POTTSTOWN BYPASS (US 422) RECONSTRUCTION TRAFFIC STUDY Supplement Number 1 - Chester and Montgomery Counties, Pennsylvania

pennsylvania
DEPARTMENT OF TRANSPORTATION

DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

Prepared for
Pennsylvania Department of Transportation
By
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Delaware Valley Regional Planning Commission
190 N Independence Mall West
ACP Building, 8th Floor
Philadelphia, PA 19106-1520
Phone: 215-592-1800 ▪ Fax: 215-592-9125 ▪.Website ▪ www.dvrpc.org

August 2011

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region leading the way to a better future.

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

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

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

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Executive Summary

This report, prepared by the Delaware Valley Regional Planning Commission (DVRPC), presents current traffic counts and 2015 and 2035 traffic forecasts for the No-Build and the Preferred Build Alternative for the Pottstown Bypass (US 422) project study area. The preferred alternative considers alternate configurations of the Stowe and Armand Hammer interchanges.

This traffic study was necessary to update 2006 and 2026 design volumes prepared in 2002 to reflect current traffic counts and anticipated growth in traffic volumes. These updated 2015 and 2035 forecasts are required to satisfy the Federal Highway Administration (FHWA) requirement that the design of the planned bypass and interchange reconfiguration be adequate to serve traffic volumes twenty years after the opening date of the reconstructed facility. Traffic projections were made for the bypass, selected arterial roadway links and impacted intersections throughout the Pottstown Area. Two bridges across the Schuylkill River are located within the study area: one between the Stowe (Grosstown Road) and PA 100 interchanges and the other between the PA 724 and Armand Hammer Boulevard. One major motivation for this study is the need for design data for the reconstruction of these two Schuylkill River bridges. Also, PA 100 has a structurally deficient bridge, Armand Hammer Boulevard a damaged overpass, and the Norfolk Southern Mainline Bridge and Sanatoga Road Bridge are in deteriorated condition. As part of these bridge repairs and replacements, a general redesign of the Pottstown Bypass is planned to improve safety, acceleration/deceleration lane performance, and improve traffic flows on streets and highways serving the Bypass interchanges.

This analysis was conducted at the request of the Pennsylvania Department of Transportation (PennDOT) and its consultants, who are engaged in preparing the design for the reconstruction of the Pottstown Bypass (US 422). Current and forecasted daily traffic volumes throughout the study area are presented for the No-Build and Preferred Build alternatives. Also included are existing and projected AM and PM peak hour link volumes and turning movements for selected intersections. These forecasts represent projected 2015 and 2035 traffic volumes for the corridor and the surrounding network under each alternative. The analysis presents an explanation of how traffic patterns and flows change in the Build and the No-Build alternatives.

Introduction

This report presents current counts and 2015 and 2035 traffic forecasts under the No-Build and Preferred Build Alternative (former Build Alternative 2) for the Pottstown Bypass (US 422) project study area. The alternatives are intended to provide forecasts to support the reconstruction of the US 422 Bypass bridges across the Schuylkill River in South Pottstown/Kenilworth and to consider alternate reconfigurations of the Stowe and Armand Hammer interchanges. DVRPC previously prepared 2006 and 2026 traffic forecasts for the Pottstown Bypass that were documented in a report entitled "Pottstown Bypass (US 422) Reconstruction Traffic Study – Chester and Montgomery Counties, Pennsylvania," dated December 2002.

This traffic study is necessary to provide updated 2035 design volumes that reflect current and projected growth trends in bypass and interchange traffic volumes. As in the previous study, traffic projections are made for selected arterial roadway links and intersections throughout the Pottstown area to estimate the impact of the planned bypass and interchange reconstruction. This analysis was conducted at the request of the Pennsylvania Department of Transportation (PennDOT) and its consultants, who are engaged in planning for the reconstruction of the Pottstown Bypass (US 422).

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

The DVRPC travel demand model was used to estimate future traffic volumes for the US 422 Bypass, its interchanges, and the impacted streets and highways. An enhanced assignment technique focused on the detailed study area was then used to produce corridor level highway forecasts. This focused simulation process allows the use of DVRPC regional simulation models and increases the accuracy and detail of the travel forecasts within the detailed study area. At the same time, all existing and proposed highways and transit lines throughout the region and their impact on both regional and interregional travel patterns continue to be an integral part of the simulation process. The Pottstown Bypass Study Area lies immediately adjacent to the Montgomery/Berks County boundary, and traffic volumes within the study area are significantly influenced by travel patterns to and from Berks County. For this reason, the nine-county DVRPC travel

model was extended to include all of Berks County. Berks County Planning Commission (Berks CPC) provided their travel demand model, which was added to the DVRPC nine county model as a tenth county. This ten-county model was then calibrated and validated with current traffic counts and then used to prepare 2035 traffic forecasts for the Pottstown Bypass study alternatives.

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

Chapter 2 of this report documents the existing physical characteristics of the Pottstown Bypass (US 422) corridor. Included are a brief description of existing land use and the physical characteristics of the study area roadways. Current daily traffic volumes throughout the study area are also presented in this chapter.

Chapter 3 presents, in detail, the improvement alternatives that are part of this study.

Chapter 4 presents and explains the focused traffic simulation model used to develop traffic projections. The regional demographic and employment forecasts and corridor-specific future development proposals, which form the basis for the traffic forecast, are also presented.

Chapter 5 presents an analysis of the travel forecasts for the Pottstown Bypass (US 422) study area. These forecasts represent projected 2015 and 2035 daily traffic volumes for the corridor and the surrounding network under each of the improvement alternatives. The analysis presents an explanation as to how traffic patterns and flows change between the Preferred Alternative and the No-Build. Also included are existing and projected AM and PM peak hour turning movements for impacted intersections throughout the study area.

DVRPC uses state of the practice methods to determine the effect of various improvements on traveler behavior and system function. These include highway volumes, travel times, and modal splits of various alternatives. Alternative selection is a complex task including these and many other factors. This report does not endorse or recommend any specific alternative or project. Only projects that are included in DVRPC's Transportation Improvement Program (TIP) or Long-Range Plan are officially endorsed by DVRPC.

Description of the Pottstown Bypass (US 422) Study Area

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

Existing Facilities and Land Use

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

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

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

The study area is served by SEPTA bus routes 93 and 139 and the Pottstown Urban Transit (PUT) bus transit system. Route 93 provides service via Trooper Road (PA 363), Ridge Pike, Evergreen Road, and High Street from the Norristown Transportation Center to a terminal loop in central Pottstown (High and Hanover Streets). Transfers are possible to five routes of the PUT system (High Street, North End Loop, Coventry Mall, Beech Street, and Pottstown Center).

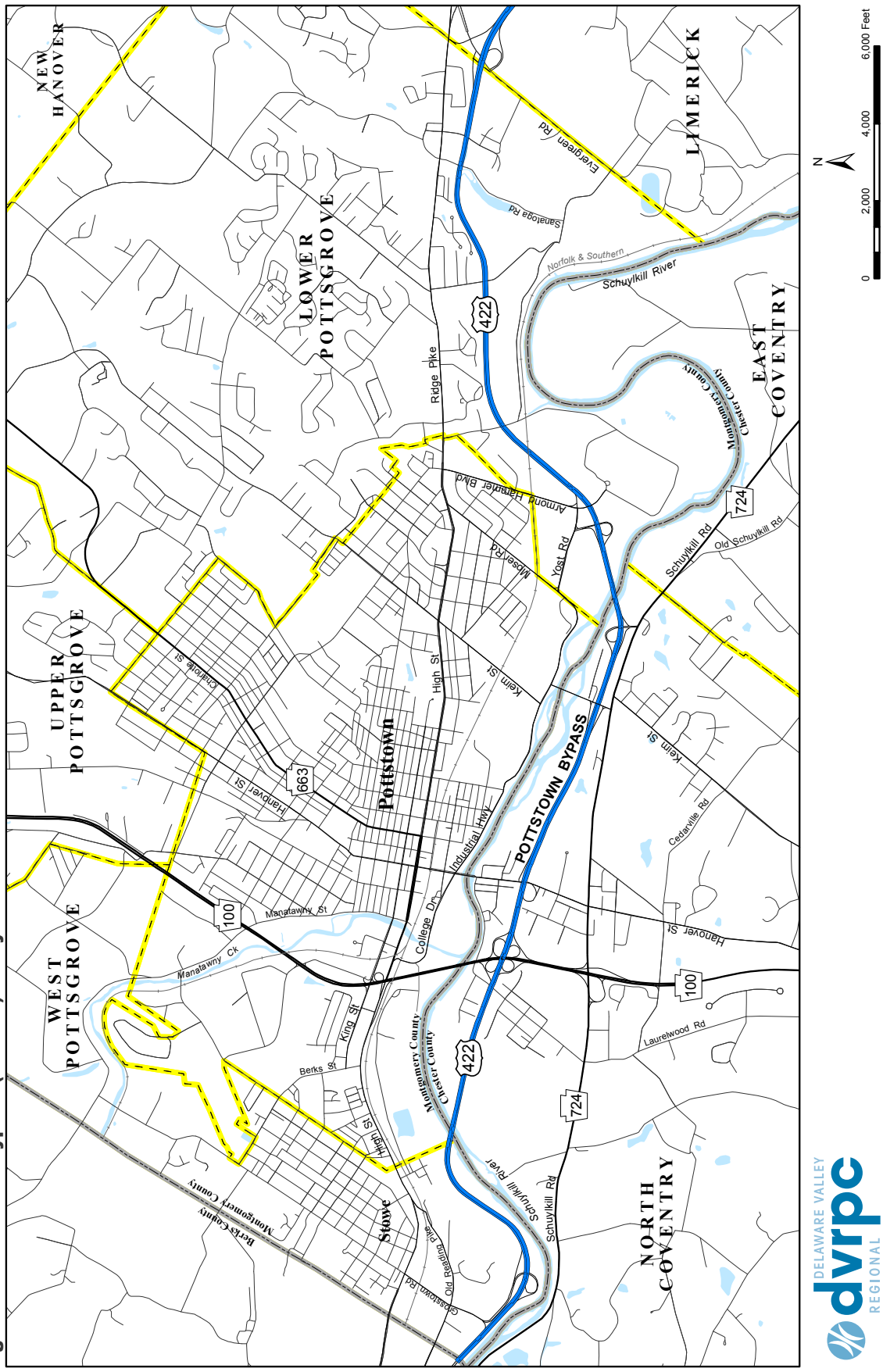

Figure 1. Pottstown Bypass (US 422) Study Area

SEPTA Route 139 serves the King of Prussia Mall to Royersford/Limerick and the Philadelphia Premium Outlets. It provides service via Valley Forge Road (PA 23), Schuylkill Road (PA 724), and US 422. Although bus transit service exists in the corridor, patronage is limited – to less than 3,000 riders a day. Public transit is not a major factor in terms of congestion relief on the Pottstown Bypass (US 422) and other major highway facilities in the study area.

Existing Traffic Volumes

DVRPC staff took ATR traffic counts representative of current traffic within the study area. Locations were counted using pneumatic tube techniques during this effort, and the resulting annual average daily traffic (AADT) volumes are displayed in **Figure 2**. The detailed hourly traffic counts corresponding to this AADT information are shown in the Appendix.

Pottstown Bypass (US 422)

Current daily traffic volumes (AADT) on the Pottstown Bypass on the western end of the study area (to/from Berks County) are 33,900 daily vehicle per day (vpd); after the Stowe (Grosstown Road) Interchange, bypass, traffic increases to 37,300 vehicles. The PA 100/US 422 Interchange is a full cloverleaf freeway interchange, with the heaviest (12,600 vpd) traffic volumes occurring in the southeastern quadrant of the interchange. US 422 carries 51,100 daily vehicles east of the PA 100 Interchange. Traffic volumes continue to increase east of the Hanover Street Interchange, where the maximum load point occurs – 58,900 vpd. US 422 traffic volumes decline slightly to 55,300 daily vehicles after the westbound on and off-ramps at Keim Street. The PA 724 Interchange has an imbalance to the east which causes US 422 traffic volumes to increase to 56,400 daily vehicles over the Schuylkill River Bridge. East of the Armand Hammer Interchange, a total of 55,700 daily vehicles enter and exit the study area.

Parallel Routes

Current traffic volumes on Schuylkill Road (PA 724) range from 6,200 daily vehicles (AADT) west of Laurelwood Road to 20,300 vehicles east of the US 422/PA 724 Interchange. Just east of Laurelwood Road, PA 724 daily traffic volumes become relatively heavy, about 17,300 vpd, as a result of Coventry Mall traffic. Traffic volumes on the Industrial Highway in Pottstown range from 9,000 to 10,400 vehicles per day, and High Street carries 9,200 and 13,600 daily vehicles east and west of PA 100, respectively.

Perpendicular Routes

PA 100 is the most important perpendicular route crossing the study area. South of the Pottstown Bypass (US 422), PA 100 carries 31,100 daily vehicles. Between US 422 and High Street, PA 100 carries about 33,500 daily vehicles and about 31,100 daily vehicles north of King Street. Hanover Street carries 8,500 and 12,300 daily vehicles south and north of US 422, respectively. Hanover Street serves US 422 traffic movements to and from the east via directional ramps. The corresponding volumes on Keim Street (prior to closure) are comparable to Hanover Street – 8,900 and 9,400 daily vehicles carried.

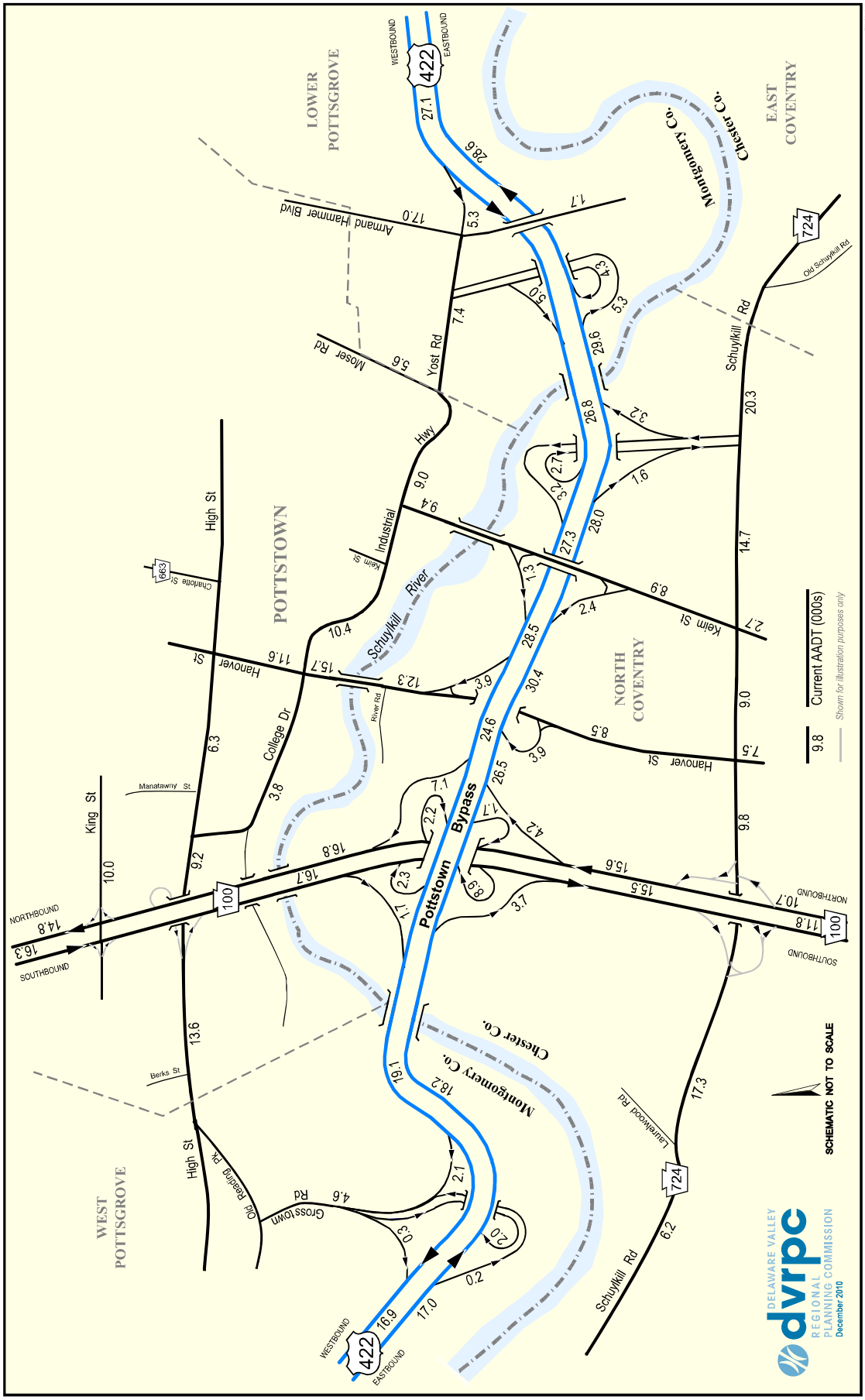

Figure 2. Current Traffic Counts

Armand Hammer Boulevard serves relatively light traffic (1,700 daily vehicles) associated with an industrial park south of US 422. North of Yost Road, Armand Hammer Boulevard traffic is about 17,000 daily vehicles.

Pottstown Bypass (US 422) Interchange Traffic Volumes

Table 1 compares the vehicular volumes on the US 422 Interchanges within the study area by travel direction, and **Table 2** compares the interchanges in terms of total volume. The largest interchange volume is carried by PA 100, which carries 31,800 daily vehicles, 40.5 percent of the study area total. About 70.8 percent of the PA 100 traffic is associated with travel to or from the east and 29.2 percent with the west. Armand Hammer Interchange is second, with 19,900 daily vehicles, but has slightly more traffic (52 percent) to or from the west. PA 724 also serves significant traffic volumes (10,700 daily vehicles) evenly split between east and west – 55.1 percent east and 44.9 percent west. Hanover Street serves 7,800 daily vehicles to or from the east and was paired functionally with Keim Street, which prior to closure carried 3,700 daily vehicles to or from the west. The Stowe Interchange carries 4,600 daily vehicles; 89.1 percent of this volume is associated with travel to or from the east.

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

Interchange	To / from East		To / from West	
	Volumes (000s)	Percent of Traffic	Volumes (000s)	Percent of Traffic
Stowe	4.1	89.1%	0.5	10.9%
PA 100	22.5	70.8%	9.3	29.2%
Hanover Street	7.8	100%	0	0%
Keim Street	0	0%	3.7	100%
PA 724	5.9	55.1%	4.8	44.9%
Armand Hammer	9.6	48.2%	10.3	51.8%
Total	**49.9**	**63.6%**	**28.6**	**36.4%**

Source: DVRPC 2011

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

Interchange	To / from East		To / from West		Total	
	Volumes (000s)	Percent Of East Traffic	Volumes (000s)	Percent Of West Traffic	Volumes (000s)	Percent of Area Total
Stowe	4.1	8.2%	0.5	1.7%	4.6	5.9%
PA 100	22.5	45.1%	9.3	32.5%	31.8	40.5%
Hanover Street	7.8	15.6%	0	0%	7.8	9.9%
Keim Street	0	0%	3.7	12.9%	3.7	4.7%
PA 724	5.9	11.8%	4.8	16.8%	10.7	13.6%
Armand Hammer	9.6	19.3%	10.3	36.1%	19.9	25.4%
Total	**49.9**	**100%**	**28.6**	**100%**	**78.5**	**100%**

Source: DVRPC 2011

Pottstown Bypass (US 422) Peak Hour Traffic Volumes

Figure 3 presents the AM and PM peak hour highway link traffic volumes that correspond to the daily (AADT) traffic volumes presented in **Figure 2**. Generally, Pottstown Bypass (US 422) eastbound traffic volumes are heavier in the AM peak hour –1,821 to 2,788 vehicles per hour – (vph) and westbound bypass volumes heavier in the PM peak hour (1,839 to 2,976 vph). For the US 422 Bypass and associated study area ramps, AM peak hour volumes constitute 4.6 to 11.1 percent of daily traffic volumes (k-value) and PM peak hour traffic represents 5.5 to 12.1 percent of daily traffic. The difference between AM and PM peak hour k-values by direction tends to be more pronounced at the western (Berks County) end of the study area. These peak hour volumes represent the heaviest traffic demands on US 422 Bypass and the associated roadway network and are used to determine design characteristics of the roadways.

The AM/PM hour split on most parallel roadways is typical of most traffic counts in that the PM hour is somewhat higher than the AM hour. Schuylkill Road (PA 724) has the highest peak hour volumes of any parallel route in the study area – up to 1,512 vehicles in the AM peak hour and 1,760 vehicles in the PM peak hour. Within Pottstown Borough, the Industrial Highway, High and King streets also carry significant traffic.

As PA 100 is configured as an expressway south of King Street across US 422, it is not surprising that this roadway carries the highest peak hour volumes of any perpendicular roadway – up to 1,846 vehicles per hour northbound. South of US 422, PA 100 traffic is predominately southbound in the AM peak hour and northbound in the PM peak. North of US 422, PA 100 traffic has larger AM peak hour volumes in both directions. Most other roadways perpendicular to US 422 also serve significant peak hour volumes – up to 1,665 vehicles on Armand Hammer Boulevard north of Yost Road, but the temporal distribution is more typical of regional traffic patterns in that the PM peak hour is somewhat higher than the AM hourly volume.

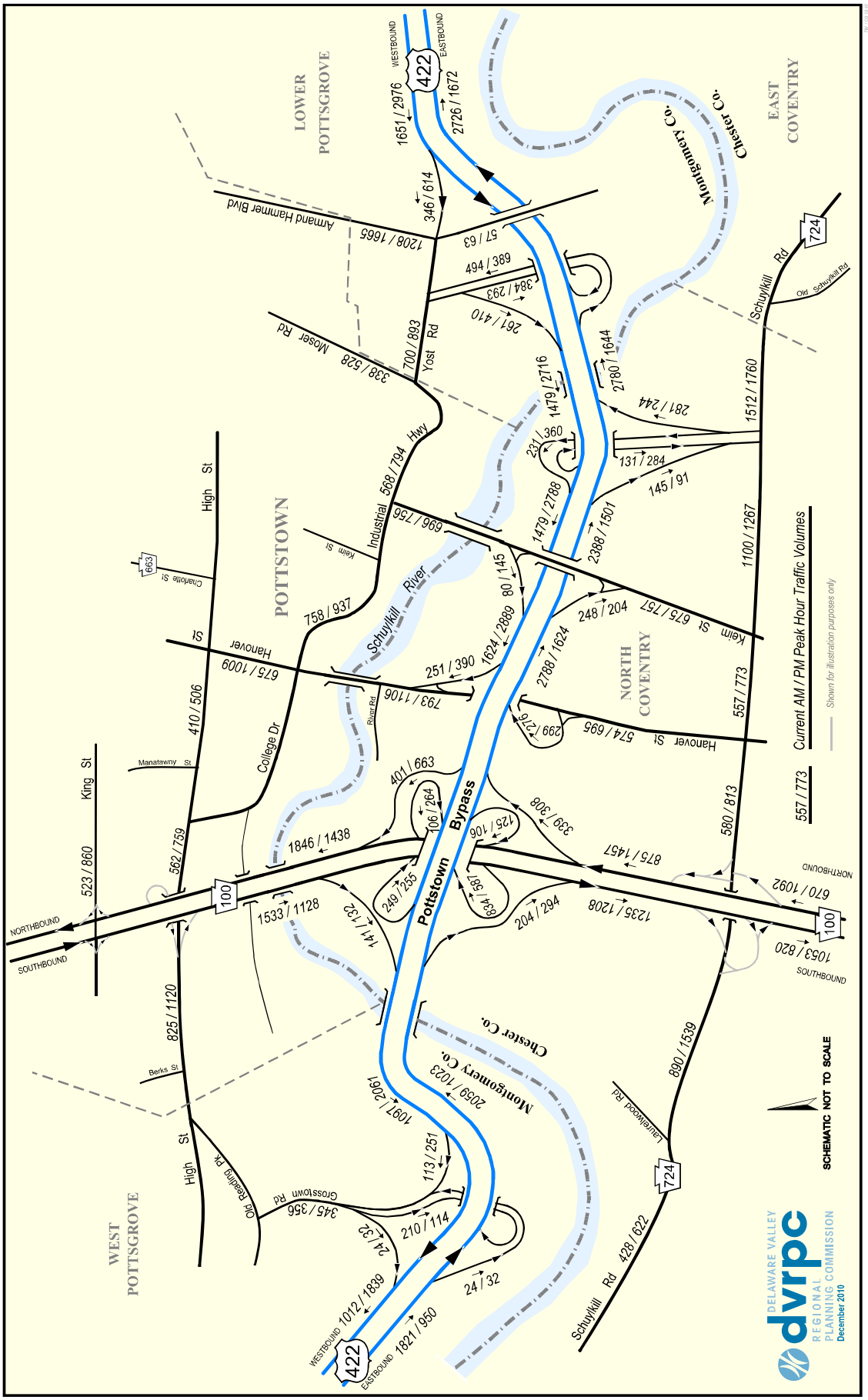

Figure 3. Current AM/PM Peak Hour Traffic Volumes

Improvement Alternatives

The preferred improvement alternative (formally called Build Alternative 2) and a No-Build alternative were identified for a traffic forecast update for the Pottstown Bypass (US 422) project. The preferred improvement alternative under consideration involves alterations to the configuration of the bypass to improve acceleration and deceleration lanes, sight distances, and reduce congestion on arterial roadways feeding traffic to the bypass. Detailed descriptions of both the alternatives under consideration follow.

No-Build Alternative

Under this alternative, the current configuration of the Pottstown Bypass (US 422) and the surrounding street network is unchanged (See **Figure 4**). This alternative assumes construction of the proposed projects in DVRPC's current Transportation Improvement Program (TIP) and the 2035 Long-Range Plan in the area. Proposed highway projects include a full US 422 interchange at Trooper Road (PA 363) and the widening of US 202 Section 300 (US 30 through Swedesford Road) from four to six lanes. Also included is widening the PA Turnpike Northeast Extension (I-476) from four to six lanes as far north as the Lansdale Interchange, and provision for slip ramps to and from the PA Turnpike at PA 29 are also included in the No-Build Alternative.

Preferred Alternative (Build Alternative 2)

This alternative maintains the basic Pottstown Bypass configuration at four lanes, but in order to reduce traffic congestion and weaving movements, the interchange configuration of the bypass would be redesigned to improve sight distances, acceleration, and deceleration lanes and to consolidate and improve ramp flows. The Stowe (Grosstown Road) interchange is reconfigured from a partial cloverleaf to a full diamond interchange as part of the bypass reconstruction. The Armand Hammer Interchange is also reconfigured to a full diamond and consolidated onto Armand Hammer Boulevard so that all traffic movements are served by ramps that lead directly to this boulevard (See **Figure 5**). Also included in the build alternative are highway improvements associated with the widening of the US 422 Schuylkill River Bridge at King of Prussia from five to eight lanes and the widening of US 422 to six lanes from 1st Avenue as far west as the lane drop terminus between Trooper and Pawlings Road. The proposed commuter rail extension from Norristown to Reading as well as the TIP and 2035 Long-Range Plan Projects are included in the Preferred Alternative (Build Alternative 2).

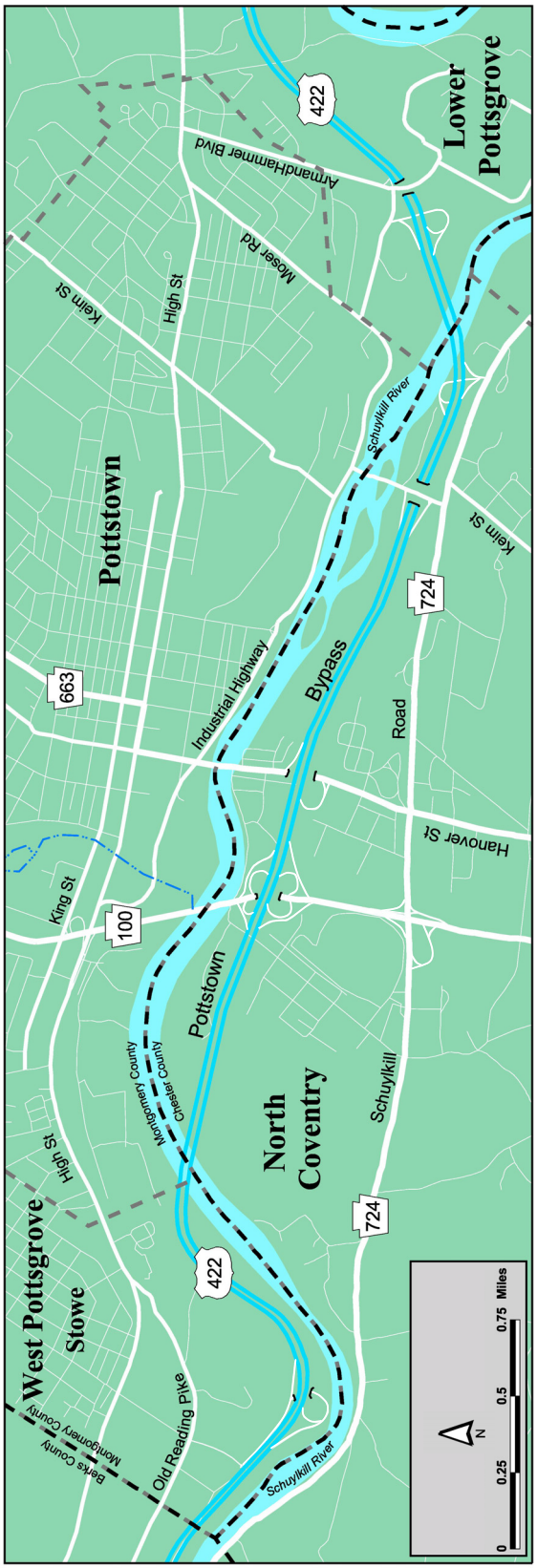

Figure 4. No-Build Highway Alternative

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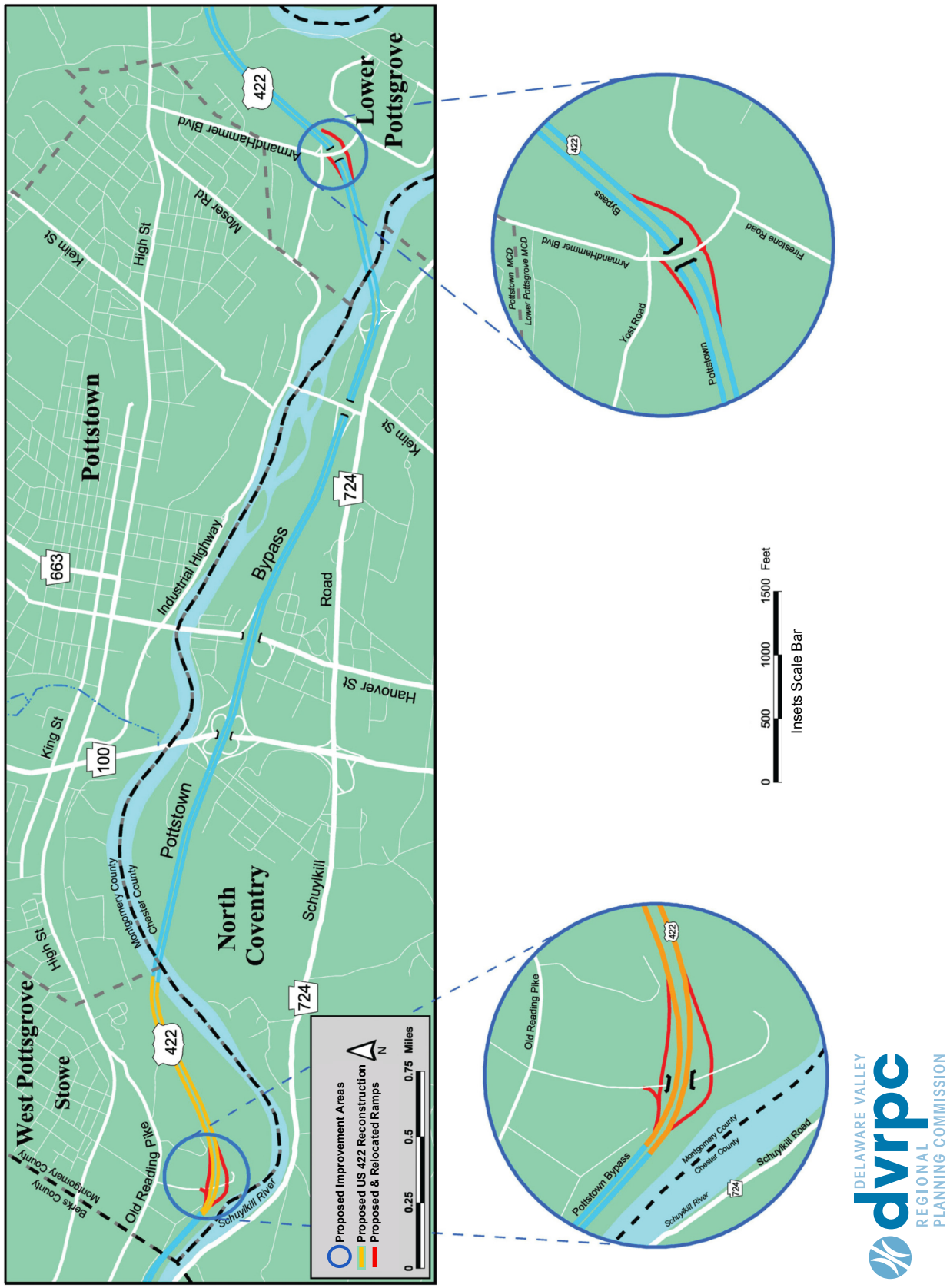

Figure 5. Preferred Highway Alternative (Build Alternative 2)

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Travel Forecasting Procedures

The model used to prepare updated traffic forecasts for the Pottstown Bypass (US 422) is coordinated with forecasting procedures used for the US 422 Tolling and Revenue Study. This combined model differed from the Phase 1 Pottstown Bypass model in that it is extended to include all of Berks County. This is desirable because the western end of the Pottstown Bypass study area is adjacent to Berks County, and much of the traffic on US 422 has either the trip origin or destination in Berks County. This required extending the traffic zone system and the highway and transit networks into Berks County and preparing socioeconomic forecasts for Berks County traffic zones as well as for the DVRPC region.

DVRPC staff contacted the Berks County Planning Commission, who provided their TP+ housed travel simulation model, which was converted to TranPlan and combined with the nine-county DVRPC TranPlan model as a tenth county. **Figure 6** displays a plot of the resulting ten-county No-Build regional highway network, which contains 63,456 links and 24,722 nodes. **Figure 7** displays the Preferred Alternative (Build Alternative 2) transit network. Please note that the Preferred Alternative (Build Alternative 2) includes the proposed Reading/Wyomissing extension of the Norristown Commuter Rail line. The combined 2,798 zone traffic zone system is displayed in **Figure 8**.

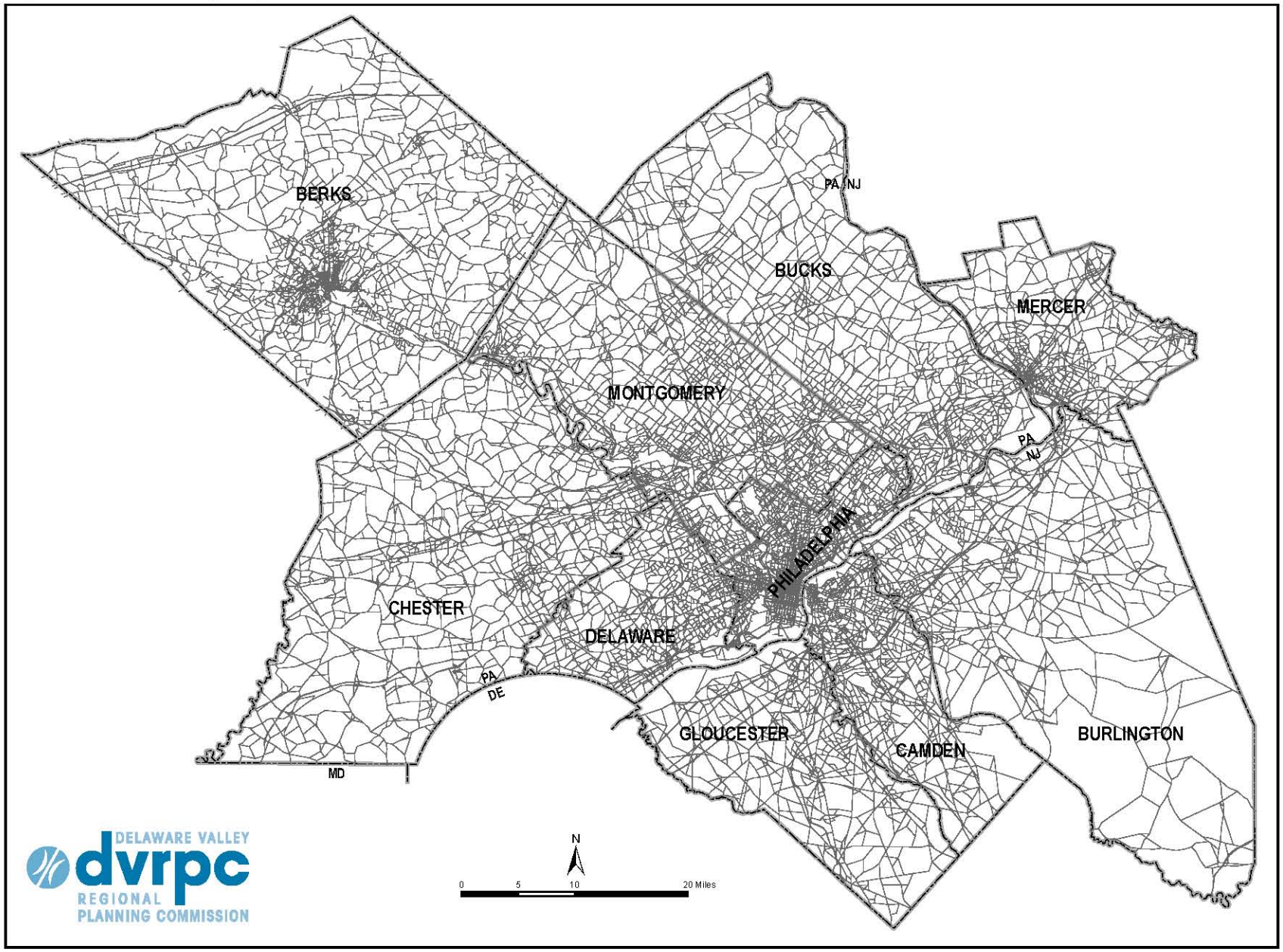
Socioeconomic Projections

The combined DVRPC/Berks CPC model required that long-range traffic zone level population and employment projections be prepared for input to the Trip Generation phase of the travel simulation model. DVRPC and the Berks CPC both have independent socioeconomic forecasting processes; however, DVRPC previously incorporated Colebrookdale and Douglass townships and Boyertown Borough in Berks County as part of the Pottstown Urbanized Area into its regional model. DVRPC prepared 2015 and 2035 socioeconomic projections for these three municipalities as part of its socioeconomic projection activities. These DVRPC projections were used in this study. For the remainder of Berks County, Berks CPC 2015 projections and 2030 forecasts extrapolated to 2035 were utilized.

DVRPC Region Socioeconomic Projections

DVRPC's long-range population and employment forecasts are revised periodically to reflect changing market trends, development patterns, local and national economic conditions, and available data. The completed forecasts reflect all reasonably known current information and the best professional judgment of predicted future conditions. The revised 2035 forecasts adopted by the DVRPC Board in July of 2007 reflect an update to the 2030 municipal forecasts that were completed in March of 2005.

Figure 6. No-Build Highway Network



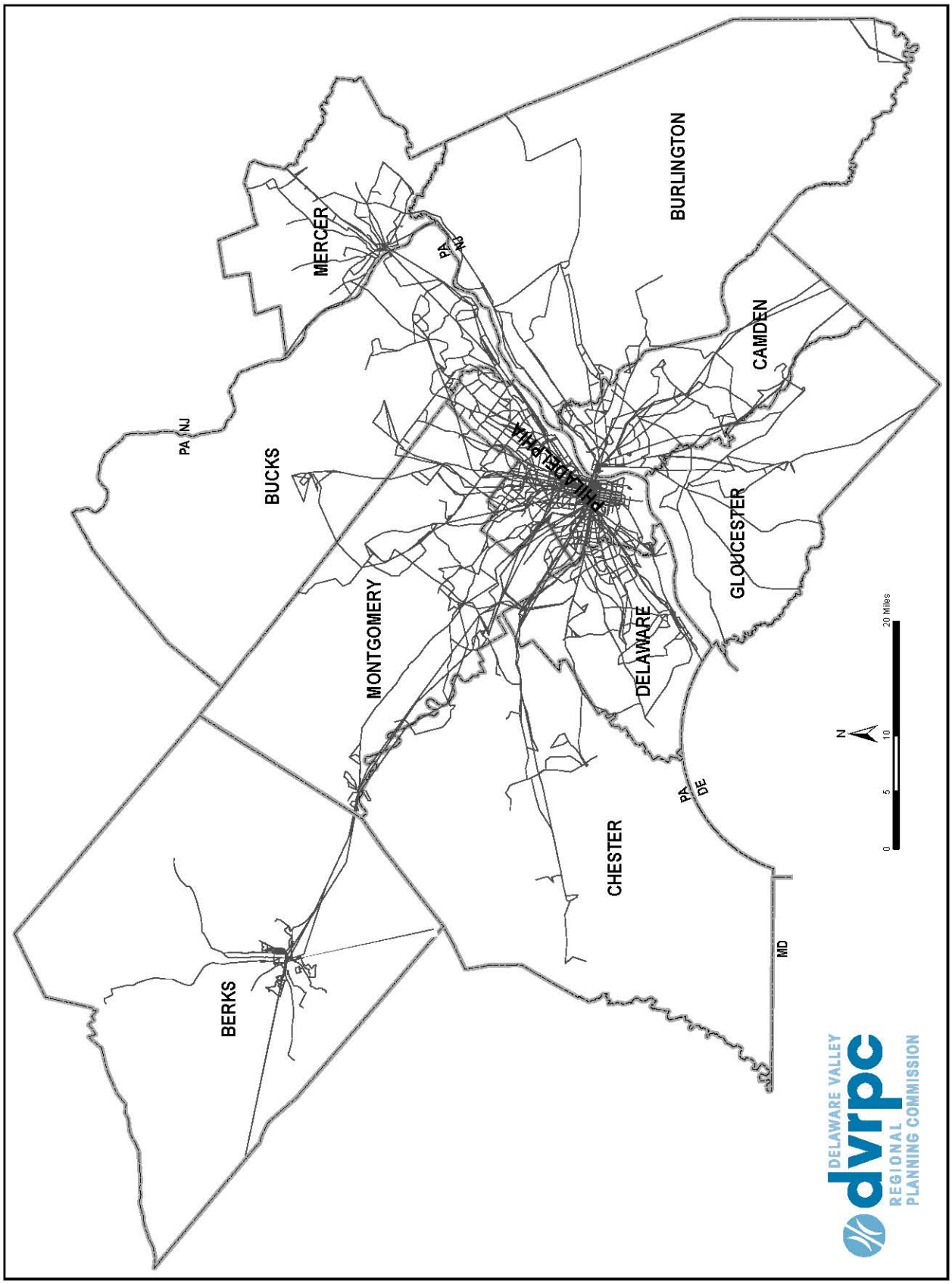
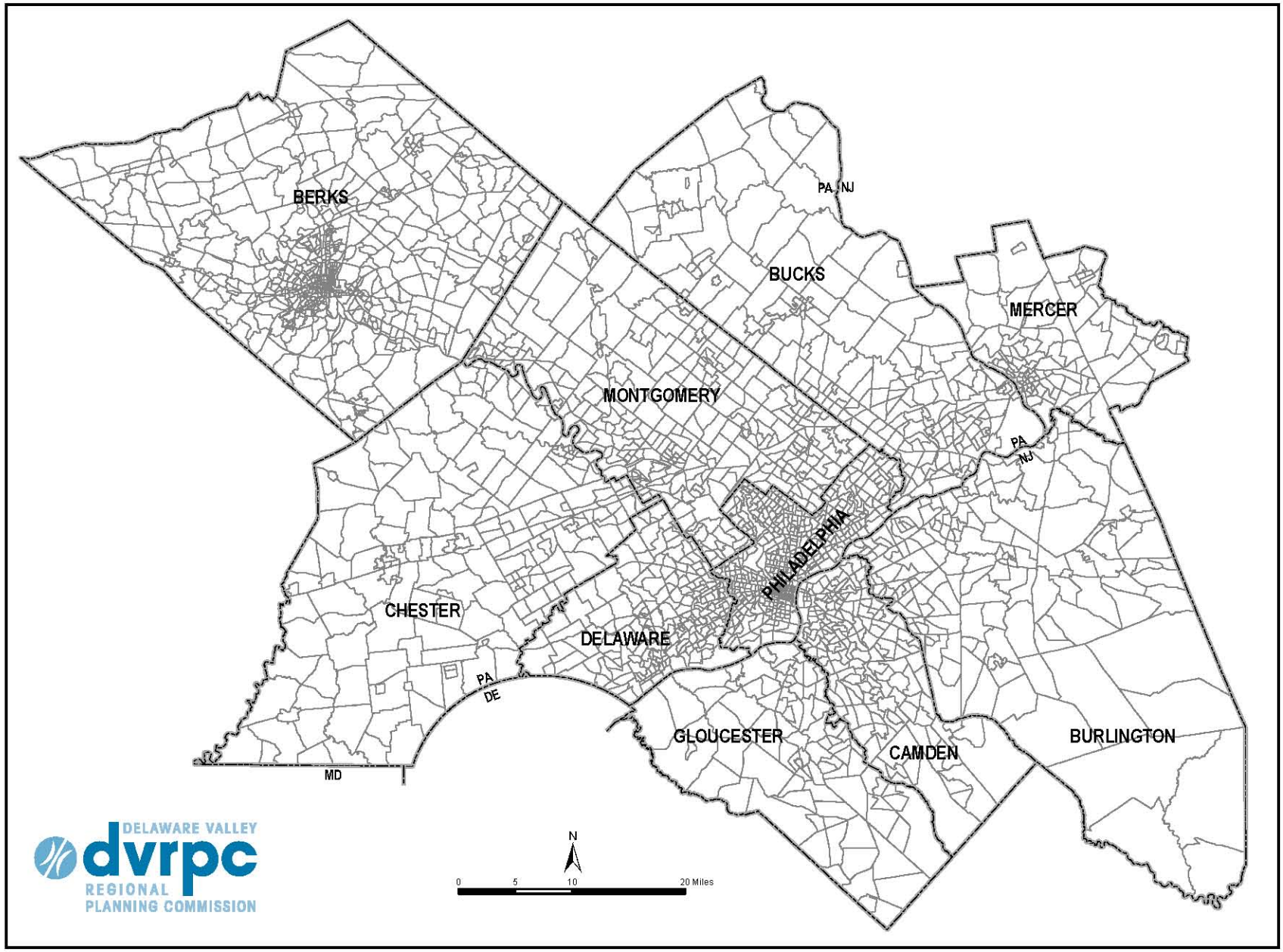


Figure 7. 2035 Preferred Alternative (Build Alternative 2) Transit Network

Figure 8. Ten-County Traffic Analysis Zones (TAZs)



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

Population Forecasting

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

Employment Forecasting

Employment is influenced by local, national, and global political and socioeconomic factors. The Bureau of Economic Analysis provides the most complete and consistent time series data on county employment by sector and serves as DVRPC's primary data source for employment forecasting. Employment sectors include mining, agriculture, construction, manufacturing, transportation, wholesale, retail, finance/insurance, service, government, and military. Other supplemental sources of data include the U.S. Census, Dun & Bradstreet, Bureau of Labor Statistics, Occupational Privilege tax data, and other public and private sector forecasts. The OBERS shift-share model in combination with the Woods and Poole Economics' sectoral forecasts provides the basis for DVRPC's employment forecasts. As in the population forecasts, county level total employment is used as a control total for sector distribution and municipal level forecasts. Forecasts are then reviewed by member counties for final adjustments based on local knowledge.

Pottstown Bypass (US 422) Study Area Population and Employment Forecasts

DVRPC's long-range population and employment forecasts to year 2035 were developed prior to the release of the 2010 Census, but when the 2005 municipal-level Census population data became available, DVRPC staff reviewed the 2035 population projections and made corrections where necessary. The 2010 Census population is scheduled for release in 2011.

Also, in conjunction with the recently completed US 422 Corridor Master Plan and the ongoing Toll and Revenue traffic study, DVRPC Commission staff reviewed the 2035 long-range population and employment forecasts and all proposed land-use developments in the US 422 corridor. Based on this review, DVRPC recommended the 2035 municipal and traffic zone-level population and employment forecasts for use as inputs to the traffic simulation models used in this study.

Table 3 summarizes the population and **Table 4** the employment forecasts used in the Pottstown Bypass (US 422) Traffic Study. Within the Pottstown Bypass (US 422) Study Area, overall 2035 population is projected to grow by 20.1 percent over 2000 Census estimates and employment at a slightly slower rate of 18.3 percent. This results from the counterbalancing of projected slow growth in Pottstown Borough and West Pottsgrove Township with more rapid growth in Lower Pottsgrove Township in Montgomery County and in East Coventry Township in Chester County. A similar pattern in employment growth by township is projected for the Pottstown Bypass (US 422) Study Area in that Pottstown Borough grows slowly, but the employment growth is more widespread than the population growth.

More rapid population and employment growth (38.5 and 40.4 percent), respectively, are projected for the remainder of the US 422 corridor. Large employment growth is projected for Charlestown, East Whiteland, and Tredyffrin Townships and Phoenixville Borough in Chester County, and for Upper Providence Township in Montgomery County as a result of planned retail, commercial, and office developments.

Travel Forecasting Methods

DVRPC's traffic simulation models were used in conjunction with the 2035 DVRPC board adopted and the Berks County Planning Commission population and employment forecasts to develop traffic forecasts. Projection of travel demand for the Pottstown Bypass (US 422) alternatives was accomplished in two phases. First, a 2035 projection of roadway traffic volumes was made based on the facility improvements included in the transportation alternative under study. In a second step, 2015 link volumes were estimated by interpolating between current estimates and the 2035 forecasts.

Focused Simulation Process

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

Table 3. 2015 and 2035 Population Forecasts for the Pottstown Bypass (US 422) Study Area

Municipality	Census 2000	DVRPC Board Adopted 2015	DVRPC Board Adopted 2035	2000 to 2035 Diff.	2000 to 2035 Percent
Detailed Study Area					
Colebrookdale Borough	5,270	5,760	6,412	1,142	21.7%
Boyertown Borough	3,940	4,265	4,297	357	9.1%
Douglass Township	3,227	3,635	4,046	819	25.4%
Pottstown Borough	21,859	22,173	23,000	1,141	5.2%
West Pottsgrove Township	3,815	3,984	4,200	385	10.1%
Lower Pottsgrove Township	11,213	13,195	15,000	3,787	33.8%
North Coventry Township	7,381	7,967	8,559	1,178	16.0%
East Coventry Township	4,566	6,625	8,061	3,495	76.5%
Subtotal Study Area	**61,271**	**67,604**	**73,575**	**12,304**	**20.1%**
Remainder US 422 Corridor					
Charlestown Township	4,050	6,929	8,944	4,894	120.8%
East Pikeland Township	6,550	7,905	9,684	3,134	47.8%
East Whiteland Township	9,335	11,313	13,173	3,838	41.1%
Malvern Borough	3,060	3,260	3,603	543	17.7%
Phoenixville Borough	14,795	16,323	17,810	3,015	20.4%
Schuylkill Township	6,965	8,748	10,612	3,647	52.4%
Tredyffrin Township	29,065	30,265	32,778	3,713	12.8%
West Pikeland Township	3,550	4,768	5,662	2,112	59.5%
West Vincent Township	3,170	4,396	5,044	1,874	59.1%
Upper Providence Township	15,395	21,077	25,587	10,192	66.2%
Subtotal Remainder US 422 Corridor	**95,935**	**114,984**	**132,897**	**36,962**	**38.5%**
Grand Total	**157,206**	**182,588**	**206,472**	**49,266**	**31.3%**

Source: DVRPC 2011

Table 4. 2015 and 2035 Employment Forecasts for the Pottstown Bypass (US 422) Study Area

Municipality	Census 2000	DVRPC Board Adopted 2015	DVRPC Board Adopted 2035	2000 to 2035 Diff.	2000 to 2035 Percent
Detailed Study Area					
Colebrookdale Borough	2,155	2,382	2,646	491	22.8%
Boyertown Borough	3,760	3,958	4,123	363	9.7%
Douglass Township	655	741	842	187	28.5%
Pottstown Borough	13,076	13,395	14,007	931	7.1%
West Pottsgrove Township	1,425	1,679	2,180	755	53.0%
Lower Pottsgrove Township	4,184	4,661	5,162	978	23.4%
North Coventry Township	2,152	2,934	3,406	1,254	58.3%
East Coventry Township	724	845	917	193	26.7%
Subtotal Study Area	**28,131**	**30,595**	**33,283**	**5,152**	**18.3%**
Remainder US 422 Corridor					
Charlestown Township	2,109	2,947	3,681	1,572	74.5%
East Pikeland Township	1,542	1,940	2,445	903	58.6%
East Whiteland Township	23,800	29,139	34,735	10,935	45.9%
Malvern Borough	2,825	3,249	3,762	937	33.2%
Phoenixville Borough	4,773	5,925	7,236	2,463	51.6%
Schuylkill Township	2,894	1,954	3,200	306	10.6%
Tredyffrin Township	36,522	39,826	43,728	7,206	19.7%
West Pikeland Township	803	934	1,108	305	38.0%
West Vincent Township	506	779	1,103	597	118.0%
Upper Providence Township	8,949	12,906	17,919	8,970	100.2%
Subtotal Remainder US 422 Corridor	**84,723**	**99,599**	**118,917**	**34,194**	**40.4%**
Grand Total	**112,854**	**130,194**	**152,200**	**39,346**	**34.9%**

Source: DVRPC 2011

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

Traffic Assignment Validation and Future Trip Table Preparation

The final step in the preparation of the focused simulation process is the validation of the simulated highway assignment outputs using current traffic counts taken on roadways serving the study area. The focused simulation model was executed with inputs reflective of 2005 conditions and the results compared with recent traffic counts collected by DVRPC. Based on this analysis, the focused model produced reasonable daily traffic volumes.

To establish the current travel demand for the study area, DVRPC gathered information from a traffic counting effort conducted by field personnel. Automatic Traffic Recorder equipment was set at selected locations. These traffic counts were then tabulated on a peak period and daily basis and factored to represent annual average daily traffic (AADT). These daily traffic counts form the basis for the validation of the travel simulation model. In addition, the peak hour distributions of traffic at the count locations provide guidance for the estimation of AM and PM peak hour traffic forecasts under the No-Build and Build alternatives. For this study, the focused 2035 trip table was prepared by disaggregating the socioeconomic inputs to the DVRPC trip generation model and surcharging these data to reflect the industrial, commercial, and residential development that was identified in the review of the DVRPC Board-adopted and Berks CPC 2035 forecasts. Following this, the DVRPC model from trip generation through traffic assignment was executed for each of the improvement alternatives. The resulting travel matrix includes all travel patterns throughout the Delaware Valley Region. Travel to and from all parts of Bucks, Chester, Delaware, Montgomery, and Berks counties as well as Philadelphia and New Jersey via the Delaware River bridges is included, as are trips to/from the remainder of Pennsylvania, New Jersey, and the state of Delaware.

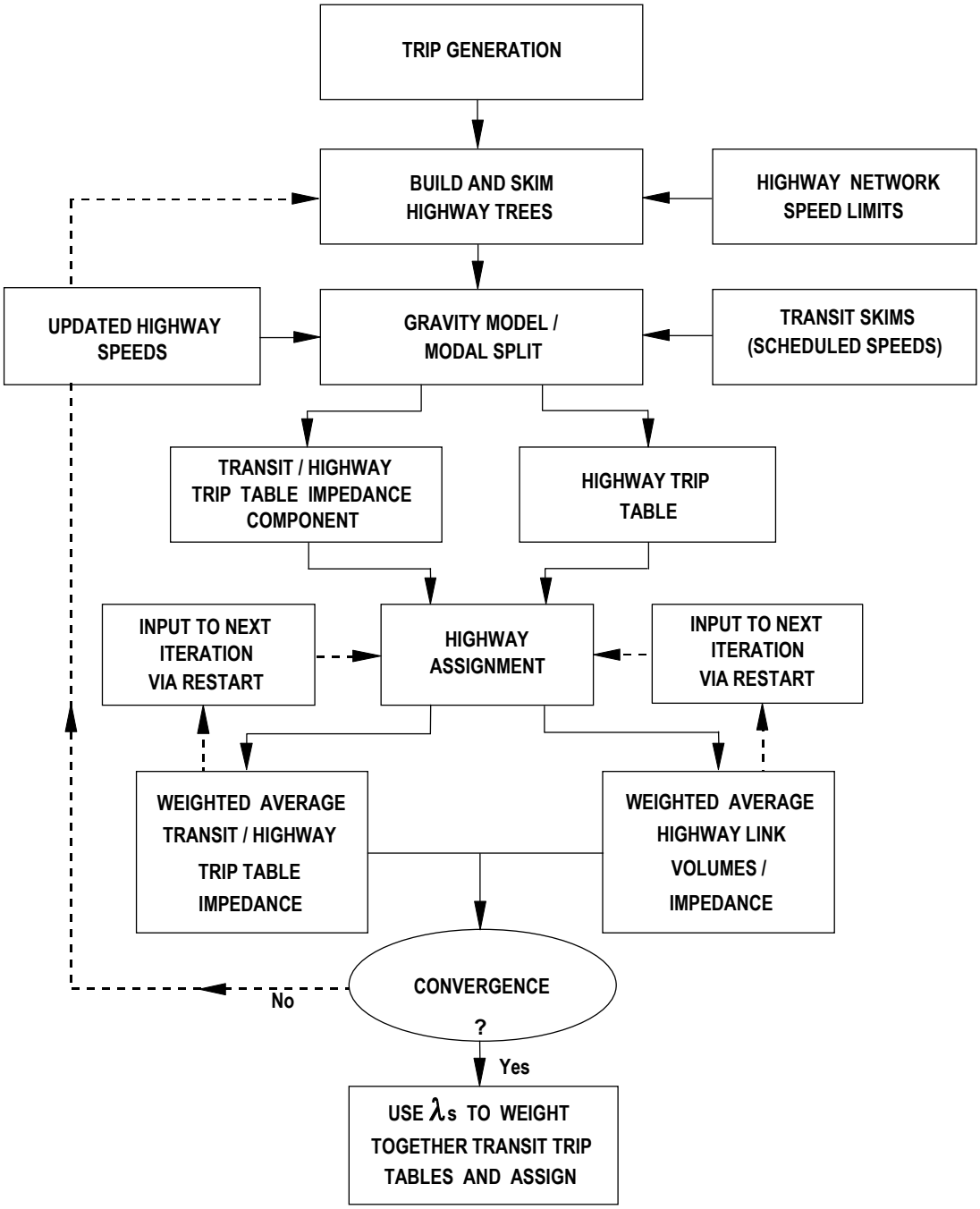
Synopsis of the Enhanced DVRPC Travel Simulation Process

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

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

The enhanced iterative DVRPC model is shown in **Figure 9**. Documentation of the DVRPC model is included in the commission report entitled "2000 and 2005 Validation of the DVRPC Regional Simulation Models," July 2008. The first step in the process involves generating the number of trips that are produced by and destined for each traffic zone and cordon station throughout the ten-county region.

Figure 9. Evans Implementation Using DVRPC's Regional Simulation Model



Trip Generation

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

Evans Iteration

The iterative portion of the Evans Algorithm involves updating the highway network congested link travel speeds, rebuilding the minimum time paths through the network, and skimming the inter-zonal travel time for the minimum paths. Then, the trip distribution, modal split, and highway assignment models are executed in sequence for each pass through the model chain (see **Figure 9**). After convergence is reached, the transit trip tables for each iteration are weighted together and the weighted average table assigned to the transit network. The highway trip tables are loaded onto the network during each Evans iteration. A composite highway trip table is not required to perform the highway assignment – rather, the highway link volumes from the assignment are weighted together directly. Seven iterations of the Evans process, for each time period, are performed to ensure that convergence on travel times is reached.

Trip Distribution

Trip distribution is the process whereby the zonal trip ends established in the trip generation analysis are linked together to form origin-destination patterns in the trip table format. Peak, midday, and evening trip ends are distributed separately. For each Evans iteration, a series of ten gravity type distribution models are applied at the zonal level for each time period. These models follow the trip purpose and vehicle type stratifications established in trip generation.

Modal Split

The modal split model is also run separately for the peak, midday, and evening time periods. The modal split model calculates the fraction of each person trip interchange in the trip table which should be allocated to transit, and then assigns the residual to highway. The choice between highway and transit usage is made on the basis of comparative cost, travel time, and frequency of service, with other aspects of modal choice being used to modify this basic relationship. In general, the better the transit service, the higher the fraction assigned to transit, although trip purpose and auto ownership also affect the allocation. The model subdivides highway trips into auto drivers and passengers. Auto driver trips are added to the truck, taxi, and external vehicle trips in preparation for assignment to the highway network. See “2000 and 2005 Validation of the DVRPC Regional Simulation Models” for a detailed description of the model parameters.

Highway Assignment

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

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

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

Simulation Error Correction

During the focused model development process a formal calibration of the model was prepared by comparing current year predicted traffic volumes with counted average daily traffic (AADT). DVRPC collected current traffic count for every existing roadway link for which a forecast is required. The model inputs, parameters, and networks were then fine-tuned for the corridor under study in order to minimize the simulation error. **Table 5** summarizes the highway link and ramp volume errors by volume group that resulted from the final calibration run for the Pottstown Bypass (US 422) study area. A good overall calibration was achieved for the study area with the totals of simulated and counted link volumes for the Pottstown Bypass and its ramps being within one percent. Acceptable calibrations for PA 100 and for intersecting and parallel roadways were also achieved with simulated errors of -6.8, 16.0, and -4.0 percent, respectively. For the entire study area, simulated and actual link volumes were within two percent. The overall coefficient of determination (R2) in the calibration was 0.98, which indicates that the model was explaining over 90 percent of the variation in counted AADT link volumes.

Table 5. Link Volume Error Statistics by Roadway Group

Volume Group	Current Counted	Current Simulated	Error	Percent Error
US 422 Mainline and Ramps	552,131	553,657	1,526	0.3%
PA 100	117,445	109,454	-7,991	-6.8%
Intersecting Arterial Roads	200,285	232,321	32,036	16.0%
Parallel Arterial Roads	135,040	127,574	-5,466	-4.0%
Total	**1,004,901**	**1,023,006**	**18,105**	**1.8%**

Source: DVRPC 2011

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

Highway Traffic Forecasts

As part of the Pottstown Bypass (US 422) project, traffic forecasts were prepared for 2015, the year that the project is intended to open, and for 2035 – twenty years hence. For both forecast years, estimates of annual average daily traffic (AADT) volumes and AM and PM peak hour traffic volumes were made for all bypass links and ramps in the study area. In addition, traffic forecasts were made for many arterial highways within Pottstown and the surrounding suburban areas within the study area. These arterial traffic forecasts are intended to quantify the impact of traffic growth and proposed bypass improvements on traffic congestion in the surrounding areas.

For the same reasons, 2015 and 2035 projections of AM and PM peak hour turning movements were made for selected arterial intersections thoughout the study area. These turning movements were used to calculate intersection levels of service under the alternative freeway configurations and forecast years.

The 2035 AADT traffic projections under the No-Build and Preferred Alternative (Build Alternative 2) are analyzed in some detail below. The 2015 AADT forecasts and the 2015 and 2035 peak hour and turning movement forecasts are also presented.

2035 Average Daily (AADT) Traffic Forecasts

Forecasted design year (2035) average daily traffic volumes for selected highway links within the corridor are presented and analyzed in this part of the report. The first part of this section discusses the forecasted traffic under the No-Build Alternative, while the second part details the differences between the No-Build Alternative and the Preferred Alternative (Build Alternative 2). In all of the AADT figures that follow, the number over the line representing the roadway is the forecasted traffic volume and the number under the line is the current traffic count.

No-Build Alternative

Figure 10 and **Table 6** compare existing traffic volumes with future 2035 No-Build traffic forecasts. On the Pottstown Bypass (US 422), the forecasts indicate growth ranges from about 23 percent to 28 percent, with the smaller growth rates forecasted for US 422 at the eastern and western ends of the study area and slightly larger growth in the center, especially between the Hanover Street and PA 100 interchanges. The AADT absolute growth ranges from 14,300 vehicles per day (vpd) from Hanover Street to PA 100 to 9,400 vpd on the western end, which is dominated by Berks County.

The major north-south roads are expected to see growth in the 7 percent to 56 percent range, with the largest traffic growth occurring on PA 100, both north and south of the Pottstown Bypass (US 422). PA 100 north of Shoemaker Street is also projected to

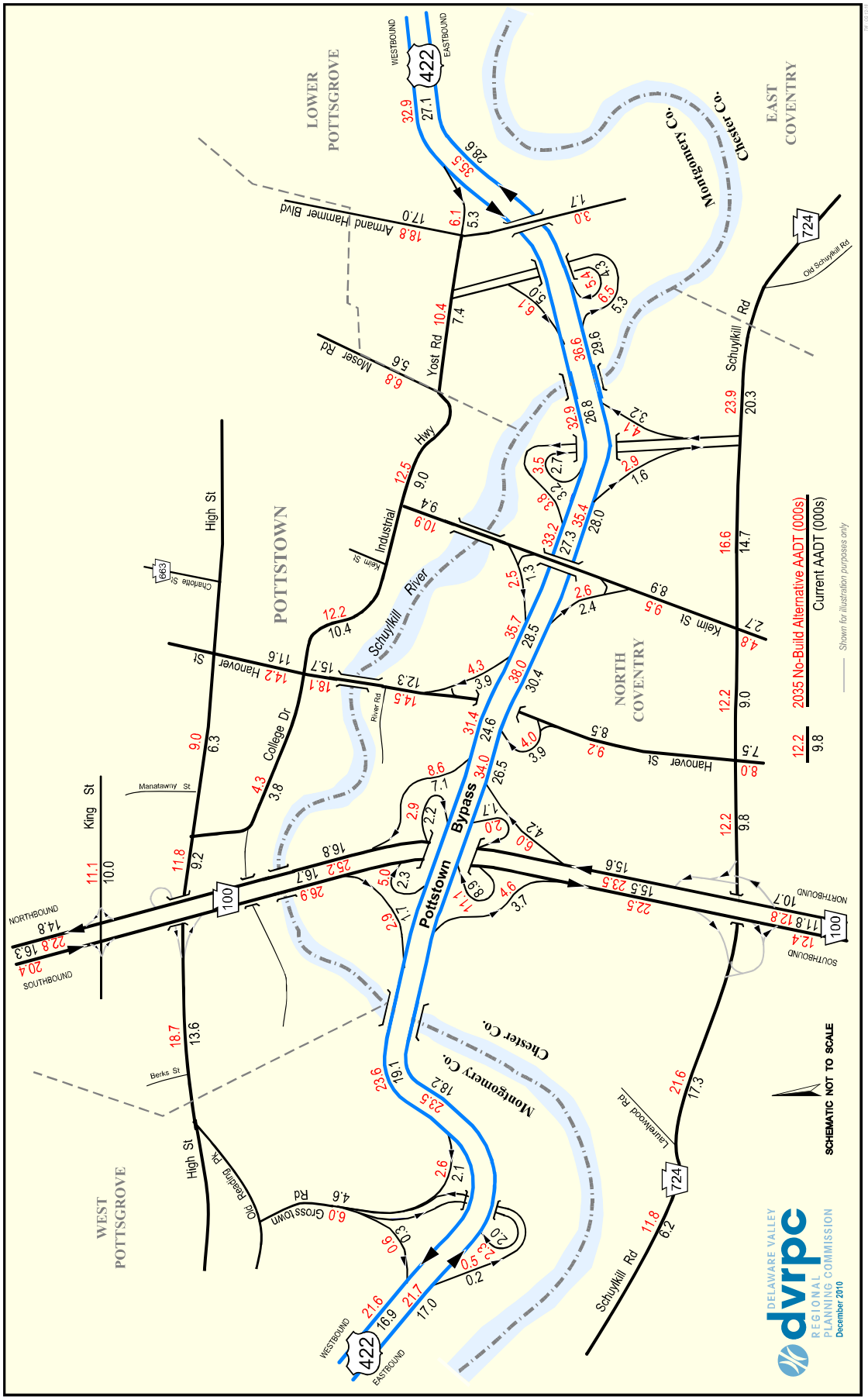


Figure 10. Current and 2035 No-Build Alternative Average Daily Traffic Volumes

Table 6. Current and 2035 No-Build Alternative Average Daily Traffic Volumes

Highway Facility	Location	2010 Current Volume	2035 No-Build Volume	2010 to 2035 No-Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	27,100	32,900	5,800	21%
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	28,600	35,500	6,900	24%
US 422 Total	**Evergreen Rd. to Armand Hammer Blvd.**	**55,700**	**68,400**	**12,700**	**23%**
US 422 WB	Armand Hammer Blvd. to PA 724	26,800	32,900	6,100	23%
US 422 EB	PA 724 to Armand Hammer Blvd.	29,600	36,600	7,000	24%
US 422 Total	**Armand Hammer Blvd. to PA 724**	**56,400**	**69,500**	**13,100**	**23%**
US 422 WB	PA 724 to Keim St.	27,300	33,200	5,900	22%
US 422 EB	Keim St. to PA 724	28,000	35,400	7,400	26%
US 422 Total	**PA 724 to Keim St.**	**55,300**	**68,600**	**13,300**	**24%**
US 422 WB	Keim St. to Hanover St.	28,500	35,700	7,200	25%
US 422 EB	Hanover St. to Keim St.	30,400	38,000	7,600	25%
US 422 Total	**Keim St. to Hanover St.**	**58,900**	**73,700**	**14,800**	**25%**
US 422 WB	Hanover St. to PA 100	24,600	31,400	6,800	28%
US 422 EB	PA 100 to Hanover St.	26,500	34,000	7,500	28%
US 422 Total	**Hanover St. to PA 100**	**51,100**	**65,400**	**14,300**	**28%**
US 422 WB	PA 100 to Grosstown Rd.	19,100	23,600	4,500	24%
US 422 EB	Grosstown Rd. to PA 100	18,200	23,500	5,300	29%
US 422 Total	**PA 100 to Grosstown Rd.**	**37,300**	**47,100**	**9,800**	**26%**
US 422 WB	Grosstown Rd. to County Line	16,900	21,600	4,700	28%
US 422 EB	County Line to Grosstown Rd.	17,000	21,700	4,700	28%
US 422 Total	**Grosstown Rd. to County Line**	**33,900**	**43,300**	**9,400**	**28%**
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	17,000	18,800	1,800	11%
Moser Rd.	Yost Rd. to High St.	5,600	6,800	1,200	21%
Keim St.	PA 724 to US 422	8,900	9,500	600	7%
Keim St.	US 422 to Industrial Highway	9,400	10,900	1,500	16%
Hanover St.	Cedarville Rd. to PA 724	7,500	8,000	500	7%
Hanover St.	PA 724 to US 422	8,500	9,200	700	8%
Hanover St.	US 422 to River Rd.	12,300	14,500	2,200	18%
Hanover St.	River Rd. to Industrial Highway	15,700	18,100	2,400	15%
Hanover St.	Industrial Highway to High St.	11,600	14,200	2,600	22%
PA 100 NB	Cedarville Rd. to PA 724	10,700	12,800	2,100	20%
PA 100 SB	PA 724 to Cedarville Rd.	11,800	12,400	600	5%
PA 100 Total	**Cedarville Rd. to PA 724**	**22,500**	**25,200**	**2,700**	**12%**
PA 100 NB	PA 724 to US 422	15,600	23,500	7,900	51%
PA 100 SB	US 422 to PA 724	15,500	22,500	7,000	45%
PA 100 Total	**PA 724 to US 422**	**31,100**	**46,000**	**14,900**	**48%**
PA 100 NB	US 422 to High St.	16,800	25,200	8,400	50%
PA 100 SB	High St. to US 422	16,700	26,900	10,200	61%
PA 100 Total	**US 422 to High St.**	**33,500**	**52,100**	**18,600**	**56%**
PA 100 NB	King St. to Shoemaker St.	14,800	22,800	8,000	54%
PA 100 SB	King St. to Shoemaker St.	16,300	20,400	4,100	25%
PA 100 Total	**King St. to Shoemaker St.**	**31,100**	**43,200**	**12,100**	**39%**
Grosstown Rd.	High St. to US 422	4,600	6,000	1,400	30%

Table 6. Current and 2035 No-Build Alternative Average Daily Traffic Volumes (Continued)

Highway Facility	Location	2010 Current Volume	2035 No-Build Volume	2010 to 2035 No-Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	20,300	23,900	3,600	18%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	14,700	16,600	1,900	13%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9,000	12,200	3,200	36%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9,800	11,200	1,400	14%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	17,300	21,600	4,300	25%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	6,200	11,800	5,600	90%
Yost Rd.	US 422 Ramps to Moser Rd.	7,400	10,400	3,000	41%
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	9,000	12,500	3,500	39%
Industrial Highway	Keim St. to Hanover St.	10,400	12,200	1,800	17%
College Dr.	Hanover St. to High St.	3,800	4,300	500	13%
High St.	Hanover St. to Manatawny St.	6,300	9,000	2,700	43%
High St.	College Dr. to PA 100 Ramps	9,200	11,800	2,600	28%
High St.	PA 100 Ramps to Berks St.	13,600	18,700	5,100	38%
King St.	PA 100 to Manatawny St.	10,000	11,100	1,100	11%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	5,300	6,500	1,200	23%
US 422 WB On-Ramp	Armand Hammer Blvd.	5,000	6,100	1,100	22%
US 422 WB Off-Ramp	Armand Hammer Blvd.	5,300	6,100	800	15%
US 422 EB On-Ramp	Armand Hammer Blvd.	4,300	5,400	1,100	26%
US 422 EB On-Ramp	PA 724	3,200	4,100	900	28%
US 422 WB Off-Ramp	PA 724	2,700	3,500	800	30%
US 422 EB Off-Ramp	PA 724	1,600	2,900	1,300	81%
US 422 WB On-Ramp	PA 724	3,200	3,800	600	19%
US 422 EB Off-Ramp	Keim St.	2,400	2,600	200	8%
US 422 WB On-Ramp	Keim St.	1,300	2,500	1,200	92%
US 422 EB On-Ramp	Hanover St.	3,900	4,000	100	3%
US 422 WB Off-Ramp	Hanover St.	3,900	4,300	400	10%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	4,200	6,000	1,800	43%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	2,300	5,000	2,700	117%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	8,900	11,100	2,200	25%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	7,100	8,600	1,500	21%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	1,700	2,000	300	18%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1,700	2,900	1,200	71%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	3,700	4,600	900	24%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	2,200	2,900	700	32%
US 422 EB On-Ramp	Grosstown Rd.	2,000	2,300	300	15%
US 422 WB Off-Ramp	Grosstown Rd.	2,100	2,600	500	24%
US 422 EB Off-Ramp	Grosstown Rd.	200	500	300	150%
US 422 WB On-Ramp	Grosstown Rd.	300	600	300	100%

Source: DVRPC 2011

grow significantly (12,100 vpd). PA 100, like the Pottstown Bypass, experiences the highest traffic growth in the central part of the study area.

Major cross streets with interchanges, including Armand Hammer Boulevard, Keim, and Hanover Streets, are projected to grow by 11 percent, 16 percent, and 22 percent, respectively, with the heaviest growth in absolute terms occurring on Hanover Street, 2,600 vpd. Grosstown Road is projected to grow by 30 percent, but the absolute level of growth (1,400 vpd) is relatively small.

The major parallel roads are also projected to experience significant traffic growth. Schuylkill Road (PA 724) is projected to increase in volume by 1,900 to 5,600 vpd. In percentage terms, this growth ranges from 13 percent in the east to 90 percent in the west (5,600 vpd). Within Pottstown, the Industrial Highway/College Drive, High Street, and King Street are projected to grow by about 500 to 5,100 vpd or in the range of 13 percent to 43 percent.

All of the existing Pottstown Bypass ramps in the study area are projected to grow significantly by 2035 under the No-Build Alternative. The magnitude of traffic growth was for the most part similar for both east and west oriented traffic. Overall, traffic growth rates within the Pottstown Bypass (US 422) interchanges ranges from 2,700 vpd (117 percent) for the westbound US 422 off-ramp to PA 100 southbound to 100 vpd (3 percent) for the US 422 eastbound on-ramp from Hanover Street.

Preferred Alternative (Build Alternative 2)

Figure 11 and **Table 7** present the 2035 average daily traffic (AADT) forecasts under Preferred Alternative (Build Alternative 2). This alternative does not alter the four lane configuration of the Pottstown Bypass, except to improve sight distances and merge lane geometry while continuing to serve all traffic movements. This is accomplished by converting the Stowe (Grosstown Road) Interchange to a diamond and by improving the geometry of the Armand Hammer interchange through consolidation into a diamond interchange. For this reason, traffic volumes on the Pottstown Bypass under this alternative are almost unchanged, except to relieve freeway traffic volumes slightly between the PA 100 and PA 724 interchanges by diverting it to local roads.

A comparison of **Figures 10** and **11** shows that traffic volumes on north-south and parallel streets serving the Pottstown Bypass interchanges are also almost unchanged except for Grosstown Road and Armand Hammer Boulevard, where traffic volumes are increased somewhat (by 2,200 and 1,200 daily vehicles, respectively) as a result of increased usage of the realigned interchange ramps.

2015 Average Daily (AADT) Traffic Forecasts

Figures 12 and **13** and **Tables 8** and **9** present 2015 AADT traffic forecasts for the No-Build and Preferred Alternative (Build Alternative 2), respectively. These forecasted traffic volumes represent opening year traffic volumes. They have much the same patterns of differences between alternatives as noted above for the 2035 forecasts. However, the 2015 traffic volume growths are much less than those forecasted for 2035.

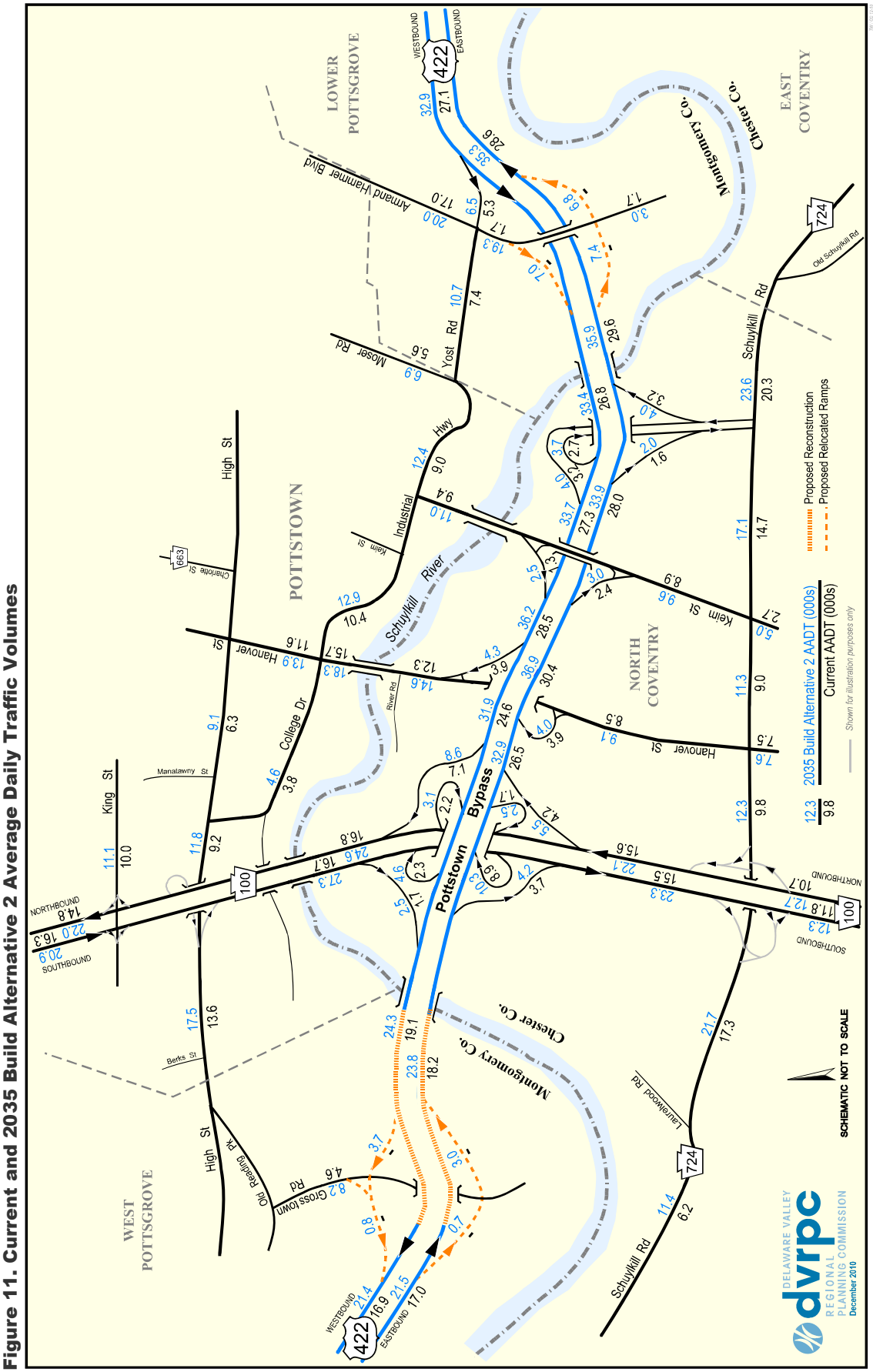


Figure 11. Current and 2035 Build Alternative 2 Average Daily Traffic Volumes

Table 7. Current and 2035 Build Alternative 2 Average Daily Traffic Volumes

Highway Facility	Location	2010 Current Volume	2035 Build Alt. 2 Volume	2010 to 2035 Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	27,100	32,900	5,800	21%
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	28,600	35,300	6,700	23%
US 422 Total	**Evergreen Rd. to Armand Hammer Blvd.**	**55,700**	**68,200**	**12,500**	**22%**
US 422 WB	Armand Hammer Blvd. to PA 724	26,800	33,400	6,600	25%
US 422 EB	PA 724 to Armand Hammer Blvd.	29,600	35,900	6,300	21%
US 422 Total	**Armand Hammer Blvd. to PA 724**	**56,400**	**69,300**	**12,900**	**23%**
US 422 WB	PA 724 to Keim St.	27,300	33,700	6,400	23%
US 422 EB	Keim St. to PA 724	28,000	33,900	5,900	21%
US 422 Total	**PA 724 to Keim St.**	**55,300**	**67,600**	**12,300**	**22%**
US 422 WB	Keim St. to Hanover St.	28,500	36,200	7,700	27%
US 422 EB	Hanover St. to Keim St.	30,400	36,900	6,500	21%
US 422 Total	**Keim St. to Hanover St.**	**58,900**	**73,100**	**14,200**	**24%**
US 422 WB	Hanover St. to PA 100	24,600	31,900	7,300	30%
US 422 EB	PA 100 to Hanover St.	26,500	32,900	6,400	24%
US 422 Total	**Hanover St. to PA 100**	**51,100**	**64,800**	**13,700**	**27%**
US 422 WB	PA 100 to Grosstown Rd.	19,100	24,300	5,200	27%
US 422 EB	Grosstown Rd. to PA 100	18,200	23,800	5,600	31%
US 422 Total	**PA 100 to Grosstown Rd.**	**37,300**	**48,100**	**10,800**	**29%**
US 422 WB	Grosstown Rd. to County Line	16,900	21,400	4,500	27%
US 422 EB	County Line to Grosstown Rd.	17,000	21,500	4,500	26%
US 422 Total	**Grosstown Rd. to County Line**	**33,900**	**42,900**	**9,000**	**27%**
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	17,000	20,000	3,000	18%
Moser Rd.	Yost Rd. to High St.	5,600	6,900	1,300	23%
Keim St.	PA 724 to US 422	8,900	9,600	700	8%
Keim St.	US 422 to Industrial Highway	9,400	11,000	1,600	17%
Hanover St.	Cedarville Rd. to PA 724	7,500	7,600	100	1%
Hanover St.	PA 724 to US 422	8,500	9,100	600	7%
Hanover St.	US 422 to River Rd.	12,300	14,600	2,300	19%
Hanover St.	River Rd. to Industrial Highway	15,700	18,300	2,600	17%
Hanover St.	Industrial Highway to High St.	11,600	13,900	2,300	20%
PA 100 NB	Cedarville Rd. to PA 724	10,700	12,700	2,000	19%
PA 100 SB	PA 724 to Cedarville Rd.	11,800	12,300	500	4%
PA 100 Total	**Cedarville Rd. to PA 724**	**22,500**	**25,000**	**2,500**	**11%**
PA 100 NB	PA 724 to US 422	15,600	22,100	6,500	42%
PA 100 SB	US 422 to PA 724	15,500	23,300	7,800	50%
PA 100 Total	**PA 724 to US 422**	**31,100**	**45,400**	**14,300**	**46%**
PA 100 NB	US 422 to High St.	16,800	24,600	7,800	46%
PA 100 SB	High St. to US 422	16,700	27,300	10,600	63%
PA 100 Total	**US 422 to High St.**	**33,500**	**51,900**	**18,400**	**55%**
PA 100 NB	King St. to Shoemaker St.	14,800	22,000	7,200	49%
PA 100 SB	King St. to Shoemaker St.	16,300	20,900	4,600	28%
PA 100 Total	**King St. to Shoemaker St.**	**31,100**	**42,900**	**11,800**	**38%**
Grosstown Rd.	High St. to US 422	4,600	8,200	3,600	78%

Table 7. Current and 2035 Build Alternative 2 Average Daily Traffic Volumes (Continued)

Highway Facility	Location	2010 Current Volume	2035 Build Alt. 2 Volume	2010 to 2035 Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	20,300	23,600	3,300	16%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	14,700	17,100	2,400	16%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9,000	11,300	2,300	26%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9,800	12,300	2,500	26%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	17,300	21,700	4,400	25%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	6,200	11,400	5,200	84%
Yost Rd.	US 422 Ramps to Moser Rd.	7,400	10,700	3,300	45%
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	9,000	12,400	3,400	38%
Industrial Highway	Keim St. to Hanover St.	10,400	12,900	2,500	24%
College Dr.	Hanover St to High St.	3,800	4,600	800	21%
High St.	Hanover St. to Manatawny St.	6,300	9,100	2,800	44%
High St.	College Dr. to PA 100 Ramps	9,200	11,800	2,600	28%
High St.	PA 100 Ramps to Berks St.	13,600	17,500	3,900	29%
King St.	PA 100 to Manatawny St.	10,000	11,100	1,100	11%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	5,300	7,400	2,100	40%
US 422 WB On-Ramp	Armand Hammer Blvd.	5,000	7,000	2,000	40%
US 422 WB Off-Ramp	Armand Hammer Blvd.	5,300	6,500	1,200	23%
US 422 EB On-Ramp	Armand Hammer Blvd.	4,300	6,800	2,500	58%
US 422 EB On-Ramp	PA 724	3,200	4,000	800	25%
US 422 WB Off-Ramp	PA 724	2,700	3,700	1,000	37%
US 422 EB Off-Ramp	PA 724	1,600	2,000	400	25%
US 422 WB On-Ramp	PA 724	3,200	4,000	800	25%
US 422 EB Off-Ramp	Keim St.	2,400	3,000	600	25%
US 422 WB On-Ramp	Keim St.	1,300	2,500	1,200	92%
US 422 EB On-Ramp	Hanover St.	3,900	4,000	100	3%
US 422 WB Off-Ramp	Hanover St.	3,900	4,300	400	10%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	4,200	5,500	1,300	31%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	2,300	4,600	2,300	100%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	8,900	10,300	1,400	16%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	7,100	8,600	1,500	21%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	1,700	2,500	800	47%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1,700	2,500	800	47%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	3,700	4,200	500	14%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	2,200	3,100	900	41%
US 422 EB On-Ramp	Grosstown Rd.	2,000	3,000	1,000	50%
US 422 WB Off-Ramp	Grosstown Rd.	2,100	3,700	1,600	76%
US 422 EB Off-Ramp	Grosstown Rd.	200	700	500	250%
US 422 WB On-Ramp	Grosstown Rd.	300	800	500	167%

Source: DVRPC 2011

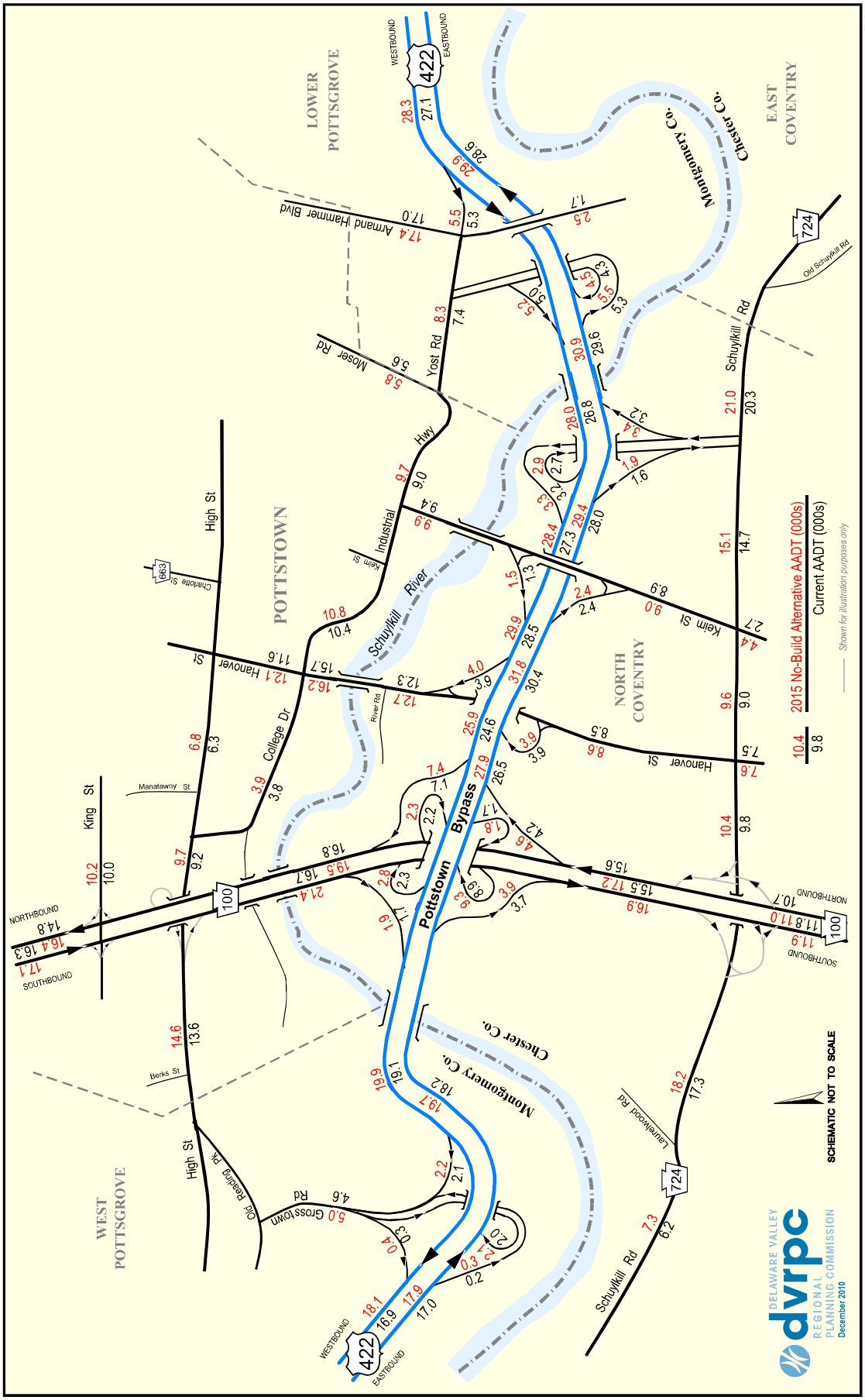


Figure 12. Current and 2015 No-Build Alternative Average Daily Traffic Volumes
LOWER POTTSGROVE
POTTSTOWN
NORTH COVENTRY
EAST COVENTRY
WEST POTTSGROVE
Montgomery Co.
Chester Co.
Schuylkill River
Pottstown Bypass
WESTBOUND
EASTBOUND
NORTHBOUND
SOUTHBOUND
422
100
724
663
Armand Hammer Blvd
Moser Rd
Yost Rd
Hwy
Industrial
Keim St
High St
Charlotte St
Hanover St
College Dr
River Rd
Manatawny St
King St
Berks St
Old Reading Pk
Gross Rd
Schuylkill Rd
Old Schuylkill Rd
Laurelwood Rd
SCHEMATIC NOT TO SCALE
2015 No-Build Alternative AADT (000s)
Current AADT (000s)
Shown for illustration purposes only
DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
December 2010

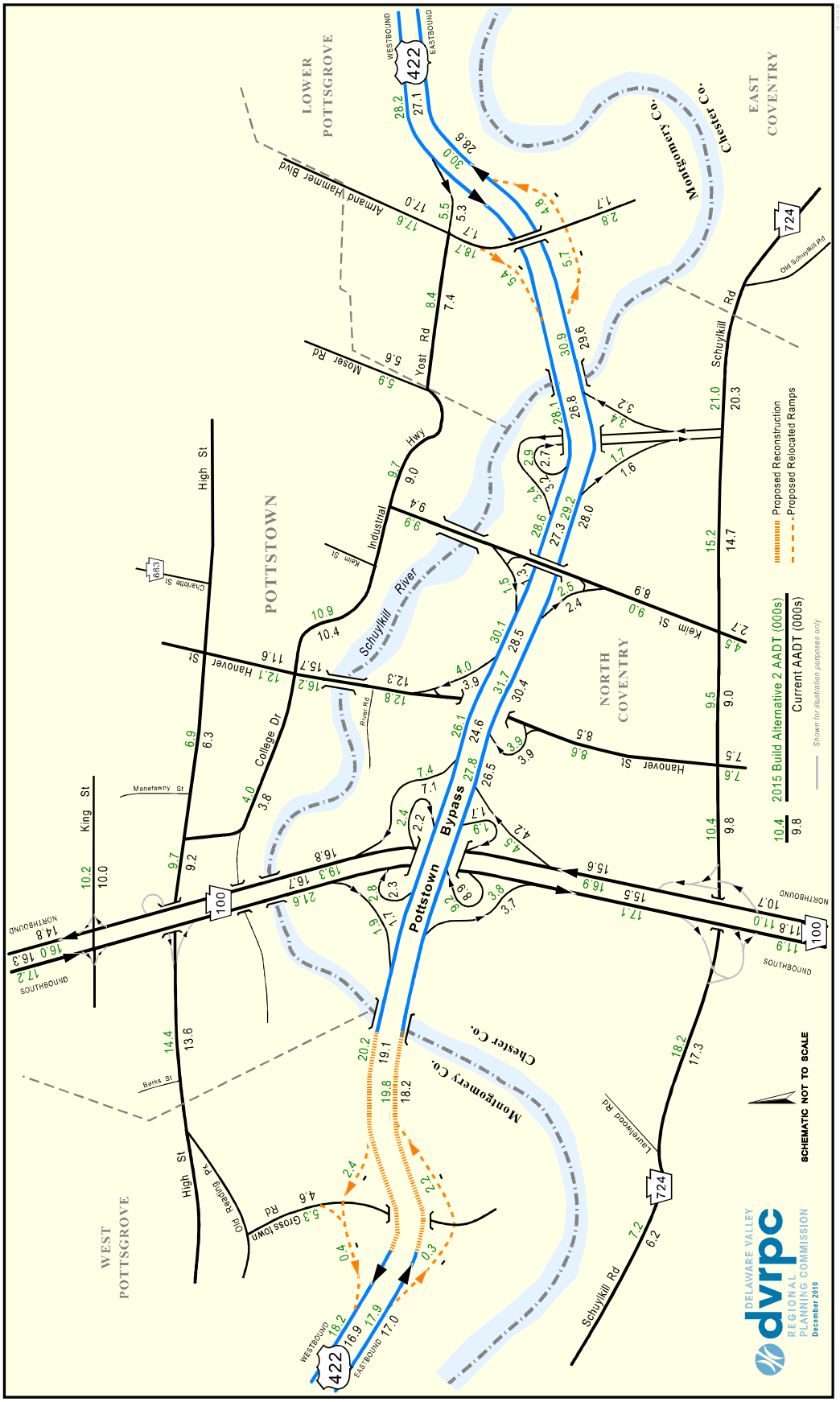


Figure 13. Current and 2015 Build Alternative 2 Average Daily Traffic Volumes

Table 8. Current and 2015 No-Build Alternative Average Daily Traffic Volumes

Highway Facility	Location	2010 Current Volume	2015 No-Build Volume	2010 to 2015 No-Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	27,100	28,300	1,200	4%
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	28,600	29,900	1,300	5%
US 422 Total	**Evergreen Rd. to Armand Hammer Blvd.**	**55,700**	**58,200**	**2,500**	**4%**
US 422 WB	Armand Hammer Blvd. to PA 724	26,800	28,000	1,200	4%
US 422 EB	PA 724 to Armand Hammer Blvd.	29,600	30,900	1,300	4%
US 422 Total	**Armand Hammer Blvd. to PA 724**	**56,400**	**58,900**	**2,500**	**4%**
US 422 WB	PA 724 to Keim St.	27,300	28,400	1,100	4%
US 422 EB	Keim St. to PA 724	28,000	29,400	1,400	5%
US 422 Total	**PA 724 to Keim St.**	**55,300**	**57,800**	**2,500**	**5%**
US 422 WB	Keim St. to Hanover St.	28,500	29,900	1,400	5%
US 422 EB	Hanover St. to Keim St.	30,400	31,800	1,400	5%
US 422 Total	**Keim St. to Hanover St.**	**58,900**	**61,700**	**2,800**	**5%**
US 422 WB	Hanover St. to PA 100	24,600	25,900	1,300	5%
US 422 EB	PA 100 to Hanover St.	26,500	27,900	1,400	5%
US 422 Total	**Hanover St. to PA 100**	**51,100**	**53,800**	**2,700**	**5%**
US 422 WB	PA 100 to Grosstown Rd.	19,100	19,900	800	4%
US 422 EB	Grosstown Rd. to PA 100	18,200	19,700	1,500	8%
US 422 Total	**PA 100 to Grosstown Rd.**	**37,300**	**39,600**	**2,300**	**6%**
US 422 WB	Grosstown Rd. to County Line	16,900	18,100	1,200	7%
US 422 EB	County Line to Grosstown Rd.	17,000	17,900	900	5%
US 422 Total	**Grosstown Rd. to County Line**	**33,900**	**36,000**	**2,100**	**6%**
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	17,000	17,400	400	2%
Moser Rd.	Yost Rd. to High St.	5,600	5,800	200	4%
Keim St.	PA 724 to US 422	8,900	9,000	100	1%
Keim St.	US 422 to Industrial Highway	9,400	9,900	500	5%
Hanover St.	Cedarville Rd. to PA 724	7,500	7,600	100	1%
Hanover St.	PA 724 to US 422	8,500	8,600	100	1%
Hanover St.	US 422 to River Rd.	12,300	12,700	400	3%
Hanover St.	River Rd. to Industrial Highway	15,700	16,200	500	3%
Hanover St.	Industrial Highway to High St.	11,600	12,100	500	4%
PA 100 NB	Cedarville Rd. to PA 724	10,700	11,000	300	3%
PA 100 SB	PA 724 to Cedarville Rd.	11,800	11,900	100	1%
PA 100 Total	**Cedarville Rd. to PA 724**	**22,500**	**22,900**	**400**	**2%**
PA 100 NB	PA 724 to US 422	15,600	17,200	1,600	10%
PA 100 SB	US 422 to PA 724	15,500	16,900	1,400	9%
PA 100 Total	**PA 724 to US 422**	**31,100**	**34,100**	**3,000**	**10%**
PA 100 NB	US 422 to High St.	16,800	19,500	2,700	16%
PA 100 SB	High St. to US 422	16,700	21,400	4,700	28%
PA 100 Total	**US 422 to High St.**	**33,500**	**40,900**	**7,400**	**22%**
PA 100 NB	King St. to Shoemaker St.	14,800	16,400	1,600	11%
PA 100 SB	King St. to Shoemaker St.	16,300	17,100	800	5%
PA 100 Total	**King St. to Shoemaker St.**	**31,100**	**33,500**	**2,400**	**8%**
Grosstown Rd.	High St. to US 422	4,600	5,000	400	9%

Table 8. Current and 2015 No-Build Average Daily Traffic Volumes (Continued)

Highway Facility	Location	2010 Current Volume	2015 No-Build Volume	2010 to 2015 No-Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	20,300	21,000	700	3%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	14,700	15,100	400	3%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9,000	9,600	600	7%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9,800	10,400	600	6%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	17,300	18,200	900	5%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	6,200	7,300	1,100	18%
Yost Rd.	US 422 Ramps to Moser Rd.	7,400	8,300	900	12%
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	9,000	9,700	700	8%
Industrial Highway	Keim St. to Hanover St.	10,400	10,800	400	4%
College Dr.	Hanover St. to High St.	3,800	3,900	100	3%
High St.	Hanover St. to Manatawny St.	6,300	6,800	500	8%
High St.	College Dr. to PA 100 Ramps	9,200	9,700	500	5%
High St.	PA 100 Ramps to Berks St.	13,600	14,600	1,000	7%
King St.	PA 100 to Manatawny St.	10,000	10,200	200	2%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	5,300	5,500	200	4%
US 422 WB On-Ramp	Armand Hammer Blvd.	5,000	5,200	200	4%
US 422 WB Off-Ramp	Armand Hammer Blvd.	5,300	5,500	200	4%
US 422 EB On-Ramp	Armand Hammer Blvd.	4,300	4,500	200	5%
US 422 EB On-Ramp	PA 724	3,200	3,400	200	6%
US 422 WB Off-Ramp	PA 724	2,700	2,900	200	7%
US 422 EB Off-Ramp	PA 724	1,600	1,900	300	19%
US 422 WB On-Ramp	PA 724	3,200	3,300	100	3%
US 422 EB Off-Ramp	Keim St.	2,400	2,400	0	0%
US 422 WB On-Ramp	Keim St.	1,300	1,500	200	15%
US 422 EB On-Ramp	Hanover St.	3,900	3,900	0	0%
US 422 WB Off-Ramp	Hanover St.	3,900	4,000	100	3%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	4,200	4,600	400	10%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	2,300	2,800	500	22%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	8,900	9,300	400	4%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	7,100	7,400	300	4%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	1,700	1,800	100	6%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1,700	1,900	200	12%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	3,700	3,900	200	5%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	2,200	2,300	100	5%
US 422 EB On-Ramp	Grosstown Rd.	2,000	2,100	100	5%
US 422 WB Off-Ramp	Grosstown Rd.	2,100	2,200	100	5%
US 422 EB Off-Ramp	Grosstown Rd.	200	300	100	50%
US 422 WB On-Ramp	Grosstown Rd.	300	400	100	33%

Source: DVRPC 2011

Table 9. Current and 2015 Build Alternative 2 Average Daily Traffic Volumes

Highway Facility	Location	2010 Current Volume	2015 Build Alt. 2 Volume	2010 to 2015 Build / Current Growth	Percent
US 422 Main Line					
US 422 WB	Evergreen Rd. to Armand Hammer Blvd.	27,100	28,200	1,100	4%
US 422 EB	Armand Hammer Blvd. to Evergreen Rd.	28,600	30,000	1,400	5%
US 422 Total	**Evergreen Rd. to Armand Hammer Blvd.**	**55,700**	**58,200**	**2,500**	**4%**
US 422 WB	Armand Hammer Blvd. to PA 724	26,800	28,100	1,300	5%
US 422 EB	PA 724 to Armand Hammer Blvd.	29,600	30,900	1,300	4%
US 422 Total	**Armand Hammer Blvd. to PA 724**	**56,400**	**59,000**	**2,600**	**5%**
US 422 WB	PA 724 to Keim St.	27,300	28,600	1,300	5%
US 422 EB	Keim St. to PA 724	28,000	29,200	1,200	4%
US 422 Total	**PA 724 to Keim St.**	**55,300**	**57,800**	**2,500**	**5%**
US 422 WB	Keim St. to Hanover St.	28,500	30,100	1,600	6%
US 422 EB	Hanover St. to Keim St.	30,400	31,700	1,300	4%
US 422 Total	**Keim St. to Hanover St.**	**58,900**	**61,800**	**2,900**	**5%**
US 422 WB	Hanover St. to PA 100	24,600	26,100	1,500	6%
US 422 EB	PA 100 to Hanover St.	26,500	27,800	1,300	5%
US 422 Total	**Hanover St. to PA 100**	**51,100**	**53,900**	**2,800**	**5%**
US 422 WB	PA 100 to Grosstown Rd.	19,100	20,200	1,100	6%
US 422 EB	Grosstown Rd. to PA 100	18,200	19,800	1,600	9%
US 422 Total	**PA 100 to Grosstown Rd.**	**37,300**	**40,000**	**2,700**	**7%**
US 422 WB	Grosstown Rd. to County Line	16,900	18,200	1,300	8%
US 422 EB	County Line to Grosstown Rd.	17,000	17,900	900	5%
US 422 Total	**Grosstown Rd. to County Line**	**33,900**	**36,100**	**2,200**	**6%**
North-South Highway Facilities					
Armand Hammer Blvd.	Yost Rd. to High St.	17,000	17,600	600	4%
Moser Rd.	Yost Rd. to High St.	5,600	5,900	300	5%
Keim St.	PA 724 to US 422	8,900	9,000	100	1%
Keim St.	US 422 to Industrial Highway	9,400	9,900	500	5%
Hanover St.	Cedarville Rd. to PA 724	7,500	7,600	100	1%
Hanover St.	PA 724 to US 422	8,500	8,600	100	1%
Hanover St.	US 422 to River Rd.	12,300	12,800	500	4%
Hanover St.	River Rd. to Industrial Highway	15,700	16,200	500	3%
Hanover St.	Industrial Highway to High St.	11,600	12,100	500	4%
PA 100 NB	Cedarville Rd. to PA 724	10,700	11,000	300	3%
PA 100 SB	PA 724 to Cedarville Rd.	11,800	11,900	100	1%
PA 100 Total	**Cedarville Rd. to PA 724**	**22,500**	**22,900**	**400**	**2%**
PA 100 NB	PA 724 to US 422	15,600	16,900	1,300	8%
PA 100 SB	US 422 to PA 724	15,500	17,100	1,600	10%
PA 100 Total	**PA 724 to US 422**	**31,100**	**34,000**	**2,900**	**9%**
PA 100 NB	US 422 to High St.	16,800	19,300	2,500	15%
PA 100 SB	High St. to US 422	16,700	21,600	4,900	29%
PA 100 Total	**US 422 to High St.**	**33,500**	**40,900**	**7,400**	**22%**
PA 100 NB	King St. to Shoemaker St.	14,800	16,000	1,200	8%
PA 100 SB	King St. to Shoemaker St.	16,300	17,200	900	6%
PA 100 Total	**King St. to Shoemaker St.**	**31,100**	**33,200**	**2,100**	**7%**
Grosstown Rd.	High St. to US 422	4,600	5,300	700	15%

Table 9. Current and 2015 Build Alternative 2 Average Daily Traffic Volumes (Continued)

Highway Facility	Location	2010 Current Volume	2015 Build Alt. 2 Volume	2010 to 2015 Build / Current Growth	Percent
Parallel Roads					
Schuylkill Rd. (PA 724)	Old Schuylkill Rd. to PA 724 Ramps	20,300	21,000	700	3%
Schuylkill Rd. (PA 724)	PA 724 Ramp to Keim St.	14,700	15,200	500	3%
Schuylkill Rd. (PA 724)	Keim St. to Hanover St.	9,000	9,500	500	6%
Schuylkill Rd. (PA 724)	Hanover St. to PA 100	9,800	10,400	600	6%
Schuylkill Rd. (PA 724)	PA 100 to Laurelwood Rd.	17,300	18,200	900	5%
Schuylkill Rd. (PA 724)	Laurelwood Rd. to Catfish Ln.	6,200	7,200	1,000	16%
Yost Rd.	US 422 Ramps to Moser Rd.	7,400	8,400	1,000	14%
Industrial Highway	Moser Rd./Yost Rd. to Keim St.	9,000	9,700	700	8%
Industrial Highway	Keim St. to Hanover St.	10,400	10,900	500	5%
College Dr.	Hanover St to High St.	3,800	4,000	200	5%
High St.	Hanover St. to Manatawny St.	6,300	6,900	600	10%
High St.	College Dr. to PA 100 Ramps	9,200	9,700	500	5%
High St.	PA 100 Ramps to Berks St.	13,600	14,400	800	6%
King St.	PA 100 to Manatawny St.	10,000	10,200	200	2%
US 422 Ramps					
US 422 EB Off-Ramp	Armand Hammer Blvd.	5,300	5,700	400	8%
US 422 WB On-Ramp	Armand Hammer Blvd.	5,000	5,400	400	8%
US 422 WB Off-Ramp	Armand Hammer Blvd.	5,300	5,500	200	4%
US 422 EB On-Ramp	Armand Hammer Blvd.	4,300	4,800	500	12%
US 422 EB On-Ramp	PA 724	3,200	3,400	200	6%
US 422 WB Off-Ramp	PA 724	2,700	2,900	200	7%
US 422 EB Off-Ramp	PA 724	1,600	1,700	100	6%
US 422 WB On-Ramp	PA 724	3,200	3,400	200	6%
US 422 EB Off-Ramp	Keim St.	2,400	2,500	100	4%
US 422 WB On-Ramp	Keim St.	1,300	1,500	200	15%
US 422 EB On-Ramp	Hanover St.	3,900	3,900	0	0%
US 422 WB Off-Ramp	Hanover St.	3,900	4,000	100	3%
US 422 EB On-Ramp	PA 100 NB to US 422 EB	4,200	4,500	300	7%
US 422 WB Off-Ramp	US 422 WB to PA 100 SB	2,300	2,800	500	22%
US 422 EB On-Ramp	PA 100 SB to US 422 EB	8,900	9,200	300	3%
US 422 WB Off-Ramp	US 422 WB to PA 100 NB	7,100	7,400	300	4%
US 422 EB Off-Ramp	US 422 EB to PA 100 NB	1,700	1,900	200	12%
US 422 WB On-Ramp	PA 100 SB to US 422 WB	1,700	1,900	200	12%
US 422 EB Off-Ramp	US 422 EB to PA 100 SB	3,700	3,800	100	3%
US 422 WB On-Ramp	PA 100 NB to US 422 WB	2,200	2,400	200	9%
US 422 EB On-Ramp	Grosstown Rd.	2,000	2,200	200	10%
US 422 WB Off-Ramp	Grosstown Rd.	2,100	2,400	300	14%
US 422 EB Off-Ramp	Grosstown Rd.	200	300	100	50%
US 422 WB On-Ramp	Grosstown Rd.	300	400	100	33%

Source: DVRPC 2011

In the link volume forecast figures presented below, the number over the line representing the roadway represents the forecasted 2035 and 2015 traffic volume and the number under the line the current traffic count, factored to represent annual average daily traffic (AADT).

2035 and 2015 AM and PM Peak Hour Link Volume Forecasts

Figures 14 and **15** present 2035 peak hour link traffic volume forecasts for the No-Build and Preferred Alternative (Build Alternative 2), respectively. **Figures 16** and **17** present equivalent 2015 traffic volumes. As in the AADT traffic volumes, the 2015 forecasted AM and PM peak hour traffic volumes represent opening year traffic volumes. They also have much the same patterns of differences between alternatives as noted above for the 2035 forecasts. However, the 2015 turning movement growths are much less than those forecasted for 2035. The 2035 traffic forecasts reflect traffic volumes twenty years after the opening of the reconstructed bypass. In the peak hour link volume forecast figures presented in this section, the number before the slash represents AM turning movement and the number after the slash, the PM peak hour volumes.

2035 and 2015 AM and PM Peak Hour Intersection Turning Movement Forecasts

Figures 18 and **19** present 2035 AM and PM peak hour intersection turning movement traffic forecasts for the No-Build and Preferred Alternative (Build Alternative 2), respectively. **Figures 20** and **21** present the equivalent traffic volumes for 2015. As in the AADT traffic volumes, the 2015 forecasted turning movement volumes represent opening year traffic volumes. They have much the same patterns of differences between alternatives as noted above for the 2035 forecasts, although the differences are smaller in magnitude. The 2035 traffic forecasts reflect traffic volumes twenty years after the opening of the reconstructed bypass. In the peak hour turning movement forecast figures presented in this section, the number in front of the slash adjacent to the arrow representing the turning movement indicates the AM peak hour turning movement and the number after the slash, the PM peak hour turning movement.

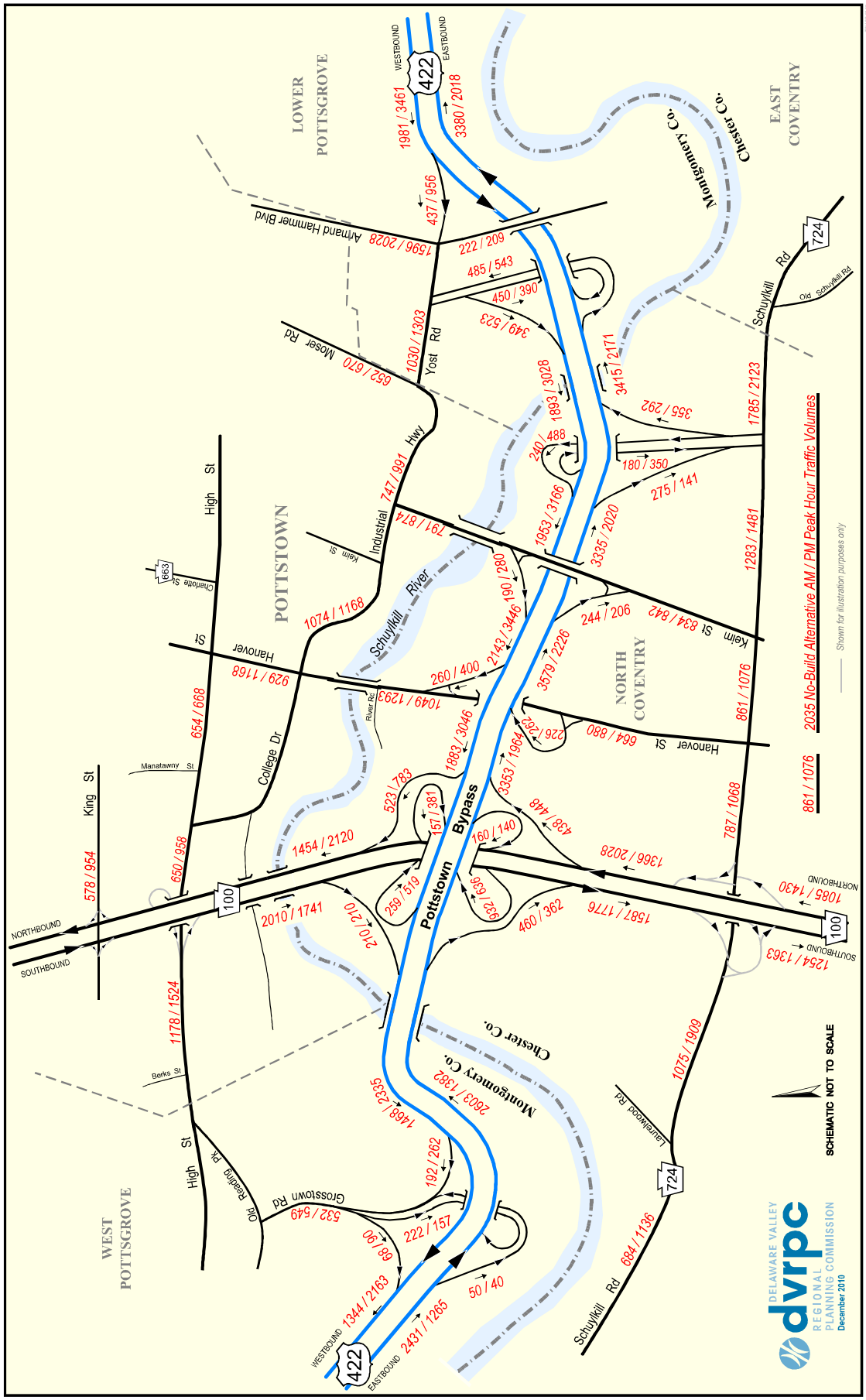


Figure 14. 2035 No-Build Alternative AM/PM Peak Hour Traffic Volumes
LOWER POTTSGROVE
EAST COVENTRY
NORTH COVENTRY
POTTSTOWN
WEST POTTSGROVE
Montgomery Co.
Chester Co.
Pottstown Bypass
Schuylkill River
Armand Hammer Blvd
Yost Rd
Moser Rd
Industrial Hwy
High St
Keim St
Hanover St
College Dr
Manatawny St
King St
Charlotte St
River Rd
Schuylkill Rd
Old Schuylkill Rd
Grosstown Rd
Old Reading Pk
Berks St
Laurelwood Rd
WESTBOUND
EASTBOUND
NORTHBOUND
SOUTHBOUND
422
100
724
663
1981 / 3461
3380 / 2018
437 / 956
1596 / 2028
222 / 209
485 / 543
450 / 390
349 / 523
1030 / 1303
652 / 670
747 / 991
791 / 874
1074 / 1168
929 / 1168
654 / 668
650 / 958
578 / 954
1454 / 2120
2010 / 1741
210 / 210
259 / 519
523 / 783
157 / 381
1883 / 3046
1049 / 1293
260 / 400
2143 / 3446
190 / 280
1953 / 3166
1893 / 3028
240 / 488
3335 / 2020
3415 / 2171
275 / 141
180 / 350
355 / 292
1785 / 2123
1283 / 1481
861 / 1076
787 / 1068
1366 / 2028
438 / 448
3353 / 1964
3579 / 2226
244 / 206
834 / 842
664 / 880
226 / 282
160 / 140
632 / 636
460 / 362
1587 / 1776
1085 / 1430
1254 / 1363
1075 / 1909
684 / 1136
1468 / 2536
2603 / 1382
192 / 262
532 / 649
68 / 90
222 / 157
50 / 40
1344 / 2163
2431 / 1265
1178 / 1524
2035 No-Build Alternative AM / PM Peak Hour Traffic Volumes
Shown for illustration purposes only
SCHEMATIC NOT TO SCALE
DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION
December 2010

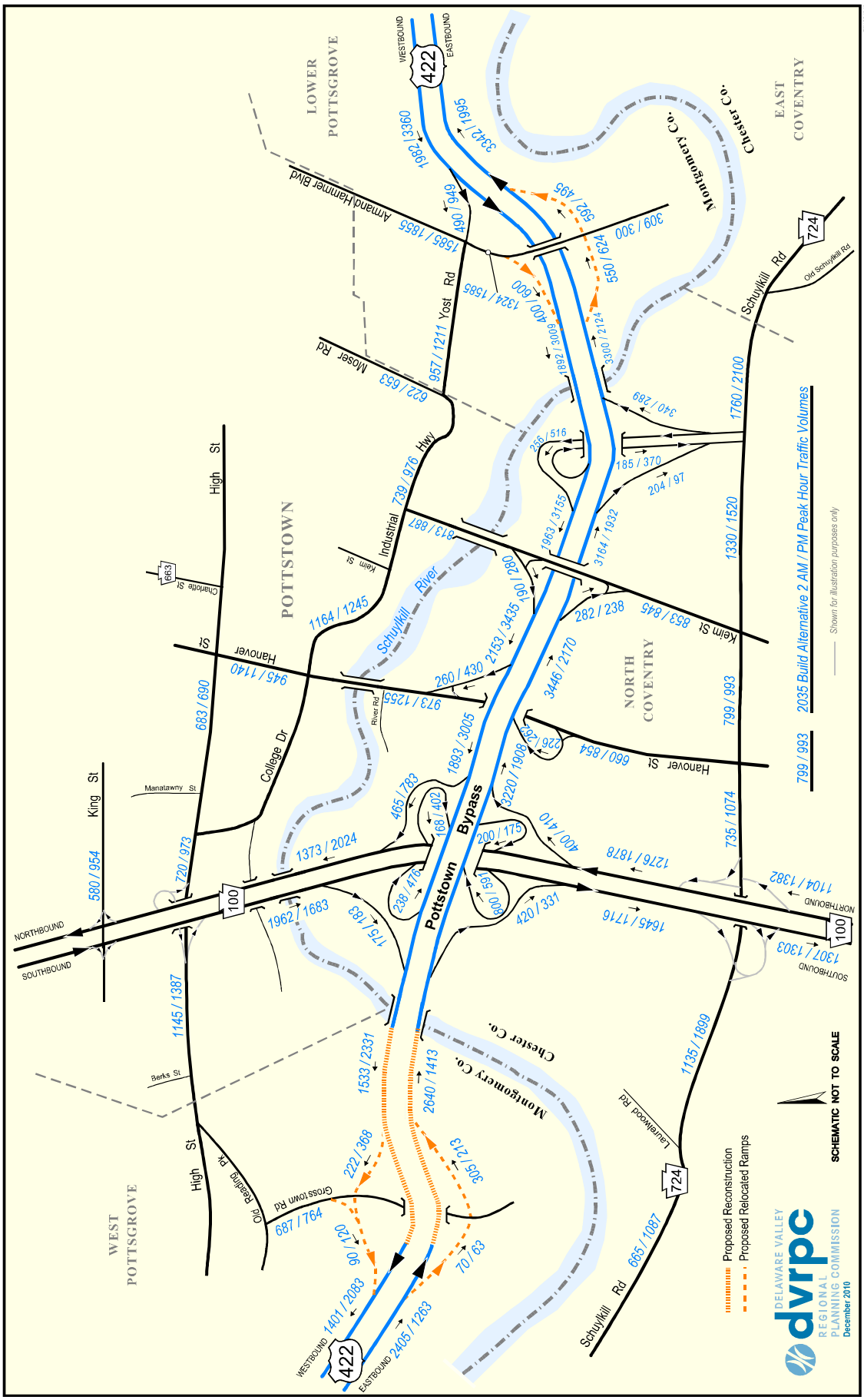


Figure 15. 2035 Build Alternative2 AM/PM Peak Hour Traffic Volumes
LOWER POTTSGROVE
POTTSTOWN
NORTH COVENTRY
EAST COVENTRY
WEST POTTSGROVE
Montgomery Co.
Chester Co.
WESTBOUND
EASTBOUND
NORTHBOUND
SOUTHBOUND
Pottstown Bypass
Schuylkill River
Armand Hammer Blvd
Yost Rd
Moser Rd
Industrial Hwy
Keim St
Hanover St
College Dr
King St
High St
Manatawny St
Berks St
Old Reading Pk
Grosstown Rd
Schuylkill Rd
Old Schuylkill Rd
Laurelwood Rd
Charlotte St
River Rd
422
100
724
663
1982 / 3360
3342 / 1996
1585 / 1855
946 / 490
692 / 495
309 / 300
550 / 624
400 / 600
1324 / 1585
1892 / 3008
3300 / 2124
622 / 653
957 / 1211
340 / 289
1760 / 2100
256 / 516
185 / 370
204 / 97
739 / 976
813 / 887
1863 / 3155
3164 / 1932
1330 / 1520
1164 / 1245
282 / 238
853 / 845
945 / 1140
260 / 430
2153 / 3435
196 / 220
973 / 1255
3446 / 2170
683 / 690
799 / 993
660 / 854
226 / 209
1893 / 3005
3220 / 1908
735 / 1074
465 / 783
168 / 402
200 / 175
400 / 410
1276 / 1878
1104 / 1382
580 / 954
720 / 973
1373 / 2024
238 / 476
1962 / 1683
715 / 783
420 / 331
1645 / 1716
1307 / 1303
1145 / 1387
1533 / 2331
2640 / 1413
1135 / 1899
222 / 368
305 / 273
687 / 764
90 / 120
70 / 63
1401 / 2083
2405 / 1263
665 / 1087
799 / 993
2035 Build Alternative 2 AM / PM Peak Hour Traffic Volumes
Shown for illustration purposes only
Proposed Reconstruction
Proposed Relocated Ramps
SCHEMATIC NOT TO SCALE
DELAWARE VALLEY
dvrpc
REGIONAL PLANNING COMMISSION
December 2010

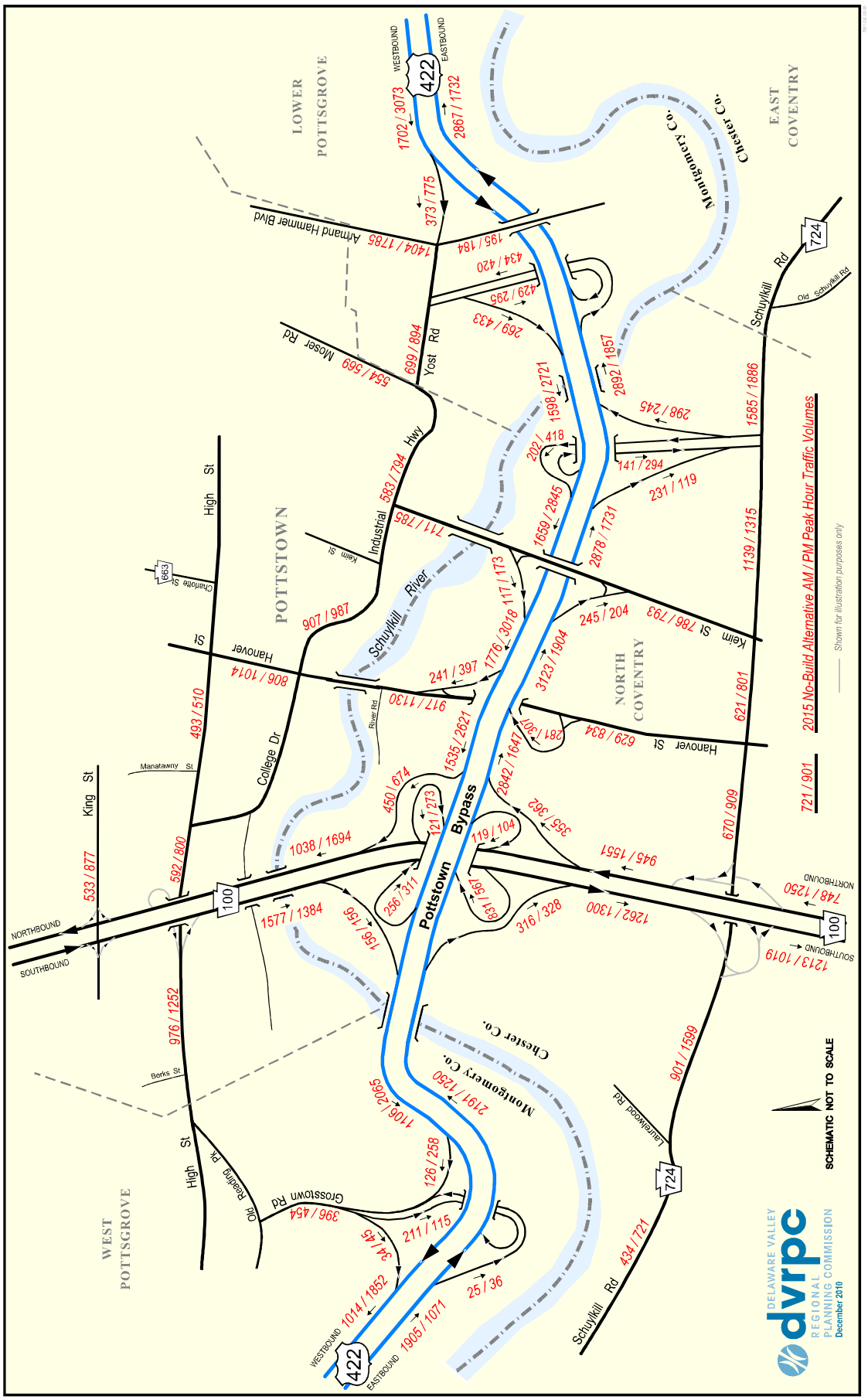


Figure 16. 2015 No-Build Alternative AM/PM Peak Hour Traffic Volumes

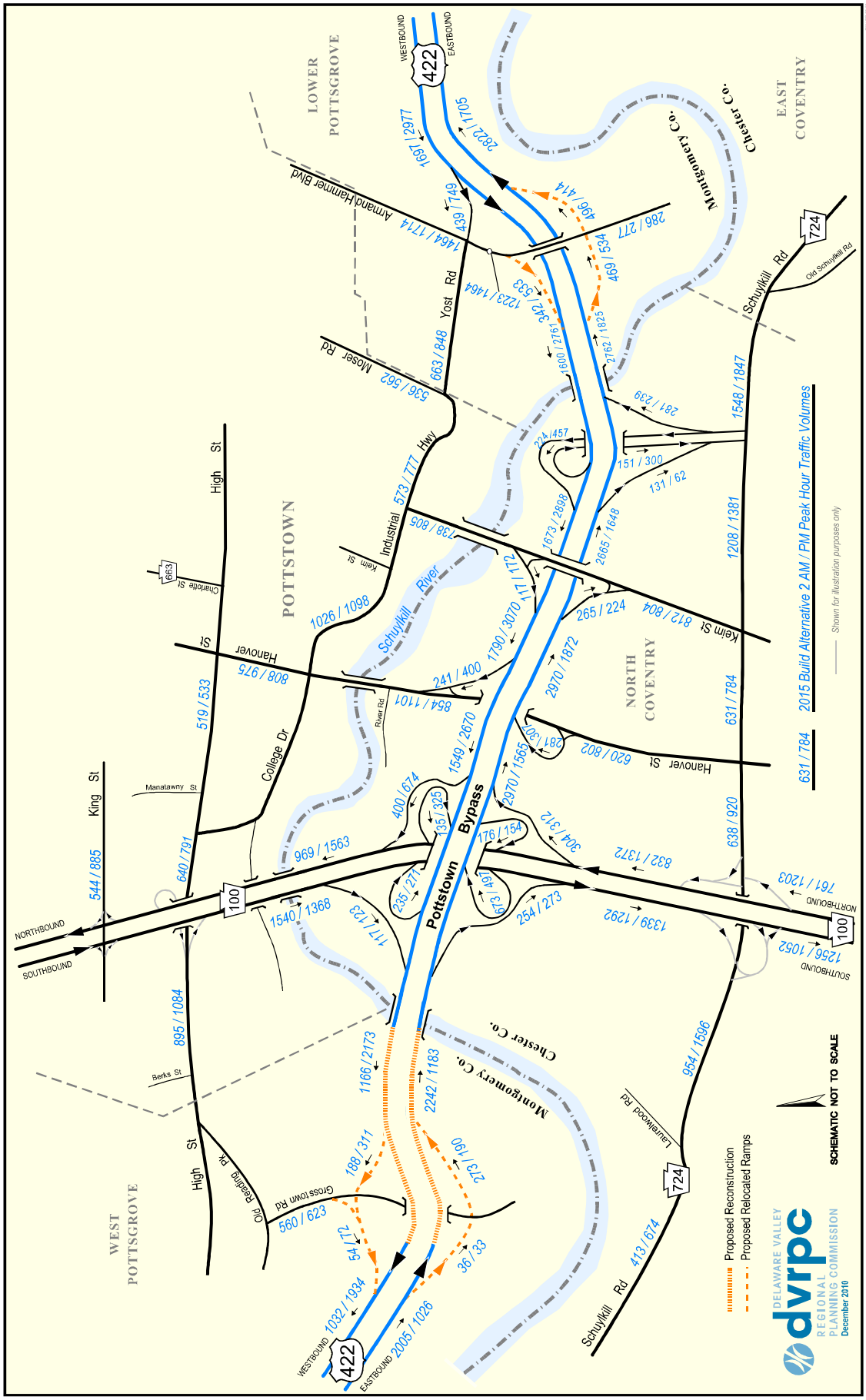


Figure 17. 2015 Build Alternative 2 AM/PM Peak Hour Traffic Volumes

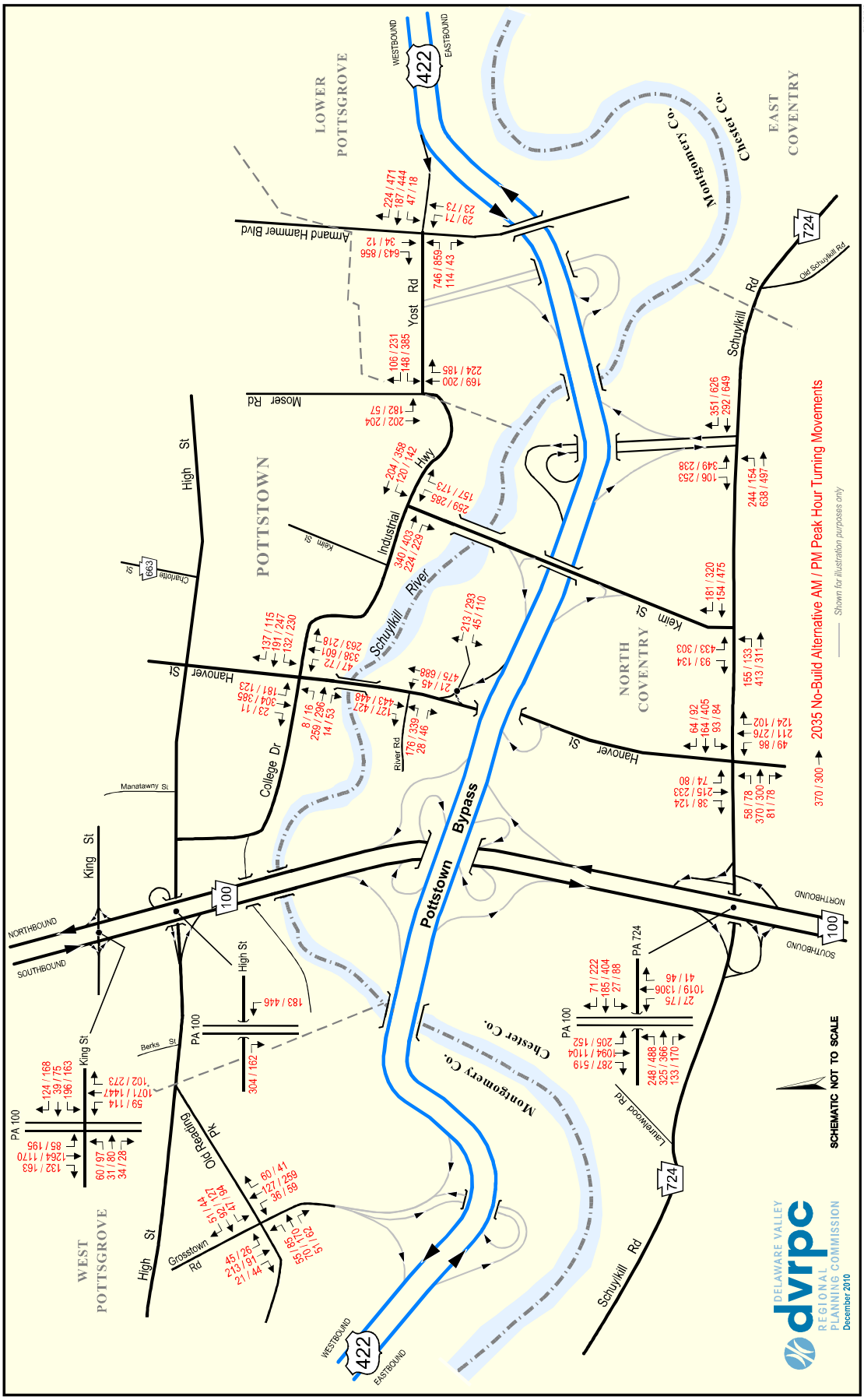


Figure 18. 2035 No-Build Alternative AM/PM Peak Hour Turning Movements

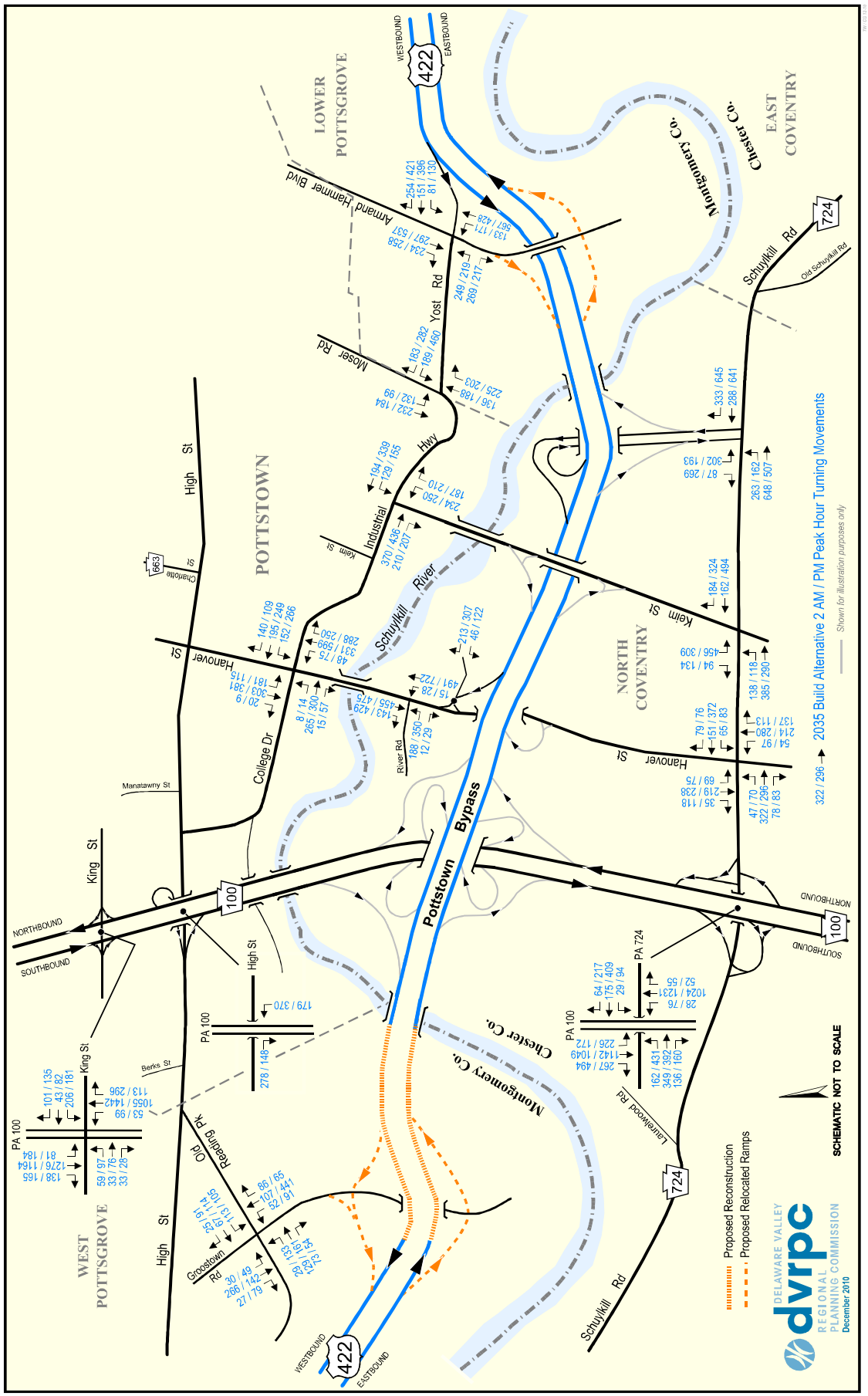


Figure 19. 2035 Build Alternative 2 AM/PM Peak Hour Turning Movements

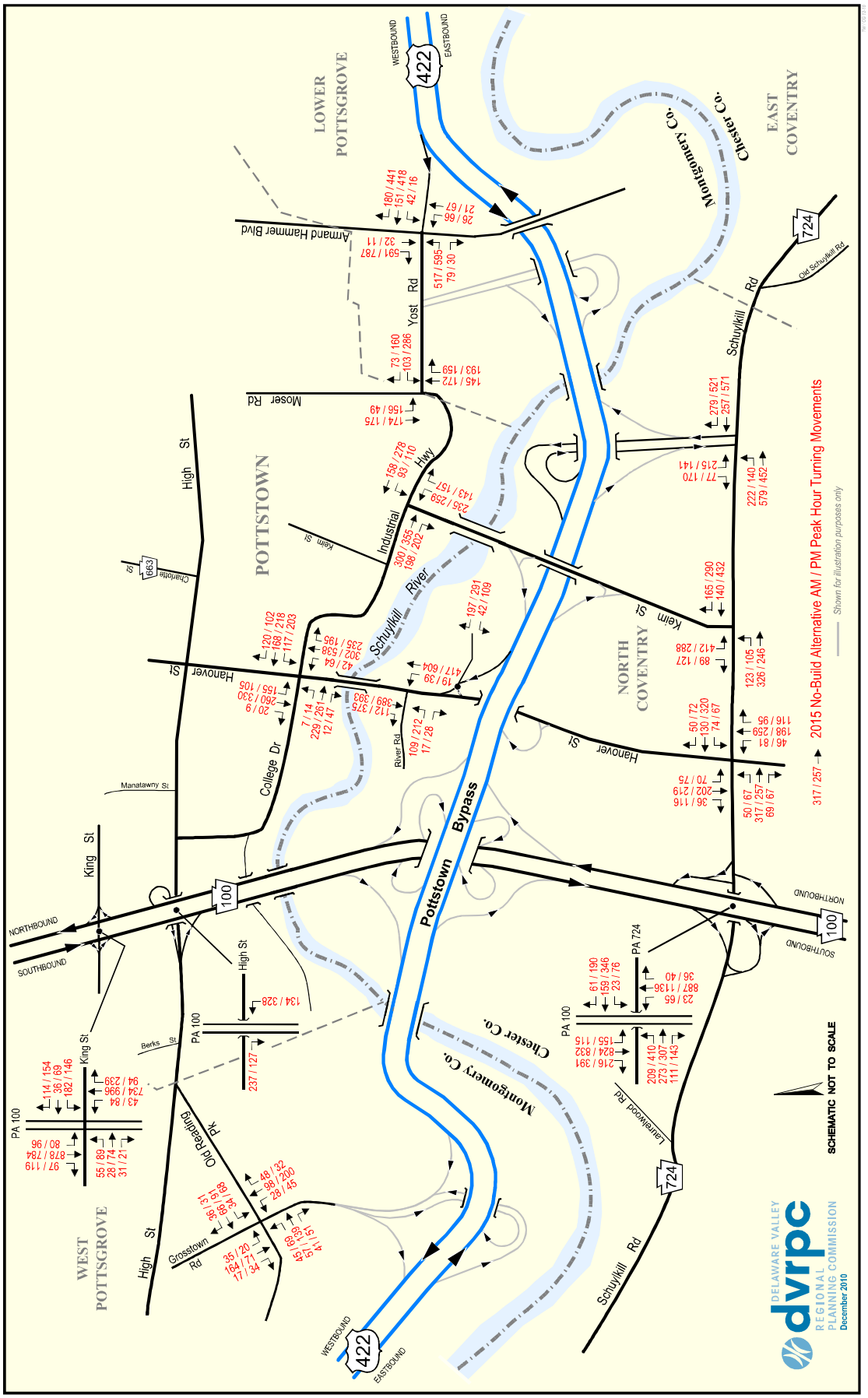


Figure 20. 2015 No-Build Alternative AM/PM Peak Hour Turning Movements
POTTSTOWN
LOWER POTTSGROVE
WEST POTTSGROVE
NORTH COVENTRY
EAST COVENTRY
Pottstown Bypass
Schuylkill River
Montgomery Co.
Chester Co.
Armand Hammer Blvd
Moser Rd
Yost Rd
Industrial Hwy
High St
Keim St
Hanover St
College Dr
Manatawny St
King St
Berks St
Old Reading Pk
Grosstown Rd
River Rd
Schuylkill Rd
Old Schuylkill Rd
Laurelwood Rd
NORTHBOUND
SOUTHBOUND
WESTBOUND
EASTBOUND
PA 100
PA 724
422
100
724
SCHEMATIC NOT TO SCALE
317 / 257 → 2015 No-Build Alternative AM / PM Peak Hour Turning Movements
Shown for illustration purposes only
DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION
December 2010

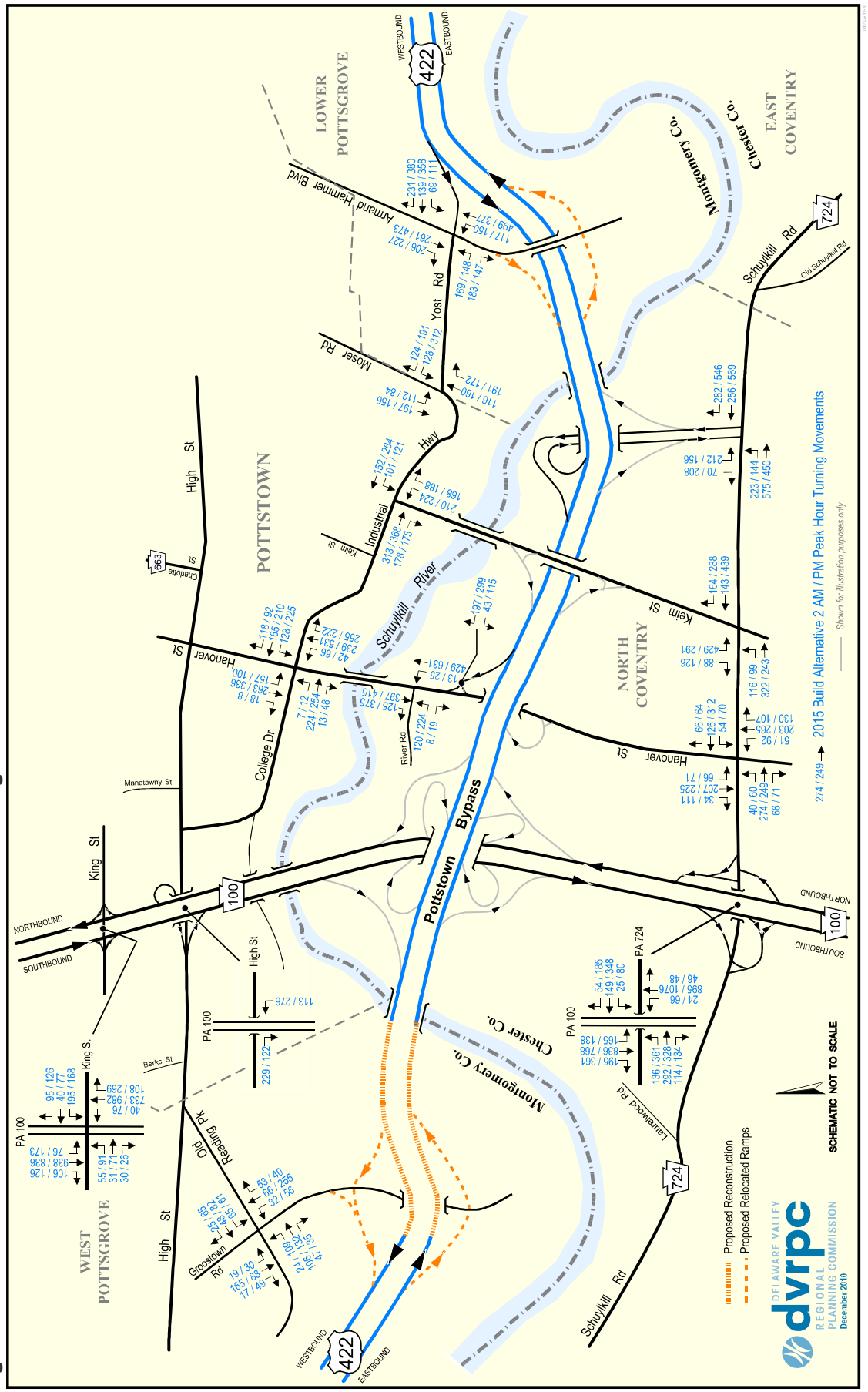


Figure 21. 2015 Build Alternative 2 AM/PM Peak Hour Turning Movements

APPENDIX

24 Hour Machine Traffic Counts

TABLE OF CONTENTS

Note: Current Traffic Counts may not exactly correspond with the volumes posted on Figures 2, 3,10, 11, 12, 13 and Tables 6 Thru 9, because of PennDOT Seasonal Factors and traffic flow adjustments.

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 8/27/2009 **PROJECT** 09-PAM- **STATION ID:** 13813

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0061/1646

FROM: YOST RD RAMP **TO:** EVERGREEN RD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 55593 **COUNTER #:** 0809 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 08/26/09	Thu 08/27/09
12 AM		285
1 AM		144
2 AM		152
3 AM		142
4 AM		184
5 AM		386
6 AM		799
7 AM		1,351
8 AM		1,297
9 AM		1,286
10 AM		1,278
11 AM		1,338
12 PM	1,362	1,341
1 PM	1,488	1,488
2 PM	1,838	1,987
3 PM	2,578	2,533
4 PM	2,915	2,976
5 PM	3,052	3,047
6 PM	2,138	2,119
7 PM	1,332	1,344
8 PM	1,127	1,147
9 PM	1,002	1,016
10 PM	672	694
11 PM	498	740
TOTAL		**29,074**

SEASONAL FACTOR:	0.984	**AADT:**	28,408	**AM Peak %**	4.6	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.993			**PM Peak %**	10.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 8/27/2009 **PROJECT** 09-PAM- **STATION ID:** 13813

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0060/2107

FROM: YOST RD RAMP **TO:** EVERGREEN RD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 55592 **COUNTER #:** 0809 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 08/26/09	Thu 08/27/09	Fri 08/28/09
12 AM		158	228
1 AM		130	135
2 AM		128	127
3 AM		162	181
4 AM		544	483
5 AM		1,512	1,342
6 AM		2,727	2,382
7 AM		2,726	2,456
8 AM		2,179	2,064
9 AM		1,735	1,647
10 AM		1,438	1,477
11 AM		1,347	1,356
12 PM	1,352	1,371	
1 PM	1,297	1,303	
2 PM	1,411	1,483	
3 PM	1,376	1,542	
4 PM	1,469	1,672	
5 PM	1,447	1,636	
6 PM	1,265	1,229	
7 PM	913	944	
8 PM	862	837	
9 PM	688	630	
10 PM	596	563	
11 PM	260	336	
TOTAL		**28,332**	

SEASONAL FACTOR:	0.984	**AADT:**	27,683	**AM Peak %**	9.6	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.993			**PM Peak %**	5.9	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY RS **DATE:** 4/21/2010 **PROJECT** 10-SL-605 **STATION ID:**

ROAD: US 422 POTTSTOWN BYP BRIDGE **ROAD ID:** 0422/0041/1000

FROM: PA 724 SCHUYLKILL RD RAMPS **TO:** YOST RD RAMPS

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 65849 **COUNTER #:** 0719 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 04/20/10	Wed 04/21/10
12 AM		259
1 AM		158
2 AM		109
3 AM		114
4 AM		129
5 AM		363
6 AM		904
7 AM		1,479
8 AM		1,296
9 AM		1,300
10 AM		1,257
11 AM	354	1,339
12 PM	1,480	1,239
1 PM	1,480	1,515
2 PM	1,849	1,859
3 PM	2,596	2,603
4 PM	2,820	2,816
5 PM	2,855	2,753
6 PM	2,208	2,183
7 PM	1,362	1,386
8 PM	1,035	1,114
9 PM	949	912
10 PM	618	599
11 PM	547	444
TOTAL		**28,130**

SEASONAL FACTOR:	1.021	**AADT:**	28,548	**AM Peak %**	5.3	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	10.0	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY TRAFFIC.COM **DATE:** 3/15/2006 **PROJECT** 05-SL-605 **STATION ID:**

ROAD: US 422 EB POTTSTOWN BYP BRIDGE **ROAD ID:** 0422/0040/1000

FROM: PA 724 SCHUYLKILL RD RAMPS **TO:** YOST RD RAMPS

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 39454 **COUNTER #:** 323 **WEATHER:** F **DATA SOURCE:** EXTERNAL

COMMENTS:

Hour Beginning	Tue 03/14/06	Wed 03/15/06
12 AM		111
1 AM		84
2 AM		109
3 AM		217
4 AM		651
5 AM		1,996
6 AM		2,677
7 AM		2,411
8 AM		1,877
9 AM		1,339
10 AM		1,167
11 AM		1,114
12 PM	1,141	1,117
1 PM	1,229	1,189
2 PM	1,281	1,236
3 PM	1,277	1,260
4 PM	1,396	1,380
5 PM	1,400	1,412
6 PM	1,008	1,008
7 PM	721	692
8 PM	569	606
9 PM	464	613
10 PM	351	420
11 PM	169	175
TOTAL		**24,861**

SEASONAL FACTOR:	1.059	**AADT:**	26,327	**AM Peak %**	10.8	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	5.7	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY PR **DATE:** 8/18/2010 **PROJECT** 10-PAC **STATION ID:** 32232

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0055/0000

FROM: KEIM ST RAMPS **TO:** PA 724 SCHUYLKILL RD RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** CLASS

DVRPC FILE #: 69632 **COUNTER #:** 1075 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 08/18/10
12 AM	272
1 AM	143
2 AM	89
3 AM	123
4 AM	145
5 AM	399
6 AM	846
7 AM	1,320
8 AM	1,131
9 AM	1,114
10 AM	1,189
11 AM	1,255
12 PM	1,357
1 PM	1,459
2 PM	1,838
3 PM	2,479
4 PM	2,788
5 PM	2,748
6 PM	1,890
7 PM	1,402
8 PM	1,061
9 PM	909
10 PM	631
11 PM	562
TOTAL	**27,150**

SEASONAL FACTOR:	0.974	**AADT:**	26,285	**AM Peak %**	4.9	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	10.3	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY PR **DATE:** 8/18/2010 **PROJECT** 10-PAC **STATION ID:** 32232

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0054/0000

FROM: KEIM ST RAMPS **TO:** PA 724 SCHUYLKILL RD RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** CLASS

DVRPC FILE #: 69631 **COUNTER #:** 1055 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 08/18/10
12 AM	145
1 AM	88
2 AM	104
3 AM	175
4 AM	503
5 AM	1,486
6 AM	2,388
7 AM	2,279
8 AM	1,922
9 AM	1,578
10 AM	1,401
11 AM	1,289
12 PM	1,291
1 PM	1,393
2 PM	1,446
3 PM	1,384
4 PM	1,501
5 PM	1,421
6 PM	1,203
7 PM	812
8 PM	772
9 PM	625
10 PM	539
11 PM	249
TOTAL	**25,994**

SEASONAL FACTOR:	0.974	**AADT:**	25,166	**AM Peak %**	9.2	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	5.8	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY PR **DATE:** 8/17/2010 **PROJECT** 10-PAC **STATION ID:** 01298

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0041/2466

FROM: HANOVER ST RAMPS **TO:** KEIM ST RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 69630 **COUNTER #:** 1065 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/16/10	Tue 08/17/10	Wed 08/18/10	Thu 08/19/10
12 AM		241	291	287
1 AM		152	165	199
2 AM		114	109	124
3 AM		151	166	149
4 AM		180	187	191
5 AM		493	516	482
6 AM		1,010	979	958
7 AM		1,537	1,553	1,444
8 AM		1,305	1,336	1,375
9 AM		1,282	1,311	1,391
10 AM		1,396	1,401	1,466
11 AM		1,518	1,475	1,582
12 PM		1,615	1,571	1,593
1 PM		1,592	1,644	985
2 PM	378	2,005	2,062	
3 PM	2,694	2,694	2,717	
4 PM	3,018	3,105	3,099	
5 PM	2,832	3,022	3,029	
6 PM	2,148	2,097	2,044	
7 PM	1,248	1,487	1,487	
8 PM	1,063	1,169	1,139	
9 PM	894	964	968	
10 PM	539	690	666	
11 PM	481	658	598	
TOTAL		**30,477**	**30,513**	

SEASONAL FACTOR:	0.974	**AADT:**	29,506	**AM Peak %**	5.0	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	10.2	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY PR **DATE:** 8/17/2010 **PROJECT** 10-PAC **STATION ID:** 01298

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0040/2485

FROM: HANOVER ST RAMPS **TO:** KEIM ST RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 69629 **COUNTER #:** 1057 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/16/10	Tue 08/17/10	Wed 08/18/10	Thu 08/19/10
12 AM		158	188	201
1 AM		114	117	119
2 AM		129	143	127
3 AM		238	218	205
4 AM		619	618	645
5 AM		1,749	1,647	1,702
6 AM		2,788	2,806	2,718
7 AM		2,679	2,673	2,727
8 AM		2,288	2,218	2,378
9 AM		1,794	1,820	1,704
10 AM		1,555	1,667	1,565
11 AM		1,614	1,544	1,602
12 PM		1,540	1,558	1,558
1 PM		1,579	1,625	1,303
2 PM	774	1,632	1,711	
3 PM	1,498	1,532	1,630	
4 PM	1,504	1,665	1,787	
5 PM	1,651	1,624	1,646	
6 PM	1,175	1,404	1,405	
7 PM	891	1,060	931	
8 PM	773	891	877	
9 PM	609	755	709	
10 PM	491	627	602	
11 PM	277	350	296	
TOTAL		**30,384**	**30,436**	

SEASONAL FACTOR:	0.974	**AADT:**	29,416	**AM Peak %**	9.2	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	5.5	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/13/2010 **PROJECT** 10-SL-601 **STATION ID:**

ROAD: US 422 POTTSTOWN BYP BRIDGE **ROAD ID:** 0422/0031/2000

FROM: STOWE RAMPS **TO:** PA 100 POTTSTOWN PK RAMPS

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 65841 **COUNTER #:** 0509 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 04/12/10	Tue 04/13/10	Wed 04/14/10
12 AM		165	177
1 AM		100	97
2 AM		61	81
3 AM		114	110
4 AM		119	106
5 AM		337	295
6 AM		733	689
7 AM		1,097	982
8 AM		929	838
9 AM	385	759	572
10 AM	748	833	
11 AM	801	823	
12 PM	844	919	
1 PM	919	946	
2 PM	1,221	1,223	
3 PM	1,835	1,779	
4 PM	2,046	2,028	
5 PM	2,020	2,061	
6 PM	1,396	1,383	
7 PM	977	815	
8 PM	730	675	
9 PM	592	659	
10 PM	394	451	
11 PM	326	329	
TOTAL		**19,338**	

SEASONAL FACTOR:	1.021	**AADT:**	19,625	**AM Peak %**	5.7	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	10.7	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/13/2010 **PROJECT** 10-SL-601 **STATION ID:**

ROAD: US 422 POTTSTOWN BYP BRIDGE **ROAD ID:** 0422/0030/2000

FROM: STOWE RAMPS **TO:** PA 100 POTTSTOWN PK RAMPS

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 12 **TYPE:** VOLUME

DVRPC FILE #: 65840 **COUNTER #:** 0509 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 04/12/10	Tue 04/13/10	Wed 04/14/10
12 AM		85	78
1 AM		69	75
2 AM		82	79
3 AM		182	42
4 AM		446	4
5 AM		1,280	1
6 AM		2,059	4
7 AM		1,920	173
8 AM		1,625	1,184
9 AM	484	1,085	728
10 AM	911	844	
11 AM	869	888	
12 PM	888	811	
1 PM	835	789	
2 PM	884	915	
3 PM	813	896	
4 PM	962	1,018	
5 PM	1,050	1,023	
6 PM	677	801	
7 PM	520	487	
8 PM	457	461	
9 PM	313	397	
10 PM	315	312	
11 PM	170	151	
TOTAL		**18,626**	

SEASONAL FACTOR:	1.021	**AADT:**	18,903	**AM Peak %**	11.1	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.994			**PM Peak %**	5.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY RS **DATE:** 4/26/2010 **PROJECT** 10-OC-056 **STATION ID:**

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0681/1000

FROM: BEN FRANKLIN HWY **TO:** OLD PHILADELPHIA PK

STATE: PA **COUNTY:** BERKS **MCD:** 4201119664 - DOUGLASS TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 65647 **COUNTER #:** 0716 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Sun 04/25/10	Mon 04/26/10	Tue 04/27/10	Wed 04/28/10	Thu 04/29/10
12 AM		97	160	172	179
1 AM		95	126	105	120
2 AM		72	53	86	89
3 AM		108	74	86	122
4 AM		101	100	118	110
5 AM		245	286	292	282
6 AM		654	609	622	579
7 AM		953	1,012	1,006	1,047
8 AM		776	806	825	803
9 AM		709	735	787	
10 AM		778	776	763	
11 AM		763	828	786	
12 PM		814	713	800	
1 PM		801	829	845	
2 PM		1,053	1,036	1,139	
3 PM		1,515	1,505	1,630	
4 PM		1,676	1,839	1,729	
5 PM	698	1,685	1,802	1,763	
6 PM	840	1,213	1,230	1,323	
7 PM	691	768	804	843	
8 PM	550	566	637	672	
9 PM	391	551	640	665	
10 PM	287	386	449	447	
11 PM	217	296	291	328	
TOTAL		**16,675**	**17,340**	**17,832**	

SEASONAL FACTOR:	1.021	**AADT:**	16,995	**AM Peak %**	5.7	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.960			**PM Peak %**	10.1	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY RS **DATE:** 4/26/2010 **PROJECT** 10-OC-056 **STATION ID:**

ROAD: US 422 POTTSTOWN BYP **ROAD ID:** 0422/0680/1000

FROM: BEN FRANKLIN HWY **TO:** OLD PHILADELPHIA PK

STATE: PA **COUNTY:** BERKS **MCD:** 4201119664 - DOUGLASS TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 65646 **COUNTER #:** 0716 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Sun 04/25/10	Mon 04/26/10	Tue 04/27/10	Wed 04/28/10	Thu 04/29/10
12 AM		103	89	117	101
1 AM		55	71	69	83
2 AM		110	96	95	89
3 AM		165	187	149	156
4 AM		364	389	375	342
5 AM		1,013	1,017	1,044	1,083
6 AM		1,761	1,821	1,857	1,845
7 AM		1,652	1,713	1,516	1,706
8 AM		1,465	1,496	1,599	1,120
9 AM		973	1,013	1,017	
10 AM		808	818	822	
11 AM		763	796	785	
12 PM		717	745	808	
1 PM		766	729	838	
2 PM		766	825	803	
3 PM		716	756	834	
4 PM		824	870	897	
5 PM	596	830	950	938	
6 PM	641	701	750	782	
7 PM	512	414	470	490	
8 PM	427	356	441	452	
9 PM	292	298	365	438	
10 PM	268	249	328	342	
11 PM	147	159	163	164	
TOTAL		**16,028**	**16,898**	**17,231**	

SEASONAL FACTOR:	1.021	**AADT:**	16,900	**AM Peak %**	11.0	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.960			**PM Peak %**	5.2	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:** 03907

ROAD: ARMAND HAMMER BLVD **ROAD ID:** 4036/0010/1000

FROM: YOST RD **TO:** HIGH ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66232 **COUNTER #:** 0717 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		61	66
1 AM		36	33
2 AM		24	14
3 AM		16	25
4 AM		29	27
5 AM		86	59
6 AM		224	252
7 AM		478	510
8 AM		551	911
9 AM		499	1,150
10 AM	424	521	
11 AM	628	707	
12 PM	668	721	
1 PM	647	688	
2 PM	684	690	
3 PM	803	742	
4 PM	911	960	
5 PM	970	1,011	
6 PM	694	760	
7 PM	456	541	
8 PM	386	371	
9 PM	277	232	
10 PM	170	196	
11 PM	133	130	
TOTAL		**10,274**	

SEASONAL FACTOR:	1.044	**AADT:**	10,469	**AM Peak %**	6.9	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.976			**PM Peak %**	9.8	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:** 03907

ROAD: ARMAND HAMMER BLVD **ROAD ID:** 4036/0010/1000

FROM: YOST RD **TO:** HIGH ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66233 **COUNTER #:** 0874 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		54	48
1 AM		24	21
2 AM		14	12
3 AM		24	13
4 AM		43	39
5 AM		98	88
6 AM		285	296
7 AM		531	533
8 AM		657	667
9 AM		585	645
10 AM	293	555	168
11 AM	568	579	
12 PM	549	604	
1 PM	603	634	
2 PM	574	575	
3 PM	692	657	
4 PM	660	705	
5 PM	545	651	
6 PM	472	461	
7 PM	379	378	
8 PM	289	280	
9 PM	189	180	
10 PM	120	126	
11 PM	94	89	
TOTAL		**8,789**	

SEASONAL FACTOR:	1.044	**AADT:**	8,955	**AM Peak %**	7.5	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.976			**PM Peak %**	8.0	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: MOSER RD **ROAD ID:** LOCAL

FROM: YOST RD **TO:** HIGHT ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 19 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66230 **COUNTER #:** 0716 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		9	16
1 AM		10	11
2 AM		3	5
3 AM		4	5
4 AM		4	10
5 AM		26	24
6 AM		65	63
7 AM		131	131
8 AM		176	170
9 AM	33	140	74
10 AM	105	109	
11 AM	142	142	
12 PM	163	167	
1 PM	166	144	
2 PM	193	177	
3 PM	217	209	
4 PM	212	225	
5 PM	235	250	
6 PM	188	187	
7 PM	152	138	
8 PM	127	105	
9 PM	101	86	
10 PM	48	50	
11 PM	31	24	
TOTAL		**2,581**	

SEASONAL FACTOR:	1.044	**AADT:**	2,654	**AM Peak %**	6.8	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.985			**PM Peak %**	9.7	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: MOSER RD **ROAD ID:** LOCAL

FROM: YOST RD **TO:** HIGHT ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 19 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66231 **COUNTER #:** 0805 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		11	13
1 AM		5	6
2 AM		7	3
3 AM		7	5
4 AM		10	11
5 AM		39	44
6 AM		98	106
7 AM		207	189
8 AM		154	170
9 AM	53	150	37
10 AM	189	135	
11 AM	232	184	
12 PM	206	179	
1 PM	210	198	
2 PM	201	194	
3 PM	293	239	
4 PM	279	255	
5 PM	311	278	
6 PM	192	172	
7 PM	155	147	
8 PM	100	84	
9 PM	54	56	
10 PM	44	49	
11 PM	19	26	
TOTAL		**2,884**	

SEASONAL FACTOR:	1.044	**AADT:**	2,966	**AM Peak %**	7.2	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.985			**PM Peak %**	9.6	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: KEIM ST **ROAD ID:** 6242/0110/

FROM: CEDARVILLE RD **TO:** PA 724 SCHUYLKILL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 17 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66246 **COUNTER #:** 0519 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		2	1
1 AM		5	4
2 AM		4	1
3 AM		4	3
4 AM		7	8
5 AM		43	42
6 AM		97	80
7 AM		115	111
8 AM	28	96	121
9 AM	59	68	24
10 AM	71	61	
11 AM	77	84	
12 PM	60	59	
1 PM	68	65	
2 PM	91	61	
3 PM	92	110	
4 PM	108	96	
5 PM	97	89	
6 PM	89	85	
7 PM	74	62	
8 PM	44	30	
9 PM	27	24	
10 PM	22	12	
11 PM	12	8	
TOTAL		**1,287**	

SEASONAL FACTOR:	1.044	**AADT:**	1,318	**AM Peak %**	8.9	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.981			**PM Peak %**	8.5	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: KEIM ST **ROAD ID:** 6242/0110/

FROM: CEDARVILLE RD **TO:** PA 724 SCHUYLKILL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 17 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66247 **COUNTER #:** 0721 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		7	13
1 AM		5	5
2 AM		7	2
3 AM		0	1
4 AM		1	2
5 AM		13	8
6 AM		22	24
7 AM		72	64
8 AM		56	69
9 AM	62	48	49
10 AM	50	51	
11 AM	76	66	
12 PM	75	84	
1 PM	72	76	
2 PM	98	95	
3 PM	145	106	
4 PM	166	154	
5 PM	191	162	
6 PM	124	120	
7 PM	95	88	
8 PM	92	68	
9 PM	57	46	
10 PM	34	22	
11 PM	19	20	
TOTAL		**1,389**	

SEASONAL FACTOR:	1.044	**AADT:**	1,423	**AM Peak %**	5.2	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.981			**PM Peak %**	11.7	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 9/17/2009 **PROJECT** 09-PAC- **STATION ID:** 28301

ROAD: KEIM ST BRIDGE **ROAD ID:** 6231/0030/0325

FROM: US 422 POTTSTOWN BYP RAMPS **TO:** MONTGOMERY CNTY LINE

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 56286 **COUNTER #:** 0698 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Thu 09/17/09
12 AM	39
1 AM	22
2 AM	23
3 AM	15
4 AM	50
5 AM	165
6 AM	434
7 AM	675
8 AM	578
9 AM	407
10 AM	429
11 AM	453
12 PM	544
1 PM	450
2 PM	564
3 PM	673
4 PM	716
5 PM	757
6 PM	623
7 PM	410
8 PM	335
9 PM	284
10 PM	164
11 PM	108
TOTAL	**8,918**

SEASONAL FACTOR:	0.975	**AADT:**	8,695	**AM Peak %**	7.6	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	8.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY RS **DATE:** 4/21/2010 **PROJECT** 10-SL-604 **STATION ID:**

ROAD: KEIM ST BRIDGE **ROAD ID:** 6231/0030/0369

FROM: US 422 POTTSTOWN BYP RAMPS **TO:** INDUSTRIAL HWY

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 65846 **COUNTER #:** 0799 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/21/10
12 AM	22
1 AM	11
2 AM	13
3 AM	5
4 AM	16
5 AM	69
6 AM	214
7 AM	310
8 AM	280
9 AM	233
10 AM	206
11 AM	224
12 PM	244
1 PM	265
2 PM	294
3 PM	356
4 PM	351
5 PM	414
6 PM	289
7 PM	229
8 PM	181
9 PM	133
10 PM	99
11 PM	60
TOTAL	**4,518**

SEASONAL FACTOR:	0.961	**AADT:**	4,342	**AM Peak %**	6.9	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	9.2	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY RS **DATE:** 4/21/2010 **PROJECT** 10-SL-604 **STATION ID:**

ROAD: KEIM ST BRIDGE **ROAD ID:** 6231/0030/0369

FROM: US 422 POTTSTOWN BYP RAMPS **TO:** INDUSTRIAL HWY

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 65847 **COUNTER #:** 0855 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/21/10
12 AM	19
1 AM	9
2 AM	16
3 AM	10
4 AM	29
5 AM	92
6 AM	306
7 AM	418
8 AM	321
9 AM	229
10 AM	223
11 AM	246
12 PM	271
1 PM	248
2 PM	286
3 PM	438
4 PM	398
5 PM	373
6 PM	259
7 PM	200
8 PM	190
9 PM	133
10 PM	99
11 PM	71
TOTAL	**4,884**

SEASONAL FACTOR:	0.961	**AADT:**	4,694	**AM Peak %**	8.6	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	9.0	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 8/26/2008 **PROJECT** 08-PAC- **STATION ID:** 25505

ROAD: HANOVER ST **ROAD ID:** 1037/0040/0998

FROM: CEDARVILLE RD **TO:** PA 724 SCHUYKILL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 46594 **COUNTER #:** 0730 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/25/08	Tue 08/26/08	Wed 08/27/08
12 AM		39	38
1 AM		17	31
2 AM		19	17
3 AM		21	19
4 AM		38	45
5 AM		167	163
6 AM		301	310
7 AM		434	461
8 AM		434	414
9 AM		380	408
10 AM		401	414
11 AM		461	511
12 PM	430	482	247
1 PM	449	520	
2 PM	522	512	
3 PM	561	605	
4 PM	637	694	
5 PM	684	738	
6 PM	530	546	
7 PM	375	434	
8 PM	353	337	
9 PM	183	203	
10 PM	95	86	
11 PM	63	67	
TOTAL		**7,936**	

SEASONAL FACTOR:	0.984	**AADT:**	7,488	**AM Peak %**	5.8	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.3	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:** 16525

ROAD: HANOVER ST **ROAD ID:** 1037/0050/0670

FROM: PA 724 SCHUYLKILL RD **TO:** US 422 POTTSTOWN BYP RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66242 **COUNTER #:** 0243 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		16	12
1 AM		4	15
2 AM		5	7
3 AM		11	7
4 AM		19	19
5 AM		40	31
6 AM		124	124
7 AM		232	248
8 AM		308	305
9 AM		215	204
10 AM	35	191	218
11 AM	212	229	
12 PM	247	229	
1 PM	236	275	
2 PM	263	256	
3 PM	323	317	
4 PM	344	347	
5 PM	431	383	
6 PM	256	271	
7 PM	155	165	
8 PM	134	162	
9 PM	103	126	
10 PM	49	50	
11 PM	34	35	
TOTAL		**4,010**	

SEASONAL FACTOR:	1.057	**AADT:**	4,065	**AM Peak %**	7.7	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.6	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:** 16525

ROAD: HANOVER ST **ROAD ID:** 1037/0050/0670

FROM: PA 724 SCHUYLKILL RD **TO:** US 422 POTTSTOWN BYP RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** CLASS

DVRPC FILE #: 66243 **COUNTER #:** 0244 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		14	20
1 AM		7	13
2 AM		7	9
3 AM		17	13
4 AM		21	21
5 AM		85	71
6 AM		168	173
7 AM		293	328
8 AM		266	277
9 AM		214	213
10 AM	55	222	248
11 AM	233	249	
12 PM	308	285	
1 PM	254	263	
2 PM	267	302	
3 PM	314	348	
4 PM	366	333	
5 PM	349	312	
6 PM	248	290	
7 PM	167	200	
8 PM	156	216	
9 PM	141	137	
10 PM	60	66	
11 PM	35	42	
TOTAL		**4,357**	

SEASONAL FACTOR:	1.057	**AADT:**	4,416	**AM Peak %**	6.7	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.0	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 9/16/2009 **PROJECT** 09-PAC- **STATION ID:** 16526

ROAD: HANOVER ST **ROAD ID:** 1037/0050/2213

FROM: US 422 POTTSTOWN BYP RAMPS **TO:** RIVER RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 56285 **COUNTER #:** 0844 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 09/15/09	Wed 09/16/09	Thu 09/17/09
12 AM		59	66
1 AM		44	36
2 AM		30	25
3 AM		42	40
4 AM		59	69
5 AM		225	230
6 AM		515	472
7 AM		734	738
8 AM		783	793
9 AM		711	732
10 AM		647	667
11 AM		636	683
12 PM	850	794	
1 PM	755	715	
2 PM	861	773	
3 PM	941	956	
4 PM	1,007	1,059	
5 PM	1,174	1,106	
6 PM	921	817	
7 PM	533	540	
8 PM	459	565	
9 PM	445	381	
10 PM	201	220	
11 PM	149	136	
TOTAL		**12,547**	

SEASONAL FACTOR:	1.022	**AADT:**	12,297	**AM Peak %**	6.2	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.8	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/14/2010 **PROJECT** 10-SL-603 **STATION ID:**

ROAD: HANOVER ST BRIDGE **ROAD ID:** 1037/0050/3050

FROM: RIVER RD **TO:** INDUSTRIAL HWY

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 14 **TYPE:** CLASS

DVRPC FILE #: 65844 **COUNTER #:** 0856 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/14/10
12 AM	38
1 AM	19
2 AM	5
3 AM	20
4 AM	35
5 AM	47
6 AM	207
7 AM	484
8 AM	524
9 AM	445
10 AM	404
11 AM	428
12 PM	504
1 PM	519
2 PM	539
3 PM	655
4 PM	729
5 PM	762
6 PM	580
7 PM	379
8 PM	298
9 PM	238
10 PM	115
11 PM	84
TOTAL	**8,058**

SEASONAL FACTOR:	0.995	**AADT:**	8,018	**AM Peak %**	6.5	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	9.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/14/2010 **PROJECT** 10-SL-603 **STATION ID:**

ROAD: HANOVER ST BRIDGE **ROAD ID:** 1037/0050/3050

FROM: RIVER RD **TO:** INDUSTRIAL HWY

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 14 **TYPE:** CLASS

DVRPC FILE #: 65845 **COUNTER #:** 0818 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/14/10
12 AM	37
1 AM	27
2 AM	16
3 AM	25
4 AM	77
5 AM	246
6 AM	528
7 AM	577
8 AM	449
9 AM	366
10 AM	396
11 AM	463
12 PM	478
1 PM	442
2 PM	480
3 PM	528
4 PM	545
5 PM	493
6 PM	442
7 PM	349
8 PM	329
9 PM	239
10 PM	141
11 PM	63
TOTAL	**7,736**

SEASONAL FACTOR:	0.995	**AADT:**	7,697	**AM Peak %**	7.5	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	7.0	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:** 23595

ROAD: HANOVER ST **ROAD ID:** 4038/0010/0716

FROM: INDUSTRIAL HWY **TO:** HIGH ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66240 **COUNTER #:** 0639 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		34	40
1 AM		25	22
2 AM		23	18
3 AM		15	13
4 AM		18	20
5 AM		34	29
6 AM		133	136
7 AM		260	244
8 AM		336	344
9 AM		349	315
10 AM	148	319	250
11 AM	361	352	
12 PM	415	415	
1 PM	355	396	
2 PM	409	411	
3 PM	480	512	
4 PM	587	502	
5 PM	585	571	
6 PM	419	450	
7 PM	287	298	
8 PM	266	253	
9 PM	215	213	
10 PM	110	108	
11 PM	72	66	
TOTAL		**6,093**	

SEASONAL FACTOR:	1.057	**AADT:**	6,176	**AM Peak %**	5.8	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.4	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:** 23595

ROAD: HANOVER ST **ROAD ID:** 4038/0010/0716

FROM: INDUSTRIAL HWY **TO:** HIGH ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66241 **COUNTER #:** 0644 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		16	28
1 AM		13	16
2 AM		15	12
3 AM		19	15
4 AM		25	28
5 AM		106	102
6 AM		236	249
7 AM		331	363
8 AM		339	352
9 AM		322	312
10 AM	172	291	250
11 AM	282	320	
12 PM	338	388	
1 PM	333	369	
2 PM	297	364	
3 PM	361	398	
4 PM	390	346	
5 PM	401	438	
6 PM	292	304	
7 PM	214	215	
8 PM	190	206	
9 PM	134	160	
10 PM	84	95	
11 PM	41	40	
TOTAL		**5,356**	

SEASONAL FACTOR:	1.057	**AADT:**	5,429	**AM Peak %**	6.3	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.2	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 8/26/2008 **PROJECT** 08-PAC- **STATION ID:** 00053

ROAD: PA 100 POTTSTOWN PK **ROAD ID:** 0100/0610/1200

FROM: CEDARVILLE RD **TO:** PA 724 SCHUYLKILL RD RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 46463 **COUNTER #:** 0623 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/25/08	Tue 08/26/08	Wed 08/27/08
12 AM		69	56
1 AM		26	35
2 AM		35	33
3 AM		41	43
4 AM		74	65
5 AM		219	189
6 AM		508	462
7 AM		670	659
8 AM		635	628
9 AM		583	517
10 AM		646	594
11 AM		662	638
12 PM	687	660	
1 PM	754	788	
2 PM	777	775	
3 PM	880	888	
4 PM	1,097	1,090	
5 PM	1,132	1,092	
6 PM	770	842	
7 PM	628	581	
8 PM	521	531	
9 PM	291	292	
10 PM	190	192	
11 PM	100	100	
TOTAL		**11,999**	

SEASONAL FACTOR:	0.984	**AADT:**	11,322	**AM Peak %**	5.6	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.1	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 8/26/2008 **PROJECT** 08-PAC- **STATION ID:** 00053

ROAD: PA 100 POTTSTOWN PK **ROAD ID:** 0100/0611/1200

FROM: CEDARVILLE RD **TO:** PA 724 SCHUYLKILL RD RAMPS

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 46464 **COUNTER #:** 0342 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/25/08	Tue 08/26/08	Wed 08/27/08
12 AM		47	43
1 AM		22	40
2 AM		22	25
3 AM		64	54
4 AM		142	145
5 AM		553	507
6 AM		974	943
7 AM		1,053	1,016
8 AM		826	807
9 AM		590	617
10 AM		660	628
11 AM		621	666
12 PM	627	676	
1 PM	657	667	
2 PM	658	715	
3 PM	705	729	
4 PM	804	820	
5 PM	828	779	
6 PM	617	567	
7 PM	479	505	
8 PM	329	329	
9 PM	218	235	
10 PM	139	151	
11 PM	75	73	
TOTAL		**11,820**	

SEASONAL FACTOR:	0.984	**AADT:**	11,154	**AM Peak %**	8.9	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	6.9	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 8/26/2008 **PROJECT** 08-PAC- **STATION ID:** 12425

ROAD: PA 100 POTTSTOWN PK **ROAD ID:** 0100/0620/1098

FROM: PA 724 SCHUYLKILL RD **TO:** US 422 POTTSTOWN BYP

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 46589 **COUNTER #:** 0711 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/25/08	Tue 08/26/08	Wed 08/27/08
12 AM		84	91
1 AM		48	61
2 AM		41	44
3 AM		70	57
4 AM		91	91
5 AM		336	330
6 AM		691	641
7 AM		875	848
8 AM		850	815
9 AM		757	696
10 AM		799	748
11 AM		900	895
12 PM	957	963	
1 PM	1,021	1,091	
2 PM	1,034	1,098	
3 PM	1,156	1,246	
4 PM	1,370	1,332	
5 PM	1,415	1,457	
6 PM	1,081	1,090	
7 PM	893	831	
8 PM	800	759	
9 PM	542	515	
10 PM	294	279	
11 PM	140	133	
TOTAL		**16,336**	

SEASONAL FACTOR:	0.984	**AADT:**	15,415	**AM Peak %**	5.5	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.9	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 8/26/2008 **PROJECT** 08-PAC- **STATION ID:** 12425

ROAD: PA 100 POTTSTOWN PK **ROAD ID:** 0100/0621/0701

FROM: PA 724 SCHUYLKILL RD **TO:** US 422 POTTSTOWN BYP

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 55 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 46590 **COUNTER #:** 0715 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/25/08	Tue 08/26/08	Wed 08/27/08
12 AM		77	62
1 AM		50	56
2 AM		37	33
3 AM		61	48
4 AM		143	144
5 AM		549	516
6 AM		1,037	1,020
7 AM		1,294	1,235
8 AM		1,069	1,024
9 AM		885	846
10 AM		927	897
11 AM		951	928
12 PM	947	1,013	
1 PM	1,009	999	
2 PM	1,035	999	
3 PM	1,057	1,098	
4 PM	1,204	1,208	
5 PM	1,251	1,197	
6 PM	1,085	937	
7 PM	803	883	
8 PM	585	540	
9 PM	333	336	
10 PM	206	242	
11 PM	127	105	
TOTAL		**16,637**	

SEASONAL FACTOR:	0.984	**AADT:**	15,699	**AM Peak %**	7.8	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	7.3	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/12/2010 **PROJECT** 10-SL-602 **STATION ID:**

ROAD: PA 100 POTTSTOWN PK BRIDGE **ROAD ID:** 0100/0620/3000

FROM: US 422 POTTSTOWN BYP **TO:** HIGH ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 14 **TYPE:** CLASS

DVRPC FILE #: 65842 **COUNTER #:** 0825 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 04/12/10
12 AM	87
1 AM	40
2 AM	27
3 AM	55
4 AM	75
5 AM	224
6 AM	510
7 AM	826
8 AM	846
9 AM	840
10 AM	774
11 AM	869
12 PM	892
1 PM	1,018
2 PM	1,072
3 PM	1,336
4 PM	1,416
5 PM	1,438
6 PM	1,224
7 PM	957
8 PM	761
9 PM	568
10 PM	258
11 PM	220
TOTAL	**16,333**

SEASONAL FACTOR:	0.995	**AADT:**	16,251	**AM Peak %**	5.3	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	8.8	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/12/2010 **PROJECT** 10-SL-602 **STATION ID:**

ROAD: PA 100 POTTSTOWN PK BRIDGE **ROAD ID:** 0100/0621/3000

FROM: US 422 POTTSTOWN BYP **TO:** HIGH ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 14 **TYPE:** CLASS

DVRPC FILE #: 65843 **COUNTER #:** 0826 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 04/12/10
12 AM	64
1 AM	48
2 AM	40
3 AM	87
4 AM	223
5 AM	687
6 AM	1,280
7 AM	1,533
8 AM	1,206
9 AM	913
10 AM	975
11 AM	964
12 PM	1,087
1 PM	1,041
2 PM	1,064
3 PM	1,016
4 PM	1,073
5 PM	1,128
6 PM	967
7 PM	750
8 PM	544
9 PM	413
10 PM	241
11 PM	114
TOTAL	**17,458**

SEASONAL FACTOR:	0.995	**AADT:**	17,371	**AM Peak %**	8.8	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	6.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/14/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 100 POTTSTOWN BOYERTOWN BYP **ROAD ID:** 0100/0020/1500

FROM: PA 663 KING ST **TO:** SHOEMAKER RD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 50 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66248 **COUNTER #:** 0244 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 04/13/10	Wed 04/14/10	Thu 04/15/10
12 AM		97	117
1 AM		51	37
2 AM		36	28
3 AM		46	40
4 AM		86	104
5 AM		264	252
6 AM		448	539
7 AM	704	688	708
8 AM	779	744	791
9 AM	737	808	777
10 AM	810	787	200
11 AM	882	863	
12 PM	888	944	
1 PM	1,037	989	
2 PM	1,008	1,014	
3 PM	1,242	1,279	
4 PM	1,326	1,346	
5 PM	1,431	1,392	
6 PM	1,129	1,219	
7 PM	795	794	
8 PM	630	705	
9 PM	407	519	
10 PM	247	277	
11 PM	149	183	
TOTAL		**15,579**	

SEASONAL FACTOR:	0.995	**AADT:**	14,866	**AM Peak %**	5.5	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.9	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 100 POTTSTOWN BOYERTOWN BYP **ROAD ID:** 0100/0020/1500

FROM: PA 663 KING ST **TO:** SHOEMAKER RD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 50 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66249 **COUNTER #:** 0680 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		50	84	73
1 AM		32	41	44
2 AM		46	38	46
3 AM		64	60	63
4 AM		202	206	177
5 AM		530	533	543
6 AM		1,072	1,044	1,065
7 AM		1,324	1,353	1,368
8 AM		1,161	1,255	1,189
9 AM	404	1,006	1,050	510
10 AM	942	960	1,018	
11 AM	1,011	1,043	972	
12 PM	1,032	1,102	1,087	
1 PM	1,052	1,099	1,153	
2 PM	1,073	1,053	1,114	
3 PM	1,056	1,073	1,120	
4 PM	996	1,221	1,231	
5 PM	1,092	1,224	1,242	
6 PM	925	1,066	1,118	
7 PM	755	830	914	
8 PM	519	601	686	
9 PM	363	398	434	
10 PM	220	265	301	
11 PM	114	135	157	
TOTAL		**17,557**	**18,211**	

SEASONAL FACTOR:	1.057	**AADT:** 17,797	**AM Peak %**	7.5	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959		**PM Peak %**	7.0	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: GROSSTOWN RD **ROAD ID:** LOCAL

FROM: US 422 RAMP **TO:** OLD READING PK

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 19 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66236 **COUNTER #:** 0798 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		29	40
1 AM		18	10
2 AM		17	7
3 AM		8	8
4 AM		25	13
5 AM		32	31
6 AM		76	48
7 AM		110	169
8 AM		113	135
9 AM		102	124
10 AM		88	36
11 AM	97	136	
12 PM	155	134	
1 PM	153	156	
2 PM	153	194	
3 PM	222	256	
4 PM	288	258	
5 PM	265	301	
6 PM	227	243	
7 PM	127	140	
8 PM	76	92	
9 PM	71	66	
10 PM	56	57	
11 PM	35	36	
TOTAL		**2,687**	

SEASONAL FACTOR:	1.044	**AADT:**	2,763	**AM Peak %**	5.1	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.985			**PM Peak %**	11.2	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: GROSSTOWN RD **ROAD ID:** LOCAL

FROM: US 422 RAMP **TO:** OLD READING PK

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 25 **FC:** 19 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66237 **COUNTER #:** 0521 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		11	5
1 AM		4	7
2 AM		8	5
3 AM		13	10
4 AM		33	36
5 AM		113	89
6 AM		202	172
7 AM		209	213
8 AM		178	171
9 AM		159	150
10 AM		109	43
11 AM	136	101	
12 PM	134	120	
1 PM	144	127	
2 PM	130	113	
3 PM	157	118	
4 PM	139	146	
5 PM	110	125	
6 PM	85	98	
7 PM	71	55	
8 PM	54	52	
9 PM	42	51	
10 PM	34	41	
11 PM	15	16	
TOTAL		**2,202**	

SEASONAL FACTOR:	1.044	**AADT:**	2,264	**AM Peak %**	9.5	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.985			**PM Peak %**	6.6	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/14/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0082/2500

FROM: US 422 POTTSTOWN BYP RAMP **TO:** VAUGHN RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66262 **COUNTER #:** 0723 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/14/10
12 AM	43
1 AM	20
2 AM	27
3 AM	28
4 AM	104
5 AM	275
6 AM	713
7 AM	890
8 AM	798
9 AM	462
10 AM	496
11 AM	519
12 PM	593
1 PM	540
2 PM	633
3 PM	721
4 PM	688
5 PM	716
6 PM	651
7 PM	558
8 PM	431
9 PM	324
10 PM	230
11 PM	116
TOTAL	**10,576**

SEASONAL FACTOR:	0.961	**AADT:**	10,164	**AM Peak %**	8.4	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	6.8	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/14/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0082/2500

FROM: US 422 POTTSTOWN BYP RAMP **TO:** VAUGHN RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66263 **COUNTER #:** 0723 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/14/10
12 AM	53
1 AM	28
2 AM	15
3 AM	39
4 AM	58
5 AM	149
6 AM	334
7 AM	622
8 AM	637
9 AM	536
10 AM	485
11 AM	506
12 PM	575
1 PM	526
2 PM	668
3 PM	956
4 PM	1,009
5 PM	1,044
6 PM	802
7 PM	528
8 PM	410
9 PM	292
10 PM	135
11 PM	138
TOTAL	**10,545**

SEASONAL FACTOR:	0.961	**AADT:**	10,134	**AM Peak %**	6.0	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	9.9	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0082/1000

FROM: KEIM ST **TO:** US 422 POTTSTOWN BYP RAMP

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66260 **COUNTER #:** 0809 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/24/10
12 AM	28
1 AM	18
2 AM	7
3 AM	19
4 AM	48
5 AM	215
6 AM	625
7 AM	836
8 AM	570
9 AM	387
10 AM	332
11 AM	405
12 PM	411
1 PM	401
2 PM	495
3 PM	568
4 PM	576
5 PM	599
6 PM	513
7 PM	360
8 PM	299
9 PM	218
10 PM	124
11 PM	53
TOTAL	**8,107**

SEASONAL FACTOR:	1.044	**AADT:**	8,464	**AM Peak %**	10.3	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	7.4	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0082/1000

FROM: KEIM ST **TO:** US 422 POTTSTOWN BYP RAMP

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66261 **COUNTER #:** 0806 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/24/10
12 AM	39
1 AM	12
2 AM	8
3 AM	18
4 AM	19
5 AM	40
6 AM	131
7 AM	264
8 AM	298
9 AM	275
10 AM	254
11 AM	302
12 PM	309
1 PM	341
2 PM	400
3 PM	564
4 PM	635
5 PM	668
6 PM	461
7 PM	313
8 PM	251
9 PM	191
10 PM	96
11 PM	75
TOTAL	**5,964**

SEASONAL FACTOR:	1.044	**AADT:**	6,226	**AM Peak %**	5.1	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	11.2	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0072/0500

FROM: HANOVER ST **TO:** KEIM ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66259 **COUNTER #:** 0683 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/24/10
12 AM	24
1 AM	5
2 AM	2
3 AM	13
4 AM	21
5 AM	41
6 AM	94
7 AM	160
8 AM	192
9 AM	214
10 AM	225
11 AM	233
12 PM	236
1 PM	262
2 PM	279
3 PM	378
4 PM	423
5 PM	439
6 PM	317
7 PM	252
8 PM	175
9 PM	123
10 PM	53
11 PM	54
TOTAL	**4,215**

SEASONAL FACTOR:	1.044	**AADT:**	4,400	**AM Peak %**	5.5	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	10.4	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY RS **DATE:** 4/28/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0072/0500

FROM: HANOVER ST **TO:** KEIM ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66258 **COUNTER #:** 0789 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 04/28/10
12 AM	21
1 AM	10
2 AM	8
3 AM	9
4 AM	22
5 AM	89
6 AM	273
7 AM	396
8 AM	365
9 AM	229
10 AM	206
11 AM	237
12 PM	277
1 PM	281
2 PM	304
3 PM	300
4 PM	318
5 PM	334
6 PM	290
7 PM	277
8 PM	217
9 PM	174
10 PM	88
11 PM	36
TOTAL	**4,761**

SEASONAL FACTOR:	0.961	**AADT:**	4,575	**AM Peak %**	8.3	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	7.0	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:** 14243

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0052/1000

FROM: PA 100 POTTSTOWN PK RAMPS **TO:** HANOVER ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66256 **COUNTER #:** 0723 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10
12 AM	20
1 AM	4
2 AM	9
3 AM	14
4 AM	30
5 AM	111
6 AM	305
7 AM	420
8 AM	342
9 AM	227
10 AM	239
11 AM	279
12 PM	274
1 PM	270
2 PM	336
3 PM	294
4 PM	350
5 PM	345
6 PM	290
7 PM	246
8 PM	211
9 PM	165
10 PM	63
11 PM	45
TOTAL	**4,889**

SEASONAL FACTOR:	1.044	**AADT:**	5,104	**AM Peak %**	8.6	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	7.2	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:** 14243

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0052/1000

FROM: PA 100 POTTSTOWN PK RAMPS **TO:** HANOVER ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 16 **TYPE:** VOLUME

DVRPC FILE #: 66257 **COUNTER #:** 0721 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10
12 AM	23
1 AM	16
2 AM	4
3 AM	20
4 AM	26
5 AM	56
6 AM	132
7 AM	191
8 AM	238
9 AM	213
10 AM	244
11 AM	299
12 PM	269
1 PM	290
2 PM	314
3 PM	393
4 PM	463
5 PM	424
6 PM	367
7 PM	245
8 PM	160
9 PM	122
10 PM	62
11 PM	47
TOTAL	**4,618**

SEASONAL FACTOR:	1.044	**AADT:**	4,821	**AM Peak %**	6.5	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	10.0	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0012/1500

FROM: BERKS CNTY LINE **TO:** SCHOLL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66252 **COUNTER #:** 0708 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10
12 AM	10
1 AM	3
2 AM	6
3 AM	13
4 AM	25
5 AM	112
6 AM	281
7 AM	343
8 AM	228
9 AM	153
10 AM	150
11 AM	144
12 PM	137
1 PM	166
2 PM	149
3 PM	163
4 PM	217
5 PM	175
6 PM	106
7 PM	98
8 PM	86
9 PM	44
10 PM	32
11 PM	18
TOTAL	**2,859**

SEASONAL FACTOR:	1.044	**AADT:**	2,985	**AM Peak %**	12.0	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	7.6	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: PA 724 SCHUYLKILL RD **ROAD ID:** 0724/0012/1500

FROM: BERKS CNTY LINE **TO:** SCHOLL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 45 **FC:** 16 **TYPE:** CLASS

DVRPC FILE #: 66253 **COUNTER #:** 0826 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10
12 AM	18
1 AM	9
2 AM	5
3 AM	3
4 AM	4
5 AM	18
6 AM	51
7 AM	111
8 AM	109
9 AM	101
10 AM	105
11 AM	129
12 PM	172
1 PM	169
2 PM	212
3 PM	307
4 PM	405
5 PM	422
6 PM	273
7 PM	193
8 PM	131
9 PM	95
10 PM	46
11 PM	35
TOTAL	**3,123**

SEASONAL FACTOR:	1.044	**AADT:**	3,260	**AM Peak %**	4.1	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	13.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:** 29545

ROAD: YOST RD **ROAD ID:** 6234/0010/1108

FROM: US 422 POTTSTOWN BYP **TO:** MOSER ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 17 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66228 **COUNTER #:** 0522 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		12	13
1 AM		6	12
2 AM		10	9
3 AM		3	7
4 AM		19	17
5 AM		69	66
6 AM		190	165
7 AM		260	288
8 AM		263	295
9 AM	58	244	72
10 AM	224	185	
11 AM	234	215	
12 PM	237	230	
1 PM	230	239	
2 PM	233	232	
3 PM	283	281	
4 PM	240	235	
5 PM	206	240	
6 PM	213	188	
7 PM	157	148	
8 PM	142	123	
9 PM	96	113	
10 PM	100	79	
11 PM	72	29	
TOTAL		**3,613**	

SEASONAL FACTOR:	1.044	**AADT:**	3,700	**AM Peak %**	7.3	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.981			**PM Peak %**	7.8	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/16/2010 **PROJECT** 10-51-042 **STATION ID:** 29545

ROAD: YOST RD **ROAD ID:** 6234/0010/1108

FROM: US 422 POTTSTOWN BYP **TO:** MOSER ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 17 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66229 **COUNTER #:** 0838 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/15/10	Tue 03/16/10	Wed 03/17/10
12 AM		33	25
1 AM		15	16
2 AM		10	13
3 AM		12	9
4 AM		15	17
5 AM		28	26
6 AM		61	64
7 AM		106	135
8 AM		140	129
9 AM	89	166	48
10 AM	207	184	
11 AM	217	207	
12 PM	233	265	
1 PM	232	238	
2 PM	275	278	
3 PM	316	293	
4 PM	373	367	
5 PM	386	418	
6 PM	285	292	
7 PM	213	208	
8 PM	130	142	
9 PM	103	83	
10 PM	62	47	
11 PM	58	49	
TOTAL		**3,657**	

SEASONAL FACTOR:	1.044	**AADT:**	3,745	**AM Peak %**	5.7	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.981			**PM Peak %**	11.4	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 8/26/2008 **PROJECT** 08-PAM- **STATION ID:** 32266

ROAD: INDUSTRIAL HWY **ROAD ID:** 6231/0030/0500

FROM: KEIM ST **TO:** YOST RD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 17 **TYPE:** CLASS

DVRPC FILE #: 47126 **COUNTER #:** 0510 **WEATHER:** FAIR **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 08/26/08
12 AM	47
1 AM	22
2 AM	13
3 AM	21
4 AM	38
5 AM	170
6 AM	350
7 AM	533
8 AM	568
9 AM	562
10 AM	524
11 AM	564
12 PM	572
1 PM	584
2 PM	699
3 PM	794
4 PM	780
5 PM	783
6 PM	568
7 PM	419
8 PM	347
9 PM	242
10 PM	148
11 PM	110
TOTAL	**9,458**

SEASONAL FACTOR:	0.951	**AADT:**	8,994	**AM Peak %**	6.0	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	1.000			**PM Peak %**	8.4	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 8/26/2008 **PROJECT** 08-PAM- **STATION ID:** 30360

ROAD: INDUSTRIAL HWY **ROAD ID:** 6246/0030/1848

FROM: FRANKLIN ST **TO:** KEIM ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: BOTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **FC:** 17 **TYPE:** VOLUME

DVRPC FILE #: 47128 **COUNTER #:** 0240 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 08/25/08	Tue 08/26/08	Wed 08/27/08
12 AM		61	66
1 AM		33	48
2 AM		24	25
3 AM		34	47
4 AM		69	82
5 AM		258	281
6 AM		519	542
7 AM		690	738
8 AM		700	694
9 AM		598	579
10 AM		553	627
11 AM		646	615
12 PM	622	629	
1 PM	681	639	
2 PM	782	774	
3 PM	893	937	
4 PM	993	887	
5 PM	854	892	
6 PM	604	654	
7 PM	443	488	
8 PM	376	426	
9 PM	254	315	
10 PM	184	184	
11 PM	139	167	
TOTAL		**11,177**	

SEASONAL FACTOR:	0.951	**AADT:**	10,427	**AM Peak %**	6.3	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.981			**PM Peak %**	8.4	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: COLLEGE DR **ROAD ID:** LOCAL

FROM: HIGH ST **TO:** HANOVER ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 19 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66226 **COUNTER #:** 0718 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		14	7
1 AM		5	5
2 AM		2	3
3 AM		5	4
4 AM		5	3
5 AM		18	25
6 AM		78	81
7 AM		115	129
8 AM		138	134
9 AM		88	141
10 AM		79	37
11 AM	117	109	
12 PM	123	114	
1 PM	129	126	
2 PM	144	134	
3 PM	154	124	
4 PM	162	133	
5 PM	168	141	
6 PM	101	109	
7 PM	59	72	
8 PM	58	47	
9 PM	60	43	
10 PM	23	30	
11 PM	17	15	
TOTAL		**1,744**	

SEASONAL FACTOR:	1.044	**AADT:**	1,793	**AM Peak %**	7.9	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.985			**PM Peak %**	8.1	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/18/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: COLLEGE DR **ROAD ID:** LOCAL

FROM: HIGH ST **TO:** HANOVER ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 19 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66227 **COUNTER #:** 0680 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Wed 03/17/10	Thu 03/18/10	Fri 03/19/10
12 AM		11	11
1 AM		8	5
2 AM		6	4
3 AM		2	1
4 AM		2	6
5 AM		12	9
6 AM		36	28
7 AM		59	49
8 AM		79	88
9 AM		88	98
10 AM	26	94	25
11 AM	121	107	
12 PM	146	139	
1 PM	138	127	
2 PM	155	137	
3 PM	186	189	
4 PM	228	213	
5 PM	217	219	
6 PM	141	127	
7 PM	92	93	
8 PM	60	50	
9 PM	59	38	
10 PM	29	29	
11 PM	29	20	
TOTAL		**1,885**	

SEASONAL FACTOR:	1.044	**AADT:**	1,938	**AM Peak %**	5.7	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.985			**PM Peak %**	11.6	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: HIGH ST **ROAD ID:** 4031/0370/0800

FROM: HANOVER ST **TO:** COLLEGE DR

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66220 **COUNTER #:** 0214 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		14	17
1 AM		15	7
2 AM		12	14
3 AM		12	12
4 AM		19	13
5 AM		45	43
6 AM		97	92
7 AM		148	147
8 AM	104	164	180
9 AM	164	168	127
10 AM	179	188	
11 AM	190	217	
12 PM	208	229	
1 PM	187	203	
2 PM	219	219	
3 PM	270	253	
4 PM	251	237	
5 PM	192	189	
6 PM	165	124	
7 PM	119	127	
8 PM	120	96	
9 PM	91	94	
10 PM	52	54	
11 PM	46	27	
TOTAL		**2,951**	

SEASONAL FACTOR:	1.057	**AADT:**	2,991	**AM Peak %**	7.4	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.6	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: HIGH ST **ROAD ID:** 4031/0370/0800

FROM: HANOVER ST **TO:** COLLEGE DR

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66221 **COUNTER #:** 0242 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		19	21
1 AM		18	19
2 AM		7	12
3 AM		7	11
4 AM		23	19
5 AM		35	40
6 AM		96	114
7 AM		223	225
8 AM	141	209	241
9 AM	221	242	151
10 AM	198	216	
11 AM	202	218	
12 PM	220	204	
1 PM	219	233	
2 PM	236	219	
3 PM	266	253	
4 PM	256	235	
5 PM	249	240	
6 PM	169	153	
7 PM	140	113	
8 PM	119	128	
9 PM	92	96	
10 PM	53	71	
11 PM	45	36	
TOTAL		**3,294**	

SEASONAL FACTOR:	1.057	**AADT:**	3,339	**AM Peak %**	7.3	**Hour Beginning:**	9:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	7.7	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: HIGH ST **ROAD ID:** 4031/0380/0750

FROM: COLLEGE DR **TO:** PA 100 POTTSTOWN BOYERTOWN BYP

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66218 **COUNTER #:** 0726 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		18	23
1 AM		21	16
2 AM		16	18
3 AM		16	14
4 AM		22	19
5 AM		47	50
6 AM		125	129
7 AM	20	220	203
8 AM	237	229	252
9 AM	260	230	126
10 AM	286	258	
11 AM	310	298	
12 PM	319	370	
1 PM	316	328	
2 PM	352	374	
3 PM	465	449	
4 PM	468	413	
5 PM	389	389	
6 PM	274	234	
7 PM	190	185	
8 PM	207	166	
9 PM	150	153	
10 PM	81	76	
11 PM	57	48	
TOTAL		**4,685**	

SEASONAL FACTOR:	1.057	**AADT:**	4,749	**AM Peak %**	6.4	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.6	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 3/30/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: HIGH ST **ROAD ID:** 4031/0380/0750

FROM: COLLEGE DR **TO:** PA 100 POTTSTOWN BOYERTOWN BYP

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 40 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66219 **COUNTER #:** 0726 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/29/10	Tue 03/30/10	Wed 03/31/10
12 AM		19	22
1 AM		20	18
2 AM		8	14
3 AM		10	13
4 AM		38	33
5 AM		69	73
6 AM		184	214
7 AM	45	347	345
8 AM	312	333	365
9 AM	285	316	188
10 AM	281	264	
11 AM	251	276	
12 PM	286	274	
1 PM	275	294	
2 PM	281	276	
3 PM	301	310	
4 PM	336	295	
5 PM	305	308	
6 PM	224	201	
7 PM	165	140	
8 PM	144	139	
9 PM	116	104	
10 PM	83	89	
11 PM	56	45	
TOTAL		**4,359**	

SEASONAL FACTOR:	1.057	**AADT:**	4,418	**AM Peak %**	8.0	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	7.1	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/16/2010 **PROJECT** 10-51-042 **STATION ID:** 03904

ROAD: HIGH ST **ROAD ID:** 4031/0390/1000

FROM: PA 100 POTTSTOWN BOYERTOWN BYP **TO:** BERKS ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: NORTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66216 **COUNTER #:** 0530 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/15/10	Tue 03/16/10	Wed 03/17/10
12 AM		32	40
1 AM		15	28
2 AM		20	23
3 AM		27	50
4 AM		84	67
5 AM		190	189
6 AM		369	384
7 AM		494	547
8 AM		478	506
9 AM		395	412
10 AM		433	365
11 AM	282	413	401
12 PM	417	461	
1 PM	434	424	
2 PM	409	493	
3 PM	526	587	
4 PM	462	540	
5 PM	410	497	
6 PM	332	347	
7 PM	219	291	
8 PM	165	222	
9 PM	145	190	
10 PM	105	124	
11 PM	70	52	
TOTAL		**7,178**	

SEASONAL FACTOR:	1.057	**AADT:**	7,276	**AM Peak %**	6.9	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	8.2	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/16/2010 **PROJECT** 10-51-042 **STATION ID:** 03904

ROAD: HIGH ST **ROAD ID:** 4031/0391/1000

FROM: PA 100 POTTSTOWN BOYERTOWN BYP **TO:** BERKS ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: SOUTH **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** 15 MIN VOL

DVRPC FILE #: 66217 **COUNTER #:** 0698 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/15/10	Tue 03/16/10	Wed 03/17/10
12 AM		29	35
1 AM		19	27
2 AM		18	19
3 AM		16	22
4 AM		30	36
5 AM		77	68
6 AM		177	186
7 AM		269	266
8 AM		347	341
9 AM		309	331
10 AM		322	312
11 AM	258	339	286
12 PM	380	428	
1 PM	367	379	
2 PM	439	479	
3 PM	519	525	
4 PM	559	580	
5 PM	431	544	
6 PM	314	390	
7 PM	241	291	
8 PM	192	259	
9 PM	159	174	
10 PM	140	132	
11 PM	94	79	
TOTAL		**6,212**	

SEASONAL FACTOR:	1.057	**AADT:**	6,297	**AM Peak %**	5.6	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.3	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/16/2010 **PROJECT** 10-51-042 **STATION ID:** 14197

ROAD: PA 663 KING ST **ROAD ID:** 0663/0010/1000

FROM: PA 100 POTTSTOWN BOYERTOWN BYP **TO:** MANATAWNY ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: EAST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 66214 **COUNTER #:** 0711 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/15/10	Tue 03/16/10	Wed 03/17/10
12 AM		31	31
1 AM		17	24
2 AM		10	13
3 AM		11	10
4 AM		23	8
5 AM		37	36
6 AM		99	105
7 AM		185	179
8 AM		223	218
9 AM		220	193
10 AM	58	234	238
11 AM	235	258	104
12 PM	269	282	
1 PM	286	292	
2 PM	295	326	
3 PM	401	445	
4 PM	373	409	
5 PM	336	361	
6 PM	291	347	
7 PM	251	289	
8 PM	195	231	
9 PM	147	193	
10 PM	112	114	
11 PM	54	58	
TOTAL		**4,695**	

SEASONAL FACTOR:	1.057	**AADT:**	4,759	**AM Peak %**	5.5	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	9.5	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/16/2010 **PROJECT** 10-51-042 **STATION ID:** 14197

ROAD: PA 663 KING ST **ROAD ID:** 0663/0011/1000

FROM: PA 100 POTTSTOWN BOYERTOWN BYP **TO:** MANATAWNY ST

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209162416 - POTTSTOWN BORO

COUNT DIR: WEST **TRAFFIC DIR:** BOTH **SPEED LIMIT:** 35 **FC:** 14 **TYPE:** VOLUME

DVRPC FILE #: 66215 **COUNTER #:** 0729 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/15/10	Tue 03/16/10	Wed 03/17/10
12 AM		19	27
1 AM		14	16
2 AM		9	13
3 AM		14	12
4 AM		32	33
5 AM		119	140
6 AM		268	260
7 AM		264	290
8 AM		300	313
9 AM		274	286
10 AM		309	323
11 AM	295	321	135
12 PM	341	380	
1 PM	351	409	
2 PM	316	376	
3 PM	422	415	
4 PM	331	399	
5 PM	326	362	
6 PM	296	359	
7 PM	206	239	
8 PM	163	191	
9 PM	117	139	
10 PM	72	67	
11 PM	55	48	
TOTAL		**5,327**	

SEASONAL FACTOR:	1.057	**AADT:**	5,400	**AM Peak %**	6.0	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	7.8	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB OFF RAMP **ROAD ID:** 8015/0010/0788

FROM: US 422 POTTSTOWN BYP EB **TO:** YOST RD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66284 **COUNTER #:** 0712 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		17	13
1 AM		10	15
2 AM		3	9
3 AM		5	13
4 AM		30	28
5 AM		67	89
6 AM		214	228
7 AM		405	390
8 AM		494	498
9 AM		336	345
10 AM	80	346	294
11 AM	329	325	132
12 PM	335	357	
1 PM	342	320	
2 PM	340	353	
3 PM	314	377	
4 PM	340	389	
5 PM	323	383	
6 PM	287	310	
7 PM	188	216	
8 PM	107	139	
9 PM	84	107	
10 PM	65	78	
11 PM	39	25	
TOTAL	**3,173**	**5,306**	**2,054**

SEASONAL FACTOR:	1.061	**AADT:**	5,477	**AM Peak %**	9.3	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	7.3	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB ON RAMP **ROAD ID:** 8015/0250/0505

FROM: YOST RD **TO:** US 422 POTTSTOWN BYP WB

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66286 **COUNTER #:** 0342 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		19	15
1 AM		11	7
2 AM		10	4
3 AM		6	9
4 AM		24	25
5 AM		72	72
6 AM		182	191
7 AM		261	294
8 AM		270	293
9 AM		289	283
10 AM		304	262
11 AM	227	314	240
12 PM	358	363	
1 PM	350	311	
2 PM	357	365	
3 PM	368	418	
4 PM	410	441	
5 PM	361	394	
6 PM	246	297	
7 PM	198	247	
8 PM	126	160	
9 PM	127	104	
10 PM	60	70	
11 PM	57	70	
TOTAL	**3,245**	**5,002**	**1,695**

SEASONAL FACTOR:	1.061	**AADT:**	5,163	**AM Peak %**	6.3	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	8.8	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB ON RAMP **ROAD ID:** 8015/0260/0500

FROM: YOST RD **TO:** US 422 POTTSTOWN BYP EB

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66285 **COUNTER #:** 0697 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		12	8
1 AM		13	15
2 AM		9	12
3 AM		15	23
4 AM		60	63
5 AM		166	191
6 AM		384	327
7 AM		356	386
8 AM		311	356
9 AM		261	274
10 AM		233	259
11 AM	227	273	189
12 PM	261	256	
1 PM	237	230	
2 PM	255	274	
3 PM	286	293	
4 PM	253	289	
5 PM	235	213	
6 PM	171	177	
7 PM	112	153	
8 PM	118	125	
9 PM	108	119	
10 PM	86	88	
11 PM	29	48	
TOTAL	**2,378**	**4,358**	**2,103**

SEASONAL FACTOR:	1.061	**AADT:**	4,498	**AM Peak %**	8.8	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	6.7	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JH **DATE:** 4/14/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB OFF RAMP **ROAD ID:** 8015/0500/0172

FROM: US 422 POTTSTOWN BYP WB **TO:** YOST RD / ARMAND HAMMER BLVD

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209145072 - LOWER POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66287 **COUNTER #:** 0752 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 04/13/10	Wed 04/14/10	Thu 04/15/10
12 AM		51	54
1 AM		24	20
2 AM		11	14
3 AM		19	14
4 AM		12	16
5 AM		40	54
6 AM		143	135
7 AM		346	375
8 AM		274	280
9 AM	214	221	257
10 AM	225	255	271
11 AM	265	258	
12 PM	292	289	
1 PM	319	277	
2 PM	388	359	
3 PM	483	516	
4 PM	596	580	
5 PM	614	605	
6 PM	407	441	
7 PM	264	310	
8 PM	205	199	
9 PM	155	201	
10 PM	96	104	
11 PM	86	97	
TOTAL		**5,632**	

SEASONAL FACTOR:	0.991	**AADT:**	5,430	**AM Peak %**	6.1	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	10.7	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB ON RAMP **ROAD ID:** 8022/0760/0178

FROM: PA 724 SCHUYLKILL RD **TO:** US 422 POTTSTOWN BYP EB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66281 **COUNTER #:** 0673 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		8	6
1 AM		7	10
2 AM		6	4
3 AM		13	9
4 AM		27	34
5 AM		98	98
6 AM		195	185
7 AM		278	299
8 AM		281	317
9 AM	50	202	191
10 AM	176	182	178
11 AM	183	191	
12 PM	182	175	
1 PM	198	199	
2 PM	176	198	
3 PM	174	244	
4 PM	195	214	
5 PM	191	228	
6 PM	170	175	
7 PM	94	116	
8 PM	56	72	
9 PM	54	57	
10 PM	29	33	
11 PM	21	21	
TOTAL	**1,949**	**3,220**	**1,331**

SEASONAL FACTOR:	1.061	**AADT:**	3,324	**AM Peak %**	8.7	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	7.6	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB OFF RAMP **ROAD ID:** 8022/0250/0611

FROM: US 422 POTTSTOWN BYP WB **TO:** PA 724 SCHUYLKILL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66283 **COUNTER #:** 0529 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		19	24
1 AM		5	13
2 AM		7	6
3 AM		7	4
4 AM		5	13
5 AM		25	23
6 AM		76	86
7 AM		121	131
8 AM		128	151
9 AM	71	119	113
10 AM	146	136	138
11 AM	122	140	
12 PM	162	168	
1 PM	178	163	
2 PM	182	207	
3 PM	199	223	
4 PM	228	284	
5 PM	202	232	
6 PM	209	226	
7 PM	119	138	
8 PM	89	110	
9 PM	95	89	
10 PM	55	53	
11 PM	57	51	
TOTAL	**2,114**	**2,732**	**702**

SEASONAL FACTOR:	1.061	**AADT:**	2,820	**AM Peak %**	5.1	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	10.4	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB OFF RAMP **ROAD ID:** 8022/0010/0340

FROM: US 422 POTTSTOWN BYP EB **TO:** PA 724 SCHUYLKILL RD

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66280 **COUNTER #:** 0846 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		14	11
1 AM		4	8
2 AM		4	8
3 AM		9	13
4 AM		38	32
5 AM		108	104
6 AM		145	143
7 AM		105	116
8 AM		97	116
9 AM		102	112
10 AM	30	74	68
11 AM	85	83	
12 PM	70	74	
1 PM	77	75	
2 PM	84	79	
3 PM	48	73	
4 PM	53	68	
5 PM	57	70	
6 PM	80	91	
7 PM	50	87	
8 PM	60	78	
9 PM	64	58	
10 PM	52	67	
11 PM	18	26	
TOTAL	**828**	**1,629**	**731**

SEASONAL FACTOR:	1.061	**AADT:**	1,681	**AM Peak %**	8.9	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	5.6	**Hour Beginning:**	6:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB ON RAMP **ROAD ID:** 8022/0750/0748

FROM: PA 724 SCHUYLKILL RD **TO:** US 422 POTTSTOWN BYP WB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66282 **COUNTER #:** 0623 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		21	16
1 AM		7	16
2 AM		4	5
3 AM		14	17
4 AM		29	30
5 AM		52	73
6 AM		125	141
7 AM		231	216
8 AM		179	196
9 AM	85	153	147
10 AM	148	141	92
11 AM	117	163	
12 PM	154	177	
1 PM	126	135	
2 PM	170	195	
3 PM	258	324	
4 PM	311	288	
5 PM	336	360	
6 PM	218	235	
7 PM	142	171	
8 PM	74	97	
9 PM	70	69	
10 PM	46	48	
11 PM	50	49	
TOTAL	**2,305**	**3,267**	**949**

SEASONAL FACTOR:	1.061	**AADT:**	3,372	**AM Peak %**	7.1	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	11.0	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB OFF RAMP **ROAD ID:** 8020/0010/0358

FROM: US 422 POTTSTOWN BYP EB **TO:** KEIM ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66278 **COUNTER #:** 0391 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		11	5
1 AM		2	7
2 AM		3	1
3 AM		3	4
4 AM		11	20
5 AM		60	56
6 AM		216	205
7 AM		288	283
8 AM		157	185
9 AM		115	108
10 AM	30	91	85
11 AM	104	101	33
12 PM	111	113	
1 PM	139	118	
2 PM	125	158	
3 PM	174	146	
4 PM	170	182	
5 PM	180	224	
6 PM	149	151	
7 PM	81	80	
8 PM	79	88	
9 PM	59	66	
10 PM	48	60	
11 PM	12	13	
TOTAL	**1,461**	**2,457**	**992**

SEASONAL FACTOR:	1.055	**AADT:**	2,522	**AM Peak %**	11.7	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	9.1	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JD **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB ON RAMP **ROAD ID:** 8020/0250/0392

FROM: KEIM ST **TO:** US 422 POTTSTOWN BYP WB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66279 **COUNTER #:** 0611 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		5	5
1 AM		2	2
2 AM		1	1
3 AM		1	2
4 AM		13	9
5 AM		31	33
6 AM		61	58
7 AM		80	83
8 AM		77	77
9 AM		57	70
10 AM	47	52	50
11 AM	48	64	17
12 PM	61	60	
1 PM	72	61	
2 PM	72	72	
3 PM	133	145	
4 PM	95	120	
5 PM	115	101	
6 PM	62	72	
7 PM	41	47	
8 PM	36	45	
9 PM	36	34	
10 PM	30	23	
11 PM	19	31	
TOTAL	**867**	**1,255**	**407**

SEASONAL FACTOR:	1.055	**AADT:**	1,288	**AM Peak %**	6.4	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	11.6	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB ON RAMP **ROAD ID:** 8018/0010/0340

FROM: HANOVER ST **TO:** US 422 POTTSTOWN BYP EB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66276 **COUNTER #:** 0521 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		15	22	22
1 AM		11	12	12
2 AM		8	10	15
3 AM		5	10	11
4 AM		27	25	28
5 AM		147	143	135
6 AM		327	299	294
7 AM		283	256	291
8 AM		240	231	259
9 AM	138	208	168	57
10 AM	190	186	208	
11 AM	208	185	192	
12 PM	234	227	211	
1 PM	218	190	175	
2 PM	235	276	214	
3 PM	261	289	275	
4 PM	225	280	205	
5 PM	232	216	209	
6 PM	160	194	175	
7 PM	84	117	132	
8 PM	140	209	218	
9 PM	168	155	186	
10 PM	83	73	106	
11 PM	38	36	34	
TOTAL		**3,904**	**3,716**	

SEASONAL FACTOR:	1.036	**AADT:**	3,879	**AM Peak %**	8.4	**Hour Beginning:**	6:00 AM
AXLE CORR. FACTOR:	0.959			**PM Peak %**	7.4	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB OFF RAMP **ROAD ID:** 8018/0500/0353

FROM: US 422 POTTSTOWN BYP WB **TO:** HANOVER ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66277 **COUNTER #:** 0798 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		33	45	52
1 AM		20	15	18
2 AM		6	6	8
3 AM		3	8	7
4 AM		6	6	3
5 AM		15	19	24
6 AM		46	57	43
7 AM		137	155	130
8 AM		251	256	250
9 AM	137	233	199	56
10 AM	185	203	195	
11 AM	194	211	197	
12 PM	165	213	189	
1 PM	212	192	243	
2 PM	224	202	231	
3 PM	290	312	313	
4 PM	312	340	380	
5 PM	408	473	445	
6 PM	351	411	399	
7 PM	204	214	232	
8 PM	116	135	147	
9 PM	131	112	144	
10 PM	72	68	90	
11 PM	50	67	66	
TOTAL		**3,903**	**4,037**	

SEASONAL FACTOR:	1.061	**AADT:**	4,029	**AM Peak %**	6.4	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	12.1	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB ON RAMP **ROAD ID:** 8016/0760/0380

FROM: PA 100 POTTSTOWN PK NB **TO:** US 422 POTTSTOWN BYP EB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66271 **COUNTER #:** 0717 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		8	18	18
1 AM		17	5	2
2 AM		10	5	1
3 AM		9	15	14
4 AM		39	43	40
5 AM		149	161	143
6 AM		266	283	298
7 AM		326	301	327
8 AM		339	336	353
9 AM		245	270	222
10 AM	49	205	225	
11 AM	216	227	229	
12 PM	227	216	261	
1 PM	237	248	257	
2 PM	256	254	270	
3 PM	239	249	272	
4 PM	235	266	302	
5 PM	241	308	299	
6 PM	224	259	269	
7 PM	176	186	208	
8 PM	142	137	181	
9 PM	96	151	148	
10 PM	56	63	61	
11 PM	32	30	31	
TOTAL		**4,207**	**4,450**	

SEASONAL FACTOR:	1.061	**AADT:**	4,343	**AM Peak %**	8.1	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	7.3	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB OFF RAMP **ROAD ID:** 8018/0500/0353

FROM: US 422 POTTSTOWN BYP WB **TO:** HANOVER ST

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66277 **COUNTER #:** 0798 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		33	45	52
1 AM		20	15	18
2 AM		6	6	8
3 AM		3	8	7
4 AM		6	6	3
5 AM		15	19	24
6 AM		46	57	43
7 AM		137	155	130
8 AM		251	256	250
9 AM	137	233	199	56
10 AM	185	203	195	
11 AM	194	211	197	
12 PM	165	213	189	
1 PM	212	192	243	
2 PM	224	202	231	
3 PM	290	312	313	
4 PM	312	340	380	
5 PM	408	473	445	
6 PM	351	411	399	
7 PM	204	214	232	
8 PM	116	135	147	
9 PM	131	112	144	
10 PM	72	68	90	
11 PM	50	67	66	
TOTAL		**3,903**	**4,037**	

SEASONAL FACTOR:	1.061	**AADT:**	4,029	**AM Peak %**	6.4	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	12.1	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB ON RAMP **ROAD ID:** 8016/0020/0310

FROM: PA 100 POTTSTOWN PK SB **TO:** US 422 POTTSTOWN BYP EB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66269 **COUNTER #:** 0874 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10
12 AM		30	40
1 AM		23	30
2 AM		14	21
3 AM		72	79
4 AM		109	128
5 AM		417	386
6 AM		760	726
7 AM		834	850
8 AM		729	535
9 AM		558	11
10 AM	238	498	9
11 AM	550	504	3
12 PM	482	527	2
1 PM	512	499	5
2 PM	450	475	0
3 PM	445	481	0
4 PM	486	447	2
5 PM	467	587	0
6 PM	421	410	0
7 PM	295	335	0
8 PM	229	278	1
9 PM	184	155	0
10 PM	113	162	3
11 PM	89	90	2
TOTAL		**8,994**	**2,833**

SEASONAL FACTOR:	1.061	**AADT:**	9,284	**AM Peak %**	9.3	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	6.5	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB OFF RAMP **ROAD ID:** 8016/0510/0447

FROM: US 422 POTTSTOWN BYP WB **TO:** PA 100 POTTSTOWN PK NB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66274 **COUNTER #:** 0523 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		52	52	62
1 AM		23	30	29
2 AM		9	23	21
3 AM		35	21	20
4 AM		56	56	63
5 AM		129	136	107
6 AM		252	222	246
7 AM		399	412	388
8 AM		358	351	349
9 AM		346	380	167
10 AM	70	329	334	
11 AM	375	401	301	
12 PM	370	390	395	
1 PM	378	348	426	
2 PM	483	503	542	
3 PM	535	637	626	
4 PM	601	663	601	
5 PM	642	621	664	
6 PM	504	589	542	
7 PM	310	347	375	
8 PM	199	250	302	
9 PM	200	193	231	
10 PM	107	136	131	
11 PM	109	120	127	
TOTAL		**7,186**	**7,280**	

SEASONAL FACTOR:	1.061	**AADT:**	7,418	**AM Peak %**	5.6	**Hour Beginning:**	11:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	9.2	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/21/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB OFF RAMP **ROAD ID:** 8016/0750/0265

FROM: US 422 POTTSTOWN BYP EB **TO:** PA 100 POTTSTOWN PK NB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66270 **COUNTER #:** 0838 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Sat 03/20/10	Sun 03/21/10	Mon 03/22/10	Tue 03/23/10
12 AM		16	37	28
1 AM		4	8	8
2 AM		15	22	13
3 AM		13	7	12
4 AM		23	11	33
5 AM		52	53	50
6 AM		95	76	68
7 AM		97	103	114
8 AM		125	133	110
9 AM		106	126	110
10 AM		114	110	61
11 AM	55	106	102	
12 PM	105	120	115	
1 PM	112	97	104	
2 PM	111	127	106	
3 PM	122	92	102	
4 PM	87	119	81	
5 PM	90	105	94	
6 PM	93	90	88	
7 PM	73	63	72	
8 PM	42	54	60	
9 PM	44	52	80	
10 PM	29	57	32	
11 PM	44	13	38	
TOTAL		**1,755**	**1,760**	

SEASONAL FACTOR:	1.061	**AADT:**	1,811	**AM Peak %**	7.1	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	7.2	**Hour Beginning:**	2:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB ON RAMP **ROAD ID:** 8016/0250/0282

FROM: PA 100 POTTSTOWN PK SB **TO:** US 422 POTTSTOWN BYP WB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66273 **COUNTER #:** 9919 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		13	14	17
1 AM		6	7	3
2 AM		7	2	8
3 AM		6	5	8
4 AM		16	31	18
5 AM		36	46	48
6 AM		82	104	78
7 AM		113	123	134
8 AM		120	141	118
9 AM		80	111	
10 AM	108	93	103	
11 AM	109	109	105	
12 PM	110	125	129	
1 PM	89	143	95	
2 PM	118	107	107	
3 PM	90	88	108	
4 PM	115	132	109	
5 PM	81	104	86	
6 PM	79	108	99	
7 PM	97	83	78	
8 PM	45	62	80	
9 PM	34	51	50	
10 PM	20	30	35	
11 PM	17	23	25	
TOTAL		**1,737**	**1,793**	

SEASONAL FACTOR:	1.061	**AADT:**	1,793	**AM Peak %**	6.9	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	8.2	**Hour Beginning:**	1:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB OFF RAMP **ROAD ID:** 8016/0010/0373

FROM: US 422 POTTSTOWN BYP EB **TO:** PA 100 POTTSTOWN PK SB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66268 **COUNTER #:** 0837 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		25	35	30
1 AM		12	8	15
2 AM		3	7	7
3 AM		7	14	9
4 AM		14	16	18
5 AM		47	40	53
6 AM		116	129	121
7 AM		199	192	193
8 AM		195	202	204
9 AM		195	190	179
10 AM		193	197	
11 AM	120	172	219	
12 PM	243	206	231	
1 PM	221	229	224	
2 PM	231	239	257	
3 PM	251	310	292	
4 PM	334	394	390	
5 PM	376	359	402	
6 PM	285	327	336	
7 PM	185	215	233	
8 PM	108	128	186	
9 PM	82	82	88	
10 PM	45	54	55	
11 PM	27	25	32	
TOTAL		**3,746**	**3,975**	

SEASONAL FACTOR:	1.061	**AADT:**	3,867	**AM Peak %**	5.3	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	10.5	**Hour Beginning:**	4:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/23/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB ON RAMP **ROAD ID:** 8016/0500/0402

FROM: PA 100 POTTSTOWN PK NB **TO:** US 422 POTTSTOWN BYP WB

STATE: PA **COUNTY:** CHESTER **MCD:** 4202954936 - NORTH COVENTRY TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66275 **COUNTER #:** 0716 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Mon 03/22/10	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		12	12	12
1 AM		10	10	17
2 AM		7	14	4
3 AM		0	5	9
4 AM		13	9	7
5 AM		26	20	19
6 AM		61	65	60
7 AM		96	106	104
8 AM		99	93	90
9 AM		79	84	67
10 AM	25	78	100	
11 AM	84	79	80	
12 PM	87	93	111	
1 PM	146	103	127	
2 PM	112	132	131	
3 PM	164	191	178	
4 PM	212	226	196	
5 PM	242	264	245	
6 PM	181	226	205	
7 PM	128	131	151	
8 PM	85	108	127	
9 PM	80	95	94	
10 PM	44	51	45	
11 PM	24	23	26	
TOTAL		**2,203**	**2,234**	

SEASONAL FACTOR:	1.061	**AADT:**	2,274	**AM Peak %**	4.5	**Hour Beginning:**	8:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	12.0	**Hour Beginning:**	5:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB ON RAMP **ROAD ID:** 8023/0260/1380

FROM: GROSSTOWN RD **TO:** US 422 POTTSTOWN BYP EB

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66265 **COUNTER #:** 0686 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		11	10
1 AM		5	10
2 AM		4	5
3 AM		11	7
4 AM		27	23
5 AM		98	77
6 AM		155	166
7 AM		210	198
8 AM		183	167
9 AM	37	152	155
10 AM	105	101	29
11 AM	101	99	
12 PM	108	82	
1 PM	97	135	
2 PM	114	107	
3 PM	123	113	
4 PM	119	114	
5 PM	121	109	
6 PM	76	93	
7 PM	59	60	
8 PM	47	43	
9 PM	30	35	
10 PM	25	27	
11 PM	14	21	
TOTAL		**1,995**	

SEASONAL FACTOR:	1.061	**AADT:**	2,059	**AM Peak %**	10.5	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	6.8	**Hour Beginning:**	1:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB OFF RAMP **ROAD ID:** 8023/0500/0350

FROM: US 422 POTTSTOWN BYP WB **TO:** US 422 EB/WB OFF RAMPS COMB

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66266 **COUNTER #:** 0686 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		5	3
1 AM		4	0
2 AM		2	4
3 AM		0	1
4 AM		5	3
5 AM		9	8
6 AM		5	10
7 AM		4	10
8 AM		14	11
9 AM	3	24	23
10 AM	11	18	4
11 AM	10	15	
12 PM	18	10	
1 PM	9	20	
2 PM	18	18	
3 PM	32	32	
4 PM	11	20	
5 PM	13	10	
6 PM	12	17	
7 PM	8	10	
8 PM	7	13	
9 PM	11	8	
10 PM	8	23	
11 PM	1	2	
TOTAL		**288**	

SEASONAL FACTOR:	1.061	**AADT:**	297	**AM Peak %**	8.3	**Hour Beginning:**	9:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	11.1	**Hour Beginning:**	3:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 EB OFF RAMP **ROAD ID:** 8023/0010/0780

FROM: US 422 POTTSTOWN BYP EB **TO:** US 422 POTTSTOWN BYP UNDERPASS

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: EAST **TRAFFIC DIR:** EAST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66264 **COUNTER #:** 9928 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		4	2
1 AM		7	3
2 AM		1	1
3 AM		1	2
4 AM		5	8
5 AM		11	4
6 AM		4	6
7 AM		9	5
8 AM		10	3
9 AM		7	5
10 AM	6	7	
11 AM	12	8	
12 PM	14	16	
1 PM	16	9	
2 PM	5	22	
3 PM	4	11	
4 PM	2	5	
5 PM	6	14	
6 PM	10	9	
7 PM	2	8	
8 PM	2	2	
9 PM	0	12	
10 PM	2	0	
11 PM	0	1	
TOTAL		**183**	

SEASONAL FACTOR:	1.061	**AADT:**	188	**AM Peak %**	6.0	**Hour Beginning:**	5:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	12.0	**Hour Beginning:**	2:00 PM

DVRPC - Travel Monitoring

TAKEN BY JC **DATE:** 3/24/2010 **PROJECT** 10-51-042 **STATION ID:**

ROAD: US 422 WB ON RAMP **ROAD ID:** 8023/0250/0950

FROM: GROSSTOWN RD **TO:** US 422 POTTSTOWN BYP WB

STATE: PA **COUNTY:** MONTGOMERY **MCD:** 4209183912 - WEST POTTSGROVE TWP

COUNT DIR: WEST **TRAFFIC DIR:** WEST **SPEED LIMIT:** 25 **FC:** **TYPE:** 15 MIN VOL

DVRPC FILE #: 66267 **COUNTER #:** 0522 **WEATHER:** F **DATA SOURCE:** INTERNAL

COMMENTS:

Hour Beginning	Tue 03/23/10	Wed 03/24/10	Thu 03/25/10
12 AM		31	24
1 AM		10	13
2 AM		5	5
3 AM		4	13
4 AM		11	9
5 AM		35	27
6 AM		71	64
7 AM		113	118
8 AM		86	100
9 AM	45	107	123
10 AM	96	102	26
11 AM	74	76	
12 PM	118	120	
1 PM	100	105	
2 PM	157	142	
3 PM	203	186	
4 PM	257	232	
5 PM	295	261	
6 PM	220	213	
7 PM	111	140	
8 PM	66	89	
9 PM	72	63	
10 PM	38	32	
11 PM	22	30	
TOTAL		**2,264**	

SEASONAL FACTOR:	1.061	**AADT:**	2,337	**AM Peak %**	5.0	**Hour Beginning:**	7:00 AM
AXLE CORR. FACTOR:	0.973			**PM Peak %**	11.5	**Hour Beginning:**	5:00 PM

Publication Title: POTTSTOWN BYPASS (US 422) RECONSTRUCTION TRAFFIC STUDY Supplement Number 1 - Chester and Montgomery Counties, Pennsylvania

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Geographic Area Covered: The municipalities of North Coventry and East Coventry townships in Chester County and West Pottsgrove, Lower Pottsgrove townships and Pottstown Borough in Montgomery County with an addition of all Berks County

Key Words: Pottstown Bypass (US 422), Traffic Demand Forecasting, Travel Simulation, AADT, AM and PM Peak Hour Traffic Volumes and Turning Movements, Design Factors

Abstract: This report documents 2015 and 2035 traffic forecasts under the No-Build and the Preferred Build Alternative (former Build Alternative 2) for the Pottstown Bypass (US 422) project study area, which considers alternative configurations of the Stowe and Armand Hammer interchanges

Staff Contact:

Matthew T. Gates
Manager, Highway Analysis
Office of Modeling and Analysis
☏ (215) 238-2886
mgates@dvrpc.org

Delaware Valley Regional Planning Commission
190 N Independence Mall West
ACP Building, 8th Floor
Philadelphia, PA 19106-1520
Phone: (215) 592-1800
Fax: (215) 592-9125
Website: www.dvrpc.org

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
190 N Independence Mall West
ACP Building, 8th Floor
Philadelphia, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
Website: www.dvrpc.org