



August 7, 2023

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration
Pennsylvania Division Office
30 North Street, Suite 700
Harrisburg, PA 17101
Attention: Ms. Julia Moore

Dear Ms. Nolan:

This is a request to approve the Re-Evaluation of the Environmental Assessment (EA) for the SR 0083, Section 078 project, in Dauphin County that is referenced as the Eisenhower Interchange Reconstruction Project.

Based upon our review of the re-evaluation, we have concluded that there have been No Significant changes in the proposed project. Also, there have been no significant changes in the affected environment, anticipated impacts, nor the proposed mitigation measures since the original NEPA clearance and finding of No Significant Impact (FONSI) that was recorded on June 10, 2020.

If you have any questions concerning the project, please contact Ryan R. Shiffler, P.E., at 717-787-3091.

Sincerely,

Jeffrey D. Bucher, P.E.

Jeffrey D. Bucher, P.E.

Chief

Highway Design and Technology Division

Bureau of Design and Delivery

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Approval _____ Date _____

Federal Highway Administration

Enclosure

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration
Pennsylvania Division Office
August 7, 2023
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4322/RRS/ses/fhwadphnsr0083sec78080723

cc: R. A. Reisinger, P.E., District 8-0
J. M. Bachman, District 8-0
S. E. Okin, District 8-0
J. A. Ames, 7th Floor, CKB
J. D. Bucher, P.E., 7th Floor, CKB
R. R. VanKirk, P.E., 7th Floor, CKB
R. R. Shiffler, P.E., 7th Floor, CKB

Original NEPA Approval Date: June 10, 2020

Re-evaluation Date: September 7, 2023

PROJECT NAME AND LOCATION

SR 0083 Section 078, Eisenhower Interchange Reconstruction Project Swatara Township, Lower Paxton Township and Paxtang Borough, Dauphin County, Pennsylvania

1.0 INTRODUCTION/ REASON FOR RE-EVALUATION

Greater than three years have elapsed since FHWA's approval of the original Environmental Assessment (EA). The public comment period for the EA and Draft Individual Section 4(f) Evaluation documents was held from November 3 through December 17, 2019, and the Federal Highway Administration (FHWA) issued the Finding of No Significant Impact (FONSI) on June 10, 2020. Minor changes have occurred since the time of the original approval. A re-evaluation is needed as the project is currently in the final design phase and advancing work for the first construction contract (Contract 1) of the project. The project and its five construction contracts will continue with construction ending in 2038 and re-evaluations will be prepared as needed to capture any modifications to the project and updates due to passage of time to validate if the NEPA review is still valid.

1.1 CONSTRUCTION CONTRACTS/COSTS UPDATES

The final design, right-of-way (ROW) acquisition, and utility phases of the project are included in the fiscally constrained Interstate Transportation Improvement Program (TIP). This current TIP (FFY 2023) includes \$25,000,000 for final design (FD), \$14,300,000 for utilities, \$8,400,000 for ROW, and \$111,800,000 for construction. The 2023-2034 Twelve Year Plan (TYP), which is not a federally required document, identifies additional funding for the final design (\$35,700,000), and construction (\$508,866,488) phases of the project. Additionally, interstate projects are identified and consistent with the 2045 Regional Long Range Transportation Plan (LRTP). The project will be conducted as five (previously four) separate construction contracts with separate Multimodal Project Management System (MPMS) numbers, as noted below:

- MPMS 92931 (SR 0083 Sec 078 lead project, Contract 1)
 - Construction 2025-2030
 - Total cost \$333,960,000 (PE, FD, Utilities, ROW and Construction)
- MPMS 114698 (SR 3001 Sec R78, Contract 2)
 - Construction 2026-2030
 - Total cost \$36,251,000 (FD, Utilities and Construction)
- MPMS 113378 (SR 0083 Sec B78, Contract 3)
 - Construction 2030-2033
 - Total cost \$313,145,000 (FD, Utilities, ROW and Construction)
- MPMS 113380 (SR 0083 Sec C78, Contract 4)

- Construction 2030-2033
- Total cost \$228,255,000 (FD, Utilities, and Construction)
- MPMS 113381 (SR 0083 Sec D78, Contract 5)
 - Construction 2033-2038
 - Total cost \$413,657,000 (FD, Utilities, ROW and Construction)

The above updated cost estimates account for inflation although the original estimates in the EA did not. State and Federal funding will be utilized for the project.

As the project advances, costs for current and future phases will be revisited for accuracy and revised in future TIP cycles and TYP updates as needed. As the timing of the future phases and lettings occur, coordination will continue to occur with the MPO for any adjustments required to the LRTP.

A color-coded Sequence of Construction Contracts figure (page four) for the overall project/ultimate buildout and a brief overview of the work contained in each of the five construction contracts is described below:

- Contract 1, SR 0083 Section 078 (Green shading/linework):
 - Let 06/2025: Contract 1 focuses on improvements to the local roadway system surrounding the Eisenhower Interchange. This will be a benefit to local traffic during future construction contracts, allowing for improved access throughout the project area without utilizing the highway network.
 - 40th Street, currently bisected by existing Interstate 83, will be connected via a structure over the mainline system.
 - A new local roadway connection will be constructed on the east side of the interchange.
 - The reconfigured Paxton Street Interchange near the Harrisburg Mall will be included in Contract 1.
- Contract 2, SR 3001 Section R78 (Yellow shading/linework):
 - Let 12/2026: Contract 2 includes improvements associated with the replacement of the Norfolk Southern railroad bridge which carries Norfolk Southern railroad tracks over existing SR 3001 (Eisenhower Boulevard)/future SR 0283 southbound directional. Some temporary track realignment/shifting and approach roadway work underneath the structure will also be included.
- Contract 3, SR 0083 Section B78 (Purple shading/linework):
 - Let 03/2030: Contract 3 includes improvements associated with the northern, eastern, and southern project limits or interchange “spokes” along SR 0083, SR 0322, and SR 0283, as well as the “flyover” bridges, carrying SR 0083 over Norfolk Southern and several of the Eisenhower Interchange ramps.

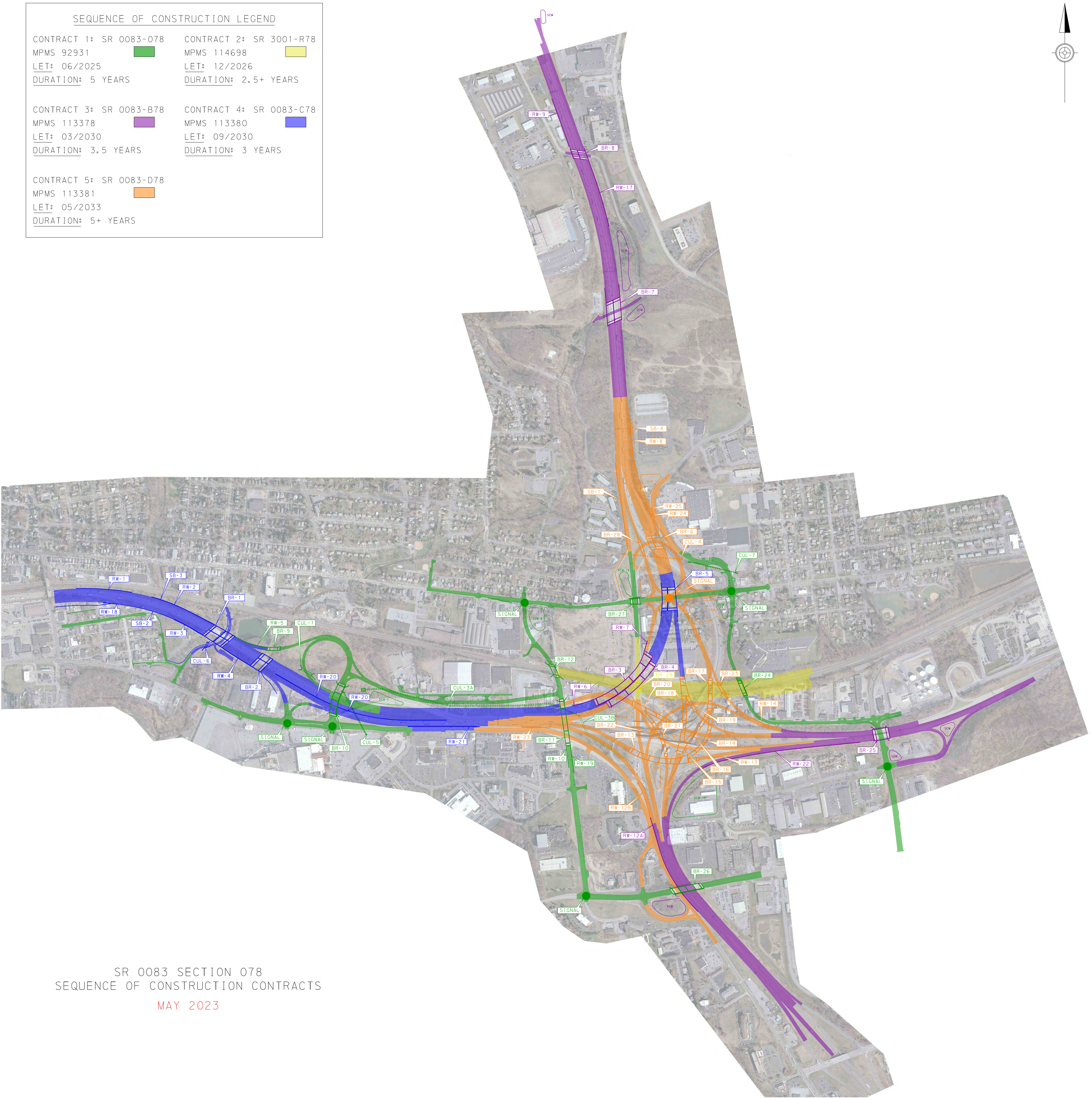
- Contract 4, SR 0083 Section C78 (Blue shading/linework):
 - Let 09/2030: Contract 4 includes improvements to SR 0083 on the western end of SR 0083 within the project area, as well as local road work underneath SR 0083. This area is environmentally sensitive.
 - In addition, the construction of the mainline bridge carrying SR 0083 over SR 3012 (Derry Street) is included in this Contract 4.
- Contract 5, SR 0083 Section D78 (Orange shading/linework):
 - Let 05/2033: Contract 5 includes remaining project improvements, including most of the ramp work contained within the Eisenhower Interchange and most of the bridges in the project.

1.2 PROJECT DESCRIPTION UPDATES

No changes have occurred to the following overall project description. The Pennsylvania Department of Transportation (PennDOT) is currently developing improvements to Interstate 83 and the Eisenhower Interchange as part of the SR 0083 Section 078 Eisenhower Interchange Reconstruction project in Dauphin County, Pennsylvania. The project limits extend through Lower Paxton Township, Paxtang Borough and Swatara Township in Dauphin County. The project begins just south of the SR 3020 (Union Deposit Road) Interchange and extends westward to the area of the SR 3013 (29th Street) overpass. It includes portions of Interstate 283 (SR 0283) and US 322 (SR 0322) through the Eisenhower Interchange. Improvements include widening the mainline I-83 (SR 0083) corridor to a minimum of three mainline travel lanes (minimum of six through lanes total) plus auxiliary lanes in each direction with improved directional connections to SR 0283 and SR 0322. A portion of northbound SR 0083 will utilize a collector-distributor system to serve local roads and intersecting highways, including all movements from SR 0083 northbound to SR 0283 southbound, SR 0322 eastbound, Paxton Street (SR 3010) and Derry Street (SR 3012). Collector-distributor systems separate the more complex traffic maneuvers merging on and off the interstate from the through traffic, improving safety and travel flow. In addition to the regional connections, the Eisenhower Interchange will include local access connections to SR 3012 via a single-point urban interchange and the existing interchange that connects SR 0083 to SR 3010 will be reconfigured in the area of the Harrisburg Mall.

SEQUENCE OF CONSTRUCTION LEGEND

CONTRACT 1: SR 0083-078	CONTRACT 2: SR 3001-R78
MPMS 92931	MPMS 114698
LET: 06/2025	LET: 12/2026
DURATION: 5 YEARS	DURATION: 2.5+ YEARS
CONTRACT 3: SR 0083-B78	CONTRACT 4: SR 0083-C78
MPMS 113378	MPMS 113380
LET: 03/2030	LET: 09/2030
DURATION: 3.5 YEARS	DURATION: 3 YEARS
CONTRACT 5: SR 0083-D78	
MPMS 113381	
LET: 05/2033	
DURATION: 5+ YEARS	



SR 0083 SECTION 078
SEQUENCE OF CONSTRUCTION CONTRACTS
MAY 2023

Expanded project areas include the following and can be seen on revised **Figure 1** on the following page:

- **SR 3006 (Chambers Hill Road):** The proposed improvements along Chambers Hill Road have expanded to the east to the intersection with SR 3030 (Penhar Drive). The improvements include a few hundred feet of overlay and the installation of new underground Intelligent Transportation System (ITS) facilities.
- **SR 3030 (Penhar Drive):** The proposed improvements on Penhar Drive have expanded to the south to the intersection with Chambers Hill Road. The improvements include overlay of the lanes and shoulders and the installation of new underground ITS facilities.
- **SR 3010 (Paxton Street):** The proposed improvements on Paxton Street have expanded to the west. The improvements include traffic signal improvements at the intersection with Mall Road and guide rail upgrades on the westbound side between Mall Road and City Park Drive.
- **SR 3012 (Derry Street):** The proposed improvements along Derry Street have been extended to the west approximately 1000 feet to the intersection with Rosewood Lane. The improvements include overlay and full depth reconstruction, new curb, sidewalk, and installation of drainage facilities.
- **Rosewood Lane:** Proposed improvements have been incorporated into the project along Rosewood Lane to include overlay and a new drainage pipe that will discharge to Spring Creek.
- **SR 0083 and Spring Creek Road/Peiffers Lane:** Stormwater design developments at the northwest quadrant of the SR 0083 overpass of Spring Creek Road have expanded the footprint to the east to accommodate a stormwater basin. Impacts to Wetland 9 are still being avoided as proposed in the EA.

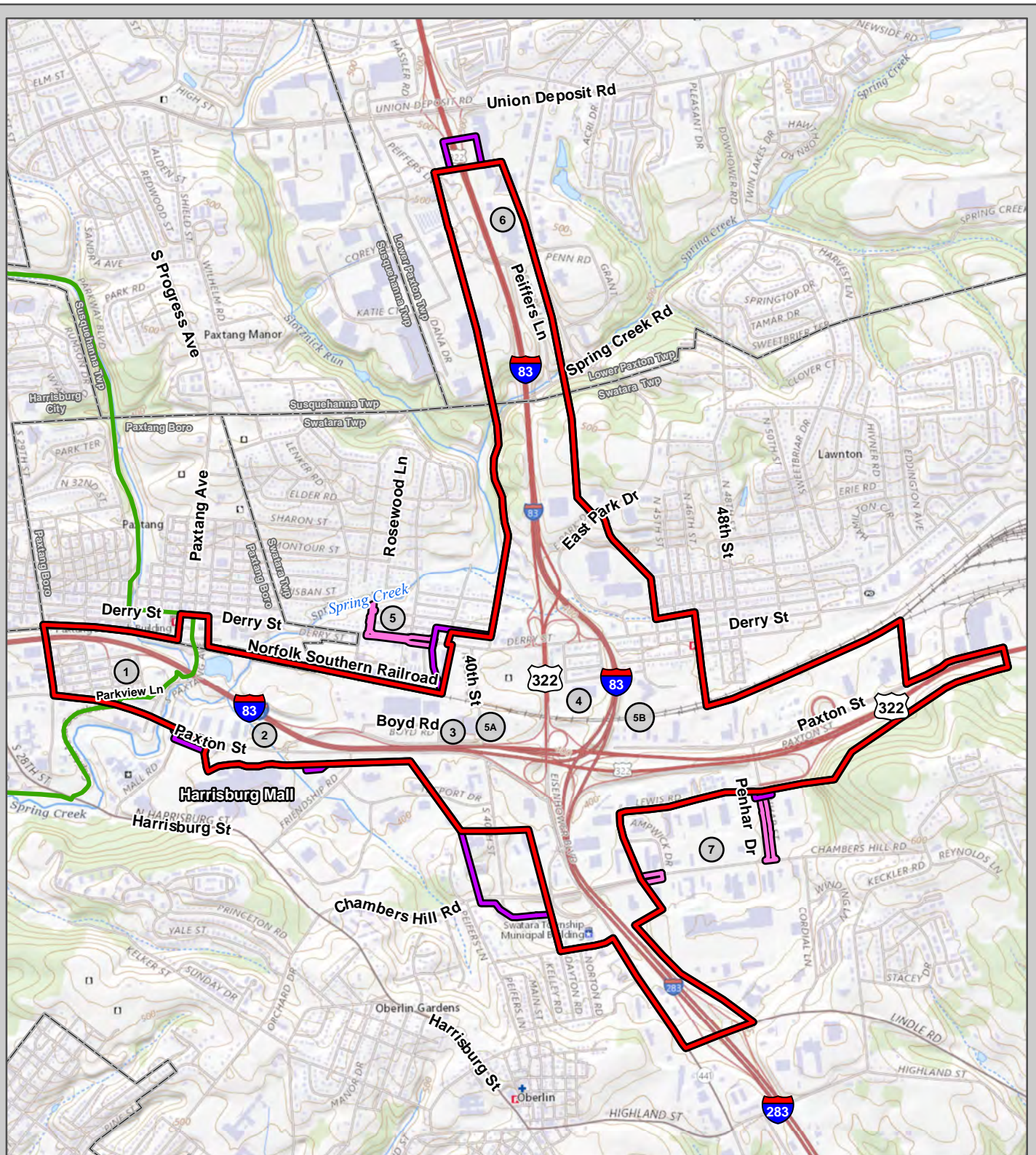
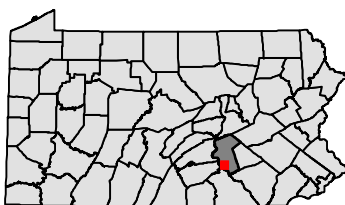


Figure 1

Project Location Map

I-83/I-283 Interchange Reconstruction Project
SR 0083-078

Paxtang Borough, Lower Paxton and Swatara Townships
Dauphin County, PA



- Study Area
- Expanded Study Area 1
- Municipalities
- Greenbelt
- Expanded Study Area 2
- Design Update No.

Source: USGS National Map, 2017



0 2,000
Feet

**McCORMICK
TAYLOR**

2.0 ALTERNATIVES CONSIDERED/DESIGN UPDATES

Please refer to **Figure 1** for the location of the following design updates:

① **Western Project Limit to the Paxton Street Interchange**

Roadway improvements to several Swatara Township roads have been further refined. Wayne Street will be converted from one-way to two-way traffic. A shared use path would be included for pedestrians and bicyclists to connect 33rd and Wayne Streets.

② **SR 0083 Northbound CD Roadway- no changes**

③ **SR 0083 Approaching the Eisenhower Interchange**

Additional non-interstate roadway improvements have been added to the south of SR 0083 in this area. These improvements include portions of overlay and reconstruction on Paxton Street between Friendship Road and Eisenhower Boulevard.

The local connection proposed between SR 3003 (40th Street) and the Paxton Street Interchange, north of SR 0083, will now be separate from Boyd Road and designated as a new state route known as SR 3036 (Commerce Lane). Boyd Road will remain in its existing location and continue to function as an alley. Connecting roads/driveways will be constructed between Boyd Road and Commerce Lane.

④ **Eisenhower Interchange- no changes**

⑤ **Derry Street Single Point Urban Interchange (SPUI) and New Local Connection**

Since the time of the original EA, additional traffic analysis resulted in the need to expand the improvements along Derry Street at the intersection with 40th Street. To eliminate the remaining gap in upgrades along Derry Street between this intersection and the improvements at the SPUI, the roadway will now be resurfaced. In conjunction with the resurfacing of this area, the project will take the opportunity to improve the sidewalk and parking accommodations.

An additional need arose to provide a better drainage outlet than the existing infrastructure provided. To accommodate this, the Derry Street proposed drainage has been extended to the west to the intersection with Rosewood Lane. Roadway resurfacing and sidewalk improvements are also incorporated in this extension.

Pavement rehabilitation and drainage improvements are also proposed along Rosewood Lane.

⑤A **40th Street Connection- no changes**

5B Paxton Street Connector – Renamed to Crossover Drive

As depicted in the original EA, on the east side of the Eisenhower Interchange, a new roadway would provide a north to south connection across the Norfolk Southern Railroad and SR 0322 by connecting Derry Street in the north with Paxton Street (township road) in the south.

The improvements will now include upgrading the existing roadway between the limit of the Paxton Street/ Penhar Drive intersection improvements and the original tie in point for Crossover Drive to eliminate the approximate 800-foot gap in improvements.

6 SR 0083 Northern Limit- no changes

7 SR 0283 and SR 0322

The roadway improvements along Penhar Drive in the area of the interchange with SR 0322 have been expanded south to the intersection with Chambers Hill Road. The improvements include overlay of the lanes and shoulders and the installation of new underground ITS facilities.

The roadway improvements in the vicinity of Chambers Hill Road overpass of SR 0283 have expanded. Along 40th Street, to the west of SR 0283, the improvements were extended to the intersection with Chambers Hill Road. The improvements then continue along Chambers Hill through east of the SR 0283 overpass.

3.0 UPDATES TO ENVIRONMENTAL RESOURCES/IMPACTS

No changes in the presence/absence of resources or impacts have occurred to the following:

- Plants
- Community Demographics
- Environmental Justice/Title VI
- Regional and Community Planning and Land use
- Community Facilities and Services
- Air Quality
- Above Ground Historic Properties
- Individual Section 4(f) Evaluation
- Indirect and Cumulative Effects
- Environmental Commitments

3.1/3.2 UPDATES TO WATERCOURSES/STREAMS AND WETLANDS

Additional resources were identified in expanded project areas as discussed below. No other resources were identified in the additional expanded areas noted above.

- A new wetland (Wetland 17), an extended wetland (Wetland 6), and a ditch (Ditch 7) were identified in the 40th St/Chambers Hill area on July 2, 2020. Refer to *SR 0083, Sec 078, Dauphin County I-83/ I-283 Interchange Reconstruction Project Wetlands and Watercourses Identification and Delineation Report - Technical Memorandum*.
- A new portion of Spring Creek (approximately 31 linear feet (LF)) was identified and delineated at the end of Rosewood Lane on February 14, 2022. Refer to *SR 0083, Sec 078, Dauphin County I-83/ I-283 Interchange Reconstruction Project Wetlands and Watercourses Identification and Delineation Report- Technical Memorandum 2 (Rosewood Lane)*.

Refer to revised **Exhibit 12**, Wetland/Watercourses Map on the following page showing all the wetlands and streams in the project area.

Revised Stream Impacts:

The overall permanent stream impact amount has increased from 5,144 LF to 5,764 LF (total of 620 LF) mainly due to the addition of the dual pipe replacement at UNT 2 to Spring Creek and other minor changes detailed below, which also increased the overall temporary stream impacts from 896 LF to 1,111 LF (total of 215 LF). Per the original EA, most of the stream impacts would be mitigated on-site through stream relocation/restoration efforts. The total off-site mitigation anticipated for the project was approximately 1,000 LF. The additional permanent impacts will not change the amount of stream mitigation required for the project.

- UNT 2 to Spring Creek:
 - Added a dual pipe replacement on the upstream side of SR 0083 and two new stormwater outfalls in Contract 1; Permanent Impact (P)-572 LF (includes an area of the stream already impacted by the existing dual pipes), Temporary Impact (T)-127 LF
 - *A pipe replacement does not warrant mitigation, so no additional stream mitigation was considered for this increase in permanent impacts.*
- Spring Creek:
 - Added a new stormwater outlet at Rosewood Lane; P-21 LF, T-42 LF
 - Added a new stormwater outlet by City Park Drive; P-12 LF, T-38 LF

- *These minor increases in permanent impacts do not require additional off-site stream mitigation beyond the approximate 1,000 LF accounted for in the EA.*
- UNT 3 to Spring Creek:
 - Added an energy dissipater; P-52 LF
 - Design adjustments/refinements; P-negative 37 LF, T-8 LF
 - *These minor increases in permanent impacts do not require additional off-site stream mitigation beyond the approximate 1,000 LF accounted for in the EA.*

Revised Wetland Impacts:

The total permanent wetland impact (entire project) decreased from 0.132 acres to 0.083 acres.

- Wetland 14 is now a total impact instead of a partial impact.
- Wetland impacts were avoided at Wetland 1, Wetland 15, and Wetland 16.

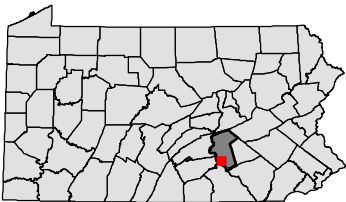
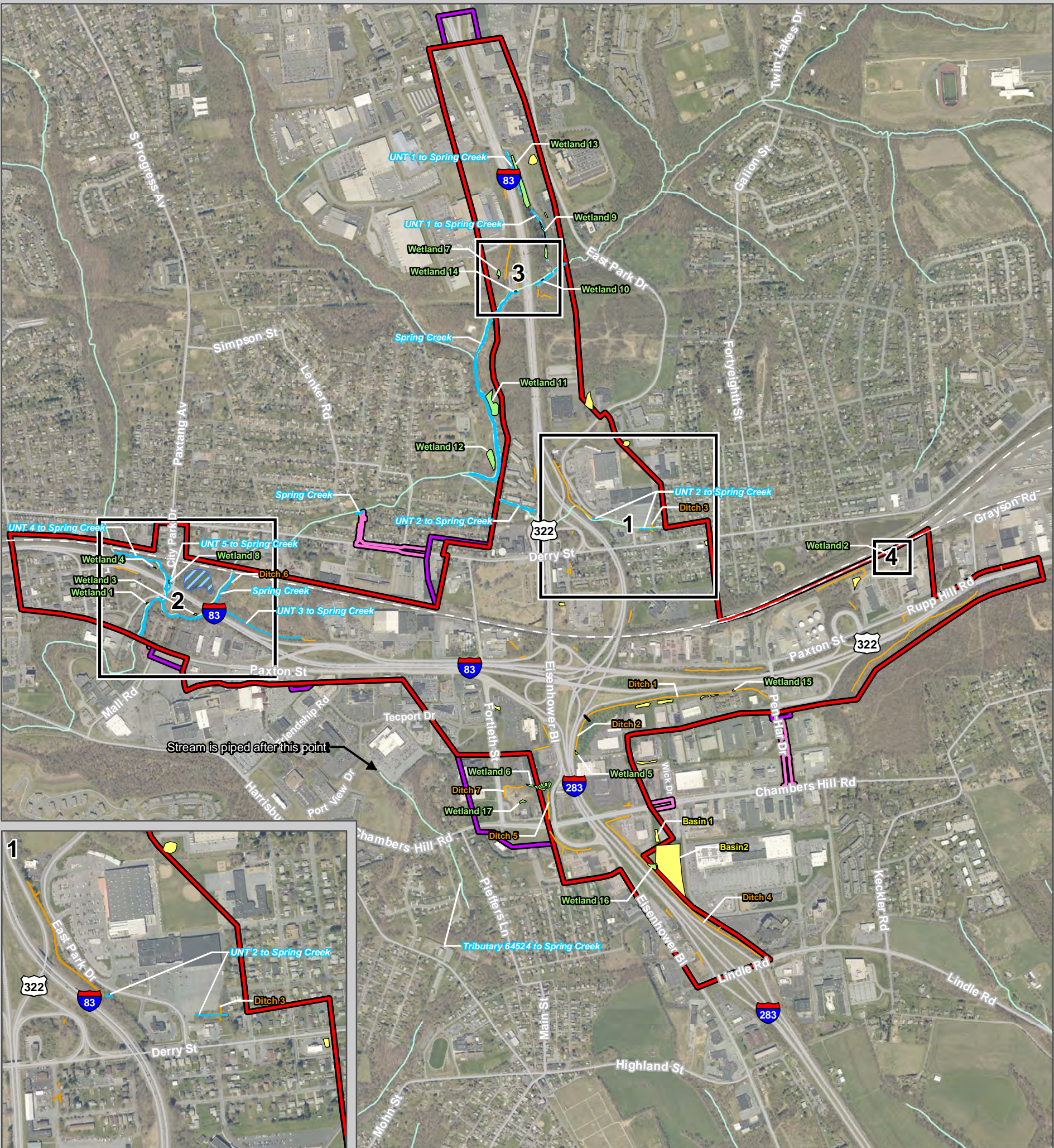


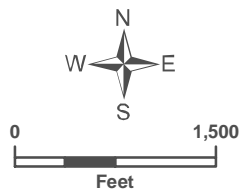
Exhibit 12 Watercourse and Wetland Location Map

I-83/I-283 Interchange Reconstruction Project
SR 0083-078

Paxtang Borough, Lower Paxton and Swatara Townships Dauphin County, PA

- | | |
|-----------------------|--------------------|
| Study Area | Basin |
| Expanded Study Area 1 | Quarry Pond |
| Expanded Study Area 2 | Ditch |
| Delineated Wetland | Chapter 93 Streams |
| Delineated Stream | |

Source: Dauphin County 2016



**McCORMICK
TAYLOR**

Quarry Pond:

No impacts to the quarry were denoted in the original EA. There are now three LF (one square foot (SF)) of overhead impacts to the quarry. Impacts to the water surface were avoided through the use of a cantilevered retaining wall.

Wetland/Stream Mitigation Update:

Following the EA, agency coordination occurred and it was determined that the off-site mitigation required for stream and wetland impacts, beyond what was mitigated on-site, would be satisfied through a mitigation bank and no further on-site mitigation would be pursued.

- The stream and wetland mitigation bank being utilized is the Resource Environmental Solutions, LLC (RES), Codorus Creek Stream and Wetland Mitigation Bank (CCMB), located in York County, Pennsylvania (PA) and within the Lower Susquehanna River Subbasin/Pennsylvania State Water Plan Watershed Subbasin 7, having a primary service area that includes the project area.
- Although no additional stream mitigation is required due to the changes discussed in this re-evaluation, it is anticipated that approximately 630 to 980 LF of stream credits will be required from the mitigation bank.

3.3 UPDATES TO FLOODPLAINS/IMPACTS

Within the expanded project area, additional floodplains/floodways were identified along Spring Creek in the area of Rosewood Lane.

At the time of the original EA, the impacts were presented as a summation of both floodplain and floodway for the entire project. To date, only Contract 1 floodway impacts to Spring Creek have been recalculated to account for design refinements. Floodplain impacts will be calculated prior to the permit submission. The Contract 1 floodway impacts are as follows:

- Total temporary floodway impact is 1,087 LF (1.11 acres)
- Total permanent floodway impact is 2,350 LF (2.93 acres)

Only 20 LF (0.003 acres) of permanent impact near Rosewood Lane are additional impacts since the original EA.

Floodplain/floodway mitigation has not changed and is anticipated to focus on avoidance and minimization efforts as discussed in the original EA. In addition, floodway/floodplain enhancement is being evaluated along stream relocation reaches.

3.4 UPDATES TO WILDLIFE

Threatened and Endangered Species

As part of the consultation that occurred during the preparation of the EA, FHWA / PennDOT agreed to avoidance and minimization measures which limited the contractor to cutting trees between October 1 and March 31. This avoidance measure limits the potential for injuring or harming federally listed Indiana and northern long-eared bats (NLEB). Informal consultation continued with USFWS regarding Indiana bat subsequent to the 2020 FONSI. Also in 2020, the project was determined to be consistent with activities analyzed in the Programmatic Biological Opinion on Final 4(d) Rule for the NLEB, therefore, no further consultation was completed for NLEB (at that time). No known Indiana bat roosts are located within the project vicinity. Avoidance, minimization, conservation, and mitigation options were discussed. PennDOT proceeded with performing a summer Indiana bat habitat assessment for the project area during the summer of 2020. Ninety-two percent (92%) of the project area was classified as urbanized/developed, immature forest and therefore was considered unsuitable habitat for Indiana bats. The remaining portion of the project area consisted of 26.2 acres of suitable bat habitat (moderate Indiana bat habitat).

USFWS concurred with the conclusions of the habitat assessment in a letter dated December 18, 2020, and requested further information regarding PennDOT's intended course of action.

FHWA/PennDOT proposed avoidance and minimization for tree removal associated with the project in a letter to USFWS dated January 27, 2021.

As design progressed, the project area was expanded in some locations and minimized in other locations. As of March 31, 2023, the northern long-eared bat (NLEB) is listed as federally endangered and therefore the 4(d) rule no longer applied, requiring habitat assessment to be completed for that species as well. The revised project area was assessed for Indiana bat and NLEB suitable habitat in March 2023. Ninety-two percent (92.36%) of the project area was classified as urbanized/developed, immature forest and therefore was considered unsuitable habitat for both NLEBs and Indiana bats. The remaining portion of the project area consisted of 27.63 acres of suitable Indiana bat habitat (moderate Indiana bat habitat suitability), of which 1.2 acres is also suitable for NLEB habitat (moderate NLEB and Indiana bat habitat suitability). A map depicting these areas, as well as suitable habitat adjacent to the project area, is provided on the following page.

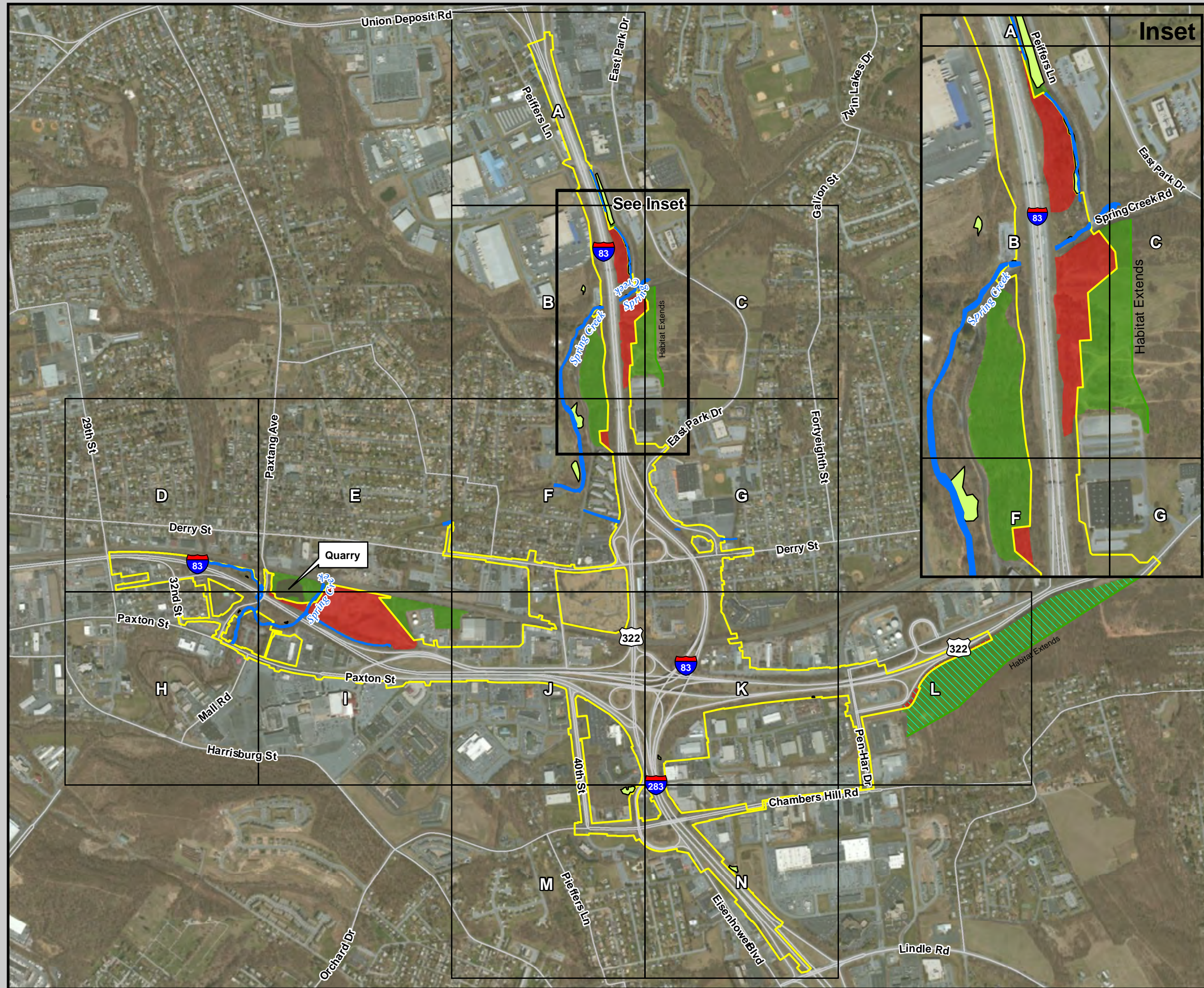
FHWA/PennDOT reaffirmed the previous environmental commitments for the project associated with bat habitat, as well as provided the revised bat habitat assessment results to USFWS in June of 2023. USFWS responded on July 12, 2023, acknowledging and supporting PennDOT's approach to the project. PennDOT's approach for the project includes:

- 1) PennDOT proposes to cut trees between October 1 and March 31 within the areas containing suitable bat habitat. This seasonal restriction on tree cutting applies to

trees that are greater than or equal to 5 inches in diameter at breast height (DBH). Where possible, retain shagbark hickory trees, dead and dying trees, and large diameter trees (greater than 12 inches DBH) to serve as roost trees for bats. Where possible, also retain forested riparian corridors and forested wetlands.

- 2) No seasonal tree cutting restrictions will be implemented for areas designated as unsuitable bat habitat. This would include any other areas that are within the potential clearing/ grubbing limits on the attached mapping.
- 3) The project will include a phased approach to tree clearing, where possible, which will allow for trees in certain areas to remain in place longer than simply removing them all at once at the start of the project.

Mitigation commitments to ensure this approach is followed will be incorporated into all construction contracts.



Indiana Bat (*Myotis sodalis*) and Northern Long-eared Bat (*Myotis septentrionalis*) Habitat Suitability Mapping

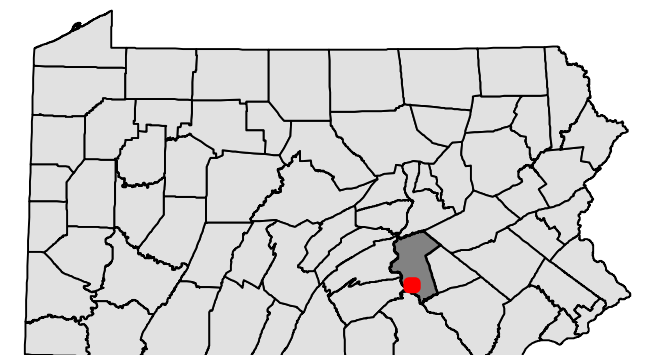
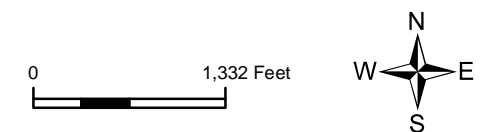
SR 0083 Section 078
Eisenhower Interchange
Reconstruction Project

Swatara Township, Lower Paxton Township and Paxtang Borough
Dauphin County, PA

- LOD (Feb 2023)
- Sampling Grid
- Delineated Streams
- Delineated Wetlands
- Habitat Extends
- Impacted Indiana Bat Moderate Habitat Suitability
- Unimpacted Indiana Bat Moderate Habitat Suitability
- Impacted Indiana Bat and Northern Long-eared Bat Moderate Habitat Suitability
- Unimpacted Indiana Bat and Northern Long-eared Bat Moderate Habitat Suitability

*No habitat suitability, unless otherwise noted.
No areas of high suitability habitat were observed within the project area

**Habitat suitability was investigated within the project clearing limits and directly adjacent to the clearing limits, as shown on mapping. Suitable summer habitat may extend past investigated areas for this project.



Aerial Source: Esri Clarity, 2018

3.5.4 UPDATES TO COMMUNITY COHESION

There have been minor changes within the community displacements that translate into an overall net reduction in residential impacts and slight increase in commercial displacements to the neighborhoods listed below. Several beneficial resources have been added to the project as noted which will have a positive overall impact on community cohesion for the project. The original mitigation is adequate for the minor changes that occurred. See updated **Exhibit 20** on the following page for neighborhood locations.

Parkway Estates

Within the Parkway Estates neighborhood total displacements will decrease from 21 to 10 (six residential and four commercial) due to a stormwater facility no longer being proposed in this area.

Additionally, a positive design feature within this neighborhood includes a proposed shared use path for bike and pedestrian traffic between Wayne Street and 33rd Street. Tree plantings are also planned adjacent to the path.

Lenker Manor

Originally one residential relocation was anticipated in Lenker Manor. Due to refinement of the stormwater design, one additional residential and two commercial displacements will occur. The revised displacements now total four.

Another tree and shrub planting area will occur in Lenker Manor along the east side of Oakleigh Avenue, which will be a benefit to the community.

Sunnydale

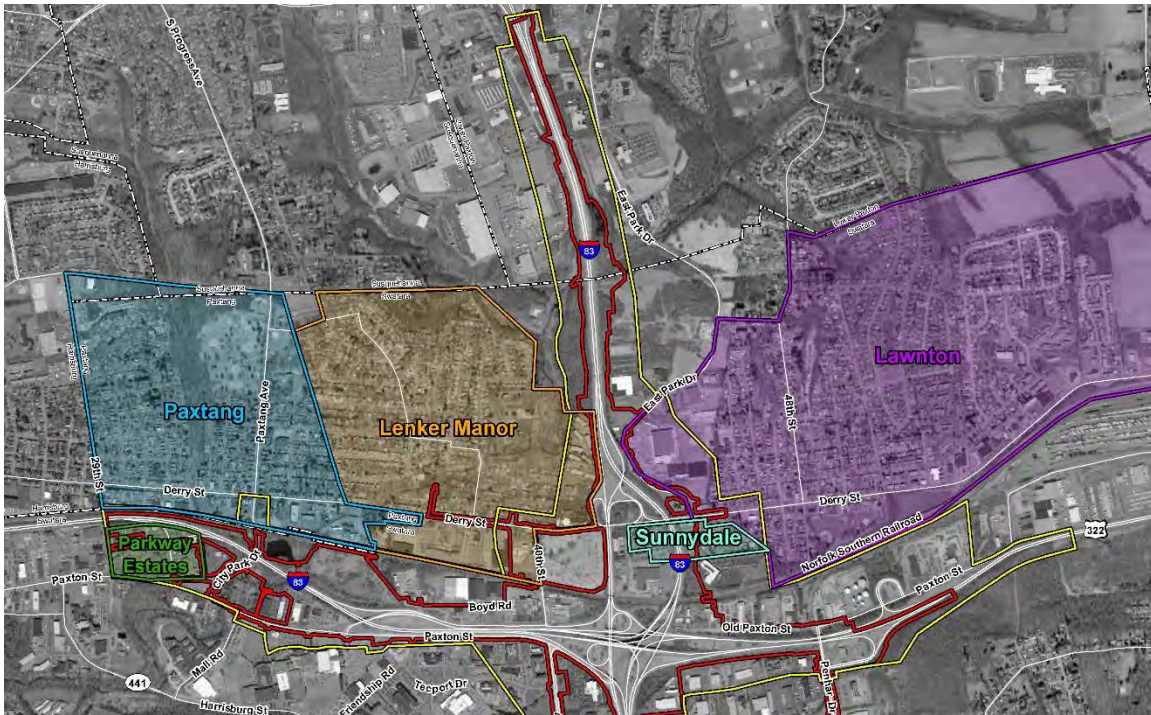
Within the Sunnydale neighborhood, the total displacements documented in the original EA were anticipated to be 41 residential and seven commercial displacements. At that time, the displacements of the residential townhomes (10 units) along York Street and four commercial displacements to the west of South 41st Street were included in the count for the Sunnydale neighborhood. Although there have been no modifications to the boundary of the neighborhood since the original EA, it has been determined that these properties should not have been categorized as within the Sunnydale neighborhood. Moving forward, the 10-unit townhomes and four commercial properties are still displacements, but these properties will be categorized as “no designated neighborhood” in Swatara Township. Therefore, the total displacements for the Sunnydale neighborhood in the original EA should have been 34, including 31 residential and three commercial displacements.

Additionally, due to minor design changes since the EA, the total displacements will slightly increase from the modified total noted above to a total of 39 (36 residential and three commercial) in the Sunnydale neighborhood.

Lower Paxton Township – No Designated Neighborhood

Originally no displacements were anticipated within Lower Paxton Township. Due to refinement of the stormwater design, one residential displacement is required.

Exhibit 20



3.5.6 UPDATES TO DISPLACEMENTS

The total number of displacements was updated due to a refinement of design and advancement of the right-of-way acquisition process. The total number of displacements increased from 96 to 99. See revised **Table 8** on the following page for the number and types of displacements per area/neighborhood and an updated **Exhibit 22** which shows the current displaced buildings.

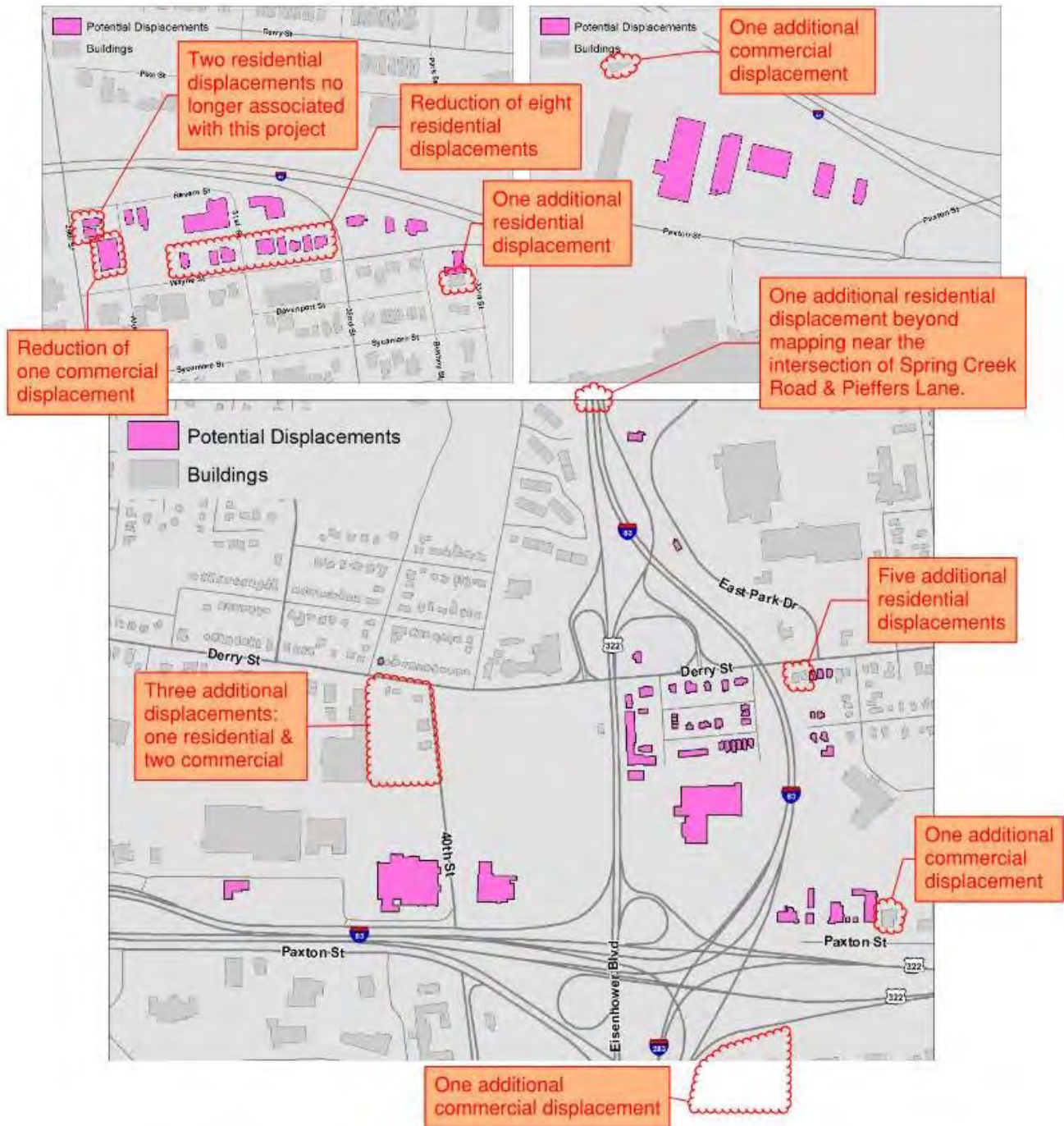
- Original EA: The preferred alternative included 58 residential and 38 commercial displacements for a total of 96 total displacements.
- Re-evaluation: The number of displacements includes 55 residential and 44 commercial displacements for a total of 99 displacements.

Revised Table 8 - Number and Type of Displacements

Geography	Residential Displacements	Commercial Displacements
Lower Paxton Township:	1	0
Lower Paxton Township Total =	1	0
Paxtang Borough:	0	0
Paxtang Borough Total =	0	0
Swatara Township:	<i>See Neighborhood breakdown below...</i>	
<i>-----No Designated Neighborhood</i>	<i>10*</i>	<i>35*</i>
<i>-----Lenker Manor Neighborhood</i>	<i>2</i>	<i>2</i>
<i>-----Lawnton Neighborhood</i>	<i>0</i>	<i>0</i>
<i>-----Sunnydale Neighborhood</i>	<i>36 (65% of total project residential displacements)</i>	<i>3</i>
<i>-----Parkway Estates Neighborhood</i>	<i>6 (11% of total project residential displacements)</i>	<i>4</i>
Swatara Township Total =	54	44
Grand Total of All Municipalities =	55	44
Combined Residential & Commercial Displacements =	99	

*The original EA counted ten residential and four commercial displacements as part of the Sunnydale neighborhood, but these properties were determined to be beyond the boundary of that neighborhood.

Exhibit 22



All displaced residents and businesses have or will 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.

3.7 NOISE

As noted in the EA, more detailed investigation would be completed during final design based on preliminary studies, and coordination with the residential community would be conducted for the implementation of feasible and reasonable noise barriers. Although there have been no changes in the noise studies since the preliminary noise report was prepared and approved, it should be noted where the schedule for the Final Design Noise Report stands.

In November of 2021, when final design for Contract 1 had begun, an environmental technical committee meeting was held with PennDOT and FHWA, and the final design noise effort and timing were discussed. Concerns were mentioned about not having the level of design at this time needed for all future contracts to complete the noise studies. It was noted that currently there are noise barriers proposed in Contracts 4 and 5, and there were quite a few years until the design would be ready for those contracts. The group agreed that it did not make sense at this time to move ahead with the final design noise effort for the project as the residents at the locations could change and these areas would need to be revisited in the future.

At this time, there are still no barriers proposed until Contracts 4 and 5, which will not enter final design any earlier than 2025 as currently programmed on the TIP. At that time, noise studies will be revisited and determined if the mitigation is still warranted, feasible and reasonable for the NSAs as proposed and the barrier design and coordination with the public will advance.

3.8 HAZARDOUS WASTE UPDATES

Due to minor changes in design/project limits and a refined analysis of the sites to be impacted, there were some minor changes in the recommendations of the waste sites included in the EA.

In the original EA, 56 sites had a recommendation of “initiate Phase II/III ESA”, 34 “no further action required at this time”, and 24 had “no further action required”.

The final Phase I ESA (approved after the EA) ultimately identified 55 waste sites with areas of concern (AOC) that required further investigation (Initiate Phase II or Phase III ESA Activities) based on the proposed engineering available at the time that the report was written. These 55 waste sites were documented to have the presence or likely presence of regulated waste substances or petroleum products under conditions that indicate an existing release, a past release, or a material threat of a release of regulated substances or petroleum products into the structures, onto the ground, into the groundwater, or into the surface water of the project study area.

Out of the 55 sites, a total of 44 sites were further investigated as part of Contract 1 and Contract 2 Phase II/III ESA. The Phase II ESA consisted of nonintrusive investigations to

further characterize the potential concerns identified by the Phase I ESA. Additionally, where recommended, Phase III investigations included invasive sampling techniques.

Phase II/III ESA fieldwork was completed in July and August of 2021, and involved geophysical investigations, existing groundwater monitoring well sampling, soil sampling, and groundwater sampling from temporary monitoring wells. Results of the Phase II/III ESA and site-specific conclusions and recommendations are provided in the draft SR 0083, Section 078 Phase II/III ESA Report. A concise summary of the findings is provided below; however, the investigations are on-going.

- The Phase II Geophysical Investigation identified evidence of metallic anomalies, potential underground storage tanks (USTs), or UST system components, at 14 waste sites.
- The Phase II ESA existing groundwater monitoring well investigation identified analytical exceedances of the Act 2 Statewide Health Standards (SHSs) and/or Chapter 93 Water Quality Criteria at one waste site; however, the depth to groundwater was observed to be greater than the proposed excavation depth and is not anticipated to be encountered at this time.
- The Phase III ESA subsurface soil investigation identified analytical exceedances of the Act 2 SHSs and/or Management of Fill Policy (MoFP) criteria at 21 waste sites.
- The Phase III ESA groundwater investigation identified analytical exceedances of the Act 2 SHSs and/or Chapter 93 Water Quality Criteria at three waste sites.
- Further studies and/or waste special provisions may be recommended to applicable waste sites upon completion of the Contract 1 and Contract 2 Phase II/III ESA Report.
- The remaining 11 waste sites of concern previously recommended for further action in the Phase I ESA, and an additional 22 sites previously characterized as “no further action at this time”, will be further evaluated under Contract 3, Contract 4, and Contract 5.

Waste special provisions and/or a waste management plan (WMP) will be prepared following the completion and approval of the Phase II/III ESA report to address management and/or disposal of fill, groundwater, underground storage tanks (USTs), and other waste materials identified during environmental due diligence (EDD).

3.10 ARCHAEOLOGY UPDATES

Following the completion of the Phase IA Archaeological Assessment Letter Report, the Phase IB Archaeological Survey fieldwork has been completed.

- As part of the Phase IB Survey, geomorphological evaluations were conducted along Spring Creek and one of its unnamed tributaries to determine where intact

soils were present and whether deep testing was required. Much of Spring Creek and the tributary were determined to contain recent alluvial soils where no testing was necessary. One area adjacent to Spring Creek was tested using a 1 meter x 1 meter test unit, and no artifacts were recovered.

- Geophysical investigations (i.e., Ground Penetrating Radar) were conducted around the Espy House, a 19th century residence converted into an office. The investigation did not recommend further investigations on this property.
- A total of 303 Shovel Test Pits and five Test Units were excavated within the archaeological area of potential effects (APE) as part of the Phase IB Archaeological Identification Survey and recorded two previously unknown archaeological sites.
 - The Rutherford Estate Site (36DA0266) was recorded as a 19th century historic site. Based on the current designs that avoid potentially significant portions of the site, the site will be recommended as potentially eligible for inclusion in the National Register of Historic Places (NRHP); however, the portion of the site within the project's archaeological APE does not contribute to that eligibility.
 - The second site is a small pre-contact site (Three Flake Site/number 36DA0322) which will be recommend as not eligible for inclusion in the NRHP.

Based on the current design and anticipated impacts, it is anticipated that no Phase II Archaeological Evaluations will be recommended, there will be no impacts to NRHP eligible archaeological sites, and mitigation will not be necessary. Phase IB archaeological survey fieldwork has been completed and the report is forthcoming.

6.1 PUBLIC INVOLVEMENT UPDATES

The following additional stakeholder meetings have occurred since the original EA.

Continuation of Table 15 – Public and Stakeholder Meetings

Stakeholder	Dates
Paxtang Borough	November 6, 2019
Public Hearing*	November 19, 2019
Swatara Township	August 3, 2020, August 11, 2021, November 8, 2021, March 7, 2022 & May 22, 2023
Capital Area Transit (CAT)	September 1, 2020
Norfolk Southern	March 18, 2021 & April 27, 2023
Capital Area Greenbelt Association (CAGA)	October 31, 2022
* included email blasts, newsletter, letters to public officials, press release and advertisements	

In addition to stakeholder meetings, the following public involvement activities have occurred since the original EA.

- Website updates related to Sec 078 with associated email blasts (Learn what's new):
 - December 2019
 - Announcement that the public comment period for the Sec 078 EA/ Draft Individual Section 4(f) Evaluation had ended.
 - July 2020
 - Notice of June 10, 2020 Issuance of FONSI.
 - February 2021 (email on March 6, 2021)
 - General update including right-of-way status and proposed highway lighting design.
 - March 2023
 - General update including right-of-way status, utility coordination and an updated Sequence of Construction Contract graphic.
- Presentations:
 - ACEC/ PA Fall Conference: I-83 ESS2 Central PA's Big Friggin' Deal; November 2019
 - Transportation Managers Training Workshop: SR 0083-078/I-83 ESS2 Public Involvement Approach; March 2020
 - 16th Annual ASHE Harrisburg / PennDOT Engineering District 8-0 / PTC Joint Conference; April 2022

6.2 AGENCY COORDINATION UPDATES

Agency coordination/ meetings have continued since the time of the original EA. This coordination has not resulted in any major changes/requests from the agencies that would impact the proposed permit or design approach and mitigation.

- May 2020- Chapter 102, 105/404 Pre-Application Meeting for both the Section 078 & 079 projects.
- December 2020- Chapter 105/404 Pre-Application Meeting occurred which discussed updated impacts and mitigation measures for the Section 078 project (all construction contracts).
- November 2021- Chapter 102 Pre-Application Meeting to Discuss NPDES Permit, Section 078 only.
- September 2022- Chapter 102 & 105/404 Pre-Application Meetings (separate meetings on same day) occurred which discussed updated design, impacts and mitigation measures for Contract 1.

CONCLUSIONS AND RECOMMENDATIONS

The above environmental document has been re-evaluated as required by 23 CFR 771.129. Based on the re-evaluation of the proposed project there have been no significant changes in the proposed action, the affected environment, the anticipated impacts, or the proposed mitigation measures since original NEPA clearance was given. Therefore, the original environmental document remains valid.

All technical documents and coordination referenced in the EA Re-evaluation document are maintained in the project's technical files and are available upon request.