I-83 NORTH YORK WIDENING

Environmental Assessment

S.R. 0083, Section 070
Exits 19, 21, and 22
York County, Pennsylvania

U.S. Department of Transportation
Federal Highway Administration

pennsylvania
DEPARTMENT OF TRANSPORTATION

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

US Army Corps of Engineers®

Environmental Assessment

for the

I-83 North York Widening Project

S.R. 0083 Section 070
York County, Pennsylvania

MPMS #92924

Prepared by:

U.S. Department of Transportation
Federal Highway Administration

and

Pennsylvania Department of Transportation
Engineering District 8-0

Pursuant to 42 USC 4332(2)(c)

and as applicable

Executive Order 11990, Protection of Wetlands; Executive Order 11988, Floodplain Management; Executive Order 12898, Environmental Justice; and 49 USC Section 303(c) Section 4(f)

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EXECUTIVE SUMMARY

The Pennsylvania Department of Transportation (PennDOT), in conjunction with the Federal Highway Administration (FHWA), is proposing to reconstruct Interstate 83 (I-83) in York County, Pennsylvania. The I-83 North York Widening project includes approximately five miles of interstate reconstruction in central York County, extending around the city of York. The corridor passes through four municipalities: Spring Garden Township, Springettsbury Township, North York Borough, and Manchester Township. The project corridor includes three interchanges: Exit 19 (Market Street), Exit 21 (U.S. Route 30), and Exit 22 (North George Street) and is located in a predominantly urbanized area that includes residential, agricultural, commercial, and industrial land uses. A variety of transportation modes utilize the roadways within the project area, including vehicular, transit, rail, bicycle, and pedestrian.

FHWA (as the federal lead agency on this highway project) and PennDOT (as the project sponsor) are producing this Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) to document the preliminary engineering and environmental review process; agency coordination and public outreach efforts; impact assessments; and avoidance, minimization, and mitigation efforts undertaken for the proposed action. The U.S. Environmental Protection Agency (U.S. EPA) and U.S. Army Corps of Engineers (U.S. ACE) are Cooperating Agencies on this project in an advisory role.

The EA records the decision-making process behind identifying the preferred alternative which both achieves the project's purpose and needs and balances the environmental impacts. EAs are prepared to determine if the impacts are significant and whether an Environmental Impacts Statement (EIS) is required. This EA is a summary document and intends to be reader-friendly, clear, and concise. Detailed technical data are contained in the technical files for the project.

Based on the engineering and environmental analyses, the Build Alternative identified in this document:

- meets the project needs,
- avoids and minimizes impacts where practicable,
- is engineered to meet design criteria,
- is cost-effective, and
- is identified as the preferred alternative to be advanced into final design.

The Build Alternative includes widening from four to six lanes; interchange reconfigurations at Exits 19, 21, and 22; replacement of overhead and mainline bridges; relocation of Mill Creek near Ebert's Lane and Sherman Street; and stormwater management.

This project would require numerous permits including an Individual U.S.ACE Section 404 and Section 408 permit, a Pennsylvania Department of Environmental Protection (PA DEP) Waterways Encroachment Chapter 105 permit, a PA DEP 401 Water Quality Certification, and an Individual National Pollutant Discharge Elimination System (NPDES) permit. These permits would be completed in final design.

Mitigation commitments to offset unavoidable impacts are outlined in each resource section and summarized in Section 10.2 of this report.

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1.0 INTRODUCTION

Project Description

- Interstate around York City
- Exits 19, 21, and 22
- Built in 1957, 1958
- Technical data and files
- Project limits

Purpose and Needs

- Existing facilities and roadway network
- Project purpose
- Five project needs and two goals

Project Development

- Timeline
- Construction sections and early action projects
- Environmental overview
- Alternative options
- Build Alternative and refinements

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1.1 Project Description

The Pennsylvania Department of Transportation (PennDOT), in conjunction with the Federal Highway Administration (FHWA), is proposing improvements to Interstate 83 (I-83) in York County, Pennsylvania. The S.R. 0083, Section 070 (commonly known as the I-83 North York Widening) project includes reconstruction of approximately five miles of I-83 in central York County, extending around the city of York. The corridor passes through four municipalities: Spring Garden Township, Springettsbury Township, North York Borough, and Manchester Township. The project corridor includes three interchanges: Exit 19 (Market Street, S.R. 0462), Exit 21 (U.S. Route 30), and Exit 22 (North George Street, S.R. 0181). The corridor (see Figure 1-1) is located in a predominantly urbanized area that includes residential, agricultural, commercial, and industrial land uses. A variety of transportation modes are present including vehicular, transit, rail, bicycle, and pedestrian.

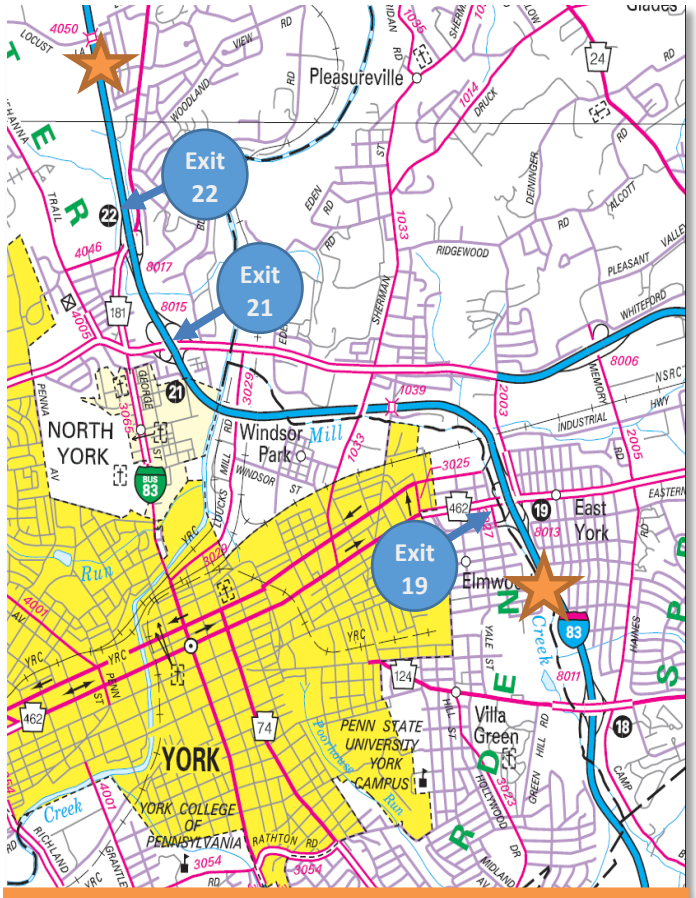

Figure 1-1: *Project location showing I-83 and Exits 19, 21, and 22 around York*

Roadways are grouped into classifications, or systems, to characterize their service. I-83 is classified as an **interstate urban principal arterial** and serves as a major north/south limited-access highway running through southcentral Pennsylvania.

Interstate urban principal arterial *means I-83 is an interstate that serves as a major center of travel-related activity for the urban York City. Arterials are intended to provide mobility with limited access to the surrounding land uses. Roadways with this classification carry the major portion of trips entering and leaving the urban area, provide the majority of through movements to bypass the city, and significant intra-area travel such as travel between business districts and residential areas and between communities, etc.*

PennDOT originally constructed this section of I-83 in 1957 and 1958 and has used preservation and rehabilitation techniques to maintain it. Within the project area, I-83 includes two through lanes in each direction, a median barrier, and variable inside and outside shoulder widths. The proposed project includes reconstruction and widening of I-83 from two to three travel lanes in each direction, construction of additional auxiliary lanes (acceleration and deceleration lanes) and other improvements at the interchanges, replacement of overhead and mainline bridges, and installation of stormwater management facilities.

FHWA (as the federal lead agency on this highway project) and PennDOT (as the project sponsor) are producing this Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA)

to document the preliminary engineering and environmental review process; agency coordination and public outreach efforts; impact assessments; and avoidance, minimization, and mitigation efforts undertaken for the proposed action. EAs are prepared to determine if the impacts are significant and whether an Environmental Impacts Statement (EIS) is required. The U.S. Environmental Protection Agency (U.S. EPA) https://www.epa.gov/ and U.S. Army Corps of Engineers (U.S. ACE) are cooperating agencies on this project.

This EA intends to be reader-friendly, clear, and concise; therefore, detailed technical data are contained in the technical files for the project and this document only summarizes the findings. A list of these technical files is provided below:

Design-Related Technical Files

- Alternatives Analysis Report
- Recommended Preferred Alternative Technical Memo

Natural Resources Technical Files

- Wetland and Watercourse I&D Report
- Comprehensive Environmental Assessment
- Hydraulic and Hydrologic (Floodplains) Memo
- Phase I/II Bog Turtle Report
- Geologic and Groundwater Resources Memo
- Agricultural Resources Memo

Cultural Resources Technical Files

- Phase I Aboveground Windshield Survey Report
- Determination of Eligibility Forms
- Determination of Effects Report
- Preliminary Archaeological Constraints
- Phase I Archaeology Report

Social and Economic Resources Technical Files

- Socioeconomic Technical Report
- Air Quality Analysis Memo
- Preliminary Noise Analysis
- Phase I Environmental Site Assessment Report
- Section 4(f) Resources Forms
- Indirect and Cumulative Effects Memo
- Public and Agency Coordination

Project mapping, glossary and acronyms, laws and regulations, public, agency and municipal meeting list, distribution list, and list of preparers are provided in the Appendices of this report.

The preliminary engineering phase of this project is included in the York County Municipal Planning Organization's (MPO) fiscally constrained Transportation Improvement Program (TIP). Funding is programmed in the State Transportation Improvement Program (STIP) and PennDOT's Twelve-Year Plan for final design, right-of-way acquisition, and construction phases of the project.

1.2 Logical Termini and Independent Utility

PennDOT has ensured that, in accordance with FHWA regulations, the proposed action would:

- connect logical termini and be of sufficient length to address environmental matters on a broad scope,
- have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made), and
- not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The limits of the proposed widening of I-83 were identified based on traffic congestion, safety, and the inclusion of bridges with substandard widths. Approximately five miles of I-83 from just south of Exit 19 to north of Exit 22 (Locust Lane) were determined to be the extent in which most traffic delays and accidents occur during peak travel times in this part of the I-83 corridor. It was also determined that the three associated interchanges (Exits 19, 21, and 22) within this corridor would be included in the project to address the traffic congestion associated with entering and exiting the highway as well as the poor system linkage between I-83 and U.S. Route 30. From a project development and environmental analysis standpoint, the project termini represent rational endpoints for a transportation improvement project given the identified project needs, and the project area is sufficient for evaluation of environmental impacts for a range of reasonable widening and interchange improvement alternatives.

The project has independent utility and significance since, if this proposed project is the only improvement made to I-83 and the three associated interchanges in the foreseeable future, commuters and residents of the York area would still benefit from increased capacity and safety. Lastly, the proposed project construction would not restrict consideration of alternatives for future transportation improvement projects in the I-83 corridor and the regional roadway network. The proposed project would allow for improved future planning, especially for adjacent I-83 sections and the connecting local roadway network.

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2.0 PROJECT PURPOSE AND NEEDS

2.1 Existing Facilities and Roadway Network

Currently, the I-83 roadway consists of four 12-foot travel lanes, a varying 6- to 10-foot right shoulder, and a 4- to 20-foot variable-width median that includes a 2-foot concrete median barrier. Weave lanes exist between Exits 18 and 19 and southbound I-83 at Exit 21. According to PennDOT and the American Association of State Highway Transportation Officials (AASHTO) Geometric Design criteria, there are segments of I-83 with substandard median widths, shoulder widths, and vertical grade. The existing median width varies from 4 to 20 feet with a 2-foot concrete median barrier (see Photo 2-1) whereas the median should be anywhere from 10 to 26 feet including the 2-foot concrete barrier.

Photo 2-1: *I-83 near Exit 21 (U.S. Route 30) showing narrow median and substandard deceleration lanes*

Eleven (11) of the 17 interchange ramps have below-standard geometric configurations, and 16 ramps do not provide sufficient acceleration and deceleration lengths. Because I-83 was originally constructed in 1957 and 1958, pavement conditions are below standard and deteriorating, even with past rehabilitation efforts. The bridge structures in the corridor are in fair or good condition; however, most show signs of erosion, cracking, and spalling of concrete. Four structures have geometric deficiencies in bridge width or vertical clearance. I-83 crosses two railways within the project area, and both crossings do not meet the recommended vertical clearance of 23 feet.

Crash data from a five-year period (2013-2017) showed that crash rates on I-83 are higher than the statewide average for urban interstates with full-access control. Crashes occur more often at interchange ramps, especially those with successive entrance and exit ramps creating short weave lanes (see Figure 2-1). All weave lanes show a higher number of crashes compared to merge and diverge areas.

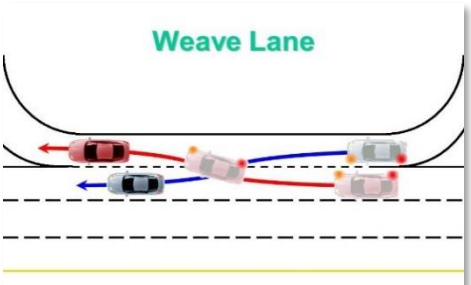

Figure 2-1: *Illustration of weave lanes*

The Average Annual Daily Traffic (AADT) for the I-83 project area is just over 51,000 vehicles, 12% of which are trucks. The posted speed limit is 55 miles per hour (mph) and increases to 65 mph north of Exit 22. Six segments of I-83 in the project corridor operate poorly during the A.M. peak periods, and seven segments operate poorly during the P.M. peak periods. I-83 also experiences queuing at interchanges during the A.M. and P.M. peak periods that frequently backup onto the interstate (see Photo 2-2).

Photo 2-2: *I-83 near Exit 19 (Market Street, S.R. 0462) showing excessive queuing backing up onto the highway*

Exits 19 and 21 lack full connectivity to major interchanging roadways. Southbound I-83 is indirectly connected to Market Street (S.R. 0462) eastbound and westbound at Exit 19. In addition, I-83 northbound at Exit 19 lacks a direct connection to U.S. Route 30 eastbound, a major movement. There is no connection to westbound U.S. Route 30 from southbound I-83 at Exit 21. There is also no connection from eastbound U.S. Route 30 to northbound I-83.

Additional information related to traffic data and analysis can be found in the Alternatives Analysis Report located in the technical files.

2.2 Purpose and Needs

The primary purpose of this project is to reconstruct this section of I-83 to achieve a more functional and modern roadway that meets current design criteria. The secondary purpose of this project is to improve future traffic flow, queuing and safety on I-83, and the interchanges for the 2042 design year.

Design year *is defined as the future year specified and used by planners and engineers to assess the conditions (population, number of vehicles, etc.) which are to be the basis for the design of a proposed improvement. The design year of a transportation facility is typically 20 years after the facility has been opened for use.*

PennDOT identified five project needs:

1. Inadequate roadway and bridge design features
2. Bridges with substandard width and/or height
3. Poor traffic safety on I-83 corridor and the associated interchanges
4. High levels of traffic congestion, resulting in poor levels of service (LOS) and excessive queuing
5. Poor system linkage between I-83 and U.S. Route 30

Details to support the project needs can be found in the Alternatives Analysis Report located in the technical files.

Additionally, two goals were identified for the project:

- Improve or maximize the riparian area and floodway associated with Mill Creek to reduce flooding of I-83 and Market Street (S.R. 0462) and to maintain access on these roadways for emergency personnel. Design criteria dictates that interstate highways cannot be inundated by the 50-year storm event; currently I-83 is overtopped by the 50-year storm event in two locations, which causes the highway to be closed.
- Improve or maximize the 2042 design year LOS for I-83 to LOS D or better.

Level of service (LOS) *is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst.*

3.0 PROJECT DEVELOPMENT

Below is a timeline specific to this portion of I-83 since the initiation of the current I-83 North York Widening Project.

3.1 Timeline

2012-2013

- Scoping field view was conducted to identify project purpose and needs, scope of work, existing roadway conditions and environmental resources
- Preliminary concept-level alternatives analysis was completed based on engineering criteria

2014-2015

- Gathered traffic and engineering data, initiated detailed studies on environmental constraints (streams, wetlands, cultural resources, threatened and endangered species, socioeconomic analysis and potential waste sites)
- Developed concept design options for the mainline and interchanges
- Met with municipal officials

2016-2018

- Developed detailed alternatives based on engineering, traffic, and environmental constraints to develop a Build Alternative that is evaluated in this EA
- Met with municipal officials, the public, property owners, business owners, and other entities
- Met with resource and regulatory agencies numerous times including two Agency Coordination Meetings (one field view, one office meeting)
- Three early action projects were identified and advanced separately from this widening project: North Hills Road (S.R. 2003) widening, North George Street (S.R. 0181) improvements/Exit 22 relocation, and Market Street (S.R. 0462) over Mill Creek bridge replacement

2019

- Preliminary engineering, impact assessment, and mitigation measures developed for the Build Alternative
- EA completed and circulated to the public for review and comment
- Design Field View and EA completion is anticipated in late 2019 following FHWA issuance of a Finding of No Significant Impacts (FONSI) for the Preferred Alternative, which would be carried forward as the Selected Alternative into the final design phase of project development

During the early stage of preliminary design, several early action projects were identified that would provide immediate safety and congestion relief at select problem areas. In order to provide the relief in advance of the I-83 North York Widening project, these projects were advanced as separate, independent NEPA evaluations. The early action projects are minor network improvements that do not include the final build condition of the I-83 North York Widening project nor do they preclude consideration of potential widening alternatives. These projects are:

- North Hills Road (S.R. 2003) Widening – Construction to start fall 2019
- North George Street (S.R. 0181) and Exit 22 Improvements – Currently (2019) in final design, construction anticipated to begin in 2020
- Market Street (S.R. 0462) Bridge Replacement – Currently (2019) in final design, construction anticipated to begin 2021

For the purposes of this EA, the early action projects are included in the I-83 North York Widening project area to provide a comprehensive view of the project area resources and impacts.

Similarly, due to the size and complexity of the five-mile I-83 North York Widening project, the project has been defined in five major construction sections. These sections and the above-mentioned early action projects are depicted in Figure 3-1.

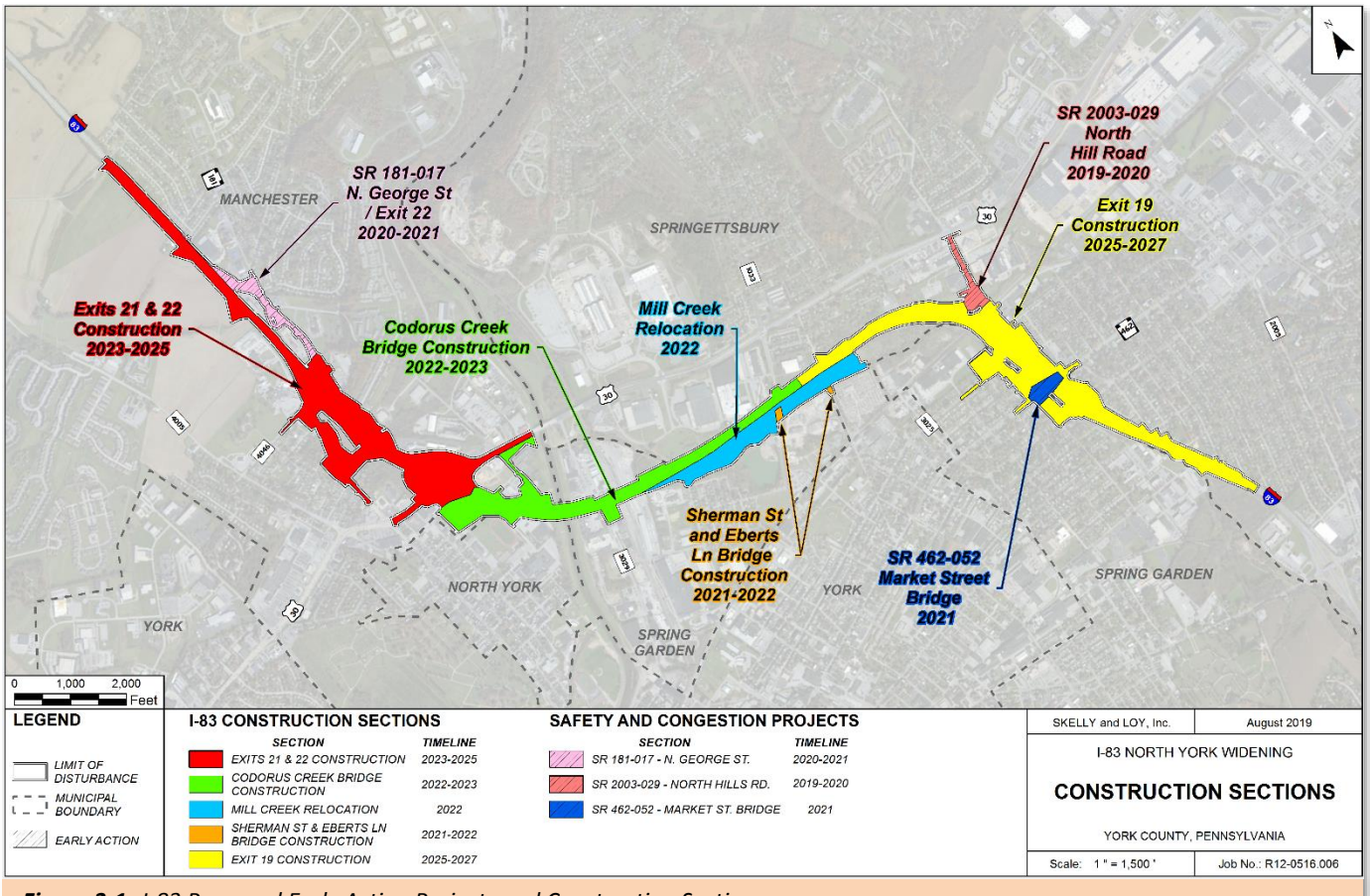

Figure 3-1: *I-83 Proposed Early Action Projects and Construction Sections*

3.2 Environmental Overview

The I-83 North York Widening project area is located within a highly urbanized area surrounding the city of York. The project passes through four different municipalities and a variety of land uses. The project area encompasses the highway from just north of the Exit 18 project to the Locust Lane crossing of I-83. Initially, a project area is developed to identify resources which could potentially be impacted by the project. While large portions of the project area are developed, there are numerous and diverse natural resources, including Codorus Creek, Mill Creek, and their associated Federal Emergency Management Agency (FEMA)-regulated 100-year floodplains. Flooding is a major concern in the project area as the floodplain is considerable; I-83 and Market Street (S.R. 0462) had been recently closed due to flooding. There are several large wetland complexes (two to nine acres in size) associated with Mill Creek that are adjacent to I-83 just north of Exit 19. In total, there are over 50 wetlands and over 30 streams within the project area.

There are multiple resources listed or eligible for the National Register of Historic Places (NRHP) within the project area; these include Elmwood Historic District, Elmwood Mansion, East York Historic District, New York Cloth and Wire Co., Sycamore Hill, and Rutter Farmstead. Archaeological investigations were completed on undisturbed land; although two artifacts were found, they were recorded as isolated finds and no further investigations were determined to be warranted.

Multiple residential communities are adjacent to the highway, with commercial, industrial development and community resources (including local parks) located throughout the area. Potentially hazardous waste sites and agricultural resources have also been identified along the corridor. Environmental Justice (EJ; low-income and/or minority) populations have been identified in some communities within the project area.

Photo 3-1: *S.R. 0462 Market Street and Bike Route S*

Two state-designated bike routes exist within the project area on the major roadways within the interchange areas: PA Bike Route S along Market Street (S.R. 0462) [see Photo 3-1] at Exit 19 and PA Bike Route J along North George Street (S.R. 0181) at Exit 22. The Northern Extension of the Heritage Rail Trail, completed in the spring of 2019 along the west bank of the Codorus Creek, passes under I-83 in the project area. Pedestrian facilities exist at Exit 19 along Market Street (S.R. 0462), and pedestrian signals are present at the interchange ramps; however, there is only one facility provided for pedestrians to cross north/south located at the intersection of Belmont Street and Market Street (S.R. 0462). Rabbit Transit uses I-83 and Exits 19 and 22 with multiple routes and stops along Market Street (S.R. 0462) and North George Street (S.R. 0181). Aboveground and underground utilities are present throughout the project area including sanitary sewer, water, gas, petroleum, telephone, cable, and electric.

3.3 Alternative Development

The alternative development process considered the project purpose and needs along with appropriate engineering design criteria. The ability to avoid and minimize impacts to sensitive environmental features (including natural, cultural, and socioeconomic resources) were also continuously assessed.

The design team used an iterative approach to develop detailed alternatives from concept layouts. The alternatives included online widening of the highway with interchange modifications, all within the same basic footprint. The team developed over 15 concepts and refined or dismissed them based on general feasibility, constructability, and effectiveness in meeting the project needs. The initial analysis narrowed the concepts to six alternatives, as documented in the project's Draft Alternatives Analysis Report (June 2016). Based on feedback from the local planning partner and MPO, York County Planning Commission (YCPC), two additional interchange alternatives were developed and included in the Final Alternatives Analysis Report (March 2017).

PennDOT, in consultation with FHWA, developed and evaluated the alternatives including the No Build Alternative (a baseline alternative that supposes no improvements beyond basic maintenance would occur in the project area), Transportation Systems Management (TSM), and a range of Build Alternatives. Based on three governing factors (design criteria, traffic operation, and temporary traffic control), the proposed mainline roadway cross section was determined to be a six-lane section; three travel lanes in each direction (see Figure 3-2).

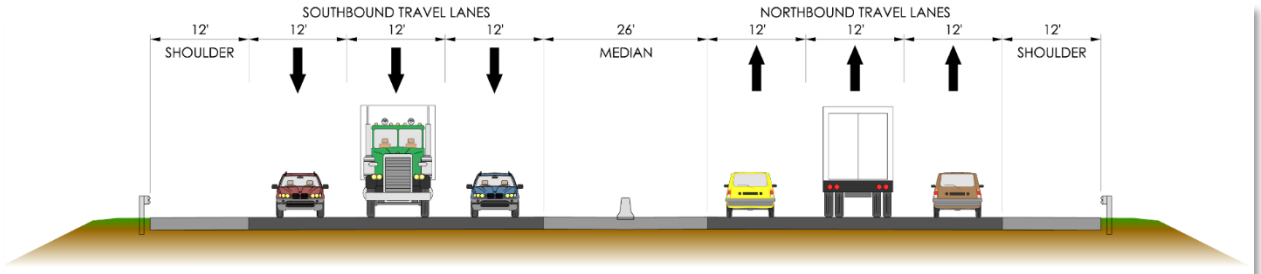

Figure 3-2: *Proposed Typical Section for I-83 Mainline Improvements*

Several alternative designs were studied in detail at each interchange. The alternatives were assessed to determine whether or not they would meet the project's purpose and needs. The alternatives that met the purpose and needs were further screened based on an assessment of traffic performance and preliminary assessment of environmental impacts. Based on these assessments, the alternative that best met the purpose, addressed the needs, and had generally fewer environmental impacts became the Build Alternative. For more details on alternatives considered, traffic performance and environmental impacts, please review the Alternatives Analysis Report and Recommended Preferred Alternative Memo in the technical files.

As a basis for evaluating the Build Alternative, the design team considered the following factors:

- Traffic operations and safety
- Environmental and socioeconomic impacts
- Public and agency feedback

Therefore, the alternative studied in the EA includes the Build Alternative (see Figure 3-3) and the No Build Alternative, for comparison purposes. The No Build Alternative is the "no action" alternative, which would mean that no improvements were completed.

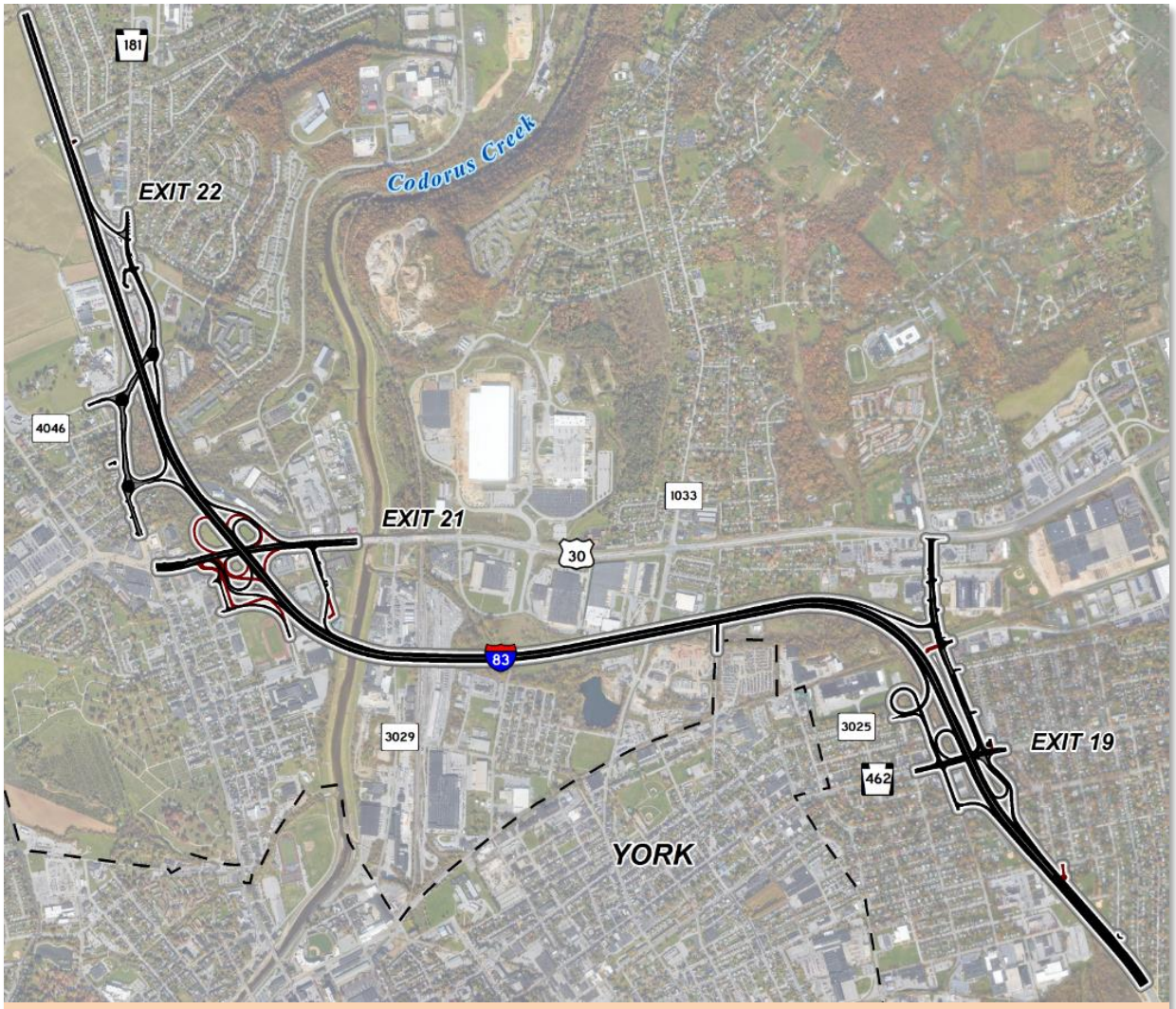

Figure 3-3: *I-83 North York Widening Build Alternative*

Additionally, a component of transportation design is stormwater management. Due to the constrained project area, a three-tiered approach to stormwater management was developed and includes on-site stormwater components where possible; on-site systems treating adjacent water; and off-site systems treating similar pollutants, but in the same watershed. Additionally, green infrastructure would be considered and incorporated where possible. More information on the proposed stormwater approach can be found in the Public and Agency Coordination technical file.

Build Alternative Refinements

Since the approval of the Alternatives Analysis Report and Recommended Preferred Alternative Technical Memo in 2017, several refinements have been incorporated into the Build Alternative.

Two I-83 northbound on-ramp options were investigated at Exit 19. Option 1 (see Figure 3-4) provided a ramp north of Industrial Highway, and Option 2 (see Figure 3-5) provided an overpass of North Hills Road (S.R. 2003) farther south. Both options were shown at the public meeting in March 2018. Option 1 was advanced and is included as part of the Build Alternative in this EA.

Reasons Option 1 was advanced include:

- ➞ It provided a more favorable alignment for entering I-83 and could be used by traffic coming from either direction on North Hills Road (S.R. 2003).
- ➞ A further refinement of this option proposed reconstruction of the existing on-ramp for westbound Market Street (S.R. 0462) traffic destined to I-83 northbound. This design improved the traffic signal operation by reducing congestion at the Market Street (S.R. 0462) and North Hills Road (S.R. 2003) intersection.

Figure 3-4: *Option 1 at Exit 19*

Figure 3-5: *Option 2 at Exit 19*

Additionally, at Exit 19, further consideration was given to the southbound off-ramp and the use of East Philadelphia Street. Comments were received at the public meeting related to truck traffic speeds; therefore, consideration was given to traffic calming in the form of a one-way street (see Figure 3-6). However, this refinement was shown at the February 2019 neighborhood meeting and was met with opposition from numerous neighborhood residents. The one-way street would require trucks to use other neighborhood streets and alleyways to exit the industrial area north of the neighborhood. A meeting was then held with Spring Garden Township and YCPC to discuss the options. The option in this EA, and being advanced in the Build Alternative, includes a dual lane loop ramp that provides an option lane allowing access to East Philadelphia Street (see Figure 3-7). The two lanes then continue around the loop and under the ramp to the intersection of Market Street (S.R. 0462). Wayne Avenue and two alleyways that access Belmont Street would be closed with this option to avoid turning conflicts. East Philadelphia Street would maintain a two-way configuration, allowing vehicles traveling east to access Belmont Street south to the Market Street (S.R. 0462) intersection, as they do today.

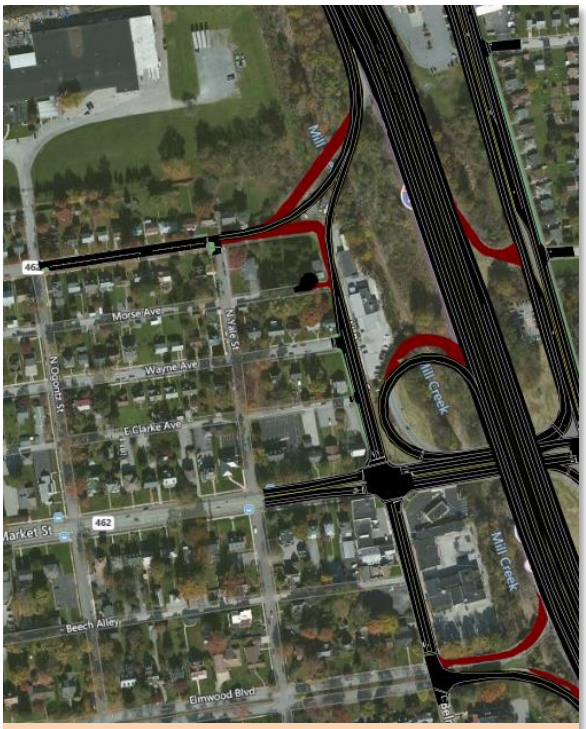

Figure 3-6: *Belmont Street split ramp*

Figure 3-7: *Belmont Street loop ramp*

The Exit 21 on- and off-ramps in the southwest quadrant of I-83 and U.S. Route 30 have been upgraded to modern design standards as part of the Build Alternative. The proposed improvement would increase the footprint of those ramps, thereby impacting side streets in North York Borough and Manchester Township. Queen Street and Columbia Avenue were impacted and shown at the February 2019 Neighborhood Meeting as being closed (red hatch on Figure 3-8). This caused concern with local businesses and the Borough. A meeting with local businesses and North York Borough was held in April 2019 to discuss their concerns. The workshop attendees provided several options for investigation. A meeting was held in June 2019 with the Borough to follow up on the proposed options and their viability. The design team presented two options at the Borough Council meeting on June 11, 2019, and the Borough approved the option being advanced as part of the Build Alternative shown in this EA. This option addresses a majority of the concerns raised (see Figure 3-9) and includes a Queen Street connection exiting from U.S. Route 30, reconnection of 11th and 10th Avenues, and shifting of Columbia Avenue. Edris Oil would remain in business with the addition of a retaining wall along I-83 (the business was previously anticipated to be a displacement). A mitigation commitment has been added to continue to refine this alternative during final design.

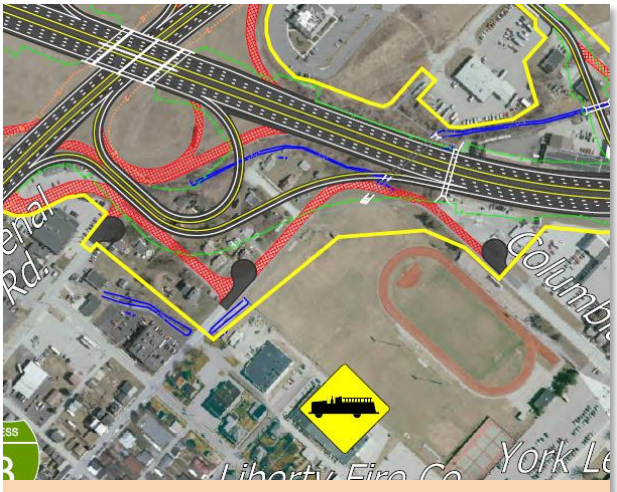

Figure 3-8: *Columbia Avenue removal shown at neighborhood meeting in 2019*

Figure 3-9: *Refined Columbia Avenue connection*

The proposed Exit 22 on- and off-ramps to be located on North George Street (S.R. 0181) was shown at the Public Meeting in March 2018 (see Figure 3-10). The position of the roundabout and ramp has since been shifted south to allow for better sight distance, improved geometry/ connection to I-83, and avoidance of additional stream and historic resource impacts (see Figure 3-11).

For additional information on the alternative analysis, please review the Final Alternatives Analysis Report (March 2017) and Recommended Preferred Alternative Technical Memo (November 2017), located in the technical files. More detailed mapping of the engineering and environmental resources is included in Appendix A.

Figure 3-10: *Exit 22 on-/off-ramp shown at the public meeting in March 2018*

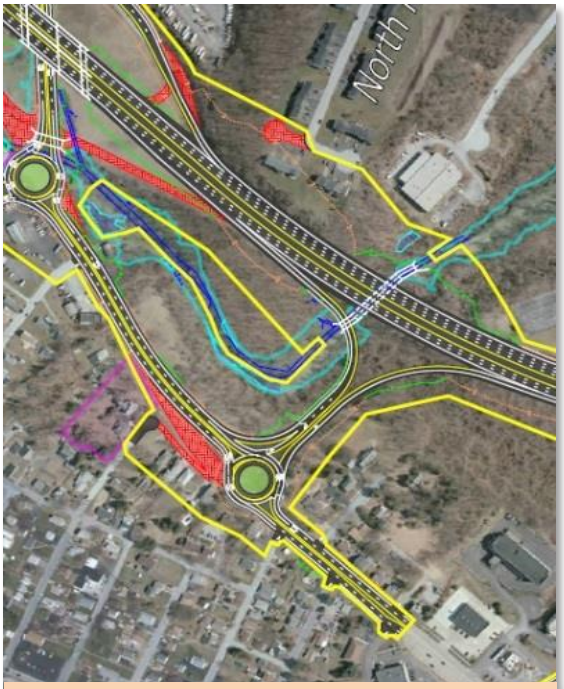

Figure 3-11: *Exit 22 on-/off-ramp shown at the neighborhood meeting in February 2019*

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4.0 ENVIRONMENTAL CONSEQUENCES

Natural Resources

- Streams
- Wetlands
- Floodplains
- Threatened and Endangered Species
- Geology and Groundwater
- Agricultural Resources
- Vegetation

Cultural Resources

- Historic Structures
- Archaeological Resources

Social and Economic Resources

- Community Impact Assessment
- Recreational Resources
- Environmental Justice and Title VI
- Displacements and Tax Base
- Air Quality and Noise
- Hazardous Waste

- Indirect and Cumulative Effects
- Section 4(f) Resources

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Environmental Consequences

This section provides a summary of each resource evaluated in the project area; the impact to the resource by the Build Alternative and No Build Alternative; and the avoidance, minimization and, if necessary, the mitigation measures proposed.

An impact boundary referred to as the Limit of Disturbance (LOD) was developed to calculate impacts. The LOD encompasses the following:

- highway and roadway cut and fill limits, retaining walls, and noise barriers;
- proposed sideroad and ramp additions and removals;
- proposed permanent required right-of-way and proposed temporary construction access;
- portions of proposed on-site wetland, watercourse, and stormwater mitigation; and
- potential residential and commercial building displacements.

The following resources are not present in the project area; therefore, no further discussion of these resources is provided:

- coastal zones,
- wild and scenic rivers,
- national natural landmarks,
- wildlife sanctuaries,
- state or federal forest/park lands,
- unique geological features, and
- National Historic Landmarks.

This section is broken into three categories: natural resources, cultural resources, and social and economic resources.

4.1 Natural Resources

Natural resources located within the project area include: streams, wetlands, floodplains, threatened and endangered species, geology and groundwater, agricultural resources and vegetation.

4.1.1 Streams

Identification

Streams
35 Streams
15,000 linear feet of Impacts
On-site mitigation

Wetlands and watercourses were identified, delineated (defined), and mapped within the Wetland Identification and Delineation Report (2017) in accordance with Pennsylvania Title 25, Chapter 105 and Section 404 of the Federal Clean Water Act (33 Code of Federal Regulations [CFR] Part 320-330). This investigation identified 35 streams within the project area within the Codorus Creek Watershed (see Figure 4-1). Mill Creek, which confluences with Codorus Creek just outside the project area, abuts I-83 for approximately two miles. More details on each channel delineated in the project area can be found in the Wetland and Watercourse Identification and Delineation Report and the Chapter 105 Comprehensive Environmental Assessment in the technical files. More detailed mapping showing streams is included in Appendix A.

Codorus Creek

- Flows south to north in the project area
- Is a Warm Water Fishery (WWF)
- Is not a stream section having verified trout production (i.e., wild trout stream)
- Is an Approved Trout Water (for trout stocking), although not stocked in this section
- Is considered navigable by the U.S. Coast Guard (USCG) and is recreationally navigable
- Is part of a U.S. ACE Flood Risk Management facility in this area, within a levee system
- Is listed as a Section 9/10 navigable water by the U.S. ACE and U.S. CG
- Has a detailed FEMA floodplain
- Is part of the Codorus Creek Beautification Plan and U.S. ACE Flood Risk Management Project

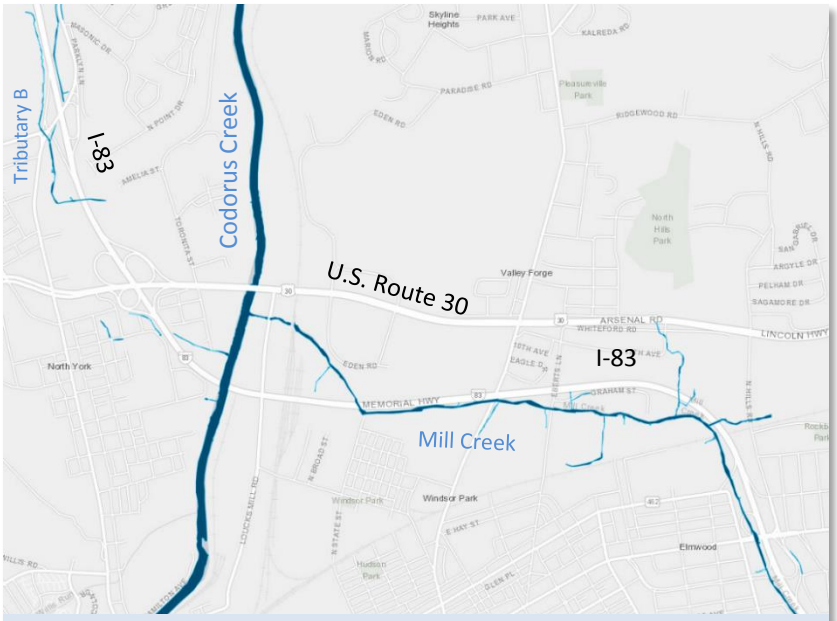


Figure 4-1: *Overview of streams in the project area*

Unnamed Tributaries to Codorus Creek

- Are numerous, with 13 total located in the northern section of the project area
- Include Tributary B, which has a detailed FEMA floodplain adjacent to Exit 22

Mill Creek

- Flows along I-83 for two miles in the project area

- Is a WWF
- Is not a stream section having verified trout production (i.e., wild trout stream); however, upstream reaches of Mill Creek potentially support the natural reproduction of trout (Pennsylvania Fish and Boat Commission [PFBC], 2014)
- Is not an Approved Trout Water
- Has a detailed FEMA floodplain and is known to overtop I-83 and major arterial roads such as Market Street (S.R. 0462)

Unnamed Tributaries to Mill Creek

- Are numerous, with 20 total located in the central and southern sections of the project area

Impacts

Within the Build Alternative's LOD, there are 15,000 linear feet of stream that include 30 streams. Project-related impacts are associated with existing stream crossing extensions (bridges and pipes), new stream crossings, and the relocation of Mill Creek along I-83 near Ebert's Lane and Sherman Street.

A portion of Mill Creek is proposed to be relocated away from I-83 to reduce flooding on the highway, which is one of the goals of the project. This stream relocation area is depicted in Figure 4-2 (solid blue–existing Mill Creek; dashed yellow line – proposed relocation). The relocation would account for 3,700 linear feet of impact, would be self-mitigating by providing habitat uplift, and would provide a public safety enhancement by removing the 50-year flood event from I-83 in this area. This relocation would require a modification to the existing Sherman Street bridge over I-83 to create another span (to move Mill Creek away from the highway) and the replacement of the Ebert's Lane bridge.

Coordination with the U.S. ACE related to the flood-control project levee system has provided insight on how to address concerns related to the reconstructed I-83 bridge crossing of Codorus Creek. A Section 408 approval would be necessary. The levee system would not be permanently impacted; however; temporary access may be necessary over the levee structures during construction. Similarly, early coordination with the U.S. CG related to Section 9 navigability (interstate and foreign commerce) has determined that the I-83 bridge is exempt from a U.S. CG bridge permit since this bridge crosses non-tidal

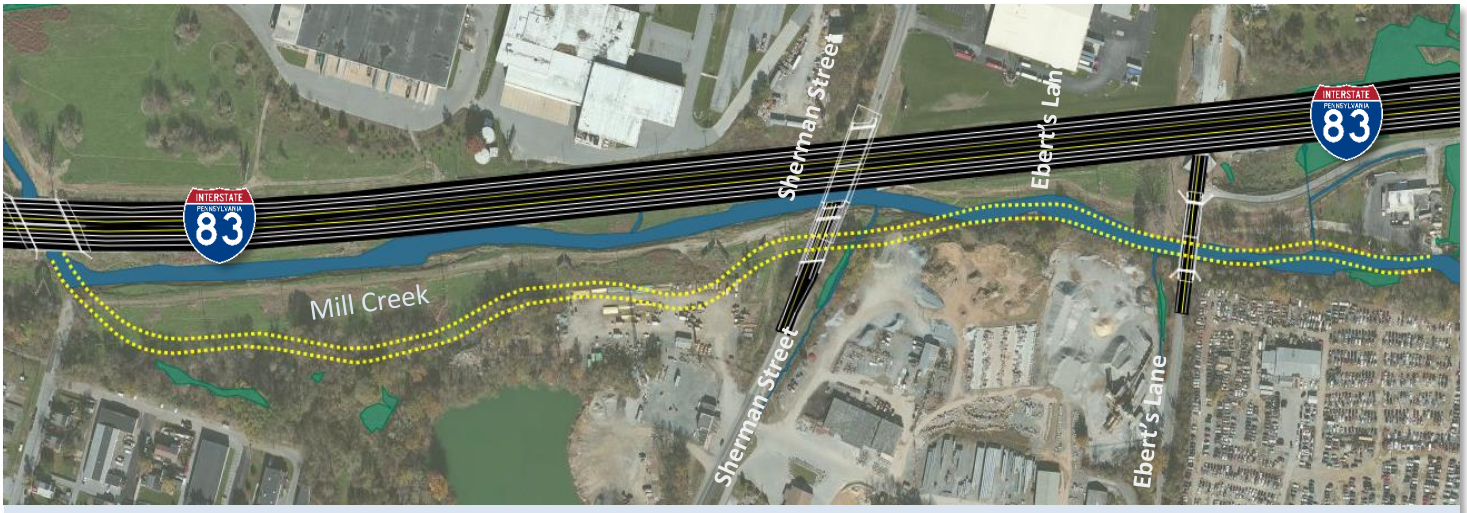


Figure 4-2: *Proposed relocation of Mill Creek between Ebert's Lane and the I-83 crossing*

waters. Conversely, this section of Codorus Creek is considered recreationally navigable and would require an Aids to Navigation Plan (ATON) coordinated through the PFBC to ensure boater safety through the project area during construction.

Direct permanent impacts and temporary impacts to streams would be further refined during final design where avoidance and minimization would be investigated further and mitigation commitments would be defined for inclusion in the 404/105 permit. It is anticipated that not all of the 15,000 linear feet of stream within the LOD would be impacted or require mitigation. Therefore, the impacts would be refined as the design, construction staging, and construction access are better defined.

The No Build Alternative would have no impacts on streams; however, this alternative would not address flooding on I-83. Also, Mill Creek would not be rehabilitated or restored as proposed with the Build Alternative.

Detailed project mapping illustrating the location and extent of stream impacts is included in Appendix A.

Mitigation

Unavoidable permanent impacts to streams would be mitigated by restoring and enhancing the reach of Mill Creek from the area near Victory Fire Company south of Exit 19 to the confluence with Codorus Creek. The Mill Creek relocation area (see Figure 4-2) would also include floodplain reconnection and vegetative cover that would seek to provide riparian uplift. This on-site mitigation strategy, as proposed in an August 2019 agency meeting, would be advanced to offset permanent impacts. Should on-site mitigation options not fully compensate for the impacts, off-site mitigation locations would be considered during final design. Mitigation details would be provided in the permit applications for each construction section and advanced with approval of the permitting agencies. Compensatory mitigation would be completed in accordance with Section 404 of the Clean Water Act and Pennsylvania Title 25, Chapter 105. Temporary impacts to streams would be restored and monitored in accordance with Section 404 or Chapter 105 permit conditions.

Further coordination with the PFBC (ATON) and continued coordination with the U.S. CG (Section 9 update letter every five years) and the U.S. ACE (Section 408) along with the Section 404/Chapter 105 permitting agencies (U.S. ACE and PA DEP) would be necessary in final design.

4.1.2 Wetlands

Identification

Wetlands
51 wetlands
6 acres of impact
On-site mitigation

Wetlands and watercourses were identified, delineated (defined), and mapped within the Wetland and Watercourse Identification and Delineation Report (2017) in accordance with Pennsylvania Title 25, Chapter 105 and Section 404 of the Federal Clean Water Act (33 CFR Part 320-330).

The field study was initiated in 2014 with a final report submitted to the permitting agencies in 2017 and updated 2019. Wetland habitats located within the I-83 North York Widening project area (see Figure 4-3) were identified and delineated using both off-site and on-site investigations. The off-site study method involved the review of existing secondary source information, such as aerial and soil mapping. On-site field investigations were conducted using the Routine Wetland Delineation Method described in the U.S. ACE Wetland Delineation Manual, Technical Report Y-87-1 (1987), and U.S. ACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (2012). This process verifies or identifies a wetland area based on the vegetation (plants), soil, and hydrology (water).

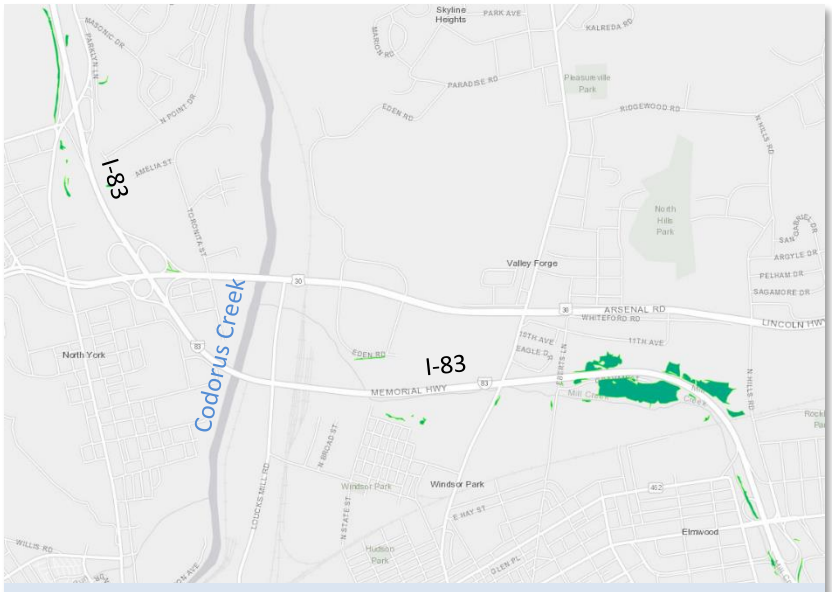


Figure 4-3: *Overview of wetlands in the project area*

This investigation identified 51 wetlands totaling approximately 20 acres within the project area. There are several large wetland complexes (two to nine acres in size) associated with Mill Creek that are adjacent to I-83 just north of Exit 19.

In addition to defining the wetland boundary, these studies identified the type of wetland present using the Cowardin System of Wetland Classification. All of the wetlands present within the project area were identified as palustrine. Palustrine means they are non-tidal freshwater wetlands that are dominated by trees, shrubs, and other plants; are less than 20 acres in size; and have a maximum water depth of 6.6 feet. From there, these wetlands were further characterized into the following classifications:

- Palustrine Emergent (PEM) – Characterized by herbaceous and glasslike plants
- Palustrine Scrub-Shrub (PSS) – Dominated by woody vegetation less than 20 feet tall
- Palustrine Forested (PFO) – Dominated by woody vegetation 20 feet or taller

Wetlands were further defined based on their landscape position for the functional assessment.

Photo 4-1: *Wetland 10 (PFO) vernal pool*

Photo 4-2: *Wetland 9 (PEM) roadside drainage depression*

Floodplain Bench – These wetlands are primarily located directly alongside Mill Creek.

Elevated Floodplain – These wetlands are located within the 100-year floodplain of Mill Creek.

Tributary Floodplain – These wetlands occur along the banks of several unnamed tributaries to Codorus Creek and Mill Creek and are influenced by seasonally high groundwater conditions.

Groundwater Seep – These wetlands maintain a strong groundwater contribution.

Vernal Pool – These isolated wetlands are typically only seasonally inundated during the spring and typically dry out during the growing season (see Photo 4-1).

Isolated Pocket – These wetlands are small pockets that have developed due to disturbance along the landscape.

Roadside Drainage Depression – These wetlands are located adjacent to an existing roadway or concentration of impervious surface. They collect surface water runoff and act as drainage features for the roadway (see Photo 4-2).

Man-Made Retention – These wetlands are man-made stormwater basins that may have groundwater influences and may or may not be connected to downstream waters.

Impacts

The Build Alternative's LOD encompasses 31 wetlands which total approximately six acres of impact as shown in Table 4-1. The majority of wetland impacts are associated with the large wetland complex located just north of Exit 19. Wetlands are located directly adjacent to I-83 where impacts would be unavoidable. Direct permanent impacts and temporary impacts (once better defined) to wetlands would be further refined during final design where avoidance and minimization would be investigated further and mitigation commitments defined for inclusion in the 404/105 permit. At this time, all impacts shown in the EA are assumed to be permanent.

Table 4-1: Wetland Impacts by Classification and Functional Group

Classification	PEM	PEM/ PSS	PSS	PFO	PFO/ PEM	PFO/ PSS	PFO/ PSS/ PEM	Total
Floodplain Bench	0.50 ac.	-	-	-	-	0.08 ac.	-	0.58 ac.
Elevated Floodplain	2.81 ac.	0.16 ac.	-	0.37 ac.	0.68 ac.	-	0.53 ac.	4.55 ac.
Tributary Floodplain	0.37 ac.	0.10 ac.	-	-		-	-	0.47 ac.
Groundwater Seep	0.01 ac.	-	-	-	-	-	-	0.01 ac.
Vernal Pool	-		-	0.01 ac.	-	-	-	0.01 ac.
Isolated Pocket	-	0.08 ac.	-	-	-	-	-	0.08 ac.
Roadside Drainage Depression	0.28 ac.	0.06 ac.	-	-	-	-	-	0.34 ac.
Man-Made Retention	-	0.06 ac.	-	-	-	-	-	0.06 ac.
Total	3.97 ac.	0.46 ac.	-	0.38 ac.	0.68 ac.	0.08 ac.	0.53 ac.	6.10 ac.

The No Build Alternative would have no impacts on wetlands. Additionally, there would be no improvement to existing wetlands or water quality with the No Build Alternative.

Detailed project mapping illustrating the location and extent of wetland impacts is included in Appendix A.

Mitigation

Unavoidable permanent impacts to wetlands would be mitigated in the general project vicinity. A mitigation plan for the Build Alternative would be developed to offset the direct impacts to Waters of the U.S./Commonwealth (which includes wetlands). On-site mitigation, restoration, and habitat enhancement would be pursued. The primary functional value of most of the impacted wetlands is water quality support and flood attenuation to Mill Creek and Codorus Creek. This on-site mitigation strategy, while logistically challenging, is intended to compensate for this loss. Remnant upland parcels of low habitat value adjacent to Mill and Codorus Creeks would be evaluated as potential wetland mitigation areas and likely become part of the permanent right-of-way for I-83. To the extent possible, PennDOT would attempt to construct the replacement wetlands in advance of the impacts using a specialty contractor. Temporary impacts to wetlands would be restored on-site and monitored in accordance with 404/105 permit conditions. Compensatory mitigation would be completed in accordance with Section 404 of the Clean Water Act and Pennsylvania Title 25, Chapter 105.

4.1.3 Floodplains

Identification

Floodplains

Detailed FEMA Floodplain

Flooding of I-83

No increase in 100-year floodplain

Codorus Creek, Mill Creek, and Tributary B to Codorus Creek have detailed FEMA floodways and floodplains in the project area. Along most of the project area, the I-83 roadway is adjacent to the Mill Creek floodway, and ten existing structures cross over Mill Creek. The Codorus Creek floodway and floodplain are contained within the U.S. ACE Flood-Control Levees. Near the northern limits of the project area, Tributary B to Codorus Creek parallels I-83 and passes under North George Street (S.R. 0181) and I-83 before making confluence (flowing together) with Codorus Creek (see Figure 4-4).

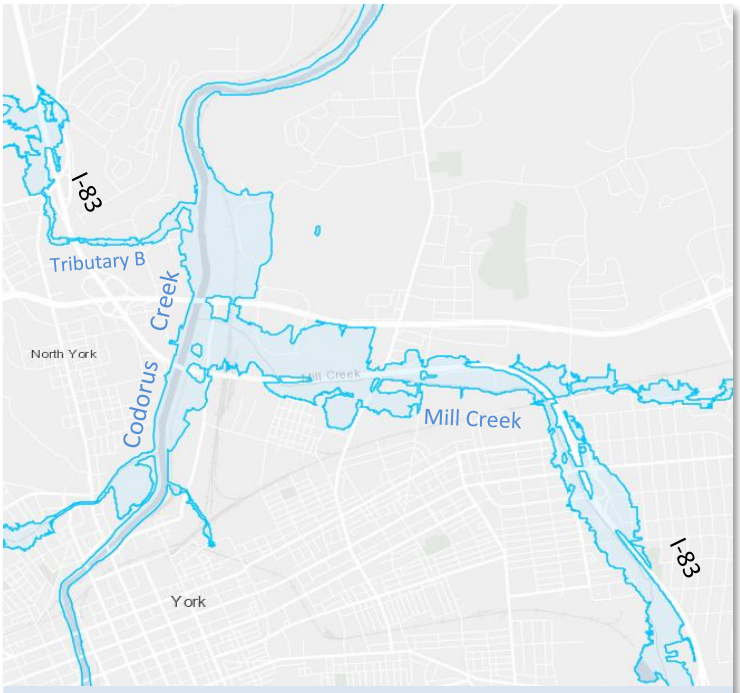


Figure 4-4: *100-year floodplain in the project area*

The floodways and floodplains were identified within the project area using published FEMA maps. Published Flood Insurance Rate Maps (FIRM) and a Flood Insurance Study (FIS) contain the results of FEMA's detailed studies performed on Codorus Creek, Mill Creek, and Tributary B to Codorus Creek to establish 100-year flood elevations. According to federal regulations, when fill encroaches on a FEMA-delineated floodway, there is no allowable increase in the 100-year flood profile between existing and proposed conditions.

In accordance with 23 CFR Part 650, Subpart A, Section 650.117, hydrologic and hydraulic data and design computations have been performed to determine the magnitude and water surface elevations for the 50-year design flood and 100-year base flood. Peak flows were computed using the hydrologic methods and models described in PennDOT Design Manual 2, Section 10.6.C and compared with the FEMA published flows. The hydraulic analyses for all encroachments within the project area were performed using the U.S. ACE Hydrologic Engineering Center - River Analysis System (HEC-RAS) program.

Impacts

The Build Alternative was evaluated for impacts to the existing floodplain and flood elevations. The Build Alternative consists of encroachments that parallel or cross over streams and floodplains, such as roadway embankment and bridge abutments and piers. The existing interstate and interchanges are located within or adjacent to the existing floodplain; therefore, fill in the floodplain cannot be avoided. The floodplain encroachments associated with the Build Alternative were further minimized during preliminary design to avoid increases to the 100-year base flood.

In accordance with 23 CFR Part 650, Subpart A, Section 650.115.a.2, the 50-year event is the design flood for interstate highways. Therefore, it is a goal of the Build Alternative to eliminate the two areas where the 50-year flood overtops existing I-83. South of Exit 19, the I-83 profile would be raised to eliminate overtopping. The central portion of the corridor that overtops between Sherman Street and Ebert's Lane would be addressed by relocating Mill Creek away from I-83 and replacing the I-83, Sherman Street, and Ebert's Lane bridges over Mill Creek. Additional design refinements would be considered to meet the goal of reducing or eliminating the 50-year design flood from overtopping I-83.

The Mill Creek relocation would realign approximately 3,700 feet of the existing Mill Creek channel, which closely parallels the I-83 southbound embankment, between Ebert's Lane and the I-83 crossing. Additional floodplain area would be provided through the removal of Graham Street and grading in the overbank areas. The existing bridges over Mill Creek at I-83, Sherman Street, and Ebert's Lane would be replaced to significantly improve conveyance and reduce flood elevations.

Preliminary hydraulic evaluations indicate that none of the proposed widening or proposed crossings would constitute a significant encroachment on the 100-year floodplain in accordance with 23 CFR Part 650, Subpart A, Section 650.105, 23 CFR Part 771 and Executive Order 11988. The Build Alternative would improve the evacuation potential for the surrounding communities by reducing flooding frequency of the Interstate. The project would not have a significant adverse impact on the natural resources and functions of floodplains; rather, the Mill Creek relocation would restore natural floodplain values, such as sediment transport, dissipation of flood energy, vegetation, and wildlife habitat. Development inconsistent with local floodplain regulations is not anticipated within the project area.

The No Build Alternative would have no encroachment on regulatory floodways or floodplains. The No Build Alternative would not increase flooding risk, would have no impact on natural and beneficial floodplain values, and would not promote incompatible floodplain development. However, Mill Creek would overtop and inundate the existing I-83 during the 50-year design flood in two locations: 1) south of Exit 19 and 2) within the central portion of the corridor between Sherman Street and Ebert's Lane. Additionally, the No Build Alternative would not account for extreme weather events, which may lead to an increase in frequency and duration of flooding of I-83. Increased flooding conditions can disrupt traffic, damage structures, and reduce service life.

Detailed project mapping illustrating the location and extent of floodplain impacts is included in Appendix A.

Mitigation

Prior to construction of the Build Alternative, all necessary state and federal water obstruction and encroachment permits would be secured by PennDOT. Any proposed fill within the floodplains would comply with FEMA regulations, and PennDOT would coordinate with the municipalities regarding consistency with floodplain regulations.

Detailed hydrologic and hydraulic analyses would be performed during final design for floodplain encroachments associated with the selected alternative. These studies are required to demonstrate that these facilities are properly sized for the design flood and analyzed to minimize impacts to the base flood, in accordance with 23 CFR Part 650.115 and 650.117.

The Build Alternative would not increase the potential for flood damage in the area; therefore, mitigation for floodplain impacts is not anticipated for this project. If during final design an increase in water surface elevation would be determined, that cannot be incorporated into the existing scope of work, a Conditional Letter of Map Revision (CLOMR) would be submitted for FEMA compliance. PennDOT would coordinate with the municipalities as part of this submission.

4.1.4 Threatened and Endangered Species

Identification

Threatened and endangered species are protected by several state regulations including Pennsylvania Fish and Boat Code, Game and Wildlife Code, Wild Resource Conservation Act and Conservation of Pennsylvania Native Wild Plants. Similarly, the overarching federal law that protects endangered species is the Endangered Species Act of 1973. The Pennsylvania Department of Conservation and Natural Resources' (DCNR) Pennsylvania Natural Diversity Index (PNDI) database was accessed to determine if the project area supported threatened or endangered species or their habitats. PNDI acts as a coordination effort with the DCNR (Bureau of Forestry), Pennsylvania Game Commission (PGC), PFBC, and U.S. Fish and Wildlife Service (USFWS).

- *PNDI Coordination* – PNDI search (PNDI-625757) was conducted on January 28, 2019, and the reviewing agencies found potential impacts under the jurisdiction of the PFBC (species of concern) and PGC (state endangered great egret [*Ardea alba*], black-crowned night heron [*Nycticorax nycticorax*], and yellow-crowned night heron [*Nyctanassa violacea*]).
- *Bog Turtle* – York County is within the known range of the bog turtle (*Glyptemys muhlenbergii*), a federal threatened and state endangered species. A Bog Turtle Habitat Assessment and Presence/Absence Survey (combined Phase I and II) was completed in 2015 and 2016.
- *Bald Eagle* – A known bald eagle (*Haliaeetus leucocephalus*) nest is located along Codorus Creek north and east of U.S. Route 30. The bald eagle was chosen as a national emblem of the United States by the Continental Congress of 1782 and has legal protection by the Bald and Golden Eagle Protection Act of 1940.

Impacts

The Build Alternative would have the following impacts:

- *PNDI Coordination* – Coordination with the PGC was completed on February 22, 2019. The PGC determined that the project would have no impact to the egret or heron. Coordination with the PFBC related to the PNDI conflict was completed on March 25, 2019. PFBC determined that the project would have no adverse impact to the species of special concern.
- *Bog Turtle* – A Bog Turtle Habitat Assessment and Presence/Absence Survey (combined Phase I and II) determined the project is likely to not affect bog turtles due to their absence during the survey. Coordination with the U.S. FWS was completed on November 17, 2017 (updated July 22, 2019), and the agency determined that the construction of this project would not affect the bog turtle.
- *Bald Eagle* – The project activities are at the edge of the bald eagle nest's 660-foot buffer; timing restrictions may be necessary. Coordination with U.S. FWS would continue during final design.

The No Build Alternative would have no impacts on threatened or endangered species.

Mitigation

Bald Eagle – The bald eagle buffer is 660 feet; however, since a similar activity is closer than 660 feet to this nest, that distance shall be maintained (U.S. Route 30 is approximately 300 feet from the nest).

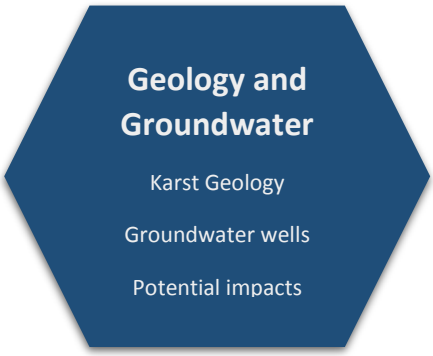
The exact location of the nest and the buffer would be tracked through final design and re-evaluated as necessary. The following mitigation commitments would be carried into final design.

- Maintain a buffer of at least 300 feet between project activities and the bald eagle nest.
- Restrict all clearing, external construction, and landscaping activities within 300 feet of the nest to between August through January (outside the nesting season; nesting season is generally January through July).
- Maintain established landscape buffers that screen the activity from the nest.
- Revisit the nest location and project activities as the design progresses.
- Coordinate with U.S. FWS.

PNDI Coordination and Bog Turtle – The PNDI and agency coordination letters would be updated throughout the project until completion. The PNDI receipt; PGC, PFBC, and U.S. FWS clearance letters; and Phase I/II Bog Turtle Reports are included in the technical files.

4.1.5 Geology and Groundwater

Identification



A review of the soils, geology, and groundwater of the project area is important when determining the viability of different types of engineering options like cut, fill, drainage, bridge foundations, and retaining walls. Soil and geology include the surface and subsurface material of the ground, including bedrock. York County is known for limestone and dolomite rock formations, which tend to be susceptible to sinkholes. Additionally, acid rock drainage can result from certain types of rock formations in Pennsylvania. Review of the mapping identified no potential acid rock drainage-producing formations within the project area. Subsurface investigation, beginning in preliminary design, would help define areas of geologic concern. There are also no outstanding scenic geological features within the project area.

Groundwater is present and 86 water wells were identified within 500 feet of the project area. Based on the DCNR database, these wells are mainly observation, closed-loop, geothermal, or abandoned wells. Two domestic wells were identified in the project area, but it is unlikely that these wells are used for human consumption since the area is provided with public water and sewer. Another concern identified was documented groundwater contamination from either properties that were previously tested and have known groundwater restrictions or properties with potential groundwater impact, though have not been characterized or evaluated (see EA Section 4.3.8 Hazardous Waste for more details).

Impacts

In order to evaluate the subsurface conditions of the Build Alternative, a series of exploration studies would be undertaken, starting in preliminary engineering. The subsurface investigation would help define areas of concern for engineers to consider as they progress bridge and roadway designs. These studies would continue through final design and become more specific to determine bridge structure foundations, slope stability, remediation/management of poor soils for bearing, embankment or roadway subgrade, sinkhole identification/mitigation solutions and potential for acid rock. Should these investigations uncover concerns, the concerns would be addressed accordingly in final design.

Groundwater contamination is present at several locations in the project area. The hazardous waste studies summarize these concerns, determine necessary action, and provide recommendations on how to address these concerns during construction. Pre- and post-construction sampling of groundwater wells (this excludes abandoned and closed-loop geothermal wells) would be determined during final design, based on proximity to any blasting activities and potential for impacts during construction. Extensive blasting is not anticipated. Wells that are directly impacted by the project would be decommissioned in accordance with the well decommissioning procedures outlined in the PA DEP Groundwater Monitoring Guidance Manual.

The No Build Alternative would have no impacts on geology and groundwater.

Mitigation

Mitigation would include the standard procedures for subsurface investigations, groundwater investigations, and well monitoring and abandonment, where necessary.

4.1.6 Agricultural Resources

Identification

Laws that protect agricultural land include Pennsylvania Act 1979-100 and Pennsylvania Act 1981-43, 4 Pa Code Chapter 7, Section 7.301 et seq., Agricultural Land Preservation Policy (ALPP) and the Farmland Protection Policy Act (FPPA) of 1981, as amended in 1994.

Although the majority of the project area is highly urbanized, there is Prime Agricultural Land, as defined by ALPP, in the project area that includes land currently in active agricultural use that falls into one of the five protected categories:

- preserved farmland (conservation easement),
- enrolled in an agricultural security area (ASA),
- preferential tax assessment like clean and green,
- land zoned for agriculture, and/or
- soil capability classes I-IV.

*An **Agricultural Conservation Easement (**ACE) is a deed restriction that landowners voluntarily place on their property to protect productive agricultural land.*

*An **ASA** is a tract of agricultural land that has been officially designated as an agricultural district by the local municipality.*

*The **Clean and Green** program provides preferential tax assessment for land devoted to agricultural use.*

Productive agriculture, associated with the Rutter's Farm, is present to the north and west of I-83 at Exit 22 and includes ASA, parcels enrolled in the clean and green program and soils classes I-IV. The Rutter's Farm is bordered by I-83, Lightner Road, and Susquehanna Trail (see Figure 4-5).

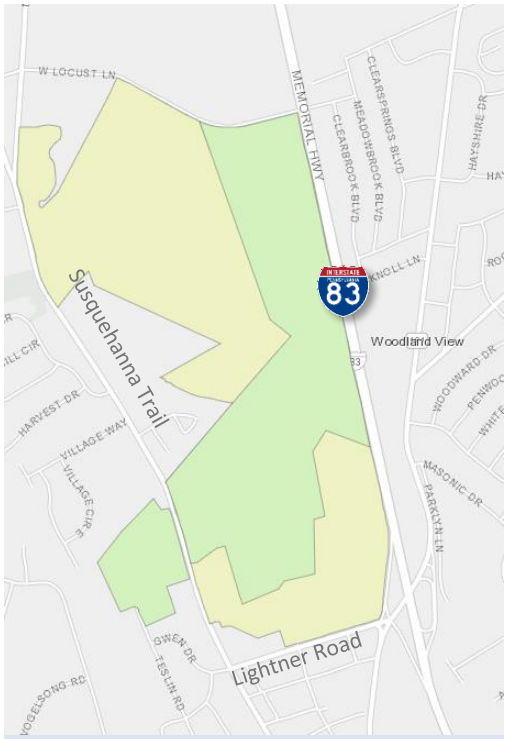


***Figure 4-5:** Productive Agriculture (light green) and ASA (dark green) in the project area*

FPPA Prime Farmland Soils and Statewide Important Soils are soils that possess the best characteristics for crop production. FPPA soils are present in the project area.

Impacts

The Build Alternative would impact ALPP Prime Agricultural Land and FPPA soils, totaling nine acres. Coordination with the U.S. Department of Agriculture determined that FPPA does not apply to this project given that a majority of the project area is urbanized.

Impacts to the 400-acre Rutter's Farm include right-of-way takes along I-83 and Lightner Road, potential easements for access and construction, new traffic patterns associated with the roundabout proposed at North George Street (S.R. 0181) and Lightner Road, and possible stormwater management. Due to the nature of the project (widening of an existing highway) and the location of the agricultural land directly adjacent to the highway, no alternative would meet the project need and completely avoid agricultural

resources. Impacts to Prime Agricultural Land are unavoidable to meet the project needs. Therefore, there is no feasible alternative to the conversion of Prime Agricultural Land under 4 PA Code Chapter 7, and 7.301 et seq. ALPP.

The No Build Alternative would have no impacts on agricultural resources.

Detailed project mapping illustrating the location and extent of agricultural impacts is included in Appendix A.

Mitigation

Mitigation for these impacts would include just compensation for the required right-of-way and easements as well as continued consideration of Rutter's driveway access on Lightner Road in relation to the proposed roundabout.

4.1.7 Vegetation, Invasive Species and Pollinators

Identification

The vegetative communities within the project area are largely managed as turf grass or are disturbed meadows, thickets, and wood lots located along stream corridors. As such, detailed evaluation and vegetative land cover analysis was not considered appropriate for this project. While these areas provide urban wildlife habitat, they are infested with invasive species such as Tree-of-Heaven (*Ailanthus altissima*), Multiflora Rose (*Rosa multiflora*), Bush Honeysuckle (*Lonicera sps*.), Poison Hemlock (*Conium maculatum*), Canada Thistle (*Cirsium arvense*), Mile-a-Minute (*Persicaria perfoliata*), and Reed Canary Grass (*Phalaris arundinacea*), among others.

Executive Order 13751 requires the FHWA to limit, to the extent practicable, the spread of invasive species. PennDOT Publication 756 provides Best Management Practices (BMPs) to limit the spread of invasive species in the design, construction, and maintenance of highways.

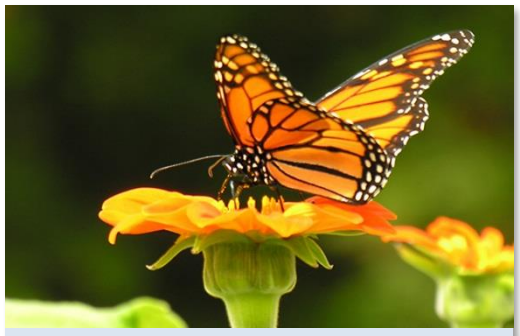


Photo 4-3: *Monarch butterfly, a pollinator*

Invertebrate pollinators (bee, butterflies, and moths) are economically critical to agriculture and ecologically critical to ecosystems (Photo 4-3). Pollinators utilize a wide range of vegetative habitats in both urban and rural landscapes, including many of the habitats within the project area. Pollinator populations have been in decline for several years, and many state and federal agencies have developed policies to reverse this trend. PennDOT supports the Draft Pennsylvania Pollinator Protection Plan developed under the direction of the Pennsylvania Department of Agriculture that offers strategies to incorporate pollinator BMPs into land development and management planning. In 2015, the FHWA published "Roadside Best Management Practices that Benefit Pollinators."

Impacts

The construction of the Build Alternative could result in the spread of invasive species and the elimination of plant species that pollinators use for forage and larval host, unless otherwise mitigated.

The No Build Alternative would not result in the spread of invasive species nor implement strategies to control them.

Mitigation

PennDOT BMPs included in Publication 756, Design Manual Part 2, and Publication 408 would be used to mitigate the spread of invasive species. In addition, disturbed earthen surfaces would be promptly seeded so as to minimize the colonization by invasive species. Wetland mitigation areas, riparian buffers, and stormwater management facilities may have specific invasive species performance standards as conditions of the U.S. ACE Section 404, PA DEP Chapter 105, and NPDES permits that will be implemented.

Seed mixes used for roadside planting, stormwater facilities, wetland mitigation areas, and riparian buffers would be augmented with plant species that provide forage and larval host species used by pollinators.

4.2 Cultural Resources

Cultural resources evaluated within the project area include aboveground historic properties (structures and districts) and archaeological resources. Early in the process, Native American Tribal consultation was also undertaken and Consulting Parties were solicited in consideration of the following:

- Federal regulations and laws require federal agencies (like FHWA) to consult with federally recognized Native American tribes on projects or policies that may affect culturally sensitive or important places, objects or archaeological sites.
- Certain individuals and organizations with a demonstrated interest in cultural resources may participate as consulting parties.

Native American Tribes and Consulting Parties have been notified of each cultural resource-related submission via PennDOT's publicly available website, Project for Pennsylvania Transportation and Heritage (ProjectPATH https://www.paprojectpath.org). ProjectPATH provides users with a searchable database of all transportation projects, the I-83 North York Widening project's coordination has been posted to the website throughout the process.

4.2.1 Historic Structures

Identification

The Historic Structures Analysis was performed in compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA), 36 CFR 800, and Executive Order 11593. A Phase I Aboveground Historic Structures Windshield Survey was completed in 2014, identifying 11 properties or districts requiring further investigation. Historic Resource Survey Forms were completed in 2015 and 2017 to determine if these properties or districts were eligible for listing on the National Register of Historic Places (NRHP). Through coordination with the Pennsylvania Historic and Museum Commission (PHMC), the State Historic Preservation Officer (SHPO), it was determined that five properties were eligible for listing on the NRHP.

Historic Structures

6 eligible or listed sites or districts

No Adverse Effect

Agency and consulting party coordination

Cultural resource studies identify the geographic area which the project may directly or indirectly cause changes in the character or use of historic properties and this area is referred to as the Area of Potential Effects (APE). The East York Historic District was previously listed on the NRHP in 1993, which makes six total historic properties or districts (see Figure 4-6) in the I-83 North York Widening project's APE:

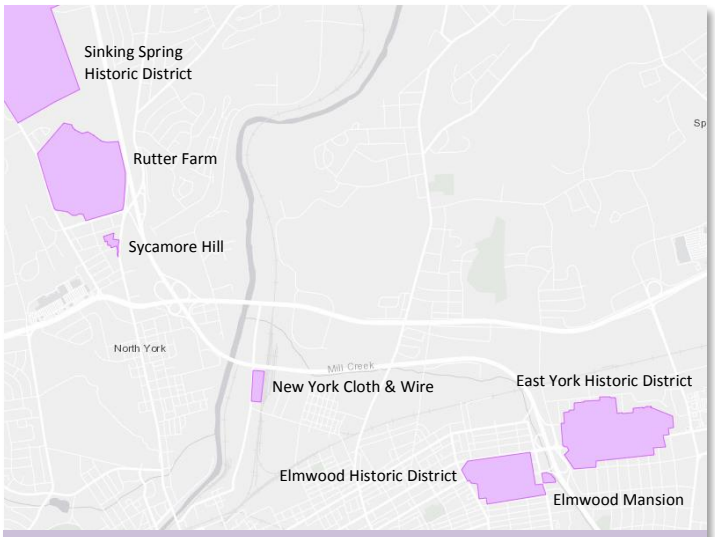


Figure 4-6: *Historic Resources in the project area*

1. Elmwood Mansion
2. Elmwood Historic District
3. East York Historic District
4. New York Cloth and Wire Co.
5. Sycamore Hill
6. Rutter Farmstead

The Sinking Spring Historic District is outside the project area and will not be discussed further in this report.

To be determined eligible for the NRHP, the feature must meet certain criteria. The six historic properties and their features are further discussed below.

The **Elmwood Mansion** was determined to be eligible for NRHP listing in 2015 under Criterion C for Architecture as a locally significant example of an early nineteenth century Greek Revival mansion house that has served as a York County landmark for generations. The 21-room mansion has stood as a prominent neighborhood landmark at its current location at the east end of Elmwood Boulevard for more than 100 years. In 1921, it was modernized by adding gas, electricity, running water, and indoor bathrooms as well as enlarging the footprint.

The **Elmwood Historic District** (see Photo 4-4) was determined eligible for NRHP listing in 2015 under Criterion A for Community Planning and Design and Criterion C for Architecture. Located immediately to

Photo 4-4: *Elmwood Boulevard*

the east of the York City limits in Spring Garden Township, the historic district includes a large part of the Elmwood trolley/early automobile era suburban residential plan. Signature elements include curving boulevard and the custom-designed, speculative double houses. The development incorporated service alleys, utilities, and public greenspace in a residential subdivision that included a rich variety of architecturally distinguished houses built in the Colonial Revival, Dutch Colonial Revival, Spanish Colonial Revival, Tudor Revival, American Foursquare, and Bungalow styles.

The **East York Historic District** was listed in the NRHP in 1999 under Criterion C for Architecture. This historic district was comprehensively planned, where buyers provided specifications on the size and cost of the homes which were to be built. The district contains many architect-designed homes in the Colonial Revival, Tudor Revival, Prairie, and Craftsman styles.

The **New York Wire Cloth Co.** on Loucks Mill Road in Spring Garden Township was determined eligible for listing in the NRHP in 2015 under Criterion A for Industry due to its association with the vertical integration of New York Wire Cloth Co. The wire drawing factory consists of a rectilinear building constructed in four major building campaigns (1934, *ca*. 1944, *ca*. 1956, and *ca*. 1968).

Sycamore Hill (see Photo 4-5) was determined eligible for NRHP listing in 2017 under Criterion C for Architecture as a locally significant example of Tudor Revival style architecture. The house was designed by prominent York architect Harry R. Lenker for Bob Hoffman, the founder of the York Barbell Company. Sycamore Hill embodies distinctive features of the architectural style, including a stone exterior and a bungalow that was used as a gymnasium and apartment, a pond with waterfall, an unused in-ground swimming pool, and approximately two acres of land.

Photo 4-5: *Sycamore Hill*

The PA SHPO determined the **Rutter Farmstead** eligible for NRHP listing in 2017 under Criterion A for Agriculture and Commerce. The property was also found to be significant as a family farm that grew into a large commercial dairy enterprise, Rutter's Dairy.

Impacts and Mitigation

A Determination of Effects Report (April 2019) was prepared using the Build Alternative's LOD as the APE. There would be minor temporary and permanent impacts to all six historic resources in the project area; however, due to the proximity of the resources to the existing roadway network, any improvement would result in impacts. Noise barriers would be constructed as part of the Build Alternative and several historic properties would benefit from these noise barriers.

In conjunction with the PA SHPO, it was determined that these impacts would constitute a No Adverse Effect to these resources; therefore, no mitigation is proposed.

The No Build Alternative would have No Effect on Historic Properties; however, given many of the resources' location adjacent to the highway, most would continue to be adversely impacted by noise due to increased traffic in the 2042 design year and the lack of existing noise walls.

For more information on the impacts to the resources, please review the Determination of Effect Report and Section 4(f) *De Minimis* Forms in the Technical Files or via ProjectPATH (https://www.paprojectpath.org/).

Detailed project mapping illustrating the location and extent of historic structure impacts is included in Appendix A.

4.2.2 Archaeological Resources

Identification, Impacts and Mitigation

Archaeological Resources

Field investigations

No sites discovered

No impacts

The archaeological investigation was performed in accordance with Section 106 of the NHPA, 36 CFR 800, and Executive Order 11593.

Background research and a walkover of the APE did not reveal any previously identified pre-contact or historic period archaeological resources within the archaeological APE. Geomorphological investigations using expedient auger probes identified intact soils of the appropriate age to contain archaeological resources in portions of the APE (designated as survey areas). A total of 166 shovel test pits were excavated in the survey areas. The Phase I survey yielded two rhyolite basal biface fragments which represent general use/occupation of the APE possibly during the Middle to Late Archaic periods.

Despite the identification of two pre-contact period artifacts, they are not considered an archaeological site because they do not meet the PA SHPO's minimum standards for the designation of a pre-contact period site. As such, the two artifacts were recorded as isolated finds. Therefore, the project, as currently designed, would not affect NRHP eligible or listed archaeological resources, and no further archaeological research is recommended. The report was made available to the PA SHPO for review. No comments were received, meaning that they concurred with the findings. The Native American Tribes were consulted throughout the project, and they provided no comments on the project. Therefore, no further coordination or mitigation is required for this resource.

The No Build Alternative would also have no impacts on archaeological resources.

4.3 Social and Economic Resources

Social and economic resources located within the project area include the following: **Communities** which include bicycle, pedestrian and transit considerations, Emergency Management Services (EMS), schools, places of worship, and community assets (e.g., theatres); **Demographics and Economics** which include EJ analysis, residential and commercial displacements, and tax base analysis; **Recreational Resources** which include parks; **Air and Noise** analysis which include air and noise analysis, impacts and noise barrier consideration for affected communities; and **Hazardous Waste** investigations.

4.3.1 Community Impact Assessment

A Community Impact Assessment (CIA) included in the Socioeconomic Technical Report (May 2019) outlined the communities in the project area and resources located within each community. The project area includes nine communities within the four municipalities (see Figure 4-7). Community facilities and services noted within each community include places of worship, public transportation, schools, bicycles and pedestrians, community assets such as theatres, and emergency services.

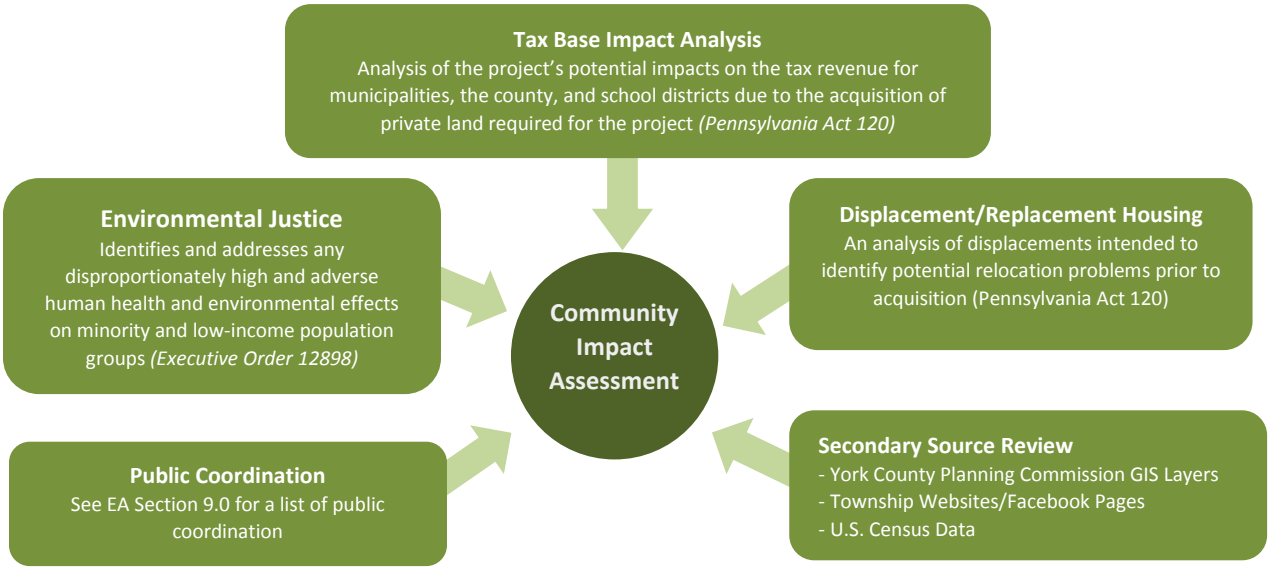
Community Impact Assessment

Assessment by community

Benefits, mitigated and temporary impacts

Additionally, throughout the development of the I-83 North York Widening project, from the feasibility study through preliminary engineering, the project team has coordinated with multiple organizations, agencies, public entities, and individuals to develop proposed roadway concepts. This process allowed the public and stakeholders to identify the social and economic characteristics of concern within their communities. From there, several alternatives were developed and vetted by how they address the purpose and needs, potential resource impacts, and public feedback. Next, the Build Alternative was developed and discussed with the entities and property owners directly affected by the Build Alternative.

Community impacts were analyzed using the results of the public coordination activities, EJ analysis, tax base impact analysis, displacement/replacement housing analysis, and a review of secondary sources. These activities/analyses are outlined below.



As shown in Figure 4-7, the I-83 North York Widening project area extends along the east side of the city of York. The corridor passes through four municipalities and nine communities.

Communities

Spring Garden Township: Elmwood and Windsor Park

Springettsbury Township: East York, Fayfield, and Valley Forge

North York Borough is considered a neighborhood of its own. This neighborhood does not fit exactly within the borough lines.

Manchester Township: Woodland View, North Point, and Lightner's Tract

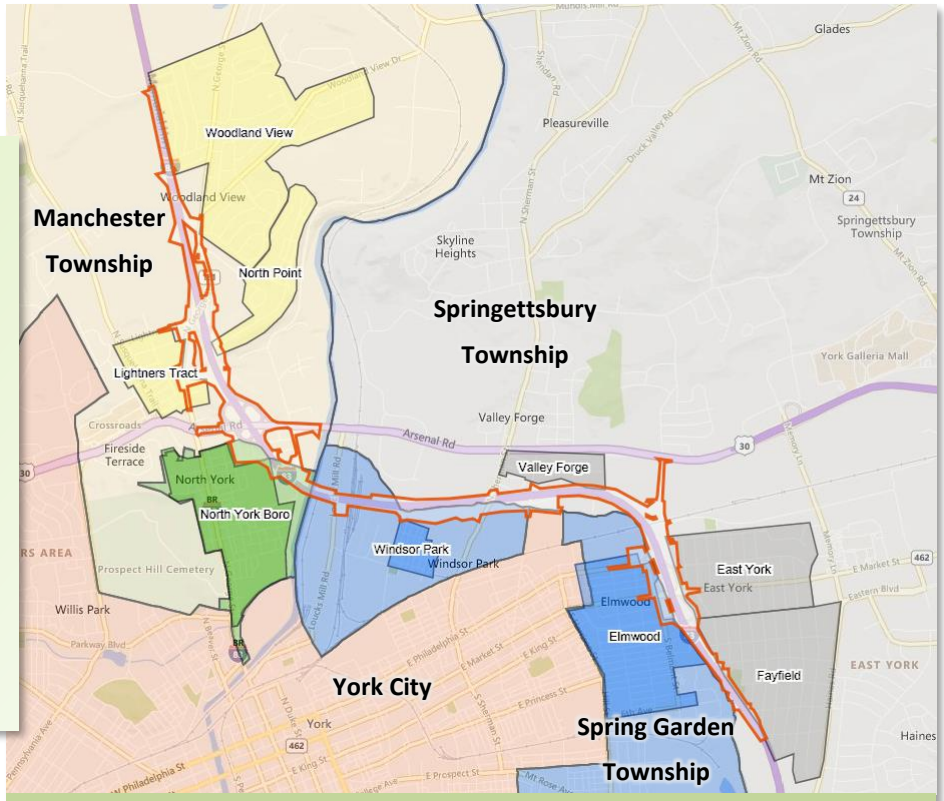
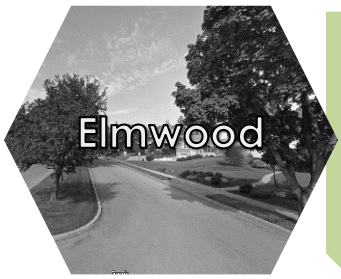


Figure 4-7: *Municipalities and communities adjacent to the I-83 North York Widening project area*

The following are project wide community impacts or benefits. These resources would not be discussed in the following individual community discussions; however, they are noted on community maps and in the impact summary tables on the following pages.

Public Safety and Emergency Services (Temporary)		Coordination would occur with the local EMS providers and schools, transit, and other community facilities and services prior to the start of construction. Access would be maintained throughout construction; therefore, no disruption of services is anticipated. No impacts to public safety or emergency services is anticipated.
Natural Resources (Mitigated)		Impacts to natural resources such as streams (Mill Creek) and wetlands would be mitigated in accordance with the Federal Clean Water Act (Section 404) and Pennsylvania waterway regulations (Chapter 105). Restoration activities along Mill Creek are anticipated and would attempt to interface with the communities where feasible.
Community Cohesion		Many of the communities adjacent to I-83 were developed prior to the construction of the highway; however, the natural barriers of Mill Creek and Codorus Creek prevented these communities from joining. Once I-83 was constructed, the communities expanded to where they are today. The main connection points (Market Street, S.R. 0462 and North George Street, S.R. 0181) would maintain and, in some cases, enhance those connections. It is anticipated that project implementation would have no impacts on community cohesion.
Land Use and Zoning		Land use in the area is mainly developed residential and commercial/industrial uses. Zoning ranges from residential in the south to industrial then highway commercial in the north. It is anticipated that the Build Alternative would complement the planned land uses and zoning.
Noise (Mitigated/Benefit)		Several communities along I-83 experience elevated highway traffic noise. The preliminary noise analysis for the future build scenario concluded that nine noise barriers would be warranted, feasible, and reasonable for the Build Alternative. For more information related to noise, see EA Section 4.3.7 Noise.
Sidewalks and Crosswalks (Benefit)		Resources for pedestrians would be maintained and incorporated where practicable for the communities noted. When needed, sidewalks and crosswalks would be updated and upgraded for Americans with Disabilities Act (ADA) compliance. The pedestrian access under I-83 at 10th Avenue in North York Borough would be included and replaced as part of this project.
Infrastructure (Benefit)		All communities are anticipated to see a net benefit to infrastructure, especially those who interface directly with I-83 at Exits 19, 21, and 22. The secondary purpose of this project is to improve future traffic flow, queuing, and safety on I-83 and the interchanges for the 2042 design year. The design has been developed to improve safety for current I-83 users; connectivity for local residents, businesses, and industries; and capacity for the projected additional users up to 2042.

Spring Garden Township



Elmwood is an older, established, lower-density residential area (compared to the higher density of nearby York City) to the west of I-83 in the southern portion of the project area. Exit 19, Market Street (S.R. 0462) is also the former Lincoln Highway and serves as the main highway access point for this community. Market Street (S.R. 0462) is also the only direct connection across (under) I-83 to the community of East York and other destinations to the east (see Figure 4-8).

Local Identity and Heritage

Currently, there is no signage indicating that Market Street (S.R. 0462) is the Lincoln Highway in this area. Incorporation of Lincoln Highway symbology into the Market Street (S.R. 0462) overpass would provide an educational opportunity for the community.

Creative Arts

Impacts to the **Belmont Theater** property are anticipated during construction; however, there would be no permanent impacts to this community asset.

Transit

Transit stops along Market Street (S.R. 0462) may need to be adjusted during construction.

Bike Route

Minor disruption to Bike Route S may be experienced during construction.

Figure 4-8: *Elmwood*

Demographics and Economics

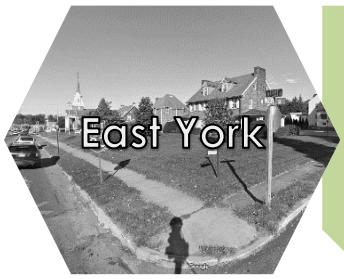
The project would result in displacements within the community of Elmwood. This includes a mixture of residences and businesses. The relocation process would attempt to relocate residents and businesses within their current municipality or school district or within proximity to their current location. The tax base analysis revealed that these displacements would not have an adverse impact on the municipality, school district, or county tax revenue. Replacement housing within Spring Garden Township appears to be available in the price ranges necessary to relocate individuals into equivalent housing; therefore, demographics and economics of the project area and surrounding municipalities are unlikely to be adversely affected.

Spring Garden Township

Windsor Park is a small, older, established residential community surrounded by industrial land uses located just south of I-83 and north of the city of York. This community may benefit from the restoration of natural resources (mainly Mill Creek). There are no other anticipated impacts to the Windsor Park community (see Figure 4-9).

Figure 4-9: *Windsor Park*

Springettsbury Township



East York is an older, established residential area east of I-83 in the southern portion of the project area. Exit 19, Market Street (S.R. 0462 and former Lincoln Highway) serves as the main highway access point for this development and to North Hills Road (S.R. 2003) which provides direct access to U.S. Route 30. Market Street (S.R. 0462) is the only direct connection across (under) I-83 to Elmwood, the city of York, and destinations to the west (see Figure 4-10).

Local Identity and Heritage

Currently, there is no signage indicating that Market Street (S.R. 0462) is the Lincoln Highway in this area. Incorporation of Lincoln Highway symbology into the Market Street (S.R. 0462) overpass would provide an educational opportunity for the community.

Places of Worship

Minor widening of Market Street (S.R. 0462) to tie into the upgraded intersection with North Hills Road (S.R. 2003) would impact **Advent Lutheran Church** on Market Street (S.R. 0462). These impacts would be sliver takes and would not impact the function of the church or access to the church.

Transit

Transit stops along Market Street (S.R. 0462) may need to be adjusted during construction.

Bike Route

Minor disruption to Bike Route S may be experienced during construction.

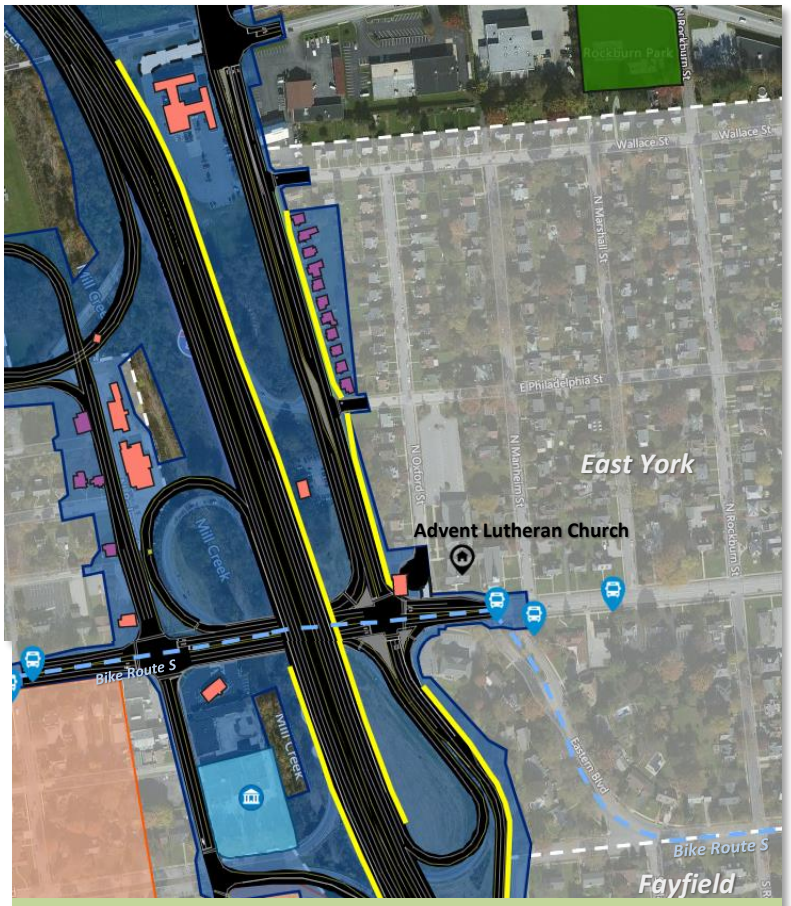


Figure 4-10: *East York*

Demographics and Economics

The project would result in displacements within the community of East York. This includes a mixture of residences and businesses. The relocation process would attempt to relocate residents and businesses within their current municipality or school district or within proximity to their current location. The tax base analysis revealed that these displacements would not have an adverse impact on the municipality, school district, or county tax revenue. Replacement housing within Springettsbury Township appears to be available in the price ranges necessary to relocate individuals into equivalent or better housing; therefore, demographics and economics of the project area and surrounding municipalities are unlikely to be adversely affected.

Springettsbury Township

Fayfield is the residential development south of East York located between I-83 and Haines Road. Community facilities such as York Church of Christ, York Art Association, and Fayfield Park are located in Fayfield, directly adjacent to I-83 (see Figure 4-11).

Places of Worship

York Church of Christ, located directly adjacent to the Exit 19 northbound off-ramp, would likely need to be relocated. The mainline would be shifting to the east in this location and widened; this would greatly encroach on the church property and building.

Creative Arts

York Art Association would also be impacted, and relocation would be necessary. PennDOT would work with the Association to find the best solution for this community resource and relocate it to a new facility.

Parks and Recreation

Fayfield Park's basketball court and baseball field would be impacted. Coordination with the township was undertaken to redesign the park to allow it to continue functioning as it does today. The township agreed to the proposed reconstruction, and PennDOT has committed to these mitigation items. For more details see EA Sections 4.3.2 and 7.0.

Bike Route

Minor disruption to Bike Route S may be experienced during construction.

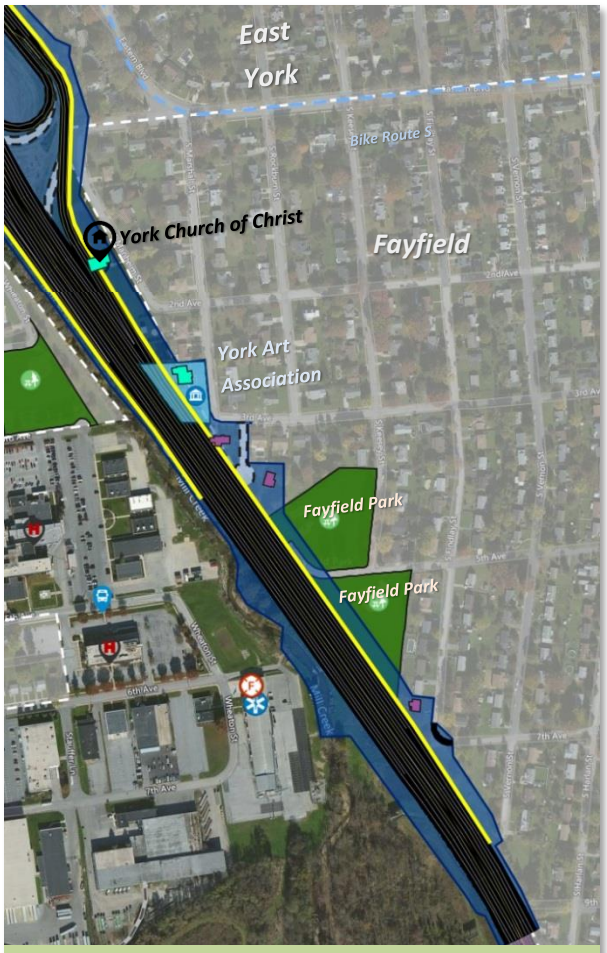


Figure 4-11: *Fayfield*

Demographics and Economics

The project would result in displacements within the community of Fayfield. This includes a mixture of residences, businesses, and community facilities. The relocation process would attempt to relocate residents, businesses, and community facilities within their current municipality or school district or within proximity to their current location. The tax base analysis revealed that these displacements would not have an adverse impact on the municipality, school district, or county tax revenue. Replacement housing within Springettsbury Township appears to be available in the price ranges necessary to relocate individuals into equivalent or better housing; therefore, demographics and economics of the project area and surrounding municipalities are unlikely to be adversely affected.

Springettsbury Township

A small residential community between U.S. Route 30 and I-83 within Springettsbury Township is known as Valley Forge. There is one place of worship in this community, Redeemed Christian Church of God - Living Spring, and it would not be impacted. Other than the mitigated impacts to noise (proposed noise barrier), there are no anticipated impacts to the Valley Forge community (see Figure 4-12).

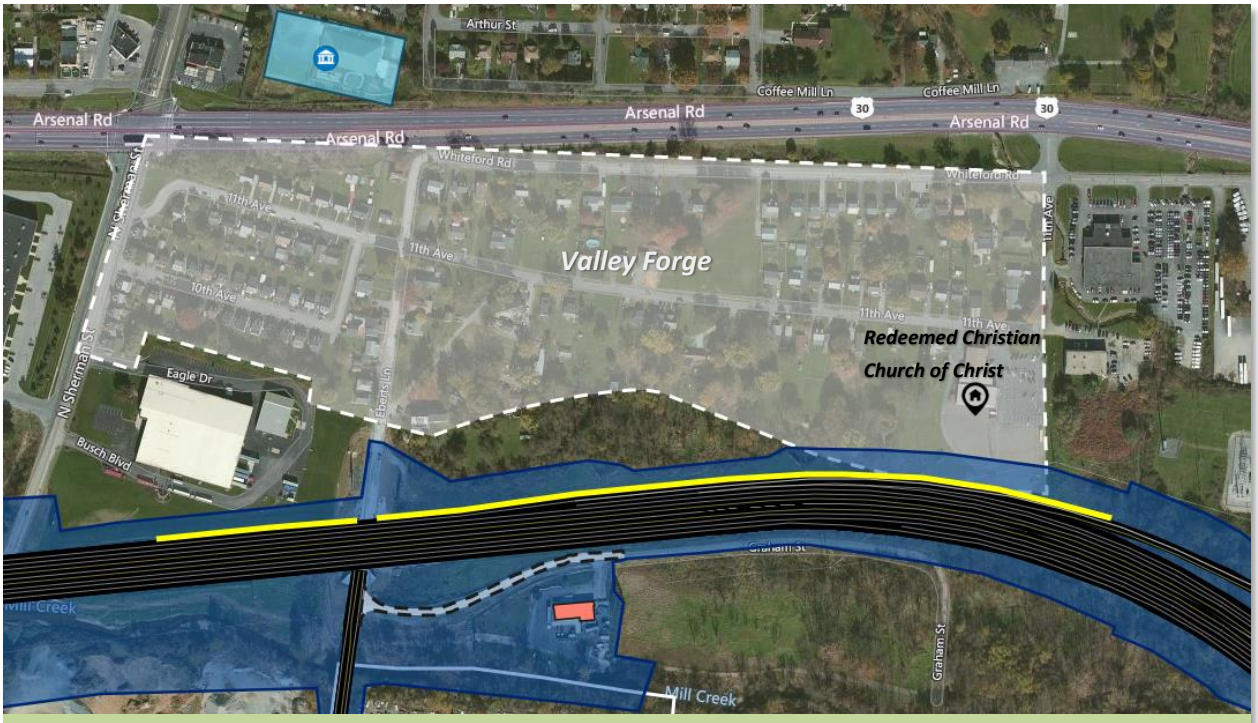
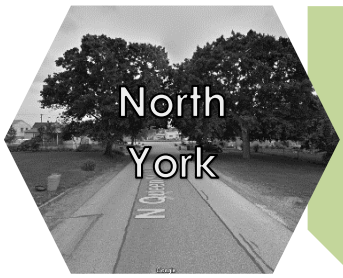


Figure 4-12: *Valley Forge*

North York Borough



This small (146 acre) borough is located just north of the city of York and south of U.S. Route 30. Community facilities or community impacts in proximity to I-83 include the Heritage Rail Trail, commercial and residential displacements, and temporary impacts to North George Street (S.R. 0181) transit and bike traffic (see Figure 4-13).

Parks and Recreation

The Northern Extension of the Heritage Rail Trail would be temporarily impacted during construction of the I-83 bridge over Codorus Creek. This impact would take place outside the North York community, but access and safety for trail users would be mitigated and documented in the construction contract. For more details see EA Sections 4.3.2. and 7.0.

Transit and Bike Routes

There may be minor disruption of Bike Route J and Transit Routes that use North George Street (S.R. 0181).

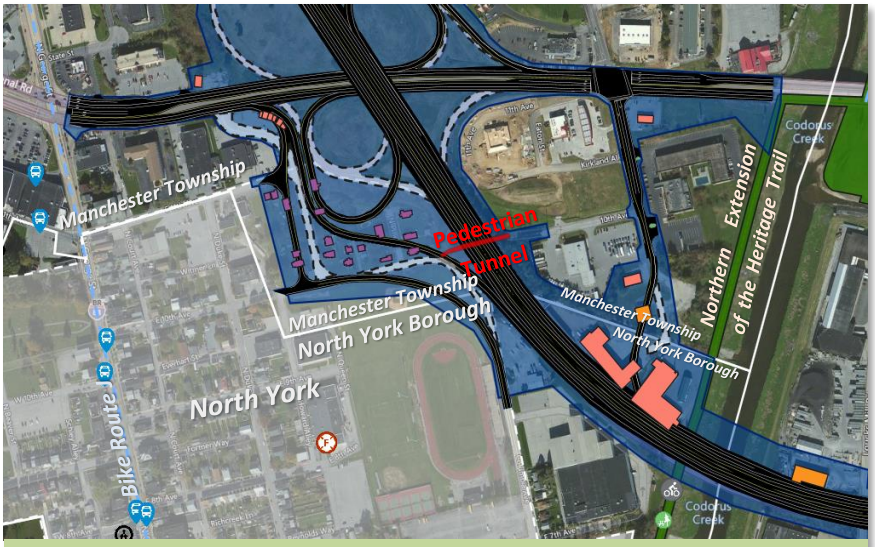


Figure 4-13: *North York*

Pedestrian Access

Access would be maintained through the 10th Avenue Pedestrian Tunnel while a reconstructed/relocated tunnel is built. Pedestrian access would continue under I-83 once construction is complete.

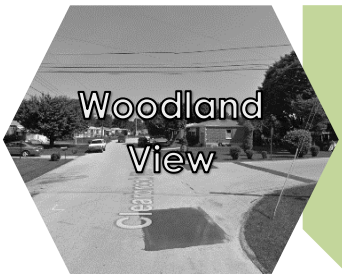
Educational Characters

There may be minor temporary disruption to the York Learning Center (located at E 7th Street and Columbia Ave) access during construction.

Demographics and Economics

The project would result in displacements within the community of North York. The relocation process would attempt to relocate residents and businesses within their current municipality or school district or within proximity to their current location. Note that the displacements associated with the community impacts are not actually in the North York Borough boundary; they are within Manchester Township. The replacement housing analysis did indicate that replacement housing in the lower price ranges may be more difficult to find. PennDOT would work with individuals on a case-by-case basis to determine how best to meet their needs. Although replacement housing in the lower price points could be challenging, demographics and economics of the project area and surrounding municipalities are unlikely to be adversely affected as a whole. The tax base analysis revealed that these displacements would not have an adverse impact on the municipality, school district, or county tax revenue.

Manchester Township



Woodland View is a neighborhood located along North George Street (S.R. 0181) just north and east of I-83 and Exit 22. Impacts to the Woodland View community include temporary impacts to transit routes and Bike Route J and mitigated impacts to noise (proposed noise barrier). Community facilities or community impacts in proximity to I-83 include commercial and residential displacements and temporary impacts to North George Street (S.R. 0181) transit and bike traffic (see Figure 4-14).

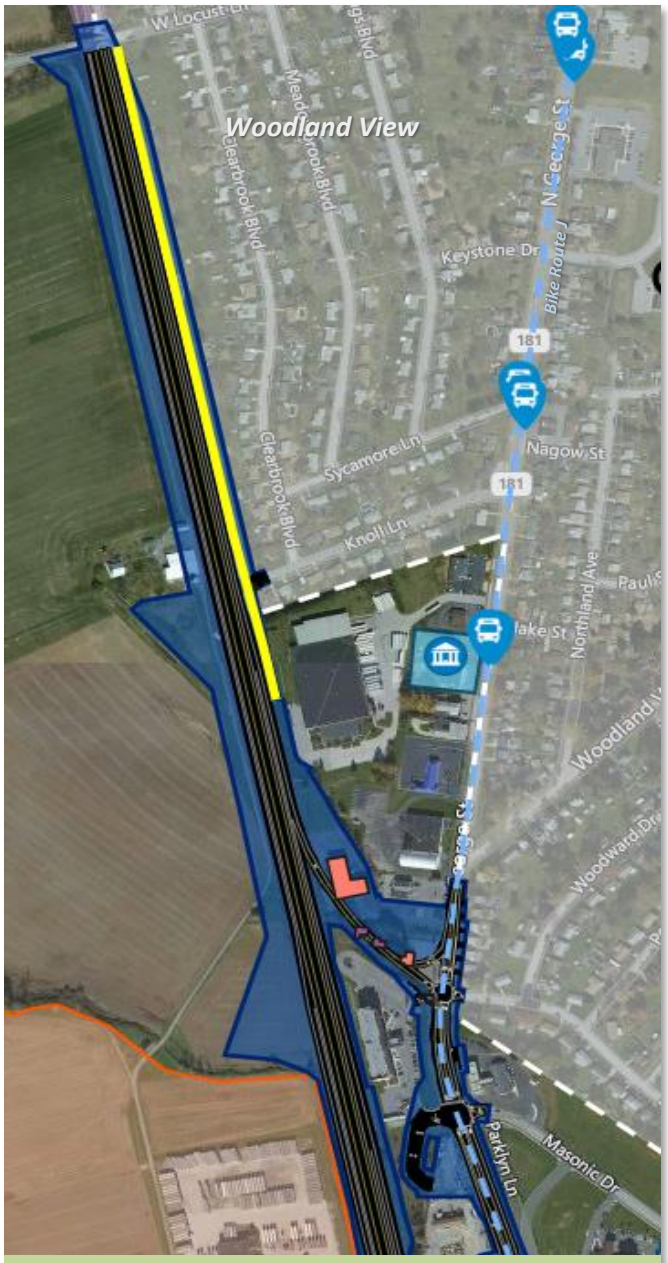
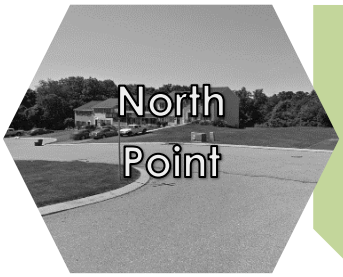


Figure 4-14: *Woodland View*

Manchester Township



North Point is a neighborhood located on top of the ridge between Codorus Creek and I-83 along North Point Drive between Exits 21 and 22. Impacts to the western edge of the North Point community are primarily due to residential displacements (see Figure 4-15).

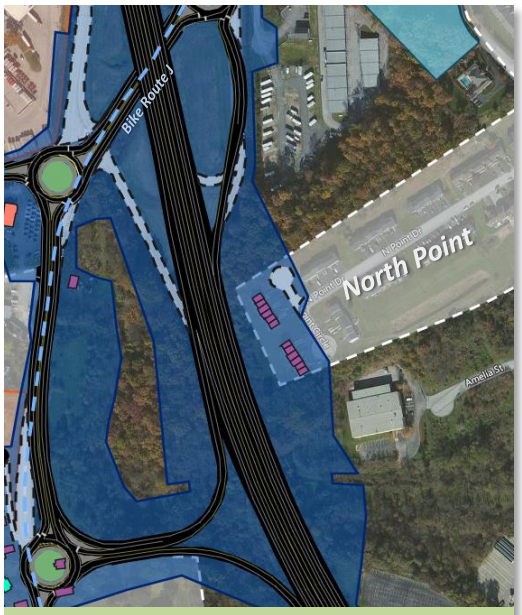
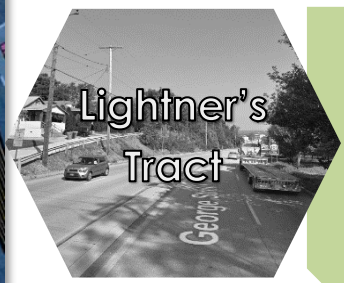


Figure 4-15: *North Point*

Figure 4-16: *Lightner's Tract*



Lightner's Tract is a neighborhood located between North George Street (S.R. 0181) and Susquehanna Trail just north of U.S. Route 30 and west of I-83. Impacts to the Lightner's Tract community consist of minor impacts to Sycamore Hill, temporary impacts to transit route/ stops and Bike Route J, and commercial and residential displacements (see Figure 4-16).

Impacts and Mitigation

Table 4-2 provides a summary of potential impacts to each of the nine communities in the project area. An asterisk (*) identifies resources discussed earlier that have a project-wide impact or benefit. The No Build Alternative would have no impacts on communities, nor would it have benefits such as infrastructure improvements, access upgrades, noise barriers, and increased water quality due to the rehabilitation to Mill Creek and addition of stormwater controls in the area.

Table 4-2: Community Impact Assessment Summary

Type	Category	Spring Garden Township		Springettsbury Township			North York Borough	Manchester Township		
		Elmwood	Windsor Park	East York	Fayfield	Valley Forge		Woodland View	North Point	Lightner's Tract
Human Environment	Community Cohesion*	-	-	-	-	-	-	-	-	-
	Local Identity and Heritage	B	-	B	-	-	-	-	-	-
	Demographics/Economics	M	-	M	M	-	M	-	M	M
Physical Environment	Bike Routes	T/B	-	T/B	T/B	-	T/B	T/B	-	T/B
	Creative Arts	M	-	-	M	-	-	-	-	-
	Educational Characteristics	-	-	-	-	-	T	-	-	-
	Infrastructure*	B*	B*	B*	B*	B*	B*	B*	B*	B*
	Health Facilities and Services	-	-	-	-	-	-	-	-	-
	Land Use and Zoning*	-	-	-	-	-	-	-	-	-
	Parks and Recreation	-	-	-	M		T	-	-	-
	Pedestrian Access*	B*	-	B*	-	-	B*	-	-	-
	Public Safety/Emergency Services*	T*	-	T*	T*	-	T*	-	-	-
	Natural Resources*	M*	M*	-	-	-	M*	-	-	-
	Noise*	M/B*	-	-	M/B*	-	-	M/B*	-	-
	Places of Worship	-	-	M	M	-	-	-	-	-
	Transit Routes/Stops	T	-	T	-	-	T	T	-	T

Key
B = Benefit
T = Temporary
M = Mitigated
- = No anticipated impact
* Impact or Benefit is the same project-wide and is discussed at the beginning of this section.

In summary, the CIA concluded that, due to major constraints of the project area, some social and economic impacts would be unavoidable to these communities. While it is impossible to avoid all impacts, the minimization efforts have attempted to keep the social and economic environment as viable and intact as it is today. Consideration for socioeconomic impacts would continue throughout the design process and mitigation would be developed where necessary to offset unavoidable impacts. Detailed project mapping illustrating the location and extent of community impacts is included in Appendix A.

4.3.2 Recreational Resources

Identification

Recreational Resources

2 resources impacted

1 park redesign, 1 temporary use of trail

The following publicly owned recreational resources are present in the project area.

Fayfield Park (see Photo 4-6) is a 4.5-acre park owned by Springettsbury Township. It is located within the neighborhood of Fayfield and is adjacent to I-83. The park facilities include a pavilion, baseball field, basketball court, and playground areas.

Elmwood Park is a 1.6-acre playground owned by Spring Garden Township. It is located within the neighborhood of Elmwood and adjacent to I-83. The park consists of a picnic shelter, baseball field, basketball court, and playground area.

Photo 4-6: *Fayfield Park looking northwest*

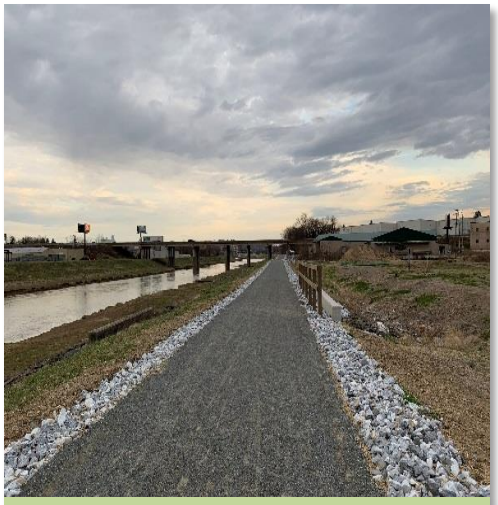


Photo 4-7: *Heritage Rail Trail looking south at I-83 Codorus Creek bridge*

The Northern Extension of the existing **York County Heritage Rail Trail** (see Photo 4-7) was recently constructed along Codorus Creek. The park is operated by York County on land that is owned by the U.S. ACE within the Codorus Creek levee system. A trail head and parking area are located just north of I-83 along U.S. Route 30. The extension of the trail connects the city of York to Rudy Park in the north.

One privately owned recreational facility, Rutter's Putters Paradise, is located near the Lightner's Tract community along Lightner Road.

Impacts and Mitigation

Fayfield Park's baseball field and basketball courts would be directly impacted by the Build Alternative. A concept park reconfiguration was presented at a meeting with the Springettsbury Township Director of Parks and Recreation in February 2019 and presented to the Springettsbury Township Board of Supervisors on March 14 and 28, 2019 (see Figures 4-17 and 4-18). Mitigation to offset impacts would include new park facilities, a redesign of the layout, and various other improvements. Coordination with local residents, little league representatives, and township officials were completed during this analysis. DCNR coordination would be necessary to resolve the conversion of property associated with Project 70 monies, discussed below.

York County Heritage Rail Trail would experience temporary impacts during construction of the Build Alternative which would be coordinated through the county during final design.

No impacts are anticipated to Elmwood Park with the Build Alternative.

The No Build Alternative would have no impacts on parks.

Detailed project mapping illustrating the location and extent of recreational impacts is included in Appendix A.

For more details on impacts and mitigation, see EA Section 7.0 Section 4(f); EA Section 10.2 Mitigation; and the Section 4(f) Resources Technical File.

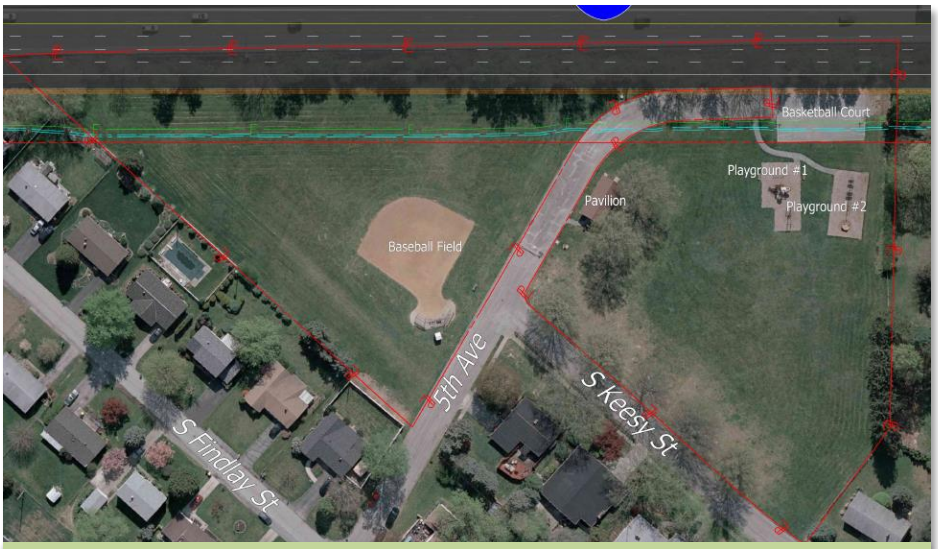


Figure 4-17: *Fayfield Park, existing conditions*

Figure 4-18: *Fayfield Park, proposed conditions*

DCNR Coordination

Coordination with DCNR began in 2013 to determine if public recreational facilities in the project area have been purchased and/or developed with state recreational funds. Through this correspondence it was determined that all three resources in the project area have received state funding (see Table 4-3). Follow-up coordination related to impacts was undertaken in 2018 and 2019. It was discovered that Fayfield Park was also developed with Project 70 Land Acquisition and Borrowing Act of 1964 money as well. The DCNR is in agreement with the mitigation proposed for Fayfield Park and would require no further mitigation. Additionally, since Elmwood Park and the Heritage Rail Trail would only be temporarily impacted or not impacted at all, no further mitigation would be necessary. Project 70 money conversion would require draft legislation for approval by the Pennsylvania General Assembly and is noted as a mitigation item for the project.

Table 4-3: DCNR Grant Funding

Resource	Type of Grant Funding	Impact	Mitigation
Fayfield Park	"Other" state monies and Project 70 Land Acquisition and Borrowing Act of 1964	Yes	The mitigation proposed would satisfy the DCNR conversion for the "other" monies. Project 70 money conversion would require draft legislation for approval by the Pennsylvania General Assembly.
Elmwood Park	Keystone Funding	No	None
Heritage Rail Trail	Keystone Funding, Growing Greener 2	Temporary	None

4.3.3 Environmental Justice and Title VI

Identification

Environmental Justice/Title VI

Present in project area

No disproportionately high and adverse effects

Executive Order (EO) 12898, issued on February 11, 1994, reinforces the importance of fundamental rights and legal requirements contained in Title VI of the Civil Rights Act of 1964 and NEPA. EO 12898 directs that:

"each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations".

In accordance with EO 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations, demographic data were compiled for the project area block groups to analyze whether any potential EJ populations are present in the project area. Following a comprehensive review of demographic data from the U.S. Census Bureau, it was determined that EJ populations reside within the project area. More information on EJ can be found in the Socioeconomic Technical Report (May 2019) in the technical files.

Impacts

The proposed project includes the symmetrical widening of an existing highway and necessary interchange improvements through an urban and suburban setting. Historic map review has revealed that I-83 was built prior to the residential and commercial/industrial growth that is now evident. It also revealed that I-83 did not sever communities; the communities and industries actually grew into the highway corridor. It was determined that EJ block groups would be impacted by the proposed action. Non-EJ block groups would also be impacted. Both residential displacements and noise impacts are borne by both EJ and non-EJ populations. Due to the dispersal of impacts equally among EJ and non-EJ block groups along the five-mile corridor, the effects to EJ populations are not considered disproportionate.

Additionally, numerous public outreach efforts have been undertaken in an effort to reach all project area residents, both EJ and non-EJ groups. These efforts include a large public meeting, numerous special purpose meetings, neighborhood meetings with affected property owners at each interchange, and website comments and responses. For more information on public coordination see EA Section 9.0 Public and Agency Coordination and Appendix D.

The No Build Alternative would have no impacts on EJ populations, but also no benefits including upgraded pedestrian access, infrastructure improvements, and noise barriers.

Mitigation

As determined above, no known minority or low-income population effects have been identified that would be disproportionately high and adverse as a result of the proposed project. Although potential impacts are not considered disproportionately high and adverse, the project team would continue to engage all members of the public as the project moves forward. Should potential impacts change, the EJ analysis would be revisited. Because impacts to the EJ populations in the project area are not disproportionate, mitigation is not required. Therefore, this project has met the provisions of EO 12898.

4.3.4 Displacements

Identification

Displacements
91 displaced structures
Relocation Assistance

Land use ranges from residential and commercial to industrial and agricultural. The majority of the project area is dominated by developed land. Deciduous forest, agricultural land, and scrub shrub meadowland are more prominent when traveling to the rural outskirts of York. A generalized zoning map of the project area based on zoning data obtained from YCPC shows that zoning varies along the I-83 North York Widening project area. The northern most tip of the project area is zoned for different densities of residential; however, the rest of the northern section of the project (above the Codorus Creek crossing) is predominately zoned for highway commercial development. The southern half (below the Codorus Creek crossing) is zoned for a mix of industrial, conservation (open space), highway commercial, medium-density residential, and mixed use.

Impacts

The Build Alternative would partially or wholly impact approximately 200 properties; many of these impacts would be minor and require a partial acquisition of land (sliver take). There would be 91 commercial and residential displacements due to side road improvements and mainline widening that cannot be avoided. Of the 91 displacements, 60 are residential, 27 are commercial, and 4 are exempt or municipal properties. Figures 4-19 and 4-20 show the displacements in summary format and Table 4-4 summarizes the displacements by type within each municipality. For more details, see the project mapping in Appendix A.

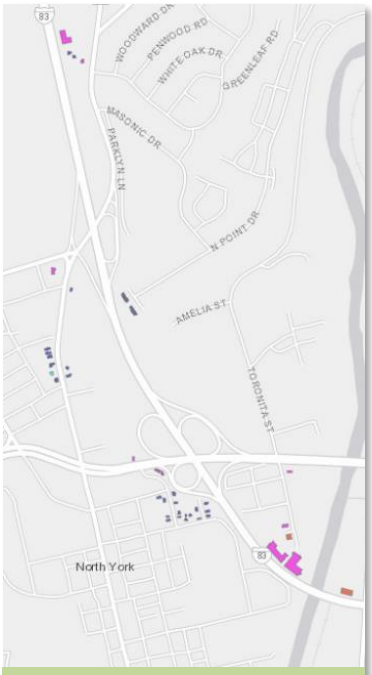


Figure 4-19: *Displacements in the northern project area*

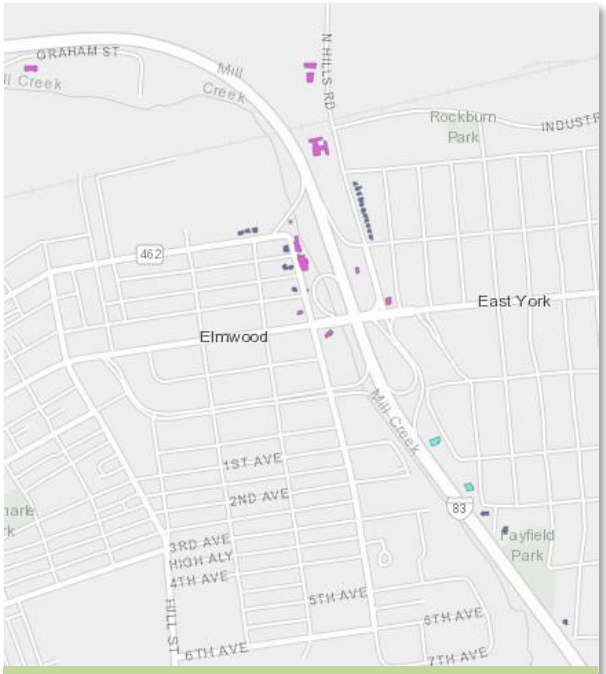


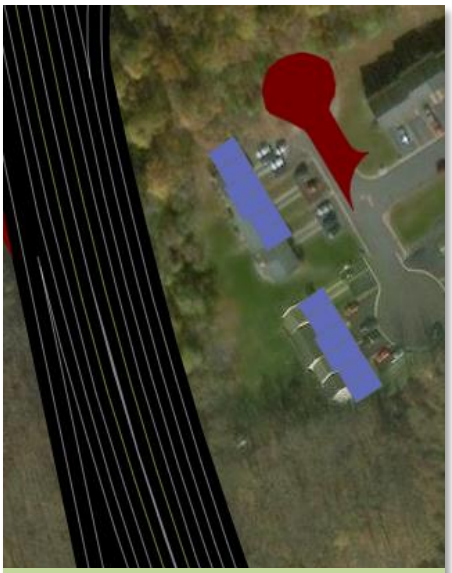
Figure 4-20: *Displacements in the southern project area*

Table 4-4: Number and Type of Displacement by Municipality

Municipality	Residential Displacement	Commercial Displacement	Exempt or Municipal
Springettsbury Township	14	6	2
Spring Garden Township	7	6	1
North York Borough	0	2	0
Manchester Township	39	13	1
Total	**60**	**27**	**4**

Given the land use density in the project area and number of resources (including Mill Creek and its floodplain), impacts to residences and businesses have been a large consideration during alternative development. In three particular areas, the project design impacts numerous residential structures in a single location. These areas are mapped below and include:

1. North Point Drive – 12 residential structures (20% of total displacements) are part of the same townhome community at the top of a cut slope along I-83 near Exit 22.
2. North Queen Street – 17 structures (28% of total displacements) are located in southern Manchester Township (but likely associate with North York Borough) adjacent to Exit 21 on-/off-ramps.
3. North Hills Road – 11 structures (18% of total displacements), built in the 1940s, exist along North Hills Road (S.R. 2003) and have been previously impacted by roadway widening.



1. North Point Drive

2. North Queen Street

3. North Hills Road

Avoidance and minimization efforts have been employed throughout preliminary engineering to reduce the impacts but, as illustrated above, with numerous residences directly adjacent to the highway and sideroads, avoidance and minimization was challenging. Due to the number of residential and commercial impacts, PennDOT held a series of neighborhood meetings in February 2019 for affected property owners and the community to discuss their concerns with PennDOT representatives. Several comments from these meetings were carried forward for consideration and resulted in the Build Alternative analyzed in

this EA. The PennDOT right-of-way administrator was also at the meeting to discuss the right-of-way, appraisal, and relocation process.

The replacement housing analysis for the I-83 North York Widening project found that appropriate available housing would accommodate the displaced residents. The analysis first looked at available housing within the same municipality, then school district, and finally within a two-mile radius of the current location. The conclusion of this analysis determined that the municipal market is strong, but mainly in the upper level price ranges. Within the school districts, the price ranges did vary more; and within the two-mile radius, replacement housing within lower market values was more than sufficient. However, this does indicate that during the final design right-of-way and relocation process, replacement housing in the lower price ranges may be more difficult to find. During this time, PennDOT would work with individuals on a case by case basis to determine how best to meet their needs.

There would be 27 commercial displacements associated with the proposed project implementation, spread throughout the four project area municipalities. Most of the displacements (13) are located in Manchester Township; of these, six are currently vacant and have been for years. Many of the business displacements are smaller establishments (like Pritz Auto on Belmont Street or Loving Memory Photography on North Hills Road). There are a few larger commercial displacements (including Rutter's Store #11 on North Hills Road and Industrial Piping and York County Lumber in North York Borough). During the relocation process undertaken in final design, extensive coordination would take place with the business owners to determine their requirements for relocation including location, building type and size, staffing needs, etc. Coordination with numerous project area businesses has taken place already during preliminary engineering through public meetings, neighborhood meetings, and by property owner request. This type of coordination would continue throughout final design as well.

There are three community facility displacements including York Art Association, York Church of Christ and a York Housing Authority property. In final design, if acquisition is still required, PennDOT would meet individually with these entities to determine parameters for relocation including location and community, type of building, access and parking and other factors that are critical to the function of these facilities.

The No Build Alternative would have no impacts on residential and commercial structures; conversely there would be no investment in infrastructure.

For more information on land use, zoning, displacements and replacement housing, see the Socioeconomic Technical Report (May 2019) in the technical files and the project mapping in Appendix A.

Mitigation

As indicated by the public outreach that has already occurred and the commitment to continue that coordination, should a property be required for this transportation project, PennDOT would contact those individuals directly during final design. As mentioned early in the EA, the project would be constructed in several sections over the course of approximately six years. Right-of-way coordination would follow in that same fashion. For more information on the right-of-way process, please visit the project website (www.i83northyork.com) and review the attachment "When your land is needed for transportation purposes."

All property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended; Title VI of the Civil Rights Act of 1964; and the Pennsylvania Eminent Domain Code of 1964.

4.3.5 Tax Base Impacts

Identification

Tax Base

Tax Base Reduction Analysis

Generally less than 1% reduction

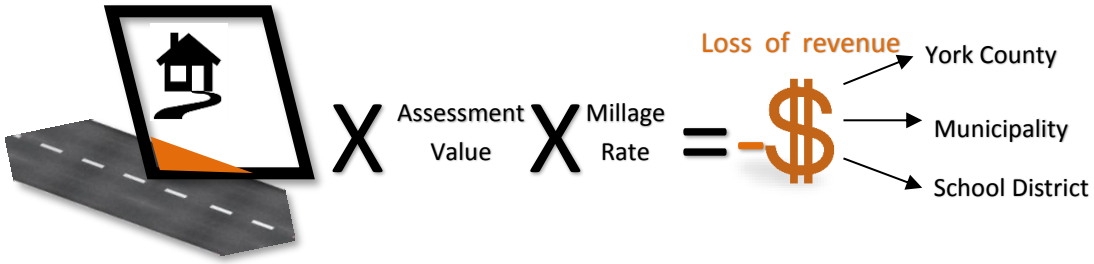
No mitigation proposed

Project implementation would require the acquisition of private land that is currently taxed by municipalities, the county, and school districts based on assessed value assigned to each parcel. Acquisition of land would remove parcels and pieces of parcels from the local tax base and would essentially decrease the local tax revenues. An assessment of impacted acreage was completed using Geographic Information Systems (GIS) to determine the percentage of each parcel impacted. This analysis was based on the proposed required right-of-way and included full parcel takes as well as partial takes. For more information on land use, zoning, and residential and commercial properties within the project area, see the Socioeconomic Technical Report (May 2019) in the technical files.

Impacts

Reductions to the tax base were calculated for York County, North York Borough, Manchester Township, Springettsbury Township, Spring Garden Township, Central York School District, and York Suburban School District. Current (2019) data were obtained and used to calculate the tax base loss of the Build Alternative on the project area municipalities and school districts. The following visual outlines the impact assessment process.

Impact Assessment Process



% of parcel being acquired (orange)

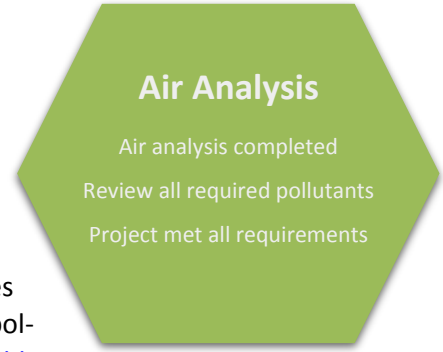
The acquisition of private land as a result of the proposed I-83 North York Widening project would reduce tax base revenues for the county, all municipalities, and two school districts. Reductions would be less than 1% except for North York Borough which would be slightly over 1%. The No Build Alternative would have no impact on the tax base.

Mitigation

Acquisitions would be from residential, commercial, and industrial land uses throughout the I-83 North York Widening project area. There would also be some minor takes from entities that do not pay taxes (such as places of worship, schools, the art association, and municipal land). It is assumed that developments currently planned or underway would increase the tax base for impacted municipalities, school districts, and the county. PennDOT and FHWA would seek to relocate businesses and residences within the same municipalities and school districts where possible, thereby offsetting the potential tax base impact. Mitigation for loss of tax revenues is not anticipated.

4.3.6 Air Quality

Identification



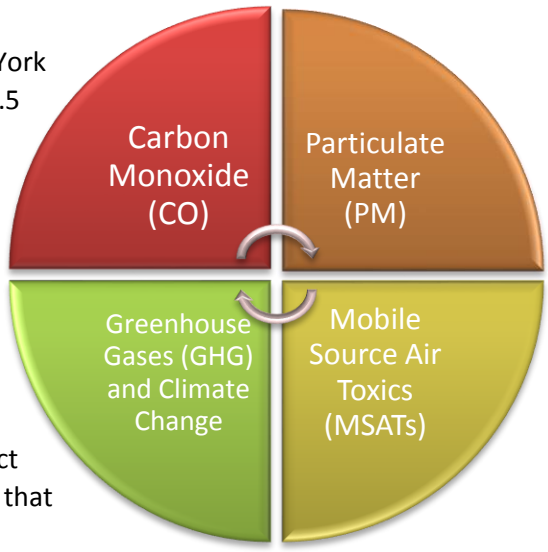
The proposed I-83 North York Widening improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and requirements. An air quality analysis was conducted to determine the potential for future air quality impacts. Air quality takes several pollutants into account including carbon monoxide (CO), particulate matter (PM), Mobile Source Air Toxics (MSATs), greenhouse gases (GHG), and climate change. Additional information regarding air quality pollutants can be found at https://www.epa.gov/criteria-air-pollutants/naaqs-table.

Impacts and Mitigation

The Build Alternative impact findings include the following:

CO – The project does not include or directly affect any roadways for which the 20-year forecasted daily volume would exceed the established threshold level of 125,000 vehicles per day. It can therefore be concluded that the project would have no significant adverse impact on air quality as a result of CO emissions.

PM – Based on the most recent U.S. EPA classifications, York County has been designated as being in maintenance for PM2.5 standards and in attainment for PM10. The project does not require a project-level conformity determination. The project is not exempt; however, it is not considered to be of air quality concern according to the thresholds provided in PennDOT Publication 321. Therefore, the project has met all current state and federal air quality requirements.



MSATs – The project has been determined to generate minimal air quality impacts for the Clean Air Act criteria pollutants and does not have any MSAT concerns. The project would not change the vehicle mix or traffic volumes in a way that would cause an increase in MSAT impacts.

GHG and Climate Change – The Build Alternative is expected to reduce greenhouse gas emissions due to the reduced traffic congestion and additional travel lane and upgraded acceleration and deceleration ramps. Related to **climate change** and extreme storm events, PennDOT has initiated a multi-phase effort aimed to better anticipate the consequences and impacts of extreme weather events and to identify funding priorities and strategies to improve transportation system resiliency. The project would include significant improvements to the stormwater infrastructure as part of the roadway reconstruction. These changes are expected to improve the resiliency of the roadway and bridge infrastructure to storm events.

The air quality assessment indicates that the project would meet all applicable air quality requirements of NEPA and, as applicable, federal and state transportation conformity regulations. As such, the Build Alternative would not cause or contribute to a new violation, increase the frequency or severity of any

violation, or delay timely attainment of National Ambient Air Quality Standards (NAAQS) established by the U.S. EPA. No mitigation is proposed.

As a result of increased design year traffic volumes and increased congestion/decreased traffic speeds, the No Build Alternative would be expected to negatively impact air quality.

4.3.7 Noise

Identification

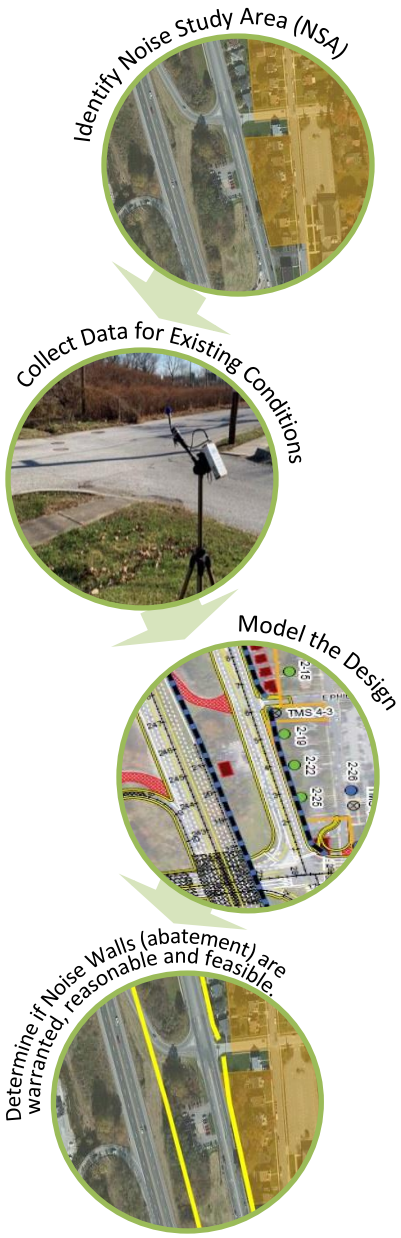
Noise Analysis

Noise sensitive areas

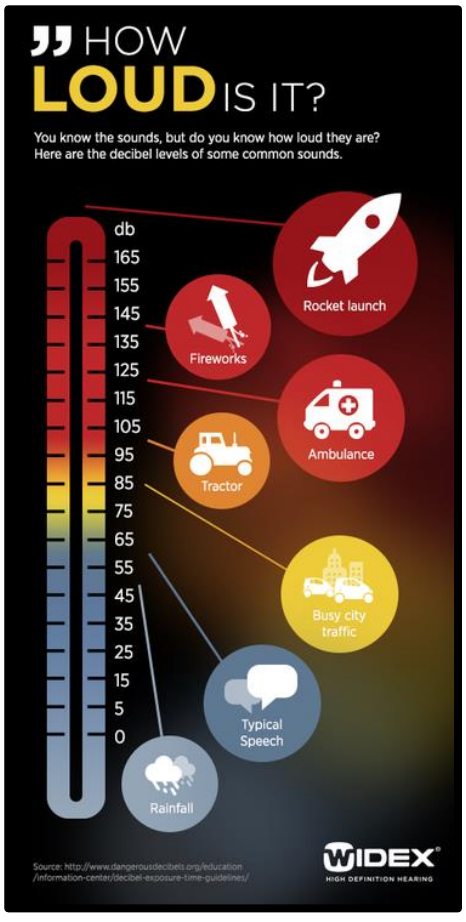
Impacted noise receptors

Nine noise barriers proposed

A preliminary design noise analysis was conducted in accordance with PennDOT's Publication 24: Project Level Highway Traffic Noise Handbook (November 2015) and FHWA regulations at 23 CFR 772 for the I-83 North York Widening project. Noise-sensitive land uses (residences, churches, historic resources, outdoor uses such as parks, etc.) within the project area were assessed to determine if current and future traffic noise levels approach or exceed the FHWA/PennDOT Noise Abatement Criteria (NAC) of 66 dBA (decibels) at these locations. To better understand noise and noise impacts, a few examples help provide context. A rock concert could be approximately 110 dBA, heavy truck or bus passing by a sidewalk would in turn be 90 dBA, and a quiet suburban area at night would vary between 40 and 50 dBA.



There were 17 unique Noise Study Areas (NSAs) identified within the project area. NSAs are defined as a group of receptors (or receivers) that are exposed to similar noise sources and levels, traffic mix and speed, and topographic features. NSA groupings facilitate the analysis of traffic noise impacts and the evaluation of potential noise abatement options. A receptor is a point within the NSA that represents an area where frequent human outdoor activity occurs. The majority of receptors in the I-83 North York Widening project area represent residential (Activity Category B) land uses.



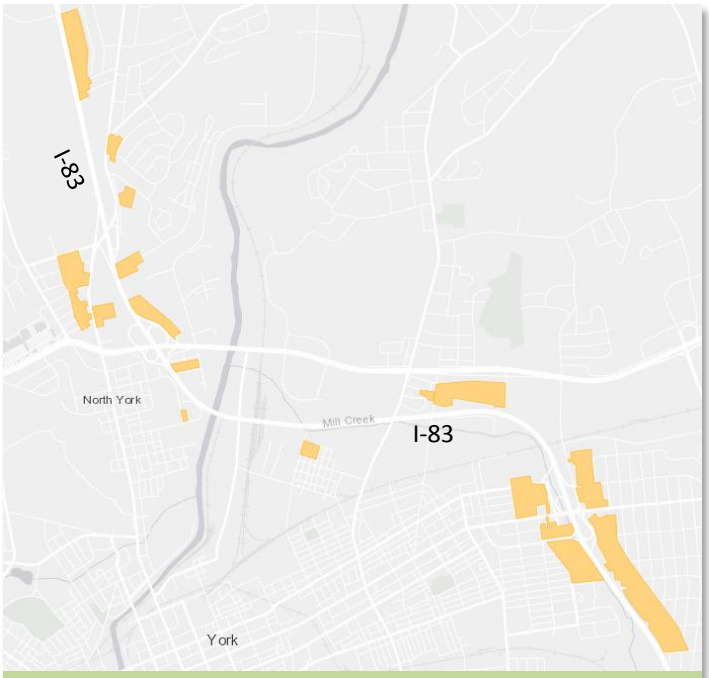


Figure 4-21: *Noise Study Areas*

The 17 NSAs identified in the project area are presented on Figure 4-21.

After the NSAs were identified, current noise levels were measured at 15 noise monitoring receptors (receivers) throughout the project area. Noise levels and traffic data collected at these monitoring sites were used to validate the existing conditions computer noise model. The validated existing conditions noise model was used to predict existing conditions noise levels and design year 2042 No Build Alternative noise levels for all noise-sensitive land uses within the project area.

The validated existing conditions computer noise model was modified to incorporate the preferred Build Alternative along with projected design year 2042 future traffic volumes, compositions, and speeds. This design year Build Alternative model was used to predict the future noise conditions for all noise-sensitive land uses within the project area. Design year traffic noise impacts that warrant noise abatement consideration were identified, and noise abatement alternatives (noise barriers) to reduce noise levels at noise-impacted land uses were evaluated to determine feasibility and reasonableness. This analysis is based on assessment criteria to determine if noise abatement is warranted, feasible and reasonable.

Warranted

Noise impacts are described as design-year, build-condition noise levels that approach or exceed the NAC for their respective land use category. "Approach" has been defined by PennDOT as 1 dBA below the decibel level appropriate for the different Activity Categories. In noise studies, the "Activity Categories" are A, B, C, D, and E (e.g., the NAC for residential Activity Category B, the most common land use in the project area, is 67 dBA. The NAC for Activity Category B is approached at 66 dBA). If noise abatement consideration is warranted, abatement alternatives to reduce noise levels must be evaluated to determine feasibility and reasonableness.

Feasible

Feasibility of noise abatement requires that a noise reduction of at least 5 dBA can be achieved at a majority of the impacted receptor units. Feasibility also addresses engineering constraints (noise barrier constructability), safety issues (sight distance for drivers), access considerations (vehicular and pedestrian travel; maintenance and inspection of barrier), and unimpeded functionality of utilities and drainage.

Reasonable

Reasonableness of noise abatement considers the cost-effectiveness of the barrier, the ability to meet noise reduction design goals, and the consideration of the viewpoints of the affected property owners. PennDOT's noise barrier cost reasonableness value is based on a Maximum Square Footage of Abatement per Benefited Receptor (MaxSF/BR) value of 2,000. If the square footage of the proposed noise barrier is less than 2,000 square feet (ft^2) per benefited receptor (BR), it is considered reasonable (pending public input). In addition, at least one benefited receptor must receive a 7 dBA reduction.

Impacts

The existing year condition, the future design year 2042 No Build Alternative, and the future design year 2042 Build Alternative were analyzed to determine the effects of the project on traffic noise levels at each of the 17 NSAs.

Existing Impacts

Existing year traffic noise levels exceed the FHWA/PennDOT NAC at 9 of the 17 NSAs. The existing year noise levels can be attributed to the proximity of the noise sensitive resources to the highway. Future design year 2042 No Build traffic noise levels are predicted to exceed the FHWA/PennDOT NAC at the same 9 NSAs identified for the existing year conditions and are generally 1 dBA higher than existing year noise levels. Although traffic volumes are projected to increase, increased congestion would lead to decreased traffic speeds, resulting in the projected slight increase in traffic noise impacts compared to the existing year conditions.

Future Impacts

Future Build Alternative noise levels for design year 2042 are predicted to approach or exceed the FHWA/ PennDOT NAC at 12 of the 17 NSAs and are generally 2 to 3 dBA higher than existing year noise levels. The predicted increase in future traffic noise levels can be attributed to an overall increase in traffic volumes and speeds (due to decreased congestion and increased speed) along the existing roadway network, as well as the change in the noise source/noise receiver path relationship due to the widening of the highway.

A comparison of predicted existing noise levels to predicted future Build and No Build noise levels is presented in **Table 4-5**. The noise abatement criteria listed in Column 2 is "approaching" the actual criteria. "Approach" has been defined by PennDOT as 1 dBA below the noise abatement criteria.

Table 4-5: Existing and Predicted Noise Levels at Each NSA

NSA and Community	Noise Abatement Criteria (dBA)	Predicted Noise Levels		
		Existing	Future No Build	Future Build
1 Fayfield	66	53 to 71 dBA	54 to 73 dBA	55 to 76 dBA
2 East York	66	55 to 72 dBA	56 to 72 dBA	58 to 72 dBA
3 Valley Forge	66	56 to 66 dBA	57 to 67 dBA	60 to 71 dBA
4 Valley Forge	66	56 to 63 dBA	56 to 64 dBA	58 to 67 dBA
5	71	65 dBA	66 dBA	67 dBA
6	71	64 to 67 dBA	65 to 68 dBA	67 to 70 dBA
7 North Point	66	54 to 60 dBA	54 to 61 dBA	60 to 65 dBA
8 Woodland View	71	62 dBA	62 dBA	65 dBA
9 Lightner's Tract	66	54 to 70 dBA	54 to 70 dBA	57 to 69 dBA
10	66	60 to 71 dBA	60 to 71 dBA	61 to 71 dBA

NSA and Community	Noise Abatement Criteria (dBA)	Predicted Noise Levels		
		Existing	Future No Build	Future Build
12 North York	66	62 dBA	63 dBA	64 dBA
13 Windsor Park	66	53 to 64 dBA	54 to 65 dBA	57 to 67 dBA
14 Elmwood	66	58 to 65 dBA	58 to 65 dBA	60 to 66 dBA
15 Elmwood	66	56 to 69 dBA	57 to 69 dBA	59 to 69 dBA
16 Elmwood	66	56 to 70 dBA	57 to 71 dBA	58 to 70 dBA
Exit 22-1 Woodland View	66	56 to 67 dBA	57 to 69 dBA	58 to 71 dBA
Exit 22-2 Woodland View	66	61 to 76 dBA	69 to 77 dBA	69 to 77 dBA

Mitigation

For the 12 NSAs that warrant noise abatement consideration with the Build Alternative, noise abatement in the form of vertical noise barriers was evaluated and determined to be warranted, feasible, and reasonable for 6 NSAs (1, 2, 3, 4, 16, and Exit 22-2). **Table 4-6** presents a summary of these noise barriers for the Build Alternative.

Table 4-6: Build Alternative – Noise Barrier Summary

NSA	Number of Noise Impacts	Noise Barrier Length (Feet)	Average Noise Barrier Height (Feet)	Noise Barrier Area (ft^2)	Number of Benefiting Residences	SF/BR (Ft^2 Per Benefited Residence)	Feasible/ Reasonable
1 Fayfield	85	4,566	15.7	71,464	140	510	Yes / Yes
2 East York	36	2,374	15	35,799	60	597	Yes / Yes
3 and 4 Valley Forge	13	2,458	18	44,249	35	1,264	Yes / Yes
16 Elmwood	13	2,231	16	35,688	24	1,487	Yes / Yes
Exit 22-2 Woodland View	36	2,182	17	37,096	56	662	Yes / Yes

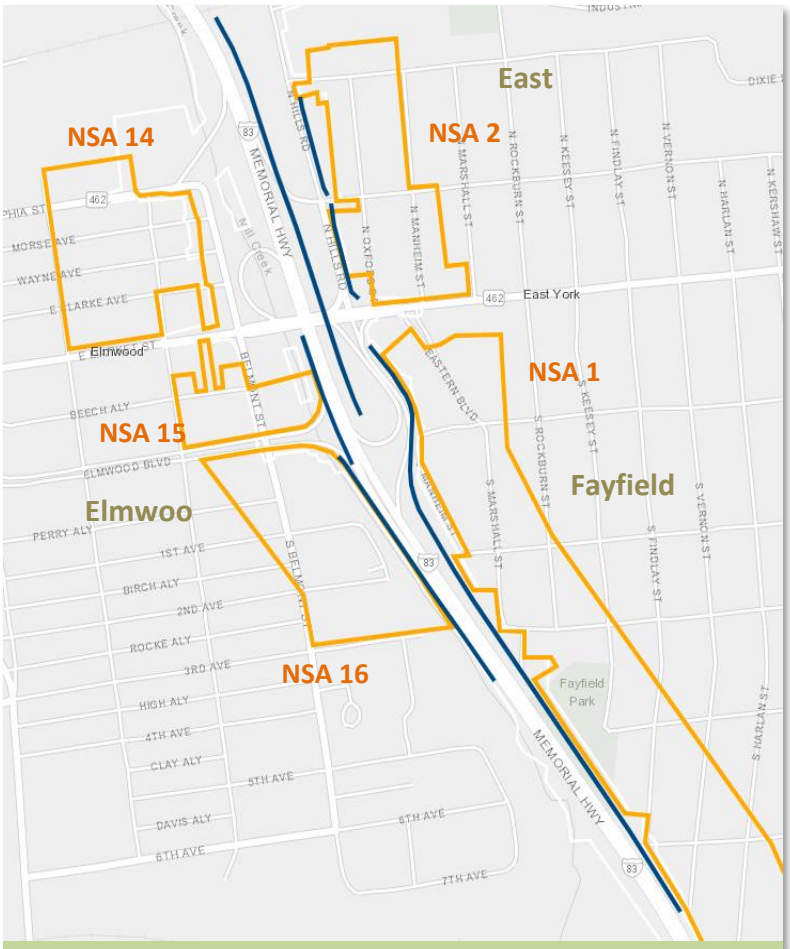


Figure 4-22: *NSAs and Proposed Noise Barriers (blue)*

Noise mitigation for NSA 1 (in the Fayfield Community, southeast quadrant of Exit 19, see Figure 4-22) incorporates a single noise barrier along the northbound lanes of I-83 which effectively provides noise abatement for the entire community. Noise mitigation for NSA 16 (in the Elmwood Community, southwest quadrant of Exit 19, see Figure 4-22) incorporates a two-barrier system along the southbound lanes of I-83 which effectively provides noise abatement for the entire community.

Noise mitigation for NSA 2 (in the East York Community, northeast quadrant of Exit 19, see Figure 4-22) incorporates a three-barrier system along the northbound lanes of I-83 and also along North Hills Road (S.R. 2003) which effectively provides noise abatement for the majority of the community.

NSA 3 and NSA 4 (Valley Forge Community, north of Exit 19, see Figure 4-23) were evaluated together for noise abatement due to their geographic relationship. Noise mitigation for NSA 3 and NSA 4 incorporates a two-barrier system along the northbound lanes of I-83 that effectively provides noise abatement for the entire community.

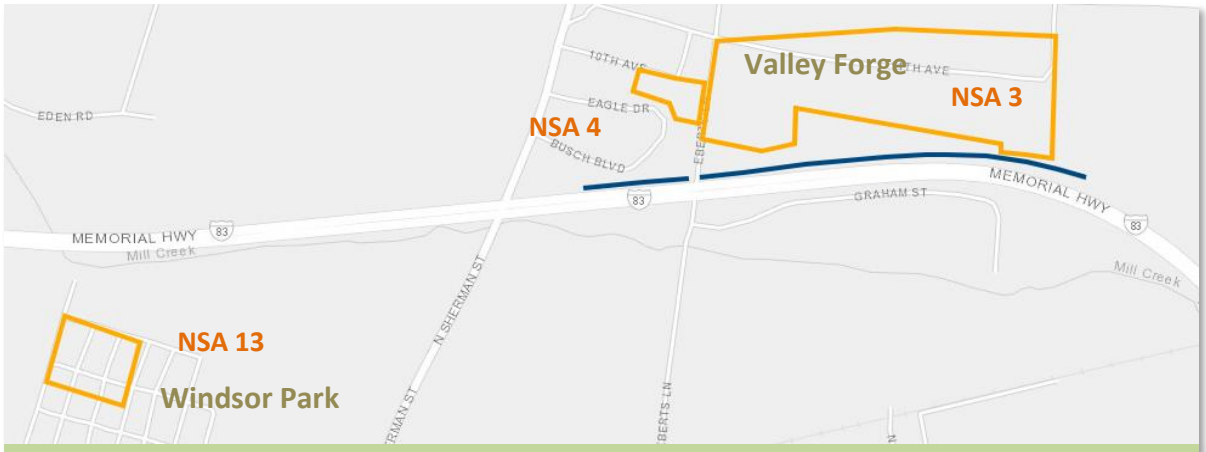


Figure 4-23: *NSAs and Proposed Noise Barriers (blue)*

Noise mitigation for NSA 22-2 (Woodland View Community, north of Exit 22, see Figure 4-24) consists of a single noise barrier along the northbound lanes of I-83 which effectively provides noise abatement for the entire community.

These proposed noise barriers and their respective determinations of feasibility and reasonableness are based upon preliminary engineering information. Additional noise analyses using more detailed engineering data would be conducted during the final design stage of the project development to verify abatement warrants, feasibility, and reasonableness.

All mitigation commitments would be determined based upon the results of the final design noise analysis which includes public coordination. More information can be found in the Preliminary Noise Analysis Report (July 2019) in the technical files.

Detailed project mapping illustrating the location and extent of noise barriers can be viewed in Appendix A.

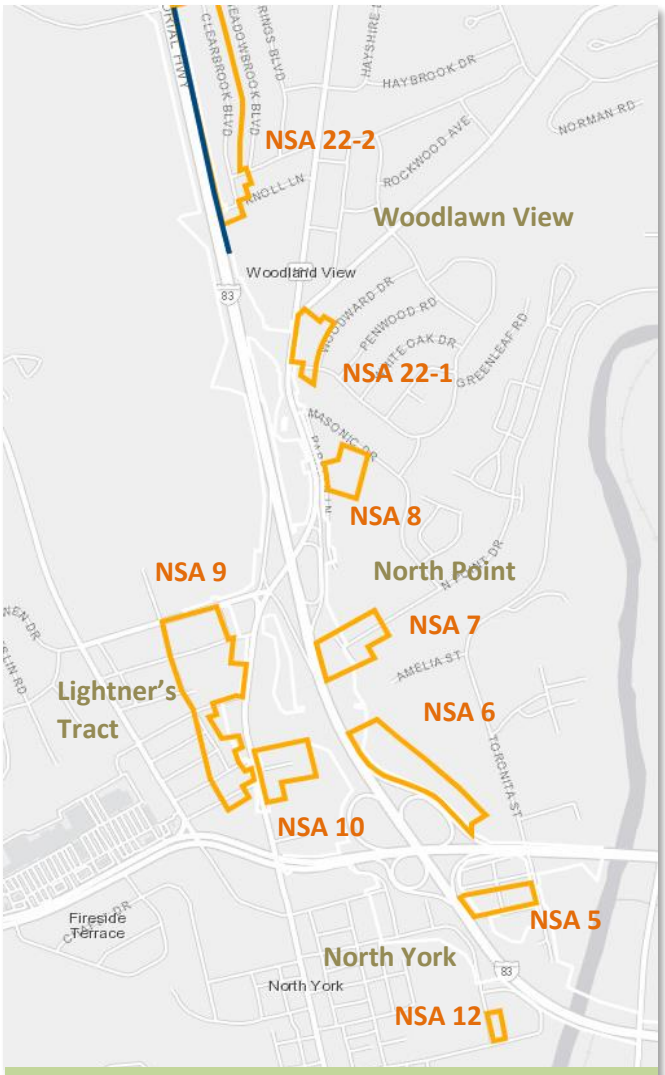


Figure 4-24: *NSAs and Proposed Noise Barriers (blue)*

4.3.8 Hazardous Waste

Identification

Waste Site Evaluation (WSE)

- Preliminary Waste Site Assessment (PWSA)
- Phase I Environmental Site Assessment (ESA)

Hazardous Waste

66 sites reviewed

Additional studies at 33 sites

A Waste Site Evaluation (WSE) was completed for the I-83 North York Widening project involving a Preliminary Waste Site Assessment (PWSA) (2016) and then a Phase I Environmental Site Assessment (ESA) (April 2019).

The WSE was completed in accordance with PennDOT Publication 281 "Waste Site Evaluation Procedures for the Highway Project Development Process" (updated in December 2012). The assessment included an evaluation of present and past land uses in order to assess the presence or likely presence of any hazardous substances or petroleum products on a property and evaluates the potential for an existing release, a past release, or a material threat of a release of hazardous or environmentally sensitive materials within the project area.

The PWSA confirmed potential waste sites that were further evaluated in the Phase I ESA. To identify properties of concern during the PWSA, the process included:

- a review of federal and state databases and online records and a cursory review of historical aerial photographs and Sanborn Maps,
- a visual inspection of the project area,
- limited interviews with knowledgeable persons encountered during the visual inspection and with local government agencies.

The Phase I ESA tasks included additional records review, site visits, and interviews with knowledgeable persons.

Additionally, three early action projects have been identified as part of the I-83 North York Widening project and advanced as separate, stand-alone projects. Two of the early action projects were evaluated at the Phase I, II, and III level and one was evaluated at the Phase I level with Phase II and III studies proposed. This information obtained from the Early Action Projects is also summarized in the I-83 North York Widening Phase I ESA report.

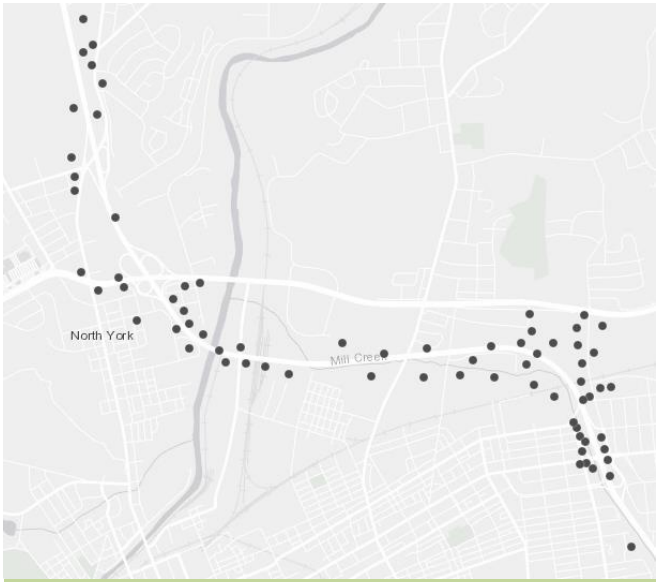


Figure 4-25: *Potentially hazardous waste sites in the project area*

This Phase I ESA has identified the following findings and recommendations in association with the project area.

- Based on information obtained during the PWSA and Phase I ESA, a total of 73 waste sites were identified.

- Based on the latest preliminary engineering plans, 7 of these waste sites are no longer within the project area and therefore were not evaluated at the Phase I ESA level of study.
- There are 66 waste sites identified within the project area that were evaluated at the Phase I ESA level. Of these 66 sites, 20 were evaluated during an early action project.

Impacts and Mitigation

Based on the information obtained during this WSE and preliminary engineering, the following actions, identified below, are recommended at the 66 waste sites identified within the project area for the Build Alternative. Additional detailed studies would be proposed at 33 sites that include Phase II and/or Phase III ESAs.

Recommendations for the 66 waste sites:

No further action	7 Sites
No further action required at this time	24 Sites
Needs a Phase II Environmental Site Assessment only	5 Sites
Needs both a Phase II and III Environmental Site Assessment	27 Sites
Needs a Phase III Environmental Site Assessment only	1 Site
Needs waste management special provisions	2 Sites

Phase II ESA efforts could include shallow sediment, soil, and water sampling and geophysical survey to better determine subsurface conditions. Phase II ESA efforts could also involve additional research, if needed.

Phase III ESA efforts could include an intrusive subsurface soil and/or groundwater investigation.

There are 91 properties with building displacements and 12 bridge structures that would be renovated or replaced. Asbestos inspections and/or environmentally sensitive materials (ESM) surveys should be completed on these structures prior to demolition.

These recommendations would be reevaluated if there are changes to the engineering design.

The No Build Alternative would have no impact on hazardous waste sites. There would also be no net benefit with this alternative as there would be no clean-up of hazardous waste sites. This project is proposing to clean up and/or manage numerous hazardous waste sites that include impacted soils and water. The I-83 North York Widening project would have a net benefit with regards to hazardous waste in the area by remediating contaminated areas that would otherwise remain untouched without the highway project. More information on hazardous waste sites is included in the Phase I ESA Report in the technical files.

Detailed project mapping illustrating the location and extent of hazardous waste sites is included in Appendix A.

5.0 INDIRECT EFFECTS

5.1 Identification

The FHWA and other federal agencies' responsibility to address and consider direct, indirect, and cumulative impacts in the NEPA process was established in the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the NEPA (40 CFR §§1500-1508).

The CEQ regulations define the impacts and effects that must be addressed and considered by federal agencies in satisfying the requirements of the NEPA process. Direct and indirect effects can be defined as follows:

Direct effects are caused by the action and occur at the same time and place.	**Indirect effects** are caused by the action and occur later in time or are farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate and related effects on air and water and other natural systems, including ecosystems.

According to FHWA guidance, the determination or estimation of future impacts is essential to indirect impact analysis. However, the focus must be on reasonably foreseeable actions; those that are likely to occur or probable rather than those that are merely possible. Direct impacts to natural, cultural, and socioeconomic resources are addressed in the EA document.

5.2 Impacts and Mitigation

Indirect effects attributable to the Build Alternative include changes in land use (induced growth) and impacts on environmental resources that occur as a result of the Alternative's influence on land use. Besides induced growth and related effects, the definition of indirect effects also includes other potential environmental impacts caused by a Build Alternative, such as the effect of habitat fragmentation on species viability over time or changes in wetland functions and values due to stormwater runoff.

The indirect effects analysis was completed by reviewing the York County and municipal comprehensive plans as well as zoning regulations for each municipality to understand the community's vision for the area. It was determined that the Build Alternative's potential for induced growth was relatively low given the highly constrained nature of the project area. The southern portion of the project area is a mix of urban and suburban development. The central section is industrial and also constrained by Mill Creek and its floodplain as well as Codorus Creek and its flood-control system. The northern section from Codorus Creek to the northern project limit includes undeveloped areas that could be developed, such as the former high school track in North York Borough and Rutter's Farm in Manchester Township. Both of these areas could be developed as they both have available public sewer and water and have current highway and sideroad access and therefore potential development would not be an indirect effect of the Build Alternative.

The indirect effects analysis also evaluated the Build Alternative's potential for impacts to natural resources. Positive indirect impacts associated with the Build Alternative include the following.

- **Mill Creek** – The proposed stream rehabilitation and relocation associated with the Build Alternative's construction would improve stream quality and reduce flooding in the future both in the project area and in the downstream sections extending beyond the project limits.
- **Stormwater** – New stormwater controls to be constructed as part of the Build Alternative would manage both existing and future stormwater runoff and, in turn, reduce associated flooding and improve water quality.
- **Wetlands** – Impacted wetlands would be restored and improved on-site where possible, therefore improving wetland habitats, water quality, and habitat in the future.

The Build Alternative would have no other indirect effects on any other resources. Given the area is already highly developed and no new access points are being added to I-83, this alternative would not induce growth in the area in the future; therefore, no mitigation is recommended.

The No Build Alternative would have negative indirect impacts including the continued degradation of the natural resources and overall water quality in the area as well as continued flooding on the highway.

More information on Indirect Effects can be found in the Indirect and Cumulative Effects Memo (May 2019) in the technical files.

6.0 CUMULATIVE EFFECTS

6.1 Identification

FHWA and other federal agencies' responsibility to address and consider direct, indirect and cumulative impacts in the NEPA process was established in the CEQ Regulations for Implementing the Procedural Provisions of the NEPA (40 CFR §§1500-1508).

The CEQ regulations define the impacts and effects that must be addressed and considered by federal agencies in satisfying the requirements of the NEPA process. Direct and cumulative effects can be defined as follows:

Direct effects are caused by the action and occur at the same time and place.

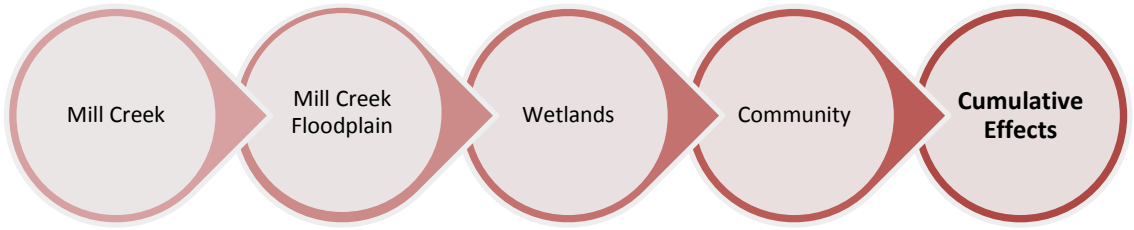
Cumulative effects are impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time.

According to FHWA guidance, the determination or estimation of future impacts is essential to the cumulative impact analysis. However, the focus must be on reasonably foreseeable actions, those that are likely to occur or probable rather than those that are merely possible. Direct impacts to natural, cultural, and socioeconomic resources are addressed in this EA document.

6.2 Impacts

Environmental resources impacted by the I-83 North York Widening project include Mill Creek, Codorus Creek, wetlands, floodplains, residential communities, agricultural land, and hazardous waste sites. Impacts to Codorus Creek, the Codorus Creek floodplain, and agricultural land associated with the Build Alternative are anticipated to be minor and therefore are not considered in this cumulative impact analysis. Hazardous waste sites identified would be remediated as part of the project and therefore are not considered in this cumulative impact analysis.

This cumulative analysis evaluates impacts to the following resources to determine if impacts would be significant, in addition to being positive or negative effects.



6.2.1 Historical Impacts

This area of York County was influenced by Native Americans centuries before John Smith began exploring the Chesapeake Bay in the early 1600s. In the early 1700s, settlers migrated west across the Susquehanna River at Wrightsville into what is today York County. The settlers quickly focused on draining wetlands for agricultural use and production of goods using water power and mills constructed adjacent to streams throughout the region. Sediment from fields and deforestation for lumber choked river and creek valleys with sediment. Streams were realigned and dredged to take advantage of water power. In the late 1800s, approximately 13 mills existed along Mill Creek in Spring Garden Township and York Township (located south of the project area). Mill Creek was greatly impaired due to sedimentation, channel incision, and streambank erosion associated with mill ponds and dams and the industrial uses associated with paper and grist mills.

In the late 1800s/early 1900s there was a shift to coal power, and many of the mills were abandoned. At this time, the region's economy evolved and it became a leader in industry with some of the largest factories of their kind located in and around the thriving city of York. In the post-World War II era, the housing developments consumed the agricultural areas surrounding the city and encroached on the floodplain of Mill Creek. Commercial and industrial development continued, especially along major roadways and railroad lines. This continued the long history of city of York being a manufacturing hub mainly due to its centralized location to major cities like Philadelphia, Baltimore, and Washington D.C. as well as its infrastructure in the form of railroads and highways.

As the highway system developed in the late 1950s (construction of I-83) and late 1960s (rerouting of U.S. Route 30), the project area became what it is today – a mix of residential, commercial, and industrial land uses connected by major infrastructure adjacent to natural resources like streams and wetlands and within the floodplains of local waterways such as Mill Creek. In the late 1950s, Mill Creek was adjusted

and slightly and relocated through the suburban area of York to accommodate the construction of I-83. I-83 was constructed along the Mill Creek corridor to avoid impacts to existing and expanding residential neighborhoods and other industrial and commercial developments around York. Consequently, the highway was constructed within the floodplain of Mill Creek and through a large wetland complex. Impacts to Mill Creek and its floodplain associated with other land development activities continued after the construction of I-83, but slowed following the implementation of laws and regulations to protect waterways in the 1970s.

The **timeframe for the following cumulative impact analysis was determined to be the late 1950s through 2042.** The beginning point was determined to be the original construction of I-83 and the end point was determined to be the design year of the I-83 North York Widening project (20 years from completion).

6.2.2 Mill Creek Impacts

The area of influence used to evaluate cumulative impacts to Mill Creek and its associated floodplain and wetlands is the Mill Creek watershed.

Past impacts to Mill Creek within the determined timeframe were estimated to be approximately 5,000 linear feet. These impacts were attributed to the construction of I-83 and installation of a municipal sewer line. The Springettsbury Township municipal sewer line in and along Mill Creek was estimated to have been constructed when residential developments on both sides of Mill Creek were constructed (1930s to 1940s).

The floodplain of Mill Creek was compromised by agricultural practices in the upstream reaches and then development of residential neighborhoods in the downstream reaches. The original construction of I-83 also occurred within portions of the Mill Creek floodplain.

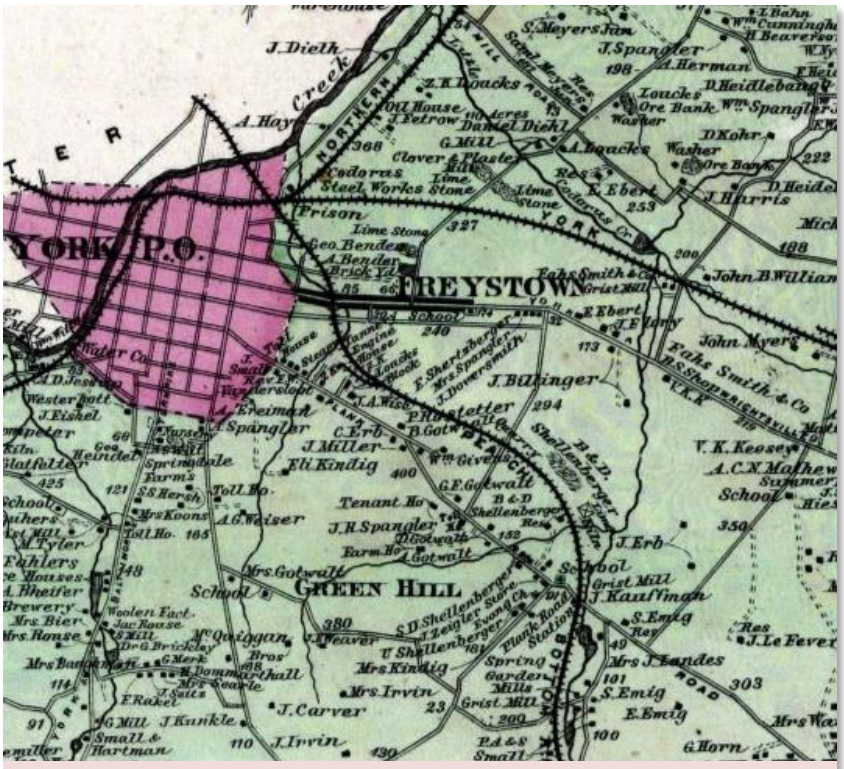


Figure 6-1: *1896 map of the York area showing mills along Mill Creek*

Presently, Mill Creek and its tributaries are being impacted by the I-83, Exit 18 reconstruction project just south (and upstream) of the I-83 North York Widening project area. The affected Mill Creek stream reach in this project area is a formerly dammed, highly degraded, channelized stream. Approximately 680 linear feet of stream are being impacted.

The Mill Creek floodplain is also being impacted as a result of the I-83, Exit 18 reconstruction project; however, the water surface elevation would not change.

Future impacts to Mill Creek due to the I-83 North York Widening project would be approximately 5,000 linear feet. Future impacts would occur along the same stream sections impacted by the original construction of I-83 in the late 1950s and the installation of the municipal sewer line.

Work would occur in the floodplain of Mill Creek due to the I-83 North York Widening project since I-83 is partially within the floodplain; however, the goal of the Build Alternative is to reduce flooding on the highway and not increase the water surface elevation in other locations.

Project implementation for the I-83, Exit 18 reconstruction project includes **mitigation** (rehabilitation and stabilization) of approximately 1,850 linear feet of stream length. The I-83 North York Widening project would incorporate stream rehabilitation of approximately 7,000 linear feet and relocation and additional

mitigation of approximately 3,200 linear feet of Mill Creek to mitigate impacts from the Build Alternative. See Table 6-1 for more details on cumulative impacts to Mill Creek.

Table 6-1: Cumulative Impacts to Mill Creek

Timeframe	Impact (linear feet)	Mitigation (linear feet)
Past	-5,000	0
Present	-680	+1,850
Future	-5,000	+10,200
Cumulative Impacts	-10,680	+12,050
Total Positive		**+1,370**

A greater length of stream would be improved than negatively impacted due to current and future projects. There are approximately 91,000 linear feet of stream within the Mill Creek Watershed. **There would be positive cumulative impacts to approximately 2% of stream length within the watershed.**

The No Build Alternative would have no cumulative effects to Mill Creek in the project area; however, the stream would continue to degrade due to the lack of stormwater controls and floodplain management.

6.2.3 Water Quality Impacts

Mill Creek has a long history of degradation; however, with current and future plans for rehabilitation, stabilization, and relocation, future impacts would be positive and would improve the quality of Mill Creek. According to the Pollution Control Watershed Implementation Plan for the Codorus Creek Watershed prepared by the York County Conservation District, portions of Mill Creek were trout-stocked in the past and portions have great potential to be restored as a cold-water fishery. With regional stormwater management planning, sediment load reduction through bank stabilization, and habitat improvements, this urban stream could be restored to a viable fishery. The implementation of York County's Pollutant Reduction Plan projects and Springettsbury Township's Pollutant Reduction Plan projects, in conjunction with the I-83 North York Widening project restoration and mitigation efforts, would aid in restoring Mill Creek and its watershed. An upstream segment of Mill Creek south of the I-83 North York Widening project limits has recently been designated as a stream that supports the natural reproduction of trout by the PFBC. The proposed improvements in the watershed with the Build Alternative should continue to move water quality in a positive direction. Stormwater controls would be implemented in the Mill Creek Watershed to help offset past, present, and future floodplain impacts.

In summary, the Build Alternative would have positive cumulative impacts to Mill Creek and, therefore, mitigation for the cumulative impacts would not be required.

The No Build Alternative would have no positive cumulative effects to water quality in the project area.

6.2.4 Wetland Impacts

Wetlands associated with Mill Creek have been impacted and filled over time due to land development including the original construction of I-83 and residential and commercial/industrial development. Most of this encroachment occurred before wetland protection laws were implemented in the 1970s.

In the past, it is estimated that approximately 2 acres of wetlands were impacted by the original construction of I-83. Additionally, through historic map analysis between 1957 and the late 1970s, it is presumed that approximately 60 acres of residential and commercial/industrial development occurred in the Mill Creek watershed. Of that acreage, approximately 2% would have been wetlands; therefore, an additional 1.2 acres of wetlands were lost. It is also assumed that after the early 1970s, the Mill Creek corridor was already built up and new development was occurring elsewhere in the suburbs of York; therefore, no further wetland impacts likely occurred.

Presently, the I-83 Exit 18 reconstruction project has impacted 1.8 acres of wetlands.

In the future, the I-83 North York Widening project would impact approximately 6 acres of wetlands adjacent to the highway, within the Mill Creek watershed.

Mitigation for the I-83 Exit 18 reconstruction project included the construction of 2.10 acres of wetland in the Codorus Creek watershed which includes Mill Creek as a tributary. It is estimated that wetland mitigation of 8 acres would occur either on-site within the Mill Creek Watershed and/or off-site within the greater Codorus Creek Watershed for the I-83 North York Widening project. As much on-site mitigation as possible would be pursued. See Table 6-2 for more details on cumulative impacts to wetlands.

Table 6-2: Cumulative Impacts to Wetlands

Timeframe	Impact (acres)	Mitigation (acres)
Past	-3.2	0
Present	-1.8	+2.10
Future	-6	+8
Cumulative Impacts	-11	+10.10
Total Negative	-0.90	

It is estimated that approximately 53 acres of wetlands currently exist within the Mill Creek Watershed. With mitigation efforts, for the Build Alternative there would be less than 2% net loss of wetlands within the Mill Creek Watershed. While the acreage impact would be negative, there would be an overall improvement to water quality in the area due to restorative efforts along Mill Creek both as mitigation for project impacts and the addition of stormwater controls that currently do not exist.

Although there would be negative cumulative impacts to wetlands, the Build Alternative impacts would not be significant enough to require additional mitigation as a result of the I-83 North York Widening project.

The No Build Alternative would not result in cumulative impacts. However, there is the potential for future impacts to the local wetlands systems due to development pressure and untreated stormwater runoff.

6.2.5 Community Impacts

Cumulative impacts to the community were evaluated for an area of influence made up of the municipalities surrounding the I-83 corridor: Spring Garden Township, Springettsbury Township, Manchester Township, and North York Borough.

In the past, the original construction of I-83 in the late 1950s displaced 6 residential structures in North York Borough.

Presently, the I-83 Exit 18 reconstruction project displaced 3 residential structures and 5 active businesses.

In the future, the I-83 North York Widening project would displace approximately 60 residential structures. Of those 60 structures, 12 are part of the same townhome community and 11 exist along North Hills Road (S.R. 2003) that were built in the 1940s but have been previously impacted by roadway widening to within 20 feet of their home. There are 17 structures within the small neighborhood in Manchester Township adjacent to Exit 21. This neighborhood was also impacted by the original construction of I-83. There would also be approximately 27 commercial displacements.

Mitigation for the I-83 Exit 18 reconstruction project included compensation for residential and business property owners so they can relocate locally. It was assumed that the businesses displaced could relocate in vacant commercial buildings adjacent to the project area. The replacement housing analysis for the I-83 North York Widening residential displacements found that appropriate available housing would accommodate the displaced residents. The analysis first looked at available housing within the same municipality, then school district, and finally within a two-mile radius of the current location. The analysis did identify a potential concern that housing in the lower price ranges would be more difficult to locate. This analysis is only preliminary and would be refined in final design as part of the right-of-way process to relocate residences and businesses for the project.

Cumulatively, 69 residences would be lost by 2024 (when the I-83 North York Widening project is constructed) as a result of past, present, and future projects. To review displacements related the I-83 North York Widening project, see Appendix A Project Mapping.

Within the surrounding area, six new residential developments are proposed or currently being constructed. Approximately 567 residential units are anticipated to be added to the real estate market between now and the years of construction for the I-83 North York Widening project. This includes single-family homes, townhouses, apartments, and condos at varying price points. There would also be 32 commercial structures lost cumulatively.

Although there would be considerable residential displacements, the majority of the structures are very close to the highway and some property owners have expressed to the project team that relocation would be desirable. Some residents are upset to lose their homes but are generally in support of the safety improving aspects of the Build Alternative. When compared to the number of residential structures (approximately 22,700) within the area of influence used to evaluate cumulative impacts, less than 0.5% (69) of residences would be displaced. Additional mitigation for the cumulative impacts to the community would not be required for the Build Alternative.

The No Build Alternative would have no cumulative impacts to communities.

6.3 Mitigation

As noted above in Sections 6.2.2 through 6.2.5, the following mitigation discussion relates to the cumulative impacts to Mill Creek, wetlands and community resources.

The Build Alternative would have positive cumulative impacts to **Mill Creek**; therefore, mitigation for the cumulative impacts would not be required.

Although there would be negative cumulative impacts to **wetlands**, the impacts would not be significant enough to require additional mitigation as a result of the I-83 North York Widening project.

There would be considerable residential displacements which impact the **community**; the majority of the structures are in very close proximity to the highway. Suitable housing available in the same municipality, school district, and price range would be sought to relocate those individuals. Additional mitigation for the cumulative impacts to the community would not be required for the Build Alternative.

More information on Cumulative Effects can be found in the Indirect and Cumulative Effects Memo (May 2019) in the technical files.

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7.0 SECTION 4(f) EVALUATION

7.1 Identification, Impacts, and Mitigation

In accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 2002 of PA Act 120, Section 4(f)/2002 resources were identified in the project area. Section 4(f) resources include publicly owned parks and recreational lands; wildlife and waterfowl refuges; and historic properties of national, state, or local significance, whether publicly- or privately-owned. This project area contains historic resources, both eligible and listed, and three public recreational facilities. Location maps and a list of resources; impacts; coordination; and mitigation are provided below in Figure 7-1, Figure 7-2, Table 7-1, and Photo 7-1.

Figure 7-1: *Section 4(f) resources near Exit 19*

Table 7-1: Summary of Section 4(f) Resources

Section 4(f) Resources	Permanent Impact	Temporary Impact	Section 4(f) Use	Coordination and Mitigation
Elmwood Historic District	<0.01 ac	<0.1 ac	*De Minimis*	PHMC Section 106 concurrence. No mitigation.
Elmwood Mansion	<0.01 ac	0.2 ac	*De Minimis*	PHMC Section 106 concurrence. No mitigation.
East York Historic District	0.5 ac	0.2 ac	*De Minimis*	PHMC Section 106 concurrence. No mitigation.
New York Cloth and Wire Co.	0.5 ac	1.5 ac	*De Minimis*	PHMC Section 106 concurrence. No mitigation.
Sycamore Hill	0.1 ac	0.1 ac	*De Minimis*	PHMC Section 106 concurrence. No mitigation.
Rutter Farmstead	0.3 ac	0.3 ac	*De Minimis*	PHMC Section 106 concurrence. No mitigation.
Fayfield Park	0.3 ac	4.4 ac	*De Minimis*	Springettsbury Township concurrence. Mitigation outlined below.
Elmwood Park	0.0 ac	0.0 ac	No Use	No impacts. No mitigation.
York County Heritage Rail Trail	0.0 ac	<0.5 ac	Temporary Use	York County concurrence. Temporary impacts outlined below.

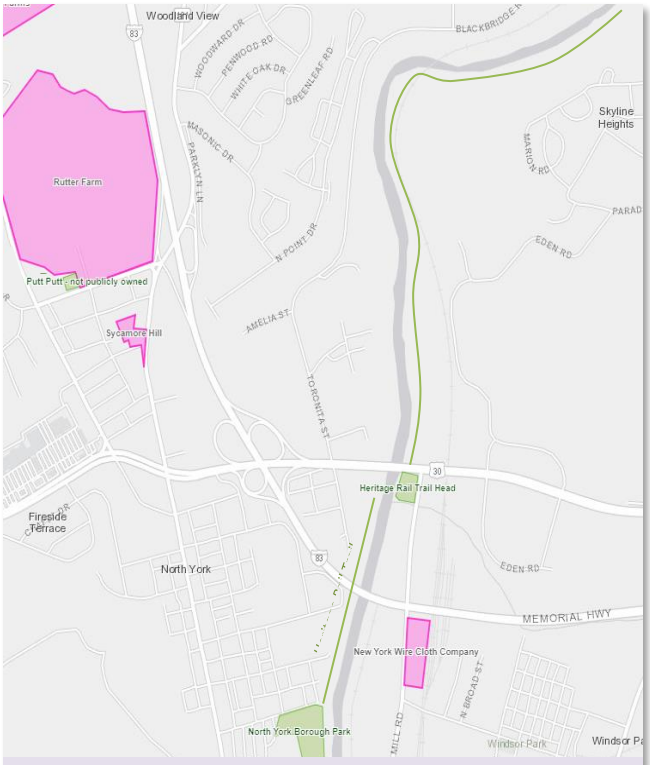

Figure 7-2: *Section 4(f) resources near Exit 21 and Exit 22*

Photo 7-1: *York County Heritage Rail Trail*

The No Build Alternative would have no impacts on Section 4(f) resources.

The Build Alternative would have temporary impacts to the **York County Heritage Rail Trail** during the reconstruction of the I-83 Codorus Creek bridge. Impacts could include temporary trail closures and flagging during equipment movement to provide safe passage. Temporary impacts during construction would be coordinated with York County in final design.

Fayfield Park's baseball field and basketball courts would be directly impacted by the Build Alternative. A concept reconfiguration was presented at a meeting with Springettsbury Township's Director of Parks and Recreation in February 2019 and presented to the Board of Supervisors on March 14 and 28, 2019. Mitigation to offset impacts would include new park facilities, a redesign of the layout and various other improvements (see Figure 7-3). Coordination with local residents, little league representatives, and

Figure 7-3: *Fayfield Park Reconfiguration Concept*

township officials was completed during this analysis.

Mitigation commitments documented in the *De Minimis* Concurrence letter signed by Springettsbury Township include replacement of facilities impacted, redesign of park property to accommodate rearrangement of facilities, noise barrier, plantings, parking, and access upgrades with ADA compliance.

It was recently discovered that the park was acquired with Project 70 grant funding. Coordination with DCNR would be necessary in final design to resolve the park land conversion. For more details on all items included in the Fayfield Park mitigation commitment, see the Mitigation Section of this report and the Section 4(f) Resources forms in the technical file.

Detailed project mapping illustrating the location and extent of Section 4(f) impacts is included in Appendix A.

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8.0 PERMITTING

As mentioned in Section 3.0 Project Development, due to the size and complexity of the I-83 North York Widening project, the improvements to the roadway network within the project area include three early action projects and five mainline construction sections. The three safety and congestion early action projects would provide immediate benefits, are smaller in scale and have logical termini and independent utility. The full-build I-83 North York Widening project would require five major construction sections that would be constructed over six years (see Figure 8-1).

For the purposes of this EA, the early action projects are included in the I-83 North York Widening project area to provide a comprehensive view of the project area resources and impacts.

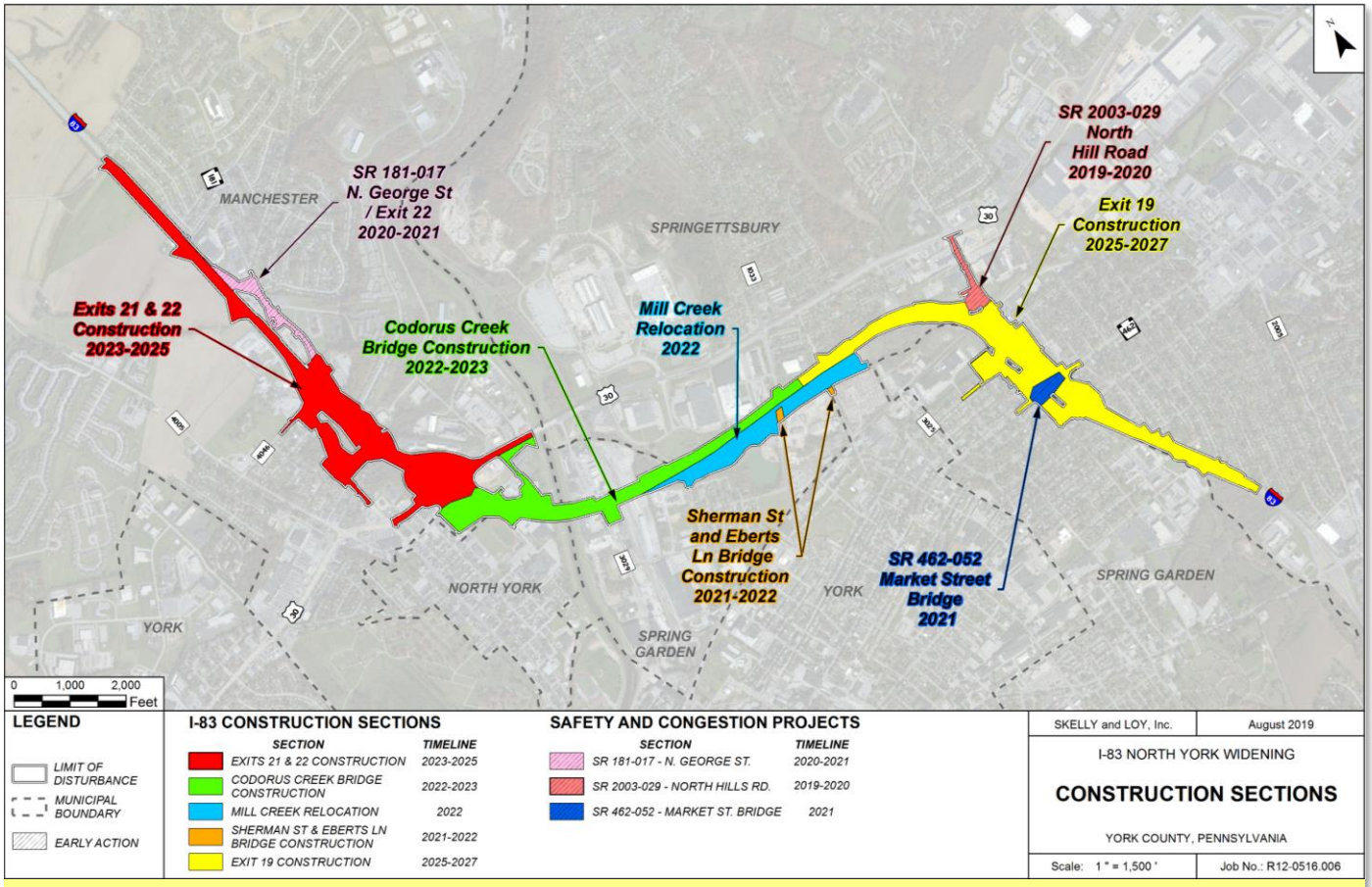

Figure 8-1: *I-83 Proposed Early Action Projects and I-83 Mainline Construction Sections*

As the project progresses into final design, regulatory agency permits and approvals would be necessary and include the following:

The **NPDES** permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the U.S. This permit is administered by PA DEP at the state level by delegation from the U.S. EPA. An Individual NPDES Permit was submitted for the North George Street (S.R. 0181) early action project and would be amended with each early action and construction section that follows.

PA DEP and the U.S. ACE require permits for encroachments on or obstructions in any water of the U.S. or Commonwealth (this includes streams and wetlands). A **Joint Permit Application** would be required for a state (PA DEP) Water Obstruction and Encroachment Chapter 105 permit and a federal (U.S. ACE) Section 404 permit. A Joint Permit Application has been submitted for the North George Street (S.R. 0181) early action project. A Joint Permit Application will soon be submitted for the Market Street (S.R. 0462) Bridge Replacement early action project as well.

In order to track all of the early action project and construction section permitting, impacts, mitigation, PA DEP requested that a **Comprehensive Environmental Assessment** (CEA) be completed and updated with each permit application submission. The CEA is intended to help the resource and transportation agencies track the impacts and the mitigation completed to date for all the improvement projects within the project area. It is anticipated that a series of permit applications would be necessary for this project that correspond to the impacts associated with each construction section.

PennDOT has taken measures to ensure that environmentally sensitive project activities are handled properly and in accordance with the contract provisions, project plans, and permits provided. PennDOT would continue to refine and advance these measures included in the contract documents and provide for incentives and/or penalties based on the outcome.

In order to ensure that U.S. ACE civil works projects like the Codorus Creek flood risk management system continue to provide their intended benefits to the public, Congress mandated that any use or alteration of a civil works project by another party is subject to the approval of U.S. ACE. This requirement was established in Section 14 of the Rivers and Harbors Act of 1899, which has since been amended several times and is codified at 33 USC 408 (**Section 408**). The project team has coordinated with the U.S. ACE and would be seeking Section 408 approval prior to the Joint Permit Application for the Codorus Creek Bridge construction section.

Section 401 of the Clean Water Act (CWA) (33 U.S.C. § 1251 et seq.) requires developers subject to a federal license or permit (e.g., Clean Water Act Section 404 permit) to obtain a 401 Certification or waiver if the project may result in any discharge into the navigable waters of the U.S. under Section 401(a)(1) of the CWA (33 U.S.C. § 1341). States have the authority to review and approve, condition, waive, or deny a 401 Certification. Section 401 Water Quality Certification would be sought on this project through PA DEP.

The U.S. CG administers a bridge permit program under **Section 9 of the Rivers and Harbors Act of 1899** for bridges over navigable waters and has authority over the navigational clearances under those bridges. Coordination with the U.S. CG indicated that U.S. CG can exempt bridge projects when the bridge crosses a non-tidal water that is not used to transport interstate commerce. The coordination concluded that the Codorus Creek Bridge is exempt and does not require a U.S. CG Bridge Permit.

9.0 PUBLIC AND AGENCY COORDINATION

9.1 Summary of Public Coordination Activities

Throughout the I-83 North York Widening feasibility study, alternatives analysis and preliminary engineering, the project team has coordinated with multiple organizations, agencies, public entities, and individuals to receive input to develop the proposed improvement concepts of the I-83 North York Widening project. Using this information, several alternatives were developed and vetted by how they address the purpose and needs, type and level of potential resource impacts, and public feedback and preferences. Next, the Build Alternative documented in this EA was developed and discussed with these entities and property owners directly affected by the Build Alternative.

Anticipated public coordination would include a public hearing prior to completion of the environmental process and preliminary engineering. Additional special purpose meetings would continue through preliminary and final design. The following outlines the major types of meetings held to review and discuss the project. A list of public, agency and municipal meetings held for this project is included in Appendix D. Additional meeting details can be found in the Public and Agency Coordination Technical File.

9.1.1 Meetings for Previous Studies (2001-2003)

Since 2001, the I-83 corridor has been the topic of multiple studies to identify areas in need of improvements. The following are public meetings conducted by PennDOT for studies that included portions of the I-83 North York Widening project area:

- **I-83 Interchanges 16-19 Improvement Study**
  - Public Meetings:
    December 31, 2001; March 25, 2003
  - Inter-Municipal Coordination Committee Meetings:
    September 21, 2001; February 28, 2002; January 30, 2003

- **Interstate 83 Interchange Feasibility Study for York County**
  - Public Meetings:
    April 9, 10, and 11, 2002

9.1.2 Inter-Municipal Coordination Committee (ICC) Meetings

At the beginning of the I-83 North York Widening (Exits 19-22) project, there were several ICC meetings. The ICC was developed to keep local officials informed and gain feedback on the project. The ICC is comprised of municipal government, state, and federal legislative representatives; county planning, transportation, and economic alliances; and the PA Motor Truck Association. The following describes the meetings held to date and their purpose:

- **June 16, 2015:** Introduce the I-83 North York Widening project
- **April 14, 2016:** Outline the conceptual alternatives
- **August 23, 2018:** Discuss the proposed design and engineering modifications

9.1.3 York County Planning Commission (YCPC) Meetings

Throughout the project development, PennDOT and FHWA have met with YCPC. The YCPC has been a partner in the development of this project as the MPO and as a sounding board. Coordination included YCPC's attendance at the Scoping Field View and its review of the Alternatives Analysis Report.

9.1.4 York County Transportation Coalition

The York County Transportation Coalition was created by the YCPC and is comprised of representatives from the legislative delegation as well as transportation stakeholders including transit, trucking, rail, biking, pedestrian, utilities, and others. The project team presented alternatives and updates to the York County Transportation Coalition several times during preliminary engineering.

9.1.5 Surveys

Surveys were also sent to the community facilities and emergency service providers in the project area in November 2018 to provide direct access to the project team with their questions or concerns. The surveys were sent to places of worship; creative art establishments; fire, police, and ambulance services; hospitals; park and recreational entities; and school and transit services. Concerns raised by EMS included the disruption to rescue efforts during construction. Most other concerns related to direct impacts to facilities like the York County Heritage Rail Trail and places of worship.

9.1.6 Public Meetings

The first general **public meeting** for the preliminary engineering phase of the project **was held on March 29, 2018** (Photo 9-1). The project's website (www.i83northyork.com) was also launched at that time and has proven to be a major asset to the project team's ability to communicate with the public by providing updates, announcements, and new information, in addition to receiving feedback.

Photo 9-1: *Large display at the Public Meeting on March 29, 2018*

Comment forms were provided at the public meeting, and a comment function is available on the website. Approximately 150 comments were received at the public meeting and via the website during that time. The main concerns of respondents included lack of a direct connection to U.S. Route 30, noise impacts, property impacts, roundabouts, and the traffic analysis.

Photo 9-2: *Neighborhood Meeting for Exit 19 on February 25, 2019*

In **February 2019**, the design team held multiple smaller neighborhood meetings (see Photo 9-2) that focused on each interchange area. These meetings were designed to be smaller, one-on-one-type meetings where affected property owners could speak directly with PennDOT representatives about their concerns. Comment forms were provided, and several items that were brought up by residents have been analyzed and included in the Build Alternative (see EA Section 3.3 Build Alternative Refinements).

A summary of public meeting and neighborhood meetings is included in Table 9-1.

Table 9-1: Public Meeting Summary

Outreach	Date	Focus	Invitees	Materials	Attendees
Public Meeting	3/29/2018	Explain the project purpose and needs. Introduce the project concept design. Receive public feedback.	Public	• Video • Handout • Concept Design • Stations for each Exit • Right-of-way and Section 106 stations • Comment Form	162
Neighborhood Meeting Exit 19	2/25/2019	Allow property owners to have one-on-one conversations with the design team about their concerns.	Properties directly affected by the project	• Large board presentations • Project facts sheet • Section 106 and right-of-way information • Comment Form	60
Neighborhood Meeting Exit 22	2/27/2019			• Large board presentations • Project facts sheet • Section 106, right-of-way, noise information • Roundabout video • Comment Form	32
Neighborhood Meeting Exit 21	2/28/2019			• Large board presentations • Project facts sheet • Section 106 and right-of-way information • Roundabout video • Comment Form	31
Website	Live 3/16/2018 Updated 12/2018 02/2019 07/2019 08/2019	Provide project updates to the general public.	Public	• Purpose and Intro • What's New • Project Analysis Highlights • Roundabouts • Comment function • Contact Information	Over 400 subscribed

9.1.7 Future Coordination

As the project continues into final design and construction, public outreach would also continue. Future planned outreach includes the following:

- Fayfield Park meeting with Springettsbury Township to discuss concept design
- Project 70 legislation for conversion of recreational land
- Final design noise analysis public outreach
- EMS, transit, school coordination related to traffic control during construction
- Right-of-way coordination with property owners during final design

9.2 Agency Coordination

Coordination with the regulatory agencies began in the feasibility stage of the project, continues throughout preliminary engineering and will continue throughout final design and construction. Table 9-2 lists the major agency coordination efforts.

At two Agency Coordination Meetings (ACM), the project and environmental issues were presented to state and federal agencies that are either participating or cooperating agencies for the project's environmental review process. The U.S. EPA and U.S. ACE are Cooperating Agencies on this project.

Table 9-2: Agency Coordination Efforts

Meeting	Date	Purpose
U.S. Fish and Wildlife	March 30, 2015	Discuss Phase I findings and Phase II approach
ACM #1	May 2, 2017	Introduce project, purpose and needs, environmental constraints, agency feedback, field view
Cooperating Agency Meeting #1	August 2, 2017	Discuss cooperating agency status with PA DEP and U.S. ACE. Subsequently reached out to U.S. EPA via conference call. U.S. EPA requested Cooperating Agency Status
ACM #2 Meeting	September 27, 2017	Discuss preliminary alternatives and impacts
Agency Update Email	November 9, 2017	Email transmitting the Recommended Preferred Alternative Memo which outlined the reasoning behind the proposed alternative
York County Parks	November 15, 2017	Field view to discuss stream and wetland mitigation options on public land
York County Conservation District	December 19, 2017	Introduce project, discuss erosion & sediment controls, stormwater and timing of early action projects
PA Game Commission	February 15, 2018 June 18, 2018	Field view meetings to discuss stream and wetland mitigation options on public lands
PA DEP Central Office Meeting	May 14, 2018	Discuss MS4 and stream credit sharing opportunities. Also presented alternative stormwater management (SWM) [off-site mitigation]
PA DEP Chapter 105/ MS4 Meeting	September 17, 2018	Discuss MS4 and Chapter 105 credit overlap
Agency Update Meeting (permitting agencies)	September 17, 2018	Update agencies on design, public outreach, Mill Creek Relocation, stream and wetland mitigation options and SWM
Stormwater Meeting with DEP	December 7, 2018	Discuss onsite constraints and the three-tiered approach to stormwater
Permitting Meeting	December 19, 2018	Discuss construction sequencing, safety and congestion projects, permit submission schedule, proposed impacts and mitigation
PA DEP Meeting about CEA	January 24, 2019	Discuss the CEA that will submitted with each permit starting with S.R. 0181, Exit 22
Permitting and Mitigation Meeting	March 4, 2019	Follow-up meeting to continue conversation about permitting approach for safety and congestion projects and overall North York Widening, discuss impacts and mitigation

Meeting	Date	Purpose
S.R. 0181, North George Street and Exit 22 Permit Pre-App	April 2, 2019	Pre-application meeting to discuss the impacts, mitigation, and overall permit information
Mitigation Update Meeting	August 1, 2019	Meeting with agencies to discuss project status, permitting status, and on-site stream and wetland mitigation options under consideration

10.0 PREFERRED ALTERNATIVE

10.1 Identification of Preferred Alternative

From the feasibility analysis to preliminary design concepts and ultimately a Build Alternative, the transportation agencies, resource agencies, municipal officials, public, consulting parties, and affected property owners had a hand in the process to advance the alternative that balanced all aspects of transportation project development. The preferred alternative is shown in Figure 10-1.

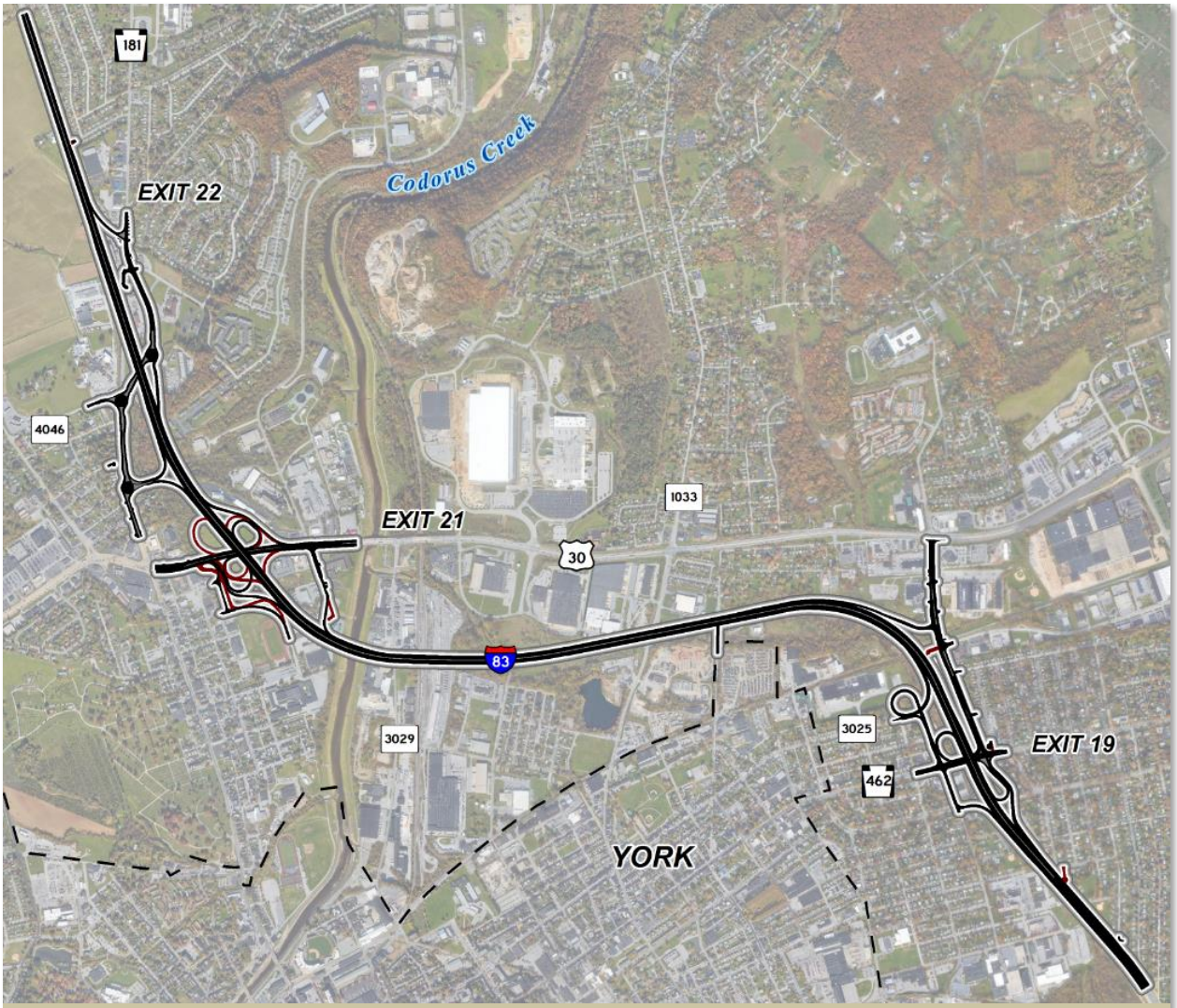

Figure 10-1: *I-83 North York Widening Preferred Alternative*

Key elements of the Build Alternative include the following:

- Reconstruct aging infrastructure
- Widening the interstate from four to six lanes
- Shift mainline at Exit 19 to avoid Mill Creek and its floodplain
- Mill Creek relocation to improve habitat and reduce flooding on I-83

- Shift at Codorus Creek to avoid taking businesses on both sides of I-83 in North York Borough
- Roundabouts that keep continuous traffic flow at key intersections
- Attempt to limit interchange impacts by using existing roadway network
- Complete or enhance I-83 connections to U.S. Route 30 via North Hills Road (S.R. 2003) and shifted on-/off-ramp on North George Street (S.R. 0181)
- Reduce queuing and weaving at congested interchanges
- Address substandard acceleration and deceleration lanes
- Retaining walls to reduce wetland, stream and community impacts
- Noise barriers to reduce noise in communities
- Columbia Avenue and Belmont Street side road modifications based on public feedback

The Build Alternative meets the project needs, avoids or minimizes impacts to environmental resources and surrounding land uses to the extent possible, is engineered to meet design criteria, and results in the most reasonable construction cost. This project is estimated to cost $330 million (2019 construction estimate).

Based on the information presented in this EA, the Build Alternative is the Preferred Alternative for the I-83 North York Widening project.

10.2 Mitigation Commitments

The I-83 North York Widening project has sought to avoid and minimize impacts where possible. Where those impacts are unavoidable, mitigation commitments have been made to offset impacts and are summarized below. These commitments would be tracked through final design and carried into construction where necessary via PennDOT's Environmental Commitments and Mitigation Tracking System (ECMTS).

Table 10-1: Mitigation Commitments

Resource		Mitigation
Natural	Streams	• Unavoidable permanent impacts to streams would be mitigated by restoring and enhancing the reach of Mill Creek from the area near Victory Fire Company south of Exit 19 to the confluence with Codorus Creek. The Mill Creek relocation area would also include floodplain reconnection and vegetative cover that would seek to provide riparian uplift. This on-site mitigation strategy, as proposed in an August 2019 agency meeting, would be advanced to offset permanent impacts. Should on-site mitigation options not fully compensate for the impacts, off-site mitigation locations would be considered during final design. Mitigation details would be provided in the permit applications for each construction section and advanced with approval of the permitting agencies. Compensatory mitigation would be completed in accordance with Section 404 of the Clean Water Act and Pennsylvania Title 25, Chapter 105. Temporary impacts to streams would be restored and monitored in accordance with Section 404 or Chapter 105 permit conditions. • Further coordination with the PFBC (ATON) and continued coordination with the USCG (Section 9 update letter every five years) and the U.S. ACE (Section 408) along with the Section 404/Chapter 105 permitting agencies (U.S. ACE and PA DEP) would be necessary in final design.
	Wetlands	• Unavoidable permanent impacts to wetlands would be mitigated in the general project vicinity. A mitigation plan for the Build Alternative would be developed to offset the direct impacts to Waters of the U.S./Commonwealth (which includes wetlands). On-site mitigation, restoration, and habitat enhancement would be pursued. The primary functional value of most of the impacted wetlands is water quality support and flood attenuation to Mill Creek and Codorus Creek. This on-site mitigation strategy, while logistically challenging, is intended to compensate for this loss. Remnant upland parcels of low habitat value adjacent to Mill and Codorus Creeks would be evaluated as potential wetland mitigation areas and likely become part of the permanent right-of-way for I-83. To the extent possible, PennDOT would attempt to construct the replacement wetlands in advance of the impacts using a specialty contractor. Temporary impacts to wetlands would be restored on-site and monitored in accordance with 404/105 permit conditions. Compensatory mitigation would be completed in accordance with Section 404 of the Clean Water Act and Pennsylvania Title 25, Chapter 105. • Coordination with the U.S.ACE and PA DEP would continue through final design and construction.
	Floodplain	• The level of the 100-year floodplain for Mill Creek would not be increased. • Approximately 3,700 linear feet of Mill Creek would be relocated to mitigate for stream impacts and reduce flooding of I-83. • Section 408 coordination with the U.S. ACE would be ongoing for Codorus Creek.
	Codorus Creek	• A PFBC approved ATON would be implemented to protect recreational boaters during construction of the bridge over Codorus Creek. • The U.S. ACE plans to rehabilitate the Codorus Creek levees, and a plan exists for future beautification of the Codorus Creek corridor. These activities would be monitored and incorporated into the project where possible.
	Groundwater	• Groundwater wells impacted within the limits of work would be closed and capped. • Groundwater wells outside of the limits of work but within proximity of construction activities that may cause impact would be sampled pre- and post-construction (this excludes abandoned and closed wells).

Resource		Mitigation
Natural (continued)	Stormwater	An individual NPDES permit with major amendments for each construction section would be obtained. Water volume, rate, and quality would be treated on-site, on-site/adjacent, or off-site. This approach would continue to be coordinated through the U.S. EPA and PA DEP.
	Threatened and Endangered Species	Bald Eagle Nest on the Codorus Creek just north of U.S. Route 30: • Maintain a buffer of at least 300 feet between project activities and the bald eagle nest. • Restrict all clearing, external construction, and landscaping activities within 300 feet of the nest to August through January (outside the nesting season; nesting season is generally January through July). • Maintain established landscape buffers that screen the activity from the nest. • Revisit the nest location and project activities as the design progresses. • Coordinate with U.S. FWS. Update threatened and endangered species coordination throughout the project development.
	Vegetation	• PennDOT BMPs included in Publication 756, Design Manual Part 2, and Publication 408 would be used to mitigate the spread of invasive species. In addition, disturbed earthen surfaces would be promptly seeded so as to minimize the colonization by invasive species. Wetland mitigation areas, riparian buffers, and stormwater management facilities may have specific invasive species performance standards as conditions of the U.S. ACE Section 404, PA DEP Chapter 105, and NPDES permits. • Seed mixes used for roadside planting, stormwater management facilities, wetland mitigation areas, and riparian buffers would be augmented with plant species that provide forage and larval host species used by pollinators.
Parks [Section 4(f)]	Fayfield Park	• In-kind replacement of recreation facilities that are directly impacted, including two playgrounds, a basketball court, and a baseball field • ADA-compliant sidewalks and parking spaces • A sound barrier that could be coated to allow for a decorative painting (i.e., mural) should the township prefer • Replacement tree and shrub plantings to provide shade and buffers • Off-street parking • Plantings along the basketball court to buffer residential area • Size of baseball field; 200-foot outfield as the current field is today • Consideration of vehicular access to the baseball field via park property • Inclusion of a backstop at the baseball field • Protected benches (in place of dugouts) at the baseball field • Coordination and meetings with the township through final design Items that may require further analysis in final design: • Township's acquisition of remnant parcels adjacent to the park (once right-of-way, residential acquisitions and stormwater management have been completed; this can be considered) • Baseball field and park drainage would be considered further • Design team would analyze the potential impact of the 100-year storm event on the proposed park configuration • It was recently discovered that the park was acquired with Project 70 grant funding. Coordination with DCNR would be necessary in final design to resolve the park land conversion.
	York Heritage Rail Trail	Temporary impacts during construction would be coordinated through the county in final design. Pedestrian passage would be maintained for the trail users.
	Elmwood Park	No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed within Elmwood Park.

Resource		Mitigation
Cultural	Historic Properties [Section 4(f)]	Work on historic properties would be limited to the areas designated on the design plans. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed on historic properties.
	Lincoln Highway	Incorporation of the Lincoln Highway symbology into the Market Street (S.R. 0462) overpass to provide an educational opportunity for the community as a gateway into York would be considered.
Community	Displacements	Displaced residents and businesses would receive relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended; Title VI of the Civil Rights Act of 1964; and the Pennsylvania Eminent Domain Code of 1964.
	Noise	Noise walls would be constructed in areas determined to benefit residents and be reasonable and feasible. A final design noise analysis would be completed and include public outreach.
	York Art Association	York Art Association would be relocated.
	York Church of Christ	York Church of Christ would be relocated.
	Transit Stops	Market Street (S.R. 0462) and Lightner Road bus stops would be temporarily relocated during construction in those sections.
	Bicycle/ Pedestrian	The pedestrian tunnel under I-83 at 10th street would remain open during portions of construction then would be reconstructed slightly south of its existing location.
	North York Borough	Access to York Learning Center, businesses on Columbia Avenue, and new planned housing development (on the former high school track and field) would be maintained.
Waste	5 sites	Complete Phase II ESA during final design and prepare special provisions.
	27 sites	Complete Phase II and III ESAs during final design and prepare special provisions.
	1 site	Complete Phase III ESA during final design and prepare special provisions.
	2 sites	Prepare special provisions (Phase II and III ESAs completed during early action projects).
Agriculture	Rutter's Farm	• Just compensation would be paid for acquisition of Prime Agricultural Land from Rutter's Farm. • Consideration for the Rutter's Farm driveway access on Lightner Road in relation to the proposed roundabout would be ongoing through final design.
Public Outreach	Parks Noise Displacements Traffic Control	• Fayfield park meeting with Springettsbury Township to discuss concept design • Project 70 legislation for conversion of recreational land (Fayfield Park) • Final design noise analysis public outreach • EMS, transit, school coordination related to traffic control during construction • Right-of-way coordination with property owners during final design

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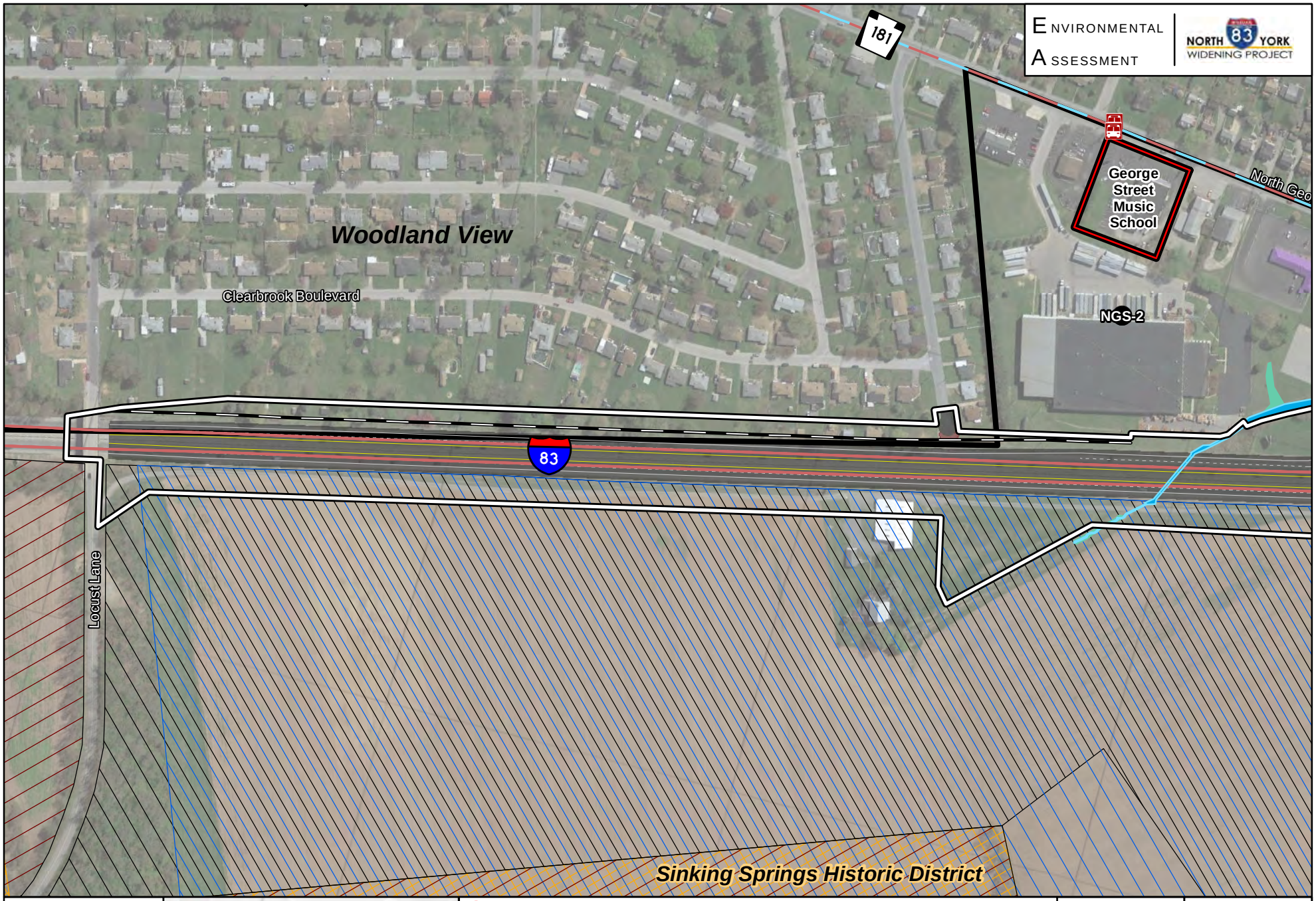
APPENDICES

APPENDIX A - PROJECT MAPPING



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PROJECT MAPPING

Appendix A | Map 1 of 10

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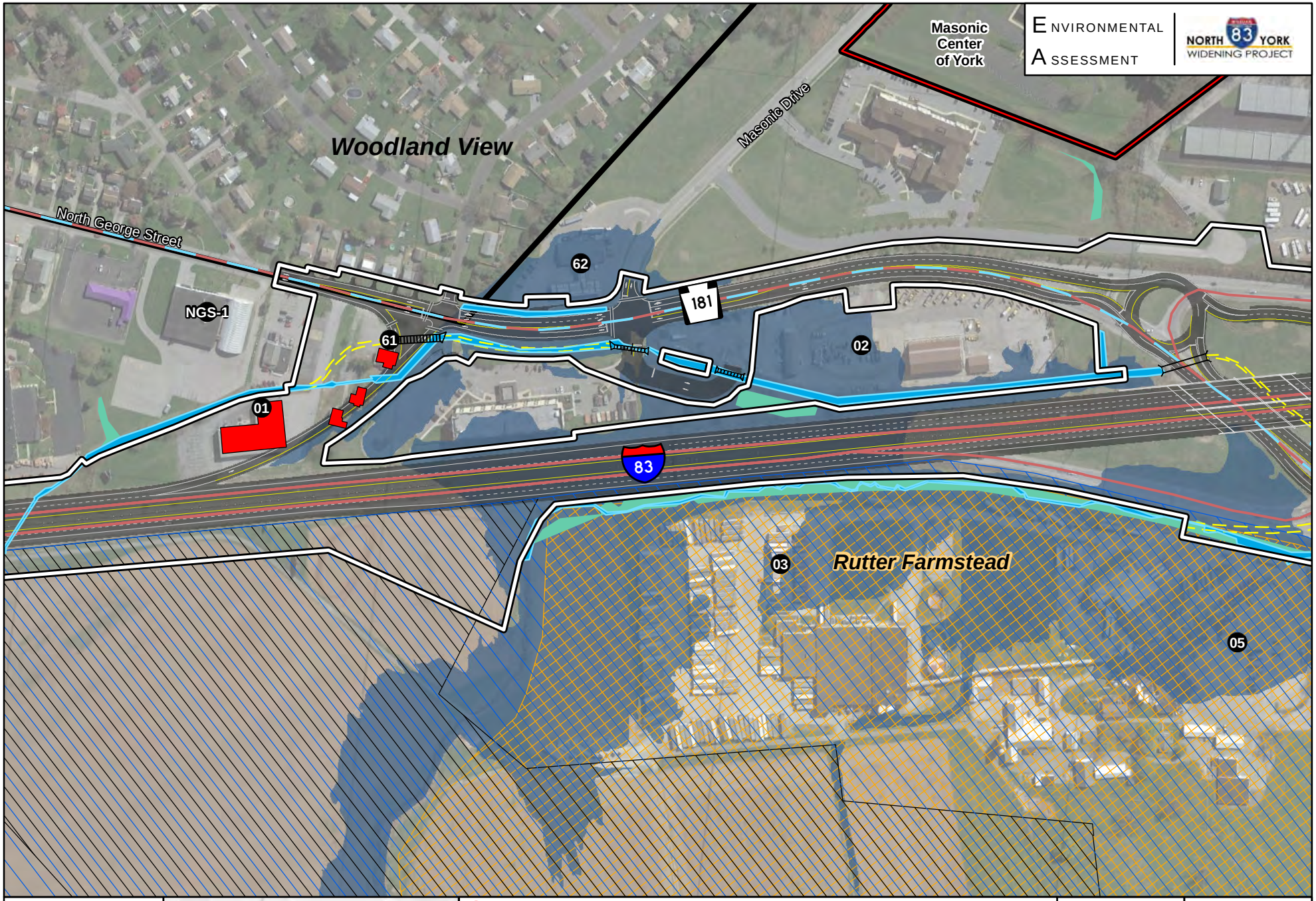

ENVIRONMENTAL ASSESSMENT

NORTH 83 YORK WIDENING PROJECT

0 150 300

1 Inch = 300 Feet

EMS
Fire
Hospital
Waste Sites
School

Limit of Disturbance
Noise Barriers
Transit Routes
Bike Routes
Transit Stops

Community Assets
Productive Agriculture
ASA
Historic Resources

Proposed Pavement
Pavement Removal
Stream Relocation
Place of Worship

Streams
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Neighborhoods
Displacements
100-Year Floodplain

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PROJECT MAPPING

Appendix A

Map 2 of 10

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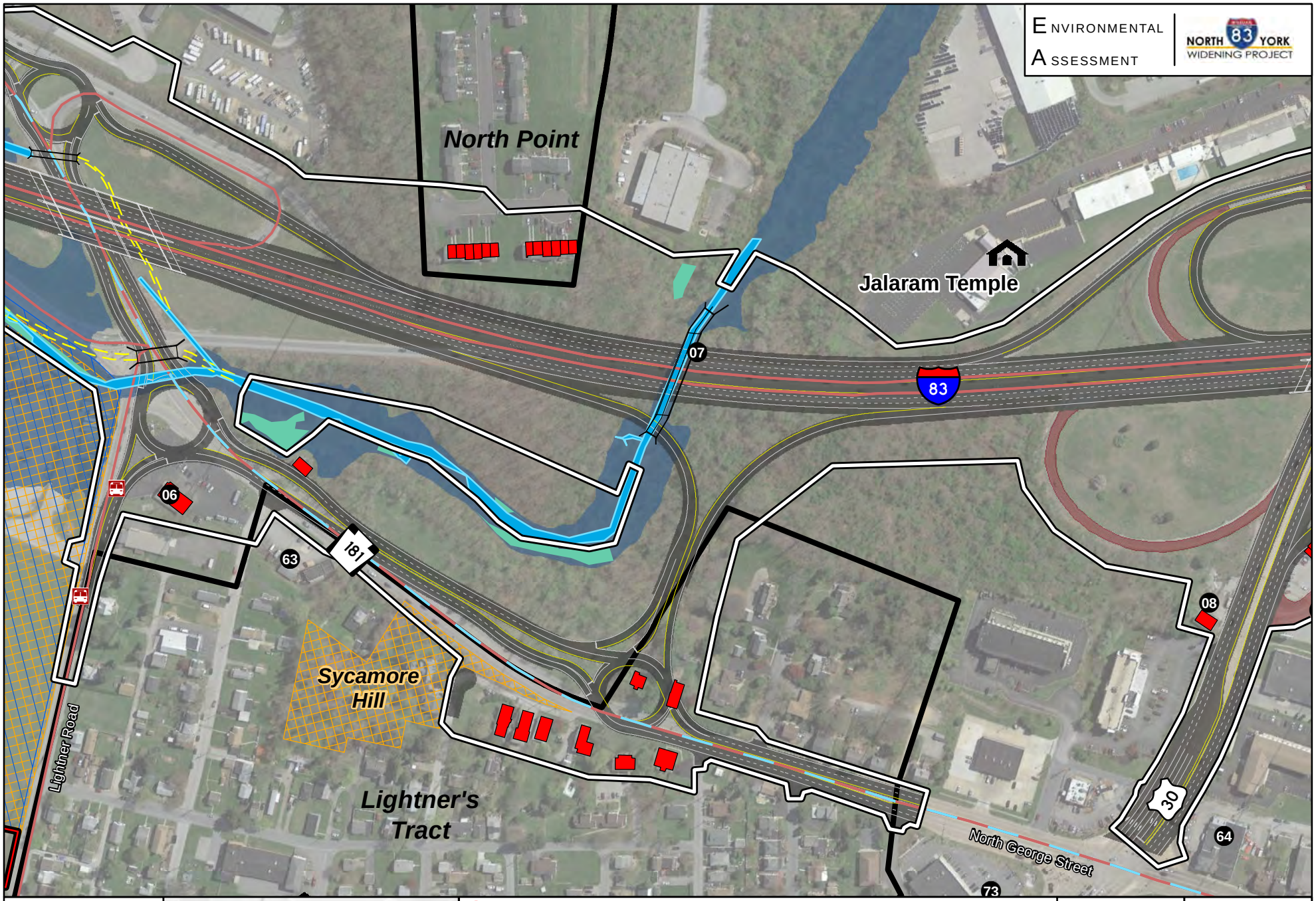

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PROJECT MAPPING

Appendix A | Map 3 of 10

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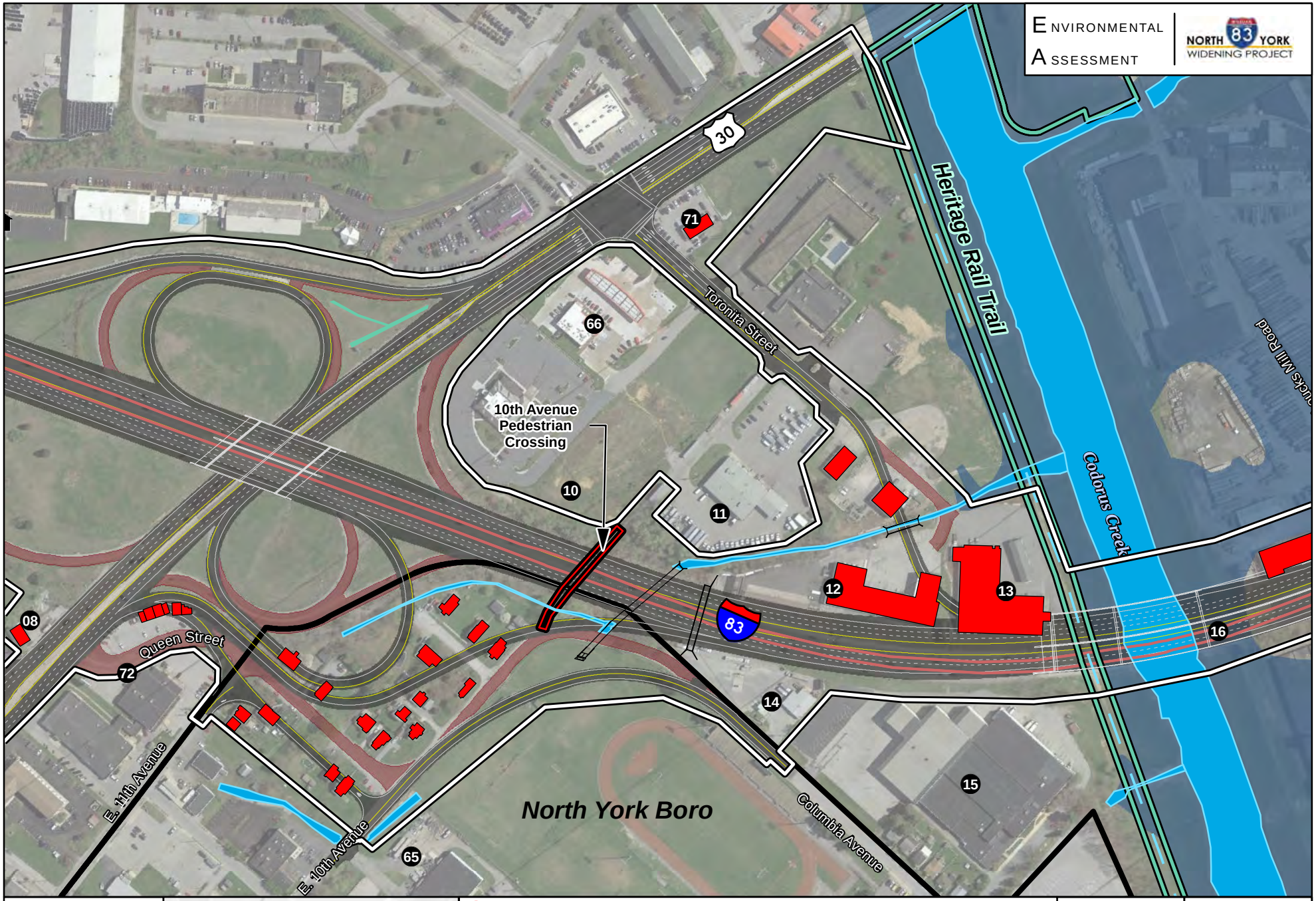

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PROJECT MAPPING

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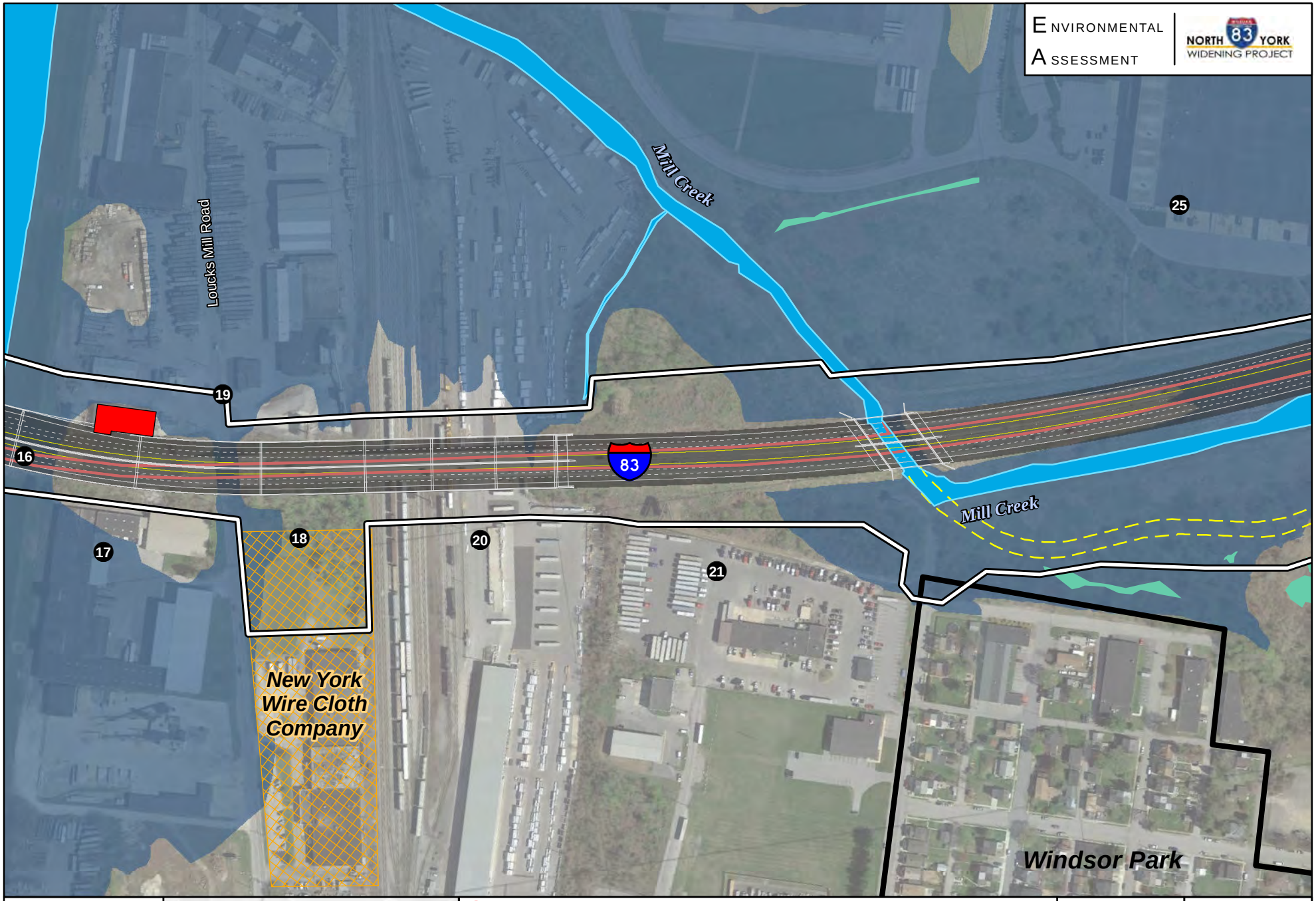

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PROJECT MAPPING

Appendix A | Map 5 of 10

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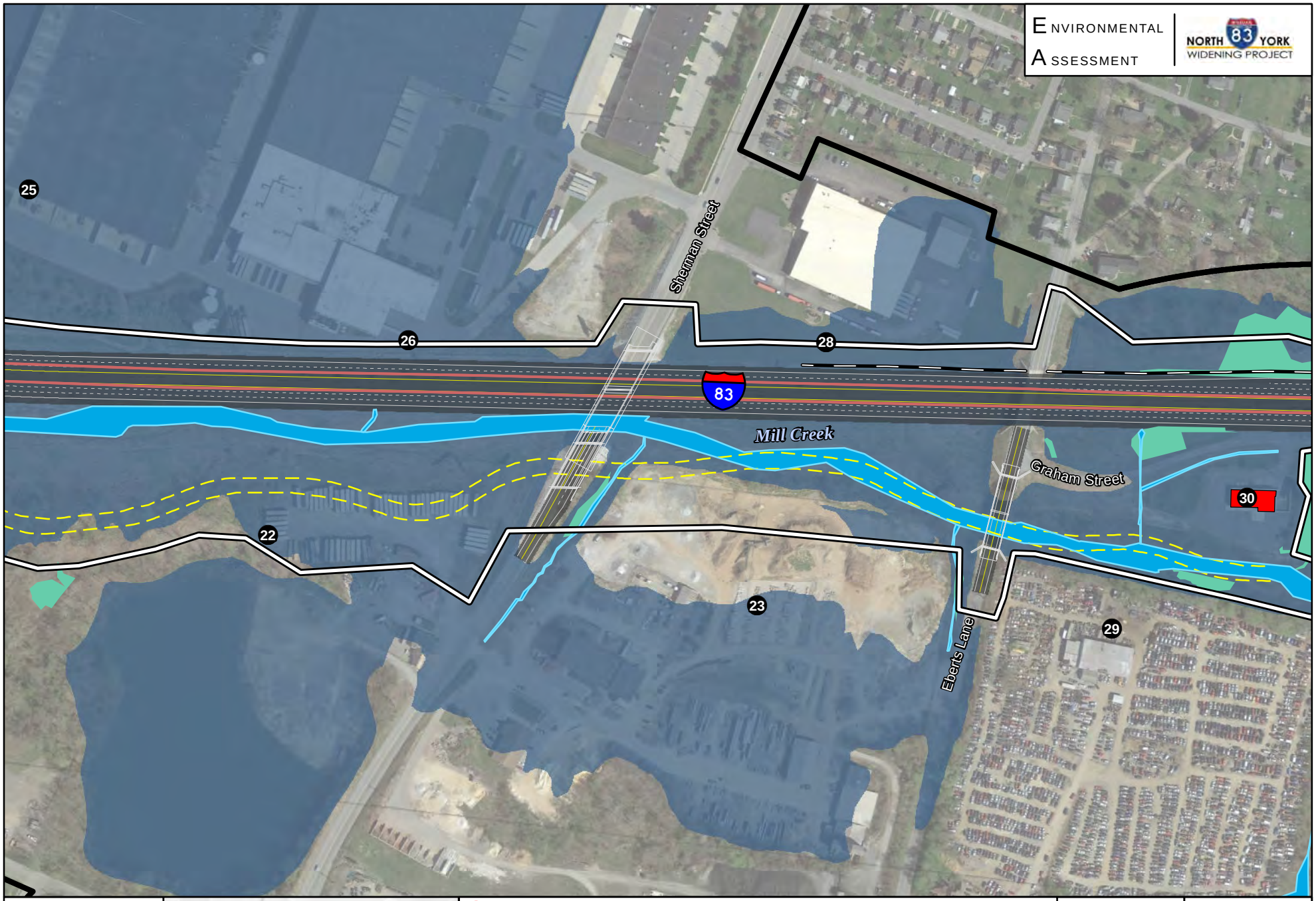
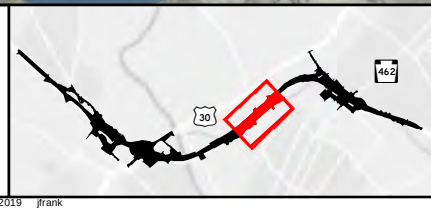


0 150 300

1 Inch = 300 Feet



EMS
Fire
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Waste Sites
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SKELLY AND LOY, Inc | August 2019

PROJECT MAPPING

Appendix A | Map 6 of 10

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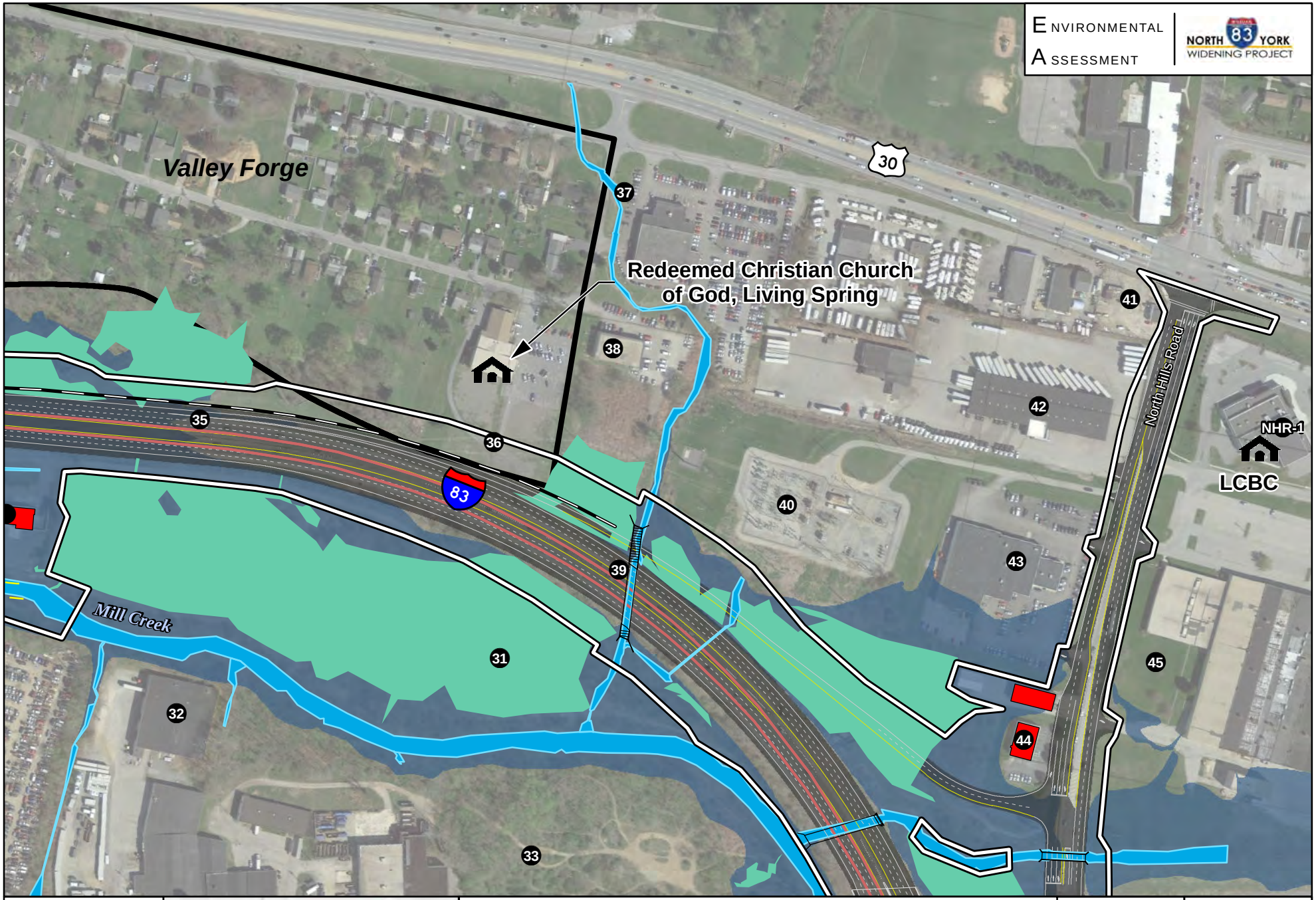

ENVIRONMENTAL ASSESSMENT

NORTH 83 YORK WIDENING PROJECT

0 150 300

1 Inch = 300 Feet

EMS
Fire
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PROJECT MAPPING

Appendix A

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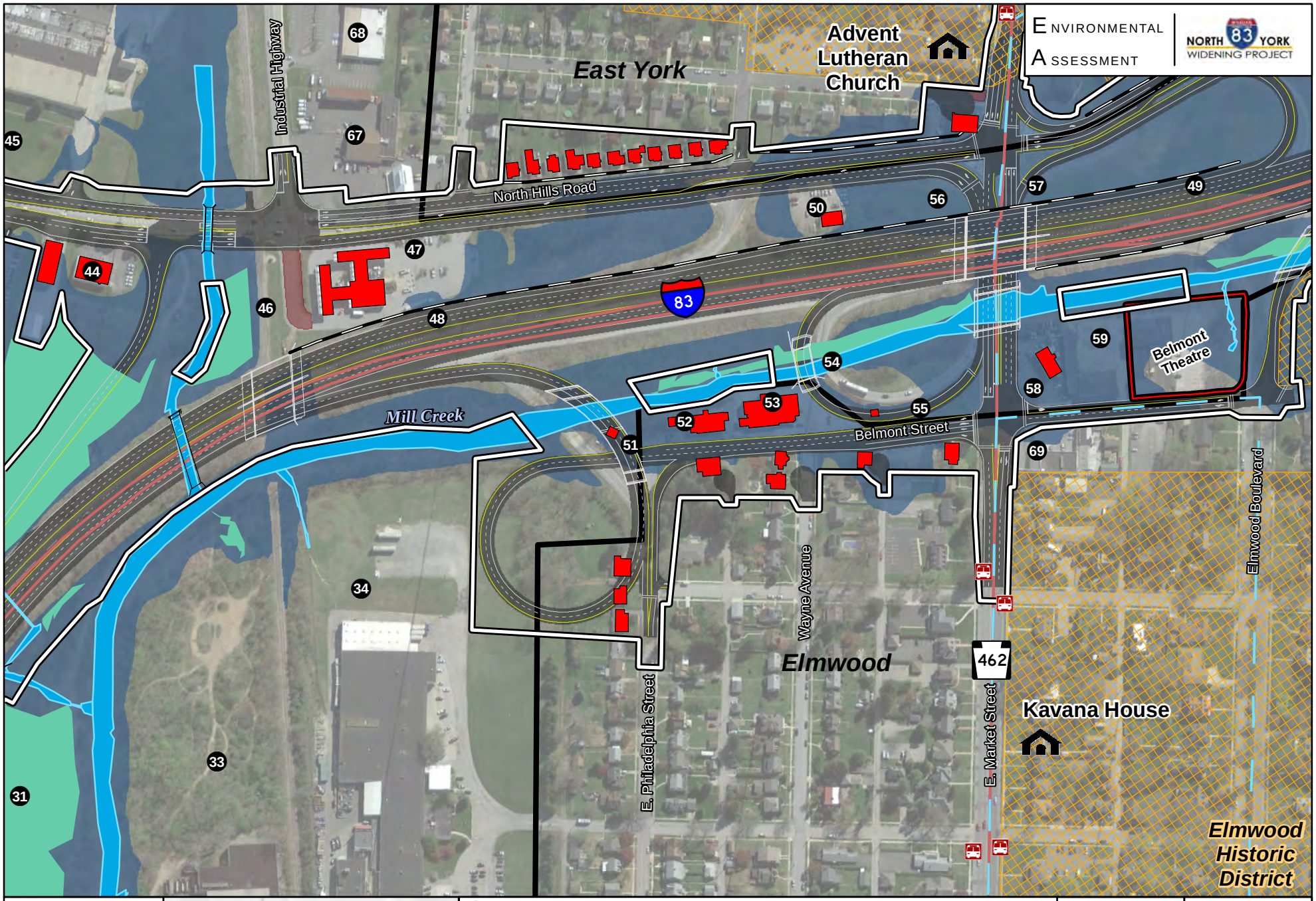

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PROJECT MAPPING

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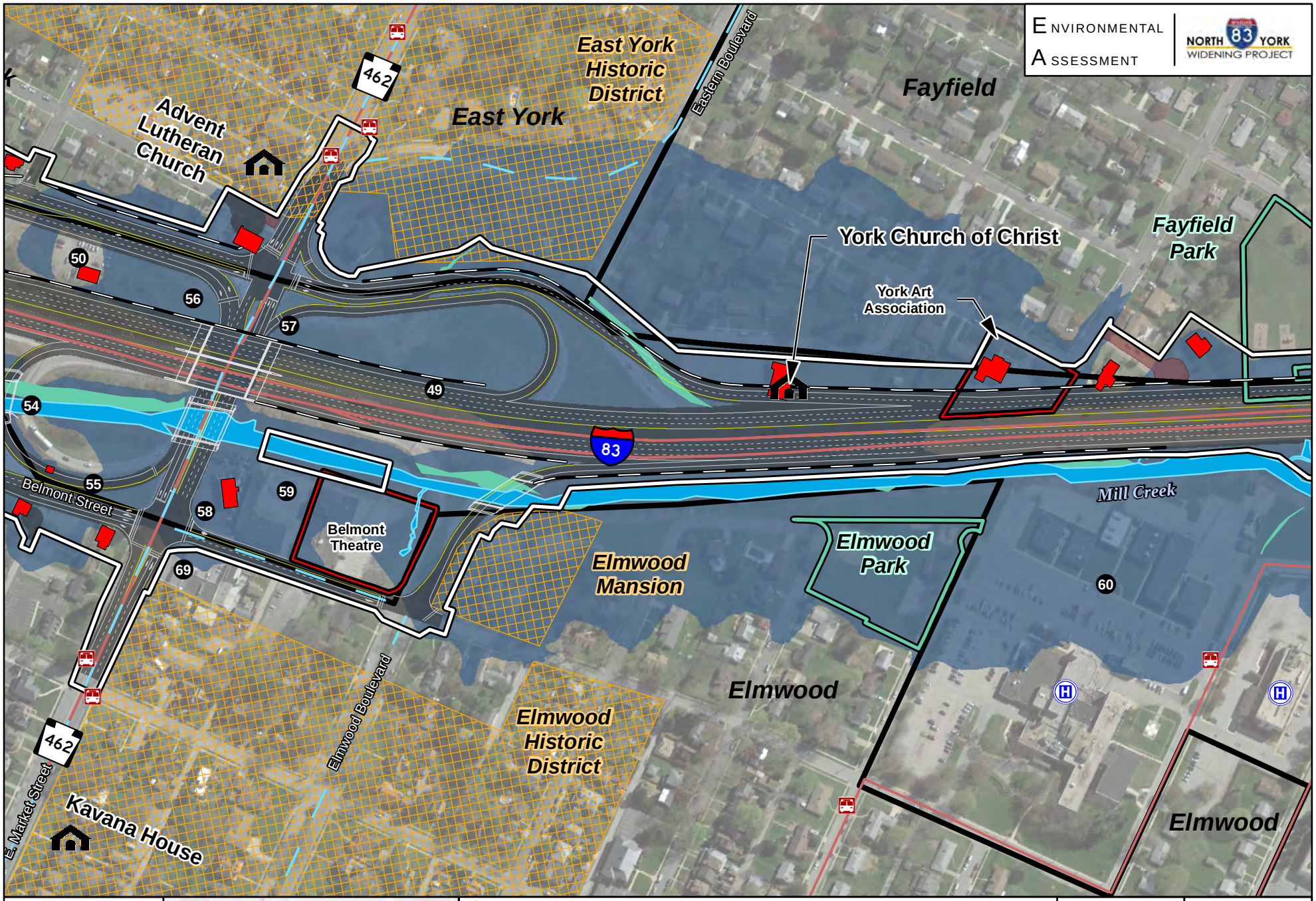

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PROJECT MAPPING

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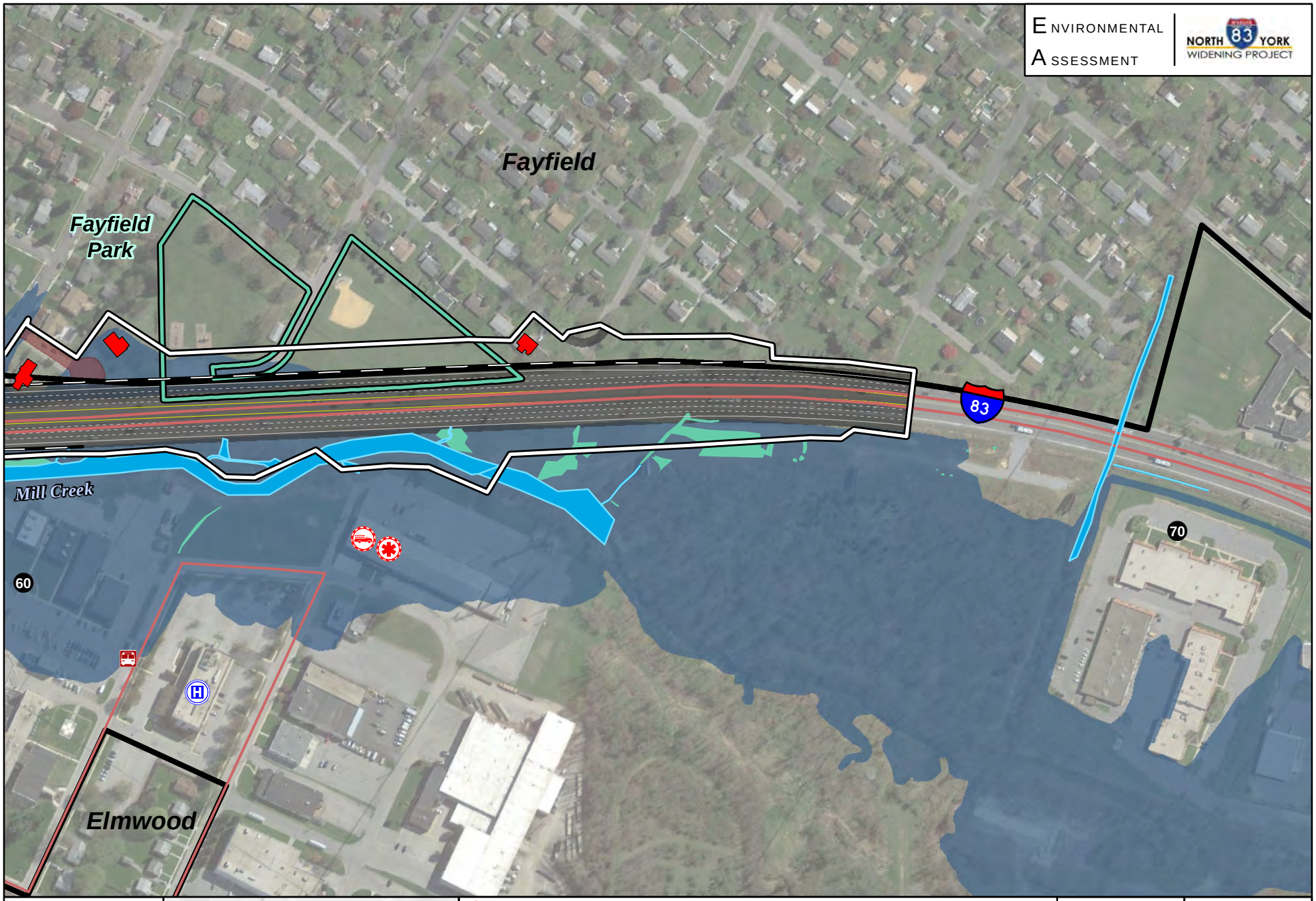

ENVIRONMENTAL ASSESSMENT

NORTH 83 YORK WIDENING PROJECT

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PROJECT MAPPING

Appendix A | Map 10 of 10

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APPENDIX B -
GLOSSARY OF TERMS

A

Abatement – The act or process of reducing, lessening or ending something (i.e., noise abatement).

Acceleration/Deceleration Lanes – Lanes which provide drivers an opportunity to speed up or slow down in a space not used by high-speed through traffic.

Affected Environment – The physical features, land, area, or areas to be influenced, affected, or created by an alternative alignment under consideration; also includes various social and environmental factors and conditions pertinent to an area.

Agency Coordination Meeting (ACM) – A monthly meeting sponsored by PennDOT and held with federal and state environmental review and regulatory agencies. The goal of these meetings is to review, discuss, and resolve environmental issues pertaining to transportation projects in Pennsylvania.

Aids to Navigation (ATON) – Any sort of marker which aids the traveler in navigation, usually nautical or aviation travel.

Agricultural Lands Condemnation Approval Board (ALCAB) – An independent administrative board with approval authority over the condemnation of land being used for productive agricultural purposes for certain types of transportation projects.

Agricultural Lands Preservation Policy (ALPP) – A Pennsylvania policy intended to protect and preserve the Commonwealth's prime agricultural land the includes productive agricultural land that falls into 1 of the 5 categories: preserved, ASA, preferential tax assessment, agricultural zoning and/or soil classes I-IV.

Agricultural Conservation Easement (ACE) – a deed restriction landowner's voluntarily place on their property to protect productive agricultural land.

Agricultural Security Area (ASA) – a tract of agricultural land that has been officially designated as an agricultural district by the local municipality.

Alignment – The line which represents the location of a highway being considered.

Alternative – One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following analysis, one improvement alternative is chosen for implementation.

American Association of State Highway Transportation Officials (AASHTO) – a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

Americans with Disabilities Act (ADA) – The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

Archaeological Investigations – Cultural resource studies conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. Depending on the extent and significance of archaeological resources in a study area, investigations may proceed through three phases, each with an increasingly complex level of detail. In **Phase I** archaeological investigations, a field survey is conducted to provide an inventory of all archaeological resources in a project area. **Phase II** investigations are designed to sample the archaeological deposits at a site in order to determine its eligibility for listing in the National Register of Historic Places. **Phase III** involves data recovery excavation to mitigate the adverse effects to an eligible site.

Area of Potential Effect (APE) – The geographic area or areas within which an undertaking may cause changes in the character or use of historic properties.

Auxiliary Lanes – The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.

Average Daily Traffic Volume (AADT) – The average number of vehicles that travel on a given road during the day. As defined by traffic engineers, it is the total traffic volume during a given time period in whole days (24-hour periods), greater than one day and less than one year, divided by the number of days in that time period.

Avoidance Alternative – Any proposal that has been developed, modified, shifted, or downsized specifically to avoid affecting one or more resources regarded as significant.

B

Base Flood Elevation (BFE) – The computed elevation to which floodwater is anticipated to rise during the base flood. Base Flood Elevations are shown on Flood Insurance Rate Maps and on the flood profiles.

Benefitted Receptor (BR) – The recipient of an abatement measure that receives a noise reduction at or above the minimum threshold of 5 dB(A), but not to exceed the highway agency's reasonableness design goal.

Build Alternative – Proposed roadway improvements that meet the purpose and need.

C

Capacity – The maximum number of vehicles that can reasonably be expected to pass over a lane or a roadway during a given time period under prevailing roadway and traffic conditions. Typically, the maximum expressway capacity for automobiles is 2,000 vehicles per lane per hour.

Categorical Exclusion Evaluation (CEE) – 1) A classification, in accordance with NEPA requirements, given to federal-aid projects or actions that do not have a significant effect on the environment, either individually or cumulatively. CEEs do not require extensive levels of environmental documentation. 2) Written documentation to support a Class of Action that satisfies federal criteria describing non-significant impacts.

CEQ Regulations – Directives issued by the President's Council of Environmental Quality (40 CFR 1500-1508) that govern the development and issuance of environmental policy and procedures for federal-aid actions by public agencies.

Clean and Green – A preferential tax assessment program that bases property taxes on use values rather than fair market values.

Code of Federal Regulations (CFR) – The codification of the general and permanent rules and regulations published in the Federal Register by the executive departments and agencies of the federal government of the United States.

Community Cohesion – The property of social unity characterized by the degree of social interaction among residents living within an identifiable community or neighborhood. Distinct neighborhoods may be identified through concentrations of particular ethnic groups, clusters of related families, or recognition on the part of area residents that they live in a distinct neighborhood, among other factors.

Community Impact Assessment (CIA) – a tool to help record, monitor and take appropriate action in relation to community impacts.

Comprehensive Environmental Assessment (CEA) – Comprehensive Environmental Assessment of Proposed Project Impacts for Chapter 105 Water Obstruction and Encroachment Permit Applications. The applicant must assess the cumulative impact of the project and other existing and potential projects, including direct and secondary impacts that are permanent in nature to waters of the Commonwealth.

Comprehensive Plan – The general, inclusive, long-range statement of the future development of a community. The plan is typically a map accompanied by description and supplemented by policy statements that direct future capital improvements in an area.

Conceptual Mitigation – The early, generalized identification of measures that would minimize or avoid anticipated environmental consequences associated with a given alternative. Typically, conceptual mitigation ideas are discussed prior to the concluding stages of an environmental study, well before many of the ideas are further worked upon, refined, or committed.

Concurrence Point – When environmental agencies agree on a point in the Transportation Project Development Process.

Conditional Letter of Map Revision (CLOMR) – FEMA's comment on a proposed project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, effective BFEs, or SFHA.

Conformity – The U.S. Clean Air Act stipulates that any approved transportation project, plan, or program must conform to the SIP, a document which prescribes procedures for the implementation, maintenance, and enforcement of primary and secondary pollutants.

Constraints – (More commonly described as "environmental features.") Significant resources, facilities, or other features of a study area located in or adjacent to an existing or proposed corridor study area that serve to restrain, restrict, or prevent the ready implementation of proposed transportation improvements in a given area; may include natural or physical resources, important structures, communities' facilities, or topographic features.

Construction Phase – The last of the five phases of PennDOT's Transportation Project Development Process in which a contractor selected by PennDOT constructs the improvement alternative.

Controlled Access – Partial access restriction that gives preference to through traffic. Also provides for connections to selected public routes and to certain other adjacent locations where vehicles can enter or leave a roadway safely without interfering with through traffic.

Cooperating Agency – Federal agency, other than a lead agency, which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment.

Corridor – Land between two termini within which traffic, transit, land use, topography, environment, and other characteristics are evaluated for transportation purposes.

Council on Environmental Quality (CEQ) – The National Environmental Policy Act (NEPA) established the Council on Environmental Quality (CEQ) within the Executive Office of the President to ensure that Federal agencies meet their obligations under NEPA

Criteria of Effect – The Advisory Council of Historic Preservation's definition of change to historic properties caused by federal action. The criterion [36 CFR 800.9 (a)] states, "An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register of Historic Places. For the purpose of determining effect, alteration to features of a property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered."

Cumulative Effects (According to NEPA) – Effects that are the result of incremental impacts of an action, when added to other past, present, and reasonably foreseeable future actions, regardless of which agency (federal or non-federal) or person undertakes such actions.

D

Decommission – Abandon with proper procedure.

Deed Restriction – Clauses included in a property deed which restrict the property owner's use of the land. Often, the term is used to refer to restrictions intended to preserve land for specific uses (i.e., agricultural, drainage, wildlife management, or watershed management). Conservation organizations can also create deed restrictions through normal real estate transactions.

Design Criteria – Established state and national standards and procedures based on the functional classification and rural or urban setting of the highway that guide the establishment of roadway layouts, alignments, geometry, and dimensions for specified types of highway. The principal design criteria for roadways are traffic volume, design speed, physical characteristics of vehicles, classification of vehicles, and percentage of various vehicle classification types using the roadway.

Design Exception – An approval issued by a state or federal agency to permit a certain deviation from a specified, accepted standard granted on the basis of a report explaining the need for the exception and the consequences that will result from the action.

Design Manual – PennDOT Publication 10, published in six volumes, which defines criteria, processes, and procedures for the evaluation, assessment, engineering design, and development of highway and bridge projects.

Design Year – The future year specified and used by planners and engineers to assess the conditions (population, number of vehicles, etc.) which are to be the basis for the design of a proposed improvement. The design year of a transportation facility is typically 20 years after the facility has been opened for use.

Determination of Effect – A finding made by FHWA, with assistance from PennDOT and in consultation with the SHPO, which determines whether a proposed project affects a property included on or eligible for the NRHP.

Determination of Eligibility – The process of determining whether an historic property meets the criteria for eligibility for the NRHP (36 CFR 60). FHWA, with the assistance of PennDOT and the SHPO, applies NRHP criteria when deciding matters of historical significance for federally assisted projects. PennDOT and the SHPO are involved with 100% state-funded projects.

Direct Effects – Influences or occurrences caused by a given action and occurring at the same time and place as the action. Changes in noise levels, traffic volumes, or visual conditions are some examples of direct effects of a new highway.

Displacement – Required movement of residences or businesses due to the need for the property for transportation uses.

E

Early Action Project – A stand-alone project, with logical termini and independent utility, that is planned and programmed to generally provide immediate relief to an area of particular need. These projects will be completed in advance of the larger project.

Easement – A property right that gives its holder an interest in land owned by someone else.

Emergency Management Services (EMS) –

Encroachment – Intrusion into water resources such as streams, wetlands, and floodplains.

Environmental – 1) In a scientific context, a combination of external or extrinsic conditions present in nature. 2) In a planning context, a category of analytical studies of aesthetic values, ecological resources, cultural (historical) resources, sociological and economic conditions, etc.

Environmental Assessment (EA) – An exploratory report which is prepared when the significance of impacts is not clearly known for federal projects that are not eligible for a CEE and do not appear to be of sufficient magnitude to require an EIS. An EA provides the analysis and documentation to determine if an EIS or a FONSI should be prepared.

Environmental Commitments and Mitigation Tracking System (ECMTS) – Mitigation measures are specific design commitments made during a project's environmental analysis that lessen impacts caused by the proposed

action. The ECMTS is how these commitments are tracked by PennDOT and the construction contractor.

Environmental Impact Statement (EIS) – A written assessment of anticipated significant effects, both positive and negative, which a prospective agency action may have upon the quality of the human environment, as provided in NEPA. The EIS report provides "full and fair discussion of significant environmental impacts and [informs] decision-makers and the public of the reasonable alternatives, which would avoid or minimize adverse impacts or enhance the quality of the human environment."

Environmental Justice (EJ) – In accordance with Executive Order 12898, provides that the actions of a federal agency do not result in disproportionately high or adverse effects on minority or low-income populations.

Environmental Overview – A beginning inventory or summary assessment of environmental features in a study area, usually performed during systems planning or preliminary environmental activities. From this preliminary information, the environmental impacts of the study alternatives will be determined. This overview may sometimes be referred to as Environmental Screening.

Environmental Site Assessment (ESA) – prepared to assure potential buyers that their property isn't contaminated by hazardous materials or waste.

Environmentally Sensitive Materials (ESM) – means oil, oil products and any other substance (including any chemical, gas or other hazardous or noxious substance) which is (or is capable of being or becoming) polluting, toxic or hazardous.

Executive Order (EO) – a directive issued by the President of the United States that manages operations of the federal government and has the force of law.

F

Farmland Conversion Impact Rating (FCIR) – A procedure for quantifying impacts upon FPPA farmland (prime or unique farmland or additional farmland of statewide or local importance), according to CFR Section 658 and the federal FPPA of 1981 as amended. The rating is determined in two parts: 1) *Land Evaluation Criteria* by the USDA NRCS and 2) *Site Assessment Criteria* by the sponsoring federal agency for the project.

Farmland of Statewide Importance – Land that has been designated by the State Rural Development Committee as being of statewide importance for the production of food, feed, fiber, and forage.

Farmland Protection Policy Act (FPPA) – Is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses.

Federal Aid Project – An activity, study, survey, project, or other work related to transportation authorized in advance by FHWA which is paid for either partially or fully by public funds.

Federal Emergency Management Agency (FEMA) – An agency of the United States Department of Homeland Security that supports citizens and emergency personnel to build, sustain, and improve the nation's capability to prepare for, protect against, respond to, recover from, and mitigate all hazards.

Federal Highway Administration (FHWA) – An agency within the United States Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal owned lands.

Federal Register – A daily publication of the U.S. Government Printing Office that contains notices, announcements, regulations, and other official pronouncements of U.S. government administrative agencies. Various printed announcements and findings related to specific environmental matters and transportation projects and activities appear in this publication.

Final Design Phase – The fourth of the five phases of PennDOT's Transportation Project Development Process. It includes preparation of final right-of-way plans for property acquisition and construction plans and specifications for bidding contracts.

Finding of No Significant Impact (FONSI) – An administration determination by FHWA based on the data from EA studies.

Flood Insurance Rate Map (FIRM) – a flood map created by the Federal Emergency Management Agency (FEMA) used by the National Flood Insurance Program (NFIP) for floodplain management, mitigation, and insurance purposes.

Flood Insurance Study (FIS) – a compilation and presentation of flood risk data for specific watercourses, lakes, and coastal flood hazard areas within a community.

Floodplain – The area directly adjacent to and outside of the watercourse channel that conveys and attenuates flow associated with high-water flood events (such as 1-, 10-, 100-, and 500-year storm events).

Floodway – The portion of the floodplain which is regulated to remain free of obstruction to allow the 100-year flood waters to freely discharge downstream.

FPPA Farmland – Soil phases/areas protected by the FPPA and 7 CFR 658. FPPA soils include prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance.

Free Access – The lowest condition of access control on state highways which allows an unlimited number of private driveway connections, intersections at grade, field entrances, or other land service linkages that give vehicles or pedestrians access to the highways.

Four-Year Program – A prioritized listing, as adopted by PennDOT and the State Transportation Commission, of those improvements identified for development and/or implementation during the initial four years of the overall Twelve-Year Program of transportation improvements. Projects listed in the first four years have priority over those listed in the second or third four-year periods. The four-year program may be updated every two years.

Functional Roadway Classification – The organization of roadways into a hierarchy based on the character of service provided. Typical classifications include arterial, local, and collection roadways.

G

Geographic Information System (GIS) – A computer-based system that links the geographic location of map features to text information or databases.

Geometric Design – Design that deals with the dimensions of a facility and the relationships of its features such as alignment, profile, grades, widths, sight distances, clearances, and slopes as distinguished from structural design which is concerned with thickness, composition of materials, and load-carrying capacity.

Greenhouse Gases (GHG) – a gas that contributes to the greenhouse effect by absorbing infrared radiation, e.g., carbon dioxide and chlorofluorocarbons.

H

Hydrologic and Hydraulic (H&H) Study – The study of the movement of water, including the volume and rate of flow as it moves through a watershed, basin, channel, or man-made structure.

Hydrologic Engineering Center River Analysis System (HEC RAS) – A computer program that models the hydraulics of water flow through natural rivers and other channels. HEC in Davis, California, developed RAS to aid hydraulic engineers in channel flow analysis and floodplain determination.

Historic Resource – A building, structure, site, district, or object which is significant in American history, architecture, archaeology, engineering, and culture.

Hazardous Waste – An environmental impact category encompassing all types of permitted and unregulated materials, sites, and substances which require prudent handling and treatment to prevent harm or danger. Sites are often referred to as Waste Management Sites.

Horizontal Curve – A horizontal bend in the road. PennDOT Design Manual Part 2 establishes the minimum curve radius acceptable for various types of roadway facilities. Deficient horizontal curves have radii smaller than the accepted minimum, resulting in sharper bends.

I

Impacts – Positive or negative effects upon the natural or human environment resulting from transportation projects.

Independent Utility – A specific segment of highway, or a link in a transportation system that the traveling public can use, which represents a reasonable expenditure of public funds even if no additional transportation improvements in the adjoining area or areas are made.

Indirect Effects – Effects that can be expected to result from a given action and that occur later in time or further removed in distance yet are reasonably foreseeable in the future; for example, induced changes to land use patterns, population density, or growth rate.

J

Jurisdictional Determination (JD) – A site survey performed by the USACE to officially determine whether or not a given parcel of land is subject to wetlands regulations and, if so, the extent of the area.

Joint Permit – The permit required for the obstruction and encroachment of Pennsylvania waters or wetlands. The joint permit eliminates the need for separate permit applications at the State and Federal levels. One joint permit is submitted for Pennsylvania's water obstruction and encroachment permit and a federal (USACE) Section 9, Section 10, or Section 404 permit. The permit is also considered by the state as a request for water quality certification under Section 401 of the federal Clean Water Act.

L

Lead Agency – A state or federal agency taking primary responsibility for preparing an engineering or environmental document.

Legal Notice – A formal announcement or finding published by PennDOT in a periodical or newspaper to provide official public notice of an action or approval of interest to the public.

Level of Service (LOS) – A rating system used by traffic engineers to determine a roadway's ability to provide adequate capacity for the volume of traffic (number of vehicles) using the road. The LOS is the operating conditions within the stream of traffic describing safety, traffic interruptions, speed, freedom to maneuver, comfort, and

convenience. The six levels are designated "A" through "F" with "A" representing the best (free-flow) condition while "F" is the worst-possible (congested) condition.

Limited-Access Highway – A highway that has access to it restricted to designated points such as interchanges.

Logical Termini – Rational endpoints for a transportation improvement such as known features (land uses, economic areas, population concentrations, cross route locations, etc.) at either end of a transportation route/ corridor that enhance good planning and which serve to make the proposed improvement usable.

Long-Range Transportation Plan – Identifies regional transportation goals, issues, and needs and defines the direction for regional planning, programming, and project development over a 20-year period.

M

Mainline – the interstate highway travel lanes as a stand-alone transportation system, not including interchanges.

Metropolitan Planning Organization (MPO) – A planning group designated for each urban area with a population of 50,000 or more. Members include both private citizens and local government officials. An MPO addresses federal aid planning mandates by producing local area transportation plans or transportation improvement programs on an annual or biannual basis or by employing other strategies that make existing systems more efficient.

Mitigation Measures – Measures taken to eliminate or reduce the negative impacts of a project.

Municipal Planning Organization (MPO) – the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census.

N

National Ambient Air Quality Standards (NAAQS) – Standards established by the U.S. EPA to measure the health impacts of air pollution. The U.S. EPA set up NAAQS measures for six pollutants: carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

National Environmental Policy Act of 1969 (NEPA) – The National Environmental Policy Act was created to ensure federal agencies consider the environmental impacts of their actions and decisions.

National Historic Preservation Act (NHPA) – passed in 1966 primarily to acknowledge the importance of protecting our nation's heritage from rampant federal development.

National Pollutant Discharge Elimination System (NPDES) – a provision of the Clean Water Act that prohibits discharge of pollutants into waters of the U.S. unless a special permit is issued by the EPA, a state, or a tribal government.

National Register of Historic Places (NRHP) – The official list of our country's historic buildings, districts, sites, structures, and objects worthy of preservation. It was established as part of the National Historic Preservation Act of 1966 and is overseen by the National Park Service.

National Wetlands Inventory (NWI) Maps – Maps published by the USFWS which show wetland areas determined by stereoscopic analysis of high-definition aerial photography. Wetlands were identified on the photographs based on vegetation, visible hydrology, and geography in accordance with *Classification of Wetlands and Deepwater Habitats of the United States* (FWS/OBS 79/31 December 1979).

Natural Areas – Areas containing natural objects and features in an undisturbed condition.

Natural Resources – Land, fish, wildlife, water supplies and other assets belonging to, maintained by, or otherwise controlled by federal, state, or local government.

Natural Resources Conservation Service (NRCS) – An agency of the U.S. Department of Agriculture that provides technical assistance to farmers and other private landowners and managers.

Noise Abatement Criteria (NAC) – Noise levels for various activities or land uses which represent the upper limits of acceptable traffic noise levels.

Noise Barrier – A structure designed to protect inhabitants of sensitive land use areas from noise pollution.

Non-Attainment Areas – Any county or other defined geographic region that the U.S. EPA has designated as a non-attainment area for a transportation-related pollutant(s) (such as ozone) for which NAAQS exist. The areas are ranked by the severity of their problem using marginal, moderate, serious, severe, or extreme. In accordance with the Clean Air Act Amendments of 1990, these areas must take specific emission-reduction measures.

No-Build Alternative (also known as "No-Action Alternative") – Option of maintaining the status quo by not building transportation improvements. Usually results in eventual deterioration of existing transportation conditions. Serves as a baseline for comparison of "Build" Alternatives.

Notice of Intent – Announcement in the Federal Register advising interested parties that an EIS will be prepared and circulated for a given project.

O

On-Site vs. Off-Site – The ability to complete the proposed work within the project area or directly adjacent to the project area versus completing the work removed from the project area.

P

Participating Agency – Federal, state, tribal, regional, and local government agencies that may have an interest in the project could be invited to serve as participating agencies.

Peak Hour – Time when a highway carries its highest volume of traffic, usually the morning or evening "rush" period when commuters travel to and from work.

PennDOT 6-Step Process – The preliminary design phase of PennDOT's Transportation Project Development Process. The 6-Step Process is the framework for the involvement of resource agencies and the public in the environmental and alternative evaluations of project studies (refer to PennDOT's Environmental Assessment Handbook, Publication No. 362, June 1999).

Pennsylvania Bulletin – Official weekly gazette of the Commonwealth of Pennsylvania which contains notices, regulations, announcements, and other documents filed with the Legislative Reference Bureau. Mail subscriptions can be purchased. The Pennsylvania Bulletin can also be accessed online at http://www.pabulletin.com for the current issue and volumes dating back to 1996.

Pennsylvania Department of Transportation (PennDOT) – PennDOT oversees transportation issues in the Commonwealth of Pennsylvania.

Pennsylvania Natural Diversity Index (PNDI) – The Pennsylvania Natural Heritage Program (PNHP) is a member of NatureServe, an international network of natural heritage programs that gather and provide information on the location and status of important ecological resources (plants, vertebrates, invertebrates, natural communities and geologic features).

Permit – Written permission from an agency with governing authority over a regulated resource.

Point-of-Access Study – An engineering evaluation performed for a completed section of limited-access highway to determine the influence to existing levels of service and to adjacent highway facilities of a new or revised access point (ramp or interchange).

Preliminary Engineering – Early phases of technical studies undertaken to determine all relevant aspects of transportation location, to identify feasible route alternatives or design options, and to assess various cost and benefit parameters before advancing the project into more detailed final design development.

Prime Farmland – Land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oil seed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor and without intolerable soil erosion, as determined by the U.S. Secretary of Agriculture and defined by FPPA. It does not include land that is already committed to urban development or storage.

Productive Agricultural Land – Any land used for production, for commercial purposes, of crops, livestock, and livestock products, including the processing or retail marketing of such crops, livestock, or livestock products if more than 50% of such proposed merchandised products are produced by the farm operator.

Project Need/Problem Statement – A concise narrative, prepared at the outset of a project or study or as part of a project needs study, defining the fundamental situation or circumstance to be solved. A problem statement will generally describe a particular situation in which an expected level of performance is not being achieved and will list one or more important factors which cause or contribute to the unacceptable performance.

Project Purpose – A broad statement of the overall goals to be achieved by a proposed transportation improvement.

Public Hearing – A meeting designed to afford the public the fullest opportunity to express support of or opposition to a transportation project in an open forum at which a verbatim record (transcript) of the proceedings is kept.

Public Meeting – An announced meeting conducted by transportation officials designed to facilitate participation in the decision-making process and to assist the public in gaining an informed view of a proposed project at any level of the Transportation Project Development Process. Such a gathering may also be referred to as a Public Information Meeting.

Q

Qualitative Analysis – A general concept which categorizes a process used in certain types of environmental or route location studies where multiple factors are compared in a systematic and comprehensive manner on the basis of sound judgment. Factors analyzed by using a qualitative analysis are such that they cannot be measured in monetary terms, have no apparent common denominators, and are not readily quantifiable.

Quantitative Analysis – The process used in certain economic, cost-benefit, engineering, or traffic studies where multiple factors, elements, and/or outcomes are evaluated and compared by the use of measurable data.

Certain mathematical models, formulas, numerical indices, rankings, and value matrices may be used to assist with such a process.

Queuing – A means of measuring traffic delay. Delay is defined as "the additional travel time experienced by a driver, passenger, or pedestrian." Delay is thus the difference between an "ideal" travel time and the actual travel time.

R

Reconstruction – Roadways that are rebuilt primarily along the existing alignment. Reconstruction normally involves full-depth pavement replacement. Other work that would fall into the category of reconstruction would include adding lanes adjacent to an existing alignment, changing the fundamental character of the roadway (e.g., converting a two-lane highway to a multi-lane divided arterial), or reconfiguring intersections and interchanges.

Record of Decision (ROD) – A document prepared by the FHWA Division Office that presents the basis for selecting and approving a specific transportation proposal that has been evaluated through the various environmental and engineering studies of the Transportation Project Development Process. Typically, the ROD identifies the alternative selected in the Final EIS, alternatives considered, measures to minimize harm, monitoring or enforcement programs, and an itemized list of commitments and mitigation measures.

Regulatory Agency – An agency empowered to issue permits or recommend approval or denial of a permit.

Retaining Wall – Any structure intended to stabilize an otherwise unstable soil mass by means of lateral support or reinforcement.

Resource Agencies – A group of approximately ten federal and state agencies or commissions which have various regulatory, jurisdictional, and/or administrative responsibilities in a variety of subject areas that are part of the Transportation Project Development Process. These agencies and commissions are involved in participating in project meetings, reviewing and evaluating PennDOT studies, commenting on documents, and granting certain approvals.

Right-of-Way (ROW) – Land acquired by purchase, gift, or eminent domain in order to build and maintain a public road.

Riparian – Land situated or associated with the banks of a natural watercourse or stream.

Roadway Classification – The U.S. DOT's FHWA classifies our nation's urban and rural roadways by road function. Each function class is based on the type of service the road provides to the motoring public, and the designation is used for data and planning purposes. Design standards are tied to function class. Each class has a range of allowable lane widths, shoulder widths, curve radii, etc.

S

Sight Distance – The visual distance required for a driver to safely operate his/her vehicle/bike/buggy as required by the roadway design.

Spalling – Concrete spalling is a type of defect that is normally seen in a concrete slab or a layer of concrete in locations that have colder climates and experience the constant destructive forces of cyclic freezing and thawing (freeze-thaw cycle).

Special Flood Hazard Area (SFHA) – The land area covered by the floodwaters of the base flood on National Flood Insurance Program (NFIP) maps. The SFHA is the area where the NFIP's floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

State Historic Preservation Officer (SHPO) – Is responsible for the operation and management of the Office of Historic Preservation, as well as long range preservation planning.

State Implementation Plan (SIP) – A document prepared by state government officials specifying measures to be used in the attainment and maintenance of National Ambient Air Quality Standards.

State Transportation Improvement Program (STIP) – a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes.

Stormwater Management (SWM) – An effort to reduce runoff of rainwater or melted snow into streets, lawns, and other sites and the improvement of water quality, according to the U.S. EPA.

Study Area – A geographic area, selected and defined at the outset of engineering or environmental evaluations, which is sufficiently adequate in size to address all pertinent project matters occurring within it.

Project Limits – The physical end points of a proposed project or study, usually designated at geographic or municipal boundaries, intersections, roadway segments where cross sections change, or the beginning or end of numbered state traffic routes.

System Linkage – Interconnection of roadway segments that comprise an overall transportation network. Also, a discussion of how a proposed project fits into the existing and future transportation system (network) and how it contributes to developing a sound transportation network

in an area or region. The terms connector road, missing link, gap completion, circumferential link, or beltway segment are sometimes used to describe this concept.

T

Technical File – A compilation of raw data from all of the technical studies (e.g., traffic counts, noise and air quality analyses, wetland surveys) conducted for a study.

Transportation Control Measures (TCM) – Also known as Travel Demand Management (TDM), TCMs focus on reducing the number of vehicles on a roadway by changing the behavior of motorists. The Clean Air Act amendments of 1990 mandate consideration of certain TCMs as ways to reduce vehicle emissions in air quality non-attainment areas; for example, promoting the use of public transit, encouraging ridesharing and carpooling, and organizing employer-sponsored flexible work hour programs.

Transportation Improvement Program (TIP) – A long-range transportation plan established by MPOs in each urbanized area which consists of a prioritized list of projects or project segments to be carried out within the next three years after adoption of the TIP.

Transportation Project Development Process – PennDOT's procedures for advancing a transportation improvement project from concept to construction. These procedures are divided into five phases, from **Planning** to **Construction**. The philosophy behind the process emphasizes the integration of engineering and environmental studies and continuous coordination among PennDOT offices, state and federal resource agencies, and the public. The ultimate goal is to select, design, and construct the most reasonable, practical, cost-effective, technically sound, and environmentally sensitive transportation improvement option or package of improvements.

Transportation Systems Management (TSM) Alternative – TSM maximizes the utilization and efficiency of the present transportation system. This limited construction option is generally evaluated when major construction activities are proposed. Components of a TSM Alternative can include fringe parking, ridesharing, bus transfer facilities, traffic signal time optimization, high-occupancy vehicle lanes, and other administrative or management strategies which facilitate the movement of people.

Travel Demand Management (TDM) – See Transportation Control Measures (TCM).

Twelve-Year Program – The official prioritized listing, as adopted by PennDOT and the State Transportation Commission, of those transportation improvements identified for development and implementation in Pennsylvania during the upcoming 12 years. The plan, together with any additions or changes, is subject to review and re-adoption biannually as an ongoing process.

U

United States Army Corps of Engineers (USACE) – A federal agency under the Department of Defense and a major Army command.

United States Coast Guard (USCG) – the coastal defense and maritime law enforcement branch of the United States Armed Forces and one of the country's seven uniformed services.

United States Department of Transportation (U.S. DOT) – A federal Cabinet department of the U.S. government concerned with transportation.

United States Environmental Protection Agency (U.S. EPA) – An independent agency of the U.S. federal government for environmental protection.

United States Fish and Wildlife Service (USFWS) – An agency of the U.S. federal government within the U.S. Department of the Interior dedicated to the management of fish, wildlife, and natural habitats.

Urban Area – An area having a center city population of 50,000 or more as defined by the 2010 U.S. Census; may also include other major population concentrations where a systems planning study is deemed necessary.

V

Viewshed – The total area visible from a point (or series of points along a linear transportation facility) and conversely the area which views the facility.

W

Warm Water Fishery (WWF) – Aquatic habitats that support fish species which have their best reproductive success and summer water temperature tolerance between 75 and 85 degrees Fahrenheit.

Waste Site – Property, including structures on a property, which may have been impacted by hazardous or environmentally sensitive materials.

Waste Site Evaluation (WSE) – identification and investigation of environmentally regulated waste sites which could have the potential to impact worker health & safety, environmental compliance, cost and schedule of transportation construction projects.

Watercourse – A natural or artificial channel along which water flows.

Watershed – The area drained by a river or river system enclosed by drainage divides.

Weave Lanes – Crossing of two or more traffic streams travelling in the same general direction along a significant

length of highway without the aid of traffic-control devices (with the exception of guide signs). Weaving segments are formed when a merge area is closely followed by a diverge area or when an on-ramp is closely followed by an off-ramp and the two are joined by an auxiliary lane.

Wetland – Areas inundated or saturated by surface water or groundwater at a frequency or duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetland Complex – A group of interconnected wetlands.

Wetland Identification/Delineation and Functional Assessment Report – Provides both written and illustrated data to define the boundaries of topographic features within a study area and meet the federal definition of "wetland" as contained in 33 CFR 323.2(c). A delineation report represents the first step in the overall wetland study process, evaluates the importance of a wetland, and ultimately assesses the effects of a project on a wetland.

Wetland Finding – As required under Executive Order 11990, a wetland finding is conducted to determine existing wetland conditions, proposed effects on those conditions by the proposed transportation improvements, and documentation of the conceptual mitigation for those effects.

Wetland Function Assessment – The use of a scientific model as approved by PennDOT and FHWA in assessing the function of a wetland. This involves the evaluation of benefits of the wetland on the natural and social environment.

Y

York County Planning Commission (YCPC) – created by the York County Board of Commissioners to create a Comprehensive Plan for the County to guide the growth and future development of the County.

APPENDIX C - RELEVANT LAWS, REGULATIONS, AND EXECUTIVE ORDERS

Laws, Regulations, and Executive Orders Frequently Considered in Environmental and Transportation Studies

NORTH 83 YORK WIDENING PROJECT

(This is not an all-inclusive list of applicable laws, regulations, and Executive Orders.)

Federal

Americans with Disabilities Act (ADA) of 1992 prohibits discrimination on the basis of disability in the services, programs, or activities of all state and local governments. Under the provisions of ADA, steps must be taken to make public involvement activities related to PENNDOT's Project Development Process accessible to persons with disabilities, including the provision of services and/or auxiliary aids to those with special needs.

Archaeological and Historic Preservation Act of 1966 (AHPA, also called the Archaeological Data Recovery Act) [16 U.S.C. § 469] requires agencies to notify the Secretary of the Interior when their actions will cause the loss or destruction of archaeological data.

Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500-1508, Nov. 29, 1978) addresses documentation of environmental impacts, agency and public comments, decision making, and compliance.

Civil Rights Act of 1964 Title VI of the Civil Rights Act requires that each Federal agency ensure all programs or activities receiving Federal financial assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin.

Clean Air Act Amendments (CAAA) of 1990 (42 U.S.C. 7400) calls for emission reduction measures in air quality non-attainment areas, including the consideration of transportation control measures as part of transportation improvement projects. These transportation control measures include, but are not limited to, mass transit, ridesharing, and carpooling.

Clean Water Act of 1977 (See "Section 401" and "Section 404" of this handout.)

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 known also as Superfund. It was passed in 1980 in response to some alarming and decidedly unacceptable hazardous waste practices and management going on in the 1970s.

Department of Transportation Act of 1966 (See Section 4(f) of this handout.)

Endangered Species Act of 1973 (as amended) conserves endangered and threatened fish, wildlife, and plant species. (See Section 7 of this handout.)

Executive Order 11593 serves to protect, restore, and maintain the historic and cultural environment of the Nation. This regulation "institutes procedures to assure that Federal plans and programs contribute to the preservation and enhancement of non-Federally owned sites, structures, and objects of historical, architectural, or archaeological significance."

Executive Order 11988: Floodplain Management (as amended by Executive Order 12148) regulates long- and short-term adverse impacts associated with the modification of floodplains, and is intended to restore and preserve the natural and beneficial values served by floodplains.

Executive Order 11990: Protection of Wetlands establishes the three phases of wetland mitigation, referred to as Mitigation Sequencing. The three phases include avoidance, minimization, and compensation for unavoidable wetland impacts.

Executive Order 12898 of February 11, 1994: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations is intended to promote nondiscrimination in Federal programs substantially affecting human health and the environment, and to provide minority communities and low-income communities access to public information on, and an opportunity for public participation in, matters relating to human health or the environment.

Farmland Protection Policy Act (FPPA) of 1981 (7 CFR, Part 658, amended 1984, 1987, 1994) minimizes the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. Defines and protects farmland including prime farmland soil, additional farmland soil of statewide or local importance, and unique farmland sites.

Federal Aid Highway Act of 1956 (as amended) is a national program developed to "protect the interest of every citizen in a safe and adequate highway system". This Act implemented the National System of Interstate Highways. Funding was provided by the issuance of bonds, which would be retired through revenue from gas taxes. Eighty (80) percent of the funding for this program would be provided through Federal aid while the remaining 20 percent would be the responsibility of the States.

Federal Highway Administration (FHWA) Regulations (23 CFR, Part 771, December 29, 1980, amended September 8, 1987) are the implementing regulations of the National Environmental Policy Act and 40 CFR 1500-1508 CEQ Regulations.

Fish and Wildlife Coordination Act (See Section 2 of this handout.)

Bald and Golden Eagle Protection Act of 1940 provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter, offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest, or egg, unless allowed by permit Bald Eagle sitting in tree (16 U.S.C. 668(a); 50 CFR 22).

Historic Sites Act of 1935 forms the basis for the National Park Service's (NPS) National Historic Landmarks program and the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) in NPS, which prescribes standards for and conducts architectural and engineering documentation.

Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4, 2015 by President Obama—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. FAST continues provisions for "environmental streamlining" that include the development and implementation of a coordinated environmental review process and specifications for dispute resolution.

Migratory Bird Treaty Act prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests except as authorized under a valid permit (50 CFR 21.11).

National Environmental Policy Act (NEPA) of 1969 establishes environmental policy for the nation and provides an interdisciplinary framework for Federal agencies to prevent environmental damage and contains "action-forcing" procedures to ensure that Federal agency decision-makers take environmental factors into account in a proposed undertaking.

National Historic Preservation Act of 1966, as amended through 1992 (16 U.S.C. Section 470) preserves properties and structures that are significant to the Nation's heritage, are 50 years old or older, and meet certain criteria to be eligible for listing on the National Register of Historic Places. (See Section 106 of this handout.)

Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 772) regulate the assessment of noise impacts and noise abatement criteria to promulgate noise standards for highway traffic.

Public Hearings: 23 U.S.C. 128 result in regulations to ensure adequate opportunity for public hearing(s) on the effects of alternative project locations and major design features, as well as consistency of the project with local planning goals and objectives.

Resource Conservation and Recovery Act (RCRA) of 1976 law that creates the framework for the proper management of hazardous and non-hazardous solid waste. The law describes the waste management program mandated by Congress that gave EPA authority to develop the RCRA program.

Rivers and Harbors Appropriation Act of 1899 Section 9 of this Act, Rivers and Harbors Appropriation Act of 1899 (33 U.S.C. 403; Chapter 425, March 3, 1899; 30 Stat. 1151), commonly known as the Rivers and Harbors Act of 1899, prohibits the construction of any bridge, dam, dike or causeway over or in navigable waterways of the U.S. without Congressional approval. Administration of section 9 has been delegated to the Coast Guard. Structures authorized by State legislatures may be built if the affected navigable waters are totally within one State, provided that the plan is approved by the Chief of Engineers and the Secretary of Army (33 U.S.C. 401). Under section 10 of the Act, the building of any wharfs, piers, jetties, and other structures is prohibited without Congressional approval, and excavation or fill within navigable waters requires the approval of the Chief of Engineers. Service concerns include contaminated sediments associated with dredge or fill projects in navigable waters. Authority of the Corps of Engineers to issue permits for the discharge of refuse matter into or affecting navigable waters under section 13 of the 1899 Act (33 U.S.C. 407; 30 Stat. 1152) was modified by title IV of P.L. 92-500, October 18, 1972, the Federal Water Pollution Control Act Amendments of 1972 (33 U.S.C. 1341-1345; 86 Stat. 877), as amended, which established the National Pollutant Discharge Elimination System Permits.

Section 2 of the Fish and Wildlife Coordination Act (16 U.S.C. 661-666) addresses the conservation, maintenance, and management of wildlife resources and applies to any project which involves impoundment (surface area of 10 acres or more), diversion, channel deepening, or other modification of a stream or other body of water.

Section 4(f) of the Department of Transportation Act of 1966 (as amended 1968, 49 U.S.C. 303), requires the Federal Highway Administration to evaluate potential impacts on parks or recreation areas that are publicly owned or open to the public, wildlife or waterfowl refuges, or any significant historic sites. A Section 4(f) Determination is the administrative action by which FHWA confirms that, on the basis of extensive alternatives analysis, there are no "prudent and feasible" alternatives to the taking of land from protected resources.

Section 7 of the Endangered Species Act, as amended (16 U.S.C. 1530-1543) addresses the conservation of threatened and endangered fish, wildlife, and plant species and requires Federal agencies to consult with the Department of the Interior regarding any action that is likely to jeopardize continued existence of such species or result in destruction/modification of critical habitat.

Section 106 of the National Historic Preservation Act of 1966 [16 U.S.C. 470(f)] governs the identification, evaluation, and protection of historical and archaeological resources affected by state and Federal transportation

projects. Principal areas identified include required evaluations to determine the presence or absence of sites, the eligibility based on National Register of Historic Places criteria and the significance and effect of a proposed project upon such a site.

Section 401 (Water Quality Certification) of the Federal Clean Water Act of 1977 (33 U.S.C. 1251-1376, as amended, 1987) required for projects involving the discharge of materials into surface waters, including wetlands. The applicant must demonstrate that activities will comply with Pennsylvania water quality standards and other provisions of Federal and state law and regulation regarding conventional and non-conventional pollutants, new source performance standards, and toxic pollutants. (See also Chapter 105 Regulations under "State" list.)

Section 404 (Waterway Dredge or Fill Permits) of the Clean Water Act of 1977 (33 U.S.C. 1251-1376, as amended, 1987) regulates the discharge of dredged, fill or excavated materials in the waters of the United States. The required Section 404 Alternatives Analysis examines practical alternatives to the possible discharge of dredged or fill material into certain aquatic ecosystems, such as wetlands, mudflats, vegetated shallows or other special aquatic systems. Criteria guiding such an analysis are derived from the provisions of Section 404(b)(1). The analysis is required before the issuance of a permit by the Corps of Engineers.

Section 6(f) of the Federal Land and Water Conservation Fund Act (16 U.S.C. 460L-4 to 460L-11) protects properties developed/enhanced using Federal funding supplied to states or municipalities under the act. Proposed transportation projects which effect such lands require an analysis of alternatives to serve as the basis for a Section 6(f) finding by the U.S. Department of the Interior. Specific state legislation for any proposed land transfer is also required in order to implement a Section 6(f) action.

Title VI of the Civil Rights Act of 1964 requires that each Federal agency shall ensure all programs or activities receiving Federal financial assistance that affect human health of the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin.

Uniform Relocation Assistance and Real Properties Acquisition Act of 1970, as amended, requires assessment and mitigation of impacts associated with displacement of residents and businesses.

State

Agricultural Land Preservation Policy (ALPP) 4 Pa Code Chapter 7 § 7.301 et seq. This policy outlines agricultural preservation standards that all state agencies must support. The ALPP is intended to protect and preserve the Commonwealth's "prime agricultural land" which includes five categories: preserved farmland, agricultural security areas, preferential tax assessed properties, agricultural zoning, and soil classifications.

Chapter 93 of Pennsylvania Regulations, Title 25 (Water Quality Standards) sets water quality standards for waters of the Commonwealth including wetlands.

Chapter 102 of Pennsylvania regulations, Title 25 (Erosion and Sedimentation and Stormwater Management) controls construction activities to minimize erosion and sediment pollution.

Chapter 105 of Pennsylvania regulations, Title 25 (Wetlands and Waterway Crossings, Dam Safety and Encroachments Act) governs encroachments in waterways. "Encroachment" is defined as any structure or activity that in any manner changes, expands, or diminishes, the course, current, or cross-section of any watercourse, floodway, or body of water, including wetlands. Any activity that disturbs a wetland, whether or not it is associated with filling or fill materials, requires a Chapter 105 permit. The Department of Environmental Protection automatically forwards Chapter 105 permit applications to the Army Corps of Engineers to fulfill Section 401 (CWA) Water Quality Certification application requirements. However, these permits are issued independently.

Chapter 106 of Pennsylvania regulations, Title 25 (The Flood Plain Management Act) governs encroachments in floodplains. The Pa. Code states that if the project includes any quasi-public entity and/or governmental building within a flood plain, a flood plain management permit from DEP must be obtained. This provision applies to any property owned or operated by the Commonwealth, political subdivisions and public utilities.

Stormwater Management Act (Act 167) of 1978 each county must prepare and adopt a watershed stormwater management plan for each watershed located in the county as designated by DEP, in consultation with the municipalities located within each watershed, and must periodically review and revise such plans at least every five years.

Pennsylvania Act 43 of 1981 enables landowners to propose the creation of Agricultural Security Areas (ASAs) to municipal governments. An ASA must contain a minimum of 250 acres of viable agricultural land. An ASA may be comprised of non-contiguous tracts, but these tracts must be at least 10 acres in size.

Pennsylvania Act 100 of 1979 established the Agricultural Lands Condemnation Approval Board (ALCAB) as an independent administrative board with approval authority over the condemnation of productive agricultural land for highway and waste disposal projects.

Pennsylvania Act 120 of 1970 outlines the powers and duties of PennDOT and requires PennDOT to coordinate transportation development projects with other public agencies and authorities. Section 2002 [sometimes called a "State 4(f)"] requires PennDOT to issue a written determination whenever lands from recreation areas, wildlife and waterfowl refuges, historic sites, forest, wilderness, game lands, and public parks are needed for state funded highway or transportation purposes.

Pennsylvania Clean Streams Law of 1937 (last amended in 1989) is Pennsylvania's comprehensive water pollution control legislation. This law states that the Commonwealth has the right to "preserve and improve" the purity of its surface and ground waters.

Pennsylvania Eminent Domain Code, Act of June 22, 1964, authorizes the Relocation Assistance Program to ensure that all displaced persons who must relocate because of a highway construction project receive all the assistance and payments to which they are entitled by law.

Pennsylvania Fish and Boat Code on Waterways Protection and Endangered and Threatened Aquatic Species (30 PA Cons. State Section 2305, 58 PA Administration Code, Chapter 51) requires the Fish and Boat Commission to consider, in their evaluation of Chapter 105 permits (under the State Dam Safety and Encroachments Act), the effect of any proposed activity on any threatened or endangered fish, reptiles, and amphibians under their jurisdiction.

Pennsylvania Game Code Threatened and Endangered Species Protection (34 PA Cons. State Section 2102, Section 2161 et seq.), requires the Game Commission to consider, in their evaluation of Chapter 105 permits (under the State Dam Safety and Encroachments Act), the effect of the proposed activity on any threatened or endangered birds and mammals under their jurisdiction.

Pennsylvania History Code, Act 72 of 1988, as amended, established historic preservation as a Commonwealth policy. The History Code permits the Pennsylvania Historical and Museum Commission (PHMC) to advise public officials on the planning and implementation of undertakings affecting historic resources and requires Commonwealth agencies and political subdivisions to notify PHMC of activities, which may affect archaeological resources.

Pennsylvania Solid Waste Management Act requires each county to develop a County Solid Waste Management Plan to address solid waste that poses potential adverse effects to health or the environment and to address provisions for the opportunity for resource conservation or recovery.

Pennsylvania Title 25, Chapter 82 provides for the conservation of Pennsylvania's native wild plants.

Project 70 Land Acquisition and Borrowing Act, act of June 22, 1964 was introduced by the Pennsylvania state legislature to raise $70 million for the acquisition of State parks, reservoirs, and other conservation, recreation and historical preservation purposes (use of land for public municipal parks, fishing, hunting, boating, open space, scenic sights or preservation for historical significance, or for any related public outdoor recreation or historical purpose), and to improve water quality and pollution control.

APPENDIX D - LIST OF PUBLIC, AGENCY, AND MUNICIPAL MEETINGS

I-83 North York Widening
Public, Agency, Municipal Coordination

Intermunicipal Coordination Committee (ICC) Meetings

Meeting #1 - 06/16/15
Meeting #2 - 04/14/16
Meeting #3 - 08/23/18

Municipal and York County Meetings

York County Transportation Coalition*, Introduction to the project – 10/20/16
York County Planning Commission, MS4 and Exit 21/22 options - 12/16/16
York Area Metropolitan Planning Organization, Introduction to the project – 12/07/17
Springettsbury Township, North Hills Road HOP - 01/16/18
York County Transportation Coalition, Detailed Alternatives & Resources – 01/18/18
Springettsbury Township, sewer – 10/29/18
Springettsbury Township, parks – 02/04/19
York County Planning Commission, stormwater – 02/19/19
Springettsbury Township, Board of Supervisors (Fayfield Park) – 03/14/19 and 03/28/19

Agency Coordination Meetings

USFWS Field View, Bog Turtle – 03/30/15
Agency Coordination Meeting #1 - 05/02/17
Cooperating Agency Discussion Meeting – 08/02/17
Agency Coordination Meeting #2 – 09/27/17
Agency Update Email (Preferred Alternative Memo) – 11/09/17
York County Parks, Mitigation Field View – 11/15/17
Conference Call with EPA – 11/16/17
York County Conservation District – 12/19/17
PA Game Commission, Mitigation Field View – 02/15/18 & 06/18/18
U.S. Army Corps of Engineers, Section 408 Coordination – 05/03/18
DEP Meeting, MS4/Ch 105 – 05/14/18
Agency Update Meeting – 09/17/18
DEP Meeting, Stormwater – 12/07/18
Permitting Strategy Meeting – 12/19/18
DEP Meeting, Comprehensive Environmental Assessment – 01/24/19
Permit and Mitigation Follow Up Meeting – 03/04/19
North George Street (S.R. 0181) and Exit 22 Permit Pre-App – 04/02/19
Mitigation Update Meeting – 08/01/19

Public Meetings

Public Meeting #1 – 03/29/18
Surveys – 11/18
Exit 19 Neighborhood Meeting – 02/25/19
Exit 22 Neighborhood Meeting – 02/27/19
Exit 21 Neighborhood Meeting – 02/28/19

* The York County Transportation Coalition was created by the York County Planning Commission. It is comprised of representatives from the legislative delegation as well as transportation stakeholders including transit, trucking, rail, biking, pedestrian, utilities and others.

Special Purpose Meetings

Steve Hovis, property owner – 08/13/15
York Art Association, property impacts inquiry – 03/08/16
Rutters Farm, Access Concerns – 07/16/18
Lancaster County Bible Church - 11/01/18
Standard Concrete, Mill Creek Relocation – 12/11/18
First Energy, Stream Relocation, Line Upgrades, Line Impacts – 02/28/18, 11/06/18 and 03/01/19
Norfolk Southern, East Penn – 02/21/19
Columbia Avenue Meeting – 04/03/19
E Philadelphia Street Access Meeting – 04/24/19
Columbia Avenue Follow Up Meeting – 06/05/19 and 06/11/19
York Church of Christ Meeting – 06/10/19

Website

Live 03/16/18
Update December 2018
Update February 2019
Update July 2019
Update August 2019

APPENDIX E - DISTRIBUTION LIST

Distribution List

Organization	Contact	Address
Federal Agencies		
Advisory Council on Historic Preservation	Federal Permitting, Licensing, and Assistance Section: Preservation Specialist	Advisory Council on Historic Preservation Eastern Office of Review Suite 809, 1100 Pennsylvania Avenue, NW Washington, DC 20004
Federal Emergency Management Agency	Mitigation Division	Federal Emergency Management Agency 615 Chestnut Street One Independence Mall, Sixth Floor Philadelphia, Pennsylvania 19106
Federal Highway Administration	Jon Crum	Federal Highway Administration Pennsylvania Division 5th Floor Federal Building 228 Walnut Street Harrisburg, Pennsylvania 17101-1720
United States Army Corps of Engineers	John Gibble	U.S. Army Corps of Engineers Suite 205 401 East Louther Street Carlisle, Pennsylvania 17013
United States Department of Agriculture, Natural Resources Conservation Service	Yuri Plowden	U.S. Department of Agriculture Natural Resources Conservation Service 359 East Park Drive, Suite 2 Harrisburg, Pennsylvania 17111-2747
United States Department of Health and Human Services	Chief, Special Programs Group	U.S. Department of Health and Human Services Centers for Disease Control and Prevention National Center for Environmental Health Special Programs Group, MSF 29 4770 Buford Highway, NE Atlanta, Georgia 30341-3724
United States Department of Housing and Urban Development		U.S. Department of Housing and Urban Development Philadelphia Regional Office Wanamaker Building 100 Penn Square East Philadelphia, Pennsylvania 19107-3380
United States Department of the Interior	Director	Natural Resources Management Team Office of Environmental Policy and Compliance U.S. Department of the Interior MS-5538 1849 C Street, NW Washington DC 20240
United States Department of Transportation, Federal Transit Administration		U.S. Department of Transportation Federal Transit Administration Office of Planning and Program Development Suite 500 1760 Market Street Philadelphia, Pennsylvania 19103
United States Environmental Protection Agency	Barbara Rudnick	U.S. Environmental Protection Agency Region 3 1650 Arch Street (3RA10) Philadelphia, Pennsylvania 19103-2029

Distribution List

Organization	Contact	Address
United States Fish and Wildlife Service	Jennifer Kagel	U.S. Fish and Wildlife Service Pennsylvania Field Office Suite 101 110 Radnor Road State College, Pennsylvania 16801
Fifth Coast Guard District	Hal Pitts, Bridge Program Manager	U.S. Coast Guard Atlantic Area 431 Crawford Street Portsmouth, Virginia 23704-5004
State Agencies		
Pennsylvania Department of Aging		Pennsylvania Department of Aging Policy Office 555 Walnut Street, 5th Floor Harrisburg, Pennsylvania 17101-1919
Pennsylvania Department of Agriculture		Pennsylvania Department of Agriculture Bureau of Farmland Protection Room 402 2301 North Cameron Street Harrisburg, Pennsylvania 17110-9408
Pennsylvania Department of Community and Economic Development		Pennsylvania Department of Community and Economic Development Policy Office 400 North Street, 4th Floor Harrisburg, Pennsylvania 17120
Pennsylvania Department of Conservation and Natural Resources	Greg Podniesinski	Pennsylvania Department of Conservation and Natural Resources Office of Conservation Science Rachel Carson State Office Building, 6th Floor 400 Market Street Harrisburg, Pennsylvania 17101
	Ashley Rebert	Pennsylvania Department of Conservation and Natural Resources Bureau of Recreation and Conservation Rachel Carson State Office Building, 5th Floor 400 Market Street Harrisburg, Pennsylvania 17101
Pennsylvania Department of Environmental Protection		Pennsylvania Department of Environmental Protection Office of Policy Rachel Carson State Office Building, 15th Floor 400 Market Street Harrisburg, Pennsylvania 17101
	Kathleen Kolos Mike Larzelere	Pennsylvania Department of Environmental Protection Southcentral Regional Office 909 Elmerton Avenue Harrisburg, Pennsylvania 17110
Pennsylvania Department of Health		Pennsylvania Department of Health Office of Policy Health and Welfare Building 8th Floor West, 625 Forster Street Harrisburg, Pennsylvania 17120

Distribution List

Organization	Contact	Address
Pennsylvania Department of Transportation	Ryan Shiffler	Pennsylvania Department of Transportation Bureau of Project Delivery Keystone Building 400 North Street, 7th Floor Harrisburg, Pennsylvania 17120-0094
	Ben Singer Sharon Okin	Pennsylvania Department of Transportation Engineering District 8-0 2140 Herr Street Harrisburg, Pennsylvania 17103
Pennsylvania Fish and Boat Commission	Bill Savage	Pennsylvania Fish and Boat Commission Environmental Services Division 495 East Rolling Ridge Drive Bellefonte, Pennsylvania 16823
Pennsylvania Game Commission	Tracey Librandi Mumma	Pennsylvania Game Commission 2001 Elmerton Avenue Harrisburg, Pennsylvania 17110-9797
Pennsylvania Governor's Office of Policy and Planning		Pennsylvania Governor's Office of Policy Development 506 Finance Building Harrisburg, Pennsylvania 17120
Pennsylvania Historical and Museum Commission		Pennsylvania Historical and Museum Commission Bureau of Historic Preservation Keystone Building, 2nd Floor NW 400 North Street Harrisburg, Pennsylvania 17120
Pennsylvania Public Utility Commission (PUC)		Pennsylvania Public Utility Commission Commonwealth Keystone Building 400 North Street Harrisburg, Pennsylvania 17120
Local Government		
City of York		City of York 101 South George Street York Pennsylvania 17401
Manchester Township ***Hard Copy***		Manchester Township 3200 Farmtrail Road York Pennsylvania 17406
North York Borough ***Hard Copy***		North York Borough 350 East 6th Avenue York Pennsylvania 17404
Spring Garden Township ***Hard Copy***		Spring Garden Township 558 South Ogontz Street York Pennsylvania 17403
Springettsbury Township ***Hard Copy***		Springettsbury Township 1501 Mount Zion Road York Pennsylvania 17402
York City Planning Bureau		101 South George Street York, Pennsylvania 17401

Distribution List

Organization	Contact	Address
York County Planning Commission *Hard Copy*		York County Planning Commission Suite 216 28 East Market Street York, Pennsylvania 17401
York Housing Authority	Jay Halicki	York Housing Authority 31 South Broad Street York, Pennsylvania 17403
Emergency Services		
Alert Fire Company		Alert Fire Company 3118 North George Street Emigsville, Pennsylvania 17318
City of York Department of Fire and Rescue		City of York Department of Fire and Rescue 43 South Duke Street York, Pennsylvania 17401
Grantley Fire and EMS		Grantley Fire and EMS 918 Virginia Avenue York, Pennsylvania 17403
Liberty Fire Company		Liberty Fire Company 160 East 8th Avenue York, Pennsylvania 17404
Memorial Hospital Breast Center		Memorial Hospital Breast Center Suite 106 1600 6th Avenue York, Pennsylvania 17403
Memorial's Outpatient Surgery Center		Memorial's Outpatient Surgery Center 1750 5th Avenue York, Pennsylvania 17403
Northern York County Regional Police		Northern York County Regional Police 1445 East Canal Road Dover, Pennsylvania 17315
Spring Garden Township Police		Spring Garden Township Police 340 Tri Hill Road York, Pennsylvania 17403
Springettsbury Township Police		Springettsbury Township Police 1501 Mount Zion Road York, Pennsylvania 17402
State Police		York Station 101 North Main Street York, Pennsylvania 17403
UPMC Pinnacle Memorial Hospital		UPMC Pinnacle Memorial Hospital 325 South Belmont Street York Pennsylvania 17403
Victory Fire Company No. 2		Victory Fire Company No. 2 421 Wheaton Street York, Pennsylvania 17403
White Rose Ambulance		White Rose Ambulance 54 North Harrison Street York, Pennsylvania 17403

Distribution List

Organization	Contact	Address
York Area United Fire and Rescue		York Area United Fire and Rescue 50 Commons Drive York, Pennsylvania 17402
York City Police Department		York City Police Department 50 West King Street York, Pennsylvania 17401
Community Organizations		
Martin Library *Hard Copy*		159 East Market Street York, Pennsylvania 17401
Actionchurch		Actionchurch 36 West 11th Avenue York, Pennsylvania 17404
Advent Lutheran Church		Advent Lutheran Church 1775 East Market Street York, Pennsylvania 17402
Redeemed Christian Church of God		Redeemed Christian Church of God 1550 Eleventh Avenue York, Pennsylvania 17402
Belmont Theatre		Belmont Theatre 27 South Belmont Street York, Pennsylvania 17403
Central York School District		Central York School District 775 Marion Road York, Pennsylvania 17406
Community Cornerstone Church		Community Cornerstone Church 101 Webster Avenue York, Pennsylvania 17404
LCBC Church York Campus		LCBC Church York Campus 951 North Hills Road York, Pennsylvania 17402
Jalaramdham - Yorkview		222 Arsenal Road York, Pennsylvania 17404
Lincoln Intermediate Unit 12, York Learning Center		Lincoln Intermediate Unit 12, York Learning Center Suite 100 300 East 7th Avenue York, Pennsylvania 17404
Masonic Center of York		Masonic Center of York 400 Masonic Drive York, Pennsylvania 17406
Messiah United Methodist Church		Messiah United Methodist Church 1300 North Beaver Street York, Pennsylvania 17404
Pennsylvania Motor Truck Association		Pennsylvania Motor Truck Association 910 Linda Lane Camp Hill, Pennsylvania 17011
Rabbit Transit		Rabbit Transit 415 North Zarfoss Drive York, Pennsylvania 17404

Distribution List

Organization	Contact	Address
Spring Garden Township Parks and Recreation Department		Spring Garden Township Parks and Recreation Department 558 South Ogontz Street York Pennsylvania 17403
Springettsbury Township Parks and Recreation Department		Springettsbury Township Parks and Recreation Department 1501 Mount Zion Road York Pennsylvania 17402
St. Andrew's Episcopal Church		St. Andrew's Episcopal Church 1502 4th Avenue York, Pennsylvania 17403
York Art Association		York Art Association 220 South Marshall Street York, Pennsylvania 17402
York Church of Christ		York Church of Christ 150 South Manheim Street York, Pennsylvania 17402
York County Economic Alliance		York County Economic Alliance 144 Roosevelt Avenue York, Pennsylvania 17401
York County Parks and Recreation (York Heritage Rail Trail)		York County Parks and Recreation (York Heritage Rail Trail) 400 Mundis Race Road York, Pennsylvania 17406-9721
York Suburban School District		York Suburban School District 1800 Hollywood Drive York, Pennsylvania 17403
Consulting Parties		
Pennsylvania Chapter Lincoln Highway Association	Thomas Davidson	Pennsylvania Chapter Lincoln Highway Association 473 Oakwood Road New Freedom, Pennsylvania 17349
Randy Campbell	Randy Campbell	1563 Wayne Avenue York, Pennsylvania 17403
Tom and Nicole Redding	Tom and Nicole Redding	8 Eastern Boulevard York, Pennsylvania 17402
Becky Roman	Becky Roman	Elizabeth.Roman@illinois.gov
York County Planning Commission	Roy Livergood	York County Planning Commission Suite 216 28 East Market Street York, Pennsylvania 17401

Distribution List

Organization	Contact	Address
State and Local Representatives		
Pennsylvania House of Representatives	Carol Hill-Evans	Representative Carol Hill-Evans District Office Suite 3 53 East North Street York, Pennsylvania 17401
	Keith Gillespie	Representative Keith Gillespie District Office 4188 Lincoln Highway East York, Pennsylvania 17406
	Stan Saylor	Representative Stan Saylor District Office 100 Redco Avenue Red Lion, Pennsylvania 17356
Pennsylvania Senate	Mike Folmer	Senator Mike Folmer District Office 101 Municipal Building 400 South 8th Street Lebanon, Pennsylvania 17042
	Kristin Lee Phillips-Hill	Senator Kristin Lee Phillips-Hill District Office Post Office Box 149 Jacobus, Pennsylvania 17407
United States Congress	Scott Perry	Representative Scott Perry Cumberland County District Office 730 North Front Street Wormleysburg, Pennsylvania 17043
United States Senate	Bob Casey	Suite 14A 200 North Third Street Harrisburg, Pennsylvania 17101
United States Senate	Pat Toomey	Suite 475E 320 Market Street Harrisburg, Pennsylvania 17101

APPENDIX F -
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Bryan Hoover – Project Manager

Doug George – Contract Manager

Skelly and Loy, Inc.

Laura Bair – Environmental Project Manager

Morgan Bratton – Biologist

Alyssa Lynd – Environmental Scientist

Al Dunay – Noise Specialist

Harry Frank – GIS Specialist

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Rachel Tereska – H&H