



Parkway Shared Use Path (SUP) Trail System

Running adjacent to the entire length of the Route 202 Parkway will be the new 202 Parkway Trail. This paved, 12-foot wide trail will provide a non-motorized transportation and recreational facility for walkers and bicyclists. PennDOT is including the trail in the 202 Parkway project to meet its new goals for transportation projects, which include projects that accommodate all modes of travel.



This new, nine-mile long trail will be a key element of the region's walking and biking network. The 202 Parkway Trail is important in that it will connect the large system of existing trails in Montgomery County to the growing trail system in the heart of Bucks County.

Several municipalities in Montgomery and Bucks counties have plans for trail networks in place or under development. Once the 202 Parkway Trail is completed, citizens will be able to ride or walk all the way from Montgomeryville to Doylestown on a completely independent, off-road facility designed specifically for non-motorized vehicles.

Trails provide a positive recreational outlet for individuals and enhance communities by offering additional recreational and transportation opportunities. Benefits of the trail include: preserving and creating open spaces; encouraging physical fitness and healthy lifestyles; creating new opportunities for outdoor recreation and non-motorized transportation; and protecting the environment.

Connecting the trail to places trail users want to go is an important aspect of the trail design. The 202 Parkway Trail will have several access points and local connections. The design includes four primary trailhead parking facilities located adjacent to the Parkway on Route 309, Stump Road near County Line Road, Bristol Road and New Britain Road. At the request of the local municipalities and community groups, additional connection points to local neighborhoods, existing sidewalks and paths, as well as commercial areas, are also part of the trail design.

Trails help make communities more attractive and friendly places to live

The 202 Parkway Trail will offer a safe and inexpensive avenue for regular exercise, including walking, running, in-line skating, and biking. PennDOT is designing the trail to provide as large a buffer area as feasible between it and the Parkway. However, some portions of the trail will be located adjacent to the Parkway to minimize impacts to wetlands, streams and other environmentally sensitive areas. In some areas, a fence will be present on one or both sides of the trail to provide a safe separation from the Parkway, adjacent waterways or steep side slopes. The trail will use several roadway bridges to cross over side roads, streams and other features. In these locations, concrete barriers will separate the roadway shoulder and the trail to provide a safe area for the trail users to move across these structures. The plan also includes landscaping along the trail to provide an aesthetically pleasing backdrop.

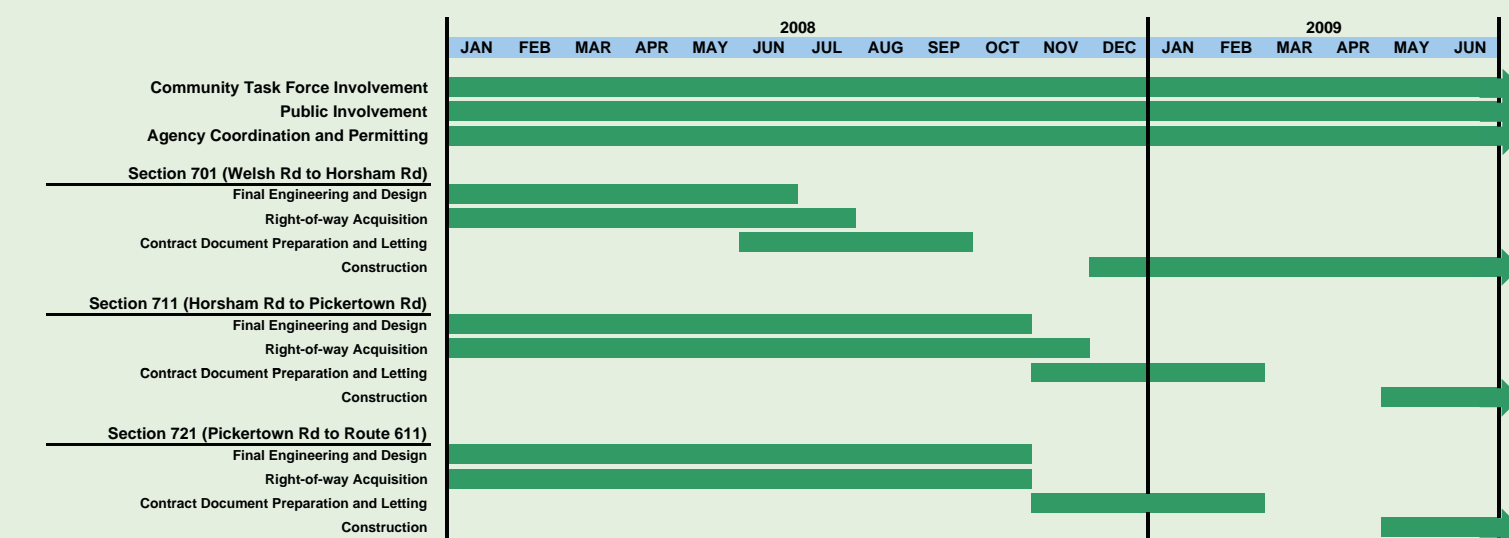
Trails provide what many people seek – close to home recreational areas, community meeting places, educational experiences and natural landscapes. Trails help communities build pride by ensuring that their neighborhoods are attractive places to live, and offer residents the opportunity to walk or bike safely to a park or a neighbor's home. The 202 Parkway Trail will prove to be a valuable recreational and transportation asset for the residents of Montgomery and Bucks counties.

For more information on local trails visit:

<http://trails.montcopa.org/trails/site>

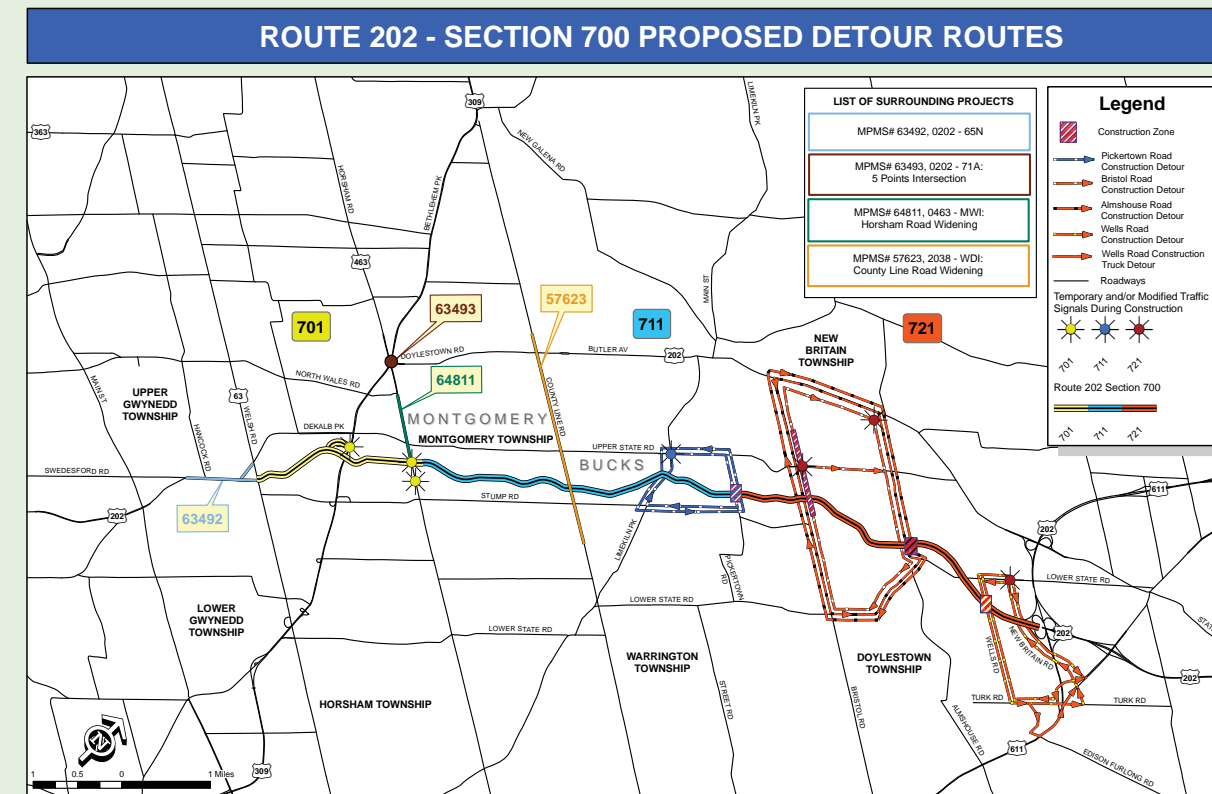
www.doylestownpa.org/download/1.12.06_B&H.pdf

Project Schedule



Traffic Management Plan

The Traffic Management Plan (TMP) will develop strategies to effectively manage traffic within the work zone and minimize traffic related construction impacts associated with the building of the Route 202 Parkway. The TMP takes into consideration several surrounding construction projects, including the Route 202 widening between Route 63 (Welsh Road) and Hancock Road; County Line Road widening between Route 202 and Stump Road; Horsham Road widening between General Hancock Boulevard and Route 202; and the 5-points intersection. It also will analyze the maintenance and protection of traffic (MPT) plans for each section of the Parkway and include a public information plan (PIP) and traffic operations plan (TOP).



Detour Routes

Section 701

There are no construction detours presently proposed.

Section 711

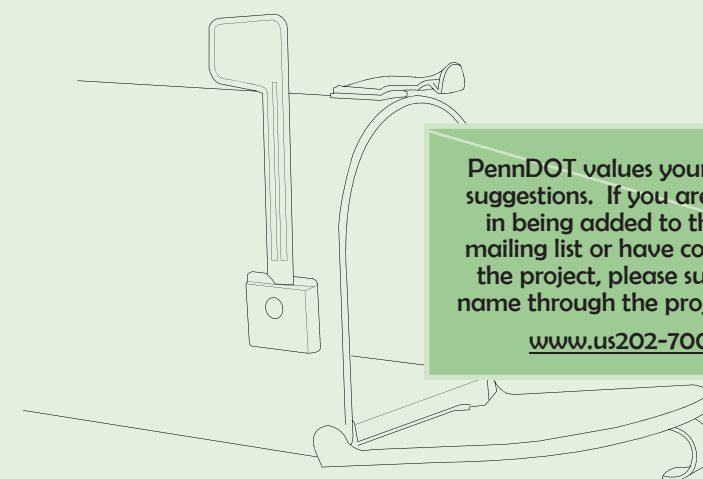
The reconstruction of Pickertown Road will require a temporary detour between Stump Road and Upper State Road. The detour route will consist of Upper State Road, Route 152 (Limekiln Pike) and Stump Road.

Section 721

The reconstruction of Bristol Road from Upper State Road to the 202 Parkway will require a temporary detour of eastbound traffic along Bristol Road from Upper State Road to Stump Road. The detour route will consist of Route 202 (Bulter Avenue), Almshouse Road and Lower State Road. PennDOT is planning to keep Bristol Road open to one lane of westbound traffic.

The reconstruction of Almshouse Road will require a detour from Upper State Road to Quail Drive. The detour route will consist of Bulter Avenue (existing Route 202), Bristol Road and Lower State Road.

The reconstruction of Wells Road will require a temporary detour between Valley Circle and Radcliff Drive. The detour will consist of New Britain Road, Sauerman Drive and Turk Road.



PennDOT values your input and suggestions. If you are interested in being added to the project mailing list or have comments on the project, please submit your name through the project website: www.us202-700.com

or contact
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Project Permits

A goal of the US 202 – Section 700 Project is to protect and preserve the environment of Montgomery and Bucks counties while building a much needed transportation route to improve mobility and reduce congestion along the Route 202 corridor. The U.S. Army Corps of Engineers (ACOE), Pennsylvania Department of Environmental Protection (DEP), and the Montgomery and Bucks County Conservation Districts have requirements in place, in the form of permits, to ensure no adverse environmental impact during construction. Below is a brief description of the multiple permits PennDOT is required to obtain before construction of the Route 202 Parkway may begin.

US Clean Water Act, Section 404

Section 404 of the Clean Water Act Amendments established a permit program administered by the U.S. Army Corps of Engineers (ACOE). Section 404 requires authorization for the discharge of dredged or fill material into "waters of the United States", including wetlands. An example of the discharge of fill material includes placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt or other material for its construction. A Section 404 permit is required whether work is permanent or temporary.

Required Permits

- ✓ U.S. ACOE Section 404 Permit
- ✓ PADEP Section 401 Water Quality Certification
- ✓ PADEP Chapter 105 Water Obstruction and Encroachment Permit
- ✓ PADEP General NPDES Permit
- ✓ PADEP General Permit 5 - Utility Line Stream Crossing
- ✓ PADEP Chapter 106 Floodplain Management Permit for Highway Obstructions
- ✓ Bucks County Conservation District Chapter 102 Erosion & Sedimentation Control Plan Approval
- ✓ Montgomery County Conservation District Chapter 102 Erosion & Sedimentation Control Plan Approval

US Clean Water Act, Section 401

Federal law also requires that every applicant for a federal permit or license (Section 404) must request state certification that the proposed activity, which may result in a discharge into a body of water, will not violate state and federal water quality standards. This is referred to as the 401 Water Quality Certification.

PA Chapter 105 - Dam Safety and Waterway Management

The Chapter 105 Water Obstruction and Encroachment Permit regulates projects that plan to construct, operate, maintain, or enlarge any water obstruction or encroachment that will affect a waterway, its 100-year floodway or any lake, pond, reservoir, or wetland. The General Permit (No. 5) under Chapter 105 is needed when the installation of utility lines occurs through stream crossings. The Chapter 105 permit is administered through the PA Department of Environmental Protection.

PA Chapter 95 - NPDES

A National Pollutant Discharge Elimination System (NPDES) Permit is required for any project proposing to discharge storm water from construction activities disturbing one acre to less than five acres of land with a point source discharge. The permit ensures effective storm water management to minimize the adverse impacts of storm water runoff on groundwater and surface water resources to support and sustain the social, economic and environmental quality of the Commonwealth.

PA Chapter 106 – Floodplain Management

Highway obstructions or obstructions when located in floodplains must meet the requirements of Chapter 106, which supports a comprehensive and coordinated program of floodplain management based upon the National Flood Insurance Program, and is designed to preserve and restore the efficiency and carrying capacity of streams and floodplains in the Commonwealth.

PA Chapter 102 - Erosion Control

The goal of the Erosion and Sedimentation Pollution Control Plan (E&S) is to minimize the acceleration of erosion and sediment pollution that occurs when earth is disturbed. The local county conservation district grants approval to authorize the control, management, and discharge of storm water from construction activity as well as the control of soil erosion and sedimentation pollution.

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