



SR 0202

Section 700

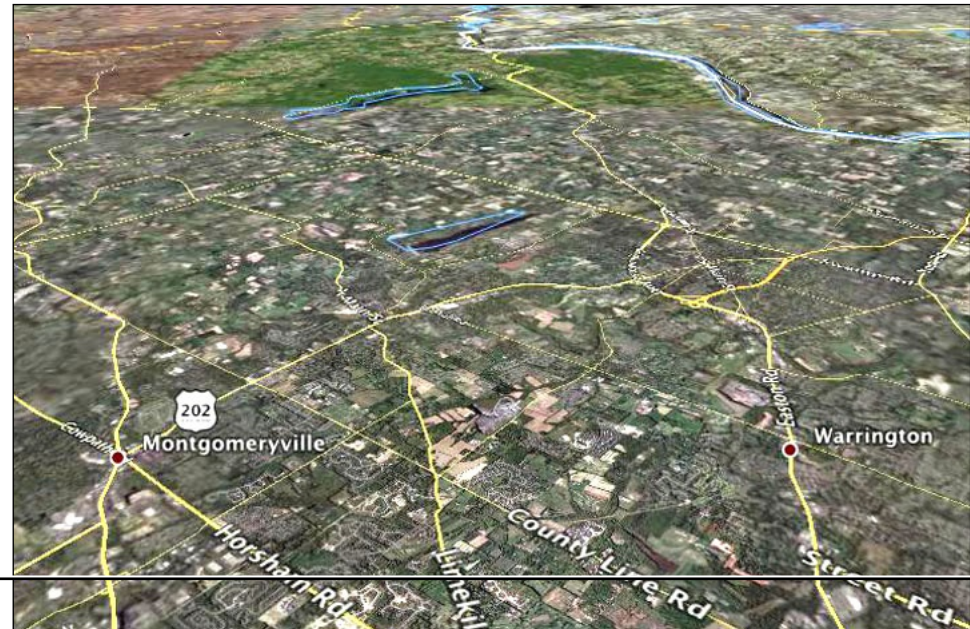
Montgomery & Bucks Counties

Environmental Evaluation Report

*for improvements
proposed by the*

**Commonwealth of Pennsylvania
Department of Transportation**

December 2006



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**Proposed Route 202 Parkway Project
SR 0202, Section 700
Montgomery and Bucks Counties, Pennsylvania**

ENVIRONMENTAL EVALUATION REPORT/SECTION 2002 EVALUATION

**Submitted Pursuant to
Commonwealth of Pennsylvania
Act 120 of 1970**

**By the:
Pennsylvania Department of Transportation**

12-15-00
Date Approved

M. Lobatel
for the Pennsylvania Department of Transportation

The SR 0202, Section 700 Improvement Project, commonly known as the Route 202 Parkway Project, involves the proposed roadway improvements along S.R. 0202 between Welsh Road (PA 63) and PA 611 in Montgomery, Warrington and Doylestown Townships. This Environmental Evaluation Report/Section 2002 Evaluation describes the project purpose and needs that were the basis of the design, and the environmental features that were investigated to evaluate the range of alternatives considered. The document also describes the social, economic, and environmental impacts of the proposed improvements and the mitigation measures recommended.

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There will be an opportunity to comment on this document until and including _____ . Comments may be mailed to the Pennsylvania Department of Transportation at the address above.

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Preface

This is the Environmental Evaluation Report (EER) for PennDOT's proposed improvements for Route 202 between Welsh Rd. and Route 611 in Montgomery and Bucks Counties, respectively.

This preface is to welcome you to the document, and also to highlight certain aspects to make it easier to read and understand.

What is an EER?

An EER is an publicly accessible document PennDOT uses to present the environmental, social, and transportation benefits and impacts undertaken for 100% State funded transportation projects in Pennsylvania. The purpose of the EER process is to facilitate public discussion of transportation projects and to satisfy the requirements of the National Environmental Policy Act (NEPA), Pennsylvania Act 120 of 1970 (as amended) and other similar and related laws. It provides to the public: the project's background, alternatives evaluated, the affected environment, potential impacts and mitigation, and comments and coordination during development of the project.

Some terms

While there are or have been several terms for this project (US 202, SR 0202, etc), for maximum familiarity it is generally called **Route 202** in this document. It is the term used for the segment of Route 202 between Welsh Rd. in Montgomeryville, Montgomery County and the Route 202/ PA 611 interchange in Doylestown, Bucks County. The **Parkway** or **Parkway Alternative** is the shorthand term for the proposed preferred alternative; benefits and impacts of this alternative are compared to a No Action alternative that does not include any new roadway between Welsh Road and Route 611.

What are the key factors of this project?

In addition to being an important priority in local and regional plans, this project entails several new factors which help shape the current proposed alternative. These include: 1) changing development and conditions and travel patterns in the Route 202 area; 2) new context-sensitive highway and planning approaches to better balance community and environmental needs with transportation needs; and 3) highly

constrained funding conditions. These factors and their influence can be seen throughout the document.

Benefits as well as impacts

With the new context-sensitive planning and design approaches, the project will include several community and environmental benefits as an integral part of sensitive design in addition to conventional mitigation strategies to reduce impacts.

Therefore, the documentation addresses the environmental and community benefits along with potential impacts and mitigation so they may be considered as a whole by readers and by decisions makers.

What is the study area?

The study area for different types of resources vary, as appropriate for the sensitivity for that resource. For example, air quality impacts are evaluated on a regional and local level, but more localized impacts were evaluated within the proposed right-of-way of the project. The overall study area for the project was originally large enough to encompass a wide range of alternatives and was reduced when the range of alternatives were narrowed down in the alternatives study process.

What is the relationship to the original project?

With changed physical and funding conditions, innovative design concepts and a new start given by PennDOT, this should be considered a new project. Nonetheless much of the extensive data collected and evaluated from the original Expressway Bypass still is relevant to the current studies. This previous work has been used (with updating as appropriate) as a basis in describing the affected environment and the alternatives studied.

What is the public's role?

Following a period of EER availability for public review, PennDOT will conduct a Public Hearing where all are invited to attend and anyone can give testimony or provide written comments. Then, with consideration of the testimony received, PennDOT will determine the course of further development of this project