

---

**US 202 TRAFFIC ANALYSIS  
SECTION 600  
JOHNSON HIGHWAY TO PA 309**

---

**SUPPLEMENT NO. 2**



**SECTION 600**

**June 1998**



**Delaware Valley Regional Planning Commission**

---



---

**US 202 TRAFFIC ANALYSIS  
SECTION 600  
JOHNSON HIGHWAY TO PA 309**

---

**SUPPLEMENT NO. 2**



**SECTION 600**

**June 1998**



---

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2515

---

*The preparation of this report was funded through federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and the Pennsylvania Department of Transportation (PennDOT). The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.*

*Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Planning, and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.*



*The DVRPC logo is adapted from the official seal of the Commission 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 flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.*

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Publication Abstract

TITLE	
<b>US 202 TRAFFIC ANALYSIS SECTION 600 JOHNSON HIGHWAY TO PA 309</b>	<b>Date Published: June, 1998</b>
<b>Supplement No. 2</b>	<b>Publication No. 98018</b>

### Geographic Area Covered:

The US 202 Corridor for Section 500, 600, 700, 800 includes the following municipalities in Montgomery County: Norristown Borough, East Norriton Township, Whitpain Township, Lower Gwynedd Township, Upper Gwynedd Township, and Montgomery Township; in Bucks County: New Britain Township, Doylestown Township, Warrington Township, Buckingham Township, Plumstead Township, Doylestown Borough, New Britain Borough and Chalfont Borough.

### Key Words:

US 202, base year traffic volumes, 2018 traffic forecasts, no action, selective widening, and full widening alternatives

## ABSTRACT

*This supplement contains base year counts and 2018 traffic forecasts for a portion of Section 500, all of Section 600 and 700, and a portion of Section 800 for US 202. The Delaware Valley Regional Planning Commission's regional simulation model was used to estimate future traffic volumes for a revised no action alternative and three new alternatives. These new alternatives included: Selective Widening of Section 600 in two parts, from Johnson Highway to Swede Road to four lanes and from Swede Road to PA 309 to five lanes with No Action in Section 700; Full Widening all of Section 600 to five lanes and No Action in Section 700; and Selective Widening of Section 600 in two parts, from Johnson Highway to Swede Road to four lanes and from Swede Road to PA 309 to five lanes with a widening of Upper State Road to four lanes from PA 309 to PA 463. All three new alternatives assume programmed minor improvements identified in DVRPC's Transportation Improvement Program for Section 500 and 800.*

*For More Information Contact:*



**Delaware Valley Regional Planning Commission  
Regional Planning Division**

**The Bourse Building**

**111 South Independence Mall East**

**Philadelphia, PA 19106-2515**

**Telephone: (215) 592-1800 FAX: (215) 592-9125**

**website: <http://www.dvrpc.org>**



## TABLE OF CONTENTS

I. <b>Introduction</b> .....	1
II. <b>Alternatives</b> .....	3
No Action Alternative .....	3
Selective Widening Alternative .....	3
Full Widening Alternative .....	3
Selective Widening with Upper State Road Alternative .....	4
III. <b>Traffic Analysis</b> .....	9
Base Year Traffic Volumes .....	9
No Action Alternative .....	9
Selective Widening Alternative .....	10
Full Widening Alternative .....	10
Selective Widening With Upper State Road Alternative .....	11

## LIST OF TABLES

1. Facilities Included in the US 202 Traffic Analysis Study Alternative Transportation Networks .....	5
2. Comparison of Base Year and 2018 Traffic Volumes for the No Action and Selective Widening Alternatives .....	15
3. Comparison of Base Year and 2018 Traffic Volumes for the No Action, and Full Widening Alternatives .....	22
4. Comparison of 2018 Traffic Volumes for the No Action, Selective Widening, and Selective Widening with Upper State Road Alternatives .....	29

---

**LIST OF FIGURES**

1. Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives (Sections 500 and 600) ..... 12

2. Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives (Section 700) ..... 13

3. Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives (Section 800) ..... 14

4. Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives (Sections 500 and 600) ..... 19

5. Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives (Section 700) ..... 20

6. Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives (Section 800) ..... 21

7. 2018 Traffic Volumes for No Action, Selective Widening, and Selective Widening with Upper State Road Alternatives (Sections 500 and 600) ..... 26

8. 2018 Traffic Volumes for No Action, Selective Widening, and Selective Widening with Upper State Road Alternatives (Section 700) ..... 27

9. 2018 Traffic Volumes for No Action, Selective Widening, and Selective Widening with Upper State Road Alternatives (Section 800) ..... 28

---



## I. INTRODUCTION

As part of the US 202 traffic study, the Pennsylvania Department of Transportation (PennDOT) requested the Delaware Valley Regional Planning Commission (DVRPC) to undertake a traffic forecast study of the portion of US 202 stretching from Johnson Highway to PA 309 in Montgomery County. PennDOT is examining a number of improvement alternatives in this segment known as Section 600. Section 600 of US 202 is located immediately to the south of the proposed US 202 Bypass between US 202 in the vicinity of Welsh Road and Doylestown, in Bucks and Montgomery Counties (known as Section 700). DVRPC has previously provided 2018 design year volumes for the Section 600 improvement alternatives. However, due to the proximity of the two sections of US 202, some form of improvement was assumed for Section 700 when Section 600 Selective Widening and the Full Widening were examined. In preparation for the Draft Environmental Statement (DEIS) for US 202, PennDOT has determined an analysis of Build Section 600 and No Action Section 700 is needed.

This supplement will evaluate the following three new alternatives: Selective Widening Section 600 and No Action Section 700, Full Widening Section 600 and No Action Section 700, and Selected Widening Section 600 with limited Widening of Lower State Road and no other improvements to Section 700. In addition to the three new alternatives, the No Action Alternative was updated reflecting minor modifications to the highway network since the original US 202 traffic analysis. All four alternatives assume No Action (other than the minor improvements) to Section 500 in Norristown and Section 800 in Bucks County. The original US 202 Section 600 and 700 reports, dated March 1992, should be consulted for a description of the methods and assumptions used to prepare these forecasts. For comparison purposes, the results of this analysis will be presented in a similar format as the previous studies of Section 600 and Section 700.

---



## II. ALTERNATIVES

In this section, a description of the four alternatives analyzed for Section 600 are presented. Included in the description are the basic underlying assumptions for the adjoining sections of US 202, Section 500 (in Norristown) and Sections 700 and 800 (in Montgomery and Bucks Counties).

In addition to the new improvement alternatives, assumptions were made concerning the implementation of other projects identified on DVRPC's Transportation Improvement Program (TIP). Table 1 lists other improvement projects identified in the original 1992 studies (some of which have not been completed) and new assumptions from the current FY 1997-2002 TIP. In the table, projects delineated by an asterisk were not identified in the original US 202 Section 600 and 700 studies but are programmed for construction by FY 2000 in the current TIP.

### No Action Alternative

In this alternative, no corridor-wide improvements are made to US 202. Selected improvements reflecting projects programmed on the TIP, see Table 1, were incorporated into the scenario. Some of the more significant assumptions include widening US 202 between PA 252 and I-76 to six-lanes (US 202 Section 400), retaining existing two-way Markley Street and one-way DeKalb Street in Norristown, major upgrades to PA 309 from the Sellersville Bypass to Philadelphia, widening PA 463 to four-lanes in Horsham Township, and construction of a full interchange on the PA 611 Bypass at Broad Street in Doylestown.

### Selective Widening Alternative

This alternative replicates the Selective Widening Alternative under consideration by PennDOT. It involves widening US 202 south of Swede Road to three through lanes (two northbound and one southbound) in each direction, and a center turn lane from Johnson Highway to Swede Road. North of Swede Road to PA 309, US 202 will consist of two through lanes in each direction and a center turn lane in non-sensitive areas (to reduce the right-of-way required for widening of US 202). Johnson Highway retains its current configuration; however, additional turn lanes are assumed at DeKalb Pike. No Action conditions are retained in Sections 500, 700, and 800.

### Full Widening Alternative

This alternative consists of widening US 202 to a five-lane cross section with two through lanes in each direction and a center turn lane between Johnson Highway to PA 309. Turn lanes are

---

added at major intersections and capacity improvements are made at certain intersecting roads. No Action conditions are assumed for Sections 500, 700 and 800.

Selective Widening With Upper State Road Alternative

This alternative is the same as the Selective Widening Alternative with one major exception. The developer of the Heckler Tract may widen Upper State Road to four lanes between PA 309 and Horsham Road (PA 463) as a condition to obtaining development approvals. Due to the uncertainty of this significant assumption, it was agreed that Selective Widening with Widening of Upper State Road should be modeled as a separate alternative.

**Table 1: FACILITIES INCLUDED IN THE US 202 TRAFFIC STUDY  
ALTERNATIVE TRANSPORTATION NETWORKS**

<u>Facility Improvement</u>	<u>No Action</u>	<u>Selective Widening</u>	<u>Full Widening</u>	<u>Selective Widening With Upper State</u>
<i>Section 500:</i>				
Two-way Markley St.	x	x	x	x
One-way DeKalb St.	x	x	x	x
DeKalb St. Bridge (widening)	x	x	x	x
Main, Markley, and DeKalb St. (signal interconnect)*	x	x	x	x
<i>Section 600:</i>				
US 202 4-lane cross section Johnson Hwy. to Swede Rd.		x		x
US 202 5-lane cross section Johnson Hwy. to PA 309			x	
US 202 5-lane cross section Swede Rd. to PA 309		x	x	x
Johnson Hwy. at US 202 (turn lanes)		x	x	x
PA 73 at Bethel, and Whitehall Rd. (intersection impvmts.)	x	x	x	x
Morris Rd. at North Wales, West Point, and Valley Forge Rd. (intersection impvmts.)	x	x	x	x
Sumneytown Pk. at Forty Foot Rd. (turn lane)	x	x	x	x
North Wales Rd. over Stoney Creek (bridge widening)*	x	x	x	x
PA 63 at US 202 (turn lane)*	x	x	x	x
PA 363 at Morris Rd. (turn lane)*	x	x	x	x
PA 363 at Allentown Rd. (turn lane)*	x	x	x	x

\* Projects currently on FY 1997-2000 TIP for construction and not identified in original US 202 Section 600 and 700 traffic studies.

**Table 1: FACILITIES INCLUDED IN THE US 202 TRAFFIC STUDY  
ALTERNATIVE TRANSPORTATION NETWORKS**

<u>Facility Improvement</u>	<u>No Action</u>	<u>Selective Widening</u>	<u>Full Widening</u>	<u>Selective Widening With Upper State</u>
Main St. at Church Rd. (turn lane)*	x	x	x	x
<i>Section 700:</i>				
Upper State Rd. from PA 309 to PA 463 (widen to 4-lanes)				x
PA 309 from Ft. Washington Exp. to US 202 (median impt.)	x	x	x	x
PA 309 from PA 463 to Sellersville Bypass (center turn lane)	x	x	x	x
PA 463 at Lower State Rd. (flashing beacon)	x	x	x	x
PA 463 at PA 309/US 202 (turn lane)	x	x	x	x
PA 463 at Broad St. (signal impvmt.)	x	x	x	x
County Line Rd. from Upper State Rd. to US 202 (widen/ intersection impvmt.)	x	x	x	x
PA 611 at Titus Rd. (traffic signal, turn lanes)	x	x	x	x
PA 611 at Bristol Rd. (signal impt./turn lane)	x	x	x	x
Orvilla Rd. at PA 463 (turn lane)*	x	x	x	x
Stump Rd. at PA 463 (intersection impvmt.)*	x	x	x	x
Stump Rd. at County Line Rd. (intersection impvmt.)*	x	x	x	x
Stump Rd. at PA 152 (intersection impvmt.)*	x	x	x	x

\* Projects currently on FY 1997-2000 TIP for construction and not identified in original US 202 Section 600 and 700 traffic studies.

**Table 1: FACILITIES INCLUDED IN THE US 202 TRAFFIC STUDY  
ALTERNATIVE TRANSPORTATION NETWORKS**

<u>Facility Improvement</u>	<u>No Action</u>	<u>Selective Widening</u>	<u>Full Widening</u>	<u>Selective Widening With Upper State</u>
PA 611 from County Line Rd. to Main St. (center turn lane/signal upgrade)*	x	x	x	x
<i>Section 800:</i>				
PA 611 at Broad St. (construct ramp)	x	x	x	x
PA 611 at PA 313 (signal impt./turn lane)	x	x	x	x
Edison Furlong Rd. at Pebble Hill Rd. (safety impvmt.)	x	x	x	x
US 202 at PA 263 (turn lane)*	x	x	x	x
PA 263 at Almshouse Rd. (turn lanes)*	x	x	x	x
<i>Related Regional Improvements:</i>				
US 202 Section 400 widening to 6-lanes/interchange impvmts.	x	x	x	x
PA 309 reconstruction, including reconstruct PA Turnpike Interchange	x	x	x	x
PA 463 from PA 611 to Keith Valley Rd. (widening to 4-lanes/intersection impvmt.)*	x	x	x	x

\* Projects currently on FY 1997-2000 TIP for construction and not identified in original US 202 Section 600 and 700 traffic studies.





### III. TRAFFIC ANALYSIS

#### Base Year Traffic Volumes

The base year traffic volumes used in this forecast are the traffic counts previously collected by DVRPC for the various US 202 traffic studies. Generally, base year volumes for Section 600 represent traffic counts contained in the original Section 600 report and *US 202 Section 600 Supplement I*. For Section 700, the base year volumes were obtained from the original Section 700 report and *US 202 Section 700 Supplement I*. The *US 202 Traffic Analysis for Norristown* was used for Section 500 traffic volumes and *US 202 Section 700 Supplement IV* was used for Section 800 base year traffic.

DVRPC collects traffic counts to support various planning activities including project specific analyses, like the US 202 traffic studies, and more systems level studies, such as collecting traffic volumes to estimate vehicle miles traveled (VMT) in the region. Periodic comparisons between the latest counts and traffic volumes used in the US 202 traffic analyses have shown there was no need to update the base counts.

#### No Action Alternative

The No Action Alternative volumes presented in this report are generally consistent with No Build volumes presented in previous US 202 traffic studies. This is reflective of using the same trip table and essentially the same highway network as the previous US 202 traffic analyses. For Norristown and Section 800, the network incorporates the focused networks developed for these two sections, thus the No Action is consistent with their respective forecasts. When there is a difference from previously published numbers it can usually be attributable to slight changes to the highway network to be consistent with the current TIP (documented in Table 1) or the transfer from a mainframe-based model platform to a PC-based model platform.

Projected Selective Widening volumes for the year 2018 are shown on Figures 1 to 3. Figure 1 focuses on Sections 500 and 600, Figure 2 on Section 700, and Figure 3 on Section 800. The numbers above the line represents the No Action Alternative, the number immediately above it represents the Selected Widening Alternative; the number below the line is the corresponding Base Year volume. Table 2 provides a comparison of the alternatives in tabular format.

The following is an example of the magnitude of growth in traffic in the US 202 corridor associated with the No Action Alternative: in Section 600, US 202 between PA 73 and Morris Road will increase by 4,700 vehicles per day (19.7%) over Base Year volumes; in Section 700, US 202 between PA 152 and Bristol Road will increase by 4,100 vehicles (18.7%); and in

---

Section 800, US 202 Bypass between the PA 611 Bypass and Main Street (PA 611) will increase by 2,100 vehicles per day (22.1%) over Base Year volumes. On PA 73 between US 202 and North Wales Road, one of the key cross streets in Section 600, traffic will increase from 19,700 to 25,900 or 31.5 percent over Base Year volumes.

### Selective Widening Alternative

As stated above, projected Selective Widening volumes are shown on Figures 1 to 3. Figure 1 focuses on Sections 500 and 600, Figure 2 on Section 700, and Figure 3 on Section 800. The numbers above the line represents the No Action Alternative, the number immediately above it represents the Selected Widening Alternative; the number below the line is the corresponding Base Year volume. Table 2 provides a comparison of the alternatives in tabular format.

Under the Selective Widening Alternative, traffic on US 202 south of Swede Road (with the reduced four lane cross section) will range between 31,600 to 33,800 vehicles per day, up from between 22,900 to 28,500 respectively under the No Action Alternative. On the Dannehower Bridge, in Section 500, the Selective Widening will generate a 1,100 vehicle increase per day (2.8%) over the No Action Alternative. In Section 700, on US 202 north of PA 309, there will be a 1,700 (7.9%) difference between the No Action and Selective Widening Alternative; it diminishes to 800 vehicles (3.1%) north of PA 152.

Under the Selective Widening US 202 between PA 73 and Morris Road (in Section 600) will increase by 9,300 (32.5%) vehicles over the No Action Alternative. In Section 700, US 202 between PA 152 and Bristol Road will increase by 800 vehicles (3.1%) and on the US 202 Bypass between the PA 611 Bypass and Main Street (Section 800) traffic will increase by 600 vehicles (5.2%) over the No Action Alternative reflecting the diminished impact of the selective widening of Section 600 will have on Sections 700 and 800. On PA 73, traffic will increase by 1400 vehicles or 5.4 percent. Lastly, a selective widening of US 202 will reduce traffic on roads parallel to US 202; for example traffic on North Wales Road between Yost Road and PA 73 decreases from 14,400 under the No Action Alternative to 10,200 under the Selective Widening Alternative, a 29.2 percent reduction.

### Full Widening Alternative

Figure 4 to 6, presents a comparison of the Base Case volumes, No Action Alternative, and Full Build Alternative. Like the Selective Widening, the No Action and Full Widening Alternatives are presented above the line and Base Case below the line. Table 3 provides a comparison of the alternatives in tabular format.

The major difference between Selective Widening and Full Widening occurs between Johnson

---

Highway and Swede Road. Traffic on this segment of US 202 will be approximately 1,100 vehicles higher than the corresponding volumes under the Selective Widening Alternative. The difference between the Selective Widening and Full Widening Alternatives gradually diminishes to a 500 vehicle difference on US 202 above PA 73 and it becomes nonexistent north of PA 309 in Section 700.

Under the Full Widening Alternative traffic on US 202 between PA 73 and Morris Road (in Section 600) will increase by 9,800 ( 34.3%) vehicles over the No Action Alternative. In Section 700, US 202 between PA 152 and Bristol Road will increase by 800 vehicles (3.1%) and on the US 202 Bypass between the PA 611 Bypass and Main Street (Section 800) traffic will increase by 600 vehicles (5.2%) over the No Action Alternative. On PA 73, traffic will increase by 2,100 vehicles or 8.1 percent. Lastly, on traffic on North Wales Road between Yost Road and PA 73 will decrease from 14,400 under the No Action Alternative to 10,200 under the Full Widening Alternative, a 29.2 percent reduction.

#### Selective Widening With Upper State Road

The last series of figures, Figures 7 to 9, presents the Selective Widening with Upper State Road Alternative. In addition to a selective widening of US 202, Upper State Road is widened to four lanes between PA 309 and PA 463. Table 4 provides a comparison of the alternatives in tabular format.

The impact of widening Upper State Road is localized, largely impacting Upper State Road, PA 463, US 202, and PA 309 in the immediate vicinity of the improvement. Traffic on Upper State Road between PA 309 and Horsham Road (PA 463) will increase by 6,100 vehicles over the Selective Widening Alternative. Horsham Road will experience a modest increase in traffic when compared to the Selective Widening Alternative (2,800 vehicles between Upper State Road and North Wales Road), as motorists use it in combination with Upper State Road to bypass PA 309 and the Montgomeryville Mall. In Section 700, the widening will divert some traffic off of US 202 onto Upper State Road; however, north of Bristol Road the impact is minor. In Section 600, the impact on US 202 rapidly diminishes south of PA 63.

Under the Selective Widening with Upper State Road, US 202 between PA 73 and Morris Road will increase by 9,300 ( 32.5%) vehicles over the No Action Alternative. In Section 700, US 202 between PA 152 and Bristol Road will increase by 800 vehicles (3.1%) and on the US 202 Bypass between the PA 611 Bypass and Main Street (Section 800) traffic will increase by 600 vehicles (5.2%) over the No Action Alternative. On PA 73, traffic will increase by 1,400 vehicles or 5.4 percent.

It should be noted, however, that if the selective widening portion of this alternative is replaced with full widening, the differences in the traffic forecasts between these two alternatives in the area affected by the Upper State Road widening will be minimal.

---

Figure 1 : BASE YEAR AND 2018 TRAFFIC VOLUMES FOR NO ACTION AND SELECTIVE WIDENING ALTERNATIVES

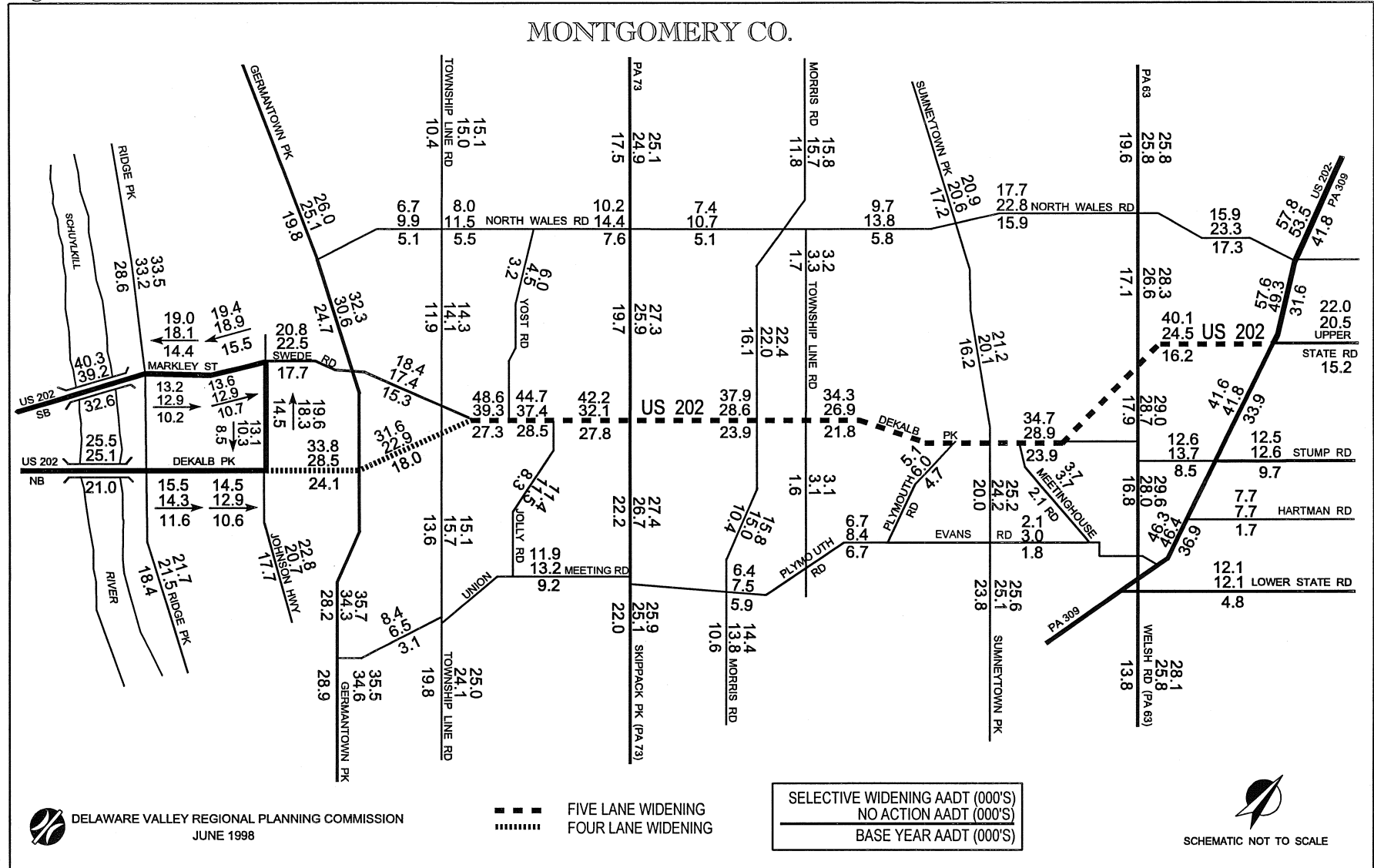
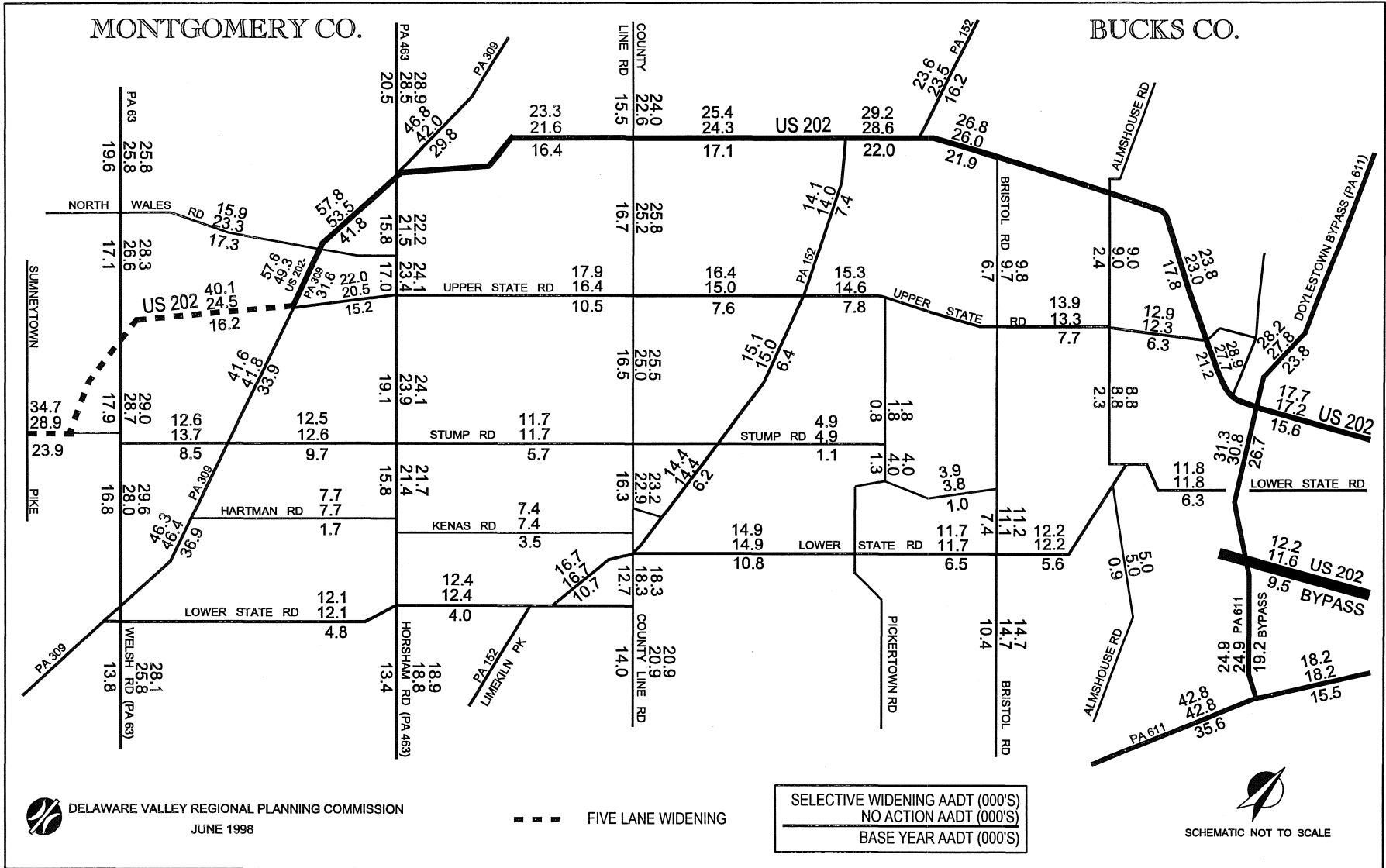
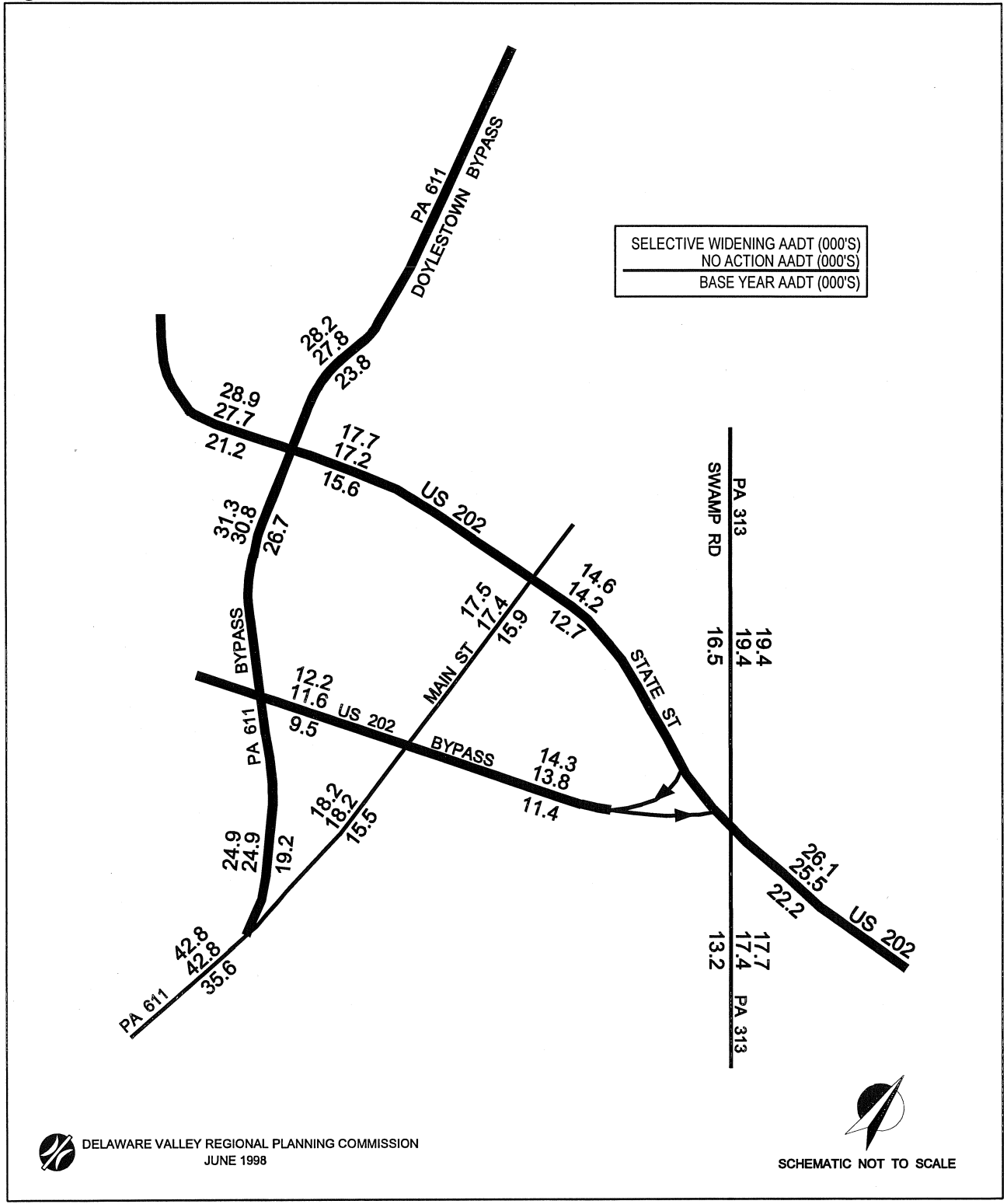


Figure 2 : BASE YEAR AND 2018 TRAFFIC VOLUMES FOR NO ACTION AND SELECTIVE WIDENING ALTERNATIVES



**BASE YEAR AND 2018 TRAFFIC VOLUMES FOR NO ACTION AND SELECTED WIDENING ALTERNATIVES**



**Table 2: Comparison of Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Selective Widening</b>	<b>% Diff (No Action)</b>
<b>Section 500</b>					
<b>US 202 Norristown</b>					
- Dannehower Bridge	32.6	39.2	20.2%	40.3	2.8%
- Dekalb Street Bridge	21.0	25.1	19.5%	25.5	1.6%
- Dekalb Street (Main Street to Airy Street) NB	11.6	14.3	23.3%	15.5	8.4%
- Markely Street (Elm St to Spruce Street) NB	10.7	12.9	20.6%	13.6	5.4%
- Markely Street (Elm St to Spruce Street) SB	15.5	18.9	21.9%	19.4	2.6%
- Dekalb Street (Fornance Street to Johnson Highway) NB	10.6	12.9	21.7%	14.5	12.4%
- Markely Street (Main Street to Airy Street) NB	10.2	12.9	26.5%	13.2	2.3%
- Markely Street (Main Street to Airy Street) SB	14.4	18.1	25.7%	19.0	5.0%
<b>Section 600</b>					
<b>US 202 (Dekalb Pike)</b>					
- Johnson Hwy to Germantown Pike	24.1	28.5	18.3%	33.8	18.6%
- Germantown Pike to Township Line Road	18.0	22.9	27.2%	31.6	38.0%
- Swede Road to Yost Road	27.3	39.3	44.0%	48.6	23.7%
- Yost Road to Jolly Road	28.5	37.4	31.2%	44.7	19.5%
- Jolly Road to PA 73	27.8	32.1	15.5%	42.2	31.5%
- PA 73 to Morris Road	23.9	28.6	19.7%	37.9	32.5%
- Township Line Road to Plymouth Road	21.8	26.9	23.4%	34.3	27.5%
- Meetinghouse Road to PA 63	23.9	28.9	20.9%	34.7	20.1%
- PA 63 to PA 309	16.2	24.5	51.2%	40.1	63.7%
<b>Swede Road</b>					
- Johnson Hwy to Germantown Pike	17.7	22.5	27.1%	20.8	-7.6%
- Germantown Pike to US 202	15.3	17.4	13.7%	18.4	5.7%
<b>North Wales Road</b>					
- Germantown Pike to Township Line Road	5.1	9.9	94.1%	6.7	-32.3%
- PA 73 to Morris Road	5.1	10.7	109.8%	7.4	-30.8%
- Sunnyside Pike to PA 63	15.9	22.8	43.4%	17.7	-22.4%

**Table 2: Comparison of Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives (Continued)**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Selective Widening</b>	<b>% Diff (No Action)</b>
<b>Union Meeting Road</b>					
- Jolly Road to PA 73	9.2	13.2	43.5%	11.9	-9.8%
<b>Plymouth Road</b>					
- Morris Road to Township Line Road	5.9	7.5	27.1%	6.4	-14.7%
- Evans Road to Dekalb Pike	4.7	6.0	27.7%	5.1	-15.0%
<b>Johnson Hwy</b>					
- Dekalb Pike to Markley Street (WB)	14.5	18.3	26.2%	19.6	7.1%
- Markely Street to Dekalb (EB)	8.5	10.3	21.2%	13.1	27.2%
- East of Dekalb Pike	17.7	20.7	16.9%	22.8	10.1%
<b>Germantown Pike</b>					
- North Wales Road to Swede Road	24.7	30.6	23.9%	32.3	5.6%
- Dekalb Pike to Union Meeting Road	28.2	34.3	21.6%	35.7	4.1%
<b>Township Line Road</b>					
- North Wales Road to Swede Road	11.9	14.1	18.5%	14.3	1.4%
- Dekalb Pike to Union Meeting Road	13.6	15.7	15.4%	15.1	-3.8%
<b>PA 73</b>					
- North Wales Road to US 202	19.7	25.9	31.5%	27.3	5.4%
- US 202 to Union Meeting Road	22.2	26.7	20.3%	27.4	2.6%
<b>Morris Road</b>					
- North Wales Road to US 202	16.1	22.0	36.6%	22.4	1.8%
- US 202 to Plymouth Road	10.4	15.0	44.2%	15.8	5.3%
<b>Sumneytown Pike</b>					
- North Wales Road to US 202	16.2	20.1	24.1%	21.2	5.5%
- US 202 to Evans Road	20.0	24.2	21.0%	25.2	4.1%



**Table 2: Comparison of Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives (Continued)**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Selective Widening</b>	<b>% Diff (No Action)</b>
<b>PA 63 (Welsh Road)</b>					
- North Wales Road to US 202	17.1	26.6	55.6%	28.3	6.4%
- US 202 to Swedesford Road	17.9	28.7	60.3%	29.0	1.0%
<b>Section 700</b>					
<b>Existing US 202</b>					
- PA 309 to County Line Road	16.4	21.6	31.7%	23.3	7.9%
- County Line Road to PA 152	17.1	24.3	42.1%	25.4	4.5%
- PA 152 to PA 152	22.0	28.6	30.0%	29.2	2.1%
- PA 152 to Bristol Road	21.9	26.0	18.7%	26.8	3.1%
- Almshouse Road to Upper State Road	17.8	23.0	29.2%	23.8	3.5%
- Upper State Road to PA 611 Bypass	21.2	27.7	30.7%	28.9	4.3%
<b>Upper State Road</b>					
- PA 309 to Horsham Road	15.2	20.5	34.9%	22.0	7.3%
- Horsham Road to County Line Road	10.5	16.4	56.2%	17.9	9.1%
- Almshouse Road to US 202	6.3	12.3	95.2%	12.9	4.9%
<b>Stump Road</b>					
- PA 63 to PA 309	8.5	13.7	61.2%	12.6	-8.0%
- PA 309 to Horsham Road	9.7	12.6	29.9%	12.5	-0.8%
- Horsham Road to County Line Road	5.7	11.7	105.3%	11.7	0.0%
<b>Lower State Road</b>					
- Welsh Road to Horsham Road	4.8	12.1	152.1%	12.1	0.0%
- Horsham Road to Limekiln Pike	4.0	12.4	210.0%	12.4	0.0%
- Almshouse Road to PA 611 Bypass	6.3	11.8	87.3%	11.8	0.0%
<b>Hartman Road</b>					
- PA 309 to Horsham Road	1.7	7.7	352.9%	7.7	0.0%
<b>Kenas Road</b>					
- Horsham Road to County Line Road	3.5	7.4	111.4%	7.4	0.0%

**Table 2: Comparison of Base Year and 2018 Traffic Volumes for No Action and Selective Widening Alternatives (Continued)**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Selective Widening</b>	<b>% Diff (No Action)</b>
<b>PA 309</b>					
- West of US 202	29.8	42.0	40.9%	46.8	11.4%
- North Wales Road to PA 463	41.8	53.5	28.0%	57.8	8.0%
- US 202 to North Wales Road	31.6	49.3	56.0%	57.6	16.8%
- Stump Road to US 202	33.9	41.8	23.3%	41.6	-0.5%
- Welsh Road to Hartman Road					
<b>Horsham Road (PA 463)</b>					
- North Wales Road to Upper State Road	17.0	23.4	37.6%	24.1	3.0%
- Upper State Road to Stump Road	19.1	23.9	25.1%	24.1	0.8%
<b>County Line Road</b>					
- US 202 to Upper State Road	16.7	25.2	50.9%	25.8	2.4%
- Upper State Road to Stump Road	16.5	25.0	51.5%	25.5	2.0%
- Stump Road to Kenas Road	16.3	22.9	40.5%	23.2	1.3%
<b>Limekiln Pike (PA 152)</b>					
- US 202 to Upper State Road	7.4	14.0	89.2%	14.1	0.7%
- Upper State Road to Stump Road	6.4	15.0	134.4%	15.1	0.7%
- Stump Road to Lower State Road	6.2	14.4	132.3%	14.4	0.0%
<b>Bristol Road</b>					
- US 202 to Upper State Road	6.7	9.7	44.8%	9.8	1.0%
- Stump Road to Lower State Road	7.4	11.1	50.0%	11.2	0.9%
<b>Section 800</b>					
<b>PA 611 Bypass</b>					
- US 202 Bypass to US 202	26.7	30.8	15.4%	31.3	1.6%
- US 202 to Broad Street	23.8	27.8	16.8%	28.2	1.4%
<b>US 202 Bypass</b>					
- PA 611 Bypass to Main Street	9.5	11.6	22.1%	12.2	5.2%
<b>US 202</b>					
- PA 611 Bypass to PA 611 (Main St)	15.6	17.2	10.3%	17.7	2.9%
- Swamp Rd. to Mechanicsville Rd.	22.2	25.5	14.9%	26.1	2.4%

Figure 4 : BASE YEAR AND 2018 TRAFFIC VOLUMES FOR NO ACTION AND FULL WIDENING ALTERNATIVES

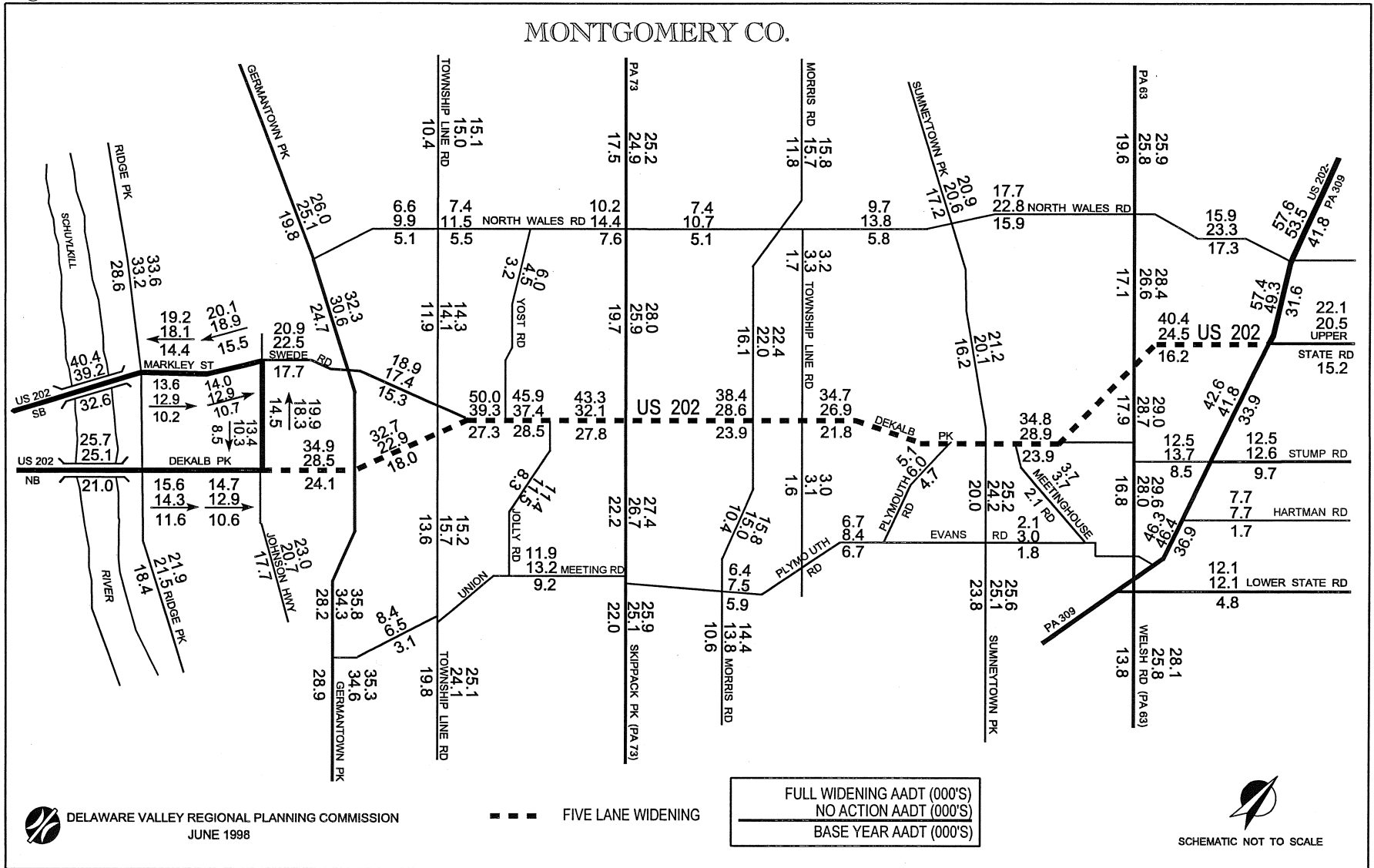
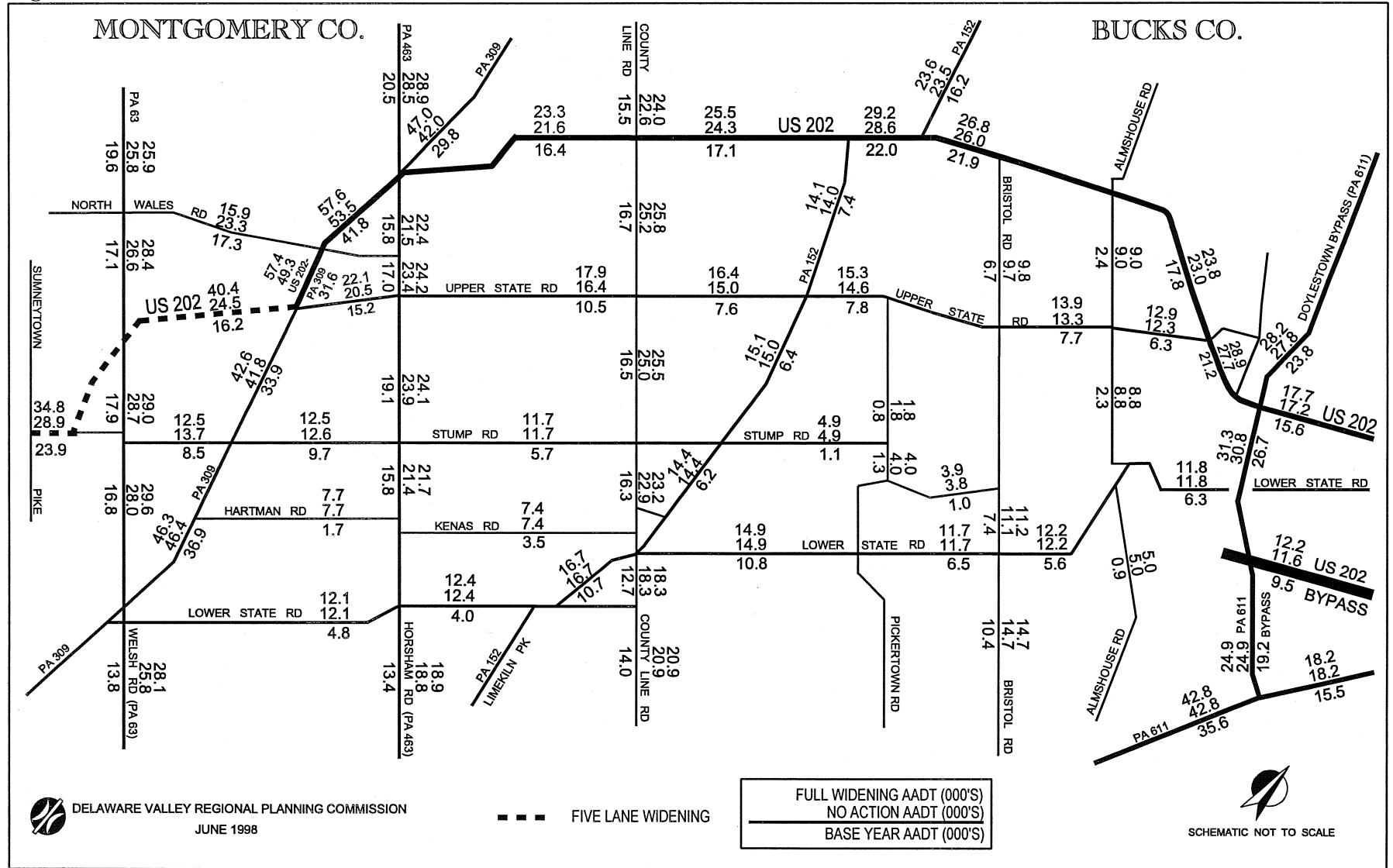
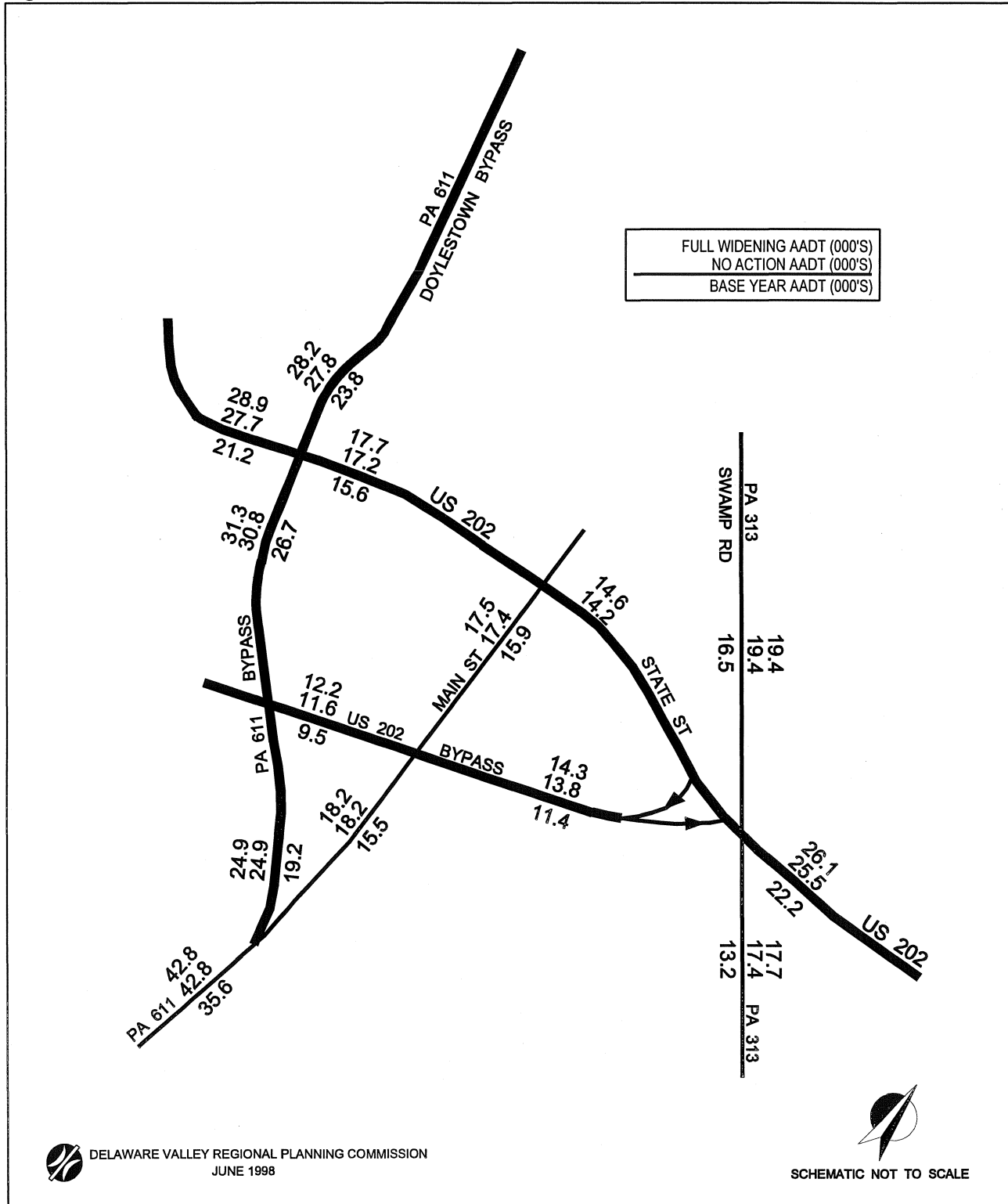


Figure 5 : BASE YEAR AND 2018 TRAFFIC VOLUMES FOR NO ACTION AND FULL WIDENING ALTERNATIVES



**BASE YEAR AND 2018 TRAFFIC VOLUMES FOR NO ACTION AND  
Figure 6 : FULL WIDENING ALTERNATIVES**



**Table 3: Comparison of Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Full Widening</b>	<b>% Diff (No Action)</b>
<b>Section 500</b>					
<b>US 202 Norristown</b>					
- Dannehower Bridge	32.6	39.2	20.2%	40.4	3.1%
- Dekalb Street Bridge	21.0	25.1	19.5%	25.7	2.4%
- Dekalb Street (Main Street to Airy Street) NB	11.6	14.3	23.3%	15.6	9.1%
- Markely Street (Elm St to Spruce Street) NB	10.7	12.9	20.6%	14.0	8.5%
- Markely Street (Elm St to Spruce Street) SB	15.5	18.9	21.9%	20.1	6.3%
- Dekalb Street (Fornance Street to Johnson Highway) NB	10.6	12.9	21.7%	14.7	14.0%
- Markely Street (Main Street to Airy Street) NB	10.2	12.9	26.5%	13.6	5.4%
- Markely Street (Main Street to Airy Street) SB	14.4	18.1	25.7%	19.2	6.1%
<b>Section 600</b>					
<b>US 202 (Dekalb Pike)</b>					
- Johnson Hwy to Germantown Pike	24.1	28.5	18.3%	34.9	22.5%
- Germantown Pike to Township Line Road	18.0	22.9	27.2%	32.7	42.8%
- Swede Road to Yost Road	27.3	39.3	44.0%	50.0	27.2%
- Yost Road to Jolly Road	28.5	37.4	31.2%	45.9	22.7%
- Jolly Road to PA 73	27.8	32.1	15.5%	43.3	34.9%
- PA 73 to Morris Road	23.9	28.6	19.7%	38.4	34.3%
- Township Line Road to Plymouth Road	21.8	26.9	23.4%	34.7	29.0%
- Meetinghouse Road to PA 63	23.9	28.9	20.9%	34.8	20.4%
- PA 63 to PA 309	16.2	24.5	51.2%	40.4	64.9%
<b>Swede Road</b>					
- Johnson Hwy to Germantown Pike	17.7	22.5	27.1%	20.9	-7.1%
- Germantown Pike to US 202	15.3	17.4	13.7%	18.9	8.6%
<b>North Wales Road</b>					
- Germantown Pike to Township Line Road	5.1	9.9	94.1%	6.6	-33.3%
- PA 73 to Morris Road	5.1	10.7	109.8%	7.4	-30.8%
- Sumneytown Pike to PA 63	15.9	22.8	43.4%	17.7	-22.4%

**Table 3: Comparison of Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives (Continued)**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Full Widening</b>	<b>% Diff (No Action)</b>
<b>Union Meeting Road</b>					
- Jolly Road to PA 73	9.2	13.2	43.5%	11.9	-9.8%
<b>Plymouth Road</b>					
- Morris Road to Township Line Road	5.9	7.5	27.1%	6.4	-14.7%
- Evans Road to Dekalb Pike	4.7	6.0	27.7%	5.1	-15.0%
<b>Johnson Hwy</b>					
- Dekalb Pike to Markley Street (WB)	14.5	18.3	26.2%	19.9	8.7%
- Markely Street to Dekalb (EB)	8.5	10.3	21.2%	13.4	30.1%
- East of Dekalb Pike	17.7	20.7	16.9%	23.0	11.1%
<b>Germantown Pike</b>					
- North Wales Road to Swede Road	24.7	30.6	23.9%	32.3	5.6%
- Dekalb Pike to Union Meeting Road	28.2	34.3	21.6%	35.8	4.4%
<b>Township Line Road</b>					
- North Wales Road to Swede Road	11.9	14.1	18.5%	14.3	1.4%
- Dekalb Pike to Union Meeting Road	13.6	15.7	15.4%	15.2	-3.2%
<b>PA 73</b>					
- North Wales Road to US 202	19.7	25.9	31.5%	28.0	8.1%
- US 202 to Union Meeting Road	22.2	26.7	20.3%	27.4	2.6%
<b>Morris Road</b>					
- North Wales Road to US 202	16.1	22.0	36.6%	22.4	1.8%
- US 202 to Plymouth Road	10.4	15.0	44.2%	15.8	5.3%
<b>Sumneytown Pike</b>					
- North Wales Road to US 202	16.2	20.1	24.1%	21.2	5.5%
- US 202 to Evans Road	20.0	24.2	21.0%	25.2	4.1%

**Table 3: Comparison of Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives (Continued)**

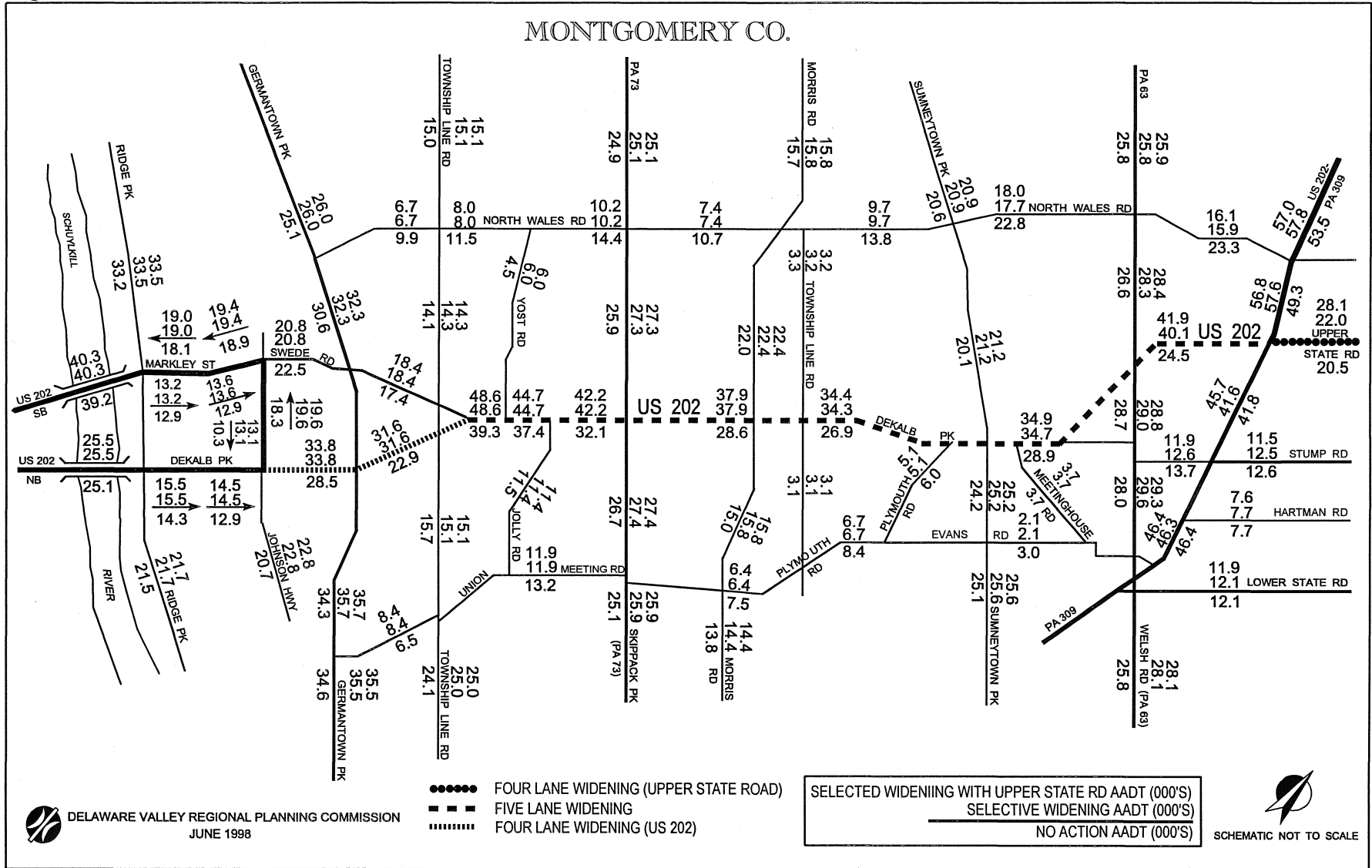
<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Full Widening</b>	<b>% Diff (No Action)</b>
<b>PA 63 (Welsh Road)</b>					
- North Wales Road to US 202	17.1	26.6	55.6%	28.4	6.8%
- US 202 to Swedesford Road	17.9	28.7	60.3%	29.0	1.0%
<b>Section 700</b>					
<b>Existing US 202</b>					
- PA 309 to County Line Road	16.4	21.6	31.7%	23.3	7.9%
- County Line Road to PA 152	17.1	24.3	42.1%	25.5	4.9%
- PA 152 to PA 152	22.0	28.6	30.0%	29.2	2.1%
- PA 152 to Bristol Road	21.9	26.0	18.7%	26.8	3.1%
- Almshouse Road to Upper State Road	17.8	23.0	29.2%	23.8	3.5%
- Upper State Road to PA 611 Bypass	21.2	27.7	30.7%	28.9	4.3%
<b>Upper State Road</b>					
- PA 309 to Horsham Road	15.2	20.5	34.9%	22.1	7.8%
- Horsham Road to County Line Road	10.5	16.4	56.2%	17.9	9.1%
- Almshouse Road to US 202	6.3	12.3	95.2%	12.9	4.9%
<b>Stump Road</b>					
- PA 63 to PA 309	8.5	13.7	61.2%	12.5	-8.8%
- PA 309 to Horsham Road	9.7	12.6	29.9%	12.5	-0.8%
- Horsham Road to County Line Road	5.7	11.7	105.3%	11.7	0.0%
<b>Lower State Road</b>					
- Welsh Road to Horsham Road	4.8	12.1	152.1%	12.1	0.0%
- Horsham Road to Limekiln Pike	4.0	12.4	210.0%	12.4	0.0%
- Almshouse Road to PA 611 Bypass	6.3	11.8	87.3%	11.8	0.0%
<b>Hartman Road</b>					
- PA 309 to Horsham Road	1.7	7.7	352.9%	7.7	0.0%
<b>Kenas Road</b>					
- Horsham Road to County Line Road	3.5	7.4	111.4%	7.4	0.0%



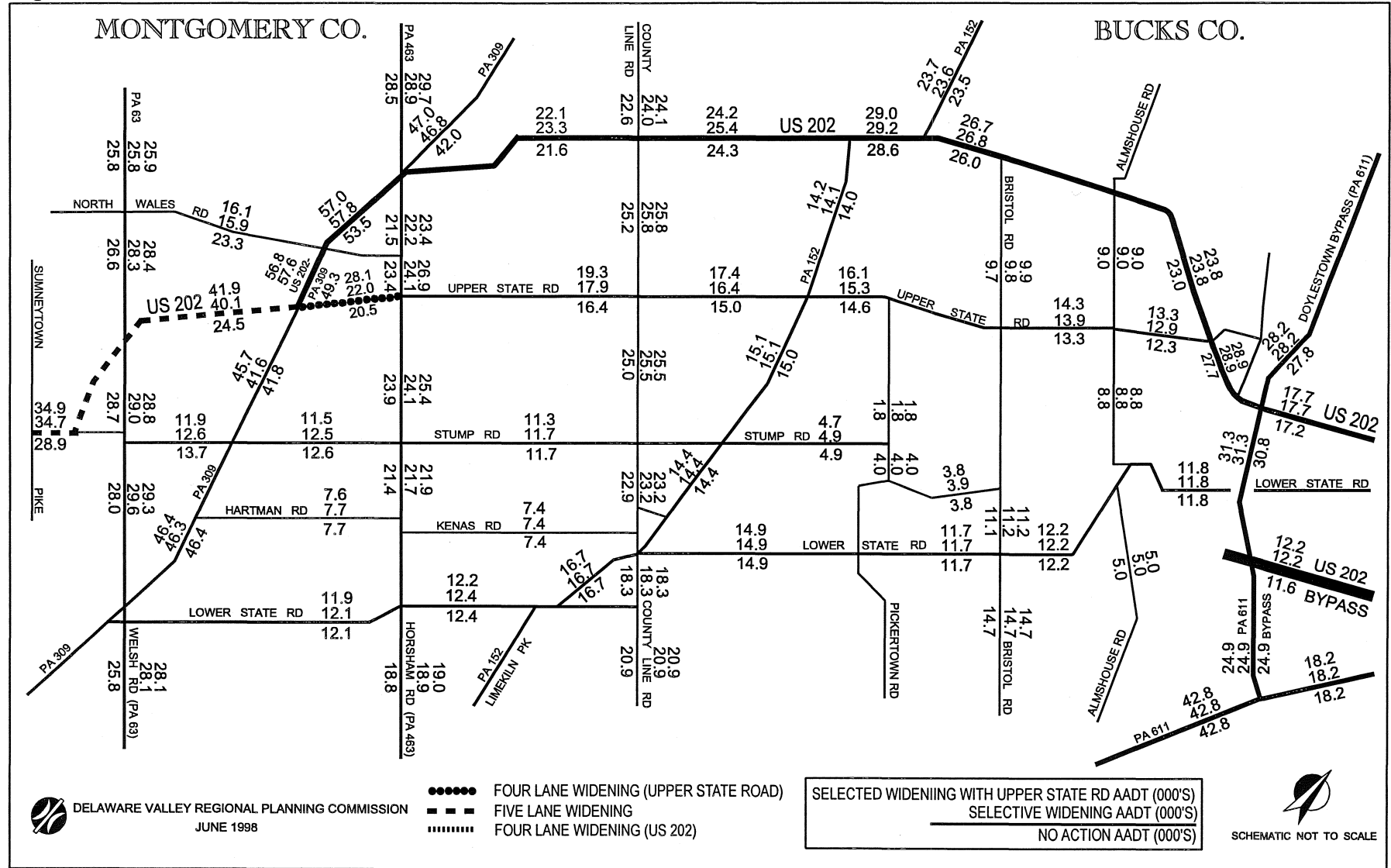
**Table 3: Comparison of Base Year and 2018 Traffic Volumes for No Action and Full Widening Alternatives (Continued)**

<b>FACILITY</b>	<b>1998 Base Year Counts</b>	<b>No-Action</b>	<b>% Growth (Count)</b>	<b>Full Widening</b>	<b>% Diff (No Action)</b>
<b>PA 309</b>					
- West of US 202	29.8	42.0	40.9%	47.0	11.9%
- North Wales Road to PA 463	41.8	53.5	28.0%	57.9	8.2%
- US 202 to North Wales Road	31.6	49.3	56.0%	57.6	16.8%
- Stump Road to US 202	33.9	41.8	23.3%	42.6	1.9%
- Welsh Road to Hartman Road	36.9	46.4	25.7%	46.3	-0.2%
<b>Horsham Road (PA 463)</b>					
- North Wales Road to Upper State Road	17.0	23.4	37.6%	24.2	3.4%
- Upper State Road to Stump Road	19.1	23.9	25.1%	24.1	0.8%
<b>County Line Road</b>					
- US 202 to Upper State Road	16.7	25.2	50.9%	25.8	2.4%
- Upper State Road to Stump Road	16.5	25.0	51.5%	25.5	2.0%
- Stump Road to Kenas Road	16.3	22.9	40.5%	23.2	1.3%
<b>Limekiln Pike (PA 152)</b>					
- US 202 to Upper State Road	7.4	14.0	89.2%	14.1	0.7%
- Upper State Road to Stump Road	6.4	15.0	134.4%	15.1	0.7%
- Stump Road to Lower State Road	6.2	14.4	132.3%	14.4	0.0%
<b>Bristol Road</b>					
- US 202 to Upper State Road	6.7	9.7	44.8%	9.8	1.0%
- Stump Road to Lower State Road	7.4	11.1	50.0%	11.2	0.9%
<b>Section 800</b>					
<b>PA 611 Bypass</b>					
- US 202 Bypass to US 202	26.7	30.8	15.4%	31.3	1.6%
- US 202 to Broad Street	23.8	27.8	16.8%	28.2	1.4%
<b>US 202 Bypass</b>					
- PA 611 Bypass to Main Street	9.5	11.6	22.1%	12.2	5.2%
<b>US 202</b>					
- PA 611 Bypass to PA 611 (Main St)	15.6	17.2	10.3%	17.7	2.9%
- Swamp Rd. to Mechanicsville Rd.	22.2	25.5	14.9%	26.1	2.4%

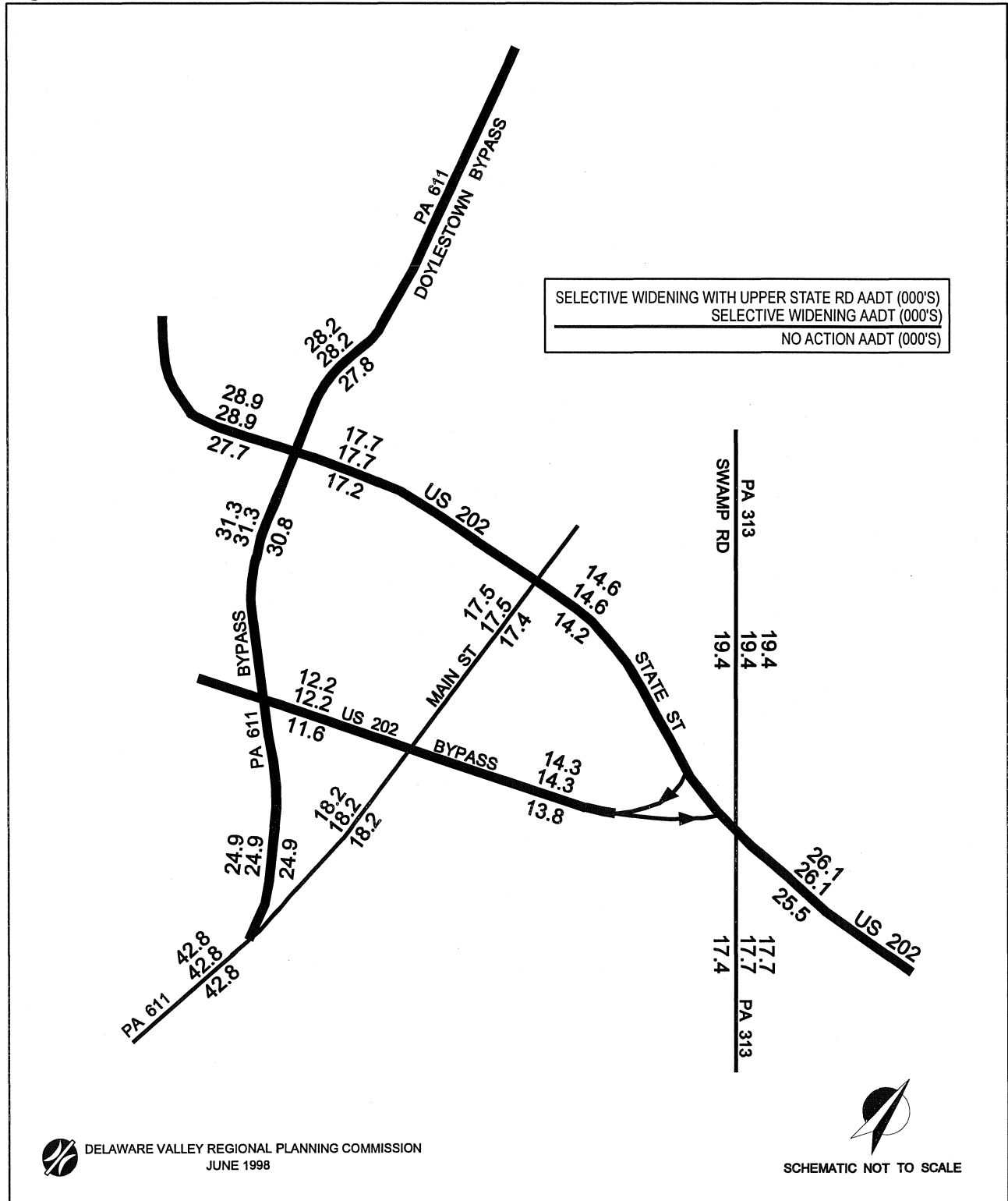
**2018 TRAFFIC VOLUMES FOR NO ACTION, SELECTIVE WIDENING, AND SELECTED WIDENING**  
**Figure 7: WITH UPPER STATE ROAD ALTERNATIVES**



**2018 TRAFFIC VOLUMES FOR NO ACTION, SELECTIVE WIDENING, AND SELECTED WIDENING**  
**Figure 8 : WITH UPPER STATE ROAD ALTERNATIVES**



**2018 TRAFFIC VOLUMES FOR NO ACTION, SELECTIVE WIDENING, AND SELECTIVE WIDENING WITH UPPER STATE ROAD ALTERNATIVES**



**Table 4: Comparison of 2018 Traffic Volumes for No Action, Selective Widening Alternatives , and Selective Widening Alternatives with Upper State Road**

<u>FACILITY</u>	<u>No-Action</u>	<u>Selective Widening</u>	<u>% Difference (No Action)</u>	<u>Selective Widening w/ Upper State Road</u>	<u>% Difference (Selective Widening)</u>
<b>Section 500</b>					
<b>US 202 Norristown</b>					
- Dannehower Bridge	39.2	40.3	2.8%	40.3	0.0%
- Dekalb Street Bridge	25.1	25.5	1.6%	25.5	0.0%
- Dekalb Street (Main Street to Airy Street) NB	14.3	15.5	8.4%	15.5	0.0%
- Markely Street (Elm St to Spruce Street) NB	12.9	13.6	5.4%	13.6	0.0%
- Markely Street (Elm St to Spruce Street) SB	18.9	19.4	2.6%	19.4	0.0%
- Dekalb Street (Fornance Street to Johnson Highway) NB	12.9	14.5	12.4%	14.5	0.0%
- Markely Street (Main Street to Airy Street) NB	12.9	13.2	2.3%	13.2	0.0%
- Markely Street (Main Street to Airy Street) SB	18.1	19.0	5.0%	19.0	0.0%
<b>Section 600</b>					
<b>US 202 (Dekalb Pike)</b>					
- Johnson Hwy to Germantown Pike	28.5	33.8	18.6%	33.8	0.0%
- Germantown Pike to Township Line Road	22.9	31.6	38.0%	31.6	0.0%
- Swede Road to Yost Road	39.3	48.6	23.7%	48.6	0.0%
- Yost Road to Jolly Road	37.4	44.7	19.5%	44.7	0.0%
- Jolly Road to PA 73	32.1	42.2	31.5%	42.2	0.0%
- PA 73 to Morris Road	28.6	37.9	32.5%	37.9	0.0%
- Township Line Road to Plymouth Road	26.9	34.3	27.5%	34.4	0.3%
- Meetinghouse Road to PA 63	28.9	34.7	20.1%	34.9	0.6%
- PA 63 to PA 309	24.5	40.1	63.7%	41.9	4.5%
<b>Swede Road</b>					
- Johnson Hwy to Germantown Pike	22.5	20.8	-7.6%	20.8	0.0%
- Germantown Pike to US 202	17.4	18.4	5.7%	18.4	0.0%
<b>North Wales Road</b>					
- Germantown Pike to Township Line Road	9.9	6.7	-32.3%	6.7	0.0%
- PA 73 to Morris Road	10.7	7.4	-30.8%	7.4	0.0%
- Sumneytown Pike to PA 63	22.8	17.7	-22.4%	18.0	1.7%

**Table 4: Comparison of 2018 Traffic Volumes for No Action, Selective Widening Alternatives , and Selective Widening Alternatives with Upper State Road (Continued)**

<b>FACILITY</b>	<b>No-Action</b>	<b>Selective Widening</b>	<b>% Difference (No Action)</b>	<b>Selective Widening w/ Upper State Road</b>	<b>% Difference (Selective Widening)</b>
<b>Union Meeting Road</b>					
- Jolly Road to PA 73	13.2	11.9	-9.8%	11.9	0.0%
<b>Plymouth Road</b>					
- Morris Road to Township Line Road	7.5	6.4	-14.7%	6.4	0.0%
- Evans Road to Dekalb Pike	6.0	5.1	-15.0%	5.1	0.0%
<b>Johnson Hwy</b>					
- Dekalb Pike to Markley Street (WB)	18.3	19.6	7.1%	19.6	0.0%
- Markely Street to Dekalb (EB)	10.3	13.1	27.2%	13.1	0.0%
- East of Dekalb Pike	20.7	22.8	10.1%	22.8	0.0%
<b>Germantown Pike</b>					
- North Wales Road to Swede Road	30.6	35.3	15.4%	35.3	0.0%
- Dekalb Pike to Union Meeting Road	34.3	34.7	1.2%	34.7	0.0%
<b>Township Line Road</b>					
- North Wales Road to Swede Road	14.1	14.3	1.4%	14.3	0.0%
- Dekalb Pike to Union Meeting Road	15.7	15.1	-3.8%	15.1	0.0%
<b>PA 73</b>					
- North Wales Road to US 202	25.9	27.3	5.4%	27.3	0.0%
- US 202 to Union Meeting Road	26.7	27.4	2.6%	27.4	0.0%
<b>Morris Road</b>					
- North Wales Road to US 202	22.0	22.4	1.8%	22.4	0.0%
- US 202 to Plymouth Road	15.0	15.8	5.3%	15.8	0.0%
<b>Sumneytown Pike</b>					
- North Wales Road to US 202	20.1	21.2	5.5%	21.2	0.0%
- US 202 to Evans Road	24.2	25.2	4.1%	25.2	0.0%

**Table 4: Comparison of 2018 Traffic Volumes for No Action, Selective Widening Alternatives , and Selective Widening Alternatives with Upper State Road (Continued)**

<b>FACILITY</b>	<b>No-Action</b>	<b>Selective Widening</b>	<b>% Difference (No Action)</b>	<b>Selective Widening w/ Upper State Road</b>	<b>% Difference (Selective Widening)</b>
<b>PA 63 (Welsh Road)</b>					
- North Wales Road to US 202	26.6	28.3	6.4%	28.4	0.4%
- US 202 to Swedesford Road	28.7	29.0	1.0%	28.8	-0.7%
<b>Section 700</b>					
<b>Existing US 202</b>					
- PA 309 to County Line Road	21.6	23.3	7.9%	22.1	-5.2%
- County Line Road to PA 152	24.3	25.4	4.5%	24.2	-4.7%
- PA 152 to PA 152	28.6	29.2	2.1%	29.0	-0.7%
- PA 152 to Bristol Road	26.0	26.8	3.1%	26.7	-0.4%
- Almshouse Road to Upper State Road	23.0	23.8	3.5%	23.8	0.0%
- Upper State Road to PA 611 Bypass	27.7	28.9	4.3%	28.9	0.0%
<b>Upper State Road</b>					
- PA 309 to Horsham Road	20.5	22.0	7.3%	28.1	27.7%
- Horsham Road to County Line Road	16.4	17.9	9.1%	19.3	7.8%
- Almshouse Road to US 202	12.3	12.9	4.9%	13.3	3.1%
<b>Stump Road</b>					
- PA 63 to PA 309	13.7	12.6	-8.0%	11.9	-5.6%
- PA 309 to Horsham Road	12.6	12.5	-0.8%	11.5	-8.0%
- Horsham Road to County Line Road	11.7	11.7	0.0%	11.3	-3.4%
<b>Lower State Road</b>					
- Welsh Road to Horsham Road	12.1	12.1	0.0%	11.9	-1.7%
- Horsham Road to Limekiln Pike	12.4	12.4	0.0%	12.2	-1.6%
- Almshouse Road to PA 611 Bypass	11.8	11.8	0.0%	11.8	0.0%
<b>Hartman Road</b>					
- PA 309 to Horsham Road	7.7	7.7	0.0%	7.6	-1.3%
<b>Kenas Road</b>					
- Horsham Road to County Line Road	7.4	7.4	0.0%	7.4	0.0%

**Table 4: Comparison of 2018 Traffic Volumes for No Action, Selective Widening Alternatives , and Selective Widening Alternatives with Upper State Road (Continued)**

<b>FACILITY</b>	<b>No-Action</b>	<b>Selective Widening</b>	<b>% Difference (No Action)</b>	<b>Selective Widening w/ Upper State Road</b>	<b>% Difference (Selective Widening)</b>
<b>PA 309</b>					
- West of US 202	42.0	46.8	11.4%	47.0	0.4%
- North Wales Road to PA 463	53.5	57.8	8.0%	57.0	-1.4%
- US 202 to North Wales Road	49.3	57.6	16.8%	56.8	-1.4%
- Stump Road to US 202	41.8	41.6	-0.5%	45.7	9.9%
- Welsh Road to Hartman Road	46.4	46.3	-0.2%	46.4	0.2%
<b>Horsham Road (PA 463)</b>					
- North Wales Road to Upper State Road	23.4	24.1	3.0%	26.9	11.6%
- Upper State Road to Stump Road	23.9	24.1	0.8%	25.4	5.4%
<b>County Line Road</b>					
- US 202 to Upper State Road	25.2	25.8	2.4%	25.8	0.0%
- Upper State Road to Stump Road	25.0	25.5	2.0%	25.5	0.0%
- Stump Road to Kenas Road	22.9	23.2	1.3%	23.2	0.0%
<b>Limekiln Pike (PA 152)</b>					
- US 202 to Upper State Road	14.0	14.1	0.7%	14.2	0.7%
- Upper State Road to Stump Road	15.0	15.1	0.7%	15.1	0.0%
- Stump Road to Lower State Road	14.4	14.4	0.0%	14.4	0.0%
<b>Bristol Road</b>					
- US 202 to Upper State Road	9.7	9.8	1.0%	9.9	1.0%
- Stump Road to Lower State Road	11.1	11.2	0.9%	11.2	0.0%
<b>Section 800</b>					
<b>PA 611 Bypass</b>					
- US 202 Bypass to US 202	30.8	31.3	1.6%	31.3	0.0%
- US 202 to Broad Street	27.8	28.2	1.4%	28.2	0.0%
<b>US 202 Bypass</b>					
- PA 611 Bypass to Main Street	11.6	12.2	5.2%	12.2	0.0%
<b>US 202</b>					
- PA 611 Bypass to PA 611 (Main St)	17.2	17.7	2.9%	17.7	0.0%
- Swamp Rd. to Mechanicsville Rd.	25.5	26.1	2.4%	26.1	0.0%