U.S. 422, SECTION M03

Pottstown Bypass Reconstruction

Traffic Noise Abatement
Community Information Meeting
Noise Study Area - A

November 4, 2026

Pennsylvania
Department of Transportation

PENNDOT PROJECT INFORMATION

U.S. 422, Section M03

Pottstown Bypass Reconstruction

North Coventry Township

Chester County

MPMS 64220



PROJECT TEAM

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AGENDA

PROJECT

- Overview and Location
- Purpose and Need
- Proposed Improvements
- Schedule

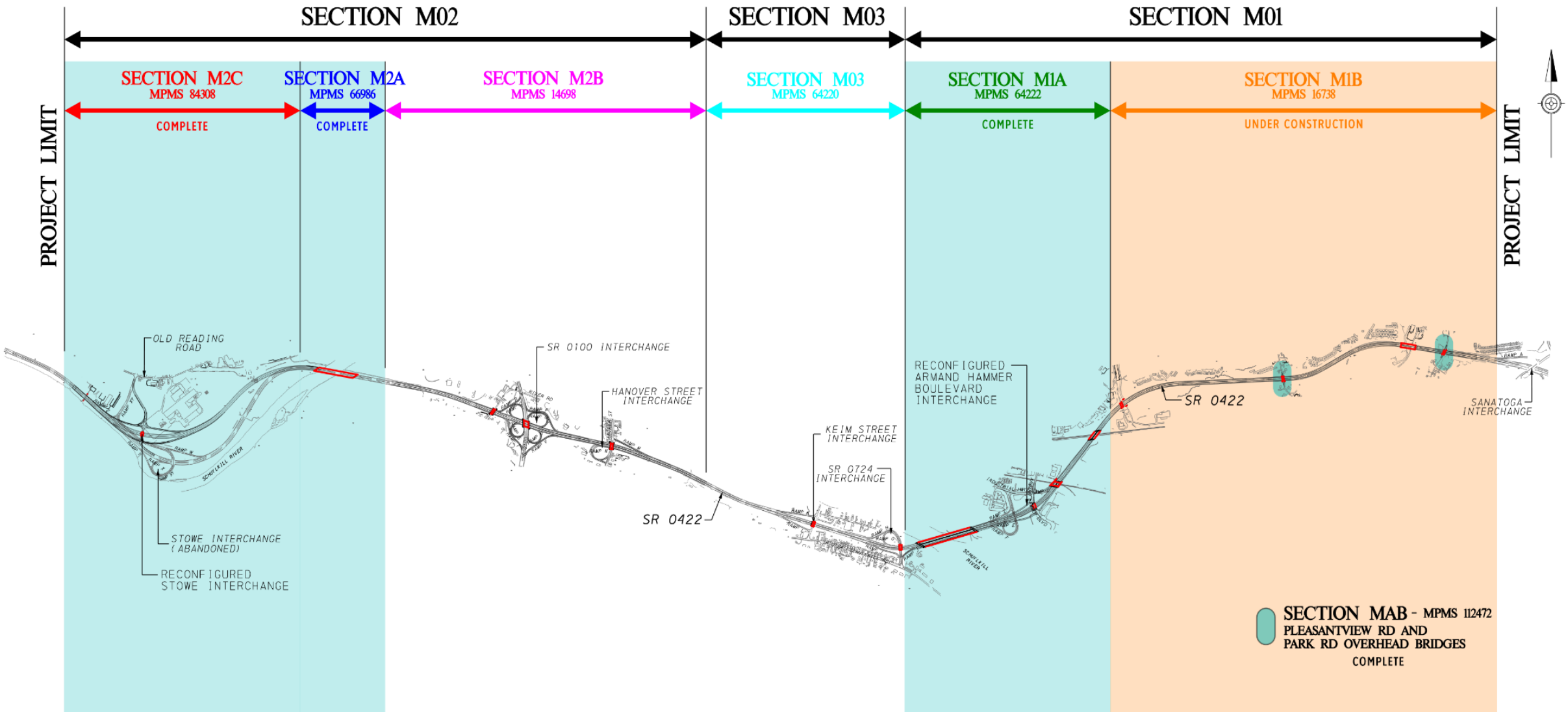
TRAFFIC NOISE STUDY

- Noise Reduction
- Noise Study Process
- Wall Evaluation
- Study Summary
- Wall Examples

PARTICIPATION

- Voting Process
- Questions

PROJECT OVERVIEW



PROJECT LOCATION

- FHWA and PennDOT partnership
- M03 is one of seven construction sections
- Reconstructs approximately one mile of U.S. 422



PURPOSE AND NEED

Purpose

Provide a transportation facility that is structurally sound, capable of safely and efficiently handling existing and future use by the traveling public and preserving access and mobility for the residents, emergency responders and businesses in the project area.

Need

Pavement Condition

Existing pavement is in poor condition and nearing the end of its service life.

Ramp Geometry

PA 724 and Keim Street ramps have short acceleration/deceleration lanes and tight curves that affect merging and exiting.

Mainline Cross-Section

Near PA 724, stopping sight distance is insufficient; right shoulders are 8–10 ft wide.

Bridge Clearance

The Keim Street bridge over U.S. 422 has low vertical clearance of 15 ft.

Sources: CE Expert System – CE 1b Eval Package #31112 and CE 1b Scoping Package #28060

PROPOSED IMPROVEMENTS

Section M03 Roadway

Reconstruct all of Section M03 to improve horizontal alignment, typical cross-section, superelevation (road banking), and vertical alignment.

Bridge Structures

Rebuild the Keim Street bridge over U.S. 422 and the U.S. 422 bridge over Ramps G & H at the PA 724 westbound interchange.

Retaining Walls

Ramp H: PA 724 to westbound U.S. 422.
Ramp I: eastbound U.S. 422 to Keim Street.

ITS Conduit

Install Intelligent Transportation Systems (ITS) conduit within the project limits.

SCHEDULE

Fall 2026	Noise Wall Community Meetings and Voting
March 2029	Anticipated Construction Start
July 2032	Anticipated Construction Completion

TRAFFIC NOISE STUDY

STUDY FOUNDATION

Final Roadway Design

2052 Design-Year Traffic Forecasts

FHWA and PennDOT Policy

HOW THE STUDY WORKS

1 PREDICT

Future traffic noise levels

2 IDENTIFY

Future noise impacts

3 EVALUATE

Potential noise abatement

Warranted · Feasible · Reasonable

Sources: FHWA Highway Traffic Noise: Analysis and Abatement Guidance (Dec. 2011); PennDOT Publication 24 (May 2019).

NOISE REDUCTION

When a Wall Reduces a Sound Level:

5 dBA lower	10 dBA lower
Readily Noticeable	**About Half as Loud**

A-weighted decibels (dBA) reflect how people hear.

General comparisons. Actual reductions vary by location.

Sources: FHWA Noise Barrier Design Handbook §3.5.1

NOISE STUDY PROCESS

1. **Measure traffic noise to check the computer model.**
2. **Predict noise with future roadway and traffic.**
3. **Evaluate noise impacts and proposed walls.**

Receptors are residences or equivalent units of other noise-sensitive uses.



Section M03
Noise Monitoring

NOISE STUDY PROCESS

Warranted

Residential outdoor areas: hourly noise 66 dBA or higher, OR an increase of at least 10 dBA over existing conditions.

Consider abatement.

Feasible

At least half of impacted receptors: a reduction of 5 dBA or more.

AND meets engineering, safety and access requirements.

Reasonable

No more than 2,000 square feet of wall per benefited receptor.

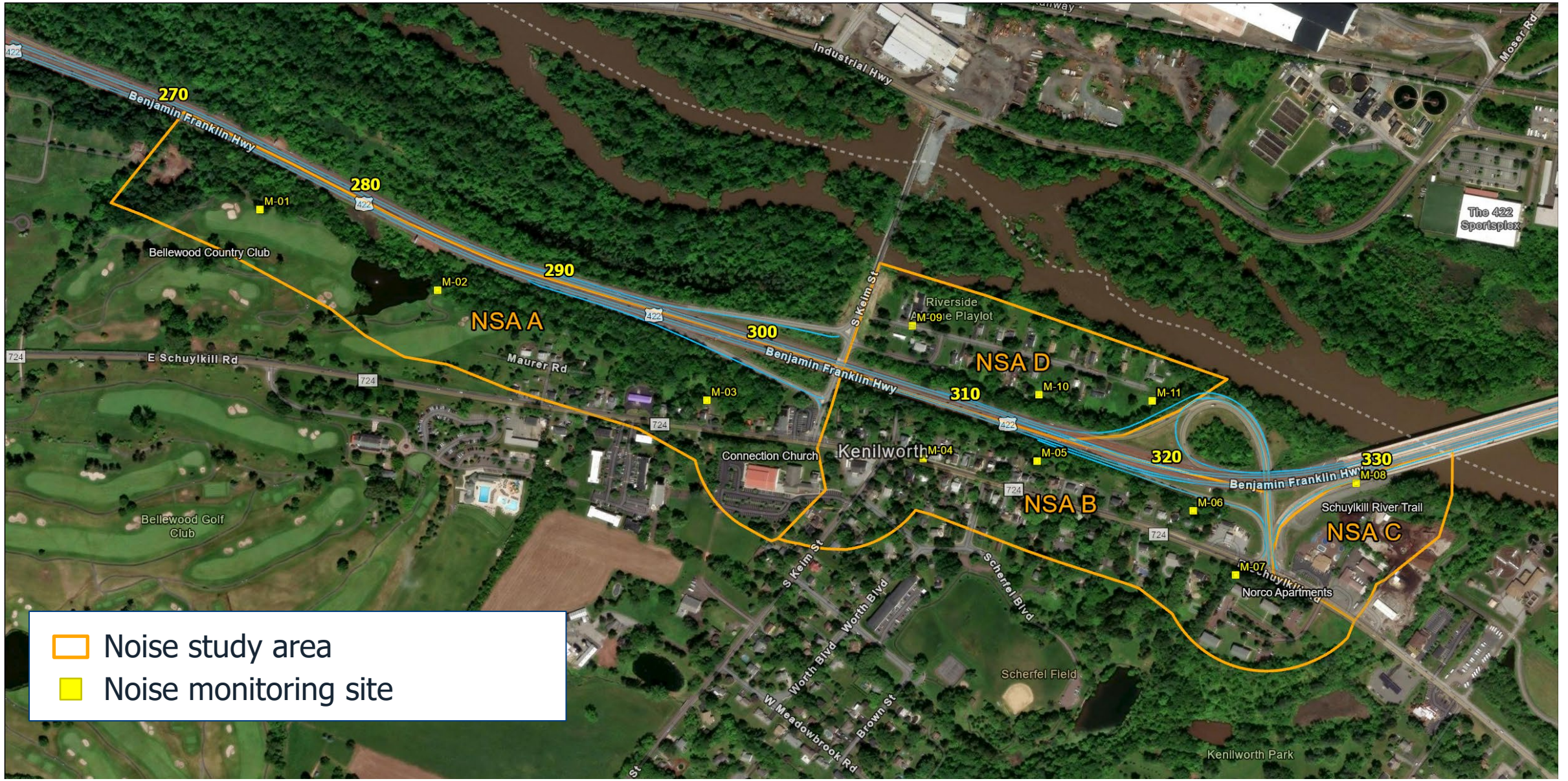
At least one benefited receptor: reduction of 7 dBA or more.

Eligible owners and renters vote.

A noise impact alone does not guarantee a wall.

Source: PennDOT Publication 24 (May 2019), pp. 31, 34–37.

NOISE STUDY AREAS (NSA)



NSA A



Barrier A

Average height: 16.6 feet

Length: 1,209 feet

Wall benefit — Proposed wall

Noise impact; no wall benefit

1 Typical Section

NOISE WALL RECOMMENDATIONS

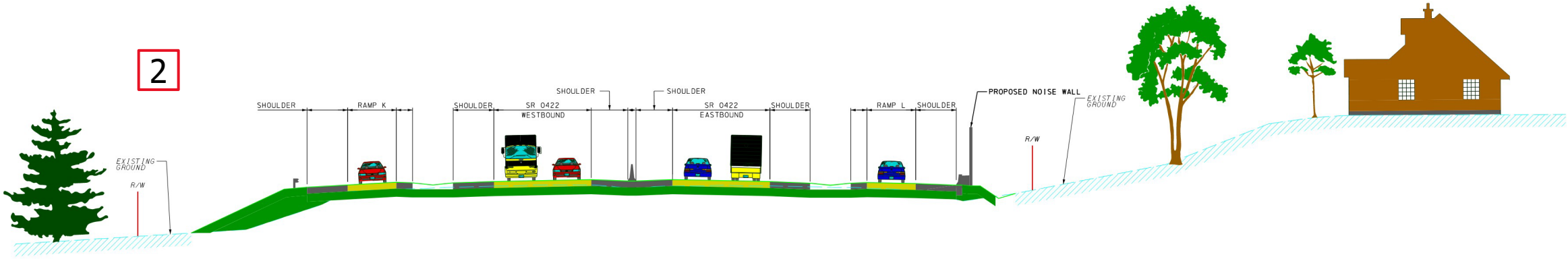
Wall / NSA	Benefited Receptors	Average Noise Reduction	Recommendation
A	10	6 dBA	Recommended*
B	27	10 dBA	Recommended*
C (trail)	—	—	Not feasible; not recommended
D	13	7 dBA	Recommended*

Average reductions for benefited residences compare future project noise with and without the wall.

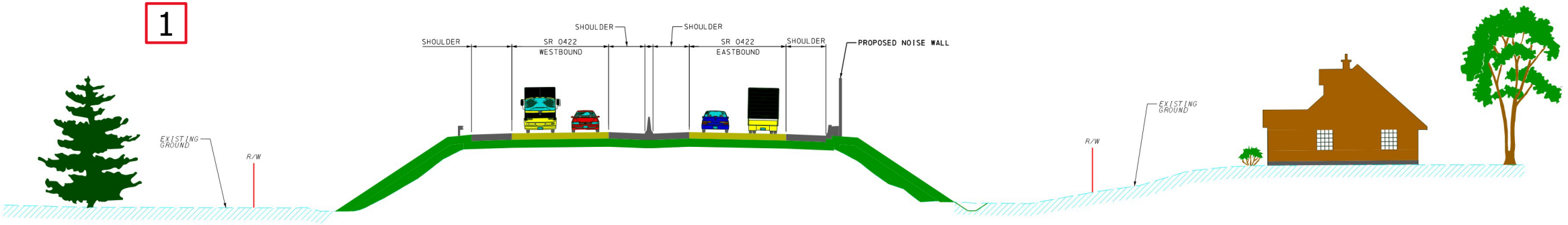
*Final decisions follow eligible voting and PennDOT review.

NSA A: TYPICAL ROADWAY SECTIONS

2



1



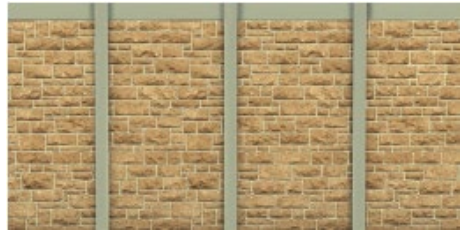
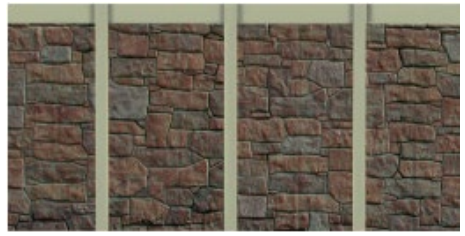
WHAT A NOISE WALL CAN LOOK LIKE



Illustrative example

An example of a wall with panels between support posts.

WALL COLOR AND TEXTURE

	Brown	Gray
Ashlar Stone		
Irregular Stone		
Grape Stake		
Exposed Aggregate		

Eligible owners and renters provide preferences for the side facing the residences.

WHO IS ELIGIBLE TO VOTE?

Benefited residences may vote.

Benefited residence =
predicted reduction of at least 5 dBA.

Owners

One vote for each benefited dwelling unit owned.

Renters

One vote for the benefited dwelling unit where you live.

WHAT THE BALLOT ASKS

1. **Do you support construction of the proposed noise wall?**

2. **Which color and texture do you prefer for the side facing residences?**

50% or more

of eligible votes tallied must favor construction of the wall for a reasonable finding.

PennDOT reviews voting results in its final decision.

Source: PennDOT Publication 24 (May 2019), pp. 36–37, 56.

MEETINGS AND BALLOT DEADLINES

Audience / NSA	Meeting Date	Ballot Deadline
NSA A	November 4, 2026	December 4, 2026
NSA B	November 5, 2026	December 5, 2026
NSA D	November 10, 2026	December 10, 2026

NEXT STEPS

Meetings

Hold the community meetings and receive eligible owners' and renters' ballots.

Review

PennDOT reviews voting results and confirms the wall recommendations.

Results by Mail

Voting results will be mailed after the responses are tabulated.