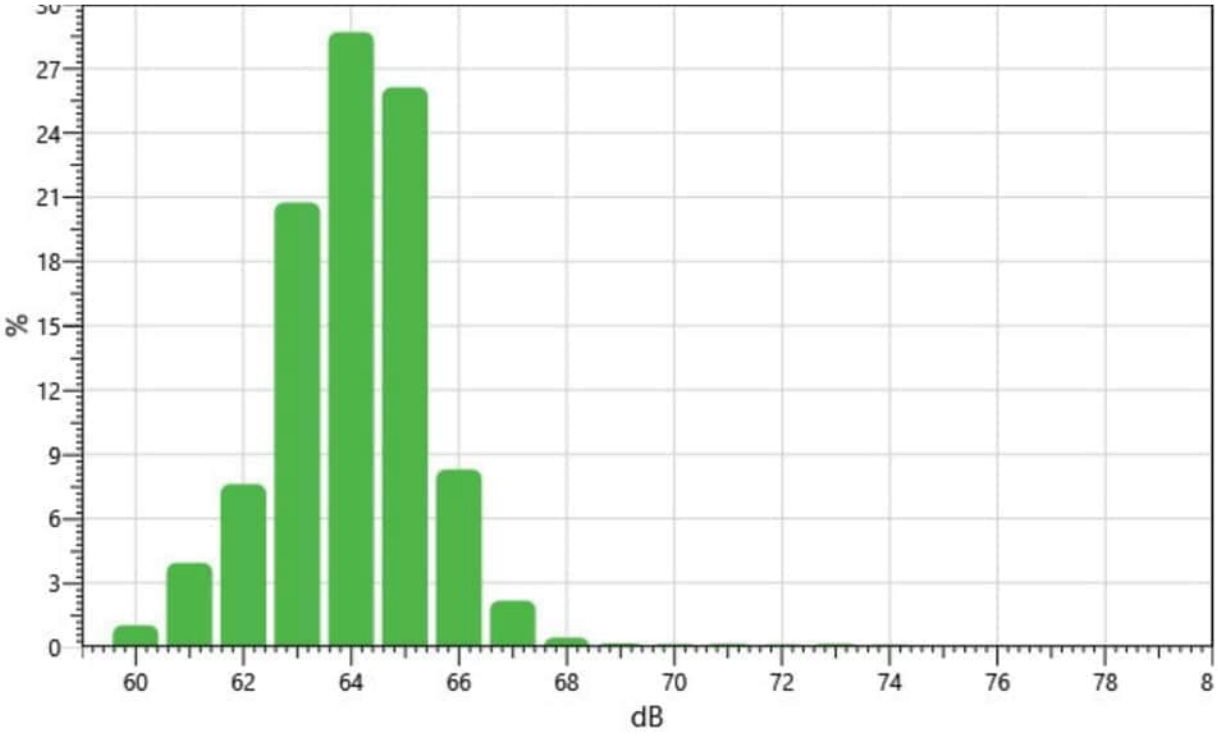
Name	S008_BLP080005_11112025_100351 M11
Start Time	11/10/2025 2:18:00 PM
Stop Time	11/10/2025 2:33:08 PM
Device Name	BLP080005
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.7 dB	L1	1	68.5 dB
L10	1	66 dB	LDN	1	64.7 dB
L90	1	62.7 dB	L50	1	64.4 dB
Lmax	1	74.3 dB	Lmin	1	59.9 dB
Lpk	1	88.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	1/3
Leq	2	--	Lmax	2	89.3 dB
Lmin	2	65.3 dB	Lpk	2	99.5 dB
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart

S008_BLP080005_11112025_100351 M11: Statistics Chart



Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
59:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03
60:	0.08	0.17	0.06	0.02	0.03	0.08	0.12	0.04	0.18	0.25	1.02
61:	0.30	0.41	0.45	0.46	0.35	0.39	0.47	0.49	0.36	0.26	3.94
62:	0.39	0.37	0.23	0.40	0.53	0.82	0.90	1.21	1.73	1.03	7.61
63:	1.62	1.84	2.20	0.64	2.23	2.43	2.66	2.05	2.28	2.82	20.75
64:	2.95	3.14	2.96	2.64	2.43	2.79	3.04	2.69	2.96	3.11	28.71
65:	2.81	2.96	3.01	3.17	3.21	2.89	2.17	2.00	2.17	1.76	26.14
66:	1.35	1.44	1.49	0.49	0.97	0.99	0.54	0.50	0.29	0.24	8.30
67:	0.29	0.18	0.33	0.33	0.33	0.26	0.13	0.17	0.11	0.06	2.17
68:	0.10	0.06	0.04	0.03	0.04	0.03	0.03	0.04	0.03	0.04	0.45
69:	0.04	0.08	0.02	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.17
70:	0.01	0.01	0.01	0.02	0.03	0.01	0.01	0.01	0.01	0.01	0.14
71:	0.06	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.15
72:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.01	0.13
73:	0.01	0.01	0.01	0.02	0.04	0.01	0.02	0.01	0.01	0.01	0.15
74:	0.06	0.02	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.13

Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		68.5	67.4	67.1	66.7	66.5	66.4	66.3	66.1	66.1
10%:	66.0	65.9	65.8	65.8	65.7	65.7	65.6	65.6	65.5	65.5
20%:	65.4	65.4	65.4	65.3	65.3	65.3	65.2	65.2	65.2	65.2
30%:	65.1	65.1	65.1	65.0	65.0	65.0	64.9	64.9	64.8	64.8
40%:	64.8	64.8	64.7	64.7	64.6	64.6	64.6	64.5	64.5	64.5
50%:	64.4	64.4	64.4	64.3	64.3	64.2	64.2	64.2	64.1	64.1
60%:	64.1	64.0	64.0	64.0	63.9	63.9	63.9	63.8	63.8	63.8
70%:	63.7	63.7	63.6	63.6	63.5	63.5	63.5	63.4	63.4	63.3
80%:	63.3	63.3	63.1	63.1	63.0	63.0	62.9	62.9	62.8	62.7
90%:	62.7	62.6	62.5	62.4	62.2	61.9	61.6	61.3	61.1	60.8
100%:	59.8									

Appendix F

Noise Model Traffic Inputs

Table 6. US 422 Pottstown Bypass AM and PM Peak Hour Traffic Forecasts

Highway Facility	Location	Current Peak Hour Vol. AM	Current Peak Hour Vol. PM	2025 No-Build Peak Hour Vol. AM	2025 No-Build Peak Hour Vol. PM	Current/2025 Difference AM	Current/2025 Difference PM	2045 No-Build Peak Hour Vol. AM	2045 No-Build Peak Hour Vol. PM	2025/2045 Difference AM	2025/2045 Difference PM	2025 Build Peak Hour Vol. AM	2025 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM	2045 Build Peak Hour Vol. AM	2045 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM
US 422 Main Line																			
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	1,850	2,750	1,940	2,870	90	120	2,070	3,060	130	190	2,230	3,270	290	400	2,550	3,690	480	630
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	2,200	2,040	2,310	2,140	110	100	2,420	2,260	110	120	2,580	2,400	270	260	2,940	2,740	520	480
US 422 Total	**Evergreen Rd. to Armand Hammer Blvd.**	**4,050**	**4,790**	**4,250**	**5,010**	**200**	**220**	**4,490**	**5,320**	**240**	**310**	**4,810**	**5,670**	**560**	**660**	**5,490**	**6,430**	**1,000**	**1,110**
US 422 WB	Armand Hammer Blvd. to PA 724	1,800	2,390	1,890	2,510	90	120	2,000	2,650	110	140	2,180	2,890	290	380	2,490	3,280	490	630
US 422 EB	PA 724 to Armand Hammer Blvd.	2,100	2,020	2,190	2,110	90	90	2,270	2,200	80	90	2,490	2,400	300	290	2,830	2,730	560	530
US 422 Total	**Armand Hammer Blvd. to PA 724**	**3,900**	**4,410**	**4,080**	**4,620**	**180**	**210**	**4,270**	**4,850**	**190**	**230**	**4,670**	**5,290**	**590**	**670**	**5,320**	**6,010**	**1,050**	**1,160**
US 422 WB	PA 724 to Keim St.	1,960	2,550	2,050	2,670	90	120	2,150	2,800	100	130	2,300	3,000	250	330	2,590	3,370	440	570
US 422 EB	Keim St. to PA 724	2,380	2,200	2,490	2,300	110	100	2,580	2,400	90	100	2,620	2,450	130	150	2,970	2,770	390	370
US 422 Total	**PA 724 to Keim St.**	**4,340**	**4,750**	**4,540**	**4,970**	**200**	**220**	**4,730**	**5,200**	**190**	**230**	**4,920**	**5,450**	**380**	**480**	**5,560**	**6,140**	**830**	**940**
US 422 WB	Keim St. to Hanover St.	1,990	2,590	2,090	2,720	100	130	2,200	2,860	110	140	2,380	3,110	290	390	2,690	3,500	490	640
US 422 EB	Hanover St. to Keim St.	2,480	2,280	2,610	2,400	130	120	2,760	2,540	150	140	2,900	2,670	290	270	3,280	3,020	520	480
US 422 Total	**Keim St. to Hanover St.**	**4,470**	**4,870**	**4,700**	**5,120**	**230**	**250**	**4,960**	**5,400**	**260**	**280**	**5,280**	**5,780**	**580**	**660**	**5,970**	**6,520**	**1,010**	**1,120**
US 422 WB	Hanover St. to PA 100	1,680	2,150	1,750	2,240	70	90	1,850	2,370	100	130	2,010	2,580	260	340	2,290	2,930	440	560
US 422 EB	PA 100 to Hanover St.	2,190	2,010	2,310	2,120	120	110	2,450	2,250	140	130	2,570	2,360	260	240	2,930	2,690	480	440
US 422 Total	**Hanover St. to PA 100**	**3,870**	**4,160**	**4,060**	**4,360**	**190**	**200**	**4,300**	**4,620**	**240**	**260**	**4,580**	**4,940**	**520**	**580**	**5,220**	**5,620**	**920**	**1,000**
US 422 WB	PA 100 to Grosstown Rd.	1,300	1,280	1,370	1,330	70	50	1,460	1,430	90	100	1,710	1,700	340	370	1,990	2,020	530	590
US 422 EB	Grosstown Rd. to PA 100	1,120	1,460	1,160	1,530	40	70	1,250	1,640	90	110	1,460	1,870	300	340	1,760	2,170	510	530
US 422 Total	**PA 100 to Grosstown Rd.**	**2,420**	**2,740**	**2,530**	**2,860**	**110**	**120**	**2,710**	**3,070**	**180**	**210**	**3,170**	**3,570**	**640**	**710**	**3,750**	**4,190**	**1,040**	**1,120**
US 422 WB	Grosstown Rd. to County Line	1,240	1,130	1,310	1,170	70	40	1,390	1,260	80	90	1,610	1,440	300	270	1,870	1,720	480	460
US 422 EB	County Line to Grosstown Rd.	990	1,350	1,040	1,430	50	80	1,120	1,530	80	100	1,250	1,700	210	270	1,500	1,950	380	420
US 422 Total	**Grosstown Rd. to County Line**	**2,230**	**2,480**	**2,350**	**2,600**	**120**	**120**	**2,510**	**2,790**	**160**	**190**	**2,860**	**3,140**	**510**	**540**	**3,370**	**3,670**	**860**	**880**

Table 6. US 422 Pottstown Bypass AM and PM Peak Hour Traffic Forecasts

Highway Facility	Location	Current Peak Hour Vol. AM	Current Peak Hour Vol. PM	2025 No-Build Peak Hour Vol. AM	2025 No-Build Peak Hour Vol. PM	Current/2025 Difference AM	Current/2025 Difference PM	2045 No-Build Peak Hour Vol. AM	2045 No-Build Peak Hour Vol. PM	2025/2045 Difference AM	2025/2045 Difference PM	2025 Build Peak Hour Vol. AM	2025 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM	2045 Build Peak Hour Vol. AM	2045 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM
North-South Highway Facilities																			
Armand Hammer Blvd. NB	Yost Rd. to High St.	470	810	480	830	10	20	490	850	10	20	480	830	0	0	510	880	20	30
Armand Hammer Blvd. SB	High St. to Yost Rd.	860	540	870	550	10	10	890	560	20	10	880	550	10	0	940	590	50	30
Armand Hammer Blvd.	**Yost Rd. to High St.**	**1,330**	**1,350**	**1,350**	**1,380**	**20**	**30**	**1,380**	**1,410**	**30**	**30**	**1,360**	**1,380**	**10**	**0**	**1,450**	**1,470**	**70**	**60**
Moser Rd. NB	Yost Rd. to High St.	130	250	140	270	10	20	150	290	10	20	140	280	0	10	160	300	10	10
Moser Rd. SB	High St. to Yost Rd.	210	280	230	310	20	30	240	320	10	10	230	310	0	0	260	350	20	30
Moser Rd.	**Yost Rd. to High St.**	**340**	**530**	**370**	**580**	**30**	**50**	**390**	**610**	**20**	**30**	**370**	**590**	**0**	**10**	**420**	**650**	**30**	**40**
Keim St. NB	PA 724 to US 422	100	80	120	100	20	20	180	140	60	40	400	320	280	220	530	420	350	280
Keim St. SB	US 422 to PA 724	30	40	40	50	10	10	50	60	10	10	120	160	80	110	150	200	100	140
Keim St.	**PA 724 to US 422**	**130**	**120**	**160**	**150**	**30**	**30**	**230**	**200**	**70**	**50**	**520**	**480**	**360**	**330**	**680**	**620**	**450**	**420**
Keim St. NB	US 422 to Industrial Highway	0	0	0	0	0	0	0	0	0	0	270	360	270	360	310	410	310	410
Keim St. SB	Industrial Hwy to US 422	0	0	0	0	0	0	0	0	0	0	370	420	370	420	420	480	420	480
Keim St.	**US 422 to Industrial Highway**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**640**	**780**	**640**	**780**	**730**	**890**	**730**	**890**
Hanover St. NB	Cedarville Rd. to PA 724	330	360	340	370	10	10	370	390	30	20	330	380	-10	10	360	410	-10	20
Hanover St. SB	PA 724 to Cedarvill Rd.	360	360	380	380	20	20	400	420	20	40	380	420	0	40	440	480	40	60
Hanover St.	**Cedarville Rd. to PA 724**	**690**	**720**	**720**	**750**	**30**	**30**	**770**	**810**	**50**	**60**	**710**	**800**	**-10**	**50**	**800**	**890**	**30**	**80**
Hanover St. NB	PA 724 to US 422	350	460	360	470	10	10	370	490	10	20	370	480	10	10	390	510	20	20
Hanover St. SB	US 422 to PA 724	370	410	370	420	0	10	390	430	20	10	370	410	0	-10	410	470	20	40
Hanover St.	**PA 724 to US 422**	**720**	**870**	**730**	**890**	**10**	**20**	**760**	**920**	**30**	**30**	**740**	**890**	**10**	**0**	**800**	**980**	**40**	**60**
Hanover St. NB	US 422 to River Rd.	440	690	470	730	30	40	470	750	0	20	490	760	20	30	510	790	40	40
Hanover St. SB	River Rd. to US 422	440	470	440	480	0	10	450	490	10	10	450	470	10	-10	480	510	30	20
Hanover St.	**US 422 to River Rd.**	**880**	**1,160**	**910**	**1,210**	**30**	**50**	**920**	**1,240**	**10**	**30**	**940**	**1,230**	**30**	**20**	**990**	**1,300**	**70**	**60**
Hanover St. NB	River Rd. to Industrial Highway	400	620	410	640	10	20	430	660	20	20	420	650	10	10	450	700	20	40
Hanover St. SB	Industrial Highway to River Rd.	400	370	410	380	10	10	430	390	20	10	420	390	10	10	450	410	20	20
Hanover St.	**River Rd. to Industrial Highway**	**800**	**990**	**820**	**1,020**	**20**	**30**	**860**	**1,050**	**40**	**30**	**840**	**1,040**	**20**	**20**	**900**	**1,110**	**40**	**60**
Hanover St. NB	Industrial Highway to High St.	250	300	270	320	20	20	280	340	10	20	270	320	0	0	300	360	20	20
Hanover St. SB	High St. to Industrial Highway	410	290	440	310	30	20	480	340	40	30	450	320	10	10	500	360	20	20
Hanover St.	**Industrial Highway to High St.**	**660**	**590**	**710**	**630**	**50**	**40**	**760**	**680**	**50**	**50**	**720**	**640**	**10**	**10**	**800**	**720**	**40**	**40**
PA 100 NB	Cedarville Rd. to PA 724	680	1,060	720	1,130	40	70	770	1,200	50	70	740	1,150	20	20	800	1,250	30	50
PA 100 SB	PA 724 to Cedarvill Rd.	950	830	990	870	40	40	1,080	950	90	80	1,060	920	70	50	1,160	1,010	80	60
PA 100 Total	**Cedarville Rd. to PA 724**	**1,630**	**1,890**	**1,710**	**2,000**	**80**	**110**	**1,850**	**2,150**	**140**	**150**	**1,800**	**2,070**	**90**	**70**	**1,960**	**2,260**	**110**	**110**
PA 100 NB	PA 724 to US 422	1,220	1,420	1,330	1,550	110	130	1,410	1,650	80	100	1,310	1,520	-20	-30	1,430	1,660	20	10
PA 100 SB	US 422 to PA 724	1,070	1,110	1,180	1,220	110	110	1,240	1,290	60	70	1,170	1,210	-10	-10	1,250	1,300	10	10
PA 100 Total	**PA 724 to US 422**	**2,290**	**2,530**	**2,510**	**2,770**	**220**	**240**	**2,650**	**2,940**	**140**	**170**	**2,480**	**2,730**	**-30**	**-40**	**2,680**	**2,960**	**30**	**20**
PA 100 NB	US 422 to High St.	1,150	1,800	1,250	1,950	100	150	1,280	2,010	30	60	1,280	2,010	30	60	1,350	2,120	70	110
PA 100 SB	High St. to US 422	1,690	1,170	1,850	1,280	160	110	1,910	1,330	60	50	1,910	1,330	60	50	2,010	1,390	100	60
PA 100 Total	**US 422 to High St.**	**2,840**	**2,970**	**3,100**	**3,230**	**260**	**260**	**3,190**	**3,340**	**90**	**110**	**3,190**	**3,340**	**90**	**110**	**3,360**	**3,510**	**170**	**170**
PA 100 NB	King St. to Shoemaker St.	840	1,350	940	1,510	100	160	970	1,560	30	50	960	1,540	20	30	1,000	1,610	30	50
PA 100 SB	King St. to Shoemaker St.	980	910	1,090	1,020	110	110	1,150	1,070	60	50	1,110	1,030	20	10	1,180	1,090	30	20
PA 100 Total	**King St. to Shoemaker St.**	**1,820**	**2,260**	**2,030**	**2,530**	**210**	**270**	**2,120**	**2,630**	**90**	**100**	**2,070**	**2,570**	**40**	**40**	**2,180**	**2,700**	**60**	**70**
Grosstown Rd NB	US 422 to High St.	110	210	140	250	30	40	160	280	20	30	220	400	80	150	270	490	110	210
Grosstown Rd SB	Hight St. to US 422	180	170	200	190	20	20	220	220	20	30	330	310	130	120	390	370	170	150
Grosstown Rd.	**High St. to US 422**	**290**	**380**	**340**	**440**	**50**	**60**	**380**	**500**	**40**	**60**	**550**	**710**	**210**	**270**	**660**	**860**	**280**	**360**

Table 6. US 422 Pottstown Bypass AM and PM Peak Hour Traffic Forecasts

Highway Facility	Location	Current Peak Hour Vol. AM	Current Peak Hour Vol. PM	2025 No-Build Peak Hour Vol. AM	2025 No-Build Peak Hour Vol. PM	Current/2025 Difference AM	Current/2025 Difference PM	2045 No-Build Peak Hour Vol. AM	2045 No-Build Peak Hour Vol. PM	2025/2045 Difference AM	2025/2045 Difference PM	2025 Build Peak Hour Vol. AM	2025 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM	2045 Build Peak Hour Vol. AM	2045 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM
Parallel Roads																			
PA 724 EB	PA 724 Ramps to Old Schuylikill Rd.	920	670	960	700	40	30	1,060	780	100	80	910	640	-50	-60	990	700	-70	-80
PA 724 WB	Old Schuylkill Rd. to PA 724 Ramps	490	840	530	900	40	60	570	960	40	60	480	820	-50	-80	530	910	-40	-50
Schuylkill Rd. (PA 724)	**Old Schuylkill Rd. to PA 724 Ramps**	**1,410**	**1,510**	**1,490**	**1,600**	**80**	**90**	**1,630**	**1,740**	**140**	**140**	**1,390**	**1,460**	**-100**	**-140**	**1,520**	**1,610**	**-110**	**-130**
PA 724 EB	Keim St. To PA 724 Ramps	490	340	520	360	30	20	580	400	60	40	710	560	190	200	800	630	220	230
PA 724 WB	PA 724 Ramps to Keim St.	190	530	230	590	40	60	270	650	40	60	290	680	60	90	380	790	110	140
Schuylkill Rd. (PA 724)	**PA 724 Ramps to Keim St.**	**680**	**870**	**750**	**950**	**70**	**80**	**850**	**1,050**	**100**	**100**	**1,000**	**1,240**	**250**	**290**	**1,180**	**1,420**	**330**	**370**
PA 724 EB	Hanover St. To Keim St.	410	270	430	290	20	20	440	300	10	10	340	210	-90	-80	380	230	-60	-70
PA 724 WB	Keim St. to Hanover St.	180	510	220	570	40	60	260	630	40	60	220	500	0	-70	280	580	20	-50
Schuylkill Rd. (PA 724)	**Keim St. to Hanover St.**	**590**	**780**	**650**	**860**	**60**	**80**	**700**	**930**	**50**	**70**	**560**	**710**	**-90**	**-150**	**660**	**810**	**-40**	**-120**
PA 724 EB	PA 100 to Hanover St.	420	310	460	340	40	30	480	380	20	40	400	300	-60	-40	440	330	-40	-50
PA 724 WB	Hanover St. to PA 100	220	440	230	470	10	30	260	530	30	60	210	430	-20	-40	240	470	-20	-60
Schuylkill Rd. (PA 724)	**Hanover St. to PA 100**	**640**	**750**	**690**	**810**	**50**	**60**	**740**	**910**	**50**	**100**	**610**	**730**	**-80**	**-80**	**680**	**800**	**-60**	**-110**
PA 724 EB	Laurelwood Rd. to PA 100	330	270	350	290	20	20	400	320	50	30	310	250	-40	-40	350	280	-50	-40
PA 724 WB	PA 100 to Laurelwood Rd.	350	460	370	480	20	20	410	540	40	60	320	430	-50	-50	360	470	-50	-70
Schuylkill Rd. (PA 724)	**PA 100 to Laurelwood Rd.**	**680**	**730**	**720**	**770**	**40**	**40**	**810**	**860**	**90**	**90**	**630**	**680**	**-90**	**-90**	**710**	**750**	**-100**	**-110**
PA 724 EB	Catfish Ln. to Laurelwood Rd.	320	320	350	350	30	30	390	390	40	40	300	300	-50	-50	310	310	-80	-80
PA 724 WB	Laurelwood Rd. to Catfish Ln.	330	540	360	580	30	40	410	660	50	80	300	480	-60	-100	320	530	-90	-130
Schuylkill Rd. (PA 724)	**Laurelwood Rd. to Catfish Ln.**	**650**	**860**	**710**	**930**	**60**	**70**	**800**	**1,050**	**90**	**120**	**600**	**780**	**-110**	**-150**	**630**	**840**	**-170**	**-210**
Yost Rd. EB	Moser Rd. to US 422 Ramps	180	300	190	320	10	20	220	370	30	50	170	290	-20	-30	190	320	-30	-50
Yost Rd. WB	US 422 Ramps to Moser Rd.	290	240	320	260	30	20	360	300	40	40	280	230	-40	-30	310	250	-50	-50
Yost Rd.	**US 422 Ramps to Moser Rd.**	**470**	**540**	**510**	**580**	**40**	**40**	**580**	**670**	**70**	**90**	**450**	**520**	**-60**	**-60**	**500**	**570**	**-80**	**-100**
Industrial Highway EB	Keim St. to Moser Rd./Yost Rd.	240	490	280	570	40	80	320	650	40	80	230	480	-50	-90	250	510	-70	-140
Industrial Highway WB	Moser Rd./Yost Rd. to Keim St.	390	390	450	450	60	60	510	510	60	60	380	380	-70	-70	410	410	-100	-100
Industrial Highway	**Moser Rd./Yost Rd. to Keim St.**	**630**	**880**	**730**	**1,020**	**100**	**140**	**830**	**1,160**	**100**	**140**	**610**	**860**	**-120**	**-160**	**660**	**920**	**-170**	**-240**
Industrial Highway EB	Hanover St. To Keim St.	230	560	250	610	20	50	260	640	10	30	230	550	-20	-60	240	580	-20	-60
Industrial Highway WB	Keim St. to Hanover St.	370	440	410	480	40	40	430	510	20	30	360	430	-50	-50	380	460	-50	-50
Industrial Highway	**Keim St. to Hanover St.**	**600**	**1,000**	**660**	**1,090**	**60**	**90**	**690**	**1,150**	**30**	**60**	**590**	**980**	**-70**	**-110**	**620**	**1,040**	**-70**	**-110**
College Dr. EB	High St. to Hanover St.	140	170	150	190	10	20	170	210	20	20	150	180	0	-10	160	200	-10	-10
College Dr. WB	Hanover St. to High St.	100	210	120	250	20	40	130	270	10	20	110	230	-10	-20	120	250	-10	-20
College Dr.	**Hanover St. to High St.**	**240**	**380**	**270**	**440**	**30**	**60**	**300**	**480**	**30**	**40**	**260**	**410**	**-10**	**-30**	**280**	**450**	**-20**	**-30**
High St. EB	Manatawny St. to Hanover St.	180	280	200	320	20	40	210	320	10	0	190	300	-10	-20	200	320	-10	0
High St. WB	Hanover St. to Manatawny St.	280	230	310	250	30	20	320	260	10	10	290	240	-20	-10	310	250	-10	-10
High St.	**Hanover St. to Manatawny St.**	**460**	**510**	**510**	**570**	**50**	**60**	**530**	**580**	**20**	**10**	**480**	**540**	**-30**	**-30**	**510**	**570**	**-20**	**-10**
High St. EB	PA 100 Ramps to College Dr.	220	390	230	400	10	10	250	440	20	40	230	410	0	10	240	430	-10	-10
High St. WB	College Dr. to PA 100 Ramps	350	310	360	320	10	10	390	340	30	20	360	320	0	0	380	330	-10	-10
High St.	**College Dr. to PA 100 Ramps**	**570**	**700**	**590**	**720**	**20**	**20**	**640**	**780**	**50**	**60**	**590**	**730**	**0**	**10**	**620**	**760**	**-20**	**-20**
High St. EB	Berks St. to PA 100 Ramps	650	460	690	490	40	30	730	520	40	30	660	470	-30	-20	690	490	-40	-30
High St. WB	PA 100 Ramps to Berks St.	330	600	350	640	20	40	370	680	20	40	340	610	-10	-30	350	640	-20	-40
High St.	**PA 100 Ramps to Berks St.**	**980**	**1,060**	**1,040**	**1,130**	**60**	**70**	**1,100**	**1,200**	**60**	**70**	**1,000**	**1,080**	**-40**	**-50**	**1,040**	**1,130**	**-60**	**-70**
King St. EB	Manatawny St. to PA 100	230	370	250	410	20	40	260	420	10	10	240	390	-10	-20	260	420	0	0
King St. WB	PA 100 to Manatawny St.	280	370	300	400	20	30	320	420	20	20	290	380	-10	-20	310	410	-10	-10
King St.	**PA 100 to Manatawny St.**	**510**	**740**	**550**	**810**	**40**	**70**	**580**	**840**	**30**	**30**	**530**	**770**	**-20**	**-40**	**570**	**830**	**-10**	**-10**

Table 6. US 422 Pottstown Bypass AM and PM Peak Hour Traffic Forecasts

Highway Facility	Location	Current Peak Hour Vol. AM	Current Peak Hour Vol. PM	2025 No-Build Peak Hour Vol. AM	2025 No-Build Peak Hour Vol. PM	Current/2025 Difference AM	Current/2025 Difference PM	2045 No-Build Peak Hour Vol. AM	2045 No-Build Peak Hour Vol. PM	2025/2045 Difference AM	2025/2045 Difference PM	2025 Build Peak Hour Vol. AM	2025 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM	2045 Build Peak Hour Vol. AM	2045 Build Peak Hour Vol. PM	Build/No-Build Difference AM	Build/No-Build Difference PM
US 422 Ramps																			
US 422 EB Off-Ramp	Armand Hammer Blvd.	330	330	340	340	10	10	350	350	10	10	410	410	70	70	440	440	90	90
US 422 WB On-Ramp	Armand Hammer Blvd.	400	380	410	390	10	10	420	390	10	0	430	410	20	20	450	430	30	40
US 422 WB Off-Ramp	Armand Hammer Blvd.	450	740	460	750	10	10	490	800	30	50	480	790	20	40	510	840	20	40
US 422 EB On-Ramp	Armand Hammer Blvd.	430	350	460	370	30	20	500	410	40	40	500	410	40	40	550	450	50	40
US 422 EB On-Ramp	PA 724	0	0	0	0	0	0	0	0	0	0	250	220	250	220	300	270	300	270
US 422 WB Off-Ramp	PA 724	180	280	190	290	10	10	200	310	10	20	260	380	70	90	300	430	100	120
US 422 EB Off-Ramp	PA 724	280	180	300	190	20	10	310	200	10	10	380	270	80	80	440	310	130	110
US 422 WB On-Ramp	PA 724	340	440	350	450	10	10	350	460	0	10	380	490	30	40	400	520	50	60
US 422 EB Off-Ramp	Keim St.	100	80	120	100	20	20	180	140	60	40	280	220	160	120	310	250	130	110
US 422 WB On-Ramp	Keim St.	30	40	40	50	10	10	50	60	10	10	80	110	40	60	100	130	50	70
US 422 EB On-Ramp	Hanover St.	290	270	300	280	10	10	310	290	10	10	330	310	30	30	350	330	40	40
US 422 WB Off-Ramp	Hanover St.	310	440	340	480	30	40	350	490	10	10	370	530	30	50	400	570	50	80
US 422 EB On-Ramp	PA 100 NB to US 422 EB	420	280	460	310	40	30	510	340	50	30	480	320	20	10	540	360	30	20
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	160	350	160	360	0	10	180	400	20	40	190	420	30	60	210	460	30	60
US 422 EB On-Ramp	PA 100 SB to US 422 EB	810	440	860	470	50	30	880	480	20	10	890	480	30	10	940	510	60	30
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	380	710	400	760	20	50	410	770	10	10	420	790	20	30	440	830	30	60
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	40	70	40	80	0	10	50	90	10	10	90	160	50	80	100	180	50	90
US 422 WB On-Ramp	PA 100 SB to US 422 WB	90	70	100	80	10	10	110	80	10	0	210	160	110	80	230	180	120	100
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	120	100	130	110	10	10	140	120	10	10	170	150	40	40	210	170	70	50
US 422 WB On-Ramp	PA 100 NB to US 422 WB	70	120	80	130	10	10	90	150	10	20	100	170	20	40	120	200	30	50
US 422 EB On-Ramp	Grosstown Rd.	160	140	170	150	10	10	190	170	20	20	290	250	120	100	350	310	160	140
US 422 WB Off-Ramp	Grosstown Rd.	80	180	90	200	10	20	100	220	10	20	140	320	50	120	170	370	70	150
US 422 EB Off-Ramp	Grosstown Rd.	30	30	50	50	20	20	60	60	10	10	80	80	30	30	90	90	30	30
US 422 WB On-Ramp	Grosstown Rd.	20	30	30	40	10	10	30	50	0	10	40	60	10	20	50	70	20	20

No-Build 2052 Traffic Projection - AM Peak Hour

Table 6 of the DVRPC US 422 Pottstown Bypass Traffic Forecasts (April 2019). Selected volume is the higher of the 2018-to-2045 and 2025-to-2045 projection paths.

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	0.42%	2,132	0.32%	2,104	2,132
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	0.35%	2,481	0.23%	2,449	2,481
US 422 Total	Evergreen Rd. to Armand Hammer Blvd.	0.38%	4,612	0.28%	4,553	4,612
US 422 WB	Armand Hammer Blvd. to PA 724	0.39%	2,056	0.28%	2,029	2,056
US 422 EB	PA 724 to Armand Hammer Blvd.	0.29%	2,317	0.18%	2,291	2,317
US 422 Total	Armand Hammer Blvd. to PA 724	0.34%	4,372	0.23%	4,319	4,372
US 422 WB	PA 724 to Keim St.	0.34%	2,203	0.24%	2,176	2,203
US 422 EB	Keim St. to PA 724	0.30%	2,635	0.18%	2,604	2,635
US 422 Total	PA 724 to Keim St.	0.32%	4,837	0.21%	4,779	4,837
US 422 WB	Keim St. to Hanover St.	0.37%	2,258	0.26%	2,229	2,258
US 422 EB	Hanover St. to Keim St.	0.40%	2,838	0.28%	2,799	2,838
US 422 Total	Keim St. to Hanover St.	0.39%	5,096	0.27%	5,028	5,096
US 422 WB	Hanover St. to PA 100	0.36%	1,897	0.28%	1,876	1,897
US 422 EB	PA 100 to Hanover St.	0.42%	2,523	0.29%	2,487	2,523
US 422 Total	Hanover St. to PA 100	0.39%	4,420	0.29%	4,363	4,420
US 422 WB	PA 100 to Grosstown Rd.	0.43%	1,505	0.32%	1,484	1,505
US 422 EB	Grosstown Rd. to PA 100	0.41%	1,287	0.37%	1,274	1,287
US 422 Total	PA 100 to Grosstown Rd.	0.42%	2,791	0.34%	2,757	2,791
US 422 WB	Grosstown Rd. to County Line	0.42%	1,432	0.30%	1,411	1,432
US 422 EB	County Line to Grosstown Rd.	0.46%	1,157	0.37%	1,141	1,157
US 422 Total	Grosstown Rd. to County Line	0.44%	2,589	0.33%	2,552	2,589
Armand Hammer Blvd. NB	Yost Rd. to High St.	0.15%	496	0.10%	493	496
Armand Hammer Blvd. SB	High St. to Yost Rd.	0.13%	898	0.11%	896	898
Armand Hammer Blvd.	Yost Rd. to High St.	0.14%	1,394	0.11%	1,388	1,394
Moser Rd. NB	Yost Rd. to High St.	0.53%	156	0.35%	153	156
Moser Rd. SB	High St. to Yost Rd.	0.50%	249	0.21%	243	249
Moser Rd.	Yost Rd. to High St.	0.51%	405	0.26%	396	405
Keim St. NB	PA 724 to US 422	2.20%	210	2.05%	200	210
Keim St. SB	US 422 to PA 724	1.91%	58	1.12%	53	58
Keim St.	PA 724 to US 422	2.14%	267	1.83%	252	267
Keim St. NB	US 422 to Industrial Highway					
Keim St. SB	Industrial Hwy to US 422					
Keim St.	US 422 to Industrial Highway					
Hanover St. NB	Cedarville Rd. to PA 724	0.42%	382	0.42%	378	382
Hanover St. SB	PA 724 to Cedarvill Rd.	0.39%	412	0.26%	406	412
Hanover St.	Cedarville Rd. to PA 724	0.41%	793	0.34%	784	793
Hanover St. NB	PA 724 to US 422	0.21%	376	0.14%	373	376
Hanover St. SB	US 422 to PA 724	0.20%	396	0.26%	396	396
Hanover St.	PA 724 to US 422	0.20%	771	0.20%	768	771
Hanover St. NB	US 422 to River Rd.	0.24%	479	0.00%	470	479
Hanover St. SB	River Rd. to US 422	0.08%	453	0.11%	453	453
Hanover St.	US 422 to River Rd.	0.16%	931	0.05%	923	931
Hanover St. NB	River Rd. to Industrial Highway	0.27%	439	0.24%	436	439
Hanover St. SB	Industrial Highway to River Rd.	0.27%	439	0.24%	436	439
Hanover St.	River Rd. to Industrial Highway	0.27%	877	0.24%	871	877
Hanover St. NB	Industrial Highway to High St.	0.42%	289	0.18%	283	289
Hanover St. SB	High St. to Industrial Highway	0.59%	501	0.44%	491	501
Hanover St.	Industrial Highway to High St.	0.52%	789	0.34%	774	789
PA 100 NB	Cedarville Rd. to PA 724	0.46%	796	0.34%	784	796
PA 100 SB	PA 724 to Cedarvill Rd.	0.48%	1,117	0.44%	1,104	1,117
PA 100 Total	Cedarville Rd. to PA 724	0.47%	1,912	0.39%	1,887	1,912
PA 100 NB	PA 724 to US 422	0.54%	1,464	0.29%	1,431	1,464
PA 100 SB	US 422 to PA 724	0.55%	1,289	0.25%	1,256	1,289
PA 100 Total	PA 724 to US 422	0.54%	2,753	0.27%	2,687	2,753
PA 100 NB	US 422 to High St.	0.40%	1,317	0.12%	1,288	1,317
PA 100 SB	High St. to US 422	0.45%	1,972	0.16%	1,926	1,972
PA 100 Total	US 422 to High St.	0.43%	3,288	0.14%	3,213	3,288
PA 100 NB	King St. to Shoemaker St.	0.53%	1,007	0.16%	978	1,007
PA 100 SB	King St. to Shoemaker St.	0.59%	1,199	0.27%	1,166	1,199

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
PA 100 Total	King St. to Shoemaker St.	0.57%	2,206	0.22%	2,144	2,206
Grosstown Rd NB	US 422 to High St.	1.40%	177	0.67%	166	177
Grosstown Rd SB	Hight St. to US 422	0.75%	232	0.48%	226	232
Grosstown Rd.	High St. to US 422	1.01%	408	0.56%	391	408
PA 724 EB	PA 724 Ramps to Old Schuylikill Rd.	0.53%	1,100	0.50%	1,087	1,100
PA 724 WB	Old Schuylkill Rd. to PA 724 Ramps	0.56%	593	0.36%	581	593
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	0.54%	1,693	0.45%	1,668	1,693
PA 724 EB	Keim St. To PA 724 Ramps	0.63%	606	0.55%	597	606
PA 724 WB	PA 724 Ramps to Keim St.	1.31%	296	0.80%	282	296
Schuylkill Rd. (PA 724)	PA 724 Ramps to Keim St.	0.83%	901	0.63%	878	901
PA 724 EB	Hanover St. To Keim St.	0.26%	449	0.12%	443	449
PA 724 WB	Keim St. to Hanover St.	1.37%	287	0.84%	272	287
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	0.64%	732	0.37%	714	732
PA 724 EB	PA 100 to Hanover St.	0.50%	497	0.21%	486	497
PA 724 WB	Hanover St. to PA 100	0.62%	272	0.61%	269	272
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	0.54%	769	0.35%	754	769
PA 724 EB	Laurelwood Rd. to PA 100	0.72%	421	0.67%	414	421
PA 724 WB	PA 100 to Laurelwood Rd.	0.59%	428	0.51%	421	428
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	0.65%	848	0.59%	835	848
PA 724 EB	Catfish Ln. to Laurelwood Rd.	0.74%	411	0.54%	401	411
PA 724 WB	Laurelwood Rd. to Catfish Ln.	0.81%	434	0.65%	424	434
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	0.77%	845	0.60%	825	845
Yost Rd. EB	Moser Rd. to US 422 Ramps	0.75%	232	0.74%	229	232
Yost Rd. WB	US 422 Ramps to Moser Rd.	0.80%	381	0.59%	371	381
Yost Rd.	US 422 Ramps to Moser Rd.	0.78%	613	0.65%	599	613
Industrial Highway EB	Keim St. to Moser Rd./Yost Rd.	1.07%	345	0.67%	331	345
Industrial Highway WB	Moser Rd./Yost Rd. to Keim St.	1.00%	547	0.63%	527	547
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	1.03%	892	0.64%	858	892
Industrial Highway EB	Hanover St. To Keim St.	0.46%	269	0.20%	263	269
Industrial Highway WB	Keim St. to Hanover St.	0.56%	448	0.24%	436	448
Industrial Highway	Keim St. to Hanover St.	0.52%	716	0.22%	698	716
College Dr. EB	High St. to Hanover St.	0.72%	179	0.63%	176	179
College Dr. WB	Hanover St. to High St.	0.98%	140	0.40%	133	140
College Dr.	Hanover St. to High St.	0.83%	318	0.53%	309	318
High St. EB	Manatawny St. to Hanover St.	0.57%	219	0.24%	213	219
High St. WB	Hanover St. to Manatawny St.	0.50%	332	0.16%	323	332
High St.	Hanover St. to Manatawny St.	0.53%	550	0.19%	536	550
High St. EB	PA 100 Ramps to College Dr.	0.47%	259	0.42%	256	259
High St. WB	College Dr. to PA 100 Ramps	0.40%	402	0.40%	398	402
High St.	College Dr. to PA 100 Ramps	0.43%	660	0.41%	654	660
High St. EB	Berks St. to PA 100 Ramps	0.43%	753	0.28%	741	753
High St. WB	PA 100 Ramps to Berks St.	0.42%	382	0.28%	376	382
High St.	PA 100 Ramps to Berks St.	0.43%	1,134	0.28%	1,116	1,134
King St. EB	Manatawny St. to PA 100	0.46%	269	0.20%	263	269
King St. WB	PA 100 to Manatawny St.	0.50%	332	0.32%	326	332
King St.	PA 100 to Manatawny St.	0.48%	600	0.27%	588	600
US 422 EB Off-Ramp	Armand Hammer Blvd.	0.22%	356	0.15%	353	356
US 422 WB On-Ramp	Armand Hammer Blvd.	0.18%	426	0.12%	423	426
US 422 WB Off-Ramp	Armand Hammer Blvd.	0.32%	501	0.32%	498	501
US 422 EB On-Ramp	Armand Hammer Blvd.	0.56%	520	0.42%	511	520
US 422 EB On-Ramp	PA 724					
US 422 WB Off-Ramp	PA 724	0.39%	206	0.26%	203	206
US 422 EB Off-Ramp	PA 724	0.38%	319	0.16%	313	319
US 422 WB On-Ramp	PA 724	0.11%	353	0.00%	350	353
US 422 EB Off-Ramp	Keim St.	2.20%	210	2.05%	200	210
US 422 WB On-Ramp	Keim St.	1.91%	58	1.12%	53	58
US 422 EB On-Ramp	Hanover St.	0.25%	316	0.16%	313	316
US 422 WB Off-Ramp	Hanover St.	0.45%	362	0.15%	353	362
US 422 EB On-Ramp	PA 100 NB to US 422 EB	0.72%	537	0.52%	524	537
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	0.44%	186	0.59%	186	186
US 422 EB On-Ramp	PA 100 SB to US 422 EB	0.31%	900	0.12%	886	900
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	0.28%	419	0.12%	413	419
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	0.83%	53	1.12%	53	53

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB On-Ramp	PA 100 SB to US 422 WB	0.75%	116	0.48%	113	116
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	0.57%	146	0.37%	143	146
US 422 WB On-Ramp	PA 100 NB to US 422 WB	0.94%	97	0.59%	93	97
US 422 EB On-Ramp	Grosstown Rd.	0.64%	199	0.56%	196	199
US 422 WB Off-Ramp	Grosstown Rd.	0.83%	106	0.53%	103	106
US 422 EB Off-Ramp	Grosstown Rd.	2.60%	72	0.92%	63	72
US 422 WB On-Ramp	Grosstown Rd.	1.51%	34	0.00%	30	34

No-Build 2052 Traffic Projection - PM Peak Hour

Table 6 of the DVRPC US 422 Pottstown Bypass Traffic Forecasts (April 2019). Selected volume is the higher of the 2018-to-2045 and 2025-to-2045 projection paths.

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	0.40%	3,146	0.32%	3,110	3,146
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	0.38%	2,321	0.27%	2,292	2,321
US 422 Total	Evergreen Rd. to Armand Hammer Blvd.	0.39%	5,467	0.30%	5,401	5,467
US 422 WB	Armand Hammer Blvd. to PA 724	0.38%	2,722	0.27%	2,687	2,722
US 422 EB	PA 724 to Armand Hammer Blvd.	0.32%	2,250	0.21%	2,224	2,250
US 422 Total	Armand Hammer Blvd. to PA 724	0.35%	4,972	0.24%	4,910	4,972
US 422 WB	PA 724 to Keim St.	0.35%	2,869	0.24%	2,834	2,869
US 422 EB	Keim St. to PA 724	0.32%	2,455	0.21%	2,426	2,455
US 422 Total	PA 724 to Keim St.	0.34%	5,324	0.23%	5,260	5,324
US 422 WB	Keim St. to Hanover St.	0.37%	2,935	0.25%	2,897	2,935
US 422 EB	Hanover St. to Keim St.	0.40%	2,613	0.28%	2,577	2,613
US 422 Total	Keim St. to Hanover St.	0.38%	5,547	0.27%	5,473	5,547
US 422 WB	Hanover St. to PA 100	0.36%	2,431	0.28%	2,404	2,431
US 422 EB	PA 100 to Hanover St.	0.42%	2,317	0.30%	2,284	2,317
US 422 Total	Hanover St. to PA 100	0.39%	4,748	0.29%	4,688	4,748
US 422 WB	PA 100 to Grosstown Rd.	0.41%	1,472	0.36%	1,457	1,472
US 422 EB	Grosstown Rd. to PA 100	0.43%	1,691	0.35%	1,669	1,691
US 422 Total	PA 100 to Grosstown Rd.	0.42%	3,162	0.35%	3,125	3,162
US 422 WB	Grosstown Rd. to County Line	0.40%	1,297	0.37%	1,284	1,297
US 422 EB	County Line to Grosstown Rd.	0.46%	1,581	0.34%	1,557	1,581
US 422 Total	Grosstown Rd. to County Line	0.44%	2,877	0.35%	2,840	2,877
Armand Hammer Blvd. NB	Yost Rd. to High St.	0.18%	861	0.12%	856	861
Armand Hammer Blvd. SB	High St. to Yost Rd.	0.13%	566	0.09%	563	566
Armand Hammer Blvd.	Yost Rd. to High St.	0.16%	1,426	0.11%	1,418	1,426
Moser Rd. NB	Yost Rd. to High St.	0.55%	302	0.36%	296	302
Moser Rd. SB	High St. to Yost Rd.	0.50%	332	0.16%	323	332
Moser Rd.	Yost Rd. to High St.	0.52%	633	0.25%	618	633
Keim St. NB	PA 724 to US 422	2.09%	162	1.70%	153	162
Keim St. SB	US 422 to PA 724	1.51%	67	0.92%	63	67
Keim St.	PA 724 to US 422	1.91%	229	1.45%	215	229
Keim St. NB	US 422 to Industrial Highway					
Keim St. SB	Industrial Hwy to US 422					
Keim St.	US 422 to Industrial Highway					
Hanover St. NB	Cedarville Rd. to PA 724	0.30%	399	0.26%	396	399
Hanover St. SB	PA 724 to Cedarvill Rd.	0.57%	438	0.50%	431	438
Hanover St.	Cedarville Rd. to PA 724	0.44%	836	0.39%	826	836
Hanover St. NB	PA 724 to US 422	0.23%	499	0.21%	496	499
Hanover St. SB	US 422 to PA 724	0.18%	436	0.12%	433	436
Hanover St.	PA 724 to US 422	0.21%	934	0.17%	928	934
Hanover St. NB	US 422 to River Rd.	0.31%	767	0.14%	756	767
Hanover St. SB	River Rd. to US 422	0.15%	496	0.10%	493	496
Hanover St.	US 422 to River Rd.	0.25%	1,262	0.12%	1,248	1,262
Hanover St. NB	River Rd. to Industrial Highway	0.23%	671	0.15%	666	671
Hanover St. SB	Industrial Highway to River Rd.	0.20%	396	0.13%	393	396
Hanover St.	River Rd. to Industrial Highway	0.22%	1,067	0.15%	1,058	1,067
Hanover St. NB	Industrial Highway to High St.	0.46%	352	0.30%	346	352
Hanover St. SB	High St. to Industrial Highway	0.59%	355	0.46%	348	355
Hanover St.	Industrial Highway to High St.	0.53%	706	0.38%	694	706
PA 100 NB	Cedarville Rd. to PA 724	0.46%	1,240	0.30%	1,219	1,240
PA 100 SB	PA 724 to Cedarvill Rd.	0.50%	984	0.44%	972	984
PA 100 Total	Cedarville Rd. to PA 724	0.48%	2,224	0.36%	2,190	2,224
PA 100 NB	PA 724 to US 422	0.56%	1,716	0.31%	1,676	1,716
PA 100 SB	US 422 to PA 724	0.56%	1,342	0.28%	1,309	1,342
PA 100 Total	PA 724 to US 422	0.56%	3,057	0.30%	2,985	3,057
PA 100 NB	US 422 to High St.	0.41%	2,069	0.15%	2,026	2,069
PA 100 SB	High St. to US 422	0.48%	1,375	0.19%	1,343	1,375
PA 100 Total	US 422 to High St.	0.44%	3,444	0.17%	3,369	3,444
PA 100 NB	King St. to Shoemaker St.	0.54%	1,620	0.16%	1,573	1,620
PA 100 SB	King St. to Shoemaker St.	0.60%	1,116	0.24%	1,083	1,116

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
PA 100 Total	King St. to Shoemaker St.	0.56%	2,736	0.19%	2,656	2,736
Grosstown Rd NB	US 422 to High St.	1.07%	302	0.57%	289	302
Grosstown Rd SB	Hight St. to US 422	0.96%	236	0.74%	229	236
Grosstown Rd.	High St. to US 422	1.02%	537	0.64%	517	537
PA 724 EB	PA 724 Ramps to Old Schuylikill Rd.	0.56%	812	0.54%	802	812
PA 724 WB	Old Schuylkill Rd. to PA 724 Ramps	0.50%	994	0.32%	976	994
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	0.53%	1,806	0.42%	1,777	1,806
PA 724 EB	Keim St. To PA 724 Ramps	0.60%	418	0.53%	411	418
PA 724 WB	PA 724 Ramps to Keim St.	0.76%	686	0.49%	666	686
Schuylkill Rd. (PA 724)	PA 724 Ramps to Keim St.	0.70%	1,103	0.50%	1,077	1,103
PA 724 EB	Hanover St. To Keim St.	0.39%	309	0.17%	303	309
PA 724 WB	Keim St. to Hanover St.	0.79%	666	0.50%	646	666
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	0.65%	974	0.39%	949	974
PA 724 EB	PA 100 to Hanover St.	0.76%	401	0.56%	391	401
PA 724 WB	Hanover St. to PA 100	0.69%	557	0.60%	547	557
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	0.72%	957	0.58%	937	957
PA 724 EB	Laurelwood Rd. to PA 100	0.63%	335	0.49%	328	335
PA 724 WB	PA 100 to Laurelwood Rd.	0.60%	563	0.59%	557	563
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	0.61%	898	0.55%	885	898
PA 724 EB	Catfish Ln. to Laurelwood Rd.	0.74%	411	0.54%	401	411
PA 724 WB	Laurelwood Rd. to Catfish Ln.	0.75%	696	0.65%	682	696
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	0.74%	1,106	0.61%	1,083	1,106
Yost Rd. EB	Moser Rd. to US 422 Ramps	0.78%	391	0.73%	384	391
Yost Rd. WB	US 422 Ramps to Moser Rd.	0.83%	318	0.72%	311	318
Yost Rd.	US 422 Ramps to Moser Rd.	0.80%	709	0.72%	695	709
Industrial Highway EB	Keim St. to Moser Rd./Yost Rd.	1.05%	700	0.66%	672	700
Industrial Highway WB	Moser Rd./Yost Rd. to Keim St.	1.00%	547	0.63%	527	547
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	1.03%	1,247	0.65%	1,198	1,247
Industrial Highway EB	Hanover St. To Keim St.	0.50%	663	0.24%	648	663
Industrial Highway WB	Keim St. to Hanover St.	0.55%	530	0.30%	518	530
Industrial Highway	Keim St. to Hanover St.	0.52%	1,193	0.27%	1,166	1,193
College Dr. EB	High St. to Hanover St.	0.79%	222	0.50%	216	222
College Dr. WB	Hanover St. to High St.	0.94%	289	0.39%	276	289
College Dr.	Hanover St. to High St.	0.87%	510	0.44%	491	510
High St. EB	Manatawny St. to Hanover St.	0.50%	332	0.00%	320	332
High St. WB	Hanover St. to Manatawny St.	0.46%	269	0.20%	263	269
High St.	Hanover St. to Manatawny St.	0.48%	600	0.09%	583	600
High St. EB	PA 100 Ramps to College Dr.	0.45%	454	0.48%	451	454
High St. WB	College Dr. to PA 100 Ramps	0.34%	349	0.30%	346	349
High St.	College Dr. to PA 100 Ramps	0.40%	803	0.40%	796	803
High St. EB	Berks St. to PA 100 Ramps	0.46%	537	0.30%	528	537
High St. WB	PA 100 Ramps to Berks St.	0.46%	703	0.30%	691	703
High St.	PA 100 Ramps to Berks St.	0.46%	1,240	0.30%	1,219	1,240
King St. EB	Manatawny St. to PA 100	0.47%	435	0.12%	423	435
King St. WB	PA 100 to Manatawny St.	0.47%	435	0.24%	426	435
King St.	PA 100 to Manatawny St.	0.47%	869	0.18%	848	869
US 422 EB Off-Ramp	Armand Hammer Blvd.	0.22%	356	0.15%	353	356
US 422 WB On-Ramp	Armand Hammer Blvd.	0.10%	393	0.00%	390	393
US 422 WB Off-Ramp	Armand Hammer Blvd.	0.29%	817	0.32%	814	817
US 422 EB On-Ramp	Armand Hammer Blvd.	0.59%	428	0.51%	421	428
US 422 EB On-Ramp	PA 724					
US 422 WB Off-Ramp	PA 724	0.38%	319	0.33%	316	319
US 422 EB Off-Ramp	PA 724	0.39%	206	0.26%	203	206
US 422 WB On-Ramp	PA 724	0.16%	466	0.11%	463	466
US 422 EB Off-Ramp	Keim St.	2.09%	162	1.70%	153	162
US 422 WB On-Ramp	Keim St.	1.51%	67	0.92%	63	67
US 422 EB On-Ramp	Hanover St.	0.27%	296	0.18%	293	296
US 422 WB Off-Ramp	Hanover St.	0.40%	504	0.10%	493	504
US 422 EB On-Ramp	PA 100 NB to US 422 EB	0.72%	358	0.46%	348	358
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	0.50%	415	0.53%	411	415
US 422 EB On-Ramp	PA 100 SB to US 422 EB	0.32%	491	0.11%	483	491
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	0.30%	787	0.07%	773	787
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	0.94%	97	0.59%	93	97

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB On-Ramp	PA 100 SB to US 422 WB	0.50%	83	0.00%	80	83
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	0.68%	126	0.44%	123	126
US 422 WB On-Ramp	PA 100 NB to US 422 WB	0.83%	159	0.72%	156	159
US 422 EB On-Ramp	Grosstown Rd.	0.72%	179	0.63%	176	179
US 422 WB Off-Ramp	Grosstown Rd.	0.75%	232	0.48%	226	232
US 422 EB Off-Ramp	Grosstown Rd.	2.60%	72	0.92%	63	72
US 422 WB On-Ramp	Grosstown Rd.	1.91%	58	1.12%	53	58

Build 2052 Traffic Projection - AM Peak Hour

Table 6 of the DVRPC US 422 Pottstown Bypass Traffic Forecasts (April 2019). Selected volume is the higher of the 2018-to-2045 and 2025-to-2045 projection paths.

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	1.20%	2,772	0.67%	2,673	2,772
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	1.08%	3,170	0.66%	3,078	3,170
US 422 Total	Evergreen Rd. to Armand Hammer Blvd.	1.13%	5,941	0.66%	5,751	5,941
US 422 WB	Armand Hammer Blvd. to PA 724	1.21%	2,709	0.67%	2,609	2,709
US 422 EB	PA 724 to Armand Hammer Blvd.	1.11%	3,058	0.64%	2,960	3,058
US 422 Total	Armand Hammer Blvd. to PA 724	1.16%	5,766	0.65%	5,569	5,766
US 422 WB	PA 724 to Keim St.	1.04%	2,785	0.60%	2,700	2,785
US 422 EB	Keim St. to PA 724	0.82%	3,146	0.63%	3,104	3,146
US 422 Total	PA 724 to Keim St.	0.92%	5,929	0.61%	5,804	5,929
US 422 WB	Keim St. to Hanover St.	1.12%	2,909	0.61%	2,808	2,909
US 422 EB	Hanover St. to Keim St.	1.04%	3,527	0.62%	3,425	3,527
US 422 Total	Keim St. to Hanover St.	1.08%	6,436	0.62%	6,233	6,436
US 422 WB	Hanover St. to PA 100	1.15%	2,482	0.65%		2,482
US 422 EB	PA 100 to Hanover St.	1.08%	3,160	0.66%		3,160
US 422 Total	Hanover St. to PA 100	1.11%	5,642	0.66%		5,642
US 422 WB	PA 100 to Grosstown Rd.	1.59%	2,223	0.76%	2,099	2,223
US 422 EB	Grosstown Rd. to PA 100	1.69%	1,979	0.94%	1,879	1,979
US 422 Total	PA 100 to Grosstown Rd.	1.64%	4,201	0.84%	3,978	4,201
US 422 WB	Grosstown Rd. to County Line	1.53%	2,081	0.75%	1,971	2,081
US 422 EB	County Line to Grosstown Rd.	1.55%	1,671	0.92%	1,599	1,671
US 422 Total	Grosstown Rd. to County Line	1.54%	3,751	0.82%	3,570	3,751
Armand Hammer Blvd. NB	Yost Rd. to High St.	0.30%	521	0.30%	521	521
Armand Hammer Blvd. SB	High St. to Yost Rd.	0.33%	962	0.33%	962	962
Armand Hammer Blvd.	Yost Rd. to High St.	0.32%	1,483	0.32%	1,483	1,483
Moser Rd. NB	Yost Rd. to High St.	0.77%	169	0.67%	168	169
Moser Rd. SB	High St. to Yost Rd.	0.79%	275	0.61%	272	275
Moser Rd.	Yost Rd. to High St.	0.79%	444	0.64%	440	444
Keim St. NB	PA 724 to US 422	6.37%	817	1.42%	585	817
Keim St. SB	US 422 to PA 724	6.14%	228	1.12%	163	228
Keim St.	PA 724 to US 422	6.32%	1,045	1.35%	747	1,045
Keim St. NB	US 422 to Industrial Highway			0.69%	326	326
Keim St. SB	Industrial Hwy to US 422			0.64%	440	440
Keim St.	US 422 to Industrial Highway			0.66%	765	765
Hanover St. NB	Cedarville Rd. to PA 724	0.32%	369	0.44%	372	372
Hanover St. SB	PA 724 to Cedarvill Rd.	0.75%	464	0.74%	464	464
Hanover St.	Cedarville Rd. to PA 724	0.55%	832	0.60%	835	835
Hanover St. NB	PA 724 to US 422	0.40%	402	0.26%	398	402
Hanover St. SB	US 422 to PA 724	0.38%	422	0.51%	425	425
Hanover St.	PA 724 to US 422	0.39%	823	0.39%	823	823
Hanover St. NB	US 422 to River Rd.	0.55%	530	0.20%	518	530
Hanover St. SB	River Rd. to US 422	0.32%	491	0.32%	491	491
Hanover St.	US 422 to River Rd.	0.44%	1,021	0.26%	1,009	1,021
Hanover St. NB	River Rd. to Industrial Highway	0.44%	464	0.35%	461	464
Hanover St. SB	Industrial Highway to River Rd.	0.44%	464	0.35%	461	464
Hanover St.	River Rd. to Industrial Highway	0.44%	928	0.35%	922	928
Hanover St. NB	Industrial Highway to High St.	0.68%	315	0.53%	312	315
Hanover St. SB	High St. to Industrial Highway	0.74%	527	0.53%	519	527
Hanover St.	Industrial Highway to High St.	0.72%	841	0.53%	831	841
PA 100 NB	Cedarville Rd. to PA 724	0.60%	835	0.39%	823	835
PA 100 SB	PA 724 to Cedarvill Rd.	0.74%	1,222	0.45%	1,198	1,222
PA 100 Total	Cedarville Rd. to PA 724	0.69%	2,056	0.43%	2,020	2,056
PA 100 NB	PA 724 to US 422	0.59%	1,491	0.44%	1,475	1,491
PA 100 SB	US 422 to PA 724	0.58%	1,302	0.33%	1,280	1,302
PA 100 Total	PA 724 to US 422	0.58%	2,792	0.39%	2,754	2,792
PA 100 NB	US 422 to High St.	0.60%	1,408	0.27%	1,376	1,408
PA 100 SB	High St. to US 422	0.64%	2,103	0.26%	2,047	2,103
PA 100 Total	US 422 to High St.	0.62%	3,510	0.26%	3,422	3,510
PA 100 NB	King St. to Shoemaker St.	0.65%	1,047	0.20%	1,015	1,047
PA 100 SB	King St. to Shoemaker St.	0.69%	1,239	0.31%	1,206	1,239

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
PA 100 Total	King St. to Shoemaker St.	0.67%	2,285	0.26%	2,220	2,285
Grosstown Rd NB	US 422 to High St.	3.38%	341	1.03%	291	341
Grosstown Rd SB	Hight St. to US 422	2.91%	477	0.84%	414	477
Grosstown Rd.	High St. to US 422	3.09%	817	0.92%	704	817
PA 724 EB	PA 724 Ramps to Old Schuylikill Rd.	0.27%	1,010	0.42%	1,020	1,020
PA 724 WB	Old Schuylkill Rd. to PA 724 Ramps	0.29%	541	0.50%	549	549
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	0.28%	1,550	0.45%	1,569	1,569
PA 724 EB	Keim St. To PA 724 Ramps	1.83%	909	0.60%	835	909
PA 724 WB	PA 724 Ramps to Keim St.	2.60%	455	1.36%	418	455
Schuylkill Rd. (PA 724)	PA 724 Ramps to Keim St.	2.06%	1,362	0.83%	1,251	1,362
PA 724 EB	Hanover St. To Keim St.	-0.28%	373	0.56%	396	396
PA 724 WB	Keim St. to Hanover St.	1.65%	314	1.21%	305	314
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	0.42%	680	0.82%	700	700
PA 724 EB	PA 100 to Hanover St.	0.17%	446	0.48%	455	455
PA 724 WB	Hanover St. to PA 100	0.32%	246	0.67%	252	252
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	0.22%	691	0.54%	707	707
PA 724 EB	Laurelwood Rd. to PA 100	0.22%	356	0.61%	366	366
PA 724 WB	PA 100 to Laurelwood Rd.	0.10%	363	0.59%	376	376
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	0.16%	718	0.60%	741	741
PA 724 EB	Catfish Ln. to Laurelwood Rd.	-0.12%	308	0.16%	314	314
PA 724 WB	Laurelwood Rd. to Catfish Ln.	-0.11%	318	0.32%	328	328
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	-0.12%	625	0.24%	641	641
Yost Rd. EB	Moser Rd. to US 422 Ramps	0.20%	193	0.56%	198	198
Yost Rd. WB	US 422 Ramps to Moser Rd.	0.25%	316	0.51%	322	322
Yost Rd.	US 422 Ramps to Moser Rd.	0.23%	509	0.53%	519	519
Industrial Highway EB	Keim St. to Moser Rd./Yost Rd.	0.15%	253	0.42%	258	258
Industrial Highway WB	Moser Rd./Yost Rd. to Keim St.	0.19%	416	0.38%	422	422
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	0.17%	669	0.39%	679	679
Industrial Highway EB	Hanover St. To Keim St.	0.16%	243	0.21%	244	244
Industrial Highway WB	Keim St. to Hanover St.	0.10%	383	0.27%	388	388
Industrial Highway	Keim St. to Hanover St.	0.12%	626	0.25%	631	631
College Dr. EB	High St. to Hanover St.	0.50%	166	0.32%	164	166
College Dr. WB	Hanover St. to High St.	0.68%	126	0.44%	124	126
College Dr.	Hanover St. to High St.	0.57%	292	0.37%	288	292
High St. EB	Manatawny St. to Hanover St.	0.39%	206	0.26%	204	206
High St. WB	Hanover St. to Manatawny St.	0.38%	319	0.33%	318	319
High St.	Hanover St. to Manatawny St.	0.38%	524	0.30%	521	524
High St. EB	PA 100 Ramps to College Dr.	0.32%	246	0.21%	244	246
High St. WB	College Dr. to PA 100 Ramps	0.31%	389	0.27%	388	389
High St.	College Dr. to PA 100 Ramps	0.31%	634	0.25%	631	634
High St. EB	Berks St. to PA 100 Ramps	0.22%	701	0.22%	701	701
High St. WB	PA 100 Ramps to Berks St.	0.22%	356	0.15%	354	356
High St.	PA 100 Ramps to Berks St.	0.22%	1,057	0.20%	1,055	1,057
King St. EB	Manatawny St. to PA 100	0.46%	269	0.40%	268	269
King St. WB	PA 100 to Manatawny St.	0.38%	319	0.33%	318	319
King St.	PA 100 to Manatawny St.	0.41%	587	0.36%	585	587
US 422 EB Off-Ramp	Armand Hammer Blvd.	1.07%	475	0.35%	452	475
US 422 WB On-Ramp	Armand Hammer Blvd.	0.44%	464	0.23%	458	464
US 422 WB Off-Ramp	Armand Hammer Blvd.	0.46%	527	0.30%	521	527
US 422 EB On-Ramp	Armand Hammer Blvd.	0.92%	587	0.48%	569	587
US 422 EB On-Ramp	PA 724			0.92%	320	320
US 422 WB Off-Ramp	PA 724	1.91%	343	0.72%	316	343
US 422 EB Off-Ramp	PA 724	1.69%	495	0.74%	464	495
US 422 WB On-Ramp	PA 724	0.60%	418	0.26%	408	418
US 422 EB Off-Ramp	Keim St.	4.28%	416	0.51%	322	416
US 422 WB On-Ramp	Keim St.	4.56%	137	1.12%	109	137
US 422 EB On-Ramp	Hanover St.	0.70%	368	0.29%	358	368
US 422 WB Off-Ramp	Hanover St.	0.95%	428	0.39%	412	428
US 422 EB On-Ramp	PA 100 NB to US 422 EB	0.94%	577	0.59%	563	577
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	1.01%	226	0.50%	218	226
US 422 EB On-Ramp	PA 100 SB to US 422 EB	0.55%	977	0.27%	959	977
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	0.54%	458	0.23%	448	458
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	3.45%	127	0.53%	104	127

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB On-Ramp	PA 100 SB to US 422 WB	3.54%	294	0.46%	238	294
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	2.09%	243	1.06%	227	243
US 422 WB On-Ramp	PA 100 NB to US 422 WB	2.02%	138	0.92%	128	138
US 422 EB On-Ramp	Grosstown Rd.	2.94%	429	0.94%	374	429
US 422 WB Off-Ramp	Grosstown Rd.	2.83%	207	0.98%	182	207
US 422 EB Off-Ramp	Grosstown Rd.	4.15%	120	0.59%	94	120
US 422 WB On-Ramp	Grosstown Rd.	3.45%	64	1.12%	55	64

Build 2052 Traffic Projection - PM Peak Hour

Table 6 of the DVRPC US 422 Pottstown Bypass Traffic Forecasts (April 2019). Selected volume is the higher of the 2018-to-2045 and 2025-to-2045 projection paths.

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	1.09%	3,983	0.61%	3,850	3,983
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	1.10%	2,958	0.66%	2,871	2,958
US 422 Total	Evergreen Rd. to Armand Hammer Blvd.	1.10%	6,941	0.63%	6,720	6,941
US 422 WB	Armand Hammer Blvd. to PA 724	1.18%	3,561	0.63%	3,429	3,561
US 422 EB	PA 724 to Armand Hammer Blvd.	1.12%	2,952	0.65%	2,856	2,952
US 422 Total	Armand Hammer Blvd. to PA 724	1.15%	6,513	0.64%	6,285	6,513
US 422 WB	PA 724 to Keim St.	1.04%	3,623	0.58%	3,511	3,623
US 422 EB	Keim St. to PA 724	0.86%	2,941	0.62%	2,892	2,941
US 422 Total	PA 724 to Keim St.	0.96%	6,563	0.60%	6,402	6,563
US 422 WB	Keim St. to Hanover St.	1.12%	3,785	0.59%	3,648	3,785
US 422 EB	Hanover St. to Keim St.	1.05%	3,249	0.62%	3,154	3,249
US 422 Total	Keim St. to Hanover St.	1.09%	7,033	0.60%	6,801	7,033
US 422 WB	Hanover St. to PA 100	1.15%	3,175	0.64%		3,175
US 422 EB	PA 100 to Hanover St.	1.09%	2,902	0.66%		2,902
US 422 Total	Hanover St. to PA 100	1.12%	6,076	0.65%		6,076
US 422 WB	PA 100 to Grosstown Rd.	1.70%	2,274	0.87%	2,146	2,274
US 422 EB	Grosstown Rd. to PA 100	1.48%	2,405	0.75%	2,286	2,405
US 422 Total	PA 100 to Grosstown Rd.	1.59%	4,678	0.80%	4,432	4,678
US 422 WB	Grosstown Rd. to County Line	1.57%	1,918	0.89%	1,831	1,918
US 422 EB	County Line to Grosstown Rd.	1.37%	2,146	0.69%	2,046	2,146
US 422 Total	Grosstown Rd. to County Line	1.46%	4,063	0.78%	3,876	4,063
Armand Hammer Blvd. NB	Yost Rd. to High St.	0.31%	900	0.29%	899	900
Armand Hammer Blvd. SB	High St. to Yost Rd.	0.33%	604	0.35%	605	605
Armand Hammer Blvd.	Yost Rd. to High St.	0.32%	1,503	0.32%	1,503	1,503
Moser Rd. NB	Yost Rd. to High St.	0.68%	315	0.35%	308	315
Moser Rd. SB	High St. to Yost Rd.	0.83%	371	0.61%	366	371
Moser Rd.	Yost Rd. to High St.	0.76%	686	0.49%	673	686
Keim St. NB	PA 724 to US 422	6.33%	646	1.37%	462	646
Keim St. SB	US 422 to PA 724	6.14%	304	1.12%	217	304
Keim St.	PA 724 to US 422	6.27%	950	1.29%	679	950
Keim St. NB	US 422 to Industrial Highway			0.65%	430	430
Keim St. SB	Industrial Hwy to US 422			0.67%	503	503
Keim St.	US 422 to Industrial Highway			0.66%	933	933
Hanover St. NB	Cedarville Rd. to PA 724	0.48%	425	0.38%	422	425
Hanover St. SB	PA 724 to Cedarvill Rd.	1.07%	518	0.67%	503	518
Hanover St.	Cedarville Rd. to PA 724	0.79%	941	0.53%	924	941
Hanover St. NB	PA 724 to US 422	0.38%	524	0.30%	521	524
Hanover St. SB	US 422 to PA 724	0.51%	487	0.69%	494	494
Hanover St.	PA 724 to US 422	0.44%	1,011	0.48%	1,014	1,014
Hanover St. NB	US 422 to River Rd.	0.50%	819	0.19%	801	819
Hanover St. SB	River Rd. to US 422	0.30%	521	0.41%	525	525
Hanover St.	US 422 to River Rd.	0.42%	1,339	0.28%	1,326	1,339
Hanover St. NB	River Rd. to Industrial Highway	0.45%	723	0.37%	719	723
Hanover St. SB	Industrial Highway to River Rd.	0.38%	422	0.25%	418	422
Hanover St.	River Rd. to Industrial Highway	0.42%	1,144	0.33%	1,136	1,144
Hanover St. NB	Industrial Highway to High St.	0.68%	378	0.59%	376	378
Hanover St. SB	High St. to Industrial Highway	0.80%	381	0.59%	376	381
Hanover St.	Industrial Highway to High St.	0.74%	759	0.59%	751	759
PA 100 NB	Cedarville Rd. to PA 724	0.61%	1,305	0.42%	1,288	1,305
PA 100 SB	PA 724 to Cedarvill Rd.	0.73%	1,063	0.47%	1,044	1,063
PA 100 Total	Cedarville Rd. to PA 724	0.66%	2,368	0.44%	2,331	2,368
PA 100 NB	PA 724 to US 422	0.58%	1,729	0.44%	1,712	1,729
PA 100 SB	US 422 to PA 724	0.59%	1,355	0.36%	1,334	1,355
PA 100 Total	PA 724 to US 422	0.58%	3,083	0.41%	3,045	3,083
PA 100 NB	US 422 to High St.	0.61%	2,212	0.27%	2,160	2,212
PA 100 SB	High St. to US 422	0.64%	1,454	0.22%	1,412	1,454
PA 100 Total	US 422 to High St.	0.62%	3,666	0.25%	3,572	3,666
PA 100 NB	King St. to Shoemaker St.	0.65%	1,686	0.22%	1,636	1,686
PA 100 SB	King St. to Shoemaker St.	0.67%	1,143	0.28%	1,112	1,143

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
PA 100 Total	King St. to Shoemaker St.	0.66%	2,828	0.25%	2,748	2,828
Grosstown Rd NB	US 422 to High St.	3.19%	611	1.02%	527	611
Grosstown Rd SB	Hight St. to US 422	2.92%	453	0.89%	394	453
Grosstown Rd.	High St. to US 422	3.07%	1,063	0.96%	920	1,063
PA 724 EB	PA 724 Ramps to Old Schuylikill Rd.	0.16%	708	0.45%	723	723
PA 724 WB	Old Schuylkill Rd. to PA 724 Ramps	0.30%	930	0.52%	944	944
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	0.24%	1,637	0.49%	1,667	1,667
PA 724 EB	Keim St. To PA 724 Ramps	2.31%	740	0.59%	657	740
PA 724 WB	PA 724 Ramps to Keim St.	1.49%	877	0.75%	833	877
Schuylkill Rd. (PA 724)	PA 724 Ramps to Keim St.	1.83%	1,613	0.68%	1,489	1,613
PA 724 EB	Hanover St. To Keim St.	-0.59%	221	0.46%	238	238
PA 724 WB	Keim St. to Hanover St.	0.48%	600	0.74%	611	611
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	0.14%	818	0.66%	849	849
PA 724 EB	PA 100 to Hanover St.	0.23%	336	0.48%	342	342
PA 724 WB	Hanover St. to PA 100	0.24%	479	0.45%	485	485
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	0.24%	814	0.46%	827	827
PA 724 EB	Laurelwood Rd. to PA 100	0.13%	283	0.57%	292	292
PA 724 WB	PA 100 to Laurelwood Rd.	0.08%	473	0.45%	485	485
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	0.10%	756	0.49%	777	777
PA 724 EB	Catfish Ln. to Laurelwood Rd.	-0.12%	308	0.16%	314	314
PA 724 WB	Laurelwood Rd. to Catfish Ln.	-0.07%	528	0.50%	549	549
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	-0.09%	835	0.37%	863	863
Yost Rd. EB	Moser Rd. to US 422 Ramps	0.24%	326	0.49%	332	332
Yost Rd. WB	US 422 Ramps to Moser Rd.	0.15%	253	0.42%	258	258
Yost Rd.	US 422 Ramps to Moser Rd.	0.20%	579	0.46%	589	589
Industrial Highway EB	Keim St. to Moser Rd./Yost Rd.	0.15%	516	0.30%	521	521
Industrial Highway WB	Moser Rd./Yost Rd. to Keim St.	0.19%	416	0.38%	422	422
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	0.16%	931	0.34%	942	942
Industrial Highway EB	Hanover St. To Keim St.	0.13%	586	0.27%	591	591
Industrial Highway WB	Keim St. to Hanover St.	0.16%	466	0.34%	471	471
Industrial Highway	Keim St. to Hanover St.	0.15%	1,051	0.30%	1,062	1,062
College Dr. EB	High St. to Hanover St.	0.60%	209	0.53%	208	209
College Dr. WB	Hanover St. to High St.	0.65%	262	0.42%	258	262
College Dr.	Hanover St. to High St.	0.63%	471	0.47%	465	471
High St. EB	Manatawny St. to Hanover St.	0.50%	332	0.32%	328	332
High St. WB	Hanover St. to Manatawny St.	0.31%	256	0.20%	254	256
High St.	Hanover St. to Manatawny St.	0.41%	587	0.27%	581	587
High St. EB	PA 100 Ramps to College Dr.	0.36%	442	0.24%	438	442
High St. WB	College Dr. to PA 100 Ramps	0.23%	336	0.15%	334	336
High St.	College Dr. to PA 100 Ramps	0.31%	777	0.20%	771	777
High St. EB	Berks St. to PA 100 Ramps	0.23%	499	0.21%	498	499
High St. WB	PA 100 Ramps to Berks St.	0.24%	651	0.24%	651	651
High St.	PA 100 Ramps to Berks St.	0.24%	1,149	0.23%	1,149	1,149
King St. EB	Manatawny St. to PA 100	0.47%	435	0.37%	432	435
King St. WB	PA 100 to Manatawny St.	0.38%	422	0.38%	422	422
King St.	PA 100 to Manatawny St.	0.43%	856	0.38%	853	856
US 422 EB Off-Ramp	Armand Hammer Blvd.	1.07%	475	0.35%	452	475
US 422 WB On-Ramp	Armand Hammer Blvd.	0.46%	445	0.24%	438	445
US 422 WB Off-Ramp	Armand Hammer Blvd.	0.47%	869	0.31%	859	869
US 422 EB On-Ramp	Armand Hammer Blvd.	0.94%	481	0.47%	465	481
US 422 EB On-Ramp	PA 724			1.03%	291	291
US 422 WB Off-Ramp	PA 724	1.60%	481	0.62%	450	481
US 422 EB Off-Ramp	PA 724	2.03%	357	0.69%	326	357
US 422 WB On-Ramp	PA 724	0.62%	544	0.30%	531	544
US 422 EB Off-Ramp	Keim St.	4.31%	336	0.64%	262	336
US 422 WB On-Ramp	Keim St.	4.46%	177	0.84%	138	177
US 422 EB On-Ramp	Hanover St.	0.75%	348	0.31%	338	348
US 422 WB Off-Ramp	Hanover St.	0.96%	610	0.36%	585	610
US 422 EB On-Ramp	PA 100 NB to US 422 EB	0.94%	385	0.59%	376	385
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	1.02%	494	0.46%	475	494
US 422 EB On-Ramp	PA 100 SB to US 422 EB	0.55%	530	0.30%	521	530
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	0.58%	865	0.25%	845	865
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	3.56%	230	0.59%	188	230

Roadway	Roadway Segment	Annual Growth Rate 2018 to 2045	2052 Peak Hour Volume Projected 2018 to 2045	Annual Growth Rate 2025 to 2045	2052 Peak Hour Volume Projected 2025 to 2045	Selected 2052 Peak Hour Volume
US 422 WB On-Ramp	PA 100 SB to US 422 WB	3.56%	230	0.59%	188	230
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	1.98%	196	0.63%	178	196
US 422 WB On-Ramp	PA 100 NB to US 422 WB	1.91%	229	0.82%	212	229
US 422 EB On-Ramp	Grosstown Rd.	2.99%	381	1.08%	335	381
US 422 WB Off-Ramp	Grosstown Rd.	2.70%	446	0.73%	390	446
US 422 EB Off-Ramp	Grosstown Rd.	4.15%	120	0.59%	94	120
US 422 WB On-Ramp	Grosstown Rd.	3.19%	88	0.77%	74	88

SR 0422 Traffic Data - 01/25/18 - SR 0422 EB

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	111	0	5	0
1:00 AM	2:00 AM	0	63	5	8	0
2:00 AM	3:00 AM	0	56	2	3	0
3:00 AM	4:00 AM	0	53	17	12	0
4:00 AM	5:00 AM	0	115	6	18	0
5:00 AM	6:00 AM	0	311	18	19	0
6:00 AM	7:00 AM	0	731	26	24	1
7:00 AM	8:00 AM	0	847	38	27	2
8:00 AM	9:00 AM	0	604	34	25	3
9:00 AM	10:00 AM	0	484	48	41	1
10:00 AM	11:00 AM	0	495	49	40	0
11:00 AM	12:00 PM	1	562	58	54	0
12:00 PM	1:00 PM	0	604	54	32	0
1:00 PM	2:00 PM	0	716	55	28	0
2:00 PM	3:00 PM	0	972	47	27	4
3:00 PM	4:00 PM	0	1,362	29	16	0
4:00 PM	5:00 PM	0	1,460	17	18	1
5:00 PM	6:00 PM	0	1,346	9	3	3
6:00 PM	7:00 PM	0	929	11	12	3
7:00 PM	8:00 PM	0	740	4	6	0
8:00 PM	9:00 PM	0	578	4	7	0
9:00 PM	10:00 PM	0	444	3	6	0
10:00 PM	11:00 PM	0	289	5	4	0
11:00 PM	12:00 AM	0	192	3	5	0

SR 0422 Traffic Data - 01/25/18 - SR 0422 WB

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	39	6	10	0
1:00 AM	2:00 AM	0	45	5	7	0
2:00 AM	3:00 AM	0	55	11	13	1
3:00 AM	4:00 AM	0	141	11	18	0
4:00 AM	5:00 AM	0	510	14	18	2
5:00 AM	6:00 AM	0	1,181	53	43	0
6:00 AM	7:00 AM	0	1,327	36	25	2
7:00 AM	8:00 AM	0	1,339	37	38	1
8:00 AM	9:00 AM	0	1,094	70	40	1
9:00 AM	10:00 AM	0	739	40	25	1
10:00 AM	11:00 AM	0	608	51	32	0
11:00 AM	12:00 PM	0	580	50	39	0
12:00 PM	1:00 PM	0	588	42	32	0
1:00 PM	2:00 PM	0	651	22	22	5
2:00 PM	3:00 PM	0	644	31	29	5
3:00 PM	4:00 PM	0	773	22	14	2
4:00 PM	5:00 PM	0	977	9	11	0
5:00 PM	6:00 PM	0	986	8	14	1
6:00 PM	7:00 PM	0	622	7	13	1
7:00 PM	8:00 PM	1	426	4	6	1
8:00 PM	9:00 PM	0	290	9	2	0
9:00 PM	10:00 PM	0	255	2	5	0
10:00 PM	11:00 PM	0	153	3	9	0
11:00 PM	12:00 AM	0	73	3	5	0

SR 0422 Traffic Data - 01/25/18 - Ramp G

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	17	0	0	0
1:00 AM	2:00 AM	0	7	0	1	0
2:00 AM	3:00 AM	0	12	1	0	0
3:00 AM	4:00 AM	0	5	0	0	0
4:00 AM	5:00 AM	0	13	2	0	0
5:00 AM	6:00 AM	0	47	3	0	0
6:00 AM	7:00 AM	0	115	4	0	1
7:00 AM	8:00 AM	0	171	3	3	0
8:00 AM	9:00 AM	0	135	11	2	3
9:00 AM	10:00 AM	0	127	8	2	1
10:00 AM	11:00 AM	0	119	9	5	2
11:00 AM	12:00 PM	0	109	11	2	2
12:00 PM	1:00 PM	0	168	5	4	2
1:00 PM	2:00 PM	0	142	8	2	0
2:00 PM	3:00 PM	0	161	8	2	1
3:00 PM	4:00 PM	0	216	7	1	1
4:00 PM	5:00 PM	0	284	11	1	0
5:00 PM	6:00 PM	0	270	6	0	0
6:00 PM	7:00 PM	0	191	5	0	1
7:00 PM	8:00 PM	0	185	8	0	0
8:00 PM	9:00 PM	0	133	2	0	0
9:00 PM	10:00 PM	0	108	4	0	0
10:00 PM	11:00 PM	0	65	0	0	0
11:00 PM	12:00 AM	0	29	0	0	0

SR 0422 Traffic Data - 01/25/18 - Ramp H

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	24	0	0	0
1:00 AM	2:00 AM	0	7	1	0	0
2:00 AM	3:00 AM	0	8	1	2	0
3:00 AM	4:00 AM	0	15	0	1	0
4:00 AM	5:00 AM	0	23	4	1	1
5:00 AM	6:00 AM	0	69	5	4	0
6:00 AM	7:00 AM	0	214	7	5	3
7:00 AM	8:00 AM	0	322	12	8	6
8:00 AM	9:00 AM	0	295	12	21	4
9:00 AM	10:00 AM	0	207	10	13	4
10:00 AM	11:00 AM	0	199	12	9	1
11:00 AM	12:00 PM	0	207	10	7	5
12:00 PM	1:00 PM	0	212	15	14	5
1:00 PM	2:00 PM	0	215	11	3	5
2:00 PM	3:00 PM	0	276	20	8	2
3:00 PM	4:00 PM	0	433	18	8	2
4:00 PM	5:00 PM	0	414	17	3	0
5:00 PM	6:00 PM	0	455	12	1	1
6:00 PM	7:00 PM	0	313	5	0	0
7:00 PM	8:00 PM	0	213	0	2	1
8:00 PM	9:00 PM	0	138	3	0	0
9:00 PM	10:00 PM	0	110	1	0	0
10:00 PM	11:00 PM	0	65	4	0	0
11:00 PM	12:00 AM	0	59	1	0	0

SR 0422 Traffic Data - 01/25/18 - Ramp I

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	14	0	1	0
1:00 AM	2:00 AM	0	9	0	0	0
2:00 AM	3:00 AM	0	7	0	0	0
3:00 AM	4:00 AM	0	11	1	0	0
4:00 AM	5:00 AM	0	52	4	0	0
5:00 AM	6:00 AM	0	118	6	3	1
6:00 AM	7:00 AM	1	227	21	7	6
7:00 AM	8:00 AM	1	255	8	8	2
8:00 AM	9:00 AM	1	174	11	10	6
9:00 AM	10:00 AM	0	116	5	6	5
10:00 AM	11:00 AM	0	87	7	6	2
11:00 AM	12:00 PM	1	97	4	9	3
12:00 PM	1:00 PM	0	99	9	5	2
1:00 PM	2:00 PM	0	105	7	4	3
2:00 PM	3:00 PM	0	140	10	5	4
3:00 PM	4:00 PM	0	142	13	5	0
4:00 PM	5:00 PM	0	162	6	0	3
5:00 PM	6:00 PM	0	178	5	1	0
6:00 PM	7:00 PM	0	137	5	0	0
7:00 PM	8:00 PM	0	108	0	1	0
8:00 PM	9:00 PM	0	99	3	1	0
9:00 PM	10:00 PM	0	67	3	0	0
10:00 PM	11:00 PM	0	74	1	1	0
11:00 PM	12:00 AM	0	22	0	0	0

SR 0422 Traffic Data - 01/25/18 - Ramp K

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	2	0	0	0
1:00 AM	2:00 AM	0	0	0	0	0
2:00 AM	3:00 AM	0	0	0	0	0
3:00 AM	4:00 AM	0	1	0	0	0
4:00 AM	5:00 AM	0	3	0	0	0
5:00 AM	6:00 AM	0	17	1	0	0
6:00 AM	7:00 AM	0	25	1	0	0
7:00 AM	8:00 AM	0	20	0	0	0
8:00 AM	9:00 AM	0	28	1	1	1
9:00 AM	10:00 AM	0	20	0	0	0
10:00 AM	11:00 AM	0	26	1	2	0
11:00 AM	12:00 PM	0	22	1	0	0
12:00 PM	1:00 PM	0	25	0	0	0
1:00 PM	2:00 PM	0	30	1	1	0
2:00 PM	3:00 PM	0	12	1	1	0
3:00 PM	4:00 PM	0	33	1	0	0
4:00 PM	5:00 PM	0	27	1	3	0
5:00 PM	6:00 PM	0	31	1	0	0
6:00 PM	7:00 PM	0	31	1	0	0
7:00 PM	8:00 PM	0	23	1	0	0
8:00 PM	9:00 PM	0	12	0	0	0
9:00 PM	10:00 PM	0	8	0	0	0
10:00 PM	11:00 PM	0	12	0	0	0
11:00 PM	12:00 AM	0	7	0	0	0

SR 0422 Traffic Data - 01/25/18 - Ramp L

Start	End	Motorcycles	Automobiles	Medium Trucks	Heavy Trucks	Buses
12:00 AM	1:00 AM	0	3	0	0	0
1:00 AM	2:00 AM	0	2	0	0	0
2:00 AM	3:00 AM	0	1	0	0	0
3:00 AM	4:00 AM	0	0	0	0	0
4:00 AM	5:00 AM	0	6	1	0	0
5:00 AM	6:00 AM	0	17	0	0	0
6:00 AM	7:00 AM	0	44	3	0	0
7:00 AM	8:00 AM	3	65	5	5	0
8:00 AM	9:00 AM	2	46	2	3	1
9:00 AM	10:00 AM	0	27	1	1	0
10:00 AM	11:00 AM	1	37	0	3	0
11:00 AM	12:00 PM	1	38	4	3	0
12:00 PM	1:00 PM	0	24	2	1	0
1:00 PM	2:00 PM	2	34	4	2	0
2:00 PM	3:00 PM	1	38	2	2	0
3:00 PM	4:00 PM	1	57	4	0	0
4:00 PM	5:00 PM	0	67	2	1	0
5:00 PM	6:00 PM	0	75	2	0	0
6:00 PM	7:00 PM	0	56	2	0	0
7:00 PM	8:00 PM	1	34	1	0	0
8:00 PM	9:00 PM	0	29	0	0	0
9:00 PM	10:00 PM	0	23	0	0	0
10:00 PM	11:00 PM	0	20	0	0	0
11:00 PM	12:00 AM	0	8	0	0	0

pennsylvania
DEPARTMENT OF TRANSPORTATION

Pavement Design/RMS Unit

Pennsylvania Department of Transportation
Engineering District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406-1525

Request Date: 8/13/2025

From: Name: Tom Cornell
Email: thomas.cornell@jacobs.com
Phone: (215)-446-3331
Fax: _____

Send Request

District 6-0 RMS Unit at PD, District 6 RMS (RA-PDD06RMS@pa.gov)

CO: Chester SR: 0724 From Segment: 0062 To Segment: 0082 Data Needed: (Check all that apply) Pavement History ☑ Traffic Count ☑	CO: _____ SR: _____ From Segment: _____ To Segment: _____ Data Needed: (Check all that apply) Pavement History ☐ Traffic Count ☐
CO: _____ SR: _____ From Segment: _____ To Segment: _____ Data Needed: (Check all that apply) Pavement History ☐ Traffic Count ☐	CO: _____ SR: _____ From Segment: _____ To Segment: _____ Data Needed: (Check all that apply) Pavement History ☐ Traffic Count ☐

Comments: At your earliest convenience please provide me with the needed information above. Thank you

ECMS# 64220

RMSRM430 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:42:02
LTERM: KIRSHAH SEGMENT LEVEL ADMINISTRATIVE DATA

COUNTY - NO..: 15
- NAME: CHESTER
STATE ROUTE..: 0724
SEGMENT NO...: 0062
MUNICIPAL CODE/NAME....: 228 / NORTH COVENTRY
PREDOMINANT STREET NAME: SCHUYLKILL RD
ALTERNATIVE STREET NAME:

VILLAGE NAME.....:
PHYSICAL LOCATION CODE.: 15
DIRECTION (N,S,E,W,B,).: B
ACCESS CONTROL CODE....: 3
SPECIAL SYSTEMS CODE...: 00
ONE/TWO WAY INDICATOR..: 2
DIVISOR - TYPE CODE....: 0
- AVG.WIDTH....: 0
IS STRUCTURE.....: 0
HOV (TYPE/LANES).....: 0 / 0

MAINTENANCE DIST. NO.: 06-2
ASSISTANT MANAGER NO.: 20

LENGTH - FEET.: 3841
- MILE.: 0.727
SNOW LANE MILE: 1.45
PREDOM - SURF.: 62
- WIDTH: 22
- AADT.: 005223
- TRK %: 04
- SPEED: 45
- LANES: 02
BIKE LANE: N

OTHER DATA

HPMS DATA	RIGHT O-WAY	FREE FORM
NO	NO	NO

---LAST UPDATE---
USERID: SYS4321
DATE..: 02/14/2025

ACTION: I (B C E F G H I J Q R S U X)
MESSAGES:

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RMSRM432 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:42:08
LTERM: KIRSHAH OFFSET LEVEL ADMINISTRATIVE DATA

COUNTY - NO..: 15
- NAME: CHESTER
STATE ROUTE..: 0724
SEGMENT.....: 0062

| A= FED AID SYS | F= RURAL/URBAN/URBNZD
| B= FED AID SYS STATUS | G= SPEED LIMIT
| C= FHWA FUNC CLASS | H= HPMS(NO/STD/DONUT)
| D= PENNDOT FUNC CLASS | I= URBANIZED AREA Y/N
| E= M. F. C. | J= STAA

-OFFSET-											FIPS	--CBT CODE--		CURR	BEGINNG
FROM	TO	A	B	C	D	E	F	G	H	I	J	AREA	LEFT	RIGHT	AADT	MI PT
0000	3841	2	1	4	16	C	4	45	N	Y	NO	69076	15 228	15 228	5223	2.499

ACTION: I (A B C E F G H I J Q R S U X Y)
MESSAGES: 214 END OF RECORDS TO DISPLAY

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:43:04

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0072/0740

STATE ROUTE: 0724 | BASE YR: 2022 | - DATE.....: 05/19/2022

SEGMENT....: 0062 |_____| - TYPE.....: MACHINE

OFFSET.....: 0000 | - REF. NO...: 2022152

FT: 3841 MI: 0.727

	BASE YEAR	CURRENT ESTIMATE	% OF TOTAL
TOTAL VEHICLES (ADT):	5031	5223	------
TOTAL TRUCKS (ADTT).:	199	207	------
MOTORCYCLE.....:	49	51	0.97
CAR.....:	4023	4176	80.00
PICKUP/VAN.....:	760	789	15.11
----------	-----	-----	------
BUS.....:	40	42	19.87
2 AXLE-SIX TIRE....:	133	138	67.68
3 AXLE-SINGLE UNIT.:	13	14	6.40
4 AXLE-SINGLE-UNIT.:	6	6	3.03
WEEKDAY TRUCKS.....:	255	265	
18K ESAL - RIGID....:	108	111	
- FLEXIBLE.:	85	88	

DIRECTION.....: BOTH

DURATION (HOURS)..: 24

PERCENT TRUCKS....: 04

TRAF PATTERN GROUP: 05

DAILY - TOTAL VMT.: 3797

- TRUCK VMT.: 150

----DESIGN HR VOL FACTORS-----

K: 8 D: 53 T: 2

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF11 TO DISPLAY MORE TRUCK CLASSES

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:43:11

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0072/0740

STATE ROUTE: 0724 | BASE YR: 2022 | - DATE.....: 05/19/2022

SEGMENT....: 0062 |_____| - TYPE.....: MACHINE

OFFSET.....: 0000 BASE CURRENT % OF | - REF. NO...: 2022152

FT: 3841 MI: 0.727 YEAR ESTIMATE TOTAL | DIRECTION.....: BOTH

TOTAL VEHICLES (ADT):	5031	5223	------	DURATION (HOURS)..: 24
TOTAL TRUCKS (ADTT).:	199	207	------	PERCENT TRUCKS....: 04
3 AXLE W/TRL.....:	1	1	0.34	TRAF PATTERN GROUP: 05
3 AXLE-MULTI AXLTRL:	5	5	2.36	DAILY - TOTAL VMT.: 3797
6 AXLE-SINGLE TRL..:	1	1	0.34	- TRUCK VMT.: 150
5 AXLE-MULTI TRL...:	0	0	0.00	----DESIGN HR VOL FACTORS-----
6 AXLE-MULTI TRL...:	0	0	0.00	K: 8 D: 53 T: 2
7 AXLE-MULTI TRL...:	0	0	0.00	-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

WEEKDAY TRUCKS.....:	255	265	
18K ESAL - RIGID....:	108	111	
- FLEXIBLE.:	85	88	

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF10 TO DISPLAY PREVIOUS CLASSES

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RMSRM467 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:43:21
LTERM: KIRSHAH TRAFFIC COUNT HISTORY

COUNTY...: 15 CHESTER
STATE ROUTE: 0724
SEGMENT....: 0062
OFFSET.....: 0000
FT: 3841 MI: 0.727

COUNT - KEY.: 15/0724/0072/0740
- DATE.....: 05/22/2019
- TYPE.....: MACHINE
- REF. NO...: 2019155
DIRECTION.....: BOTH
DURATION (HOURS)..: 24
PERCENT TRUCKS....: 10
TRAF PATTERN GROUP: 05
DAILY - TOTAL VMT.: 6015
- TRUCK VMT.: 606

	BASE YEAR	% OF TOTAL TRUCKS	BASE YEAR 2019
TOTAL VEHICLES (ADT):	7654		
TOTAL TRUCKS (ADTT).:	772		
MOTORCYCLE.....:	115	1.50	
CAR.....:	4930	65.00	
PICKUP/VAN.....:	1837	24.00	
BUS.....:	39	5.00	
2 AXLE-SIX TIRE....:	633	82.00	
3 AXLE-SINGLE UNIT.:	23	3.00	
4 AXLE-SINGLE-UNIT.:	8	1.00	
WEEKDAY TRUCKS.....:	988		
18K ESAL - RIGID....:	300		
- FLEXIBLE.:	255		

----DESIGN HR VOL FACTORS-----
K: 9 D: 58 T: 9
-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (B D E F G H I J Q R S Y X Z)
MESSAGES:

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RMSRM467 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:43:26
LTERM: KIRSHAH TRAFFIC COUNT HISTORY

COUNTY...: 15 CHESTER
STATE ROUTE: 0724
SEGMENT....: 0062
OFFSET.....: 0000
FT: 3841 MI: 0.727

	BASE YEAR ------	% OF TOTAL	BASE YEAR ----
TOTAL VEHICLES (ADT):	7654	TRUCKS	2019
TOTAL TRUCKS (ADTT).:	772	------	
3 AXLE W/TRL.....:	54	7.00	
3 AXLE-MULTI AXLTRL:	15	2.00	
6 AXLE-SINGLE TRL..:	0	0.00	
5 AXLE-MULTI TRL...:	0	0.00	
6 AXLE-MULTI TRL...:	0	0.00	
7 AXLE-MULTI TRL...:	0	0.00	
WEEKDAY TRUCKS.....:	988		
18K ESAL - RIGID....:	300		
- FLEXIBLE.:	255		

COUNT - KEY.: 15/0724/0072/0740
- DATE.....: 05/22/2019
- TYPE.....: MACHINE
- REF. NO...: 2019155
DIRECTION.....: BOTH
DURATION (HOURS)..: 24
PERCENT TRUCKS....: 10
TRAF PATTERN GROUP: 05
DAILY - TOTAL VMT.: 6015
- TRUCK VMT.: 606

----DESIGN HR VOL FACTORS-----
K: 9 D: 58 T: 9

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (B D E F G H I J Q R S Y X Z)
MESSAGES:

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:43:49

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0072/0740

STATE ROUTE: 0724 | BASE YR: 2022 | - DATE.....: 05/19/2022

SEGMENT....: 0072 |_____| - TYPE.....: MACHINE

OFFSET.....: 0000 | - REF. NO...: 2022152

FT: 1650 MI: 0.313

	BASE YEAR	CURRENT ESTIMATE	% OF TOTAL
TOTAL VEHICLES (ADT):	5031	5223	------
TOTAL TRUCKS (ADTT).:	199	207	------
MOTORCYCLE.....:	49	51	0.97
CAR.....:	4023	4176	80.00
PICKUP/VAN.....:	760	789	15.11
----------	-----	-----	------
BUS.....:	40	42	19.87
2 AXLE-SIX TIRE....:	133	138	67.68
3 AXLE-SINGLE UNIT.:	13	14	6.40
4 AXLE-SINGLE-UNIT.:	6	6	3.03
WEEKDAY TRUCKS.....:	255	265	
18K ESAL - RIGID....:	108	111	
- FLEXIBLE.:	85	88	

DIRECTION.....: BOTH

DURATION (HOURS)..: 24

PERCENT TRUCKS....: 04

TRAF PATTERN GROUP: 05

DAILY - TOTAL VMT.: 1634

- TRUCK VMT.: 64

----DESIGN HR VOL FACTORS-----

K: 8 D: 53 T: 2

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF11 TO DISPLAY MORE TRUCK CLASSES

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:43:54

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0072/0740

STATE ROUTE: 0724 | BASE YR: 2022 | - DATE.....: 05/19/2022

SEGMENT....: 0072 |_____| - TYPE.....: MACHINE

OFFSET.....: 0000 | - REF. NO...: 2022152

FT: 1650 MI: 0.313

	BASE YEAR	CURRENT ESTIMATE	% OF TOTAL
TOTAL VEHICLES (ADT):	5031	5223	------
TOTAL TRUCKS (ADTT).:	199	207	------
3 AXLE W/TRL.....:	1	1	0.34
3 AXLE-MULTI AXLTRL:	5	5	2.36
6 AXLE-SINGLE TRL..:	1	1	0.34
5 AXLE-MULTI TRL...:	0	0	0.00
6 AXLE-MULTI TRL...:	0	0	0.00
7 AXLE-MULTI TRL...:	0	0	0.00
WEEKDAY TRUCKS.....:	255	265	
18K ESAL - RIGID....:	108	111	
- FLEXIBLE.:	85	88	

DIRECTION.....:	BOTH
DURATION (HOURS)..:	24
PERCENT TRUCKS....:	04
TRAF PATTERN GROUP:	05
DAILY - TOTAL VMT.:	1634
- TRUCK VMT.:	64

----DESIGN HR VOL FACTORS-----

K: 8 D: 53 T: 2

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF10 TO DISPLAY PREVIOUS CLASSES

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RMSRM467 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:44:05
LTERM: KIRSHAH TRAFFIC COUNT HISTORY

COUNTY...: 15 CHESTER
STATE ROUTE: 0724
SEGMENT....: 0072
OFFSET.....: 0000
FT: 1650 MI: 0.313

	BASE YEAR	% OF TOTAL	BASE YEAR
TOTAL VEHICLES (ADT):	7654	TRUCKS	2019
TOTAL TRUCKS (ADTT).:	772		
MOTORCYCLE.....:	115	1.50	
CAR.....:	4930	65.00	
PICKUP/VAN.....:	1837	24.00	
BUS.....:	39	5.00	
2 AXLE-SIX TIRE....:	633	82.00	
3 AXLE-SINGLE UNIT.:	23	3.00	
4 AXLE-SINGLE-UNIT.:	8	1.00	
WEEKDAY TRUCKS.....:	988		
18K ESAL - RIGID....:	300		
- FLEXIBLE.:	255		

COUNT - KEY.: 15/0724/0072/0740
- DATE.....: 05/22/2019
- TYPE.....: MACHINE
- REF. NO...: 2019155
DIRECTION.....: BOTH
DURATION (HOURS)..: 24
PERCENT TRUCKS....: 10
TRAF PATTERN GROUP: 05
DAILY - TOTAL VMT.: 2589
- TRUCK VMT.: 261

----DESIGN HR VOL FACTORS-----
K: 9 D: 58 T: 9

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (B D E F G H I J Q R S Y X Z)
MESSAGES:

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RMSRM467 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:44:12
LTERM: KIRSHAH TRAFFIC COUNT HISTORY

COUNTY...: 15 CHESTER
STATE ROUTE: 0724
SEGMENT....: 0072
OFFSET.....: 0000
FT: 1650 MI: 0.313

	BASE YEAR ------	% OF TOTAL	BASE YEAR ----
TOTAL VEHICLES (ADT):	7654	TRUCKS	2019
TOTAL TRUCKS (ADTT).:	772	------	
3 AXLE W/TRL.....:	54	7.00	
3 AXLE-MULTI AXLTRL:	15	2.00	
6 AXLE-SINGLE TRL..:	0	0.00	
5 AXLE-MULTI TRL...:	0	0.00	
6 AXLE-MULTI TRL...:	0	0.00	
7 AXLE-MULTI TRL...:	0	0.00	
WEEKDAY TRUCKS.....:	988		
18K ESAL - RIGID....:	300		
- FLEXIBLE.:	255		

COUNT - KEY.: 15/0724/0072/0740
- DATE.....: 05/22/2019
- TYPE.....: MACHINE
- REF. NO...: 2019155
DIRECTION.....: BOTH
DURATION (HOURS)..: 24
PERCENT TRUCKS....: 10
TRAF PATTERN GROUP: 05
DAILY - TOTAL VMT.: 2589
- TRUCK VMT.: 261

----DESIGN HR VOL FACTORS-----
K: 9 D: 58 T: 9

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0062	0000
TO..:	15	0724	0082	1901

ACTION: I (B D E F G H I J Q R S Y X Z)
MESSAGES:

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:45:21

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0072/0740

STATE ROUTE: 0724 | BASE YR: 2022 | - DATE.....: 05/19/2022

SEGMENT....: 0082 |_____| - TYPE.....: MACHINE

OFFSET.....: 0000 BASE CURRENT % OF | - REF. NO...: 2022152

FT: 1901 MI: 0.360 YEAR ESTIMATE TOTAL | DIRECTION.....: BOTH

TOTAL VEHICLES (ADT):	5031	5223	------	DURATION (HOURS)..: 24
TOTAL TRUCKS (ADTT).:	199	207	------	PERCENT TRUCKS....: 04
MOTORCYCLE.....:	49	51	0.97	TRAF PATTERN GROUP: 05
CAR.....:	4023	4176	80.00	DAILY - TOTAL VMT.: 1880
PICKUP/VAN.....:	760	789	15.11	- TRUCK VMT.: 74
----------	-----	-----	------	----DESIGN HR VOL FACTORS-----
BUS.....:	40	42	19.87	K: 8 D: 53 T: 2
2 AXLE-SIX TIRE....:	133	138	67.68	-----TRAFFIC COUNT LIMITS-----
3 AXLE-SINGLE UNIT.:	13	14	6.40	CO -SR- SEG. OFF.
4 AXLE-SINGLE-UNIT.:	6	6	3.03	FROM: 15 0724 0062 0000
				TO..: 15 0724 0082 1901
WEEKDAY TRUCKS.....:	255	265		
18K ESAL - RIGID....:	108	111		
- FLEXIBLE.:	85	88		

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF11 TO DISPLAY MORE TRUCK CLASSES

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:45:27

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0072/0740

STATE ROUTE: 0724 | BASE YR: 2022 | - DATE.....: 05/19/2022

SEGMENT....: 0082 |_____| - TYPE.....: MACHINE

OFFSET.....: 0000 BASE CURRENT % OF | - REF. NO...: 2022152

FT: 1901 MI: 0.360 YEAR ESTIMATE TOTAL | DIRECTION.....: BOTH

TOTAL VEHICLES (ADT): 5031 5223 ------	DURATION (HOURS)..: 24
TOTAL TRUCKS (ADTT).: 199 207 ------	PERCENT TRUCKS....: 04
3 AXLE W/TRL.....: 1 1 0.34	TRAF PATTERN GROUP: 05
3 AXLE-MULTI AXLTRL: 5 5 2.36	DAILY - TOTAL VMT.: 1880
6 AXLE-SINGLE TRL..: 1 1 0.34	- TRUCK VMT.: 74
5 AXLE-MULTI TRL...: 0 0 0.00	----DESIGN HR VOL FACTORS-----
6 AXLE-MULTI TRL...: 0 0 0.00	K: 8 D: 53 T: 2
7 AXLE-MULTI TRL...: 0 0 0.00	-----TRAFFIC COUNT LIMITS-----
	CO -SR- SEG. OFF.
	FROM: 15 0724 0062 0000
	TO..: 15 0724 0082 1901
WEEKDAY TRUCKS.....: 255 265	
18K ESAL - RIGID....: 108 111	
- FLEXIBLE.: 85 88	

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF10 TO DISPLAY PREVIOUS CLASSES

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:45:38

LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0102/1500

STATE ROUTE: 0724 | BASE YR: 2024 | - DATE.....: 08/07/2024

SEGMENT....: 0082 |_____| - TYPE.....: MACHINE

OFFSET.....: 1901 | - REF. NO...: 2024260

FT: 1104 MI: 0.209

	BASE YEAR	CURRENT ESTIMATE	% OF TOTAL
TOTAL VEHICLES (ADT):	11592	11592	------
TOTAL TRUCKS (ADTT).:	931	931	------
MOTORCYCLE.....:	44	44	0.38
CAR.....:	8688	8688	75.00
PICKUP/VAN.....:	1929	1929	16.64
----------	-----	-----	------
BUS.....:	87	87	9.33
2 AXLE-SIX TIRE....:	578	578	62.07
3 AXLE-SINGLE UNIT.:	83	83	8.93
4 AXLE-SINGLE-UNIT.:	31	31	3.37
WEEKDAY TRUCKS.....:	1192	1192	
18K ESAL - RIGID....:	646	646	
- FLEXIBLE.:	481	481	

DIRECTION.....: BOTH

DURATION (HOURS)..: 24

PERCENT TRUCKS....: 08

TRAF PATTERN GROUP: 05

DAILY - TOTAL VMT.: 2423

- TRUCK VMT.: 195

----DESIGN HR VOL FACTORS-----

K: 8 D: 60 T: 6

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0082	1901
TO..:	15	0724	0132	0000

ACTION: I (A B E F G H I J L Q R S V W X Y)

MESSAGES: PRESS PF11 TO DISPLAY MORE TRUCK CLASSES

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RMSRM466 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:45:43
LTERM: KIRSHAH CURRENT TRAFFIC COUNT DATA (DIRECTIONAL)

COUNTY...: 15 CHESTER | | COUNT - KEY.: 15/0724/0102/1500
STATE ROUTE: 0724 | BASE YR: 2024 | - DATE.....: 08/07/2024
SEGMENT....: 0082 |_____| - TYPE.....: MACHINE
OFFSET.....: 1901 BASE CURRENT % OF | - REF. NO...: 2024260
FT: 1104 MI: 0.209 YEAR ESTIMATE TOTAL | DIRECTION.....: BOTH

TOTAL VEHICLES (ADT):	11592	11592	------	DURATION (HOURS)..: 24
TOTAL TRUCKS (ADTT).:	931	931	------	PERCENT TRUCKS....: 08
3 AXLE W/TRL.....:	69	69	7.37	TRAF PATTERN GROUP: 05
3 AXLE-MULTI AXLTRL:	79	79	8.46	DAILY - TOTAL VMT.: 2423
6 AXLE-SINGLE TRL..:	3	3	0.31	- TRUCK VMT.: 195
5 AXLE-MULTI TRL...:	1	1	0.16	----DESIGN HR VOL FACTORS-----
6 AXLE-MULTI TRL...:	0	0	0.00	K: 8 D: 60 T: 6
7 AXLE-MULTI TRL...:	0	0	0.00	-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0082	1901
TO..:	15	0724	0132	0000

WEEKDAY TRUCKS.....:	1192	1192	
18K ESAL - RIGID....:	646	646	
- FLEXIBLE.:	481	481	

ACTION: I (A B E F G H I J L Q R S V W X Y)
MESSAGES: PRESS PF10 TO DISPLAY PREVIOUS CLASSES

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RMSRM467 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:45:56
LTERM: KIRSHAH TRAFFIC COUNT HISTORY

COUNTY...: 15 CHESTER
STATE ROUTE: 0724
SEGMENT....: 0082
OFFSET.....: 1901
FT: 1104 MI: 0.209

COUNT - KEY.: 15/0724/0102/1500
- DATE.....: 06/22/2021
- TYPE.....: MACHINE
- REF. NO...: 2021193
DIRECTION.....: BOTH
DURATION (HOURS)..: 24
PERCENT TRUCKS....: 08
TRAF PATTERN GROUP: 05
DAILY - TOTAL VMT.: 2694
- TRUCK VMT.: 205

	BASE YEAR	% OF TOTAL TRUCKS	BASE YEAR 2021
TOTAL VEHICLES (ADT):	11383		
TOTAL TRUCKS (ADTT).:	868		
MOTORCYCLE.....:	18	0.16	
CAR.....:	8754	77.00	
PICKUP/VAN.....:	1743	15.31	
BUS.....:	62	7.18	
2 AXLE-SIX TIRE....:	512	58.93	
3 AXLE-SINGLE UNIT.:	108	12.43	
4 AXLE-SINGLE-UNIT.:	26	2.98	
WEEKDAY TRUCKS.....:	1111		
18K ESAL - RIGID....:	637		
- FLEXIBLE.:	470		

----DESIGN HR VOL FACTORS-----
K: 8 D: 61 T: 5

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0082	1901
TO..:	15	0724	0132	0000

ACTION: I (B D E F G H I J Q R S Y X Z)
MESSAGES:

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RMSRM467 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:46:02
LTERM: KIRSHAH TRAFFIC COUNT HISTORY

COUNTY...: 15 CHESTER
STATE ROUTE: 0724
SEGMENT....: 0082
OFFSET.....: 1901
FT: 1104 MI: 0.209

	BASE YEAR	% OF TOTAL	BASE YEAR
TOTAL VEHICLES (ADT):	11383	TRUCKS	2021
TOTAL TRUCKS (ADTT).:	868		
3 AXLE W/TRL.....:	62	7.18	
3 AXLE-MULTI AXLTRL:	93	10.77	
6 AXLE-SINGLE TRL..:	2	0.26	
5 AXLE-MULTI TRL...:	1	0.09	
6 AXLE-MULTI TRL...:	0	0.00	
7 AXLE-MULTI TRL...:	2	0.18	
WEEKDAY TRUCKS.....:	1111		
18K ESAL - RIGID....:	637		
- FLEXIBLE.:	470		

COUNT - KEY.: 15/0724/0102/1500
- DATE.....: 06/22/2021
- TYPE.....: MACHINE
- REF. NO...: 2021193
DIRECTION.....: BOTH
DURATION (HOURS)..: 24
PERCENT TRUCKS....: 08
TRAF PATTERN GROUP: 05
DAILY - TOTAL VMT.: 2694
- TRUCK VMT.: 205

----DESIGN HR VOL FACTORS-----
K: 8 D: 61 T: 5

-----TRAFFIC COUNT LIMITS-----

	CO	-SR-	SEG.	OFF.
FROM:	15	0724	0082	1901
TO..:	15	0724	0132	0000

ACTION: I (B D E F G H I J Q R S Y X Z)
MESSAGES:

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RMSRT451 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:47:45
LTERM: KIRSHAH PAVEMENT HISTORY

COUNTY NO/NAME	SR	SEGMENT NO.	LENG	OFFSET FROM	OFFSET TO	LANES THRU	LANES PARK	LANES TURN	LANES BIKE
15 CHESTER	0724	0062	3841	0000	0040	02	N	L	N

NOTES: NO - RANGE TO---
SEGMNT: N.A.
OFFSET: N.A.
SURF..: 62
TRTMT.: H
SN....: 5.5

S E L NO	TYPE	CODE	LAYER DESCRIPTION	YEAR	DEPTH (IN)	WIDTH (FT)
01	BW	SAWH4	SPAV,ASP WRG,64S-22, 9.5MM,H	2023	+1.50	38
02	**	MILL0	MILLING (AVERAGE DEPTH)	2023	-1.50	38
03	BW	SWWH3	SPAV,WMA WRG,64-22, 9.5MM,H	2022	+1.50	36
04	**	MILL0	MILLING (AVERAGE DEPTH)	2022	-1.50	36
05	BW	ID2H0	BITUMINOUS WEARING CRSE ID-2	1997	+1.50	22
06	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1980	+3.00	22
07	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1965	+2.50	20
08	CW	RCC00	REINFORCED CEMENT CONC PVMT	1942	+8.00	20

VERIFICATION INFO
DATE:
/ /
VER IND:
VER ID.:
--- MAXIMUM ---
AADT..: 5,223
TRK %.: 04
ESAL..: 000088
IRI...: 134

TOTAL +15.00 PAVED +15.00

ACTION: I A B D E F G H I J K N P Q R S U UO V X Y
MESSAGES: 212 PRESS ENTER TO DISPLAY MORE RECORDS

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RMSRT451 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:47:53
LTERM: KIRSHAH PAVEMENT HISTORY

COUNTY NO/NAME	SR	SEGMENT NO.	LENG	OFFSET FROM	TO	LANES THRU	PARK	TURN	BIKE
15 CHESTER	0724	0062	3841	0040	0450	02	N	N	N

- NOTES: NO -
--RANGE TO---
SEGMNT: N.A.
OFFSET: N.A.
SURF..: 62
TRTMT.: H
SN....: 5.5

S E L NO	TYPE	CODE	-----LAYER DESCRIPTION------	YEAR	DEPTH (IN)	WIDTH (FT)
01	BW	SWWH3	SPAV,WMA WRG,64-22, 9.5MM,H	2022	+1.50	36
02	**	MILL0	MILLING (AVERAGE DEPTH)	2022	-1.50	36
03	BW	ID2H0	BITUMINOUS WEARING CRSE ID-2	1997	+1.50	22
04	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1980	+3.00	22
05	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1965	+2.50	20
06	CW	RCC00	REINFORCED CEMENT CONC PVMT	1942	+8.00	20

VERIFICATION INFO
DATE:
/ /
VER IND:
VER ID.:
--- MAXIMUM ---
AADT..: 5,223
TRK %.: 04
ESAL..: 000088
IRI...: 134

TOTAL +15.00 PAVED +15.00

ACTION: I A B D E F G H I J K N P Q R S U UO V X Y
MESSAGES: 212 PRESS ENTER TO DISPLAY MORE RECORDS

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RMSRT451 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:48:01
LTERM: KIRSHAH PAVEMENT HISTORY

COUNTY NO/NAME	SR	SEGMENT NO.	LENG	OFFSET FROM	TO	LANES THRU	PARK	TURN	BIKE	NOTES: NO / RANGE TO
15 CHESTER	0724	0062	3841	0450	3841	02	N	N	N	SEGMNT: N.A.
										OFFSET: N.A.

S E L NO	TYPE	CODE	LAYER DESCRIPTION	YEAR	DEPTH (IN)	WIDTH (FT)
01	BW	SWWH3	SPAV,WMA WRG,64-22, 9.5MM,H	2022	+1.50	22
02	**	MILL0	MILLING (AVERAGE DEPTH)	2022	-1.50	22
03	BW	ID2H0	BITUMINOUS WEARING CRSE ID-2	1997	+1.50	22
04	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1980	+3.00	22
05	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1965	+2.50	20
06	CW	RCC00	REINFORCED CEMENT CONC PVMT	1942	+8.00	20

SURF..: 62
TRTMT.: H
SN....: 5.5
VERIFICATION INFO
DATE: / /
VER IND:
VER ID.:
--- MAXIMUM ---
AADT..: 5,223
TRK %.: 04
ESAL..: 000088
IRI...: 134

TOTAL +15.00 PAVED +15.00

ACTION: I A B D E F G H I J K N P Q R S U UO V X Y
MESSAGES: 214 END OF RECORDS TO DISPLAY

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RMSRT451 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:48:20
LTERM: KIRSHAH PAVEMENT HISTORY

COUNTY NO/NAME	SR	SEGMENT NO.	LENG	OFFSET FROM	TO	LANES THRU	PARK	TURN	BIKE
15 CHESTER	0724	0072	1650	0000	1650	02	N	N	N

- NOTES: NO -
--RANGE TO---
SEGMNT: N.A.
OFFSET: N.A.
SURF..: 62
TRTMT.: H
SN....: 5.5

L	NO	TYPE	CODE	-----LAYER DESCRIPTION------	YEAR	DEPTH (IN)	WIDTH (FT)
S							
E							
	01	BW	SWWH3	SPAV,WMA WRG,64-22, 9.5MM,H	2022	+1.50	22
	02	**	MILL0	MILLING (AVERAGE DEPTH)	2022	-1.50	22
	03	BW	ID2H0	BITUMINOUS WEARING CRSE ID-2	1997	+1.50	22
	04	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1980	+3.00	22
	05	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1965	+2.50	20
	06	CW	RCC00	REINFORCED CEMENT CONC PVMT	1942	+8.00	20

VERIFICATION INFO
DATE:
/ /
VER IND:
VER ID.:
--- MAXIMUM ---
AADT..: 5,223
TRK %.: 04
ESAL..: 000088
IRI...: 162

TOTAL +15.00 PAVED +15.00

ACTION: I A B D E F G H I J K N P Q R S U UO V X Y
MESSAGES: 214 END OF RECORDS TO DISPLAY

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RMSRT451 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:48:37
LTERM: KIRSHAH PAVEMENT HISTORY

COUNTY NO/NAME	SR	SEGMENT NO.	LENG	OFFSET FROM	TO	LANES THRU	PARK	TURN	BIKE	NOTES: NO - RANGE TO---
15 CHESTER	0724	0082	3005	0000	2864	02	N	N	N	SEGMNT: N.A.
										OFFSET: N.A.
										SURF..: 62
										TRTMT.: H
										SN....: 5.5

S E L NO	TYPE	CODE	LAYER DESCRIPTION	YEAR	DEPTH (IN)	WIDTH (FT)
01	BW	SWWH3	SPAV,WMA WRG,64-22, 9.5MM,H	2022	+1.50	22
02	**	MILL0	MILLING (AVERAGE DEPTH)	2022	-1.50	22
03	BW	ID2H0	BITUMINOUS WEARING CRSE ID-2	1997	+1.50	22
04	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1980	+3.00	22
05	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1965	+2.50	20
06	CW	RCC00	REINFORCED CEMENT CONC PVMT	1942	+8.00	20

VERIFICATION INFO
DATE: / /
VER IND:
VER ID.:
--- MAXIMUM ---
AADT..: 11,592
TRK %.: 08
ESAL..: 000481
IRI...: 157

TOTAL +15.00 PAVED +15.00

ACTION: I A B D E F G H I J K N P Q R S U UO V X Y
MESSAGES: 212 PRESS ENTER TO DISPLAY MORE RECORDS

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RMSRT451 ROADWAY MANAGEMENT INFORMATION SYSTEM 08/19/2025 14:48:47
LTERM: KIRSHAH PAVEMENT HISTORY

COUNTY NO/NAME	SR	SEGMENT NO.	LENG	OFFSET FROM	TO	LANES THRU	PARK	TURN	BIKE	NOTES: NO / RANGE TO
15 CHESTER	0724	0082	3005	2864	3005	02	N	N	N	SEGMNT: N.A.
										OFFSET: N.A.

S E L NO	TYPE	CODE	LAYER DESCRIPTION	YEAR	DEPTH (IN)	WIDTH (FT)
01	BW	SWWH3	SPAV,WMA WRG,64-22, 9.5MM,H	2022	+1.50	24
02	**	MILL0	MILLING (AVERAGE DEPTH)	2022	-1.50	24
03	BW	ID2H0	BITUMINOUS WEARING CRSE ID-2	1997	+1.50	22
04	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1980	+3.00	22
05	BW	ID2U0	BITUMINOUS WEARING CRSE ID-2	1965	+2.50	20
06	CW	RCC00	REINFORCED CEMENT CONC PVMT	1942	+8.00	20

SURF..: 62
TRTMT.: H
SN....: 5.5

VERIFICATION INFO
DATE: / /
VER IND:
VER ID.:

--- MAXIMUM ---
AADT..: 11,592
TRK %.: 08
ESAL..: 000481
IRI...: 157

TOTAL +15.00 PAVED +15.00

ACTION: I A B D E F G H I J K N P Q R S U UO V X Y
MESSAGES: 214 END OF RECORDS TO DISPLAY

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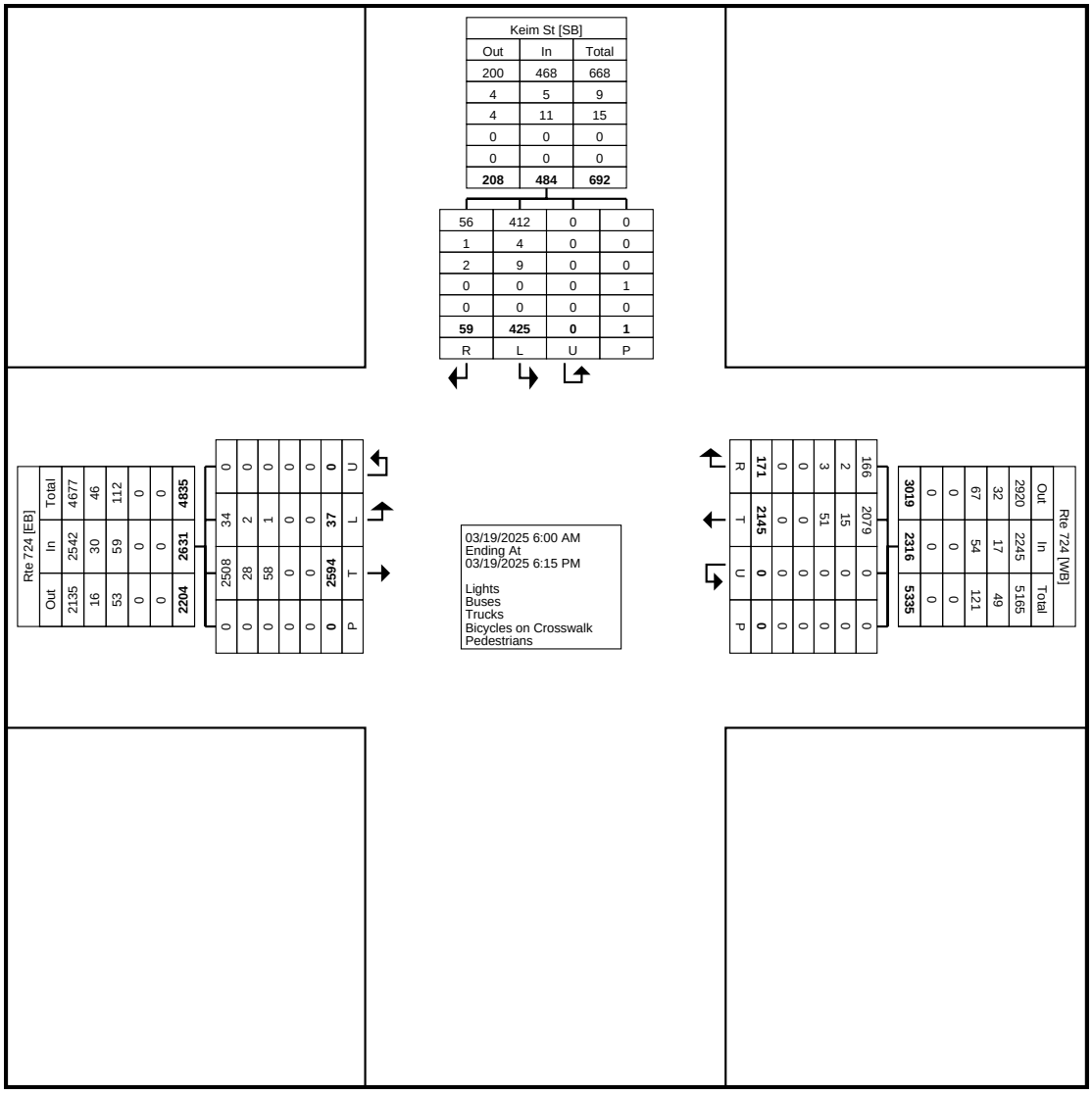
Chester County, PA
Route 724 & Keim St
Wednesday, March 19, 2025
Location: 40.2319, -75.635767

Count Name: Rte 724 & Keim St
Site Code:
Start Date: 03/19/2025

Turning Movement Data

Start Time	Rte 724 Eastbound					Rte 724 Westbound						Keim St Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	71	0	0	71	4	1	0	0	0	5	13	0	0	0	0	13	89
6:15 AM	2	85	0	0	87	17	2	0	0	0	19	16	1	0	0	0	17	123
6:30 AM	2	85	0	0	87	20	4	1	0	0	25	15	1	0	0	0	16	128
6:45 AM	1	87	0	0	88	23	4	2	0	0	29	19	0	0	0	0	19	136
Hourly Total	5	328	0	0	333	64	11	3	0	0	78	63	2	0	0	0	65	476
7:00 AM	0	95	0	0	95	23	8	0	0	0	31	14	3	0	0	0	17	143
7:15 AM	0	110	0	0	110	27	10	0	0	0	37	12	0	0	0	0	12	159
7:30 AM	0	98	0	0	98	43	5	0	0	0	48	12	0	1	0	0	13	159
7:45 AM	0	77	0	0	77	43	5	0	0	0	48	13	1	0	0	0	14	139
Hourly Total	0	380	0	0	380	136	28	0	0	0	164	51	4	1	0	0	56	600
8:00 AM	1	68	0	0	69	34	3	0	0	0	37	13	0	0	0	0	13	119
8:15 AM	1	76	0	0	77	39	1	1	0	0	41	7	0	0	0	0	7	125
8:30 AM	0	70	0	0	70	35	3	0	0	0	38	10	1	0	0	0	11	119
8:45 AM	0	61	0	0	61	50	4	0	0	0	54	11	2	0	0	0	13	128
Hourly Total	2	275	0	0	277	158	11	1	0	0	170	41	3	0	0	0	44	491
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	48	0	0	52	53	5	0	0	0	58	5	0	0	0	0	5	115
11:15 AM	0	50	0	0	50	43	7	0	0	0	50	4	0	1	0	0	5	105
11:30 AM	1	41	0	0	42	49	2	0	0	0	51	6	3	1	0	0	10	103
11:45 AM	0	52	0	0	52	45	5	0	0	0	50	8	1	2	0	0	11	113
Hourly Total	5	191	0	0	196	190	19	0	0	0	209	23	4	4	0	0	31	436
12:00 PM	0	62	0	0	62	54	5	0	0	0	59	9	2	0	0	0	11	132
12:15 PM	1	62	0	0	63	59	2	0	0	0	61	7	3	1	0	0	11	135
12:30 PM	1	68	0	0	69	53	1	0	0	0	54	8	1	0	0	0	9	132
12:45 PM	1	69	0	0	70	58	5	0	0	0	63	8	1	0	0	0	9	142
Hourly Total	3	261	0	0	264	224	13	0	0	0	237	32	7	1	0	0	40	541
1:00 PM	1	71	0	0	72	60	1	0	0	0	61	9	1	0	0	0	10	143
1:15 PM	3	60	0	0	63	65	6	0	0	0	71	6	1	0	0	0	7	141
1:30 PM	1	62	0	0	63	57	5	0	0	0	62	7	2	1	0	0	10	135
1:45 PM	2	53	0	0	55	53	2	0	0	0	55	6	2	0	0	0	8	118
Hourly Total	7	246	0	0	253	235	14	0	0	0	249	28	6	1	0	0	35	537
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	81	0	0	82	72	4	0	0	0	76	12	1	1	0	0	14	172
3:15 PM	1	76	0	0	77	83	7	2	0	0	92	15	1	0	0	0	16	185
3:30 PM	3	66	0	0	69	119	6	0	0	0	125	10	3	0	0	0	13	207
3:45 PM	4	78	0	0	82	92	7	0	0	0	99	13	4	0	0	0	17	198
Hourly Total	9	301	0	0	310	366	24	2	0	0	392	50	9	1	0	0	60	762
4:00 PM	0	67	0	0	67	90	9	1	0	0	100	12	2	0	0	0	14	181
4:15 PM	1	79	0	0	80	101	3	1	0	0	105	15	1	0	0	1	16	201
4:30 PM	2	77	0	0	79	110	2	3	0	0	115	24	3	0	0	0	27	221
4:45 PM	0	78	0	0	78	96	4	0	0	0	100	17	1	1	0	0	19	197
Hourly Total	3	301	0	0	304	397	18	5	0	0	420	68	7	1	0	1	76	800
5:00 PM	0	84	0	0	84	95	4	1	0	0	100	20	1	0	0	0	21	205
5:15 PM	1	67	0	0	68	103	8	0	0	0	111	23	2	0	0	0	25	204
5:30 PM	0	74	0	0	74	87	3	0	0	0	90	9	1	0	0	0	10	174
5:45 PM	2	86	0	0	88	90	6	0	0	0	96	17	4	0	0	0	21	205
Hourly Total	3	311	0	0	314	375	21	1	0	0	397	69	8	0	0	0	77	788
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	37	2594	0	0	2631	2145	159	12	0	0	2316	425	50	9	0	1	484	5431
Approach %	1.4	98.6	0.0	-	-	92.6	6.9	0.5	0.0	-	-	87.8	10.3	1.9	0.0	-	-	-
Total %	0.7	47.8	0.0	-	48.4	39.5	2.9	0.2	0.0	-	42.6	7.8	0.9	0.2	0.0	-	8.9	-
Lights	34	2508	0	-	2542	2079	154	12	0	-	2245	412	47	9	0	-	468	5255
% Lights	91.9	96.7	-	-	96.6	96.9	96.9	100.0	-	-	96.9	96.9	94.0	100.0	-	-	96.7	96.8
Buses	2	28	0	-	30	15	2	0	0	-	17	4	1	0	0	-	5	52
% Buses	5.4	1.1	-	-	1.1	0.7	1.3	0.0	-	-	0.7	0.9	2.0	0.0	-	-	1.0	1.0

Trucks	1	58	0	-	59	51	3	0	0	-	54	9	2	0	0	-	11	124
% Trucks	2.7	2.2	-	-	2.2	2.4	1.9	0.0	-	-	2.3	2.1	4.0	0.0	-	-	2.3	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Data Plot

www.TSTData.com
Tri-State Traffic Data, Inc

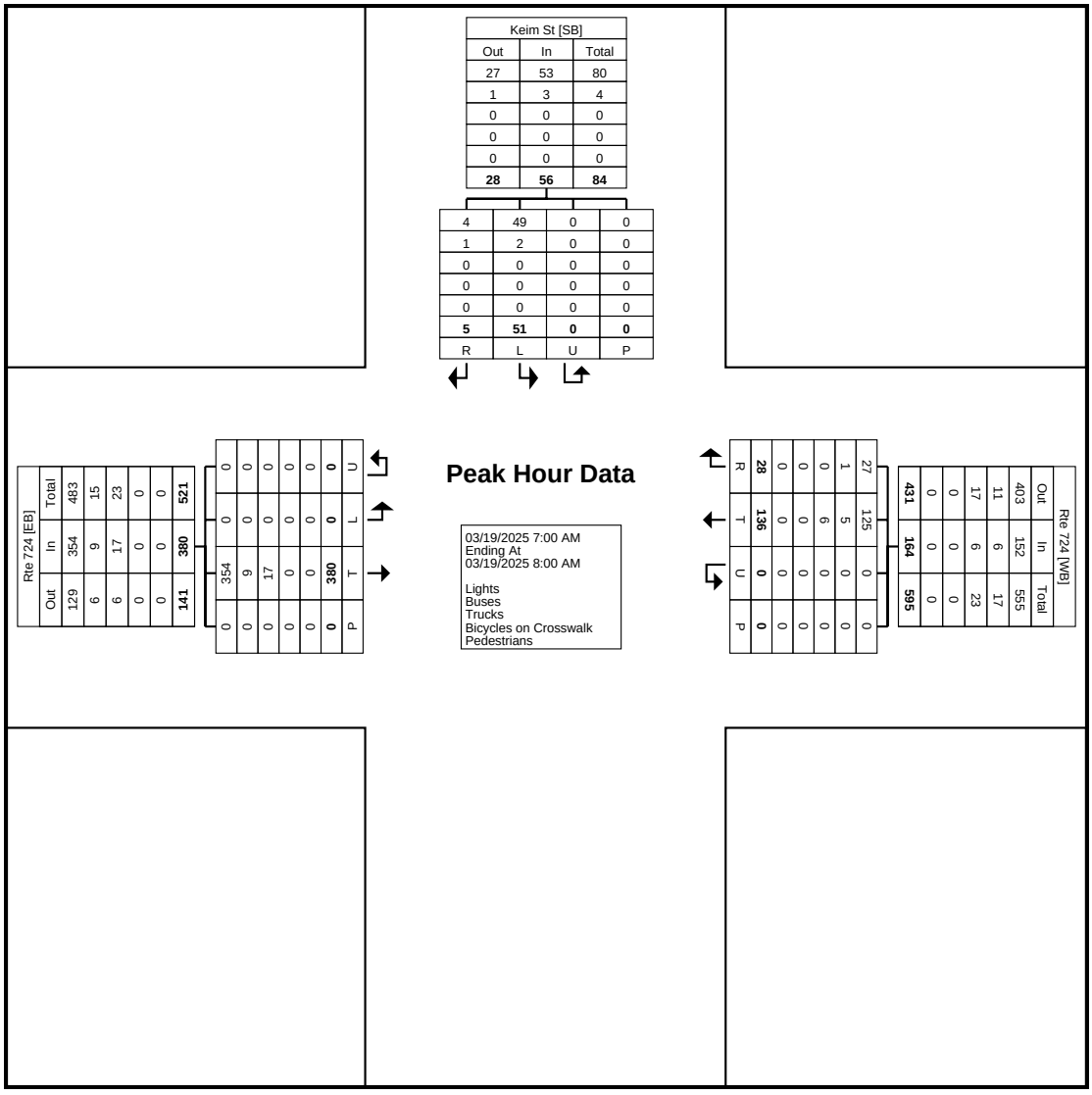
Delmont, PA, Pennsylvania, United States 15626
610-517-0990
Serving Transportiation Professionals Since 1995

Chester County, PA
Route 724 & Keim St
Wednesday, March 19, 2025
Location: 40.2319, -75.635767

Count Name: Rte 724 & Keim St
Site Code:
Start Date: 03/19/2025

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Rte 724 Eastbound					Rte 724 Westbound						Keim St Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	95	0	0	95	23	8	0	0	0	31	14	3	0	0	0	17	143
7:15 AM	0	110	0	0	110	27	10	0	0	0	37	12	0	0	0	0	12	159
7:30 AM	0	98	0	0	98	43	5	0	0	0	48	12	0	1	0	0	13	159
7:45 AM	0	77	0	0	77	43	5	0	0	0	48	13	1	0	0	0	14	139
Total	0	380	0	0	380	136	28	0	0	0	164	51	4	1	0	0	56	600
Approach %	0.0	100.0	0.0	-	-	82.9	17.1	0.0	0.0	-	-	91.1	7.1	1.8	0.0	-	-	-
Total %	0.0	63.3	0.0	-	63.3	22.7	4.7	0.0	0.0	-	27.3	8.5	0.7	0.2	0.0	-	9.3	-
PHF	0.000	0.864	0.000	-	0.864	0.791	0.700	0.000	0.000	-	0.854	0.911	0.333	0.250	0.000	-	0.824	0.943
Lights	0	354	0	-	354	125	27	0	0	-	152	49	3	1	0	-	53	559
% Lights	-	93.2	-	-	93.2	91.9	96.4	-	-	-	92.7	96.1	75.0	100.0	-	-	94.6	93.2
Buses	0	9	0	-	9	5	1	0	0	-	6	2	1	0	0	-	3	18
% Buses	-	2.4	-	-	2.4	3.7	3.6	-	-	-	3.7	3.9	25.0	0.0	-	-	5.4	3.0
Trucks	0	17	0	-	17	6	0	0	0	-	6	0	0	0	0	-	0	23
% Trucks	-	4.5	-	-	4.5	4.4	0.0	-	-	-	3.7	0.0	0.0	0.0	-	-	0.0	3.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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Tri-State Traffic Data, Inc

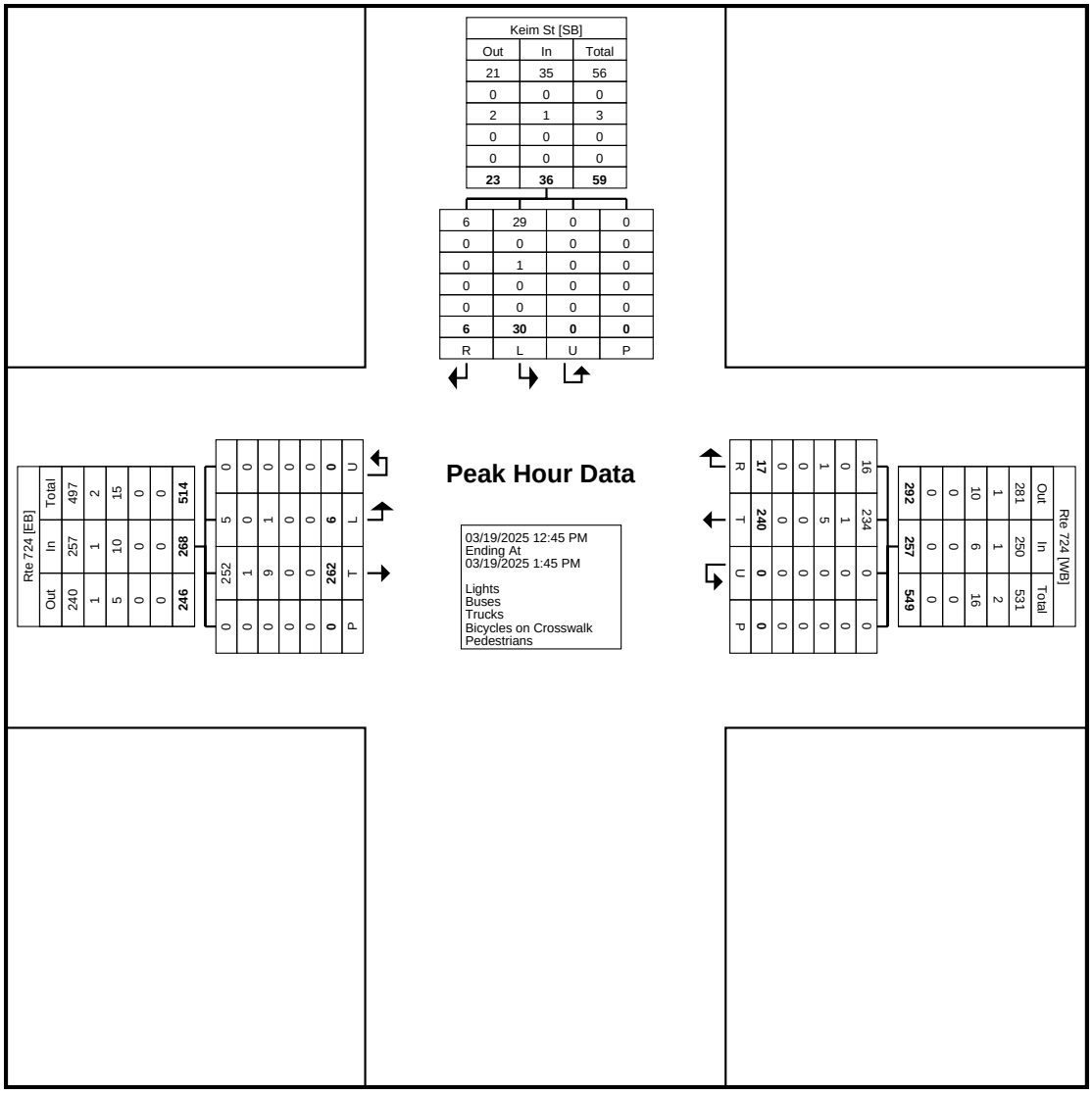
Delmont, PA, Pennsylvania, United States 15626
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Chester County, PA
Route 724 & Keim St
Wednesday, March 19, 2025
Location: 40.2319, -75.635767

Count Name: Rte 724 & Keim St
Site Code:
Start Date: 03/19/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Rte 724 Eastbound					Rte 724 Westbound						Keim St Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
12:45 PM	1	69	0	0	70	58	5	0	0	0	63	8	1	0	0	0	9	142
1:00 PM	1	71	0	0	72	60	1	0	0	0	61	9	1	0	0	0	10	143
1:15 PM	3	60	0	0	63	65	6	0	0	0	71	6	1	0	0	0	7	141
1:30 PM	1	62	0	0	63	57	5	0	0	0	62	7	2	1	0	0	10	135
Total	6	262	0	0	268	240	17	0	0	0	257	30	5	1	0	0	36	561
Approach %	2.2	97.8	0.0	-	-	93.4	6.6	0.0	0.0	-	-	83.3	13.9	2.8	0.0	-	-	-
Total %	1.1	46.7	0.0	-	47.8	42.8	3.0	0.0	0.0	-	45.8	5.3	0.9	0.2	0.0	-	6.4	-
PHF	0.500	0.923	0.000	-	0.931	0.923	0.708	0.000	0.000	-	0.905	0.833	0.625	0.250	0.000	-	0.900	0.981
Lights	5	252	0	-	257	234	16	0	0	-	250	29	5	1	0	-	35	542
% Lights	83.3	96.2	-	-	95.9	97.5	94.1	-	-	-	97.3	96.7	100.0	100.0	-	-	97.2	96.6
Buses	0	1	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	2
% Buses	0.0	0.4	-	-	0.4	0.4	0.0	-	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.4
Trucks	1	9	0	-	10	5	1	0	0	-	6	1	0	0	0	-	1	17
% Trucks	16.7	3.4	-	-	3.7	2.1	5.9	-	-	-	2.3	3.3	0.0	0.0	-	-	2.8	3.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (12:45 PM)

www.TSTData.com
Tri-State Traffic Data, Inc

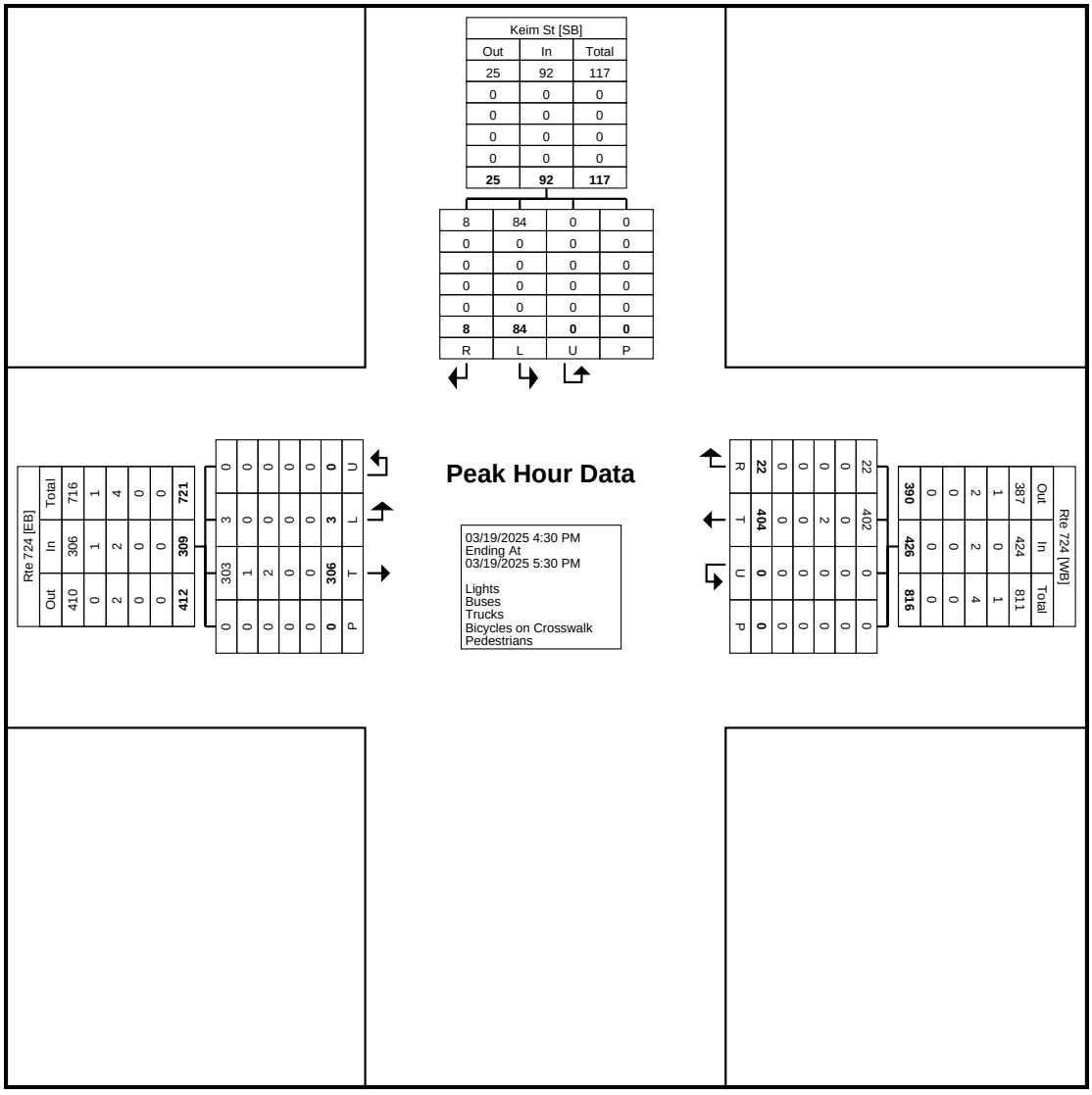
Delmont, PA, Pennsylvania, United States 15626
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Chester County, PA
Route 724 & Keim St
Wednesday, March 19, 2025
Location: 40.2319, -75.635767

Count Name: Rte 724 & Keim St
Site Code:
Start Date: 03/19/2025

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Rte 724 Eastbound					Rte 724 Westbound						Keim St Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
4:30 PM	2	77	0	0	79	110	2	3	0	0	115	24	3	0	0	0	27	221
4:45 PM	0	78	0	0	78	96	4	0	0	0	100	17	1	1	0	0	19	197
5:00 PM	0	84	0	0	84	95	4	1	0	0	100	20	1	0	0	0	21	205
5:15 PM	1	67	0	0	68	103	8	0	0	0	111	23	2	0	0	0	25	204
Total	3	306	0	0	309	404	18	4	0	0	426	84	7	1	0	0	92	827
Approach %	1.0	99.0	0.0	-	-	94.8	4.2	0.9	0.0	-	-	91.3	7.6	1.1	0.0	-	-	-
Total %	0.4	37.0	0.0	-	37.4	48.9	2.2	0.5	0.0	-	51.5	10.2	0.8	0.1	0.0	-	11.1	-
PHF	0.375	0.911	0.000	-	0.920	0.918	0.563	0.333	0.000	-	0.926	0.875	0.583	0.250	0.000	-	0.852	0.936
Lights	3	303	0	-	306	402	18	4	0	-	424	84	7	1	0	-	92	822
% Lights	100.0	99.0	-	-	99.0	99.5	100.0	100.0	-	-	99.5	100.0	100.0	100.0	-	-	100.0	99.4
Buses	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.3	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	0	2	0	-	2	2	0	0	0	-	2	0	0	0	0	-	0	4
% Trucks	0.0	0.7	-	-	0.6	0.5	0.0	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

PHASE	2			2+6				4				FLASH
INTERVAL / SIGNAL	1	2	3	4	5	6	7	8	9	10	11	
1,2,3	R	R	R	G	G	Y	R	R	R	R	R	Y
4	G①	Y①	R②	G	G	Y	R	R	R	R	R	Y
5	G	Y②	R②	G	G	Y	R	R	R	R	R	Y
6,7	R	R	R	R	R	R	R	G	G	Y	R	R
8,9	H	H	H	M	FH	H	H	H	H	H	H	OFF
10,11	H	H	H	H	H	H	H	M	FH	H	H	OFF
12,13	H	H	H	H	H	H	H	M	FH	H	H	OFF

FIXED		4	2		4	2		3	2
MINIMUM	3			15			3		
SEC/ACT				2					
MAX INT.				24					
PASSAGE	3			1●●			3		
MAX 1	7			47			39		
MAX 2	15			47			26		
MAX 3							50		
MAX EXT.							10③		
PEDESTRIAN*	-			7	23		7	11	
MEMORY	NL			MN			NL		

REFER TO SYSTEM PERMIT #I-0040 FOR PROGRAM TIMINGS AND WEEKLY PROGRAM CHART

- CONTROLLER TO DWELL IN PHASE 2+6 UNTIL ACTUATED BY PHASE 4

*UPON PEDESTRIAN ACTUATION, OTHERWISE HAND SYMBOL AT ALL TIMES

OPERATION NOTES

① Gx IF FOLLOWED BY 2+6

② G IF FOLLOWED BY 2+6

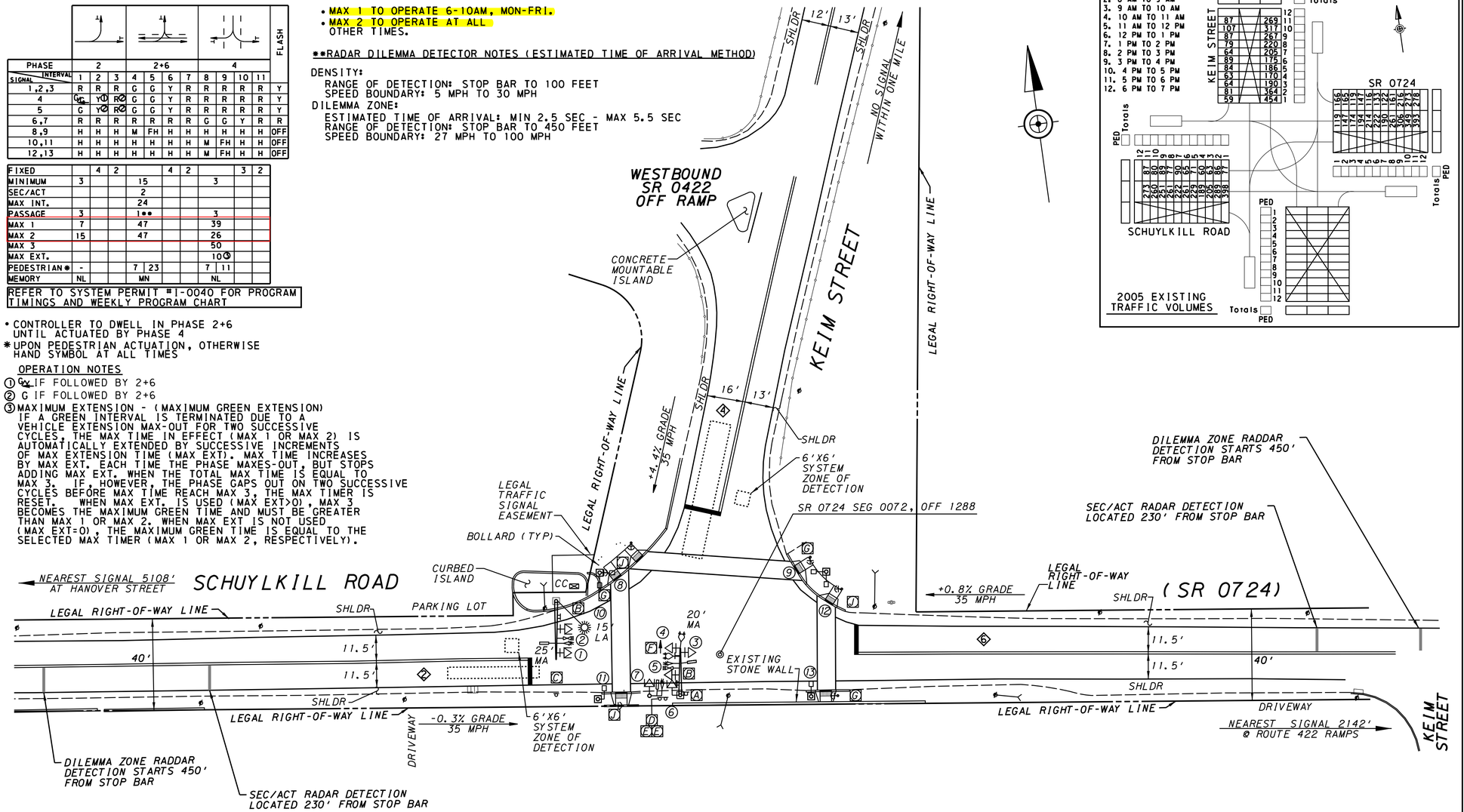
③ MAXIMUM EXTENSION - (MAXIMUM GREEN EXTENSION) IF A GREEN INTERVAL IS TERMINATED DUE TO A VEHICLE EXTENSION MAX-OUT FOR TWO SUCCESSIVE CYCLES, THE MAX TIME IN EFFECT (MAX 1 OR MAX 2) IS AUTOMATICALLY EXTENDED BY SUCCESSIVE INCREMENTS OF MAX EXTENSION TIME (MAX EXT). MAX TIME INCREASES BY MAX EXT. EACH TIME THE PHASE MAXES-OUT, BUT STOPS ADDING MAX EXT. WHEN THE TOTAL MAX TIME IS EQUAL TO MAX 3. IF, HOWEVER, THE PHASE GAPS OUT ON TWO SUCCESSIVE CYCLES BEFORE MAX TIME REACH MAX 3, THE MAX TIMER IS RESET. WHEN MAX EXT. IS USED (MAX EXT>0), MAX 3 BECOMES THE MAXIMUM GREEN TIME AND MUST BE GREATER THAN MAX 1 OR MAX 2. WHEN MAX EXT IS NOT USED (MAX EXT=0), THE MAXIMUM GREEN TIME IS EQUAL TO THE SELECTED MAX TIMER (MAX 1 OR MAX 2, RESPECTIVELY).

- MAX 1 TO OPERATE 6-10AM, MON-FRI.
- MAX 2 TO OPERATE AT ALL OTHER TIMES.

**RADAR DILEMMA DETECTOR NOTES (ESTIMATED TIME OF ARRIVAL METHOD)

DENSITY:
RANGE OF DETECTION: STOP BAR TO 100 FEET
SPEED BOUNDARY: 5 MPH TO 30 MPH

DILEMMA ZONE:
ESTIMATED TIME OF ARRIVAL: MIN 2.5 SEC - MAX 5.5 SEC
RANGE OF DETECTION: STOP BAR TO 450 FEET
SPEED BOUNDARY: 27 MPH TO 100 MPH



CLEARVIEW 1W
12" UPPER CASE
9" LOWER CASE LETTERS

SIGN A (23% REDUCTION)
96"
24"
Schuylkill Rd
4.4" 12" 7.6"

CLEARVIEW 3W
12" UPPER CASE
9" LOWER CASE LETTERS

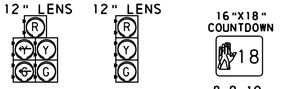
SIGN B
84"
24"
Keim St
4.4" 12" 7.6"

NOTE:
STREET NAME SIGNS TO HAVE GREEN BACKGROUND WITH WHITE LETTERS AND BORDER

SIGN TABULATION

PLAN SYMBOL	SERIES	SIZE	DESCRIPTION
A	D3-4	96"x24"	STREET SIGN "Schuylkill Rd"
B	D3-4	84"x24"	STREET SIGN "Keim St"
D	W1-7	48"x24"	LARGE DOUBLE ARROW SIGN
E	OM1-3	18"x18"	OBJECT MARKER
F	R10-12	30"x36"	LEFT TURN YIELD ON GREEN ●
G	R10-3E(L)	9"x15"	EDUCATIONAL PUSH BUTTON SIGN←
J	R10-3E(R)	9"x15"	EDUCATIONAL PUSH BUTTON SIGN→

SIGNAL INDICATIONS



SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS 1,2,6,7

LEGEND

- 25' MA — MAST ARM/IDENTIFYING LENGTH
- PEDESTAL POLE
- PUSHBUTTON POLE
- VEHICULAR SIGNAL HEAD/BACKPLATE/TUNNEL VISOR/DIRECTIONAL ARROW/IDENTIFYING NUMBER
- PEDESTRIAN SIGNAL HEAD/IDENTIFYING NUMBER
- PEDESTRIAN PUSHBUTTON AND SIGN/IDENTIFYING LETTER
- SIGN/IDENTIFYING LETTER
- AREA OF DETECTION
- DETECTABLE WARNING SURFACE
- EMERGENCY PRE-EMPTION DETECTOR
- EMERGENCY PRE-EMPTION FLASHING BEACON
- CONTROLLER CABINET
- DC — DEPRESSED CURB
- 15' LA — LUMINAIRE/IDENTIFYING LENGTH
- VIDEO DETECTOR
- ADVANCE RADAR DETECTOR
- FENCE
- GUIDE RAIL
- UTILITY POLE
- PHASE NUMBER

0 25 50 FEET

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

SYSTEM PERMIT # I-0040

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: NORTH COVENTRY TOWNSHIP
INTERSECTION: SCHUYLKILL ROAD (SR 0724) AND KEIM STREET

REVIEWED:

KEVIN HENNESEY — DATE 5/11/16
MUNICIPAL OFFICIAL — DATE

RECOMMENDED:

DISTRICT TRAFFIC ENGINEER — DATE

NO	REVISION	DES/ REVW	DATE	REVW	DATE	RECOM	DATE
1	SR 4031, PSS AS-BUILT	TPD/ PAI		KPL	Digitally signed by KPL Date: 2021.10.26 07:13:40 -04'00'	LUTZ	Digitally signed by LUTZ Date: 2021.11.02 09:19:12 -04'00'
2							
3							
4							
5							
6							
7							
8							

SHEET 2 OF 3 | PERMIT # 62-0250 | FILE # 0250

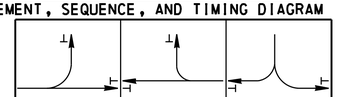
J:\Mouterszl Traffic Planning and Design, Inc.
10:55:37 PM
9/30/2021

EMERGENCY PRE-EMPTION NOTES:

- CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE SOUTHBOUND APPROACH OF KEIM STREET AND THE EASTBOUND AND WESTBOUND APPROACHES OF SCHUYLKILL ROAD (SR 0724) WITH A FAIL SAFE DEVICE FOR EACH DIRECTION OF OPERATION. THIS EMERGENCY BEACON SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT, AND SHALL FLASH WHEN THE EMERGENCY VEHICLE HAS CONTROL OF THE INTERSECTION FOR THE APPROPRIATE APPROACH.
- THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY, FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE INTERVALS, ACCORDINGLY. THEN THE GREEN INTERVAL FOR THE PRE-EMPTION PHASE SHALL FOLLOW. ONLY THOSE PHASES NOT POSING A YELLOW TRAP CONDITION MAY REMAIN GREEN (2 or 4) WHEN GOVERNED BY APPROACHING EMERGENCY VEHICLE.
- THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE SHALL TIME OUT ALL YELLOW AND RED INDICATIONS, FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.
- IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSH BUTTON AND THE SIGNAL IS PRE-EMPTED THE PED "WALK (MAN)" INTERVAL SHALL TERMINATE IMMEDIATELY AND THE PED "CLEAR (FLASHING HAND AND COUNTDOWN TIMER)" INTERVAL SHALL TIME OUT THIS INTERVAL FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES BEFORE GOING INTO EMERGENCY PREEMPTION.
- IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING ALL SIGNALS SHALL REMAIN FLASHING.
- IF ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.
- UPON COMPLETION OF PRE-EMPTION PHASE 2,4 OR 6 IN RETURNING TO NORMAL OPERATION, PHASE 2+6 INTERVAL 4 SHALL FOLLOW.
- IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED, PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVE" OPERATION.
- LOCATION OF EMERGENCY VEHICLE DETECTORS ARE TO BE FIELD ADJUSTED TO ACHIEVE MAXIMUM OPERATION.

EMERGENCY PRE-EMPTION PHASING

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM



PHASE	2				6				4			
INTERVAL / SIGNALS	12	13	14		15	16	17		18	19	20	
1,2,3	R	R	R		G	YD	RD		R	R	R	
4	G℄	YⓄ	RD		R	R	R		R	R	R	
5	G	YD	RD		R	R	R		R	R	R	
6,7	R	R	R		R	R	R		G	Y	R	
8,9	H	H	H		H	H	H		H	H	H	
10,11	H	H	H		H	H	H		H	H	H	
12,13	H	H	H		H	H	H		H	H	H	
FIXED	▲	4	2		▲	4	2		▲	3	2	

▲ FOR DURATION OF PRE-EMPTION

NOTE:

IF PRE-EMPTION EQUIPMENT HAS ENCODING CAPABILITIES FOR VEHICLE IDENTIFICATION, IT IS RECOMMENDED TO HAVE THE ZERO "00" FEATURE ON, TO GIVE UNCODED EMITTERS THE ABILITY TO ACTIVATE THE EMERGENCY PRE-EMPTION.

EMERGENCY PRE-EMPTION OPERATION NOTES

Ⓞ SIGNAL TO INDICATE G℄ WHEN RETURNING TO NORMAL OPERATION

ⓗ SIGNAL TO INDICATE G WHEN RETURNING TO NORMAL OPERATION

GENERAL NOTES

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ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

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THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

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SYSTEM PERMIT # I-0040

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER

MUNICIPALITY: NORTH COVENTRY TOWNSHIP

INTERSECTION: SCHUYLKILL ROAD (SR 0724) AND KEIM STREET

REVIEWED:

KEVIN HENNESEY — DATE 5/11/16
MUNICIPAL OFFICIAL — DATE

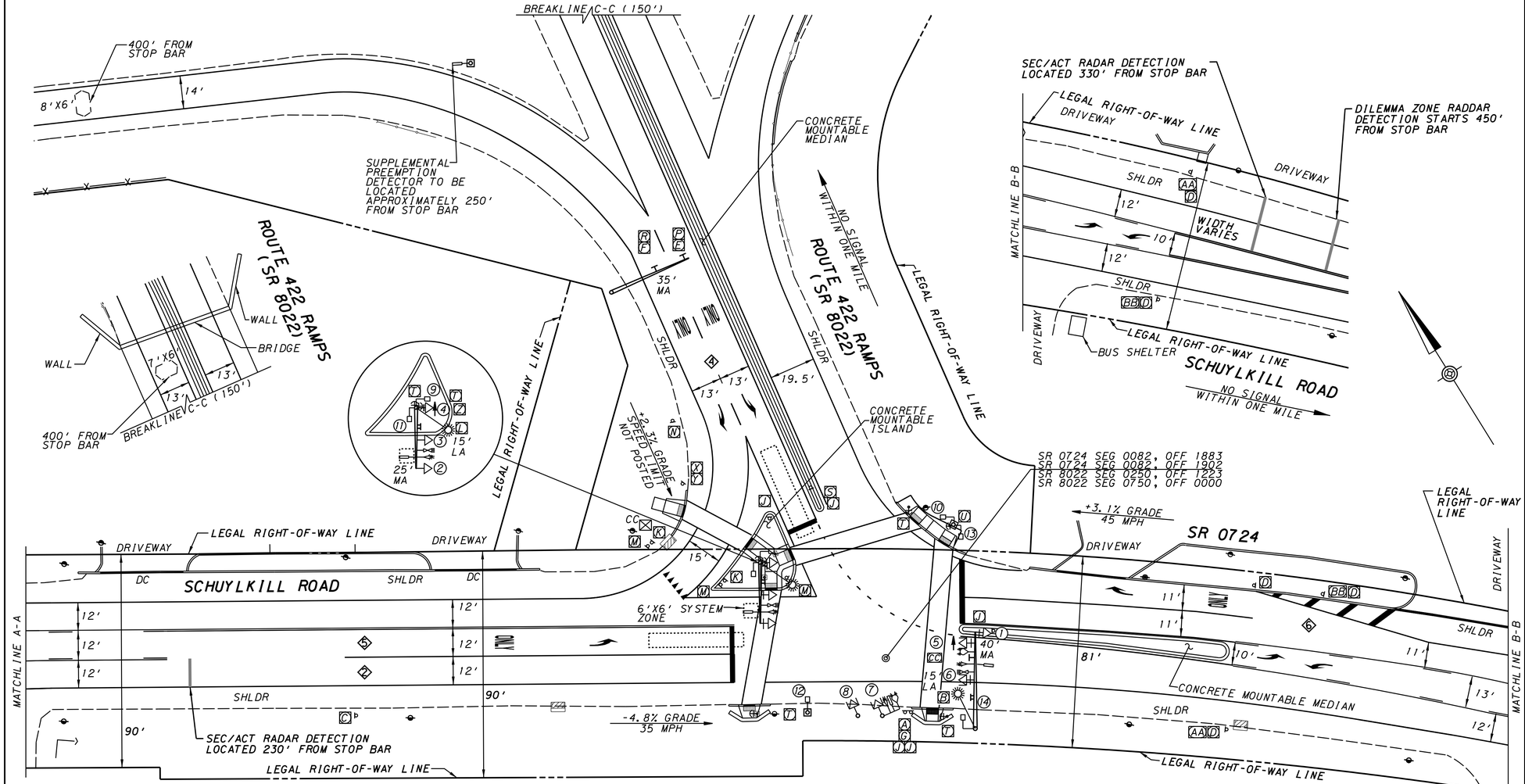
RECOMMENDED:

DISTRICT TRAFFIC ENGINEER — DATE

NO	REVISION	DES/ REVW	DATE	REVW	DATE	RECOM	DATE
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7							
8							

SHEET 3 OF 3 | PERMIT # 62-0250 | FILE # 0250

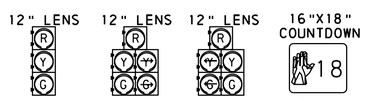
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SIGN TABULATION

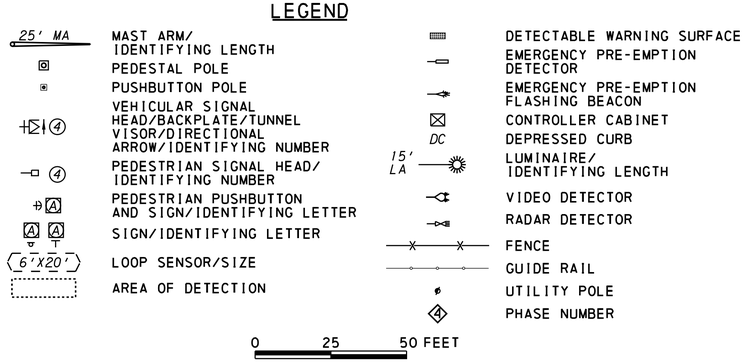
PLAN SYMBOL	SERIES	SIZE	DESCRIPTION
A	D3-4	96"x24"	STREET SIGN "Schuylkill Rd"
B	D3-4	96"x24"	STREET SIGN "← US 422"
C	R3-7L	30"x30"	LEFT LANE MUST TURN LEFT
D	R3-9B	24"x36"	CENTER LANE - LEFT TURN ONLY
E	R3-5L	30"x36"	LEFT TURN SIGN
F	R3-5R	30"x36"	RIGHT TURN SIGN
G	W1-7	48"x24"	LARGE DOUBLE ARROW SIGN
J	OM1-3	18"x18"	OBJECT MARKER
K	R1-2	36"x36"	YIELD
L	D3-4	96"x24"	STREET SIGN "US 422 →"
M	R5-1	36"x36"	DO NOT ENTER
N	R5-1A	36"x24"	WRONG WAY
P	D3-2	48"x18"	STREET SIGN "PA 724 EAST"
R	D3-2	48"x18"	STREET SIGN "PA 724 WEST"
S	R4-7	24"x30"	KEEP RIGHT SIGN
T	R10-3E	9"x15"	EDUCATIONAL PUSH BUTTON SIGN←
U	R10-3E	9"x15"	EDUCATIONAL PUSH BUTTON SIGN→
W	R3-7R	30"x30"	RIGHT LANE MUST TURN RIGHT
X	W11-2	30"x30"	PEDESTRIAN SIGN
Y	W16-7P	24"X18"	DIAGONAL DOWNWARD POINTING ARROW
Z	R10-10R	30"X36"	RIGHT TURN SIGNAL
AA	R3-9CP	24"x12"	BEGIN
BB	R3-9DP	24"x12"	END
CC	R10-12	30"x36"	LEFT TURN YIELD ON GREEN

SIGNAL INDICATIONS



SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS 5,6,7,8
ALL NEW SIGNAL HEADS TO BE ALUMINUM

LEGEND



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SYSTEM PERMIT # I-0040

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: NORTH COVENTRY TOWNSHIP
INTERSECTION: SCHUYLKILL ROAD (SR 0724) & ROUTE 422 ON/OFF-RAMPS

REVIEWED:

	DATE
KEVIN HENNESEY	8/9/16
MUNICIPAL OFFICIAL	DATE

RECOMMENDED:

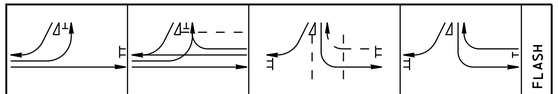
DAVID L ADAMS	8/12/16
A B PATEL	8/16/16
DISTRICT TRAFFIC ENGINEER	DATE

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SHEET 2 OF 3 | PERMIT # 62-3675 | FILE # 3675

FILE# 10/4/2021 4:31:04 PM JMoyerSz Traffic Planning and Design, Inc.

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM



PHASE	2+5				2+6				4					RAMP PREEMPTION				FLASH
INTERVAL / SIGNAL	1	2	3		4	5	6	7	8	9	10	11	12	13	14	15		
1,2,3	R	R	R		G	G	Y	R	R	R	R	R	R	R	R	R		Y
4	R	R	R		G	G	Y	R	R	R	R	R	R	R	R	R		OFF
5	G/G	Y①	R②		G	G	Y	R	R	R	R	R	R	R	R	R		Y
6	G	Y②	R②		G	G	Y	R	R	R	R	R	R	R	R	R		Y
7,8	R	R	R		R	R	R	R	G③	G	G	Y	R	G	Y	R		R
9,10	H	H	H		M	FH	H	H	H	H	H	H	H	H	H	H		OFF
11,12	H	H	H		H	H	H	H	M	M	FH	H	H	H	H	H		OFF
13,14	H	H	H		H	H	H	H	M	M	FH	H	H	H	H	H		OFF

FIXED		4	2			4	2			3	2			3	2
MINIMUM	3				15				3				46		
SEC/ACT					2										
MAX INT.					35										
PASSAGE	3				1**				3						
MAX 1	16				47				28				46		
MAX 2	7				47				28				46		
MAX 3									45						
MAX EXT.									10④						
PEDESTRIAN*	-				7 | 16				5 | 2 | 21						
MEMORY	NL				MN				NL						

REFER TO SYSTEM PERMIT #I-0040 FOR PROGRAM TIMINGS AND WEEKLY PROGRAM CHART

MAXIMUM EXTENSION NOTES:

MAXIMUM EXTENSION - (MAXIMUM GREEN EXTENSION) IF A GREEN INTERVAL IS TERMINATED DUE TO A VEHICLE EXTENSION MAX-OUT FOR TWO SUCCESSIVE CYCLES, THE MAX TIME IN EFFECT (MAX 1 OR MAX 2) IS AUTOMATICALLY EXTENDED BY SUCCESSIVE INCREMENTS OF MAX EXTENSION TIME (MAX EXT). MAX TIME INCREASES BY MAX EXT. EACH TIME THE PHASE MAXES-OUT, BUT STOPS ADDING MAX EXT. WHEN THE TOTAL MAX TIME IS EQUAL TO MAX 3. IF, HOWEVER, THE PHASE GAPS OUT ON TWO SUCCESSIVE CYCLES BEFORE MAX TIME REACH MAX 3, THE MAX TIMER IS RESET. WHEN MAX EXT. IS USED (MAX EXT>0), MAX 3 BECOMES THE MAXIMUM GREEN TIME AND MUST BE GREATER THAN MAX 1 OR MAX 2. WHEN MAX EXT IS NOT USED (MAX EXT=0), THE MAXIMUM GREEN TIME IS EQUAL TO THE SELECTED MAX TIMER (MAX 1 OR MAX 2, RESPECTIVELY).

* UPON PEDESTRIAN ACTUATION, OTHERWISE HAND SYMBOL AT ALL TIMES

- CONTROLLER TO DWELL IN PHASE 2+6 UNTIL ACTUATED BY PHASE 4, 2+5 OR RAMP PREEMPTION
- PEDESTRIAN COUNTDOWN TIMER TO COUNTDOWN DURING FLASHING HAND INTERVAL
- MAX 1 TO OPERATE 6-10 AM, MON-FRI
- MAX 2 TO OPERATE AT ALL OTHER TIMES

OPERATION NOTES

① G/G IF FOLLOWED BY 2+6
② G IF FOLLOWED BY 2+6
③ R IF ACTUATED BY PEDESTRIAN
④ SEE MAXIMUM EXTENSION NOTES

RAMP BACKUP PRE-EMPTION NOTES

- RAMP SPILL BACK LOOP DETECTORS CALL FOR RAMP PRE-EMPTION AFTER 10 SECONDS OF CONSTANT DETECTION.
- UPON ACTUATION OF THE RAMP BACKUP PRE-EMPTION, ALL GREEN INTERVALS EXCEPT THOSE FOR THE RAMPS SHALL TERMINATE, FOLLOWED BY THE APPROPRIATE CLEARANCE INTERVALS. INTERVAL 13 TO FOLLOW.
- ANY YELLOW INDICATIONS SHALL TIME OUT FOLLOWED BY ALL RED INTERVAL BEFORE GOING TO RAMP BACKUP PRE-EMPTION INTERVAL 13.
- ANY RED INDICATIONS SHALL TIME OUT BEFORE GOING TO RAMP BACKUP PRE-EMPTION INTERVAL 13.
- IF RAMP BACKUP PRE-EMPTION OCCURS DURING EMERGENCY FLASHING OPERATION, THE SIGNALS SHALL REMAIN FLASHING.
- UPON COMPLETION OF RAMP BACKUP PRE-EMPTION, PHASE 2+6 INTERVAL 4 SHALL FOLLOW.
- RAMP BACKUP PREEMPTION SHALL RECEIVE A LOWER PRIORITY THAN ANY ACTUATION FOR EMERGENCY VEHICLE PREEMPTION.
- IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSH BUTTON AND THE SIGNAL IS PREEMPTED DURING THE "MAN" INTERVAL, THE MAN INTERVAL SHALL TERMINATE IMMEDIATELY FOLLOWED BY THE "FLASHING HAND" INDICATION IN ITS ENTIRETY, FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES BEFORE PROCEEDING TO THE PREEMPTION PHASE.

**RADAR DILEMMA DETECTOR NOTES (ESTIMATED TIME OF ARRIVAL METHOD)

DENSITY:
RANGE OF DETECTION: STOP BAR TO 100 FEET
SPEED BOUNDARY: 5 MPH TO 30 MPH

DILEMMA ZONE:
ESTIMATED TIME OF ARRIVAL: MIN 2.5 SEC - MAX 5.5 SEC
RANGE OF DETECTION: STOP BAR TO 450 FEET
SPEED BOUNDARY: 27 MPH TO 100 MPH

CLEARVIEW 1W
12" UPPER CASE
9" LOWER CASE LETTERS

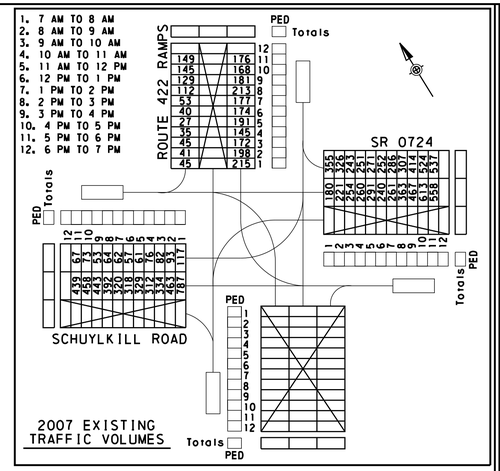
SIGN A (25% REDUCTION)
96"
24" Schuylkill Rd 4.4" 9" 12" 7.6"

CLEARVIEW 3W
12" UPPER CASE
9" LOWER CASE LETTERS

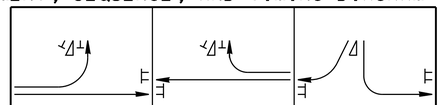
SIGN B
96"
24" US 422 4.4" 9" 12" 7.6"

SIGN L
96"
24" US 422 4.4" 9" 12" 7.6"

NOTE:
STREET NAME SIGNS TO HAVE GREEN BACKGROUND WITH WHITE LETTERS AND BORDER



EMERGENCY PRE-EMPTION PHASING
MOVEMENT, SEQUENCE, AND TIMING DIAGRAM



PHASE	2				6				4		
INTERVAL / SIGNALS	16	17	18		19	20	21		22	23	24
1,2,3	R	R	R		G	Y ⓑ	R ⓑ		R	R	R
4	R	R	R		G	Y ⓑ	R ⓑ		R	R	R
5	G/G	Y ⓐ	R ⓑ		R	R	R		R	R	R
6	G	Y ⓑ	R ⓑ		R	R	R		R	R	R
7,8	R	R	R		R	R	R		G	Y	R
9,10	H	H	H		H	H	H		H	H	H
11,12	H	H	H		H	H	H		H	H	H
13,14	H	H	H		H	H	H		H	H	H
FIXED	▲	4	2		▲	4	2		▲	3	2

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EMERGENCY PRE-EMPTION OPERATION NOTES

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ⓑ SIGNAL TO INDICATE G WHEN RETURNING TO NORMAL OPERATION

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CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

SYSTEM PERMIT # I-0040

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: NORTH COVENTRY TOWNSHIP
INTERSECTION: SCHUYLKILL ROAD (SR 0724) & ROUTE 422 ON/OFF-RAMPS

REVIEWED:

KEVIN HENNESEY — DATE 8/9/16
MUNICIPAL OFFICIAL — DATE

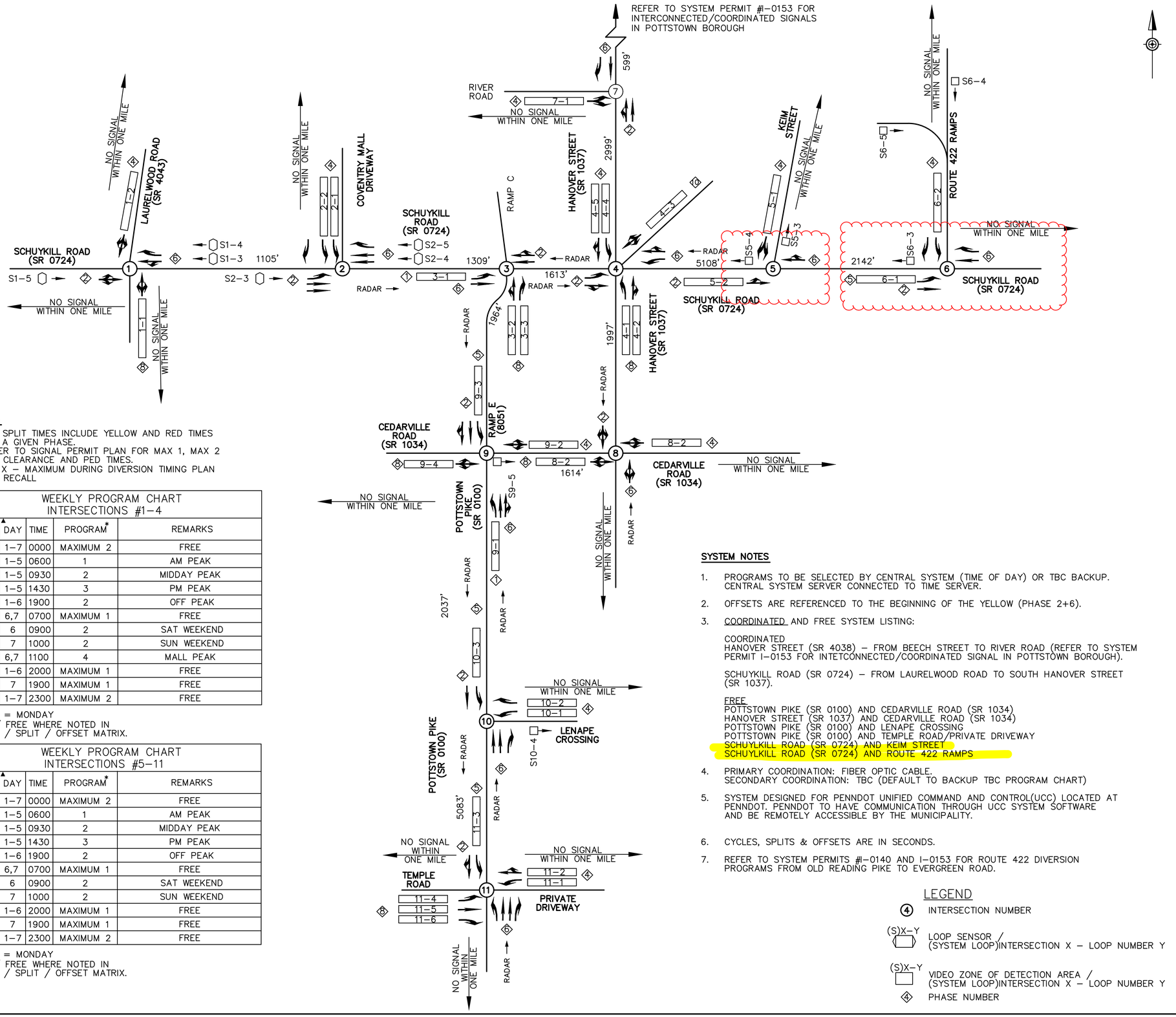
RECOMMENDED:
DAVID L ADAMS — 8/12/16

A B PATEL — 8/16/16
DISTRICT TRAFFIC ENGINEER — DATE

NO	REVISION	DES/ REVW	DATE	REVW	DATE	RECOM	DATE
1	SR 4031, PSS AS-BUILT	TPD/ PA		KPL	Digitally signed by KPL Date: 2021.10.26 17:17:19 -04'00'	LUTZ	Digitally signed by LUTZ Date: 2021.11.02 10:28:44 -04'00'
2							
3							
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SHEET 3 OF 3 | PERMIT # 62-3675 | FILE # 3675

$FILE$ 10/4/2021 4:32:26 PM JRouterSz Traffic Planning and Design, Inc.



NOTES:

- ALL SPLIT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE.
- REFER TO SIGNAL PERMIT PLAN FOR MAX 1, MAX 2 AND CLEARANCE AND PED TIMES. MAX X = MAXIMUM DURING DIVERSION TIMING PLAN
- * MAX RECALL

WEEKLY PROGRAM CHART
INTERSECTIONS #1-4

EVENT	▲DAY	TIME	PROGRAM*	REMARKS
1	1-7	0000	MAXIMUM 2	FREE
2	1-5	0600	1	AM PEAK
3	1-5	0930	2	MIDDAY PEAK
4	1-5	1430	3	PM PEAK
5	1-6	1900	2	OFF PEAK
6	6,7	0700	MAXIMUM 1	FREE
7	6	0900	2	SAT WEEKEND
8	7	1000	2	SUN WEEKEND
9	6,7	1100	4	MALL PEAK
10	1-6	2000	MAXIMUM 1	FREE
11	7	1900	MAXIMUM 1	FREE
12	1-7	2300	MAXIMUM 2	FREE

▲DAY 1 = MONDAY
* MAX / FREE WHERE NOTED IN CYCLE / SPLIT / OFFSET MATRIX.

WEEKLY PROGRAM CHART
INTERSECTIONS #5-11

EVENT	▲DAY	TIME	PROGRAM*	REMARKS
1	1-7	0000	MAXIMUM 2	FREE
2	1-5	0600	1	AM PEAK
3	1-5	0930	2	MIDDAY PEAK
4	1-5	1430	3	PM PEAK
5	1-6	1900	2	OFF PEAK
6	6,7	0700	MAXIMUM 1	FREE
7	6	0900	2	SAT WEEKEND
8	7	1000	2	SUN WEEKEND
9	1-6	2000	MAXIMUM 1	FREE
10	7	1900	MAXIMUM 1	FREE
11	1-7	2300	MAXIMUM 2	FREE

▲DAY 1 = MONDAY
* MAX / FREE WHERE NOTED IN CYCLE / SPLIT / OFFSET MATRIX.

SYSTEM NOTES

1. PROGRAMS TO BE SELECTED BY CENTRAL SYSTEM (TIME OF DAY) OR TBC BACKUP. CENTRAL SYSTEM SERVER CONNECTED TO TIME SERVER.
2. OFFSETS ARE REFERENCED TO THE BEGINNING OF THE YELLOW (PHASE 2+6).
3. COORDINATED AND FREE SYSTEM LISTING:

   COORDINATED
   HANOVER STREET (SR 4038) – FROM BEECH STREET TO RIVER ROAD (REFER TO SYSTEM PERMIT I-0153 FOR INTETCONNECTED/COORDINATED SIGNAL IN POTTSTOWN BOROUGH).

   SCHUYKILL ROAD (SR 0724) – FROM LAURELWOOD ROAD TO SOUTH HANOVER STREET (SR 1037).

   FREE
   POTTSTOWN PIKE (SR 0100) AND CEDARVILLE ROAD (SR 1034)
   HANOVER STREET (SR 1037) AND CEDARVILLE ROAD (SR 1034)
   POTTSTOWN PIKE (SR 0100) AND LENAPE CROSSING
   POTTSTOWN PIKE (SR 0100) AND TEMPLE ROAD/PRIVATE DRIVEWAY
   SCHUYLKILL ROAD (SR 0724) AND KEIM STREET
   SCHUYLKILL ROAD (SR 0724) AND ROUTE 422 RAMPS
4. PRIMARY COORDINATION: FIBER OPTIC CABLE.
   SECONDARY COORDINATION: TBC (DEFAULT TO BACKUP TBC PROGRAM CHART)
5. SYSTEM DESIGNED FOR PENNDOT UNIFIED COMMAND AND CONTROL(UCC) LOCATED AT PENNDOT. PENNDOT TO HAVE COMMUNICATION THROUGH UCC SYSTEM SOFTWARE AND BE REMOTELY ACCESSIBLE BY THE MUNICIPALITY.
6. CYCLES, SPLITS & OFFSETS ARE IN SECONDS.
7. REFER TO SYSTEM PERMITS #I-0140 AND I-0153 FOR ROUTE 422 DIVERSION PROGRAMS FROM OLD READING PIKE TO EVERGREEN ROAD.

LEGEND

- ④ INTERSECTION NUMBER
- (S)X-Y LOOP SENSOR / (SYSTEM LOOP)INTERSECTION X – LOOP NUMBER Y
- (S)X-Y VIDEO ZONE OF DETECTION AREA / (SYSTEM LOOP)INTERSECTION X – LOOP NUMBER Y
- ④ PHASE NUMBER

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

REFER TO TRAFFIC SIGNAL PERMIT DRAWING FOR INDIVIDUAL INTERSECTION OPERATION, GEOMETRY, PHASING AND CRITICAL TIMES.

FOR CONSTRUCTION AND INSPECTION THE SYSTEM PERMIT SHOULD ALWAYS BE ACCOMPANIED WITH TRAFFIC SIGNAL PERMIT DRAWING.

TEST THE SYSTEM AT LOCAL INTERSECTION LEVEL, SUBSYSTEM LEVEL MASTER CONTROLLER LEVEL AND PERSONAL COMPUTER REMOTE DIAL UP LEVEL.

GATHER THE SYSTEM FAILURE CRITICAL ALARMS REPORT AND ARCHIVE THEM WHERE APPLICABLE.

SET UP PENNDOT DISTRICT 6-0 COMPUTER WITH THE SYSTEM DATABASE AND GRAPHICS. MODIFY THE DATABASE AND GRAPHICS FOR SYSTEMS REVISIONS.

ASSIGN LOOP DETECTORS AND PROGRAM THE CONTROLLERS TO GATHER TRAFFIC VOLUMES IN 15 MINUTE INTERVALS, WHERE APPLICABLE.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

OBTAIN POLE ATTACHMENT PERMIT FOR AERIAL FIBER OPTIC INSTALLATION.

MAINTAIN MASTER CONTROLLER COMMUNICATION SUCH AS PHONE DROPS.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

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SYSTEM PERMIT PLAN

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: NORTH COVENTRY TOWNSHIP
INTERSECTION: HANOVER STREET (SR 4038), SCHUYLKILL ROAD (SR 0724) AND POTTSTOWN PIKE (SR 0100)

REVIEWED:

DATE

Erica Baldorf — 1/14/2025
MUNICIPAL OFFICIAL — DATE

RECOMMENDED:

A.B. PATEL/M. KRAY — 6/18/03

L.R. BELMONTE — 6/25/03
DISTRICT TRAFFIC ENGINEER — DATE

NO.	REVISION	DES./REVW.	DATE	REVW.	DATE	RECOM.	DATE
1	ADDED INT OF S HANOVER ST & CEDARVILLE RD	TPD / SHG		ABP	10/07/03	LRB	10/20/03
2	CHANGE PHASING AT INT 1; CHANGE TIMINGS	TPD		DLA	8/12/16	ABP	8/16/16
3	SR 4031, PSS AS-BUILT	TPD	5/10/21	KPL	10/26/21	LUTZ	11/02/21
4	ADD VIDEO DET. & RADAR AT INTS 3, 4, 8, 9 & 10	BWMN		MEW	Digitally signed by Mike Wilson Date: 2025.01.31 10:48:13 -05'00'	KPL	Digitally signed by Kyle Pfeil Date: 2025.01.31 10:48:13 -05'00'
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SHEET 1 OF 4 — PERMIT # I-0040

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WEEKLY TIMING PROGRAMS

CYCLE / SPLIT / OFFSET

	PROGRAM 1=AM PEAK		PHASE										CYCLE	OFFSET
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
11	POTTSTOWN PIKE (SR 0100) / TEMPLE ROAD	2089											–	FREE
10	POTTSTOWN PIKE (SR 0100) / LENAPE CROSSING	3368											–	FREE
9	POTTSTOWN PIKE (SR 0100) / CEDARVILLE ROAD	2433											–	FREE
8	HANOVER STREET (SR 4038) / CEDARVILLE ROAD	3386											–	FREE
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		55		35		55					90	52
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675											–	FREE
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250											–	FREE
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		35		42		35		42		13(SPLIT)	90	74
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	30(LEAD)	37				67		23			90	74
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		53		37		53					90	86
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		58		32		58		32			90	68
	PROGRAM 2=MIDDAY/OFF PEAK		PHASE										CYCLE	OFFSET
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
11	POTTSTOWN PIKE (SR 0100) / TEMPLE ROAD	2089											–	FREE
10	POTTSTOWN PIKE (SR 0100) / LENAPE CROSSING	3368											–	FREE
9	POTTSTOWN PIKE (SR 0100) / CEDARVILLE ROAD	2433											–	FREE
8	HANOVER STREET (SR 4038) / CEDARVILLE ROAD	3386											–	FREE
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		52		38		52					90	59
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675											–	FREE
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250											–	FREE
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		31		31		31		31		13(SPLIT)	75	55
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	32(LEAD)	25				57		18			75	71
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		35		40		35					75	31
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		40		35		40		35			75	33
	PROGRAM 3=PM PEAK		PHASE										CYCLE	OFFSET
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
11	POTTSTOWN PIKE (SR 0100) / TEMPLE ROAD	2089											–	FREE
10	POTTSTOWN PIKE (SR 0100) / LENAPE CROSSING	3368											–	FREE
9	POTTSTOWN PIKE (SR 0100) / CEDARVILLE ROAD	2433											–	FREE
8	HANOVER STREET (SR 4038) / CEDARVILLE ROAD	3386											–	FREE
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		53		37		53					90	49
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675											–	FREE
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250											–	FREE
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		32		30		32		30		13(SPLIT)	75	63
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	30(LEAD)	25				55		20			75	71
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		37		38		37					75	5
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		46		29		46		29			75	23
	PROGRAM 4=MALL PEAK		PHASE										CYCLE	OFFSET
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		27		25		27		25		13(SPLIT)	65	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	23(LEAD)	22				45		20			65	4
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		38		27		38					65	8
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		41		24		41		24			65	59

DIVERSION TIMING PROGRAMS

CYCLE / SPLIT / OFFSET

	PROGRAM 7=Rt 422 Eastbound Diversion–Old Reading Pike to PA 100		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		47		40		47		40		13(SPLIT)	100	88
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	53(LEAD)	32				85		15			100	83
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		68		32		68					100	37
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		72		28		72		28			100	23
	PROGRAM 8=Rt 422 Westbound Diversion–Old Reading Pike to PA 100		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		55		52		55		52		13(SPLIT)	120	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	51(LEAD)	47				98		22			120	118
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		88		32		88					120	15
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		89		31		89		31			120	25
	PROGRAM 9=Rt 422 Bi–Directional Diversion–Old Reading Pike to PA 100		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		67		40		67		40		13(SPLIT)	120	107
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	67(LEAD)	35				102		18			120	82
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		88		32		88					120	38
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		92		28		92		28			120	34

NOTE: ALL MAX SPLIT TIMES INCLUDE GREEN+YELLOW+RED.

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GATHER THE SYSTEM FAILURE CRITICAL ALARMS REPORT AND ARCHIVE THEM WHERE APPLICABLE.

SET UP PENNDOT DISTRICT 6-0 COMPUTER WITH THE SYSTEM DATABASE AND GRAPHICS. MODIFY THE DATABASE AND GRAPHICS FOR SYSTEMS REVISIONS.

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SYSTEM PERMIT PLAN

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: NORTH COVENTRY TOWNSHIP
INTERSECTION: HANOVER STREET (SR 4038), SCHUYLKILL ROAD (SR 0724) AND POTTSTOWN PIKE (SR 0100)

REVIEWED:

DATE

Eric Eatdorf 1/14/2025
MUNICIPAL OFFICIAL DATE

RECOMMENDED:

A.B. PATEL/M. KRAY 6/18/03

L.R. BELMONTE 6/25/03
DISTRICT TRAFFIC ENGINEER DATE

NO.	REVISION	DES./ REVW.	DATE	REVW.	DATE	RECOM.	DATE
1	ADDED INT OF S HANOVER ST & CEDARVILLE RD	TPD / SHG		ABP	10/07/03	LRB	10/20/03
2	CHANGE PHASING AT INT 1; CHANGE TIMINGS	TPD		DLA	8/12/16	ABP	8/16/16
3	SR 4031, PSS AS-BUILT	TPD	5/10/21	KPL	10/26/21	LUTZ	11/02/21
4	ADD VIDEO DET. & RADAR AT INTS 3, 4, 8, 9 & 10	BWMN		MEW		KPL	Digitally signed by Date: 2025.01.31
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7							
8							

SHEET 2 OF 4 PERMIT # 1-0040

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	PROGRAM 11=Rt 422 Eastbound Diversion–PA 100 to Hanover Street					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		85		22		85		22		13(SPLIT)	120	24
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	21(LEAD)	82				103		17			120	11
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	18
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	4
	PROGRAM 12=Rt 422 Westbound Diversion–PA 100 to Hanover Street					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED			
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		79		41		79					120	58
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		31		76		31		76		13(SPLIT)	120	10
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	35(LEAD)	72				107		13			120	1
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	31
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	28
	PROGRAM 13=Rt 422 Bi–Directional Diversion–PA 100 to Hanover Street					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		79		41		79					120	110
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		67		40		67		40		13(SPLIT)	120	20
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	30(LEAD)	77				107		13			120	0
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	27
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	27
	PROGRAM 15=Rt 422 Eastbound Diversion–Hanover Street to Keim Street					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		59		31		59					90	49
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		117		33	69(LEAD)	48					150	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		117		33	24	93					150	39
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		67		40		67		40		13(SPLIT)	120	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	21(LEAD)	78				99		21			120	96
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	113
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	119
	PROGRAM 16=Rt 422 Westbound Diversion–Hanover Street to Keim Street					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED			
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		83		37		83					120	101
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		66		34	13(LEAD)	53					100	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		96		24	21(LEAD)	75					120	0
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		61		45		61		45		14(SPLIT)	120	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	30(LEAD)	60				90		30*			120	26
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		62		58		62					120	44
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		75		45		75		45			120	54
	PROGRAM 17=Rt 422 Bi–Directional Diversion–Hanover Street to Keim Street					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		83		37		83					120	69
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		87		33	48(LEAD)	39					120	13
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		95		25	21(LEAD)	74					120	119
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		65		42		65		42		13(SPLIT)	120	82
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	27(LEAD)	80				107		13			120	108
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	2
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	8
	PROGRAM 19=Rt 422 Eastbound Diversion–Keim Street to Schuylkill Road (PA 724)					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		65		35		65					100	53
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		87		33	48(LEAD)	39					120	27
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		65		55	22(LEAD)	43					120	0
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		67		40		67		40		13(SPLIT)	120	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	33(LEAD)	66				99		21			120	0
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	10
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		75		45		75		45			120	20
	PROGRAM 20=Rt 422 Westbound Diversion–Keim Street to Schuylkill Road (PA 724)					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED			
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		69		31		69					100	73
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		66		34	13(LEAD)	53					100	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		121		29	21(LEAD)	100					150	0
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		32		50		32		50		13(SPLIT)	95	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	37(LEAD)	37				74		21			95	8
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		48		47		48					95	27
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		58		37		58		37			95	45
	PROGRAM 21=Rt 422 Bi–Directional Diversion–Keim Street to Schuylkill Road (PA 724)					PHASE							CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		83		37		83					120	114
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		87		33	48(LEAD)	39					120	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		79		41	21(LEAD)	58					120	115
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		63		44		63		44		13(SPLIT)	120	94
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	39(LEAD)	62				101		19			120	106
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	14
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	14

NOTE: ALL MAX SPLIT TIMES INCLUDE GREEN+YELLOW+RED.

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SYSTEM PERMIT PLAN

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER

MUNICIPALITY: NORTH COVENTRY TOWNSHIP

INTERSECTION: HANOVER STREET (SR 4038), SCHUYLKILL ROAD (SR 0724) AND POTTSTOWN PIKE (SR 0100)

REVIEWED:

DATE

Brian Burdorf — 1/14/2025
MUNICIPAL OFFICIAL — DATE

RECOMMENDED:

A.B. PATEL/M. KRAY — 6/18/03

L.R. BELMONTE — 6/25/03
DISTRICT TRAFFIC ENGINEER — DATE

NO.	REVISION	DES./ REVW.	DATE	REVW.	DATE	RECOM.	DATE
1	ADDED INT OF S HANOVER ST & CEDARVILLE RD	TPD / SHG		ABP	10/07/03	LRB	10/20/03
2	CHANGE PHASING AT INT 1; CHANGE TIMINGS	TPD		DLA	8/12/16	ABP	8/16/16
3	SR 4031, PSS AS-BUILT	TPD	5/10/21	KPL	10/26/21	LUTZ	11/02/21
4	ADD VIDEO DET. & RADAR AT INTS 3, 4, 8, 9 & 10	BWMN		MEW	Digitally signed by MEW Date: 2024.01.31 13:49:26 -05'00'	KPL	Digitally signed by KPL Date: 2024.01.31 13:49:50 -05'00'
5							
6							
7							
8							

SHEET 3 OF 4

PERMIT # 1-0040

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	PROGRAM 23=Rt 422 Eastbound Diversion–Schuylkill Road (PA 724) to Armand Hammer Boulevard		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		87		33		87					120	31
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		67		33	13(LEAD)	54					100	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		74		46	21(LEAD)	53					120	0
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		85		22		85		22		13(SPLIT)	120	33
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	21(LEAD)	86				107		13			120	31
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	17
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	22
	PROGRAM 24=Rt 422 Westbound Diversion–Schuylkill Road (PA 724) to Armand Hammer Boulevard		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED			
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		92		28		92					120	16
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		31		76		31		76		13(SPLIT)	120	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	35(LEAD)	72				107		13			120	102
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		80		40		80					120	21
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		80		40		80		40			120	7
	PROGRAM 25=Rt 422 Bi–Directional Diversion–Schuylkill Road (PA 724) to Armand Hammer Boulevard		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
7	HANOVER STREET (SR 1037) / RIVER RD.	2598		92		28		92					120	14
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		67		33	13(LEAD)	54					100	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		74		46	21(LEAD)	53					120	0
4	SCHUYLKILL RD. (SR 0724) / HANOVER STREET (SR 4038)	0057		52		55		52		55		13(SPLIT)	120	0
3	SCHUYLKILL RD. (SR 0724) / RAMP E	3269	30(LEAD)	77				107		13			120	104
2	SCHUYLKILL RD. (SR 0724) / COVENTRY MALL	1346		62		58		62					120	9
1	SCHUYLKILL RD. (SR 0724) / LAURELWOOD RD.	2624		75		45		75		45			120	4
	PROGRAM 27=Rt 422 Eastbound Diversion–Armand Hammer Boulevard to Evergreen Road		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		87		33	13(LEAD)	74					120	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		74		46	21(LEAD)	53					120	0
	PROGRAM 28=		PHASE										CYCLE	OFFSET#1
	INTENTIONALLY BLANK	FILE #	1	2	3	4	5	6	7	8	PED	10		
	PROGRAM 29=Rt 422 Bi–Directional Diversion–Armand Hammer Boulevard to Evergreen Road		PHASE										CYCLE	OFFSET#1
	INTERSECTIONS	FILE #	1	2	3	4	5	6	7	8	PED	10		
6	SCHUYLKILL RD. (SR 0724) / ROUTE 422 RAMPS	3675		87		33	13(LEAD)	74					120	0
5	SCHUYLKILL RD. (SR 0724) / KEIM ST.	0250		74		46	21(LEAD)	53					120	0

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER

MUNICIPALITY: NORTH COVENTRY TOWNSHIP

INTERSECTION: HANOVER STREET (SR 4038), SCHUYLKILL ROAD (SR 0724) AND POTTSTOWN PIKE (SR 0100)

REVIEWED:

DATE

Erica Puttlorf — 1/14/2025
MUNICIPAL OFFICIAL — DATE

RECOMMENDED:

A.B. PATEL/M. KRAY 6/18/03

L.R. BELMONTE 6/25/03
DISTRICT TRAFFIC ENGINEER — DATE

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2	CHANGE PHASING AT INT 1; CHANGE TIMINGS	TPD		DLA	8/12/16	ABP	8/16/16
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4	ADD VIDEO DET. & RADAR AT INTS 3, 4, 8, 9 & 10	BWMN		MEW	Digitally signed by MEW Date: 2025.01.31 11:04:42 -05'00'	KPL	Digitally signed by KPL Date: 2025.01.31
5							
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7							
8							

SHEET 4 OF 4

PERMIT # 1-0040

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Appendix G

Equivalent Residential Unit Calculations and Coordination

Appendix G - Equivalent Residential Unit Calculations and Coordination

Equivalent Residential Unit Calculation Matrix

Metric	Bellewood Country Club	Schuylkill River Trail
Activity / site	Bellewood Country Club	Schuylkill River Trail
NAC category	C	C
Use source	Bellewood facility outreach; 90 players/day, 4 hours/player, 200+ days/year source range	SRT outreach; Chester section proxy of 75,000 trips/year
Final annualization / dwell time	250 days/year adopted for final Bellewood-friendly annual normalization	3 minutes per one-way pass
Project-exposed geometry basis	Holes 14 and 16 full plus 0.50 of hole 15 = 2.5/18 exposed share	Default retained project trail receivers C-01 through C-12
Daily person-hours	90 x 4 = 360	75,000 / 365 x 3/60 = 10.2739726
Annual person-hours before geometry allocation	360 x 250 = 90,000	3,750
ERU denominator	13,578 person-hours/year	13,578 person-hours/year
Raw ERU before geometry allocation	90,000 / 13,578 = 6.6283694211	3,750 / 13,578 = 0.2761820592
Geometry allocation	6.6283694211 x 2.5/18 = 0.9206068640	0.2761820592 total trail-use package
Retained / applied points	19 retained Bellewood points	12 retained SRT points
Applied ERU per point	0.9206068640 / 19 = 0.0484529928	0.2761820592 / 12 = 0.0230151716
Rounded report value	0.0485 ERU per retained point; 0.9206 total exposed raw ERU	0.023 ERU per retained point; 0.276 total trail package

Calculation Detail

Site	Step	Formula	Value	Unit
Bellewood Country Club	Daily player-hours	90 players/day x 4 hours/player	360	person-hours/day
Bellewood Country Club	Annual player-hours	360 x 250 days/year	90000	person-hours/year
Bellewood Country Club	Full-course raw ERU	90,000 / 13,578	6.6283694211	ERU
Bellewood Country Club	Exposed share	(1.00 + 1.00 + 0.50) / 18	0.1388888889	share
Bellewood Country Club	Exposed annual player-hours	90,000 x 2.5 / 18	12500	person-hours/year
Bellewood Country Club	Total exposed raw ERU	12,500 / 13,578	0.920606864	ERU
Bellewood Country Club	Applied per-point ERU	0.9206068640 / 19	0.0484529928	ERU/point
Schuylkill River Trail	Daily person-hours	75,000 trips/year / 365 x 3 minutes / 60	10.2739726027	person-hours/day
Schuylkill River Trail	Annual person-hours	75,000 x 3 minutes / 60	3750	person-hours/year
Schuylkill River Trail	Total raw ERU	3,750 / 13,578	0.2761820592	ERU
Schuylkill River Trail	Applied per-point ERU	0.2761820592 / 12	0.0230151716	ERU/point

Vacant Parcel Coordination Summary

Parcel ID	UPI	Address / location	Land use	X	Y	Coordination / screening summary
1704E0089010	17-4E-89.1	SS & REAR OF E SCHUYLKILL, LOT 2A	V-10 Vacant Land Residential	2559418.75	334052.06	Township response identified no open building permit for this parcel.
1703 0034010	17-3-34.1	501 S KEIM ST	V-10 Vacant Land Residential	2556464.25	336101.03	Township response identified no open building permit; flood-area constraints were noted.
1704E0013000	17-4E-13	877 E SCHUYLKILL RD	V-10 Vacant Land Residential	2558141.75	334721.53	Township response identified no open building permit; slope and variance considerations were noted.
1704E0049000	17-4E-49	1009 E SCHUYLKILL RD	V-10 Vacant Land Residential	2559210.50	334512.09	Township response identified no open building permit; setback considerations were noted.
1704E0089000	17-4E-89	1120 SCHERFEL BL	V-10 Vacant Land Residential	2559396.75	333970.22	Township response identified no open building permit; setback considerations were noted.

External Coordination

External Coordination 1: [EXTERNAL] RE: Membership Inquiry Form

Subject: [EXTERNAL] RE: Membership Inquiry Form
From: Grove Smith <GSmith@bellewoodgolf.com>
To: "Margherita, Steven" <Steven.Margherita@jacobs.com>
Date: Thu, 03 Jul 2025 16:41:20 +0000

Both locations are in play on the golf course, particularly M-02, which is right in front of the tee box. If they were both to be moved inside the tree line, closer to 422, it wouldn’t be a problem.

Golfers won't reach that hole location until roughly 11:00.

Kind Regards,

Grove Smith
General Manager
Bellewood Country Club
400 East Schuylkill Road
North Coventry, Pa. 19465
610-718-9100 (star)225
www.bellewoodgolf.com<http://www.bellewoodgolf.com/>

From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Monday, June 30, 2025 1:56 PM
To: Grove Smith <GSmith@bellewoodgolf.com>
Subject: Re: Membership Inquiry Form

Mr. Smith,

We have two sites planned that we would like to do on the golf course. What these monitoring sites would consist of is a technician setting up a noise meter on a 5-foot tripod and recording the traffic noise levels caused by close proximity to the PA 422. Each monitoring session lasts for 20 minutes, and I am planning for the two sites to happen simultaneously, so I do not foresee our people needing to be at the golf course for much more than a half hour. Furthermore, while I can still not provide an exact date or time, we are looking to do our monitoring in July, on a weekday between 9 AM and 5 PM. I apologize for not being more precise, I will let you know exactly what date we decide on as soon as I can.

Attached are the two locations of our planned monitoring sites and a visual example of what our monitoring site will look like when set up. As you can see we are planning to set up in such a way so as not to interfere with the normal business of the golf course. If you see any problems with the locations as shown or if you think there will be any conflicts with planned events at the golf course, we can discuss moving around my plans in order to avoid any disruptions.

Thank you again for your help and patience

_____
From: Grove Smith <GSmith@bellewoodgolf.com>
Sent: Saturday, June 28, 2025 2:35 PM
To: Margherita, Steven <Steven.Margherita@jacobs.com>
Subject: [EXTERNAL] RE: Membership Inquiry Form

I would appreciate receiving a more precise date for the visit, along with information regarding the activities involved and the expected duration of the event. We have several upcoming events for our members and their guests that I would prefer

I would appreciate receiving a more precise date for the visit, along with information regarding the activities involved and the expected duration of the event. We have several upcoming events for our members and their guests that I would prefer to avoid conflicts with during their round of golf.

Kind Regards,

Grove Smith

General Manager

Bellewood Country Club

400 East Schuylkill Road

North Coventry, Pa. 19465

610-718-9100 (star)225

www.bellewoodgolf.com<>

From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Thursday, June 26, 2025 4:15 PM
To: Grove Smith <GSmith@bellewoodgolf.com>
Subject: Re: Membership Inquiry Form

Thanks so much for your response. This is exactly what we needed to know. Any problem with us visiting for field monitoring, as mentioned in my previous email? We still don't have a firm date, but we expect to be doing our field visit in July. Let me know if you would like more information on what we would be doing, we certainly will not need to interfere with anyone's golf game or your normal operations.

Thanks again,

Steven

_____

From: Grove Smith <GSmith@bellewoodgolf.com>
Sent: Tuesday, June 17, 2025 2:51 PM
To: Margherita, Steven <Steven.Margherita@jacobs.com>
Subject: [EXTERNAL] RE: Membership Inquiry Form

See rough estimates below. Kind Regards, Grove Smith General Manager Bellewood Country Club 400 East Schuylkill Road North Coventry, Pa. 19465 610-718-9100 (star)225 www. bellewoodgolf. com From: Margherita, Steven <Steven. Margherita@ jacobs. com>

See rough estimates below.

Kind Regards,

Grove Smith

General Manager

Bellewood Country Club

400 East Schuylkill Road

North Coventry, Pa. 19465

610-718-9100 (star)225

www.bellewoodgolf.com<>

From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Wednesday, June 11, 2025 3:49 PM
To: Grove Smith <GSmith@bellewoodgolf.com>
Subject: Re: Membership Inquiry Form

Mr. Smith,

Thank you for your prompt response.

In particular we need to know how many rounds of golf are played on the golf course on average per day-Avg 90 players a day, how many persons are in an average golfing group- Avg players in group 3, how many hours does a round of golf last on average- Avg time per round 4 hours, and how many days per year is the golf course open. The course is open 11 months, but weather may render the course unplayable- snow/ice/cold. I would say 200+ days.

As I said, this is for a Traffic Noise study that we are performing in North Coventry. As a part of this study, we also perform traffic noise monitoring in person at the project location. Could we get Bellewood's consent to enter the golf course and set up near the highway for about a half hour? The date for this noise monitoring is still TBD, but would likely be within the next month or two.

Thank you for your time,

Steven Margherita | Urban Planner

Steven.margherita@jacobs.com

(201) 956-9746

_____

From: Grove Smith <GSmith@bellewoodgolf.com>
Sent: Wednesday, June 11, 2025 3:40 PM
To: Margherita, Steven <Steven.Margherita@jacobs.com>
Subject: [EXTERNAL] RE: Membership Inquiry Form

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

What do you need for Bellewood?

Kind Regards,

Grove Smith

General Manager

Bellewood Country Club

400 East Schuylkill Road

North Coventry, Pa. 19465

610-718-9100 (star)225

www.bellewoodgolf.com<>

From: gsmith@bellewoodgolf.com <gsmith@bellewoodgolf.com>
Sent: Tuesday, June 10, 2025 11:18 AM
To: Grove Smith <GSmith@bellewoodgolf.com>
Subject: Membership Inquiry Form

MembershipID: 24236

Comments: Hello, We are conducting a traffic noise study on behalf of the Pennsylvania Dept of Transportation on US 422 adjacent to Bellewood.
Please write my email so we can talk further.

Name: Steven Margherita

Email Address: steven.margherita@jacobs.com

Phone: 2019569746

I am interested in: General Information

Security code: false

Form inserted: 6/10/2025 11:17:30 AM

Form updated: 6/10/2025 11:17:30 AM

[https://outlook.office.com/mail/id/AAQkAGZiNjU2ZmQ4LTE3MmUtNDZjYi05MGI4LWQ4OTE0Y2JmMjgwMAAQAMMUKplXullNu7AEBtVccwM%3D?nativeVersion=1.2025.527.300]

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External Coordination 2: [EXTERNAL] Schuylkill River Trail Traffic question

Subject: [EXTERNAL] Schuylkill River Trail Traffic question
From: Jacob Gardner <JGardner@schuylkillriver.org>
To: "Steven.Margherita@jacobs.com" <Steven.Margherita@jacobs.com>
Date: Tue, 10 Jun 2025 17:54:28 +0000

Hello,
I can only last year's usage from around the bridge and some internal estimates but nothing official. SRG does not own or manage the trail in Montgomery or Chester Counties and instead the counties own their own sections. SRG helps if they ask for it with anything, but we focus most of our efforts in Berks and Schuylkill Counties where we are building and maintaining our own sections of trail.

We had a trail counter at the RR crossing on the south side of Pottstown (https://maps.app.goo.gl/zuWrwRwmPz3yqf1fA) from 4/5/24-08/15/24. This is roughly the entire official trail season and the busiest time of the year for trail use although the trail can be used all year. During this time frame we counted 10,883 trips past the counter and a trip being when someone passes in front of the counter once. If you would like trail usage counts for the other side of the river you will need to reach out to Chester County Parks and Recreation.

We expect the trail usage to increase dramatically through this area once the bridge over the river parallel to 422 is completed. Right now, someone using the trail will travel down it and hit a wall and need to turn around but once completed trips over the river, commuting to work, and other activities will increase along this section of trail as they have done on other sections of the SRT in the past. The Towpath section of trail through Chester County just on the other side of the river is extremely busy and a favorite of many trail users. It is expected many users will travel west from towpath and cross over the bridge once completed.

The trail in Montgomery County will hopefully be completed in the summer of 2026. That's about all I know, however, if you would like more information on that you will need to reach out to Montgomery County.

Sorry I can not be more helpful,
Jacob

Jacob Gardner
Trails Program Manager
140 College Drive
Pottstown, PA 19464
Office: (484) 945-0200
http://WWW.SCHUYLKILLRIVER.ORG <http://www.schuylkillriver.org/ >
Schuylkill River Greenways, NHA is a non-profit organization that promotes the Schuylkill River, its watershed and the Schuylkill River Trail. Our mission is to connect residents, visitors and communities to the River and the Trail by serving as a catalyst for civic engagement and economic development in order to foster stewardship of the watershed and its heritage. To learn more and receive our newsletter, please visit http://www.schuylkillriver.org <http://www.schuylkillriver.org/ >.
<https://web.cvent.com/event/03a9f215-d9fc-4523-8a77-f724e8d694c8/summary >

External Coordination 3: [EXTERNAL] RE: Schuylkill River Trail Traffic question

Subject: [EXTERNAL] RE: Schuylkill River Trail Traffic question
From: Kent Himelright <KHimelright@schuylkillriver.org>
To: "Margherita, Steven" <Steven.Margherita@jacobs.com>
Cc: Jacob Gardner <JGardner@schuylkillriver.org>, Julia Hurle <jhurle@schuylkillriver.org>
Date: Wed, 11 Jun 2025 18:00:07 +0000

Correct. That was over 75,000 trips in one year.

SRG does not have any officially projections on trail use increases, but we too anticipate more usage once all sections are complete.

Kent Himelright
Trails Director
140 College Drive
Pottstown, PA 19464
(484) 945-0200 office
WWW.<http://www.schuylkillriver.org/ >SCHUYLKILLRIVER<http://www.schuylkillriver.org/ >.ORG<http://www.schuylkillriver.org/ >

http://WWW.SCHUYLKILLRIVER.ORG <http://www.schuylkillriver.org/ > Schuylkill River Greenways, NHA is a non-profit organization that promotes the Schuylkill River, its watershed and the Schuylkill River Trail. Our mission is to connect residents, visitors and communities to the River and the Trail by serving as a catalyst for civic engagement and economic development in order to foster stewardship of the watershed and its heritage. To learn more and receive our newsletter, please visit http://www.schuylkillriver.org <http://www.schuylkillriver.org/ >.

<https://web.cvent.com/event/03a9f215-d9fc-4523-8a77-f724e8d694c8/summary >

From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Wednesday, June 11, 2025 1:51 PM
To: Kent Himelright <KHimelright@schuylkillriver.org>
Cc: Jacob Gardner <JGardner@schuylkillriver.org>; Julia Hurle <jhurle@schuylkillriver.org>
Subject: Re: Schuylkill River Trail Traffic question

Thank you both for your help and prompt responses. Is that 75,000 trips in a year or since the trail opened?
Also, I do not need exact information on the opening of the Chester County portion of the trail, knowing that it is still planned to be completed within the next few years is enough to be considered for this noise project. Are there any projections on what the traffic will be over this portion of the Trail once the Chester portion is complete? I imagine it will increase as people will be able to walk or bike to and from Pottstown.

_____
From: Kent Himelright <KHimelright@schuylkillriver.org>
Sent: Wednesday, June 11, 2025 1:45 PM
To: Margherita, Steven <Steven.Margherita@jacobs.com>
Cc: Jacob Gardner <JGardner@schuylkillriver.org>; Julia Hurle <jhurle@schuylkillriver.org>
Subject: [EXTERNAL] RE: Schuylkill River Trail Traffic question

Good Afternoon Steven, I believe Chester County Parks maintains a trail counter on the SRT south of the location you are describing. Andrew McMullen (amcmullen@ chesco. org) is the Parks and Trails Manager for Chester County. We have seen totals

Good Afternoon Steven,

I believe Chester County Parks maintains a trail counter on the SRT south of the location you are describing. Andrew McMullen (amcmullen@chesco.org) is the Parks and Trails Manager for Chester County. We have seen totals of up to 75,000 trips (counts both ingress and egress as a separate trips) on that particular section of the SRT.

The Montgomery County 422 connection has been delayed. Donna Fabry donna.fabry@montgomerycountypa.gov is the point of contact for that particular project.

Kent Himelright

Trails Director

140 College Drive

Pottstown, PA 19464

(484) 945-0200 office

WWW.<http://www.schuylkillriver.org/>SCHUYLKILLRIVER<http://www.schuylkillriver.org/>.ORG<http://www.schuylkillriver.org/>

http://WWW.SCHUYLKILLRIVER.ORG <http://www.schuylkillriver.org/> Schuylkill River Greenways, NHA is a non-profit organization that promotes the Schuylkill River, its watershed and the Schuylkill River Trail. Our mission is to connect residents, visitors and communities to the River and the Trail by serving as a catalyst for civic engagement and economic development in order to foster stewardship of the watershed and its heritage. To learn more and receive our newsletter, please visit http://www.schuylkillriver.org <http://www.schuylkillriver.org/>.

<https://web.cvent.com/event/03a9f215-d9fc-4523-8a77-f724e8d694c8/summary>

From: Info <info@schuylkillriver.org>
Sent: Tuesday, June 10, 2025 1:16 PM
To: Kent Himelright <KHimelright@schuylkillriver.org>; Jacob Gardner <JGardner@schuylkillriver.org>; Julia Hurle <jhurle@schuylkillriver.org>
Subject: FW: Schuylkill River Trail Traffic question

From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Tuesday, June 10, 2025 11:21 AM
To: Info <info@schuylkillriver.org>
Subject: Schuylkill River Trail Traffic question

You don't often get email from steven.margherita@jacobs.com. Learn why this is important<https://aka.ms/LearnAboutSenderIdentification>

Hello,

We are conducting a traffic noise study in North Coventry on behalf of PennDoT, and one of the areas we are looking at contains a portion of the Schuylkill River Trail. In particular, where it begins crossing the US 422 Schuylkill River bridge. My question is if there is any current or projected pedestrian or cyclist traffic numbers on the River Trail. Since the trail is classified under Noise Category C according to the PennDoT Traffic Noise guidelines, we need to take it into consideration and part of the calculation involved includes the average daily people per day using the section of the trail. Any information that could be provided on daily traffic would be greatly appreciated.

Also, is it known when Montgomery County’s portion of the trail will be completed?

Thank you for your time,

Steven Margherita | Urban Planner

Steven.margherita@jacobs.com

(201) 956-9746

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External Coordination 4: Re: Schuylkill River Trail Traffic question

Subject: Re: Schuylkill River Trail Traffic question
From: "Margherita, Steven" <Steven.Margherita@jacobs.com>
To: Kent Himelright <KHimelright@schuylkillriver.org>
Cc: Jacob Gardner <JGardner@schuylkillriver.org>, Julia Hurle <jhurle@schuylkillriver.org>
Date: Wed, 11 Jun 2025 17:51:24 +0000

Good Afternoon Steven,

I believe Chester County Parks maintains a trail counter on the SRT south of the location you are describing. Andrew McMullen (amcmullen@chesco.org) is the Parks and Trails Manager for Chester County. We have seen totals of up to 75,000 trips (counts both ingress and egress as a separate trips) on that particular section of the SRT.

The Montgomery County 422 connection has been delayed. Donna Fabry donna.fabry@montgomerycountypa.gov is the point of contact for that particular project.

Kent Himelright

Trails Director

140 College Drive

Pottstown, PA 19464

(484) 945-0200 office

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WWW.SCHUYLKILLRIVER.ORG<http://www.schuylkillriver.org/> Schuylkill River Greenways, NHA is a non-profit organization that promotes the Schuylkill River, its watershed and the Schuylkill River Trail. Our mission is to connect residents, visitors and communities to the River and the Trail by serving as a catalyst for civic engagement and economic development in order to foster stewardship of the watershed and its heritage. To learn more and receive our newsletter, please visit www.schuylkillriver.org<http://www.schuylkillriver.org/>.

<https://web.cvent.com/event/03a9f215-d9fc-4523-8a77-f724e8d694c8/summary>

From: Info <info@schuylkillriver.org>
Sent: Tuesday, June 10, 2025 1:16 PM
To: Kent Himelright <KHimelright@schuylkillriver.org>; Jacob Gardner <JGardner@schuylkillriver.org>; Julia Hurle <jhurle@schuylkillriver.org>
Subject: FW: Schuylkill River Trail Traffic question

From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Tuesday, June 10, 2025 11:21 AM
To: Info <info@schuylkillriver.org>
Subject: Schuylkill River Trail Traffic question

You don't often get email from steven.margherita@jacobs.com. Learn why this is important<https://aka.ms/LearnAboutSenderIdentification>

Hello,

We are conducting a traffic noise study in North Coventry on behalf of PennDoT, and one of the areas we are looking at contains a portion of the Schuylkill River Trail. In particular, where it begins crossing the US 422 Schuylkill River bridge. My question is if there is any current or projected pedestrian or cyclist traffic numbers on the River Trail. Since the trail is classified under Noise Category C according to the PennDoT Traffic Noise guidelines, we need to take it into consideration and part of the calculation involved includes the average daily people per day using the section of the trail. Any information that could be provided on daily traffic would be greatly appreciated.

Also, is it known when Montgomery County’s portion of the trail will be completed?

Thank you for your time,

Steven Margherita | Urban Planner

Steven.margherita@jacobs.com

(201) 956-9746

_____

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External Coordination 5: [EXTERNAL] Re: Vacant Parcels Inquiry

Subject: [EXTERNAL] Re: Vacant Parcels Inquiry
From: Michael Schwenk <mschwenk@LTLConsultants.com>
To: "Margherita, Steven" <Steven.Margherita@jacobs.com>
Cc: Erica Batdorf <ebatdorf@northcoventry.us>, Denise Diehl <admin@northcoventry.us>
Date: Wed, 11 Jun 2025 13:27:52 +0000

Steven,

Parcel 1704E0089010 is located in the V-2 Zoning District, this property does not appear to have predated the North Coventry Zoning Ordinance and the parcel does not meet the required minimum bulk regulations. Several variances from the North Coventry Township Zoning Ordinance would need to be granted for this property to be built on. Due to the size of the property being 1,470 sf and the minimum lot size is 20,000sf I doubt that variances would be granted.

Parcel 1704E0089000 is located in the V-2 Zoning District and this property does predate the North Coventry Township Zoning Ordinance and is a pre-existing non-conforming lot and can be built on, however due to the size of the property variances would need to be granted for at least setbacks.

Parcel 1704E0049000 is located in the V-2 Zoning District and this property does predate the North Coventry Township Zoning Ordinance and is a pre-existing non-conforming lot and can be built on, however due to the size of the property variances would need to be granted for at least setbacks.

Parcel 1704E0013000 is located in the V-2 Zoning District and this property does predate the North Coventry Township Zoning Ordinance and is a pre-existing non-conforming lot and can be built on, however due to the size of the property variances would need to be granted for at least setbacks. Also, the front half of the property contains precautionary slopes which have a maximum disturbance area of 20% and a maximum impervious area of 5% since the driveway would be located in this area a variance would be required for the precautionary slopes.

Parcel 170300340100 is located in the RC Zoning District and this property does predate the North Coventry Township Zoning Ordinance and is a pre-existing non-conforming lot. The property is large enough to meet the minimum requirements for the RC Zoning District, however the property is located in the 100 year flood area and any proposed construction would need to be designed for a flood area.

None of the above parcels have open building permits at this time.

Hope this helps.

Respectfully,

Michael Schwenk
Building Code Official/Zoning Officer
LTL Consultants, Ltd.
610-987-9290 ext. 259

_____
From: Margherita, Steven <Steven.Margherita@jacobs.com>
Sent: Tuesday, June 10, 2025 11:40 AM
To: Michael Schwenk <mschwenk@LTLConsultants.com>
Subject: Vacant Parcels Inquiry

Mr. Schwenk,

We are conducting a Traffic Noise Study on US 422 going through North Coventry. One of the things we need to do is investigate vacant parcels to see if they are permitted for construction in order to account for them in the future scenarios we are studying. The parcels I would like to ask you about are:

* 1704E0089010

* 1703 0034010

* 1704E0013000

* 1704E0049000

* 1704E0089000

If you have any questions for me, please feel free to ask.

Thank you for your time,

Steven Margherita | Urban Planner

Steven.margherita@jacobs.com

(201) 956-9746

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Appendix H

Warranted, Feasible, and Reasonable Worksheets

Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall

Date	6/1/2026
Project Name	State Route (SR) 0422 Pottstown Bypass Express Reconstruction Project
County	Chester and Montgomery
SR, Section	SR 0422, Section M03
Community Name and/or NSA #	NSA A
Noise Wall Identification (i.e., Wall 1)	Barrier A

General

1. Type of project (new location, reconstruction, etc.):	Reconstruction

2. Total number of impacted receptor units in community

Category A units impacted	0
Category B units impacted	9
Category C units impacted	0.53
Category D units impacted (if interior analysis required)	0
Category E units impacted	0

Warranted

1. Community Documentation

a. Date community was permitted (for new developments or developments planned for or under construction)	N/A
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	CEE 1B 5/24/2021 CE 1B Re-Evaluation 6/14/2024

c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of *CE, ROD, or FONSI, as appropriate* ."

N/A Yes N/A No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A "yes" answer to any of the following three questions requires the consideration of noise abatement.

a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	✓ Yes	No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	Yes	✓ No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	Yes	✓ No

Feasibility – Questions 1c through 7 must all be answered "yes" for a noise barrier to be determined to be feasible.

1. Impacted receptor units		
a. Total number of impacted receptor units:	9.53	
b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:	94%	
c. Is the percentage 50 or greater?	✓ Yes	No
2. Can the noise wall be designed and physically constructed at the proposed location?	✓ Yes	No
3. Can the noise wall be constructed without causing a safety problem?	✓ Yes	No
4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?	✓ Yes	No
5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?	✓ Yes	No
6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?	✓ Yes	No
7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?	✓ Yes	No

Reasonableness

1. Community Desires Related to the Barrier		
a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to "Decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the benefited receptor unit owners do not desire the noise wall."	TBD Yes	TBD No
2. Square Footage Per Benefited Receptor (SF/BR) Evaluation		
a. Area (SF) of the proposed noise wall	19,939	
b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)	10	
c. SF/BR = 2a/2b	1,994	
d. Is 2c less than or equal to the MaxSF/BR value of 2000?	✓ Yes	No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A "yes" answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?	✓ Yes	No
b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation?	✓ Yes	No
c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation?	✓ Yes	No
d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?	Yes	✓ No
e. Does the noise wall reduce design year noise levels back to existing levels?	✓ Yes	No

4. Noise Reduction Design Goals (Activity Category D) A "yes" answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility's analysis point?	N/A Yes	N/A No
b. While conforming to the MaxSF/BR criteria and justified by a "point of diminishing returns' evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum	N/A Yes	N/A No

Decision

Is the Noise Wall WARRANTED?	✓ Yes	____ No
Is the Noise Wall FEASIBLE?	✓ Yes	____ No
Is the Noise Wall REASONABLE?	✓ Yes	____ No

Additional Reasons for Decision:
Barrier A is feasible and reasonable for the NSA A residential receptors. Bellewood Country Club Activity Category C receptors remain impacted and not benefited because the additional wall area required to benefit them would exceed the 2,000 SF/BR reasonableness criterion. Some impacted receivers, including A-12, cannot be reduced to the 60-63 dB(A) range without exceeding that criterion.

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Miles Cheang, Traffic Noise Abatement Specialist, Jacobs Solutions	6/1/2026
Qualified Professional Performing the Analysis (name, title, and company name)	Date

Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall

Date	6/1/2026
Project Name	State Route (SR) 0422 Pottstown Bypass Express Reconstruction Project
County	Chester and Montgomery
SR, Section	SR 0422, Section M03
Community Name and/or NSA #	NSA B
Noise Wall Identification (i.e., Wall 1)	Barrier B

General

1. Type of project (new location, reconstruction, etc.):	Reconstruction

2. Total number of impacted receptor units in community

Category A units impacted	0
Category B units impacted	41
Category C units impacted	0
Category D units impacted (if interior analysis required)	0
Category E units impacted	0

Warranted

1. Community Documentation

a. Date community was permitted (for new developments or developments planned for or under construction)	N/A	
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	CEE 1B 5/24/2021 CE 1B Re-Evaluation 6/14/2024	
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of *CE, ROD, or FONSI, as appropriate* ."	N/A Yes	N/A No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A "yes" answer to any of the following three questions requires the consideration of noise abatement.

a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	✓ Yes	No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	Yes	✓ No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	Yes	✓ No

Feasibility – Questions 1c through 7 must all be answered "yes" for a noise barrier to be determined to be feasible.

1. Impacted receptor units		
a. Total number of impacted receptor units:	41	
b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:	66%	
c. Is the percentage 50 or greater?	✓ Yes	No
2. Can the noise wall be designed and physically constructed at the proposed location?	✓ Yes	No
3. Can the noise wall be constructed without causing a safety problem?	✓ Yes	No
4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?	✓ Yes	No
5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?	✓ Yes	No
6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?	✓ Yes	No
7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?	✓ Yes	No

Reasonableness

1. Community Desires Related to the Barrier		
a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to "Decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the benefited receptor unit owners do not desire the noise wall."	TBD Yes	TBD No
2. Square Footage Per Benefited Receptor (SF/BR) Evaluation		
a. Area (SF) of the proposed noise wall	31,987	
b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)	27	
c. SF/BR = 2a/2b	1,185	
d. Is 2c less than or equal to the MaxSF/BR value of 2000?	✓ Yes	No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A "yes" answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?	✓	Yes		No
b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation?	✓	Yes		No
c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation?	✓	Yes		No
d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?	✓	Yes		No
e. Does the noise wall reduce design year noise levels back to existing levels?	✓	Yes		No

4. Noise Reduction Design Goals (Activity Category D) A "yes" answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility's analysis point?	N/A	Yes	N/A	No
b. While conforming to the MaxSF/BR criteria and justified by a "point of diminishing returns' evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum	N/A	Yes	N/A	No

Decision

Is the Noise Wall WARRANTED?	✓ Yes	____ No
Is the Noise Wall FEASIBLE?	✓ Yes	____ No
Is the Noise Wall REASONABLE?	✓ Yes	____ No

Additional Reasons for Decision:
Barrier B is feasible and reasonable for the NSA B residential receptors. Receivers adjacent to SR 724 remain impacted and not benefited because SR 724 is the dominant traffic-noise source; absorptive treatment on Barrier D is recommended to maintain Barrier B effectiveness under the parallel-barrier condition.

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Miles Cheang, Traffic Noise Abatement Specialist, Jacobs Solutions	6/1/2026
Qualified Professional Performing the Analysis (name, title, and company name)	Date

Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall

Date	7/7/2026
Project Name	State Route (SR) 0422 Pottstown Bypass Express Reconstruction Project
County	Chester and Montgomery
SR, Section	SR 0422, Section M03
Community Name and/or NSA #	NSA C
Noise Wall Identification (i.e., Wall 1)	NSA C trail abatement option

General

1. Type of project (new location, reconstruction, etc.):	Reconstruction

2. Total number of impacted receptor units in community

Category A units impacted	0
Category B units impacted	0
Category C units impacted	0.16
Category D units impacted (if interior analysis required)	0
Category E units impacted	0

Warranted

1. Community Documentation

a. Date community was permitted (for new developments or developments planned for or under construction)	N/A
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	CEE 1B 5/24/2021 CE 1B Re-Evaluation 6/14/2024

c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of *CE, ROD, or FONSI, as appropriate* ."

N/A Yes N/A No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A "yes" answer to any of the following three questions requires the consideration of noise abatement.

a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	✓ Yes	No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	Yes	✓ No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	Yes	✓ No

Feasibility – Questions 1c through 7 must all be answered "yes" for a noise barrier to be determined to be feasible.

1. Impacted receptor units
   a. Total number of impacted receptor units: 0.16
   b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss: N/A%
   c. Is the percentage 50 or greater? ____ Yes ____ No
2. Can the noise wall be designed and physically constructed at the proposed location? ____ Yes ✓ No
3. Can the noise wall be constructed without causing a safety problem? ____ Yes ____ No
4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel? ____ Yes ____ No
5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations? ____ Yes ____ No
6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner? ____ Yes ____ No
7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner? ____ Yes ____ No

Reasonableness

1. Community Desires Related to the Barrier
   a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to "Decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the benefited receptor unit owners do not desire the noise wall." N/A Yes N/A No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation
   a. Area (SF) of the proposed noise wall N/A
   b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss) N/A
   c. SF/BR = 2a/2b N/A
   d. Is 2c less than or equal to the MaxSF/BR value of 2000? ____ Yes ____ No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A "yes" answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor? _____ Yes _____ No

b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation? _____ Yes _____ No

c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation? _____ Yes _____ No

d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No

e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A "yes" answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility's analysis point? N/A Yes N/A No

b. While conforming to the MaxSF/BR criteria and justified by a "point of diminishing returns' evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum N/A Yes N/A No

Decision

Is the Noise Wall WARRANTED?	✓ Yes	____ No
Is the Noise Wall FEASIBLE?	____ Yes	✓ No
Is the Noise Wall REASONABLE?	____ Yes	____ No

Additional Reasons for Decision:
An effective barrier would require continuity along the ramp and bridge, including substantial bridge modifications. A shorter ground-mounted wall would not provide sufficient length or continuity; therefore, abatement for NSA C is not feasible.

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Miles Cheang, Traffic Noise Abatement Specialist, Jacobs Solutions	7/7/2026
Qualified Professional Performing the Analysis (name, title, and company name)	Date

Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall

Date	6/1/2026
Project Name	State Route (SR) 0422 Pottstown Bypass Express Reconstruction Project
County	Chester and Montgomery
SR, Section	SR 0422, Section M03
Community Name and/or NSA #	NSA D
Noise Wall Identification (i.e., Wall 1)	Barrier D

General

1. Type of project (new location, reconstruction, etc.):	Reconstruction

2. Total number of impacted receptor units in community

Category A units impacted	0
Category B units impacted	9
Category C units impacted	0
Category D units impacted (if interior analysis required)	0
Category E units impacted	0

Warranted

1. Community Documentation

a. Date community was permitted (for new developments or developments planned for or under construction)	N/A
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	CEE 1B 5/24/2021 CE 1B Re-Evaluation 6/14/2024

c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of *CE, ROD, or FONSI, as appropriate* ."

N/A Yes N/A No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A "yes" answer to any of the following three questions requires the consideration of noise abatement.

a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	✓ Yes	No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	Yes	✓ No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	Yes	✓ No

Feasibility – Questions 1c through 7 must all be answered "yes" for a noise barrier to be determined to be feasible.

1. Impacted receptor units		
a. Total number of impacted receptor units:	9	
b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:	100%	
c. Is the percentage 50 or greater?	✓ Yes	No
2. Can the noise wall be designed and physically constructed at the proposed location?	✓ Yes	No
3. Can the noise wall be constructed without causing a safety problem?	✓ Yes	No
4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?	✓ Yes	No
5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?	✓ Yes	No
6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?	✓ Yes	No
7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?	✓ Yes	No

Reasonableness

1. Community Desires Related to the Barrier		
a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to "Decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the benefited receptor unit owners do not desire the noise wall."	TBD Yes	TBD No
2. Square Footage Per Benefited Receptor (SF/BR) Evaluation		
a. Area (SF) of the proposed noise wall	14,101	
b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)	13	
c. SF/BR = 2a/2b	1,085	
d. Is 2c less than or equal to the MaxSF/BR value of 2000?	✓ Yes	No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A "yes" answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?	✓ Yes	____ No
b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation?	✓ Yes	____ No
c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a "point of diminishing returns" evaluation?	✓ Yes	____ No
d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?	✓ Yes	____ No
e. Does the noise wall reduce design year noise levels back to existing levels?	✓ Yes	____ No

4. Noise Reduction Design Goals (Activity Category D) A "yes" answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility's analysis point?	N/A Yes	N/A No
b. While conforming to the MaxSF/BR criteria and justified by a "point of diminishing returns' evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum	N/A Yes	N/A No

Decision

Is the Noise Wall WARRANTED?	✓ Yes	____ No
Is the Noise Wall FEASIBLE?	✓ Yes	____ No
Is the Noise Wall REASONABLE?	✓ Yes	____ No

Additional Reasons for Decision:
Barrier D is feasible and reasonable for the NSA D residential receptors. Absorptive treatment is recommended on Barrier D to address the Barrier B/Barrier D parallel-barrier condition and maintain the acoustical effectiveness of Barrier B.

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Miles Cheang, Traffic Noise Abatement Specialist, Jacobs Solutions	6/1/2026
Qualified Professional Performing the Analysis (name, title, and company name)	Date

Appendix I

List of Preparers

List of Preparers/Reviewers

Jacobs Engineering

Tom Cornell, PE
Lead Project Engineer
Education: B.S., Civil Engineering
Professional Experience: 21 Years
Role: QA/QC, Report Preparation

Miles Cheang
Principal Noise & Air
Education: B.A., Urban Planning
Professional Experience: 20 Years
Role: Noise Monitoring, Model Development, Impact and Abatement Analysis, Report Preparation, Graphics

Steven Margherita
Environmental Planner
Education: B.A., GIS
Professional Experience: 8 Years
Role: Noise Monitoring, Model Development

Appendix J

Noise Abatement Report Forms

(To be included when available.)