

United States Department of Transportation  
Federal Highway Administration

**Finding of No Significant Impact**

SR 0083 Section 079 Widening and Reconstruction Project  
Dauphin County, Pennsylvania

March 2023

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Federal Highway Administration

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SR 0083, Section 079 Widening and Reconstruction Project  
Dauphin County, Pennsylvania

The Federal Highway Administration (FHWA) has determined that the SR 0083, Section 079 Widening and Reconstruction Project will have no significant impact to the human environment. This determination is based on the SR 0083, Section 079 Widening and Reconstruction Project Environmental Assessment (EA) (November 2022), the supporting technical reports (as listed in this Finding of No Significant Impact (FONSI)), review of the comments received during the EA availability period and the responses to those comments, and the mitigation commitments included in the EA and this FONSI.

**Purpose and Needs**

The primary purpose of the project is to improve traffic flow and safety around the City of Harrisburg by providing upgraded transportation facilities. The SR 0083, Section 079 corridor was designed and constructed now closer to 60 years ago. Consequently, many of the design elements, including the number of lanes, ramp radii, weave distances, and lengths of acceleration/deceleration lanes were structured for conditions including much lower traffic volumes and speeds, that no longer exist today. In addition, the physical condition of the pavement has deteriorated over time and should be addressed to keep the roadway safe and functional. Four transportation needs were identified:

- The existing pavement for the majority of the project corridor is over 50 years old (specifically SR 0083) and has reached the end of its serviceable life span.
- The existing roadway configuration will not accommodate existing traffic volumes and will fail system-wide with future traffic volumes.
- The existing roadway system features design elements from 50 years ago which do not afford the safety characteristics of modern roadway design for high-speed, high-volume facilities. Consequently, there are operational safety concerns with the existing mainline and interchange configurations.

- The existing regional and local roadway network impedes north/south mobility for pedestrians and bicyclists to safely access adjacent communities within the project corridor.

## Selected Alternative

The Selected Alternative resulted from a feasibility analysis and development and consideration of preliminary design concepts. Various stakeholders were involved in the project development and selection process, including transportation agencies, resource agencies, municipal officials, Section 106 consulting parties, and members of the public. The process resulted in a selected alternative that addresses the project needs while avoiding, minimizing, and mitigating impacts to the natural, socioeconomic, and human environment.

The Selected Alternative consists of widening and full reconstruction of SR 0083, Section 079 to provide an interstate facility that includes six mainline through lanes (three in each direction) and a two-lane collector-distributor (CD) road with ramp lanes providing access for local traffic at the interchanges. The CD Road will extend from immediately east of the 19<sup>th</sup> Street interchange to Cameron Street. Access to SR 0083, Section 079 will be provided via the Cameron Street, 17<sup>th</sup> Street, and 19<sup>th</sup> Street interchanges. Improvements to these interchanges are proposed as part of the SR 0083, Section 079 project and include the following:

- Cameron Street (SR 0230) Interchange - a new full interchange will be constructed at this major arterial roadway which directly serves the City of Harrisburg; and the existing 13<sup>th</sup> Street interchange will be removed
- 17<sup>th</sup> Street Interchange - the existing partial interchange serving southbound traffic will be reconstructed similar to the existing configuration
- 19<sup>th</sup> Street Interchange - the existing partial interchange serving northbound traffic will be reconstructed similar to the existing configuration

Key elements of the Selected Alternative include the following:

- Access points over and under SR 0083, Section 079 will remain as it is today with improvements made for bicycle and pedestrian traffic.
- Existing bridges will be replaced at all existing crossings including 13<sup>th</sup> Street, Paxton Street, 17<sup>th</sup> Street, 19<sup>th</sup> Street, and 29<sup>th</sup> Street to accommodate mainline widening.
- Bridges over the Norfolk Southern Railroad corridor at 17<sup>th</sup> Street, 19<sup>th</sup> Street, and 29<sup>th</sup> Street will be replaced and widened. SR 3010 (Paxton Street) will be realigned from a point east of the intersection at 13<sup>th</sup> Street to the intersection at 16<sup>th</sup> Street to minimize the skewed crossing under the mainline SR 0083 bridge.
- Stormwater management facilities to accommodate roadway drainage.

## Mitigation Measures

The following summarizes how adverse impacts will be avoided, minimized, and mitigated for the Selected Alternative:

- Impacts to wildlife, archaeological resources, and air quality have been avoided.
- Impacts to the following have been minimized:
  - **Streams:** The total permanent stream impacts are approximately 70 linear feet (LF) and temporary stream impacts are 63 LF. PennDOT is considering mitigation options for unavoidable permanent impacts to watercourses associated with the proposed project. Temporary watercourse impacts will be restored and monitored in accordance with Chapter 105 and/or Section 404 permit conditions. Further coordination with the USACE and PA DEP regarding mitigation of stream impacts will be conducted in final design.
  - **Floodplains:** The total estimated impact to FEMA-designated 100-year floodplain is approximately 0.57 acre and non-FEMA designated floodway is 0.25 acre. Prior to construction, all required state and federal water obstruction and encroachment permits will be obtained. Any proposed fill within the 100-year floodplain will comply with FEMA regulations, and PennDOT will coordinate with the appropriate municipalities regarding consistency with local floodplain regulations. The floodplain encroachments are not anticipated to result in an increase in base flood elevations.
  - **Geology and Groundwater:** Nine domestic withdrawal wells are identified within 500 feet of the project area, four of which are located within the anticipated limit-of-disturbance of the selected alternative. Pre- and post-construction monitoring of groundwater wells will be conducted, and erosion and sediment controls will be utilized during construction activities. Additionally, stormwater facilities are included in the selected alternative that will benefit the overall project area by reducing ponding on roadways and impacts from flood events.
  - **Vegetation, Invasive Species, and Pollinators:** Construction of the selected alternative could result in the spread of invasive species and the elimination of plant species that pollinators use for larval hosts and foraging. Best Management Practices (BMPs), as outlined in PennDOT Publication 756, Design Manual Part 2, and Publication 408, will be utilized to mitigate the spread of invasive species. Seed mixes will be implemented with plant species that provide forage and larval host species used by pollinators in small remnant areas as encouraged in the PennDOT Pollinator Habitat Plan, and disturbed earthen surfaces will be promptly seeded to minimize the colonization by invasive species. Natural buffers will be provided and maintained around surface waters, stormwater directed to vegetated areas to maximize stormwater infiltration and reduce pollutant discharges, unless infeasible. National Pollution Discharge Elimination System (NPDES) permits that will be implemented.
  - **Above Ground Historic Properties:** The Pennsylvania State Historic Preservation Office (SHPO) has agreed that the selected alternative will have No Effect on the National Register of Historic Places (NRHP) Eligible Philadelphia & Reading Railroad and conditional No Adverse Effect on the NRHP Eligible East Shore Diner. On December 12, 2022, to meet the conditions for the No Adverse Effect, the East Shore Diner was relocated to Silver Spring Township, where it will operate as an ice cream shop. The relocation allows the diner to preserve the features and characteristics that make it eligible for listing in the NRHP.



Documentation of the successful relocation will be sent to the SHPO for their records.

- ***Environmental Justice, Title VI, and Equity:*** The selected alternative was developed to include design features and considerations that provide beneficial effects to minority and low-income communities by improving mobility and safety throughout the project area, with focus on improving existing connections between communities north and south of SR 0083. Improvements include traffic signals, new ADA-accessible ramps and sidewalks, and bike lanes/shoulders to improve the safety for non-motorized travelers throughout the corridor within the project limits. The use of pedestrian-scale lighting in addition to highway lighting to further improve safety of pedestrian and bicycle users along the local roadway corridors is also incorporated. A noise barrier will be provided along the residential area from near 19<sup>th</sup> Street to offset increased noise levels. Impacts to minority and low-income populations will not be disproportionately high and adverse. No disparate impacts are anticipated under Title VI and related statutes and benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the Limited English Proficiency (LEP) and Non-LEP communities.

Extensive public outreach was conducted for the SR 0083, Section 079 project. PennDOT and the project team continued to conduct public outreach with stakeholders and the public in the project area after the approval of the CEE, and as part of the EA effort. The purpose of the continued outreach was to keep the public informed of project design updates, notify the public of the revised project limits and solicit feedback regarding community changes since the 2019 approved CEE. Public outreach consisted of:

*Special Purpose Meetings*

- Foose Elementary School Meeting – July 8, 2022
- King Community Center Phone Interview – July 26, 2022

*Telephone Outreach*

The project team contacted the following organizations in 2022 to notify them of the revised project limits, discuss any design changes, and to update any information they may have provided in the 2018 telephone outreach efforts.

The following organizations were successfully contacted:

- Foose Elementary School
- King Community Center
- Journey Church (formerly 29th Street Methodist Church)

The project team attempted to contact the following organizations but were unsuccessful.

- Bethany AME Church
- Harrisburg Boys & Girls Club
- Tri-County Community Action
- Senior LIFE Harrisburg

### *Open Houses*

Foose Elementary School, Open House – September 13, 2022. Plans displayed at the 2022 Foose Elementary School Open House and business cards with the project website were distributed to attendees. PennDOT Representatives, including a bilingual staff member, were available to describe the project and answer questions.

### *Project Website Updates*

The [project website](#) has been and will continue to be updated throughout the life of the SR0083, 079 project. While project outreach has continued with various stakeholders, the project website is still the main repository for public information on the project. Pertinent project website updates include the following:

- November 2019 Update – Announced efforts to minimize right-of-way impacts.
- February 2020 Update – Displayed pedestrian and bicycle accommodation updates within the vicinity of 13<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup>, and Paxton Streets, right-of-way activities and Phase II/III fieldwork updates, and provided other general project updates.
- February 2021 Update – Provided information regarding noise wall considerations and highway lighting.
- November 18, 2022 – Informed the public of the project design and termini revisions, and to announce availability of the EA.

Public engagement will continue through final design and construction with stakeholder meetings, project website updates and announcements, and community leader outreach. Future public engagement and outreach materials will accommodate LEP communities, as much as practicable.

- **Displacements:** Impacts to properties – both relocations and partial acquisitions – were minimized to the greatest extent possible. For example, the ramps at the 19<sup>th</sup> Street Interchange were redesigned to be closer to northbound I-83 to minimize impacts to buildings and property on the southern side of the Interstate corridor. Additionally, the Paxton Street realignment was shifted to follow a southern alignment which falls within areas already expected to be affected by other aspects of the project. This eliminates or reduces impacts to several properties on the northern side of Paxton Street to the west of I-83.

The selected alternative resulted in 34 residential displacements, 13 commercial building acquisitions that housed 22 businesses, and 58 partial property acquisitions. Residential and business relocations are complete or are in the process of being completed and all relocations have been settled amicably. Displaced residents and businesses received 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. Of note, every housing supplement, as well as every rental supplement exceeded the respective benefit thresholds as fully documented in individual claim files and calculated as per agency policy.

- **Community Facilities and Services:** The selected alternative resulted in the displacements of three community resources: Senior Life Harrisburg, Paxton Dental Care, and Mikayla's Place (daycare center). These three community resources have already been relocated. Each of the facilities chose to relocate outside of the immediate project area, but still within the greater Harrisburg area and will continue to serve the surrounding communities. Other facilities that provide similar services as those which have been relocated are available within the area.

There will be no adverse impacts to the Harrisburg School District and the Central Dauphin School District resulting from this project. However, the project will benefit the Harrisburg School District's Foose Elementary School by relocating the interchange from 13th Street to Cameron Street. This relocation eliminates the need for motorists to utilize Sycamore Street to access SR 0083, Section 079, thus reducing the volume of vehicles passing by the Foose Elementary School. The reduction in traffic will improve safety for children walking to and from school.

- **Noise:** Analyses were conducted for those Noise Sensitive Areas (NSAs) impacted by the selected alternative and warranting noise abatement to determine if abatement is feasible and reasonable. As a result, noise abatement in the form of a noise barrier will be provided along the residential area from near 19<sup>th</sup> Street to offset increased noise levels.
- **Hazardous and Residual Waste:** In final design, additional Phase II/III investigations will be completed for the ten sites to be impacted by Contract 1 and 2 as identified by the Phase I Environmental Site Assessment (ESA). Mitigation measures and remediation recommendations, if applicable, will be developed following these Phase II/III investigations.
- **Section 4(f) Resources:** Two Section 4(f) properties are present within the project area: East Shore Diner (*de minimis* use) and the Philadelphia and Reading Railroad (Philadelphia to Harrisburg) (no use). To mitigate the impact, avoid an adverse effect, and qualify for *de minimis* Section 4(f) use, the East Shore Diner was relocated to Silver Spring Township. The diner will operate as an ice cream shop which protects and preserves the character-defining features of the resource and retains the integrity that reflects its architectural significance. On December 12, 2022, the East Shore Diner was relocated, and documentation of its successful relocation will be provided to the SHPO. The selected alternative results in no effect to the Philadelphia and Reading Railroad, so there is no proposed mitigation.
- A mitigation report and Environmental Commitments and Mitigation Tracking System (ECMTS) will be developed in final design to carry the mitigation commitments outlined in the EA forward through the project development process and into construction, as applicable. Mitigation items will be detailed further as the design progresses and is incorporated into the design plans, special provisions and permits, as necessary.
- Agency coordination will continue as the mitigation and permitting advances. Public coordination will also continue in the form of website updates, EMS and school coordination, coordination with Paxtang Borough, Swatara Township, and the City of Harrisburg, and continued public outreach during construction phases regarding road closures and detours.

## Environmental Assessment and Technical Reports

The EA was approved for public availability and released to the public by the FHWA, Pennsylvania Division on November 17, 2022. The EA public comment period began on November 21, 2022 and ended on December 23, 2022. Requests for a public hearing were due by December 5, 2022.

On November 18, 2022, notice of the EA document availability and the availability to request a Public Hearing was sent to federal, state and local public officials, and to Native American Tribal Nations. The availability of the EA and the opportunity to request a Public Hearing was advertised utilizing the following methods:

- Advertisements were printed in *The Patriot-News* on November 22, 2022 and again on November 24, 2022.
- Advertisements were posted to *Pennlive.com* (online version of *The Patriot News*) on November 22, 2022 and again on November 24, 2022.
- An email notification was sent on November 18, 2022 to those who had subscribed to receive updates via the project website.
- A press release was issued on November 18, 2022.
- The PennDOT release was announced on Newswires EIN on November 18, 2022, and shared on various social media outlets.
- Fliers (in both English and Spanish) were delivered on November 18, 2022 to 19 locations throughout the project area including restaurants, stores, businesses, and municipal offices.
- Fliers (in both English and Spanish) were distributed via email on November 18, 2022 to all families with children who attend the Foose School in Harrisburg.

The EA and supporting technical documents were available for review and download through the project website (<https://www.i-83beltway.com/projects/east-shore-section-3.php>). Supporting technical documents included:

- Logical Termini Memorandum and Approval, 2017
- Purpose & Need and Approval, 2018
- Logical Termini Tech Memo, 2022
- Purpose & Need Tech Memo 2022
- Alternatives Analysis Reports, 2019
- Alternatives Analysis Report Addendum, 2022
- Traffic Modeling Report, 2018
- Traffic Modeling Report Addendum, 2018
- Crash Analysis, 2018
- Conceptual Point of Access Report, 2019
- Dauphin Traffic Alternatives Analysis Memo, 2019
- Point of Access Study Addendum, 2022
- Traffic Analysis Report Addendum, 2022
- Air Quality Analysis Tech Report, 2019
- Final Noise Report, 2020

- Final Noise Report Addendum, 2022
- Air Quality Tech Report Addendum, 2022
- Wetland Report, 2018
- Aquatic Resources Report, 2022
- Phase I ESA, 2019
- Phase II/III ESA Report, 2021
- Categorical Exclusion Evaluation, 2019
- Final Socioeconomic Report, 2019
- Final Socioeconomic Report, 2022
- Reconnaissance Survey Report, 2017
- Determination of Section 4(f) De Minimis Use Section 2002 No Adverse Use Historic Properties
- Determination of Effect Report, 2019

During the comment period, hard copies of the EA were available for public review, during regular business hours, at PennDOT's Central Office and the Federal Highway Administration Office, in Harrisburg. Hard copies of the EA were also made available for public review at the following locations:

- Paxtang Borough Municipal Building
- Swatara Township Municipal Building
- Kline Library
- McCormick Riverfront Library

No requests for a formal Public Hearing were received by or postmarked by December 5, 2022, and no subsequent requests for a hearing were received; therefore, a public hearing was not required or conducted for the SR 0083, Section 079 Widening and Reconstruction Project.

## Finding of No Significant Impact

This FONSI is based on the project record, including:

- ***SR 0083, Section 079 Widening and Reconstruction Project Environmental Assessment (November 2022) and technical documents and studies referenced in this document;***
- ***Errata to the Environmental Assessment (SR 0083, Section 079 Widening and Reconstruction Project FONSI Package); and***
- ***Environmental Assessment – Comments and Responses Summary (SR 0083, Section 079 Widening and Reconstruction Project FONSI Package – Attachment A).***

The EA and associated documentation find that there is no reasonable alternative to construction of the proposed action. Although the proposed action will result in impacts to the natural, cultural, and socioeconomic environment, the proposed action includes mitigation that reduces those impacts below the level of significance.

The FHWA independently evaluated the EA and EA Responses to Comments and determined that they

discuss adequately and accurately the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. They provide sufficient evidence and analysis for determining that this project, when considering mitigation, will have no significant impacts, therefore an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA and associated documentation

Pursuant to: 42 U.S.C. 4231-4347  
40 CFR 1500-1508  
23 CFR 771  
36 CFR 800  
49 U.S.C. 303(c)  
23 CFR 774  
16 U.S.C. 1531-1544  
33 U.S.C. §1251 et seq. (1972)  
Executive Order 11988  
Executive Order 11990  
Executive Order 12898  
Executive Order 13895

03/02/2023

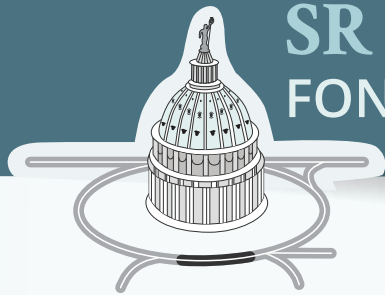
DATE

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Camille A. Otto, Deputy Division Administrator  
Federal Highway Administration – Pennsylvania Division

Attachments

SR 0083, Section 079 Widening and Reconstruction Project Environmental Assessment – FONSI Package  
(January 2023)



# SR 0083, Section 079 FONSI PACKAGE

**HARRISBURG**  
I-83 CAPITAL BELTWAY  
SR 0083, SECTION 079  
DAUPHIN COUNTY, PA

January 2023

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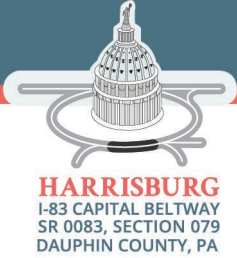


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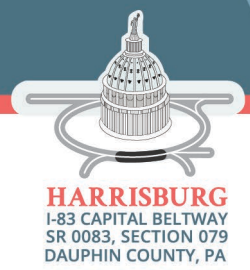
2.0 PUBLIC HEARING ..... 1

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ATTACHMENTS

- ATTACHMENT A: ENVIRONMENTAL ASSESSMENT – COMMENTS AND RESPONSES SUMMARY
- ATTACHMENT B: AVAILABILITY OF ENVIRONMENTAL ASSESSMENT AND OPPORUTNITY FOR PUBLIC HEARING NOTICES



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## 1.0 AVAILABILITY OF ENVIRONMENTAL ASSESSMENT AND OPPORTUNITY FOR PUBLIC HEARING NOTICES

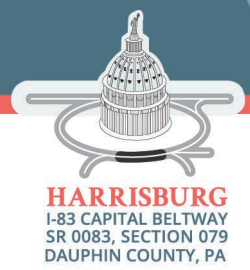
Notice of the Availability of the Environmental Assessment (EA) and the opportunity to request a Public Hearing was mailed to federal, state, and local public officials on November 18, 2022. Emails were sent to project update subscribers; fliers (in both English and Spanish) were delivered to various locations throughout the project area including restaurants, stores, businesses, and municipal offices; and fliers (in both English and Spanish) were distributed via email to all families with children that attend the Foose School in Harrisburg on November 18, 2022. TRIBAL LETTERS Two block advertisements appeared in The Patriot-News newspaper and the online version of The Patriot-News (PennLive.com); one was published on Tuesday, November 22 and the other on Thursday, November 24, 2022. In addition to the paid newspaper advertisements, a PennDOT press release was issued on November 18, 2022. The PennDOT release was also announced on Newswires EIN on November 18, 2022, and shared on various social media outlets.

## 2.0 PUBLIC HEARING

No requests for a formal Public Hearing were received by or postmarked by December 5, 2022, and no subsequent requests for a hearing were received; therefore, a Public Hearing was not required, nor was one conducted for the SR 0083, Section 079 Widening and Reconstruction project.

## 3.0 PUBLIC AND AGENCY COMMENTS

The Public, Agency and Tribal communities had the opportunity to provide written comments through the comment period (add dates). During this timeframe, two (2) comments were received from the public, one (1) via mail and one (1) via the project website. No agency or Tribal comments were received. Comments and responses are included in **Attachment A: Environmental Assessment – Comments and Responses Summary**.



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## 4.0 ERRATA TO THE ENVIRONMENTAL ASSESSEMENT

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**Errata to the November 2022 SR 0083, Section 079 Widening and Reconstruction Project  
Dauphin County Environmental Assessment (EA)**

**January 2023**

1. In Table ES-1 on page ES-6, the resource “Wildlife” should be removed from the table because the Proposed Action would not alter or impact local wildlife species within the project area, as described in Section 4.1.3 on page 28.
2. Formatting change: on page 19, “Agricultural Resources” should be moved to the next bulleted line.

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# ATTACHMENTS

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# **ATTACHMENT A**

## **ENVIRONMENTAL ASSESSMENT – COMMENTS AND RESPONSES SUMMARY**

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**Comments and Responses to the November 2022 SR 0083, Section 0079, Widening and Reconstruction Project, Environmental Assessment (EA) Document.**

This Comments and Responses attachment consists of the following:

- Comments received on the EA during the comment period.
  - A total of two (2) comments were received during the public comment period. One via the comment form provided on the project website, and the other received via email. Both comments were received from local organizations.
- Response to Comments Table.
  - The table addresses the specific questions/comments identified in each of the comments received.

## Altimare, Amy

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**From:** [REDACTED]  
**Sent:** Thursday, December 15, 2022 1:13 PM  
**To:** Bachman, John; Altimare, Amy  
**Subject:** [EXTERNAL] Comments on I-83 Environmental Assssesmant  
**Attachments:** PennDOTI-83Comments.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mr. Bachman and Ms. Altimare,

Thank you for allowing Bicycle South Central PA to submit comments on the I-83 Environmental Assessment. Our letter is attached.

Marilyn



Bicycle South Central Pennsylvania  
December 15, 2022

Mr. John Bachman,  
PennDOT District 8-0 Senior Project Manager  
c/o Amy Altimare  
Johnson, Mirmiran & Thompson, Inc.  
220 St. Charles Way Suite 200  
York, PA 17402

Via: [jobachman@pa.gov](mailto:jobachman@pa.gov)  
[aaltimare@jmt.com](mailto:aaltimare@jmt.com)

Dear Mr. Bachman:

I write on behalf of Bicycle South Central Pennsylvania (BSCPA), a non-profit coalition of organizations from throughout the region that advocate to make regional roadways a safe transportation and recreation option for all, especially active transportation users (bicycle riders and pedestrians). I offer comments regarding the Environmental Assessment Document for I-83 East Shore Section 3, in response to the opportunity for public review and comment.

The Environmental Assessment Document and plans displayed on the [i-83beltway.com](http://i-83beltway.com) website outline numerous design plans to improve access and safety for active transportation roadway users (non-motorized) through interchanges, mainline I-83 over- and under-passes, overpasses along the Norfolk-Southern railway corridor, and along intersecting roadways within the project area.

We strongly believe that providing safe active transportation corridors for area residents to move throughout the I-83 project area will contribute to expanded use of active transportation to travel thereby reducing the use of motor vehicles. Improved active transportation infrastructure will improve air quality, reduce traffic noise, and contribute to addressing long-standing environmental justice issues within the project area and surrounding communities.

We applaud and support planned infrastructure as outlined in the Environmental Assessment Document (Appendix A-4 Bike and Pedestrian Cross Sections) and displayed on [www.i-83](http://www.i-83beltway.com)

[3beltway.com](http://3beltway.com) designed to improve access and safety for active transportation users. These include:

- Paxton Street – Widened shoulders, bicycle lanes and sidewalk improvements between 13<sup>th</sup> and 17<sup>th</sup> streets.
- 13<sup>th</sup> Street – Bicycle lanes with buffers and sidewalks with curbs as well as improved lighting through the project area including along the new I-83 overpass.
- 17<sup>th</sup> Street – Multi-modal side paths with curbing and improved lighting through the I-83 underpass and on the new bridge over the Norfolk-Southern railway.
- 19<sup>th</sup> Street – Bicycle lanes with buffers and sidewalks with curbs as well as improved lighting through the project area including along the new I-83 overpass and Norfolk-Southern railway bridge.

There are several areas within the project area that are either not displayed or addressed in the Environmental Assessment Document that we urge PennDOT to address. These include:

- Paxton Street between 17<sup>th</sup> – 19<sup>th</sup> Streets – Although bicycle lanes with buffers and sidewalks are planned between 13<sup>th</sup> and 17<sup>th</sup> Streets it does not appear these are continued between 17<sup>th</sup> and 19<sup>th</sup> Streets. We urge this active transportation infrastructure be included along this two-block segment on Paxton Street.
- 29<sup>th</sup> Street – Although the eastern terminus of the project area is just east of the 29<sup>th</sup> Street overpass, the Environmental Assessment Document does not display plans to include bicycle/pedestrian improvements along 29<sup>th</sup> Street nor on the I-83 overpass or Norfolk-Southern railway bridge. As a roadway adjacent to the Capitol Area Greenbelt and important bicycle/pedestrian travel corridors, 29<sup>th</sup> Street and the new overpass and bridge must include bicycle lanes and sidewalks comparable to those included on 13<sup>th</sup> and 10<sup>th</sup> Streets. We believe this is particularly critical once construction takes place on Section 2 which is expected to temporarily close the Capitol Area Greenbelt along S. Paxtang Avenue/City Park Drive.
- Cameron Street – Cameron Street within project area, particularly the Paxton Street and Sycamore Street intersections, and new I-83 interchange, are of particular concern. The high traffic volume, and heavy truck traffic volume call for special consideration of bicycle facilities along this section. The design should address bicycle riders and pedestrians travelling across Cameron Streets at both these intersections. In addition, many bicycle riders traveling on the Capitol Area Greenbelt travel choose to ride along Cameron and west Sycamore Street to bypass riding through the heavily isolated, wooded, section west of Cameron to the Riverside Office Building (Sycamore and Front Streets).
- Throughout project area – Where plans include designated bike lanes, multi-modal paths, and sidewalks it is critical that safe transitions to areas that do not have such infrastructure be included. We should not have a bicycle lane, multi-modal pathway or sidewalks that end abruptly without provision for users to safely continue along the roadway/shoulder.



- Pedestrian/Bicycle crossings at highway interchanges – At entrances and exits from I-83 to city streets designs must include safety features that protect pedestrians and bicycle riders from motor vehicles transitioning from expressway speeds to city streets (Cameron, 17<sup>th</sup> & 19<sup>th</sup> Streets). Features such as highlighted crosswalks, crossing signals, activated flashing lights, signage should be considered.

We applaud and support plans “to improve safety for non-motorized travelers along local roadway corridors within the project limits.” We believe with a few additional modifications, discussed above, communities impacted by the project will experience safer streets and expanded use of active transportation to travel within and to and from surrounding communities.

Thank you for the opportunity to provide comments in response to the Environmental Assessment Document.

Sincerely,

A handwritten signature in cursive script that reads "Marilyn Chastek".

Marilyn Chastek, President  
Bicycle South Central Pennsylvania

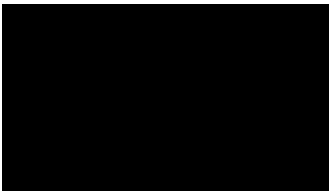


View results

Respondent

1

Anonymous



1. In what Municipality do you live?

South Hanover Township, Dauphin County

2. In what Municipality do you work?

City of Harrisburg

## 3. What Interest do you represent (Select all that apply)

- ☐ Resident
- ☐ Property Owner
- ☐ Business Owner
- ☐ Public Official
- ☐ Community Facility
- ☒ Community Organization
- ☐ Other

## 4. What specific comments/or concerns do you have regarding the SR 0083, 079 Project information as presented in the Environmental Assessment Document?

Thank you for including extensive pedestrian and bicycle facilities on Paxton, 13th, 17th and 19th Streets! As a means improve and expand travel in the area by walking and bicycle riding (or micro mobility devices) that will contribute to reduced emissions and environmental justice, please consider including pedestrian/bicycle rider accommodations at critical intersections (Cameron and Paxton, 13th and Paxton, 17th and Paxton, 19th and Paxton and 29th and Paxton Streets). Also include safety design measures to protect pedestrians/bicycle riders traveling along 17th, 19th and Cameron Streets at entrance and exit ramps to the Collector Distributor roadways and mainline highway.

## Contact Information (Required)

***\*Personal information (address, phone numbers and email) will NOT be shared with the public.***

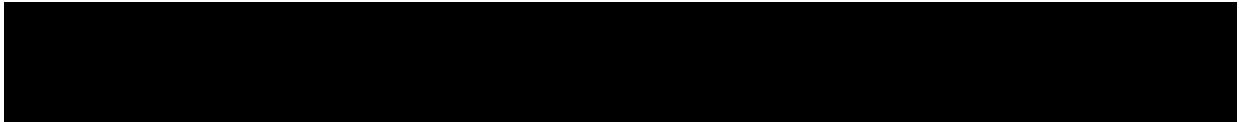
## 5. Name \*

Jim Buckheit

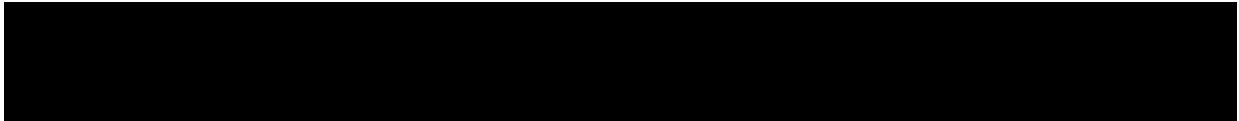
## 6. Address \*



## 7. Phone Number \*



## 8. Email \*



## Public Hearing Availability

Interested parties may request a public hearing in order to present testimony concerning the project and the major design features, and the social, economic, and environmental effects of the proposed project. Requests must be received by **5:00 PM EST Monday, December 5, 2022**. A Public Hearing will be scheduled **only if** two or more individuals/groups request a hearing **and** the concerns on environmental grounds cannot be addressed without a hearing. If the interested party's concerns can be resolved, a hearing will not be necessary.

**Requests for a public hearing must be made in writing to:**

Mr. John Bachman  
PennDOT District 8-0 Senior Project Manager  
c/o Amy Altimare  
Johnson, Mirmiran & Thompson, Inc.  
220 St. Charles Way, Suite 200  
York, PA 17402

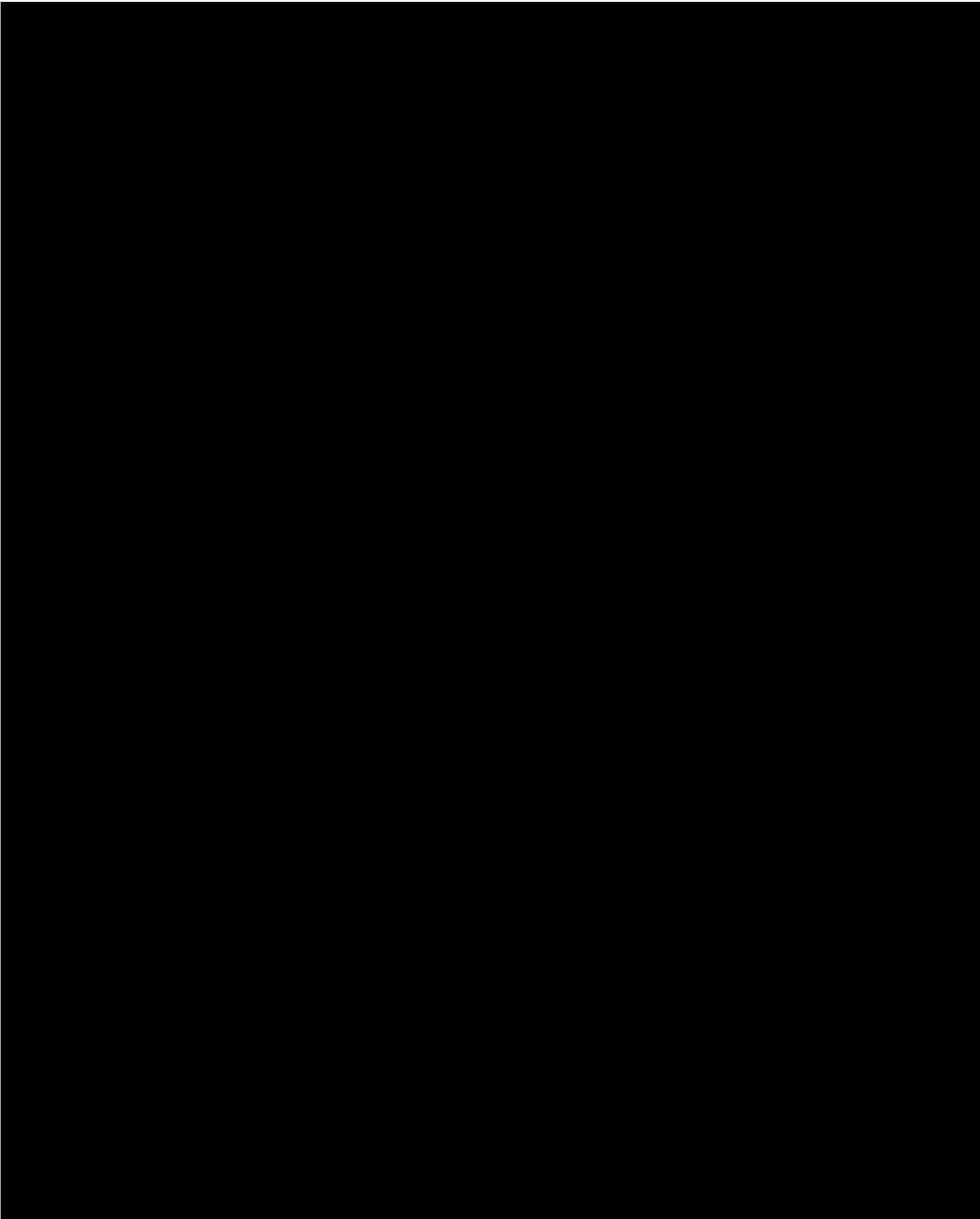
**Or via email to the attention of BOTH:**

John Bachman at [JOBACHMAN@pa.gov](mailto:JOBACHMAN@pa.gov)  
Amy Altimare at [aaltimare@jmt.com](mailto:aaltimare@jmt.com)

9. Are you interested in requesting a Formal Public Hearing?

☐ Yes

☒ No



Commenter Information	Date Received	Type	Comment	Response
Bicycle South Central Pennsylvania - Marilyn Chastek, President	12/15/2022	Letter	Paxton Street between 17 <sup>th</sup> – 19 <sup>th</sup> Streets – Although bicycle lanes with buffers and sidewalks are planned between 13 <sup>th</sup> and 17 <sup>th</sup> Streets it does not appear these are continued between 17 <sup>th</sup> and 19 <sup>th</sup> Streets. We urge this active transportation infrastructure be included along this two-block segment on Paxton Street.	Improvements on Paxton Street between 17 <sup>th</sup> and 20 <sup>th</sup> Streets include a “road diet” where the existing four lane roadway will be reduced to two through lanes and a center continuous turn lane. This allows for six foot shoulders along the curb for most of the area. This is consistent with the existing roadway approach to the east, extending from 20 <sup>th</sup> Street for one mile to City Park Drive. To accommodate bicycles along Paxton Street within the project area, signs indicating “Bicycles may use full lane” and shared lane pavement markings or “sharrows” are proposed. Please see the “East Shore Section 3 Conceptual Bike Marking Layout” on the project website for details <a href="https://www.i-83beltway.com/perch/resources/admin/east-shore-section-3-conceptual-bike-marking-layout.pdf">https://www.i-83beltway.com/perch/resources/admin/east-shore-section-3-conceptual-bike-marking-layout.pdf</a>

Bicycle South Central Pennsylvania - Marilyn Chastek, President	12/15/2022	Letter	<p>29<sup>th</sup> Street – Although the eastern terminus of the project area is just east of the 29<sup>th</sup> Street overpass, the Environmental Assessment Document does not display plans to include bicycle/pedestrian improvements along 29<sup>th</sup> Street nor on the I-83 overpass or Norfolk-Southern railway bridge. As a roadway adjacent to the Capitol Area Greenbelt and important bicycle/pedestrian travel corridors, 29<sup>th</sup> Street and the new overpass and bridge must include bicycle lanes and sidewalks comparable to those included on 13<sup>th</sup> and 10<sup>th</sup> Streets. We believe this is particularly critical once construction takes place on Section 2 which is expected to temporarily close the Capitol Area Greenbelt along S. Paxtang Avenue/City Park Drive.</p>	<p>To accommodate bicycles along 29th Street within the project area, a Multi Use Trail is proposed from Wayne Street to Derry Street. The trail will extend from Wayne Street to City Park Drive as part of a Section 078 construction project. The Capital Area Green Belt will utilize this new trail system and sidewalks during the detour of City Park Drive. In addition, bicyclists can also use the travel lanes as signs indicating “Bicycles may use full lane” and shared lane pavement markings or “sharrows” are also proposed. Please see the “East Shore Section 3 Conceptual Bike Marking Layout” on the project website for details <a href="https://www.i-83beltway.com/perch/resources/admin/east-shore-section-3-conceptual-bike-marking-layout.pdf">https://www.i-83beltway.com/perch/resources/admin/east-shore-section-3-conceptual-bike-marking-layout.pdf</a> and the “East Shore Section 2 Conceptual Bike Marking Layout” <a href="https://www.i-83beltway.com/perch/resources/admin/east-shore-section-2-conceptual-bike-marking-layout.pdf">https://www.i-83beltway.com/perch/resources/admin/east-shore-section-2-conceptual-bike-marking-layout.pdf</a></p>
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Bicycle South Central Pennsylvania - Marilyn Chastek, President	12/15/2022	Letter	<p>Cameron Street – Cameron Street within project area, particularly the Paxton Street and Sycamore Street intersections, and new I-83 interchange, are of particular concern. The high traffic volume, and heavy truck traffic volume call for special consideration of bicycle facilities along this section. The design should address bicycle riders and pedestrians travelling across Cameron Streets at both these intersections. In addition, many bicycle riders traveling on the Capitol Area Greenbelt travel choose to ride along Cameron and west Sycamore Street to bypass riding through the heavily isolated, wooded, section west of Cameron to the Riverside Office Building (Sycamore and Front Streets).</p>	<p>PennDOT does not recommend the use of Cameron Street as a bicycle corridor. As you noted, Cameron Street has high traffic volume, and heavy truck traffic volume and it is also a commuter route making it difficult to improve this stretch of Cameron Street without widening.</p> <p>Further, in consultation with the City of Harrisburg and PennDOT's statewide Bicycle Coordinator, it was deemed that the four through lanes and three foot shoulders, and the addition of interchange ramps do not adequately support bicycles and widening Cameron Street would be difficult due to large buildings along the road. Cameron Street is not currently a designated bike route and is not a recommended route per the Harrisburg Area Transportation Study (HATS) "Regional Bicycle Connection Study". Cyclists that use the Cameron Street corridor would be able to dismount their bicycle and use the sidewalk and associated crossings to traverse the area. Pedestrian improvements will be made along this stretch of Cameron Street with new signalized and ADA compliant crossings and crosswalks to aid this movement.</p>
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Bicycle South Central Pennsylvania - Marilyn Chastek, President	12/15/2022	Letter	Throughout project area – Where plans include designated bike lanes, multi-modal paths, and sidewalks it is critical that safe transitions to areas that do not have such infrastructure be included. We should not have a bicycle lane, multi-modal pathway or sidewalks that end abruptly without provision for users to safely continue along the roadway/shoulder.	In coordination with the City of Harrisburg and PennDOT's statewide Bicycle Coordinator, all proposed bike lanes, share the road lanes, and sidewalks start and end at intersections, allowing the bicyclists and/or pedestrians to transition similar to entering a sideroad that does not have bicycle or pedestrian provisions.
			Pedestrian/Bicycle crossings at highway interchanges – At entrances and exits from I-83 to city streets designs must include safety features that protect pedestrians and bicycle riders from motor vehicles transitioning from expressway speeds to city streets (Cameron, 17 <sup>th</sup> & 19 <sup>th</sup> Streets). Features such as highlighted crosswalks, crossing signals, activated flashing lights, signage should be considered.	Based on coordination with PennDOT, Tri-County Regional Planning Commission and municipal stakeholders, standard signing and pavement markings were developed to assist bicyclists, pedestrians, and motorists as they approach various intersections. All existing and proposed intersections with highway ramps (17 <sup>th</sup> Street, 19 <sup>th</sup> Street and Cameron Street ramps) will be fully signalized with traffic and pedestrian signals with painted cross walks as part of this project. The signals will manage the motorist transition onto the city streets. This will minimize overall conflicts.

Jim Buckheit Community Organization	12/20/2022	Website Form	<p>Thank you for including extensive pedestrian and bicycle facilities on Paxton, 13th, 17th and 19th Streets! As a means improve and expand travel in the area by walking and bicycle riding (or micro mobility devices) that will contribute to reduced emissions and environmental justice, please consider including pedestrian/bicycle rider accommodations at critical intersections (Cameron and Paxton, 13th and Paxton, 17th and Paxton, 19th and Paxton and 29th and Paxton Streets). Also include safety design measures to protect pedestrians/bicycle riders traveling along 17th, 19th and Cameron Streets at entrance and exit ramps to the Collector Distributor roadways and mainline highway.</p>	<p>Based on coordination with PennDOT, Tri-County Regional Planning Commission and municipal stakeholders, standard signing and pavement markings were developed to assist bicyclists, pedestrians, and motorists as they approach various intersections. All existing and proposed intersections with highway ramps (17th Street, 19th Street and Cameron Street ramps) will be fully signalized with traffic and pedestrian signals with painted cross walks as part of this project. Please see the "East Shore Section 3 Conceptual Bike Marking Layout" on the project website for details <a href="https://www.i-83beltway.com/perch/resources/admin/east-shore-section-3-conceptual-bike-marking-layout.pdf">https://www.i-83beltway.com/perch/resources/admin/east-shore-section-3-conceptual-bike-marking-layout.pdf</a></p>
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# **ATTACHMENT B**

## **AVAILABILITY OF ENVIRONMENTAL ASSESSMENT AND OPPORUTNITY FOR PUBLIC HEARING NOTICE**

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PA Media Group  
1900 Patriot Dr  
Mechanicsburg, PA 17050



## The Patriot News

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Detroit, MI 48277-0571

Page 1 of 3

Date	Position	Description	P.O. Number	Ad Size	Costs
11/22/2022	Meeting Notices PA	Dauphin County, SR 0083, Section 079 Notice of Availability of the		2 x 87 L	
Affidavit Notary Fee - 11/22/2022					
Basic Ad Charge - 11/22/2022					
Total					

FOR QUESTIONS CONCERNING THIS AFFIDAVIT, PLEASE CALL 717-255-8119





# The Patriot News

## LEGAL AFFIDAVIT

AD#: 0010506679

Commonwealth of Pennsylvania,) ss  
County of Cumberland)

Christine Arnold being duly sworn, deposes that he/she is principal clerk of PA Media Group; that The Patriot News is a public newspaper published in the city of Mechanicsburg, with general circulation in Cumberland and Dauphin and surrounding counties, and this notice is an accurate and true copy of this notice as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following date(s):

The Patriot News 11/22/2022

  
Principal Clerk of the Publisher

Sworn to and subscribed before me this 22th day of November 2022

  
Notary Public

Commonwealth of Pennsylvania - Notary Seal  
Crystal B. Rosensteel, Notary Public  
Dauphin County  
My commission expires June 27, 2024  
Commission number 1299212  
Member, Pennsylvania Association of Notaries

**Dauphin County, SR 0083, Section 079  
Notice of Availability of the Environmental Assessment  
and the Availability of a Public Hearing**

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) are proposing transportation improvements in Dauphin County, Pennsylvania to facilitate safe and efficient travel and to meet the transportation needs of the community. The project area includes portions of Paxtang Borough, Swatara Township, and the City of Harrisburg in Dauphin County.

The proposed project includes widening and full reconstruction of the SR 0083, Section 079, (also known as East Shore Section 3) from Cameron Street (SR 0230) to just east of 29th Street (SR 3013), to provide an Interstate facility that includes six mainline through lanes (three in each direction) and a two-lane collector distributor (CD) road with ramp lanes providing access for local traffic at 17th and 19th Street and local and regional traffic at Cameron Street.

PennDOT and FHWA formally announce the availability for a 30-day public review of the Environmental Assessment document. The public review and comment period will begin on Monday, November 21, 2022 and end on Tuesday, December 20, 2022.

#### Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The EA also documents the Section 4(f) of the USDOT Act of 1966 de minimis findings for two historic resources within the project area. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative.

#### Public Review and Comment

The EA and supporting technical files are being made available for public review via the project website at <https://www.i-83beltway.com/projects/east-shore-section-3.php>. The EA will also be available for review during normal business hours at the following local government offices (except as noted):

Federal Highway Administration – PA Division / Harrisburg, PA  
17101 / (717) 221-3461 / Attn: Jon Crum / By Appointment Only  
PennDOT Central Office – Keystone Office Building, 400 North Street,  
5th Floor, PA 17120  
Paxtang Borough / 3423 Derry Street / Harrisburg, PA 17111  
Swatara Township / 599 Eisenhower Boulevard / Harrisburg, PA  
17111-2397  
Kline Library / 530 South 29th Street / Harrisburg, PA 17104  
McCormick Riverfront Library / 101 Walnut Street / Harrisburg, PA  
17101

Written Comments concerning the EA must be received by 5:00 PM EST on Tuesday, December 20, 2022 submitted electronically via the website (<https://www.i-83beltway.com/projects/east-shore-section-3.php>) or mailed to: Amy Altimore / Johnson, Mirmiran & Thompson, Inc. / 220 St. Charles Way, Suite 200/York, PA 17402.

All comments received during the designated comment period will be considered. These comments will become part of the public record associated with this action.



**Availability of a Public Hearing**

Interested parties may request a formal public hearing to provide personal testimony concerning the project and the major design features, and the social, economic, and environmental effects of the proposed project. A public hearing would consist of a plans display, project introduction, followed by written or oral (public or private) testimony. Requests for a public hearing must be made in writing to:

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PennDOT District 8-0 Senior Project Manager  
c/o Amy Altimare  
Johnson, Mirmiran & Thompson, Inc.  
220 St. Charles Way, Suite 200  
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Or via email to the attention of BOTH:  
John Bachman at [JOBACHMAN@pa.gov](mailto:JOBACHMAN@pa.gov)  
Amy Altimare at [aaltimare@jmt.com](mailto:aaltimare@jmt.com)

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# LOCAL MARKETPLACE

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1900 Patriot Dr  
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Affidavit Notary Fee - 11/24/2022					
Basic Ad Charge - 11/24/2022					
Total					

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# The Patriot News

## LEGAL AFFIDAVIT



AD#: 0010507127

Commonwealth of Pennsylvania,) ss  
County of Cumberland)  
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**The Patriot News 11/24/2022**

Principal Clerk of the Publisher

Sworn to and subscribed before me this 25th day of November 2022

Notary Public

Commonwealth of Pennsylvania - Notary Seal  
Crystal B. Rosensteel, Notary Public  
Dauphin County  
My commission expires June 27, 2024  
Commission number 1299212  
Member, Pennsylvania Association of Notaries

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- McCormick Riverfront Library / 101 Walnut Street / Harrisburg, PA 17101

EA must be received by 5:00 PM EST on 11/24/2022. <https://www.i-83beltway.com/projects/east-shore-section-3.php>

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John Bachman at [JOBACHMAN@pa.gov](mailto:JOBACHMAN@pa.gov)  
Amy Altimare at [aaltimare@jmt.com](mailto:aaltimare@jmt.com)

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Wetzel / 717-346-7750.

Municipal Police Officers' Education & Training Commission Quarterly Meeting: 12/8/2022, 9 AM, Committee Mtg.: 12/8/22 9 AM; Commission Mtg.: 12/8/22, 10 AM, 8002 Bretz Dr., Hbg., PA, Exec. Agenda: <https://mpoefc.psp.pa.gov>, About Us tab, Contact: Sheila Wetzel 717-346-7750.

DCED PA Housing Advisory Committee Meeting, 12/13/2022, 10 AM, Conf. Call: 267-332-8737, Access Code: 932 696 376#; DCED 1st Public Hearing for 2023 Annual Action Plan Meeting, 12/15/2022, 1 PM, Keystone Bldg., Access Code: 949 580 238#, 400 N. St., 4th Fl., Hbg., PA, Agenda: <https://dced.pa.gov/events/month/>, Contact: David Grey 717-214-5341.

Special, Statutory Meeting & Public Vote, 12/14/2022, 1 PM, Riverfront Ofc. Ctr., 1101 S. Front St., Ste. 400, Hbg., PA, Contact: Jacqueline A Cook 717-787-2974.

State AG Land Preservation Board Meeting, 12/15/2022, 10 AM, Rm. 405, 2301 N. Cameron St., Hbg., PA, Conf. Call: 267-332-8737, Access Code: 455 620 033#, Contact: Ian Mahal 717-783-3167.

Board of Finance & Revenue Public Vote Meetings, 1/5/2023, 1 PM, Addn'l Mtgs.: 1/12/23, 1/19/23, 1/26/23, 2/2/23, 2/9/23, 2/16/23, 2/23/23, 3/2/23, 3/9/23, 3/16/23, 3/23/23, 3/30/23, 4/6/23, 4/13/23, 4/20/23, 4/27/23, 5/4/23, 5/11/23, 5/18/23, 5/25/23, 6/1/23, 6/8/23, 6/15/23, 6/22/23, 6/29/23, 1101 S. Front St., Ste. 400, Hbg., PA, Contact: Amanda Brewer 717-787-2974.

Board of Finance & Revenue-2023 Hearings, 1/24/2023, 2/28/23, 4/4/23, 5/9/23, 6/13/23, 7/18/23, 8/22/23, 9/26/23, 10/31/23, 12/12/23, 9 AM & 1 PM, Teams Link at [www.treasury.gov/bfr](http://www.treasury.gov/bfr), Contact: Jacqueline Cook 717-787-2974.

Board of Finance & Revenue-2023 Hearings, 1/25/2023, 3/1/23, 4/5/23, 5/10/23, 6/14/23, 7/19/23, 8/23/23, 9/27/23, 11/1/23, 12/13/23, 9 AM, Riverfront Ofc. Ctr., 1101 S. Front St., Ste. 400., Hbg., PA, Contact: Jacqueline Cook 717-787-2974.

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Dauphin County, SR 0083, Section 079 Notice of Availability of the Environmental Assessment and the Availability of a Public Hearing The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) are proposing transportation improvements in Dauphin County, Pennsylvania to facilitate safe and efficient travel and to meet the transportation needs of the community. The project area includes portions of Paxtang Borough, Swatara Township, and the City of Harrisburg in Dauphin County. The proposed project includes widening and full reconstruction of the SR 0083, Section 079, (also known as East Shore Section 3) from Cameron Street (SR 0230) to just east of 29th Street (SR 3013), to provide an Interstate facility that includes six mainline through lanes (three in each direction) and a two-lane collector distributor (CD) road with ramp lanes providing access for local traffic at 17th and 19th Street and local and regional traffic at Cameron Street. PennDOT and FHWA formally announce the availability for a 30-day public review of the Environmental Assessment document. The public review and comment period will begin on Monday, November 21, 2022 and end on Friday December 23, 2022. Environmental Assessment The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The EA also documents the Section 4(f) of the USDOT Act of 1966 de minimis findings for two historic resources within the project area. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative. Public Review and Comment The EA and supporting technical files are being made available for public review via the project website at <https://www.i-83beltway.com/projects/east-shore-section-3.php>. The EA will also be available for review during normal business hours at the following local government offices (except as noted): Federal Highway Administration PA Division / Harrisburg, PA 17101 / (717) 221-3461 / Attn: Jon Crum / By Appointment Only PennDOT Central Office Keystone Office Building, 400 North Street, 5th Floor, PA 17120 Paxtang Borough / 3423 Derry Street / Harrisburg, PA 17111 Swatara Township / 599 Eisenhower Boulevard / Harrisburg, PA 17111-2397 Kline Library / 530 South 29th Street / Harrisburg, PA 17104 McCormick Riverfront Library / 101 Walnut Street / Harrisburg, PA 17101 Written Comments concerning the EA must be received by 5:00 PM EST on Friday, December 23, 2022 submitted electronically via the website (<https://www.i-83beltway.com/projects/east-shore-section-3.php>) or mailed to: Amy Altimare / Johnson, Mirmiran & Thompson, Inc. / 220 St. Charles Way, Suite 200/York, PA 17402. All comments received during the designated comment period will be considered. These comments will become part of the public record associated with this action. Availability of a Public Hearing Interested parties may request a formal public hearing to provide personal testimony concerning the project and the major design features, and the social, economic, and environmental effects of the proposed project. A public hearing would consist of a plans display, project introduction, followed by written or oral (public or private) testimony. Requests for a public hearing must be made in writing to: Mr. John Bachman PennDOT District 8-0 Senior Project Manager c/o Amy Altimare Johnson, Mirmiran & Thompson, Inc. 220 St. Charles Way, Suite 200 York, PA 17402 Or via email to the attention of BOTH: John Bachman at [JOBACHMAN@pa.gov](mailto:JOBACHMAN@pa.gov) Amy Altimare at [aaltimare@jmt.com](mailto:aaltimare@jmt.com) A request for a Public Hearing must be received by 5:00 PM EST Monday, December 5, 2022. A Public Hearing will be scheduled only if two or more individuals/groups request a hearing and the concerns on environmental grounds cannot be addressed without a hearing. If the interested party's concerns can be resolved, a hearing will not be necessary.

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# PennDOT Invites Public to Comment East Shore Section 3 Project Environmental Assessment

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November 18, 2022, 21:57 GMT

## ARTICLE

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EA available for review online and in-person

**Harrisburg, PA** – The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) announced today the availability of the Environmental Assessment (EA) for public review and comment, and the availability of a



public hearing for the SR 0083, Section 079 Reconstruction and Widening Project, also known as East Shore Section 3 of the Harrisburg Capital Beltway Project.

Concurrent with final design of the I-83 East Shore Section 3 Project, the Greater Harrisburg Area Susquehanna River Bridge Master Plan (<http://www.hbgriverbridges.com/>) was completed which evaluated the structural condition of the South Bridge and four other Susquehanna River bridge crossings. It was determined that the South Bridge needed to advance as an independent project and include the portion of I-83 East Shore Section 3 between the River and Cameron Street including the Front Street/2nd Street interchange. View (<https://www.penndot.pa.gov/RegionalOffices/district-8/ConstructionsProjectsAndRoadwork/DauphinCty/Pages/I-83-South-Bridge-Project.aspx>) the I-83 South Bridge Project. As a result, the I-83 East Shore Section 3 Project limits were reduced and now only includes the area from Cameron Street to just east of 29th Street.

The approved October 2019 Categorical Exclusion Evaluation (CEE) document for I-83 East Shore Section 3, along with all associated technical documents, were updated to reflect the shortening of the Logical Termini and other design updates which have been publicly shared through the project website. During this process, it was found that the current project would not have substantial new environmental impacts beyond what was previously presented in the CEE. While it was originally anticipated that the environmental clearance would remain a CEE level document, based on new guidance from the U. S. Department of Transportation, FHWA and PennDOT determined that an Environmental Assessment (EA) is now an appropriate class of action to document the project. As a result, the SR 0083, Section 079 EA builds upon the approved 2019 CEE and associated technical documents in accordance with the National Environmental Policy Act and current federal guidance.

The EA 30-day public review and comment period will begin, Monday, November 21, 2022, and will end on Tuesday, December 20, 2022.

The EA, and supporting technical files are being made available for public review via the project website at (I-83 East Shore Section 3 ([i-83beltway.com](https://www.i-83beltway.com/projects/east-shore-section-3.php)) (<https://www.i-83beltway.com/projects/east-shore-section-3.php>). Hard copies of the EA are also being made available for review during normal business hours at the following locations:

Federal Highway Administration – PA Division / Harrisburg, PA 17101 / (717) 221-3461 / Attn: Jon Crum / By Appointment Only

PennDOT Central Office - Keystone Office Building, 400 North Street, 5th Floor, PA 17120

Paxtang Borough Office, 3423 Derry Street, Harrisburg, PA 17111

Swatara Township Office, 599 Eisenhower Boulevard, Harrisburg, PA 17111-2397

Kline Library, 530 South 29th Street, Harrisburg, PA 17104

McCormick Riverfront Library, 101 Walnut Street, Harrisburg, PA 17101

Comments concerning the EA Document must be received by 5:00 PM on December 20, 2022, submitted electronically via the website (I-83 East Shore Section 3 ([i-83beltway.com](https://www.i-83beltway.com/projects/east-shore-section-3.php)) (<https://www.i-83beltway.com/projects/east-shore-section-3.php>) or mailed to: Amy Altimare, Johnson, Mirmiran & Thompson, Inc., 220 St. Charles Way, Suite 200, York, PA 17402.

All comments received during the designated comment period and at the public hearing will be considered. These comments will become part of the public record associated with this action.

Interested parties may request a formal public hearing to provide personal testimony concerning the project and the major design features, and the social, economic, and environmental effects of the proposed project. A public hearing would consist of a plan display, project introduction, followed by oral public or private testimony, or written testimony. Requests for a public hearing must be made in writing to:

John Bachman

PennDOT District 8-0 Project Manager

c/o Amy Altimare

Johnson, Mirmiran & Thompson, Inc.

220 St. Charles Way, Suite 200

York, PA 17402

or via email to the attention of BOTH:

Requests must be received by 5:00 PM EST Monday, December 5, 2022. A Public Hearing will be scheduled only if two or more individuals/groups request a hearing and the concerns on environmental grounds cannot be addressed without a hearing. If the interested party's concerns can be resolved, a hearing will not be necessary.

For more information regarding the project contact John Bachman, PennDOT Senior Project Manager at (717) 717.783.4519 or visit the project website at [www.i-83beltway.com](http://www.i-83beltway.com) (<https://www.i-83beltway.com/>).

Subscribe to PennDOT news and traffic alerts in Adams, Cumberland, Dauphin, Franklin, Lancaster, Lebanon and Perry counties at [www.penndot.pa.gov/District8](http://www.penndot.pa.gov/District8) (<https://www.penndot.pa.gov/RegionalOffices/district-8/Pages/default.aspx>).

Information about infrastructure in District 8, including completed work and significant projects, is available at [www.penndot.pa.gov/D8Results](http://www.penndot.pa.gov/D8Results) (<https://www.penndot.pa.gov/about-us/Results/districts/District8/Pages/index.aspx>).

MEDIA CONTACT: Dave Thompson, District 8 Press Officer, 717-418-5018 or [dmthompson@pa.gov](mailto:dmthompson@pa.gov) (<mailto:dmthompson@pa.gov>).

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### **SR 0083, 079 Dauphin County Announcement**

PennDOT and FHWA formally announce the availability of the 30-day public comment period of the SR 0083, Section 079 Reconstruction and Widening Project (also known as East Shore Section 3) Environmental Assessment (EA) document and the availability to request a Public Hearing. The 30-day comment period will begin on **November 21, 2022** and will conclude on **December 20, 2022**.

### **Environmental Assessment**

The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative.

### **Public Review and Comment**

The EA and supporting technical files are being made available for public review via the project website at <https://www.i-83beltway.com/projects/east-shore-section-3.php>. The EA will also be available for review during normal business hours at the following local government offices (except as noted):

- Federal Highway Administration – PA Division / Harrisburg, PA 17101 / (717) 221-3461 / Attn: Jon Crum / By Appointment Only
- PennDOT Central Office - Keystone Office Building, 400 North Street, 5th Floor, PA 17120
- Paxtang Borough / 3423 Derry Street / Harrisburg, PA 17111
- Swatara Township / 599 Eisenhower Boulevard / Harrisburg, PA 17111-2397
- Kline Library / 530 South 29th Street / Harrisburg, PA 17104
- McCormick Riverfront Library / 101 Walnut Street / Harrisburg, PA 17101

Written comments concerning the EA must be received by 5:00 PM EST on Tuesday, December 20, 2022 submitted electronically via the website (<https://www.i-83beltway.com/projects/east-shore-section-3.php>) or mailed to: Amy Altimare / Johnson, Mirmiran & Thompson, Inc. / 220 St. Charles Way, Suite 200/York, PA 17402.

All comments received during the designated comment period will be considered. These comments will become part of the public record associated with this action.

### **Availability of a Public Hearing**

Interested parties may request a public hearing in order to present testimony concerning the project and the major design features, and the social, economic, and environmental effects of the proposed project. Requests for a public hearing must be made in writing to:

Mr. John Bachman/PennDOT District 8-0 Senior Project Manager  
c/o Amy Altimare/Johnson, Mirmiran & Thompson, Inc.  
220 St. Charles Way, Suite 200  
York, PA 17402

Or via email to the attention of BOTH:

John Bachman at [JOBACHMAN@pa.gov](mailto:JOBACHMAN@pa.gov) / Amy Altimare at [aaltimare@jmt.com](mailto:aaltimare@jmt.com)

A request for a Public Hearing must be received by 5:00 PM EST Monday, December 5, 2022. A Public Hearing will be scheduled only if two or more individuals/groups request a hearing and the concerns on environmental grounds cannot be addressed without a hearing. If the interested party's concerns can be resolved, a hearing will not be necessary.

### **SR 0083, 079 Anuncio del Condado de Dauphin**

PennDOT y FHWA anuncian formalmente la disponibilidad del período de comentarios públicos de 30 días del documento de la Evaluación Ambiental (EA) del Proyecto de Reconstrucción y Ampliación SR 0083, Sección 079 (también conocido como Sección 3 de East Shore) y la disponibilidad para solicitar una audiencia pública. El período de comentarios de 30 días comenzará el **21 de Noviembre** de 2022 y concluirá el **20 de Diciembre de 2022**.

### **Evaluación Ambiental**

La EA analiza los posibles impactos ambientales asociados con las mejoras de transporte propuestas de conformidad con los requisitos de la Ley Nacional de Política Ambiental (NEPA) de 1969. La EA analiza dos alternativas, la alternativa de construcción y la alternativa de no construcción, y presenta los impactos potenciales a diversos recursos naturales, culturales y comunitarios ubicados dentro del área del proyecto y la mitigación propuesta para compensar esos impactos. La Alternativa de Construcción, que satisface las necesidades del proyecto al tiempo que minimiza los impactos ambientales y aborda los comentarios del público y de las agencias, ha sido identificada como la Alternativa Preferida.

### **Revisión Pública y Comentarios**

La EA y los archivos técnicos de apoyo se estarán poniendo a disposición del público para su revisión a través del sitio web del proyecto en <https://www.i-83beltway.com/projects/east-shore-section-3.php>. La EA también estará disponible para su revisión durante el horario comercial normal en las siguientes oficinas gubernamentales locales (excepto como se indique):

- Administración Federal de Carreteras – División PA / Harrisburg, PA 17101 / (717) 221-3461 / Attn: Jon Crum / Solo con cita previa
- Oficina Central de PennDOT - Keystone Office Building, 400 North Street, 5th Floor, PA 17120
- Municipio de Paxtang / 3423 Derry Street / Harrisburg, PA 17111
- Municipio de Swatara / 599 Eisenhower Boulevard / Harrisburg, PA 17111-2397
- Biblioteca Kline / 530 South 29th Street / Harrisburg, PA 17104
- Biblioteca McCormick Riverfront / 101 Walnut Street / Harrisburg, PA 17101

Los comentarios por escrito sobre la EA deben recibirse antes de las 5:00 PM EST del martes 20 de Diciembre de 2022 enviados electrónicamente a través del sitio web (<https://www.i-83beltway.com/projects/east-shore-section-3.php>) o enviados por correo a: Amy Altimare / Johnson, Mirmiran & Thompson, Inc. / 220 St. Charles Way, Suite 200 / York, PA 17402.

Todos los comentarios recibidos durante el período de comentarios designado serán considerados. Estos comentarios pasarán a formar parte del registro público asociado a esta acción.

### **Disponibilidad de una Audiencia Pública**

Las partes interesadas pueden solicitar una audiencia pública para presentar testimonios sobre el proyecto y las principales características de diseño, y los efectos sociales, económicos y ambientales del proyecto propuesto. Las solicitudes de audiencia pública deben hacerse por escrito a:

Sr. John Bachman/PennDOT Distrito 8-0 Gerente Senior de Proyectos  
c/o Amy Altimare/Johnson, Mirmiran & Thompson, Inc.  
220 St. Charles Way, Suite 200  
York, PA 17402

O vía correo electrónico a la atención de AMBOS:

John Bachman en [JOBACHMAN@pa.gov](mailto:JOBACHMAN@pa.gov) / Amy Altimare en [aaltimare@jmt.com](mailto:aaltimare@jmt.com)

La solicitud para una audiencia pública debe recibirse antes de las 5:00 PM EST del lunes 5 de Diciembre de 2022. Se programará una audiencia pública solo si dos o más individuos / grupos solicitan una audiencia y las preocupaciones por motivos ambientales no pueden abordarse sin una audiencia. Si las inquietudes de la parte interesada pueden resolverse, no será necesaria una audiencia.