



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Pennsylvania for:

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (Interstate) Route 202
- **Recognition of a By-Pass Route on U.S. Route

AASHTO Use Only

Action taken by SCOH:

Between Dekalb Pike and Route 611 - Doylestown Bypass

The following states or states are involved:
Pennsylvania

- *****“Recognition of...”**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED:10/06/14

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) The Pennsylvania Department of Transportation recently completed construction of a limited access highway (*U.S. Route 202 Parkway*) on a new alignment between Montgomery Township, Montgomery County and Doylestown Township, Bucks County. Upon completion, AASHTO approved PennDOT's request to relocate the U.S. 202 designation onto the Parkway. The previously designated area of U.S. 202 was not maintained as a U.S. Route, instead the existing street names of Butler Avenue and Doylestown Road are currently used. The state route number has been changed to SR 4202. PennDOT recognizes that many roads that were formerly signed U.S. Highways prior to the construction of a new, parallel highway are now labeled as a "Business Route" with the said route number. PennDOT is also aware that creating a "business route" has been shown to help improve or maintain commerce and industry for businesses that abut and are in the vicinity of a "Business Route". This is particularly important for this portion of Butler Avenue in Chalfont Borough, New Britain Borough, New Britain Township and Doylestown Township, since it functions as an important "Main Street" in the boroughs and townships. For decades prior to construction of the US Route 202 Parkway, the businesses located along this road had a Route 202 mailing address. Both Bucks and Montgomery counties and all of the municipalities located along Butler Avenue agree that designating Butler Avenue/Doylestown Pike to Business Route 202 will have a positive effect on the businesses located in the corridor. The commercialized corridors along both DeKalb Pike and Bethlehem Pike in Montgomery County will also benefit. All five municipalities and both counties have signed resolutions of support to redesignate the road as "Business Route 202".

Date facility available to traffic 1935

Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where?

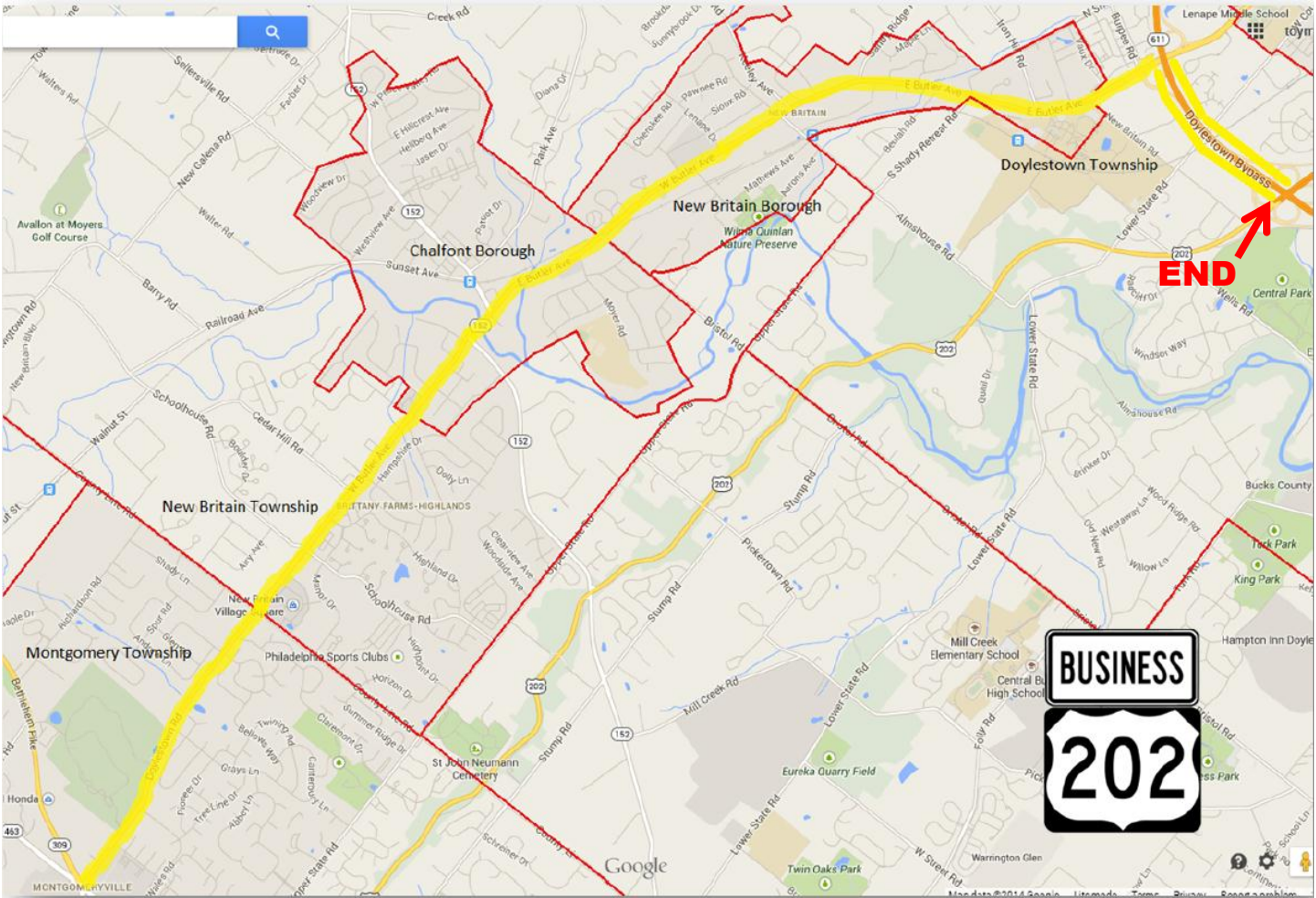
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where?

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@ashto.org or mvitale@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



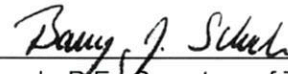


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 17,057 as compared to 12,666 for the year 2012 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



Barry J. Schoch, P.E., Secretary of Transportation
(Signature)

Chief Executive Officer

Pennsylvania Department of Transportation
(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..

Mileage	1	2	3	4	5								6	7				8	9				10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards																			
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Show When In Excess of Standard												
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade											
					Percent				Percent				Percent				Percent				Degree	Length		
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length			
0																								
20																								
40					No deficiencies to report on proposed routing.																			
60																								
80																								
100																								
120																								
140																								
160																								

Attach additional sheet here if necessary

Contact Information:

Name: Mr. Louis R Belmonte, P.E.

Address: 7000 Geerdes Blvd.
King of Prussia, PA 19406

Telephone Number: (610) 205-6550

Email: lbelmonte@pa.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

- Where does the route begin?
- Where is it going?
- What type of facility is it traveling over?
- Explain the direction (north, east, south, and west)
- Name the focal point city or cities
- Total number of miles the route will cover
- Where does it end?

Begin your description here:

Where does the route begin? The proposed business route will diverge from the new *U.S. Route 202 Parkway* in Montgomery Township, Montgomery County. It will follow the former alignment of U.S. Route 202 along DeKalb Pike / Bethlehem Pike (PA 309) / Doylestown Road / Butler Avenue / Doylestown Bypass (PA 611).

Where is it going? The corridor provides a connection between Montgomeryville and Doylestown Township. It traverses Montgomery Township, New Britain Township, Chalfont Borough, New Britain Township and Doylestown Township.

What type of facility is it traveling over? The DeKalb Pike portion (approx. 1.4 miles) is primarily a 5 lane facility with both commercial activity and residential connections. The Bethlehem Pike (PA 309) portion is (approx. 0.9 miles) is primarily a 5 lane facility through a heavily commercialized area. The Doylestown Road / Butler Avenue (approx. 6.7 miles) is a two-lane facility, with turning lanes scattered throughout the corridor, primarily at intersections and commercial establishments. The Doylestown Bypass (PA 611) portion (approx. 1 mile) is limited access expressway connecting back to the US 202 interchange. This route is exactly the former US Route 202 prior to completion of the US Route 202 Parkway.

Explain the direction (north, east, south, and west): The current alignment is south to north.

Name the focal point city or cities: Will begin in Montgomeryville, which is a highly commercialized area of Montgomery Township and then proceed through the boroughs of Chalfont and New Britain and end near Doylestown Borough in Bucks County.

Total number of miles the route will cover: Approximately 10 miles

Where does it end? The business route would end as it returns via Doylestown Bypass (PA 611) to its interchange with *U.S. Route 202 Parkway* in Doylestown Township, near Doylestown Borough in Bucks County.