

**SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
MPMS 76357
Monroe County
Area of Potential Effect (APE) Description**

AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) is defined as the “geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist” [36 CFR § 800.16(d)]. The APE for the proposed SR 0080-17M, Interstate 80 (I-80) Reconstruction Project, was drawn in consideration of both direct and indirect effects, including potential visual and audible effects. The APE was drawn to include the area immediately adjoining the proposed reconstruction project. The APE for this project follows the view sheds north and south to and from SR 0080-17M (Interstate 80) which generally travels in an east/west direction throughout the project area.

In general, the APE follows the current I-80 corridor within portions of Stroud Township, Stroudsburg Borough and East Stroudsburg Borough, Monroe County, PA. The above-ground historic resources APE was drawn to parallel the current I-80 corridor but was limited by view sheds obstructed by tree lines, steep embankments, and hillsides. The APE was also limited by whether I-80 was elevated or in cut at specific locations throughout the project corridor.

Beginning at the northwest end of the project, the I-80 APE extends approximately 200 feet west from Hemlock Lane to incorporate the view shed of the proposed road improvements at that location (**See Map 1**). The APE extends approximately 200 feet to the north of existing I-80 to incorporate the properties immediately adjacent to proposed road improvements. The APE continues east approximately 3,600 feet to a point opposite Skinner Hill Road. The APE turns directly northeast and includes the interchange with SR 611. A modified interchange may be constructed in the area between SR 611 and I-80 at this location.

The APE continues east along the north side of SR 611 to the vicinity of the intersection with Heller Drive. The project may require a new intersection at Heller Drive and SR 611. The APE extends approximately 800 feet north from existing SR 611 in an arc between Heller Road and SR 611 to include a potential new interchange/ramp construction immediately west of the Stroud Mall (**See Map 2**). The area largely consists of a steeply sloped, wooded tract.

The APE then continues east, approximately 300 feet north of I-80 and running parallel with I-80, from the vicinity of Bridge Street to SR 2012/Main Street in Stroudsburg Borough. The APE in this area consists primarily of wooded areas adjacent to Pocono Creek, which limits the extent of the viewshed.

The APE incorporates new road construction at Exit 305 to SR 2012/Main Street in Stroudsburg. The proposed project may include ramp, interchange and roadway

improvements at the exit. The APE was drawn to incorporate the areas of new construction and continues east along the north side of SR 2012/Main Street approximately 1350 feet to include the limits of proposed roadway improvements. The APE returns in the direction of I-80 at Garden Street, before turning east. The APE roughly follows Garden Street to a point just west of Greenway Avenue. The area is composed of a mixture of early-to-mid twentieth century residential and late twentieth century commercial development.

The APE continues northeast along the west side of Greenway Avenue, and parallel to Dreher Avenue, to the intersection with SR 2012/Main Street. Road improvements may be made along Dreher Avenue between I-80, and a potential new ramp may be constructed along the west side of the Stroudsburg Cemetery. The area consists of a mix of late nineteenth and early-to-mid twentieth century residential, commercial, industrial and funerary properties (**See Map 4**). The APE then continues along SR 2012/Main Street to Christine Drive, immediately northeast of the Stroudsburg Cemetery, then returns in a southeasterly direction toward I-80.

The APE proceeds several hundred feet northeast along the north side of McMichael Creek and then turns northwest along Pocono Creek. The APE continues in a northeasterly direction approximately 400 feet north parallel to I-80 due to a combination of the topography and setting which results in an increased viewshed from I-80 in this area. The APE passes Palmer Street and continues to S. Seventh Street at the north end of the SR 611 bridge over McMichael Creek. The APE then follows the south side of Ann Street in Stroudsburg to S. Sixth Street. The APE continues north along S. Sixth Street to SR 2012/Main Street. The APE then follows Main Street to Fifth Street. At this point it flares out to encompass roadway improvements along SR 191 up to N. Fourth Street. The APE follows Fifth Street to McConnell Street then continues along McConnell Street to Fourth Street. The APE turns southeast paralleling N. Fourth Street and then turns to the southwest approximately 200 feet after crossing Main Street to parallel it, crossing Kitson Street as it continues to McMichael Creek. The APE follows McMichael Creek east to Brodhead Creek and continues to the west side of Lincoln Avenue in East Stroudsburg. The APE was drawn to include the viewshed of proposed road construction and a new ramp from I-80. (**See Map 5**)

The APE follows Lincoln Avenue to a point approximately 200 feet south of I-80. The APE then returns west, approximately 200 feet south of and paralleling I-80 until Huston Avenue. The APE continues along Colbert Street to Stokes Avenue, where it turns south and continues to Collins Street. The APE follows Collins and Robeson Streets to SR 611, turns south and continues to Bryant Street. The APE was drawn to include the areas within the viewshed of proposed ramp and roadway improvements along SR 611 and SR 191/Broad Street. The viewshed is limited by the built up character of the early-to-mid twentieth century residential area.

The APE travels west along Bryant Street and then continues west, approximately 300 feet south of I-80, to McMichael Creek (**See Map 4**). The APE follows McMichael Creek to include the salvage yard. The area comprising the salvage yard may include

ramp or interchange improvements. The APE continues west from the salvage yard (approximately 300 feet south of I-80) and parallel to Katz Drive.

Proposed ramp improvements and bridge replacements may be undertaken at the I-80 and Dreher Avenue intersection. The APE expands south away from I-80 in the vicinity of the intersection with Dreher Avenue, generally paralleling Dreher Avenue for approximately 1,400 feet, to Glenview Avenue. The APE extends approximately 200 feet to the east of Dreher Avenue to include potential road and interchange improvements along this street.

The APE turns west from Dreher Avenue at its intersection with Glenview Avenue and continues in a slight arc approximately 1,800 feet to Sweetfern Road (**See Map 3**). A new road may also connect Dreher Avenue to Hemlock Road which would also require improvements along Dreher Avenue. The area includes wooded areas and residential development between Dreher Avenue and Hemlock Road.

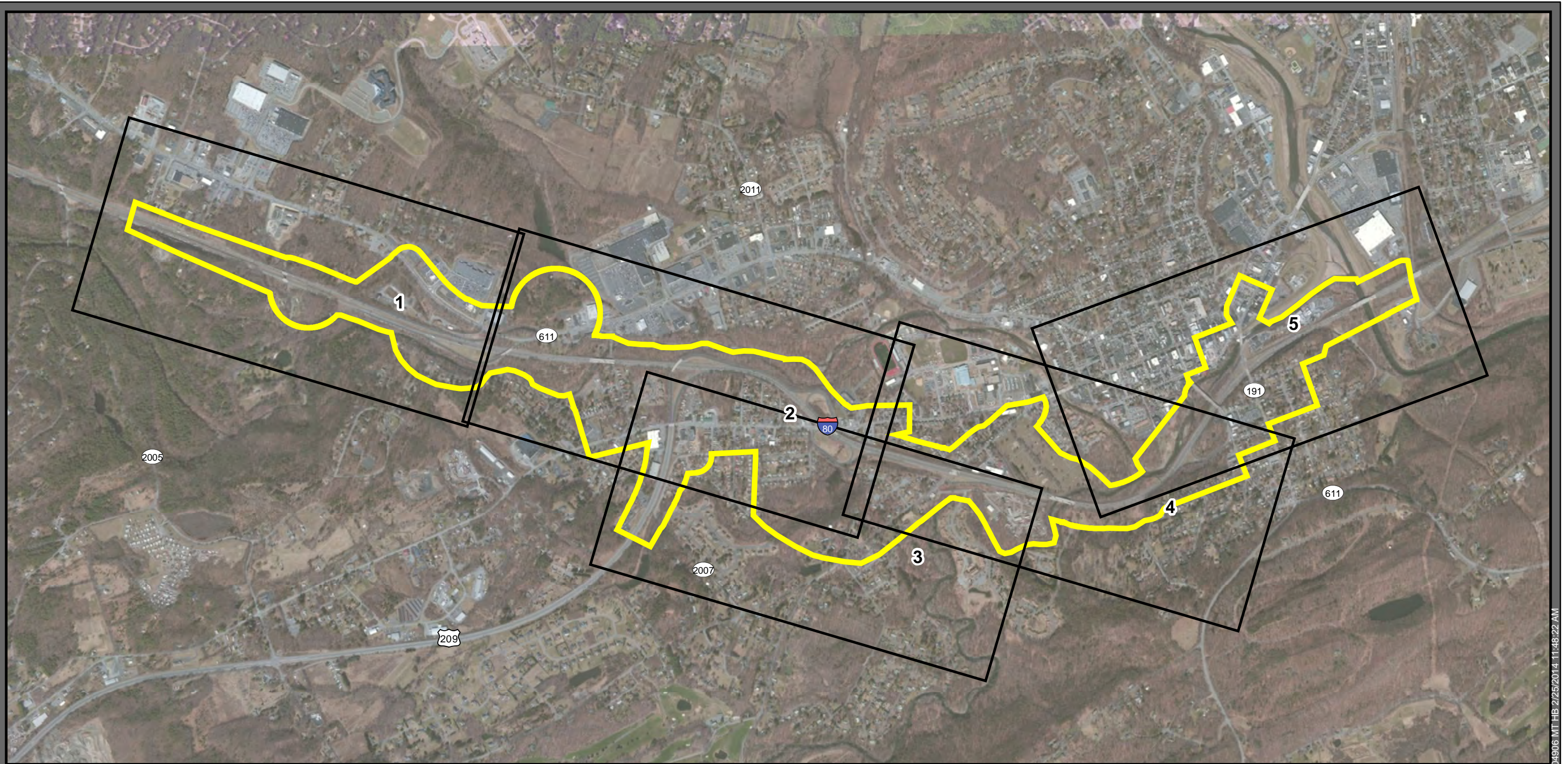
The APE follows north along Sweetfern Road to Arlington Avenue. The APE extends west along Arlington Avenue to the intersection with Jane Street. The APE follows Jane Street south and then arcs to the southwest to incorporate proposed road improvements. The arc continues to a point approximately 300 feet east of US 209. The APE extends south along US 209 for approximately 1,300 feet, maintaining a 300-foot buffer to the east and west of US 209. The APE then crosses US 209 and turns north. It continues to a point approximately 200 feet south of Business US 209, near Pocono Park Drive. The APE turns west, running parallel to Business US 209 for approximately 1,000 feet. The APE then turns north and crosses both Business US 209 and Miller Street. The APE continues north to Pocono Creek. The area within the APE from Jane Street to Pocono Creek may include ramp construction and roadway improvements along US 209 and Business US 209.

The APE follows Pocono Creek to the west, parallel to Tanite Road. The APE turns southwest and crosses Tanite Road in an area of mixed commercial and residential development. The APE proceeds northwest to include the properties along the south side of Tanite Road. The project may include ramp construction along the south side of I-80 near the intersection of Tanite Road and Emery Wheel Road. As a result, the APE extends approximately 300 feet south from the proposed ramp locations to include residential properties along the south side of Tanite Road.



The APE continues west from Tanite Road, approximately 200 feet south and parallel with I-80, and expands immediately southeast of the I-80 and White Stone Corner Road intersection to include potential new ramp construction. The APE extends approximately 600 feet to the southwest in an arc in the area of White Stone Corner Road, Kirkwood Road and Pocono Creek. The APE continues west approximately 2,200 feet, following the south side of I-80, to a point opposite the starting point noted above.

The APE encompasses approximately 685 acres and was drawn to include all the areas where there was the potential for both direct and indirect effects.


The APE for archaeological resources is a subset of the project APE. The APE for archaeological resources is defined as any part(s) of the project area in which ground disturbance may occur and includes staging areas and temporary construction easements. The APE for archaeology will be more fully defined as the project engineering is developed.





04906 MT HB 2/25/2014 11:48:22 AM

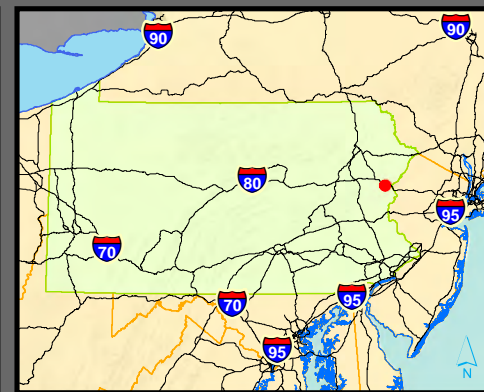
 Area of Potential Effects
 Cut Sheets

N



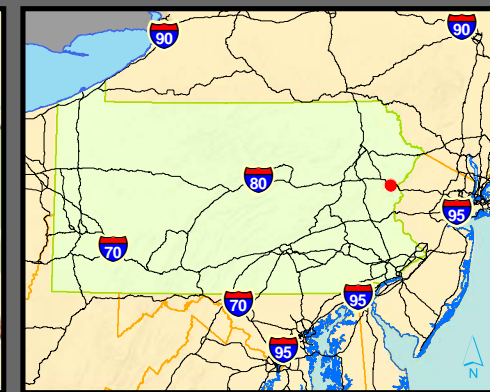
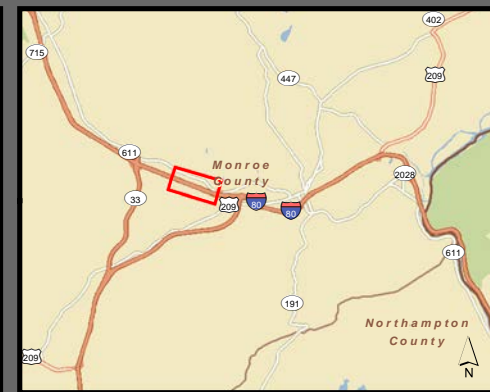
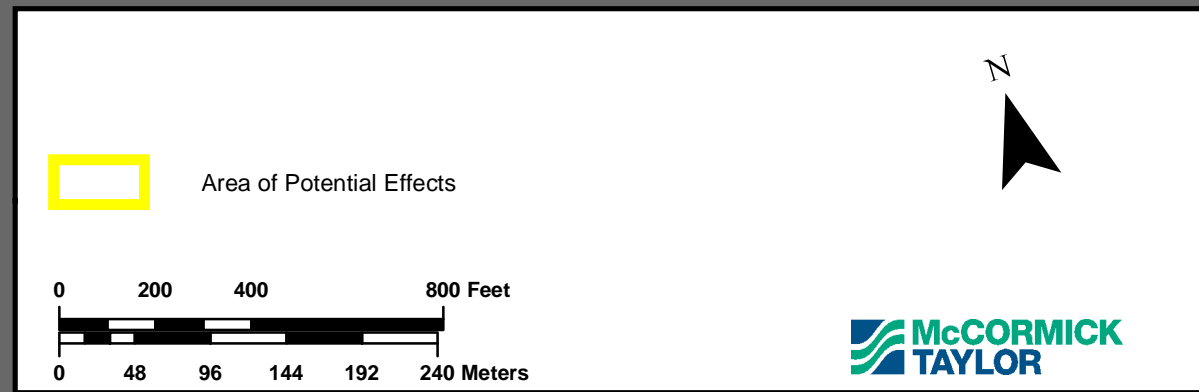
0 750 1,500 3,000 Feet
 0 180 360 540 720 900 Meters



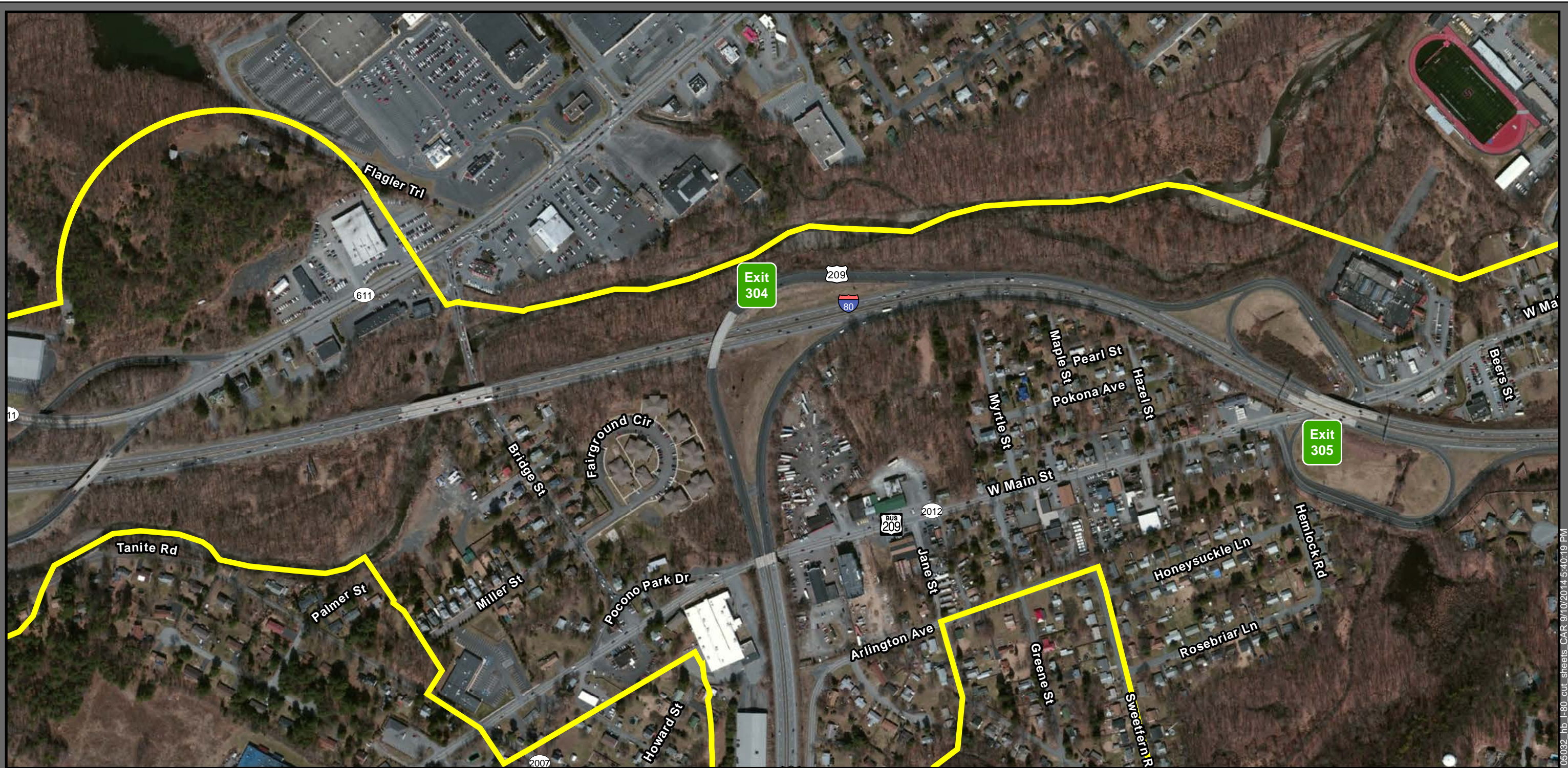
Index
 Area of Potential Effects (APE) Map
 Pennsylvania Department of Transportation, District 5-0
 SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
 Stroudsburg Borough, East Stroudsburg Borough,
 and Stroud Township, Monroe County, PA
 Aerial Source: Esri & DigitalGlobe, 2012



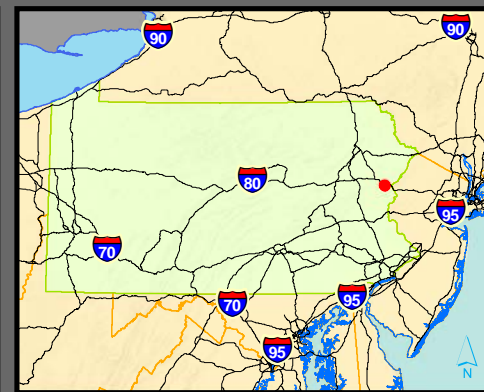
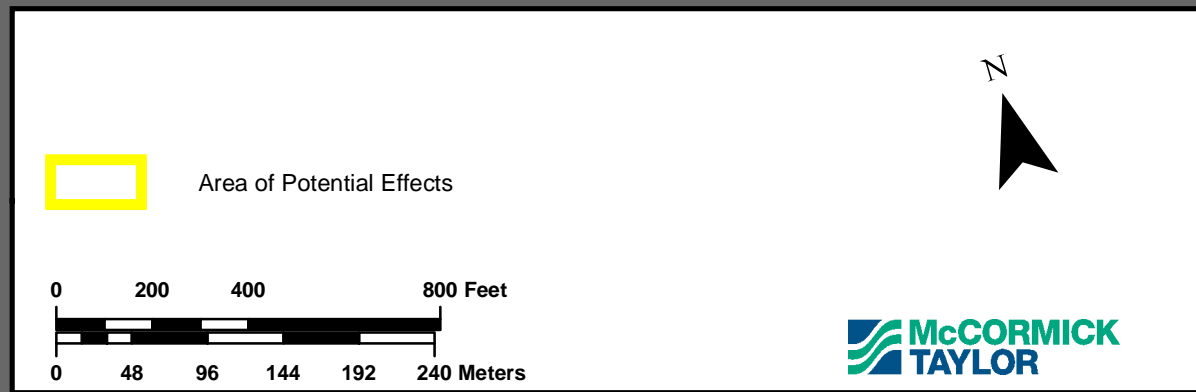
05032_hb_1-80_cut_sheets_CAR 9/10/2014 5:40:19 PM



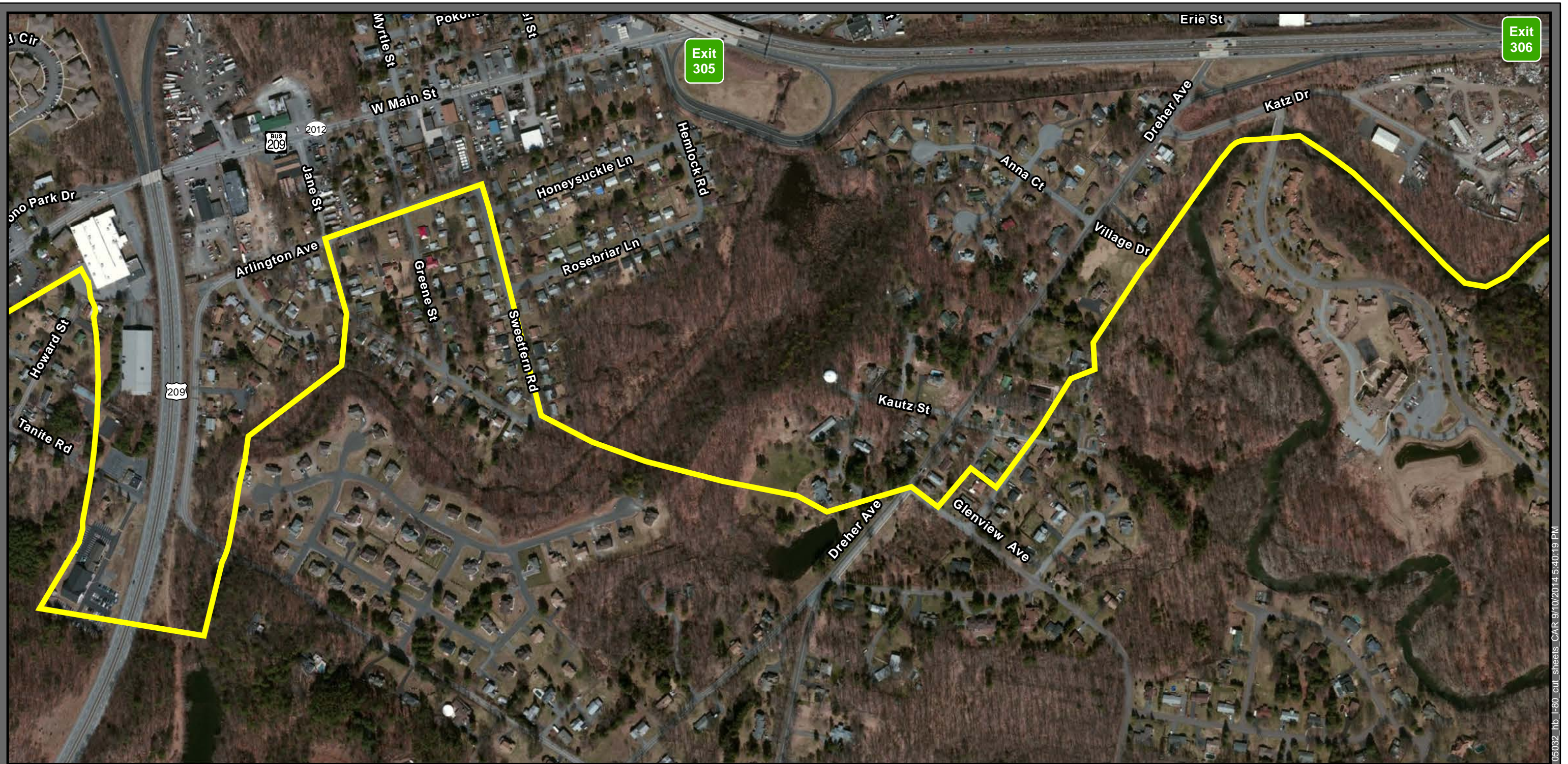
Map 1
Area of Potential Effects (APE) Map
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA
Aerial Source: Esri & DigitalGlobe, 2012



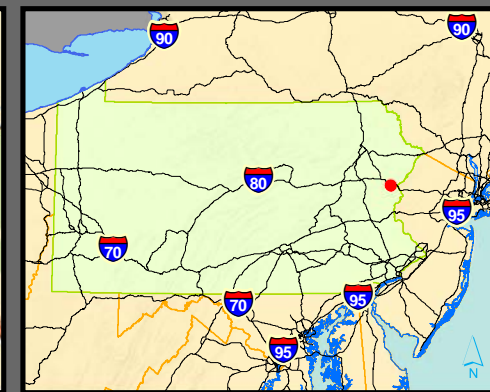
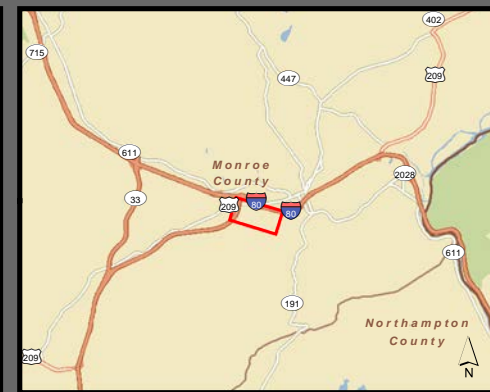
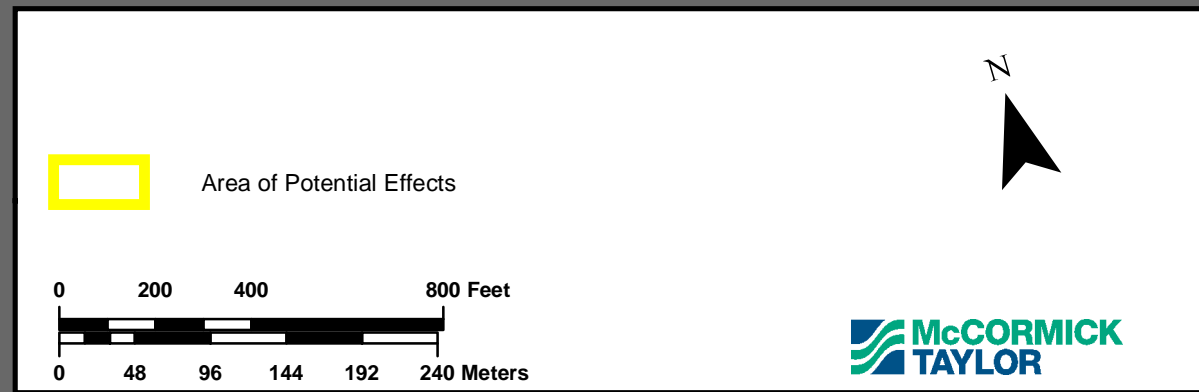
05032_hb_1-80_cut_sheets_CAR_9/10/2014_5:40:19 PM



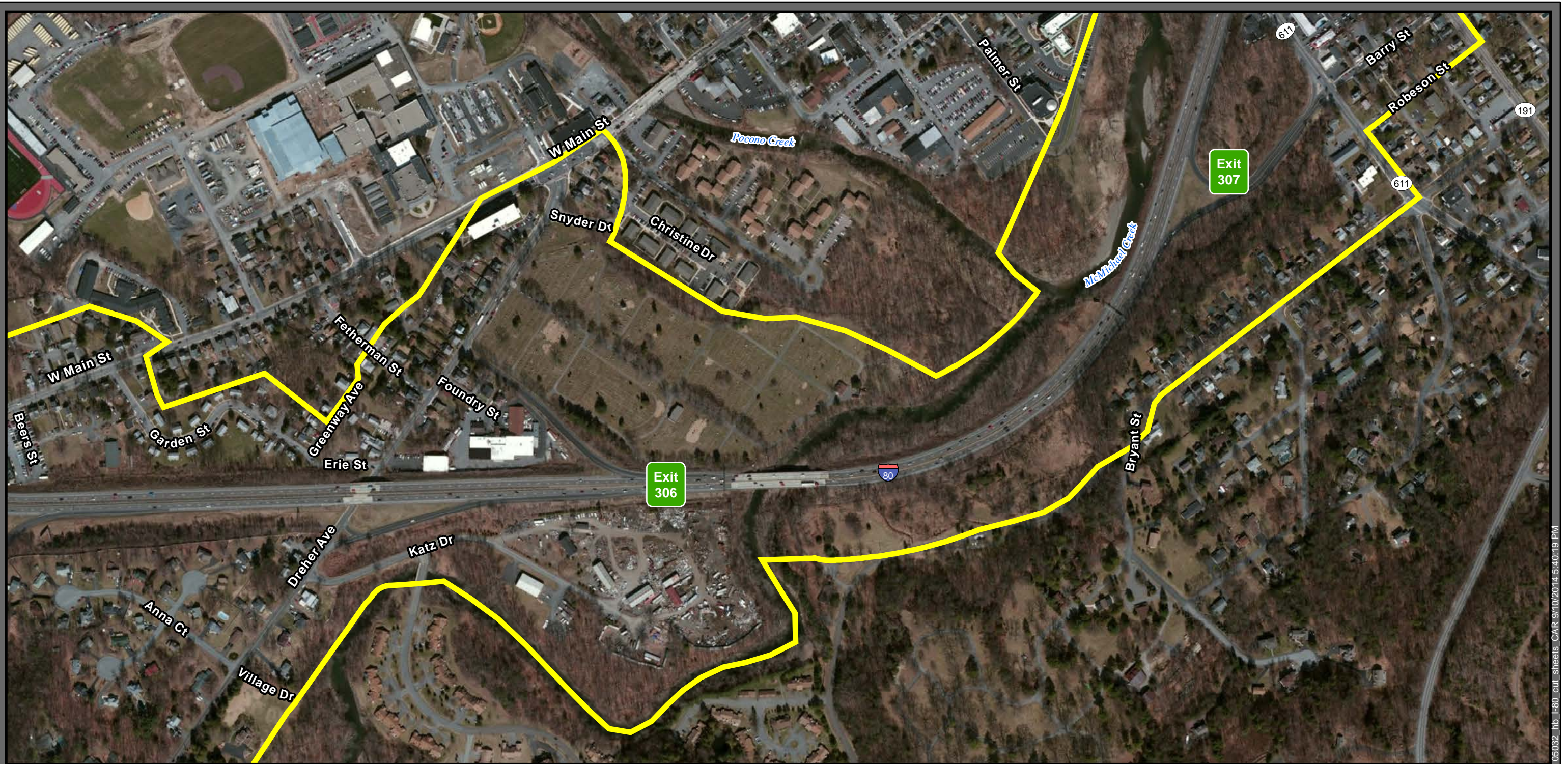
Map 2
Area of Potential Effects (APE) Map
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA
Aerial Source: Esri & DigitalGlobe, 2012



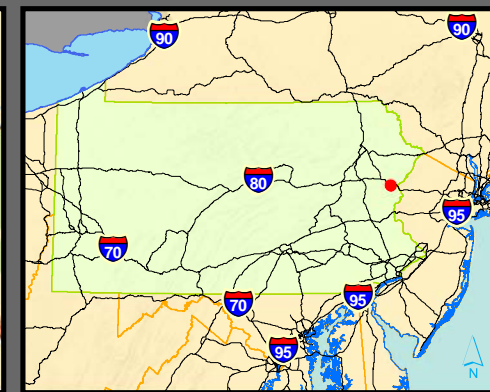
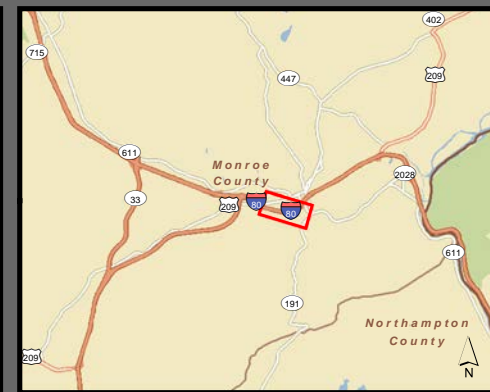
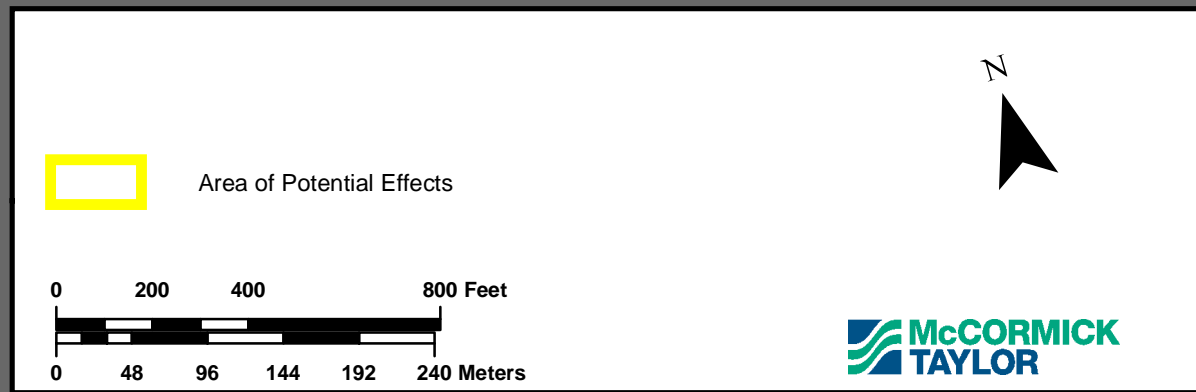
05032_hb_1-80_cut_sheets_CAR 9/10/2014 5:40:19 PM



Map 3
Area of Potential Effects (APE) Map
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA
Aerial Source: Esri & DigitalGlobe, 2012




05032_hb_1-80_cut_sheets_CAR_9/10/2014_5:40:19 PM




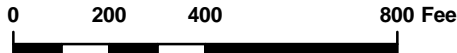
Map 4
 Area of Potential Effects (APE) Map
 Pennsylvania Department of Transportation, District 5-0
 SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
 Stroudsburg Borough, East Stroudsburg Borough,
 and Stroud Township, Monroe County, PA
 Aerial Source: Esri & DigitalGlobe, 2012





05032_hb_1-80_cut_sheets_CAR_9/10/2014_5:40:19 PM

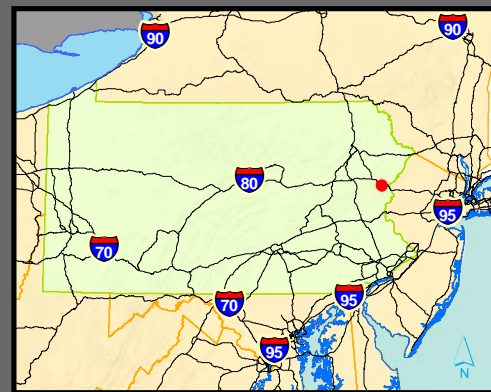
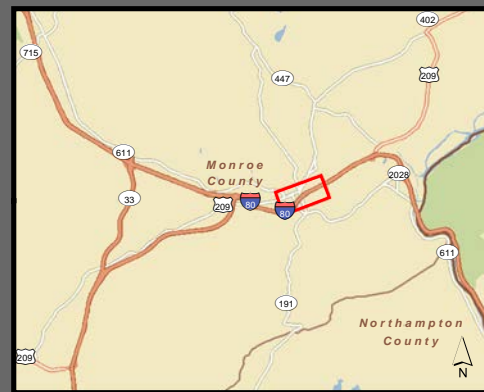
 Area of Potential Effects











Map 5
 Area of Potential Effects (APE) Map
 Pennsylvania Department of Transportation, District 5-0
 SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
 Stroudsburg Borough, East Stroudsburg Borough,
 and Stroud Township, Monroe County, PA
 Aerial Source: Esri & DigitalGlobe, 2012