



Fall 2006 update!

## Route 202 Section 700 - *Community Newsletter*



### Benefits of the Parkway

The proposed U.S. Route 202 Section 700 Parkway will be beneficial to the residents and businesses of Montgomery and Bucks counties. The nine-mile long parkway will enhance mobility along the corridor, improve travel times, and provide more capacity and options for different modes of travel (i.e. walking or bicycling). One of the most significant advantages of this improvement is travel time savings. On average, the Parkway is estimated to reduce travel times up to 33 percent between Route 63 (Welsh Road) in Montgomeryville and Route 611 near Doylestown over a comparable trip without the Parkway. This could save up to 100 minutes of commuting time over a typical work week. The following lists show the proposed benefits and compares these benefits to providing no transportation improvements in this corridor:

#### Parkway

- Provides four lanes of added roadway capacity between Route 63 (Welsh Road) and Route 463 (Horsham Road)
- Provides two lanes of added roadway capacity between Route 463 (Horsham Road) and Route 611
- Creates 10 new links in local roadway network
- Creates more routing options/alternate routes
- Results in more efficient use of existing network
- Creates nine miles of new bicycling/pedestrian trails
- Offers more opportunities for trail connections to other existing local or regional trails
- Provides 18 miles of new bike lanes
- Acquisition of a nine-mile long, 300-foot wide corridor for the transportation facility also provides benefits of local and regional open space, wildlife habitat, and visual buffer
- 33 percent savings in travel time
- Enhances incident management options and emergency response times

### Project Description

The Route 202 Section 700 Parkway starts at Route 63 (Welsh Road) in Upper and Lower Gwynedd townships and ends at the Route 611 Interchange in Doylestown township. The Parkway runs in a corridor between Upper State Road and Stump Road.

#### The Parkway project includes the following elements:

- New four-lane road between Route 63 (Welsh Road) and Route 463 (Horsham Road).
- New two-lane road between Route 463 (Horsham Road) and the Route 611 Interchange.
- An additional through-lane on the Parkway at the County Line Road intersection.
- Five-foot wide paved shoulders/bike lanes
- Two connector roads between the Parkway and Route 309.
- Five bridges at the following locations: the Parkway over Route 309; the Parkway under Pickertown Road; the Parkway over Almshouse Road; the Parkway under Wells Road; and the Parkway over New Britain Road.
- Four-span bridge over Neshaminy Creek
- At-grade intersections at Welsh Road, Knapp Road, two connector roads with Route 309, access to Garden Golf Boulevard and General Hancock Boulevard, Horsham Road, County Line Road, Route 152 (Limekiln Pike), Bristol Road, and Lower State Road.

#### No Action

- No added capacity
- No new links
- No new route options or alternative routes
- No new trails or bikeways
- Loss of potential open-space corridor
- Likelihood of significant new residential and commercial development within the proposed 300-foot wide roadway corridor and associated new traffic generation impacts
- Continued significant traffic congestion
- No new route options for incident management
- Longer emergency response times

The project will include earth berms, landscape plantings, roadway drainage improvements, and post-construction stormwater management facilities needed to comply with current water quality requirements. Please refer to the project map for additional information.

- Approximately 11 culvert crossings of waterways and wetlands
- Stormwater Management Facilities.
- Independent 12 foot wide shared-use path for the entire length of the project.
- Four trailhead parking facilities located adjacent to the Parkway on Route 309, County Line Road, Bristol Road and New Britain Road.
- Widening of Bristol Road and Route 152 (Limekiln Pike) to five lanes in the vicinity of the Parkway.
- Left-hand turning lanes at the Upper State Road and Limekiln Pike intersection.
- Left-hand turning lanes at the Upper State Road and Bristol Road intersection.

## Schedule

The graphic below shows the progress made so far in development of the environmental studies, planning and preliminary engineering required for the Parkway project. The next major step in the process is a formal public hearing on the Environmental Evaluation Report (EER) to be held in early 2007.



## Environmental and Cultural Resources

PennDOT is currently conducting environmental studies as part of the project development process for the proposed Parkway. This work involves updating previous environmental studies and evaluating the benefits and impacts resulting from the new Parkway concept. The studies that have been completed in the last year include:

- A Historic Structures Eligibility Report which identifies 58 historic properties and districts that are eligible for or listed on the National Register of Historic Places.
- The delineation of all wetlands and waterways in the Parkway corridor in accordance with the requirements of the U.S. Army Corps of Engineers and PA Department of Environmental Protection.
- Habitat assessments and surveys for plants and animals of special concern, including the state-endangered Bog Turtle.
- A series of coordination meetings with state and federal agencies to complete an evaluation of project needs, alternatives, comparison of impacts, and minimization of impacts to resources.
- An Archaeology Management Summary report that summarizes the findings of all archaeology surveys completed to date.
- An analysis of existing and projected noise levels.
- Identification of emergency service access points along the Parkway in coordination with township officials.

Following the public open house on September 28, 2006, an Environmental Evaluation Report/Section 2002 will be completed and made available for public review. The public review comment period for the EER will start in December 2006 and end February 2007. This report will describe the existing social, economic, cultural and natural resources in the project area, the benefits and impacts of the Parkway project and the Department's commitment for the mitigation of impacts.

## Public Involvement

Your input and suggestions are important to PennDOT. If you are interested in being added to the project mailing list or have comments on the project, please contact:

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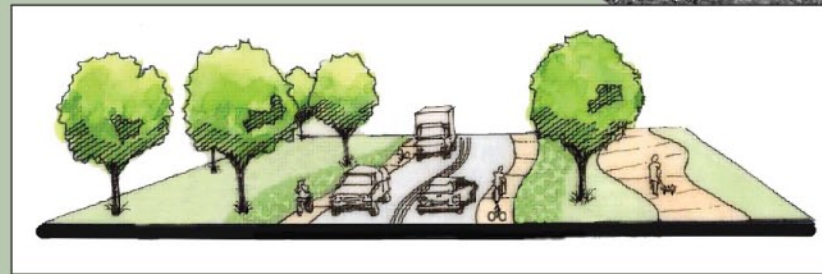
In addition, the general public will have the opportunity to provide their comments in person at the formal public hearing to be held in early 2007.



Proposed Roadway Proposed Shared-Use Path



Typical Section - 4 Lane Roadway



Typical Section - 2 Lane Roadway

Not to Scale