

### Package Document

Related Packages: [30980 \(Eval - Approved 06/15/20\)](#)

#### Funding

Federal Funding? Yes

Federal Oversight? Yes

[Federal Oversight Agreement \(June 2015\)](#)

Describe Federal Oversight: Federal oversight

#### Type

Is this project being documented as an emergency project?  Yes  No

Phase: Reevaluation

Classification: Categorical Exclusion (Class II)

CE Level: 2

CE Action:  04  05  06  07  08  09  
 10  11  12  13  14  Other [List](#)

Reevaluation Reason:  Change in scope, impacts and/or mitigation.  
 Three or more years since major authorization or phase change.  
 Other: Updated PNDI (northern long-eared bat) / added construction sequencing

#### Summary of Reevaluation Changes by Document

##### Part A: Engineering Information

Detour phase added for Holland Street pedestrian bridge

##### Part B: Section A-3

PNDI renewal due to NLEB listing

#### Confirmation of Reevaluation Classification and Level

Upon reevaluation, as supported by the attached documentation, this project qualifies as a CE Level 2.

#### Projects

PDOT Project Manager: Thomas J McClelland

Federal Project Number: T012539 Z240

MPMS Projects					
Lead?	Status/Title	District/County	SR/Sec	Description	
<input checked="" type="checkbox"/> 108952	Active / Central Bayfront Parkway Multimodal	01 / Erie	4034 / A01	Multimodal/Congestion Reduction and safety improvement project on the Bayfront Parkway (SR 4034)	
<input type="checkbox"/> 115616	Active / Central Bayfront Project - RRX	01 / Erie	4034 / RRR	Bayfront Parkway (State Route 4034); City of Erie, Erie County; Railroad Relocation Project	
<input type="checkbox"/> 115617	Active / Central Bayfront Project - S&S	01 / Erie	4034 / A03	Bayfront Parkway (State Route 4034); City of Erie, Erie County; Multimodal	

\*The last time MPMS data was added or refreshed was on Thursday, 25 May 2023 01:45 PM.

Project Funding & Fiscal Constraint						
MPMS	FD \$	ROW \$	UTL \$	CON \$	TIP	LRTP Date
108952		70,210	2,045,290	12,677,860	FFY 2023 Erie TIP	
115616						
115617						
<b>Remarks:</b>	No construction funding for MPMS#115616. MPMS# 115616 is only for the purchase of land for CSX railroad relocation.					
<p>For federally funded projects where the construction phase (and if needed, ROW and/or utilities phases) is not programmed on the current TIP, remarks provide a detailed reference to the current LRTP identifying full funding for the project.</p> <p>"LRTP Date" is the date of the last adopted Long Range Transportation Plan. Refer to May 2017 FHWA "Memorandum Clarifying Fiscal Constraint." See the help files for more detailed information.</p>						

**Editors**

**Names & Groups:** Autumn Kelley/PennDOT  
 david galloway/PennDOT BP-000226  
 jim o'mara/PennDOT BP-000226  
 Mark Fedosick/PennDOT BP-000226  
 All District 01 Users

**Reviewers**

	System User Names	Non-System / Other Addresses
<b>Notify These Additional Emails Upon Approval:</b>	Mark Fedosick/PennDOT BP-000226	

Package was submitted on Thursday, 25 May 2023 01:45 PM by Autumn Kelley/PennDOT

Email Notify	Reviewed By	Date/Time
EM: Autumn Kelley/PennDOT	Autumn Kelley/PennDOT	Thu, 05/25/23 01:45 PM

**ADE:** Thomas J McClelland/PennDOT

Thomas J McClelland/PennDOT Thu, 05/25/23 04:14 PM

**HDTS:** Western Region

Jeffrey Bucher/PennDOT Thu, 05/25/23 04:19 PM

- Booker T Bates/PennDOT
- Brian E Shunk/PennDOT
- Edward J Castelli/PennDOT
- Harrison Knox/PennDOT
- Jeffrey Bucher/PennDOT
- Julius B Sanders/PennDOT
- Keith A Saloum/PennDOT
- Michael P Erickson/PennDOT
- Mithun R Patel/PennDOT
- Raymond M DeArmitt/PennDOT
- Ryan Vankirk/PennDOT

- FHWA:** Andrea Ebur/PennDOT BP-001391  
 Barbara J Shaffer/PennDOT BP-001391  
 Camille A Otto/PennDOT BP-001391  
 Christopher Walston/PennDOT BP-001391  
 Clint H Beck/PennDOT BP-001391  
 Edward Plumb/PennDOT BP-001391  
 Eugene Porochniak/PennDOT BP-001391  
 Ezequiel Lujan/PennDOT BP-001391  
 FHWA PA Division Resource Account/PennDOT BP-001391  
 George Fleagle/PennDOT BP-001391  
 James Peratino/PennDOT BP-001391  
 Jeff Engle/PennDOT BP-001391  
 Jennifer Crobak/PennDOT BP-001391  
 Jennifer Horn/PennDOT BP-001391  
 John Bork/PennDOT BP-001391  
 Jonathan Buck/PennDOT BP-001391  
 Jonathan Crum/PennDOT BP-001391  
 Julia Moore/PennDOT BP-001391  
 Karyn Vandervoort/PennDOT BP-001391  
 Keith Lynch/PennDOT BP-001391  
 Kevin Harrison/PennDOT BP-001391  
 Mark Hammert/PennDOT BP-001391  
 Matt Smoker/PennDOT BP-001391  
 Michelle Goddard/PennDOT BP-001391  
 Phillip Bobitz/PennDOT BP-001391  
 Richard Kercher/PennDOT BP-001391  
 Ronnique Bishop/PennDOT BP-001391  
 Sarah Cordek/PennDOT BP-001391  
 Tony Mento/PennDOT BP-001391  
 Veronica L Feliciano/PennDOT BP-001391

Michelle Goddard/PennDOT BP- 001391 Thu, 06/01/23 04:00 PM

**CEES Package Number: 35445**

## **Categorical Exclusion Reevaluation**

**MPMS:** 108952

**Project:** Central Bayfront Parkway Multimodal



**SR/Section:** 4034 / A01

**County:** Erie

**District:** 01

**CE Level:** 2

**CE Action:** Other

**Created:** 04/27/23 by Autumn Kelley

**Submitted:** 05/25/23 by Autumn Kelley

**Approved:** 06/01/23 by Michelle Goddard

**CE Reevaluation Part A**  
**General Project Identification & Description**

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**Project Identification**

**Part A Prepared By:** Mark Fedosick  
ms consultants  
inc.

**Originating Office:** District 01 **Date:** 04/15/20

**Federal Project Number:** T012539 Z240

**Township/Municipality:** Erie City, Erie City, Erie City

**Local Name:** Central Bayfront Parkway Multimodal

<b>Limits of Work (Segment/Offset)</b>		<b>Construction Stations</b>	
<b>Start:</b>	<b>End:</b>	<b>Start:</b>	<b>End:</b>
0050/2894	0080/0102	502+50.00	552+25.00

**Total Length:** 4975 ft

**Program:** 313 **Funding:** federal 59% state 41% local 0% other 0%

**Date of First Federal Authorization for Preliminary Engineering:** June 12, 2017

**Date of Federal Authorization Time Extension(s) for Preliminary Engineering (if applicable):** N/A

**Reevaluation Reason:** Three or more years since major authorization or phase change.  
Updated PNDI (northern long-eared bat) / added construction sequencing

**Project Description**

**Include narrative to describe the general project scope of work.**  
**Attach Location Map(s) and Design Plan (only overview and sheets showing limits of work).**

The City of Erie is experiencing a resurgence of both private—and public—sector development and investment in its downtown and on the waterfront. In the heart of these developments lies the Bayfront Parkway (SR 4034), which has served the community since the early 1990s. The parkway serves as an east-west connection, but with development, the need for north-south connections is growing. Planning studies have noted this need for greater connectivity between the waterfront and Erie's downtown and residential neighborhoods. In collaboration with local project stakeholders and the community, the Bayfront Parkway Central Corridor Improvements will enhance these connections and provide the infrastructure needed to support the growth of the region..The proposed project consists of reconfiguring three major intersections, completing a multiuse trail network, and constructing three pedestrian bridges. The three intersections are:• Bayfront Parkway (SR 4034-A01) at Sassafras Street Extension• Bayfront Parkway (SR 4034-A01) at State Street• Bayfront Parkway (SR 4034-A01) at Holland Street.The Bayfront Parkway at Sassafras Street Extension intersection will be upgraded to a dual lane three-leg roundabout. New sidewalks, crosswalks and an elevated pedestrian bridge will be added across the Bayfront Parkway to

connect the residential neighborhood and Downtown Erie to the waterfront. The Bayfront Parkway at State Street intersection will be upgraded to a grade-separated signalized intersection with a new structure to carry State Street over the Bayfront Parkway with interior ramps along the Bayfront Parkway to provide full access to and from State Street. Bayfront Parkway through traffic on the outside lanes pass beneath State Street. New sidewalks and crosswalks and an elevated pedestrian bridge will be added across the Bayfront Parkway to connect the residential neighborhood and Downtown Erie to the waterfront. The Bayfront Parkway at Holland Street intersection will be upgraded to a dual lane four-leg roundabout. Sidewalks, crosswalks and an elevated pedestrian bridge will be added across the Bayfront Parkway to connect the residential neighborhood and Downtown Erie to the waterfront. The existing Bayfront Bikeway offers a paved multiuse route across the city of Erie for pedestrians and bicyclists. However, the Bayfront Parkway currently acts as a barrier for pedestrians and bicyclists between the City of Erie to the south and the waterfront area to the north. There are also missing links of the Bayfront Bikeway in the project area. A multiuse trail connecting all three intersections on the north side of Bayfront Parkway will be completed to enhance bicycle and pedestrian access within the project area. In order to accommodate the Central Corridor Improvements, the existing railroad track located between Sassafras Street Extension and Holland Street will be removed. CSX Transportation currently owns and operates the existing track, which served the heavy industrial facilities previously located on the waterfront. Since the waterfront no longer supports heavy industrial uses, the need for rail has diminished. However, CSX does currently utilize the track for switching operations and as storage for rail cars. In order to maintain their operations, CSX is proposing to add additional track east of Holland Street and adjacent to the Pennsylvania Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. Currently an at-grade railroad crossing exists between the Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. For safety and operational concerns, this crossing will be eliminated and a multi-modal bridge over the proposed CSX tracks will be constructed, located west of the existing crossing. These activities will be constructed separate from the Central Corridor Improvement Project. As part of a separate project by others (Erie-Western PA Port Authority), the portion of Front Street located between Sassafras Street Extension and State Street will be improved. This project is anticipated to be constructed in 2021, in advance of the Bayfront Parkway Central Corridor Improvement project, and is anticipated to be utilized as a detour route during various phases of construction. This separate project is currently in design and in the process of acquiring its own NEPA clearance.

## **Project Purpose and Need**

### **Include narrative to describe the project need.**

**Purpose:** The purpose of the project is to improve the pedestrian, bicycle, transit, and passenger vehicle connection of the Erie Central Business District and adjacent neighborhoods to the waterfront property north of the Bayfront Parkway, to reduce crashes as much as practical on the Bayfront Parkway (SR 4034), to improve future congestion to an acceptable level of service or delay, and to improve traffic operations and efficiency. **Need:** **Mobility:** • Multimodal transportation connections between Downtown Erie and the Bayfront (north/south) are lacking. • The Bayfront Parkway has limited existing transit service in the project area. • Lack of consistent pedestrian and bicycle facilities along, or parallel to, the Bayfront Parkway. • Lack of viable connections for pedestrians and bicycles between downtown and surrounding neighborhoods to the Bayfront. • The Bayfront Parkway acts as a barrier to pedestrians and bicyclists traveling from downtown Erie to the Bayfront area. **Crashes:** • 80 crashes within the project limits over a 5-year period. • The locations with the crashes were as follows: o 15 crashes occurred at the intersection of the Bayfront Parkway and Sassafras Street. o 39 crashes occurred at the intersection of the Bayfront Parkway and State Street. (3 of these crashes involved pedestrians) o 26 crashes occurred at the intersection of the Bayfront Parkway and Holland Street. **Operations & Efficiency:** • Existing level-of-service (LOS) for the intersection of State Street and the Bayfront Parkway is "D" for the AM peak and future year LOS is projected to be an "F" with proposed Bayfront Development. • Future years LOS are projected to be LOS of "D" or worse at the intersections of the Bayfront Parkway and Sassafras Street Extension, State Street, and Holland Street. • Limited gaps for left turning vehicles along the Bayfront Parkway.

## **Project Setting and Distinct Project Features**

**Provide narrative to adequately describe the project setting (terrain, locale, land use, presence of bicycle/pedestrian or other unique facilities, etc.) and support the evaluation. Any additional information not otherwise covered by this form that is necessary to clearly understand project circumstances should also be included in this section. Narrative should be appropriate for the complexity of the CEE and project circumstances with the length and content varying accordingly.**

The project is located in an urban setting and lies within the City of Erie. The topography is rolling throughout the project site. The City's downtown district lies to the south side of the parkway and is separated by a steep bluff. The Bayfront to Presque Isle Bay lies to the north with mixed use development (industry, retail, restaurant, marinas, museums). The Great Lakes Sea Way Trail and Bayfront Promenade Trail are located in the project area and offer a paved multiuse route across the City of Erie for pedestrians and bicyclists.

**Describe the involvement with utilities with this project.**

There are numerous aerial and underground utilities located within the project corridor, including the following:

- Century Link
- Charter Communications
- Erie City of Bureau of Sewers
- Erie Sewer Authority
- National Fuel
- Pennsylvania Electric Company
- Velocity Net Communications
- Verizon

Impacts and possible relocation options will be identified in preliminary design and will be discussed at a future utility meeting to be conducted prior to the DFV submission.

**Describe the involvement with any railroad (active or inactive) including all rail lines, crossings, bridges, or signals.**

In order to accommodate the Central Corridor Improvements, the existing railroad track located between Sassafras Street Extension and Holland Street will be removed. CSX Transportation currently owns and operates the existing track, which served the heavy industrial facilities previously located on the waterfront. Since the waterfront no longer supports heavy industrial use, the need for a rail has diminished. However, CSX does currently maintain their operations adjacent to the Pennsylvania Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. Currently an at-grade railroad crossing exists between the Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. A multi-modal bridge over the proposed CSX railroad tracks will be constructed west of the existing at-grade crossing, which will be eliminated for safety and operational concerns. The bridge will be constructed on the same site as a former bridge that previously spanned the railroad tracks, which was removed in the mid 20th century. In effect, the project will restore the original circulatory system within the Soldiers and Sailors Home property, with the bridge once again facilitating vehicular and pedestrian access between the Home and the Cemetery and the Anthony Wayne Blockhouse. The bridge will remain the property of the Soldiers and Sailors Home.

**Describe changes to access control.**

The project involves improving the existing intersections along the Bayfront Parkway with Sassafras Street Extension State Street and Holland Street which will enhance the multimodal connections of the traveling public and the overall operation and efficiency of the intersections. The proposed improvements will provide full access to its users.

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**Additional Information****Remarks, Footnotes, Supplemental Data****Attachments**

1. [Location Map 6.5x8.5.pdf](#) (3142KB / 3.1MB)
2. [Bayfront Parkway - Design Plan.pdf](#) (2462KB / 2.4MB)
3. [2018-02-22 Scoping Field View.pdf](#) (2930KB / 2.9MB)
4. [2020-04-15 FHWA NEPA Downscoping Letter.pdf](#) (165KB / 0.2MB)
5. [Purpose and Needs.pdf](#) (86KB / 0.1MB)

**CE Reevaluation Part A  
Engineering Information****Design Criteria**

**Roadway Description:** SR 4034 Section A01

**Functional Classification:** Principal Arterial

Urban  Rural

**Current ADT:** 16,793 (2020)

Design Year No-Build / Build ADT, as well as Current / Design Year Build LOS, is only necessary when PM2.5 hot spot analysis is required. If PM2.5 hot spot analysis is not needed (see exempt project list in Air Quality Handbook, Pub #321), "N/A" can be entered for these values.

Design Year No-Build ADT: 25,700

Current LOS: n/a

Design Year Build ADT: 25,700

Design Year Build LOS: n/a

DHV: 2,590

Truck %: 3

D (Directional Distribution) %: 55

Design Speed: 45 mi/h

Posted Speed: 35 mi/h

Required Minimum Widths

Lane Width: 10 ft

Shoulder Width: 4 ft

Bridge Curb-to-Curb: 28 ft

Design Exception Required?  Yes  No

If "Yes", explain.

Typology: Regional Arterial – Urban Core

Topography:  Level  Rolling  Mountainous

Proposed Design Criteria: New and Reconstruction

Traffic Control Measures

The following traffic control measures will be implemented:

- Temporary Bridge(s)
- Temporary Roadway
- Detour
- Ramp Closure
- Other (specify)
- None

If any of the above traffic control measures will be implemented, indicate the following conditions.

Provisions for access by local traffic will be made and so posted.  True  False

Through-traffic dependent business will not be adversely affected.  True  False

There will be no interference with any local special event or festival.  True  False

There will be no substantial environmental consequences associated with the traffic control measure(s).  True  False

There is no substantial controversy associated with the traffic control measure(s).  True  False

There are no substantial impacts to bicycle or pedestrian routes.  True  False

If the answer to any of the above questions was "False", please explain.

Detours should be clearly shown on the map and described, including provisions for pedestrians, bicycles, disabled and the elderly.

Approximate length of planned detour: 10.3 miles  Detour Map

Make the selection that best describes the planned detour:

- Detour will use local roads with no improvements.
- Detour will involve improvements to local roads with no resulting impacts on safety or the environment.
- Detour will involve improvements to local roads and will impact safety and/or the environment.
- Detour will use only state owned roads.

Describe impacts



- The State Street vehicular detours will be less than one mile and utilize SR 4034 (Bayfront Parkway), East Front Street, Holland Street, and East 3rd Street.
- The Holland Street vehicular detours will be less than one mile and utilize East Front Street, State Street, and East 3rd Street.
- The SR 4034 (Bayfront Parkway) is anticipated to be closed on three separate weekends. The vehicular detour is 10.2 miles and utilizes Interstate 79, US Route 20, and PA Route 5. The detour will be implemented for one weekend during beam erection for the State Street structure over SR 4034 (Bayfront Parkway). For the construction of the ramps between State Street and SR 4034 (Bayfront Parkway) the detour will be implemented one weekend for the eastbound direction and one weekend for the westbound direction.
- Pedestrian and bicycle traffic will be maintained throughout construction on ADA complaint facilities.
- Maintain access to the UPMC Hamot Hospital Service entrance at all times.

#### Bayfront Parkway Sequence of Construction

##### Stage 1A

1. Shift Bayfront Parkway traffic south from the Erie Water Works driveway to State Street, maintaining one lane of traffic in each direction.
2. Shift Sassafras Street Ext traffic to the east, maintaining one lane of traffic in each direction.
3. Install temporary traffic signal at Bayfront Parkway and Sassafras Street Ext.
4. Construct the Holland Street Pedestrian Bridge over SR 4034 (Bayfront Parkway).

##### Stage 1B

1. Close Sassafras Street Ext and detour traffic utilizing West Front Street and State Street (proposed weekend detour).
2. Continue to maintain one lane of traffic in each direction on Bayfront Parkway.
3. Construct Bayfront Parkway from STA 513+50 to STA 515+00 (a portion of the new roadway that crosses Sassafras Street).

##### Stage 2

1. Install a temporary traffic signal at the intersection of Bayfront Parkway with Sassafras Street Ext to maintain traffic.
2. Shift Bayfront Parkway traffic north from the Erie Water Works driveway (STA 530+50) to 400 feet east of Don John Shipping (STA 552+00), maintaining one lane of traffic in each direction.
3. Close the southern quadrants of the intersection of Bayfront Parkway with State Street to traffic and detour the south leg of State Street traffic utilizing Bayfront Parkway, Holland Street, and East 3rd Street.
4. Install a temporary traffic signal at the intersection of the north leg of State Street with Bayfront Parkway to maintain traffic.
5. Construct the southern abutment and wing walls for the State Street structure over Bayfront Parkway.
6. Construct State Street from West 2nd Street to the State Street structure southern abutment. Maintain traffic to the UPMC Hamot Hospital Service entrance at all times.
7. Construct eastern half of Sassafras Street Ext.

##### Stage 3A

1. Open the roundabout at Sassafras Street Ext to traffic, maintaining a single circulating lane of traffic.
2. Shift Bayfront Parkway traffic south from east of Sassafras Street Ext to Ore Dock Road (STA 554+00).
3. Maintain a single lane of traffic in each direction on Bayfront Parkway.
4. Close the northern quadrant of the intersection of Bayfront Parkway with State Street to traffic and detour the north leg of State Street traffic utilizing Bayfront Parkway, Holland Street, and East Front Street.
5. Continue the State Street south leg detour utilizing East Front Street, Holland Street, and East 3rd Street.
6. Construct the northern abutment and wing walls for the State Street structure over Bayfront Parkway.
7. Start construction of State Street from Front Street to Bayfront Parkway.

##### Stage 3B

1. Close Bayfront Parkway and detour traffic utilizing 12th Street (proposed weekend detour).
2. Install State Street bridge beams over the Bayfront Parkway.
3. Finish construction of the State Street structure over Bayfront Parkway.
4. (The ramps to connect Bayfront Parkway to State Street will be constructed in Stage 6.)
5. Finish construction of State Street from Front Street to Bayfront Parkway.

##### Stage 4

1. Shift Bayfront Parkway traffic north from east of Sassafras Street Ext to the eastern project limits.
2. Maintain a single circulating lane of traffic in the roundabout at Sassafras Street Ext.
3. Close Holland Street from East 2nd Street to the Bayfront Parkway to traffic. Detour Holland Street south leg traffic utilizing East 3rd Street, State Street, East Front Street, and Holland Street north leg to the Bayfront Parkway.
4. Maintain the Holland Street north leg traffic at Bayfront Parkway.
5. Open State Street to through traffic over the Bayfront Parkway. Maintain access to Bayfront Parkway for State Street traffic with a detour utilizing East Front Street to Holland Street north leg to the Bayfront Parkway.
6. Construct Holland Street from East 2nd Street to the Roundabout at Bayfront Parkway and construct the southern portion of the roundabout

at Holland Street.

Stage 5

1. Shift Bayfront Parkway traffic south from east of Sassafras Street Ext to the eastern project limits.
2. Maintain a single circulating lane of traffic in the roundabout at Sassafras Street Ext.
3. Install a temporary signal for the intersection of Bayfront Parkway with Holland Street northbound approach.
4. Open Holland Street from East 2nd Street to the Bayfront Parkway.
5. Close Holland Street from East Front Street to the Bayfront Parkway to traffic. Detour Holland Street traffic utilizing East Front Street, State Street, and East 3rd Street.
6. Maintain through traffic on State Street over the Bayfront Parkway. Maintain access to Bayfront Parkway for State Street traffic with a detour utilizing East 3rd Street and Holland Street (southern).
7. Finish construction of roundabout at Holland Street.
8. Construct Holland Street from Front Street to Bayfront Parkway.
9. Construct the pedestrian bridge falsework utilizing 15-minute closures of the Bayfront Parkway.
10. Utilize Bayfront Parkway Detour to construct the pedestrian bridge superstructure.

Stage 6

1. Shift eastbound Bayfront Parkway traffic to the south and westbound Bayfront Parkway traffic to the north.
2. Maintain a single circulating lane of traffic in the roundabout at Sassafras Street Ext.
3. Open the roundabout at Holland Street maintaining a single circulating lane of traffic.
4. Construct the center islands on Bayfront Parkway and eastbound and westbound Bayfront Parkway ramps to State Street.
5. Utilize weekend detours of the Bayfront Parkway to construct the ramps to State Street. Detour to be only one direction at a time on separate weekends.

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**Estimated Costs**

**Engineering:** \$ 15,000,000      **Right-of-Way:** \$ 3,000,000      **Construction:** \$ 66,500,000      **Utilities:** \$ 2,000,000

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**Additional Information**

**Remarks, Footnotes, Supplemental Data**

The estimated costs indicated are for the overall project. The project will be constructed under three separate construction contracts: (1) Soldiers' & Sailors' Access Improvements, (2) CSX Railroad Track Modifications, (3) Bayfront Parkway Central Corridor Improvements (Intersection improvements at Sassafras Street Ext, State Street, and Holland Street)

**Attachments**

1. [Detour Plans.pdf](#) (2976KB / 2.9MB)

**CE Reevaluation Part A  
Roadway**

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No roadways included with this project

**Roadway Description**

SR 4034 / Sec A01

	Existing	Proposed
<b>Number of Lanes:</b>	3	4
<b>Lane Width:</b>	12 ft	11 ft
<b>Shoulder Width:</b>	3 ft	4 ft
<b>Median Width:</b>	n/a ft	11 ft
<b>Sidewalk Width:</b>	n/a ft	10 ft
<b>Bicycle Lane Width:</b>	n/a ft	n/a ft
<b>Clear Zone Width:</b>	10 ft	14 ft

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

The existing Bayfront Parkway consists of two 12' lanes with 12' turning lanes at the intersections. The proposed Bayfront Parkway, within the project area is classified as an Urban Community Arterial- Town Center consisting of four 11' travel lanes with either 4' shoulder or 3.3' concrete curb gutter (width of curb gutter accommodates standard Type C inlets). The posted and design speed of the Bayfront Parkway is 35 mph; however, to enhance safety, encourage slower operating speeds, and achieve proper sight distance with horizontal and vertical geometry, a design speed and posted speed of 25 mph, is proposed on the ramp structures (inside lanes), where the Bayfront Parkway rises to the intersection with state street. The Bayfront Parkway is proposed with a maximum profile grade of 7.00%, normal crown cross slope of 2.00% in tangent sections, a 3.80% superelevation for the horizontal curve between Sassafra Street Extension and State Street (outside lanes), and a 2.40% superelevation for the horizontal curve between Sassafra Street Extension and State Street Extension on the ramp structures (inside lanes). A 10' wide sidewalk is proposed along the north side of the Bayfront Parkway through the entire project corridor, with the exception of the area between Sassafra Street Extension and State Street, as a sidewalk currently exists and will likely be replaced/reconfigured as part of the Erie-Western Pennsylvania Port Authority's Project along Front Street.

**Attachments**

**CE Reevaluation Part A  
Roadway**

No roadways included with this project

**Roadway Description**

State Street

	<b>Existing</b>	<b>Proposed</b>
<b>Number of Lanes:</b>	4	3
<b>Lane Width:</b>	12 ft	11 ft
<b>Shoulder Width:</b>	n/a ft	5 ft
<b>Median Width:</b>	n/a ft	8 ft
<b>Sidewalk Width:</b>	12 ft	6 ft
<b>Bicycle Lane Width:</b>	n/a ft	5 ft
<b>Clear Zone Width:</b>	14 ft	14 ft

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

The proposed State Street is classified as an Urban Community Collector – Town Center and consists of two 11' travel lanes and 5' bike lanes with 8" concrete barrier curb and 11' turn lanes approaching the intersection with the Bayfront Parkway. This typical section is consistent with the City of Erie's Streetscape Plan. State Street is proposed with a 25 mph design speed, a maximum profile grade of 7.00% and a maximum cross slope of 2.00%. A grade separated intersection of the Bayfront Parkway and State Street is proposed to replace the existing at-grade signalized intersection. The straight through travel lanes of the Bayfront Parkway (outside lanes) will be lowered to pass beneath State Street and will be located at a similar elevation of the existing railroad tracks, which are anticipated to be removed by CSX as a separate project in 2021. The interior travel lanes of the Bayfront Parkway will ramp up and form a traditional signalized intersection with State Street and will maintain full access. Since approximately 80% of the current Bayfront Parkway vehicular traffic volumes pass straight through the State Street intersection, placing these lanes beneath State Street eliminates this large vehicular volume from the intersection, thus improving safety, enhancing multi-modal access across the Bayfront Parkway, and improving intersection capacity and operations. The intersection and radius returns are designed to accommodate a WB-50 truck; however, a WB-67 truck can physically navigate the intersection, however it encroaches into adjacent travel lanes. Barrier curb, grass buffers, and sidewalks are proposed along the east and west sides of State Street. Pedestrian crossings will be provided across each of the four legs of the intersection.

**Attachments**

**CE Reevaluation Part A  
Roadway**

No roadways included with this project

**Roadway Description**

Holland Street

	<b>Existing</b>	<b>Proposed</b>
<b>Number of Lanes:</b>	3	3
<b>Lane Width:</b>	12 ft	11 ft
<b>Shoulder Width:</b>	n/a ft	4 ft
<b>Median Width:</b>	n/a ft	n/a ft
<b>Sidewalk Width:</b>	6 ft	10 ft
<b>Bicycle Lane Width:</b>	n/a ft	n/a ft
<b>Clear Zone Width:</b>	12 ft	14 ft

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

The proposed Holland Street is classified as an Urban Neighborhood Collector – Town Center and consists of two 11' travel lanes with either 3.3' concrete curb gutter or 4' shoulder with single face concrete barrier, and 11' turn lanes approaching the intersection with the Bayfront Parkway. The proposed design speed is 25 mph. Outside of the areas of graphic grade, Holland Street is proposed with a maximum profile grade is 8.74% and a normal 2.00% crown cross slope.

A dual lane roundabout is proposed to replace the existing signalized intersection. The roundabout is proposed to be raised approximately 2.5' above the existing intersection elevation. This results from the desire for the proposed Holland Street profile south of the Bayfront Parkway not to be lowered, which would increase the height of the proposed retaining walls and require chasing the profile tie in location south of the intersection with East 2nd Street in order to not increase the existing profile grade. Instead of lowering the profile, a graphic grade is proposed along the southern portion of Holland Street, tying into the slightly elevated proposed roundabout with a sag vertical curve. The proposed roundabout will consist of a 180' inscribed diameter with an 84' diameter center island, which will be landscaped and encircled by 8" concrete barrier curb. Outside of the center island will be a 16' wide concrete truck apron, which will be encircled with mountable curb. The inside travel lane, or circulatory roadway, will vary between 16' and 16.5' in areas to ensure a minimum curb-to-curb width of 16.5', as requested by PennDOT Maintenance to accommodate snow plowing operations. The outside travel lane will consist of a 16' lane. At the southeast quadrant of the roundabout, a "dent" is introduced adjacent to the inside circulatory lane to accommodate dual left turns from northbound Holland Street to westbound Bayfront Parkway. Dual lane approaches widening between 13' and 20' with an approximately 6' painted traffic separator between approach lanes from all directions are included to provide improved capacity and efficiency, and to avoid vehicle path overlap of the design vehicle (WB-67). The circulatory roadway will be bordered by curb gutter, with a 10' sidewalk along the northern side of the roundabout to provide continuity of the Bayfront Bikeway, as well as along the east and west sides of Holland Street north of the Bayfront Parkway, and along the west side of Holland Street south of the Bayfront Parkway. An elevated pedestrian bridge is proposed across the Bayfront Parkway. An at-grade pedestrian crossing will be provided across the northern leg of Holland Street and will include a pedestrian refuge area within the concrete splitter island located between the opposing travel lanes.

**Attachments**

**CE Reevaluation Part A  
Roadway**

No roadways included with this project

**Roadway Description**

Sassafrass Street Extension

	<b>Existing</b>	<b>Proposed</b>
<b>Number of Lanes:</b>	3	3
<b>Lane Width:</b>	12 ft	11 ft

<b>Shoulder Width:</b>	n/a ft	4 ft
<b>Median Width:</b>	n/a ft	n/a ft
<b>Sidewalk Width:</b>	6 ft	10 ft
<b>Bicycle Lane Width:</b>	n/a ft	n/a ft
<b>Clear Zone Width:</b>	10 ft	12 ft

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

The proposed Sassafras Street Extension is classified as an Urban Local Road – Town Center and consists of two 11’ travel lanes with 3.3’ concrete curb gutter, opening to an additional turn lane in the southbound direction approaching the roundabout. Sassafras Street Extension is proposed with a design speed of 25 mph, a maximum profile grade of 2.00%, and a normal 2.00% crown cross slope. A dual lane roundabout is proposed to replace the existing signalized intersection. This roundabout is located northwest of the existing intersection location for ease of constructability, to accommodate gentle induced horizontal curves of the approaches to calm traffic, and to not affect the existing retaining wall on the south side of the Bayfront Parkway. The proposed roundabout will consist of a 180’ inscribed diameter with an 84’ diameter center island, which will be landscaped and encircled by 8” concrete barrier curb. Outside of the center island will be a 16’ wide concrete truck apron, which will be encircled with mountable curb. The inside travel lane, or circulatory roadway, will vary between 16’ and 16.5’ in areas to ensure a minimum curb-to-curb width of 16.5’, as requested by PennDOT Maintenance to accommodate snow plowing operations. The outside travel lane will consist of a 16’ lane. Dual lane approaches widening to 13’ with a 6’ painted traffic separator between approach lanes from all directions are included to provide improved capacity and efficiency and to avoid vehicle path overlap of the design vehicle (WB-67). The circulatory roadway will be bordered by curb gutter, with a 10’ sidewalk along the northern side of the roundabout to provide continuity of the Bayfront Bikeway, as well as along the east and west sides of Sassafras Street Extension. An at-grade pedestrian crossing will be provided across Sassafras Street Extension and will include a pedestrian refuge area within the concrete splitter island located between the opposing travel lanes.

**Attachments**

**CE Reevaluation Part A  
Structure**

No structures included with this project

**BMS Number:** 25-4034-0060-2024

**BRKEY:** 16514

**Description:** (provide name of waterway or facility structure crosses)

State Street over SR 4034 (Bayfront Parkway)

	<b>Existing</b>	<b>Proposed</b>
<b>Structure Type:</b>	Concrete	Concrete
<b>Weight Restrictions:</b>	none ton	none ton
<b>Height Restrictions:</b>	none ft	none ft
<b>Curb to Curb Width:</b>	53.5 ft	varies ft
<b>Lane Width:</b>	12 ft	11 ft
<b>Shoulder Width:</b>	3 ft	4 ft
<b>Sidewalk Width:</b>	8.3 ft	n/a ft
<b>Total Bridge Width*:</b>	n/a ft	232'-10" ft

**\*Total Bridge Width is measured from outside of barrier to outside of barrier, which should include sidewalks, when present.**

<b>Under Clearance:</b>	20.17 ft	16.5 ft
<b>Lateral Clearance:</b>	n/a ft	n/a ft

**Sufficiency Rating:** 75.9  
**Structure Length:** 161 ft 627 ft

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

A single span structure is proposed on State Street, spanning approximately 85' over the Bayfront Parkway through lanes. The structure is proposed to be approximately 232'-10" in width, accommodating the three 11' lanes, two 5' bike lanes, and 8' median approaches from State Street, as well as the tie ins to the Bayfront Parkway Ramps. The structure will accommodate ramp structures (see below) on each of the fascia girders, providing a four leg signalized intersection on the bridge. It is anticipated the concrete deck will be the riding surface and any potential "green space" on the corners of the intersection will be provided above the bridge deck. Vertical clearance of 16'-6" over the Bayfront Parkway will be provided.

**Attachments**

- 1. [Bayfront West Ramp Plan Set.pdf](#) (434KB / 0.4MB)
- 2. [East ramp Plan set.pdf](#) (412KB / 0.4MB)

**CE Reevaluation Part A  
Structure**

No structures included with this project

**BMS Number:** n/a

**BRKEY:** n/a

**Description:** (provide name of waterway or facility structure crosses)

Soldiers and Sailors Home Access Bridge Over CSX Railroad

	<b>Existing</b>	<b>Proposed</b>
<b>Structure Type:</b>	n/a	Steel Girder Pedestrian Bridge
<b>Weight Restrictions:</b>	n/a ton	95 ton
<b>Height Restrictions:</b>	n/a ft	23 ft
<b>Curb to Curb Width:</b>	n/a ft	18 ft
<b>Lane Width:</b>	n/a ft	n/a ft
<b>Shoulder Width:</b>	n/a ft	n/a ft
<b>Sidewalk Width:</b>	n/a ft	n/a ft
<b>Total Bridge Width*:</b>	n/a ft	20.67 ft
	<b>*Total Bridge Width is measured from outside of barrier to outside of barrier, which should include sidewalks, when present.</b>	
<b>Under Clearance:</b>	n/a ft	23.25 ft
<b>Lateral Clearance:</b>	n/a ft	110 ft
<b>Sufficiency Rating:</b>	n/a	
<b>Structure Length:</b>	n/a ft	117 ft

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

The proposed structure is a 117-foot bridge spanning the 106.6' CSX right-of-way and proposed railroad tracks. The abutments were located to minimize the span length while remaining outside of the CSX right-of-way per CSX direction. For estimating purposes, it was assumed that the substructure would include integral abutments constructed behind MSE retaining walls.

The bridge is primarily intended to carry pedestrians, passenger vehicles and maintenance vehicles; therefore, it will be designed according to the LRFD Guide Specifications for the Design of Pedestrian Bridges which is a supplement to the AASHTO LRFD Bridge Design Specifications. Per the specifications, the structure will be designed for the maximum force effects from either a uniform pedestrian loading of 90 psf or a maintenance vehicle applied individually. The H15 design vehicle will be utilized as the maintenance vehicle instead of the H5 and H10 provided in the design specifications to account for the potential use by dump trucks, backhoes, and other equipment required at the Veterans Memorial Cemetery.

A vertical clearance of 23-feet is required between the proposed bridge low chord and the proposed CSX railroad tracks. As such, the proposed access road profile will accommodate a superstructure depth of 41-inches.

Preliminary investigation showed that a composite steel girder superstructure is the most feasible option for this structure. A benefit to utilizing steel girders is that the flange plates can be sized to allow for shallower members to span greater distances. Another benefit of this approach is that camber can be introduced to the girder to closely follow the profile of the road. The girders will be spliced together on-site to simplify delivery to the site as equipment will need to navigate through narrow residential streets and around the Soldiers' and Sailors' property.

Prestressed concrete beams were also investigated but deemed not feasible. Concrete beams have little camber so a varying depth haunch will need to be constructed to match the profile of the road. The maximum haunch for this structure would be approximately 16-inches deep which significantly increases the dead load carried by each beam. The beam depth required to carry the large self-weight load for this span length would result in a superstructure depth greater than 4-feet. In addition, the 117-foot beams would be difficult to transport to the site and would require much larger equipment to install.

**Attachments**

- 1. [Soldiers and Sailors Home Type, Size and Location - Plans.pdf](#) (240KB / 0.2MB)

**CE Reevaluation Part B, Section A-1  
Environmental Evaluation Subject Areas (Aquatic Resources)**

Federal Project Number: T012539 Z240

**1. AQUATIC RESOURCES**

	PRESENCE	IMPACTS <sup>2</sup>
<b>STREAMS, RIVERS &amp; WATERCOURSES<sup>1</sup></b>	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	

**Remarks**

No streams, rivers, & watercourses are present within the Bayfront Parkway Central Corridor Improvements project area.

	PRESENCE	IMPACTS <sup>2</sup>
<b>FEDERAL WILD &amp; SCENIC RIVERS &amp; STREAMS<sup>1</sup></b>	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes

**Remarks**

No federal wild & scenic rivers, and or streams are present within the Bayfront Parkway Central Corridor Improvements project area.

	PRESENCE	IMPACTS <sup>2</sup>
<b>STATE SCENIC RIVERS &amp; STREAMS<sup>1</sup></b>	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes

**Remarks**

No state scenic rivers, or streams are present within the Bayfront Parkway Central Corridor Improvements project area

**PRESENCE**

**IMPACTS<sup>2</sup>**

**NAVIGABLE WATERWAYS<sup>1</sup>**

Not Present  Present

**Remarks**

No navigable waterways are present within the Bayfront Parkway Central Corridor Improvements project area. Lake Erie, a navigable waterway, is located near the project area but will not be affected as a result of the project.

**PRESENCE**

**IMPACTS<sup>2</sup>**

**OTHER SURFACE WATERS<sup>1</sup>**

Not Present  Present

**Remarks**

No other surface waters are present within the Bayfront Parkway Central Corridor Improvements project area. Lake Erie is located near the project area but will not be affected as a result of the project.

**PRESENCE**

**IMPACTS<sup>2</sup>**

**GROUNDWATER RESOURCES<sup>1</sup>**

Not Present  Present

**Remarks**

Minor effects on groundwater might occur, however, there are no significant groundwater aquifers or water supplies used for human consumption in the project area. A Post Construction Stormwater Management (PCSM) Plan will be implemented as part of the project. This plan outlines the types of stormwater BMPs that are proposed for the project that will be used to preserve the integrity of water quality and maintain and protect the physical, biological and chemical qualities of the aquatic resources. The PCSM plan is also designed to minimize impervious areas and maximize the protection of existing drainage features and existing vegetation. Care will be taken to minimize the amount of land clearing and grading as well as minimize soil compaction.

**PRESENCE**

**IMPACTS<sup>2</sup>**

**WETLANDS<sup>1</sup>**

Not Present  Present

Open Water

Not Present  Present

No  Yes

Vegetated

Emergent

Not Present  Present

No  Yes

Scrub Shrub

Not Present  Present

No  Yes

Forested

Not Present  Present

No  Yes

Exceptional Value

Not Present  Present

No  Yes

**Documentation<sup>3</sup>**

- Data Forms
- Wetland Identification and Delineation Report
- Conceptual Mitigation Plan
- 404 (b)(1) Alternative Analysis
- Jurisdictional Determination
- Functional Assessment Analysis

**Methodology**



Methodology – Jurisdictional wetlands within the study area are identified using United States Army Corps of Engineers 1987 Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region. Jurisdictional wetlands were evaluated using the Pennsylvania Wetland Condition Level 2 Rapid Assessment Protocol.

**Number of Wetlands permanently impacted:** 2

**Acreage of Wetlands permanently impacted:** 0.015

**Describe Any Permanent Impacts**

Permanent Wetland fill in order to construct Holland street intersection.

**Describe Any Temporary Impacts**

N/A

**Is mitigation incorporated?**  No  Yes

**Project Specific Replacement/Construction:** *acres*

**Banking:** *acres*

**Bank to be Debited:**

**Restoration:** *acres*

**Preservation:** *acres*

**In-Lieu Fee:** *whole dollars*

**Other:**

**Mitigation Remarks**

Compensatory mitigation is not required for de minimus impacts. High-visibility protective fencing will be placed around wetland not to be disturbed to protect against accidental encroachment during construction.

**Executive Order 11990 Compliance**

**Compliance requires the determination that there is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.**

**Options/design modifications were investigated to avoid impacts to wetlands:**  Yes  No  N/A

**There are no practicable alternatives to construction within the wetlands:**  Yes  No  N/A

**Alternative chosen (proposed project) includes all practicable measures to minimize harm to wetlands:**  Yes  No  N/A

**If the answer to any of the above three questions is No, provide an explanation in the Remarks Section below.**

**Remarks**

Wetland impacts are de minimus and do not require mitigation.

---

**PRESENCE**

**IMPACTS<sup>2</sup>**

**COASTAL ZONE<sup>1</sup>**

Not Present  Present

No  Yes

**Documentation<sup>3</sup>**

DEP Coastal Zone Coordination Letter

**Describe Any Permanent and Temporary Impacts**

**Is mitigation incorporated?**  No  Yes

**Describe Mitigation**

1. Prior to construction, the applicant will acquire and maintain compliance with any general permit, individual permit, waiver, or other authorization that may be required under Title 25, Chapter 105 of the Pennsylvania Code (Chapter 105) for any instream work or wetland encroachments.

2. Prior to construction, the applicant will acquire and maintain compliance with Pennsylvania historic preservation programs and activities, including any clearances, concurrences, or other approval mechanism(s) required or requested by the Pennsylvania Historical Museum Commission, State Historic Preservation Office under the Pennsylvania Historical (Code Pa. Code Title 37) and the National Historic Preservation Act of 1966 (16 U.S.C. 470).

**Remarks**

The project is expected to have positive or no adverse effects to the Lake Erie Coastal Zone:

- Trail safety and alignment improvements
- Improved multimodal connections between the city and the bayfront
- Improved traffic and pedestrian safety at intersections and Soldiers and Sailors bridge crossing
- No adverse effect to historic resources
- Water quality improvements with improved stormwater design.

The Pennsylvania Coastal Resource Management (CRM) Program has reviewed the information for the Bayfront Parkway Central Corridor Improvement Project (Project) and provided consistency on April 16, 2020.

**PRESENCE**

**IMPACTS<sup>2</sup>**

**FLOODPLAINS<sup>1</sup>**

Not Present  Present

No  Yes

**Remarks**

FEMA defines the 100-year floodplain as the Lake Erie shoreline, and outside of the project area limits.

**SOIL EROSION & SEDIMENTATION<sup>1</sup>**

**Are there activities that could cause erosion or sedimentation and would require E&S Controls?**  Yes  No  N/A

**Documentation<sup>3</sup>**

- Coordination w/County Conservation District
- E&S Control Plan
- NPDES Stormwater Construction Permit

**Is mitigation incorporated?**  No  Yes

**Describe Mitigation**

An Erosion and Sediment Control Plan will be implemented as part of the project. Erosion and sediment pollution control Best Management Practices (BMP) are designed in accordance with the Pennsylvania Department of Environmental Protection (PADEP) Erosion and Sediment Pollution Control Program Manual.

**Remarks**

A coordination meeting with PADEP and Erie County Conservation District to discuss the Bayfront Parkway Improvement Project was held

on January 14, 2020. The Erie County Conservation District explained that due to the hazardous materials anticipated to be encountered at the former GAF property, an Individual NPDES would be required.

- 1 If the resource is not present, do not complete the remainder of this subject area.
- 2 If the resource is present but no impacts are anticipated, describe in Remarks why there will be no impact. If there will be no impact because avoidance/mitigation measures will be included, describe those in the mitigation text box provided.
- 3 Unless required as an attachment, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.

**Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

1. [2020-04-16 CZMA Federal Consistency.pdf](#) (130KB / 0.1MB)

**CE Reevaluation Part B, Section A-2**  
**Environmental Evaluation Subject Areas (Land)**

**2. LAND**

	<b>PRESENCE</b>	<b>IMPACTS<sup>2</sup></b>
<b>AGRICULTURAL RESOURCES<sup>1</sup></b>	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	
Productive Agricultural Land	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Agricultural Security Areas	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Prime Agricultural Land	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Agricultural Conservation Easements	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Farmland Enrolled in Preferential Tax Assessments	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Agricultural Zoning	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Soil Capability Classes I, II, III, IV	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Prime or Unique Soil	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Statewide or Locally Important Soils	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes

**Documentation<sup>3</sup>**

- Farmland Assessment Report
- ALCAB Approval
- Agricultural Land Preservation Policy Conformance Statement
- Form AD-1006 - Farmland Conversion Impact Rating or Form NRCS-CPA-106 for Corridor Type Projects
- Coordination with County Tax Assessor

**Describe Any Permanent and Temporary Impacts**

No permanent or temporary impacts to agricultural resources will result from the Bayfront Parkway Central Corridor Improvements Project.

**Is mitigation incorporated?**  No  Yes

**Remarks**

No agricultural activities or prime farmland exist in the project vicinity. Colonie (CsB) loamy fine sand, 3 to 8 percent slopes is classified as Farmland of local importance, and is located in the eastern portion of the study area. The past and present land use of the Colonie loamy

fine sand soil within the project area is active railroad corridor. The proposed land use for the Colonie loamy fine sand soil within the project area will remain consistent with its current land use.

	<b>PRESENCE</b>	<b>IMPACTS<sup>2</sup></b>
<b>VEGETATION<sup>1</sup></b>	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	
Landscaped	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	<input type="radio"/> No <input checked="" type="radio"/> Yes
Agricultural	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Forest Land	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Rangeland	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Other (describe in remarks)	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	<input type="radio"/> No <input checked="" type="radio"/> Yes

**Describe Any Permanent and Temporary Impacts**

Areas of roadside vegetation will be impacted permanently by intersection construction and temporarily by the access road.

Invasive Non-Native Plants are Present

**Mitigation:**

Are measures being taken to minimize movement of invasive plant parts (roots, tubers, seeds)?  Yes  No

Will native plants be used in project landscaping or mitigation?  Yes  No **If Yes, explain in Describe Mitigation.**

Other?  Yes  No **If Yes, explain in Describe Mitigation.**

**Describe Mitigation**

In accordance with PennDOT Publication 756 - Invasive Species Best Management Practices, the project will develop best management practices for implementation during design and construction to minimize the spread of invasive species such as Japanese knotweed (*Fallopia japonica*) and tree-of-heaven (*Ailanthus altissima*). Anticipated methods will include minimizing soil disturbances, developing species-specific control plans (as necessary) to include in the erosion and sedimentation plans, stabilizing disturbed areas quickly, utilizing appropriate seed mixes, keeping equipment clean to avoid spreading invasive species seeds, and spraying as needed to control invasive species during construction.

PennDOT will coordinate to include the appropriate seed mix to promote the pollinator species (bees, butterflies, etc.).

**Remarks**

Other areas of impact, areas of roadside vegetation, will be reseeded and mulched per the E & S Plan.

	<b>PRESENCE</b>	<b>IMPACTS<sup>2</sup></b>
<b>GEOLOGIC RESOURCES<sup>1</sup></b>	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	

**Remarks**

No geologic resources present within the Bayfront Parkway Central Corridor Improvements project area.

	<b>PRESENCE</b>	<b>IMPACTS<sup>2</sup></b>
<b>PARKS &amp; RECREATION FACILITIES<sup>1</sup></b>	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	
National	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
State	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Local	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	<input checked="" type="radio"/> No <input type="radio"/> Yes
Other (describe in remarks)	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	<input type="radio"/> No <input checked="" type="radio"/> Yes

If any Impacts are "Yes", a Section 4(f) Evaluation may be needed.

Were any of the impacted properties acquired through the use of : (If applicable, check one or more of the boxes below)

- Land and Water Conservation Fund (Section 6(f))
- Project 70 Fund
- Project 500 Fund
- Recreational Improvement and Rehabilitation Act (RIRA)
- Growing Greener Bond Fund (GG2)
- Keystone Recreation, Park and Conservation Fund (Key 93)
- Environmental Stewardship Fund Act (ESF)

Documentation<sup>3</sup>

- Coordination with DCNR as representative for NPS (LWCF)
- Coordination with DCNR and PA General Assembly (Project 70)
- Coordination with DCNR (Project 500, GG2, Key93, RIRA or ESF)

Describe Any Permanent and Temporary Impacts

The Great Lakes Sea Way Trail will be affected at three locations

1. Sassafras Street Extension area will relocate 1181 linear feet of the Great Lakes Sea Way Trail to safer roadway crossing location on at Sassafras Street Extension. This will add 113 linear feet to the Great Lakes Sea Way Trail.
- 2 a new portion of trail; the trail is currently shared-use on Front Street, the new trail alignment will provide a safer alternative away from the roadway and traffic. Construction of the new trail will add 1265 linear feet to the Great Lakes Sea Way Trail.
3. Holland Street; relocation of 428 linear feet of the Great Lakes Sea Way Trail to create a safer roadway crossing location at Holland Street. This will add 22 linear feet to the Great Lakes Sea Way Trail.

The Bayfront Promenade Trail will be affected at 1 location:

1. The proposed project will involve relocating 340 linear feet of the Bayfront Promenade Trail to create a safer roadway crossing location at State Street. This will add 2 linear feet to the Bayfront Promenade Trail.

Is mitigation incorporated?  No  Yes

Describe Mitigation

Trail access and use will be maintained through staged construction, speed limit signs, stop signs, and flagging, as necessary for trail users. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect trail users from adjacent construction activities. If necessary,, temporary detours will be utilized. The contractor will be required to install protective shielding near the trails during construction in order to prevent materials and other debris from falling within the limits of the trail.

Construction related mitigation: Fencing will be placed to protect the trail and users from adjacent construction activities. Clearly delineate any construction areas adjacent to the trails to ensure that only planned construction activities occur. Coordination with the Western Pennsylvania Port Authority will be continuous throughout the project duration. The duration of temporary use on the Great Lakes Sea Way Trail and Bayfront Promenade Trails will last less than the construction period for the Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Great Lakes Sea Way Trail and Bayfront Promenade Trail will be fully restored after construction.

Remarks

The Great Lakes Sea Way Trail & Bayfront Promenade Trail Section 4(f)Temporary Use Form is provided in section A-5.

**PRESENCE** **IMPACTS<sup>2</sup>**

**FOREST & GAMELANDS<sup>1</sup>**  Not Present  Present

Remarks

No forest or gamelands are present within the Bayfront Parkway Central Corridor Improvements project area.

**PRESENCE** **IMPACTS<sup>2</sup>**

**WILDERNESS, NATURAL & WILD AREAS<sup>1</sup>**  Not Present  Present

Remarks

No wilderness, natural, and or wild areas are present within the Bayfront Parkway Central Corridor Improvements project area.

**PRESENCE**

**IMPACTS<sup>2</sup>**

**NATIONAL NATURAL LANDMARKS<sup>1</sup>**

Not Present  Present

No  Yes

**Remarks**

No national natural landmarks are present within the Bayfront Parkway Central Corridor Improvements project area.

**PRESENCE**

**IMPACTS<sup>2</sup>**

**HAZARDOUS OR RESIDUAL WASTE SITES<sup>1</sup>**

Not Present  Present

No  Yes

**Documentation<sup>3</sup>**

- Phase I
- Phase II
- Phase III
- Other
- No Documentation Required

**Describe Any Permanent and Temporary Impacts**

Two properties having potential for contaminated materials, and under the purview of Environmental Covenants were identified in the project area:

GAF Buildings Materials— The former GAF Building Materials Manufacturing Corporation (GAF) is currently a brown field site that contains hazardous materials, waste storage, staining, discoloration, etching, stressed vegetation, storage tanks, sumps or clarifiers, and transformers. The GAF Property was remediated between June 2012 and June 2014. The GAF site is under the protection of an Environmental Covenant between the Port Authority of Erie and PADEP.

The proposed Sassafras Street intersection work will encroach on areas that used to be the GAF main office, storage building, and storage tanks.

**CSX Railroad**

The existing railroad track located between Sassafras Street Extension and Holland Street, and the existing at-grade crossing at Holland Street will also be eliminated. CSX is proposing to add additional track east of Holland Street and adjacent to the Pennsylvania Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. In the vicinity of the Soldiers' and Sailors' Home, the railroad track will be expanded and an access bridge constructed over the CSX Railroad, along with the existing at-grade crossing to be eliminated.

**Is remediation/mitigation incorporated?**  No  Yes  Unknown at this time

**Describe Remediation/Mitigation**

An Environmental Covenant exists for the former GAF site and CSX Railroad ( Sassafras Street area) that requires PADEP and Holder notification of any planned changes in land use or ownership for any portion of the former sites. PennDOT will coordinate any required Environmental Covenant changes as part of right-of-way activities.

After the design plans for the project are completed, a Waste Management Plan (WMP), and a Site Specific Health and Safety Plan (SSHASP) should be prepared to address soil, sediment, groundwater management, environmental health, and worker safety during all project construction activities. The WMP should address all known or suspected contaminants that may be associated with the identified sites of potential concern.

Within CSX Railroad, and former GAF property any earthwork activities will be required to be conducted in accordance with their Environmental Covenant.

PennDOT has determined a Phase II is not necessary and mitigation will be handled with including specifications in the construction contract to inform contractor how to test, handle and dispose of any contaminated material encountered.

**Remarks**

**1 If the resource is not present, do not complete the remainder of this subject area.**

- 2 If the resource is present but no impacts are anticipated, describe in Remarks why there will be no impact. If there will be no impact because avoidance/mitigation measures will be included, describe those in the mitigation text box provided.
- 3 Unless required as an attachment, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.

**Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

**CE Reevaluation Part B, Section A-3**  
**Environmental Evaluation Subject Areas (Wildlife)**

**3. WILDLIFE**

	PRESENCE	IMPACTS <sup>2</sup>
<b>WILDLIFE &amp; HABITAT<sup>1</sup></b>	<input checked="" type="radio"/> Not Present <input type="radio"/> Present	
<b>Remarks</b>		

	PRESENCE	IMPACTS <sup>2</sup>
<b>THREATENED &amp; ENDANGERED PLANTS &amp; ANIMALS<sup>1</sup></b>	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> No Coordination Needed	<input checked="" type="checkbox"/> No Potential Impacts <input type="checkbox"/> Potential Impacts with Avoidance Measures <input type="checkbox"/> Potential Impacts with Conservation Measures <input type="checkbox"/> Potential Impacts

Reviews, concurrences and approvals for Threatened and Endangered Species searches/coordination are time sensitive. If the coordination is greater than two years old, a new coordination effort will be required with the commenting/review agency(s).

**Documentation**

PNDI ER Receipt

**Agency Documentation**

PFBC Correspondence

PGC Correspondence

DCNR Correspondence

USFWS Correspondence

**Describe Avoidance Measures to be Implemented**

**Describe Planned Conservation Measures to be Implemented**

**Describe Other Mitigation**

**Remarks**

PNDI project update for the Northern Long Eared Bat was conducted on 4/17/2023 and resulted in potential impacts. Involved agencies were contacted for further review and resulted in "no adverse impacts" response from all agencies. (see attachments). PA Game Commission did not specifically respond, but indicated "Concluded" in the PNDI system.

- 1 If the resource is not present, do not complete the remainder of this subject area.
- 2 If the resource is present but no impacts are anticipated, describe in Remarks why there will be no impact. If there will be no impact because avoidance/mitigation measures will be included, describe those in the mitigation text box provided.
- 3 Unless required as an attachment, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.

**Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

- 1. [PNDI Has been updated due to the NLEB reclassification.pdf](#) (2002KB / 2MB)
- 2. [2023-04-21 PFBC Clearance Letter.pdf](#) (98KB / 0.1MB)
- 3. [2023-04-18 DCNR Clearance Letter.pdf](#) (194KB / 0.2MB)

**CE Reevaluation Part B, Section A-4**  
**Environmental Evaluation Subject Areas (Cultural Resources)**

**4. CULTURAL RESOURCES**

Were Cultural Resource Professionals (CRPs) needed for project scoping?  Yes  No

CRP Scoping Field View Date: 03/01/18

CRP Architectural Historian in Attendance: Donald Burden

CRP Archaeologist in Attendance: Scott Shaffer

Was a Project Early Notification / Scoping Results Form completed?  Yes  No

For projects exempted from further Section 106 review under Appendix C of the Statewide Section 106 Programmatic Agreement, determine whether eligible resources are present for application of Section 4(f).

Is the project exempted from review by the District Designee or CRP as per Appendix C of the Statewide Section 106 Programmatic Agreement?  Yes  No

Is the project exempted from review by the District Designee or CRP as per Stipulation III of the Emergency Relief Projects Programmatic Agreement (2005)?  Yes  No

	<u>PRESENCE</u>				<u>LEVEL OF EFFECTS</u>		
	Not Present	Potentially Eligible Resource Present	Eligible Resource Present	Listed Resource Present	No Historic Properties Affected	No Adverse Effect	Adverse Effect
CULTURAL RESOURCES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**Archaeology**

<b>Pre-Contact:</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Contact Native American:</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic:</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Above-Ground Historic Properties**

<b>Structure/Building:</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>District:</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Documentation**

**Conclusion of Section 106 consultation must be documented in the following ways:**

For projects ***having an adverse effect***, one of the following:

- Memorandum of Agreement (MOA)
- Letter of Agreement (LOA)
- Memorandum of Understanding (MOU)
- Letter of Understanding (LOU)
- Specific Programmatic Agreement (PA)
- Standard Treatment
- Deferral of Archaeological Testing

For projects ***not having a known adverse effect***, one from ***each*** column:

**Above-Ground Historic Properties**

- Above-Ground Historic Properties Field Assessment and Finding
- Above-Ground Historic Properties Finding Letter
- Section 106 (Above-Ground Historic Properties) Effect Concurrence Letter
- TE Project Field Assessment and Finding Checklist

**Archaeology**

- Archaeology Field Assessment and Finding
- Archaeology Finding Letter
- Section 106 (Archaeology) Effect Concurrence Letter
- TE Project Field Assessment and Finding Checklist
- Deferred Archaeological Testing Form
- Project Specific Programmatic Agreement

**Supplemental documentation should be completed as warranted:**

- Historic Structures Survey / Determination of Eligibility Report
- Phase Ia Archaeological Sensitivity Report
- Geomorphological Survey Report
- Archaeological Disturbance Report
- Archaeology Identification (Phase I) Report
- Archaeology Negative Survey Form
- Archaeology Evaluation (Phase II) Report
- Combined Archaeology Identification/Evaluation Report
- Determination of Effects Report
- (Bridge) Feasibility Report
- Other **(describe in remarks)**

**Include Section 106 Public Involvement in Part B, Section C, Public Involvement.**

**Describe Any Permanent and Temporary Impacts**

Pennsylvania Soldiers' and Sailors' Home / Anthony Wayne Blockhouse

Proposed Action: CSX is proposing to add additional track east of Holland Street and adjacent to the Pennsylvania Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. Currently an at-grade railroad crossing exists between the Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. A multi-modal bridge over the proposed CSX railroad tracks will be constructed west of the existing at-grade crossing, which will be eliminated for safety and operational concerns. The bridge will be constructed on the same site as a former bridge that previously spanned the railroad tracks, which was removed in the late 20th century. In effect, the project will restore the original circulatory system within the Soldiers and Sailors Home property, with the bridge once again facilitating vehicular and pedestrian access between the Home and the Cemetery/Anthony Wayne Blockhouse. The bridge will remain the property of the Soldiers and Sailors Home.

In order to accommodate the multi-modal bridge over the proposed CSX tracks, the existing driveway grade will be adjusted, along earth work grading of clean fill. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact the Soldiers and Sailors Home.

Construction materials will be transported through the Pennsylvania Soldiers' and Sailors' property using existing driveways accommodated with flagging operations to ensure user safety.

Are mitigation and/or standard treatments required?  No  Yes

Remarks

**Additional Information**

Remarks, Footnotes, Supplemental Data

Attachments

- 1. [2019-11-22 PHMC Concurrence.pdf](#) (128KB / 0.1MB)
- 2. [PennDOT Project Early Notification Scoping Results Form .pdf](#) (597KB / 0.6MB)
- 3. [Erie-108952-Above-ground Finding.pdf](#) (6710KB / 6.6MB)
- 4. [Erie- 108952- Deferral of Archaeology.pdf](#) (941KB / 0.9MB)

**CE Reevaluation Part B, Section A-5**  
**Environmental Evaluation Subject Areas (Section 4(f) Resources)**

**5. SECTION 4(f) RESOURCES**

	<b>PRESENCE</b>	<b>USE<sup>1</sup></b>
<b>SECTION 4(f) RESOURCES</b>	<input type="radio"/> Not Present <input checked="" type="radio"/> Present	<input type="radio"/> No <input checked="" type="radio"/> Yes

**Documentation<sup>2</sup>**

- Individual Section 4(f) Evaluation
- Programmatic Section 4(f) Evaluation
- Section 2002 Evaluation
- De Minimis Use/No Adverse Use Checklist
- Non-Applicability/No Use Checklist
- Temporary Use Checklist
- FHWA Coordination Documents

Will temporary easements during construction be necessary from Section 4(f) resources?  No  Yes

**Describe Any Permanent and Temporary Impacts**

Section 4(f) Temporary use:

The Great Lakes Sea Way Trail:

- 1. The proposed project will involve relocating 1181 linear feet of the Great Lakes Sea Way Trail to create a safer roadway crossing at Sassafras Street Extension. This will add (113) linear feet to the Great Lakes Sea Way Trail.
- 2. The proposed project will construct a new portion of trail from State Street to Holland street. Trail users currently use Front Street, the new trail will provide a safer alternative away from the roadway and traffic. Construction of the new trail will add (1265) linear feet to the Great Lakes Sea Way Trail.

3. The proposed project will involve relocating 428 linear feet of the Great Lakes Sea Way Trail to create a safer roadway crossing at Holland Street. This will add (22) linear feet added to the Great Lakes Sea Way Trail.

The Bayfront Promenade Trail:

The proposed project will involve relocating 340 linear feet of the Bayfront Promenade Trail to create a safer roadway crossing at State Street. This will add (2) linear feet added to the Bayfront Promenade Trail.

Pennsylvania Soldiers' and Sailors' Home / Anthony Wayne Blockhouse

Proposed Action: CSX is proposing to add additional track east of Holland Street and adjacent to the Pennsylvania Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. Currently an at-grade railroad crossing exists between the Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. A multi-modal bridge over the proposed CSX railroad tracks will be constructed west of the existing at-grade crossing, which will be eliminated for safety and operational concerns. The bridge will be constructed on the same site as a former bridge that previously spanned the railroad tracks, which was removed in the late 20th century. In effect, the project will restore the original circulatory system within the Soldiers and Sailors Home property, with the bridge once again facilitating vehicular and pedestrian access between the Home and the Cemetery/Anthony Wayne Blockhouse. The bridge will remain the property of the Soldiers and Sailors Home.

Section 4(f) Non-Applicability/No Use Checklist

1. Erie Waterworks, Chestnut Street Pump House: Roadway and sidewalk reconstruction on the Bayfront Parkway adjacent to the Erie Waterworks, Chestnut Street Pump House property. No proposed work will be completed within the Section 4(f) property. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features.
2. Dobbins Lane: Roadway and sidewalk reconstruction on state street adjacent to Dobbins Lane. No proposed work will be completed within the Section 4(f) property specifically; the roadway blocks that constitute the historic resource will not be disturbed. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features.
3. The Pennsylvania Veterans' Memorial Cemetery: CSX is proposing to add additional track east of Holland Street and adjacent to the Pennsylvania Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. Currently an at-grade railroad crossing exists between the Soldiers' and Sailors' Home and the Veterans Memorial Cemetery. For safety and operational concerns, this crossing will be eliminated and a multi-modal bridge over the proposed CSX tracks will be constructed, located west of the existing crossing. Railroad work results in re-installation of tracks that were previously in use during the 1970's. This work will result in a Section 4(f) Non-Applicability/No Use action; the proposed work will have no impact or temporary occupancy associated with The Pennsylvania Veterans Memorial Cemetery.

Is mitigation incorporated?  No  Yes

#### Describe Mitigation

Section 4(f) Temporary use:

The Great Lakes Sea Way Trail: 1400 LF of Trail added to incorporate trail user safety.

Trail access and use will be maintained through staged construction, speed limit signs, stop signs, and flagging, as necessary for trail users. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect section 4(f) resource and users from adjacent construction activities. If necessary temporary detours will be utilized to ensure trail access, use and mobility remain operational for trail users. The contractor will be required to install protective shielding near the trails during construction in order to prevent materials and other debris from falling within the limits of the trail.

The project is designed to minimize any tree clearing and shrub removal to the greatest extent practical. All earth disturbance will be revegetated to ensure no negative changes to the viewshed.

Construction related mitigation: Fencing will be placed to protect the trail and users from adjacent construction activities. Clearly delineate any construction areas adjacent to the Section 4(f) Resources to ensure that only planned construction activities occur. Coordination with the Western Pennsylvania Port Authority will be continuous throughout the project duration. The duration of temporary use on the Great Lakes Sea Way Trail will last less than the construction period for The Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Great Lakes Sea Way Trail will be fully restored after construction.

The Bayfront Promenade Trail : 2 LF of Trail added to incorporate trail user safety.

Trail access and use will be maintained through staged construction, speed limit signs, stop signs, and flagging, as necessary for trail users. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect section 4(f) resource and users from adjacent construction activities. If necessary temporary detours will be utilized to ensure trail access, use

and mobility remain operational for trail users. The contractor will be required to install protective shielding near the trails during construction in order to prevent materials and other debris from falling within the limits of the trail.

The project is designed to minimize any tree clearing and shrub removal to the greatest extent practical. All earth disturbance will be revegetated to ensure no negative changes to the viewshed.

Construction related mitigation: Fencing will be placed to protect the trail and users from adjacent construction activities. Clearly delineate any construction areas adjacent to the Section 4(f) Resources to ensure that only planned construction activities occur. Coordination with the Western Pennsylvania Port Authority will be continuous throughout the project duration. The duration of temporary use on the Bayfront Promenade Trail will last less than the construction period for The Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Bayfront Promenade Trail will be fully restored after construction.

Pennsylvania Soldiers' and Sailors' Home / Anthony Wayne Blockhouse:

Work on historic properties would be limited to construction of the multi-modal bridge at the Soldiers' and Sailors' Home over the railroad, which is being coordinated with the PA Department of Military and Veterans Affairs. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. The project is designed to minimize tree clearing and shrub removal to the greatest extent practical. All earth disturbance will be revegetated to ensure no negative changes to the viewshed. Access to the cemetery will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction.

Temporary Construction Access: Construction materials will be transported through the Pennsylvania Soldiers' and Sailors' property using existing driveways accommodated with flagging operations to ensure user safety. Temporary Construction access will not result in impacts to historic features on the Pennsylvania Soldiers' and Sailors' property.

Construction related mitigation: Clearly delineate any construction areas adjacent to the Section 4(f) Resources to ensure that only planned construction activities occur. Proposed work associated with the section 4(f) property will be constructed separately from The Bayfront Parkway Central Corridor Improvement Project. Duration of the construction for the Pennsylvania Soldier's and Sailor's Home Railroad Bridge is not to exceed construction of the overall Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Pennsylvania Soldiers' and Sailors' Home / Anthony Wayne Blockhouse property will be fully restored after construction.

#### Section 4(f) Non-Applicability/No Use Checklist

Erie Waterworks, Chestnut Street Pump House: No proposed work will be completed within the Section 4(f) property, No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. Operations at Chestnut Street Pump House will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction. Clearly delineate any construction areas adjacent to the Chestnut Street Pump House to ensure that only planned construction activities occur.

Dobbins Lane: No proposed work will be completed within the Section 4(f) property specifically, the roadway pavers that constitute the historic resource will not be disturbed. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. Access to Dobbins Lane will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect Dobbins Lane and users from adjacent construction activities. Clearly delineate any construction areas adjacent to Dobbins Lane to ensure that only planned construction activities occur.

The Pennsylvania Veterans' Memorial Cemetery: Work on historic properties would be limited to construction of the multi-modal bridge at the Soldiers' and Sailors' Home over the railroad, which is being coordinated with the PA Department of Military and Veterans Affairs. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. Access to the cemetery will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction. Clearly delineate any construction areas adjacent to the Veterans Memorial Cemetery to ensure that only planned construction activities occur.

#### Remarks

- 
- 1 If the resource is present but no use is anticipated, describe in Remarks why there will be no use. If there will be no use because avoidance/mitigation measures will be included, describe those in the mitigation text box provided.**
  - 2 Unless required as an attachment, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.**
-

**Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

1. [2020-05-07 Section 4f Non-Applicability No Use Signed.pdf](#) (6162KB / 6MB)
2. [2020-05-07 Trail Section 4f Temporary Occupancy Signed.pdf](#) (4716KB / 4.6MB)
3. [2020-05-07 Pennsylvania Soldiers' and Sailors' Home and Anthony Wayne Blockhouse signed..pdf](#) (4431KB / 4.3MB)

**CE Reevaluation Part B, Section A-6**  
**Environmental Evaluation Subject Areas (Air Quality and Noise)**

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**6. AIR QUALITY AND NOISE****AIR QUALITY**

Is the project exempt from regional ozone conformity analysis and a CO, PM10 & PM2.5 Hot-Spot analysis?  Yes  No

See exempt project list in Air Quality Handbook, Pub #321.

If Yes, the system skips the next few questions.

**Mobile Source Air Toxics (MSATs)**

Is the project exempt from an analysis for MSATs based on Pub #321?  Yes  No

See Air Quality Handbook, Pub #321, for exemptions.

If Yes, the system skips the remainder of this section.

**Air Quality Remarks**

The Bayfront project is included in the AIR QUALITY CONFORMITY DETERMINATION REPORT, as part of the Transportaton Improvement Program (TIP) and Long Range Transportation Plan (LRTP) ; no separate analysis needed: Regionally Significant Highway Projects For the purposes of conformity analysis, highway networks are created for each analysis year. For the horizon years, regionally significant projects from the LRTP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the TIP and LRTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126 127. A list of highway projects is shown in Attachment A. The TIP and LRTP for the Erie Metropolitan Planning Organization (MPO) area is found to conform to the applicable air quality State Implementation Plan (SIP) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the Erie MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system. The Bayfront Project is included as follows: 108952 Central Bayfront Parkway Multimodal This project is a direct result of the Erie Bayfront Parkway study. This Multimodal/Congestion Reduction/ safety improvement project will be on the Bayfront Parkway (SR 4034) and will improve safety and access for vehicular, pedestrian, and bicycle traffic.

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**NOISE**

1. Is the project a:

Reference PennDOT Pub #24 for additional information on Type I, II and III Projects.

A. Type I Project?  Yes  No

Indicate the applicable construction type:

Highway on new alignment

Through lanes that increase capacity

Significant change in the horizontal or vertical alignment

Other

Other Description:

**B. Type II Project?**  Yes  No

**C. Type III Project?** **If Yes, the system skips questions 2 and 3.**  Yes  No

**2. A. Are sensitive receptors present?**  Yes  No

**If No, the system skips questions 2B and 3. Provide any additional comments in the Remarks section.**

**If Yes, how many noise sensitive receptors are within the project area?** 79

**If Yes, what type(s) of sensitive receptors are present?**

residential  
hospital  
church  
commercial  
office  
industrial  
hotel  
museum / library  
municipal offices  
institutional  
park  
recreation

**B. What Land Use Activity Category is present in the project area as defined by PennDOT Pub #24? (Due to potential mixed land uses, there could be several categories.)**

A  B  C  D  E  F  G

**3. A. Do the predicted noise levels approach or exceed FHWA/PennDOT Noise Abatement Criteria for the Land Use Activity Category(s) identified in 2B?**  Yes  No

**B. Will there be a substantial increase of 10 dB(A) over existing level?**  Yes  No

**If both 3A and 3B are No, provide a qualitative (narrative) analysis in Noise Remarks below.**

Qualitative Analysis  
 Quantitative Analysis

**If 3A or 3B is Yes, provide the conclusion of the quantitative analysis in Noise Remarks below. The full quantitative analysis should be maintained in the project technical file. Attach the FHWA Approval Letter for the Noise Report.**

### **Noise Remarks**

The TNM 2.5 analysis found that no receivers in the study area would approach or exceed FHWA Noise Abatement Criteria in the design year (2040) with either the no-build or build alternative. Also, no receivers were predicted to have a substantial increase in traffic noise levels as a result of the build alternative. Therefore, the project has no traffic noise impacts according to PennDOT Publication No. 24. Because the project has no traffic noise impacts, the investigation of traffic noise abatement was not warranted and noise mitigation, using noise walls, was not evaluated.

### **Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

1. [Bayfront Noise Report 02-20-2020 red\\_Part1.pdf](#) (4770KB / 4.7MB)
2. [Bayfront Noise Report 02-20-2020 red\\_Part2.pdf](#) (4187KB / 4.1MB)

**CE Reevaluation Part B, Section A-7**  
**Environmental Evaluation Subject Areas (Socioeconomic Areas)**

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Where mitigation is incorporated for socioeconomic impacts, add the mitigation commitments to form B: E.

**REGIONAL & COMMUNITY GROWTH**

Will the project induce impacts (positive and negative) on planned growth, land use, or development patterns for the area?  Yes  No

**If Yes, explain.**

Erie is experiencing a shift from an industrial harbor to a place-oriented waterfront filled with recreational, community, tourist/museum, and residential uses. The project is designed to incorporate future development and connectivity to the Erie Bayfront. The project is located within an existing roadway corridor and the proposed work will improve the aesthetic of the surrounding land use.

Is the project consistent with planned growth?  Yes  No

**Basis of this determination:**

The project is on the Transportation Improvement Program (TIP).

Will the project induce secondary growth?  Yes  No

**PUBLIC FACILITIES & SERVICES**

Will the project induce negative impacts on health and educational facilities; public utilities; fire, police and emergency services; civil defense; religious institutions; or public transportation?  Yes  No

Does the project incorporate bicycle or pedestrian facilities into the overall design or operations (including construction)?  Yes  No

**Explain. (Complete a bicycle/pedestrian checklist if applicable for this project.)**

The overall design of the project includes a multiuse trail network connecting all three intersections on the north side of Bayfront Parkway, in order to enhance bicycle and pedestrian access. Elevated pedestrian walkways will be incorporated to connect the Bayfront area to Downtown Erie. Throughout construction, pedestrians and cyclists will be maintained either around the work area or utilizing detours.

Will the project have a positive impact to the public facilities and services listed above?  Yes  No

**If Yes, explain.**

No long-term impacts to surrounding land uses, or socioeconomic displacements/ impacts will result from the project activity. No residences, nonprofit organizations, or community facilities, such as hospitals, parks, places of worship, day care centers, schools, government offices such as post offices, police and fire stations, cultural centers, or special service providers would be displaced or significantly impacted. Project would result in improvements to fire/rescue and police response capability and improved access across and along the Bayfront Parkway.

---

**COMMUNITY COHESION**

Will the project induce impacts to community cohesion?

Yes  No

**If Yes, explain.**

The Central Bayfront Parkway Improvements project will have a positive impact on community cohesion by providing improved mobility and safety for pedestrian and bicyclists. These improvements primarily include sidewalks, American with Disabilities Act accommodations, lighting, and multi-use trails.

Will the project induce impacts to the local tax base or property values?

Yes  No

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**ENVIRONMENTAL JUSTICE**

Is the project exempt from Detailed Project Level Environmental Justice Analysis per Section 2.1 of Publication 746, Project Level Environmental Justice Guidance?

Yes  No

Is an Environmental Justice population, as identified in Executive Order 12898, present? <sup>1</sup>

Yes  No

**If Yes, briefly summarize the methods used to determine the presence of an Environmental Justice Population.**

The Environmental Justice analysis for the Central Bayfront Parkway Improvements project was conducted in a three-step process. Steps one and two addressed how the presences of Environmental Justice populations were determined for the project and Step three outlined the analysis of the project to determine if it would have a disproportionately high and adverse human health or environmental effects on the Environmental Justice community. Specifically, the three steps include:

- Step one: Identified the presences and extent of minority and low-income populations within the study area utilizing US census data, field observations, and community outreach to determine if environmental justice populations live within the project area. According to the EPA's EJ Mapper, Environmental justice populations are present with a high percentage of low income population at (75%). Additionally, census data indicates the largest minority populations as Asian (5%), and Hispanic (8%) both with some level of non-English speaking or limited English speaking.
- Step two: Conducted targeted outreach to interview community leaders to obtain an understanding of the community context and how limited financial means and mobility challenges influence the community relative to accessing basic goods and services or employment and higher educational opportunities.
- Step three: Developed project design features and engineering practice for the project that minimizes potential effects on and potentially provide benefits to the environmental justice community. Then, conducted an analysis to determine if the project could cause a disproportionately high and adverse human health or environmental effects on Environmental Justice community.

The three-step investigation determined that transportation improvements to address the project purpose and need will not disproportionately affect minority or low-income populations by the project as determined above.

The project involves improving the existing intersections along the Bayfront Parkway with Sassafras Street Extension, State Street and Holland Street. Substantial realignment or relocation of the roadways relative to EJ populations is not proposed. The proposed improvements will enhance the multimodal connections of the traveling public and the overall operation and efficiency of the intersections. Improved efficiency of the intersections will reduce congestion, which will in turn, reduce local pollution levels. The TIP and LRTP for the Erie Metropolitan Planning Organization (MPO) area, including the Bayfront Parkway Central Corridor Improvement Project, is found to conform to the applicable air quality State Implementation Plan (SIP) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the Erie MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system. The TNM 2.5 noise analysis found that no receivers in the study area would approach or exceed FHWA Noise Abatement Criteria in the design year (2040) with either the no-build or build alternative. Also, no receivers were predicted to have a substantial increase in traffic noise levels as a result of the build alternative. Therefore, the project has no traffic noise impacts according to PennDOT Publication No. 24.

The study found that numerous benefits would result in the community including overall improved mobility, safe bicycle and pedestrian facilities and crossings of SR 4034, safety improvements associated with modern roadway design features. Although environmental justice populations exist within the proposed study area, the project provides benefits to the environmental justice community. There are no displacements of residential or commercial structures as result of this project. Public coordination and involvement will be continued throughout the project span.



Will the project induce disproportionately high and adverse impacts to minority or low income populations?  Yes  No

- No known minority or low-income populations have been identified that would be disproportionately highly and adversely affected by this project as determined above. Therefore, this project has met the provisions of Executive Order 12898.

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#### RIGHT-OF-WAY ACQUISITIONS OR DISPLACEMENTS OF PEOPLE, BUSINESSES OR FARMS

How many parcels require right-of-way acquisition, either partial or total?

12

Describe the extent and locations of acquisitions. Indicate for each acquisition whether it is temporary or permanent.

It is anticipated that approximately 12 parcels will require the acquisition of permanent right-of-way and/or easements. Right-of-way impacts and temporary construction easements will be further evaluated as the design advances.

Will the project require the relocation of people, businesses or farms?  Yes  No

Will the project induce impacts to economic activity, including employment gains and losses?  Yes  No

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#### MAINTENANCE AND OPERATING COSTS OF THE PROJECT AND RELATED FACILITIES

Will the project induce increases of operating or maintenance costs?  Yes  No

If Yes, is the cost justified? Please explain:

The increases in maintenance/operating costs will be due to additional highway lighting, snow plowing, and long-term maintenance of the bridge at State Street and stormwater facilities. This cost is justified to improve pedestrian, bicycle, transit, and passenger vehicle connections of the Erie Central Business District and adjacent neighborhoods to the waterfront property north of the Bayfront Parkway, to reduce crashes as much as practical on the Bayfront Parkway, to improve future congestion to an acceptable level of service or delay, and to improve traffic operations and efficiency.

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#### PUBLIC CONTROVERSY ON ENVIRONMENTAL GROUNDS

Will the project involve substantial controversy concerning social, cultural, or natural resource impacts?  Yes  No

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#### AESTHETIC AND OTHER VALUES

Will the project be visually intrusive to the surrounding environment?  Yes  No

Will the project include "multiple use" opportunities? <sup>2</sup>  Yes  No

If Yes, explain.

The overall design of the project includes a multiuse trail network connecting all three intersections on the north side of Bayfront Parkway, in order to enhance bicycle and pedestrian access.

Will the project involve "joint development" activities? <sup>3</sup>  Yes  No

**If Yes, explain.**

The Central Bayfront Parkway Improvements project provides greater connectivity between the waterfront and Erie's downtown and residential neighborhoods. The Bayfront Parkway Central Corridor Improvements enhances connections, through intersection improvements, multimodal trail networks, and pedestrian bridges. Increased connectivity between the waterfront and Erie's downtown will provide infrastructure needed to support the growth of the region and local businesses.

- 
- 1 **Copies of pertinent EJ information, data, analyses, and outreach activities should be placed in the project's Technical Support Data files.**
  - 2 **Examples of "multiple use" may include historical monuments, parking areas, bikeways, pedestrian paths, and other shared-use facilities on highway right-of-way.**
  - 3 **"Joint development" involves compatible development in conjunction with the highway. Examples could include construction of highway facilities such as highways, turning lanes, interchanges, or lane widening in conjunction with planned residential, shopping, commercial, or industrial facilities.**
- 

**Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

**CE Reevaluation Part B, Section B  
Consistency Determinations**

**If the project is not consistent with established guidelines or will be made consistent through agreed upon mitigation, describe mitigation measures.**

- DEP Coastal Zone Management Plan:                     Not Applicable  Consistent  Not Consistent
- DCNR/NPS Wild and Scenic River Management Plan:     Not Applicable  Consistent  Not Consistent
- FEMA Flood Map:     Not Applicable  Consistent  Not Consistent
- Other (describe in Remarks):                                 Not Applicable  Consistent  Not Consistent

**Describe Mitigation**

**Remarks**

**Additional Information**

Remarks, Footnotes, Supplemental Data

**Attachments**

- 1. [2020-04-16 CZMA Federal Consistency.pdf](#) (130KB / 0.1MB)

**CE Reevaluation Part B, Section C  
Public Involvement**

**Document all public involvement efforts, including but not limited to, meetings, intent to enter letters, and displays. Indicate number of events when applicable.**

**Include in the project technical file: notification of public involvement activities, and the resolution to relevant issues or concerns raised during public involvement.**

	#	Comments
<input checked="" type="checkbox"/> Plans Display	2	See attached public involvement description
<input checked="" type="checkbox"/> Public Officials Meetings	2	See attached public involvement description
<input checked="" type="checkbox"/> Public Meetings	2	See attached public involvement description
<input type="checkbox"/> Public Hearing		
<input type="checkbox"/> Special Purpose Meetings (specify)		
<input checked="" type="checkbox"/> Section 106 Public Involvement / Consulting Parties (specify)		See attached public involvement description
<input type="checkbox"/> Section 106 Tribal Consultation (specify Tribe(s) contacted and Tribal response)		
<input checked="" type="checkbox"/> Environmental Justice Community Involvement (if applicable)		Environmental Justice Community was invited to all public meetings and the design team conducted several meetings with local advocacy groups such as Bayfront East Side Taskforce and Our West Bayfront. . See attached public involvement description
<input checked="" type="checkbox"/> Other information dissemination activities (specify)		See attached public involvement description
<input checked="" type="checkbox"/> Commitment for Further Public Involvement		PennDOT and the Design Team will conduct additional public outreach efforts and meetings throughout the project design and construction to share design details including aesthetics, construction schedule, and proposed detours.

#### Remarks

See attached public involvement description. All public meeting materials are located in the project file.

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#### Additional Information

**Remarks, Footnotes, Supplemental Data**

**Attachments**

1. [Public Involvement.pdf](#) (149KB / 0.1MB)

### CE Reevaluation Part B, Section D Permits Checklist

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**Check all permits required for permanent and temporary actions.**

**No Permits Required**

**United States Army Corps of Engineers Section 404 and/or Section 10 Permit**

Individual  Nationwide  PASPGP

**DEP Waterway Encroachment (105) Permit**

Standard  Small Project  General  Other

**DEP 401 Water Quality Certification**

**Coast Guard Permit**

**NPDES Permit**

General  Individual  Exempt

**Other Permits**

**Other Permits Information**

Pennsylvania Department of Environmental Protection Waterway 401 Water quality permits will be required for de minimus wetland impacts at Holland Street and aerial wetland crossings at the Holland Street pedestrian bridge , an Army Corps of Engineers PASPGS-5 authorization will serve as 404 Clean Water Act approval. CSX railroad improvements will not require a NPDES permit as coordination with Erie County Conservation District and Pennsylvania Department of Environmental Protection agreed all track work is considered maintenance activity. An Individual NPDES permit will be required for Bayfront Parkway and intersection improvements due to the potential for contaminated materials to be encountered by construction activities located within the former GAF Building Materials Manufacturing Corporation (GAF) property and CSX Railroad, located adjacent to the intersection of the Bayfront Parkway and Sassafras Street Extension.

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**Additional Information****Remarks, Footnotes, Supplemental Data**

AN

**Attachments**

### CE Reevaluation Part B, Section E Resources To Be Avoided and Mitigation Measures

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**The mitigation measures summarized in this section should be incorporated into the project's design**

documents. In order to track and transfer mitigation commitments through the project development process, Environmental Commitments & Mitigation Tracking System (ECMETS) documentation should be prepared and submitted to the appropriate channels, including the Contract Management Unit, as the project moves through Final Design and Construction. Mitigation is automatically completed for the resource specific areas in this document. Non-resourced specific mitigation should be added to this page for documentation purposes.

Mitigation measures are COMMITMENTS of both the Department and FHWA and are agreed to and approved by the District Executive for Level 1 CEEs and by the Division Administrator of FHWA for Level 2 CEEs.

Impacts and mitigation commitments are based on Preliminary Design and may change as the project moves through Final Design and Construction. Final design information and final mitigation commitments are included in the ECMETS documentation.

## 1. Specific Permanent Impacts

**Streams (B:A-1):** *linear feet*

**Wetlands (B:A-1):** *0.015 acres*

**State Gamelands (B:A-2):** *acres*

## 2. Specific Mitigation Commitments

### STREAMS (B:A-1)

**Project Specific Restoration/Enhancement:** *linear feet*

**Advanced Compensation/Banking:** *linear feet*

**Other:**

**Mitigation Remarks:**

### WETLANDS (B:A-1)

**Project Specific Replacement/Construction:** *acres*

**Banking:** *acres*

**Bank to be Debited:**

**Restoration:** *acres*

**Preservation:** *acres*

**In-Lieu Fee:** *whole dollars*

**Other:**

**Mitigation Remarks:** Compensatory mitigation is not required for de minimus impacts. High-visibility protective fencing will be placed around wetland not to be disturbed to protect against accidental encroachment during construction.

### STATE GAMELANDS (B:A-2)

**Project Specific Replacement:** *acres*

**Banking:** *acres*

**Bank to be Debited:**

**Other:**

**Mitigation Remarks:**

### COMMITMENTS FOR FURTHER PUBLIC INVOLVEMENT (B:C)

PennDOT and the Design Team will conduct additional public outreach efforts and meetings throughout the project design and construction to share design details including aesthetics, construction schedule, and proposed detours.

### 3. Other Mitigation Commitments

#### RESOURCE SPECIFIC

##### Coastal Zone (B:A-1)

1. Prior to construction, the applicant will acquire and maintain compliance with any general permit, individual permit, waiver, or other authorization that may be required under Title 25, Chapter 105 of the Pennsylvania Code (Chapter 105) for any instream work or wetland encroachments.
2. Prior to construction, the applicant will acquire and maintain compliance with Pennsylvania historic preservation programs and activities, including any clearances, concurrences, or other approval mechanism(s) required or requested by the Pennsylvania Historical Museum Commission, State Historic Preservation Office under the Pennsylvania Historical (Code Pa. Code Title 37) and the National Historic Preservation Act of 1966 (16 U.S.C. 470).

##### Soil Erosion & Sedimentation (B:A-1)

An Erosion and Sediment Control Plan will be implemented as part of the project. Erosion and sediment pollution control Best Management Practices (BMP) are designed in accordance with the Pennsylvania Department of Environmental Protection (PADEP) Erosion and Sediment Pollution Control Program Manual.

##### Vegetation (B:A-2)

In accordance with PennDOT Publication 756 - Invasive Species Best Management Practices, the project will develop best management practices for implementation during design and construction to minimize the spread of invasive species such as Japanese knotweed (*Fallopia japonica*) and tree-of-heaven (*Ailanthus altissima*). Anticipated methods will include minimizing soil disturbances, developing species-specific control plans (as necessary) to include in the erosion and sedimentation plans, stabilizing disturbed areas quickly, utilizing appropriate seed mixes, keeping equipment clean to avoid spreading invasive species seeds, and spraying as needed to control invasive species during construction. PennDOT will coordinate to include the appropriate seed mix to promote the pollinator species (bees, butterflies, etc.).

##### Parks & Recreation Facilities (B:A-2)

Trail access and use will be maintained through staged construction, speed limit signs, stop signs, and flagging, as necessary for trail users. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect trail users from adjacent construction activities. If necessary, temporary detours will be utilized. The contractor will be required to install protective shielding near the trails during construction in order to prevent materials and other debris from falling within the limits of the trail. Construction related mitigation: Fencing will be placed to protect the trail and users from adjacent construction activities. Clearly delineate any construction areas adjacent to the trails to ensure that only planned construction activities occur. Coordination with the Western Pennsylvania Port Authority will be continuous throughout the project duration. The duration of temporary use on the Great Lakes Sea Way Trail and Bayfront Promenade Trails will last less than the construction period for the Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Great Lakes Sea Way Trail and Bayfront Promenade Trail will be fully restored after construction.

##### Hazardous or Residual Waste Sites (B:A-2)

An Environmental Covenant exists for the former GAF site and CSX Railroad ( Sassafra Street area) that requires PADEP and Holder notification of any planned changes in land use or ownership for any portion of the former sites. PennDOT will coordinate any required Environmental Covenant changes as part of right-of-way activities. After the design plans for the project are completed, a Waste Management Plan (WMP), and a Site Specific Health and Safety Plan (SSHASP) should be prepared to address soil, sediment, groundwater management, environmental health, and worker safety during all project construction activities. The WMP should address all known or suspected contaminants that may be associated with the identified sites of potential concern. Within CSX Railroad, and former GAF property any earthwork activities will be required to be conducted in accordance with their Environmental Covenant. PennDOT has determined a Phase II is not necessary and mitigation will be handled with including specifications in the construction contract to inform contractor how to test, handle and dispose of any contaminated material

encountered.

#### Section 4(f) Resources (B:A-5)

Section 4(f) Temporary use:

The Great Lakes Sea Way Trail: 1400 LF of Trail added to incorporate trail user safety.

Trail access and use will be maintained through staged construction, speed limit signs, stop signs, and flagging, as necessary for trail users. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect section 4(f) resource and users from adjacent construction activities. If necessary temporary detours will be utilized to ensure trail access, use and mobility remain operational for trail users. The contractor will be required to install protective shielding near the trails during construction in order to prevent materials and other debris from falling within the limits of the trail.

The project is designed to minimize any tree clearing and shrub removal to the greatest extent practical. All earth disturbance will be revegetated to ensure no negative changes to the viewshed.

Construction related mitigation: Fencing will be placed to protect the trail and users from adjacent construction activities. Clearly delineate any construction areas adjacent to the Section 4(f) Resources to ensure that only planned construction activities occur. Coordination with the Western Pennsylvania Port Authority will be continuous throughout the project duration. The duration of temporary use on the Great Lakes Sea Way Trail will last less than the construction period for The Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Great Lakes Sea Way Trail will be fully restored after construction.

The Bayfront Promenade Trail : 2 LF of Trail added to incorporate trail user safety.

Trail access and use will be maintained through staged construction, speed limit signs, stop signs, and flagging, as necessary for trail users. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect section 4(f) resource and users from adjacent construction activities. If necessary temporary detours will be utilized to ensure trail access, use and mobility remain operational for trail users. The contractor will be required to install protective shielding near the trails during construction in order to prevent materials and other debris from falling within the limits of the trail.

The project is designed to minimize any tree clearing and shrub removal to the greatest extent practical. All earth disturbance will be revegetated to ensure no negative changes to the viewshed.

Construction related mitigation: Fencing will be placed to protect the trail and users from adjacent construction activities. Clearly delineate any construction areas adjacent to the Section 4(f) Resources to ensure that only planned construction activities occur. Coordination with the Western Pennsylvania Port Authority will be continuous throughout the project duration. The duration of temporary use on the Bayfront Promenade Trail will last less than the construction period for The Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Bayfront Promenade Trail will be fully restored after construction.

Pennsylvania Soldiers' and Sailors' Home / Anthony Wayne Blockhouse:

Work on historic properties would be limited to construction of the multi-modal bridge at the Soldiers' and Sailors' Home over the railroad, which is being coordinated with the PA Department of Military and Veterans Affairs. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. The project is designed to minimize tree clearing and shrub removal to the greatest extent practical. All earth disturbance will be revegetated to ensure no negative changes to the viewshed. Access to the cemetery will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction.

Temporary Construction Access: Construction materials will be transported through the Pennsylvania Soldiers' and Sailors' property using existing driveways accommodated with flagging operations to ensure user safety. Temporary Construction access will not result in impacts to historic features on the Pennsylvania Soldiers' and Sailors' property.

Construction related mitigation: Clearly delineate any construction areas adjacent to the Section 4(f) Resources to ensure that only planned construction activities occur. Proposed work associated with the section 4(f) property will be constructed separately from The Bayfront Parkway Central Corridor Improvement Project. Duration of the construction for the Pennsylvania Soldier's and Sailor's Home Railroad Bridge is not to exceed construction of the overall Bayfront Parkway Central Corridor Improvement Project. An erosion and sediment pollution control plan will be implemented to control and maintain earth work activities. The Pennsylvania Soldiers' and Sailors' Home / Anthony Wayne Blockhouse property will be fully restored after construction.

Section 4(f) Non-Applicability/No Use Checklist

Erie Waterworks, Chestnut Street Pump House: No proposed work will be completed within the Section 4(f) property, No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. Operations at Chestnut Street Pump House will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction. Clearly delineate any construction areas adjacent to the Chestnut Street Pump House to ensure that only planned construction activities occur.

Dobbins Lane: No proposed work will be completed within the Section 4(f) property specifically, the roadway pavers that constitute the historic resource will not be disturbed. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. Access to Dobbins Lane will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction. Fencing will be placed to protect Dobbins Lane and users from adjacent construction activities. Clearly delineate any construction areas adjacent to Dobbins Lane to ensure that only planned construction activities occur.

The Pennsylvania Veterans' Memorial Cemetery: Work on historic properties would be limited to construction of the multi-modal bridge at the Soldiers' and Sailors' Home over the railroad, which is being coordinated with the PA Department of Military and Veterans Affairs. No wasting, staging, storing, or stockpiling of construction materials or equipment would be allowed to impact historic features. Access to the cemetery will be maintained. Signage will be incorporated to ensure that users are notified of upcoming construction. Clearly delineate any construction areas adjacent to the Veterans Memorial Cemetery to ensure that only planned construction activities occur.

**NON-RESOURCE SPECIFIC**

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

**Attachments**

**CE Reevaluation Part B, Section F  
Scoping Field View**

**Date of Scoping Field View:** 02/22/18

**Attendee List (Name, Organization)**

See attached meeting minutes under Gen Info page

**Anticipated NEPA Documentation**

As supported by the information available at the time of scoping, this project appears to qualify for a Level 2 Categorical Exclusion in accordance with 23 CFR Part 771.117(d), Item Number Other.

**Remarks** Provide a brief description of NEPA documentation requirements agreed to at the field view.

Minutes attached under Gen Info

**Scoping Field View Documentation Concurrences**

Print this page, gather signatures, scan and attach to this document.

**County:** Erie **SR/Sec:** 4034/A01 **MPMS:** 108952 **Project:** Central Bayfront Parkway Multimodal



\_\_\_\_\_  
District Environmental Manager      Date

\_\_\_\_\_  
District Project Manager      Date

\_\_\_\_\_  
Asst. District Executive - Design      Date

\_\_\_\_\_  
BOD Project Dev. Engineer      Date

\_\_\_\_\_  
Authorized FHWA Representative      Date

\_\_\_\_\_  
Authorized FHWA Representative      Date

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

Scoping field view is more than 3 years old, however CO and FHWA do not require a rescoping.

**Attachments**

- 1. [Central Bayfront\\_Erie County\\_SR 4034 A01\\_MPMS108952\\_CE Level 2 reevaluation rescoping.pdf](#) (192KB / 0.2MB)

**CE Reevaluation Part C**  
**CEE Approval Processing**

**Section B - Level 2 CEE Approval**

As supported by the attached Categorical Exclusion Evaluation, this project qualifies for a Level 2 Categorical Exclusion in accordance with 23 CFR 771.117(d), Item Number Other. Furthermore, the project will not result in any of the four circumstances cited in 23 CFR 771.117(b).

**County:** Erie      **SR/Sec:** 4034/A01      **MPMS:** 108952      **Project:** Central Bayfront Parkway Multimodal

**Prepared By:** Mark Fedosick  
**Title:** Env. Manager, ms consultants      **Date:** 05/24/23

**Approved By:** Michelle Goddard      **Date:** 06/01/23  
**Title:** Federal Highway Administration

**The following individuals concurred with the statement above.**

**District Environmental Manager:** Autumn Kelley      **Date:** 05/25/23

**Assistant District Executive for Design:** Thomas J McClelland      **Date:** 05/25/23

**Additional Information**

**Remarks, Footnotes, Supplemental Data**

**Attachments**