



Route 202 Section 700 - Community Newsletter



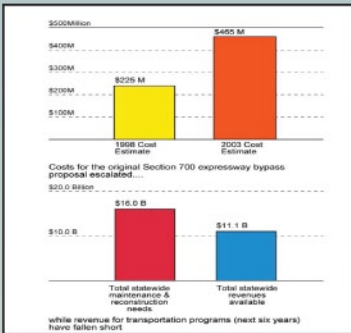
The following are selected excerpts from the Executive Summary of the Environmental Evaluation Report (EER) which was released to the public on December 22, 2006. The entire Executive Summary and EER can be found on the project website at www.US202-700.com.

What is an EER? An Environmental Evaluation Report (EER) is a 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.

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.

What is the public's role? Following a period of EER availability for public review, PennDOT will conduct a Public Hearing on February 28, 2007 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.

Changes Leading to the New Project



Three factors led to major reformulation in the planning for Route 202, and in defining the current proposal as an achievable solution to the corridor's needs.

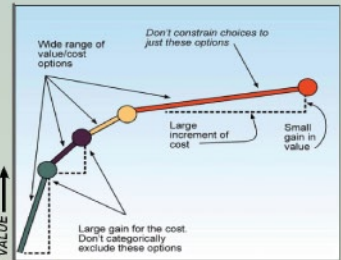
Economic Constraints: With serious funding challenges emerging for the transportation development program statewide, PennDOT determined that projected revenues and statewide transportation needs would make the four-lane expressway bypass unaffordable. Further development of a new solution would require serious economic consideration, with a cost ceiling set at \$200M.

Inclusive development process: In order to gain full engagement and more likely consensus on a new project, PennDOT set up two procedures. First was a Task Force, including the County Planning Agencies, the Metropolitan Planning Organization (MPO), elected officials and all municipalities along and east of Route 202, including those who had opposed the original project. Second was the Special Agency Coordinating Meeting (SACM) of interested local, state and Federal agencies with review or permitting roles for the project.

Changes in Budgetary Conditions

New Design Approach: Both PennDOT and national transportation agencies have been reshaping planning policy and procedures to more effectively integrate community and environmental benefits along with transportation benefits in the development of new projects. Transportation projects no longer have the sole purpose of moving traffic, but of supporting the communities in which they are located. There is a nationwide transportation initiative, called Context Sensitive Design or Contexts Sensitive Solutions, which requires a balance between moving traffic and benefiting the surrounding communities. The following principles have been adopted by PennDOT and applied to the development of project objectives, or measures of effectiveness.

- Choose projects with a high value/price ratio
- Look beyond level-of-service
- Enhance local network
- Preserve and leverage existing investments
- Accommodate all modes of travel



Evaluating relative effectiveness of projects

Project Purpose and Need

Given the changed physical conditions, policy initiatives, and new economic realities PennDOT determined that the project needs for Section 700 should be revisited. The needs have been summarized into the areas of transportation, environmental / community quality of life, safety, and economic conditions.

Transportation - *Problem Statement: Lack of capacity to accommodate Design Year 2020 Transportation Objectives*

- Accommodate the future vehicular travel objectives of the study area
- Provide alternate routes for local trips in the study area via increased network connectivity
- Provide a direct, continuous transportation facility through the study area
- Provide a transportation facility that maintains the transportation efficiency by limiting access points from private properties
- Provide continuous facilities for pedestrian and bicycle travel through the corridor and connect to regional trail facilities
- Relieve the existing SR 202 corridor of through-traffic during peak and off peak periods

Environmental/Community Quality of Life

Problem Statement: Transportation improvements have the potential to adversely impact the community, negatively alter

quality of life, and conflict with local and regional community planning and environmental stewardship initiatives.

- Consistent with local and regional land-use goals and policies
- Protection of cultural resources
- Avoid and/or minimize impacts to natural resources

Safety - *Problem Statement: Inadequate conditions of routed [existing] SR 0202 does not enhance safety in the corridor*

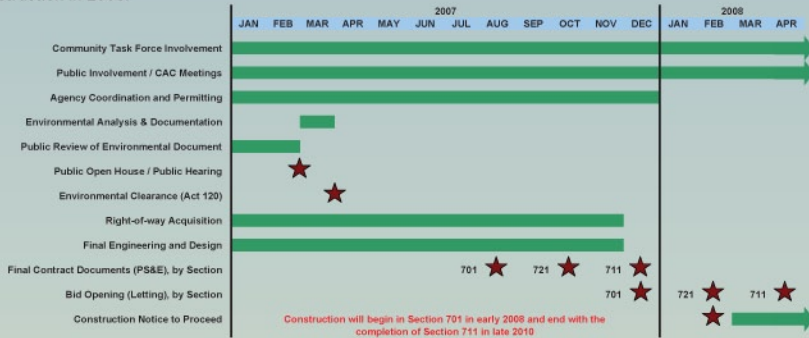
- Increase the vehicular safety of existing SR 0202 and parallel roadways within the study corridor
- Increase the safety of pedestrian and bicycle trips along and across the corridor
- Reduce emergency response times in the study area

Economic Conditions - *Problem Statement: Lack of available funding in total PENNDOT budget for FEIS Expressway alternative (\$200 million limit)*

- Provide transportation facilities that are financially feasible and cost effective and operational in five to seven years

Schedule and Next Steps

Since the Fall 2006 Open House, PennDOT has completed the environmental studies as part of the project development process culminating in the release of the EER for the project on December 22, 2006 and the Public Hearing on February 28, 2007. The graphic below shows the anticipated schedule for the completion of the engineering work leading up to the start of construction in 2008.



As was the case with the EER stage, final design will be undertaken in close continuing coordination with the public (Customer Advisory Committees or CACs) as well as local and county governments.

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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 7000 Geerdes Boulevard
 King of Prussia, PA 19406
 Phone: 610.205.6848

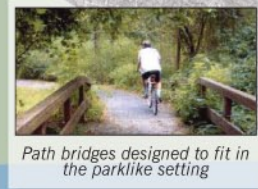
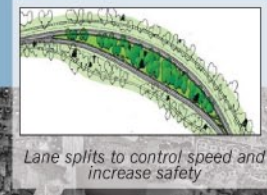
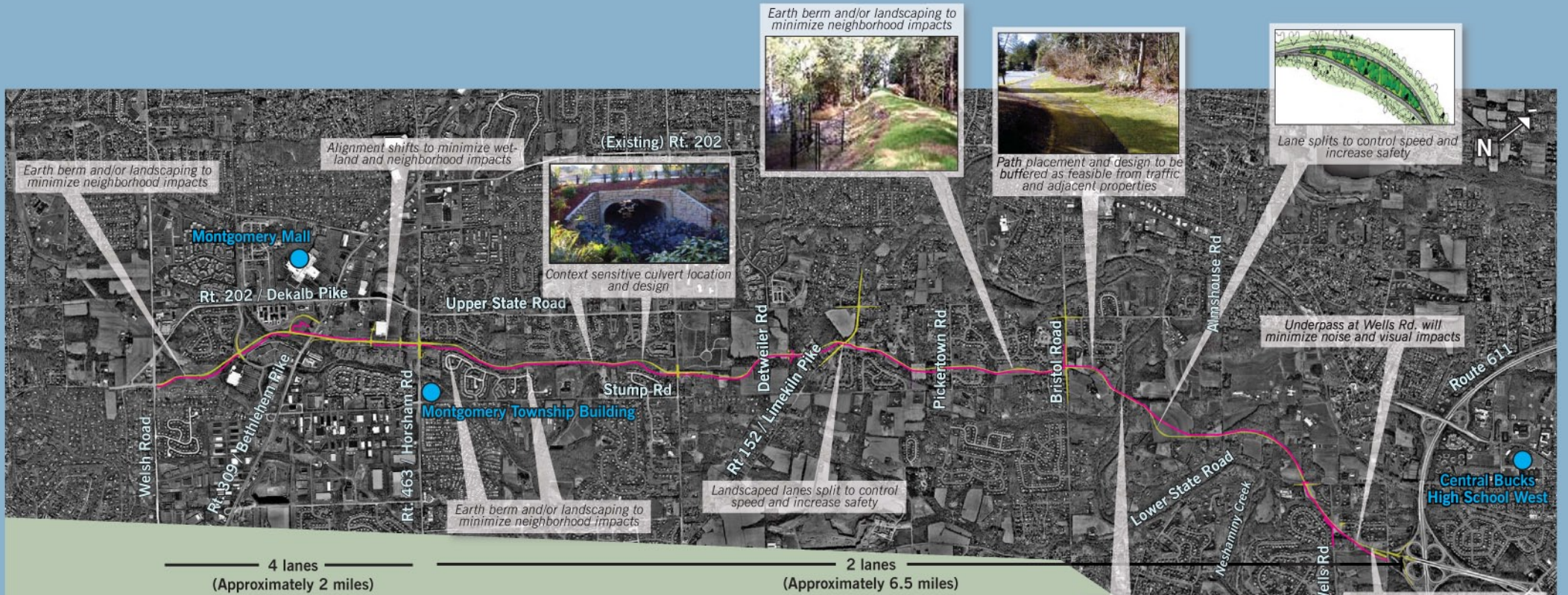
For more information
and future project
updates, go to
www.US202-700.com

Citizens have four ways to submit testimony during the public comment period:

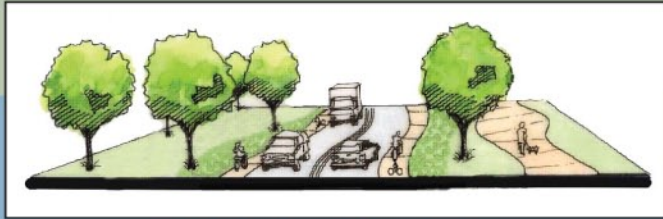
1. Oral testimony at the public hearing;
2. Written testimony presented at the public hearing;
3. Written testimony submitted to PennDOT.
4. E-mail testimony (www.us202-700.com)
 – click on the link for the “Question/Comment” page.

All comments received during the public comment period will become part of the formal hearing record.





Typical Section - 4 Lane Roadway



Typical Section - 2 Lane Roadway