



January 22, 2020

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
Attention: Mr. Jonathon Crum

Dear Ms. Nolan:

This is a request to approve the Environmental Assessment (EA), and recommend the approval of a Finding of No Significant Impact (FONSI) for the SR 0083, Section 070 project, referred to as the North York Widening, York County.

Your office had approved circulation of the EA on August 28, 2019. The EA was available for public review and comment from August 28, 2019 to October 11, 2019. On August 28, 2019, notice of the Joint Public Hearing and Availability of the Environmental Assessment had been sent to federal, state and local agencies, local municipalities, EMS providers, local community facilities, Section 106 consulting parties, and state and local representatives. A block advertisement and an article were printed in the *York Daily Record* on August 28, 2019, and a follow up ad was placed on September 22, 2019. Copies of the EA and supporting technical files are being made available for public review, during regular business hours, at PennDOT's Engineering District 8-0 Office and the Federal Highway Administration Office, in Harrisburg.

The project website was updated to include the notice, the EA document, testimony sign-up, and the ability to comment on the Environmental Assessment via the website. An email notification was sent on August 28, 2019 to those who had subscribed to receive updates via the website. The US Army Corps of Engineers, on September 4, 2019, published a notice on the US Army Corps of Engineers Baltimore District Public Notice webpage.

The Joint Public Hearing was held October 1, 2019, at the Central York Middle School, on North Hills Road. The doors opened at 5:00 PM; the hearing started at 6:00 PM and ended at 8:00 PM. Plans were on display and PennDOT representatives were available to discuss the project with interested residents. The US Army Corps of Engineers, as a cooperating agency and co-chair of the public hearing, was represented and displayed information at a station in the display area. Comment forms, along with PennDOT Project Manager contact information, and copies of the EA were provided. Approximately 75 people had signed in. Three individuals testified publicly; no one testified privately. No written comments were received at the hearing.

Comments received on the EA, from the public and Federal and State agencies, were forwarded to the project team. Responses to the comments are included in the Responses to Comments document, which have been reviewed by FHWA and are attached to the EA. PennDOT's legal staff has reviewed the EA. Mr. Jonathan Crum, of your staff, has been involved in the development and review of the EA.

The I-83 North York Widening project includes approximately five miles of interstate reconstruction and widening from four to six lanes in central York County, extending around the city of York. The corridor passes through four municipalities: Spring Garden Township, Springettsbury Township, North York Borough, and Manchester Township. The project corridor includes the reconstruction, construction of additional auxiliary lanes and other improvements to three interchanges: Exit 19 (Market Street), Exit 21 (US Route 30), and Exit 22 (North George Street), existing and proposed mainline bridge replacements and the relocation of Mill Creek near Ebert's Lane and Sherman Street. Adverse impacts will be avoided, minimized, and mitigated as noted below:

- Impacts to archaeological resources, air quality, and floodplains have been avoided.
- Impacts to above ground historic resources, community facilities, pedestrian and bicycle accommodations, threatened and endangered species, geology and groundwater and agricultural resources have been minimized.
- Impacts to wetlands, streams, hazardous waste, residential and commercial properties, noise sensitive resources, and Section 4(f) resources will be mitigated.

Wetland and stream mitigation, currently under development, will evolve with each construction section and permit process. Mill Creek will be relocated away from I-83 near Sherman Street and Ebert's Lane to reduce flooding on the highway. Flooding will be reduced by providing additional flood storage while stream impacts will be offset by providing habitat uplift along the relocated section. Mill Creek will be restored through bank stabilization and instream habitat structures at key locations from the confluence with Codorus Creek to the former Memorial Hospital. Finally, two wetland mitigation sites are located adjacent to I-83 and Mill Creek in the central section. Both stream and wetland mitigation will be incorporated into each construction section and documented via the DEPs Comprehensive Environmental Assessment (CEA). This report will tally stream and wetland impacts and proposed compensatory mitigation, which will fluctuate with each permit submission. The permitting process will capture updated resources delineations, design plans, and habitat assessments.

- Hazardous waste will be handled according to the recommendations outlined in the Phase I Environmental Site Assessment. Phase II and III work will take place during final design for each construction section and, if necessary, special provisions will be developed to ensure proper removal of potentially hazardous waste materials is completed prior to construction.
- Displaced residents and businesses 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.
- For the Noise Sensitive Areas (NSAs) that warrant noise abatement consideration with the selected alternative, noise abatement in the form of vertical noise barriers was evaluated and determined to be warranted, feasible, and reasonable at several locations. A final design noise analysis, including public outreach, will be completed to re-evaluate these findings.
- Coordination, planning and design to reconstruct Fayfield Park, a Section 4(f) Resource, will take place in final design. Project 70 money conversion will require draft legislation for approval by the Pennsylvania General Assembly, along with coordination with DCNR, to resolve the park land conversion, which will take place in final design.
- A mitigation report and Environmental Commitments and Mitigation Tracking System (ECMTS) will be developed in final design to carry the mitigation comments outlined in the EA forward in the project development process. 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, follow-up meetings related to access, right-of-way, park impacts and design, and noise analysis.

Certification is hereby made that the public involvement and hearing requirements pursuant to Section 128 of Title 23 US Code have been satisfied. The economic and social effects of the project location, and its impact on the environment, have been considered. The project is consistent with the goals and objectives of regional planning as have been promulgated by the county and the community.

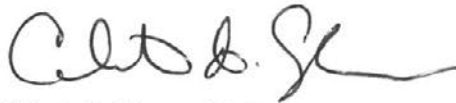
It has been determined that the public and the EA review agencies are in basic agreement with the selected alternative. Their comments and our responses are documented in the EA Response to the Comments document dated December 2019 and provided electronically to FHWA.

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration
January 22, 2020
Page 4

Therefore, we request review by your office, and pending revisions to address any comments your office may have, we request the preparation of a Finding of No Significant Impact for the selected alternative for this project.

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

Sincerely,



for
Mark J. Chappell, P.E.
Acting Chief
Highway Delivery Division
Bureau of Project Delivery

Enclosure

4822/RRS/ses/fhwayorkcosr0083sec070012120

cc: C. A. Drda, P.E., District 8-0
B. E. Singer, P.E., District 8-0
S. E. Okin, District 8-0
J. A. Ames, 7th Floor, CKB
M. J. Chappell, P.E., 7th Floor, CKB
C. A. Spangler, P.E., 7th Floor, CKB
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I-83 NORTH YORK WIDENING

Environmental Assessment

FONSI Package

December 2019





Contents

1.0 Joint Public Hearing Notices.....	1
2.0 Joint Public Hearing.....	1
3.0 Public and Private Testimony.....	1
4.0 Public and Agency Comments.....	1
5.0 Environmental Assessment - Comments and Responses	2
5.1 Public Comments from Project Website.....	2
5.2 Public Testimony from Joint Public Hearing	5
5.3 Agency Comment Received Via Email	9
6.0 Environmental Assessment – Additional Information	12

List of Appendices

Appendix A – Availability of Environmental Assessment and Joint Public Hearing Notices
Appendix B – Joint Public Hearing Materials
Appendix C – Public Testimony Transcript



1.0 Joint Public Hearing Notices

Notice of the Joint Public Hearing and Availability of the Environmental Assessment (EA) was sent to federal, state, and local agencies; local municipalities; Emergency Management Services (EMS) providers; local community facilities; Section 106 consulting parties and state and local representatives (EA Appendix E - Distribution List) on August 28, 2019.

A block advertisement and an article were run in the *York Daily Record* on August 28, 2019, and a follow-up ad was placed on September 22, 2019.

The project website was updated to include the notice, the EA document, testimony sign up, and the ability to comment on the Environmental Assessment via the website. An email notification was sent on August 28, 2019, to those who have subscribed to receive updates via the website.

The U.S. Army Corps of Engineers (U.S. ACE) published a notice on the U.S. ACE Baltimore District Public Notice webpage on September 4, 2019.

2.0 Joint Public Hearing

The Joint Public Hearing was held October 1, 2019, at the Central York Middle School on North Hills Road. The doors opened at 5:00 P.M.; the hearing started at 6:00 P.M. and ended at 8:00 P.M. Plans were on display, and Pennsylvania Department of Transportation (PennDOT) representatives were available to discuss the project with interested residents. The U.S. ACE, as cooperating agency and co-chair of the public hearing, was represented and displayed information at a station in the display area. Comment forms were provided along with the PennDOT Project Manager's contact information and copies of the EA. Approximately 75 people signed in.

3.0 Public and Private Testimony

Interested individuals were able to sign up for either public testimony in the auditorium or private testimony in the library via the project website www.i83northyork.com. Testimony sign-up sheets were also available upon arrival at the hearing. PennDOT, the Federal Highway Administration (FHWA) and U.S. ACE representatives provided opening remarks that included a summary of the project purpose and need, project development and description, environmental process overview, EA notices, hearing notices, hearing rules, and comment options.

Three individuals testified publicly, and no one testified privately.

No written comments were received at the hearing.

4.0 Public and Agency Comments

Five comments were received from the public through the project website.

One agency comment was received from the U.S. Environmental Protection Agency (U.S. EPA) via email.



As mentioned above, three comments were received via public testimony.

5.0 Environmental Assessment - Comments and Responses

The following sections provide the comments received during the 45-day comment period and a response to each comment.

5.1 Public Comments from Project Website

Cindy Miller
North Hills Road, York

Comment

I plan to attend the public hearing on October 1 in hopes of finding out more about the ongoing changes to the plans for this project, specifically as it relates to North Hills Road. According to the EA, there are 11 homes between E. Philadelphia Street and Wallace Street that are being considered for displacement. To protect the quality of life of those who live in the Old East York neighborhood, the plan also calls for a sound barrier wall where these 11 homes currently stand. I live at the corner of North Hills and Wallace - in the only remaining home on that block. I am trying to understand why 11 out of 12 homes will be displaced, and only one home will remain in the highest traffic and highest noise level location, especially with no sound barrier and a line of disturbance on either side of the house. The impact this project will have on my quality of life has not been a consideration. With these proposed changes, not only will my quality of life be impacted by the traffic moving closer to my front door and the increased noise levels, but my financial well-being will be very negatively impacted due to the resulting drastic decrease in property value. I will never be able to sell my home at its current value. Insight behind the decision to leave one home standing would be appreciated.

Response

Residential properties with direct driveway access onto North Hills Road were deemed displacements in the EA due to safety concerns. The residence at 159 North Hills Road has access via Wallace Street and therefore would not need to reverse into traffic on North Hills Road, which is heavily travelled as the direct connection from I-83 north to Route 30 east. However, in final design, both the displacements and noise barrier proposed in this area will be reanalyzed and additional consideration of impacts to this property will be further assessed.

As the design progresses in final design, assessment of impacts, such as the one you bring to light, will be considered as part of the EA re-evaluation and will be addressed at that time. The Exit 19 area will enter into final design several years from now (projected to start 2023-2024). During that time, as part of the final design noise analysis, public outreach will occur for those neighborhoods affected by noise (East York neighborhood is one such neighborhood). Additionally, the right-of-way process will begin. There will be several instances where the public will be involved in the process. At this time, a mitigation comment has been added to review the noise analysis and design in relation to your property. Please subscribe to the website to receive updates on project activities and/or to contact the design team as the project progresses.



Sandra Barajas
Wallace Street, York

Comment

I am concern about my property. How is going to affect me and my family.

Response

The residence located at 1744 Wallace Street is outside the project's limit of disturbance as shown in the EA (Appendix A – Project Mapping, Map 8 of 10). A noise barrier, currently proposed along North Hills Road and I-83 in this area, would reduce the noise level at your residence. While details are yet to be determined on contractor access and staging areas, it is anticipated that there will be no direct impacts to your property. Please subscribe to the website to receive updates on project activities and/or to contact the design team as the project progresses.

Blaine Grove
HOEM, Inc.
Toronita Street, York

Comment

I am currently the tenant of 1760 Toronita st. We have a sales agreement in place and a pending purchase settlement October 2019. The property borders I 83. The EA shows an impact to the property up to our building. The storm water runoff basin for the property is between the interstate and the building. The basin is in the affected zone. How will this be dealt with?

Response

The location of your stormwater basin would need to be identified and mapped during final design and, if possible, avoided during construction. If the stormwater basin cannot be avoided and will be permanently impacted, those impacts will be determined and compensated for during the right-of-way process. A mitigation comment has been added to locate the stormwater facility on your property in order to determine impacts. Please subscribe to the website to receive updates on project activities and/or to contact the design team.

Harry Mimna
Woodside Drive, York

Comment

I am IN FAVOR of the widening of I-83. Thank you, Harry Mimna

Response

Thank you for voicing your support for the project.

Margaret Driscoll
The Perform Group, LLC and Leroy A. King, Jr.
N. George Street, York

Comment

I write as legal counsel for property owner Leroy A. King, Jr and its commercial tenant, the Perform Group, LLC concerning the property located at 333 E 7th Ave in North York Borough. Perform Group designs and



manufactures high quality performance apparel primarily for the global markets of dance and gymnastics. The facility in North York, in addition to housing the corporate and design team, is the global distribution center for the company. As such, tractor trailer access is essential to the functioning of the facility, which sits adjacent to I-83 near exit 21. Initial plans indicated that Columbia Ave in North York Borough was slated to be closed to traffic to allow for the reconfiguration of on-ramps to Exit 21. Such closure would have essentially cut off all viable means of egress and egress by truck to the Perform Group located and rendered the facility obsolete. PennDOT heard such concerns as expressed by local businesses, residents and North York Borough and adjusted the design so as to allow Columbia Ave to remain open. As the plans currently show, there is not expected to be any permanent taking of property from Mr. King, but Mr. King and Perform Group, LLC have serious concerns about the impact being in the “disrupted area” may have on the business. Specifically, if Perform Group is unable to access its truck bays at any time, the result will be crippling to the business. Perform Group’s vitality relies on its ability to fulfill orders at all times, and this is specifically critical at certain times of the year as both the dance and gymnastic apparel industries are seasonal. Though the EA does not tell us specifically that a temporary construction easement will be condemned, we assume that because the facility is partially in the area of disruption and due to the proximity of the facility to major construction on the highway itself, a TCE is all but assured. This potential for disruption causes great concern and could bring grave consequences for my client. Simply put, we cannot overstate that any interference with the truck bays would bring grave financial injury to my client. Be advised that during the condemnation phase of the project, my client intends to vigorously defend its property rights. Specifically, we are prepared to avail ourselves to the precedent created by the U.S. Supreme Court in June of 2019 in *Knick v. Twp. of Scott*, Pennsylvania. In that case, the Supreme Court concluded that the 5th amendment is violated whenever property is taken without payment and there for, a right to full compensation arises at time of the taking and a civil rights action may lie in federal court at the moment of taking under the Civil Rights Act. Such an action would afford significantly more expansive remedies and advantages that are not available under Pennsylvania’s Eminent Domain Code. For example, PA Eminent Domain Code would limit attorney’s fees to \$4,000; under the Civil Rights Code they are unlimited. In addition, caps on business interruption damages under the Eminent Domain Code do not exist under the Civil Rights Act. Further, a plaintiff could seek damages under the Civil Rights Act for impairment of access that is not available under the Eminent Domain Code. Thank you for your time and attention. We would appreciate continued active engagement and communication with the Department of Transportation and its agents as the process can move forward to assure that impairment of access to the property will not occur and that federal legal action will not be necessary.

Response

As you have noted, PennDOT has met with North York Borough officials, residents, and local business owners multiple times related to business access and viability in this area. PennDOT plans to continue this coordination through final design. The location of the Perform Group LLC building is of particular concern due to its proximity to I-83. As a point of clarification, the Perform Group LLC does encroach on existing PennDOT right-of-way with the current configuration of the truck bays. Any property impact within PennDOT legal right-of-way is not eligible for compensation or mitigation for its conversion to transportation use (either temporarily or permanently). However, should PennDOT require temporary or permanent access or easement from the property owned by Perform Group LLC to access or reconstruct I-83, just compensation will be provided during the right-of-way process in final design. Please subscribe to the website to receive updates on project activities and/or to contact the design team.



5.2 Public Testimony from Joint Public Hearing

Benjamin Koch
Frelen Road, York

Comment

Good evening. I'm Benjamin Koch. I'm a resident at 45 Frelen Road. This particular property is in between Exit 21 and 22. And I'm here because I am concerned regarding the proposed roundabouts in the vicinity of Exit 22. Most specifically the residential impact in the roundabout noted in the environmental assessment in Appendix A map 3 of 10. In this particular proposal, there are eight residences that are potentially due to be impacted through eminent domain. That concerns me. As a local high school teacher at Central York High School, I would prefer that the residential impact be minimized. In addition, I also have concerns related to the increased traffic flow due to the proposed roundabout. This would then subsequently require motorists attempting to travel eastbound on Interstate 83, traveling eastbound on-try that again. Westbound on Route 30, southbound on Interstate 83, that would involve them traveling north on George Street. Additionally, I have concerns about the increased noise due to the new traffic patterns that have been established due to this proposal. So the two items that I would like to list as concerns would be finding a middle ground on the roundabout location. Initial proposals had the roundabout listed or potentially placed further north. I would like to see some type of middle ground found between the current proposed location in the environmental assessment from August of 2019 and initial assessments done in the prior year, 2018. Also I would like to advocate for the addition of noise barriers in and around the proposed I-83 widening project corridor. So with that being said, those are my comments and my concerns. Thank you.

Response

Initially, the roundabout was positioned north of the current location, but due to impacts to historic structures, streams, and other design considerations (steep slopes, bridge design/cost, and roundabout position on a grade), the on/off ramps and roundabout were shifted south to the location shown in the EA. The exact location of the ramps and roundabout will not be known until final design is complete; however, it is anticipated the footprint may only change slightly, given the topography and other environmental constraints in the area.

With the introduction of a ramp and roundabout in the vicinity of your location, noise and traffic were analyzed. The Preliminary Noise Analysis Report (located in the technical files) determined the residences in your location to be a noise-sensitive area (NSA 10); however, the limited number of homes to be benefited by the feasible (noise reduction) barrier did not meet the threshold necessary to make a noise barrier reasonable (cost effective). This analysis will be revisited and refined in final design. A mitigation commitment has been added to consider a vegetative barrier or earthen berm should a noise wall be found not reasonable in the final design noise analysis. Please subscribe to the website to receive updates on project activities and/or to contact the design team as the project progresses.



Tom Small
S. Royal Street, York

Comment

Yogi Berra once said it's déjà vu all over again. I stood in this auditorium about 12 years ago with representatives from PennDOT and engineering firms about the Mount Rose Avenue interchange remodeling renovations, update, whatever you want to call it. How has that worked out so far? I have zero confidence PennDOT can pull this off and pull it off effectively and timely with an on time contract and on time without minimal interference with us. Anybody that lives within a mile of this project, the property value is going to be impacted. Noise, confusion, construction, etc. Therefore, this project needs to be reconsidered. All right. The biggest issue is on Market Street. I live in South Fayfield. I live on Royal Street in South Fayfield. The biggest problem is traffic coming off of Interstate 83 to Route 30. I said for years build an exit ramp off of Route 30--off 83 to Route 30, an elevated road that would drop on to Route 30 and be done with it. You are putting lipstick on a pig here. Interstate 83 is an obsolete road. It was obsolete 10 years ago. It was obsolete 20 years ago based upon poor zoning rules, based on poor planning that has gone into Springettsbury, Spring Garden, York County in general. We created a monster. We built warehouses, increased truck traffic. We've increased residential traffic. And now the roads can't handle it. Infrastructure can't handle it. We're going to take people's property. We're going to devalue my property in order to basically provide and accommodate another lane or accommodate a shoulder or medium strip which doesn't make sense to me. It's a waste of my tax payer dollars, waste of your tax payer dollars. We have smart people here. They should be able to figure out solutions not just simply modifying something that doesn't work. All right. I forget who said it. Insanity is doing the same thing over and over and expecting a different result. That's what they're doing on Interstate 83. Every project on 83 has been ineffective and ineffectual. What you do--they learned this in Maryland. I commute to the D.C. area every day. What people in Maryland, transportation planners, we add another lane. It fills up with cars instead of dealing with the real problem. Okay. Instead of dealing with growth, instead of dealing with the real issues, we continue to exacerbate. It's going to affect everyone in this room who has a property that butts this project. The time has come for some sane planning, sane responsible planning. The environmental impact alone, noise, not to mention the impact to Mill Creek, the Codorus Creek, that's polluted already. So nobody seems to care whether or not we clean that up. So let's dump some more, you know, that's a byproduct of traffic. Let's just put it in there. The reality is we need to do something here. This is not the answer. This is a waste of money. This will not affect the volume of cars. And 10 years from now, well, it will take 20 years for PennDOT to do this. But 20 years from now, let them come back and do this study. They're going to see this is ineffectual. This did not work because they did not think outside the box. And that's the problem with bureaucratic operations. Think outside the box. Engineers, that's what they do. Engineers should be thinking about how can we do this. Elevate the roadways. Maybe instead we should think about the future. Future is maybe we elevate 83. 83 is an obsolete road. The way it meanders through York, it's obsolete. It was built '59, '57, '58, '59 by Dwight Eisenhower. It was to move military equipment in case the big one dropped. Now we have cars, trucks, traffic. We can't handle it. We need to do something. This is not the answer. I suggest everybody write, everybody protest, everybody exert your Democratic principles and try to kill this project. Thank you.

Response

During the feasibility study for this project, a direct connection from I-83 to Route 30 was explored and dismissed due to impacts, traffic constraints, and cost. Route 30 is a controlled-access roadway (with a median barrier and signalized intersections) in the area where a direct connection flyover would be located, forcing interstate-speed traffic to come to a stop before continuing on



to Route 30. This option was dismissed in lieu of upgrading existing connections like North Hills Road.

PennDOT agrees that in the project area, I-83 is an aged facility that requires modernization, which is stated in the project need. As the state transportation agency, it is PennDOT's mission to provide safe roads for the traveling public. While transportation planning is a factor in regional comprehensive planning, PennDOT is not involved in local and regional land use and development planning and decision-making.

Construction of the project will take time and have environmental impacts; however, those impacts, by law, are required to be mitigated. These mitigation measures are outlined in the EA and include, but may not be limited to, improvements to Mill Creek, relocation of Mill Creek to reduce flooding on the highway, noise barriers (where warranted, feasible, and reasonable), and just compensation for taking of property or structure for transportation use via the right-of-way process. Please subscribe to the website to receive updates on project activities and/or to contact the design team as the project progresses.

Mike Jacoby
Claremont Drive, Seven Valleys

Comment

My name is Michael Jacoby, a counterpart to Mr. Keiser. I work on domestic preparedness, public safety for first responders. I know this project is going to move in one direction or the other. That's a given. But you have the responder community, and you got the citizens of York County that have avoided using 83 for years because we have an enforcement problem from North George Street exit the whole way south to below Exit 8 now down to the Maryland line. The traffic through this area because of expansion has been traveling in excess of 80 miles an hour even during construction. This is very obvious. There was information prepared for the Secretary of Transportation and is now being looked into by Risk Management at the state and hopefully at the federal level. You can put all the roads in you want. Like this gentleman said, you got to think out of the box. What are you going to put as a speed limit? Are we still going to put the speed limit up at 65? Or should once we enter the York area south to the Maryland line, should we keep it at 55, keep it controlled? Those are responders in York County, the majority of volunteers. They put their lives on the line for everybody in this room. And what we don't need, which has happened already in the southern part of the county at the most vulnerable spot in this project is in between an area called 9.8 to Exit--I mean mile marker 9.5 to mile marker 8.1 to 8.0. It's a geographical area. This area not only affects if there's a major accident, which we already had 50-car pileups in that area, will affect everybody in York County because the feeder stream, which I brought up in the county's water planning issues, the feeder stream to the York water company is at the base of that gully. Now, Mill Creek, that's only part of the equation. But if we have an accident in the southern part of the county within that area, it could take out potentially up to five hundred to seven hundred thousand people who are hooked up to that. You can say water can be diverted. Let's take another look at this. Where does the water come from? That same east branch of the Codorus. Think about responders, everybody you're putting your lives in the hands of when you get out there and you have an accident. What is going to control the speed limits through this section? You can add as many lanes as possible. But if that issue of enforcement and the speed limit is not addressed, I think you better take a good look at the whole project. Roundabouts, sometimes they work, sometimes don't. But I would be in agreement if you go to Boston, take a look at their roundabouts. First man in, first man out is the winner. What happens when you have



wreck in there? It ties up everything. I was instrumental in voicing my opinion back when it cost PennDOT \$50 million to make a change at Exit 14. The problem I saw back then was, Gee, who didn't think this project through? Everybody recalls dead man's curve. That curve went underneath the bridge, made a hard left-hand turn. That was a political decision. Guess what? It's now designed back to the original design that was proposed back in the 1950s. I have the prints from York County for property acquisition. Project engineer, he says, don't jinx me on this one. Now we're addressing farther north at the Prospect exit up to 83 up to above North George Street. Please think your way through this. Do you want to be out there when you have somebody flying 50 miles an hour? You can see my videos. They're in PennDOT. The one that's most impressive next to putting all the details in the video was one called Priceless where I actually videoed the radar unit, showing you the speed of the traffic through the York area. My name is Michael Jacoby. I work in public safety. Thank you.

Response

At this time, it is PennDOT's intention to post this section of I-83 at 55 miles per hour (MPH). PennDOT will continue to consider the proposed speed limit for the project area for the safety of the travelling public and to improve safety and access for emergency responders. Please subscribe to the website to receive updates on project activities and/or to contact the design team as the project progresses.

Phil Briddell

This was a question that was answered at the end of the hearing.

Comment

When things are sent to PennDOT, are they automatically included on the website, placed on the website? I'm talking about when you send stuff to PennDOT as an affected citizen and it's done in a letter form and/or email. Does that automatically go on the environmental assessment record or not? Is it only through this method here?

Response

If you wrote a letter in the past and you want that to be part of the public document, please resubmit it during this period.



5.3 Agency Comment Received Via Email

Joy M. Gillespie, Life Scientist
Office of Communities, Tribes & Environmental Assessment
U.S. EPA Region III

Comment

Thank you for the opportunity to review the Environmental Assessment (EA) for the I – 83 North York Widening Project, Pennsylvania, prepared by Federal Highway Administration and Pennsylvania Department of Transportation. The EPA has reviewed the EA in accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1508). Overall, the document is complete and is supported by adequate data collection and analysis; we suggest in places, reference to data be made clearer, where possible. Based on our review, we have the following comments:

Response

Thank you for your comments, we appreciate the acknowledgement that the document is complete and supported by adequate data collection and analysis.

Comment 1

Page 2-2 states that one of the goals is to maximize and improve the riparian area and floodway associated with Mill Creek to reduce flooding on I-83 and Market Street. EPA recommended (8/12/2019) that the EA discuss how these areas will be improved. We recommend the Final EA/FONSI provide more detail on methods to reduce flooding. EPA suggests placing specific reference to other sections (e.g. page) into the body of the document, so that the reader can quickly reference the relevant information if desired.

Response 1

Additional information about the Mill Creek Relocation and the associated reduction of flooding on I-83 in that area can be found in Sections 4.1.1 (Streams) and 4.1.3 (Floodplains). This summary information provides support for how the preliminary design will meet the project goal. As the design progresses into final design and permitting, additional information will be included in the mitigation plans and permit documents and provide the detailed analysis.

Comment 2

Please consider including Limit of Disturbance (LOD) in the glossary of terms.

Response 2

The Limit of Disturbance definition is included here for the FONSI approval and will be added to EA Appendix B – Glossary of Terms in EA Reevaluations, as necessary.

Limit of Disturbance (LOD) – a line drawn around an area that may be impacted by the construction work necessary to complete the transportation project, including but not limited to, highway and bridge construction, erosion and sedimentation control during construction, stormwater management, and contractor access and staging.

Comment 3

EPA questions use of the term “self-mitigating”; as it is written, the term implies that the stream will naturalize or mitigate by itself, without enhancements. However, we understand there will be several



enhancements and structures installed along the Mill Creek corridor. We suggest using another term or define “self-mitigating” in the glossary of terms.

Response 3

The term “self-mitigating” is included here for the FONSI approval and will be added to EA Appendix B – Glossary of Terms in EA Reevaluations and the Mitigation Plan and permitting documents (Pennsylvania Department of Environmental Protection [PA DEP] Comprehensive Environmental Assessment), as necessary.

Self-Mitigating – a term used to describe a stream or wetland replacement or enhancement that offsets an impact that results in a “no net loss” of habitat or function. In the case of the Mill Creek relocation, the stream will be moved and therefore impacted; however, that stretch of stream will be enhanced in its new location to offset those impacts.

Comment 4

We appreciate the attention to the proposed installation of instream structures in straight reaches of the Mill Creek, where the channel will remain due to extensive constraints in the project area. Thoughtful consideration has been given to ensure that these structures succeed, and we appreciate that the stream reach will be monitored over time to continue to ensure stability and functionality.

Response 4

Thank you.

Comment 5

Thank you for consideration to neighboring communities if blasting occurs. It is stated that it is not known if blasting will be necessary and if blasting is needed, it would only be in one area, as most of the project is constructed on fill. We suggest you include information in the EA regarding the waste material disposal.

Response 5

Should waste material be produced in the one cut section of the project, that material will be stockpiled and re-used on-site, if possible. If the material is not suitable fill for the project, it will be tested for contamination and disposed of off-site.

Comment 6

We appreciate reference was included to direct the reader to Appendix A Project Mapping to review community displacements. It would be further helpful to the reader if a list of affected parcel locations was provided for review in the body of the document.

Response 6

PennDOT and FHWA feel the displacement representation in the EA is sufficient and supported by the fact that no comments were received related to confusion on this topic; therefore, we do not feel using names or tax parcels would enhance the readers’ ability to locate their properties beyond using Appendix A – Project Mapping.

Comment 7

We suggest section 6.3 Mitigation would benefit from a more detailed discussion of mitigation in the body of the report.



Response 7

There will be positive cumulative impacts to Mill Creek; therefore, no mitigation will be necessary. There will be minor cumulative impacts to wetlands, but not significant enough to warrant mitigation. Recent data suggest that on-site wetland mitigation may be possible, which will further increase water quality in the area. Additionally, mitigation for community impacts (displacements) will be offset with relocation assistance and compensation. FHWA and PennDOT do not feel more should be added to this section. The technical memo on Indirect and Cumulative Effects was almost wholly included in the EA, unlike other sections that were summarized. Additionally, the EA documents the mitigation required for temporary and permanent direct impacts.

Comment 8

EPA understands that not all the technical information gathered can be included within the body of an EA. The result of not including the technical information is that the technical files are referenced throughout the EA. Please ensure that the technical files are readily available for review with the EA. When referencing the technical files, please be specific, where applicable, to what section or page the information can be found.

Response 8

PennDOT and FHWA intend to include the EA, FONSI package (notices, public hearing, and testimony information), and technical files on a portable drive (flash drive). This information will remain together and will support the decision to advance the project. While adding more references may allow a few interested readers to find specific information, it could also counteract the readability of the document. Since no comments were received related to technical files or inability to access information, PennDOT does not feel it is a necessary step at this time. The technical files are searchable PDFs which may allow readers better access to information.



6.0 Environmental Assessment – Additional Information

Based on comments received during the 45-day comment period, four minor updates to the EA are provided below:

- **Self-Mitigating** – a term used to describe a stream or wetland replacement or enhancement that offsets an impact that results in a “no net loss” of habitat or function. In the case of the Mill Creek relocation, the stream will be moved and therefore impacted; however, that stretch of stream will be enhanced in its new location to offset those impacts.
- **Limit of Disturbance** – a line drawn around an area that may be impacted by the construction work necessary to complete the transportation project, including but not limited to, highway and bridge construction, erosion and sedimentation control during construction, stormwater management, and contractor access and staging.
- **Mitigation Items – Noise/Displacements (Wallace Street/North Hills Road Intersection)** – review the noise analysis and design in relation to impacts to 159 North Hills Road.
- **Mitigation Item – Stormwater Facility (1760 Toronita Street)** – determine the location of the business’ stormwater facility located within the project’s LOD in order to assess impacts.
- **Mitigation Item – Noise (Frelen Road)** – in the Final Noise Analysis, consider a vegetative barrier or earthen berm should a noise wall not be deemed reasonable for Frelen Road/NSA 10.



I-83 North York Widening Project
Environmental Assessment FONSI Package

APPENDICES



I-83 North York Widening Project
Environmental Assessment FONSI Package

APPENDIX A –
AVAILABILITY OF ENVIRONMENTAL ASSESSMENT
AND JOINT PUBLIC HEARING NOTICES



I-83 NORTH YORK WIDENING

Notice of Public Hearing and Availability of the Environmental Assessment



Issued August 28, 2019

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on October 1, 2019 for the I-83 North York Widening Project in York County. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA). **The public review and comment period will begin on August 28, 2019 and end on October 11, 2019.**

Project Description

The proposed I-83 North York Widening Project involves the reconstruction and widening of approximately five miles of the I-83 corridor from Exit 19 to Exit 22 in York County, Pennsylvania. Improvements include widening of I-83 from two to three travel lanes in each direction, construction of additional auxiliary lanes and other improvements at the interchanges, and replacement of I-83 mainline bridges throughout the corridor.

Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed highway widening and interchange 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 meets the project needs while minimizing environmental impacts and addressing public and agency feedback.

Public Review and Comment

The EA and supporting technical files are being made available for public review at the PennDOT Engineering District 8-0 office [717-787-6653] and at the Federal Highway Administration office [717-221-3461], both located in Harrisburg, during regular business hours.

PUBLIC HEARING

When: October 1, 2019

Where: Central York Middle School
(1950 North Hills Road, York, PA)

Times: Doors Open 5:00 PM
Testimony 6:00 to 8:00 PM



Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.i83northyork.com. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

The EA will also be available for review during normal working hours at the following local government offices:

Manchester Township

3200 Farmtrail Road
York, PA
(717) 764-4646

North York Borough

350 East 6th Avenue
York, PA
(717) 845-3976

Spring Garden Township

558 South Ogontz Street
York, PA
(717) 848-2858

Springettsbury Township

1501 Mount Zion Road
York, PA
(717) 757-3521

York County Planning Commission

28 East Market Street, Suite 216
York, PA
(717) 771-9870

Martin Library

159 East Market Street
York, PA 17401
(717) 846-5300

Public Hearing

The Public Hearing will be held on October 1, 2019 at the Central York Middle School. Doors will open at 5:00 PM when the public will be able to review project information prior to the start of the hearing at 6:00 PM. Following the introductory remarks, the Public Hearing will be open to testimony from all interested parties. Testimony can be given by any of the following means:

- Public oral testimony transcribed by a stenographer
- Private oral testimony transcribed by a stenographer
- Written testimony

Oral testimony will be limited to 5 minutes to ensure everyone has an equal opportunity to speak, but can be supplemented by written testimony. Written comments on the EA can also be provided at any time during the 45-day comment period. Comments concerning the project must be submitted **by October 11, 2019** to:

Written Comments:

Skelly and Loy, Inc
449 Eisenhower Boulevard, Suite 300
Harrisburg, PA 17111
Attn: Laura Bair

Digital Comments:

www.i83northyork.com



All comments received at either of these locations 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.

The EA document is available for review on the project website:

www.i83northyork.com

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Should you need special assistance or require additional information, please contact Ben Singer, PennDOT Project Manager at 717-787-6690.

Affidavit of Publication

SKELLY AND LOY INC.
449 EISENHOWER, BLVD SUITE 300
HARRISBURG, PA 17111-2302

Publication Cost: 2597.00
Affidavit Cost: 5.00
Ad No: 0001768776
Customer No: 164283
PO #:
of Affidavits 1

Proof of Publication State of Pennsylvania

York Daily Record, York Dispatch and York Sunday News is the name of the newspapers(s) of general circulation published continuously for more than six months at its principal place of business, 1891 Loucks Road , York, PA 17408.

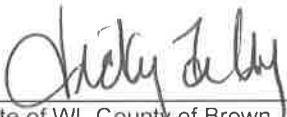
The printed copy of the advertisement hereto attached is a true copy, exactly as printed and published, of an advertisement printed in the regular issues of the said The Public Opinion published on the following dates, viz

Date of Publication: 08/28/19, 09/22/19

State of Wisconsin County of Brown

I, being first duly sworn upon oath depose and say that I am a legal clerk and employee of York Daily Record, York Dispatch and York Sunday News and have personal knowledge of the publication of the advertisement mentioned in the foregoing statement as to the time, place and character of publications are true, and that the affiant is not interested in the subject matter of the above mentioned advertisement.


Subscribed and sworn to before on September 26, 2019:


Notary, State of WI, County of Brown


My commission expires





NOTICE OF PUBLIC HEARING AND AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a joint Public Hearing on October 1, 2019 for the I-83 North York Widening Project (Exits 19-22) in York County. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA). **The public review and comment period will begin on August 28, 2019 and end October 11, 2019.**

Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed highway widening and interchange 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 and the proposed mitigation to offset those impacts. The Build Alternative meets the project needs while minimizing environmental impacts and addressing public and agency feedback.

Public Review and Comment

The EA and supporting technical files are being made available for public review during the comment period at the PennDOT Engineering District 8-0 (717) 787-6653 and at the Federal Highway Administration Offices (717) 221-3461 located in Harrisburg during regular business hours.

The EA will be available for review during normal working hours at the following local government offices:

Manchester Township | 3200 Farmtrail Road | York, PA | (717) 764-4646

North York Borough | 350 East 6th Avenue | York, PA | (717) 845-3976

Spring Garden Township | 558 South Ogontz Street | York, PA | (717) 848-2858

Springettsbury Township | 1501 Mount Zion Road | York, PA | (717) 757-3521

York County Planning Commission | 28 East Market Street, Suite 216 | York, PA | (717) 771-9870

Martin Library | 159 East Market Street | York, PA 17401 | (717) 846-5300

The EA document is also available for review on the project website: www.i83northyork.com

Comments concerning the project must be submitted by **October 11, 2019** to:

Skelly and Loy, Inc | 449 Eisenhower Boulevard, Suite 300 | Harrisburg, PA 17111 | Attn: Laura Bair

Or via the project website at www.i83northyork.com

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

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Should you need special assistance or require additional information, please contact Ben Singer, PennDOT Project Manager at 717-787-6690.

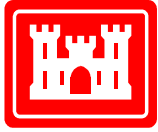
PUBLIC HEARING

When: October 1, 2019

Where: Central York Middle School
(1950 North Hills Road, York, PA)

Times: Doors Open 5:00 PM
Testimony 6:00 to 8:00 PM

Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.i83northyork.com. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.



**U.S. Army Corps
of Engineers**
Baltimore District
SPN- 19-56

Public Notice

**In Reply to Application Number
NAB-2019-00124-P07 (PA DOT Interstate 83 North York Widening)**

September 4, 2019

**THE PURPOSE OF THIS PUBLIC NOTICE IS TO INFORM INTERESTED PARTIES OF
THE PUBLIC HEARING AND AVAILABILITY OF THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE INTERSTATE 83 NORTH YORK WIDENING
TRANSPORTATION PROJECT**

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration in cooperation with the United States Army Corps of Engineers, Baltimore District, will conduct a Joint Public Hearing on October 1, 2019 for the I-83 North York Widening Project in York County. The hearing will be conducted as part of the 45-day comment period on the Draft Environmental Assessment (EA). The public review and comment period began on August 28, 2019 and ends on October 11, 2019.

The proposed I-83 North York Widening Project involves the reconstruction and widening of approximately five miles of the I-83 corridor from Exit 19 to Exit 22 in York County, Pennsylvania. Improvements include widening of I-83 from two to three travel lanes in each direction, construction of additional auxiliary lanes and other improvements at the interchanges, and replacement of I-83 mainline bridges throughout the corridor.

The Draft EA analyzes potential environmental impacts associated with the proposed highway widening and interchange improvements pursuant to the requirements of the National Environmental Policy Act of 1969. The Draft 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 meets the project needs while minimizing environmental impacts and addressing public and agency feedback.

The Draft EA and supporting technical files are being made available for public review at the PennDOT Engineering District 8-0 and at the Federal Highway Administration Office during regular business hours.

The Draft EA will also be available for review during normal working hours at the following local government offices:

Manchester Township
3200 Farmtrail Road
York, PA
(717) 764-4646

North York Borough
350 East 6th Avenue
York, PA
(717) 845-3976

**Spring Garden
Township**
558 South Ogontz Street
York, PA
(717) 848-2858

**Springettsbury
Township**

1501 Mount Zion Road
York, PA
(717) 757-3521

**York County Planning
Commission**

28 East Market Street
Suite 216
York, PA
(717) 771-9870

Martin Library

159 East Market Street
York, PA 17401
(717) 846-5300

The Public Hearing will be held on October 1, 2019 at the Central York Middle School, located at 1950 North Hills Road, York, PA. Doors will open at 5:00 PM where the public will be able to review project information prior to the start of the hearing at 6:00 PM. Following introductory remarks, the Public Hearing will be open to testimony from all interested parties from 6:00 to 8:00 PM. Testimony can be given by any of the following means:

- Public oral testimony transcribed by a stenographer
- Private oral testimony transcribed by a stenographer
- Written testimony

Oral testimony will be limited to 5 minutes to ensure everyone has an equal opportunity to speak, but can be supplemented by written testimony. Written comments on the Draft EA can also be provided at any time during the 45-day comment period. Comments concerning the project must be submitted by October 11, 2019 to:

Written Comments:

Skelly and Loy, Inc
449 Eisenhower Boulevard, Suite 300
Harrisburg, PA 17111
Attn: Laura Bair

Digital Comments:

www.i83northyork.com

All comments received at either of these locations 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.

Outside of the Public Hearing, written comments expressing concerns for aquatic resources, including wetlands, may be submitted in hard copy to:

U.S. Army Corps of Engineers, Baltimore District
Carlisle Field Office
Attn: Mr. John Gible
401 East Louther Street, Suite 205
Carlisle, PA 17013

In accordance with Section 404 of the Clean Water Act, a Department of the Army authorization is required for the discharge of dredged and/or fill material into waters of the United States, including jurisdictional wetlands. Section 10 of the Rivers and Harbors Act also requires Department of the Army authorization for any work in, over, or under a navigable water of the United States.

The EA will also serve to support permit applications by PennDOT to receive any Department of the Army authorizations required to perform the proposed work. Once final design plans are complete for the alignment, PennDOT will submit any necessary permit applications to the Corps. If the proposed work requires a Department of the Army Standard Individual Permit, a second public notice will be issued by the Corps to gather additional comments related to final design plans and impacts to the aquatic environment.

The decisions whether to issue Section 404 and/or Section 10 authorizations will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed project on the public interest. The decision will reflect national concern for the protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposed project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposed project will be considered, including the cumulative effects thereof. Among the factors to be considered are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

It is requested that you communicate this information concerning the proposed work to any persons known by you to be interested, who did not receive a copy of this notice.

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Should you need special assistance or require additional information, please contact Ben Singer, PennDOT Project Manager at (717) 787-6690.

General information regarding the Corps' permitting process can be found on our website at <https://www.nab.usace.army.mil/Missions/Regulatory.aspx>. If you have any questions concerning this specific project, or would like to request a paper copy of this public notice, please contact Mr. John Gible, U.S. Army Corps of Engineers at (717) 249-9457 or john.gible@usace.army.mil. This public notice is issued by the Chief, Regulatory Branch.



I-83 North York Widening Project
Environmental Assessment FONSI Package

APPENDIX B –
JOINT PUBLIC HEARING MATERIALS



I-83 North York Widening Public Hearing

Sign-In Sheet
October 1, 2019

PLEASE PRINT CLEARLY

PLEASE PRINT CLEARLY

Name	Mailing Address	Email
Blaine Grove	1760 TORONITA ST, York PA 17402	blainegrove@hoehn-inc.com
Tim Rutter	2295 Susq. Trail York PA 17404	realestate@rutters.com
Gary Hake	1405 N. Pine St York Pa 17404	ghake010@gmail.com
Andrew Lindsay Forney	139 S Findlay St York PA 17402	lindsayinfo@forney@gmail.com
MICHAEL JACOBY	105 CLAREMONT DR. SEVEN VALLEY PA	sm@YORKINTERNET.NET
Bill Parthmer	700 N. Slemons St. York Pa. 17402	parthmer.william@gmail.com
Cindy Miller	159 N Hills Rd. York PA 17402	cmiller0508@yahoo.com
Jeff & JANE Linn	1124 DETWILER DR YORK PA 17404	msnydershop@gmail.com
Mike Snyder	2698 Deininger Rd. York PA 17406	
Gary Banks Jims Auto Repair	108 E 11th Ave York Pa 17404	Gary@JimsAutoRepair.com
Gerald L. Finke J.R.	200 S. Marshall St. York PA, 17402	JerryFinke@y7mail.com
Charles Hahn	3010 Bochet Rd, York PA 17402	hahnas@kern.com
Jane Deamer	333 E Seventh Ave York PA 17404	Jdeamer@PerformGroupLLC.com
Charles Thiebler	3940 Trout Run Rd York PA 17406	N/A
Galen Weibley	6872 Susquehanna Trails York PA 17406	gweibley@pa.sen.gov
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Tom Moesch	560 S E. 4th ST York PA 17402	moeschmb@comcast.net
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Duane Bell	100 N. Kelsey St. 17402	scottduane1@comcast.net
Ben Kahn	45 Frelen Rd. York, PA 17404	bjk3224@gmail.com
Rick Hoge	829 Locust Grove Rd, York, PA 17402	rick.hoge@stgler.com
Jan McDowell	88 N Belmont St YORK PA 17403	jennifer A. McDowell23@gmail.com



I-83 North York Widening Public Hearing

Sign-In Sheet
October 1, 2019

PLEASE PRINT CLEARLY

PLEASE PRINT CLEARLY

Name	Mailing Address	Email
Brian Raine	2537 Primrose Ln, York, PA 17404	brian.raines@cbhomes.com
Sandra Barajas	1744 E. Wallace St York PA 17402	Sabq080521@yahoo.com
Michael Rutter	2100 N. Yeo St York Pa	
Tony + Jen Schuchart	1613 Wayne Ave York PA 17403	tjschuchart@comcast.net
Jay HALECKI	31 S. BROAD ST YORK, PA 17403	JHalicki@YORKHOUSING.ORG
Jerry + Karen Latchaw	1609 Wayne Ave York PA 17403	KLatchaw_333@comcast.net
Mark Raschke	2700 Stevenson Dr, York, PA 17404	m_raschke@yahoo.com
Linda Larsson	P.O. Box 186, Carlisle, PA 17013	linda@premierreportingllc.com
Sharon Winter	1551 Newville Rd Carlisle PA 17015	Sharon41170@hotmail.com
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GORDON KAUFFMAN	475 QUAKEN DA. YORK PA 17402	GORDONKAUFFMAN@AOL.COM
John Puvioncello	2905 Carol Road	jpuvioncello@yorkdispatch.com
Laura Romberger	220 S. Marshall St 220 S. Marshall St York 17402	vp@yorkartassociation.org
Kristen Winand	220 S. Marshall St, York, PA 17402	president@yorkartassociation.org
Scott Duane	100 N. Keary St York PA 17402	scottduane1@comcast.net
Danise Rivera	1461 North Queen St York PA 17404	dmriviera0185@gmail.com
Edward Rivera	" "	" "
MARK WILLOUGHBY	1298 TORONITA ST, YORK PA	
Logan Mullinger	141 W. McKee St.	lmullinger@yorkdispatch.com
Michael Loughegan	875 Hess Rd York Pa 17404	mike@loughegan.com
Nate Resh		



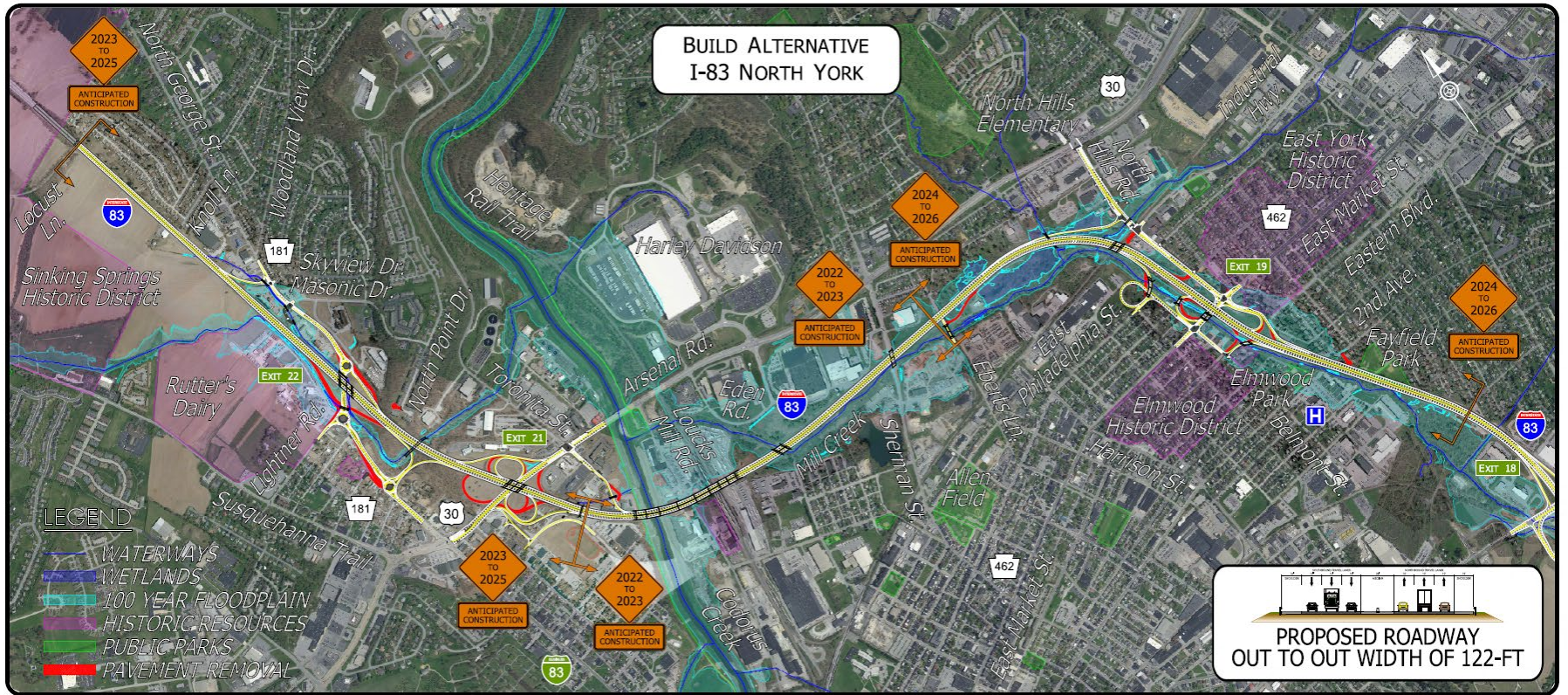
I-83 North York Widening Public Hearing

Sign-In Sheet
October 1, 2019

PLEASE PRINT CLEARLY

PLEASE PRINT CLEARLY

Name	Mailing Address	Email
Katherine Bobincheck	264 Greendale Rd York PA 17403	kparthmer@standardconcreteproducts.com
Wynne Baker	1401 N. Pine St York Pa 17404	lyn.a.baker@gmail.com
CYNTHIA PAGE	263 Point Circle YORK PA 17406	cypage@pa.gov
TODD BECKER	2845 BARKHILL ROAD, YRK, PA 17404	TEBECKER@WAGMAN.COM
Jason Fisher	1225 Columbia Ave York Pa 17404	Jason@edrisoil.com
Jim Naylor	" "	TNaylor@edrisoil.com
Danuff L. Gault	GAL 1200 Columbia Ave	news8@usgi.com
Jim Mummert	1250 toronita ST York PA 17402	james.mummert@ipspipe.com
BRIAN PORTER	YAA	
DAN LITRENTA	279 POINT CIRCLE 17406	BUBEXPRESS@GMAIL.COM
NICOLE HESS	265 point circle YORK PA 17406	Hailey1974@comcast.net
Denise Laugerman	365 Richardson Rd York PA 17408	denise@laugerman.com
JUSTIN GIMORE	2235 LOCKS ROAD York PA 17418	JGimore330@Gmail.com
Jim Smith	160 S. Royal (D York PA) 17402	
BARRY FAUTH	3083 WINGFIELD DR YORK PA 17406	bfautherkinsley.com
TODD RUTLEDGE	740 PENN STATE DR YORK, PA 17404	RUTLEDGETODD@YAHOO.COM
Teresa Jackson	275 Point Circle York PA 17406	trackson4480@gmail.com
KENT ANDERSON	213 E LANCASTER ST. Red Lion, PA 17356	KENT@KNA PROPERTY SOLUTIONS.COM
Mieke Driscoll	135 N George St York PA 17401	mdriscoll@cgalaw.com
Sharon Tapp	12 Eastern Blvd York 17402	Satapp077@gmail.com
Phil Briddell	335 Hillman Dale Dr S, York PA 17403	pbriddell@susre.com
Ben Stodart	3010 Whitehurst Ct York, PA 17404	ben.stodart@gmail.com
S Kostalas	1849 2nd Ave York PA 17402	Sue@Kostalas.com



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



I-83 North York Widening Project
Environmental Assessment FONSI Package

APPENDIX C –
PUBLIC TESTIMONY TRANSCRIPT



I-83 North York Widening Public Hearing

Sign-up Sheet
October 1, 2019

PUBLIC TESTIMONY

Time	Name	Email	Address
6:15 - 6:20	Benjamin J. Koch	bkoch@cysd.k12.pa.us	45 Frelen Road, York, PA 17404
6:22 - 6:27	Tom Smith		160 S. Royal St York PA 17402
6:29 - 6:34	(Jacey) Michelle Jacey	105 CARMON DR SEED VALLEY PA	
6:36 - 6:41			
6:43 - 6:48			
7:00 - 7:05			
7:07 - 7:12			
7:14 - 7:19			
7:21 - 7:26			
7:28 - 7:33			
7:35 - 7:40			
7:42 - 7:47			



I-83 North York Widening Public Hearing

Sign-up Sheet
October 1, 2019

PRIVATE TESTIMONY

Time	Name	Email	Address
6:15 – 6:20			
6:22 – 6:27			
6:29 – 6:34			
6:36 – 6:41			
6:43 – 6:48			
7:00 – 7:05			
7:07 – 7:12			
7:14 – 7:19			
7:21 – 7:26			
7:28 – 7:33			
7:35 – 7:40			
7:42 – 7:47			

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

IN RE: I-83 North York Widening Project Public Hearing

TRANSCRIPT OF PROCEEDINGS

Date: October 1, 2019, at 6:06 p.m.

Place: 1950 North Hills Road
York, Pennsylvania

Volume I
Page 1-32

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(717) 243-9770
linda@premierreportingllc.com

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Carlisle, PA 17013

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<p>1 INDEX</p> <p>2 SPEAKER PAGE</p> <p>3 Jon Crum 4</p> <p>4 Wade Chandler 6</p> <p>5 Mike Keiser 9</p> <p>6 Bryan Hoover 11</p> <p>7 Benjamin Koch 21</p> <p>8 Tom Small 23</p> <p>9 Michael Jacoby 26</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4</p> <p>1 Highway Administration to provide an opportunity to explain the</p> <p>2 plans for the proposed design and the construction for the I-83</p> <p>3 North York Widening Project and afford the public and agencies</p> <p>4 an opportunity to formally present their views on the proposed</p> <p>5 project.</p> <p>6 The I-83 North York Widening environmental assessment</p> <p>7 includes a summary of all the engineering and environmental</p> <p>8 analysis as well as agency and public outreach completed during</p> <p>9 the preliminary engineering phase of this project.</p> <p>10 The environmental assessment, or EA as we refer to it,</p> <p>11 was made available for the public review and comment on</p> <p>12 August 28th of 2019 and will remain available for review and</p> <p>13 comment until October 11th, 2019.</p> <p>14 Locations where the document may be reviewed include</p> <p>15 Spring Garden Township, Springettsbury Township office, North</p> <p>16 York Borough office, Manchester Township office, York County</p> <p>17 Planning Commission office, and the Martin library in the city</p> <p>18 of York. The EA can be viewed on the project website at</p> <p>19 www.I83northyork.com.</p> <p>20 With that, I will introduce Jon Crum with the Federal</p> <p>21 Highway Administration to provide more information on their</p> <p>22 role in the project and environmental process. And again</p> <p>23 thanks for coming here this evening.</p> <p>24 MR. CRUM: All right. Thank you, Mike. Good evening.</p> <p>25 My name is Jon Crum. I am an environmental protection</p>
<p>3</p> <p>1 PROCEEDINGS</p> <p>2 (Proceedings commenced at 6:06 p.m.)</p> <p>3 MR. KEISER: All right. We're going to get started</p> <p>4 here. Just from an organizational standpoint, if for some</p> <p>5 reason there's an emergency while we're going through the</p> <p>6 process here tonight, we'd like folks to exit at the rear of</p> <p>7 the auditorium. Do not use these doors here at the side. So</p> <p>8 let's go out the back. Then I believe from there, we can exit</p> <p>9 to the right or left to get outside. So just wanted to start</p> <p>10 off with a public service announcement maybe.</p> <p>11 So again let's get started. Good evening, ladies and</p> <p>12 gentlemen. And welcome to the joint public hearing for the</p> <p>13 Interstate 83 North York Widening Project. My name is Mike</p> <p>14 Keiser. I'm the District Executive for PennDOT District 8</p> <p>15 Department of Transportation. I'm serving as the hearing</p> <p>16 office representative for the department.</p> <p>17 With me--and you'll get to hear from these folks here</p> <p>18 in a little while. With me is Jon Crum representing the</p> <p>19 Federal Highway Administration and Wade Chandler from the US</p> <p>20 Army Corps of Engineers, a cooperating agency on this project</p> <p>21 and cochair for this joint public hearing. Bryan Hoover from</p> <p>22 Stantec is with our design consultant team. He will serve as</p> <p>23 moderator for the hearing.</p> <p>24 The purpose of this public hearing is for the</p> <p>25 Pennsylvania Department of Transportation and the Federal</p>	<p>5</p> <p>1 specialist for the Federal Highway Administration. The Federal</p> <p>2 Highway Administration, or FHWA, is an agency within the US</p> <p>3 Department of Transportation that supports state and local</p> <p>4 governments in the design, construction, and maintenance of the</p> <p>5 nation's highway system. FHWA is providing federal funds for</p> <p>6 this project and is, therefore, the lead federal agency.</p> <p>7 Consequently, FHWA will be taking certain approval</p> <p>8 actions over the course of project development including review</p> <p>9 and approval of the environmental document.</p> <p>10 An environmental assessment or EA has been prepared</p> <p>11 for the Federal Highway Administration by the Pennsylvania</p> <p>12 Department of Transportation to fulfill the requirement set</p> <p>13 forth in the National Environmental Policy Act of 1969.</p> <p>14 The EA documents PennDOT's analysis of the needs for</p> <p>15 the proposed project; development of alternatives; project's</p> <p>16 impact to the natural, cultural, and social and economic</p> <p>17 environments; mitigation commitments identified to offset those</p> <p>18 impacts; agency and public outreach efforts completed to date;</p> <p>19 and the identification of the preferred alternative.</p> <p>20 Environmental resources were considered throughout the</p> <p>21 alternatives development and feasibility phase of the project.</p> <p>22 Preferred alternative was assessed to determine the impacts to</p> <p>23 such features as Mill Creek and its floodplain, Codorus Creek</p> <p>24 and the US Army Corps of Engineers flood control structures,</p> <p>25 wetlands, threatened and endangered species, agriculture,</p>

<p style="text-align: right;">6</p> <p>1 historic structures and districts, residences and businesses, 2 community facilities like places of worship and liberal arts 3 establishments, parks and recreational resources, pedestrian 4 and bicycle access, traditionally underserved populations, 5 noise-sensitive land uses, and potentially hazardous waste 6 sites.</p> <p>7 The preferred alternative's impacts on the resources 8 and any mitigation measures necessary to offset the impacts are 9 provided in the EA.</p> <p>10 With that, I would like to introduce Wade Chandler 11 representing the US Army Corps of Engineers.</p> <p>12 MR. CHANDLER: Good evening. My name is Wade Chandler 13 chief of Pennsylvania section for the regulatory branch for the 14 Baltimore district US Army Corps of Engineers. Also with me is 15 John Gible, the Corps project manager who will be in charge of 16 evaluating any permanent application received for the proposed 17 upgrades to Interstate 83 from Exit 19 to Exit 22.</p> <p>18 We welcome you to this joint US Army Corps of 19 Engineers public hearing and Federal Highway Administration 20 public meeting for the proposed Interstate 83 North York 21 Widening Project.</p> <p>22 It is the responsibility of my office to evaluate 23 applications for Department of the Army authorization for work 24 in navigable waters of the United States and waters of the 25 United States including jurisdictional wetlands. Our authority</p>	<p style="text-align: right;">8</p> <p>1 Clean Water Act are proposed in and along Mill Creek, its 2 tributaries, and adjacent wetlands.</p> <p>3 Impacts are estimated at approximately 7,500 linear 4 feet of stream channel and approximately 8 acres of wetlands. 5 The decision whether or not to issue a permit will be based on 6 an evaluation of the probable impacts including cumulative 7 impacts of the proposed activity on the public interest and 8 compliance with the Clean Water Act Section 404(B)(1) 9 guidelines.</p> <p>10 The decision will reflect the national concern for the 11 protection and utilization of important resources. The 12 benefits which may be reasonably expected to occur from the 13 proposal will be balanced against the reasonably foreseeable 14 detriments.</p> <p>15 All factors that may be relevant to the proposal are 16 considered. Among these are conservation, economics, 17 aesthetics, general environmental concerns, wetlands, cultural 18 values, fish and wildlife values, flood hazards, recreation, 19 water supply and conservation, water and air quality, 20 threatened and endangered species, energy needs, food and fiber 21 production, safety, environmental justice, cumulative impacts, 22 and the general needs and welfare of the public.</p> <p>23 In compliance with the National Environmental Policy 24 Act, the Corps is a cooperating agency in the Federal Highway 25 Administration's preparation of the environmental impact</p>
<p style="text-align: right;">7</p> <p>1 comes from Section 10 of the Rivers and Harbors Act of 1899 and 2 Section 404 of the Clean Water Act.</p> <p>3 At this time, no decision has been made whether or not 4 a Department of the Army permit will be issued for the proposed 5 project. The purpose of today's hearing is to inform you of 6 the proposed project and to allow you the opportunity to 7 provide comments to be considered in the Corps' public interest 8 review for the proposed work.</p> <p>9 A federal public hearing is a formal process used to 10 gather information that otherwise would not be available during 11 the public notice comment period. Your comments will be 12 included and addressed in the environmental assessment for the 13 project. Your comments are important in the preparation of 14 this document and our evaluation of the permanent application.</p> <p>15 The subject work is being proposed by the Department 16 of Environmental Protection. Excuse me. Department of 17 Environmental Transportation and is referenced as the I-83 18 North York Widening Project. The work proposes to reconstruct 19 and upgrade approximately 5 miles of interstate highway 20 including improvements to exit and entrance ramps and other 21 supporting work.</p> <p>22 Proposed work impacts to navigable waters of the 23 United States includes work in Codorus Creek and is associated 24 with replacement of the interstate I-83 bridge over Codorus 25 Creek. Additional impacts regulated under Section 404 of the</p>	<p style="text-align: right;">9</p> <p>1 statement, or EA in this case, for the proposed project.</p> <p>2 At this time, the Corps has not received an 3 application for a Department of Army permit. When an 4 application is submitted, the Corps will determine if the work 5 qualifies for a Department of the Army general permit or 6 requires authorization for an individual permit which would 7 require issuance of a public notice. Such public notice would 8 provide a more complete summary of the proposed work and 9 potential impacts to the aquatic environment.</p> <p>10 Comments received tonight through the public notice 11 comment period will be considered by the Corps in making 12 permanent decisions. Your testimony this evening will be 13 recorded and a verbatim record of today's hearing will be 14 prepared. All comments made will be made part of the hearing 15 record. Thank you.</p> <p>16 MR. KEISER: Going to discuss a little bit about the 17 project development. Then will I turn this over to Bryan 18 Hoover, who will talk about purpose and need and the 19 alternatives which is really the bulk of the presentation 20 tonight.</p> <p>21 So, again, the I-83 North York Widening Project 22 includes a reconstruction of approximately 5 miles of I-83 23 beginning just south of Exit 19, Market Street, and just north 24 of Exit 22, North George Street. The project corridor extends 25 around the city of York and passes through four municipalities:</p>

<p style="text-align: right;">10</p> <p>1 Spring Garden Township, Springettsbury Township, North York 2 Borough, and Manchester Township.</p> <p>3 Early in the project development process, three 4 smaller safety and congestion projects were identified. These 5 improvements were advanced separately as stand-alone projects 6 including SR 2003 which is the North Hills Road widening which 7 is currently under construction, SR 181, North George Street, 8 and the Exit 22 improvements which is currently in final 9 design; also the 462 Market Street bridge replacement over Mill 10 Creek which is currently in design.</p> <p>11 These projects will be advanced prior to the I-83 work 12 that will begin in a few years as we had noted out there on the 13 boards.</p> <p>14 The I-83 corridor has been the topic of multiple 15 studies to identify and correct areas in need of improvement 16 including I-83 Exit 16 to 19. That was an improvement study we 17 did back in 2001 through 2003. We had an interchange 18 feasibility study on I-83 for the entire county. We completed 19 that back in 2002.</p> <p>20 Projects such as Exit 10 and some of the other 21 interchanges along the corridor have been advanced to 22 construction. We have Exit 18 which is currently under 23 construction right now.</p> <p>24 We are currently--it's a completed draft. But we also 25 have--and I'm going to say it's still in the active phase. We</p>	<p style="text-align: right;">12</p> <p>1 alternative. These needs are, No. 1, address the inadequate 2 roadway bridge design features. The existing pavement for I-83 3 is beyond the normal surface life of 55 years. It was 4 originally constructed in 1957 and 1958.</p> <p>5 I-83 median width of 4 feet is below PennDOT design 6 criteria which requires a minimum 10 feet or 26 feet. The I-83 7 inside and outside shoulder widths are below PennDOT design 8 criteria. Existing shoulder widths range from 1 foot to 10 9 feet where 4 feet to 12 feet is required. There is 11 of 17 10 interchange ramps with horizontal curves that do not meet the 11 desired 30-mile-per-hour ramp design speed.</p> <p>12 I-83's width is below PennDOT design criteria. The 13 existing widths range from 63 to 88 feet where 82 feet to 98 14 feet is required.</p> <p>15 Insufficient acceleration and deceleration lanes 16 contribute to congestion and crash history within the 17 interchange ramps.</p> <p>18 The second need, replace bridges with substandard 19 width or height. This includes bridges that were built to 20 standards not used today. These bridges are not automatically 21 rated as structurally deficient nor are they inherently unsafe. 22 Four of the 11 existing structures along the mainline of I-83 23 are considered substandard.</p> <p>24 Number 3, address poor traffic safety on the I-83 25 corridor and associated interchanges. The crash rate on I-83</p>
<p style="text-align: right;">11</p> <p>1 did a study for Exits 24 through 28 north of this area. I-83 2 Exit 4, down in Shrewsbury is currently in construction. Of 3 course, we have this project I-83 North York widening which is 4 currently in the preliminary engineering phase.</p> <p>5 Now going to turn the program over to Bryan Hoover 6 from Stantec Consulting, again, to provide an overview of the 7 purpose and needs, alternative development, and project 8 description.</p> <p>9 MR. HOOVER: Thank you, Mike. My name is Bryan 10 Hoover. I'm with Stantec Consulting selected by PennDOT as the 11 design engineer on the project.</p> <p>12 The project area is a densely developed corridor with 13 heavy traffic demand. Though PennDOT has maintained this 14 section of the interstate since its original construction in 15 the late 1950s with pavement patching, overlays, and bridge 16 rehabilitation, the primary purpose of this project is to 17 reconstruct the section of I-83 to achieve a more functional 18 modern roadway that meets current design criteria.</p> <p>19 Secondary purpose of this project is to improve future 20 traffic flow, queuing, and safety on I-83 and the interchanges 21 for the design year which is typically 20 years after the 22 anticipated completion of construction, and in this case, year 23 2042.</p> <p>24 To achieve this purpose, PennDOT identified five 25 project needs to guide the development of the preferred</p>	<p style="text-align: right;">13</p> <p>1 exceeds statewide crash rates for urban interstate roadways. 2 The weave lanes experience higher crash frequencies than the 3 merge and diverge areas with just over 30 percent of the I-83 4 northbound crashes reported between 2013 and 2017 within the 5 project area occurring between the Exit 18 onramp and Exit 19 6 offramp.</p> <p>7 The fourth need, address the high levels of traffic 8 congestion which creates poor level of service and excessive 9 queuing. Based on traffic analysis completed in 2014, 10 currently 7 segments of I-83 out of 28 segments and 4 11 interchange intersections out of 6 operated poorly causing 12 congestion. Projections for 2022 finds this increases to 8 13 segments of I-83 and 5 interchange intersections operating 14 poorly.</p> <p>15 Projections for 2042 find 16 segments of I-83 out of 16 the 28 and all 6 interchange intersections will operate poorly 17 unacceptably causing increased congestion.</p> <p>18 The fifth need addresses the poor system linkage 19 between I-83 and US Route 30. At Exit 19, the ability to 20 travel I-83 northbound to US 30 eastbound and vice versa is 21 underserved by the existing roadway network. This system 22 linkage of roadway does not meet the demands of the current or 23 future traffic flow as evidenced by the congestion at 24 intersections along North Hills Road, the primary route along 25 this project that supports this traffic movement.</p>

<p style="text-align: right;">14</p> <p>1 At Exits 21 and 22, the ability to move from I-83</p> <p>2 southbound to US 30 eastbound into downtown York and vice versa</p> <p>3 is underserved by the existing roadway network. This system</p> <p>4 linkage of roadway does not meet the demands of the current or</p> <p>5 future traffic flow as evidenced by the congestion along North</p> <p>6 George Street, SR 181, the primary route within this project</p> <p>7 that supports this traffic movement.</p> <p>8 Additionally, two goals were identified for the</p> <p>9 project. The first goal, improve or maximize the riparian area</p> <p>10 and floodway associated with Mill Creek to reduce flooding of</p> <p>11 I-83 and Market Street, SR 462, and maintain access on these</p> <p>12 roadways for emergency personnel.</p> <p>13 Design criteria dictates that interstate highways</p> <p>14 cannot be inundated by the 50-year storm event. Currently I-83</p> <p>15 is overtopped by the 50-year storm event in two locations which</p> <p>16 causes the highway to be closed.</p> <p>17 The second goal, improve or maximize the 2042 design</p> <p>18 year Level of Service for I-83 to Level of Service D or better</p> <p>19 for all roadway segments to achieve acceptable levels of</p> <p>20 congestion and queuing.</p> <p>21 Next section deals with alternative developments.</p> <p>22 Throughout the I-83 North York widening feasible study,</p> <p>23 alternatives analysis, and preliminary engineering, the project</p> <p>24 team has coordinated with and received input from multiple</p> <p>25 organizations, agencies, public entities, and individuals in</p>	<p style="text-align: right;">16</p> <p>1 Due to the location of Mill Creek along I-83 for</p> <p>2 almost 2 miles in the project area and the known flooding</p> <p>3 concerns, a portion of Mill Creek will be relocated away from</p> <p>4 the highway. This work will occur between Ebert's Lane bridge</p> <p>5 and the I-83 crossing of Mill Creek being incorporated into the</p> <p>6 project construction.</p> <p>7 With the I-83 North York widening preferred</p> <p>8 alternative, PennDOT proposes to reconstruct I-83 which</p> <p>9 includes widening the highway and intersection enhancements</p> <p>10 that will improve the function and safety of Exit 19 at Market</p> <p>11 Street, Exit 21 at US Route 30, and Exit 22 at North George</p> <p>12 Street.</p> <p>13 Key elements of the preferred alternative as presented</p> <p>14 in the EA include the following: reconstruct aging</p> <p>15 infrastructure; widening the interstate from four to six lanes;</p> <p>16 shift the mainline at Exit 19 to avoid Mill Creek and its</p> <p>17 floodplain; relocate Mill Creek to improve habitat and reduce</p> <p>18 flooding on I-83; shift the mainline at Codorus Creek to avoid</p> <p>19 taking businesses on both sides of I-83 in North York Borough,</p> <p>20 construct roundabouts that keep the continuous traffic flow at</p> <p>21 key interactions; limit interchange impacts to the extent</p> <p>22 possible by using existing roadway network; complete or enhance</p> <p>23 I-83 to US Route 30 via North Hills Road, SR 2003, and shifted</p> <p>24 on- and offramp on North George Street, SR 181; reduce queuing</p> <p>25 and weaving at congested interchanges; address substandard</p>
<p style="text-align: right;">15</p> <p>1 order to develop the proposed improvement concepts for the</p> <p>2 project. Project development also consisted of assessment of</p> <p>3 the natural, cultural, social, economic, and resources within</p> <p>4 the project study area.</p> <p>5 Several alternatives were developed and vetted based</p> <p>6 upon how they addressed the identified purpose and needs, type</p> <p>7 and level of potential resource impact, and public and agency</p> <p>8 feedback and concerns.</p> <p>9 Efforts were made to refine alternatives based on</p> <p>10 effectiveness and their impacts on resources. These</p> <p>11 alternatives were narrowed to one option, the preferred</p> <p>12 alternative, that was presented to the resource agencies in</p> <p>13 September and November of 2017 and shown at the public meeting</p> <p>14 in March 2018. The preferred alternative was also provided on</p> <p>15 the project website.</p> <p>16 Numerous special purpose meetings have been held with</p> <p>17 property and business owners. In February 2019, three separate</p> <p>18 neighborhood meetings were held with the anticipated affected</p> <p>19 property owners at each interchange. The public was able to</p> <p>20 review the preferred alternative and how it impacts their</p> <p>21 property and talk with the design team as well as the PennDOT</p> <p>22 right-of-way administrator.</p> <p>23 Several concerns raised at these meetings led to the</p> <p>24 preferred alternative that has been incorporated into the</p> <p>25 design and are represented in the EA.</p>	<p style="text-align: right;">17</p> <p>1 acceleration and deceleration lanes; incorporate retaining</p> <p>2 walls to reduce wetland, stream, and community impacts;</p> <p>3 construct noise barriers as appropriate to reduce noise in</p> <p>4 communities; modify Columbia Avenue and Belmont Street based on</p> <p>5 public feedback.</p> <p>6 The preliminary engineering phase of this project is</p> <p>7 included in the York Metropolitan Planning Organization's</p> <p>8 fiscally constrained Transportation Improvement Program or TIP.</p> <p>9 Funding is programmed on the 2019 interstate Tip and the 2019</p> <p>10 interstate 12-year plan for final design, right of way</p> <p>11 acquisition, and construction phases of the project. An</p> <p>12 environmental decision is anticipated this fall allowing the</p> <p>13 project to move into final design.</p> <p>14 Construction will take place in three major sections.</p> <p>15 The first is the central section, Codorus Creek bridge section</p> <p>16 which will include the relocation of Mill Creek. Second, Exit</p> <p>17 21 and 22 from just south of Exit 21 to the Locust Lane bridge.</p> <p>18 Final section is Exit 19 from just north of Exit 18 to</p> <p>19 approximately the Ebert's Lane bridge.</p> <p>20 All property necessary for this project will be</p> <p>21 acquired in accordance with the federal Uniform Relocation</p> <p>22 Assistance and Real Property Acquisition Act of 1970, the</p> <p>23 Eminent Domain Code of Pennsylvania, and Relocation Assistance</p> <p>24 Programs under both FHWA and PennDOT.</p> <p>25 More details about the process can be found in a</p>

<p style="text-align: right;">18</p> <p>1 document titled "When Your Land is Needed for Transportation 2 Purposes" located on the project website.</p> <p>3 I would like to introduce Mike Keiser to review the 4 notification process for this hearing and hearing rules before 5 we get started.</p> <p>6 MR. KEISER: Thank you, Bryan. Again, from the 7 standpoint of public notices, notice of this joint public 8 hearing and availability of the environmental assessment was 9 sent to federal, state, and local agencies, local 10 municipalities, EMS providers, local community facilities, 11 Section 106 consulting parties, and state and local 12 representatives.</p> <p>13 A block advertisement and article were run in the York 14 Daily Record on August 28th, 2019, and the follow-up ad was 15 placed on September 22nd of 2019. The project website was 16 updated to include the notice, EA document testimony sign-up, 17 and the ability to comment on the environmental assessment via 18 the website.</p> <p>19 Email notification was sent on August 28 to those who 20 are subscribed to receive updates via the website as well. US 21 Army Corps of Engineers published notice in the US Army Corps 22 of Engineers Baltimore district public notice web page on 23 September 4th, 2019.</p> <p>24 The rules for tonight, this is different than what 25 most folks are used to in terms of a PennDOT public meeting as</p>	<p style="text-align: right;">20</p> <p>1 first four minutes of testimony. When you reach the final 2 minute, an orange light will appear. At 30 seconds, there will 3 be a countdown. At the conclusion of five minutes, the light 4 will turn red.</p> <p>5 There will be no cross-examining or questioning of 6 individuals testifying at this hearing. Rather, the procedure 7 will allow individuals to testify directly setting forth for 8 the record their comments on the environmental assessment.</p> <p>9 There will be no responses to the questions raised 10 during the oral testimony given at today's hearing. Please be 11 courteous and refrain from commenting during the testimony of 12 others whether you agree or disagree with the person's 13 testimony.</p> <p>14 We ask for comments so we can address any issues that 15 have not already been identified. All comments received during 16 the official public comment period will be compiled into a 17 comment response package and will be provided to the Federal 18 Highway Administration for consideration and inclusion in the 19 decision document for this project.</p> <p>20 Those of you who prefer to provide testimony in a 21 private setting may do so in the private testimony area located 22 in the school library. A sign-up sheet is located outside of 23 the library for those interested in signing up for a time slot.</p> <p>24 If you have any questions, we do have representatives 25 here from the consultants and PennDOT and certainly available</p>
<p style="text-align: right;">19</p> <p>1 it is a hearing. We'll go through the specific hearing rules. 2 I will now review the formal hearing rules and 3 procedures. Please note a stenographer is taking notes of 4 tonight's hearing. Testimony provided this evening will be 5 formally documented in the hearing transcript. The transcripts 6 along with other comments received by October 11th, 2019, will 7 become part of the official record.</p> <p>8 All of this information will be reviewed and 9 considered by PennDOT, provided to the Federal Highway 10 Administration for their review and consideration prior to 11 issuing their decision document for this project.</p> <p>12 After I explain the procedures to be followed for 13 providing public testimony, those who have registered to 14 testify will be called upon to provide their comments on 15 environmental assessment. Speakers will be called up to the 16 podium in the time slot in which they registered. Testimony 17 will be limited to five minutes in order to give everyone an 18 opportunity to speak.</p> <p>19 Written testimony may be submitted to supplement your 20 oral testimony. If you feel your testimony could exceed five 21 minutes, summarize your comments and provide a full written 22 version to the hearing official to be included in the hearing 23 record.</p> <p>24 The timer will be started at the beginning of each 25 person's oral testimony. A green light will be visible for the</p>	<p style="text-align: right;">21</p> <p>1 to address questions out in the display area.</p> <p>2 In summary, comments can be provided in several forms 3 including publicly or private at this hearing transcribed by a 4 stenographer, digitally via the project website--that's 5 www.i83northyork.com--or written testimony mailed to the 6 environmental consultant, Skelly and Loy, as noted on the 7 comment forms located in the plans display area.</p> <p>8 Blank comment forms can be filled out tonight and 9 provided in the comment box. The public comment period for the 10 project is open until October 11th, 2019.</p> <p>11 Looking forward, the preliminary engineering is 12 anticipated to be completed by the end of 2019. In early 2020, 13 final design for the Codorus bridge section, which I referred 14 to as the central section, will begin followed by Exits 21 and 15 22 then Exit 19.</p> <p>16 The project website will provide updates throughout 17 the process. Please subscribe to receive notices. We thank 18 you for your time this evening. Appreciate your attendance. I 19 want to thank the agencies that are here with us as well today. 20 And at this time, we'll get started with the official 21 testimony. Thank you.</p> <p>22 MR. HOOVER: Thank you, Mike. First I would like to 23 invite up Mr. Benjamin Koch.</p> <p>24 MR. KOCH: Good evening. I'm Benjamin Koch. I'm a 25 resident at 45 Frelen Road. This particular property is in</p>

<p style="text-align: right;">22</p> <p>1 between Exit 21 and 22. And I'm here because I am concerned 2 regarding the proposed roundabouts in the vicinity of Exit 22. 3 Most specifically the residential impact in the 4 roundabout noted in the environmental assessment in Appendix A 5 map 3 of 10. In this particular proposal, there are eight 6 residences that are potentially due to be impacted through 7 eminent domain. 8 That concerns me. As a local high school teacher at 9 Central York High School, I would prefer that the residential 10 impact be minimized. In addition, I also have concerns related 11 to the increased traffic flow due to the proposed roundabout. 12 This would then subsequently require motorists attempting to 13 travel eastbound on Interstate 83, traveling eastbound on--try 14 that again. Westbound on Route 30, southbound on Interstate 15 83, that would involve them traveling north on George Street. 16 Additionally, I have concerns about the increased 17 noise due to the new traffic patterns that have been 18 established due to this proposal. 19 So the two items that I would like to list as concerns 20 would be finding a middle ground on the roundabout location. 21 Initial proposals had the roundabout listed or potentially 22 placed further north. I would like to see some type of middle 23 ground found between the current proposed location in the 24 environmental assessment from August of 2019 and initial 25 assessments done in the prior year, 2018.</p>	<p style="text-align: right;">24</p> <p>1 obsolete 20 years ago based upon poor zoning rules, based on 2 poor planning that has gone into Springettsbury, Spring Garden, 3 York County in general. 4 We created a monster. We built warehouses, increased 5 truck traffic. We've increased residential traffic. And now 6 the roads can't handle it. Infrastructure can't handle it. 7 We're going to take people's property. We're going to devalue 8 my property in order to basically provide and accommodate 9 another lane or accommodate a shoulder or medium strip which 10 doesn't make sense to me. 11 It's a waste of my tax payer dollars, waste of your 12 tax payer dollars. We have smart people here. They should be 13 able to figure out solutions not just simply modifying 14 something that doesn't work. 15 All right. I forget who said it. Insanity is doing 16 the same thing over and over and expecting a different result. 17 That's what they're doing on Interstate 83. Every project on 18 83 has been ineffective and ineffectual. What you do--they 19 learned this in Maryland. I commute to the D.C. area every 20 day. What people in Maryland, transportation planners, we add 21 another lane. It fills up with cars instead of dealing with 22 the real problem. 23 Okay. Instead of dealing with growth, instead of 24 dealing with the real issues, we continue to exacerbate. It's 25 going to affect everyone in this room who has a property that</p>
<p style="text-align: right;">23</p> <p>1 Also I would like to advocate for the addition of 2 noise barriers in and around the proposed I-83 widening project 3 corridor. So with that being said, those are my comments and 4 my concerns. Thank you. 5 MR. HOOVER: I'd like to invite Mr. Tom Small. 6 MR. SMALL: Yogi Berra once said it's déjà vu all over 7 again. I stood in this auditorium about 12 years ago with 8 representatives from PennDOT and engineering firms about the 9 Mount Rose Avenue interchange remodeling renovations, update, 10 whatever you want to call it. How has that worked out so far? 11 I have zero confidence PennDOT can pull this off and 12 pull it off effectively and timely with an on time contract and 13 on time without minimal interference with us. Anybody that 14 lives within a mile of this project, the property value is 15 going to be impacted. Noise, confusion, construction, etc. 16 Therefore, this project needs to be reconsidered. All 17 right. The biggest issue is on Market Street. I live in South 18 Fayfield. I live on Royal Street in South Fayfield. The 19 biggest problem is traffic coming off of Interstate 83 to Route 20 30. 21 I said for years build an exit ramp off of Route 22 30--off 83 to Route 30, an elevated road that would drop on to 23 Route 30 and be done with it. 24 You are putting lipstick on a pig here. Interstate 83 25 is an obsolete road. It was obsolete 10 years ago. It was</p>	<p style="text-align: right;">25</p> <p>1 butts this project. 2 The time has come for some sane planning, sane 3 responsible planning. The environmental impact alone, noise, 4 not to mention the impact to Mill Creek, the Codorus Creek, 5 that's polluted already. So nobody seems to care whether or 6 not we clean that up. So let's dump some more, you know, 7 that's a byproduct of traffic. Let's just put it in there. 8 The reality is we need to do something here. This is 9 not the answer. This is a waste of money. This will not 10 affect the volume of cars. And 10 years from now, well, it 11 will take 20 years for PennDOT to do this. But 20 years from 12 now, let them come back and do this study. They're going to 13 see this is ineffectual. This did not work because they did 14 not think outside the box. 15 And that's the problem with bureaucratic operations. 16 Think outside the box. Engineers, that's what they do. 17 Engineers should be thinking about how can we do this. Elevate 18 the roadways. Maybe instead we should think about the future. 19 Future is maybe we elevate 83. 20 83 is an obsolete road. The way it meanders through 21 York, it's obsolete. It was built '59, '57, '58, '59 by Dwight 22 Eisenhower. It was to move military equipment in case the big 23 one dropped. Now we have cars, trucks, traffic. We can't 24 handle it. We need to do something. This is not the answer. 25 I suggest everybody write, everybody protest, everybody exert</p>

<p style="text-align: right;">26</p> <p>1 your Democratic principles and try to kill this project. Thank</p> <p>2 you.</p> <p>3 MR. HOOVER: I would like to invite Mr. Mike Jacoby.</p> <p>4 MR. JACOBY: My name is Michael Jacoby, a counterpart</p> <p>5 to Mr. Keiser. I work on domestic preparedness, public safety</p> <p>6 for first responders. I know this project is going to move in</p> <p>7 one direction or the other. That's a given. But you have the</p> <p>8 responder community, and you got the citizens of York County</p> <p>9 that have avoided using 83 for years because we have an</p> <p>10 enforcement problem from North George Street exit the whole way</p> <p>11 south to below Exit 8 now down to the Maryland line.</p> <p>12 The traffic through this area because of expansion has</p> <p>13 been traveling in excess of 80 miles an hour even during</p> <p>14 construction. This is very obvious. There was information</p> <p>15 prepared for the Secretary of Transportation and is now being</p> <p>16 looked into by Risk Management at the state and hopefully at</p> <p>17 the federal level.</p> <p>18 You can put all the roads in you want. Like this</p> <p>19 gentleman said, you got to think out of the box. What are you</p> <p>20 going to put as a speed limit? Are we still going to put the</p> <p>21 speed limit up at 65? Or should once we enter the York area</p> <p>22 south to the Maryland line, should we keep it at 55, keep it</p> <p>23 controlled?</p> <p>24 Those are responders in York County, the majority of</p> <p>25 volunteers. They put their lives on the line for everybody in</p>	<p style="text-align: right;">28</p> <p>1 But I would be in agreement if you go to Boston, take a look at</p> <p>2 their roundabouts. First man in, first man out is the winner.</p> <p>3 What happens when you have wreck in there? It ties up</p> <p>4 everything.</p> <p>5 I was instrumental in voicing my opinion back when it</p> <p>6 cost PennDOT \$50 million to make a change at Exit 14. The</p> <p>7 problem I saw back then was, Gee, who didn't think this project</p> <p>8 through? Everybody recalls dead man's curve. That curve went</p> <p>9 underneath the bridge, made a hard left-hand turn. That was a</p> <p>10 political decision. Guess what? It's now designed back to the</p> <p>11 original design that was proposed back in the 1950s.</p> <p>12 I have the prints from York County for property</p> <p>13 acquisition. Project engineer, he says, Don't jinx me on this</p> <p>14 one. Now we're addressing farther north at the Prospect exit</p> <p>15 up to 83 up to above North George Street.</p> <p>16 Please think your way through this. Do you want to be</p> <p>17 out there when you have somebody flying 50 miles an hour? You</p> <p>18 can see my videos. They're in PennDOT. The one that's most</p> <p>19 impressive next to putting all the details in the video was one</p> <p>20 called Priceless where I actually videoed the radar unit,</p> <p>21 showing you the speed of the traffic through the York area.</p> <p>22 My name is Michael Jacoby. I work in public safety.</p> <p>23 Thank you.</p> <p>24 MR. HOOVER: Those are all the individuals that signed</p> <p>25 up to testify. But we would like to invite anyone else if they</p>
<p style="text-align: right;">27</p> <p>1 this room. And what we don't need, which has happened already</p> <p>2 in the southern part of the county at the most vulnerable spot</p> <p>3 in this project is in between an area called 9.8 to Exit--I</p> <p>4 mean mile marker 9.5 to mile marker 8.1 to 8.0.</p> <p>5 It's a geographical area. This area not only affects</p> <p>6 if there's a major accident, which we already had 50-car</p> <p>7 pileups in that area, will affect everybody in York County</p> <p>8 because the feeder stream, which I brought up in the county's</p> <p>9 water planning issues, the feeder stream to the York water</p> <p>10 company is at the base of that gully.</p> <p>11 Now, Mill Creek, that's only part of the equation.</p> <p>12 But if we have an accident in the southern part of the county</p> <p>13 within that area, it could take out potentially up to five</p> <p>14 hundred to seven hundred thousand people who are hooked up to</p> <p>15 that.</p> <p>16 You can say water can be diverted. Let's take another</p> <p>17 look at this. Where does the water come from? That same east</p> <p>18 branch of the Codorus. Think about responders, everybody</p> <p>19 you're putting your lives in the hands of when you get out</p> <p>20 there and you have an accident. What is going to control the</p> <p>21 speed limits through this section?</p> <p>22 You can add as many lanes as possible. But if that</p> <p>23 issue of enforcement and the speed limit is not addressed, I</p> <p>24 think you better take a good look at the whole project.</p> <p>25 Roundabouts, sometimes they work, sometimes don't.</p>	<p style="text-align: right;">29</p> <p>1 would choose to testify to please come up.</p> <p>2 MR. KEISER: Any takers? Don't forget we do have the</p> <p>3 private section over there at the library. Again, we're in no</p> <p>4 hurry. So give you a couple minutes here.</p> <p>5 MR. BRIDDELL: Just one question.</p> <p>6 THE COURT REPORTER: Can you state your name, please?</p> <p>7 MR. BRIDDELL: Phil Briddell, B-R-I-D-D-E-L-L. Just</p> <p>8 one question. When things are sent to PennDOT, are they</p> <p>9 automatically included on the website, placed on the website?</p> <p>10 MR. KEISER: For this project?</p> <p>11 MR. BRIDDELL: Any project.</p> <p>12 MR. KEISER: We don't have a website for each project.</p> <p>13 I would say for this project, if things are sent in--</p> <p>14 MR. HOOVER: Are you speaking of if somebody submits</p> <p>15 comments through the website?</p> <p>16 MR. BRIDDELL: Right. A letter.</p> <p>17 MR. HOOVER: Those arrive as an email to me. Then I</p> <p>18 share them with my PennDOT counterpart.</p> <p>19 MR. BRIDDELL: How about letters through the mail?</p> <p>20 MR. HOOVER: Letters through the mail, we have used</p> <p>21 mailings. Usually it's been to identify property owners of</p> <p>22 potential activities that may require access to the property.</p> <p>23 We did send mailers out for the neighborhood meetings</p> <p>24 in February because we wanted to get a particular audience that</p> <p>25 was adjacent to the project area.</p>

<p style="text-align: right;">30</p> <p>1 MR. BRIDDELL: I'm talking about when you send stuff</p> <p>2 to PennDOT as an affected citizen and it's done in a letter</p> <p>3 form and/or email. Does that automatically go on the</p> <p>4 environmental assessment record or not? Is it only through</p> <p>5 this method here?</p> <p>6 MR. HOOVER: It is only through this 45-day comment</p> <p>7 period where it's recorded with the environmental assessment.</p> <p>8 MR. BRIDDELL: So it has to go through that process,</p> <p>9 that's the only way it gets on there?</p> <p>10 MR. KEISER: So maybe another way to say it, if you</p> <p>11 wrote a letter in the past and you want that to be part of the</p> <p>12 public document, please resubmit it during this period.</p> <p>13 MR. HOOVER: Yes.</p> <p>14 MR. BRIDDELL: So before it wouldn't necessarily get</p> <p>15 on but now it would?</p> <p>16 MR. KEISER: Yeah. That doesn't mean we ignore it.</p> <p>17 But it's just not part of the official document.</p> <p>18 MR. BRIDDELL: Thanks.</p> <p>19 MR. KEISER: You bet. Good question. I'm not going</p> <p>20 to keep asking you to come up here. So again, I want to thank</p> <p>21 everyone for being here this evening. We'll certainly be</p> <p>22 around for some time here. We have the boards out there in the</p> <p>23 lobby.</p> <p>24 Thanks again for coming. Please be careful on your</p> <p>25 way home. I want to thank the Federal Highway and Army Corps</p>	<p style="text-align: right;">32</p> <p>1 CERTIFICATE</p> <p>2 COMMONWEALTH OF PENNSYLVANIA :</p> <p>3 SS</p> <p>4 COUNTY OF FRANKLIN :</p> <p>5 I, SHARON A. WINTER, a court reporter and notary</p> <p>6 public in the Commonwealth of Pennsylvania do hereby certify</p> <p>7 that I reported the foregoing proceedings had and testimony</p> <p>8 taken on October 1, 2019, and that the same is true and correct</p> <p>9 in accordance with my original machine shorthand notes taken at</p> <p>10 said time and place.</p> <p>11</p> <p>12</p> <p>13 _____</p> <p>14 Sharon A. Winter, RPR</p> <p>15 Notary Public</p> <p>16</p> <p>17 Dated this _____ day of _____ 2019.</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
<p style="text-align: right;">31</p> <p>1 of Engineers, our consultant team, and some of the other agency</p> <p>2 folks that may be here in the audience. Thank you.</p> <p>3 (The above-entitled matter concluded at 6:51 p.m.)</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	

A	19:10 20:18	Anybody 23:13	21:18	better 14:18
ability 13:19	Administratio...	appear 20:2	audience 29:24	27:24
14:1 18:17	8:25	Appendix 22:4	31:2	beyond 12:3
able 15:19 24:13	administrator	application 6:16	auditorium 3:7	bicycle 6:4
above-entitled	15:22	7:14 9:3,4	23:7	big 25:22
31:3	advanced 10:5	applications	August 4:12	biggest 23:17,19
acceleration	10:11,21	6:23	18:14,19 22:24	bit 9:16
12:15 17:1	advertisement	Appreciate	authority 6:25	Blank 21:8
acceptable 14:19	18:13	21:18	authorization	block 18:13
access 6:4 14:11	advocate 23:1	appropriate	6:23 9:6	boards 10:13
29:22	aesthetics 8:17	17:3	automatically	30:22
accident 27:6,12	affect 24:25	approval 5:7,9	12:20 29:9	Borough 4:16
27:20	25:10 27:7	approximately	30:3	10:2 16:19
accommodate	afford 4:3	7:19 8:3,4 9:22	availability 18:8	Boston 28:1
24:8,9	agencies 4:3	17:19	available 4:11	box 21:9 25:14
achieve 11:17,24	14:25 15:12	aquatic 9:9	4:12 7:10	25:16 26:19
14:19	18:9 21:19	area 11:1,12	20:25	branch 6:13
acquired 17:21	agency 3:20 4:8	13:5 14:9 15:4	Avenue 17:4	27:18
acquisition	5:2,6,18 8:24	16:2 20:21	23:9	Briddell 29:5,7
17:11,22 28:13	15:7 31:1	21:1,7 24:19	avoid 16:16,18	29:7,11,16,19
acres 8:4	aging 16:14	26:12,21 27:3	avoided 26:9	30:1,8,14,18
Act 5:13 7:1,2	ago 23:7,25 24:1	27:5,5,7,13		bridge 7:24 10:9
8:1,8,24 17:22	agree 20:12	28:21 29:25	B	11:15 12:2
actions 5:8	agreement 28:1	areas 10:15 13:3	B-R-I-D-D-E-...	16:4 17:15,17
active 10:25	agriculture 5:25	Army 3:20 5:24	29:7	17:19 21:13
activities 29:22	air 8:19	6:11,14,18,23	back 3:8 10:17	28:9
activity 8:7	allow 7:6 20:7	7:4 9:3,5 18:21	10:19 25:12	bridges 12:18,19
ad 18:14	allowing 17:12	18:21 30:25	28:5,7,10,11	12:20
add 24:20 27:22	alternatives 15:9	arrive 29:17	balanced 8:13	brought 27:8
addition 22:10	alternative 5:19	article 18:13	Baltimore 6:14	Bryan 2:6 3:21
23:1	5:22 11:7 12:1	arts 6:2	18:22	9:17 11:5,9
Additional 7:25	14:21 15:12,14	asking 30:20	barriers 17:3	18:6
Additionally	15:20,24 16:8	assessed 5:22	23:2	build 23:21
14:8 22:16	16:13	assessment 4:6	base 27:10	built 12:19 24:4
address 12:1,24	alternative's 6:7	4:10 5:10 7:12	based 8:5 13:9	25:21
13:7 16:25	alternatives 5:15	15:2 18:8,17	15:5,9 17:4	bulk 9:19
20:14 21:1	5:21 9:19	19:15 20:8	24:1,1	bureaucratic
addressed 7:12	14:23 15:5,11	22:4,24 30:4,7	basically 24:8	25:15
15:6 27:23	analysis 4:8 5:14	assessments	beginning 9:23	business 15:17
addresses 13:18	13:9 14:23	22:25	19:24	businesses 6:1
addressing	and/or 30:3	Assistance 17:22	believe 3:8	16:19
28:14	announcement	17:23	Belmont 17:4	butts 25:1
adjacent 8:2	3:10	associated 7:23	benefits 8:12	byproduct 25:7
29:25	answer 25:9,24	12:25 14:10	Benjamin 2:7	
Administration	anticipated	attempting	21:23,24	C
3:19 4:1,21 5:1	11:22 15:18	22:12	Berra 23:6	C 3:1
5:2,11 6:19	17:12 21:12	attendance	bet 30:19	call 23:10

called 19:14,15 27:3 28:20	comment 4:11 4:13 7:11 9:11	congested 16:25	correct 10:15 32:8	10:10,22 11:2 11:4 13:10
care 25:5	18:17 20:16,17	congestion 10:4 12:16 13:8,12	corridor 9:24 10:14,21 11:12	14:14
careful 30:24	21:7,8,9,9 30:6	13:17,23 14:5 14:20	12:25 23:3	currently--it's 10:24
Carlisle 1:24	commenting 20:11	Consequently 5:7	cost 28:6	curve 28:8,8
cars 24:21 25:10 25:23	comments 7:7 7:11,13 9:10	conservation 8:16,19	countdown 20:3	curves 12:10
case 9:1 11:22 25:22	9:14 19:6,14 19:21 20:8,14	consideration 19:10 20:18	counterpart 26:4 29:18	<hr/> D <hr/>
causes 14:16	20:15 21:2 23:3 29:15	considered 5:20 7:7 8:16 9:11	county 4:16 10:18 24:3	D 3:1 14:18
causing 13:11,17	Commission 4:17	12:23 19:9	26:8,24 27:2,7 27:12 28:12 32:4	D.C 24:19
central 17:15 21:14 22:9	commitments 5:17	consisted 15:2	county's 27:8	Daily 18:14
certain 5:7	Commonwealth 1:1 32:2,6	constrained 17:8	couple 29:4	date 1:11 5:18
certainly 20:25 30:21	communities 17:4	construct 16:20 17:3	course 5:8 11:3	Dated 32:14
CERTIFICATE 32:1	community 6:2 17:2 18:10	constructed 12:4	court 29:6 32:5	day 24:20 32:14
certify 32:6	26:8	construction 4:2 5:4 10:7,22,23	courteous 20:11	dead 28:8
Chandler 2:4 3:19 6:10,12 6:12	commute 24:19	11:2,14,22 16:6 17:11,14	crash 12:16,25 13:1,2	dealing 24:21,23 24:24
change 28:6	company 27:10	23:15 26:14	crashes 13:4	deals 14:21
channel 8:4	compiled 20:16	consultant 3:22 21:6 31:1	created 24:4	deceleration 12:15 17:1
charge 6:15	complete 9:8 16:22	consultants 20:25	creates 13:8	decision 7:3 8:5 8:10 17:12
chief 6:13	completed 4:8 5:18 10:18,24	consulting 11:6 11:10 18:11	Creek 5:23 7:23 7:25 8:1 10:10	19:11 20:19 28:10
choose 29:1	13:9 21:12	continue 24:24	14:10 16:1,3,5 16:16,17,18	decisions 9:12
citizen 30:2	completion 11:22	continuous 16:20	17:15,16 25:4 25:4 27:11	deficient 12:21
citizens 26:8	compliance 8:8 8:23	contract 23:12	Crek 5:23	déjà 23:6
city 4:17 9:25	concepts 15:1	contribute 12:16	criteria 11:18 12:6,8,12 14:13	demand 11:13
clean 7:2 8:1,8 25:6	concern 8:10	control 5:24 27:20	cross-examining 20:5	demands 13:22 14:4
closed 14:16	concerned 22:1	controlled 26:23	crossing 16:5	Democratic 26:1
cochair 3:21	concerns 8:17 15:8,23 16:3	cooperating 3:20 8:24	Crum 2:3 3:18 4:20,24,25	densely 11:12
Code 17:23	22:8,10,16,19 23:4	coordinated 14:24	cultural 5:16 8:17 15:3	department 1:1 3:15,16,25 5:3
Codorus 5:23 7:23,24 16:18 17:15 21:13 25:4 27:18	concluded 31:3	Corps 3:20 5:24 6:11,14,15,18	cumulative 8:6 8:21	5:12 6:23 7:4 7:15,16 9:3,5
Columbia 17:4	conclusion 20:3	8:24 9:2,4,11 18:21,21 30:25	current 11:18 13:22 14:4 22:23	description 11:8
come 25:2,12 27:17 29:1 30:20	confidence 23:11	Corps' 7:7	currently 10:7,8	design 3:22 4:2 5:4 10:9,10
comes 7:1	confusion 23:15			11:11,18,21 12:2,5,7,11,12 14:13,17 15:21 15:25 17:10,13 21:13 28:11
coming 4:23 23:19 30:24				designed 28:10
commenced 3:2				desired 12:11

details 17:25 28:19	due 16:1 22:6,11 22:17,18	23:8	24:24	February 15:17 29:24
determine 5:22 9:4	dump 25:6	Engineers 3:20 5:24 6:11,14	exceed 19:20	federal 3:19,25 4:20 5:1,1,5,6
detriments 8:14	Dwight 25:21	6:19 18:21,22 25:16,17 31:1	exceeds 13:1	5:11 6:19 7:9 8:24 17:21
devalue 24:7	<hr/> E <hr/>	enhance 16:22	excess 26:13	18:9 19:9 20:17 26:17
develop 15:1	E 3:1,1	enhancements 16:9	excessive 13:8	30:25
developed 11:12 15:5	EA 4:10,18 5:10 5:14 6:9 9:1	enter 26:21	Excuse 7:16	feedback 15:8 17:5
development 5:8 5:15,21 9:17 10:3 11:7,25 15:2	15:25 16:14 18:16	entire 10:18	Executive 3:14	feeder 27:8,9
developments 14:21	early 10:3 21:12	entities 14:25	exert 25:25	feel 19:20
dictates 14:13	east 27:17	entrance 7:20	existing 12:2,8 12:13,22 13:21	feet 8:4 12:5,6,6 12:9,9,9,13,13
different 18:24 24:16	eastbound 13:20 14:2 22:13,13	environment 9:9	exit 3:6,8 6:17 6:17 7:20 9:23	12:14
digitally 21:4	Ebert's 16:4 17:19	environmental 4:6,7,10,22,25	9:24 10:8,16 10:20,22 11:2	FHWA 5:2,5,7 17:24
direction 26:7	economic 5:16 15:3	5:9,10,13,20 7:12,16,17	13:5,5,19 16:10,11,11,16	fiber 8:20
directly 20:7	economics 8:16	8:17,21,23,25 17:12 18:8,17	17:16,17,18,18 21:15 22:1,2	fifth 13:18
disagree 20:12	effectively 23:12	19:15 20:8 21:6 22:4,24	23:21 26:10,11 28:6,14	figure 24:13
discuss 9:16	effectiveness 15:10	25:3 30:4,7	Exit--I 27:3	filled 21:8
display 21:1,7	efforts 5:18 15:9	environments 5:17	Exits 11:1 14:1 21:14	fills 24:21
district 3:14,14 6:14 18:22	eight 22:5	equation 27:11	expansion 26:12	final 10:8 17:10 17:13,18 20:1 21:13
districts 6:1	Eisenhower 25:22	equipment 25:22	expected 8:12	find 13:15
diverge 13:3	elements 16:13	established 22:18	expecting 24:16	finding 22:20
diverted 27:16	elevate 25:17,19	establishments 6:3	experience 13:2	finds 13:12
do--they 24:18	elevated 23:22	estimated 8:3	explain 4:1 19:12	firms 23:8
document 4:14 5:9 7:14 18:1 18:16 19:11 20:19 30:12,17	email 18:19 29:17 30:3	evaluate 6:22	extends 9:24	first 14:9 17:15 20:1 21:22 26:6 28:2,2
documented 19:5	emergency 3:5 14:12	evaluating 6:16	extent 16:21	fiscally 17:8
documents 5:14	eminent 17:23 22:7	evaluation 7:14 8:6	<hr/> F <hr/>	fish 8:18
doing 24:15,17	EMS 18:10	evening 3:11 4:23,24 6:12	facilities 6:2 18:10	five 11:24 19:17 19:20 20:3 27:13
dollars 24:11,12	endangered 5:25 8:20	9:12 19:4 21:18,24 30:21	factors 8:15	flood 5:24 8:18
domain 17:23 22:7	energy 8:20	event 14:14,15	fall 17:12	flooding 14:10 16:2,18
domestic 26:5	enforcement 26:10 27:23	everybody 25:25 25:25,25 26:25	far 23:10	floodplain 5:23 16:17
doors 3:7	engineer 11:11 28:13	27:7,18 28:8	farther 28:14	floodway 14:10
downtown 14:2	engineering 4:7 4:9 11:4 14:23	evidenced 13:23 14:5	Fayfield 23:18 23:18	flow 11:20 13:23 14:5 16:20 22:11
draft 10:24	17:6 21:11	exacerbate	feasibility 5:21 10:18	
drop 23:22			feasible 14:22	
dropped 25:23			features 5:23 12:2	

flying 28:17	9:5 24:3	hazards 8:18	12:2,5,6,22,24	includes 4:7
folks 3:6,17	gentleman 26:19	hear 3:17	12:25 13:3,10	7:23 9:22
18:25 31:2	gentlemen 3:12	hearing 1:4 3:12	13:13,15,19,20	12:19 16:9
follow-up 18:14	geographical	3:15,21,23,24	14:1,11,14,18	including 5:8
followed 19:12	27:5	6:19 7:5,9 9:13	14:22 16:1,5,7	6:25 7:20 8:6
21:14	George 9:24	9:14 18:4,4,8	16:8,18,19,23	10:6,16 21:3
following 16:14	10:7 14:6	19:1,1,2,4,5,22	23:2	inclusion 20:18
food 8:20	16:11,24 22:15	19:22 20:6,10	I-83's 12:12	incorporate 17:1
foot 12:8	26:10 28:15	21:3	identification	incorporated
foregoing 32:7	Gibble 6:15	heavy 11:13	5:19	15:24 16:5
foreseeable 8:13	give 19:17 29:4	height 12:19	identified 5:17	increased 13:17
forget 24:15	given 20:10 26:7	held 15:16,18	10:4 11:24	22:11,16 24:4
29:2	go 3:8 19:1 28:1	high 13:7 22:8,9	14:8 15:6	24:5
form 30:3	30:3,8	higher 13:2	20:15	increases 13:12
formal 7:9 19:2	goal 14:9,17	highway 3:19	identify 10:15	INDEX 2:1
formally 4:4	goals 14:8	4:1,21 5:1,2,5	29:21	individual 9:6
19:5	going 3:3,5 9:16	5:11 6:19 7:19	ignore 30:16	individuals
forms 21:2,7,8	10:25 11:5	8:24 14:16	impact 5:16 8:25	14:25 20:6,7
forth 5:13 20:7	23:15 24:7,7	16:4,9 19:9	15:7 22:3,10	28:24
forward 21:11	24:25 25:12	20:18 30:25	25:3,4	ineffective 24:18
found 17:25	26:6,20,20	highways 14:13	impacted 22:6	ineffectual
22:23	27:20 30:19	Hills 1:12 10:6	23:15	24:18 25:13
four 9:25 12:22	good 3:11 4:24	13:24 16:23	impacts 5:18,22	inform 7:5
16:15 20:1	6:12 21:24	historic 6:1	6:7,8 7:22,25	information
fourth 13:7	27:24 30:19	history 12:16	8:3,6,7,21 9:9	4:21 7:10 19:8
FRANKLIN	governments 5:4	home 30:25	15:10,20 16:21	26:14
32:4	green 19:25	hooked 27:14	17:2	infrastructure
Frelen 21:25	ground 22:20,23	Hoover 2:6 3:21	important 7:13	16:15 24:6
frequencies 13:2	growth 24:23	9:18 11:5,9,10	8:11	inherently 12:21
fulfill 5:12	Guess 28:10	21:22 23:5	impressive	initial 22:21,24
full 19:21	guide 11:25	26:3 28:24	28:19	input 14:24
function 16:10	guidelines 8:9	29:14,17,20	improve 11:19	Insanity 24:15
functional 11:17	gully 27:10	30:6,13	14:9,17 16:10	inside 12:7
Funding 17:9		hopefully 26:16	16:17	instrumental
funds 5:5	H	horizontal 12:10	improvement	28:5
further 22:22	habitat 16:17	hour 26:13	10:15,16 15:1	Insufficient
future 11:19	handle 24:6,6	28:17	17:8	12:15
13:23 14:5	25:24	hundred 27:14	improvements	interactions
25:18,19	hands 27:19	27:14	7:20 10:5,8	16:21
G	Hanover 1:23	hurry 29:4	in-- 29:13	interchange
G 3:1	happened 27:1	I	inadequate 12:1	10:17 12:10,17
Garden 4:15	happens 28:3	I-83 1:4 4:2,6	include 4:14	13:11,13,16
10:1 24:2	Harbors 7:1	7:17,24 9:21	16:14 17:16	15:19 16:21
gather 7:10	hard 28:9	9:22 10:11,14	18:16	23:9
Gee 28:7	Harrisburg 1:24	10:16,18 11:1	included 7:12	interchanges
general 8:17,22	have--and 10:25	11:3,17,20	17:7 19:22	10:21 11:20
	hazardous 6:5		29:9	12:25 16:25

interest 7:7 8:7	18:6 26:5 29:2	linkage 13:18,22	Manchester	16:1,3,5,16,17
interested 20:23	29:10,12 30:10	14:4	4:16 10:2	17:16 25:4
interference	30:16,19	lipstick 23:24	map 22:5	27:11
23:13	key 16:13,21	list 22:19	March 15:14	million 28:6
intersection 16:9	kill 26:1	listed 22:21	marker 27:4,4	minimal 23:13
intersections	know 25:6 26:6	little 3:18 9:16	Market 1:23	minimized 22:10
13:11,13,16,24	known 16:2	live 23:17,18	9:23 10:9	minimum 12:6
interstate 3:13	Koch 2:7 21:23	lives 23:14 26:25	14:11 16:10	minute 20:2
6:17,20 7:19	21:24,24	27:19	23:17	minutes 19:17
7:24 11:14		LLC 1:21	Martin 4:17	19:21 20:1,3
13:1 14:13	L	lobby 30:23	Maryland 24:19	29:4
16:15 17:9,10	ladies 3:11	local 5:3 18:9,9	24:20 26:11,22	mitigation 5:17
22:13,14 23:19	land 6:5 18:1	18:10,11 22:8	matter 31:3	6:8
23:24 24:17	lane 16:4 17:17	located 18:2	maximize 14:9	moderator 3:23
introduce 4:20	17:19 24:9,21	20:21,22 21:7	14:17	modern 11:18
6:10 18:3	lanes 12:15 13:2	location 16:1	me--and 3:17	modify 17:4
inundated 14:14	16:15 17:1	22:20,23	mean 27:4 30:16	modifying 24:13
invite 21:23 23:5	27:22	locations 4:14	meanders 25:20	money 25:9
26:3 28:25	late 11:15	14:15	measures 6:8	monster 24:4
involve 22:15	lead 5:6	Locust 17:17	median 12:5	motorists 22:12
issuance 9:7	learned 24:19	look 27:17,24	medium 24:9	Mount 23:9
issue 8:5 23:17	led 15:23	28:1	meet 12:10	move 14:1 17:13
27:23	left 3:9	looked 26:16	13:22 14:4	25:22 26:6
issued 7:4	left-hand 28:9	Looking 21:11	meeting 6:20	movement 13:25
issues 20:14	let's 3:8,11 25:6	Loy 21:6	15:13 18:25	14:7
24:24 27:9	25:7 27:16	M	meetings 15:16	multiple 10:14
issuing 19:11	letter 29:16 30:2	machine 32:9	15:18,23 29:23	14:24
items 22:19	30:11	mail 29:19,20	meets 11:18	municipalities
J	letters 29:19,20	mailed 21:5	mention 25:4	9:25 18:10
Jacoby 2:9 26:3	level 13:8 14:18	mailers 29:23	merge 13:3	N
26:4,4 28:22	14:18 15:7	mailings 29:21	method 30:5	N 3:1
jinx 28:13	26:17	mainline 12:22	Metropolitan	name 3:13 4:25
John 6:15	levels 13:7 14:19	16:16,18	17:7	6:12 11:9 26:4
joint 3:12,21	liberal 6:2	maintain 14:11	Michael 2:9 26:4	28:22 29:6
6:18 18:7	library 4:17	maintained	28:22	narrowed 15:11
Jon 2:3 3:18	20:22,23 29:3	11:13	middle 22:20,22	nation's 5:5
4:20,25	life 12:3	maintenance 5:4	Mike 2:5 3:13	national 5:13
jurisdictional	light 19:25 20:2	major 17:14	4:24 11:9 18:3	8:10,23
6:25	20:3	27:6	21:22 26:3	natural 5:16
justice 8:21	limit 16:21	majority 26:24	mile 23:14 27:4	15:3
K	26:20,21 27:23	making 9:11	27:4	navigable 6:24
keep 16:20	limited 19:17	man 28:2,2	miles 7:19 9:22	7:22
26:22,22 30:20	limits 27:21	man's 28:8	16:2 26:13	necessarily
Keiser 2:5 3:3	linda@premie...	Management	28:17	30:14
3:14 9:16 18:3	1:22	26:16	military 25:22	necessary 6:8
	line 26:11,22,25	manager 6:15	Mill 5:23 8:1	17:20
	linear 8:3		10:9 14:10	

need 9:18 10:15 12:18 13:7,18 25:8,24 27:1	O	originally 12:4	17:23 32:2,6	possible 16:22
Needed 18:1	O 3:1	outreach 4:8	people 24:12,20	27:22
needs 5:14 8:20	obsolete 23:25	5:18	27:14	potential 9:9
8:22 11:7,25	23:25 24:1	outside 3:9 12:7	people's 24:7	15:7 29:22
12:1 15:6	25:20,21	20:22 25:14,16	percent 13:3	potentially 6:5
23:16	obvious 26:14	overlays 11:15	period 7:11 9:11	22:6,21 27:13
neighborhood	occur 8:12 16:4	overtopped	20:16 21:9	prefer 20:20
15:18 29:23	occurring 13:5	14:15	30:7,12	22:9
network 13:21	October 1:11	overview 11:6	permanent 6:16	preferred 5:19
14:3 16:22	4:13 19:6	owners 15:17,19	7:14 9:12	5:22 6:7 11:25
new 22:17	21:10 32:8	29:21	permit 7:4 8:5	15:11,14,20,24
noise 17:3,3	office 3:16 4:15	P	9:3,5,6	16:7,13
22:17 23:2,15	4:16,16,17	P 3:1	person's 19:25	preliminary 4:9
25:3	6:22	p.m 1:11 3:2	20:12	11:4 14:23
noise-sensitive	official 19:7,22	31:3	personnel 14:12	17:6 21:11
6:5	20:16 21:20	PA 1:24,24	phase 4:9 5:21	PREMIER 1:21
normal 12:3	30:17	package 20:17	10:25 11:4	preparation
north 1:4,12	offramp 13:6	page 1:18 2:2	17:6	7:13 8:25
3:13 4:3,6,15	16:24	18:22	phases 17:11	prepared 5:10
6:20 7:18 9:21	offset 5:17 6:8	parks 6:3	Phil 29:7	9:14 26:15
9:23,24 10:1,6	Okay 24:23	part 9:14 19:7	pig 23:24	preparedness
10:7 11:1,3	on- 16:24	27:2,11,12	pileups 27:7	26:5
13:24 14:5,22	on--try 22:13	30:11,17	place 1:12 17:14	present 4:4
16:7,11,19,23	once 23:6 26:21	particular 21:25	32:10	presentation
16:24 17:18	onramp 13:5	22:5 29:24	placed 18:15	9:19
22:15,22 26:10	open 21:10	parties 18:11	22:22 29:9	presented 15:12
28:14,15	operate 13:16	passes 9:25	places 6:2	16:13
northbound	operated 13:11	patching 11:15	plan 17:10	Priceless 28:20
13:4,20	operating 13:13	patterns 22:17	planners 24:20	primary 11:16
notary 32:5,13	operations 25:15	pavement 11:15	planning 4:17	13:24 14:6
note 19:3	opinion 28:5	12:2	17:7 24:2 25:2	principles 26:1
noted 10:12 21:6	opportunity 4:1	payer 24:11,12	25:3 27:9	prints 28:12
22:4	4:4 7:6 19:18	pedestrian 6:3	plans 4:2 21:7	prior 10:11
notes 19:3 32:9	option 15:11	PennDOT 3:14	please 19:3	19:10 22:25
notice 7:11 9:7,7	oral 19:20,25	11:10,13,24	20:10 21:17	private 20:21,21
9:10 18:7,16	20:10	12:5,7,12	28:16 29:1,6	21:3 29:3
18:21,22	orange 20:2	15:21 16:8	30:12,24	probable 8:6
notices 18:7	order 15:1 19:17	17:24 18:25	podium 19:16	problem 23:19
21:17	24:8	19:9 20:25	Policy 5:13 8:23	24:22 25:15
notification 18:4	Organization's	23:8,11 25:11	political 28:10	26:10 28:7
18:19	17:7	28:6,18 29:8	polluted 25:5	procedure 20:6
November 15:13	organizational	29:18 30:2	poor 12:24 13:8	procedures 19:3
Number 12:24	3:4	PennDOT's 5:14	13:18 24:1,2	19:12
Numerous 15:16	organizations	Pennsylvania	poorly 13:11,14	proceedings 1:7
	14:25	1:1,12 3:25	13:16	3:2 32:7
	original 11:14	5:11 6:13	populations 6:4	process 3:6 4:22
	28:11 32:9		portion 16:3	7:9 10:3 17:25

18:4 21:17 30:8 production 8:21 program 11:5 17:8 programmed 17:9 Programs 17:24 project 1:4 3:13 3:20 4:3,5,9,18 4:22 5:6,8,15 5:21 6:15,21 7:5,6,13,18 9:1 9:17,21,24 10:3 11:3,7,11 11:12,16,19,25 13:5,25 14:6,9 14:23 15:2,2,4 15:15 16:2,6 17:6,11,13,20 18:2,15 19:11 20:19 21:4,10 21:16 23:2,14 23:16 24:17 25:1 26:1,6 27:3,24 28:7 28:13 29:10,11 29:12,13,25 project's 5:15 Projections 13:12,15 projects 10:4,5 10:11,20 property 15:17 15:19,21 17:20 17:22 21:25 23:14 24:7,8 24:25 28:12 29:21,22 proposal 8:13,15 22:5,18 proposals 22:21 proposed 4:2,4 5:15 6:16,20 7:4,6,8,15,22 8:1,7 9:1,8 15:1 22:2,11	22:23 23:2 28:11 proposes 7:18 16:8 Prospect 28:14 protection 4:25 7:16 8:11 protest 25:25 provide 4:1,21 7:7 9:8 11:6 19:14,21 20:20 21:16 24:8 provided 6:9 15:14 19:4,9 20:17 21:2,9 providers 18:10 providing 5:5 19:13 pubic 4:8 public 1:4 3:10 3:12,21,24 4:3 4:11 5:18 6:19 6:20 7:7,9,11 8:7,22 9:7,7,10 14:25 15:7,13 15:19 17:5 18:7,7,22,25 19:13 20:16 21:9 26:5 28:22 30:12 32:6,13 publicly 21:3 published 18:21 pull 23:11,12 purpose 3:24 7:5 9:18 11:7,16 11:19,24 15:6 15:16 Purposes 18:2 put 25:7 26:18 26:20,20,25 putting 23:24 27:19 28:19	question 29:5,8 30:19 questioning 20:5 questions 20:9 20:24 21:1 queuing 11:20 13:9 14:20 16:24 <hr/> R <hr/> R 3:1 radar 28:20 raised 15:23 20:9 ramp 12:11 23:21 ramps 7:20 12:10,17 range 12:8,13 rate 12:25 rated 12:21 rates 13:1 reach 20:1 real 17:22 24:22 24:24 reality 25:8 really 9:19 rear 3:6 reason 3:5 reasonably 8:12 8:13 recalls 28:8 receive 18:20 21:17 received 6:16 9:2,10 14:24 19:6 20:15 reconsidered 23:16 reconstruct 7:18 11:17 16:8,14 reconstruction 9:22 record 9:13,15 18:14 19:7,23 20:8 30:4 recorded 9:13	30:7 recreation 8:18 recreational 6:3 red 20:4 reduce 14:10 16:17,24 17:2 17:3 refer 4:10 referenced 7:17 referred 21:13 refine 15:9 reflect 8:10 refrain 20:11 regarding 22:2 registered 19:13 19:16 regulated 7:25 regulatory 6:13 rehabilitation 11:16 related 22:10 relevant 8:15 relocate 16:17 relocated 16:3 relocation 17:16 17:21,23 remain 4:12 remodeling 23:9 renovations 23:9 replace 12:18 replacement 7:24 10:9 reported 13:4 32:7 reporter 29:6 32:5 REPORTING 1:21 representative 3:16 representatives 18:12 20:24 23:8 represented 15:25 representing 3:18 6:11	require 9:7 22:12 29:22 required 12:9,14 requirement 5:12 requires 9:6 12:6 residences 6:1 residencies 22:6 resident 21:25 residential 22:3 22:9 24:5 resource 15:7,12 resources 5:20 6:3,7 8:11 15:3 15:10 responder 26:8 responders 26:6 26:24 27:18 response 20:17 responses 20:9 responsibility 6:22 responsible 25:3 resubmit 30:12 result 24:16 retaining 17:1 review 4:11,12 5:8 7:8 15:20 18:3 19:2,10 reviewed 4:14 19:8 right 3:3,9 4:24 10:23 17:10 23:17 24:15 29:16 right-of-way 15:22 riparian 14:9 Risk 26:16 Rivers 7:1 road 1:12 10:6 13:24 16:23 21:25 23:22,25 25:20 roads 24:6 26:18 roadway 11:18
---	---	---	---	---

12:2 13:21,22 14:3,4,19 16:22 roadways 13:1 14:12 25:18 role 4:22 room 24:25 27:1 Rose 23:9 roundabout 22:4,11,20,21 roundabouts 16:20 22:2 27:25 28:2 route 13:19,24 14:6 16:11,23 22:14 23:19,21 23:22,23 Royal 23:18 RPR 32:13 rules 18:4,24 19:1,2 24:1 run 18:13	28:18 segments 13:10 13:10,13,15 14:19 selected 11:10 send 29:23 30:1 sense 24:10 sent 18:9,19 29:8 29:13 separate 15:17 separately 10:5 September 15:13 18:15,23 serve 3:22 service 3:10 13:8 14:18,18 serving 3:15 set 5:12 setting 20:7,21 seven 27:14 share 29:18 Sharon 32:5,13 sheet 20:22 shift 16:16,18 shifted 16:23 shorthand 32:9 shoulder 12:7,8 24:9 showing 28:21 shown 15:13 Shrewsbury 11:2 side 3:7 sides 16:19 sign-up 18:16 20:22 signed 28:24 signing 20:23 simply 24:13 sites 6:6 six 16:15 Skelly 21:6 slot 19:16 20:23 Small 2:8 23:5,6 smaller 10:4 smart 24:12 social 5:16 15:3	solutions 24:13 somebody 28:17 29:14 south 1:23 9:23 17:17 23:17,18 26:11,22 southbound 14:2 22:14 southern 27:2 27:12 speak 19:18 SPEAKER 2:2 Speakers 19:15 speaking 29:14 special 15:16 specialist 5:1 species 5:25 8:20 specific 19:1 specifically 22:3 speed 12:11 26:20,21 27:21 27:23 28:21 spot 27:2 Spring 4:15 10:1 24:2 Springettsbury 4:15 10:1 24:2 SR 10:6,7 14:6 14:11 16:23,24 SS 32:3 stand-alone 10:5 standards 12:20 standpoint 3:4 18:7 Stantec 3:22 11:6,10 start 3:9 started 3:3,11 18:5 19:24 21:20 state 5:3 18:9,11 26:16 29:6 statement 9:1 States 6:24,25 7:23 statewide 13:1 stenographer	19:3 21:4 stood 23:7 storm 14:14,15 stream 8:4 17:2 27:8,9 Street 1:23,23 9:23,24 10:7,9 14:6,11 16:11 16:12,24 17:4 22:15 23:17,18 26:10 28:15 strip 24:9 structurally 12:21 structures 5:24 6:1 12:22 studies 10:15 study 10:16,18 11:1 14:22 15:4 25:12 stuff 30:1 subject 7:15 submits 29:14 submitted 9:4 19:19 subscribe 21:17 subscribed 18:20 subsequently 22:12 substandard 12:18,23 16:25 suggest 25:25 Suite 1:23,23 summarize 19:21 summary 4:7 9:8 21:2 supplement 19:19 supply 8:19 supporting 7:21 supports 5:3 13:25 14:7 surface 12:3 system 5:5 13:18 13:21 14:3	T take 17:14 24:7 25:11 27:13,16 27:24 28:1 taken 32:8,9 takers 29:2 talk 9:18 15:21 talking 30:1 tax 24:11,12 teacher 22:8 team 3:22 14:24 15:21 31:1 terms 18:25 testify 19:14 20:7 28:25 29:1 testifying 20:6 testimony 9:12 18:16 19:4,13 19:16,19,20,20 19:25 20:1,10 20:11,13,20,21 21:5,21 32:7 thank 4:24 9:15 11:9 18:6 21:17,19,21,22 23:4 26:1 28:23 30:20,25 31:2 thanks 4:23 30:18,24 thing 24:16 things 29:8,13 think 25:14,16 25:18 26:19 27:18,24 28:7 28:16 thinking 25:17 thousand 27:14 threatened 5:25 8:20 three 10:3 15:17 17:14 ties 28:3 time 7:3 9:2 19:16 20:23 21:18,20 23:12
S S 3:1 safety 8:21 10:4 11:20 12:24 16:10 26:5 28:22 sane 25:2,2 saw 28:7 says 28:13 school 20:22 22:8,9 second 12:18 14:17 17:16 Secondary 11:19 seconds 20:2 Secretary 26:15 section 6:13 7:1 7:2,25 8:8 11:14,17 14:21 17:15,15,18 18:11 21:13,14 27:21 29:3 sections 17:14 see 22:22 25:13				

23:13 25:2 30:22 32:10 timely 23:12 timer 19:24 Tip 17:8,9 titled 18:1 today 12:20 21:19 today's 7:5 9:13 20:10 Tom 2:8 23:5 tonight 3:6 9:10 9:20 18:24 21:8 tonight's 19:4 topic 10:14 Township 4:15 4:15,16 10:1,1 10:2 traditionally 6:4 traffic 11:13,20 12:24 13:7,9 13:23,25 14:5 14:7 16:20 22:11,17 23:19 24:5,5 25:7,23 26:12 28:21 transcribed 21:3 transcript 1:7 19:5 transcripts 19:5 transportation 1:1 3:15,25 5:3 5:12 7:17 17:8 18:1 24:20 26:15 travel 13:20 22:13 traveling 22:13 22:15 26:13 tributaries 8:2 truck 24:5 trucks 25:23 true 32:8 try 26:1 turn 9:17 11:5 20:4 28:9	two 14:8,15 22:19 type 15:6 22:22 typically 11:21 <hr/> U <hr/> unacceptably 13:17 underneath 28:9 underserved 6:4 13:21 14:3 Uniform 17:21 unit 28:20 United 6:24,25 7:23 unsafe 12:21 update 23:9 updated 18:16 updates 18:20 21:16 upgrade 7:19 upgrades 6:17 urban 13:1 use 3:7 uses 6:5 Usually 29:21 utilization 8:11 <hr/> V <hr/> value 23:14 values 8:18,18 verbatim 9:13 versa 13:20 14:2 version 19:22 vetted 15:5 vice 13:20 14:2 vicinity 22:2 video 28:19 videoed 28:20 videos 28:18 viewed 4:18 views 4:4 visible 19:25 voicing 28:5 volume 1:17 25:10 volunteers 26:25	vu 23:6 vulnerable 27:2 <hr/> W <hr/> Wade 2:4 3:19 6:10,12 walls 17:2 want 21:19 23:10 26:18 28:16 30:11,20 30:25 wanted 3:9 29:24 warehouses 24:4 waste 6:5 24:11 24:11 25:9 water 7:2 8:1,8 8:19,19 27:9,9 27:16,17 waters 6:24,24 7:22 way 17:10 25:20 26:10 28:16 30:9,10,25 we'll 19:1 21:20 30:21 we're 3:3,5 24:7 24:7 28:14 29:3 We've 24:5 weave 13:2 weaving 16:25 web 18:22 website 4:18 15:15 18:2,15 18:18,20 21:16 29:9,9,12,15 website--that's 21:4 welcome 3:12 6:18 welfare 8:22 went 28:8 Westbound 22:14 wetland 17:2 wetlands 5:25	6:25 8:2,4,17 widening 1:4 3:13 4:3,6 6:21 7:18 9:21 10:6 11:3 14:22 16:7,9,15 23:2 width 12:5,12,19 widths 12:7,8,13 wildlife 8:18 winner 28:2 Winter 32:5,13 work 6:23 7:8 7:15,18,21,22 7:23 9:4,8 10:11 16:4 24:14 25:13 26:5 27:25 28:22 worked 23:10 worship 6:2 wouldn't 30:14 wreck 28:3 write 25:25 written 19:19,21 21:5 wrote 30:11 www.I83nort... 4:19 www.i83north... 21:5 www.premier... 1:25 <hr/> X <hr/> <hr/> Y <hr/> Yeah 30:16 year 11:21,22 14:18 22:25 years 10:12 11:21 12:3 23:7,21,25 24:1 25:10,11 25:11 26:9 Yogi 23:6 York 1:4,12 3:13 4:3,6,16,16,18	6:20 7:18 9:21 9:25 10:1 11:3 14:2,22 16:7 16:19 17:7 18:13 22:9 24:3 25:21 26:8,21,24 27:7,9 28:12 28:21 <hr/> Z <hr/> zero 23:11 zoning 24:1 <hr/> 0 <hr/> <hr/> 1 <hr/> 1 1:11 12:1,8 32:8 1-32 1:18 10 7:1 10:20 12:6,8 22:5 23:25 25:10 106 18:11 11 2:6 12:9,22 112 1:23 11th 4:13 19:6 21:10 12 12:9 23:7 12-year 17:10 14 28:6 16 10:16 13:15 17 12:9 17013 1:24 17101 1:24 18 10:22 13:5 17:18 181 10:7 14:6 16:24 1899 7:1 19 6:17 9:23 10:16 13:5,19 16:10,16 17:18 21:15 1950 1:12 1950s 11:15 28:11
--	---	---	---	---

1957 12:4	30 13:3,19,20	82 12:13		
1958 12:4	14:2 16:11,23	83 3:13 6:17,20		
1969 5:13	20:2 22:14	22:13,15 23:19		
1970 17:22	23:20,22,23	23:22,24 24:17		
<hr/>	30--off 23:22	24:18 25:19,20		
2	30-mile-per-h...	26:9 28:15		
<hr/>	12:11	88 12:13		
2 16:2	<hr/>	<hr/>		
20 11:21 24:1	4	9		
25:11,11	<hr/>	<hr/>		
2001 10:17	4 2:3 11:2 12:5,9	9 2:5		
2002 10:19	13:10	9.5 27:4		
2003 10:6,17	404 7:2,25	9.8 27:3		
16:23	404(B)(1) 8:8	98 12:13		
201 1:23	406 1:23			
2013 13:4	45 21:25			
2014 13:9	45-day 30:6			
2017 13:4 15:13	462 10:9 14:11			
2018 15:14	4th 18:23			
22:25	<hr/>			
2019 1:11 4:12	5			
4:13 15:17	<hr/>			
17:9,9 18:14	5 7:19 9:22			
18:15,23 19:6	13:13			
21:10,12 22:24	50 28:6,17			
32:8,14	50-car 27:6			
2020 21:12	50-year 14:14,15			
2022 13:12	55 12:3 26:22			
2042 11:23	57 25:21			
13:15 14:17	58 25:21			
21 2:7 14:1	59 25:21,21			
16:11 17:17,17	<hr/>			
21:14 22:1	6			
22 6:17 9:24	<hr/>			
10:8 14:1	6 2:4 13:11,16			
16:11 17:17	6:06 1:11 3:2			
21:15 22:1,2	6:51 31:3			
22nd 18:15	63 12:13			
23 2:8	65 26:21			
24 11:1	<hr/>			
243-9770 1:21	7			
26 2:9 12:6	<hr/>			
28 11:1 13:10,16	7 13:10			
18:19	7,500 8:3			
28th 4:12 18:14	717 1:21			
<hr/>	<hr/>			
3	8			
<hr/>	<hr/>			
3 12:24 22:5	8 1:23 3:14 8:4			
	13:12 26:11			
	8.0 27:4			
	8.1 27:4			
	80 26:13			

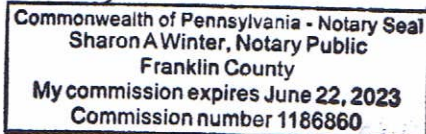
CERTIFICATE

COMMONWEALTH OF PENNSYLVANIA :

SS

COUNTY OF FRANKLIN :

I, SHARON A. WINTER, a court reporter and notary public in the Commonwealth of Pennsylvania do hereby certify that I reported the foregoing proceedings had and testimony taken on October 1, 2019, and that the same is true and correct in accordance with my original machine shorthand notes taken at said time and place.



A handwritten signature in blue ink that reads "Sharon A. Winter". The signature is written over a horizontal line.

Sharon A. Winter, RPR
Notary Public

Dated this 4th day of October 2019.