



# PASSAGES

## News About the PA Route 23 Environmental Impact Statement

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[www.paroute23.com](http://www.paroute23.com)

## From Corridor Study to Environmental Impact Statement

The Pennsylvania Department of Transportation (PENNDOT) announces KCI Technologies, Inc. (KCI) based out of Mechanicsburg, Pennsylvania, has been chosen to complete an Environmental Impact Statement (EIS) for the PA Route 23 Corridor Study. The Consultant Project Team is comprised of five additional consultants, including Orth-Rodgers & Associates, Inc., Gannett Fleming, Inc., Norman Day Associates, Patel Chen Associates, Inc., and Dawood Engineering.

Preliminary studies under the initial PA Route 23 Corridor Study were previously completed which identified eight transportation corridors of concern. From these corridors, the Lancaster County Metropolitan Planning Organization (MPO) identified PA 23 from US 30 to just east of US 322 as the highest priority corridor. This study concluded with the Phase 1 Preliminary Alternatives Analysis and the identification of six alternatives recommended for further study.

The EIS is the continuation of PENNDOT's Transportation Project Development Process. The EIS is a comprehensive study of the envi-

ronmental impacts of a proposed project, considering a full range of reasonable alternatives that would avoid or minimize adverse impacts and enhance the quality of the natural and human environment.

The PA Route 23 EIS project will conclude with a Record of Decision from the Federal Highway Administration (FHWA) on a preferred alternative following the circulation of an EIS and a formal public hearing.



Lisa Brozey of KCI Technologies, Inc. speaks to members of the press at a conference for the PA Route 23 EIS project.

## Cultural Resources and Consulting Parties

In accordance with Section 106 of the National Historic Preservation Act, the law that considers a project's effects on historic properties, the Federal Highway Administration (FHWA) recognizes the significant role that public involvement plays in the successful completion of projects. Recent revisions to the Section 106 regulations implemented by the Advisory Council on Historic Preservation (ACHP) encourage early coordination with groups or individuals who have a demonstrated interest in historic properties that may be affected by a proposed project. These groups or individuals, known as Section 106 Consulting Parties, will have the opportunity to comment on identification and evaluation of historic properties, as well as provide their views on effects to these properties and proposed strategies to avoid, minimize or mitigate adverse effects.

PENNDOT, on behalf of FHWA, is initiating early coordination for Section 106 public involvement activities so that potential consulting parties and other interested public can participate fully in the process. For the PA Route 23 EIS project, it is antic-

ipated that Section 106 Consulting Parties will include FHWA, the Lancaster County Planning Commission (LCPC), the Pennsylvania Historical and Museum Commission's Bureau for Historic Preservation (the State Historic Preservation Office), PENNDOT, representatives of local governments, local and regional historical societies and organizations, and others with a demonstrated interest in historic properties. Consulting parties will be requested to provide their views on the FHWA's findings and determinations regarding historic properties within the time frames prescribed in the ACHP regulations, usually 30 days. Organizations will be asked to select only one representative to participate on behalf of the group. Additional information about the Section 106 process may be found on the ACHP website at [www.achp.gov](http://www.achp.gov).

If you are interested in learning more about the cultural resources studies for the PA Route 23 EIS project and how to apply for consideration as a Section 106 Consulting Party, please contact Margaret Parker, KCI Technologies, Inc. at 717-691-1340 or [mparker@kci.com](mailto:mparker@kci.com).

# The Environmental Impact Statement Process

Now that the Environmental Impact Statement for the project is continuing, what will the engineers, planners and environmental scientists be doing? When the PA Route 23 Corridor Study concluded in the winter of 1999/2000, several requirements were identified to improve existing land use and transportation problems.

The study concluded with the identification of the project needs, and a total of six alternatives to be carried into detailed study in preparation for the Draft Environmental Impact Statement (DEIS). These six alternatives have been identified in the Phase 1 Preliminary Alternatives Analysis as:

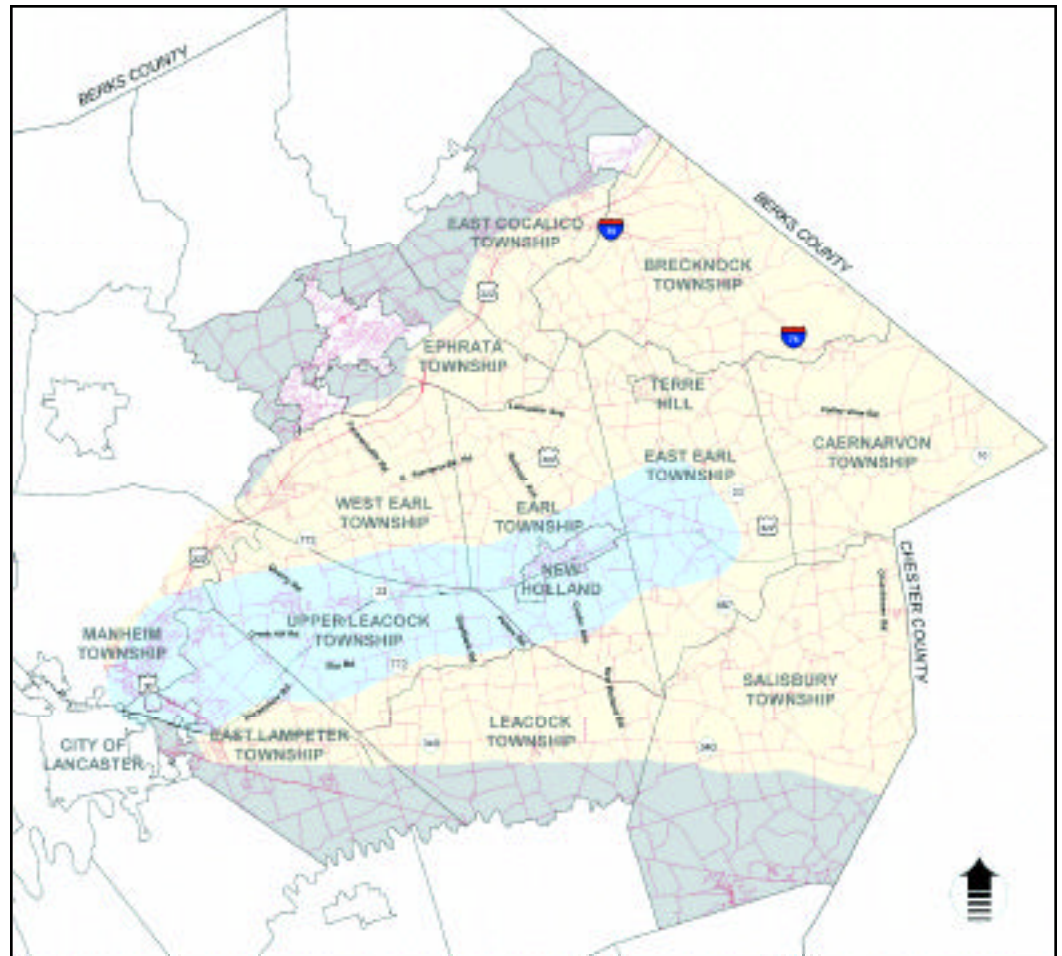
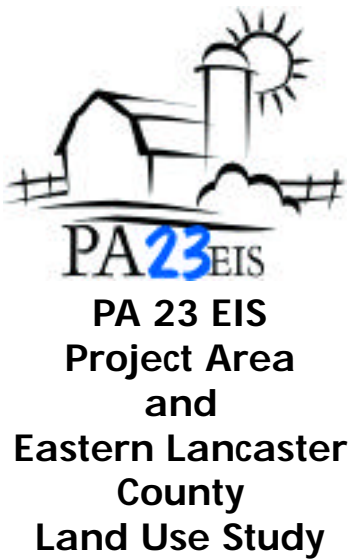
1. The No-Build Alternative
2. Transportation Systems Management Alternative (TSM) plus transit
3. A Three Lane Widening Alternative from Route 30 to Blue Ball plus TSM plus transit
4. Bareville Connector Alternative plus widening to 3 lanes plus TSM plus transit
5. Southern Relocation Alternative plus TSM plus transit
6. Railroad Alternative plus TSM plus transit

What do all of these have in common? The word alternative. This means having the opportunity to choose the most prudent, feasible, and practical alternative which would have the least impact on the natural and human environment.

In order for a decision to be made as to which alternative would best improve the existing land use and transportation problems, and prevent future problems from occurring, the KCI team will perform detailed engineering analyses, environmental studies, and land use studies to determine the impacts that would result from each of the above-described alternatives. Once the analyses are completed, the findings will be presented to the public for their review and input.

Public participation is a very important part of PENNDOT's project development process and is key to the successful completion of the EIS. Steps have already been taken to provide opportunities for various levels of public participation ranging from public meetings to advisory committees. If you prefer to just stay informed, you can sign up to receive PASSAGES and other mailings by completing the post card included in this newsletter. Our newsletter coupled with the project web site at [www.paroute23.com](http://www.paroute23.com) will serve as convenient and reliable sources of information to keep you in touch with up-to-date project developments and other public involvement opportunities.

The PA Route 23 EIS project team understands the value of public input, and is looking forward to working with you to complete this significant project. If you have any questions regarding public involvement, please contact Mr. Mark Malhenzie, PENNDOT Senior Project Manager at (717) 783-5080, or Lisa Brozey, KCI Project Manager at (717) 691-1340.

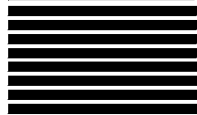


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## What's Going on Now for the PA Route 23 EIS

Residents within the study area have received Intent to Enter Letters explaining the need to conduct detailed field investigations, including wetland studies, historic structures surveys, and farmland investigations on their property.

Traffic Origin and Destination (O&D) surveys will be conducted in December along several roadways within the study area. Personnel will be distributing truck and car surveys to determine the movement of vehicles within and surrounding the PA Route 23 EIS study area.

Other field activities to be initiated include: sensitive waste, land use, as well as meetings with municipalities regarding land use issues.

The public involvement process has been initiated through study group meetings held throughout the month of November.

## Partners for Good Transportation and Land Use Planning: The PA Route 23 EIS and the Eastern Lancaster County Land Use Study

Over the next couple of years, you will be hearing a lot about the PA Route 23 Environmental Impact Statement (EIS) Project and the Eastern Lancaster County Land Use Study (ELCLUS), pronounced "el-klus". These two projects originated from the same initial study that was spearheaded by Lancaster County Planning Commission (LCPC) in the fall of 1997 as a Major Investment Study (MIS). PENNDOT and FHWA were partners with the LCPC on the MIS which encompassed 15 municipalities totaling 162 square miles. The MIS was locally referred to as the PA 23 Corridor Study.

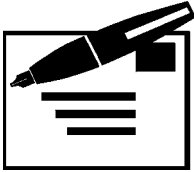
The PA Route 23 EIS project will focus upon transportation solutions for the narrowly defined study area in the immediate area surrounding PA Route 23 from US Route 30 to US Route 322 (see related article on the PA Route 23 EIS process).

The ELCLUS will focus upon examining existing and future land use strategies of the municipalities located outside the PA Route 23 EIS project area, but still within Eastern Lancaster County and will provide an overall vision to manage future transportation demands.

The PA Route 23 EIS and the ELCLUS project teams will coordinate their efforts at every level, including involving the municipalities and sharing information. For questions concerning the PA Route 23 EIS project, please contact Mr. Mark Malhenzie, PENNDOT Senior Project Manager at (717) 783-5080, or Lisa Brozey, KCI Project Manager at (717) 691-1340, or visit the project website at [www.paroute23.com](http://www.paroute23.com). For questions related to the ELCLUS, please contact Glenn Taggart, Project Manager, (717) 299-8333.

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**PA Route 23 EIS Project Schedule**

**Summer 2001**  
Notice to Proceed

**Fall 2001 to Spring 2002**  
Detailed Environmental  
Investigations and  
Alternative Development,  
Land Use Visioning

**PUBLIC MEETING**

**Spring 2002 to Fall 2002**  
Detailed Environmental  
Investigations and  
Alternative Refinement,  
Land Use Plan Development

**PUBLIC MEETING**

**Fall 2002 to Spring 2003**  
Alternative Refinement

**PUBLIC MEETING**

**Fall 2003**  
Draft Environmental  
Impact Statement

**Spring 2004**  
Public Hearing

**Summer 2004**  
Record of Decision



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