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# **US 202 TRAFFIC ANALYSIS**

## **SECTION 700**

**PA 309 TO DOYLESTOWN BYPASS (DOYLESTOWN AREA)**

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### **SUPPLEMENT NO. 2**



**SECTION 700**

December 1992



Delaware Valley Regional Planning Commission  
The Bourse Building  
21 South 5th Street  
Philadelphia, PA 19106



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# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Publication Abstract

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### Geographic Area Covered:

The US 202 Corridor for Section 700 includes the following municipalities in Bucks County: New Britain and Doylestown townships, Chalfont, New Britain and Doylestown Boroughs; in Montgomery County; Montgomery Township.

### Key Words:

US 202, existing traffic volumes, improvement alternatives, future traffic volumes

## ABSTRACT

*This supplement contains maps displaying current traffic volumes and forecast for the Years 1998 and 2018 in the Doylestown area north of the Section 700 corridor. These estimates were presented in tabular form (Tables 1 and 2) in the March 1992 DVRPC report entitled "US 202 Traffic Analysis Section 700 PA 309 to Doylestown Bypass; Supplement No 1". The maps were requested by the consultant to facilitate analyses and dissemination of these data.*

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## **DAILY TRAFFIC VOLUMES FOR SELECTED ROADWAY SEGMENTS IN THE DOYLESTOWN AREA**

As part of the study of US 202, the Pennsylvania Department of Transportation (PennDOT) requested the Delaware Valley Regional Planning Commission (DVRPC) to undertake a traffic forecast study of a nine-mile portion of US 202 stretching from PA 309 to the Doylestown Bypass. This segment, which lies in Montgomery and Bucks counties, is known as Section 700. These projections will assist PennDOT consultants in the development of traffic management strategies and provide input to the design for the modernization and improvement of the US 202 corridor in Pennsylvania.

This supplement contains maps displaying traffic counts and forecasts for the Years 1998 and 2018 in the Doylestown area north of the Section 700 corridor. These estimates were presented in tabular form (Tables 1 and 2) in the March 1992 DVRPC report entitled "US 202 Traffic Analysis Section 700 PA 309 to Doylestown Bypass; Supplement No. 1". The maps were requested by the consultant to facilitate analyses and dissemination of the forecasts. These Doylestown area locations could not be posted on the traffic volume maps included in Supplement No. 1, because they were outside of the Section 700 study area.

Current counts and Year 2018 traffic projections for these locations, under the no-build, new alignment arterial (build), and widening of existing US 202 alternatives are presented in Table 1 (reproduced from Supplement No. 1). In similar format, Table 2 displays the corresponding 1998 traffic projections.

Figure 1 compares current traffic counts taken at these locations within the Doylestown area with 2018 projected volumes under the no-build alternative. Projected Year 1998 traffic volumes for these selected roadways under the no-build alternative are compared with current counts in Figure 2. Traffic volumes for 2018 under the build and no-build alternatives are given in figure 3 and the corresponding 1998 estimates in figure 4. Finally, figures 5 and 6 compare the no-build alternative with the widening of existing US 202 in Section 700 for the Years 2018 and 1998, respectively.

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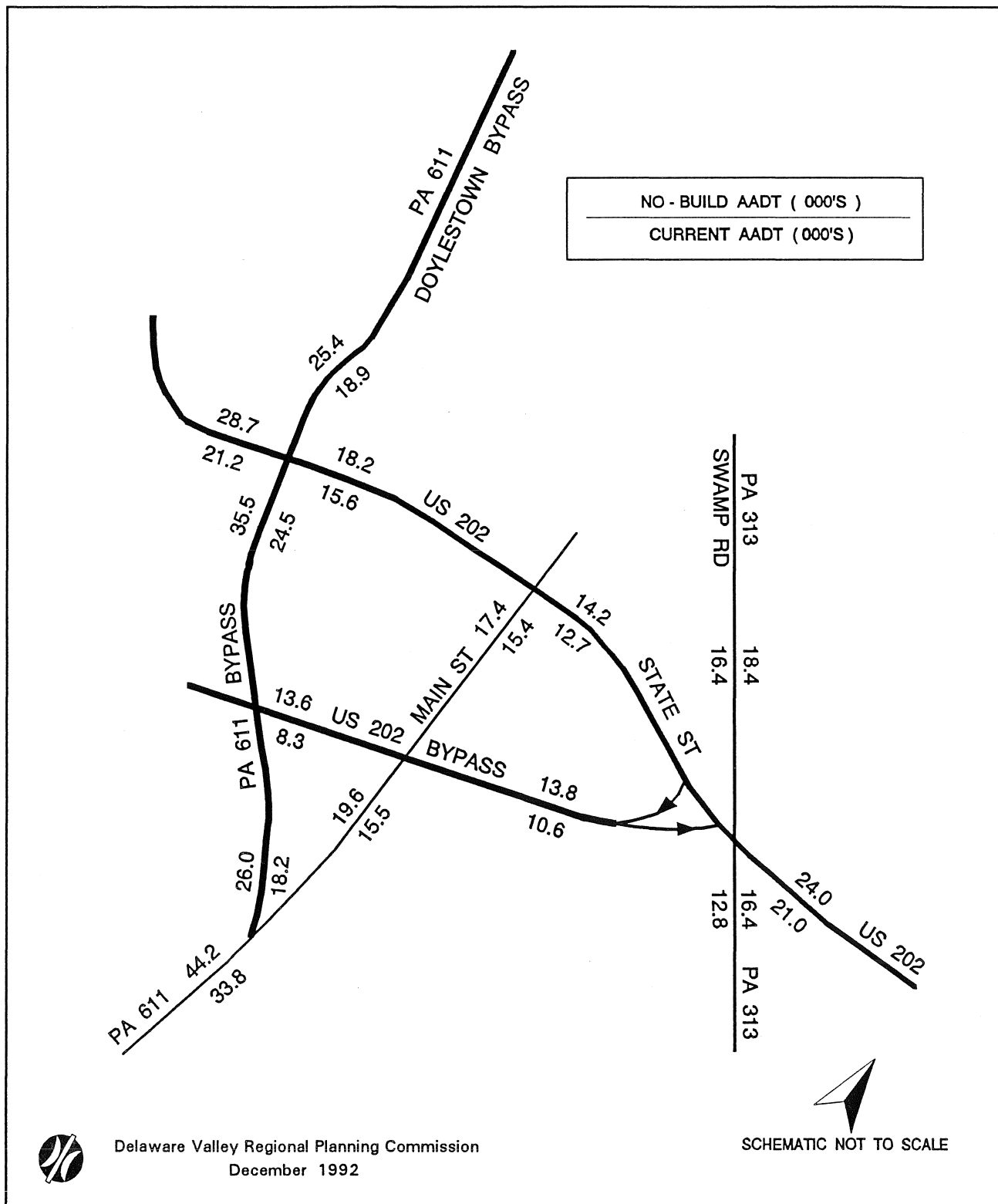
**Table 1: A COMPARISON OF YEAR 2018 AVERAGE DAILY TRAFFIC VOLUMES (ADT) UNDER THE NO-BUILD, BUILD, AND WIDENING ALTERNATIVES**

<u>Roadway Segment</u>	<u>1991 Count</u>	<u>No Build</u>	<u>% Growth (Count)</u>	<u>Build</u>	<u>% Diff (NoBld)</u>	<u>Widen</u>	<u>% Diff (NoBld)</u>
<u>DOYLESTOWN AREA</u>							
Main Street (PA 611 BUS)							
- US 202 Bypass to State Street	15,400	17,400	13.0%	19,200	10.3%	17,800	2.3%
State Street (US 202)							
- Main Street to Swamp Road	12,700	14,200	11.8%	13,000	- 8.5%	15,100	6.3%
- Swamp Road to Mechanicsville Road	21,000	24,000	14.3%	25,100	4.6%	25,000	4.2%
Swamp Road (PA 313)							
- North Easton Road (Main Street) to US 202	16,400	18,400	12.2%	18,700	1.6%	18,600	1.1%
- US 202 to Spring Valley Road	12,800	16,400	28.1%	16,400	0.0%	16,400	0.0%
US 202 Bypass							
- State Street to Main Street	10,600	13,800	30.2%	15,700	13.8%	13,400	- 2.3%

**Table 2: A COMPARISON OF YEAR 1998 AVERAGE DAILY TRAFFIC VOLUMES (ADT) UNDER THE NO-BUILD, BUILD, AND WIDENING ALTERNATIVES**

<u>Roadway Segment</u>	<u>1991 Count</u>	<u>No Build</u>	<u>% Growth (Count)</u>	<u>Build</u>	<u>% Diff (NoBld)</u>	<u>Widen</u>	<u>% Diff (NoBld)</u>
<u>DOYLESTOWN AREA</u>							
Main Street (PA 611 BUS)							
- US 202 Bypass to State Street	15,400	16,200	5.2%	16,920	4.4%	16,360	1.0%
State Street (US 202)							
- Main Street to Swamp Road	12,700	13,300	4.7%	12,820	- 3.6%	13,660	2.7%
- Swamp Road to Mechanicsville Road	21,000	22,200	5.7%	22,600	1.8%	22,600	1.8%
Swamp Road (PA 313)							
- North Easton Road (Main Street) to US 202	16,400	17,200	4.9%	17,300	0.6%	17,280	0.5%
- US 202 to Spring Valley Road	12,800	14,240	11.3%	14,240	0.0%	14,240	0.0%
US 202 Bypass							
- State Street to Main Street	10,600	11,880	12.1%	12,640	6.4%	11,720	- 1.3%

Figure 1: CURRENT AND 2018 NO-BUILD ALTERNATIVE TRAFFIC VOLUMES



**Figure 2: CURRENT AND 1998 NO-BUILD ALTERNATIVE TRAFFIC VOLUMES**

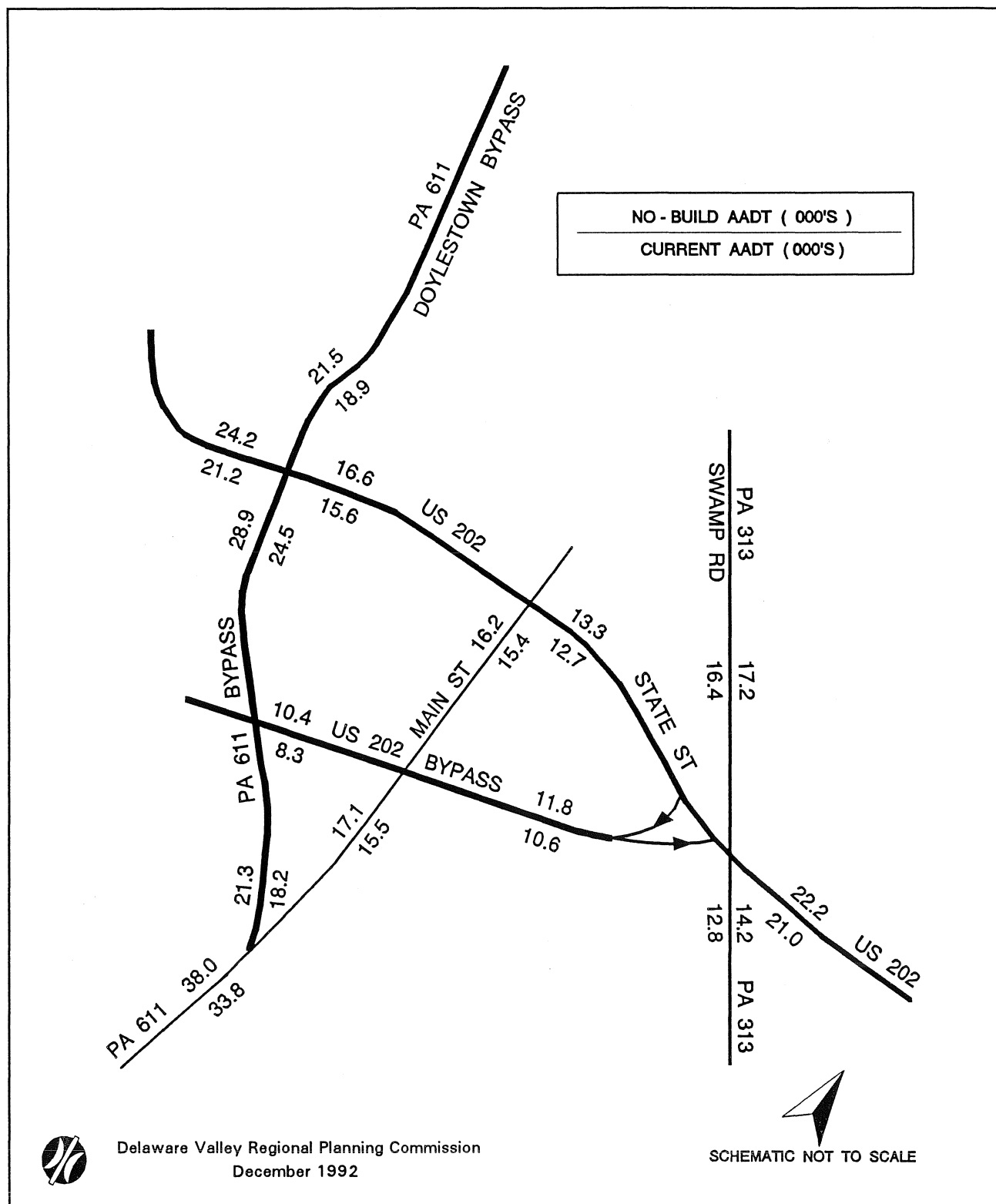


Figure 3: 2018 BUILD AND NO-BUILD ALTERNATIVE TRAFFIC VOLUMES

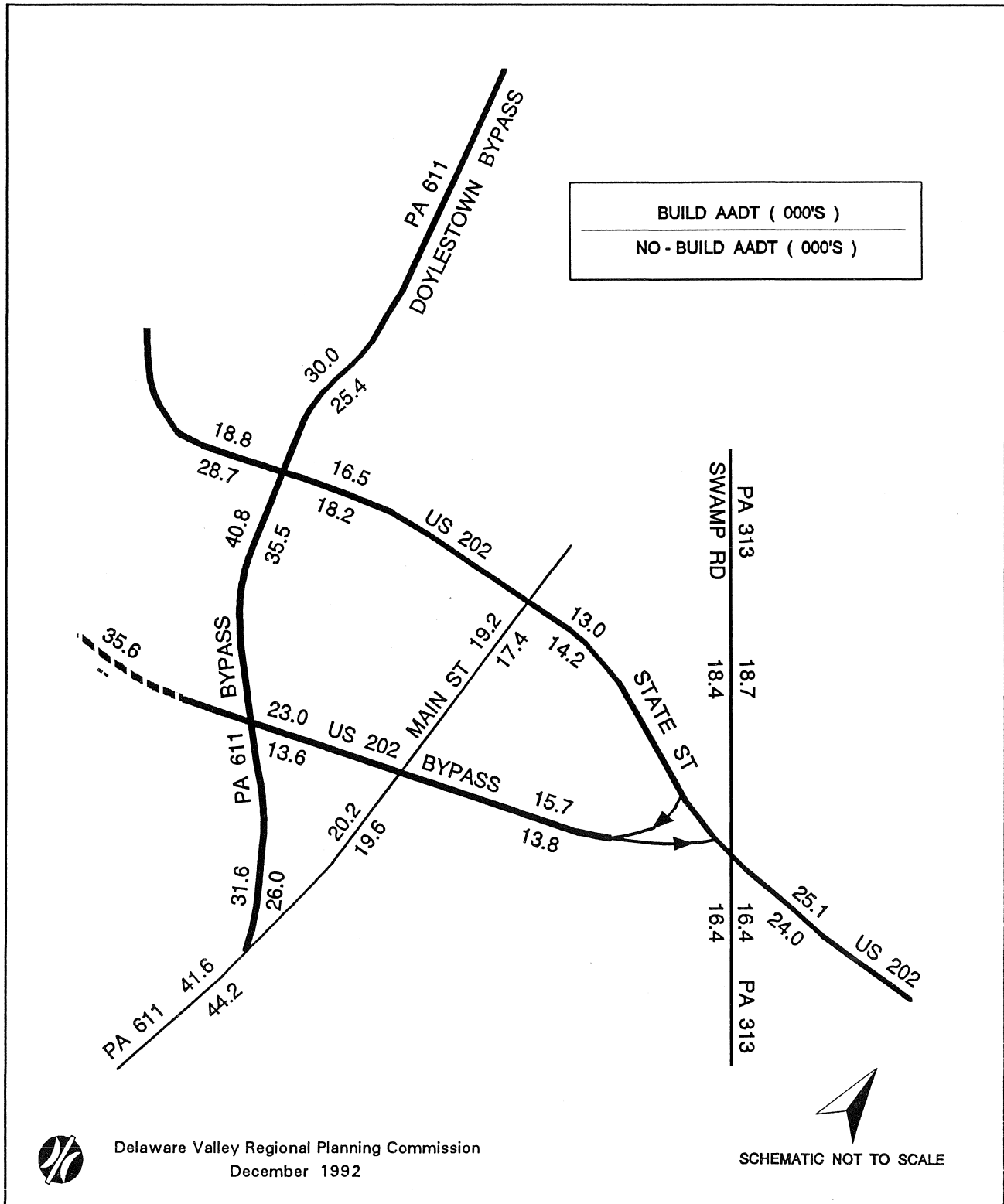
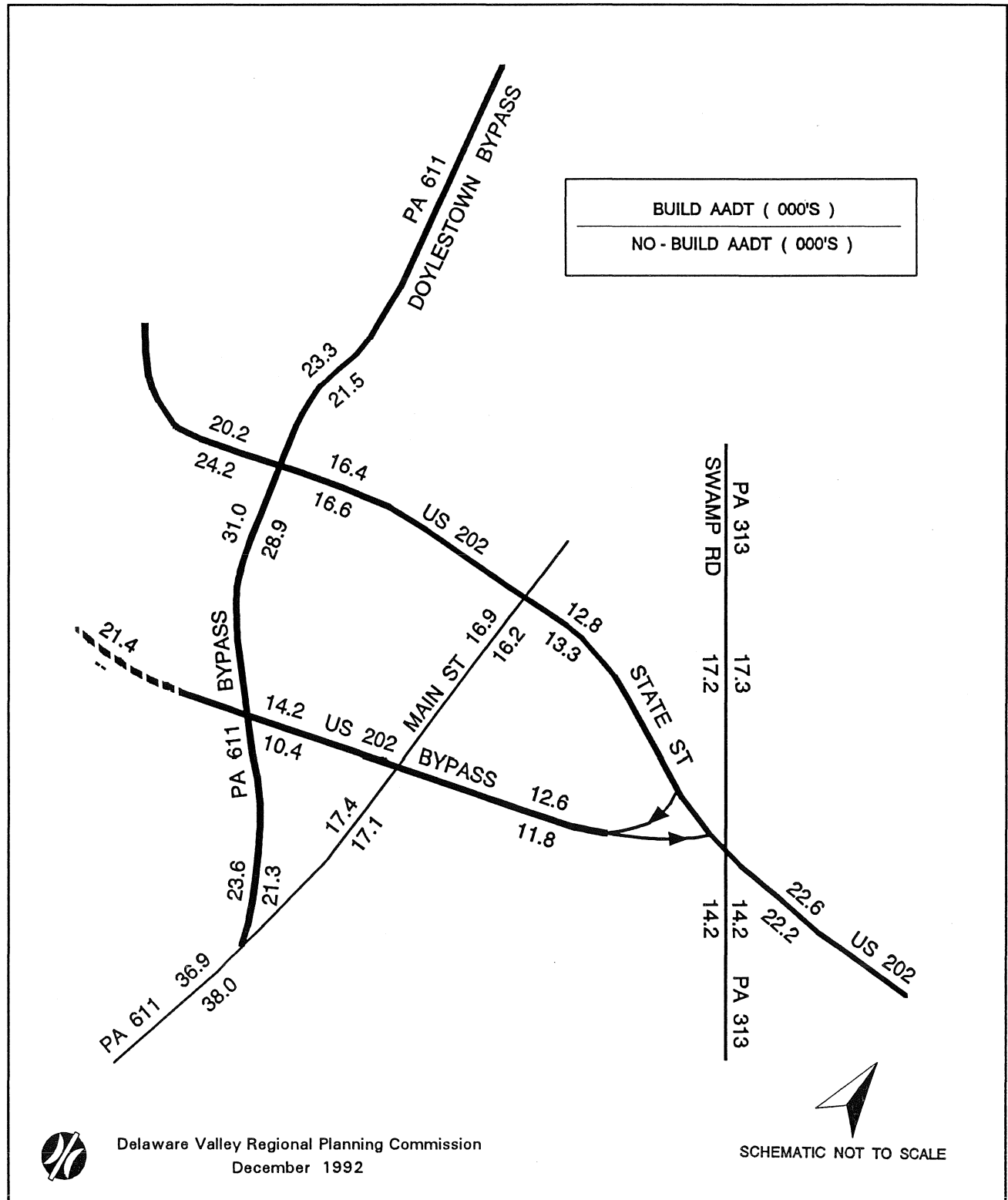
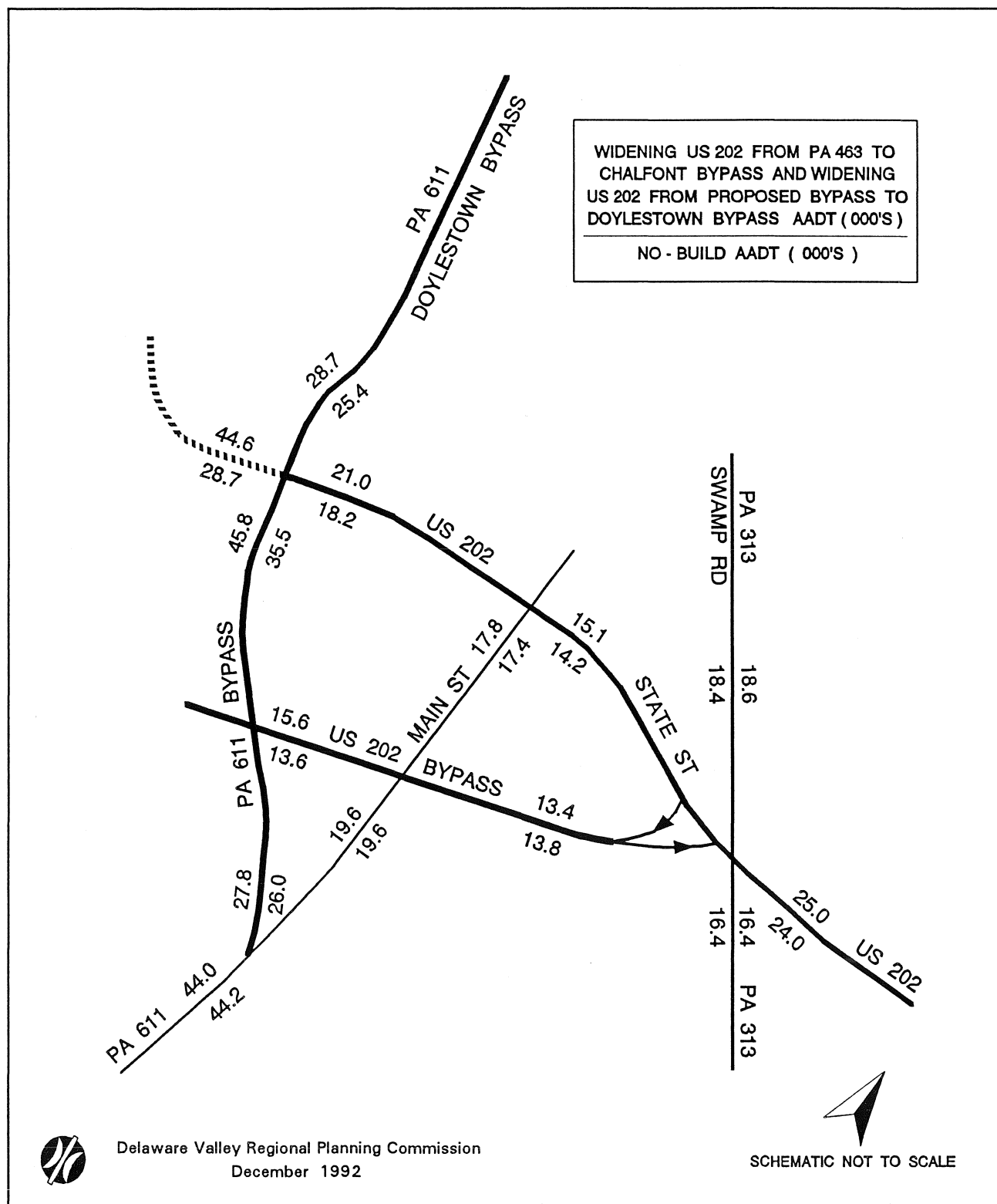


Figure 4: 1998 BUILD AND NO-BUILD ALTERNATIVE TRAFFIC VOLUMES



**Figure 5:**





**1998 WIDEN US 202 FROM PA 463 TO PROPOSED CHALFONT BYPASS AND WIDEN US 202 FROM PROPOSED CHALFONT BYPASS TO DOYLESTOWN BYPASS AND NO-BUILD ALT. TRAFFIC VOLUMES**

**Figure 6:**

