Welcome and Meeting Purpose

Thank you for taking the time to attend this evening's public meeting regarding the Central Susquehanna Valley Transportation Project (CSVT), Southern Section. The primary purpose of tonight's meeting is to present and receive input on three preliminary alternatives that avoid construction on the existing fly ash waste basins. A recap of feedback received at the February public meeting, other design changes, and an alignment shift to minimize acid rock excavation are also being presented.

Following the presentation, an open house will be held in the lobby and gymnasium. There will be many displays illustrating the topics covered tonight. Project team members will be on hand to answer your questions and record your feedback. A questionnaire will be available in the gymnasium or online as another means to collect your input.

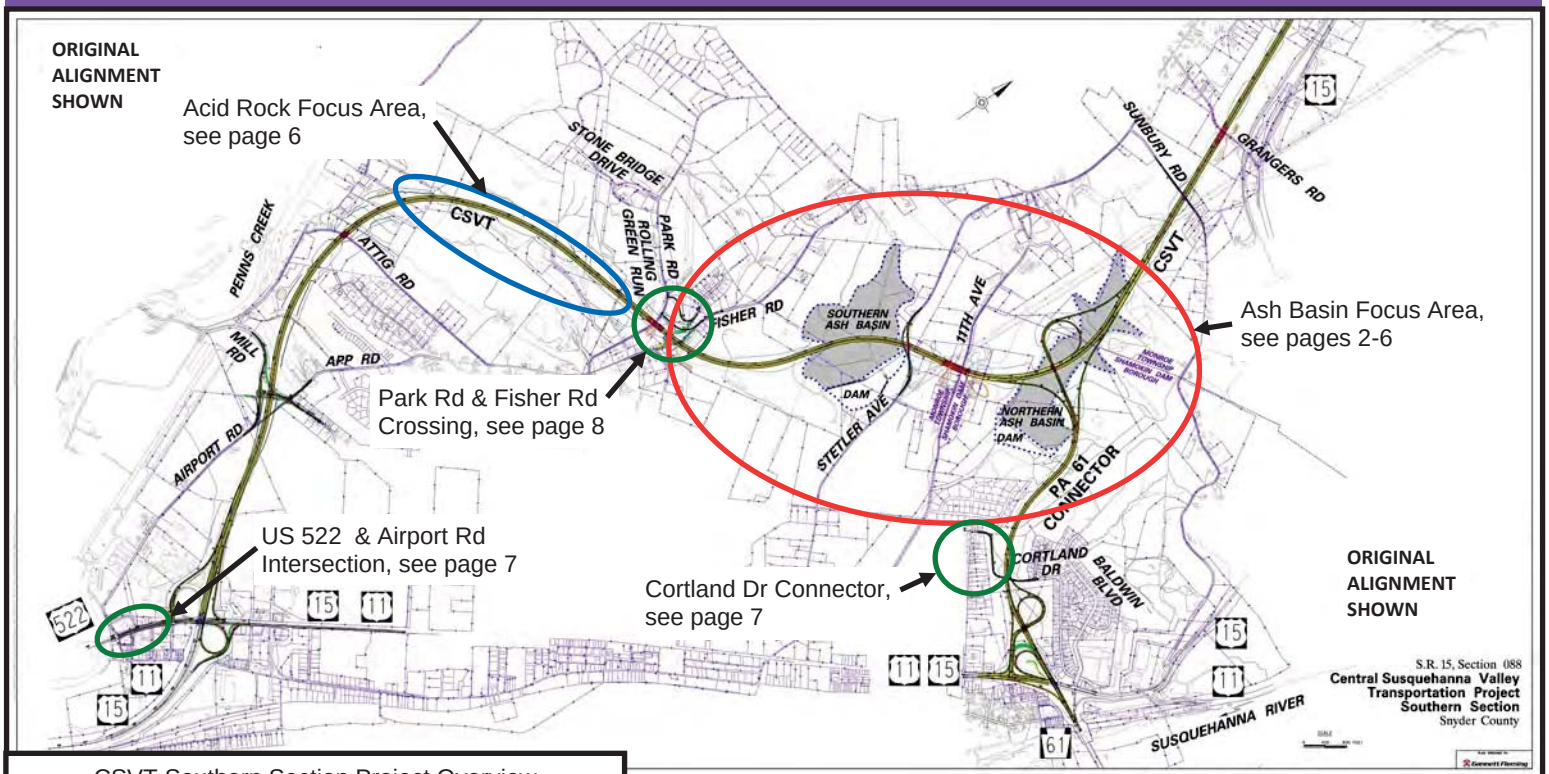
Key Points

CSVT continues to move forward, and its long-term benefits for the region are coming. Since the February public meeting, the project team has worked hard to develop alternatives from feedback received at the meeting.

Three alternatives are currently being considered that realign CSVT and the PA 61 Connector around the Northern and Southern Ash Basins. All three alternatives will reduce congestion, improve safety, and accommodate growth, and no alternative is currently preferred over the others. The alternatives are considered preliminary, and they will be further evaluated and adjusted based on detailed studies to be completed this summer and continued feedback.

The project team anticipates identifying a preferred alternative this fall. It will be presented at a public meeting along with the results of the detailed studies. As the project moves forward, the team will continue to refine the preferred alternative and evaluate opportunities to minimize and/or mitigate impacts on land owners, communities, and environmental resources.

CSVT Southern Section Overview



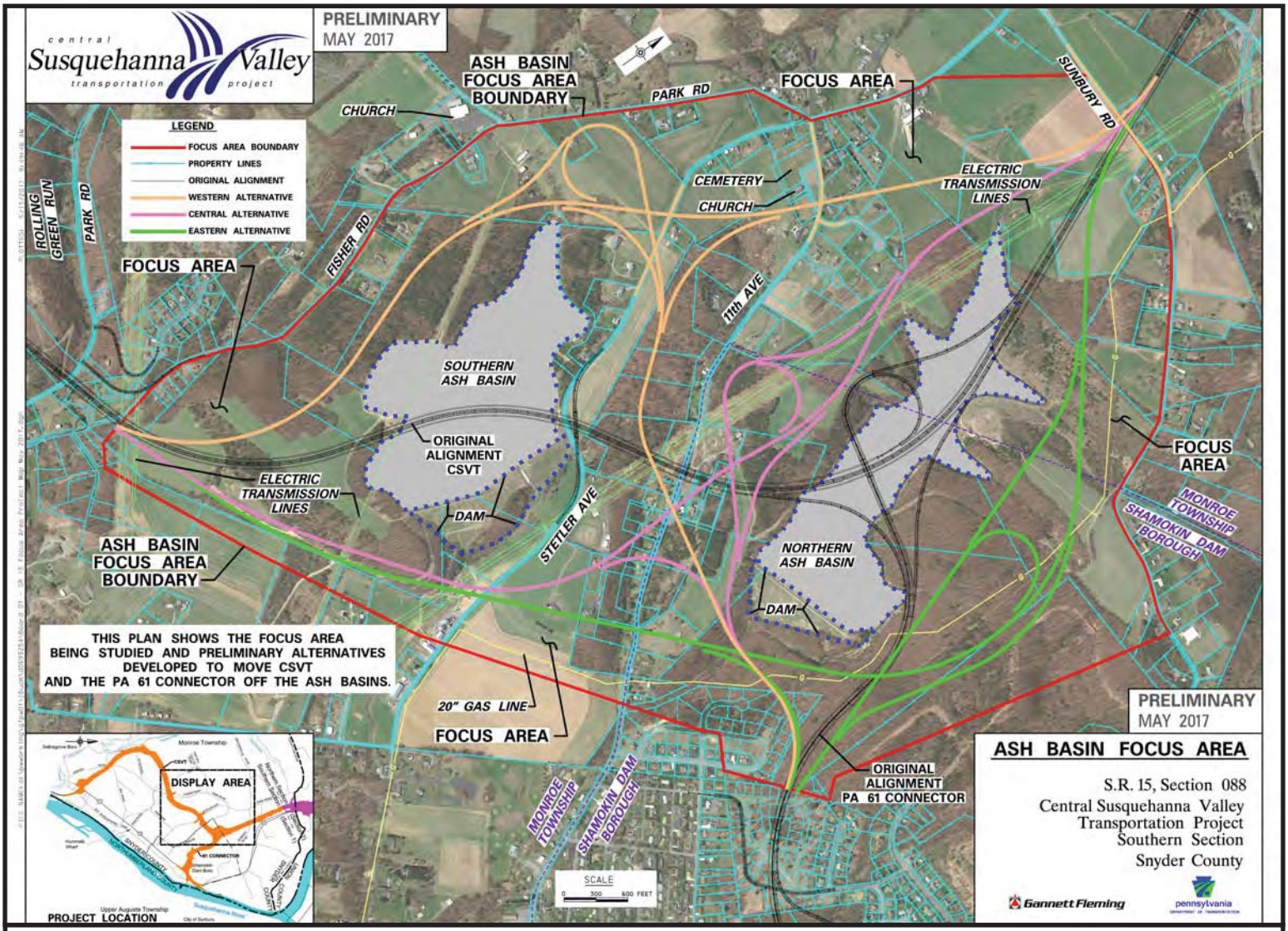
CSVT Southern Section Project Overview

Ash Basin Avoidance Alternatives

Three preliminary alternatives have been developed within the ash basin focus area. They have been named based on the corridor in which they are located. The Western Alternative, shown below in tan, passes west of both ash basins. The Central Alternative, shown below in pink, passes between the two ash basins. The Eastern Alternative, shown below in green, passes east of both ash basins. The alternatives are shown together on the figure below and individually on the next three pages. A more detailed map of each alternative is available on the project website.

There are two important items to note. First, the alignments shown are not final. They are a starting point intended to serve as a basis for detailed studies and for soliciting input from the public, municipalities, agencies, and other stakeholders. These alternatives will be revised / refined as the detailed studies and further coordination are performed. After a preferred alternative is identified, further refinements will be considered to minimize and/or mitigate impacts.

A second item to note is that a preferred alternative is anticipated to be identified this fall. It will be presented at the next public meeting. The decision will not be made from a single viewpoint or any prescribed formula or algorithm. The decision will be based on many factors including engineering analysis, community impacts, environmental impacts, public feedback, agency input, project needs, utility impacts, and right-of-way impacts, with the goal of choosing the alternative that is the best overall.



Ash Basin Focus Area

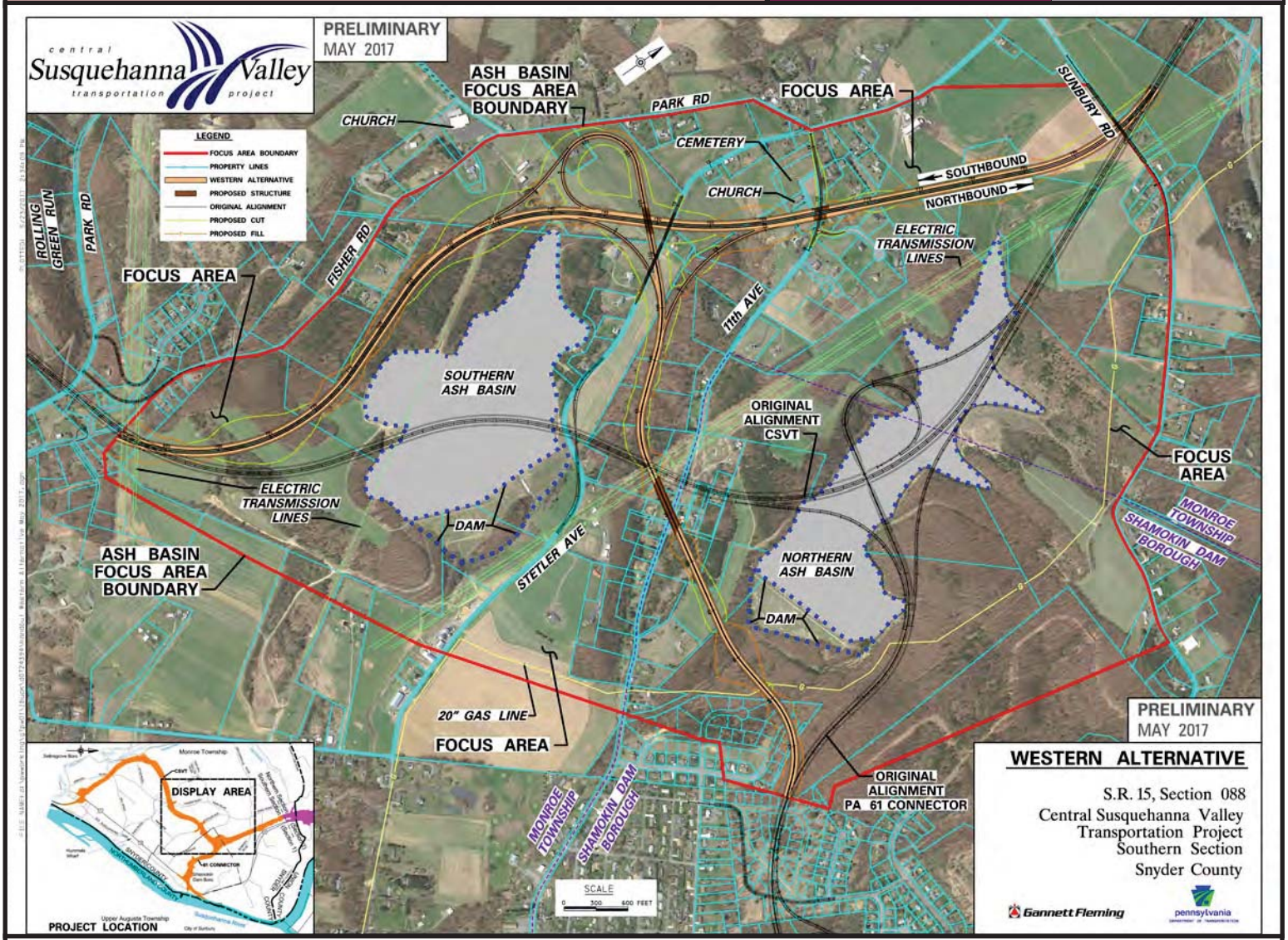
Ash Basin Avoidance Alternatives (cont.)

Western Alternative

The Western Alternative, shown below in tan, begins at Fisher Road and turns north, heading to the west of the Southern Ash Basin. Curving around the northern end of the Southern Ash Basin, the Western Alternative then heads in a northeasterly direction, crossing under Stetler Avenue and over 11th Avenue and tying into the original alignment as it crosses under Sunbury Road.

The PA 61 Connector heads in a westerly direction, passing south of the Northern Ash Basin and then proceeds between the Northern and Southern Ash Basins, crossing over 11th Avenue. The CSVT / PA 61 Connector Interchange is located north of the Southern Ash Basin.

WESTERN ALTERNATIVE ENGINEERING CHARACTERISTICS	
TOTAL EARTHWORK	
CUT	3.93 million cubic yards
FILL	4.06 million cubic yards
NET	0.13 million cubic yards BORROW
TOTAL ROADWAY LENGTH	
CSVT & PA 61 CONNECTOR	7.3 miles
RAMPS & SIDE ROADS	3.3 miles
TOTAL BRIDGE AREA	197,000 square feet
UGI GAS LINE RELOCATION	0 miles
PPL ELECTRIC TRANSMISSION LINE RELOCATION	0.5 miles *(within ash basin focus area only)*



Western Alternative for Ash Basin Avoidance

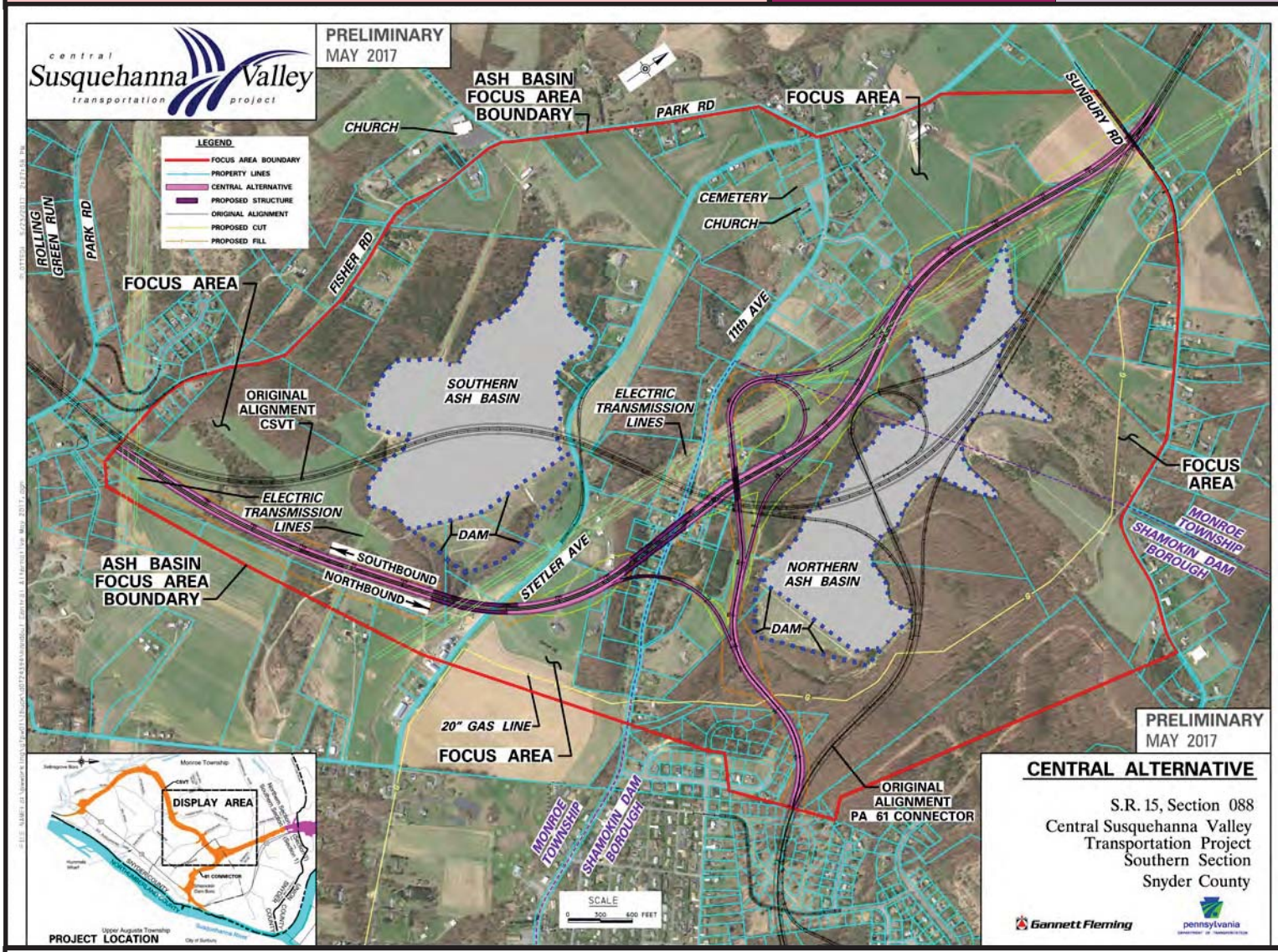
Ash Basin Avoidance Alternatives (cont.)

Central Alternative

The Central Alternative, shown below in pink, begins at Fisher Road and continues in an easterly direction, passing south of the Southern Ash Basin. Curving around the southern end of the Southern Ash Basin, the Central Alternative then heads in a northerly direction between the Northern and Southern Ash Basins, crossing over Stetler Avenue and 11th Avenue and tying into the original alignment as it crosses under Sunbury Road.

The PA 61 Connector heads in a westerly direction, passing south of the Northern Ash Basin. The CSVT / PA 61 Connector Interchange is located between 11th Avenue and the Northern Ash Basin.

CENTRAL ALTERNATIVE ENGINEERING CHARACTERISTICS	
TOTAL EARTHWORK	
CUT	3.95 million cubic yards
FILL	3.98 million cubic yards
NET	0.03 million cubic yards BORROW
TOTAL ROADWAY LENGTH	
CSVT & PA 61 CONNECTOR	7.0 miles
RAMPS & SIDE ROADS	2.9 miles
TOTAL BRIDGE AREA	289,000 square feet
UGI GAS LINE RELOCATION	0 miles
PPL ELECTRIC TRANSMISSION LINE RELOCATION	1.4 miles *(within ash basin focus area only)*



Central Alternative for Ash Basin Avoidance

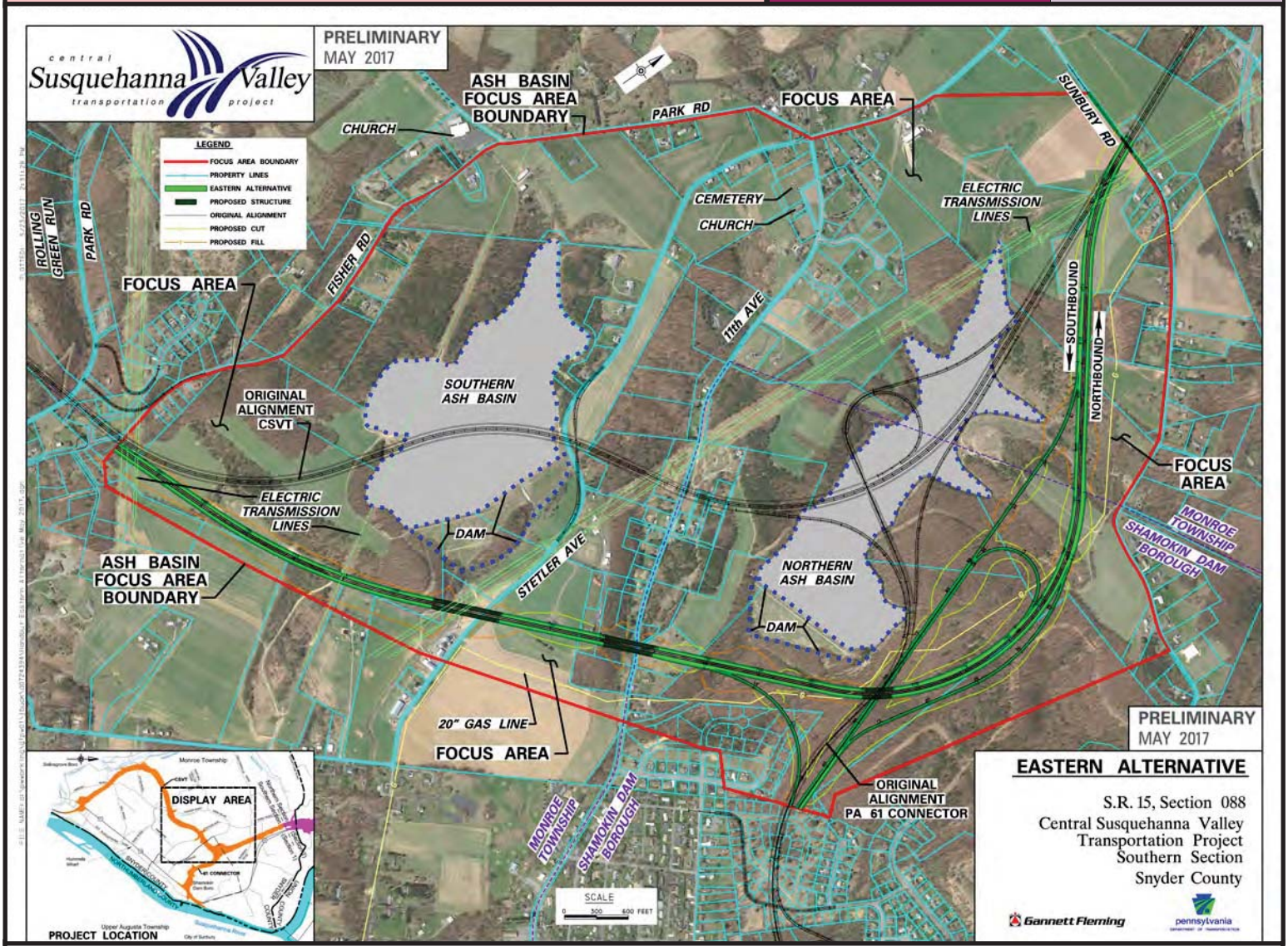
Ash Basin Avoidance Alternatives (cont.)

Eastern Alternative

The Eastern Alternative, shown below in green, begins at Fisher Road and continues in an easterly direction. Passing south of the Southern Ash Basin, the Eastern Alternative crosses over Stetler Avenue and 11th Avenue before passing south of the Northern Ash Basin. The Eastern Alternative then curves around the eastern side of the Northern Ash Basin, heading in a northwesterly direction and tying into the original alignment as it crosses under Sunbury Road.

The PA 61 Connector heads in a northerly direction, passing east of the Northern Ash Basin. The CSVT / PA 61 Connector Interchange is located east of the Northern Ash Basin.

EASTERN ALTERNATIVE ENGINEERING CHARACTERISTICS	
TOTAL EARTHWORK	
CUT	3.78 million cubic yards
FILL	3.91 million cubic yards
NET	0.13 million cubic yards BORROW
TOTAL ROADWAY LENGTH	
CSVT & PA 61 CONNECTOR	7.0 miles
RAMPS & SIDE ROADS	3.4 miles
TOTAL BRIDGE AREA	231,000 square feet
UGI GAS LINE RELOCATION	0.8 miles
PPL ELECTRIC TRANSMISSION LINE RELOCATION	0.9 miles *(within ash basin focus area only)*



Eastern Alternative for Ash Basin Avoidance

Ash Basin Avoidance Alternatives (cont.)

Environmental Impacts Comparison

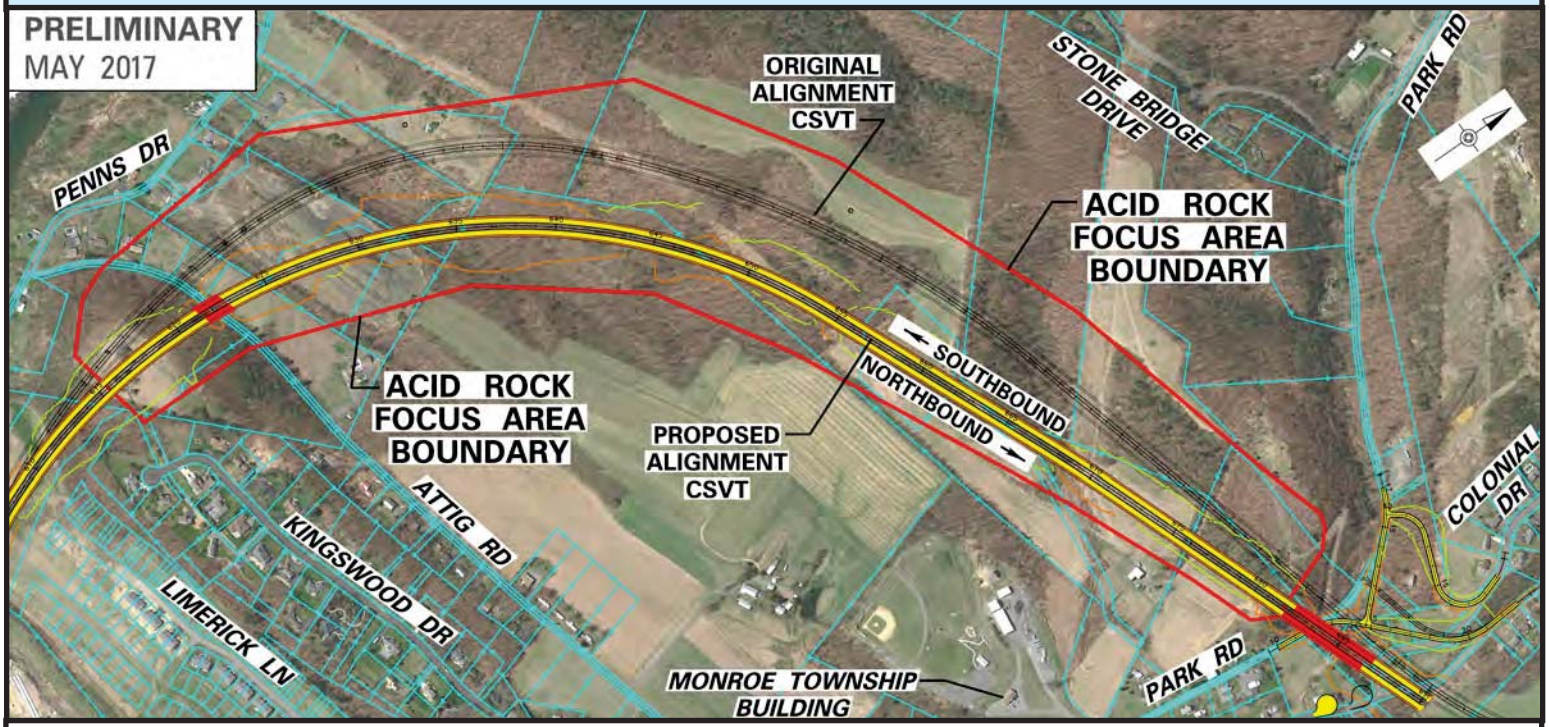
PRELIMINARY IMPACT SEVERITY: HIGH | MODERATE | LOW | INFO TO BE OBTAINED

	RIGHT-OF-WAY	RESIDENTIAL DISPLACEMENTS	FARMLANDS		NATURAL RESOURCES			RECREATIONAL AREAS	CULTURAL RESOUCES		WASTE AREAS	NOISE
			AGRICULTURAL SECURITY AREAS	PRODUCTIVE FARMLANDS	WETLANDS	STREAMS	WOODED AREAS		POTENTIAL ARCHAEOLOGY SITES	HISTORIC RESOURCES		
WESTERN ALTERNATIVE												
CENTRAL ALTERNATIVE												
EASTERN ALTERNATIVE												

The table above compares the general severity of the environmental impacts associated with each alternative. This comparison is based on preliminary data and may change as the resources are studied in greater detail during the summer of 2017. The right-of-way impacts consider the total amount of land required as well as the ability to use land already acquired by PennDOT.

Acid Rock Focus Area

The proposed CSVT alignment has been modified within the acid rock focus area to minimize the excavation of acid bearing rock. As shown in the figure below, the horizontal alignment has been shifted up to 400 feet south of the original alignment. The proposed shift begins approximately 1,500 feet south of Attig Road and ends as the alignment ties into the ash basin avoidance alternatives near Park Road and Fisher Road. This modification will reduce the excavation of acid bearing rock by up to 80%. Also, when combined with the ash basin avoidance alternatives, it provides fairly balanced earthwork for the CSVT Southern Section.



Proposed Alignment Shift within Acid Rock Focus Area

Design Changes

Proposed Jug Handle at US 522 & Airport Road Intersection

US 522 & Airport Road Intersection

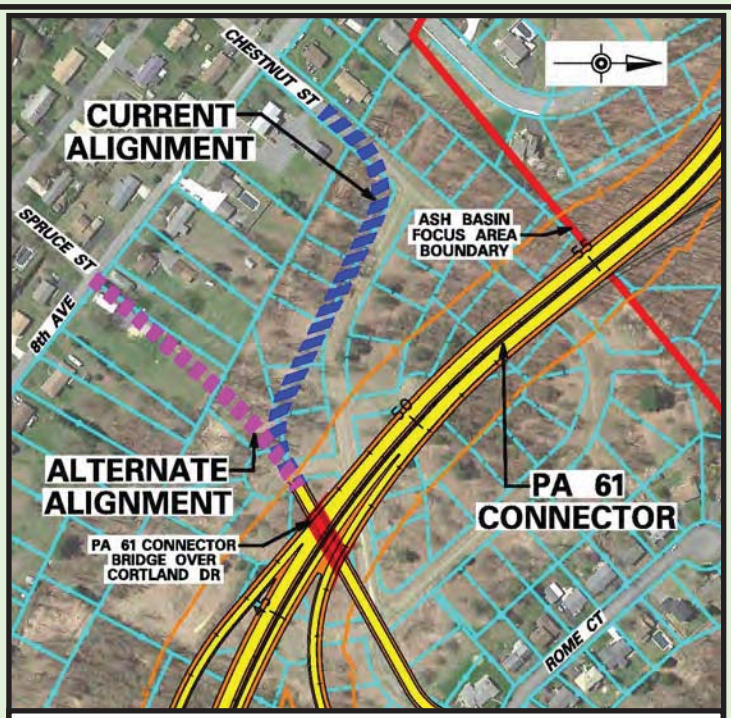
As shown at the February public meeting, a jug handle will be constructed in the northeast quadrant of the US 522 / Airport Road Intersection to accommodate US 522 northbound traffic wanting to turn left onto Airport Road.

The project team has evaluated a few different options and met with local property owners and Monroe Township representatives to discuss the proposed jug handle. Coordination is continuing, but the figure to the left shows the currently proposed design.

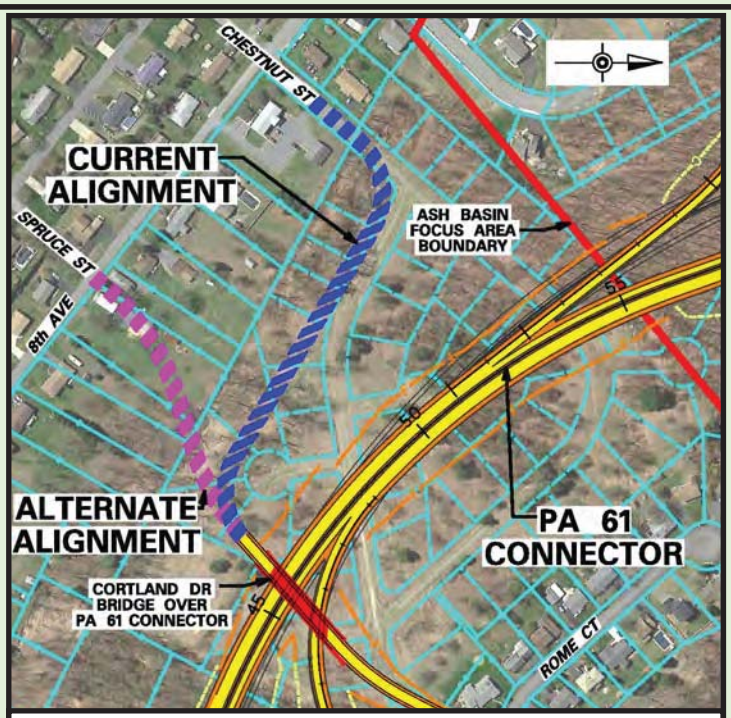
Washington Avenue will be changed to a one-way roadway, and the jug handle will be located between US 522 and South Old Trail.

Cortland Drive Connector

Two alignments were presented for the Cortland Drive Connector at the February public meeting. They are the Current Alignment which connects to Chestnut Street and the Alternate Alignment which connects to Spruce Street. Support from the public was evenly split between the alignments. Both alignments will remain in consideration through the detailed studies this summer. A Cortland Drive Connector alignment will be selected at the same time as the preferred ash basin avoidance alternative is identified. A noteworthy difference between the ash basin avoidance alternatives is that the Western and Central Alternatives require the PA 61 Connector to be higher than what is needed for the Eastern Alternative. Therefore, the Cortland Drive Connector will cross under the PA 61 Connector for the Western and Central Alternatives and over the PA 61 Connector for the Eastern Alternative.



Cortland Drive Connector
Western & Central Alternatives for Ash Basin Avoidance



Cortland Drive Connector
Eastern Alternative for Ash Basin Avoidance

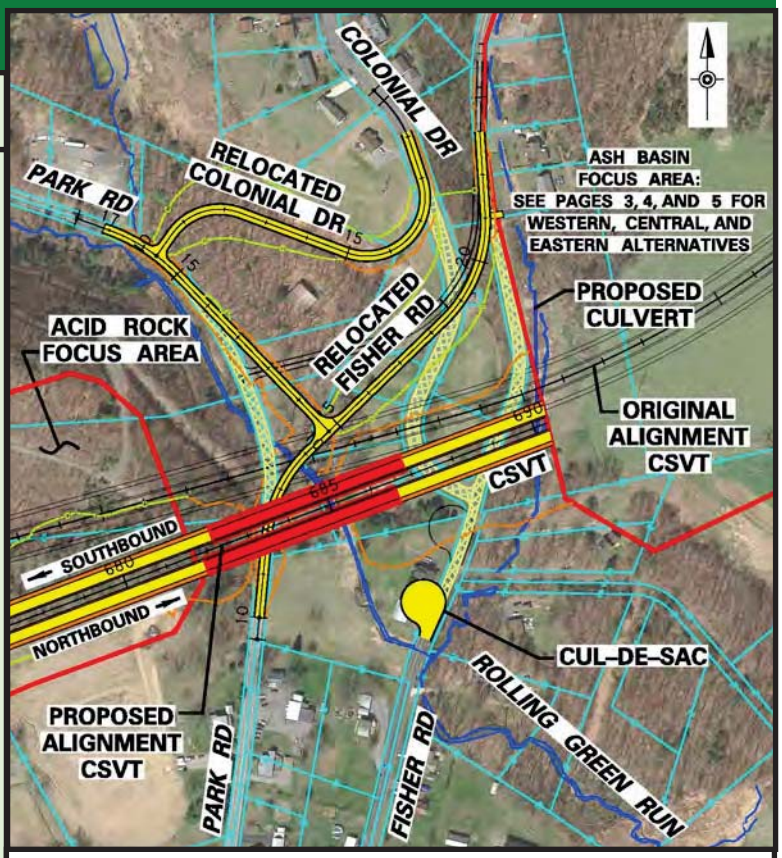
Design Changes (cont.)

Park Road & Fisher Road Crossing

Based on feedback from the public and Monroe Township representatives, the project team has investigated reconfiguring the Park Road / Fisher Road Intersection so that Park Road to the south is aligned with Fisher Road to the north. This change was suggested because Fisher Road carries more traffic than Park Road north of CSVT. Realigning the intersection reduces the number of vehicles that need to turn at the intersection.

The figure to the right shows the currently proposed design. Park Road to the south is aligned with Fisher Road to the north. Park Road to the north now "T"s into Fisher Road.

Additionally, CSVT has been realigned slightly to the south through the Park Road / Fisher Road area to minimize acid rock excavation between Attig Road and Park Road. This has moved the proposed cul-de-sac on Fisher Road slightly to the south. More information on acid rock minimization can be found on page 6.



Park Road & Fisher Road Crossing

Anticipated Next Steps

- Detailed Studies - Summer 2017
  - Perform detailed engineering studies, including detailed mapping, geotechnical testing and analysis, earthwork balance, stormwater management, etc.
  - Perform detailed environmental studies of streams and wetlands, communities, farmlands, noise, cultural resources, visual impacts, etc.
  - Coordinate with FHWA, environmental agencies, local officials, utilities, impacted land owners, and other stakeholders
- Public Meeting #3 - Fall 2017
  - Present results of detailed studies
  - Present preferred alternative and collect feedback
- Move forward with environmental clearance, final design, mitigation, right-of-way acquisitions, utility relocations, permitting, and construction

Project Contact Information

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The presentation slides, open house displays, and questionnaire from the public meeting are available at www.csvt.com.