

SR 15 SECTION 088 CSV T SOUTHERN SECTION



PUBLIC MEETING
JUNE 16, 2015



AGENDA

- **PROJECT HISTORY**
- **NORTHERN SECTION UPDATE**
- **SOUTHERN SECTION OVERVIEW**
- **INTERCHANGES**
- **PROJECT SCHEDULE**
- **UPCOMING ACTIVITIES**
- **OPEN DISCUSSION & GROUP QUESTIONS**
- **ONE-ON-ONE QUESTIONS (OPEN HOUSE)**

PROJECT HISTORY

1994 – Studies initiated

2003 – Final Environmental Impact Statement (FEIS) approved
– Record of Decision issued and project alignment established

2006 – Northern Section final design initiated

2008 – Project placed on hold

2013 – Act 89 passed (funding identified) and project reactivated

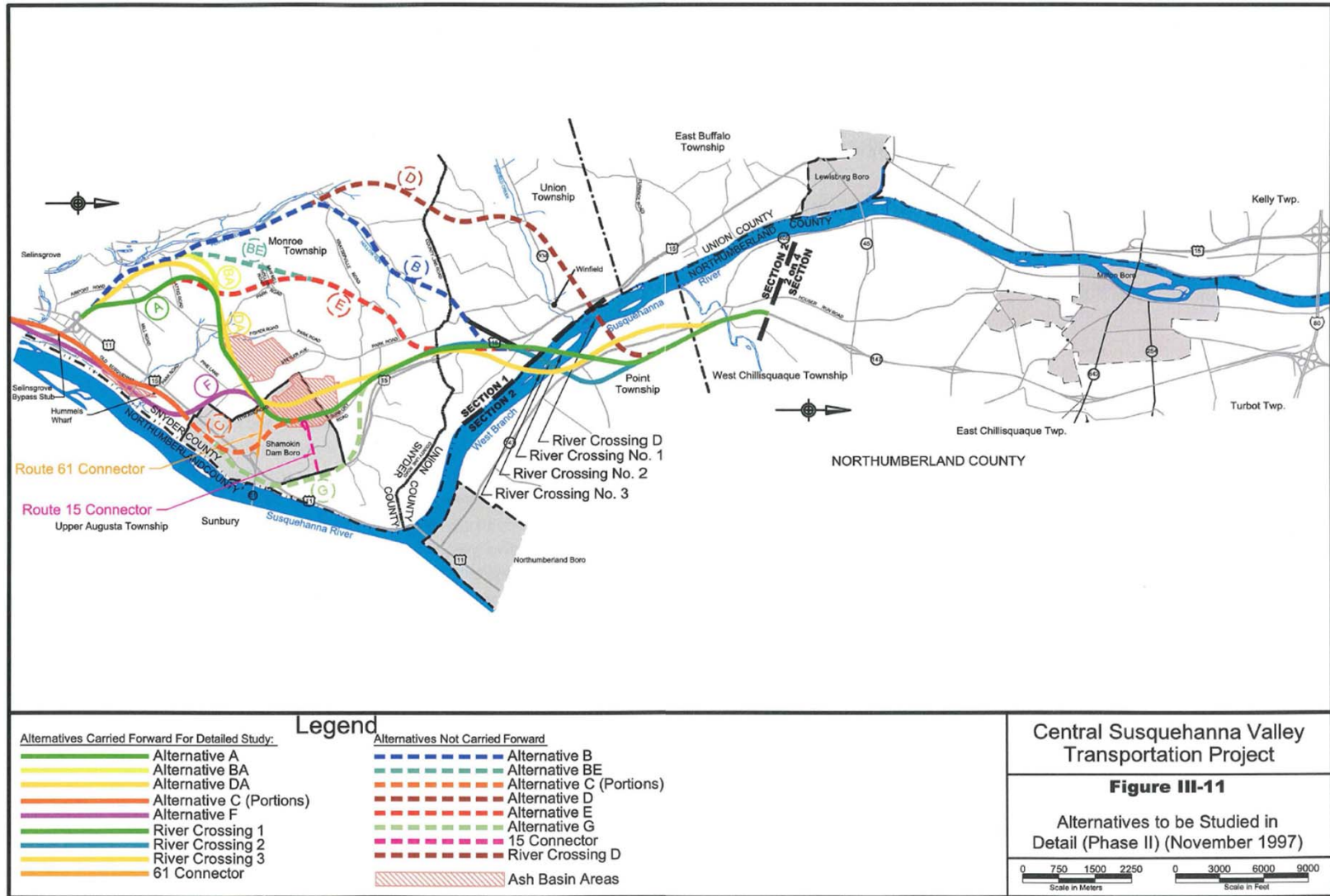
2015 – Southern Section final design initiated
– Financial Plan submitted to Federal Highway Administration (FHWA)

PROJECT PURPOSE (from 2003 FEIS):

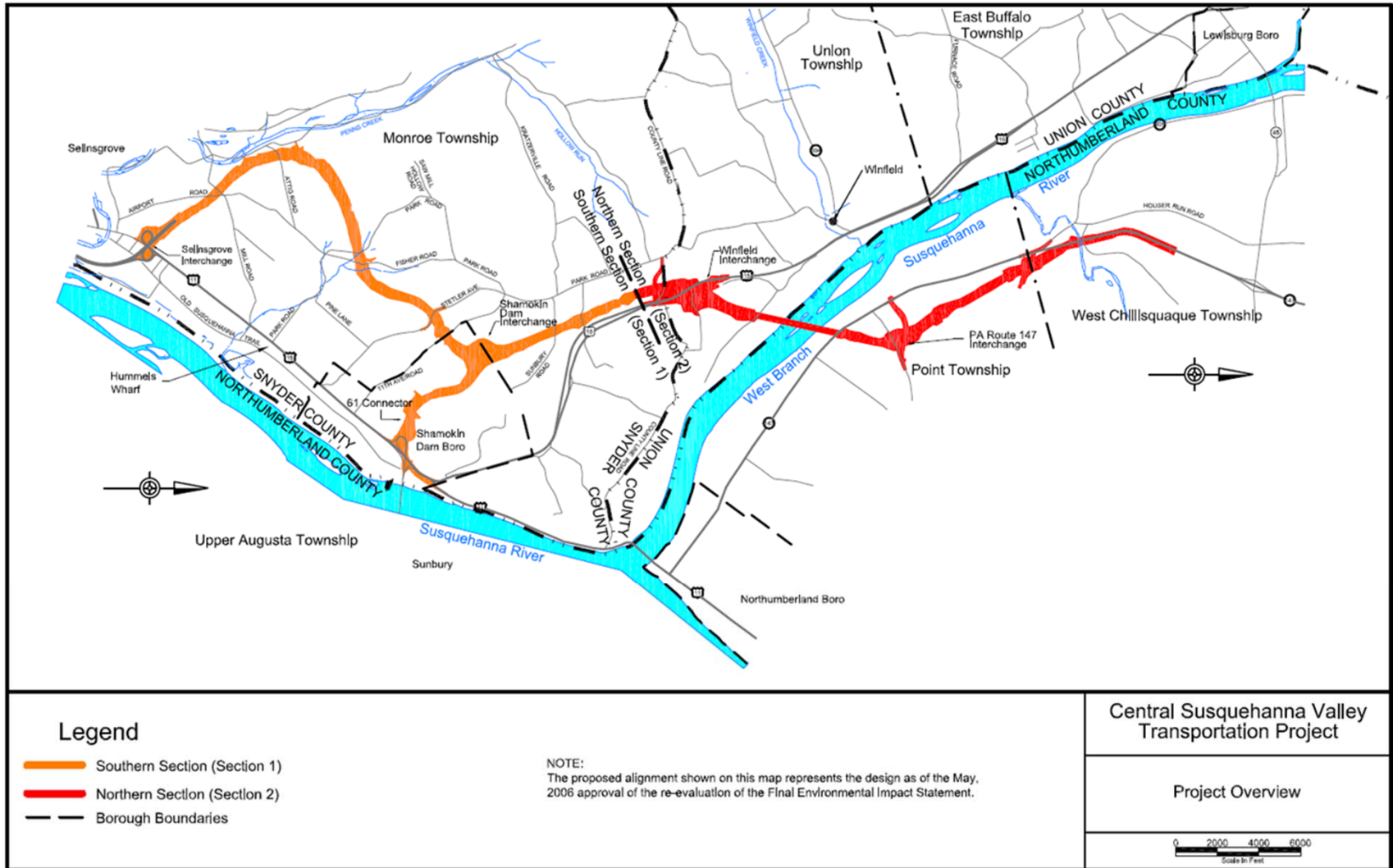
- Reduce Congestion and Accommodate Growth:
 - *By 2020, traffic is anticipated to more than double on area roadways, and without CSVT, nearly all primary roadways will be congested.*
- Improve Safety:
 - *6 miles of primary roadways exceed statewide average crash rate, and 8 miles exceed statewide average fatal crash rate.*
- Separate Trucks and Through Traffic from Local Traffic:
 - *Over 50% of autos and over 90% of trucks pass through project area.*
 - *Nearly 50% of accidents involve a truck.*



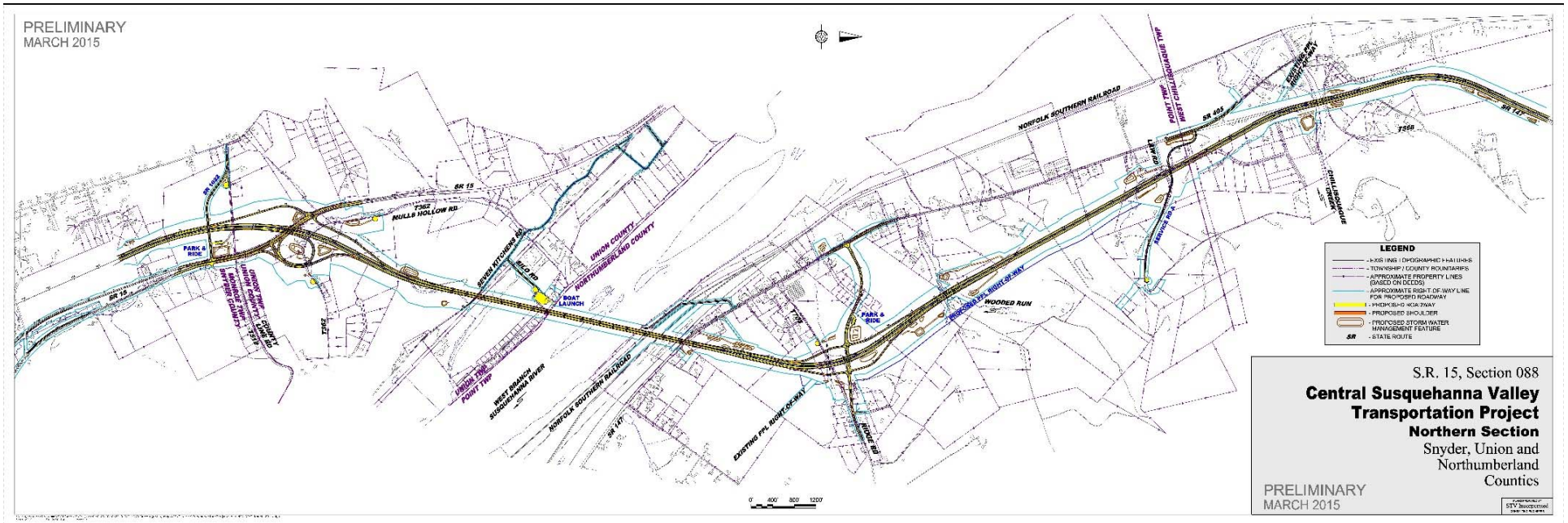
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SR 15, SECTION 088 CSVT SOUTHERN SECTION



NORTHERN SECTION



NORTHERN SECTION

2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
FINAL DESIGN									
RIGHT-OF-WAY ACQUISITION									
UTILITY COORDINATION									
PERMITTING									
FEIS REEVAL.									
RIVER BRIDGE CONSTRUCTION									
EARTHWORK AND NON-RIVER STRUCTURES CONSTRUCTION									
						PAVEMENT CONSTRUCTION			

PROPOSED WEST BRANCH SUSQUEHANNA RIVER BRIDGE





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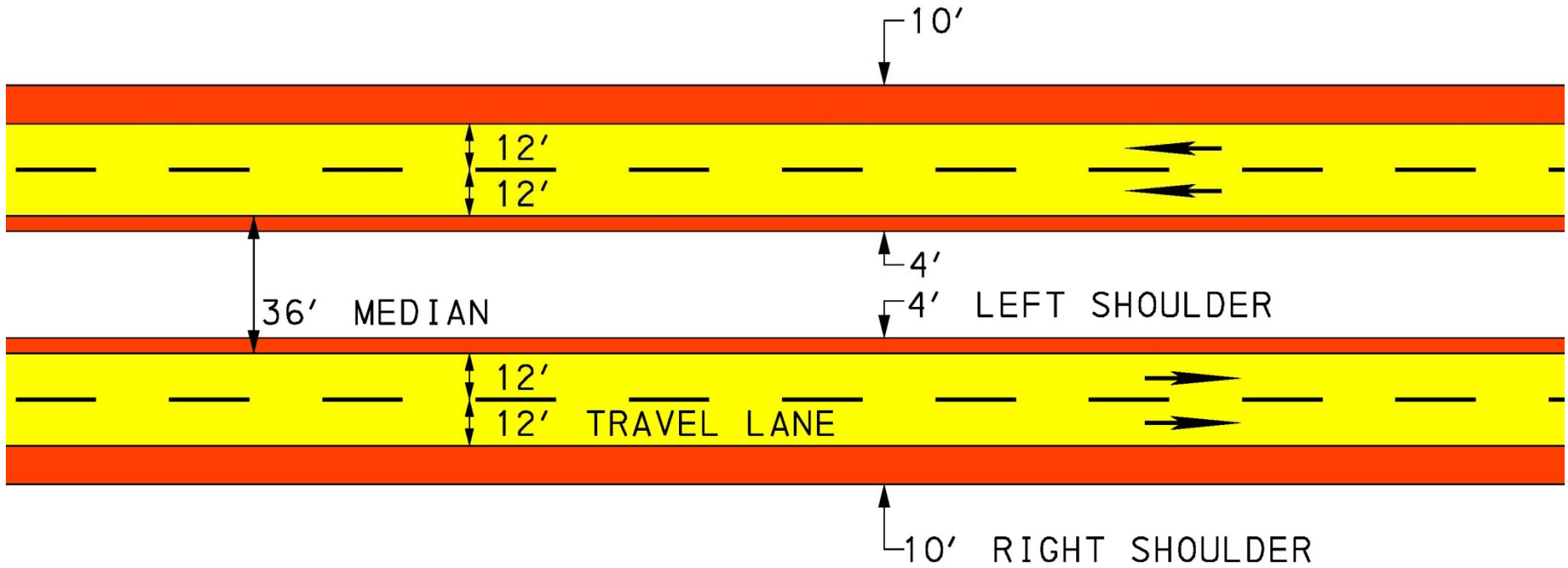
DESIGN TEAM



Larson Design Group



TYPICAL SECTION



CSVT QUICK FACTS

- 7.2 Miles of New Roadway
- 4.27 Million CY of Excavation
- 13 New Bridges
- 319,000 SY of Pavement



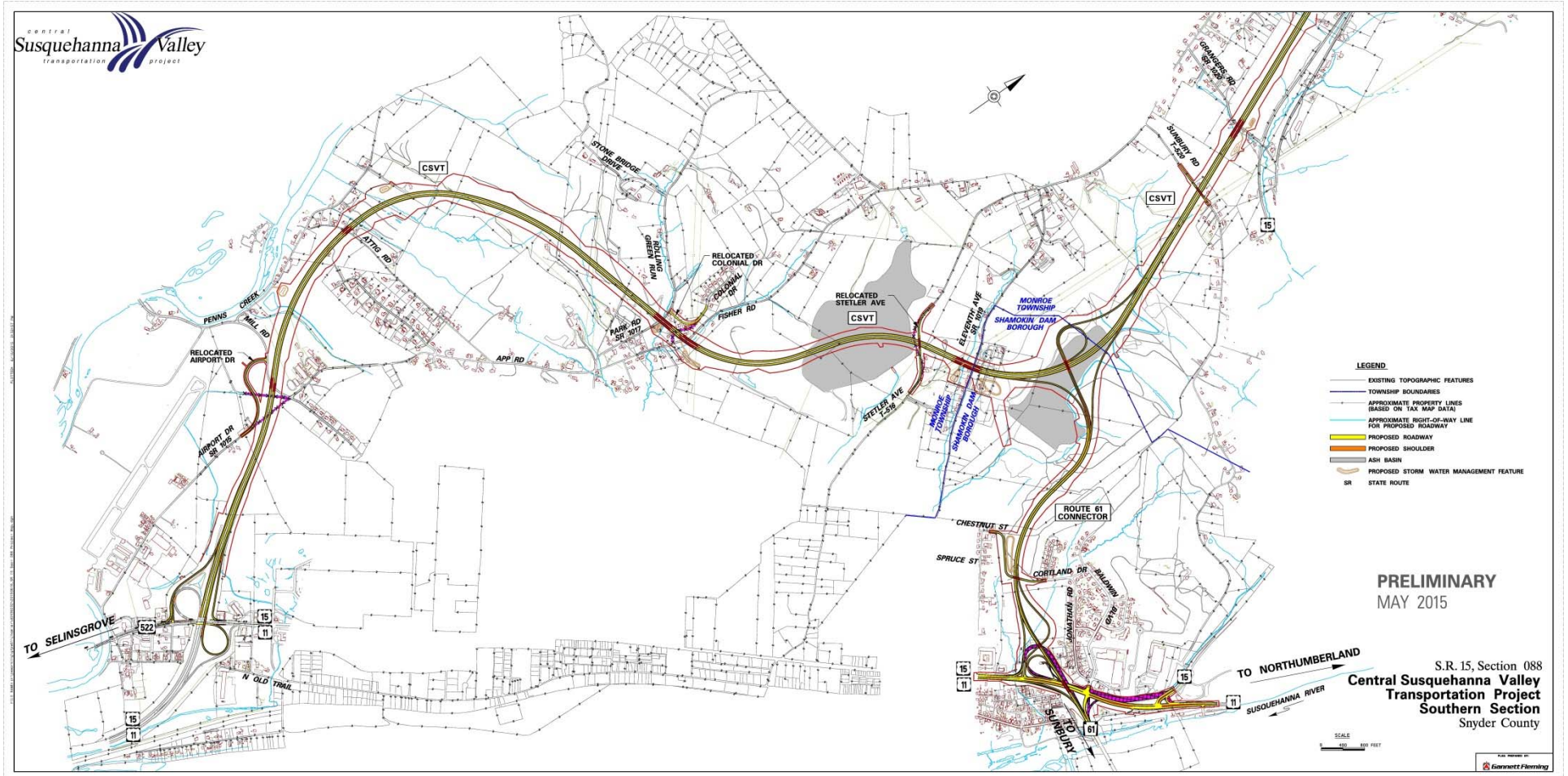
Fill Beaver Stadium
over 5 Times

Pave 50 football fields
(plus endzones)

A COUPLE OF NOTES BEFORE WE LOOK AT THE ALIGNMENT...

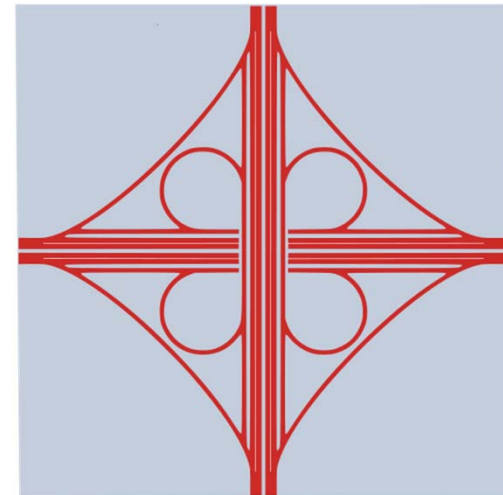
- No major alignment changes anticipated
- Design team currently looking at adjustments
- Reasons for future adjustments
 - Embankment, excavation slopes
 - Minimizing impacts
 - Improving intersection/interchange efficiency
 - Making bridges more efficient
 - Unexpected conditions
 - Stormwater management development

REVIEW OF CSV T SOUTHERN SECTION

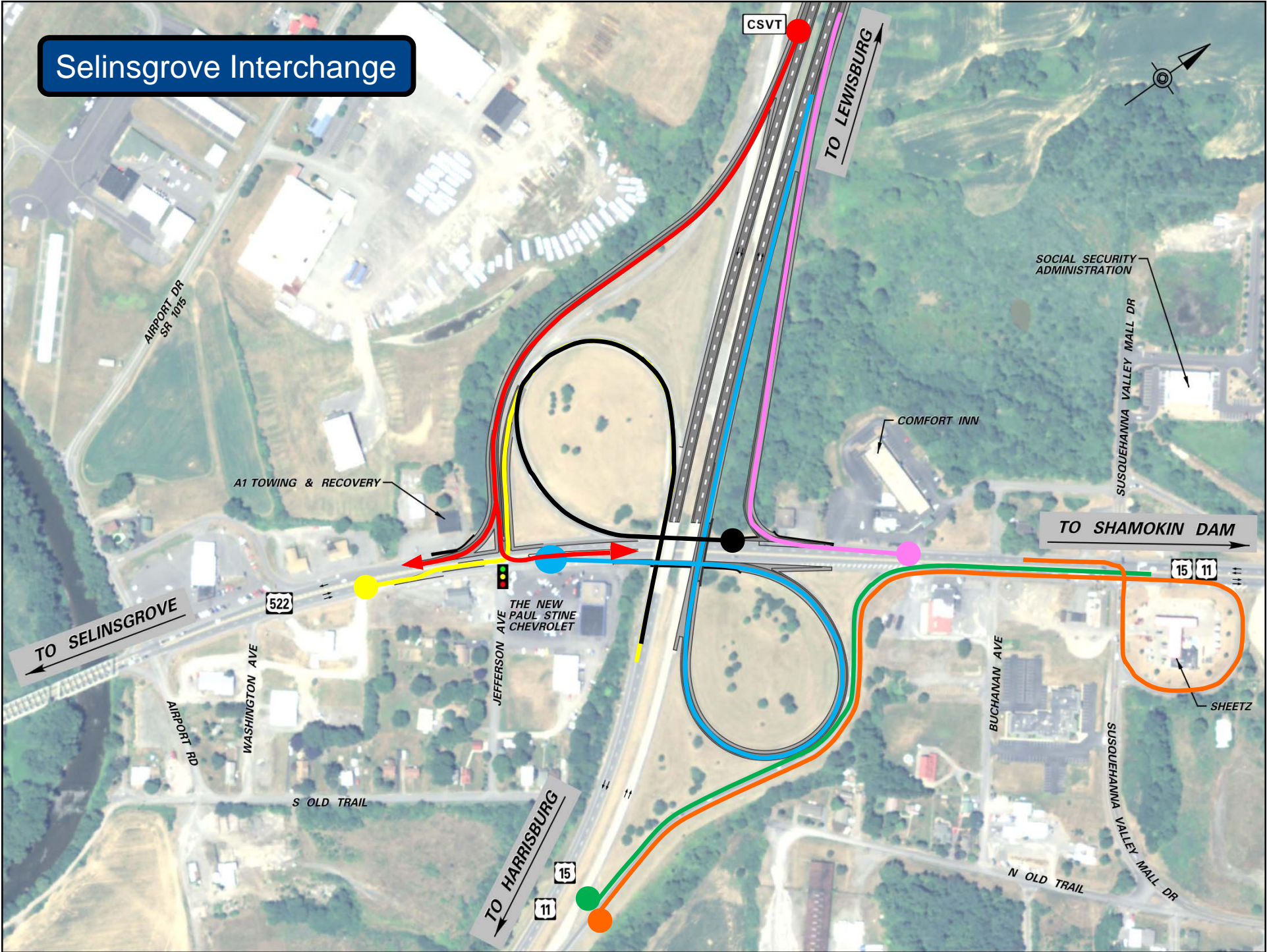


INTERCHANGES

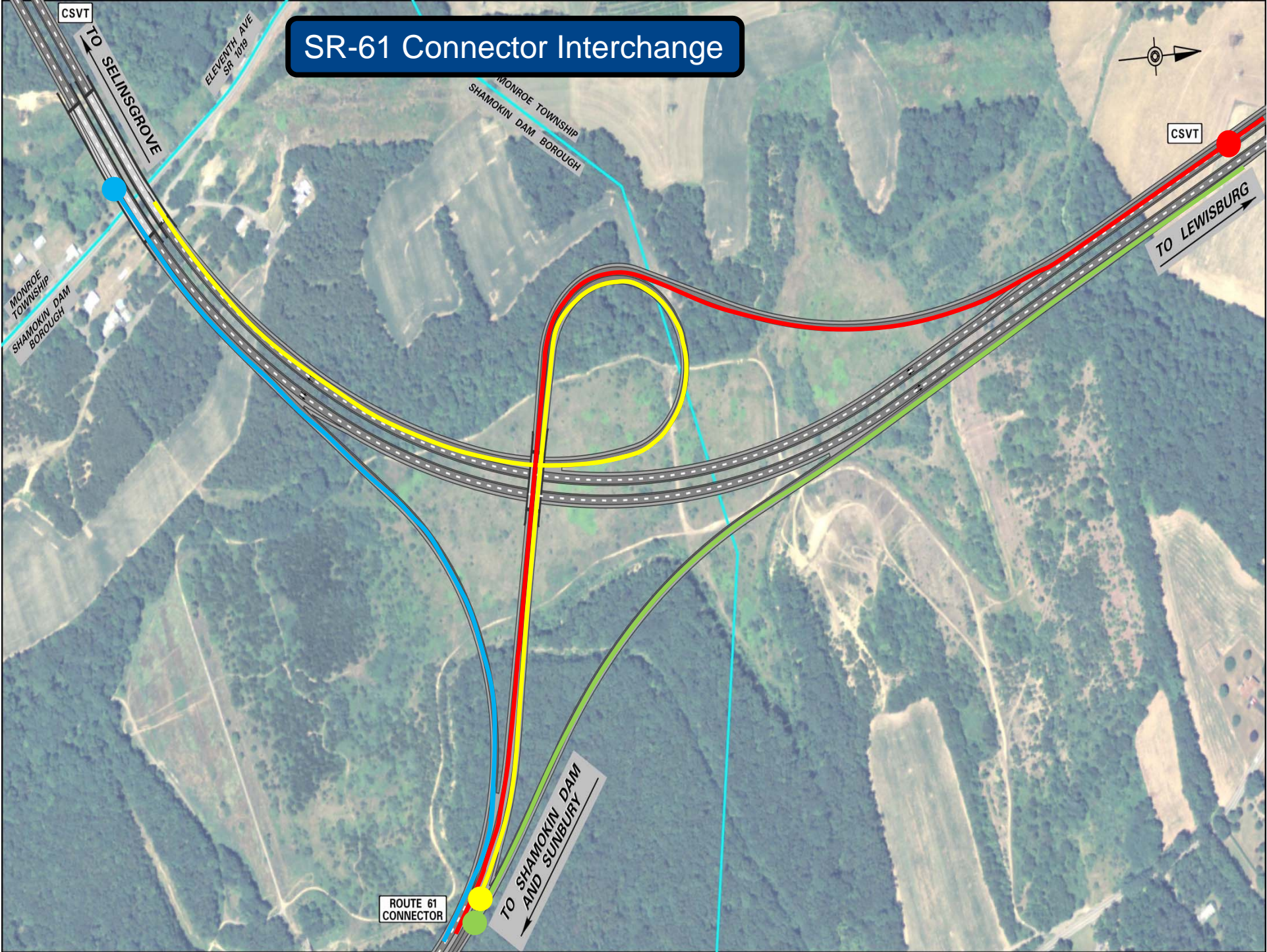
- Selinsgrove Interchange
- Route 61 Connector Interchange
- Shamokin Dam Interchange



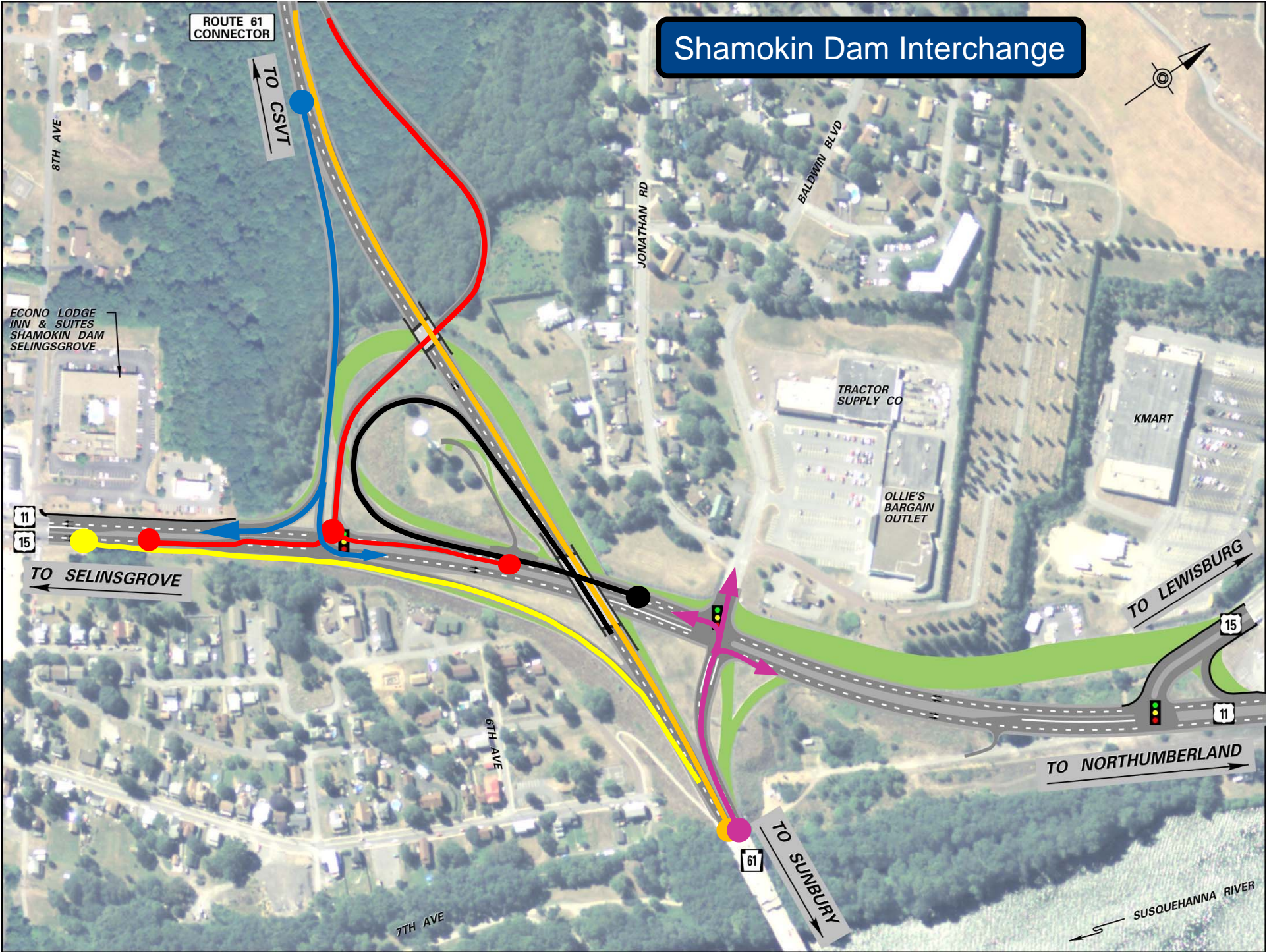
Selinsgrove Interchange



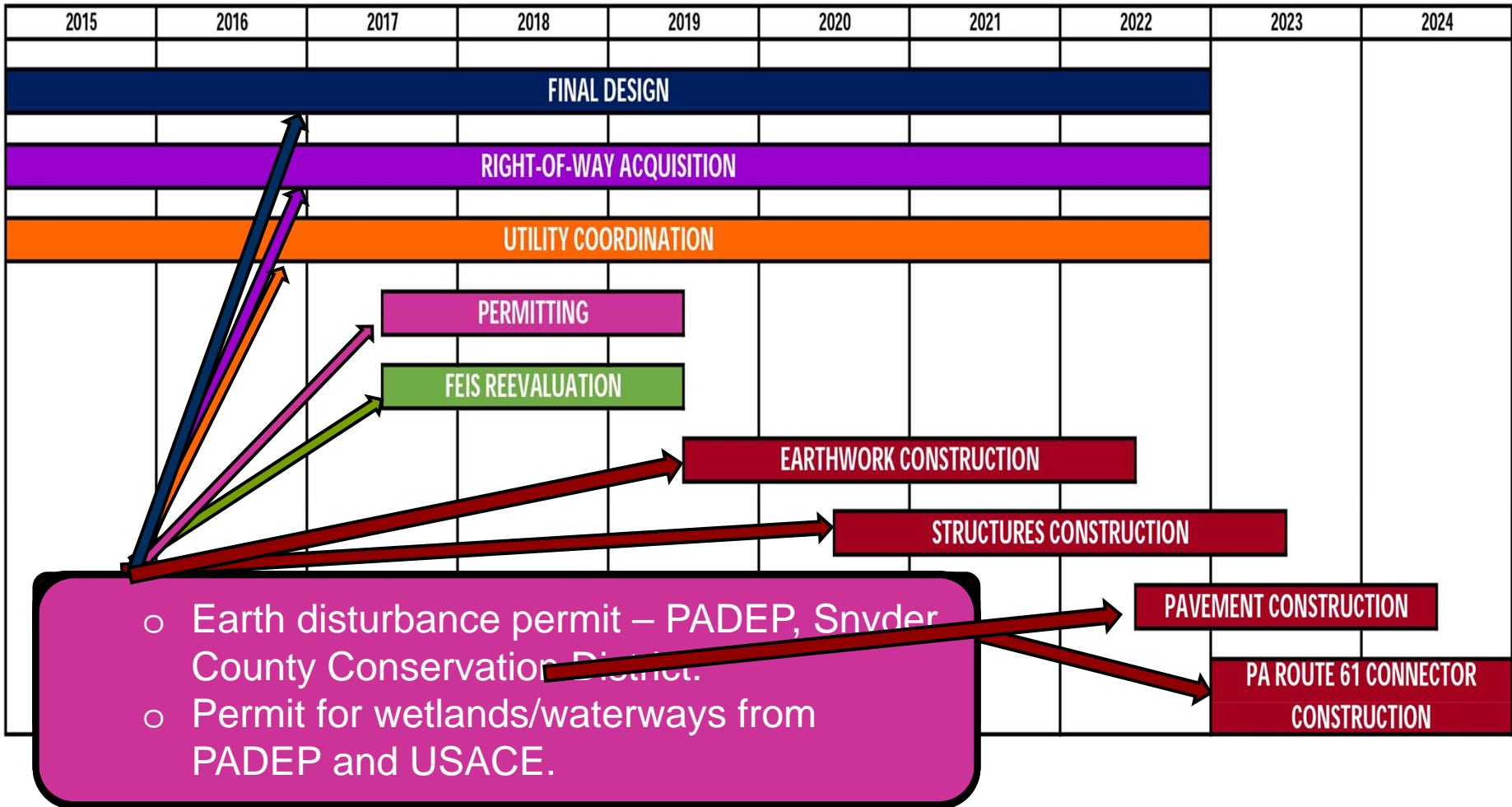
SR-61 Connector Interchange



Shamokin Dam Interchange



PROJECT SCHEDULE



WHY SEPARATE CONSTRUCTION CONTRACTS?

- More competitive bidding
- Fits with anticipated funding levels
- Through traffic on CSVT before Connector Construction



IMPACT TO THE PUBLIC DURING DESIGN AND CONSTRUCTION

- Survey Crews



- Soil Boring Crews



- Traffic Control During Construction



OTHER COORDINATION WITH PUBLIC

- Public Meetings
- Sound Barrier Coordination
- Well Survey, Blasting Inspection
- Right-of-Way Acquisition



WHAT IF MY LAND IS NEEDED?

- “Just Compensation” = Fair Market Value + Other Benefits
- PennDOT Right-of-Way Staff ...
 - present tonight to answer questions
 - will personally contact every affected landowner at appropriate time to begin the process.



UPCOMING ACTIVITIES

- Develop Alternatives – Now
- Survey – Underway
- Soil Borings – Beginning late Summer 2015
- Subsurface Utility Engineering – Summer 2015



HOW DO I GET INFORMATION?

- Attend Public Meetings
- Visit Project Web Site – csvt.com
- Contact PennDOT Project Manager
Maggie Jackson
margjackso@pa.gov
570-368-5672



OPEN DISCUSSION & GENERAL QUESTIONS

